

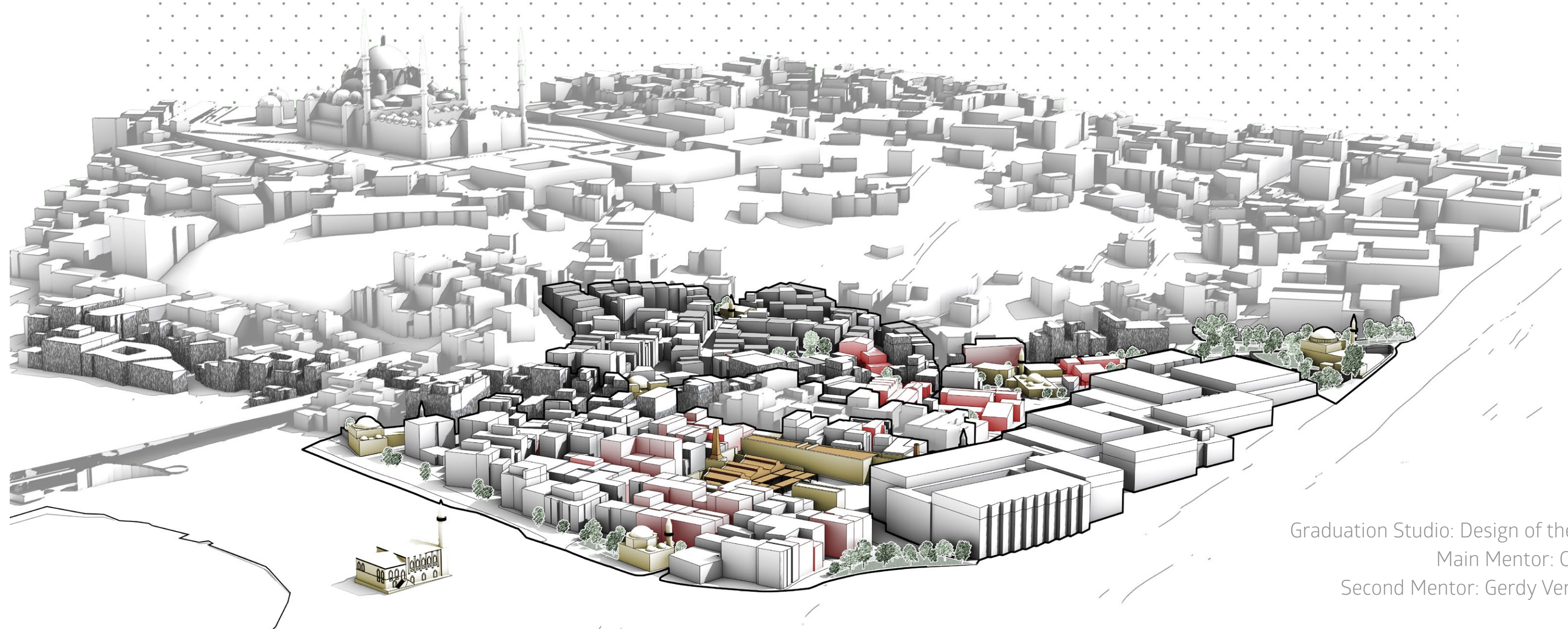
# INTEGRATION OF INDUSTRIAL HERITAGE AREAS

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

P5 Presentation

Arnta Kalentzi

5362180



Graduation Studio: Design of the Urban Fabric

Main Mentor: Claudiu Forgaci

Second Mentor: Gerdy Verschuure-Stuip

20/06/2023

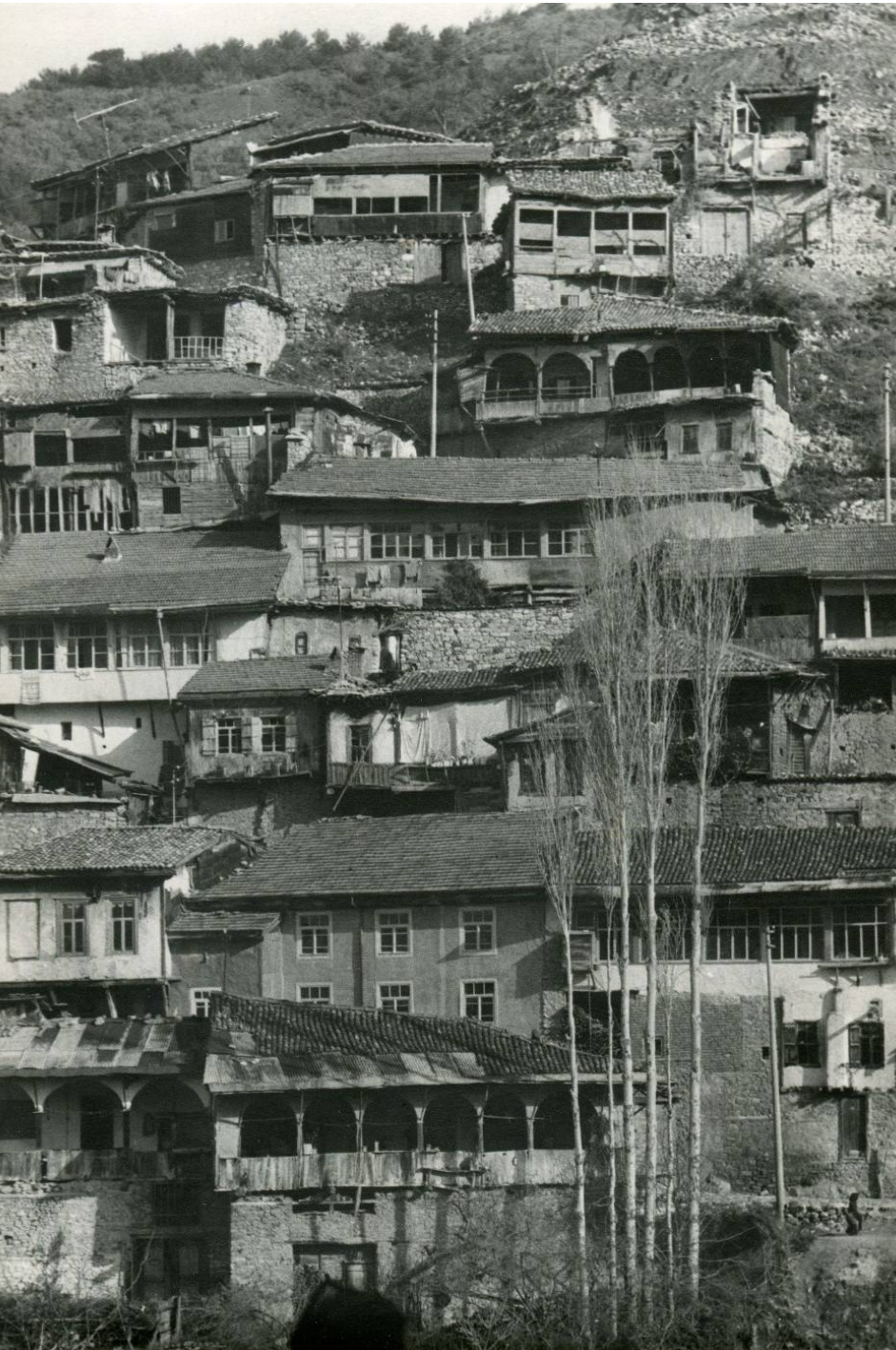






Problem Analysis [ industrialization and its outcomes ]

Problem Field



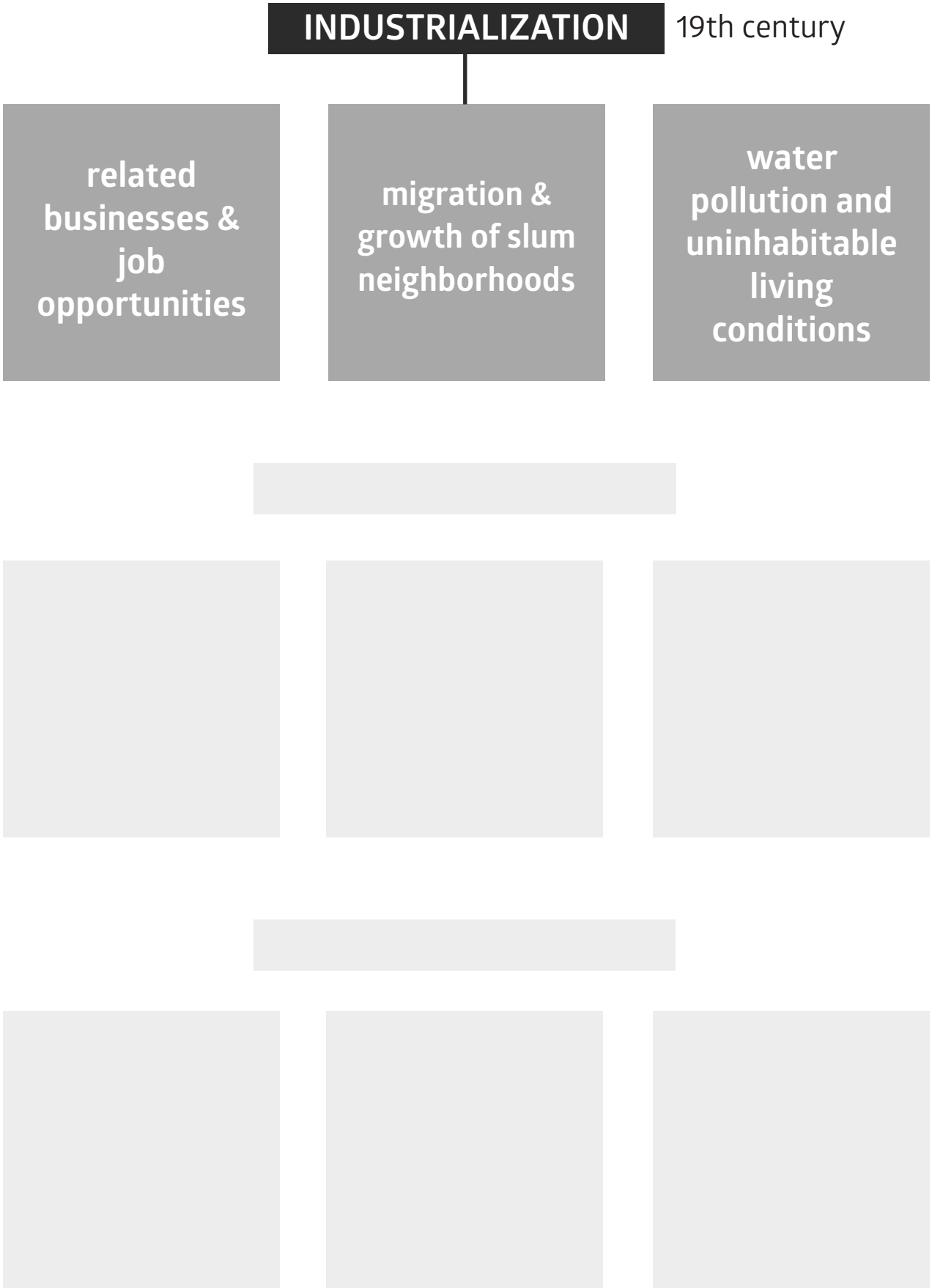
Hüseyin Tayla Photo Archive, İBB Atatürk Kitaplığı



Golden Horn Shipyard, 1916, Eski İstanbul Fotoğrafları Arşivi



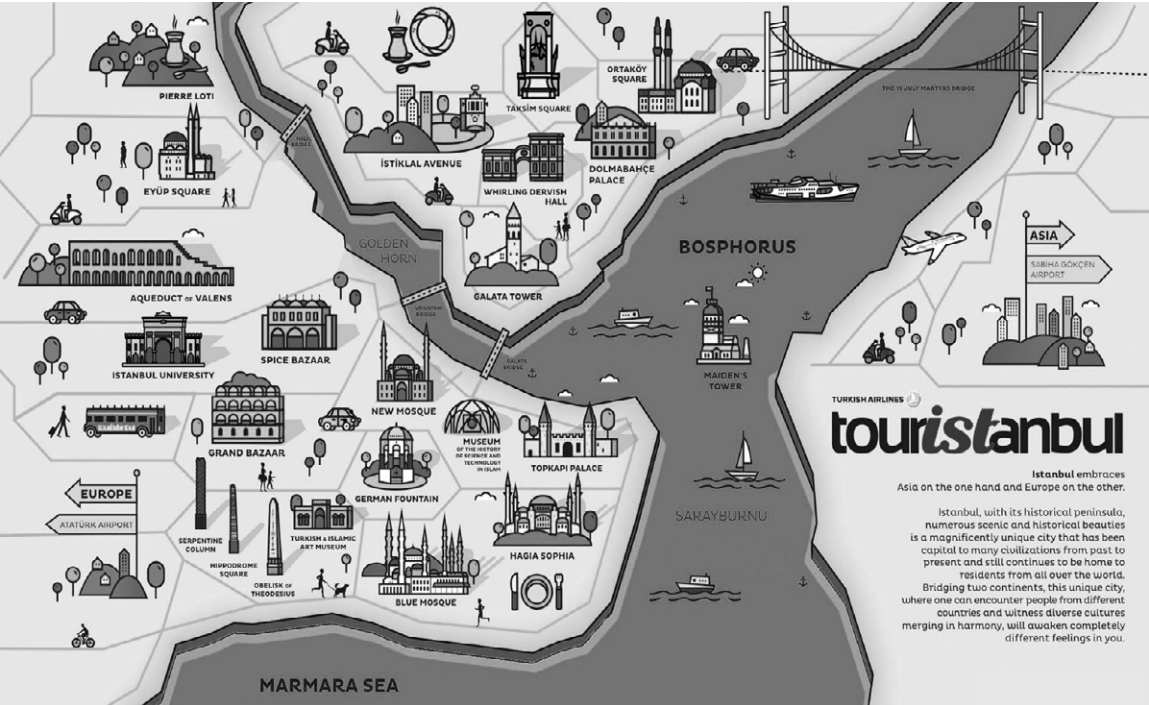
Water pollution in Golden Horn, late 1970s





Problem Analysis [ the cultural valley ]

Problem Field



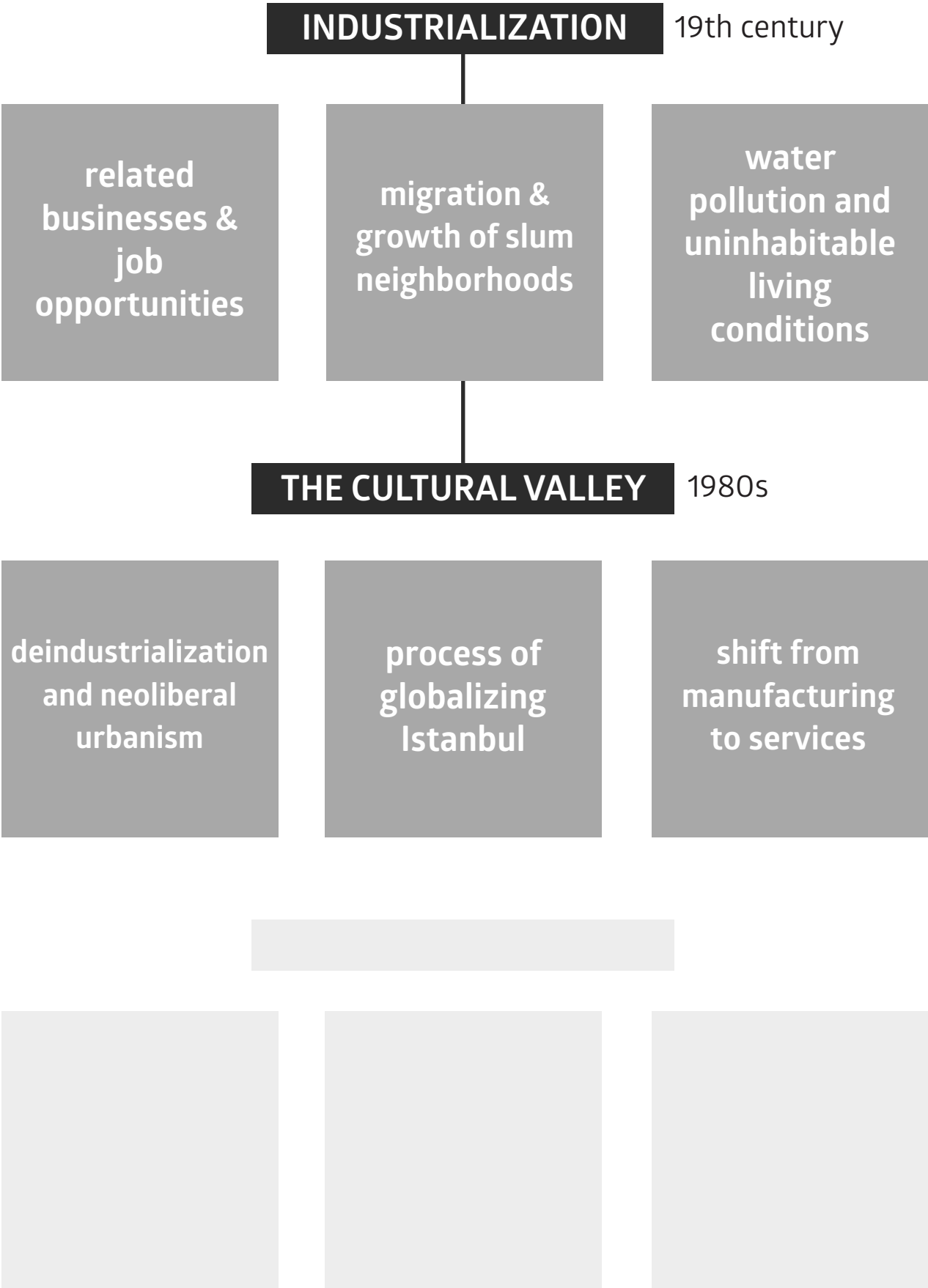
Touristanbul Map, Turkish Airlines, sightseeing map for Istanbul



Tarlabaşı, Beyoğlu, 2008.



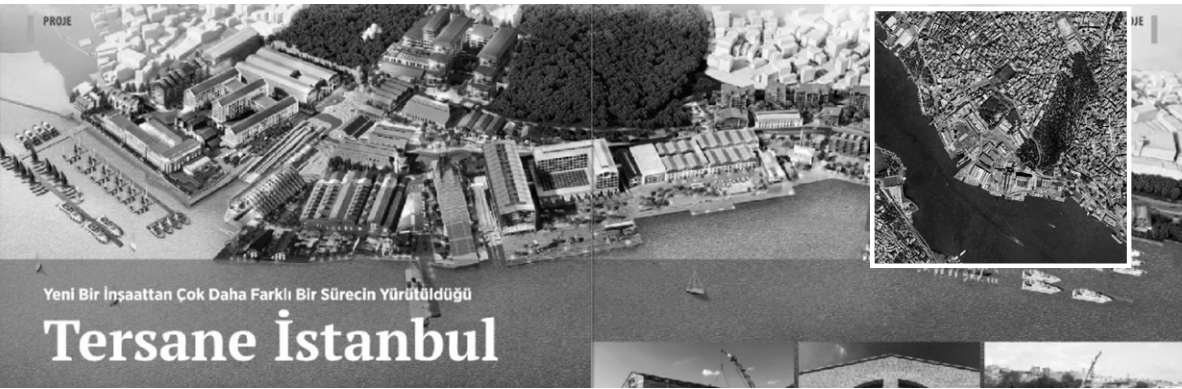
Büyük Valide Han (Great inn of the sultan's mother), photo by B. Sevingen, Orienting Istanbul (2010)





Problem Analysis [ double standards ]

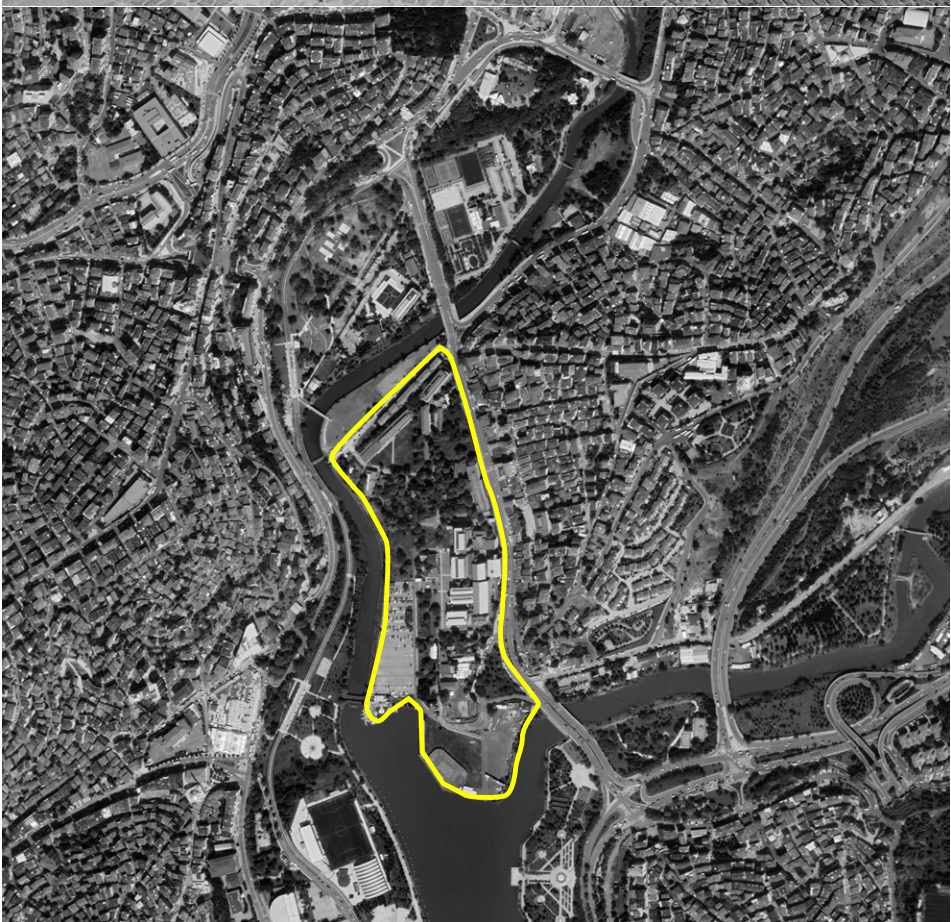
Problem Field



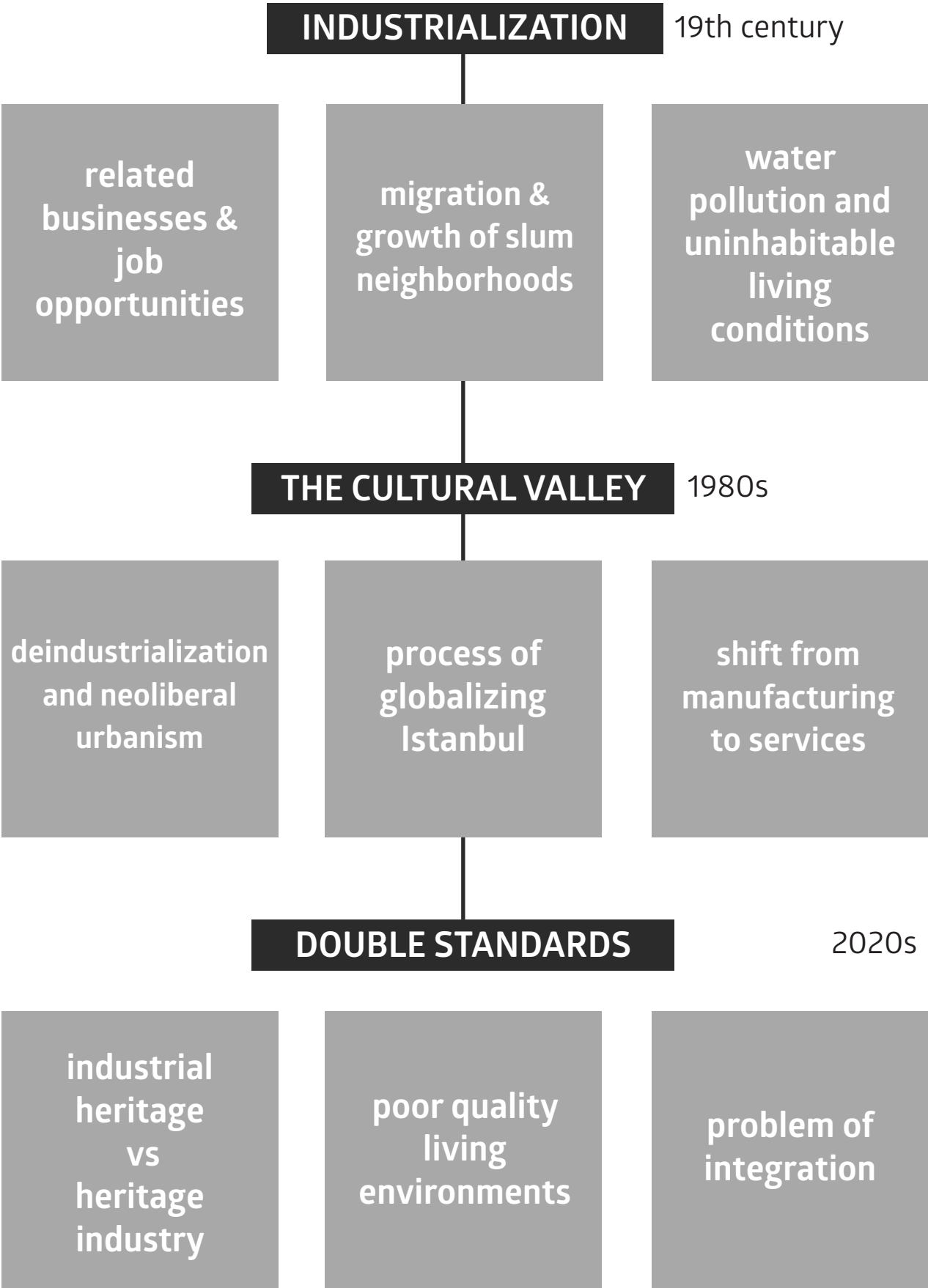
The six-hundred-year-old Tersane-i Amire Shipyard turns into one of the world's most important cultural and tourism centers: four hotels, two marinas, a city lines pier, three museums, commercial spaces, residences, social living areas and a huge car park!



Fener, Balat, Fatih/Istanbul 2022, photo by Yura Lytkin, Unsplash



Used to be a power plant, now a private university, Bilgi University Santral Campus







Rather than a structural economic change and organized urban renewal, the efforts of marketing the globalizing Istanbul through the heritage industry along the Golden Horn overshadowed the current urban urgencies such as urban poverty and limited the accessibility of heritage values.



**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?





**Sub-research Questions**

**to promote socio-economic development**

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

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- 5- How to re-function unsustainable idle areas and lost heritage values in a way that will establish urban opportunities?



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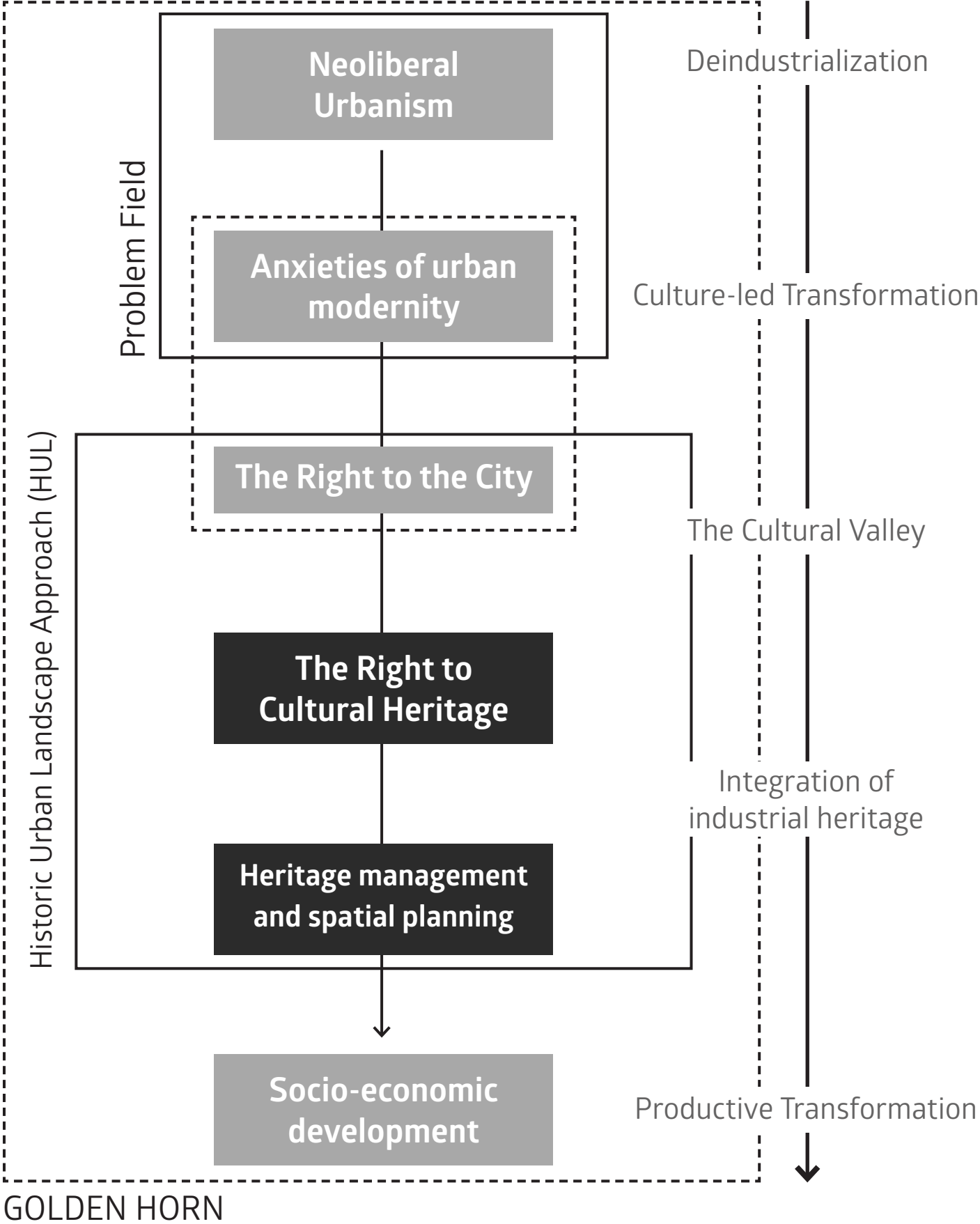
#### **by integrating industrial heritage areas with their broader urban context**

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#### **through a productive urban transformation**

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









## ANALYSIS OF THE GOLDEN HORN

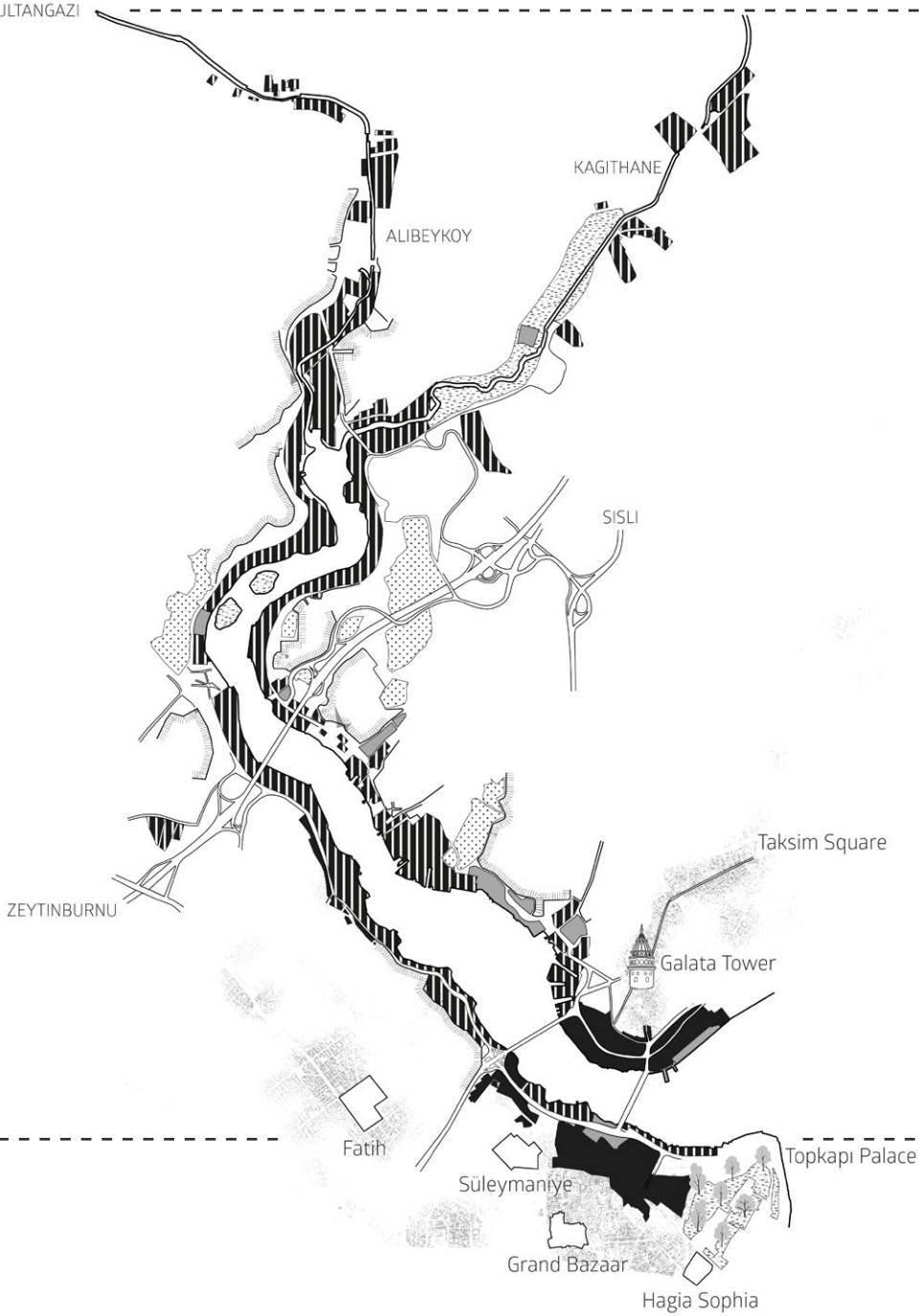


# Transformation of the Waterfront [ coastal region landuse in time ]

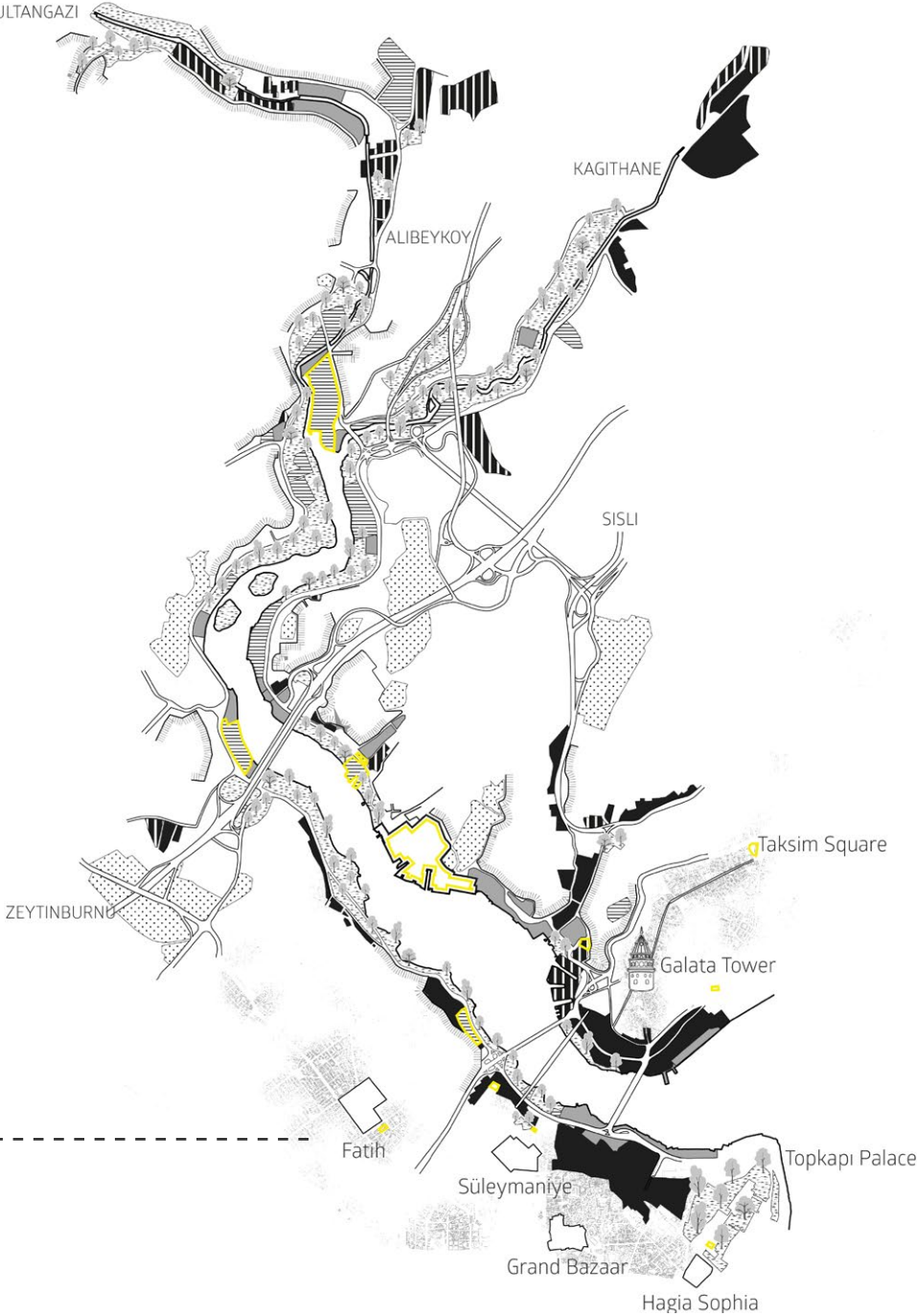


- Cemeteries
- Industrial heritage
- Transformation on going
- Green spaces - Grassland
- Parks - Recreation - Forest
- Industry - Shipyard - Warehouse
- Residential areas bordering the area
- Public - Station - Military installations
- Commerce - Central activities - Cultural
- Main streets & socio-economic attraction
- University - Cultural center - Museum - Sports - Activity

Before 1980s

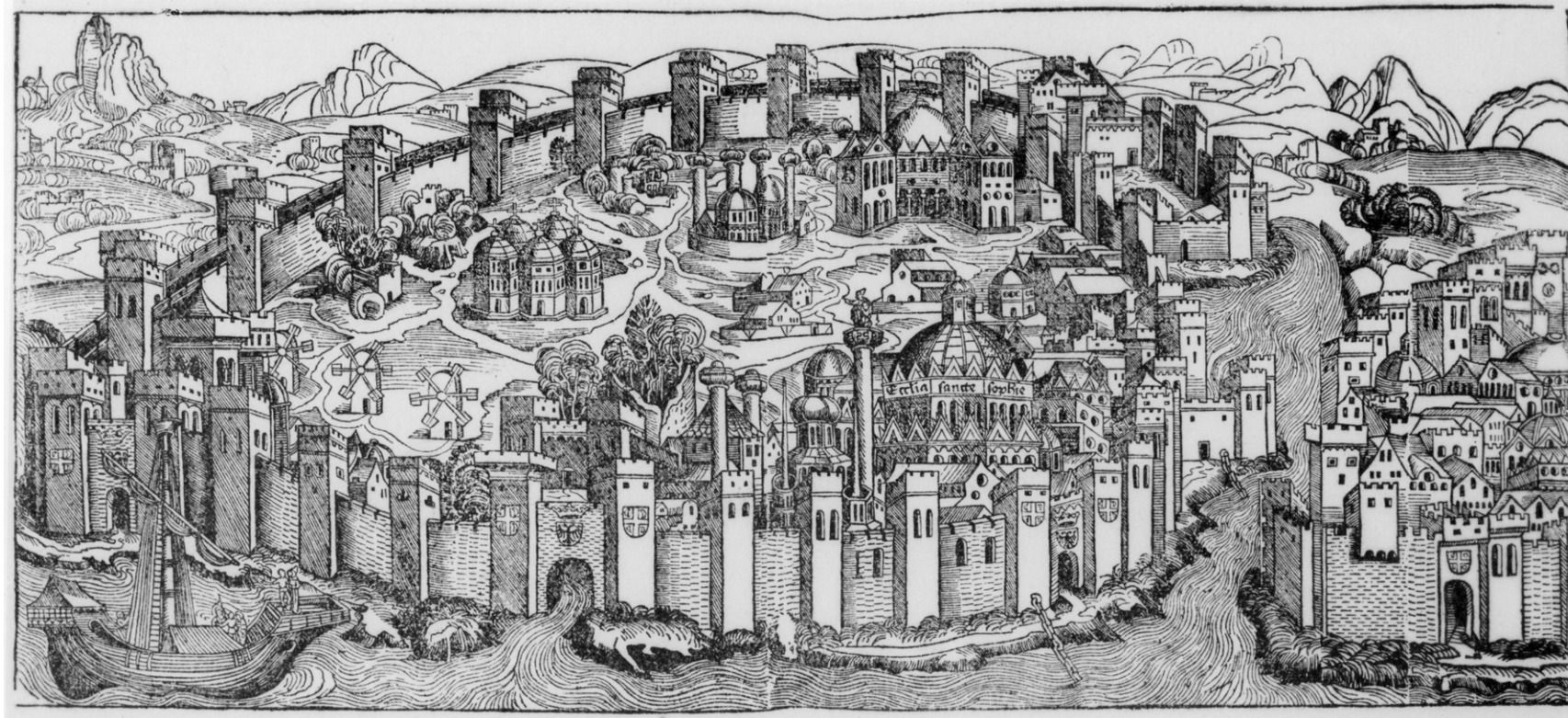


2020s





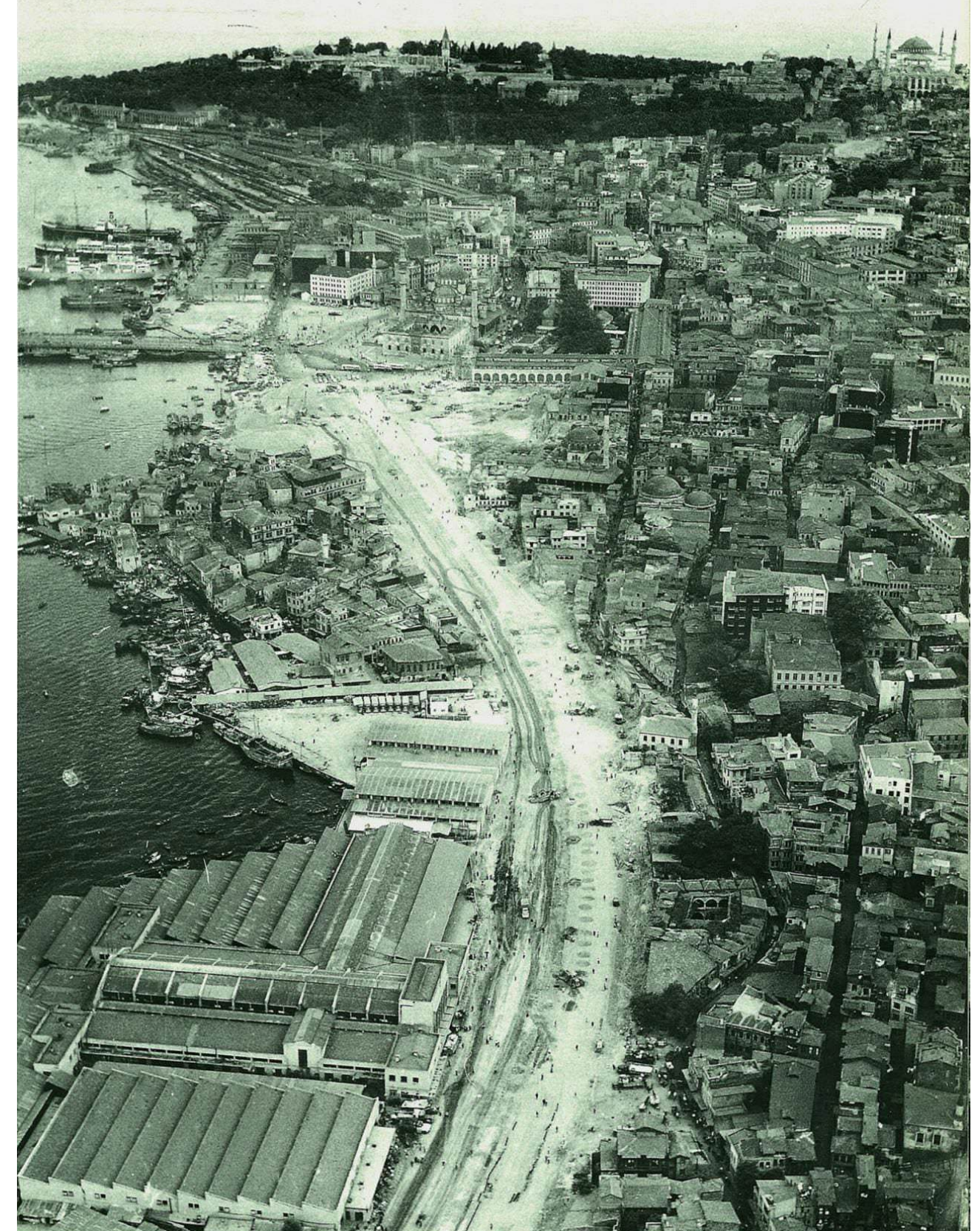
## Transformation of the Waterfront [ waterfront separated ]



Drawing of Constantinople, 1493, by Hartmann Schedel



Eminönü tramline bordering the waterfront along the Golden Horn

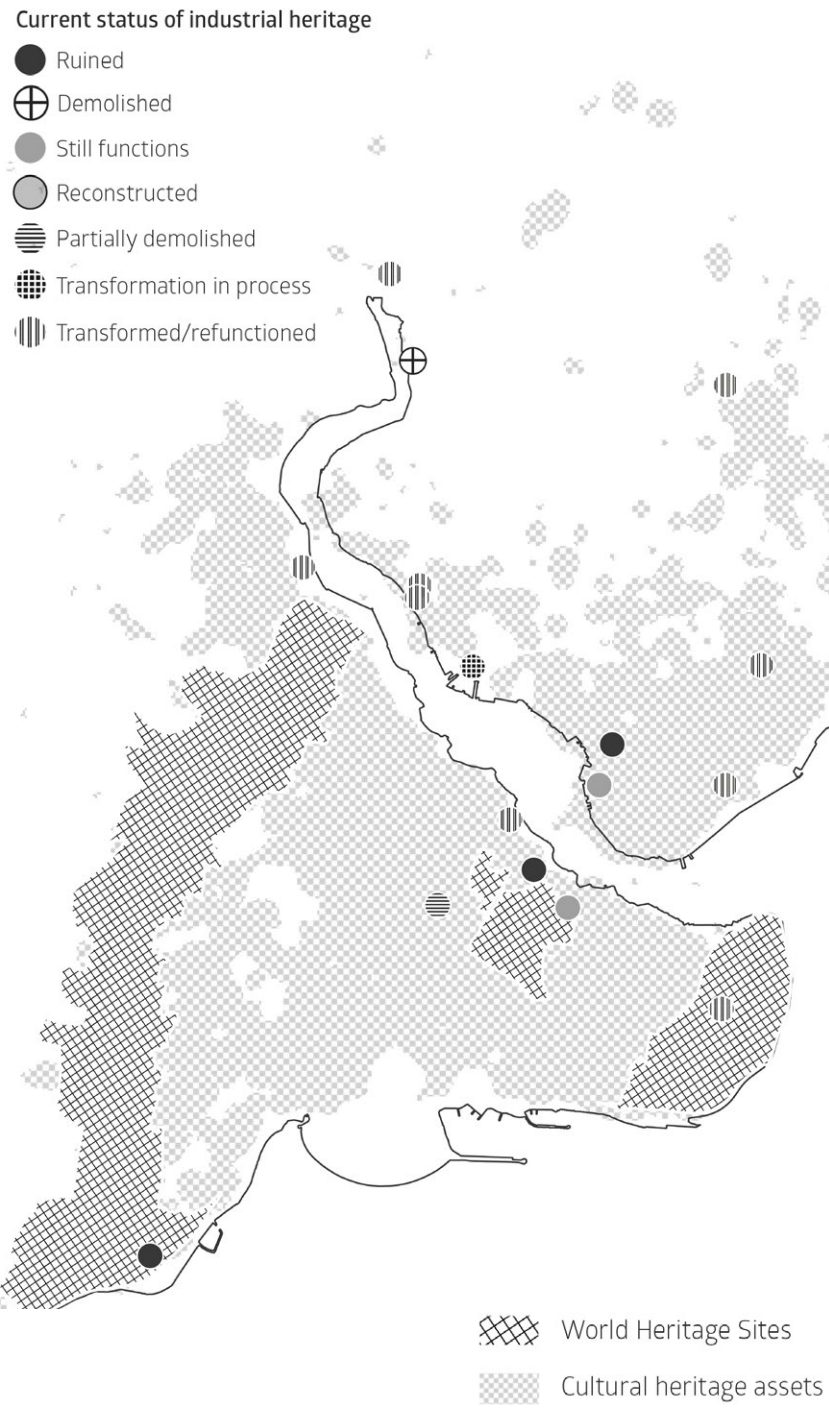


Road construction between Eminönü and Unkapanı, 1958



# Multi-layered Analysis

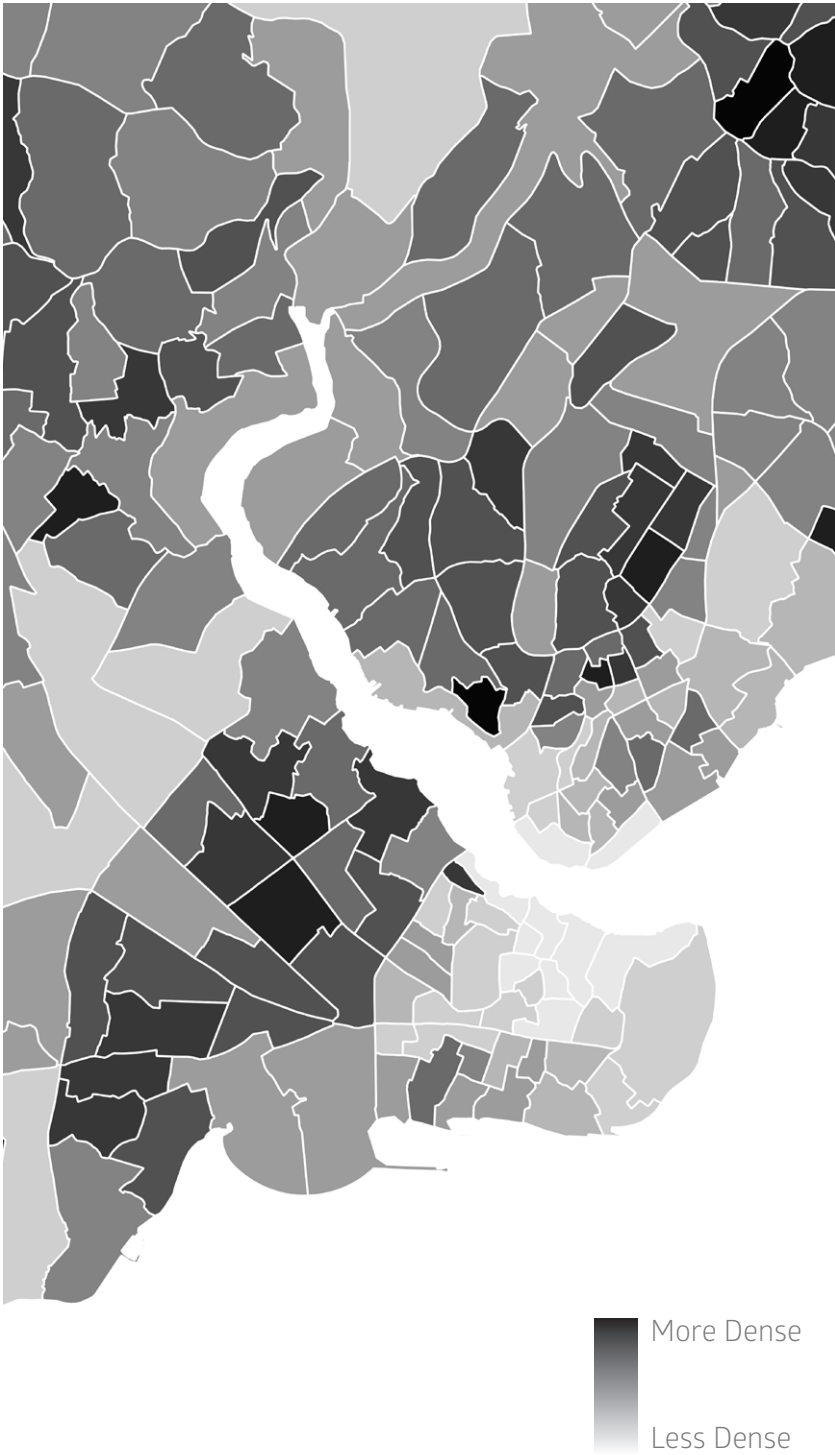
Cultural Heritage Values



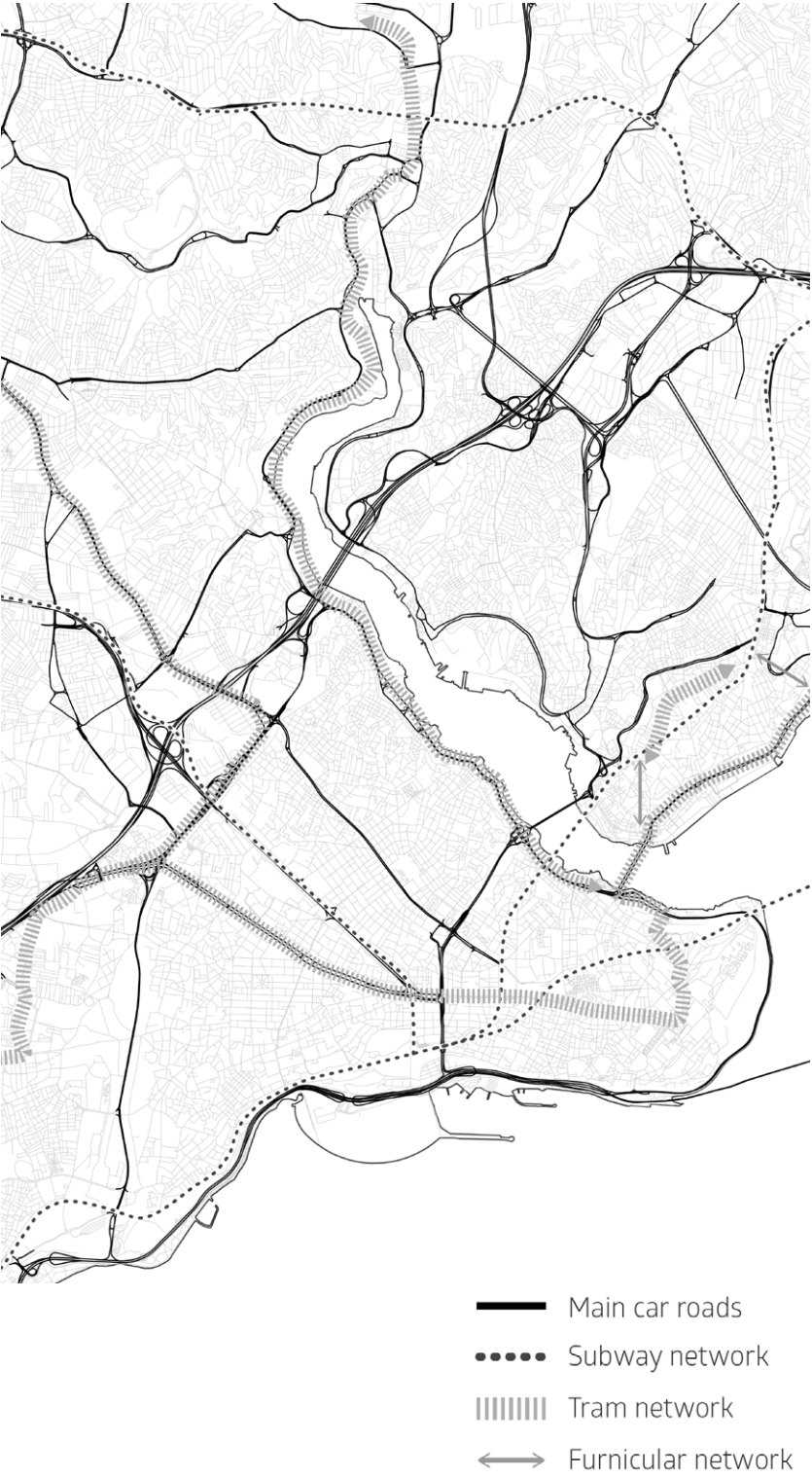
Manufacturing Distribution by Technology



Population Density through Neighborhoods

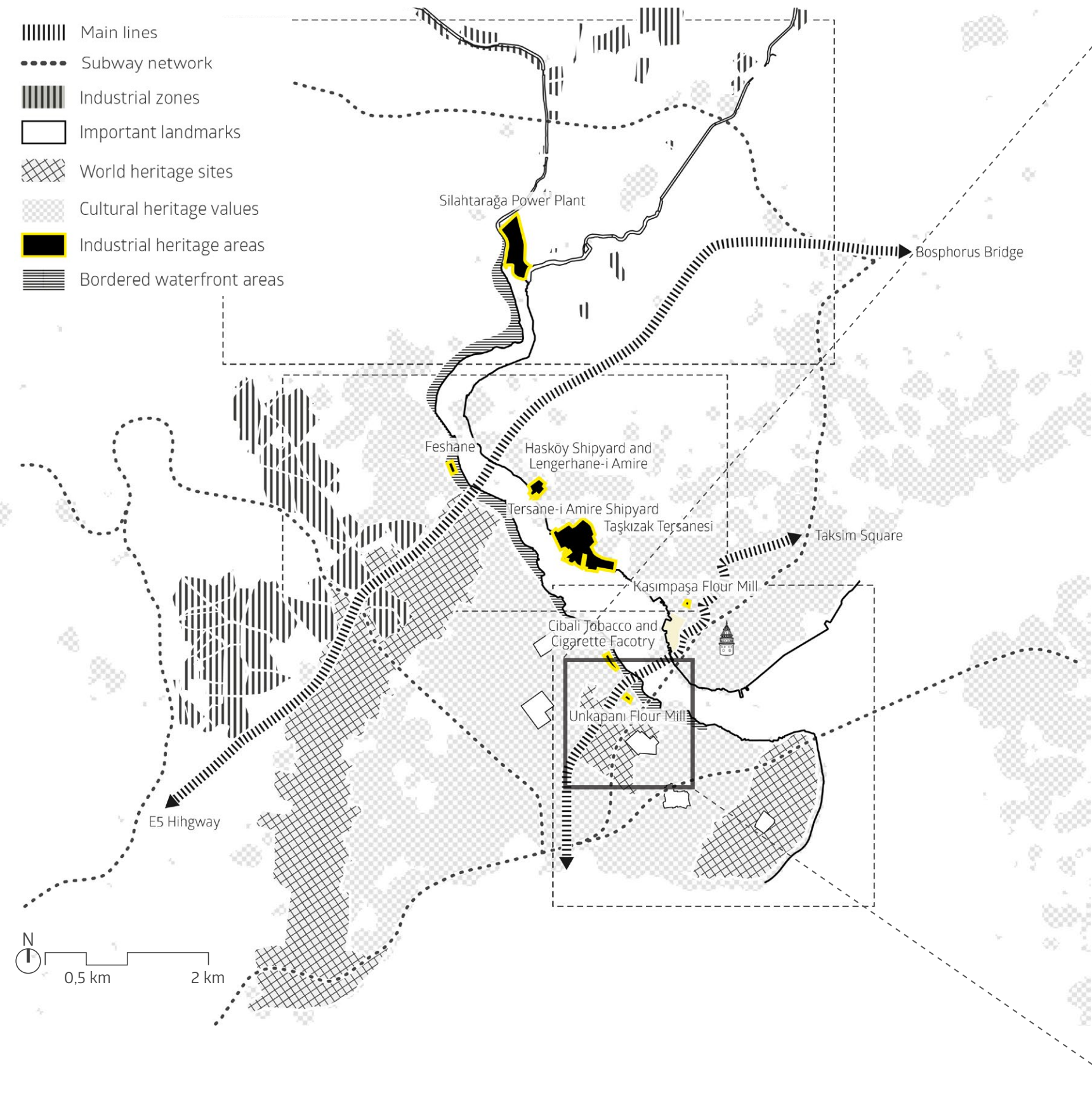


Main Roads and Public Railway Network





Conclusion [ Unkapani & Süleymaniye as an illustrative area ]





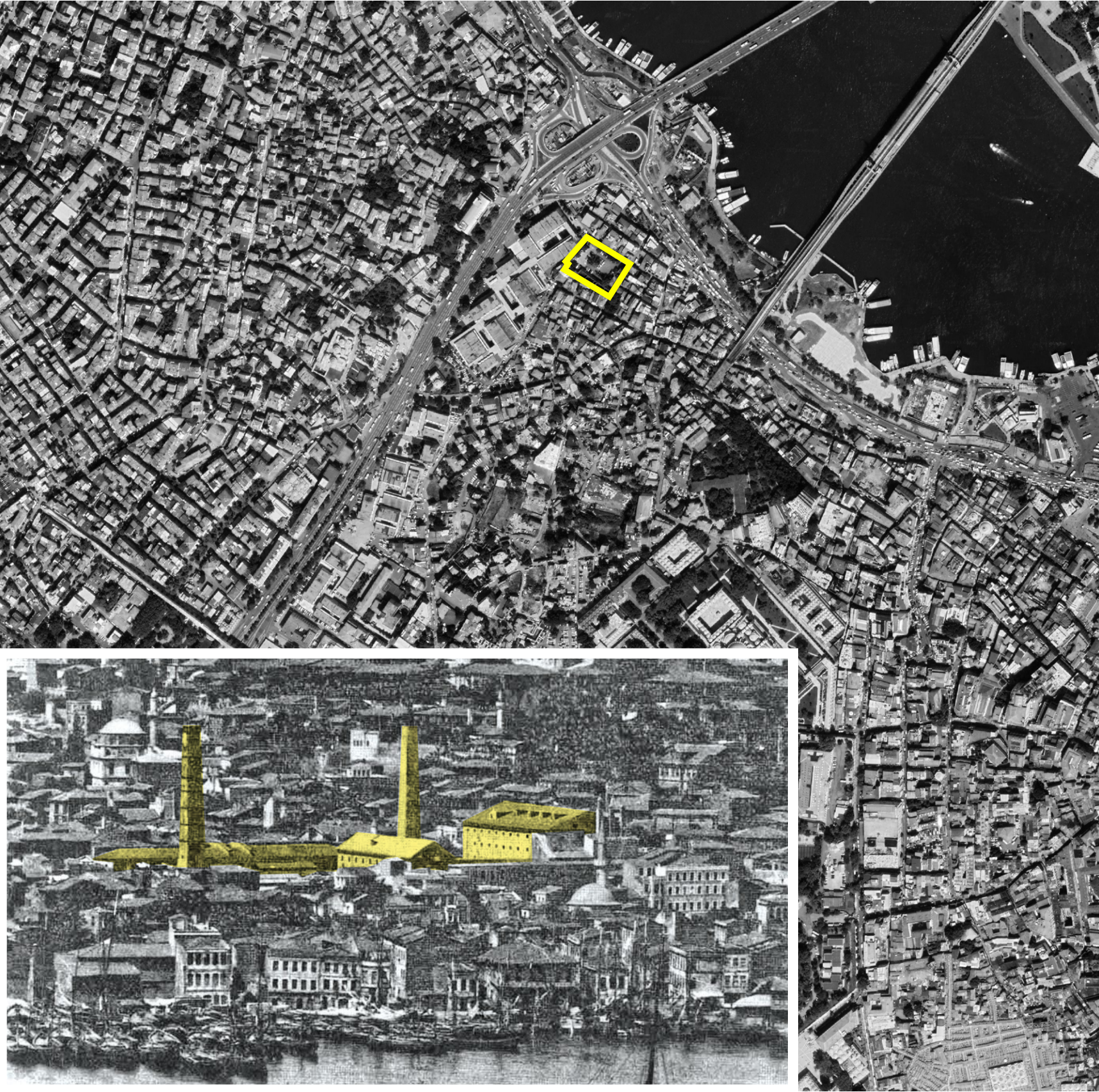
# ANALYSIS OF UNKAPANI & SÜLEYMANİYE AREA





Unkapani Flour Mill [ an overview of the current situation of the industrial heritage facility ]

Analysis of Unkapani/Süleymaniye District

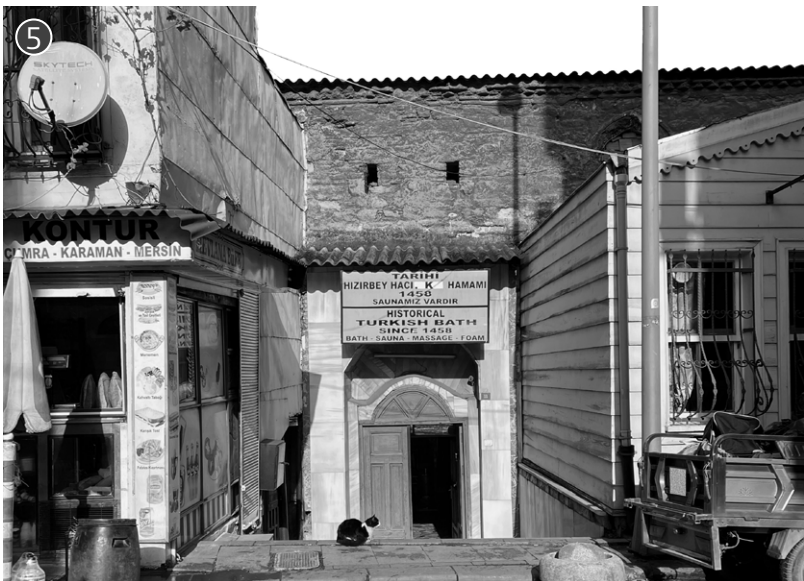
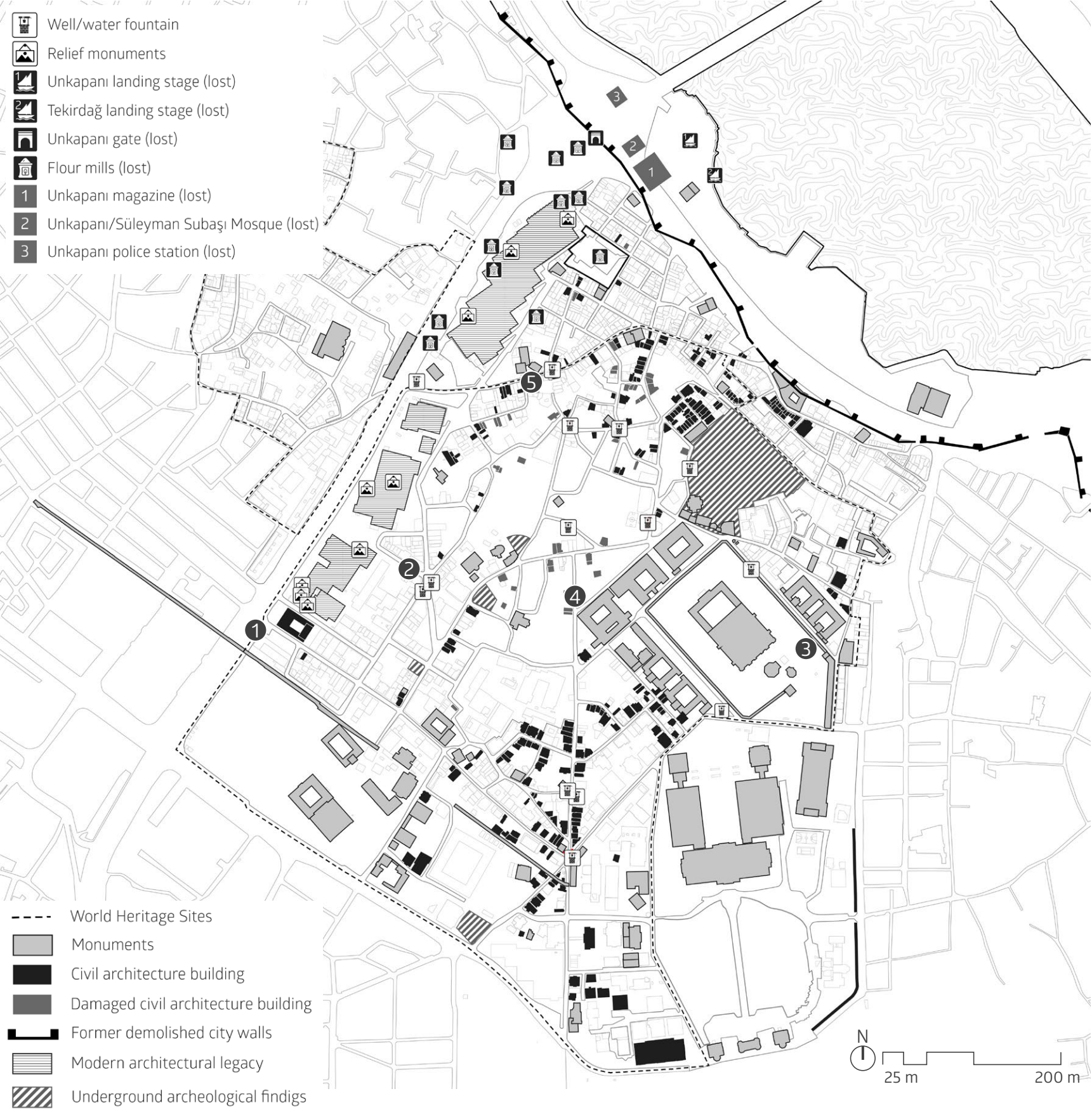


View of Unkapani flour mill from Golden Horn, 19th century



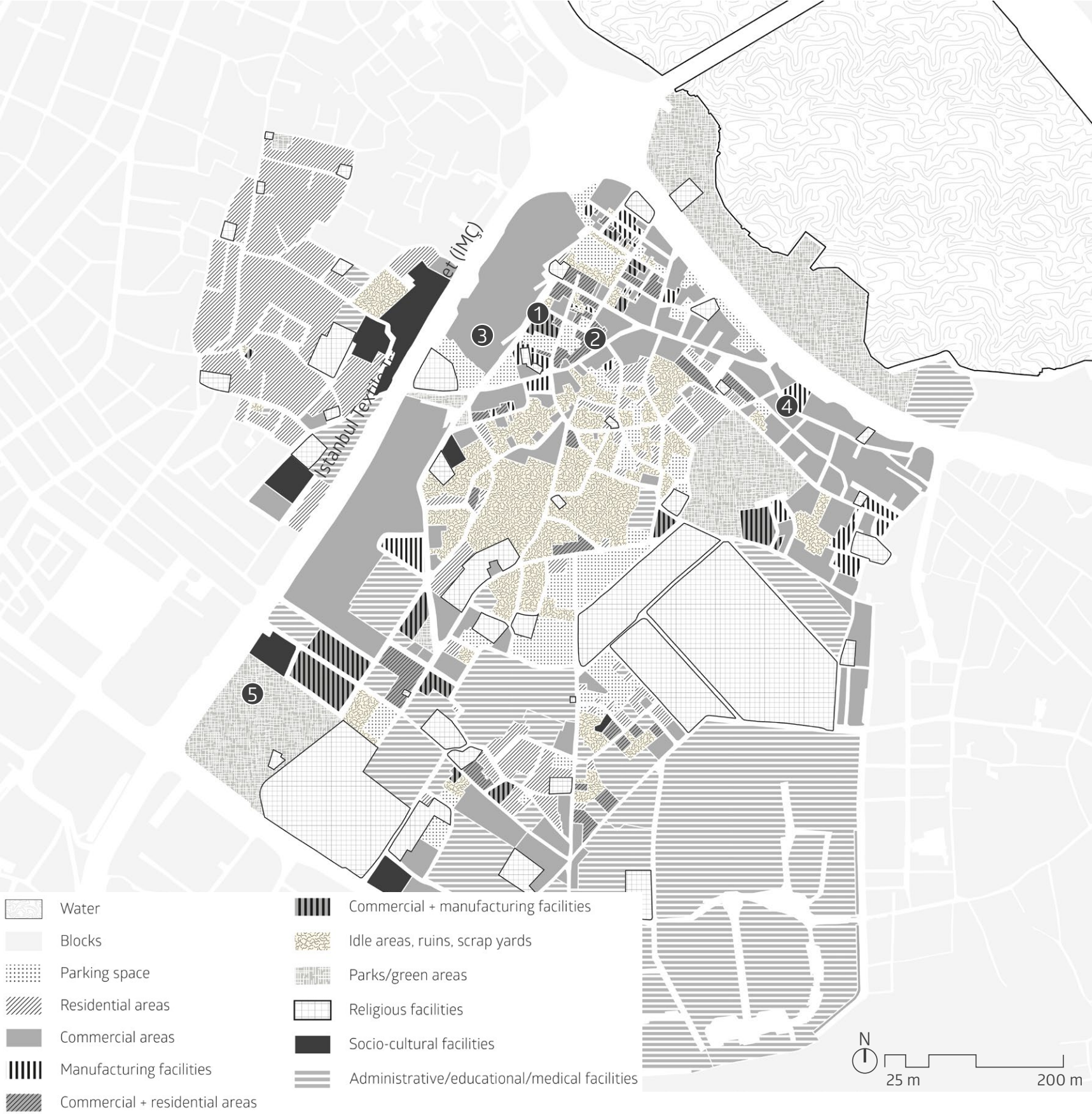


# Cultural Heritage Assets & Values [ types of heritage, lost values and the world heritage sites ]





# Functions and Typologies [ socio-economic values and landmarks ]

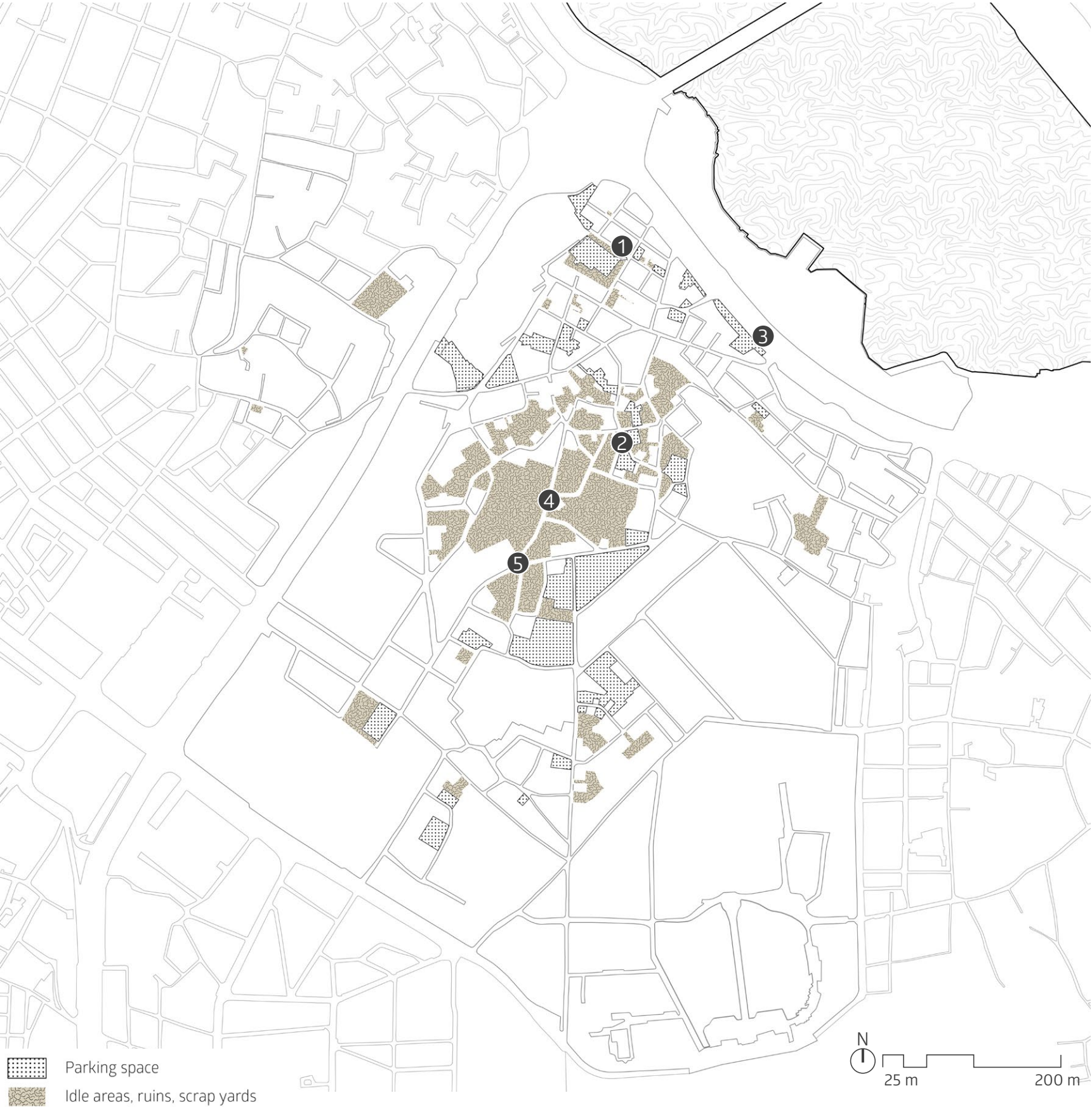








Idle Areas [ undefined, ruined, idle areas ]

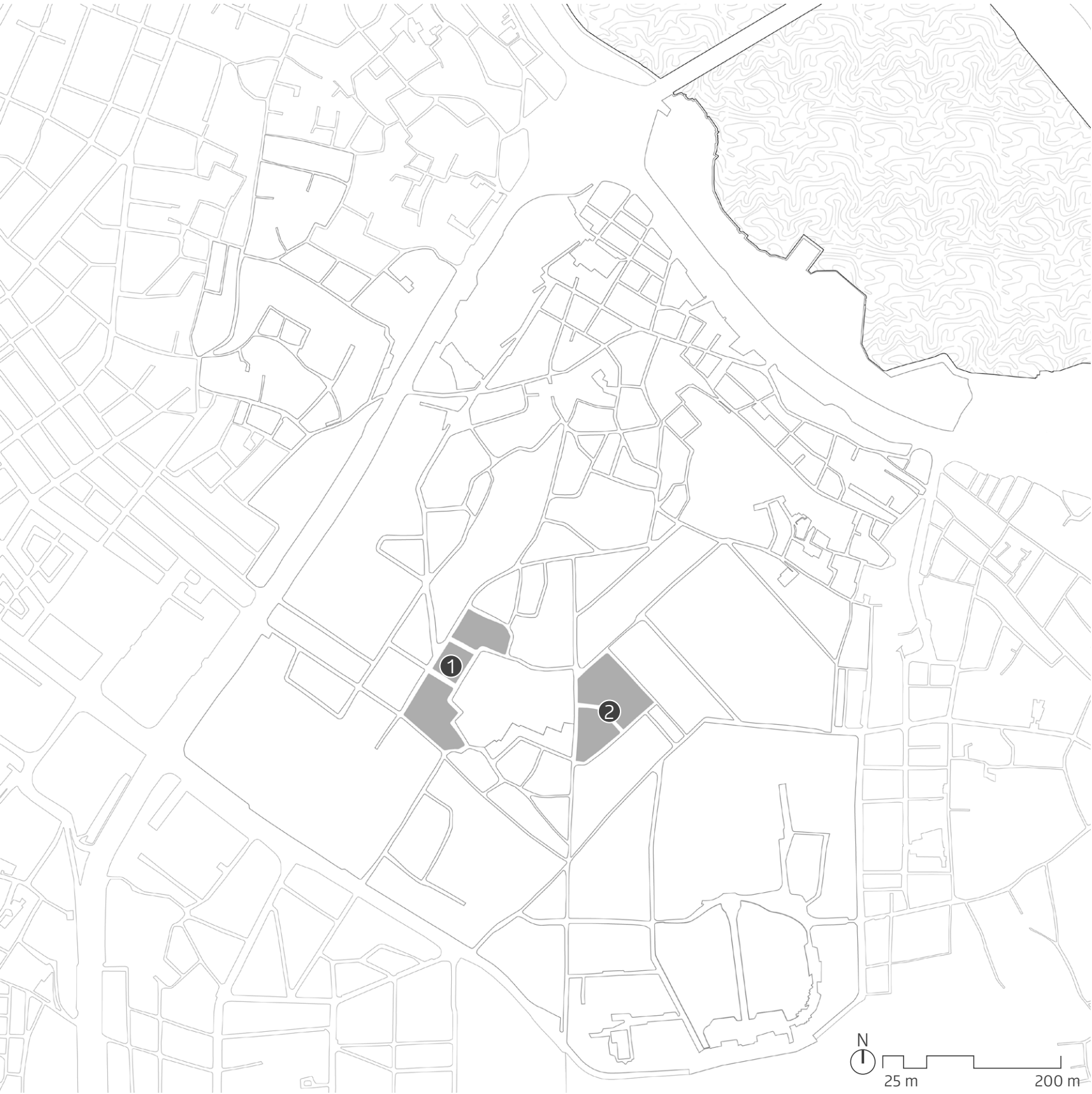








Idle Areas [ typologies & urban fabric ]

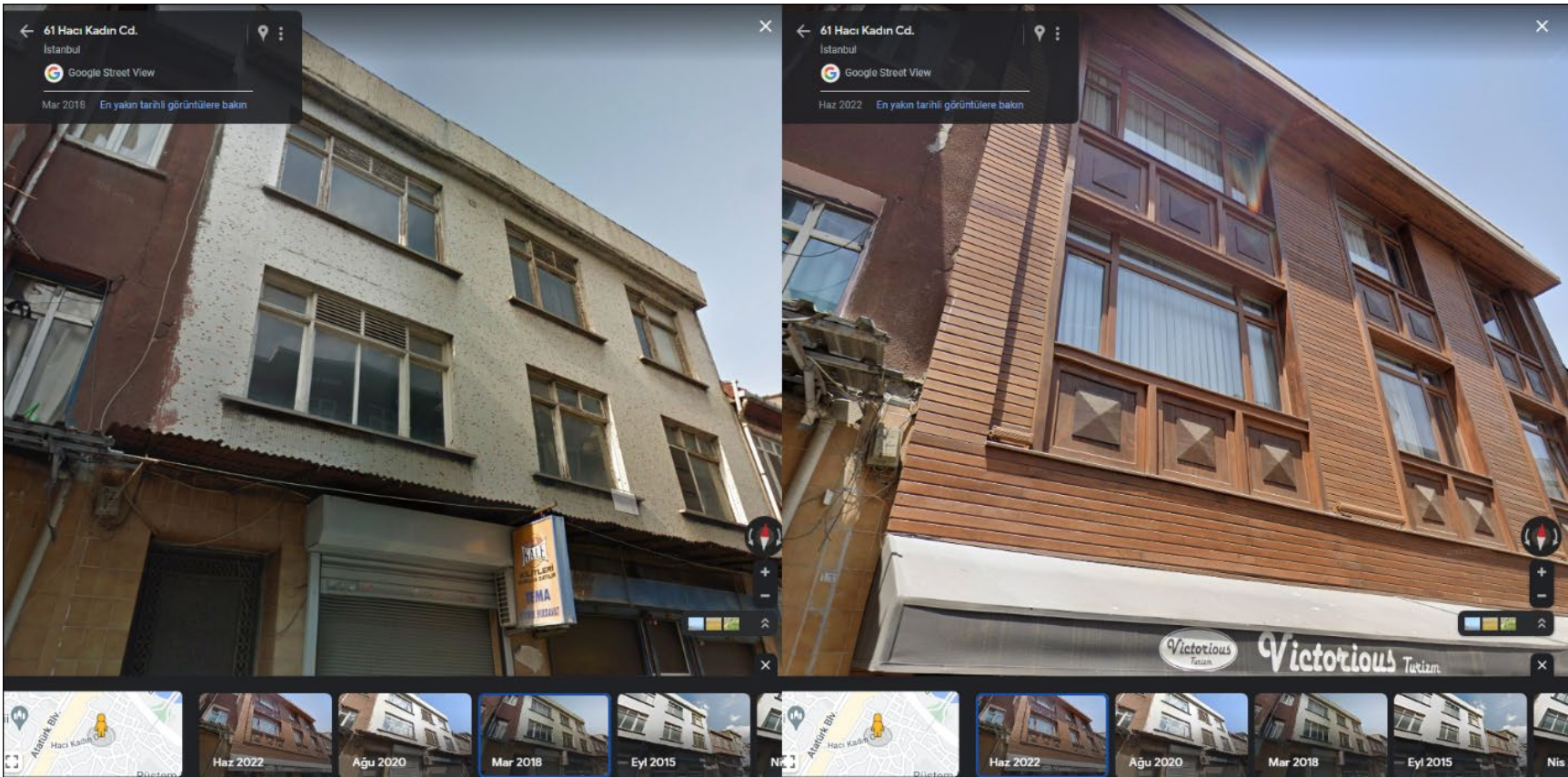
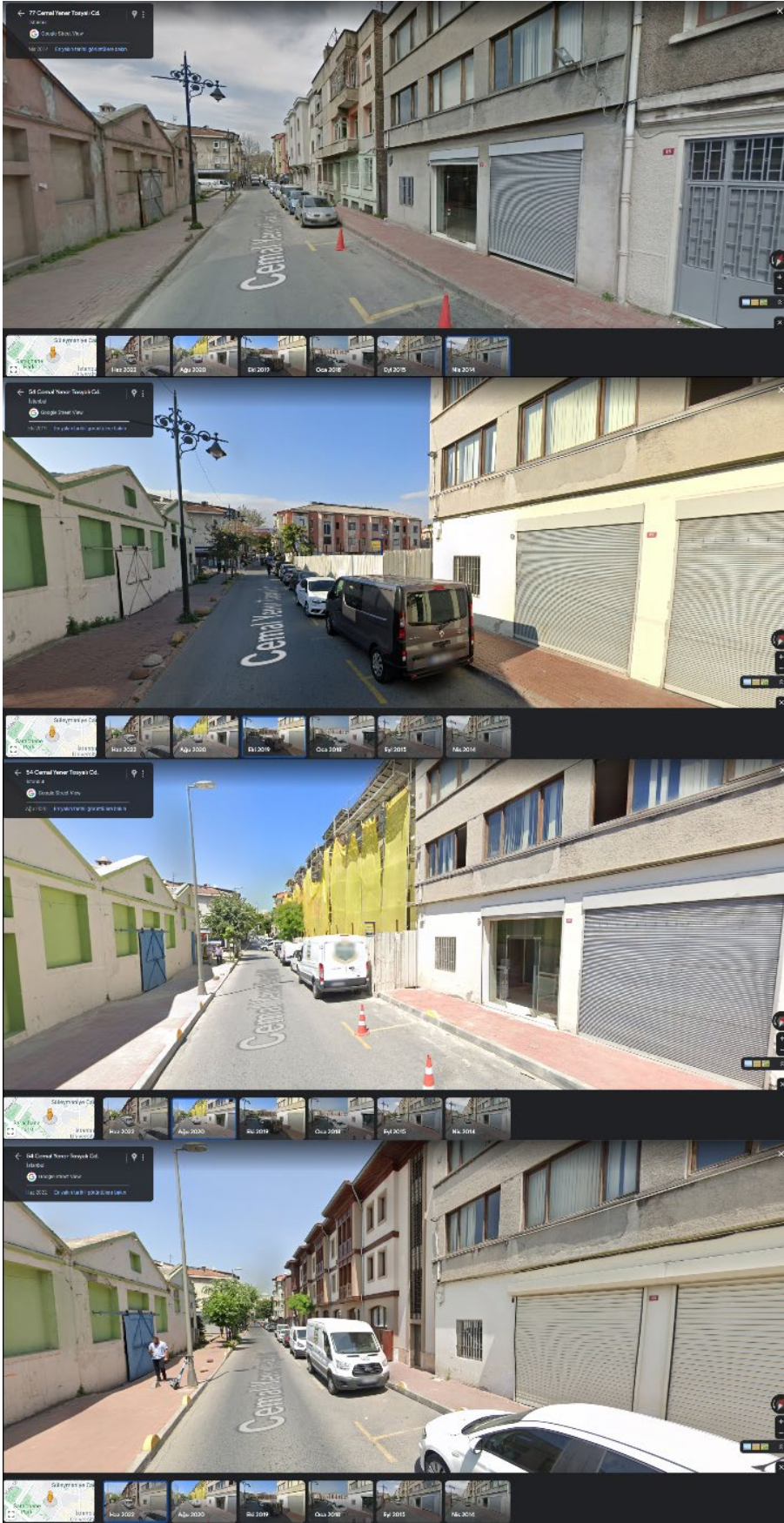








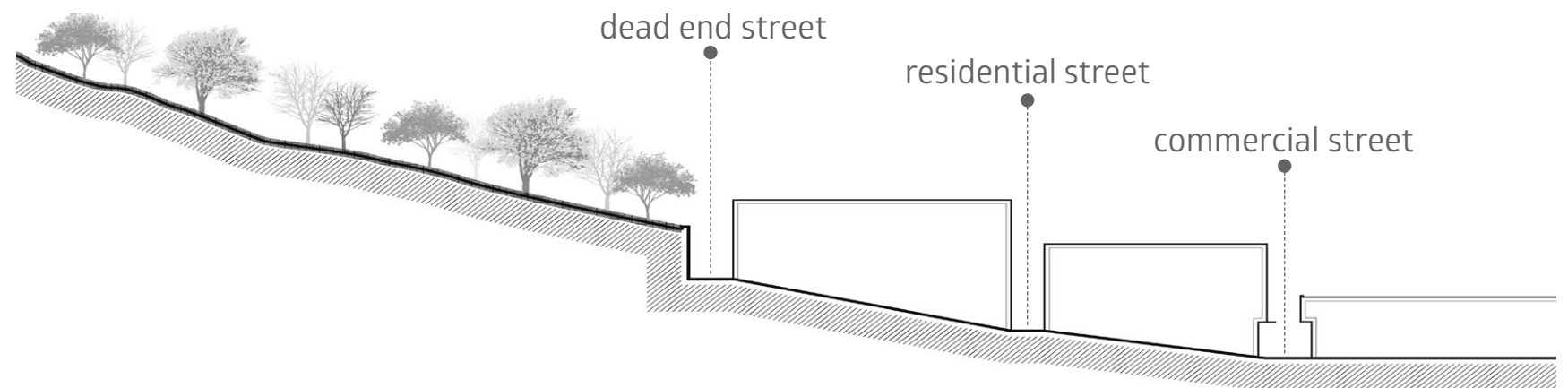
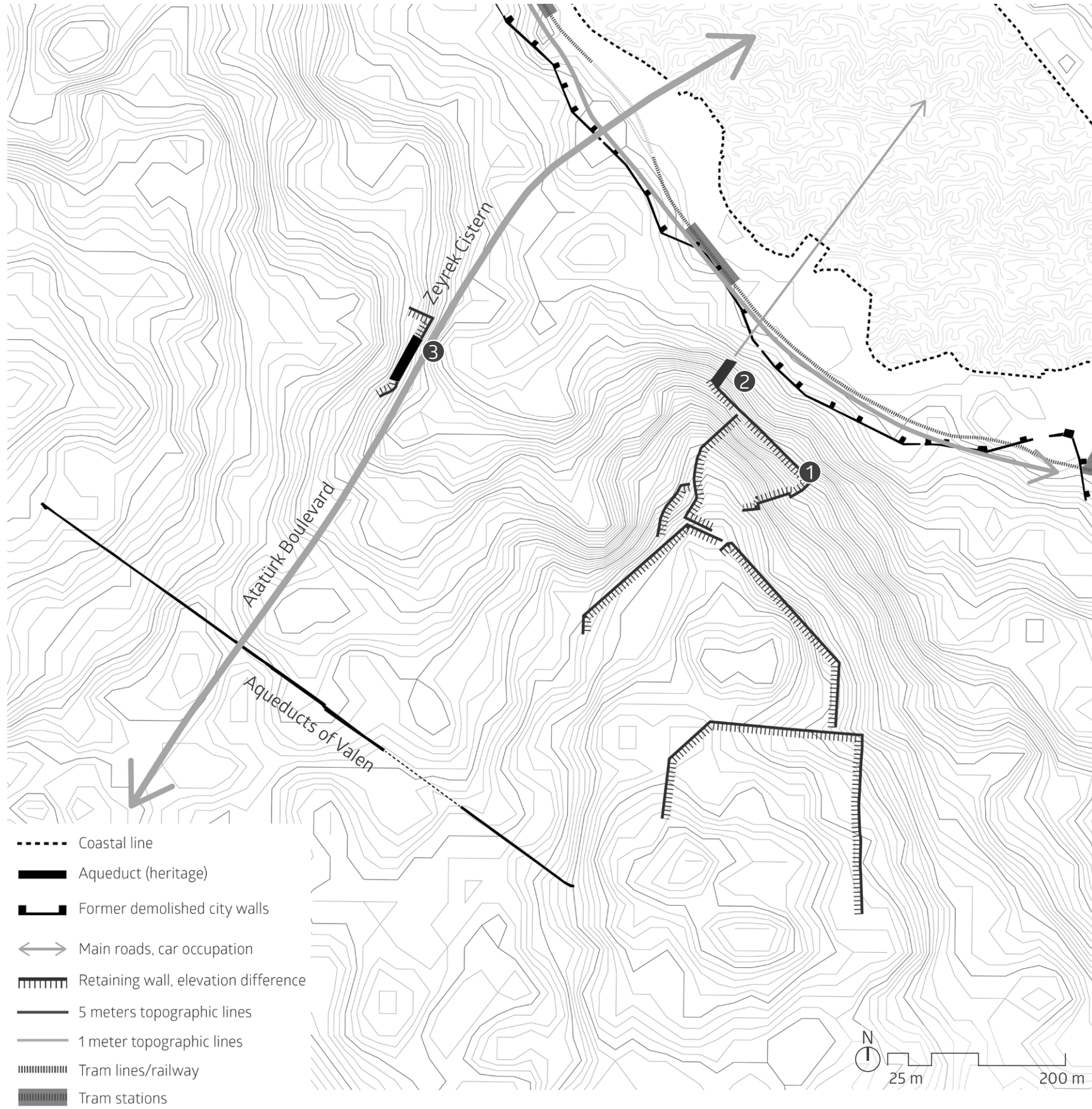
Idle Areas [ transformation of the world heritage site & municipality’s approach ]





## Limitations & Border Conditions [ physical boundaries & pedestrian circulation discontinuity ]

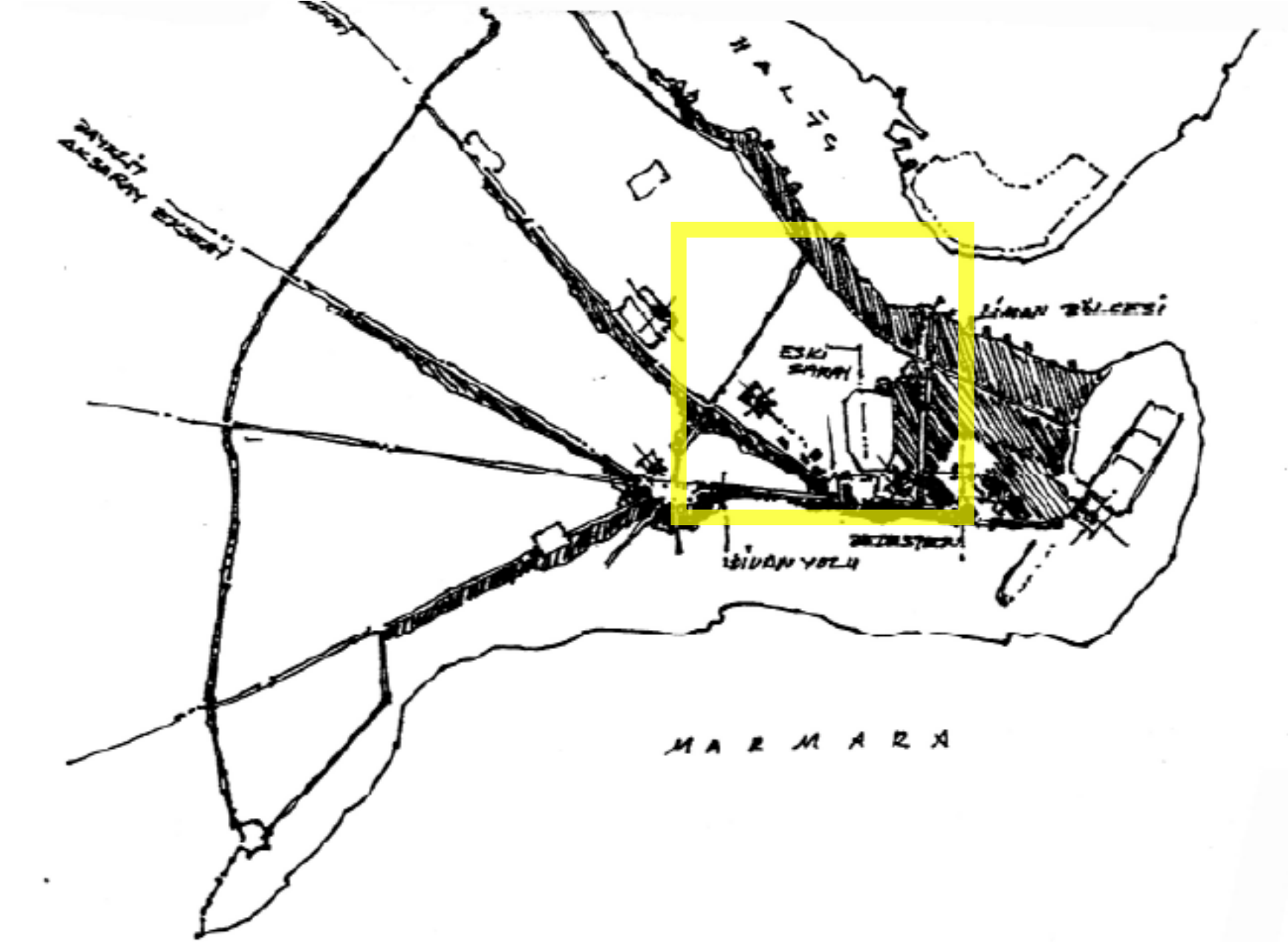
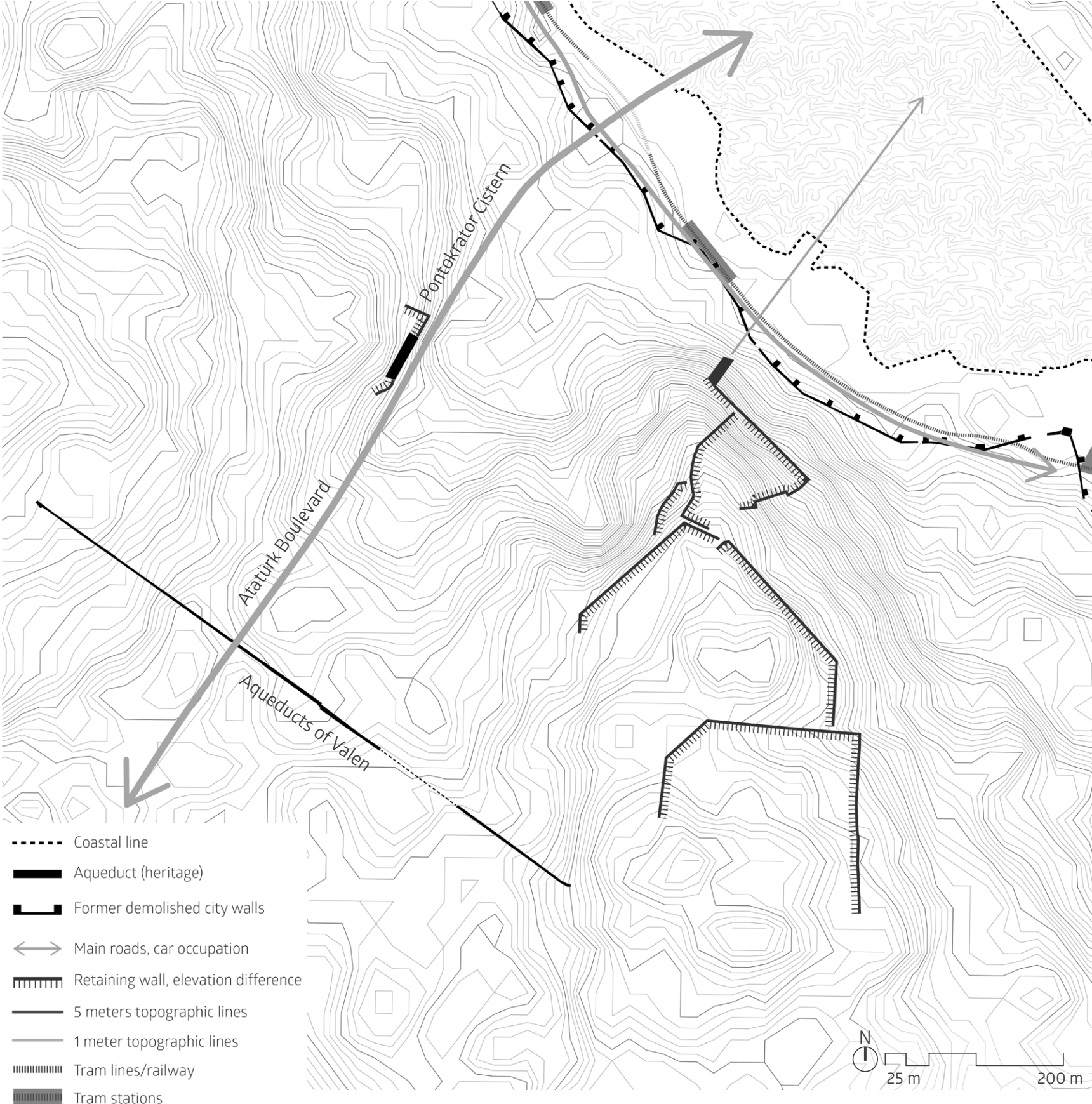
## Analysis of Unkapanı/Süleymaniye District





## Limitations & Border Conditions

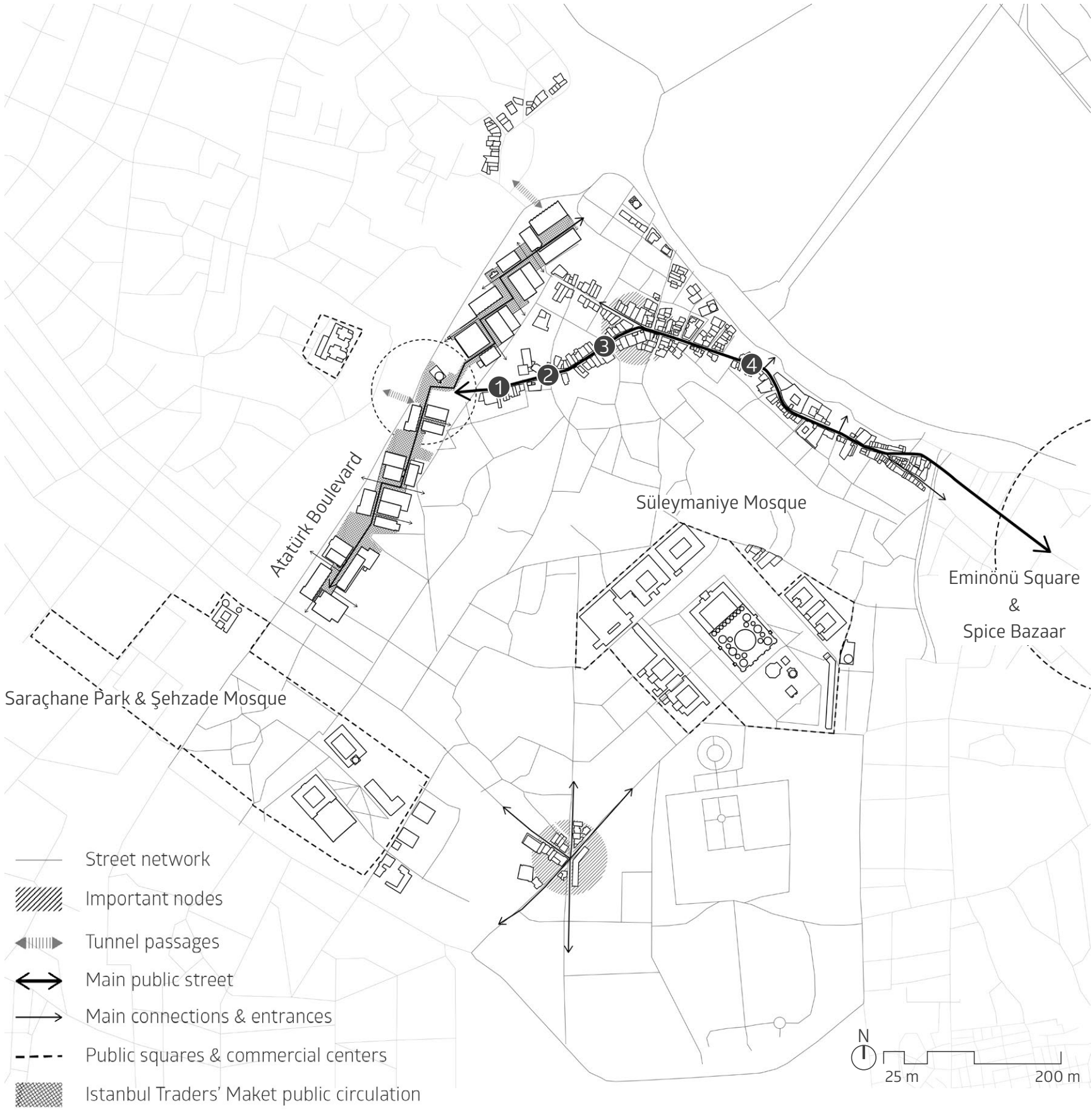
## Analysis of Unkapanı/Süleymaniye District



Ottoman period, the commercial areas were located in the direction of the Golden Horn waterfront  
Source: Drawing by Doğutan, M.

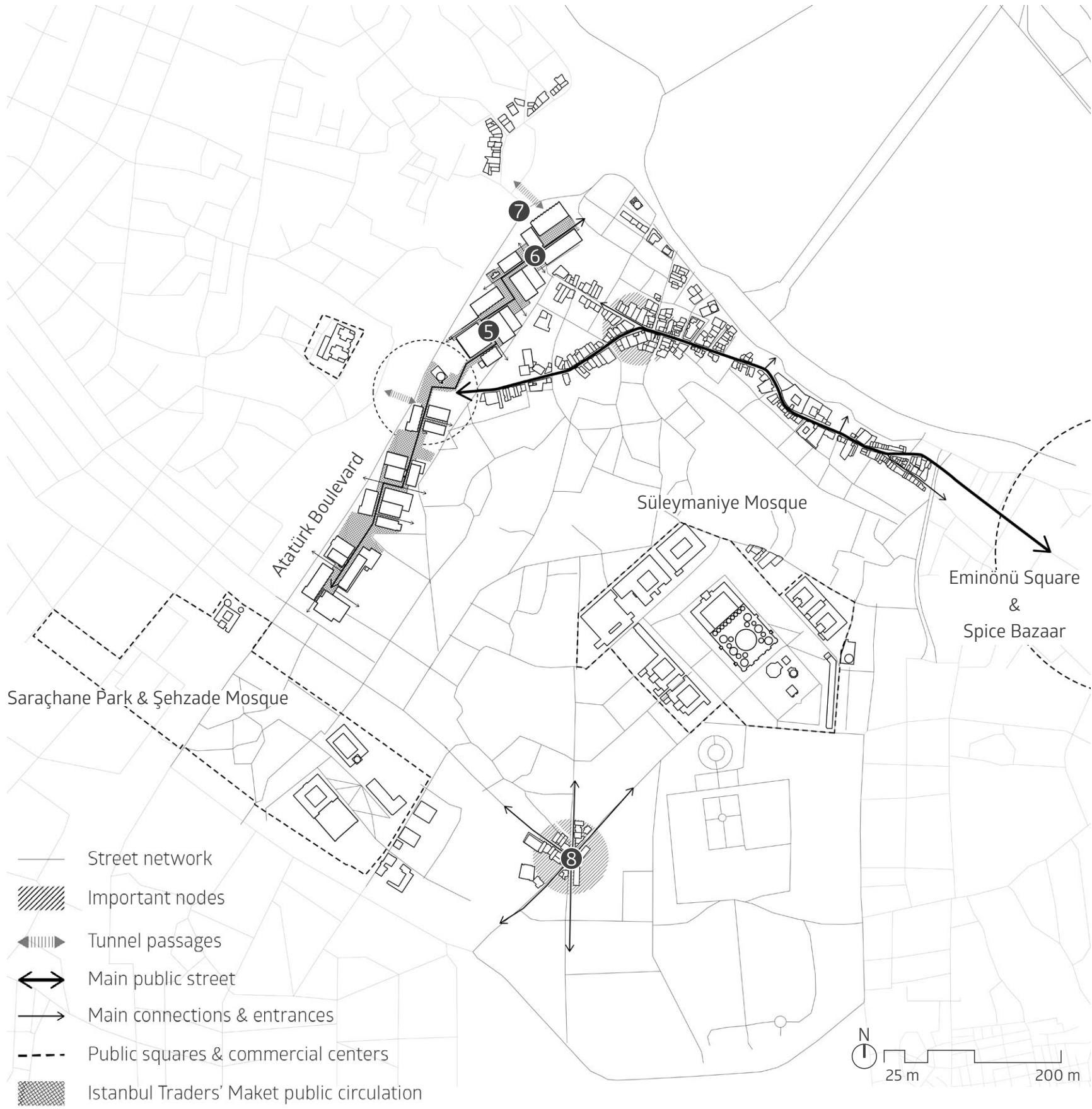


Public attraction [ pedestrian network, main connections, nodes, and public squares ]





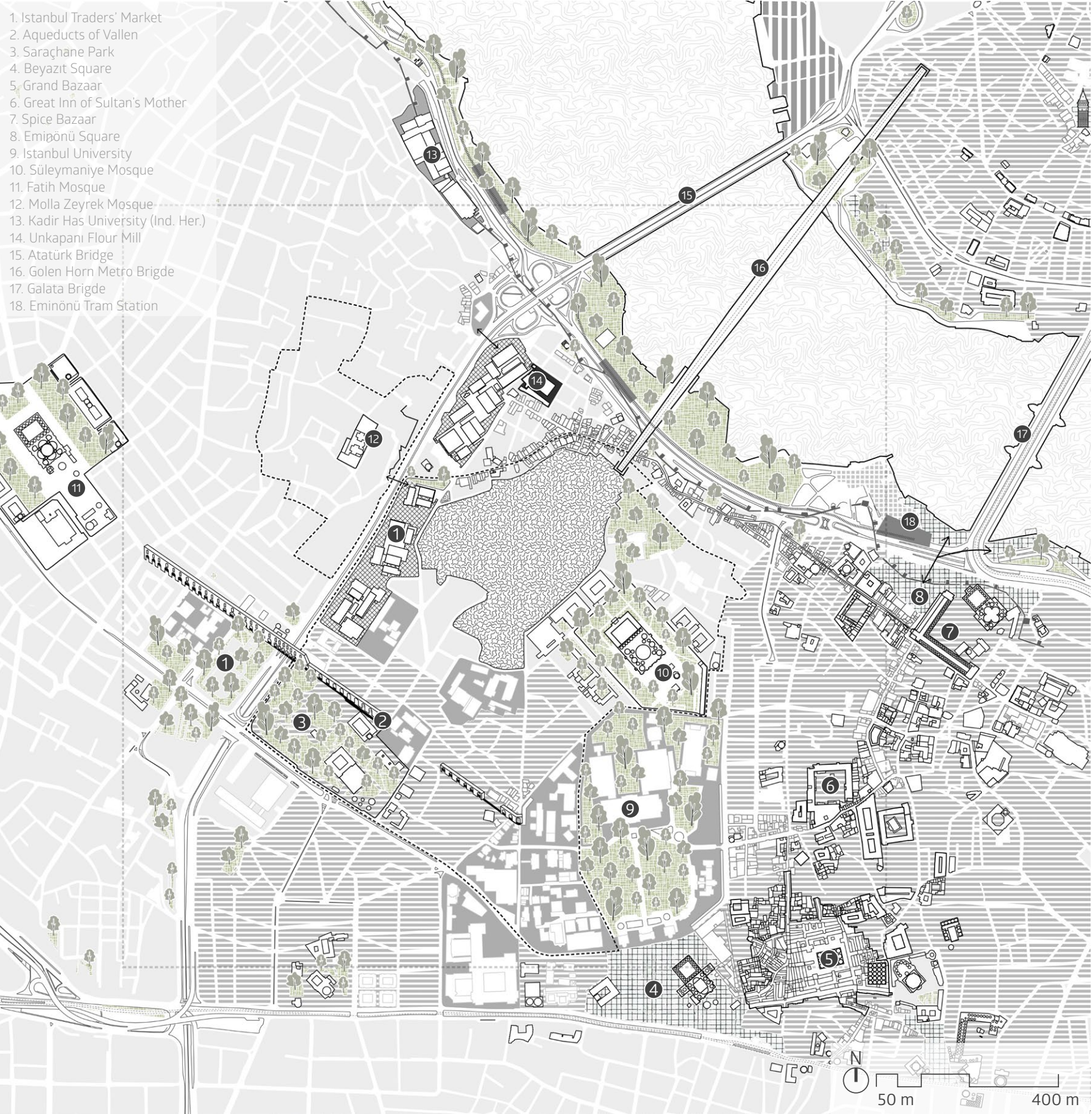
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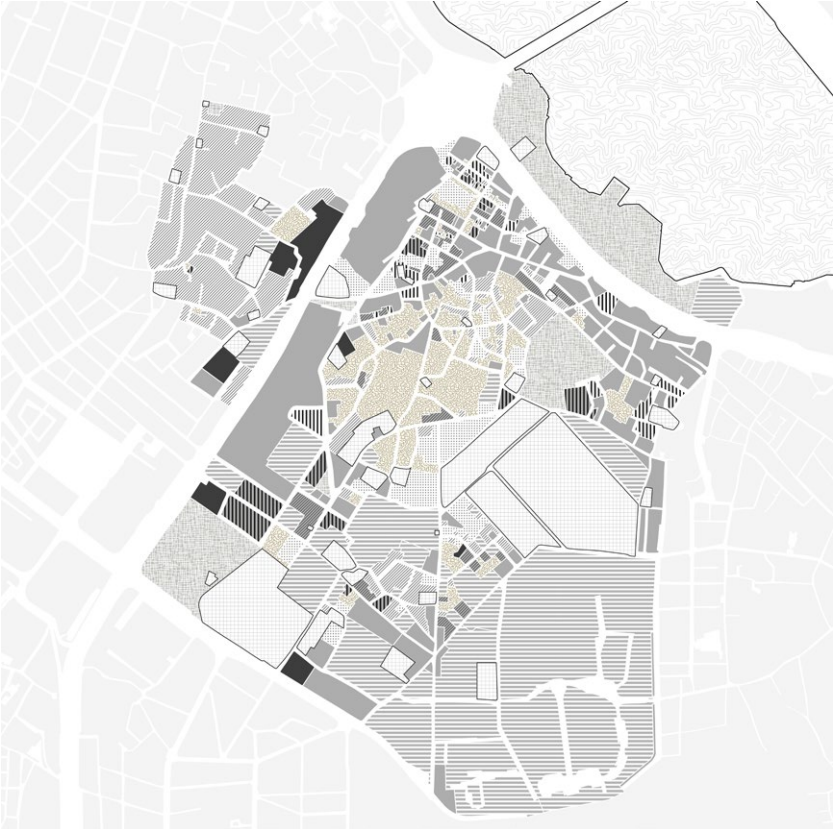


# Synthesis of the Analysis

- 1. Istanbul Traders' Market
- 2. Aqueducts of Vallen
- 3. Sarāḫane Park
- 4. Beyazıt Square
- 5. Grand Bazaar
- 6. Great Inn of Sultan's Mother
- 7. Spice Bazaar
- 8. Emiḫönü Square
- 9. Istanbul University
- 10. Süleymaniye Mosque
- 11. Fatih Mosque
- 12. Molla Zeyrek Mosque
- 13. Kadir Has University (Ind. Her.)
- 14. Unkapani Flour Mill
- 15. Atatürk Bridge
- 16. Golen Horn Metro Brigde
- 17. Galata Brigde
- 18. Eminönü Tram Station



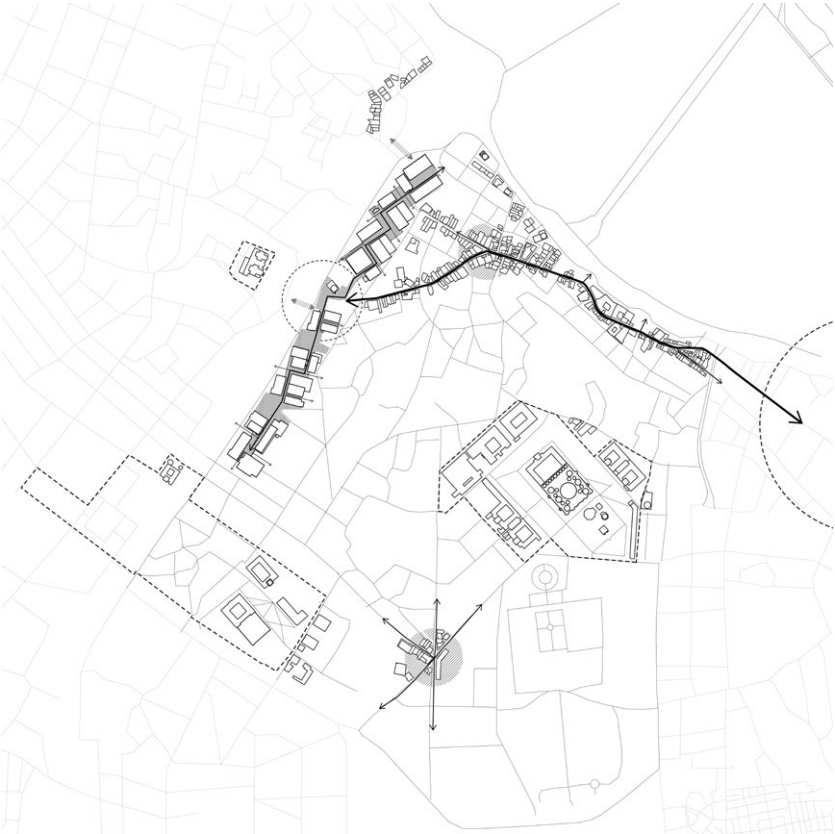
Cultural Heritage Assets & Values



Functions & Typologies



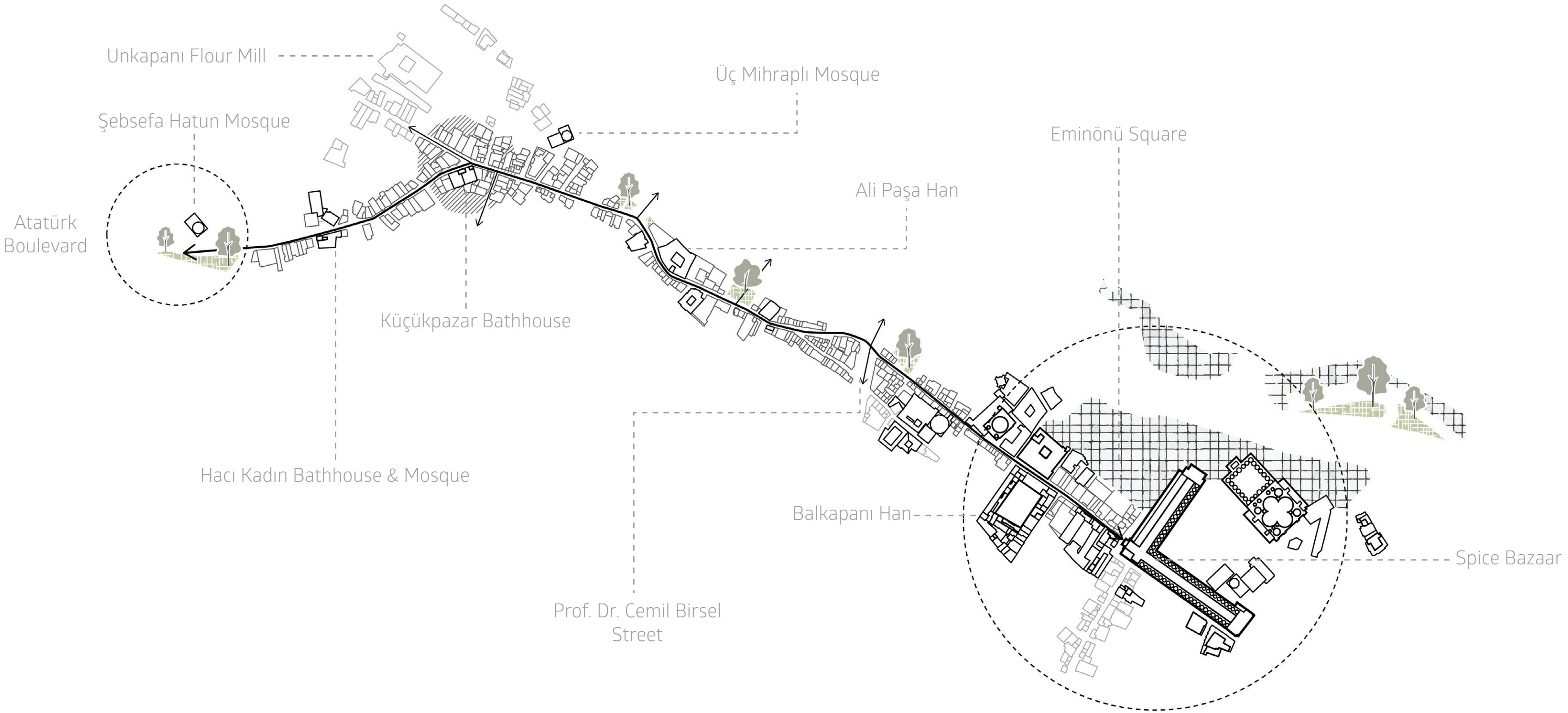
Limitations & Border Conditions



Public Attraction



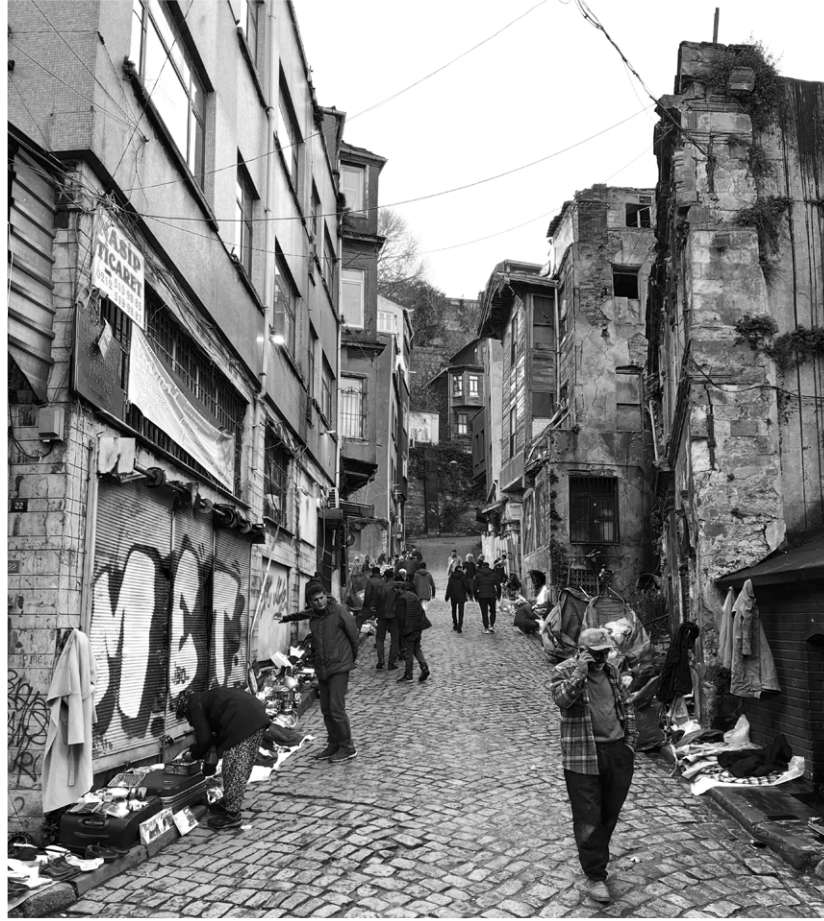
**Main Street Network** [ gradual shift in the street profile and embedded socio-economic values ]



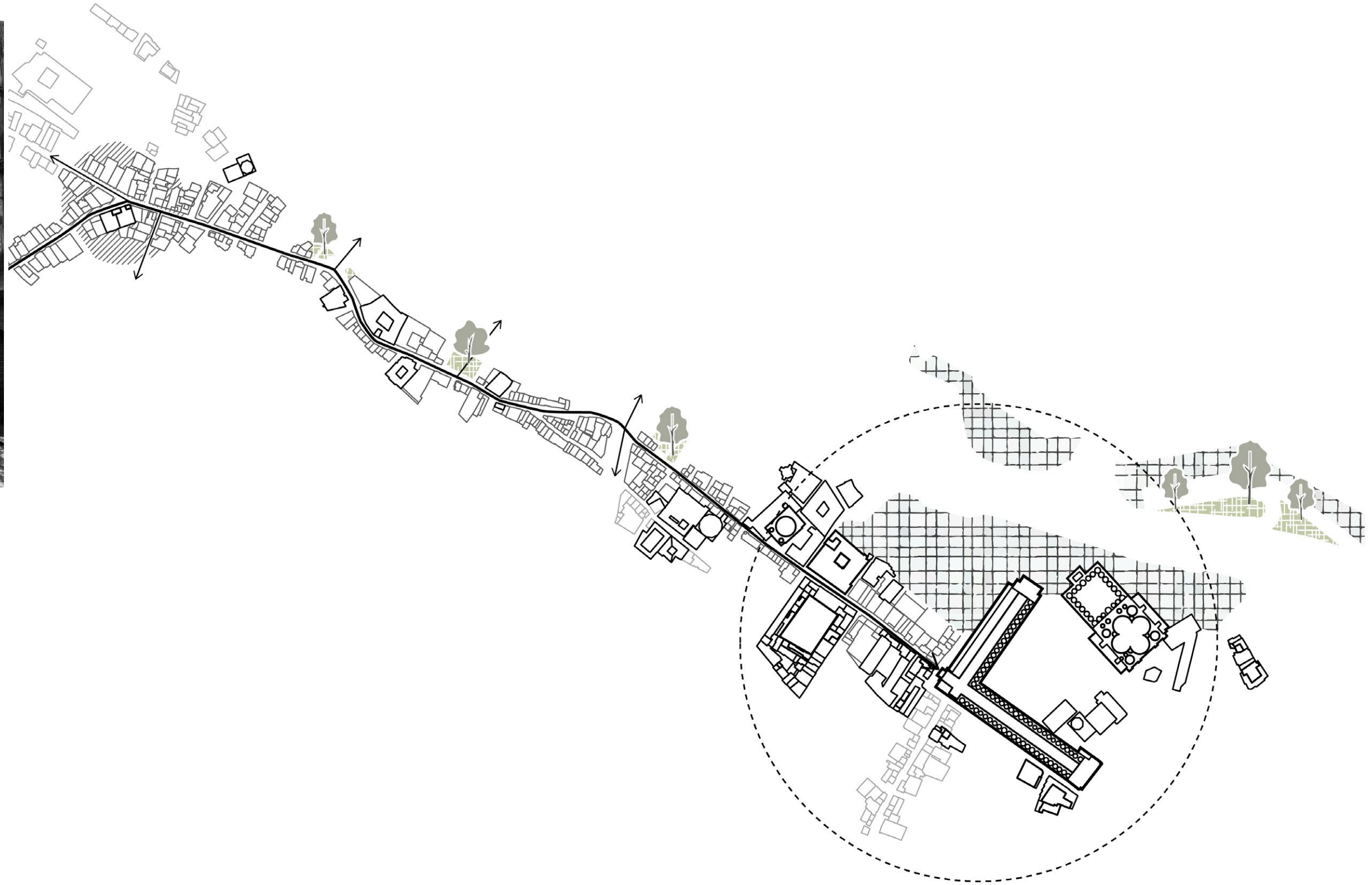


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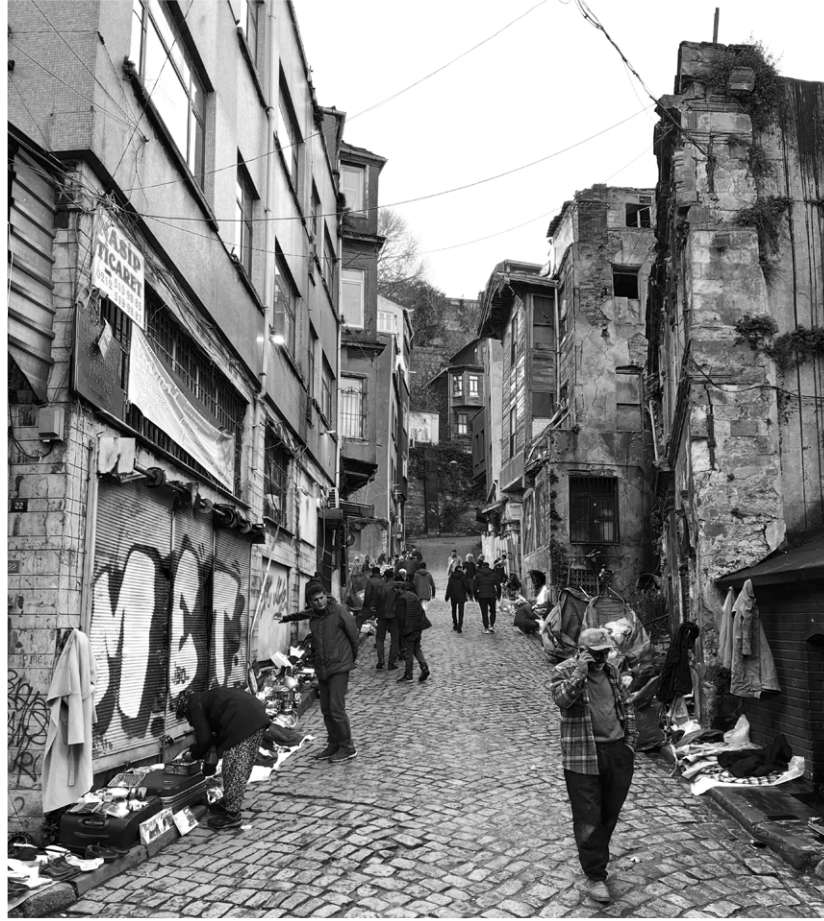
Characterized by urban poverty, where the poor either sell or buy junk and 2nd hand stuff, make cheap shopping and earn a few money or meet their needs through street peddlers.



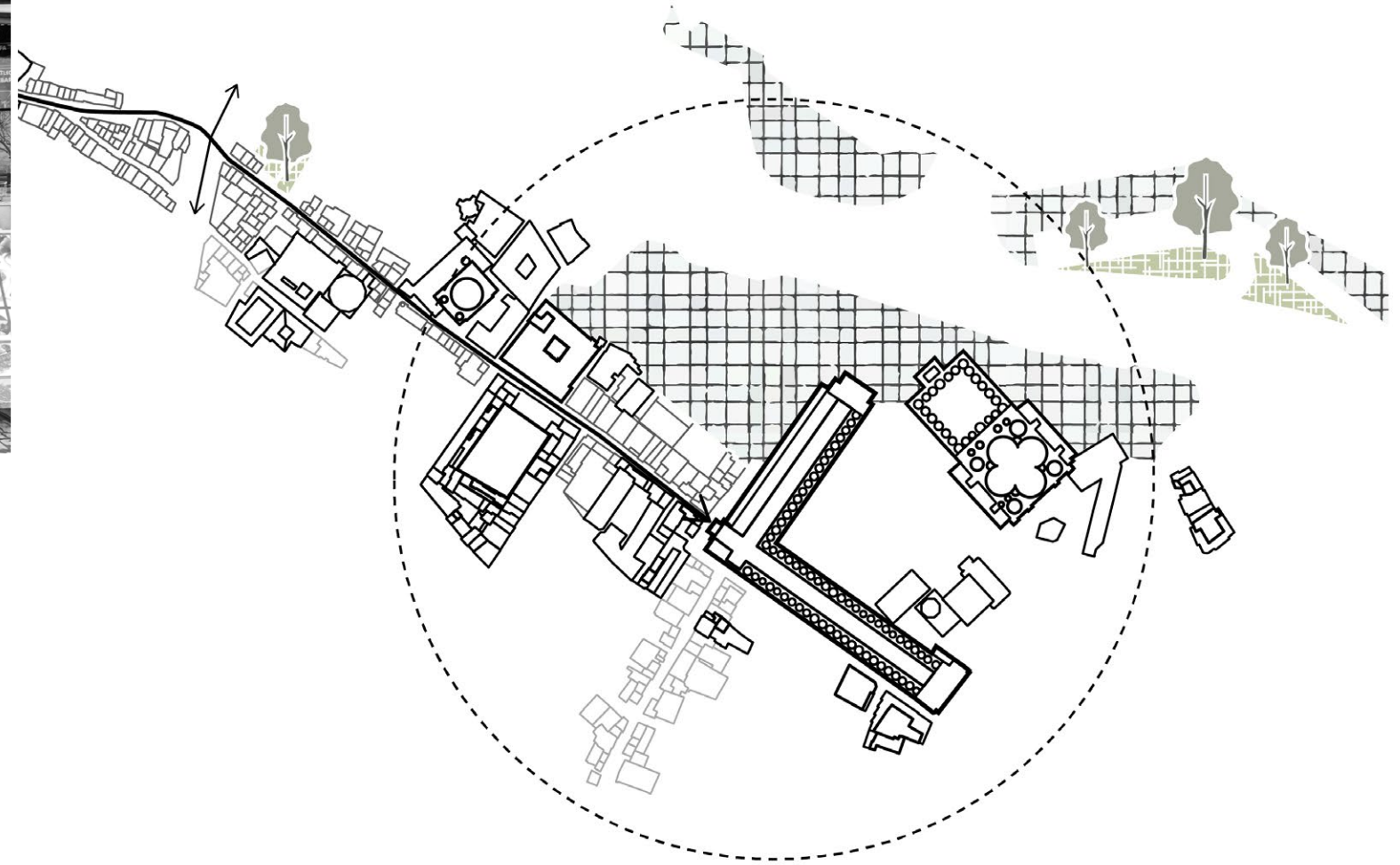


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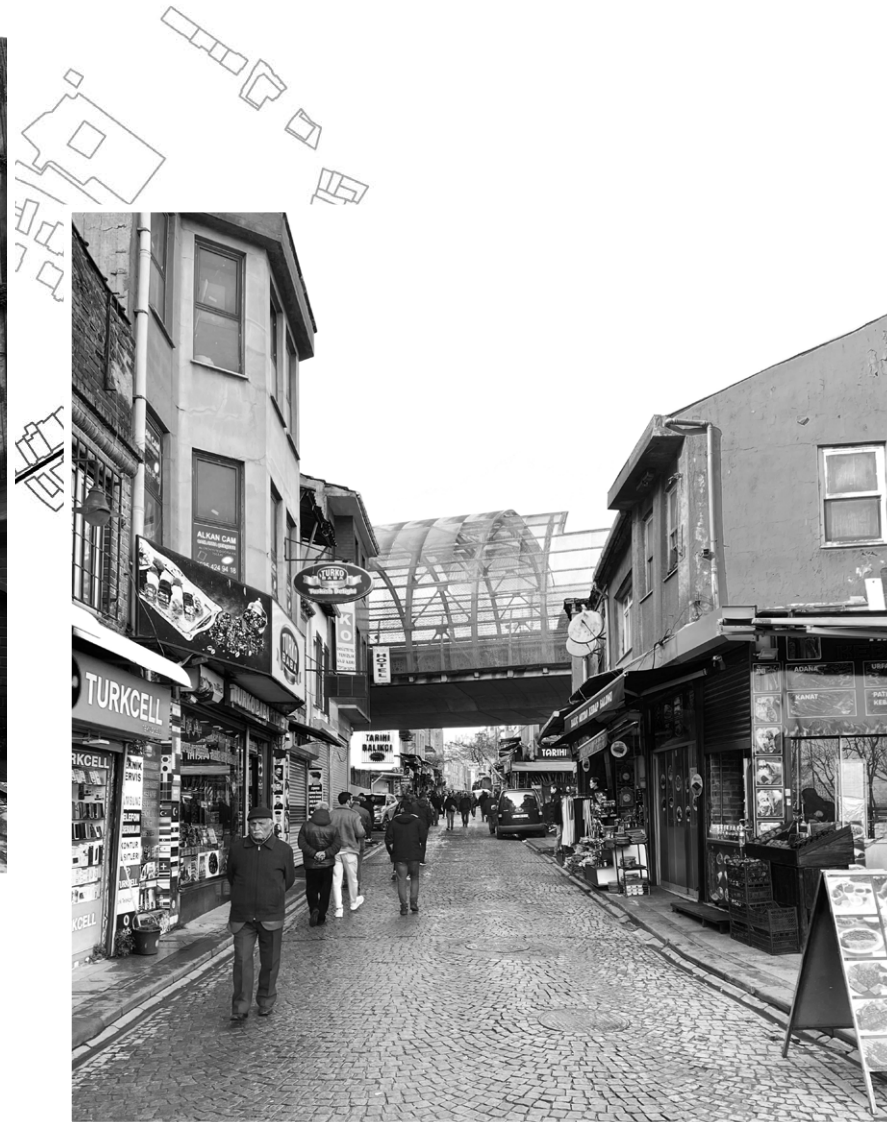
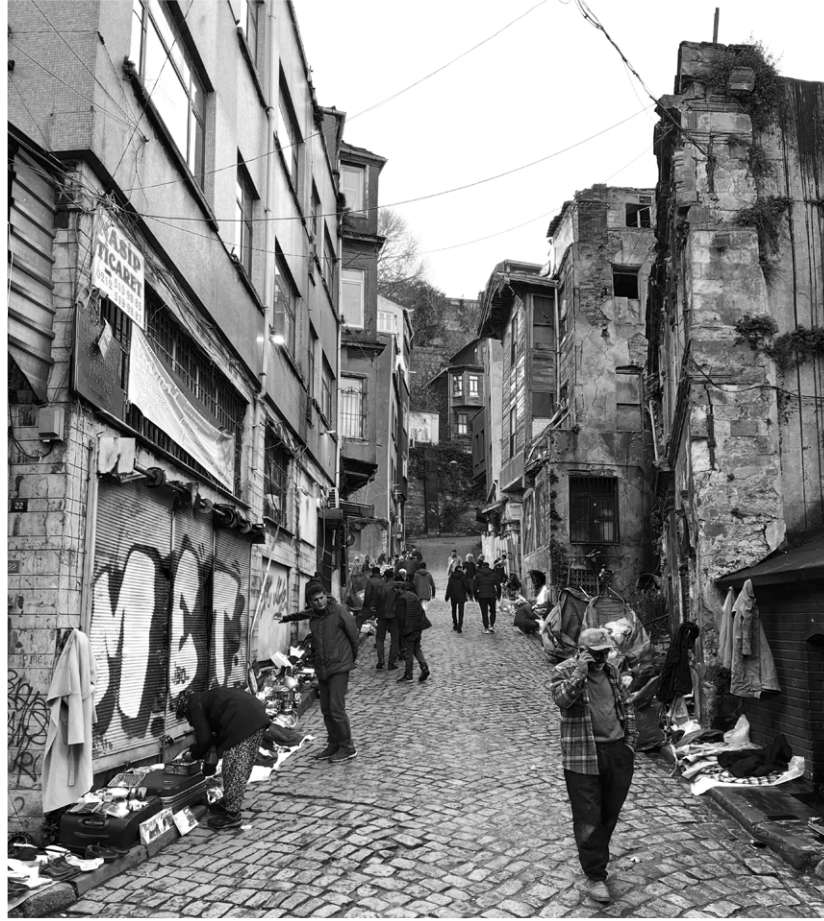


After Golden Horn Metro Bridge, more open shops and small businesses appear, the number of street peddlers decreases and public life starts to become more vibrant.

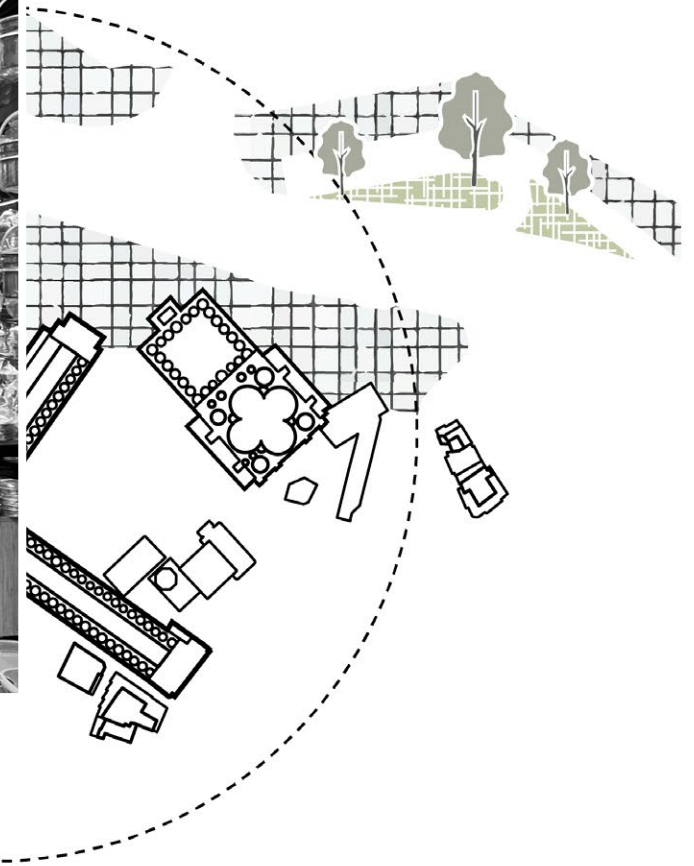




## Main Street Network [ gradual shift in the street profile and embedded socio-economic values ]

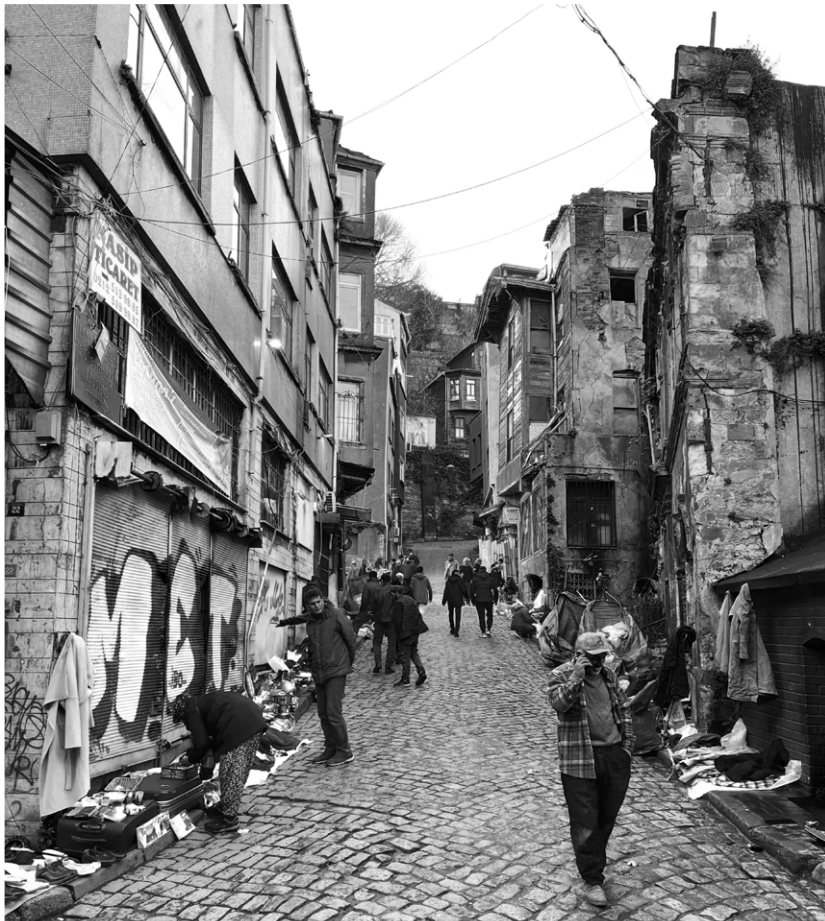


Inside the historic commercial district, the car disappears together with the street peddlers. Shops occupy the street on both sides and more Hans started to appear. The type of buyer and seller changes, as one started to encounter tourists as well.





**Main Street Network** [ gradual shift in the street profile and embedded socio-economic values ]

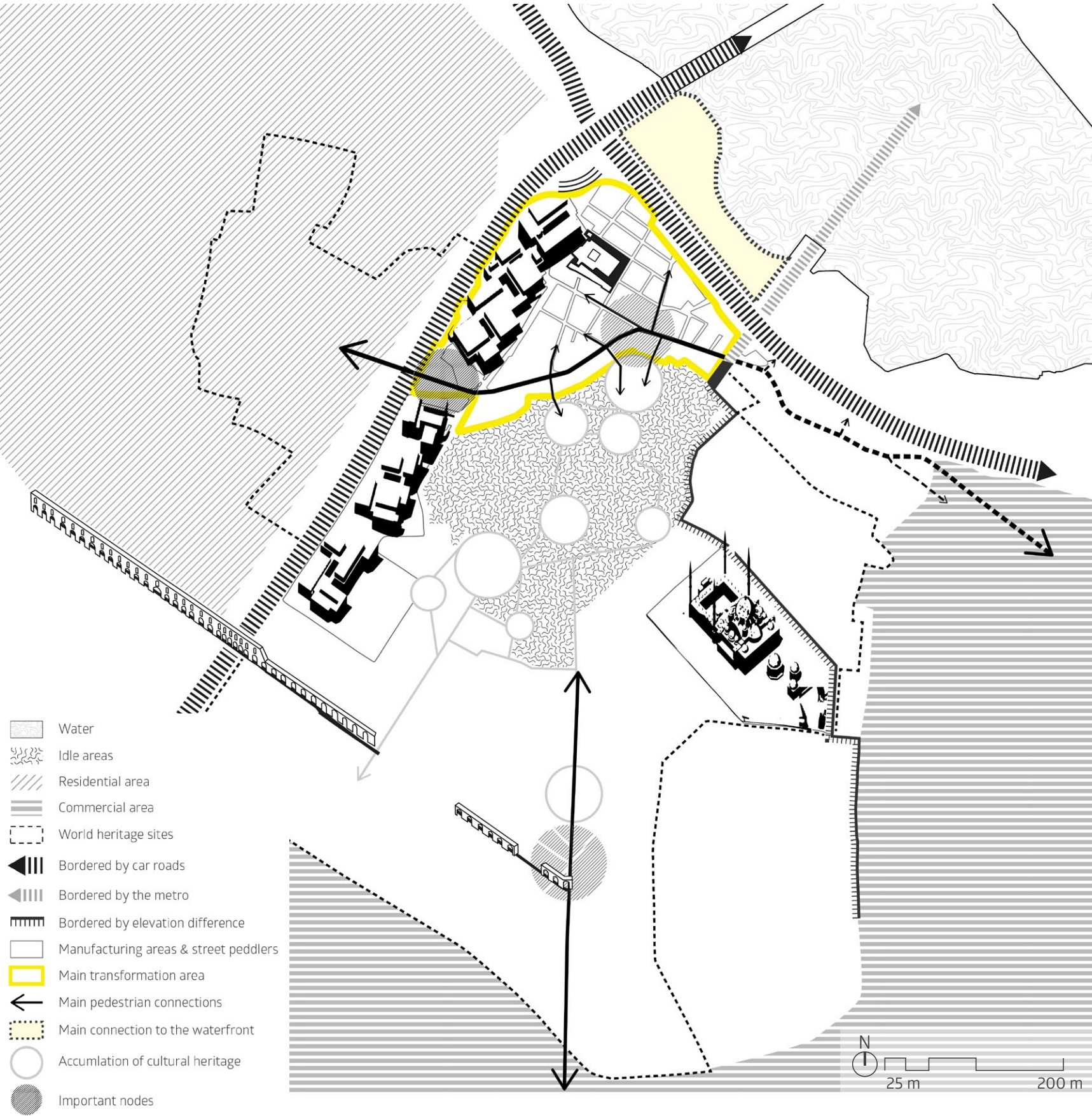


Lastly, the street network ends with the Spice Bazaar in Eminönü Square, built in the 17th century. It is one of the significant landmarks and architecture, as well as the entrance to the historic commercial district, filled with visitors and tourists in everyday life.





Conclusion [ from the analysis ]





## DESIGN PROPOSAL



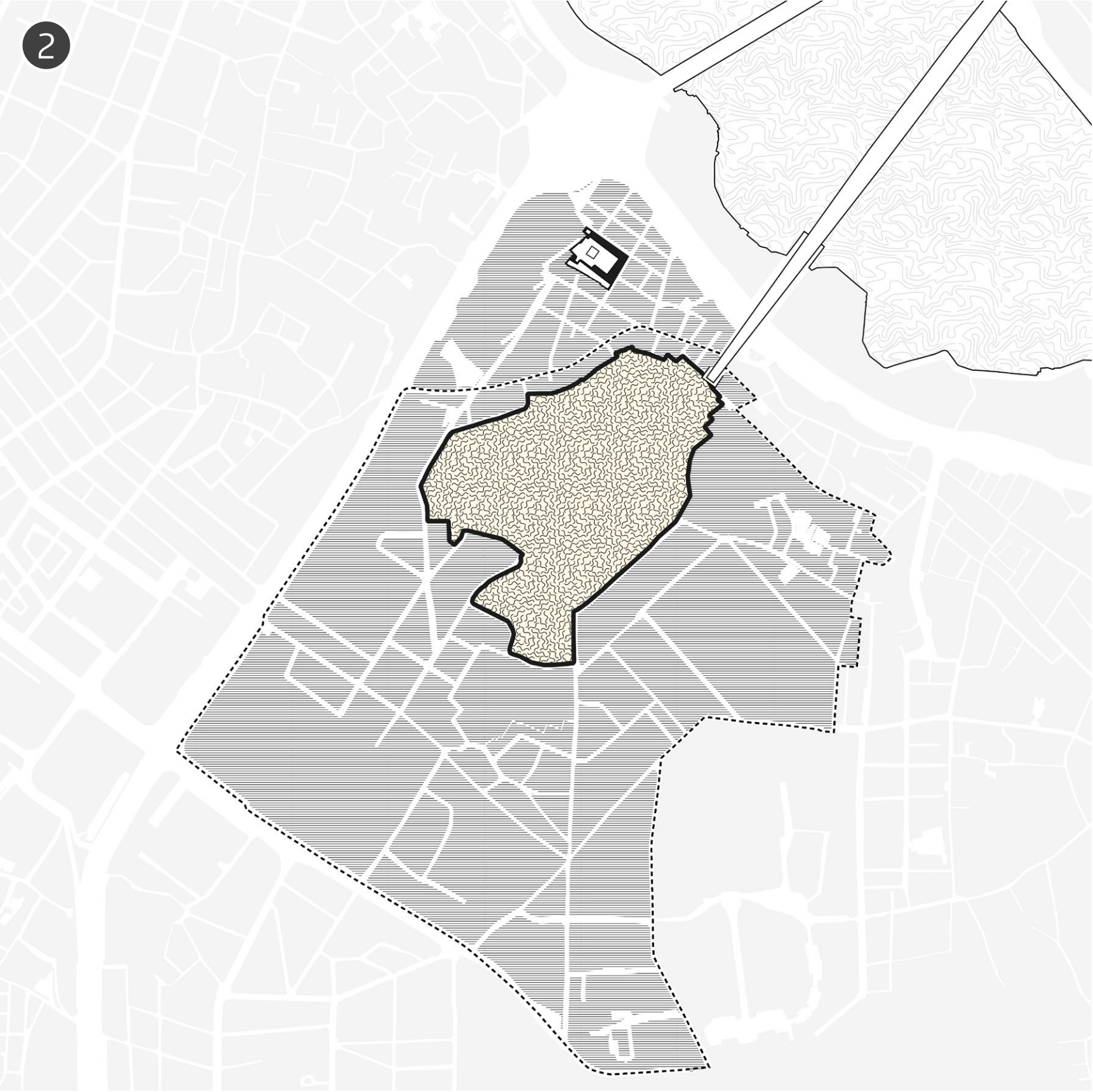




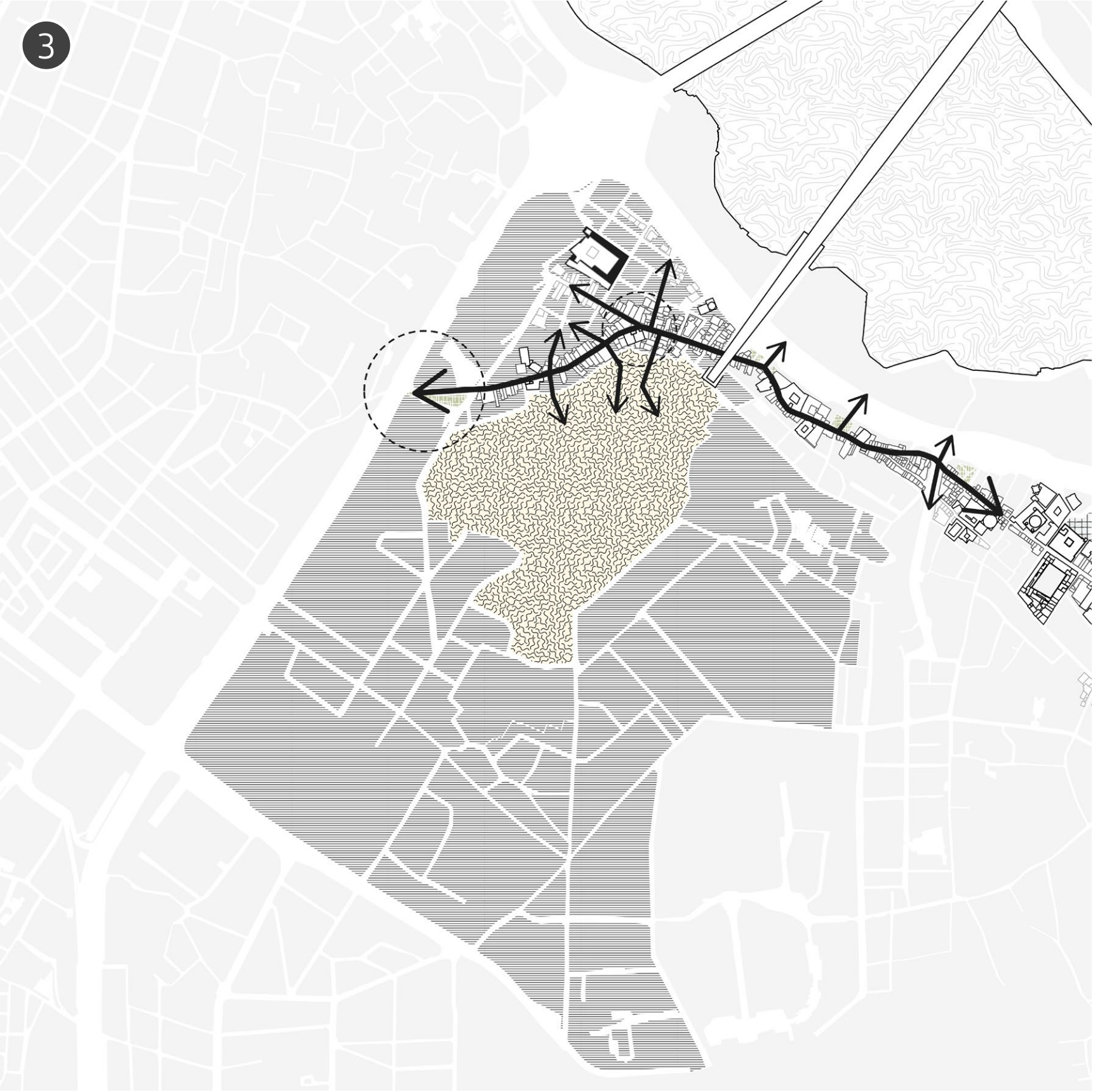




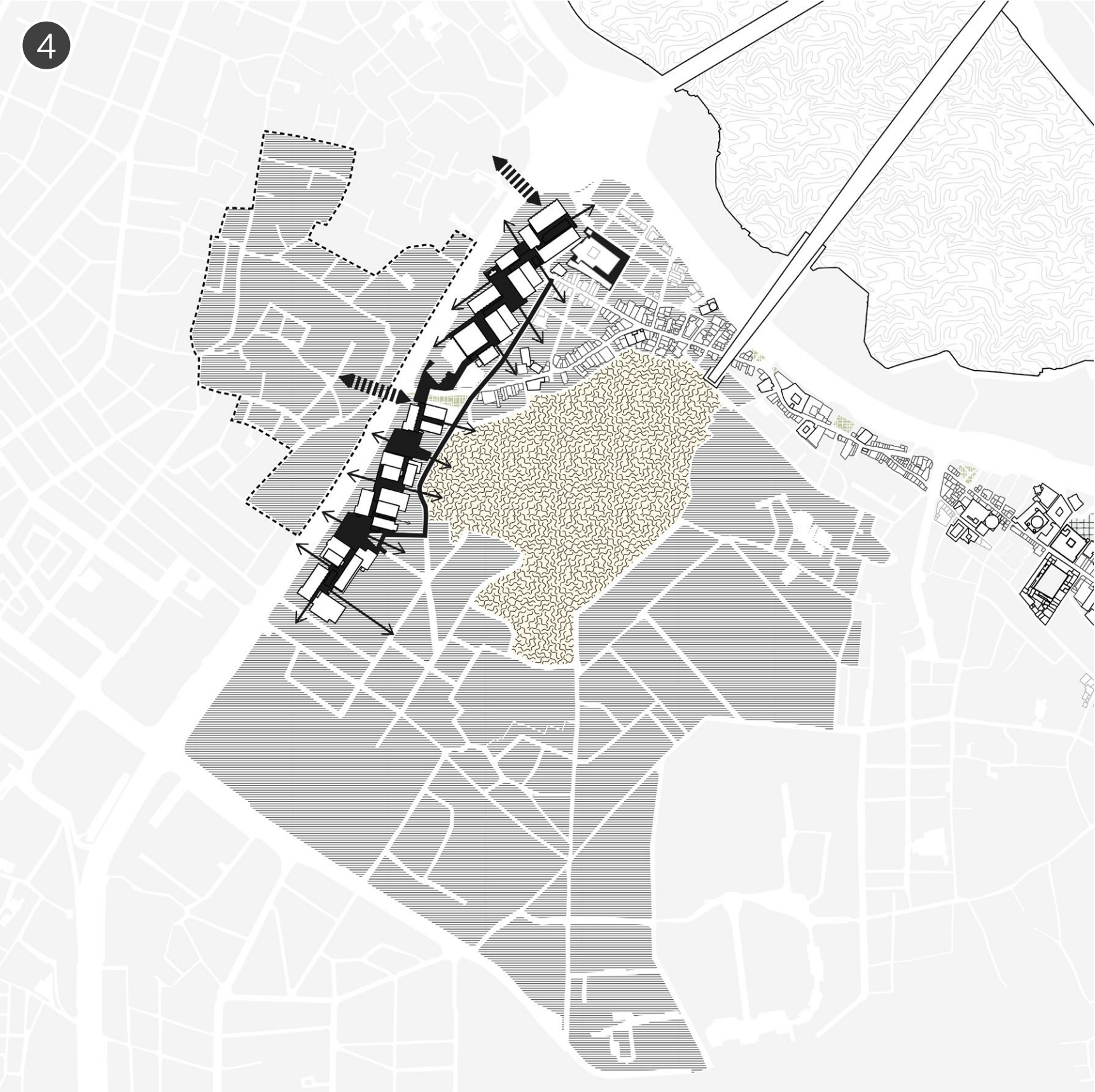












Istanbul Textile Traders' Market photo archive (İstanbul Manufaturacılar Çarşısı fotoğraf arşivi, İMÇ)



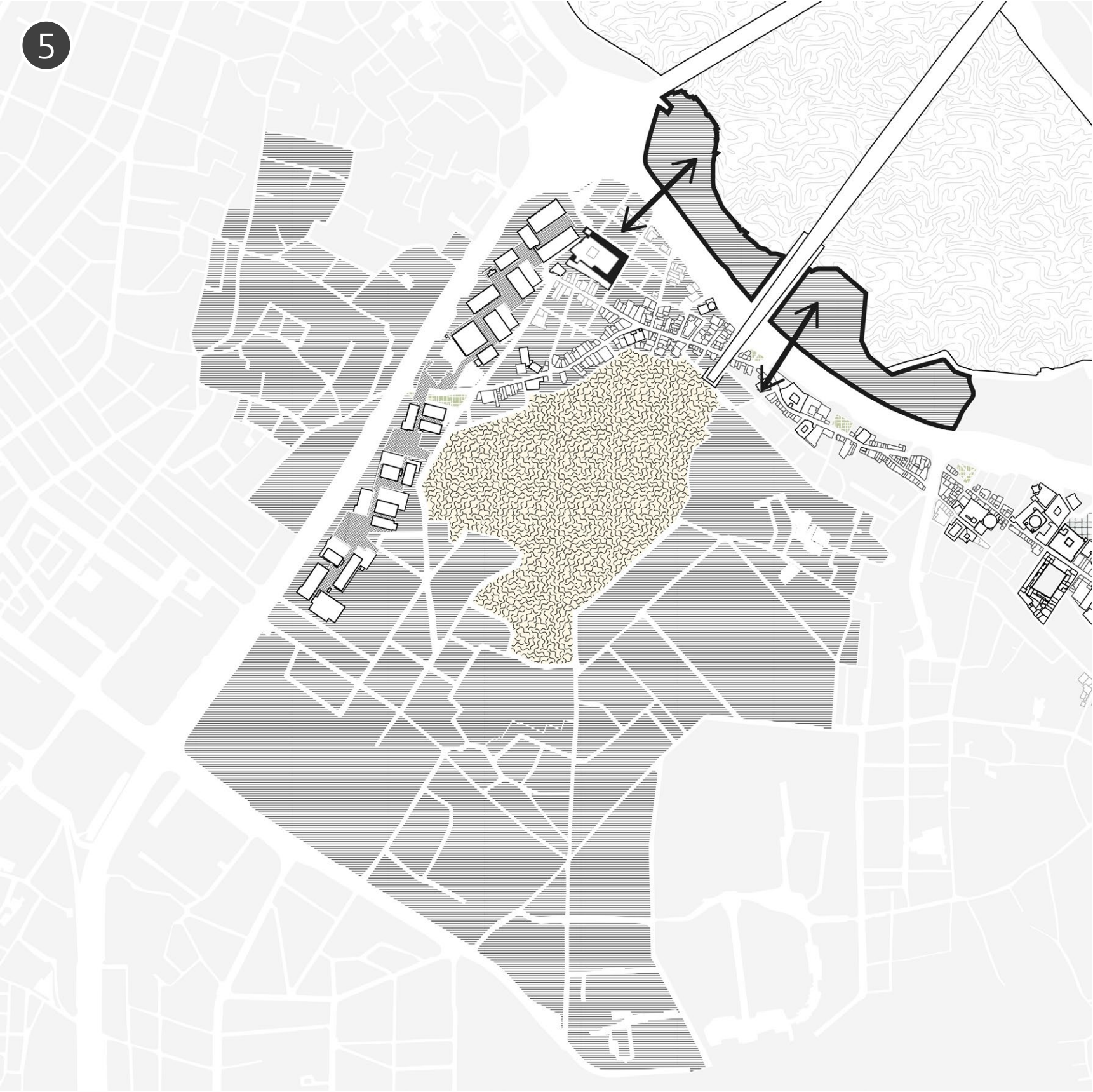
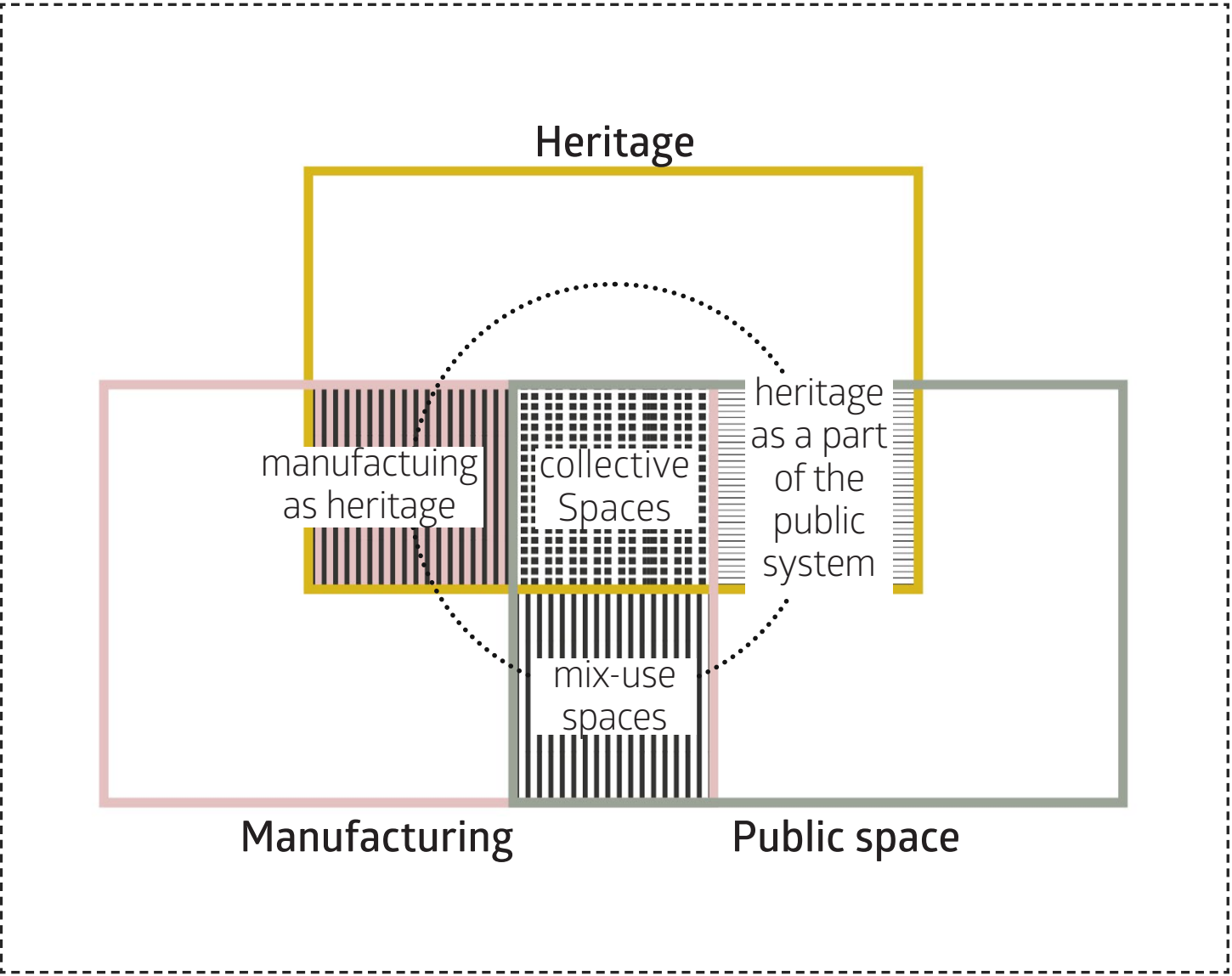


Photo by Lokman Akkaya, Anadolu Ajansı

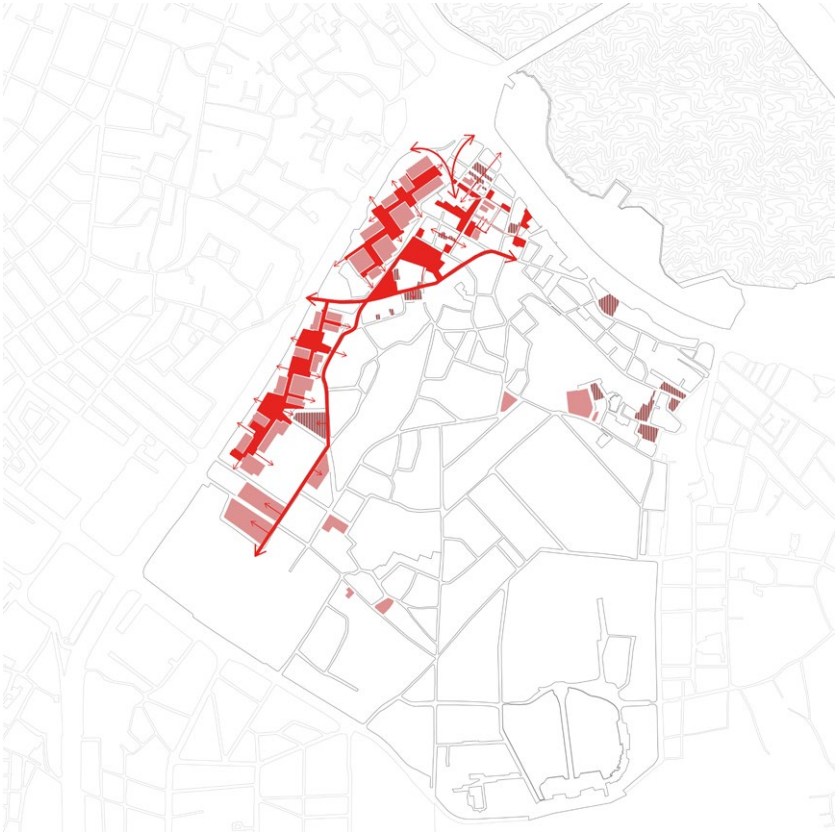




Heritage Assets



Public Space System



Network of Manufacturer Spaces

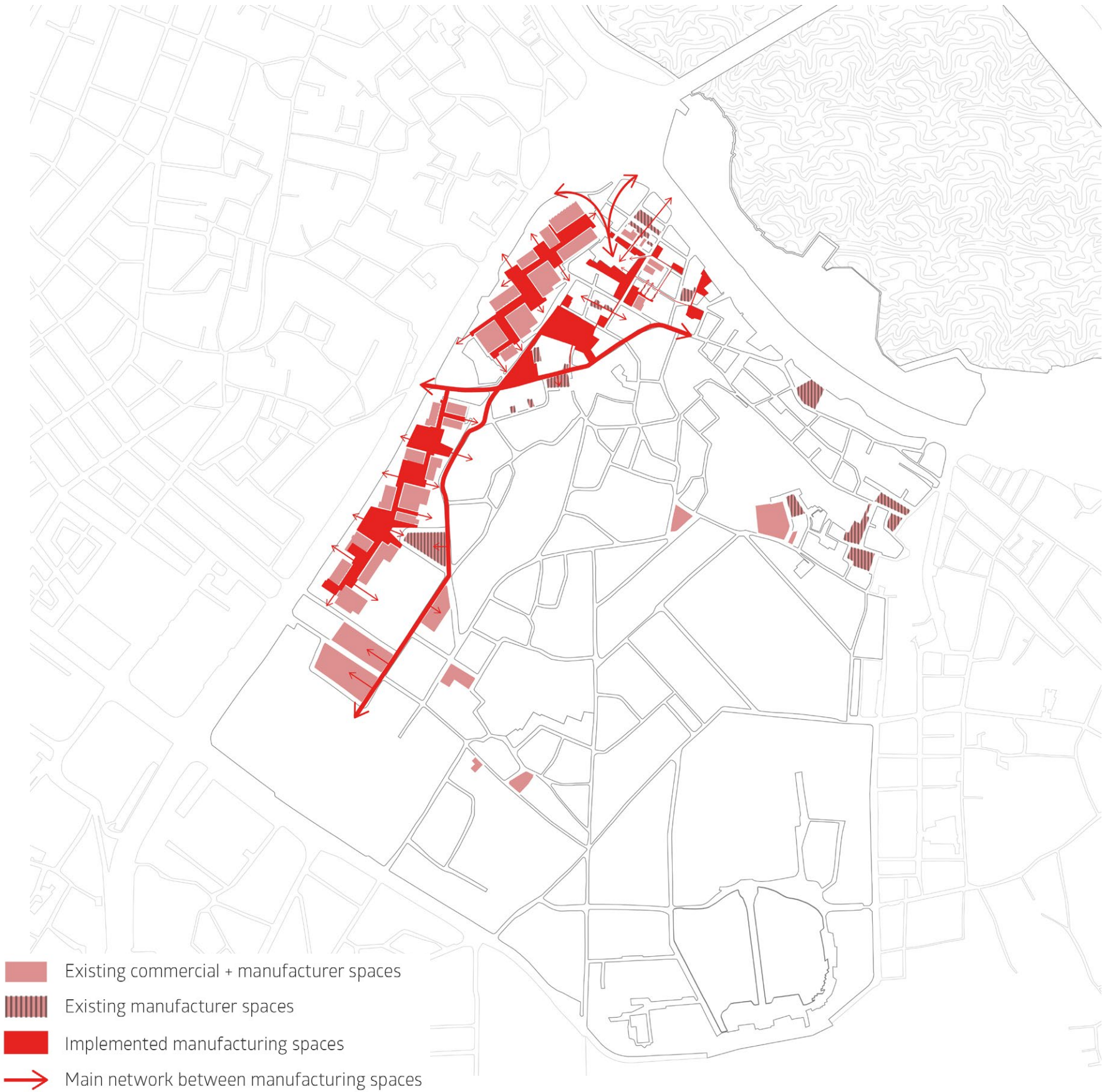


Available Land and Car Occupation









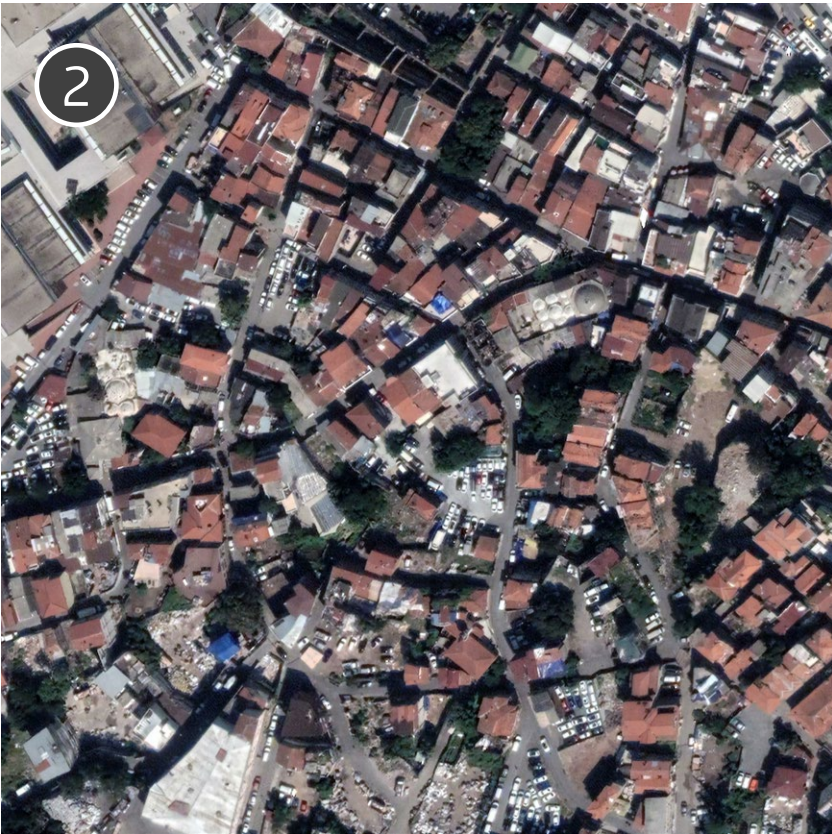
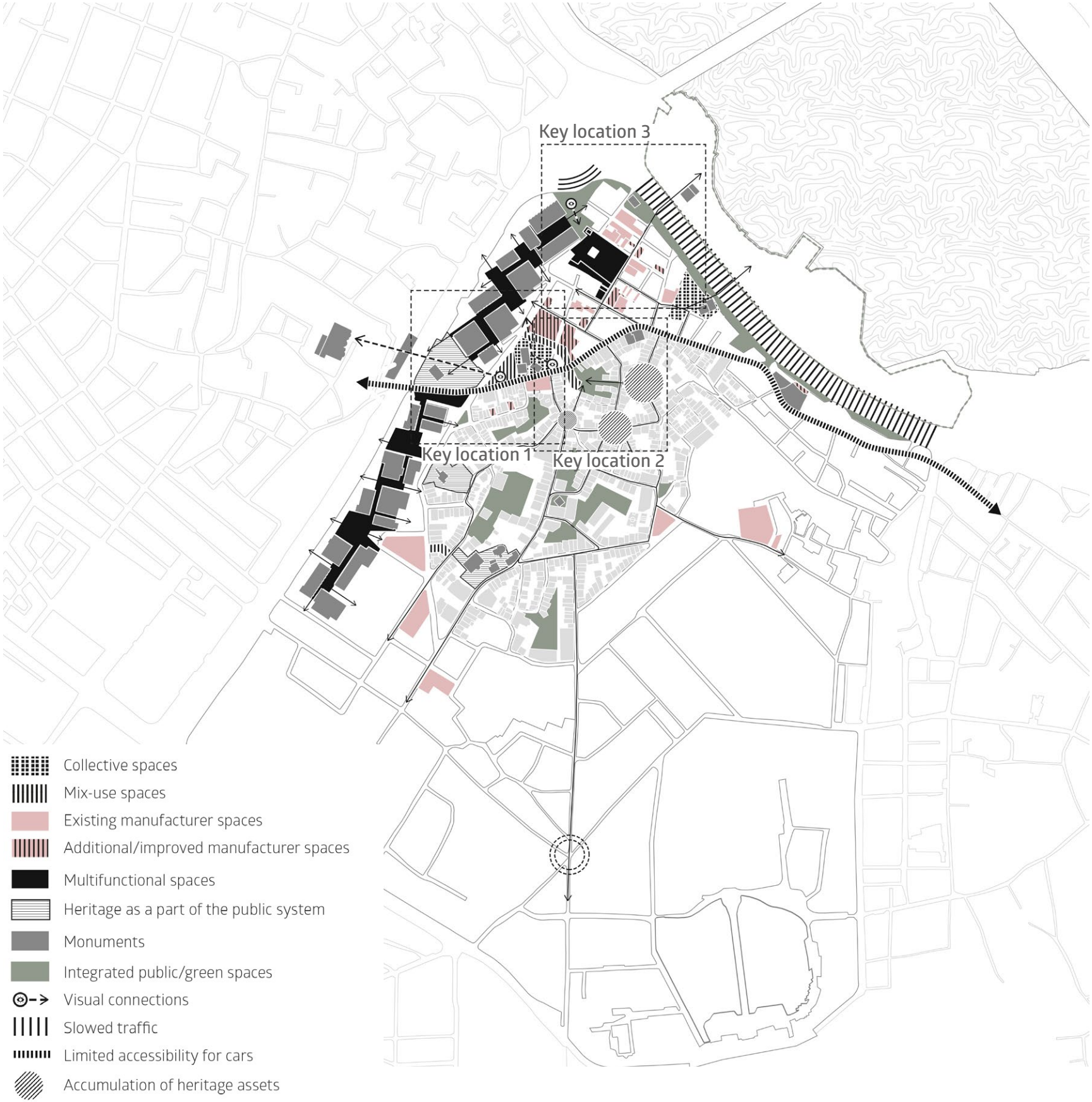






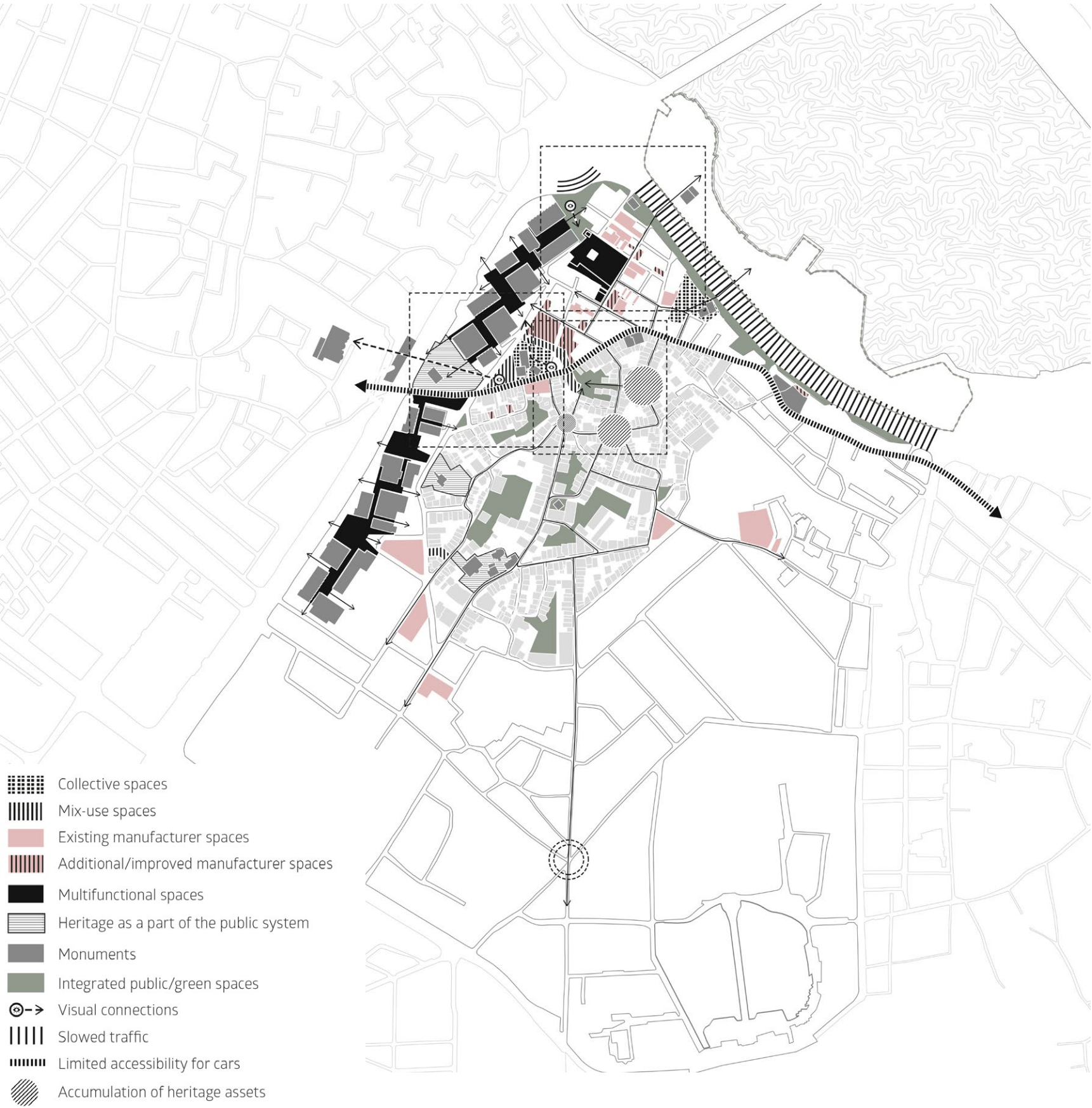




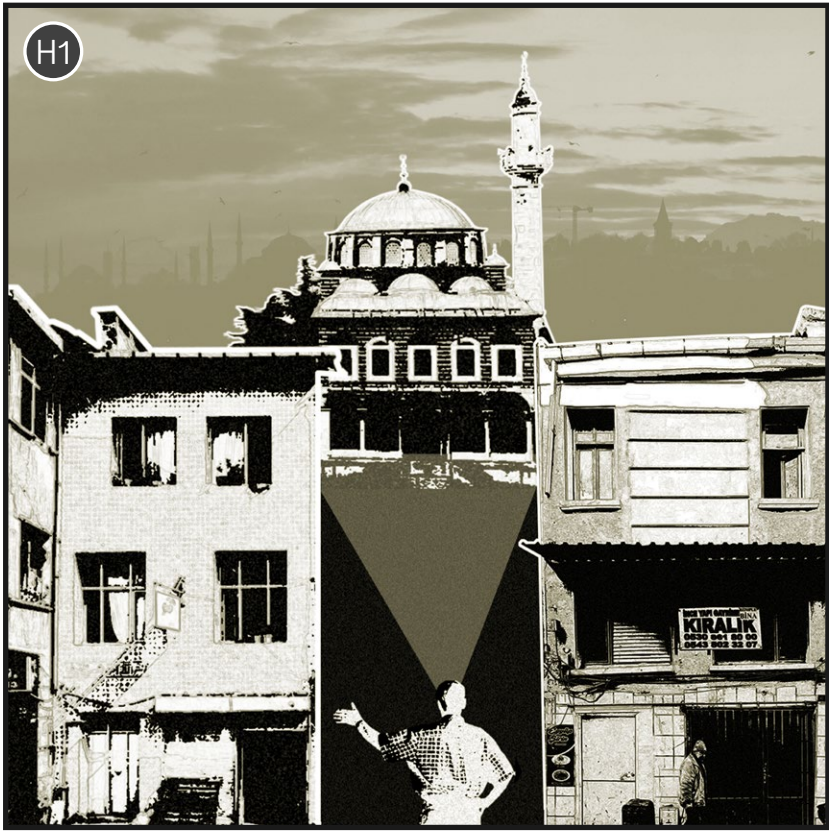




Conclusion [ implementation of design principles ]



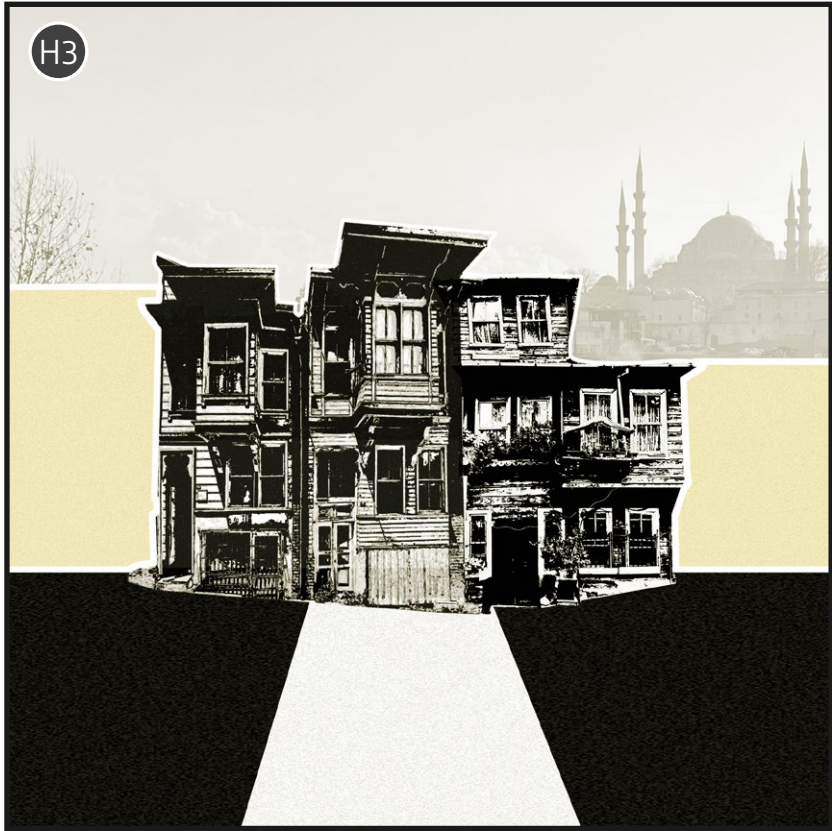




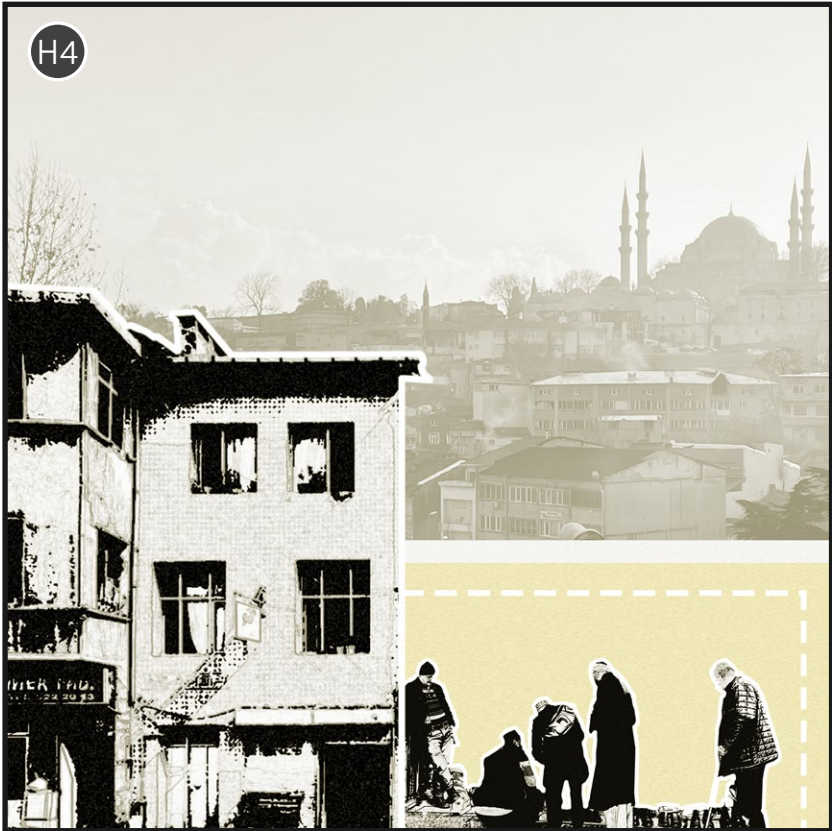
H1- Provide visual accessibility for heritage



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



H3- Utilization and preservation of accumulated civic architecture



H4- Define convenient spaces for street peddlers to utilize temporarily





M1- Maintain low-rise buildings



M2- Implementation of adaptive building typologies



M3- Network of threshold spaces for manufacturers

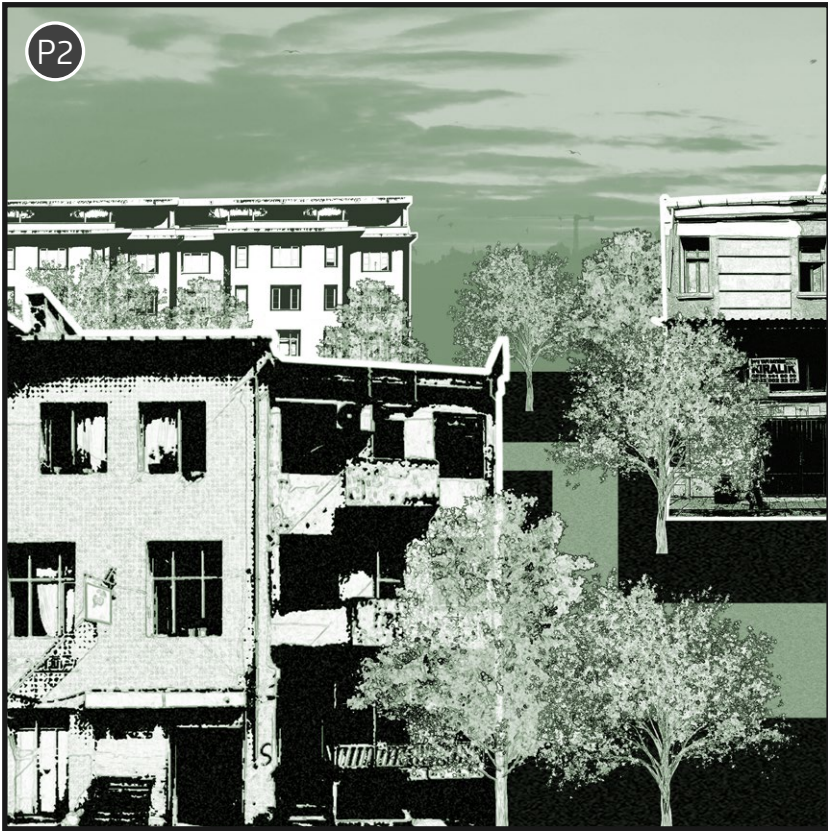


M4- Promoting collective spaces





P1- Identify and improve essential locations and site entrances



P2- Integration of green spaces in dense urban blocks



P3- Activation of the ground floor



P4- Promote pedestrian connectivity towards Istanbul Traders' Market





S1- Disentangle car park occupation

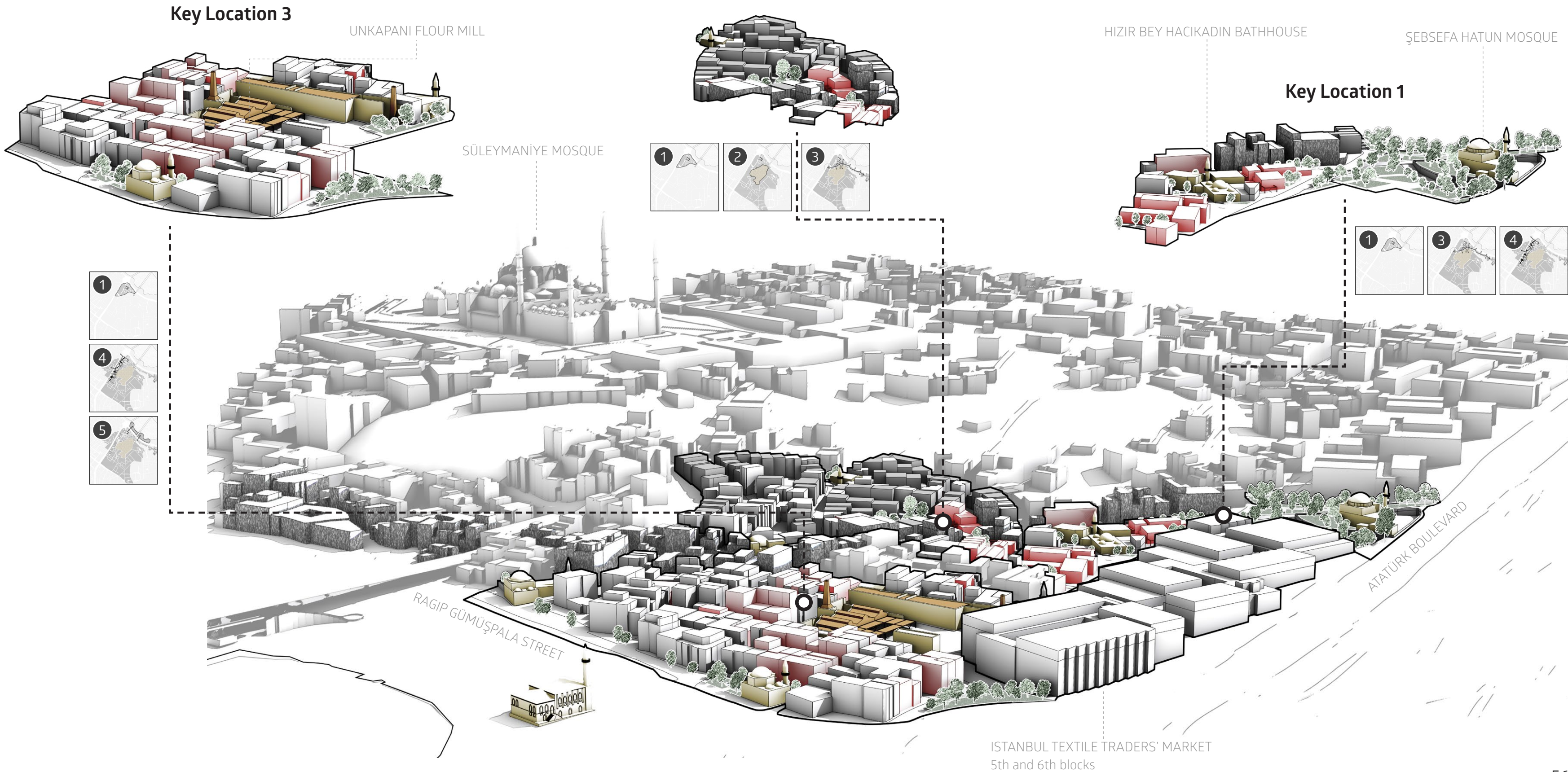


S2- Slowed traffic and limited accessibility for cars



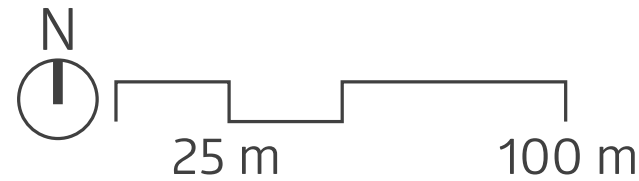
S3- Buffer zones against dense traffic



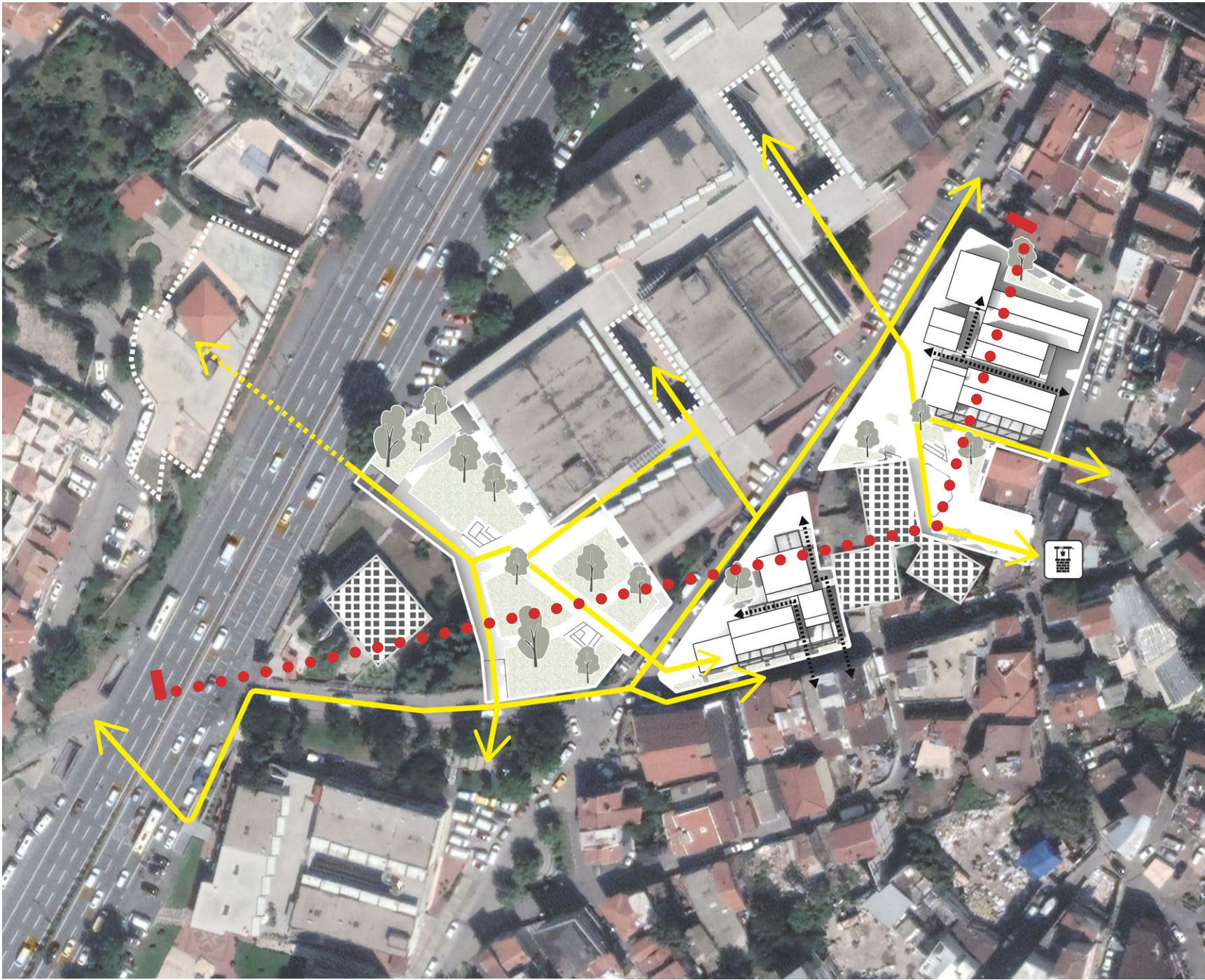




Current Situation

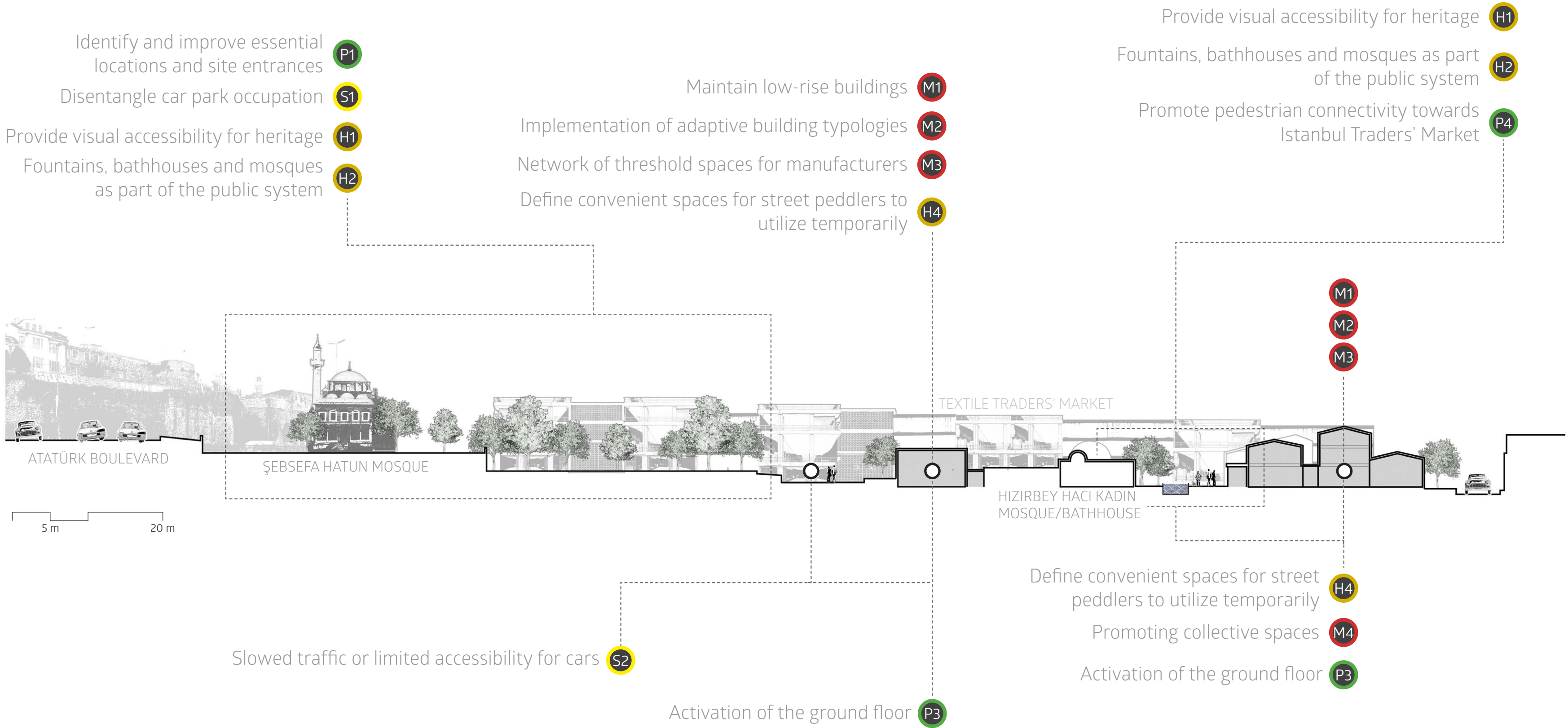


Transformation



- Cultural Heritage
- Greenery, parks and recreation
- Water well
- Visual accessibility
- Pedestrian connections
- Network of thresholds







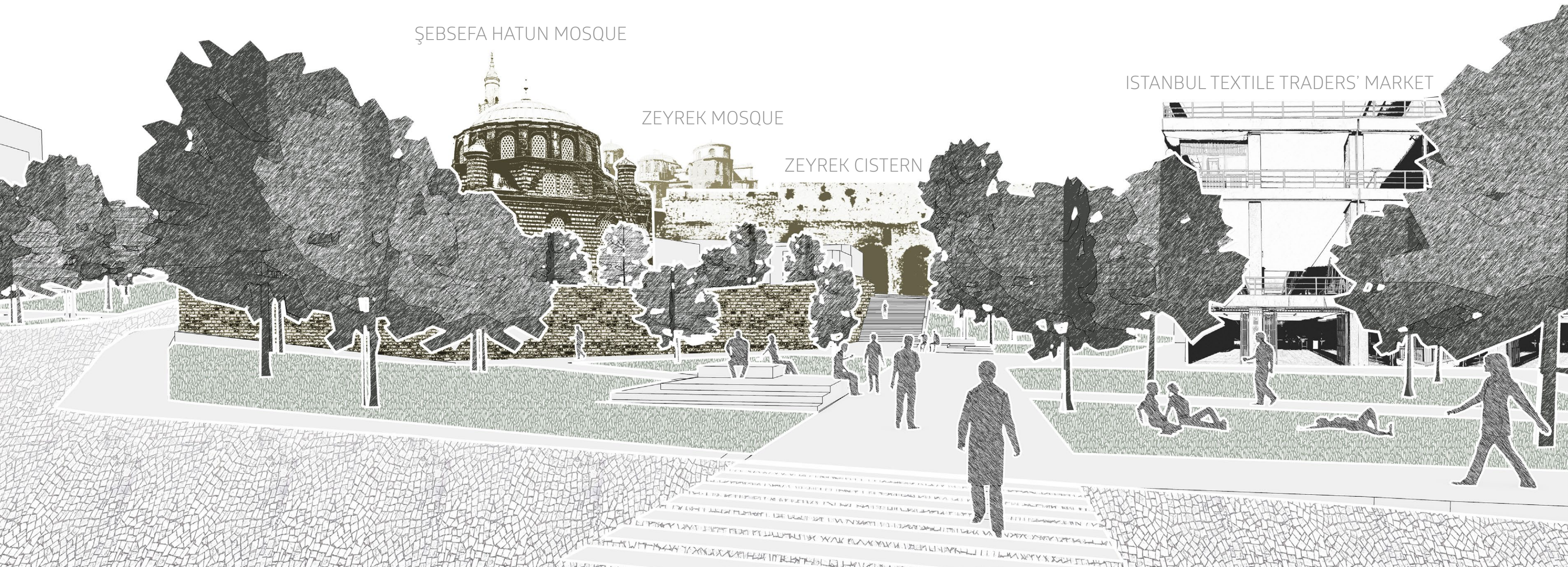




## Key Location 1 [ design proposal ]

Design Proposal

- P1 Identify and improve essential locations and site entrances
- S1 Disentangle car park occupation
- H1 Provide visual accessibility for heritage
- H2 Fountains, bathhouses and mosques as part of the public system









## Key Location 1 [ design proposal ]

Design Proposal

- M1 Regarding building heights in close vicinity
- M2 Implementation of adaptive building typologies
- M3 Network of threshold spaces for manufacturers

- H4 Define convenient spaces for street peddlers to utilize temporarily
- S2 Slowed traffic and limited accessibility for cars
- P3 Activation of the ground floor

MANUFACTURER SPACE









## Key Location 1 [ design proposal ]

Design Proposal

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- M2 Implementation of adaptive building typologies
- M3 Network of threshold spaces for manufacturers
- M4 Promoting collective spaces

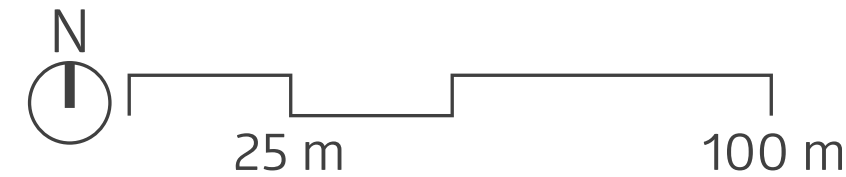
- H1 Provide visual accessibility for heritage
- H2 Fountains, bathhouses and mosques as part of the public system
- H4 Define convenient spaces for street peddlers to utilize temporarily

- P3 Activation of the ground floor
- P4 Promote pedestrian connectivity towards Istanbul Traders' Market

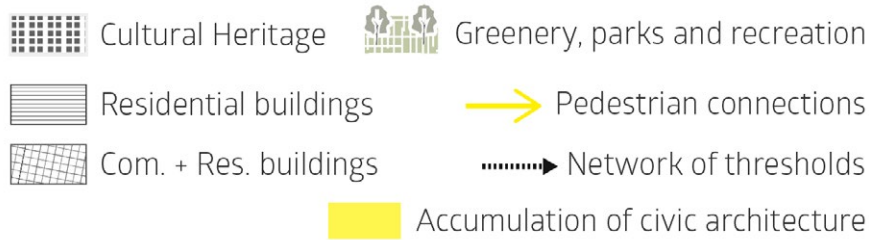
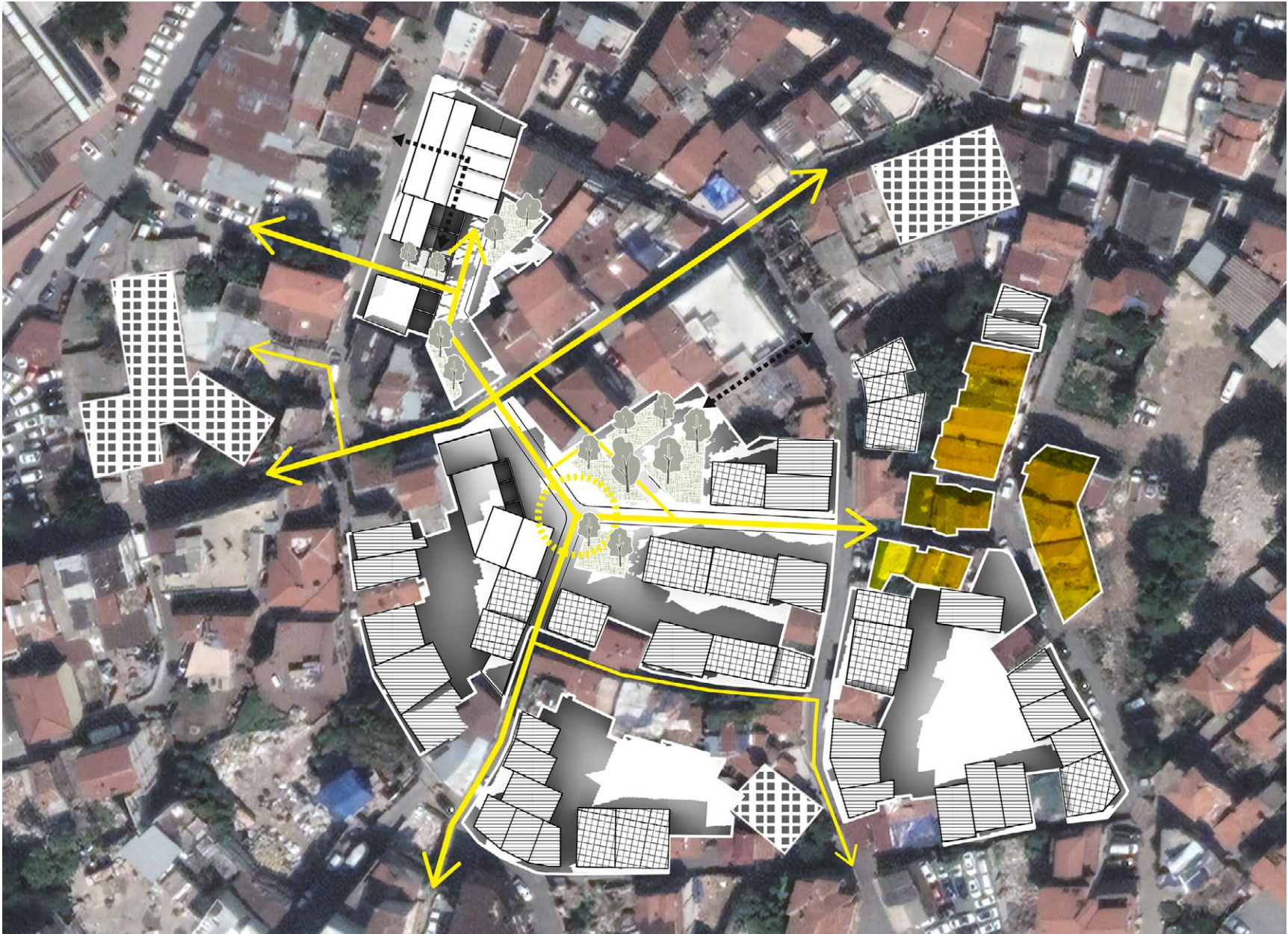




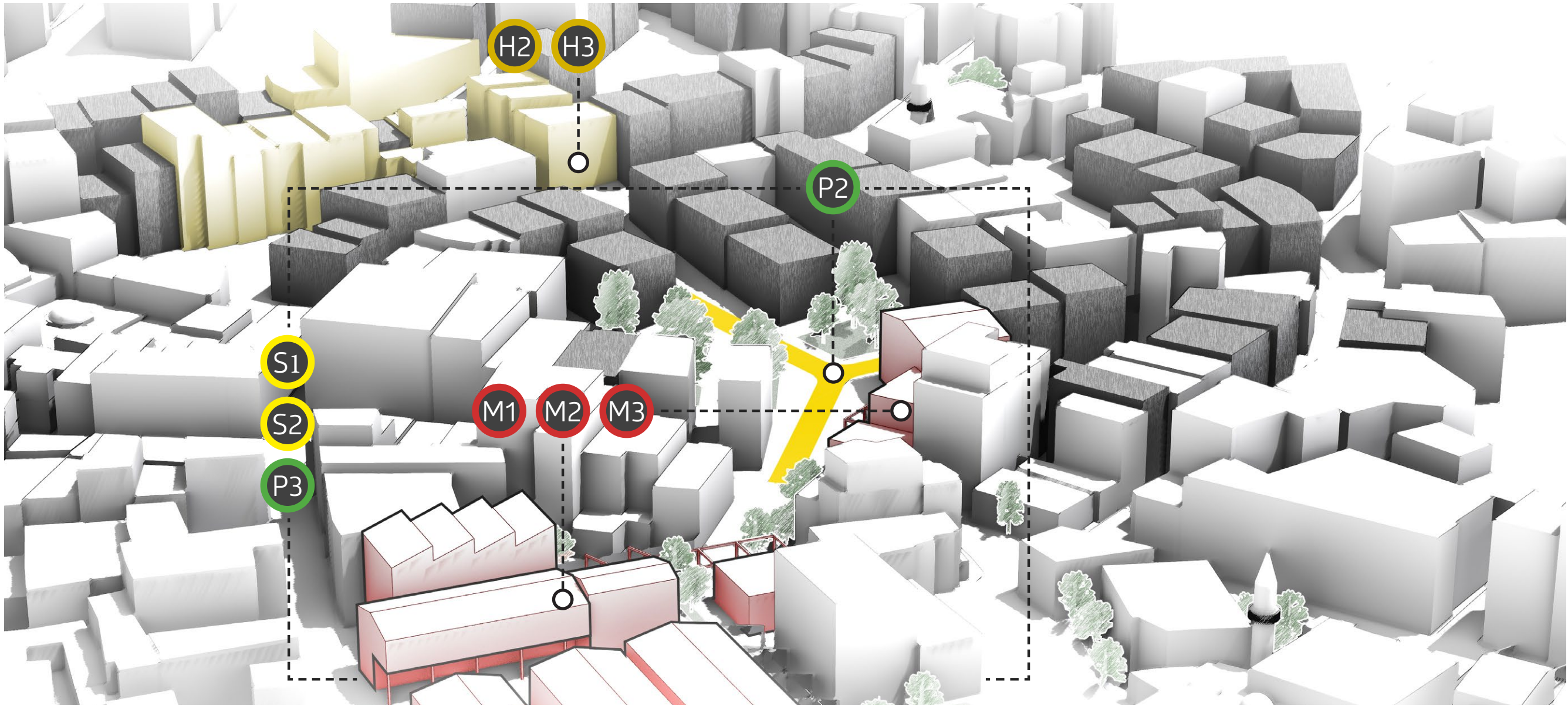
Current Situation



Transformation

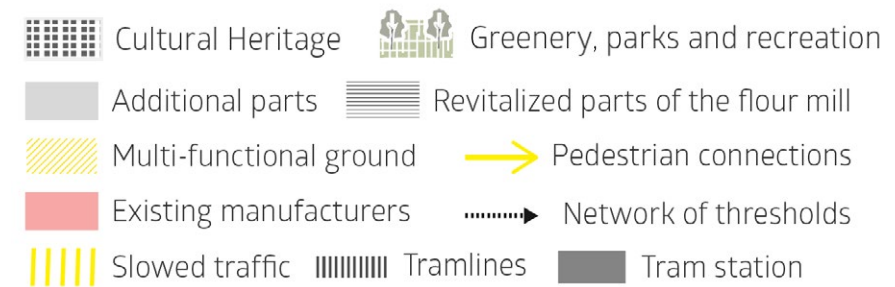
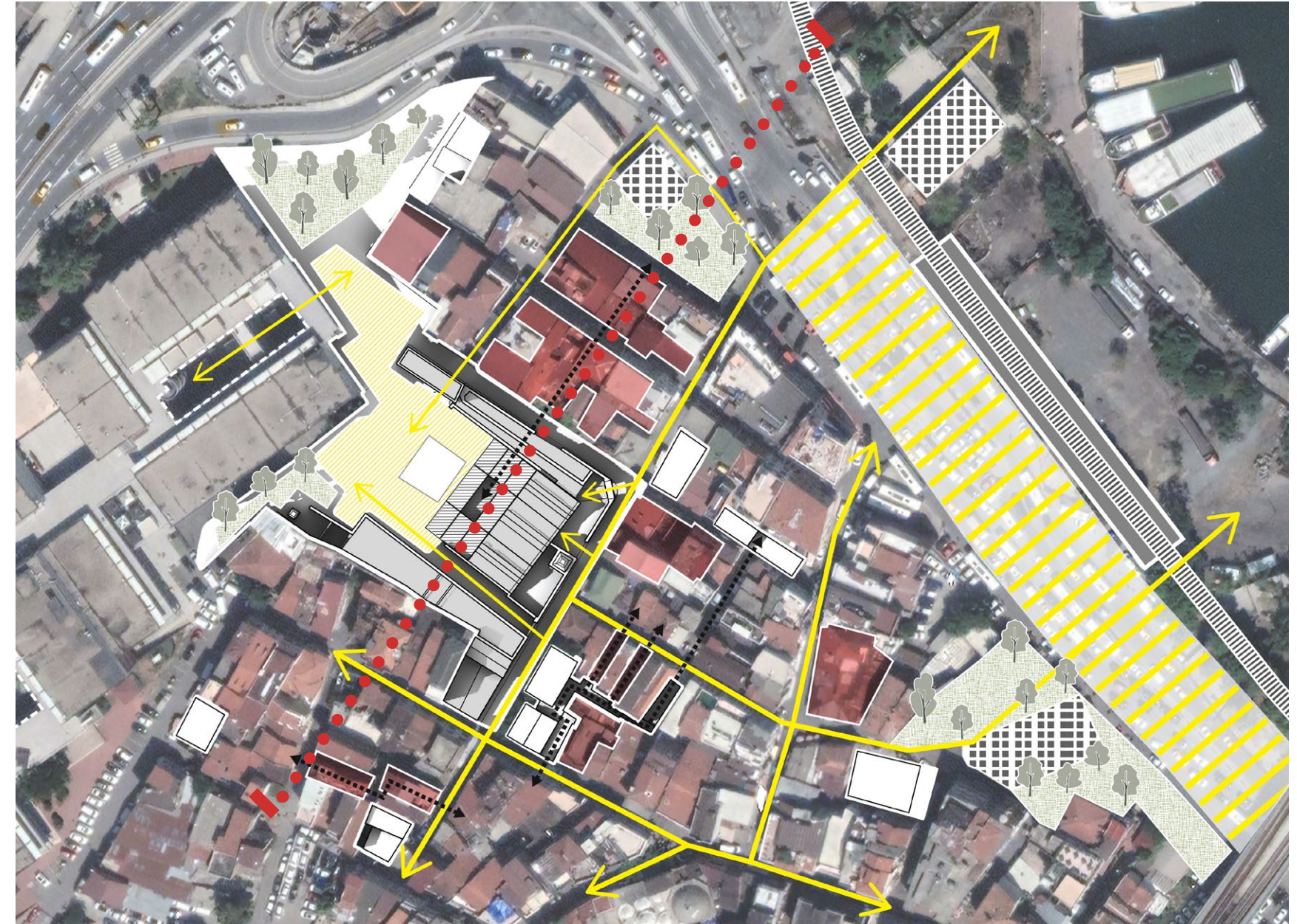




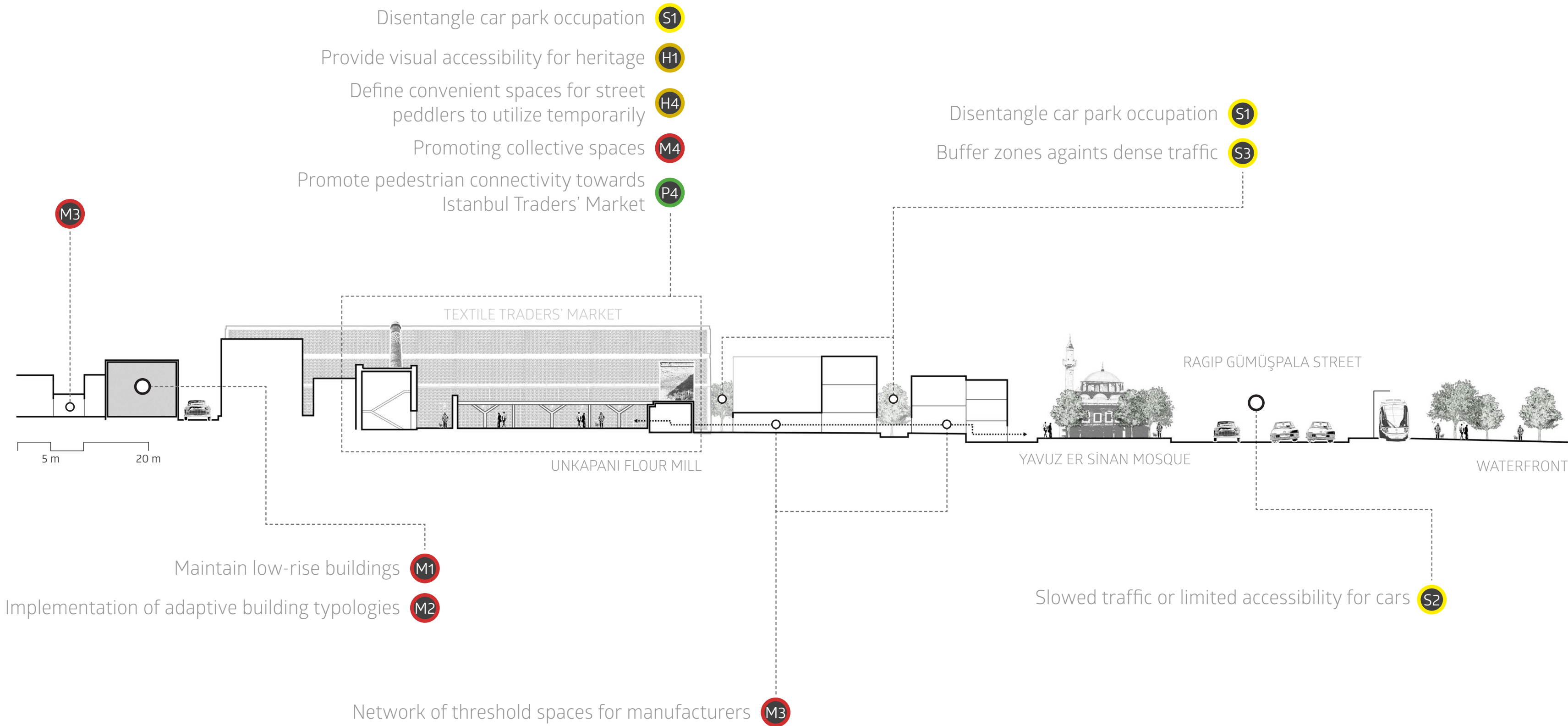




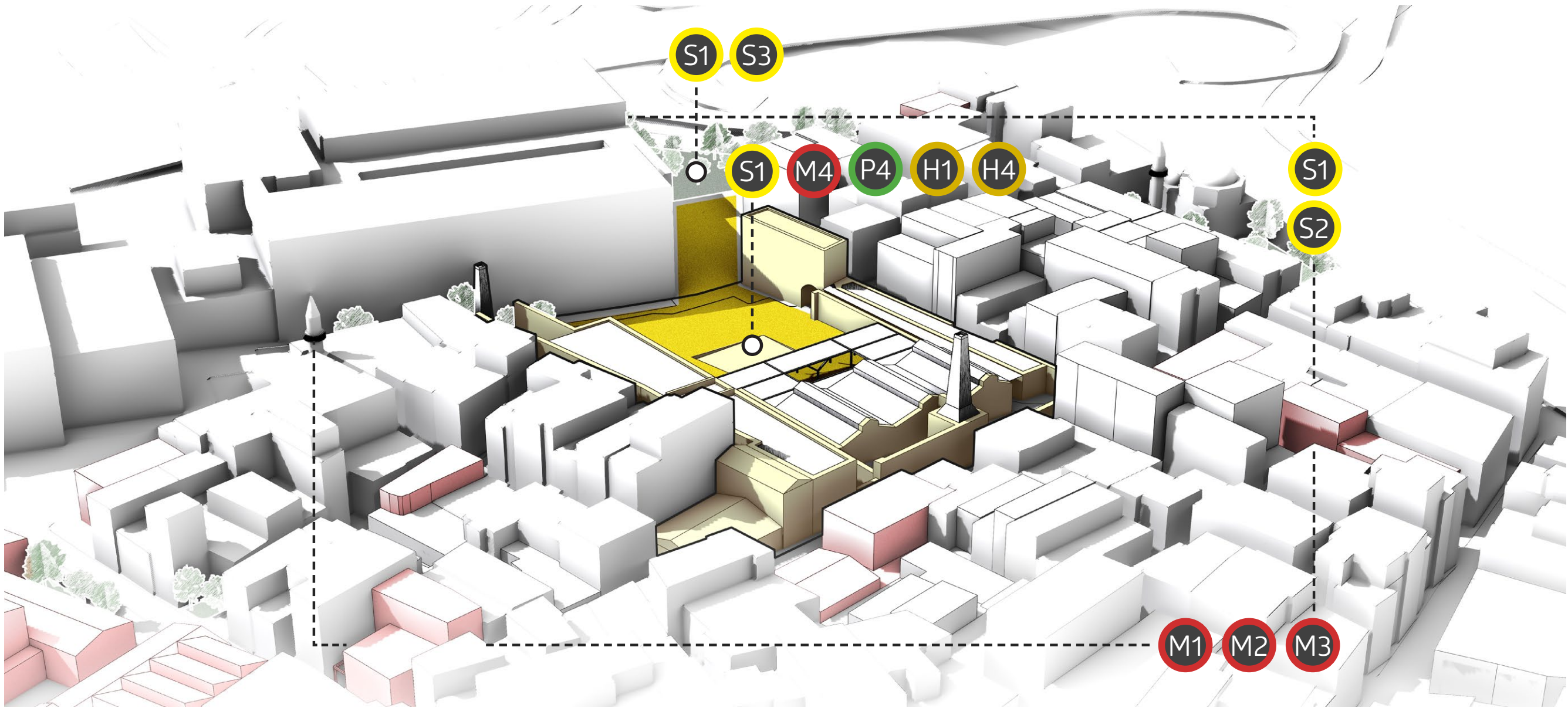
## Transformation

















## Key Location 3 [ design proposal ]

Design Proposal

P1

Identify and improve essential locations and site entrances

S1

Disentangle car park occupation

S2

Slowed traffic and limited accessibility for cars

H1

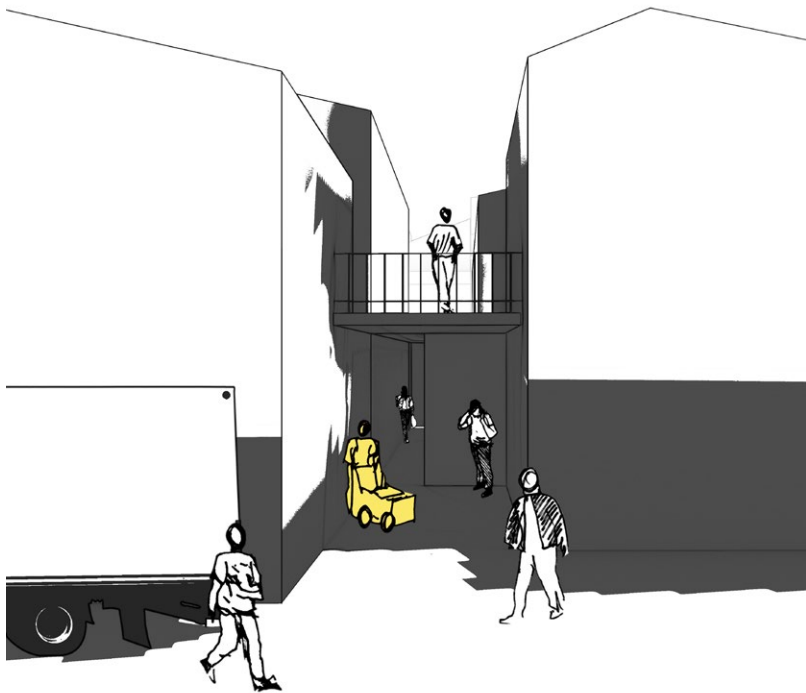
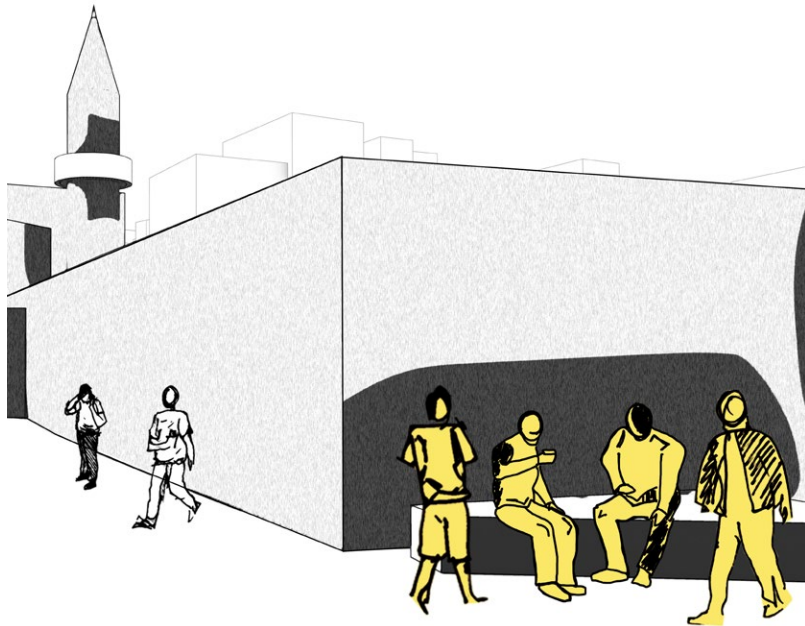
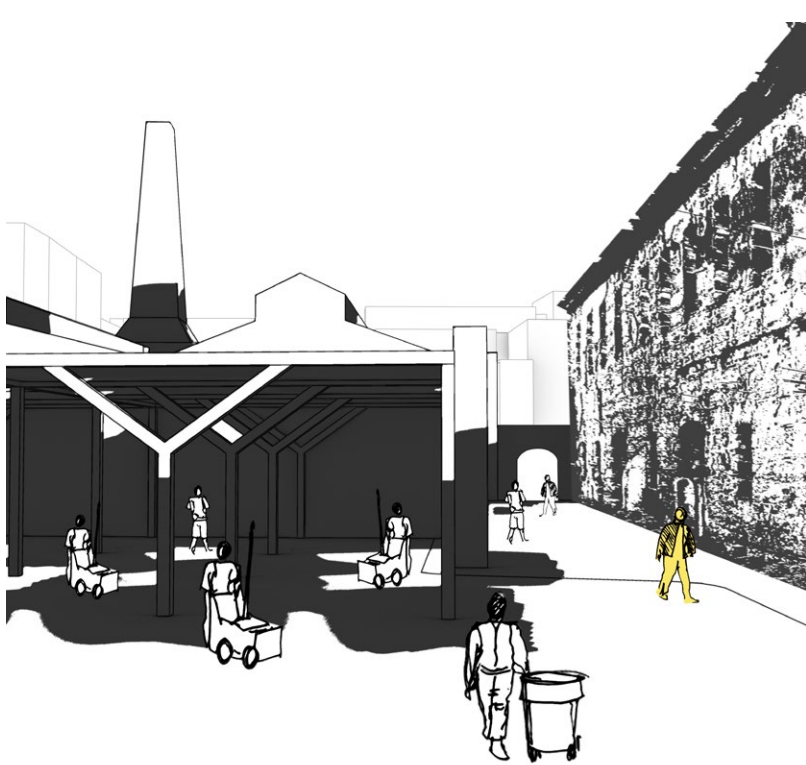
Provide visual accessibility for heritage

H2

Fountains, bathhouses and mosques as part of the public system

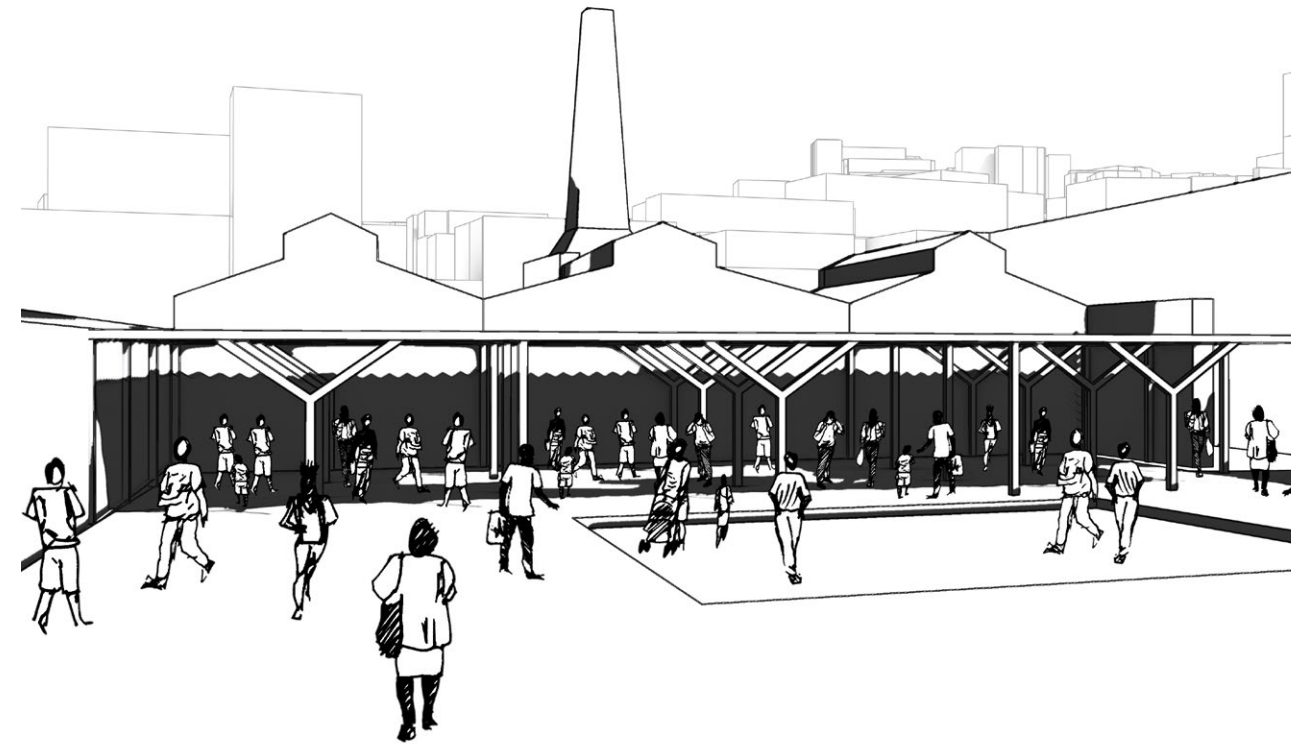






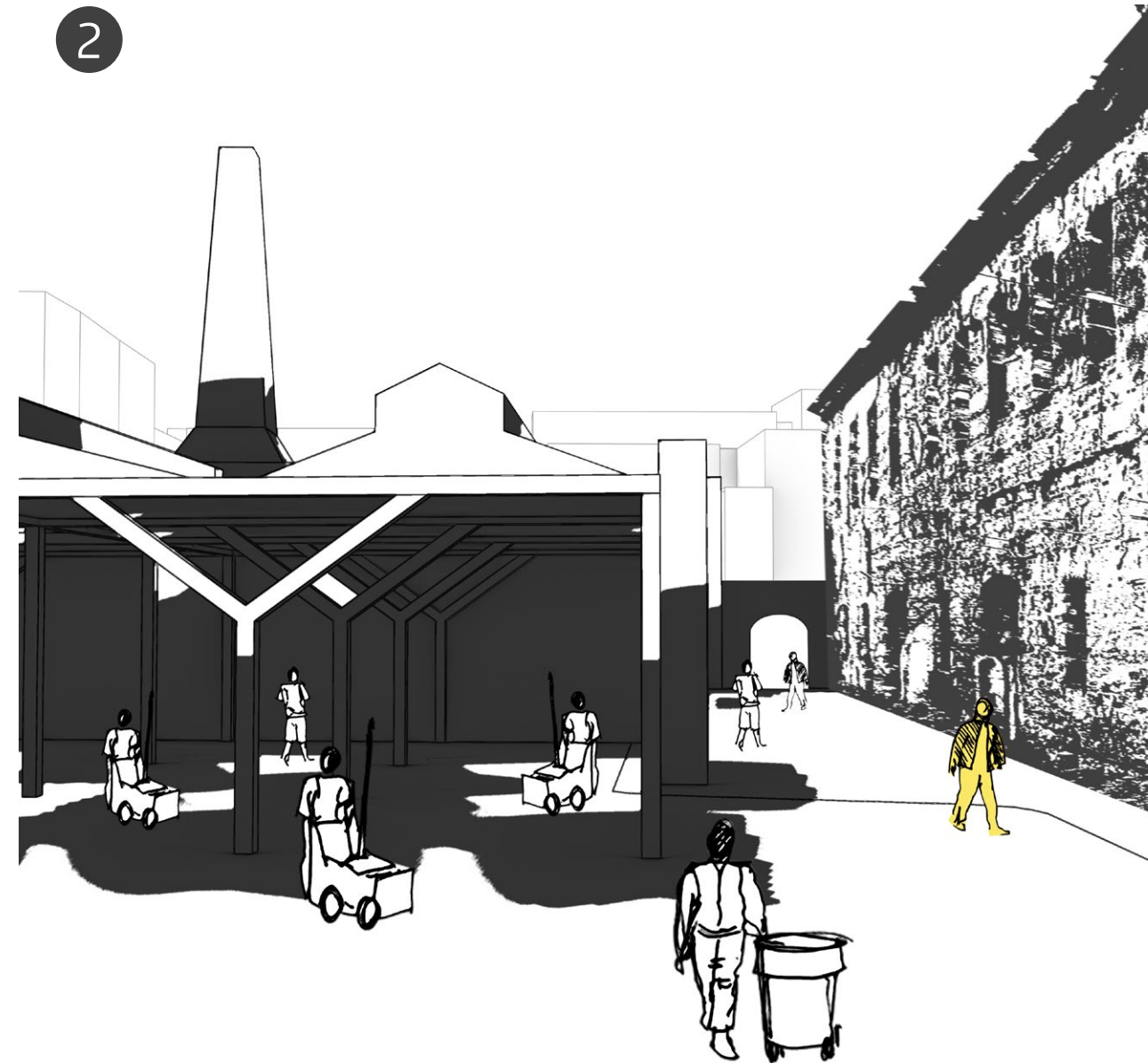


1



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





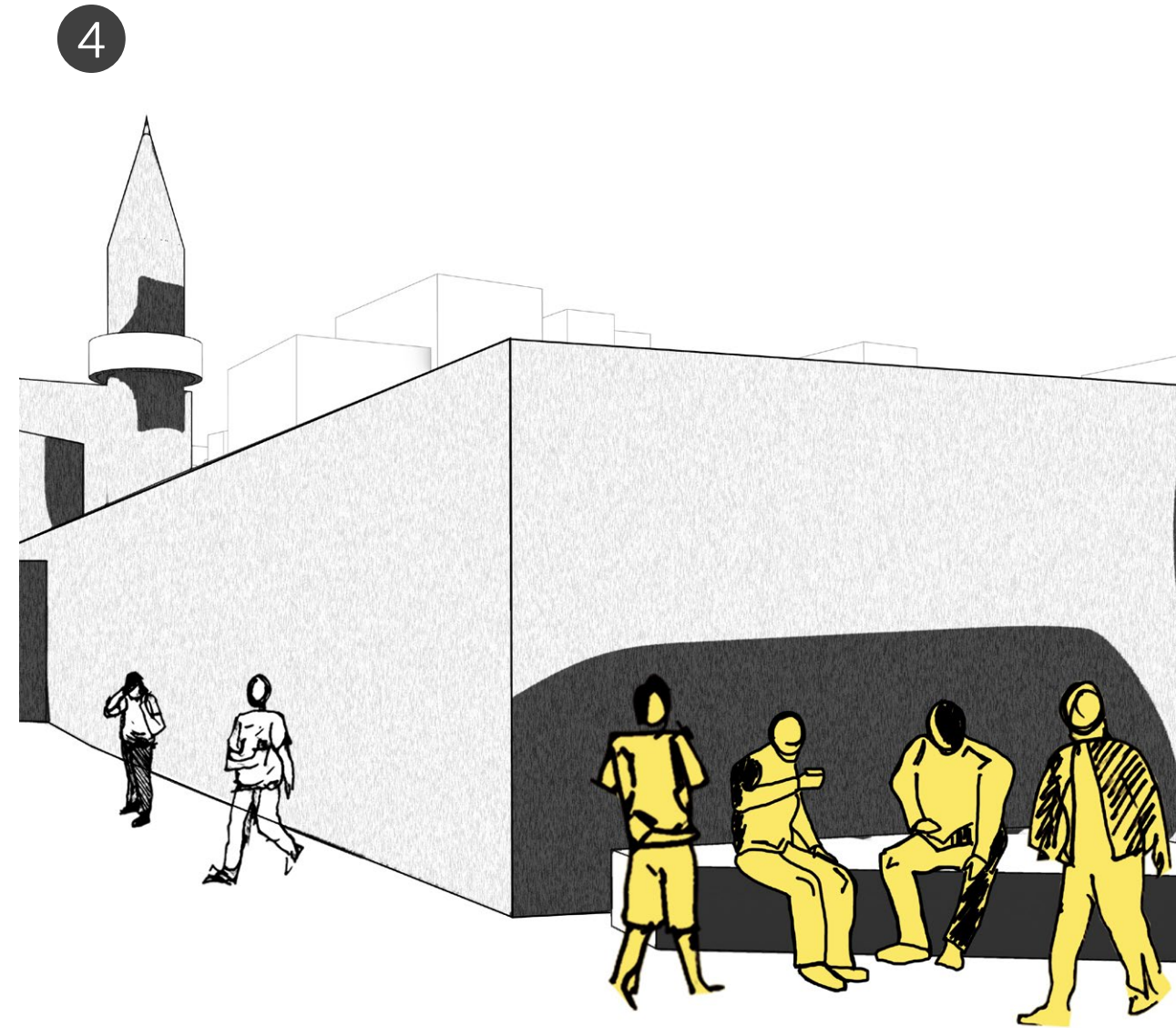
Peddlers helping to clean around on Monday morning. Our peddler is here to pick up some stuff from the storage area and then going to settle for work.





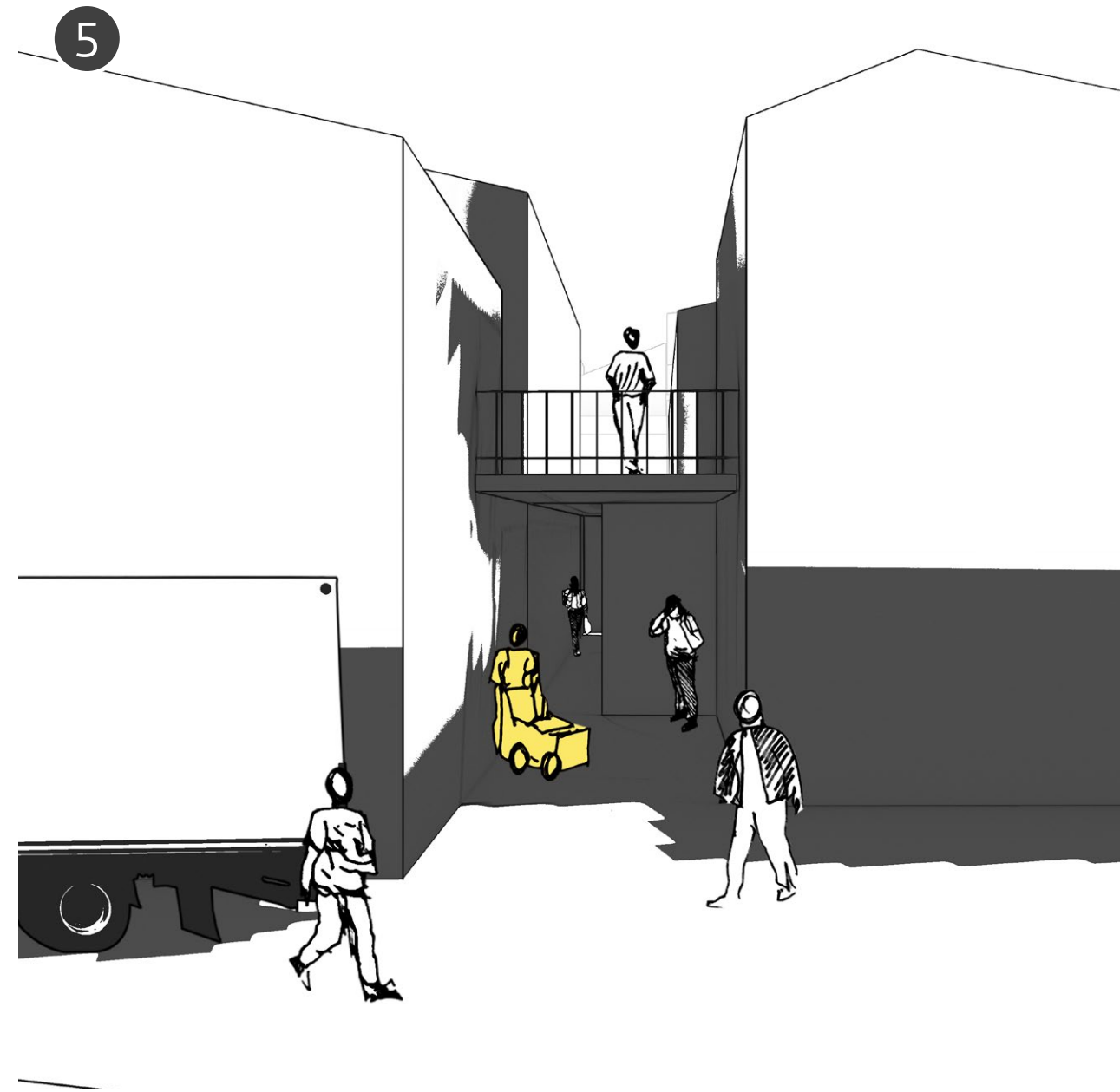
He sets his stand for a busy day and settled in front of the manufacturer spaces. Also, other peddlers arrange the space according to their needs.





The peddler, a worker, local resident, and visitor from the bathhouse sharing a conversation during lunchtime in the new collective space among Hacı Kadın.





Then, the manufacturer passes through the threshold space to get to the store quickly, while picking up some tools and stuff on the way.





The local resident heading home after picking up some groceries. Passes through the new park where it seems some people are spending time.





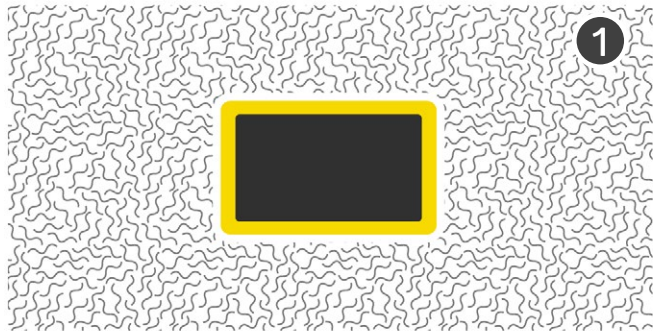
CONCLUSION FROM UNKAPANI



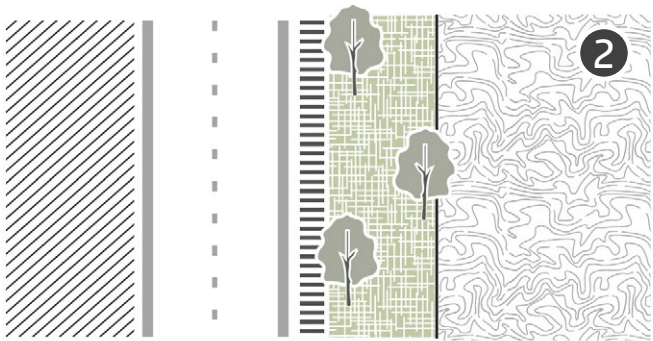


**CONCLUSION FOR THE GOLDEN HORN**

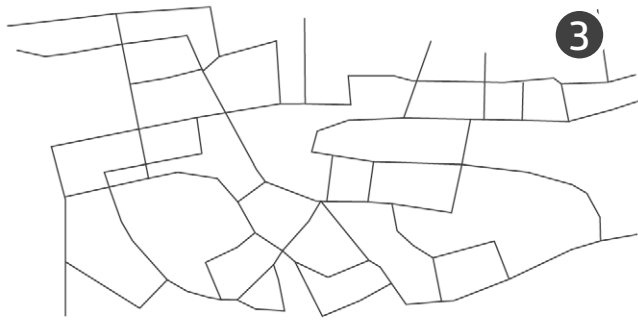




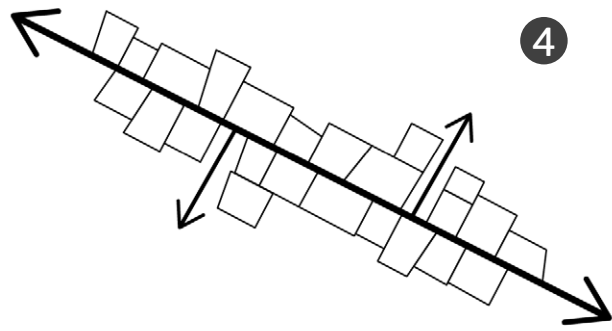
Industrial heritage facilities (disregarding their current status and function) are always surrounded by areas characterized with urban poverty.



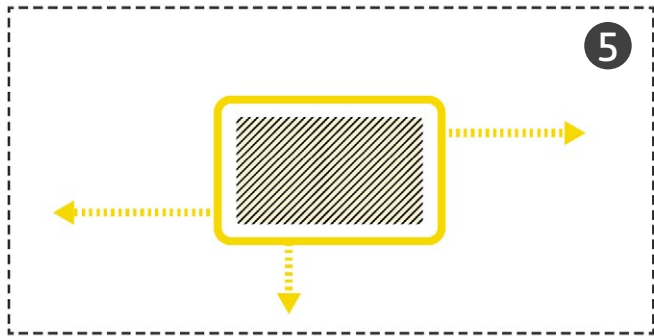
The waterfront is always bordered with the dense traffic roads and the tram line that are settled in parallel.



Istanbul's dense and complex urban fabric: mainly formed through narrow roads, inclined paths, dead-end streets and nodes.



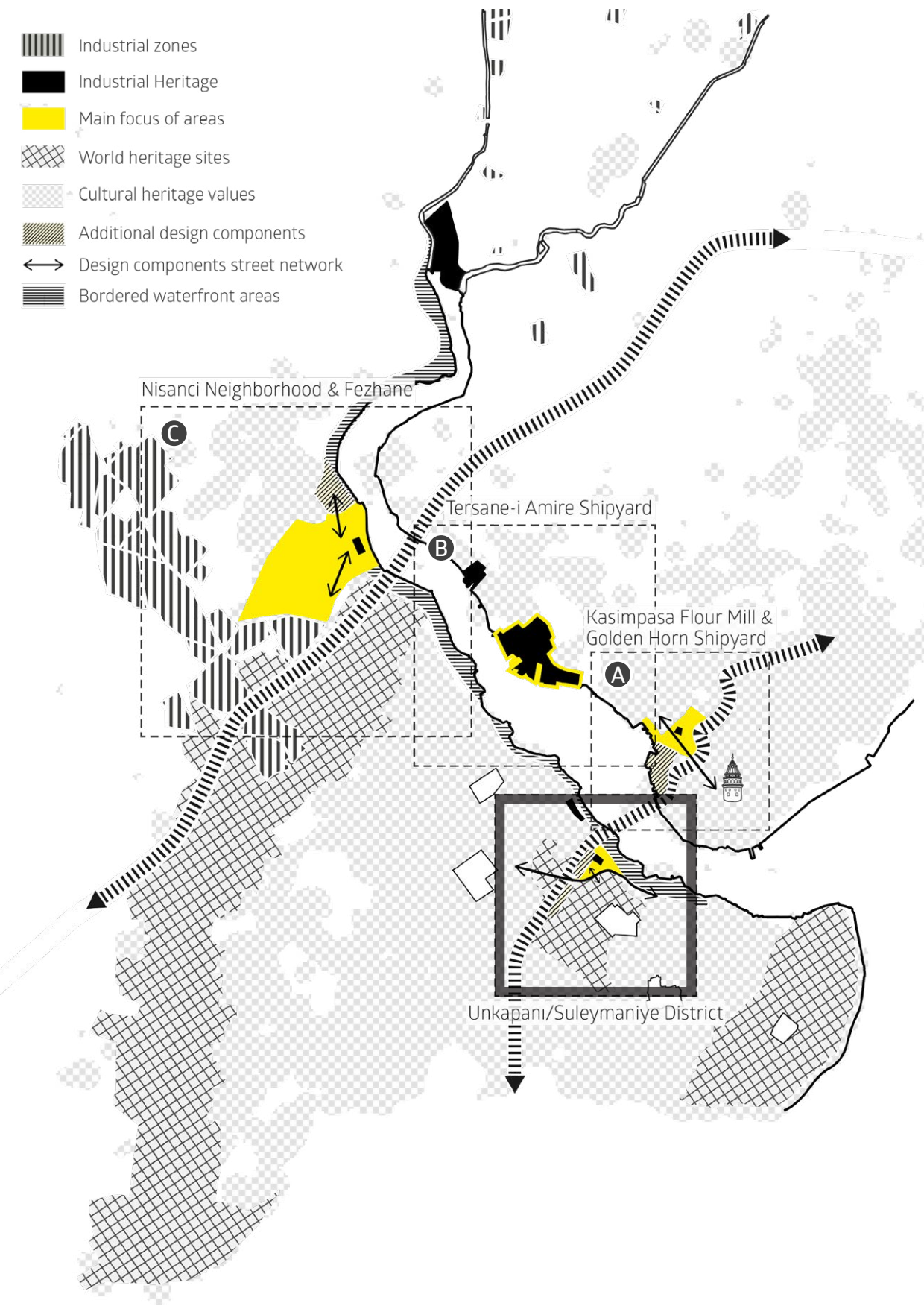
There is always a main street network occupied with types of qualities in which one might utilize as a component of integration.



There should be an additional component of integration as a supplementary feature, regarding manufacturing, heritage or public space.

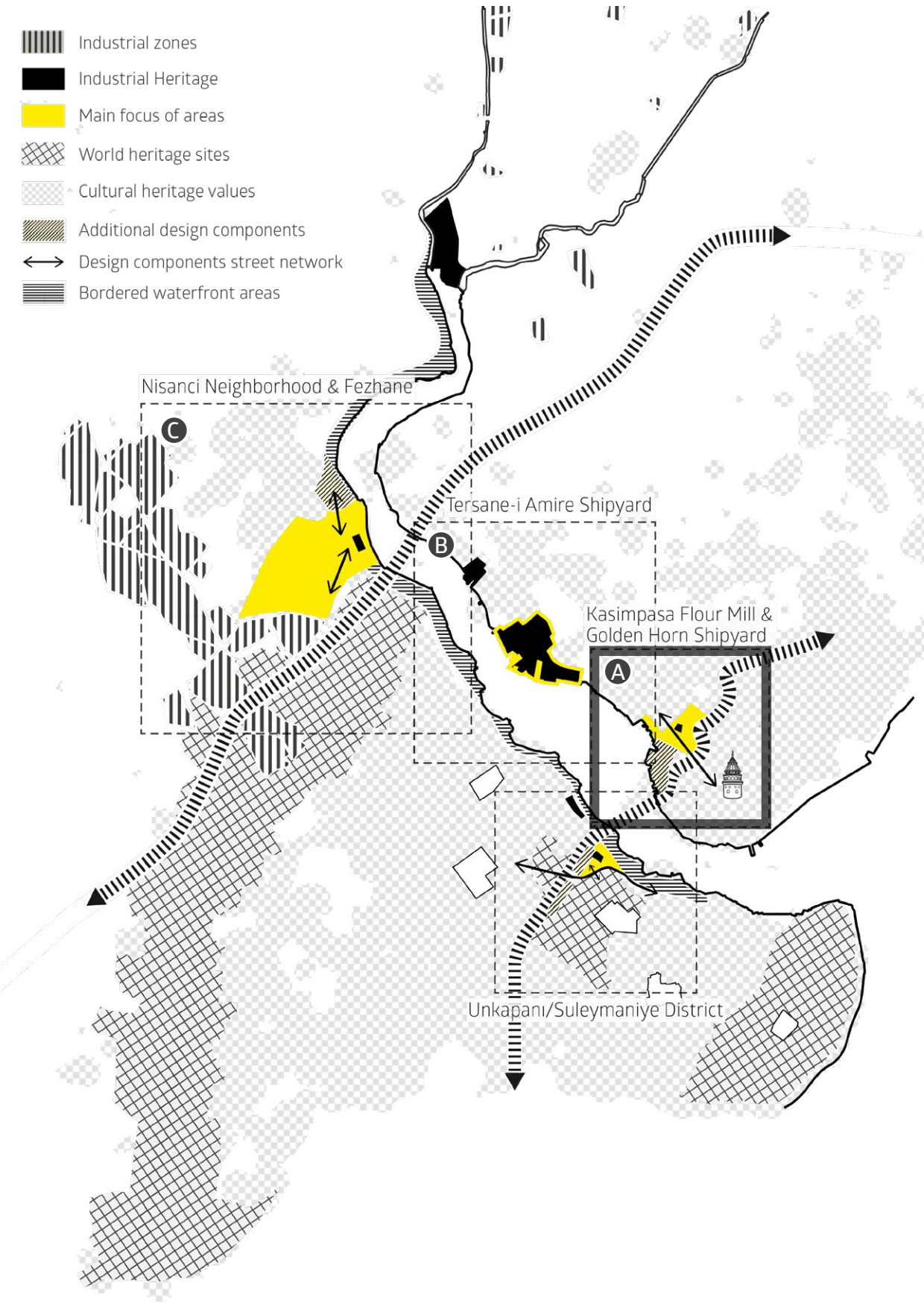


# Conclusion for the Golden Horn [ from Unkapani to other industrial heritage areas ]





Location A [ kasimpaşa flour mill and its surrounding environment ]







Integration of green spaces in  
dense urban blocks

P2

H1 Provide visual accessibility for heritage

?

S1 Disentangle car park occupation

S2 Slowed traffic or limited accessibility for cars



**H3** Utilization and preservation of accumulated civic architecture









S3 Buffer zones againts dense traffic



?



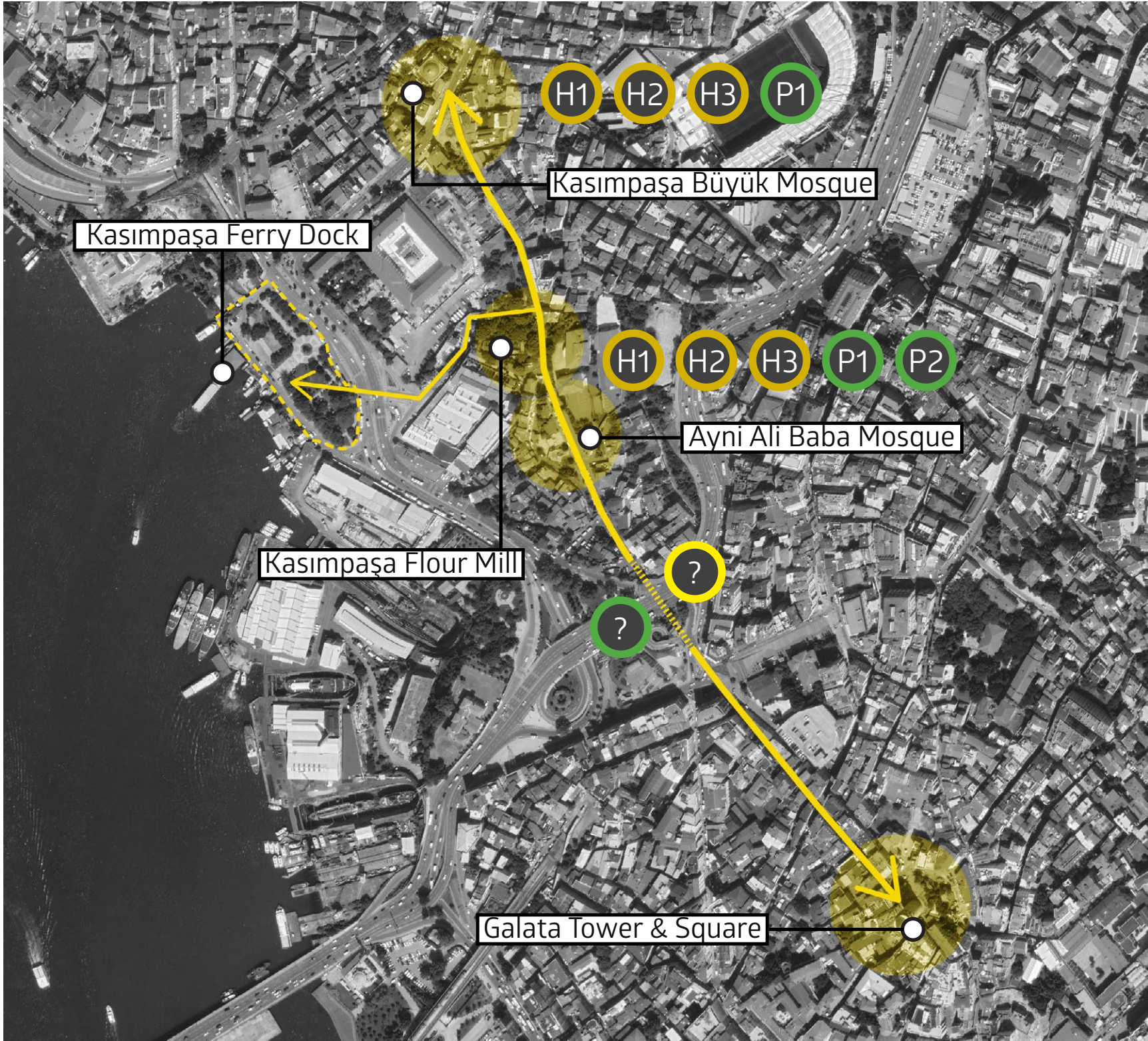


**S1** Disentangle car park occupation











P1 Identify and improve essential locations and site entrances

P2 Integration of green spaces in dense urban blocks

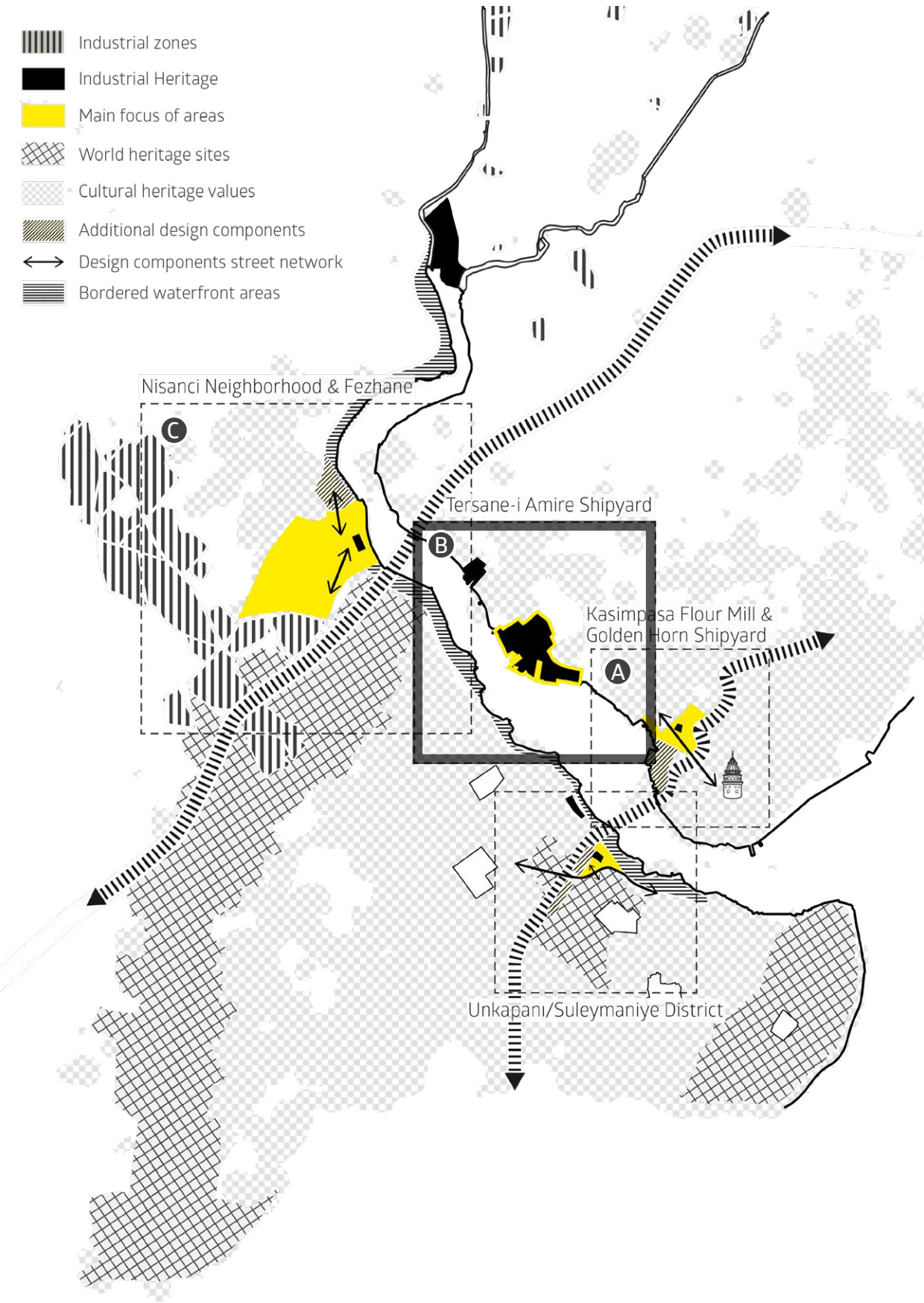


H3 Fountains, bathhouses and mosques as part of the public system

S2 Disentangle car park occupation



Location B [ Tersane-i Amire Shipyard, Taşkızak Tersanesi ]

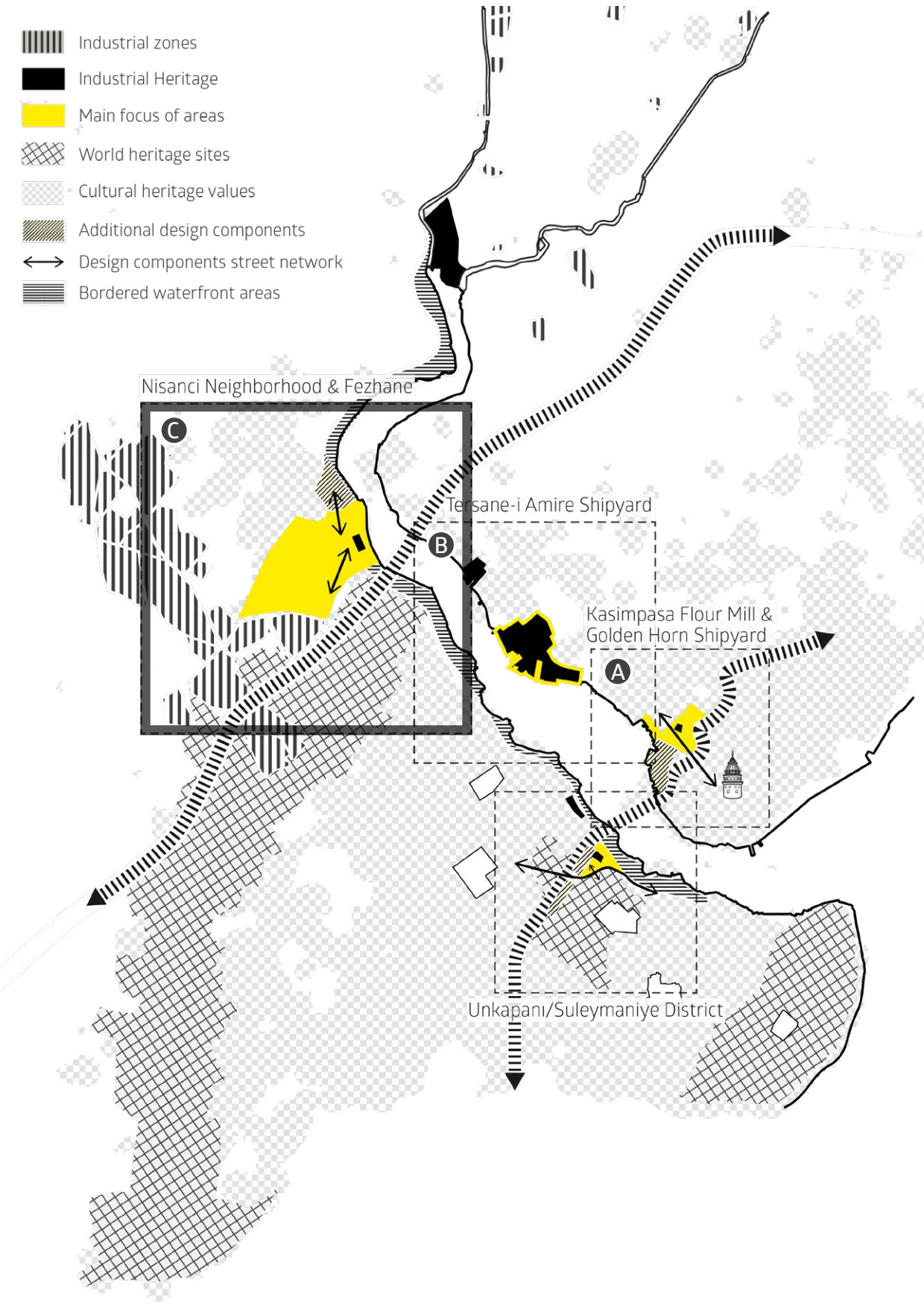






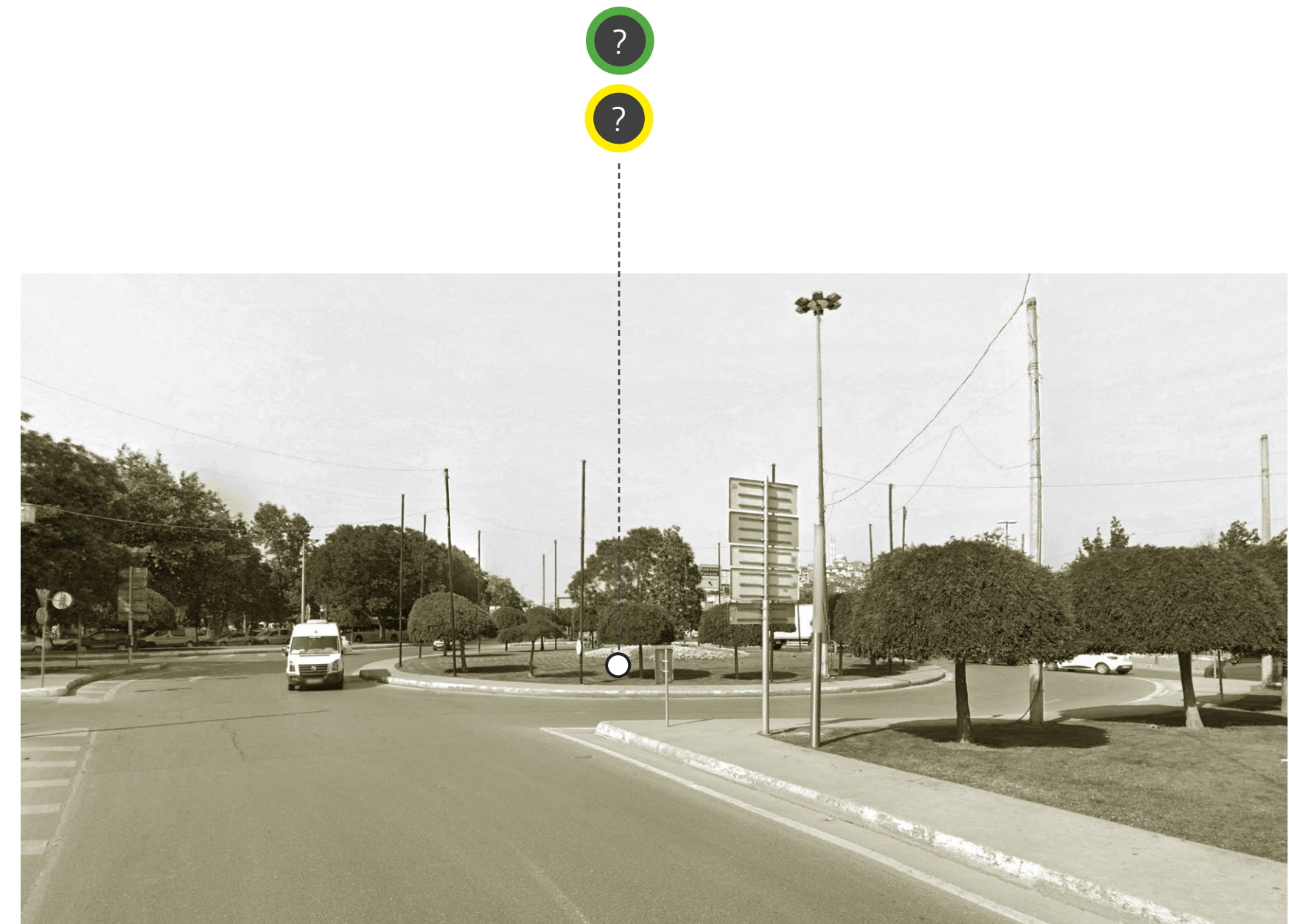
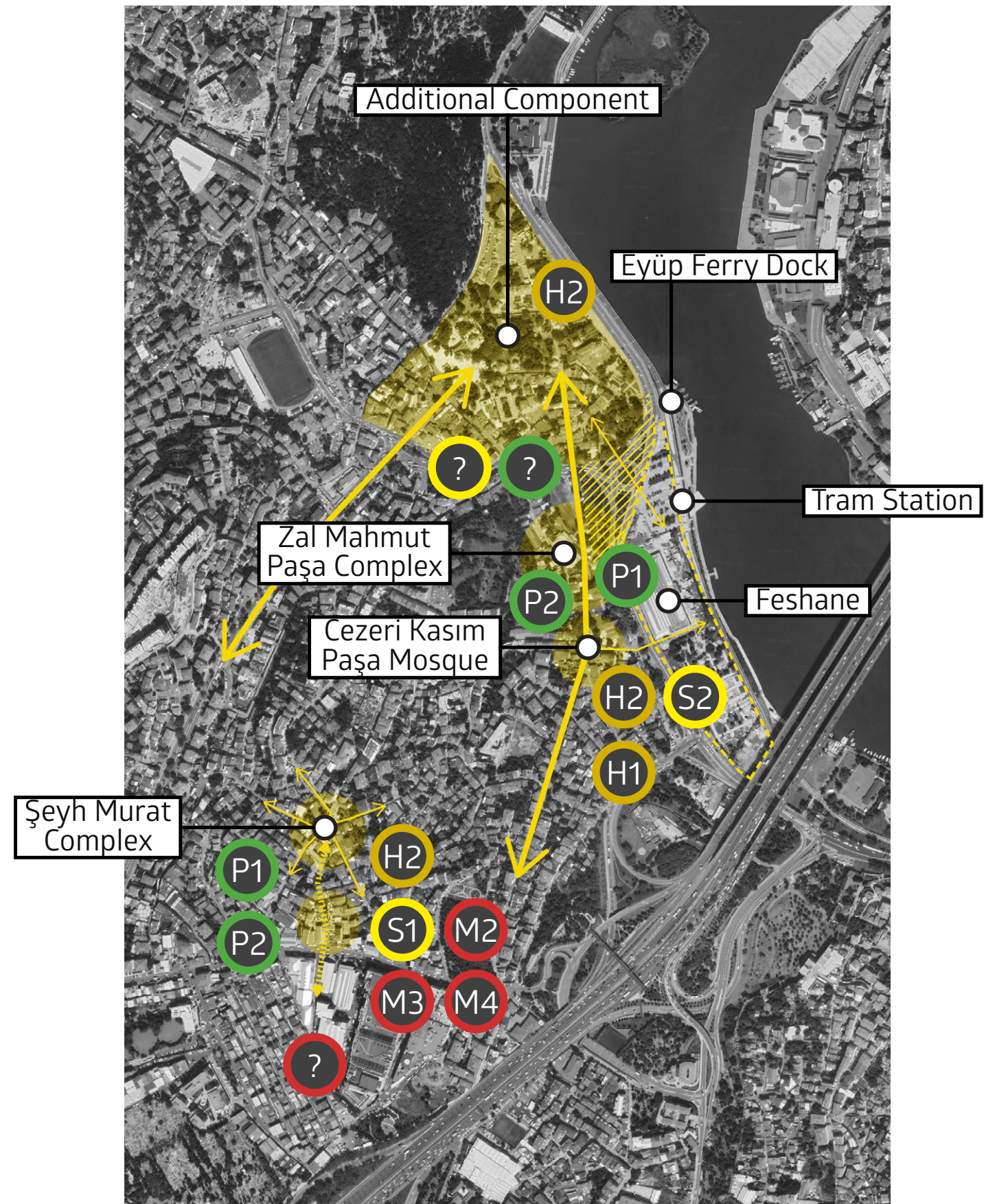


Location C [ nişancı neighborhood ]





### Location C [ nişancı neighborhood ]





# INTEGRATION OF INDUSTRIAL HERITAGE AREAS

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

