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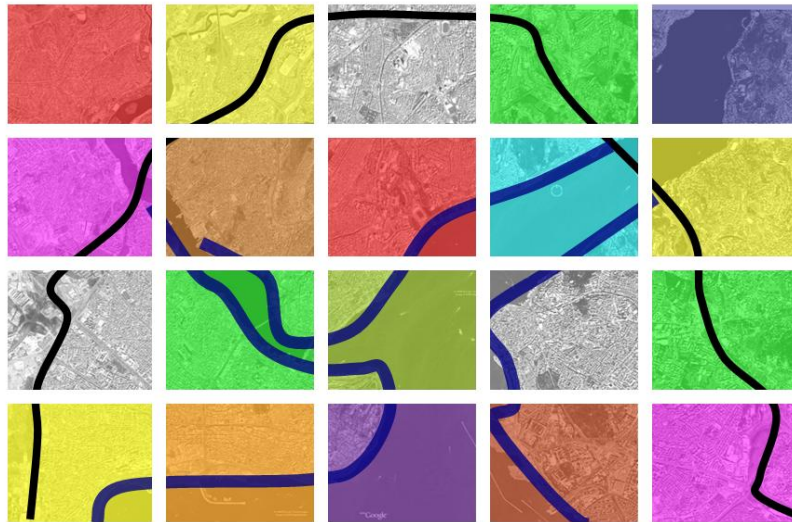
Yıldız Technical University
Department of City and
Regional Planning



UNESCO-MOST
Management of Social
Transformations

16th Young Planning Professionals' Report

**To Integrate or to Disintegrate:
Re-assembling the Patchwork of Disintegrated
Functions in Istanbul Central Area**



**ISOCARP Congress 2006
Istanbul, Turkey**



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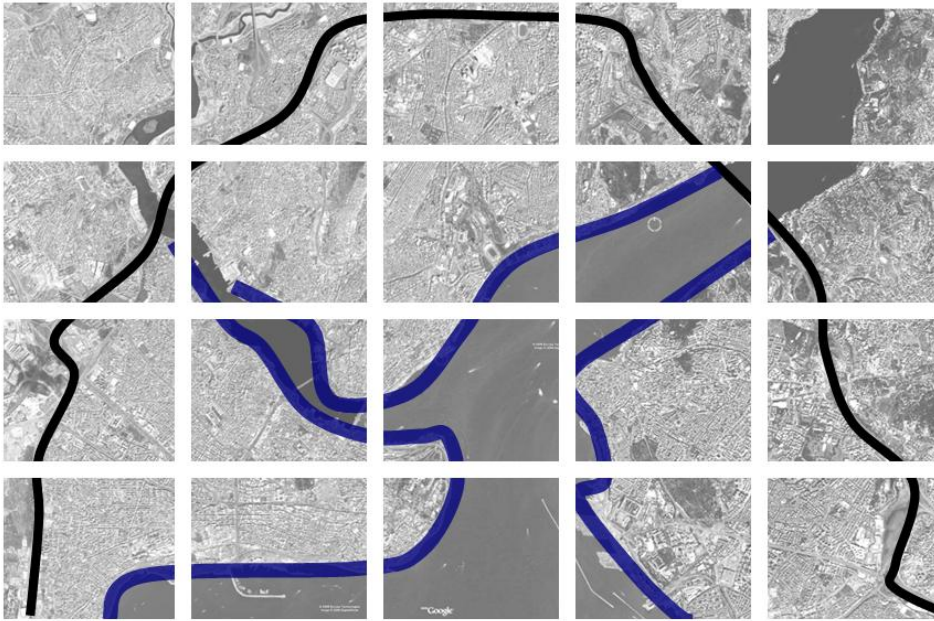
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International Society of City and Regional Planners
Association Internationale des Urbanistes
Internationale Gesellschaft der Stadt-und
Regionalplaner
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Foreword by the ISOCARP President

Pierre LACONTE

The 42nd ISOCARP Congress was held in Istanbul from 14-18 September 2006. As a long-lasting tradition of ISOCARP, Young Planning Professionals Workshops have been held before the main Congress since 1991. Every year it is amazing to see how young people from different continents, cultures, languages work together in a closely-knit team and achieve results in a very short period of time. It feels good to see friendships growing between these young people. Every year the Young Planning Professionals present their results on the first congress day to the congress participants. Their findings are the subject of a publication, also available on our website.

(Hyperlink "www.isocarp.net/publications").

In 2006, three Young Planning Professionals Workshops were organised:

- The first one, presented in this publication, was the traditional YPP Workshop of our society. It focused on pending urban issues in relation to the congress theme taking Istanbul as a case study (financed by ISOCARP/Local Organising Committee)
- The second one involved an important issue of global concern and dealt with planning implications.
- The third one concentrated on a strategically important area of Istanbul and explored the planning implications of incoming large cruise ships to the Karakoy Area in the Galata District, one of the ancient harbour areas of the city (financed by the Akademie der Künste, an institution of the German Federal Government and was organized in collaboration with Yildiz Technical University).

In addition to its YPP Workshops, ISOCARP has been organising, at the request of local authorities, customised Seminars called "Urban Task Forces." The latest ones were about the challenge of the railway line cutting the City of Sitges, the pedestrian conversion of the city's historic centre, the spatial development of Schiphol Airport and the renewal of Cancun (Mexico) after the floods. Several additional ones are in consideration. Mixing senior and younger professionals, UTFs provide yet another opportunity for our younger colleagues to have a hands-on experience in various international settings.

It is clear that ISOCARP's activities involving Young Planning Professionals are expanding. The value of YPP Workshops as a crucial platform of international exchange and experience as well as a training tool can hardly be denied. Having synergies between them could help disseminating their programmes in universities and elsewhere, recruiting the best candidates, streamlining the publication format and monitoring their follow-up.

I am very grateful to everyone involved in the realisation of this workshop and the present publication. I would like to thank in particular ISOCARP Vice President Fernando Brandão Alves and the Workshop Coordinators Manuel da Costa Lobo and Yigit Evren. Yigit Evren not only was a very capable coordinator, but he also did the final editing of the present book. My thanks also go to the Young Planning Professionals for their enthusiasm and professionalism.

1. Introduction

Manuel DA COSTA LOBO and Yigit EVREN

Since 1991 the International Society of City and Regional Planners (ISOCARP) has organized 15 Young Planners Workshops prior to its annual international planning congresses. These workshops were held as three or four-day events, which aim to bring together a number of international young planners, with a variety of backgrounds. Workshop topics are based on a real planning issue and these are usually related to the main congress theme. As a long lasting tradition of ISOCARP, young planners are not informed about the topic until the workshop begins and the workshop results are presented to congress participants on the first day of the main congress.

The 16th Young Planners Workshop was held in Istanbul from 11 to 14 September 2006. The workshop was facilitated by Manuel da Costa Lobo (Portugal), representing ISOCARP and Yigit Evren (Turkey), representing the Local Organising Committee. There was a mixed group of 15 young planners from ten countries (Switzerland, Pakistan, Greece, Kazakhstan, Turkey, Germany, Shanghai, France, Spain and Austria- see Appendix 1).

This year's workshop differs from the previous workshops in several ways. First of all, its name has slightly been changed from Young Planners Workshop to Young Planning Professionals (YPP) Workshop.

Secondly, the workshop theme was announced to the participants prior to the workshop. A brief, which contains several maps, figures and some background information to the workshop, and a set of theoretical readings were sent to all YPPs two months before the workshop. This was a risky decision: stating the topic and giving the problem in advance may have an inhibiting influence on the participants' ability to produce creative and unexpected solutions to the given problem. However, it proved to be extremely useful; throughout the workshop all YPPs had enough time to discuss what they think about the problem and how they (and other planning professionals) deal with similar issues in their home countries.

The third change that Istanbul YPP Workshop brought pertains to the size of the study area. Most probably for the first time in the history of ISOCARP, an area of more than 4,000 hectares was studied in a Young Planners Workshop. Selecting a large area as such, the coordinators aimed to have the YPPs tackling a problem with greater frame within a very short period of time, rather than just to focus on a limited urban fragment.

Theme of the Workshop

The workshop focussed on a problem that most cities face today, namely urban fragmentation. Indubitably, cities have always been divided along lines of culture, function and status. Yet, the pattern today is new, and in many ways deeper-going combination of these divisions (Marcuse and van Kempen, 2000: 3).

As Marcuse and van Kempen rightly contend,

“[This pattern] include[s] a spatial concentration within cities of a new urban poverty on the one hand, and of specialized ‘high-level’ internationally connected business activities on the other, with increasing spatial divisions not only between each of them but also among segments of the ‘middle class’ in between...Boundaries between these divisions, reflected in social or physical walls among them, are increasing.”¹

Istanbul is no exception. The central area of the city, in particular, has been losing a balance between its functions and population. Since the 1990s some of the neighbourhoods within the central area have been witnessing a significant decrease in their residential population due to the ongoing transformation process from residential use to services. Some neighbourhoods, however, have been deteriorated and occupied by low income migrants. Yet some of those previously deteriorated areas have been revitalised by the new elite and thus become gentrified. Meanwhile, as the pace of globalisation increases, the pressure on the central area from both national and international developers who attempt to build iconic projects (e.g. five star hotels, office buildings and port area re-development projects) increases.

From a planning point of view, this is a two fold “integration versus disintegration” problem. On the one hand, within the central area, planners face a challenge of reaching a balance of fragmented city since the central area of Istanbul has become a patchwork of various disintegrated functions as a result of the above-mentioned process. With respect to the relationship between the central area and the metropolis, on the other hand, most of those so-called iconic flagship projects are put on the agenda, with no regard, whatsoever, to neither the existing local plans and identities nor the on-going studies, which aim to produce a strategic plan for the metropolitan area. Thus, such initiatives, threaten the image and the functioning of the city.

Organization of the Workshop

The primary concern of this workshop was to rethink the central area of Istanbul as a patchwork of disintegrated functions. In other words, young planning professionals were expected to discuss the meaning of balance in the central area. At this crucial point, a number of questions arose:

¹ Marcuse, P. and R. Van Kempen, 2000, “Introduction” in *Globalizing Cities. A New Spatial Order?* Eds P. Marcus and R.V. Kempen, (Blackwell Publishers, Oxford), pp.1-21

- How can we sub-divide the study-area to support its development plan?
- What are the indicators to check a balanced central area?
- Can we measure it?
- What are Istanbul's strengths and weaknesses with reference to disintegration?
- Which tools, measures, norms, instruments and/or compensation devices can planners use for having better integration in Istanbul?

Within this framework, on the first day of the workshop a whole day field trip was realised and the YPPs had the opportunity to see the study area. The next day, they had a briefing from Prof. Hüseyin Kaptan on Istanbul's metropolitan growth and the changing structure of the central area. Having gained a better understanding of the problematic, the YPPs were then subdivided into four working groups, each developing a different approach to the same problem. The names of these groups were:

- Improving the Quality of the Urban Environment
- Establishing Alliances among Urban Actors
- Supporting Diversity and Encouraging Integration
- Creating the 'Golden' Central Park of Istanbul

The next two days (and nights!) were spent in the studio provided by Local Organising Committee at Yildiz Technical University. Within a friendly competitive atmosphere, the groups tackled the disintegration problem separately. At the end of day two, the YPPs presented their work to each other and got some feedback. The next morning they worked with feverish haste to make some final touches on their presentations. The formal presentations took place on the same day and these were very well received.

Outcomes

As far as the constraints of the workshop are concerned (e.g. the size of the study area, complexity of the topic and the duration of the workshop) it was not an easy task to come up with sound proposals to be presented at the World Congress of ISOCARP. Yet, our young colleagues succeeded in understanding the essence of the problem and working together to develop some alternatives for the central area.

Without doubt, most of the ideas that they produced were sketchy and some of them were difficult to implement. However, they were very well formulated, courageous, in some ways provocative and more importantly were part of a vision, which is free from prejudice, be it financial or political. This vision is *'creating a more dynamic, peaceful, integrated, liveable and competitive central area in Istanbul'*. In this context, we believe that the YPPs did a remarkable work.

In summary, the outcomes of this workshop are twofold. Foremost of these concerns the policy implications of the three-day work. Although Chapters 3 through 6 demonstrate the recommendations of each group in detail, below we

put down those of which can be primarily used in tackling the disintegration problem in the central area:

- **Taking emergency measures to fight for the equality of opportunity in the central area**
 - improve the living conditions for all
 - create more jobs, and promote entrepreneurship and innovation
 - enhance the capacity of human capital
- **Shifting the existing win-loose relationships towards a partnership model among urban actors**
 - create a platform to define a common goal for future development
 - support co-operation within and between the public and private sector and the civil society
 - encourage public participation in all stages of the planning process
- **Breaking the barriers around the socially and/or physically fragmented units in the central area**
 - create new links
 - redesign key arteries / interfaces
 - provide more accessibility through better public transport
 - create open public spaces and support cultural facilities as meeting points

The second outcome of this workshop pertains to spatial implications and these are summarised in Figure 1.1. According to this Figure, the central area of Istanbul is comprised of ten sizable organic units, each of which displays coherent characteristics in terms of population, historical development, built environment, predominant urban functions, social and economic structure etc. and thus we term them '*aggregated units*' throughout this workshop. Each aggregated unit comprises further sub-units, which are labelled *a*, *b* or *c*. With the exception of unit 7, namely Ortaköy, the population of these aggregated units is not far from the average, $\approx 125,000$. The relationships between the aggregated units (e.g. main entrances, connections, boundaries and thresholds) are also shown in the Figure.

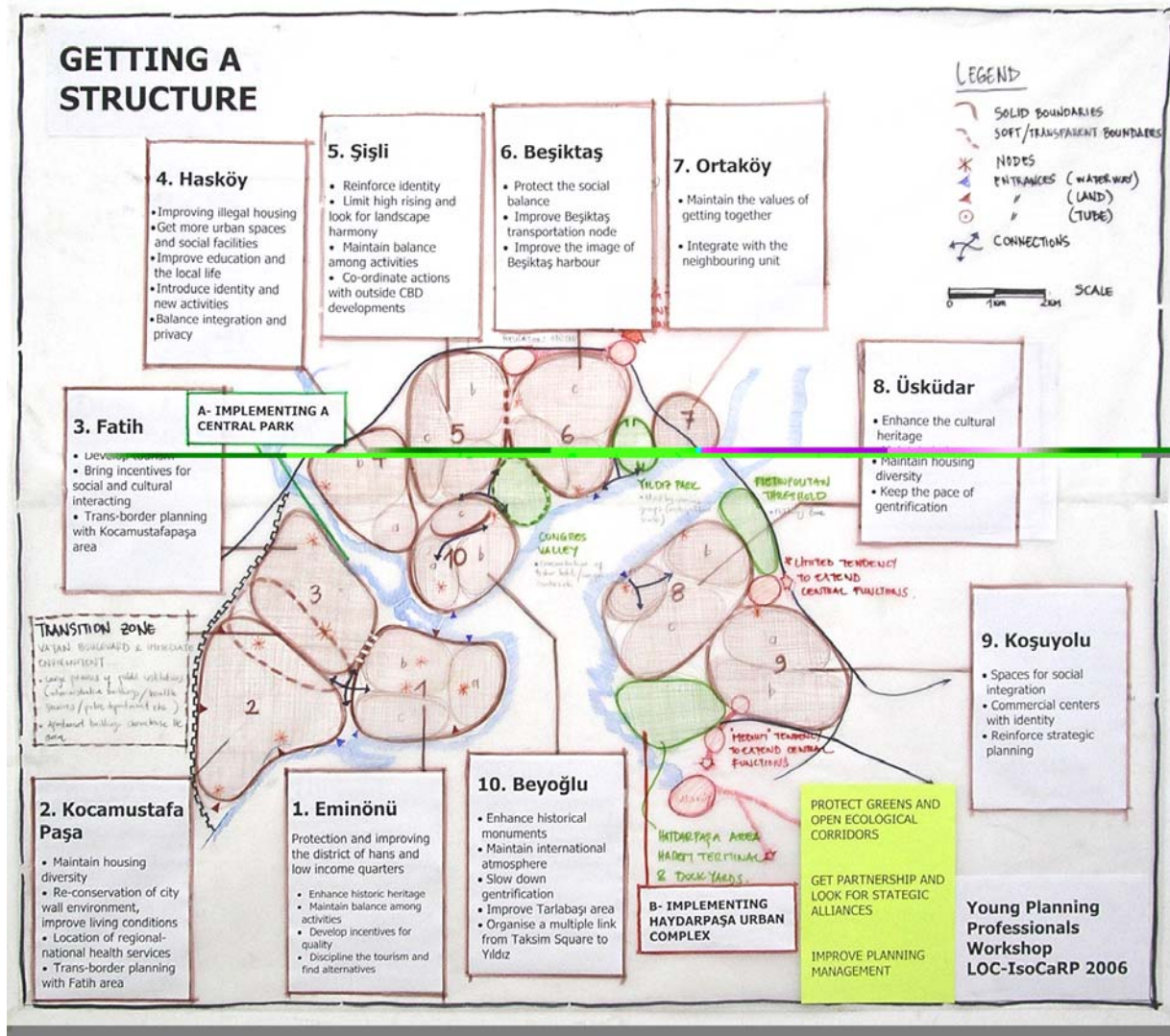
Given a layout as such, we expected the groups to 'read' the central area better and make detailed recommendations for each aggregated unit. In Hasköy, for instance, the YPPs emphasized the importance of creating more public spaces since this area faces a series of problems with respect to the quality and the legal status of the build environment, its image and so-called identity. In Şişli, however, limiting the high rise urban development and maintaining a balance between the existing and newly developing CBD activities were among the participants' proposals².

The other spatial proposals of our young colleagues for the central area of Istanbul are:

² The features of and the proposals for each aggregated unit are shown in Appendix 2.

- Protecting greens and opening up new corridors among the aggregated units of the central area
- Implementing an ambitious central park on both banks of the Golden Horn (**The Golden Central Park of Istanbul**)
- Implementing a humanistic urban complex in Haydarpaşa
- Building new circular links to integrate the existing transportation network
- Strengthening the links between the central area and the metropolis

Figure 1.1: Some Spatial Policy Implications for the Central Area of Istanbul based on Organic Aggregated Units



Source: Compiled by the coordinators from the work of subgroups

This report consists of six chapters. Following this introduction, chapter 2 provides a background to the workshop by focusing on the study area. The following four chapters were written by the YPPs. In this section each chapter presents the work of one subgroup.

Acknowledgements

The production of this report would not have been possible without the help of several individuals and institutions. First of all we would like to thank ISOCARP for having been given us the opportunity to coordinate the 16th Young Planning Professionals' Workshop. We are very grateful to Local Organizing Committee and UNESCO-MOST for their support. We would also like to extend our appreciation to ISOCARP Vice-President Fernando Brandão Alves, Assoc. Professor Dr. Zeynep Enlil and Professor Hüseyin Kaptan for the invaluable academic advice we have received before and throughout this workshop.

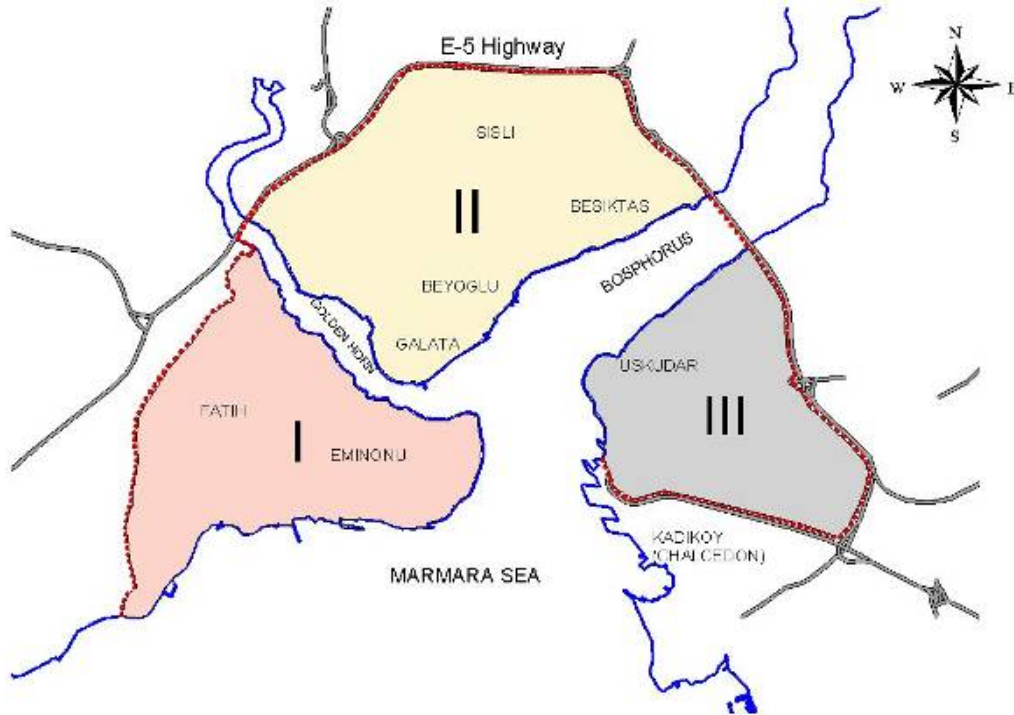
2. Background to the Workshop

Yigit EVREN²

The Study Area

The study area is 4,800 hectares and it constitutes 0.9% of the total area of Istanbul Metropolitan Municipality. It is located at the heart of the metropolis where two continents meet. As seen in Figure 2.1, the study area resembles a half circle in shape, which is divided into three parts by the Golden Horn and the Bosphorus. On the Asian side, the area comprises the central part of Üsküdar and is bordered by E-5 Motorway in the East and Ankara Boulevard in the South (Part III). On the European side, however, it covers two large pieces of land which are separated by the Golden Horn. On the South banks of the Golden Horn there is the Historical Peninsula comprising Eminönü and Fatih Municipalities (Part I). On the North banks of the Golden Horn, there is a large urban area taking some parts of Beyoğlu, Şişli and Beşiktaş Municipalities (Part II).

Figure 2.1. Location of the Study Area

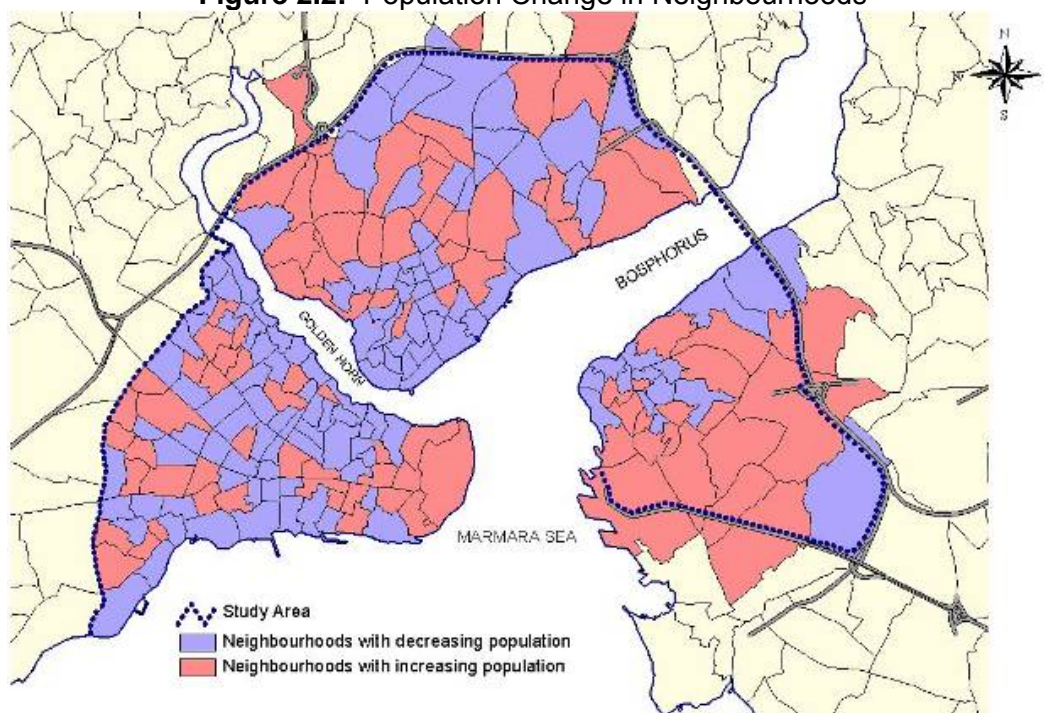


Source: Constructed by Ebru Seckin & Tuba Inal Cekic for the YPP Workshop

² The production of this chapter would not have been possible without the help of Ebru Seckin, Tuba Inal Cekic, Erhan Kurtarir and Tore Secilmisler. These individuals are research fellows at Yildiz Technical University and they assisted me in preparing this workshop. I would also like to extend my appreciation to research assistant Tolga Islam for his invaluable academic advice and support.

As of 2000, the population of the study area is 1,144,000 and this is approximately 11% of the total population of Istanbul. The distribution of this population is as follows: more than 480,000 people (42.5%) live in the second part. Part I constitutes 40% of the entire population of the central area, whereas the share accounted for the third part is only 17.5%. The population of this area displayed a significant decrease falling from 1,200,000 in 1990 to 1,144,000 in 2000³. During this period, 122 out of 207 neighbourhoods have lost their residential population at varying rates (Figure 2.2). Some areas have faced a very sharp decline. Most of the neighbourhoods in the Historical Peninsula and some of the central parts in Beyoğlu can be given as the extreme examples to those neighbourhoods which have lost more than 70% of their residential population⁴. Yet, some parts of the area have grown rapidly. Üsküdar's Eastern neighbourhoods, in particular, have displayed a massive increase. The growth rate in these areas ranges between 200 and 1700 times!

Figure 2.2: Population Change in Neighbourhoods



Source: Constructed by Ebru Seckin & Tuba Inal Cekic for the YPP Workshop

Table 2.1 undertakes a comparison of the inhabitants of the central area and Istanbul with respect to some of the basic socio-economic indicators (see Appendix 3). According to this table, the central area of Istanbul differs from the metropolis in many ways. The average dwelling house size and illiterate rate in

³ Please note that, in the same period the total population of Istanbul increased 38%.

⁴ Sarıdemir and Rüstempaşa neighbourhoods in Eminönü, for instance, have both lost approximately 98% of their residential population.

the central area are slightly below the Istanbul's average. Yet, the unemployment rate and especially the proportion of university graduates to total population are above the average of Istanbul. Furthermore, the composition of inhabitants' jobs in the central area is very different from that of the metropolitan area. There is a perfect balance of three top sectors namely, 'community, social and personal services', 'wholesale and retail trade, restaurants and hotels' and 'manufacturing industry', whereas in Istanbul, there is a distinctive leadership of the manufacturing industry.

There are also some differences within the central area. In Eminönü, for instance, most of the indicators shown in Table 2.1 are significantly different from those of the central area. At this part of the Historical Peninsula average dwelling house size, activity rate and the unemployment rate have their highest values. Beşiktaş differs from the central with respect to high percentage of university graduates and very low illiterate rate. Furthermore, a significant number of its inhabitants are employed in finance, insurance, real estate and business services. Fatih and Beyoğlu resemble some of the features of the study area in social indicators, but not in sectoral composition of inhabitant's jobs. Meanwhile, Üsküdar and Şişli resemble to each other.

According to 2002 general census of industry and business establishments, there are more than 84,000 private business establishments in the central area of Istanbul⁵. These establishments employ more than 430,000 people and this figure has increased 1.8 times during the past decade. A great majority of these service sector firms (57%) are located in Part II, whereas 33% of them are in Part I. In Part III there are only 8,400 firms (10%). The largest business segment in the service sector is the distributor services; the number of firms operating in this category is more than 62,000 (74%). The second largest sub-sector is the producer services comprising 16,400 firms (20%). This is followed by personal and social services with less than 5 % shares each.

Firms that operate in these sub-sectors are clustered in certain locations of the central area. To put it differently, there is a certain kind of division of labour among the three parts of the central area. For instance, Beyoğlu is known as a modest centre for film industry. Eminönü, however, is the most prominent location with respect to the number of firms that operate in distributor services. There is a significant concentration of finance, advertising, insurance and real estate firms in Şişli and Beşiktaş. Parts I, II and III also differ from each other with respect to size of establishments. The average firm size in Beşiktaş is 11 employees. This figure in Şişli is 7.3, whereas those of other areas are below 5.1.

The central area is also a focal point of tourism and culture. Lonely Planet -the famous city guide- for instance, singles out more than 569 attraction points in Istanbul, 515 of which are located within the study area (90%). Several famous

⁵ Please note that, the geographical coverage of this census is based on municipal borders. Therefore, all figures and statistics given in this paragraph pertain to a larger area comprising the new CBD as well as the study area.

buildings and monuments, which have become essential elements of the city's image, are in this area. Blue Mosque, Aya Sofya, Kariye Museum and Topkapı Place in the Historical Peninsula are magnets for tourists. It should also be noted that more than 70% (57,310) of Istanbul's all hotel beds are located within the central area. Furthermore, the central area of Istanbul has a certain kind of artistic gravity. In Beyoğlu, in particular, there is a significant concentration of museums, art galleries, pubs, bars, restaurants and concert halls. One study on festivals indicates that in 2004, 154 festivals were organised in Istanbul, 31% of which were held in Beyoğlu.

Despite the existence of various topographic thresholds and preservation areas, the urban macro-form in central area has been saturated with various urban functions. According to the 2000 building census, in the central area there are 94,220 buildings (62%) entirely allocated for residential use and 23,220 buildings (15%) for commercial use. 29,404 buildings (19%) are in partially use as residences. When we examine central area's land use in detail, it is possible to assert that the main residential parts are Fatih, Üsküdar and the North-western parts of Beyoğlu-Şişli-Beşiktaş (Figure 2.3). The main commercial activities, however, are located alongside the main streets of Fatih and Eminönü (Part I), Karaköy, Beyoğlu, Taksim-Nişantaşı-Mecidiyeköy Axis and central parts of Beşiktaş (Part II) and, central Üsküdar and Altunizade (Part III). The green areas and open spaces are scattered among these residential and commercial areas. Gülhane Park in Eminönü, Maçka Park in Şişli, Yıldız Park in Beşiktaş, and Fethipaşa Wood in Üsküdar constitute the main elements of the insufficient green system of the central area.

Figure 2.3. Land Use in Central Area



Source: Constructed by Ebru Seckin & Tuba Inal Cekic for the YPP Workshop

One of the biggest problems the central area of Istanbul faces is the shortage of parking space and traffic jam at peak hours. As of 2000, the total capacity in municipality-owned car parks is 5,900. Thus, in most of the tertiary streets of the central area parking is allowed. Undoubtedly, this situation aggravates the latter problem. Yet, the main reason for the traffic jam in the central area is the fact that Istanbul's public transportation network is not well integrated. Within the central area, three major transportation media constitutes three different networks. The first one is the dominantly used road network, in which E-5 Motorway is the primary artery surrounding the central area via two bridges: Haliç Bridge over the Golden Horn and the first bridge over the Bosphorus. There are also a number of radial roads and several tertiary streets through which business areas are connected to E-5 Motorway and then to the rest of the metropolis.

The second network is composed of a number of disintegrated railway lines. The oldest of these lines were built in the late 19th century for trains coming from Anatolia and from Europe. Currently these lines are also used for suburban trains, which carry an average 126,000 people every day. The tramway between Atatürk Airport and Kabataş, and Istanbul Underground between Taksim Square and 4.Levent, are other widely used lines on the European side. As of June 2006, these two lines were connected to each other by a funicular railway. There are also several ongoing projects either to build new lines or integrate the existing ones. One of the ambitious projects of the Metropolitan Municipality is to rehabilitate the old railway network alongside the Marmara Sea and connect two main railway stations (Sirkeci and Haydarpaşa) by a tunnel crossing under the Bosphorus. A second major railway project within the central area is to extend the underground to the Historical Peninsula by crossing the Golden Horn either by a tunnel or bridge. This project has been waiting the approval of the preservation council.

The third network is the waterways. City-boats and sea-busses constitute the backbone of this network. There are also small boats operated by private companies. On average, city-boats and sea-busses carry 160,000 passenger everyday. Nevertheless, this figure constitutes only 3% of Istanbul's entire passenger transportation. Most of the waterway network is woven among the main piers in the central area (Eminönü, Karaköy, Üsküdar, Beşiktaş and Kadıköy) and is not extended enough as far as the East and West ends of the metropolitan area.

A Bit of History

The history of the study area dates back more than 2500 years. In the 7th century BC there were two separate towns: Chalcedon in Kadıköy (next to Üsküdar on the Asian side) and Byzantium in Eminönü (on the European side). After Byzantium gained power through sea trade and became independent, Roman and Byzantine emperors enlarged the city and surrounded it with land and sea-walls along the Marmara and the Golden Horn. In the 15th century Constantinopolis was a cosmopolitan city where Genoese and Venetian merchants had settled and people of different origins dwelled and worked. After the conquest in 1453, Sultan Mehmet II developed policies to revitalize the

commercial and cultural life in Istanbul. Thanks to these efforts, the population and the range of economic activities in the city increased rapidly. By the end of the 16th century, Istanbul's population was nearly half a million. In the 17th century, some of the non-Muslim population in Anatolia was encouraged to settle in Galata, around the Genoese tower, while the Franks and Venetians moved up North, to Beyoğlu. In the course of time, Galata emerged as the new centre of international trade across the historical peninsula. Meanwhile, Pera and Beyoğlu became prestigious residential areas, where the cultural life of the modernising city was also centred.

Up to the 19th century the city mainly grew within the above-mentioned three parts. These parts were gradually integrated through the improvements in the transportation network of Istanbul. In 1838, the first wooden bridge for pedestrians was built to connect the two banks of the Golden Horn. Six years later the Galata Bridge was built. It connected the two business areas of Istanbul: the traditional business area in Eminönü and around the Grand Bazaar and that of the international trade dominated by the Levantines (non-Muslim population of European origin) and non-Muslim Ottomans in Galata and Beyoğlu. In 1845 and 1852, steamboats and ferries started to operate regularly between the two banks of the Bosphorus connecting the Asian and European sides to each other more effectively. In short, the central area of Istanbul at that time had a dual urban structure: On the one hand, there was Üsküdar and the Historical Peninsula, where the traditional Ottoman life continued and national relations were controlled, and on the other hand, there was Galata and Pera, showing the signs of modern life and most of the international relations were conducted.

The year 1923 was a tuning point in the history of Istanbul; the Republic of Turkey was founded and the new government declared Ankara as the capital of the new state. To some extent, this decision led Istanbul to losing its importance both economically and politically. The city was no longer an important trading port and thus, it was no longer a vibrant centre of international trade. Consequently, the central area of Istanbul lost more than 30% of its population throughout the 1930's and 40's. Without doubt, one of the most significant moves in the planning agenda of Istanbul during this period was the preparation of the Historical Peninsula Plan by Henry Prost in 1938. This plan proposed some restrictions on building heights to preserve the historical city skyline. Furthermore, it classified the slopes of the Marmara Sea and the Golden Horn as residential areas.

From 1950 on, radical policy changes were accompanied by transportation policies which favoured motorways. Economic and spatial policies aimed at polarized development and tended to favour large cities most of which were, however, unprepared for urban problems of rapid growth. As a result, Istanbul became a magnet point for investments and rural masses. The city which had previously been confined mainly to the Historical Peninsula, Beyoğlu, Üsküdar and some spots alongside the Bosphorus, started to grow following the coastlines toward East and West. The legal framework provided by the Condominium Law also gave an impetus to the spread of apartment houses throughout the city. Meanwhile, the changing economic dynamics of the 50's and 60's assigned new

functions to the central area. Within the Historical Peninsula, in particular, new CBD activities developed and residential population decreased.

The construction of the first bridge over the Bosphorus and the E-5 Motorway in 1973 has triggered an unprecedented urban sprawl towards North as well as the development of the Anatolian side. Throughout the 70's, the city witnessed the proliferation of illegal residential areas, namely *gecekondus* or squatters, in the periphery as well as the emergence of new forms of housing production, such as, demolish-build-sell and split deed ownership. In the meantime, the CBD activities within the central area began to move towards North along the main transportation routes.

In the 1980's, after the construction of a second bridge over the Bosphorus, the urban tendencies of the foregoing decade became stronger. This was a period in which Turkey was pulled into the currents of globalisation and Istanbul was assigned the mission to become an "international service city" of Turkey. Consequently, the economic base of the city began to change from industry to financial sector and producer services (banking, insurance etc.). There was also a rapid rise in the number of Foreign Direct Investment. Since the building stock in the central area could not meet the growing demand for high quality office buildings, Zincirlikuyu-Maslak axis became the new CBD of Istanbul, just outside the study area. Meanwhile, within the central area, there was a new wave of radical urban operations, most of which failed to be the complementing parts of a comprehensive plan. For instance, the industrial establishments on the banks of the Golden Horn and the wholesale fruit and vegetable market were cleared and moved outside the city. In order to improve the accessibility between Atatürk Airport and the Taksim Square, a new boulevard (Tarlabaşı) was built despite it cut through the historical urban fabric. Furthermore, a number of individual urban plots were redefined by the central government as tourism centres, with no regard to existing local plans. In consequence, a number of international hotels were constructed, most of which threaten the image of the city.

During the past two decades, the city has continued to grow both horizontally and vertically. Today's metropolitan area of Istanbul measures about 120kms from East to West and it has already reached the limits of Northern forests and water basins. One of the most significant developments of this period was the emergence of several gated communities in the Northern periphery of Istanbul. Another development of the same period was the proliferation of sub-centres, both in the East and West, providing services outside the new CBD and the central area. In 2000 the long-standing construction of Istanbul Underground was completed and accessibility to the new CBD from the central area has been improved.

Despite the above-mentioned developments, the central area has retained its importance as the historical core of Istanbul. It is still one of the most important centres of retail, wholesale and administration. Yet, the urban dynamics of the 1990's and 2000's have triggered the process of fragmentation. Since the past two decades, what we have been witnessing in the central area of Istanbul is

that, different socio-economic groups spatially dividing the city into various compartments for their own interests. These compartments range from 'deluxe apartment blocks' or from 'gentrified neighbourhoods', to abandoned neighbourhoods, which have filtered down and left to the unemployed. Some of the examples to these compartments are shown in Table 2.2 (see Appendix 3).

In addition to these compartments, some areas in the central area carry a danger of becoming further patches. Table 2.3 indicates four of these special areas namely, District of Hams, Galataport, Haydarpasa and Halic Shipyard (see Appendix 3). Although these areas are different from each other in character, they have one thing in common: they are part of Istanbul's industrial heritage and thanks to their locational advantages they carry, one way or another, a certain potential for urban redevelopment. Predictably, these four areas face a growing pressure from national and international real-estate developers who seek to build iconic projects within the central area. Consequently, they have occupied a central position in the planning agenda of Istanbul.

3. Improving the Quality of the Urban Environment

Tuba I. CEKIC, Stephane D. CHRISTELER, Maria S. IQBAL, Chrysostomos MAKRAKIS

Significant structural changes of the world economy have taken place during the past decades, thus affecting the spatial distribution of capital and labor; the role of technological progress for the realization of these changes has been catalytic. Restructuring of world economy has led to the emergence of a new urban hierarchy. Within this framework, cities seem to be increasingly engaged in a zero-sum game of competition among them for the attraction of increasingly more mobile investments. Istanbul seems to be no exception to this process; the promotion of the international role of this mega city of 14,000,000 people is one of the most important goals of its strategic plan that is currently under elaboration, while it seems to be very high on the political agenda. In order to achieve that an emphasis has been given to big projects that will enhance the attractiveness of the city to foreign capital.

It has been the team's view that the implementation of policies under a neoliberal entrepreneurial paradigm shall not lead to the improvement of people's everyday life and the promotion of social cohesion that planners should stand for. Istanbul's central area, the place where the city's dynamics are more evident, supports the above mentioned notion. The central area comprises nucleuses of poverty and wealth, landscapes of admiration and shame. It has been a preferential location for foreign and local capital investments. However, there seems to be no connection between the promotion of the international role of the city and the amelioration of the living conditions for the vast majority of people living there, especially those belonging in the lower socio-economic strata that consist a great portion of the central area's population. The implementation of big projects in the past not only did not target the old inhabitants but resulted in the gentrification and disintegration of several neighborhoods. This disintegration and gentrification process took place either by the inflow of middle and high income groups who came to live in the area or the invasion of commercial uses addressing to the needs of the above mentioned socioeconomic groups and tourists.

Striking examples of the paradigm that shapes the kind of interventions that take place in the central area of Istanbul consist the Ritz Hotel and Koç Industry Museum. The former is a skyscraper that was built literally in the garden of Dolma Bachtse Palace and accommodates a luxurious hotel, a shopping mall and luxurious apartments. Apart from the fact that it is totally irrelevant to the surrounding landscape it consists an example of a vertical gated city. The latter consists of the most renowned intervention in an area that has been developed through illegal housing by low income immigrants coming from the rest of Turkey. However, national pride should be enhanced through the amelioration of living conditions and not through practically useless projects.

To sum up, it has been the team's view that the main problems of Istanbul's central area are social segregation and polarization and the existence of unbalanced living conditions between different socio-economic groups accompanied by the fact that state intervention is being shaped through a neoliberal paradigm that takes no account of the area's social and historical continuity. Therefore, the team's effort has been concentrated on elaborating a program for the amelioration of living conditions for the inhabitants by improving urban environment and enhancing job opportunities for them; a program that, as a companion very sharply pointed out, focuses on "feed the poor" instead of "feed the rich" projects.

The first section of this chapter codifies the dynamics of the districts in Istanbul's central area. The second section presents the overall strategic approach, the priority axes and the spatial dimension of the program. The third section presents possible means of financing, while the fourth section refers to organization and management. The last section comprises the team's conclusions.

Concise analysis of Istanbul's central area

In order to interpret the dynamics of the districts that comprise the study area a broader perspective has to be adopted. The study area has to be seen as a subunit of broader spatial units, namely the global, Balkans, Turkey, the region and Istanbul Metropolitan Area. Furthermore, the dynamics of the districts have to be related to the social, economic and physical environment dimension.

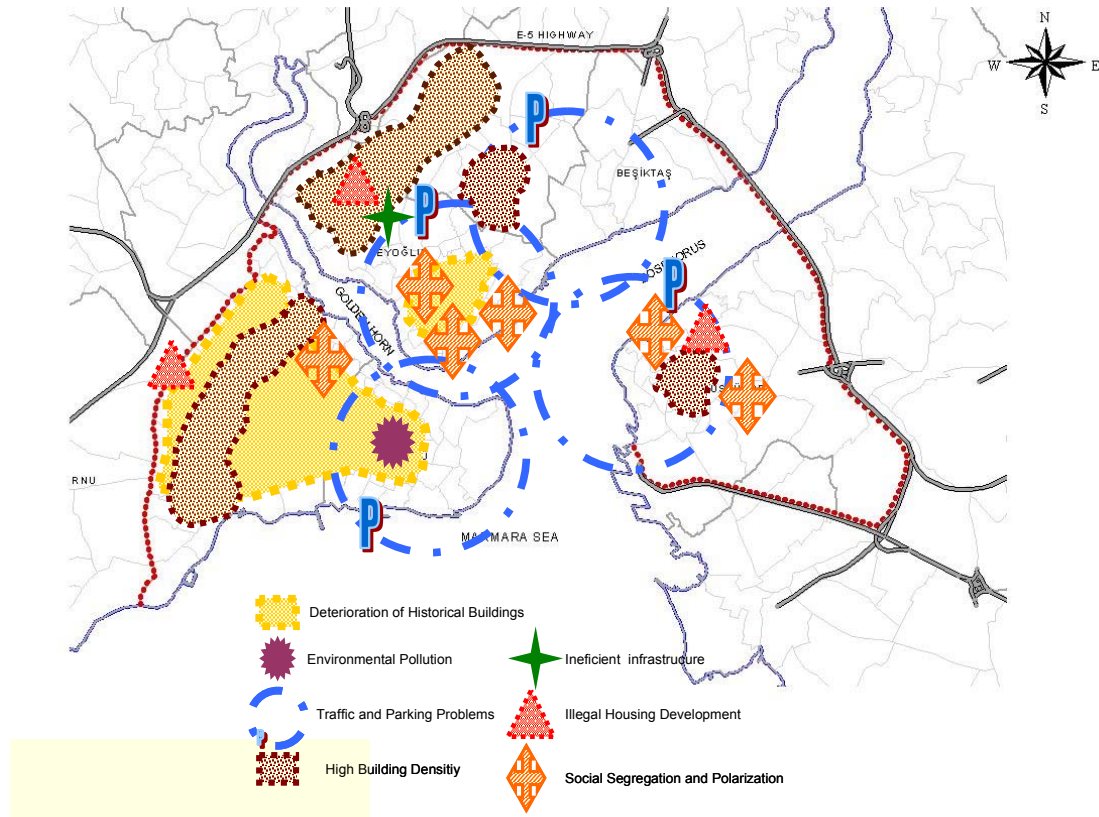
To suggest some clue for the multiplicity of those dynamics it has to be mentioned that regional disparities in Turkey have caused a tremendous increase of Istanbul's population during the past decades and that migration and overpopulation along with the state's incapacity to provide affordable housing comprise the main driving forces of illegal housing development, even in what is nowadays the central area of Istanbul, which in turn is responsible for poor living conditions. Furthermore, political and economic reasons have caused the outflow of minorities that used to live in certain districts in the central area. The building stock that was left to decay has been occupied by refugees from Africa and Middle-East, immigrants from Anatolia, drug users, transsexuals and other marginalized social groups, thus creating nucleus of poverty and crime.

The **weaknesses** and **threats** of the central area's districts are:

- Unemployment
- Lack of money
- Air and noise pollution
- Deterioration of historical building stock
- Traffic and car parking
- High building and population density
- Inefficient infrastructure
- Lack of affordable and acceptable housing
- Illegal housing development
- Excluded inhabitants due to the gentrification process

- Social polarization and segregation
- Focus on the promotion of a global vision for the city

Figure 3.1: Schematic representation of problems of central area



Source: Constructed by subgroup members for the 16th YPP Workshop, 2006

In turn, the **strengths** and **opportunities** of the central area's districts could be summed up and codified as follows:

- Tourism potential
- Relatively more job opportunities
- Historical Heritage (Potential for Funds from supra national organizations)
- Focal point of transportation

Overall strategic approach

The formation of a set of principles for the elaboration of the central area's development strategy has been recognized as of great importance since it precludes any possible misinterpretation of the team's objectives. The principles underlying the development strategy are shown below:

- Comprehensiveness
- Environmental sustainability
- Preservation of cultural and architectural heritage

- Efficiency along with equity
- Public participation

In accordance with the strengths, weaknesses, opportunities and threats for the central area, the vision that has been shaped is that of “An area less fragmented with better living conditions for low income people”. This means that a bundle of goals has to be achieved, thus leading to the materialization of the above mentioned vision. Those goals are the following:

- Mix of landuses
- Mix of different socio-economic groups
- Improvement of hygiene
- Preservation of building stock
- Improvement of public transportation
- Improvement of capabilities of human capital
- Qualitative and quantitative improvement of public spaces
- Creation of new job opportunities

It has to be noted that due to time restraints there has been a deficit in establishing more specific goals that could be described and monitored by the use of S.M.A.R.T. (Specific, Measurable, Achievable, Realistic and Timely) indicators. Instead, a set of priority axes and specific actions has been elaborated. The hierarchical order of those axes has been defined by the importance attributed to them for the materialization of the vision and the goals along with financial requirements for their realization. These axes, in hierarchical order, are as follows:

- Priority axis 1: Housing and urban environment
- Priority axis 2: Transportation
- Priority axis 3: Human capital
- Priority axis 4: Cultural activities and tourism
- Priority axis 5: Industry

These priority axes are interrelated to the overall strategic approach. Furthermore, they are complementary among them, while target areas, in some cases coincide, thus enhancing the total impact of the program.

Action 1: Preserving listed buildings

Both in the historical peninsula of Istanbul and in some areas of Galata and Beyoglu there is a large number of listed buildings in the process of deterioration. Their inhabitants are mostly immigrants from Anatolia, illegal immigrants from Africa and Middle-East, drug users, transsexuals and other marginalized social groups. Since housing can be a driver of social integration and at the same time good housing conditions may help to improve health, to reduce crime and to enhance the quality of life, much attention should be paid to the improvement of the building stock. A project aiming at the renovation of old and collapsing wooden housing stock should be initiated under the provision of retaining the

rents of the whole area at their previous levels. Therefore, the whole renovation cost should be covered by the state. **Target areas:** Tarlabasi, Suleymaniye, Zeyrek, Fener, Balat, Eminonu, Fatih **Final beneficiaries:** Owners of listed buildings

Action 2: Constructing students' residences

Due to the fact that in the study area exists a large number of universities and educational institutions there is a high concentration of students living in rented apartments. High demand has led to a significant increase of rents especially in the areas of Besiktas and Ortakoy. The initiation of a project for the construction of affordable students' residences could actually empty some space, stabilize rents and make the area more accessible to people coming from lower socio-economic strata. The residences should be built in proximity to the universities, in order to retain the vitality of the central area and to keep daily travel to a minimum. **Target areas:** Galata Port **Final beneficiaries:** Universities

Action 3: Creating open public spaces

The study area lacks public spaces, indispensable for social reproduction and social mixing. Therefore, a project aiming at the identification of potential new open public spaces, especially in highly congested neighborhoods and at the borders of neighborhoods with different socio-economic structure should be initiated. Moreover, since there are areas inhabited by low-income people, a project for the establishment of green places suitable for gardening should also be initiated. Hence, people will be able to produce their own groceries with minimum cost (the rent will be symbolic). **Target areas:** The whole central area **Final beneficiaries:** Metropolitan Municipality of Istanbul

Action 4: Upgrading the basic infrastructure and maintaining hygiene

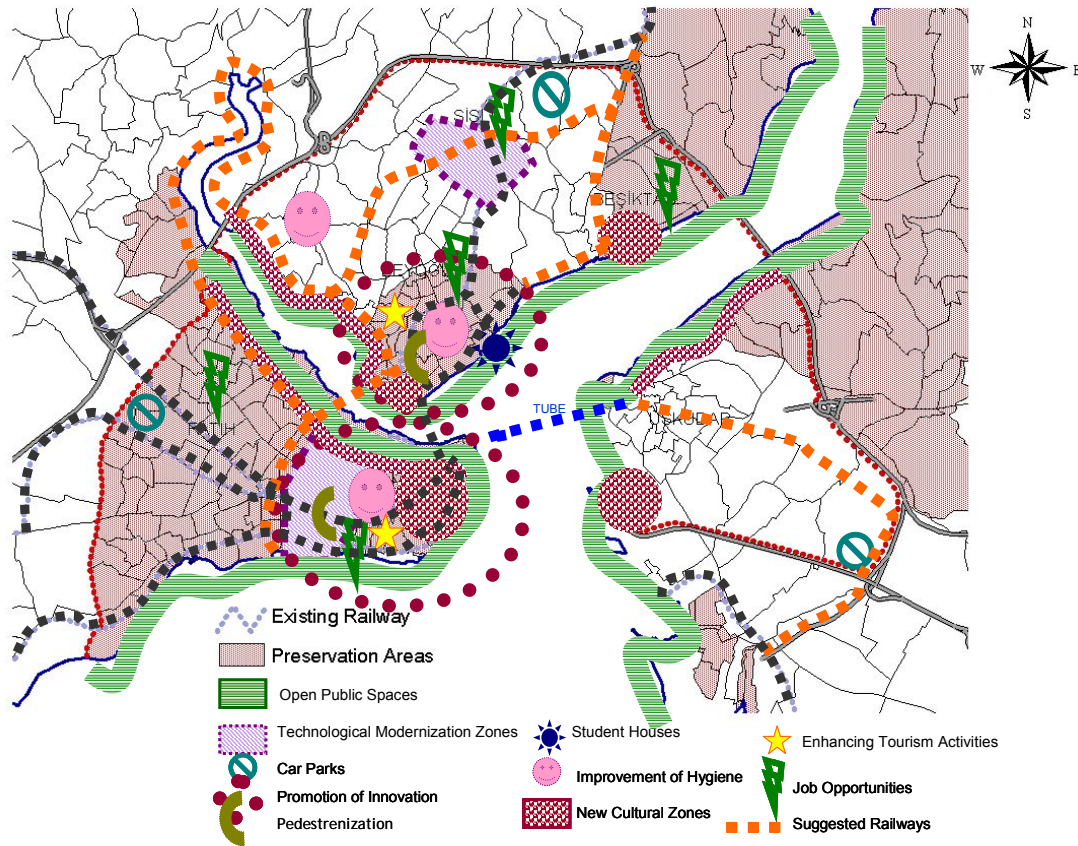
Although most of the buildings in the central area have already been connected to the city's sewage system there are still connections missing, while the existing sewage system is in need of continuous maintenance. Furthermore, there isn't a separate system of rain and waste water that could allow the reuse of the former for domestic use. In specific areas of the study area, such as Tarlabasi, there has been identified an inefficiency regarding garbage collection. Therefore, suggestive projects could include, expansion of the sewage system, maintenance of the existing sewage system and purchase of vehicles for the collection of garbage. **Target areas:** Kulaksiz, Tarlabasi **Final beneficiaries:** Metropolitan Municipality of Istanbul

Action 5: Expanding the transportation network

The study area faces a heavy problem of traffic congestion since it comprises a nodal point for transportation in the metropolitan area of Istanbul and attracts a significant number of administrative and tourist functions. However, transportation media cover just a small part of it. In order to reduce car loads and therefore to reduce air and noise pollution, to improve the aggregate efficiency and productivity of the urban system and to create new job opportunities, the expansion of transportation media is considered of great importance. Suggestive projects could include, a ring metro line at the outer borders of Haskoy and Sisli,

a new tramway line from Kapatas to Maslak and the expansion of the tramway system (in order to avoid problems with the Preservation Council) along both sides of the Golden Horn as well as constructing new connections between the existing and the proposed lines. **Target areas:** The whole Central Area **Final beneficiaries:** Metropolitan Municipality of Istanbul

Figure 3.2: Spatial dimension of the strategy



Source: Constructed by subgroup members for the 16th YPP Workshop, 2006

Action 6: Constructing parking sites

Complementary to Action 1.2 new parking sites should be constructed at the periphery of the Central Area, thus giving the opportunity to commuters to live their cars just outside the centre and to go on using public means of transportation. **Target areas:** Intersection points of E5 and transportation media **Final beneficiaries:** Metropolitan Municipality of Istanbul

Action 7: Developing people's capabilities

Within the area exist nucleouses of high unemployment rates (Eminonu has an unemployment rate of 21% compared to 12,7% for Istanbul). There is a wide

variety of plausible directions for the confrontation of unemployment. However, in order to define the final beneficiaries the target groups should be taken into account. In the case of illegal immigrants from Africa and Middle–East, the general mistrust to the state results in the appointment of NGOs as final beneficiaries. In the case of immigrants from Anatolia, the appointment of the Metropolitan Municipality of Istanbul as the final beneficiary wouldn't be a problem. Suggestive projects could include:

- Improvement of language capabilities of illegal immigrants
- Vocational training for unemployed people (especially in professions related to tourism, such as handicrafts, gastronomy etc)
- Internship programs for trainees
- Encouragement of self employment through public subsidy

Target areas: Kulaksiz, Tarlabasi, Suleymaniye, Beyoglu **Final beneficiaries:** NGOs, Metropolitan Municipality of Istanbul

Action 8: Creating social services

The provision of social services remains low in some sectors, such as pre-school education. The number of pre-school education teachers was 1,832 persons in 2002/2003 for the whole Istanbul. Poor social services have greater impact on the life of underprivileged groups which actually face bigger problems. In this context, the provision of adequate social services both in qualitative and quantitative terms should be of great importance. Suggestive projects include:

- Improvement of access to benefits such as childcare
- Provision of information to unemployed people
- Medical care for sensitive groups, such as prostitutes, drug-users and homeless people

Target areas: Kulaksiz, Tarlabasi, Suleymaniye, Beyoglu **Final beneficiaries:** NGOs, Metropolitan Municipality of Istanbul

Action 9: Establishing new cultural cores / zones

The promotion of culture could be of great importance for the promotion of the identity of the community plus the attraction of tourists. Nowadays, cultural activities are concentrated mostly in the areas of Nisantasi and Beyoglu. However, the study area has significant potentials for the establishment of new cultural activities, especially along the Golden Horn, where, due to de-industrialization process there are a lot of empty industrial premises. The dilemmas between activities devoted to consumption or production, the establishment of ephemeral or permanent uses, reuse or preservation of the historical continuity have led us to the adoption of the concept of what is called "non-million dollar projects". Therefore, suggestive projects could include, the repair of the buildings' front sides, and improvement of their static conditions, purification of the buildings. Furthermore, organising seasonal events and establishing a network between industrial sites for the promotion of the industrial history of Istanbul are among the other projects. **Target areas:** Haskoy, Besiktas, Shore of Golden Horn, Galata Port, Haliç Shipyards, Haydarpaşa Area **Final beneficiaries:** Metropolitan Municipality of Istanbul

Action 10: Rationalising tourism activities

Tourism comprises one of the main industries of Istanbul with a spatial concentration in the Central Area. There have been significant violations of the building regulations of Istanbul, mainly due to Law No 2634/1982 for the Promotion of Tourism, as well as an over-concentration of hotels in the Central Area. According to Ekinçi, "since the Law regards the natural and historical environment not as an area to be protected but rather as an area of tourism investment, several special sites ... in Istanbul ... are now in the process of being destroyed by the construction of multi-star hotels". This contributes to gentrification, over-concentration of touristic facilities, abolishment of the historical continuity etc. Therefore, suggestive projects for the rationalization of tourism activities could include:

- Elaboration of a study for the tourist capacity of the Central Area
- Elaboration of a study for the diversification and the improvement of the quality of the tourist product

Target areas: The whole Central Area **Final beneficiaries:** Metropolitan Municipality of Istanbul

Action 11: Upgrading the existing light industry in terms of technology

In the historical peninsula of Istanbul, especially in the area of Suleymaniye there is an important concentration of small scale industries coexisting and organically connected with commercial uses. Instead of abolishing those uses, attention should be paid to their technological modernization in order to reduce the level of pollution that they produce plus to improve their competitive advantages, therefore securing the social and historical continuity of this area. Furthermore, special attention should be given to the textile and paper industries respectively, since they are considered to be of great importance for the economy of Istanbul and Turkey as well. Suggestive projects could include:

- Installation of filters
- Purchase of new technical equipment etc.

Target areas: Suleymaniye, Eminonu **Final beneficiaries:** Existing enterprises of the secondary sector

Action 12: Encouraging entrepreneurship and innovation

The study area comprises some of the most important technological institutions and specialized hospitals in Turkey, while at the same time most of their students live in this area. Therefore the area has the potential to become one of the most entrepreneurial areas in the country. Suggestive projects should include:

- The initiation of a Fund for start-ups companies financed by the state but managed by a private venture capital firm (see for example Coalfields Fund).
- The provision of technical assistance for start-ups companies and innovative companies of the area, such as the elaboration of business plans, advises about financial resources etc.
- Promotion of networking between the area's companies and similar companies in other parts of the country and abroad.

Target areas: The whole Central Area **Final beneficiaries:** Students, young professionals with inspiring ideas

Financing

Since the team's approach meant to be a realistic one, it would have been incomplete if the crucial point of financing had not been addressed. It has to be noted though that speaking from a broader perspective, the methods used to provide finance in cases of similar projects vary mainly due to the nature of the actions. Therefore, in our case the variation of the proposed actions requests the identification of multiple sources of financing, as well.

In the case of transportation media and parking sites and furthermore in the case of students' residence hall, the main source of financing could be mainly the private sector, through the formation of public – private partnerships. This is an option implemented in other countries for projects of similar character (e.g. the construction of the new subway line in Athens etc).

Moreover, in the case of new start-ups, the English Coalfields Enterprise Fund constitutes a fine example of the financial scheme that could be implemented. The Coalfields Fund has been established by the state, but administered by a private venture capital firm, therefore securing efficiency, transparency and accountability. The Fund provides finance up to 50% of the total funding requirement in the form of equity with preference shares and / or loan to companies which operate within or employ a proportion of their workforce from an eligible area (see also, www.coalfields-enterprise-fund.co.uk). The fact that the Fund requires that the funding is being reimbursed secures its viability. A similar approach could be implemented in the case of the central area of Istanbul.

However, there are some projects that according to our experience will have to be financed fully by the state itself since they won't attract private capital's attention. Such projects are those for the upgrading of the urban environment (e.g. urban design, improvement of the sewage system etc), as well as those aiming at the improvement of the capabilities of the human capital (e.g. vocational training, improvement of social services etc).

The initiation of new EU programs and initiatives for candidate members could be of great significance in the case of Turkey. Currently, financing from EU for some of the above mentioned projects could be achieved through INTERREG Community Initiative and perhaps through the MEDA program if the latter broadens its eligible areas in order to encompass Turkey.

Four types of financing:

- 1) Through the establishment of public – private partnerships, especially in the case of transportation and students' residences
- 2) Through fully reimbursed loans provided by the state or state participation in the equity capital of the enterprises, especially in case of new start-ups
- 3) Exclusively by state subsidy, such as in case of vocational training
- 4) Through MEDA Program

Conclusion

Having already elaborated a plan for the central area of Istanbul the organization and management had been narrowed to its implementation. Therefore, the conversation was restricted in answering the following questions:

- Who should or could implement the plan?
- What kind of responsibilities should this entity have?

Regarding the first question and speaking strictly in terms of efficiency we came to the conclusion that the initiation of a new public entity would only increase red tape. Therefore, the entity responsible for the implementation of the plan should be an existing one. Furthermore, accountability could be enhanced in the case of an elected entity with administrative borders similar to those of the eligible area. Since such an entity does not exist at the moment, the only eligible entity for the implementation of the project should be a department within the Metropolitan Municipality of Istanbul.

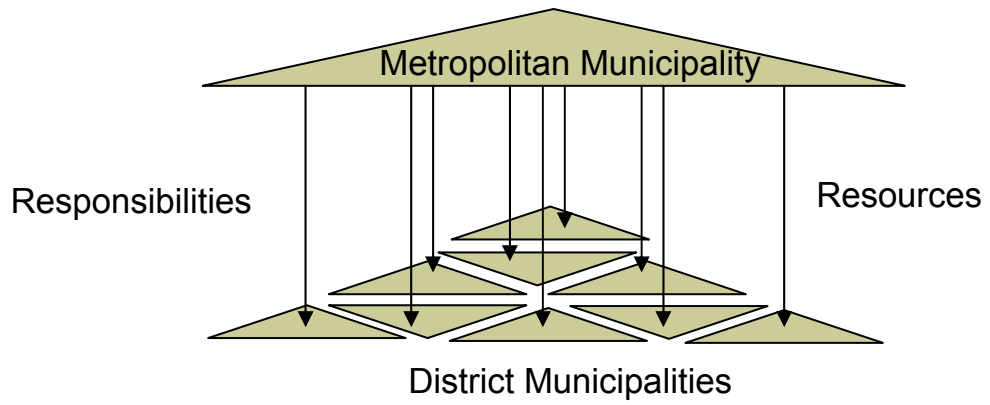
As far as the second question is concerned, an entity responsible for the implementation of the plan should have responsibilities over the continuous monitoring and evaluation of the plan, the implementation itself, as well as the financial management of the implementation process. However, a long-term strategy should be established for the decentralization of some of these processes to lower administrative levels, i.e. the District Municipalities, leaving to the Metropolitan Municipality the overall coordination of the implementation process.

With reference to management, on the other hand, two questions need to be answered:

- 1) A new public entity or an entity within the Metropolitan Municipality?
- 2) What kind of responsibilities should comprise?

According to the above-mentioned vision; the central area of Istanbul is facing several problems in accordance with being over populated and over crowded mostly by migration from eastern and northern Anatolia. In fact, problems of Istanbul Metropolitan Area can be defined through different dimensions at different scales (e.g. regional, metropolitan and district scale). These dimensions are related to economic, social and physical environments. Figure 3.3 displays a schematic representation of the decentralization of the processes to lower administrative levels

Figure 3.3: Schematic representation of the decentralization of the processes to lower administrative levels



Source: Constructed by subgroup members for the 16th YPP Workshop, 2006

To suggest some clues for the solution of given problems, the starting point seems to be the regional scale. In this chapter, however, we focused on the metropolitan and district scales and defined a series of strategies to improve the living conditions in the central area.

4. Establishing Alliances among Urban Actors

Aimilia ALEXANDROPOULOU, Madina JUNUSSOVA, Erhan KURTARIR, Markus NOLLERT

Within the process of globalization cities have become important nodes in the world economy, concentrating capital and labour and engaging in a world competition in order to attract private investment. Istanbul, being part of this process, phases a problem of imbalance between the will to be developed as a primary city in the global urban system and the need to ameliorate the conditions of life of its inhabitants. This is particular evident in its Central Area, where contradictions among neighbourhoods are striking. Several projects implemented in the past aiming to display its international character did not take into account the local people's needs and in many cases led to the deterioration of living conditions and gentrification. Those affected the most were the members of lower socio-economic groups who did not have the means to cope with the changes brought by the inflow of foreign capital. Thus, several parts of the Central Area phase a disintegration problem as new uses, functions and population increasingly displace the already existing ones.

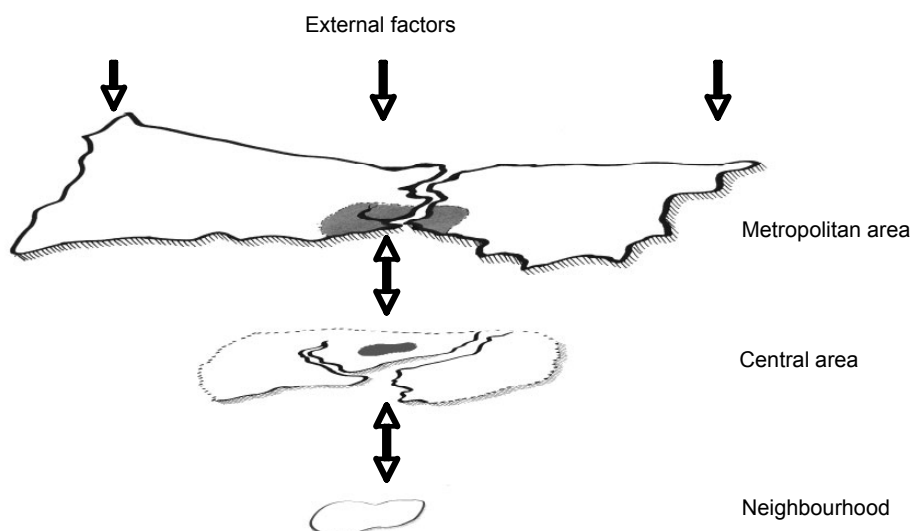
The group's approach to the problem is based on the realization that participation in the planning and implementation process of actors from the public and private sector as well as the civil society could lead to the common acknowledgment of needs and definition of goals, ensuring that future actions and projects will diffuse the possible benefits to all, tackling at the same time issues of distress.

Thus, in the following sections, a vision for the future development of Istanbul's Central Area, is being defined. Moreover, the main disintegration challenges its neighbourhoods face are being presented along with the main actors involved in the planning process (section 2). Section 3 presents the group's perspective for development, which is conceived as a 3-step process: the establishment of a development framework, the description of proposals to promote integration and the establishment of alliances between actors. Section 4 summarizes the group's approach and presents some reflections and conclusions.

Istanbul's Central Area – Roles, Visions and Challenges

The role of Istanbul's Central Area is very important, with regard to the function of the whole Metropolis and its position in the global system of urban centres. The city centre concentrates the most diverse functions, potentials and challenges. At the same time its evolution seems to be affected in a twofold manner: a) by the developmental processes that take place on the upper level of the Metropolitan Area as well as the subordinate district / neighbourhood level, and b) by possible external factors of every type, i.e. economic, social, institutional or physical.

Figure 4.1:
Factors and levels affecting the development of Istanbul's Central Area



Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert

The Central Area within the Metropolitan Area of Istanbul

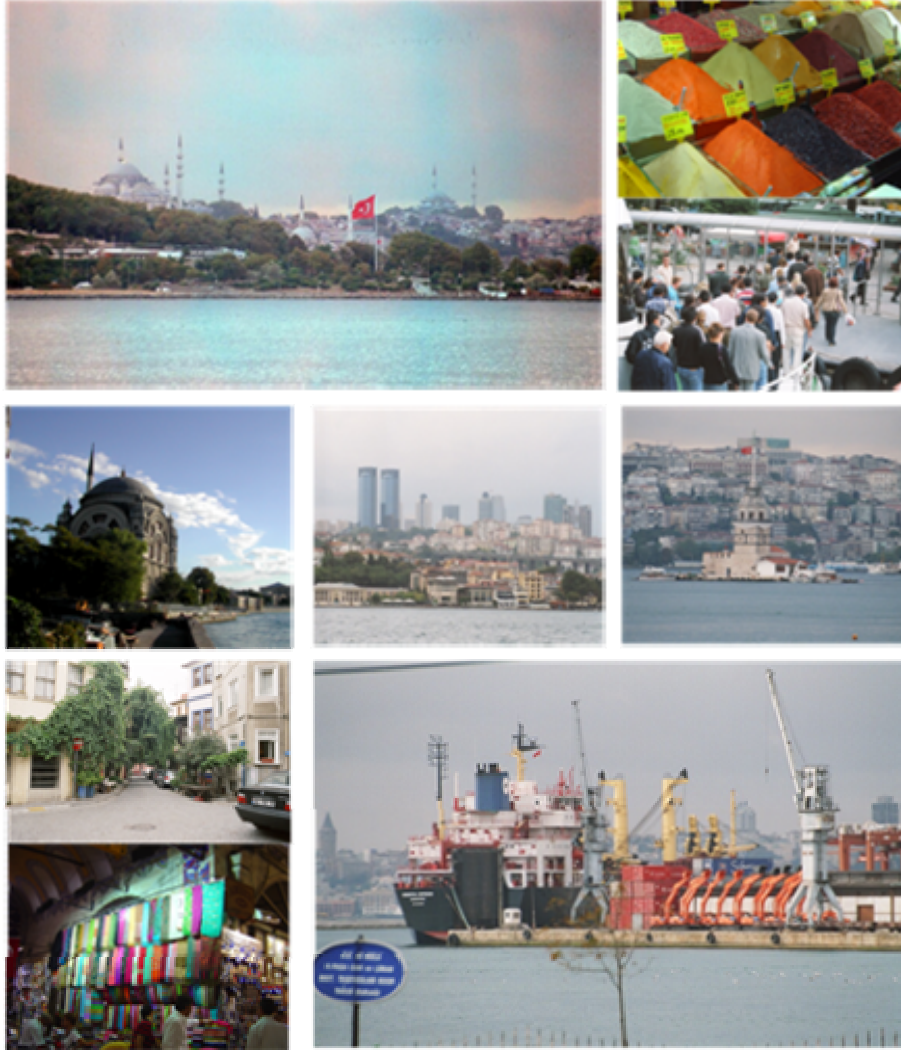
Istanbul's Central Area is a mosaic of historical buildings and monuments, local and international activities and services as well as living cultures and traditions. Within this framework, the Central Area could be visualized as:

- the **heart** - being the main source for the fulfilment of people's needs,
- the **brain** - concentrating major institutional and scientific activities,
- the **eye** - being an important scene of urban functions,
- the **tongue** - being a communication node and meeting point of people and activities, of the Metropolitan Area.

On the other hand, it should be acknowledged that, unlike what has been observed in other metropolises, the headquarters of foreign enterprises as well as the high value added activities are situated in the Central Area's periphery.

During the last years, new flagship projects have been launched by national and international investors within the city centre. These pilot efforts driven by the big capital, along with the problems of disintegration and deterioration the city centre faces (related to population growth, poverty, traffic congestion, pollution etc.), constitute a possible threat to its uniqueness and future balanced development. The question that rises, therefore, is what is the **vision** for the Central Area's future role, within the context of a globalized economy?

Figure 4.2: Istanbul's images - coexistence and diversity



It seems that the **preservation of Istanbul's uniqueness** could be the main element of this vision. The use of the term "preservation" does not imply a static approach to the future march of events, as this will probably lead to further downgrading of the characteristics of everyday life that are already "problematic"; rather, it votes for an active, balanced and integrated development that will illuminate its particular character.

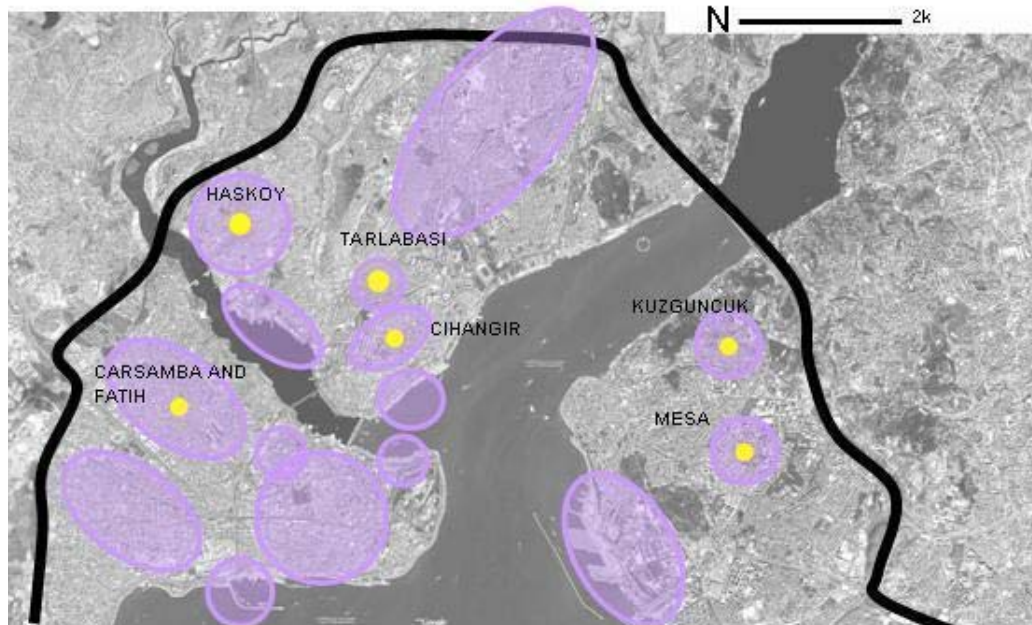
Districts and Neighbourhoods – Disintegration Challenges

Having defined the role and vision of Istanbul's centre, so-called "strategic areas" are identified as places facing various disintegration threats but at the same time presenting several potentials for their future development. The types or forms of disintegration they encountered are the following:

Social Disintegration

Several neighbourhoods within the city centre face problems of social disintegration. In Tarlabasi, a low-income residential area, the conditions of life are rather severe, the built environment extremely deteriorated and the social infrastructure inexistent. Tarlabasi was considered to be a rather poor community in the past, however the living conditions were further deteriorated after the construction of the Tarlabasi Avenue that separated it from the tourist and cultural centre of Taksim. Today, it is perceived as a “closed”, unsafe neighbourhood, where several marginal groups (such as prostitutes, drug addicts etc.) live.

Figure 4.3: Strategic areas that face problems of social disintegration



Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert



Pictures 2 and 3: Tarlabasi neighbourhood



Picture 4: The MESA neighbourhood

On the other hand, there are areas entirely planned to attract the upper-middle class. An example is the MESA neighbourhood, which is a gated community. Although it does not incorporate social infrastructure, such as schools or libraries, its inhabitants do enjoy the private golf and tennis courses, a playground and some nursery facilities, all established in formerly public land, now rented by the developers for several years.

Cases of social disintegration	Strategic areas
Segregation groups of lower economic class in more or less closed neighbourhoods – poor education, lack of public spaces, deteriorated urban fabric etc.	Tarlabasi
Segregation of upper class groups in gated communities	MESA neighbourhood
Segregation because of religious matters	Fatih, Carsamba, Kurtulus (non-muslim neighbourhood)
Disintegration because of gentrification (all phases)	Kulaksiz, Galata, Cihangir, Kuzguncuk, Haskoy

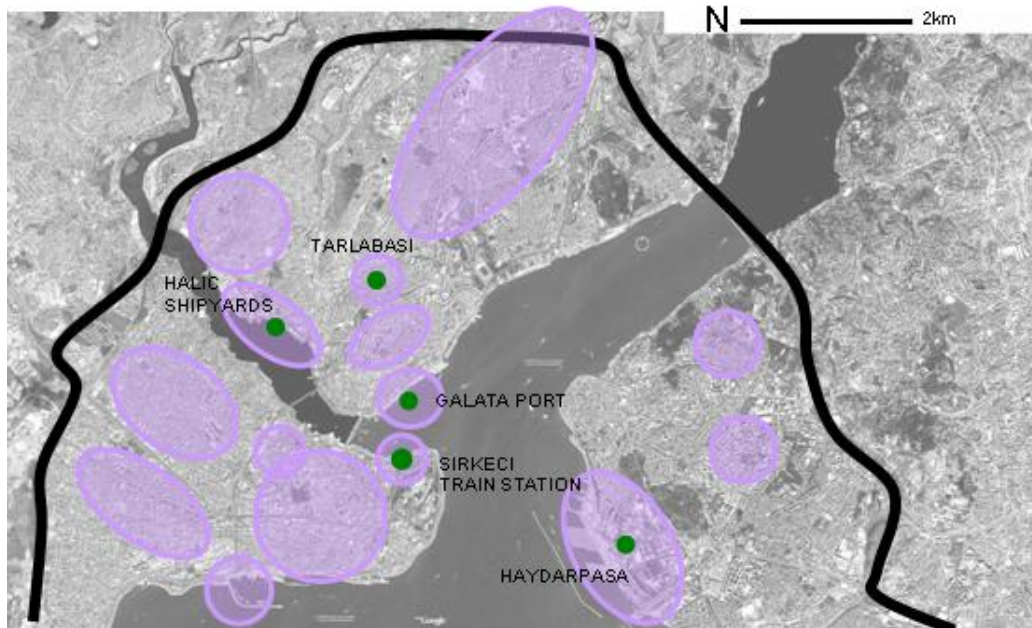
Physical Disintegration

There are several cases of physical disintegration within the Central Area, caused by limitations set by:

- the topography, which is particularly diverse, forming hills and water channels that divide the city centre into three parts i.e. the historical peninsula, the European part and the Asian part;
- Human interventions, that function as artificial urban boundaries, such as main road axes, railway lines and military bases. These formations interrupt urban continuity and often serve as barriers between neighbouring communities and economic and social activities;
- Inexistent connection spaces or routes, such as green or public spaces that would enhance social interaction and public transport linkages that would contribute to the decrease of traffic congestion and the alleviation of the isolation some areas face.

Cases of physical disintegration	Strategic areas
Disintegration because of geographical boundaries	Coastline
Disintegration because of artificial boundaries (roads, railway, land uses, walls)	Tarlabasi blvd, E5, Adnan Menderes, Atatürk blvd, military bases, Sirkeci railway line
Disintegration because of missing connections	Golden horn, sea transportation, public transport, green spaces

Figure 4.4: Strategic areas that face problems of physical disintegration



Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert



Picture 5: Cihangir
Note the pitch of the slope



Picture 6: The water front as
a physical barrier

Economic Disintegration

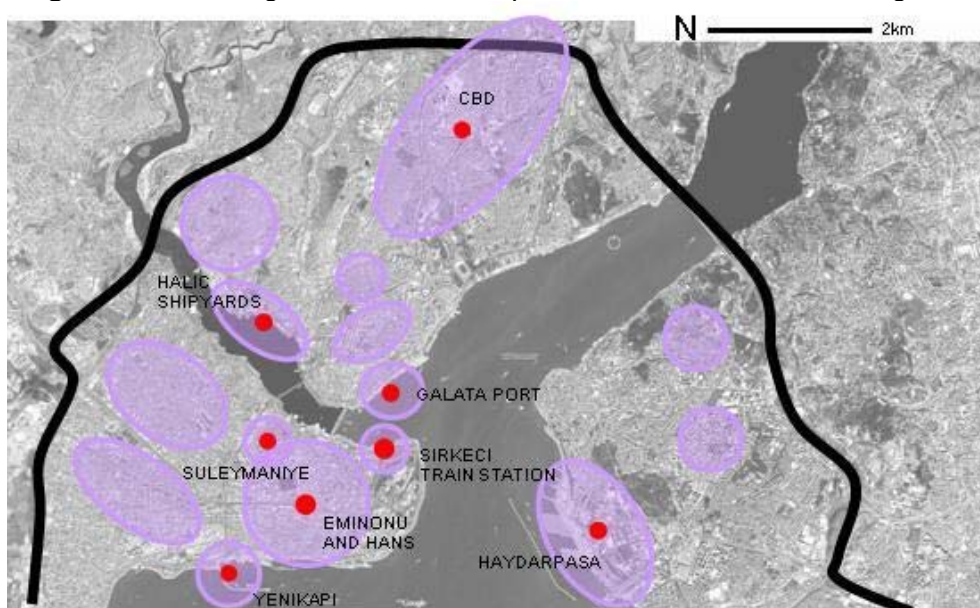
The issue of economic disintegration is mostly evident in the Hans district and the greater area of Eminonu. In the former, there is a mix between light manufacturing and residence, as several houses have turned to workshops that often do not comply with the safety regulations. In the latter, there is a conflict between commercial and trade uses and tourist activities, as the area is the mostly visited part of the historical peninsula that has been greatly developed to satisfy tourist needs during the years. Thus, tourist investments are gradually pushing local commerce out of the neighbourhood.

Moreover, there seems to be an understressed link between small-sized enterprises located in Eminonu and international companies that provide them with primary textiles. Most of these small commercial units operate as subcontractors of international firms, selling brand-name as no-name products, losing thus possible higher earnings.

Finally, another form of economic disintegration that affects the whole Central Area is the absence of major economic and commercial activities in the Asian part, obliging people to travel to the European part in order to fulfill their needs (i.e. work or shop), thus contributing to the increase of specific urban problems (such as traffic congestion, pollution etc.).

Cases of economic disintegration	Strategic areas
Conflict between light manufacturing and residence	Hans
Conflict between commercial uses and potential tourist investment	Eminönü
Under-stressed link between small scale enterprises and international companies for the provision of primary textiles – no-name subcontractors	Eminönü
Economic and commercial activities mainly concentrated in the European part, obliging people to commute from the Asian part, thus aggravating urban problems	Asian part – Haydarpasa European part – CBD, Galata port, Eminonu, Yenikapi, etc.

Figure 4.5: Strategic areas that face problems of economic disintegration



Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert



Picture 7: A small workshop in Hans making eyes for toys

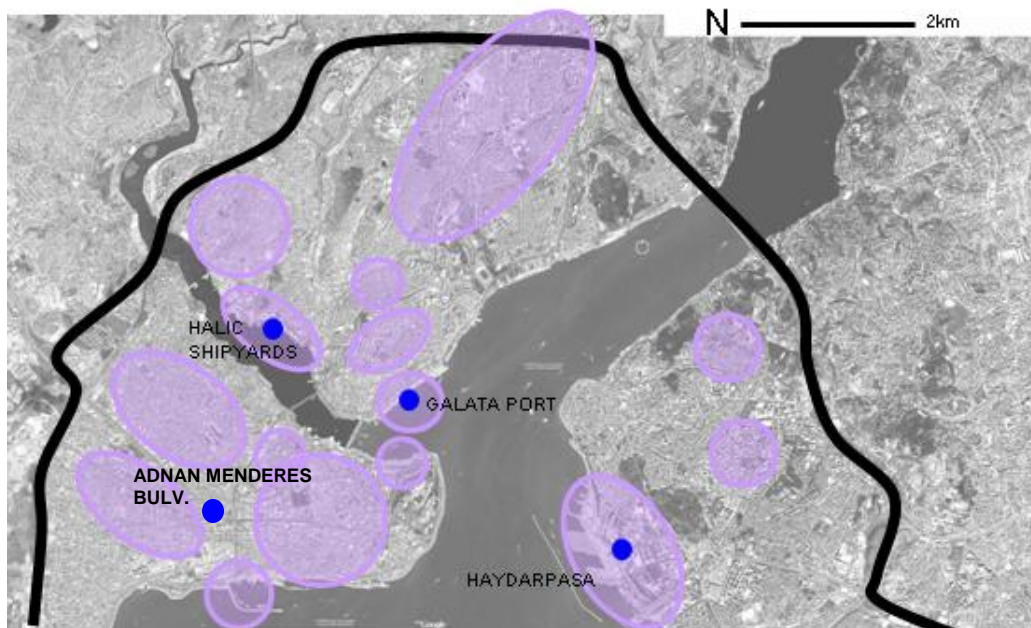


Picture 8: The Grand Bazaar in Eminonu

Institutional Disintegration

Several areas with particular characteristics (concentration of tourism activities, proximity to the sea etc.) are potential “hot spots” for future development, where conflicting interests of central and local authorities are coming together. For example, the central government’s plan for the development of Haydarpasa and Galata Port is based on the exploitation of land in order to build high-rise apartments and offices, which does not comply with the local authorities’ wishes for the creation of open public spaces. The fact that there is an absence of public participation in planning aggravates the inability for co-operation among the public and private sector and the civil society.

Figure 4.6: Strategic areas that face problems of institutional disintegration



Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert

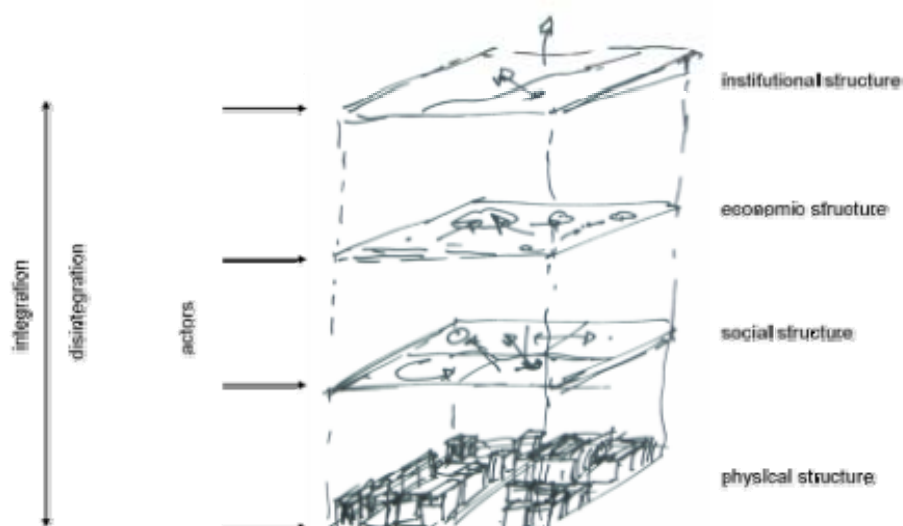
Cases of institutional disintegration	Strategic areas
Disintegration because of interest conflicts between local and central authorities	Haydarpasa, Galata port, tourism zones
Disintegration because of interest conflicts between the different municipal levels	Tarlabasi blvd, coastal roads
Disintegration because of conflicts among ministries	Bosphorus, Haydarpasa

Levels of Development and Interaction

Drawing on the above-mentioned, it is evident that often non-physical threats are sources of disintegration. Hence, it is not just the physical structure, which usually comes first at one's notice that needs to be preserved or improved. Rather, it can be stated that four main structural levels form an interdependent planning framework:

- the physical structure
- the social structure
- the economic structure
- the institutional structure

Figure 4.7: Levels of development and interaction



Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert

Every level has to cope with different challenges, however their interdependency suggests that there is a need to adopt an integrated urban development strategy. It seems that focus on only one of these levels can lead to disintegration, as the case of the old wooden houses on the historical peninsula shows: here “preservation” seems to refer to the physical structure, the houses itself. In particular, severe preservation laws have been set aiming to force private owners to preserve the original physical style of houses and neighbourhoods. But the

legal framework discourages the owners, mostly members of the poorer working class, to maintain and renovate the buildings, because of the high cost these laws entail. The often mentioned cases of gentrification also illustrate this point: market driven investments and renovation efforts make the local inhabitants leave their neighbourhood due to the particularly increased rents. On the other hand, this is one (but surely not the only) way to cope with the high preservation costs of the Central Area's historical physical structure.

The analysis also shows that stakeholders have an important role in the integration or disintegration process. These "urban actors" are the link between the aforementioned levels, as they can interfere in and therefore affect either one or several of them, according to the purpose or extension of their action. Therefore, a more thorough look into their characteristics, dynamics and ways of interacting with each other is considered worthwhile.

Actors within the Planning System in Istanbul

Because of its regional, economic and cultural importance, Istanbul has been one of the most important and dominant cities in the world until the last decades of the 19th century. After the First World War the new Turkish Republic selected Ankara as the country's new capital city. Although Istanbul lost its former dominant role in the country, its importance, both at the global and local level, has not changed. The city is still Turkey's industrial, financial and cultural capital and it is still the most important urban area in the region. The city's own character along with the process of globalization had several effects, such as:

- Incoming of immigrants and population growth
- Concentration of financial institutions and private firms
- Increase of the participation rate of the service sector in the local economy

Within this transformation process, new relationships emerged among the main urban actors that are not always able to satisfy local needs or even global demands. The administrative structure of Istanbul's Metropolitan Area is formed in three main levels: the Central Authorities (Ministries), the Metropolitan Municipality and the District Municipalities. The Metropolitan Municipality is the main body responsible for Istanbul's planning and development although the Central Government has a say in several fields. In particular, the main administrative bodies are the following:

- The Ministry of Public Works and Settlement
- The Ministry of Environment and Forestry
- The Ministry of Culture and Tourism
- Istanbul Culture and Natural Resources Protection Councils
- Metropolitan Municipality
- District Municipalities
- Neighbourhood Administrations

The Metropolitan Municipality is divided into 27 District Municipalities, 8 of which are included in Istanbul's Central Area, as defined for the purpose of the YPP Workshop (see Table 4.1). Each district has its own mayor and council, whose members are elected by the public every five years. In Istanbul, one fifth of all district council members represent their district in the Municipal Council. The District Municipalities are principally responsible for providing waste management services and building construction permits to their residents and they have their own budgets and revenues.

Table 4-1: District Municipalities of the Metropolitan Municipality of Istanbul

	Districts	Km2	Population
1	Kadıköy	35,9	699.379
2	Gaziosmanpaşa	106,4	649.648
3	Ümraniye	110,2	498.952
4	Bağcılar	21,1	487.896
5	Üsküdar	38,6	472.124
6	Küçükçekmece	106,9	460.388
7	Bahçelievler	16,2	442.877
8	Fatih	10,8	432.590
9	Kartal	68,3	362.175
10	Esenler	34,9	344.428
11	Pendik	150,1	339.759
12	Maltepe	61,1	335.539
13	Kağıthane	15,2	317.238
14	Güngören	7,5	273.915
15	Şişli	29,8	257.049
16	Eyüp	189,6	254.028
17	Bayrampaşa	7,8	240.427
18	Beyoğlu	8,3	231.826
19	Sarıyer	119,5	229.600
20	Zeytinburnu	10,9	228.786
21	Bakırköy	29	222.336
22	Avcılar	38,7	214.621
23	Beşiktaş	18,2	202.783
24	Beykoz	234,2	193.067
25	Tuzla	55	93.975
26	Eminönü	4,9	65.246
27	Adalar	9,8	16.171
	Study Area	336,1	2.615.025

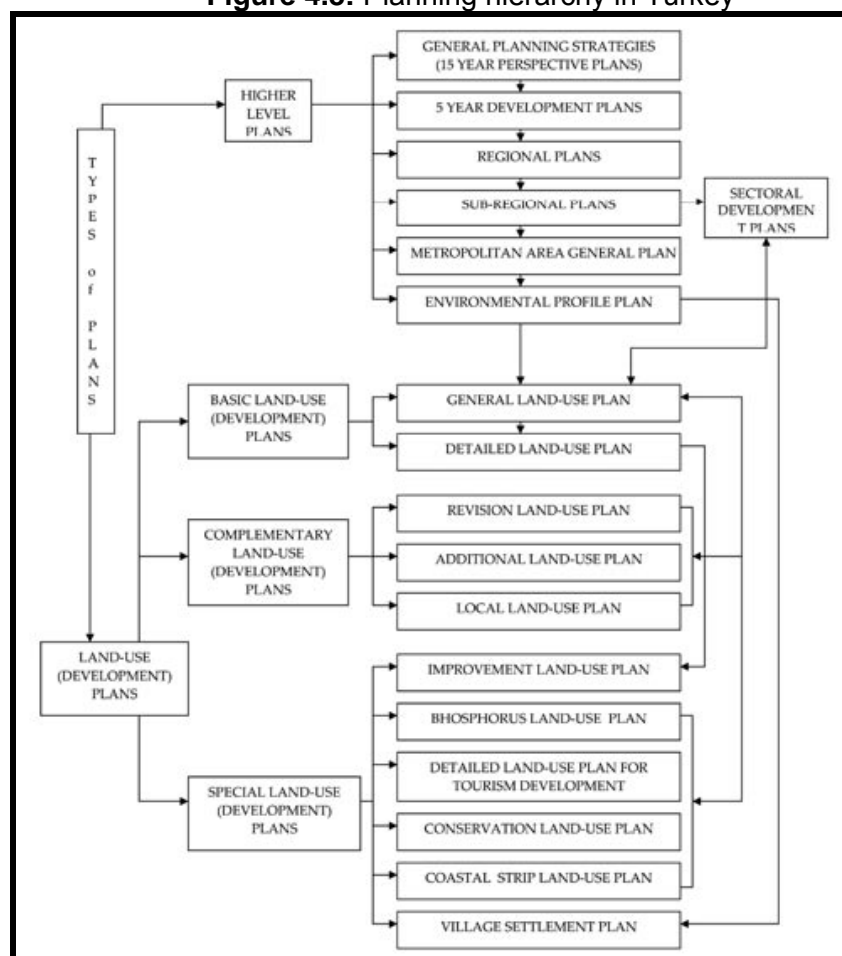
* The Districts included in Istanbul's Central Area as defined for the purpose of the YPP Workshop are marked

Source: www.ibb.gov.tr, 2006

The structure of the planning system in Turkey is presented in Figure 6 and Table 3. Several public institutions are responsible for the design and implementation of different types of plans within their area of authority. However, the planning system is characterized by certain weaknesses or “missing points” which hinder implementation and create controversies:

- There is no representation of the civil society, i.e. actors such as NGO's and most importantly the local residents are not taken into consideration in the planning process.
- There is no providence for the implementation of well defined and socially focused investment programmes.
- There is no tradition of partnership and organization models.

Figure 4.8: Planning hierarchy in Turkey



Source: SPO, 2001¹

¹ State Planning Organization (SPO) (2001b), “8th Five-Year Development Plan, Map, Land Registration and Cadastral Survey, Geographical Information and Remote Sensing Systems Special Task Committee Report”, Ankara. (<http://ekutup.dpt.gov.tr/>).

Table 4-2: Types of plans and responsible public institutions / bodies

Plan Type/Level	Responsible Public Institution
Regional Plans	State Planning Organisation (SPO)
Environmental Profile Plan	Ministry of Settlements and Reconstruction Ministry of Environment
Scales: 1/100 000, 1/50 000, 1/25 000	Agency for Specially Protected Areas
Framework Land use Plan	Municipalities or Metropolitan Municipalities within municipal borders and in annexed areas, Governorates in other areas
Scales: 1/50 000 - 1/25 000 – 1/5 000	Min. of Tourism in Tourism Areas and Centres Agency for Specially Protected Areas in SPAs South- eastern Anatolia Project (SAP) Regional Development Administration in the SAP Region
Detailed (Application) Land use Plan, Scale: 1/1 000	Municipalities or Metropolitan Municipalities within municipal borders and in annexed areas, Governorates in other areas Ministry of Tourism in Tourism Areas and Centres Agency for Specially Protected Areas in SPAs Protection Councils for Cultural and Natural Assets – Min. of Culture in Designated Archaeological and Natural Sites
Special Use and Management Plans	National Parks General Directorate in National Parks
Forest Management Plans	Ministry of Forestry
Ministry of Environment, Agency for SPAs in Specially Protected Areas.	Decree of the Council of Ministers (1989)
Determination of the Shore Edge Line, Permit for reclamation of marine areas, construction of harbours, piers, etc.	Ministry of Settlements and Reconstruction Governorates, Under Secretariat for Maritime Affairs
Regional Infrastructural Facilities	General Directorate for the Construction of Harbours, Railways and Airports General Directorate for Highways Turkish Electricity Production and Transmission Inc. (TEDAS) Turkish Pipeline Transport Inc. (BOTAS)
Plans for Dams and Irrigation Systems	State Water Works General Directorate (DSI)
Other Plans Related to Environment, Clean Air Plans, Plans for State of Emergency and Instant Action	Administrative areas

Source: Ozhan, Erdal (2005) "Coastal Area Management in Turkey", Priority Actions Programme Regional Activity Centre, Split

The Central Area's balanced and integrated development calls for:

- Acting simultaneously on all structural levels.
- Discovering the sources of unbalanced development.
- Developing measures which encourage individual capital investment but at the same time guide it towards commonly agreed targets of local interest.
- Providing local and supra-local actors with information.
- Supporting co-operation within and between the public and private sector and the civil society.
- Encouraging public participation in all stages of the planning process.

The actor that can play a leading role in fostering integrated and sustainable development of Istanbul and its Central Area is the city itself, thus the Metropolitan Government, as it may act in all four structural levels and promote co-operation between actors on all four of them. Thus, the city can create an integrated perspective for its development, as the one described in the chapters that follow.

Perspectives for Development

Our perspective for the development of Istanbul's Central Area is a 3-step process: first, a developmental framework is being proposed, which can be used as a guide for further development. Second, attention is drawn on strategic areas at the district level already identified in Chapter 2 and proposals are being made to promote integration. And third, the alliances that need to be established between actors in order to initiate and maintain urban development in these areas are brought forward.

Framework for Development

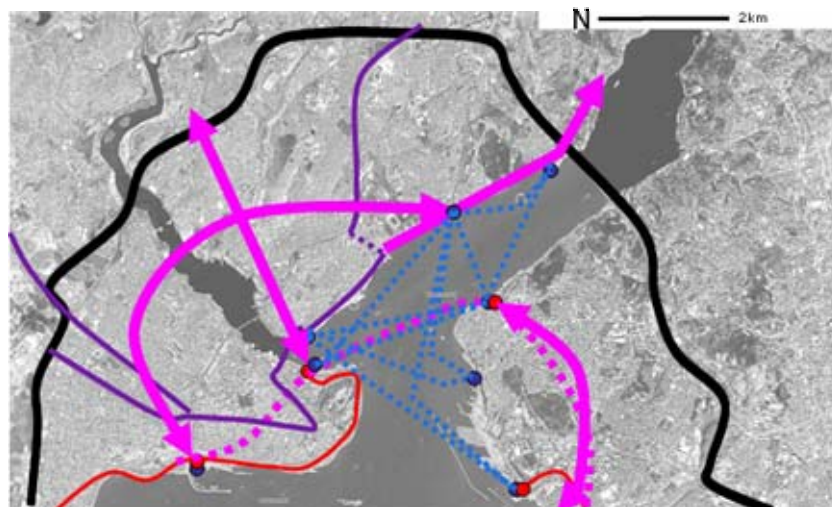
The framework for the development of the Central Area is articulated around four main concepts:

CONNECTION:	Enhancement of public transport and connection of Istanbul's Central Area at two levels, between its neighbourhoods and with the broader Metropolitan area.
ACCESS:	creation of open spaces and facilitation of access for the public
BALANCE:	establishment of an equilibrium between existing and new (proposed) economic centres
PRIORITY:	focus on the pedestrians rather than vehicles

These concepts, each one representing a group of interventions, stand for what the city, i.e. the Metropolitan Authority, being the major actor, can do to initiate a development process throughout the central area. It is expected that each of them will have a multiplier effect in other aspects of urban economy, fostering development in other sectors. For example, the amelioration of the public transport system may lead to the increase of attractiveness of areas located in the periphery of the Central Area, boosting new investments in the residential or economic sector. However, it should be kept in mind that the establishment of this framework can only be seen as a starting point or step in the area's integration process as the local government needs to establish partnerships with other stakeholders in order to achieve its development goals.

Connection: Istanbul's public transportation network, consisting of the road, the railway and the waterways network is not well integrated. This fact, along with the shortage of parking spaces, results to significant traffic jams during peak hours. Thus, enhancing connections between the three parts of the study area (i.e. the Historical Peninsula, Beyoglu, Şişli and Beşiktaş area and the Asian part) is of primary importance. A "public transport ring" would be an integrating measure to connect the existing but separated axes of public transport. In doing so, the disintegrated nodes such as train stations or passenger ports would be converted to multi-type transportation access points. Additionally, radial rail-based public transport linkages should be established in order to facilitate access to the centre. Moreover, these radial axes could be linked to the E5 motorway by park-and-ride facilities. Combined with the railway link between the European and the Asian side of Istanbul, which is under construction, and an increased service of possible boat connections, Istanbul could establish an important backbone of public transportation, which could be for the first time (since the historical tramway system) competitive to the road system. In our opinion, these investments are of strategic importance for the integration of Istanbul's Central Area, as the traffic problem is one of the most serious ones for the city. An important factor that would ensure the establishment of an integrated network with functional links is the simultaneous operation of existing and new public transportation means and connections. This, of course, calls for a proactive decision on behalf of the responsible authorities with regard to the further development and organisation of public transportation in the whole city.

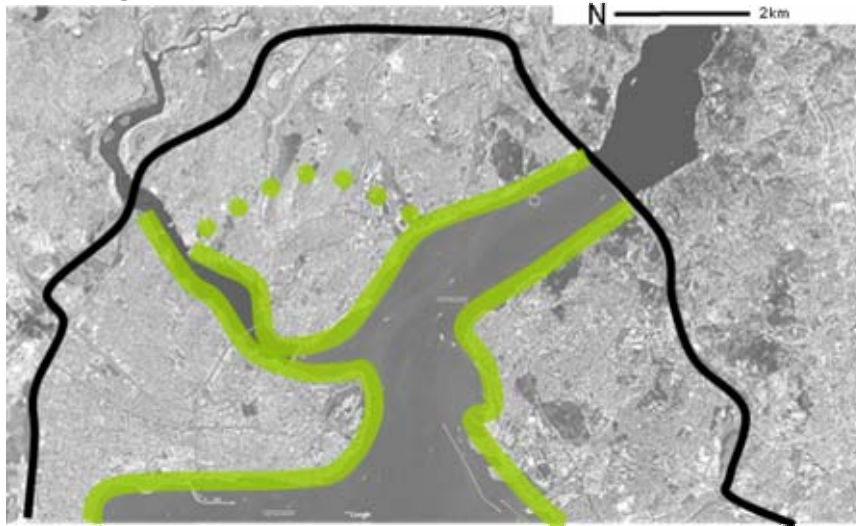
Figure 4.9: Framework for development – CONNECTION



Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert

Access: An important element to promote people's interaction is the existence of meeting points, where inhabitants and visitors, cultures and traditions can come together in a dialectic relation. The creation of open public spaces along the coastline, where access is currently limited due to the establishment of several uses (such as sites of cultural interest, museums, ports or even residences in the Asian part) as well as between neighbourhoods will enhance social integration.

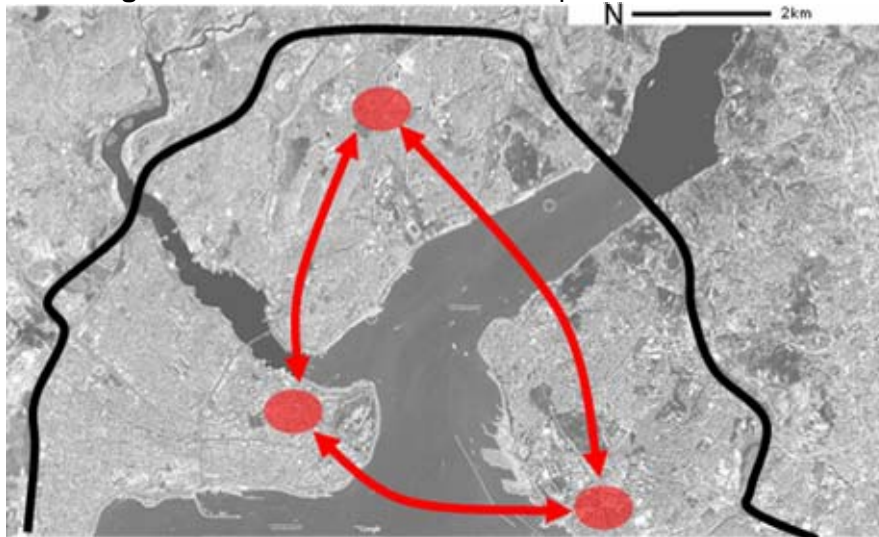
Figure 4.10: Framework for development - ACCESS



Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert

Balance: Currently, the main economic activities are concentrated in Eminönü and Hans (trade, light manufacture, distributor services) and the Central Business District (CBD), which is located in the northern part of the study area and extends beyond it (finance, insurance, real estate, advertising). A third economic centre is envisaged in the Asian part, namely in the Haydarpaşa area, in order to balance the distribution of activities among the three parts and function as an attraction pole for the inhabitants of the Asian peninsula. The creation of this centre could have several multiplier effects, limiting traffic jam above Bosphorus being one of them.

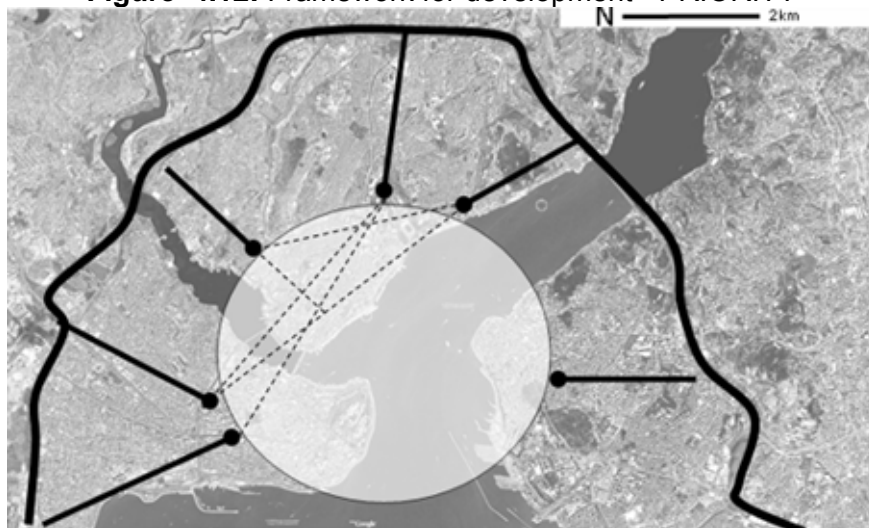
Figure 4.11: Framework for development - BALANCE



Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert

Priority: Due to the mere concentration of uses in the centre of the city's Central Area as well as the redevelopment potentials of specific locations within it, such as the shipyards in the Golden Horn, Galata Port and Haydarpaşa area, its integrated and user-friendly development is set as a matter of priority. In this framework a pedestrian network is envisaged, linking all the main economic, culture and leisure poles, enhanced also by public transportation such as tramways or underground, while the use of cars will be limited in the periphery of this zone.

Figure 4.12: Framework for development - PRIORITY



Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert

Integration Proposals in the Strategic Areas

Having defined the central area's development framework, efforts to promote integration could be focused in the strategic areas identified in Section 2 (see also Fig 11) as areas of conflicting interests. Some proposals classified according to the type or forms of integration they seek to achieve are the following:

Figure 4.13: Social integration

Proposals for social integration	Strategic areas
Creation of open spaces between neighbourhoods and along the coastline to promote social interaction.	Tarlabasi, Fatih, Carsamba, Suleymaniye, Kulaksiz, Galata, Cihangir, Kuzguncuk, Haskoy
Provision of social infrastructure within neighbourhoods (schools, community centres, nurseries, centres for the elderly etc.).	
Attraction of commercial and cultural uses to segregated neighbourhoods – “opening” the neighbourhoods to people living outside them	
Investigation of peoples' way of making a living and the problems they encounter in order to eliminate them and ameliorate their living conditions.	
Enhancement of public participation in the decision-making process – information and training programmes.	

Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert

Figure 4.14: Physical integration

Proposals for physical integration	Strategic areas
Provision of access points / vertical routes from E5 motorway to the centre	E5
Creation of an inner city ring route of public transportation.	Central Area
Enhancement of public transportation within the inner "ring" and discouragement of car use.	Central Area
Creation of multi-type transportation nodes.	Sirkeci Railway Station, Haydarpasa Railway Station and Port, Yenikapı Port, Galata Port, Kabataş, Besiktaş, Ortaköy, Uskudar
Redevelopment of empty former industrial lots as spaces for social integration.	Haydarpasa Port, yardships
Opening" the city centre to the water – creation of view sites, pedestrian routes, meeting points etc.	Coastline

Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert

Figure 4.15: Economic integration

Proposals for economic integration	Strategic areas
Development of a commercial centre in the Haydarpasa area: creation of a bipolar trade zone over Bosphorus and a commercial node in the Asian part	Haydarpasa area
Preservation of the existing commercial / trade areas in the historic peninsula.	Eminonu
Technological upgrading of the SMEs in Suleymaniye in order to be able to produce brand named products easier and faster – enhancement of their productivity and efficiency.	Suleymaniye, Hans

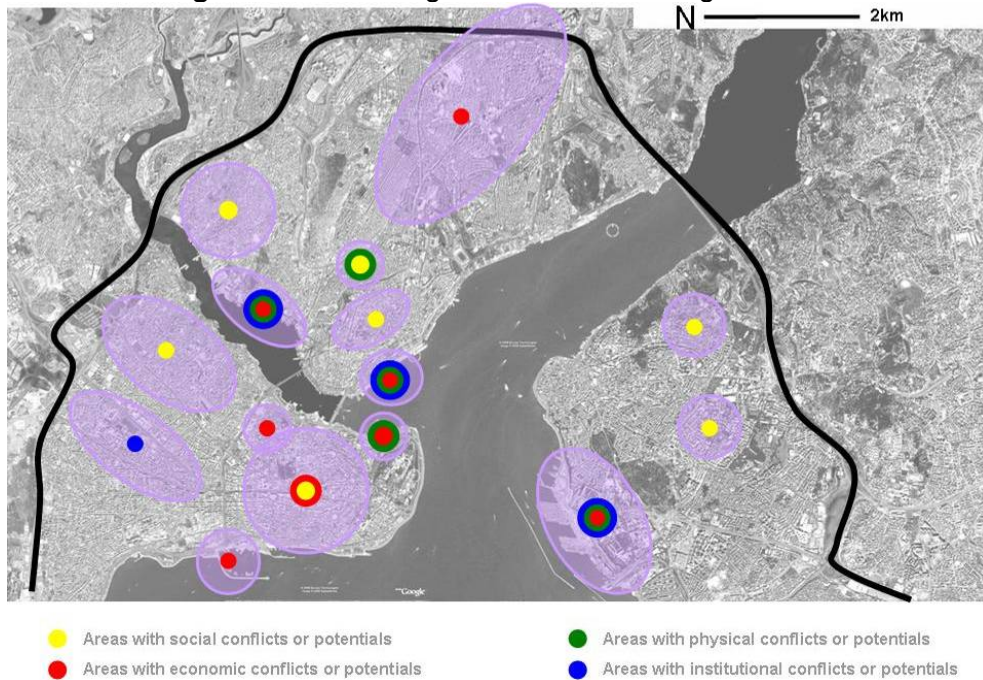
Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert

Figure 4.16: Institutional integration

Proposals for institutional integration	Strategic areas
Promotion of decentralisation to the lower administration levels.	District and Metropolitan Municipalities
Promotion of Public-Private Partnerships (PPPs) for the implementation of projects orientated to the upgrading of peoples lives (housing upgrading on the benefit of the inhabitants, public housing in upgraded premises, sanitary projects with the involvement of the private sector, etc.)	District and Metropolitan Municipalities - Private sector
Definition of common goals and establishment of synergies between actors in all administration levels	All administration levels
Promotion of dialogue and exchange of ideas through the creation of discussion groups, committees, conferences, workshops etc., enhancing public participation	All administration levels and the civil society

Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert

Figure 4.17: Strategic areas of conflicting interests



Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert

The Need to Establish Alliances

The economic, social and institutional structures and the changes they go through have major effects on the urban political atmosphere and power relations. Mollenkopf (1992) stresses the connection between formal political structures and processes, corporate decision making and the exercise of power by many other institutions such as unions, professional associations and neighbourhood groups which may form alliances with elected officials in order to get things done². According to him many participants do influence decisions.

In Istanbul there is a tradition on solidarity which springs from the city's cultural background. However, with the rapid transformation of Istanbul's economic, physical³, social and institutional structure, its organizational structure became improper for the management of urban issues. These transformations along with the city's growth caused some shifts in the way issues and values are faced, from:

- public to private interest
- local needs to global demands
- rehabilitation to renovation
- conservation to regeneration

² Mollenkopf, J. (1992), "How to study urban political power?" in Legates, R.; Stout, F. eds. (1999), *The City Reader*, Routledge, London

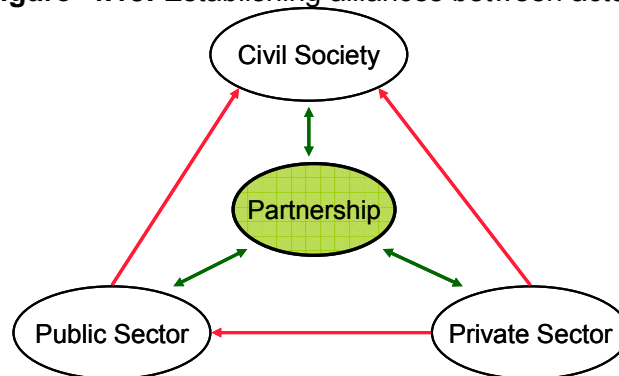
³ Changes in the physical structure can be perceived as a process where the loss of symbols of culture causes alienation of "body".

- cultural diversity to polarization
- production to consumption, etc.

The absence of public participation in the planning process led to the increase of the city's problems and the emergence of new winners and losers. In particular, the new spatial demands of local and global private investors and the governmental choice to unconditionally satisfy their needs led to the loss of public spaces as well as cultural and natural heritage. For example, the Bosphorus' coastline, one of the city's most important elements, was engaged in a process of deforestation as new "elites", in the form of gated communities, established in several forest areas. Moreover, many neighbourhoods, even in the city centre (e.g. Tarlabasi) suffered from gentrification and deprivation.

In this framework, the need to establish alliances between the actors of the public and private sector as well as the civil society is a matter of priority, in order to define common goals for the city's future development. Thus, the one-way relation that currently exists between them, with the public sector trying to attract investment from the private sector and both of them imposing their will on the civil society has to be transformed to a partnership model.

Figure 4.18: Establishing alliances between actors⁴



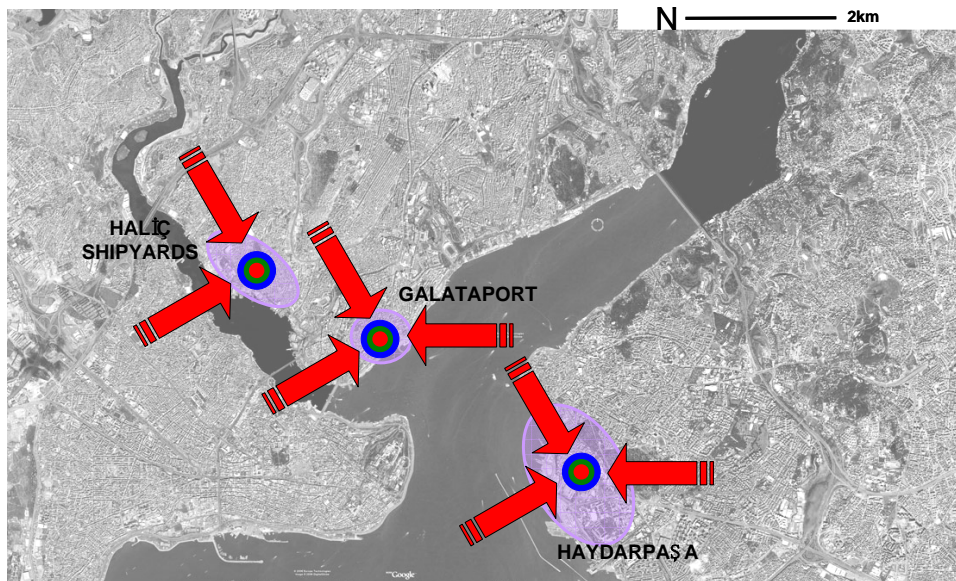
Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert

Two examples can be used to illustrate this point. In the first one, important areas for future urban development have been spotted. These are Haliç Shipyards, Galata Port and Haydarpaşa, which are located in the coastline and attract several actors' attention. In all three spots the central government has elaborated development projects in order to attract capital investment and satisfy the local or global investors' needs. According to the planning procedure, the local government may have a say only at the implementation level. Moreover, several other stakeholders, such as international and local agencies, companies, NGO's and residents have been excluded from the process. Establishing a partnership

⁴ in red are pictured the existing relations; in green the proposed ones.

among them and giving the local government a more active and co-ordinating role could lead to the adoption of solutions that entail benefits for all.

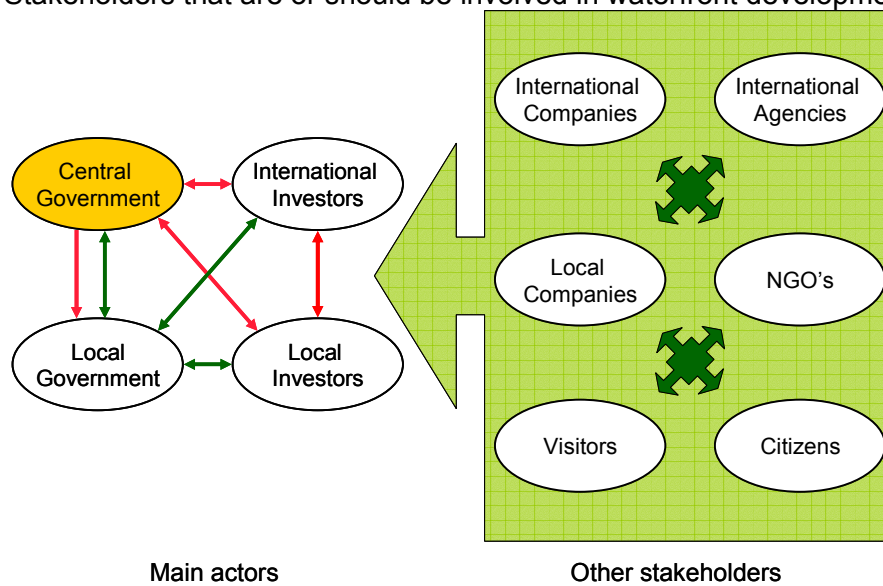
Figure 4.19: Areas of waterfront development



Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert

Figure 4.20:

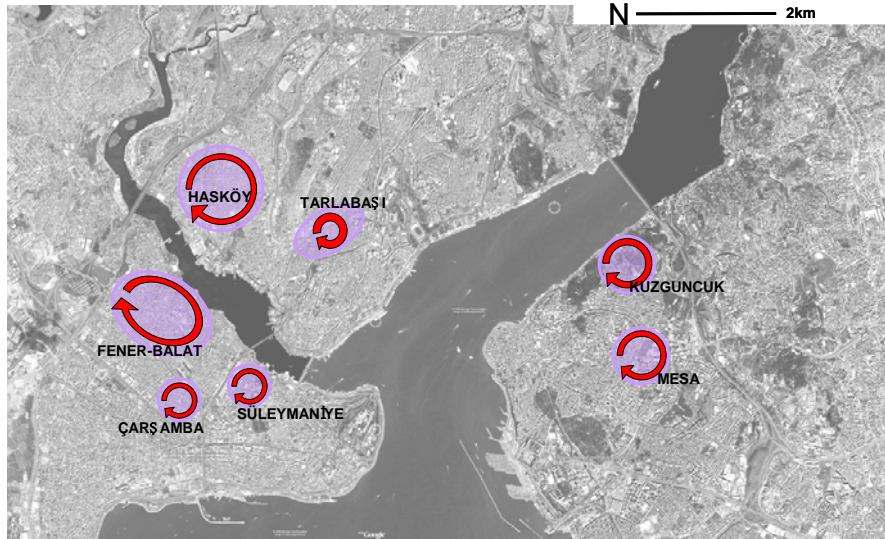
Stakeholders that are or should be involved in waterfront development



Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert

In the second example, neighbourhoods facing several disintegration problems have been taken into consideration. These communities consist of either medium or low socio-economic classes that have to deal with poor infrastructure, low sanitary conditions and segregation due to religious matters, or higher socio-economic strata that live almost isolated in gated communities. The rehabilitation of these neighbourhoods calls for the formation of partnerships where all the stakeholders are involved, in order to reach a common understanding on the problems they face and to define a common vision for the future.

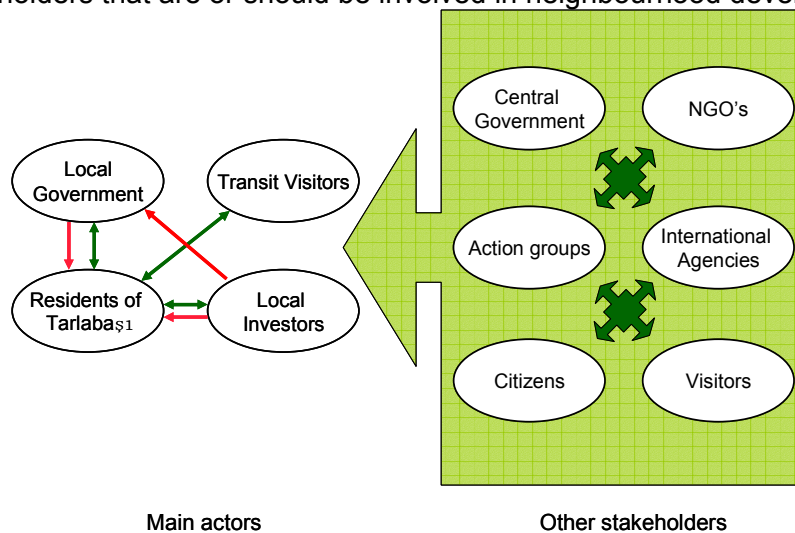
Figure 4.21: Areas that face social disintegration problems



Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert

Figure 4.22:

Stakeholders that are or should be involved in neighbourhood development



Main actors

Other stakeholders

Source: Constructed by Alexandropoulou, Junussova, Kurtarir, Nollert

Conclusion

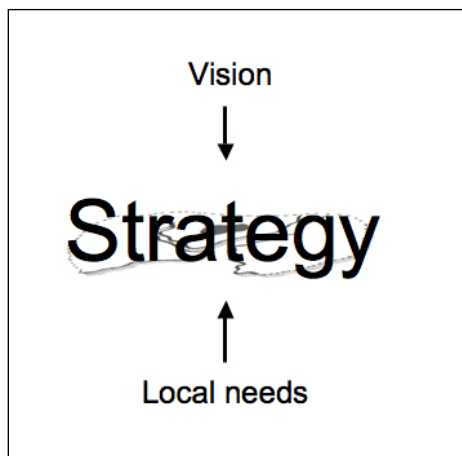
Starting from the need to find a common vision for Istanbul's Central Area, an effort has been made to describe it: "preserving Istanbul's uniqueness" could define the Central Area's future role within the context of a globalized economy. However, it has been stressed that "preservation" should be interpreted as an active, balanced and integrated development that would ensure public participation.

At a second level, strategic areas have been identified, facing several dis-integration threats but at the same time presenting development potentials.

Based on this analysis, it has become evident that there are several structural levels - physical, social, economic, and institutional - that form an interdependent framework for development. Although every level has to cope with different challenges, development has to be promoted in an integrated way that would take into account different dimensions in all four levels.

In this process urban actors play a prominent role. These stakeholders vary from the national and local authorities, to private investors and citizens. However, the actor that can play a leading role in fostering integrated and sustainable development of Istanbul and its Central Area is the city itself, thus the Metropolitan Government, as it may act in all four structural levels and promote co-operation between actors.

In doing so it has to establish an integrated perspective for development, a bundle of measures, which can initiate a development process in the Central Area and are mostly related to the provision of infrastructure, the creation of economic nodes and the facilitation of access to public spaces. On the other hand initiatives on the local level should also be promoted in the form of pilot projects, which could serve as examples of good practice on a small scale.



Some of the measures proposed could be realized by the city's authorities themselves. However, several other actors should be involved in the implementation of the majority of them. In some cases, projects could and are expected to be initiated by actors other than the city, having severe effects on the city's functions and people's lives, if the local government remains a mere observer. For this reason, the city has to search to establish alliances among urban actors in order to define development goals based on consensus building and on the vision of a "balanced evolution".

In conclusion, the development of Istanbul's Central Area has to be initiated on the basis of a common vision that will provide the framework for the set up of an urban development strategy. Thus, rather than asking "how can we achieve development", the question "what kind of development do we want" has to be answered first, through a planning process based on commonly identified needs and goals. The Metropolitan Government could assume a leading role in this process, ensuring that all the stakeholders, that seem to act in an isolated way up to now, come together to discuss and decide about the city's future.

As a final reflection, it could be said that on the opportunity of the YPP Workshop, our group made an effort to "point the finger" on Istanbul's Central Area map in order to identify what we thought as major problems and propose possible solutions. These should not be considered as a blueprint, rather they should be perceived as a starting point, a small boost for inspiration to new ways of thinking.

5. Supporting Diversity and Encouraging Integration

Li FAN, Edouard MOREAU, Michael SCHWEIZER, Ebru SECKİN

Defining Diversity

Diversity is defined as the collective mix of people's differences in the workplace, society, families and communities. It can mean race and gender and also family status, military service, ethnicity, religious beliefs, education, age, sexual orientation and physical abilities. Diversity initiatives are about overcoming the barriers of differences that get in the way of work and positive relationships, and about recognizing differences as unique perspectives and contributions that individuals bring to the organization¹. Social diversity hinges on three universal human realities. First, that each individual is unique. Second, individuals and their societies are inter-related and inter-dependent. And third, that societies and cultures are dynamic: change, whether rapid or gradual, affects different members of society in ways that reflect differences in power and status².

Savage and Warde (1993) have summarized contemporary social change as polarization: between north and south; between the rich and the poor; between black and white; between the employed and the jobless and between the inner city and the periphery³. Even physical proximity may not guarantee socio-economic integration. This is the case in elite sub-centre and gated communities surrounded by low-income neighborhoods. Polarization is closely related to exclusion, segregation and isolation depending upon the geography and the social structure.

Mustard and Deurho (2002) consider social polarization as one of the major causes of spatial segregation. They consider the country of origin and the country of destination of immigrants, to be linked through the global macro-economy. Inappropriateness of supply of labour, leads to unemployment of the immigrants. This incompatibility leads not only to unemployment of migrant labour, but also to ghetto type, socially polarized, spatially segregated neighborhoods. Lowder (1993), considers zoning to be responsible for the highly differentiated urban neighborhoods. The question is: if zoning has to continue being used as a central planning tool, how can it help to attain integration⁴?

Socially mixed population is beneficial for a neighborhood. When promoting social mix strategies this usually is done by referring to societal problems as poverty and unemployment. A greater mix is supposed to prevent or decrease

¹http://www.gm.com/company/gmability/sustainability/reports/04/700_social/710_div_ove.html

² Anderson, M., (1996), Development and Social Diversity, A Development in Practice Reader, Oxfam (UK and Ireland), 1996

³ Savage, M. & Warde, A. (1993) Urban Sociology, Capitalism and Modernity. Houndmills: Macmillan Press, Ltd. London, 86.

⁴ Omenya O.A, (2002) Theoretical Conceptualisations of Urban Segregation and Their Relevance to Housing in Post-apartheid South Africa

these problems or the concentration of them. A homogenous neighborhood could create negative effects like the failure of vital networks to be established or that schools in these neighborhoods are not sufficiently functioning because of the lack of role models. A neighborhood that is not mixed can, according to the theory on social mix, in the long run, lead to a society or neighborhood with high level of criminality where the residents are poor, have low education, bad health and where the unemployment is extensive. This can characterize the whole neighborhood as bad and the residents living there could be stigmatized.⁵

The idea of social mix is not new, it occurred in city planning early in the 1800s. The social mix theory can be traced back to the philosophies of equality and social justice present in many social theories developed from the 1700s and onwards, as utilitarianism and egalitarianism, socialism, liberalism and contractarianism. The idea was to establish justice and to provide more equal life chances to people from different social strata. One way was to make the residential areas socially mixed.

Segregation is usually defined as decrease social interaction, dividing approach. Segregation has a physical aspect, the separation of social or ethnic groups in space and a more social dimension where the separation is mental which affects the contacts and networks among people. This social distance is often shaped by hierarchical systems according to income levels, ethnicity, demography or cultural variables. The two dimensions of segregation are connected and a physical separation in space often creates a social distance and vice versa. Social and spatial segregation is important characteristic of cities. According to one assumption, social groups must live in homogeneous patterns. They must separate from each other and there mustn't be relationship between different these social groups. Demographic differences can also indicate socio-economic and ethnic segregation.

Rates of migration⁶

Most people move in to, out from and inside the city because of changes in life phases and in economic resources. In course of life, one typically follows a housing career, from temporary housing alternatives when leaving home to the one-family house when entering a family life with children.

Socio-economic status

The two major socio-economic indicators in this study are a) education, and b) income. These are both central to any one persons level of living. The zones that score low both on level of education and income are inner city zones and some apartment house zones in the periphery, the same ones that appear when studying demography.

⁵Emma Holmqvist, Social mix, a strategy to counteract segregation? A very first draft for ENHR Conference Island, June-July 2005

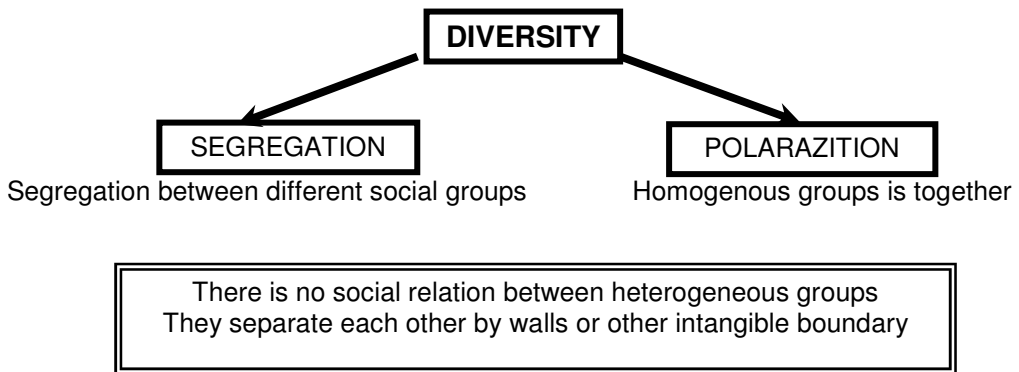
⁶ Ingar Brattbakk, Britt Dale, Stig Jørgensen and Anders Löfgren , 2nd International Conference in Critical Geography, Taegu, Korea, August 11-13 2000

Housing

The housing market is a powerful generator of urban differentiation. Different types and sizes of housing are found in different zones and the price level in one housing segment shows considerable variations across the city. The price level however, was different between central and peripheral zones. The prices have overall increased sharply, but in the inner city the price-level has gone up much more than in the periphery. This is an indication of a certain general gentrification of the inner city. It may also be an explanation for a slight positive change of the level of living in these zones.

Physical environment

The overall pattern in relation to physical environment (access to open space and outdoor recreation, pollution and noise) was consistent with the other indications. The inner city zones have less access to outdoor recreation and are more affected by pollution and noise from mainly traffic.



The transition / seam zones between the different patterns are defined by various elements, such as topography, street patterns, pedestrian and vehicle access to each unit, building characteristics (form, size and quality) and green areas. These can be grouped as natural (topography, green areas and parks), physical (roads and man-made borders) and social (different social patterns) elements which divide the settlement patterns in the area. The seam lines in between the various parts of the patchwork of neighborhoods show different characteristics:

- those that can be seen and can be passed through,
- those that can be seen but cannot be passed through,
- and those that cannot be seen and cannot be passed through.

Recognition of Differences in Istanbul

Turkey is a country which has been rapidly urbanizing since the 1950s. The problem of housing, as a result of the rapid increase in population and migration from the rural into the urban areas, is one of the most important subjects on Turkey's agenda. When we look at the patchwork-like and chaotic pattern of the urban environment in Istanbul, planned and unplanned developments show different characteristics and carry different dynamics and potentials for future

developments. The housing settlements built by cooperatives and private firms, the build-and-sell type of production, and the irregular / unplanned settlements are the main developments in addition to the existing urban texture of the city. Two new and different tendencies in regular / planned housing production have gained importance in recent years: one of them is the increasing number of luxury housing settlements surrounding the city; the other is construction, near the business centers, of multi-story dwelling blocks (towers) that include the various services of a five-star hotel.

After 1980 segregation process in Istanbul existing core-periphery structure transformed. Different social groups are near each other but separated by walls and security technologies. They don't want to be together and in common area. Middle and upper class started to live in homogeneous pattern in periphery of urban. Especially after 1990, there is diversity which always exists in the city transformed to both spatial and cultural segregation.

In the present, there are certain differentiates in between Asia and Europe Side of Istanbul Metropolitan Area. European Side has become gravity center of the city which is the result of clustering of economic activities that created unbalance between two sides according to night- daily use (population and function).

It is possible to see there is social diversity in the central area. There is a sub-region which having the same characteristic, there is no relationship between heterogeneous groups. This situation has put forward problems of disintegration. People which having different culture, income and style of life lives in this area. There is no relationship because of tangible or intangible boundary between these groups (Figure 5.1). For example, although Tarlabası is close to Beyoğlu, it has different structure more than Beyoğlu. Tarlabası settlement is separated from Beyoğlu by Tarlabası Boulevard.

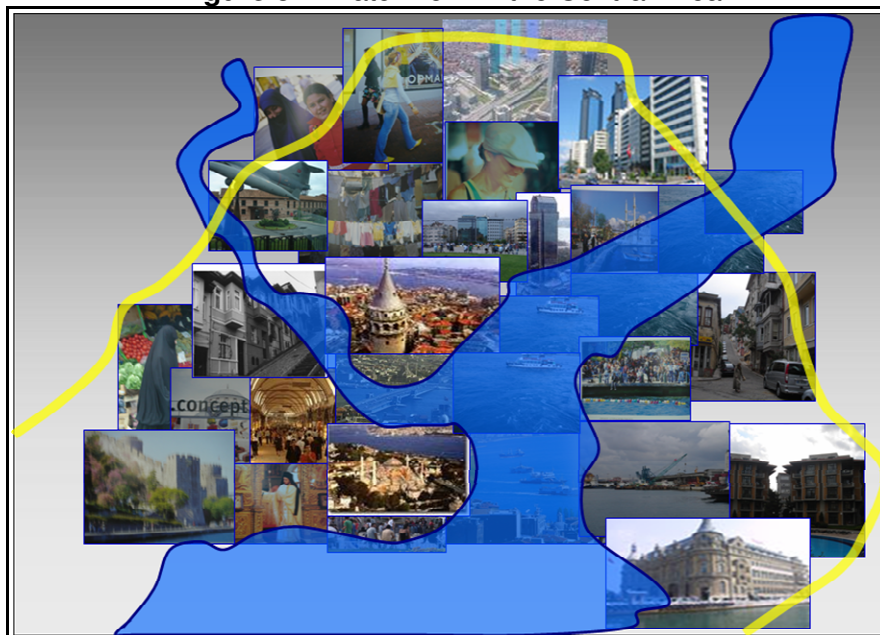
Our Approach: Breaking the Barriers to Support Diversity

As we have underlined previously, the city of Istanbul's extremely rich diversity currently works as a disintegrated patchwork, of functions and areas. This situation creates deteriorated areas or on the contrary gentrified zones, resulting in a city centre with several different speeds of evolution, preventing a smooth and modern evolution of the city centre in respect of the cultural heritage.

Our strong belief is that a city should be a place of interactions and encounters, bringing together all the components of the city life. We believe that disintegration creates barriers between population, functions and practices, threatening the quality of the urban life and the city's very *raison d'être*.

Our approach was to break the barriers – physical or non physical – between those patchworks, while preserving the identities and the fragile diversity. Through careful acupuncture operations seen as local triggers but imbedded in a global strategy, we want to support diversity and create a vibrant city centre as a place of rich social interactions, working like a whole **in a more socially sustainable way**.

Figure 5.1. Patchwork in the Central Area



Source: Constructed by Ebru Seckin

In time of world social tensions and conflicts, we have a unique opportunity to make of Istanbul a symbol of integration and harmony between Western and Eastern cultures, working in the same time as a true asset for the international competition between world cities and capital.

Our principle of interventions

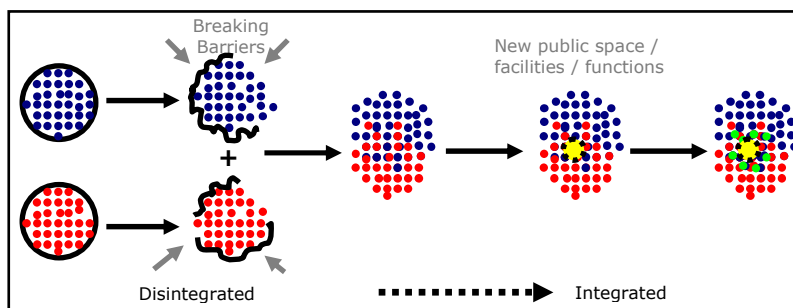
In the past 50 years, our modern societies have tended to stress on mobility rather than on places and has engaged a long-term process of privatization of the space that can be seen throughout the world. These tendencies have been closely linked by another one, even more dangerous for our cities: the tendency of avoiding risks of social conflicts by limiting “social frictions”⁷, encounters and interactions. This had lead to different form of separations and disintegrations; one extreme form is the famous gated communities.

However, this strategy has proven now its failure and the recent example of the riots in the French suburbs (which concentrate the more socially and economically fragile communities in disintegrated areas) is one of the numerous examples of it. Avoiding social frictions inside a city only strengthens in reality disparities, tensions, creates deteriorated enclaves or rapidly gentrified areas.

Socially mixed neighbourhoods, with different uses and functions are currently being promoted by urban policies: we wanted during this workshop to go further and develop concrete tools and strategies to break the social, cultural or urban barriers which separate communities but without endangering the identity of each

⁷ This idea of “social friction” has been recently thoroughly and marvellously described in « *La Condition Urbaine* », Olivier Mongin (2005)

neighbourhood, and introduce new functions and facilities for a real balance at a global scale. The principle of our interventions is shown in the following diagram:



Source: Constructed by Li Fan

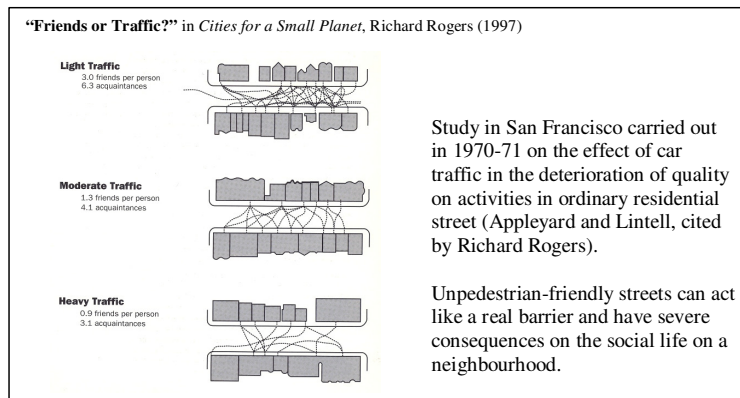
By breaking the barriers between neighbourhoods through a careful planning process and acupuncture design, we want to encourage interactions, encounters and mobility between them. Our aim is not to create socially or culturally homogeneous areas but on the contrary to preserve identities and support diversity in a more sustainable way by creating those necessary interactions that allow a smooth evolution and new opportunities for organic urban developments. The idea is to strengthen further these exchanges by introducing new functions (cultural centre, high quality open space, university etc.) in strategic locations in relation to a global strategy. These new functions could also work as a global attractor, thus bringing citizens from different areas of the city and developing the local economy.

In the short amount of time of a workshop, our objective was not to go into the design process and propose precise interventions as we believe that this process needs careful studies in partnerships with local actors that we couldn't obviously achieve in 2 days. We have chosen first to identify the great variety of barriers and give planning and design tools that could be used as local trigger to break them. Finally, we worked on possible global strategies which could incorporate those local actions and recreate a city centre working more efficiently as a whole.

Another Brick in the Wall?

The barriers isolating different areas are of several types, from which two groups can be distinguished: physical (Highways, water, mountains, etc.) and unphysical ones. Water is of fundamental importance for Istanbul and is a true asset for the city centre but plays also a strong role in the current patchwork situation. We have felt that the three peninsulas do not work as a whole and present an imbalance of functions. These issues will be discussed later when addressing the global strategy.

The second type of barrier is more subtle in its way of separating the area from its surrounding. During our visit of Istanbul, we have noticed several different examples: traffic dominated boulevard, under-used space (from which the waterfront is a striking example), mono-functional neighbourhood, deteriorated areas, etc.

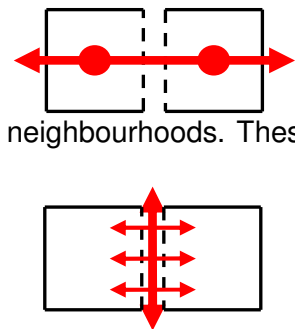


Urban Planning and Design Tools

In order to break social, cultural and urban barriers which impoverish social interactions and exchanges, we have imagined a series of planning and design tools that could be used in key locations to trigger urban development. As stated before, due to the short time available in a workshop and to the especially large area of study, our aim was not to spot those key locations and work on them in details, but rather imagine possible recombinant general actions.

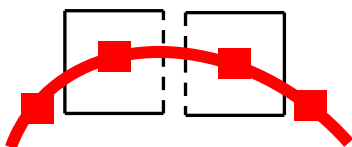
Our strategy was a triple one: encourage mobility, create new social links through community facilities and initiatives, and improve the quality of the urban environment to encourage the use of the public realm. The following actions illustrate this triple design and planning strategy⁸:

Creating new links
Analysing the urban fabric to imagine new links, integrated at a global scale, is a possible strategy to encourage exchanges between different neighbourhoods. These new links should be carefully designed, and integrate a mix use of activities while respecting the architectural and urban heritage.



Redesigning key arteries / interfaces

Key arteries working as interfaces between two neighbourhoods could be redesigned to create high quality urban space allowing more permeability between them by giving for example priority to pedestrian over cars. Tarlabaşı boulevard is an example of an interface that has a key role in the disintegration process between the two adjacent neighbourhoods and that could be redesigned.

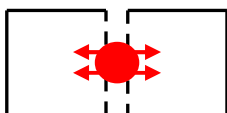


Providing more accessibility through better public transport

Public transport system should be at the centre of the planning strategy at metropolitan and regional level. Promoting public transport is not only a way to reduce traffic jams – an acute

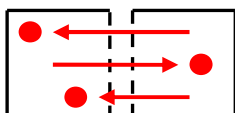
⁸ Figures were constructed by Edouard MOREAU

problem in Istanbul – it is also a solution to provide better accessibility which can trigger urban developments.



Creating open public spaces, cultural facilities as meeting points

High quality open spaces, carefully designed with cultural facilities and mix used functions, could be implemented at the interface of two neighbourhoods as a possible trigger of the local urban development of the city life and economy.



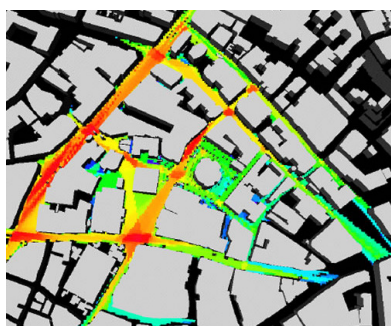
Imagining new common activities

Istanbul extraordinary rich and energetic urban life should be seen as an opportunity to develop new common activities (work, association, leisure) that could reinforce local identities but also introduce new functions and encourage interactions.

These actions need of course a precise analysis of the local urban life and urban morphology, in close partnership with the local inhabitants and actors. These “acupuncture interventions”, carefully chosen and with respect of the urban and architectural heritage, should at the same time be integrated in a global strategy in order to have a more balanced, coherent and therefore efficient strategy.

In Istanbul there are different patchworks. How to break the walls and support diversities? Here is the explanation:

Understand the urban morphology: the space syntax



How do buildings and urban areas ‘function’? What are the key factors in planning and design that can make a positive difference? For example, how does the network of streets in a city influence peoples’ movement and their interaction?

The approach of Space Syntax is based on the use of computer modelling to forecast how different plans and designs will affect the ways in which people will use buildings, streets and open areas. Originally conceived by Professor Bill Hillier and his colleagues at The Bartlett, UCL, in the 1980s as a tool to help architects simulate the likely effects of their designs, it has since grown to become a tool used around the world in a variety of research and areas and design applications.

Source: <http://spacesyntax.com>

Walls

The reason why some districts become patchwork is that they are isolated from each other. That means they have their own walls. In most cases walls are not physical but unphysical. For example, rich communities and poor communities do not communicate to each other. A psychological wall exists between them. They may live in the opposite of a street but they do not know each other and never meet. In other words, they are disintegrated.

The walls of different patchworks in Istanbul include physical walls and unphysical walls.

1) Physical walls: Highways, rivers

2) Unphysical walls: Hierarchy of social classes, different religions, different habits, different customs

For example, Muslim communities and non-Muslim communities have different cultures. They may not get used to each other. If they live together conflicts may happen.

When two communities have walls they are isolated. Our approach is to break the walls. In this way, the community is not closed any more, but they are open to the other world. When the wall breaks, people from other communities will come and more interaction will happen. People from different communities begin to share their time, life. The moment of breaking walls is the beginning of integration.

Forces

The wall does not break by itself. The process needs force from outside to push the wall. What are these forces? From the urban planning view, they are spaces for communities to share and meet. These spaces includes

1) Shared public open space

To create more open space between communities and promote communication between them is an import way to break the walls. When people are relaxing, they begin to get to know each other and do something together.

2) Shared public facilities

For example, universities are places for different group of people to use. The other facilities include commercial centers, sport facilities and so on.

Integration and identity

When walls break, communities begin to integrate. The process may be slow. And new changes may happen during the process. Integration promotes communication. New ideas will be created during the process. Different communities are integrated and people have a better quality of life. Integration may kill the identity of communities. One may be integrated to another. When one mixed with another, a new identity may be created. The former identities may get lost. They are different possibilities. The principle is not to lose the identity, but to preserve them so as to keep the diversities. Therefore, integration must be carefully planned and keep in a slow process. Integration may cause more

conflicts. When two communities do not contact with each other, they stay peaceful. While the interactions come, potential conflicts also come. Integration is different in different communities. The degree of integration varies between neighborhoods.

Integration of green open space and water front

One example of planning tools to promote integration is to develop better public open space. In Istanbul, the openness and better usage of waterfront should be strengthened. Istanbul is a city of water. Waterfront is the lifeline of Istanbul. At moment the water front is more used for transportation other than recreation. Along the waterfront, different functions are separated from each other and not linked. A public pedestrian network should be developed along the entire water front. Waterfront is also a line to connect all the communities near the river. Water Front Park can provide open spaces for uses such as cafes, bars, restaurants, jogging, badminton field, playgrounds for kids and so on. In the water front of Berlin, people are crowded and gather together to relax. Open Air Theater is performed. People enjoy sunshine along the river. Waterfront is developed to a beach.

The dotted green land in the city of Istanbul should be lined as a network. When green lands are isolated work as patchworks. Once they are connected, they could be a network of pedestrian space and thus animals can move from one place to another place easily. From ecological point of view, it is very good for the urban ecological system.

Not only the green link is created but also a cultural link shall be developed. The cultural link connects three parts of Istanbul. The special spots are the highlights of the cultural line, which include the train station, abandoned shipyards, ferry station and so on. There are supposed to develop to a district center for commercial and cultural events. The abandoned shipyard is near the waterfront and it has the potential to be renovated into a cultural and recreational center. The successful case of this redevelopment includes the former harbor of Baltimore. The harbor district was redeveloped to an entertainment and recreation center. The new recreation center can provide more job opportunities and promote economic development. The poor neighborhood may also get opportunities to be involved in the redevelopment of shipyards.

Integration of the city center

The Golden Horn and Bosphorus divide the city of Istanbul into three parts. The historic center of Istanbul is around Mosque. The new CBD is in the north west of the city. The Asian part of Istanbul is more for residential use. A new city center shall be developed to integrate the three parts of Istanbul. The meeting of two rivers gives Istanbul a special geographic location. The city center should be the combination of the three parts around the meeting point of two rivers. The meeting of different things including rivers, cultures, east and west is the soul of Istanbul. City center should be pedestrian zone. When people have the opportunity to gather and walk, the identity of a city center can be strengthened. Water should not be the barrier of the city, but the link of the city. That means

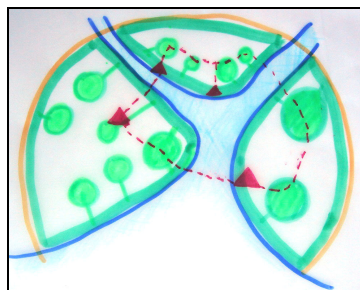
water, together with the water front, shall be the center park for Istanbul. With the construction of the underground tunnel, both sides shall be better connected. Train station and the tunnel station will work together as one of the highlights area of the waterfront and gate of Istanbul. Visual links are very important between European side and Asian sides. Along the train station area are the best places to have a view to the mosques. Skyline is quite clear. The skyline could be the best attraction for local people as well as tourists.

Strategies: Redevelopment of Green Open Spaces and the Water Front

One of our main concerns during the workshop was to recreate a city centre that would work as a whole between the three peninsulas in a more balance and sustainable way. Our first focus was on Istanbul waterfront that we felt was underused, difficult to access and overall poorly aimed toward pedestrian and local life. The heavy infrastructure, linked to the past harbor activities, offer a unique opportunity to redesign the waterfront.

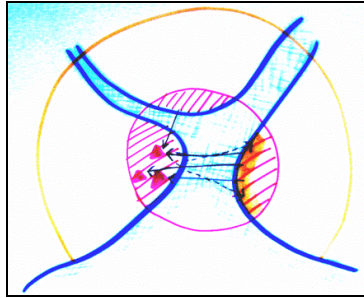
Our proposal is to create a real continuity along the waterfront through a green pedestrian corridor that would run along the waterfront of each peninsula, opening the views on the water and bring it back into the city as a fundamental actor. We see this possible urban development as a fantastic opportunity to link the peninsulas and the different neighbourhoods between them. The current facilities or the possible future development (see below the “special spots”) will give rhythm and encourage activities and uses throughout this green corridor. We pushed this idea further and proposed to extend this corridor inside the city centre, as a second bigger green loop. These green corridors would replace key arteries and provide a much better pedestrian-friendly environment as well as high quality public space designed in strategic locations (See: Design and Planning tools section). Furthermore, we want to create a pedestrian only zone at the heart of the city centre. Our aim is to give a strong identity to the core of the city and offer a high quality environment in relation to the fantastic natural and cultural settings.

Figure 5.2. Waterfronts and Green Open Space



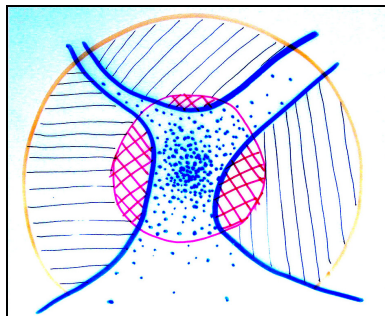
Source: Constructed by Li Fan

Figure 5.3. Strengthen visual corridor



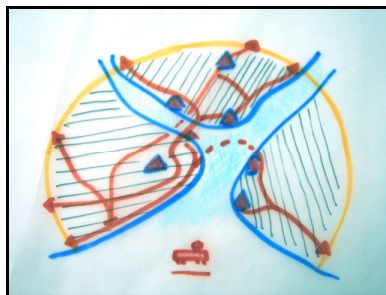
Source: Constructed by Ebru Seckin

Figure 5.4. City centre



Source: Constructed by Li Fan

Figure 5.5. More integrated public transport system

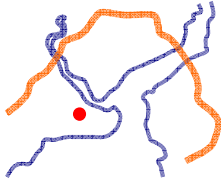


Source: Constructed by Michael Schweizer

Strategies: Redevelopment of “Special Spots”

As underlined in the brief that has been sent to us, we felt during our visit of the city that key spots for redevelopment exist and offer fantastic opportunities to trigger an urban regeneration process of certain areas. Those “special spots” are the district of Hans, Galataport, Haydarpasa and Halic shipyard.

a– District of Hans



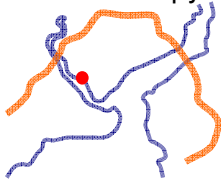
Characteristics: main trade center with traditional businesses currently suffering a physical deterioration thus creating a cluster inside the city centre.

A strategic position: near the tourism center and easily accessible from Beyoglu.

Idea: creating new activities linked to tourism and taking advantage of its attractiveness (historical buildings, handicrafts, etc.). The redevelopment plan should aim at respecting the traditional manufacturing industry but at the same time encouraging new activities linked to tourism by creating:

- quality public space and pedestrian-friendly links to the waterfront
- cleaning and conservation policies
- cultural facilities link to traditional handicrafts

b – Halic Shipyard

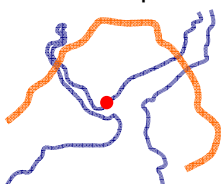


Characteristics: a major past shipyard, now unused but working as a landmark.

A strategic position: very accessible, located on the waterfront of Haskoy.

Idea: Introducing a mix use of activities in link with a major green open space working as a local meeting point for all the surrounding neighborhoods and integrated in the waterfront green corridors.

c – Galataport

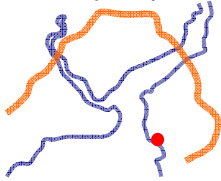


Characteristics: main port, passenger shipping activities presenting opportunities for redevelopment in link with the museum of modern art.

A strategic position: in the heart of the city center and located on the waterfront.

Idea: creating a major cultural focal point with a mix use of activities: ateliers, subsidized live & work units to introduce a social mix. Integrated in the waterfront green corridor (example: cultural extensions of the museum in the public space) to create a major corridor of cultural interest from the tourism center in the south west to the Bosphorus Bridge in the east.

d – Haydarpasa



Characteristics: a vast harbor area around Haydarpasa train station presenting strong opportunities to introduce more balance

A strategic position: very accessible and located on the waterfront.

Idea: this area is a fantastic opportunity to introduce new functions: high-tech offices, recreational facilities (can attract all the central area, integrator function), mix use residential area, social housing. Those new activities should be integrated with the waterfront, and, being in strong visual connection with the traditional center, respect the city center skyline.

Conclusion

It is possible to encourage integration within Istanbul Central Area, reducing physical and non physical barriers with defining above tools and ideas. If diversity is wanted, the barriers have to been removed between different parts (See Figures 5.6 and 5.7).

Figure 5.6.Disintegrated patchwork

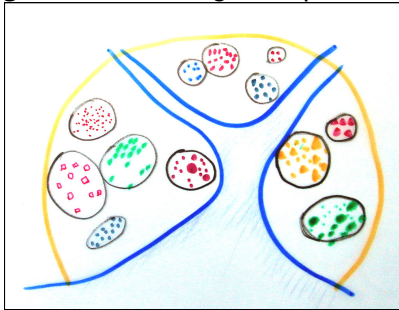
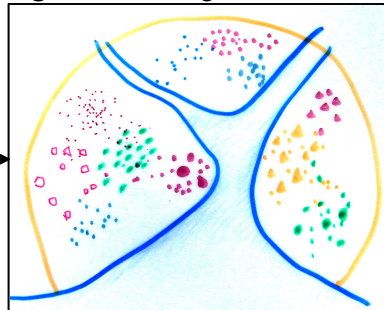
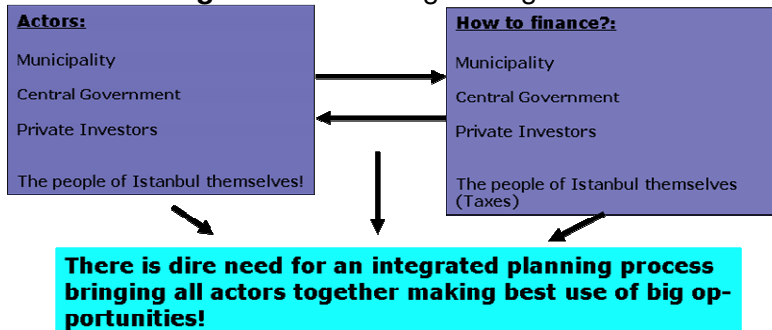


Figure 5.7.Integrated diversity



Source: Constructed by Li Fan

Figure 5.8. Planning Management



Source: Constructed by Michael Schweizer

6. Creating the 'Golden' Central Park of Istanbul

Madalen G. BEREZIARTUA, Tore SECILMISLER, Norbert MUNDL

Our main approach is to deal with the pinpointed problems by introducing mainly physical structural changes through measures which are all part of a big visionary project. Probably the project can't be realized to a full extent because of a too ambitious approach. Nevertheless it is in our opinion important to think big in that context, because then it has more power in creating identity and general interest for structural change.

Figure 6.1. Logo like scheme of the planned area (exaggerated borders of the park)



Source: Constructed by subgroup members

Figure 6.2. Pictorial display of integration and disintegration (as well as a kind of logo)



Source: Constructed by subgroup members

Our Understanding of Balance and Integration

Basically we want to reach a social, economical and urban balance within the settlement through acts of integration in various fields of urban planning - such as providing sufficient green and recreation space, a dense net of attractive public transport and additional measures of reducing the problem with too much car traffic, establishing facilities with a high potential of social congregation, good and high quality architecture and last but not least, offering traditional economy a chance of re-establishing themselves thus creating opportunities for inhabitants as well as for tourists.

Integrating tourism into a concept of basically planning for the living area of the population can provide the necessary funding for the physical structures and arguments to convince the authorities for taking such projects into consideration more easily.

After a brief analysis of the important facts of the area we continued finding deteriorated areas in a strategically good position. We tried to locate new central ar-

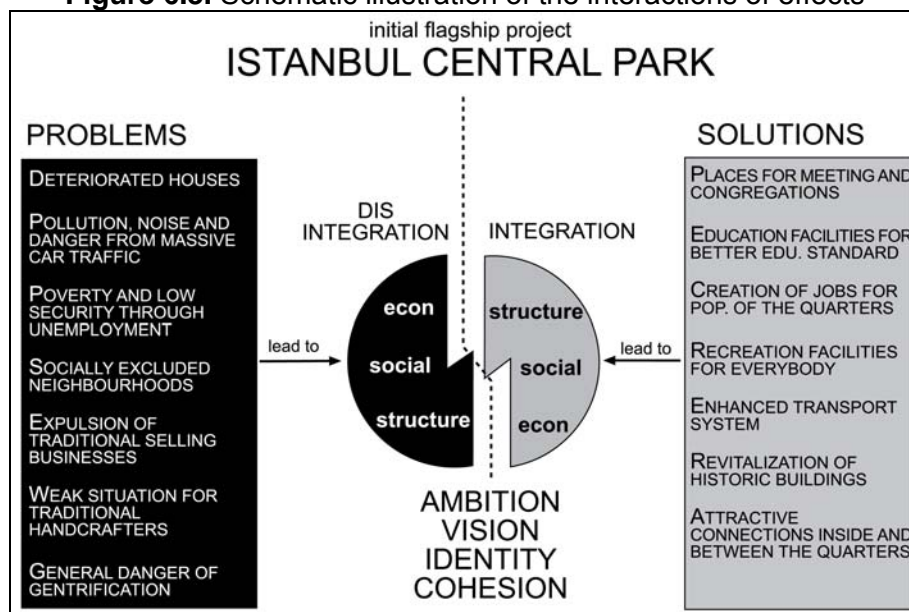
eas within the fabric where different social and structural components can be brought together and being integrated, following the idea of a multi centric and balanced spatial development.

To give an example for how this can possibly work, we decided to focus on one specific and probably the most important location within the whole area. The Golden Horn is, besides having the most opportunities for redevelopment within its fabric, the most known part of Istanbul and therefore very suitable for being the leader and messenger of whole vision, The New Central Park of Istanbul.

The Vision

A vision is almost always giving an idea in response to an urge of improving a rather inconvenient or even desperate situation. In other words: the carrier for the solutions to the problems.

Figure 6.3. Schematic illustration of the interactions of effects



Source: Constructed by subgroup members

The problems which are disintegrating the areas and creating a more or less desperate situation are of various kinds. Threatening deterioration and gentrification are just some of the severe disintegrating factors. The inconvenience which arises from an immense car traffic problem and the attempt to let the renown traditional selling and handcrafting business die are not less severe. Also an unemployment rate of 14% and an illiteracy rate of 6% in a city like Istanbul is a very huge problem that has to be dealt with properly.

Some of most severe problems that have to come to our attention during the process of analyzing our area of interest are shown in the figure above. As mentioned in the chapters before there are even more of those problems, maybe not

of less severe magnitude. Due to our focus on an exemplary project of structural changes and solutions we agreed to deal with a selected choice of problems.

Loss of Golden Horn's and its Facilities main Function

Due to a huge error in planning and constructing the new Galata Bridge the permeability of the Golden Horn's gate got lost for ships beyond a certain size. Therefore several shipyards inside this area were no longer able to continue their production. With the loss of a major function the Golden Horn area disintegrated as a place of rich activity.

Nowadays not only the Haliç shipyard, which was the largest and most important facility within the Horn, is in a process of ongoing deterioration, but also the whole area behind the new Galata Bridge has lost nearly its whole function as a place of activity and therefore is also undergoing the same process, though it is still one of the most famous as well as known places of the whole Istanbul metropolitan area. At least in the minds of foreign people.

We believe that a reactivation of the Halic shipyard's central function will invert the process of deterioration which started by the "Galata Bridge incident".

Pollution, noise and danger from massive car traffic is also one of the main problems in the whole central area of Istanbul and especially near the Galata Bridge, where different main streets converge in a location with a high potential of being one of the gates of Istanbul, but therefore affected by those physical barriers, showing a lack of pedestrian connection between the historical peninsula and the popular area around the Galata Tower. Providing the area an enhanced transport system would help to the revitalization of the Golden Horn, deal with the traffic jams and help dealing with the lack of connectivity.

Poverty and low security through unemployment, which arranges to the rate of 14% and an illiteracy rate of 6%, also gives an idea of the social disintegration level that threatens the study area. The new integration areas should deal with the problem offering several job opportunities to the quarter's population. This is also related with the social exclusion that affects the neighbourhoods around the Golden Horn, still having huge differences especially between them, such as religious ones. A new working area for all of them would help in the relationships between the communities, or at least it would bring them to a closer position where it should be easier to forget their fears.

We would also like to give the traditional light handcrafters from the famous district of Hans and the salesmen from the Great Bazaar near the new Galata bridge the opportunity to come from the 2nd row to the front where they can offer their fine products to a broad variety of people, in opposition to the messages received from the local authorities of taking them away, which would mean an expulsion of traditional selling business in the whole area. The reason is that they believe that these activities do not fit well with their interests around tourism, a fact that we find very negative, as we believe that they should understand that those activities

are a fundamental part of attraction of the historical area and try to integrate them into the general planning decisions.

This is directly related to the general danger of gentrification threatening the area, which should be protected by an specific urban planning definition. We hope that a fundamental revitalization of the study areas could stop the processes of gentrification of which several mean cities are being witnesses.

Possible Solutions

Considering the problems listed above the solution comes from defining an integration area as a place for meeting and congregating people, a democratic place where everyone can identify his/herself and has the opportunity to interact with others. Following this idea we think that making people participate somehow in the designing process of the public space would help in its acceptance between the closest communities around.

A place where education facilities for better education standard would be provided to deal with the high rate of illiteracy mentioned before, as well as properly designed areas for children would help in the intent of capturing their attention, trying to bring them to an open space where they could meet children from other quarters.

Creation of jobs for the population of the quarters would definitely be one of the main lines of our project, as mentioned before. Our aim is to deal with the poverty of the area but at the same time bring them a reason or an opportunity to see each other in an absolutely different and new place.

Recreation facilities for everybody were proposed after noticing the lack of public space and recreation areas in most of the quarters of the central area, but also along the neighbourhoods enclosing it behind the E5 road. That is why we had the idea of a qualified public space around the waterfront, supported by outdoor activities such as playing areas for children, cycling roads, green areas, etc. This would be supported by cultural activities, some of them located in the rehabilitated areas, others located in strategic sites around the integration area. They would be related to the idea of improving education facilities, trying to be accessible in different levels to the huge diversity of people visiting them.

An enhanced transport system will give the study area an idea of a global project, connecting the different parts of the project between each other and also to the existing public transport system.

The revitalized historic buildings, as well as the regenerated abandoned zones, will be the location of the new activity areas dealing at the same time with two problems: first with the problem of the abandoning of buildings, understanding that they are focus of low security and poverty, and secondly they will immediately be an identity sign for the people of Istanbul, making their acceptance easier.

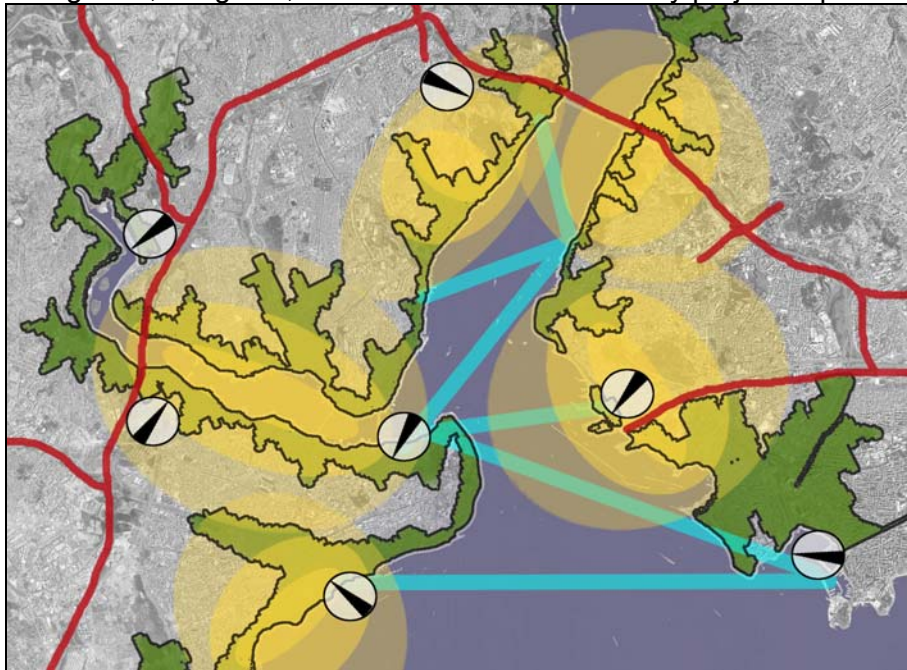
And last but not least we would like to underline creation of attractive connections inside and between the quarters, first of all to give people the opportunity to come to the new central area, but also to deal with physical barriers that separate some quarters making the crossing from one side to the other very difficult, the “Tarlabasi Boulevard” between the now poor Tarlabasi and the richer Beyoglu district.

The Project: Istanbul Central Park

Our vision is to establish an ambitious project providing the necessary perspective for improvement, further it creates identity for the living area and finally brings more cohesion and integration to the population.

Figure 6.4.

Planning area, the gates, connections and areas of key project impact zones



Source: Constructed by subgroup members

For that we imagined an initial flagship project called The Istanbul Central Park. A huge park inside the city instead of around it, like in Manhattan, becoming at the same time a heart and a lung, receiving the fluxes of the city, shaking them and sending them back again.

The project is embedded into the inner motorway ring and can be reached by sea as well as by land. Several easily recognisable gates to the park area are going to be established throughout the settlement; places where the visitors will leave the private transport system to introduce themselves into the proposed public transport system.

To make that possible we pointed out the need of new quick connections through the Bosphorus, bringing to it the role of the main integrating element, besides being still able to maintain the diversity of the area with a strategic location of the new central areas always supporting a balanced distribution of activity.

Since we understand that even such a powerful project can not serve the whole area as a central point of integration, we also thought of pushing a concept of microcentres behind the range of the Central Park's integrative force.

Example within the Area - The Golden Horn

As described before, due to the mistake made with the new Galata Bridge the permeability of the Golden Horn's gate got lost and therefore several shipyards inside this area were no longer able to continue their production. With the loss of a major function, the Golden Horn area disintegrated as a place of rich activity. Nowadays the whole area behind the new bridge has lost nearly its whole function as a place of activity, recreation and congregation. Anyway it is still one of the most famous known places of the whole Istanbul metropolitan area and that is why we chose it for our focused study.

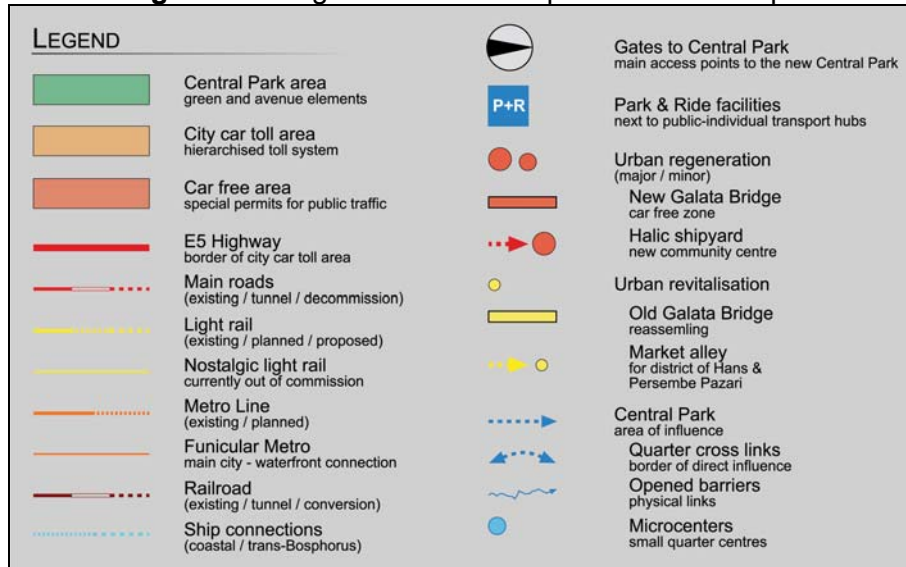
Following the main goal of planning "a central park", this one will be a park with a lake (if we could call the Golden Horn like that) with a size of 300 acres and a park area of 570 acres, which is quite a deal. Its overall area of 870 acres exceeds the size of most or even of all so far established metropolitan park facilities.

The most famous park, the New York central park covers an area of 340 acres whereas the so far largest park of the world, the Pawlowsk in St.Petersburg is covering 600 acres.

For the central park we took into consideration nearly all the possible patches and areas that could be transformed, reused or just integrated as they are, incorporating in the project the existing public space areas, as well as the cultural buildings or the historical sites. The principle idea is to take into consideration all those elements as a whole, which means that the connectivity between them would have to be guaranteed in a sustainable way.

In the following maps we show the status quo, already planned features and our more or less detailed proposals for the Istanbul Central Park. First of all we show the general legend for all the following maps. Detailed descriptions to the several maps are provided after each "step of implementation".

Figure 6.5. Legend for all subsequent detailed maps



Source: Constructed by subgroup members

Centre of Reactivation and Integration

Figure 6.6. Borders, hotspots and extension of park areas within the exemplary area of the Golden Horn



Source: Constructed by subgroup members

The exemplary area we have gone into detail so far is basically located within the E5 Motorway. The park area starts at the E5 crossing of the horn, runs along both shores of the Golden Horn and ends at Beşiktaş in the northern part. In the southern part it continues around the Topkapı palace and ends at the Yenikapı station.

The park area consists out of green elements, mainly designated to satisfy recreational needs. Beyond that it is made up of alleys, avenues, small places and regenerated as well as revitalised buildings.

Since the planning process has not gone into a very high detail the park signature is of continuous green colour but should not resemble green areas only! At this state of planning it should roughly define the area of interest.

There are many selective measures within the new Central Park area. Most important spot is the new community centre at the abandoned Haliç shipyards. (Big red circle with red arrows)

It will accommodate education facilities, a shopping mall mixing traditional manufactured, convenience and shopping goods. Furthermore there will be cultural facilities like cinemas, theatres and places for general congregation. A large amount of new jobs will be created for the population of the adjacent areas. A focus lies within the provision of jobs adequate to the current state of education. To rise this level and to guarantee that the main amount of employees will come from the surrounding areas, the before mentioned education facilities will be provided all around the Central Park area. Not only in the Haliç Community centre. Though one very central spot is created, decentralization is also a big issue within the area.

At the second shipyard neat the Atatürk bridge, as well as in the Galata port (ideas for this specific area have been developed in the workshop of the Academy during the 42nd ISOCARP congress) accompanying measures of urban regeneration will take place. The new Galata Bridge and the Şişli Railway station will be regenerated for purposes of the new enhanced transport system in the area. (See in the chapter of traffic organisation)

The old decommissioned Galata Bridge will be one of many urban revitalisation projects in the Golden Horn area of the Istanbul Central Park. It will be a main pedestrian link between both shores of the Golden Horn, again being a vivid shopping alley.

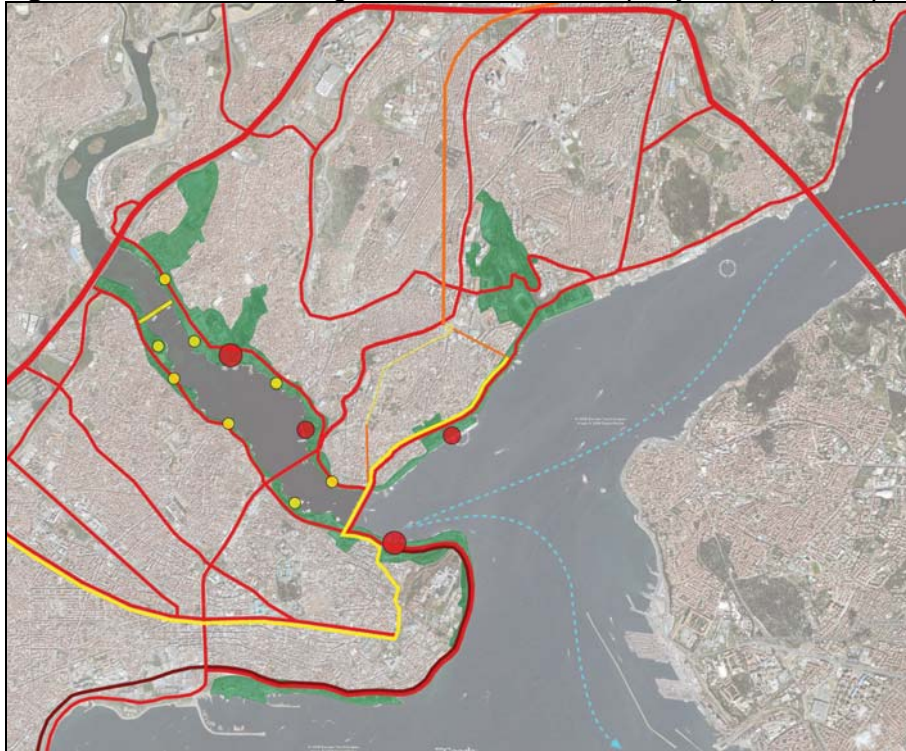
Besides the revitalisation of places for sportive recreation (rowing,...) two market alleys will be revitalised for the merchants of Perşembe Pazarı and the light manufacturing workshops of the district of Hans. Their fine goods lack the opportunities of being displayed and offered to a broad variety of potential customers. (Tourists as well as the local population)

Therefore, instead of sending them from the second row point of sale they are currently situated to the more or less third row in an artificial shopping centre near

the motorway exit, they will be brought into the first row point of sale in the new park area.

Actual Traffic Coverage

Figure 6.7. Main traffic organisation in the exemplary area (status quo)



Source: Constructed by subgroup members

The area's main traffic coverage is managed by individual car traffic. Especially within the central areas around Topkapi Palace and the Galata Tower the noise, exhaust and the danger of hitting a pedestrian emanating from the car traffic is extremely high.

The Tarlabasi Boulevard dividing the Beyoğlu district (Famous and vivid area around the Istiklal street) and the Tarlabasi district has created an extremely polarised and disintegrated area by bringing down the permeability of this street. Measures of opening this barrier again are necessary to reintegrate these two areas that used to belong together.

Public transport barely exists in the central area of Istanbul. The historic light rail in the Istiklal Street is currently out of commission. Even during its recent times of assignment the capacity and effectiveness was quite low due to the massive amount of pedestrians walking in the main shopping alley.

A considerably new and effective light rail runs through the central area from Kabatas over the Topkapi area to the western station Zeytinburnu. Adding the new

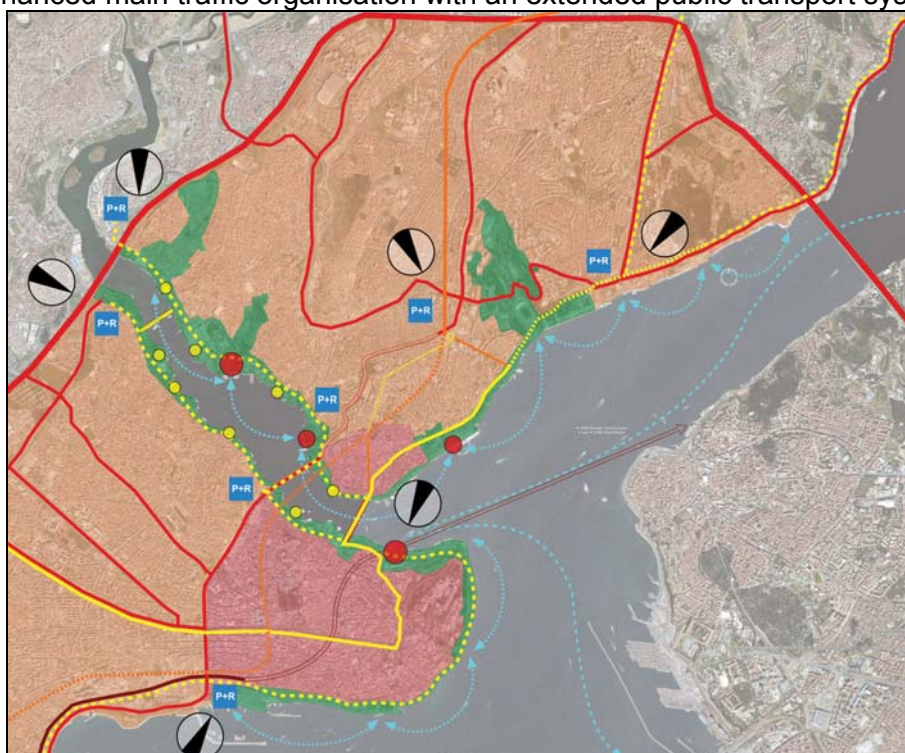
funicular Metro from Kabatas to Taksim and the only existing Metro line from Taksim northwards to 4. Levent nearly completes the present short list of state of the art central area public transportation.

A metropolitan railway from Sirkeci main station to the west and some ferryboat connections on the Bosphorus add some additional capacity to the public transport system of Istanbul. But basically the transportation can be mostly considered as a matter of individual car traffic. The backbone of this system is the surrounding E5 highway ring around the central area.

Enhanced future Traffic System

Figure 6.8.

Enhanced main traffic organisation with an extended public transport system



Source: Constructed by subgroup members

The measures for a possible future enhancing the transport system in the Istanbul central area contains a bundle of measures mainly strengthening public transport and making individual car traffic less attractive or even banning it from the very central areas.

Enhancing the overall life quality, healthiness and attractiveness for tourists is the main goal of the transport system part of the Central Park project. Beyond that aim it is in our opinion necessary to make the whole park concept working by expelling noise, pollution and danger of car traffic from the main park areas and

offering an alternative transport concept which does not disrupt the main function of a park.

Elements of the enhanced Transport System

City car toll area

Inside the E5 motorway belt a system of a car toll collecting system will be established to counteract unnecessary private rides within the central area or at least make them less attractive. The extra money one has to pay will certainly create an awareness for necessities of some rides. The inner city districts of London have implemented such a system very successfully. Traffic has been reduced significantly.

Car free zone

Within the car free zone the streets will remain in a shape of reduced width to meet the needs of public car traffic, such as trolley bus, garbage collecting, fire engines, police cars or rescue cars. There will be certain times where supply trucks are allowed to deliver goods to restaurants, hotels and shops. Basically the area will be covered by public transport only and is declared pedestrian zone. An experimental network of bicycle tracks is also planned to be established. Accompanying marketing campaigns for non motorised individual traffic are to be scheduled.

Tarlabasi Tunnel

The Tarlabasi Boulevard is part of the important connection between the Atatürk airport and the cultural centre at Taksim square. Due to its importance the road can not easily be narrowed or even decommissioned. Since the boulevard poses an extreme barrier between two formerly belonging together districts and has actually created one of the most polarised areas of Istanbul it should undergo a barrier breaking treatment. The topography of a steadily rising height from Karaköy to Taksim would support a tunnel solution for the boulevard. The tunnel entrance would be right after the Atatürk Bridge between Karaköy and Sishane. The tunnel exit would be near Taksim square. We consider this tunnel a possible solution to the disintegrating force of the non permeable boulevard between Tarlabasi and Beyoglu.

Conversion of Streets and Railroad Tracks to light Rail Tracks

The main streets in the park area and along the Topkapi palace shoreline pose a very strong barrier between the inner city area and the water element of the Bosphorus shoreline. The streets will be converted into pedestrian zones retaining its function as a street for serving public transport needs as mentioned above. Since these roads are over designed in width, they can easily house the necessary track elements without losing their function as support roads for the centre district. Regarding the Topkapi Palace shoreline just outside the old fortification walls, the railroad tracks between Sirkeci and Yenikapi station can be converted (or used simultaneously if there is a possible solution for the different gauge of the track) into light rail tracks. The new tunnel based connection between Hay-

darpaşa, Üsküdar, Sirkeci and Yenikapı station will compensate for the loss of the aboveground shoreline tracks.

Expanding public Transportation

Underground Metro - The plans for expanding the existing line shall be continued. Further proposals for underground transportation are not scheduled in our concept. The mixture of a backbone underground transportation line through the middle of the area, accompanied by a network of smaller meshed bus and light rail lines across and along the central areas is the best solution for covering the project area.

Light rail - The new main backbone of the public transportation network in downtown Istanbul is the light rail. Since it makes the toured area more graspable we decided to lay the emphasis for expanding the public transport system on light rail concepts. Dedicated panoramic view train sets with guides could be a possible surplus for tourist transportation. Basically the existing line will be extended in the northern parts to Beşiktaş. Beyond that we propose a further extension to Ortaköy, the coastal area after the 1st Bosphorus Bridge and the area around Yıldız Technical University. The southern shoreline and the whole Golden Horn park area should be covered as well.

Small busses - Small busses will care for the coverage of the narrow streets and alleys of the historic peninsula, which will become a car free zone. Such a system has been successfully introduced in the Vienna inner city district. Since the narrow streets around St. Stephens' cathedral do not provide sufficient space for regular busses, this system stood the test of time quite well so far. Alternative power concepts for the propulsion of the busses would be a great advance and relief at the same time. Cancelling out the noisy and polluting diesel engine busses and substituting them by compressed natural gas, fuel cell or trolley wire busses would provide additional life and experience quality to the inhabitants and tourists in the area.

Seashore hopping - Last but not least an obvious "must do" is the extension and upgrading of the waterway transport system. The existing Trans Bosphorus and outside Istanbul connections should undergo an analysis of improving the coverage and synchronised timetables should be established. Beyond that a series of short distance (maybe around twice the distance of light rail station distances) small landing stages for sea bus lines shall be established. This system uses small, fast and agile boats for fast "water light rail" transportation inside the park area.

Modal Switching through a Park & Ride System

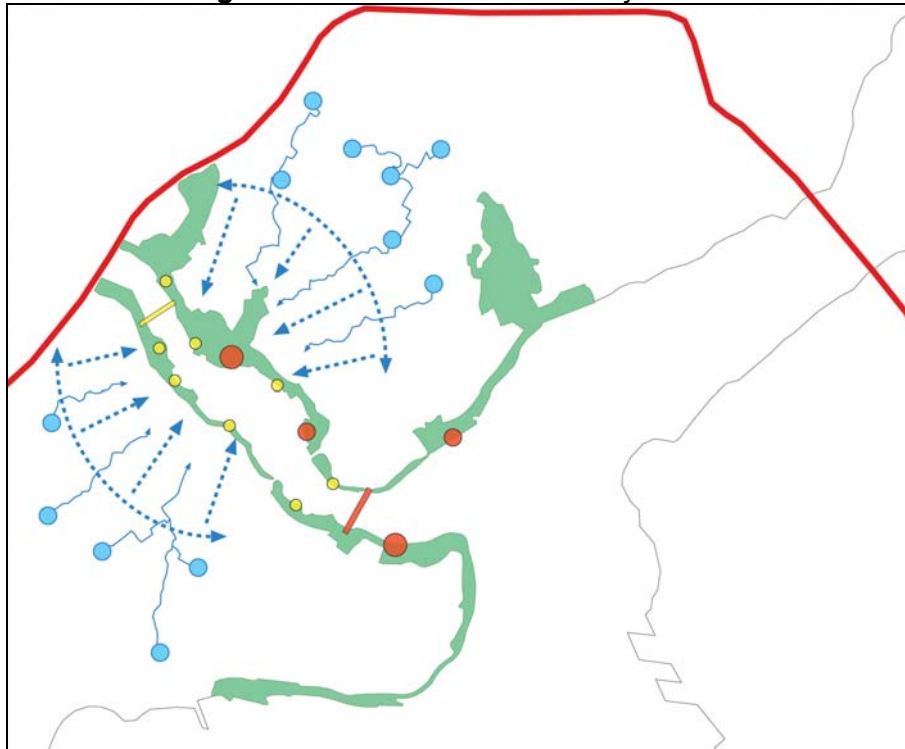
To provide accessibility for people arriving by car we will offer a "park & ride" system for the modal change and as an alternative to the private use of cars. The switching stations with sufficient and attractive parking possibilities will be directly connected to the new upgrade public transport network. We will consider those entrance areas as gates to the new Golden Horn Park which will be easily recognisable through some public art or strong architectural elements and accents.

Central Intermodal Hub

Beside the new Halic community centre a second major spot of urban regeneration is considered. Efforts are planned to combine the Sirkeci station, the Eminönü harbour and the Eminönü light rail station to a new station of modal change between all public transport methods. Near the underground exit point of the new railroad tunnel under construction trains, ships, sea buses, small busses and tramways will arrive at the same place. The building should have impressive architecture adequate to the Topkapi palace in its rear area. This station will be the main gate to the Istanbul Central Park. There are of course more such Gates at points of high traffic relevance.

System of Integration

Figure 6.9. Illustration of centrality effects



Source: Constructed by subgroup members

Since even such a powerful project can not serve the whole area as a central point of integration, we also thought of pushing a concept of micro-centres behind the range of the Central Park's integrative force. Small places within the fabric of the settlement will be developed to sustain the integrative efforts also in the deeper areas. Additionally carefully opened barriers will no longer pose a threat to the integrity of the quarters.

ANNEXES

Appendix 1: List of Participants

Workshop Coordinators

Manuel da Costa Lobo (Portugal) - ISOCARP
Yigit Evren (Turkey) - LOC

Group 1: Improving the Quality of the Urban Environment

Tuba I. Cekic (Turkey)
Stephane D. Christeler (Switzerland)
Maria S. Iqbal (Pakistan)
Chrysostomos Makrakis (Greece)

Group 2: Establishing Alliances or Partnerships among Actors

Aimilia Alexandropolou (Greece)
Erhan Kurtarır (Turkey)
Madina Junussova (Kazakhstan)
Markus Nollert (Germany)

Group 3: Supporting Diversity and Encouraging Integration

Li Fan (Shanghai)
Edouard Moreau (France)
Michael Schweizer (Germany)
Ebru Seckin (Turkey)

Group 4: Creating the 'Golden' Central Park of Istanbul

Madalen Gonzalez Bereziartua (Spain)
Norbert Mundl (Austria)
Tore Secilmisler (Turkey)

Appendix 2:

Aggregated Units in the Central Area of Istanbul

Unit 1. Eminönü

Population: 54,500

- International tourism
- Traditional trade
- Light manufacturing

Sub-units:

- a. Sultanahmet-Sirkeci (concentration of monuments)
- b. Beyazıt-Süleymaniye (concentration of traditional trade)
- c. Kumkapı-Cankurtaran (restaurants and hotels)

Proposals by the YPPs:

- Protection and improving the district of hans and low income quarters
- Enhance historic heritage
- Maintain balance among activities
- Develop incentives for quality
- Discipline the tourism and find alternatives

Unit 2. Kocamustafa Paşa

Population: 180,000

- Residential with heterogeneous structure
- Disadvantaged social groups along old city walls
- Health services at metropolitan/national scale

Sub-units: difficult to identify at this scale

Proposals by the YPPs:

- Maintain housing diversity
- Re-conservation of city wall environment, improve living conditions
- Trans-border planning with Fatih area
- Discipline the tourism and find alternatives

Unit 3. Fatih

Population: 223,500

- Historical building stock
- Traditional neighbourhood structure
- Rich in religious nodes
- High degree of social polarisation

Sub-units: difficult to identify at this scale

Proposals by the YPPs:

- Improve accessibility
- Develop tourism
- Bring incentives for social and cultural interacting
- Trans-border planning with Kocamustafapaşa area

Unit 4. Hasköy

Population: 105,000

- Illegal development – residential use
- Comprises first and second generation gecekondu
- Poor quality urban environment
- Lacks open public spaces

Sub-units:

- a. Kasımpaşa (strong community sense)
- b. Kulaksız (lack of identity)

Proposals by the YPPs:

- Improve illegal housing
- Get more urban spaces and social facilities
- Improve education and the local life
- Introduce an identity and new activities
- Balance integration and privacy

Unit 5. Sisli

Population: 115,000

- Commercial (including CBD activities)
- Housing
- Some small scale light manufacturing (textiles)

Sub-units:

- a. Kurtulus (non-muslim residential area)
- b. Ferikoy-Bomonti (manufacturing)
- c. Metropolitan services and thresholds

Proposals by the YPPs:

- Reinforce identity
- Limit high rising and look for landscape harmony
- Maintain balance among activities
- Co-ordinate actions with outside CBD developments

Unit 6. Beşiktaş

Population: 140,000

- Commercial (including CBD activities)
- Housing
- Concentration of higher education facilities
- A very important transportation node

Sub-units:

- a. Teşvikiye-Nişantaşı (centre for fashion design and high street retail)
- b. İhlamur (shared housing)
- c. Gayrettepe (housing- families and professionals)

Proposals by the YPPs:

- Protect the social balance
- Improve Beşiktaş transportation node
- Improve the image of Beşiktaş harbour

Unit 7. Ortakoy

Population: 15,000

- The smallest aggregated unit within the central area
- Comprises one of the largest and most widely used open public spaces alongside the Bosphorus
- Residential areas characterised by apartment blocks

Sub-units: difficult to identify at this scale

Proposals by the YPPs:

- Maintain the values of getting together
- Integrate with the neighbouring unit

Unit 8. Üsküdar

Population: 143,000

- An important transportation node on the Anatolian side of the central area
- Commercial activities

Sub-units:

- a. Üsküdar Center (commercial activities spread into traditional neighbourhoods)
- b. Kuzguncuk-İcadiye (gentrification in Kuzguncuk and some illegal housing)
- d. Doğancılar (residential area for the upper middle class)

Proposals by the YPPs:

- Enhance the cultural heritage
- Maintain balance among activities
- Maintain housing diversity
- Keep the pace of gentrification

Unit 9. Koşuyolu

Population: 63,000

- Residential area for the upper class
- Lacks commercial activities

Sub-units:

- a. Altunizade South (gated communities)
- b. Acıbadem (residential)

Proposals by the YPPs:

- Spaces for social integration
- Commercial centres with identity
- Reinforce strategic planning

Unit 10. Beyoğlu

Population: 105,000

- Cultural core of Istanbul
- Entertainment facilities
- 24 hours lively atmosphere

Sub-units:

- a. Galata (in the process of gentrification)
- b. Cihangir (gentrified area)
- c. Tarlabası (deteriorated area)

Proposals by the YPPs:

- Enhance historical monuments
- Maintain international atmosphere
- Slow down gentrification
- Improve Tarlabası area
- Organise a multiple link from Taksim Square to Yıldız

Major Thresholds 1. Congress Valley

- Concentration of 5star hotels

Major Thresholds 2. Yıldız Park

- Used by various groups

Major Thresholds 3. Military Zone

- Preserved green areas (not open to public)

Major Thresholds 4. Haydarpaşa Area, Harem Terminal and Dockyards

- Terminal symbolises Istanbul's most important gate to Anatolia
- Dockyards symbolises the importance of the city as a primary logistic centre

Appendix 3: Tables

Table 2.1. A Comparison of the Central Area and Istanbul: Some Basic Socio-economic Indicators (2000)

Indicators of Inhabitants	Part 1		Part 2			Part 3	Central Area	Istanbul
	Eminönü	Fatih	Beşiktaş	Şişli	Beyoğlu	Üsküdar		
Average dwelling house size	7.2 people	3.5 people	4.6 people	3.2 people	3.8 people	3.2 people	3.6 people	3.85 people
Activity rate	45%	31%	40%	38%	34%	32%	34.5%	35.3%
Sectoral breakdown of inhabitants' jobs (top 3 sectors)	40% WRRH	29% MI	33% CSPC	28% CSPC	33% MI	32% CSPC	26% CSPC	33% % MI
	26% MI	27% WRRH	23% WRRH	25% MI	25% WRRH	23% WRRH	26% WRRH	20% CSPC
	19% CSPC	24% CSPS	21% FIRB	22% WRRH	21% CSPC	19% MI	26% MI	19% WRRH
Unemployment rate	21%	14%	11%	11%	16%	13%	14%	12.7%
Illiterate rate	8%	6%	2%	5%	8%	3%	6%	7%
Proportion of university graduates	11%	8%	24%	15%	6%	16%	12%	7%

Source: Compiled by Yigit Evren from the review of existing statistics, 2006

CSPC: Community, social and personal services

WRRH: Wholesale and retail trade, restaurants and hotels

MI: Manufacturing industry

FIRB: Finance, insurance, real estate and business services

Table 2.2. Patchwork of Disintegrated Functions within the Central Area of Istanbul

Patches	Main Characteristics	Problems	Potentials
Cihangir	<ul style="list-style-type: none"> The largest gentrified neighbourhood in Istanbul Gentrification process started in the early 1990s and proceeded very rapidly Upper middle class families and individuals, professionals, academics and artists have shown great interest in the area Increasing number of galleries and home-studios of artists Five or six-storey stone buildings, kept in fair repair 	<ul style="list-style-type: none"> Spatial transformation has gained an investment dimension The area has witnessed a massive and rapid increase in real-estate prices The area has lost its social diversity and become solely an upper class neighbourhood 	<ul style="list-style-type: none"> Renovated historical building stock Proximity to the cultural and entertainment core of Istanbul Accessibility to a wide selection of urban services and commercial activities Bosphorus view
Kuzguncuk	<ul style="list-style-type: none"> One of the first gentrified neighbourhoods in Istanbul First established as a Jewish village alongside the Bosphorus Gentrification process was stimulated in the late 1970s by a well-known architect Two or three-storey wooden houses 	<ul style="list-style-type: none"> Increasing rents is threatening local tenants who has been living in the area for decades 	<ul style="list-style-type: none"> Historical building stock Strong community sense Environmental amenities such as the shore of the Bosphorus and Fethipaşa Wood
Galata	<ul style="list-style-type: none"> Gentrification process started in the early 1990s after a deterioration period Gentrification proceeded slowly due to a number of factors including existing industrial workshops Four or five-storey late 19th and early 20th century stone buildings Singles, non-married couples and couples with no children are among the new users 	<ul style="list-style-type: none"> Increasing rents are threatening local tenants who has been living in the area for decades The area is under the threat of losing its social character 	<ul style="list-style-type: none"> Historical building stock Proximity to the cultural core of Istanbul Accessibility to a wide selection of urban services and commercial activities Galata Tower
French Street Project	<ul style="list-style-type: none"> One of the examples to commercial gentrification in Istanbul The gentrification process has not proceeded spontaneously: it was initiated and coordinated by a single local developer 	<ul style="list-style-type: none"> Spatial transformation has a strong investment dimension and social aspects have been ignored Serves a privileged strata only 	<ul style="list-style-type: none"> Significant pedestrian flow into the area
Tarlabaşı	<ul style="list-style-type: none"> An area in deterioration process since the 1970s Five or six-storey derelict stone buildings left by minorities who moved abroad throughout the 60s and 70s, and currently occupied by various sub-cultures The entire neighbourhood is disintegrated from the city by a physical constraint (Tarlabaşı Boulevard) 	<ul style="list-style-type: none"> Concentration of poverty and crime Inaccessibility due to social barriers The original architectural features of buildings are changed without permission, for rental purposes 	<ul style="list-style-type: none"> Proximity to the cultural core of Istanbul Historical building stock Social diversity
Süleymaniye	<ul style="list-style-type: none"> A residential area with a concentration of 19th century two or three-storey wooden buildings, which have deteriorated or are in the process of deterioration 	<ul style="list-style-type: none"> Illegal manufacturing activities pushing out the residential function and polluting the environment Rented rooms (mainly by single migrants from Middle-East and Africa) within large Ottoman houses which were formerly single-family dwellings Low-income owner-occupiers do not have the necessity means to renovate their buildings 	<ul style="list-style-type: none"> Proximity to the historical core of Istanbul Historical building stock
Gated Communities	<ul style="list-style-type: none"> Isolated communities of high-income groups Mesa Houses, Nakkaştepe Villas, Elit and Polat Residence 	<ul style="list-style-type: none"> Social and physical segregation 	<ul style="list-style-type: none"> Provide a selection of alternatives to professionals of top executives for residents
Privileged Lots and Blocks	<ul style="list-style-type: none"> Shopping malls, office towers and five-star hotels, most of which were built upon previously state-owned lands Cevahir Shopping Mall, Gökkafe, Swiss and Conrad Hotel 	<ul style="list-style-type: none"> Most of them have developed according to piecemeal plans, thus they bring extra load on the existing urban infrastructure Most of the constructions threaten the skyline and city image 	<ul style="list-style-type: none"> Provide a selection of alternatives to high profile tourists and a certain strata

Source: Constructed by Ebru Seckin and Tuba Inal Cekic for the YPP Workshop, 2006

Table 2.3. Special Spots in the Central Area

SpecialSpots	Location	Built Environment	Function		Heritage Value	Pressures and Prospects
			Previous	Present		
District of Hams	At the heart of the Historical Peninsula, next to Süleymaniye Mosque	Diverse business activities on extremely high number of deeds on the same building or building plot	The main trade centre and the traditional business area of Istanbul	Misuse of the potentials of urban space: physical deterioration due to warehousing and small scale manufacturing	Represents the traditional forms of trade and light manufacturing in Istanbul	Recently approved master plan proposes moving all manufacturing establishments except handicrafts off the Historical Peninsula
Galataport	Alongside the Bosphorus (between Karaköy and Kabataş)	Three out of four warehouses are inactive. One warehouse is allocated for the museum of contemporary arts	One of the main ports used for trade purposes	Passenger shipping only	One of the international gates of the city	Pressures from national & international real-estate developers have increased to redevelop the area since the Ministry of Tourism and Culture declared Galataport as a tourism centre
Haydarpaşa Area & Harem Terminal and Dockyards	Alongside the Bosphorus (between Üsküdar and Kadıköy)	Within the Haydarpaşa Area (1.000.000 m2): A number of public buildings including Haydarpaşa train station, a military hospital and Turkish Maritime Inc. In Harem: Bus Terminal and Dockyards	Delta zone used for recreational facilities	Comprise a variety of functions related to different transportation media	Haydarpaşa train station: symbolises Istanbul's most important gate to Anatolia Dockyards symbolises the importance of the city as a primary logistic centre	Pressures from national and international real-estate developers have increased recently, especially after the Ministry of Public Works and Settlement (the main owner of the area) announced its prospects about the area. These prospects include the construction of a trade and convention centre, a cruise port, a number of skyscrapers and five-star hotels in the area.
Haliç Shipyard	On the North banks of the Golden Horn	Comprises three pools for ship building	The largest of the three shipyards in the Golden Horn.	Malfunction of production activities at shipyards, especially after the construction of the new Galata Bridge* in 1992.	A landmark in the history of national shipbuilding industry	The ongoing redevelopment process alongside the banks of the Golden Horn (Feshane Cultural Centre just outside the study area and Industrial Museum operated by the Koç Group etc.) has increased the importance of the area.

*This bridge is not designed to allow the passage of large boats assembled at the shipyard, thus it blocks the sea traffic between the Golden Horn and the Marmara Sea.

Source: Constructed by Erhan Kurtarir and Tore Secilmisler for the YPP Workshop, 2006

Appendix 4: Presentation of MOST – Management of Social Transformations

MOST is a UNESCO programme that promotes international, comparative and policy-relevant research on contemporary social transformations and issues of global importance. Created in 1994, it aims to:

- further understanding of social transformations;
- establish sustainable links between social science researchers and decision-makers;
- strengthen scientific, professional and institutional capacities, particularly in developing countries;
- encourage the design of research-anchored policy.

The MOST programme is directed by an Intergovernmental Council and an independent Scientific Steering Committee, and works closely with MOST National Liaison Committees. It is coordinated by the MOST Secretariat at UNESCO headquarters in Paris.

MOST projects and activities focus on issues such as multicultural and multi-ethnic societies, urban development, globalisation and governance.

Additionally, MOST contributes to the United Nations system-wide priorities, such as poverty eradication, governance and indigenous peoples.

The work of MOST

Increasing and sharing knowledge

MOST produces and exchanges knowledge on major contemporary social transformations, via international research networks, expert groups, meetings, conferences, workshops, publications, discussion forums and the MOST Clearing House (Internet).

From research to policy

The programme measures the impact of research on policy, conducts policy-relevant case studies, provides expertise in development initiatives, and shares information on how to design research-anchored policy.

Capacity-building and training

The MOST programme provides training material including pedagogical tools and CD-ROMs; holds training workshops and summer schools in partnership with national institutions and other United Nations agencies; strengthens the institutional and scientific capacity in developing countries through UNESCO/MOST Chairs; and runs a PhD award competition for young researchers from developing countries and countries in transition.

For up-to-date information on meetings, upcoming events, current projects and activities, publications and on-line studies, visit the MOST Clearing House: <http://www.unesco.org/most>

Appendix 5: Presentation of ISOCARP

ISOCARP is a global association of experienced professional planners. It was founded in 1965 in a bid to bring together recognised and highly qualified planners in an international network. The ISOCARP network consists of both individual and institutional members of more than 70 countries (It has members from countries all over the world).

ISOCARP is a non-governmental organisation recognised by the UN, UNCHS and the Council of Europe and has a formal consultative status with UNESCO.

The objectives of ISOCARP include the improvement of planning practice through the creation of a global and active network of planners. ISOCARP encourages the exchange between planners, promotes the profession in all aspects, stimulates research, improves education and training, increases information and awareness on major planning issues.

City- and Regional Planners act in spatial processes and are consultants to key decision-makers. Their task is to propose or support spatial interventions and plans on behalf of the society in general or specific actors. Planners combine knowledge, science, design and strategy and are used to work in joint ventures and multi-disciplinary teams.

The association's main event is the annual congress, which focuses on an international planning theme. The congress takes place in a different country every year, preferably on a different continent. ISOCARP also organizes smaller scale seminars and publishes reports and other professional documents. It is represented at major international planning events.

ISOCARP Congresses since 2000

2007 - Antwerp/Belgium	Urban Trialogues - Co-productive Ways to relate Visioning and strategic urban Projects
2006 - Istanbul/Turkey	Cities between Integration and Disintegration - Opportunities and Challenges
2005 - Bilbao/Spain	Spaces for the creative Economy
2004 - Geneva/Switzerland	Management of Urban Regions – Experiences and new Intervention Policies
2003 - Cairo/Egypt	Planning in a more Globalised and Competitive World
2002 - Athens/Greece	The Pulsar Effect coping with peaks, troughs and repeats in the demand cycle
2001 - Utrecht/Netherlands	'Honey, I shrunk the Space' – Planning in the Information Age
2000 - Cancún/Mexico	People's Empowerment in Planning – Citizens as <i>actors</i> in managing their Habitat

Congresses 1965 - 1999

www.isocarp.org

Latest ISOCARP Publications

2005 Four Decades of Knowledge Creation and Sharing

2005 ISOCARP Review 01: Making Spaces for the creative Economy

2006 ISOCARP Review 02: Cities between Integration and Disintegration

For complete List of Publications: www.isocarp.org/content/publications.htm