



Research Article

REDEFINE THE ROMAN STREETS IN ULUS

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Abstract

Ankara is one of the oldest settlement in Anatolia for different civilizations. Ulus city center and its surroundings were a significant settlement during the Roman, Seljuk and Ottoman periods as well as today. However, despite the cultural and historical background of the city, historical structures before 20th century are not legible in the urban pattern. Today, Roman structures in Ulus are disconnected from each other due to dense buildings and vehicle roads within the developing urban pattern. The traces of Roman which is a significant historical and cultural value of the city cannot be perceived holistically in today's urban pattern. The starting point of study is necessity of reconsidering the historical environment in today's city in order to contribute to the urban identity and maintain the historical-cultural heritage. In this context, traces of Roman era in Ulus are handled. By using maps, photographs, qualitative observations and literature sources, it is aimed to identify the problems in current situation and to integrate and redefine the historical environment with today's urban fabric. Hence, the two main roads of ancient Roman city; *cardo maximus* and *decumanus maximus* that were typical elements of Roman urban planning need to be reemerged and redefined in the modern urban fabric. While redefining them, an uninterrupted circulation of pedestrians between the Roman bath, Augustus Temple, Julien Column and amphitheater is aimed. It is suggested to make a cultural and touristic pedestrian route by connecting the Roman structures and this pedestrian route is suggested as a route that can continue to Ankara Castle after the theater and is followed within the different historical layers of the city. The suggested route is starting from Roman places and it connects other historical places from Turks. Historical urban landscapes and ancient roads are passages and thresholds that connects history and present. Thus, walking on these roads different experiences can be gained both while walking and when making a stop. There is also time, space and culture transitions and experiences, with pauses in the monuments and open areas at certain points on the route.

Keywords: Urban identity, columned streets, historical environment, urban design, pedestrian routes

*Araştırma Makalesi***ULUS'TA ROMA AKSLARINI YENİDEN TANIMLAMAK****Özet**

Ankara, farklı medeniyetlere ev sahipliği yapmış, Anadolu'nun en eski yerleşim yerlerinden biridir. Ulus kent merkezi ve çevresi Roma, Selçuklu ve Osmanlı dönemlerinde de bugünkü gibi yerleşim merkezi olan bir bölgedir. Fakat kentin sahip olduğu kültürel ve tarihi geçmişe rağmen Ankara'nın kent kimliğinde 20. yüzyıl öncesine dair fiziksel imgeler kentsel dokuda okunamamakta ve kent kimliğinde yer bulamamaktadır. Bugün Ulus'taki Roma kalıntıları, gelişen kent dokusu içinde yoğun yapılaşma ve araç yolları nedeniyle birbirinden kopuk durumdadır. Kentin önemli bir tarihi kültürel değeri olan Roma izleri bugünkü kentsel dokuda bütüncül bir şekilde algılanamamaktadır. Yeni kentsel açık alanların üretimi, kent kimliğine katkı sunması ve tarihi – kültürel mirasın sürdürülmesi amacıyla, tarihi çevrelerin günümüz dokusunda yeniden ele alınması gerekliliği çalışmanın çıkış noktasını oluşturmaktadır. Tarihi çevrelerin kent içinde mevcut dokuyla bütünleştirilmesi ve kentin bir parçası olarak sürdürülmesi çalışmanın temel amacıdır. Bu kapsamda Ulus'taki Roma izleri ele alınmıştır. Harita, fotoğraf, nitel gözlem ve literatür kaynaklarından faydalanılarak mevcut durumdaki sorunlar belirlenip, tarihi çevrenin günümüz kent dokusuyla bütünleştirilip yeniden düzenlenmesi hedeflenmiştir. Bu nedenle hamam, tapınak, sütun ve tiyatro arasında kesintisiz bir yaya dolaşımını sağlamak için Roma kent planlamasının tipik öğeleri olan iki ana aksın; *cardo* ve *decumanus maximus*un, modern kent dokusunda yeniden ortaya çıkarılması ve tanımlanması önerilmektedir. Bu iki ana aksın ortaya çıkarılıp yeniden tanımlanmasıyla mevcut yapılar arasında antik dönemde kentin kullandığı, tüm öğeler arasında kesintisiz bağlantının sağlanacağı bir aksiyel çözüm önerilmektedir. Roma yapılarının birbirine bağlanması ile kültürel ve turistik bir rota oluşturulması ve bu yaya rotasının tiyatrodan sonra Ankara Kale'sine devam edebilen ve kentin tarihi katmanları içinde izlenen bir rota olması önerilmektedir. Bu rotanın Roma dönemi mirasıyla başlayıp kentin kültürel ve tarihi mirası olan diğer Türk dönemleri eserlerine bağlanarak Ulus ve kale bütününde bütüncül bir kültürel yaya rotası oluşturulması önerilmiştir. Ayrıca rota üzerinde kente hizmet edecek yeni açık alanlar ve duraklama noktaları belirlenmiştir. Sonuç olarak yeniden tanımlanan bu yollar, şehrin tarihini anlamak için birer geçit niteliğindedir. Bu tarihi rotada yürümek, hem yürürken hem de dururken zamansal ve kültürel geçişleri, farklı deneyimleri kullanıcılara sunmaktadır.

Anahtar kelimeler: Kent kimliği, sütunlu cadde, tarihi çevre, kentsel tasarım, yaya rotaları

1. INTRODUCTION

Ankara is one of the oldest settlement in Anatolia, dating back to Roman times. The city has hosted different civilizations since the early ages and has different historical and cultural layers. It is seen that the oldest known history of the city dates back to the Neolithic period in the light of archaeological findings. Hittite, Phrygian, Lydian, Persian, Galatian, Roman, Seljuk and Ottoman are different civilizations that form the historical and cultural layers of Ankara. Archaeological finds indicate that the city was founded in the earliest times when people settled down. In addition to the pre-modern historical and cultural layers, valuable cultural items such as the monuments of the Republican period, important civil and modern architectural examples are located in the city center of Ulus. Ulus city center and its surroundings are a district that was also a settlement center during the Roman, Seljuk and Ottoman periods. Despite this rich historical, cultural and architectural background, physical images of the pre-20th century cannot

be perceived in Ankara's urban identity. While Ulus became the center of the capital after Republic, construction movements started in this district. In this process, from the first quarter of the 20th century, various traces of the Roman period emerged within the scope of intensive construction movements in Ulus. The uncovered Roman artifacts and street layout finds show the *Ankyra* was located in the center of Ulus. However, these historical traces in today's built environment of the city are not legible.

The starting point of the study is necessity of reconsidering the historical environment in today's city in order to contribute to the urban identity and maintain the historical-cultural heritage. In this context, the traces of Roman in Ulus are handled. The main material of the study is Ulus district where the ancient city of *Ankyra* is located. Existing maps, photographs, qualitative observations and literature sources related to this area are auxiliary materials used. In the study, the current conditions of Roman traces were examined from maps, photographs, qualitative observations and literature sources. In the current situation, some of traces of the city of Roman can be seen in Ulus but most of them are waiting to be unearthed and redefined by integrating them with today's urban fabric. Architectural works from Roman period which continue their existence in the existing urban texture are disconnected from each other in today's urban environment. The dense construction and transportation connections in Ulus have been one of the most important obstacles in investigating the traces of Roman and revealing the ruins. Therefore, these traces cannot be perceived holistically and the Roman identity which is a part of the historical and cultural identity of the city cannot be reflected in today's urban fabric due to the disconnection between them. Hence, the main target of the study is integrating and redefining the historical Roman artifacts with the historical artifacts from Turks other periods and existing modern pattern in Ulus.

For his purpose, it is aimed to redefine the *cardo maximus* and *decumanus maximus* which are the historical Roman roads in the city center, and to make a route within the modern urban fabric. Hence, the two main roads of ancient Roman city, *cardo maximus* and *decumanus maximus* need to be reemerged and redefined in the modern urban fabric in order to ensure an uninterrupted circulation of pedestrians between the Roman bath, Augustus Temple, Julien Column and amphi theater. With unearthing and redefining of these two main roads, a circulation network used by the city in ancient period emerges between the existing Roman structures. A route is proposed through the Roman *viae* that are typical elements of Roman urban planning. It is suggested to create a cultural and touristic route by connecting the Roman structures and to redefine the two important Roman roads today. This pedestrian route is suggested as a route that can continue to Ankara Castle after the theater and is followed within the different historical layers of the city. The suggested route is starting from Roman artifacts and it connects other historical places from Turks.

The redefined ancient roads are a passage to understand the history of city. Thus, walking on these roads different experiences can be gained both while walking and when making a stop. While walking on the historical route of the ancient Roman in today's time provides transitions and experiences between time and culture. There is also time, space and cultural transitions and experiences, with pauses in the monuments and open areas at certain points on the route. As a result of the due diligence made by examining these materials and the defined problem, an urban design proposal has been developed in Figure 9 for the problem that constitutes the starting point of the study. With the proposed urban regulations in Figure 9, it is aimed to produce pedestrian-oriented solutions in Ulus and to make new pedestrian zones and public open spaces by removing the parking lots and some unqualified buildings and making archeological works.

2. ANKARA'S ROMAN HISTORY AND ROMAN CITY PLANS

Before the Roman period Galatians settled in the region in 3 BC. and Ankyra (Ankara) became the capital of the Tektosags a tribe of Galatian raiders. In the period of Roman Emperor Augustus, Ankyra became the capital of the Roman province Galatia in 25 BC. (KTB, 2021), (Erzen, 1946: 53 n.1; Ramsay, 1922: 164). After the division of the Roman Empire into two, Ankyra remained within the borders of the Eastern Roman Empire. In this process, the city and its surroundings turned into an important Roman garrison. Roman domination in the city continued until the city passed to the Turks in 1073.

The Roman period settlement is mainly located in today's Ulus city center. In 25 BC, when the Emperor Augustus took the city under his rule, the city began to take shape in today's Ulus district. From this date on, monuments such as baths, theater, temples, and victory monuments which are typical elements of Roman cities began to be built and the city plan developed within the scope of typical Roman urbanism consisting of linear streets extending in the north-south and east-west directions.

While Roman urbanism approaches are examined, it is seen that the city models in the Roman Empire have a certain morphological and functional character. Due to the imperial character and military order, Roman urbanism and space production approach follows a symbolic, well defined and prominent form approach both in urban areas and architecture. Segal (1997) also emphasizes that Roman Empire had an imperial character because it symbolizes the reign and power.

In Roman city plans, there are two main streets extending north-south and east-west, based on the military camp plan. These are called; '*cardo maximus*' on the north-south street and '*decumanus maximus*' on the east-west street. These streets are the main connection roads of the city. They are the main arteries connecting with public spaces such as theatre, temple, bath, forum. Figure 1 shows these streets in the plans of different cities in the Eastern Roman Empire.

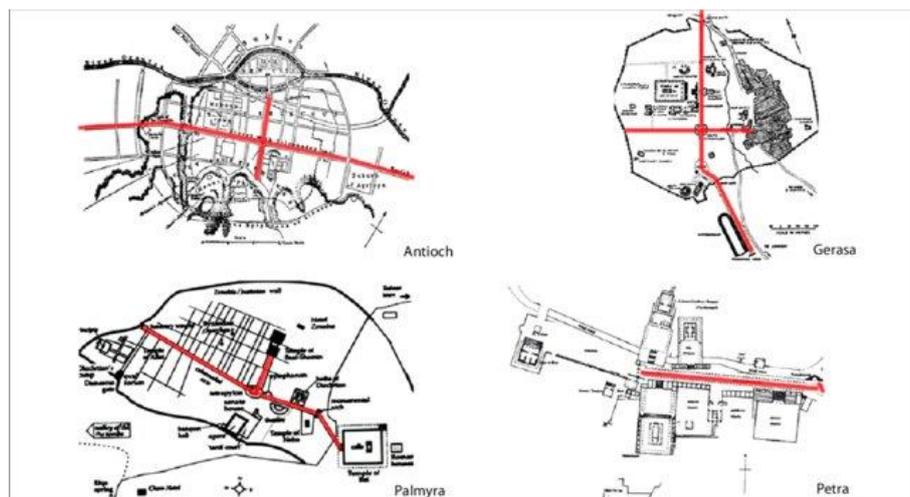


Figure 1. Main streets of Roman cities (Rababeh vd. 2014)

In addition to relieving the pedestrian and vehicle traffic flow between the main centers of the city with their width and continuity in a straight direction, also these streets assume a political

function with the same features (Ceylan, 2004). In this context, *cardo maximus* and *decumanus maximus* which are the main streets of the city are seen as theatrical and symbolic places where activities such as festivals and parades are held apart from daily life activities.

Cardo and *decumanus maximus* have an important place in both planning and Roman architecture. Especially in the eastern provinces of Roman Empire, there are examples of colonnaded streets and porticos on these streets. The construction of the colonnaded streets were started to build during the *Pax Romano* period.

In this period, wide street designs emerged with porticos shaped with columnar architecture on both sides of these streets. Columned streets have a symbolic feature with their monumental architecture and serve different functions as architectural products. Columned streets and porticos on these streets are the characteristic features of the urban planning of the Eastern provinces (Anatolia, Syria, Africa, Jordan). Important remains that will prove the existence of colonnaded streets in Roman settlements in Anatolia, Northern Syria and North Africa have survived to the present day, and the most important examples of these streets are found in the eastern provinces of Roman (Erol, 2019).

Erol (2019) stated that these two main streets in Roman cities are symbolized by the victories of Roman as a military society where the victory arches are located. While the arches are connected with the monumental columned streets, and these streets are accepted as '*ceremonial streets*' that also host celebrations and ceremonial activities. In the daily life of the city, these two main streets were places that the daily needs of the people met as well as the shopping and commercial functions (Machatschek & Schwarz, 1981, p. 65). The average width of these streets is between 11-15 meters and this width can reach 20-25 meters together with the pedestrian path and the porticoes. The lengths of the streets can be up to 1 km depending on the topography and settlement plan of the city. These examples are seen in Anatolia and Syria. In ancient Roman city in Side located in the Pamphylia region of the Mediterranean, there are two colonnaded streets; one of which is north-south and the other east-southwest extending from the urban square that is encountered when entering the city gate. The width of the street on the north-south line is 9 meters (Mansel, 1963, p. 17). Column street design can be seen on both direction of the ancient city in Side.

In Soloi-Pompeiopolis, one of the city in the Cilicia region located in the borders of Mersin today, the *cardo maximus* which forms the main street of the city, has a length of over 450 meters (Yıldırım, 2017, p. 71). The porticos on both sides of this street are covered with arches and the width of the street is 14.5 meters (Peschlow & Bindokat, 1975, p. 374), (Figure 2). In the ancient city of Perge, the *cardo* and *decumanus maximus* which extend in the north-south and east-west directions in the city center located at the foot of the acropolis. These streets intersect each other at right angles and divided the city into four regions (Akurgal, 1978, p. 331), (Figure 3).



Figure 2. Soli Pompeiopolis
(Soli Pompeiopolis, 2019)



Figure 3. Perge, Antalya (AMM,2016)

Making the main streets more functional with porticoes was first done in BC 1. It was seen in Rome and Ostia (the port city of Roman Empire) (Boethius & Perkins, 1971, p. 281) By adding porticos in front of the shops located behind the streets, an architectural solution for climatic conditions in this region was emerged. The designing of colonnaded streets in the main roads of the city emerged in the coastal cities of Syria (Palmyra, Apamea, Bostra, Damascus) during the reign of Emperor Augustus, and then started to be made in other regions (Boethius & Perkins, 1971, p. 394). These colonnaded streets in the Eastern Roman provinces were not only used as a transportation lines. In addition to being the most important connecting lines of the city, it appears in Roman plans as an architectural element that was frequently preferred in the climatic features of the region with its monumental scales and commercial functions.

3.RUINS OF ROMAN IN ANKARA

Archaeological excavations and findings about Roman traces in Ulus have been seen since the beginning of the 20th century. Since the 1930s, with the planning of the city center in Ulus, a great construction movement was started in the district. Especially in the period between 1930 and 1960, during the constructions of many modern buildings some architectural traces of the Roman period were revealed. Unfortunately, most of these findings which were unearthed during the foundation excavations could not reach the present day.

The first excavations in Ulus for Roman traces were started in the 1930s. In these excavations and researches, important findings regarding the development of Roman architecture and city plan were reached (Kadıoğlu and Görkay, 2007). In 1931 the columned street (decumanus maximus) and Roman Bath was found. Then, the ancient theater in the city was revealed in another foundation excavation in 1982. Lastly in 1995 while the construction of Ulus City Bazaar, the trace of cardo maximus was found (Temizsoy et al. 1996, Bayburluoğlu, 1897). The locations of the ruins of Roman settlement are shown in Figure 4. In this context, the existing Roman structures, the locations of the main streets (cardo and decumanus) on the current urban fabric and the elements that limit the connection between these structures are marked. Physical elements that prevent access between Roman structures existing in today's urban environment and limit access on Roman streets are indicated.

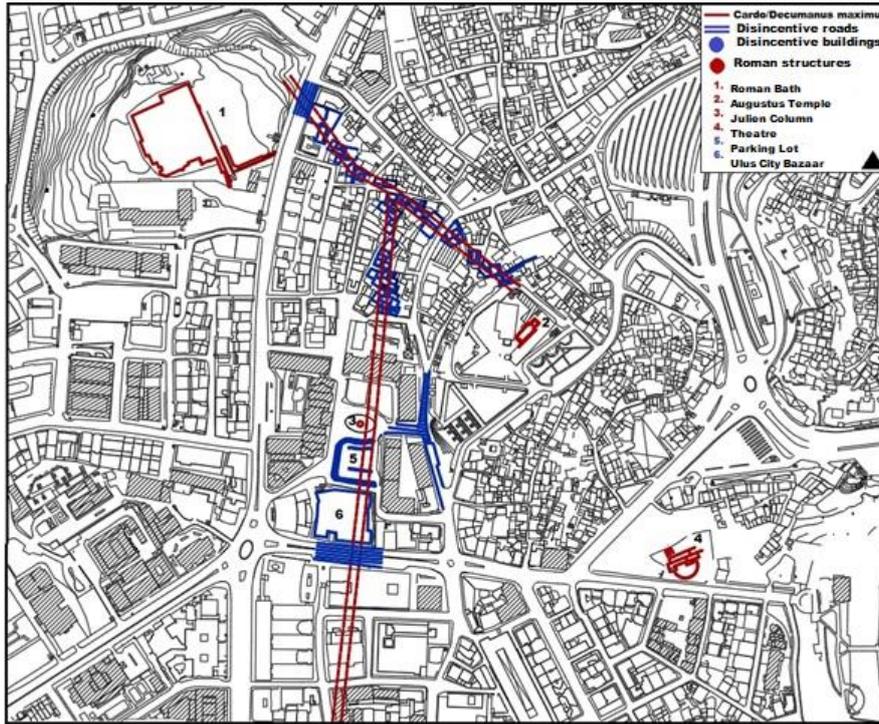


Figure 4. Roman Traces in Ulus

On the present map of Ulus, the Roman Bath and the columned street (decumanus maximus) in the northwest, the Temple of Augustus (Figure 5) at the point adjacent to the Hacı Bayram Veli Mosque, the Julien Column (Figure 6) that behind the old governor's office, and cardo maximus locates on next to Ulus City Bazaar beyond the column to the south. There are traces of a part of the main street of the Roman settlement on the north-south line (Figure 7). The historical streets are not seen in today's urban texture and their locations on today's urban texture are marked on the map. On the east side of Ulus Square, Bent Creek and adjacent to Hisar Street are shown the Roman Theater which was unearthed during the excavations between 1982 and 1986 (Figure 8).



Figure 5. Augustus Temple

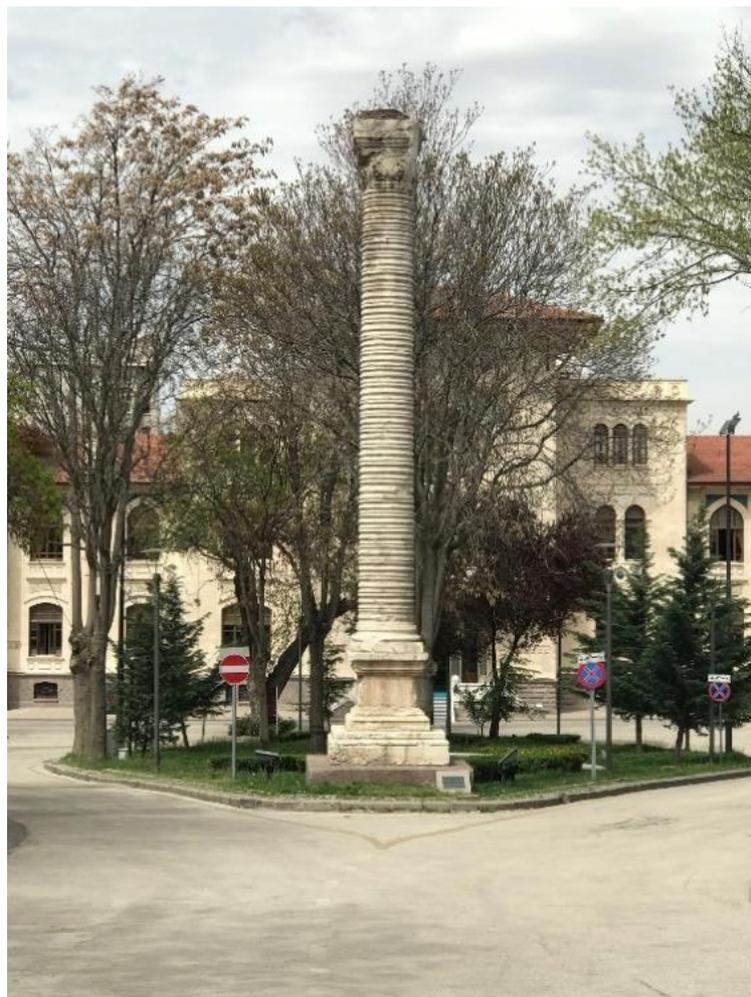


Figure 6. Julien Colonm



Figure 7. Traces of Cardo Maximus



Figure 8. Roman Theatre

A part of the cardo maximus which is the main road of Ankyra though north-south direction was discovered in 1995 during the construction of Ulus City Bazaar. There is a stoa and a row of shops on the west side of the street. Kadıoğlu and Görkay (2007) state that for the construction of Ulus City Bazaar, the opus sectile-paved stoa to the west of the cardo maximus and the row of shops joining the stoa were removed and the historical finds were lost in the face of today's construction. It states that there is only one row of shops on the east side of this historical axis, and a stoa with opus sectile flooring on the west side, and an order in which shops join this stoa.

It has been observed that many public buildings in the Roman period were arranged on the cardo maximus that adjacent to the Ulus City Bazaar. It is stated that the palatium (bath) and nymphaeum structures are located to the west of the cardo maximus and the Julien Column

that located just east of the nymphaeum is probably next to the city's agora (Kadıoğlu and Görkay 2007: 78-85). Therefore, this trace is accepted as the *cardo maximus*, since the street that was found in the 1995 excavations because it connected many public buildings of Roman period. Also it located on the north-south direction and intersects with the columned street.

During the excavations carried out on Çankırı Street in Ulus in 1931, traces of a columned street not parallel to the Palaestra were found in the northeast of the Roman Bath. In 1944, a second stone-paved street was found in the south of this building (Akok, 1955).

It is estimated that, this columned street is connected to the road called Çankırı Gate, which is the entrance way to the ancient city from the northwest and was the main connection line providing access from the bath to the temple. Kadıoğlu and Görkay (2007) state that, this street was 'decumanus maximus' extending in the east-west direction of the city during the Roman period. The fact that this street has a columnar street typology, provides connections between important public spaces and intersects with the *cardo maximus* is strong evidence that the street is *decumanus maximus*. The columned street on the northwest-southeast direction makes an angle of 20 degrees to the north, 110 meters east from the Roman Baths.

It is seen that there is no uninterrupted pedestrian circulation among Roman structures and the two main streets of the ancient city, *cardo* and *decumanus maximus* are also under the present urban fabric. Limiting elements that prevent access between Roman structures are marked on the map. These signs are marked as physical elements that interrupt the circulation between Roman structures when one goes over the road texture in the ancient city plan. The physical obstacles generated by these elements are the physical elements that prevent both the disconnection between the Roman structures and the revealing of the columned street and *cardo maximus* in the plan structure of the ancient city.

In this context, the unqualified urban texture on the colonnaded street leading from the Roman Bath to the Temple of Augustus in the north has been marked as the limiting elements on the *decumanus maximus*. For the *cardo maximus*, which is the north-south line, Ulus City Bazaar and the parking lot are marked. These elements are defined as the limiting elements on the north-south street line. Apart from these limiters, the vehicle roads that prevent an uninterrupted pedestrian circulation between the Roman structures are also marked on the map in Figure 4.

4.REDEFINING ROMAN STREETS

Today, the Roman structures in Ulus are disconnected from each other due to dense construction and vehicle roads within the developing urban pattern. The ruins of Roman which is an important historical and cultural value of the city cannot be perceived holistically in today's urban fabric. It is shown in Figure 4 that, there is no uninterrupted circulation network between the Roman structures and there are physical delimiters on this route.

For this reason, *cardo* and *decumanus maximus* the two main streets of the ancient city need to be reveal and redefined in today's urban fabric in order to ensure an uninterrupted circulation of pedestrians between the Roman Bath, Augustus Temple, Julien Column and theater. With the reveal and redefine of these two main lines, a circulation network used in the ancient period emerges between the existing structures. These redefined roads are proposed as a route from past that integrated into the modern urban environment and redefined in the modern city. It is aimed to experience different periods and cultures while walking and standing on this route.

While walking on this route, ruins of the Roman streets are followed and this experience is felt throughout the walk. In addition, experiences of different periods and cultures can be obtained at the points (monuments and squares) that are paused on the route.

Hence, it is proposed to define a pedestrian route between the bath, temple, column and theater by removing the limiting elements and revealing the ancient streets on the map in Figure 9.

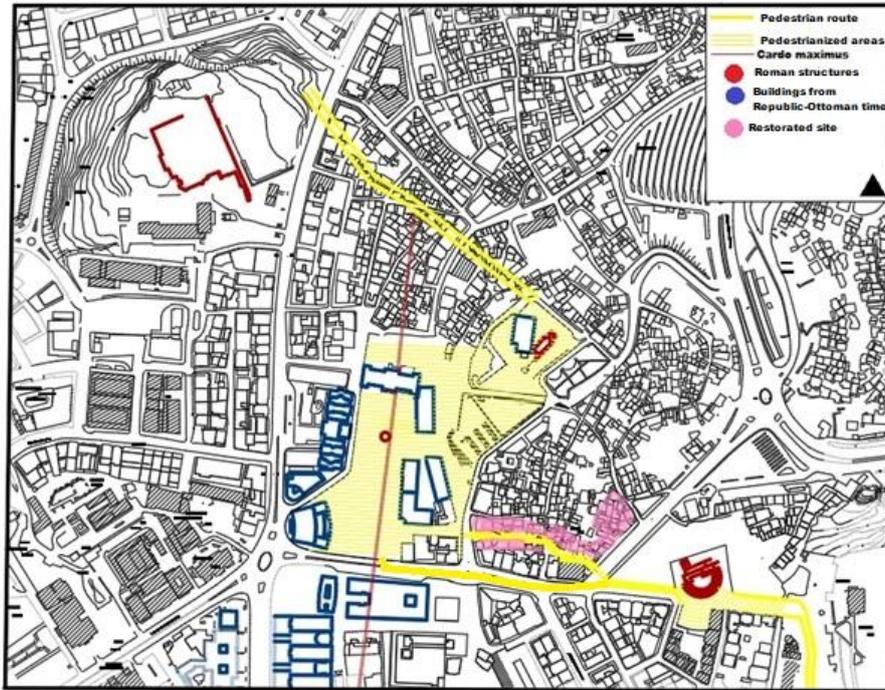


Figure 9. Proposed Pedestrian Route via Roman streets

There are pedestrian routes and pedestrianized areas on the map. First of all, there are pedestrianized areas in order to remove the limiting elements and to facilitate pedestrian circulation in the specified areas and to increase the perceptibility of both Roman, Ottoman and Republic artifacts. Hence, it is recommended to remove the Ulus City Bazaar which is marked as the element that prevent the connection between Roman structures and cardo maximus. In this way, as Kadıoğlu and Görkay (2007) stated, it is possible to reveal the stoa and shop row of the cardo maximus under this bazaar. The removal of this structure is important in revealing both the street and the architectural elements around the street. At the same time, the fact that the building restricts the circulation on the pedestrian route is important in making a pedestrian zone and defining the specified point as a new urban open space by transforming it into an open area. Furthermore, the removal of this structure strengthens the perceptibility of the Sümerbank building that one of the important architectural works of the Republican period.

In this area, by removing the parking lot in front of the Julien Column and pedestrianizing the specified area, an uninterrupted pedestrian route can be made between the Roman structures via cardo maximus. With the removal of the Ulus City Bazaar and the parking lot, this area can transform an urban open place and it is possible to design a new urban area with important historical and cultural artifacts. In this urban open place different periods and civilizations of the city can be exhibited. Not only Roman traces but also artifacts from Ottoman and Republican periods can be perceived strongly. This site is defined as an urban open place that will also work in connection with Ulus Square in the south.

The access between the Julien Column and the Temple of Augustus is partially uninterrupted in the present situation, however, the vehicular traffic has a restrictive effect at times. With the pedestrianization of this road which is indicated as a limiter on the map in Figure 4, it is possible to reach the other Roman structures from this area is recommended to be pedestrianized, after starting from the bath and reaching the temple with the colonnaded street.

It was preferred not to continue from the point where the route starting from the colonnaded street in the north intersects with the *cardo maximus*. Although traces are revealed by excavations in this area where the unqualified urban texture has been removed, the pedestrian route has been suggested directly from the *decumanus maximus*, where the columned road is located. The reason for this is that the *decumanus maximus* is providing direct access from the bath to the temple. The other reason is the old governor's office of Ankara which is one of the significant examples of the 19th century's architectural movement is located on the north of the Julien Column and locates on the *cardo maximus*. This is the main reason why the pedestrian route is not recommended from the intersection of the *decumanus* and *cardo*.

When proceeding from the bath, columned road, temple, column and *cardo maximus* to the theater, the pedestrian route is given from the restored area that allows pedestrian movements instead of Anafartalar Street. The area marked as the restored area on the map in Figure 9 is a pedestrian-dominated area with minimal vehicle traffic, and has commercial functions by being restored according to the traditional old Ankara houses typology. This area is another urban texture that reflects the previous periods of the city and is located on a pedestrian route where the historical and cultural layers of the city can be seen. In this context, it is suggested to reach the theater through the traces of another period from the historical layers of the city. Also through Anafartalar Street pedestrians can reach to theatre directly.

In the area where the theater is located, it is recommended that the vehicle traffic passing through Hisar Street, in the south of the theater, be taken to another line and the complete excavation of the theater should be made in this area. Then the surrounding area should be left as an open area for Roman theatre. Thus, a new urban square that relates with historical artifacts can be gain the city. The pedestrian route created by continuing to the east and then south in the pedestrian movements here can be connected to the Ankara Castle and its surroundings. In this way, an uninterrupted pedestrian route can be made between the Roman Bath in the northwest and the castle in the southeast.

5. CONCLUSION

Ulus as the oldest settlement of Ankara has historical and cultural heritage. However, its historical and cultural heritage cannot be sustained due to present urban environment. The architectural heritages and the traces of the city planning of the Roman era do not appear as a sustainable historical environment in today's urban fabric. The density of structures and various vehicle roads specified as limiting in the study are physical elements that restrict pedestrian movements in the area and prevent the historical environment with Roman traces from being included in today's urban fabric.

In this context, suggestions made at the scale of urban design were made in order to integrate and revitalize the historical environment with today's urban fabric. In this way, in addition to sustain its historical and cultural heritage, the proposal for the 'Ulus historical city center' allows the making of a pedestrian-oriented access network, the increase of public open spaces, designing squares that connected with pedestrian lines and today's urban areas are redefined

according to the city plan from the Roman period. In other words, urban design proposals can be made from the traces of the ancient city plan.

The Turkish Chamber of City Planners (2019) also states that thematic pedestrian routes should be developed that will highlight the historical and cultural identity of Ulus. It is indicating that historical structures should be highlighted in the determination of these routes and some cultural, social and commercial functions should be built on the routes. Hence, the pedestrian route proposed in the study was basically provided over the two main Roman streets and then continued from the points where the other historical layers of the city and commercial functions are located. In this direction, in order to organize Ulus as a historical city center, changes in transportation roads, pedestrian roads and public open spaces are required.

For urban design applications, master plan decisions are required to design this potential for pedestrian-oriented arrangements where the historical environment works together with the urban fabric. Chamber of City Planners (2019), within the scope of a holistic transportation master plan, aims to increase the quality of space by changing public transportation routes and stops, transportation lines, develop new pedestrian zones and pedestrian priority streets, and other transportation solutions that will reduce the number of private vehicles and public transportation vehicles entering this region.

In this study, it is ensured that the traces of other periods of the city, especially the Roman period are highlighted on this route which is shaped through the Roman streets. A new public open space is produced by proposing to make a urban open space in the area between the Julien Column and via cardo maximus. It is defined as another square that reflects the historical pattern of the city from different periods, which can also integrate to Ulus Square. The formation of new open place around the theater via the pedestrian route is one of the necessary points both to highlight the ancient structures and to design public spaces connected with pedestrian route. The pedestrian route which is defined between the Roman Baths in the north and the theater in the south, continues to the east after the theater and makes an uninterrupted circulation route regarding the historical and cultural elements of the city. As a conclusion, for designing Ulus as a historical city center suggestions are listed below;

- Ulus City Bazaar and parking lot should be removed because they block the visual perception and physical access of both the Republican, Ottoman and Roman artifacts in this area. Also, these are should be removed for unearthing cardo maximus.
- Cardo maximus should be unearthed, then preserved as a historical trace and it should be becoming to be visible
- Cardo maximus' surrounding should be transformed into an urban open space as a pedestrian zone.
- The street (Hükümet St.) between the Julien Column and Augustus Temple should be removed.
- The vehicle road (Hisar St.) passing on the theater should be taken to a different road in order to unearthed the historical theatre with archeological excavation.
- Hisar Street should be taken to a different road in order to make a pedestrianized open space in front of the theater, and to continue the pedestrian route to the castle.
- Access to the theater from the restored area is restricted due to the topographical features. For this reason, users should be able to reach the road level via stairs and elevators from certain points to reach to theatre.

- The pedestrian sidewalk should be widened on Anafartalar Street because this street is within the proposed route.
- Buildings facades of Anafartalar St. should be renovated.
- Even if decumanus maximus cannot be uncovered because of the topographic conditions and property rights, this historical trace can be marked symbolically in the area, and a symbolic pedestrian road between the Roman Bath and the temple can be built.
- On proposed urban open spaces, functions that will not disrupt the historical identity and nourish this center can be added. Such as; food and beverage, museum, art gallery, commercial units for both daily users and visitors. Functions should be supported for both daily usages and touristical/cultural usages. Because these area is the heart of the city and it should be work as a not only cultural and touristic center but also it should be continuing to work as a city center that provides daily commercial activities and existent trades.
- Commercial functions can be located on especially in Anafartalar St., in the urban square proposed surrounding of cardo maximus and Julien Column, on restorated site. Historical and cultural functions can be located in proposed urban space that in front of the theatre or urban open space between cardo maximus and column.
- Transportation master plan should be made for the area in order to apply design proposals. Due to the streets to be removed in design proposal, transportation network should be revised in Ulus. Hence, transportation lines and new stops should be determined according to provide easy acces to pedestrian zones and route. Espacially, on Çankırı St., Anafartalar St. and Kıvrımlı St. there should be stops for visitors.
- Apart from the study area, Çankırı Street should be renovated in terms of both physical and functional pattern. This street is significant line because it locates on the west parallel of the cardo maximus and it provides strong connections between Roman Bath, Ulus Square and other Turkish historical artifacts. The artifacts on the Çankırı Street, Ulus Square and old parlament building that locate on the south end of the street can be articulated to proposed open spaces that near cardo maximus and Sümerbank.
- The pedestrian way from Kızılay to Ulus Square thought Atatürk Boulevard can be attached to proposed pedestrian zones and route.

The main target with these suggestions above, designing city center that reflects both city's historical and modern identity at the same time. When evaluated in this context, it is aimed to reveal the historical and cultural identity in Ulus, to designing a thematic pedestrian route viae ancient Roman roads and to bring new public open spaces to the city within these arrangements. Also reflecting traces and artifacts of different historical periods and different civilizations on the same places is aimed in order to reflect historical richness of the city. On the walking route that via Roman streets and staying points on the route and open spaces provides transitions and experiences between time, places and cultures.

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This study does not require any ethics committee approval

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