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To cite this article: Alpaslan Aliagaoglu & Abdullah Ugur (2008) Hotels as a Model of Regional Life: The Erzurum Sample, *European Planning Studies*, 16:10, 1405-1422, DOI: [10.1080/09654310802420128](https://doi.org/10.1080/09654310802420128)

To link to this article: <https://doi.org/10.1080/09654310802420128>



Published online: 03 Dec 2008.



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Hotels as a Model of Regional Life: The Erzurum Sample

ALPASLAN ALIAGAOGLU* & ABDULLAH UGUR**

*Science and Literature Faculty, Balikesir University, Balikesir, Turkey, **Education Faculty, Pamukkale University, Denizli, Turkey

(Received August 2007; accepted December 2007)

ABSTRACT *Few studies have been undertaken about geographical distributions of hotels. These studies mostly have been done in cities which attract tourists and have a tradition of tourism in order to clarify the factors which affect distribution of hotels. The purpose of this paper is to identify geographical distribution of hotels in the city of Erzurum in eastern Turkey, which does not have tourism as one of the traditional industries. Since hotels serve those who come from outside of the city and mostly from its surrounding regions, the city needs to be considered with its regions. As a result, in the same context hotels, bus-stations and coffee-houses come into the picture in order to serve for incomers. As a result of this, it appears that hotels-bus-stations-coffee-houses cooperate or create synergy. This synergy may be related with the offered service of the city to the surrounding or it may be due to the city's historical growth. All these relations can be explained with the "regional life model". Regional life areas are those places in which all roads coming from outside end. In addition, such places serve those people coming to the city in order to meet different needs.*

Introduction

Modern hotels have emerged in the cities. They are among the most visible parts of the urban landscape. The research in this field in urban geography in general has been relatively neglected in comparison to other urban functions such as housing, commerce, offices, and the like.

So far, many studies have been conducted related to the spatial development of hotels in different cities. Most of the studies are related to the cities which have a tradition of tourism. However, the issue does not seem related to only tourism; it should also include the services offered by a city region (or zone of influence).

Erzurum is a medium size city in the east of Turkey with a population of 362,000. The city is situated in the upper basin of Karasu, the source of the Euphrates River, round the

Correspondence Address: Alpaslan Aliagaoglu, Balikesir University, Science and Literature Faculty, Balikesir, Turkey. Email: alpaslan38ster@gmail.com

edge of the Eregli Mountain of the Palandoken Mountain series in the south-east of Erzurum plain, and located on a curved plateau of 1850 to 1980 metres above sea level (Figure 1).

The Turkish settlement system is divided into seven orders. At the top is Istanbul, national metropolis or seventh degree centre dominating the whole country and serving as the functional and corporate headquarters for the Republic of Turkey. Next in ranking is the regional metropolis or sixth degree centres of which Turkey has four such regions. The city of Erzurum is a fifth degree centre in the settlement hierarchy in Turkey. These kinds of settlements functions as regional centres with a wide zone of influence. In their zone of influence, there are regional centres of lower degree (fourth degree) and other areas dependent on these centres. The fifth degree centres are characterized by their transmission of goods and services to those centres of lower degree in their zone of influence. Thus, between the fifth degree centres and their zone of influence, there exists a relationship of both inter-completion and inter-dependency.

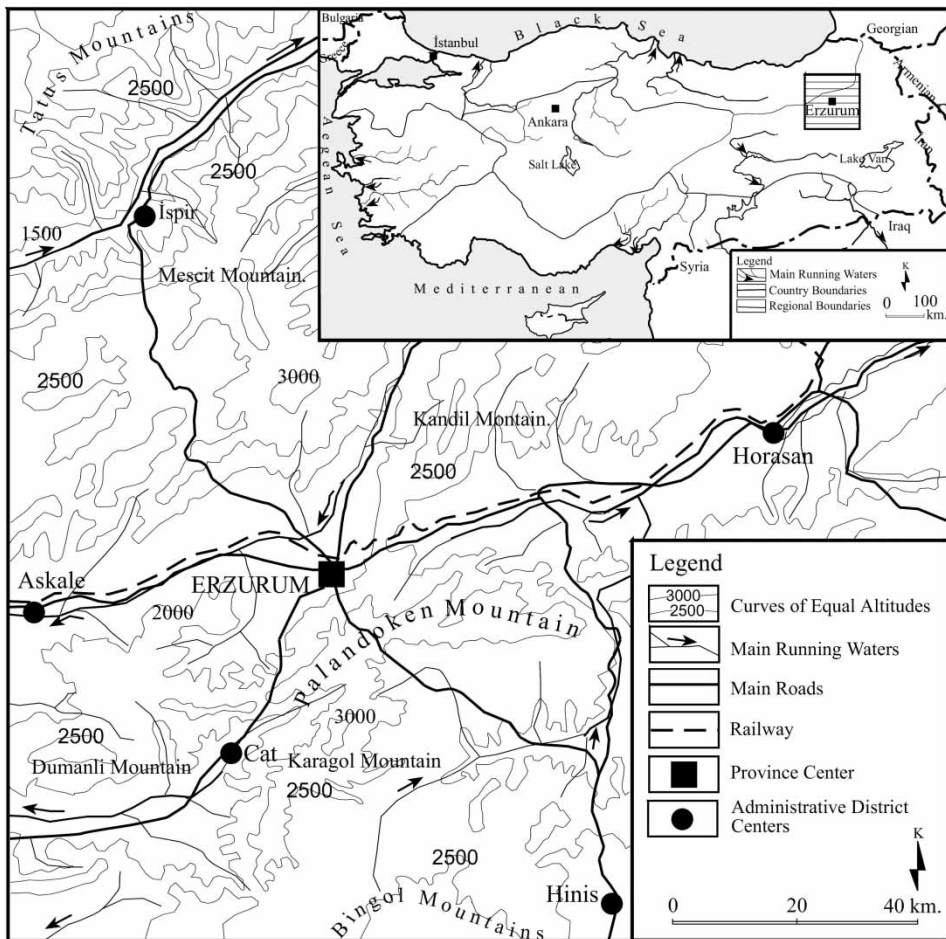


Figure 1. The location map of the city of Erzurum and its surrounding area

The city of Erzurum is a regional centre in whose zone of influence there are the whole of the provinces of Erzurum, Kars, Iğdır, Ardahan, and Agri; except Refahiye, Ilic, and Kemaliye administrative districts, the whole Erzincan province; Bayburt and Yusufeli administrative district; Varto, Bulanik, and Malazgirt administrative districts of Mus province; Karliova administrative district of Bingol province; and Pulumur district of Tunceli province (DPT, 1982) (Figure 2).

Presently, the city of Erzurum provides its region with the following functions:

- Administrative services
- Commercial and production activities depending on livestock products
- Wholesale commerce centres for the eastern region of Turkey
- Health centres for peripheral districts and neighbouring provinces

The aim of this study is to explain the geographic distribution of hotels in cities with regional life areas appearing in the city. Each regional life area which offers services to different residence units under its region is in different parts of the city. In the regional life area especially, three elements are very significant; hotels, bus-stations and

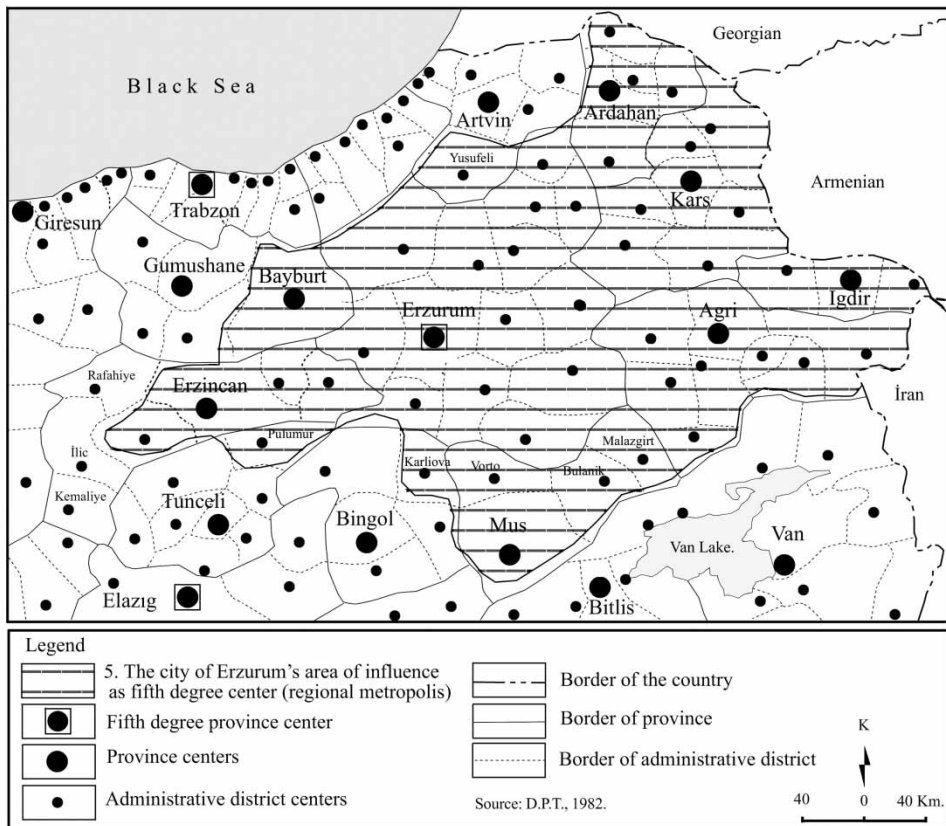


Figure 2. The city of Erzurum's zone of influence in terms of the settlement hierarchies in Turkey

coffee-houses. Hotels are constructed around bus stations that represent an entrance to the city, and coffee-houses which are seen to accompany them. The regional life areas in Erzurum are the places where people get their earlier-mentioned needs which are not available in places they live.

In the following section a literature review is given. In the third section methods are presented. The hotels in the city of Erzurum are discussed in the fourth section and the final section is devoted to the conclusion.

Literature Review

Much research on the geographic distribution of hotels in cities, and the characteristics of the people who dwell in these places have been conducted. One of the most cited studies is the one conducted by Yokeno (1968), however, this study did not include any field studies. After Yokeno, many researchers conducted studies at different times and in different cities. It is possible to enumerate these researchers and their study areas: Arbel and Pizam (1977) Tel Aviv, Wall *et al.* (1985) Toronto, Pearce (1987) Christchurch, Ashworth (1989) Western European cities, Page and Sinclair (1989) London, Ritter (1989) Nürnberg, Hofmayer (1986) Vienna, Weaver (1993) Little Caribbean Islands, De Bres (1994) Kansas, Timothy and Wall (1995) Yogyakarta, Oppermann *et al.* (1996) Kuala Lumpur, Dokmeci and Balta (1999) Istanbul, Bégin (2000) Xiamen, Egan and Nield (2000) UK cities, Shoval and Cohen-Hattab (2001) Jerusalem, Shoval (2006) Jerusalem, Urtasun and Gutierrez (2006) Madrid, Kerimoglu and Cıracı (2006) Istanbul.

Much research about hotels and their distribution has been done; however, the number of studies analysing a certain pattern or model is very small. As stated earlier, Yokeno (1968) comes first among those who put forward a model. Ritter, Ashworth, Egan and Nield, and Shoval are some of the other researchers who identified a pattern. To understand all of these patterns is important for the study in hand because the authors have based their research on what these patterns explain.

Yokeno (1968), who used the Thünen model, placed hotels between the inner-most administration zone and mercantile zone. Empirical studies affirmed that hotels abound in city centres, around the historic nucleus of the city. However, this abundance is different from those in coastal resorts, around financial institutions and great shopping centres. In other words, hotels (or hotel groups) exist side by side with mercantile and administrative establishments and sometimes with residential areas. The number of these groups and their locations are determined by the interaction of certain factors. For Yokeno, these factors are the size, functions and former form of the city, the type of transportation there and whether it has one or more centres.

Ashworth (1989), relying on the practice of medium size cities in West Europe, presents two area models: touristic-historic city, and the typology of hotel location. In both models, Ashworth handles the factors that affect hotel location. He studies hotel location as an indissoluble factor of the development of a city area and specifies six locations of gathering areas. According to these locations of gathering areas, the original city expands in time and there emerges a new business area beside the historic centre. When investigating the distribution of these locations in the city, Ashworth calls the type of location that exists in the historic centre "type A", which is defined as traditional market-place and city-gates location. However, he calls type E, the type of location that exists in the intersection point between the historic centre and the central business district (CBD). In contrast,

types B, C and F locations exist in transportation areas. In this respect, type B location exists near railway stations, type C on the main city entrance road, and type F location exists in the main road-airport road junction in urban periphery. Type D location, also called an attractive location, is like types A and E, and is market-place oriented. According to Ashworth and Tunbridge (1990), there are five main factors that affect the geographical distribution of hotels, accessibility, land prices, environmental amenity, historic inertia and urban planning that have emerged recently.

Ritter (1986) brings another dimension to the discussion on the main factors that affect the distribution of hotels. He argues that hotels are situated according to the dominant form of transportation technology of their areas. For instance, before the emergence of railway transportation, in river-side cities hotels abounded on the waterfront, whereas in in-land cities they were built in the city centres or close to the city gates. With the emergence of railways, railway stations gained importance. And with the introduction of cars, ring roads and boulevards had priority in hotel location. The proximity to these roads, and the beginning points of the roads directed to the city centre gained importance. The areas outside the city centre, and urban periphery became outstanding in the selection of hotel location.

Egan and Nield (2000), relying on Thünen and Alonso's model, developed a hotel location theory for UK cities. In the study, the hotel hierarchy that changes according to hotel location was defined by taking into consideration the neoclassical viewpoint, for which in a competitive socio-economic system accessibility, and rent in determining land use are important in hotel locations in urban life. Hotels are hierarchically classified as follows; luxury hotels, budget hotels of type "A", business hotels, budget hotels of type "B" and three-star business hotels. Luxury hotels are four or five-star hotels, and located in the city centre. Type "A" budget hotels have been obtained by transforming multi-purpose buildings into hotels, and they are located on the edge of the city centre. This type is for those people who do medium-scale business travel or for medium-scale tourists. Business hotels are usually three-star and are located in suburban areas. Budget hotels of type B and three-star business hotels are located on the edge of a city, usually on road junctions, and are mostly used by such visitors as businessmen.

Shoval (2006), studied Jerusalem, relying on Yokeno's pattern. The hotel desires of the tourists visiting Jerusalem were different from each other. The main determining factor in this subject was whether the tourists were organized or not. Whilst the people who visited the city individually stayed mostly at hotels in the city centre paying high prices, the tourists who were organized chose the hotels on the edge of the city centre.

All of these studies were conducted on the cities which have a tradition of tourism. However, "the spatial pattern of hotels in world cities, such as New York, London and Paris, will be different from that of a small city, in turn, and differ from that of city without a tradition of tourism, whose visitors are mostly there on business" (Shoval, 2006, p. 62). The study in hand is related to the occasion which Shoval has lastly indicated. Erzurum is a city which has not a tradition of tourism; it has traditional relations with its region. If we look with this aspect at other cities, not only Istanbul but also the other cities do not have similar characteristics to Erzurum. Still, the common point reached by the studies conducted is the presence of the same factors affecting the distribution of hotels in the city. These are historical reasons, city economics, in other words, the differences in the values of city lands, political change, common transportation system, and the accessibility stemming from this.

When cities are investigated, it should be noted that they are not residential places that are separate from their zone of influence. On the contrary, they are areas to gather where people have close cultural, economical relations with their close surroundings and regions (Goney, 1984). In other words, there is a common life between the city and its region based on multi-faceted interaction. As Dickinson (1964, p. 49), by quoting from Mark Jefferson, emphasizes:

Every urban settlement, large or small, is in some degree a head-quarters of trades and institutions, for the very essence of urban character is the provision of goods and services for a tributary area. "Cities do not grow of themselves; countryside set them up to do tasks that must be performed in central places". Thus wrote the late Mark Jefferson, one of [the] most stimulating geographers of the last generation, using for the first time, we believe, the term "central place" to mean a focus of manifold human activities serving a surrounding area.

This study investigated the city of Erzurum with its region. The study contributes to urban geography by studying the factors that affect the distribution of hotels in the city in a historical context, and by presenting the cultural panorama in and around hotels. It is wrong to claim that the ideas proposed with this model, which we call a regional life model, are valid in a very wide space of the world. However, this model may be applied when studying cities that function as "regional centre" in such developing countries as Turkey, in which instead of the individual life style the collective one is prevailing in everyday life.

Method, Material, and Limitations

The database of the Erzurum study consisted of not only the studies conducted in the past years (articles and books), but the official records of relevance. The geographical distribution of hotels inside the city in the year of 2002 was marked with field investigations on a map obtained from the municipality of the city on a scale 1:10,000. The author visited the hotels, and interviewed their owners and their managers. During these interviews, the author collected the data on the geographical origin of the managers and owners as well as those of the customers. Besides, the data on the quantitative characteristics of the hotels were also gathered. The addresses of the hotels were taken from the Erzurum Hotel and Coffee-house Owners Association. The land prices in the city were obtained from the Department of Revenues in Erzurum. However, the Department of Revenues gave the land prices of streets on the basis of district. In the study, the land prices of a district were obtained as mean scores in streets and avenues in a district.

In legal terms, hotels in Turkey are classified in terms of having a certificate from the municipality or having a tourism certificate. The hotels with a certificate from the municipality are also classified by the local administration as 1st, 2nd, 3rd and 4th class ones. Hotels can have just one of these certificates according to the equipment that they have. In the hotels with a tourism certificate the star system is applied to classify hotels. These classifications have been applied since 1950. However, according to the "Tourism Investment and Business Qualification Act" that was passed in 1983 and underwent some changes in the following years, the classification of the hotels depends on the number of stars, one-star to five-star. This study investigates those hotels with a certificate from the municipality located in the city centre and some hotels with a tourism certificate.

The study is limited to star hotels as it is thought that they also serve business use functions with touristic functions caused by the relationship between the city and its region. There is also an important ski centre, Palandoken with some star hotels in the city. These hotels were omitted because it was observed that they are solely touristic hotels that do not represent the factors of regional life as mentioned earlier.

In Turkey, hotel owners have to record and report their customers' information to the police for security reasons. However there exist no data issued on the geographic origins or information of customers. Even if these exist, it is difficult to get them for the same reasons. So that is why it is difficult to transform the raw data of land investigation to statistical data. Put differently, one has no way but to trust what the hotel managers or owners say.

The Hotels in the City of Erzurum

Some Characteristics of Hotels

Findikoglu, using the 1940 official records, conducted a study in 1942 in which he stated that the Erzurum tradesmen are partly organized in trade corporations under the Chambers of Commerce. In his study, in which he classified tradesmen as those organized and not organized in trade corporations, Findikoglu did not mention the hotels in the city (Findikoglu, 1942). The first researcher who investigated the city's hotels is Unuvar. According to Unuvar (1954), there were 25 hotels in the city in 1954. In 1963, the number increased to 59, and in 1981, to 136 (Doganay, 1983). According to our investigation of the area in 2002, the authors noted that there were 62 hotels spreading over different parts of the city. In the increasing and decreasing of the hotel numbers year by year, it is not urbanization but classification criteria changing through time that must have been the most influential. The total number of rooms in those hotels was 1497, whereas the total number of beds was 2952. The authors also observed that the hotels were medium-scale size and capacity. However, while the average number of rooms for each hotel was 24, the average number of beds (48 beds) doubled that of the rooms. When these total numbers and averages are accounted, it can be observed that the most common hotel type is the 1st class hotel. Star hotels, in contrast, are large scale ones. However, 2nd and 3rd class hotels have low averages in terms of room and bed number (Table 1).

Table 1. The numerical characteristics of the hotels in the city of Erzurum, 2002

Class	Capacity	Number of rooms	The average number of rooms in a hotel	Number of beds	The average number of beds in a hotel
Star	6	353	59	709	118
1st class	23	624	27	1199	52
2nd class	16	350	22	692	43
3rd class	17	170	10	352	21
Total	62	1497	24	2952	48

Source: Land Investigations, 2002.

Urban Functions

Erzurum city has traditionally been a health centre for the Eastern Anatolian Region, and its importance in this regard has increased. The city has met the medical needs of the region with its military and public hospitals. In 1966, a school of medicine was founded in Atatürk University and in 1978 a Research Hospital was added to this school. Currently, there are five hospitals in the city and the total number of beds in these hospitals is 2965. Among the hospitals in the city, the Research Hospital of Atatürk University has the widest zone of influence. As a matter of fact, it is this hospital that makes the city a health centre in the region. This may be because in this hospital services are more specialized than in others. In this respect, Erzurum can be said to be a centre where—according to the census of population in 2002—5 million people find a solution to their health problems. Apart from state or public hospitals, there are also private hospitals in the city.

Although the city meets other functions more than administrative ones in its region, occupation of the highest degree in Turkey's administrative structure has increased its importance as an administrative centre in the region. Depending on the administrative system in Turkey, Erzurum city includes many public institutions many of which are organized in the city as regional head-offices.

Another conventional function of a regional centre is commerce. Cities are centres of commerce both for their own people and those people living in their region (Pirenne, 1982). In Erzurum, this function improved after 1950. This is, on the one hand, due to urban acceleration after this period, and, on the other hand, due to other developments that gained importance after this period. The foundation of the sugar works in 1956, of the cement industry in 1968, and of similar other industrial institutions in the following years had a positive effect on commercial life in the city. Moreover, the establishment of a university in 1958 brought another dimension to this commercial life. The fact that both in the city and in its region stockbreeding is one of the most important economic factors makes the city also a centre of livestock production and commerce.

*Spatial Distributions of Hotels**Historical background: Erzurum and Istanbul example*

Erzurum's history goes back to 4000 BC. The city passed to the Eastern Roman Empire in the time of Theodosius. In AD 949, the Byzantines took the city, and then, in AD 1048, after the Turkish invasion, Ebul Kasım, who was one of the Seljukian Emirs and the founder of the Saltuk Principality, dominated it. After it passed to the Turks, Turkish Emirs dominated the city until it became part of the Ottoman Empire around the beginning of the sixteenth century (İller Bankası [Bank of Provinces] 1963). There are almost no historic remains that belong to the period before the Turkish domination in the city. Thus, the historic remains in the city belong to the time between the thirteenth and nineteenth centuries.

When the area where the historic nucleus exists (which does not represent the earliest historical period defined by Ashworth but that from the thirteenth to the nineteenth centuries) is considered, the hotels present in the city since 1963 are seen to be located outside this area, in its north-western and north-eastern parts (Figure 3). In this regard, the attractiveness of the historic places can not be said to have affected the geographical distribution of hotels in the city. However, with the horizontal expansion of the city, the hotels are

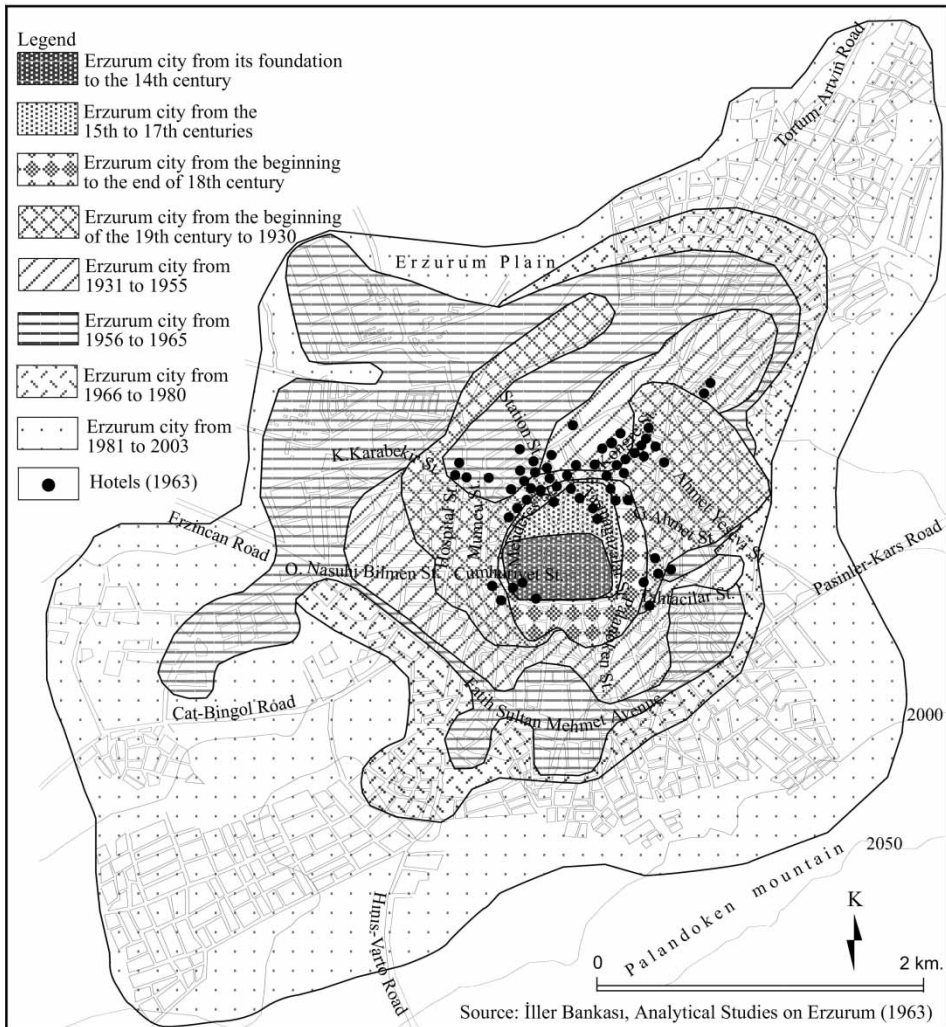


Figure 3. The developmental processes of Erzurum and hotels, 1963

observed to have spread over a wider space. This spreading has not occurred according to the “Tourist-Historic City” model developed by Ashworth and Tunbridge (1990). Although the city has a very old history, it does not have the characteristics of the historic city as defined by Ashworth and Tunbridge. The reason why it does not conform to Ashworth and Tunbridge’s historic-city model is that although the city has some historical places, the area where they exist possesses neither traces of past urban morphology nor administrative principles to protect them. In this regard, neither its natives nor foreigners get the sensation that the city is a historic one.

However, the observations made by Dokmeci for Istanbul are different. The hotels in the city are investigated in three groups. The first of these is the old central business area. This area, which is also qualified as core, has world-famous historical structures. The most

important of these are Saint Sophia, Topkapi Palace, Blue Mosque, the traditional business centre where there is the Covered Bazaar and the Spice Market. Depending on these structures, historical buildings were transformed into hotels by being restored (Dokmeci & Balta, 1999). The hotels which are in the first ring have chosen a place in the central business centre which has appeared according to the development of the service sector in the city. Consequently, it is seen that Ashworth's pattern was realized in Istanbul. In just the same way, Ashworth calls the type of location that exists in the historic centre type A. The hotels that take place in the first ring are the type E hotel locations. The spreading of hotels into a wider space in Erzurum in the regional centre has not occurred according to the "touristic-historic city" model developed by Ashworth and Tunbridge but according to the result of the ribbon development of trade in some of the streets. This occasion has appeared depending on the minority of the city population and its place among country location grading. Furthermore, the city of Istanbul was the capital city of the Ottoman and Byzantium Empires for a long time. Owing to this, important touristic sources were taken as heritage. There are similarities between Yokyakarta and Istanbul. Because the city owes many of its touristic sources such as military and royal background (Timothy & Wall, 1995). The functions realized in the city of Erzurum cannot be compared to those in Istanbul. Istanbul is the primate city of Turkey. The city, with its position, not only services to all Turkey but also most of the international connections of the country are conducted in that city.

Accessibility

The fact that hotels are located in or around the city centre is due to its accessibility. However, accessibility means accessibility to the hotels as well as to other functional urban areas such as health centres, commercial and administrative places, and so on. That the city is a high order one (Figure 2), when compared to its region, has placed the duty of meeting some of the property and services which are not met in its region. Such a relation is different from the relations of the city dwellers with their acquaintances in their region. In other words, it is not possible to say that the people in the city's region bring some of the goods to the city, and stay in the hotels to meet the needs of their acquaintances living in the city. In such a case, as it can be predicted there will be no need for hotels in any case.

The city region can be reached mostly by an overland route. The area of study is an inland city and, thus, the most widespread means of transportation is seen to be overland transportation. The entrance gates of the city, with their bus stations, occupied in the past an important part of the city, and on this basis the hotels were located in these areas. At first glance, such an order can be explained depending on the deficiency of the railway. In other words, there will be an accumulation around the bus station when there is not a railway; thus, a similarity will appear with Ashworth's type B location. However, there is a railway connection with the cities' surrounding but the railways in Turkey have to pursue a certain route depending on the topographic structure of the country. Depending on this, it cannot be said that railways connect the city with its whole effective area. In addition, railways are not a transportation system that is preferred for passenger transportation. The situation has arisen as a result of the negligence regarding the railways since 1950. The railways which were laid down before World War I are still used in the country.

It cannot be said that there is a hotel hierarchy in the city caused by locational factors. As a matter of fact, the land price in the city centre is higher than that in peripheral areas.

connects it to Gumushane and Trabzon. Hotels are situated around these stations. The reason behind this may be that there was not a bus terminal in the city until 1976 and thus these bus stations functioned as the main transportation areas. However, the bus terminal that currently exists connects the city to those areas that are not in its zone of influence. Although not with the same physical terms, the earlier-mentioned bus stations continue to exist and to have the same function today. In other words, it is possible to see in certain hours of the day buses waiting for passengers at some street corner or in front of some hotel. Some hotels even include ticket offices on their ground floor for these buses. The Yesil Artvin Hotel is a good example of this situation.

The hotel—bus station relationships that can be seen in certain parts of the city (on the city's entrance gates) have become areas of "regional life" which present an urban representation of the regional area the bus station is directed to. What is meant with "regional life" here is that a life that is familiar to its participants. People from the same regional area come together in this familiar regional context, meet their needs in the city, spend their nights in the hotels located there, and belong to persons from their hometown that live in the city. One of the questions that was asked during the interviews with hotel owners and managers, and their costumers was related to their "geographical origin". After these interviews, the conclusion reached was either from Erzurum's remote administrative districts, or from those cities situated in the city's zone of influence. Sometimes even the name of the hotel represents the regional area the hotel owner belongs to. Mus Es Hotel is a good example of this situation because the hotel owner is from Mus, a neighboring city in Erzurum's zone of influence (Figure 2). Consequently, the customers of this hotel are also from Mus, and its surrounding districts. Even when the name of a hotel does not represent a regional area, the regional area to which the hotel owner belongs to a great extent determines the geographical origin of the customers. For instance, the owner of Dede Hotel is from Trabzon. Thus, most of his customers are either from Trabzon or its nearby settlements. Table 2 presents detailed information on this issue.

Coffee-houses

The people who meet their needs of accommodation in hotels pass their free time in the nearby coffee-houses, where they also come together with people from the same regional area. Coffee-houses which are an element of the regional life model are a new social relational space that first appeared in the East Mediterranean Muslim cities in the sixteenth century. It appeared owing to the wide adoption of coffee which was unknown as a nutriment up to that time. At first, "... coffee-houses had the functions such as drinking coffee, meeting someone, exchanging news and ideas, chatting and enjoying" (Hattox, 1998, p. 112). Today it has the function of a meeting, chatting and resting place while doing work in the city rather than its enjoyment function. If you want to find and meet the people from the various settlements in Erzurum's region, you have to go to the coffee-houses in different living areas. Thus, the regional life in the entrance gates of cities becomes complete with the third participant, that is, the coffee-houses.

Today, Erzurum has many coffee-houses (650) distributed in different locations. However, it can not be said all coffee-houses offer services to regional life. Those that offer services to regional life are mostly located at the downtown area of the city, that is, very close to the bus station and hotels. In addition, there are some other coffee-houses located downtown. Since they mostly function as big night clubs, they were ignored as regional life places in this city because these places, instead of

Table 2. The qualitative characteristics of the hotels in Erzurum city, 2002

Class	Name of the hotel	Geographical origin of its owner or manager	Geographical origin of customers
Star	Amiller	Ispir	—
	Sefer	Dogu Beyazit	—
	Kral	Yusufeli	—
	Oral	Erzurum	—
	Dilaver	Erzurum	—
1st class	Buyukdogu	Erzurum	—
	Gez	Ardahan	Ardahan, Gole
	Ipek	Ispir	Tourists, Kirikkale, south-east Anatolia Region
	Kervansaray	Gumushane	—
	Akcay	Pasinler	From every places
	Ari	Patnos	Mus, Malazgirt
	Asya	Ispir	Ispir, Agri
	Dede	Trabzon	East Black Sea Region, Ankara, Istanbul
	Emre	Erzurum	From every places
	Ersin	Mus	Mus and its surroundings
	Mus Es	Mus	Mus and its surroundings
	Guler	Cat	Cat and its surroundings
	Cinar	Pasinler	Surroundings districts
	Fatih	Erzurum	—
	Kose	İspir	South-east Anatolia Region
	Yakit	Yusufeli	Surroundings districts
	Yeni Saray	Oltu	Various placas
	Yeni Cinar	Pasinler	—
	Yesil Artvin	Murgul (Artvin)	Yusufeli
	Yigit	Yusufeli	Hatay
	Tahran	Bayburt	—
	Salim	Gumushane	Gumushane, Erzincan, Kars
	Serhat	Cat	Cat and its surroundings, Agri, Kars
2nd class	Amil	Ispir	Ispir
	Aydin	Karayazi	Karayazi, Tekman, Varto
	Bayburt	Tekman	—
	Binicioglu	Tekman	Bingol, Tekman
	Cetin	Bayburt	Igdir, Kars, Agri
	Guler	Tekman	Igdir, Kars, Agri, Mus
	Divan Palas	Narman	Narman, other districts of Erzurum
	Genc	Arakli	Agri, Kars, Dogubeyazit, Eleskirt
	Kent	Tekman	—
	Semih	Ispir	—
	Sarikaya	Ispir	Districts, Oltu, Tortum, Olur
	Karahan	Tortum	—
	Sevil	Tekman	Districts of Erzurum
	Turan	Tekman	Tekman, Karayazi, Hinis
	Bugday Palas	Rize	Rize
	Dedehan	Erzurum	Districts of Erzurum

(Continued)

Table 2. Continued

Class	Name of the hotel	Geographical origin of its owner or manager	Geographical origin of customers
3rd class	Acar	Hinis	Agri, Karayazi, Mus
	Borekli	Erzurum	—
	Çakmak	Tortum	Oltu, Olur
	Güney	Pasinler	Agri, Van, Mus
	Konfor Palas	Erzurum	Districts of Erzurum, Iğdir, Kars
	Kilic	Tekman	Tekman
	Merkez	Askale	—
	Binton	Tortum	—
	Sinan	Tekman	—
	Serif	Tekman	Tekman, Karayazi
	Yesil Palas	Erzurum	Oltu, Tortum, Senkaya, Olur
	Dervisaga	Erzurum	—
	Bahar	Koprukoy	—
	Tepe	Erzurum	Agri, Mus
	Sema	Horasan	—
	Koc Palas	Tortum	—
	Yeni Sezer	Tortum	Uzundere, Tortum

Source: Land Investigations, 2002.

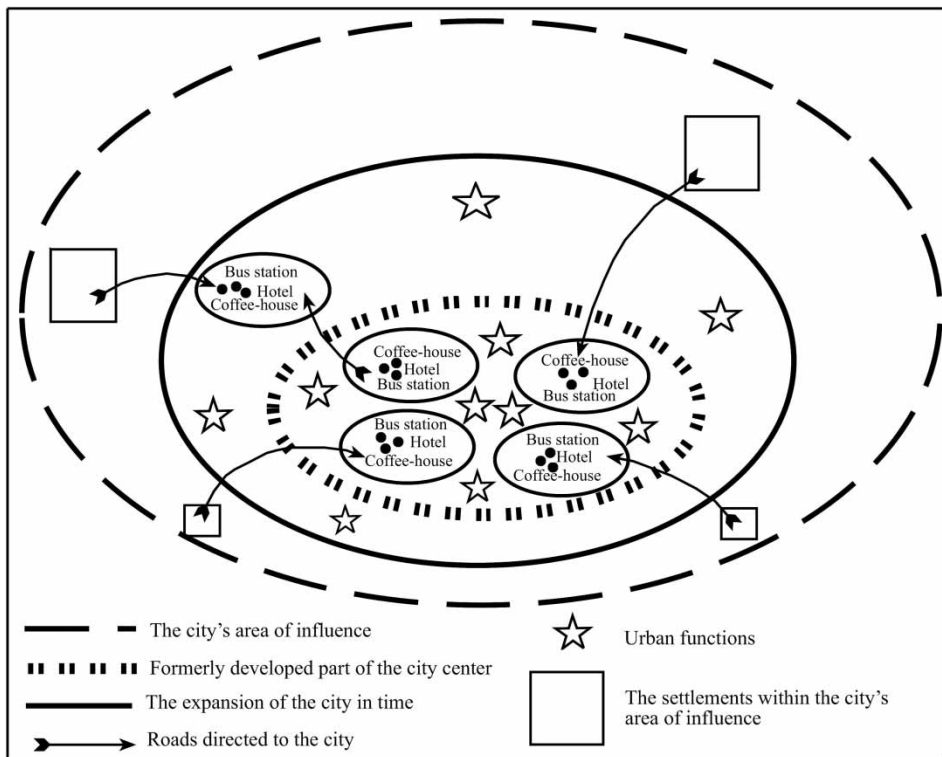


Figure 6. Regional life model

being regional life places, are for those who play gambling; indoor recreational places. Moreover, there are some coffee-houses far away from the downtown region. These places are for those people who get together to drink tea and make conversation.

The work done in the city revolves around these three urban elements of regional life in the city; the bus station, the hotel and the coffee-house. The city is formed of different areas of regional life based on the entrance gates in it (Figure 6).

Conclusion

This article emphasizes the spatial distribution of hotels in a case study on Erzurum, a relatively neglected subject in urban geography. The distribution of hotels in the city is dealt more in respect of tourism. In other words, the studies have been conducted by paying more attention to the cities having a tradition of tourism. Doubtless, tourism is a function of cities. However, this function cannot put forward the relationship between the city and its region just itself. Thus, it is necessary to take into account the other functions the city offers. In this study, the relationship of the city with its region is dealt with as a whole. However, the city of Erzurum does not have a tradition of tourism in the centre. So, the purpose of most visitors is to meet commercial, administrative, and health needs. In short, the main point emphasized in the article is that it is not enough to explain the geographic distribution of hotels in the cities which have not got a tradition of tourism by separating cities from their region. So, there is a necessity to handle the city as a centre that has various amenities and to handle its region as an area that benefits from these amenities.

The city has been a regional centre in terms of administration, medical and transportation services, stockbreeding, livestock production, commercial activities based on them, and whole sale. The interaction of the city with its region has affected the geographical distribution of hotels in the city. In other words, hotel location in Erzurum is the result of the city's interaction with its region. Hotels are located in the city centre in the parts that function as entrance gates from different directions to the city. At this point, the term city gate should be clarified. The term brings to mind Ashworth's idea of "traditional marketplace/city gates" location. However, detailed information on "traditional marketplace/city gates" location (type A location) is not presented in Ashworth's model. The term "city entrance gate" location used in this study means the point where transportation from the surrounding regions ends or begins. Besides, in this study, the services the city provides the region will gain equal or even more importance than its function as a marketplace. In the course of time, coffee-houses began to accompany hotels. In this regard, with the bus station locations, which are not given a particular place by the city administration at present, and so are located at street corners or in front of hotels, and coffee-houses form an urban regional life model. Each of these function as a representation of a regional area in Erzurum. Regional life in Erzurum usually takes place in the formerly developed part of the city centre. However, the former centre is not similar to Ashworth and Tunbridge's (1990) definition of a historic city. The centre is the earliest developed part of the city containing areas that belong to different periods. As a result of earlier development, these areas have also become places where the other urban functions are actualized. Due to this centred position, other functional areas of the city such as administration, medical and commercial centres are easily accessible from this part. In other words, this city centre, using Colby's (1959) terminology, possesses "functional convenience".

However, the functional convenience mentioned here does not only concern means of transportation but also the services the city supplies for its region. Then, the functions taking place in the former centre are indissoluble from those in other areas. Cities are not static but dynamic and developing places, and so, as Erzurum develops, it spreads over new areas so that it becomes difficult to access some functions on foot. However, this problem is solved with in-city means of transportation that pass by all the new urban areas. The city centre is the place where land price is the highest but the regional life model present in the centre can not be said to have affected land prices because the same regional life context corresponds to people from different walks of life. Thus, on areas of high land price, hotels and other functional urban places that correspond to people from all economical statuses are founded. Besides, with the development and expansion of the city, in some cases, an area of regional life also changes and shifts to or spreads over another place. This is related to the expansion of the city along the road leading to the former area of regional life.

As a result, it can be said that accessibility and the development of the city are important factors that affect the distribution of hotels and the formation of regional life areas. Accessibility can be taken in two regards; one concerns the relationship of the city with the surrounding regional areas, and related to the city's position as regional centre. The other concerns in-city accessibility. The in-city accessibility is related to the development and expansion of the city. Hotels and other functional urban establishments have selected as location the central area of commerce in the formerly developed part of the city, and the places founded in the later development have relied on the former. The land prices in different parts of the city are not observed to have been influential on the distribution of functional buildings. The validity of the model presented in this study will be affirmed with studies that will be conducted on areas having similar characteristics to those of this article's area of study.

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