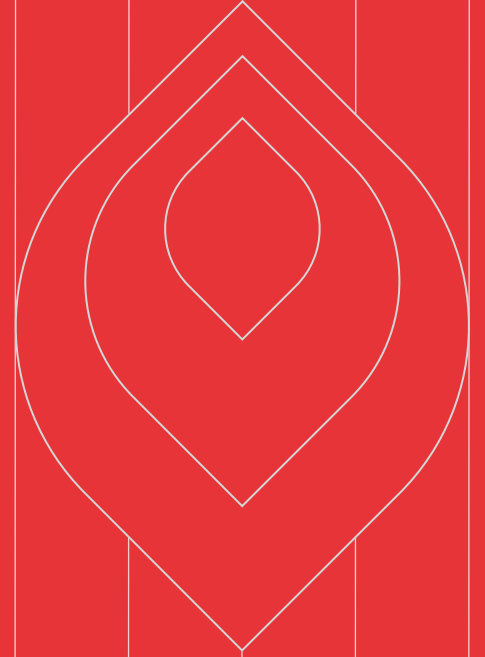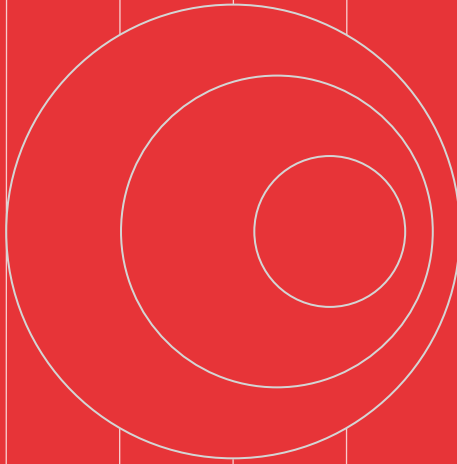Berkan Ozturk

Reclaiming Public Spaces

A Hypothesis for Empowering Public Use of Streets in the Historical Peninsula of Istanbul

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Historical Peninsula of Istanbul.

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Abstract

This thesis investigates the public space system in the historical peninsula of Istanbul and how and for what purpose this system transforms. The aim is a design model that proposes an increasing use of public spaces without causing gentrification through the shaping of ordinary car-occupied streets in the residential area of the Historical Peninsula of Istanbul.

The thesis is divided into three parts. The first chapter examines the relationship between public space and public life and how this relationship has changed in cities with modernist and functionalist planning. It is also questioned how the public spaces of the Historical Peninsula have been under the pressure of a motorised city and how it has been able or unable to respond to this pressure.

In the second chapter, the public space system of the Historical Peninsula is analysed. The transformation of the system of public spaces, the actors and inclusiveness of this transformation are discussed.

In the third chapter, categorisation of present public space infrastructure is made and the urban areas where this infrastructure has not been developed are identified. It is discussed how to increase the use of public space in vehicle-occupied residential areas.

In the fourth chapter, the process of transforming the streets of the Historical Peninsula, which lost their public use, into multi-use public spaces and the actors involved in this process are introduced. A design hypothesis is built by detailing the process and intervention strategies to be carried out of the projects to be carried out in the streets facing the schools and within the neighbourhoods of the dense residential areas in the Historical Peninsula of Istanbul.

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Acknowledgements

1 /
Introduction

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Public Space Issue
in Istanbul

Human needs range from shelter, subsistence and protection to love, understanding and participation and finally to recreation, creation, identity and freedom. A significant part of these needs are satisfied in public urban spaces where we communicate, watch, play or simply enjoy life (Dietrich & Erto, 2013).Good built environment ensures a good interaction between public space and public life, which has historically been treated as an integrated unit (Gehl & Svarre, 2013). Public life is constantly changing and many factors such as design, culture, age, economic status affect how we use or do not use public space. In this context, public space is understood as streets, alleys, buildings which allow people to gather, squares, bollards: everything that can be considered part of the built environment. Public life can also be understood in the broadest sense as everything that takes place between buildings, walking on the street, sitting, standing, walking, cycling, etc. In short, it is everything we can go out and observe (Gehl & Svarre, 2013).

Considering the history of cities, we can clearly see that urban structures and planning affect public life and the way cities function. Traditional, medieval cities grew over time on the basis of daily activities, based on long years of experience, knowledge and an intuitive sense of scale through the human senses. Travelling was done on foot and construction was based on the experience of generations. As a result, cities were liveable places adapted to the senses and potential of human beings (Gehl, 2010).

The experience and knowledge that led to the development of liveable cities was lost over time, replaced by urban plans that ignored the human dimension and treated it haphazardly (Gehl & Svarre, 2013). Many other issues, such as meeting the rapid increase in vehicle traffic, have become a stronger focal point with modernism and functionalism. Functionalism was a physically and materially orientated planning ideology that paid little attention to the psychological and social aspects of the design of buildings or public spaces. For example, it was not considered that building design could influence forms of contact, play activities and meeting possibilities (Gehl, 2011). These ideologies declared streets and squares literally undesirable and replaced them with roads, footpaths, car parks and endless lawns. The aim here is not to reduce or exclude social activities, but rather to consider the vast expanses of lawns between buildings as an obvious place for many recreational activities and a vibrant public life (Gehl, 2011). Cities were filled with moving and parked vehicles. In each case, attempts to relieve traffic pressure by building more roads and car parks created more traffic and more congestion. All these developments and the forces in the construction sector shifted the focus of planning from public spaces to isolated, introverted individual buildings (Gehl, 2010).

This very comprehensive issue has been studied and discussed in different dimensions by various disciplines. Jane Jacobs's book *The Death and Life of Great American Cities* (1961) is a wake-up call to planners, politicians and people in general that something is wrong with modern urban planning. Jane Jacobs (1961) drew attention to how the increase in vehicular traffic and modernism's urban planning ideology, which separates the uses of the city and focuses on free-standing individual buildings, will end urban space and urban life and lead to lifeless cities devoid of people. At a time when automobiles invaded cities and streets in large numbers all over the world in the 1960s, Jacobs (1961) argued that

argued that streets were the most important public spaces of cities, and that safe and livable streets came from "eyes on the street", from neighbourhood surveillance of the public space destroyed by modern planning practice. Despite all the problems of car use and modernist planning, in the early 1960s in Copenhagen and later in other cities, there were many counter reactions and new traffic planning principles were developed (Gehl & Svarre, 2013). However, progress and developments were seen primarily in the most economically developed parts of the world, especially in Europe. The importance of encouraging pedestrian and bicycle traffic was gradually recognised and streets and public transport were developed in this direction. In other countries, where economies have developed more slowly and modestly, the automobile has only recently begun to invade cities. In developing countries, where the human dimension is much more complex and serious since a large proportion of the population has to make intensive use of urban space for many of their daily activities. Traditionally, urban space works reasonably well for these uses, but when, for example, car traffic increases rapidly, competition for urban space intensifies. In undeveloped and developing countries, where public transport is inadequate in relation to the population, the need for transport, as well as rapid urban growth and large concentrations of urban dwellers, means that traffic infrastructure is under immeasurable pressure (Gehl, 2010). Conditions for public life and pedestrians have become increasingly difficult.

In this thesis, the problem of the occupation of public space by vehicles and the exclusion of pedestrians is examined through the Historical Peninsula, the historical centre of Istanbul, one of the fastest growing and most populous metropolises in the world. Until 1950, it is observed that Istanbul remained within the spatial framework shaped during the Ottoman Period, the urban macroform did not change much despite the rapid growth in the 19th century, and the Bosphorus maintained its importance despite the suburbs to the east and west.

The formation and development of the public spaces of this historical city centre dates back to the Byzantine Empire. The city forums designed during the Byzantine period are the first known designed public spaces of the historical peninsula. These forums, which served the Byzantine Empire and the people as public spaces for many years, were also the main factors in the development of the public spaces of the Ottoman period. When the city came under the control of the Ottoman Empire, a completely different perspective on public spaces is observed. In the Ottoman Empire, which was an Islamic state, public spaces such as bazaars and squares could not be public in the full sense of the word, and became a place used only by men. Following the city plan, the Mese road (Divanyolu Street) maintained its importance as the main axis and mosques were built on this axis and close to the forums. It is observed that public life is mostly displayed in the mosque courtyards and in the bazaars and streets around the mosques. After the Republic of Turkey, public spaces have been shaped in a different context. In 1936 the French urban designer Henri Prost was invited by Ataturk, to prepare a master plan and a development report for Istanbuland especially for historical peninsula. (Aden & Sönmez, 2023). With Prost's urban plan, streets were opened, squares were organised and many demolitions took place in Istanbul. In the 20th century, the industrialisation movements that started in Turkey progressed and made a great progress in 1950 in parallel with the developments in the fields of industry, energy and transportation. These developments led to the construction of new and wide roads in the city, intensive migration and unplanned expansion of the urban area in all directions (Bayartan, 2003). Since the 1950s, Istanbul and the historical peninsula have experienced an intense population boom, leading to the emergence of new settlements in urban gaps and the development of these areas without infrastructure and planning. Over time, this process has led to the historical peninsula being characterized by a number of areas dominated by single-purpose activities that provide a single functionality.

The central part of the historical peninsula, including the coastline along the Golden Horn and the Marmara Sea, bounded on the east by Atatürk Boulevard to the north and Mustafa Kemalpaşa Avenue to the south, is home to commercial, educational and touristic functions, while the area between the land walls and Atatürk Boulevard to the north and Mustafa Kemalpaşa Avenue to the south is mostly residential (EMBARQ, 2013). Projects and transformations in public spaces are directly related to the characterization of these spaces. While the part of the historical peninsula that hosts Unesco World Heritage Sites and four city squares hosts many public spaces and public projects with its touristic and economic potential, the socio-economically underdeveloped and densely urbanized areas have unfortunately been ignored. Present public space infrastructure is a continuation of this system. Vehicles continue to occupy these neglected residential areas. The pavements and sidewalks on the streets are occupied by vehicles and neither the neighbourhood nor the children can find a place to socialise. Urban space's traditional function as a meeting place and social forum for city dwellers has diminished, threatened or disappeared. In response to the occupation of these vehicles, the Istanbul Metropolitan Municipality (IBB) has made a partial arrangement.

IBB initiated a series of pedestrianization projects in historical peninsula in 2005. In order to reduce the negative impacts of vehicular traffic on touristic and commercial activities, the IBB's Transportation Coordination Center implemented a series of regulations between 2005 and 2009 and completed pedestrianization projects in Eminönü, Beyazıt, Hagia Sophia Square and Gülhane Park (EMBARQ, 2013). Despite the dense youth population and the lack of public space, there is no planning for residential areas within the historical peninsula and the streets are left to cars. So, how inclusive is this pedestrianisation project? Renovating the streets, creating pedestrian squares and leaving them as they are will increase the housing prices and rental values in the area and thus lead to gentrification.

The historical peninsula has a key role and is a defining symbol in the process of improving the quality of life and regenerating Istanbul for its inhabitants. The historical peninsula has the potential to contribute to the improvement of the quality of life of everyone living in the city with the contributions of local administrations and other stakeholders. However, it is not possible for the Peninsula, where tpedestrians are seen as secondary and vehicular traffic as primary, to offer these features and opportunities to neither residents nor visitors under these conditions. The neighborhoods of the historical peninsula, which are remembered for their vibrant streets and neighborly relations, have unfortunately turned into places where children cannot find a place to play and do not feel safe from the traffic density. This work aims at discussing :

- What the transformation of public spaces in the historical peninsula and the present public space infrastructure point us to.

- How dense residential areas without commercial and touristic functions in the city centre can have their own public spaces without causing gentrification.

- How the inner-city streets can be transformed and take their place in the public space system and infrastructure of the historical peninsula that has existed for centuries.

In fact, the main aim of the project will be to return a design hypothesis that will indicate for irregular parking space, underutilised intersection and dead end streets typologies identified, a solution that will empowering public use of streets and encourage the transforming streets in a participatory and transparent way, in the face of the dense urban fabric of historical peninsula, which is surrendered to vehicles.

During this work, several methods are integrated to understand the public space system and the process of its transformation. I investigated the process of occuption of public space by car and in this investigation i analysed and discussed numerous books, published research and unpublished academic sources , either sequentially or simultaneously, to explain the terms public space and public life and to provide a basis for the narrative of the problems created by modernism in the public sphere.

I mapped through public space system in the historical peninsula using city maps open data from municipalities, Ekrem Hakkı Ayverdi Map (1875-1882), Necip Bey Map (1918), 2004 Historical Peninsula Conservation Zoning Plan, project reports, old and current project guides and digital archive collections, and divided it into square, public green space, semi-public green space, orchard, cemetery typologies.

I categorised present public space infrastructure in different systems to establish connections with each other in terms of purpose and context: Public Spaces Along the Land Walls, Public Spaces with the Integration of the Rail System Line to the City, Public Spaces in City Centre through Urban Renewal, Archaeological Sites as Public Spaces, Public Spaces between Streets and Bazaars and Waterfronts as Public Spaces.

I have identified the area between Atatürk Boulevard and Black Walls, which is not included in the public space system due to reasons such as heritage areas, Uses, Urban Fabric, Population, risk of gentrification, as the intervention area.

On these bases, I identified potential spaces according to recurring settlement typologies and designed two pilot projects to increase the public use of streets and bring a new proposal for public space infrastructure.

Historical Peninsula of Istanbul. Accessed from Salt Research

2 /

Public Spaces in
the Historical Peninsula

2.1 /
Many Ways of
Understanding
Public Space

The transformations in the urban and social structure of Istanbul during the Roman-Byzantine, Ottoman and Republican periods have also changed the use of squares and the idea of squares. The squares of the Byzantine period, called forums, are the most important examples of urban design in the history of urban planning, the effects of which are still visible today. Constantinus Forum, Augusteion Square, Milion Square, Theodosius Forum inspired by Traianus Forum, Philadelphion, Amastrianon, Bous Forum and Arcadius Forum, whose location and form are unknown, are the most important ones. The forums suffered severely during the middle ages of the Byzantine Empire. The old forums were demolished and used as quarries from the 7th century onwards, and the columns in the forum were looted. During the most powerful periods of the Byzantine Empire (11th and 12th centuries), no new squares were built and little remains of the old squares except the Hippodrome and its surroundings. The Medieval period neglected the square which is one of the most important urban concepts of history, for both economic reasons and cultural and psychological reasons. The social life of the Middle Ages, which was formed around religion and therefore around churches and mosques, did not adopt the expressionism of the pagan period (Kuban, 1993a).

After the Ottoman conquest of Istanbul, the use of squares and public life changed completely because the idea of squares and public life in the Ottoman period cannot be separated from the Islamic religion (Kuban, 1993a).
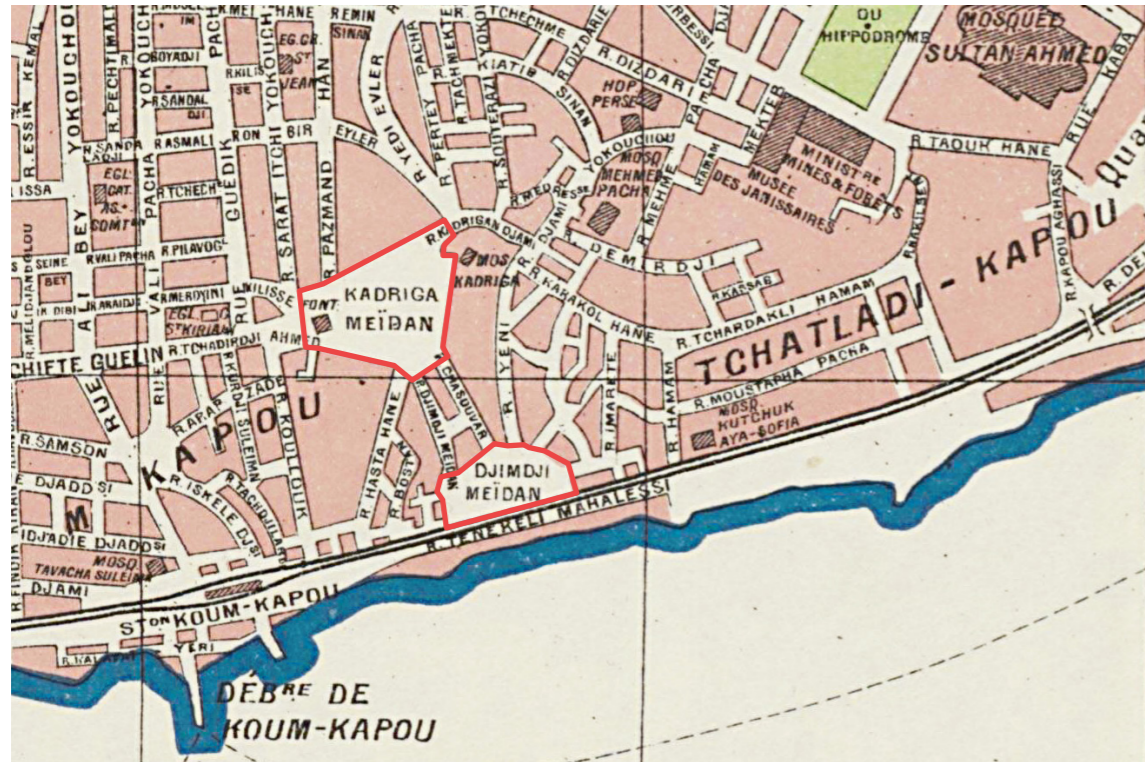
During the Ottoman period, social life in Istanbul took place between the mosque and the bazaar. Large mosques and their courtyards, located at the commercial and production points of the city, became gathering and meeting places for men. In Islamic cities, mosques are the forums of cities and Istanbul is one of the most important examples of this situation (Kuban, 1993a). However, mosques were not as public as present squares because women could not take part in both political life and public life. Although the idea of public life differs from the Byzantine period, mosques were not built independently from the history and topography of the city Hagia Sophia continued its religious function by turning into a mosque and the majority of the mosques were built on or near the Byzantine forum areas. The Mese road, which was the main axis of the city during the Byzantine period and connected the forums, continued to be used as the main axis during the Ottoman period.

Constantinople in Byzantine period (Kart, 2008)

While the inner and outer courtyards of the complexes and large mosques served as squares in the Ottoman period, a neighbourhood square was not formed with a planned arrangement, except for spontaneous space expansions in the neighbourhoods. Urban gaps formed as a result of unplanned growth caused undesigned neighbourhood squares.These squares hosted many different functions and were named according to their functions among the people.These neighbourhood squares have been lost over time. Kadırga square and Cündi square are examples of these lost squares (Çelik, 2021).

Kadırga Square and Cündi Square that emerged as a result of the filling of the Kontaskalion and Sophia harbours, which were established during the Byzantine period and took the names of Kumkapı Harbour and Kadırga Harbour after the conquest of Istanbul in 1453 by the Ottoman Empire, with soil in the sixteenth century according to estimates (Müller-Wiener, 2001; Artan, 1993). Kadırga square, named after the neighbourhood in which it is located, was also used as the field of the local football club.(Çelik & Pilehvarian, 2021). In 1953, the transformation of Kadırga Square into Kadırga Park was a very important turning point in terms of square functions. With the park process, the entire square was transformed into a recreation area and the square functions disappeared over time. Cündi Square was used as a military square and became a training and demonstration square for javelin games. After the 1950s, the square started to be used as a sports field, and in 2018, it was re-organised as a park and social facility and completely lost its square functions (Çelik & Pilehvarian, 2021).These two squares reflect the Ottoman idea of square with the way they were formed without a plan, their different functions and the transformation they went through. The neighbourhoods developed their own squares and used them according to their own needs. The central government had no influence on them.

Kadırga Square and Cündi Square in 20th centruy (Adapted from Çelik, 2021)

Kadirga Square in 1943 (Çelik, 2021)

Cündi Square in 1943 (https://www.eskiistanbul.net/tag/c%C3%BCndi-meydan%C4%B1/)

Cündi Square, today (https://www.ulkeajans.com/cundi-parki-ve-cundi-sosyal-tesisi-duzenle-nen-torenle-acildi/99/)

Expansion of Neighbourhood Squares

20th century   18th century   16th century
19th century   17th century   15th century
(Adapted from Çelik, 2021)

Squares by Functions

Neighborhood   Commerce   Private   Pray   Mosque
Bridge-Car-Bridge   Harbour   Military   Palace   City
(Adapted from Çelik, 2021)
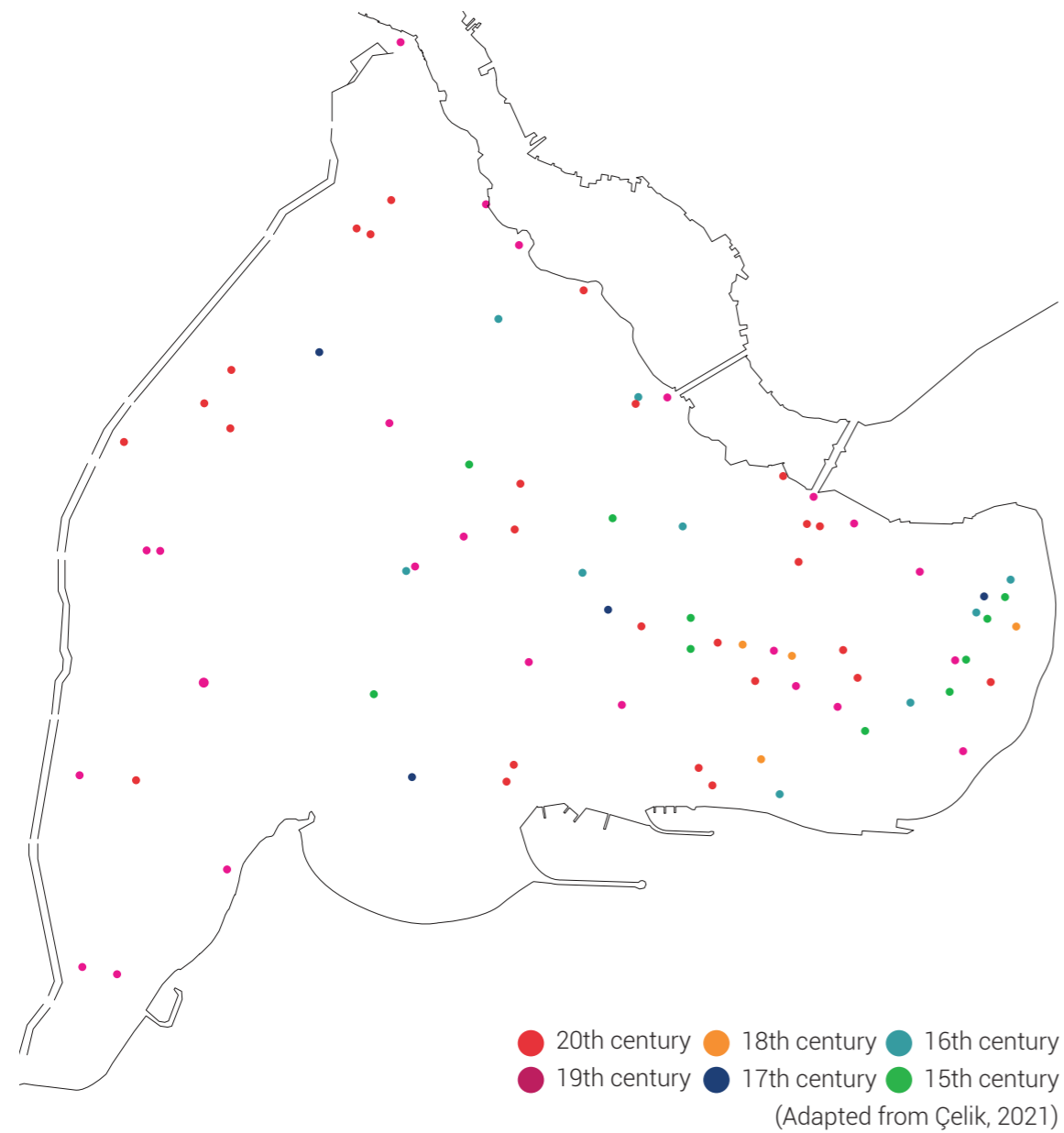
During the Ottoman period , the number of squares increased continuously on a century basis. The development of squares is parallel to the growth direction of the historical peninsula. Squares were formed especially in the 19th and 20th centuries in the west of the Historical Peninsula, which grew with immigration. However, the distribution shows that there is a significant difference in the number of squares between the east and the west of the Historical Peninsula. (Çelik, 2021).

It was determined by Çelik (2021) on the maps that these squares, which developed during the Ottoman period, were defined with specific functions. This situation shows us that the people developed and owned the squares in line with their needs. The recognition and appropriation of squares with their functions in the urban memory will be a reference for the functioning of square designs to be made in the future.

Overlapping of the squares in the Ottoman period with present public spaces

(Open data of Istanbul Metropolitan Municipality and Fatih Municipality)

1/ Sultanahmet Square

2/ Çemberlitaş Square

3/ Beyazıt Square

4/ Eminönü Square

Squares

Public Park

Cemeteries

Semi-Public Park

Orchard

Gates

Historical Buildings

Railways Stations

Lost Squares
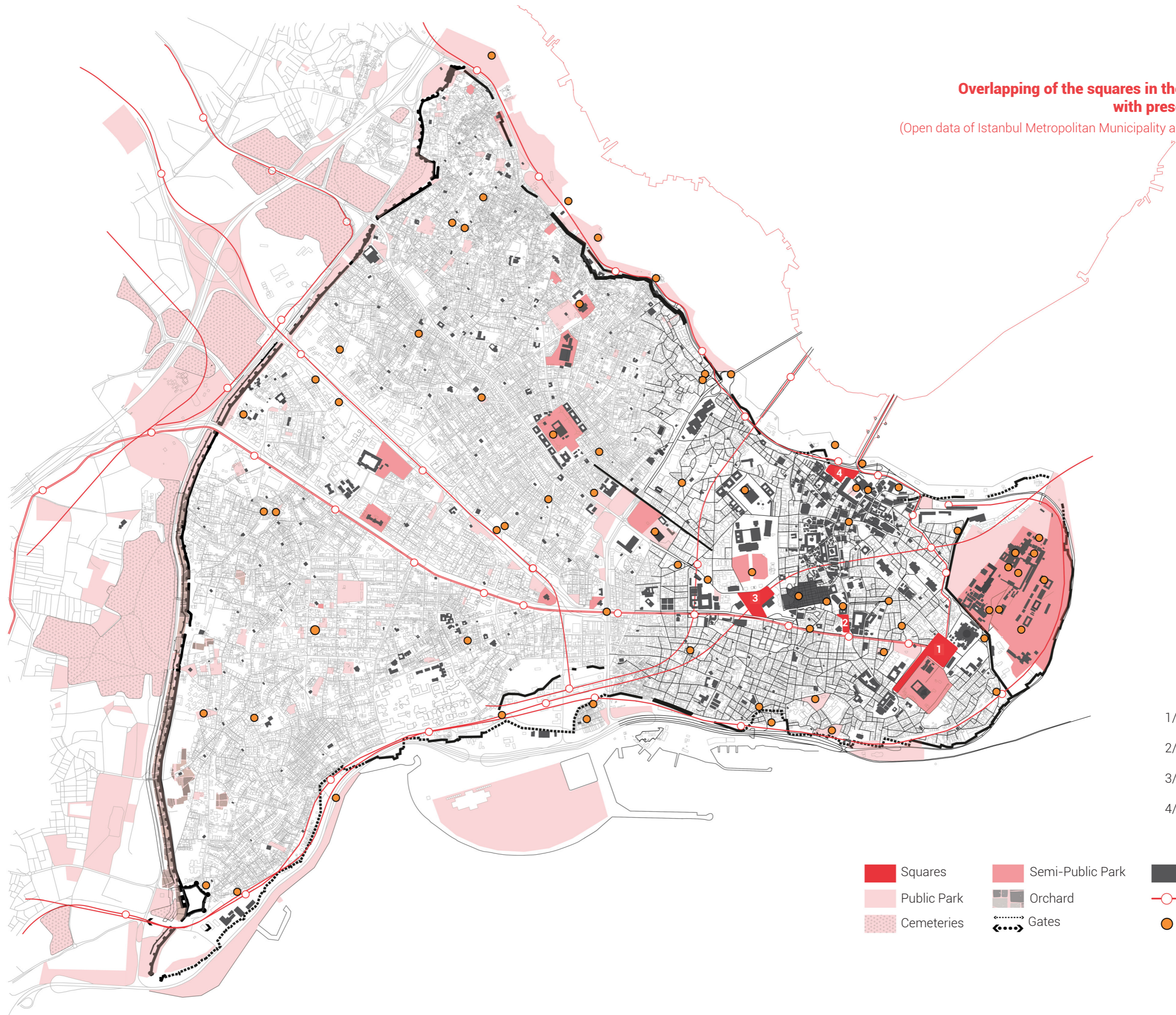
The available plans of Istanbul from the end of the 18th century to the 20th century show that the activity called square planning did not emerge until the 20th century (Kuban, 1993a). At the beginning of the 20th century, French architect Antonie Boouvard developed projects for Beyazıt, Sultanahmet and Eminönü squares in line with classical academicism in a style not found in the Ottoman tradition by only looking at pictures and plans, reflecting the view of the square concept of that period (Hasol, 2014). It would not be realistic to expect this approach to bring a positive proposal for the city's squares. Bouvard's design, which was far from a master plan, did not take into account the topography, existing arteries and cultural values of the period, so the project could not go beyond a utopia. However, such an attempt by the rulers of the period was motivated by the fact that since the beginning of the 19th century, Paris was seen as the pinnacle of Western culture in the eyes of the Ottoman elite (Atasoy, 2011). With the disappointing outcome of this project, there was no square design that contributed to the idea of square planning in the Ottoman period.

J.A. Bouvard's design proposal for Beyazıt Square (Hasol,2014)

The proclamation of the Republic in 1923 initiated radical changes in the public spaces and public life of Istanbul. While Istanbul, which lost its privilege with the declaration of Ankara as the new capital, was left unattended and neglected, the resources of the republic were transferred to the new capital, which was being built in accordance with the Jansen plan. In 1936, the French urban designer Prost was invited by Atatürk to prepare a master plan and development report for Istanbul. Prost's invitation to prepare a master plan was not only based on urban decisions. Behind this invitation was the impact of the radical socio-cultural changes the country was undergoing and the desire for modernisation and westernisation. Bilsel (2004) explains this as follows.

"Within the revolutionary socio-political context of the 1930s in Turkey, the principal objective of planning the cities in general and in Istanbul in particular, was 'modernization'. This was what the local authority expected to achieve by elaborating and implementing a comprehensive plan. Urbanism was perceived by the Republican authorities as an effective instrument to reorganize cities in accordance with 'scientific' criteria, to build the infrastructure that would sustain the economic development, and finally to provide the equipment that a modern society required. What was meant by the modernization of the cities was also the arrangement of settlement areas conducive to modern life-styles and hygiene, and the creation of open public spaces that would contribute to the flourishing of a civic public realm. Henri Prost defined also the principal goal of the planning of Istanbul as the "modernization" of the city. According to him, this was inevitable for a city in the process of a "complete social change"."

Transport problems, hygiene and aesthetics were the three main issues that Prost brought to the forefront in his plan and he proposed a radical change in the daily life of the society (Akpınar, 2003).

In Prost's plan for Istanbul, Prost displayed an almost destructive attitude towards the old urban fabric and gave priority to transforming the historic city into a modern city. The reason for this approach was primarily the damage left by the fires that had destroyed a large part of the city in the 16th and 18th centruies. In addition, the local wooden houses were a symbol of Ottoman culture and were seen as unimportant structures for hygienic and aesthetic reasons (Bilsel, 2004). Another reason was that the transformation of an Islamic society required not only political, legal and educational reforms, but also special spatial measures, as the use of public space in Ottoman culture was entirely orientated towards Islamic habits that were mostly abandoned by the new republic (Akpınar, 2003). Prost's plans had very similar principles to Haussmann's planning practice in Paris. He created a network of boulevards that became the main urban structure of the Master Plan, linking public spaces in the centre of the historic urban fabric and announcing the new modern way of life to the public (Yıldırım, 2012&Akpınar,2003). However, the avenues mainly served transportation, invited automobile use and interrupted pedestrian circulation. Even today, these boulevards are in locations with high traffic density and increase the vehicle load of the historical peninsula.

In Prost's masterplan, the new public spaces had a political significance in constructing the national history of the new republic. The Islamically orientated Ottoman past was rejected to create the new secular spatial organisation of the city. Prost chose to emphasise the city's Greco-Roman and Byzantine past, where public open space was important. (Yıldırım, 2012 & Akpınar,2003). With this decision, Prost only preserved the monumental buildings from the past, opening and expanding their surroundings to provide a perspective with new streets and squares. However, the opening of monumental squares, the elimination of the historical urban fabric and the encircling of historical monuments caused these monuments to be disconnected from their original historical connections.

Prost's Plan and Istanbul, 1941 (Yıldırım, 2012)

Eminönü and Taksim square projects are the pioneering projects of Prost and the secular modern republican ideology that wanted to realisesocio-cultural changes in public spaces. He proposed to demolish the 'parasite' buildings on Yeni Cami's northern side in order to create a new public square in Eminönü. The main principles of the design are to demolish the buildings in front of the New Mosque(Yeni Camii), to perceive the mosque as a principal vertical element from the bridge and the sea, and to catch the view of Süleymaniye towards the university and Beyazıd with the road. According to the plan, a dock was built on the edge of the Golden Horn, the Spice Bazaar was cleaned and restored, a park was built behind the mosque, and the Haseki Sultan Bath was removed (Çin,2006). Eminönü square of transformation might be considered as a representation of new social and political relations and views as well as a physical demolition-building project.

The demolition and levelling of Atatürk Boulevard and the surrounding landscape and historic buildings began in 1941 and was completed in 1945.(IBB, 1943).


'Parasite' buildings to demolish according to the H.Prost's Project of the Eminönü Square (IBB, 1943).

Prost's master plan for Istanbul and the historical peninsula had a significant impact on both the public life of that day and the public spaces of today. With the influence of the modern secular republican ideology, it is positive that public spaces have been freed from the male dominance of the Ottoman period and transformed into spaces where women and men can meet and spend time together. As he attached great importance to the Roman and Byzantine civilisations, he proposed the creation of an archaeological park in the historical centre of Istanbul, and even today this area continues to serve as an open-air museum. As we will see in the following chapters, his proposal for green areas along the land walls can even be a reference for present public space projects. When Prost came to Istanbul, instead of a growing city, he encountered a shrinking city that had been relegated to the second plan. However, the construction of boulevards, the proposal of new settlements, which would increase both the human and vehicular density of Istanbul, unfortunately formed the basis of the main problem of car occupation in present Historical Peninsula. Because it is unrealistic that Istanbul, which has been the capital for centuries, will shrink and disappear, and not foreseeing this and trying to enlarge the city even more has reflected negatively even today. Instead of saving Istanbul and making it modern and beautification themed, studies on how the Historical Peninsula and Istanbul would grow and how the public spaces would develop in terms of urbanism, independent of ideology, would have reflected differently on present Historical Peninsula. In addition, his attitude towards the Ottoman historical texture and traditional wooden buildings damaged the connection between squares and urban history. To consider public squares as a singular space independent of their built environment would be to detach that square from its context. It can be said that this is what Prost did in his Eminönü Square project. He wanted to demolish even more buildings, but he could not get permission from the ministry and therefore the whole project could not be implemented (Yıldırım, 2012).

After the 1950s, when Prost leaves Istanbul and the Democratic Party comes to power, a new era begins for the urban plan and public spaces of Istanbul. With the adoption of the idea of liberal economy, rapid and unplanned urbanisation and industrialisation took place. This rapid growth led to an intensive migration from rural areas to the cities, resulting in a housing crisis and the illegal construction of squatter houses on public land (Akpınar, 2003). With both the growing city factor and the government's adoption of American urban models as an example, new works started in Istanbul (Kuban, 1993b). In fact, Prost's master plan for the historical peninsula, which would ensure transformation and densification, was implemented by Prime Minister Menderes in the second half of the 1950s as the demolition-expansion works called 'İmar Hareketleri (Zoning Movements)'. Menderes's zoning movement largely consists of the decisions of Prost's Master Plan for Istanbul: wide boulevards, buzzing cars and new buildings.

The roads that constitute the main arteries of the city today were built in this period within the historical axis and the main road network in the plans prepared by Prost was largely completed in this period. With boulevards and squares, it was planned to solve the traffic problem in the region and to relieve the congested appearance (Kuban, 1998). It is understandable that the image of road-square-automobile trio was strong in response to the increasing population at that time and with the effect of modernism, but the construction of these roads in the old urban texture has caused considerable damage to the historical peninsula. These implementations could have been carried out outside the historical peninsula. Car-centred planning has also damaged the squares of the historical peninsula. The transformation of Eminöni, Beyazıt and Aksaray squares in this period reflects the importance given to pedestrians and historical squares by the urban plan of the period.

Eminönü square, which was transformed only 10 years ago in line with the Prost plan, was transformed again as a result of the widening of Eminönü-Unkapanı street. The Fish Market (Balıkpazarı) disappeared with the opening of the Eminönü Unkapanı main road in 1955-1956. The buildings between Eminönü and Unkapanı were completely demolished except for the Hal-Fruit Building during the Menderes period. This demolition caused Eminönü Square to lose its well-defined boundaries and its characteristics. The densly built urban fabric of the square and the area west of the Galata Bridge was replaced by voids with the demolitions (Çin, 2006; Sarı, 2018). Beyazıt Square was also transformed and damaged during this period. The square with trams and a pool where pedestrians used to walk was replaced by an intense car traffic. The square lost its characteristic of being a square and turned into a slaughterhouse.
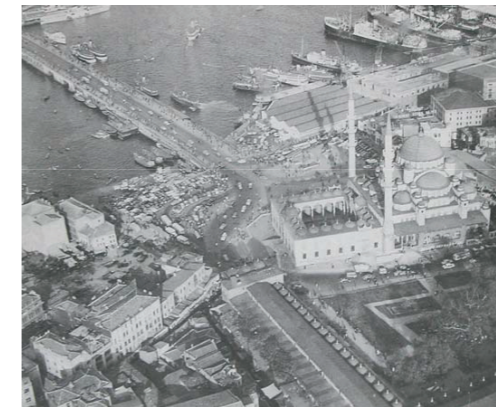
Before-After for Eminönü, in the time of Menderes Operations (Çin, 2006).
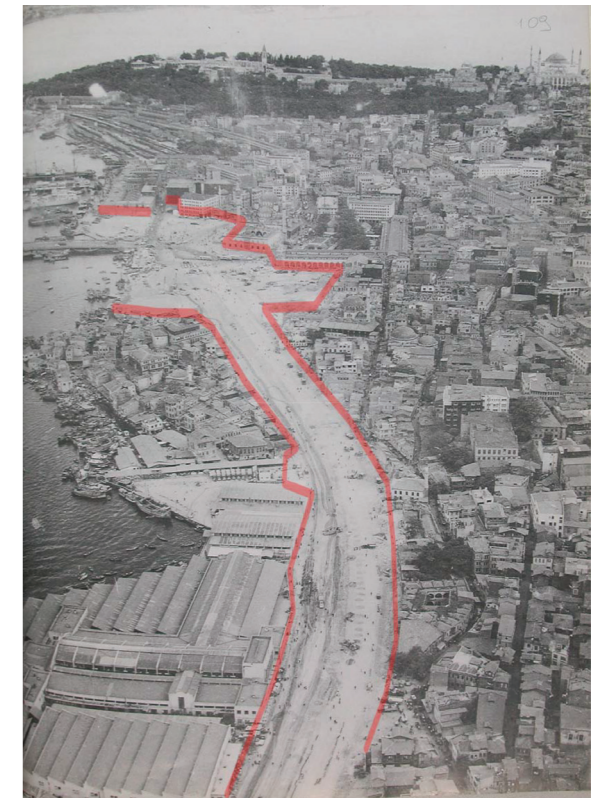
The opening of Eminönü-Unkapanı Road (Adapted from Çin, 2006).

Aksaray Square was a lively urban square with a large and tree-lined median in the centre, surrounded by the Valide Mosque and shops. The first change in the historical texture of Aksaray was the Atatürk Boulevard between Unkapanı and Yenikapı. Following this, Millet Street and Vatan Street were opened in order for the road coming from Beyazıt to reach Topkapı. Then, in order for the old road descending from Beyazıt to meet these avenues, Aksaray Square was eliminated and the square was transformed into a transit point (Kuban, 1998).

Beyazıt Square in 1930s-1940s (Hasol, 2014)

After ' Reconstruction Movements' The square that became a motorway junction, 1960s (Ardıçoğlu & Uslu, 2018)

Aksaray Square and Valide Mosque, before the elimination of the square (Kemali Söylemezoğlu Archive, nd). Accessed from Salt Research

Aksaray Square, today (https://hayalleme.com/genel/dunden-bugune-aksaray-mey-dani/)

We can say that this change that started after 1950 is actually a continuation of the plan of the Prost period, but its effect on public spaces is much more due to intense urbanisation and population growth. The public spaces created for secularisation during the Prost period were completely surrendered to cars in this period. Between 1950-1960 when squares turned into junctions, public life started the destruction of public life on the street. Streets full of people started to be filled with vehicles. What is as bad as all this is that wrong accumulations gradually create weights that cannot be repaired and that society has difficulty in lifting. Where greenery has been removed and apartment blocks have been erected, greenery cannot be restored. Where neighbourhood-scale squares have been destroyed and apartment buildings have been erected, squares cannot be restored. A wrongly determined settlement cannot be evacuated after hundreds of thousands of people have settled on it. All the mistakes of the Menderes period have been multiplied and their speculative dimensions have grown and turned into land plunder.

Until today, many projects and arrangements have been tried to be made for squares in the historical peninsula, but the lack of habit and visual accumulation brought by centuries and the lack of political will behind the project of creating a city square have made aesthetic projects such as square design in Istanbul impossible until today. One of the main reasons for this is that public spaces are seen as areas of ideological reflection by the governments of the period. It is understandable with the establishment of the republic, because many revolutions may choose to reject the past. However, at that time, this was done with the intention of destroying history and realising socio-cultural change, and not developing an idea about the future of the historical peninsula has caused problems that continue to this day. Although many competitions were launched to change the situation, the vibrant political environment of the country led to the cancellation of the projects.

2.2 /
Green Public Spaces Afar

The green areas digitised from the maps of 1875-1882 are divided into sections as named on the map as orchards, mosque gardens, squares, cemeteries, gardens, meadows, house gardens, public gardens, school gardens, private gardens, palace gardens and empty spaces.In the historical peninsula, where the total green areas were 277.2 hectares in 1875-1882, the green area function distribution is mostly composed of orchards with 63.7% (Kart, 2008).

In the 19th century, as a result of the fires that deeply affected the historical peninsula, streets, avenues and house types built in line with Western urban planning principles began to reduce the amount and size of the existing green areas in the region. In this period, the intense migration to the city and the region together with the fires increased the number of apartment buildings and decreased the number of houses with gardens. This result can be clearly seen in Ekrem Hakkı Ayverdi's maps. It is determined that "empty spaces", which are thought to have been mostly formed as a result of fires, are the third largest open space after orchards and squares with a rate of 7.3% (Kart, 2008). When Ekrem Hakkı Ayverdi's map is compared with the current situation, the Vatan Street axis, where public administration buildings are located today, and the Emlak Bankası residences and their immediate surroundings, which are also located on this axis, are shown as orchard areas on Ekrem Hakkı Ayverdi maps.Although many other areas are shown as orchards in these maps and have changed today, the least change is the use of the bottom of the city walls as orchards to a certain extent today.
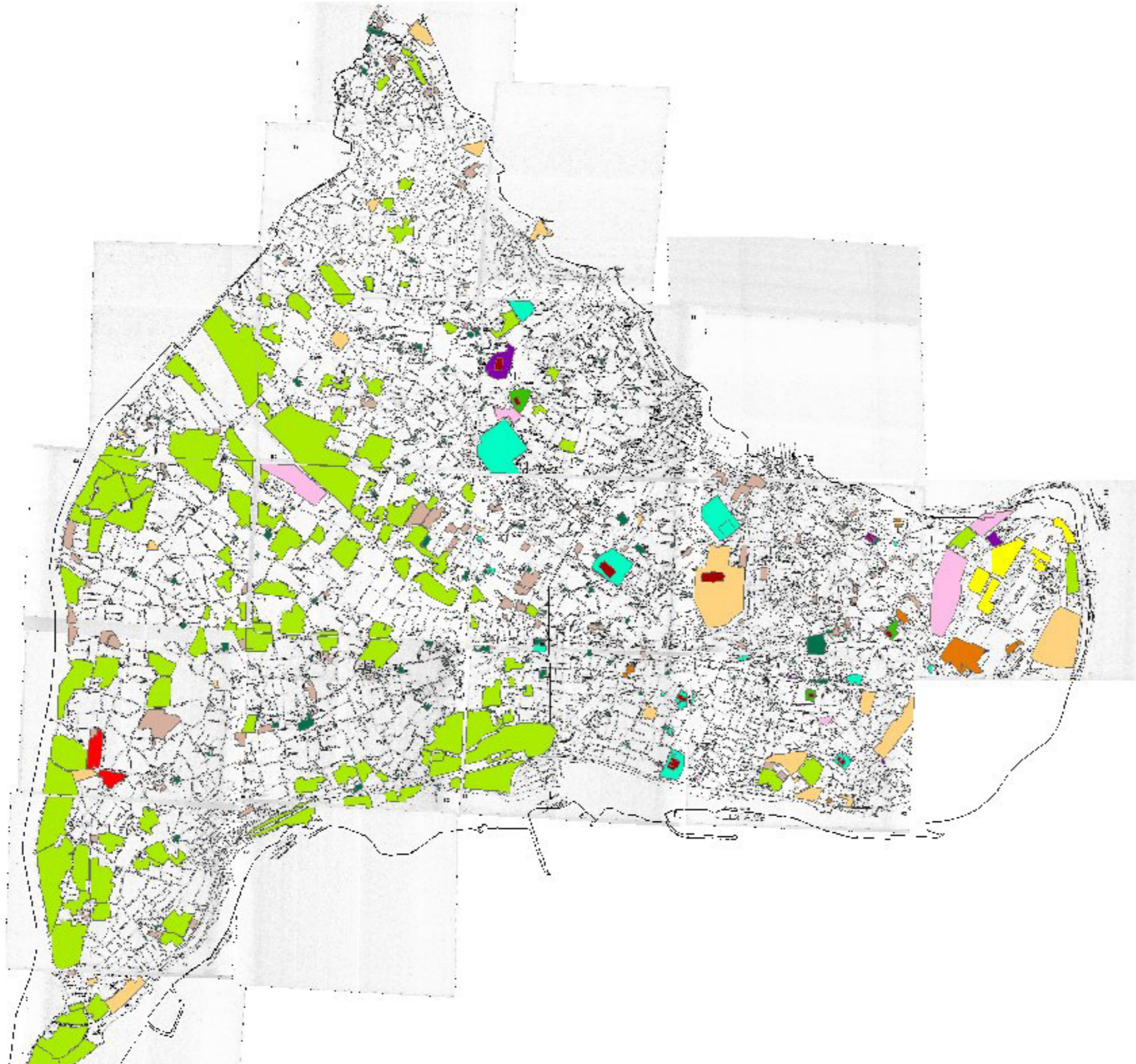
Garden-Park

Building

Empty Space

Orchard

Mosque Garden

Meadow

Curtilage

Public Garden

Square

Cementry

School Garden

Private Garden

Palace Garden

According to Necip Bey Map (1918), the functions of green areas are listed as orchards, mosque gardens, squares, cemeteries, gardens, meadows, public gardens, school gardens, private gardens, plots, vacant lots, parks, refuges and military areas. It was observed that the term land was started to be used in maps in this period as a sign of the development activities that started as a result of westernisation movements. The fact that the vacant areas, which were determined with a rate of 7.3% in the Ekrem Hakkı Ayverdi map, decreased to 0.02% in the Necip Bey Map and the land rate increased to 17% is the result of the zoning movements (Kart, 2008).

In addition, the term of "park" as an active green area was encountered for the first time in this map. In 1912, Gülhane Park, which was turned into a park and opened to the public, is clearly visible on the Necip Bey map. One of the remarkable results is that the squares have decreased from 10% to 2% according to Ekrem Hakkı map. In addition, due to the increasing population and settlements in the historical peninsula, an increase in the number of places of worship has been observed, which is reflected in the ratio of mosque gardens. Although 1918 census results are not available, it was determined that the population was between 200,000 and 250,000. According to this population and the amount of green space determined, the amount of green space per person varies between 19-23 m2/person. However, when the land, vacant land, orchards and military areas are subtracted from the amount of green area, the amount of green area is 200 ha and the amount of green area per capita varies between 8-10 m2/person (Kart, 2008).

Comparing the Ekrem Hakkı Map of 1875-1882 with the Necip Bey Map of 1918, there is an increase of 188.1 hectares in the total amount of green areas in a period of 36 years. However, when land plots and military areas are subtracted (77,4 hectares in total), the increase in the amount of green spaces is 110,7 hectares. These increases are seen in mosque gardens with 22.4 hectares, orchard areas with 11.2 hectares, and meadow areas with 8.42 hectares is remarkable (Kart, 2008).

The change in orchard areas can be considered to be an important factor in the increase in production and consumption due to the supply-demand balance resulting from population growth (Kart, 2008). It is seen in this map that the orchard areas around Kocamustafapaşa and Yedikule are preserved to a great extent as shown in Ekrem Hakkı Ayverdi maps. However, some of the orchards in the area where Emlak Bank residences are located today are shown as partly meadow, partly garden and partly orchard in Necip Bey map. The increase in orchard areas is mostly seen as small areas in the inner regions.

Comparing the Necip Bey Map with the current situation, the orchard areas are preserved to a great extent on the periphery of the land walls today, but some of them have disappeared in the residential areas. Land production in the Laleli and Aksaray districts is seen in the maps of this period and overlaps with present maps, and the lands shown on the maps today include apartment buildings consisting of workplaces that are the centre of trade.
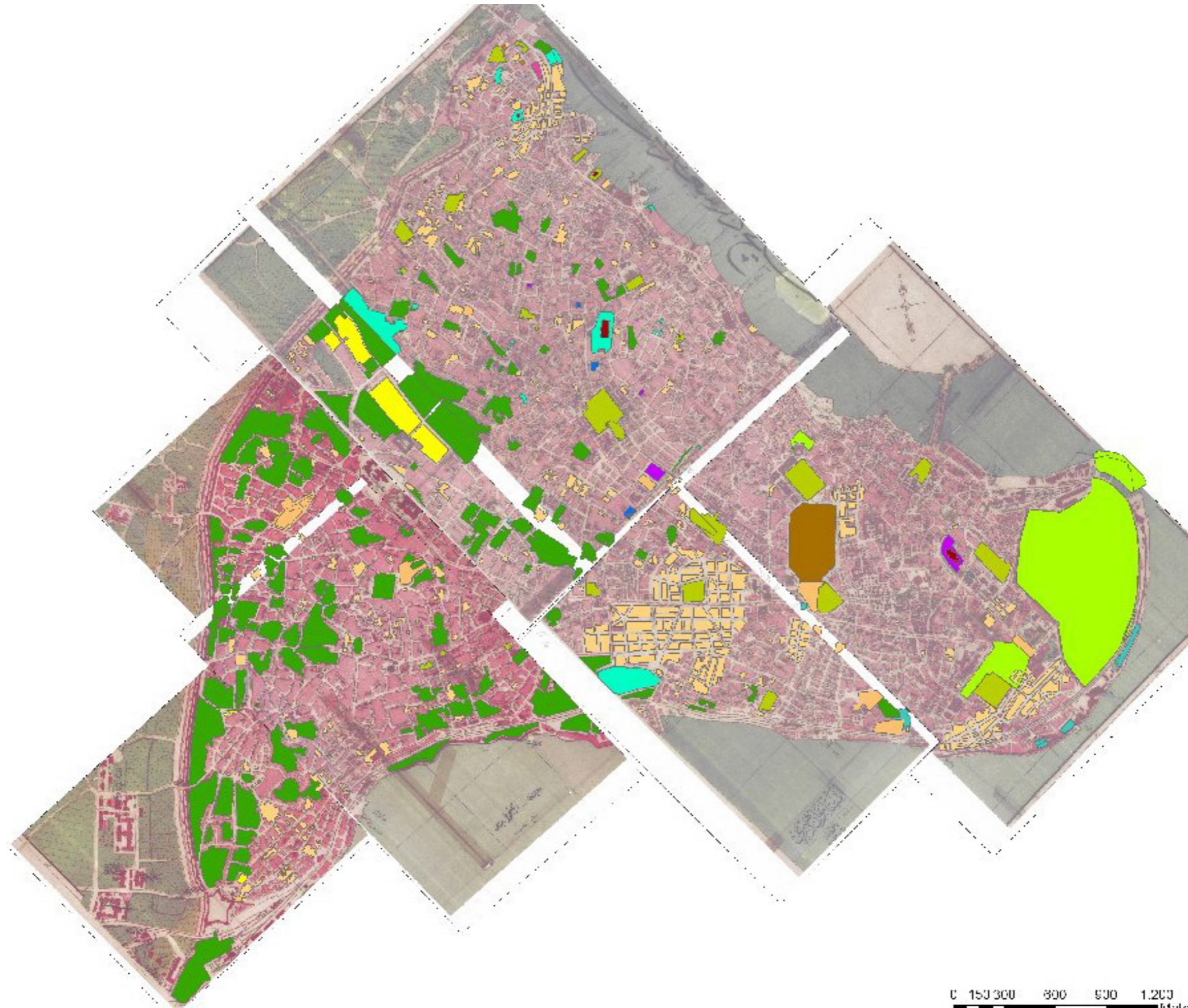
Land

Military Area

Garden

Building

Empty Space

Orchard

Mosque Garden

Meadow

Other Green Spaces

Public Garden

Square

Cementry

School Garden

Private Garden

Park

Refuge

0 150 300   600   900   1.200
Meters

A noria/water wheel in Yedikule Orchards (https://www.eskiistanbul.net/resimler/belgratkapi-yakinlarinda-bostanlar-icin-yerden-su-cekme-sistemi-sebah.jpg)

After the mid-19th century, many conservation plans were prepared. The orchards, which are the most valuable green areas in the historical peninsula, have disappeared except for the city walls. In the 2004 conservation zoning plan, the amount of green areas was increased to some extent. However, not all of these increased green areas could be completely public. Although green areas have increased in different places as refuge areas, this has remained far below the rate of population growth. The proposed green belt along the coast also remains as an unrealised target even today. In all the plans announced, green areas have been proposed in almost the same places and with the same functions, and no radical decisions have been taken and new green area proposals have been developed in any area where there is construction.

There is no regular green area system in any of the plans, some of the proposed green areas are in places where it is not possible to implement, and the other part covers the existing areas.

A noria/water wheel in Yedikule Orchards (https://www.eskiistanbul.net/resimler/belgratkapi-yakinlarinda-bostanlar-icin-yerden-su-cekme-sistemi-sebah.jpg)

The existing green areas in the historical peninsula consist of parks, children's playgrounds, sports fields, gardens of religious facilities such as külliye, mosques, synagogues, etc., university gardens, hospital gardens, military areas, refuges, squares, and protected areas around the city walls. However, when these areas are examined in general, it is observed that most of them do not have the quantity and quality to meet the urban green space needs of the public. They are also insufficient for recreational uses. Gülhane Park and coastal parks constitute the largest area as parks in the region. These areas serve the city as a whole and cannot meet the recreational needs of the local people due to intensive use. In particular, there is a deficit of neighbourhood parks, sports fields and children's playgrounds. Gülhane Park, which is the only urban park in the region, serves the city as a whole and cannot sufficiently meet the recreational needs of the local people due to its intensive use by tourists. Although the coastal parks have the potential to create a green strip, they do not form an integrity today. In particular, there is a lack of neighbourhood parks, sports fields and children's playgrounds.
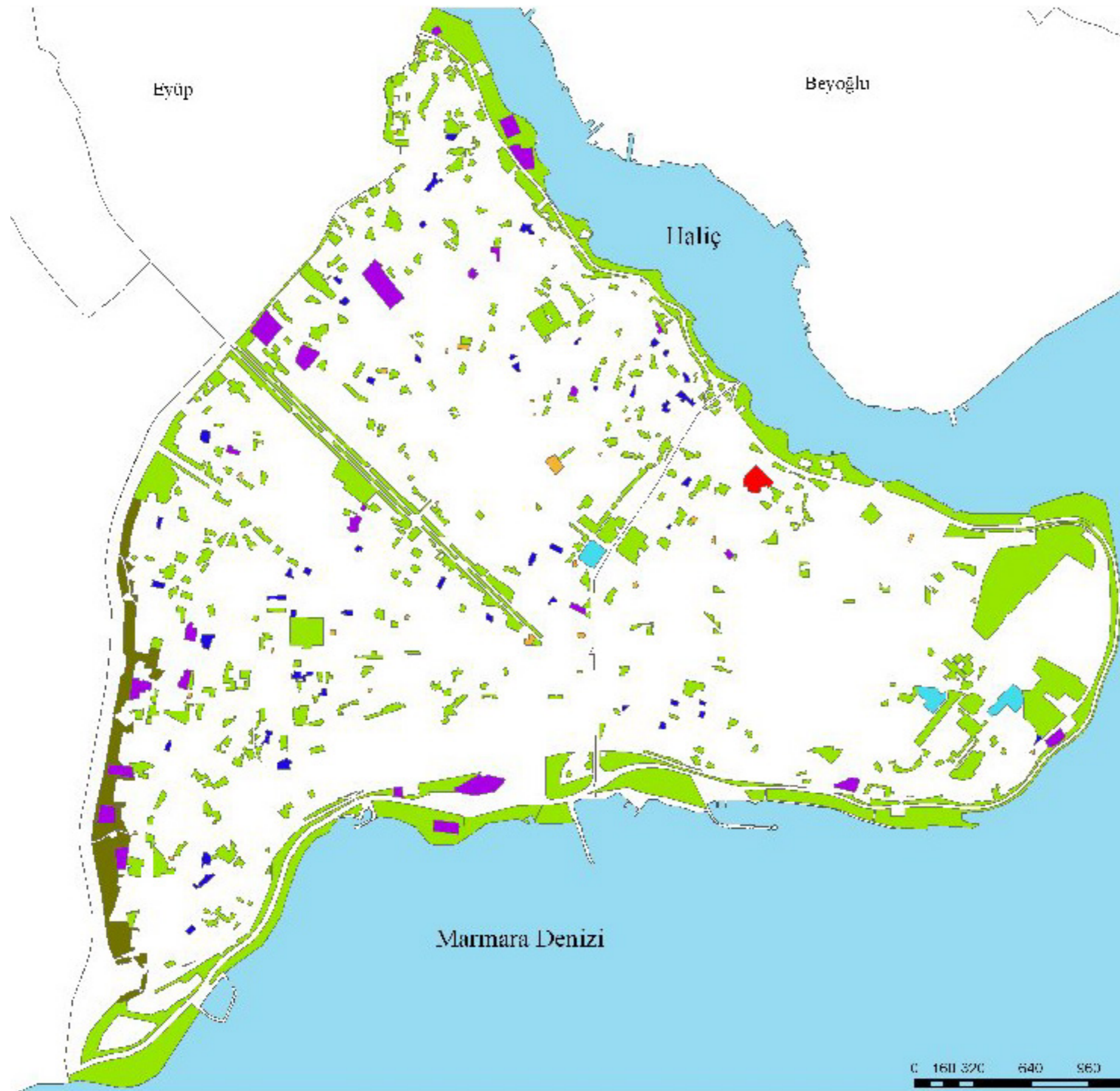
Eyüp

Beyoğlu

Haliç

Marmara Denizi

Land Walls Conservation Green Spaces

Archaeological Exhibition and Park Space

Botanical Garden

Cementry

Parks and recreation Space

Indoor and Outdoor Neighbourhood Sports Fields

Children Gardens and Playgrounds

Present Green Spaces in Historical Peninsula

(Open data of Istanbul Metropolitan Municipality and Fatih Municipality)

Public Park

Semi-Public Park

Orchard

Cemeteries

2.3 /
The Wave Back:
Exclusionary
Pedestrianization

Golden Horn

Eminönü

Laleli

Laleli

Sirkeci-
Hocapaşa

Marmara Sea

The problem of the historical peninsula being under the pressure of the rapidly growing and motorised city mentioned in the previous chapters has been tried to be solved by Istanbul Metropolitan Municipality with a partial pedestrianisation project. The pedestrianisation of such a large area, almost on the scale of a district in Turkey, is an important example for studies and implementations to come.

The Istanbul Metropolitan Municipality began a series of pedestrianisation projects in the historical peninsula in 2005. Between 2010 and 2013, in the light of the information provided by the "Istanbul Public Spaces and Public Life" study carried out in cooperation with Gehl Architects and Istanbul Metropolitan Municipality in 2010, Fatih Municipality defined the priority streets for pedestrianisation based on the decisions of UKOME and accelerated the infrastructure works for them. In this context, approximately 295 streets in Eminönü, Tahtakale, Beyazıt, Laleli, Gedikpaşa and Hocapaşa were pedestrianised and supporting services such as traffic signalling, granite stone paving and waste management were completed (EMBARQ, 2014). The process of the pedestrianisation project over the years can be detailed as follows (EMRARQ, 2014);

2005-2009

- Pedestrianisation projects for Beyazit Square, Hagia Sophia Square, Eminönü Square and their immediate surroundings

2010

- Sultanahmet Square and its immediate surroundings pedestrianisation project

- Creation of an area management for tourist buses

- "Istanbul Public Spaces and Public Life" study carried out

2011-2013

- Pedestrianisation of 90 streets in Eminönü, Tahtakale and Beyazit,138 streets in Laleli, 15 streets in Sirkeci-Hocapaşa, 7 streets in Çemberltiaş.

General rules regarding the use of these streets are as follows (EMBARQ, 2014):

"-Streets and roads are accessible to pedestrians only during daytime hours (10:00 18:00). During the rest of the day, vehicular traffic is limited.

-Only official vehicles such as embassy, police, postal service, bank, firefighter and ambulances are allowed access during daytime hours.

-Vehicles with commercial licenses are allowed access for loading / unloading outside the hours of 10.00-18.00.

-Street vendors are prohibited from accessing some streets and roads.

-Inspections and enforcement are conducted by the municipal police forces of Fatih Municipality.

-Tourist buses will use routes and stops in the area determined by UKOME (Transportation Coordination Center)."

After detailing the project, it is necessary to look at the main purpose and actors in the project. In the 2010 report prepared by Gehl Architecture and EMBARQ, the aim of the project was described as increasing the quality of life of the historical peninsula (EMRARQ, 2013). However, this objective does not cover the entire historical peninsula. First of all, the pedestrianisation project is not designed for the entire Historical Peninsula. The focal point of the project is the central part of the historical peninsula, bounded from the east by Atatürk Boulevard to the north and Mustafa Kemalpaşa Street to the south, including the coast along the Golden Horn and the Marmara Sea.

The main aim of the project can be interpreted by looking at the distribution of functions, the user group and the economic potentials of the area where the project is prepared. The focal point of the project is the areas with commercial and tourism functions. The project, which does not have a specific proposal for the residential areas, ignored the residents of the historical peninsula both in the initial analysis surveys and in the satisfaction surveys conducted in 2014 (EMRARQ, 2013). The survey, which was prepared to measure the impact on students, urbanites and tradesmen of the Historical Peninsula and the satisfaction of these actors, fails in terms of participation (EMBARQ, 2014). The project was carried out only by Istanbul Metropolitan Municipality, Fatih Municipality and EMBARQ. The main users of the tourism and economic potential of the area, such as the Tourism Platform and the historical peninsula Hoteliers Platform, were invited to the project meetings, but no foundations, neighbourhood associations or local non-governmental organisations were involved in the project or the meetings. In this context, the Project can be considered as a project organised with the aim of increasing the integration of the historical peninsula's historical and tourism regions and providing a comfortable use for the users , especially tourists, and the economic and touristic development of the region.

(EMRARQ, 2013)
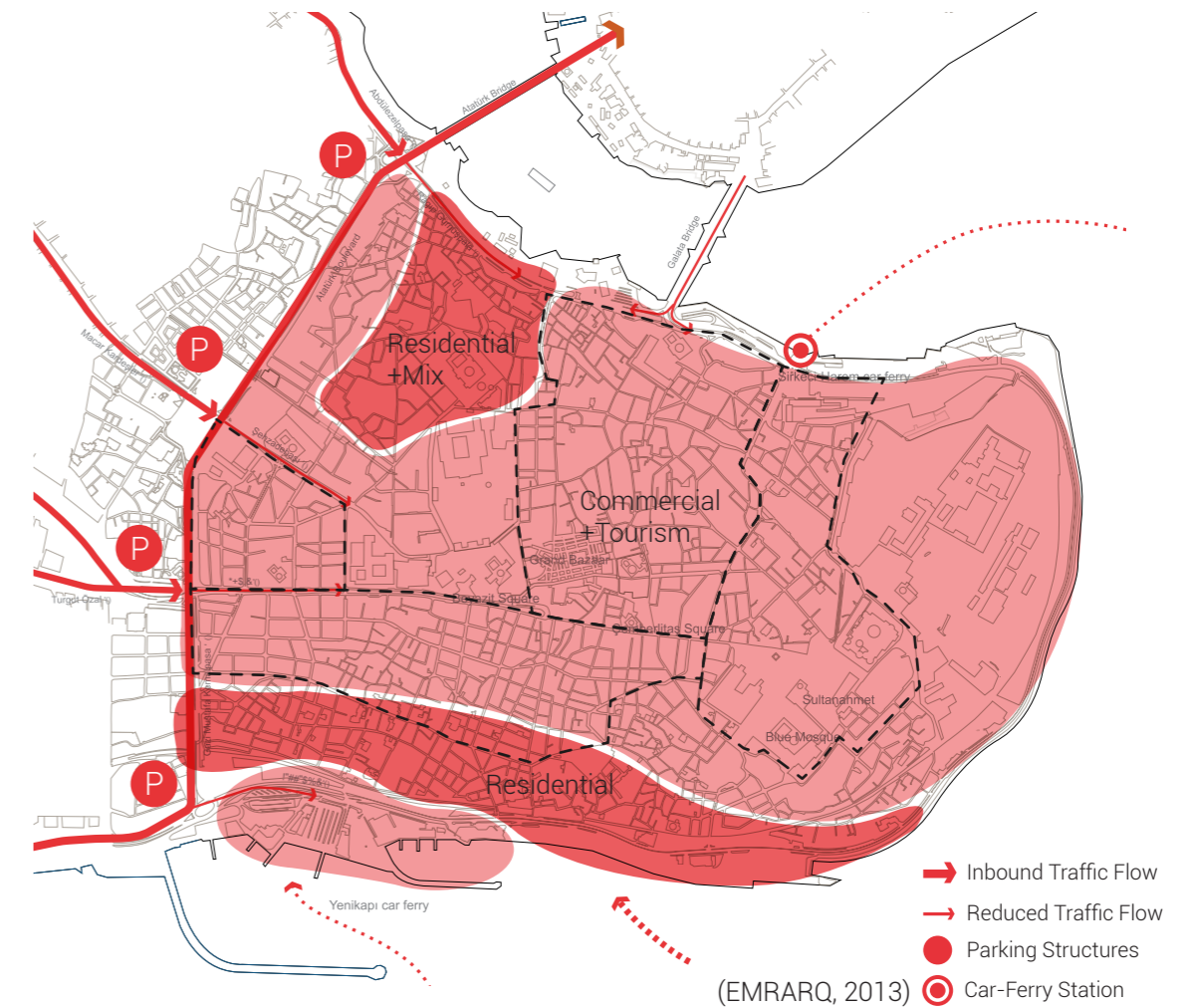
In the project, suggestions were also developed for the car parking need that will arise as a result of the pedestrianisation project. In the project, it is proposed that parking should be paid in the eastern part of the historical peninsula between Atatürk Boulevard in the north and Mustafa Kemalpaşa Street in the south. Another suggestion is to establish large parking structures just outside the paid entrance zone, in connection with the main entrance points to the historical peninsula. In a project that currently ignores the west of the historical peninsula, what is the benefit of building parking structures at the intersection of the two areas in terms of public space? On the contrary, these car park buildings, which would act as a barrier between the two areas, show that pedestrianisation is based solely on tourism and economic concerns and has no intention of providing public benefit. This proposal has not been implemented.

Another problem is the lack of activities and organizations offered to users. Users are not allowed to participate in the region other than tourism and commercial purposes. In the context of the potentials of the area, the lack of activities that appeal to users of all ages and genders is noticeable (Çalışkan, 2011). Since the pedestrianisation regulation implemented in Historical Peninsula is not regulated as a result of collaborative agreements with the public and users, it is inadequate in terms of public benefit. Accessibility for all should be ensured throughout the historical peninsula. This can be realised by making the streets express "space" for the users. For this reason, designing streets that are safer, more accessible, and have a high level of visual, environmental and physical values are necessary components to increase the level of life quality in Historical Peninsula.

The positive aspects of the project are that it proposes the expansion of public transport, saves the immediate surroundings of historical buildings from vehicle occupation, makes pedestrian roads safer, and pedestrianises squares free from vehicles. With the project, many pedestrian pavements have been widened and sidewalks have been freed from vehicle occupation. In 2014, in the current situation assessment report conducted by EMBARQ, 85% of the citizens surveyed stated that they were satisfied with the pedestrianisation project and 86% stated that they would support a similar project if it was implemented elsewhere. In 2011, Çalıkşkan's thesis examined how the project changed the rental prices and real estate values in the area. It was observed that most of the shops were owner-operated and there was no increase in rental values after the project.

Mosque and its surroundings, before and after pedestrianisation (GDCI, n.d.)
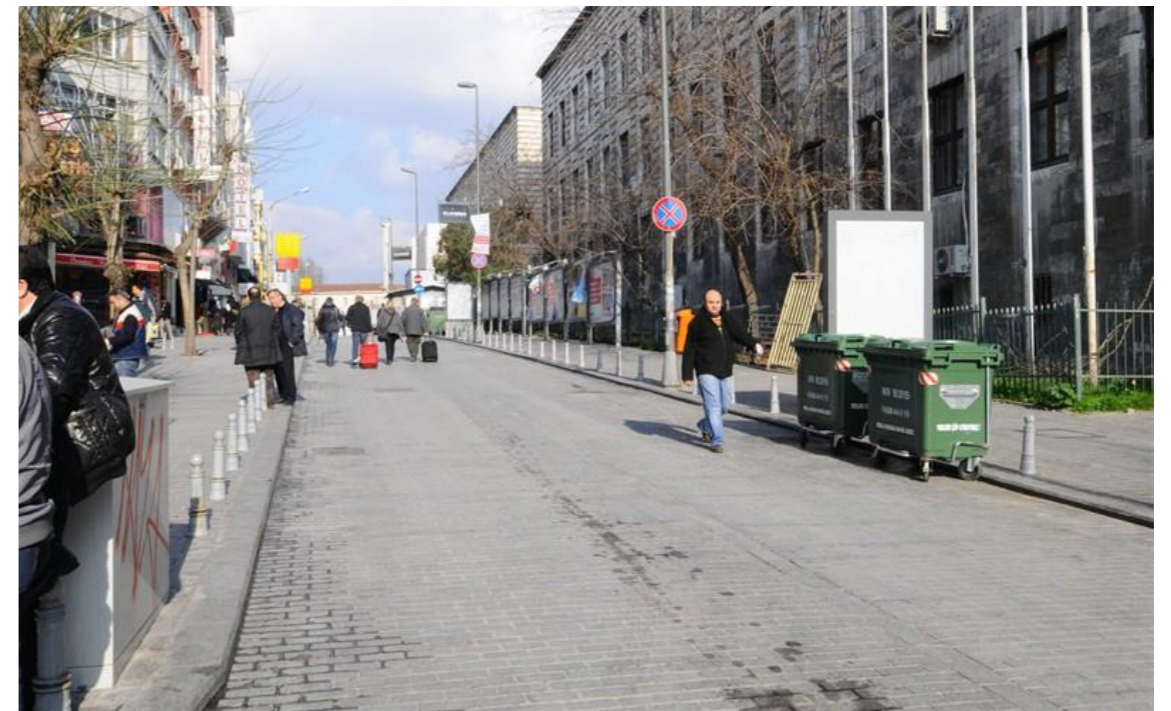
Eminönü, before and after pedestrianisation (Öztaş, 2014)

Laleli, before and after pedestrianisation (Öztaş, 2014)

3 /
Understanding
Present Public Space
Infrastructure

3.1 /
An Uncomperehensive System

Throughout history, many studies have been carried out on public spaces in the Historical Peninsula for various purposes. However, the transformation and development of public spaces in Istanbul has not been independent from politics and economy throughout history. Today, project works for public spaces are carried out separately by Istanbul Metropolitan Municipality and Fatih Municipality. Although joint decisions are taken for some common areas, it is difficult to say that joint action is taken on the scale of the entire Historical Peninsula.

Fatih Municipality created strategic axes and focal points with the 'Spatial Strategy Plan (2020 - 2028)'. In the Spatial Strategy Plan, public spaces were handled on a very large scale and designs were prepared for the Land Walls, Yalı neighbourhood, Büyük Kahraman Street and historical train line stations and their immediate surroundings.

Istanbul Metropolitan Municipality, with its 'Istanbul Vision 2050' strategy document, has developed a number of projects for the Historical Peninsula, aiming to both renew and increase using of public spaces in the Historical Peninsula.

The projects carried out by both municipalities for public spaces and approved by the boards were analysed. It has been determined that the analysed projects establish connections with each other in terms of purpose and context. In order to strengthen the connection between the projects and to strengthen the hypothesis that will bring a new proposal for public space infrastructure, present public space projects are categorised in this chapter. We can classify the typologies of these public space projects according to which municipality they were carried out by as follows:

by Fatih Municipality
- Public Spaces Along the Land Walls
- Public Spaces with the Integration of the Rail System Line to the City
- Public Spaces in City Centre through Urban Renewal

by Istanbul Metropolitan Municipality
- Archaeological Sites as Public Spaces
- Public Spaces between Streets and Bazaars
- Waterfronts as Public Spaces

- **Public Spaces Along the Land Walls**, the land walls are home to historical orchards. Although it is far from the centre of the historical peninsula, it has the potential to be an important focal point with its touristic potential and human density. After increasing the green areas around the city walls, the Topkapı Square project was also initiated. However, the whole project still remains on the periphery and does not reach the residential areas.

- **Public Spaces with the Integration of the Rail System Line to the City,** the public space projects carried out in four different areas started after the decision to transform the old railway line into a nostalgic tram line and integrate it into the city. The tram line was seen to increase access to the historical residential areas and historical buildings of the historical peninsula and to create routes for people and tourists. The integration of an old railway line into the city has led to the emergence of different public spaces and the organisation of existing ones.

- **Public Spaces in City Centre through Urban Renewal,** in two old residential settlements of the historical peninsula, it is seen that public spaces will be created by carrying out urban renewal projects. It is foreseen that new luxury residences and hotels in the neighbourhoods where old wooden buildings are located will increase the rent value of the area and cause gentrification. Within the scope of this project, some 'worthless' buildings are demolished to create public spaces.

- **Archaeological Sites as Public Spaces,** in order to make use of the existing archaeological values of the historical peninsula and the tourism potential it will create, a careful work is being carried out for archaeological sites. Archaeological sites will take their place in the public space system both by being carefully designed as parks and by moving archaeological remains to other parks and exhibiting them.

- **Public Spaces between Streets and Bazaars,** with the urban design projects carried out in the streets of the historical peninsula where the human circulation is the most intense, pedestrian circulation and public spaces such as squares and parks are tried to be created.

- **Waterfronts as Public Spaces,** recreational areas have been tried to be created with urban design projects for the coastal edges, whose connection with the city has decreased over time. The projects are also related to the potential created by the recently opened new harbour areas such as Galataport.

These categorisations have been made in order to better understand how the public space infrastructure of the historical peninsula functions and which actors act as catalysts in this process. By analysing the individual projects included in this category in detail, it is aimed to understand the effects of the projects on the public space and to make a note in history for the projects of this period. Because the habit that has been going on for years, the lack of visual experience and the lack of political will behind public space projects do not guarantee the realisation of these projects. However, understanding how the system has developed and whether the need or other potentials are prioritised in public space designs will enable us to better understand the public spaces of the historical peninsula and the problem of lack of public space.

Understanding and evaluating present public space projects can also create awareness of future public space designs and ensure that the focus of the system is directed towards areas of need rather than directing it towards the use of different potentials.

Categorisation of Present Public Space Infrastructure

(Open data of Istanbul Metropolitan Municipality and Fatih Municipality)

Public Spaces Along the Land Walls

Topkapı Square

Public Spaces with the Integration of the Rail System Line to the City

Public Spaces in City Centre through Gentrification

Archaeological Sites as Public Spaces

Public Spaces between Streets and Bazaars

Aksaray Square

Waterfront as Public Spaces

Public Spaces Along the Land Walls

During the Istanbul history, new city walls were built at different dates with the expansion of the city: Byzantion, Severan, Constantinian, Theodisian. In 1985, the Black Walls of Istanbul were included in the Unesco World Heritage List, defining the boundaries of the Historical Peninsula and is one of the heritage elements of Istanbul with the highest potential in terms of socio-cultural and tourism activities. The surroundings of the land walls were not subjected to intensive construction in the historical process and were mostly used as orchards and cemeteries. Today, the orchard function has almost disappeared. Throughout history, the relations of the city outside the city walls have been realised through gates.

Expropriation and project works are being carried out for the use of approximately 3.5 kilometre line between Topkapı Gate and Yedikule Fortress around the Land Walls as an open and green area with the urban park project. The project aims to meet the social facilities and park needs of the area and the district and to reduce the safety problems around the land walls. Topkapı Square Project and Yedikule Fortress Museum, whose restoration project is ongoing, are integrated into this urban park project as the starting and ending points of the project.

Eğrikapı

Edirnekapı

Topkapı Square Project

Gate of St.Romanos

Mevlanakapı

Silivrikapı

Belgradkapı

Altınkapı

Yedikule Fortress Museum

Urban Park Along the Land Walls and Gates
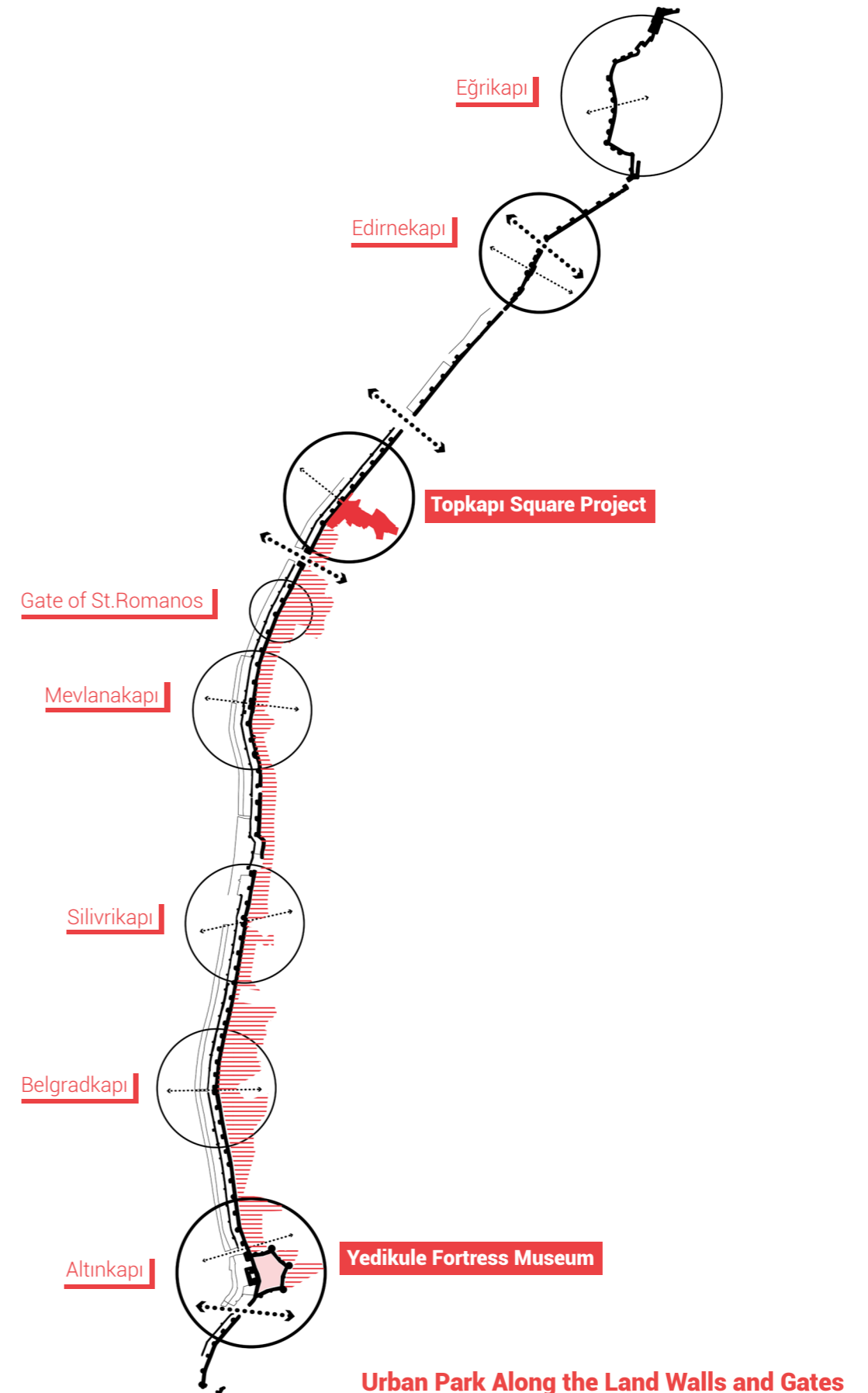
The completed part of the urban park project (Fatih Municipality, 2022)

Yedikule Fortress Museum with ongoing restoration project
(https://www.aa.com.tr/tr/kultur-sanat/zamana-meydan-okuyan-yedikule-hisarinda-restorasyon-calismalari-suruyor/2259211).

Legend:
- Cementry
- Green Space

10 20 30

Map labels:
- Land Walls
- located at the intersection of main transport axes, close to public transport systems
- Tram Stop
- S. Nigoğayos Armenian Church
- Topkapı Gate
- Kara Ahmed Pasha Mosque
- The weak relationship of the square with the green space along the Land Walls
- Irregular parking along the sidewalks
- surrounded by public buildings
- Bus platform area
- Beyazit Agha Mosque
- Wide intersection

Topkapı Square Design Project (Cannon Gate)

The area is located in the neighbourhood of the area which was used as Topkapı Bus Terminal outside the city walls in the recent past, on the inside of the city walls of the Topkapı Gate of the Land Walls. Today, the majority of the area is used as a bus platform area and some of it is used as a road and parking area. It can be said that the area has a high user potential due to its location at the intersection of main transport axes, close to public transport systems and urban-scale service areas, but it is a place that has not found the place it deserves in urban life. The area designated as a square in the zoning plans prepared in the previous period and in the Conservation Implementation Plan approved and put into force in 2012 is a part of the open and green area system planned along the axis of the Land Walls from the shores of the Golden Horn to the shores of the Marmara Sea. Although the urban image elements surrounding it and the unique story of the area in the history of the city give this place a square character, it has not been designed as a square until today. Istanbul. In 2022, a square design competition was launched for the area and the implementation project is ongoing.

Topkapı Gate and its surroundings (Fatih Municipality, 2022)

Topkapı Square Design Competition, First prize (https://www.arkitera.com/proje/1-odul-istanbul-kara-surlari-topkapi-kaleici-meydani-kentsel-tasarim-yarismasi/)

Public Spaces with the Integration of the Rail System Line to the City

Within the scope of "Sirkeci Kazlıçeşme Rail System and Pedestrian Oriented New Generation Transportation Project"; Sirkeci-Kazlıçeşme old railway line, which became idle with the opening of Marmaray line, will be renewed and reactivated. A recreation band with bicycle and pedestrian paths will also be developed together with the rail system transportation. Spatial strategies to ensure the integration of this line into the city have been created and urban design projects have been prepared for the streets, squares and focal areas located at the exit of 4 historical stations in the context of strategies following the holistic plan. Within the scope of the project; transportation and accessibility strategies have been produced, suggestions for reinforcement areas have been developed for the neighbourhoods where the line passes, facade and square arrangements have been prepared.

It can be predicted that these 4 regions located in the Historical Peninsula will gain value in terms of tourism and real estate, both by reactivating the rail system and by organizing and enlarging public spaces with urban design project.

Cankurtaran

Kumkapı

Kocamustafapaşa

Yedikule

- - - - Railway Line
──── Culture Route
──── Barrier-Free Access Network
──── Service-Transportation Network

Green Space

Samatya
Syrian Church

Aya Constantine
Greek Orthodox Church

2

İlyas Bey Mosque

Wide intersection,
Irregular parking

Surp Hovhannes
Armenian Church

Marmara Sea

Yedikule
Train Station

The weak relationship
of the train station with
the residential area

surrounded by public
buildings

Yedikule
Fortress

Yedikule Fortress Museum, which
is being restored, may increase the
tourism potential of the region

Yedikule Station and Surroundings Urban Design Project

1 | Yedikule Station Square Design Proposal by Adapt Architects (Fatih Municipality, n.d.a)

2 | İlyas Bey Mosquw Square Design Proposal by Adapt Architects (Fatih Municipality, n.d.)

With the growth of commercial facilities over time, the square has lost its quality over time

1

The weak relationship of the train station with the residential area

Church of St. George of Samatya

Aya Nikola Greek Orthodox Church

The inability to establish a connection between the parks due to the parking area

2

Sea Wall

Marmara Sea

Kocamustafapaşa Train Station

Green Space

10   20   30

Kocamustafapaşa Station and Surroundings Urban Design Project

1 | Samatya Square Design Proposal by Adapt Architects (Fatih Municipality, n.d.b)

2 | Kocamustafapaşa Station Square Design Proposal by Adapt Architects (Fatih Municipality, n.d.b)

With the growth of commercial facilities over time, the square has lost its quality over time

1

historic street connecting two squares.

Ayia Panayia Elpida Greek Orthodox Church

a problematic subway

Kumkapı Train Station

The weak relationship of the train station with the residential area
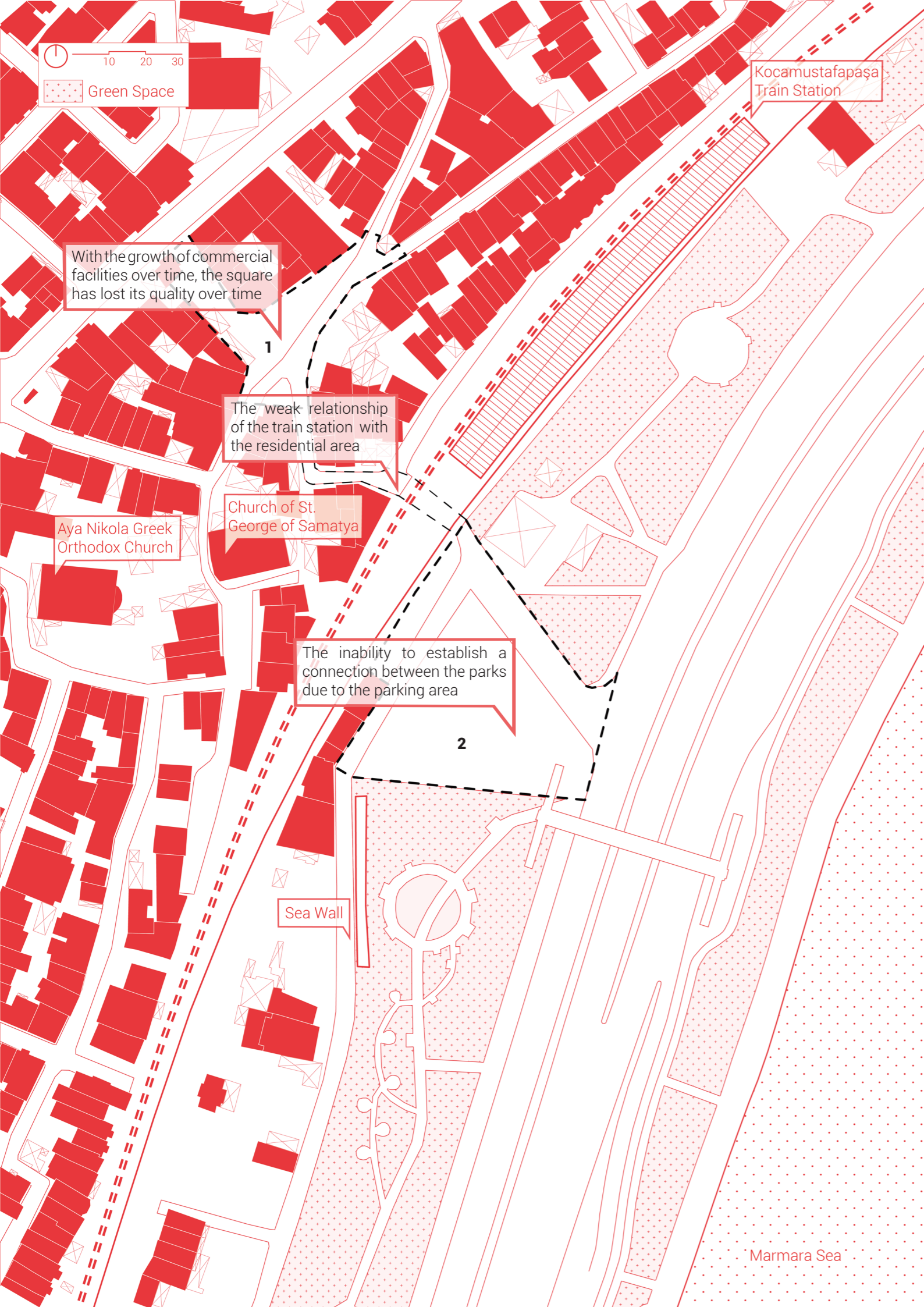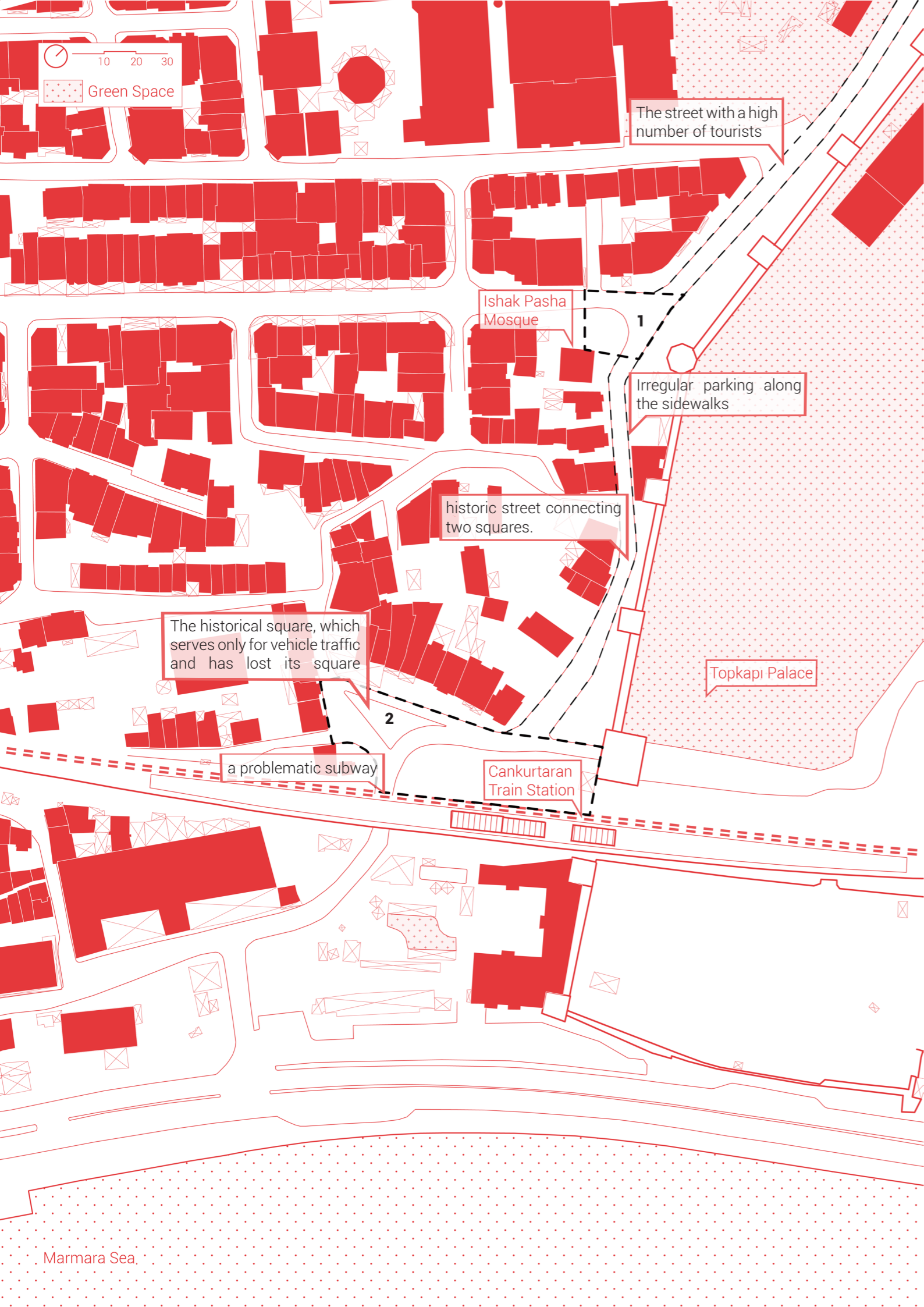
2

5   10 15

Green Space

Kumkapı Station and Surroundings Urban Design Project

1 | Kumkapı Square Design Proposal by Adapt Architects (Fatih Municipality, n.d.c)

2 | Kumkapı Station Square Design Proposal by Adapt Architects (Fatih Municipality, n.d.c)

Green Space

The street with a high
number of tourists

Ishak Pasha
Mosque

1

Irregular parking along
the sidewalks

historic street connecting
two squares.

The historical square, which
serves only for vehicle traffic
and has lost its square

Topkapı Palace

2

a problematic subway

Cankurtaran
Train Station

Marmara Sea

Cankurtaran Station and Surroundings Urban Design Project

1 | Ishak Pasha Mosque Plaza Design Proposal by Adapt Architects (Fatih Municipality, n.d.)

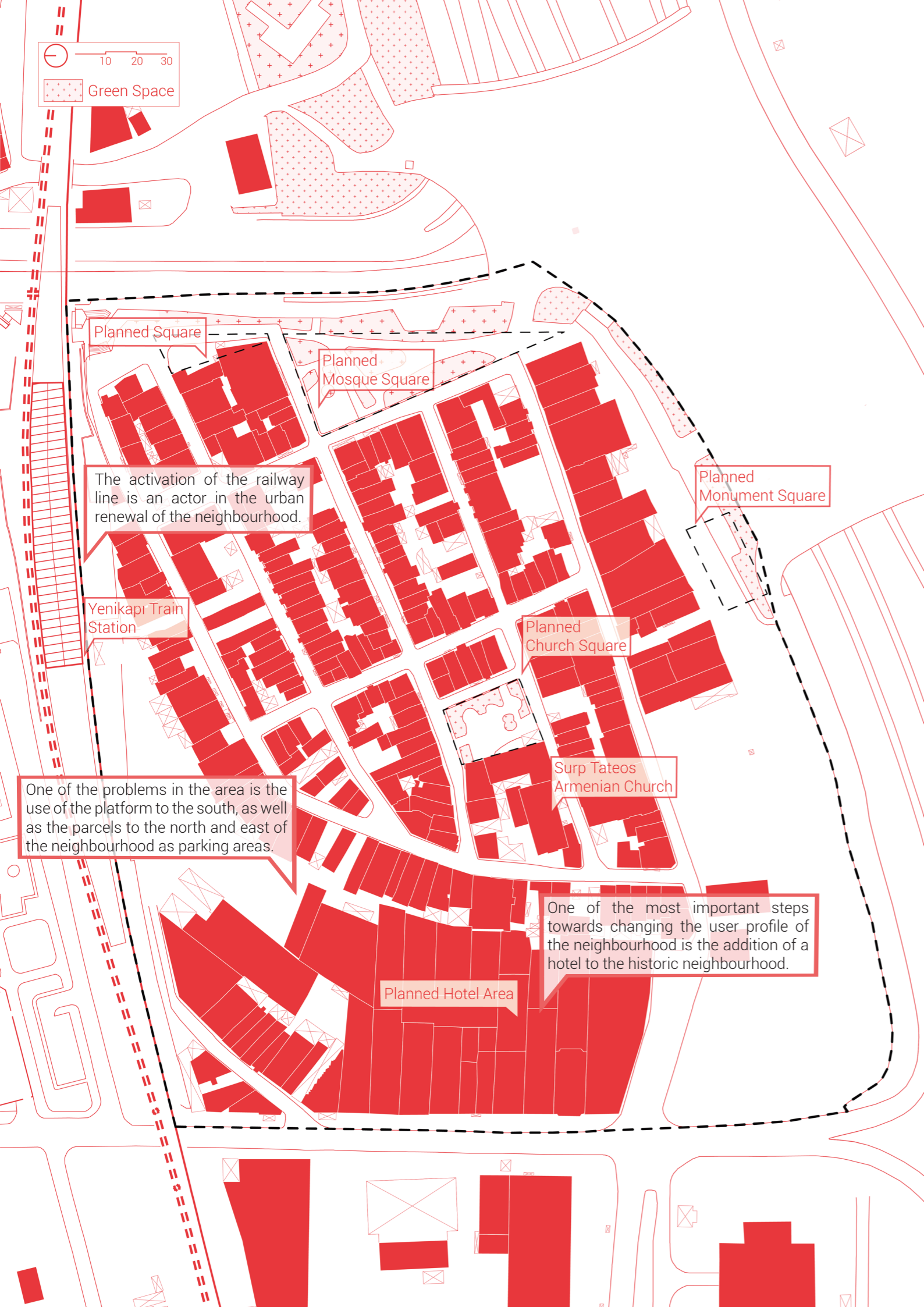2 | Cankurtaran Square Design Proposal by Adapt Architects (Fatih Municipality, n.d.d)

/
Public Spaces in City Centre
through Urban Renewal

Golden Horn

Büyük Karaman Street

Yalı Neighborhood

Marmara Sea

Yalı Neighbourhood Urban Design Project

Urban renewal projects are designed in two historical neighbourhoods of the historical peninsula. In the projects, which aim to give a very different appearance from present neighbourhood fabric, existing buildings will be demolished and urban voids will be created. It is also desired to provide public spaces by decorating the created spaces with urban furniture. It is seen that imported design elements such as culture street and art street will be integrated into the neighbourhood and the potential brought by the location of the neighbourhood will be used as a rent value. The booklets of the projects do not include sufficient explanations on property rights, tenant rights, participation and participation processes. Implementation processes of the projects approved by the Board have not started and there are some problems in the process. Solution processes regarding these issues are ongoing.

It is highly probable that this non-participatory process may cause gentrification similar to the Balat neighbourhood of the historical peninsula. By examining these two sample projects in detail, it is aimed to make people aware of how urban design projects that will lead to gentrification are embellished and explained.

Green Space

Planned Square

Planned Mosque Square

Planned Monument Square

The activation of the railway line is an actor in the urban renewal of the neighbourhood.

Yenikapı Train Station

Planned Church Square

One of the problems in the area is the use of the platform to the south, as well as the parcels to the north and east of the neighbourhood as parking areas.

Surp Tateos Armenian Church

One of the most important steps towards changing the user profile of the neighbourhood is the addition of a hotel to the historic neighbourhood.

Planned Hotel Area

Yalı Neighbourhood Urban Design Project

There are 220 buildings in the historical Yalı Neighbourhood, which was built as a mass housing project on a foundation land during the Ottoman Period and is now within the borders of Aksaray Neighbourhood.

In the 5.5 hectare project, the facade arrangements of all buildings, the demolition and reconstruction of some buildings and the design decisions regarding public spaces indicate that the project is a gentrification project. In the project area located to the south of the Yenikapı Cultural Park and Theodosius Archaeological Site Visitor Center projects, hotel units have been designed in order to utilise the tourist potential that these projects will bring and a cultural axis has been created in the middle of the neighbourhood. A mosque is designed in the area that is currently a park, similar to the "mosque square" concept that we frequently see in the Ottoman period. The church, which can be seen on historical maps, square and the monument square are designed as two more public squares, increasing the amount of green space in the neighbourhood (Fatih Municipality, n.d.e).

Yalı Park, Planned Church Square (Adapted From Google Earth, n.d.)

Church Square Design Proposal by Adapt Architects and Aboutblank (Fatih Municipality, n.d.e)

Yalı Neighbourhood Urban Design Project by Adapt Architects and Aboutblank (Fatih Municipality, n.d.e)

Green Space

Fatih Mosque Complex

The restoration of the Valens Aqueduct and the visitor centre project will increase the tourism potential of the area. The increase in commercial functions with these projects is one of the triggering actors of this project.

The planned railway line is an important actor in the urban renewal of the neighbourhood.

Büyük Karaman Street

Aqueduct of Valens

Aviation Martyrs' Monument

The area is surrounded by many public spaces.

Saraçhane Archaeological Park

Women's Bazaar

Fatih Memorial Park

Büyük Karaman Street Urban Design Project

Büyük Karaman Street, parallel to Aqueduct of Valens, which connects Fatih Mosque Complex and Fatih Park, is an important street that connects the main streets of the district and is also surrounded by registered monuments.

In the 4.1 hectare project, the facade arrangements of all buildings, the demolition and reconstruction of some buildings and the design decisions regarding public spaces indicate that the project is a gentrification project. In the project area located to the west of the Aqueduct of Valens Restoration and and the Visitor Centre and Saraçhane Archaeological Park projects, Büyük Karaman Street, which extends to Fatih Park, has been considered as an axis-spine and a cultural route has been proposed in order to utilise the tourist potential that these projects will bring. In the project, public spaces were obtained by transforming auto repair shops, annexes and car park areas. Many streets in the project are proposed to be pedestrianised and at the same time, the Women's Bazaar in the east of the area is proposed to be organised with the project (Fatih Municipality, n.d.f).
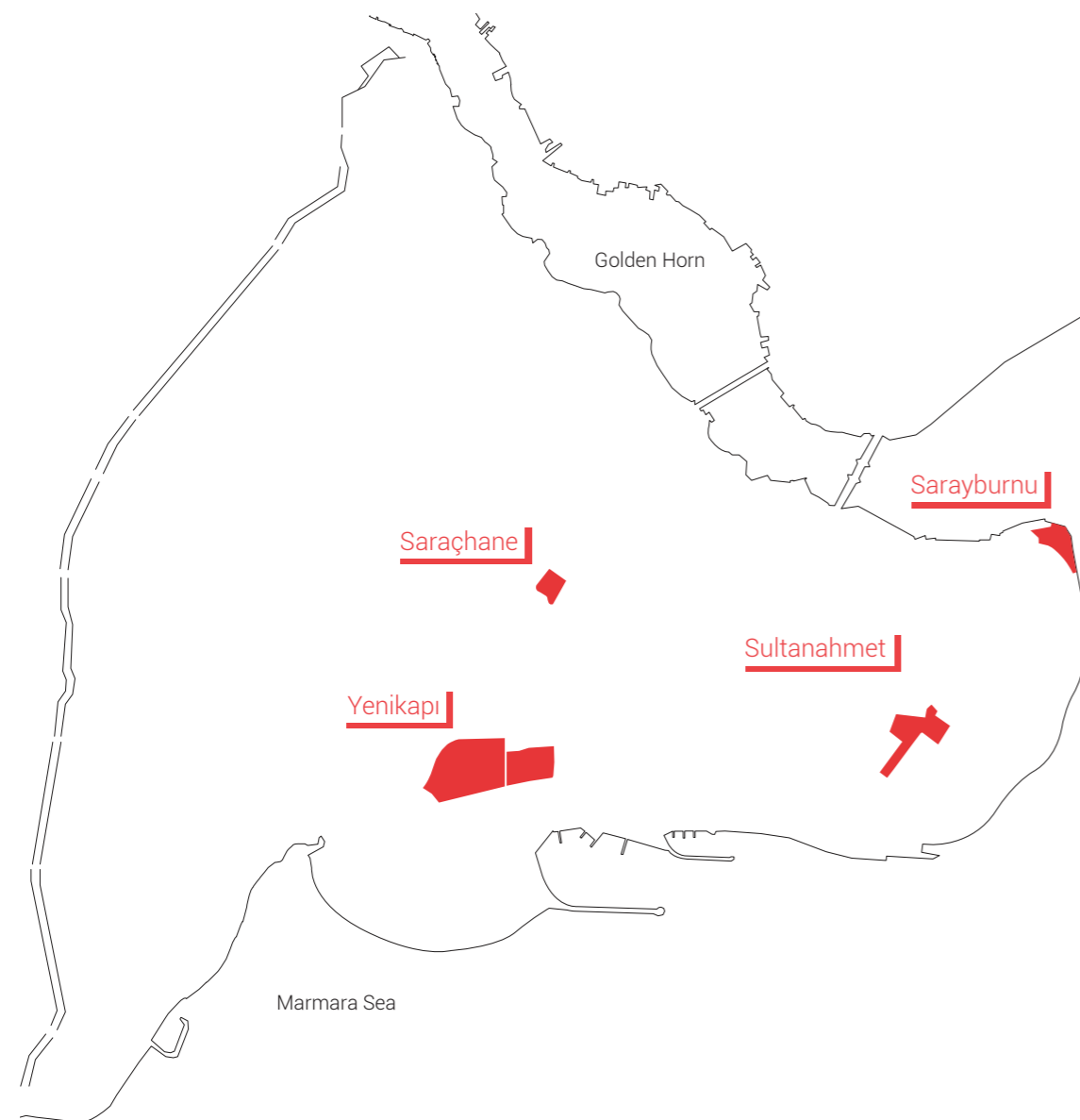
103

Dülgeroğlu Street , Today-Proposal
(Fatih Municipality, n.d.f)

Kızdaşı Street , Today-Proposal
(Fatih Municipality, n.d.f)

/
Archaeological Sites as
Public Spaces

Golden Horn

Sarayburnu

Saraçhane

Sultanahmet

Yenikapı

Marmara Sea

The Historical Peninsula, the majority of which is an Urban-Historical site, is home to historical sites included in the Unesco World Heritage list and hundreds of registered monuments. The region, which was the capital of great civilisations such as the Roman, Byzantine and Ottoman Empires, changed hands as a result of wars, causing many civil architecture examples to be razed and buried under the ground.

Excavations were carried out on different dates, but these excavations were carried out independently of each other and could not create an archaeological public space network for the historical peninsula. The 'IBB Miras' (Istanbul Metropolitan Municipality Heritage) implementation team, which was established by the Istanbul Metropolitan Municipality to carry out simple maintenance and repair works to reduce the need for restoration in heritage sites, started working simultaneously in different archaeological sites. Along with the archaeological excavations, it is seen that the transformation and maintenance of different historical monuments or other public spaces in the immediate surroundings of these sites are also carried out simultaneously. The reason for this can be said to be that the historical richness can be perceived holistically by the visitor and to make the archaeological parks more attractive.

Yenikapı Train Station

Yenikapı Transfer Hub

The transformation of the area into a transfer hub has been the most important transformative actor for the area and its immediate surroundings.

Excavation Site

The juxtaposition of two large public spaces and the creation of a route for the archaeological remains have the potential for public use for the city.

Green Space

The large car parking area within the residential areas does not add anything to its immediate surroundings except traffic problems

International Passenger Center, Car Park

Theodosius Archaeological Site Visitor Center and Yenikapı Culture Park

Yenikapı area is one of the most important transport and transfer hub of Istanbul as the node point of Marmaray and Metro lines, sea bus and ferry lines. During Roman-Byzantine period, this area was a protected natural harbour that provided Istanbul's economic and cultural relations between continents. The harbour, known as "Theodosius Harbour", lost its commercial activity in the 12th century and was partially annexed to the land (Semiz and Ahunbay, 2014). After the site was selected as a Marmaray-Metro transfer hub in 1997 and archaeological excavations started in 2004, the Harbour of Theodosius was unearthed with many data and findings. Theodosius Archaeological Site Architectural Project Competition was launched in 2020, and it is planned to open the archaeological remains in the area to visitors by implementing the first selected project.
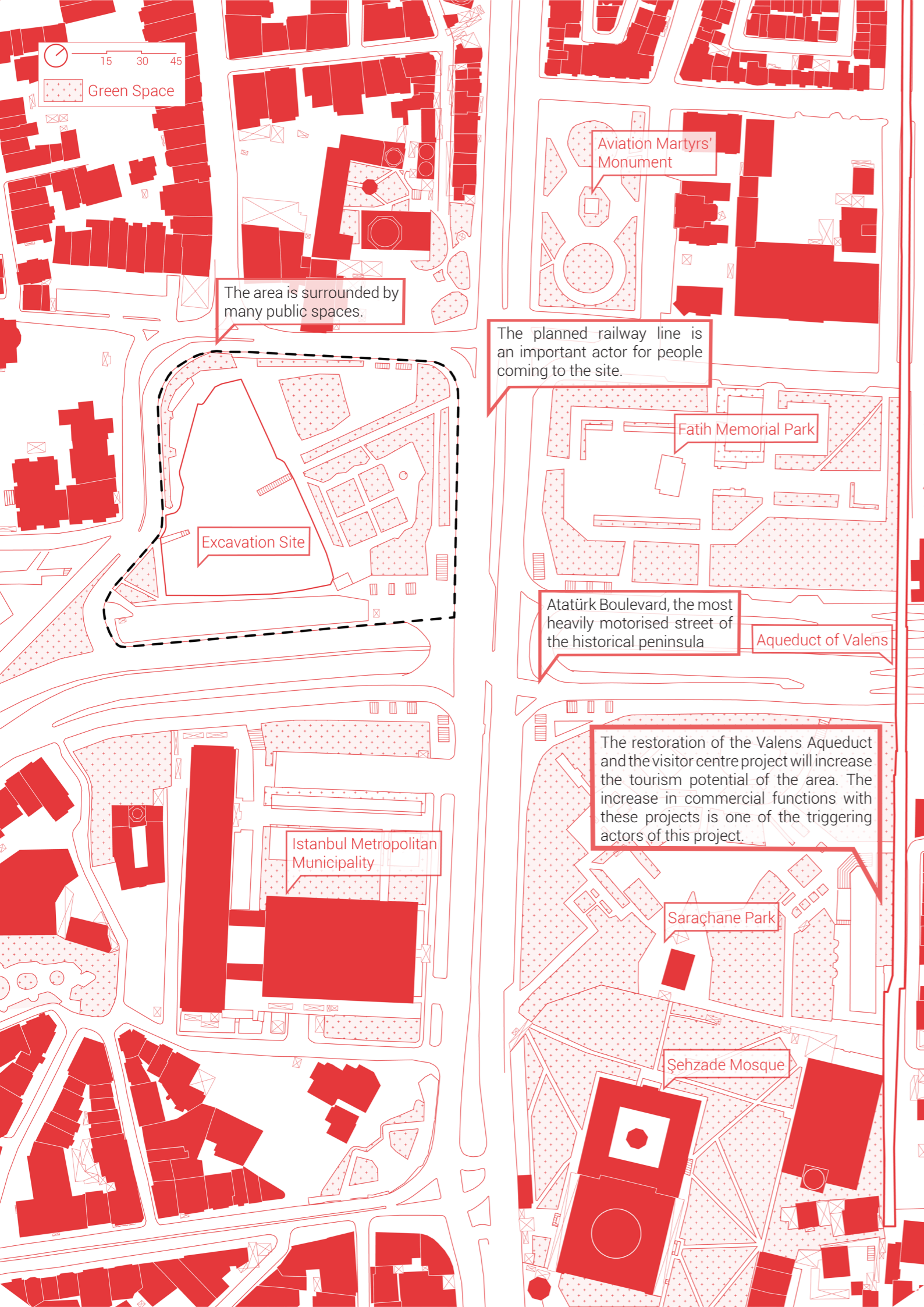
Yenikapı Culture Park project area is currently used as an international passenger center and Küçük Langa Street, which forms the northern border of the area, is currently surrounded by irregular building groups and sheds. The bus station has started to be evacuated and the project area will be transformed into a cultural park with a common sightseeing route, associated with the Theodosius Visitor Centre.

Yenikapi Transfer Hub and its surroundings (Konkur, 2020).

Yenikapı Culture Park Project by DB Architects (IBB, n.d.)(Konkur, 2020).

Green Space

Aviation Martyrs' Monument

The area is surrounded by many public spaces.

The planned railway line is an important actor for people coming to the site.

Fatih Memorial Park

Excavation Site

Atatürk Boulevard, the most heavily motorised street of the historical peninsula

Aqueduct of Valens

The restoration of the Valens Aqueduct and the visitor centre project will increase the tourism potential of the area. The increase in commercial functions with these projects is one of the triggering actors of this project.

Istanbul Metropolitan Municipality

Saraçhane Park

Şehzade Mosque

Saraçhane Archaeological Park / Church of St. Polyeuctus

The area bounded by Haşim İşcan Passage, Macar Kardeşler and Horhor Street in Saraçhane is known as Saraçhane Archaeological Park. Within the park are the ruins of the Polieuktos Church, one of the churches of the Early Christian period, which was considered to be the largest church in Istanbul before the Hagia Sophia was built. The traditional texture of Saraçhaniye was severely damaged during the demolitions between 1950-60, and many mosques, baths, madrasahs and mansions disappeared. In 1962, the ruins of the church were discovered during the junction works in this area (IBB, n.d.). The Archaeopark consists of two areas of different character. The first area is a green area with an abundance of mature trees. The second area is the area in which the ruins of the Polieuktos Church are located. While the park serves as a green area in itself, the area with the ruins is closed to the outside but open to misuse. Although the park has been partially opened, excavation and restoration works that started in 2022 are still ongoing. The project will transform the area into an 'Archeopark' and open it to visitors.
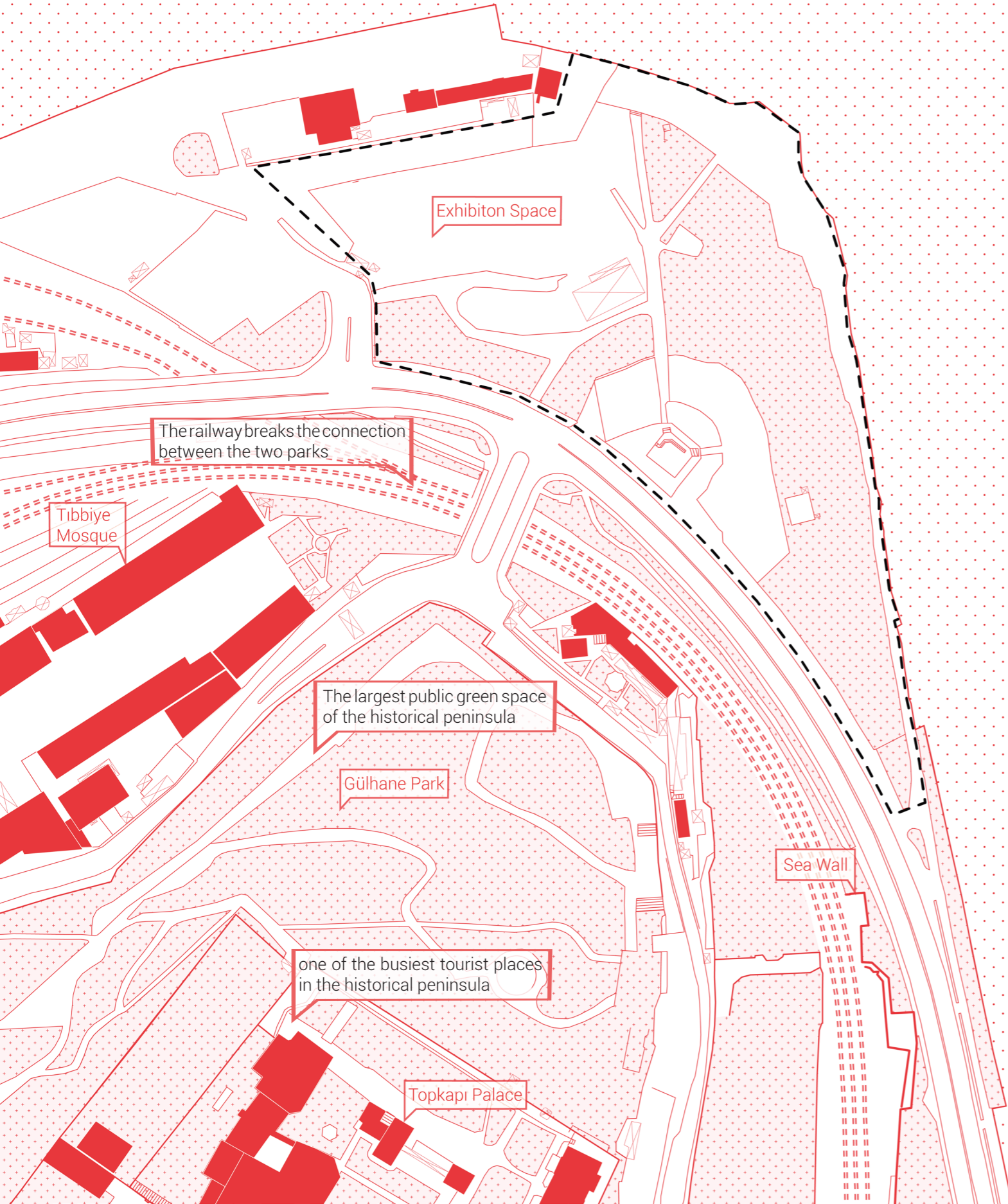
Saraçhane Park before the excavation and restoration works (https://t24.com.tr/foto-haber/ibb-ekipleri-sarachane-arkeoloji-parki-nda-roma-donemine-ait-oldugu-dusunulen-heykel-buldu,24265).

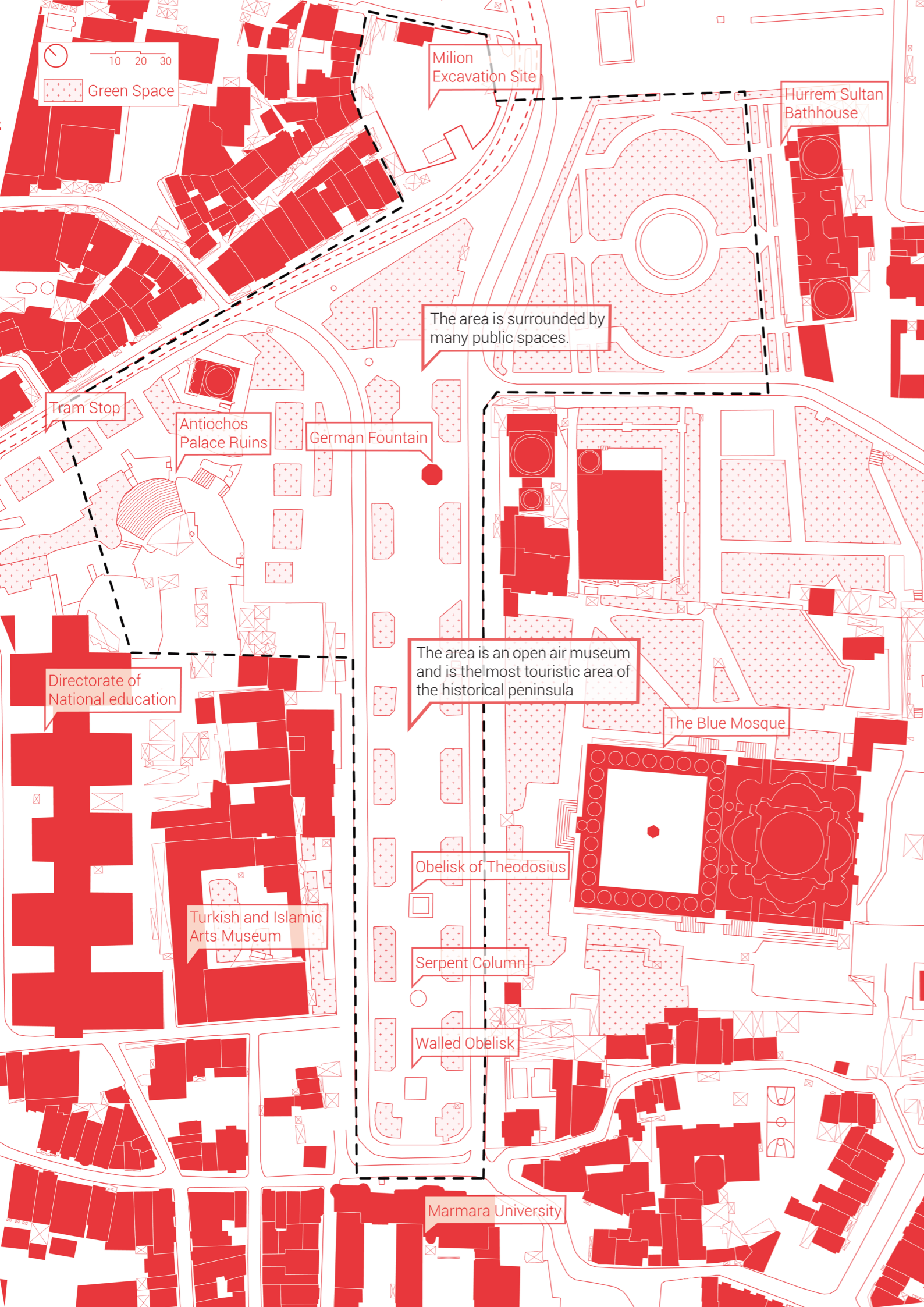Saraçhane Archaeological Park Project by IBB Miras and Nevzat Oğuz Özer (IBB, n.d.).

Bosporus

Green Space

10 20 30

Exhibiton Space

The railway breaks the connection between the two parks

Tıbbiye Mosque

The largest public green space of the historical peninsula

Gülhane Park

Sea Wall

one of the busiest tourist places in the historical peninsula

Topkapı Palace

Sarayburnu Park and Shores Landscaping Project

Sarayburnu Park is located at the easternmost end of the historical peninsula, in the area known as Sarayburnu. When the historical process of the area was analysed, it was determined from old maps and aerial photographs that it forms a green area in the continuation of Gülhane Park and as a whole with Gülhane Park. Within the scope of the project; there will be an "Archaeo Park" of 1500 m2 where the historical remains unearthed in Yenikapı excavations will be exhibited, a coastal walkway structure to be created by strengthening the existing shore with various methods, a cafeteria on the shore, sports-running areas, seating walls and herbal recreation areas. The first Atatürk Statue in the history of the Republic of Turkey, located within the project boundaries, will be maintained and its surroundings will be reorganised. . Although the park has a very important potential due to its location, it has not been valued as much as Gülhane Park, of which it used to be a part. The exhibition of the remains unearthed in Yenikapı excavations in Sarayburnu Park can be seen as a move to change the function of the park and increase its touristic value. The first phase of the park has been completed and the archaeological exhibition part is still under construction.

Before

After the completion of the first part

Archaeo Park
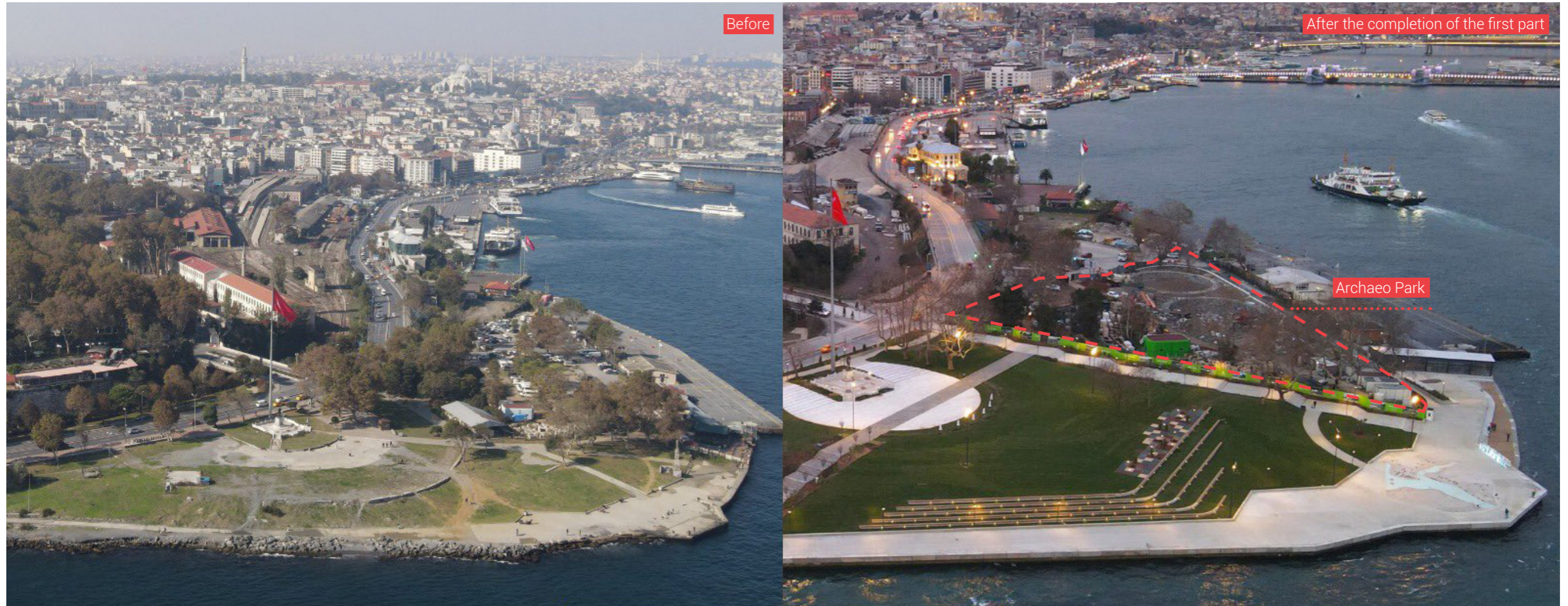
Adapted from Saraçhane Park Project, partially completed and still under construction by Istanbul Parks and Recreation Department (https://twitter.com/ibbyesilist/status/1607253952940199938).

Green Space

Milion
Excavation Site

Hurrem Sultan
Bathhouse

The area is surrounded by
many public spaces.

Tram Stop

Antiochos
Palace Ruins

German Fountain

The area is an open air museum
and is the most touristic area of
the historical peninsula

The Blue Mosque

Directorate of
National education

Turkish and Islamic
Arts Museum

Obelisk of Theodosius

Serpent Column

Walled Obelisk

Marmara University

Sultanahmet Square Urban Design Project

Sarayburnu and its surroundings, which form the eastern end of the Historical Peninsula, have been the scene of continuous settlement in Istanbul's history dating back thousands of years. Sultanahmet, which constitutes the monumental centre of the city within the historical continuity, has maintained its characteristic of being the most important public space of the city for centuries. Sultanahmet Square and its surroundings, which is the most touristic point of the city today, has been transformed over the years. In Sultanahmet Square, which is approximately 4-5 metres above the Hippodrome, the largest square of ancient Istanbul, the Snake Column, Theodosius Column and Knitted Column are exhibited below the ground level (Yıldız, 2002). In the project, it is aimed to descend to the ground level of the Hippodrome and to have direct access to the columns and to make reference to the old Hippodrome. It is aimed to create an open-air museum with the inclusion of the Milion Stone Arecological Park and Antiochos Palace Ruins in the project and to enable the historical richness of the area to be perceived holistically by the visitors.

By referring to the hippodrome in the Byzantine period, the floor is intended to be lowered to the actual level.

Sultanahmet Square
(https://serhatengul.com/sultanahmet-meydani-hipodrom/)

Sultanahmet Square Urban Design Project by IBB Miras and Erkal Architects (Istanbul Metropolitan Municipality, n.d.)

Sultanahmet Square Urban Design Project by IBB Miras and Erkal Architects (IBB, n.d.)

Public Spaces between Streets and Bazaars

Golden Horn

Vatan Boulevard

Ordu Street

Aksaray Square

Marmara Sea

The projects planned for Vatan Boulevard, Ordu Street and Aksaray underground bazaar located at the intersection of these streets aim to reduce the car circulation on this long axis and increase the commercial and touristic value of this axis.

Vatan Boulevard is located on the Lykos (Bayrampaş) stream bed within the Historical Peninsula. Although it could not be integrated with the historical texture at pedestrian scale due to its physical structure and dimensions, it is a very important vehicular artery in functional terms today. In the proposed project, it is envisaged that a linear green area of 100.000 m² parallel to Vatan Boulevard will be provided to the city by shifting the road axis in the northeast direction and cancelling some of the service roads.

Ordu Street, starting from Sultanahmet Square and continuing until Aksaray, became the most important axis of Istanbul and the city spine with the names of Mese in Byzantine Empire and Divan Road in Ottoman Empire. The ground rehabilitation and urban design project of Ordu Street, which is approximately one km long and decided to be pedestrianised, aims to highlight the historical structure of the street (IBB, n.d.).
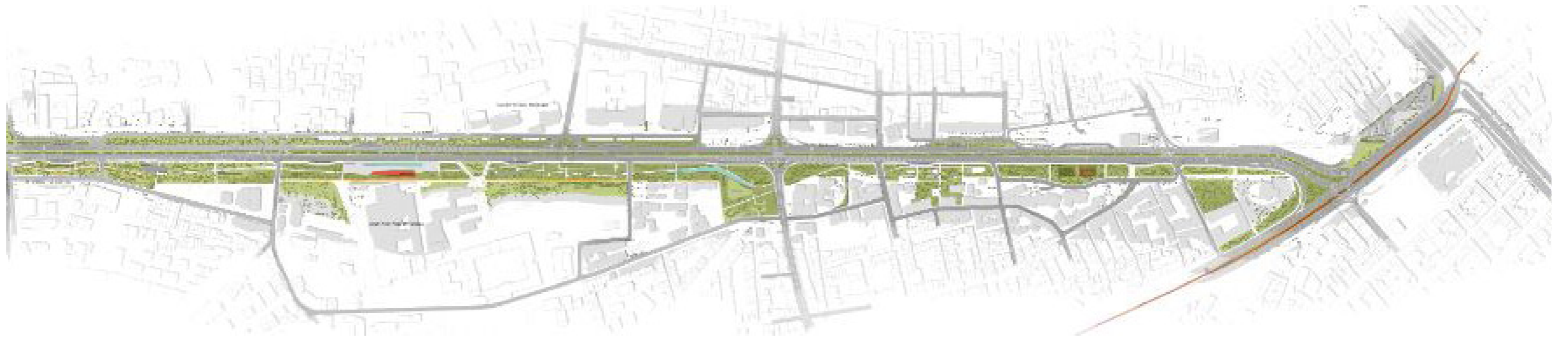
Vatan Boulevard Urban Design Project by FREA and Promim Studios (IBB, n.d.)

Ordu Street Urban Design Project by Studio Bems (Studio Bems, n.d.)

Green Space

15 30 45

Aksaray Metro
Station

Murat Pasha Mosque

Although it has the potential
to become a city square, it
remains as a station square

Aksaray Art Square and
Underground Car Parking
Project, under construction

Car Park

an intersection with no
pedestrian

Underground
Bazaar Entrance

Pertevniyal Valide
Sultan Mosque

an intersection with no
pedestrian

Tram Stop
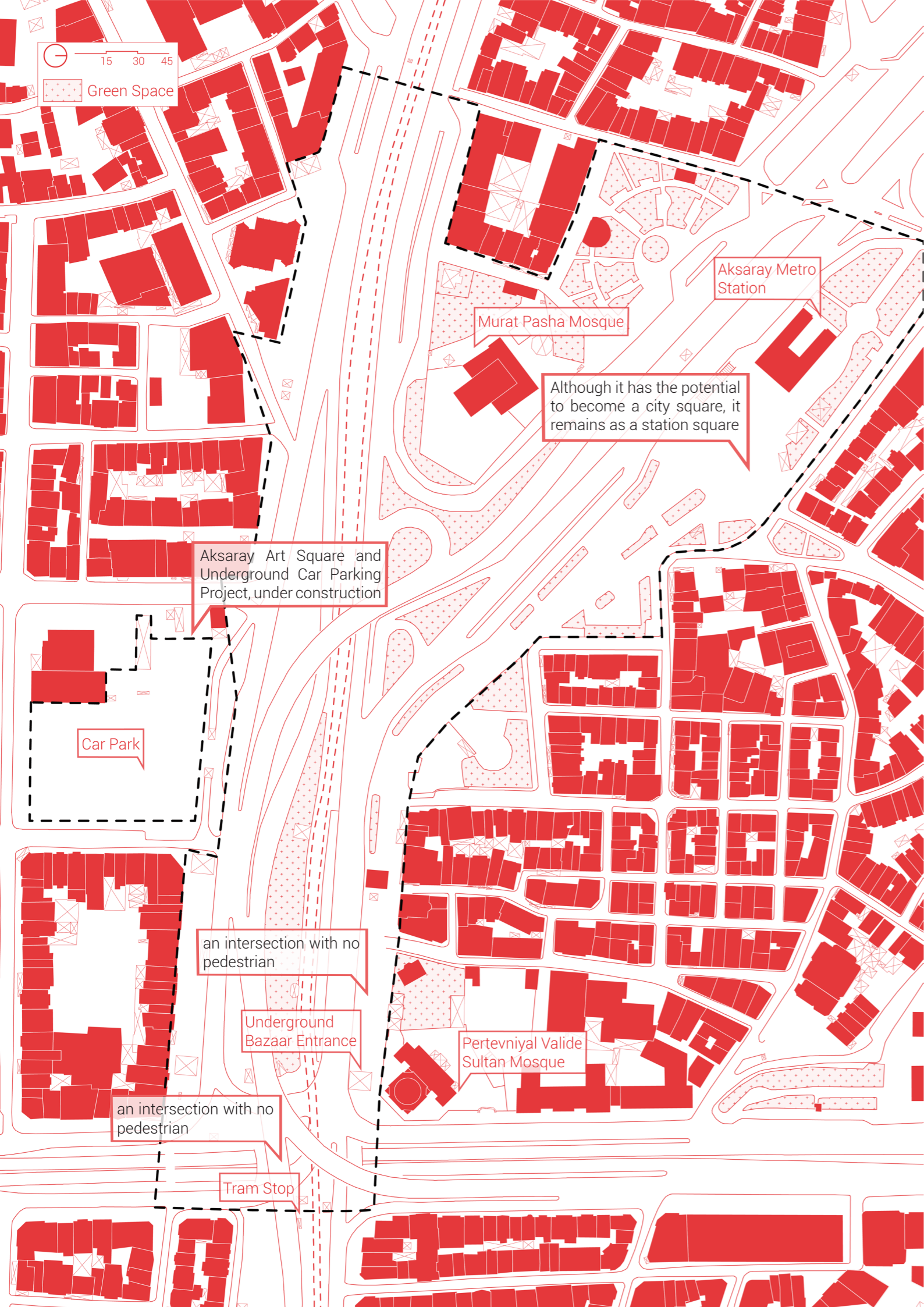
Aksaray Underground Bazaar and Square Design Project

Aksaray is located at the intersection of Vatan Boulevard and Millet Street and is one of the most well-known neighbourhoods of the Historical Peninsula. Aksaray is the location of the Forum Bovis in the Byzantine Period and is an important commercial centre in urban transportation as it is at the intersection of the city tram and Metro and is in the middle of many districts with Yenikapı Pier. Today, this area is still called Aksaray Square by the people and has not lost its place in the urban memory.

The square and the underground bazaar are designed by designing the viaduct, Vatan and Millet Streets as a whole, removing a part of the underground bazaar on the southern periphery of the Pertevniyal Valide Sultan Mosque and lowering the crowds coming from Ordu Street to the level of the Pertevniyal Valide Sultan Mosque Gate and the Underground Bazaar with inclined surfaces. This public space, equipped with food and beverage, shopping, trade and cultural functions that will keep the square proposed in the project lively and escape from the pollution of the city with the new bazaar plan with its level difference, will connect Ordu Street and Vatan Boulevard with inclined surfaces (IBB, n.d.).

Aksaray Viaduct and Pertevniyal Valide Sultan Mosque
(https://hayalleme.com/guncel/aksaray-meydaninin-dunu-bugunu/)

Aksaray Underground Bazaar and Square Design Project by FREA and Promim Studios
(IBB, n.d.)

Waterfronts as Public Spaces /

Golden Horn
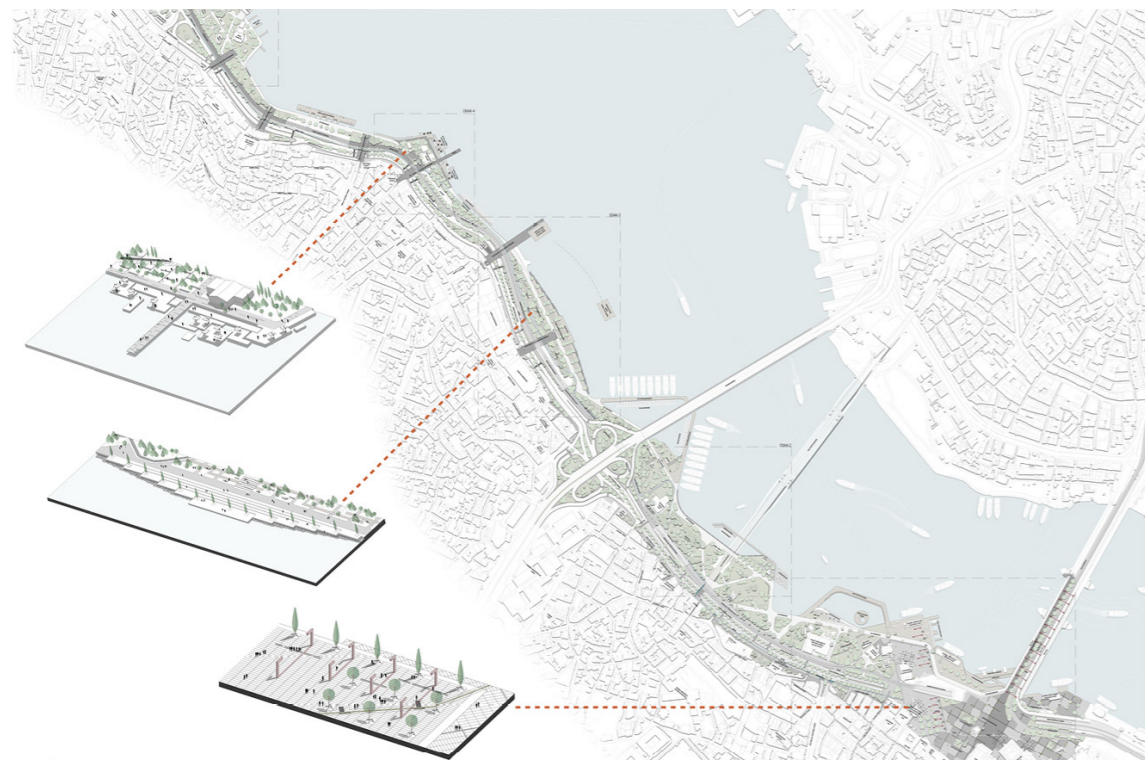Fener-Eyüp Coastline

Golden Horn

Golden Horn
Eminönü-Fener Coastline

Kennedy Avenue

Marmara Sea
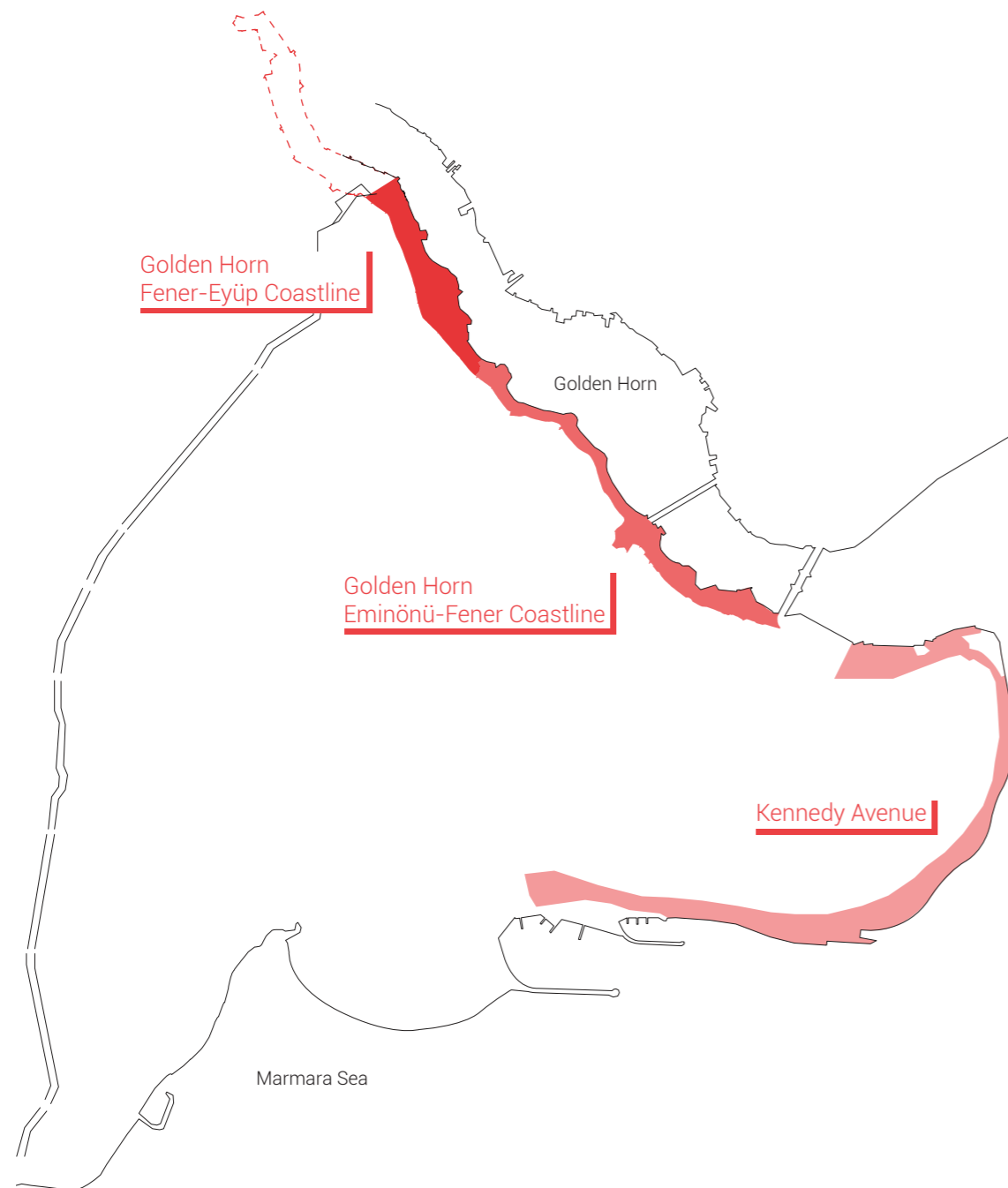
In the coastal line, which has been isolated from the city by undergoing many transformations throughout history, urban design projects are being carried out by the Istanbul Metropolitan Municipality to create green belts and increase recreation areas.

The Golden Horn is a region that has served as the main harbour of the City of Istanbul since the Middle Byzantine Period and has a natural harbour feature. The "Istanbul Golden Horn Coasts Urban Design Competition" was launched in 2020 in order to organise these relations and increase the urban use of the Golden Horn region, whose coastal-city relationship has been damaged by many changes in the historical process. The competition area is divided into 7 regions and Eminönü - Fener coastline and a part of Fener - Eyüp coastline are within the boundaries of the Historical Peninsula. Part of the focal points proposed in the winner projects have been opened for public use, and the implementation works of the other parts are ongoing.

'Kennedy Avenue Urban Design Project' includes the reorganisation of the coastline of the historical peninsula starting from Sirkeci and extending along Kennedy Street. Motor piers are proposed in the project in order to provide easier access to the historical peninsula for tourists coming to Istanbul with cruise ships by utilising the potential that will be created in Karaköy with the Galataport project.
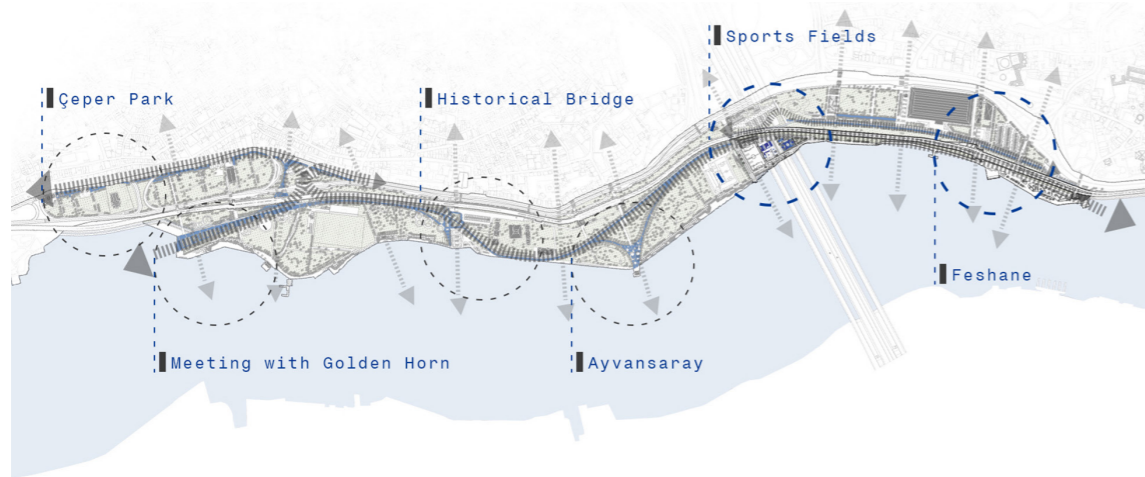
Golden Horn Fener-Eyüp Coastline Design Project, First Prize by Ervin Garip and Banu Garip (https://www.archdaily.com/1009853/golden-horn-waterfront-sports-park-and-public-space-ervin-garip-plus-banu-garip-plus-my-landscape)

Golden Horn Eminönü-Fener Coastline Design Project, First Prize by FREA (https://www.arkitera.com/proje/1-odul-1-bolge-istanbul-senin-halic-kiyilari-tasarim-yarismasi/)

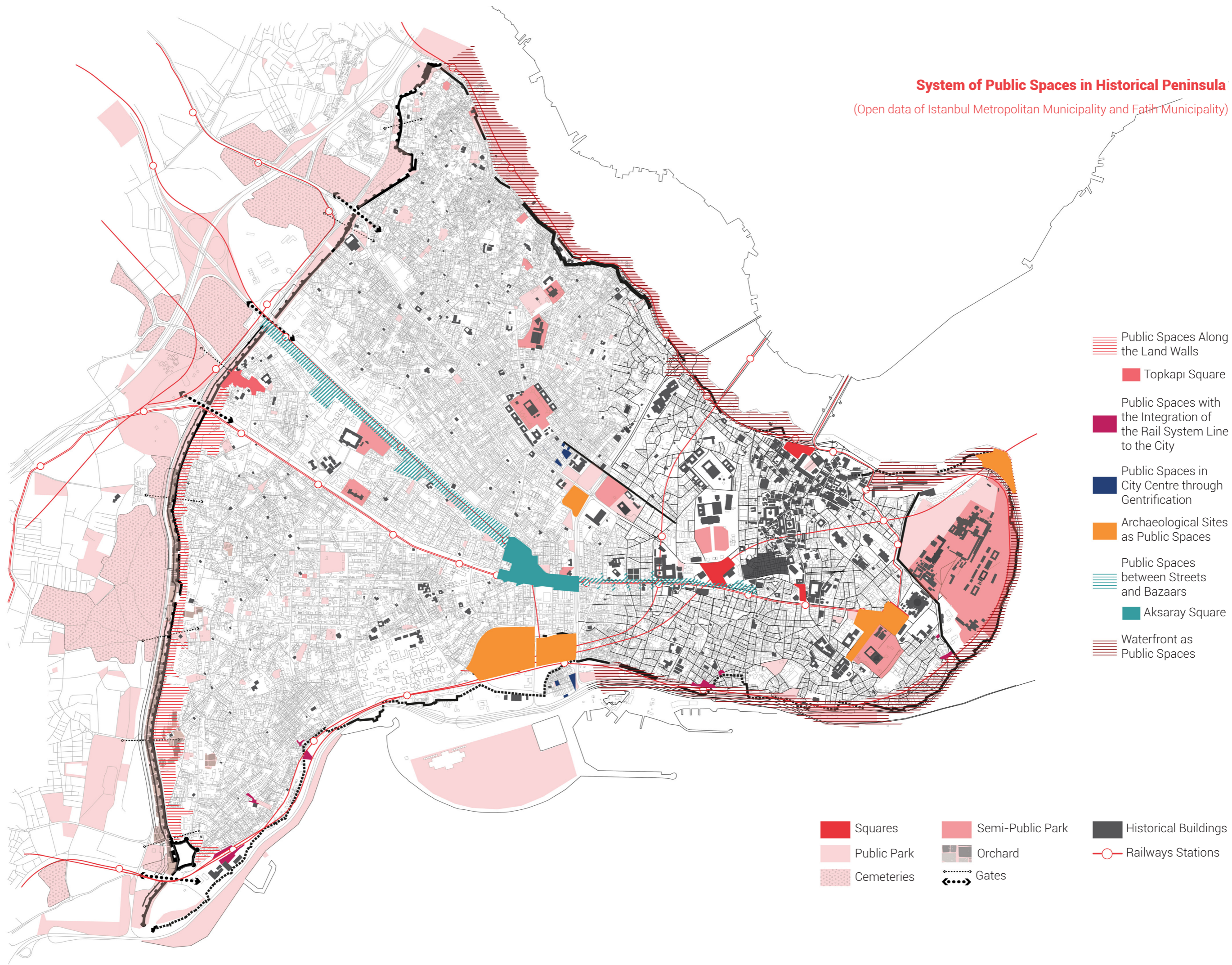Kennedy Avenue Urban Design Project by Do[x] Architecture (IBB, n.d.)

3.2
How and Where to Increase Use of Public Spaces

How the public spaces in the historical peninsula have been destroyed over time and what the public space infrastructure is today is based on many factors. These factors have led to the transformation and development of public spaces in certain parts of the historical peninsula, while others have been ignored.

The eastern part of the historical peninsula (east of Atatürk Boulevard) has four city squares and has been the focal point of the historical peninsula in terms of public spaces. This area, which has had palaces and large public buildings since the Byzantine period, is the most important tourism and commercial centre of the city. Today, many public space projects are being developed in this area and its immediate surroundings to attract more tourists.

The situation is different in other parts of the historical peninsula. The reduction of squares over time, the replacement of green areas and orchards with apartment buildings, the implementation of the pedestrianisation project only in the east of the historical peninsula, and the focus of present public space infrastructure show that the west of the historical peninsula (west of Atatürk Boulevard) is not a focal point for public spaces and is excluded from the public space system. The factors that cause this distinction between the two areas, why the area west of Atatürk Boulevard is the focus of this thesis, and how to increse use of public spaces in this area are explained.

System of Public Spaces in Historical Peninsula
(Open data of Istanbul Metropolitan Municipality and Fatih Municipality)

Public Spaces Along the Land Walls

Topkapı Square

Public Spaces with the Integration of the Rail System Line to the City

Public Spaces in City Centre through Gentrification

Archaeological Sites as Public Spaces

Public Spaces between Streets and Bazaars

Aksaray Square

Waterfront as Public Spaces

Squares

Semi-Public Park

Historical Buildings

Public Park

Orchard

Railways Stations

Cemeteries

Gates

Unesco World Heritage Sites
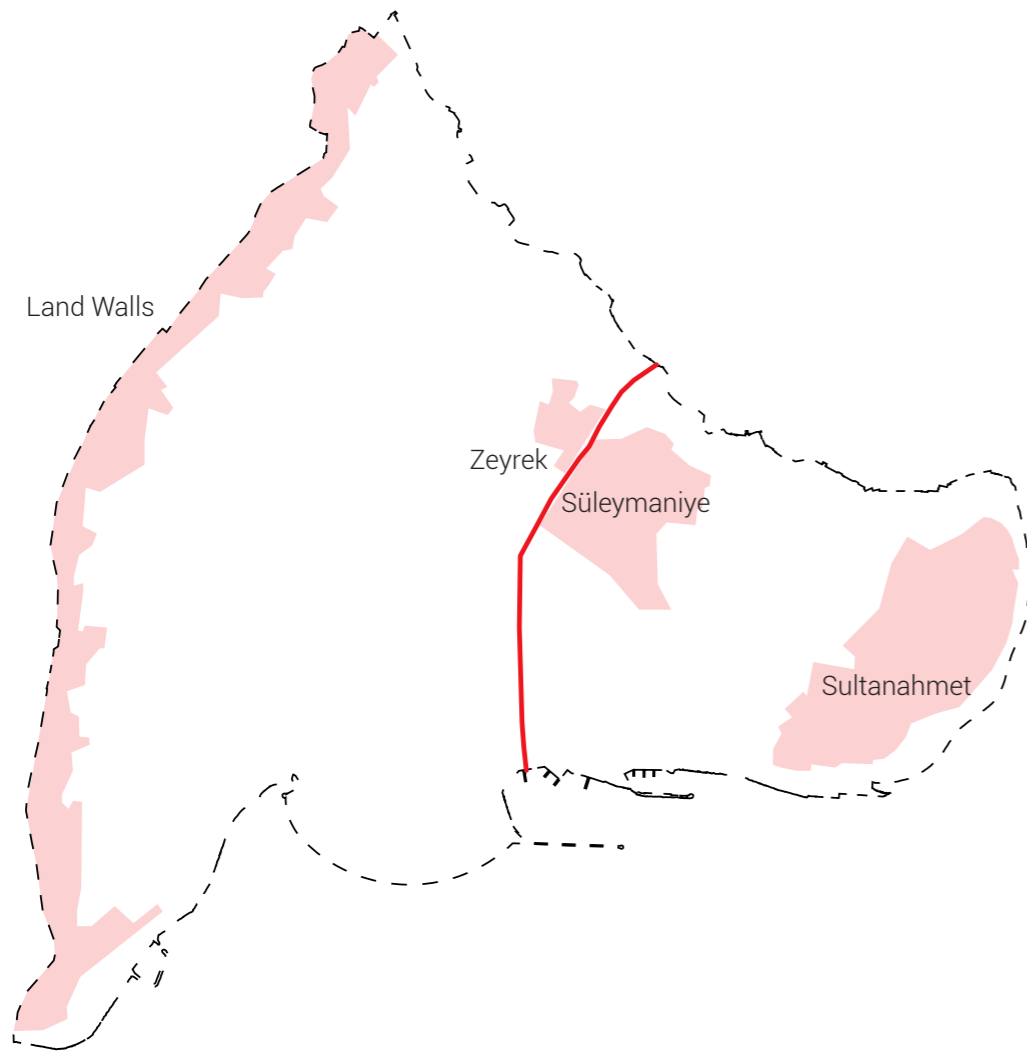
There are four sites from the historical peninsula on the Unesco world heritage list. These four areas are the Sultanahmet Archaeological Park at the tip of the historical peninsula, the Süleymaniye Conservation Area, the Zeyrek Conservation Area and the Land Walls Conservation Area. These areas contain a unique heritage fabric that blends Roman, Byzantine and Ottoman cultural heritage and reflects the multi-layeredness of the location that connects two continents, and the tourism potential that this fabric entails. The fact that these areas are located on the borders of the historical peninsula and around Atatürk Boulevard has enabled the development of public space infrastructure in these areas, and has contributed to the neglect of the areas between Atatürk Boulevard and the land walls.

Uses

(Göksü & Akalp, 2017)

Residence Tourism Commerce
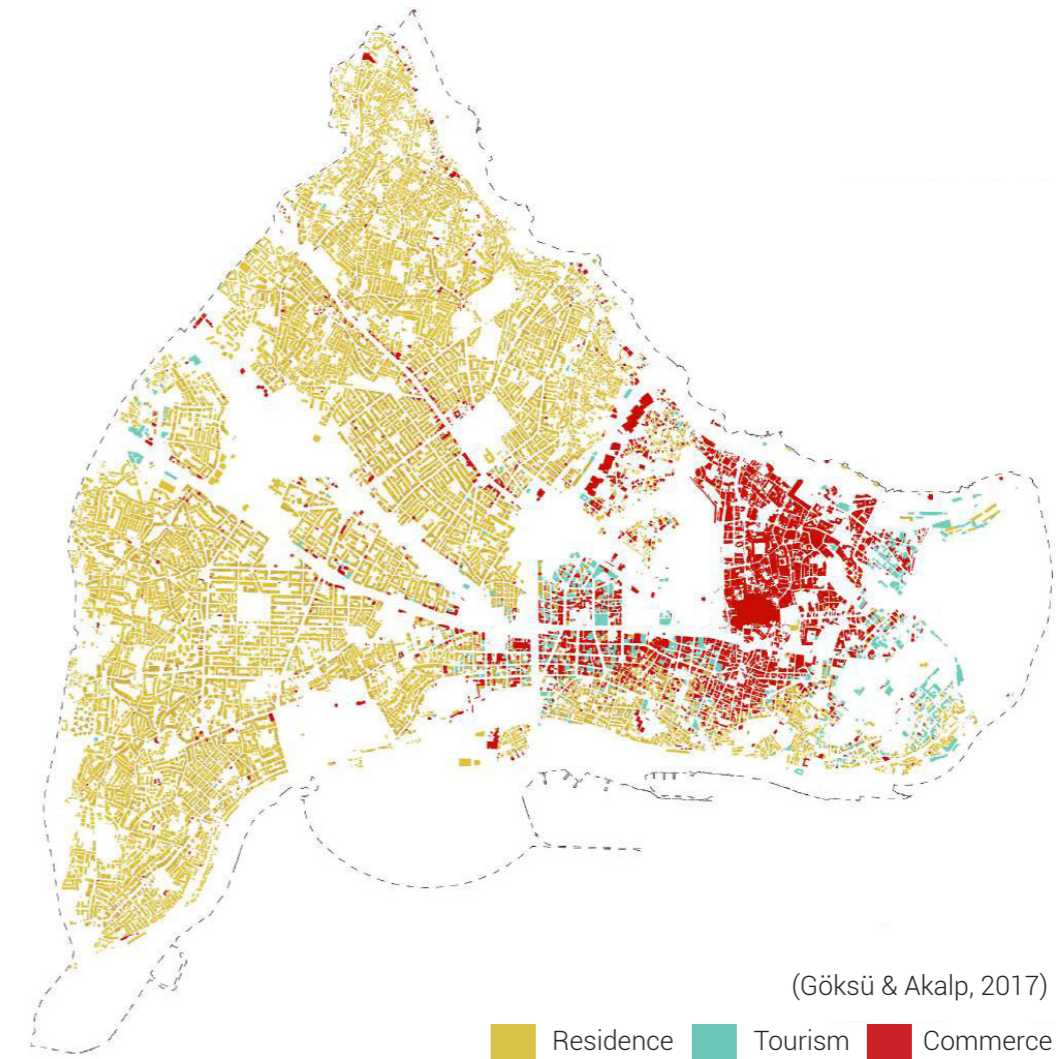
In Historical Peninsula, there are 3 main types of use other than public spaces. The area to the west of Fatih is largely residential. Residential + commercial uses on the road within this area are also evaluated within this large residential area. Stand-alone commercial uses are mostly located on certain streets. However, the Eminönü area has an intensive commercial use and tourism use spread throughout the city. Fatih has areas of use that appeal to both the local population, the general population of Istanbul and tourists on a global scale, and it is noteworthy that these areas are largely separated from each other, but coexist in certain focal points. The west side of Atatürk Boulevard is mostly residential and lacks focal points and public spaces to support tourism and commercial use.

Urban Fabric

(Göksü & Akalp, 2017)

■ Grid ■ Organic ■ Historical
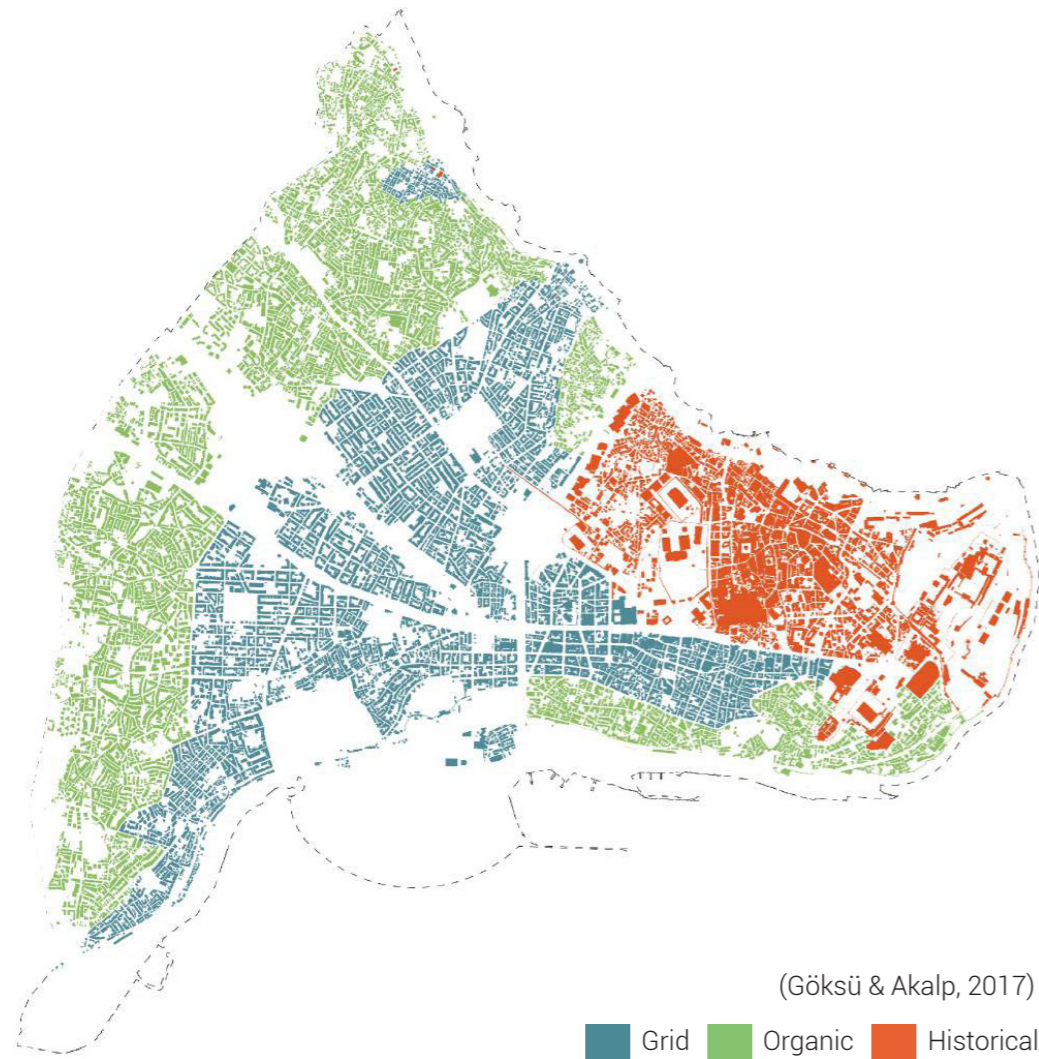
The Historical Peninsula contains 3 different urban fabrics. In the peripheries of the district and especially along the historical walls, the urban settlement is dominated by an organic fabric, while the central areas are planned and generally have a grid pattern. In addition to this, the Golden Horn slopes of Eminönü, which is the historical commercial and administrative area of Istanbul, have a unique texture with monumental buildings and inns. The historical urban fabric is a focal point for tourism and commercial functions and contains historical urban squares and public spaces. The organically developed dense building texture has developed unplanned especially with the migration from Anatolia. This unplanned development has deprived this region of public space.

Population

High Low
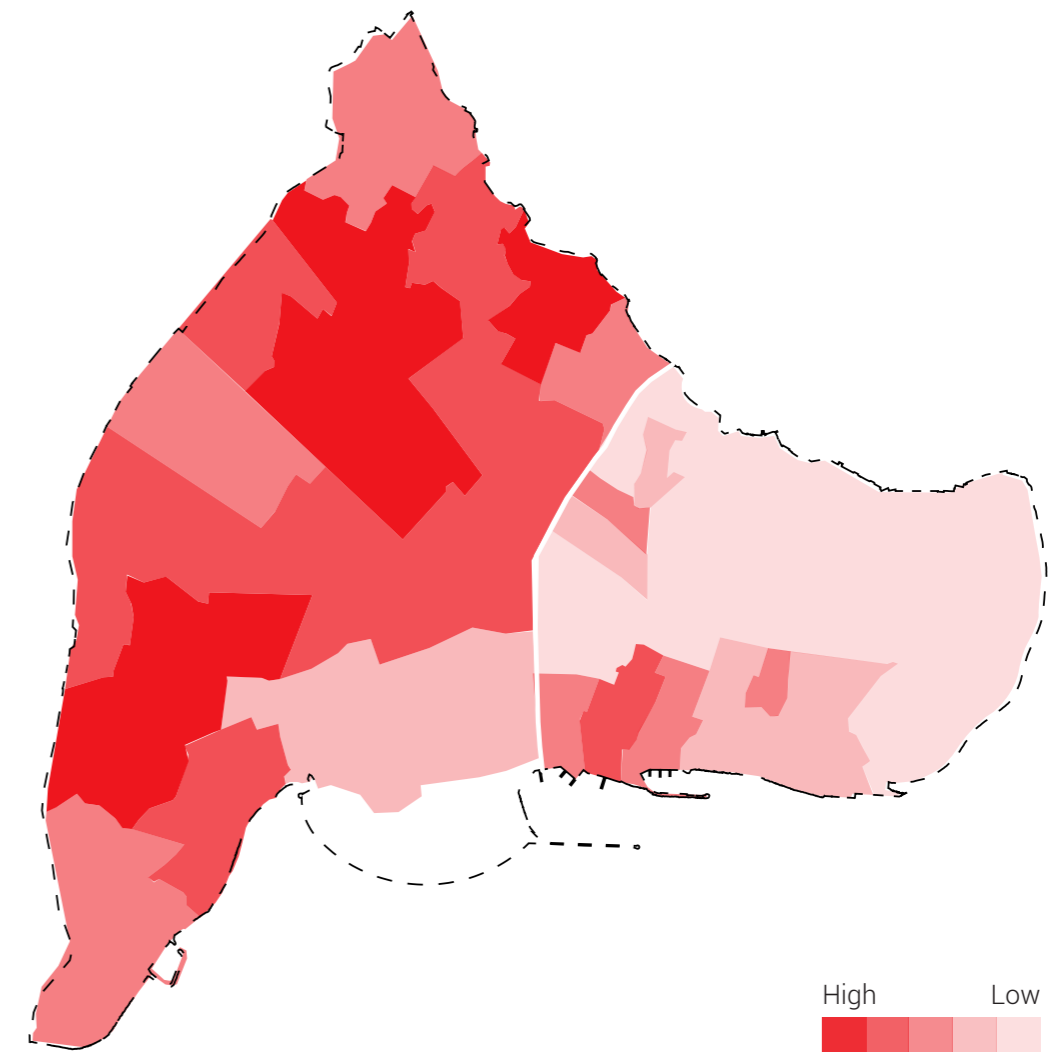
The population distribution of the historical peninsula shows that there are clear differences between the neighbourhoods. While the neighbourhoods east of Atatürk Boulevard, where tourism, trade functions and buildings with public functions are located, are home to 4 city squares, a city park and public spaces despite their low population, densely populated areas are lacking in this regard. In the 18th and mid-19th centuries, migration caused a population explosion in the west of Atatürk Boulevard. These areas have been occupied by cars because of the lack of public infrastructure and because public spaces have been developed on the basis of tourism and trade, ignoring these areas. Crowded population, lots of cars and the problems they create show where we should focus for public spaces.

So, Where is the Blind Part of the Public Space System?

The Historicity, Use, Urban Texture, Population analyses of the historical peninsula have shown us where the public space system of the historical peninsula is a transformative factor and where it is a blind system. The western part of the historical peninsula has a very small amount of public space despite its dense population. Today, public space works are carried out on the borders of this area and on Adnan Menderes Boulevard, which has high commercial functions. On the contrary, public space should be distributed on the streets of the city. Present public space system, which aims to increase the green area only around the land walls and on the coast, ignores the residential areas and the dense population there. Public space projects such as Topkapı square and aksaray square, which are added to large-scale projects, do not bring a proposal for the dense residential areas in the west of the historical peninsula. With ongoing projects in residential areas such as the Yalı Neighbourhood urban transformation project and the Büyük Karaman Street urban design project, which we have examined, buildings deemed worthless are demolished and public space is tried to be created. However, this is only done if it is known that the area will generate rent. Instead of public spaces that attract people only to the borders and equipped with commercial functions, the use of existing public spaces can be increased.

Streets are the places where people can gather in residential areas by increasing public use. In the area between Atatürk Boulevard and the Land Walls, which has not been included in the public space system for years, public spaces that could be used as green areas or squares have been filled with buildings. This makes the streets, one of the most basic public spaces, much more valuable in this region. However, as a result of the Prost plan and zoning movements in the 1950s, the historical peninsula cannot benefit from its streets as public spaces under the pressure of a motorised and constantly growing city.

Land Walls

Golden Horn

Atatürk Boulevard

Marmara Sea
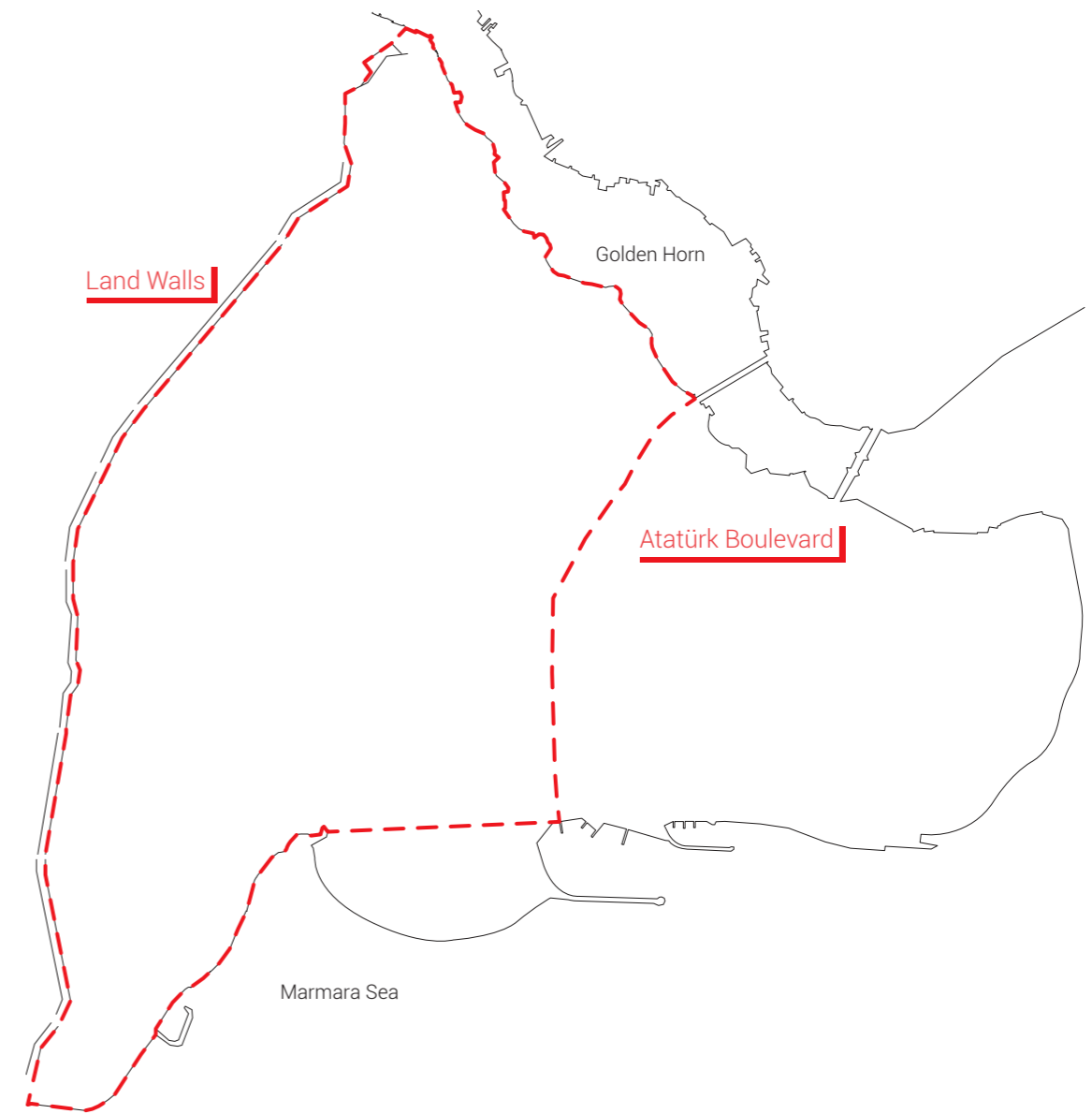
The unplanned growth of this region, high housing density and the inadequacy of public transport have caused the streets to be filled with cars. When the problems created by this car occupation are combined with the lack of public space, these areas become uninhabitable places. It would not be realistic to reach a solution in this area with a pedestrianisation project as in the areas of the historical peninsula where the housing stock is low. Pedestrianisation of the region without providing the necessary public transportation infrastructure to the region, perhaps without bringing different solutions to the need for car parking, will make the problem more complicated. However, it is possible with a design strategy to provide the streets in this region as public spaces for the local residents as in the old times by regulating the flow of cars at certain points and changing the functions of some streets. Pedestrianisation projects of many streets may be considered in the future as public transport service is provided to the area with the planned tram projects.

The design and process that will increase the use of the streets as public spaces should also be considered. Will pedestrianised streets attract other investors to the area? Will this design process lead to gentrification? By seeking answers to these questions, an attempt has been made to build a hypothesis that will increase the use of public space in the area between Atatürk Boulevard and the Land Walls of the historical peninsula.

Challenges Encountered Over the Years

Parking on Footways

Unitegrated Green Spaces

Difficult Crossings

Lack of Facilities for Children

Noise and Fumes

Barriers at Waterfront

Difficult Crossings in Historical Peninsula (Adapted from Google Earth)

Parking on Footways in Historical Peninsula (Adapted from Google Earth)

Public Space Use and Gentrification

The term gentrification was first used in 1964 by sociologist Ruth Glass to describe the spatial and social changes observed in some areas of London. In Glass' definition, the process was described as the invasion of working-class neighbourhoods by the upper-middle classes, displacing all or most of the working-class residents and changing the social character of the neighbourhood (Smith, 1996). A precise definition of the concept of gentrification would make it difficult to understand the developing and diversifying process by defining it with reductionist approaches. Smith (1979, 1996) also described gentrification as an inevitable process when a rent gap arises, representing the difference between the existing land use value and its potential value under a more profitable use. The size of the gap grows until it becomes possible for land to realise its underlying value profitably. Thus, gentrification is a movement of capital rather than people (Smith, 1979). There are also ideas that characterise gentrification through gentrifiers. Hamnett (1984) argues that "Gentrification is the physical, economic, cultural and social occupation of "twilight zones" formerly inhabited by the working class or shared by multiple groups, usually by the middle classes or higher income groups, through the expulsion or displacement of their inhabitants" (as cited in Ergun, 2004). Ley (1996), on the other hand, places greater emphasis on the economic, demographic and cultural preferences of gentrifiers, such as living in the inner city to be closer to workplaces and socio-cultural activities, as well as to be closer to others like themselves, and argues for the importance of the cultural and lifestyle values of a new urban middle class, namely gentrifiers, who admire historic preservation, urbanity and cosmopolitanism. (as cited in Yücesoy, 2008).

In its most general definition, gentrification refers to a new class and spatial segregation of declining old inner-city spaces; it is part of, but also the consequence of, urban restructuring as the result of a multifaceted transformation (Şen, 2005).

Gentrification, which is a dynamic process, occurs in different cities of different countries, under different conditions and at different rates. Each city has a different history, building and architectural stock, social and economic structure; hence, it is not possible to talk about a homogeneous and singular group or structure of gentrifiers in the process of gentrification, which has spread in geographically and culturally different areas on a global scale in the 21st century (Altıntaş & Erkan, 2018). Furthermore, different gentrifiers may play a role in different stages of the process, such as the beginning and the end. The pioneers and actors of gentrification include middle and upper classes, new middle class, national and local governments, companies (real estate, banks, etc.), public and private partnerships, non-governmental organisations, architects, urban planners, developers, media and individual influences (Altıntaş & Erkan, 2018).

In order to make a neighbourhood ripe for gentrification, coordination and planning are needed: between city planners, investors and potential wealthy new residents. If investors do not invest, buyers cannot buy and a profit opportunity is lost. If investors build and nobody buys, the market goes bankrupt. gentrification can only happen smoothly and quickly by attracting the desired residents and industries through town planning departments, organising financing, identifying areas to be developed and providing financial incentives (Stein, 2019). Central and local governments, through the policies they develop (taxation, subsidies, etc.), can sometimes support the gentrification process and sometimes directly initiate the process in certain areas. State-initiated slum clearance and urban renewal programmes are among the most direct and comprehensive state involvement initiatives in this process (Altıntaş & Erkan, 2018). According to Williams & Smith (2015), The intervention of the state is an important determinant both in terms of providing new opportunities for private investment and reducing risks, and in the change of urban planning (as cited in Altıntaş & Erkan, 2018).

On the other hand, gentrification is a process of socio-spatial transformation that profoundly alters patterns of use, ownership and social life in public space. In places where gentrification takes hold, the city turns to neoliberal empowerment and treats public space as a private investment opportunity. In places where gentrification fails, the city turns to neoliberal austerity and reduces the budget for everything except the police. Since gentrification and disinvestment often occur simultaneously in the same cities, most governments and planning departments work with a combination of both approaches (Stein, 2019).

The intensive placement of entertainment-oriented developments in gentrified urban areas, with a high emphasis on preservation and privatisation, accelerates the loosening of public space from its original roots and the alienation from public life and public experience in the city (Yücesoy, 2008). In this sense, gentrification is largely associated with the "narrative of loss" or the "end of public space" (as cited in Yücesoy, 2008 from Sennett 1977 and Sorkin 1992). The displacement of marginalised and labour class citizens raises concerns about a "degraded right to the city" (Mitchell 2003). Planners often explicitly acknowledge the goals of gentrification, but legitimise this action through value recovery initiatives (Stein, 2019). For example, some public spaces are developed and privatised as part of the regeneration and upgrading of inner-city areas, while at the same time becoming the object of a branding strategy for the ever-expanding leisure and commercial development in city centres (Zukin 1995). These new quality entertainment and commercial infrastructures are used as a means of attracting potential gentrifiers. With gentrification, on the one hand, a multifaceted struggle for the appropriation of public space is observed in the articulation of different actors and the practices of institutional actors, while on the other hand, with the arrival of new residents, the patterns of use, approval and experience of public spaces, which are an important part of the residential atmosphere, change (Yücesoy, 2008).

The development of public spaces as a catalyst for attracting potential gentrifiers is also seen in the gentrification process in the Balat neighbourhood, one of the oldest neighbourhoods of Istanbul's historical peninsula. Although the effects of the gentrification process in Balat have gained a noticeable momentum after 2010, the foundations of this process were laid in 1996 and continued in a gradual and uneven manner in the following years (Altıntaş & Erkan, 2018). After the decision to remove the industrial buildings in the Golden Horn in the 1980s, the central and local administration sought to create projects to "utilise" the area. Although the projects could not be implemented during this period, the property market in the area became active and names from the world of business, fashion, sports, art, academia, media and architecture started to buy houses in Balat. After 2009, Balat and its immediate surroundings, which had been covered in the media for many years on various issues such as its minority population, historical building stock, architectural features, migration zone, film shootings, criminal incidents and rehabilitation projects, started to come to the agenda intensively with urban transformation and renewal news. According to Altıntaş & Erkan(2018), In the gentrification process in Balat, it is seen that two actors are "encouraging" and "directing" at different scales at certain intervals. These actors are the state and members of the new middle class. In the first place, these actors play an active role in improving the reputation and bad image of the neighbourhood; in the process, they contribute to the recognition of the region through different forms of economic, cultural and social capital. These contributions, have started to attract the attention of the urbanites with different but coexisting concepts such as "creative-design-neighbourhood-street" of Balat (Altıntaş & Erkan, 2018). The changes in the spatial appearance of Balat have started to be seen clearly with the restored houses, newly opened places and the street becoming a part of this change, and with the formation of this appearance, places serving the lower class and middle-upper middle status and good-looking places coexist in Balat.

A building where Syrian families live in Balat, 2015 (Altıntaş & Erkan, 2018)

One of Balat's "creative-design-neighbourhood-streets" (https://www.6nmagazine.com/istanbulun-en-renkli-semti-balat)

The streets of Balat have become a "touristic attraction centre" with its colourful doors, houses with bay windows, children playing in the street, laundry hanging from window to window, and cafes designed with retro, vintage, rustic, modern and tea garden-coastal town decoration elements. The streets of Balat, sometimes as a still background and sometimes as an artificial and real decor, 'host' old and new neighbourhood residents and newcomers from outside.

So, how can we increase the public use of car-occupied streets in residential areas of the Historical Peninsula, such as Balat, without causing gentrification? Pedestrianisation is the most common way to solve this problem in developed countries. However, simply taking streets blocked by cars and turning them into pedestrian walkways or creating pedestrianised squares through planning and government decision-making would increase the use of public space, but would mostly increase nearby housing and land prices (Stein, 2019). In addition, carrying out projects to increase the use and amount of public space together with projects such as urban regeneration, restoration, façade improvement will cause gentrification of the neighbourhood and change the users and usage patterns of public space, as in the Balat example.Urban social movements can take the lead in identifying problems in capitalist urban planning, organising for urgent state action to address them, and imagining alternatives for a liberated society (Stein, 2019). Participation, transparency and ownership are crucial for increasing the use of public space without causing gentrification. In a process designed to be participatory and transparent, the control and security of the public space will be ensured by the local people. As Jacobs (1961) emphasises, the main characteristic of a successful urban area is that a person feels personally safe and secure in the street among all these strangers. In a public space project that does not lead to gentrification, there will be no socio-spatial transformation process that profoundly changes the patterns of use, ownership and social life in the public space.

4.1 /
Designing the Process

According to Global Designing Cities Initiative streets are the most basic unit of urban space through which people experience a city. They are often misconceived as a two-dimensional surface on which vehicles travel from one place to another. In fact, streets are multidimensional spaces consisting of many surfaces and structures. Streets extend from one property line to another, with building edges, land uses and setbacks defining their boundaries. They facilitate a wide range of uses and activities as well as providing a space for movement and access. Streets are dynamic spaces that are adapted over time to support environmental sustainability, public health, economic activity and cultural values. Streets are like rooms in the open air, shaped by multiple planes: The ground plane is at the base, buildings and the edges of the roadbed form the side planes, and the roof plane acts as the ceiling of the room. Each plane is made up of a large number of individual components that are regulated or created by different policies, regulations, guidelines and construction practices (GDCI, n.d.).

Streets, where neighbours meet, children play ball and gossip, have lost their quality and quantity of public space together with squares and green areas with the increase in migration to the city. How and where this transformation took place is explained in the previous chapter. So, can there still be places that will qualify as public spaces among these streets? Streets are the most important place in the physical environment that hosts many outdoor activities. Gehl (2011) categorised the outside activities in public spaces ad streets in three different categories: Necessary activities, Optional activities, and Social activities.

Necessary activities include actions that everyday life and the living conditions oblige us to perform. These activities are hardly influenced by the physical environment and are performed in almost all conditions (Gehl, 2011).

Optional activities involve actions that are taken if they are desired and if time and space make it possible. External conditions, the physical environment and the architects and urban planners who design this environment have a great influence on these activities. Activities such as drinking tea outside, going for a walk are examples of optional activities (Gehl, 2011).

Social activities are highly influenced by the context of the place where they take place. While they can be quite inclusive in the narrow streets of residential areas where everyone knows each other, they can remain more superficial in the centre of the city where everyone is unfamiliar with each other. Nevertheless, every gathering creates a social activity, and in this, the importance of the place and the responsibility of those who design this place are very important. Gehl (2011) explains how the frequency of these three outside activities changes the quality of the physical environment:

(Gehl, 2011)

"Graphic representation of the relationship between the quality of outdoor spaces and the rate of occurrence of outdoor activities. outdoor activities. When the quality of outdoor areas is good, optional activities occur with increasing frequency. Furthermore, as levels of optional activity rise, the number of social activities usually increases substantially."

In addition, close friendships, friends, acquaintances, casual contacts, passive contacts ("see and hear") are more frequent in high-density settlements than in low-density settlements (Gehl, 2011). Although Istanbul's residential areas are now occupied by automobiles, it has the potential to have a quality physical environment and public spaces with the continuity of close social relationships and outdoor activities. This potential should be utilised with the streets, which have been the main place where these activities have been taking place for years. In this region, where there is almost no public property to be transformed into squares and green spaces, the streets need to be reshaped to increase public use without causing gentrification.

There are many parameters to be considered when reshaping the streets in the historical peninsula. Factors such as the history of the city, user profiles, dimensions and locations of the streets should be taken into consideration, and the close neighbourhood and friendship relations created by the highly dense residential area should not be damaged. For this, it is essential that the whole process is participatory and transparent. Participation of neighbourhood residents ensures transparency, democracy and accountability in urban policy processes. It mobilises different stakeholders and enables the emergence of innovative methods based on cooperation and oriented towards real needs. Most importantly, it builds trust among urban stakeholders.

It is unlikely that there will be any major investment from public institutions for the residential area of the historical peninsula, which has received very little public space investment over the years. But what if we present short-term projects to the public and stakeholders by targeting certain long-term goals?

Before a high-cost investment, 'rehearsing' the design with low-cost, temporary and flexible materials in a short term, evaluating the comments of the local residents about the project and making changes and improvements in the project according to the comments will ensure that permanent projects will be much more sustainable and successful. Potential areas for these short-term projects will be explored and these areas will be typologised according to their qualities and functions. A design proposal will be developed for each typology and the effects and results of these designs will guide other intervention areas. An idea of how this process will work with stakeholders and institutions can be developed by looking at the strategy of GDCI, one of the world's most influential urban design organisations. GDCI (2022) categorises street transformations into three different categories: Pop-up transformation, Interim transformation, Capital construction.

Pop-up street transformations are a quick way, lasting from a few hours to a few days, to generate excitement, to show the immediate effects of a design on a project site and to set a precedent for a interim or permanent project. Sometimes they take place as a recurring weekly event, such as weekend play streets or public markets GDCI (2022).

Interim street transformations last from a few weeks to several months and provide immediate benefits while advocating for scalable solutions. Interims often use street markings, paint, signs, movable street furniture and/or barriers. Interims give the opportunity to experience the project and collect data over a slightly longer period of time: before, during and after the project GDCI (2022).
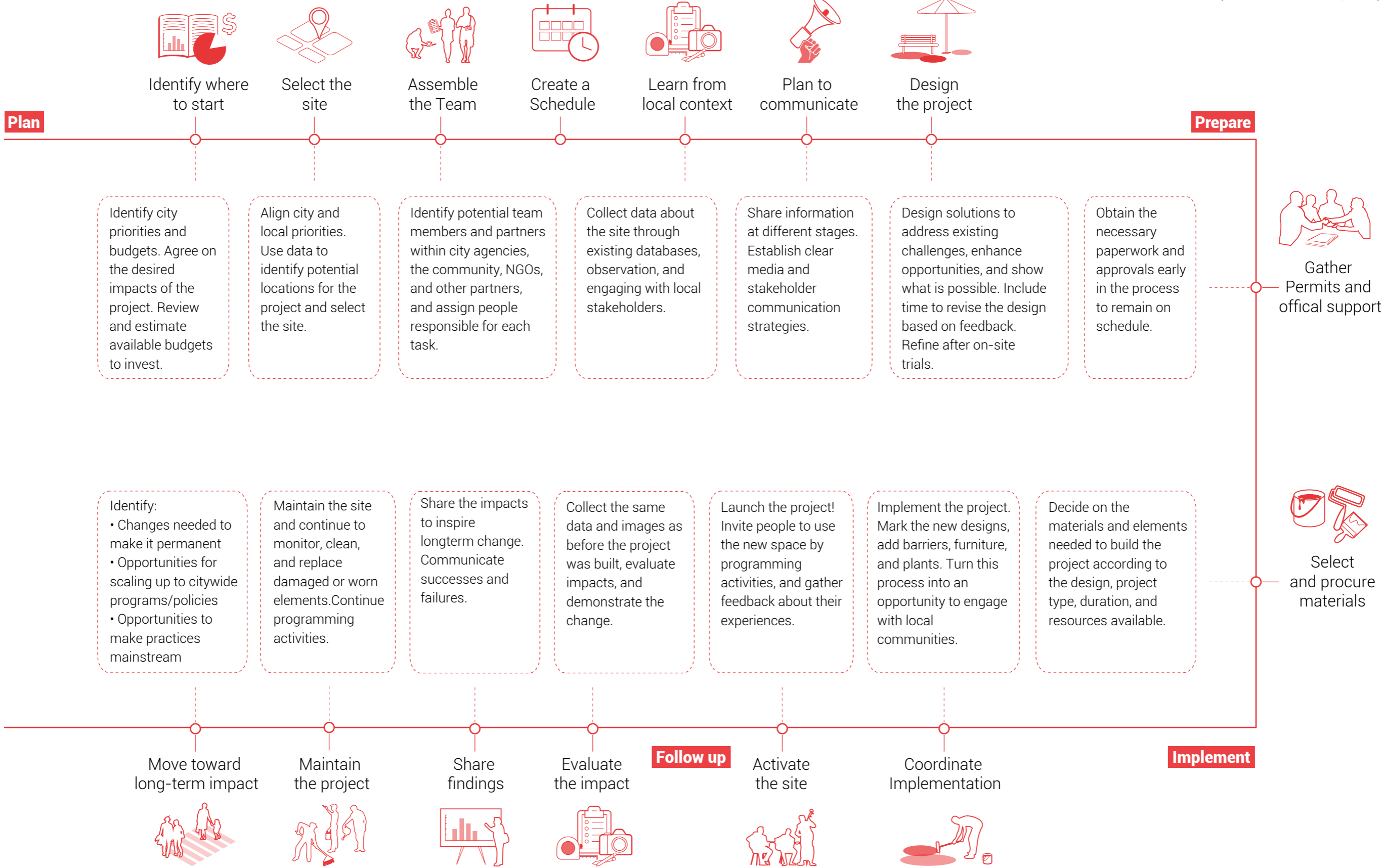
Capital construction in general, the primary goal of pop-up and interim transformations is to lead to the capital construction of the project GDCI (2022).

Pop-up and interim street transformations, often referred to as "tactical urbanism" projects, offer an opportunity to quickly, dynamically and economically demonstrate possibilities with existing infrastructure and budget, and to discuss and refine these possibilities before capital investments are made (GDCI, 2022).

These transformation strategies developed by GDCI are being implemented in many cities around the world. It gives successful results especially in cities where city plans are completely car-oriented. Pop-up and interim projects overlap with the design strategy we propose for the Historical Peninsula. Multiple ways can be suggested for the participation and implementation processes of these projects. The first way is the process proposed by GDCI and applied in the Zümrütevler Square Interim Project, which was developed by Superpool and GDCI in Maltepe district of Istanbul.

The process of reshaping streets proposed by GDCI

(Redrawn from GDCI, 2022)

Plan

Identify where to start

Select the site

Assemble the Team

Create a Schedule

Learn from local context

Plan to communicate

Design the project

Prepare

Identify city priorities and budgets. Agree on the desired impacts of the project. Review and estimate available budgets to invest.

Align city and local priorities. Use data to identify potential locations for the project and select the site.

Identify potential team members and partners within city agencies, the community, NGOs, and other partners, and assign people responsible for each task.

Collect data about the site through existing databases, observation, and engaging with local stakeholders.

Share information at different stages. Establish clear media and stakeholder communication strategies.

Design solutions to address existing challenges, enhance opportunities, and show what is possible. Include time to revise the design based on feedback. Refine after on-site trials.

Obtain the necessary paperwork and approvals early in the process to remain on schedule.

Gather Permits and offical support

Identify:
• Changes needed to make it permanent
• Opportunities for scaling up to citywide programs/policies
• Opportunities to make practices mainstream

Maintain the site and continue to monitor, clean, and replace damaged or worn elements.Continue programming activities.

Share the impacts to inspire longterm change. Communicate successes and failures.

Collect the same data and images as before the project was built, evaluate impacts, and demonstrate the change.

Launch the project! Invite people to use the new space by programming activities, and gather feedback about their experiences.

Implement the project. Mark the new designs, add barriers, furniture, and plants. Turn this process into an opportunity to engage with local communities.

Decide on the materials and elements needed to build the project according to the design, project type, duration, and resources available.

Select and procure materials

Move toward long-term impact

Maintain the project

Share findings

Evaluate the impact

Follow up

Activate the site

Coordinate Implementation

Implement

Zümrütevler Square, Pre-Implementation (Superpool, n.d.)

Zümrütevler Square, Post-Implementation (Superpool, n.d.)

A second way to be developed for the process would be to develop the designs by involving architecture schools in this process rather than making the whole process only with the partnership of public institutions. The project areas selected in the thesis and the evaluation parts of the short-term projects envisaged to be realised in these areas can be evaluated by the design studio students in the faculty of architecture and the permanent designs of these areas can be designed. These permanent designs and process would be the reference for the other areas identified in the thesis and proposed to increase using of streets as public spaces.

In this process, students analyse the areas thoroughly for other areas divided into typologies with the cooperation of municipality-architecture school-local non-governmental organisations for a semester and include the people living in the area in the project with their requests and suggestions. Short-term proposals are developed for each area and implementation processes are planned. Local people, architecture students, and for the areas in the school square typology, the students of those schools can be included in the planned implementation process. This multi-participatory process will enable all participants to take more ownership of the projects and raise awareness for other areas of the city occupied by cars, where drivers drive fast without thinking about pedestrians and children. After the design is rehearsed with low-cost, temporary and flexible materials in the short term, it is important to evaluate and discuss the effects of the project. The maintenance of the project can also be carried out by local stakeholders and students. When the rehearsal of the project is over, the permanent project is realised in cooperation with the municipality and architecture students. The proposed design strategy does not solve the problem only in specific areas, but allows this process to proceed in a collaborative way with the participation of local people and architects-urban planners and local governments, which are the major stakeholders of shaping urban life.

The process of reshaping streets with architecture schools

Plan

Identify where to start

Create a design strategy

Creating typologies

cooperation of municipality-architecture school-local non-governmental organisations

Learn from the context

Design of short-term project by students

Prepare

Gather permits and offical supports

Select and procure materials

Designing urban furnitures

Implement

Coordinate implementation

Involve students and local residents

Activate the site

Follow up

Evaluate and discuss the impacts

Share findings

Maintain the project by all stakeholders

Design of perminent project by students

Permanent implementation

4.2 /
Potential Public Spaces

In the streets of the historical peninsula, there are many ordinary areas that have turned into irregular parking spaces over time within the organic and grid urban fabric. These areas have the potential to be public spaces as much as they are ordinary. These potential areas have been kept alive by the people for years as neighbourhood squares that were not designed within the building islands and urban texture that developed over time. After the industrial revolution and the intense migration movements that followed, the historical peninsula experienced a population explosion and these squares were surrounded by concrete structures and cars.

A significant part of the street texture of the historical peninsula is organic texture, which makes the streets in a wide variety of forms and sizes. For this reason, the location of each area in the dense fabric was observed and the settlement principle in relation to the built area was analysed. When analysing the location of potential spaces, it was found that the way in which the streets relate to the built environment restores repeated spatialities in the dense fabric. The potential spaces were analysed according to recurring settlement typologies in order to strengthen the connection between them and to reinforce the hypothesis that would bring a new proposal for public space infrastructure.

The typologies found follow this classification:

- **Irregular parking spaces**, these areas those places which are formed due to unplanned urban growth, widening of streets and settlement of buildings, are used as irregular parking areas.

- **Underutilised intersections**, these are those places where the demands of different users of the street come together. They are focal points that require all users to meet, manage and manoeuvre around each other and are of great importance for mobility and decision-making.

- **Dead end streets**, most of the time there areas occurs accidentally due to poor urban planning and unplanned construction. Since it is safer than other streets, it has significant potential for pedestrians.

Potential Spaces to Increase Public Use of Streets

Irregular Parking Space

Underutilised Intersection

Dead end Streets

Project Sites as a Combination of Space Typologies
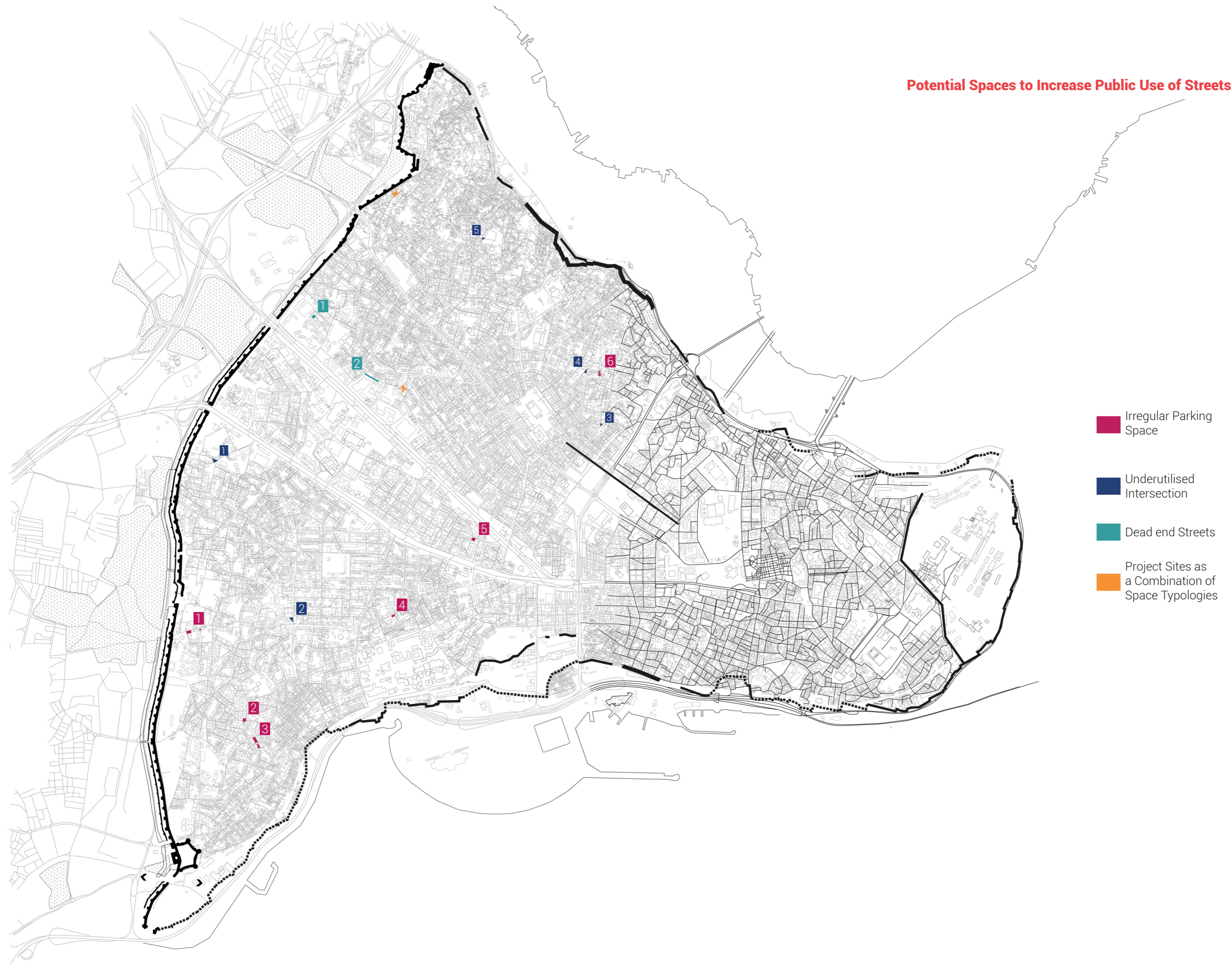
Irregular Parking Space
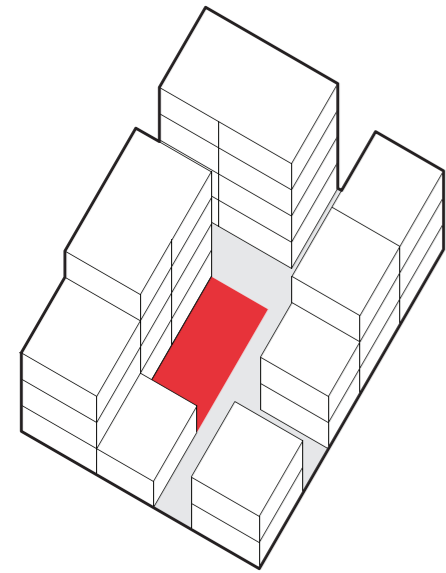
Settlement Principle

There are many large undefined park areas in the historical peninsula. These areas, where children used to play, are occupied by cars, making the streets in the neighbourhood dangerous. These areas, which are surrounded by houses and sometimes schools, can be increased the use of public space instead of parks and neighbourhood residents can be provided with areas to socialise.

2 | 41°00'04.3"N 28°55'39.1"E
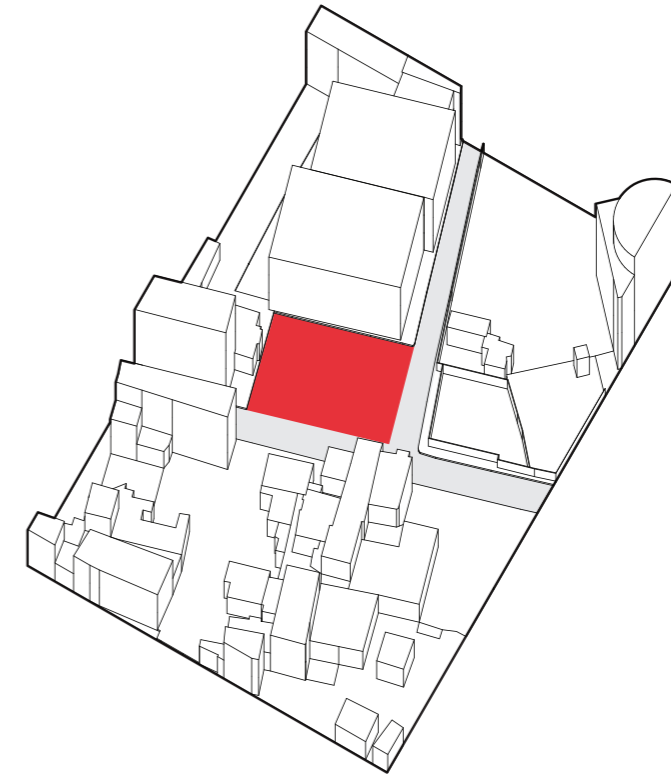
2 | 41.024950, 28.932573
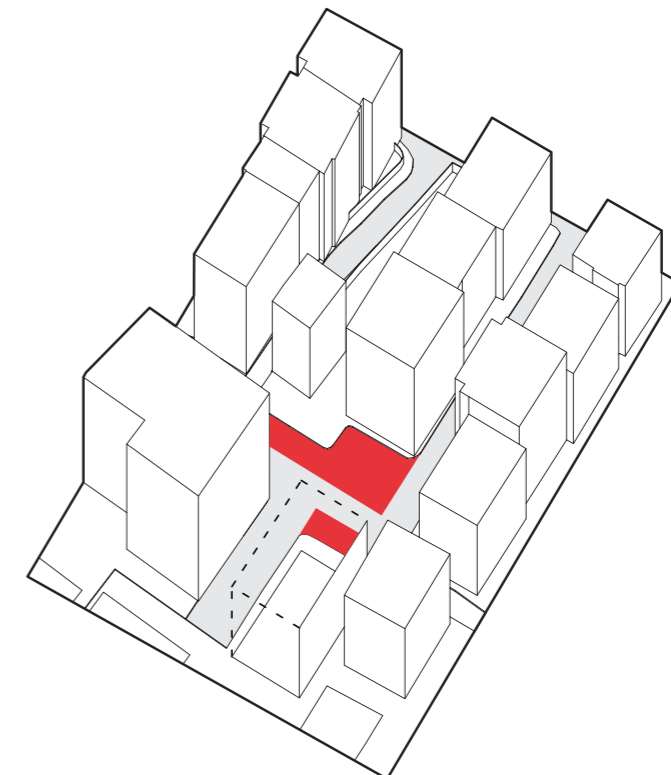
3 | 40°59'59.9"N 28°55'42.6"E
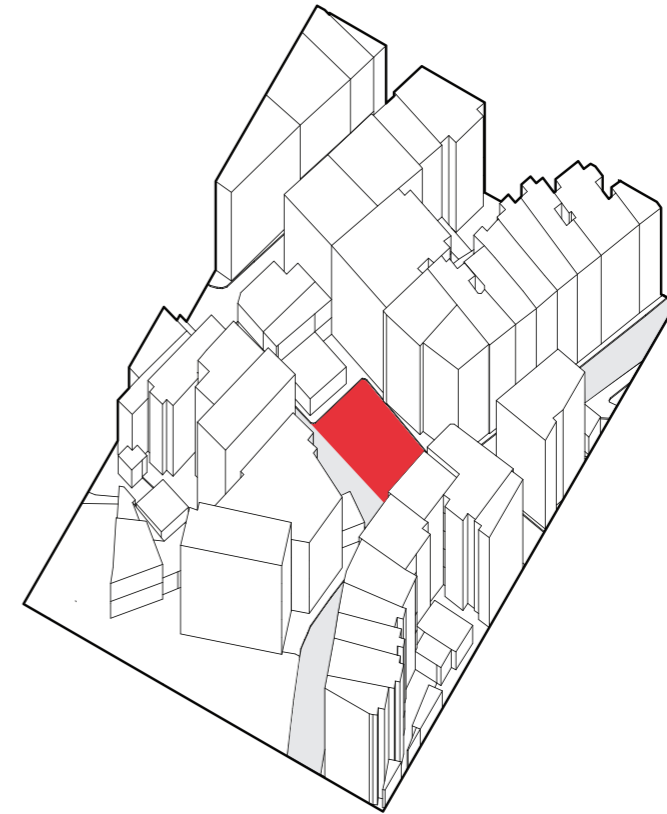
4 | 41°00'26.8"N 28°56'20.3"E

School

5 | 41°00'43.2"N 28°56'42.8"E
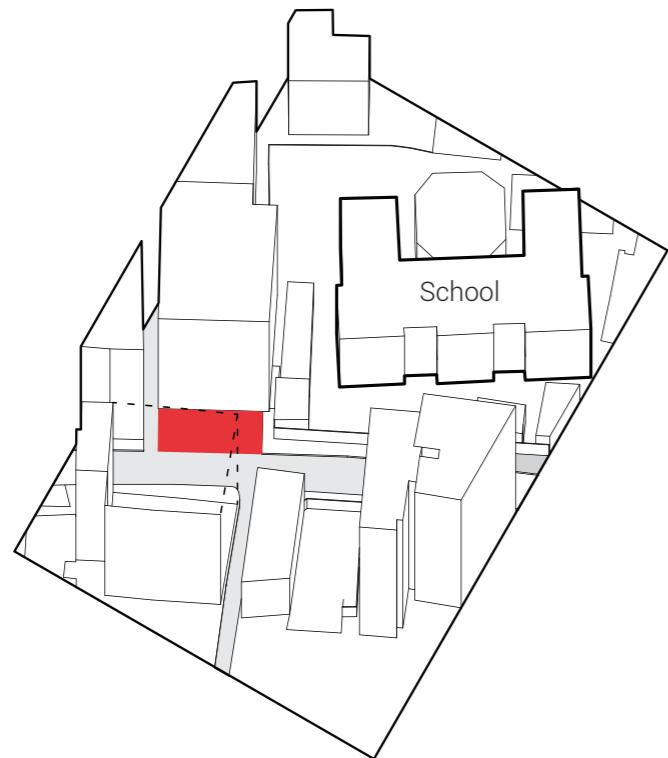
4 | 41°01'18.7"N 28°57'17.3"E
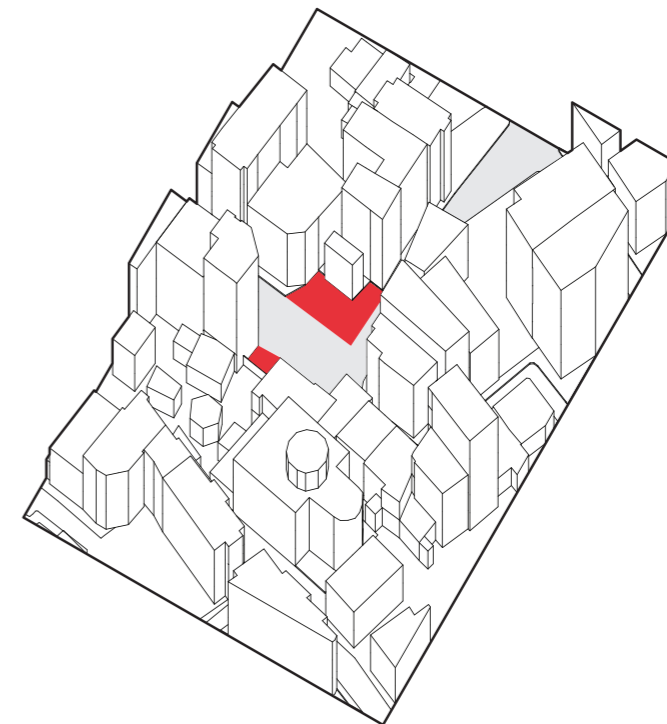
Underutilised Intersection
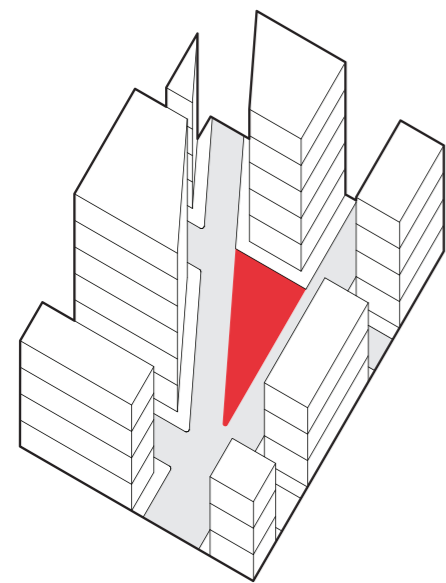
Intersections vary in configuration, type and size and play a crucial role in shaping the overall safety, legibility and efficiency of a city's street network. Given that the majority of encounters occur at intersections, careful realignment offers opportunities to reduce accidents and casualties. Good intersection design can also harness the social and economic potential of areas that are overbuilt or underutilised, making them more mobile. The shown underutilised intersections are mostly used as car parks.

School
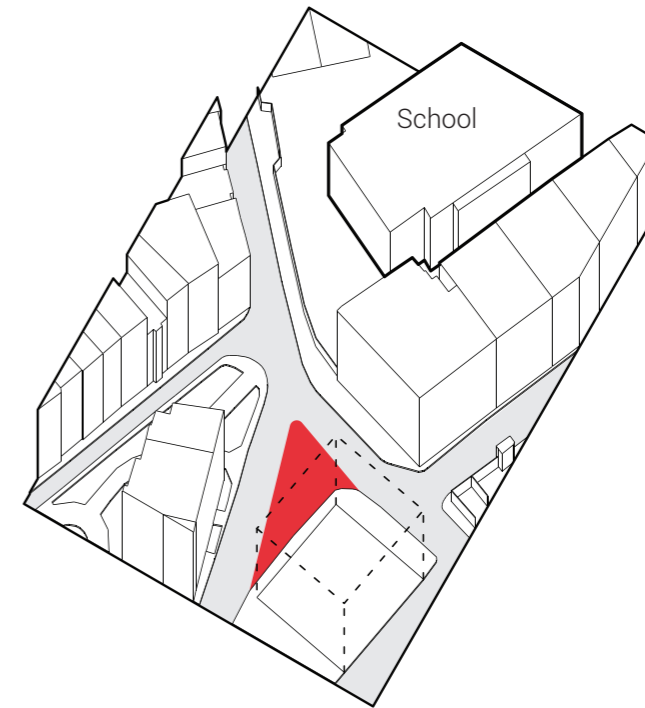
Settlement Principle
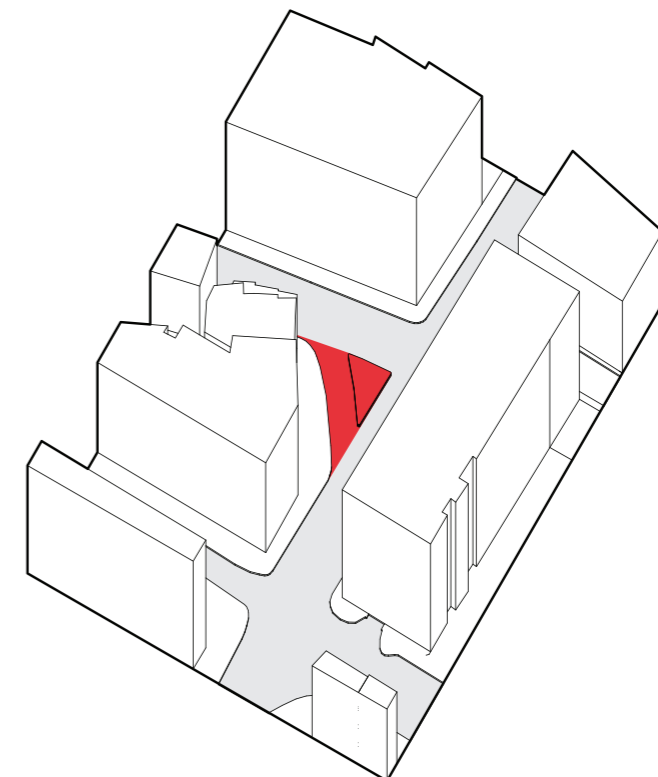
3 | 41.024950, 28.932573

School

School
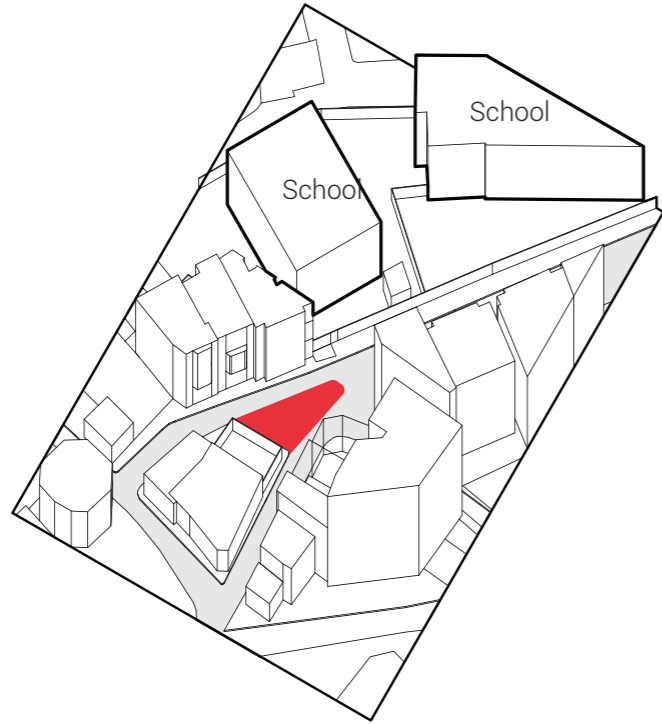
3 | 41°01'46.8"N 28°56'44.8"E

School
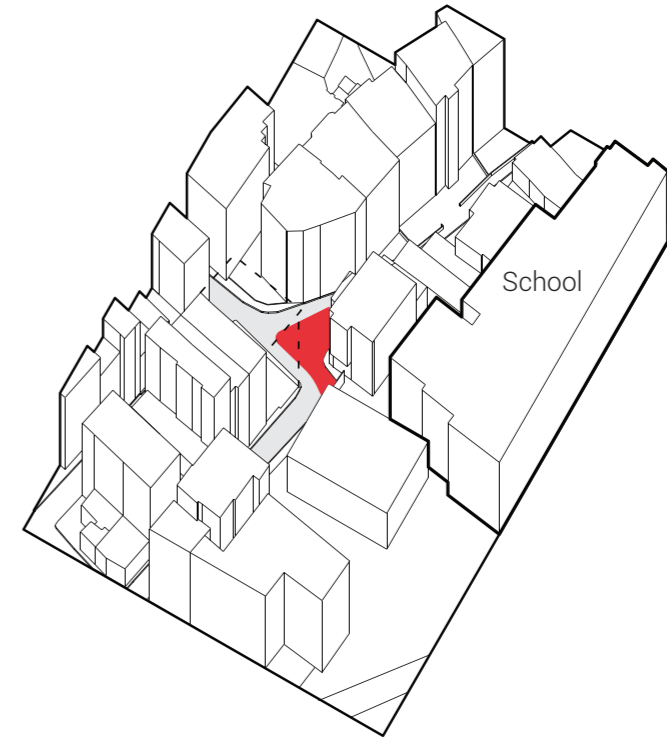
4 | 41°01'19.1"N 28°57'13.4"E

School

School
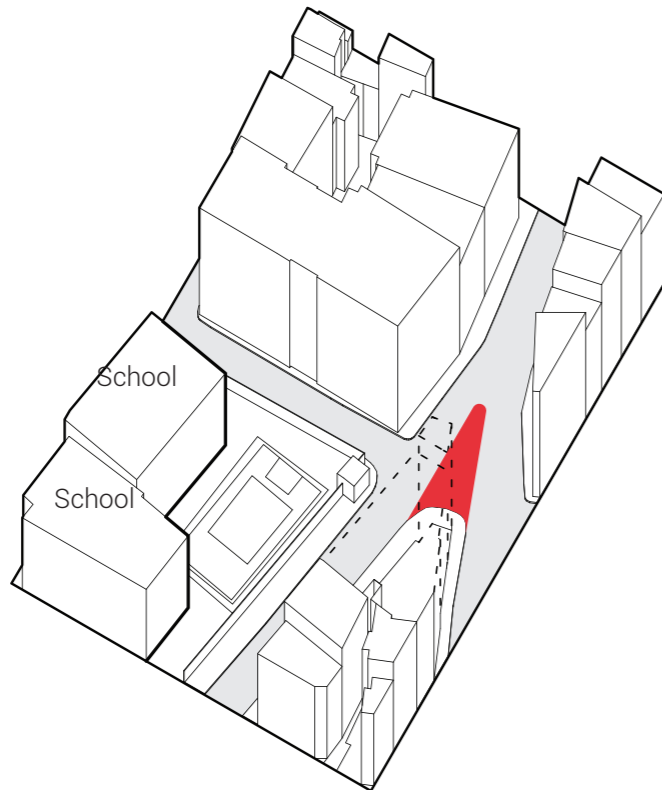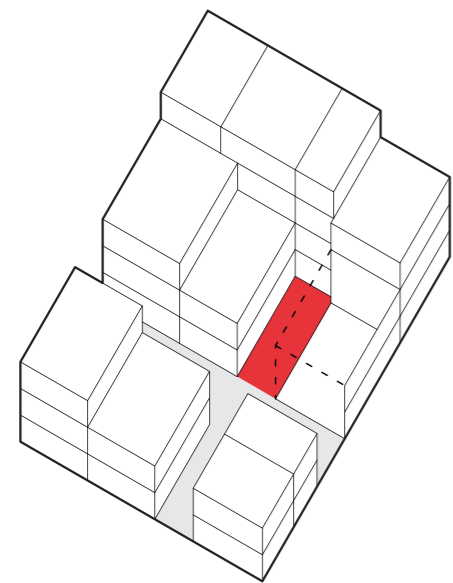
Dead End Street

Due to the organic and unplanned growth of the urban fabric in the historical peninsula, dead-end streets or streets that are closed to car traffic and only parked by vehicles have been formed. Since these streets are isolated from traffic flow, they can be transformed into safe and pedestrian-oriented streets with good design. One of the two street areas shown is in front of the school entrance and the other is a small street in the residential areas of the neighbourhood.

Settlement Principle
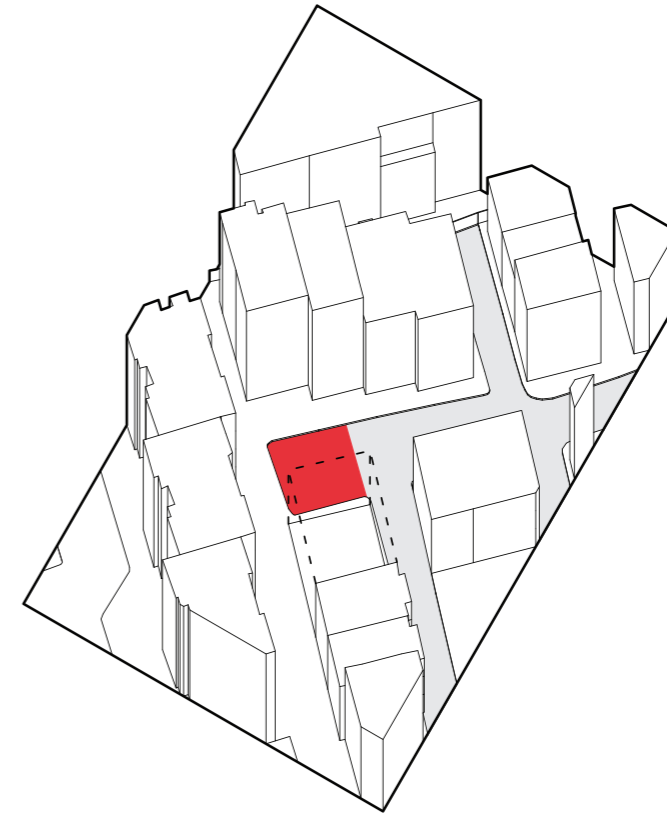
1 | 41°01'16.8"N 28°56'14.0"E

School
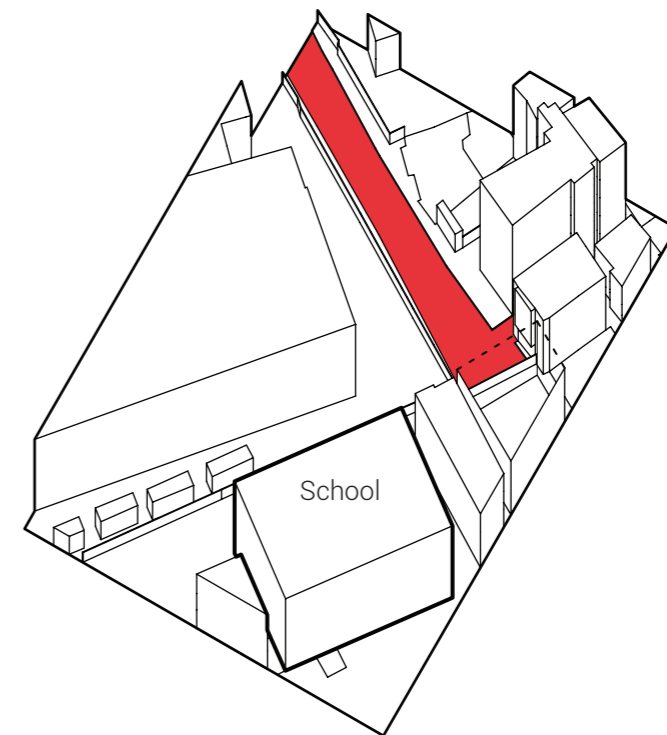
/
Projects Sites as a
Combination of Space Typologies

Two different areas that include all three of these three types of areas are identified to be designed as a reference for each area typology. The potential areas are mostly located in residential areas and in the vicinity of schools, which led to the design of the two areas as **school square** and **neighbourhood square**.

Every day, hundreds of children walk to and from school with their parents along wide carriageways and roundabouts. Although walking to school is encouraged, it is done at risk on roads with no pedestrian safety measures in place, between vehicles. In the densely populated historical peninsula, social activities such as drinking tea and conversation are carried out on pavements due to the lack of public space and unfortunately shaped according to cars. Considering the intensive use of these potential areas by children, there is a need for child-oriented school square that prioritise pedestrian safety and a neighbourhood square where everyone can socialise.

Neighbourhood Square : Avcı Odaları Street | 41°01'56.1"N 28°56'19.7"E

School Square : Zembilci Street | 41°01'15.2"N 28°56'22.8"E

Neighbourhood Square : Avcı Odaları Street

School Square : Zembilci Street

Dead End Street

Narrow sidewalks

Narrow sidewalks

Irregular Parking Space

Land Wall

Underutilised Intersection

Irregular Parking Space

Underutilised Intersection

Neighbourhood Square, Pre-Implementation
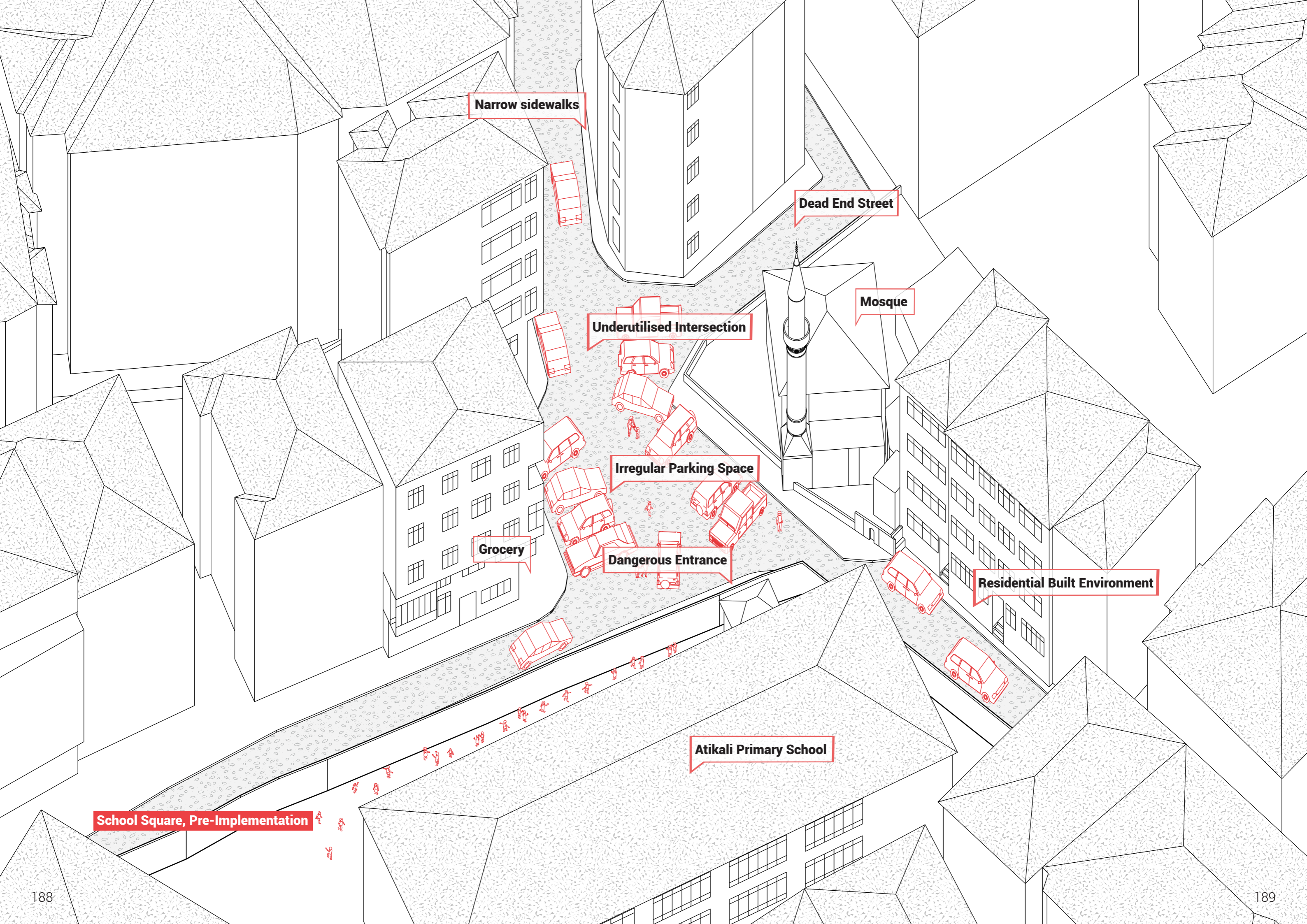
Narrow sidewalks

Dead End Street

Mosque

Underutilised Intersection

Irregular Parking Space

Grocery

Dangerous Entrance

Residential Built Environment

Atikali Primary School

School Square, Pre-Implementation

Avcı Odaları Street | Neighbourhood Square Project Site

Zembilci Street | School Square Project Site

4.3 /
Design Actions for Intervention

A design hypothesis will be developed for each of the two potential public spaces identified as school square and neighbourhood square in the previous chapter. The projects to be developed aim to increase the use of streets as public spaces in the dense urban fabric of the historical peninsula, which has been surrendered to vehicles and deprived of public space investments, and to shape the streets with the participation of local residents.

Designed as a rehearsal for permanent projects, these projects include certain design actions that will provide reference to permanent designs. The interventions in the defined project areas are kept physically minimal and are designed to be completed in a short time in order to ensure that the municipalities, which are the main responsible for the budget part of the projects, support the projects. The process designed to activate the neighbourhood residents in the neighbourhood squares project aims to activate both the residents and students and children in the school squares project. Permanent design projects will be designed as a workshop subject in architecture schools as a result of the evaluation of the effects of the projects that will be rehearsed for a while.

Neighbourhood Square, Post-Implementation

The design of neighbourhood square involves the socialisation of the neighbourhood residents, who already have a culture of being together, in the square where they themselves are participants in the design process, instead of sitting and squeezing on narrow sidewalks. The wide, underutilised intersection, is designed to create safe pedestrian routes and a square. It is hypothesised that the design of this area will be a reference for other neighbourhood square designs. Design actions that can be implemented in other areas are shown.

Pedestrianisation

The irregular traffic flow at the underutilised intersection was transformed into a one-way street, and dead-end streets and irregular parking areas were pedestrianised. Roadside pockets were formed for vehicles parked in the area and the square was organised in a way to open it for public use.
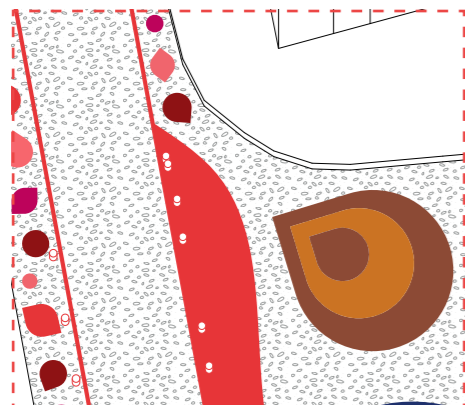
Ground Coverage

Patterns may vary depending on the location within the street. High coverage is preferred near junctions and on the periphery of the square. Patterns are used along the pavements. The large patterns in the square area can be identified with various events. Water-based paint is preferred since it dries faster.


Planting and Placing Urban Furnitures

Plants and trees play a very important role in transforming an ordinary parking space for vehicles into a public square. Certain parts of the square are covered with artificial turf. The artificial turf and the plants help the square to be imagined as a green area.
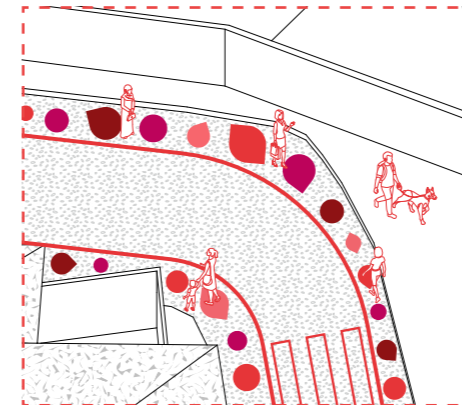

Extending the Sidewalk

In order to widen the pavements on the roads leading to the square, it was suggested that some of the vehicle roads be attached to the pavement with barriers and painted to improve pedestrian circulation. Pavement width should be 1.8-2.4 metres in residential areas (GDCI, n.d.).
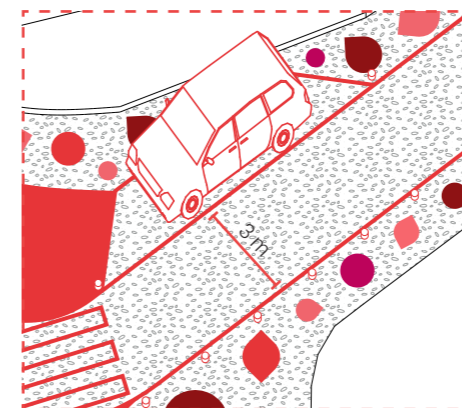


Reducing Lane Width and Parking Lanes

Narrowed roads in the neighbourhood ensure that vehicles slow down and prevent possible accidents. On narrowed roads, vehicles cannot find a place to park except for the places assigned to them. In the project, it is planned to reduce the lane width to 3 metres.
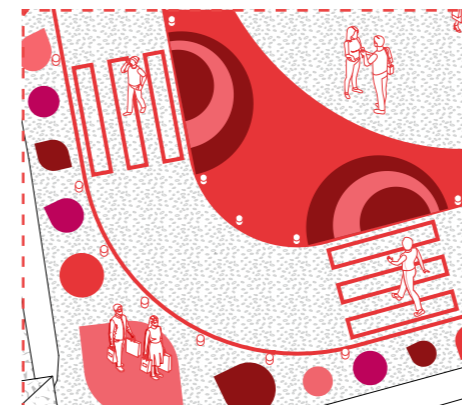
### Reducing Width for Turn Lanes and Pedestrian Crossings

In urban settings, the width required for motor vehicles to turn around in neighbourhoods is 3 metres (GDCI, n.d.). Radius corners and pedestrian crossings force vehicles to slow down. Pedestrian priority at crossings can only be ensured if traffic is slowed down.

A 6-month or 1-year rehearsal of the design is planned to be implemented permanently after being evaluated through observations, data collection and social feedback. Regular maintenance, rehearsal can greatly increase its lifespan. What we learn from the experience of maintenance during rehearsal will also be useful in the development of material selection and maintenance methods for capital investment.The municipality and the neighbourhood residents should carry out this process together.It is essential that this whole process is analysed in architecture schools and a permanent design is created. While creating this permanent design, there are certain design decisions that architecture schools have to implement. The acquisition of car-priority streets as public spaces without causing gentrification is more important than the design qualities of other elements in the public space. As we explained in the previous chapter, this is possible through a transparent and highly participatory process. The design decisions that students should follow and develop are shown.
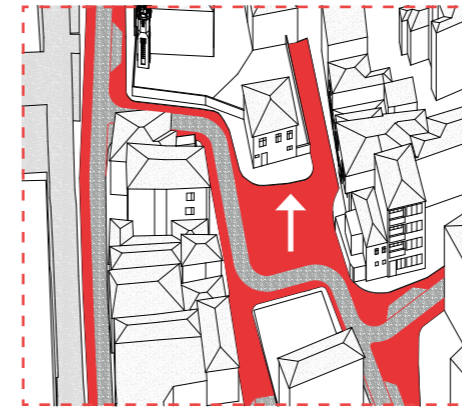

Raising the Pedestrianised Areas

In the rehearsal project, the boundaries are determined by painting the roads and preventing vehicle access to the square with the help of stones and plants, while in the permanent project, this boundary is expected to be clarified by raising the pedestrianised areas and widening the pavements.
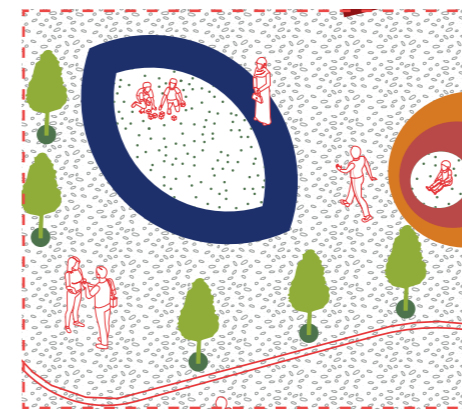
Permanent Integration of Green Spaces

In the place of movable trees and planters, trees that will act as a barrier between the vehicle road should be planted. It is expected that green areas will be formed in the square after the green area effect in the area is evaluated with the artificial turf covered in the temporary project.
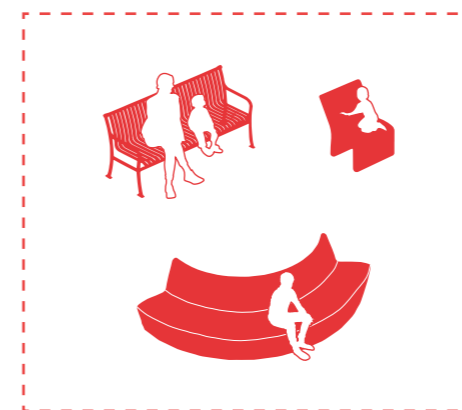
Designing Urban Furnitures

Instead of temporary urban furniture in the area, during the rehearsal process, it should be evaluated how and where the neighbourhood residents want to use the furniture and the integration of the municipality's own furniture and urban furniture specially designed for the area should be ensured.

School Square, Post-Implementation

The design of school square aims to transform schools and their immediate surroundings into active public spaces that are safer for students and pedestrians and contribute to school activities. The wide intersection occupied by vehicles in front of, mosque and school, is pedestrianised and transformed into a lively school square. It is hypothesised that the design of this area will be a reference for other school square designs. Design actions that can be implemented in other spaces of the same type of school squares areas are shown.


Reclaim

The intersection, which is a parking area and at the same time has intensive pedestrian circulation, and the dead-end street connected to this intersection are pedestrianised and reclaimed as public space by regulating the traffic flow.
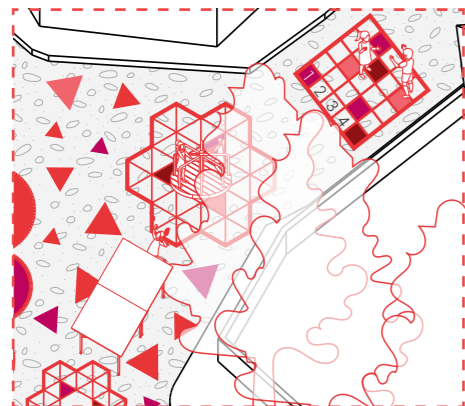

Activate

Small and large playgrounds are integrated along the pedestrianised dead-end street so that children and the neighbourhood residents can stop and enjoy the streets. The fact that these playgrounds are freed from cars makes it safer to carry out these activities.
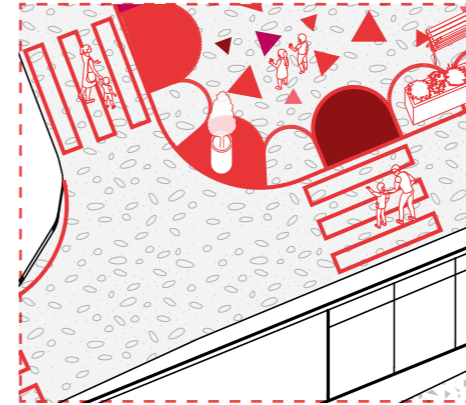
Safe Access to School

A safe connection has been created between the entrance gate of the school, which is the busiest point in the area, and the square with pedestrian crossings. Students and parents walk to the school from the square instead of the car parking area.
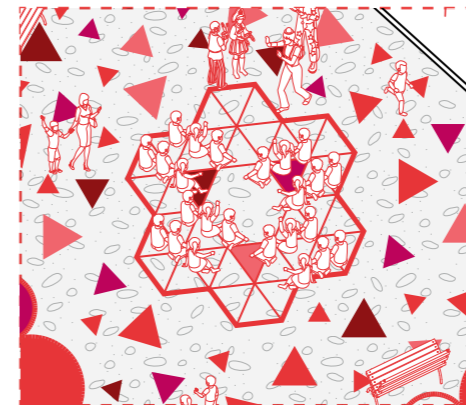

Ground Coverage

Geometric shapes, numbers and patterns were preferred in the school square ground coverings. The participation of students in the implementation phase can improve their visual skills with The drawings include schemes, geometric shapes and colour (Children's Play Council, 2002).

Protect

Lowering car speeds, radius corners and pedestrian crossings are incorporated into the design to ensure pedestrian priority. Instead of stones, plants and trees create a barrier between the road and the square.
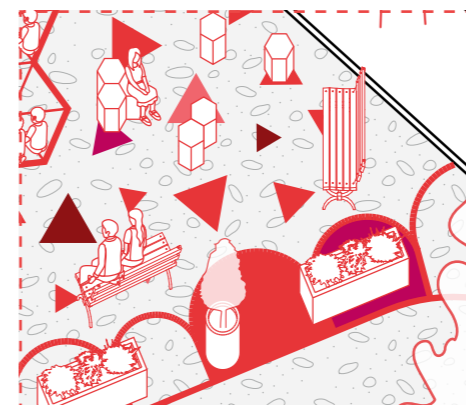

Flexible Seating

Flexible furniture was preferred for the square and pedestrianised streets. Flexible furnitures, not fixed to the ground, allows students and the neighbourhood residents to move and relocate seating according to their needs, meeting both group and personal needs.

After the design is rehearsed and evaluated through observations, data collection and social feedback, it should be planned for permanent implementation. The municipality, neighbourhood residents and all school stakeholders should carry out this process together. Participation in the implementation process also ensures communication between stakeholders. The maintenance of the project throughout this process should also be carried out jointly by the municipality, students and the neighbourhood. The conditions and use of the space may change over time. Being able to adapt to possible new uses is critical for long-term sustainability. Seeing how the use of the space and pedestrian circulation changes during the maintenance process will provide references for the permanent project. After this process is analysed by architecture schools, the programming of the public space is as important as its design. It should be ensured that the square is both a part of school activities and a meeting point for the neighbourhood. The certain design decisions that architecture schools have to implement are shown.


Upgrade and Extend

In the permanent project, the square area proposed in the rehearsal project should be pedestrianised and at-grade with sidewalks. Where there are no pavements, new ones should be built, and if the pavements are too narrow, they should be widened and have a width of at least 1.8 metres.
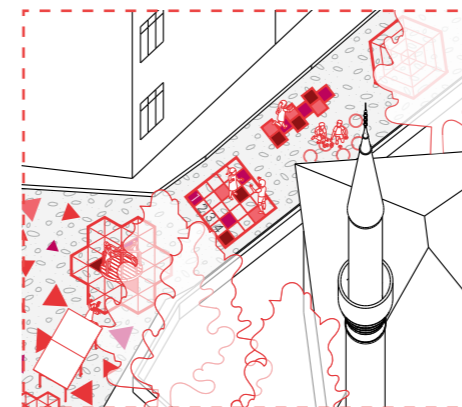
Integrate Play and Learning

The playgrounds built with paints and portable furniture in the rehearsal project should be integrated into small and large spaces along the pedestrianised dead-end street so that children and the neighbourhood residents can pause and enjoy the streets in the permanent project.
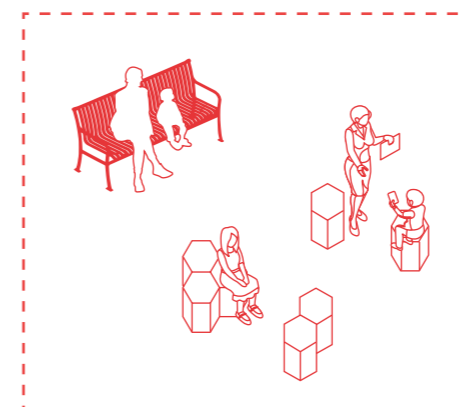
Designing Urban Furnitures

In the square, permanent seating units should be integrated with flexible furniture that will allow for many activities. The protection and maintenance of the furniture should be provided by the school administration and students should be involved in this process.

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Conclusion

This research analyses public spaces and the system that transforms public spaces in the historical peninsula of Istanbul in order to increase the use of public space in areas that are excluded from this system.

The thesis show us that the public spaces of the Historic Peninsula have not been considered only as urban spaces throughout history, independent of the socio-political ideologies of the period. Especially in the post-republican period (after 1923), public spaces experienced an intense change and became spaces that are completely dependent on the socio-political ideologies of the government. The fact that the public spaces of the historical peninsula are seen as reflection areas of socio-political ideologies forms the basis for current problems.

The study show that the modernisation effort in the Historic Peninsula, which started with Prost in the 1930s and continued with another phase in the 1950s with the increase in migration to Istanbul, destroyed many green areas and squares. Although historical squares are being improved today, modernist planning has a great impact on the occupation of the streets of the historical peninsula by vehicles.

It is seen that the present public space infrastructure is not comprehensive and neglects the residential areas of the historical peninsula between Ataturk Boulevard and the Land Walls. The most important reason for this is that these areas lag behind the eastern part of the historical peninsula in terms of touristic and commercial potential. Considering this situation, it can be considered that the system will not produce projects and make investments in dense residential areas that do not have touristic and commercial potential. The focus should be on the wide and undefined streets of these areas, which lack public space, and the public use of these streets should be increased.

In conclusion, the thesis attempts to provide a new reading of the public spaces of the historical peninsula by introducing different design visions for the typologies identified, taking into account the existing problems of these areas and the city's difficulties in the public use of the streets. The aim is to think about the transformation of the streets that will increase the public use of the streets through a participatory process without causing gentrification within the dense texture of the historical peninsula of Istanbul.

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