

Changing routes on AOÇ in two years time: comparative scenarios from March 2011 and July 2013

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scope The rapid physical transformation on the ground of Atatürk Forest Farm, which have being experienced by the recent municipal interventions, tends to result in an elusive physical environment not only for the inhabitants of AOÇ formed by the administrative body and workers, but also for the whole community of Ankara. Seemingly, this physical transformation of the land is manifested on the construction of a complex of inner-city and inter-city highways which has already disintegrated the land of AOÇ resulting in a loss of place. Indeed, the historically formed identity of AOÇ as a place is disregarded in all manners by this new organization of highways manipulating the vital axis passing through the land of AOÇ, and seems to disappear during and after the complete inclusion of this highway complex into the traffic web of Ankara.

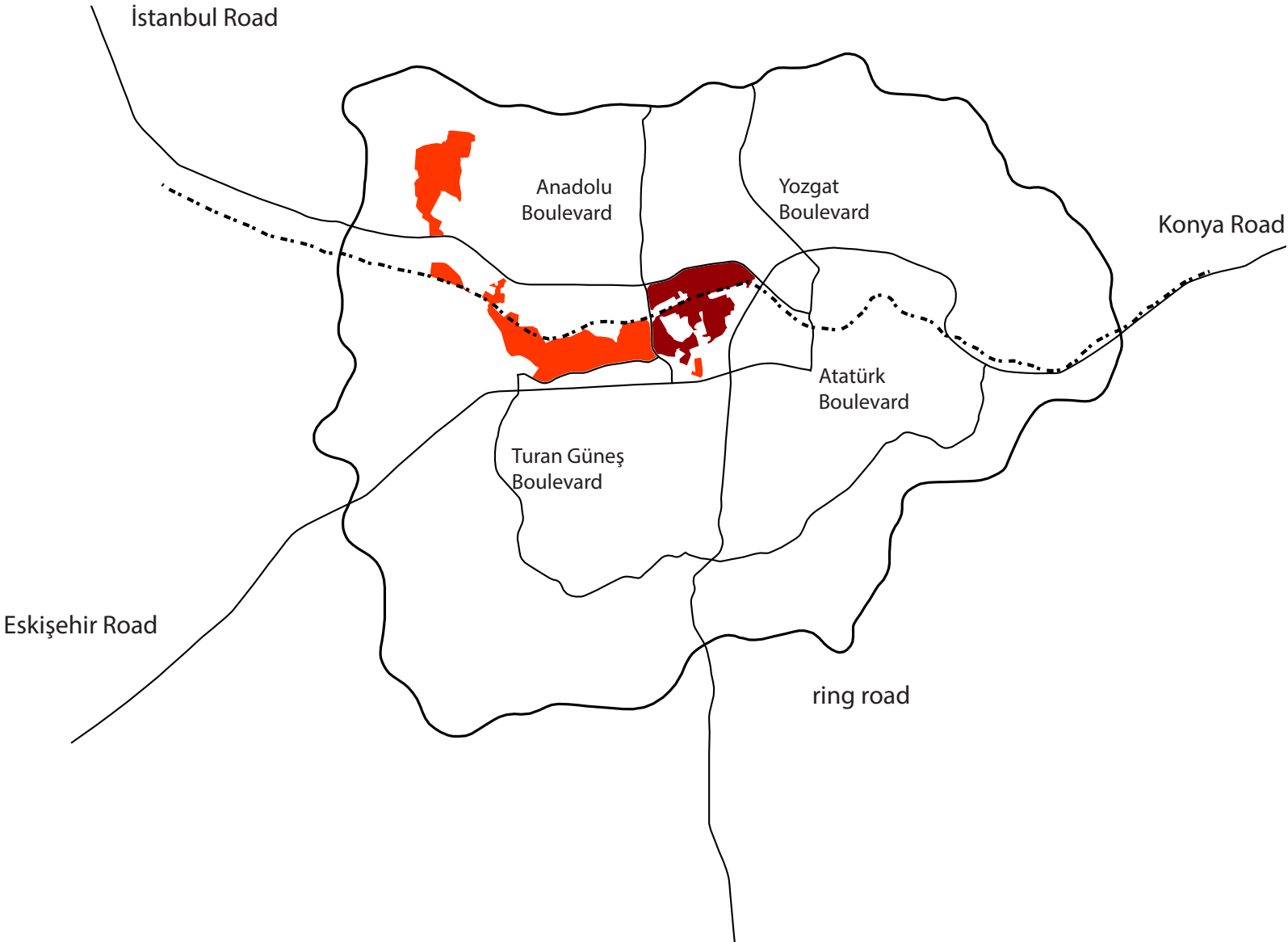
aim The study aims to visualize the direct physical impact of the highway complex that has been passing through AOÇ through a mapping of the route of the physical transformation which has been changing the spatial character of the ground with newly built highways, pathways and future structures around at the same time. By visually documenting the traces of the highway complex being constructed on the land of AOÇ, the new map of AOÇ, which has not been registered yet into the international map database, is aimed to be drawn and publicized to create a public opinion on the physical loss of the land of AOÇ.

Land of Atatürk Forest Farm on Ankara road map

method

The method of this mapping project is to trace the new highway complex that is passing through and still being constructed on the ground of AOÇ with a GPS system by simultaneously recording the geographical data of this new land route. With this method, a new physical map of the site will be developed by drawing on the physical data together with the in-situ visual observation through the synchronically taken photographs of the site.

The simultaneous physical and visual analysis of this new land route which disintegrates the land of AOÇ resulting in a loss of place has the potentiality to visualize the problematic, and trigger the common sense of the people of Ankara in search for a recalling of the lost meaning of AOÇ as a place.



Junctions surrounding the AOÇ Land

AOÇ Land is surrounded by three main arters significant for the transportation system of the city of Ankara; Istanbul Road, Konya Road and Eskişehir Road. The focused area in the land of AOÇ, a domain that's widely being used by the means of production and recreation, is surrounded with junctions which leads to provide access in between these main arters. The selected junctions in the periphery of the AOÇ Land are Batıkent, Akköprü, Bahçelievler and Söğütözü Junctions.

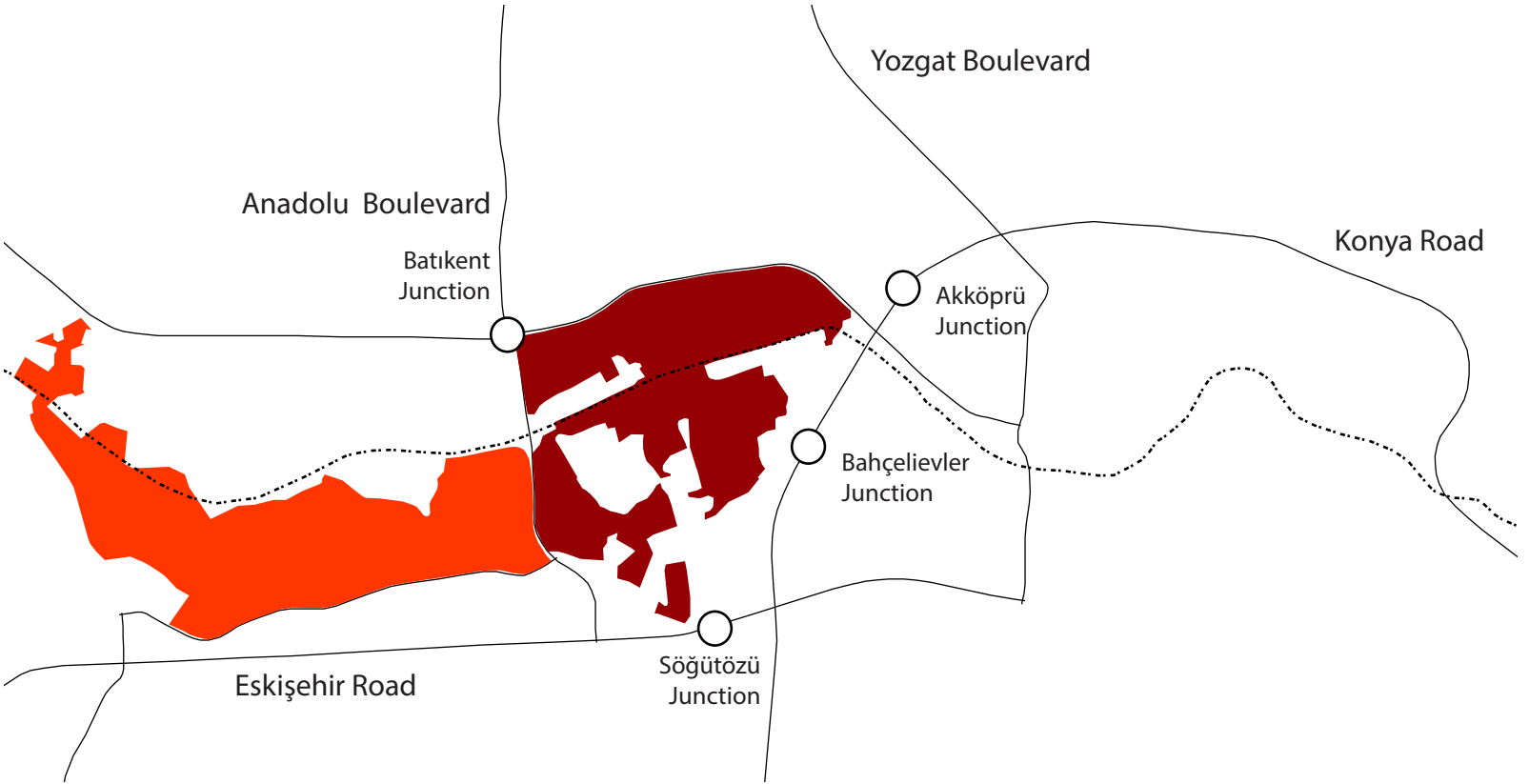


figure 1 Land of Atatürk Forest Farm on Ankara road map (on the left)

figure 2 Junctions surrounding the AOÇ Land (on the right)

Both of the maps were produced with reference to "The Land Use map of Ankara and its Immediate Surroundings (2005)" by Ankara Greater Municipality, Directorate of Construction Affairs, Department of Metropolitan Planning.

Çiftlik Road:
physical and social spine of AOÇ



- Zoo
- Museum of Atatürk Forest Farm
- TIGEM Park
- AOÇ Train Station
- Restaurant
- AOÇ Store
- Central Restaurant of AOÇ
- Atatürk's House Museum

The subject of this study is the transformation of the land of AOÇ, which reserves an important place in the collective memory of the citizens of Ankara as a public greenery, into a transit zone for vehicles along with the increasing wide-scale physical interventions to the site that have been carried out since May 2011.

The focal area of the study is Çiftlik Caddesi alias Alparslan Türkeş Caddesi that passes through AOÇ, and has been functioned as a spine that carries the everyday life on AOÇ based upon agricultural and social production since the establishment of the farm. The vital section of this main transportation axis which carries all productional and recreational facilities of AOÇ is stretched out from the Central Restaurant of AOÇ to the Zoo. Most of the administrative, housing and recreational facilities of AOÇ are placed on the southern side of the railway line whereas the zoo and agricultural lands are housed on the northern side on AOÇ, the land of which is divided into two sections by the railway line.

Mainly, there are the productional and administrative centers of AOÇ along with the housing, medical and educational facilities for the inhabitants who realize the production on the land. On the other hand, there is a store where the products of AOÇ are being sold, restaurants, and parks where the citizens of Ankara could meet their recreational needs on greenery. In this sense, the collective memory of AOÇ has been spatially settled on and around this spine.

Although the productional activities have been decreased in recent years with the decreasing financial support of the state, the spine was used to function as the vital connection between the restaurants and the zoo that the citizens of Ankara mostly utilized. In addition to the bus line used to lead to the zoo from Kızılay, the access of the citizens of Ankara to AOÇ could be provided by private vehicles.

However, along with the enunciation of the plan in May 2011 that changes the authorization on the land of AOÇ on behalf of the Greater Municipality of Ankara for the construction of roads, squares, underpasses, rail systems, underground tunnels, and infrastructure services with benefit without charges, the physical disintegration of the land of AOÇ has been started. In addition, with the later submission of the land of the General Directorate of Forestry that housed agricultural and industrial facilities to the construction of the presidential palace, the construction of the road that disfunctions the spine and obstructs the access to AOÇ has been started.

This road still in construction phase was part of a greater plan of a highway system linked to the three intercity roads namely İstanbul Road, Eskişehir Road and Konya Road which frame the land of AOÇ. By the construction of this road, not only the territorial integrity of AOÇ is destroyed, but also the spatial integrity of the social reproduction activities of the citizens of Ankara are corrupted by the physical division of the spine.

Within this context, the construction zone that holds the spine of AOÇ is focused. Possible route scenarios connecting the northern and southern section of the land, and which have been experienced and recorded with a GPS tracking system, are documented in relation to four important junctions surrounding AOÇ by comparison with the physical situation of the land in 05.03.2011 and 29.07.2013.

Changing routes on AOÇ in two years time:
comparative scenarios from March 2011 and July 2013

Scenario 1 _ From Batıkent Junction





starting point : Batikent junction
track taken(respectively) : zoo - Museum of AOÇ - Restaurants

	05.03.2011	29.07.2013
road taken (m.)	4400 m.	7300 m.
time (min.)	5 min.	9 min. 42 sec.

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Scenario 2 _ From Söğütözü Junction





starting point : Söğütözü junction
track taken(respectively) : Restaurants - TIGEM Park

	05.03.2011	29.07.2013
road taken (m.)	4500 m.	17400 m.
time (min.)	7 min.	17 min. 48 sec.

Changing routes on AOÇ in two years time:
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Scenario 3 _ From Bahçelievler Junction





starting point : Bahçelievler junction
track taken(respectively) : Atatürk's House Museum - Central Restaurant of AOÇ - Museum of AOÇ

	05.03.2011	29.07.2013
road taken (m.)	4500 m.	7700 m.
time (min.)	8 min.	11 min.

Changing routes on AOÇ in two years time:
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Scenario 4 _ From Akköprü Junction





starting point : Akköprü junction
track taken(respectively) : AOÇ Store - Restaurants - TIGEM Park

	05.03.2011	29.07.2013
road taken (m.)	5200 m.	7700 m.
time (min.)	8 min.	12 min.

Changing routes on AOÇ in two years time:
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Visual documentation of problematic areas



1



2



3

