

THE IMPACT OF THE BLACK SEA COASTAL ROAD ON THE COASTAL CITIES: A COMPARISON OF GİRESUN AND ORDU

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Received December 2017 • Final Acceptance: May 2018

Abstract

The presence of 'coast' or 'sea' gives the city its own character, while it enriches the urban space in terms of functionality and also differentiates its conceptual dimensions. From a functional point of view, coasts are evaluated as a part of city that hosts different fields such as social and cultural activities, entertainment, recreation, trade, accommodation, etc. (Incedayı, 2006); and from a conceptual perspective, coast is defined as a space bordered by water and land components or the interface between these two components (Timmerman and White 1997).

Therefore, the 'coastal cities', which have unique identity to the coast with a unique urban identity and culture, have unique problems. These problems are the concepts that explain the functional and conceptual value of the coast as well as the interrelated concepts in itself, such as the focal point of coast, components that generate coastal cities, losing the coast, presence of human on the coast and the interventions on coastal cities. Particularly, the transport decisions as a result of bad plans and similar interventions on the coast "lose the coast" and cause the "loss of unique values for coastal cities".

Recently, the 'Black Sea Coastal Road' where man-made interventions and their results have been clearly monitored has been the topic of much debate in this context. This led to the loss of the coastal city identity of all Black Sea cities (except for Ordu). The cities that had existence with the coast have moved far away from the coast because of the coastal road and this had a negative impact on urban life in terms of coast and city integration, and the life was transformed into a different concept. The coastal morphology, which is the main determinant of the urban and spatial structure, has been distorted and a new coastal morphology has been established with the filling areas (Usta, 2016)

For these reasons, it has been determined that the study of Giresun and Ordu cities, which are located in close proximity to each other but where the coastal road passes through different axes according to the shore, is discussed in the context of the shore-specific 'functional' and 'conceptual' parameters. These parameters will be evaluated through comparative analysis tables including headlines such as 'order, movement, transportation, nature, topography, focus, perception, culture, identity' for both cities. In this way, it is aimed to discuss the results of urban unplanned interventions in the context of 'city and urban'.

Keywords: coast, coastal city, black sea coastal road, urban

Word Count: 5496

1. COAST AND CITIES AT THE JUNCTION OF WATER; COASTAL CITIES

The coasts have always been at the focus of the human settlement. Bender (1993) associates the reason why the people settles around the coastline with the coast being a location that is reachable from the sea, in other words that it is the gate of land to sea, meaning an exit point. Throughout the history humans have build their cities on coasts to protect their homes and lands, utilize the sea route transportation or benefit from the comfort of the view and the temperate climate. Water has always been a source for life, power, comfort and pleasure, a symbol for cleaning and renewal (thesis, Bender, 1993). Thus, as the most dynamic components of the cities the 'waterways' are shown and it is indicated that it is only possible through the waterways the growth of a city in size, location and efficiency (Mumford, 1961).

The researches conducted show that nearly half of the world's population lives alongside the rivers, on river mouths or at seaside and this ratio is increasing every day (Hudson, 1996). Also, when we look at the history of civilization, for the cities, countries being close to the coast contributed greatly to their development. European continent is a good example for this condition. Such as, the coastal and seaport cities of Europe, due to the transportation opportunities the sea offers, have played the major role in expansion of capitalism and development and variation of the social life (Duru, 2003).

However the coastal cities carry a more semantic, rational even more complex meanings above all these definitions. The presence of the 'coast', 'sea' or 'waterway' in a city grants that city a special character, while enriching the city location functionally also differentiates the conceptual dimensions. When the coasts are seen in a functional perspective; they are considered as a part of a city containing within the differences like socio-cultural activities, entertainment, recreation, trade, residence (İncedayı, 2006) and when looked at in a conceptual perspective; they can be defined as a location limited by the water and land components or the interface of these two components (Timmerman and White, 1997).

Erkök (2001) have listed all the assessment made for the coastal cities as water itself being an important source and network, expanding the boarders of the city, coast being a gathering and communication location, city being, by nature, on a transportation network in between the market and the resource, being more of a natural city than a artificial one, being open to interaction with the outside world, being connected to the location and in relation with ecology, natural and constructed being together, collecting the various together, openness and movement, flows being natural, being open for innovation and change, presenting rich personal experience with its rich physical structure, creating a culture. This existing *functional, spatial and conceptual variety* also diversifies the problems special to the coastal cities.

2. COASTAL CITIES AND PROBLEMS OF THE COASTAL CITIES

The problems and urban components of these cities that gain their genuine values from the coast, have city identity and living culture special to the coast are also typical of the coast. Because the most valuable riches of the coastal cities are the coastal areas and these areas are one of the natural resources that should be protected carefully, used for correct purposes in the most efficient way.

In this regard the problems of the coastal cities appear as concepts that both explain the functional and conceptual value of the coast and have relationships in between like from what the focal importance of the coast to components forming the coastal cities, un-coasting, presence of the humans on the coast, what the interferences applied to the coastal cities are. The interferences applied to the coast especially like an ill-planned transportation decisions 'un-coast the city' and cause 'the loss of genuine values of the coastal cities'. In fact as Fidan (1991) stated, even if the importance of the coastal regions for the human life cannot be debated, the damaging of the coasts have started relatively for the human history.

Thus the all the problems substantially complex, multi dimensional and related to human are debated in the scope of this report under the titles of 'Functional', 'Spatial/Physical', 'Semantic/Conceptual'.

2.1. Functional Problems

According to Öztan (1976), indicating that the coasts are the areas where the land and water come meet, the coastal areas carry a value way above the values these two resources carry separately and functionally provide various utilization opportunities for all the living things. He states that the some of the urban components like residence, transportation, commerce, industry, agriculture, waste disposal, raw material provision, defense, recreation and tourism, health, energy, fishery and sports activities have reached the level can be considered dangerous in disrupting the characteristics and natural balance of the coastal cities. Thus all the interferences on the coast affects the city scale and even time to time the regional scale (Gedikli, 2011).

İncedayı (2006), assessing the coasts functionally, states that the coasts can only be defined as a living part of a city in the scale that they contain within different areas like socio-cultural activity, entertainment, recreation, trade, residence. It is inevitable that this diversity shall have spatial reflections. On the city coast not only the roles and functions but also the forms and views are also differentiated (Mancuso, 1990).

2.2. Spatial/Physical Problems

The conducted researches shows that almost 50% of the World's population lives on or close to the coasts and this ratio is expected to rise to 75% in coming years. Inevitably during this process, there shall be an increase in the transportation, residence, industry, agricultural area, tourism, natural and cultural resources and recreational activities towards coastal areas. Gedikli (2011) indicates that especially coastal cities and their ecosystems are increasingly modified and transformed to meet these increasing urban needs. Sometimes this modification and transformation is insufficient and a need for spatial and physical expansion of the coastal areas occurs. Besides the shaping effect of the natural events, the coasts are interfered via works like filling the sea and the coastal areas are expanded. Especially the developments in the construction technologies increase the effects of these interferences affecting the coastal areas both ecologically and physically. Against these dramatic transformations there appears problems in the coastal cities like climate change, air and water pollution in dangerous levels and spatial problems like extreme population increase due to the migration (Gedikli, 2011).

2.3. Semantic/Conceptual Problems

There is a tool in the coastal cities that always provides different experiences to the people living within; 'water'. Uzun (1990) summarizes as follows this property water has especially towards fulfilling the spiritual and social needs of the people;

- The climate at the coast is milder compared to continental climate and the micro-climates it creates sporadically affects the life circle of humans in a more positive way,
- Coastal areas, especially moving water and sound of water creates opportunity for the people to rest and entertain regarding the function, esthetics and perception.
- Coastal areas provide opportunity to create coastal parks, in accordance with the social, cultural, economic needs and recreational trends of the people of the same region, where the natural elements the coast contains can be rearranged by physical planning (Uzun, 1990).

In short, the space created by the water gains most of its value from the water and water defines how that space shall be shaped economically, socially or physically. The presence of water creates a spatial richness whereby makes it complex the issue of handling and planning of the coasts. In this regard the traditional planning approaches and methods are not sufficient in most cases to interpret the meaning given to the space by being at waterside. On the other hand, while the social meaning placed on the coasts is very strong, the social awareness in issues like ownership of the coasts, their semantic value is not that strong (Gedikli, 2011). Torre (1989), relating this contradiction at the coasts to culture, indicates that without reaching the necessary cultural level, the coasts are lost, the coasts become a transition zone between the city and the water and lose their semantic value. In fact in our country, there are coastal cities that lost their semantic value in controversial applications. In this regard, the Black Sea Coastal Road that is subject to various debates since the first day of its project, draws attention as an example where the interference via human hand and subsequent results of this interference are seen clearly.

3. THE PROBLEM OF BLACK SEA COASTAL CITIES: BLACK SEA COASTAL ROAD

The Black Sea coastal road came into the agenda as the result of the current coastal road not being able to meet the needs due to the increasing traffic density and with the consideration that it is an economic and fast resolution, it is applied along the narrow coastal line via filling the sea (Zorlu, Aydıntan, Engin, 2010).

It is a coastal road lies from Samsun to Sarp border gate, passing through centres of 5 provinces and 30 districts, 542 km long, having 12 single tube, 22 double tube tunnels and 263 bridges on it (URL 1) (Figure 1). On this route, in Artvin/Hopa, Trabzon, Rize and Giresun the coastal line is filled and expanded, the passage of the road is provided on this filled area lying parallel to the old coastal line via three lanes one way and three lanes for the other. The road is linked to the inner road at the entrance of the Samsun central, and in Ordu, different from the other cities, is passed not through the coast but through the rear region of the city central and the old road on the coast line is planned to be used as the inner-city transition road.



Figure 1. East Black Sea Coastal Road and Coastal Cities

The mentioned road cause all the Black Sea coastal cities, except Ordu, to lose their coastal city identity. The cities that found existence with the coast are pulled away from the coast due to the coastal road and the urban life is affected negatively in coast city union or in current terms is transformed into something else. The coastal morphology, the basic definer of the city and the spatial structure, is disrupted and a new coastal morphology is created with the filled zones (URL 2). As the result, these cities that owe their riches to the water and the culture it holds, started to experience a transformation in the physical, functional and semantic relationship they established with the water.

The cities have turned their backs to the water with this transformation and become unable to use the opportunities of the coast. In many cities, to remove this adverse situation, monotone, unqualified, and forcing recreational arrangements are made where the reach of the pedestrians to the filled zones are provided via suspension bridges built over the highway (Gedikli, 2011). On the Black Sea coast similar applications were realized, in the zones out of the city central, the small bays where green meets the sea and the natural green fields laid along the coast have been lost, instead there is now a transit road where trucks, TIR and automobiles navigate (Zorlu et al., 2010) (Figure 2).



Figure 2. Giresun Gülburnu before the Black Sea Coastal Road and the road construction works

The only coastal city that is not affected by all these mentioned adversities due to the passage of the Black Sea Coastal Road is Ordu. Giresun is another city where the passage of the road is provided over the filled zone at the coast and the comparison of the coast usage in these two cities regarding the road passage is subjected to this report. In these two coastal cities that are very close, in transportation range of each other, but have different topographical and geographical properties, the discussion of the effects of the mentioned road passing through different axis on the coastal use, the city and the urban people is the purpose of the study.

4. EFFECT OF THE BLACK SEA COASTAL ROAD ON COASTAL CITIES; ORDU-GIRESUN EXAMPLE

One of the cities subjected to the study, Ordu, is placed in the East Black Sea Region, between Canik Mountains and the Black Sea and was established in a small gulf. The city, with nearly 95km of coastline to the Black Sea, is placed on a flat area topographically and does not have too much elevation differences in its land (URL 3). Generally, it show an expansion along the coastline and grows towards Giresun on east and towards Samsun on west. Whereas Giresun is placed on the east of Ordu. The city central was established on a peninsula lying towards the sea in between Aksu and Batlama valleys. Compared to city of Ordu it has a substantially rough topography and has nearly 122 km of coastline to Black Sea (URL 4).

When we look at the development of the cities in the historical process, it can be seen that the first place of establishment for the city central is the eastward side of the hill, known as 'Boztepe' that provides view and sun advantage with its inclined topography. While the flat lands known as Akyazı-Turnasuyu plain was used for agricultural purposes. It is seen that the great fire in 1883 was a turning point for the development of the Ordu city. After this fire the bazaar is rebuilt, furnished with neat roads, many swamps were dried within and close to the bazaar, some parts that are lower than sea level were filled with sand and thus sea was prevented to flood the bazaar in stormy weather (URL 3) (Figure 3). In the development process of the city the zoning plans made in 1927 and 1949 were effective, and it is seen that the city central development axis began to move towards east with the zoning plan made in 1980. It is stated that the city grew rapidly especially after this date however the zoning regulation has not been made in the same rate with this growth. The decrees that made high building construction available across the city are the additional floor revision plans prepared in 1994/1996 (URL 3). These floor revisions have affected the cityscape and caused a transformation in the character of the city.

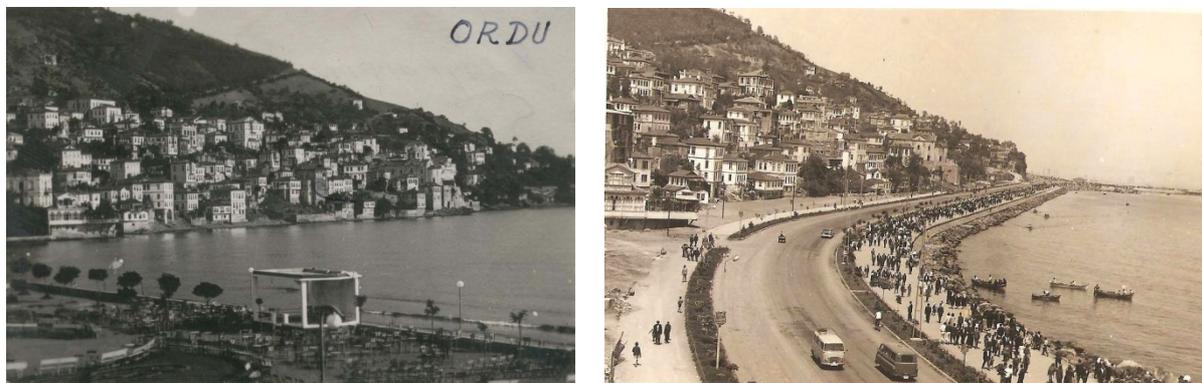


Figure 3. The first settlement area of the City and the land route passed through the coast

When the development of Giresun province in the historical process, it is seen that the first settlement location of the city is within the castle that is placed at the highest peak of the hill that leans towards the coast (Bekdemir, 2000). In time the city development expanded around the castle and to the skirts of the hill towards north and the residences are placed with a sea view (Emecen, 2009) (Figure 4). City being established on a hill and its sides over a peninsula has divided the city into two, as can be defined as east and west. The historical transportation road on north-south axis had connected these two parts.

In this regard the city had an important location in the historical process with both its placement and its relatively protected port (Emecen, 2009). With the declaration of the republic Giresun has entered into a process of urbanization and growth as a city however due to the conditions of the period, as it was throughout Turkey, the development of Giresun province was significantly slow (Bekdemir, 2007).

In time, it is possible to say that the Giresun city central has been located in between Aksu and Batlama valleys and continued its development in east-west direction (Bekdemir and Yazıcı, 2002). Also the port area constructed to the west of the city (1950), the Paper Factory established by the Aksu stream (1970) have affected the development of the city significantly and the city has been shaped around these two important foci. However, the land route constructed in 1960s and passed through the coast has the most important role in shaping the city, despite the narrow flat areas at the coast the development of the city has continued on a linear axis alongside this road (Figure 5).



Figure 4. Residential settlement at the skirts Giresun Castle

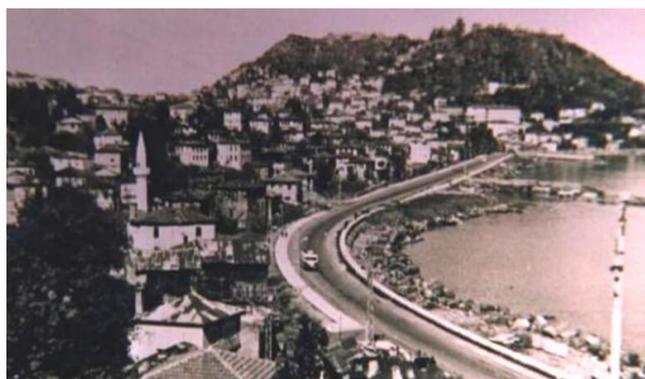


Figure 5. The first land road in Giresun passed of the through the coast

Today, it is seen that the cities through which the Black Sea Coastal Road passes, generally show a linear development along the coast and there is a tendency of connection of these coastal cities, and this condition creates a new urban view but without an identity. As the number of tall buildings lined up by the road increase the visual connection of the cities with the coast is severed, the effect of the sea to travel inwards and the wind circulation are prevented, the air pollution is increased. On the other hand, due to the building constructions continuing alongside the road the green vegetation genuine for the region started to be replaced in time with a concrete wall and a divided coastline (Yılmaz, 2009).

In this regard the condition of the relation of Ordu and Giresun cities with the coast after the Black Sea Coastal Road to be discussed in relation with the parameters special for the coast defined as 'functional, spatial and semantic' is the subject of this study.. In the study the coast-city-road relationship's status in the city central is examined, the study area is limited as the city centrals of these two coastal cities (Figure 3).



Figure 6, 7. Ordu and Giresun City Centres

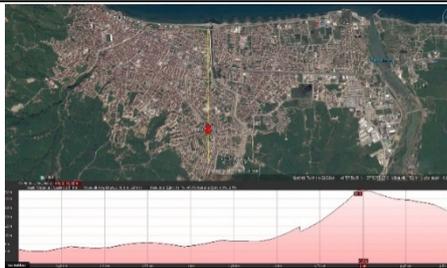
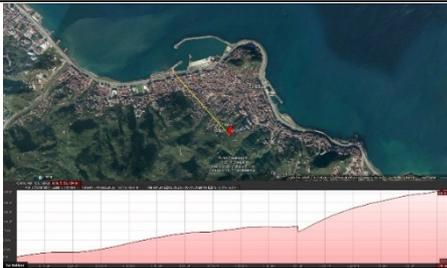
5. ORDU-GİRESUN COMPARATIVE ANALYSIS TABLES

In the study the relation of Ordu and Giresun cities with the coast is discussed in relation with the parameters special for the coast defined as 'functional, spatial and semantic'. Functional parameters, related to the city and regarding the coast usage like functional variety on the coast, usage density, access to coast; Spatial/Physical parameters, related to the spatial data forming the city and the coast like topography, city entrance, city setup, spatial formation on the coast; the Semantic/Conceptual parameters, related to the town-dweller like city perception, city identity/city culture, urban focus, are assessed over analysis tables. In this way the discussion of the unplanned interference to the cities, especially to coastal cities, in regard of the 'city and the citizen' is aimed. The comparisons on the tables are performed over photographs, diagrams, density analyses, structure analyses and definitions defining the parameters, towards both coastal cities.

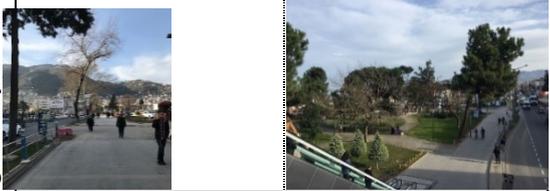
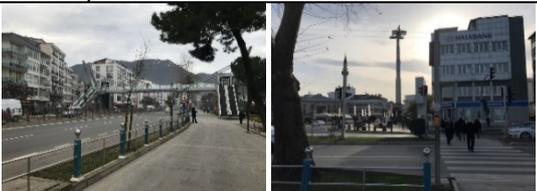
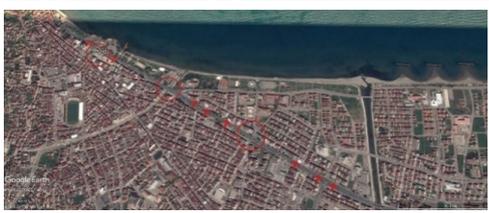
5.1. Functional Parameters

	ORDU	GİRESUN
City perception		
<p><i>Assessment; The topographical diversity in the city provides perspective enrichment for the citizens. In this regard Giresun, having a more inclined land compared to Ordu city, is expected to provide a more dynamic perception for the coast user. In urban perception the observation location and the quality of the built area are also effective. However the structuring problems in the city centre of Giresun prevents the utilization of the perceptive advantage the topographical diversity provides.</i></p>		
City identity / City Culture	 <p>by wowTurkey</p>  <p>by Ali Çavuşoğlu</p>	 <p>by wowTurkey</p>  <p>by Özhan Öztürk</p>
	 <p>by postcard</p>  <p>by postcard</p>	 <p>by wowTurkey</p>  <p>by wowTurkey</p>
<p><i>Assessment; The most important factor that gives the coastal cities their stylistic identity is their relation with water. In this regard, while water was one of the factors that forms the identity and culture of both cities, the road being passed over the coastline, in time, caused the relationship of the cities with water to diminish. As seen on the photographs, before the Black Sea Coastal Road, the Giresun city centre was closer to water and after the passage of road it is pulled away from the water and lost the culture of living on the coast.</i></p>		
Focus/Relationship with the focus		
<p><i>Assessment; the urban foci are the points which ensure the readability of the city, contribute to the city identity, where the movement is denser within the city. In this regard it is observed that in Ordu city's coastline the areas that can be defined as focal points are more and these are the elements that structure the city identity.</i></p>		

5.2. Spatial/Physical Parameters

Topography	<p style="text-align: center;">ORDU</p> 	<p style="text-align: center;">GİRESUN</p> 
	<p>City centre average topographical inclination value: 1.5-1.8% Towards inland from coast line for 2.51 km depth the max. elevation reached is 62 m.</p>	<p>City centre average topographical inclination value: 11-12%. Towards inland from coast line for 1.54 km depth the max. elevation reached is 164 m.</p>
<p><i>Assessment; when the topographical measurements for both cities are compared, it is seen that Ordu city has a more flat and wider; Giresun city has a narrower and shorter coastline. Thus Giresun city having a more challenging topography hardened both the road passage and the coastal arrangements, filled zones were needed.</i></p>		
City entrance		
	<p style="text-align: center;">by wowTurkey and author</p> <p>Land road main city entrance count : 3</p>	<p style="text-align: center;">by wowTurkey and author</p> <p>Land road main city entrance count : 2</p>
<p><i>Assessment; City entrances provide the functional continuity between the coast and the city and are the key points of the coast-city circulation. This connection is provided at three points in Ordu but in two points, supported with under and overpasses far from by each other, in Giresun city. Thus the city entrances in Ordu city are used more effectively as a part of this circulation.</i></p>		
City Setup		
	<p>Average storey height:7 Structuring way: Attached Average city block width on coastline:75m Average city block - coastline distance:65m</p>	<p>Average storey height:7 Structuring way: Attached Average city block width on coastline:100m Average city block - coastline distance:50m</p>
<p><i>Assessment; when considered in general it is observed that both cities' structuring organization on coastline has similar storey heights, planned in attached buildings style thus create a wall effect in the coastline. The coastal sides of the city blocks being wider in Giresun increases the wall effect.</i></p>		
Spatial formation on coast		
	<p style="text-align: center;">by Mustafa Gündüz</p> <p>Fullness-emptiness ratio in buildings : 1- 2 % Average building height: few high-rise buildings, 10 m Coastline construction material: : reinforced concrete system</p>	<p style="text-align: center;">by wowTurkey</p> <p>Fullness-emptiness ratio in buildings: 10-15% Average building height: single coat, 2,5-3 m Coastline construction material: mainly detachable materials and wooden materials but there are also reinforced concrete colon-beam system structures.</p>
<p><i>Assessment; however the legally permitted is 5%, besides this height there are also buildings 5m high</i></p>		

5.3. Semantic/Conceptual Parameters

	ORDU			GIRESUN	
Functional Diversity					
					
	Gastronomy Governor's Residence Passive green space	Telfer Children Playgrounds Sports Fields Walking Trail	Port and Beach Car parking Fair Field Fai	Gastronomy Sports Fields Fair Field Passive green space	Children Playgrounds Port Car parking
<p><i>Assessment; the functional diversity on Ordu coastline is seen to be more compared to Giresun coastline, the functions are resolved also in quality more rationally. While the coast line arrangement is made the spatial organizations appropriate to some functions like walking area, bicycle track are considered in the organization plan of the Ordu coastline while such functions are developed in the Giresun coastline through random usage of the citizens.</i></p>					
Usage density					
	<p>Morning 9:00 – 10:00 : 53 people/hour (Population ratio; 0,00026) Evening 16:00 – 17:00 : 217 people/hour (Population ratio; 0,0011)</p>			<p>Morning 9:00 – 10:00:26 people/hour (Population ratio; 0.00019) Evening 16:00 – 17:00: 149 people/hour (Population ratio; 0.0011)</p>	
<p><i>Assessment; when the results of the usage density measurement performed for both cities on the coastline are rated against the population of the central district of both cities, it is determined that the Ordu coastline is used more densely.</i></p>					
Access to coast					
					
	The overpass/underpasses providing connection with coast: 3. The traffic light passes providing connection with the coast: 6			The overpass/underpasses providing connection with coast: 5 The traffic light passes providing connection with the coast: 2	
<p><i>Assessment; The connection of Ordu city centre with the coast is provided more with traffic light passes thus the citizens can access the coast faster and more comfortably. The coast connections in Giresun are provided with under and overpasses located far from each other and thus the access to coast occurs in a longer time compared to Ordu. As a result in Ordu city the citizens access the coast as pedestrians while in Giresun the access to coast is mainly achieved by vehicles.</i></p>					

6. CONCLUSION

As the result of this study in which the coastal usage of Ordu and Giresun which are two coastal cities the Black Sea Coastal Road pass through over different axis, are discussed in regard to functional, spatial and semantic parameters; it is possible to say that Ordu-Giresun cities have gained a character detached from the coast, acontextual and relatively autonomous in time, and the sea is polluted both visually and ecologically. However, when looked at regarding the coastal city identity, it is observed that the relationship with the coast and water of Ordu city and also the coastal city continuity are stronger compared to Giresun city. The city-sea relationship that can only be established visually in Giresun, can also be experienced physically in Ordu city and provides a spatial enrichment for the coastal citizen. Also the coast usage density, functional diversity on coast, the urban foci number in Ordu are greater. In fact, when the recent cultural history of these cities are observed, it is determined that both of them have used the coast efficiently, their ports have been more active, the access to coast was not a problem as it is today. For these reasons it is more meaningful to assess the acquired findings from the assessments made in two dimensions namely 'road city' and 'road-coast'.

When we look at the Road-City scale, the citizens with the desire to live along the coastal line, the 'income' this desire produces and the number of structures with storey heights reaching 15-20 along the coast are increasing every day. As a result it is possible to mention an urban concrete block lying alongside the road, and also this block severs all the perceptual link with the sea of the inner-city structures with relatively less stories. This situation that became more evident with the completion of the road, made the city identity, city ecology, entrance of cities, city foci, city perception and city-coast relationship issues controversial. These high buildings lined up in a linear order in very close distances to each other, created serious unbalance in the fullness-emptiness ratio incurring alongside the coastline. In fact, for providing the coast-city continuity, instead of a linear continuity developing alongside the coast, it is required to use more efficiently current the topography and the coast to be connected more to the inner sections. Only via this way the overpasses that are seen as a tool to connect the city to the coast and make the city perception that is already under the shadow of ugly structuring to become more troubled can be prevented.

Whereas when we look through the coast scale, it is seen that the Black Sea Coastal Road is mainly passed over the filled zones, the coastline is pulled away more from the city, the city-coast relationship is stuck in one dimension and all the coastline is polluted under the shadow of the dense structuring. As it is in Ordu and Giresun cities, the coasts are organized according to two basic functions like tourism and recreation and arranged with a single focus approach. Thus the contribution to the city of the single focus and market coast arrangements remain in the single dimension. In fact, many of the works done related to the coast are performed over these functions and the effect the road created over the coasts is discussed over limited parameters.

However when a road to affect many coastal cities like the Black Sea Coastal Road is planned, roles should be assigned to more expert people and institutions with universities and NGOs within by the power, the city-citizen-ecology-culture relationship should be discussed, planning in macro scale should be performed. Because the problems observed in the coastal cities through which the Black Sea Coastal Road passes, show that if there is a need to gain coast via filling the sea, planning decisions should be taken with an understanding based on non-random, careful and scientific basis.

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