

The Idea of a Pedestrianized Stream in Turda City. Urban Development Policies Regarding Pedestrian and Cultural Connections in the Historical City Center

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Abstract

Racilor stream is a hardly valued natural area that crosses the historical center of Turda. From the standpoint of pedestrian accessibility and pedestrian contact with water, this area crossing the city center from northwest to southeast is almost entirely inaccessible to pedestrians. The presence of water in the urban context can be perceived only in a few special circumstances and only through undeveloped public areas. So, through this work we aim to discuss the suite of opportunities that could generate the creation of a walkway along Racilor stream. Firstly, regarding the possible pedestrian trail along Racilor stream, we can state that we have sufficient arguments in favor of this idea. Looking to the city map and analyzing the few pedestrian areas that are exposed to water we can ask ourselves whether this stream could not fulfill the role of connector between tourism attractions areas in the neighborhood. Secondly, we can talk about the socio-cultural expansion regarding the network of pedestrian and green spaces, more absent lately in the city center. This can create a mesh of pedestrian links and shortcuts covering the historical center, which would become interesting both for tourists that will discover new places and perspectives, both for the city residents that would benefit from accessible and well-designed pedestrian roads. This stream promenade has the potential to become a space accessible from the main squares of the city, this being possible by rehabilitating the existing pedestrian bridges. This route would improve the pedestrian link between the central and residential areas in the vicinity; also, it could create the context for discussing the links with the pedestrian promenade spaces along the banks of Arieș River in the Tineretului park area. This promenade has the potential to become the urban element that could value the gardens and courtyards located between the stream and the central square, and would reappraise the cultural landscape of the whole city.

Rezumat

Pârâul Racilor este zona naturală prea puțin valorificată ce traversează centrul istoric al orașului Turda. Din punct de vedere al accesibilității pietonale și al contactului pietonului cu apa, acest spațiu ce traversează de la nord-vest la sud-est zona centrală este aproape în întregime inaccesibil. Prezența apei în cadrul urban poate fi percepută doar în câteva situații aparte, și doar prin intermediul unor zone publice neamenajate. Așadar, prin această lucrare se urmărește analizarea suitei de oportunități care ar putea genera crearea unui traseu pietonal de-a lungul pârâului

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Racilor. În ceea ce privește posibilului traseu pedestru de-a lungul pârâului Racilor putem susține că avem argumente suficiente în favoarea acestei idei. Privind harta orașului, și analizând puținele zone de contact cu apa care sunt accesibile pietonului, putem concluziona ca acest traseu pietonal îndeplinește în primul rând rolul de conectare coerentă a obiectivelor turistice și a zonelor de atracție turistică, zone care nu au fost integrate până în prezent într-un traseu coerent și complex. În al doilea rând, amenajarea malurilor ar rezulta într-o extindere binevenită a rețelei pietonale și a spațiilor verzi, tot mai absente în ultima perioadă în zona centrală. Se poate crea astfel o plasă de legături și scurtături în centrul istoric, care ar deveni interesantă atât pentru turiști pe care i-ar determina să descopere spații noi, cât și pentru locuitorii orașului, care ar beneficia de spații pedestre accesibile și amenajate. Promenada pârâului Racilor are potențialul de a deveni un spațiu accesibil din principalele piețe ale orașului, acest lucru fiind posibil prin reabilitarea punților pietonale existente. Acest traseu ar conduce la îmbunătățirea legăturii pietonale dintre zona centrală și cartierele de locuit din imediata vecinătate; de asemenea, s-ar crea contextul necesar rediscutării legăturii cu spațiile de promenadă de pe malul Arieșului din zona parcului Tineretului. Această promenadă are potențialul de a deveni elementul urban care ar pune în valoare grădinile și curțile interioare situate între pârâu și piața centrală, și ar revalorifica peisajul cultural al întregului oraș.

Keywords: pedestrianization, cultural connections, urban mesh, shortcuts bridges, green belt

1. Introduction

Racilor stream is the green natural belt that crosses the historical center of Turda city approximately from northwest to southeast; having a twisted trail, it possesses some extensive contact zones with the pedestrian areas of the historical center. The river trail is tangent to the architectural reserve of the city center and constitutes its western limit on a quite extensive area. The stream is noticeable only from a few public areas of the historical center, and this represents one of the reasons why any conclusive reconsideration as a public space was not yet taken in consideration. The riverbed has always been a very difficult for pedestrian access, thus generating numerous environmental and safety issues regarding the management of the space. The consolidation of the stream banks is a permanent problem both for local authorities and for the owners of private properties in close proximity; therefore, we continue to raise questions and to propose solutions related to urban integration of this undefined space in a pedestrian circuit.

2. Reconnect the city with the stream. The birth of this idea in Turda city

The presence of water in the urban environment as a necessity and also as an urban landmark is discussed quite frequently in Eastern European cities. In many situations, like the one analyzed in this article, we find the idea of continuity of natural areas within a city or the idea of joining natural spaces with pedestrian ones. In Transylvania, some measures of this kind have already been implemented; the targeted areas were made up of riverbeds and canals that cross the historical areas and the pericentral ones, an example to this regard being the city of Cluj-Napoca.

The idea of a pedestrian space along Racilor stream was born, as in most medieval cities with historical tissue, rather from the desire to expand the green spaces, currently so few in number. More recently, however, with the strengthening of Turda city's position as a major tourist attraction pole, it was raised more seriously the possibility of creating a cultural route along the stream. The large number of historical monuments and tourist attractions in downtown area could be connected by a route along the riverbeds, which would gradually introduce the pedestrian tourist into the local history and culture. Rethinking the stream as a green space, the pedestrian access would constitute a new phase in the evolution of the city, from the old industrial-dead town to the new cultural-lively

one.

3. Brief history of pedestrian urban approaches in Turda city

The idea of establishing a pedestrian route along Racilor stream is not topical; some possible similar steps were discussed before, both in local and national projects. Therefore, the following table shows, in chronological order, the most significant documents and projects which already analyzed these ideas related to the green corridor.

Table 1: Chronological presentation of development policies that aim the city center and the measures that aim the riverbeds.

Date / Period	Name of the document /project	To what extent the document aims to improve the urban area of Racilor stream?
2015	Concept integrat de măsuri pentru reabilitarea prudentă și revitalizarea economică a zonei istorice centrale a municipiului Turda. [1]	<ul style="list-style-type: none"> - Poll on the utility of the stream banks; - Map of tourist attractions in the vicinity;
2014	Strategia de dezvoltare a județului Cluj 2014-2020. [2]	<ul style="list-style-type: none"> - Cultural trails; - Cultural sites with touristic functions; - Urban architectural areas; Urban tourism; - SWOT Analysis – Tourism and Heritage;
2013	CON-TURDA. Concept de dezvoltare la nivel regional 2014-2020. [3]	<ul style="list-style-type: none"> - The situation of green and recreational areas; - Touristic services; Educational, cultural and historical tourism; - Recovery of Racilor valley as green area, leisure and promenade;
2011	CON-TURDA. Turda Centru Zonal. Concept de dezvoltare la nivel regional 2011-2016. [4]	<ul style="list-style-type: none"> - Touristic services; - Educational, cultural and historical tourism; - The sub-project "Old Town"; - Landscaping the canal which cross the city center; developing social, trade and tourism functions: the restoration and recovery of the passages, courtyards and side streets, etc.
1999	Planul urbanistic general al municipiului Turda. [5]	<ul style="list-style-type: none"> - The natural environment; - Areas with natural risks; - Unfavorable conditions of the landscape created in the territory, which needs to be fixed; - Reconsidering the existing built-up area; - Green areas; - The public interest objectives; Protected area based on sanitary

		norms; - Protected area with historical and architectural value;
1996	Studiu de reabilitare - centru istoric Turda, Volumul I - Situația existentă. [6]	- The historical center;
1995	Istoricul orașului Turda. Studiu de fundamentare PUG și PATA Turda privind istoricul localității sub aspect istorico-cultural, etnografic, urbanistic, arhitectural - Faza II. [7]	- Touristic sights; - The History Museum; - Green spaces in the central area; - Facilities and green spaces;
1994	Istoricul orașului Turda. Studiu de fundamentare PUG și PATA Turda privind istoricul localității sub aspect istorico-cultural, etnografic, urbanistic, arhitectural - Faza I. [8]	- The natural environment; - Turda in the middle Ages.

In the majority of the studies mentioned above, we discover a wide variety of ideas regarding the proposed development directions regarding this green area of the stream as a public space. Though, at a closer look, none of these studies propose an analysis and an interpretation from a multidisciplinary perspective. Further on, the stream space will be discussed and analyzed, on several levels: urban, cultural, social, etc.; likewise, we propose to analyze the nature of these adjoining pedestrian routes and the various cultural links and pedestrian connections that could be implemented.

The ideas that are resumed in most of the projects and documents listed above (Table 1) examine the potential attractions in the area and the great significance of new green spaces that can be capitalized. We will talk about the tourist attractions in the following chapters; about the green spaces we mention here that their absence is acute at the municipal level, in Turda is the lowest percentage of green space per inhabitant, meaning 4 sqm of 20 sqm as necessary according to the law [2]. The lack of these green spaces consists in the lack of recreational areas and the majority of facilities imposed by them at the municipal level. Another aspect is related to the nearby historical center and its cultural sites, which could be visually capitalized by opening new perspectives towards them. Unlike the projects and documentation listed above, the paper aims to analyze the main urban aspects of this natural area with urban potential, namely the possible cores of urban and cultural connections and the problematic areas which require daring urban approaches.

4. Possible scenarios and interpretations of Racilor stream as an urban space

4.1 The stream promenade as an opportunity for expanding the pedestrian areas

Racilor stream¹ is the least valued natural area that crosses the historical center of Turda city. Regarding the pedestrian accessibility and direct contact with the water, we can conclude that this area is almost completely inaccessible. The actual presence of water in urban environment is only specific to a few spaces, and mediated by just a few undeveloped public areas.

Medieval cities were developed mainly in commercial crossroads or rivers. The main features specific to most of these settlements are related to the organic forms, which have developed by choosing an ascended site to the rest of the surroundings or even some isolated sites; the nucleus of the settlement was dominated by a fortified church or a castle, the central square was the main factor of social cohesion and the majority of the streets were used by pedestrians, caravans access being restricted [9]. In the particular case of Turda city, the western side² of the central square was

constituted in its sinuous shape in the second phase of the development of the historical center; the planimetry of the square was conditioned in the first phase of development by the placement of some important objectives, the fortified churches ensembles, their location being limited to the Racilor stream line. Similar to the Eastern front, the plotting is a specific medieval Transylvanian one, consisting in series of plots with a front to the market of around 10-15 m wide. Naturally, in the second half of the nineteenth century the overall dimensions of the urban buildings have changed; in the central area, as in other similar cities in Transylvania, large buildings have appeared and that required the unification and transformation of plots with a front built up to the street, L, U or I shaped, with a gangway for access to the backyard. [10]

We can state that there are many arguments in favor of designing the pedestrian river and also that we have friendly urban conditions to sustain such an approach. Looking at the city map and analyzing the stream banks of the few areas of connection between water and public spaces, we can conclude that the pedestrian trail can fulfill the role of connector, a situation amplified by the general absence of coherent pedestrian spaces. Moreover, the improvements on the stream banks would result into the expansion of the existing pedestrian network and green spaces in downtown area. The new proposed route facilitates the prospective of reopening the missing gangways, paths that are located on the east-west direction of the riverbed. These improvements directly connected with the stream and the rehabilitation of gangways, which cross the eastern island, would create a secondary pedestrian system. This would cross the downtown area, perpendicular on the main north-south axis, consisting in a chaining of squares. Therefore a network of links and shortcuts can be designed here; this would be an interesting approach both for tourists, which would have the chance to discover new spaces, and for residents, which would benefit from accessible and equipped shortcuts. The stream promenade has all the premises to become a public area, directly accessible from the main squares, this being possible by rehabilitating the existing pedestrian footbridges. This route would improve the pedestrian connections between neighboring downtown and residential areas. It could become the urban promenade that would highlight the quality of gardens and yards located between the river and the central square and would reevaluate the cultural landscape of the city.

4.1.1 Pedestrian bridges across the stream and their urban significance

On the Josephine Map [11] are indicated seven watermills along Racilor stream and the Watermill Canal; if these constructions would have been preserved, they could have formed today a complex watermill park. The stream crosses the city over a distance of about 3 km. The Watermill Canal was the result of a systematic work, which provided a much straighter and direct water trail; thus, the construction of watermills was favored. The Watermill Canal had a maximum width of 2 meters and a maximum depth of 1 m; the canal extended over a length of 800 m and ended near the watermill from Mircea cel Batran Street. The Canal extended along Dr. Ioan Ratiu Street; at the time, the street was known as the "tanner's street" because, in the proximity of the canal, used to live and work several tanners which used the water in the production process. On the same note, Nicolae Iorga Street, where the water capture was made, was called the "pier alley". The canal was located on the eastern side of "tanners street" and in the area of intersection with Racilor stream, the canal water was directed to a route parallel to the pedestrian deck; the deck is known today as "at the mill" because in the close proximity is located the former Fischer's watermill, known for the name of its last owner [12]. Later, the Canal was covered in order to be included in the city's sewer system, and it was paved and became part of the carriageway.

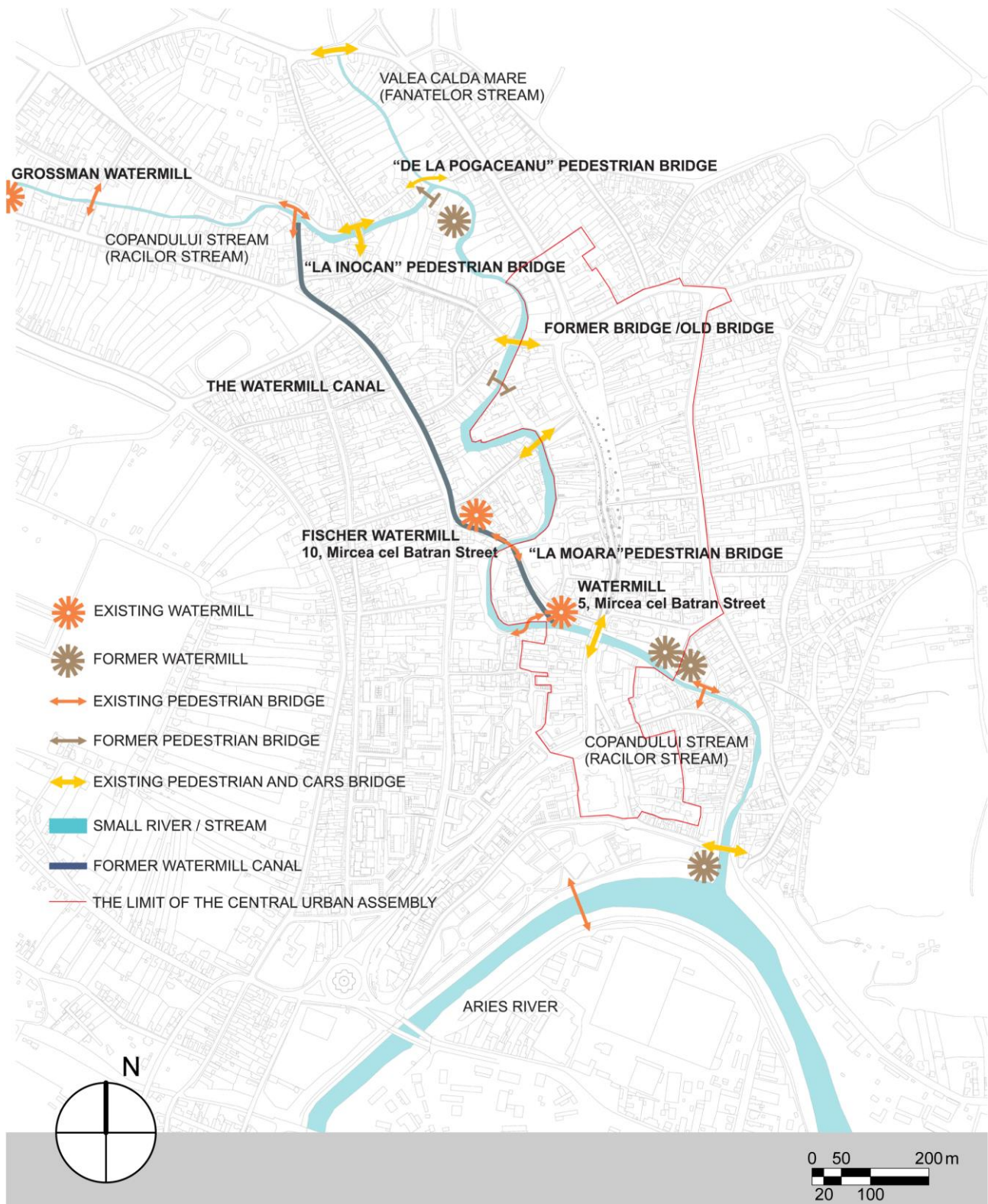


Figure 1. The situation of pedestrian bridges and the neighboring watermills over Racilor stream.

Among the seven watermills indicated on the Josephine Map [11], today, only two of them are preserved, both located near the Reformed Church in Old Turda. Fischer's watermill is located near the junction of the stream and the Canal. The other one is located in the proximity of Republicii Square and its building is visible from the central area. In the second half of the nineteenth century, both the river and the canal have been very heavily exploited by the tanners and watermills activities³ and they expressed a very clearly defined functionality within the city.

Beginning with the second half of the twentieth century, the stream, a present element in the historic area until then, became the least visible in the city and no one took any actions to systematize it. Racilor stream was crossed by thirteen pedestrian bridges, which are marked on the Josephine Map [11]. Most of the footbridges remained where they were, but some of them disappeared, due to the urban transformations; some of them were transformed into bridges, especially those located on large streets, as the following ones: Nicolae Iorga Street, Mihai Eminescu Street, George Cosbuc Street, Abatorului Street, Gheorghe Baritiu and Ion Corvin Streets. Some small bridges have disappeared as a result of the annexation of plots and obstructing the roads, as is the situation of the following two: the one from the end of Dacia street that connects Arges and Mihai Eminescu Streets and the one between the decks "at Inocan" and "at Pogaceanu" (Fig. 1). These footbridges represent a specific element of this river, opening new perspectives towards architectural objectives. As it can be seen on the Josephine Map [11], the pedestrian bridges have arisen in connection with the watermills position; the watermills were powerful landmarks in the built environment. Some of the footbridges adopted the name of the closest watermill or other site-specific names. Some of these names are still used today, even though the vast majority of watermills are gone. Their positioning was folded on the early urban structure of the city, and the last two remaining mills are strategically placed and could represent starting points for expanding the city's pedestrian structure.

4.1.2 The possible mesh of pedestrian connections and shortcuts covering the historical center

The development of the city was always oriented from north to south. The eastern front of the main square was transformed into a pedestrian space. This route is completed by several specific squares. Therefore, from north to south, there are the following types of spaces: Avram Iancu Street square, Republicii and 1 Decembrie Squares. In the southern part of this architectural and historical reserve was a fortress that completed the spindle shape and linked the central park. The church was demolished during the communist period, and on its location was constructed the new Culture House; the generous dimensions and the poor positioning not only that destroy the perspective over the spindle shaped square, but they also lock the visual connection between the "Mineral City" considered to be the historical one, and the "Green City", believed to be the park. This north-south axis is completed, on perpendicular direction, by the system consisting of squares and pedestrian gangways; these spaces can be classified according to their current status as: spaces that are already pedestrian, spaces that were once public and spaces that have the appropriate configuration to be converted into pedestrian ones. Some of the already pedestrian squares are the Museum square with its inner courtyard and the food market. The spaces that have lost their pedestrian function are: Avram Iancu square, Dacia Street, Summer Cinema's courtyard and all the pedestrian crossings on the eastern island, which includes the famous Lengyel gangway. The pedestrian structure, on the east-west direction, could be enriched with the following spaces: Gelu Street and several new pedestrian crossings on the eastern island. Naturally, the potential of extending these spaces on the western part of the historical center is limited by the presence of the river, the available crossings being the actual footbridges, marked in the image below (Fig. 2).

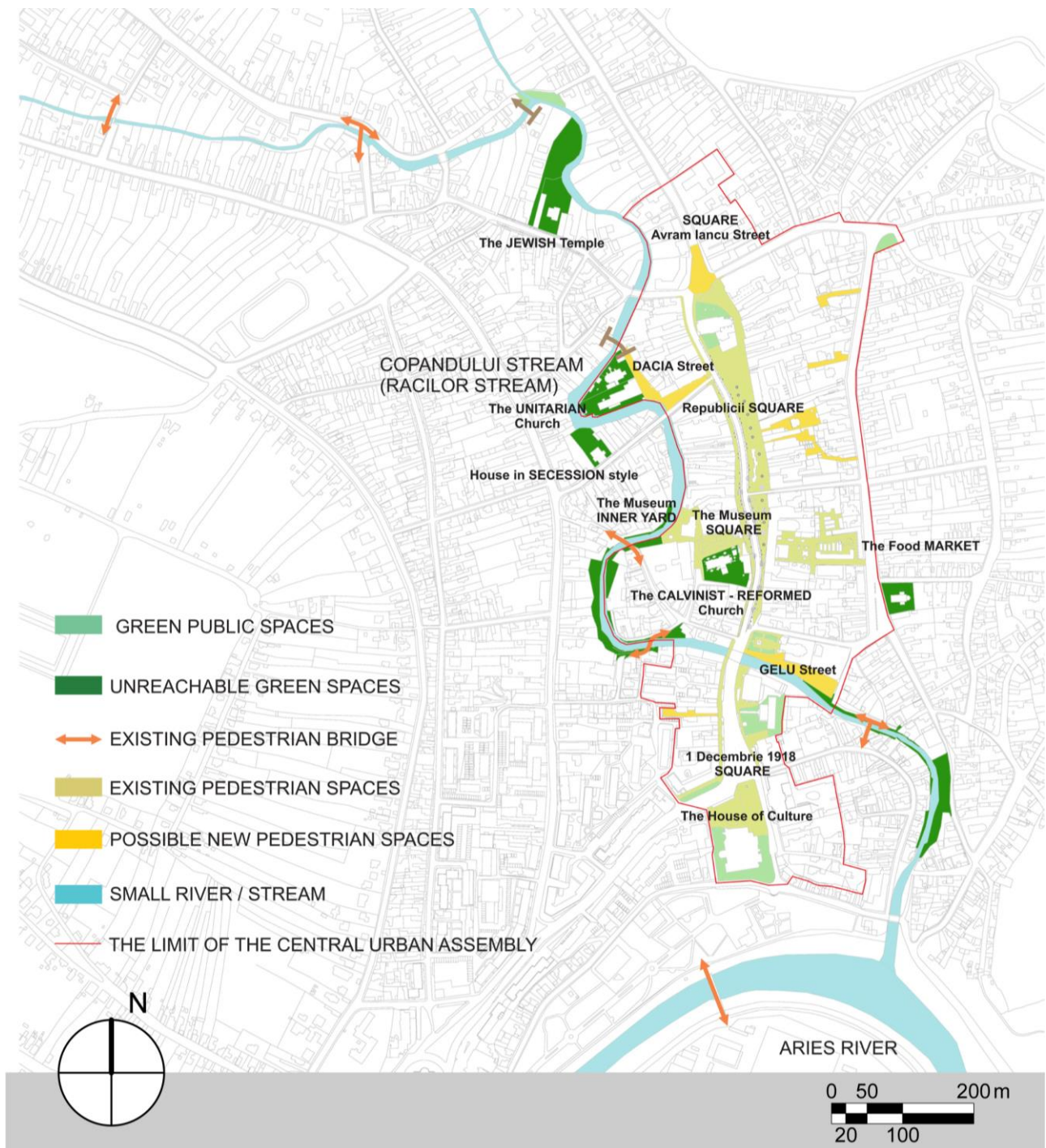


Figure 2. Existing and potential pedestrian spaces linking the stream and the central square promenade.

4.2 The stream promenade as an opportunity for cultural landscape

The stream promenade represents an area which the city might earn by bonding it to the existing public spaces, this being possible only by a few pedestrian planning intentions. A possible river promenade could promote together the historical and cultural buildings in a thematic route. Currently, these attractions can only be visited individually; a complete overview of the area and the links could create a network of pedestrian trails, emphasizing the cultural character of this multireligious downtown.

4.2.1 The stream promenade as a space for cultural landscape

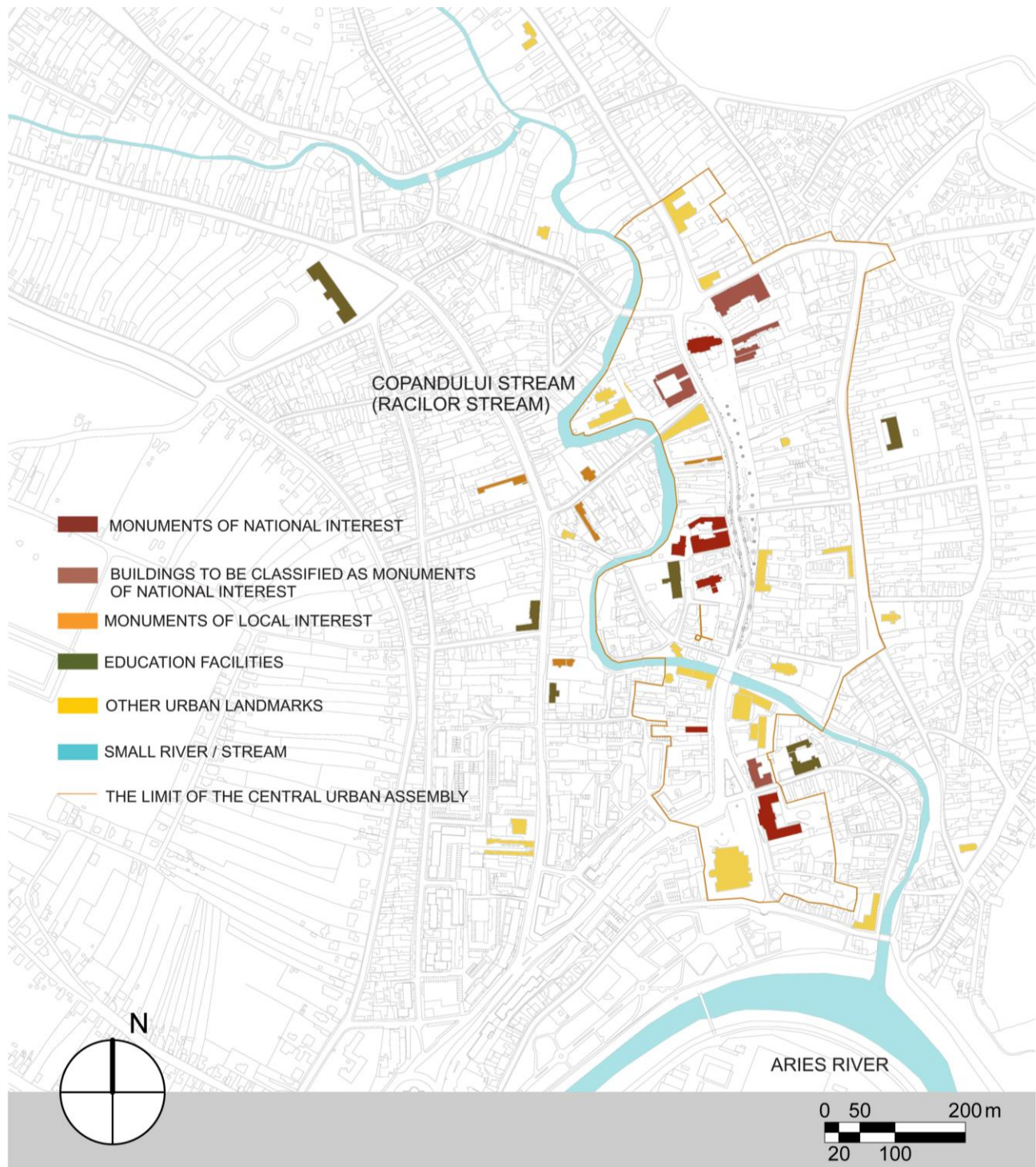


Figure 3. Attractions and landmarks in the proximity of the stream.

The river, along his trail, meets some historical buildings and places of worship⁴, these being the most important local landmarks. The first fortified church from the north of the city is the Reformed Church of New Turda, surrounded even today by its enclosure wall⁵. The most valuable architectural monument is the Roman Catholic Church⁶, also considered to be the medieval core. Another tourist attraction whose position determined the spindle shape of the main square is the Reformed Church and its fortress⁷. The downtown area also benefits from the advantage of small distances between all these attractions; on a very restricted perimeter there are concentrated a lot of buildings with architectural or ambiental value; therefore, the idea of creating a pedestrian river trail

consists primary in promoting the multicultural features and this can be achieved only by allowing pedestrians to use all these spaces. This translates into the revitalization and modernization of the cultural infrastructure.

As it can be seen in the above image (Fig. 3), the main attractions are clustered along the main square and implicitly the river. The main square is only half pedestrianized, and gathers the spaces around these objectives, especially those situated in the eastern side. On the other hand, the area with the highest number of monuments and landmarks is delineated by the western front and the river. The western islands have a much more expanded planimetry than the eastern ones, the river being the only element which animates the space and provides more crossing points. Naturally, the river enables the extent of a pedestrian network supported by landmarks on both main and secondary directions. On the map (Fig. 3) are marked the monuments of national and local interest, the urban landmarks and the educational facilities, mainly those which bring a large number of pedestrians in the downtown area and which generate frequent pedestrian movements on certain routes.

4.2.2 The gardens and the courtyards - a new front to be valued into the western island

All over the city, the riverbeds are regularized, and thus removed the danger of floods; but these works are very old and poorly maintained, especially in the tangency areas of the stream and the historical center, and created damage directly to the adjacent courts, especially in the courtyard of the Museum of History [5]. Two other objectives that are not capitalized, but have great potential in becoming public or semipublic spaces, are the western islands courtyards, the ones in the river proximity. Thus, it is proposed an inside development of the city center, among its limits. This development follows the center transformation into a more complex one, developed along several lines and directions to ensure a richer urban connectivity with the surrounding spaces [5]. The rehabilitation of these areas, which currently are only partially accessible, would put into value the monument buildings and would provide new green spaces for the downtown. As it appears in the picture above (Fig. 2), the only protected green spaces within the urban assembly are represented by the court of the Roman Catholic Church and the Unitarian churchyard which are accessible to the public, the reformed Calvinist churchyard which has limited access and the multitude of thick green spaces and undeveloped riverbeds. The river trail has a great potential to be landscaped and could bind some architectural attractions, because it is publicly owned and is not occupied by constructions, and more, it captures completely new perspectives over the city (Fig. 4). Thus, by creating a green corridor, designed with facilities for promenade and recreation, this space will play the role of ecologic barrier for the downtown, the area most exposed at pollutant agents, and, at the same time, it will increase the green space exactly where the deficit is more pronounced. [5]



Figure 4. Green spaces around Racilor stream banks.

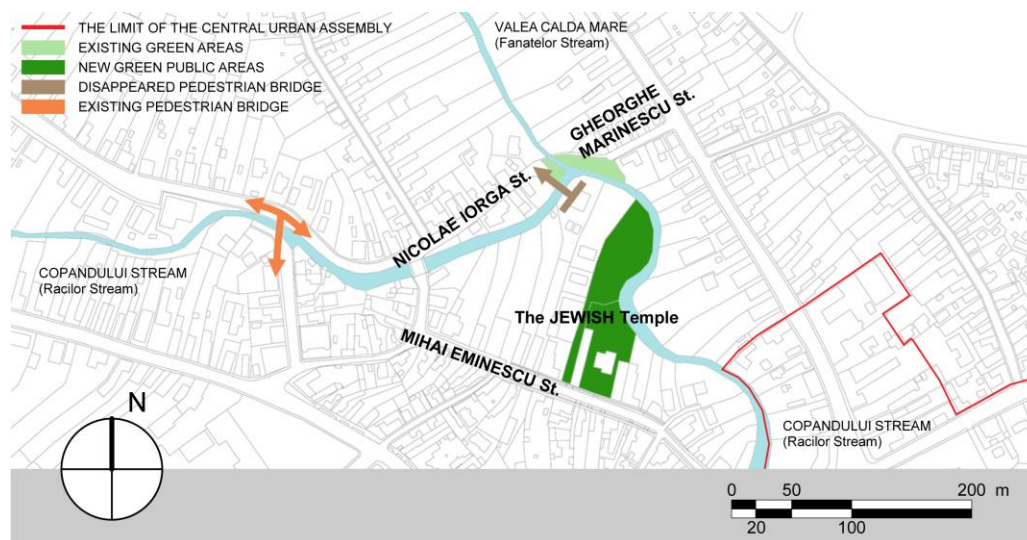


Figure 5. Green space between the Jewish temple and Gheorghe Marinescu Street

A green area located in the northern side of the stream trail can be considered the Jewish temple court, which could have a pedestrian exit to Gheorghe Marinescu Street. This courtyard situated on Mihai Eminescu Street and the empty lot that also borders the western side is situated in the proximity of a road and a missing pedestrian deck that realizes the connection with Avram Iancu Street (Fig. 5). The building of the synagogue could serve as the north landmark of the river promenade because it can be easily integrated into the pedestrian path, the space being available for cultural activities; the building is already unused for a long time, and its proximity to Racilor stream landscape create suitable circumstances for extending the green route until this area.

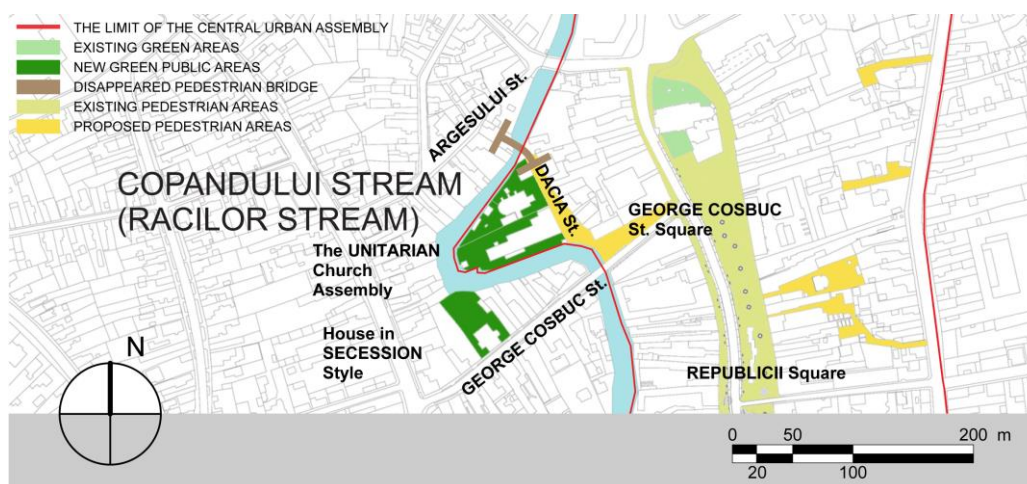


Figure 6. The green space of the Unitarian church and the Secession House

Further two areas that may be related in one pedestrian route are the areas between Dacia blind Street and Arges Street, and between the secession house on George Cosbuc Street and the yard of the Unitarian Church assembly in Old Turda. The Unitarian church courtyard is a green space which borders the perimeter of this stream on nearly two thirds of it and has great potential to be integrated along Racilor stream public circuit (Fig. 6). As one can see in the picture above (Fig. 2), this court is the most undeveloped in terms of proximity to urban riverbed.

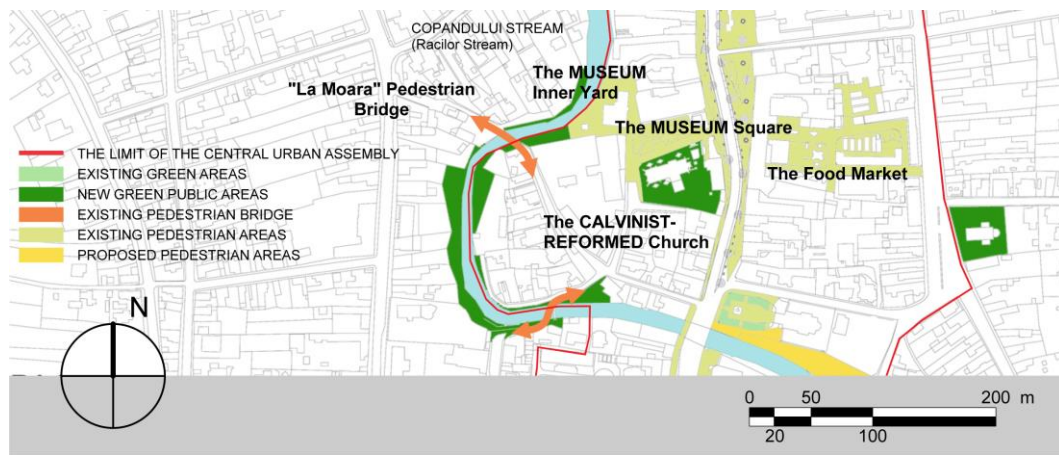


Figure 7. The green space of the Museum square, the court of the Calvin-Reformed church and the History Museum platform.

The uninterrupted green areas, which continue along the stream, are more large and generous near the Museum of History courtyard and to its flowing in the Aries River. Also here, near the museum building is located the relatively green square space, the former Lapidarium, the museum courtyard which is public, mineral, with limited access and the green space of the Reformed Church courtyard (Fig. 7). The Reformed Church courtyard is not a public space, but it could be integrated to public spaces, and in this way would complete this constituted pedestrian area.

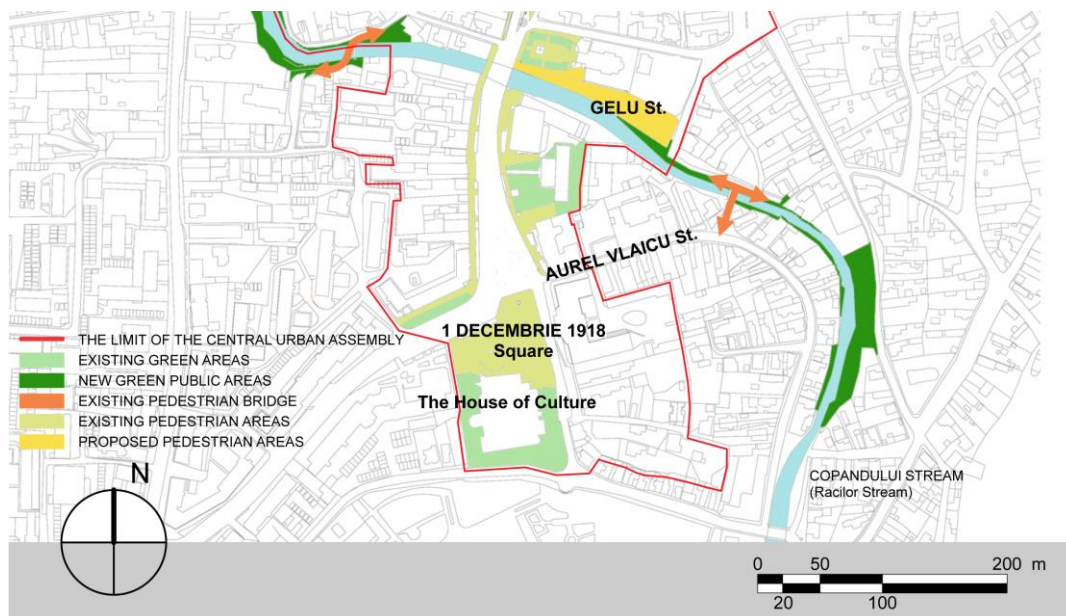


Figure 8. Gelu Street green space and pedestrian platform.

Another green area with continuity might be created around Gelu Street, around the blind street where the most opened landscape can be found, and up to the pedestrian bridge that connects Aurel Vlaicu Street (Fig. 8). In the southernmost part of this route, the promenade can be extended up near to Tineretului Park.

4.3 Possible problematic pedestrian areas that require daring urban approaches

In this analysis was tried highlighting both the positive aspects and the negative ones that raise questions regarding the pedestrian limitations, more difficult to manage in terms of pedestrian opportunities along the stream; therefore, further, we will analyze these special areas that raise issues of implementing the pedestrian ideas discussed above. The more inaccessible areas of the

stream banks are located in the northern half of the historical center. The river is tangent to the western limit of the historical area, to the urban central ensemble, and, to the south it crosses the center, forming the boundary between Republicii square and 1 Decembrie 1918 square. This tangency, on almost the entire length of the downtown, is beneficial, but also raises some difficulties in urban approaches. Most areas of contact with the water that animates the river can be found on the eastern shore, these being potential public spaces and the largest green areas next to attractions. The western river bank is monotonous landscaped because it borders the ends of private courtyards. The only three areas that could animate this trail are: the Jewish temple courtyard, a secession house courtyard and a memorial one (Fig. 2). The western bank of the river provides the most continuous chaining of green spaces, behind the private yards. The fragmentation of the east bank is due to the endorsement of construction too close to the river on the one hand and on the other hand, it is a result of the construction of temporary, usually unauthorized, buildings.

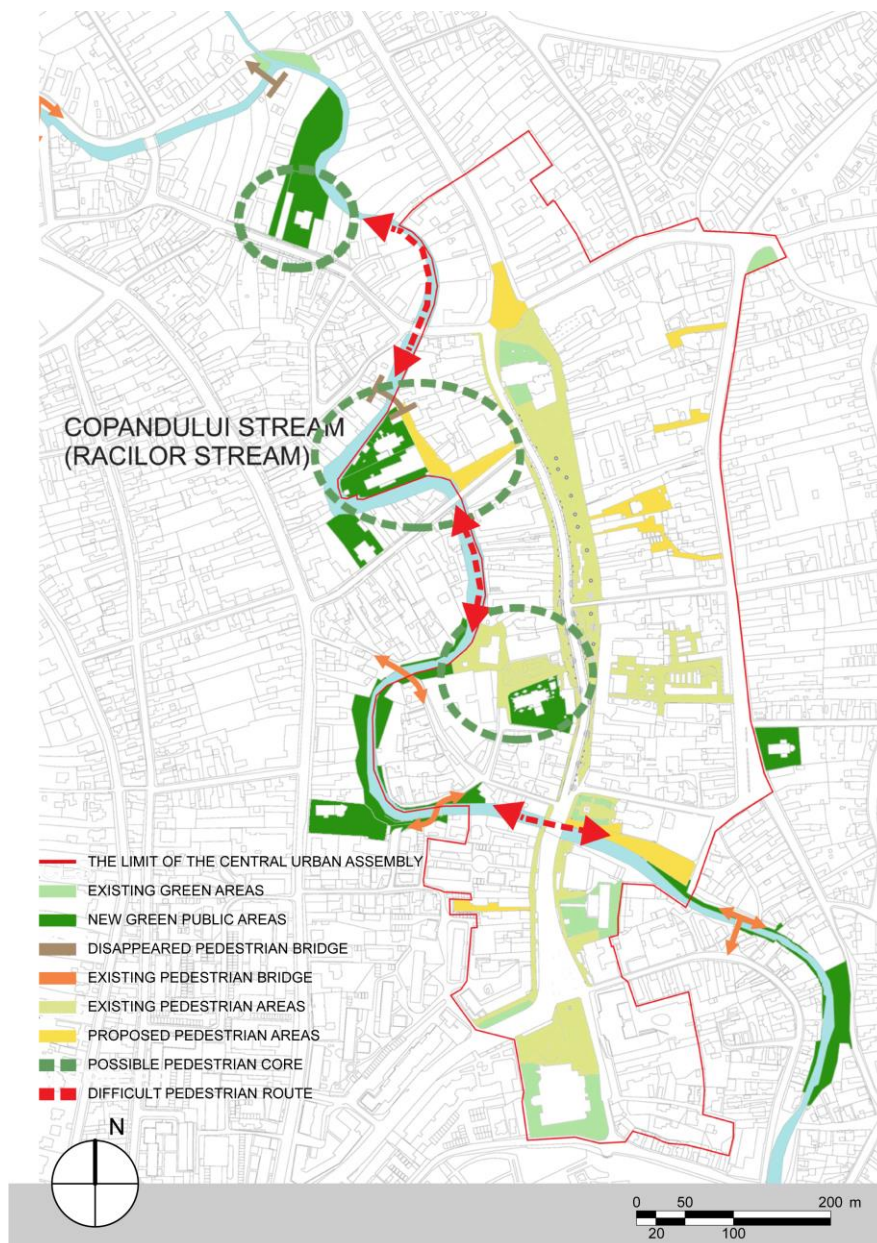


Figure 9. Areas of interest and problematic areas.

On the eastern bank two difficult to manage areas are differentiated: the area comprised between the Museum and the Hotel and the area comprised between the Unitarian Church and Gheorghe Marinescu Street (Fig 9). In the first situation, the river banks are parasitized by temporary

constructions, built up to the shore; in the second case we are dealing with some undeveloped shores, and implicitly with the bottom of the private yards, that often reach the water.

The starting point of a walking route has been considered, in several of the documents listed above, the History Museum platform, which is already a pedestrian designed place; this court, being the only designed platform, does not allow a more direct contact with the water, also by technical reasons, and causes a series of unfortunate urban situations and does not have continuity in any direction along the river. The thing that makes this area a nucleus for future pedestrian paths is the proximity to Museum square, to the Reformed Church and to the main Square; another advantage is the proximity of the food market on the other side, the only pedestrian crossing on the eastern island. Another important landmark, along the river, is the green courtyard of the Unitarian Church. In the vicinity there are also other public spaces as Dacia Street and George Cosbuc Street square, which could be designed as pedestrian routes. These spaces could create a pedestrian link that would solve the problems of foot traffic in the western half of the city center.

Another particular space is the one located between the river and the 1 December square. This area of the river is the most visible in the historical center, but also the less defined as an urban space. In the western part of this square, a pedestrian path is impossible, because of the nineteenth century architecture; on the eastern side are some more manageable spaces, and a large number of green, continuous, areas along the river, as the situation of Gelu Street (Fig. 9).

5. Conclusions

Racilor stream analysis involved the clear differentiation of this area compared to other public spaces, as a very important element for pedestrian connections with the historical center. The stream promenade enriches the "Green City" while its urban connections are the ones that enrich the "Mineral City". The "Green City", in Turda's downtown, can be considered as being in formation process. Moreover, we still cannot talk yet about an existing concept, but rather about its possibility. On the other hand, the "Mineral City" had a continuing development and its development was favored more by the planned urban context, consisting of public spaces that could be easily converted into the pedestrian platforms. The "Mineral City", consisting of all the pedestrian public spaces and squares has come to be limited in the western side by the river's undeveloped areas. Of course, the pedestrian structure could be extended beyond this river barrier and may include further areas, but the actual resolution of the joint between the green space and the urban area has evolved very slowly, with no real results on the built space.

6. Notes

1. Racilor stream is the official name, but it is also known as: Valea Racilor, Valea Rachis, Valea Copaceni, Valea Copandului, Paraul Copacenilor, Valea Calda Mare, etc.
2. Republicii Street fronts, no. 1-52, are validated as historical and architectural monument by CNMASI with code no.13B549.
3. In the second half of the twentieth century, in the city functioned two mills, whose building still exist today; one was located on Racilor stream, Grossmann Mill, and the other one on the Aries River, Bethlen Mill.
4. The Edict of Turda was issued in 1568 by the Diet of Transylvania; thus was proclaimed the religious tolerance and freedom of conscience for all citizens of Transylvania, except for the Romanians, and it was the first of its kind in the world.
5. Located in Basarabia square, monument validated by CNMASI with code no. 13B547.
6. Located in Republicii square, no. 54, monument validated by CNMASI with code no. 13B546.

7. The ruins of the "fortress", namely the fortress that comprise the Reformed church and curia, monument validated by CNMASI with code no. 13B544.

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