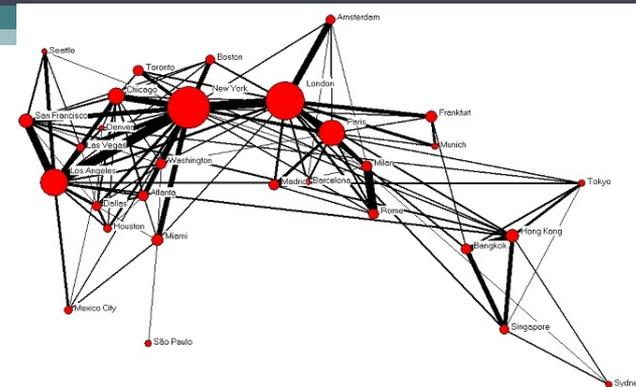
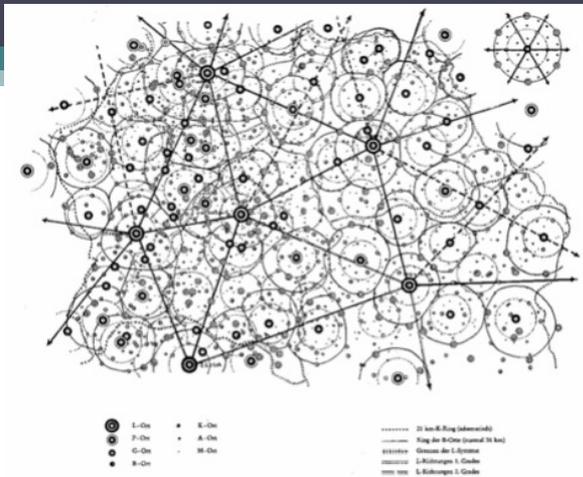


## GGR203 URBAN GEOGRAPHY

Assoc. Prof. Dr. Ayla Deniz  
adeniz@ankara.edu.tr

### The Evolution of the Urban System in Turkey



The content of this course is exactly compatible with the program in which the same course is taught in Turkish, and the open course materials prepared by Prof. Dr. E. Murat Özgür are used.

- **12th and 13th Century Seljuk Period Urban System**
- **16th Century Ottoman Period Urban System**
- **17th and 18th Century Ottoman Urban System**
- **19th Century Ottoman Period Urban System**
- **20th and 21st Century Republican Urban System**

## Seljuk Period Urban System

- The Seljuk city system has undergone change and transformation as a result of the 200-year-long migration of the Turks from Central Asia and Khorasan to Anatolia.
- Thus, the cultural values of the Central Asian (Shaman) and Iranian (Islamic) civilizations that moved to Anatolia and the Roman-Byzantine civilization heritage met. This situation revealed a chain of urban settlements showing functional stratification as the spatial reflections of the new social, cultural and economic life style.

- Transit trade was the basis of economic development in Anatolian cities in the Seljuk Period.
- **The country had a wide and organized trade route network and was located on the main routes of international trade (Kejanlı, 2010).**
- The commercial functions of these centers, which are necessary for the continuous exchange of goods, played an important role in the rapid development of Anatolia.

- The newly arrived migrants had to organize against both the local people in Anatolia and the Mongols who followed them. For this purpose, the ahi organization, which gathered all tradesmen and artisans under one roof, was established.
- When the Turks came, there was a settlement pattern in Anatolia bearing the stamp of Rome and Byzantium.
- With the arrival of the Turks in Anatolia, some changes emerged in the settlements and patterns.
- **These changes are:**
  - 1. Drastically changing old cities by settling in**
  - 2. Building new structures near or over destroyed cities**
  - 3. Build new cities**

- The Seljuk city system, which is thought to have been organized within the scope of the military and political conditions of the period and international trade potential in Anatolia in the XII and XIII centuries; defense organizations relied on the management mechanism and production-distribution systems components (Özcan, 2006).
- **Defense System:** Military organization and structures
- **Management System:** Administrative organization and management styles
- **Production System:** Economic policies and agricultural-craft activities
- **Distribution System:** Network of caravanserais and bridges



Source: Özcan, 2006: 25

- **Military Base (Subaşılık) Centers:** Konya, Kayseri, Sivas, Sinop, Alaiyye
- **Derbentler / Menziller and Karahisar Settlements:** Karahisar-ı Owner, Karahisar-ı Kögonya, Sivrihisar
- **Market / Fair Settlements:** Azone Bazaar, Yılgun Bazaar
- **Port, Mining and Mint Cities:** Antalya, Samsun
- **Religious Activity / Propaganda Centers:** Tokat, Konya, Malatya
- **Cities Developed Through Foundation Institutions and Imarets:** Simre, Aksaray
- **Ahi Organization and Settlements Established by Ahis:** Kırşehir, Kayseri
- **Village Settlements and Seasonal Settlements such as Spring and Winter**

- The economic policies followed by the Seljuks and the reflections of the production system they built on the Anatolian city system were based on the following (Özcan, 2006: 27):

- 1) Historical-physical geography and natural resource availability or potential**
- 2) International economic relations and distribution system**
- 3) Professional-religious organizations and traditional lifestyle**
- 4) Military-political potentials**

## Market, mining and port towns and cities



Source: Özcan, 2006: 36

The Seljuk city system was functionally classified as **Konya focal point**, **Sivas node**, **Sinop and Samsun and Alaîyye and Antalya** cities as entry-exit centers to the system.



Source: Özcan, 2006: 26

*Ribat-ı Şerif Caravansary (Nişabur)*



*Sultanhanı Caravansary (Aksaray)*

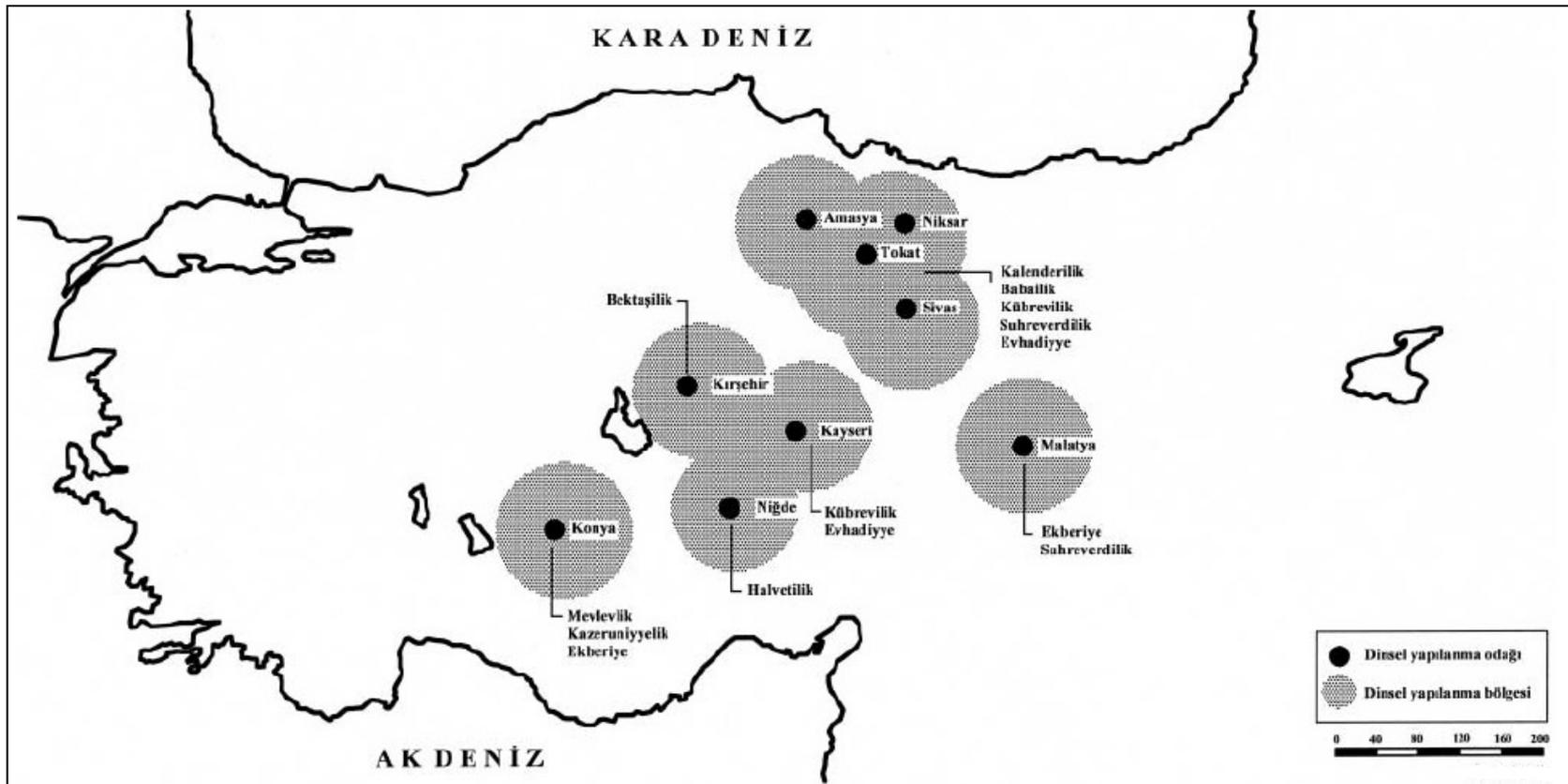




## Political/cultural centers



Source: Özcan, 2006: 38



Source: Özcan, 2006: 40

## Settlement areas of Turkish-Mongolian tribes



Source: Özcan, 2006: 43

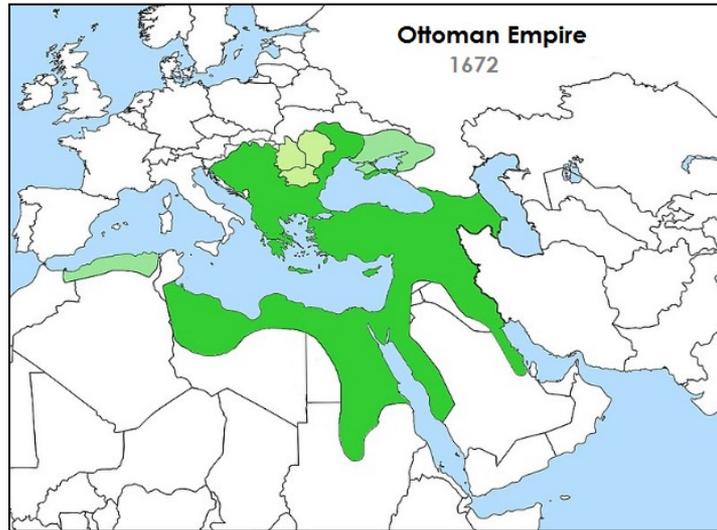


Source: Özcan, 2006: 45

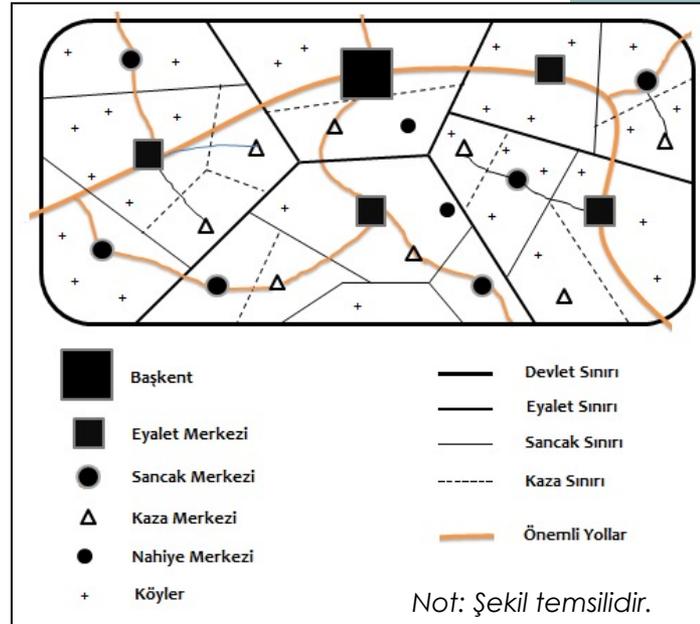
- **From the sixteenth century to the present, 6 different settlement system structures and transformations can be mentioned in general in Turkey:**
  1. Sixteenth Century: Classical Ottoman Period
  2. Seventeenth and Eighteenth centuries: The period when central control weakened and the control of the Ayans increased.
  3. Nineteenth Century: The period when the system opened up to Western imperialism and became a semi-colonial
- *Twentieth and Twenty-First Centuries*
  4. The period of internal market integration from the National War of Independence to the Second World War
  5. The period of rapid urbanization between the Second World War and the 1980s
  6. After 1980, the period shaped by globalization



- **The space organization of the 16th Century Classical Ottoman Period was an organization suitable for a production based on organic energy and transportation technology.**
- The production technology for agriculture, which was the source of surplus product creation, was the black plough, based on animal power.
- *In the Ottomans, there was a land transportation and communication provided by caravans and messengers, as well as a maritime transportation system that had recently switched to rowing and sailing technology.*



- **It was essential to increase the surplus and ensure its regular flow, which was controlled by the central power of the empire, thanks to the Gaza and Timar system.**
- In this context, the most important factors were the continual enlargement of the empire with conquests, the preservation of the internal order, the control of the roads and the contribution to the surplus product.



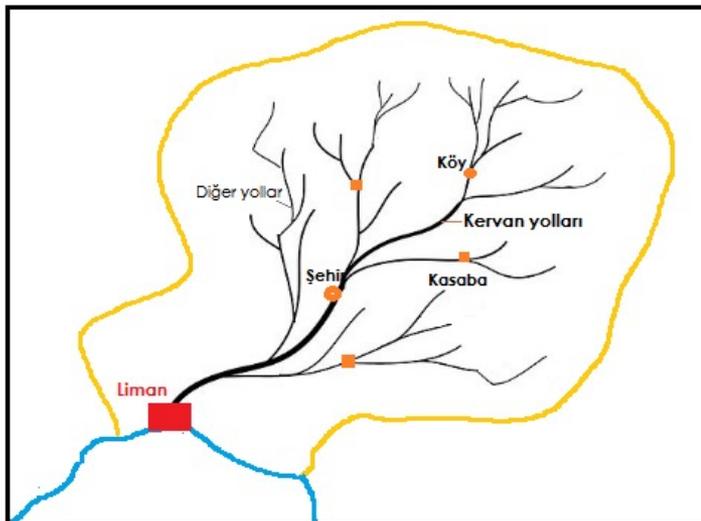
- 1) One Big City: Capital Istanbul (700,000 inhabitants)
- 2) Regional State Centers: Karaman, Trabzon etc. (50,000 inhabitants)
- 3) Regional Sanjak Centers: Ankara, Manisa, Amasya (10,000 inhabitants)
- 4) Local Market Centers: Kazas like Ayaş, township centers like Güdül (3,000-4,000 inhabitants)
- 5) Villages (townships)
- 6) Nomadic groups



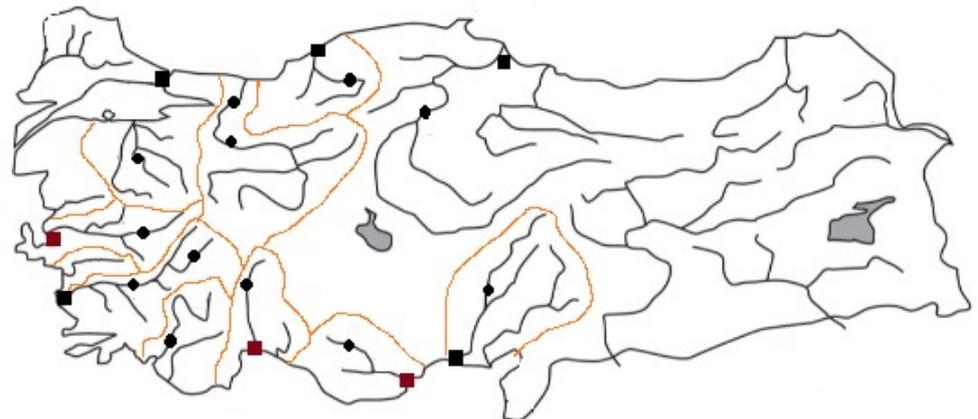
- **The cessation of Ottoman expansion**
- **State forced to feed large armies**
- **Increase in government expenditures and change in land regime**
- **Weakening of central authority and increasing power of local control groups**
- **Disruption of resource-population balance**
- **Beginning of popular revolts (e.g. Celali revolts, 1519)**

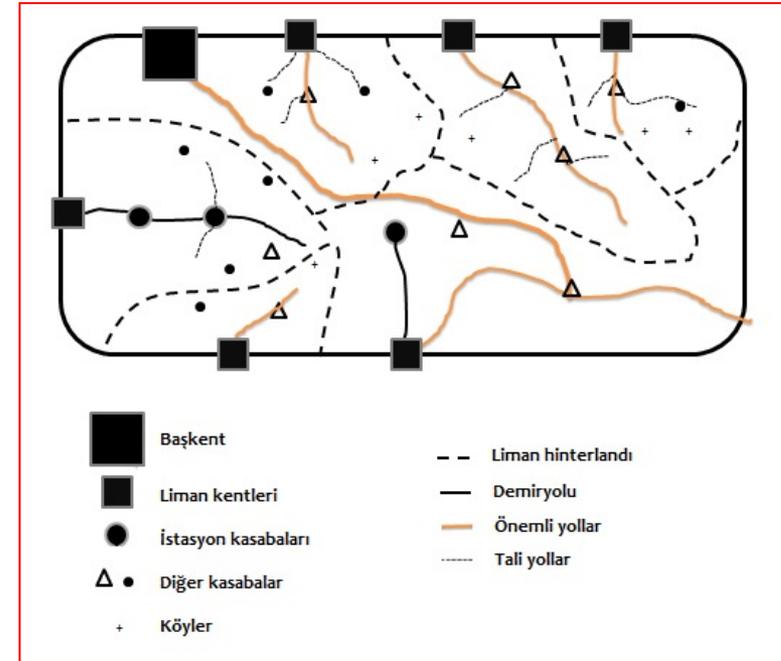
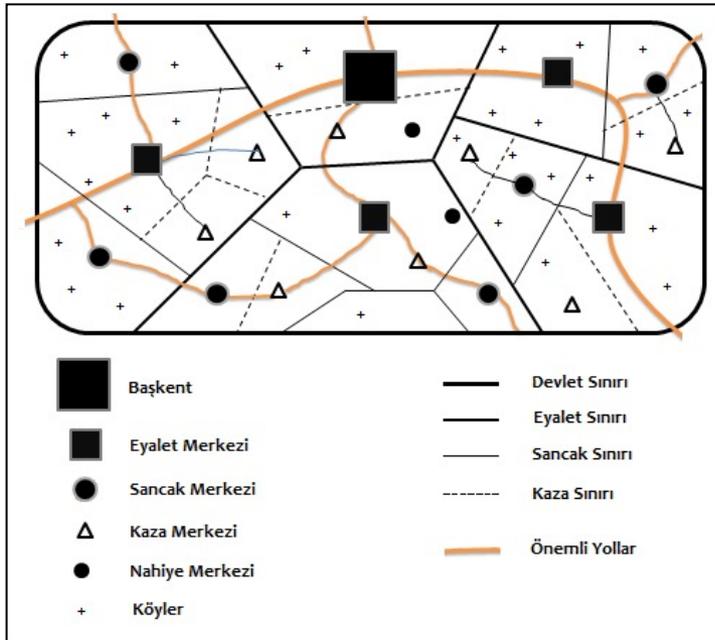
- Mass migration to İstanbul.
- **Strength of local autonomy in regional centers increased**
- Intense migration to regional centers accelerated urban growth.
- **As the overlords oppressed the people, the peasant fled to the inaccessible mountain areas (Great Kaçgun), the villages were emptied and agriculture declined.**
- Nomadic groups were subjected to forced resettlement.
- **The integrated spatial structure between regions and within regions was dissolved.**

- Thanks to the country's opening up to foreign markets and the development of transportation technology, the population's level of living in cities rose from 9% to 25%.
- Anatolian cities lost their feudal period production functions and geographical specializations of the 16th century.
- The new transportation system based on ports and railways was decisive in the emergence of new cities, which cities would develop or which ones would lose their importance.
- An outward-looking urban pattern emerged under the influence of foreign-dependent trade:
  - The growth of old port cities (İzmir, Samsun, Trabzon etc.)
  - The birth of new port cities (Mersin, Zonguldak, Kuşadası etc.)

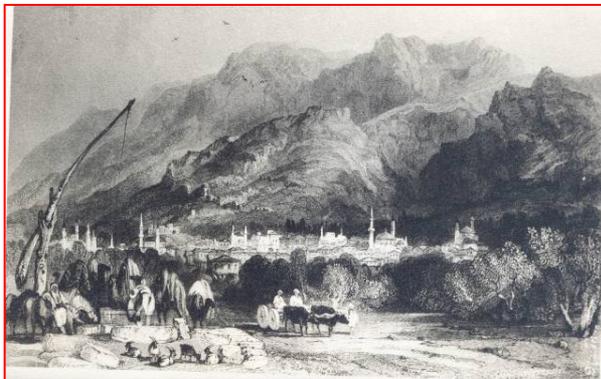


**A semi-colonial structure with a tree diagram: Representationally**

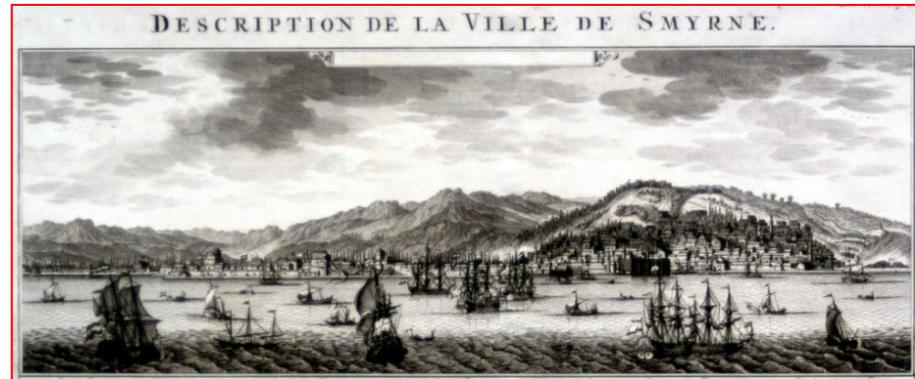




**Bursa**

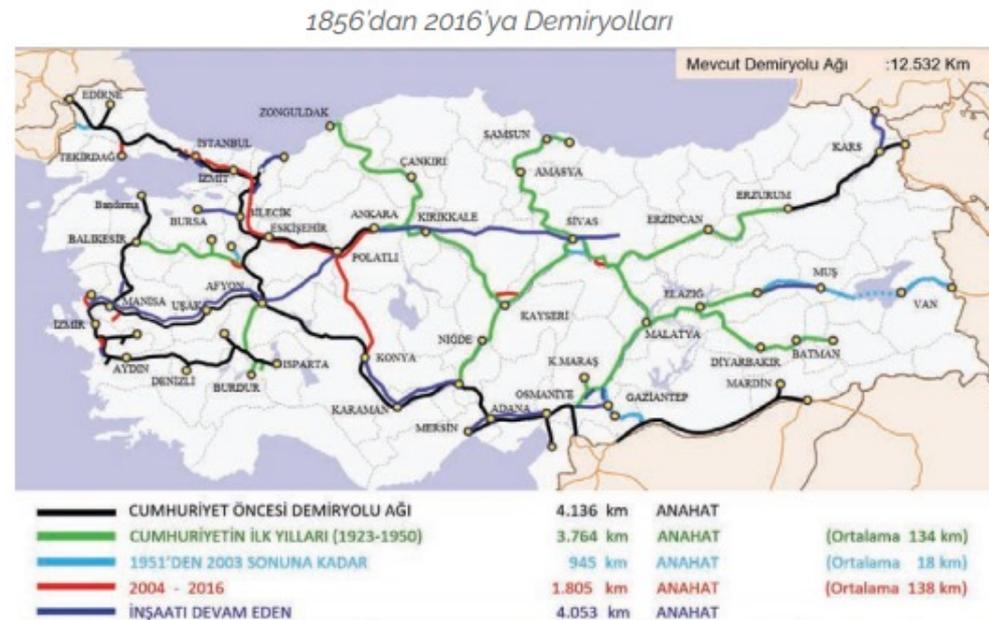


**İzmir**

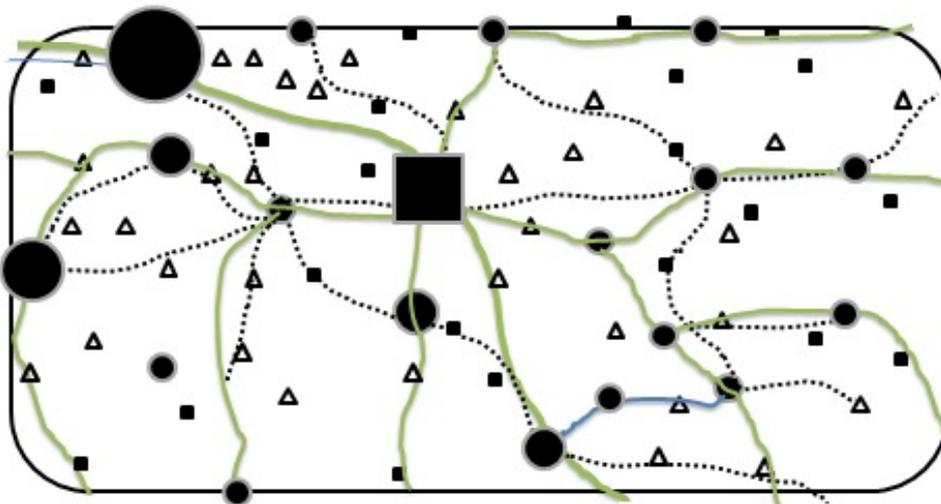


- 1) From the War of National Liberation to the end of World War II (first liberal, then more statist period before 1945)
- 2) II. From the end of World War II to the beginning of the Planned Period (1946-1960 period of liberalization)
- 3) From the Planned Period to the opening-up-globalization period (1960-1980 mixed economy period)
- 4) Outward opening-Globalization period (neoliberal period after 1980)

- The spatial organization of the Republican period can be seen as a reaction to the spatial system of the previous Ottoman period.
- Response policies can be grouped into four groups:
  - A new capital
  - Modern cities with social change axis
  - Network style railway system
  - Creating development poles and establishing large state factories in small Anatolian cities.

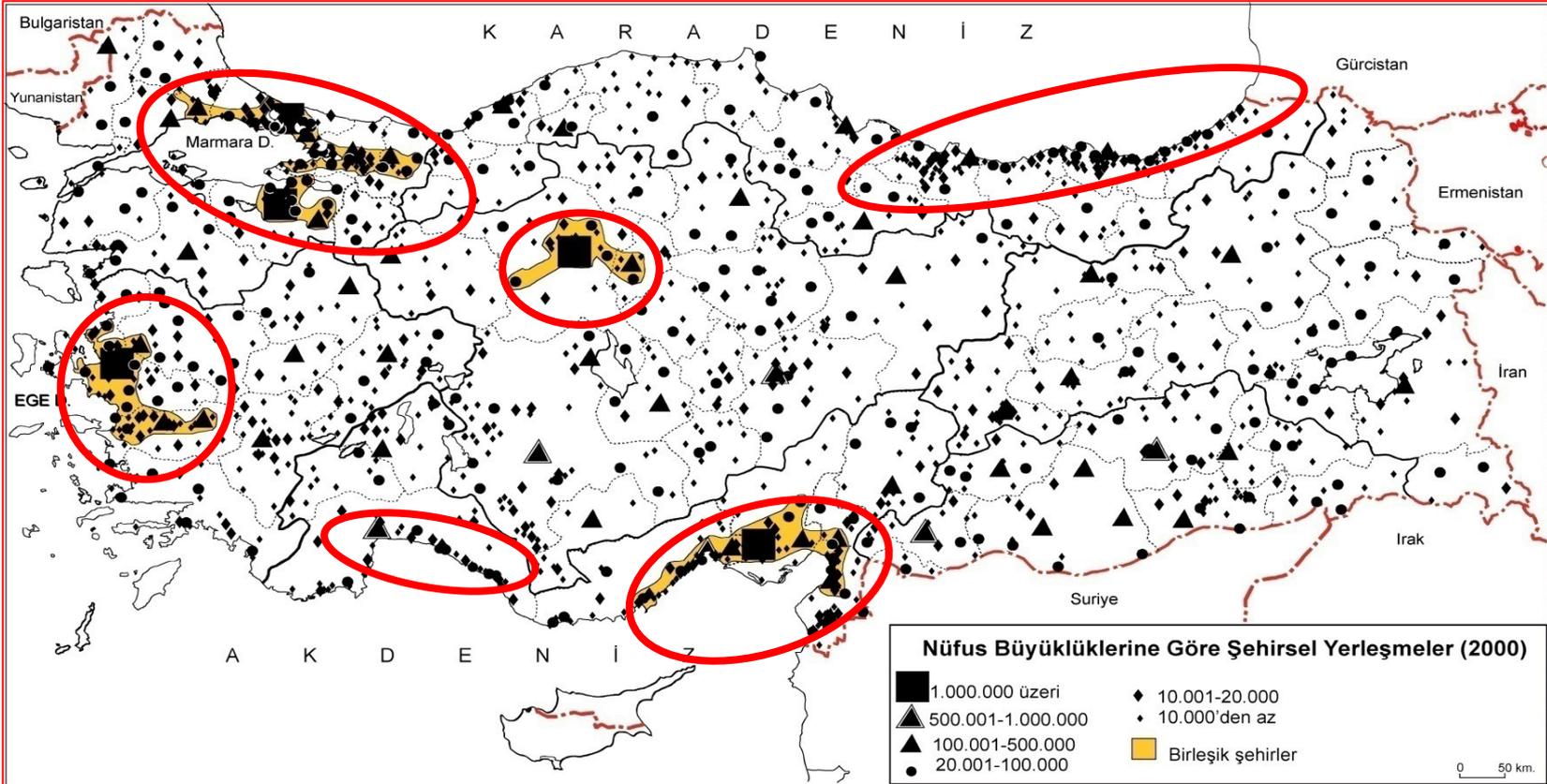


- Choosing a development path with agricultural and infrastructure investments instead of industrialization
- Mechanization in agriculture, rural labor surplus
- Clustering of the private sector making industrial investments in the west
- Focusing on road transport
- Revival of the rural-urban migration process
- Development of national metropolises and regional centers



- **Adoption of the post-1980 open and export-led growth model**
- The proliferation of large industrial facilities focused on Istanbul, Bursa and Izmir
- **The development of industry in Anatolian cities thanks to flexible production and SMEs (KOBİ), the emergence of new industrial centers**
- Opening the south and west coasts to mass tourism, shaping the settlement system within the framework of this function
- **Highway and divided highway investments in the following years**

- **Rapid developments in air transport: New airports, flights to many cities**
- High-speed train investments and applications
- **Ports gaining importance, container transportation**
- The acceleration of metropolitanization and the emergence of urban regions
- **Influence of cities by global dynamics**
- First, Istanbul's taking place in the global city league, then Ankara, Izmir and Bursa showing themselves.
- **Neoliberal urbanization trend and change in the production of urban space**



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