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Examining New Urbanism Principles in Cold and Semi-Arid Climate Regions (Kayseri, Keçi Köy Neighborhood Example)

Author: Prof. Halil Ibrahim Shanli
Istanbul Aydin University
Email: halilibrahimsanli@aydin.edu.tr

Co-Author: Ayda Zeinali Farid
PhD candidate at Istanbul Aydin University Email: aydafarid@stu.aydin.edu.tr

Abstract

In the design of historical cities, particularly in the structure of traditional neighborhoods, climate, along with the culture, identity, and sense of belonging of the neighborhood residents, holds great importance. The patterns and structural models of old settlements have been constructed over thousands of years through collective human experiences. Following the Industrial Revolution and the widespread use of automobiles, significant issues arose in urban and neighborhood design, leading to various problems alongside changes in neighborhood fabric. To address the challenges of this era, contemporary urbanism approaches (such as New Urbanism, Eco-City, Smart Growth, Sustainable Urbanism, Compact City, Neighborhood Unit, and other approaches) have been proposed.

The hypothesis of this research suggests that many of these contemporary urbanism approaches already exist in Turkey's traditional urban textures, indicating that these approaches are not entirely new. This study focuses on the evaluation of New Urbanism principles in the historical neighborhood of Kiçiköy in Kayseri, a great example of a traditional Turkish neighborhood located in a cold and semi-arid climate. This neighborhood was selected due to its preserved traditional structure and its protection by local municipalities. The research was conducted using field research methods, complemented by theoretical insights gathered from books, articles, and theses.

The ten principles of New Urbanism were analyzed in the Kiçiköy neighborhood using maps, visuals, and evaluations. Subsequently, this information was assessed using a Likert scale (a five-point scale ranging from very poor to very good). Based on the Likert scale results, it was observed that the urban fabric of Kiçiköy is in full alignment with the principles of New Urbanism. These findings indicate that modern urbanism approaches, such as New Urbanism, are not entirely new concepts but have long existed within the structure of traditional Turkish neighborhoods.

Keywords: Traditional Neighborhood, New Urbanism, Automobile, Neighborhood Texture, Contemporary Urbanism Approaches

Introduction

Climate and geography have always played a crucial role in shaping the structure of cities and neighborhoods. Climatic conditions have directly influenced urban forms, with compact structures emerging in cold and dry regions and more dispersed layouts in temperate and humid areas. Elements such as roof designs, courtyards, building materials, and window dimensions further demonstrate the profound impact of climate on traditional urban fabrics.

Historical settlements, developed over centuries, represent a harmonious interaction between humans and nature, blending environmental considerations with

cultural elements such as religion, identity, and a sense of belonging. However, the Industrial Revolution disrupted this balance. Rapid urbanization and the dominance of automobiles altered the structures of neighborhoods and cities, often neglecting local identities and environmental sustainability. This transformation led to significant social and ecological challenges. In response, contemporary urbanism movements such as New Urbanism, Sustainable Urbanism, and Eco-Cities emerged, aiming to restore livability and sustainability in urban spaces.

This research focuses on traditional Turkish neighborhoods in cold and semi-arid climates, such as Kiçiköy in Kayseri, to demonstrate the presence of New Urbanism principles in these historical urban fabrics. Principles such as walkability, mixed-use development, environmental sustainability, and social interactions, which are central to New Urbanism, have been inherently present in many traditional neighborhoods of this climate. Through field research and comparative analyses, this study aims to show that the principles of New Urbanism exist within the structure of traditional neighborhoods in Turkey.

Literature Review

The interplay between climate, geography, and culture in shaping urban morphology has been a central focus of numerous scholarly works. Skidmore, Owings & Merrill's (1990) Urban Design Middle East serves as a critical resource, providing a detailed analysis of neighborhood structures in the Middle East, exploring spatial relationships from the neighborhood to the house level. Similarly, Aru (1999) in Türk Kenti examines the influence of climate and geography on urban form in Turkish cities, emphasizing their critical roles in shaping traditional neighborhoods.

Jacobs' (1961) seminal work, The Death and Life of Great American Cities, critiques modernist planning approaches for their detrimental impact on socio-spatial neighborhood structures. Her emphasis on walkability as a vital component for the preservation and revitalization of neighborhoods remains a cornerstone in urban studies. Rapoport's (1969) House, Form, and Culture expands on this by investigating how environmental conditions influence urban settlements and neighborhood forms, offering key insights into the spatial organization of neighborhoods across diverse climatic zones.

New Urbanism principles have also been widely discussed in the context of sustainable and human-centered urban design. Alexander et al. (1977), in A Pattern Language, explore the role of recurring spatial patterns in creating sustainable and socially dynamic neighborhoods, while Lynch (1981), in A Theory of Good City Form, highlights the significance of neighborhood scale and spatial organization in shaping human experiences. Calthorpe (2010), in Urbanism in the Age of Climate Change, underscores the alignment of New Urbanism principles with environmental sustainability, focusing on practical solutions to reduce ecological footprints in urban design.

For the Turkish context, Yılmaz (2012) investigates how climate and geography shape neighborhood patterns across Turkey's regions, particularly in cold and semi-arid climates. Özdemir (2010) further explores the influence of climate on urban morphology, examining the evolution of neighborhood structures to adapt to environmental conditions. Recent studies, such as those by Yalçınkaya (2015) and Yıldırım (2022), assess the application of New Urbanism principles in Turkey, focusing on specific neighborhoods like Ataköy and Kadıköy, revealing both their strengths and limitations.

Despite these contributions, the application and alignment of New Urbanism principles with Turkey's traditional neighborhoods remain underexplored. This study aims to bridge this gap by focusing on a detailed analysis of Kiçiköy, a traditional neighborhood in Kayseri, located in a cold and semi-arid climate. This research contributes to academic literature and practical urban design strategies while providing a foundation for future studies on the preservation and revitalization of traditional neighborhood textures and the creation of new Turkish neighborhoods inspired by these traditional urban textures.

Methodology

This study adopts a qualitative and comparative approach to evaluate the compatibility of traditional neighborhoods with the principles of New Urbanism in cold and semi-arid regions of Turkey. Kiçiköy in Kayseri was selected as a case study representing a traditional

Turkish neighborhood due to its historical preservation status, accessibility to data, and alignment with the Köppen-Geiger climate classification (BSk). Kiçiköy, with its preserved street network, harmony with topography, and traditional architectural features, serves as an ideal example for this analysis.

The research process began with an extensive literature review to establish the theoretical foundations and define key concepts and principles of New Urbanism. Following this, field research was conducted in Kiçiköy, where data were collected through physical observations and the examination of visual materials, such as photographs, maps, and historical plans. The study focused on key urban elements, including street networks, building typologies, public spaces, and overall spatial organization, to analyze how Kiçiköy aligns with New Urbanism principles.

Data were analyzed using an analytical-comparative method, evaluating Kiçiköy against ten principles of New Urbanism, such as walkability, connectivity, mixed-use development, and sustainability. A Likert scale was employed to rate the degree of alignment for each principle, ranging from “very poor” to “very good.” The results obtained will be discussed and concluded to provide a more detailed analysis of how Kiçiköy aligns with New Urbanism principles.

Results

In recent years, various urban planning approaches have been developed to address the challenges of modern cities, including Ecocity, Sustainable City, Green City, Compact City, and Smart City models. While these theories share many principles, they differ in emphasis and scope. Among these, New Urbanism stands out as a movement focused on neighborhood-scale design, emphasizing principles such as walkability, connectivity, and mixed-use development.

This study explores the evolution of New Urbanism, its defining characteristics, and the 27 principles it proposes across scales, including region, neighborhood, district, block, street, and building. Specifically, the study focuses on 10 key principles tailored to neighborhoods, emphasizing walkability, connectivity, and sustainability.

New Urbanism

Urban development evolved significantly with industrialization. During the early industrial period (1820–1869), cities expanded around railway networks. Technological advancements such as automobiles and highways during the mid-20th century accelerated suburban sprawl. Although suburbs initially promised comfort and exclusivity, they soon led to car dependency, environmental degradation, and social isolation. By the late 20th century, the New Urbanism movement emerged, offering a traditional yet innovative response to these challenges (Calthorpe, 1993: 22). New Urbanism emerged as a response to issues like suburban sprawl, over-reliance on automobiles, and the deterioration of urban fabric. It prioritizes creating accessible, sustainable, and community-oriented environments. By integrating high- density living, mixed-use spaces, and pedestrian-friendly infrastructure, the approach seeks to enhance urban life quality and social cohesion while addressing environmental and economic challenges (Katz, 1994: 17).

Key Features of New Urbanism

New Urbanism integrates elements from traditional city planning while accommodating modern needs. Its application spans various scales:

Region

Urban regions must integrate transport, affordable housing, and job opportunities. The focus is on balanced resource distribution and reducing poverty concentration through policies encouraging regional connectivity (Talen, 2013: 30).

Neighborhood, District, and Corridor

Neighborhoods should be compact, pedestrian-friendly, and diverse. Districts often center around a single function, while corridors connect neighborhoods via greenways or transport systems. A mix of housing types and public spaces fosters interaction and a sense of community (Southworth & Owens, 1993: 34).

Block, Street, and Building

Streets and blocks form the core of urban life. Human-

scale streets, pedestrian pathways, and mixed- use buildings ensure accessibility and vibrancy. Green infrastructure and contextual architectural designs contribute to urban aesthetics and sustainability (Katz, 1994: 41).

Ten Key Principles for Neighborhoods based on New Urbanism

In the following, the ten principles of the New Urbanism are evaluated based on the Likert scale for the survey in four neighborhoods in four cities in Turkey. There are 5 evaluation criteria in the Likert scale: very good, good, average, bad, very bad. The surveys and evaluations made using these criteria are presented in the tables.

Walkability

The "Walkability" principle is a fundamental aspect of New Urbanism, focusing on designing neighborhoods that prioritize pedestrians over vehicles. This principle ensures that essential destinations, such as schools, local shops, and public transportation, are within a comfortable 5–10-minute walk. It aims to foster community interactions, reduce car dependency, and create environmentally sustainable urban spaces. Key elements of walkability include wide, accessible sidewalks, clear signage, well-lit pathways, and inclusive design for all users, including people with disabilities (Calthorpe, 1993: 56).

Moreover, walkable urban environments enhance the quality of life by incorporating aesthetic and functional public spaces. These spaces encourage outdoor activities and social connections while supporting economic and environmental sustainability. Walkable streets not only reduce traffic congestion but also promote active lifestyles and vibrant community interactions. The principle of walkability is widely recognized as a critical component in creating cohesive and livable cities (Speck, 2012: 78).

A walkable environment should have the characteristics of being connected, legible, comfortable, convenient, enjoyable, safe, secure, universal, and accessible.

Table 1. Criteria and Scale of the "Walkability" Principle

CRITERIA	ASSESSMENT (Walkability Principle)	Scale
1- Accessible	• Walking distance of 5-10 minutes to public transport networks, neighborhood shopping centers, and primary schools	Very Good
	• Walking distance of 10 minutes to public transport networks, neighborhood shopping centers, or primary schools	Good
	• Walking distance of 10-15 minutes to public transport networks, neighborhood shopping centers, or primary schools	Average
	• Walking distance of 15 minutes to public transport networks, neighborhood shopping centers, or primary schools	Poor
	• Walking distance of 15-20 minutes to public transport networks, neighborhood shopping centers, or primary schools	Very Poor
2- Legible	• Adequate information, signage, and guidance elements on roads and streets, with perceivable performance indicators of public spaces: Very Good	Very Good
	• Limited but sufficient information/signage, with perceivable performance indicators of public spaces: Good	Good

	• Limited and insufficient information/signage, with partially perceivable performance indicators of public spaces: Average	Average
	• Insufficient signage and legibility of the neighborhood: Poor	Poor
	• Absence of legible public spaces and a network of accessible streets: Very Poor	Very Poor
3- Comfortable	Pedestrian paths wide enough for comfortable passage, free from noise, and equipped with resting facilities	Very Good
	• Pedestrian paths not wide enough for comfortable passage but free from noise and equipped with resting facilities	Good
	• Pedestrian paths not wide enough for comfortable passage, not free from noise, and lacking resting facilities	Average
	• Narrow pedestrian paths, with noise and traffic, and no resting facilities	Poor
	• Most pedestrian paths unsuitable for comfortable passage, with excessive noise and traffic, and no opportunities for rest	Very Poor
4- Convenient	• 100% of pedestrian crossings provide unobstructed access for users: Very Good	Very Good
	• 80% of pedestrian crossings provide unobstructed access for users: Good	Good
	• 60% of pedestrian crossings provide unobstructed access for users: Average	Average
	• 50% of pedestrian crossings provide unobstructed access for users: Poor	Poor
	• Less than 40% of pedestrian crossings provide unobstructed access for users: Very Poor	Very Poor
5- Enjoyable	• 100% of pedestrian areas are pleasant, engaging, decorated, and conducive to social interaction: Very Good	Very Good
	• 80% of pedestrian areas are pleasant, engaging, decorated, and conducive to social interaction: Good	Good
	• 60% of pedestrian areas are pleasant, engaging, decorated, and conducive to social interaction: Average	Average Poor
	• 50% of pedestrian areas are pleasant, engaging, decorated, and conducive to social interaction: Poor	Very Poor
	• Less than 40% of pedestrian areas are pleasant, engaging, decorated, and conducive to social interaction: Very Poor	

6- Safe	• Pedestrian networks include sidewalks and crossings ensuring safe travel, with no direct access to side streets from main roads and secondary access routes to homes	Very Good
	• 10% of streets have access to main roads, with adequate secondary access routes to homes, and safe sidewalks and crossings for pedestrians	Good
	• 30% of streets have access to main roads, with adequate secondary access routes to homes	Average
	• 50% of streets have access to main roads, with adequate secondary access routes to homes	Poor
	• All homes have direct access from main roads, with no safety measures for pedestrians	Very Poor
7- Secure	• Streets and public spaces are appropriately lit at night, with no hazardous objects at crossings, no dark or isolated corners, and no abandoned urban areas conducive to criminal activity: Very Good	Very Good
	• 80% of the above-mentioned criteria are fulfilled	Good Average
	• 60% of the above-mentioned criteria are fulfilled	Poor
	• 50% of the above-mentioned criteria are fulfilled	Very Poor
	• No safety for neighborhood residents	
8- Inclusive	• Walking environment includes all social segments and is equipped with materials and design features suitable for disabled pedestrians	Very Good
	• 80% of the walking environment includes all social segments and is suitable for disabled pedestrians	Good
	• 60% of the walking environment includes all social segments and is suitable for disabled pedestrians	Average
	• 50% of the walking environment includes all social segments and is suitable for disabled pedestrians	Poor
	• Walking environment lacks materials and design features suitable for various social groups	Very Poor

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

Connectivity

Connectivity is a fundamental principle of New Urbanism, aimed at designing urban spaces to enhance accessibility and reduce automobile dependency. This is achieved through the development of interconnected street networks, walkable neighborhoods, and integrated public transportation systems. These features improve mobility, promote pedestrian-friendly environments, and encourage social interactions within communities (Duany et al., 2000: 63). Such designs also ensure shorter travel distances, making daily activities like commuting or shopping more efficient and environmentally sustainable (Calthorpe, 1993: 57).

Moreover, connectivity is essential in creating mixed-use developments where residential, commercial, and recreational spaces coexist within a walkable distance. This approach mitigates urban sprawl while fostering human-scale environments that prioritize walking and cycling over car-oriented designs (Duany et al., 2000: 65). The integration of connected streets and pathways not only enhances urban mobility but also supports inclusivity and resilience in urban planning (Calthorpe, 1993: 59).

Table 2. Criteria and Scale of the “Connectivity” Principle

CRITERIA	ASSESSMENT (Connectivity Principle)	Scale
1- Accessible	Pedestrians and cyclists have priority over cars. There is a hierarchy of streets, boulevards, squares and alleys.	Very Good Good
	Pedestrians and cyclists have priority over cars. The hierarchy of roads and accesses is average.	Normal Bad
	Car paths are superior to pedestrians and bicycle paths. The hierarchy of roads and accesses is average.	Very Bad
	Cars have priority over pedestrians and cyclists. The hierarchy of roads and accesses is poor.	
	Cars have priority over pedestrians and cyclists. There is no hierarchy of roads and accesses.	
2-Interconnected network	Interconnected street grid network, has a connected network of pedestrians and cyclists.	Very Good Good
	There is a connected network of car paths, but the connection of roads and bicycles is not fully connected.	Normal
	The connection of the car path network, pedestrian network and bicycle is not fully connected.	Bad
	The connection of the car path network, road network and bicycle network is poor.	
	The connection between the car road network, road network and bicycle network is very poor.	Very Bad

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

Mixed-Use Development

Mixed-use development is a key component of New Urbanism, promoting the integration of residential, commercial, and recreational spaces within close proximity. This approach aims to create walkable neighborhoods where daily activities such as shopping, working, and leisure can be accomplished without relying on automobiles. By combining diverse land uses in a single area, mixed-use development reduces urban sprawl and fosters a sense of community and vitality (Calthorpe, 1993: 45). Furthermore, these developments encourage active transportation modes like walking and cycling, enhancing both public health and environmental sustainability (Duany et al., 2000: 112).

Table 3. Criteria and Scale of the "Mixed-Use Development" Principle

CRITERIA	ASSESSMENT (Mixed-Use Development Principle)	Scale
1- Street frontage and various activities	Ground floor uses that form a street frontage support a wide range of activities (shops, residences, etc.)	Very Good
	Ground floor uses that form a street frontage support a wide range of activities (shops, residences, etc.)	Good
	Ground floor uses that form a street frontage support a medium level of activity (shops, residences, etc.)	Normal
	There are a few shops and functions on the ground floor. There are no shops and various functions on the ground floor.	Bad Very Bad
2- Multi-purpose buildings and spaces at different days and hours.	Some buildings and spaces, especially public buildings (Mosques, Squares, etc.), have a certain usage potential at any time of the day.	Very Good
	It is good that some public and multi-purpose buildings are operated for different uses at different times of the day.	Good
	It is average that some public and multi-purpose buildings are operated for different uses at different times of the day.	Normal
	Some public and multipurpose buildings have poor functionality for different uses at different times of the day.	Bad
	Public buildings are only active at certain times of the day and are closed for the rest of the day	Very Bad
3- Attractiveness and variety of building facades (materials, colors, panels, light)	The attractiveness of facades facing streets close to the neighborhood center (materials, windows, colors, and attractive signs on the facades of buildings) is excellent and encourages residents to shop, walk, and have fun daily.	Very Good
	The attractiveness of facades facing streets close to the neighborhood center (materials, windows, colors, and attractive signs on the facades of buildings) is good.	Good
	The attractiveness of facades facing streets close to the neighborhood center (materials, windows, colors, and attractive signs on the facades of buildings) is average.	Average
	The attractiveness of facades facing streets close to the neighborhood center is poor.	Poor
	The views facing streets close to the neighborhood center are not attractive.	Very Poor

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

Diverse Housing

Diverse housing options are a central tenet of New Urbanism, designed to foster inclusivity by providing a range of housing types for various income levels, family sizes, and lifestyles. This approach integrates single-family homes, townhouses, apartments, and affordable housing within the same neighborhood to promote social equity and reduce economic segregation (Duany et al., 2000: 143). Such diversity ensures vibrant, mixed-income communities, enabling stronger social cohesion and inclusivity (Talen, 2008: 54). Additionally, diverse housing encourages compact development, minimizing urban sprawl and creating sustainable urban environments (Calthorpe, 1993: 82).

Table 4. Criteria and Scale of the “Diverse Housing” Principle

CRITERIA	ASSESSMENT (Diverse Housing Principle)	Scale
1- Detached houses	There are independent detached houses with various expensive, medium and cheap prices.	Very Good
	There are independent houses with various expensive and medium prices, but the number of cheap detached houses is less.	Good
	There are independent houses with various expensive prices, but the number of medium and cheap detached houses is less.	Normal
	There are independent houses with various expensive prices, but the number of average and cheap detached houses is very few.	
	There are no independent houses with various expensive, medium and cheap prices. All houses are either expensive or cheap, and there is no variety.	Bad
		Very Bad
2-Apartments	There are independent apartments with various expensive, medium and cheap prices.	Very Good
	There are apartments with various expensive and medium prices, but the number of cheap apartments is less.	Good
	There are apartments with various expensive prices, but the number of medium and cheap apartments is less.	Normal
	There are apartments with various expensive prices, but the number of average and cheap apartments is very few.	
	There are independent apartments with various expensive, medium and cheap prices.	Bad
	All apartments are either expensive or cheap, and there is no variety.	Very Bad

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

High-Quality Urban Design

High-quality urban design is a cornerstone of New Urbanism, emphasizing the creation of aesthetically pleasing, functional, and sustainable urban environments. This principle focuses on blending architectural excellence with well-designed public spaces to foster vibrant, livable communities. High- quality design prioritizes walkability, human-scale proportions, and visually engaging streetscapes, contributing to a sense of place and community identity (Duany et al., 2000: 89). Moreover, high-quality design ensures that urban environments are durable and adaptable, integrating green infrastructure and sustainable materials to reduce environmental impacts. These designs also encourage social interaction by providing accessible public spaces such as parks, plazas, and well- connected streets, reinforcing the core values of New Urbanism (Calthorpe, 1993: 71). By combining functionality and aesthetics, high-quality urban design plays a crucial role in creating inclusive, resilient, and enduring urban spaces (Talen, 2008: 62).

Table 5. Criteria and Scale of the "High-Quality Urban Design" Principle

CRITERIA	ASSESSMENT (High-Quality Urban Design Principle)	Scale
1- Open areas	Places with green areas, urban furniture and quality lighting.	Very Good
	Places with sufficient green areas and lighting but insufficient furniture.	Good
	Places with average green areas, furniture and lighting. Places with low green areas, furniture and lighting.	Normal
	No open areas for social interaction and recreation.	Bad Very Bad
2-Construction and material quality	Facade materials, road pavements and furniture are of excellent quality.	Very Good
	Facade materials, road pavements and furniture are of high quality.	Good
	There are apartments with various expensive prices, but the number of medium and cheap apartments is small.	Normal
	Facade materials, road pavements and furniture are of medium quality.	Bad
	Facade, road pavement and furniture materials are of very poor quality.	Very Bad
3-Design standards	The roads in the neighborhood are built with excellent design standards for driveways, safe areas, bicycles and pedestrians.	Very Good
	The roads in the neighborhood are well built with design standards for driveways, safe areas, bicycles and pedestrians.	Good
	The roads in the neighborhood are built with average design standards for driveways, safe areas, bicycles and pedestrians.	Normal
	Neighborhood roads are poorly constructed to design standards for driveways, safe spaces, bicycles, and pedestrians.	Bad
	Neighborhood roads are poorly constructed to design standards for driveways, safe spaces, bicycles, and pedestrians.	Very Bad

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

Traditional Neighborhood Structure

Traditional neighborhood structure is a foundational principle of New Urbanism, emphasizing compact, human-scale communities organized around a central focal point, such as a square, park, or civic building. This structure fosters a sense of community and connectivity by creating clearly defined boundaries and promoting walkable environments with mixed-use development (Duany et al., 2000: 101).

Traditional neighborhoods prioritize public spaces, such as plazas and streets, as venues for social interaction and community building. This principle also ensures a gradual transition between urban, suburban, and rural areas, maintaining harmony with the surrounding environment (Calthorpe, 1993: 48). By incorporating these elements, New Urbanism seeks to revive the timeless principles of traditional neighborhoods while addressing contemporary urban challenges (Talen, 2008: 69).

Table 6. Criteria and Scale of the "Traditional Neighborhood Structure" Principle

CRITERIA	ASSESSMENT (Traditional Neighborhood Structure Principle)	Scale
1- Street frontage and various activities	There are various shopping venues, green areas, open space for sitting and resting in the shopping mall.	Very Good Good
	There are various shopping venues in the shopping mall, but the open and green space for sitting and entertainment is not wide enough.	Normal Bad
	Different shopping venues, green areas, open spaces for sitting and resting in this shopping mall are at a medium level.	Very Bad
	Different shopping venues, green areas, open spaces for sitting and resting in this shopping mall are at a low level.	
	There is no neighborhood center.	
2-Transect plannig	Transect planlama Transect planlama, mahalle yapısında tamamen mevcuttur.	Very Good Good
	Transect planlama, mahallenin yapısında iyi bir şekilde mevcuttur.	Normal Bad Very Bad
	Transect planlama, ortalama olarak mahalle yapısında mevcuttur.	
	Bu ilke mahalle yapısında zayıftır.	
	Transect planlama, mahalle yapısında yoktur.	

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

Increased Density

Increased density is a key principle of New Urbanism, promoting compact development to reduce urban sprawl and enhance the efficiency of land use. By concentrating residential, commercial, and recreational spaces within smaller areas, this approach fosters walkability, supports public transportation, and reduces the environmental impact of urban expansion (Duany et al., 2000: 73). Higher density neighborhoods also encourage social interaction and community cohesion by bringing people closer together in shared spaces such as parks, plazas, and pedestrian-friendly streets.

Increased density further enhances urban sustainability by optimizing infrastructure and public services, such as water, energy, and transportation networks. It also provides economic benefits by enabling diverse housing options and vibrant mixed-use developments, which attract businesses and reduce the need for long commutes (Calthorpe, 1993: 64). By prioritizing density, New Urbanism seeks to create resilient, efficient, and socially vibrant urban environments (Talen, 2008: 58).

Table 7. Criteria and Scale of the “Increased Density” Principle

CRITERIA	ASSESSMENT (Increased Density Principle)	Scale
1- Multiple Functions Together	There are various shopping venues, green areas, open space for sitting and resting in the shopping mall.	Very Good
		Good
	There are various shopping venues in the shopping mall, but the open and green space for sitting and entertainment is not wide enough.	Normal Bad
	Different shopping venues, green areas, open spaces for sitting and resting in this shopping mall are at a medium level.	Very Bad
	Different shopping venues, green areas, open spaces for sitting and resting in this shopping mall are at a low level.	
	There is no neighborhood center.	
2-High-rise Building	Transect planning is completely present in the neighborhood structure.	Very Good
	Transect planning is well present in the neighborhood structure.	Good
	Transect planning is averagely present in the neighborhood structure.	Normal
	This principle is weak in the neighborhood structure.	Bad
	Transect planning is not present in the neighborhood structure.	Very Bad

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

Smart Transportation

Smart transportation is a vital component of New Urbanism, aiming to create efficient, sustainable, and multimodal mobility systems that reduce reliance on private automobiles. This principle emphasizes the integration of public transportation, pedestrian-friendly infrastructure, and cycling networks to enhance accessibility and minimize environmental impact (Calthorpe, 1993: 93). By prioritizing connectivity and accessibility, smart transportation supports compact, walkable neighborhoods that align with New Urbanist values. Smart transportation also incorporates modern technologies, such as real-time transit information and shared mobility platforms, to improve efficiency and convenience for residents. Duany et al. (2000: 117) argue that well-designed transit systems not only reduce traffic congestion but also foster a sense of community by encouraging the use of shared public spaces. By integrating smart transportation into urban planning, New Urbanism creates resilient, equitable, and sustainable urban environments that prioritize people over cars (Talen, 2008: 74).

Table 8. Criteria and Scale of the “Smart Transportation” Principle

CRITERIA	ASSESSMENT (Smart Transportation Principle)	Scale
1- Access to metro and metrobus stations	It is possible to reach smart transportation vehicles such as metro and metrobus in a maximum of 10 minutes.	Very Good
	It is possible to reach smart transportation vehicles such as metro and metrobus in a maximum of 15 minutes.	Good
	It is possible to reach smart transportation vehicles such as metro and metrobus in a maximum of 20 minutes.	Normal
	It is possible to reach smart transportation vehicles such as metro and metrobus in a maximum of 30 minutes.	Bad
	It is not possible to access smart transportation vehicles such as metro and metrobus.	Very Bad
2- -Access to cars and location of parking lots	Car paths are designed with minimum access to side streets, and open and closed parking lots are perfectly designed.	Very Good
	Car paths are designed with minimum access to side streets, and open and closed parking lots are well designed.	Good
	Car paths are designed with minimum access to side streets, and open and closed parking lots are moderately designed.	Normal
	Car paths are designed with minimum access to side streets, and open and closed parking lots are poorly designed.	Bad
	Car paths and parking lots are not properly designed.	Very Bad
3-Bicycle access	Bicycles, scooters, skates, etc. are encouraged in the neighborhood and the roads are excellent.	Very Good
	Bicycles, scooters, skates, etc. are encouraged in the neighborhood and the roads are suitable.	Good
	Bicycles, scooters, skates, etc. are encouraged in the neighborhood and the roads are average.	Normal
	Bicycles, scooters, skates, etc. are encouraged in the neighborhood and the roads are poor.	Bad
	There is no bicycle, scooter, or skate path in the neighborhood.	Very Bad

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

Sustainability

Sustainability is a core principle of New Urbanism, focusing on the creation of environmentally responsible, energy-efficient, and socially equitable urban environments. By promoting compact, mixed-use developments and reducing dependence on automobiles, New Urbanism minimizes resource consumption and greenhouse gas emissions (Calthorpe, 1993: 89). Sustainable practices in these communities include integrating green infrastructure, such as renewable energy systems, efficient water management, and the preservation of natural habitats.

New Urbanism also emphasizes the use of durable and locally sourced materials to reduce environmental impacts during construction. Additionally, walkable neighborhoods and smart transportation systems support sustainable living by encouraging active transportation modes and reducing urban sprawl (Duany et al., 2000: 135). These strategies collectively aim to balance environmental, economic, and social goals, ensuring that urban development meets the needs of present and future generations (Talen, 2008: 81).

Table 9. Criteria and Scale of the "Sustainability" Principle

CRITERIA	ASSESSMENT (Sustainability Principle)	Scale
1-Environmentally friendly technology systems	The use of renewable energy such as solar in buildings is excellent.	Very Good
	The use of renewable energy such as solar in buildings is good.	Good
	The use of renewable energy such as solar in buildings is moderate.	Normal
	The use of renewable energy such as solar in buildings is weak. There is no use of renewable energy such as solar in buildings.	Bad Very Bad
2- Local or renewable building materials	Local and renewable materials are used in all buildings. Most of the buildings are local and renewable materials. Some buildings are local and renewable materials.	Very Good Good Normal Bad
	Local and renewable materials are rarely used in buildings.	Very Bad
	Local and renewable materials are not used in buildings.	
3- More walking, less vehicle use (Increase walking and reduce gasoline use)	In the road network, pedestrian paths take precedence over car paths.	Very Good
	The main movement network of the neighborhood is walking and bicycle paths.	Good
	The movement network of the neighborhood, which has both car and pedestrian paths, is average.	Average
	The neighborhood's movement network is mostly driveways and less pedestrian paths.	Poor Very Poor
	The neighborhood's main movement network is driveways.	
4- Minimum environmental impact	The neighborhood's natural structure, such as trees, has not been damaged. The environment has not been damaged and no garbage has been thrown.	Very Good
	The neighborhood's natural structure, such as trees, has not been damaged. There is no garbage in the neighborhood. The buildings are compatible with the slope and structure of the neighborhood.	Good
	Some trees in the neighborhood have been damaged and there is visual pollution such as garbage in the neighborhood.	Average
	The neighborhood's natural structure has been damaged and there is garbage in some places in the neighborhood.	Poor
	There is a maximum amount of environmental damage in the neighborhood.	Very Poor

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

Quality of Life

Enhancing quality of life is a fundamental goal of New Urbanism, achieved by designing human- centered, inclusive, and vibrant urban spaces. This approach prioritizes walkable neighborhoods, diverse housing options, accessible public spaces, and mixed-use developments that cater to residents' daily needs within close proximity (Duany et al., 2000: 153). By reducing commute times and encouraging active transportation, New Urbanism promotes healthier lifestyles and fosters a sense of community.

High-quality urban design, combined with sustainable practices, further contributes to a pleasant and functional environment. Elements such as green spaces, cultural landmarks, and community-oriented amenities enhance social interaction and personal well-being (Calthorpe, 1993: 97). By integrating these principles, New Urbanism creates resilient and inclusive communities where people can thrive economically, socially, and environmentally (Talen, 2008: 85).

Table 10. Criteria and Scale of the "Quality of Life" Principle

CRITERIA	ASSESSMENT (Quality of Life Principle)	Scale
1- Social benefits	There are public areas in the neighborhood for people of different ages to come together. The neighborhood has cultural structures such as mosques, libraries and convention centers.	Very Good
	There are public areas in the neighborhood for people of different ages to come together. The neighborhood has cultural structures such as mosques and conference centers, but it does not have a library.	Good
	There are public areas in the neighborhood for people of different ages to come together. The neighborhood has cultural structures such as mosques, but it does not have a conference center or library.	Normal
	There are very few public areas in the neighborhood for people of different ages to come together. The neighborhood does not have cultural structures such as mosques, conference centers and libraries.	Bad
	There are no public places, mosques, conference centers and libraries in the neighborhood.	Very Bad
2-Ecological benefits	The neighborhood is in full compliance with environmental issues such as local materials, renewable technologies and there is no damage to the environment.	Very Good
	The neighborhood is in good agreement with environmental issues such as local materials, renewable technologies, and no harm to the environment.	Good
	The neighborhood has little coordination with environmental issues such as local materials, renewable technologies, and no harm to the environment.	Normal
	The neighborhood has little coordination with environmental issues such as local materials, renewable technologies, and no harm to the environment.	Bad
	The neighborhood is not in good agreement with environmental issues and causes maximum harm to the environment.	Very Bad

3- Economic benefits	Maximum walking paths and minimum driveways (reducing gasoline consumption) may indicate the presence of a shopping mall close to residents in less than ten minutes and employment of many people in the neighborhood.	Very Good
	Maximum walking paths and minimum driveways (reducing gasoline consumption) may indicate the presence of a shopping mall close to residents in less than ten minutes and employment of some people in the neighborhood.	Good
	Maximum walking paths and minimum driveways may indicate the presence of a shopping mall close to residents in less than 15 minutes and employment of some people in the neighborhood.	Average
	Pedestrian paths and driveways, on average, may indicate that there is a shopping mall close to residents within less than 15 minutes and that there are some people doing business in the neighborhood.	Poor
	There are too many driveways. The shopping mall is not in the neighborhood. People go outside the neighborhood to work.	Very Poor
4- Health benefits	The neighborhood has excellent grades of open spaces such as walking paths, a gym, and a neighborhood park. There is also a medical center in the neighborhood.	Very Good
	The neighborhood has good grades of open spaces such as walking paths, a gym, and a neighborhood park. There is also a medical center in the neighborhood.	Good
	The neighborhood has moderate grades of open spaces such as walking paths, a gym, and a neighborhood park. There is also a medical center in the neighborhood.	
	The neighborhood has poor grades of open spaces such as walking paths and a neighborhood park. There is also a medical center in the neighborhood.	Average Poor
	Walking and sports are not possible in the neighborhood. There is no medical center.	Very Poor

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

Evaluation of selected traditional neighborhood texture in the context of New Urbanism

In the following, the structural features of the preserved traditional neighborhood of Kiçiköy in Kayseri, located in a cold and semi-arid climate, are analyzed in relation to the ten principles of the New Urbanism Approach. First, data analysis will be conducted using field photographs of Kiçiköy, maps obtained from the municipality, and library sources. Then, the structure of this neighborhood will be evaluated using the Likert scale and assessed based on its compatibility with the ten principles of the New Urbanism Approach.

Kayseri

Kayseri Coğrafya

Kayseri is a city located in central Turkey, situated on the Anatolian plateau at the foothills of Mount Erciyes, an extinct volcano. It lies in a cold, semi-arid climate zone, characterized by harsh winters with snowfall and hot, dry summers. The city's altitude, approximately 1,050 meters above sea level, contributes to its cool evenings, even during warmer months. Kayseri's strategic location on historic trade routes, including the Silk Road, has made it an important hub for commerce and culture throughout history. Today, it combines its rich historical heritage with modern urban development.

Kiçiköy Neighborhood

Kiçiköy is a neighborhood located in the Talas district of Kayseri. Thanks to its geographical location, it offers easy access to important points of the city. Kiçiköy provides a dynamic and lively environment with both residential and commercial structures. There are many facilities in the neighborhood to meet daily needs such as schools, shopping malls, restaurants and parks. In terms of transportation, Kiçiköy is connected to Kayseri's public transportation network. There are bus and taxi stands, which provides easy access to other areas of the city.

Evaluation of the principles of New Urbanism in the Kıcıköy neighborhood, Kayseri

Following the studies, Kicikköy Neighborhood will be evaluated in terms of 10 new urbanism principles, including walkability, connectivity, use and diversity, mixed housing, quality architecture and urban design, traditional neighborhood structure, increased density, smart transportation, and sustainability. The historically protected area of Kicikköy Neighborhood is zoned No. 1 by the municipality due to its historical importance. This area of the neighborhood has all the characteristics of a historical Turkish neighborhood with organic alleys, buildings, streets, squares, mosques, and bazaars.

Figure 1. Map of the historic and protected area of Kiçiköy neighborhood

Figure 2. Aerial photo and map of the historic and protected area of Kiçiköy neighborhood

Walkability

There are pedestrian paths throughout the Kiçiköy neighborhood that provide easy access to the facilities. Residents of the area walk in the residential area and can easily reach public transportation stops on foot. It is easy to live without car dependency. The green area and park connections of the walking paths are remarkable. There are streets and courtyards suitable for pedestrian walking distance in this section. The livelier atmosphere due to low-rise construction has made the walking paths livelier. The area is in very good condition in terms of pedestrian access and walkability. There are street arrangements, lighting and pedestrian axis suitable for pedestrian movement. Certain streets free of vehicles are reserved for pedestrians. In order to better examine the historical part of one of the Kiçiköy neighborhoods, it is divided into several areas from A to M. These areas are examined below.

Area A is located in the square. Pedestrian paths start from this square. As the center of the neighborhood, this square has cafes, restaurants, shops, a police building and neighborhood security. There is also a public parking lot in this area, which prevents cars from entering the neighborhood and does not destroy the organic structure of the neighborhood. The features of the A to M area include the following: 1- Urban furniture for sitting in the square, green space and shops located next to the square have created a recreational and social space for the residents of the neighborhood 2- There is a clear boundary between the square and the main road. Cars cannot easily enter this area and disrupt the security of the neighborhood. 3- Some signs of Turkish neighborhoods such as minarets and mosque domes help with legibility while walking. 4- Sidewalks are suitable for walking. The slope of the sidewalks is suitable for everyone, including people with disabilities. 5- On some roads, there are small cars, but priority is given to pedestrians.

Figure 3. Map of Kiçiköy district divided into several regions from A to M.

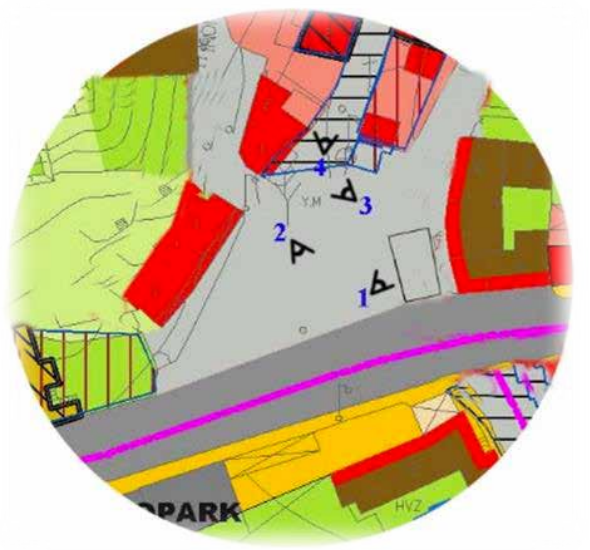

Figure 4. Close-up view of area A in Kiçiköy neighborhood

Figure 5. The walkability principle of the New Urbanism in the Kiçiköy neighborhood of Kayseri

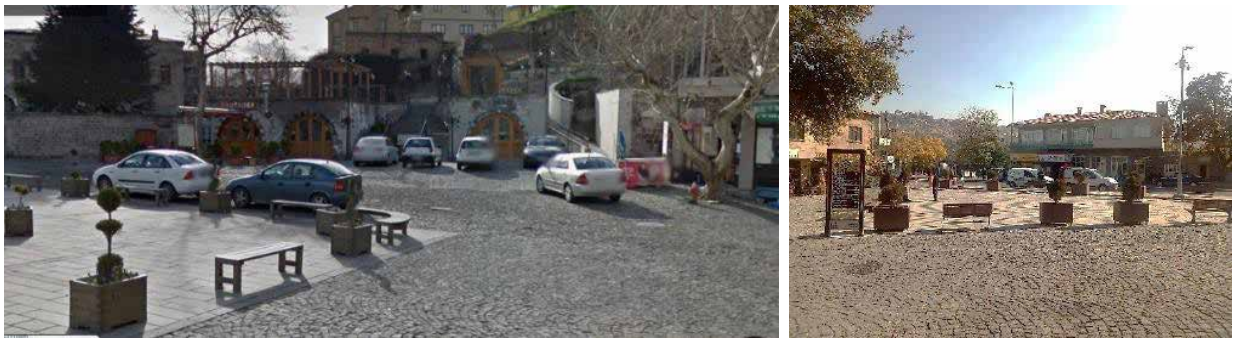

Figure 6. Parking in Golbashi Square and at the entrance to the neighborhood to prevent cars from entering the neighborhood.

Walkability (Access to public transportation): The optimum size of a settlement is 400 meters from the center to the border. For many people, this is a 5-minute walk. A settlement being walkable means that all daily needs can be met within this 5-minute walk. This includes not only residences, but also shops, workplaces, schools, places of worship and recreational areas. In the Kiçiköy neighborhood, the maximum distance from the neighborhood center to the border is 500 meters, but there are no houses in the middle. The maximum distance from the part where the houses are to the neighborhood border is around 350 meters. Trams, buses, minibuses and taxis can be reached on the street that defines the neighborhood border.

Figure 7. Public transportation is approximately 5 minutes away from Kiçiköy neighborhood.

Figure 8. In the Kiçiköy neighborhood, residents' homes are approximately 5 minutes away from schools.

Walkability (Access to Schools): Schools are located in a central area and close to homes, less than 5 minutes away.

Walkability (Access to shops): In the center of the neighborhood (Göşbaşı Square), it is possible to reach the shops in less than 5 minutes. In this section, in front of the square, there are shops in Hamran neighborhood that Kiçiköy neighborhood residents can also benefit from.

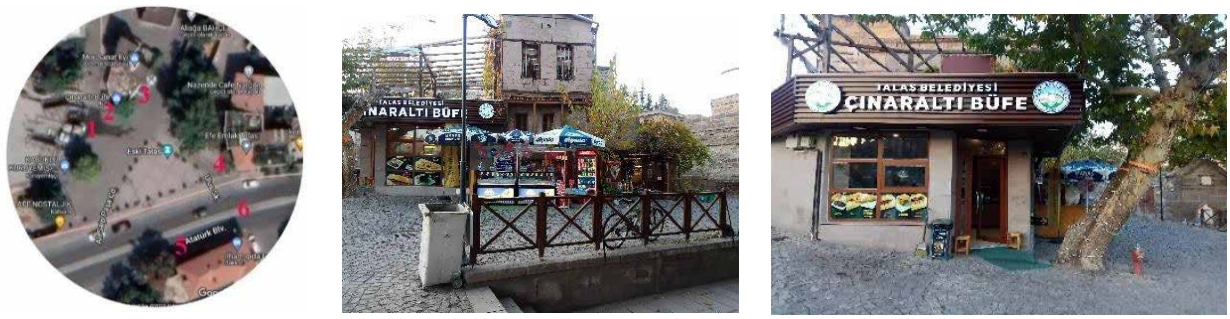

Figure 9. In the Kiçiköy neighborhood, residents' homes are approximately 5 minutes away from shops.

Table 11. Criteria and Scale of the "Walkability" Principle

CRITERIA	ASSESSMENT (Walkability Principle)	Scale
	• Walking distance of 5-10 minutes to public transport networks, neighborhood shopping centers, and primary schools	-
	• Walking distance of 10 minutes to public transport networks, neighborhood shopping centers, or primary schools	Good
1- Accessible	• Walking distance of 10-15 minutes to public transport networks, neighborhood shopping centers, or primary schools	-

	• Walking distance of 15 minutes to public transport networks, neighborhood shopping centers, or primary schools	-
	• Walking distance of 15-20 minutes to public transport networks, neighborhood shopping centers, or primary schools	-
2- Legible	• Adequate information, signage, and guidance elements on roads and streets, with perceivable performance indicators of public spaces: Very Good	-
	• Limited but sufficient information/signage, with perceivable performance indicators of public spaces: Good	Good
	• Limited and insufficient information/signage, with partially perceivable performance indicators of public spaces: Average	-
	• Insufficient signage and legibility of the neighborhood: Poor	-
	• Absence of legible public spaces and a network of accessible streets: Very Poor	-
3- Comfortable	Pedestrian paths wide enough for comfortable passage, free from noise, and equipped with resting facilities	-
	• Pedestrian paths not wide enough for comfortable passage but free from noise and equipped with resting facilities	Good
	• Pedestrian paths not wide enough for comfortable passage, not free from noise, and lacking resting facilities	-
	• Narrow pedestrian paths, with noise and traffic, and no resting facilities	-
	• Most pedestrian paths unsuitable for comfortable passage, with excessive noise and traffic, and no opportunities for rest	-
4- Convenient	• 100% of pedestrian crossings provide unobstructed access for users: Very Good	-
	• 80% of pedestrian crossings provide unobstructed access for users: Good	-
	• 60% of pedestrian crossings provide unobstructed access for users: Average	Average
	• 50% of pedestrian crossings provide unobstructed access for users: Poor	-
	• Less than 40% of pedestrian crossings provide unobstructed access for users: Very Poor	-
5- Enjoyable	• 100% of pedestrian areas are pleasant, engaging, decorated, and conducive to social interaction: Very Good	-
	• 80% of pedestrian areas are pleasant, engaging, decorated, and conducive to social interaction: Good	Good

	• 60% of pedestrian areas are pleasant, engaging, decorated, and conducive to social interaction: Average	-
	• 50% of pedestrian areas are pleasant, engaging, decorated, and conducive to social interaction: Poor	-
	• Less than 40% of pedestrian areas are pleasant, engaging, decorated, and conducive to social interaction: Very Poor	-
6- Safe	• Pedestrian networks include sidewalks and crossings ensuring safe travel, with no direct access to side streets from main roads and secondary access routes to homes	Very Good
	• 10% of streets have access to main roads, with adequate secondary access routes to homes, and safe sidewalks and crossings for pedestrians	-
	• 30% of streets have access to main roads, with adequate secondary access routes to homes	-
	• 50% of streets have access to main roads, with adequate secondary access routes to homes	-
	• All homes have direct access from main roads, with no safety measures for pedestrians	-
7- Secure	• Streets and public spaces are appropriately lit at night, with no hazardous objects at crossings, no dark or isolated corners, and no abandoned urban areas conducive to criminal activity: Very Good	-
		-
	• 80% of the above-mentioned criteria are fulfilled	Average
	• 60% of the above-mentioned criteria are fulfilled	-
	• 50% of the above-mentioned criteria are fulfilled	-
	• No safety for neighborhood residents	
8- Inclusive	• Walking environment includes all social segments and is equipped with materials and design features suitable for disabled pedestrians	-
	• 80% of the walking environment includes all social segments and is suitable for disabled pedestrians	Good
	• 60% of the walking environment includes all social segments and is suitable for disabled pedestrians	-
	• 50% of the walking environment includes all social segments and is suitable for disabled pedestrians	-
	• Walking environment lacks materials and design features suitable for various social groups	-

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

Connectivity

Connection In Kiçiköy neighborhood, access hierarchy is visible. A hierarchy of streets, boulevards and alleys is seen to connect the road network. This includes the use of narrow streets, boulevards and alleys and creates a pedestrian-friendly street network. The spatial hierarchy is present from the neighborhood center to the entrances of the houses and even inside the houses.

There are 1st, 2nd and 3rd degree roads in Kiçiköy neighborhood. The main road is like a circle around the neighborhood. Secondary access is separated from the main road to the neighborhood. Cycling is also possible in this neighborhood. Some parking lots close to the main street have been observed to reduce the need to enter the neighborhood by car.

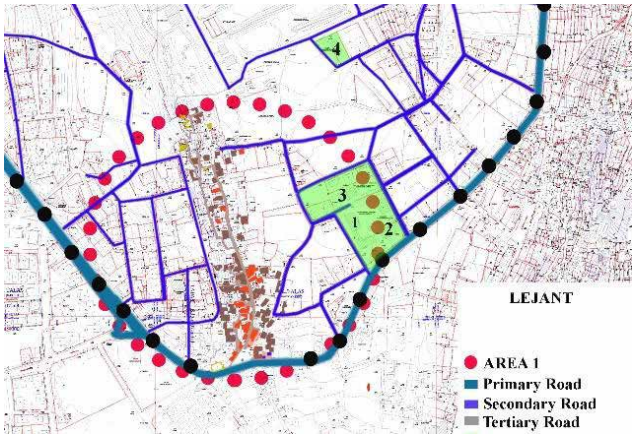

Figure 10. Connectivity and types of interconnected road networks in the Kiçiköy neighborhood

Figure 11. The main road next to the neighborhood provides quick access outside the neighborhood

Figure 12. In the Kiçiköy neighborhood the use of bicycles and scooters prevents cars from entering the neighborhood.

Table 12. Criteria and Scale of the “Connectivity” Principle

CRITERIA	ASSESSMENT (Connectivity Principle)	Scale
1- Accessible	Pedestrians and cyclists have priority over cars. There is a hierarchy of streets, boulevards, squares and alleys.	Very Good
	Pedestrians and cyclists have priority over cars. The hierarchy of roads and accesses is average.	-
	Car paths are superior to pedestrians and bicycle paths. The hierarchy of roads and accesses is average.	-
	Cars have priority over pedestrians and cyclists. The hierarchy of roads and accesses is poor.	-
	Cars have priority over pedestrians and cyclists. There is no hierarchy of roads and accesses.	-
2-Interconnected network	Interconnected street grid network, has a connected network of pedestrians and cyclists.	Very Good
	There is a connected network of car paths, but the connection of roads and bicycles is not fully connected.	-
	The connection of the car path network, pedestrian network and bicycle is not fully connected.	-
	The connection of the car path network, road network and bicycle network is poor.	-
	The connection between the car road network, road network and bicycle network is very poor.	-

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

Mixed-Use Development

The neighborhood offers a mixture of blocks and buildings, stores, offices, apartments and houses. The neighborhood welcomes people of all ages, income levels, cultures and races. The diversity of land uses has made significant contributions to the use and liveliness of public space. In order for an environment to attract not only the residents of that area but also people who do not live there, it needs to accommodate a variety of activities. The presence and variety of ground floor functions that form the facade of some buildings have an impact on the activities taking place outside. Uses that are within a 5-10 minute walk (shops, cafes, recreational activities, etc.) encourage individuals to walk. It has provided individuals with a high level of access to various activities of daily life without the need for a vehicle. Mixed uses (residential, commercial, educational, recreational, socio-cultural areas, etc.) play an important role in people’s active interaction with the environment and in preferring to walk to the targeted access point.

Table 13. Criteria and Scale of the “Mixed-Use Development” Principle

CRITERIA	ASSESSMENT (Mixed-Use Development Principle)	Scale
1- Street frontage and various activities	Ground floor uses that form a street frontage support a wide range of activities (shops, residences, etc.)	-
	Ground floor uses that form a street frontage support a wide range of activities (shops, residences, etc.)	-
	Ground floor uses that form a street frontage support a medium level of activity (shops, residences, etc.)	Normal
	There are a few shops and functions on the ground floor. There are no shops and various functions on the ground floor.	-
		-
2- Multi-purpose buildings and spaces at different days and hours.	Some buildings and spaces, especially public buildings (Mosques, Squares, etc.), have a certain usage potential at any time of the day.	-
	It is good that some public and multi-purpose buildings are operated for different uses at different times of the day.	-
	It is average that some public and multi-purpose buildings are operated for different uses at different times of the day.	-
	Some public and multipurpose buildings have poor functionality for different uses at different times of the day.	Bad
	Public buildings are only active at certain times of the day and are closed for the rest of the day	-
3- Attractiveness and variety of building facades (materials, colors, panels, light)	The attractiveness of facades facing streets close to the neighborhood center (materials, windows, colors, and attractive signs on the facades of buildings) is excellent and encourages residents to shop, walk, and have fun daily.	-
	The attractiveness of facades facing streets close to the neighborhood center (materials, windows, colors, and attractive signs on the facades of buildings) is good.	Good
	The attractiveness of facades facing streets close to the neighborhood center (materials, windows, colors, and attractive signs on the facades of buildings) is average.	-
	The attractiveness of facades facing streets close to the neighborhood center is poor.	-
	The views facing streets close to the neighborhood center are not attractive.	-

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

Figure 13. Mixed use and diversity in Kiçiköy neighborhood

Diverse Housing

Housing types of different prices and sizes are together. In this neighborhood, there are all kinds of houses with different floor heights. Some houses have gardens. The areas of the buildings are different and people with different incomes can live together.

Figure 14. Diverse Housing in Kiçiköy neighborhood

Table 14. Criteria and Scale of the “Diverse Housing” Principle

CRITERIA	ASSESSMENT (Diverse Housing Principle)	Scale
1- Detached houses	There are independent detached houses with various expensive, medium and cheap prices.	Very Good
	There are independent houses with various expensive and medium prices, but the number of cheap detached houses is less.	-
	There are independent houses with various expensive prices, but the number of medium and cheap detached houses is less.	-
	There are independent houses with various expensive prices, but the number of average and cheap detached houses is very few.	-
	There are no independent houses with various expensive, medium and cheap prices. All houses are either expensive or cheap, and there is no variety.	-
2-Apartments	There are independent apartments with various expensive, medium and cheap prices.	Good
	There are apartments with various expensive and medium prices, but the number of cheap apartments is less.	-
	There are apartments with various expensive prices, but the number of medium and cheap apartments is less.	-
	There are apartments with various expensive prices, but the number of average and cheap apartments is very few.	-
	There are independent apartments with various expensive, medium and cheap prices.	-
	All apartments are either expensive or cheap, and there is no variety.	-

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

High-Quality Urban Design

People's access to comfort is provided by housing designs, lighting, heating, cooling and ventilation arrangements, and climate-appropriate orientation. This is one of the factors that create a sense of peace and happiness in users. In the Kiçiköy neighborhood, the square, open spaces, various traditional houses, cafes, wide and inviting streets increase the quality architecture and design of the neighborhood.

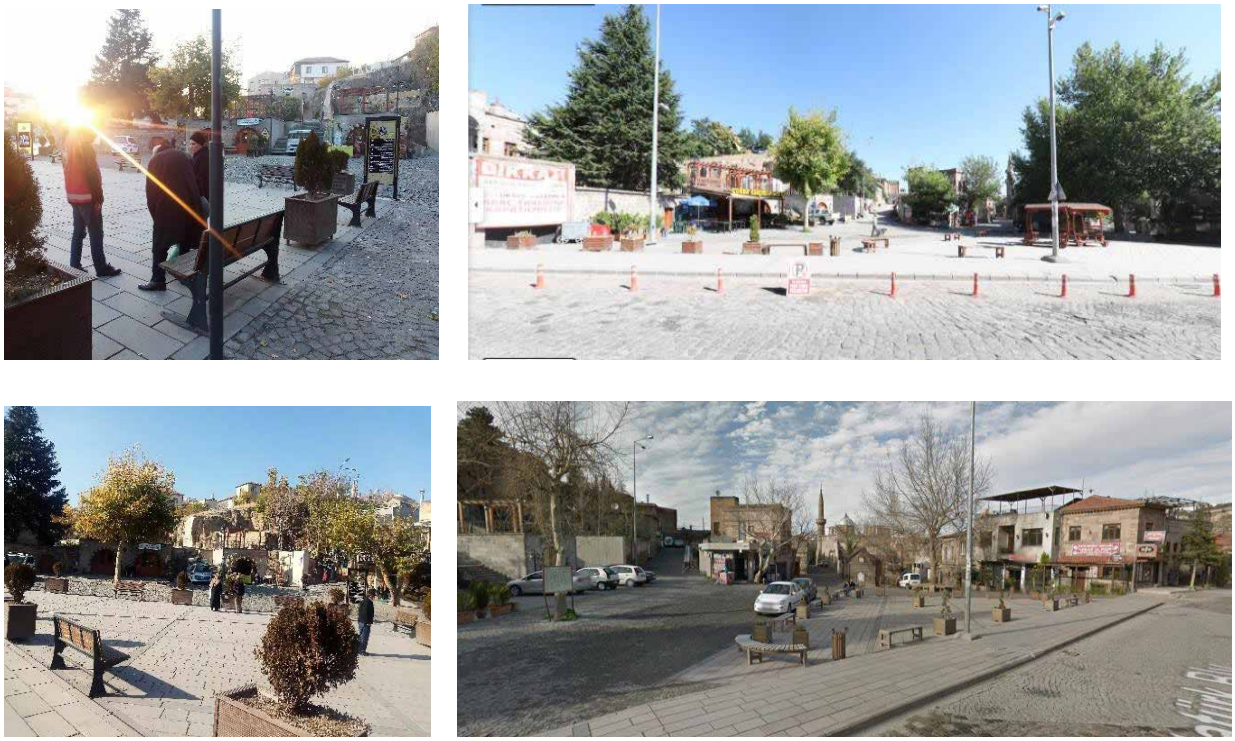

Figure 15. Mixed use and diversity in Kiçiköy neighborhood

Table 15. Criteria and Scale of the “High-Quality Urban Design” Principle

CRITERIA	ASSESSMENT (High-Quality Urban Design Principle)	Scale
1- Open areas	Places with green areas, urban furniture and quality lighting.	Very Good
	Places with sufficient green areas and lighting but insufficient furniture.	Good
	Places with average green areas, furniture and lighting. Places with low green areas, furniture and lighting.	Normal
	No open areas for social interaction and recreation.	Bad Very Bad
2-Construction and material quality	Facade materials, road pavements and furniture are of excellent quality.	Very Good
	Facade materials, road pavements and furniture are of high quality.	Good
	There are apartments with various expensive prices, but the number of medium and cheap apartments is small.	Normal
	Facade materials, road pavements and furniture are of medium quality.	Bad
	Facade, road pavement and furniture materials are of very poor quality.	Very Bad
3-Design standards	The roads in the neighborhood are built with excellent design standards for driveways, safe areas, bicycles and pedestrians.	Very Good
	The roads in the neighborhood are well built with design standards for driveways, safe areas, bicycles and pedestrians.	Good
	The roads in the neighborhood are built with average design standards for driveways, safe areas, bicycles and pedestrians.	Normal
	Neighborhood roads are poorly constructed to design standards for driveways, safe spaces, bicycles, and pedestrians.	Bad
	Neighborhood roads are poorly constructed to design standards for driveways, safe spaces, bicycles, and pedestrians.	Very Bad

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

Traditional Neighborhood Structure

According to the New Urbanism Principles, distinct centers and borders create central public spaces, high-quality public space design is done, thus access to all essential functions is provided within 10 minutes. In Kiçiköy neighborhood, neighborhood borders and edges are well defined, and the border of Kiçiköy neighborhood with surrounding neighborhoods is defined via the main road. At the same time, the fact that surrounding neighborhoods are located on the slope of the hill contributes to the separation of neighborhoods and the determination of borders. The center of the neighborhood is in the square. Around the square, buildings are more concentrated due to the need for access to functions such as stores.

Figure 16. Separation of neighborhood boundaries by main street

Table 16. Criteria and Scale of the “Traditional Neighborhood Structure” Principle

CRITERIA	ASSESSMENT (Traditional Neighborhood Structure Principle)	Scale
1- Street frontage and various activities	There are various shopping venues, green areas, open space for sitting and resting in the shopping mall.	Very Good
	There are various shopping venues in the shopping mall, but the open and green space for sitting and entertainment is not wide enough.	Good
	Different shopping venues, green areas, open spaces for sitting and resting in this shopping mall are at a medium level.	Normal
	Different shopping venues, green areas, open spaces for sitting and resting in this shopping mall are at a low level.	Bad
	There is no neighborhood center.	Very Bad
2-Transect plannig	Transect planlama Transect planlama, mahalle yapısında tamamen mevcuttur.	Very Good
	Transect planlama, mahallenin yapısında iyi bir şekilde mevcuttur.	Good
	Transect planlama, ortalama olarak mahalle yapısında mevcuttur.	Normal
	Bu ilke mahalle yapısında zayıftır.	Bad
	Transect planlama, mahalle yapısında yoktur.	Very Bad

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

Increased Density

Increased density suggests that housing and businesses should be located closer to each other. Because economic vitality increases in cities or neighborhoods where businesses and people are concentrated. In order to provide ease of walking, as well as more efficient use of services and resources, and to create a higher quality, more comfortable, and more enjoyable place, buildings, housing, stores, and service areas should be closer to each other. In the Kiçiköy neighborhood, houses are compactly placed together. Most of the buildings are 2-storey.

Figure 17. High-rise buildings- Increased Density in Kiçiköy neighborhood

Table 17. Criteria and Scale of the “Increased Density” Principle

CRITERIA	ASSESSMENT (Increased Density Principle)	Scale
1-Multiple Functions Together	There are various shopping venues, green areas, open space for sitting and resting in the shopping mall.	Very Good
	There are various shopping venues in the shopping mall, but the open and green space for sitting and entertainment is not wide enough.	-
	Different shopping venues, green areas, open spaces for sitting and resting in this shopping mall are at a medium level.	-
	Different shopping venues, green areas, open spaces for sitting and resting in this shopping mall are at a low level.	-
	There is no neighborhood center.	Very Bad
2-High-rise Building	Transect planning is completely present in the neighborhood structure.	Very Good
	Transect planning is well present in the neighborhood structure.	-
	Transect planning is averagely present in the neighborhood structure.	-
	This principle is weak in the neighborhood structure.	-
	Transect planning is not present in the neighborhood structure.	-

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

Smart Transportation

Smart transportation requires that the transit stops on the transit routes of rail systems connecting different neighborhoods, towns, etc. are integrated with pedestrian and bicycle paths with an easily accessible connection. Smart transportation also encourages the use of vehicles such as bicycles, scooters, skates, as well as car park designs along with pedestrian movement. In the Kiçiköy neighborhood, people can use the tram at intervals of 5 to 10 minutes at most. Scooter routes have sufficient safety and do not intersect with the main road.

Table 18. Criteria and Scale of the "Smart Transportation" Principle

CRITERIA	ASSESSMENT (Smart Transportation Principle)	Scale
1- Access to metro and metrobus stations	It is possible to reach smart transportation vehicles such as metro and metrobus in a maximum of 10 minutes.	Very Good
	It is possible to reach smart transportation vehicles such as metro and metrobus in a maximum of 15 minutes.	-
	It is possible to reach smart transportation vehicles such as metro and metrobus in a maximum of 20 minutes.	-
	It is possible to reach smart transportation vehicles such as metro and metrobus in a maximum of 30 minutes.	-
	It is not possible to access smart transportation vehicles such as metro and metrobus.	-
2- -Access to cars and location of parking lots	Car paths are designed with minimum access to side streets, and open and closed parking lots are perfectly designed.	-
	Car paths are designed with minimum access to side streets, and open and closed parking lots are well designed.	Good
	Car paths are designed with minimum access to side streets, and open and closed parking lots are moderately designed.	-
	Car paths are designed with minimum access to side streets, and open and closed parking lots are poorly designed.	-
	Car paths and parking lots are not properly designed.	
3-Bicycle access	Bicycles, scooters, skates, etc. are encouraged in the neighborhood and the roads are excellent.	-
	Bicycles, scooters, skates, etc. are encouraged in the neighborhood and the roads are suitable.	Good
	Bicycles, scooters, skates, etc. are encouraged in the neighborhood and the roads are average.	-
	Bicycles, scooters, skates, etc. are encouraged in the neighborhood and the roads are poor.	-
	There is no bicycle, scooter, or skate path in the neighborhood.	-

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

Sustainability

The following determinations were made in the sustainability discussion of the Kiçiköy neighborhood:

Walkability: The need to drive is minimal, which reduces gasoline use.

Mixed Use and Diversity: The use of multifunctional buildings and the diversity in the neighborhood structure increase employment in the neighborhood. This reduces car use as it increases employment in the neighborhood and meets the various needs of the neighborhood residents.

Local materials: It is seen that local materials such as stone and wood, which are in full harmony with the cold and dry climate of the region, are used in the buildings.

Compact texture: The compact texture in the neighborhood structure stands out in order to reduce energy loss from the side bodies of the buildings.

Protection of local nature: By protecting old trees, natural resources are protected and minimal damage to the environment is ensured.

It is seen that minimum environmental pollution is targeted by placing garbage bins in different parts of the neighborhood.

Minimum damage to the ground structure: The buildings are built in perfect harmony with the slope of the hill and the topography of the land is preserved.

Table 19. Criteria and Scale of the “Sustainability” Principle

CRITERIA	ASSESSMENT (Sustainability Principle)	Scale
1-Environmentally friendly technology systems	The use of renewable energy such as solar in buildings is excellent.	-
	The use of renewable energy such as solar in buildings is good.	-
	The use of renewable energy such as solar in buildings is moderate.	
	The use of renewable energy such as solar in buildings is weak. There is no use of renewable energy such as	-
	solar in buildings.	-
		Very Bad
2- Local or renewable building materials	Local and renewable materials are used in all buildings. Most of the buildings are local and renewable materials. Some buildings are local and renewable materials.	-
	Local and renewable materials are rarely used in buildings. Local and renewable materials are not used in buildings.	Good
		-
3- More walking, less vehicle use (Increase walking and reduce gasoline use)	In the road network, pedestrian paths take precedence over car paths.	-
	The main movement network of the neighborhood is walking and bicycle paths.	
	The movement network of the neighborhood, which has both car and pedestrian paths, is average.	Good
	The neighborhood’s movement network is mostly driveways and less pedestrian paths.	-
	The neighborhood’s main movement network is driveways.	
4- Minimum environmental impact	The neighborhood’s natural structure, such as trees, has not been damaged. The environment has not been damaged and no garbage has been thrown.	-
	The neighborhood’s natural structure, such as trees, has not been damaged. There is no garbage in the neighborhood. The buildings are compatible with the slope and structure of the neighborhood.	Good
	Some trees in the neighborhood have been damaged and there is visual pollution such as garbage in the neighborhood.	-
	The neighborhood’s natural structure has been damaged and there is garbage in some places in the neighborhood.	-
	There is a maximum amount of environmental damage in the neighborhood.	-

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

Quality of Life

The following can be counted among the issues that increase the quality of life in the Kiçiköy neighborhood: 1. Square: The square plays an important role in increasing cultural and social interaction in the neighborhood. 2. Mosque: There are several mosques that contribute to the quality of life of the residents of the neighborhood in various ways. 3. Nature: It has been observed that nature and old trees that bring vitality to the neighborhood are preserved. 4. Harmony with the climate: The use of local tongs suitable for the structure of Kayseri city as a mountainous area has been observed. 5. Walkability: Walking in this neighborhood is better than driving, and the connection of the streets with each other encourages people to walk.

Figure 18. Social, economic, health and recreational activities in the neighborhood: Quality of Life in Kiçiköy neighborhood

Table 20. Criteria and Scale of the “Quality of Life” Principle

CRITERIA	ASSESSMENT (Quality of Life Principle)	Scale
1- Social benefits	There are public areas in the neighborhood for people of different ages to come together. The neighborhood has cultural structures such as mosques, libraries and convention centers.	Very Good
	There are public areas in the neighborhood for people of different ages to come together. The neighborhood has cultural structures such as mosques and conference centers, but it does not have a library.	-
	There are public areas in the neighborhood for people of different ages to come together. The neighborhood has cultural structures such as mosques, but it does not have a conference center or library.	-
	There are very few public areas in the neighborhood for people of different ages to come together. The neighborhood does not have cultural structures such as mosques, conference centers and libraries.	-
	There are no public places, mosques, conference centers and libraries in the neighborhood.	-
2-Ecological benefits	The neighborhood is in full compliance with environmental issues such as local materials, renewable technologies and there is no damage to the environment.	Very Good
	The neighborhood is in good agreement with environmental issues such as local materials, renewable technologies, and no harm to the environment.	-
	The neighborhood has little coordination with environmental issues such as local materials, renewable technologies, and no harm to the environment.	-
	The neighborhood has little coordination with environmental issues such as local materials, renewable technologies, and no harm to the environment.	-
	The neighborhood is not in good agreement with environmental issues and causes maximum harm to the environment.	-

3- Economic benefits	Maximum walking paths and minimum driveways (reducing gasoline consumption) may indicate the presence of a shopping mall close to residents in less than ten minutes and employment of many people in the neighborhood.	-
	Maximum walking paths and minimum driveways (reducing gasoline consumption) may indicate the presence of a shopping mall close to residents in less than ten minutes and employment of some people in the neighborhood.	Good
	Maximum walking paths and minimum driveways may indicate the presence of a shopping mall close to residents in less than 15 minutes and employment of some people in the neighborhood.	-
	Pedestrian paths and driveways, on average, may indicate that there is a shopping mall close to residents within less than 15 minutes and that there are some people doing business in the neighborhood.	-
	There are too many driveways. The shopping mall is not in the neighborhood. People go outside the neighborhood to work.	-
4- Health benefits	The neighborhood has excellent grades of open spaces such as walking paths, a gym, and a neighborhood park. There is also a medical center in the neighborhood.	-
	The neighborhood has good grades of open spaces such as walking paths, a gym, and a neighborhood park. There is also a medical center in the neighborhood.	Good
	The neighborhood has moderate grades of open spaces such as walking paths, a gym, and a neighborhood park. There is also a medical center in the neighborhood.	-
	The neighborhood has poor grades of open spaces such as walking paths and a neighborhood park. There is also a medical center in the neighborhood.	-
	Walking and sports are not possible in the neighborhood. There is no medical center.	-

Note: The assessment is based on a Likert Scale: Very Good, Good, Average, Poor, Very Poor.

Conclusion

This research examines the principles of New Urbanism in the traditional neighborhood of Kiçiköy in Kayseri. Given the cold and semi-arid climate of the area, Kiçiköy serves as a representative example of traditional urban fabric in Turkey, embodying many of the principles of New Urbanism. These principles include walkability, connectivity, and mixed-use development, which can be observed in the structure and spatial organization of the neighborhood.

Through data analysis and the evaluation of New Urbanism principles using the Likert scale, the results show that Kiçiköy aligns with these principles to a large extent. This alignment is particularly evident in its focus on walkability and the creation of shared public spaces. Additionally, the use of local and traditional materials in the neighborhood's structure, combined with social cohesion and neighborhood identity, are key features of Kiçiköy.

As a result, Kiçiköy can be seen as a successful model of how New Urbanism principles can coexist with traditional structures in cold and semi-arid climates in Turkey. This research demonstrates that many of the principles of New Urbanism, though officially introduced in modern urbanism, are not entirely new. They have long existed in Turkey's traditional neighborhoods, such as Kiçiköy, and can serve as valuable strategies for improving the quality of life in these areas.

Therefore, it is crucial to preserve these traditional Turkish neighborhoods and incorporate their enduring principles into the design of new neighborhoods in Turkey. These principles, which are fully aligned with the culture, climate, and identity of the region, can help create sustainable urban spaces that continue the traditions of the past while fostering a harmonious relationship with the environment.

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