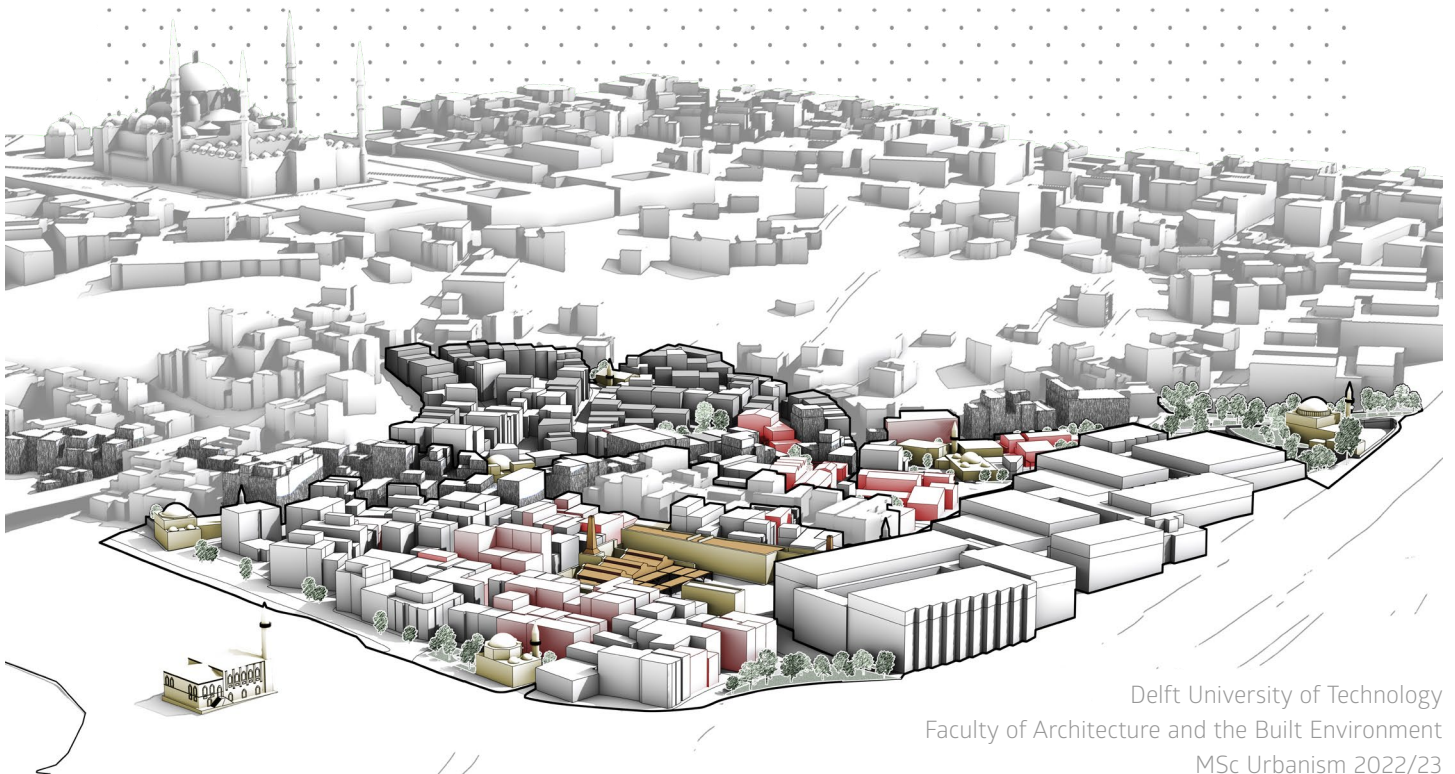


INTEGRATION OF INDUSTRIAL HERITAGE AREAS

A productive urban transformation for socio-economic development in
Golden Horn, Istanbul

P5 Report
Arnta Kalentzi
5362180



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Lastly, I thank all of my friends with who I spent these two years together that made my time in the Netherlands memorable. Most of all, I especially thank my beloved family, who always supports and encourages me, and to the memory of my father with all my love and longing...

Colophon



Integration of Industrial Heritage Areas: A productive urban transformation for socio-economic development in Golden Horn, Istanbul

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1 | INTRODUCTION

1.1. Motivation

1.2 Abstract

1.1 | Motivation

My initial motivation for the graduation thesis was to integrate my learnings and experience from the previous quarters to implement these in the context of Istanbul by means of the Design of the Urban Fabric Studio. Istanbul's post-industrial identity and the municipality's latest actions on heritage management in urban transformation strategies were always interesting topics for me, as my preferential research aim was also based on urban transformations. Additionally, I believe the graduation year is a great opportunity to discover the city while combining my experience in the Dutch way of Urban Design with the Turkish context. My intention was to work towards a design-oriented project through scales with detailed methodology on heritage and intensive analysis of the urban morphology and the historical use of the space.

1.2 | Abstract

Golden Horn, the centrally located inlet of Bosphorus, Istanbul, used to occupy a substantial position for the industry and was perceived as a poor-quality area regarding the emergence of slum neighborhoods and the environmental pollution caused by industrialization. The 1980s marked a turning point with the deindustrialization process, where the urban regeneration of the Golden Horn waterfront was seen as a major opportunity for representing the globalizing Istanbul through culture-led attraction zones and privatization of industrial heritage facilities. Such an approach failed to establish a context with their broader urban environment and promoted gentrification and segregation and Istanbul's identity evolved exclusively towards culture and its government to a profit-based agent of the private market through the adopted neoliberal economic policies. Rather than a structural economic change and organized urban renewal, the culture-led urban transformations through the heritage industry overshadowed the current urban urgencies such as urban poverty and limited the accessibility of the locals to heritage values.

In this direction, the research aim promotes a challenge on how the transformation of industrial heritage areas can extend beyond their cultural and historical values by (re)establishing a broader urban context while providing an emphasis on the shifting role of heritage management in urban transformation strategies. The integration with the broader urban context aims for a productive linkage with present-day values and place identity, and the anticipated urban transformation prioritizes the urgent needs of locals for socio-economic development. Through the analysis of the Golden Horn, the thesis emphasizes the transformation of the urban fabric in relation to the waterfront area, to understand the dynamics of the urban morphology and the place identity as delineated by (and with) post-industrial areas. Driven by the multi-layered study on Golden Horn, the main focus shifts toward neighborhood scale with the profound analysis and transformation of the Unkapanı Flour Mill in the Unkapanı district as an illustrative industrial heritage area characterized by urban poverty. Additionally, the analysis includes the Süleymaniye district and the world heritage site, exhibiting a multi-layered study of urban morphology, signifying an emphasis on existing problems and values, intensified through a distinctive narration with photos from the fieldwork. Furthermore, the anticipated productive transformation refers to a bottom-up approach, contextualized through components of urban integration, and design principles that are characterized by specific actions for Unkapanı's transformation. In the end, the thesis finalizes with a brief conclusion by reflecting on the implementation of the design approach and the principles through their applicability and further developability for other industrial heritage areas along Golden Horn.

Keywords: Industrial heritage, Urban transformation, Integration, Heritage management, Place identity, Neo-liberal urbanism, Urban poverty, Golden Horn, Unkapanı

2 | PROBLEM FIELD

2.1. Location Overview

2.2. Problem Analysis

2.3. Problem Statement

Starting with a location overview of the Golden Horn, the problem field chapter is structured through a chronological time frame, mainly concentrating on the consequences of the deindustrialization process of Istanbul, which started around the 1980s. The essential emphasis is dedicated to the adapted neoliberal economic policies and their impact on urban transformation strategies through heritage management, together with the sets of urban urgencies that accumulated to this date. From this larger field, the analysis concludes with the problem statement that prepares the basis for the research process.

2.1 | Location Overview



Figure 2.1. Location overview Istanbul, Golden Horn
Source: Author, adapted from Google Earth & World Hillshade

Istanbul is a highly complex and dense metropolitan city with remarkable historical and socio-cultural values. The current population exceeds 16 million people, and its international appeal as a popular tourist destination is growing. Hosted many nations and different cultures throughout its history, Istanbul remained the capital of the Ottoman Empire until Ankara's designation as the new capital with the newly founded Republic of Turkey in 1923 (Bozdoğan, 2001). Imagined as a decadent cosmopolitan city in the 20th century, Istanbul has gone through a lot of changes through globalizing desires that manifested in its civil society, urban politics and economic structure up to this date (Göktürk et al., 2010). To frame Istanbul's past and present in urban studies starts by analyzing the centrally located historical waterfront area 'Haliç' or the Golden Horn.

Golden Horn is the area of the primary inlet of the Bosphorus and is a significant urban waterway. It always had crucial importance for economic, socio-

cultural, and military development through its entity as a major natural port in history. Surrounded by shipyards, merchant houses, and warehouses in the Byzantine period, the natural port evolved into one of the major industrial zones in the late Ottoman and Republican periods. But, the industrial identity of Istanbul remained until the 1970s and early 1980s, which had serious socio-economic and environmental impacts on the surrounding areas, including the deterioration of the historical urban layout, water pollution and a shift in the social structure. In what followed, the 1980s marked another turning point, with the adapted neoliberal economic policies, in the transformation of the Golden Horn into a heritage industry (Günay, 2014). The following part, problem analysis dives into this historical transformation of the Golden Horn and its outcomes to emphasize the key points through crucial examples with references, data and photos.

2.2 | Problem Analysis

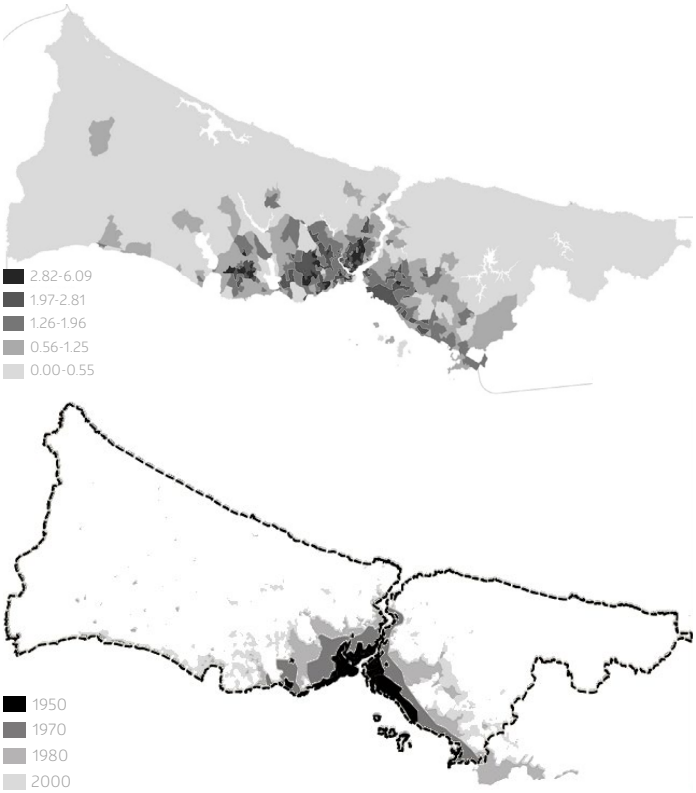


Figure 2.2. Structure Density, 2020
Figure 2.3. Urban Sprawl
Source: İstanbul Vizyon 2050 Strateji Belgesi, İstanbul Büyükşehir Belediyesi ve İstanbul Planlama Ajansı

2.2.1. Industrialization and Its Outcomes

Golden Horn occupied a significant position in industrialization as a natural port during the late Ottoman and Republican periods. Around 700 factories and more than 2000 related businesses were opened along the shoreline. This development promoted a lot of job opportunities, which led to massive migration from the rural parts of Anatolia to Istanbul, followed by rapid urbanization with the growth of slum neighborhoods in the area (Bezmez, 2008). What made it suitable for these informal settlements by migrants was that it was a period outside the control of the planners' vision, and there was the availability of vacant state-owned land in proximity to factories (Ünsal & Kuyucu, 2010). The city was expanding and getting rapidly denser around the waterfront through squatting (gecekondu). Furthermore, towards the late 1970s, water pollution caused by the industry became one of the prominent problems. This seemed as an opportunity for change and led the municipality to take actions that started the revitalization process of the Golden Horn in the 1980s.



Figure 2.4. Golden Horn Shipyard, 1916
Source: Eski İstanbul Fotoğraf Arşivi

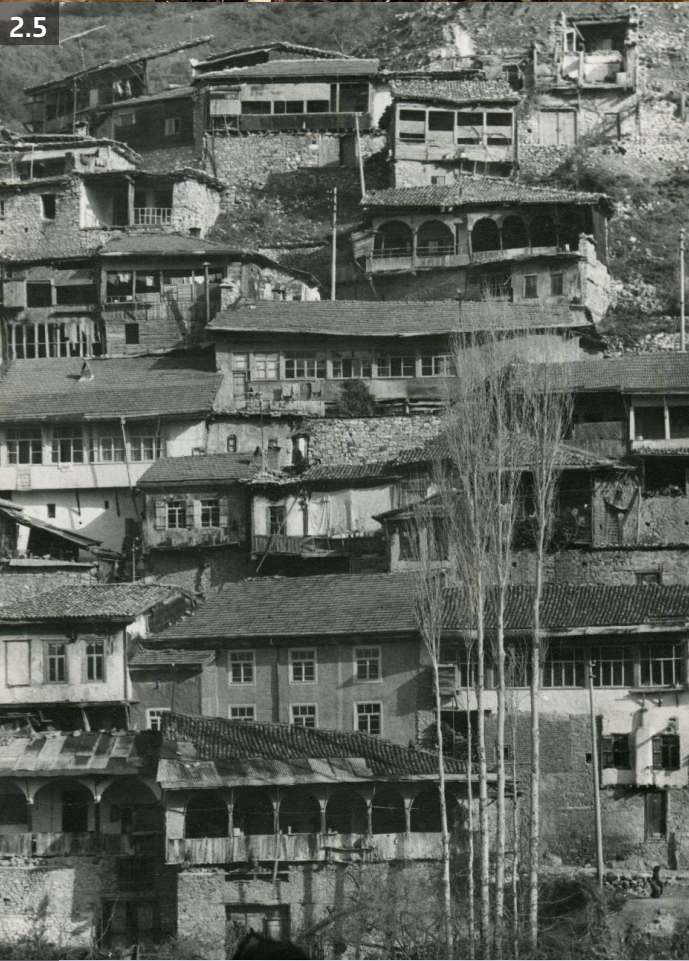


Figure 2.5. Slum Neighborhoods
Source: Hüseyin Tayla Photo Archive, İBB Atatürk Kitaplığı



Figure 2.6. Water Pollution, Once upon a time in Golden Horn
Source: Eski İstanbul Fotoğraf Arşivi

2.2.2. Deindustrialization and Neoliberal Urbanism: Industry Goes, Culture Comes

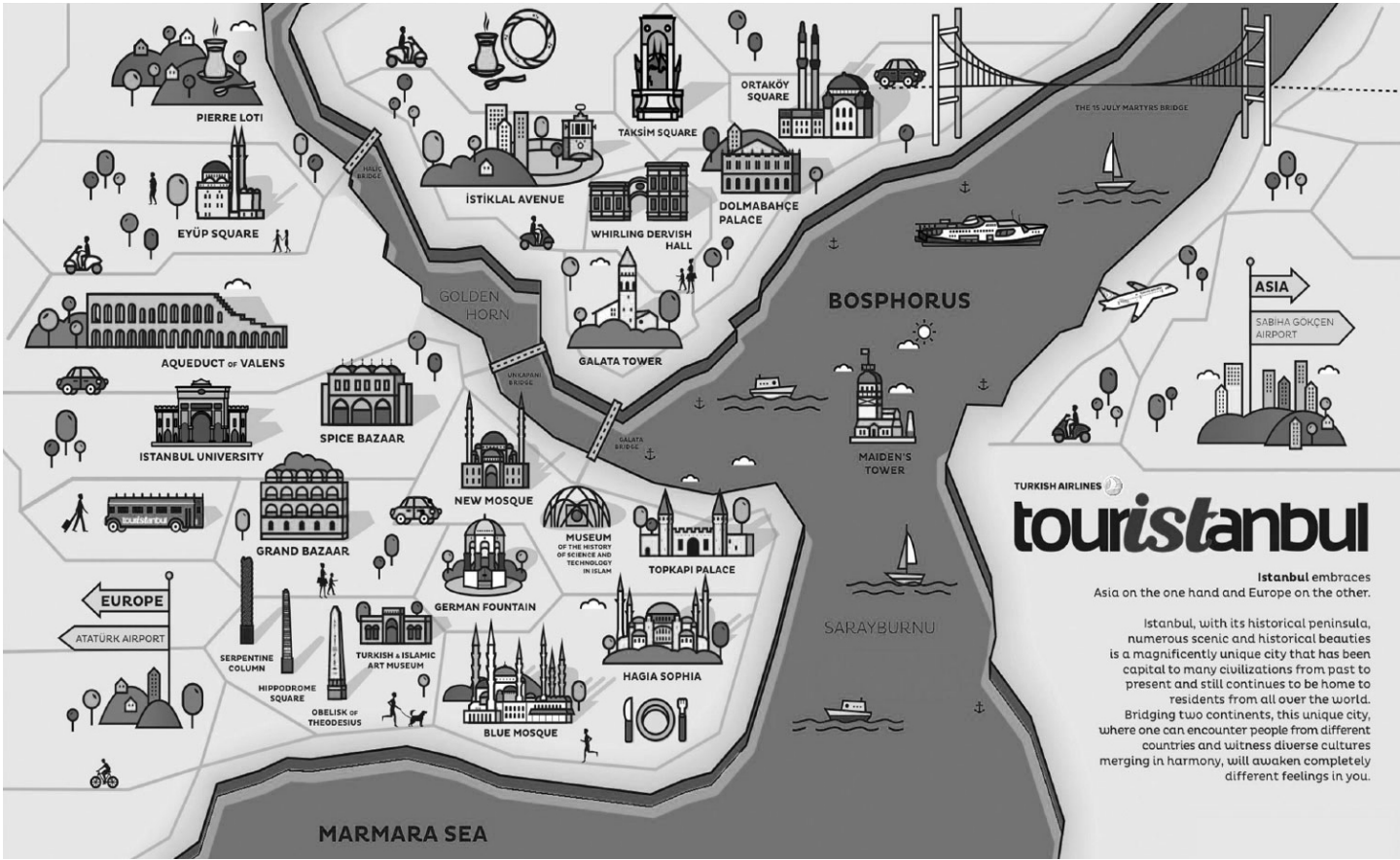


Figure 2.7. Touristanbul Map
Source: Turkish Airlines, sightseeing map for Istanbul

At the beginning of the 1980s, the argument for the urban regeneration process of the Golden Horn was a crucial turning point that seemed as a chance to remove the informal settlements and the industry. Its central location, the exotic beauty in its old neighborhoods, the splendor of its historical monuments and its famous blue waters were perceived as major drawbacks in which Istanbulities have come to realize the profundity of their loss: that is to re-create Istanbul's past glory to promote a global city image (Öncü, 1997). Under the administration of Bedrettin Dalan (the first mayor of the Greater Istanbul Municipality between 1984 and 1989), around 600 small manufacturing facilities and 30.000 structures (which 100 of were historic examples of Ottoman Industrialization) were demolished in a matter of days (Bezmez, 2008).

During the mid-1990s, Golden Horn became the central focus through its large pieces of empty land left by Dalan's regime, ready to be reshaped by the new global demands. The notion of culture was an increasing value of the global economy, and the municipality's main intention was to reintegrate Golden Horn with

its surroundings by establishing new culture-led attraction zones to illustrate the internationalizing Istanbul. It was also during this period when Golden Horn was declared as the "cultural valley" by Ali Müfit Görtuna (mayor of the Greater Istanbul Municipality between 1999 and 2004). A variety of cultural industries, educational institutions and thematic museums and parks started to emerge, and Golden Horn was becoming one of the most significant areas of Istanbul for sectoral development through culture-led urban transformations (Günay, 2014).

In addition, several upmarket and gated housing developments, supported by the government, started to emerge along the former slum neighborhoods, which were populated only by the low-income group (Figure 2.11). Such action formed a new way of segregation between different income clusters, where they shared broader spatial proximity with minimized contact (Yönder, 1998). A new high-way network was established along the waterfront, and towards the northern parts of Golden Horn, deluxe hotels, high-rise office buildings and large avenues were formed

for an internationalized business center, hosting entrepreneurs and tourists. Unfolding the true optics of the globalized Istanbul, televisual and news media were also significant mediums for the municipality to promote their actions (Öncü, 1997).

By the 2000s, the city's identity has already changed exclusively towards culture and its government to a profit-based agent of the private market through the adopted neoliberal economic policies. The shift from manufacturing to services was accompanied by significant implications for the built environment and for heritage management. Thus, Golden Horn's transformation was momentous, and one of the key commodification of these culture-led transformations was the historical industrial facilities (Göktürk et al., 2010). A unique example of such transformation and efforts of representing Istanbul globally was the Miniaturk, Turkey's first nation-themed park with miniature models, which opened in 2003 along the Golden Horn waterfront (Figure 2.8). It is a true characteristic architecture of globalization, in which the idea of the theme park was to reflect a desire to envision a confident and culturally wealthy Turkey (Türel, 2010). A more current example is the 600-year-old Golden Horn Shipyards (Tersane-i Amire/Taşkızak Tersanesi), which was still operating, now transforming into a marina of amusement and tourism (Figure 2.9). Regarding its historical integrity and impact on wider surroundings, several other industrial heritage along the Golden Horn were also revitalized into private educational facilities, museums and cultural centers, located next to slum neighborhoods (Günay, 2014). Furthermore, the re-functioning of industrial heritage through several examples with their outcome is interpreted in the following sub-chapter, where a more detailed argument on the problem of integration is highlighted. But in conclusion, Golden Horn's transformation can be generalized from a larger framework through Berner (1997) as he outlines for other globalizing developing countries that the intensified integration on a global scale came with the process of fragmentation and separation where the city failed to become a part of the global society, but rather its certain strongholds and actors came into prominence through their restricted social, spatial and economic features.



Figure 2.8. Miniaturk's 2003 brochure, "The Show Case of Turkey", 2003
Source: From Orienting Istanbul: Cultural Capital of Europe? (2010)

Figure 2.9. Transformation of the six-hundred-year-old Golden Horn Shipyards
Source: From Aytas, S. (Ed.). (2021, September). Tersane Istanbul. Şantiye İnşaat, Yapı Ve Mimarlık Dergisi.

Figure 2.10. "Historic Opening in Europe!", double-page advertisement in a Turkish newspaper about a new housing development, the "Bosphorus City"
Source: From Orienting Istanbul: Cultural capital of Europe? (2010)

Figure 2.11. Tarlabaşı, Beyoğlu, 2008.
Source: From Orienting Istanbul: Cultural Capital of Europe? (2010)

2.2.3. The Problem of Integration in Urban Context

Through the adopted neoliberal economic policies and globalizing efforts, the value of cultural resources is appraised through the economic value it generates. Thus, the revitalization of industrial heritage became a heritage industry, where the use of culture acquired a new role as part of place marketing and an interest for a consumer society. Private sector initiatives are great examples of this case, such as Kadir Has University in Cibali Tobacco Factory and Bilgi University Santral Campus in Silahtarağa Electric Plant (Figure 2.13). Although such transformation and re-functioning of industrial heritage resulted in increasing vitality in economic terms, these facilities raised social tension in the neighborhood. Because the attractiveness of such initiatives has stimulated a higher-value user profile wanting to colonize and displace the area. These resulted in a threat of gentrification and fragmentation, and privatization of heritage values. Furthermore, the same approach is recognizable for the privatization of public spaces and the integrity of industrial heritage through their wider surrounding, in the case of the Rahmi Koç Industrial Museum or Feshane Exhibition Center. Even though they were revitalizations for public utilization and activities, the main emphasis was always attracting visitors. This prevented public use and public service within the residential areas, which were delineated by the industry, and fostered isolation of the communities living there. Regarding cultural participation and heritage accessibility, currently, most of the user profiles are outsiders, where the accessibility of the residents is limited for participating in cultural activities in their neighborhoods. The low cultural participation rate of the locals in these regions reduced the propensity, as urban poverty and the daily life struggles of locals are overshadowed. In brief, the revitalization of deindustrialized Golden Horn (and the re-functioning of industrial heritage specifically) failed to establish a broader context with their urban environment by virtue of the new demands of marketing Istanbul as a global city and the adapted neoliberal economic policies. And industrial heritage’s potential to be an apparatus for further socio-economic and cultural development was a missed opportunity, where an integrated approach for heritage management through spatial planning could have been achieved (Günay, 2014).



Figure 2.12. Fener, Balat, Fatih/Istanbul
Source: Photo by Lytkin, Y. (2022). Unsplash

Figure 2.13. Bilgi University Santral Campus
Source: Gazate Istanbul

Figure 2.14. Industrial Heritage of the Golden Horn
Source: From Z. Günay, The Golden Horn: Heritage Industry vs. Industrial Heritage (2014)

2.3 | Problem Statement

INDUSTRIALIZATION 19th-20th century	THE CULTURAL VALLEY 1980s	DOUBLE STANDARDS current situation
related businesses and job opportunities	deindustrialization and neoliberal economic policies	industrial heritage vs heritage industry
migration and growth of slum neighborhoods	process of globalization	poor quality living environments
water pollution and uninhabitable living conditions	shift from manufacturing to services	problem of integration

Figure 2.15. Diagram summarizing the transformation process of the Golden Horn with its outcomes
Source: Author

The centrally located waterfront area Golden Horn used to occupy a significant position for the industry and was perceived as a poor-quality area because of the emergence of slum neighborhoods and the pollution caused by the industrial facilities. The 1980s marked a turning point with the deindustrialization process, where the urban regeneration of the Golden Horn waterfront was seen as a major opportunity for representing the globalizing Istanbul through culture-led attraction zones and privatization of heritage values. Such revitalization of post-industrial areas (and the re-functioning of industrial heritage specifically) failed to establish a context with their broader urban environment and promoted gentrification and segregation. Istanbul’s identity evolved exclusively towards culture and its government to a profit-based agent of the private market through the adopted neoliberal economic policies. Rather than a structural economic change and organized urban renewal, the culture-led urban transformations through the heritage industry overshadowed the current urban urgencies such as urban poverty and limited the accessibility of the locals to heritage values.

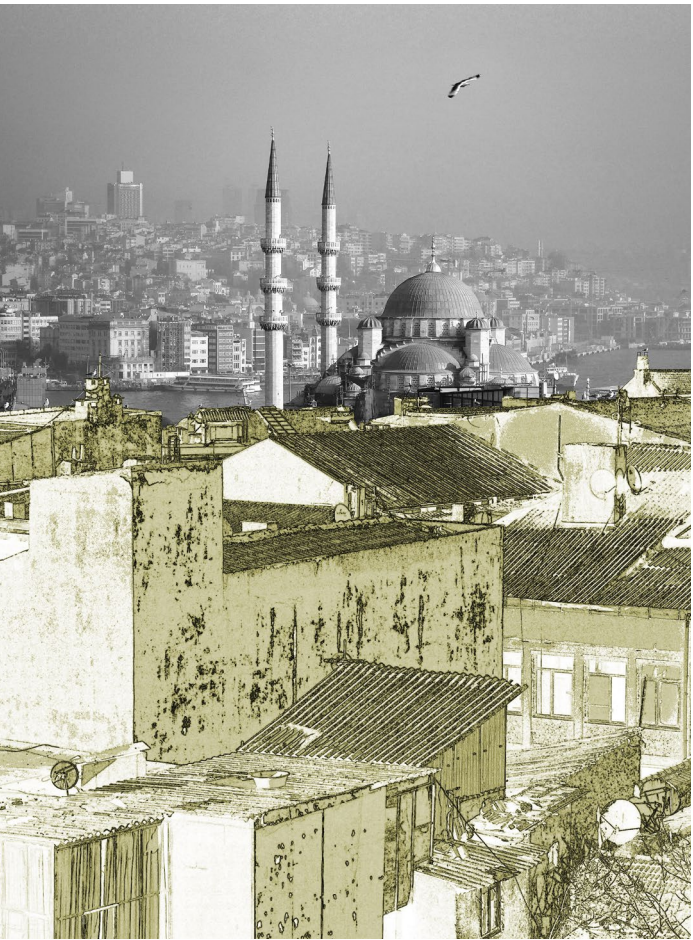


Figure 2.16. Collage: Unseen part of Istanbul.
Source: Author, adapted photo by Rinella, A. (2019, November). Unsplash.

3 | RESEARCH METHODOLOGY

3.1. Research Aim

3.2. Research Question

3.3. Methods & Outcomes

3.4. Theoretical Underpinning

3.5. Conceptual Framework

3.6. Project Timeline

The research methodology chapter aims to frame the appropriate methods used for data acquisition, analysis, theories and the design approach to promote the anticipated research outcome. Conclusions from the problem field chapter are maintained through the research aim to identify the research questions. The overall process is summed up with a research framework, where elaborated theories are underpinned through the conceptual framework that characterizes the projects' significant layers. Lastly, a research timeline outlines the general process of the project concerning used methods and intended outcomes.

3.1 | Research Aim

The whole transformation process of the Golden Horn is entangled with the process of industrialization, deindustrialization and privatization of the remaining historical industrial facilities through the efforts of marketing the centrally located waterfront as the Cultural Valley. Currently, around forty industrial heritage facilities are remaining in Istanbul, and more than half of it is already been transformed into cultural and educational facilities, and some are left in ruins and vandalized. The research prioritizes the importance of industrial heritage, through their universal significance as they are evidence of activities with profound social, historical, technological and architectural values (Köksal, 2005). The research aim promotes a challenge on how the transformation of industrial heritage can extend beyond their cultural values by (re)establishing a broader urban context. As the indicated main problems are urban poverty, informal settlements, and privatization of heritage values, the assignment is to overcome these problems through the intended urban transformations that prioritize the urgent needs

of local identities and to integrate industrial heritage through a productive linkage with present-day and site-specific values. Thus, the project focuses on the relationship between heritage management and urban transformation strategies. The main argument is not about the conservation and analysis of individual heritage objects, but rather about the transformation of the neighborhood as a whole (Janssen et al., 2017). The anticipated result of the project is a design proposal for an urban transformation of a specific location on the neighborhood scale, which would be an illustrative case to contextualize a conceptual conclusion for the larger scale, which is the overall Golden Horn. In this direction, a detailed historical and multi-layered analysis both on Golden Horn and neighborhood scale becomes essential to structure a delineated groundwork for the intended urban transformation and the conclusion. In the end, the emphasis on neighborhood scale comes into prominence, where the selection of the specific location was driven by the larger-scale analysis.



Figure 3.1. View of Golden Horn from Pierre Loti Hill
Source: Photo by Sebah & Joaillier. Eski İstanbul Fotoğraf Arşivi

3.2 | Research Question

3.2.1. Main Research Question

How to promote socio-economic development by integrating industrial heritage areas with their broader urban context through a productive urban transformation in the Golden Horn area?

3.2.2. Sub-Research Questions

to promote socio-economic development

- SQ1- What is the synergy between socio-economic development and heritage management in urban transformation strategies?
- SQ2- What are the existing socio-economic values and manufacturing spaces that are embedded in the urban fabric?
- SQ3- How to create adaptive mix-use spaces to support the urban economy?

by integrating industrial heritage areas with their broader urban context

- SQ4- What are the changing socio-spatial dynamics and the historical integrity of the post-industrial areas in relation to their wider surrounding environment?
- SQ5- How to re-function idle areas and lost heritage values in a way that will establish urban opportunities?

through a productive urban transformation

- SQ6- To which degree the industrial heritage areas can be productively linked with present-day values?
- SQ7- How the transformation of a single industrial heritage area would contextualize a conceptual conclusion for other industrial heritage areas among the Golden Horn?



Figure 3.2. Hasanpaşa Gazhanesi, Muze Gazhane, Istanbul
Source: Author

3.3 | Methods & Outcomes

3.3.1. Methodology & Intended Outcomes

The preliminary method is a comprehensive historical analysis of the Golden Horn, as the indicated main problems are consequences of the deindustrialization process and the neoliberal economic policies initiated in the mid-1980s. It was significant to articulate Golden Horn’s identity shift from industry to culture through synthesizing literature to highlight the impact of neoliberal urbanism and its outcome in the problem statement. Not only this initiates a strong argumentation and basis for the problematization part but also contextualizes the formation of slum neighborhoods, the increase of urban poverty, the privatization of industrial heritage and the process of fragmentation through intensified integration on a global scale (Öncü & Weyland, 1997). It was also necessary to display certain significant examples and imageries of culture-led urban transformations in Golden Horn to enhance the notion of the heritage industry through literature and historical archives.

Additionally, Istanbul’s vision for 2050 published by the Metropolitan Municipality of Istanbul (İstanbul Büyükşehir Belediyesi or İBB) and Istanbul Planning Agency (İstanbul Planlama Ajansı or İPA) is another critical source throughout the research process and for intended outcomes. Several subthemes under the “Vibrant and Responsive Spaces that Provide Good Living Environments” approach promotes supplementary concepts for the research (Figure 3.3). SQ3 and SQ5 are directly derived from these intentions, which are implemented in the further analytical research and design proposal part. In general, it was important to reflect on and even improve these intentions from the municipality, which motivated a similar effort for promoting liveable future environments for locals. (İstanbul Büyük Şehir Belediyesi & İstanbul Planlama Ajansı, 2022).

The foundation of the analysis chapter starts on the scale of Golden Horn and is based on its urban morphology and the use and meaning of the places through their transformation in time, directly concerning SQ2 and SQ4. It is critical to emphasize the transformation of the urban fabric in relation

to the Golden Horn waterfront, to understand the changing spatial dynamics and the place identity as delineated by (and with) post-industrial areas. These are done by synthesizing literature and tracing old maps and drawings, by comparing them with the current situation to uncover potential areas that can be an illustrative case for the anticipated urban transformation. The challenge here was the lack of up-to-date and reliable data in some parts. Later on, locating an illustrative site with intensified urban poverty and heritage values was important. Referring to the multi-layered analysis becomes critical to enhance the structural integrity of the research and the analysis process, together with the fieldwork conducted in December. Site visits and observation are key components for the analysis of the specific location. The scale becomes much more detailed through building typologies, functions, public attractions, and street networks, where the spatial qualities of socio-economic values and heritage assets are analyzed and signified particularly. Arranged meetings with experts specialized in heritage values and post-industrial areas of Istanbul are subsidiary features. Also, the results from NIT’s (Netherlands Institute in Turkey) lab on the Sustainable Transformation of Industrial Heritage Places (2021) become an essential case study through the site survey and interviews that emphasize the characteristics of the specific location.

Lastly, a more detailed framework on heritage management and spatial planning is established in the theoretical underpinning part through literature reviews. This directly contributes to SQ1 and SQ6, in which the concluded conceptual framework from the theory part characterizes the projects’ important layers. These questions are oriented more toward the design proposal chapter, where also other heritage values and cultural assets become supplementary components. SQ7 promotes a conclusion from the specific neighborhood location, to contextualize a conceptual outcome for other industrial heritage and post-industrial areas in Golden Horn. The conclusion presents a design guideline that can be applicable for other areas’ transformations and their potential design components.

3.3.2. Istanbul vision for 2050



Figure 3.3. Istanbul Vision for 2050
Source: vizyon2050.istanbul

- Re-functioning unsustainable and idle areas in a way that will develop urban opportunities and create a lively and innovative city and bring them into urban life**
Innovation, urban life and urban area
- Creating hybrid public spaces to support the urban economy**
Public space, entrepreneurship, active mobility and urban life
- Integrating cultural heritage to be a part of the public space system**
Cultural heritage, public space, conservation and urban life
- Using cultural heritage places to meet social needs with creative and innovative approaches**
Cultural heritage, participation, innovation and preservation
- Promoting urban resilience for environmental disaster risks**
Urban Resilience and security

3.3.3. Summary and Research Framework

Problem Field	Revitalization of post-industrial areas and neoliberal urbanism
Key words	industrial heritage, neoliberal urbanism, informal neighborhoods, urban poverty, socio-economic development, heritage accesibility
Location	Istanbul, Golden Horn, Unkapani
Problem statement	Istanbul's identity evolved exclusively towards culture and its government to a profit-based agent of the private market through the adopted neoliberal economic policies. Rather than an organized urban renewal for the Golden Horn, the culture-led urban transformations through the heritage industry overshadowed the current urban urgencies such as urban poverty and limited the accessibility of the locals to heritage values.
Research aim	The research aim promotes a challenge on the transformation of industrial heritage areas by extending beyond its cultural values to (re)establishing a broader urban context for socio-economic development in Istanbul, Golden Horn.
Main research question	How to promote socio-economic development by integrating industrial heritage areas with their broader urban context through a productive urban transformation in the Golden Horn area?
Research approach	Research by design
Theorethical Underpinning	Preliminary, the study aims to understand the adapted neoliberal economic policies and their impact on urban transformations. This is followed by pieces of literature that exhibit several examples of culture-led transformations and socio-cultural conflicts among Istanbulities. Lefebvre's notion of the right to the city becomes an intermediate transition between the problematization and research aim part that directs the discussion toward the notion of heritage as a community resource. Furthermore, a detailed framework on heritage management and its shifting conceptualization are articulated through different approaches and scales.
Used methods	Literature review, statistical data collection, urban morphological analysis, bottom-up approach, historical analysis, analysis of socio-spatial dynamics, case study analysis, site observation, site survey, academia interviews, density analysis, analytical mapping
Intended outcome	A design proposal for an urban transformation of a specific location on the neighborhood scale, which would be an illustrative case to contextualize a conceptual conclusion for the Golden Horn.

3.4 | Theoretical Underpinning

3.4.1. Neoliberal Urbanism and the Emergence of New Identities in Globalizing Cities

Neoliberal ideologies have the capability to impose circumstances on the economic exploitation of urban property, which causes certain problems with land ownership and public control of urban land. The urban poor step outside of the law to acquire land and develop informal settlements, where illegality and lack of regulations permeate all types of social conflict in urban areas (Fernandes & Varley, 1998). Furthermore, to briefly comprehend the contradictory relationship between informal settlements and globalization efforts, a larger theoretical framework on the emerging social identities and flows of capitalism is required. For the urban poor, slum neighborhoods as a spatial entity is the foundation of social cohesion and community-based efforts in a shared struggle for survival in the metropolitan city. In contrast, the process of globalization stimulates a consumer society with a distinctively middle-class lifestyle, whom is promised for a contemporary metropolitan experience. For local identities, this exhibits an intense sense of loss as vulnerable target groups against the superior power (Öncü & Weyland, 1997).

3.4.2. Exhibiting Anxieties of Urban Modernity

In the problem field part, Golden Horn's transformation is expressed through examples of privatization of industrial heritage along the waterfront. In addition to this, Türeli's research is significant as not only it exhibits the impact of neoliberal economic policies and provides insights into Istanbul's recent history, but also conceptualizes the complex linkages between past and current situations by examining anxieties embedded in the experience of urban modernity, exploring the profound socio-cultural conflicts and tensions among Istanbulities (Genç, 2022). Moreover, the notion of urban modernity refers to the experience of modern city life and the integrated cultural celebration of individuality (Robinson, 2013). Türeli analyzes Istanbul's history of modernity through its geopolitics of privilege and Turkey's international standing, concerning economic, technological, and societal changes, and she outlines that "the future of the city is increasingly imagined based on improvisations of its past" (2020).

3.4.3. The Right to the City

Lefebvre's radical vision of the right to the city becomes an intermediate transition after the problematization part. Articulating a comprehension of politics that locates urban space at the center, he prioritizes the usage of value and needs of local inhabitants against the capital accumulation of space. Thus, accessibility and usability of urban values become critical elements of achieving an urban society where inhabitants can participate in shaping and appreciating social, cultural, heritage and political values (Purcell, 2014).

3.4.4. The Notion of the Right to Cultural Heritage within the FARO Convention

The "Framework Convention on the Value of Cultural Heritage for Society" was adopted by the Committee of Ministers of the Council of Europe and opened for signature to member states in Faro (Portugal) on 27 October 2005. The Faro Convention recognizes that everyone has the right to be involved, improve and benefit from cultural heritage as well as the activities linked to it. It underlines the expanding significance of cultural values in the urban environment, the character of landscape and other multiple dimensions of heritage. The main articulation is to promote access to heritage for fostering place identity, collective memory and shared understanding within and between different actors, further enhancing a development linked with regional cohesion and relationship through the concept of heritage as a community resource (Vícha, 2014).

3.4.5. Conceptualizing the Shifting Relationship Between Heritage Management and Spatial Planning



Figure 3.4. Diagram indicating welfare state reform and heritage management: from institutionalization and marketization to socialization. Source: From Janssen et al. (2017)

Heritage is a delicate and modifiable concept in which its significance is continuously being redefined by society, government and the market (Figure 3.4). From the traditional historic institutionalism approach that prioritizes aesthetics and structural integrity through conservation, the meanings of heritage have shifted to an understanding that includes social, cultural and economic dimensions of spatial planning. The integration of planning and historical built environment has been a developing concept, and there are three different approaches for dealing with heritage that is adopted by the Dutch planning practice. These have quite different ways of assessing heritage values, but also parallel ways of working (Janssen et al., 2017).

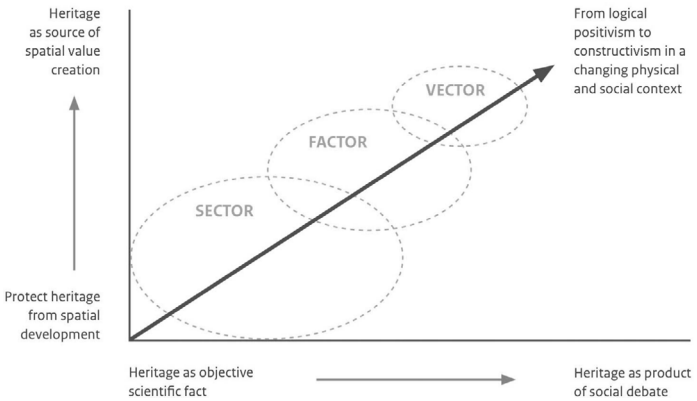


Figure 3.5. Shifting conceptualizations of heritage. Source: From Janssen et al. (2017)

1- Sector Approach: Protection and Collection

The sector approach is the traditional approach that labels socio-economic values and spatial dynamics as threats to the cultural heritage. Emerged in the post-war period alongside the Dutch regulatory planning system, the objective is conservation by saving valuable cultural and historical elements.

2- Factor Approach: Negotiation and Revitalization

The factor approach is more dynamic and flexible, as it highlights heritage as a component of spatial quality that does not prioritize the conservation of the individual object but rather the transformation of the area as a whole. The emphasis is not on the material substance of heritage, but on its connection with the present through supporting economic values and increasing cultural quality.

3- Vector Approach: Development and Continuity

Rather than the physical dimension, the vector approach prioritizes the narrative dimension of

heritage through intangible values such as stories, traditions and memories. Less reliant on government and private initiatives, the vector approach seeks active dialogue with civic stakeholders and local inhabitants.

Through the article, the main argument is not to highlight one approach over the other but to identify which ones work best for any given situation, that realistically evaluates the potential of heritage values through its broader context and different applicable approaches (Janssen et al., 2017).

3.4.6. UNESCO Recommendation on the Historic Urban Landscape Approach (HUL)

A historic urban landscape (HUL) is an urban site composed of a historic layering of cultural and natural values and features that include the broader urban context and its geographical setting (Özçakır et al., 2022). This consist of “topography, geomorphology, hydrology and natural features, its built environment, both historic and contemporary, its infrastructures above and below ground, its open spaces and gardens, its land use patterns and spatial organization, perceptions and visual relationships, as well as all other elements of the urban structure. It also includes social and cultural practices and values, economic processes and the intangible dimensions of heritage as related to diversity and identity.” (UNESCO Recommendation on The Historic Urban Landscape, 2011)

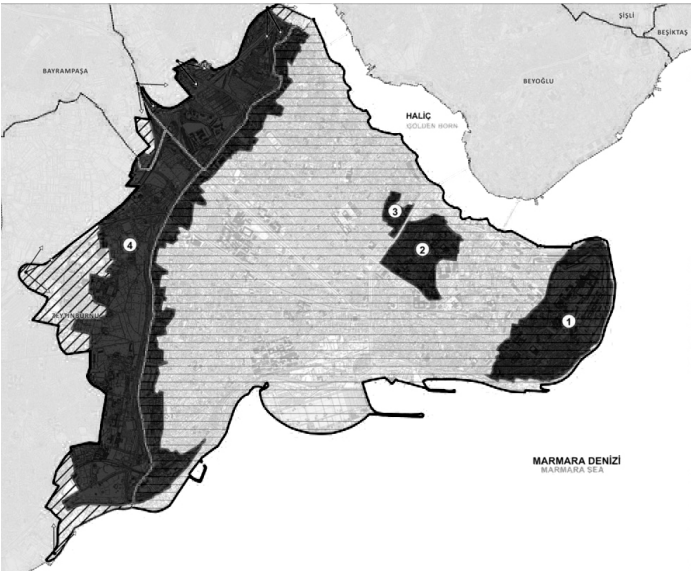
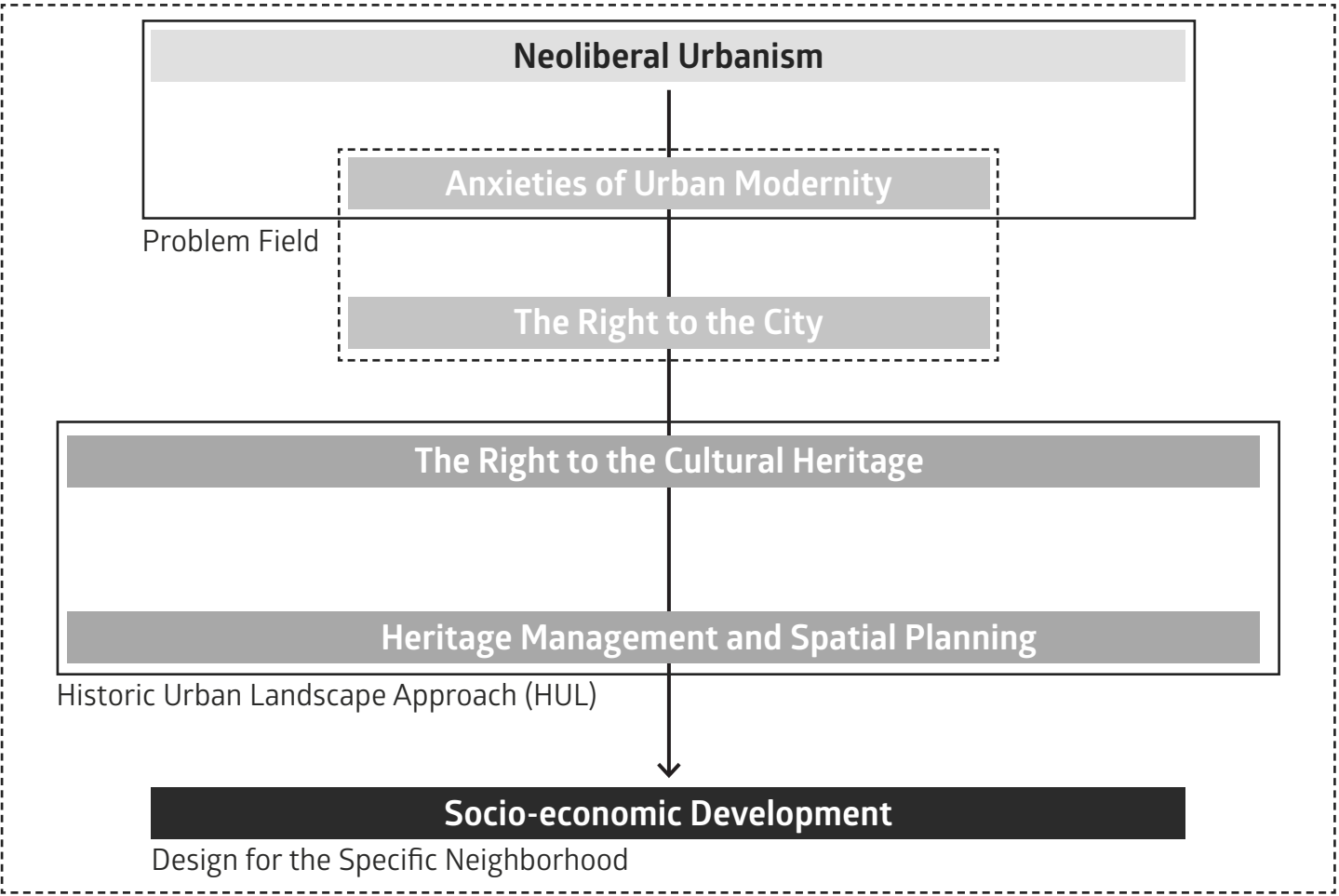


Figure 3.6. Historic areas of Istanbul world heritage site: 1_Sultan Ahmet Archeological Park, 2_Süleymaniye Mosque and its associated area, 3_Zeyrek Mosque and its associated area, 4_Istanbul Land Walls Source: İstanbul Tarihi Yarımada Alan Yönetimi Planı (2016), map produces by Bimtaş

3.5 | Conceptual Framework



GOLDEN HORN

The conceptual framework describes the main approach and structuring of the thesis by associating underpinned theories and key literature. The problem field starts with emerging social identities in globalizing cities and the impact of adopted neoliberal economic policies, which directly relates to a larger social framework. Followed by Türelİ’s research on Istanbul, anxieties of urban modernity become critical for contextualizing the complex socio-cultural conflicts that emerged with neoliberal urbanism in Istanbul. Besides the examples provided in the problem field chapter about the heritage industry and the Golden Horn, Türelİ exhibits a more socially oriented insight of Istanbul’s recent history and local inhabitants (Istanbulities), which provides a profound understanding of the problem through a narrative structure to the past. Furthermore, Lefebvre’s notion of the right to the city becomes an intermediate transition between the problematization and research aim part

that directs the discussion toward heritage through accessibility and usability of urban values, where the right to the cultural heritage highlights the notion of heritage as a community resource. In addition, the framework for shifting conceptualization of heritage (Figure 3.5) outlines three different interpretations of the relationship between heritage and development, which becomes an essential framework to take a position in the design chapter, as there are multiple heritage values and site-specific components to deal with. The discussion on heritage contextualizes through Golden Horn’s identity as a historic urban landscape (HUL). Finally, the anticipated result is socio-economic development for local inhabitants through the integration of industrial heritage between site-specific values, and to evaluate how this bottom-up process can trigger broader urban development along the post-industrial areas of Golden Horn.

Figure 3.7. Diagram for conceptual framework Source: Author

3.6 | Project Timeline

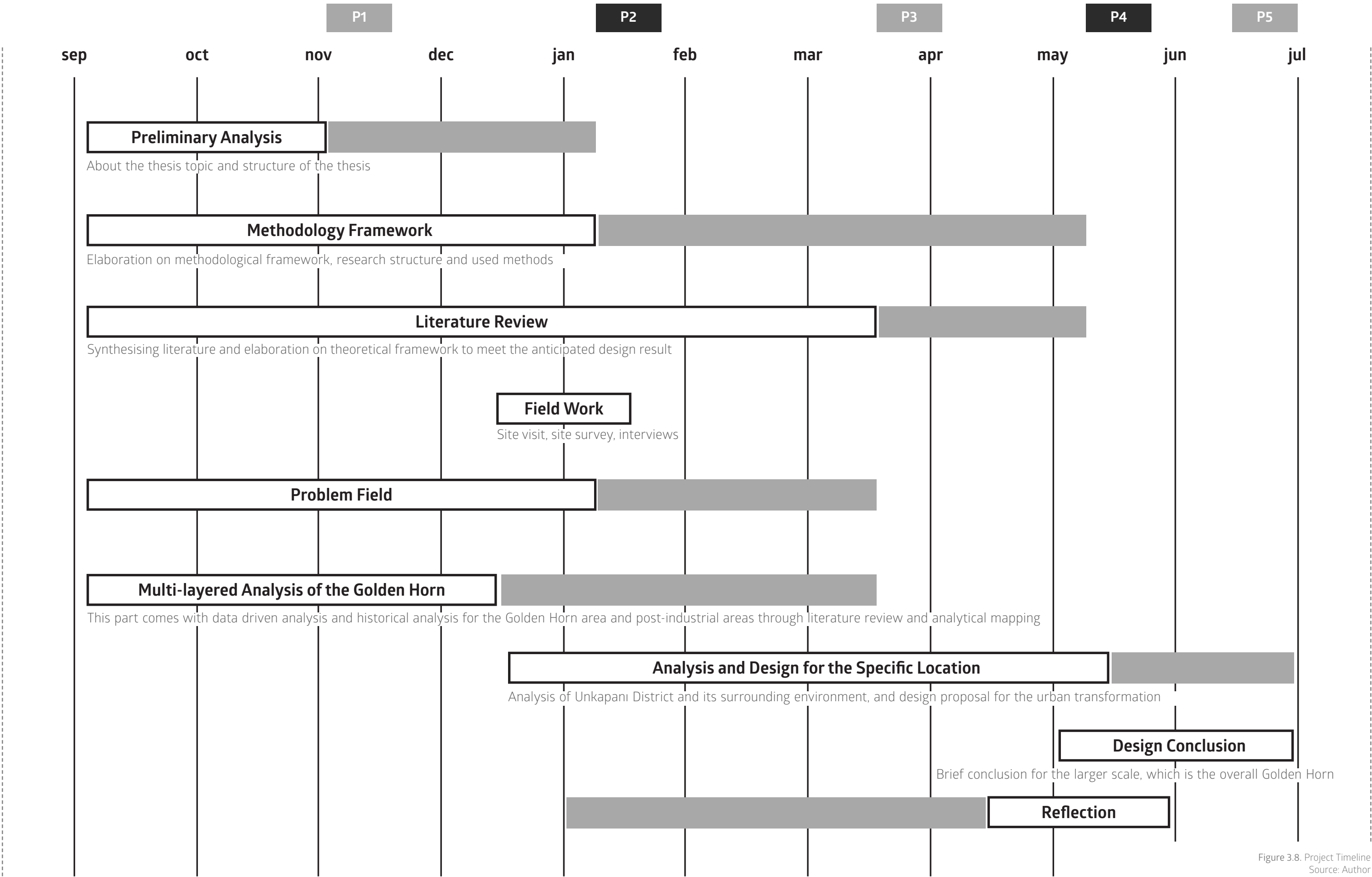


Figure 3.8. Project Timeline
Source: Author

4 | ANALYSIS OF THE GOLDEN HORN

4.1 Physical Patterns and Structures of the Past

4.2 Site Overview

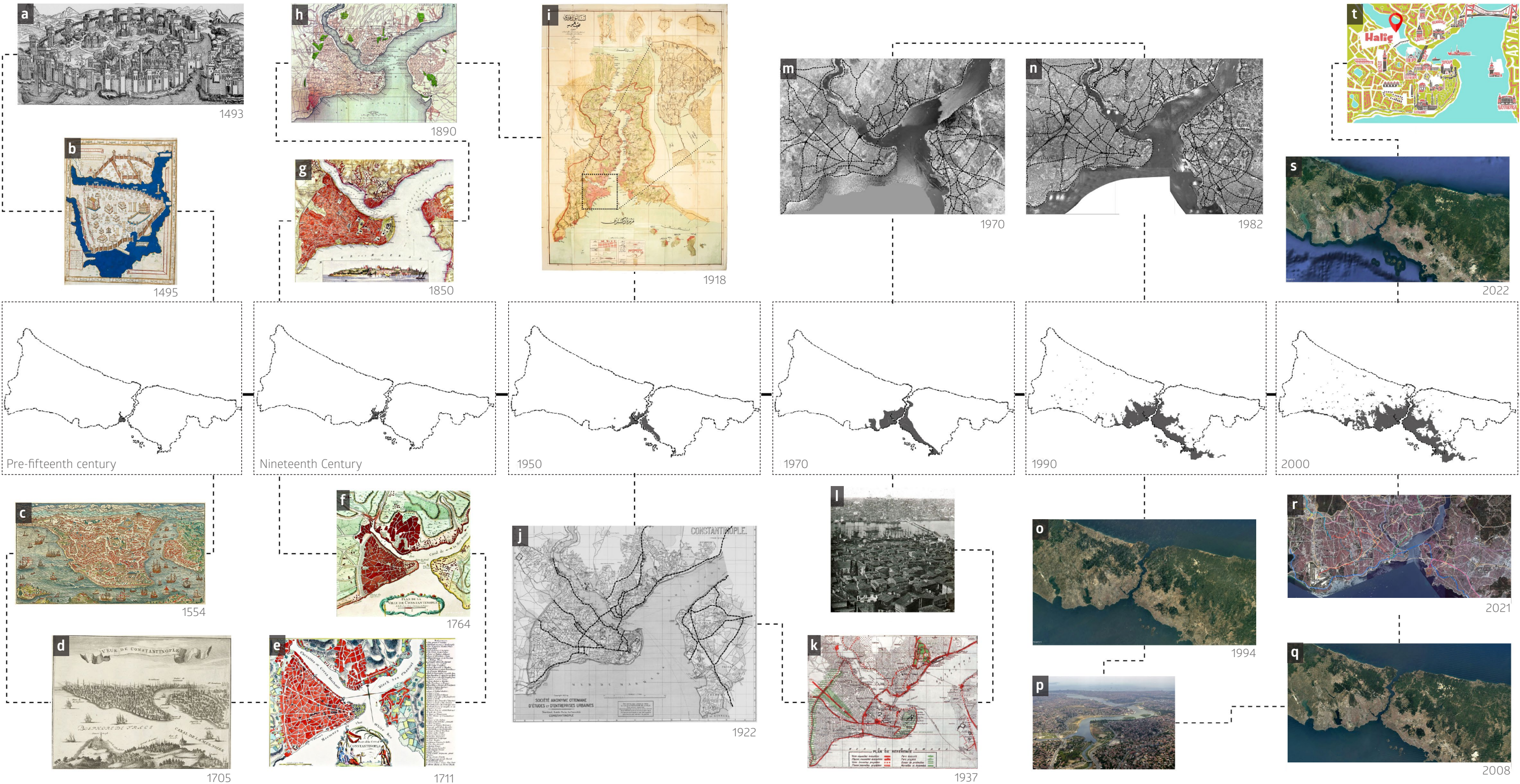
4.3 Transformation of the Waterfront

4.4 Multi-layered Analysis

4.5 Conclusion

This chapter starts with a larger-scale historical analysis of the Golden Horn, together with the expansion of the city, which accelerated in the 1950s, around the Golden Horn area. An overview of the current situation and a brief history of Golden Horn's transformation is introduced, referring to the problem field chapter. In addition to this, the comparative analysis of the transformation of the waterfront area becomes the key determinant of the changing socio-spatial dynamics delineated by (and with) post-industrial areas. These are followed by a multi-layered analysis through the same scale that introduces different current components such as population density, cultural heritage and manufacturing values. The chapter ends with a conclusion that identifies an illustrative neighborhood to zoom in on for the anticipated design proposal.

4.1 | Physical Patterns and Structures of the Past



It is important to emphasize Golden Horn's economic and socio-cultural values through Istanbul's historical development through physical patterns and structures of the past. As it always had crucial importance through its entity as a major natural port in history, the primary inlet of Bosphorus was a significant urban waterway that hosted different empires and cultures

through time. This depiction of the Golden Horn comes into prominence in the early drawings and plans of the city. Furthermore, the urban sprawl accelerated around Golden Horn, mainly towards east and west, in the 1950s by virtue of industrialization and new road infrastructures as Istanbul was taking its first steps towards becoming a metropolitan city.

Figure 4.1. Expansion of the city and representation of Golden Horn
Source: Maps at the center, illustrating the city's expansion is adapted from urbanage.lsecities.net. Other visuals from top-left to top-right, row-wise:

- a_ Drawing of Constantinople by Hartmann Schedel, b_ Drawing by Cristoforo Buondelmonti c_ Drawing by Sebastian Munster, d_ View of Istanbul by Nicolas de Fer, e_ Map by J. Andrews, f_ Map of Istanbul by Jacques-Nicolas Bellin, g_ Map of Istanbul with a panoramic view from istanbultarihi.ist, h_ Map of Istanbul in railway guide by Bradshaw, i_ The first city guide key plan by Necip Bey, j_ Major roads in 1922 from istanbulurbandatabase.com, k_ The first master plan of Istanbul by Henri Prost, l_ Golden Horn from Eski İstanbul Fotoğrafları Arşivi, m_ Map of major roads in 1970 from istanbulurbandatabase.com, n_ Map of major roads in 1982 from istanbulurbandatabase.com, o_ Satellite image from istanbulurbandatabase.com, p_ Photo of the Golden Horn from Bakbaşı Bosson and Töre (2019), q_ Satellite image from istanbulurbandatabase.com, r_ Public transformation map from sehirharitasi.ibb.gov.tr, s_ Satellite image from istanbulurbandatabase.com, t_ Sightseeing map for Istanbul from kulturveysasam.com

4.2 | Site Overview

Through its significant position as an urban waterway, Golden Horn occupied a critical role in many different aspects, where the urban regeneration of the waterfront was a major turning point for Istanbul's globalization process in the 1980s. However, the waterfront region was always separated and bordered via different uses throughout its history. Initially, it was the former city walls (Figure 4.2) that were built to protect the city, followed by industrialization with many factories that are established along the shoreline (Figure 4.3), and currently through transportation infrastructure with extensive roads and tram lines (Figure 4.4). Thus accessibility to the waterfront has always been an issue.

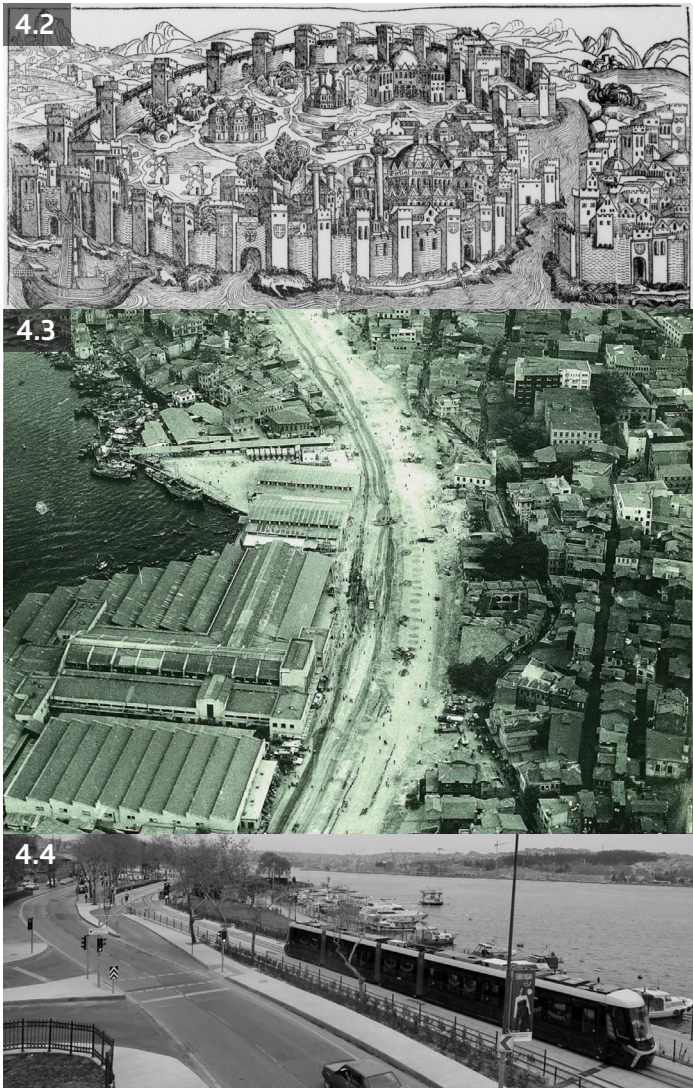


Figure 4.2. Drawing of Constantinople, 1493, by Hartmann Schedel
Source: commons.wikimedia.org

Figure 4.3. Eminönü road widening works, 1958
Source: tr.pinterest.com

Figure 4.4. Eminönü- Alibeyköy Tram Line
Source: rayhaber.com

Satellite Image of the Golden Horn, 1970



Figure 4.5. Satellite imagery 1970
Source: sehirharitasi.ibb.gov.tr

Figure 4.6. Satellite imagery 2022
Source: Google Earth

Satellite Image of the Golden Horn, 2022

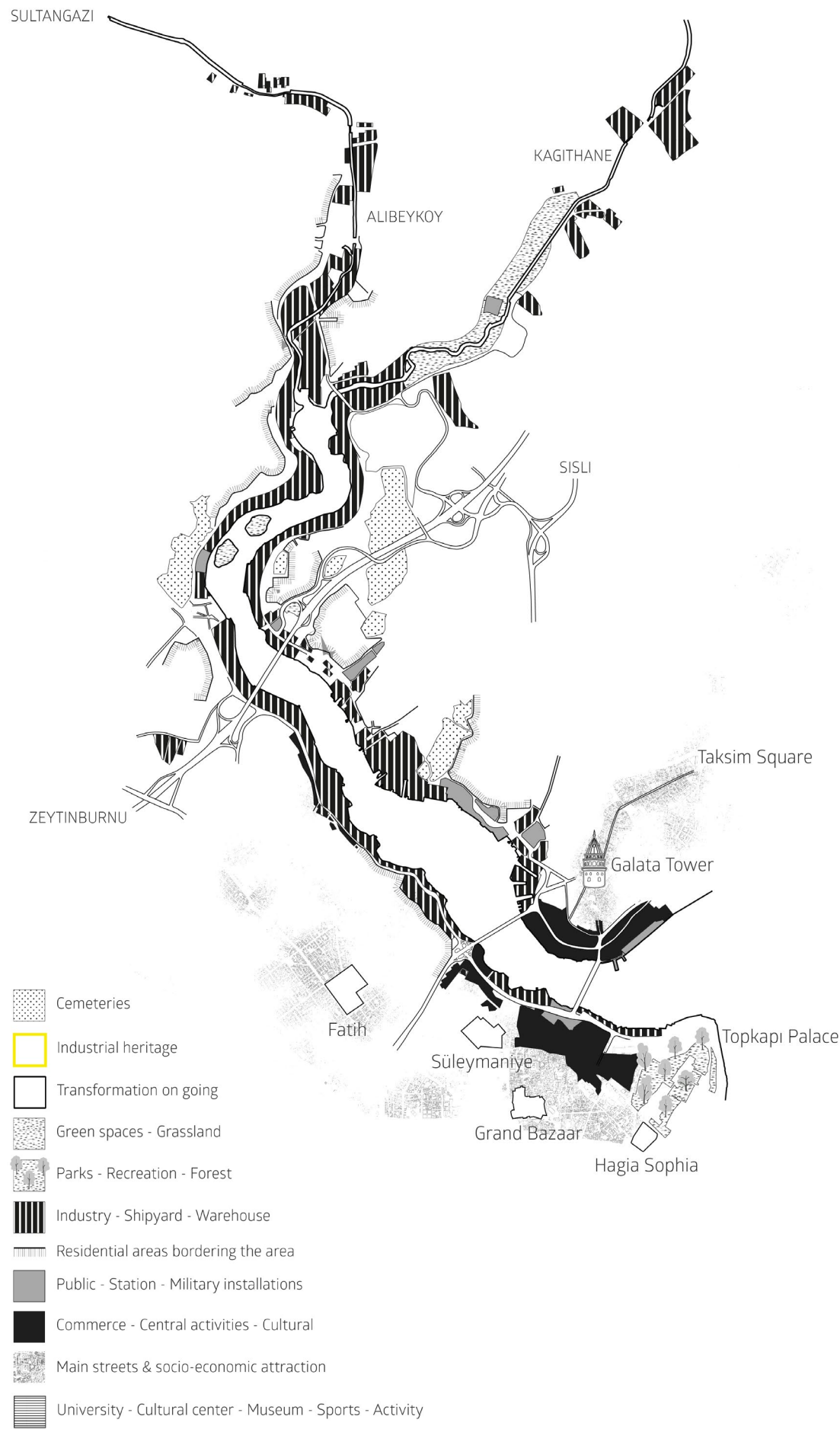


4.3 | Transformation of the Waterfront

Subsequently, it is important to emphasize this transformation of the waterfront region, to indicate the spatial outcomes of such identity shift from industry to culture. Referring to the problem field chapter, the industrialization process promoted lots of job opportunities, which led to rapid population increase and informal urbanization through the emergence of slum neighborhoods along the shoreline. As it was a period outside the management of the planers' vision and there was the availability of vacant state-owned land in proximity to factories, there were many poor neighborhoods delineated by (and with) industrial areas, as seen in the coastal region land-use map before the 1980s.

Currently, few industrial facilities are located along the waterfront, mostly in the northern part of Golden Horn. Deindustrialization is clearly visible, where most of these post-industrial areas transformed into cultural centers, universities, parks, and recreational uses. However, as indicated in the problem statement, the effort of transforming Golden Horn into this cultural valley was a failure, because the delineated residential borders that are established with industrialization mostly stayed the same. And these neighborhoods are mostly in a vulnerable situation with poor-quality living environments, where the waterfront area is mostly privatized and gentrified through culture-led urban transformations and re-use of heritage values. Highlighted in yellow are the industrial heritage facilities, mostly owned by private sector initiatives, re-functioned for private universities, museums, exhibitions, and cultural centers, which raised social tension and caused spatial fragmentation along the residential borders. And this key comparison analysis directly emphasizes this shifting landuse as delineated by (and in relation to) built urban form, and uncovers potential morphologies of the post-industrial areas and industrial heritage to identify possible locations to zoom in as an illustrative neighborhood to study for the following chapters. In the next pages, a multi-layered analysis, through the same scale, is introduced with different current components such as population density, cultural heritage and manufacturing values to have a comprehensive realization of Golden Horn.

Coastal Region Landuse Before 1980s



Coastal Region Current Landuse

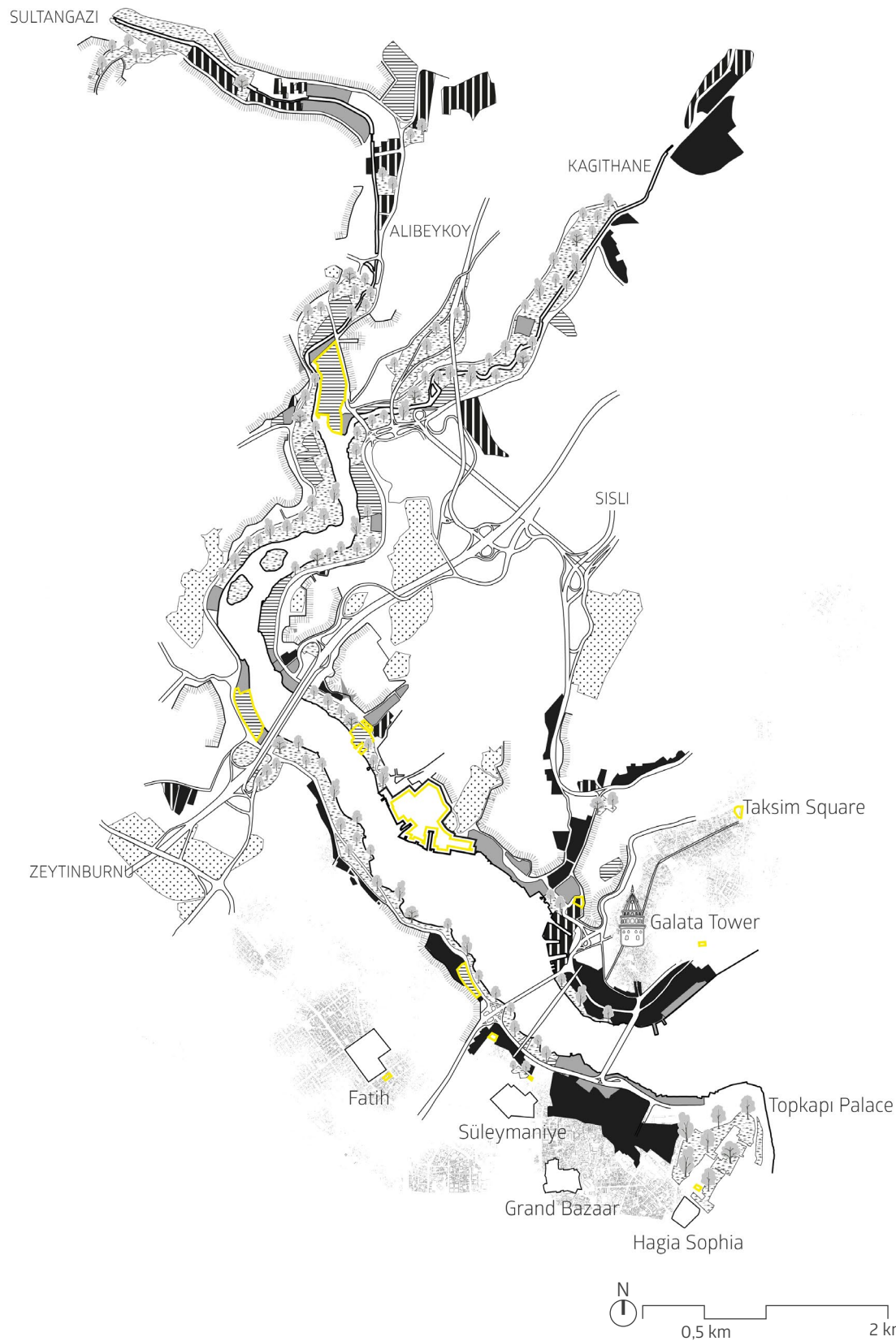


Figure 4.7. Transformation of Golden Horn Coastal Region Through Time
Source: Author, derived historical information about the landuse from Mimarlık/78/4 Vol: 157 and sehirharitasi.ibb.gov.tr

4.4 | Multi-layered Analysis

4.4.1. Cultural Heritage Values

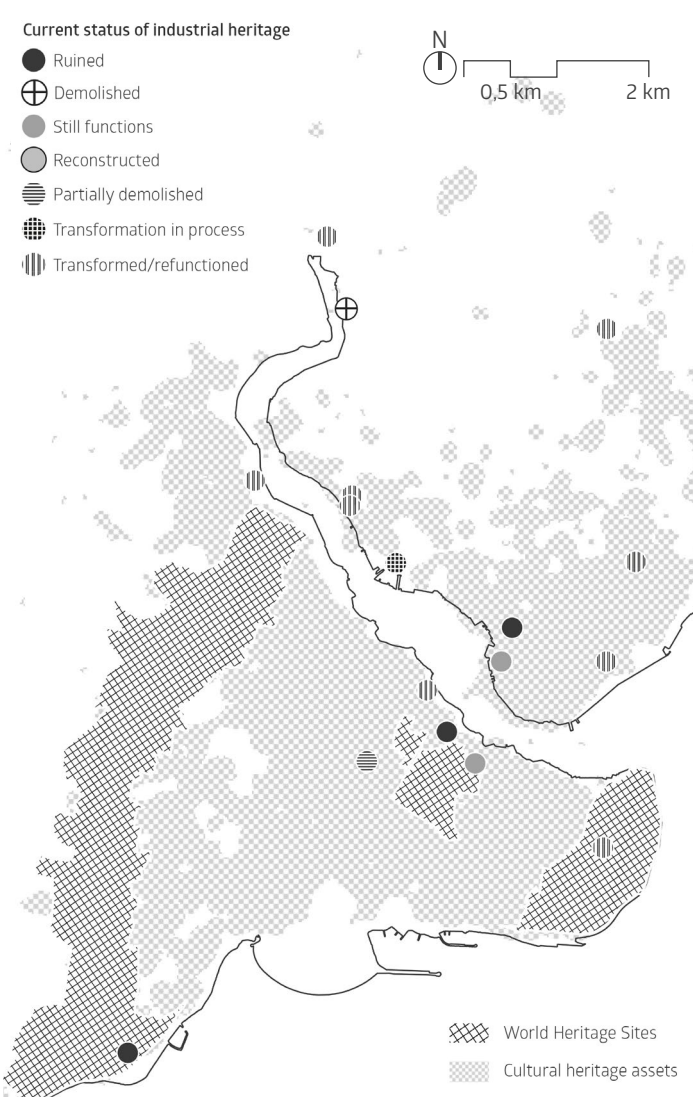


Figure 4.8. Cultural Heritage Values
Source: Author, derived information from İstanbul Vizyon 2050 Strateji Belgesi (Figure 7.1) and Köksal (2005)

Initially, it was important to have detailed research on industrial heritage facilities, through several components such as their current status, function, type, owner, etc. Although many of them are already transformed, still there are several industrial heritage values left in ruins that have the potential for the anticipated transformation. Moreover, through the larger framework on heritage, which is introduced in the research methodology chapter, other monuments, historical assets and world heritage sites become critical components to take into consideration. There are many cultural heritage values along the waterfront region, whereas the indicated world heritage sites by UNESCO puts an emphasis on the Historic Peninsula, Fatih district.

4.4.2. Manufacturing Distribution by Technology Use

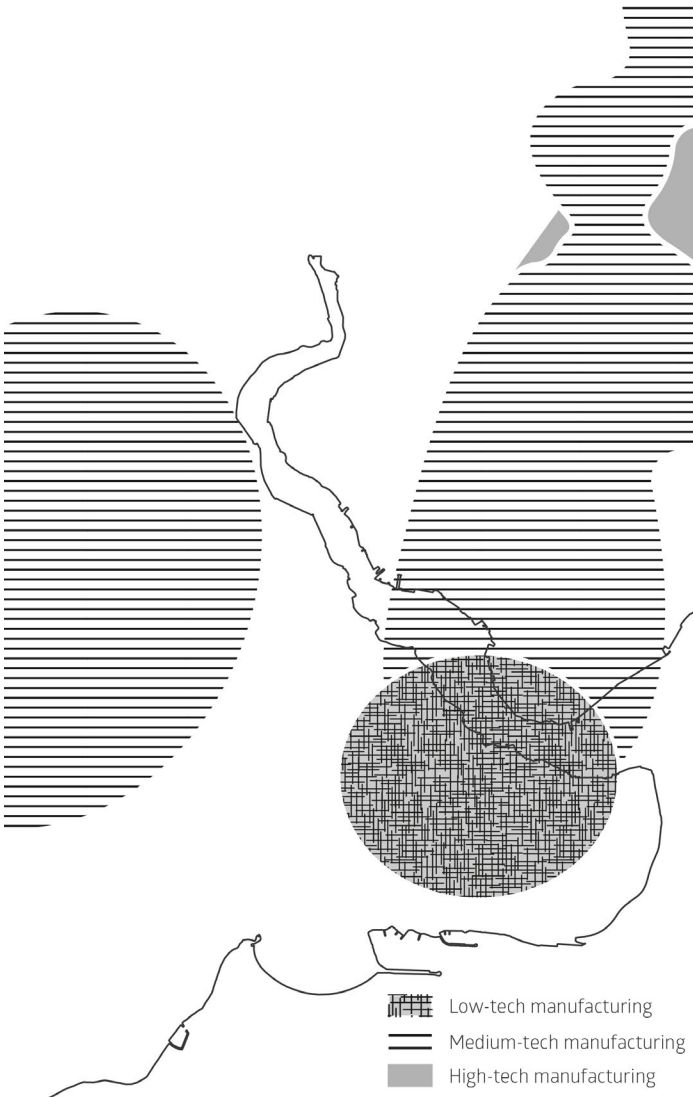


Figure 4.9. Manufacturing Distribution by Technology Use
Source: Author, adapted from İstanbul Vizyon 2050 Strateji Belgesi (Figure 7.2).

Although the industry is removed from the city center, still there are certain manufacturing values along the Golden Horn. It is important to locate these areas that promote socio-economic values, which directly relates to the second sub-research question from a larger scale, mentioned in the research methodology chapter. So, focusing on neighborhoods with low-tech manufacturing aligns with the intended research. Because in areas where urban poverty is prominent, low-tech manufacturing is usually encountered more. Furthermore, in İstanbul, %88.3 of registered companies (as of 2020) in the manufacturing sector are low-tech, which also has a high share in manufacturing sector exports (İstanbul Büyük Şehir Belediyesi [İBB] & İstanbul Planlama Ajansı [İPA], 2022).

4.4.3. Population Density through Neighborhoods



Figure 4.10. Population Density through Neighborhoods
Source: Author, derived information from ıstatistik.istanbul

As the current population exceeds 16 million people, İstanbul is one of the densest cities in the world. And this directly has an impact on the quality of life where many neighborhoods along the Golden Horn are immensely populated. In this direction, the main reason behind this analysis is to locate and compare those neighborhoods around post-industrial areas with high population density. These neighborhoods often include certain urban urgencies such as lack of efficient green, urban poverty, pedestrian circulation discontinuity, and limited access to public use. So, the analysis becomes subsidiary to locate such areas with poor quality living environments and informal developments, referring to the indicated problem statement.

4.4.4. Main Roads and Public Railway Network

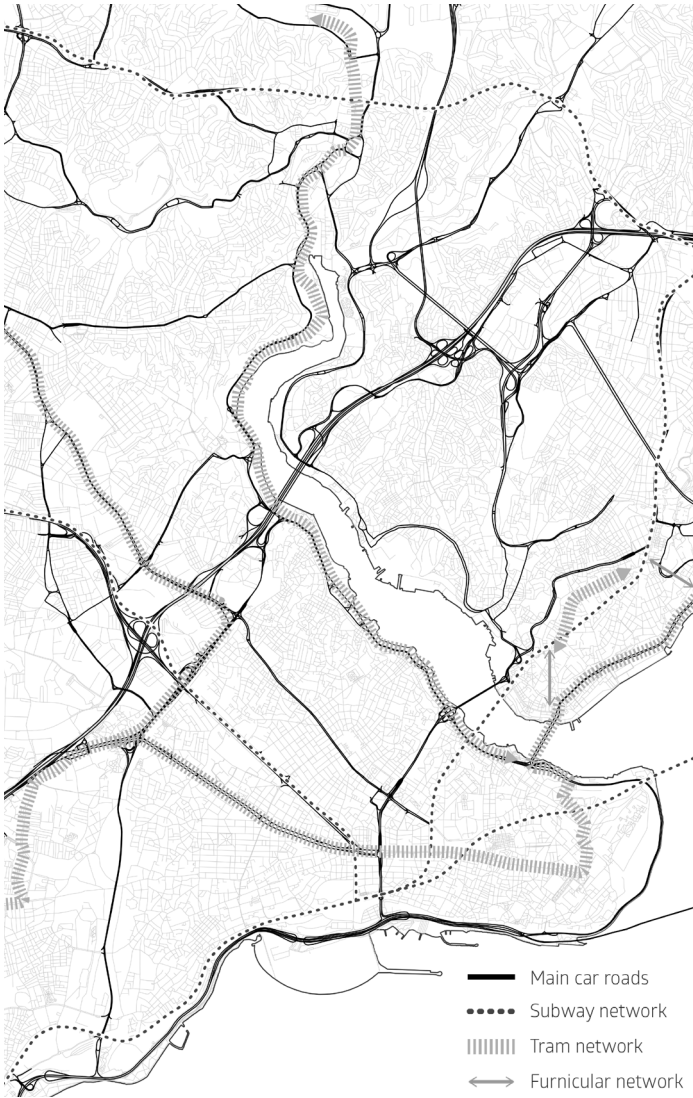


Figure 4.11. Main Roads and Public Railway Network
Source: Author, derived information from OpenStreetMap, Geofabrik

Lastly, an analysis of transportation network structure becomes supplementary research to understand the overall network connection and distribution along the waterfront area. There are multiple bridges connecting each side that have high-density traffic which becomes critical components to consider through their impact on close vicinity neighborhoods. Further, as mentioned in the site overview, the main road network and the tram line along the waterfront form a border condition that goes all the way to the northern end, which emphasizes the problem of waterfront accessibility for pedestrians.

4.5 | Conclusion

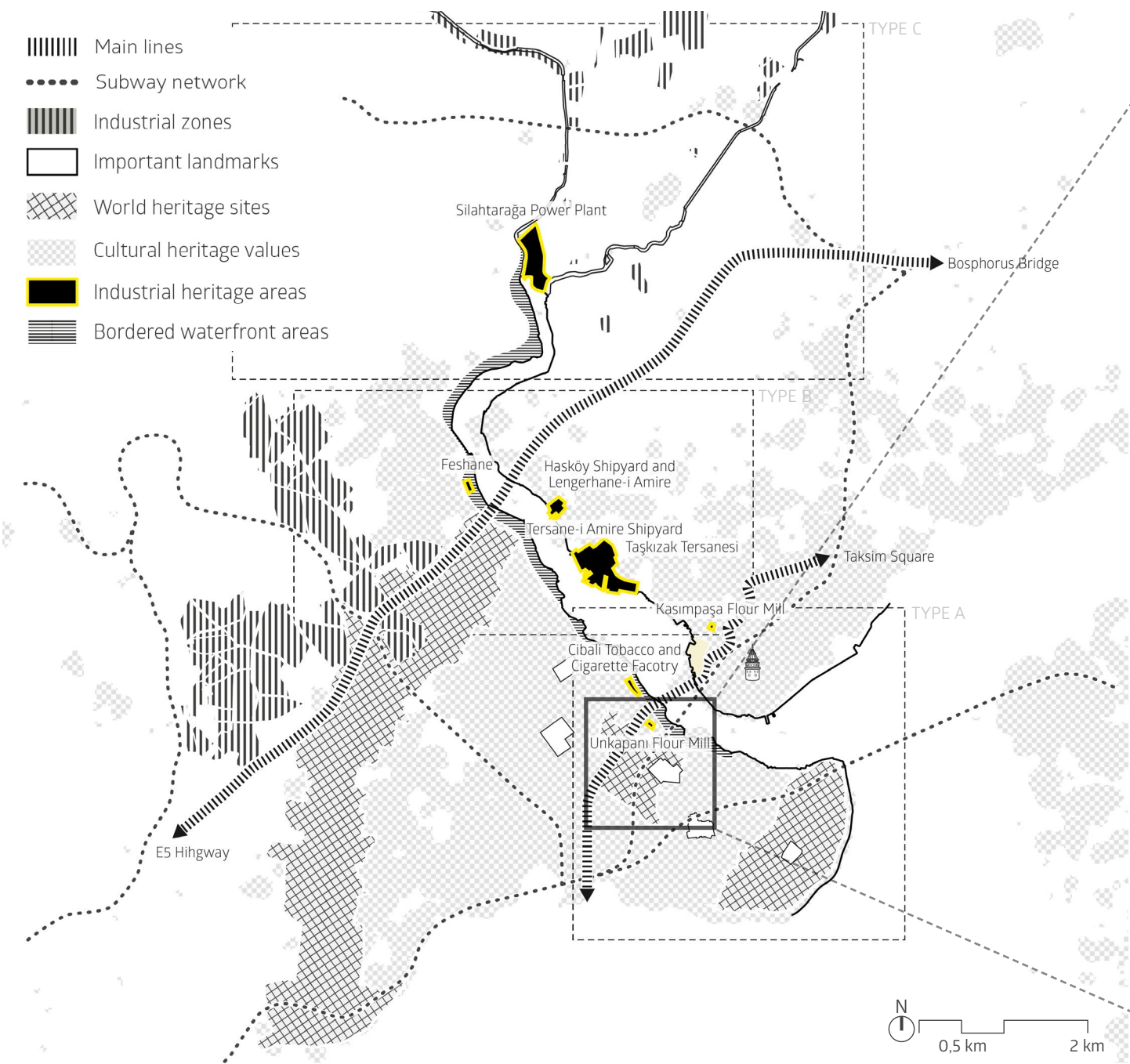


Figure 4.12. Conclusion map of analysis of Golden Horn, indicating typologies and location selection
Source: Author, derived from the previous analysis

The analysis can be synthesized briefly through three zones with different typologies. Zone A can be considered in the historic peninsula bordered by the Atatürk bridge, stepping forth with many cultural heritage values. The area is the center of commerce and tourism, where low-tech manufacturing also takes place. There are only a few residential neighborhoods, which appear as slum developments with poor-quality living environments, and few industrial heritage facilities that are in ruins and have the potentials to be transformed. Zone B is the area between Atatürk

Bridge and Halic Bridge. There are a couple of industrial heritage facilities, which are transformed for new functions, featuring the indicated problems in the problem field chapter. The main occupation of the area is residential neighborhoods with high population density, as manufacturing facilities are alienated from the waterfront area. Still, there are many cultural heritage values in the Fatih district part of the zone. Zone C is the northern end of Golden Horn, focusing on Eyupsultan and Kagıthane districts, where there are only a few industrial heritage facilities. The



Figure 4.13. Satellite overview of Unkapani/Süleymaniye Area
Source: Google Earth

main characteristic of the zone is that there are manufacturing qualities along the waterline, many slum neighborhoods around and recently emerging commercial neighborhoods with high-rise buildings towards the more northern parts.

In conclusion, this larger-scale analysis of Golden Horn pinpoints a neighborhood where all of the research and indicated problems come together. As a result, Unkapani/Süleymaniye district is the most illustrative area that features an industrial heritage facility in ruins,

slum developments, urban poverty, a world heritage site that exhibits many other cultural heritage assets, socio-economic qualities, manufacturing values and commerce embedded in the street life. The location is profoundly integrated with place identity, which is analyzed in detail in the following chapter. Lastly, the anticipated outcome from analyzing and designing such an illustrative area on a neighborhood scale is to contextualize conceptual design principles that can be applicable and developable for other areas in Golden Horn.

5 | ANALYSIS OF UNKAPANI & SÜLEYMANIYE AREA

5.1. Overview of the Unkapani Flour Mill

5.2. Cultural Heritage Assets and Values

5.3. Functions & Typologies

5.4. Idle Areas

5.5. Limitations and Border Conditions

5.6. Public Attractions and Pedestrian Network

5.7. Synthesis of the Analysis

5.8. Conclusion

The second analysis chapter focuses on Unkapani & Süleymaniye area through a more detailed research, including the insights from the fieldwork. It starts with an overview and brief history of the site and an introduction to Unkapani Flour Mill, which is the industrial heritage facility in ruins. Followed by a series of maps that are delineated around its broader urban context, the chapter exhibits a multi-layered detailed analysis of urban morphology, signifying an emphasis on existing problems and values, also intensified through a distinctive narration with photos from the fieldwork. The chapter ends with a synthesis of the analysis that combines important components to contextualize a detailed overview of the site and with a brief conclusion that abstracts the main complexities and opportunities.

5.1 | Overview of the Unkaparı Flour Mill



Figure 5.1. Location of Unkaparı Flour Mill
Source: Author, adapted from google earth satellite imagery

Figure 5.2. View of Unkaparı Flour Mill from the Golden Horn, end of the 19th century
Source: Author, adapted image from F. S. Kariptaş (2013)

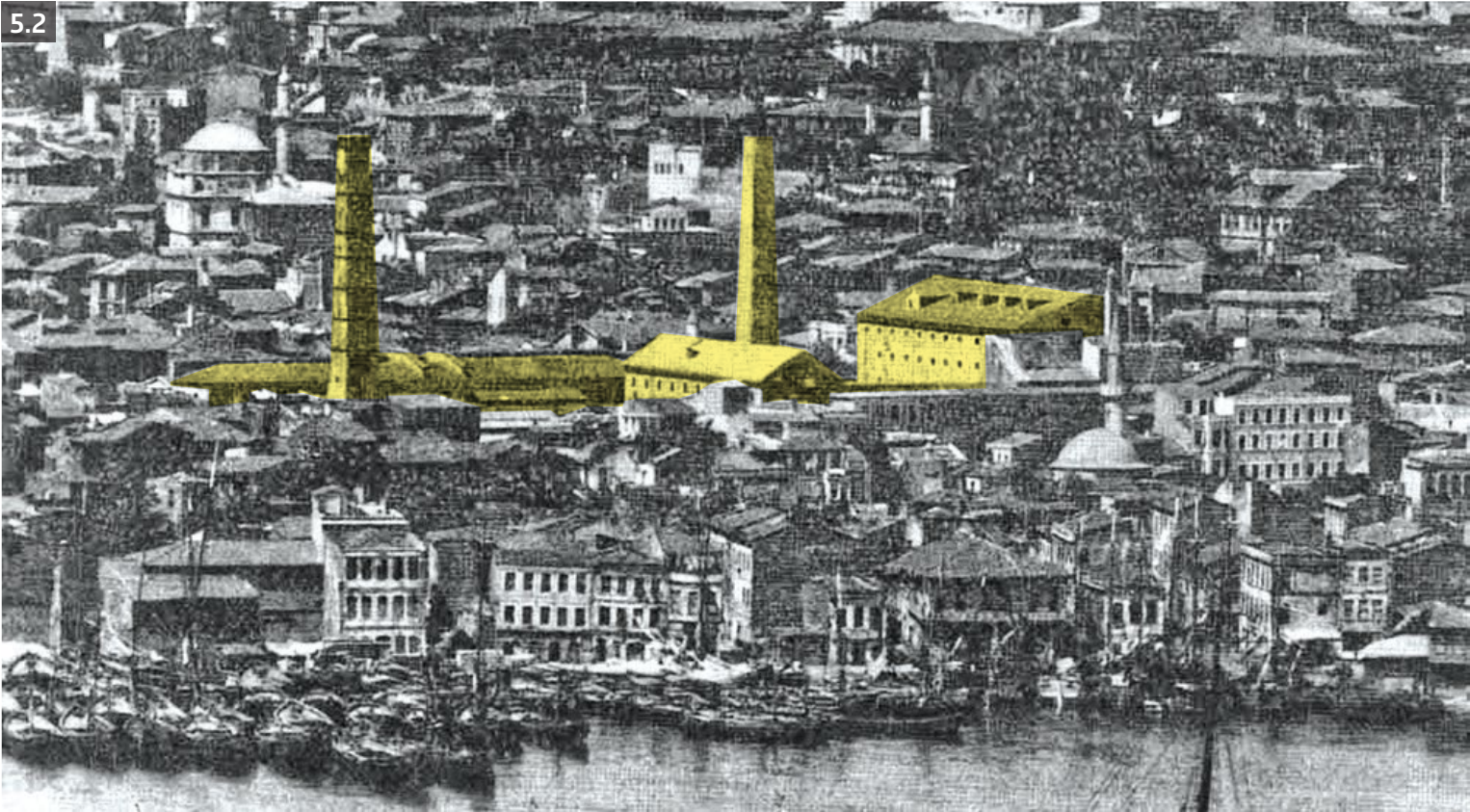


Figure 5.3. View of the north entrance
Source: Author

Figure 5.4. Surviving ruins of the Unkaparı Flour Factory
Source: Author

Figure 5.5. View from the north-east corner
Source: Author

Figure 5.6. View towards the Istanbul Textile Traders' Market
Source: Author

Unkaparı Flour Mill is located at the very center of the historic city, where its remains represent different periods that coexist together in the mill and its surrounding environment. The flour mill was constructed in the 19th century as an industrial complex consisting of a steam-powered mill to produce flour. It was established in an urban area with a history of flour production and processing going back several centuries, close to the quay on the Golden Horn where grain could be off-loaded. Initially, it consisted of a mill building, lodging, warehouse, administration building, bakery, cinema, and two chimneys (Özçakır et al., 2022). However, a large portion of the facility was demolished during the construction of Istanbul Textile Traders' Market (İMÇ) in the 1960s. Even under the national register since 1995 and has legal conservation status, the facility is vandalized, currently in a ruined state and is being used as a paid car parking area (Kariptaş, 2011). Regarding its closeness to the historical-commercial area, the car park appears to be occupied during weekends but many people are not aware of the area's historical value. Additionally, the current state of the facility exhibits a porous structure that is embedded in the urban fabric, providing a possibility for integration through new intervention approaches and reconstruction to promote integrity and preservation that spares room for creativity.



5.2 | Cultural Heritage Assets and Values

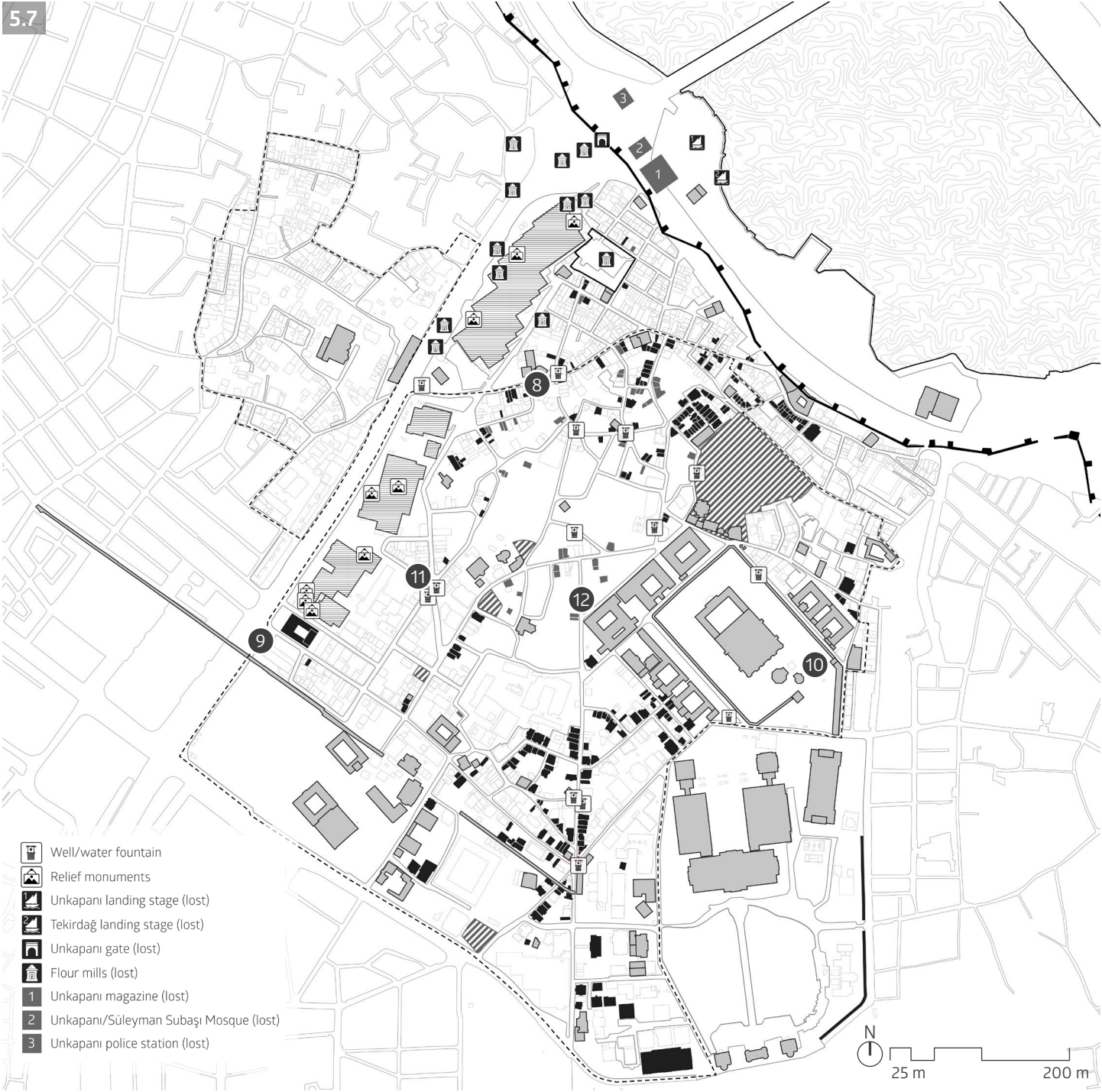


Figure 5.7. Map of cultural heritage assets and values
Source: Author, derived information from kulturenvanteri.com, and Erkal (2018), and İstanbul Tarihi Yarımada Yönetim Planı 2018, Süleymaniye Camii ve Çevresi Koruma Alanında Yer Alan Kültür Varlıkları and İstanbul Tarihi Yarımada Alan Yönetimi Planı (2016)

- World Heritage Sites
- Monuments
- Civil architecture building
- Damaged civil architecture building
- Former demolished city walls
- Modern architectural legacy
- Underground archeological findigs

The area had a great role in the wholesale trade along the Golden Horn and was identified by its history of flour production and grain distribution through its landing square (Figure 5.7) in the Ottoman period from the mid-fifteenth century up until the mid-nineteenth century. Currently, there is almost no trace of the Ottoman Unkapanı, beyond the name of the district where it once was settled. “Kapan” comes from the term for the public weighing scales or steelyards, regarding the area’s local trading practice, and “Un” means flour (Erkal, 2018). Additionally, the post-industrial area is surrounded by significant landmarks such as the Aqueduct of Valens (Figure 5.9), the Süleymaniye Mosque Complex (Figure 5.10) which attracts lots of tourists, modern architectural legacies such as the Istanbul Textile Traders’ Market (İMÇ), and varied cultural heritage assets embedded in the urban fabric, which is delineated by the former city walls that are mostly demolished now (Figure 5.7). The world heritage site, configured around the Süleymaniye Mosque, contains many cultural heritage assets such as mosques (Figure 5.8), bathhouses, water wells (Figure 5.11) and civic architecture buildings that are mostly traditional Istanbul houses (Figure 5.12).



Figure 5.8. Entrance of Hızırbey Hacı Kadın Bathhouse
Source: Author



Figure 5.9. Aqueduct of Valens
Source: Author

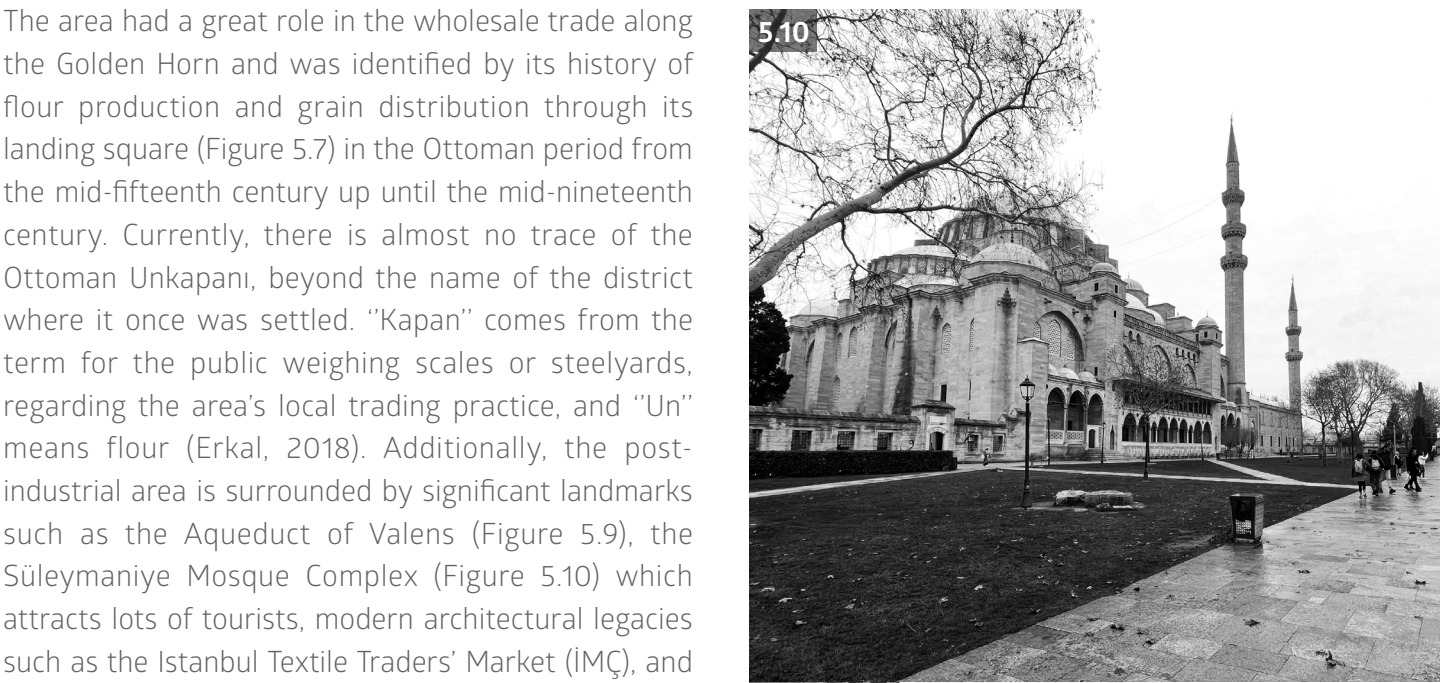


Figure 5.10. Süleymaniye Mosque Complex
Source: Author

Figure 5.11. Kids having a conversation next to the water well
Source: Google Earth Street View

Figure 5.12. A civic architecture building example, traditional Istanbul house
Source: Google Earth Street View

5.3 | Functions & Typologies



- Figure 5.13. Map of functions and typologies
Source: Author, derived information from İstanbul Tarihi Yarımada Yönetim Planı 2018, Süleymaniye Camii ve Çevresi Koruma Alanı Arazi Kullanımı
Indicated typology of the blocks derived from Jacques Pervitich's maps of İstanbul (archives.saltresearch.org) and Google Earth
- | | |
|---------------------------------------|---|
| Water | Idle areas, ruins, scrap yards |
| Blocks | Parks/green areas |
| Parking space | Religious facilities |
| Residential areas | Socio-cultural facilities |
| Commercial areas | Administrative/educational/medical facilities |
| Manufacturing facilities | |
| Commercial + residential areas | |
| Commercial + manufacturing facilities | |

Most of the monuments identified in the cultural heritage assets analysis appear as mosques (Figure 5.13). Furthermore, Istanbul Textile Traders' Market has a varied range of commercial shops, mostly textile wholesale and record sales, and manufacturing spaces for textile production (Figure 5.14). The market is also a place for cultural activities and art exhibitions. Close to Unkapanı Flour Mill, there are many small commercial and manufacturing spaces (Figure 5.15), in which a building usually serves multiple functions such as commercial on the ground floor and residential on the upper floor, or wholesale on the ground floor and manufacturing on the upper floor (Figure 5.16). These small manufacturing spaces usually have thresholds for storage or passages, highlighted as an example in Figure 5.13 as type one. The workers and shop owners take part in economic activities and have social bonds among themselves; however, they do not have a suitable place to gather, and they work in vulnerable conditions (Özçakır et al., 2022). Also, a certain majority of the shops and stores are closed and empty, waiting to be rented. Unkapanı/Süleymaniye district is neighboring the main commercial tourist attraction zone of the historic peninsula, where lots of Hans and the Grand Bazaar are located (Figure 5.26). Han is a common type of commercial structure in Ottoman architecture, including wholesale, artisanal production, storage, a courtyard in the middle and usually accommodation and offices for merchants located on an upper level (Namık, 2018). Highlighted as an example in Figure 5.13 as type two, there are a few Hans located inside the district (Figure 5.17). Lastly, there are many idle areas accumulated inside the World Heritage Site and leftover spaces for car parking, which a further detailed analysis is provided in the following pages.



5.15



5.16



5.17



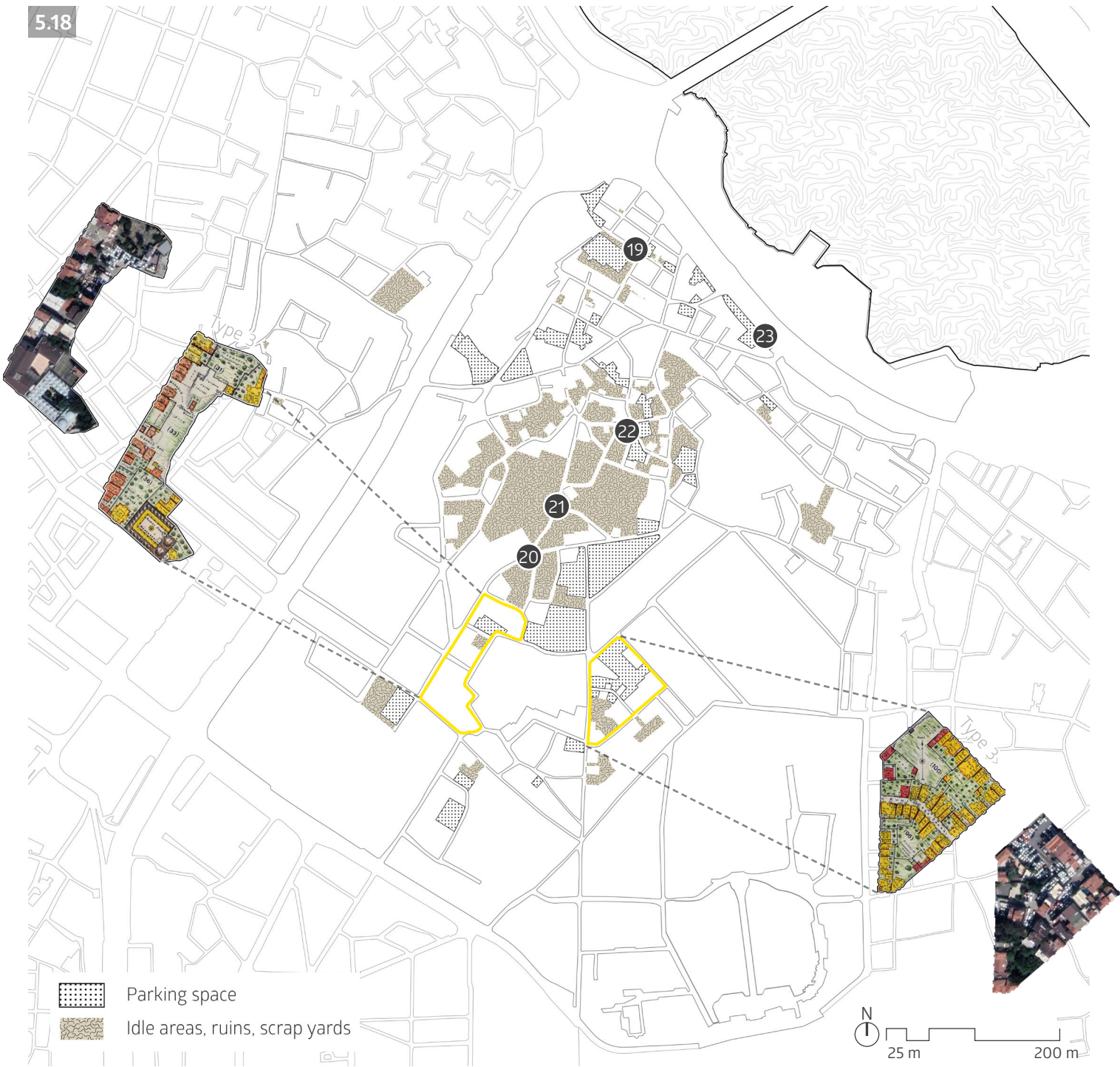
Figure 5.14. Manufacturing and commerce inside Textile Traders' Market
Source: Author

Figure 5.15. A small manufacturer space
Source: Author

Figure 5.16. Rental building along the commercial street
Source: Author

Figure 5.17. Ali Paşa Han (inn) built in the 17th century
Source: kulturenvanteri.com
Photo by Ali Osman Dilekoğlu, 2023

5.4 | Idle Areas



The idle areas are located in what used to be a residential neighborhood. Initially, these areas are accumulated at a particular location inside the world heritage area (Figures 5.18 and 7.7). There are (used to be) many informal settlements, mostly partially ruined and in vulnerable conditions (Figure 5.19). These idle areas are usually encountered with inefficient green, car parking, scrub yards that are sometimes closed with fences (Figure 5.20), far away from meaning and identity (Figure 5.21). The overall area is seen as

Figure 5.18. Map of idle areas
Source: Author, derived information from İstanbul Tarihi Yarımada Yönetim Planı 2018, Süleymaniye Camii ve Çevresi Koruma Alanı Arazi Kullanımı
Indicated typology of the blocks derived from Jacques Pervitich's maps of Istanbul and Google Earth Satellite View

unsafe and characterized by urban poverty, with many unregistered inhabitants seeking to move to a better neighborhood (Figure 5.22). It is also perceived that the residents do not contribute to the economic activities taking place in Unkapanı District (Özçakır et al., 2022). The leftover spaces are also occupied by car parking (Figure 5.23), some public and some private, where

it seems proximity to the main historical commercial area and Süleymaniye Mosque had an impact.

However, the idle areas were not like this in the early 2000s (Figure 5.24). Most of the unregistered informal buildings are demolished and many residents are pushed away by the municipality, and over the years the site has been a matter of political discussion and social conflict. The municipality intends to preserve what is left of the civil architecture buildings, and to rebuild a replica of the past, creating residential areas (a traditional old Istanbul neighborhood) with additional commerce and offices that will attract tourists (Figures 7.8 and 7.9). However, the whole transformation process was unstable and never concluded together with the management changes, leaving the neighborhood in an uncertain state occupied with idle areas. Although not directly among the accumulated idle areas, the typology of traditional Istanbul houses around can be perceived in Figure 5.18 as type three, where small low-rise adjusted buildings, narrow street patterns, small openings and backyards come into prominence.



Figure 5.19. Damaged and vulnerable buildings
Source: Author

Figure 5.20. Idle area surrounded by fences
Source: Google Earth Street View

Figure 5.21. Scrapyards
Source: Google Earth Street View

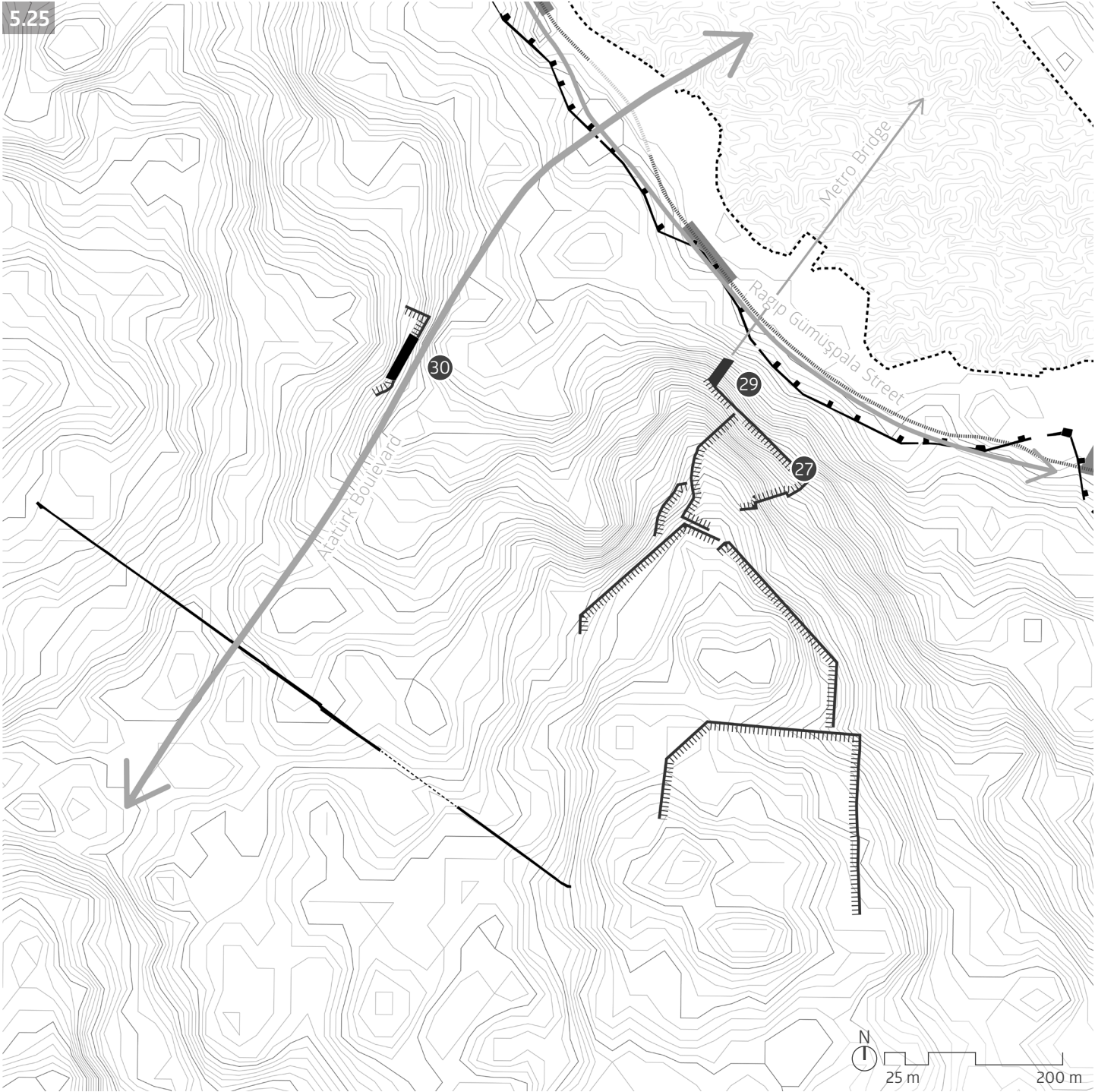
Figure 5.22. Vulnerable slum settlements
Source: Google Earth Street View

Figure 5.23. Car park occupation under the metro bridge
Source: Google Earth Street View

Figure 5.24. Transformation of the idle areas between 2002 and 2022
Source: Google Earth Satellite View



5.5 | Limitations and Border Conditions



- Coastal line
- ████████ Aqueduct (heritage)
- ████████ Former demolished city walls
- ↔ Main roads, car occupation
- ▤ Retaining wall, elevation difference
- 5 meters topographic lines
- 1 meter topographic lines
- ▤▤▤▤▤▤ Tram lines/railway
- ▤▤▤▤▤▤ Tram stations

Figure 5.25. Map of limitations and border conditions
Source: Author, derived topographical data from SRTM-QGIS

Figure 5.26. Commercial areas of Istanbul during the Ottoman Period
Source: Map by Meryem Doğutan in Tayşi (2006)

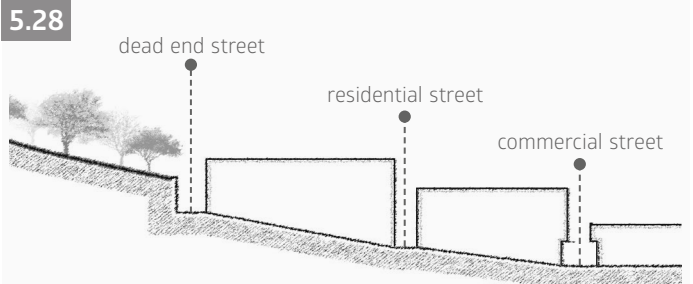
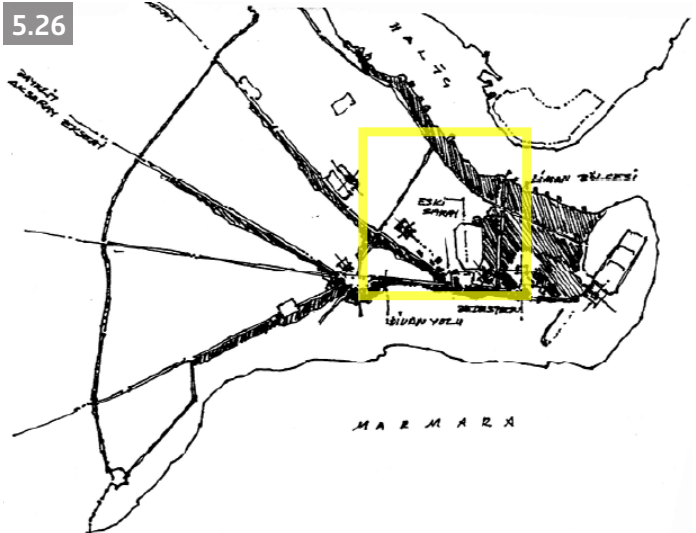
Figure 5.27. Retaining walls
Source: Google Street View

Figure 5.28. Change in the street profile regarding the topography
Source: Author

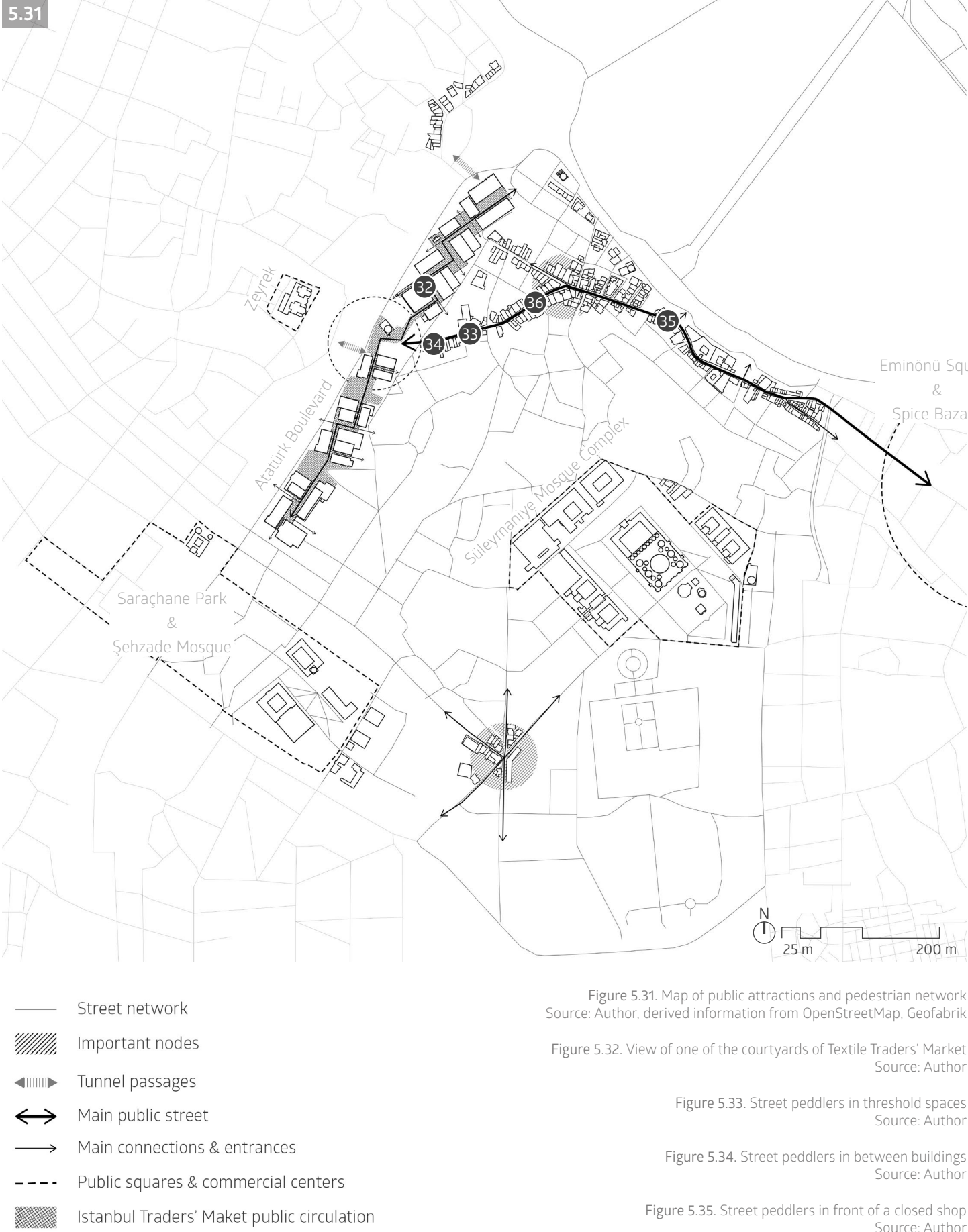
Figure 5.29. Golden Horn (Haliç) Metro Bridge
Source: From turkiyemimarisi, instagram.com/p/CpMgiQ-Nrb9/

Figure 5.30. View of Zeyrek Cistern from Atatürk Boulevard
Source: Google Earth Street View

The positioning of the Unkapanı landing square becomes more significant regarding the challenging topography of the area. The slope increase towards the Süleymaniye Mosque and large retaining walls form border conditions (Figure 5.27) that also impact the change of street profile, where commerce and a more vibrant public life occupy the streets closer to the waterfront (Figure 5.28). The challenging topography also stimulates a lack of pedestrian circulation continuity and accessibility. Furthermore, the overall area appears as a corner site of the main historical commercial zone in the east, almost bordered from every direction and isolated, which is clear to perceive through the main commercial areas in the Ottoman Period (Figure 5.26). The Golden Horn Metro Bridge that goes through the residential blocks is another feature that enhances this separation and limits connectivity toward the main commercial area (Figure 5.29). Such border conditions also make an impression of places without identity and meaning, while reducing the prosperity of locals living there. The site is bordered by two main car roads, Atatürk Boulevard (Figure 5.30) and Ragıp Gümüşpala Street, which limits pedestrian connectivity towards the Zeyrek neighborhood and the waterfront. They both appear as busy streets occupied with traffic in everyday life, in addition to the tram line under construction that will form another additional limitation for pedestrian accessibility towards the waterfront (Figure 4.4). In general, accessibility to the site and its correlation with its surrounding environment is limited, and the impact of such border conditions on the socio-economic aspects is further analyzed in the following pages.



5.6 | Public Attractions and Pedestrian Network



Initially, Istanbul Textile Traders' Market and its open circulation through courtyards, alleys, multiple entrances and passages allow pedestrian accessibility and the possibility for further urban integration (Figure 5.32). Furthermore, the main street network, where lots of socio-economic values are embedded, connects Atatürk Boulevard to the Eminönü Square & Spice Bazaar inside the historic commercial district. Along the street network, many street peddlers and second-hand vendors are settled, mostly in threshold spaces (Figure 5.33), in between buildings (Figure 5.34), in front of closed stores (Figure 5.35), and on side streets. But, such commerce is an illegal act. If the constabulary arrives, they are driven off and run away with their goods (Figure 5.36). So, the district is characterized by urban poverty and integrated with its emerging identities through street peddlers.

Additionally, particular nodes and site entrances appear through the analysis where multiple functions and streets juxtapose (Figure 7.18). These become important features for increasing pedestrian accessibility through anticipated urban integration. Through Atatürk Boulevard, two tunnel passages connect Unkapanı with Zeyrek District. These tunnels are not only for pedestrian accessibility but also occupied with shops and stores which also enhances the role of commerce in the area (Figure 7.11).



5.7 | Synthesis of the Analysis

5.7.1. Synthesis Map

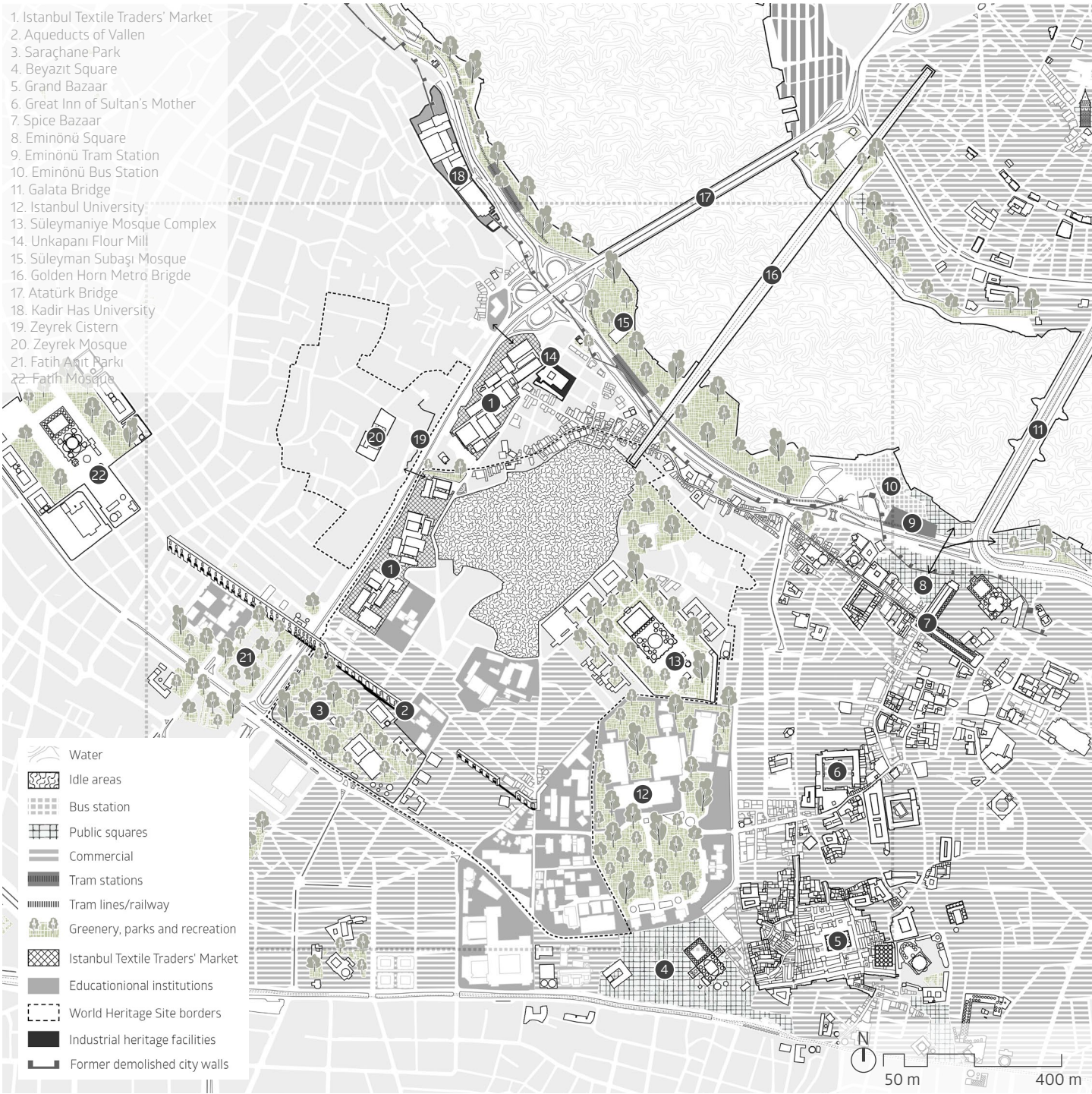


Figure 5.37. Synthesis of the analysis on Unkapanı/Süleymaniye Area
Source: Author, derived information about building outlines from konkur.istanbul/halic/ and information about building typologies from kulturenvanteri.com, and Durhan & Özgüven (2021)

Zooming out a bit, the synthesis map combines all the analysis together in a broader urban context, extending the main street profile towards the Grand Bazaar inside the historic commercial district. The main commercial and cultural spaces are highlighted, emphasizing typologies such as hans, bazaars and mosques. The synthesis defines a clearer perception of

the configuration of the main idle area (Figure 5.18) and impression of Unkapanı in relation to the highlighted street network (Figure 5.31), world heritage site, and cultural heritage assets (Figure 5.2) and spatial limitations (Figure 5.25) while exhibiting the urban morphology of prominent typologies (Figure 5.13).

5.7.2. Gradual Shift in Public Life and Socio-economic Values

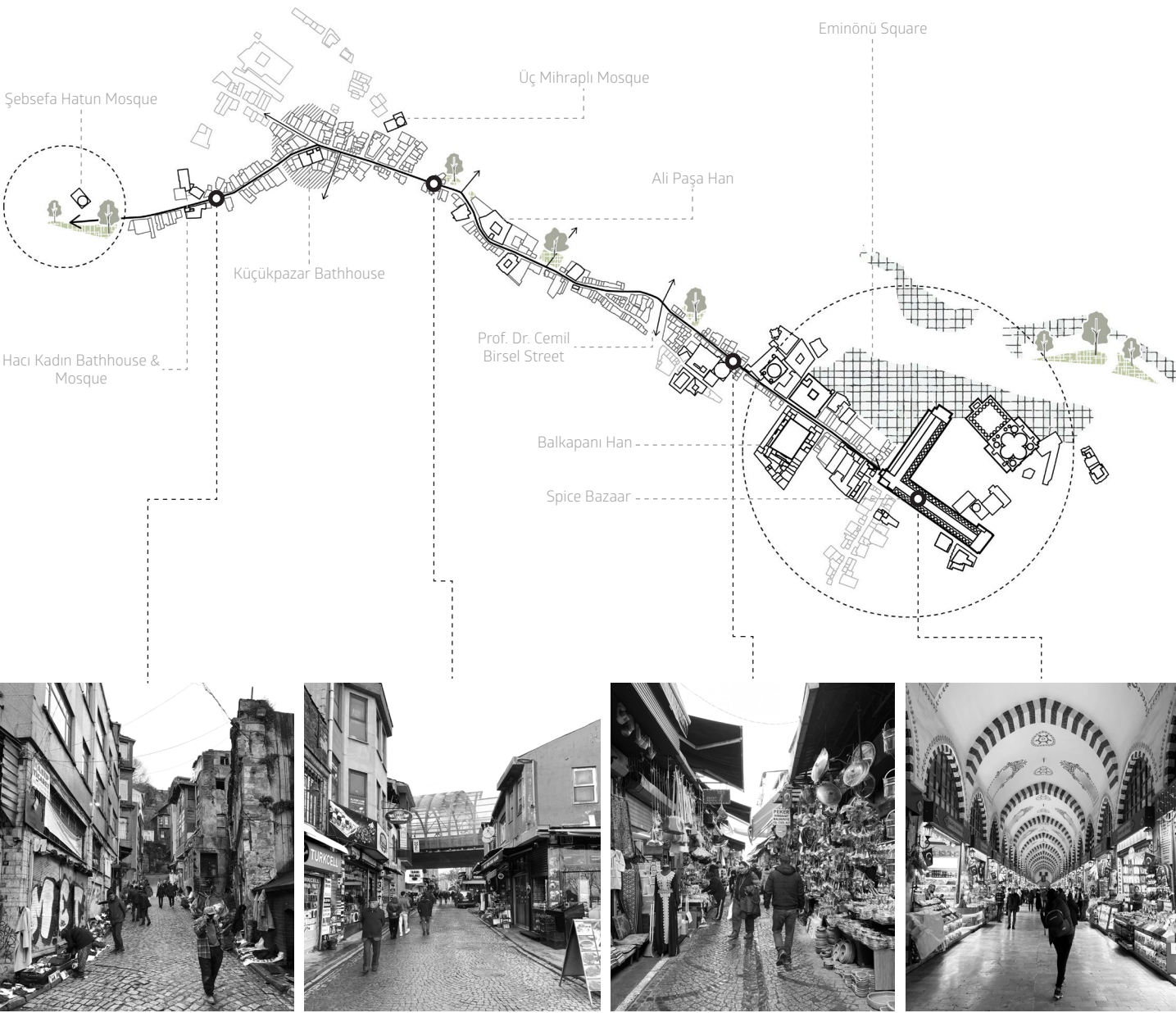


Figure 5.38. Analysis of the street profile and change in public life
Source: Author

Highlighted in the previous analysis (Figure 5.31), more than 1 km long main street work between Eminönü Square and Atatürk Boulevard becomes an important feature through its gradual shift in public life, actors, and socio-economic values. Initially, Unkapanı is characterized by urban poverty, where the poor either sell or buy junk and 2nd hand stuff, make cheap shopping and earn a few money or meet their needs through street peddlers. After Golden Horn Metro Bridge towards Ali Paşaa Han, more open shops and small businesses appear, the number of street peddlers decreases and public life starts to become more vibrant. After Prof. Dr. Cemil Bırsel Street inside the historic commercial district, the car disappears together with the street peddlers. Shops occupy the

street on both sides and more Hans started to appear. The type of buyer and seller changes, as one started to encounter tourists as well. Lastly, the street network ends with the Spice Bazaar in Eminönü Square, built in the 17th century. It is one of the significant landmarks and architecture, as well as the entrance to the historic commercial district, filled with visitors and tourists in everyday life. Eventually, the analysis exhibits the gradual shift in public life and socio-economic values towards the Spice Bazaar and emphasizes the distinctive separation of the Unkapanı district from its close vicinity by highlighting its socio-spatial features. Further, it provides clearer and broader perspective on Unkapanı's characterization with urban poverty and its emerging identities.

5.8 | Conclusion



Figure 5.39. Conclusion on the analysis of Unkapani/Süleymaniye District
Source: Author

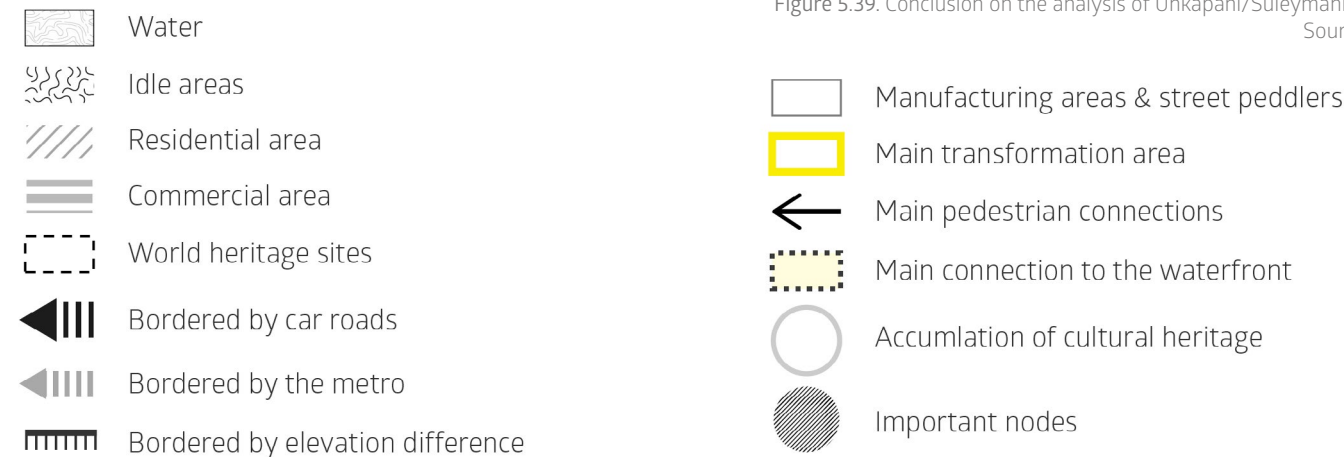


Figure 5.40. View of Unkapani from Zeyrek District, between Istanbul
Textile Traders' Market and Şebsefa Hatun Mosque, Süleymaniye Mosque
Complex is visible in the background
Source: Author

The multilayered analysis of the Unkapani district contextualizes the primary complexities and opportunities in the area (Figure 5.39). The former flour factory and its surrounding environment, highlighted in yellow, is the main area occupied with manufacturing and commercial values. The area appears as an abandoned, vulnerable and isolated corner, framed between the main car roads, the Halic metro bridge, the inclined topography towards Süleymaniye Mosque, and the main street network. This isolation is apparent through the World Heritage Site borders, as the corner area is excluded. Furthermore, there is no pedestrian circulation connectivity towards the waterfront, as the main road and the tram line form a separation.

Urban poverty and its emerging identities, such as street peddlers and second-hand venditions, are characteristic features of the place identity of Unkapani, where socio-economic values are embedded along the main street network inside the highlighted

yellow area. For the intended socio-economic development, the main concern should not be directly disposing of street peddlers and small manufacturers, but to regard their interests and prosperity while transforming the area. In this direction, the gradual shift in public life towards the Spice Bazaar emphasizes the distinctive separation of the district (Figure 5.38), where the overall area is viewed negatively and seen as unsafe including the many idle and car parking areas occupying the neighborhood (Özçakır et al., 2022). People are usually not aware of the heritage values of the area, even though there are particular areas with the accumulation of cultural heritage assets, outlined in gray circles. These locations might be decisive components through the transformation of the world heritage site for promoting future liveable environments. Lastly, Istanbul Traders' Market has great potential to be utilized for the anticipated integration through its multiple entrances, courtyards, and mix-use architecture.

6 | DESIGN PROPOSAL

6.1. Design Approach

6.2. Framework & Vision

6.3. Design Principles

6.4. A Productive Transformation

6.5. Conclusion

6.6. Reflection

This chapter elaborates on the design proposal for Unkapanı & Süleymaniye area. It starts with the contextualization of essential site components of integration and their intended purpose to clarify a structure for the anticipated design approach. Followed by a framework and vision, profound principles as design guidelines are introduced to characterize strategic actions that are either unique or applicable in other locations in the Golden Horn. Particularly, the implementation of these principles focuses on Unkapanı Flour Mill and its surrounding environment while emphasizing the socio-spatial qualities of the productive urban transformation. From the outcome of this smaller-scale design proposal, a brief conclusion for the overall Golden Horn is underlined to pinpoint other locations with potential transformation opportunities where these principles can be applicable, and further developable. Finally, the chapter ends with a reflection, elaborating on the used methods and theories, personal outcomes, the overall process of the thesis, relation to the studio topic, and societal and scientific relevance.

6.1 | Design Approach

6.1.1. Components of Urban Integration



Figure 6.1. Components of urban integration diagram
Source: Author

Initially, it is critical to demonstrate a comprehensible layout for the design approach by identifying essential site components, which have diverse fundamental roles in the anticipated urban integration. So, the given value for each component differs, as some emphasize areas and problems to tackle, and some are recognized as resources or tools to use and enhance throughout the design process. Additionally, through the shifting conceptualization of heritage, the first three components are identified on the diagram (Figure 6.2) that indicates their positioning in the discussion of heritage management and spatial planning.

1-Unkapanı Flour Mill and Its Surrounding Environment

The main design component and focus of the productive transformation is the Unkapanı Flour Mill and its surrounding environment. The priority is not the preservation of the individual industrial heritage object, but rather the transformation of the area as a

whole. The idea is to stimulate and activate this isolated corner in a way that will establish urban opportunities for manufacturers, shop owners, street peddlers and visitors. The main approach embraces heritage as a source of spatial value creation and involves both factor and vector approaches (Figure 6.2) Furthermore, the revitalization of Unkapanı Flour Mill plays a central role, as it is in ruins and partially demolished (Figure 6.3), it offers a permeable structure that is adaptable for transformation to make it more accessible and connected to its close vicinity by utilizing its spatial qualities as well as introducing new functions.

2- World Heritage Site and Idle Areas

World Heritage Site of Süleymaniye Mosque and its associated area is the second design component, directly targeting the idle areas with slum settlements and local inhabitants where urban poverty becomes prominent (Figure 6.4). The prior consideration is on the

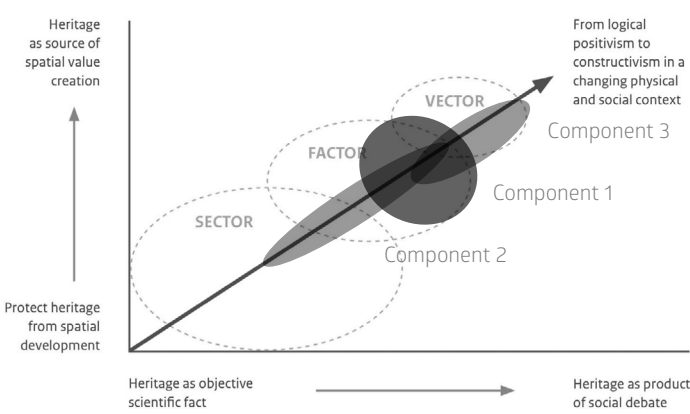


Figure 6.2. Shifting conceptualizations of heritage.
Source: Author, adapted from Figure 3.5.

first component, and the main objective is to establish an integration between these two components to promote future liveable environments while improving the municipality’s plan for the neighborhood. This component accommodates both sector, factor and vector approaches as it tackles multiple heritage values (Figure 6.2).

3- Main Street Network

The third component is a network of system that can expand and develop to achieve the intended integration between the first two components. The main street network (Figure 6.5) becomes a critical component for promoting those anticipated urban opportunities for street peddlers, manufacturers, shop owners, visitor and residents.

4- Istanbul Textile Traders’ Market

Although not as expandable and dynamic as the street network, the Textile Traders’ Market is another specific component (Figure 6.6) that promotes a key role through its open circulation and mix-use opportunities for accessibility and socio-economic development. Not only it has values as a modern architectural legacy, but also manufacturing and commercial values that have significant qualities for the intended urban integration. It is also important for the connection to the residential neighborhood in the western part of the site.

5- Connection to the Waterfront

Although allocated with parks and recreational use, the lack of pedestrian access to the waterfront is one of the primary challenges (Figure 6.7). So, the last component emphasizes this to increase pedestrian connectivity towards the waterfront area.



Figure 6.3. Unkapanı Flour Mill in ruins
Source: Author

Figure 6.4. Waste collectors inside the idle area
Source: Google Earth Street View

Figure 6.5. Daily life in Küçük Pazar Street
Source: Author

Figure 6.6. Istanbul Textile Traders' Market
Source: imc.org.tr

Figure 6.7. Aerial view of the waterfront area
Source: From Lokman Akkaya, Anadolu Ajansı

6.2 | Framework & Vision

6.2.1. Design Framework

The design framework briefly emphasizes the relation between the main layers of the vision, which highlights heritage, manufacturing and public space. The emphasis on these three becomes essential throughout the design chapter whereas a fourth one is introduced as a supplementary feature. Throughout this relationship, particular synergies emerge such as collective spaces, mix-use spaces, and notions of manufacturing as heritage and heritage as a part of the public system. The dotted circle indicates the spaces that all these overlaps as multi-functional spaces, such as Istanbul Textile Traders' Market and the new Unkapanı Flour Mill. Implementation of this framework is followed by figures 6.9 and 6.10.

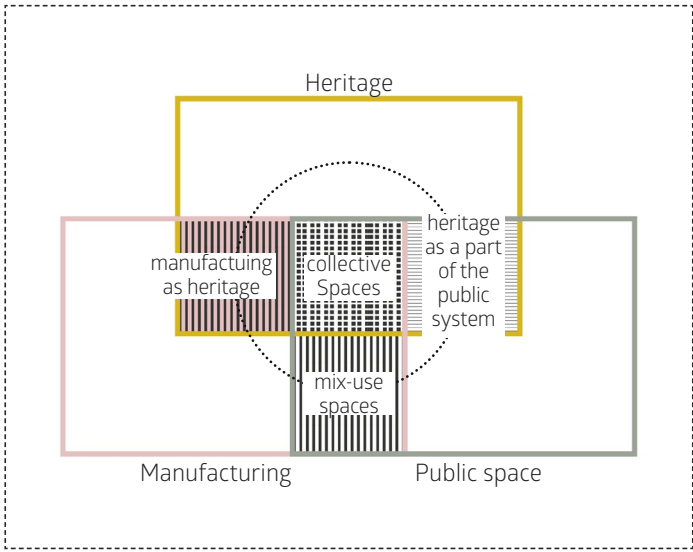


Figure 6.8. Design Framework diagram
Source: Author

6.2.2. Design Vision

Heritage assets

Nodes with the accumulation of heritage assets, inside the second component (Figure 6.1), are critical points to consider, either for preservation, or utilization of heritage as a part of the public system. In this direction, certain heritage values inside the first component become prominent, where accessibility towards these evolves into great consideration for the intended urban transformation. This aspect also includes visual accessibility, where particular site views, openings, axis and connections are prioritized.

Network of manufacturer spaces

Additional spaces are introduced regarding current productive functions to establish a network of manufacturer spaces. The main focus is on component one (Figure 6.1), where varied types of manufacturing and storage spaces are situated. The anticipated design promotes the existing connections of thresholds and proposes new expansions and linkages while promoting a more workable environment. Some implementations are small, and some are more prominent, the overall aim is to enhance the area through its manufacturing attributes.

Public space system

Indication of a developed public network is an essential consideration. The main objective is promoting integration, increasing pedestrian accessibility and introducing efficient green, while enhancing the municipality's plan for the world heritage site. New connections, alleys, courtyards and substantial key locations emerge, where establishing cohesion for residents, manufacturers, street peddlers and shop owners, and visitors become critical to design a comprehensive network with different level of publicness.

Available land and car occupation (supplementary features)

As mentioned in the previous analysis chapter, car park occupation is one of the main problems in the area. It is important to identify these locations that are utilizable for manufacturing spaces, public networks, or heritage values. Another critical step is to reduce car accessibility for the main street network to pedestrianize the area, through its peak hours, to promote its public life and commercial values. And lastly, to slow down the traffic along Ragıp Gümüşpala Street to increase pedestrian connectivity towards the waterfront area.

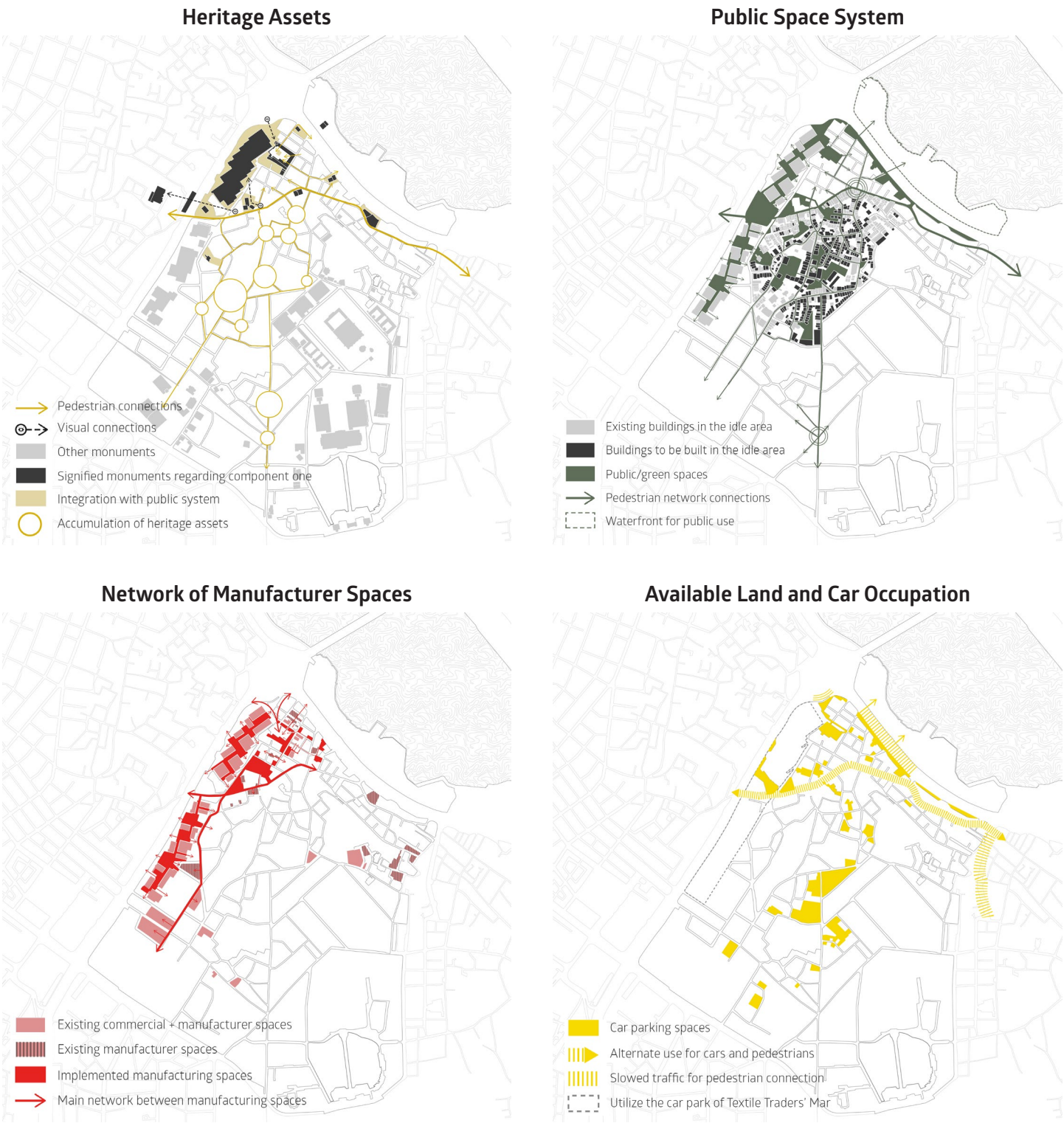


Figure 6.9. Design Vision Diagram through varied values
Source: Author, utilized future plans from İstanbul Tarihi Yarımada Yönetim Planı 2018, Süleymaniye Camii ve Çevresi Koruma Alanı Plan Kararları

Overlapping each map gives an overall vision of the area through synergies and emerging key locations. Where public network and heritage values come together, regarding the type of heritage, utilization of heritage as a part of the public system and accessibility to heritage values become essential concerns. Where manufacturing and public network come together, types of mix-use spaces emerge that workers, shop owners, street peddlers and visitors can utilize. Concerning its type, combining heritage

values and manufacturing may emerge conflicts in particular areas, thus integrating the public space network in between would promote collective spaces. But it also emphasizes low-tech manufacturing as a characteristic feature of Unkapanı, as a heritage that should be utilized and improved through the anticipated transformation. The following page exhibits a conclusion and briefly introduces key locations that emphasize the combination of each layer of the design vision (Figure 6.10).

6.2.3. Conclusions and Key Locations

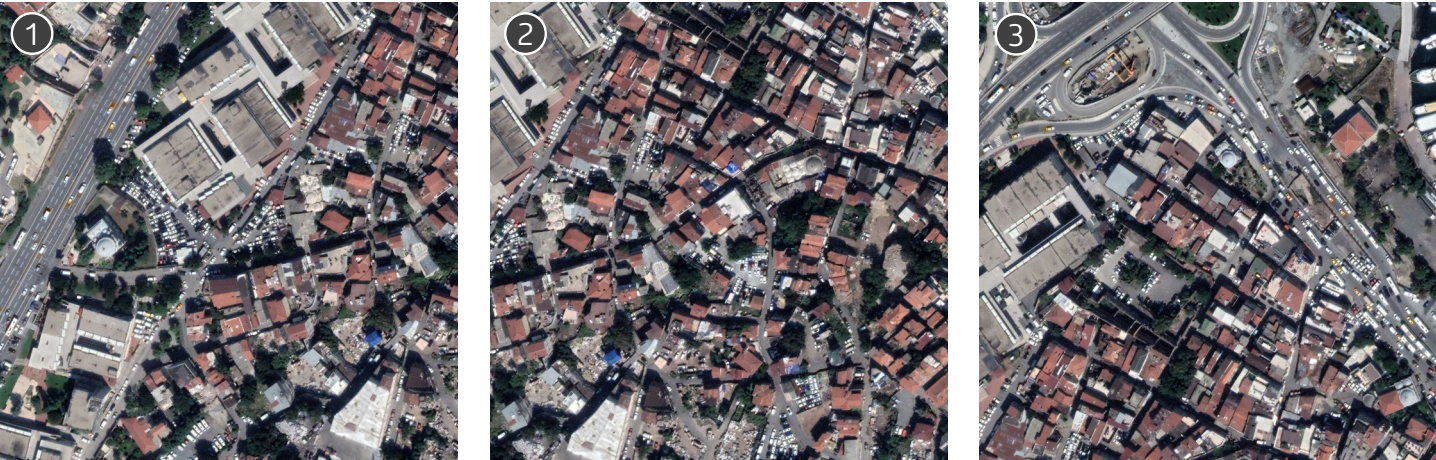


Figure 6.10. Design Vision Map
Source: Author, satellite images of the key locations from Google Earth

Juxtaposing each layer (Figure 6.9) establishes a conclusion through synergies and emerging key locations (Figure 6.10). This was a critical step for signifying areas to zoom-in, which efficiently exhibits the emergence of intended design principles and transformations, indicating the main intention for the overall transformation of the area. In this direction, three key locations appear where all these features come together through the mentioned synergies (Figure 6.8). All three locations derive from the first component (Figure 6.1) but have different correlations

with other components that tackle various problems and facilitate distinct aspects of the anticipated urban integration. Key location one focuses on the area of the connection towards Atatürk Boulevard and its emphasis as a site entrance. Key location two highlights the implementation of a particular area from the municipality's plan for the world heritage site and its improvement through the design proposal. Lastly, key location three focuses on the transformation of Unkapanı Flour Mill and its close vicinity.

6.3 | Design Principles

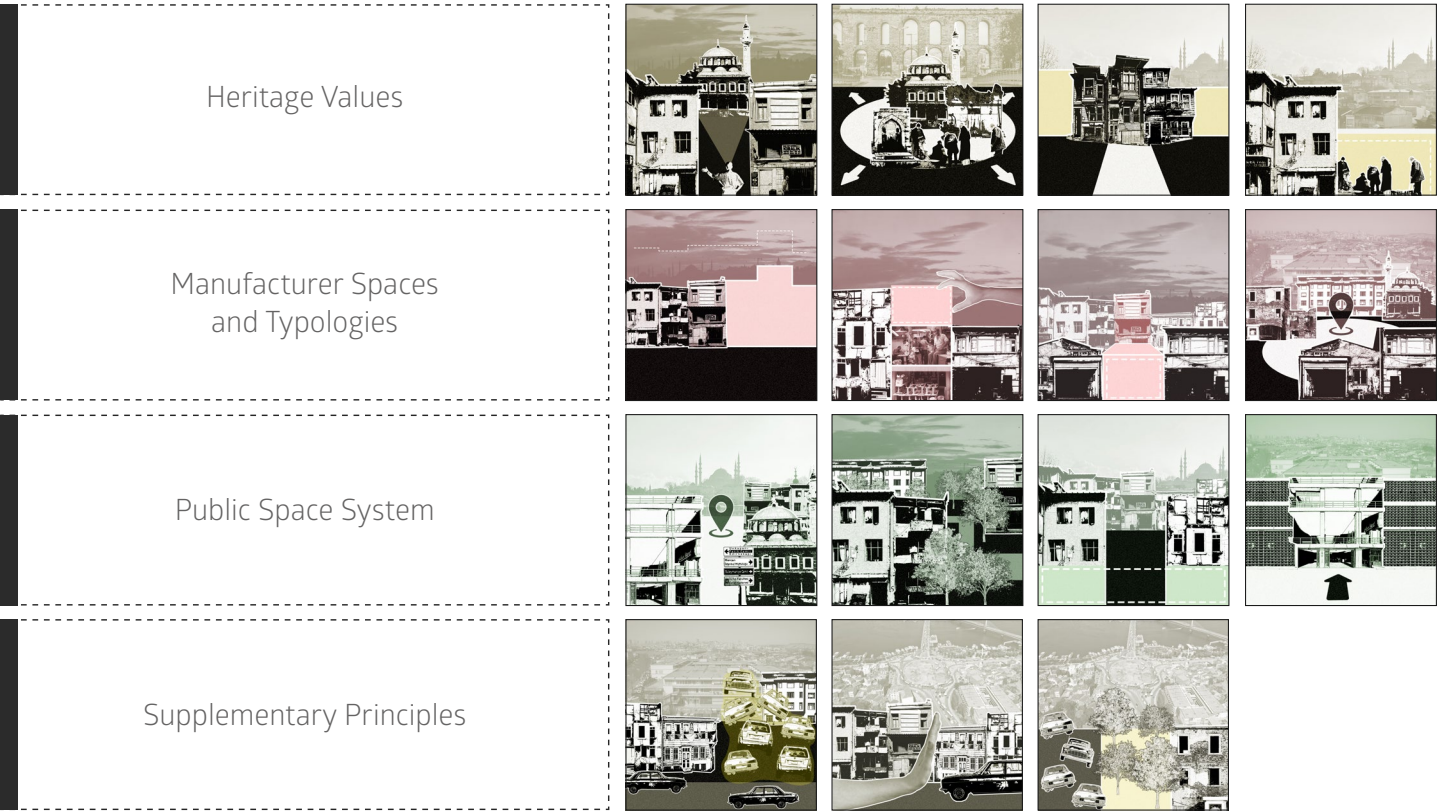


Figure 6.11. All design principles characterized for/emerged from Unkapanı 's transformation
Source: Author

To implement this multi-layered design vision, profound principles as design guidelines are introduced to characterize strategic actions, focusing on the Unkapanı district while outlining the socio-spatial qualities of the productive urban transformation. These principles are emphasized under the same layers introduced in the framework and design vision part. Heritage values focus on heritage assets through the notion of accessibility, integration, preservation, and emphasize intangible heritage dimensions. Manufacturer spaces and typologies emphasize particular considerations

for designing new manufacturer spaces and improving the network of connections. Public space system highlights the integration of public space design through several aspects and site-specific features for increasing accessibility and socio-spatial quality. Lastly, supplementary principles layouts additional guidelines for other principles to be implemented efficiently, mainly focusing on car occupation and traffic management. These specific principles turn out to be either applicable, developable or irrelevant in other industrial heritage areas along the Golden Horn.

6.3.1. Heritage Values

H1- Provide visual accessibility for heritage

Accessibility to heritage values is one of the essential considerations, which also includes the aspect of cohesion for visual accessibility. This principle mainly concentrates on heritage values that are overshadowed by Istanbul’s dense urban fabric, emphasizing particular viewpoints, key locations, openings, axis and connections. In this direction, the principle promotes awareness of heritage values, expanded socio-cultural integrity and visual cohesion. Implementation of this principle works better on smaller-scale interventions. Such approach also provides an opportunity for integrating more significant design decisions.

H2- Fountains, bathhouses and mosques as part of the public system

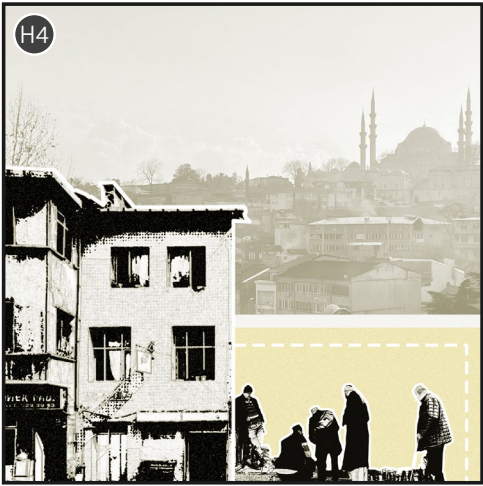
There are many cultural heritage assets, such as water fountains, bathhouses and mosques, embedded in the urban fabric of the Unkapanı district. This principle emphasizes the role of such heritage assets in public life. In addition to their value as heritage, bathhouses and mosques are places where groups of people gather for certain types of collective activities, whereas water fountains provide clean water to the neighborhood and varied types of social encounters happen around them. It is important to integrate such assets with the public system, by introducing new connections and openings around or towards them to increase accessibility and promote urban opportunities.

H3- Utilization and preservation of accumulated civic architecture

Although many of them are in ruins, there are areas with the accumulation of civic architecture buildings inside the World Heritage Site of Süleymaniye Mosque and its associated area. These traditional Istanbul houses have an essential role in the municipality’s conservation application plan for the neighborhood. This principle emphasizes that these accumulation areas should be taken into special consideration for preservation and also while introducing new pedestrian connections through the existing urban blocks and street network.

H4- Define convenient spaces for street peddlers to utilize temporarily

Identified with urban poverty, street peddlers and second-hand venditions are characterized features of the Unkapanı district. Although such commerce is an illegal act, this socio-economic correlation is an essential intangible heritage value that exhibits place identity. For the intended socio-economic development, the main concern should not be directly disposing of such complication, but to regard their interests and prosperity while transforming the area. So, this principle emphasizes the socio-economic correlation of street peddlers as an intangible heritage value and suggests that the intended urban transformation should provide adaptable spaces that can be utilized temporarily.



6.3.2. Manufacturer Spaces and Typologies

M1- Maintain low-rise buildings

The common building height in the neighborhood is between two to four storeys. While introducing new additional spaces, it is crucial to regard this site-specific variable to establish visual integrity and architectural cohesion through the design. This also acknowledges vulnerability to earthquake risk and mainly adapts low-rise building typologies for the anticipated manufacturer spaces. So, this principle is more of a generalized guideline to take into consideration throughout the design process.

M2- Implementation of adaptive building typologies

For the Unkapanı district, smaller urban transformations are prioritized for the integrity of the urban fabric and heritage values. Regarding the existing narrow street network and small manufacturer spaces, this principle suggests using adaptive building typologies that can be implemented, expanded and removed in a short time with convenience. Such approach provides flexibility and adaptability, in which the capability of moderating the space in line with diversified interests would establish an efficient connection to their surrounding environment. Also, this principle lays a structural foundation for principles M3 and M4, which can be utilized with ease.

M3- Network of threshold spaces for manufacturers

Unkapanı district accommodates low-tech manufacturing in small working environments where they usually have threshold spaces and storage areas. This principle aims to improve existing spaces and introduce new ones that identify a network connection for manufacturers. These connected thresholds are just for manufacturers to share and use for varied functions. Storage, leisure place, shared tools, or a fast transition through the blocks, the prior objective is to increase the quality of the working environment. Implementation of this would differ for other types and scales of manufacturing spaces.

M4- Promoting collective spaces

There are key locations where varied functions and users come together. In this direction, this principle emphasizes the relationship between manufacturing, public life and heritage. The objective is to promote types of collective spaces through the manufacturer facilities, where workers, shop owners, street peddlers and visitors can utilize the space for varied activities and functions. For this specific location, these types of spaces can be small thresholds, semi-open rooms, alleys and terraces that would promote social encounters. Principle P3 would be a supplementary component, but these collective spaces can also be located through different storeys, integrated into building volumes.



6.3.3. Public Space System

P1- Identify and improve essential locations and site entrances

Site accessibility is one of the main specific problems. This principle emphasizes critical locations within the pedestrian network and promotes existing or possibly new site entrances. The objective is to increase accessibility through these locations while stimulating a more welcoming environment with attractive socio-spatial qualities. Regarding the functions, spatial characteristics and user profile in their surrounding environment, the improvement of these locations would promote spaciousness in the dense urban environment that can be utilized for leisure, recreational activities, gatherings and parks.

P2- Integration of green spaces in dense urban blocks

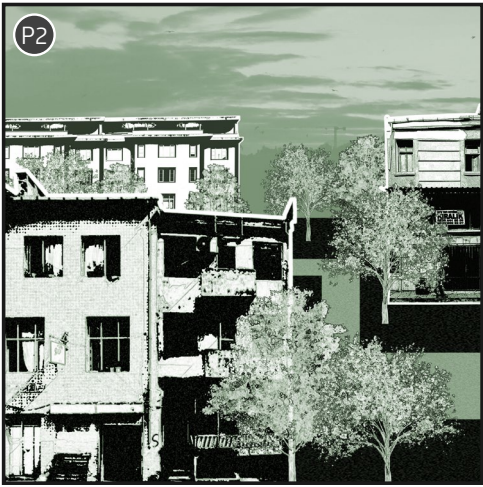
One of the main objectives is to increase green space per capita by integrating green corridors, alleys and courtyards through the dense urban blocks. This principle mainly targets highly dense residential blocks to promote liveable future environments by adapting an open system that promotes an extensive network with different levels of publicness. It emphasizes the existing green structure and further revitalizes idle areas in a way that will establish small networks of connections by opening new pathways and alleys while introducing semi-public courtyards inside the blocks. Identifying these implementations can be integrated with other design principles.

P3- Activation of the ground floor

Through its small shops, inns, markets, street pedlers and narrow alleys, public life in the Unkapanı District stimulates socio-economic values embedded in the street life. Commerce and retail placed on the ground floor attract many people that occupy the street in everyday life. Thus, this principle promotes the activation of the ground floor by expanding the street network into the manufacturer spaces to establish mix-use opportunities. Such implementation would provide vitality, diversity, and integration of socio-economic and manufacturing values, where particular facades, alleys, thresholds and courtyards would also function for commercial use.

P4- Promote pedestrian connectivity towards Textile Traders' Market

The significant role of the Istanbul Textile Traders' market is accentuated throughout the thesis as it promotes multifunctionality through manufacturing, commerce and culture accumulated in one area. However, this principle emphasizes its role in the pedestrian network through its open circulation, publicly accessible courtyards, alleys and multiple entrances. While promoting a developed public system for the Unkapanı District, the entrances on the east facade should be taken into consideration for establishing new connections for increasing pedestrian accessibility and improving the quality of public life.



6.3.4. Supplementary Principles

S1- Disentangle car park occupation

Informal and formal, car park occupation is one of the main problems in the neighborhood, where many idle areas and dense commercial streets are inhabited by parking cars. This principle emphasizes these locations that can be revitalized for varied functions and promote urban opportunities that accommodate corresponding relations with their surrounding environment. It is a primary step to implement other principles. However, it does not directly suggest removing all car parking, particular strategic locations can be utilized and expanded for introducing car parks.

S2- Slowed traffic or limited accessibility for cars

This principle promotes limited accessibility for cars to increase pedestrianization along the main commercial street where socio-economic values are embedded. Such implementation will increase the vitality and the quality of socio-spatial features by temporarily removing car accessibility during the peak hours of the day to improve public life and commercial values. And cars would be allowed after evening for distribution and service purposes. Furthermore, where a critical pedestrian connection is needed, such as a connection to the waterfront through a dense road, implementation of slowed traffic is required to achieve more feasible access for pedestrians.

S3- Buffer zones against dense traffic

Atatürk Boulevard and Ragıp Gümüşpala Street are two main car roads that have dense traffic in everyday life. Not only they stimulate border conditions and isolation of Unkapanı District through the limitation of pedestrian connectivity but also stimulate disturbance and noise pollution. Thus, this supplementary principle emphasizes that in idle and isolated areas where slowing down the traffic is not applicable, varied types of buffer zones should emerge to separate the dense traffic. These buffer zones can be integrated with greenery or any other functions that would restrain the negative impact of dense traffic.



6.4 | A Productive Transformation

The design proposal focuses on the highlighted key locations (Figure 6.10) inside the first component of urban integration (Figure 6.1) by implementing the design principles (Figure 6.11) provided for the Unkapani District. Key location 1 exhibits the relationship between the first, third and fourth components, where the emphasis is more on the improvement of the public space through the utilization of existing cultural heritage. It is an essential location for both visual connectivity and physical accessibility towards Zeyrek and Cibali districts across Atatürk Boulevard. The main objective is to stimulate a more welcoming site entrance and coherence through the Şebsefa Hatun Mosque and Hızırbey Hacı Kadın Bathhouse, with increased pedestrian accessibility and attractive socio-spatial qualities.

Key location 2 indicates the relationship between the first two components through the utilization of the third component (Figure 6.1), and exhibits the integration between the manufacturer spaces and the residential area in the World Heritage Site. The main objective is to illustrate the established urban opportunities through the design principles that the transformation will provide by further improving the municipality’s plan for the area.

Key location 3 focuses on the transformation of Unkapani Flour Mill and its close vicinity. The main emphasis is on improving the existing manufacturer spaces by establishing a network by centralizing the industrial heritage through its porosity structure. The revitalized flour mill promotes multifunctional opportunities, where manufacturers can gather and utilize it as a makers’ space, street peddlers can set up on the open market and certain cultural activities in cooperation with the Textile Traders’ Market can take place. This key location also engages with component five (Figure 6.1), and promotes improved pedestrian accessibility towards the waterfront area. In conclusion, these key locations illustrate the relation between the components of integration, and the implementation of the design principles, which is further exhibited in detail through each location in the following pages.

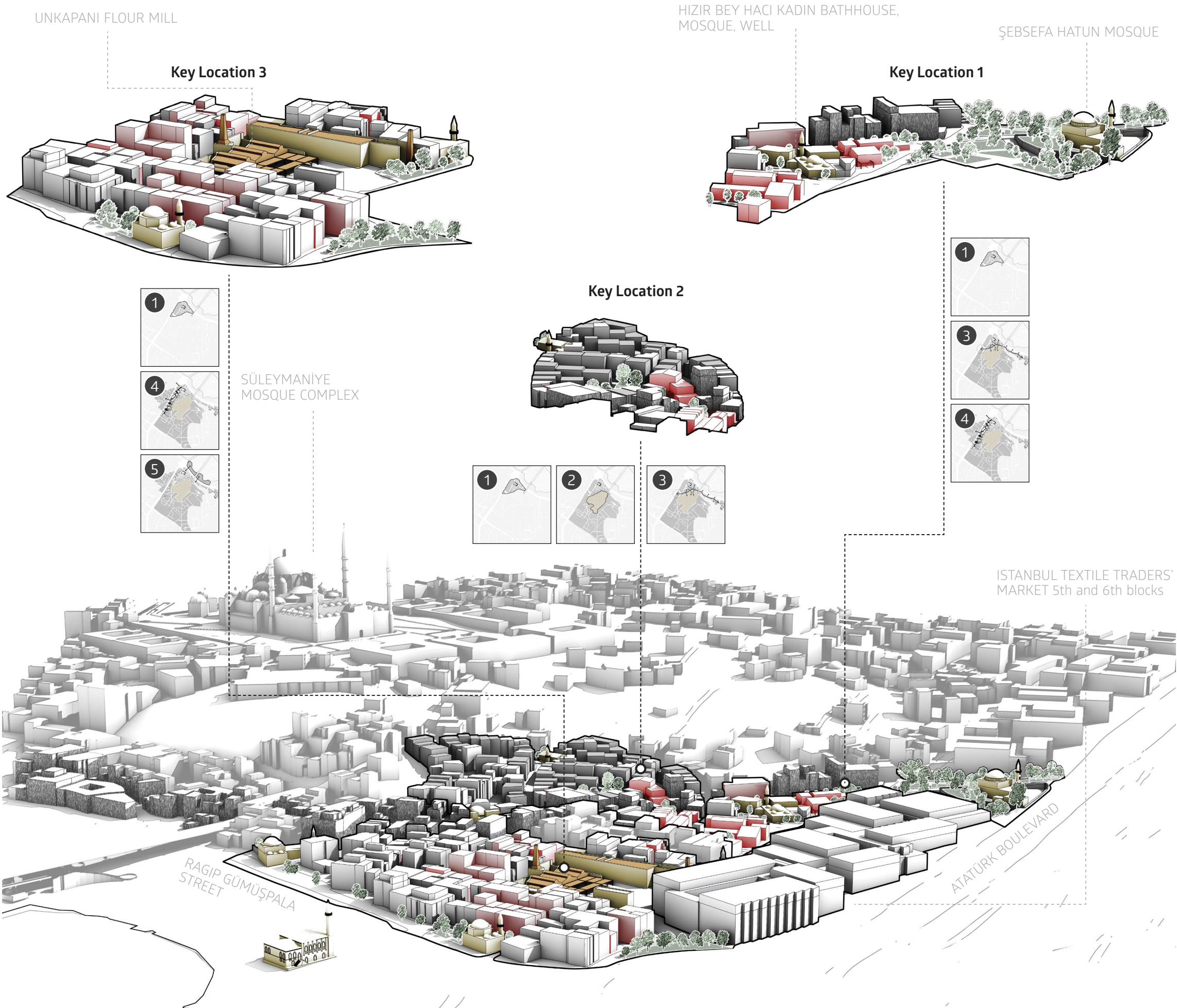


Figure 6.12. Main diagram: Transformation of Unkapani Flour Mill and its close vicinity, indicating key locations
Source: Author, 3D model of Süleymaniye Mosque is adapted from 3dwarehouse.sketchup.com

6.4.1. Key Location 1

This part elaborates on the design vision (Figure 6.10) in detail by implementing the characterized principles. Focusing on the main connection area towards Atatürk Boulevard and its emphasis as a site entrance, the transformation of the first key location concentrates on public space design, heritage as a part of the public system, and integration of manufacturer spaces. The transformation is exhibited through a comparison between the current situation and the design proposal (Figure 6.13). The initial approach is to disentangle car park occupation by introducing new public spaces and manufacturer spaces through additional pedestrian connections, revitalizing existing manufacturer areas and introducing mix-use and collective spaces.

Characterized principles and spatial qualities that are used for this location's transformation are exhibited through the site section (Figure 6.14). Between Şebsefa Hatun Mosque and Textile Traders' Market, it was important to transform the area into a more welcoming site entrance and active public use. Identified as an essential location that was once occupied by car parking, transformed into an engaging site entrance with attractive socio-spatial qualities for leisure and social encounters. Şebsefa Hatun Mosque is more integrated with the public system, where a visual connection towards Zeyrek District becomes a decisive design decision for this area (Figure 6.15). This was a critical step for exceeding Unkapanı District's isolation to make it well connected to its close vicinity.

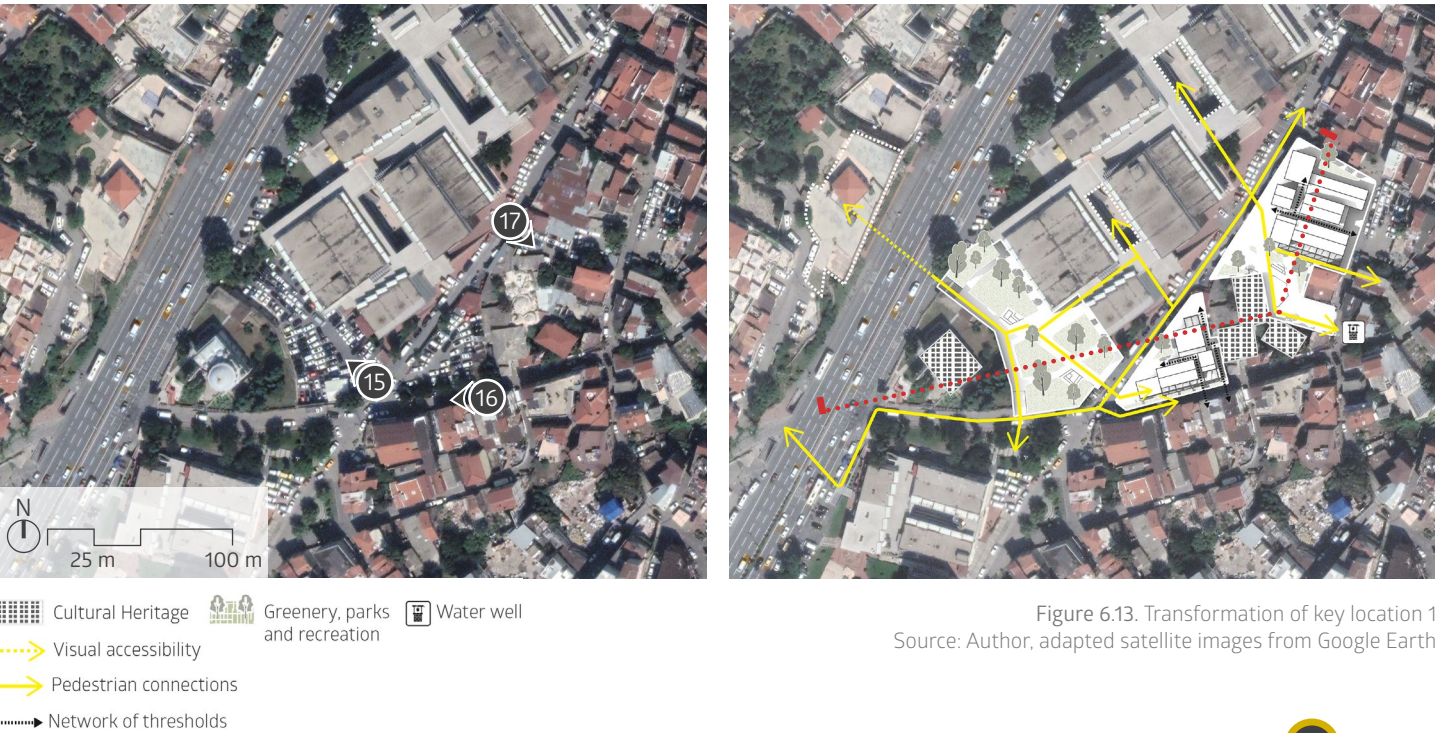


Figure 6.13. Transformation of key location 1
Source: Author, adapted satellite images from Google Earth

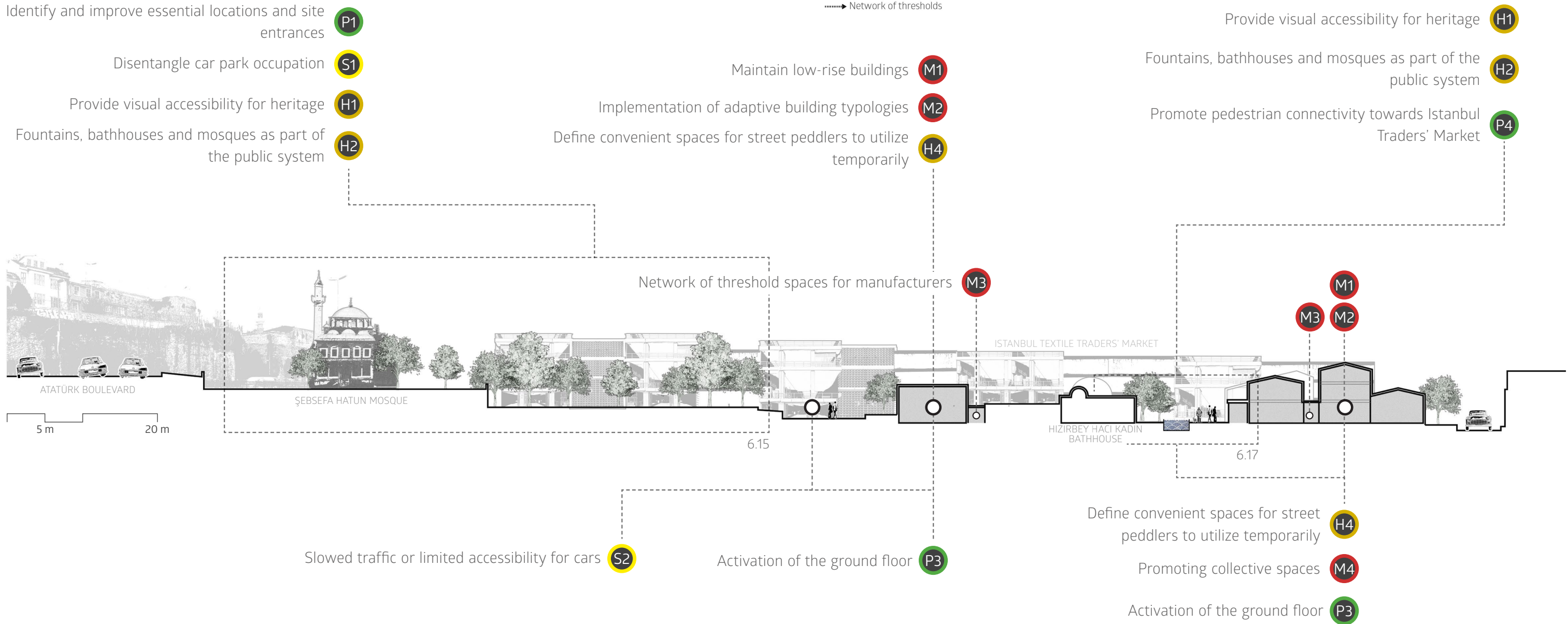
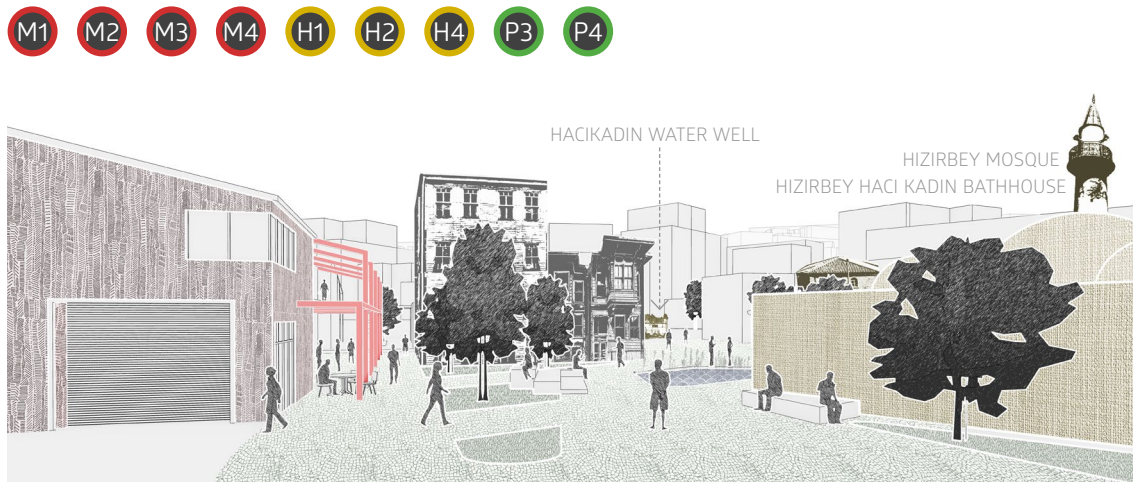
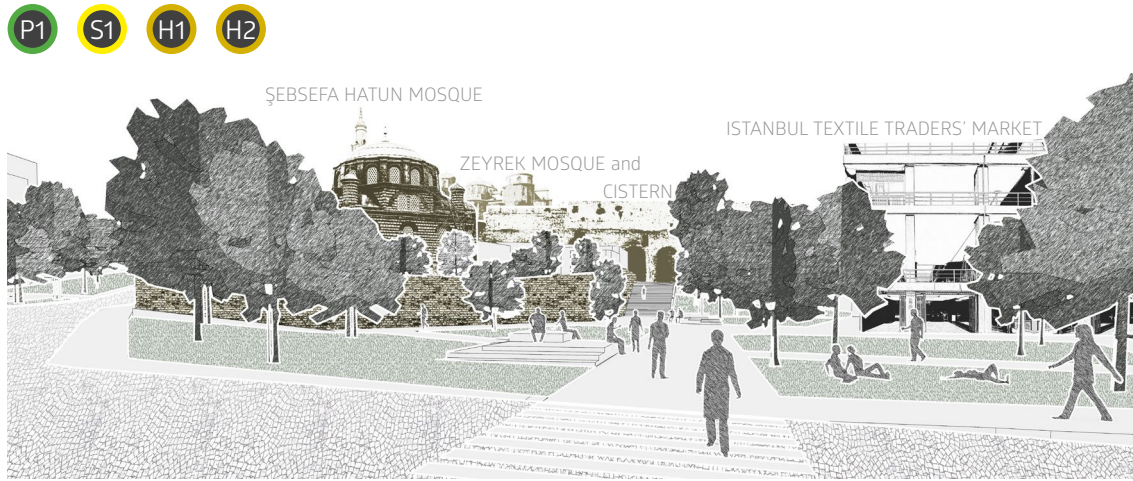


Figure 6.14. Site section, transformation of key location 1, indicating used principles
Source: Author, section line indicated in Figure 6.13

Another initial step was to limit car accessibility along the main street network to increase the vitality and the quality of socio-spatial features during the peak hours of the day. What was once occupied with a car parking area and street peddlers along the street, is now promoted as a mix-use space (Figure 6.10). Adaptive manufacturing spaces are introduced, where commerce is located on the ground floor facing the main street network. Particular spaces are defined for street peddlers to utilize temporarily regarding their prosperity, which they used to be located in front of closed shops and sidewalks without any proper equipment and place, where they also used car trunks and suitcases as stalls to display their stuff (Figure 6.16). These spaces provide shade, and opportunities for peddlers to settle in varied positions, and can also be utilized by manufacturers or shop owners for different conditions. Small alleys and threshold spaces are introduced for manufacturers to utilize according to their needs, for leisure, storage, and co-working spaces. Implementation of these is explored with a storyboard (Figure 6.24), further explaining the intangible dimensions between peddlers, and manufacturers in the following pages.

The last part focuses on the transformation of the area of manufacturer spaces and Hızırbey Hacı Kadın monuments into a collective ground (Figure 6.17). The initial step would be to demolish vulnerable manufacturer spaces and reconstruct new ones regarding the design principles (Figure 6.14) while establishing a transition area connecting one of the Istanbul Textile Traders' Market's courtyard entrances and Hacı Kadın monuments, which are the bathhouse, the mosque and the water well close by (Figures 6.10 and 6.13). Cultural heritage becomes a part of the public system, integrated with manufacturing spaces. The collective ground emerges as a place that workers can use for leisure, people who get out from the bathhouse and mosque to cool down around the new fountain, certain commercial activities such as cafes and small restaurants can take place on the ground floor, and all types of social encounters can happen. Further elaboration on these encounters is exhibited in the storyboard (Figure 6.24).



Current situations and design proposal:
Figure 6.15. Site entrance and public space
Source: Author, current situation from Google Earth Street View

Figure 6.16. Main street network, manufacturer spaces and cheap commerce
Source: Author, current situation from Google Earth Street View

Figure 6.17. New collective space in Hacıkadin
Source: Author, current situation from Google Earth Street View

6.4.2. Key Location 2

Focusing on the integration between the first two components by utilizing component three (Figure 6.1), the transformation of key location two illustrates the established urban opportunities by further improving a part of the municipality’s plan for the world heritage site. This is achieved by implementing ‘Süleymaniye Mosque and Its Environment Conservation Area Plan Decisions’ (İstanbul Tarihi Alanları Alan Başkanlığı, 2018) and altering particular areas, mainly utilizing principles H3, P2 and S1 by expanding the main street network through the residential block via a new public space that establishes a connection towards the accumulation of civic architecture (Figure 5.7), the traditional Istanbul houses. This expansion from the main street network allows the integration of green spaces inside the dense urban fabric, transforming what was once an idle car parking area into a small park with certain commercial activities and a playground. Towards the first key location, mix-use spaces (Figure 6.10) with commerce and manufacturing are introduced in the corner of the commercial-residential block. So the manufacturing facilities become a part of this integration among the main street network, mixed with commercial use on the ground floor. The transformation of this key location promotes the prosperity of locals and liveable future environments and exhibits an example for further improvement in the transformation of the World Heritage Site of the Süleymaniye Mosque and its associated area.

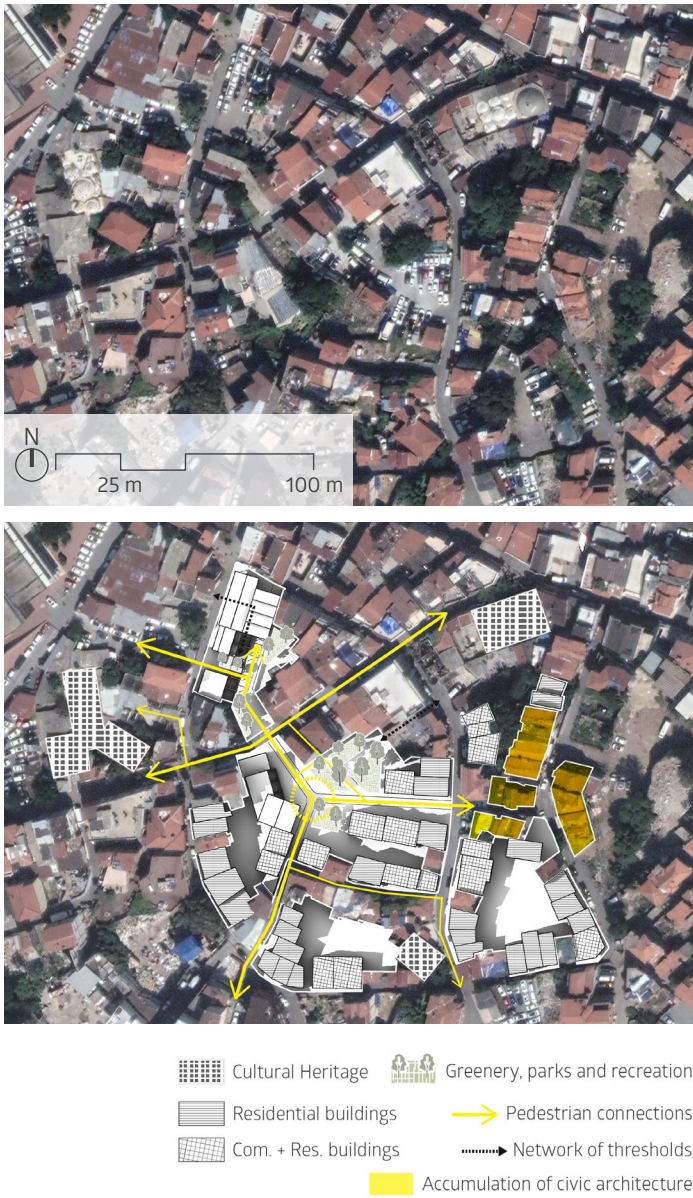


Figure 6.18. Transformation of key location 2
Source: Author, adapted satellite images from Google Earth

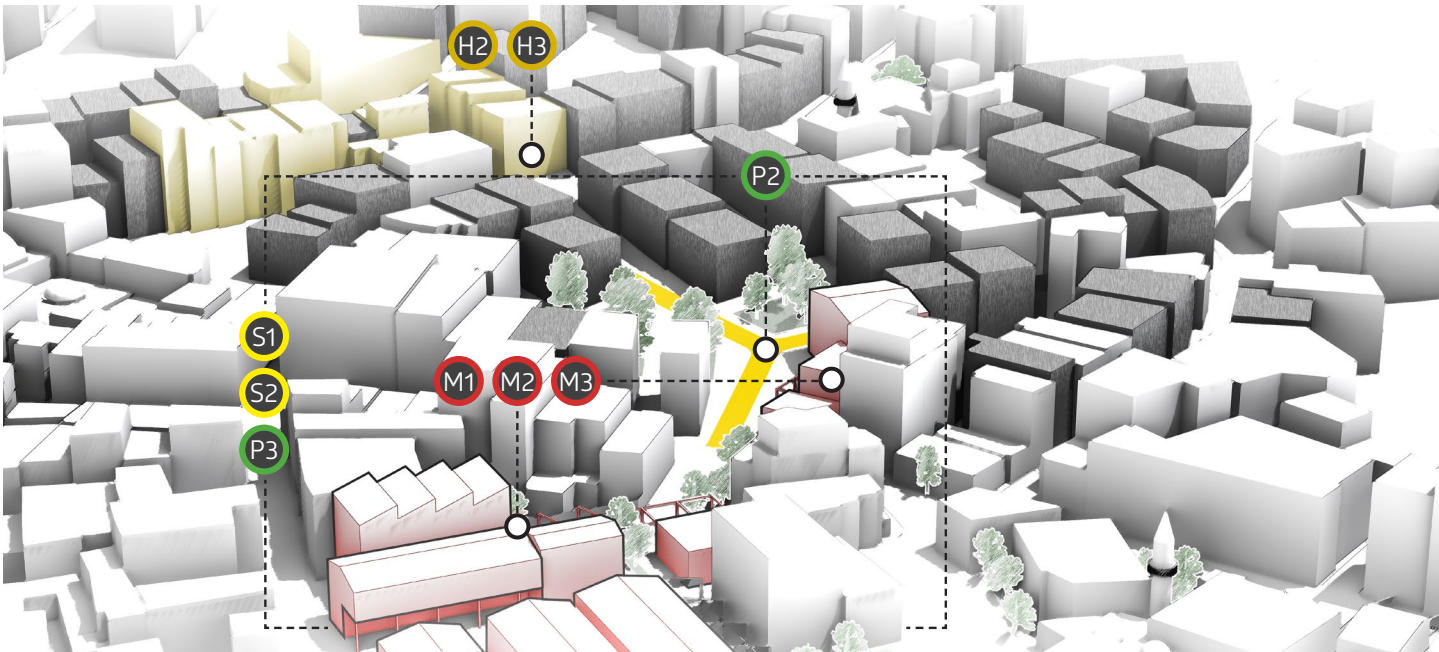


Figure 6.19. Key location 2 perspective, indicating used principles
Source: Author

6.4.3. Key Location 3

Emphasizing the transformation of Unkapanı Flour Mill and its close environment, key location 3 focuses on adding a few similar manufacturer spaces and improving the existing ones by establishing a network of threshold spaces. Supplementary pedestrian connections and small public spaces are introduced while disentangling car park occupation and slowing down the traffic (Principles S1 and S2) along the Ragıp Gümüşpala Street, between Yavuz Er Sinan Mosque and Uc Mihraplı Mosque, towards the tram station which is to be built soon (Figure 6.22). In this direction, multiple entrances of Unkapanı Flour Mill, particular monuments, existing manufacturer spaces and accessibility towards the waterfront area become decisive features through this network of pedestrian and manufacturer connections (Figure 6.20). The design proposal centralizes the revitalization of the industrial heritage facility by promoting new multifunctional opportunities. The initial step is to renovate the surviving parts of Unkapanı Flour Mill, reconstruct a particular part of the previous bakery area, and add temporary extensions that can be adaptable for the anticipated functions. Furthermore, the demolished chimneys of the flour mill are reconstructed to utilize Principle H1 and to reveal the contribution of the building to Istanbul’s silhouette (Figures 6.20 and 6.21). The design proposal for Unkapanı Flour Mill is inspired by one of the groups’ proposals, Nesterova, from NIT Urban Heritage Lab (Özçakır et al., 2022).



Figure 6.20. Transformation of key location 3
Source: Author, adapted satellite images from Google Earth

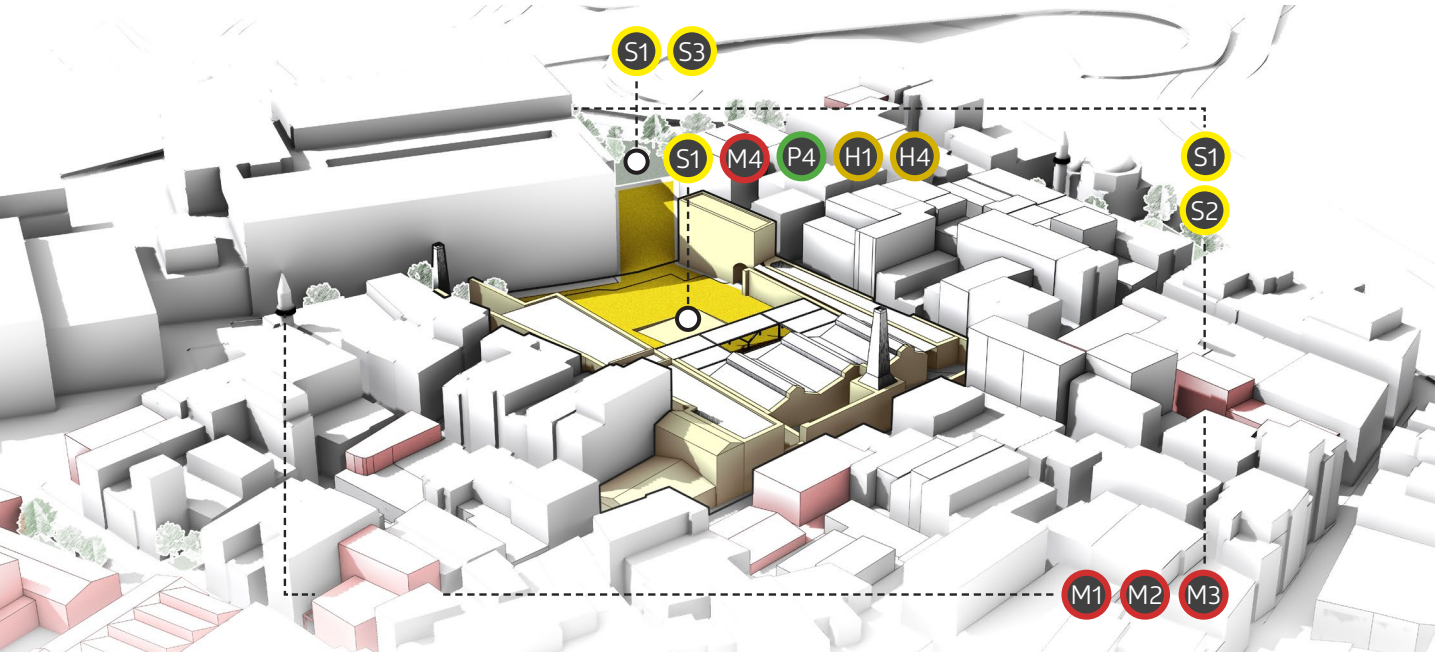


Figure 6.21. Key location 3 perspective, transformation of Unkapanı Flour Mill and its surrounding environment, indicating used principles
Source: Author

The new enclosed spaces of the Flour Mill become a place for manufacturers to gather and use for makers' space, storage and leisure. Peddlers can also utilize these storage spaces, while they also can open a second-hand market for a day of the week inside the semi-open new extension and reconstructed part of the previous bakery area. This approach promotes the characterization of cheap commerce in the district, where peddlers would adopt the new Unkapanı Flour Mill in return for helping with the maintenance of the place. Such correlation might set an agreement for street peddlers to settle along the main street network in the newly defined spaces, and encourage place identity with a sense of community in the district. Another important design decision was the connection to the Istanbul Textile Traders' Market towards the western part of the Flour Mill. Once invaded with car

parking (Figure 5.5), the design proposal expands the public ground of the Flour Mill (highlighted in Figures 6.20 and 6.21) towards the Traders' Market's one of the many entrances, utilizing Principle P4. Together with the reconstructed part and extensions, the Flour Mill becomes a multifunctional ground where cultural activities such as concerts, open-air theatres, design fairs, vintage markets, and other culturally inclusive activities in cooperation with the Traders' Market can take place from time to time. Lastly, two pedestrian connections towards the tram station in the waterfront area are promoted, where the one from the Uc Mıhraplı Mosque seems more feasible regarding the distance for cars to slow down from the crossroad. A public ground around the mosque is formed and pedestrianized for a more welcoming small site entrance by removing the car parking area (Figure 6.22).

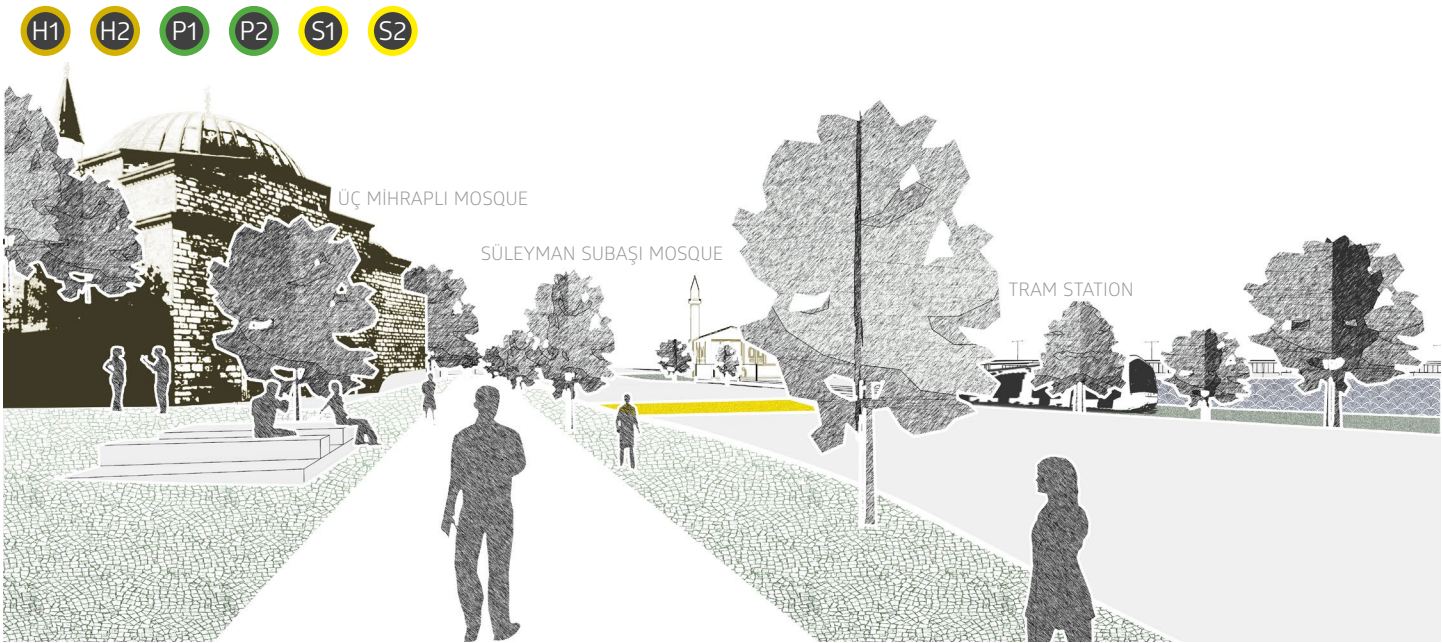


Figure 6.22. Public space around Üç Mıhraplı Mosque and connection towards the tram station in the waterfront area
Source: Author, for current situation of the area (Figure 7.13)

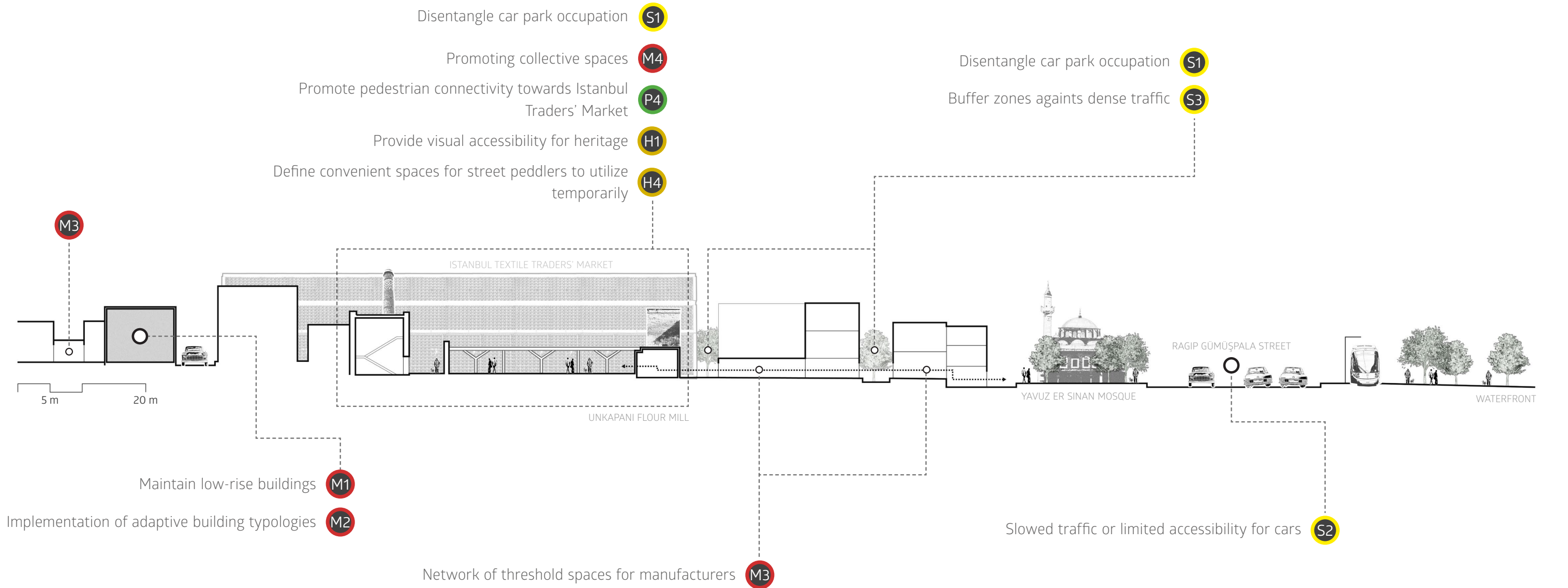
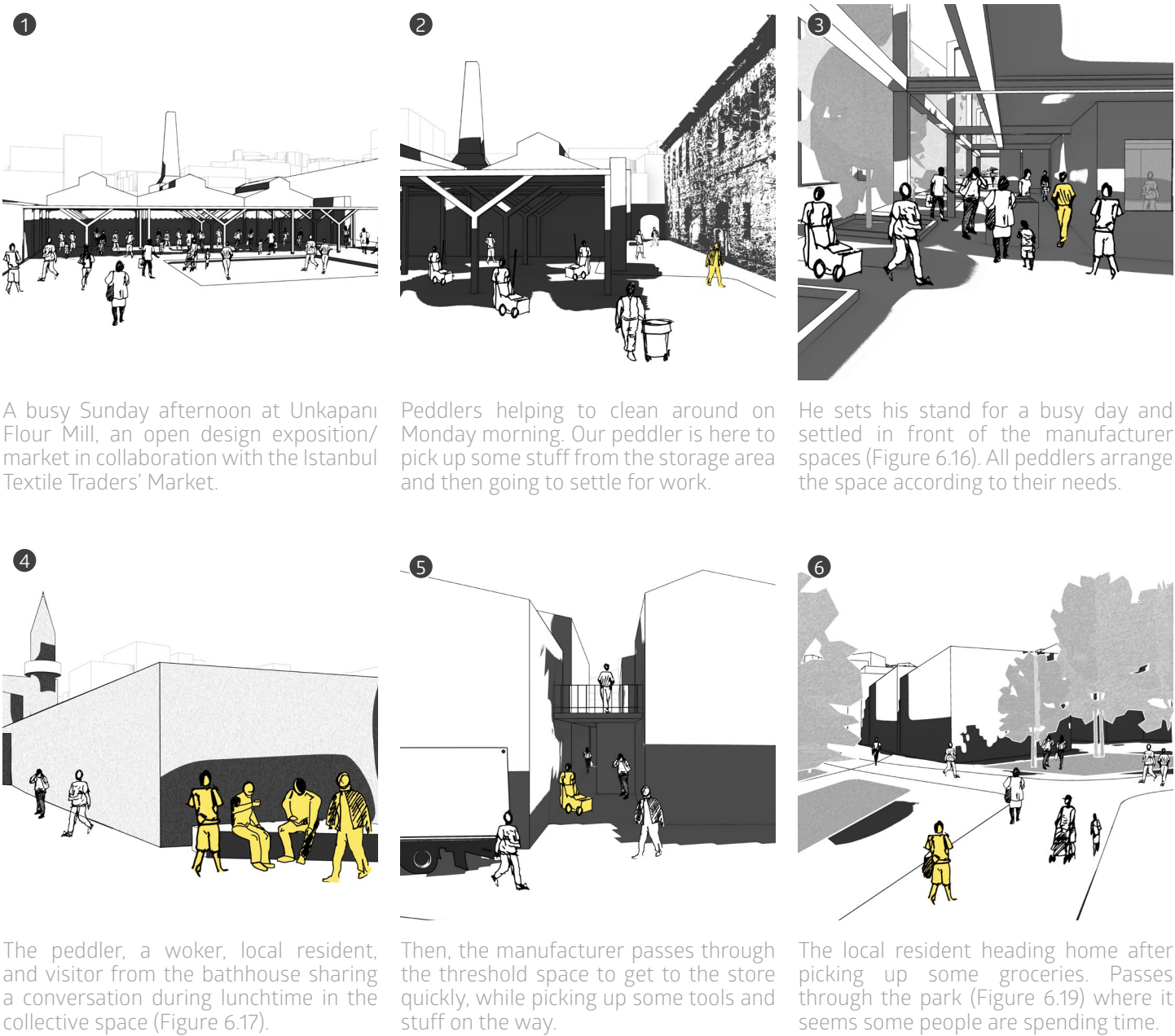


Figure 6.23. Site section, transformation of key location 3, indicating used principles
Source: Author, section line indicated in Figure 6.20

6.4.4. Micro-stories from Unkapanı



A busy Sunday afternoon at Unkapanı Flour Mill, an open design exposition/market in collaboration with the Istanbul Textile Traders' Market.

Peddlers helping to clean around on Monday morning. Our peddler is here to pick up some stuff from the storage area and then going to settle for work.

He sets his stand for a busy day and settled in front of the manufacturer spaces (Figure 6.16). All peddlers arrange the space according to their needs.

Micro-stories from Unkapanı exhibits the link between all three key locations and their socio-spatial qualities. It exhibits a brief narrative through social interactions and activities taking place in varied spaces among these three key locations, focusing on different actors and socio-spatial qualities throughout the day. The main emphasis of this sequential diagram (Figure 6.24) is also to illustrate the intangible heritage values that are characteristic features of Unkapanı after the urban transformation, such as the cheap commerce of street peddlers and the social bounds among manufacturers. The first frame indicates a cultural activity taking place in the new Unkapanı Flour Mill at the weekend, where many visitors outside from Unkapanı are gathered for

the exposition market in the multifunctional ground. The second frame starts with the day after, illustrating peddlers that are cleaning up the place after the event. The highlighted peddler settles among his defined places in front of the manufacturer spaces in the third frame, now under the shade with proper equipment provided for vendition. The fourth frame indicates a social encounter inside one of the collective spaces, introducing other actors. The fifth frame switches to a manufacturer that uses one of the threshold spaces, whereas the sixth frame focuses on the local resident going back to her house through the new public space at the world heritage site.

Figure 6.24. Sequential diagrams, storyboard of a day in the transformed Unkapanı
Source: Author, adapted people sketches from pyracanthasketch.blogspot.com

6.5 | Conclusion

6.5.1. Conclusion from the design proposal for the Unkapanı District

The emphasis on the broader urban context for heritage management underpinned characteristic features of Unkapanı district by regarding intangible values and spatial qualities for place identity and the anticipated socio-economic development. The design vision is categorized through these features under four layers that highlight different design objectives, established connections and attributes. These layers correlate and overlap with one another to promote the integration between heritage, manufacturing and public space to provide urban opportunities for the needs of local identities (Figure 6.10). Accordingly, the design principles identify guidelines through these layers to elaborate the district's transformation, while emphasizing particular concerns, socio-spatial qualities and network of relations (Figure 6.11). Implementation of these principles mainly focuses on component one (Figure 6.1) through three key locations that exhibit the multilayered integration between other components, involving the world heritage site, residential areas, public life and waterfront accessibility. In conclusion, the transformation of Unkapanı district is not limited to the revitalization of Unkapanı Flour Mill, as it promotes a broader urban framework that contextualizes distinctive qualities and conflicts by integrating manufacturing, heritage and social aspects. It embraces street peddlers and small manufacturing typologies as a characterized feature of the site and considers their prosperity through the transformation. So, while aiming for the area's socio-economic development, the design proposal does not foster higher-value users and displacement but adapts existing socio-economic qualities and intangible relations developed over time as heritage values. It acknowledges urban poverty and its emerging socio-economic values as features of place identity that should be improved while utilizing heritage's potential as an apparatus for urban development through an integrated approach. Throughout the proposed design, Unkapanı district emerges more integrated with manufacturing and connected with its close vicinity, where Unkapanı Flour Mill is productively revitalized and linked to present-day values regarding the needs of local identities.

6.5.2. Conclusion for the Golden Horn

The design proposal for the Unkapanı illustrates the integrative role of urban transformation and heritage management for socio-economic development. Regarding the research aim mentioned in the methodology chapter, this neighborhood-scale transformation contextualizes an impression for other industrial heritage areas among the Golden Horn. First, the initial approach of defining components of the urban integration for the Unkapanı district (Figure 6.1) becomes an applicable approach for the other areas, together with synthesizing the conclusion on the analysis of Golden Horn through recognized types of zones (Figure 4.12). Different site components with similar emphasis emerge, identifying the main areas of transformation, industrial heritage facilities, street networks, problems and opportunities (Figure 6.25). In this direction, three industrial heritage areas are pinpointed and briefly introduced through their components for possible urban transformation strategies. Location A includes Kasımpaşa Flour Mill and its broader urban environment, location B puts emphasis on a part of the 600-year-old Golden Horn Dockyards (Tersane-i Amire/Taşkızak Tersanesi), and location C highlights Nişancı neighborhood, located in between Feshane (an industrial heritage facility that is currently functioning as an exhibition center) and the organized industrial zone.

Besides the design approach of defining components for urban integration, the main significant conclusion from Unkapanı's transformation is the established design principles as characterized guidelines for more site-specific interventions and some generalizable considerations. Unkapanı's selection as an illustrative case becomes an essential decision by further reflecting on the implementation of the principles through their applicability and further developability for other industrial heritage areas along Golden Horn. In this case, the final part of the thesis briefly reflects upon this aspect through the highlighted industrial heritage areas (Figure 6.25).

The focus on location A is Kasımpaşa Flour Mill and its surrounding environment. The neighborhood is characterized by urban poverty and has similar features to Unkapanı, and it was my secondary choice

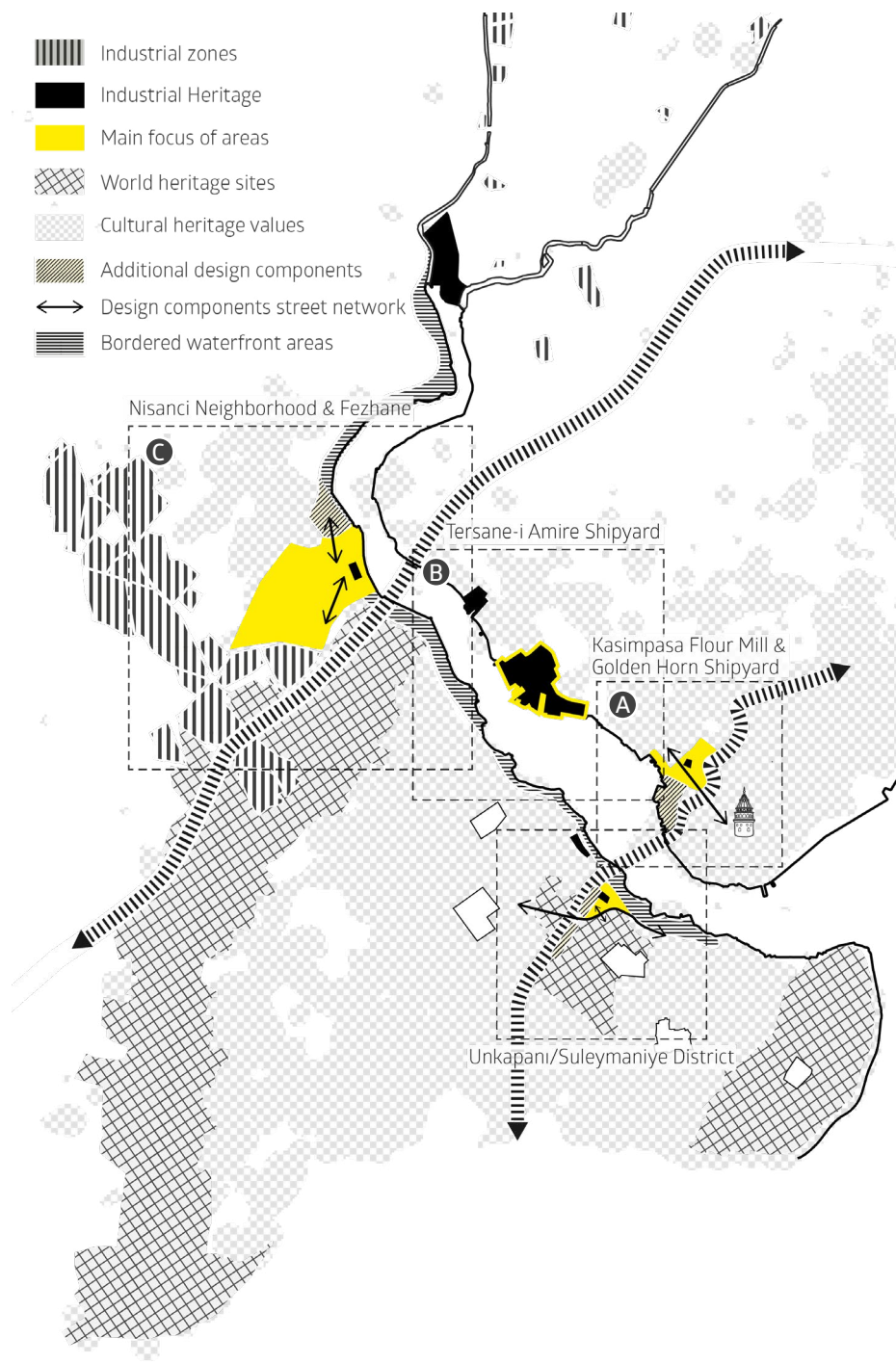


Figure 6.25. Conclusion for the Golden Horn
Source: Author, adapted satellite images from Google Earth

for selecting an illustrative area for a productive urban transformation. Initially, similar to Unkapanı Flour Mill, Kasimpasa Flour Mill used to be a flour factory, currently vandalized and in ruins. Now surrounded by fences and car parking, the initial step would be to utilize Principles H1 and P2 for integrating greenery and visual accessibility within its surrounding residential neighborhood, whereas Principles S1 and S2 are required for reducing the car occupation for opening up some space for pedestrianization. Further principles for Heritage Values might be developable, regarding a deeper analysis of the needs of locals for

providing a new function for the industrial heritage facility (Figure 6.26). In its close environment, there are several civic architecture buildings, traditional Istanbul houses, in which the implementation of Principle H3 becomes essential (Figure 6.27). Additionally, the area is isolated due to physical boundaries much like in Unkapanı, where retaining walls regarding the inclined topography, high-density traffic and military settlements form border conditions. Refik Saydam Street is in the continuation of Atatürk Boulevard, where further Supplementary and Public Space System principles might be required such as underground

pedestrian passages (Figure 6.28). There are idle areas with informal buildings in vulnerable conditions, usually located along these border conditions. Principle S3 might be altered and developed for defining buffer zones against dense traffic and noise pollution, whereas a new Public Space System principle for the re-functioning of such idle areas related to border conditions is needed (Figure 6.29). Also, there are idle areas occupied with car parking, similar to Unkapanı, where using Principle S1 becomes essential (Figure 6.30). In comparison to the low-tech manufacturing as a predominant feature in Unkapanı, this area steps forth with Haliç Tersanesi, a part of the Golden Horn Shipyards (Tersane-i Amire), highlighted as an additional component of integration in Figure 6.25. The shipyard has an important historical role as a maritime industry remaining from the Ottoman Period that is still functioning. New design principles are necessary regarding the anticipated integration, as such industry differs from the manufacturing happening in Unkapanı by its scale and context. Concerning the Shipyard's historical value, the new principles might be from any of the four layers, which requires further analysis of the area by highlighting its potentials and conflicts (Figure 6.31).

The highlighted main street network of location A (Figure 6.25) is identified between the Kasimpasa Büyük Mosque and the Galata Tower inside the historic area of Beyoğlu (Figure 6.32). This becomes an essential component of integration, similar to the street network in Unkapanı's transformation. The emphasis on this connection would become a critical step for the anticipated socio-economic development, as many commerce values are located around the Galata Tower. The network would extend through the Flour Mill towards the only accessible waterfront area for pedestrians, where the ferry dock is located. By adapting Principle S2, slowed traffic would allow better pedestrian connectivity towards the waterfront and the ferry dock. Furthermore, there are several cultural heritage assets along this network of connection that can be utilized as a part of the public system using Principle H2. This includes monuments such as mosques and water wells similar to Süleymaniye World Heritage Site. Principle P1 becomes another critical feature to locate and improve site entrances, where

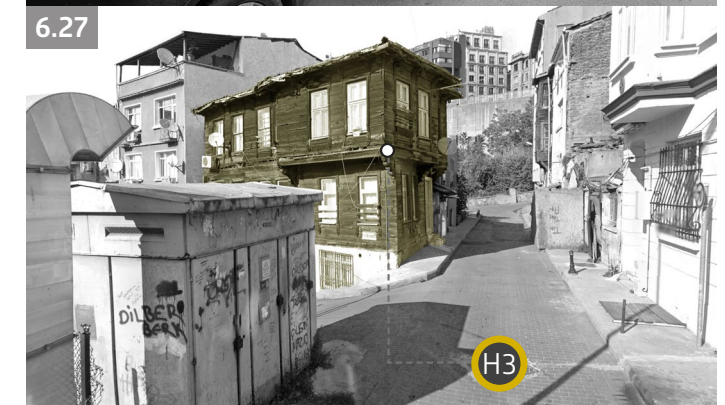


Figure 6.26. Location A, Kasimpasa Flour Mill in ruins
Source: Author

Figure 6.27. Location A, civic architecture building
Source: Google Earth Street View

Figure 6.28. Location A, Refik Saydam Street
Source: Google Earth Street View

Figure 6.29. Location A, vulnerable, idle areas, and border condition
Source: Google Earth Street View

two areas become prominent. The first one is the area of Kasımpaşa Büyük Mosque and the other is the area of Ayni Ali Baba Mosque, across the Kasımpaşa Flour Mill. From here, the implementation of Principle P2 would be another important step for integrating green spaces through residential areas (Figure 6.33).

For location B, a new design proposal for the transformation of the 600-year-old Taşkızak Tersanesi, a part of the Golden Horn Shipyards (Tersane-i Amire) and its integration with its surrounding environment can be a thesis topic on its own, regarding the scale and the historical value of the industrial heritage facility (Figure 6.34). Many of the characterized design principles for Unkapanı would not be efficiently applicable in the context of this location. Also, there are not many cultural heritage assets and manufacturing spaces inside the residential neighborhoods. However, some principles that can be generalized such as P1, P2 and P3 can be utilized among these dense residential areas for improving public space. With similar urban morphology to location A, the surrounding residential neighborhoods of Golden Horn Dockyards are settled on a similarly inclined topography and characterized by urban poverty.

The last location C focuses on the Nişancı neighborhood, located between Feshane, which used to be a textile factory currently functioning as an exhibition center, the existing organized industrial zone and the Islamic-ottoman social complexes of Eyüpsultan. Sharing a similar urban morphology with all the other locations, Nisanci is another neighborhood characterized by urban poverty and has similar heritage assets to Süleymaniye World Heritage Site. The initial approach for Nişancı's transformation would be to establish an integration between the highlighted additional component (Figures 6.25 and 6.35) and the industrial heritage area. This additional component emphasizes the heritage area where many religious complexes and commercial functions are accumulated, hosting many visitors as an attraction zone. Providing a pedestrianized connection through introducing additional Public Space System Principle and Supplementary Principle by placing the highly dense traffic roundabout (Figure 6.36) to underground would promote integration with the industrial heritage area. Regarding Feshane's

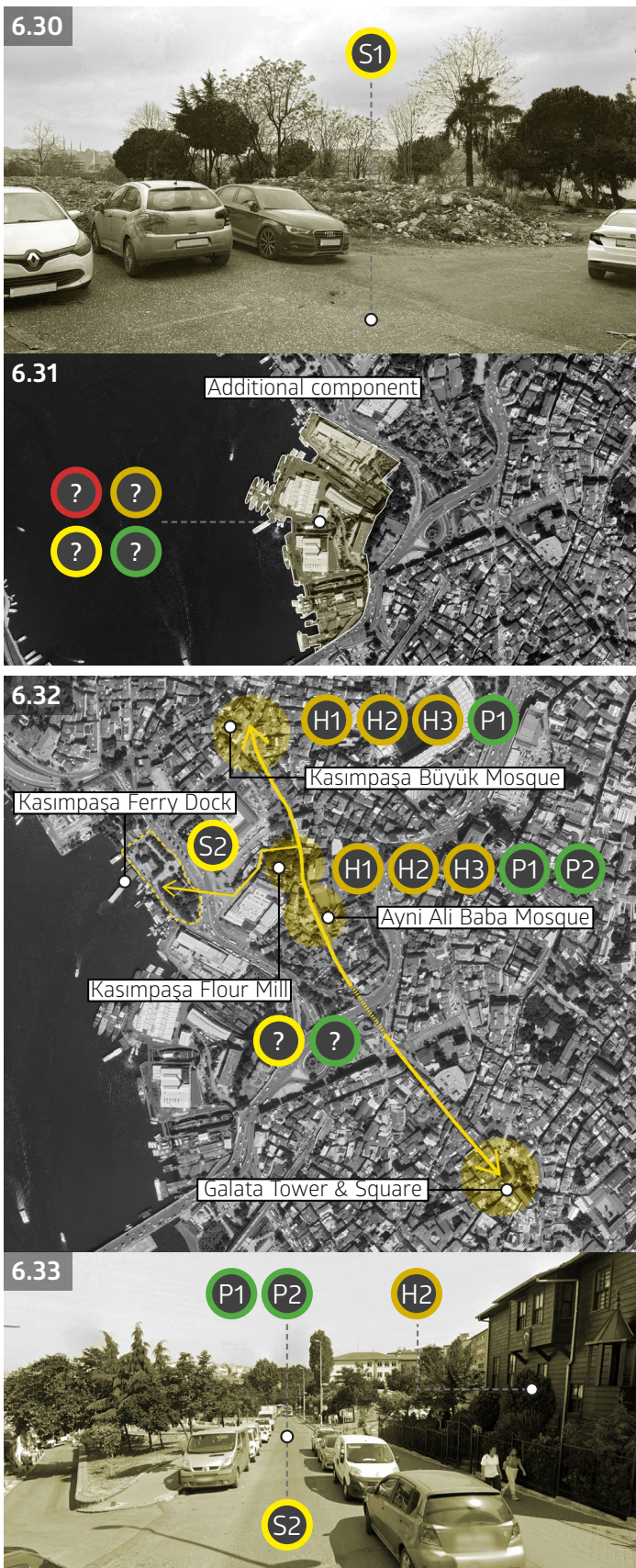


Figure 6.30. Location A, idle area occupied with car parking
Source: Author

Figure 6.31. Location A, Golden Horn Shipyards (Haliç Tersanesi)
Source: Google Earth

Figure 6.32. Location A, main street network and principles
Source: Author, background map from Google Earth Street View

Figure 6.33. Location A, Ayni Ali Baba Street, site entrance
Source: Google Earth Street View

current function and its historic cultural value, such a connection would be a good starting point for introducing multi-functionality, increasing the quality of public space in the neighborhood and socio-cultural cohesion. This transformation would integrate into the residential areas through a new street network that passes along Zal Mahmut Paşa Complex and Cezeri Kasım Mosque, utilizing principles such as H1, H2, P1 and P2 (Figure 6.35). Towards the southern end of the neighborhood where the current industries are located, principles P1 and H2 are used again for integrated the highlighted node around the Şeyh Murat Complex with the industry. Many of the Manufacturer Spaces and Typologies Principles provided for Unkapanı might be applicable with slight alterations for promoting integration between the current industrial zone and the residential neighborhood. This blurs the border between two contradictory functions, similar to collective spaces promoted for Unkapanı's transformation, combining heritage assets, public space and manufacturing. However, such integration with the current industry might require additional principles as well, regarding the scale and context of the manufacturing. A principle that enhances the border condition within the residential area would improve the prevention of noise and environmental pollution entering the residential part. Principle S3 for defining buffer zones might be altered and combined for the same approach.

In the end, the design and analysis of Unkapanı contextualize a productive urban transformation by introducing the components of integration and the design principles that are applicable and developable for other industrial heritage areas' along the Golden Horn. From this brief conclusion to further research opportunities, implementing a similarly detailed analysis would illustrate the distinctive qualities of each three locations for possible urban transformations, which I tried to express briefly in this concluding chapter. Further utilizing the same design approach in detail would promote a comprehensive integration of other industrial heritage areas and foster socio-economic development in their broader urban context, which is mostly characterized by the features of urban poverty.

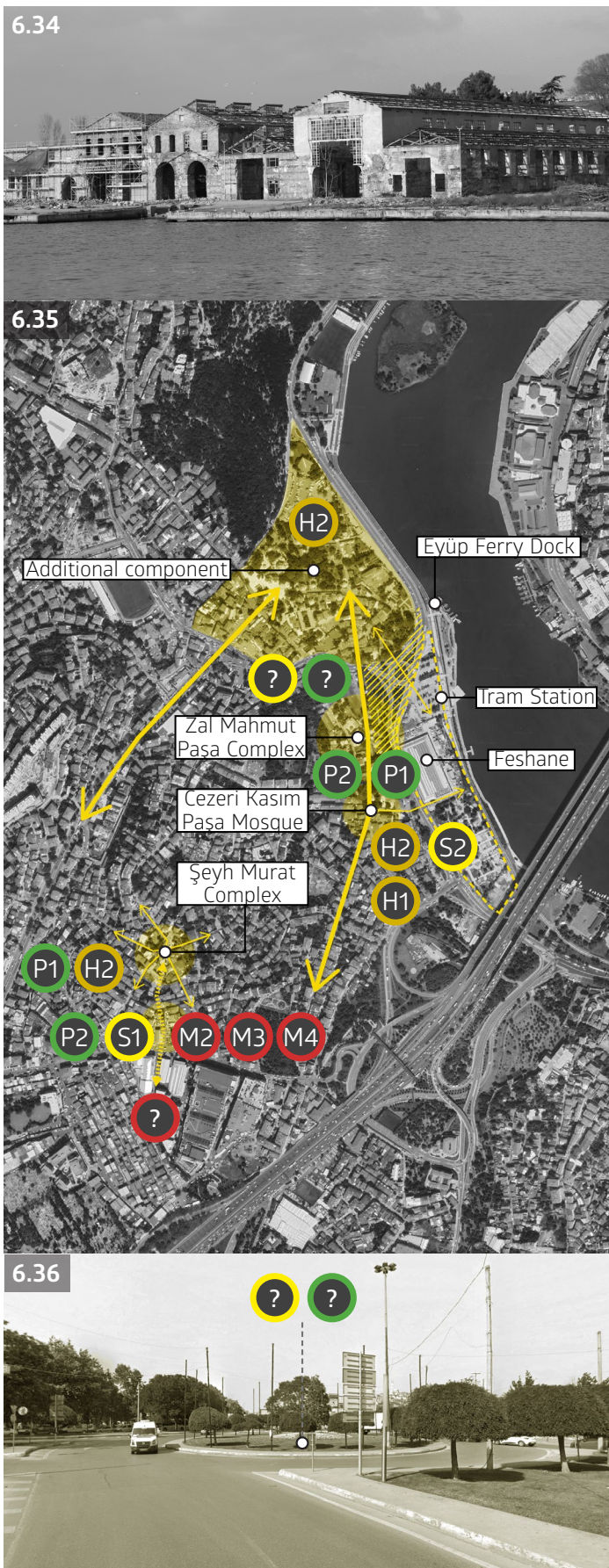


Figure 6.34. Location B, Golden Horn Shipyards (Taşkızak Tersanesi)
Source: konkur.istanbul/halic

Figure 6.35. Location C, main street network and principles
Source: Author, background map from Google Earth

Figure 6.36. Location C, roundabout
Source: Google Earth Street View

6.5.3. Contextual Conclusion

In addition to the conclusion for other industrial heritage areas, establishing a brief contextual conclusion identifies five main elements that one might certainly contextualize along the current situation of the Golden Horn. The last part of the conclusion chapter briefly illustrates these elements (Figure 6.37), which are frequently emphasized in detail through the analysis of the Golden Horn, in the design and analysis of Unkapanı, and shortly in the reflection on other industrial heritage areas through the components of integration approach.

The first one represents the industrial heritage areas with their surrounding environment characterized by the socio-spatial features of urban poverty, disregarding their current status and function. The second one illustrates the case of the waterfront. Even though the majority of the waterfront area is revitalized for parks and recreational usage, the dense traffic roads and the tram line that are settled in parallel stimulate distinct border conditions and limit pedestrian accessibility. The third one exhibits the complex urban fabric of Istanbul, usually settled on the challenging topography. It emphasizes the distinctive street network of the dense residential neighborhoods, which are mainly formed through narrow roads, inclined paths, dead-end streets and nodes. In this direction, the fourth one represents indicating the main street network. This was a big part of the analysis of Unkapanı and had a significant role in its transformation as a component of integration. Similar street networks appeared in other industrial heritage areas, contextualized with public life, heritage assets or other type of characteristic site features that would help to promote the anticipated urban integration with the broader urban context. The last one illustrates the emphasis on locating the additional component of integration which becomes a supplementary element through the design decision process. Such components are the Istanbul Textile Traders' Market for Unkapanı Flour Mill, Golden Horn Shipyard (Haliç Tersanesi) for Kasımpaşa Flour Mill, and the accumulated Islamic-ottoman social complexes of Eyüpsultan for Feshane, all highlighted previously in Figure 6.25.

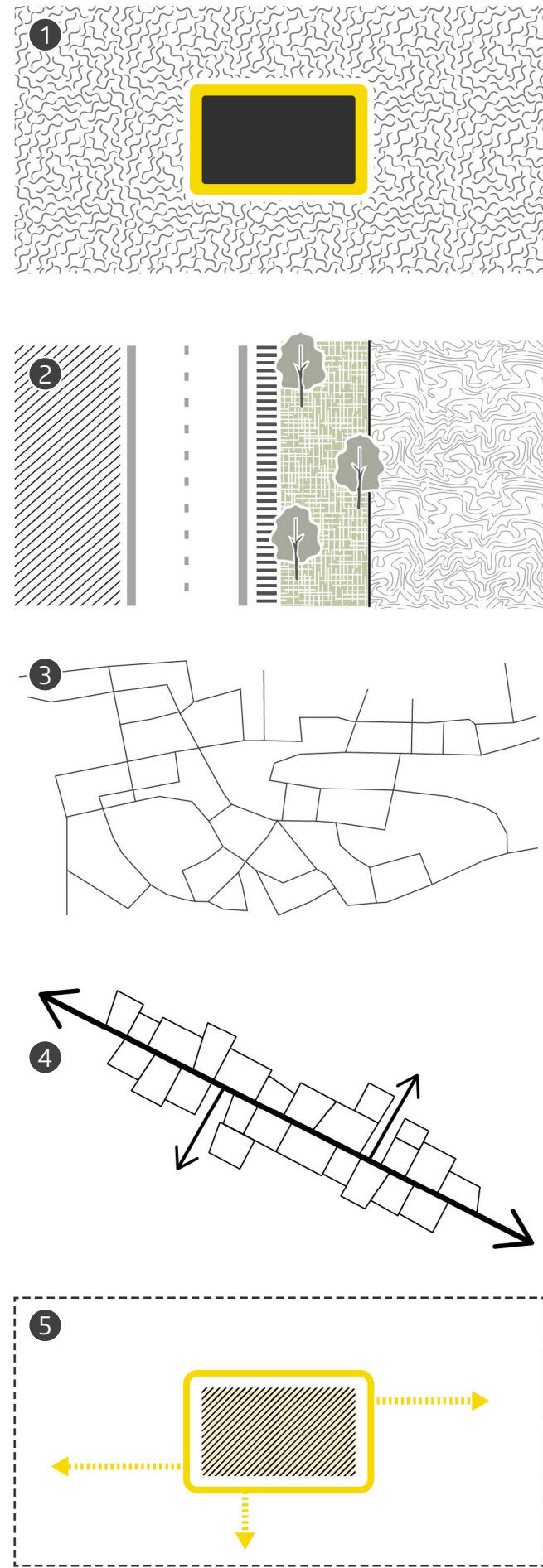


Figure 6.37. Main elements of the contextual conclusion
Source: Author

6.6 | Reflection

6.6.1. Personal Outcomes, Used Methods and Theories

Initially, the significance of Golden Horn's identity shift from industry to culture is delineated through the problem field, accentuating the historical reasoning that exhibits the role and consequences of industrialization, deindustrialization, and privatization of industrial heritage through the transformation process of the waterfront. This comprehensive problematization established a profound foundation for the problem statement, in which articulated a clear connection to the research and methodology chapter. Throughout the sub-research questions, an essential emphasis on the shifting role of heritage management in urban transformation strategies promoted further research for me to take a position through the argumentation of heritage. In this direction, underpinning the Dutch approach for heritage management in planning practice allowed me to integrate and develop a correlation between the Turkish context, which was one of my prior motivations for this thesis project. Although the utilization of heritage has been a great discussion in Istanbul through preservation and re-functioning, the emphasis on the integration through the broader urban context regarding intangible values and site-specific qualities of place identity promoted a more comprehensive and integrative heritage management approach for urban transformation strategies. Implementation of this integrative approach required a multilayered method through different scales, as Golden Horn is an extremely large and complex area to engage. So, adapting a bottom-up process was critical, which focuses on the Unkapanı district as an illustrative case and then reflecting on Golden Horn through the conclusion from the smaller-scale design proposal. Derived from the sub-research questions, highlighting existing socio-economic values embedded in the urban fabric becomes an important aspect. Throughout this process, urban morphological analysis and fieldwork become key methods that exhibit site-specific features, typologies, intangible heritage values, socio-spatial qualities and limitations through maps and photos. So, not only the design principles but also the same analysis methods would be applicable to the other indicated industrial heritage areas in Golden Horn.

6.6.2. Transferability of the Project

The main objective of the thesis was to promote a particular conclusion for the Golden Horn, with the emerging design principles and approaches from the design and analysis of Unkapanı district. The emphasis on urban poverty, slum neighborhoods, small manufacturer spaces, street peddlers and revitalization of industrial heritage areas are characteristic features for Golden Horn. Although the methodology integrates the Dutch approach to heritage management with the Turkish context, for example, the transferability of the concluded design principles to a Dutch context may not be sufficient, as they have remarkably different socio-spatial dynamics and distinctive urban fabrics. However, there might be some other areas in other countries with similar features to Golden Horn. The transferability of the project will be more efficient among the industrial heritage areas characterized by urban poverty, further promoting the applicability and improvability of the design principles.

6.6.3. Relation Between the Thesis Topic, the Studio Topic and the Master Track

The thesis topic is directly within the scope of the MSc in Urbanism, as it acknowledges the cross scalarity and complexity of the built environment and its changing spatial dynamics, impact of policy-making (neoliberal urbanism in this case), and conceptualization of shifting relationship between spatial planning and heritage management. It promotes the transformation of industrial heritage areas to exceed beyond their cultural values by (re)establishing an integration with its broader urban context for socio-economic development. And the challenge of integration comes with the role of place identity through site-specific features, historical use and meaning, current values and conflicts. This approach is implemented through the design and analysis of the Unkapanı district, emphasizing socio-economic qualities, heritage and its intangible values and network of manufacturer spaces embedded in the urban fabric. This requires a profound understanding of urban morphology and its changing socio-spatial dynamics. In this context, I find the thesis topic to be a good fit for the Design of the Urban Fabric graduation studio, which also aligns with the studio's topic of "Embracing plurality, growing porosity".

This year's studio theme focuses on diversifying possibilities for people and enhancing social cohesion by promoting new forms of living and working environments. Initially, Istanbul is already an illustrative city that accommodates plurality and porosity through its physical urban environment and socio-cultural foundation that has developed over time. The thesis topic accentuates a productive urban transformation through heritage management, while the purpose of anticipated integration highlights overlapping values and conflicts between heritage, manufacturing and public space to define urban opportunities for manufacturers, residents, shop owners, street peddlers and visitors. Through the introduced public spaces, collective spaces and network of manufacturing facilities, the design proposal aims to promote socio-economic development for the neighborhood by providing liveable and workable environments, while introducing adaptable, multifunctional and collective spaces.

6.6.4. Societal Relevance

Istanbul is a city that naturally has a wide range of research realized in the field of urban studies through its intricate relations between past and present, acknowledging its multicultural background and varying social values. Synthesizing the transformation in the intensified period from the 1950s to today through the adapted neoliberal economic policies and its impact on urban transformations clearly exhibits the current social situation of Istanbulities in contrast to the perception of a globalizing cultural capital. So, the problem field is directly related to a larger social framework of emerging social identities and slum developments in globalizing cities.

The project takes a critical position by adapting the socio-economic values embedded in street life as intangible heritage values and further proposing adaptable spaces for street peddlers to utilize temporarily. Referring to the conclusion from the design proposal for Unkapanı District, the design approach acknowledges urban poverty and its emerging socio-economic values as characteristic features of place identity that should be improved and not be displaced while transforming the area for socio-economic development. Although might be perceived as a

conflict for urban development, the complex problem of urban poverty in Turkey is not something that can be extinguished in a short amount of time, considering the socio-economical damage done in the last twenty years. So, the project interiorizes these local identities and considers their prosperity. A further addition to this would be including the waste collectors, as another emerging identity with urban poverty, which accumulates among the idle areas in the Süleymaniye World Heritage Site (Figure 6.4). It would have been an interesting study to elaborate on the social bonds among such identities, in addition to the manufacturers and street peddlers. This would have promoted an additional social dimension, integrating another target group into the project, as waste collectors of Istanbul contain a much larger network, and it is one of the major products of urban poverty.

A further development for the role of heritage management in spatial planning would be adapting community engagement activities and participatory decision-making processes which exhibit the needs and opinions of local identities, and their perception of the determined heritage value much more clearly. This would even put more emphasis on the anticipated urban integration through a comprehensive social framework. For each industrial heritage area highlighted in the conclusion map for the Golden Horn, profound research through site surveys and stakeholder analysis would establish a more integrative urban transformation. Such a participatory approach is already being recognized by the Metropolitan Municipality of Istanbul and its cooperated initiatives, where workshops and seminars are being promoted for heritage accessibility and increasing awareness.

6.6.5. Professional Relevance

The role of heritage management in spatial planning in Istanbul is getting more integrated in recent years, with Ekrem Imamoglu's election for mayor of the Metropolitan Municipality of Istanbul in 2018. Already many lost cultural heritage values are being revitalized, in which the notion of accessibility and awareness of heritage became major aspects of the municipality's approach for increasing urban prosperity and integrating culture. Recently opened Müze Gazhane (the Museum Gasholder) in Hasanpasa

is a great example of such revitalization, which used to be an abandoned gas factory in ruins now became a multifunctional area with activity space, exhibitions, a restaurant, and a public library. In cooperation with the Istanbul Planning Agency, the Istanbul Vision for 2050 clearly exhibits this intention about integrating cultural heritage to be a part of the public system and meeting social needs (İstanbul Büyük Şehir Belediyesi & İstanbul Planlama Ajansı, 2022). This has an essential role in the research and methodology chapter, which directly aligns with the aim of the thesis and addresses some of the sub-research questions. Furthermore, the thesis topic promotes additional challenges and opportunities to this integration approach, by surpassing the capability of stimulating culture, and emphasizing that the characteristic features of the intended transformation area, regarding the intangible values and spatial qualities of place identity, should be prioritized to establish urban opportunities through the needs of local identities.

The emphasis on Istanbul's heritage values is not only limited to initiatives from Turkey but also from abroad through an extensive range of research realized by experts and academicians in varied specializations, and Netherlands Institute in Turkey (NIT) is one of the major research centers dedicated to archaeological and historical study. The 2021 NIT Urban Heritage Lab on the 'Sustainable Transformation of Industrial Heritage Places' even focuses on the same location with the thesis, Unkapanı Flour Mill, in which the results from the lab became a critical reference for the analysis of the neighborhood, through the site survey and interviews that emphasize the characteristic features of the Unkapanı district (Özçakır et al., 2022). In this direction, the research and the intended outcome of the thesis take part in an extensive professional relevance, as the integration of heritage management in spatial planning is an accelerated and well-emphasized notion in recent years, especially for Istanbul. The main approach of the integration with a broader urban context promotes a new comprehensive attitude towards the industrial heritage areas in the Golden Horn. A further improvement would be the implementation of the project with a spatial planning perspective to understand the required larger policies and strategies for the anticipated integration.

6.6.6. Encountered Limitations in the Process

Although many improvements have been made in recent years, data accumulation in Istanbul is not easily utilizable as in the Netherlands. As the prominent analysis of the thesis focuses on urban morphology, the lack of availability of updated data on the shapefile of the built forms and existing functions was a major problem. The workload of the analysis chapter took longer than anticipated, but for the integrity and feasibility of the project, such a process was required.

The problem of data utilization and collection has an impact on the overall process of the thesis. In this direction, the emphasis on the design proposal for the Unkapanı district could not surpass the expected level of detail due to the time limitation. This was a critical consideration for emphasizing the main three key locations that efficiently exhibit the utilization of the design principles and essential strategic actions, further indicating the overall intention for the transformation of the area. Time limitation also had an impact on the level of detail of Golden Horn's analysis and conclusion for the productive transformation. To be able to further test the applicability and developability of the design principles, a more profound analysis of Golden Horn would have been a supplementary study, especially through landuse and urban morphology.

Lastly, there were particular limitations encountered in the fieldwork for the Unkapanı district. Initially, the neighborhood is seen as unsafe, and I was not able to conduct site observation for the idle areas in Süleymaniye World Heritage Site due to safety reasons. Furthermore, communicating with street peddlers was not simple, as they did not concern much about my dialogue if I was not buying something. Because they always have their guard up in case the constabulary shows up to displace them and impose a fine. Although this type of commerce has been a characteristic feature of the area, the constant social tension in street life was an engaging observation. Due to time constraints, I did not have more chances to elaborate and interview them, which could have promoted a more profound analytical background for the needs of local identities.

7 | BIBLIOGRAPHY

7.1. List of References

7.2. Appendix

The last chapter emphasizes the literature and practical references that are used and benefit from throughout the thesis and finalizes with the appendix through several supplementary components.

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7.2 | Appendix

7.2.1. Analysis in City Scale

Heritage Sites

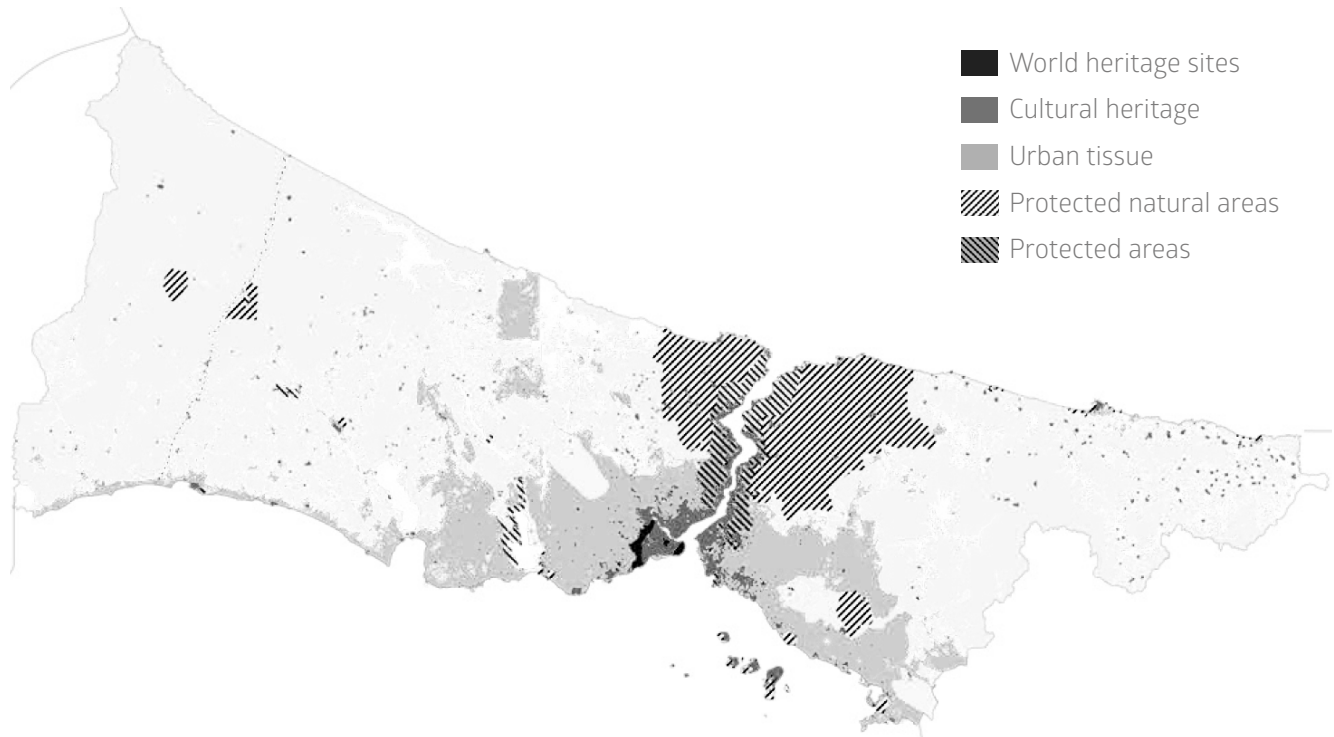


Figure 7.1. Heritage sites of Istanbul
Source: İstanbu Vizyon 2050 Strateji Belgesi, İstanbul Büyük Şehir Belediyesi ve İstanbul Planlama Ajansı

Population Density through Neighborhoods



Figure 7.3. Population Density through neighborhoods
Source: atlasbig.com/tr

Manufacturing Distribution by Technology Use

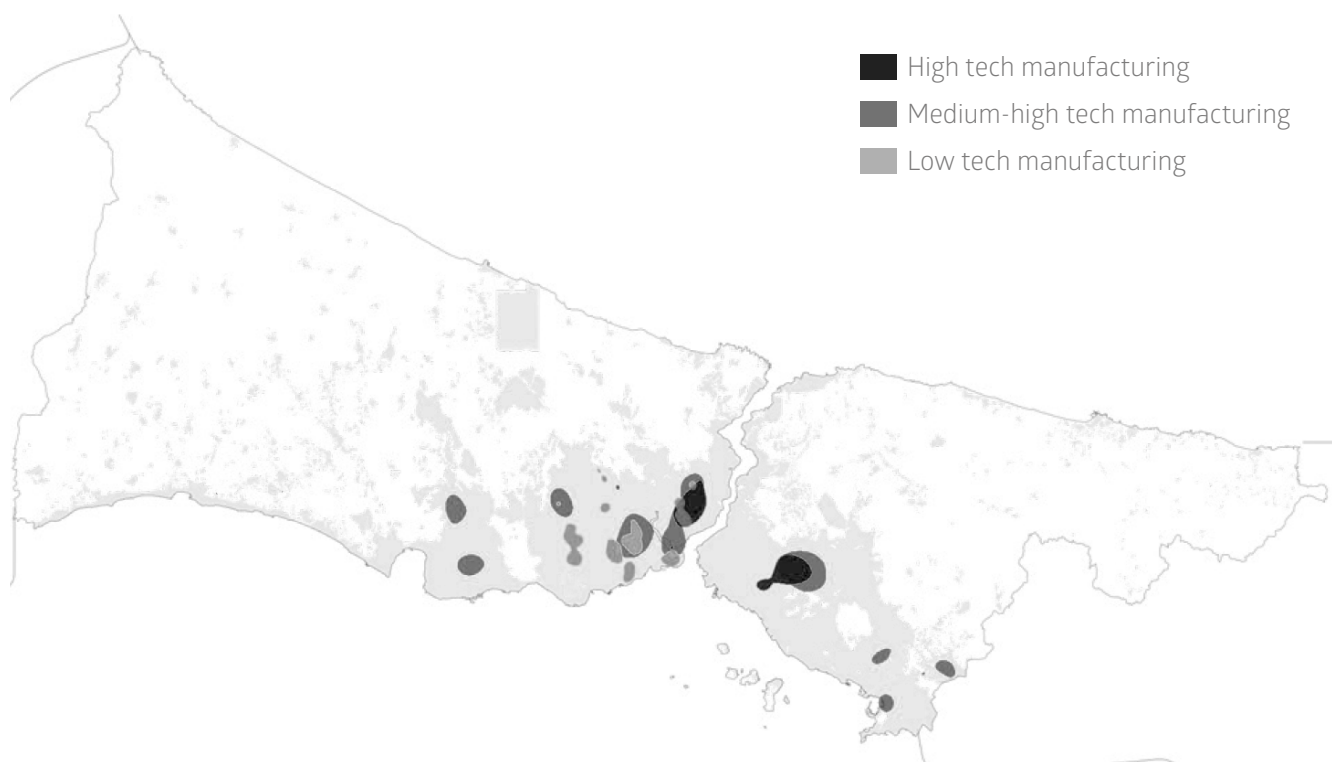


Figure 7.2. Manufacturing distribution by technology use
Source: İstanbu Vizyon 2050 Strateji Belgesi, İstanbul Büyük Şehir Belediyesi ve İstanbul Planlama Ajansı

Areas of Concentration to be Damaged in a Possible Earthquake Scenario, 2019

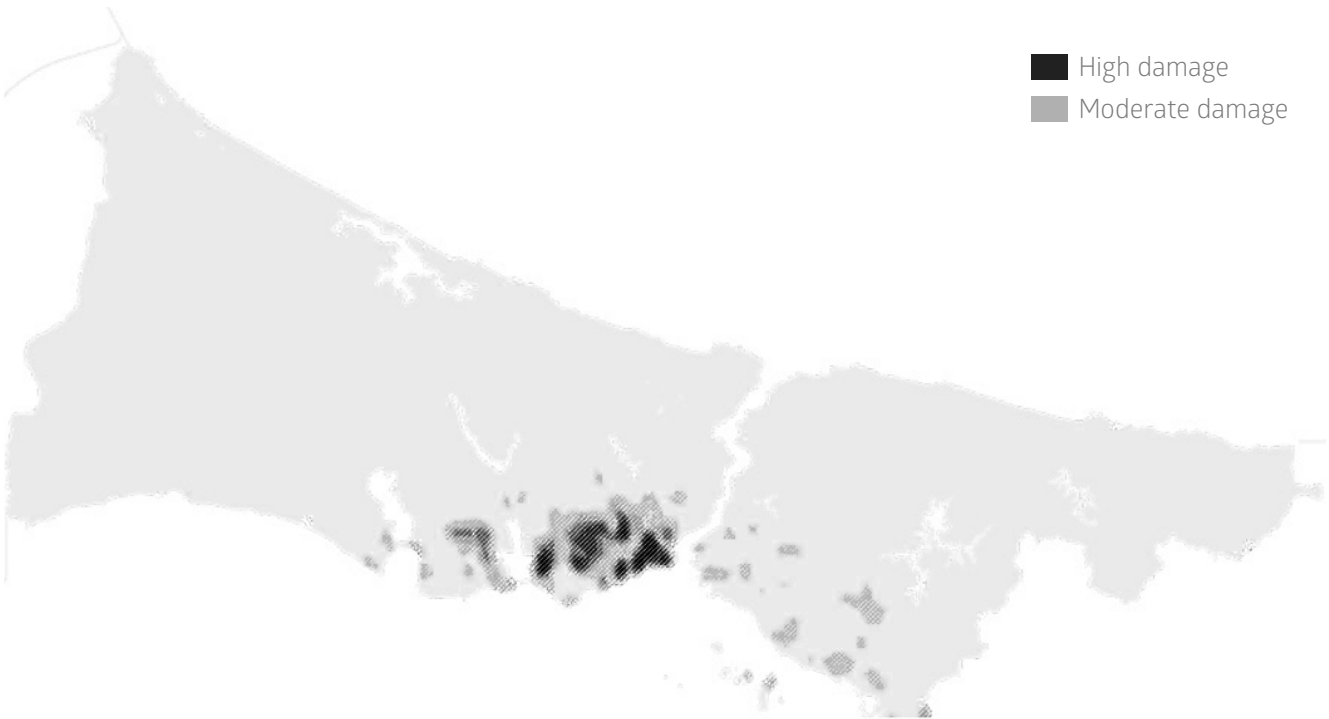


Figure 7.4. Areas of Concentration to be damaged in a possible earthquake scenario, 2019
Source: İstanbu Vizyon 2050 Strateji Belgesi, İstanbul Büyük Şehir Belediyesi ve İstanbul Planlama Ajansı

7.2.2. An Update on the Documentation of the Industrial Heritage of Istanbul

	ID	Type	Year	Old func.	Status	Cur. func.	Cur. owner	Owner type	Rgstration	Location
1	Anchor Factory (Lengerhane-i Amire)	Factory	1.730	Mineral Processing	Transformed	Museum	Koç Holding	Private	YES	Beyoğlu
2	Azatlı Gun Powder Factory	Factory	1.796	Chemical Substance	Ruined	Inactive	İBB Yanıcı Parlayıcı ve Kimyasal Maddeler Şube	Public	YES	Başakşehir
3	Bakırköy Cloth Factory	Factory	1.850	Textile Production	Demolished	Residential	Sümer Holding	Private	NO	Bakırköy
4	Bakırköy Gun Powder Factory	Factory	1.700	Chemical Substance	Transformed	Culture Center	Bakırköy Municipality	Public	YES	Bakırköy
5	Beykoz Leather & Shoe Factory	Factory	1.810	Textile Production	Transformed	Cultural Center	Yıldırım Holding	Private	YES	Beykoz
6	Bomonti Beer Factory	Factory	1.902	Nourishment Production	Transformed	Commercial	İC İçtaş İnşaat	Private	YES	Şişli
7	Büyükdere Beer and Match Factory	Factory	1.932	Nourishment Production	Demolished	Hospital	Sarıyer Eğitim ve Araştırma Hastanesi	Public	NO	Sarıyer
8	Cendere Water Pump Station	Pump Station	1.902	Water Distribution	Transformed	Cultural Center	İstanbul Su ve Kanalizasyon İdaresi (İSKİ)	Public	YES	Sarıyer
9	Cibali Tobacco and Cigarette Factory	Factory	1.884	Nourishment Production	Transformed	University	Kadir Has University	Private	YES	Fatih
10	Corset Factory	Factory	1.890	Textile Production	Partially Demolished	Parking lot	İhsani Yardım Vakfı	Private	NO	Fatih
11	Darphane-i Amire Mint Factory	Factory	1.727	Mineral Processing	Transformed	Exhibition Hall	Kültür Bakanlığı	Public	NULL	Fatih
12	Dolmabahçe Gas Factory	Gasholder	1.854	Energy Production	Partially Demolished	Activity Ground	İstanbul Büyük Şehir Belediyesi (İBB)	Public	YES	Beşiktaş
13	Fez Factory	Factory	1.833	Textile Production	Transformed	Cultural Center	İstanbul Büyük Şehir Belediyesi (İBB)	Public	YES	Eyüpsultan
14	Hamidiye Water Gauge	Pump Station	1.902	Water Distribution	Ruined	Inactive	İstanbul Su ve Kanalizasyon İdaresi (İSKİ)	Public	YES	Kağıthane
15	Hasanpaşa Gas Factory	Gasholder	1.891	Energy Production	Transformed	Cultural Center	İstanbul Büyük Şehir Belediyesi (İBB)	Public	YES	Kadıköy
16	Hasköy Shipyard	Shipyard	1.861	Mineral Processing	Transformed	Museum	Koç Holding	Private	YES	Beyoğlu
17	Haydarpaşa Station Workshops	Railway Station	1.905	Mineral Processing	Restoration on going	Inactive	Kadıköy Municipality, TCDD	Public	YES	Üsküdar
18	Haznedar Brick Factory	Factory	1.918	Tillage	Demolished	Residential & Commercial	Ağaoğlu Gayrimenkul Yatırım A.Ş.	Private	NO	Bahçelievler
19	Kasımpaşa Flour Mill	Factory	1.887	Nourishment Production	Ruined	Storage	Pilitaş Mahdumları Madenciler Birader	Private	YES	Beyoğlu
20	Küçükçekmece Match Factory	Factory	1.897	Chemical Substance	Transformed	Digital Shooting Space	Kibrithane	Private	YES	Fatih
21	Mecidiyeköy Distillery	Factory	1.930	Nourishment Production	Reconstructed	Residential & Plaza	Viatrans-Meydanbey	Private	NO	Şişli
22	Nakkaştepe Gas Factory	Gasholder	1.864	Energy Production	Transformed	Cultural Center	Mülkiyeliler Birliği	Association	YES	Üsküdar
23	Nalbanthane Horseshoe Factory	Factory	1.841	Mineral Processing	Transformed	Prayer Hall	Military	Private	NO	Üsküdar
24	Paşabahçe Alcohol Factory	Factory	1.923	Nourishment Production	Demolished	Tourist Resort	Torunlar GYO	Private	NO	Beykoz
25	Paşabahçe Brick & Factory	Factory	1.910	Tillage	Ruined	Inactive	-	Private	NO	Beykoz
26	Paşabahçe Glass Factory	Factory	1.934	Tillage	Ruined	Inactive	Türkiye Şişe ve Cam Fabrikaları A.Ş.	Private	NO	Beykoz
27	Paşalimanı Flour Mill	Factory	1.858	Nourishment Production	Partially Demolished	Inactive	Sinpaş A.Ş.	Private	YES	Üsküdar
28	Sabuncuzade Şakir Soap Factory	Factory	1.908	Chemical Substance	Functions	Office Building	AKFA İş Hanı (AFKA Office Building)	Private	NO	Fatih
29	Silahtarğa Power Plant	Power Plant	1.913	Energy Production	Transformed	University	Bilgi Üniversitesi	Private	YES	Eyüpsultan
30	Şahbaz Ağıya Brick Factory	Factory	1.882	Tillage	Demolished	Miniature Park	İstanbul Büyük Şehir Belediyesi (İBB)	Public	NO	Beyoğlu
31	Taksim Water Station	Pump Station	1.731	Water Distribution	Transformed	Exhibition Hall	İstanbul Büyük Şehir Belediyesi (İBB)	Public	YES	Beyoğlu
32	Terkos Water Pump Station	Pump Station	1.883	Water Distribution	Transformed	Museum	İstanbul Su ve Kanalizasyon İşleri (İSKİ)	Public	YES	Arnavutköy
33	Tersane-i Amire Shipyard	Shipyard	1.455	Mineral Processing	Transformation on ...	Residential & Cultural Center	Fettah Tamince	Private	YES	Beyoğlu
34	Tophane-i Amire	Canon Foundry	1.740	Mineral Processing	Transformed	Exhibition Hall	Mimar Sinan Güzel Sanatlar University	Public	YES	Beyoğlu
35	Unkapanı Flour Mill	Factory	1.870	Nourishment Production	Ruined	Parking lot	İstanbul commodity Exchange	Public	YES	Fatih
36	Üsküdar Power Plant	Power Plant	1.900	Energy Production	Transformed	Cultural Center	Üsküdar Municipality	Public	YES	Üsküdar
37	Yedikule Gas Factory	Gasholder	1.880	Energy Production	Ruined	Warehouse	İstanbul Büyük Şehir Belediyesi (İBB)	Public	YES	Fatih
38	Yıldız Tile Factory	Factory	1.894	Tillage	Functions	Tillage & Museum	TBMM Milli Saraylar Daire Başkanlığı	Public	YES	Beşiktaş
39	Yunus Cement Factory	Factory	1.929	Tillage	Demolished	Residential, retail & marina	Ağaoğlu & DAP Yapı	Private	NO	Kartal
40	Zeytinburnu Iron-Steel Factory	Factory	1.845	Mineral Processing	Partially Demolished	Residential & Commercial	Multiple owners for different parts	Private	YES	Zeytinburnu

Figure 7.5. An update on Industrial Heritage Facilities
Source: Author, adapted information from Köksal, 2005

The update on the documentation of the industrial heritage of Istanbul was one of the initial studies in the process. One essential study on this was the Köksal doctoral thesis, in which she profoundly exhibits the current situation of industrial heritage and her insights on their transformation (Köksal, 2005). Regarding this, preparing an updated version was required to comprehend the current positioning of industrial heritage in the 2020s. The study indicates the remaining industrial heritage facilities through their types, construction year, previous function, current

status, current function, current owner, owner type, registration and location (exact address). The attribute table is exported from QGIS, where the location of each facility is illustrated precisely on the map, allowing me to exhibit any feature I would want to articulate, such as their current status (Figure 4.7).

7.2.3. Comparison Between Three Different Types of Industrial Heritage Areas



Figure 7.6. Comparison between three different types of industrial heritage areas
Source: Author, street images from Google Earth satellite view and building outlines from OpenStreetMap

This was a quick exercise I did on Miro at the begging of the thesis, parallel to the study on update on the documentation of industrial heritage (Figure 7.5). The method of the exercise was to have a comparison between three industrial heritage facilities with different current situations through a brief socio-morphological analysis. And the anticipated aim was to have a glance at the current situation of industrial

heritage areas to perceive the public life and socio-spatial qualities that characterize each environment. It was a quick analysis to measure the feasibility of the intended research topic before diving into a long process of intense study.

7.2.4. Figure & Ground Analysis



Figure 7.7. Figure & Ground map
Source: Author, derived information about building outlines from OpenStreetMap

The figure and ground analysis was a supplementary analysis throughout the analysis of the Unkapanı/ Süleymaniye District chapter. Through the analysis of idle areas, it was visible that these areas are concentrated in a particular location (Figure 5.18). This can be confirmed with a figure and ground analysis as well, which distinctly exhibits the void inside the world heritage site (Figure 7.7).

7.2.5. Municipality's Approach to the Transformation of the World Heritage Site

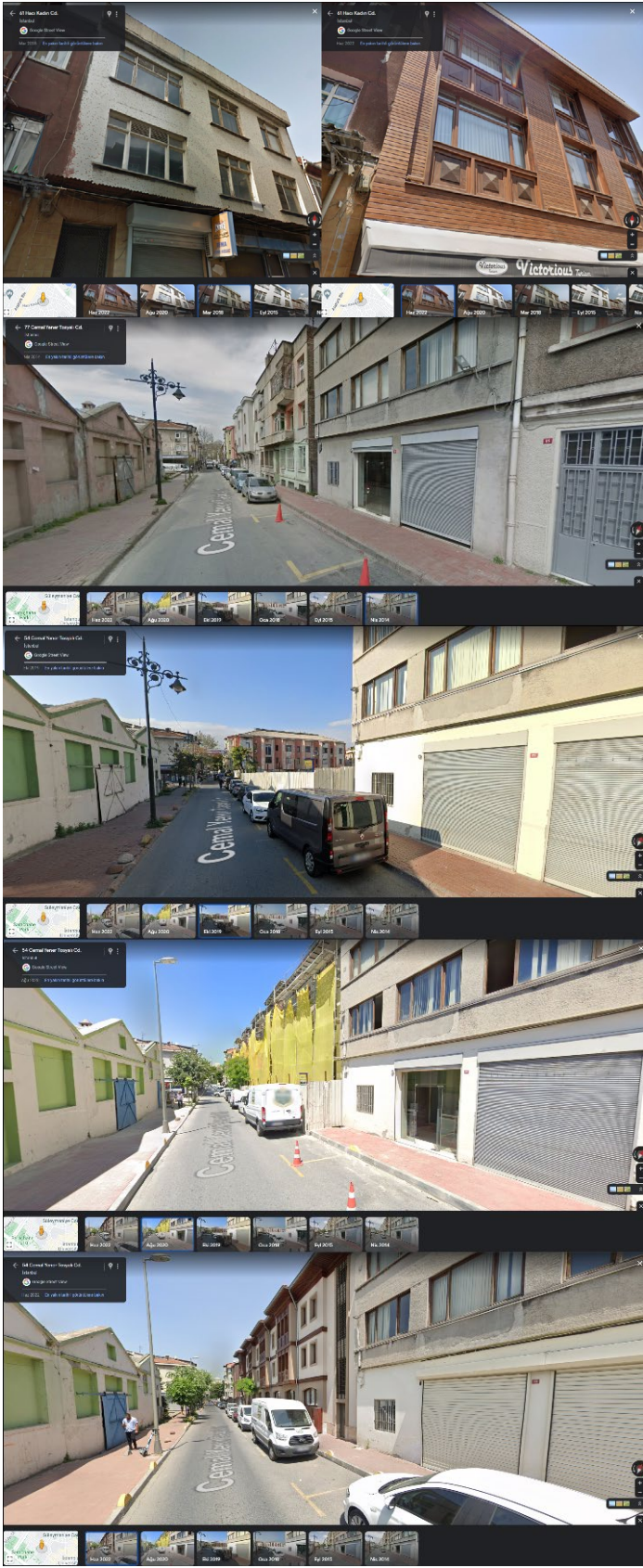


Figure 7.8. Reconstructed buildings and revitalized building facades
Source: Google Maps Street view



Figure 7.9. Süleymaniye Urban Transformation Project
Source: megaprojeleristanbul.com

Referring to Chapter 5.4 analysis of idle areas, the municipality's approach to the transformation of the Süleymaniye World Heritage Site is visible in Figure 7.8 as well. Towards the main aim of re-building a replica of the past, reconstructed buildings and changed building facades can be seen. Figure 7.9 indicates their intentions through past, current, and future visuals.

7.2.6. From the Fieldwork

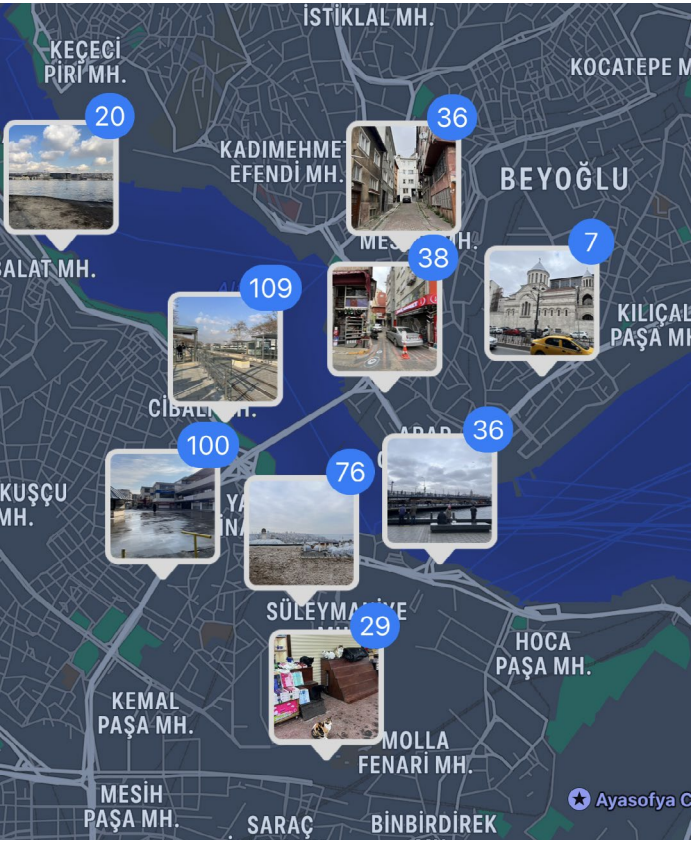


Figure 7.10. Accumulation of taken photos during the fieldwork
Source: Author, produced by iPhone

The last part exhibits additional insights from the fieldwork. Figure 7.10 indicates the accumulation of photos taken during the fieldwork, indicating where I spent most of my time.



Figure 7.11. Underground passage occupied with shops, Atatürk Boulevard
Source: Author

Figure 7.12. One of the arches of the Aqueducts of Valen
Source: Author

Figure 7.13. Street view along Üç Mıhraplı Mosque
Source: Google Earth

Figure 7.14. One of the many courtyards of Istanbul Textile Traders' Market
Source: Author

Figure 7.15. Şebsefa Hatun Mosque
Source: Author

Figure 7.16. Saraçhane Park, Şehzade Mosque in the background
Source: Author

Figure 7.17. Fener-Balat Houses revitalized heritage as art centers
Source: Author

Figure 7.18. Panoramic view from southernly important node, in Figure 5.31
Source: Author

Figure 7.19. Panoramic view from Beyazıt Square
Source: Author

Figure 7.20. Beyazıt Mosque
Source: Author

Figure 7.21. One of the vulnerable buildings in Unkapanı under restoration
Source: Author

Figure 7.22. Me enjoying my halka tatlısı (ring dessert)
Source: Author

Figure 7.23. The northern facade of the Unkapanı Flour Mill
Source: Author

