CONTINUITY AND CHANGE OF THE URBAN CHARACTER OF SİNOP

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ABSTRACT

CONTINUITY AND CHANGE OF THE URBAN CHARACTER OF SİNOP

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This thesis attemps to examine the continuity and change in the physical character of Anatolian city which have crucial impacts on conservation of cultural values of town. From the mid-nineteenth century to the present time; decline of Ottoman Empire, establishment of Turkish Republic with new regime, wars in National Struggle, natural disasters, the policies of both central and local authorities, new regulations for urban planning and conservation are the reasons determined as major causes for the continuity and the change of historic urban character of towns.

Sinop, which was one of Ottoman port city having commercial and military function, is representative of the towns in which the big changes are observed. Therefore, in this thesis Sinop is chosen as a case study. It is aimed to see the reasons and results of continuity and change in its physical character, how they take place in city and the values which heve been lost are analyzed.

Keywords: Sinop, Urban Character, Continuity, Change, Conservation

ÖZ

SİNOP KENT KARAKTERİNDEKİ SÜREKLİLİK VE DEĞİŞİM

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Bu çalışma, Anadolu kentlerindeki kültürel değerlerin korunmasında önemli etkisi olan, kentlerin fiziksel karakterindeki süreklilik ve değişimin incelenmesi üzerinedir. On dokuzuncu yüzyılın ikinci çeyreğinden itibaren; Osmanlı İmparatorluğu'nun çöküşü, Türkiye Cumhuriyeti'nin kuruluşu ve yeni rejimin kabul edilmesi, Milli Mücadele savaşları, doğal afetler, merkezi ve yerel yönetimlerin geliştirdiği politikalar, planlama ve koruma alanlarındaki düzenlemeler; tarihi kent karakterindeki süreklilik ve değişime etki eden ana nedenler olarak belirlenmiştir.

Ticari ve askeri bir Osmanlı liman kenti olan Sinop, değişimin çarpıcı bir şekilde gözlemlendiği kentlerden biridir. Bu sebeple, bu çalışmada Sinop örnek olarak alınmış ve çalışılmıştır. Sinop'un fiziksel karakterindeki süreklilik ve değişimin neden ve sonuçları ile, bu değişimin kentte nasıl meydana geldiği analiz edilmiş, bunun üzerinden Sinop'un korunamayan, yitirilen değerleri nedenleri ile ortaya çıkarılmıştır.

Anahtar Kelimeler: Sinop, Kent Karakteri, Süreklilik, Değişim, Koruma

To Abdullah

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CHAPTER 1

INTRODUCTION

1.1 Aim of the Study

From the prehistory, lands of Anatolia were settled by different communities whose cultural traces still continue to exist in our cities today. Every civilization created its own physical environment as an expression of their culture. The periods that the city underwent are also called with the name of each society who created living environment for themselves. The uniqueness of every Anatolian town is directly linked to its being product of variety which brings forth cultural richness in urban fabric.

Inside the natural development of an urban area, subsequent to one community, the new comers begin to reorganize their environment which results in some physical alterations. Although this situation can come along with different scales and styles, it plays a part in the historical continuity of the city in which buildings, streets, and areas belonging to discrete time periods come together as cultural values in the physical character of today's cities. Since the physical character of Turkish town is the most effected entity by some significant circumstances like the change of city dwellers, the continuity and change proceed together in urban life.

Today, some of our cities and towns in Turkey have physical continuity context between past and present at some areas whereas some of them have lost even cultural traces belong to recent times. Sinop is one of them, which illustrates the town that had lost

most of its historical urban texture by the effect of some events: war and disorder in late Ottoman period, natural disasters, and urbanization after the proclamation of the republic. Besides the wars and natural disasters which left physical and social scar at some areas of the city, changes in national policies, local urban policies, laws and social life style, physical change of the city began. Since the city of Sinop formed over long period of time, there was natural development in the city character. However, now it is hard to feel the historical continuity of the town in the changing pattern of Sinop.

The role of urban conservation comes up at this point to support the continuity of cultural values of different periods. While it has a deep-rooted history, as an Anatolian city the change in physical environment is so striking in Sinop. Hence, this thesis is issued on the continuity, change, and the historical character of the city of Sinop based on urban conservation context. It is aimed to analyze continuity and change in the physical character of the town from the Tanzimat period when the city became a sanjak of state of Kastamonu in 1844 to the present day.

In addition, the study tries to answer the questions of what is the reason of the change, how the change took place, how the physical character of the city changed, which were lost, which values are existing today, which areas still has historical continuity in the case of Sinop city center. It also discusses the process of 'physical conservation of urban areas' in Turkey together with reasons on the basis of relationship between 'continuity' and 'change' on the example of Sinop. Finally, it is aimed to figure out historic characteristic areas for Sinop which include continuious elements in the city character and have potential to create qualified townscape with cultural heritage in Sinop.

1.2 Method of the Study

This study is based on comparison of past and present character of Sinop city center in terms of its physical features. The written sources of literature research and visual sources are combined then they are compared in terms of some periods from 1844 to the present day which is called 'continuity and change analyses'. This analysis is done on three areas inside the walled city: Southern Port & Kurtuluş Steet, Atatürk Street, and Sakarya Street. Then together with this detailed studies, the continuity and change for the walled city are determined with the comparison of old and new photographs at some points of the area. In addition to the comparison of visual documents, this study also puts the reasons of continuity and change according to written documents in order to examine cause & effect relation.

There is prepared some key maps showing the data gathered from various sources for each period. In concern with the city scale, the period before the republic (1844 to 1923) is studied with the visual documents of 19th century gravures and 19th & 20th century maps. The republcian era maps and analysis on the historical tissue, on the other hand, are created by the help of aerial photographs dating 1954, 1976, and 1990, cadastral plan of 1954-1957, the municipal plan of 1977, and the maps showing registered buildings in 1979, 1985, 1987, and 2004, and the photographs from the beginning of 20th century, 1920s, 1930s, 1950s, 1960s, and 1970s. The situation of today is studied with aerial photograph of 2010, the city plan, and photograps of the city.

Determination of conserved elements and parts of city is done according to observation of continuous and changed elements in the physical character of Sinop. Each study area is practiced in different details. There is general interpretation about continuity and change in urban character of Sinop, some comments about the walled city whose data are enough, and detailed study in some parts of city whose data are more than the others.

For the walled city, together with the same documents used in city scale analysis, the observation and analysis coming from the field survey for this area are used. The analysis in urban texture is general while it is exhaustive due to the qualification of the data. This is same for the detailed study areas. There are taken new verisons of old photographs of some parts and streets which are the area of Southern Port & Kurtuluş Street, Atatürk Street, and Sakarya Street.

During the field research, there were made both literature reasearch and analysis of the present day for the walled city and Atatürk Street. There was prepared a table for analyzation building's current situation. Then there according to these data, there is created seven maps with the themes of 'registration status of building lots', 'open and built up areas', 'building category', 'structural system of the buildings', 'structural condition of the buildings', 'number of storey', and 'current use of buildings'. In addition, from the public institutions, local photographers, books and articles, and some internet websites having archieves of old photographs and maps of Sinop were collected and new ones were taken.

The new photographs were taken almost the same points as old ones for comparison. These are classified in terms of 'plan' and 'street elevation / façade'. The 'continuity and change analysis' is made by looking at both maps, city plans, aerial photographs for 'plan' and old and new photographs for 'street elevation'. All these analysis, as mentioned before are linked with literature research and some comments are made in terms of urban conservation.

After giving general information about the three detailed study areas based on analysis of field survey, with the data on the maps and other visual documents there was created schemas showing periods of that study area. Then in the explanation, each period was compared with the previous one by making also cause & effect examination. At the end,

how some values of the city of Sinop are conserved and how the others are lost are figured out.

1.3 Content of the Study

This study is based on the analysis of ‘continuity’ and ‘change’ in ‘physical’ character of the city. Therefore, economic, social, and cultural environments are not examined elaborate; however, the ones which have direct effect on physical structure are taken as input. There are determined a time span and three scale study areas for understanding the ‘continuity’ and ‘change’ in Sinop.

The Ottoman Period of Sinop is between 1461 and 1844. When the city was captured by II Mehmet, it was a township of the sanjak of Kastamonu. Then, in 1844 it became the sanjak of state of Kastamonu. Since in 1923 with the proclamation of the republic all sanjaks set as province, the city of Sinop grow into center of province. This thesis studies on this time span from 1844 when Sinop was a sanjak to the 2010.

There are three study areas: a city as a whole, the walled city together with Atatürk Street, and the three detailed study areas. In the first scale, the historical development phases of the city are watched with the help of literature research and visual documents from 1844 to 2010. The area inside the city walls are known as being settled in all historic periods of the town. In addition to this area, the zone behind the port and Atatürk Street of the city known as the areas which has been crucial for city life and display ‘continuity’ and ‘change’ explicitly are added. The borders of this area are: the outer city walls on the west and north, the Black Sea on the south, and from south to north Atatürk Street, Hükümet Meydanı and eastern city walls. The detailed study areas placed inside the first one.

The thesis is composed of five chapters. The first chapter of ‘Introduction’ composes of aim, content, theoretical framework, and methodology of the study. The part of

‘theoretical framework’ defines ‘historic city character’, ‘continuity’, and ‘change’ and their relationship with the ‘conservation’ based on the ideas of academicians and theorists. In addition, the international documents about preservation are scanned and their approaches are added as well.

In the second chapter, today’s city of Sinop is described. After it location, geography, and history, present day Sinop is told in terms of social, economical, administrative, cultural and physical features. In the part of ‘History of Sinop’, the period from 1844 to 1923 (Republic) is explained in detail. In the Republic Period of Sinop, the important events are listed. This period is given with its details in third chapter since most of the circumstances have directly impact on the physical structure of the city. Therefore, they are put inside ‘The Reasons of Change’. Today’s Sinop, on the other hand is divided into two parts: the whole city and the walled city. In the second part the analysis coming from the field survey take place.

The subject of the chapter third is the reasons producing continuity and mostly changes. In this part, there are four heading first of which discusses the development of city structure with the effect of urban policies both in Turkey and Sinop. After Ottoman Empire, new regime ‘Republic’ brought some changes to the country which can be followed on urban areas. The urban interventions after 1923 are examined according to the situation of the country and the city. Secondly, the town planning issues which have also great impact on physical character of the settlement are taken in hand to see how they shaped the city. Third part is relevant to ‘conservation activities’ composed of the decisions of conservation council and the list of the historical buildings which were repaired between 1844 and present day. The other reasons of Raid of Sinop during the wars in between Ottoman Empire and Russia in 1853 and the fires as natural disasters are told inside the urban developments.

The analysis of continuity and change are made in the fourth chapter. The information gathered from literature research and the visual documents are put together in terms of some time periods and they are compared with each other. Answering the questions mentioned in 'the aim of the study'; how the change took place and how the physical character of the city changed, which values were lost, which values are existing today are the main theme of this chapter.

Lastly, in the chapter of conclusion, the outcomes of second, third, and fourth chapters are combined and the continuous and changed areas from 1844 to today inside the texture of the city are determined. The changes which are not reversible and the most changed areas reveal their reasons. Then, for the areas of small change and the areas preserving their continuity, the discussion of what can be done in order to conserve them is made. At the end of this study, the relationship between development and conservation of Sinop as an example of Turkish city is figured out in the period of republic.

1.4 Literature Review

Definition of Urban Character

The lexical meaning of 'character' is *"the quality that makes somebody or something different from other people or things, the nature of somebody or something"* or *"the combination of qualities or features that distinguishes one person, group, or thing from another"* (Oxford Wordpower Dictionary, 1993, p.100). That is to say, character consists of some distinguishing features which support uniqueness of anything.

Based on this identification, in simple form, urban character can be described as 'peculiar qualifications of an urban area which specialize it among others.' There are

some perspectives of architects and town planners about the description of city character and also there are international documents that mention historical character of towns.

According to Karl Kropf, who is known as urbanist and theorist, in order to examine the character of a town, two aspects should be considered. In his article named 'Urban Tissue and The character of Towns', he discusses that the first aspect in description of 'character' for cities is based on the relationship between the humans who observe the town and the town itself which is observed. Thus, the first aspect of defining urban character is something that observers identify and describe or attribute to cities (Kropf, 1996, pp. 248-249).

The second aspect is similar to dictionary meaning of 'character'. Kropf (1996, p.249) says "*The things that give a town its character are the things that make it different from others. (...) Each has a distinctive combination of features that gives the town its identity. It is those features that constitute the character of each town. Character and identity are, in a sense, two names for the same thing."*

After describing two main aspects of character, Kropf talks about some features forming this character. The first distinguishing specialty is town's unique position on the planet. In addition to its position, there are other differences in terms of physical and cultural features (Kropf, 1996, p. 249). Hence, it is right to say that every city is unique due to its location on earth, its culture and physical environment created by both position and culture of the town.

The main emphasis of Kropf is the character which he links it more to the physical substance of a place. He says (1996, p. 250)*"When we see and experience a town directly we sense, first and foremost, the ground and sky, the stone or brick of walls, the wood and glass of windows and doors, the metal of bridges and high-rise buildings."*

This, the primary elements of city which the individuals perceive is substances of physical environment.

Character whose first asset is perception of physical entity is composed of ‘patterns’ and ‘patterns of patterns’. That is, from the construction material of building to the whole city there are various elements and patterns of those elements. Kropf thinks that when an individual responds to a town, he/she senses some patterns: a wall made up from arrangements of bricks, a building composed by brick walls, a plot formed by arrangement of buildings, streets having blocks created by plots, and position and togetherness of those parts within a town (Kropf, 1996, pp. 250-251).

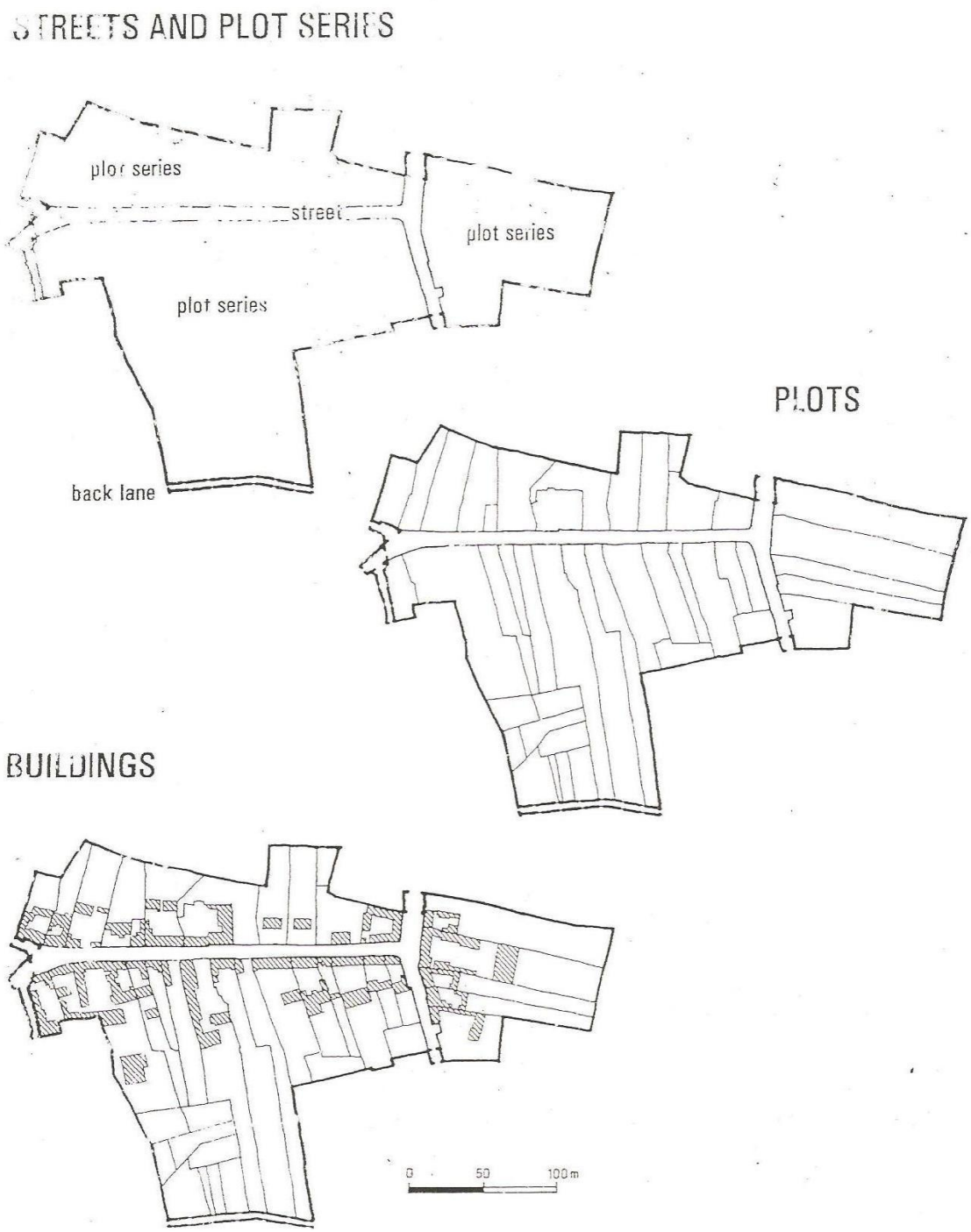


Figure 1. Kropf's Drawing Showing patterns of patterns in terms of building blocks, lots and buildings.
Source: Kroph, 1996, p. 252.

Briefly, with his words (1996, p. 250) *"That is, the parts of an object are in turn composed of parts and an object is a part in some larger entity."* In order to understand the character of a town, it is patterns of patterns in the parts of urban area that observer sees. At this point, it is possible to talk about 'hierarchy'. Kropf says (1996, p. 250)that there is defined hierarchy of components as a tool for analyzing towns by the approach of a geographer M.R.G. Conzen and an architect Gianfranco Caniggia. According to them, there are mainly seven elements in this hierarchy:

- *"materials*
- *structures, such as walls or roofs (encompassing details of construction)*
- *rooms or spaces*
- *buildings*
- *plots*
- *street and blocks (or plot series)*
- *urban tissue"*

Furthermore, for each element in the tree of hierarchy, there are three pertinent characteristics, in other words, characteristics used to describe each element:

1. position: place of elements
2. outline: external boundaries of element which are shape, size, and proportions
3. internal arrangement: type and number of component parts and their relative position (Kropf, 1996, p. 253).

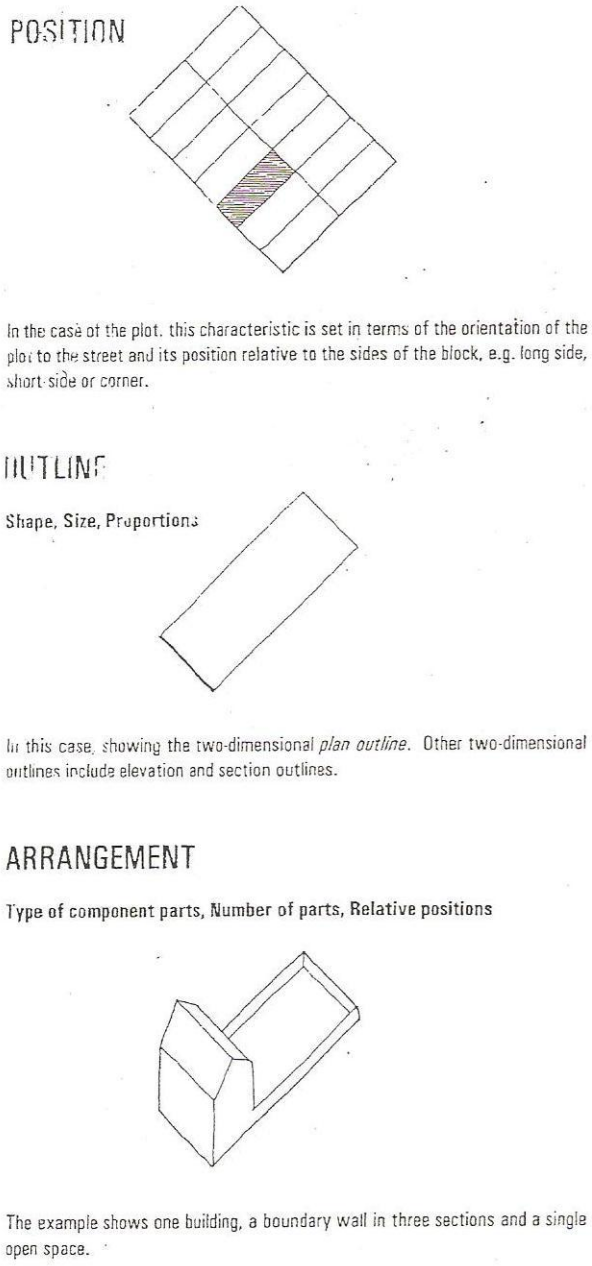


Figure 2. Kropf's Drawing for Description of Three Pertinent Characteristics for a Building Lot.
Source: Kroph, 1996, 254.

Kropf's first aspect based on individual perception of physical environment looks like Kevin Lynch's, who worked on urban planning and environmental psychology, book of 'The Image of the City'. In the third chapter of his book, Lynch describes public image of the city and its elements. This public image is based on collection of individual images which are unique but helpful to understand the environment. Since the main objective is to see the role of forms in the city, the analysis is only concerned with the physical entity (Lynch, 1988, p.46).

With respect to Lynch, there are five types of elements in the city image: paths, edges, districts, nodes, and landmarks. Paths are the lines such as streets, canals or railroads that the observer chooses to use. Paths are crucial for people because they perceive the environment while walking on them or passing through them (Lynch, 1988, p.47).

Edges are linear elements which differs from paths due to their being lateral references separating regions. They can be shores, railroad cuts, walls; therefore, they determine the boundaries of development and the city (Lynch, 1988, p. 47).

Districs, on the other hand, are distinctive two dimensional sections of the city in which individuals recognize them inside of. The structure of the city depends on the observer's emphasis on paths and districts which is two sided relationship between the person and the city (Lynch, 1988, p. 47).

Nodes are strategic points that an individual enter and foci that is an important spot in his/her trip. Lynch says that, junctions, places of a break in transportation, a crossing or convergence of paths, and moments of shift from one structure to another are examined as nodes. While there are some nodes that have concentration of uses, there are others that are simply junctions (Lynch, 1988, pp. 48-49).

Lastly, landmarks are reference points which are also physical objects like a building, sign, store, or mountain. Landmark is assumed as a thing contributing the identity of the city since they becomes more familiar to the people while observing (Lynch, 1988, p. 49).



Figure 3. Scheme of path, edge, district, node, and landmark by Lynch.
Source: Başaran, 2010, pp. 52,53

Another architect is Alexander Papageorgiou who also talks about physical characteristic elements of historic cities in his book about conservation "Continuity and Change, Preservation in City Planning". Papageorgiou, as understood from the title of the book focuses on preservation of historic urban centers. Therefore, he mentions (1971, p. 85) some 'principal elements which characterize the townscape of protected areas and which have to be given special consideration in any new development within historic urban clusters'.

'The character of road network', 'the visual density of urbanization', 'the integration of different architectural forms within the urban space', and 'the introduction of various non-architectural elements' are components of the historic urban character. Papageorgiou (1971, p. 85) believes that 'the network of the roads' depend on 'alignments'. He describes traditional streets as its being narrow, followed the natural line of the land, complemented by squares and monumental open areas, and also similar to Kroph's and Lynch's ideas, roads and paths are providers of variety of perspective views to the people.

Papageorgiou uses the words 'methods of urbanization' for the short form of 'visual density of urbanization' which includes the population density, total useful capacity of buildings, architectural density of the site, and height of buildings. In other words, buildings and building groups are constructed without any restrictions; they are created on a basis of aesthetic sense of architects and builders in and together with arbitrary layout of street facades, different leveled roofs of buildings and relationship of built-up and open areas (courtyards and gardens) constitute the visual density of the city (Papageorgiou, 1971, pp. 93-95).

He writes that the city is composed of buildings from different periods having different architectural style. Each urban sectors belonging to some period and their integration with each other plays an essential role in urban composition (Papageorgiou, 1971, pp.

96-99). Being a Greek architecture, Papageorgiou emphasizes integration of archaeological sites in historic centers and he discusses more about this subject. However, this thesis about Sinop does not examine archeology of the city deeply.

The final characteristic element studied by Papageorgiou is about decorative forms and elements both on the streets and on the façade of the buildings. In this context, commercial signs, street signs, lights, house numbers, verandas, benches, decorative railings, cellar entrances, kiosk, shelters, and floral displays are the ones he gives as examples. The compounds listed above, according to him, are also creates some kind of character which he calls as 'local color' (Papageorgiou, 1971, p. 108).

Besides the planners' and architects' own ideas, there are also certain explanations in documents of international conventions about the historical urban areas in terms of conservation. There is a recommendation named 'Concerning the Safeguarding and Contemporary Role of Historic Areas at the general conference of UNESCO held in Nairobi in 1976. The first definition issued in this recommendation is 'historical and architectural areas' which mean groups of buildings, structures, and open areas having archaeological and pale ontological sites, creating urban or rural environment of archaeological, architectural, prehistoric, historic, aesthetic, or socio-cultural values (Madran & Özgönül, 1999, p. 188).

This is general description of historic site that other international documents have similar explanation. It can be concluded that the buildings, groups of buildings, and open spaces are indispensable components of city's physical environment.

The more definite definition about the historic character of the town or urban area appears in Washington Charter of 'The Conservation of Historic Towns and Urban Areas' in 1987 by ICOMOS. Among the 'principles and objectives' of the charter,

material and spiritual elements of historic character are listed as (Madran & Özgönül, 1999, pp. 321-323):

- *"urban patterns as defined by lots and streets*
- *relationships between buildings and green & open spaces*
- *the forma appearance, interior and exterior of buildings as defined by scale, size, style, construction materials, color and decoration*
- *the relationship between town or urban area and its surrounding setting both natural and man-made*
- *the various functions that the town or urban area has acquired over time"*

In brief, character is peculiar to a place; it is 'uniquesness of a place' or a 'town' that comes up with its features in terms of social, cultural, economic, and physcial environment and creates 'the character of a town'. Physical character of the city, on the other hand, composed of all tangible elements from the smallest to the largest unit when perceiving the city. There are specific patterns of these physical elements of an area which are perceived in the texture of the city. From a single material to building, building plots, blocks, streets, and to the whole town, these patterns are observed. As well as buildings', building plots', and streets' own physical features; 'hierarchy', 'associations', and 'togetherness' of physical elements and patterns are the reasons for city or a specific area inside the city to come up into existence and results in individuals' to sense and describe it.

Likewise, the picture of a town is physical relations of paths, edges, nodes, landmarks, and districts. Historical areas inside the cities can be determined as a 'district' having patterns of historic building and building plots; paths or organic streets; edges or tresholds, natural or man made boundaries; nodes or gathering places, open & green areas, squares ; landmarks or monumental buildings. Pattern of any element above includes forms, styles, heights, scales, densities, materials, colors, specific elements, and any feature that contributes to physical environment around it.

Description of 'continuity','change', and Historical Character of the City

'Continuity' and 'change' are the concepts which are directly in relationship with time and space. The history of the city begins with settling on a land that starts to create some space at that moment. Then, continuing history of the places brings city into its present life. Throughout its life, and urban area is settled by different people in which the physical environment is some kind of reflection of their culture. That results in different time periods of the city.

It is not possible to talk about any interruption in the history of the city. There are only some changes occur in the city. Any change starts with the change of community or culture settled in the town. Then, other changes come up: population, density, economy, living style, functions, built environment are some of those. It can be say that physical environment and the character of the city is special among them due to the fact that any change in those other things listed above can easily be followed on the physical environment. In other words, together with city's history, physical environment is a reflection of continuity and change. This continuity and change are monitored best in historic urban centers.

Townscape is a mirror image of the society. The aesthetic attitudes and architectural style of the period or periods are reflected by that mirror. There can be two type of historical townscapes based on periods. It can be either the product of a single historical era or accumulation of different eras which the latter one is common and that are the proof of historical continuity of human life and man's cultural development (Papageorgiou, 1971, p. 76).

Indeed, as said before, the character or sense of place is a composition of physical environment, social environment, and economic development (Shalaby, 2008, p. 667). Therefore, settlements are shaped during historical processes on their unique

geographical location together with the social, cultural, and economical structure of particular period (Aydın, 2008, p. 417). The character of a town arises from these circumstances, culture, societies, politics, and economy of a period which reveals its differences from others (Ferdous, 2008, p. 305).

Since, *"The cities are made up of neighborhoods, districts, patterns, streets, buildings, and people. Each of these urban components forms layers, which accumulate over the years to shape the cultural, social, economic, and physical urban identity of the city"* (Daou, 2008, p. 618). Any destruction in the urban fabric means that it is impossible to go back and create the city again. In other words, urban sprit and identity can not be regained after any change that interrupts the identity (Daou, 2008, p. 617).

Alexandre Melissinos, French architect and planner says (2001, p. 85) *"The identity and character of an urban area lie at its hearth."* In his point of view, it is a complex matrix of continuity of ordinary buildings which generate cities. The meaning of 'urban conservation' is to protect the city's fabric without a distinction in terms of status or age of building. The density and scale of cities are crucial, they should be respected. Because all service, shop units, and traffic concentrate on the centers, they must be protected by distributing some functions to other parts of the city. In addition, cities are dependent on a balance of their functions. The extreme use of historic city center threats the continuity (Melissinos, 2001, pp. 87-88). Any change in physical character can cause irreversible lost of historical values of the city.

In today's cities, archaeological monuments which are seen as uninhabited and functionally dead are infact; integral part of townscape due to being symbols of urban continuity (Papageorgiou, 1971, p.99) idea can also be thought for all buildings belonging to different periods of the city, witnesses of the past supporting historic continuity.

The continuity begins with the survival of an object or an area; however, they should be supported by appropriate functions. As Papageorgiou states (1971, p. 140) *"Despite timeless character of our historic centers as vehicles of specific (residential, cultural, tourist, and artistic) activities, their adaptation to the needs of their present populations and of social classes, who have to be attracted back into them is necessary condition of their survival."* Having function with adaptation is essential for an urban space in order to continue its life.

The denotation of 'continuity' and 'change' support these ideas. Continuity means 'the state or quality of being continuous' or 'an uninterrupted succession of flow; a coherent whole' and 'change' means 'an event that occurs when something passes from one phase to another' or 'a relational difference between states; especially between the states before and after some event' (www.thefreedcitionary.com).

While continuity includes and needs historicity, change waits for any trigger to occur. Change in something depends on a reason, and in the case of an urban area, this can emerge with any circumstance affecting even the smallest unit of the city.

The Change and Reasons behind the Change

In this part, it is aimed to collect the reasons of change in the physical environment of the city observed in some countries as examples. In addition to architects', town planners', and archaeologists' ideas and experiences of cities, approaches and opininons in the international documents are given.

In the book named 'Regional Architecture and Identity in the Age of Globalization', there are articles written by participants of 'The Second Conference of the Center for the

Study of Architecture in the Arab Region (CSAAR 2007)' which the writers talk about their countries and cities in terms of architecture, conservation, and globalization. These articles are helpful to see the situation and examples from other countries in the world because some of them discuss 'changes' in their cities.

The first and the most effective reason of change is 'war'. Dolly Daou, who studies on the effect of war and violence on urbanity, architecture, and people's memory, talks about Lebanese War in 1975. She says (2008, 619) *"War brings destruction and humility to any city or country, changing the city's identity, and creating a new beginning through the interruption of the everyday activities and the occupation and nature of the space, as was the case in Beirut during the war and post-war reconstruction period."* She says that war lead to loss in Lebanese people's memories and sense of belonging by destroying architectural and urban landmarks. Furthermore, street patterns were disappeared and buildings became skeletons. That made the city very hard to recognize. Daou adds that (2008, pp. 619-620) this war was the physical representation of destroying the old regime and creating new urbanity.

The other reason is natural disasters like in the city of Budva. In their article of 'Universal and Regional in the Identity of the Old Town of Budva as a Motive for Preservation', Radivojević, Roter-Blagejevic, and Đokić mention (2008, p. 1135) the change of city of Budva after the earthquake in 1979 and they link this with continuous elements from its history. They say that residential buildings of old city were affected very much and they were subject to numerous adaptations and renewals due to the destructions.

The effects of urban planning and development policies of globalization are other change factors on the physical environment of cities. Farhana Ferdous explains (2008, pp. 302-303) 'the enigma of indigeous and organic morphology' in her article named 'Morphological Identity of Old Dhaka: The Notion of Indigenous Settlement'. She

divides internal physical form of city into two: planned or formal organization and unplanned, spontaneous city. The second group is the organic city which has been developed by the passage of time, the lay of land and daily life of citizens without any master plan. Therefore, she believes that the growth of a city can be understood by analyzing the planned and unplanned parts of the city because later plans put some order into organic pattern which changes its environment.

Furthermore, modernization gives rise to some changes in cities. Djamel Boussa emphasizes this situation in Arab cities in his article 'The Arab City: A Search for Identity in a Global World'. He says that after 1950s and 1960s, Arab cities got into rapid urbanization which led to demolition of historic centers and neighborhoods. The migration to cities resulted in overcrowding which means multiple families started to live in one single building in historic center. Boussa adds that these historic centers were transformed to 'urban slums'. In addition, modern high-rise buildings were constructed by destruction of traditional buildings. The globalization makes cities to modify their context mostly for international tourism. Although that brings back the significance of places, there is still unbalance between traditional and modern buildings. It is important to conserve historic centers in order to regenerate cultural identity of Arab city (2008, pp. 1147-1149):

"The historic urban centers are the nuclei of the cities in the Arab world; they are containers of major monuments and districts of architectural and historic significance. It is these structures and urban spaces, where the life of the town evolved that distinguish the concept of a historic area from a group of disparate monuments. Since their demolition or neglect would deprive the town of its essence, identity and distinctiveness, a policy for their conservation should be established, before their decline under the waves of the current globalization era."

Again, in his book 'Continuity and Change: Preservation in Urban Planning', Papageorgiou explains 'change' in detail with street and building scale. To illustrate,

traditional quarters which were influenced by irreversible changes should coexist with modern part by small implementations. For instance, modern infrastructure should be introduced at a minimum rate that provides basic needs of population (Papageorgiou, 1971, p.88).

The conflict between traditional and new also appears in traffic circulation. Narrow streets are not appropriate for passing of cars; therefore, in development plans, planners suggest 'regular' and 'wide' road patterns which are not acceptable. Not only alignments of the roads but also texture of materials and the type of road surface should be considered as well. One of the common approaches is covering the old streets with asphalt which invites motorized traffic into the hearth of the cities and gives the wrong impression that they were designed for cars. However, this is wrong due to the fact that they were used by non-motorized vehicles and pedestrians, so they should be used by pedestrians (Papageorgiou, 1971, p.91).

He adds that new buildings provide more comfort and satisfy people's needs. However, contrary to aesthetic diversity of traditional towns, newly developed areas have lack of plasticity and that make them sad and dreary places. They are unimaginative and monotonous products whereas historic settlements' are creative spontaneity (Papageorgiou, 1971, p.94).

According to Papageorgiou (1971, p.157), except from war and natural disasters there are mainly two reasons of demolishing traditional buildings in historic settlements:

- *"The sporadic and uncoordinated erection of new buildings on the site of historic buildings. This is an undesirable development carried out by private individuals which should be opposed whenever possible.*
- *The planned restructuring of historic urban clusters and rehabilitation of their townscape. This is a necessary and desirable development."*

The land speculation is trigger of unplanned demolition of traditional buildings which private landlords destroy their property in historic areas in order to build new buildings that will bring high return. Any loss of historical building means that the continuity of townscape is disrupted. New building, apart from speculation comes also with aesthetic problems with the environment (Papageorgiou, 1971, p.157).

In a smaller scale, Papageorgiou talks about factors that affect the authenticity of a single building. There are three categories (1971, p. 112):

- *"Natural aging due to unavoidable wear and tear brought about by variations of temperature, biochemical changes, weathering, air pollution, corrosion (caused by micro-organisms and exposure to the air)*
- *Mechanical forces, which disrupt the static equilibrium of a building and may lead to its partial or complete destruction. The principal causes of this kind of damage are earthquakes, inundations, fires and acts of war.*
- *Human intervention over the course of centuries, leading to alterations in the functional arrangement of a building (the organization and use of its internal space) and in its morphological character (the style of the facades and the interior decoration)."*

An extreme form is demolition of building for construction new, larger one by economic reasons.

'Continuity' and 'change' Issues in International Documents

"Cultural heritage and the natural heritage are increasingly threatened with destruction not only by the traditional causes of decay, but also by changing social and economic conditions which aggravate the situation with even more formidable phenomena of damage or destruction.

Deterioration or disappearance of any item of the cultural or natural heritage constitutes a harmful impoverishment of the heritage of all nations of the world." (UNESCO, 1972, Convention Concerning the Protection of the World Cultural and Natural Heritage, Paris)

"Architectural heritage should be passed on to future generations in its authentic state and in all its variety as an essential part of the memory of its own continuity will be destroyed." (Council of Europe, 1975, European Charter of Architectural Heritage, Amsterdam)

In the Berlin Symposium (Council of Europe, 1976), named 'Big European Cities and Change a Future for Their Past' the effects of 19th century development s are examined. 19th century is known as industrialization era which led to big population growth, migration, political, economic, and cultural development of cities. That caused major radical changes in the structure of traditional cities. The human scale of open spaces and small scaled buildings began to alter their places with high density development. There occurred demolition of fortifications, opening of new boulevards, uncontrolled suburban development, new technology in transportation, and new type of building. The character of European cities was changed and since then the block of flats has become popular. While industrialization increased number of new and multiple storey buildings, it decreased productions of traditional crafts which are totally differentiate character of historic settlements (Madran & Özgönül, 1999, p. 173).

In addition, town planning was found and different approaches showed up. However, speculation, over-crowding, pollution, poverty and the dominance of technology continued to change cities even though authorities put new laws and regulations to control the development of the city. That is explained in the document as follows (Madran & Özgönül, 1999, p. 174):

"The heritage from 19th century just as much as that from earlier centuries is seriously threatened by accelerated deterioration, current building regulations and renewal techniques."

Likewise, 'Recommendation Concerning the Safeguarding and Contemporary Role of Historic Areas' took place in Nairobi in 1976 by UNESCO says *"Historic areas and their surroundings should be actively protected against damage of all kinds, particularly that resulting from unsuitable use, unnecessary additions and misguided ar intensive changes such as will impair their authenticity, and from damage due to any form of pollution."* It also mentions that, urbanization and modernity cause increase in the scale and density of buildings. This case can damage both historic and newly developed areas. Therefore, it is suggested that architects and town planners should integrate monuments and historic areas and modern life (Madran & Özgönül, 1999, p. 189).

Again, in Washington Charter for 'The Conservation of Historic Towns and Urban Areas (ICOMOS, 1987), it is mentioned that most of the parts of historic urban areas are physically degraded and damaged with the effect of urbanization and industrilization. This results in irreversiable losses of cultural, social, and economic environments (Madran & Özgönül, 1999, p. 321)

In the document, there are introduced some methods and instruments directly linked with the change. It says that cities should be protected from natural disasters and nuisances for the benefit of the society. If any natural disaster takes place on historic urban area, then implementations such as repairs or preventive approaches should be

done with respect to the character of an area. Furthermore, if there is necessity for constructing new buildings, there should be respect for the scale and lot size of the existing areas (Madran & Özgönül, 1999, pp. 322-323).

Lastly, about the changes took place in historic city centers and reasons, 'The Report and Recommendations of International Symposium on Conservation and Restoration of the Islamic Architectural Heritage' (UNESCO, 1980, Lahore) gives some ideas as well.

There is rapid transformation of Islamic cities which have already lost their fabric and character. Industrial technology has negative impact on Muslim society due to new modes of production and models of development. Historic urban centers can not provide adequate service and infrastructure to booming population and historic image of the cities begin to disappear in order to look like Western city (Madran & Özgönül, 1999, p. 226).

According to this document, one of the main purposes of conservation the historic character and amenities of the town is controlling the rate of change. Construction a new building into historic surroundings could be positive if it is planned carefully by contributing the continuity. The only necessity for the success of harmony with new and old is planning and designing new parts on a basis of the traditional character. There should be two steps for this: *"to asses the capacity of the old town to admit change without loss of the historic character"* and *"to asses whether the needs of the inhabitants can be satisfied within the constraints which result"* (Madran & Özgönül, 1999, p. 230).

It is important to know the meaning of continuity ad change in the international documents related to conservation of city, a part of a city, or physical features or character of the city. They show that we can call the urban character as a complex system of built environment created by different cultures throughout its history.

Description of 'continuity and change in urban character'

The explanations, opinions, examples and reasons discussed previous three parts emphasize and repeat some basic statements about continuity and change:

- for continuity of a part of historic city or whole of historic city, extreme circumstances should be prevented
- if any change occur due to the lost of some element in the city, for the continuity of urban character the new proposal of today's should be in harmony with historic elements
- although archaeological elements are considered as dead, they are part of physical continuity of urban fabric as well as the living ones
- change is irreversible
- change of something occurs when that thing passes one phase to another
- conservation deals with controlling the rate of change of historic town character

The first requisite is being existed physically in order to be counted as a continuous element within historic urban fabric. There are some other necessities for historic element like having a function or being adapted to the present social life of a town for mentioning the 'continuity'. Since this study is interested in physical environment, definition of 'continuity' and 'change' is developed via physical presence and there is tried to be relate 'continuity', 'change' and 'conservation' in terms of 'character'.

Continuity and Change of Pysical Environment

For city of Sinop, continuity and change of the urban character, as mentione before, is studied in terms of physical environment. In this part it is aimed to define continuity and change of physical environment. In the scope of this study, what is understood from previous theorist's beliefs, case studies, and international documents are put together with the object of the thesis. Physical continuity and change are introduced.

Continuity needs historicity while change needs trigger or reason. In the continuous life of city, its character begins to be shaped by accumulation of different eras. The term of 'phase' for anything can be called 'era' for the town in very general perspective of change. The capture of a town by one civilization or culture brings new environment into existing fabric because social, cultural, economical, and political conditions changes. The tangible products of these cultures are located on a specific land of the city which is directly linked with physical character. It can be said that the end of existence of any continuous element of urban character results in change.

The specific era of the city cannot be conserved with all elements of its physical environment because in addition to their continuous life, small and big changes occur permanently in every living city. The elements which make up the urban character are physical components that are representatives of different time periods. Their existence in the city can be described as continuity, and it is possible to talk about their being conserved from the time they created to the present. In parallel with this basic relationship between 'being continuous' and 'being conserved', 'being changed' can be correlated with 'being not conserved' by reason of an object's not being there anymore.

Inside this simple frame of relationship, with some more explanations in terms of meanings of continuity, change, conservation, and historic urban character; there is designed a table. It shows the growth of an idea and contributes to method of the study.

The aspects are developed both for the historic city as a whole and historic part of a city which is named before as ‘district’ in the definition of urban character.

CHAPTER 2

CITY OF SİNOP

2.1 Location & Geography

Sinop locates in the region of central Black Sea which has also north peak of Anatolian lands named "İnceburun" inside the boundaries of Sinop province. Lands of Sinop are surrounded by provinces of Kastamonu, Çorum and Samsun on the west- south- east direction, respectively. Mountains especially Küre Mountains which lay parallel to the shore are the main land forms of Sinop. Since they make up 74.3 % of the region, Küre Mountains make difficult to access from coastal parts to inner parts. Plateaus (23.4 %) and plains (2.3 %) cover small areas on the geography of Sinop. Gökırmak which passes through the southern part of the region of Sinop is the main river in this geography (Yurt Ans., 1981, p.6759).

Sinop city center, on the other hand, is settled on the isthmus that connects peninsula of Boztepe to İnceburun on the east and Anatolia on the west. Boztepe, which is also called as "Ada" by local people, has width of 5 km on the directions of east-west and 3 km on the directions of north-south. This isthmus on which the city is located is so narrow that its widest part is only 300 m (Akkan, 1975, p.9). Together with İnceburun Peninsula, Boztepe Peninsula constitutes the largest peninsula of northern Anatolia: "Sinop Peninsula" (Tarkan, 1941, p.13). The mean height of Sinop Peninsula is about 80 – 100 m. and the elevation increases through southern parts (Akkan, 1975, p.9).

There is Black Sea on the both directions of north and south of the settled area of the city center. Lands of Boztepe encircle these two parts of settlement and sea, and create two harbors of the town: inner harbor on the south and outer harbor on the north. This geographical feature creates the inner port of Sinop unique as a natural port through the shore of Black Sea in the boundaries of Turkey (İslam Ans., 1966, p.683). In addition, there is an important cove on the north-west of Sinop city center which was also known as natural shelter for ships in the history named Akliman (Her Yönüyle Sinop, 1992, p. 5).



Figure 4. Location of Sinop in Turkey
Source: http://tr.wikipedia.org/wiki/Dosya:Latrans-Turkey_location_Sinop.svg, accessed on 14th March 2010.



Figure 5. The Province of Sinop.
Source: http://www.turkiye-resimleri.com/data/media/61/sinop_ileleri.png, accessed on 14th March 2010.

The stream of Karasu, which goes to north, starts from the mountains on the south and it reaches Black Sea 8 km far from the settlement of city center. Despite the sea and the hills around Karasu, the Hıdırlık hill (187 m) and other hills on the Bozburun are natural thresholds of city of Sinop (İslam Ans., 1966, p.683). Furthermore, there is Sülük Lake on the Boztepe. It is a crater lake which has elevation of 210 m and depth of 1-2 m (Her Yönüyle Sinop, 1992, p. 6).



Figure 6. Physical Map of Sinop Province.
Source: http://www.ogm.gov.tr/kbulten/sinop4.htm, accessed on 18th February 2011.

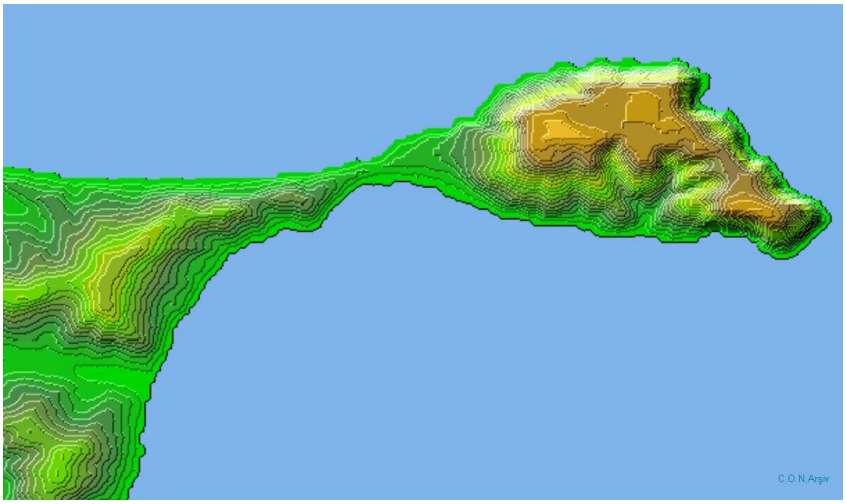


Figure 7. Map Showing Elevation of Settlement Area of City of Sinop.
Source: http://www.gezenbilir.com/index.php?topic=13444.60, accessed on 18th February 2011.

2.2 History of the City

2.2.1 Prehistory

Its unique position and geography is the major reason for Sinop being chosen as a settling place since early Bronze Age. Between 1951 and 1953, archaeological excavations took place in Sinop region by Ekrem Akurgal, Afif Erzen and Ludwing Budde from the Münster University in behalf of Türk Tarih Kurumu. Demirciköy Höyüğü, Kocagöz Höyük and Maltepe Höyüğü in the boundaries of province provided archaeological findings related to prehistoric Sinop settlements (Yurt Ans., 1981, p. 6760).

The hills of Sağırhamam, Yıkıkcami, Burçlu and Çeşmesuyu in Sinop Peninsula are tumuli in the borders of central district of Sinop (Başoğlu, 1978, p.78).

2.2.2 Kaşka & Hittite Period

Based on Hittite written sources, it is believed that the city of Sinop was established by local people of Black Sea called Kaşka or Gaşga at about 3000 B.C (Sinop İl Yıllığı, 1973, p. 1). The foundation / base of Sinop citadel assumed to belong the period of Kaşkas (Geçmişin Fotoğraflarıyla Sinop Tarihi, 2005, p.11).

Some sources say that the city was significant market place of Assyrian people in 2000 B.C. Also, there is uncertainty about Sinop's being caught by Hittites; however, the early Hittite period findings in the district of Gerze strengthen this idea (Gökmenoğlu, 1992, p.8). With the fall of Hittite Empire, written history of Sinop finished and between 1200 and 700 B.C. there is no documents about the city (Geçmişin Fotoğraflarıyla Sinop Tarihi, 2005, p.11).

2.2.3 Period of Miletus Colony

Phrygians which occurs in 8th century B.C. in Middle West Anatolia are thought to have relationship with the city. Either Phrygians or a community under the force of Phrygians are traded or lived in Sinop (Yurt Ans., 1981, 6814). In 756 B.C., with the effect of Helen colonization on the shores of Black Sea, migrants from Miletus establish the city of Sinope. Furthermore, Cimmerian and Lydian dominion took place in Sinop region up to 630 B.C. Then the second merchant colony form Miletus settled in Sinop and it is believed that they built the city walls of today (Çakan, 2005, 348).

2.2.4 Hellenism

In 546 B.C., Persians defeated Lydians and they administrated the cities that were under Lydia by Tiranes. Alexander the Great, in 333 B.C., entered the lands of Anatolia and terminated Persian governance. City of Sinop, without any invasion, declared its dependence to Alexander. This was the period that the city influenced by Classic and Hellenistic arts. Until being captured by the Kingdom of Pontos in 183 B.C., Sinop joined Cappadocia and Paphlagonia physically by protecting its local independence (Yurt Ans., 1981, p. 6814). At that time city was designed with geometrical forms on the plain. Also two ports of the city were connected through a canal (Sinop İmar Planı analitik Etüdleri, 1977, p.29).

The period of Mitiridates III (169 – 150 B.C.), Sinop was a capital of Kingdom of Pontos. The city was culture and art center having stoa, gymnasium, agora, palace, and Temple of Serapis. This remarkable city became outstanding port of Paphlagonia, Galatia and Cappadocia. Besides being center of fishing, in Hellenistic Era Sinop was major commercial harbor of olive, olive oil and amphora (Yurt Ans., 1981, p. 6814).

The Temple of Serapis which is inside the garden of Sinop Museum is the building remained from this period.

2.2.5 Roman Empire Period

The city of Sinop was conquered and destroyed by Roman general Lukullus in 70 B.C. Then, from 45 B.C. when Sinop was Roman colony to 395 A.D. when Roman Empire go into division it belonged to Romans. Since Aegean and Mediterranean Sea trade were much more important than in Black Sea, city lost its significance in this Era (Geçmişin Fotoğraflarıyla Sinop Tarihi, 2005, p.11). According to information gathered by Strabon, Sinop was surrounded by walls that had gymnasium, agora and streets with columns. Additionally, it is known that in the period of Emperor Trajan there were brought aqueducts from 16 miles far to city (Yurt Ans. 1981, p.6814).

The excavations in the Ada district which is located outside the city walls, reveals some Hellenistic and Roman Era house and building remaining. That supports the idea that the city was settled both inside and outside the fortifications. It was developed through east in early Roman period (Kuru, 2004, p.1).

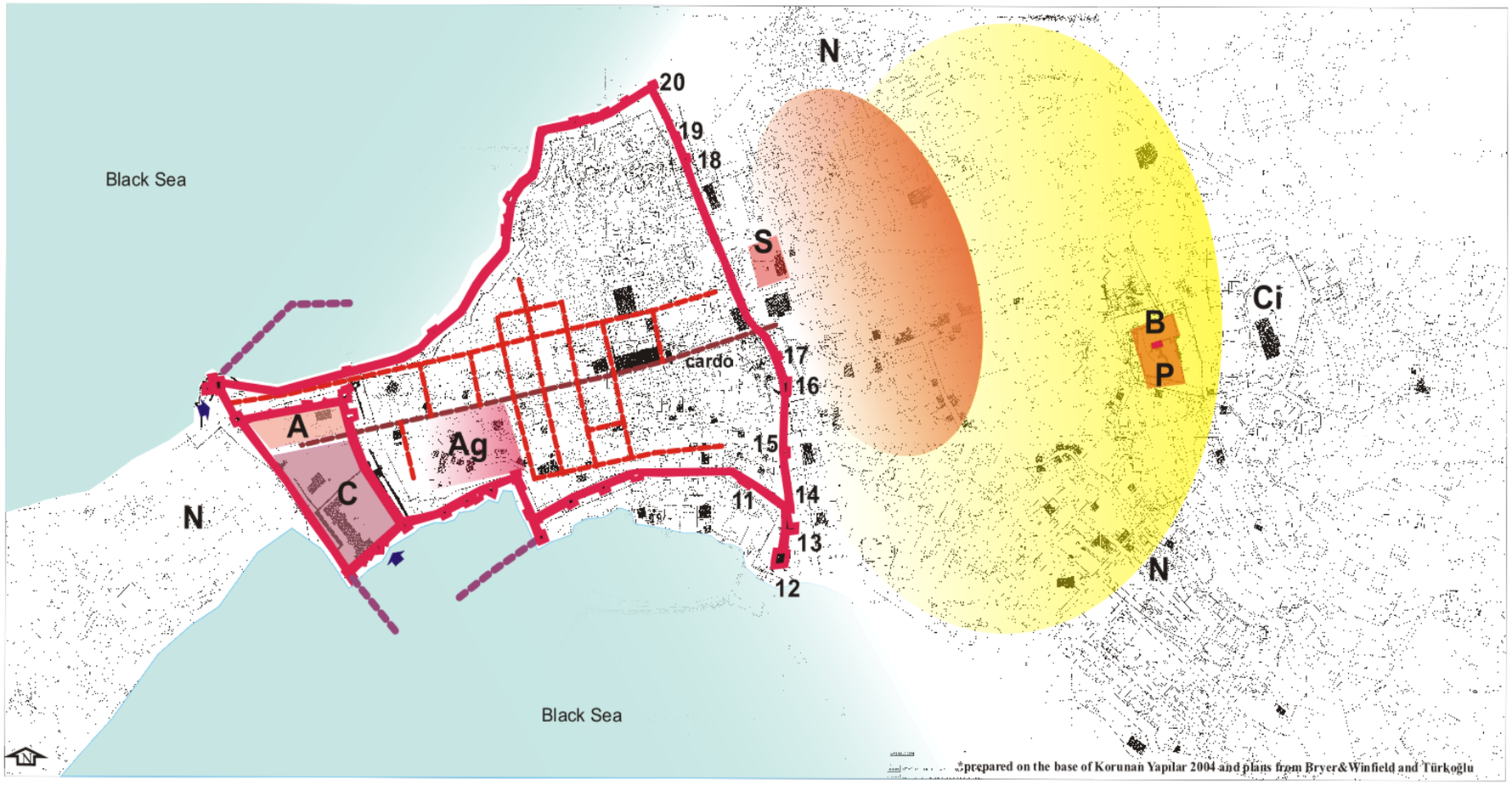
2.2.6 Byzantine Empire Period

Byzantine Era of Sinop started with division of Roman Empire in 395. City continued to lose its importance and began to shrink. However, it was still commercial, cultural and military center of Black Sea Region (Sinop İl Yıllığı, 1993, p.31). Christianity spread in the city and in 4th century, the period of Emperor Justinian, churches, bridges and waterways were constructed and the walls were repaired (Gökmenoğlu, 1992, p.14). Later, the development of the city was stopped due to invasions of Arabians and Persians. In the age of Iconoclasm, Veregs who came from Black Sea was destroyed

Sinop. After Istanbul's being attacked by Latin, Rum State Trabzon added the city into its lands (Sinop İl Yıllığı, 1993, p.33).

Church of Balatlar, in Kefevi neighborhood, belongs to Byzantine period of the city.

SCHEME OF HELLENISTIC - ROMAN - BYZANTINE PERIODS OF SINOP*



City Walls: Believed that their origins goes back to Kaşkas. Thought to be constructed by Miletus Colony in 7th century BC. They were repaired in Hellenistic Period (Mithridatic Period), Roman Period and

Suggested Classical Grid: Shows the Hellenistic Era city plan which can be observed in modern city. Sakarya Street one of the main axes of today is the possible "cardo" of hellenistic Sinope.

Submerged Moles / Two Harbours: Northern (outer) and Southern (inner) harbors of Hellenistic, Roman and Byzantine Sinope.

Roman or Early Byzantine Gates

A Suggested Acropolis: According to the information gathered from structural system of towers, chrolonolgy of construction date of the towers, the military area on the north of the Sakarya Street could be the first acropolis.

C Suggested Citadel: Again from the information of chrolonolgy of construction date of the towers, the area on which historical prison is located was the citadel of Hellenistic Sinope.

Ag Agora?: Submerged Mole of the inner port leads to think the place of agora closer to it.

4 Tower Numbers

N Necropol

S Serapion: Roman City Temple.Together with Palace suggests that city moved to east in Roman Period. The towers from 12 to 20 on the east was not on their present place.The orange area around the temple is supposed to be suburb having larger public buildings of Hellenistic Sinope.

P-B Palace & Balatlar Church: Balatlar Church belongs to Byzantine Period. It is located inside a building that is called palace. The construction system of the walls of the palace shows that the building seems to be dominant building in Hellenistic or Roman perod which was then converted to church. The yellow area is the possible settlement area with big public buildings of both Roman & Byzantine Sinope on the east.

Ci Cisterns: Roman or Early Byzantine Period

Figure 8. Scheme of Hellenistic-Roman-Byzantine Periods of Sinop

2.2.7 Seljuks Period

Sinop was invaded by İzzettin Keykavus on October 3th in 1214 (Her yönü ile Sinop, 1992, p. 16).When Sinop was taken by Anatolian Seljuks, construction activities began immediately. Constructors and experts were called for development of the city. Walls were repaired and inner citadel was built on the western part of the outer walls in order to provide more effective protection of Sinop (Gökmenoğlu, 1992, pp. 18-19). During the construction of inner citadel ruins from temples and palaces were come up inside the area (Tuğlacı, 1985, p. 286).

Likewise, churches were restored and together with the biggest one they were functioned as a mosque. Also, a new mosque and medrese were constructed (Gökmenoğlu, 1992, p.p. 18-19). From the other Seljuk cities, near villages Muslims and Turks were settled along with people of Çepni clan. One of the most important development activities was the construction of shipyard and fleet (Sinop İl yıllığı, 1993, p.36). It is known that inside the newly built citadel, there is a wall having direction of east west which divided it in two parts. On the southern part, the shipyard of Seljuks and some dungeons were settled (Her Yönüyle Sinop, 1992, p.16). Similarly, it is believed that on the northern part of the inner citadel, there was an arsenal and a mosque named 'Kale Mosque' (or İbrahim Bey Mosque) whose place is used as bus station today. In addition, from the inscription in the Sinop museum, there is a medrese constructed in the period of İzzettin Keykavus which is thought to be near the Kale Mosquae (Kuru, 2004, pp.1-3).

The organic development of the city occurred inside the fortifications. Whereas inner citadel had military functions due to the shipyard (Kuru, 2004, p.7). At that time, because the eastern wall of inner citadel did not have a gate, Lonca Gate near the military service today was used to enter (Her Yönüyle Sinop, 1992, p. 16). The main entrence to the city was, on the other hand was provided by a corridor in between the northern fortifications (Sinop İmar Planı Analitik Etüdleri, 1977, p.29).

After the shipyard of Sinop, there was constructed another shipyard in Alanya in 1230, in the period of Aladdin Keykubat showing its power on both Black Sea and Mediterranean Sea (Sevgen, 1959, p.290). At the time of Seljuks, Sinop was Konya's commercial and military base. In 1259, Rum State Trabzon got the city and Turkish buildings were destroyed. However, shortly after in 1262 Süleyman Pervane who was vizier of Seljuks retrieved Sinop and then seigniors' time of the city started (Geçmişin Fotoğraflarıyla Sinop Tarihi, 2005, p.21).

The monuments belonging to Seljuks in Sinop city center at present are inner citadel and Alaaddin Mosque (1214).

2.2.8 Pervaneoğulları Period

Süeyman Pervane, firstly refunctioned the mosque of Cami-I Kebir which was used as church. Then Medrese named Pervane was built together with some other medereses and mosques (Sinop İl Yıllığı, 1993, p.36). Sinop continued to be major port and center of international trade. In the period of Pervaneoğulları there was also colony of Genoese that attacked city time to time. After the death of Gazi Çelebi, Candaroğulları added Sinop to their lands in 1323 (Geçmişin Fotoğaflarıyla Sinop Tarihi, 2005, p.23).

In this period, inside the fortifications, on the northern side there was Aslan Mosque which does not exist today. Likewise, there was 'Kadı Mescidi' which was located on the beginning of the street coming from Aladdin Mosque to the Tuzcular Street, opposed to the Fışkıran Fountain (Kuru, 2004, p.6).

Today, Süleyman Pervane Medresesi or Aladdin Medresesi (1262), Yukarı Hamam (1268), Pervane Tomb, Seyit Bilal Tomb (1280), Aslan Fountain (1289) are the buildings of Pervaneoğulları period.

2.2.9 Candaroğulları Period

The city of Sinop was again significant coastal town in the times of Candaroğulları. Colony of Genoese continued its existence in the city and there was Venice consulate, too. According to traveler, İbn-i Batuta in 1331 – 32 Sinop was crowded city which was defended effectively. It has only one gate on the east and after it fields and gardens took place (Sinop İl Yıllığı, 1993, p.39). In 1383 seignior divided as Kastamonu and Sinop. Seignior's Sinop part was then called İsfendiyaroğulları. In 1461 Sinop and İsfendiyaroğulları joined Ottoman Empire (Geçmişin fotoğraflarıyla Sinop Tarihi, 2005, p. 11).

There are some buildings constructed in this period but lost for some reasons. 'Ulu Bey Mescidi (1358)', Ulu Bey Fountain on the orthern part of the Aladdin Mosque, and İsmail Bey Fountain in the Demirlimescit district are them which were constructed by Candaroğulları (Kuru, 2005, p. 8).

Fatih Baba Masjid (1353), Saray Mosque (1374), Sultan Hatun Tomb or Aynalıkadın (1335), Hatunlar Tomb (1425), İsfendiyaroğulları Tomb (1385?), Yeşil Tomb, Yalı Hamamı and Şehabüddin Fountain(1430) are buildings remained from this period.

2.2.10 Ottoman Empire Period

With respect to the content of the study, Ottoman era of the city is divided into two parts. The period between 1461 and 1844 is explained briefly. Then, the period from 1844 to 1923 is discussed in more detail because of the thesis' time span of 1844 – 2010.

2.2.10.1 1461 - 1844

In the period of Ottoman Empire, the city was again one of major seaport and center of ship production. Sinop was a district of a qadi in Kastamonu sanjak in the state of Anatolia. It was military base for expedition in Black sea (Geçmişin Fotoğraflarıyla

Sinop Tarihi, 2005, p.25). In 1461 together with Sinop, Ayancık, Boyabat, Durağan, and Gerze were other districts in Kastamonu sanjak (Sinop İl Yıllığı, 1993, p. 47).

In his book named 'Osmanlı Devrinde Sinop' (2008), Ünal gives detailed information about the city from 15th century to 18th century which he uses 'tahrir defterleri' and written sources about the Ottoman Sinop. According to his study, 'tahrir defteri' of 1487 says that there were thirteen neighborhoods of Muslims which had mosques at the center and houses around it and called the name of the mosques or masjids. Similarly, the number of non-Muslim (Rum) neighborhoods was seven. They were the settlements which were created around the churches and again called the name of them except for Tersane Neighborhood. Ünal gives the number of households for each neighborhoods and he estimates the population of the city. He takes five persons for one household, he adds single persons and military people to this calculation and accounts the population of the city about 4550 (Ünal, 2008, pp. 101-103).

16th century is known as the brightest period of Ottoman Empire. In addition to the shipyards in Gelibolu and in Haliç, shipyard of Sinop was important (Kuru, 2004, p. 10). Since Fatih Sultan Mehmet exempted people of Sinop from tax and want them to protect the castle, in 16th century the city developed and the population increased (Geçmişin Fotoğraflarıyla Sinop Tarihi, 2005, p.25). According to 'tahrir defteri' dated 1530 there was a new Muslim neighborhood named 'Balatlar Mescidi Mahallesi' in the city of Sinop. Then there was another new neighborhood 'Küçük Ayasofya Mahallesi or Yenimahalle' with respect to 'tahrir defteri' of 1582. The population was nearly; 4087 in 1523, 3870 in 1560, and 5119 in 1582 (Ünal, 2008, pp. 101-107). Insurgencies of Celali and suhte in this century gave big damages to society both physical and moral. They were increased between 1567 and 1568 which resulted in rich families' moving away (Geçmişin Fotoğraflarıyla Sinop Tarihi, 2005, p. 25). It is thought that the first use of historic bastions as dungeons was in 1568 during the insurgency of Suhte in the Sinop according to the Ottoman records (Sinop İl Yıllığı, 1993, p. 126).

Table 1. Muslim Neighborhoods of Ottoman Sinop According to 'Tahrir Defterleri'
(Simplified and Translated into English from Ünal, 2008)

Name of Neighborhood	1487			1530		1560			1582		
	H	S	P	H	S	H	S	P	H	S	P
Mescid-i Bâb-ı Meydan	27	2	2	17	10	19	17	1	22	28	2
Câmi (Alaaddin Mosque)	63	9	7	52	30	74	51	6	71	130	25
Sûfi Bayezid (Hoca Şahin)	20	3	4	23	18	17	17	2	18	39	2
Mescid-i Akdoğan	29	2	5	11	4	9	12	2	14	22	4
Mescid-i Demürlü(ce)	31	1	2	27	13	30	32	6	35	46	8
Mescid-i Şekerhâne	30	9	5	29	18	22	14	2	26	48	6
Mescid-i Tayboğa	47	9	2	45	22	34	30	5	43	78	8
Mescid-i Ulubey	36	3	4	22	20	33	20	2	32	33	8
Mescid-i Kapan (Han)	68	7	5	50	48	39	45	6	38	66	22
Mescid-i Serameddin	19	1	1	8	4	17	12	2	13	15	4
Mescid-i Saray	41	9	4	26	18	37	29	2	35	62	8
Mescid-i Aslan	47	2	9	43	24	30	20		30	42	8
Câmi-i (Mescid-i Hacı) Aslan	34	3	2	15	6	5	1		-	-	
Balatlar Mescidi		-	-	10	1	11	10	1	8	10	2
Küçük Ayasofya (Yeni Mahalle)	-	-	-			-	-		15	25	3
Total	492	60	52	378	236	377	310	37	400	644	11
Cemâat-i Nöbetçiyân	117	-				-	-		-	-	-
Final Total	609	52	60	378	236	377	310	37	400	644	11

H: number of households
S: number of single people
P: number of privileged people who did not give tax like imam
Cemâat-i Nöbetçiyân : Guardsmen

Table 2. Non Muslim Neighborhoods of Ottoman Sinop According to 'Tahrir Defterleri'
(Simplified and Translated into English from Ünal, 2008)

Name of Neihborhoood	1487		1530		1560		1582	
	H	S	H	S	H	S	H	S
Büyük Kilise M. (C. Rumyân)	23	1	17	5	16	7	10	9
Aya Bedros	19	1	12	4	9	5	*	-
Ayakluca Kilise	32	2	41	14	25	18	43	62
Aya Nikola	15	5	32	17	31	14	34	52
Tershâne	19	2	20	8	23	12	24	19
Arab(lar) Pınarı	38	8	84	26	54	23	67	102
Aya Konstandin	13	1	27	17	38	11	48	51
Total	159	20	233	91	196	90	226	295
* included by Arab Pınarı								

At the beginning of the 17th century, the city was looted and shaked down by Celali insurrectionists. Then In 1614 Kazakhs attack Sinop and pillaged the city. From Evliya Çelebi, it is known that in the middle of the 17th century, the people living in Sinop were merchants, carpenters and sailors (Yurt Ans., 1981, p.6815). Again, from the Evliya Çelebi there were eight gates of the city: 'Kum Kapısı', 'Meydan Kapısı', 'Tersane Kapısı', 'Yenice Kapı', 'Dabakhane Kapısı', 'Lonca Kapısı' of inner citadel, and 'Oğruca Kapı', 'Deniz Kapısı' of down town. There were 24 neighborhoods the city. Christians were settled on the coast of the city whereas Muslims were located inner parts inside the walls. There were nearly 1060 houses of these non-Muslims (Geçmişin Fotoğraflarıyla Sinop Tarihi, 2005, p. 25).

18th and 19th centuries are the years of Ottoman Empire's decline. Therefore, Sinop was also affected by this situation. Travellers and their gravures give information about the city. From the observations of Tournefort, at the beginning of the 18th century there were two walls defended by triangle and pentagon towers. The other parts were neglected. Charles Texier (2002, vol. 3, p.155, 210) who visited Sinop in

1830s says that, the port of Sinop had lost his importance because Trabzon was the destination of the Persian commercial route. Although it still carried the qualifications of commercial port city, Sinop had a scale of a small town having fertile lands and forests around.

The wars between Ottoman Empire and Russia started in 18th century continued in 19th century made the city life alive. It is known that in 18th century Sinop was a military base. Therefore, there was constructed another, secondary shipyard in the city as well (Kuru, 2004, pp. 10, 12). In 1780s there was a sentence about maintenance of the city walls and building new walls on the side of the Seyyid Bilal Tomb. In addition, the harbor was also repaired in 1780 (Ünal, 2008, p. 292-296).

There was information which Ünal gathered from a doctorate thesis. He does not give the name but he says in 18th century, there were twenty-seven neighborhoods in Sinop. At the beginning of the 19th century there were Armenians settled in the city. In 1830 one Kıptiyan and one Armenian neighborhood were located in the city (Ünal, 2008, p. 333-336). Furthermore, from the study of Karpat (2010, p.232), the male population of the city together with its villages was 7137 in 1831. Other source is Y. Fontainer who traveled Sinop between 1830 and 1833 giving the number of town-dwellers as 15 000 whose one quarter of the whole consisted of non-Muslim (Rum) people (İslam Ans., 1966, p. 687).



Figure 9. 17th century the city of Sinop from Bozburun Peninsula.
Source: Geçmişin Fotoğraflarıyla Sinop Tarihi, 2005, p. 16.

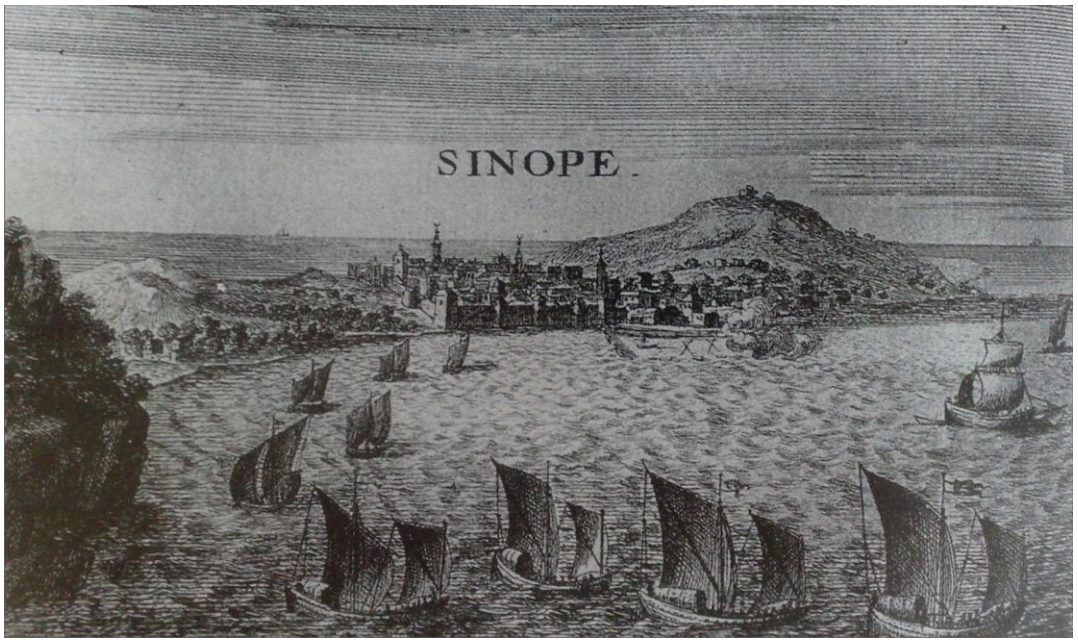


Figure 10. Sinop, 1718 from the west to the southern city and port.
Source: http://www.worthpoint.com/worthopedia/turkey-sinope-original-engraved-view-tournefort , accessed on 23rd March 2011.

2.2.10.2 1844 - 1923

In 1844 Sinop became one of the sanjak of Kastamonu state. Its municipality was established in the middles of 19th century (Türk Ans., 1980, p. 684). The economy of the city was still based on sea trade (Geçmişin Fotoğraflarıyla Sinop Tarihi, 2005, p.29). There are some ideas of the number of the population in the city in 1844. Juchereau de Saint Denys thought that the population was nearly 12 000 while N. Dally mentioned it about 10 000. It is believed that the city population was between 5 000 and 9 000 in the middle of the 19th century (İslam Ans., 1966, p. 687).

The city was surrounded with its historical walls which were still strong. The settled area of Sinop was only on the eastern part which was concentrated on the inner port and expended on the slope through Bozburun hill (İslam Ans., 1966, p.684). According to the expressions of Jules Laurens and Hommaire de Hell (Sinop İl Yıllığı, 1993, p. 44), in 1847 the Muslim population was located inside the walls whereas non-Muslim people were living outside the walls near the inner port. The commerce was in hands of Rums and they traded with other ports on the Black Sea. Turks on the other hand, were farmers some of which were working in the shipyard.

In 19th century Sinop got importance due to the rising war between Ottoman Empire and Russia on Black Sea. The construction of 'Korucuk and Paşa Tabyaları' stands out (Gökmenoğlu, 1992, pp. 23-24). The most important event which leads to great destruction to the city of Sinop was raid of Russian navy in 1853. This incident caused the war of Kırım and after the war Sinop began to lose its value. Greeks who were the merchants of city migrated to Greece and economy of Sinop declared. Migrants from Caucasia came and settled in city in late 19th century (Yurt Ans., 1981, p. 6803). The area of the city became smaller and the city resigned inside the walls after this raid (Tokgöz, 1973, p. 27).

After the war, Sinop lost its military function and its shipyard. Jules Laurens described the city in his Turkey-Persia trip between 1854 and 1860 (Geçmişin Fotoğraflarıyla Sinop Tarihi, 2005, p. 120). He says that the walls were invulnerable.

They had materials of spolias. The city was seemed to be left. There was not any military force in the city. The commercial activities did not take place. The houses were two storied made up timber inside the large green land together with trees. Domes and minarets constituted the image of the city in addition to those.

There is population and building types & numbers data from travelers and 'salname's (annual) about Sinop and the city. There are drawn tables showing the population in the second half of the 19th century and building in Sinop generated from salname's as a summary of them.

Table 3.The Number of People Living in the city of Sinop in terms of Travellers*

Traveller	*Year*	*Population*
Collas	1864	6000
E. Rèclus	1884	9000
Cuinet	1890	9750
Şemsettin Sami	1894	9000

*Drawn on the basis of information from İslam Ansiklopedisi, 1966, p. 687

Table 4.The Number of People in Sinop Township According to 1881/82-1893 Ottoman Census*

Name of Community	Population	
	Female	Male
Muslim	19 519	20 735
Rum	2 048	2 015
Armenian	123	150
Non Muslim Gypsey	30	36
Total	21 720	22 936
Final Total : 44 656		

*Re Drawn from Karpat, 2010, p. 294

Table 5.The Population of the Sinop City Center with Reference to ‘Salname’ dated 1898*

Female	Male	Total
2798	3221	6019

*Drawn with regard to Gümüş, 1961, p. 31

The problems with physical connection with Anatolia and the effects of war, at the end of the 19th century the ports of Trabzon and Samsun got importance. The commerce of the city was carried out by Rums (Sinop İl Yıllığı, 1993, p. 82). Nevertheless, the city was grown; the southern part was the residential area of Rums. New administrative, education and social buildings were built on some axes on the west (Sinop İmar Planı Analitik Etüdleri, 1977, p. 30).

According to Cuinet, the sanjak of Sinop was a second degree ‘mutasarrıflık’ (sanjak). In addition to mutasarrıflık, other administrators of sanjak were composed of two ‘kaymakam’s (district governors) and three managers. The governor of Kastamonu Povince ‘Sırrı Paşa’ (H. 1297-1298) wanted the mutasarrıf of Sinop ‘Veysel Paşa’ make some works on prison and road of Sinop-Boyabat (Demircioğlu, 1973, p. 8). Then the governor of Kastamonu Province named ‘Abdurrahman Paşa’ (H. 1298-1300) explore the land of prison in Sinop and decided to construct a masonry two storey building including 16 big wards, hospital, art center, houses for guardians (Demircioğlu, 1973, p. 16). The Sinop Prison and its hamam was began to build in 1882-1897 by the mutasarrıf of Sinop ‘Veysel Paşa’ (Her Yönü İle Sinop, 1992, p. 16). During its construction, the gates on the historic walls were closed and new bastion was built in 1885. The first organized prison except for İstanbul in the Ottoman Empire was Sinop’s (Kuru, 2004, pp. 11, 16). The role of the city inside the Ottoman Empire began to change. After its construction, Sinop became a place of exile.

In addition, in the period of another governor of Kastamonu Province 'Enis Paşa' (H. 1313-1321; because of the syphilis epidemic, hospital was constructed in Sinop (Demircioğlu, 1973, p. 72). In 1884, 'Deniz Yolları Acentası' which is still used today was built by Veli Ağa. 'Askerlik Şubesi' was constructed on the northern part of the inner citadel from 1874-1905 (Sinop İl Yıllığı, 1967, pp. 146-147). In 1894, in the city of Sinop there was one 'bidayet mahkemesi' (court), one 'şeri mahkeme' (court), one notary together with police and military forces in the center. There were bureaus of 'Duyun-i Umumiye' and 'Reji İdaresi' (Yurt Ans., 1981, p. 6767). It is known that there was a fire in 1892; whose details will be given in the next chapter.

Table 6. The Number of Buildings in Township of Sinop According to 'Salname's ,

Year	Shop	'Hamam'	'Han'	Non Muslim School	Muslim School & dervish convent	Church & Monastery	Mosque & 'Mescid'	'Medrese'
1869	752	3	5	5	71	4	17	
1873	752	3	3	5	71	4	17	
1875	752	3	5	5	72	4	17	3

Table 7.The Number of Buildings in Township of Sinop According to 'Salname' Dated 1903*

Type	Number
'Hükümet Konağı' (Government Office)	2
Armory	1
Shipyard	1
Military Hospital	1
Syphilis Hospital	1
Prison	1
Shop & Store	894
'Han' & Coffee House	103
Bakery	63
'Hamam'	5
Factory	3
'Medrese'	3
Mosque & 'Mescid'	65
'Tekke' & 'Zaviye' (Dervish Lodge)	5
Church & Monastery	6
Fountain & 'Sebil' (Public Fountain)	33
Schools	8

*Drawn on the basis of data from Türkoğlu, 'Yirmibirinci Kastamoni Vilâyet Sâlnâmesi, 1903'

The physical features of the city at the beginning of the 20th century were told by David M. Robinson who visited the city on June 1903. He mentioned mostly about the eastern part of the city. The prison and the inner citadel were surrounded by the walls like a courtyard. Outside the city walls the Christian neighborhoods took place. He emphasized that there was not any traces from the old Sinope. The northern harbor was unused due to its being shallow by sand layer. On the peninsula, around the Sülük Lake there were animals grazing and through the city fields, gardens of fruit trees and olive trees were located (Robinson, 1906, p.10). About the city inside

the walls, (Yurt Ans. 1981, p. 6818) informs that most of the buildings were constructed with timber, the houses were organized in congested order, and streets were narrow and indirect.

Places of exile of Ottoman Empire were Taif, Fezzan, and Famagusta until II. Abdülhamit had been abdicated in 1909 during '31 Mart Ayaklanması' (insurgency) and sent to the Thessalonica by 'Hareket Ordusu'. When the 'sadrazam' named 'M. Şevket Paşa' who ruled 'Hareket Ordusu' was killed in 1913, more than 400 supporter of 'İttihat ve Terakki' were sent to Sinop which made the city place of exile after that in Republic period also (Temeloğlu, 1998, pp. 42-43).

Refii Cevat is one of the people who were exiled to Sinop in 1913. In his book named 'Sürgün Hatırları: Menfalar Menfiler 1914-1918' (1999) he describe the city of Sinop. He says that the city was colorless and ramshackle. "Some parts of the fortifications were ruined." "The bastions on the left side of 'tersane meydanı' (shipyard square) were so huge" (pp. 74-75). "There was a timber brokenly dock through that square which had only one tree on it." "The buildings which were look like boathouse near the square were also ruined." The way to the building of government was wide and was covered with cobblestone." "There were also dirt roads inside the city" (pp. 79-80). Since Refii Cevat stayed in non-Muslim neighborhood, there is more information about that part of the city.

He says that the houses in 'yalıboyu' (the area looking the sea in the southern part of the city) were constructed by timber and they were mostly two storied. A lot of the timber was used in both walls of the house and the cupboards inside it (p.98). The houses that he lived were blue and yellow and they had balcony and metal plate stove. He also talks about 'Baktaşi Tekkesi' on the highest part of the hill and the small shelters built with rubble stone for the protection of shepherds in rainy days on the area of 'zeytinlik'. From the places that he visited during the time he lived in Sinop, we learn that there was hotels, coffeehouses, cabarets, refreshment bars, and one police office one Rum school and one yellow quarantine building in 'yalıboyu'. About the walled city Refii Cevat mentions that ironmonger in kaleyazısı which was

one of the commercial centers of the city and the sand covered passage through the gate of the city on the west.

When Refii Cevat talks about the social life, he says that he was surprised: the non-Muslim population was speaking like a language of Lazs while Turks were speaking similar language with Anatolia. There were nearly six children in each family. The fishing was developed in the city. There was an area near 'Sülüklü Göl' on the island on which the horse-racing took place. He says that the city was still a primitive town having an important forgotten port (p. 103). While he was talking about an event that occurred in the city, it is learned that the mayor was Albanian. There were three attacks of Russian battleships to exterminate the ships on the Balck Sea which he observed. He says that while the people of the city were escaping from the city, they were running to the hills of 'zeytinlik'. The city was not damaged, only the quarantine building was collapsed (pp. 206-224).

The building scale developments at the beginning of the 20th century were summarized and listed by composition of written sources:

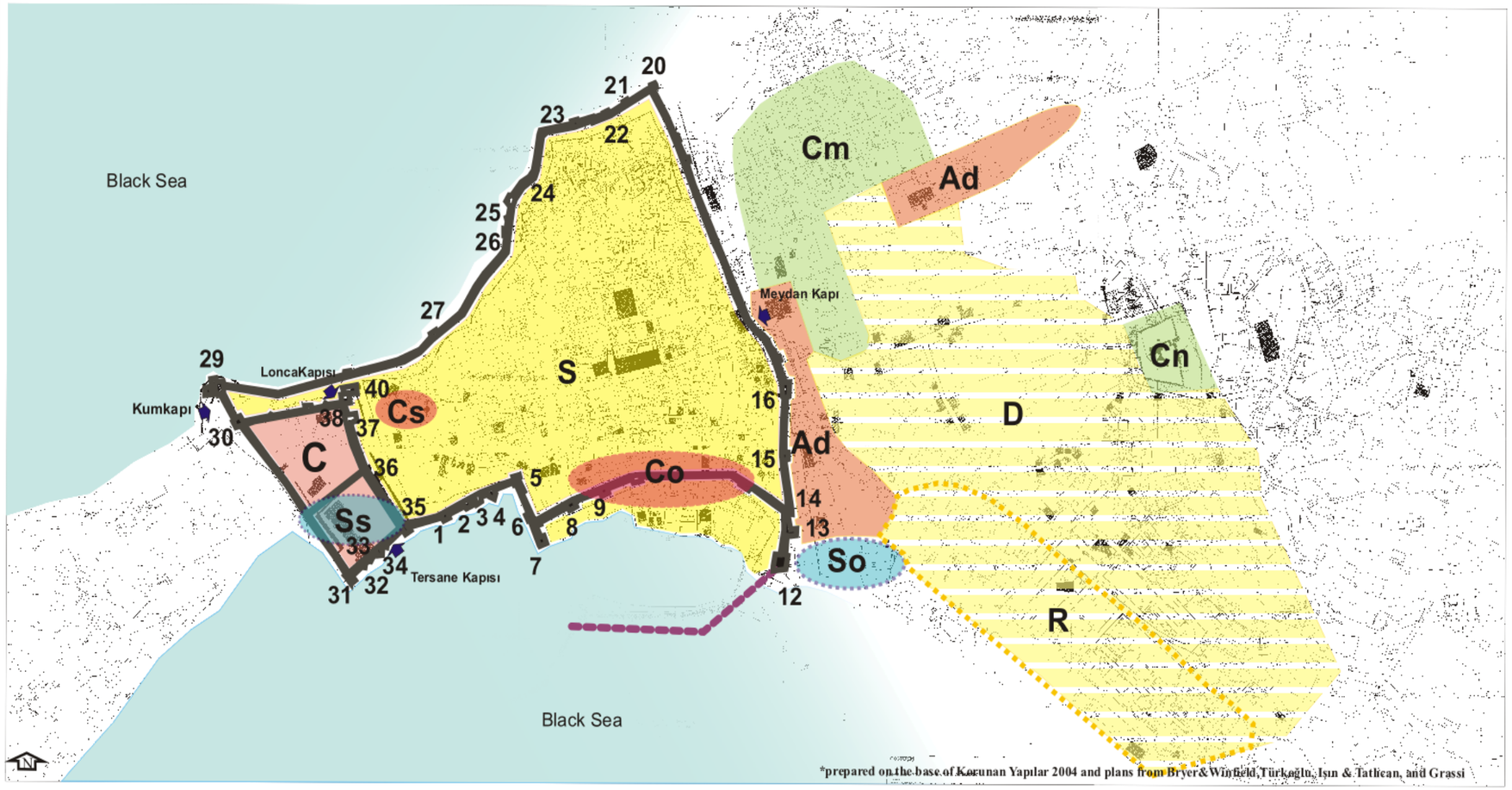
- In 1901, 'mutasarrıf' Ömer Şevki Bey started to build 'Vilayet Konağı', and then it was finished in 1907 by 'mutasarrıf' Bekir Paşa.
- Between 1921 and 1923 'Eski Jandarma Alay Komutanlığı Binası' was constructed.
- The building of municipality was built in 1913.
- The construction of the post office began in 1913 and ended in 1921.
- 'Eski İdadi Mektebi' (Old High School, now Teacher's House) was built from 1885 to 1900. In 1903 its timber part was burned and than it was rebuilt in 1912.
- 'Eski İddihat Mektebi' (School, now Gazi Mustafa Kemal School) was constructed in 1913.
- In 1922, the place of shipyard was cleaned and redesigned as a park named 'Şehir Bahçesi' or 'Millet Bahçesi' (city garden).

Furthermore, in 1914 and 1917 two big fires whose effects will be discussed in next chapter took place in the city. In 1919 there were a Catholic Church and a school belonging to French priests in ‘zeytinlik’ (Çiftçi, 2006, p. 68). Military Depot and İbrahim Bey Cami were located on the northern part of the inner citadel until 1920 (Tuğlacı, 1985, p. 268). One of the first museum studies took place in Sinop which the remaining were collected in the garden of Mekteb-I İdadi in 1921 (Gökmenoğlu, 1992, p. 30). Also, the first printing house was established in 1921 by the help of ‘İl Özel İdaresi’ and the weekly newspaper ‘Sinop’ was started to be printed in 1922 (Türk Ans., 1980, p. 111).

With respect to administrative aspects, before 1920 Sinop was a sanjak of province of Kastamonu. After 1920 it was a dependent sanjak which is became a province and center of province of Sinop in 1924.

Mehmet Ağa Mosque (1651), Cezayirli Ali Paşa Mosque (1867), Kefevi Mosque (1581), Meydankapı Mosque, İskele Mosque (1903?), Şehitlik (1853) , Historical Prison, and the fountains named Okul Altı, Reci, Şehitler, Halk, Sarımsaklı, Kethüda Mehmet Ağa, and Saray belong to Ottoman period of the city.

SCHEME OF SELJUK AND OTTOMAN PERIODS OF SINOP*



City Walls: Seljuks developed their cities in organic form in which some grid pattern was conserved. The city walls reconstructed that towers having numbers of 1,2,3,4,5,6, 14,15,16,29,30,31,32,33,34,35,36,37,38,40 belongs to Seljuk period. The towers of 4,6,7,8,9,12 were repaired in Seigniories Period while 12,13,14,15,20,21,22,23,24,25, 26,27,28 were repaired in Ottoman Period.

C — Inner Citadel: Constructed by Seljuks

Inner Harbour: Both Seljuk & OttomanPeriod

Cs — Commercial Center of the city in Seljuk and Ottoman Periods

Ss — Shipyard and Armory in both periods

S — Settled Area in both Seljuk and Ottoman Periods

So — Shipyard in Ottoman Period

Co — Secondary Commercial Center of the city occured in 19th cntury by the effect of Rum merchant population

Ad — Axes of Administrative Buildings development in 19th century

D — Development of Ottoman city in 19th & 20th centuries The houses in this area were located inside big gardens.

R — Rum (Anatolian Greek) District in 19th century

Cm — Cemetary of Muslim population in Ottoman Period

Cn — Cemetary of Non-Muslim population in Ottoman Period

City Gates in both periods

4 — Tower Numbers

Figure 11. Scheme of Seljuk and Ottoman Periods of Sinop.



Figure 12.Engraving of Black Sea from 19th century.
Source: Geçmişin Fotoğraflarıyla Sinop Tarihi, 2005, p. 13



Figure 13.The Port of Sinop on 1st August 1847.
Source: Port de Sinope, by Hommaire de Hell, on 1st August 1847, from the book of Geçmişin Fotoğraflarıyla Sinop Tarihi, 2005, p. 22



Figure 14. The View of Sinop from Bozburun Peninsula in 1850.
Source: Sinope, by Laurens, 1850, gathered from Sinop Municipality in January 2010.

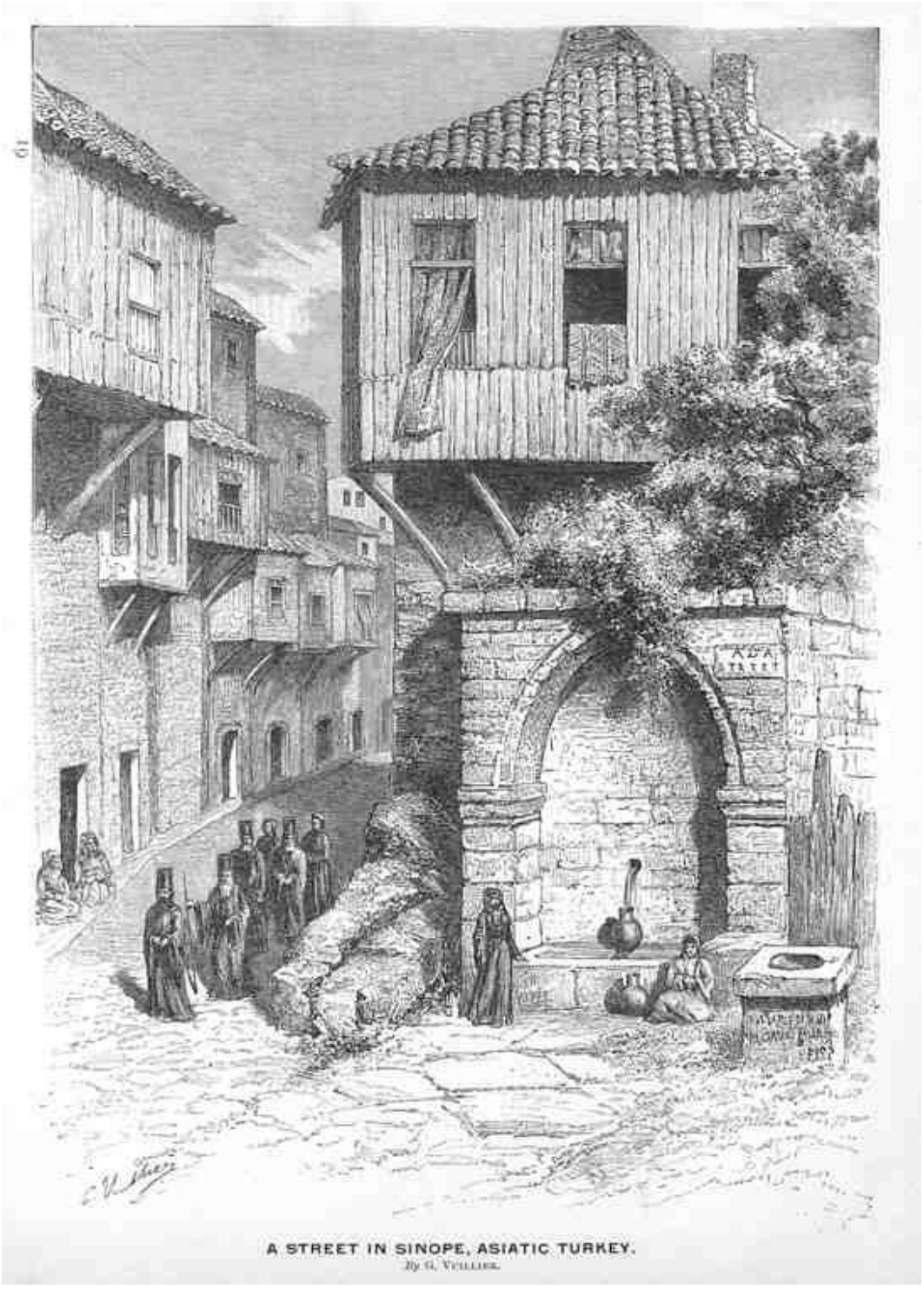


Figure 15. A Streen in Ottoman Sinop in 19th century.
Source: http://www.antiquemapsandprints.com/SCANSF/F-5103.jpg, accessed on 20th March 2011.



Figure 16. View of Sinop from the south east of outside the walled city engraved by Rouargue in 1855.
Source: http://www.antique-prints.de/shop/catalog.php?cat=KAT43&lang=FRA&product=P001624, accessed on 21st March 2011.

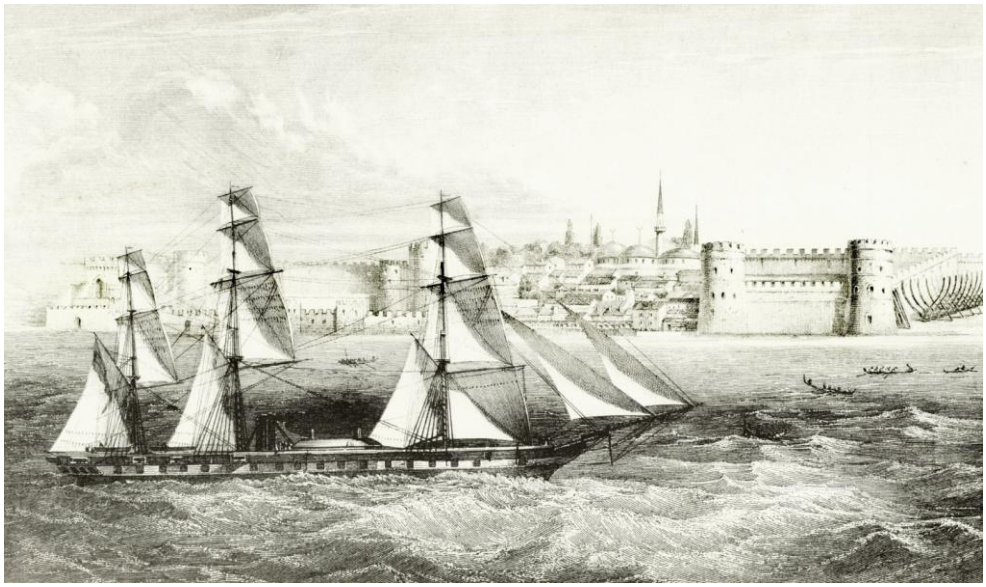


Figure 17. View of Sinop from the south in 1855 by Don Francisco de Paula Vidal.
Source: http://historic-cities.huji.ac.il/turkey/sinop/maps/vidal_1885_sinop.html, accessed on 21st March 2011.



Figure 18. The View of Sinop from Bozburun Peninsula drawn by Taylor, engraved by Bertrand in 1884.
Source: http://www.antique-prints.de/shop/catalog.php?cat=KAT43&lang=ENG&product=P004438, accessed on 21st March 2011.

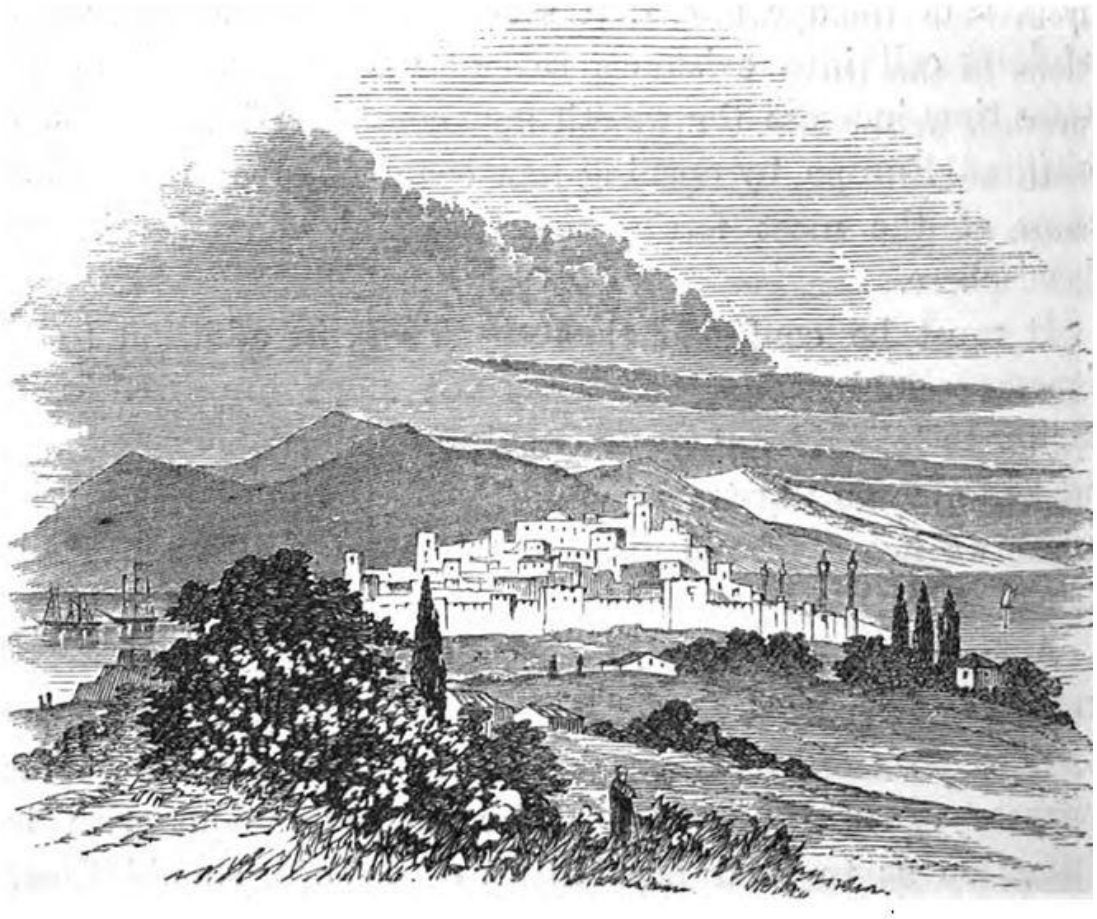


Figure 19. The View of the city from Bozburun Peninsula.
Source: Gathered from Sinop Provincial Culture and Tourism Directorate in January 2010.



Figure 20. The view of walled city and Port of Sinop.
Source: Geçmişin Fotoğraflarıyla Sinop Tarihi, 2005, p. 31.



Figure 21. The City from Bozburun Peninsula in the beginning of 1900s.
Source: Geçmişin Fotoğraflarıyla Sinop Tarihi, 2005, p. 34.



Figure 22. Western walls of Inner citadel in the beginning of 20th century.
Source: Gathered from Sinop Provincial Culture and Tourism Directorate in January 2010.



Figure 23. Northern part of Inner citadel and northern part of the city in the beginning of 1920s.
Source: Gathered from Sinop Provincial Culture and Tourism Directorate in January 2010.



Figure 24. The view of Sinop Port from southern city walls in 1920s.
Source: Gathered from Sinop Provincial Culture and Tourism Directorate in January 2010.



Figure 25. The view from the minaret of Alaaddin Mosque to the southern city and the port in 1920s.
Source: Gathered from Sinop Provincial Culture and Tourism Directorate in January 2010.



Figure 26. The Urban Tissue inside the walled city at the beginning of 20th century.
Source: Geçmişin Fotoğraflarıyla Sinop Tarihi, 2005, p. 30.



Figure 27. The view of City from Olive Grove on Bozburun Peninsula in 1921.
Source: Geçmişin Fotoğraflarıyla Sinop Tarihi, 2005, p. 37.

2.2.11 Period of Republic

In this part, there is listed both big and small events that occurred in the history of the city. Almost all that circumstances are related to the urban development policies of Republician Era Turkey which are seen in Sinop as well. Therefore, it is aimed to discuss republician physical development of Sinop together with the reasons of change in Sinop in more detail.

1924	Sinop became a province
1924	Population exchange between Turkey and Greece
1924	Yenimahalle was burned
29th October 1924	Rıza Nur Library was opened
1925-26	Construction of Match Factory
15th September1928	The first Turkish alphabet was taught by Mustafa Kemal
1932	Sinop Halkevi was opened
1935	Sinop Electricity Business was established
1941	Alaaddin Medresesi was the first Sinop museum
6th October 1946	176 houses and 22 shops burned
1950	Base of NATO was founded in city of Sinop
1950	The fire took place around the old cemetary
1950	All 'Halkevleri' including Sinop were closed by law numbered 5830
1951-53	The excavations took place in Sinop Province
1952	The childrens' part of Rıza Nur Library was opened
1954	Depot of 'Et ve Balık Kurumu' was put into operation
1956	Fire harmed neighborhoods of CamiiKebir & Kaleyazısı
1956	Office of 'Kızılay' was opened in Sinop city center
1956	The construction of 'Hal' building

	1959	‘Zirai Mücadele ve Karantina Müdürlüğü’ was brought
	1959-1960	Sinop Harbor was built
	1962	‘Sinop u Tanıtma ve Turizm Derneği’ was established
	1963	The first city plan of Sinop was prepared by İller Bankası
	1963	High School of Sinop was opened
	1964	‘Vali Konağı’ was put into service
	1967	‘Sinop Deniz Lokali’ was established
	1970	Today’s Museum of Sinop started to give service
	1970s	People from rural migrated to city center
	1972	The stadium of Sinop began to be constructed
	1977	The second city plan was prepared by Kamutay Türkoğlu
	1979	First conservation decisions were taken
	1981	Sinop Glass Factory started production
	1985	Conservation decisions were revised
	1986	‘Sinop Küçük Sanayi Sitesi’ is created 7 km far from city
	1987	Conservation decisions were revised again
	1988	The third city plan was prepared by Erkan Uçkun
	1991	Construction of Sinop ‘Organize Sanayi Bölgesi’ started
7th December	1997	Prisoners were moved to the new prison
	2000	Construction of Sinop ‘Organize Sanayi Bölgesi’ finished
	2004	Conservation decisions of present day were taken
	2005	Sinop – Kastamonu- Çankırı Planning Region 1/100 000 Scale Environment Plan was prepared
	2007	The University of Sinop was opened

2.3 General Characteristics of City Today

2.3.1 Transportation and Land Use of Sinop

According to population census done in 2008, the population of Sinop Province is 200791. There are nine distrcits of Sinop province: Merkez (Central District), Ayancık, Boyabat, Dikmen, Durağan, Erfelek, Gerze, Türkeli, and Saraydüzü. Due to the topographical and geographical conditions, insufficient capital and poor infrastructure both the city and the province of Sinop are not developed enough. Agriculture and industry are the two sectors developed in the productions of forest, soil, and water inside the boundaries of province while industry and tourism are the developing ones for central district (http://www.sinop.bel.tr/viewpage.php?page_id=20). The Central District consists of 42 villages, and one municipality having 8 neighborhoods in the city center. Since the city center is also center of the province, service sector together with commercial and tourism facilities, and manufacturing. The population of the city is 37 708 in 2010 (Sinop İl Özel İdaresi Stratejik Planı, 2010-2014).

There are three transportation system of Sinop city center: seaway, highway, and airway. As mentioned before in the history, there are two natural ports of city: outer (northern) port and inner (southern) port. However, today only the harbor located on the south-east in the city center is used. The highway system which was not developed because of the natural thresholds is improved with new transportation investments. Still, the connection between Sinop and other cities are tried to be strenghtened. The construction of coastal road from Sinop to Samsun continues. In 2008, building of the new bus terminal and airport were finished and opened. Sinop Airport is settled on the north-east near Sinop-Akliman Road. Its distance from the city center is 8 km. The tables showing Sinop's road length and Sinop Harbor's distance are redrawn with the information from the website of Sinop Municipality (http://www.sinop.bel.tr/viewpage.php?page_id=19).

Table 8. The Distance Between Sinop and Some Districts and Provinces with Highway System

Sinop - Samsun	167 km
Sinop - Ankara	456 km
Sinop - Kastamonu	197 km
Sinop - İstanbul	690 km
Sinop - İzmir	1147 km
Sinop - Ayancık	81 km
Sinop - Boyabat	94 km
Sinop - Durağan	121 km
Sinop - Erfelek	29 km
Sinop - Gerze	37 km
Sinop - Türkeli	105 km

Table 9. The Distance Between Sinop Harbor and Some Harbors

Sinop - Samsun	14 mile
Sinop - Trabzon	214 mile
Sinop - Hopa	279 mile
Sinop - İnebolu	75 mile
Sinop - Zonguldak	174 mile
Sinop - İstanbul	303 mile

The city of Sinop is connected with other districts and cities by only west with Sinop-Samsun Road. The two roads inside the Gelincik Neighborhood namely Ahmet Muhip Toranan Street and Fatih Street separate from Sinop-Samsun Road and link other two roads of Stad Road and Saka Street. They create Cumhuriyet Street whose continuation is Sakarya Street inside the walled city. Sakarya Street, Batur Street, and Gelincik Neighborhood Road (Old Hamsi Road) are the main transportation axes of the settled area surrounded with city walls. This limited area

with sea creates linear-radial development of city starting from the commercial center. The main node of this system is ‘Hükümet Meydanı’ because Sakarya, Atatürk, İtfaiye and Muammer Aksoy Streets. In the eastern part of the city, Gazi Street and its continuation of Karakum Road, Muammer Aksoy Street, Okullar Street, and Seyid Bilal Street (Old Radar Raod) are the main axes observed during field research. Furthermore, Kurtuluş, Tuzcular, Hükümet, Karantina, Tarakçı, Kaynak, Kayalık, Kızıltoprak, Ali Ökten, Büyükkaş, Şerifbey streets and Şahin Tepesi Road are secondary roads of the city crossing inside the residentail areas.

There are two bus terminals in the city. The one used by buses traveling Sinop to other cities is located outskirts of the settled area. The second one, on the other hand is used by small buses going to the counties and this is on the northern part of inner citadel. Airport, buildings of Sinop University, and Sinop Prison are also settled outside the city. These are not seen on the land use scheme of the city drawn here (Figure 28).

On the western part of the city, along with Sinop – Samsun road crossing inside Gelincik Neighborhood and ending at the beginning of Sakarya Street, administrative areas take place. Sinop Provincial Department of Environment and Forestry, Sinop Special Provincial Directorate of Administration and Sinop Police Station are important ones on this axe. Then, Sakarya Street is main commercial center of the city. There are not only commercial facilities but also the mix use of commerce and resident are observed. The center stretches on both south and east: to Tuzcular Street and Batur Street. In addition, the old centers of Kaleyazısı and Tersane have commercial uses as well. Today, the development of center goes to Atatürk and Gazi streets. Another administrative axe is Okullar Street. It starts with Courthouse and Office of the Governor and ends at Sinop Public Works and Settlement Directorate on the east. It also has three schools and some other public offices. The Municipality of Sinop and some other administrative uses are seen on Atatürk Street.

All the residential areas lie behind these uses and main axes in linear form. The ongoing residential areas are in Gelincik, Yenimahalle, and Ada Neighborhoods

(Figure 29). The settled area of the city stretches both inside the walls and outside on east and west. Because of the Military area on Bozburun Peninsula, the development of residential areas is seen on the direction of south-east. There are secondary houses on the road to Karakum used in summer. There is not any school giving service to the area inside the walled city. Most of them are designed in the middle of the residential areas. Green areas in the newly developed residential areas look like this. Apart from them, the park around the 'Şehir Külubü' and the park named 'Barış Manço' on the coastal part of Yenimahalle are the two active green areas of the city. Again in Gelincik and Ada neighborhoods the proposal of green areas, parks for children continues (Figures 30, 31).

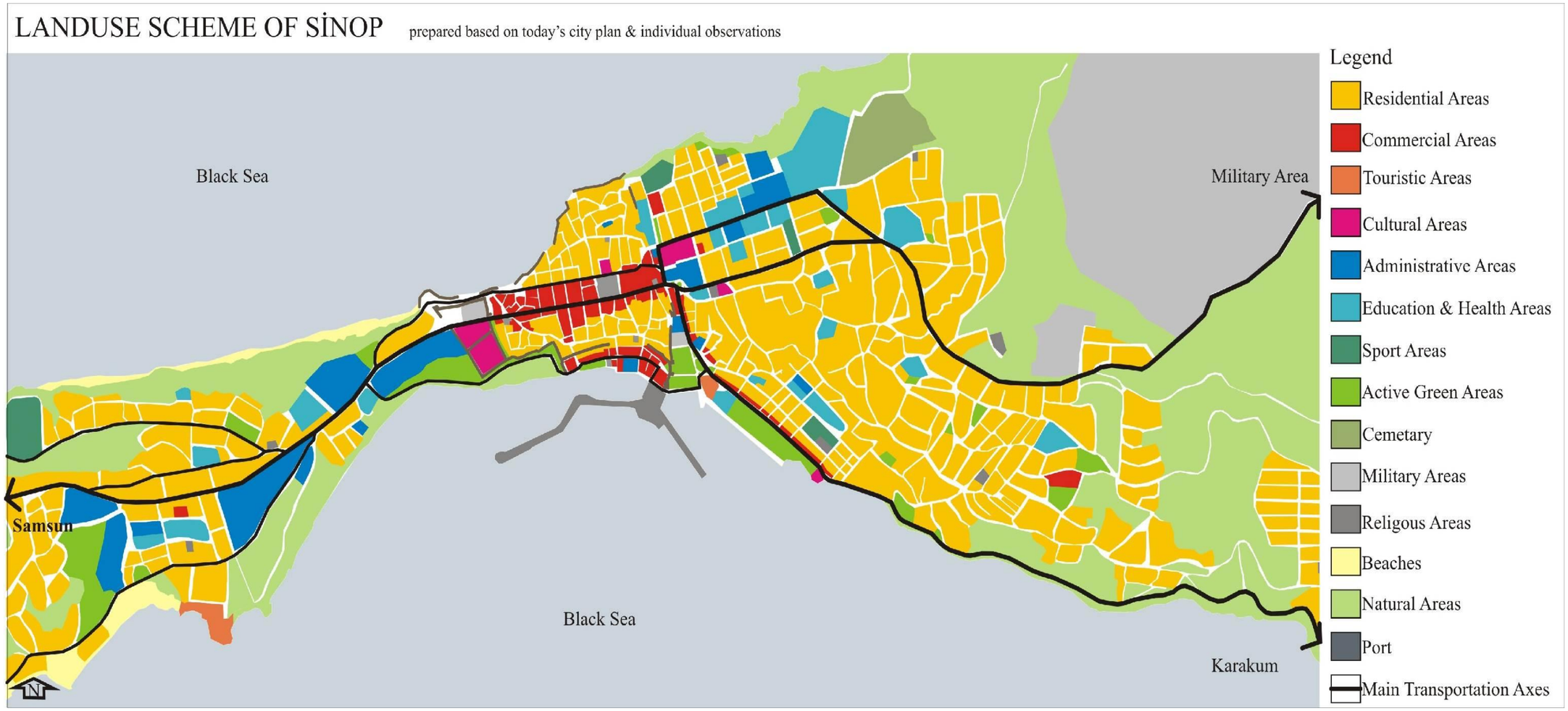


Figure 28. Landuse Scheme of Sinop.

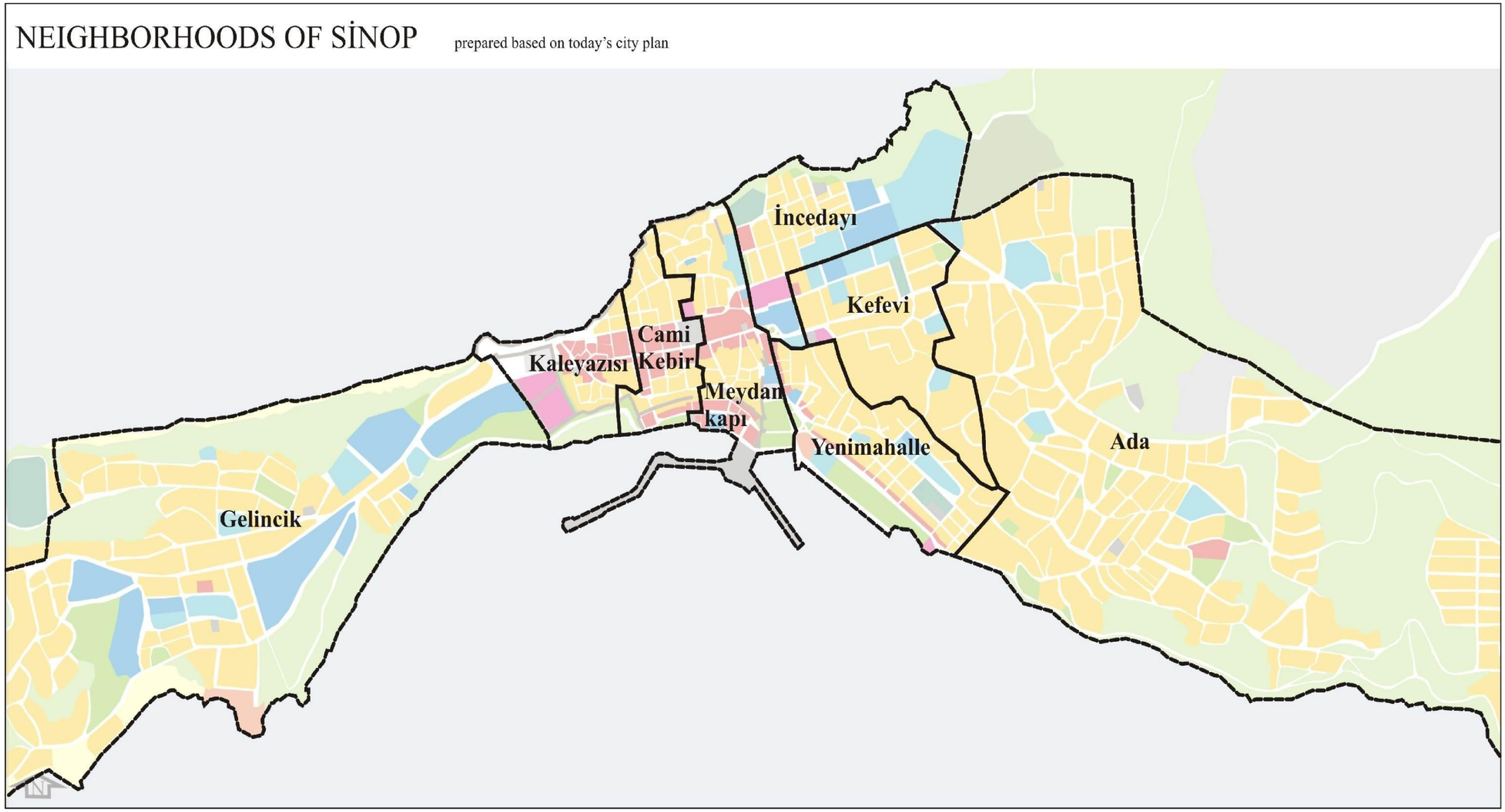


Figure 29. Map Showing Neighborhoods of Sinop.



Figure 30. Aerial Photograph of Gelincik Neighborhood in 2003.
Source:Gathered from Sinop Municipality in 2010.



Figure 31.Aerial Photograph of walled city and eastern part of the Sinop in 2003.
Source: Gathered from Sinop Municipality in 2010.

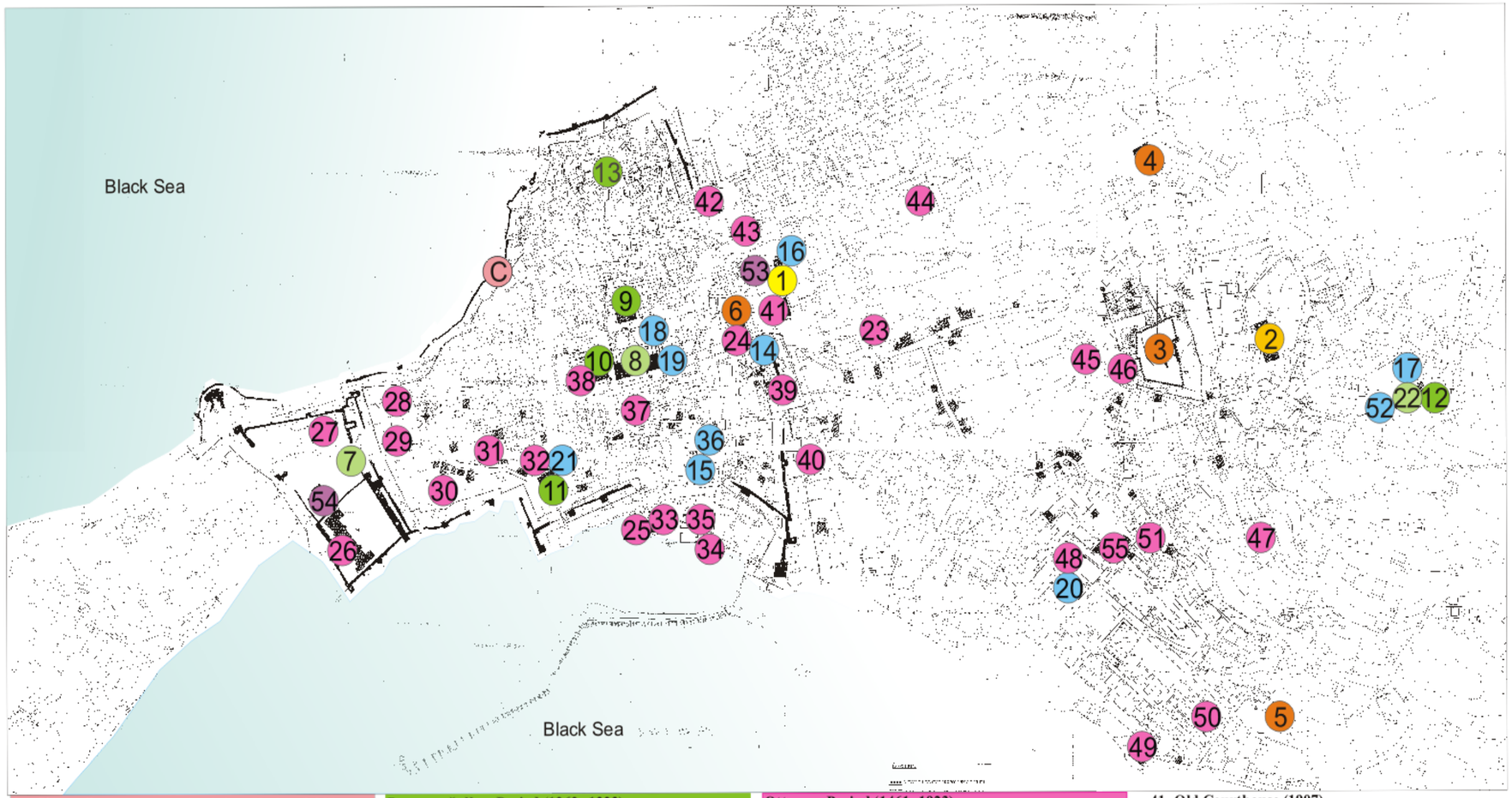
2.3.2 Historic Character of the City

Although most part of the historic city walls exists today, the ones on the northern part are ruined and neglected. According to the information gathered from museum director, there is a plan to restore and repair of the walls. Inside the city walls and Ada Neighborhood most of the streets conserves their narrow and organic pattern from Ottoman times. On the other hand, there is grid – iron plan of newly developed streets on the north east and south east part of the city especially in İncedayı Neighborhood. According to T.C. Kültür ve Turizm Bakanlığı, Samsun Koruma Kurulu Kararları, 2004, 80 of traditional timber houses and 72 monumental buildings which are conserved by law appear inside high apartments individually in today's Sinop.

Throughout the period of the Republic, since the city was located o the limited land like other cities in the region of Black Sea, its development has been vertical rather than horizontal. There are multi-storey buildings covering most of the part of Sinop. Although, Tuzcular Caddesi, Kemallettin Sami Paşa Caddesi, Kuruçeşme Sokak and Yüksekkaldırım Sokak are rich of traditional houses and the monuments are still landmarks of the city, conflict between the traditional and the modern shows itself in all parts.

As told in 'History of the City', the area surrounded by city walls is settled without any interruption by various civilizations. Yenimahalle which is out of the walled city is the only part of late Ottoman Sinop which is completely different from that time. The time period of 1844-2010 is analyzed for the area of walled city together with Atatürk Street as the study area. The present character of this area is analyzed in field survey in Sinop.

SCHEME SHOWING MONUMENTS OF DIFFERENT PERIODS prepared based on the list showing registration status of historic buildings taken by Conservation Council



C - City walls which have existed since Kaşkas & Miletos colony were rebuilt and repaired by followed cultures in history of Sinop.

Hellenistic Period of Sinop (546- 150 B.C.)
1- Temple of Serapis

Roman or Early Byzantine Period (70 B.C. -395 A.D.)
2- Cisterns

Byzantine Period (395- 1214)
3- Balatlar Church
4- Building Remain
5- Remains of Church & underground gallery
6- Remains of Church

Seljuk Period (1214-1259)
7- Inner citadel
8- Alaaddin Mosque (1214)
22-Cezayirli Ali Paşa Mosque

Pervaneoğulları Period (1262- 1323)
9- Pervane Medrese (1262)
10- Yukarı Hamam (1268)
11- Aşağı Hamam (?)
12- Seyit İbrahim Bilal Türbesi (1280)
13- Aslan Fountain (1289)

Candaroğulları Period (1323 - 1461)
14- Fetih Baba Masjid (1353)
15- Saray Masjid (1374)
16- Aynalı Kadın Tomb (1335)
17- Hatunlar Tomb (1425)
18- İsfendiyaroğulları Tomb (1385?)
19- Yeşil Tomb
20- Yalı Hamam
21- Şehabettin Ağa Fountain (1430)
36- Saray Fountain
52- Cezayirli Ali Paşa Fountain (1430)

Ottoman Period (1461- 1923)
23- Kefevi Mosque (1581) & Kefevi Fountain (1851)
24- Meydankapı Mosque (?)
25- Tersane Mosque (1905)
26- Historical Prison (1885)
27- Recruitment Office
28- Köftecioğlu Hanı (16th century)
29- Kaleyazısı Mosque
30- Sarımsaklı (Hacı Ramazan) Fountain (1492)
31- Halk Fountain (?)
32- Tayboğa Tomb
33- Şehitler Fountain (1853)
34- Building of Port Authority
35- Building of PTT
37- Fışkıran Fountain(1500s)
38- Terazi Fountain (1858)
39- Clock Tower (after 1892?)

41- Old Courthouse (1907)
42- Cumhuriyet School(1826)
43- Old Government House Fountain (?)
44- Teachers House (1870)
45- Bekirpaşa Fountain (1910)
46- Kethüda Mehmet Ağa (Bilat) Çeşmesi (?)
47- Yesari Baba Tomb
48- Okulaltı Fountain (1902)
49- Rıza Nur Library
50- Reci Fountain (1908)
51- Fountain
55- İstiklal School (1899)

Republic Period (after 1923)
53- Monument of 'Deniz Şahitleri' (1923)
54- Bridewell (1939)

Figure 32. Scheme Showing Monumental Buildings of Different Periods.

2.3.3 Character of the Study Area

Before the comparison with the past, the current situation of the city is examined. For this, the study area of walled city and Atatürk Street is chosen as a settled place where has been settled by various communities continuously. As mentioned before in page 3, its boundaries are; the inner city walls on the west, the northern city walls on the north, continuation of city walls and Atatürk Street on the east, and the sea on the south. Today, it includes the remains of Byzantine Church, citadel and two mosques from Seljuk Period, one 'medrese', two 'hamam's, a fountain of Pervaneoğulları, two masjids, two tombs, two fountains from Candaroğulları, three mosques, a prison, five public buildings, a tomb, five fountains, a clock tower, and traditional houses from Ottoman Sinop, a bride well, a monument, and traditional houses belonging to early Republic period, commercial units and apartments of Republic period.

Five of the main transportation axes of the city cross inside the study area: Sakarya, Atatürk, Batur, Tuzcular, and Kurtuluş streets. Although these are used by the whole city, they are narrow and therefore Sakarya and Batur streets are introduced as one way streets. There are two patterns observed in the roads: organic pattern and grid-iron pattern. Both the topography and the civilizations lived on the area created these. The area where the Sakarya Street crosses is flat. Then from that to the north and south there is slope. Hence, while there is grid iron or regular pattern of roads on the areas closer to Sakarya Street, the organic streets are located on the northern and southern part of the study area. None of the roads conserves their original pavement. They are covered with asphalt or stone paving. There are green areas near the northern walls and western part of the southern walls. The empty lot located on the north-east of inner citadel is used for bus station traveling between Sinop and its counties.



Figure 33. The Study Area of Walled City and Atatürk Street

There are 1089 building lots in the study area. 69 of them are registered in order to conserve the buildings on them by conservation council[1]. 13 of the registered buildings are placed on the north of the Sakarya Street and 53 of them are located on the south. That is only %6.3 of the buildings are preserved with law.

Being commercial center of the city, in old center in Kaleyazısı, on Sakarya and Kurtuluş streets buildings are covering nearly the whole area of the building lots. Public buildings and monumental buildings have large building lots while shops and traditional houses have smaller. In the residential areas, the open and built-up areas for the single building lot have almost the same area[2]. There are 979 buildings and 1089 building lots in the study area. In addition, there are 4 constructions and 17 not studied buildings inside them.

The study area includes the Central Business District of the city of Sinop. The main street of the area is as explained before is Sakarya Street. In proportion to the small population of the city, the distribution of commercial facilities in the single buildings

[1] Appendix A.
[2] Appendix B.

is little in number. That is, 299 buildings have functions of both commerce and resident. Many of the owners of the commercial facilities in lower floors live in upper floors of the same building. There are 185 building having only commerce. These two facilities disperse on the main transportation axes. In addition, religious, cultural, administrative, and military buildings most of which are the historic monumental buildings located here. Moreover, the number of unused buildings in the study area is 60 and the number of buildings having unused floors is 19[3].

The number of storey begins with one and rises to seven at some parts. The multi-storey buildings are observed on the main axes of Sakarya, Batur, and Atatürk streets. On the residential areas the number of storey declines[4]. There are also some buildings having basement, attic storey, or mezzanine. The middle part of the study area is dense in terms of structuring when the number of storey is thought as well. The multi-storey buildings on the narrow streets take attention when walking on the street. The table is drawn on the bases of information from field research showing number of storey of buildings in the study area.

Table 10. Number of Storey in The Walled city

Number of Storey	Number of Buildings
1	138
1 high storey	16
2	205
2 high storey	2
3	170
4	177
5	140
6	84
7	25

[3] Appendix C
[4] Appendix D

During the field research, the categories of buildings which describes and links the structural system and original function of the buildings, there are defined mainly three structural systems for the study area based on the construction dates of the buildings. The first group is the buildings from 19th century of Ottoman times. These have structural system and material of stone masonry and/or timber frame system with stone and/or brick and/or timber infill. The second group of traditional buildings is the ones belonging to early republic period of 1930s, 1940s, and 1950s. They are constructed in masonry system of brick some of which has concrete beams. The third group is the new buildings constructed after 1950s with reinforced concrete system[5]. Furthermore, there are eleven original functions defined for buildings: residential, residential and commercial together, commercial, cultural, administrative, educational, military, religious buildings, 'hamam's, auxiliary buildings and fountains:

Table 11. Numbers of Buildings in terms of Building Category

Building Function	Number of First Traditional Building Group	Number of First Traditional Building Group	New Buildings
Residential	53	115	236
Residential and Commercial	7	29	278
Commercial	7	33	136
Cultural	-	-	1
Administrative	6	-	18
Educational	1	-	-
Military	2	-	1
Religious	9	-	1
'Hamam'	2	1	1
Auxiliary buildings	3	-	11
Fountain	7	-	-
Total	97	178	682

[5] Appendix E.

The ‘Structural System of Buildigs’ in the study area is described under six items:

- masonry system
- masonry system with one timber frame façade in the second storey
- masonry system ground floor and timber frame system upper floors
- timber frame system with masonry sub basement level
- reinforced concrete system
- other : composed of rambling arrangement of various materials

If the buildings in the study area are grouped according to their structural system, it is seen that there are 275 buildings having traditional structural system and 682 buildings having new structural system of reinforced concrete. Whereas masonry system buildings are scattered homogenously with the concrete ones, the mix of masonry and timber frame systems are located southern part of Sakarya Street again together with the little area on the north-east part of the study area[6].

When looking at the structural condition of traditional buildings, it is observed that most of them are in good condition. There are 190 buildings which are in good condition in terms of structure and material. There are 58 buildings which do not have any structural problems, only have slight loss of finishing on their facades. 18 buildings again do not have structural problem, they have slight loss of material and finishing. On the other hand, the number of traditional buildings which are partially collapsed is 8[7].

The detailed study areas as the streets of Sakarya, Atatürk, and Kurtuluş, and the shore on the south are analyzed in 6th chapter with the comparison of the visual documents of past and present in detail.

[6] Appendix F.
[7] Appendix G.

CHAPTER 3

REASONS OF CONTINUITY AND CHANGE IN SİNOP

The change in Sinop is intensive; therefore it is crucial to find out the reasons. Within this context, the causes of change are explained under three main topics. Firsly, Urban Developments and Policies in Turkey and in Sinop are described, secondly planning history of Sinop is given, and lastly conservation studies are discussed.

3.1 Urban Developments and Policies in Turkey and in Sinop

As mentioned in page 4, the physical features and history of city of Sinop are explained together with urban developments in Turkey for the time period after 1923. Primarily, the policies of the Republician governments on the cities for their development are mentioned, then referring these developments the situation in Sinop is given in five periods: from 1923 to 1950, 1950s, 1960s, 1970s, and after 1980. Before the republic there is brief information about 19th and 20th centuries' policies which are a part of this study since time period of this thesis starts from 1844.

3.1.1 19th & 20th Centuries

19th Century is known as modernization. From the reformist bureaucrats of Ottoman Empire in 19th century to republican leaders, western civilizations were ideal examples for development. The institutions, forms and techniques together with new lifestyle werethe ones that tried to adapt Ottoman culture which show themselves on physical environment (Demirarslan, 2008, p.604).

Urban planning studies in Ottoman Empire go to second half of the 19th century. Providing the stability of buildings in cities, creating healthy places, cleaning the roads, and preventing fires in towns were the policies of government. After "Tanzimat" (1839-1876), the main purpose of town planning approaches became to comprise modern, clean, and beautiful cities together with adequate services by municipality (Keleş, 2000, p.140). Before the Republic, in 1882 there was introduced a law named "Ebniye Kanunu" which was about the buildings not an urban area (Keleş, 2000, p. 146).

It is also important to discuss also history of housing policies in Turkey in order to realize the change in city structure. To illustrate, the introduction of row houses in İstanbul began late in 18th century and 19th century. Similarly, multi family houses for the bourgeoisie were built and therefore, Ottoman capital was developed vertically (Demirarslan, 2007, pp. 605-607). Other cities like Sinop in Anatolia, on the other hand continued to preserve their traditional one or two storey houses in 19th century.

In this period of Sinop, the Battle of Sinop and the fires took place in 1892, 1914 and 1917 had severe impact on physical environment of the city. Since Sinop was a small city, the introduction of urban planning studies and new type of constructions do not occur after fires or wars. The local authorities must have rebuilt some parts of the city; however, they are created again with traditional buildings.

Fires

The data of fires took place inside the Sinop city center is collected from written sources of literature research. There is not detailed information saying which houses were burned; however, the influence of them on some monumental buildings and parts of city as neighborhoods is known. Since the houses in Black Sea Region are constructed with the material of timber, in 19th and 20th centuries most of the traditional houses of Sinop were lost. This did not lead to only lost in physical character, it also caused the migration from the city. In respect with the literature research there is found six important fires inside the city from 1844.

The first fire in the time period of this study took place on 3rd January 1892. This resulted in burning of 350 houses, 20 shops, and 1 hamam (Demircioğlu, 1973, p.47). Then, in 1914 and 1917 two destructive fires occurred. These are described as very crucial events which the city did not changed back. In these two fires 1500 houses were burned (Tarkan, 1941, p.30). Yalı part in Yenimahalle neighborhood and the neighborhood of Camii Kebir were the effected areas of the city. The Sakarya Street is seen as an outcome of the fire of 1917. Terazi Fountain was damaged and it was opened in 1921. When Victory of Sakarya gained it was given the name for Sakarya Street again (Temeloğlu, 1998, p. 44).

Battle of Sinop

As mentioned before, with the conquest of Sinop, the shipyard of İsfendiyaroğulları was became Ottoman Empire's primary naval base together with Gelibolu. Sinop was both a base which had role in the military expedition to Crimea and winter quarters for the navy in Black Sea. The production of ships in Sinop Shipyard was in the third place after Haliç and Süzebolu Shipyards in Ottoman Empire (Özcan, 2008, pp. 6-7).

In the period of II Mahmut, there were reforms in the country including the navy. From the year of 1826, the number of the ships in the navy wanted to be increase. Therefore, the constructions of galleons and corvettes started in shipyards containing Sinop Shipyard. Until the Sinop Raid on 30th November 1853, the construction of war ships in Sinop had continued. Then, the economy of the city collapsed and Sinop began to lose its importance (Özcan, 2008, pp. 8-9).

Without the declaration of war Russia invaded Walachia and Moldova which resulted in breaking the peace between Ottoman Empire and Russia. Then, Ottoman Empire answered this situation with protest. Since Ottoman Empire did not want war, it stated eirenicon and tried to find diplomatic solution. However, all interventions did not succeed and Ottoman Empire declared war against Russia. Then the war between the two countries Ottoman-Russia Wars started (Özcan, 2008, pp. 30-32).

Sinop Raid was one of the wars which occurred in 1853 with defeat of Ottoman Empire. The Russian war ships began to search for Ottoman ships in the region of Black Sea. On 30th November 1853, the Russian navy ruled by Admiral Nahimov attacked Ottoman ships which were anchored in the port. Although Ottoman ships responded they failed and nearly 2031 Ottoman soldiers were either died or injured during this raid (Özcan, 2008, pp. 65, 71, 81, 83).

After destruction of ships, Russian ships fired city with artillery shooting. The emplacements did not affect enemy ships because of their short reach. Especially Muslim Neighborhoods were the targets while there was little loss in Non Muslim settlements. The record by Sinop local assembly gives the information about the town's situation. According to this data, 5 Muslim and 16 Non Muslim people died. The Muslim people living inside the walled city were run out of city walls during the war. The fires as outcomes of artillery shooting to the city dispersed. During these fires, 7 mescids, 2 schools, 247 houses and 170 shops of Muslims and 40-50 houses and 50 shops of Non Muslims were burned (Özcan, 2008, pp.83-84).

Aladdin Mosque was also one of the buildings that subjected to fire. It was repaired on March 1854. Likewise, the Catholic Church was effected severely from this war and it was rebuilt after. The fire also took place in shipyard and port of the city (Özcan, 2008, p. 85). As said at the beginning of this part, the city of Sinop began to decline and it has never regained its importance again.

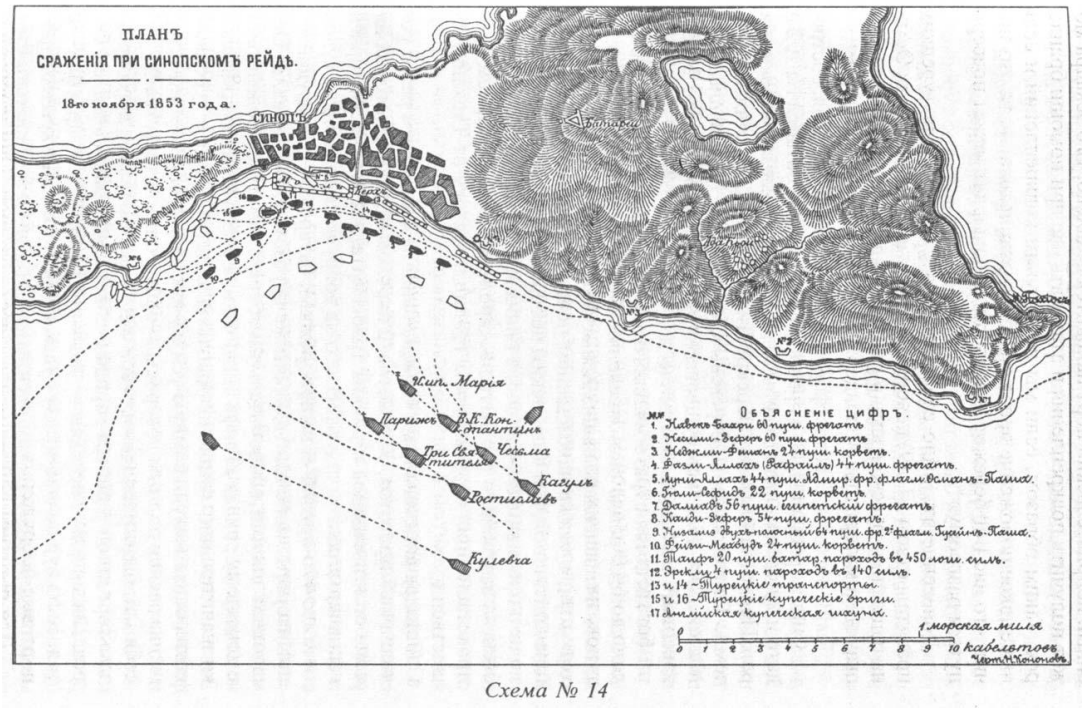


Figure 34. The map showing battle organization of Russia.
Source: http://adjudant.ru/crimea/images/zai02-06-01.jpg, accessed on 15th April 2011.



План Синопского сражения
(набросок английского офицера, сделанный через день после сражения)

Figure 35. The map showing Sinop Raid.
Source: http://adjudant.ru/crimea/images/zai02-06-02.jpg, accessed on 15th April 2011.

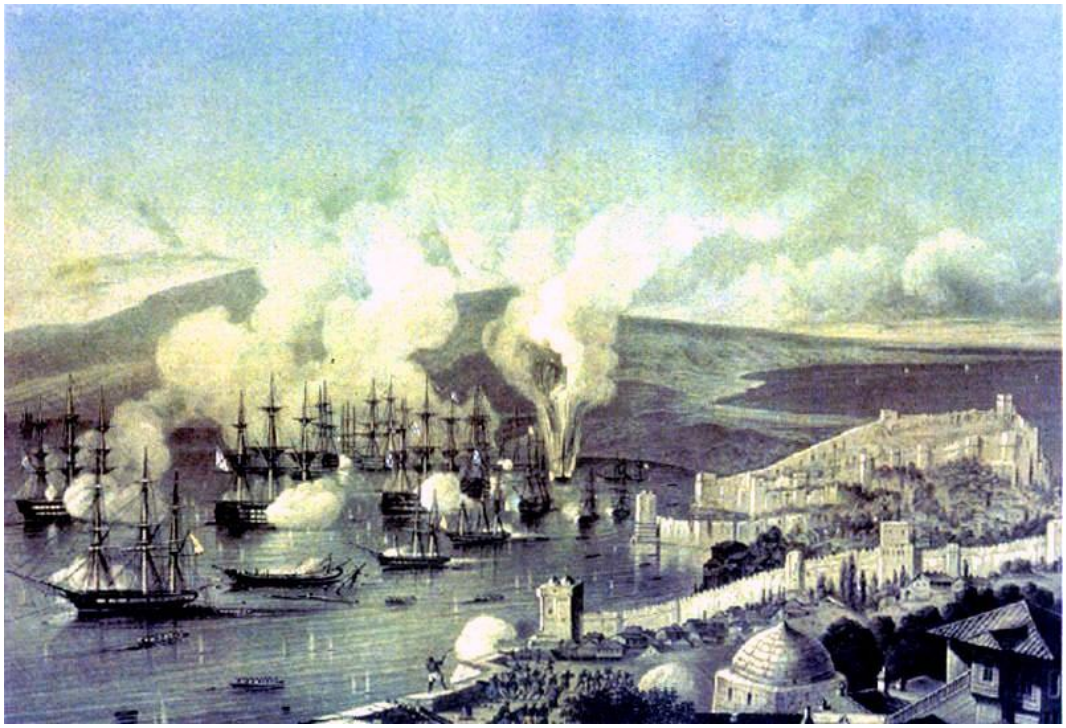


Figure 36. Drawing showing Battle of Sinop by Bugolyubov in 1860.
Source: http://commons.wikimedia.org/wiki/File:BattleOfSinop.jpg, accessed on 16th April 2011.



Figure 37. Ships in Sinop Battle.
Source: http://www.vokrugsveta.ru/encyclopedia, accessed on 16 th April 2011.

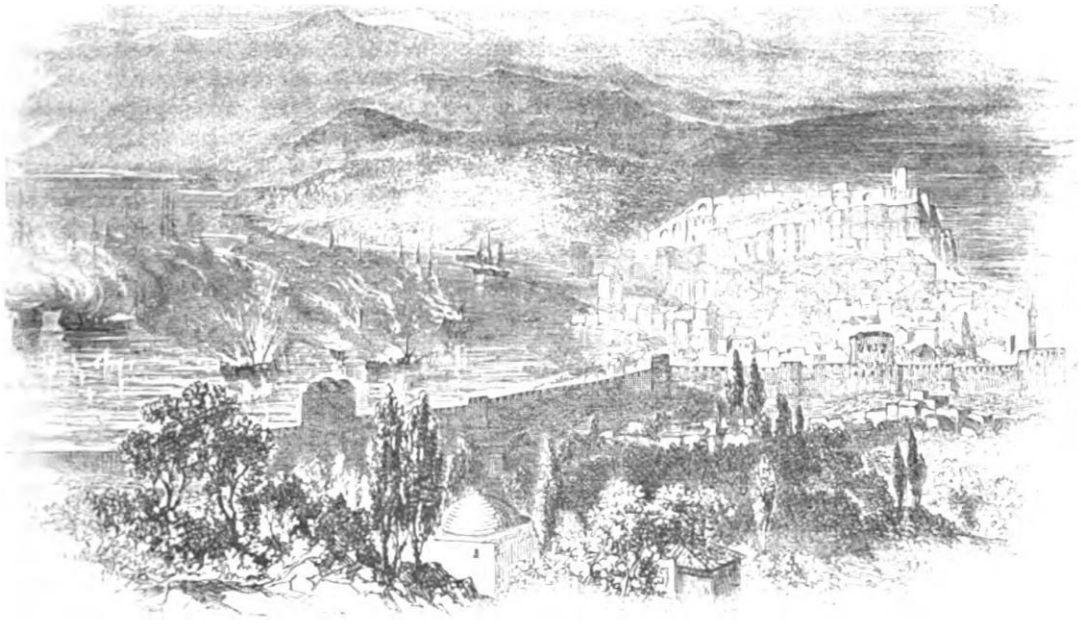


Figure 38. Battle of Sinop in produced by Dood in 1853.
Source: http://books.google.com/books?hl=tr&id=udYKAAAAIAAJ&q=sinop#, accessed in 16 th April 2011.

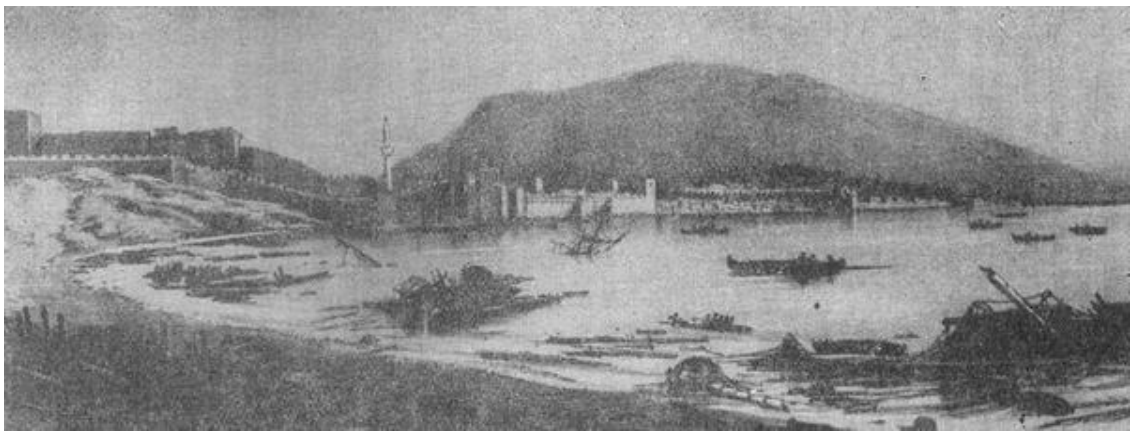


Figure 39. The View of the City After the Battle.
Source: http://flot.com/publications/books/shelf/sinop/10.htm, accessed on 17th April 2011.

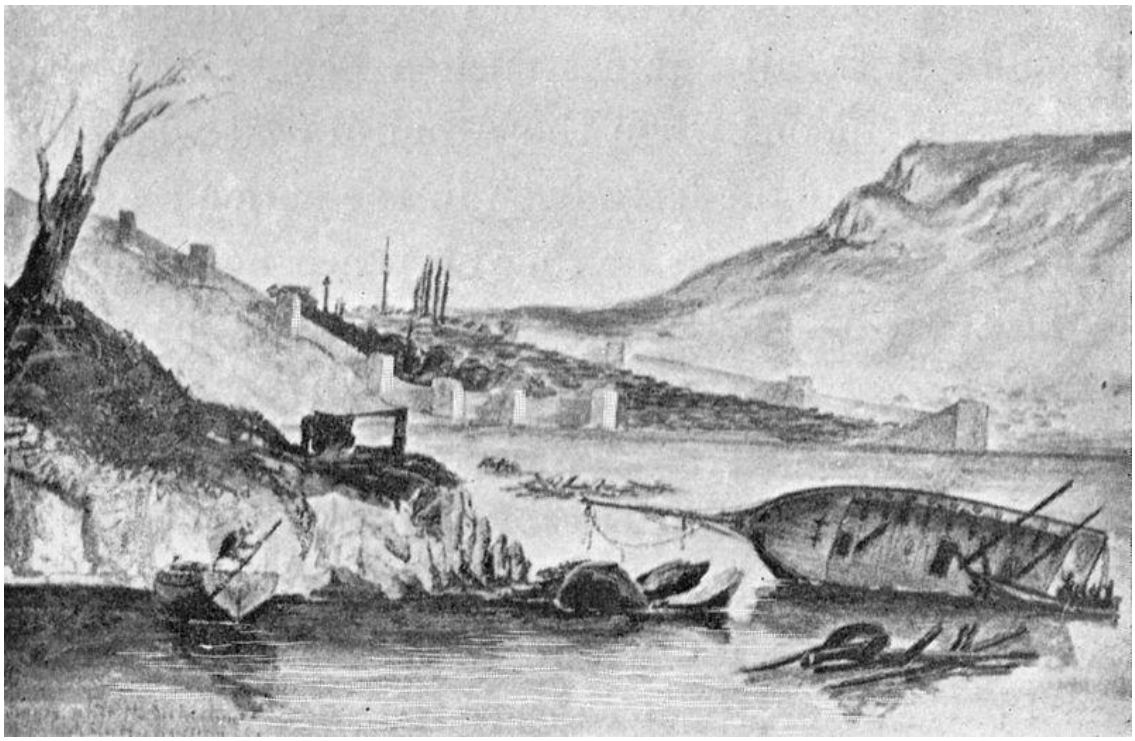


Figure 40. Sinop Bay After Battle by George Tyron drawn in 1854.
Source: http://commons.wikimedia.org/wiki/File:Battle_of_Sinope_Tryon.jpg?uselang=tr, accessed on 16 th April 2011.

3.1.2 1923 - 1950

Republic brought economical, political, and social revolutions in order to catch western countries. The effects of these reforms on physical environment of cities and planning activities in Turkey are examined briefly in this part and their effects on Sinop city center is tried to figure out.

After the establishment, the economical development of the state with public investment and industrialization was the main approach of one-party system of republic (Gibson & Kocabaş, 2007, p.456). In addition, republic had to preserve its existence and reinforce its independence. There were two policies for economic development and independence defined by government: setting up factories in the cities of Anatolia and defining "Ankara" as a capital of new republic in 13th October 1923 (Keleş, 2000, p.272).

In the city of Sinop, there was constructed a match factory just outside the city walls between 1925 and 1926 as a first inverstment activity of Republic in the city. It worked for about three years; however, because of the weak ground and filling of sands inside it, the match factory was closed and then destroyed (Yurt Ans., 1981, p.6793). In his article named 'Bir Zamanlar Sinop'un da Kibrit Fabrikası Vardı' (2010), Genç says that the factory was an important source of income for the city. For some reasons it was moved to İstanbul, Büyükdere. The match factory of Sinop was the first industrial investment which was closed later. In 1935, Sinop electricity business was established and its building was constructed between 'Şehir Parkı' and eastern walls of the city (Özdemir, 2007, p. 36). In addition, Tarkan says that there was a flour factory together with abandoned match factory in the city in his book (p. 30) published in 1940. But in the written sources after 1940s there is not any information about them. Today, none of the factories exist in the city and the electricity is provided from outside Sinop Province. It is known that sea trade on Black Sea was contolled by Samsun which leads to investments' being stationary.

Between 1923 and 1950, Turkish government wanted to connect cities and towns to the new capital and İstanbul by developing highway transportation system. There was also suggested railway system in those cities with new factories (Keleş, 2000, p.272). Industrial investments took place both in Ankara and some other cities in Turkey except for İstanbul and İzmir. Therefore, in this period there was small population growth and urbanization. The urban population was concentrated on big cities only (Osmay, 1998, p.140).

The effect of this policy is also big for city of Sinop. The mountains crossing on the southern part of the city made it difficult to connect the city directly to the center of bigger cities by railway system. It was also expensive investment for such a small Anatolian city. Throughout its history, due to its unique location the transportation of the city was based on sea. Therefore, the city continued to lose its importance in this period (Yurt Ans., 1981, p.6796).

In addition, in 1924 with the population change between Turkey and Greece non-Muslim population who were merchants left the city (Geç. Fot. Sin. Tar., 2005, p. 53). During the population exchange with Greece, the neighborhood of Yenimahalle was on fire. Rıza Nur Library, after the fires of 1917 and 1924 was only one building left from the tissue of Yalı part of Yenimahalle District (Dadaş, 2003, p.72). So, both the population and the economy of the city were declined. As a province, Sinop was loosing its population after 1935. This can be result of both inadequate investments and unqualified transportation system.

According to the first population census, in 1927 thare were 5006 people living in the city. Its population had dropped to 4872 in 1935 and 4838 in 1940 (Sinop İl Yıllığı, 1967). After 1940, this decline stopped and the population of the city was increased to 4995 in 1945 and 5780 in 1950. With regard to this situation, Gümüş (1960, p. 31) says that the reason of population increase after 1940 was precautions to the illnesses of syphilis, marsh fever and cholera which decreased the number of deaths in the city.

In her article named "1923'ten Bugüne Kent Merkezlerinin Dönüşümü" (1998), Osmay gives information about the changes in urbanization in Turkey by focusing on cases in big cities of İstanbul, Ankara, and İzmir and analyzing some similar conditions in other cities. According to her, in the period from 1923 to 1950, there were two centers in most of the cities: newly developed center which had administrative function and traditional center which had small scale production units such as blacksmiths, coppersmiths, or carpenters inside the historical tissue. These two centers were located closely inside the areas of traditional bazaars and 'han's which sold craftsmen's, wholesale and retail products (Osmay, 1998, p.141).

After the law of "Vilayetler Kanunu" introduced in 1870, government officers from İstanbul were appointed to provinces. This aimed to make changes in local authorities' organizations. The new center was developed by construction of "government office", "municipal building", "railway system and station", and "court house". That center also attracted new services like banks, hotels and shops. Capital

of Ankara is best example for this. Before the republic, the city had a center beginning from Ankara castle to Ulus. The area near the castle was a commercial center having traditional shops while Ulus was a center for new authority. Then, after being a capital city, its urban development became an example for other Anatolian cities. City was a place showing state authority with new buildings (Osmay, 1998, p. 141).

It is known that in Ottoman Sinop there were two centers in north-west of Kaleyazısı neighborhood and in Tersane neighborhood. In the bazaar in Kaleyazısı there were traditional production units while tersane meydanı was like a trade center near the port. From various sources and old photographs it is seen that the administrative buildings constructed at the beginning of the 20th century on today's Atatürk Street affected the centers of city. Atatürk Street was an administrative axe of the city which can be called administrative center. There were buildings of government house, municipal building, 'İl Özel İdaresi' building and government office on it. It was an important street of Republic where the visitors were met from the port and enter the city. However, with compared to Ankara, this case seems to be in very small scale. Indeed it was a trigger for the third commercial center of the city: Sakarya Street.

In this period, city centers were also focus of cultural activities shaped by ideology of republic. In small or medium size cities "halkevleri" was the cultural center. In addition, bureaucrats, politicians and journalists were supporting the activities of "halkevleri". The necessities of new lifestyle resulted in construction of new restaurants, hotels, bookstores, parks, cinemas and some entertainment places (Osmay, 1998, p. 142).

Transformations brought by Republic were adopted by the city of Sinop as well. In his trip to the city on 15th September 1928 Mustafa Kemal Atatürk introduced new Turkish Alphabet to the citizens of Sinop. Moreover, in 1932 'Sinop Halkevi' was opened. It had a crucial role in the life of city which organized cultural activities in the city. Openning of cinemas, theatres, exhibitions were prepared by Sinop Halkevi

from 1932 to 1951 (Sinop İl Yıllığı, 1993, p. 83). The building of 'Halkevi' in Sinop was provided by CHP. It was located on Atatürk Street in the place of PTT today. The building was covering 448m2 area with its garden. It was three storeyed timber building. When a building became to be insufficient, in 1936 construction of new modern building project was prepared. However, this project was not implemented and in 1951 all 'halkevi's in Turkey were closed by government (Yaşar, 2008, pp. 64-65).

In addition, there are other cultural activities except for 'Sinop Halkevi' took place in Sinop during this period. Museum studies were one of them. Again in 1932, the archeological materials and other remaining were transformed from 'Mekteb-i İdadi' to 'Süleyman Müinüddin Pervane Medresesi'. The museum was opened for visits in 1941. It became 'memurluk' (public service) in 1945 and 'müdürlük' (management) in 1947 (Gökmenoğlu, 1992, p. 30). Another important cultural action was openning of public library named 'Dr. Rıza Nur Kütüphanesi' on 29th October 1924. This library is still used in citizens of Sinop today. It is near the sea, on the southern part of the city, in Yenimahalle. The building composes of two identical buildings which has three storeys. They were houses of two Rum families which are believed to be built before 1900. After population exchange it became trasury land and Dr. Rıza Nur bought these two houses and turned them into public use. In 1944 December 23, 'Akşam Kız Sanat Okulu' was opened in this library and that contributed positively to the city life (Sinop İl Yıllığı, 1973, p. 94). The first printing house in Republic Period put into service in 1934 and in 1944 'Sinop Gençlik Spor Kulübü' was established (Türk Ans., 1980, p. 111).

The Republician ideology could be also followed on housing policy. Demirarslan says (2007, p.607): *"In the early Republician period, housing policy was centered on the logic of nationalism rather than the needs of capitalist urbanization. It was housing civil servants and public officials that were on the agenda together with the planning of Ankara as a capital of the new Republic."*

Houses began to be built with concrete-frame system in 1930s. Between 1930s and 1940s, foreign architects studied on residential areas composed of multi unit and low rise types. According to Demirarslan (2007, p.607), until 1940s the modernist approach to dwellings by architects led to fragmentation in urban tissue.

In this period of Sinop there is not gathered any information about the production of houses for public official. However, during the field research in Sinop in 2010, there were houses belonging to this period which are given in the 'Character of the Study Area'. These houses can be one of the consequences of fires took in 1914, 1917, 1924, and 1946. From Tarkan (1941, p. 29), the number of houses in each neighborhood in the beginning of 1940s is learned and shown in table12.

Table 12. Number of Houses in the Neighborhoods at the beginning of 1940s

Neighborhood	Number of Houses
Büyük Cami (Camii Kebir)	148
Meydankapı	240
Kaleyazısı	115
Kefevi	117
Yeni	174
Ada	63
Total	857

In his book of "Kentleşme Politikası", Keleş (2000, p.146) defines the period from 1923 to 1950 as 'planless period'. He refers 'plan' for a big scale development plan. However, he gives the history of municipal plans. In view of Keleş, the first planning activity was seen in Ankara in the Republic era. In 1928, there was introduced private law for the establishment of 'development directorate for urban planning of Ankara'. There was also organized a competition for city planning of Ankara in

1927. Among the contestants, the plan of Jensen in which ‘Ulus’ was determined as a center of Ankara was accepted. Since Ankara was a capital, there were suggested residential areas for governor members together with construction of ‘TBMM’ and ministry buildings in Yenişehir (Osmay, 1998, p.142).

Then, ‘The Law of Municipalities’ numbered 1580 entailed all municipalities to prepare ‘municipal plan’. This necessity was restricted by the law “Umumi Hıfzıssıha Kanunu” to the municipalities having population over 20.000. In 1933, the law numbered 2290 “Belediye Yapı ve Yollar Yasası” wanted municipalities to make town plan up to 1938. However, the ratio of municipalities which had prepared plans or implemented them was very low although this law was effective for 24 years (Keleş, 2000, p. 146). For instance, the Prost Plan for İstanbul prepared in 1938 had many changes until 1970. This plan which had created by town planning approaches of Europe was also seen an example for other cities. However, plan was interested in physical forms and beautification of İstanbul rather than planning of historical areas, urban functions and development of the city (Gibson & Kocabaş, 2007, p. 456).

There was not any planning activity in Sinop between 1923 and 1950. However, there is information about physical character of the city and public works in this time period. In 1923 Secondary School for Girls today’s ‘Cumhuriyet İlkoöğretim Okulu’ was built on the area called ‘Meydaneteği’ by local people. Again construction of ‘Eski Jandarma Alay Komutanlığı Binası’ (now İl Jandarma Gazino ve Misafirhanesi’) on Atatürk Street was finished in 1923 and opened on 30th August 1923 (Her Yönüyle Sinop, 1992, p. 17). In 1939, ‘Çocuk Islahevi’ (detention center) whose architectural features were similar to the prison was constructed on the western part of historic prison (Kuru, 2004, p. 27). Other information about prison in 1930s is that it was making contribution to the economy of the city since prisoners were working in workshop of carpentry inside the prison (Sinop Cumhuriyetin 15.Yılında, 1938, p.48). One of the most important implementation is that in 1930s the way coming from west to Sinop today was created by demolishing the walls (Temeloğlu, 1998, p. 41).

The economy of the city was static at the beginning of the 20th century. This affected the physical growth of the city negatively. In his memories named 'Hatırladıklarım' (1924-1925), Sertel gives information about the city which he was exiled. According to him, the city looked like a small town it but beautiful. However, despite of its beauty Sinop and small bazaar, the city appeared lifeless because there was not any voices of motors or people especially children (Yurt Ans., 1981, p. 6827).

Mustafa Kemal's visit of Sinop in 1928 is explained by newspapers and people. From their sayings it is learned that Mustafa Kemal came to Sinop from İzmir by sae transportation. He entered the city from the dock. There were laid carpets on park and the dock. The gendarmerie, police and students were waiting for him in front of the dock. İzmir steamboat was anchored and Mustafa Kemal came by motors. This shows that in 1928, the harbor of Sinop was insufficient for ships to access. It can be also said that the city was poor. After greeting the people of Sinop, Mustafa Kemal walked through 'Hükümet Konağı' on 'Hükümet Caddesi' of which current name is 'Atatürk Caddesi'. After his visit to 'Hükümet Konağı', he went to 'Sinop Yatı Mektebi' (now Sinop Öğretmenevi) together with people of Sinop. Under the olive tree in the garden of the building, he teached new Turkish alphabet to the public. The famous photograph of Mustafa Kemal in front of the writing board was taken in Sinop. During his trip, it is known that he passed the streets of Hükümet, Meydankapı, and Yukarı Pazar which he talked with the people in coffe houses and shops. From the administrative buildings to the small shops there were signboards written in new alphabet which shows the effect of Republic in Sinop as well. Today's Sinop Parkı near the western city walls was the last place that he visited. The name of this park was 'Belediye Parkı' which had landscape organization and statue of Mustafa Kemal in that times (Atatürk ve Harf Devrimi, 2009, p. 5-22).

Ülkütaşır, who wrote 'Sinop'ta Selçukiler Zamanına Ait Tarihi Eserler' (Historical Buildings Belonging to Seljuks Period in Sinop) and 'Sinop'ta Candaroğulları Zamanına Ait Tarihi Eserler' (Historical Buildings Belonging to Candaroğulları Period in Sinop) in 1934, informs about both the features of buildings of these periods existing in 1930s and some physical characteristics of the city. Respecting

the city, he says that most parts of the city walls which were invulnerable until 'Meşrutiyet' were collapsed and ruined. The preserved parts of walls and bastions were the ones on the eastern part near the municipality building, on the southern part close to the prison, and on the north-west part of inner citadel. The two gates on the eastern part of inner citadel were present in 1930s (pp. 116-118). He talks about the way that was crossing inside the inner citadel. He mentiones that the eastern walls were complete before the openning of the road, and he adds that the Roman Arches on the walls were not as ruin as before. The gate near the military building (Lonca Gate) was used for entering the city (p. 119). In the figure 24, walls and Roman arches can be seen.

Alaaddin Mosque, which Ülkütaşır thought that it was converted from a church, Alaaddin Medrese, Tayboğa (Seyid Bilal) Tomb, Gazi Çelebi Tomb, and Aslan Fountain, which he describes as the oldest fountain in the city, were the buildings of Seljuks which existing in 1934. Kadı Mescidi, Fetih Baba Mescidi, İsfendiyaroğulları Tomb, Sultan Hatun Tomb, Devlet Hatun Tomb, Ulu Bey Fountain, Şahabüddin Ağa Fountain, and İsmail Bey (Demirli Mescit) Fountain were Candaroğulları Period's buildings that Ülkütaşır defines in good conditon while Hatunlar Tomb, Kale (İbrahim Bey) Mosque, Ulu Bey Mescidi, and Saray Cami were described as ruined and abandoned (pp. 171-185). Also, it is known that Aslan Mosque and Demirli Mescit were still there in the city in 1934.

In the beginnig of 1940s, the city was composed of six neighborhoods: Kaleyazısı, Büyükcami, Meydankapı, Kefevi, Yenimahalle, and Adamahallesi. The population was 5575 and the number of dwellings was 857 in 1941 (Şiar, 1987, p. 22). According to Tarkan, the houses were constructed with timber. There was almost no new building. The city had a small park near the walls, some hotels for prisoners' families, two pharmacies one of which belongs to individual, one hospital, one cinema, one secondary school, three primary schools, and one fire station (1941, pp. 30-31).

In addition to the fire dated 1917, the one took on 6th October 1946 is seen another major destructive event (Gökoğlu, 1952, p. 392). Again Yenimahalle, Tabakhane and Camii Kebir neighborhoods were ruined in 1946. In addition to Aslan Mosque and Tabakahane fountain, 176 houses and 22 shops were burned. After the fire of 1946, the owners of traditional buildings began to construct new ones either adjacent or detached order casually (Gümüş, 1961, p. 36).

From the pictures taken in 1928 it is seen that the city was protecting its scale. Two or three storeyed timber houses and administrative buildings, and stone covered street of Atatürk supports this idea. Also trees around the buildings contribute to the historical pattern of the city. As seen from the photograps from 1920s and 1930s, it is true that city was conserving its historicity, there were not production of new buildings which were disharmonius with city's existing physical character, open built –up relationship, its human scale, and construction material. The city had almost the same boundaries as it had in the third quarter of 19th century. About the 1940s, it is learned that the city was still small, the number of new constructions were few. However, there was a destructive fire in 1946 which resulted in lost of historic tissue. The change in physical character of city which started after Russian Raid continued after 1923 by the effects of Republician Policies and it accelerated after 1950.

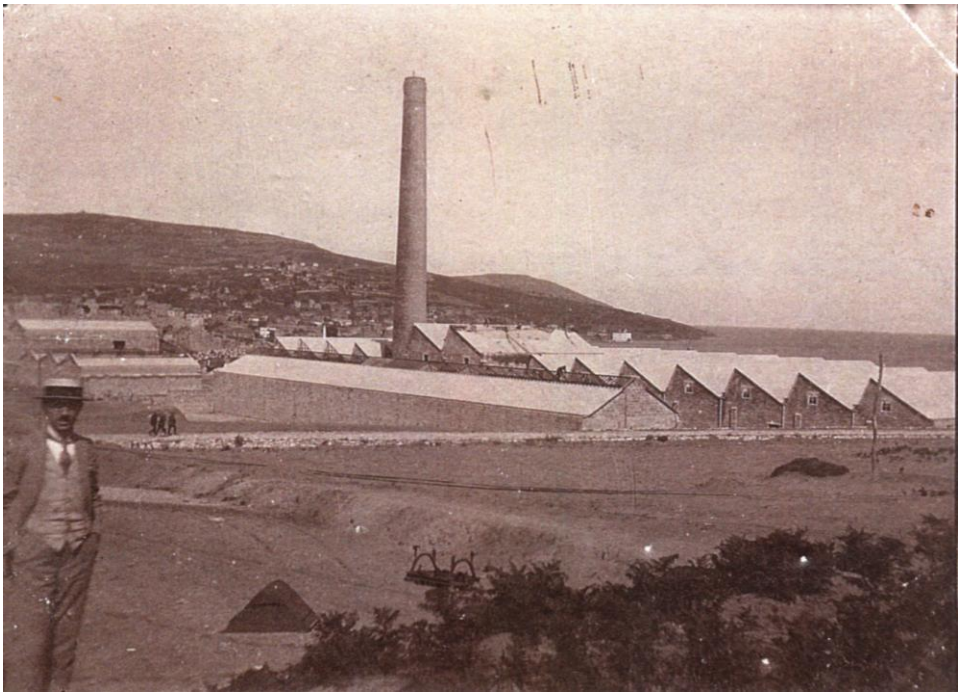


Figure 41. The picture of the ends of 1920s showing Sinop Match Factory which was built in 1926.
Source: Gathered from Sinop Provincial Culture and Tourism Directorate in 2010.



Figure 42. The Visit of Mustafa Kemal Atatürk, Atatürk Street, 1928.
Source: Gathered from Sinop Provincial Culture and Tourism Directorate in 2010.



Figure 43. 15th September 1928 Mustafa Kemal Atatürk introduced new Turkish Alphabet to the citizens of Sinop.
Source: Gathered from Sinop Provincial Culture and Tourism Directorate in 2010.



Figure 44. The Building of Rıza Nur Library in 1920s.
Source: http://tbn57.files.wordpress.com/2010/07/1920-yillarda-kutuphane-ve-dalyan1.jpg, accessed on 30th March 2011.

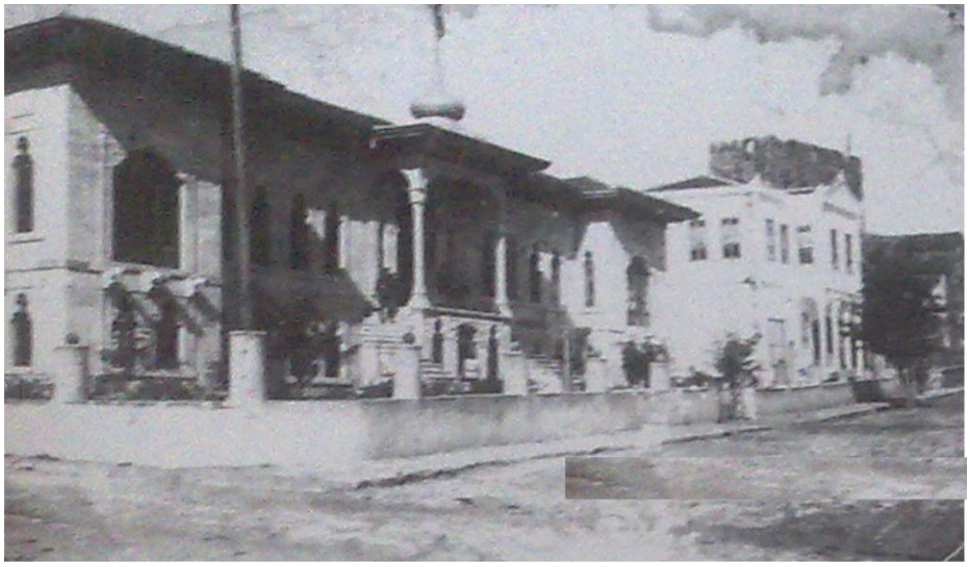


Figure 45. Building of 'Eski Jandarma alay Komutanlığı' and Municipality in 1925.
Source: http://tbn57.files.wordpress.com/2010/07/sinop-jandarma-ve-belediye-binasi-19251.jpg, accessed on 30th march 2011.



Figure 46. The openning of Sinop Halkevi in 1932.
Source: Gathered from Sinop Provincial Culture and Tourism Directorate in 2010.



Figure 47. Recoicing in 'Şehitlik Parkı' in front of 'Cumhuriyet İlköğretim Okulu' in 1936.
Source: Gathered from Sinop Provincial Culture and Tourism Directorate in 2010.



Figure 48. Administrative Axe of Atatürk Street in 1936: Buildings of Municipality, Special Provincial Administration and Government Office.
Source: Gathered from Sinop Provincial Culture and Tourism Directorate in 2010.



Figure 49. Recoicing on the area where the new building of Governorship constructed, the Kefevi Mosque and traditional houses in 1941.
Source: Gathered from Sinop Provincial Culture and Tourism Directorate in 2010.



Figure 50. The View of the City in late 1920s.
Source: http://tbn57.files.wordpress.com/2010/07/ada-mh-dan-sinop-genel1.jpg, accessed on 30th March 2011.



Figure 51. Northern City walls and Urban Texture of Sinop in 1930s.
Source: Gathered from Sinop Provincial Culture and Tourism Directorate in 2010.



Figure 52. Southern City walls and Urban Tesxture of Sinop in 1930s.
Source: Gathered from Sinop Provincial Culture and Tourism Directorate in 2010.

3.1.3 1950s

The period between 1945 and 1950 is called 'economic growth and rapid urbanization' by Tekeli. From 1945 to 1950 mechanization in the sector of agriculture was occurred. The industrialization was increased in cities in 1950s. Since construction of highway system was significant for industrialization the authority of Menderes invested on roads instead of railways after 1950 (Gibson and Kocabaş, 2007, p. 457). One of the outcomes of industrialization together with road networks was population growth in cities which was composed of migrants. This made pressure on urban land and new transportation systems were proposed in order to solve the traffic problem (Osmay, 1998, p. 142).

The economic transformation of the country in 1950s, the development of Western Anatolia and motorway investments resulted in negative consequences in the region of Sinop. The commercial life and the use of harbor were declined in province level. Sinop was one of the provinces who deprived from motorways. As a province, the

urbanization rate of Sinop was 3.7 % between 1950 and 1955 (Yurt Ans., 1981, pp. 6796-6803). Therefore, the rural population began to migrate. The people were moved to not only outside the province but also inside the city center. Different from province scale, during this period, there were some developments in the city of Sinop.

As mentioned before, between 1927 and 1950 the population of the city of Sinop had not altered very much due to the limited job opportunities provided in the city. After 1950, in Sinop city center there was not proposed any industrial establishment. In 1960s photograph (Figure 66) of city there is a factory outside the western city walls that could be 'flour factory' mentioned in page 102. However, Turkey became a member of NATO in this period which had crucial effects on Sinop. In 1950 Turkish-American Military Base was founded in Sinop. American people working in Sinop NATO Base resulted in population growth from 5780 (1950) to (7307)1955 (Yurt Ans., 1981, p. 6804). Beside the Americans and their families, there was migration to the city center. Some sources states that after 1950s and 1960s the city transformed from fishing village to newly developed city. There was economic recovery in the city life. Art and commerce began to be developed. 'Market place' was occurred inside the city (Temeloğlu, 1998, p.48). Also, local people of Sinop were influenced by lifestyle of Americans. New socio-cultural activities emerged in the city (Sinop İl Yıllığı, 1973, p.17). The traditional handcrafts like wooden works and weaving became to be popular and tourism came into the city (Sinop İl Yıllığı, 1993, p. 83). Furthermore, the construction of new port designed for big ships in 1959-1961 also led to increase in number of people (İslam Ans., 1966, p.687). The introduction of high schools took place in Sinop after 1954. These schools such as 'Kız Öğretmen Okulu' in the center of the city had positive impact on population growth (Sinop İl Yıllığı, 1967, p.83).

In 1950s, in Turkish cities, urban infrastructure became inadequate. New comers demanded for shelters for themselves which then resulted in illegal residential developments in big cities: both squatter housing and apartment buildings (Demirarslan, 2007, p.608). Around the central business districts or city centers,

residential areas widened. The traffic congestion between house and work together with inefficient public transportation provided by local authorities resulted in new transportation mode named ‘dolmuş’ (Osmay, 1998, p. 145). In this period, there was a priority for the motorized traffic that new roads, boulevards, and squares for cars were designed in city centers (Osmay, 1998, p.146).

The immigrants were settled on the north-east part of the city of Sinop on old cemetery which is neighborhood of İncedayı at present. The Americans, on the other hand, began to be located on Yenimahalle. Up to 1950s, the outside the walled city including the neighborhood of Yenimahalle. After 1950s, the city began to develop through the direction of east and the administrative buildings were placed outside the walls as well. However, the residential areas did not follow them (Yurt Ans., 1981, pp. 6803-6804). Neither the neighborhood of İncedayı nor Yenimahalle was the settlements of illegal actions. The situation created by ‘gecekondu’s (squatter housing) in big cities in Turkey was not seen in Sinop. Today; instead of bus, ‘dolmuş’ is used for transportation in Sinop. However, the information about origin of ‘dolmuş’ in Sinop was not reached.

With the vision of creating modern city of İstanbul, between 1950 and 1960, Menderes applied urban projects based on opening new boulevards by destroying historical parts of the city (Gibson & Kocabaş, 2007, p.457). Likewise, the population growth and density caused existing one or two storey houses and apartments around the commercial centers of cities began to be destroyed after the law (numbered 6217) about flat property in 1954. Then, multi storey apartment buildings constructed as houses started to threaten traditional houses and historical tissue of towns (Osmay, 1998, p. 145).

Sakarya Street became distinctive axe for the city of Sinop from 1950s. It connected the traditional center of ‘Kaleyazısı’ and the administrative center of ‘Hükümet Konağı’. Within a time, the functions both on center of Kaleyazısı and small center of Tersane began to be located on Sakarya Street (Yurt Ans., 1981, p.6804). From the photograps it is seen that after 1955 Sakarya Street was covered with concrete

and refuge of green area was designed on it. Similarly, Atatürk Street's and Kurtuluş Street's pavement were concrete at the end of the 1950s. According to old photographs, the apartments did not emerged in 1950s Sinop. The buildings had still two or three storey. It can be also said that the most of the buildings constructed in19th and 20th centuries continued their existence in the city in 1950s. However, the last fire was occurred in 1956. The only knowledge about this fire is that it harmed the neighborhoods of Camii Kebir and Kaleyazısı. It is clear that most of the parts inside the historical tissue of Sinop were lost due to the fires. The buildings have been replaced with the new ones and the major changes took place after them.

Gökoğlu describes the city in his book 'Paphlagonia Gayrimenkul Eski Eserleri ve Arkeolojisi' in 1952. This is helpful for understanding the physical character of the Sinop. There were 800 households (houses), 211 shops and 6320 people in the city. The western city walls of outer citadel were neglected while inner citaldel's had been demolished when opening Sinop-Boyabat road in 1930s. The northern walls were separated and some parts were lying inside the sea. Almost the half of the eastern city walls of Sinop was demolished. There were constructed new buildings on the place of these walls on the northern part. The walls on the north of 'Saathane' bastion went into ruin. There was opened a street by breaking down the walls for 20 m on the south of 'Saathane' (Gökoğlu, 1952, pp. 151-154). This must be 'Kaledibi Aralığı' street in today. Southern city walls also lost nearly half of themselves.

The buildings of Aslan Mosque, Ulu Bey Mosque, Kadı Mescidi, Kapan Camisi, Araste Fountain, Terazi Fountain, Şatır Fountain, Dalbazoğlu Fountain, Tersane hacı Kaptan Fountain, Kara Hasanoğlu Fountain, Kapan Fountain, Şekerhane Fountain, and Mahrukizade Hanım Fountain are defined by Gökmenoğlu as the lost monumental buildings. On the other hand, again from Gökmenoğlu's sayings it is known that Aladdin Mosque, Balatlar Church, Mehmet Ağa Mosque, Yesaribaba Tomb, Köftecioğlu Hanı had fire in 16th century. Ulu Bey Fountain, İsmail Bey Fountain, Meydankapı Fountain, Kefevi Fountain, Seyyid Bilal Fountain, Şehitler Fountain, Haci Ramazan Fountain, Fışkıran Fountain, Hilmi Fountain, Saray Fountain, Hoca Kemal Fountain, Beyaz Kadın Fountain, Bekir Paşa Fountain,

Gavizade Fountain, and Tabakhane Fountain were present in 1952 in city. From Sevgen (1959, p.290) it is learned that on the north of the inner citadel, there were depots, an arsenal and ruined mosque which could be İbrahim Mosque.

In 1957, in order to solve the problems of urbanization, 'Bayındırlık ve İskan Bakanlığı' was established (Gibson & Kocabaş, 2007, p.457). Again, in 1957, 'Development Plan Law' numbered 6785 came into force. According to this law, municipalities which had population over 5000, had to prepare development and sewerage system plans while the other ones had to make road plans (Keleş, 2000, p. 146). In addition, Bank of Provinces provided financial and technical support for the municipalities who would make the first plan of their towns (Keleş, 2000, p. 147). However, in 1958, İstanbul was planned by Italian architect-planner Piccinato. The city was shaped by European approach again which focused on construction highways, roads, and bridges by the view of central authority (Gibson & Kocabaş, 2007, p.458).

There is not any planning activity in Sinop in 1950s like in period of 1923-1950. However, between the years of 1954 and 1957 the cadastral map of Sinop was prepared. Later in 1958, the topographical map and 'Halihazır' (present) map of the city were drawn (Sinop İli Yapı Malzemesi ve Mahalli Şartları, 1968, p.6).

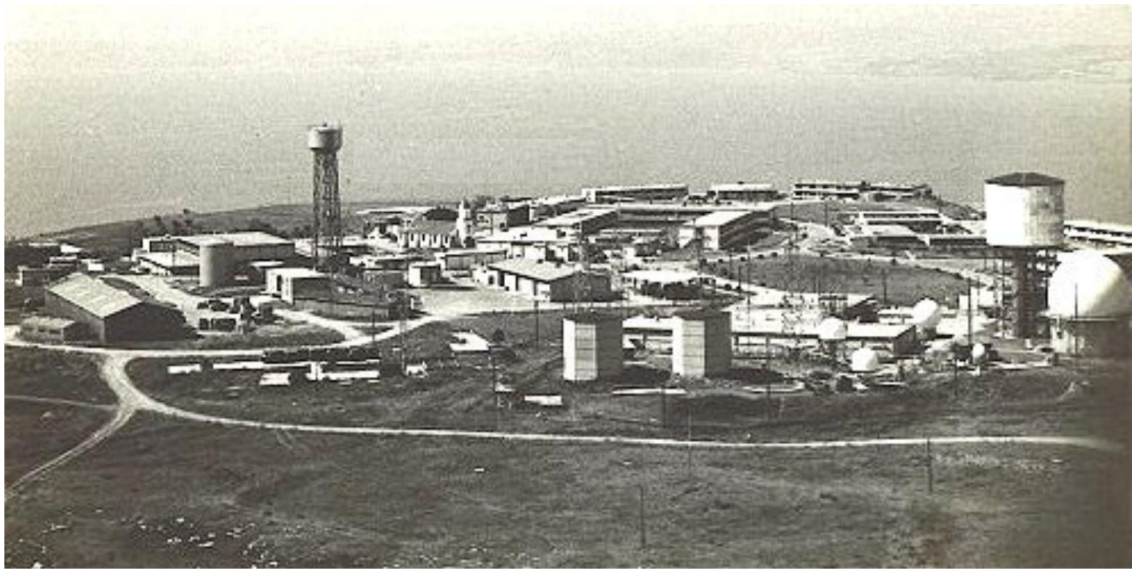


Figure 53. NATO Base on Bozburun Peninsula in Sinop which began to built in 1950s.
Source: Gathered from Sinop Provincial Culture and Tourism Directorate in 2010.



Figure 54. Sakarya Street at the end of the 1950s.
Source: F. Schwartz, 1959 -1960, http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.



Figure 55. The City of Sinop from the military base in 1955.
Source: Gathered from Sinop Provincial Culture and Tourism Directorate in 2010.

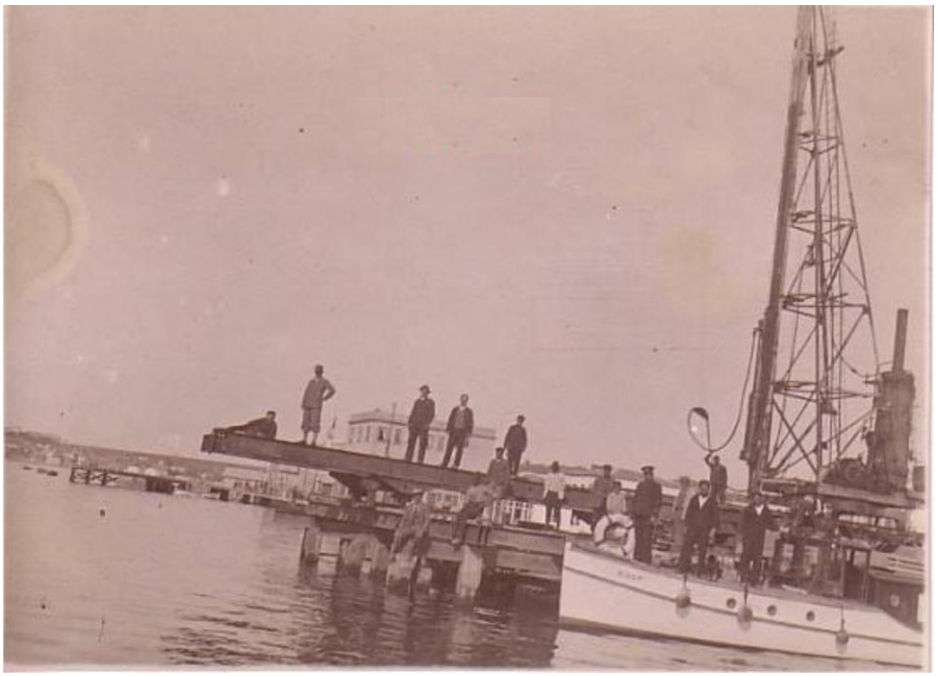


Figure 56. The old photograph showing the construction process of Sinop Port. Source: , http://urun.gittigidiyor.com/SINOP-LIMANI-INSAATINDAN-ORJINAL-FOTOGRAFLAR-2_W0QQidZZ21710241, accessed on 14th April 2010.

3.1.4 1960s

In 1960, the army took the control of Republic. It introduced new socio-economic development model composed of regional scale development plans for five years. The main purposes of these plans were to support urbanization by industrial investments in cities (Gibson & Kocabaş, 2007, p.458).

Inside the city centers, after 1960, small scale production facilities were located in and around the traditional city centers; therefore, traditional tissue were affected negatively (Osmay, 1998, p. 145). After 1965, the government supported small producers for business establishment and small scale industry were developed inside the cities (Osmay, 1998, p. 143).The retail units began to increase in number and they dispersed on roads of cities. In the beginnings of 1960s, the 'passages' which was a commercial unit having a wide range of small shops inside were emerged. The buildings on the main axes of the cities were either destroyed or transformed into passages (Osmay, 1998, pp. 144-145).

Sinop was the smallest city located on the shoreline of the Black Sea. The mountains crossing in the middle of the province area led to weak transportation system for Sinop Region. The city did not benefit from governmental policies of transportation; it had neither railway nor strong motorway system in 1960s. In addition, the harbor of Samsun was completed in 1960 (Temeloğlu, 1998, p.57). Although there were some industrial investments in the province, there was not any industrial establishment in city center except for the factory building seen in Figure 66. It is known that 'Sinop Sanayi ve Ticaret Odası' (Sinop Chamber of Industry and Commerce) was opened in 1968 (Yurt Ans., 1981, p. 6774). Therefore, it is not possible to talk about industrial activity inside the city which harms the tissue in Sinop. Nonetheless, there were small production units in Kaleyazısı which is called 'Küçük Sanatlar'. The bank buildings began to choose places on the Sakarya Street. As seen from the photographs taken in 1960s, the development of Sakarya Street with retail units continued. There is not gathered enough information about the

passage development in Sinop; however, for such a small city they could not be emerged yet in 1960s.

Again, the problem of providing houses for new comers continued and the squatter housing became a part of land development as commerce at the end of the 1960s in big cities in Turkey (Gibson & Kocabaş, 2007, p.459). In addition, in 1965 with the effect of The Law of Flat Property which was about fragmental property rights, the apartment flats were the main housing type in urban areas since this law enabled different occupiers in apartment ownership. Although the quality of these buildings was low, they had high exchange value which makes them popular for middle class. Moreover, this caused in rapid transformation of single floor houses into apartment blocks (Demirarslan, 2008, p. 608).

The first residential area for new population of Sinop was on the western part of the city which was created by Americans. On the east, as mentioned in 1950s, İncedayı Neighborhood was new residential area of the city (Yurt Ans., 1981, p.6804). In her thesis study 'Sinop Şehir Etüdü', Gümüş informs about city of Sinop in 1961. There were seven neighborhoods at the beginning of 1960s. Gümüş says that Ada Neighborhood and Gelincik Neighborhood had been villages of the city, then they became inside the municipal boundaries. Therefore, the physical character of these two neighborhoods conserved. The population of the city was 10 214 in 1960 in which the number of males was greater as a consequence of existing prison. The administrative buildings, schools, commercial units were located on the central districts of Meydankapı, Büyük Cami (Camii Kebir), Kaleyazısı, Yenimahalle, and Kefevi (Gümüş, 1961, p.32). She also gives detailed information about each neighborhood and main streets of the city. There are prepared tables of neighborhoods in respect to her.

Table 13. Number of Buildings in Meydankapı Neighborhood in 1960

Main Streets	Sakarya & Kurtuluş Streets
House	247
Shop	70
Store	52
Hotel	7
Office Building	7
Coffee House	11
Bakery	4
Cinema	1
Soda Manufacturing Shop	1

Table 14. Number of Buildings in Büyük Cami (Camii Kebir) Neighborhood in 1960

Main Streets	Sakarya & Tuzcular Streets
House	230
Shop	76
Store	3
'Hamam'	3
Coffee House	2
Bakery	3
Soda Manufacturing Shop	1
Rubber Manufacturing Shop	1
Carpenter Shop	1
Garage	1
Depot	1

Table 15. Number of Buildings in Kaleyazısı Neighborhood in 1960

Main Streets	Sakarya & Tuzcular Streets
House	211
Shop	200
Store	5
Coffee House	10
Bakery	4
Carpenter Shop	3
Slaughter House	1

Table 16. Number of Buildings in Yenimahalle Neighborhood in 1960

Main Streets	Atatürk & Rıza Nur Streets
House	303
Shop	8
Store	7
Coffee House	10
Power House	1
Carpenter Shop	2
Printing House	1
Club	1

Table 17. Number of Buildings in Kefevi Neighborhood in 1960

Main Streets	Kemalettin Sami Paşa Street
House	275
Carpenter Shop	3

Table 18. Number of Buildings in Ada Neighborhood in 1960

House	74
Buildings Used for Agricultural Activities	76
Fog Horn	1
Lighthouse	1
Weather Station	1

Table 19. Number of Buildings in Gelincik Neighborhood in 1960

House	92
Buildings Used for Agricultural Activities	117
Coffee House	2
Shop	1
Buildings of Government Enterprise of Forest	9

With regard to housing features, it is learned that old and new buildings were side by side on the narrow streets of Sinop. Traditional houses were made up timber and had timber covered facades. Most of the traditional houses became old and unused. About the features of the new buildings, Gümüş (p. 35) says that masonry system with the material of brick, timber skeleton system and concrete framed system were the construction systems chosen for the new buildings for about 15-20 years. There were different buildings having different type and different structural system and construction material. They could have one, two, three, four or even five storey which creates unpleasant city view in 1960s described by Gümüş (p. 36). In addition, the streets of the city were preserving their old situations. They were narrow organic streets which were not designed according to road plan. The main roads which had pavement of cobblestone were widened and covered with concrete at the beginning of 1960s. Some secondary roads were again covered with paving stone (Gümüş, 1960, p.49).

In 1965 the population of the city was increased to 13 390. In 1966, there were newly constructed big scale buildings, some arrangements on streets and repairs of historic buildings. The city was developed through east, to inner port and Ada Neighborhood (İslam Ans., 1966, p. 687). According to Sinop İl Yıllığı (p. 175), in 1967 the number of population was 13 483, the number of household was 4897, and the number of neighborhoods was eight. It can be concluded that boundaries and number of present day's neighborhoods shaped in 1960s.

As mentioned before, after 1960, Turkey got into 'period of planned development'. The regional scale plans began to be prepared from 1963 to the present. However, they are not examined in detail in this thesis. In this period, the first municipal plan of Sinop was prepared by Bank of Provinces on 3rd December 1963. This plan is examined in the next part under the title of 'Planning History'.

Other urban projects were construction of the port and the museum of Sinop. In 1959 the construction of port was started. The area under the port was filled with ground and the port was built with concrete. It was finished in 1961 (Gümüş, 1961, p.48). In 1967 the harbor of Sinop did not have breakwaters. It was a concrete ship dock having 180 m length and 8-12 m wide. There was a small port of 'Et ve Balık Kurumu' which is constructed with timber on iron foots (Sinop İl Yıllığı, 1967, p.166). In 1966, the area behind the 'Hükümet Konağı' was developed for the new museum building. In 1969 the construction began and it was finished and opened in 1970 on 29th October (Her Yönü İle Sinop, 1992, p.8). Likewise, from the photographs, it is seen that the construction of tourist hotel 'Melia Kasım Oteli' took place in 1960s. For Sinop the development activities were increased in 1960s and the concrete frame system became common in the constructions inside the city.

The historical buildings which continued their existence in 1960s were Büyük (Alaaddin) Mosque, Fetih Baba Mescidi, Mehmet Ağa Mosque, Kefevi Mosque, Cezayirli Ali Paşa Mosque, Saray Mescidi, Meydankapı Mosque, İskele Mosque, Alaaddin Medresesi, Seyit Bilal Tomb, Aynalı Hatun Tomb, İsfendiyaroğulları Tomb, Gazi Çelebi Tomb, Yeşil Tomb, Yesari Baba Tomb, Şehitlik, the fountains of

Ulu Bey, Emirşahabettin, Sultan, Hacı Ramazan, Arslan, Fışkıran, Araste, Şehitler, Kefevi, Balat, Hasanbey which did not have water due to the organization of water system for the city, and the fountains, which were flowing, Kocakemal, Kaleyazısı, Terazi, Meydankapı, Seyit Bilal, Reci (Sinop İl Yıllığı, 1967, p. 146).



Figure 57. Aerial Photograph of the City from the west through Bozburun Peninsula in the beginning of 1960s.
Source: M. Campbell, 1963 -1964, http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.



Figure 58. Aerial Photograph of the City from the south in the beginning of 1960s.
Source: M. Campbell, 1963 -1964, http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.



Figure 59. The Tissue of walled city, traditional buildings and newly constructed ones in 1960s.
Source: G. Weber, 1962-1963, http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.



Figure 60. A street in Ada Neighborhood in the beginning of 1960s.
Source: G. Weber, 1962-1963, http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.

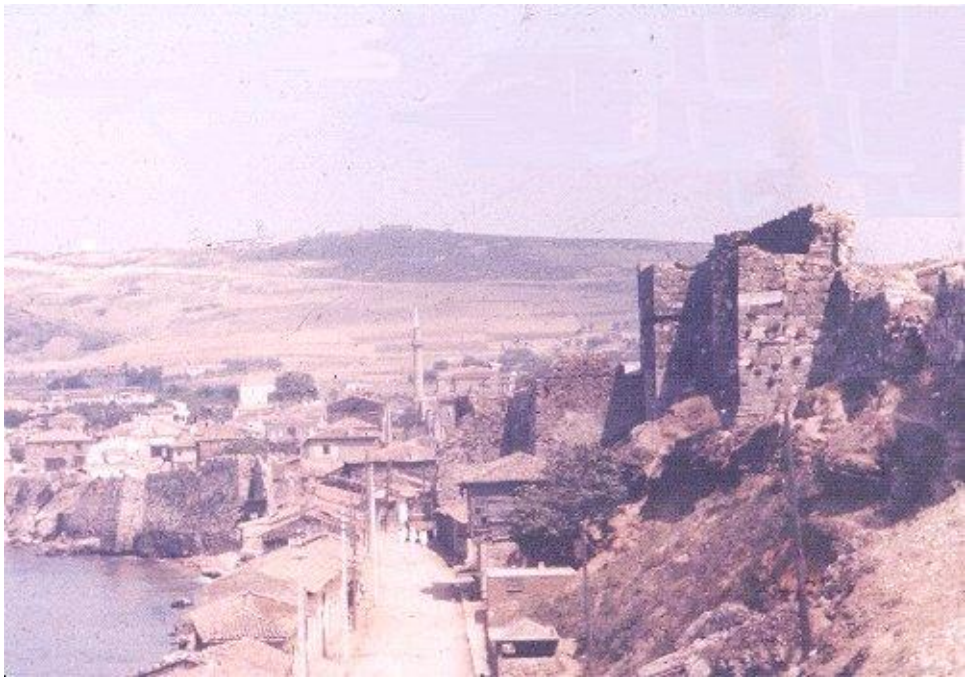


Figure 61. The small scale industrial facilities in Kaleyazısı in 1963.
Source: J. Musikar, 1963, http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.



Figure 62. Sinop Prison in the beginning of 1960s.
Source: G. Weber, 1962-1963, http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.



Figure 63. Olive Grove in Ada Neihborhood on Bozburun Peninsula at the end of 1960s.
Source: E. Wright, 1968-1969, http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.



Figure 64. New hotel and apartments in Yenimahalle Neighborhood at the end of 1960s. Source: B. Shirley, 1968-1970, http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.



Figure 65. The view of Sakarya Street from 'Hükümet Meydanı' at the end of 1960s. Source: B. Shirley, 1968-1970, http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.

3.1.5 1970s

With the political polarization, inside the society, terror exploded in Turkey and the army got the control for the second time. The political conflict could be followed on relationship between urban society and new rural comers of squatters. Therefore, after the army, coalition governments saw this situation as an advantage for election and they developed 'planning with amnesty' which includes process of illegal squatters' being legal. In 1970s, the squatter housing was totally a part of commercial activity in cities in (Gibson & Kocabaş, 2007, p.458-459).

The passages which had emerged in 1960s, differentiated according to their products they sold: garment, jewelry, etc. After 1970s, factories started to produce automobiles in Turkey and car ownership increased in cities. The traffic inside the city centers were tried to be solved by organizing some roads for only pedestrians in the second half of the 1970s. However, with the demand of business environment, in short turn, roads used both by motorized traffic and pedestrians again. Consequently, all these traffic led to deterioration of historic city centers. In addition, in big cities, the roads are widened and new roads were offered in urban areas such as construction of 'Boğaziçi Bridge' in İstanbul between 1970 and 1973 (Osmay, 1998, p. 146).

In the beginning of the 1970s, the economy of Sinop was based on agriculture and the province was among the six, which had the least population because of its weak transportation network (Cenbeloğlu, 1972, p.3). It was connected to country network on Samsun and Trabzon. Trabzon was a province having efficient motorway and harbor and Samsun which became one of the major cities in Black Sea Region, had transportation system composed of motorway, railway, and harbor (Sinop İmar Planı Raporu, 1977, p.89). Therefore, in 1970, the population of the city center was 15 096. Neither industry nor tourism was developed in Sinop at the beginning of 1970s (Sinop İl Yıllığı, 1973, p. 145).

As a province, Sinop determined as one of ‘kalkınmada öncelikli iller’ (the provinces that had priority for development) by central government. Some industrial investments took place in the province like ‘Sinop Örme konfeksiyon Sanayi’ in 1976. The population had increased in both province and the city center (Yurt Ans., 1981, p. 6794). The military institutions in the city of Sinop and its effects on commerce and tourism led to number of people living in the city rise from 16 098 (1975) to 18 328 (1980) (Sinop İmar Planı Raporu, 1988, p. 27) The central county came forward for crafts in this period. Especially making furniture, scale models of ships made from timber, and various house furniture were important ones. There was workshop in the prison where these studies were seen as well (Cenbeloğlu, 1972, pp.11-12).

From Cenbeloğlu (p.3), it is learned that total number of houses was nearly 5000 in the city center which includes eight neighborhoods in 1972. After 1970, the neighborhoods that the construction of new buildings were intense were Yenimahalle, Gelincik, Camii Kebir, and Meydankapı. Gelincik Neighborhood had been developed both illegal housing and housing cooperatives. The situation in Turkey about illegal housing was not as problematic as in Sinop since they were few. In order to prevent more illegal construction, there determined ‘Gecekondu Önleme Bölgesi’ in Gelincik Neigborhood of Sinop. From the end of the 1960s to 1977 ‘İmar İskan Bakanlığı’ planned mass housing for workers in this ‘Gecekondu Önleme Bölgesi’. In 1977, this area was filled (Sinop İmar Planı Raporu, 1977, pp. 99, 135). Nevertheless, Gelincik, Ada, and Kefevi quarters were the settlements of rural-urban diversification (Yurt Ans., 1981, p.6815).

In 1970s, the urban area inside the city was limited and that resulted in multi storey building constructions and increase in land price particularly near the center on the port: Yenimahalle. Yenimahalle had settled by high income group of white collars and Americans. The old timber houses of Sinop were destroyed and there were constructed concrete framed apartments providing more comfort to the users (Sinop İmar Planı Raporu, 1977, pp. 75, 93). The new buildings were designed as multi storey with the functions of both commerce and resident. There were shops in the

ground floors and dwellings in the upper ones. This became popular in 1970s' Sinop. The owners began to build apartments with furniture inside them for renting them to Americans in Yenimahalle also. The building trade had been developing not only new residential areas but also historical quarters of the city as well (Sinop İl Yıllığı, 1973, p.179). The artisans and merchants whose income had increased began to live in new houses in Camii Kebir Neighborhood. The small parcels on Sakarya Street were developed by 5 or 6 storey buildings having function of commerce in the ground floor (Sinop İmar Planı Raporu, 1977, p. 43). It can be said that new building constructions which had began in the end of 1950s continued in 1960s and accelerated in 1970s in Sinop by creting new apartments in both empty and settled areas. The number of new buildings in the period of from 1970 to 1973 according to the quarters are drawn from Sinop İmar Planı Raporu (1977, p. 42).

Table 20. Number of Newly Constructed Buildings between 1970 and 1973

Neighborhood	Number of New Buildings
Camii Kebir	34
Kaleyazısı	11
Meydankapı	30
Kefevi	12
Yeni	44
Ada	17
Gelincik	37
İncedayı	19
Total	204

In the middle of the 1970s, the city of Sinop was connecting to country's main transportation network with its districts; from Ayancık-Türkeli to western Black Sea

Region, from Boyabat-Taşköprü to Kastamonu, and from Gerze-Bafra-Samsun to Central Anatolia Region (Sinop İmar Planı Raporu, 1977, p.2). The main road of the city was Sakarya Street in 1970s. Inside the city, Sakarya and Atatürk Streets were primarily transportation axes which had dense traffic due to their being narrow. Tuzcular, Tersane, and old Main Street crossing inside the 'Küçük sanatlar' were secondary roads on which motorized and pedestrian traffic circulation increased in summer. On the other hand, 'Radar Yolu' and Rıza Nur Street were third degree roads. There was not any bus inside the city; instead of it, the circulation was based on taxies (automobiles) and on foot (Sinop İmar Planı Raporu, 1977, p. 112-114).

There were three commercial areas of the Sinop in this period. The first one was located in the old entry of the city in 'Kaleyazısı' most of which was composed of small commerce units used by villagers. It had a character of marketing the agricultural products which was stemming from 'Küçük Sanatlar' on the road connecting to this center and the prison in this neighborhood. In addition, there were hotels, restaurants, and coffee houses in here and next to 'Küçük Sanatlar' the bus terminal of the city was settled (Sinop İmar Planı Raporu, 1977, p.103-107). Between the administrative center (Hükümet Konağı) and commerce in 'Kaleyazısı', on the Street of Sakarya there were shops selling automobile and white goods, hosieries, dry goods, and the offices of doctors and banks (Sinop İmar Planı Raporu, 1977, p.108). The effect of automobile production is seen in both transportation and commerce in the city. The last center was marketplace of 'Tersane'. Although this area was not in relationship with the shipyard and the port, it had commercial function because its location was close to the neighborhoods of high income groups (Yenimahalle and Camii Kebir). There were commercial units for tourism such as hotels, restaurants, shops of touristy products, cinema, or cake shops. Moreover, the park of 'Şehir Kulübü' which was known as 'Belediye Parkı' was a green area of the city used by tourist in summer for recreation and it was used by local people for ceremonies (Sinop İmar Planı Raporu, 1977, pp. 104, 107, 128). It is seen that Sakarya Street became to fill with commercial units and the commercial areas of today's city began to emerge in 1970s.

When looking at local planning activities in Turkish cities, in 1972 the law numbered 1605 which made some changes on the law numbered 6785 was introduced. According to this, the municipalities having population over 10 000 and central municipalities of provinces without any restrictions in their population had to prepare municipal plan. Similarly, municipalities with the population from 5000 to 10 000 and the central municipalities of counties without importance of their population had to make transportation plans. Moreover, 26th article of 6785 said that Bayındırlık ve İskan Bakanlğı could want some other municipalities have plans in terms of construction or development activities of their future. These activities could be the changes out of natural disasters or legalized squatter housing or the necessity of preparing plan of the main cities which had more than one municipality (Keleş, 2000, p.147).

In this period of Sinop, there was prepared Municipal Plan with scales of 1/5000 and 1/1000 of the city in 1977 by Kamutay Türkoğlu. The details of plan took place in next part. The construction activities took attention as mentioned before. There was a project for the coastal area on the south of Yenimahalle about creating green area by filling the sea (Temeloğlu, 1998, p. 45). Yenimahalle, Kaleyazısı, Meydankapı, and Camii Kebir were dense in respect to their building stock. TAKS and KAKS were high in Yemimahalle and Meydankapı quarters while Ada and Kaleyazısı had small changes in old texture of the city (Sinop İmar Planı Raporu, 1977, p. 134). The traditional tissue was affected by these developments especially on the main axes. The cases in other Turkish cities come up with different reason but the same result in Sinop.

The historical buildings existed in 1970s were Aladdin Mosque, Saray Mosque, Fetih Baba Mescidi, Mehmet Ağa Mosque, Cezayirli Ali Paşa Mosque, Kefevi Mosque, Meydankapı Mosque, İskele Mosque, Süleyman Pervane (Alaaddin) Medresesi, Seyit Bilal Tomb, Gazi Çelebi Tomb, İsfendiyaroğulları Tomb, Sultan Hatun Tomb, Hatunlar Tomb, Yeşil Tomb, city walls, Balatlar Church, Temple of Serapis, and Şehitlik according to Sinop İl Yıllığı in 1973. There is not any information about the fountains existing in 1970s.



Figure 66.The Urban Texture of the City from Bozburun Peninsula in the beginning of 1970s.
Source: J. Bedner, 1972-1973, http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.



Figure 67. The City of Sinop from the West in 1970s.
Source: J. Bedner, 1972-1973, http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.



Figure 68. Old and New Buildings on Tersane Street in 1970s.
Source: Gathered from the archieve of METU City & Regional Planning Department, in 2010.



Figure 69. The Tissue Looking through Bozburun Peninsula in 1970s.
Source: Gathered from the archieve of METU City & Regional Planning Department, in 2010.

3.1.6 After 1980

The economy of Turkey was shaped by 'liberalism' in 1980s. In order to support this economic model, increase in import and export, privatization of public institutes, integration with Europe, economical reforms, improvements in infrastructure, and developments in housing were the policies (Osmay, 1998, p. 147). In addition, the Prime Minister Özal introduced the sector of tourism with some encouragements for development of the country. The Turkish economy was grown in 1980s (Gibson & Kocabaş, 2007, p.460). However, in this period, the rate of urbanization decreased. Similary, in 1990s, the ratio of population growth was also slow due to the fact that the fertility rate was declined in cities (Osmay, 1998, p. 147).

At the beginning of 1980s, the economy of Sinop Province was still based on agriculture. The transportation network was also not developed. The city was not connected to west and south. There was not efficient motorway from Sinop to the capital of Ankara. The reasons of this were undeveloped industry and migration from the province (Türk Ans., 1980, p.110). In addition, sea trade and transportation on sea were not developed, since the harbor of Sinop did not have sufficient accoutrements. In the region of Black Sea, Sinop harbor was in the fourth place after Samsun, Trabzon, and Hopa harbors (Yurt Ans., 1981, pp. 6795, 6797). In the middle of the 1980s, Sinop was among 'kalkınmada ikinci derecede iller' (the provinces which had secondary priority for development) in Turkey. The main transportation axes from Erzurum, Erzincan, Sivas, Tokat, Amasya, Kastamonu, Bolu, Adapazarı to İstanbul was crossing inside the Boyabat county of Sinop, not Sinop city center. The number of industrial establishments was also quite over in Boyabat among the counties of Sinop. The transportation of city center was dependent on Samsun (Sinop İmar Planı Raporu, 1988, pp.10, 13). At the end of the 1980s, the tourism policy of Özel was seen in Sinop Province as well. In 1987, Akliman and Hamsaroz were defined as 'tourism center' by the decision of the cabinet. In 1989, the boundaries of tourism center were widened (Her Yönü İle Sinop, 1992, p. 7). Tourism was introduced to Sinop at the end of 1980s and from 1990s it has been developing.

Sinop was the third province of Tukey which people migrate from. At the beginning of 1990s, NATO base in city center was closed (Temeloğlu, 1998, p.49). However, in 1991 the project for establishing 'Sinop Organized Industrial District' was proposed and in 1994 location of the district was chosen outside the city near the road of Sinop – Bafra (Samsun). The construction of infrastructure of it started in 1997 and finished in 2000. Then, it began to develop (http://www.sinoposb.org/). In addition, Sinop University was opened in 2007 (http://www.sinoposb.org/). Although university campus and some buildings of university are located outside the city of Sinop, today it has positive impact on the development of city. During this period the population of city center was 18 328 in 1980, 25 025 in 1985, 25 537 in 1990, 30 507 in 2000, 34 755 in 2007, 36 734 in 2009, 37 708 in 2010 respectively. Furthermore, there is a big project developed by central government in last years: Nuclear Power Station.

The improvement in telecommunication technology affected the macroform of Turkish city. The number of central business districts increased in metropolitan areas. New communication and information systems led to emergence of new nodes in cities. Multi storey business building complexes named 'plazas' were emerged in big cities. The axis of Şişli – Mecidiyeköy is an example of new business district occurred after 1980 (Osmay, 1998, pp. 147 – 148). In 1990s, the other commercial centers were developed with the effect of mass housing production around the main transportation routes outside the cities (Osmay, 1998, p. 150). On the other hand, shopping activities were evolved from individual shops at the ground floors of buildings in city centers to passages, supermarkets and lastly to the shopping malls (Osmay, 1998, p.152).

The central business district (CBD) of city of Sinop began to appear in 1970s on Sakarya Street and at the beginning of 1980s these process of development was finished. Nevertheless, the secondary commercial centers in 'Kaleyazısı' and 'Tersane' still existed in 1980s due to 'Kaleyazısı's strategic location in the city between 'Küçük Sanatlar' and prison and 'Tersane's being close to residential of

high income groups. Sakarya Street was the main axes having commercial shops, offices, and banks. It became both commercial and financial center of the city. The number of banks was eight in the city in 1981 while it was five in 1970s (Yurt Ans., 1981, pp. 6795, 6804). The number of workplace inside the city center was given in Table 21 created from the information in Sinop İmar Planı Raporu (1988, p. 27).

Table 21. Number of Working Place in Sinop City Center in 1985

Manufacturing	106
Construction Sector	4
Commercial units, hotels, restaurants	425
Transportation, communication, storage services	12
Insurance & working services	20
Social & personal services	171
Other services	19
Total	757

At the end of the 1980s and in the beginning of the 1990s, the development CBD on Sakarya Street was limited because of administrative buildings both on west and the east. Therefore, CBD began to disperse on Atatürk Street in the direction of south and south east. The commercial center of 'Tersane' was not connected to CBD due to physical restrictions of city walls. In addition, both CBD and commerce in 'Kaleyazısı' reached their physical limits. While CBD continued to develop through Batur Street by creating passages, commerce of 'Kaleyazısı' could not grow anymore. Hence, these facilities in Kaleyazısı together with the repair shops in Tersane started to move to 'the small scale industrial district' which was constructed 7 km far from the city in 1986 (Sinop İmar Planı Raporu, 1988, pp.31-32).

The base of NATO was closed in 1990s. Touristy productions that the hand crafts on furniture and making timber ship models were remained in the city. In the commercial center of 'Tersane' touristy shops selling these timber productions which still exist today took place. The prison on the other hand, contributed these with its timber workshops. However, in 1997 November 6th the historic prison was emptied and the building was occupied by Ministry of Culture in 1999 August 2nd for tourism activity (Sinop Kalesi ve Tarihi Cezaevi, 2008, p. 102). So, the tourism activity started in the city after 1950s developed slowly with the traditional handcrafts and after 2000s, together with historical buildings Sinop has been wanted be a touristic city. Today, the city develops slowly. Physical thresholds are the most important reason for undeveloped commerce and city economy. The situation which is observed in most of today's cities even small scale ones does not seen in Sinop yet. There is not any shopping mall inside the city or mass housing outside the main transportation axes of the city. The city continues to grow vertically. The CBD scatters to the streets of Gazi and Batur by changing the function of the buildings there.

Most of the residential areas, at the beginning of the 1980s, were consist of apartments and squatters. In 1981, government revised The Law on Social Housing and encouraged private sector to produce mass housing in terms of social housing. Then, in 1984, The Mass Housing Law was introduced. Large scale, multi storey housing production on the skirts of the cities began. The environment was created by these mass housing policy had low quality (Demirarslan, 2008, pp. 608 – 609). In addition, 'apartmentalisation' of squatter houses became popular (Demirarslan, 2008, p. 613). Moreover, the construction of housing for high income group became widespread phenomena at present.

In Turkey, the law numbered 3030, named 'Büyükşehir Belediye Kanunu' was put into force in 1984. The mayors of cities, especially in İstanbul, got financial and political power which they did not have before. Development with tourism became common and resulted in improvements on road network and emergence of new business districts. The conservation of historic urban fabric was less important

(Gibson & Kocabaş, 2007, p.460). Concerning this situation, Osmay (1998, p.153) says that after 1980, renewal, destruction, and lack of preservation of historic and natural values were observed like in 1950s. In the cities, except for metropolitan ones, newly developed city centers overlapped with historical center. Thus, the location of center was not change. However, the tissue began to be lost because of increase in number and variety of new functions. Furthermore, in all cities, the historic centers were without adequate infrastructure which caused in their being either abandoned or renewed.

According to Türk Ansiklopedisi, in 1980, in some neighborhoods of Sinop, there were one or two storey timber houses although the number of multi storey buildings increased (p. 112). The statements in Yurt Ansiklopedisi (1981, p. 6818) supports this. Since the settlement area of the city was limited, in Sinop where was developing vertically most of the buildings was constructed with the system of concrete frame. In the quarters of Ada, Kefevi, and Kaleyazısı where some parts of the traditional tissue continued some buildings were registered. At the end of the 1980s the eastern part of the city where the timber houses inside gardens, some agricultural lands, fruit trees and olive grove took place began to disappear with the pressure of urbanization. There were building cooperatives of high or medium-high income groups on the eastern of the city. The residential area inside the city walls were already developed by high buildings. On Sakarya Street there were buildings having six storeys. The density was high here because of new constructions on small parcels. This density declined from Sakarya Street to both northern and southern parts of the city (Sinop İmar Planı Raporu, 1988, pp. 27-38). This can be described as the case in Turkey's other cities: multi storey housing production on the east on the skirts of Sinop and apartmentalisation of traditional houses or shops not squatters in the central parts of the settled area.

In 1980s, transportation system of the city composed by four main roads having wide of 12-15 m: Sakarya Street, Okullar Street (now İtfaiye Street), Atatürk Street, and Aşıklar Street (now Rıza Nur Street). Batur Street and Tuzcular Street were secondary roads of the city and the main roads of residential areas. The

transportation was in pedestrian scale because of low population and dense settled area. In addition, there were four green areas in the city in 1980s: The filled area on the south (now Barış Manço Parkı), the park of 'Şehir Kulübü', woods of pine, and park of museum which the last of two were not active (Sinop İmar Planı Raporu, 1988, pp.33-36). In 1990s, small number of the historic buildings was among the unorganized developed concrete framed multi storey buildings. There occurred 'land speculation' in the city center that owners of traditional houses wanted to destroy them in order to build new high buildings which they get more profit. Therefore, most of the traditional buildings were left neglected (Her Yönü İle Sinop, 1992, p.16). In today's city, almost all traditional houses were lost. Most of the settled area is filled with apartments.

The historical buildings which were present in the middle of the 1980s were; mosques named; Alaaddin, Aslan, Cezayirli Ali Paşa, Kefevi, Meydankapı, Mehmet Ağa, and Saray, mescits named Fetih Baba, Kadı, and Ulu Bey which was ruined, tombs of Devlet Hatun, Hatunlar, Seyit Bilal, Sultan Hatun, Gazi Çelebi, and İsfendiyaroğulları, fountains of Aslan, İsmail Bey, Şahabüddin Ağa, Ulu Bey, Fışkıran and Kaleyazısı, and Süleyman Pervane Medresesi with respect to Tuğlacı (1985).

The buildings existing in 1992-1993 were; historic city walls, Köftecioğlu Hanı, Yukarı Hamam (Alaaddin Hamamı), Aşağı Hamam (Tuzcular Hamamı), Yalı (Varoş) Hamamı which was ruin, Historic Prison, Balatlar Church, Temple of Serapis, Şehitlik, Saat Kulesi or Saathane (Clock Tower), Paşa and Korucuk Tabyaları, Süleyman Pervane Medresesi, Aslan Torunlar Konağı, mosques and mescits of Alaaddin, Kefevi, Saray, Fetih Baba, Mehmet Ağa, Cezayirli Ali Paşa, Meydankapı, İskele, tombs of Seyit Bilal, Gazi Çelebi, Sultan Hatun, Hatunlar, Yeşil, İsfendiyaroğulları, Çeçe Sultan, and fountains named; Aslan, Bekir Paşa, Fışkıran, Tuzcular (Halk), Kefevi, Kethüda Mehmet Ağa, Okulaltı, Park, Reci, Saray, Sarımsaklı (Hacı Ramazan), Şehitler, Şahabüddin Ağa, and Terazi according to Gökmenoğlu (1992) and Sinop İl Yıllığı (1993). In addition, in the beginning of the 2000s, the eastern walls of the city were lost except for bastion of 'Saathane'

(Clock Tower). The southern walls also existed in inner citadel while northern and eastern walls were almost destroyed (Kuru, 2004, p.2). The fountains without few of them did not flow (Dadaş, 2003, p.45). Today all of the buildings above also exist and they are historical monuments of Sinop city center.

After 1984, the centralized position of mayors allowed them to prepare and implement city plans created by their political views (Gibson & Kocabaş, 2007, p.461). In 1985, new 'İmar Yasası' numbered 3194 which is valid at present was introduced. With respect to this law, the municipalities having population over 10 000 should prepare municipal plan. The municipal council is determined as authority who will decide the necessity of city plans in other municipalities. Likewise the old law, new 'İmar Yasası' gives some privileges to 'Bayındırlık ve İskan Bakanlığı' (Keleş, 2000, p. 147).

In this period, the Municipal Plan of City of Sinop was perepared by Erkan Uçkun in 1988 in the scale of 1/5000. After that, there is not any new city plan. The decisions about the development are taken by municipality. Each decision is added to 1988 plan. Beside there was 1/100 000 scaled regional plan including the provinces of Sinop, Kastamonu, and Çankırı in 2005. These two plans are also examined in the next part. There are two projects finished at the beginning of the 2000s: the road named 'Hamsi Yolu' which starts at the south-east bastion of eastern city walls and goes near the sea in the south and the park named Barış Manço which is again in the southern part of the city in Yenimahalle near the sea.



Figure 70. Southern part of the walled city from the port in 1981.
Source: C. Polgar, 1981, http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.

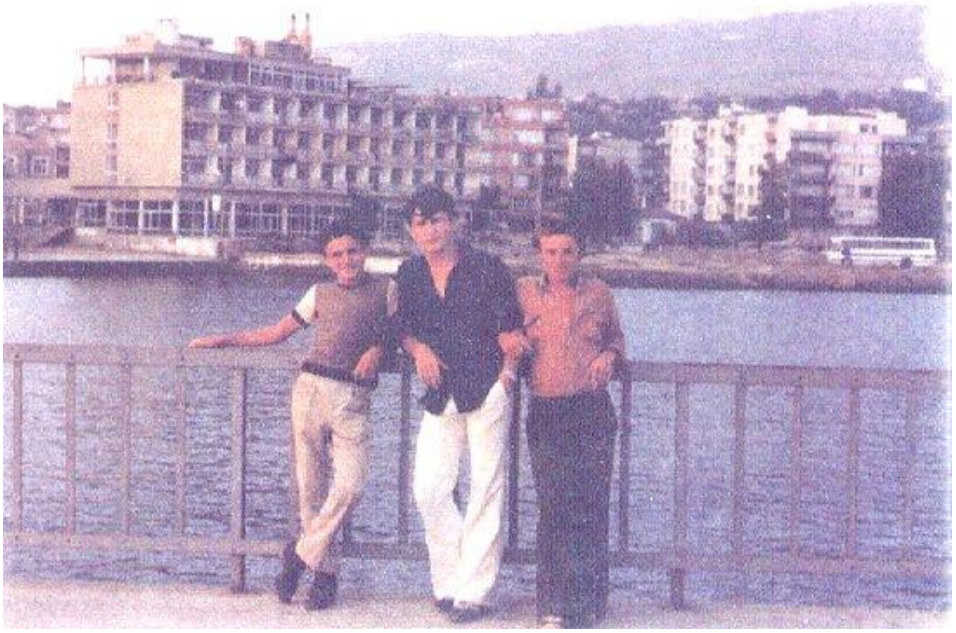


Figure 71. Apartments in Neighborhood of Yenimahalle in 1981 seen from the port.
Source: C. Polgar, 1981, http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.



Figure 72. View of Newly Designed park named 'Barış Manço' in 1985.
Source: J. Gardner, 1985, http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.



Figure 73. The View of Sinop from Olive Grove in 1985.
Source: J. Gardner, 1985, http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.

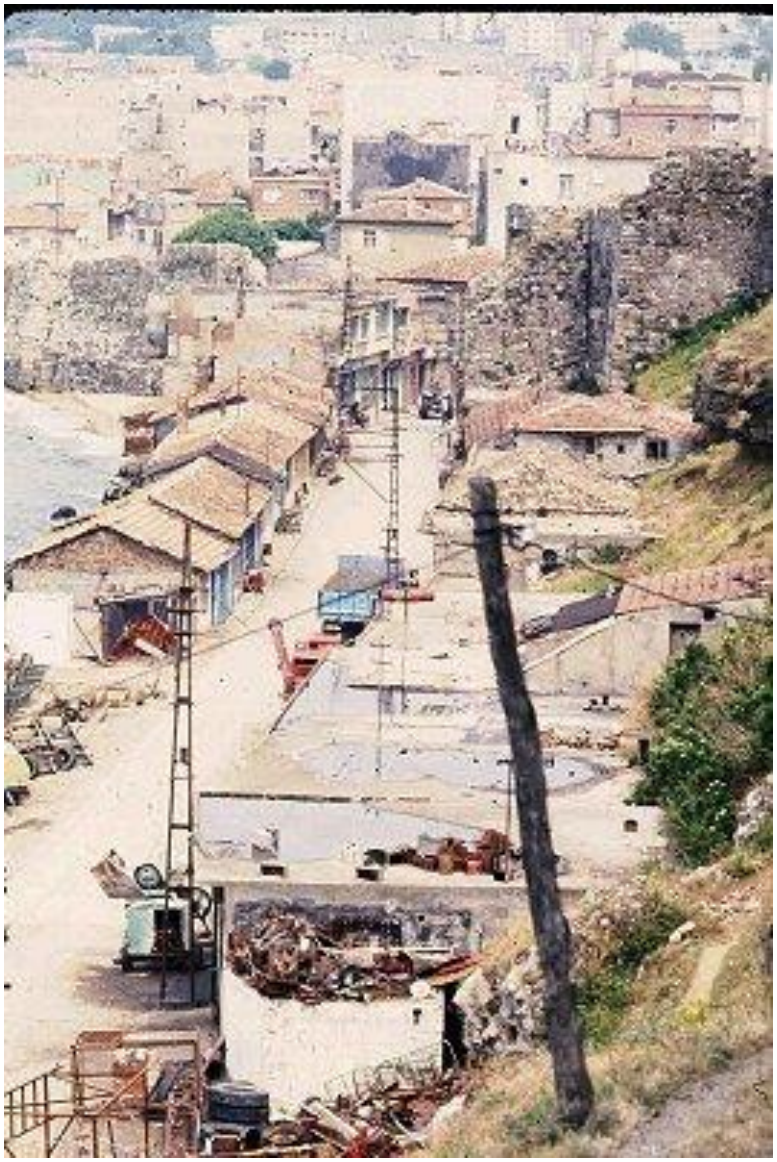


Figure 74. Small Scale Industrial Facilities in Kaleyazısı in 1985.
Source: J. Gardner, 1985, http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.



Figure 75. Aerial Photograph showing the entrance of walled city in 2003.
Source: Gathered from Sinop Municipality in 2010.



Figure 76. Aerial Photograph showing the study Area in 2003.
Source: Gathered from Sinop Municipality in 2010.

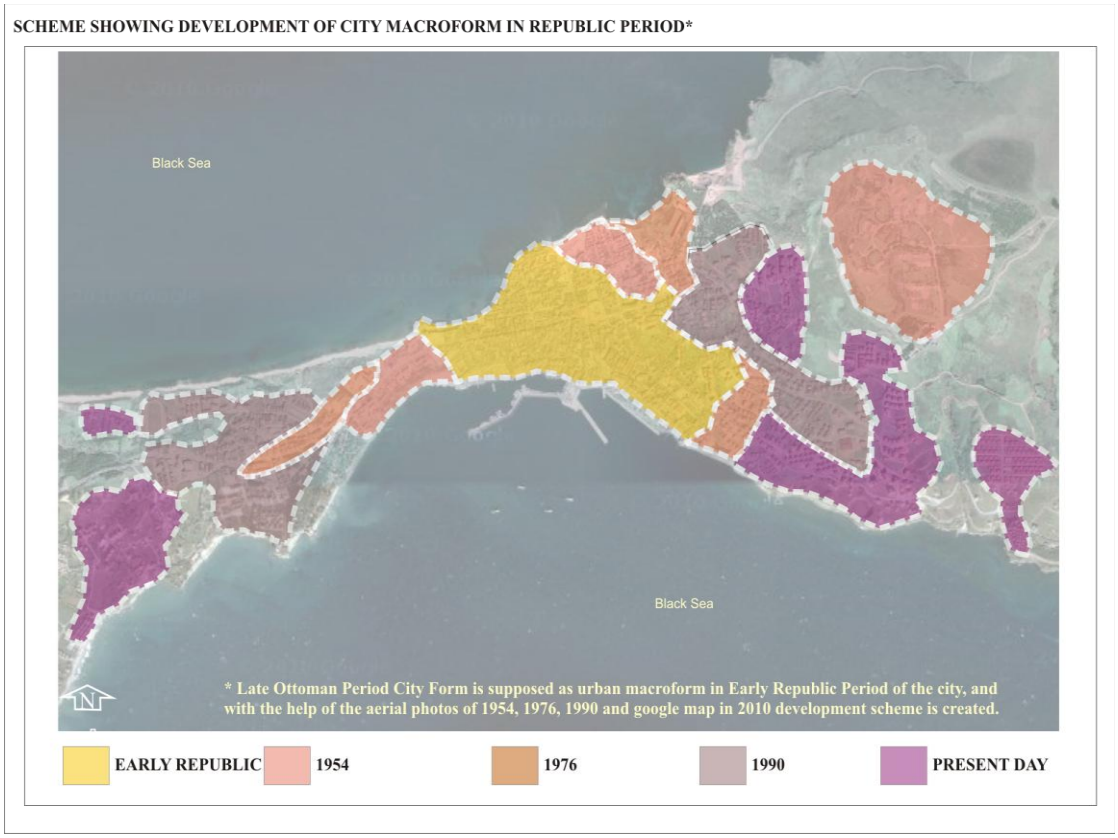


Figure 77. Development of City Macroform.

3.2 Planning History of Sinop

In their article (2007, pp. 454 – 461), Gibson and Kocabaş explain Turkey's planning history and urban developments based on ideas of İlhan Tekeli. Tekeli defines four planning cycles in Turkey with respect to İstanbul. In previous part, with the help of these developments in big cities, the situation in Sinop is tried to figure out. Different from that, the city scale plans of Sinop is examined in this part.

When the period of development by planning was introduced in Turkey, the physical characters of cities began to be shaped by development plans prepared in different scales by city planners. Definition of 'development vision' for regions and cities, decisions about the city's land use and transportation, planning notes related to development and / or construction rights have crucial effects on historical areas of cities, especially the ones which do not include any conservation area like in Sinop. Therefore, it is necessary to understand the approaches of city plans prepared for Sinop in order to see their influences on historical parts and also the character of the city.

There have been three municipal plan of Sinop which were created in the years of 1963, 1977, and 1988 respectively. In present day, the plan prepared in 1988 is valid along with a lot of changes that have been done until these days. In addition, there is an upper scale plan, named Sinop- Kastamonu- Çankırı Planning Area 1/100 000 Scaled Environment Plan (Çevre Düzeni Planı) made in 2005.

During the researches, reports of 1977 and 1988 plans are examined while 1963 dated municipal plan of Sinop is not studied in detail since documents of the plan can not be found. This plan is studied according to the data gathered from other two plans. Similar to 1977 and 1988 plans, the plan of 2005 is again examined under the scope of conservation.

3.2.1 1963 Municipal Plan of Sinop

The first plan of Sinop was prepared by Bank of Provinces in 1963. The main object of this plan is to preserve the spatial structure of the city (Yurt Ansiklopedisi, 1980, pp. 6805). In the plan report prepared in 1977, there is a title named 'Old Municipal Plan'. In that part, 1963 dated city plan is criticized. Former plan's scheme is also given without a scale whose drawing pattern looks like 1/5000 scale plan. The plan of 1963 is; therefore, explained by the help of 1977 plan and the scheme presented in its report.

According to 1977 city plan, in 1963 city plan of Sinop, the green areas designed around the historical buildings take attention. Some transportation and service opportunities are also proposed. However, the lack of zoning leads to nearly eighty new implementations' and modifications' to the plan on some areas in existing settled area (Sinop Kent Planı Analitik Etüdleri, 1977, p. 96).

From the plan scheme, it is seen that the development city is designed on both east and west axes in linear form. Main streets of the city are Sakarya Street, Atatürk Street, İtfaiye Street, Okullar Street, Mehmet Sarabil Street, Muammer Aksoy Street, and Seyid Bilal Street known as Radar Way. The bus terminal is located between the northern walls of the city and Sakarya Street oppose to Sinop historical prison.

The settled area is preserved as it is and instead of proposing increase in density, new residential areas are chosen. Commerce, on the other hand placed on Sakarya Street from historical prison to Hükümet Square, and on Tuzcular Street which then connects to Kurtuluş Street parallel to inner harbor. The marketplace is noticed near the western city walls at the entrance of the city center.

The green areas that 1977 dated municipal plan takes attention are considered around some historical elements of the city. In the plan, eastern city walls from Hükümet Square to the inner harbor, Şehir Kulübü, and Balatlar Church are surrounded by green areas. In addition, the shore from beginning from Atatürk Street and ending at

Rıza Nur Library is designed as green area which is today Park of Barış Manço. Alaaddin Mosque, Süleyman Pervane (Alaaddin) Medresesi, and Seyit Bilal Tomb are emphasized as historical monuments.

The plan prepared in 1977 gives also the list of plan modifications. Among these modifications, some of them are related to historical part of the city: remove of historical ruin in 1967, change in storey organization in 1967, and adjacent order of buildings in 1972, and situations oppose to the plan between 1972 and 1973.

Since the original report of 1963 plan can not be studied, the effects of these changes do not understand clearly. The inadequate information enables to make general inferences. Decisions on other historical monuments or on traditional houses are not known. However, among plan modifications density change in settled area should be affect study area and both horizontal and vertical changes in blocks of buildings should be changed the physical environment of the city.



Figure 78. 1/5000 Scale 1963 Municipal Plan.
Source: Sinop Kenti İmar Planı Anlitik Etüdleri, 1977

3.2.2 1977 Municipal Plan of Sinop

The second municipal plan of the city was prepared by Kamutay Türkoğlu and it was approved in 1977. The information of the plan is gathered from Analytical Study of Sinop Implementation Plan (Sinop Kenti İmar Planı Anlitik Etüdleri), 1/ 5000 scaled Sinop Implementation Plan (Nazım İmar Planı) and its disclosure report, and 1/1000 scaled development plan (Uygulama İmar Planı) of the study area.

3.2.2.1 1/5000 Scale Plan

This plan predicts the city's population increase from 15 107 to 33 460 up to the year of 1990 (Sinop İmar Planı Açıklama Notu, 1977, pp. 2). There are introduced seven main aims of the plan:

1- To propose a flexible urban macro form that will avoid land speculations by enabling different uses on a place
2- To minimize transportation cost by urban transportation accessibility within walking distance of many of its holding
3- To combine the different social groups in public places
4- To propose a plan that will bring good and economic solutions to all infrastructure and by doing this to raise living standards and to reduce urban costs
5- To conserve historical and natural values and to develop tourist facilities
6- To allow the plan able to develop space and facilities that will contribute positive relationships between urban and rural
7- To consider limited budget and funding opportunities and lack of legal tools and application incompatibility, and to support trends that could lead to positive results (Sinop İmar Planı Açıklama Notu, 1977, pp.3, 4).

Then, in the report, three items which are the methods for achieving the objections below are listed:

1- Macro form of the city was determined by taking into account of various factors.

2- Land use structure was also determined within this macro form.
3- Densities of different land use patterns were defined (Sinop İmar Planı Açıklama Notu, 1977, pp.4).

Among the decisions on urban macro form of Sinop, development direction of west, land use proposed on west, and the decisions on the center stands out. According to the plan, physical and natural values were taken as thresholds and it was seen that with respect to these values' data, city's development should be mostly west and partly east (Sinop İmar Planı Açıklama Notu, 1977, pp.4).

However, on the west there were green areas that necessary for urban life, sea tourist resorts, and beaches. In addition to these uses, small industrial use, depots, and official institutions requiring big areas were planned to locate on this part. On the connection between new settlement areas and city center, garages, bazaar, and market hall was situated (Sinop İmar Planı Açıklama Notu, 1977, pp.4).

For the center and its surrounding, it was expected center to renew and its density to grow. The centralized functions were projected to spread on the areas near existing ones. In order to control development of city and decrease density of center near constant scales, city of Sinop should be move westward. The empty places and lots in eastern districts named Yenimahalle, Kefevi, Ada and İncedayı were other areas for residential development proposed to fill immediately (Sinop İmar Planı Açıklama Notu, 1977, pp.4).

In the plan, the structure of land use is described as compatible with proposed urban macro form. The prediction made for the city center shapes the land use characteristics of Sinop. Significant extensions of center to the west would take place rather than to the east. The developments of new residents on both side of Sinop were defined to produce by either individual initiatives or mass housing. The approach for transportation and traffic circulation was depending on a system that ensures rapid transport between distant points. Also, with the intention of supporting linear form of the city, two main arterial roads and inner circulation system based on

pedestrian circulation were offered. Parallel to macro form, active green areas that usually in coastal areas and in public use were designed (Sinop İmar Planı Açıklama Notu, 1977, pp.7).

Density decisions on land use are grouped under two headings: density in residential areas and density in central uses. In the central districts of Camiikebir, Kaleyazısı and Meydankapı it was assumed that the population would increase from 5000 to 8000 by additional floors in the scope of renewal of the city center. The gross density also was estimated to be 300 people/ha. Because the expansion of urban area was determined as west, after the period of this plan, 15 000 people with gross density of 100 or 150 would live in Gelincik District which had population about 1000. Likewise, on the eastern part of Sinop, total population having 100 people/ha gross density was expected to raise about 6000 people in İncedayı, Yenimahalle and Ada districts. Consequently, according to this plan, new gross density all in the city would be 125 people/ha while it was 75 people/ha and this condition was believed to be a scale that would conserve urban plastic and natural values of Sinop (Sinop İmar Planı Açıklama Notu, 1977, pp.8).

Furthermore, at the end of the planning period, there would be need of 150 hectares for residential area; however, new residential areas would cover an area of 85 hectares. Net densities considered for the residential areas were 600, 400, 250 and 150 people / ha. Average net density on the whole city, on the other hand, was supposed to go up 250 people / ha from 175 people / ha (Sinop İmar Planı Açıklama Notu, 1977, pp.9).

With regard to the center, increase in both the floor area ratio and the use of floors were stated. Newly designed green areas would be connected with pedestrian circulation and they would give detection of historical and natural values in the city (Sinop İmar Planı Açıklama Notu, 1977, pp. 9).

In the application project description note of Sinop Implementation Plan, related to the prepared plan suggestions, recommendations and the provisions that must be

followed are given. Among them, conservation approaches comes forward. On the west parts near to the center and in the Ada district, in the areas whose historical texture properties would be preserved, it is said that the density of the area was kept close to the existing situation. In other words, density and construction was frozen and except for absolute protection areas renewal was offered on those parts (Sinop İmar Planı Uygulama Projesi Açıklama Notu, 1975, pp.2).

In the conservation areas, there were described two main applications: single buildings usually would be preserved entirely while row buildings would be conserved in accordance with facade preservation requirements together with the same high and they could also be renewed. In this approach, it is also recommended that decisions like re-functioning would be implemented as a plan clause only if the approval was got from the negotiation with Bank of Provinces, Ministry of Development and Housing, Supreme Council of Monuments and Municipality of Sinop. Especially, the decisions taken by Supreme Council of Monuments in other similar cities were seen useful. However, in the beginning, in the municipal plan it was believed that it was important to provide conditions, in which these areas would be open for use, remain as private property and adapt to the environment and modern life around them (Sinop İmar Planı Uygulama Projesi Açıklama Notu, 1975, pp.3).

Natural areas such as olive grove and coasts were defined as protection areas. The plan notes also emphasized the significance of preservation the city silhouette, urban plastic and natural values (Sinop İmar Planı Uygulama Projesi Açıklama Notu, 1975, pp.4).

Looking at the 1/5000 scaled plan scheme of 1977 Municipal Plan, as described in the survey report and notes, linear development can be seen on both sides of west and east. Parallel to Sakarya Street, İnönü Street which is now Batur Street supports linear form as another main transport axis of the city. The commercial areas seen in red are on these streets along with Tuzcular Street and Atatürk Street. New residential areas with color of yellow are located both east and west of center of the city again.

Industrial areas designed at the edges of the city. Administrative units are on the same place as they are today. They are concentrated on Hükümet Square, Atatürk Street and at the beginning of the western city walls. Bus station is settled between Sakarya Street and northern city walls where there is bus station of towns at present.

Active green areas around the city walls on both north and south coast take attention. On west and east, again explained in notes of plan, olive graves and forests are designed by considering continuance with other green paths inside the city. Besides, in whole urban area, the monumental buildings are surrounded by green areas.

The conservation approaches of 1/5000 scale plan in the study area can also be seen in general frame. The green areas around the monumental buildings and city walls are the first one which is designed for protection and perception. Alaaddin Mosque, Medrese and Bath, Historical Prison, Tersane Mosque and its surrounding, Şehir Kulübü, Yeşil Türbe are some of them. However, there is narrow area of green between the bus station and the city walls behind it.

Another approach is the decisions on Historical Conservation Areas. In the application project description note of Sinop Implementation Plan there was two main proposals for these areas which are debatable because of its façade preservation idea of row houses. Today, instead of the spatial conservation, there is street scape conservation on these areas including Kemalettin Sami Paşa Street, Yüksek Kaldırım Street and Kuru Çeşme Street. It is important to think how the connection or harmony with conservation area and the new residential areas that plan proposed will be provided.

From the planned densities we know that there will be addition of 3000 people to the city center, therefore, it is crucial that the area inside the city walls is defined as the ‘area whose density and order will be protected’ in the legend which seems a bit confusing. For better understanding, 1/1000 scale plan should be examined.

3.2.2.2 1/1000 Scale Plan

There were proposed three types of function in the study area: commerce, resident, and green area. For each building block there was produced schematic display by numbers in circles for the physical features of order, number of floor, garden, and floor area ratios (TAKS & KAKS). Three kind of decisions on streets were taken, namely; streets that will be saved, streets that will be revised, and streets that will be opened newly. In addition, there was suggested conservation areas comprising historical buildings which were bold; however, there is not any conservation area inside the study area. The buildings around some streets like Yüksek Kaldırım were determined as conservation area.

As designed in 1/5000 scale plan, in 1/1000 plan the main commercial area of the city lies between Batur Street and Sakarya Street. Tuzcular Street, Atatürk Street and Kurtuluş Street also hava commercial functions and the smaller streets connecting these five axes functioned as commerce as well. Most of the residential areas were proposed on the northern part. The other three residential areas were between commercial and green areas on the south. The green areas were created around the city walls, historic prison, Aladdin Mosque, Süleyman Pervane Medresesi, and Yukarı Hamam. In the study area, it is seen that there are five type of structuring provisions with the numbers of 1, 2, 3, 4, and 10. From legend table below is drawn.

Table 22. Structuring Provisions of 1977 Municipal Plan

Structuring Provision	Order	Number of Storey	TAKS	KAKS
1	Attached Buildings	2	0,50	1,00
2	Attached Buildings	3	0,40	1,20
3	Attached Buildings	4	0,75	3,00
4	Attached Buildings	5	0,60	3,00
10	Attached Buildings	3	0,80	2,40

The first decision which takes attention inside the study area is that the pattern of buildings consisting of attached buildings in all parts. The number of floors is at most 5 storeys which are seen on the eastern façade of Atatürk Street. Then, on both sides of Sakarya Street the number of floor is determined as 4. In the other parts on the commercial axes of Batur Street, Kurtuluş Street, northern part of Kıbrıs Street, and southern part of Tuzcular Street the buildings are expected to have 3 storeys. Apart from commercial building blocks and axes, in the residential areas of the study area there is proposed 2 storeys: northern part of the Batur Street, the area between Batur and Tuzcular Street and the building block from Historic Prison to Tuzcular Street.

The widths of the roads are 17m in Cumhuriyet Street (Gelincik Yolu as old name), 14.5 m in Atatürk Street, 12m in Sakarya Street and İnönü Street (Meydan Sokak as old name), 10m in Tuzcular, Batur and Büyük Cami streets, and 9.5, 8, and 6m in other streets. There is not any information about Kurtuluş Street on plan however, it look likes as 8-10m. Most parts of the streets are saved. The plan makes changes in the width and direction of some streets which is seen on some parts of narrow streets making them wider: Tuzcular, Batur, Karagülle, and Nalbant streets. The new road organizations take place in crossroad at the end of southern Atatürk Street and its continuation of Gazi Street (Dr. Rıza Nur Street as old name) and Derin Boğaz Street. In addition, there are proposed pedestrian roads inside the green areas around the city walls and residential area on the northern part of Meydankapı Neighborhood.

Related to architectural conservation, as mentioned before there are green areas surrounding the historic buildings and the historic prison is fuctioned as open air museum with cultural facilities. Nevertheless, the bus station on the norhern part of the inner citadel are shown in their existing location, and there is fountain which is explained as ‘Esnaf Fountain which will be removed’ in bazaar of Kaleyazısı.

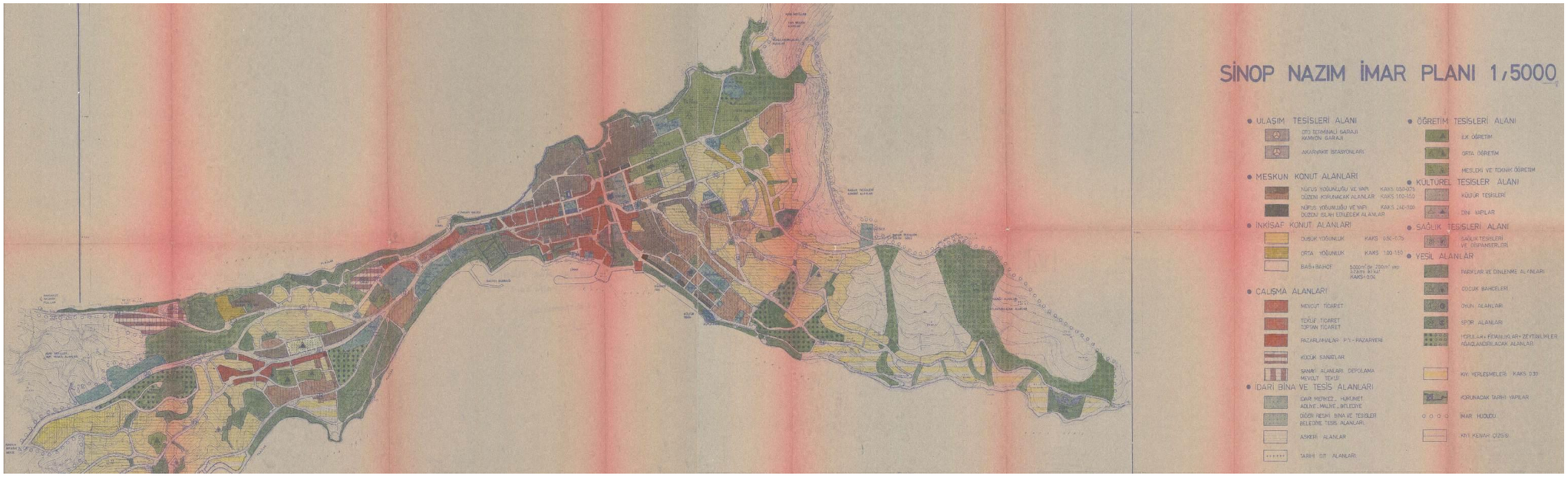


Figure 79. 1/5000 Scale 1977 Municipal Plan.
Source Gathered from the archieve of Bank of Provinces in 2010.



Figure 80. 1/1000 Scale 1977 Municipal Plan.
Source: Gathered from the archieve of Bank of Provinces in 2010

The 1/ 1000 scale plan is examined according to its drawing and legend for only the study area. The decisions taken are summarized with their essential parts. For reaching the expected density in the city center it seems that floor addition is solution suggested by 1/1000 scale plan. The detailed explanation is involved with comparison and critics are in the next chapter.

3.2.3 1988 Municipal Plan of Sinop

Similar to 1977 Municipal Plan of Sinop, this plan was also prepared in two scales: 1/5000 and 1/1000. However, among the plan documents only the plan report is gathered which explains the plan and has one schematic view of road network for Sinop. The aim of this plan is to revise the old plan (1977) and to prepared new plan of developed areas in the city. According to this plan, the previous city plan remains incapable in seven items:

- 'Küçük Sanatlar' (small scale industry and production units) has limited area
- Inadequate road network inside the city
- Unsatisfactory social infrastructure
- The risk of landslip on the western residential areas
- Demands from newly developed tourism
- Desires of administrative institutions
- The necessity of combine the previous plan modifications with the new plan (p.8)

This plan criticizes the old one especially the development direction of the city. In the city plan prepared in 1977, new residential areas were proposed on the western part of the city in Gelincik Neighborhood. The new plan says that since the previous plan did not make threshold study it developed the city on geologically risky areas which was wrong (p. 37). Therefore, the main decision of 1988 city plan is to open new areas on the eastern part of the city.

In addition, the plan sees 'tourism' as a development sector by saying that the city which doubled its population in summer has potential of tourism (p. 38). According to the plan, together with tourism there were some problems which should be solved

by planning: water and drainage system polluting the sea, lack of active green areas inside the city and the narrow streets having width between 4 and 10 making more traffic (pp. 24, 33-36).

3.2.3.1 1/5000 Scale Plan

In the development scenario of the plan, the population estimation is done in respect to last thirty years and it is calculated 63 892 in 2005 because the plan thinks that the there would be development with increase in industrial investments, preparation of small scale industrial district, and improvements in tourism and transportation. The sectors of the city consisted of commerce and individual services for tourism and industry (p. 42).

Then for the newly coming population there were spatial projections. In the page of 42 in the plan report it says that, there would be some move in of the people in old tissue, limited on the west and much more on the eastern part of the city (p. 43). The plan suggests that the empty areas inside the settled tissue would be filled and density of them would increase. The density was expected to rise to 350 or 400 km/ha. Related with the tourism, the secondary houses were proposed on the west together with tourism area on the road of Akliman (p. 46). Due to the military area in the north-east, the new development was designed through south-east and the city would be expanding to the east (p. 41). The eastern part of the city is also restricted with sea because of being peninsula. Therefore, when the east reaches its limits, the city will be grow through west naturally on the geologically risky areas as well. It is important for Sinop to examine the land when proposing development directions. The olive grove and gardens had to affect from this situation negatively.

About the transportation decisions, this plan designed new roads in the east having cross sections of 20, 15, and 12m. In the settled area, on the other hand, it suggested improvements in existing urban transportation by one direction flow of motorized traffic and pedestrianization (p. 43). This approach is acceptable because it should be decrease number of cars passing inside the historical tissue. In today's city, Sakarya

and Barbaros Streets are one-way roads; however, there is not pedestrianization inside the city excep for the short way near the sea on the port and inside the green areas of ‘Şehir Parkı’ and ‘Barış Manço Parkı’.

In 1/5000 scale plan, the emphasis is on the new development and new urban areas designed by this plan. In 1/1000 scale plan, the plan decisions in the study area is given in more detailed form. Therefore, the 1/1000 scale plan is examined for only the study area rather than development approaches for the eastern city parts.

3.2.3.2 1/1000 Scale Plan

This plan was prepared as the revision of the city center as implementation plan. As mentioned before 1/1000 scale plan is analyzed according to the plan report and schematic view of road network at the front page of the report. The decisions of the plan are told in this part in terms of transportation, commercial and tourism areas, residential areas and sites & historical buildings.

There are mainly five transportation proposals of the plan report. The first one is the road having 15m width and connecting city to the beaches on south-west. In the plan it says that the fish were transported from the port through Sakarya Street which created more traffic. Therefore, from the scheme this should be today’s Hamsi Yolu. Likewise, on the south-west there are suggested 12 or 15m roads considering the slope which are connecting newly developed areas to the city center. Again from the scheme, Seyit Bilal and Gazi Streets could be two of them. Thirdly, in the city there are also proposed 10m roads for motorized traffic and 7m for pedestrians; however there is not given any names so they are not known. The pedestrian circulation in the city at present time does not occur. Similar to that, from the report it is learned that some roads inside the settled area were widened but again the information about them is not available. Lastly, crossroads of today’s namely ‘Hükümet Meydanı’ was organized in this plan. Moreover, it is seen from the scheme that the other crossroads of ‘Uğur Mumcu Meydanı’ could be redesigned by this plan.

Regarding commercial areas, 1/1000 plan predicts that inside the center commercial units would be at most three storey of the buildings. In addition to Sakarya Street and the area around the port there would be commerce in Yenimahalle and sub-centers in development areas. Between Sakarya Street and the port there would be commercial facilities in the ground floors of the residential buildings. The weekly bazaar on Batur Street is planned to move for the easy traffic circulation (pp. 64-66). It is interesting that the commerce in Kaleyazısı is not told inside the plan report. Report says that 'Küçük Sanatlar' would be moved. Therefore, the plan must be thought the after that the scale of commerce will be small there.

Related to residential areas and general floor numbers of the area inside the city walls it is said that during the preparation process of this plan the decisions taken by Municipal Council after the plan of 1977 and the demands for increasing the number of storey inside the center was added to this plan. Reasons of this increasing number of floors are explained inside the report by the words (p. 52): "*The area which city is located limited, the topography and inadequate infrastructure inside the city prevent to open new areas.*" On the main axes of the city, on the roads having width of 20m is proposed six or seven storey. Plan says that on Gazi Street there the number of floors is determined as seven by the decision taken together with Municipal Council (p. 54). The names of other streets are not given inside the report; however, from the scheme again, it seems that Sakarya and Atatürk Streets must be among the streets having seven storey buildings on them. The residential area on both the northern and southern parts of the Sakarya Streets the floor numbers are increased from 3 to 4 by this plan. In the report it says (p. 53): "*There were already buildings having four storeys in these parts. This decision will not bring extreme load*." Furthermore, the plan of 1988 criticizes 1977 plan in concern with building regulations. It says that there are a lot of different building regulations prepared by old plan which makes the implementation process harder. Contrary to the 1977 plan, this plan sets free floor area ration (TAKS) and it adds that TAKS will be calculated from garden areas (p. 54). However, this does not respond to adjacent buildings' floor areas. The open-built up relationship should be given.

There are two kinds of tourism thought by the plan for the city of Sinop. First of all, in the beaches in Gelincik Neighborhood, plan proposes facilities for sea tourism like recreational or camping areas. The second one is historical and cultural tourism in the city center (p. 66). It links that tourism with the decisions taken about conservation areas and historic buildings. Plan mentions that the existing 'sit's (conservation area) are preserved and shown with the buildings. It adds that some parts of the city walls and Balatlar Church which were not show old base map is drawn in the plan (pp. 58-59). There is not any new proposal about conserved areas. The decisions on sites and historical buildings with tourism are summarized and listed below:

- The bus station on the northern part of the inner citadel will be removed out of the city
- 'Küçük Sanatlar' will be transported to small scale industrial district and there will created 15m road on their places which reveal the city walls there
- Historic Prison will be functioned as tourism & culture and shopping center
- Old bus station area will be functioned as car park which serves the new function of Historic Prison
- Behind the port there will be commercial facilities with green areas such as restaurants, hotels, and tea gardens
- There will be green areas beginning from historic prison, passing the port and connecting to Park of Barış Manço on the east
- The borders of the residential areas close to the city walls will be draw back and there will be again green areas and car parks on those areas
- The city walls will be restored and together with active green areas around them will show the historicity of Sinop as a whole
- There will be also observation terraces and resting places in these green areas which will support the conservation of city walls (pp. 63, 67)

The conservation decisions in the plan concentrates on city walls and the plan does not say anything except for Historic Prison in building scale. It is good to transport garages and small industrial facilities out of the city walls; however, the new

functions again put some traffic inside them. The pedestrian ways which the plan mentioned in the transportation of the city must be the ones crossing inside the green areas. The continuous green area on the south of the city is important for city life but the car parks are not put inside them since they do not support the function. The idea of the plan is to conserve in order to use them for tourism and commerce. Sinop is the city which the effect of tourism in 1980s can be observed in planning activities. In the ‘Continuity and Change Analysis’ the effects of the plans will be discuss and scrutinize.

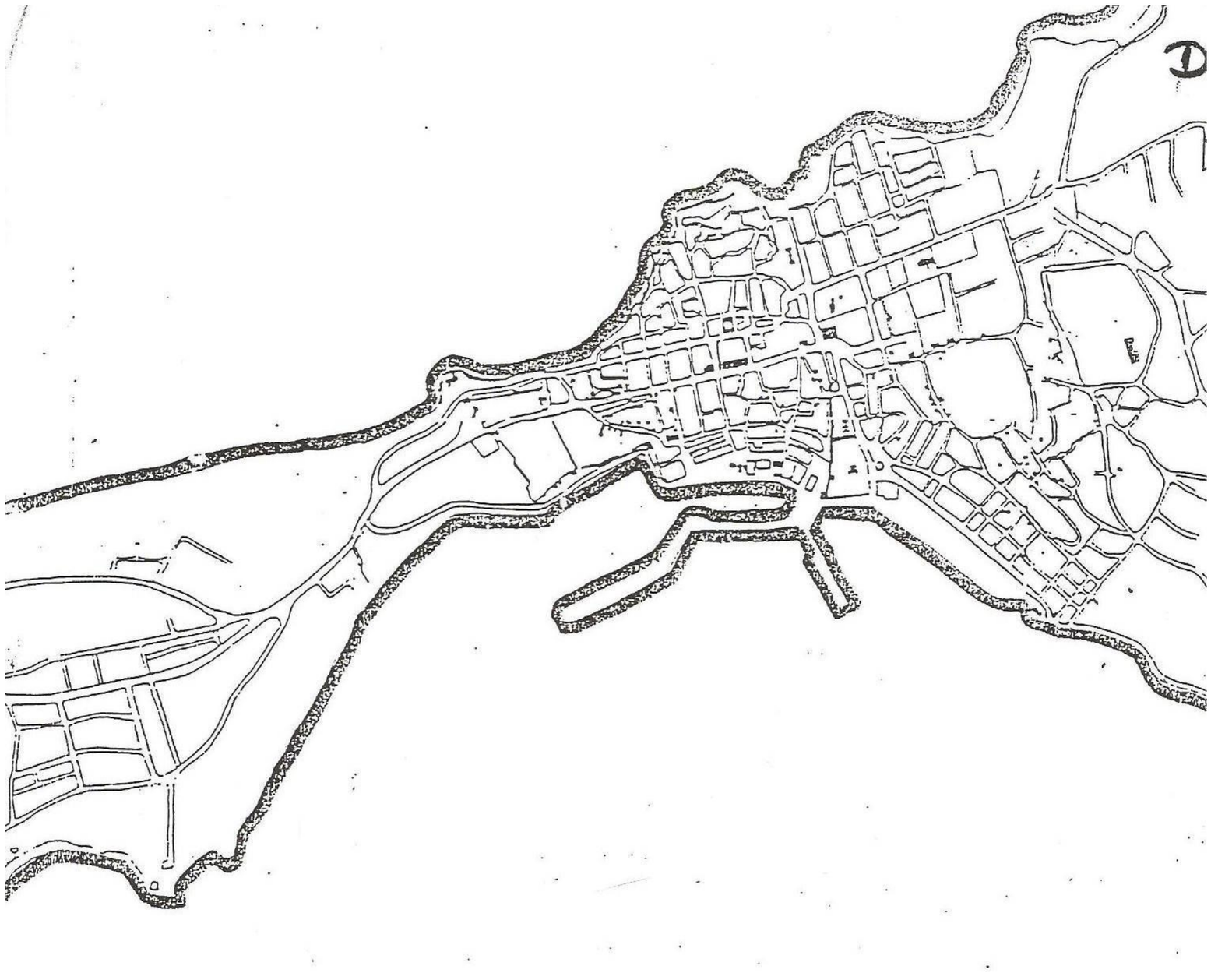


Figure 81. Transportation Scheme of Sinop in 1988 Municipal Plan.
Source: Gathered from 1988 Plan Report

3.2.4 Sinop – Kastamonu- Çankırı Planning Region 1/100 000 Scale Environment Plan

In the research of planning history of Sinop, apart from municipal plans there is a regional scale plan named 'Sinop – Kastamonu- Çankırı Planning Region 1/100 000 Scale Environment Plan'. Since the aim of the plan includes some terms such as "conservation", "cultural and natural heritage" and "sustainability" and creates some strategies related to these concepts, it is important to examine the conservation approach in terms of Sinop province in regional scale.

Aim and Scope of the Plan

The plan was prepared for 2025 for 20 years whose aim is situated as "To create sustainable living environment, to preserve agricultural, touristic and historical identity, and to support planned development related to Turkey's development policies in this three provinces of Sinop, Kastamonu and Çankırı."

In the scope of conservation, among seven main planning approaches three of them are directly related with conservation. These are:

- "To establish conservation – development equilibrium
- To preserve natural, historical, cultural, social and economic values by developing and increasing added value
- To use existing potentials in the frame of conservation –development relationship"

The scope of the plan, on the other hand does not include the areas which have special laws in terms of their planning (Özel Çevre Koruma Bölgeleri, Milli Parklar, Tabiat Koruma Alanları, Tabiat Parkları, Tabiat Anıtları, Yaban Hayatı Koruma ve Geliştirme Sahaları, Turizm Merkezleri, Kültür ve Turizm Koruma ve Gelişim Bölgeleri) in the boundaries of Sinop, Kastamonu and Çankırı Provinces (Sinop-Kastamonu-Çankırı Planlama Bölgesi 1/100 000 Ölçekli Çevre Düzeni Planı Açıklama Raporu, 2005, pp.4).

Planning Approaches

The main approach of the plan is based on five concepts: 'integrity', 'conservation', 'development', 'planning', and 'participation'. The term of 'conservation' is described as "Conservation is on the agenda for a long while; however, this concept differs from one by one preservation in terms of 1/100 000 scale plan in which the area or region to be protected deals with environmental values of the region" (Sinop-Kastamonu-Çankırı Planlama Bölgesi 1/100 000 Ölçekli Çevre Düzeni Planı Açıklama Raporu, 2005, pp.5).

As understood from the passage above, description of 'conservation' in regional scale varies from 'conservation' in urban scale. However; when think about planning hierarchy, the decision or a development policy on an area taken by regional plans will also effect the smallest unit in that area.

Again in following parts in the report of plan, in order to transfer cultural and natural heritage to the next generations, archaeological, urban and natural sites are accepted as conservation areas which will be held in related regulations / legislations. In addition, ecological areas, agricultural lands, and water basins were determined as areas that will be preserved (p. 5).

Vision of the Plan and Land Use Decisions

There are different visions developed for each province and county in terms of their local potentials. The province of Sinop, Sinop city center, and other counties are described with their properties of geography, population, transportation, and economical sectors. Then, the development strategies based on these sectors are determined. In this part, the province of Sinop and city center are explained in the report in terms of problems and potentials.

As mentioned in the history of the city, although it had a unique position, the province of Sinop did not develop enough due to its closed economy. However, according to the report Sinop, has potentials of transportation by sea and air, agriculture with greenhouse, advantage of having forests, and tourism. Hence, in this planning period, Sinop is predicted to be developed by the sector of tourism.

Decisions on city center are parallel with the ones of province. Since it has weak road network, in this plan, improvement of highway system and supporting it with sea and air transportation is put in prior aim. Again, tourism based service sector in the city center is thought to be appropriate for Sinop (p. 9). Furthermore, in the page of 44, for urban areas report says "The spatial planning decisions on urban areas are determined according to identities defined by development potentials, sectores and populations." That is, history, culture, and nature of the city center constitute the tourism and depend on tourism other service sectors will contribute Sinop's economy.

Being 1/ 100 000 scale plan, the number of decisions on urban scale is few. With respect to the theme of this thesis is it will be beneficial to tell some of them. About the sites as conservation areas some of which are located in city center report says that due to the scale of the plan some of them are not shown. That can cause some inappropriate land use proposals for those areas in the future. The plan avoids making decisions on sites and it leaves them to the related laws and legislations. It can be said that the conservation areas are abstract things as this plan does not include. Therefore, the plan does not make any comment apart from "the areas that will be preserved". Smaller scaled conservation or municipal plans are expected to decide about them.

In addition, although in the 52nd page of the report it says "There is proposed and shown large areas of urben green around the dams, lakes, natural areas having potentials for tourism, and cultural heritage areas in the plan." It also supports that functions in municipal plans. The general approach for conservation in the plan includes superficial statements. While suggesting tourism as a main sector, it gives all construction decisions on and around the sites to the local authorities and it does not give any guidelines.

Since only plan report is gathered, there is made limited explanation and interpretation. However, 'conservation' has a place in all scales from development plans to the small scale projects. Therefore, the impact of plan decisions on 'sit' should be determined even though there is not any proposal for them.

3.3 Conservation Studies

Conservation studies in the city center have interactive relation with continuity and change of physical character. As explained in figure 5 in page 31, conservation of physical object in city character contributes to its continuity. In the case of Sinop, the first studies begin with the archaeological excavations between 1951 and 1953. Then there are decisions on preservation of monumental buildings and historical houses in 1979, 1985, 1987, and 2004 taken by conservation councils according to conservation law of cultural and natural heritage in Turkey. Therefore, in this part, there are given brief information about archaeological excavations and museum studies firstly. Then the preserved buildings as immovable properties with registration of councils are discussed, and lastly the restoration works of some monumental buildings whose data are gathered are introduced shortly.

3.3.1 Archaeological Excavations

The archaelogical studies in Sinop took place in both Sinop city center and Demirciköy from 1951 to 1953 on behalf of 'Türk Tarih Kurumu' (Turkish Historical Society). Ekrem Akurgal and Afif Erzen are heads of excavations and from the University of Munster, Ludwig Boddle also attended these. During the excavations in Kocagöz Höyük in Demirciköy, there were found layers belonging to Bronze Age. Inside the city center, on the other hand, the remainings of Temple of Serapis were found (Sinop İl Yıllığı, 1993, p. 34). In the excavation studies of Temple of Serapis, earthenware, architectural elements, sculptures of Serapis, Dionysos, Herakles, Issis, and Kore were discovered (Gökmenoğlu, 1992, p. 76). These excavations were finished in 1954 and there were prepared only preliminary reports about these studies because the settled area of the present city overlaps with ancient city (Işın, 1990, p. 241). Therefore, it is significant for the physical environment and history of the city that, today, under the modern city of Sinop, there are remainings from ancient times of the city under the almost the whole settled area.

One of the first museum studies in Turkey began in Sinop in 1921. The archaeological finds were put inside the garden of Mekteb-i Idadi (now

Öğretmenevi) until 1932. The pieces were moved to Pervane Medresesi in 1932; and in 1945, the building was opened for visit as an archaeology museum (Gökmenoğlu, 1992, p. 76). In 1966, the area behind the Hükümet Binası was offered for new museum and the construction was started in 1969. In 1970 October 29th, it was opened (Her Yönü İle Sinop, 1992, p.8). In addition to Sinop Archaeology Museum, there is Sinop Ethnography Museum which is Ottoman House named 'Aslan Torun Konağı'. The building was expropriated in 1981 by Ministry of Culture. It was restored between 1985 and 1996. Then, landscaping studies were made around the building and it was opened in 2003 together with the Balatlar Church for touristic visits (Özdemir, 2007, p. 41).

3.3.2 Conservation Council's Decisions

In Ottoman Empire, there were mainly three legal regulations of 'conservation' having name of 'Asar-ı Atika Nizamnamesi' in the years of 1874, 1884, and 1906. The definition of 'eski eser' (old artifact) and some basic principles related to 'eski eser' appears in these documents. In the period of the republic, with the law numbered 5805 'Gayrimenkul Eski Eserler ve Anıtlar Yüksek Kurulu' was established in 1951. The main role of this council was to determine the basic rules for the preservation, restoration, maintenance and repair of monumental buildings and other buildings having architectural and historical features, to control the implementations, and to express an opinion about the conservation activities. In 1973, the law numbered 1710 called 'Eski Eserler Kanunu' was introduced. This is the first conservation law of Republic of Turkey. This brought the definition of 'sit' which in addition to the conservation of individual buildings, different type of conservation areas 'sit's were described. This also affected development plans prepared for cities by putting 'conservation' inside them. The acceptance of 'Amsterdam Declaration' in 'Avrupa Mimari Miras Yılı' in 1975 started inventory studies in Turkey. Preservation of buildings and sites with the registration under this law took place in the phase of inventory. Then, in 1983, the law of 'Kültür ve Tabiat Varlıklarını Koruma Kanunu' (Code of Protection of Cultural and Natural Properties) having number of 2863 became valid instead of the law numbered 1710. The term 'conservation plan' exists in both laws of 1710 and 2863. However, the

technical issues related to the preparation of conservation plans is dated 1990 and after 1990 these plans began to be made by municipalities (http://www.kultur.gov.tr/TR/belge/1-23807/1950den-gunumuze.html). Today, with some alterations, the main conservation law of Turkey is 'Kültür ve Tabiat Varlıklarını Koruma Kanunu'.

There are seven chapters in present conservation law numbered 2863. The aim and scope of the law is explained in the first chapter. According to this, the objective of the law is 'to specify the definitions related to movable and immovable cultural and natural heritage, to organize the planned activities, and to determine the institution which will decide on principles and implementations and its duties.' This contains 'subjects about cultural and natural heritage which should be preserved, and duties and responsibilities of persons.' In the third item of the law, there are definitions of 'kültür varlıkları' (cultural heritage), 'tabiat varlıkları' (natural heritage), 'sit'(site), 'koruma / korunma' (conservation), 'korunma alanı' (conservation area), 'değerlendirme' (evaluation), 'ören yeri' (ruin), 'koruma amaçlı imar planı' (conservation plan), 'çevre düzenleme projesi' (landscape project), 'yönetim alanı' (management site), 'yönetim planı' (management plan), and 'bağlantı noktası' (linkup).

Six of these terms are seen among the decisions taken by conservation council in Sinop. Therefore, as stated in the law the definitions of these terms are listed here:
'kültür varlıkları': All the immovable objects belonging to prehistoric or historic eras, having relation with science, culture, religion, fine arts, or having one part inside the social life with scientifically and culturally original value, placing o the ground, under the ground or inside the water.
'tabiat varlıkları' : The values belonging to geological eras and prehistoric or historic eras as well, being rare and should be preserved due to their features and beauties, placing on the ground, under the ground, or inside the water.
'sit': The areas that are the products of various civilizations from the prehistory to the present time which are the towns or town parts reflecting the social, economic, architectural and similar features of their times or which are the places of having intense cultural heritage and role in social life or in historic event and the areas which

seemed suitable for conservation due to its natural features. There are four types of 'sit's in terms of their features, namely 'Doğal Sit Alanı'(Natural Conservation Area), 'Arkeolojik Sit Alanı'(Archaeological Conservation Area), 'Kentsel Sit Alanı'(Urban Conservation Area), and 'Tarihi Sit Alanı' (Historic Conservation Area).

'koruma' & 'korunma' : Protection, maintenance, repair, restoration and re-functioning for immovable cultural and natural heritage, and protection, maintenance, repair, restoration for movable cultural heritage.

'koruma alanı' : The area which has effectiveness for immovable cultural and natural heritage or their preservation inside the historic environment.

'koruma amaçlı imar planı' : A plan prepared for the 'sit's defined by the law numbered 2863, with the principle of sustainability of cultural and natural heritage and the aim of their conservation having plan notes, reports, with the necessities of land use plan or city plan. In the definition, there is also determined some aspects that this plan should include; however, they are not given here. The explanation is summarized.

The second chapter of the law concerns with the immovable cultural and natural heritage which should be preserved. Here, it describes 'immovable cultural and natural heritage', determination and registration of them, and some authorizations, restrictions, and rights. The immovable cultural and natural heritage is registered by conservation council and protected with this conservation law. The definition of immovable cultural and natural heritage takes part under four items:

- 'Natural heritage and the real properties which were built until the end of 19th century
- The real properties which were constructed after the determined time but seen necessary for conservation by Ministry of Culture and Tourism
- The immovable cultural heritage inside the boundaries of 'sit's
- The buildings which are the witnesses of Natural Struggle and the establishment of Turkish Republic without time or registration status and the houses used by Mustafa Kemal Atatürk.'

Then, in the third chapter there are explanations for ‘movable cultural and natural heritage which should be preserved’ and in the fourth chapter there is information about the necessities of ‘research, sounding, excavation, and treasure seeking’.

Knowledge about ‘Kültür ve Tabiat Varlıklarını Koruma Yüksek Kurulu’ (Cultural and Natural Heritage Preservation Board) and ‘Koruma Bölge Kurulları’ (Conservation Councils) take place in the fifth chapter of the law. The responsibilities and qualifications of the members are represented in this part. With regard to this law, for the preservation of cultural and natural heritage defined in previous chapters by this law inside the boundaries of the country and for conducting the conservation activities on the bases of scientific principles, under the Ministry of Culture and Tourism ‘Cultural and Natural Heritage Preservation Board’ and ‘Conservation Councils’ are established. The duties of Cultural and Natural Heritage Preservation Board are:

- ‘To determine the principles for the restoration of cultural and natural heritage
- To ensure the coordination between the conservation councils
- To help the Ministry by saying opinions in the case of problems during the implementation of conservation study’

The duties of Conservation Councils, on the other hand are:

- ‘To register the cultural and natural heritage which are determined by favor of the Ministry
- To make the grouping of the cultural and natural heritage
- To define construction essentials for the registered sites in three months
- To decide on Conservation Plan proposals and its alterations
- To determine the conservation area of cultural and natural heritage
- To remove the registration of cultural and natural heritage when theylost their features
- To decide on implementation of conservation studies of cultural and natural heritage, their conservation area, and ‘sit’s.’

(http://mevzuat.basbakanlik.gov.tr/Metin.Aspx?MevzuatKod=1.5.2863&MevzuatIliski=0&sourceXmlSearch=)

In the conservation history of Sinop, three decisions in 1979, 1985, and 1987 were taken by Trabzon Conservation Council. Later, the preservation of cultural and natural heritage inside the province of Sinop was given to Samsun Conservation Council. Today, Samsun Conservation Council is responsible for the conservation of Sinop's heritage.

The sixth chapter of the law numbered 2863 is about premium and punishment and the last chapter includes other provisions. The concepts of 'continuity' and 'change' do not place in the conservation law. However, registration of immovable cultural and natural heritage and urban conservation with 'sit's and conservation plan contribute to the continuity of the historic character of town.

3.3.2.1 Decisions of 1979

The first decision of Trabzon Conservation Council on Sinop was taken in 1979. There are 1/5000 scale plan showing the 'sit' and 1/1000 scale plans showing registered monumental buildings and civil architecture buildings (traditional houses) in the city center of Sinop. Since there is missing 1/1000 scale plan of 1979 the registration status of that time is analyzed with the help of plans of 1985.

In the 1/5000 scale plan, the area of 'sit' starts from the western city walls, goes along with Sakarya Street and Derviş Mehmet Sarabil Street to the east, then from Yüksek Kaldırım Street and some inner roads it reaches the sea at the Şehir Parkı. In the legend, this area is determined as '3. Derece Kentsel Sit Alanı' (Third Degree Urban Conservation Area). According to the law numbered 1710 valid for this decision was taken the description of urban conservation areas is 'Topographic areas that are product of nature and humans, that are homogenous; has historic, aesthetic, artistic, scientific, ecological, ethnographical features and that should be preserved and evaluated due to timeless and legendary importance.' Today, the urban conservation area is not graded; however, old law says that these areas can be developed together with old and new town by giving 3rd degree.

In addition to areal conservation building scale, conservation decisions are crucial for

city of Sinop since number of registered buildings decreases with later decisions. There are 33 monumental buildings and 84 traditional houses which were registered and conserved by conservation council in 1979. There is a tree whose registration status cancelled in 2004. There is nor gathered information about its registration; however, if it was registered in 1979. Total number of registered elements in three detailed study areas was 118: 1 tree and 177 historic buildings in 1979.



Figure 82. Third Degree Urban Conservation Area in 1979
Source: Gathered from the Ministry of Culture and Tourism in 2010.

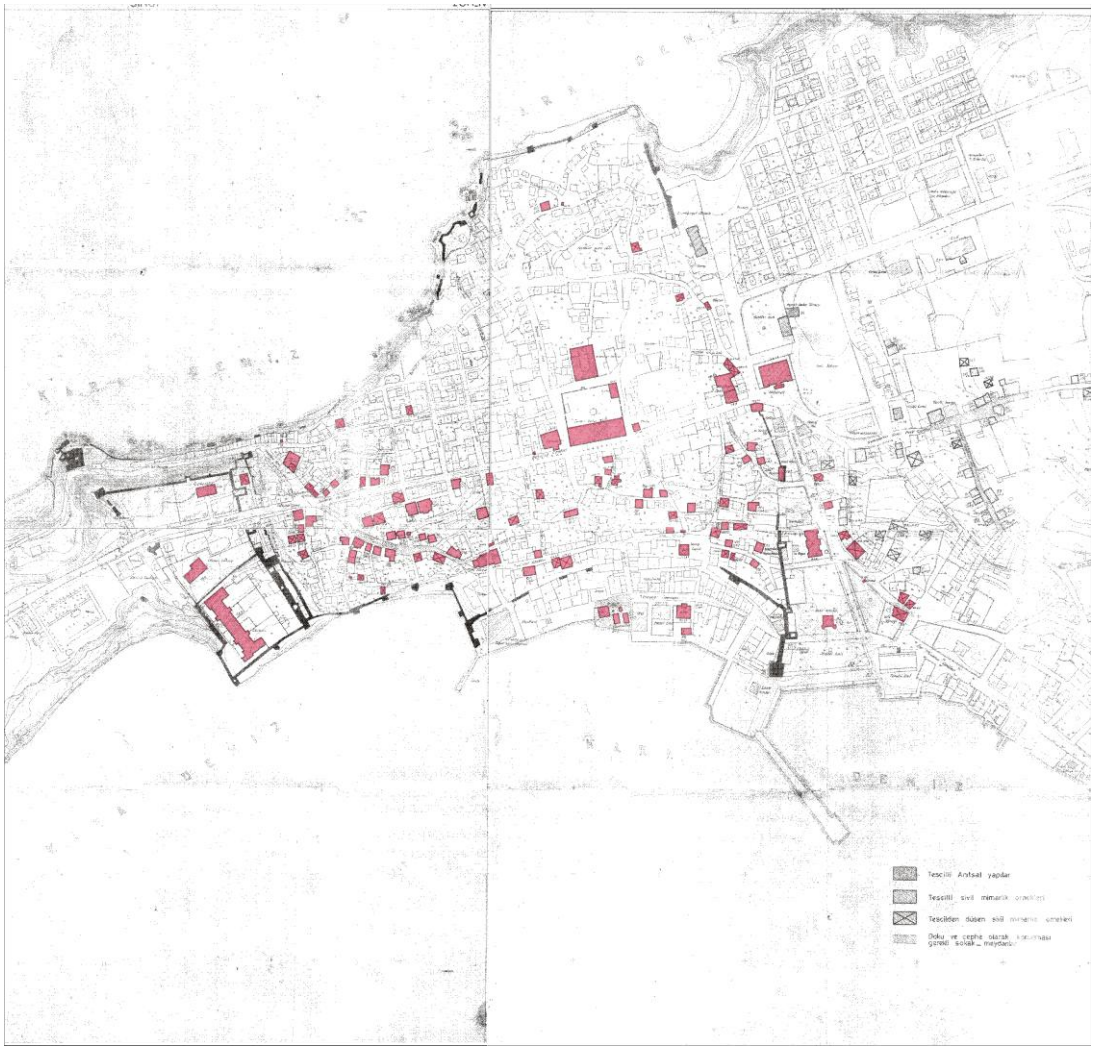


Figure 83. Registered Buildnigs in the Walled city in 1979.
Source: (Colored on the base of Conserved Buildings of 1985 which was) gathered from the Ministry of Culture and Tourism in 2010.

3.3.2.2 Decisions of 1985

The determination of the buildings which will be conserved with registration by conservation council in 1985 is examined according to four 1/1000 scale plans. There are basically four decisions in respect to the legend of the plans and one more with comparison to 1979. It is seen that the urban conservation area was removed in 1985. Therefore, from then the conservation of study area was based on registration of buildings individually. Nevertheless, there is an item in the legend saying that 'the streets and squares which should be preserved in terms of tissue and façade'. That is, there was still approach of conserving areal scale. Tersane Square, and one part of Tuzcular Street are the ones inside the study area.

When looking at the registration status of buildings, it draws attraction that almost half of the traditional houses were shown as 'the buildings whose registration was cancelled'. In 1985, the number of registered monumental building is 33 same as in 1979 and number of registered traditional houses drops from 84 to 46. Most of them were located in the study area where 'Vali Konağı' and old 'Halkevi Binası' were among them. Total number of registered buildings is 79 when 38 buildings removed because of their cancelled registration in 1985.

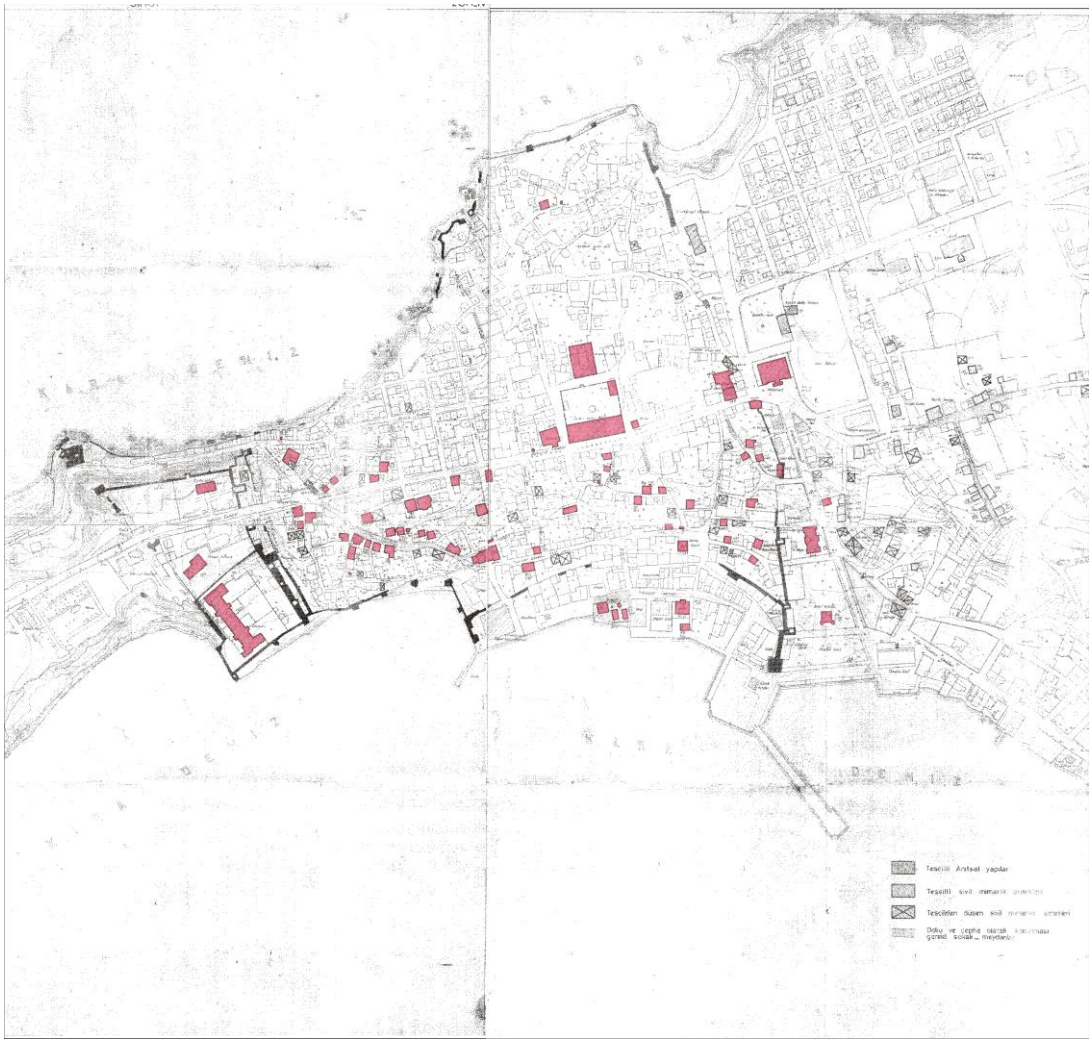


Figure 84. Registered Buildnigs in the Walled city in 1985.
Source: (Colored on the base of Conserved Buildings of 1985 which was) gathered from the Ministry of Culture and Tourism in 2010.

3.3.2.3 Decisions of 1987

Similar to 1985, the decisions of 1987 are studied according to 1/1000 scale plans together with their legend. Different from 1985, there is defined ‘koruma alanı’ for the historic city walls of Sinop. The city walls has special legend item saying ‘registered city walls’. In addition, one traditional house was registered. Although new conservation concepts were also introduced for Sinop for city walls, there were still some preservation decisions which were removed in 1987. Tersane Square was no more the square whose tissue and façade should be preserved and there was one traditional house whose registration was cancelled.

The number of registered buildings was not changed from 1985 to 1987. There were 33 registered monumental buildings and 46 registered traditional houses inside the study area. The total number of preserved buildings with the law was again 79 in 1987.



Figure 85. Registered Buildnigs in the Walled city in 1987.
Source: (Colored on the base of Conserved Buildings of 1985 which was) gathered from the Ministry of Culture and Tourism in 2010.

3.3.2.4 Decisions of 2004

In addition to the maps showing conserved buildings with the scale of 1/1000, there is list of registered buildings prepared by Samsun Conservation Council in 2004. These are also decisions which were valid in 2010. There are archaeological conservation areas outside the study area shown in the legend. The conservation area of the city walls continues as in 1987. Tuzcular Street's conservation decision is also in effect. However, after removing the preservation status of Tersane Square, in 2004 the registration status of plane tree in that square was cancelled and presented as a legend item.

Inside the study area, the fountain of Esnaflar is seen among the monumental buildings whish are not registered anymore. The annex of Saray Mescidi, on the other hand was registered in 2004. The number of preserved monumental buildings by conservation council for the study area was again 33. Besides, there are 11 traditional houses which lost their registration as well. Therefore, the number of registered traditional houses is 35 today and there are 68 buildings having registration status in the study area from 2004 to the present day.

To summarize general development of conservation decisions in the study area of Sinop, the conservation scale is limited with preservation of individual buildings by registration. There is not much change in the decisions of monumental buildings in 32 years whereas there is incredible drop in the numbers of registered traditional houses. Their number declined from 84 to 35. Except for one part of Tuzcular Street inside the study area, there is not any conservation site and conservation plan for Sinop.

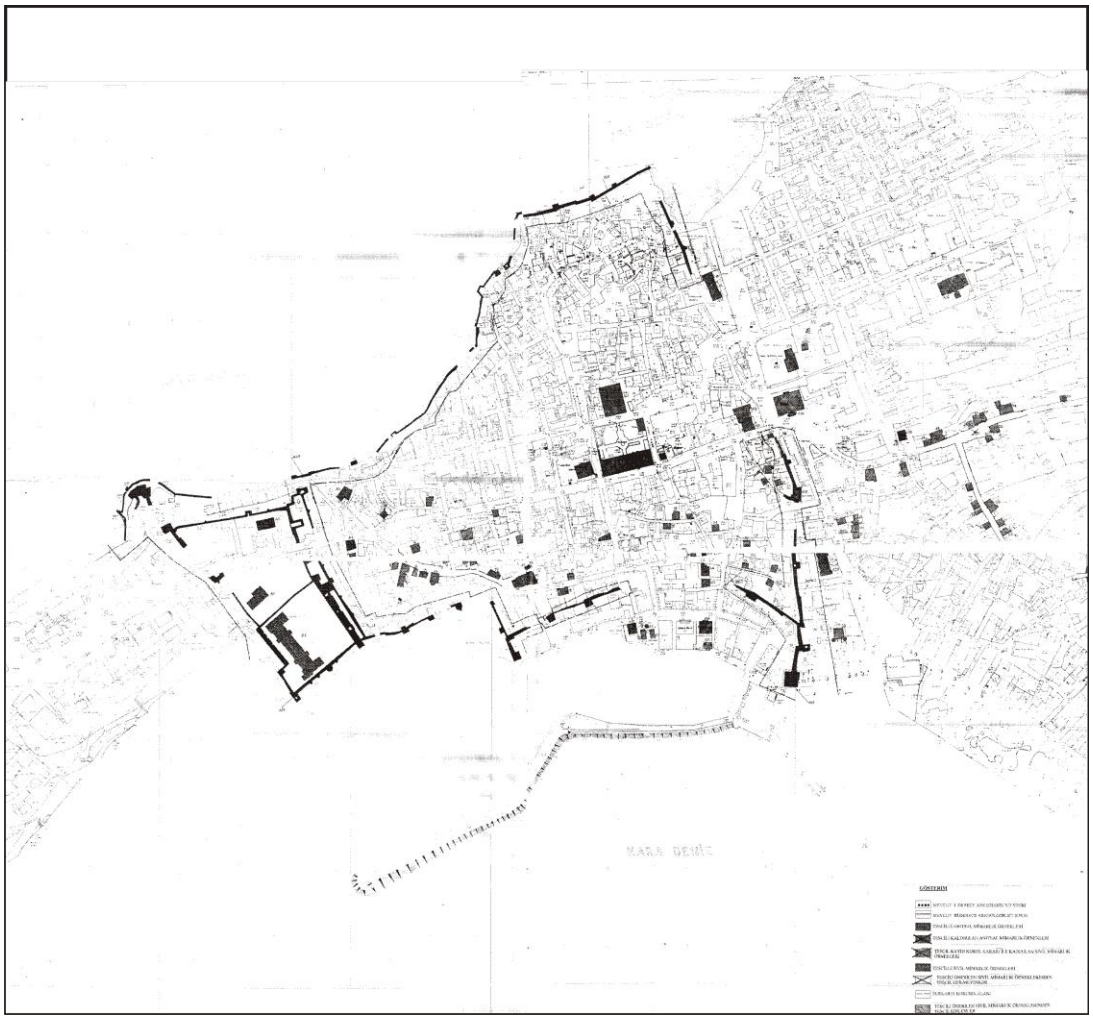


Figure 86. Registered Buildnigs in the Walled city in 2004.
Source: Gathered from the Ministry of Culture and Tourism in 2010.

3.3.3 Restoration and Reparation Studies of Individual Buildings

From some sources, there is gathered information about restoration and reparation of monumental buildings inside the study area from 1844 to 2010. They are given here in chronological order. The first building is Alaaddin Mosque. It was repaired in 1851, 1854, 1946, and 1950. Meydankapı Mosque was repaired by Mutasarrıf Ahmet Kamil Paşa in the year of 1876. Aladdin Medresesi was under repair in 1891 and 1923. The data about restoration or reparation of Mehmet Ağa Mosque is not searched but it is known that its minaret was added in 1910.

There is interesting information about repairs and modifications of Historic Prison. According to warden of Sinop Prison, during the reparation between 1951 and 1954, the building's 'volta döşeme' (brick arch floor) was replaced with concrete frame and its timber roof was renewed (Sinop Kalesi ve Taihi Cezaevi, 2008, p. 101). By 'Vakıflar Genel Müdürlüğü' (General Directorate of Foundations) Saray Cami was restored in 1969. Tuzcular Hamam is another monumental building which was repaired and subjected to some changes. 'Camekan' part of the hamam which had one storey before was constructed with concrete frame system with two storey during its restoration in 1986.

Lastly, 15 fountains both inside and outside the study area were either maintained or restored by governorship of Sinop with the money from budget of 'İl Özel İdaresi' (Special Provincial Administration) in 1989. The names of these fountains are: Halk (Tuzcular), Bekir Paşa, Fışkıran, Aslan, Kefevi, Kethüda Mehmet Ağa, Okulaltı, Park, Reci, Saray, Terazi, Şahabüddin Ağa (Tayboğa), Sarımsaklı (Hacı Ramazan), Şehitler, and Karakum. In addition, Park Fountain whose name was Eski Vali Konağı Fountain was moved to the opposite of the Şehir Parkı in 1990 due to its being located on the road (Tarihi Sinop Çeşmeleri, 1990).

CHAPTER 4

CONTINUITY AND CHANGE ANALYSIS IN SINOP

The three detailed study areas are located on place where the most cultural heritage has in number. Since number of registered buildings located in the area is high and this zone was a part of "urban conservation area" in 1979, the contiunity and change analysis based on comparison of visual documents are made for there.

There are determined three areas for continuity and change analysis in Sinop in order to observe how the physical area changed and which values can be defined as continuous elements. The first detailed analysis is applied to the area where in 1844 Ottoman Sinop had commercial center: behind the port on Kurtuluş Street. The second and the third studies are done on the two main transportation axes of today's city: Atatürk Street and Sakarya Street. Atatürk Street, which the second analysis takes place is chosen due to its being good example of observing physical change. On the other hand, Sakarya Street which came forward in Republician Era as an example of urban development is the last axe of continuity and change analysis.

After the anayses of these three axes, there are made some interpretations about the streets whose visual documents are enough to make comments. Therefore, for the three detailed study areas, the conserved or continuous elements and not conserved or changed ones are introduced together with reasons. Then with combining all data together, there is made interference for the walled city.



Figure 87. Areas of Continuity and Change Analysis

4.1 Continuity and Change Analysis of Southern Port and Kurtuluş Street

As mentioned in 'History of City', there were two harbors of Sinop: outhern (northern) harbor and inner (southern) harbor in Hellenistic, Roman, and Byzantine Sinop. However, later the one on the north was filled with sand. In Ottoman Sinop, there were two commercial centers in the city: Kaleyazısı and Tersane. Today, these two areas again have commercial facilities eith some changes. In this part it is aimed to analyze continuous and changed elements of southern port and Kurtuluş Street which were part of Tersane Bazaar. For doing this, after giving general characteristics of the area at present time, there is introduced visual documents used for analysis based on comparison of past and present physical environment of the area.

4.1.1 The Location of Southern Port & Kurtuluş Street and Its General Characteristics

The area is settled on the southern coast of the walled city. It lies between historic city walls on both east and west. On the south there is Black Sea, on the north together with the city walls, from west to east Kapan Yeri Street and Değirmen Street are the boundaries. One of the secondary main roads of the city named 'Kurtuluş Street' passes in the middle of the area. The narrower streets coming from the north connect Kurtuluş Street and then reach the sea with pedestrian ways after it. This study area is in relationship with the eastern part of the city with 'İskele Street' which is a continuation of Kurtuluş Street.

In the study area of Southern Port and Kurtuluş Street there are 72 buildings located on 85 building lots[8]. There is open green area on the coastal part which is used by service area of the local restaurants where pedestrians rest for a while under the trees near the sea.

[8] Appendix H.

The function of the study area is commerce. Throughout city's history, being an area behind the port this place has been one of the commercial areas of the city. Today, 36 buildings most of which are touristic facilities like hotels or local restaurants have only function of commerce. Apart from this, 25 of the buildings have function of both commerce and residence. In addition, Hacı Ömer Mosque in the only religious building inside the area and Şehitler Fountain is the only fountain as well. The administrative buildings of Ziraat Bank, Atom Enerjisi Bilgi Merkezi, Liman Başkanlığı, and Sinop Emniyet Deniz Liman Şube Müdürlüğü are located here[9].

The construction date / period and the structural system of the buildings in the study area differentiate from each other. Considering the structural system together the buildings from Ottoman Sinop belonging to 19th and 20th centuries there are traditional buildings from early Republic Sinop. On the other hand, concrete framed buildings constructed after 1950s in Sinop and the ones with arbitrary materials are called 'new buildings'. The percentage of traditional buildings is 25% while the percentage of new ones is 75% in the study area. In addition, among 85 building lots, only 6 of them are registered and conserved with law together with the 6 buildings on them. From the building category map, it is seen that all these six buildings are the traditional buildings from Ottoman Sinop[10].

In the study area of Southern Port and Kurtuluş Street, traditional buildings of Ottoman Period and traditional buildings from early Republic Period are constructed with masonry system (15 buildings). However, they differentiate from each other with their material: stone or brick. There are other buildings again belonging to Ottoman Sinop which were constructed with either masonry system ground floor or sub basement (1 building) and timber frame system upper floors (2 buildings). Similar to building category, new buildings having reinforced concrete system took most part of the area with the number of 52. With respect to this, the number of floors starts from one and rises to six. The buildings having more than five storeys concentrated on the north of Kurtuluş Street and İskele Street. On the southern part behind the coast, the number of storey does not exceed four except for the building

[9] Appendix H.
[10] Appendix I.

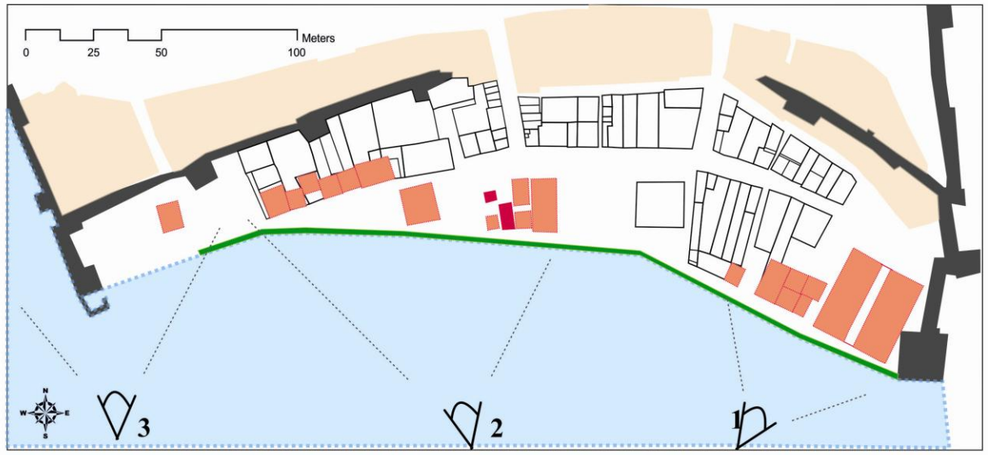
of 53/15/a. The multi storey buildings also prevent to see the walls of the city both from the sea and Kurtuluş Street.

About the structural condition of the buildings in this study area, it is observed that there is only one building which is partially collapsed. There was constructed new upper floor for this building; however it does not have a roof and any function today. In addition, it is seen that most parts of the city walls on the northern part of this area are partially collapsed and neglected.

4.1.2 Analysis on Southern Port & Kurtuluş Street

The detailed analysis of continuity and change for the study area of Southern Port and Kurtuluş Street is made based on visual documents, and the reasons and results are revealed with regard to these visual documents and literature research. The aerial photographs taken in 1954, 1976, and 1990, the cadastral plan of 1954, and the google earth view of 2010 are used for the preparation of plan views. In addition, there are photographs from 1890s, 1900s, 1920s, 1930s, 1950s, 1960s, 1970s, 1980s, and 2010 which are shown and linked to the maps. Then each period of the area are told. Then, continuous and changed elements of historic character of the area are determined and interpreted.

The Port & Kurtuluş Street In 1890s



From the history of the city, it is known that during the Sinop Battle in 1853, the port, the shipyard and the neighborhood here was fired and damaged. After the battle, the city lost its importance and military function. Nevertheless, the sea trade with small scale continued until 1924. The population was 6019 in 1898 and the city was place for exiling. It was a small town having small port and economy.

This area, on the other hand was a secondary commercial center after Kaleyazısı. Instead of providing sevice for whole city, this center was based on small scale trade and fishery. It was also port of the city.

The buildings in the area were related with these functions. Near the bastion on the right there are large scale buildings which could be wholesale fish market. In addition, there are buildings which look like depots. from the pictures 1 and 2 these buildings were constructed with masonry system with one or two storey.

In the middle of the area near the sea, buildings having commercial functions must be settled. On the western part of the area, there empty areas, rowboats and ships. This area could have uses of boat shed or boatyard. In addition on the whole coast the pier and port-sides.

Legend

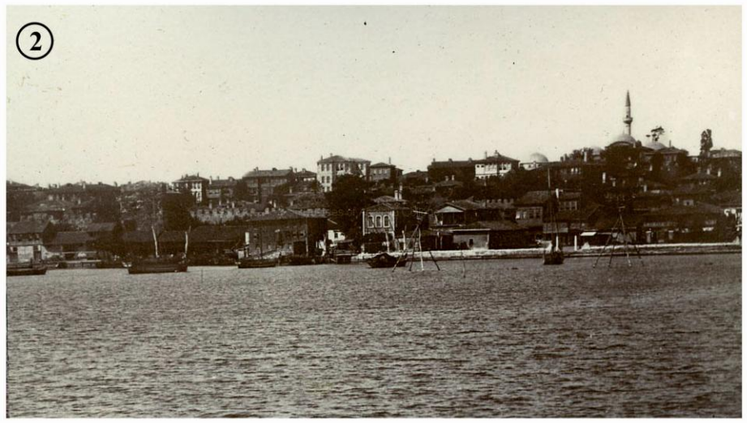
- **Buildings in the coastal part of Area in 1890s (prepared based on photographs 1,2,3)**
- **Buildings which exist today**
- **Building Lots in cadastral plan of 1954 on which the buildings of 1890s are not determined**
- **The Coastal Pedestrian Way and Small Port-Sides**
- **The City Walls and Bastions existing in 1890s**

On the Kurtuluş Street there are traditional timber buildings having two or three storeys. They are houses which could also have shop in their groud floors.

The city walls are not ruined but they are neglected. The walls crossing through west to east can be seen from the sea. The silhouette of the city from the sea includes ships, city walls, buildings of both masonry and timber frame system and the trees among them.

Sources of Photographs:
http://dlib.anatolia.edu.gr/jspui/bitstream/1886/228/1/var085.jpg
http://dlib.anatolia.edu.gr/jspui/bitstream/1886/226/1/var083.jpg
http://dlib.anatolia.edu.gr/jspui/bitstream/1886/227/1/var084.jpg
accessed on 20th April 2010.





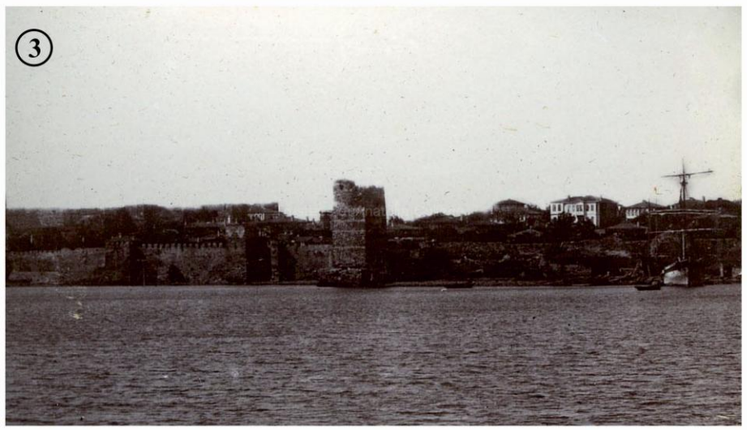


Figure 88. The Port & Kurtuluş Street in 1890s.

The Port & Kurtuluş Street In 1900-1930s



The first physical change in the area from 1890s to the beginning of 1900 is the traditional building which is called 'Yalı Kahvesi' today. From the beginning of 1900s to 1930s three more buildings were constructed: Hacı Ömer or Tersane Mosque, building of 'Liman İdaresi' (Port Administration), and building of 'PTT' instead of the depots and commercial units shown in the map and photographs of 1890s.

In 1924 the population change between Turkey and Greece led to non- Muslim population, who engaged in trade, move from city. Then, both the coastal part and the port of the Sinop changed. Construction of administrative buildings in the places of them supports this idea. Still, the fishery was important for the economy of the city and there could be buildings related to that.

Similar to 1890s, the open area on the west of the area was used as boardyard in the beginning of 20th century. Again it is not possible to see the structure of port. There were some organization in the coast, however; small port-sides took large place.

In 1935, the population of city was 4872. Therefore, there was not much change in the settled area of the city. The city was not developing but the changes in local people and being a center of the province had crucial effects on this part of the city.

Legend

- **Buildings in the coastal part of Area in 1900-1930s (prepared based on photographs 1,2,3)**
- **Buildings which exist today**
- **Building Lots in cadastral plan of 1954 on which the buildings of 1900-1930s are not determined**
- **The Coastal Pedestrian Way and Small Port-Sides**
- **The City Walls and Bastions existing in 1900-1930s**

The second group of traditional buildings are believed to be built in this period. As mentioned before, these could be the consequences of fires in 1914, 1917, and 1924. Although the boundaries of the effected areas are not known, the neighborhoods Camii Kebir and Yenimahalle were fired.

From the photograph numbered 3, the building of 'PTT', the first group traditional buildings on Kurtuluş Street are seen. It also observed that the buildings on the northern part of Kurtuluş Street were houses which had shops on their groud floor. The street was covered with stone which was original pavement of the area.

Furthermore, the open area near the building of 'PTT' was functioned for public use such as sport competitions seen in photograph 4. The trees on Kurtuluş Street also takes attention in these pictures.

Sources of Photographs:
Archive of Sinop Provincial Culture & Tourism Directorate, 2010









Figure 89. The Port & Kurtuluş Street in 1900 – 1930s.

The Port & Kurtuluş Street In 1950s - 1960s



In 1950s, in addtion to the traditional buildings of the first and the second group, new buildings began to be built with reinforced concrete system in study area. The apartments on the shore took attention. Furthermore, as seen in photograph 1, most parts of Kurtuluş Street were also covered with concrete.

The cold storage depot of 'Et ve Balık Kurumu' is one of the buildings which could be constructed after 1930s and took important place in the shore of Sinop today. Besides, with the effect of Americans, hotels and restaurants were developed in the eastern part of the area.

In the beginning of 1960s, the traditional buildings which was thought to be depots could not be seen anymore. Instead of them, new apartments having four or five storeys were constructed. It can be true to say that the sea trade of city had been disappeared totally in 1960s.

The empty area near the cold storage depot on the shore was functioned as a port. It was boatyard until the construction of new port for city in 1960s. The reorganization of waterfront in pictures of 3 and 4 takes attention as well.

Legend

- **Buildings in the area in 1954**
- **Buildings which exist today**
- **Building Lots in cadastral plan of 1954**
- **The Coastal Pedestrian Way and Small Port-Sides**
- **The Boatyard**
- **The City Walls and Bastions existing in 1954**

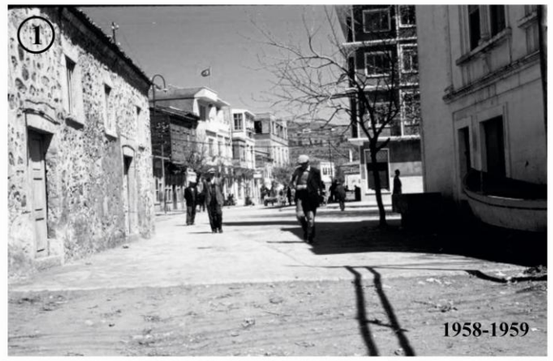
The silhouette of an area and the city from Black Sea began to be change with concrete frame, multiple storey buildings. The density on building lot increase and the human scale of an area start to be lost.

On the northern part of Kurtuluş Street, on the other hand seems to preserve its one, two or three storey traditional buildings as seen in picture 2.

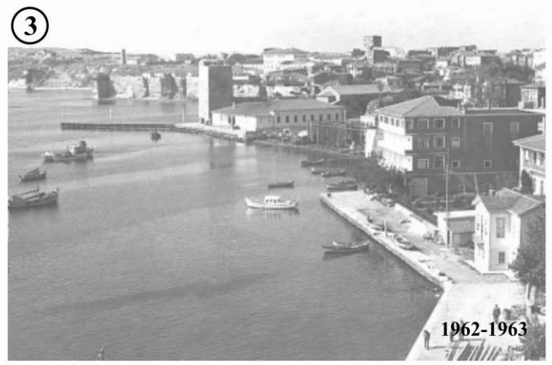
Sources of Photographs:
1. Rich Swearingen (1958-59, NATO Base)
http://www.tuslogdet4.com/sinop, accessed on 12th April 2010

2.Archive of Sinop Provincial Culture & Tourism Directorate, 2010

3-4. Gary Weber (1962-63, NATO Base)
http://www.tuslogdet4.com/sinop, accessed on 12th April 2010







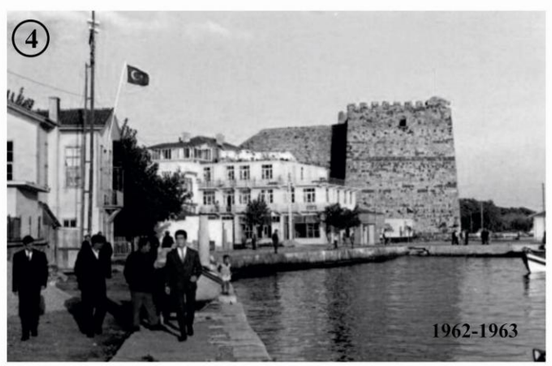


Figure 90. The Port & Kurtuluş Street in 1950s – 1960s.

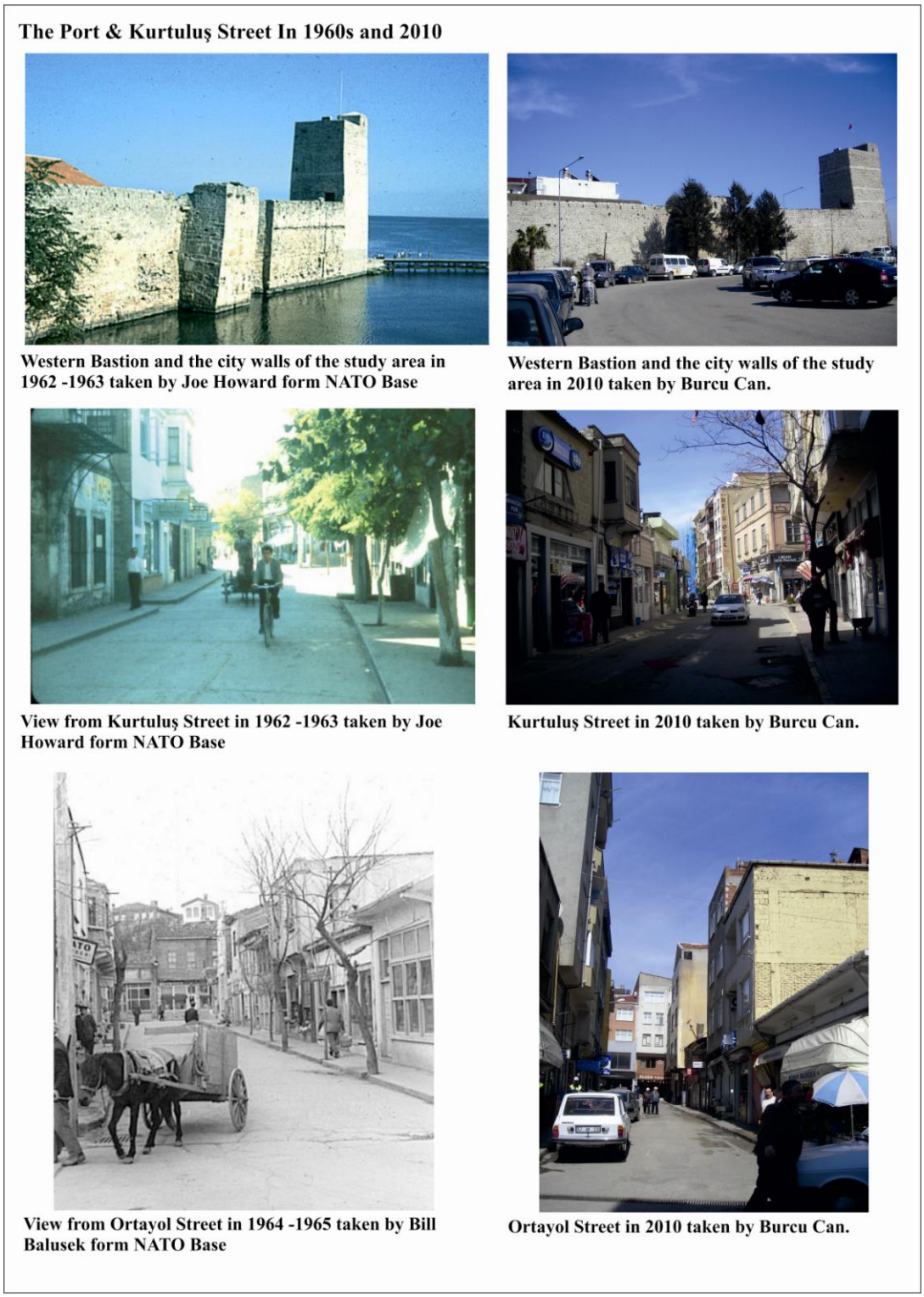


Figure 91. The Port and Kurtuluş Street in 1960s and 2010.

The Port & Kurtuluş Street In 1970s



In 1970s, construction of multi storey buildings continued and together with automobile ownership new roads were opened. Again both on western and eastern part of the waterfront, there are apartments most of which exist today. On the other hand, the building lot numbered 555/58 was used as a road and the city walls were interrupted for this reason.

The building of 'Ziraat Bankası' draws attention on the shore of the area with its scale together with other apartments there. Although there were still traditional buildings, the number of them began to be under the new ones like in the picture 1.

It is known that the 1977 Municipal Plan of Sinop put some building regulations for this part of the city which was numbered as 10. According to this, the buildings constructed in the building blocks of this area should be adjacent order and they should have 3 floors. However, from the planning history of the city, it is also known that in 1967, the municipality decided on the increase in number of floors here. Therefore, the development of the area was going so fast around the Southern Port and Kurtuluş Street.

Legend

- **Buildings in the area in 1976**
- **Buildings which exist today**
- **Building Lots in with later changes in cadastral plan**
- **The Port**
- **The Boatyard**
- **The City Walls and Bastions existing in 1970s**

The function of the area was probably mixed with commerce and residence. From the plan of 1977, in this area there were few depots, newly constructed hotels, restaurants, and houses in 1970s.

The decisions of 'Conservation Council' registered 6 parcels in 1979 in this area and from that time to the present there is not any change in listing of parcels except for the monumental tree whose registration status was cancelled in 2004.

Sources of Photographs:
1. Irv Tucker(1958-59 NATO Base)
http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.

2. Troy Priest (1975-76 NATO Base)
http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.

3.Archive of METU City and Regional Planning Department, 2010





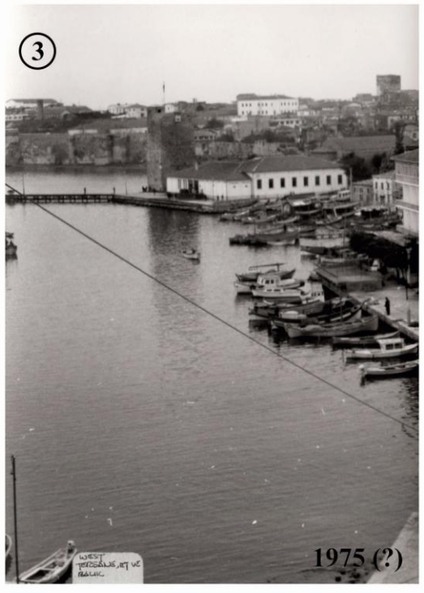


Figure 92. The Port & Kurtuluş Street in 1970s.

The Port & Kurtuluş Street In 1980s & 1990





Legend

- **Buildings in the area in 1990**
- **Buildings which exist today**
- **Building Lots in with later changes in cadastral plan**
- **The Port**
- **The Active Green Area**
- **The City Walls and Bastions existing in 1990**

From 1976 to 1990 the first and important change is the openning of 'Hamsi Yolu' which crosses in front of the cold storage depot and connects the area to the western part of the city from the coast. The damaged bastion here was demolished and the green area was designed western walls of the area.

The port could be efficiently used since the boatyard was turned into green area where the people sit and talk. Other remains from old port were removed and the waterfront became very similar to the present one.

From the picture, it is seen that the number of buildings were rised to 5. This must be the result of the construction pressure in the area.

It is known that the Mıunicipal Plan of 1988 proposed more floor and today's construction regulations were set that time. From the picture 1 again, there are two traditional buildings from the beginning of 1900s which make to think that there were traditional buildings of group one in 1980s which do not exist today.

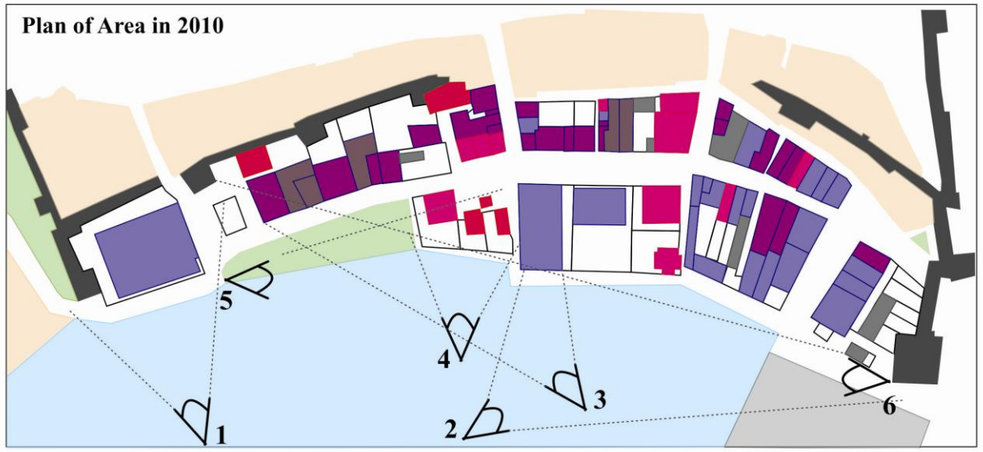
As mentioned in 'Port and Kurtuluş Street in 1970s', the number of registered building lots were 6 as it is today. There was not any attempt to conserve traditional buildings by registration in 1980s and 1990s.

Source of Photograph:
Cindy Polgar (1981 NATO Base)
http://www.tuslogdet4.com/sinop, accessed on 12th April 2010.

Figure 93. The Port & Kurtuluş Street in 1980s & 1990.

The Port & Kurtuluş Street In 2010

Plan of Area in 2010



Legend

Buildings from 19th century	5	Buildings from 2000 - 2010	7
Buildings from 1900 - 1930s	12	Building Lots in with later changes in cadastral plan	
Buildings from 1940s - 1960s	22	The Port	
Buildings from 1970s	21	The Active Green Area	
Buildings from 1980s - 1990s	5	The City Walls and Bastions existing in 2010	

In the study area, it is observed that there are only 5 buildings belonging 19th century. 12 of the buildings which are from the beginning of 20th century to the mid 1930s exist in 2010. These two group of buildings are small scale having small building lots and low-rise.

On the other hand, the number of buildings which are believed to be produced between 1940 and 1970 are 22. These are constructed with the system of reinforced concrete with multiple storeys. Similar to this period, in 1970s, there were constructed 21 buildings in the study area. From the photographs and the decisions taken by urban planning studies of Sinop, it is known that there were rise in the number of floors of existing buildings at the end of 1960s & 1970s.

Most parts of the today's characteristics had been almost finished in 1990s since from the end of the 1970s to 2010 there are only 12 buildings constructed.

Social, economical, administrative and cultural changes in the city can be observed from this area directly that it had changes in function which created different phsical environment than.

It is clear that the development of the study area was vertical with concrete frame system which was chosen for both buildings and streets especially in 1960s. Not only the coastal part but also both facades of Kurtuluş Street began to change from the beginning of 1950s which resulted in the loss of silhouette. The photographs numbered 5 and 6 shows that change when comparing them with the ones from 1900s - 1930s.

All Photograps were taken by Burcu Can in 2010.







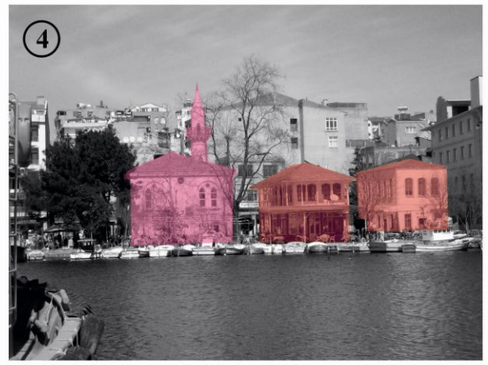






Figure 94. The Port & Kurtuluş Street in 2010

4.1.3 Evaluation of Continuity and Change of Southern Port & Kurtuluş Street

From the Hellenistic times to the Republican period of Sinop, the study area had been a commercial center which was a port of the city based on sea trade. However, the continuity of its function was interrupted in lately Ottoman period and the physical environment of the area began to change. The Battle of Sinop in 1853 was the first event that harmed the city both economically and physically. The port and the walled city had fires during the battle that resulted in loss of great number of traditional timber buildings of city. It is known that from then, the city has never got its importance again.

According to the photographs showing the coastal part of the area in 1890s and the beginning of 1900s there were small timber docks, commercial units, depots, buildings related to fishing activities. On the Kurtuluş Street there were probably traditional timber framed houses some of which had shops in their ground floor. The city walls and the bastions could be seen from the sea as a whole since there was little loss in city walls. Nevertheless, they seem neglected. The reason of change between 1890 and 1910 is not clear. However, from the history it is known that Hacı Ömer Mosque, building of Port Administration and later building of 'PTT' was constructed instead of traditional buildings there.

Until 1940s, there was not any inharmonious building constructed in 20th century. All of them are cultural heritage of Sinop at present time. The stone pavement of traditional streets, the trees both on streets and gardens of traditional buildings were the main characteristics of the area. The silhouette of the city from the sea was including this study area, the southern part of Sakarya Street, continuous city walls and Alaaddin Mosque. Commerce and residence were the uses of Southern Port and Kurtuluş Street which were continuous functions in the area. Then small number of the administrative units and social activities on empty areas took place.

There was changes occurred in the area in early republican period; some of the buildings from Ottoman times were lost. However, newly built ones were created

with traditional structural systems in human scale. Therefore, they became a part of the character of the area contributing the physical continuity of environment.

As mentioned before in the figure of ‘Analysis of the Port and Kurtuluş Street in 1950s – 1960s’ the year of 1950 is important for both the study area and the city. In 1950, it was decided to build NATO base in Sinop. Therefore, after the establishment of the base, the first changes occurred in the city. The study area changed its type of commercial uses in order to serve for new comers from USA. Together with the impact of weak transportation network of the city in regional scale, sea trade was totally disappeared. However, touristic shops and hotels started to emerge on Kurtuluş Street and the buildings on the coastal part functioned as restaurants.

From the visual documents used in analysis, it is seen that new buildings with reinforced concrete system took place in the area in 1960s. The buildings of fishing and depots which were traditional buildings of Ottoman Sinop began to be lost. While the continuity of traditional buildings remained on the western part of the area, on the eastern part the transformation of traditional buildings into multistorey apartments were seen. On the other hand, Kurtuluş Street was covered with concrete which caused in loss of traditional street pavement mad up from stones.

In 1954, the cadastral plan of Sinop was drawn. After the migration of non-Muslim merchant population, the areas of their buildings, which were large as seen in the photos of 1890s, could be divided. The size of building lots were smaller and probably number of buildings and building lots were increased. The trees in the building lots and on the streets could be influenced negatively from the situation between 1924 and 1954 later times.

In 1960s, there were both traditional small scale timber buildings and newly developed apartment buildings on Kurtuluş Street. Less trees or green areas, concrete covered streets together with new port with reinforced concrete system made up basic physical characteristic of the study area. According to photographs, the storage building of ‘Et ve Balık Kurumu’ on the coastal part of the area was built after

1930s. It is one storey building which is in harmony with the traditional ones in scale.

In 1963, the first plan of Sinop was prepared. The dense housing policy with multistorey buildings could be among the decisions of this plan. In reference to the photographs, the plan allowed 4 storey with adjacent order.

The physical environment of the port and Kurtuluş Street today was almost as it was in the end of 1970s. New buildings were constructed. The municipal plan of 1977 determined 3 as number of floors for the area; however, from 1963 to 1977 there were other decisions taken by city council. For this reason, in the photographs from 1970s, the buildings have 4 floors. In present time, there are buildings having 6 floors. That shows the plan was not implemented as it was thought.

It can be also concluded that in 1979 the registered buildings in the area was 6 like today. That means at the end of 1970s, there were few traditional buildings continuing to exist at that time. The transformation of the area was completed in 40 years dating from 1940s.

In addition to new type of structuring, in 1980s there were arrangements on the waterfront. New road which was opened for the fisherman to transport their products was created by filling the sea. Today, it is connecting western parts of the city especially neighborhood of Gelincik to the port. One of the idiosyncrasies of the southern part of the city was removed and the relationship between the sea and the city walls disappeared. Newly designed green areas were also took attention in 1990. The number of floors was raised to 5 with the municipal plan of 1988 and the city view from the sea was changed.

From 1963 to now, the city plans, the decisions taken for the development of the area by Municipality of Sinop were the main determinants of physical environment. Traditional buildings were lost due to Sinop Battle, migration, and popularity of construction new buildings. It should be added that one of the reasons for the

continuity of traditional parts was the presence of conservation council. However, there was not any extra building for preservation from 1979 although in the photograph from 1981 there are two traditional buildings from 1900s on the opposite of the depot of 'Et ve Balık Kurumu'.

The city chose to develop vertically on each parcel where one building lot gained the right to increase in floor, other demanded for the same right. That probably resulted in chain reaction seen on everywhere except for the registered ones in the area. In addition, the study area of the port and Kurtuluş Street has always been one of the commercial centers of the city. 'land rent' was another cause and effect for its physical transformation.

The city walls which are the oldest elements of urban character damaged more after 1950s with the opening of new roads. Although some parts of the walls were repaired, the northern ones which are borders of the study area began to disappear. On the eastern part of the Kurtuluş Street the continuity of historicity in urban character can be still recognizable in some points; there is change in the view of the city, its scale and construction materials of the buildings. The vehicle and pedestrian circulation on Kurtuluş Street and the uses in the area represents all the features of modern urban life.

4.2 Continuity and Change Analysis of Atatürk Street

Similar to Southern Port and Kurtuluş Street, in this part it is aimed to analyze continuous and changed elements of Atatürk Street. Atatürk Street has been one of the important streets of city of Sinop which functioned as administrative axe. It had dramatic change in its physical character. After giving general characteristics of the Atatürk Street, there is prepared visual documents based on aerial photograps and old photograps of the street for some periods of the street. Then, each period is compared with the previous one and the changes in physical character with reasons are figured out.

4.2.1 The Location of Atatürk Street and Its General Characteristics

The street is the first street having direction of south – north settled on the eastern coast out of the walled city. The study area is determined by the building lots near the Atatürk Street. One of the main roads of the city named 'Atatürk Street' passes in the middle of the area. There are two squares on the two end of the street: Hükümet Square on the north and Uğur Mumcu Square on the south. These two squares are used by motorized traffic and pedestrians. The study area lies between 'Sakarya Street' and its continuation named 'Muammer Aksoy Street', and Gazi Street and its continuation named 'İskele Street'. Atatürk Street connects these two main axes of the city with squares of Hükümet and Uğur Mumcu. The active green area around the building named 'Şehir Külubü' and the city park located here constitutes green area of the city.

In the study area of Atatürk Street there are 34 buildings located on 34 building lots. There are two categories of buildings on Atatürk Street: 'traditional buildings from 19th century' and 'new buildings' in terms of their structural system. It is seen that on Atatürk Street, only 7 of 34 buildings are traditional while 27 of 34 are new buildings. Parallel to building categories, registered building lots on Atatürk Street

are the ones which have traditional buildings on them. Therefore, number of registered building lots is 7[11].

The functions located on Atatürk Street are administrative and commerce. There are also residents which make the street being used in whole day. Therefore, the function of Atatürk Street can also be described with 'mixed use'. In Ottoman Sinop, this axe was again one of the main transportation roads of the city connecting shipyard and port to the inner parts of the city. It is known as administrative axe which also had residents in Sinop. Today, courthouse, buildings of municipality and special provincial administration and 'PTT' are on the street. On the eastern part of Atatürk Street together with boureus, shops, and residents take place. In addition, there are two hotels one of which was on the end of the street in south and one unused building.

In the study area of Atatürk Street the number of floors rises to seven storeys. Apart from traditional buildings and auxiliary ones almost all the new buildings have more than three storeys. The number of buildings having more than three storeys constitutes nearly 54 % of the area; however, with the effect of slope increasing from south to north the effect of the multi storey buildings rises. Since the buildings on the western part of Atatürk Street have large area of parcels, the city walls can be easily followed by a pedestrian after passing the building of municipality. The clocktower on the walls can be also visiable due to one high storey building in front of it.

On Atatürk Street, courthouse and military building of genderme guest house are the two traditional buildings constructed with masonry system. Other five traditional buildings which were traditional houses with or without shop in their ground floors are constructed with timber frame system with masonry sub basement level. Similar to building category of Southern Port & Kurtuluş Street, new buildings having reinforced concrete system take most part of the area with the number of 27.

[11] Appendix K.

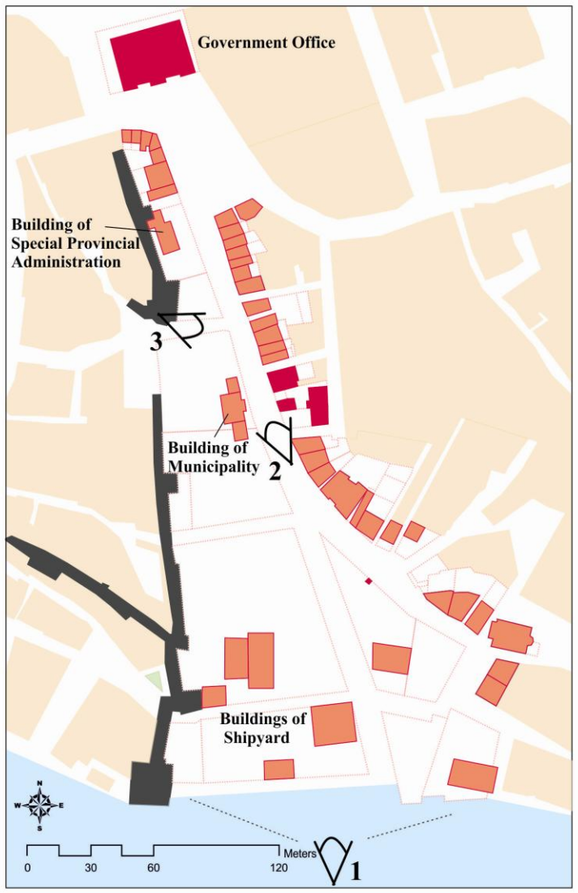
Among the traditional buildings on Atatürk Street, there is only one building which is partially collapsed. This is typical traditional house of Sinop which has shop on the ground floor facing the street on the parcel of 149/ 9. Its roof and upper floor on the narrow street connecting to Atatürk Street was demolished[12]. Other tradional buildings on Atatürk Street do not have important structural problems. Likewise, historic city walls are in good condition whose some parts on the north had restoration before.

4.2.2 Analysis on Atatürk Street

The analysis for the study area of Atatürk Street is made based on visual documents, and the reasons and results are revealed with regard to these visual documents and literature research. The aerial photographs taken in 1954, 1976, and 1990, the cadastral plan of 1954, and the google earth view of 2010 are used for the preparation of plan views. In addition, there are photographs from 1890s, 1900s, 1910s, 1920s, 1930s, 1950s, 1960s, 1970s, and 2010 which are shown and linked to the maps. Then each period of the area are told. Then, continuous and changed elements of historic character of the area are determined and interpreted.

[12] Appendix J.

Atatürk Street at the end of 19th century & 1910s



Legend

- Buildings on Atatürk Street at the end of 19th century and 1910s (prepared based on photographs 1,2,3)
- Buildings which exist today
- Building Lots in cadastral plan of 1954
- The City Walls and Bastions existing in the beginning of 20th century

Sources of Photographs:
1. http://dlib.anatolia.edu.gr/jspui/handle/1886/229 accessed on 20th April 2010
2. Archive of Sinop Privincial Culture & Tourism Directorate, 2010
3. Archive of Sinop Municipality, 2010

At the end of 19th century, and probably in the times of Ottoman Empire, Atatürk Street was known as administrative axe of Sinop. From north to south government office, building of special provincial administration, and building of municipality were located.

There was also Sinop Shipyard behind the inner port of the city. From the literature research and photograph numbered 1, timber buildings near the coast might belong to Ottoman shipyard.

Other buildings were functioned as shops, houses, or houses with shops on their ground floor. While the ones on the western part of the street were shops, the ones on the eastern part were houses with shops.

There is a buildings which should be a church. The neighborhoods outside the walled city were the ones settled by non Muslim people. This church must be the center of one of these neighborhoods.

In the picture number 2, there is the building of municipality, the city walls on which the clock tower was built later. Then the building of special provincial administration comes on the left. The governor's office is seen at the end of the street.

In the picture 3, Atatürk's Sinop visit in 1928 is seen. He uses this street for entering the city form the port. Traditional houses constructed with timber frame system on the right of the street are clearly recognized in this picture. They have two or three storey having projection on the upper floors and shops in ground floors. The pavement of the street was made up of stone. It can be concluded that the street was one of the main axe of the city showing all characteristics in historical tissue of Ottoman Sinop.

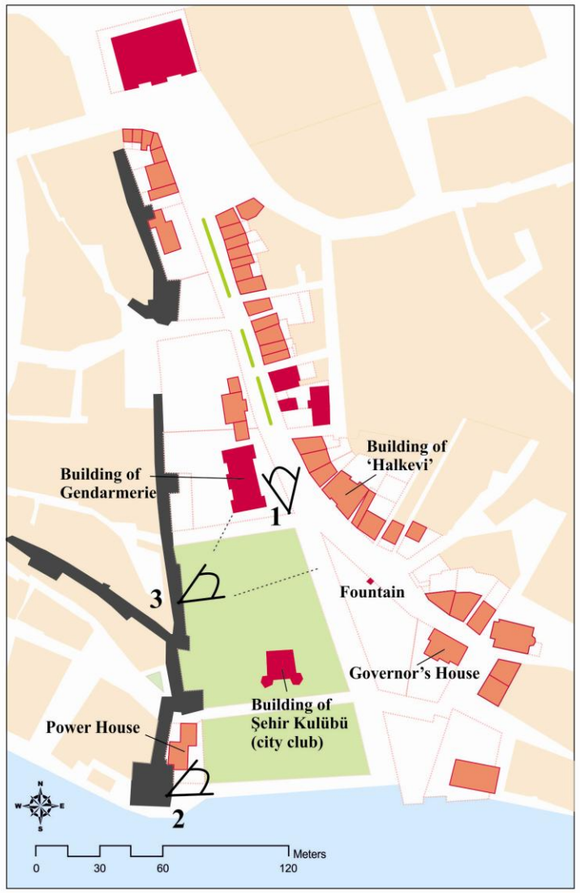






Figure 95. Atatürk Street at the end of 19th century and 1910s

Atatürk Street In 1930s



Legend

- Buildings on Atatürk Street in 1930s (prepared based on photographs 1,2,3)
- Buildings which exist today
- Building Lots in cadastral plan of 1954
- Active Green Area (Şehir Bahçesi / Millet Bahçesi)
- Refuges
- The City Walls and Bastions existing in 1930s

Sources of Photographs:
Archive of Sinop Privincial Culture & Tourism Directorate, 2010

The first change in the area was the creation of 'Şehir Bahçesi' (city garden) or 'Millet Bahçesi' (people's garden) in 1922. The area of shipyard was turned into park used actively by the citizens in the republic era.

Apart from city garden, with the effect of new regime, building of gendarmerie was constructed in 1921 near the building of Sinop municipality. The school building on the opposite of the gendarmerie building was functioned as 'Halkevi' in 1932.

It is not certain that, Governor's House was built in 1920s or before; however, it is known that the open area between 'Şehir Kulübü' and Governor's House was called 'square of governor's house'.

In addition, in 1930s the electricity was introduced to the city. From the information gathered from local people of Sinop, there was power house near the city walls up to 1950s in the study area.

From the picture 1, it is seen that the traditional houses were existing in 1930s. There was refuge on the street; however, the traditional pavement was not appered anymore.

In the second photograph taken from the bastion on the south, the urban tissue of Sinop is seen. Simalar to the study area of Southern Port and Kurtuluş Street, the trees on the streets and in the gardens take attention. The landscape design of city garden also gets important place in the physical character of the city.

There was public use of city garden, as seen from the photograph number 3, it was significant gathering area of the city used in national fastivals. Furthermore, the building of 'Halkevi' can be seen in this picture. The axe of Atatürk Street in this period continued to have its administrative function. It also had an important place with its open and green areas in city life in 1930s.







Figure 96. Atatürk Street in 1930s

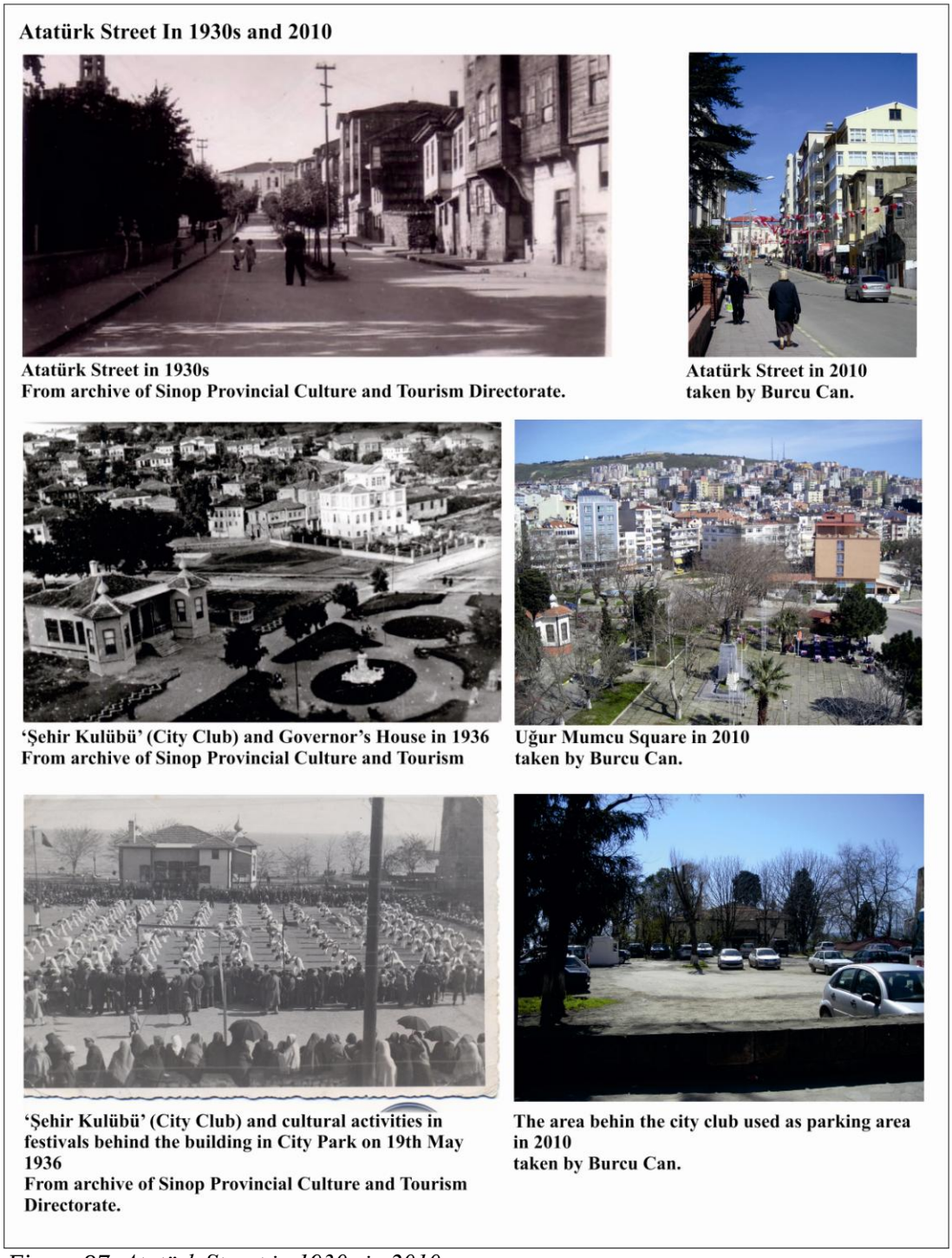
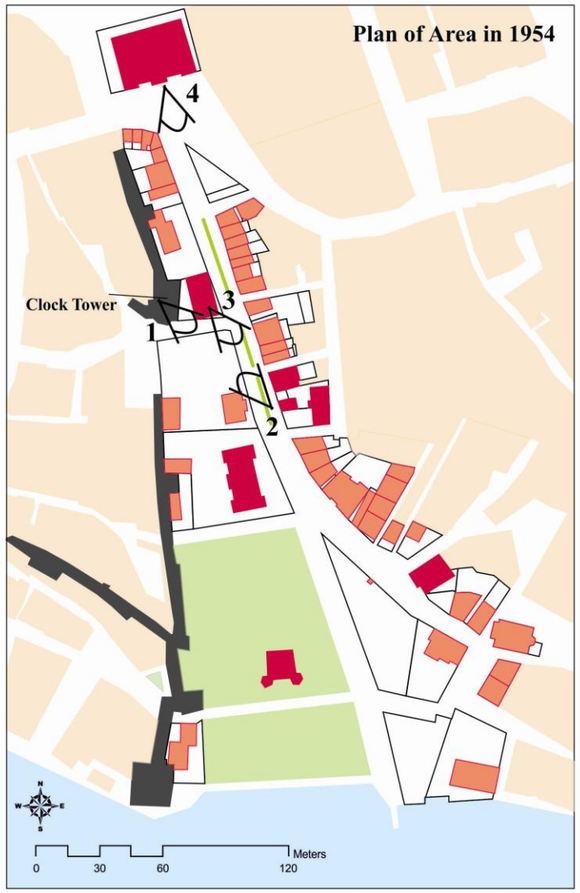


Figure 97. Atatürk Street in 1930s in 2010.

Atatürk Street In 1950s & 1960s



Legend

- Buildings on Atatürk Street in 1950s
- Buildings which exist today
- Building Lots in cadastral plan of 1954
- Active Green Area (Şehir Bahçesi / Millet Bahçesi)
- Refuges
- The City Walls and Bastions existing in 1950s

Sources of Photographs:
1. Joe Howard (1951, NATO Base)
2. Gary Weber (1962-63, NATO Base)
3. Wayne Rupp (1963-64, NATO Base)
4. Rich Uttke (1966-67, NATO Base)
http://www.tuslogdet4.com/sinop, accessed on 12th April 2010

In 1950s, there is not determined any big change on Atatürk Street. The building in front of clock tower was built. Both the street and the open areas in the study area was continued to be used for special ceremonies and festivals. The street have had pavement made by concrete and refuges since 1930s. The traditional buildings were still existings and preserving their features in 1954.

In 1960s, on the other hand, the physical environment of the area began to change. From the pictures of 1960s, it is recognized that the continuous facade organization of traditional buildings were interrupted due to the destruction of them. The parcels of the buildings began to be empty. Nevertheless, there is not new buildings constructed with reinforced concrete system except for 'the touristic hotel'.

The hotel named 'Melia - Kasım', known as 'touristic hotel' in 1960s & 1970s, was started to be built in the middle of 1960s at the end point of Atatürk Street. It was again one of the outcomes of NATO Base in Sinop. Touristic Hotel was the first hotel constructed in Sinop.

In addition, new building of Sinop Special Provincial Administration should be constructed at the end of 1960s with the effect of the first city plan. In the picture of 2, near the clock tower the building is seen and in the first picture on the corner new one is took attention.



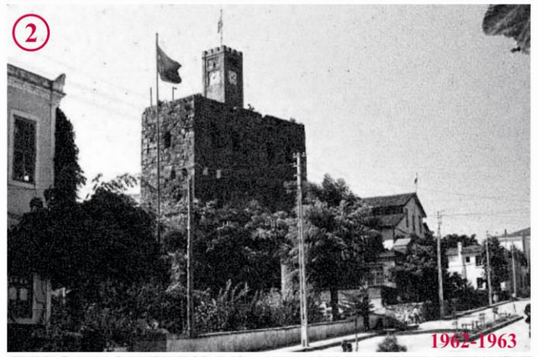
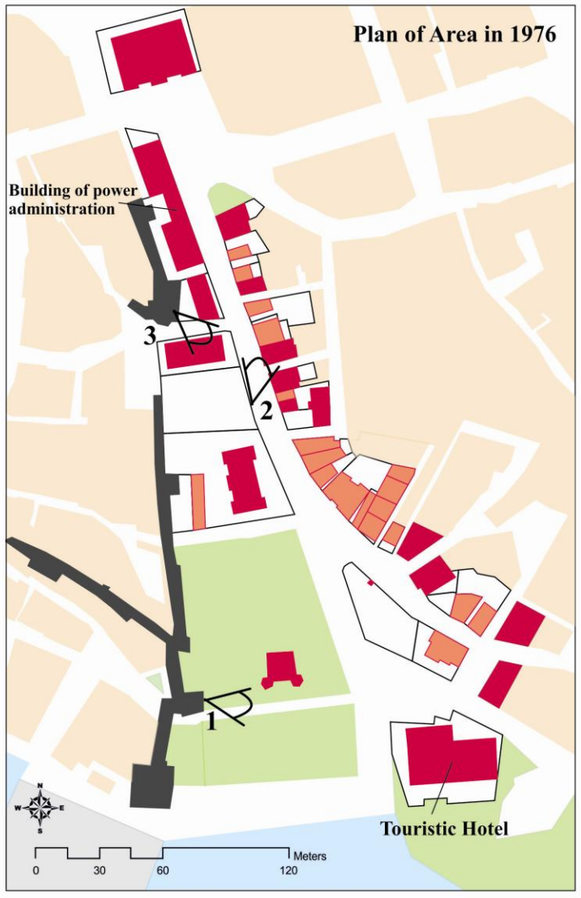






Figure 98. Atatürk Street in 1950s & 1960s

Atatürk Street In 1970s



Legend

- Buildings on Atatürk Street in 1970s
- Buildings which exist today
- Building Lots
- Active Green Areas / Parks
- The City Walls and Bastions existing in 1970s

Sources of Photographs:
1. Jay Goodman (1973, NATO Base)
http://www.tuslogdet4.com/sinop, accessed on 12th April 2010

2. Archive of METU City and Regional Planning Department, 2010

3. Troy Priest (1975-76, NATO Base)
http://www.tuslogdet4.com/sinop, accessed on 12th April 2010

At the end of the 1960s, newly constructed buildings began to emerge. In 1970s, high, scale, construction system and material, and building-lot relationship changed significantly. Most of the building parcels were joined to have larger construction area.

The city walls on the northern part of the area were demolished probably during the construction of building used by power administration at present time.

In 1970s, new green area was designed on the shore near the touristic hotel. It is 'Barış Manço Parkı' today. The sea was filled with earth in order to create a new road and park on the southern part of the area. The refuje with trees on the street was removed.

The number of traditional buildings were still much more than the new ones. However, even one new building was enough to create new physical environment different from the old one. In picture 3, it is seen that a multi storey building was built by demolishing traditional one. These is consequence of city plans putting construction regulations for Atatürk Street. After the decisions of those plans the street was got into dramatic process formed by changes.







Figure 99. Atatürk Street in 1970s

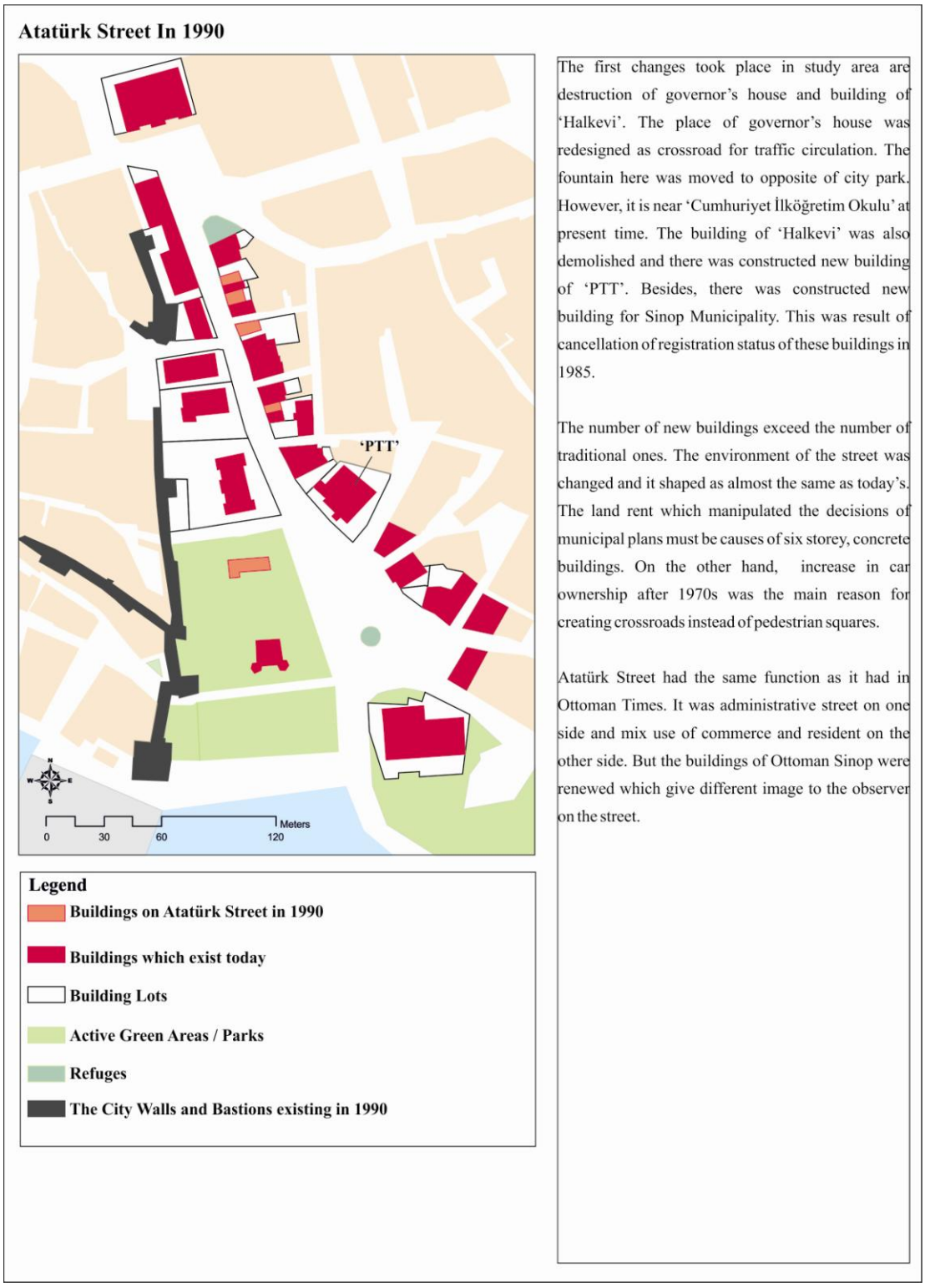
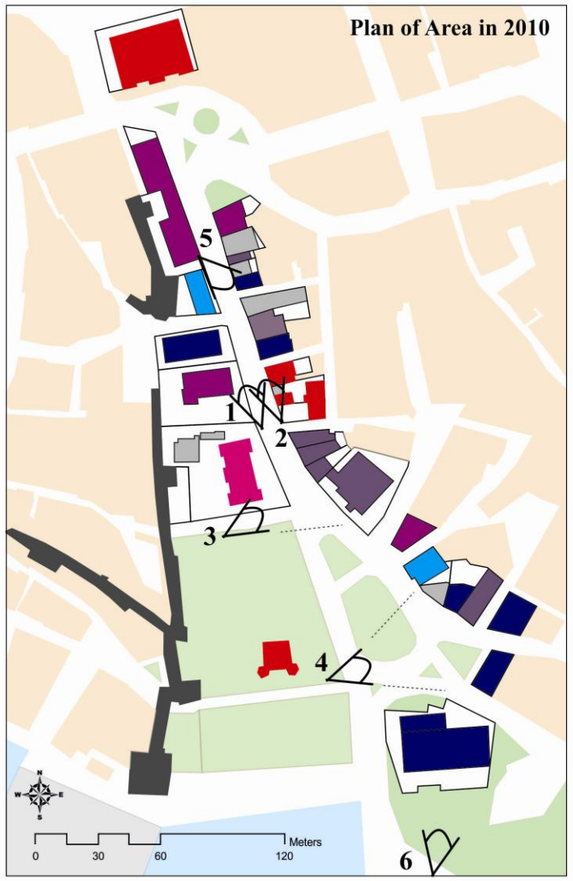


Figure 100. Atatürk Street in 1990

Atatürk Street In 2010



Legend

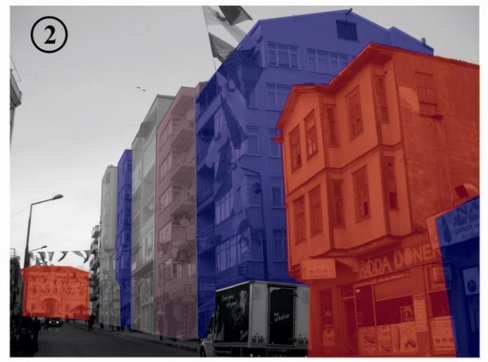
- **Buildings from 19th century & 1910s 6**
- **Buildings from 1920s - 1950s 1**
- **Buildings from 1950s 2**
- **Buildings from 1960s 7**
- **Buildings from 1970s 4**
- **Buildings from 1980s - 1990s 7**
- **Buildings from 2000 - 2010 7**
- **Building Lots with later changes in cadastral plan**
- **The Port**
- **The Active Green Area**
- **The City Walls and Bastions existing in 2010**

In the study area, it is observed that there are only 5 buildings belonging to 19th century. There are only one building, which is building of gendarmerie, belonging to the period of 1920 - 1950. These six buildings which give clue of the area's historic character are the cultural values of Atatürk Street in 2010.

The number of buildings which are believed to be constructed in 1950s, 1960s, and 1970s is 2, 7, and 4 respectively . After 1950, as mentioned in the urban development of the city, the construction of new buildings with the system of reinforced concrete increased in number. From the photographs and urban planning studies of Sinop, it is known that Atatürk Street is the main axe on which decisions of rise in the number of storeys were taken. In addition, there are 7 buildings which could be built between 1980 and 2000, and there are again 7 buildings constructed after 2000 on the street.

Atatürk Street exemplifies the effect of city plans and conservation council's decisions on traditional administrative axe almost totally changed its physical characteristics. The destruction of shipyard and creating green area for the citylife and functioning traditional building as 'halkevi' are the consequences of new regime which strenghts the function of Atatürk Street. However, with the introduction of concrete framed multi storey buildings, the loss of traditional buildings started. The city plans suggest to increase the number of floors for buildings. The conservation council took decision on registration status of governor's house and some other traditional buildings which was for the traffic circulation. The renewal of buildings take attention on Atatürk Street although its function has continued since 19th century.













All photograps were taken by Burcu Can in 2010.

Figure 101. Atatürk Street in 2010

4.2.3 Evaluation of Continuity and Change of Atatürk Street

Atatürk Street was a significant street of Ottoman Sinop. It was connecting Sinop shipyard and inner port to the government offices and inside the settled area. It was like a gate, entering the city from the port. At the end of the 19th century, there was shipyard of Sinop on the southern beginning of the street. Behind the shipyard, there were administrative buildings of municipality and special provincial administration with large building lots and gardens on the western facade. On the east of the street, there were traditiona houses with shops in their ground floor. The public buildings, as seen from the photographs, were constructed with the masonry system while traditional houses had timber frame structural system. All the buildings on the street had either two or three storeys. The houses were located in front of the parcels, giving face to the street. They also had projections on their upper floors. The pavement of the street was made up of stone and it was changed after with concrete.

Except for concrete pavement, there was not any big change on the street. The scale and most of the buildings were preserved until 1950s. One of the most important change took place in 20th century is creation of green area for the public in the place of shipyard in 1922. Together with 'halkevi' and building of army, 'city garden' or 'public garden' is the effect of new regime which gives way to form physical environment. The park known as 'city park' today, from 1920s to the present time, this public area has been used as gathering place for people of Sinop in special days and festivals. Today, inside the park, there is traditional building used as café named 'şehir kulübü' (city club) which could be again constructed in early 20th century.

On the other hand, the building used for administrative use in 1930s, and a school in 19th century, was functioned as 'Halkevi'. When Mustafa Kemal Atatürk visited thr city, he entered the city from Atatürk Street. Therefore, it is possible to say that Atatürk Street has symbolic meaning of republic. In 1930s, the area between city club and governor's house was Sinop's biggest open area together with city park.

There is a building recognized in the aerial view of 1954. It is a church behind the governor's house whose clear information is not gathered. It must be the center of one of the non Muslim neighborhoods located there. In addition, the small scale buildings on the northern part of the street, in front of the city walls are shops with one floor.

There is not much more change on Atatürk Streetup to mid- 1950s. From the photographs, it is recognized that the continuation of traditional houses was interrupted with empty building lots. In addition, the construction of touristic hotel on the shore took place in 1960s.

In 1963, the first city plan of city was prepared. The new constructions began to emerge on the city one after one. The impact of this on Atatürk Street is observed in 1970s. New buildings were constructed after touristic hotel. First the old buildings, the church and other traditional houses were demolished and this changed started around the hotel. Then, the eastern façade of the street began to be renewed. In 1970s, the small shops and the building of special provincial administration were destructed. There was built a structure for power administration and new multiple storey building for special provincial administration.

Second plan of 1977 put some other regulations for Atatürk Street. It gives right to build four storey apartments. At this point, 'land rent' becomes the dominant actor. It must be also important factor in the decisions of conservation council since while there were 15 registered buildings in 1979, in 1985 there were 10 registered buildings in the study area. In 1970, the building of municipality was another building which was rebuilt with reinforced concrete system.

Up to 1970s, the city walls were continuing nearly to the Sakarya Street. However, today some parts of the walls do not exist. It could be the consequence of construction of building for power administration. At the beginning of 20 th century again, there was constructed clock tower on the city walls which isone of the landmarks of the city.

The plan of 1988 proposed a crossroad at the end of the street which was implemented. To do this, governor's house's registration status was cancelled, the fountain located in the middle of the street was removed, and the pavement of the street was changed in 1980s. In 1990, there were high buildings on the eastern part, rebuilt public buildings on western part, and dominant traffic circulation.

Today, although the function of the street continues, it lost it historic buildings. Its physical character is totally different from before. The city park; however, is still important green area for the city life. It is again used for public meeting but not as often as in 1930s, 1950s because some parts of the area are used for car parking. It can be concluded that, continuity in function does not mean the continuation of physical existence. Atatürk Street is an instance since it does not show its symbolic meaning of republic with its architecture.

4.3 Continuity and Change Analysis of Sakarya Street

Sakarya Street is the last area which is analyzed in detail. The continuous and changed elements on Sakarya Street are determined. Sakarya Street had emerged at the beginning of the period of republic. It has been developed and became the major astreet of Sinop. Its change goes with its and cities' that the reasons behind its change are different from others. Since the area is large, the periods for this street are understood by the help of visual documents.

4.3.1 The Location of Sakarya Street and Its General Characteristics

Sakarya Street is located in the middle of the walled city. It starts from the western city walls (or eastern walls of inner citadel) and it ends at the square in front of Government Office. It is the spine of the settlement and it is also commercial center serving the whole city. Sakarya Street is also the main transportation axe of the city inside the walled city. Outside the city walls 'Cumhuriyet Street' is the continuation of it. The study area contains the parcels facing the street from the enterence of the walled city on the west and Government Square on the east.

In the study area of Sakarya Street there are 123 buildings located on 117 building lots. Since it is the densest street of the city, the buildings are covering more than half of the building lots. There is more than one use in buildings which have more than one entrance both from Sakarya Street and the secondary streets perpendicular to it. The street is defined by building facedes. In addition, the historical mosque of Alaaddin Mosque is located on the street together with some other monumental buildings on the street[13].

Due to Sakarya Street's commercial function, there are 52 buildings with commercial facilities and 42 buildings of residents with shops on their ground floors. Apart from them, there are Mosques of Alaaddin, Kaleyazısı, and Meydankapı; Masjid of Fetih

[13] Appendix L.

Baba; Yeşil Tomb; Alaaddin Hamamı; and Terazi Fountain are located on Sakarya Street.

In the study area of Sakarya Street it is determined that more than 80% of the buildings are new buildings constructed with the system of reinforced concrete. Besides, the number of traditional buildings from 19th century is only 10, which makes 7% of the study area[14]. They are monumental buildings from Seljuks or Ottoman period of Sinop. Most of them are settled on the eastern part of the street today. On the other hand, traditional buildings from Early Republic which are counted 22 are located on the western part of the street. In addition, there is one construction and 2 not studied buildings one of which was a church before on this study area. Among 117 buildinglots facing to Sakarya Street only 8 of them were registered in 2004. These are the parcels of historic monuments except for the one on which there are new building: 136 / 21. The detailed information is not gathered about this parcel; however it was on the registration list in 2004. The registration of this parcel could be cancelled between 2004 and 2010 and there should be new building which exist today was constructed.

Again, similar to Southern Port & Kurtuluş Street and Atatürk Street, the number of multi storey building exceeds the number of low rise buildings on Sakarya Street. Traditional buildings in Sinop have one, two or three storeys. On Sakarya Street total number of one, two, and three storey buildings is 42 while the number of four, five, six, and seven storey buildings is 77. The low storey buildings are on both eastern and western edges of the street. Aladdin Mosque, Alaaddin Hamam, and Yeşil Tomb are the ones having low rise located in the middle of the street. On other parts multi storey buildings are the dominant buildings of Sakarya Street.

From the construction system analysis, it is recognized that the mosques on Sakarya Street has structural system of masonry having one timber frame system facade in the second storey. Apart from that, there are 27 buildings having masonry system and one building with masonry system ground floor & timber frame system upper floors.

[14] Appendix M.

Most the buildings having masonry system are the traditional groups from the beginning of 20th century. There is not any traditional house on the street today, only monumental buildings and few shops constitutes historic parts. There is not determined important structural problem on the buildings inside the study area of Sakarya Street. 28 of traditional buildings are in good condition in terms of structure and material and 3 of traditional buildings do not have any structural problems. There is slight loss of finishing on their facedes.

4.3.2 Analysis on Sakarya Street

The analysis made on Sakarya Street starts from the end of 19th century. However, the information of physical environment of the area is limited to created plan of area in 19th century. The expressions about Sakarya Street at the end of 19th century and in the beginning of 20th century include arguments based on photographs and literature research. Then the aerial photographs of 1954, 1976, 1990, and 2010 are used together with the photographs from 19th century, beginning of 20th century, 1950s, 1960s, 1970s, and 2010.

Sakarya Street In 1990s





From the history of the city of Sinop, it is known that Sakarya Street was 'cardo' of Hellenistic Sinope. Due to its location inside the city it has crucial role. Sakarya Street has been one of the main axes of Sinop; however, it was not a commercial axe in Ottoman times.

In Ottoman Sinop, there were two commercial centers of the city: Kaleyazısı and the area behind the inner port. Sakarya Street was connecting Kaleyazısı to residential areas and it was also linking walled city and outer city by providing direct and continuous passing.

There is not enough information about Sakarya Street before Republician Era. Nevertheless, from the photographs it is possible to make some comments about the street at the end of 19th century.

In 19th century, the city walls on the west was complete and undamaged. The entrances were from Kumkapı and inner port. After Kumkapı the commercial area began on today's Barbaros Street. Then, İnönü Street where the shops were settled was located and these two axe were reached to Sakarya Street. It can be true that another role of Sakarya Street was connecting inner citadel to walled city. Tuzcular Street had had much more commercial facilities since it associated Kaleyazısı Bazaar and the commercial center of port.

The pictures from the beginning of 20th century gives information about the physical environment of the street. The picture numbered 1 is older than the picture 2. In the first picture, there are traditional houses in adjacent order, covering the whole front of building lots. They have two or three storeys with a projection on their upper floors. The structural system of traditional building is timber frame system with masonry sub-basement level. Some buildings had finishing of either plaster or timber cover. In the picture 1, the facades of the buildings with projections and finishing style constitutes special character of the street.

In second photograph, on the right part of the street there were also some shops on the street as well. The buildings are the same as the ones seen in the first picture. On the left part of the street, there is stone masonry wall which could be one of the monumental building's wall (Alaaddin Mosque). The single trees located in private open areas in both pictures creates some kind of green elements or areas on the Street. The pavement of the street is not clear; however, it must be traditional pavement made up of stones.

As mentioned before, there is not gathered enough information about the physical character of the street; therefore, it was not possible to draw plan view of the area for 1900s and 1920s-1940s.

Sources of Photographs:
Archive of Sinop Privincial Culture & Tourism Directorate, 2010

Figure 102. Sakarya Street in 1900s

Sakarya Street In 1920s - 1940s

In the beginning of 1920s, from the photographs of Sakarya Street, there could be small changes in the physical character. The picture number 1 looks like the picture number 2 in 1900s. When looking at two of them, it is figured out that the character of the street is the same. The shops on the right side of the picture number 1 and the houses coming after them belong to 19th century. There is continuity of physical elements of Sakarya Street from 19th century to 1920s.

The picture numbered 2 showing the previous situation of Alaaddin Mosque was taken from western part of the street. The house at the end of the street is the house near the shops in the first picture. The wall on the left part of the street in the first one is the wall of Aladdin Mosque. So, there was small shops around the Aladdin Mosque in 1900s and 1920s. From the second photograph, it is seen that there was small structure in front of the mosque which seems a part of it. However, today it do not exist. The shelters on the left of the mosque again are not there anymore. In 1917 there was a destructive fire in the neighborhood of Camii Kebir which the fountain named 'Terazi' was burned together with traditional shops and houses on Sakarya Street. Thinking with the pictures 1 and 2, it can be concluded that the fire was affected the western part of Alaaddin Mosque of Sakarya Street. The loss of traditional buildings started.

The third photograph shows the historic prison. Behind the prison,there is match factory on the left and western city walls on the right. It is learned from this picture that the walls on the west had arches and they were complete at the end of the 1920s. In literature research, it is known that Sakarya Street was designed to connect western parts out of the walls to the inside of walled city in 1930s. The road was opened by demolishing western city walls. That is the first important change both for Sakarya Street and the whole city since 19th century.

The picture number four supports the idea of change after fire in 1917 and destruction of western walls. The second group of traditional buidings must be emerged between the first group buildings. The shops at the western edge of the street and timber houses behind the street show that the historic character of the city was conserved in 1940s. There was harmony of traditional buildings from the first group and the second group. The building near Kaleyazısı Mosque is an example of this. There is another fire in 1946 in Camii Kebir neighborhood, the analysis of 1950s - 1960s include its consequences.

Sources of Photographs:
1.2.3. Archive of Sinop Privincial Culture & Tourism Directorate, 2010
4. Cover of the Book "Sinop'un Hanı: Sinop Hapishanesinin Tarihi ve Edebiyattaki Yeri" (Ersoy, Tolga; 2007)



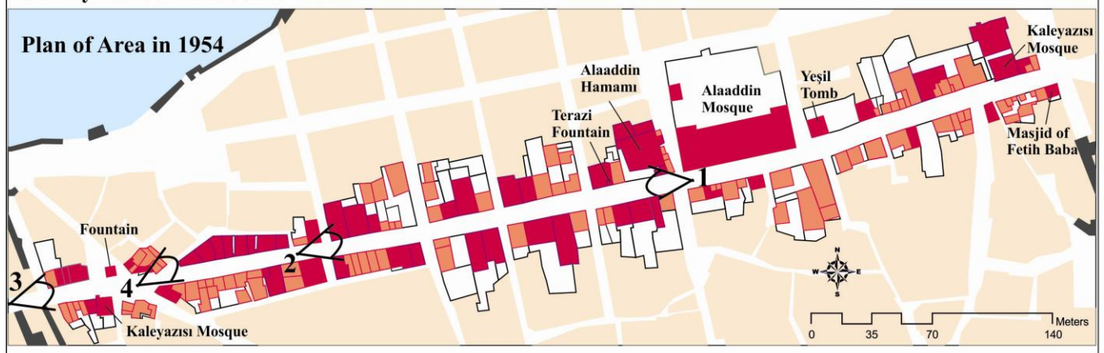






Figure 103. Sakarya street in 1920s and 1940s

Sakarya Street In 1950s & 1960s



Legend

- Buildings on Atatürk Street in 1950s
- Buildings which exist today
- Building Lots in cadastral plan of 1954
- The City Walls and Bastions existing in 1950s

With the effects of fires in 1917 and 1946, new buildings of traditional buildings of second group had begun. Then, in 1956 another fire took place in Kaleyazısı and Camii Kebir neighborhoods where Sakarya Street passes in the middle of.

When looking at Sakarya Street in 1954, the adjacent order of structuring on small parcels on the west of the street are seen.This was a part of Kaleyazısı Bazaar where traditional shops were located. There is Kaleyazısı Mosque and fountain together with these traditional shops around the open area called 'Çeşme Meydanı' (fountain square).

Along with the middle of Sakarya Street, the size of buildings and building lots become larger and the function of the street must be residential. Alaaddin Mosque, Alaaddin Hamamı, Terazi Fountain, and Yeşil Tomb are also settled there.

Again, on the eastern part of the Sakarya Street near 'Hükümet Meydanı', there were small size parcels with small scale buildings of shops. Meydankapı Mosque and Fetih Baba Masjid are the landmarks on the eastern end of the street.

From the photographs from 1950s and 1960s, it is observed that at the end of 1950s, the traditional buildings from the second group had been replaced with the traditional buildings from the first group. The buildings have again two or three storey. Sakarya Street is covered with concrete like Kurtuluş Street. The refuge on the middle of the street with trees was one of the physical elements in the study area.

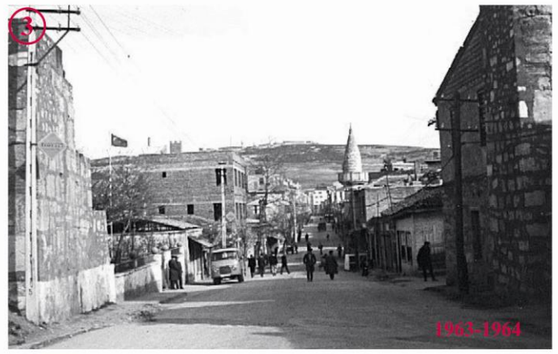
In 1960s, as learned from the photographs, the number of traditional buildings of the second group were more than the first group. The refuge was removed. The photograph numbered 4 was taken from 'Çeşme Meydanı'. From that picture, the buildings from the first and the second group are seen in harmony in terms of their facede organization and mass proportions. The shops on the ground floor of the buildings also take attention. Here, the traditional street pavement is seen.

In the beginning of 1960s, buildings constructed in 19th century and in the beginning of 20th century were determinants of character of Sakarya Street. The continuation in facades, the high of buildings support this. However, it is also recognized that the change began after 1960 in terms of street pavement and elements on it. In the pictures there is not any new buildings but after the city plan of 1963, they must took place on Sakarya Street as well.

Sources of Photographs:
1. Fred Schwartz (1959-60, NATO Base)
2.4. Joe Howard (1962-63, NATO Base)
3. Frank Fitzhenry (1963-64, NATO Base)
http://www.tuslogdet4.com/sinop, accessed on 12th April 2010







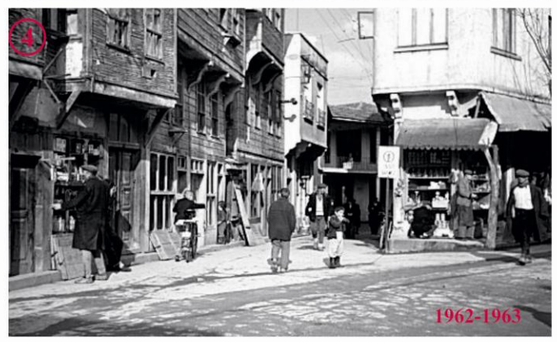


Figure 104. Sakarya Street in 1950s and 1960s

Sakarya Street In 1970s



Legend

- **Buildings on Atatürk Street in 1976**
- **Buildings which exist today**
- **Building Lots in cadastral plan**
- **The City Walls and Bastions existing in 1970s**

In the city plan of 1963, the development of the city was proposed as linear form. There were suggested new areas on both east and west of the settled area. In this plan, Sakarya Street was determined as the main transportation axe of the city. Consequently, the commercial center of the city started to develop on the dircetions of east and west and commercial facilities on Sakarya Street increased in number.

With respect to 1963 plan and its effects on Sakarya Street, when comparing the two maps of 1954 and 1976, there is seen striking change on the physical environment of the street. Especially on the area, in the middle of the street, there was multi storey buildings. The size of the building lots, on the other hand, changed due to thier being joined probably after 1960s. Compared to 1950s, with larger parcels, it was possible to build large scale buildings on newly developed commercial axe of the city.

In addition to the new commercial facilities on Sakarya Street, the increased land rent in the city center caused to transform the building lots and to lose traditional houses belonging to 19th century. This threat led to addition of new floors to the traditional buildings of the second group. The monumental buildings; however, continued to exist.

In the photographs from 1970s, it is seen that the new buildings with reinforced concrete system increased in number. The first picture was taken from 'Hükümet Meydanı'. On the right, the minaret of Meydankapı Mosque, on the front the traditional shops, and behind them the new multi storey buildings are seen.

In the second photograph, the tissue constituted by the traditional buildings of second group and few four storey new buildings are recognized among them. Third photograph shows that one of the first banks in the ctiy 'Emlak Kredi Bankası' chose a place near Yeşil Tomb. The difference between old buildings and the new ones, and their togetherness are exampled by this picture.

1970s for Sakarya Street can be described as a period in which the historic buildings disappeared, and newly scaled buildings emerged among them. The change in historic character started to be obvious.

Sources of Photographs:
1.2. Bob Shirley (1968-70, NATO Base)
http://www.tuslogdet4.com/sinop, accessed on 12th April 2010

3.Archive of Sinop Provincial Culture & Tourism Directorate, 2010





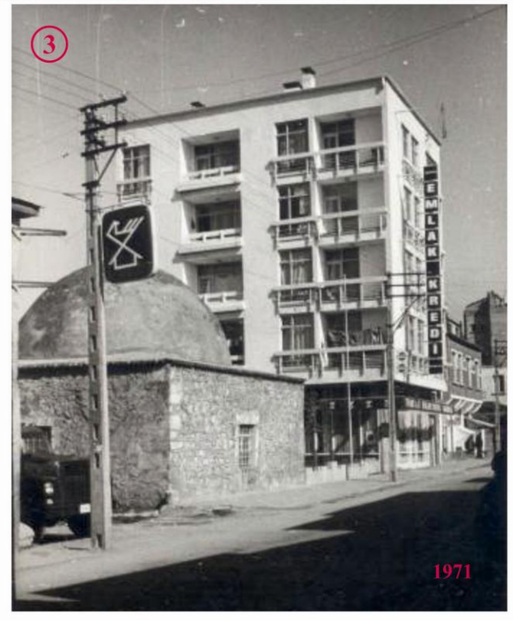


Figure 105. Sakarya Street in 1970s

Sakarya Street In 1980s - 1990s



Legend

- **Buildings on Atatürk Street in 1990**
- **Buildings which exist today**
- **Building Lots in cadastral plan**
- **The City Walls and Bastions existing in 1990**

In 1/5000 scale Municipal Plan of Sinop prepared in 1977, Sakarya Street was significant and the most important axe of the city. It was commercial spine which had developed in very short period of time, about 30 years. The plan of 1977 proposed new population to the neighborhoods of Kaleyazısı, Camii Kebir, and Meydankapı where Sakarya Street passes through. It was thought that the new population would caused in additional floors on the buildings in these three neighborhoods. Therefore, the plan determined four storeys for Sakarya Street.

The next municipal plan which was finished in 1988 also suggested six or seven storeys on the main axis of the city of Sinop. Hence, the city plans are the determinants of physical character of Sakarya Street in 1980s and 1990s since the plan of 1988 is still valid with a lot of changes.

From the map above, it is seen that almost whole of Sakarya Street of today had been formed until 1990. This was result of not only municipal plans but also decisions of conservation councils. In 1979, the number of registerd buildings facing with Sakarya Street was 17. Today it is 8. The nine buildings were probably the ones which were traditional houses having shop on their ground floors. Today there is not any traditional building from the first group on Sakarya Street.

In 1980s and at the beginning of 1990s, most of the buildings on the street was high rise ones. They had either 4, 5, or 6 floors. They were adject order with different architectural styles. The additional floors were implemented most likely to both the traditional buildings from the second group and buildings which had been produced since 1950s.

Figure 106. Sakarya Street in 1980s and 1990s

Sakarya Street In 2010



Legend

- Buildings constructed before 20th century 11
- Buildings from 1900s - 1954 42
- Buildings from 1954 - 1976 25
- Buildings from 1976 - 1990 38
- Buildings from 1990 - 2010 7
- Building Lots in with later changes in cadastral plan
- The City Walls and Bastions existing in 2010

Similar to the studies of Southern Port & Kurtuluş Street and Atatürk Street, there are 11 buildings belonging to the period of Sinop before 20th century on Sakarya Street. The number of buildings constructed between 1900s and 1954 is 42. 22 of them are traditional buildings of the second group. That is, after the fire of 1917 there should be built second group buildings, and after 1950 the construction of reinforced concrete system buildings accelerated.

There is not much information about Sakarya Street in 1960s. From the photographs, it is known that new buildings with new construction system were emerged and the plan of 1963 supported this with giving permission of multi storey. The commercial axe of Sakarya Street became to be the first axe of the city with this plan. Until 1976, 25 buildings were produced on the street.

The period between 1976 and 1990, the number of new buildings reached 38. The two city plans of 1977 and 1988 put more population and more floors on buildings on Sakarya Street. The street was the first commercial spine of the city. This commerce on street, land rent, and planning decisions supported each other and vertical development on Sakarya Street became common in Sinop starting from there.

Conservation council's decisions which conserve historic buildings as cultural values was also affected by urban development pressure. The number of registered building dropped to 8 in 2004. The building lots of traditional buildings was redeveloped with multi storey ones.

From 1990 to 2010, according to aerial photographs, only 7 buildings were constructed. That is, in 1990s the physical character of the area transformed to today's environment. Without any aesthetical approach, today's Sakarya Street came up.

All photograps were taken by Burcu Can in 2010.



Figure 107. Sakarya Street in 2010

4.3.3 Evaluation of Contiuity and Change of Sakarya Street

Sakarya Street is the major street of the city lying from the western walls to the eastern city walls. It was 'cardo' of Hellenistic Sinop which was again one of the two main axes of the city. However, in Ottoman times, the street was not as important as it is today since it was not commercial center of the city. Sakarya Street got role of commercial axe after its being connected to the outer parts of the city on the west by demolishing the historic walls in 1930s.

The physical character of being direct and smooth and its location inside the settled area, Sakarya Street had potential for developing. In Ottoman Sinop, the two centers of Kaleyazısı and Southern Port was connecting each other by Tuzcular Street. Sakarya Street had role of making relationship between Kaleyazsı and Military Axe of Atatürk Street. From the photographs taken in the beginning of 20th century, there were traditional houses on Sakarya Street.

After the battle of Sinop, the importance of the port of the city declined. In 1924, the population exchange took place and the commercial activities in the southern shore of the walled city disappeared. At this point, with the opening of Sakarya Street to the outside of the city provide new development. In 1917, there was a big fire on Sakarya Street, as learned from the photographs; the western part of the street was damaged. This could also lead to create new buildings on the street. Sakarya Street began have commercial facilities on itself after 1930s.

In 1946 and 1956, there were again fires affecting the neighborhoods inside the city walls. This must accelerated the spread of commercial on the traiditional buildings of the second group which emerge after those fires. In 1954, there were traiditonal buildings of both first and second group on Sakarya Street. The commerce was on the gournd floors of the traiditonal buildings. Then, as met in Southern Port & Kurtuluş Street and Atatürk Street, the construction of buildings with new structural system started in 1960s. This is also seen from the pictures of the street. The pavement of street was also concrete.

In 1963, the first municipal plan of Sinop was prepared. The tissue which was composition of two or three storey traditional and new buildings began to change with additional floors on them. With the establishment of NATO base and with the newcomers the city grew. Related to this, the commerce was developed on the linear form on Sakarya Street. The city plan of 1963 supported this. It determined Sakarya Street as a commercial axe of the city.

Then, with the effect of developing commerce on street, the price of land increased on Sakarya Street. That was threat for the traditional buildings. Until the first conservation decisions of conservation council, it is not known how many traiditional buildings of the first group destroyed. In the beginning of 1970s, there were constructions which create multi storey buildings with a system of reinforced concrete. In the aerial photograph of 1976, the fountain in Kaleyazısı was removed. This must be effect of motorized traffic since the refuges on Sakarya Street were also removed.

In 1977, the second city plan was prepared. It determined four as the floor number appropriated for Sakarya Street. According to this plan the population of the city would be increased and some of them could settle around Sakarya Street. That coused in increase in number of storey also. The first conservation decisions taken in 1979 were late for protecting traiditional buildings from being destroyed and replaced with new ones.

In 1988, the third plan of Sinop was created. Up to this plan, the city council had taken some decisions about the tissue of the city. The historic character of Sakarya Street was lost. The number of floors reached 5 and 6 by this decisions and the new plan supported this. The street was very similar to todays in 1990. There are only monumental buildings remained from historicity of Sinop at present time. The conservation council's decisions also preserve only these monumental Islamic buildings since the ruin of church behind Meydankapı Mosque is neglected and is not seen from the outside like the city walls of Sinop. The continuity of traditional houses and shops are not seen on Sakarya Street today.

4.4 Result of Detailed Analyses on Southern Port & Kurtuluş Street, Atatürk Street, and Sakarya Street

Southern Port & Kurtuluş Street is an area where the visitor of town sees the first image of Sinop from the south showing the contrast of traditional and new. It is known that Southern Port & Kurtuluş Street started to change with Battle of Sinop in 1853. It was not only a reason but also a trigger for change of environment here because it led to fires and migration. The timber frame buildings of commerce related to port, fishing, trading like depots or shops were fired and lost. The merchant people of Ottoman Sinop – Rums – lost their buildings. Most of wealthy families left the city. Then, with the population exchange in early Republican period, Southern Port & Kurtuluş Street lost its commerce based structuring and the economy of Sinop declined dramatically.

With the establishment of NATO Base, the area began to be shaped by tourism and concrete frame buildings. In the meantime, the area developed vertically as seen in all other parts of the city due to municipal plans. However, due to its location, this area has not been used densely. The number of vehicles is low, it is used by pedestrians. It has transformed from trade based commercial area to tourism dominant commerce space. Urban policies and function of the area has developed naturally which goes with natural change and natural preservation. The tissue is lost, but some of the buildings which determine or have a special character that give identity of area exist today. These cultural heritages on the shore are not paled beside the new ones. With the effect of tourism, in Southern Port & Kurtuluş Street represents the conflict of conservation and development now. Here, it can be said that the conservation or continuity of physical environment had become natural life of Sinop until the first decisions of conservation council in 1979.

Other part of the city, Atatürk Street shows the effect of republic and modernization in Sinop. Since it is the street whose number of visual documents is more than the others, the process of change in physical character of Atatürk Street can be followed very well. Atatürk Street, as mentioned before, has always been an administrative

axe of the city. It is true to say that rather than its function, physical environment underwent change significantly. Throughout history, all of the development activities created by central and local authorities can be clearly observed on Atatürk Street. Apart from natural disasters took place in Southern Port & Kurtuluş Street, plans and projects prepared for the city have crucial role in terms of its change.

In the beginning of 20th century, there was shipyard near the eastern city walls on the southern ending of Atatürk Street. However, declining economy caused Ottoman shipyard not being used. Then, with the new approaches of republic the place of shipyard was cleaned and turned into green area 'millet bahçesi' (city garden). Constructing the building of gendermery and governor's house in 1920s made this axe as administrative spine of Sinop where had already had buildings of courthouse and municipality since 1890s. Inside the city garden, there was statue of Mustafa Kemal. It is known that national holidays and festivals took place in this designed green area. In addition, Mustafa Kemal's visit in 1928 started from the sea by entering the city through Atatürk Street. Therefore, it is the first area in Sinop that represents Republic of Turkey and the street which has accepted all modernist attitudes since then.

NATO base, which was the biggest investment in Sinop, had also effects on Atatürk Street in 1960s. The new hotel serving the tourists emerged on the end of the street behind the sea. It brought new construction system to the street: reinforced concrete. Along with the price of land and land rent, the replacement of traditional buildings with high rise apartments accelerated after the construction of hotel which was bigger than any other traditional or monumental building on Atatürk Street. In conjunction with this, urban plans and decisions of council of municipality on settlement gave right to the owners of timber frame, two-storey houses with gardens turn into concrete frame multi-storey blocks without open area on parcels. Nevertheless, in 1975, there was huge number of traditional buildings generating historic character of the street. Yet, the unstoppable rise of new type changed its physical environment. Making decisions about cancellation of registration status had positive impact on this transformation.

Here, role of city plans and relationship between physical development scenario thought for Atatürk Street and conservation of traditional tissue shows that plans orientated and alternated the provisions of preserving some buildings. For instance, after the governor's house was determined as a not listed building, the plan of 1988 proposed a crossroad for vehicle circulation. The pedestrian based traffic left its place to vehicular one. Moreover, there were also plan alterations in the matter of increase in building density by council of municipality. Today, the municipal plan of Sinop prepared in 1988 is still valid due to the lack of new plan. There are few traditional buildings which are not in use along the street and left on their devices. They are under the pressure of multi storey housing. The idea of making some profit from this precious urban land makes impossible to preserve continuity of cultural heritage. Atatürk Street, street of republic in Sinop, lost not only its historic elements but also its symbolic meaning defining its character.

Sakarya Street, which came in the main axis of the city is another important area showing big change in terms of its physical features. This street was 'cardo' of Hellenistic Sinope, so it has straight direction of east to west. However, before 1930, it was not going west to outside the settled area because there were inner citadel dated back to Hellenistic, Roman, Byzantine, Seljukid, and Ottoman Sinop. It was probably ending at 'çeşme meydanı' where entrence of commercial center of Kaleyazısı from the south was. As an ordinary street of Sinop in the times of Ottoman Empire, it was reflecting all characteristic: stone paved street having trees on both sides; timber houses with three-storey, projections, courtyards or gardens; and monumental buildings of mosques, masjids, tombs, and fountains.

Sakarya Street was a place which subjected to all the fires -apart from the one in 1924- took place in Sinop: 1892, 1914, 1917, 1946, and 1956. The fabric with fire vulnerable elements lived this loss badly for almost 60 years. Then, like observed in Atatürk Street, land use features of the city planned by authorities formed the area.

For the city's being connected outside, other cities and Anatolia, the walls of inner citadel were broken down in 1930s. This act which was applied in order to gain

stronger highway system put Sinop into another development process. The function of the street was changed. The commercial facilities started to choose place on Sakarya Street which was a part of residential district with small number of shops before. Until the last fire (1956), the change in function was observed slowly. Then, in 1960s, production of modern apartments and definition of the street as 'commercial spine' of the city by plans, Sakarya Street became popular. As seen in the case of Atatürk Street, land price was very high that there were no houses located on it anymore. It has been asphalt paved, direct, and dense road defined by blocks of flats covering the wholr area of building lots on both side. There has not been any tree or green area through the street. Today, the replacement of old buildings to the new continues on Sakarya Street where urban rent or land price affects even new ones to renew. The qualified buildings (traditional buildings of the second group) of early republican period are under threat. Only monumental buildings are preserved and guaranteed their existence.

Sakarya Street lies between historic prison and historic building of courthouse and it is one of the traces of Sinope. It contains significant monuments from all time periods of the city but it also includes unaesthetic urban texture which hinders historic character of town. This kind of settlement is common in Turkey that anyone can see it in any city. Although Southern Port & Kurtuluş Street and Atatürk Street had important changes, they still conserve their functions; Sakarya Street lost its cultural heritage as traces of traditional urban settlement.

Besides, inside the boundaries of Ottoman Sinop, there are residential areas showing different characteristics today because of the change: northern area of Batur Street, area between Sakarya Stree and Kurtuluş Street, and neighboods of Kefevi, Yenimahalle, and Ada. The fist two areas locate inside the walled city and exposed to fires. The settlement on the northern part of Batur Street lost its historic quarters together with monumental buildings until 1950s. Therefore, at the present time, there are few traditional buildings of first group and small number of traditional buildings of second group. During the field research, there are recognized traditional buildings from Ottoman times which are not registered and forgotten. This area is occupied by

low income group some of who are gypsies. The texture of the area disintegrates when approaching from Batur Street to the northern city walls. The number of floors in buildings decreases and the ratio of open and built up areas on building lot approaximates each other.

The territory determined by Sakarya Street, Kurtuluş Street and city walls has both old and new settlement together. Here, traditional houses with gardens, new houses which are replicas of the old ones, and multi storey blocks are seen together. The reinforced concrete buildings as copies of traditional ones emerged probably with the effect of developing tourism. On the street named Tuzcular, the pattern compises of timber Sinop houses due to its being preserved by conservation council's decisions.

4.5 Continuity and Change of Walled City

This study is prepared in order to combine the results of three study areas and the information about the walled city gathered from visual documents. Firstly, the character of the area before 20th century is figured out with the help of schematic drawings briefly. The maps and illustrations of Sinop and Sinop Battle created by mostly foreign travelers and the people from Russian navy are used. Secondly, Sinop in 20th century and its change is determined with the comparison of photographs of some small areas inside the walled city.

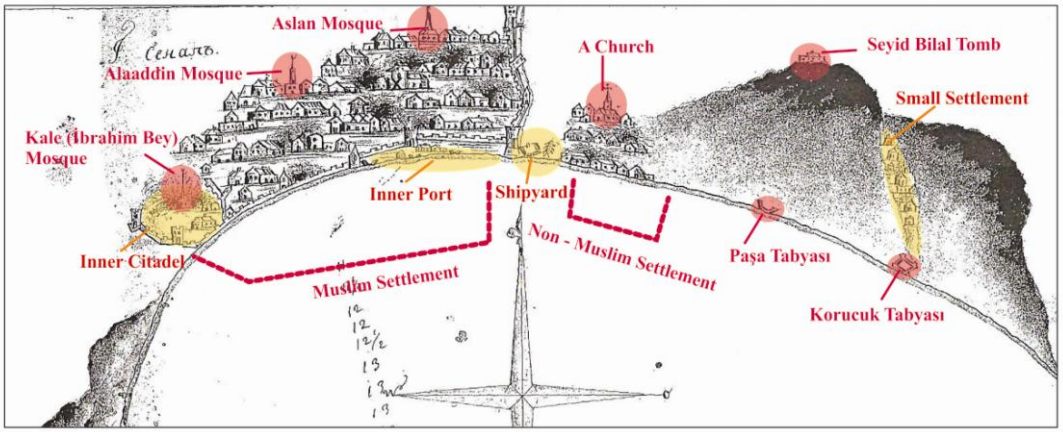
In 1853, before the battle the city was lying both inside and outside the historic walls. However, the view of Sinop drawn by Russian lieutenant commander, there is more information about the physical character of the city (Figure 144). First of all, there is one more small settlement outside the walls on the eastern hills between Seyid Bilal Tomb and Korucuk Tabyaları. There is not any written source related to this. Secondly, the differentiation of Muslim and non Muslim settlements are drawn very clearly. Outside the walls on the southern shore there is shipyard of city and non Muslim neighborhoods. There is a church drawn inside these neighborhoods. Its name is not known due to insufficient information. Paşa and Korucuk Tabyaları, which are the military basis to protect the city, are again shown explicitly in the illustration. Inside the walled city, three mosques take attention: Kale (İbrahim Bey)

Mosque, Alaaddin Mosque, and Aslan Mosque. That is, these three mosques were the big ones which were landmarks of Ottoman Sinop. Inner citadel, a military base of city, and inner port are also seen. The city is composed of traditional buildings having two storeys, the trees, and traditional streets as open areas, landmarks, military buildings inside the walls and bastions surrounding them.

Today, both Kale and Aslan Cami do not exist. The shipyard was removed and replaced with City Park. The continuation of city walls is interrupted with opening roads on the west and northern part of the eastern walls. There is not any church; there are ruins of some churches and chapel. The number of traditional buildings is very small and they are not recognizable inside the apartments.

City of Sinop in 19th Century

View of Sinop Comp. by Lieutenant Commander von Deers
from the website of http://www.primarysourcesonline.nl/ead/dsc.php?c01=c02&faid=494dtoc.xml



Plan the extermination of the Turkish squadron of Admiral Osman - Pasha at Sinop,
the Black Sea Fleet squadron under the command of the chief of naval 5th Div
from the website of http://runivers.ru/doc/d2.php?CENTER_ELEMENT_ID=147095

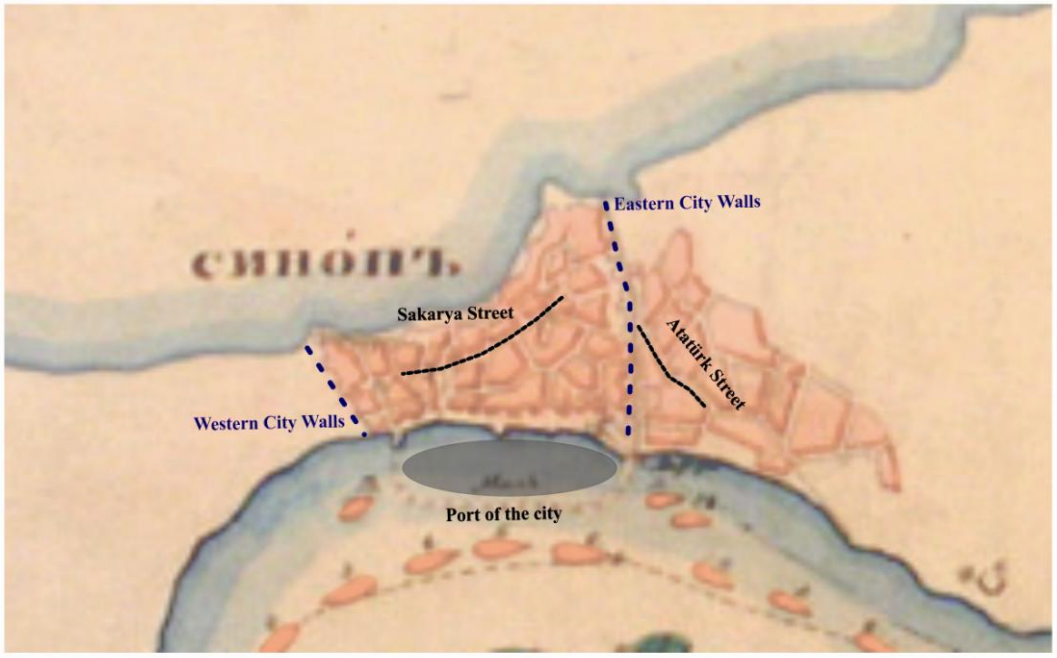


Figure 108. City of Sinop in 19th Century

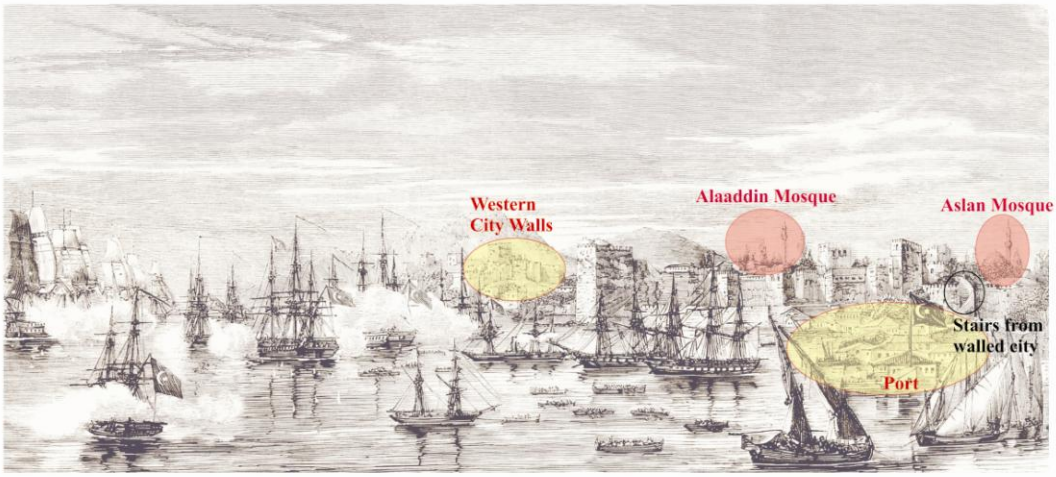
There is plan view of city in the same figure. Compared with today's street pattern, it is seen that they are not fitting. However, from the history of the city it is known that the southern part of Sakarya Street has organic pattern while the northern part has grid – iron pattern. Therefore, this map is not taken as direct source. Nevertheless, it shows the borders of the city. The undestroyed version of the walls, their direction and possible location are recognizable. In addition, it is learned that the port of the city was still big in terms of scale. Sakarya Street and Atatürk Street is tried to be figured out on this map as well.

From the other illustrations in the figure 145, there are additional information about the walled city in 1850s. Alaaddin Mosque, the biggest mosque in Sinop, is drawn in all pictures. It is a part of silhouette of the city. The southern walls on the other hand, are facing with the sea. They are high and strong. The settlement inside the city walls is not recognizable when looking from the sea. Trees, roofs and upper floors of few buildings can be seen. There is drawn a stair connectin the port to the walled city on the walls. The only area on which some buildings are located is the port. It is outside of the walls. There are one storey buildings on this part. In same figure, in the picture below, the settling of buildings according to the structure of land is seen. In addition, the gates from the sea to the citadel and the walled settlement and the shipyard on the east are also shown in this illustration.

In the beginning of 20th century, there is not much change in the physical character of the city. The period of 20th and 21st centuries are examined in charts which have explanation abased on comparison of old and new photographs.

The Walled City in 19th Century

L'ILLUSTRATION, Journal Universel, vol. 22 , 1853, Paris
from the website of http://historic-cities.huji.ac.il/turkey/sinop/maps/illustration_journal_1853_%20sinop.html



Don Francisco de Paula Vidal, Historia contemporánea del Imperio Otomano, ó sea,
De la guerra de Oriente, pp. 232-233, 1855, Madrid, Barcelona
from the website of http://historic-cities.huji.ac.il/turkey/sinop/maps/vidal_1855_sinop.html5

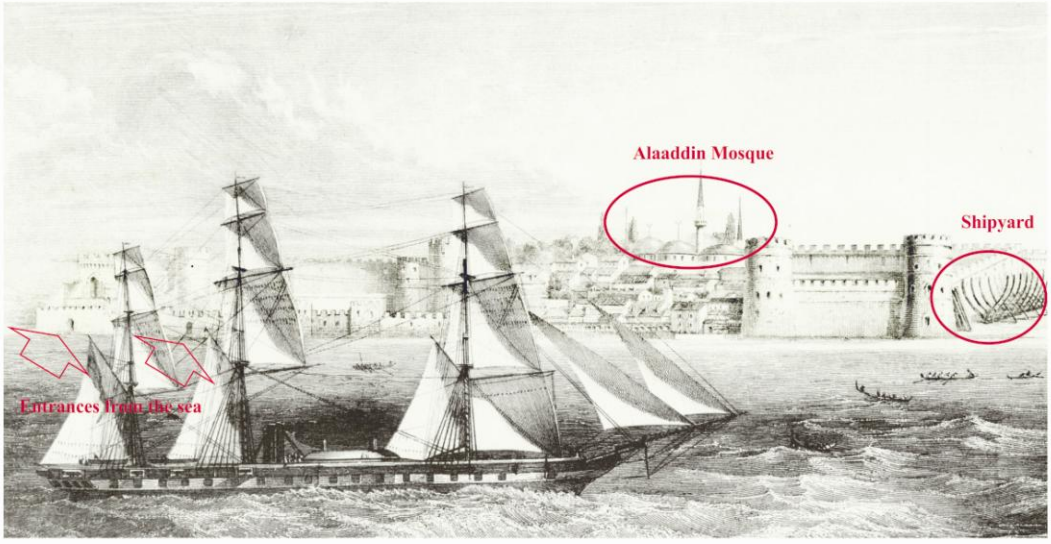
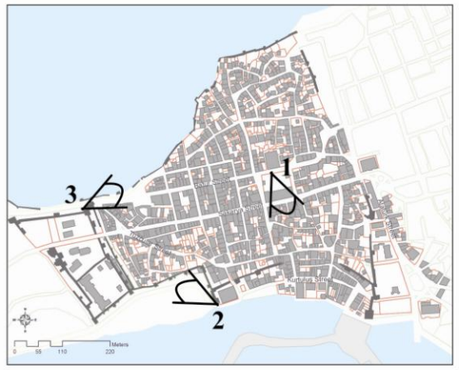


Figure 109. The walled city in 19th century

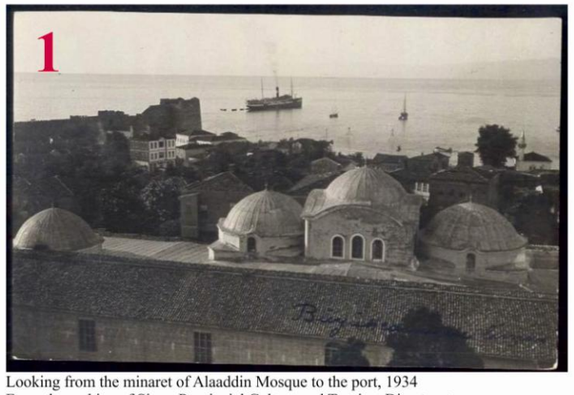
The Change in Walled City - 1 -



The first group of photos shows the urban tissue of the southern part of the Sakarya Street. Since it was taken from the minaret which was the highest building in the city Alaaddin Mosque is seen on the front. On the behind of the mosque, the traditional houses in their gardens take place. The use of topograph takes attention with giving the building to see the sun and the sea. Hacı Ömer Mosque on the port is also seen. When lookin at today's physical features of the same area, the first thing is the high of buildings. It is hard to see the buildings, the port and even sea. They all have different arcitectural style, without facade continuity and trees among them.

The second group of pictures gives information about again southern part of Sakarya Street but the western one near the inner citadel. It shows that at the beginning of 1960s, the historical tissue of the street was preserved. The sea reaches the walls and on the walls the traditional houses meet the sea. There are also new buildings among them but the open built up relationship was conserved. Today, the sea is filled with earth and a great number of traditional buildings are lost in the same area. There are multi storey houses behind them. The road was passing in front of uncared historic city walls.

In the third photograph the small industrial facilities which were removed by the decision of the 1988 city plan later, is seen. This could also be a part of commercial center of Kaleyazısı in Ottoman Sinop. Today, the road is wider. The one line of Kumkapı Street is used as parking area. The northern part of the Sakarya Street is the most changed area inside the walled city. Before the fire of 1946 Aslan Mosque which was a landmark was in the center of the area. However, after the fire the area was changed rapidly. Today the minaret of Alaaddin Mosque can not be seen while it was the highest structure in 1963.



Looking from the minaret of Alaaddin Mosque to the port, 1934
From the archive of Sinop Provincial Culture and Tourism Directorate



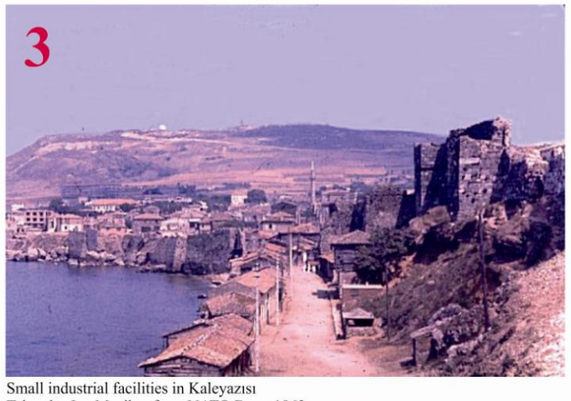
Looking from the minaret of Alaaddin Mosque to the port, 2010
Taken by Burcu Can



The urban tissue near inner citadel
Taken by Jay Musikar from NATO Base, 1963



The urban tissue near inner citadel, 2010
Taken by Burcu Can



Small industrial facilities in Kaleyazısı
Taken by Jay Musikar from NATO Base, 1963



Small industrial facilities in Kaleyazısı, 2010
Taken by Burcu Can

Figure 110. The change in the walled city 1

The Change in Walled City - 2 -





Kıbrıs Street in 1966 - 1967
Taken by Rich Uttke from NATO Base



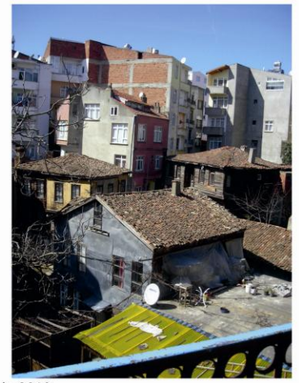
Kıbrıs Street in 2010
Taken by Burcu Can

The first pictures show Kıbrıs Street in 1966 or 1967 and 2010. In 1966, there are traditional houses constructed with system of timber frame are seen. On their parcels, they have courtyards or gardens. Along with Kıbrıs Street the facades of buildings and the walls of private open areas gives face to traditional sotne covered street. Today, all the buildings on Kıbrıs Street covers more than 75% of their building lots. They are constructed with reinforced concrete system which make them to rise upper and upper. The pavement of the street is asphalt.

In the second group, the old and new buildings are seen. The photograph numbered 2 is taken from the Clock Tower. It displays the developing tissue and changing character starting from Sakarya Street. there are traditional houses on the front, traditional and new ones in the middle, and the new ones on the behind. Today, there are few traiditonal houses and new apartments with their unaesthetic back facades.



Urban Tissue in 1970s
From the archive of Department of City & Regional Planning, METU



Urban Tissue in 2010
Taken by Burcu Can

The third picture is from Batur Street. In this photograph, the traditional buildings of both first and second group determines the physical environment. Traditional street pavement which has walkway for pedestrians are also seen. In 2010, there are again apartments with shops on their ground floors. In both picture the minaret of Alaaddin Mosque is recognizable; however, the minaret and wall of mosque's courtyard are the last cultural traces of historic character of Batur Street. This comparison indicated that, not only traditional groups belonging to 19th century but also the ones constructed in early times of Republic were demolished in order to build new ones on the streets of Sinop.



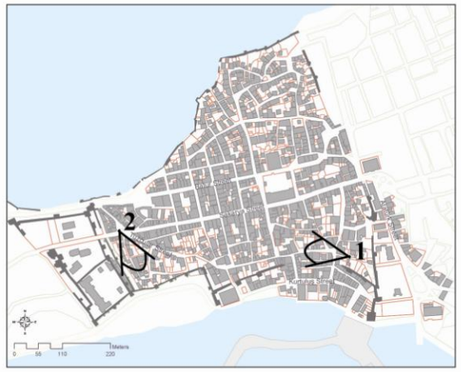
Batur Street in 1970s
From the archive of Department of City & Regional Planning, METU



Batur Street in 2010
Taken by Burcu Can

Figure 111. The change in the walled city 2

The Change in Walled City - 3 -





Saray Fountain and traditional houses in 1970s
From the archive of Department of City & Regional Planning, METU



Saray Fountain and apartments in 2010
Taken by Burcu Can

These two photograph groups are also displaying 1970s and 2010. In the first group, Saray Fountain on Ergül Street, and the houses around the fountain are seen. Near the traditional Sinop house there is new one which still exist today. The walls of gardens are ruined. The children are playing on the stone paved street. Today, the building near the fountain was renewed and the facade of it is assimilated to the traditional one. Behind the fountain, another new apartment is located. as a result of these two new constructions the garden or private area with trees was lost. In spite of the traditional ones, the monumental building of fountain is restored.

In the second picture, street of Karadeniz passing near Kaleyazısı Mosque is displayed. Here, the traditional street and traditional production of the city is shown. The neighborhood with a mosque on the main street of Sakarya and fishery. That is, in 1970s there were conserved traditional streets. In 2010, similar to the photograph one, the building on the left is renewed and the facade of it is organized as it was traditional. The street is covered with concrete stones.

Inside the neighborhoods, the streets are changed much more slow than the main ones. It can be concluded that some of the Ottoman streets of Sinop had been conserved up to 1970s and maube 1980s in residential areas.



Karadeniz Street in 1970s
From the archive of Department of City & Regional Planning, METU



Karadeniz Street in 2010
Taken by Burcu Can

Figure 112. The change in walled city 3

4.6 Areas Which Shows Traces of Continuity

With the results of analysis made on Southern Port & Kurtuluş Street, Atatürk Street, Sakarya Street, and walled city; it is recognized that there are mainly five areas showing traces of continuity from 1844 to 2010. These are; inner citadel, center in Kaleyazısı, Tuzcular Street, southern city walls & southern port & Kurtuluş Street, and Alaaddin Mosque & its surrounding monumental buildings. These areas includes remarkeable number of historic elements and they are the most important cultural values of Sinop: Historic Prison, Recruitment Office, city walls, traditional shops from the beginning of 20th century, traditional street formed by traditional Sinop houses and their courtyard walls, the view of city from the sea consistibg of walls and buildings on the coast, Alaaddin Mosque, Pervane Medresesi, Yukarı Hammam, İsfandiyaroğulları Tomb, Yeşil Tomb, and Terazi Fountain. Togetherness of all these elements creates five small scale areas of continuity.

In addition, according to the general observations about the whole city it is also possible to talk about continuity and change in other historic quarters of the city: neighborhoods of Kefevi, Ada, and Yenimahalle. Kefevi Neihgborhood, one of the central neighborhoods, is the same as Sakarya Street and Kurtuluş Street but it has wider roads and lower density of settled area and people. Yüksekkaldırım Street and Kemalettin Sami Paşa Street are other two conserved streets as a whole in Sinop. Ada Neighborhood, which was a village in of Ottoman Sinop, has large building lots most of which are occupied by block of flats. Still, there is remarkable number of traiditonal buildings showing its rural character. New buildings erased the fields, gerdens, and olive groves on the slope of Bozburun Peninsula. Almost in every street there are two or three traditional Sinop houses. However, like seen in other parts of the town, traditional street pavement and landscape are not existing. These two neighborhoods have traces of Sinop which are noticeable: traditional houses ans monumental buildings on their streets: Yüksekkaldırım, Kemalettin Sami Paşa, Kuruçeşme streets, and monumental buildings such as Kefevi Mosque and Seyit Bilal Tomb.

The transformation of Yenimahalleis very important since it is totally new in terms of physical environment. After the population exchange and fire in 1924, this non Muslim neighborhood became ownerless. This burned area lost its quarters formed around central church. Coffehouses, cafes, bars, and houses near the sea in Yenimahalle (Yalıboyu as old name) replaced their function and architecture with modern development after the establishment of NATO base. Production of buildings with comfort and luxury for Americans made this area settlement for high income group. Today, the view of the area differs from its history. Single houses, commercial units on the sea and religious buildings disappeared and apartments with large green area created later in front of them show new urban character of Sinop.

All these analysis help to draw a schema for city of Sinop showing its historic continuity from 1844 to 2010 in its physical environment:



Figure 113. Areas Having Potential to Create Qualified Townscape with Cultural Heritage in Sinop

CHAPTER 5

CONCLUSIONS

For Sinop city center, in the light of history of the city and the analysis, it is possible to describe some specific elements and areas as continuous or conserved and as changed or not conserved because of multiple reasons. There can also be made summary for the reasons of continuity and change peculiar to case of Sinop and talk about historic values of city which shold be conserved in order to support city's future life.

The Continuous Parts / Elements of City of Sinop

In Sinop, it is not possible to talk about a tissue which is conserved as a whole. However, some areas are preserved partially due to unchanged street wide and direction, small change in some building blocks and building lot borders, and appreciable number of traditional buildings. These continuous areas and elements are:

- Historic city walls
- Historic prison and southern part of the inner citadel
- Togetherness of traditional shops on İnönü Street
- Tuzcular Street and the area between Tuzcular Street and inner citadel
- Northern façade of Değirmen Street where the continuity façade of traditional buildings can be observed
- The middle of Yokuşbaşı Street
- The area around Aşiyan Street on the northern part of the walled city
- The eastern area near Kefevi Mosque to the middle of Kemalettin Sami Street
- Yüksek Kaldırım Street
- Kuruçeşme Street

- The view from Seyid Bilal Tomb
- The port
- The traditional buildings of the first group
- The traditional buildings of the second group
- The registered traditional and monumental buildings

The Changed Parts / Elements of Sinop

The changed parts or elements in city of Sinop are the areas where there is few or no trace of city's historicity. Almost the whole character of the city was changed in Sinop. In addition to these areas, there are some buildings which do not exist in today's city. Their names are given here. Also, there are some values gained after some change in the city. These values are also listed below.

Changed Parts:

- Batur Street
- Sakarya Street
- Atatürk Street
- The northern area of Sakarya Street
- Neighborhood of Yenimahalle
- Northern part of inner citadel
- Southern part outside the inner citadel
- Eastern and western edges of Kurtuluş Street

Values Lost:

- The olive grove on the hills of Bozburun Peninsula
- The traditional street pavement of the city
- The continuous facades of traditional buildings and courtyard / garden walls
- The high of the Ottoman city
- The effective use of topography
- The relationship between city walls and the sea
- The open & built –up relationship

- The trees both on the streets and inside the courtyards / gardens
- Silhouette of the city from the southern port
- Some parts of the walls
- Churches of non Muslim people
- Landmarks of Kale Mosque and Aslan Mosque
- Shipyard
- Governor's House
- Building of 'Halkevi'
- Building of Municipality
- Building of Provincial Special Administration
- Building of Quarantine
- Police offices of port side and Kumkapı
- Kapan Mosque
- Masjids of Ulu Bey, Kadı, Şekerhane, Demirli, Şeyh, Arasta, Tıys, and Hazırlık
- Fountains of Kaleyazısı, Arasta, Mekteb, Hilmi, Ulu Bey, İsmail bey, Beyaz Kadın, Meydankapı, Tabakhane, and Hoca Kemal

Values Gained:

- City Park (City Garden)
- Park named Barış Manço

<u>Reasons of Continuity</u>

The reasons for the continuity of elements in historic character of the city are listed in an order of their effects with their brief explanations. On other words, this is the list of what support the conservation of cultural values in urban areas.

- ***Being a monumental building:*** It is recognized that, the percentage of monumental buildings which has existed since 1844 is much more than the traditional buildings. This is both result of structural system & construction material and the ownership of building. Monumental

buildings which are also landmarks of the urban area serves all the people and they are community's where they get together and remember their ancestors.

- ***Continuity of function:*** This is true for both single building and an urban area. When there is introduced new function, its requirements change the environment. Sakarya Street is good example that, the houses were demolished when commerce developed on it. Today the houses which are used as residens exist in Sinop and the buildings on the areas having the same function are more preserved than the others.
- ***Being used:*** This comes before being registered since in today's Sinop being registered does not mean being use. There are empty buildings on registered building lots which are in bad condition. If a building is used, then it survives. This is same for areas. In an urban land, where the land price is high, it is common to demolish unused spaces and to create new ones on it.
- ***Being Registered:*** Being conserved with the law becomes very important in the cities which lives rapid urbanization or change process. When a building is registered, its physical features and borders are protected even it is destroyed.
- ***Being Repaired or Restored:*** When a historic building repaired or restored, its lifetime increases. However, in order to do this a building must be either monumental or being used. The ones in Sinop are the monumental buildings whose ownership belongs to public institutions. On the other hand, there is small number of traditional houses which have maintenance.

Reasons of Change

The reasons of change in historic character of a city start with one event ant it grows with additional dynamics. In Sinop, lots of things which are in relationship with each other, either big or small, influenced the physical environment of the city and caused to lose character and identity of Sinop. Therefore, the reasons introduced here include other reasons inside thie explanations:

- ***War:*** War is very crucial event for the city. It changes life of people who created the living environment. In addition, it has severe impacts on social, cultural, administrative, and economical environaments which make contribution and shape the physical environment. The war is based on 'demolishing' physically. The Battle of Sinop caused fires of traditional buildings constructed with timber frame system. Without any discrimination, war harms all buildings and areas in city. The population and economy decreases. Sinop has lost its importance for the country after the war. The economy was collapsed and never be the same again then.
- ***Fires:*** From timber frame houses like the ones in Sinop, the fire is the biggest threat. In Sinop, the five big fires of 1914, 1917, 1924, 1946, and 1956 shattered the urban tissue. Although wreckled areas were rebuilt, they emerge with different type of structure in the last two ones. The reinforced concrete system has taken place of traditional construction systems.
- ***Topography:*** One of the development problems of cities are its tresholds. In a relation with the planning activities, topography of the settlement caused Sinop to have high buildings in the walled city. On the eastern part of the city there is sea and on the west there are risky areas due to the soil type. Therefore, the lack of land formed the physical structure of the city.
- ***Lack of Conservation Area:*** As seen from Sinop example, for the conservation of a historic urban tissue it is necessary to determine 'sit alanı' (conservation area) in Turkish cities. Without that, with single building lot registration the integrity of the area disappears. More importantly, there is prepared 'Koruma Amaçlı İmar Planı' (conservation plan) for these areas which is based on preserving physical environment with all features of it. In Sinop, there is never prepared a plan focusing on conservation.

- ***City Plans:*** In the period of republic, municipal plans prepared for Sinop are causes of change. They are the main determinants of physical environment. With the city plans, organic development of urban land meets with order. These plans also make estimation of population and development scenarios. For Sinop, the future of historic character of the city. The plan of 1963 opened eastern part of the city for new constructions. It proposed Sakarya Street as commercial axe of the city. When the function started to change the buildings on Sakarya Street were also began to replace with the new ones. The city plan of 1977 designed greetn areas around the monumental buildings and city walls. However, it puts added population to the historic city and new constructions. Similar to 1977 plan, the plan of 1988 allowed building 5, 6 storey buildings. It also counts population more then today's, which was a wrong calculation. More clearly, the city was supposed to grow much that tresholds prevent to scatter on land and led to increase in number of floors. New roads and new green areas were other important outcomes of the planning activities. The vertical grow of settlement is result of city plans.
- ***Central Policies and Dynamics:*** Apart from city plans, investments of republician governments and its policies are the determinants of city's future. After the establishment, industrialization and modernization affected the cities. There was not severe industrialization in Sinop; however, the development expectations manipulated city plans. The establishment of NATO base introduced city with new people, new lifestyle and tourism. The apartments with high comfort became popular. The traditional houses were inadequate while there was a chance to build more floors and to benefit the land rent. The introduction of automobiles was another evet that the physical features of streets were changed. Regional plans, economical policies, and the weak transportation system are the other things that affected indirectly the physical envicronment of Sinop.

- ***Local Policies and Dynamics:*** For the historic cities local policies have significant role. However, for a city which was not seen as a historic although it was surrounded with the antique walls, these policies were based on urban development and grow. It is known that between the two planning period the city council took decisions about the settled area. From the old picture it is seen that there were already 6 storey buildings when city plan determined it as 4 or five on Atatürk and Sakarya Street. For such a small city, it is easy to make alteration in city plans when there is a demand for local people. The implementation problems of the municipal plans are important for healthy development of city.

As a result, the historic character of Sinop can not be recognized at present time due to several reasons. There are some small areas where cultural elements come together and indicate themselves; however, they confront independent parts in urban tissue of city. So, it is unlikely to speak of continuity in historic character of Sinop as a whole city. There is not ony historic interruption but also spatial disconnection between the cultural heritages of city.

Conservation deals with the controlling the rate of change. For a town like Sinop which has lost most of its historical tissue, it can be directly said that traditional texture of that settlement is not preserved. However, the values of Sinop as continuous historic elements introduced by the help of detailed continuity and change analysis should get more attention in terms of conservation. In the scope of this study there are determined seven areas of continuity (Figure 113). Together with their reasons of significance their potentials can be listed as following:

- **Inner Citadel:** It includes Historic Prison of Sinop, Recruitment Office and empty place of İbrahim Bey Mosque that used as garage. It is important due to its being '**city gate**' whose history goes back to Kaşkas. Unsuitable uses around the northern city walls and northern part of the inner citadel should be moved from outside the walled city.

The public open area or green area together with cultural facilities in Historic Prison should be appropriate for the entrance of historic city.

- **Center in Kaleyazısı:** The traditional shops and some small scale production units on İnönü Street show the **continuity in the function of the area.** The traditional buildings belong to Ottoman Sinop was replaced with buildings of 1900s making physical environment similar to its earlier times. Because there are traditional buildings of the second group in Kaleyazısı, registration of this buildings is important for continuity of the character of Sinop.
- **Tuzcular Street:** The traditional street defined by traiditional buildings and their courtyard walls is conserved with law. It has crucial role in the traffic circulation of the city by connecting Kaleyazısı and Kurtuluş Street. Its preservation is important due to its location: development pressure stemming land rent. **It is only axe inside the walled city showing traiditonal residential street.**
- **Southern city walls, Southern Port, Kurtuluş Street, City Garden, Park of Barış Manço, and Rıza Nur Library:** From west to the east it is **the first city silhouette** from the sea showing togetherness of city walls (from antique era), traditional and modern settlement, Ottoman Sinop, Republican Sinop, Public used big green areas. This is the image of the city drawn by different visitors, travellers and artists throughout the occupation of city by Ottoman Empire (Figures 13, 16, 17). This area also provides green area for the whole city since there is lack of green area inside the walled city. It is important to preserve this landscape. With the maintenance of city walls, construction or rehabilitation of new buildings on Kurtuluş Street could be positive if it is planned carefully in term of hight, material, façade and mass proportions of buildings. For instance, they should not be exceeding three or four floors because it affects the visibility of Alaaddin Mosque as well (Figure 109). This area had great potential if its physical environment could be improved and it is evaluated with the city walls and city garden.

- **Alaaddin Mosque, Pervane Medresesi, Yukarı Hammam, İsfandiyaroğulları Tomb, Yeşil Tomb, and Terazi Fountain:** Six monumental buildings as a building complex located in the heart of the city. They had conservation problems saparetely but this remains in second place since they are almost missing inside the high rise block of buildings. When thinking with this group of buildings in the middle of the Sakarya Street, this axe shows the lack of integrated conservation, conservation in building scale. There are unimaginative and monotonous products decreasing the aesthetic diversity of the street which had no traditional house on. With a reasonable time, the hight of buildings on Sakarya Street should be decrese and the settlement should be manipulated to develop outside, on the west.
- **Kefevi Mosque and Its Surrounding Residential Area from Ada Neighborhood:** Traditional residential district with preserved streets named Kemalettin Sami Paşa, Yüksekkaldırım, and Kuruçeşme. Here, with detailed survey study it can contain potentials for listing some other buildings as observed during field research and old photograph of the area (Figure 49).
- **Seyit Bilal Tomb, Hatunlar Tomb, Cezayirli Ali Paşa Mosque, Cezayirli Ali Paşa Tomb:** This building group constitudes the second buildings complex and provides the significant point of the second historic silhouette of the city (Figures 14, 18, 19, 38). The urban development on the hill prevents the image of the city partially. The newly settled area should be designed according to the view from this part. They should not be one of the unvisiable historic landmarks of Sinop.

In addition, the archaeological elements living with the city are one of the richness of Sinop's cultural heritage as well. The preserving and revealing them should be one of the main approaches for the development of the city. Firstly, the city walls especially northern ones and Kumkapı should be restored before they are lost totally. The other walls should have maintenance periodically. They are products of all historic cultures

of Sinop from Kaşkaş to Republic and with this feature they have historical, documentary, cultural, and aesthetic value. Secondly, Church of Balatlar owns the lack of maintenance and presentation inside the residents. Its boundaries should be determined and its security should be provided. Thirdly, Temple of Serapis inside the garden of Sinop Museum which has the least problem should be one focal point for city of tourism based economy. Fourth, the ruins of Byzantine Church inside the garden of Meydankapı Mosque should be shown up since it is one of the areas showing multilayered Sinop on Sakarya Street. Lastly, and much more importantly, the gird – iron plan of Hellenistic Sinope is still readable from physical character of Sinop today. This place also deserves attention and emphasize for its continuity and conservation of historic traces. It should be remembered that under the current physical environment there lies archaeological Sinope.

From now on, since Sinop do not have any urban conservation area, preservation of continuous elements and areas should be provided inside the municipal plan. For this reason, one of the main purpose of this plan should support the historicity of Sinop, and in this sense, the perception of continuity of potential areas should take attention. In the preparation process of city plans, apart from seven areas determined as potential areas to create qualified townscape with cultural heritage, the cultural heritage under the ground as other potentials of continuity should be considered. The construction works should be done according to this archaeological potentials because on the main axes like Sakarya Street or Atatürk Street uncontrolled land rent threaten not only values on the ground but also the ones underground.

In addition, the basic approach of the plan should be to ensure the continuity of the connection of inner citadel, commercial area of Kaleyazısı, Tuzcular Street, and Kurtuluş Street and Southern Port as well since they contains potential to having relationship with each other due to their locations. This connection could reach to City Park which can regain its identity of being festival area for the city as well (Figure 114).

Unquestionably, the conservation status of the streets named Tuzcular, Kuruçeşme, Kemalettin Sami Paşa and Yüksek Kaldırım; and the registration status of the buildings should be preserved. The traditional buildings from 19th century which are not registered and determined in the walled city should be listed together with traditional buildings from the beginning of 20th century Sinop.

For further studies, there should be comprehensive research on other historic layers of Sinop. In the scope of conservation, the study on late Ottoman and Republican periods is not adequate for preservation of historic character for multilayered Anatolian city whose history continues under the earth today.

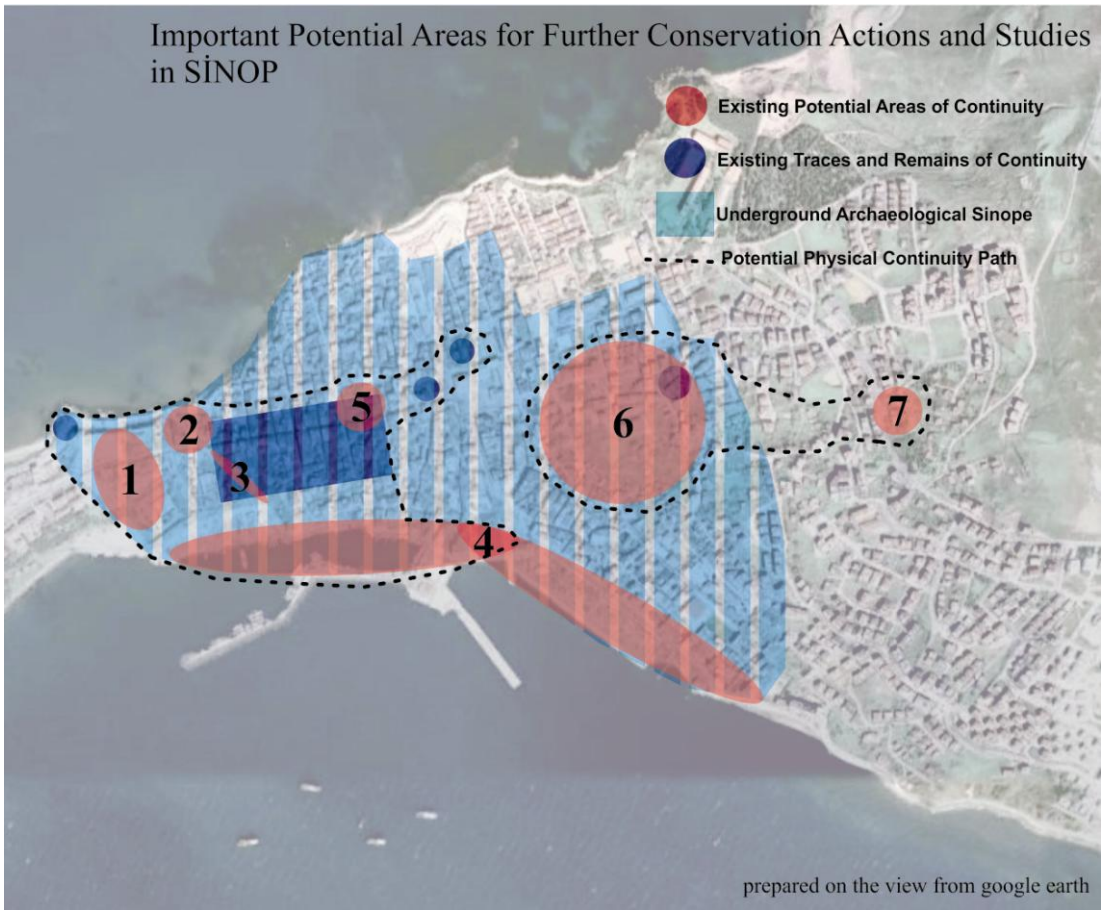


Figure 114. Important Potential Areas for future Conservation Actions and Studies in Sinop.

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1873 Kastamonu Vilayet Salnamesi (2007) (trans. Fatma Tatlıgün), Kastamonu Üniversitesi Fen Edebiyat Fakültesi Tarih Bölümü Bitirme Tezi, Kastamonu.

1875 Kastamonu Vilayet Salnamesi (2007) (trans. Filiz Özdemir), Kastamonu Üniversitesi Fen Edebiyat Fakültesi Tarih Bölümü Bitirme Tezi, Kastamonu.

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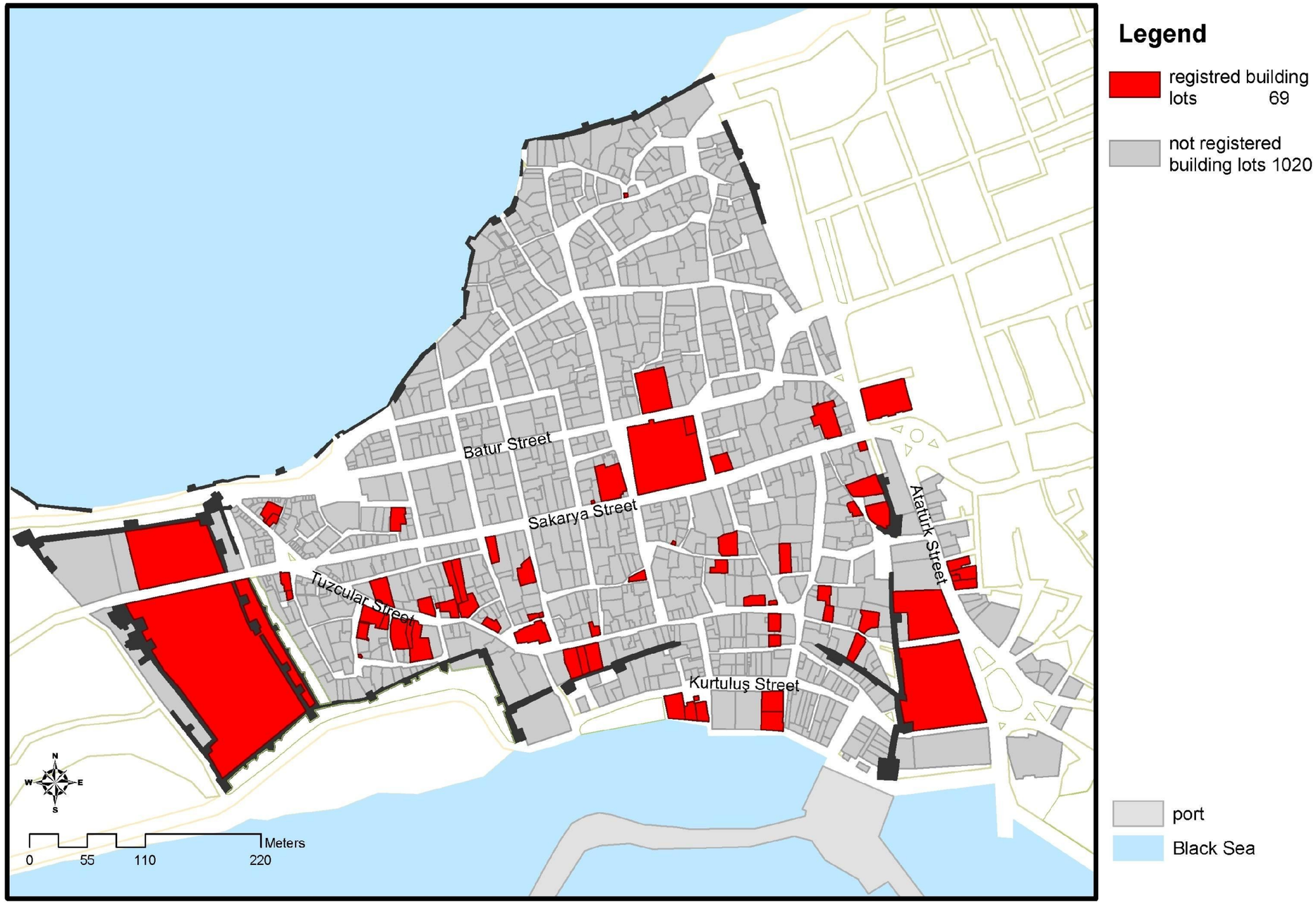
APPENDICES

APPENDIX A

REGISTRATION STATUS OF BUILDING LOTS IN WALLED CITY & ATATÜRK STREET

The data of registration status of building lots for walled city and Atatürk Street is gathered from Ministry of Culture and Tourism in 2010 and the map of analysis were prepared according to that information in 2010.

REGISTRATION STATUS OF BUILDING LOTS

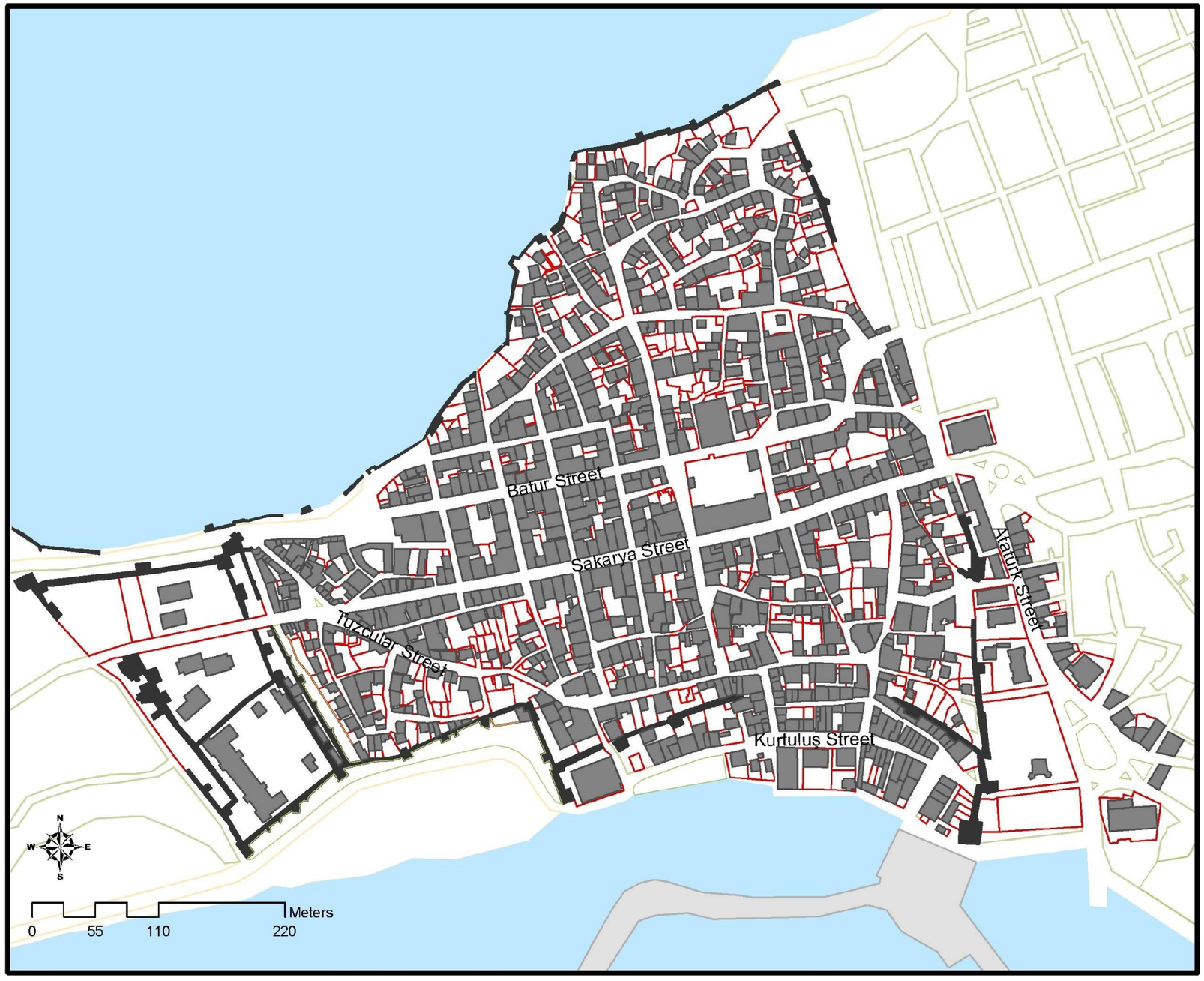


APPENDIX B

OPEN & BUILT UP AREAS IN WALLED CITY & ATATÜRK STREET

The open & built up relationship inside the walled city and Atatürk Street was drawn by the help of aerial view and city plan of 2010. It was revised during the field study, which was done for this thesis, in 20th – 26th March 2010 in Sinop and created after that field research.

OPEN & BUILT UP AREAS



Legend

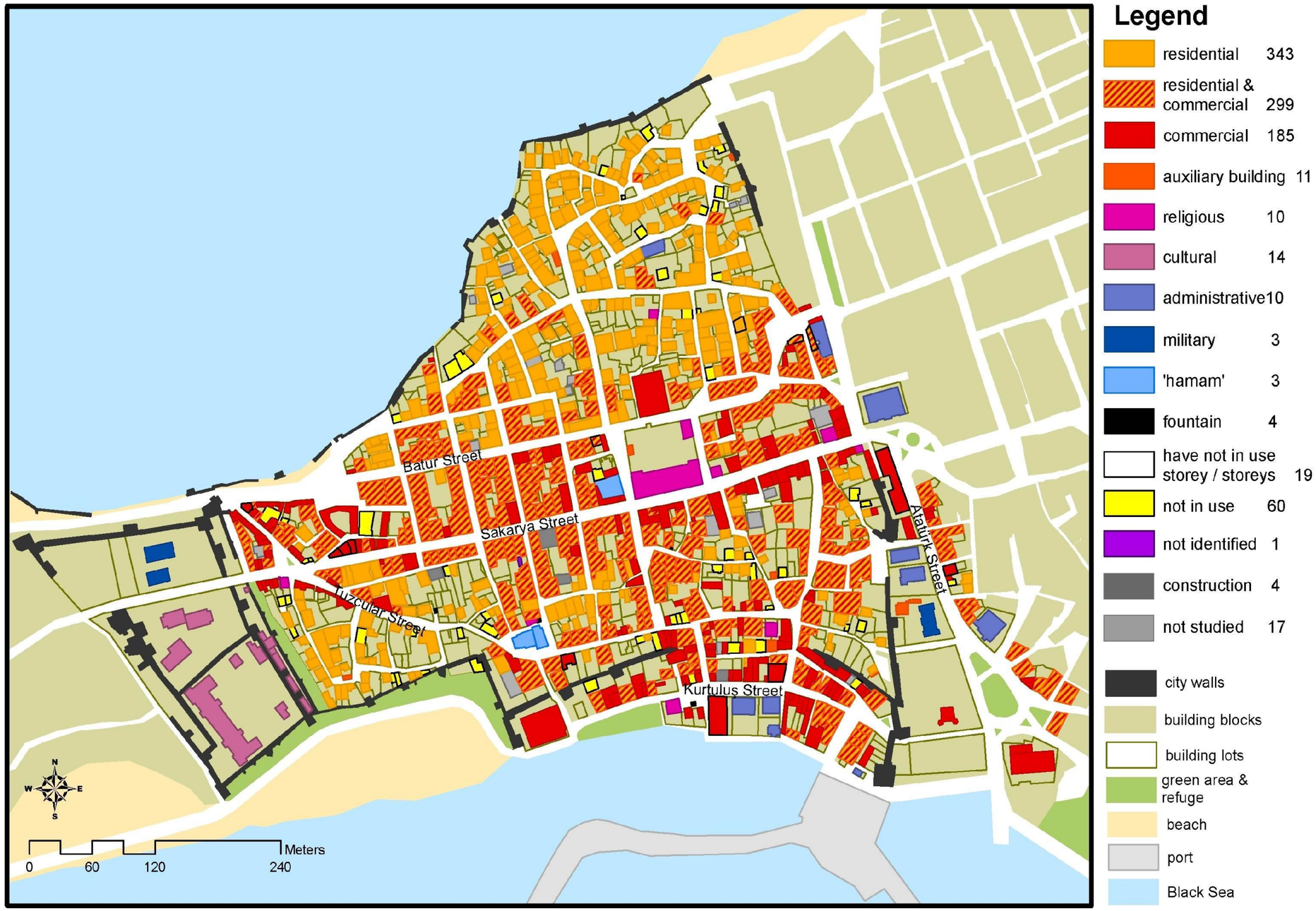
- building blocks
- boundaries of building lots
- built up areas
- city walls
- port
- Black Sea

APPENDIX C

CURRENT USE OF BUILDINGS IN WALLED CITY & ATATÜRK STREET

The information about the current use of buildings in walled city and on Atatürk Street was also collected in the field research in 2010. Therefore, the following map shows the situation in 2010 March.

CURRENT USE OF BUILDINGS



Legend

residential	343
residential & commercial	299
commercial	185
auxiliary building	11
religious	10
cultural	14
administrative	10
military	3
'hamam'	3
fountain	4
have not in use storey / storeys	19
not in use	60
not identified	1
construction	4
not studied	17

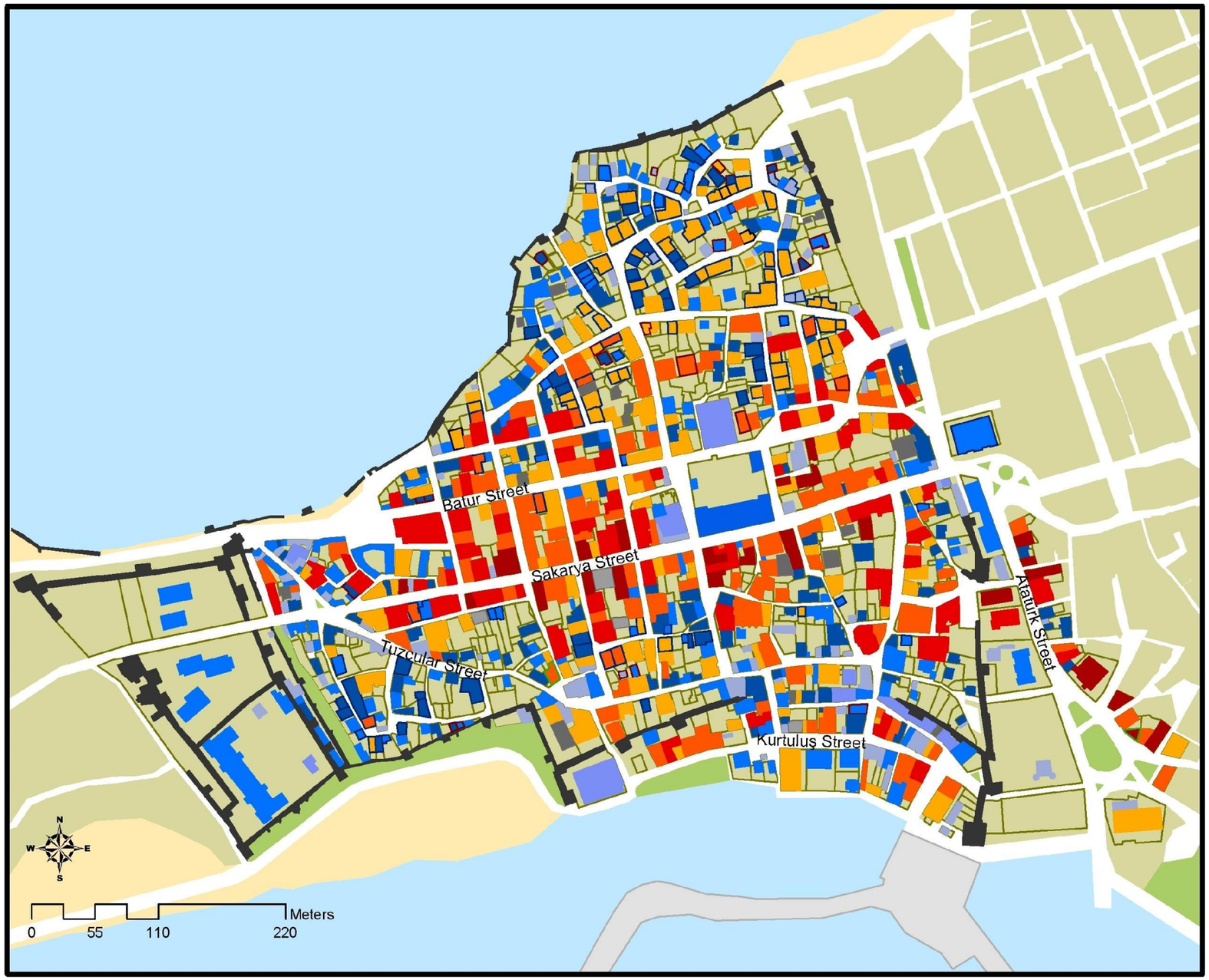
city walls
building blocks
building lots
green area & refuge
beach
port
Black Sea

APPENDIX D

NUMBER OF STOREY IN WALLED CITY & ATATÜRK STREET

The number of floors of buildings located inside the city walls and on Atatürk Street was gathered in 2010 together with several other information about the physical environment of the area. The analysis of ‘number of storey’ was also prepared in 2010.

NUMBER OF STOREY



Legend

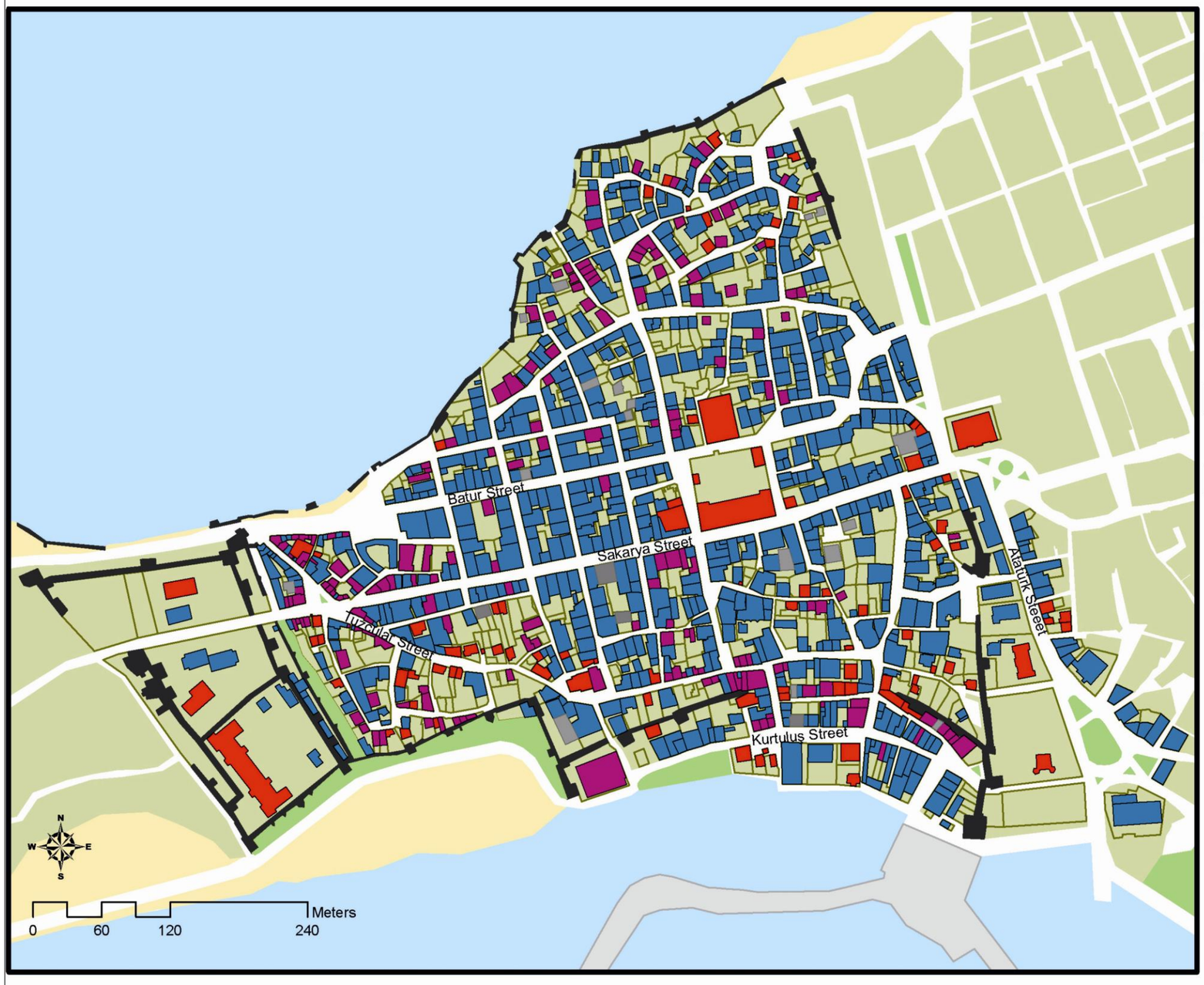
- one storey 138
- one high storey 16
- two storeys 205
- two high storeys 2
- three storeys 170
- four storeys 177
- five storeys 140
- six storeys 84
- seven storeys 25
- basement 125
- attic storey 22
- both basement and attic 3
- mezzanine 2
- construction 4
- not studied 17
- city walls
- building blocks
- building lots
- green area & refuge
- beach
- port
- Black Sea

APPENDIX E

CATEGORIES OF BUILDINGS IN WALLED CITY & ATATÜRK STREET

Building Category analysis was created with the data coming from field study by grouping buildings in the area according to their construction period and structural system in 2010.

CATEGORIES OF BUILDINGS IN TERMS OF CONSTRUCTION SYSTEM



Legend

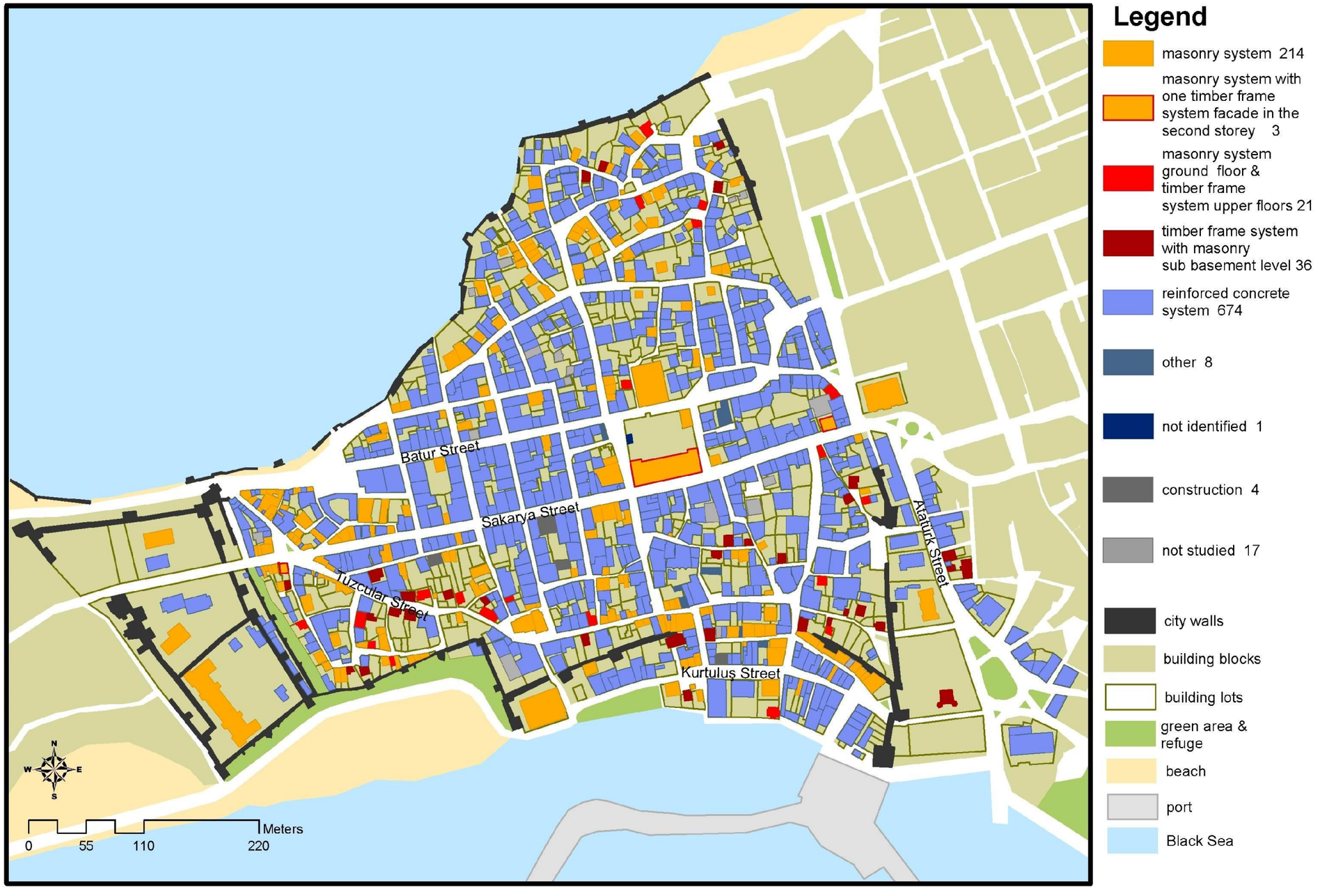
- Traditional Buildings from 19th century / Ottoman Sinop 97
- Traditional Buildings from the beginning of 20th century / Early Republican Sinop 178
- New Buildings 682
- not identified 1
- construction 4
- not studied 17
- city walls
- building blocks
- building lots
- green area & refuge
- beach
- port
- Black Sea

APPENDIX F

STRUCTURAL SYSTEM OF BUILDINGS IN WALLED CITY & ATATÜRK STREET

The analysis / map showing the structural system of buildings in walled city and Atatürk Street was prepared based on observations in Sinop in 2010.

STRUCTURAL SYSTEM



Legend

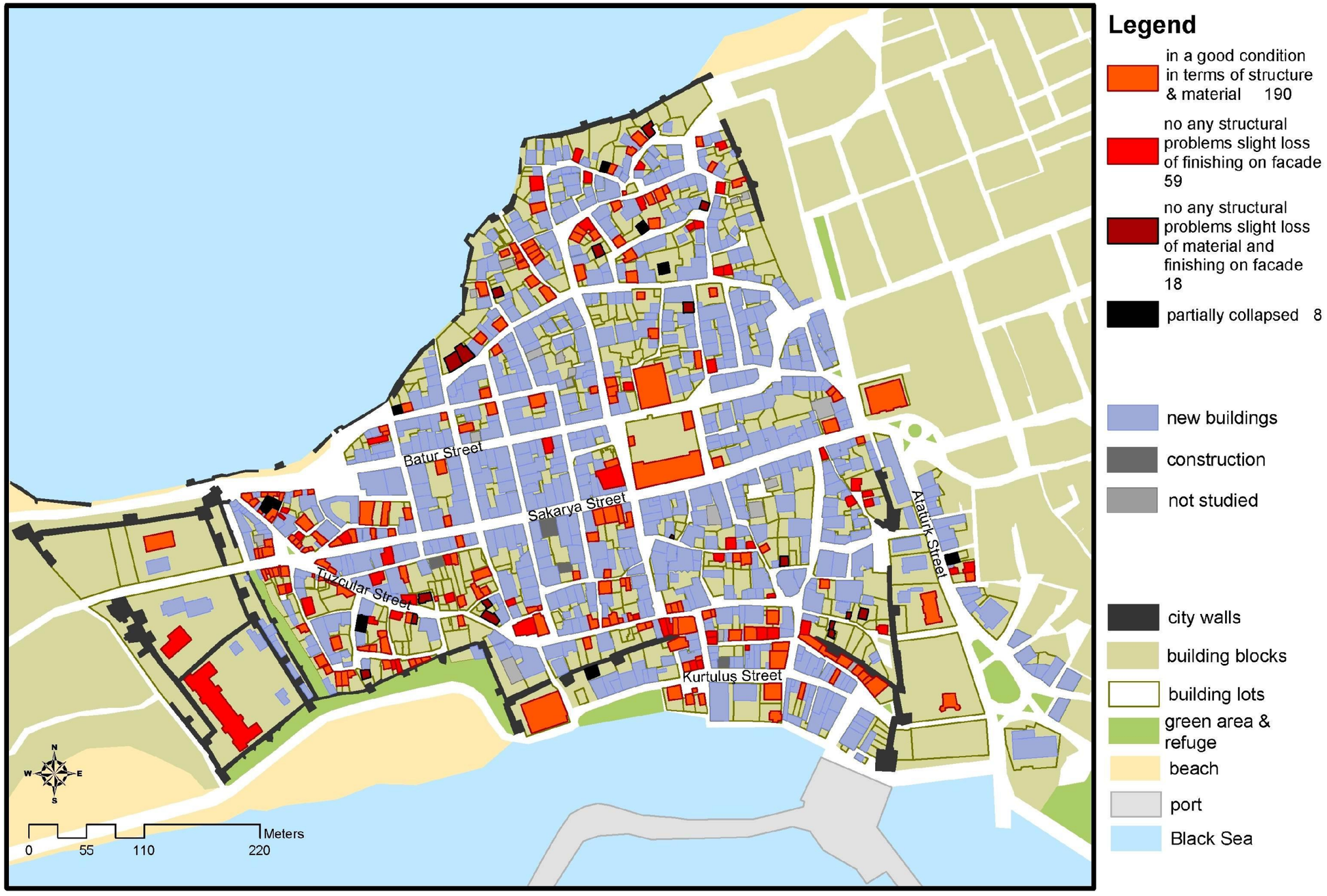
- masonry system 214
- masonry system with one timber frame system facade in the second storey 3
- masonry system ground floor & timber frame system upper floors 21
- timber frame system with masonry sub basement level 36
- reinforced concrete system 674
- other 8
- not identified 1
- construction 4
- not studied 17
- city walls
- building blocks
- building lots
- green area & refuge
- beach
- port
- Black Sea

APPENDIX G

STRUCTURAL CONDITION OF BUILDINGS IN WALLED CITY & ATATÜRK STREET

The structural condition of buildings for area determined by walled city and Atatürk Street in Sinop was studied in field research and its analysis map was created in 2010.

STRUCTURAL CONDITION OF TRADITIONAL BUILDINGS



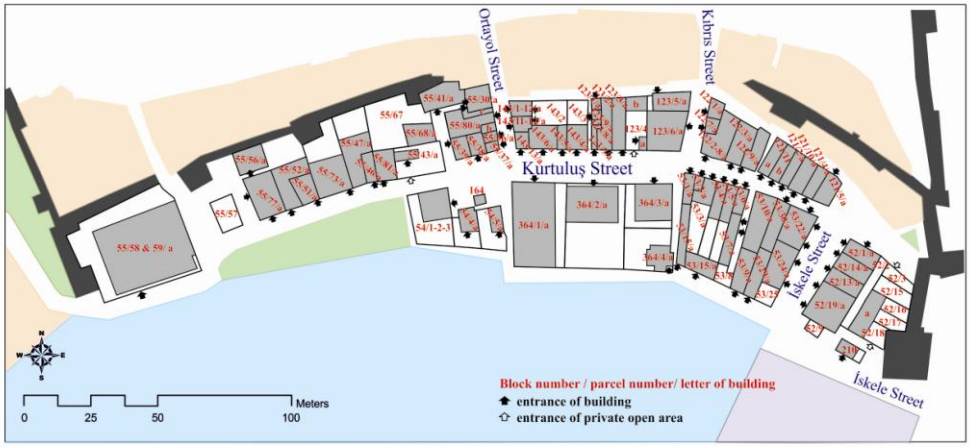
Legend

- in a good condition in terms of structure & material 190
- no any structural problems slight loss of finishing on facade 59
- no any structural problems slight loss of material and finishing on facade 18
- partially collapsed 8
- new buildings
- construction
- not studied
- city walls
- building blocks
- building lots
- green area & refuge
- beach
- port
- Black Sea

APPENDIX H

BUILDINGS & PARCELS IN SOUTHERN PORT & KURTULUŞ STREET

BUILDINGS DEFINED BY BUILDING BLOCK & BUILDING LOT NUMBER IN SOUTHERN PORT & KURTULUŞ STREET



In the study area of Southern Port and Kurtuluş Street there are 72 buildings located on 85 building lots. The building blocks whose data are gathered from cadastral plan of city of Sinop having numbers of 52, 53, 54, 55, 121, 122, 123, 143, 164, 210, and 364 take part in this study area.

One of the secondary main roads of the city named 'Kurtuluş Street' passes in the middle of the area. The narrower streets coming from the north connect Kurtuluş Street and then reach the sea with pedestrian ways after it. They are 'Ortayol Street' and 'Kıbrıs Street'. In addition, in the cadastral plan the way between the building lots of 55/59 and 55/57 is part of 55/58. It is used as a street in todays city. This study area is in relationship with the eastern part of the city with 'İskele Street' which is a continuation of Kurtuluş Street.

The area colored by green near the coast do not settled on and building block or parcel in the city. It is used by service area of the local restaurants where pedestrians rest for a while under the trees near the sea.

Each building in the study area is defined with the number of building block and building lot (parcel) on a basis of giving building block number, parcel number, and a letter for each building on that building lot:

BUILDING ID : BLOCK NUMBER / PARCEL NUMBER/ LETTER OF BUILDING

The entrances of buildings and private open areas as gardens are also displayed in the map. However, it is recognized that there are more than one building entrance in most of the buildings of the study area. Therefore, the dominant entrances are shown.

BUILDINGS IN CITY BLOCK OF 55 IN SOUTHERN PORT & KURTULUŞ STREET



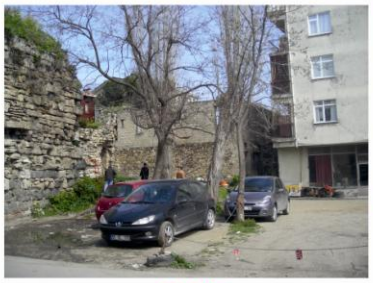
55/ 58 & 59/ a



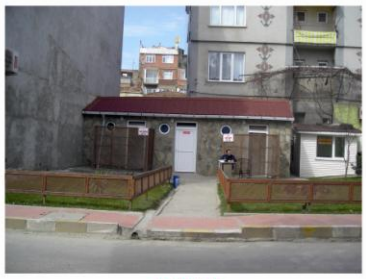
55/ 57



55/ 77/a



55/ 56/a



55/ 43/a



55/ 68/a



55/ 52/a



55/ 51/a



55/ 39/a



55/ 38/a



55/73/a & 55/47/a & 55/46/a & 55/81/a



55/ 37/a & 55/36/a & 55/ 80/b



55/ 41/a & 55/ 30/a & 55/ 80

BUILDINGS IN CITY BLOCKS OF 54, 164, 364, & 143 IN SOUTHERN PORT & KURTULUŞ STREET



54/1 & 2 & 3 Hacı Ömer Mosque



54/ 4/a



54/ 5/a



164 Şehitler Fountain



364/2 /a



364/1 /a



364/3 /a



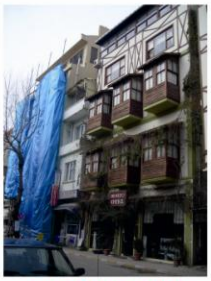
364/4 /a



143/1-12/a & 143/10-11/a



143/13/a & 143/6/a



143/15/a & 143/4/a

BUILDINGS IN CITY BLOCKS OF 123, 122, 121, & 53 IN SOUTHERN PORT & KURTULUŞ STREET



123/ 1/ a



123/ 9/ a



123 / 2/ a &123 / 3/ a



123/ 4 /a-b



123/ 6 /a



123/ 5 /a



122/ 1 /a & 122/ 7/a



122/2-8/a & 122/3/a & 122/9/a



121/11/a-b & 121/2/a & 121/10/a & 121/4/a



121/ 5 / a



53/1/a & 53/2/a & 53/3/a & 53/4/a & 53/5/a & 53/6/a



53/ 12 /a

BUILDINGS IN CITY BLOCKS OF 53, 52, & 210 IN SOUTHERN PORT & KURTULUŞ STREET



53/22/a & 53/24/a



53/9/a & 53/29/a & 53/25/a



52/19/a & 52/13/a & 52/14/a & 52/1/a



52/3



210



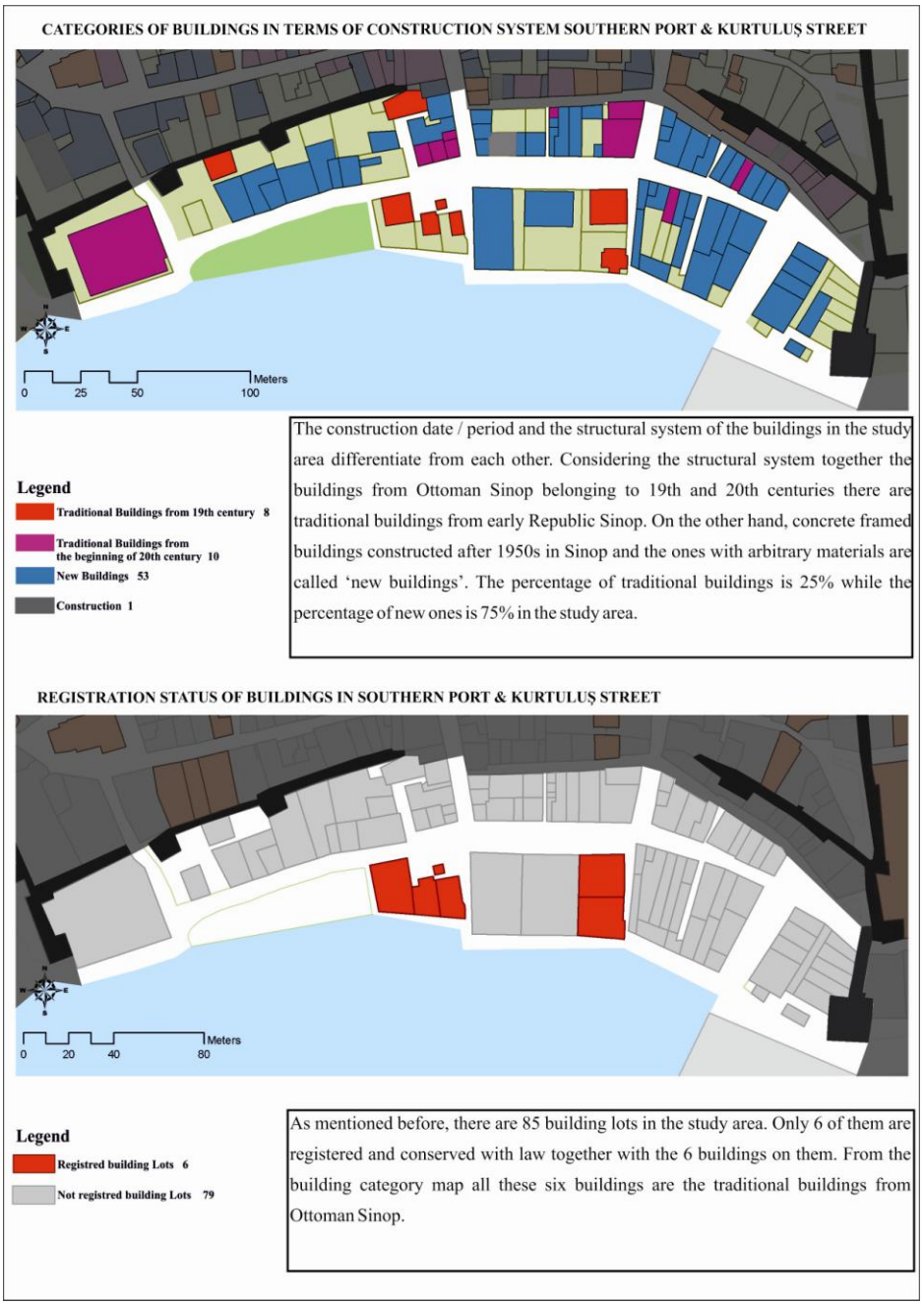
52 / 2



52/19/a & 210 & 52/18

APPENDIX I

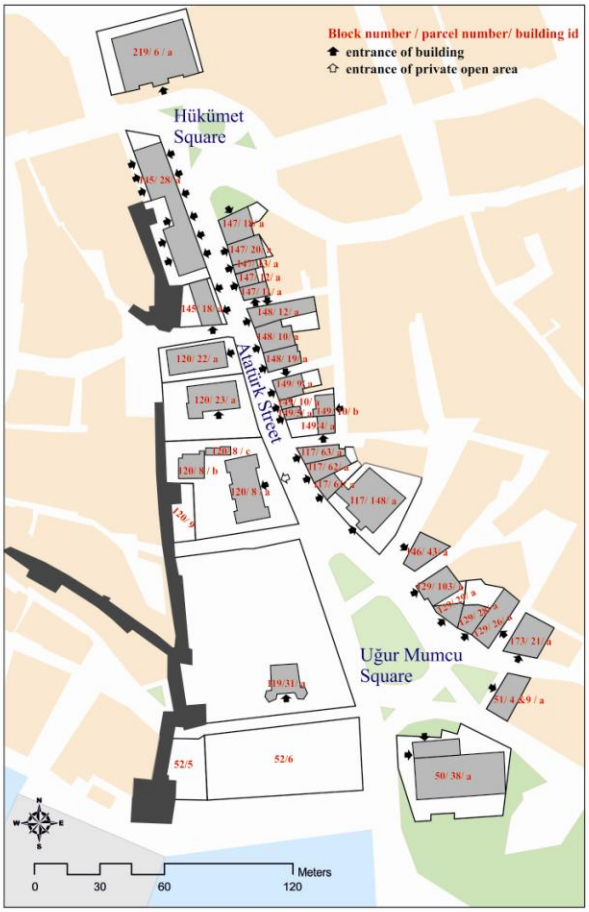
CATEGORIES OF BUILDINGS & REGISTRATION STATUS IN SOUTHERN PORT & KURTULUŞ STREET



APPENDIX J

BUILDINGS & PARCELS IN ATATÜRK STREET

BUILDINGS DEFINED BY BUILDING BLOCK & BUILDING LOT NUMBER IN ATATÜRK STREET



In the study area of Atatürk Street there are 34 buildings located on 34 building lots. The building blocks whose data are gathered from cadastral plan of city of Sinop having numbers of 50, 51, 52, 117, 119, 120, 129, 145, 147, 148, 149, 173 and 219 take part in this study area.

One of the main roads of the city named 'Atatürk Street' passes in the middle of the area. There are two squares on the two end of the street: Hükümet Square on the north and Uğur Mumcu Square on the south. These two squares are used by motorized traffic and pedestrians. The study area lies between 'Sakarya Street' and its continuation named 'Muammer Aksoy Street', and Gazi Street and its continuation named 'İskele Street'. Atatürk Street connects these two main axes of the city with squares of Hükümet and Uğur Mumcu.

The parcels numbered 119/ 31, 52/ 5, and 52 /6 are composing the Park around 'Şehir Külubü' and they are active green area of this study area.

As prepared for the Southern Port and Kurtuluş Street, for Atatürk Street each building in the study area is defined with the number of building block and building lot on a basis of giving building block number, parcel number, and a letter for each building on that building lot.

Again, similar to the study area of southern Port and Kurtuluş Street, the entrances of buildings and private open areas as gardens are shown. Also instead of showing all entrances, the main entrances of buildings and uses are put in this map.

BUILDINGS IN CITY BLOCKS OF 219, 145, 147, 120, 148, & 149 IN ATATÜRK STREET



219/ 6/ a Adliye Sarayı



145/ 28/ a



145/ 18/ a



147/18/a & 147/20/a & 147/13/a & 147/12/a & 147/11/a



120/ 22/a İl Özel İdaresi



120/ 23/ a Sinop Belediyesi



120/ 8/ a



148/12/a & 148/10/a & 148/19/a



149/ 9/ a



149/9/a & 149/10/a & 149/5/a & 149/4

BUILDINGS IN CITY BLOCKS OF 149, 117, 129, 50, 51, 52, & 119 IN ATATÜRK STREET



149/ 10/ b



149/ 4/ a



117/63/a & 117/62/a & 117/61/a & 117/48/a



117/148/a & 146/43/a & 129/103/a & 129/29/a



129/29/a & 129/28/a & 129/26/a & 173/21/a



51/ 4 & 9 / a



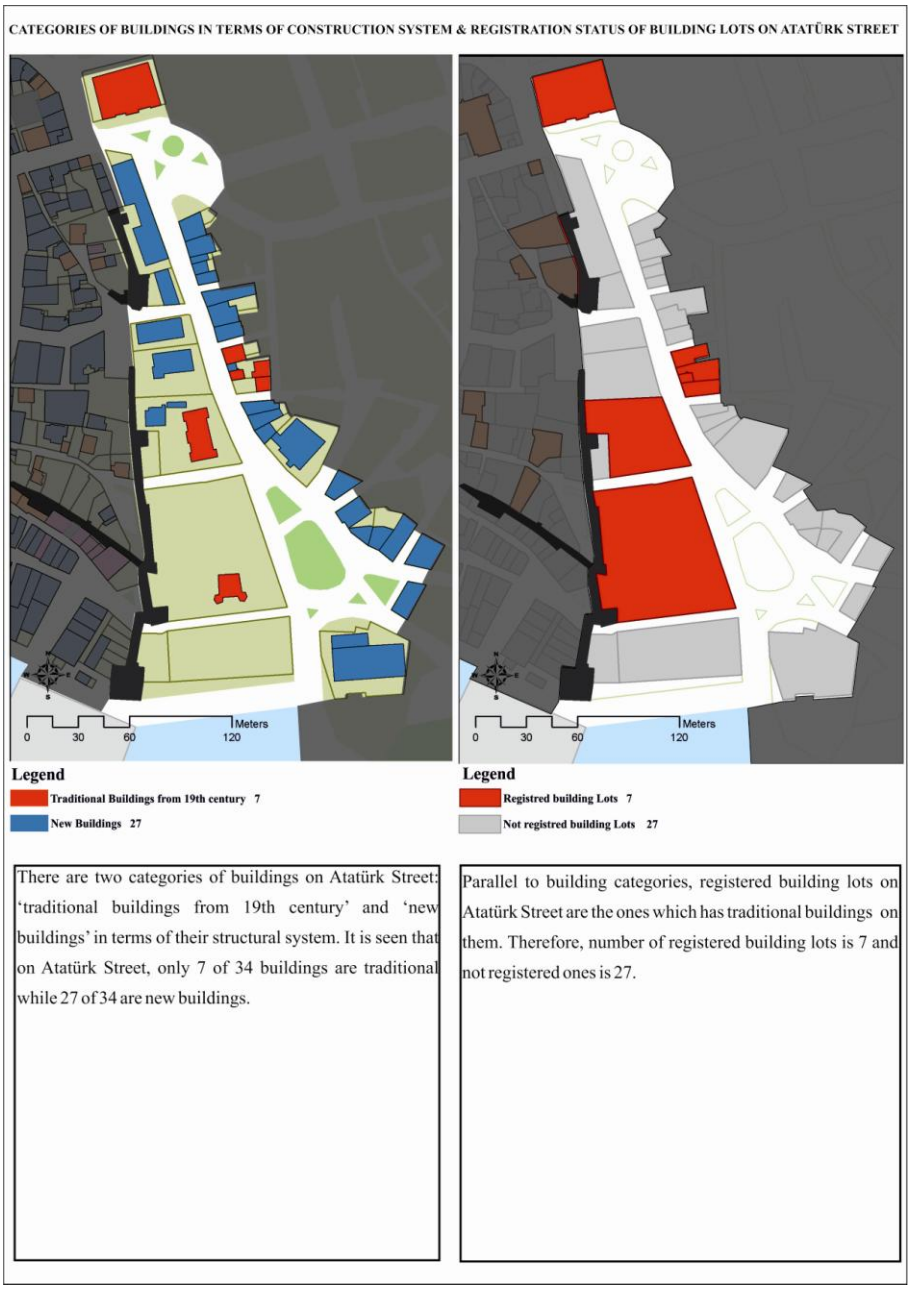
50 /38 /a



52/ 6 & 119/ 31/ a Şehir Kulübü

APPENDIX K

CATEGORIES OF BUILDINGS & REGISTRATION STATUS IN ATATÜRK STREET



APPENDIX L

BUILDINGS & PARCELS IN SAKARYA STREET

BUILDINGS DEFINED BY BUILDING BLOCK & BUILDING LOT NUMBER ON SAKARYA STREET



In the study area of Sakarya Street there are 123 buildings located on 117 building lots. The building blocks whose data are gathered from cadastral plan of city of Sinop having numbers of 8, 59, 67, 68, 72, 73, 76, 79, 85, 132, 133, 135, 136, 137, 138, 140, 141, 142, 145, 193, and 209 take part in this study area.

Sakarya Street is the main transportation axe of the city inside the walled city. Outside the city walls 'Cumhuriyet Street' is the continuation of it. Sakarya Street connects city center to other cities in Black Sea Region. The secondary roads having south - north direction inside the city walls link up to Sakarya Street. The study area contains the parcels facing the street from the enterence of the walled city on the west and Government Square on the east.

Since it is the densest street of the city, the buildings are covering more than half of the building lots. There are more than one use in buildings which have more than one entrances both from Sakarya Street and the secondary streets perpendicular to it. The street is defined by building facedes. In addition, the historical mosque of Alaaddin Mosque is located on the street together with some other monumental buildings on the street.

Alike as two previous study areas, on Sakarya Street definition of buildings and building lots are made based on the number of building block and building lot (parcel) according to the data from cadastral plan of city center:

BUILDING ID : BLOCK NUMBER / PARCEL NUMBER/ LETTER OF BUILDING

BUILDINGS IN CITY BLOCKS OF 145, 142, 141, 140, & 85 IN SAKARYA STREET



145/8/a - Fetih Baba Masjid - & 145/32/a



145/29/a & 145/30/a & 144/1/a



142/21/a & 142/20/a & 142/78/a



142/68/a & 142/76/a & 142/14/a



142/2/a & 142/1/a



141/18/a



140/22/a & 140/23/a & 140/5/a & 140/25/a & 140/2/a & 140/24/a



85/25/a & 85/26/a & 85/27/a & 85/28/a - Meydankapı Mosque -



85/28/a - Meydankapı Mosque -



85/28/b - Ruins of Church-



85/30/a & b

BUILDINGS IN CITY BLOCKS OF 85, 79, 138, 209, 137, & 76 IN SAKARYA STREET



85/30/a & 85/73/a & 85/88/a & 85/71/a & 85/85/a



85/85/a & 85/38/a & 85/67/a & 85/44/a & 85/60/a



85/58/a - Yeşil Tomb -



79/1/a - Aladdin Mosque -



138/6/a & 138/28/a &138/4/a



138/4/a & 138/3/a & 138/37/a



209/3/d & 209/4/a



209/17/a & 209/47/a



137/3/a & 137/16/a



137/1/a



76/37/a & 76/46/a



76/16/a & 76/32/a & 76/22/a & 76/37/a

BUILDINGS IN CITY BLOCKS OF 136, 73, 135, 72, 133, 193, & 68 IN SAKARYA STREET



136/4/a & 136/3/a &
136/25/a & 136/21/a



73/20/a & 73/11/a & 73/19/a



135/13/a & 135/8/a



135/8/a & 135/7/a & 135/6/a &
135/14/a & 135/12/a & 135/1/a



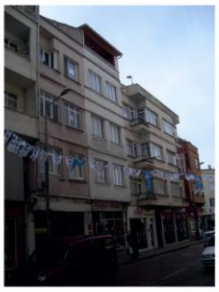
72/23/a & 72/27/a & 72/32/a & 72/43/a



133/14/a & 133/29/a



133/36/a & 133/11/a & 133/35/a



133/32/a & 133/37/a &
133/39/a & 133/1/a



193/26/a & 193/27/a



193/27/a & 68/10/a & 68/9/a
68/7/a & 68/6/a



68/6/a & 68/4/a & 68/3/a



68/1/a

BUILDINGS IN CITY BLOCKS OF 132, 67, 8 & 59 IN SAKARYA STREET



132/10/a & 132/15/a



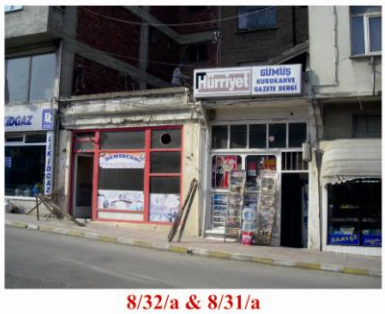
67/20/a



67/22/a & 67/14/a & 67/23/a



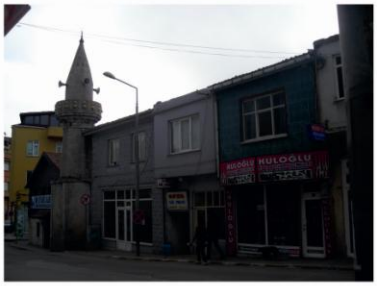
8/49/a



8/32/a & 8/31/a



8/53/a & 8/32/a



59/15/a & 59/13/a & 59/12/a



59/13/a & 59/12/a & 59/11/a



59/59/a

APPENDIX M

CATEGORIES OF BUILDINGS & REGISTRATION STATUS IN SAKARYA STREET

CATEGORIES OF BUILDINGS IN TERMS OF CONSTRUCTION SYSTEM ON SAKARYA STREET



Legend

- Traditional Buildings from 19th century 10
- Traditional Buildings from the beginning of 20th century 22
- New Buildings 88
- Construction 1
- Not Studied 2

In the study area of Sakarya Street it is determined that more than 80% of the buildings are new buildings constructed with the system of reinforced concrete. Besides, the number of traditional buildings from 19th century is only 10, which makes 7% of the study area. They are monumental buildings from Seljuks or Ottoman period of Sinop. Most of them are settled on the eastern part of the street today. On the other hand, traditional buildings from the early republic which are counted 22 are located on the western part of the street. In addition, there are one construction and 2 not studied buildings one of which was a church before on this study area.

REGISTRATION STATUS OF BUILDING LOTS ON SAKARYA STREET



Legend

- Registred building Lots 7
- Not registred building Lots 110

Among 117 buildinglots facing to Sakarya Street only 8 of them were registered in 2004. These are the parcels of historic monuments except for the one on which there are new building: 136 / 21. The detailed information is not gathered about this parcel; however it was on the registration list in 2004. The registration of this parcel could be cancelled between 2004 and 2010 and there should be new building which exist today was constructed.