



**Politecnico
di Torino**

**ISTANBUL HALIC SHIPYARD TRANSFORMATIONS : NEW FUNCTIONS AND
SOCIAL PERSPECTIVES**

Master Thesis

Metin Tayran

Department of Architecture

Architecture Master's Program

MSc.Sustainability for Architectural Design

Advisor: Prof. Mario Artuso

Co-Tutor: Prof.Daniela Ciaffi

Politecnico di Torino, July 2023



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ABSTRACT

This thesis, it is aimed to present research on the transformation of industrial areas in the coastal areas of the Golden Horn (Haliç) Istanbul. In addition, it aims to show how the transformation projects serve the whole city and how they are an example when considered human-oriented and common areas of humanity. The transformation process of the Golden Horn coasts will be explained with examples, and it will be tried to investigate how the Haliçport coastal transformation project will be presented to the users.

Transformation projects for Haliç Shipyards are on the agenda of both the Istanbul Municipality and the central government. These shipyards have an important industrial and historical background for Istanbul. It will be in the public interest to design a project that reflects the industrial heritage of the Golden Horn and is suitable for the new usage habits of the people of Istanbul. New usage proposals can give a chance to use these unused areas more socially and to gain economic benefits.

On the other hand, it is important to state that the current project is uncertain. The design and implementation details of the Haliçport project have not yet been clarified, which creates uncertainty in the region. However, this uncertainty can be considered as an opportunity for the future transformation of the region, b

ecause it creates a chance for the people of the region, investors, and similar-scale projects to be examined in the world. At this point, the participation of local people and relevant stakeholders in the planning and decision-making processes is important. Thus, a sustainable project can be developed in which the needs and expectations of all parties in the region are considered.

In this context, while the thesis is being written, it aims to create a general resource during the project preparation phase with a questionnaire that includes similar projects in the world, local examples, and the opinions of the people of the region.

Keywords: Coastal transformation, industrial areas, Golden Horn, Golden Horn Shipyards urban regeneration, mixed-use development, industrial heritage, public interest, Social and economic benefits, common areas of cities, planning and decision-making processes, and sustainable development.

It should be noted that the name Haliç and Golden Horn are used in the same meaning while writing the thesis.

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CHAPTER 1. INTRODUCTION

1.1 Aim of the thesis

In this thesis, the transformation of the industrial areas on the Golden Horn is the subject. The transformation in the industry has affected the Golden Horn shipyards and shores. The facilities in this region have become unused after these transformations. The shipyards, which are the common memory and industrial heritage of the city, are designed within the scope of a comprehensive urban transformation process. For this reason, the concept of urban transformation has been examined, international and national scale urban transformation projects have been researched, and it has been tried to show what kind of differences and similarities it has with the coastal transformation projects carried out in our country.

This article aims to be a reference for the new Golden Horn Port project planned to be built in the region. The project, which has been on the agenda for a long time but still has uncertainties about the project, creates uncertainty about the future planning and transformation process for the region. This situation causes uncertainties among local people and stakeholders in the region. At this point, four project proposals proposed to be made in the region that is the subject of the thesis were prepared and after a questionnaire survey, projects were tried to be determined based on the opinions of the people of the region. The results of the survey will enable us to understand the expectations, preferences and needs of the people of the region and will provide more participation in the planning process. In this way, it is aimed that the future project will serve the region in the most appropriate way and take care of the general interests of the society. In this context, it aims to be a reference for the design and implementation of the new Haliç Port project.

1.2 Methodology of the Thesis

In this thesis, the focus is on the transformation of industrial areas in the Golden Horn. Examining the transformation process in the relevant area and the possible effects of this process on the Golden Horn shipyards and coastal areas were investigated.

While preparing this thesis, it includes a literature review to understand and analyze the concept of urban transformation. By examining the urban transformation projects carried out on an international and national scale, differences and similarities that can be an example for the transformation process in the Golden Horn region are determined.

In addition, an Istanbul Metropolitan Municipality and Central Government project proposals were prepared for the new Golden Horn Port project planned to be built in the region. These projects aim to contribute to the future planning and transformation process of the region. In addition to these suggestions, a survey was also conducted in order to get the opinions of the public. The survey results were used to understand the expectations, preferences and needs of local people and helped to provide more information to the planning process.

This thesis aims to use the project proposals as a guide in the design and implementation processes. In this way, it is aimed to design and implement the new Golden Horn Port project to be realized in the Golden Horn region in a way that takes into account the general interests of the society.

CHAPTER 2. THE CONCEPT OF URBAN TRANSFORMATION

The globalization of the world, the development of technology and advanced communication time, space and many concepts are changing. During these changes, values such as social structure and culture, which are identified with the region and rights, are carried to a different dimension. People are rapidly moving away from urban identity and urban culture. Thus, the way we do business, our relationships with people, living conditions and cities are affected by this change and transformation. Today, incredible developments such as communicating with someone living in any city in the world or doing business remotely without ever going abroad were, of course, unimaginable 50 years ago. Therefore, our perception of space and time in the world is changing day by day, and virtual realities are included in our lives.

After these developments, changes are observed in people's lifestyles and behaviors. The expectations of a crowd living at this pace from the city are quite different from the expectations of the city dwellers who lived fifty years ago. Cities should be transformed in accordance with the present and the future with a holistic understanding spread over the common denominator required by the day.

After the industrial revolutions, there has been a rapid urbanization in European cities, and cities are changing day by day in terms of lifestyle and relations with industry. As in the past, the age we live in today also affects the cities quite a lot. In the age of speed and information, people are in great competition. Changing world dynamics have put both cities and people in a race and interest-oriented order. This competition and rapid changes also affect cities. Cities need urban transformation due to their misconfiguration and new trends in the world. The concept of urban transformation has become popular in recent years and governments are trying to establish appropriate intervention methods in Turkey. However, these approaches may need to be organized with different parties. These different parties can help organize more effective solutions for the city.

Urban transformation is a process that aims to restructure cities physically, socially and economically. In this process, existing urban areas, infrastructures and structures are made more sustainable, functional and livable. Urban transformation projects generally involve the evaluation of vacant or idle areas in urban areas. These projects aim to revitalize urban areas, improve the quality of life and stimulate economic growth.

However, there are many factors to be considered in the urban transformation process. First of all, it is important to ensure social justice. Transformation projects should protect the rights of existing residents, minimize the risk of displacement and protect social balances. Environmental sustainability should also be taken into account. It should be aimed to protect green areas, increase energy efficiency and create a city structure compatible with environmentally sensitive structures.

Urban transformation should also be a participatory process. The views and needs of the public, local residents, businesses and other stakeholders should be taken into account. Social consensus should be achieved and projects should be shaped with a common mind. Finally, urban transformation needs to be addressed with a long-term vision. It is important to

consider the needs of future generations, rather than just short-term gains. It should be aimed that cities develop not only physically, but also culturally and socially.

In short, urban transformation is an important tool for the transformation and development of cities in a rapidly changing world. However, in this process, principles such as social justice, environmental sustainability, participation, and long-term vision should be observed. It is important to shape the future of cities with a people-oriented approach, rather than just a profit-oriented approach.

2.1 Urban Transformation Types

In recent years, changing living conditions, economic, social and technological changes have caused urban transformations. City managers have started to focus on the change and transformation of idle industrial facilities, poorly designed city squares and historical centers that do not attract enough attention due to increasing competitive conditions and economic expectations. In this case, it revealed the necessity of urban transformation.

Urban transformation is an inclusive and detailed intervention approach that aims to restore the former vitality of the region after the dysfunction in the regions. "Ports, industrial zones, etc. emerged in collapsed regions as a result of the development and transformation processes of cities" (Alp, 2015).

While these transformation plans are being prepared, the problems of cities and living people should be investigated in detail. In order to identify these problems, detailed reports should be prepared with a transparent and integrative approach. "Uncontrolled growth and development necessitated urban intervention." (Özyörük, 2021) Cities have faced problems such as infrastructure problems and insufficient common public spaces after these sudden migrations and growth. In order to solve these problems, a good city plan and urban transformation models should be prepared.

"Urban transformation is a holistic, comprehensive and integrated city and regional planning approach that includes three basic approaches such as maintaining economic competitiveness, reducing social problems and protecting the environment" (Kocabaş, 2001). An urban transformation model designed in this way can solve the problems of the city.

Urban transformation is carried out in order to correct and improve the defects that occur over time in industrial facilities, residential areas and historical areas. Cities need urban intervention in order to stand out in their global position and the issues they compete with. While making these transformations, the most suitable models should be determined. Because cities are structures that combine highly complex social, economic and cultural values. states: "The city is the common subject of many disciplines, from sociology to economics, from war art to architecture." (Bumin, 2016) Therefore, each intervention should be prepared with its details and the effects they will create. Because after these interventions, economic and social problems may occur that may have negative effects on the people living.

In addition, these interventions can create serious identity problems and social problems if the issue of adaptation to the people living in the region is not well established.

From this point of view, the concepts of urban transformation applied in the world are explained in the continuation of the thesis. This concept of transformation, which is also on the agenda in Istanbul, should be well understood by the decision makers. Interventions to be made should be well organized. While preparing the projects, a holistic approach should be observed and the types of flooring that will not harm the social structure should be designed. Of course, although it is difficult to choose a type that each participant will accept in an environment where there are many participants, improvements should be made on the common decision of the majority.

2.1.1 Urban Renewal

Cities have desired and implemented changes in cities as a result of many reasons such as developing technology, industrialization, increasing communication and transportation opportunities, high population and traffic, as well as changes in the user base or different expectations of the existing people.

In addition, wars and natural disasters that necessitate urban renewal should be taken into account. For example, in the past, many European cities were rebuilt during the World War II, or as a result of the natural disasters that occurred in Syria and Turkey today, many cities had to undergo complete urban renewal.

Europe's recruitment of migrant workers to fill the worker shortage, the problems encountered in giving these people the houses they need, the concept of urban renewal came to the fore in the 1950s and is updated in line with the needs of the cities.

It is the revitalization and revitalization of the parts of the urban area that are experiencing a crisis in terms of social, cultural, economic or physical, as a result of the elimination or change of the factors causing the collapse (Özden, 2000).

In short, it can be expressed as the transformation and revitalization of the urban fabric, which has become obsolete, worn out or in some cases abandoned due to different reasons, over the problems that cities have overcome, by taking into account the socio-economic and physical conditions of the day, and bringing them to the city by revitalizing them" (Özden, 2000).

Thus, the problematic areas of the cities are rehabilitated and brought back to the city. Thus, problematic urban lands are improved socially and economically. "A comprehensive and integrated vision and action that leads to the solution of urban problems, seeking to stabilize the financial, physical and social conditions of a region in need of change" (Roberts and Sykes, Kocabaş, 2006)

Urban areas in need of change are repaired and made suitable for the urban fabric. The concept of 'urban renewal' has started to be talked about in our country, where the awareness of urban conservation has just begun to settle.

After industrialization in Turkey, a large population flocked to cities from rural areas. Istanbul was the most affected by this situation. Municipalities have been helpless in the face of high rates of internal migration. Even though the newly migrated people stayed in the workers' hotels for a short time, they started to live in run-down houses called "slums" among the people they built overnight. Thus, the cities were faced with a large population and a serious urbanization problem. These new populations who came to the cities built their "slums" around their workplace or factory. Thus, a housing typology consisting of unhealthy, non-infrastructure and non-durable materials started to develop around industrial zones. Likewise, the workers working in the shipyards in the Haliç Shipyards region, which are mentioned in this thesis, tried to solve the accommodation problems in this way.

Over time, due to the growth of the cities and the fact that the industrial structures remained in the city, the decision makers forced the industrial establishments to move out of the city. After the relocation of these structures, these areas became idle. The existence of urban renewal rules, the enactment of laws and the determination of rules have contributed to many European cities. The idea of urban renewal is an important design idea that can be a remedy for the rapid transformation of cities. With on-site interventions, cities will provide social, cultural and economic revival.

2.1.2 Urban Redevelopment

"Poor housing, whose economic and structural features have deteriorated so much, is irreparably degraded and the urban areas created by them are rehousing in a new design order" (Özden, 2000).

The cost is high due to the movement of people living in the area from one area to another and the expropriation of buildings. The redevelopment approach is a high-cost urban regeneration model. People living in their own neighborhoods may experience adaptation, psychological and social difficulties as a result of this kind of relocation and change. It should be the last solution that should be preferred because it moves people from the areas they used to live to another place. This application can be applied in residential areas such as unplanned illegal construction and slums. However, it was agreed on the Istanbul Sulukule project, where it still caused bad effects.

In the urban redevelopment process, existing structures are demolished, and a new design is applied to the area. In this process, demolition operations are carried out first and then the area is cleared. Then, the necessary steps are taken to plan and restructure the area in accordance with the new purpose of use. These steps include infrastructure arrangements, construction of new buildings, creation of green areas and provision of social facilities.

Urban redevelopment is mostly practiced in economically weak areas. These areas are usually slums, poor residential areas or areas with industrial areas. Urban redevelopment is carried out in order to improve the quality of life in these regions and to create a more sustainable social and economic environment. In this process, existing structures are evaluated and rearranged to make them more modern and functional. At the same time, new business and trade opportunities are provided to the region.

The urban redevelopment process requires the participation of local people. Planning is done and decisions are made taking into account the views and needs of the public. Thus, it is ensured that local people are involved and affected by the process. This is important for the transformation process to be successful.

However, the urban redevelopment process may also encounter some difficulties and criticisms. In this process, issues such as the property rights of the local people, the fear of losing their living spaces and the breaking of social ties become important. Therefore, for the process to be fair and sustainable, it needs to be carefully planned and implemented. In addition, the financing of the urban redevelopment process is an important issue. The cost of this process means that resources must be used effectively and fairly.

In conclusion, urban redevelopment is an important part of the transformation process in urban areas. This process contributes to the creation of more sustainable and livable cities in terms of economic, social and environmental aspects. However, for the process to be successful, participation of local people, a fair planning and implementation process, and effective use of resources are required.

2.1.3 Urban Regeneration

It is a concept that has developed after the joint planning and construction of urban areas by private capital and local governments in the world. " Urban regeneration is expressed with concepts such as reconstruction and renewal" (Özden, 2000). This concept refers to the intervention in urban areas as a result of the disappearance, collapse or destruction of the urban neighborhood or texture. It has now become a necessity to intervene in the lands that require the transformation of cities. Thanks to public transformation projects, it is possible to reproduce these urban areas.

Urban regeneration is a widely practiced process in Turkey and aims to restructure the region economically, socially and physically in the solution of urban problems. " Urban regeneration must take into account the wider conditions and needs of an individual plan, which not only reflects the conditions of that city or region, but also aims to reduce social exclusion and economic reintegration of disadvantaged urban areas." (Roberts and Skyes, cited by Kocabaş, 2006).

Urban regeneration is a comprehensive model of transformation and offers protective and comprehensive recommendations for social, physical and economic recovery. In this process, taking the views of the people and ensuring the participation of the people have been adopted

as the primary goal. It is of great importance that the public be involved in the process, be effective in the decision-making process, and that urban reproduction is carried out in accordance with the needs and interests of the society.

Urban regeneration is an effort to achieve sustainable urbanization and improve the quality of life. In this process, factors to consider include environmental sustainability, social justice, preservation of cultural heritage and promoting economic growth. However, for urban reproduction to be successful, all stakeholders need to work collaboratively and adopt an inclusive approach.

2.1.4 Urban Rehabilitation

Urban improvement is a model of urban transformation approach to problem areas in cities. This process is a form of conversion between users. "Aims to transform devastated areas into a user-oriented approach".(Özyörük, 2021) After this model, a class and privileged class emerges in the transformed region and a difference emerges among the residents. "As a result of this change and transformation, urban gentrification occurs".(Özyörük, 2021)

In this model, old buildings are restored and the value gains a new value and attracts attention by different users. Over time, after these improvements, changes occur between users. These transformations increase the real estate and land prices in the region and cause differentiation in the socio-economic structure.

While this transformation adds economic value to the buildings and neighborhoods, it may cause sociological changes in the region. In a city like Istanbul where there are a lot of historical buildings, this model should be made by considering the sociological structure and the culture of the neighborhood. Fatih Municipality has rebuilt old structures from wood in this way in Beyazit region and caused the region to attract attention by other users.

In this approach, a transformation model suitable for the neighborhood culture should be created and the common results of different participant groups and non-governmental organizations should be applied. The fact that the people of the region leave the region after the changing demographic structure eliminates the existing culture and structure of the region. If urban gentrification is not carefully organized, it can create class problems. The urban rehabilitation model is not widely used because it may cause such sociological problems.

2.2 Transformation Types in the City

Urban transformation is an application that emerges when different regions in cities become idle over time and create a need for transformation. It has been observed that these transformation projects both provide positive returns to the cities and have some negative effects. Thanks to urban transformation, urban areas have been made healthy, socially and

economically qualified. Problems in different regions such as industrial areas, coastal areas, residential areas and parts of the city whose historical texture has deteriorated have been resolved and adapted to the needs of the age.

The concept of urban transformation requires an interdisciplinary perspective that requires adapting to changes in the socio-economic, cultural and spatial texture of cities. Although it is not suitable for every city area, different forms of intervention should be planned and implemented in line with the needs of the city.

When the urban transformation projects that have produced unsuccessful results are examined, it is seen that the projects that ignore the needs and usage habits of the users and as a result the existing neighborhood people are displaced. Such transformations, projects that do not anticipate socio-economic changes and that are purely for-profit can cause serious harm to the public. In this case, results emerge that change the texture of the city and the urban life habits of the users.

Since neighborhoods are interconnected, negative changes in neighborhoods are reflected in other neighborhoods and the entire city. For this reason, attention should be paid to urban transformations carried out in neighborhoods. These transformations can completely change the texture, lifestyle and urban usage habits of a city.

Urban transformation projects should be carried out with holistic planning based on the principles of sustainability and social justice, taking into account the needs and expectations of the society. In this way, the transformation process in our cities can contribute to the creation of a healthier and more livable environment both physically and socially.

2.2.1 Industrial Areas

Industrial areas are one of the main areas where urban transformation is applied. Over time, industrial zones may face challenges such as environmental pollution, inefficient infrastructure and outdated facilities or become unusable. Urban transformation projects aim to revitalize these areas by repurposing them for new economic activities. These new activities could include technology parks, creative industries or mixed-use projects. The transformation of industrial areas not only provides economic benefits such as attracting investment and job creation, but also contributes to the overall urban environment with effects such as improving infrastructure, increasing sustainability and reducing pollution levels.

The transformation of industrial areas can be accomplished by modernizing or reusing existing facilities. For example, idle factory buildings can be converted into office spaces, arts and cultural centers, shopping malls or other functions. While such transformations increase the economic potential of industrial zones, they also add value to urban living spaces.

Transformation projects of industrial areas aim not only physical transformation, but also sustainable changes in social and environmental terms. These projects should be socially participatory and inclusive, considering the surrounding communities and local people. Thus,

a new industrial zone can be created, considering the needs and expectations of the society. For example, in addition to job opportunities, public spaces such as community centers, parks and green spaces can be included in the project. In this way, the transformation of industrial areas provides positive effects not only on the physical environment, but also on the social and cultural life of the society.

As a result, the urban transformation of industrial areas contributes to the economic, social and environmental development of a city. These projects increase the potential of a city by revitalizing idle industrial areas and creating new opportunities. It also plays an important role in terms of sustainability and livability and contributes to the process of shaping the future of cities.

2.2.2 Coastal Areas

Coastal areas have significant potential for urban transformation due to their valuable natural assets and proximity to water resources. These areas often attract tourism and recreational activities and are important for economic development. Urban renewal projects in coastal areas focus on revitalizing coastlines, creating public spaces, improving accessibility, and promoting sustainable tourism. By improving the quality of coastal areas, cities can attract more visitors, support local businesses, and improve the city's overall image and appeal.

However, the urban transformation of coastal areas should not focus solely on economic development. "To draw attention to the balance between the needs and identity of the existing society and an increasing regional presence, to re-establish connections with natural systems that will highlight the peculiarities of the community's settlement, to create various opportunities for young families to root themselves in the area, to create cultural and to create positive connections with the people of the neighborhoods that intersect with geographical boundaries" (Özden 2000), are also among the important goals.

In this context, urban transformation projects in coastal areas should adopt a sustainable approach that combines economic development with social, cultural, and environmental values in a balanced way. In addition to tourism, the transformation of coastal areas should aim to improve the quality of life of local people, create living spaces compatible with natural systems and strengthen social ties. Thus, coastal regeneration projects can offer an inclusive, attractive, and sustainable environment to both locals and visitors. To this end, participation of local people, consideration of local values and a transparent, democratic planning process are of great importance.

Urban renewal projects in coastal areas are important interventions towards the goals of cities such as economic growth, environmental sustainability, social justice and livability. These projects contribute to an urbanization model in which people enjoy better living conditions, promote diversity and inclusion, and improve the overall quality of the city. In addition, the transformation of coastal areas stimulates economic growth, creating jobs and stimulating the local economy. However, it should not be forgotten that the participation of local people is

important in this transformation process and should be included in the decision-making processes.

2.2.3 Residential Areas

Residential areas within cities may require urban transformation interventions for various reasons. These areas can suffer from problems such as inadequate infrastructure, poor living conditions, overcrowding, or aging buildings. Urban transformation projects in residential areas aim to improve the quality of housing, enhance living standards, and create more sustainable and livable neighborhoods. This can be achieved through initiatives such as renovation, redevelopment, or the construction of new housing complexes that meet the needs of the residents while considering affordability, accessibility, and social integration.

Urban transformation projects in residential areas create social effects. Social problems that may occur while making transformations should not be minimized with the opinions and participation of different stakeholders. "In accordance with the careful urban approach and rescuing the devastated city, the participation of the local people in the project, their participation at different stages, the planning processes were carried out and carried out in a transparent and democratic environment. Thus, physical and economic support was provided, social The structure has been strengthened and has had a positive impact on the user's quality of life." (Gur2015), Such projects promote diversity and inclusion, where different segments of society can live together. Social facilities such as disabled access, children's playgrounds and green areas can also be a part of the projects, thus creating a living space that responds to the needs of the residents and encourages social interaction.

Housing areas within cities may need urban transformation interventions for various reasons. These areas may face problems such as inadequate infrastructure, poor living conditions, overcrowding or aging buildings. Urban transformation projects in residential areas aim to improve housing quality, increase living standards and create more sustainable and livable neighborhoods. This can be achieved through initiatives such as renovation, redevelopment or the construction of new housing complexes that meet housing needs. It is also done in a way that considers convenience, accessibility and social integration.

In summary, urban transformation projects are important interventions that include objectives such as livability in residential areas, social justice, environmental sustainability and economic development. These projects contribute to an urbanization model in which people enjoy better living conditions, promote diversity and inclusion, and improve the overall quality of the city. In addition, the transformation of residential areas creates jobs and stimulates the local economy by stimulating economic growth. However, it should not be forgotten that the participation of local people is important in this transformation process and should be included in the decision-making processes. This participation can help to create more suitable and sustainable projects for the city life.

2.2.4 Historical Areas

Historic sites are vital to preserving a city's cultural heritage and maintaining its identity. However, these areas often face challenges such as degradation, neglect or incompatible land use practices. Urban transformation in historical areas aims to protect and restore historical buildings, revitalize public spaces and encourage cultural activities. This may include the concerted use of old structures for new purposes, pedestrian streets and the creation of heritage or conservation areas. Urban renewal projects in historic areas not only preserve the city's history, but also attract tourists, trigger economic growth through cultural tourism, and enhance the overall city experience.

Urban transformation projects in historical areas include many different components. These include restoration and reuse of historic buildings, improvement of infrastructure, landscaping of streets, creation of green spaces, organization of cultural events and community engagement. These projects not only preserve the historical heritage and transfer the past of the cities to future generations, but also increase the attractiveness of the cities and attract the attention of tourists. Urban regeneration in historic areas creates many opportunities that support economic growth. These areas, where tourists are attracted and cultural events are held, provide economic gain to local businesses and the tourism sector.

However, the urban transformation process in historical areas may also face some difficulties. These challenges include sensitivity to property rights, financing, regulation and preservation of historical fabric. Cooperation of all stakeholders, participation and support of local people is important for the success of transformation projects in historical areas. In addition, urban transformation projects in historical areas should be planned not only for physical restoration, but also for social and cultural sustainability. The needs of the community, the local people's commitment to cultural heritage and the sustainable use of the historic site should be considered.

As a result, urban transformation projects in historical areas are an important tool for preserving the history of cities, reviving cultural heritage and increasing the attractiveness of cities. While connecting the past with the future, these projects encourage economic growth, stimulate tourism and create a sustainable city life. However, for a successful transformation process, factors such as community participation, support of local people and sustainable use of the historical site should be considered.

2.2.5 Neighborhood-level Transformations

Urban transformation is not limited to large-scale projects but also extends to smaller-scale interventions at the neighborhood level. These transformations aim to address specific local challenges and improve the quality of life for residents. Examples include upgrading infrastructure, enhancing green spaces, improving transportation networks, and promoting community participation. Neighborhood-level transformations contribute to creating more

inclusive, sustainable, and resilient communities, fostering a sense of belonging and improving social cohesion within the city.

It is important to note that successful urban transformations require comprehensive planning, stakeholder engagement, and consideration of the specific needs and characteristics of each area. Additionally, the social and economic impacts of these transformations should be carefully evaluated to ensure equitable outcomes for all residents. By implementing well-designed and inclusive urban transformation projects, cities can enhance their overall quality of life, promote sustainable development, and strengthen their competitiveness on a global scale.

It should also be taken into account that uncontrolled conversions may have possible negative effects on the culture and social life of the neighborhood. Although urban transformation projects offer positive effects such as physical improvements and increasing the quality of life, sometimes these processes can negatively affect the social fabric of the neighborhood. For example, existing local businesses may lose their location or displaced communities have a diminished sense of belonging. Therefore, during the planning phase of the transformation projects, social impact analyzes should be conducted with the participation of the residents and measures should be taken to minimize the negative impacts. Thus, transformations can adopt a balanced approach that not only strengthens the physical environment, but also strengthens the neighborhood culture and social life.

CHAPTER 3. URBAN GENERATION ON COSTAL AREAS AND PUBLIC SPACE

Throughout history, many different cities in the world have been established by the waters. This water element was sometimes a river and sometimes a sea. The water element not only provides peace and beauty, but also brings benefits such as trade and transportation to the city.

The coasts have been in change and transformation since history due to these different functions they have. Mankind has previously established agricultural areas close to the water element. After the industrial revolution, the coasts provided services such as ports, piers and storage areas where activities such as raw materials and transportation took place. However, due to advances in technology, increasing population and different expectations, industrial facilities on the coasts have started to need transformation.

Many cities have been established along the waterfront from history to the present. In addition to the aesthetic beauty of the waterfront, its commercial and transportation advantages have made the waterfronts of the cities attractive. However, due to the developments in technology, industrial facilities on the coast have become idle and need urban transformation. Transformations to be made in coastal areas can have positive results for local people and tourists. While the coastal areas have witnessed important periods in the past, they are equipped with today's technology and provide opportunities for touristic activities. Industrial facilities on the coast have a great importance with their own history, cultural and economic values. The effective transformations of these units can be effective in creating an interest that does not exist in the region.

Care should be taken in the design of coastal zones. It is very important to prioritize the needs of the public in the design of these areas. are the fields. Coasts form an important part of a city's identity. The water element, rivers, lakes and sea shores, which have always been remarkable, contributed to the visual and commercial development of cities. However, commercial buildings and industrial facilities have been able to prevent the relationship between the coast and the city due to the areas they occupy.

The industrial revolution and the changes in the industry after the 19th century caused the ports and industrial facilities in the world to lose their old functions. After these developments, the need for industrial facilities on the coast decreased over time, and many buildings and areas became idle over time. This situation has enabled the idea of re-functioning the coasts for the people of the city.

As a result of the opening of coasts to the public around the world, there are different projects that offer more vibrant and livable opportunities in cities. The public's ability to access and use the coast creates a sense of use and belonging between the citizens and the coast. It is the responsibility of the states to revitalize the precious coastal areas and to provide transformations that will meet the open and common space needs of the people. The transformation to be made in coastal areas is important for the public to access the coasts again. Coastal areas can be brought to the city in terms of social, economic, cultural, recreational and public spaces.

Coastal transformations for open and public spaces, which are declining today, should be a priority issue for the society and provide social benefits. It is possible to realize a living and sustainable coastal transformation with the participation of the public. When the coastal transformation projects carried out abroad are examined, it is seen that the projects realized with the cooperation of private and public are successful. Live and public spaces have emerged with the projects in which the ideas of the public are taken and the public takes part in the implementation phase of the project. The people-first transformations we will make in our coastal areas will have the chance to create a living and sustainable model for our coasts.

3.1. Definition of the Coastal areas and Importance

The coasts attract people because of their nature. The shores have an attractive location with their visual aesthetics. In terms of tourism, eating and drinking activities can be done and it offers recreation, sports activities, and gathering opportunities. Due to such reasons, they have been the center of attention throughout history.

Throughout history, the coasts have contributed to the city's economy and the entire cosmopolitan culture of the city, with the advantages of commercial operation and the different products and cultures of the commercial ships coming from the enterprise. These contributions have led to the development of all port groups in different directions. According to the dictionary meaning of the "coast" is defined as "the place where land and water close each other". The importance of water features in cities, transportation of building materials and food, defense purposes are stated as. "Many cities have close experience with rivers, or the sea, the water element. For example, London, New York, Buenos Aires, Cape Town and Sydney are important paintings on this subject." (Doğan, 2006).

Use of coastal areas produces direct and limited benefits to people. While direct use means using the results of production and purposes such as industry, transportation, tourism, direct use is the use of the coast by all segments of society for purposes such as entertainment, health, sports and recreation, regardless of socioeconomic ways. (Elhan, 2009) It is understood that the coastal areas that set out from here add a uniqueness to the region and the city. With the growth of cities, the demands for coastal areas have increased both in terms of industrial and human needs. Because of these increased demands, the gaps in coastal areas have decreased. Due to the increasing population, the heavy industrial facilities in the industry on the coasts have been moved to other places due to the pollution they have caused. For this reason, empty industrial facilities in the coastal areas of the city should be re-designed in accordance with the basic needs of the people. New solutions should be produced by adding appropriate functions in line with the needs of people living in big cities. These areas can be considered as places where rest and entertainment needs can be met.

The coastal identity of the old ports, shipyards and industrial facilities remains idle in the city after losing its function. During this waiting period, these areas create an invaluable rent in the city. Coasts are bridges that connect the sea and the land and offer people the opportunity to use both areas. Coastal regions such as Istanbul, which have a historical background, should

be planned to serve domestic and foreign users. Transformation without losing the traces of its industrial identity, without compromising its identity, greatly benefits the cultural and social memory of the coasts, which are cultural heritage sites for everyone.

In the transformation process of coastal regions, the inclusion of different functions that do not match the wishes of the society and are independent of the history of the region, projects where financial gain is at the forefront may not coincide with the wishes of the society and may cause serious cultural and sociological problems. It would not be right to give the coasts functions that are far from the needs of the society.

However, if the public transformations to be realized on the coasts are prepared with an understanding that meets the needs of everyone by preserving the cultural heritage area, they can be very beneficial. Because Kasımpaşa region has a unique sociological order due to its values and neighborhood life. "Transformations made without losing their local characteristics and submitting to the demands of global capital both ensure a fairer use and leave significant effects on future generations." Sennett, 2016) It is very important to carefully prepare this sociological and historical understanding, which should be passed on to future generations.

3.2. Relationship between Coastal Areas and Public Spaces

Public spaces refer to spaces outside the home where people come together and interact and various activities are held. These spaces should be open and accessible to every individual of any culture, religion or social status (Gökgür, 2017). Public refers to anything that is put into the common use of a community by bringing people together. "Public spaces can also be seen as areas where people can freely move around, interact and democracy gains legitimacy" (Gökgür, 2017).

When the coasts are evaluated as a visual space with the silhouettes they form at the point where the sea meets the land, they provide a wide and open feeling. These physically and visually open spaces provide people with a sense of freedom and relaxation, providing psychological balance and health. Coasts should be considered not only as a line or surface, but also as a three-dimensional space, and as spaces that gain a fourth dimension with the life cycle of the ecological systems they contain (Yerliyurt, 2008).

Coasts are a valuable component for cities. Increasing people's interaction with the coasts and turning them into recreation, entertainment and activity areas that they can easily use will add value to the coasts. In this way, people can be encouraged to use the coast and establish a deeper connection with the city. However, if these interactions are hindered for some reason, claiming public space on the coast may become uninteresting to the community. "Therefore, the relationship to be established with the coasts and public spaces will help build the collective memory and future of the space and society, and will also create an important identity space for the city." (Lefebvre, 2016).

It has difficulty in establishing a connection between the industrial facilities on the coasts and the sea and the coast. If coastal areas become unusable by city dwellers, the importance of

the place is diminished. Because, as long as memories, traces and memories are not accumulated on the space, it becomes difficult to own it. Public space is created by human relations. Therefore, areas that will bring city residents together and enable them to meet with each other should be located on the coasts. It is important to create these spaces, uses that will remain in the memory of the society, and to design these spaces not only visually but also physically. In this way, a meaningful space for our collective memory and culture can be created.

As a result, public spaces are spaces where people come together and interact and are made available for common use. On the other hand, the coasts are places that are visually and physically open, giving a feeling of freedom and relaxation. Coasts are an important component of cities, and it will be a very valuable initiative to increase people's interaction with the coasts and transform them into recreation, entertainment and activity areas. However, industrial facilities and obstacles on the shores can make the usability of the shores difficult. In this case, the demands for public space and the ownership of the space become more difficult. The relationship between the shores and public spaces plays an important role in building the collective memory of the society and creating the identity space of the city. For this reason, areas where people can come together and interact should be created on the coasts, and these spaces should have meaning for our collective memory and culture.

3.3. Evaluation Criteria for Urban Transformation in Case Studies

A few of the many projects carried out in Turkey and around the world have been selected to inspire the HaliçPort project. The reason for this choice is that these projects have the potential to create a reference for the HaliçPort project by examining their functions, construction models and how they use coastal spaces.

In this context, it was thought that the selected projects would be located in cities with a population of around 500 thousand or higher, more suitable for an area of Istanbul scale. The total population of the 3 districts (Eyüpsultan, Fatih, Beyoğlu) located on the shores of the Golden Horn is a little over 1 million. For this reason, this decision has been made with the assumption that a more equitable comparison can be made while choosing samples from the world and it will facilitate the creation of needs lists. In addition, even if some projects do not fully comply with the stated purpose of use of HaliçPort, it is thought that the application and operating models can be exemplary and bring a different perspective.

Santralİstanbul, located in the Golden Horn region, and the GalataPort project built on the Bosphorus coast are shown as examples from Turkey. Although these two projects were made for different purposes, it is thought that they contain quite innovative ideas for the city.

The Santralİstanbul project carried out the restoration of the idle units of the Silahtarağa Power Plant, which is an industrial heritage building for Istanbul, and bringing them to the city through environmental arrangements. This project has been implemented for a culture and education-oriented purpose. Santralİstanbul is considered as an inspiring example for the

HaliçPort project. Similarly, structures with an industrial heritage, such as the Golden Horn Shipyards, are considered to be converted into similar functions.

Likewise, six projects made in Europe and America were selected for many reasons such as coastal space relations, construction of mixed functions and already acquired practices, social and cultural approaches, re-use of historical buildings and construction of new buildings in projects selected from around the world. The contributions that these projects can make are expressed in the following sections of the thesis.

GalataPort, on the other hand, is a region where passenger ships coming to Istanbul docked and customs procedures were carried out during the Ottoman period. In recent years, the GalataPort project, realized in cooperation with the private sector and the state, has become a center for culture, art, shopping and social activities. Most importantly, it draws attention with the opening of an area that is inaccessible to the citizens of the city. The GalataPort project is considered as an exemplary project in terms of the planned structure and functions of the HaliçPort project.

It is important to set an example for the project planned to be built in the Golden Horn region, which is the subject of this thesis, and to offer a different experience for the citizens of the city.

In this way, the examination of projects that can inspire the HaliçPort project and offer different perspectives will be a valuable resource in the decision-making and project stages. These projects can play an important role in the successful transformation of HaliçPort, which will be implemented in a large-scale area of Istanbul, into a functional, cultural, and social center.

3.4 Examples of Urban Transformation National Practices in Coastal Areas

Istanbul is a city that has had a great cultural and economic importance throughout history. With the large-scale projects carried out in recent years, it is seen that Istanbul is rapidly advancing towards becoming a global center of attraction. Two of these projects, Santral Istanbul and Galataport, are of great importance in terms of the development of the city, increasing its tourism potential and protecting the historical heritage.

Santral Istanbul is a project that brings together the city's energy and cultural needs. An old power station in the Hasköy district of Beyoğlu has been transformed into one of Turkey's leading arts and cultural centers. Santral Istanbul hosts many different activity areas such as art exhibitions, museums, theatres, workshops and conference halls. In this way, the artistic and cultural life in the city was revived and an important platform was created for local and international artists. At the same time, the issue of sustainability was brought to the agenda by organizing events and exhibitions aimed at raising awareness on energy and environmental issues. Santral Istanbul is also of great importance in order to preserve Istanbul's cultural heritage and pass it on to future generations.

Galataport, on the other hand, draws attention as a project located at one of the most important points of the Bosphorus. Located between the historical peninsula of Istanbul and Karaköy, this area is being restored and turned into a modern cruise port and a touristic center. Galataport Project is carried out with the aim of increasing the number of tourists coming to the city and increasing tourism revenues. There are luxury hotels, restaurants, shopping centers and cultural events areas in the renovated area. In addition, another important feature of the project is its emphasis on environmental sustainability. Galataport will have an environmentally sensitive structure with elements such as green spaces, energy efficiency and recycling.

These projects are of great importance for Istanbul and contribute to the cultural and economic development of the city. Santral Istanbul brings local and international artists together by revitalizing the city's artistic and cultural life, while Galataport increases the number of tourists coming to the city by increasing its tourism potential. These projects, which are offered to both local people and tourists, contribute to Istanbul's progress towards becoming a global center of attraction.

Another important element of the Galataport project is the restoration and functionalization of the historical buildings in the region. The aim of the project is to create a modern touristic center by preserving this historical heritage. With the restoration works, the historical buildings in the region are given a new life and our cultural heritage is passed on to future generations. As a result of the restoration, old buildings gain new functions such as luxury hotels, restaurants, and cultural events areas. In this way, both the preservation of the historical texture is ensured, and unique experiences are offered to the tourists and the local people. Thus, the Galataport project brings the cultural richness of Istanbul to the fore by creating a touristic center where historical and modern elements are successfully brought together.

As a result, large-scale projects such as Santral Istanbul and Galataport contribute to the cultural and economic development of Istanbul and strengthen the city's place in the international arena. While these projects aim to transfer the rich history and cultural heritage of Istanbul to future generations, they also contribute to economic growth by increasing the tourism potential of the city. Projects such as Santral Istanbul and Galataport are important steps to make Istanbul an even more interesting and livable city.

3.4.1 Galataport Transformation Project

It is possible to show the Galataport coastal transformation project among the coastal transformation projects carried out on a national scale. A coastal transformation project, which is based on reorganizing the city's water and coastal relations, aims tourism and economic return for the city, and includes cultural activities.

With port transformation projects, coastal and urban reunions are ensured. In this way, urban people gain historical, cultural and social gains. The Galataport project was built by the state

by applying the build-operate-transfer model. It is aimed to be a major attraction center in the region. The project includes a hotel, office, shopping areas and a port project, so it is anticipated that it will bring economic benefits to the region where it will bring touristic and commercial income.

With the Galataport Istanbul project, the historical port of the city is transformed into a world-class cruise port, while on the other hand, it has been designed with the aim of bringing the coastline, which has been closed to the public for years, to the city.

In the buildings designed together with the project, it was considered important to design them in a low-rise neighbourhood concept unique to Istanbul. With its many features such as an architecture in harmony with the historical texture of the project area, alternative transportation opportunities, it offers its visitors a constantly clean air with Bosphorus breezes and culture-arts, business centres, shopping and eating and drinking experiences.

The project, which is a source of inspiration for similar projects around the world, hosts the terminal for incoming passengers, which was realized for the first time in the world and was constructed underground floor. The historical port, which is an Ottoman cultural heritage, continues to be Istanbul's door opening to the world from the sea after this project.

One of the important developments that the project cared about was to find a solution to the existing car park problem in the region. After the new functions to be given in this context, the underground car park with a capacity of 2400 vehicles above the required capacity also contributes to the solution of the parking problem of the city.

It is aimed that the Galataport Istanbul project will host a total of 25 million visitors annually, 7 million of which are foreigners. Within the scope of the project, it is anticipated that approximately 1.5 million cruise ship passengers will visit Istanbul together with the crew.

The low-rise buildings of the Galataport Istanbul project were designed in a neighbourhood concept. Care has been taken to ensure that it is in harmony with the existing historical texture of Istanbul. With its many features such as alternative transportation opportunities in the new design, it aims to offer a different experience to its visitors in an area that was previously inaccessible. It offers a new culture and arts, working, shopping and eating experience in the region. It offered different places of experience to the multicultural structure of Istanbul. With its quay, squares and streets, it has become a complex that provides physical and visual access to the residents of the city and the unique view of the Bosphorus, offering 24/7 life.

Galataport Istanbul Project hosts approximately 230 retail and catering areas. The brands in this field also consist of brands that have not been in Turkey before and serve with a concept based on experience that can appeal to all target audiences and different tastes. In this context, it makes the region a centre of attraction with both national and international value, which attracts the attention of different investors.



Figure 1: Galataport Project

<https://mallreport.com.tr/galataport-istanbul-marka-ve-yatirimlariyla-dunyada-dikkat-cekiyor/>

Istanbul Modern and Mimar Sinan Fine Arts University Istanbul Painting and Sculpture Museum, located in the project area, host the best examples of art in Turkey. The project also consists of the historical Tophane Square, Istanbul's Clock Tower Square, which has been brought to life with landscaping. The historical Tophane Clock Tower, located in the center of the Clock Tower Square and dating back to 1848, was at an imperceptible level before the project; Galataport Istanbul uses this square and the spaces in other buildings for many culture, art and design events and cultural and art events around it throughout the year. Thanks to this new function and project design, it is predicted that it will provide a 72% improvement in culture and art activities.

With the restoration of historical registered buildings in the project area, the Ottoman heritage structures of Istanbul were brought back to the city. Merkez Han, Karaköy Passenger Hall and Çinili Han buildings are re-functionalized and restored for this purpose, and host The Peninsula Istanbul hotel.

Galataport Istanbul, positioned as a 'main port'; It brings mobility to cruise tourism with its capacity to serve 3 ships and 15 thousand passengers per day in a wide geography from the Mediterranean basin to the Black Sea. When there are no ships in the port, thanks to the special cover system that separates the bonded area and the security area, the coastline remains open to access by creating a temporary bonded area. Thanks to this innovation, the unique coastline of Karaköy, which has been closed to access for years, becomes one of the most special walking routes of the city.

3.4.2 Santral Istanbul Generation Project

The first developments of modern life in Istanbul started in the middle of the 19th century with the illumination of the streets over the Dolmabahçe Gazhanesi, which was built for the Dolmabahçe Palace in 1854. Cadde-i Kebir, or İstiklal Street, as it is now known, was the first street to be illuminated by gas (Kıraç and Kaptı, 2004, p. 29). After these developments, opinions regarding the use of electricity in the Ottoman capital, as in other world cities, came to the fore as a necessity of Westernization. Thus, studies have started for electricity, which is a more efficient energy source.

Gas lanterns, which were used to illuminate streets and houses in major European cities until the beginning of the 20th century, were replaced by electricity in the 20th century. In addition to houses and streets, electric power has started to be used instead of steam engines in factories, that is, in industrial production facilities. Studies on the use of electric power in Istanbul also gained momentum in this period. The method and how the electric power will be used in Istanbul has been emphasized, because the capital city will set an example for other cities (Kıraç and Kaptı, 2004, p. 29). As a result of the prepared specification and presentation, a 50-year agreement was signed between the Hungarian Gans Elektrik company and the Ottoman State in 1910 and the company was authorized to establish a power plant for Istanbul (Seçer Kariptaş, 2019, p. 63). Santral Istanbul, or Silahtarağa Power Plant as it was first established; It was established in 1913 by Gans Elektrik in the Golden Horn, next to the Alibeyköy and Kağıthane streams (Yıldız, 2019, p. 74). The power plant is the first thermal power plant established in Turkey (Kıraç and Kaptı, 2004, p. 29). The reason for choosing the Silahtarağa region, where the streams flow into the Golden Horn, was chosen for the facility, because it is central, as well as the desire to provide electricity to the Anatolian side in addition to the Rumelian side.

However, over time, technological advances and changing needs in energy production caused Santral Istanbul to change its original function. The facility, which was used for energy production in the past, stopped its activities in 1983 and remained idle for a long time.

However, in recent years Santral Istanbul has been revived with a major transformation project. The power plant has been transformed into a culture and arts center that hosts cultural, artistic and social events. As a result of the restoration works, the powerhouse has turned into a place where modern architecture and historical texture are blended.

Today, Santral Istanbul is a culture and art complex that houses many different venues such as museums, exhibition areas, theatres, conference halls, cafes and restaurants [3]. This complex serves as a platform where the works of both local and international artists are exhibited, concerts are organized and artistic events are held. It also organizes events such as educational programs, workshops and seminars.

Santral Istanbul, while contributing to the cultural and artistic vitality of Istanbul, has also set an important example for preserving a historical heritage and keeping it alive in a modern space. The project has become an inspiring hub for both locals and international visitors.

Santral Istanbul has been transformed into a complex that hosts cultural and artistic activities. This transformation project has added great vitality and economic value to the region.

A Cultural and Artistic Center: Santral Istanbul has become a culture and art complex that includes various venues such as museums, exhibition areas, theatres, conference halls, cafes, and restaurants. Here, the works of local and international artists are exhibited, concerts are organized, and various artistic events are held. In this way, an important contribution is made to the cultural and artistic vitality of Istanbul.

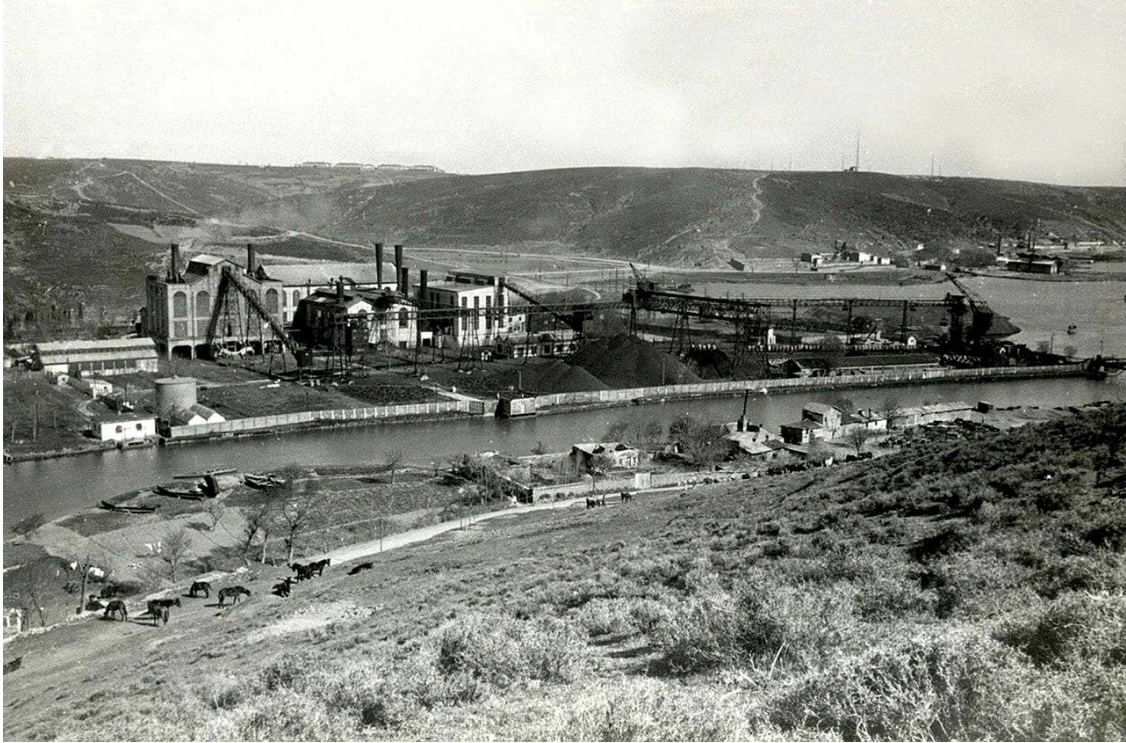


Figure 2: Silahtaraga Power Plant , 1920

<https://kulturenvanteri.com/yer/silahtaraga-elektrik-santrali/#16/41.067447/28.945933>

Education and Workshops: Santral Istanbul aims to raise cultural and artistic awareness by organizing educational programs, workshops, and seminars. Especially the activities organized for young people allow them to discover and develop their artistic talents.

A Touristic Center: Santral Istanbul attracts tourists with its location in the historical Silahtaraga region and its unique architecture. This cultural transformation to the region has become a tourist attraction. While participating in the cultural activities offered by the power plant, tourists can also discover the historical and cultural texture of the region.

Economic Development: With the recycling of Santral Istanbul, economic vitality has been experienced in the region. Businesses such as museums, exhibition areas, restaurants and cafes opened in the region created employment and contributed to the local economy. In

addition, with the power plant complex attracting the attention of tourists, the number of visitors and income of other businesses in the region increased.



Figure 3: Istanbul Bilgi University

<https://www.aa.com.tr/tr/sirkethaberleri/egitim/istanbul-bilgi-universitesi-25inci-yasini-kutluyor/665399>

Preservation of Historical Heritage: Santral Istanbul project contributed to the preservation and survival of an industrial heritage in the historical Silahtarağa region. With the restoration of the power plant, the industrial past of the region has been carried to the present day and this heritage has been passed on to future generations.

Santral Istanbul has made significant contributions to the region in the fields of culture, art, tourism and economy and has become a valuable place in Istanbul's cultural and artistic life.

3.5 Examples of Urban Transformation World Practices in Coastal Areas

Ports have been the lifeblood of trade throughout history and have been important centers of sea travel. However, the functions and requirements of the ports have changed over time, and some ports have entered the transformation process. Projects made in the world due to similar situations that developed in Istanbul were examined, and in this context, six different port projects from the world were considered to provide appropriate inspiration on the scale of Istanbul.

These port projects have been chosen because they provide general information on the transformation and re-functioning of unused areas by Western countries and can serve as an example for the newly planned HaliçPort project in Istanbul.

The examples given have been chosen considering that they can serve as an example for re-functioning existing areas, constructing cultural and artistic structures, increasing economic value and creating social spaces, and may be suitable for Golden Horn and Istanbul due to their large scale.

The Port of Baltimore stands out as one of the port transformation projects in the United States. Baltimore was America's largest grain exporting port in the 18th century. However, with industrial changes and the transformation of shipping, the port's importance declined. Today, Baltimore Harbor has become a vibrant area with tourist attractions, restaurants, shopping malls and residences located in the area called Inner Harbor.

Barcelona Port Vell is another example of transformation taking place in Spain. This port, which has been the center of industrial activities since the 19th century, became dysfunctional over time and entered the process of transformation in the 1980s. Before the 1992 Summer Olympics, Port Vell was restructured and turned into a marina, shopping centre, restaurants, cinemas and cultural events. The port attracts tourists as an attraction center where maritime past and modernism come together.

The Port of Bilbao has undergone a cultural and economic transformation in the Basque Country. The port, which used to be the center of industrial activities, started to decline at the end of the 20th century. However, the transformation process that started with the construction of the Guggenheim Museum has revitalized the port area with modern architecture and made the area a tourist attraction. Today, the Port of Bilbao is recognized as a vibrant area filled with cultural events, art galleries, restaurants and entertainment venues.

Duisburg, as an inland port in Germany, has undergone an industrial transformation. The Port of Duisburg, which is part of the Ruhr Basin, has been reshaped with the closure of industrial facilities and the construction of cultural and recreational areas. Duisburg Harbor has been transformed into a modern district in the heart of the city centre, surrounded by stylish residences, offices, shopping malls and walking trails.

Hamburg Hafencity Port is a major transformation project in Hamburg, Germany's largest port. The old warehouse areas have been filled with modern residences, offices, shopping malls, museums and cultural venues, making it a new attraction in the city. Hamburg Hafencity stands out with a planning and architectural approach based on the principle of sustainability.

The Port of Lyon is an inland port on the Rhône River in France. The port area in Lyon has been revitalized through a transformation process that combines historical texture and modern structures, and the area has become an important center for cultural events and tourism. Historic buildings and structures in the port area are full of restaurants, cafes and art galleries. Lyon Harbor has an atmosphere that attracts visitors as a place where maritime past and contemporary life meet.

These ports have revitalized urban areas with transformation projects and encouraged economic and cultural development by creating new business and living spaces. These examples of transformation, where historical heritage meets modernism, have turned into lively and dynamic areas that attract tourists and local people.

3.5.1. Baltimore Transformation Project

Baltimore was founded in 1729 on the shores of its own harbor. The port was established in a strategic position and the city served as the center of commercial activities. Thanks to the shipyards, the shipbuilding industry has also developed in the region. In order to protect the port, eroded soil from the surrounding forest areas, storm water from its streets and sewage water were constantly cleaned. The swamps in the region were dried and filled, providing coastal development, including the residences adjacent to the port. However, ships began to prefer other nearby ports. Therefore, port activities in the region decreased day by day-

After World War II, it was seen that the middle class population moved to the suburbs in many cities in America. Baltimore has experienced this trend. In city centres, businesses have closed, jobs have been lost, tax revenues have fallen, schools have deteriorated, and social services for the urban population have declined. Unlike other cities, Baltimore has not been successful in making the transition from industry to services and finance.

In order to eliminate this situation, a new inner port project and transformation work was started. A project was produced that started with the redesign of the port and encompassed a wider onshore distribution system. Social, economic and cultural transformations were also taken into account in the design of the project. The project, which includes people in the region and different administrations, has been developed in accordance with the uses. The port area was redesigned by prioritizing social benefit and the use of the coast was increased.

A project has been created to remove the former users from the region, to enable people to live a living life with the activities they can participate in, and to use them in harmony with their environment. While designing the project, people's views and operating methods were shaped. Thus, it was aimed to encourage the people of the region to adopt and support the project. Various structures such as settlements, offices, commercial and residential buildings were designed along the beach. The hotel was included in the new design project such as the convention center, the World Trade Center, the marina, the parade ground, the aquarium. Spacious walking paths, parks and public spaces have been created, increasing the dispersal of people and increasing accessibility to coastal areas.

The beach area within the scope of the new project is turning into a living space that comes alive with concerts and social events. The attention of tourists has generated positive economic returns. The Baltimore project gave the city an economy of over 1.2 billion. Public use of the area has increased, and residents have the opportunity to easily access and use these areas.

The Baltimore Transformation Project required not only the redesigned coastline but also the completion of extensive planning that included its infrastructure and transportation network. It aimed to provide easy and fast access to the region, increase and local people benefit from the project in the best way. The design process of the project actively involved the local community of the area and their needs, measures and suggestions were taken into account. Adoption of these rules by the society and removal of these rules. At the same time, the project contributed to the local economy by creating employment opportunities.

The Baltimore Transformation Project has increased the benefits of regional tourism. The newly acquired touristic and cultural venues attracted the share of the acquired and increased tourism revenues. We are trying to emphasize the historical and cultural heritage, protect these values in the project and use them to emphasize.

In conclusion, the Baltimore Transformation Project is a comprehensive reflection representation of transformation that takes into account the social, economic and cultural impacts of the continued remodelling of coastal fabrics. The project has increased the right to life of the region, stimulated the local economy, supported tourism, and facilitated its access to widespread segments of the society. The Baltimore Transformation Project has been a source of inspiration for other cities as an example of successful coastalization.



Figure 4: Baltimore Port

<https://www.tripsavvy.com/top-free-attractions-in-baltimore-4176930>

3.5.2 Barcelona Port Vell Transformation Project

The city of Barcelona is an important port city, even if it is not well known for its port identity. Barcelona's waterfront was once cut off by the B-10 highway. Before urban renewal, Port Vell the old purposeless harbour was an abandoned area with vacant warehouses, factories, and railroad yards. Meeting the chance of the Barcelona Olympics in 1992, the city had a great opportunity to change its fashion. While the project was designed, it was aimed to increase public uses more effectively and increase interaction with the coast and to enable people to access all kinds of water sports. The idea of re-establishing a relationship with the coast and combining the city with the coast was adopted in the project.

The coastal areas were redesigned for the Olympic Games and provided the opportunity for the city of Barcelona to connect the water and the city with the user. The port has played an important role in the past identity of the city. The transformation of the port into a water sports centre has made it easier for the citizens to establish a relationship with the coast and water.

The transformation project aimed to increase public access and interaction with the shore as well as visually improving the coastline. The aim was to create a stronger connection between the city and the sea, harmoniously combining urban life with the seaside environment. By re-imagining the relationship between the city and the coast, Barcelona aimed to create a more inclusive and impressive coastal area thanks to this transformation.

The Barcelona Port Vell Transformation Project stands out as a transformation project in which the coastline was completely redesigned and focused on various public uses. Within the scope of the project, the old structures and container loading activities in the port area were removed, and the historical port and city were made open to walking with elements such as walkways, terraces, bridges, stairs, multi-storey car parks. Port Vell has been transformed into a pleasant city area that hosts various activities such as entertainment areas, restaurants, cinema and aquarium.

"Barcelona's transformation; Port management and container loading were removed from the pier, and the old city and port were pedestrianized with walkways, terraces, bridges, stairs, multi-storey car parks connected with the Olympic plan. The old port Port Vell has been reconsidered and transformed into a fun city with activities that provide a variety of activities such as entertainment areas, restaurants, cinema, and aquarium." (Bilgin and Erkol, 2013)



Figure 5: Barcelona Port Vell

<https://www.boatinternational.com/yachts/news/oneocean-port-vell-sells-160-metre-barcelona-berth--32813>

“The distribution of building areas constituting 20% of the project area; 22% sports areas (swimming pools), 5% institute areas, 14.5% office areas, 24.3% recreation areas, 15% technical support areas for marina and boat owners, 4.2% training areas, 10% existing accommodation areas and 5% hotels. The remaining structure of the area is the water, transportation links and public spaces, including the marina area.”(Yerliyurt, 2008).

In the Barcelona project, it has been a transformation project that attracts tourists in the city, as the coastline focuses on public use.

3.5.3 Bilbao Transformation Project

The Bilbao Transformation Project can be used as an example of cultural heritage for the Golden Horn region in terms of refunctioning the coastal areas and making them available to the public. As a result of the Bilbao transformation project being community-oriented, significant improvements and urban identity gains have been experienced in the region.

After the developments in the industry, the old industrial facilities in the city remained empty. The shipyard, storage and industrial areas that exist in the cultural heritage of the region have left important traces in the memory of the city. The re-functioning of these facilities has allowed the creation of public spaces along the coast. Thus, city residents had the opportunity to reconnect with the symbolic spaces that existed in the city's memory. As a result of the loss

of the former function of Bilbao industrial facilities, cultural and social projects were considered to revitalize the beaches along the river.

The project also preferred a culture-oriented transformation. "The city, which draws attention with its culturally oriented urban projects, has become a region focused on the culture and service sector with the transformation of abandoned industrial areas on the banks of the Nervion river" (Gürel, 2008). An area of 348,500 m² after city improvement; 66% of it is open green spaces, the remaining 33% has been converted into residences, offices and educational institutions. Thus, the project both experienced an economic recycling and hosted social and cultural events.

Bilbao Transformation Project stands out as a transformation project that has achieved significant economic, social and cultural gains with the protection of cultural heritage and its integration into the urban life of the city.



Figure 6: Bilbao Transformation Before-After

<https://elpais.com/espana/2020-07-09/el-pais-vasco-funciona-al-ritmo-que-marca-la-ria.html>

The project also preferred a culture-oriented transformation. "The city, which draws attention with its culturally focused urban projects, has been re-incorporated into the city, and it has turned into an area focused on culture and service sector, especially with the transformation of abandoned industrial areas on the banks of the Nervion river." (Gurel, 2008). 348,500 m² area after urban improvement; 3/2 of which is about 66% open green areas, the remaining 1/3 of which is about 33% has been converted into residences, offices, and educational institutions. Thus, the project experienced both an economic recycling and social and cultural activities.

3.5.4 Duisburg Transformation Project

The Duisburg Transformation Project deals with the transformation of Duisburg, a heavy industry and industrial city with its natural inner harbors on the Rhein River in Germany's Ruhr Area. Since the beginning of the first industrial revolution, it has become an economically important city with many industrial and industrial structures, especially the steel industry. The Duisburg inner port area is known for having the largest inland ports in the world, and the economic and social processes in the integration of industrial and industrial structures in the region to urban life have been examined (İnaçlı, 2017).

It has been observed that some industrial structures have become obsolete and have lost their function over time. Norman Foster won the competition for his recycling project in this area. Foster aimed to reintegrate industrial facilities into the city and rebuild the city with water. In addition, creating new recreation areas together with green areas is among the objectives of the project.



Figure 7: Duisburg Transformation Project Landscape Design

<https://arquitecturaviva.com/works/plan-director-de-duisburgo-0#lg=1&slide=5>

A multifunctional urban design is targeted in the project area of approximately 890,000 m². Residences, offices, cafes, restaurants, parks, hotels, conference facilities and a marina are designed in a mixed-use project. The aim of the Duisburg project was to bring the life of the city to the coast. Along the coast, walking and promenade roads equipped with trees have been created.

The Duisburg Transformation Project ensures the revitalization of the city by preserving the industrial heritage and integrating it into urban life. The project aims to create a modern and

sustainable environment by transforming the vacant areas of industrial buildings. At the same time, enriching the project with green areas and creating recreation areas where the public can spend time with nature contribute to the social and economic development of the city.

The Duisburg Transformation Project stands out as an exemplary transformation project that provides environmental and economic sustainability by modernizing cities with an industrial past. It is aimed to increase the tourism potential of Duisburg, revitalize the local economy and improve the quality of life, while preserving the identity of the city and with innovative design approaches.

3.5.5. Hamburg HafenCity Transformation Project

"Hamburg HafenCity project is one of the projects in which coastal area transformations are implemented. The aim of the HafenCity Urban Transformation Project is to create a mixed center in Hamburg Harbor that combines shopping, culture, tourism, service and housing functions and integrates with the port atmosphere." (David Roberts, 2008)

The project aimed to create a lively and dynamic beach area built with mixed use functions. The HafenCity project has enriched the area by bringing together various functions such as residences, workplaces, offices, shopping centers and cultural facilities. This diversity offers a wide living space and services for the residents and visitors of the project.



Figure 8: Hamburg HafenCity

<https://www.kcap.eu/news/781/webinar-jeroen-dirckx-about-designing-flood-resilient-cities>

"As part of the same renovation project, we repaired the old cranes and replaced them where they were supposed to be. The aim was to re-establish the relationship of the cranes with the buildings where people lived during the active period of the port in the past. Therefore, it is not just the renewal of the area, but also the components that give the city its identity. Even if it comes from the past, the principle of renewal and development should be at the forefront." (Bruns and Berentelg, Karabaş, 2008)

The HafenCity project also placed great emphasis on the design of public spaces. By creating activity areas such as sitting areas, walking and cycling paths along the coast, people's interaction with the coast has been increased and their access to the coast has been facilitated.

The Hamburg HafenCity project offers ample opportunities to meet people's recreation, entertainment and cultural needs, with around 15% green space and the creation of public spaces. In addition, the quality of life of the city has been increased by the placement of cultural and social events and great contributions have been made to the city of Hamburg.

The project sets an example for other public transformation projects with the priority it gives to public uses and the sensitivity it shows in the sharing of public spaces. In this way, a city center was created where people can interact socially, participate in cultural activities and relax in green areas.

As a result, the Hamburg HafenCity project stands out as a great example of success in coastal area transformation. The project, with its emphasis on the design of mixed-use functions and public spaces, revitalized an idle area of the Port of Hamburg and turned it into a modern center.

3.5.6. Lyon Transformation Project

Lyon is an important city in France with its historical and cultural riches, located on the Rhône River. Located in the heart of this city, the Port of Lyon has been a region where trade revived and maritime activities were intense throughout history. However, over time, the importance of the port decreased and the area was abandoned. However, in recent years, the Port of Lyon has experienced a new revival with a transformation project and has become an important center for the city.

The transformation project aims to preserve the historical texture of the region and to combine modern structures with innovative designs. Preserving the historical consciousness here and transferring it to future generations is on the agenda. This project aims to create a place where history and contemporary life meet in one place, by restoring historical buildings and creating new cultural spaces. Filled with historical buildings, restaurants, cafes, art galleries and other cultural venues, the Port of Lyon has become an attractive destination for locals and tourists. In this way, unused buildings have been put into service, helping to gain economic and social gains.

The Port of Lyon transformation project is of great importance not only in terms of tourism, but also in terms of economic and social impacts. The revitalized port area has created new job opportunities and accelerated economic development. Businesses such as restaurants, shops, boutique hotels and art galleries have added vitality to the area and increased employment. At the same time, the tourist attraction of the Port of Lyon has increased and tourism revenues in the city have increased.

The project stands out as an example that preserves the cultural values of the region, encourages economic growth and makes positive contributions to social life. Such transformation projects aim to create living spaces that meet modern needs while preserving the historical heritage of a city. The Port of Lyon is a successful example in this sense and can be a source of inspiration for similar transformation projects of other cities.

The Port of Lyon transformation project not only contributed to the economy of the region, but also created significant environmental and social impacts. With the creation of green areas in line with the principle of environmental sustainability, the protection of the natural beauties of the region and the implementation of environmentally friendly practices, Lyon Port has become an environmentally sensitive living space. Areas such as hiking trails and bike paths have allowed people to spend time in touch with nature and promoted a healthy lifestyle.

It should be emphasized that the Port of Lyon is a perfect combination of history and modernity. Within the scope of the project, historical buildings were protected and restored to new functions. In this way, the historical texture of the region was preserved and a bridge was built between the past and the future. At the same time, a contemporary atmosphere has been added to the region with modern structures and innovative designs. This balance gave the Port of Lyon a unique character and attracted the attention of visitors.

The effects of the Lyon Port transformation project are of great importance not only in terms of tourism, but also in terms of economic and social aspects. With the project, new job opportunities have been created in the region, businesses such as restaurants, shops, boutique hotels and art galleries have added vitality to the region and increased employment. Tourism potential has increased and tourism revenues in the city have increased.

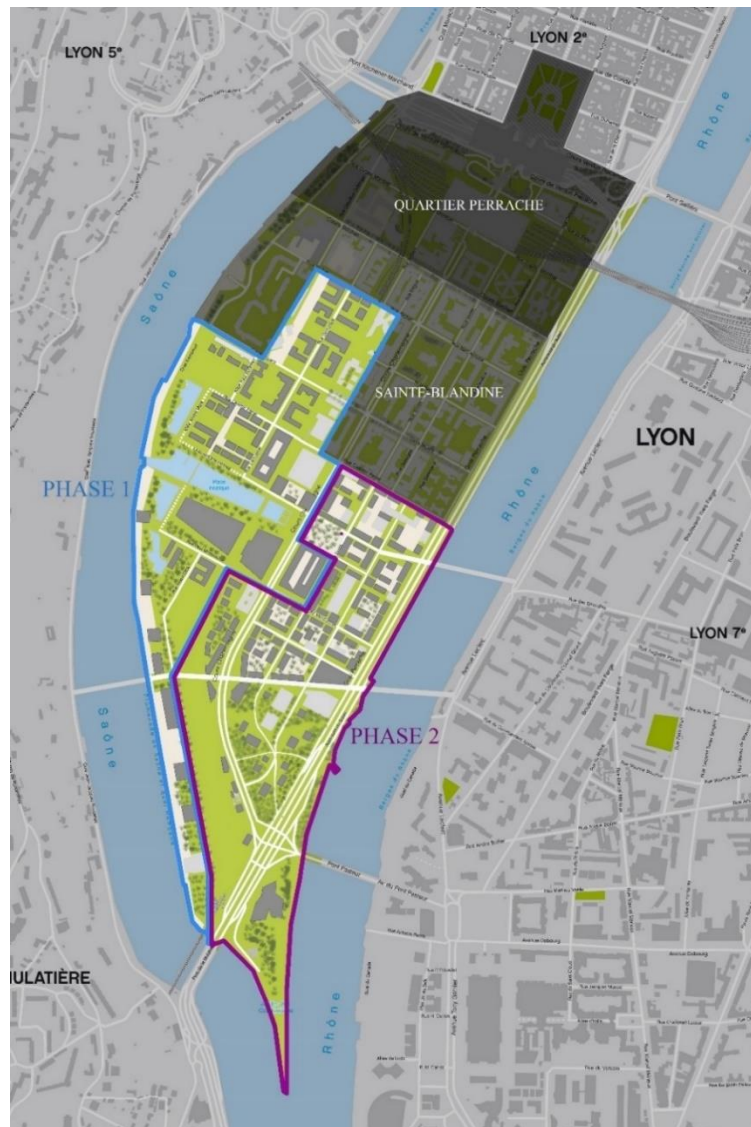


Figure 9: Lyon Transformation Plan

<https://lyonconfluence.wordpress.com/developpement/>

As a result, the Port of Lyon transformation project has achieved great success with its elements such as revitalizing the historical heritage, adopting the principle of environmental and social sustainability, ensuring local participation and blending history and modernity. This project has been a source of inspiration not only for the city of Lyon, but also for other cities, and has enabled similar transformation projects to be taken as an example. Lyon Port stands out as an example of a city that preserves its past and inspires the future.

Substance	Baltimore Harbor	Barcelona Port Vell	Bilbao Port	Port of Duisburg	Port of Hafencity Hamburg	Port of Lyon
1. Project Objectives	Revitalizing with tourism, residential and commercial areas	Marina, shopping mall and providing cultural events	Making it a tourist attraction	Creating new commercial and business centers, becoming a tourist attraction	Creating new commercial and business centers, becoming a tourist attraction	Becoming an important center for cultural events and tourism
2. Redesign and Infrastructure Development	Tourist attractions, restaurants, shopping malls and residences	Marina, shopping mall, restaurants, cinemas and cultural event spaces	Revitalizing with modern architecture	Building cultural and recreational areas	Former warehouse areas, modern residences, offices, shopping malls and	Cultural and touristic places with historical buildings
3. Trade and Economic Impacts	To increase tourism revenues, to create business and living areas	Creating economic impacts on the tourism sector	To promote economic development through tourism,	Creating economic impacts by reusing old industrial sites	Increase employment, stimulation of trade	To generate economic income through tourism and cultural activities
4. Social and Environmental Impacts	To create a vibrant and active region, to promote social interaction of the community	Eco-friendly planning and design, preservation of maritime heritage	To increase social interaction by creating cultural and touristic attraction centers	Sustainability-focused planning, green spaces and hiking trails	Creating a sustainability and environment-friendly living space	Preservation of historical texture, remembering the past
5. Stakeholder Engagement	Participation of local people, business and non-governmental organizations	Active participation of local governments, business and non-governmental organizations	Carrying out the planning process with the participation of stakeholders	Consideration of stakeholder views	Participation of the public, local governments, business world and non-governmental organizations	Community involvement and cooperation of local authorities
6. Re-Functioning of Historical Buildings	Preservation and re-functioning of historical buildings	Preservation of historical texture and its combination with modern buildings	Protecting historical buildings and transforming them into cultural places	Preservation and reuse of historic industrial buildings	Preservation and re-functioning of historical buildings	Cultural and touristic places with historical buildings

Table 1 : Project Comperasion

Made by author

3.6 Outcome off the Sample Projects

Various projects such as Santralistanbul and Galataport domestically, Baltimore Port, Barcelona Port Vell, Bilbao Port, Duisburg Port, Hamburg Hafencity Port, and Lyon Port the world were examined. These projects represent examples of urban transformation works carried out in coastal areas.

The common goals of these projects are concentrated on points such as revitalizing tourism, residential and commercial areas, presenting cultural activities, turning them into tourist attractions, and improving the environment. These objectives are addressed with different priorities and focal points for each project. Although a few different features stand out more in each project, there are generally similar functions.

Another important element of the success of these projects is the redesign and infrastructure development processes. The construction of tourist attractions, shopping centers, restaurants, cinemas, cultural event venues, and various structures with modern architectural elements has increased the attractiveness of these regions and brought new energy to the region.

In economic terms, these projects create effects such as increasing tourism revenues, creating business and living spaces, increasing employment, and stimulating trade. The revitalized regions make a great contribution to the local economy and improve the social and economic balances in the region. There are also some projects that cause the real estate values of the region to increase. With these aspects, the fact that the HaliçPort project can achieve similar goals may be beneficial for the economic well-being of the region.

These projects also consider social and environmental impacts. Projects that encourage the community to create a more active and lively area offer various spaces and activities to increase social interaction. In addition, projects focusing on the principle of environmental sustainability attach importance to environmental factors such as green spaces, natural habitats, and energy efficiency. The need for green spaces and social activity areas is obvious in Istanbul. Based on the examples given, it would be very beneficial for the new project to meet this need.

The participation of different stakeholders is also part of the success of these projects. Active participation of local people, the business world, and non-governmental organizations is an important factor in the planning and implementation processes of projects. In this way, the opinions, needs lists, and contributions of the stakeholders enable the projects to better respond to the needs of society. The experiences and opinions of the stakeholders may contribute to the preparation of more beneficial projects for the public benefit. A survey was conducted for reference.

As a result, these projects are considered as successful examples of transformation studies in coastal areas. Their achievements in areas such as the preservation of historical

buildings, promoting social interaction, environmental awareness, and stakeholder engagement can be valuable resources and guides for the successful implementation of an important-scale project such as the Golden Horn Harbor project.

These projects play an important role in achieving the goal of creating a functional, culturally, and socially rich center. These examples can be an important resource for the determination of the needs and the successful completion of the project during the decision-making and implementation stages of the Haliç Port project. The best practices adopted by these projects will guide the development of the Golden Horn Port and bring a different perspective to the project. In this way, the successful transformation of the Golden Horn Harbor project into a large-scale region in Istanbul will be ensured and it will become a functional, culturally and socially rich center.

CHAPTER 4. GOLDEN HORN SHIPYARDS AND HISTORY

4.1. Brief History of the Halic Ship Yards

It is known that there were naval bases and weapons depots in the Golden Horn region of the Eastern Roman Empire between 330-1453. After the conquest of Istanbul in 1453, the shores of the Golden Horn became one of the sultan's favorite places in the city, and a palace garden (hasbahçe) was created around Hasköy. Many pavilions, baths, stables and ponds were built in this garden, and it was believed that this was the resting place of the Byzantine emperors. The palace gardens were also built in the Palace in the Haliç.

In 1455 the Founding of the Imperial Dockyard took place. Just two years after the conquest of Istanbul, II. Tersane-i Amire (Tersane) was founded by Mehmed at the mouth of a small stream in Kasımpaşa. Due to its proximity to the former Genoese colony of Galata, this first facility was named "Galata Shipyard". Sultan Mehmet II brought the shipmasters and their families from the Gallipoli Shipyard, and therefore new residential areas were created for the employees and their families to live, resulting in the further growth of the Kasımpaşa neighborhood. Kasımpaşa had an organic relationship with the imperial shipyard until the modern age.

In 1515, Sultan Selim Expanded the Shipyard. During the reign of Yavuz Sultan Selim, shipyards were expanded along the northern shores of the Golden Horn, from the Galata colony to the Kağıthane River. Different types of ships were built to meet the needs of the Ottoman navy. Shipyards were equipped with the advanced technologies of that period. Eventually, the main Ottoman naval base was moved from the Gallipoli Shipyard to the Golden Horn.

In 1571, the Renewal of the Ottoman Navy took place. In 1570 II. Selim took Cyprus from Venice. To thwart the Ottoman advance, a Holy Alliance of Spain, Venice, and the Papacy was formed, and a military campaign was launched against the Ottomans. The Battle of Lepanto was fought between two sides in a small town on the Greek mainland. About 170 ships of the Ottoman navy were destroyed in the war.

However, the Ottomans quickly recovered and added to their dominance in the Mediterranean by building a brand-new fleet in just 5-6 months at the imperial shipyards in the Golden Horn.

Between 1645 and 1699 the Struggle for Control of the Mediterranean took place. The rivalry between the Venetians and the Ottomans demonstrated the importance of using more advanced galleons in an effort to conquer the island of Crete. The 17th century became a turning point in maritime history as the British and Dutch raced to dominate trade in Africa and the Far East and to be pioneers in maritime technology. Despite several conflicts with European forces, the Mediterranean remained a "Turkish lake" for most of the 17th century.

The Tulip Era took place between 1718 and 1730. III. During Ahmed's reign, the Ottoman elite indulged in royal gardens and seaside palaces along the Golden Horn. Aynalıkavak Palace was the most charming of them all and was nicknamed "The Shipyard Palace" because of its proximity to the Imperial Arsenal. The palace complex witnessed some of the most ostentatious royal ceremonies in Ottoman history. III. The circumcision celebrations of Ahmed's four sons lasted for several weeks in 1720, and the Sultan stayed with his palace at Aynalıkavak Palace and watched the beautiful water shows in Levni's miniatures.

In 1886, the First Submarine to Fire the First Torpedoes took place. One of the world's first submarines (designed by Swedish industrialist and arms dealer Thorsten Nordenfelt) It was built by Abdülhamid and was the first submarine to fire live torpedoes underwater during sea trials in Istanbul.

After the First World War between 1918-1923, the occupation of Istanbul took place. Immediately after the signing of the Mudanya Armistice, the Ottoman capital was occupied by the Allied Powers and on 13 November 1918 British, French and Italian forces entered the city. This led to a war of resistance and led to the establishment of the Turkish Republic in 1923. Tersane-i Amire (consisting of Taşkızak, Camialtı and Haliç shipyards) naval shipyard lost its military importance due to the Treaty of Lausanne and finally its relocation from the city to Gölcük in 1930. The historic shipyards were used only for maintenance work after 1941. By this time, they had lost some of their surface area and military character and would not be able to regain their former glory.

Became a Golden Horn Recreation Area in 1980. The shipyards are unique in preserving the historical fabric of the Golden Horn coast, where the industrial workshops that had grown indifferent for centuries were completely cleared. Since then, the Golden Horn beach has remained an uncontrolled recreation area with large green spaces.

In 2001 New Functions for Historic Shipyards were identified. The new Galata Bridge, built in the early 60s, prevented large ships from entering the Golden Horn and eventually caused the historic shipyards (including Taşkızak, Camialtı and Haliç) to lose their shipbuilding capacity. In the 2000s, this abandoned.

A master plan was proposed to reopen the site to the public and civic use through a carefully executed integrated development project to transform the reclaimed coastline into a value for the city. In 2001, the Camialtı and Taşkızak shipyards were moved to new industrial sites outside the city, but the historic scroll ramps and buildings remain protected as part of the country's industrial heritage.

Date	Event
330-1453	Eastern Roman Empire During the Eastern Roman Empire, the Golden Horn was a busy natural harbor of the Mediterranean, Black Sea and Near East.
1453	Conquest of Istanbul Conquest of Istanbul took place.
1455	Founding of the Imperial Armory
1515	Expansion of the Shipyard during the reign of Sultan Selim
1571	Renewal of the Ottoman Navy.
1645-1699	The struggle for control of the Mediterranean.
1718-1730	The proximity of the palaces to the Shipyard and ostentatious ceremonies during the Tulip Era
1918-1923	The occupation of Istanbul after the First World War and the loss of military importance of Tersane-i Amire.
1980	Golden Horn becomes a recreation area.
2001	Historical Shipyards gaining new functions.

Table 2:Chronological order of the Golden Horn Ship Yards

Made by author

Istanbul, as a city that has been the capital of 3 empires, has been in an attractive position since the beginning of history. The shores of the Golden Horn are also part of this unique natural beauty. The Golden Horn, where the first industrial examples were built, includes industrial structures that have deep connections with our past. After the transformations in technology, the industrial facilities in the Golden Horn became unusable. The luck of the buildings that were left empty due to their relocation from the Golden Horn and the industrial structures with deep historical traces are a matter of curiosity. Industrial transformation projects were carried out in the Golden Horn coastal areas. Urban renewal projects in the Golden Horn should prioritize the cultural and common benefits of the people. In this way, urban transformation projects will be produced that allow us to preserve our history, memory, and collective memory. The Golden Horn stands out as a UNESCO World Heritage Site. By protecting the industrial facilities of the Golden Horn and making a sustainable design, the urban memory will be preserved.

The relationship between the Golden Horn and the water should be considered in order to support coastal life. As the Golden Horn is located right in the heart of the historic centre, its use as a very attractive rental property should be avoided.

Coastal areas are public places and should be accessible to all. The historical identity in the Golden Horn attracts tourists and this is an attraction. It is a negative situation that the

transformation projects carried out in recent years are focused on tourism and consumption. Because during the transformation of industrial facilities, it leads to social and class discrimination such as innovation.

Community participation is also important in the process of regulating the coasts and opening them up for public use. Local people should be involved in the design process and have a say in decisions that will shape the future use of shorelines. This ensures that the coasts are developed in accordance with the needs and expectations of the community and creates user-friendly spaces.

On the other hand, the oldest surviving shipyard should be transformed into a model with continuity in the future. The Golden Horn is a very large industrial facility, and the transformation of this area should be considered regionally, not pointwise. By giving priority to the public, designs should be made that will contribute to the reunion of people with the shore.

Haliç Shipyard should be primarily transformed with activities that can benefit all segments of the society, especially activities such as education, culture and museums. In the history of the Golden Horn Shipyards, shipping, production and education were held together. This historical habit should be preserved and transferred to the future. Coastal areas are important living spaces where people can interact with nature, relax and socialize. The shores of the Golden Horn should host a variety of activities, such as green spaces, hiking and biking trails, public spaces and recreational areas. In this way, city residents and visitors can meet in a pleasant environment where they can feel the historical texture while enjoying nature.

However, while focusing on the public use of the coasts, a balanced approach should be taken with tourism and commercial interests. While the Golden Horn is an attractive area for tourists, it is important that locals also benefit from these areas. Separating public spaces only to a certain segment or leaving them under the dominance of luxury brands can lead to social and economic inequalities in society. Therefore, coastal areas need to be planned in a way that is accessible to all, inclusive and promoting diversity.

The transformation of industrial facilities is also an important step towards supporting public use of the Golden Horn's shores. While these facilities represent the industrial heritage of the city with their history and architecture, they can also be transformed into new functions and offered to the public. For example, evacuated factory buildings can host cultural and artistic events, while old shipyards can be turned into maritime history museums. Thus, a new living space is created while preserving the traces of the past.

In conclusion, the shores of the Golden Horn are an important area that reflects the history, culture and industrial heritage of Istanbul. Keeping these areas open to public use allows both locals and visitors to experience this unique environment and connect with the city's identity. In the process of planning and arranging the shores of the Golden Horn, it is important to preserve the past, participate in the community and look out for the public

interest. In this way, the shores of the Golden Horn can play an important role for a sustainable future.

4.2 Golden Horn Coastal Areas and Transformation

The Golden Horn has undertaken important tasks for the Byzantine and Ottoman Empires throughout history. Since it is a natural harbor, it was used for the construction of military ammunition warehouses and warships in the Byzantine period, and in the Ottoman period, in addition to this, it became a port for commercial ships, military and civil shipyards, and an area where industry and trade developed.

Thanks to its strategic location and the unique location of Istanbul, it has provided a safe harbor service right next to the Bosphorus, one of the important waterways. It still undertakes similar duties today.

Its port has contributed to the growth of Istanbul with functions such as a shipyard and a military naval base. At the same time, workshops were established to produce the products needed by the shipyards, which attracted the attention of different investors, and the region continued to grow. With the growth of the shipyards, the opening of the Silahtarağa Power Plant and the establishment of other industrial structures, the estuary has become a major center. Over time, migrations have occurred, and these facility areas have remained right next to the areas where people live. It also caused pollution of the air and the Golden Horn.

After the Golden Horn started to smell due to pollution and the Silahtarağa Power Plant was shut down, the location of the Shipyard in the Golden Horn began to be questioned. Some units of these shipyards, which were moved to the new area piece by piece, still continue to actively undertake ship maintenance and repair duties.

Many facilities such as Salt Warehouse, Flour Factory, Tobacco Factory, Feshane, Slaughterhouse, located in the Golden Horn region were also transformed and brought to Istanbul with different functions. In the meantime, the Golden Horn was cleaned and its stench was eliminated.

After such transformations, the Golden Horn has become remarkable. It can be brought to tourism by establishing a connection between these transformed areas with its natural structure and historical past. In addition, while transforming the Shipyard area, attention should be paid to uninterrupted coastal access and green space designs. In addition, these structures that make up the memory of the Golden Horn are important elements. These structures should be protected with public priority and functioned with functions so that they can be accessed by the public. Industrial facilities, on the other hand, should be enriched with cultural activities and different functions and brought to the city. be re-functioned and these structures, which are important in the identity of the city, should be included in the memory of the city.

4.3. Golden Horn Shipyards



Figure 10 : Haliç Shipyards, Today

<https://www.atlasdergisi.com/genel/600-yillik-yolculuk-halic-tersanesi.html>

During the Ottoman Empire, Istanbul emerged as an important technology and industrial center. Compared to other Ottoman cities, Istanbul became more industrialized and became a leader in this field. The shipyard facilities built at that time were used to build the military and civilian ships needed by the state, giving the technical support needed by these facilities and the development of other large and small enterprises and atolls that manufacture trotters. This industry is still mostly active today. The Golden Horn is a symbolic indicator of Istanbul, which led the industrial revolution during the Ottoman Empire. The Golden Horn is an important region where industry and industry are developed and maritime and port activities are intense. Thanks to its natural harbor feature and strategic location, the Golden Horn has played an important role throughout history as one of the safest and natural harbors in the world. Since it had an advanced shipyard complex of its time, it was able to provide the necessary technical support to all kinds of ships and repair and maintain them.

Haliç Shipyard, on the other hand, is a unique area displaying the industrial heritage of the Ottoman Empire. It is important to make this historical heritage functional and to bring it back to the community memory. It is an important industrial heritage that has taken a place in the visual memory of the society with its pools and cranes. Haliç shipyards will become an important monument for the world and Turkey by hosting valuable cultural and artistic events. Since the city has served as two different capitals and is one of the most important

cities for Turkey, the Golden Horn shores need to be transformed according to social priorities.



Figure 11 : Haliç Shipyards, Ottoman Period

<http://www.eskiistanbul.net/344/yavuzselimden-halic-tersaneler-bolgesi>

Area formerly used by the Byzantine Empire for weapons storage and shipbuilding. Over time, after the Ottoman conquest of Istanbul, it was started to be transformed into a larger shipbuilding and maintenance facility by Fatih Sultan Mehmet in 1455 and has a history of approximately 6 centuries. It is the oldest shipyard in the world. Developed and grown during the Ottoman Empire, the shipyards reached the most advanced level during the reign of Yavuz Sultan Selim. Haliç Shipyard has facilities such as shipbuilding skids, dry docks, cranes, design, modeling, casting workshops and engine maintenance and repair factories. The shipyard, whose initial aim was to produce warships for the Ottoman Navy, also contributed to the development of the ship industry and trade around it. The shipyard has been an industrial center throughout history. Although the intensity of use decreased in the Republican Period, it maintains its main purpose.

4.4. Regeneration of the Golden Horn Shipyards

The Golden Horn witnessed a rapid industrialization process in the Ottoman period due to the opening of shipyards and being a port, and shantytowns were quickly formed around it. This situation caused the texture of the Golden Horn to change. In addition, the use of the areas allocated to the Golden Horn for industrial zones within the framework of the city plan prepared by the French architect Henry Prost for Istanbul caused significant

deterioration in the texture. For these reasons, the region has always taken on a dangerous and uneven structure.

However, in the following periods, the Golden Horn was cleared of industry and its shores were opened to recreational arrangements in order to clean up the slums and industrial pollution. With the appreciation of cultural heritage, the necessity of protecting industrial facilities has gained importance worldwide. For this reason, a sustainable design approach has been adopted for the transformation of the Golden Horn. This transformation has been realized with an approach that includes cultural and artistic functions.

The structural change of the Golden Horn began in the 1950s. With the coastal transformation projects, a plan was tried to be created again so that the entire population of the Golden Horn would meet the sea and benefit from the shores and cultural heritage. The destroyed buildings were converted into unused open green spaces. Looking at the shores of the Golden Horn regionally, it is clear that the Golden Horn region will turn into a "cultural basin" full of rich cultural heritage. However, point interventions were made in the transformation process and a holistic result could not be obtained.

In this process, many historical buildings were demolished and empty spaces were turned into green areas. The Golden Horn region will turn into a "cultural basin" full of cultural heritage. However, in the transformation process, point interventions were made and a holistic result could not be obtained. Together with the users of the idle industrial facilities, the shores of the Golden Horn should be made suitable for activities such as visits, excursions, gatherings, culture and arts. In this way, the economic and tourism potential of the region will be revived and the Golden Horn will become a competitive center of attraction. During the period of Bedrettin Dalan, the mayor of Istanbul Municipality, a rapid transformation was carried out in order to clean the Golden Horn, and many historical buildings were destroyed in this process. The destroyed buildings were converted into unused open green spaces. However, point interventions were made in the transformation process and a holistic result could not be obtained. The green areas that emerged after the demolitions remained for a long time aimlessly without function.

Such an aimless use is unacceptable in the transformation project that is now planned. The shores of the Golden Horn, together with the users of the idle industrial facilities, should be equipped for activities such as visits, excursions, gatherings, culture and arts. In this way, economic and tourism revenues will be revived in the region and the Golden Horn has become a very competitive center of attraction in the recent period. The potential of the Golden Horn will increase further with the transformation of unused industrial areas into cultural and social functions.

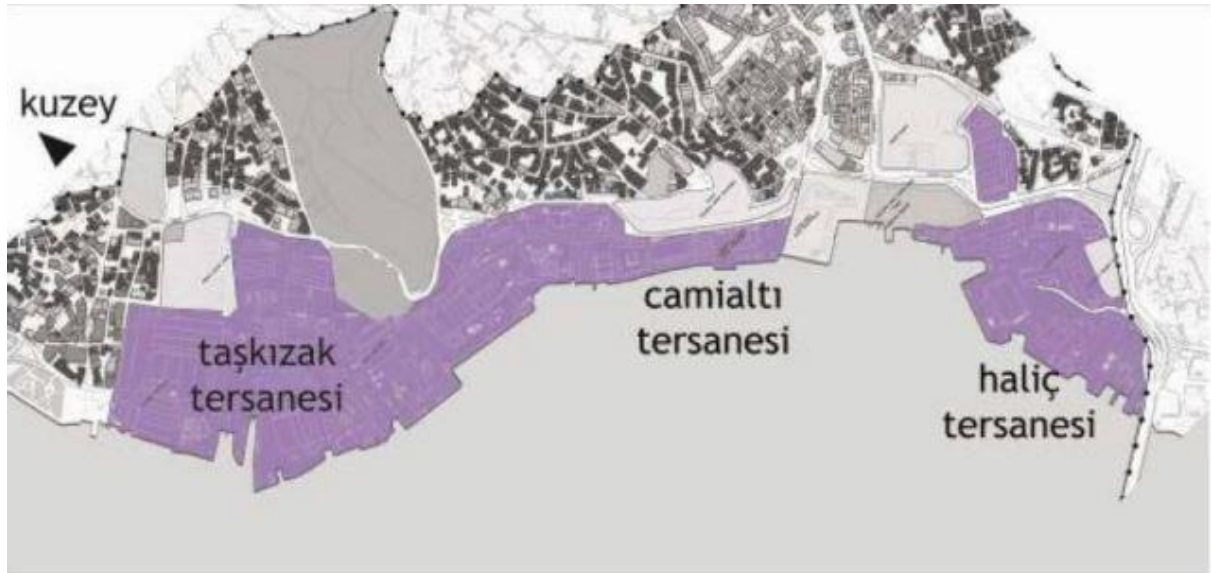


Figure 12 : Haliç Shipyards on the map

**From left the right translations : Taşkızak Shipyard, Camialtı Shipyard, Haliç Shipyard*

(Yerliyurt, 2008)

"Religious and spiritual buildings, monuments, settlements with architectural value should be protected, restored and reintegrated into society. Sustainable urban development should be realized in the spirit of global responsibility and partnership" (Istanbul Declaration) (Özten, 2012). Historical buildings should be reintroduced to social life with cultural functions.

"In the Golden Horn Environmental Master Plan, which was approved in 1985, it was foreseen that the industrial areas located on the shores of the Golden Horn should be removed and opened to the public and arranged as green areas" (Engingöz, 2008). When the industrial heritage is preserved, it is possible for the city to gain many advantages both in terms of tourism and residents. Heritage sites increase people's desire to live, work and visit. It enhances the diversity of cultural properties and contributes to their preservation. Sustainable use of existing values reduces the need for new areas to be used. Industrial areas play a defining role in transferring them to future generations in the best way (Karıptaş, 2015).

Preserving the cultural heritage of the society is important for the continuity of the culture. In this way, the cultural identity of the society will be preserved, and it will be possible to transfer it to the future. With re-functioning, economic, cultural, and social sustainability will be ensured. Abandonment has occurred after loss of function in industrial structures. With the development of technology, old industrial facilities have become idle. These historical monuments need to be protected.

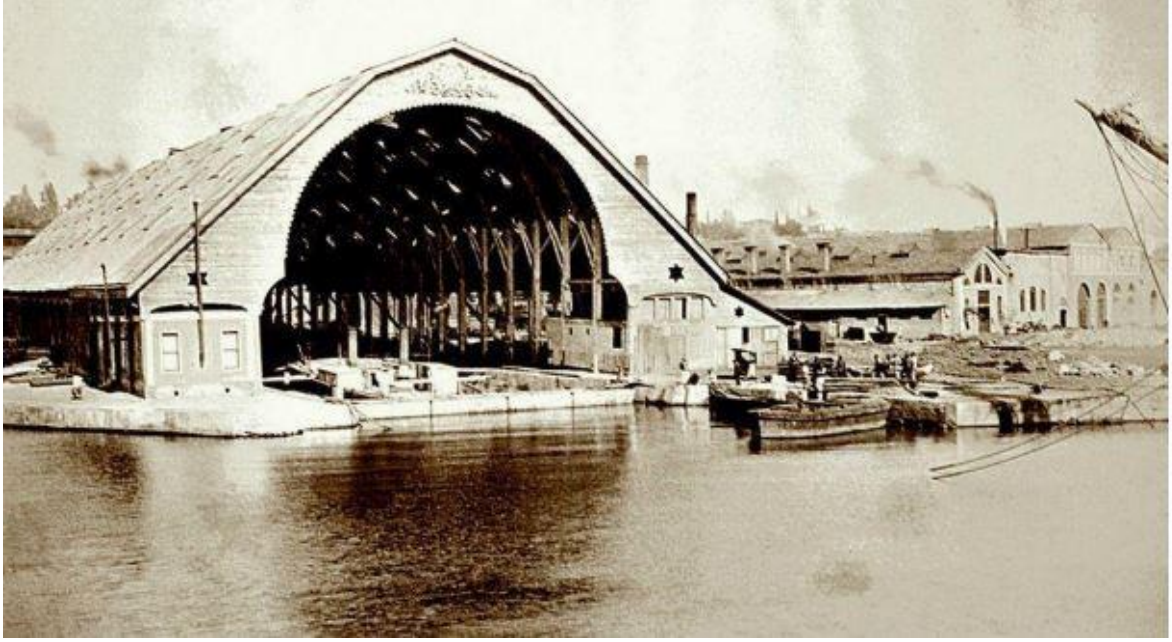


Figure 13 : Haliç Tersanesi, Valide Kızağı

<http://www.eskiistanbul.net/4532/halic-tersanesi>

The preservation of cultural heritage, its transfer to the future and its use as touristic attractions ensure that historical accumulations are integrated into the life of the city. These structures should be brought to urban life by establishing a strong link between the past and the future. Historical buildings should be restored to have functions such as cultural centers or open-air museums.



Figure 14 : Haliç Shipyards, Ottoman Period

<https://www.tersaneistanbul.com.tr/tr>

"Our memory, by trying to establish a relationship between the past, the future and the present, determines the elements that are the subject of memory in the context of time. Recall is related to the thoughts we have heard, perceived or had before. Remembering is an action of the past, and it takes place by recalling memories from the past" (Freud, citing Osmanoğlu, 2017).

This transformation, which is planned to be made in the Golden Horn, will be possible by preserving the structures inherited from history and transferring them to the next generation. These structures should be re-functionalized and used for different purposes. The preservation of these facilities is of great importance in terms of keeping the cultural heritage of the city alive and transferring it to future generations. The historical industrial buildings in the Golden Horn have an important role as the cultural heritage of the city.

The shores of the Golden Horn should be built in a way that will attract the attention of the people with cultural activities and green corridors. The industrial facilities located on the shores of the Golden Horn represent an important industrial heritage area in the identity of the Golden Horn. For this reason, the re-functioning of industrial facilities and the protection of structures in the transformation process of the Golden Horn are of great importance for our historical heritage. These coastal transformations, which are planned to be made, should be designed by considering the public interest, without disturbing the existing identity.

"Public spaces form urban identity by shaping the memories and expectations of citizens with history and collective memory." "By building a bridge between the temporal and spatial meanings of collective memory and the past, present and future of urban life, the city makes sense." (Özer, 2017), the protection and preservation of cultural heritage is of great importance in the transformation process of the Golden Horn. The design of the Golden Horn should be enriched with cultural and artistic activities while preserving its past identity, and should be redesigned to meet the needs of the people. The historical, cultural and natural values of the Golden Horn should be protected at a universal level and brought to an identity compatible with its historical identity. At this point, the transformation projects should proceed on the way of development while preserving the historical values of the areas to be built.

Conservation of industrial heritage ensures that industrial buildings have the opportunity to protect their historical heritage, share it with future generations and keep it alive. The knowledge and lifestyle of the past can be passed on to future generations. A living historical memory can be created by transforming the industrial heritage with the necessities of the age and cultural activities. This offers the chance to keep the social, economic and cultural heritage of the city alive in a harmonious way.

Transformation projects should be done by preserving and improving the historical values of the buildings. Industrial buildings should be restored in accordance with the needs of the age and should be implemented with a functional purpose for future generations..

Among these transformations in the Golden Horn are projects such as Santral İstanbul Bilgi University, Rahmi Koç Museum, Miniaturk, Feshane and Sötlüce Haliç Congress and Culture Center. With a culture-art-oriented transformation, the industrial heritage will become a region that integrates with the past and revives with tourism activities.

"The historical, cultural and natural values of the Golden Horn should be protected at a universal level, and it should be brought into an identity that is compatible with its historical and cultural identity. Policies: Rescue the traditional urban fabric from the pressure of regional development dynamics and that these areas are polluting and damaging such as industry, manufacturing, and storage. functions. Increasing the quality of social and technical infrastructure. Making land use decisions such as sports, culture, trade, and services at the international level" (Köseoğlu, 2010).

Cibali Tobacco and Cigarette Factory, located on the opposite shore of the Golden Horn Shipyards, was transformed into Kadir Has University with a public-oriented transformation. In this way, the idle structure was both preserved and brought back to the city by re-functioning. Industrial structures have been preserved and the historical cultural heritage of the society has been preserved thanks to examples such as the re-functioning of the Feshane structure for exhibitions and fairs, the use of Hasköy Shipyard as the Rahmi Koç Industry Museum, and the conversion of the Silahtarağa Power Plant into a facility that can host cultural events and a University. Thanks to these projects and socialist approaches, the Golden Horn, together with its rich cultural and historical texture, has become a center of culture and arts in a sustainable way.

CHAPTER 5. THINKING OF THE GOLDEN HORN SHIPYARDS TRANSFORMATION PROJECT FROM THE PUBLIC PERSPECTIVE

Haliç Shipyards is one of the oldest ports in the world and has a history of approximately 600 years. This industrial heritage is an important part of Istanbul and is now on the verge of a major urban transformation. The transformation of Haliç Shipyards is an important opportunity to produce a project that emphasizes public principles, protects the cultural industrial heritage, and takes care of everyone's interests.

Today, we live in a consumer society focused on entertainment and tourism, where public spaces are gradually decreasing. For this reason, it is necessary to give priority to solutions that will eliminate class discrimination and ensure that all citizens benefit equally from public spaces, open air, sea, and coast in transformation projects. The Golden Horn Shipyards Project has an important potential to meet this need. The primary aim of the project is to create a transformation model that will protect the interests of the society by shaping the industrial structures in the region in line with the benefit of the society, without departing from identity and culture.

In these transformation projects, it is important that the usage habits of the society are carefully examined, and the designs are adopted by the society. Haliç Shipyards Project adopts an approach that interacts with space users. Industrial buildings should be designed to be integrated into the public and cultural life of the city over time. In this way, an environment that will meet the needs of the society and be adopted by the society can be created while keeping the industrial heritage alive.

In conclusion, the Golden Horn Shipyards Project is an important initiative that aims to realize urban transformation by considering the interests of the society, while preserving the historical and cultural heritage of Istanbul. The success of the project depends on the consideration of principles such as public participation, user-oriented design, and the preservation of cultural values. The transformation of Haliç Shipyards has the potential to create a model that will both ensure the survival of the industrial heritage and enable the society to benefit from public spaces equally.

5.1 HaliçPort Project / Government Project

The Golden Horn Marina and Complex Project draws attention as an important investment in the Golden Horn region of Istanbul, which has historical and touristic importance. The project aims to create a complex for tourism, trade, transportation, and cultural activities by maximizing the potential of the region.

Among the main investment items in the project are 2 marinas with a mooring capacity of at least 70 yachts, 2 5-star hotels with 400 rooms, congress and culture centre, cinema, entertainment facilities, apart/boutique hotels, office buildings, shopping centre, food and

beverage. units, a mosque for 1000 people and a closed car park for 2400 vehicles. These components aim to increase the touristic attraction of the region and offer a wide range of accommodation, entertainment, and trade opportunities to local and foreign visitors.



Figure 15: HaliçPort Project

<https://istanbul.uab.gov.tr/istanbul-halic-yat-limani-ve-kompleksi>

The Golden Horn Marina and Complex Project emphasizes the Golden Horn region, which has a rich heritage reflecting the historical texture of Istanbul and aims to increase the touristic potential of the region. With the completion of the project, the region will become an attractive cultural, touristic, and commercial centre and an important place that reflects the historical texture of Istanbul in a modern way.

The construction period of the project is planned as 4 years, and when completed, it will add significant value to the region and contribute to the increase in employment opportunities. The operation period has been determined as 45 years, during which the management and sustainability of the complex will be ensured. The Golden Horn Marina and Complex Project is an important investment that will attract the attention of both local and international tourists and will further increase the tourism potential of Istanbul.

The Golden Horn Marina and Complex Project will be built on an area of 252.000 m² in the Golden Horn region of Istanbul, which has historical and touristic importance, with the "Build Operate Transfer" model. The marinas to be included in the project will provide quality service to yacht owners with their modern marina infrastructure, while providing sea transportation to tourists and local visitors coming to the region. In addition, 5-star hotels will meet the accommodation needs and contribute to the revival of the tourism sector in the region.

Limitations have been imposed on the construction area of the project so that the total construction area does not exceed 438,000 m². Likewise, the construction area included in the precedent will not exceed 318,000 m². These criteria aim to protect the environmental balance of the region and to ensure that the construction is carried out in a sustainable way. In addition, the mosque within the scope of the project was designed to meet cultural and religious needs.

The Golden Horn Marina and Complex Project will also contribute to Istanbul's transportation network and increase the accessibility of the region. The parking lots in the project, with a capacity of 5700 vehicles, will solve the parking problem of visitors and users and enable them to use the complex comfortably. At the same time, studies will be carried out to improve the landscaping and transportation network in order to facilitate access to the project area.

Haliç Marina and Complex Project is supported by relevant institutions and stakeholders such as Ministry of Transport and Infrastructure, Ministry of Environment, Urbanization and Climate Change, Sur Yapı and Vizzion Architects. The project, the tender date of which was determined as 02.07.2013, is carried out by Golden Horn Marina Turizm Gayrimenkul İnşaat Yatırım Ticaret AŞ.

Bid Date	Contract Date	Investor Organization	Construction Period	Operation Period	Fixed Investment Amount
02.07.2013	25.09.2013	Haliç Altın Boynuz Marina Tourism Real Estate Construction Investment Trade Inc.	48 months	45 years	1,428,436,000 TL

Table 3: HaliçPort Project Details

**This table contains the contract information about the Golden Horn Marina and Complex Project. It contains important information such as tender date, contract date, investor institution, construction period, operation period and fixed investment amount.*

<https://istanbul.uab.gov.tr/istanbul-halic-yat-limani-ve-kompleksi>

The Golden Horn Marina and Complex Project is an ongoing project and upon its completion, it will turn into an important infrastructure that will increase the tourism potential of Istanbul and contribute to the economic and social development of the region. In addition, with the completion of the project, employment opportunities in the region will increase and it will bring vitality to the local economy. The Golden Horn Yacht Harbor and Complex Project is progressing with the aim of creating a modern tourism and trade center while preserving the historical texture of Istanbul.

5.2. Municipal Projects Competition

Organized within the scope of the Istanbul Strategic Plan of Istanbul Metropolitan Municipality, which emerged with the slogan "Istanbul is Yours – Let's Decide Your Future Together", the "Istanbul Your Golden Horn Coasts Competition Design" is emerging as an important event to actively take an initiative of the people of Istanbul. This competition is held in a process reflecting the main themes of the strategic plan that will shape the expansion of Istanbul. The municipality separated the Golden Horn into seven different areas. The Municipality separated the Golden Horn shores in to seven different project area. The project that we are focusing on is located the Area 7.



Figure 16: Municipal Competition Area 7

<https://sehirplanlama.ibb.istanbul/halicport/>

The main aim of the competition is to redesign the Golden Horn shores and to evaluate this environment in a sustainable way. The Golden Horn is a ventilator of great importance, as it is the historical center of Istanbul and at the same time carries it constantly across the open/green space corridor. Therefore, continue to present a scenario and vision with the shores of the Golden Horn from the directors of the competition. In other words, the players should protect the natural and cultural values of the Golden Horn, not an identity description with this area, and put forward a plan for the future of the region.

It is also important for the designs to go beyond just being a natural value, to focus on the concepts of livability and sustainability. The principle of designing the shores of the Golden Horn and reducing the life span and quality of life should be observed. Regions, the region will contribute not only to the Golden Horn, but also to the immediate environment and the Istanbul region and will become a value-creating and exemplary area.

Competitors should focus on drawing the shores of the Golden Horn, as well as offer solutions and suggestions to evaluate their potential. In this context, those that are protected from new and current paradigms, based on original principles, and stand out according to applicable methods or proposed models.

It also forms an important component of open space arrangements and landscape garden designs. It is aimed to create a recreation route in the air by combining with the recreation areas and northern forests that started around the Alibeyköy Dam Lake. In this context, the designs primarily maintain the continuity of pedestrian and bicycle, as well as offering a coastal use.

Another important point of the competition is that each sub-region must include local decisions that will ensure its connection and coexistence with the sub-neighboring region. Thus, parents on the shores of the Golden Horn should be developed with a holistic approach to ensure harmony and living among the sub-settlements. The award winners aim to be transformed into a zoning plan and presented to the City Council's picture.

In this way, Istanbul Your Golden Horn Shores Design Competition is foreground management as an important event that encourages the participation of Istanbul residents, targeting the guest attendants, sustainable, operators and the opening participants of the Golden Horn shores with a sharing approach.

5.1.1. First Prize

The Golden Horn, separating the Istanbul and Beyoğlu plateaus from each other, has been hosting Istanbul people at the entrance of the Bosphorus for centuries with its historical and cultural texture. Thursday Bazaar, Tersane, Kasımpaşa and Haliçport regions are the areas covered within the scope of this project and have gained an important place in the dynamics of the city. However, due to the current urban situation, these regions cannot fully convey the rich cultural heritage to their users. The proposed project gathers the historical and cultural references acquired along the coastline under the concept of

"Lebeke". While this concept revives the past of the coast by referring to its two sides, it also meets the intellectual design decisions of the project.

Despite the calm and serene nature of the Golden Horn, it has been revealed that the project should have the power to reveal these potentials in a simple way. The design reflects the data it receives from the Golden Horn and brings the existing to light. Lebeke, the proposed footpath, is embroidered like a "woven piece". It helps to convey the story of the place to the visitors in connection with the references around it. It restores lost traces and forgotten places to the Golden Horn with minimal intervention. With this design approach, it is known that this special geographical area has the potential to become an attractive region of Istanbul again and guides visitors.



Figure 17: First Prize Project Design

<https://www.arkitera.com/proje/1-odul-7-bolge-istanbul-senin-halic-kiyilari-tasarim-yarismasi/>

Being aware of the fact that it is easy to overlook the essence and the essential during the search for solutions in the field of design, it has been shaped by adding to the serenity and elegance of Lebeke Haliç. As the design team, we walked by looking at the historical texture of the Persembе Market, examined the unearthed fortifications, followed the traces of the lost streets, drank Turkish coffee in the Arasta bazaar, explored the Shipyard as never before, by boat from the pier. We examined the shipwrecks in the shipyards, shopped at the traditional market in the square, completed our museum experience with the Paşabahçe Ferry, looked to the opposite shore in the footsteps of the ships unloaded by Fatih Sultan Mehmet before arriving at Kasımpaşa Square, and listened to the sound of the water seeping through the eyes of the destroyed Shipyard of the Golden Horn, looking at the trail of Kasımpaşa Stream. and imagining the life established by the creek and observing the natural and artificial landscape along Lebeke.

Shoreline, While considering the coastal design of the Golden Horn, current, recent and original coastal traces were investigated. By examining the German Blues, Pervititch, Nomidis, Nirven, Goad and Müller-Wiener maps in detail, the coastal traces of all three periods were revealed. The part between the Ottoman period coastline and the current coastline turned into coastal steps, while the Ottoman coastline formed the pedestrian path along the coast. The original coastline of the region, drawn using the Nomidis map, will extend along the entire Golden Horn and will become a continuous path that interacts with the lost traces of historical artifacts (Genoese fortification gates, piers, squares), current focal structures and future projects (Haliçport) and restores its identity to the coast.

Dekovil* Line, The shores of the Golden Horn have been the center of Byzantine and Ottoman trade for centuries. The products brought to the city by trade ships were transported to the warehouses by the Dekovil* line, which is a rail system that can be developed and extends along the coast, starting from the piers. Dekovil tracks, which were extracted using Pervititch maps and Sebah & Joaillier photographs, were converted into a bicycle path and included in the project. Dekovil stops are used as bicycle parks. At the bridge connection points, ramps have been designed for the continuity of the bicycle path and the important crossing points in the project area have been exceeded.

**Dekovil (French Decauville), 40–60 cm. They are wagons designed to be able to walk with machine, animal or human power, which has the ability to move between rails. These vehicles, produced by the company founded by Paul Decauville in France in 1875, were called by this name (dekovil) over time. It is also used in Turkish language.*

Piers, The Genoese walls, seen in the Ottoman period city engravings, were destroyed in the 19th century. The gates of the fortification walls opening to the Golden Horn existed together with a commercial pier. The traces of these piers, which did not survive today, were determined by examining the Goad, Nirven and German Blues maps and were included in the design as a part of the theme. In addition to the lost piers, the piers of the Ottoman period such as Kasımpaşa and Hasköy that have survived to the present day and the piers designed within the scope of the Haliçport project were combined with the theme

and integrity was ensured. Currently, the theme only works separately in Haliç Shipyard. With the future expropriation of the shipyard, a bridge area was designed over the Meyyit pier. Thus, the theme will be uninterruptedly connected to the area between Tersane-Kasimpasa square.

With the demolition of the Galata walls, the gates connecting the city with the Golden Horn have not survived. Among the ruins of the city walls, only the historical coat of arms on the Yanık Kapı, one of the inner doors, has survived. Karaköy Gate is in ruins. Using the historical maps of Müller-Wiener, the traces of the fortified gates were added to the theme by emphasizing them with symbolic gate elements. Each gate brings visitors from Galata together with the Golden Horn. QR codes to be placed on the gates will share historical information with visitors and offer suggested routes.

Disappearing Mosque Traces, Karaköy Mosque, designed by Raimondo D'Aronco, was dismantled as a result of the zoning decisions of Adnan Menderes and plans were made to reconstruct it on Kınalıada. However, the ship used for the realization of this plan was submerged in water and the structure has not survived. Due to the insufficient detail of the interior and exterior photographs of the mosque, attempts to reconstruct the structure did not yield healthy results. For this reason, the traces of the mosque were determined by using the German Blues data, and the mosque structures placed along the path were allowed to convey the historical references to the visitors.

As a result, the design proposal gathered under the concept of "Lebeke" aims to reveal the historical and cultural texture of the Golden Horn and convey it to the users. Elements such as the coastline, the dekovil line, the piers, the Genoese fortification gates and the lost traces of mosques placed along the path represent a journey into the Golden Horn's past. This design was developed with an intellectual approach to make the Golden Horn the center of attraction in Istanbul and to guide visitors.

5.1.2. Second Prize

Important characteristic areas of Istanbul such as water-urban life and environmental ecosystems were examined in a holistic pattern and discussed with their values in order to integrate the city into the life of people and especially young urbanites. Based on all of Istanbul's values and problems, this study aimed to present new environmental and vital codes in order to regain its respect for water. As an urban citizen, it has been a priority for us to stand by a valuable word and find answers to the genetic coding problem with an ideal reading. While this mental process requires looking at the city through lost and living memory, it has also been adopted as an approach that does not exclude interpretation and being new, aiming to provide an experience and perception of the future to the city dweller. "Urban Memory Spaces" and new stories fictionalized in this study will include this approach.

It includes the projects called "Urban Backbone and City Balconies" and "Continuity of the Green System", which were produced in order to speak on behalf of Istanbul about city life

and its future and to shape this word within a collective cultural spiral that the city deserves. These projects include a traffic-free and locally elevated "Green+Pedestrian+Bicycle Network" covering the areas from Küçükçekmece on the European side of Istanbul to the Historic Peninsula and along the entire waterway of the Golden Horn to Sarıyer and Rumelikavağı. addresses. This network, together with its contents, will reveal the physical and intellectual characteristics of the neighborhoods and will establish the life of the city associated with the waterfront in every context and at every scale. This conceptual strategy will not only inspire the field of study and other proposed studies, but also the coast of the Anatolian side and related focuses.



Figure 18: Second Prize, Waterfront Design

<https://www.arkitera.com/proje/2-odul-7-bolge-istanbul-senin-halic-kiyilari-tasarim-yarismasi/>

A GREEN+PEDESTRIAN+CYCLE NETWORK, which is free from traffic and is elevated in places, stretching from Küçükçekmece to the Historical Peninsula, Golden Horn, Sarıyer and even Rumelikavağı on the European side of Istanbul, has been discussed in a way that covers all coasts. By revealing the physical and intellectual characteristics of each district, this network establishes the waterside life of the city in every context and at every scale. This conceptual strategy will not only inspire the study area and competition projects, but also the coasts and related focuses on the Anatolian side.

The study area, which includes the Karaköy - Tersane - İ Amire - Kasımpaşa - Taşkızak Shipyard, which functions like a single shipyard from Karaköy to Hasköy, is one of the most difficult areas to access in terms of both coastal and land continuity. The city, which was interrupted by the Unkapanı bridge and its continuation, also blocks access from Karaköy on one side and Kasımpaşa on the other. For this reason, a pedestrian spine stretching from Şişhane (the area starting in front of Beyoğlu Municipality to the Thursday market and Sokullu Mehmet Paşa Mosque, which is also a transfer center) to the Tersane-i Amire gate and Kasımpaşa, is also the best part of the region. It has been considered as CITY BALCONIES, offering views of the Historic Peninsula and the Golden Horn, and has also been interpreted as the new HALIC DOORS.

Due to their geographical features, the new city balconies were sometimes used as viewing terraces and sometimes as coastal platforms. The natural morphology, which was damaged by the meaningless tunnels between Kasımpaşa - Taşkızak Shipyard, was reconsidered and included in the spine of Şişhane - Kasımpaşa as a special balcony in this area.

The ancient flora elements accompanying the panoramas will regain their original place in their history, no matter how much they are destroyed, even if they are replaced by other species. Historical figures such as Servi, Redbud, Chios, Sycamore, Ihlamur emphasized their meanings in the whole area rather than decorative elements.



Figure 19: Second Prize, Project Design

<https://www.arkitera.com/proje/1-odul-7-bolge-istanbul-senin-halic-kiyilari-tasarim-yarismasi/>

Golden Horn basin, with topographical parameters, ships, pools, slipways, bridges, piers, etc. It has been cut vertically with functional elements, creating a parametric world parallel to the shore. This world carries out an imagery and industrial graphic work consisting of its place and continuing since 1455, currently only available in Tersane-i Amire itself. The visual foundations of the landscape language come from the parameters, constraints and memory of this industry and are manifested repeatedly in abstraction in docks, pontoon landscapes and open spaces. Horizontal and vertical visual production works this language on the same plane. In this way, it is aimed not only to be aesthetic, but also to belong, to be original and to be among the ancient urban motifs.

Street by street gives residences both in today's life and in the cartographic, photographic and kinematic re-emergence of lost traces.

5.1.3. Third Prize

The Golden Horn played an important role in the development scenario of Istanbul, from the first age to the period of the Conquest and the Turkish period. The fact that it hosted various civilizations with the contribution of topography and water has caused the coastal settlements to develop and change under different identities. However, mismanagement and unplanned growth caused some values to be lost in the Golden Horn. Today, many border districts that make up the silhouette of the Golden Horn (Eminönü, Unkapanı, Cibali, Fener, Balat, Ayvansaray, Defterdar, Eyüp, Bahariye, Silahtarağa, Sütlüce, Hasköy, Kasımpaşa, Azapkapı, Persembeye Market, Galata) are about to be forgotten. However, these districts left important traces in the historical texture of the Golden Horn and once pioneered the establishment of Istanbul.

In this context, the project area starts from Karaköy, which is the entrance leg of the Beyoğlu district, and ends at the end of the Shipyard Istanbul project. Thursday Bazaar, Azapkapı and Kasımpaşa districts are urban spaces that have a special place in the silhouette of the Golden Horn.

Thursday Market covers an area stretching from the Sokullu Mosque to the Galata Bridge. Recently, many old and devastated 162 buildings were demolished from the coast to the interior, and undefined green areas were created in their place. Thursday Bazaar is one of the largest Central Trade Areas of old Istanbul, where materials such as engines, lathes and spare parts are located. Currently, the majority of these workshops have been moved to Dolapdere and the few remaining workshops create an untidy and scattered image on the coast. In the 1/50.000 scaled Master Plan prepared by the Istanbul Metropolitan Area, the area was considered as the "Central Business Area". With a decision made by the Istanbul Cultural and Natural Heritage Preservation Board, Galata Bedesten, Azapkapı and Sokullu Mehmet Paşa Mosque, Yunus Dede Tomb, Koyunbaba Tomb, Nimetiye Hanı Hamam ruins and other civil architecture examples and fortification walls were registered as cultural assets that should be protected. The decision was made and the region was declared a "Site".

Azapkapı is a district heading south from Kasımpaşa and the Golden Horn Shipyard is located here. The first bridge over the Golden Horn was built between Azapkapı and Unkapanı.

Kasımpaşa is one of the oldest settlements in Istanbul. Fatih Sultan Mehmet brought the ships to the Golden Horn from this district. Camialtı, the district where Taşkızak Shipyards are located, was expanded during the Yavuz period and became the base of the Ottoman

navy. The district where the Genoese lived before the conquest of Istanbul became more developed after the conquest and became one of the most luxurious settlements of its time. However, the Great Kasımpaşa Fire destroyed the district and after that date, it became idle especially from the first years of the Republic era and lost its popularity due to the pollution of the Golden Horn. With the rescue efforts of the Golden Horn, it became a summer resort again and the area was revived with the Social Facility built by the Istanbul Metropolitan Municipality.



Figure 20:Third Prize, Project Design

<https://www.arkitera.com/proje/3-odul-7-bolge-istanbul-senin-halic-kiyilari-tasarim-yarismasi/>

In general, the project area consists of 5 focus areas in terms of the values it carries, the way of use, transportation-access problems, and future scenarios. The most important feature of these areas is that they live almost independently of each other in terms of both their usage and geographical structures. In addition, although the shipyard areas lost their function and were registered as cultural heritage, contradictory situations emerged in terms of various plans and decision changes and forms of urban public use. For example, the Tersane Istanbul project has the potential to turn into a "gated community" campus, considering the possible user base.

For this reason, the main idea of the design approach is to enable the citizens to discover and experience the shores of the Golden Horn unhindered by establishing an uninterrupted pedestrian relationship between the focal areas in the context of the continuity of the urban public space. It is to allow the citizens to meet the natural, cultural, and architectural heritage of the region by "walking" without feeling alienated.

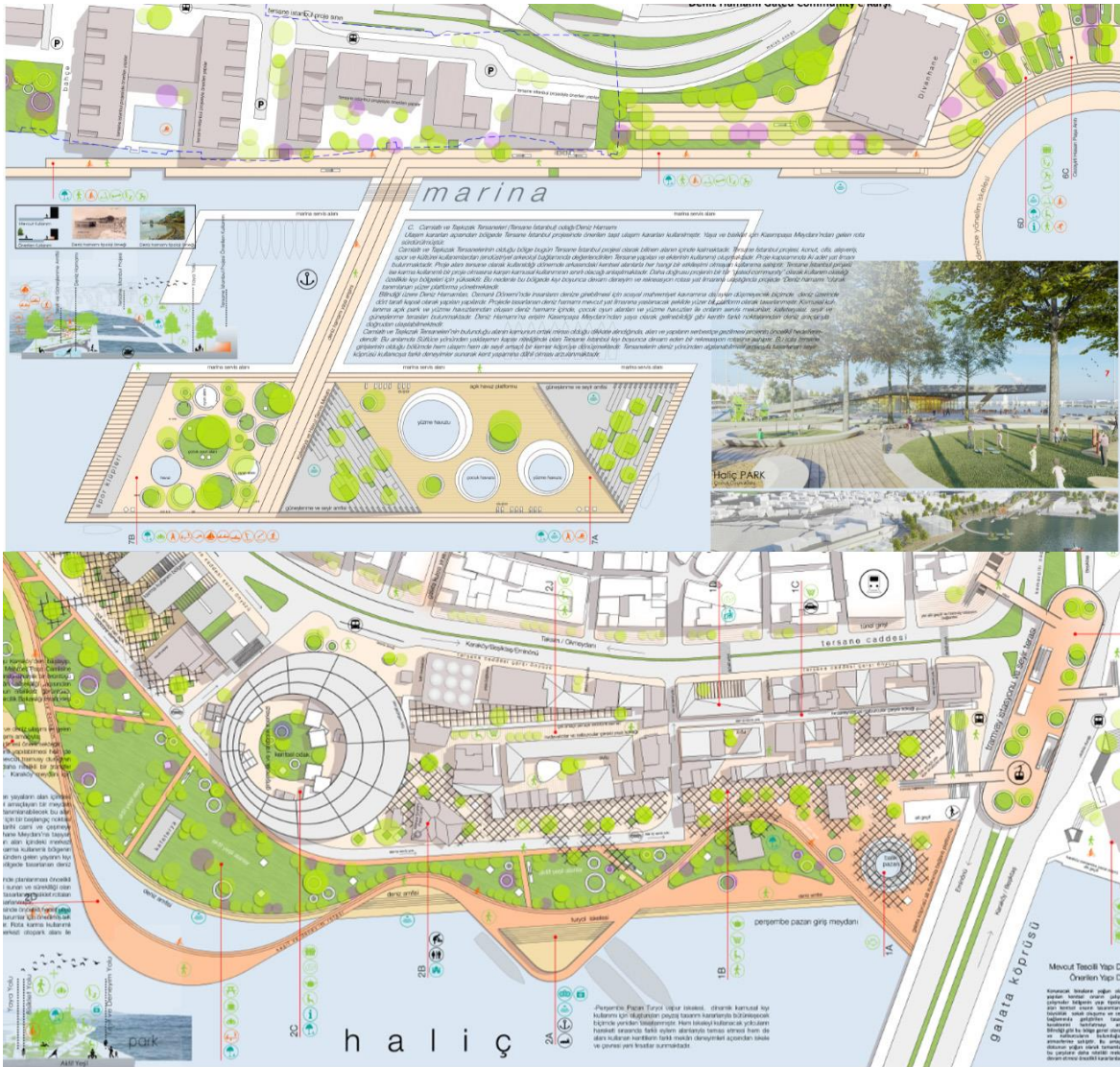


Figure 21: Third Prize, Project Design

<https://www.arkitera.com/proje/3-odul-7-bolge-istanbul-senin-halic-kiyilari-tasarim-yarismasi/>

The invitation offered by the design, in the competition announced with the motto "Istanbul is Yours", focuses on the urban society, which points to the 'us-us' and 'ours' of the urban reality, rather than the 'me' or 'mine'. In this sense, the invitation includes integrating parts of the most important founding element of the city characteristic, such as the Golden Horn, as the public life space of the urban society, and transforming it into a kind of therapy space for the tired society defined by Byung Chul-Han in terms of art, culture, landscape and recreation.

In the design, the invitation call is represented by the "discovery and experience route". In this sense, the route of discovery and experience is functional, readable, accessible, creates focal points, creates perspectives, evaluates architectural heritage and existing structures, provides identity and interest, is safe and comfortable, applicable, has a high aesthetic

level, multiplies natural surfaces with vegetal presence, encourages walking. It promises to offer an enjoyable life by interacting with sustainable places that have ecological sensitivity.

5.3. The compression criteria of the 4-project proposal

After the industrial facilities remained idle in the coastal areas and the rapid development in the industry, the industrial facilities and warehouse structures on the coast remained idle on the shores of the city, which grew over time. The coasts, which form a valuable part of the city's identity, have attracted the attention of both local users and global investors due to their location. At the same time, the appreciation of the coastal parts of the Golden Horn over time has increased the attractiveness of the coasts. City coasts attract the attention of investors both on a national and global scale, and the idea of investment for this idle area is always on the agenda. Different functions that will bring income to the investors in the design and planning of the coasts are the subject of negotiation. When industrial facilities are re-functionalized with cultural transformations, it is ensured that they are protected and that the structures are sustainable.

However, in line with the global demands, when a transformation is made on the city coasts based on today's economic income and tourism, it can also cause negative consequences that separate the coast and its user. When the transformation in coastal areas is considered as covering the whole of the urban people, it has been observed in other projects in the world that the transformations made when the public priority is given positive results. When the transformation is human-oriented, parts of the city that are not detached from their context are created. Thus, the relationship he established with the coasts and its users was further strengthened, and he had the chance to create an urban texture.

When the priority in transformation projects is in favor of public use, it is possible to create urban parts with living coastal areas and equipped with activities and entertainment opportunities. Projects that pay attention to public priority and that can transform the fabric of the city without breaking its context attract more attention from city dwellers all over the world. Port and industrial facilities, which are not detached from the context of the city, enrich them with public and recreational uses and sustainable urban coastal transformation models should be created. Thus, it will be possible to create a successful urban environment that encompasses the whole society and provides a vibrant and economic return. In addition, the coasts can turn into a living part of the city, which is lively and used by more people with public activities.

In this context, 6 criteria that will ensure the public-oriented development of the coasts have been established by examining the literature (İlhan, 2012), (Yıldız et al., 2015), (Auton, 2015), (Hakim, 2018). They can be reused for new uses and public uses for city dwellers. If the coastal areas are transformed in line with the needs of the public, with a focus on entertainment, recreation and culture, the idle areas will be able to have a different effect on the citizens.

1. **Project Objectives:** The main purpose of port conversion projects is to change or diversify the use of an existing port. Objectives may include re-use of the port area, economic growth and job creation, promotion of trade and logistics activities, environmental sustainability and increasing tourism potential.

2. **Redesign and Infrastructure Development:** Port transformation projects involve redesigning the physical structure and infrastructure of the existing port area. This could include modernizing port terminals, building new trade and logistics facilities, improving roads and rail links, arranging port entry and exit points for water transport.

3. **Trade and Economic Effects:** Port transformation projects aim to have positive effects on the local and regional economy. Such projects can increase employment by creating new job opportunities, stimulate local trade, stimulate economic growth through increased port activity, and offer the potential to attract investment to the region.

4. **Social and Environmental Impacts:** Port transformation projects should be planned in a socially and environmentally sustainable manner. Within the scope of the project, public spaces can be created, community services can be increased and urban revitalization projects can be realized. In addition, environmental sustainability measures can be taken to protect natural resources, create green areas and reduce environmental impacts.

5. **Stakeholder Engagement:** Port transformation projects require the participation of stakeholders such as local people, businesses and non-governmental organisations. This participation is important for the success of the project and its relevance to the needs of the community. Communication and collaboration with stakeholders play an important role in the process from planning to implementation of the project.

6. **Reuse of Historical Buildings:** Port transformation projects may also include the preservation and reuse of historical structures in the area. While these structures contribute to the preservation of the historical and cultural heritage of the port, they can also increase the tourism potential and strengthen the identity of the region. For example, old warehouses or factories, historic port buildings or areas that could house an ancient ship can be turned into different functions such as restaurants, museums, art galleries or residences.

Re-functioning of historical buildings contributes both to the protection of historical heritage and to the social and cultural enrichment of the port transformation project. At the same time, such projects create economic impacts and increase tourism potential by encouraging visitors to spend more time in the area.

CHAPTER 6 : GOLDEN HORN PROJECT SURVEY

6.1. Survey

Istanbul is a remarkable city with its size and dynamic structure. For this reason, remotely determining the needs of people living in the Golden Horn region can be quite inaccurate. Within the scope of this thesis, a questionnaire has been prepared to ask people's opinions about the project to be built in the Golden Horn region. In the survey, questions were asked to the participants about the needs of the region according to their own determinations and the functions that the project should have. In addition, four projects prepared by the government and selected by the Istanbul Metropolitan Municipality were presented to the participants.

A total of 53 people participated in the survey, and the majority of these participants are architects, interior architects and engineers. The survey also included detailed questions such as whether the participants lived in Istanbul for at least 1 year and whether they knew the region before. In addition, open-ended questions were also asked to the participants regarding the projects requested to be made in the region. In this way, it is aimed to obtain clearer results in the survey and to serve as a guide.

This research article explains the purpose of a survey conducted for the Golden Horn Port Project, an important project regarding the future development and use of the Golden Horn area in Istanbul. The survey aims to gather the perspectives and views of the people of Istanbul and inform the project design and decision processes. This study aims to contribute to the preservation, development, and sustainable use of the cultural and historical heritage of the Golden Horn region through a detailed analysis of the survey responses.

The main purpose of this research survey is to understand the public's views on various aspects of the Golden Horn Port Project. By collecting comprehensive data on the preferred uses, conservation strategies and potential improvements of the Golden Horn region, this study aims to contribute to the decision processes related to the project. The survey aims to provide an important perspective to the project design team by measuring the perceptions, values, and expectations of the participants regarding the Golden Horn region.

6.1.1. Methodology

In this research, an online questionnaire was used for the participation of a private young-adult professional/expert individuals living in Istanbul. The main reason for choosing this audience is that the projects contain technical drawings and it is an audience that can focus on the content rather than the quality of the rendered photos.

In addition to various demographic questions, the survey also includes unique questions that measure their perceptions, experiences and preferences about the Golden Horn region. The survey was shared on a telegram channel, which includes graduates of universities in the Golden Horn region and architecture students, on online platforms prepared using Google Form. The survey aimed to reach a participant audience such as Architects, Engineers, Urban Designers and Urban Researchers, Real Estate Experts, and the access of the participants to the survey was limited except for this audience.

Participants were asked questions to which both alternative and open-ended answers were given. There was no choice restriction in the answers given to the questions. Data analysis will be carried out using statistical methods and qualitative content analysis. All questions of the survey and the answers given are shared at the end of the article.

6.1.2. Expected Results

The expected results of this survey are the understanding of the views and preferences of the people of Istanbul regarding the Golden Horn Port Project. It also aims to determine the opinions of the participants about the project and their interest in the projects shown. Understanding what the participants think about the conservation, revitalization and sustainable use of the site will be an important guide in project design. It aims to present the views of the people living in the area as a wish list for the project in question and to be a valuable guide and resource for local authorities, design teams and other relevant stakeholders.

6.1.3. Participant Suggestions

This research highlights the importance of considering the public's perspective for the successful development and implementation of the Golden Horn Port Project. In order to protect the cultural heritage of the Golden Horn region and to ensure sustainable development, the opinions and suggestions of the participants should be taken into account. For this purpose, some open-ended questions were asked to the participants in the survey. They are given the chance to express their own opinions. The participants were also given the opportunity to explain their views in more detail by means of open-ended questions.

6.1.4 Final aims of the survey

In this respect, it allowed a specially selected participant group to examine the projects in detail. Their opinions about projects, it was also ensured that they take attention to the

features that should be considered during the project phase. It aims to determine the functions needed, to determine the project ideas that can add value to the region, and to gather general information about the aspects of the coastal areas to be brought to the region and the transformation of the existing historical structures. In this respect, the survey study aimed to provide the necessary information even for the preparation of an original project.

This survey collects the ideas and suggestions of the participants for the preservation and sustainable use of the cultural and historical heritage of the region. The survey results aim to be a guide the project design and decision processes and will help the Haliç Port Project to achieve social acceptance and success.

6.1.5 Results of the survey and outcomes

The survey was prepared both to determine the awareness of the Haliçport project planned to be built in the Golden Horn and to determine the opinions of the people about the proposed projects. A total of 53 people participated in the survey published on the Google form between 2 -8 May 2023. Participants were expected to attend anonymously and to give answers to the questions and project visuals directed to them.

Cinsiyet / Gender
53 yanıt

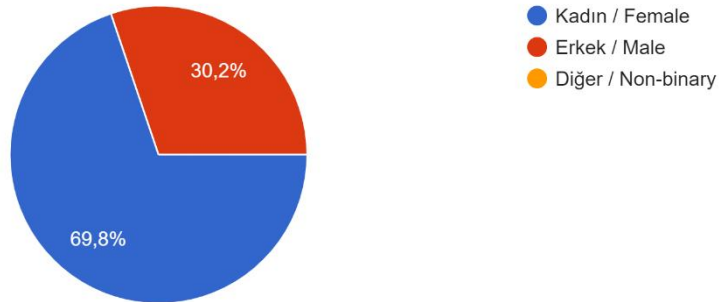


Table 4: Gender rates of the survey participants

Approximately 70 percent of the participants are women, 41 percent have a Bachelor's degree, and about 39 percent are graduate students or have a master's degree or higher. In addition, the vast majority of the participants (66 percent) are practicing the profession of Architect / Interior Architecture. The ratio of engineers among the participants is about 27 percent. In addition, he is involved in real estate consultants and urban designers. 24.5 percent of the participants are between the ages of 18-25, and 67.9 percent of them are between the ages of 25-35. In addition, about 80 percent of these people have been living in Istanbul for 5 years or more.

Eğitim Durumu / Education Level

53 yanıt

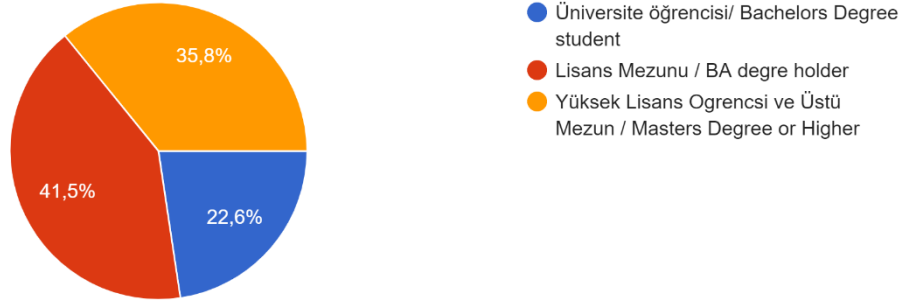


Table 5: Education Level

Due to the educational experiences of this particular audience, their living in Istanbul and the fact that they are mostly young people, it was thought that the answers they gave would be appropriate and could be a reference for the project being considered.

For this reason, the summary of results and opinions below will be based on the results of the survey and by making additional explanations by the author. Thanks to this survey, the participants had the opportunity to express their opinions about the project planned to be built in the city, and to share their opinions based on their education, culture and positive-negative results they experienced in the city. In addition, the education level of the participants and their experience in the city suggest that the answers given will be in the public interest.

Haliç Bölgesine yapılacak HaliçPort projesini daha önce duydunuz mu? Have you heard of the HaliçPort project to be built in the Golden Horn Region?

53 yanıt

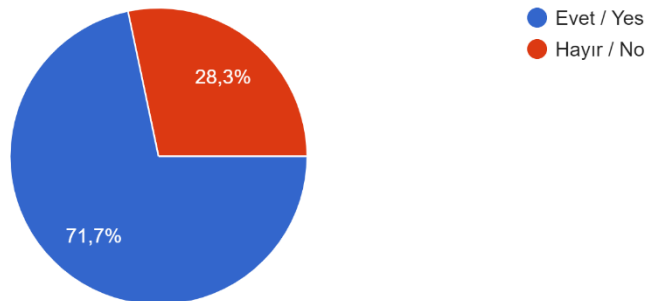


Table 6: Awareness of the HaliçPort

Bölgeye ne türde bir proje yapılacağı hakkında bilginiz var mı? Do you have any information about what kind of project will be done in the region?

53 yanıt

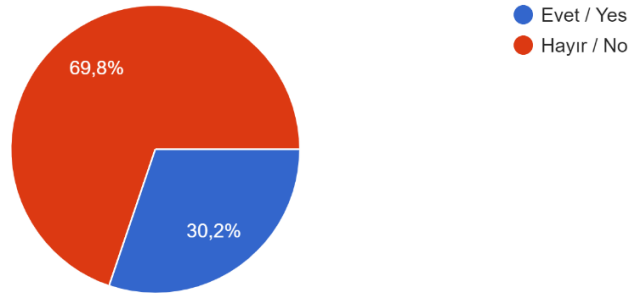


Table 7 : Awareness of the HaliçPort Awareness

The results of the survey showed very clearly that most of the people do not have information about the project to be done here. Approximately 71.7 percent of the participants know that a project will be made in the Golden Horn, but 69.8 percent of the same participants declared that they do not have information about the type/function and scope of the project to be done. For this reason, considering the public interest, it is very important that the competent authorities may inform the public about the projects to be carried out.

Visuals, technical drawings and brief explanations of the HaliçPort project, which is planned by the Government, and the first three projects that were ranked in the Golden Horn Coasts design competition organized by the Istanbul Metropolitan Municipality, were shown to the participants in the later stages of the survey.

Sizce Haliç Tersanelerinin olduğu bölgeye aşağıdaki projelerden hangileri yapılmalı? Which of the following projects do you think should be done in the area where Halic Shipyards are located?

53 yanıt

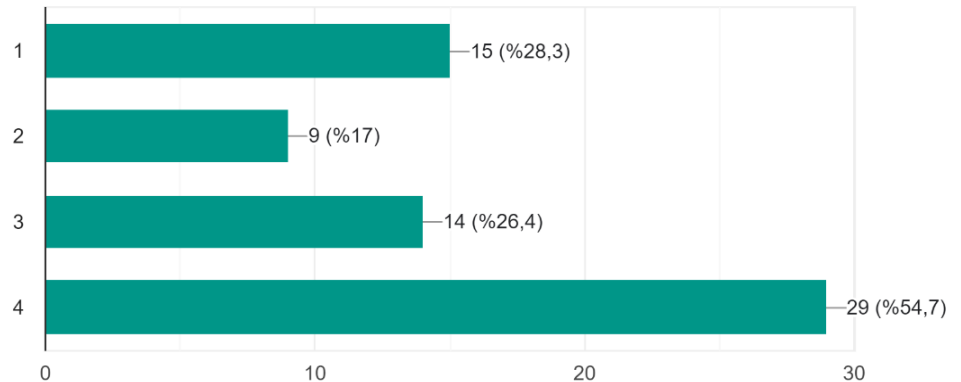


Table 8 : Project Selection

Slightly more than half of the participants (54.7 percent) preferred the project as the 4th Project in the survey, in the same way, the project called the 1st Project received 28.3 percent and the 3rd Project 26.4 percent. However, 17 percent of the participants preferred the second project. Although the number of male participants is lower than that of females, the interest of male participants in the 2nd Project should not be overlooked.

Considering this selection, when the relevant projects are examined, there are some differences that attract the attention of the participants in the projects. Diversity in project choices of suppliers is actually very valuable for identifying the differences between projects and ultimately revealing a more optimal project. Because many details in the project visuals can be compatible with something different in their own thoughts for the participants. Therefore, choosing low or high rates of projects alone is not enough to make a clear decision.

For this reason, more detailed questions were asked in the survey, an open-ended question describing what the participants liked about the projects, the projects they preferred in terms of tourism and economy, and their preferences for the design and use of coastal spaces. In line with the answers given, it was understood that the project number 4 had a high rate in almost every subject. Only the 3rd project has a higher rate of supporters in terms of tourism and economy.

Projelere sizce ne gibi işlevler verilmeli? What functions do you think should be given to the projects?

53 yanıt

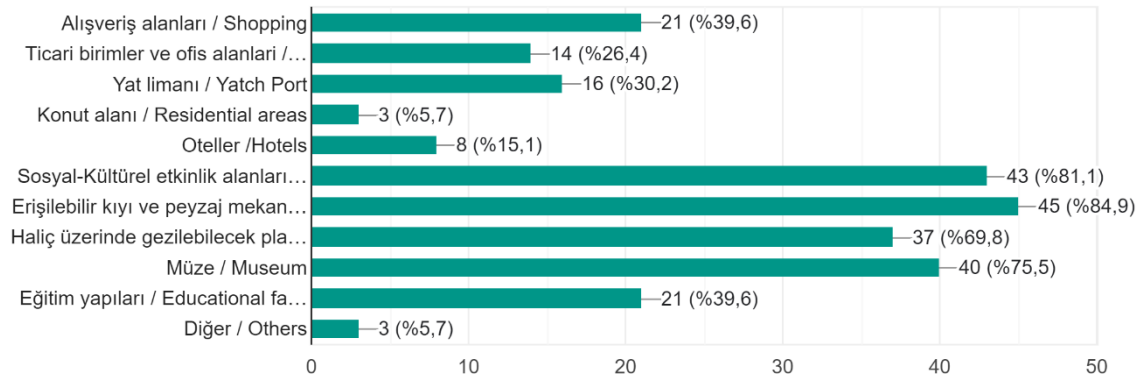


Table 9 : Functions

In the question asked to determine the function demands of the participants, they were asked to choose the functions that are suitable for them among the usage functions of the sample projects in the thesis. It has been determined that the majority of them have low interest in the construction of additional settlements and hotel functions in the project area. On the other hand, the interest of the participants in accessible coastal and landscape areas, social-cultural activity areas, museums and walking areas to be built on the Golden Horn is quite remarkable. The project, which is planned to create parks, gardens and

socializing spaces, which is currently lacking, is desired by the high majority of the participants.

When the answers given to the open-ended questions are examined, it is clear that the majority of the participants have access to coastal areas and their interest in creating spaces where they can spend time. However, it was thought that adding different perspectives and the comments of the participants directly to the thesis independently would be beneficial for the diversity of the results and a better understanding of the intellectual world of the participants. There are some answers to the open-ended questions.

-“The use of sustainable building materials should be paid attention to in the project to be done. Designs that comply with the Green building criteria, which are compatible with existing structures, will include more permanent solutions.”

-“Functions should be increased more commercially so that job opportunities are created for the projects and they will be more beneficial to the investors and the people of the region in the long run”

-“As someone who grew up in the Golden Horn, I think this project will contribute a lot to the region.”

-Construction of hotel and shopping malls in historical line. If possible, it would be nice to use it in existing structures.

-“I lived 10 minutes from the Golden Horn beach for 27 years. However, I could not use the beach actively due to both the lack of green space/weakness in cleanliness and security problems on the beach. I currently live close to the Maltepe coast, I am sure that a similar coastal arrangement will bring high added value to the Golden Horn.”

-“I don't find it right to produce consumption spaces and places that the public cannot access or act freely due to private enterprises.”

-“As a person living in this area, the idea of revitalizing dead areas has a positive effect on the environment, but the current study has shown minimal adherence to existing old structures and the number of floors has been kept high despite the coastline. This

height, which completely affects the silhouette, disturbs me greatly, and the desire for commercial contribution makes me feel that attachment to the past is prevented.”

–“Landscape and cultural areas (such as Galaport) should be preferred rather than commercial, residential and shopping areas. The examples we encounter in port cities in Europe can be a reference. Hamburg, Copenhagen etc. areas such as public spaces, accessible coasts, museums and landmarks stand out. I think it is important to design areas where people can easily visit and experience in a normal way, not just in touristic life.”

Bölgeye bu ölçekte bir proje yapılması hakkında ne düşünüyorsunuz? What do you think about a project of this scale in the region?

53 yanıt

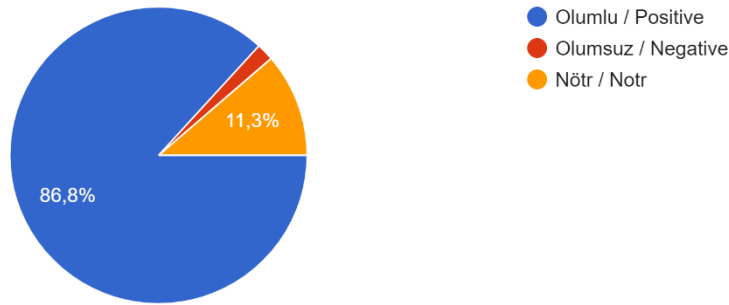


Table 10 : Project Opinions

It should not be ignored that 86.8% of the participants think that the projects to be carried out will have a positive idea on the development of the Haliç area. However, the rate of those who think that the projects will have no idea about the effects on the region is 11.3%. On the other hand, a very minor amount of persons has a negative idea. It should investigate and try to understand the reasons of negative and notr ideas too.

It should be taken into account that the decisions made by the participants are very valuable since they are a special group in the society. From this point of view, the projects selected, and the comments made all contain a point of view for the benefit of the public. Thanks to the survey conducted within the scope of this thesis, it gives the decision makers the opportunity to create a very detailed list of needs.

6.2 .Overall review about the projects proposals

It is an undesirable situation that the fate of the Haliçport project is not known and that it proceeds partly unaware of the society. Progress of the project without consulting the

public while it is being implemented may cause the functions that the society will need to be overlooked. For this reason, it is very valuable that the new HaliçPort project has a structure that prioritizes the public interest and social benefit. For this reason, the involvement of multiple parties can play an important role in making the project more inclusive.

In the projects shown above, we see that there is a common purpose to protect, preserve and sustain the industrial heritage in general. In these projects, it is suggested that the history of the shipyard structures, revitalizing the urban memory and strengthening the public's relationship with the coast. The public spaces along the shores of the Golden Horn are based on the projects prepared by the designers based on their own experiences. Only the opinions of the designers may not be sufficient for the redesign of this area.

In the projects shown as examples, it was tried to establish a relationship between the coast and the water, which was opened to the use of the public with the beaches walking and cycling paths. In addition, areas that increase people's interaction with water have been created with facilities such as water sports centers. Resting, gathering and entertainment venues that provide closer contact with water with the piers and coastal landscape, and designs that support public life have been made.

Floating platforms featured in some designs are intended to increase shore use. In addition, these areas can offer the opportunity to watch the landscape from different perspectives over the Golden Horn, unlike the coast. Public spaces are enriched with eating and resting places.

In the shipyard area, museum activities and cultural activities and areas accessible to the public were designed. Fields for scientific and cultural activities, historical buildings have been re-functionalized in a way that can increase public education. Public spaces in Istanbul are extremely important for social life. Because there is no homogeneous park structure or social areas all over the city. For this reason, the Golden Horn should be transformed with a public priority. The Golden Horn, bearing the traces of different periods of the past, will be very effective if a connection can be established with the present and the future.

Historical industrial heritage facilities such as the Golden Horn should be opened to the use of the public with on-site designs without being erased from the memory of the city and without losing its context. In addition, maritime activities should be encouraged, water sports and coastal uses should be developed. The areas where the society can meet and interact should be increased. The coastal use of the Golden Horn should be developed, and coastal continuity should be ensured by an uninterrupted walking and cycling route. The uses that can meet the sports and recreation needs of the people should be increased. A space should be created that will strengthen the connection between the Golden Horn, past, present and future, and develop urban memory. In the middle of history, a place that will revive the memory of today should be created.

The shoreline, together with its users, should offer solutions that support coastal life. With approaches such as piers, observation decks and floating piers, coastal life should be

designed to allow different usage habits in interaction with water. A model of life intertwined with water should be developed. Thanks to the floating areas, the public can experience the Golden Horn from different views, and these floating piers can be used for open-air cinema or different functions on summer nights.

The coastal life of the Golden Horn should be arranged in a way that nurtures and develops the marine culture, and new areas should be created. The Golden Horn, with its cultural heritage from the past, has been perceived as a promenade and picnic place. The water use and recreational uses of the Golden Horn along this corridor should be revived.

The green areas that Istanbul needs should be created, areas where people can spend time on the coasts should be created, the enjoyment of the view should be increased, and public features should be supported along the coast. By increasing the interaction with the coast, areas such as navigation, sports and pier should be used more for visual and usage purposes, and pedestrian flow to the coast should be increased. Breathable textures should be created through small squares and openings. Continuous open, green public spaces should be created along the coast.

By increasing these usage patterns, a new water civilization will be built in the Golden Horn. A design model should be developed that activates the coastal life and lives with active uses such as a part and backbone of the city. In this way, public spaces can achieve coastal-oriented transformations. It is clear that there is a disconnected relationship between the people living in Istanbul and nature, this problem can be solved to some extent by reconstructing the shores of the Golden Horn and landscape works in this context. The continuity of the coasts should be continued with public uses and an uninterrupted user experience should be developed. It will be very valuable if the landscape adds new functions by integrating with public and gathering spaces in a way that will provide a continuous urban experience along the coast.

The re-use of the shipyards creates an important texture that nourishes the coast and the city, considering the public priority of the coast. The green and open spaces to be created along the coast can create a bond to the users and the residents of the neighbourhood. The shipyard area can also be used as a public open space that responds to the city's meeting, gathering and festivals.

In addition, this region, where galleys were driven from land and lowered into the water and witnessed the conquest of Istanbul, should be kept alive in the memory of the people with its gathering and viewing terraces that will enable festivals and celebrations. It should also be a centre where young people can learn about Byzantine, Ottoman and Turkish Republic maritime activities. In this way, the historical function of the region, not just an activity area, should be designed as an attractive factor in the region.

The cranes and towers of the Golden Horn leave a different impression on everyone's minds. Especially, Istanbul has been engraved in the memory of the people living on the European side. Separating the city from its shipyard is like taking the city out of its context.

It is to detach the city from its period, monuments, and context. Spatial stories and identities of people are the basic elements that integrate them with the city.

The importance of transferring the traces of the Golden Horn to future generations should be understood. Our urban identity exists with the history of the city. If we do not protect and protect our historical and cultural areas, an urban consciousness will not be formed. Due to the walls around the Golden Horn, it becomes a place that cannot be connected for the city people, who are passing quickly. To "understand" it is necessary to stop and calm down. Staying on the shores of the Golden Horn, calming down and experiencing the place will make a difference as an urban experience. The fact that the Golden Horn is disconnected from people prevents people from communicating their cultural ties. However, industrial buildings appear as a living legacy of the past and people have the chance to connect with the history of the city.

The barrier created by Haliç Shipyards should be removed. Thus, the industrial heritage should be given the opportunity for everyone to experience. Areas where Turkish maritime history is exhibited and taught should be created so that the industrial heritage can be passed on to future generations. In order to share our cultural heritage and history, and to revive tourism, we must transform industrial sites by preserving, designing and revitalizing in situ. Preserving industrial heritage is beneficial for society. Re-functioning and transformation should be the primary goal. As in the examples of foreign projects mentioned in this thesis, re-functionalized projects will be a cultural gain for both tourism and the people of the region. Thus, public memory will be sustainable. The number of users increases when refunctioning and conversion is done, this is explained in the examples we mentioned earlier. Thus, recycling is provided to the city. Culture and tourism-oriented transformations can yield positive results for the city. Transferring our cultural heritage to other generations, maintaining, and maintaining this heritage should be a task of the project.

CHAPTER 7. CONCLUSION

7.1 The Outcome of the Research

Coastal areas have provided direct or indirect benefits to cities since the beginning of human history and their attractiveness has never diminished. Coastal spaces have hosted different social and economic functions throughout history and reached different users.

Due to the fact that the Golden Horn is a natural harbor, it has been a harbor and shelter for both military and commercial ships and has also hosted shipyards that provide services for their maintenance and construction. However, these shipyards and industrial facilities, which grew over time, settled on the shores. Due to the pollution that followed, the use of the coasts changed the relationship between people and the Haliç shores. After these facilities were moved to another place, which lost their functions in time, a large coastal area in the Golden Horn remained inaccessible because of the abandoned buildings. This situation brought up the question of how abandoned industrial areas should be evaluated.

The growth of the city, after the cleaning of the Golden Horn and the transformation of other industrial heritage facilities in the Golden Horn into different functions brought to mind the idea of a similar transformation within the Shipyards.

It has started to be talked about that reintroducing these areas to the city can be beneficial for both the people of the region and the city. The transformation of these areas has become inevitable with the changing needs and the transportation of the facilities to a large extent.

For this reason, there is a need for transformation in order to adapt the Golden Horn Shipyards and coastal areas to the requirements of the modern age. When the coastal transformation projects carried out in the world are examined, it is seen that some mixed projects offer different usage functions and bring the city residents together with the coastal areas.

The Golden Horn Shipyards region has a deep-rooted history from Byzantium to the present day. For the transformation of Haliç Shipyards, a transformation model should be developed considering the past heritage of the building. By preserving this historical past, transforming these areas in accordance with today's needs can help keep the past memories alive and help the citizens to preserve their sense of belonging to the places. "Memories form the memory of the city, and public spaces are the memory repository of cities, a bond passed down from generation to generation."(Levine, 2019)

The area with an industrial heritage, such as the Golden Horn Shipyards, must first be transformed by considering the public benefit. If the society cannot create a story for the Golden Horn in the new project, the Golden Horn cannot take its place in the society's memory and cannot establish a bond. People need a story to connect with places. The shipyard has a strong story between its history and its past and future. This story creates a

strong atmosphere that can hold the community together, thus establishing a relationship between community and place. People create a participatory consciousness by connecting with their past. In this way, spaces should be created in Haliç Shipyards where the society can connect with the spaces. It is quite appropriate for Istanbul to consider the history of the shipyard structures and the tasks they undertake in the new project design. Because it is a fact that almost all of the cranes and the units visible from the outside of the facilities are in the memory of the citizens.

Traces of the past should be passed on to future generations, and activities disconnected from the waterfront should be revived with activities such as ports, piers and water sports. Thus, citizens will have the opportunity to access many of the shipyard units that they do not have a chance to access, and they will be able to look at the project area from different perspectives. In addition, open and green public spaces that provide continuity along the coast should be designed and solutions that support the continuity of these areas should be produced. Citizens will have the opportunity to spend time on the shores of the Golden Horn, which has never been accessible before.

There are examples of coastal transformation projects made in outside of Turkey mentioned in the thesis. In the important approaches in these projects, it has been observed that there is a structure that can be audited with the cooperation of the public and private sectors, can be participated in the project, and is open to the ideas of the public. With the partnership of the public and private sectors in the project and the creation of mixed-use areas, different users can benefit from the coasts.

In addition, in the survey conducted within the scope of the thesis, it was seen that the majority of the participants agreed that the project to be carried out here would add value to the region. For this reason, different functions can be loaded with the cooperation of the public and private sectors, taking into account the common benefits in the region.

It is a problem that the current Haliçport project is closed to the public and there is not enough information about the details of the project. The most negative aspect of the project is the inability to develop a project covering the entire population in the transformation project of the industrial heritage facilities where Haliçport will be built. The results of the survey also show that the citizens of the city do not have clear information about this transformation project. From this point of view, it is understood that the decision-making authorities do not sufficiently inform the public. In addition, it is very difficult to reach clear information other than the planned project images in the printed media and internet archives. This was observed while writing this thesis.

Another detail obtained within the scope of the survey is the negative view of the majority of the participants towards the shopping center function. It is known that the relatively high number of shopping centers built in various parts of Istanbul in recent years are negatively received by society. However, according to the results of the survey, it was understood that they had a positive opinion on the construction of units such as commercial areas, restaurants, and cafes in the project area. In this context, the Galataport

project, which is also mentioned in this thesis, can be a useful example. Shopping functions can be added to the project in a smaller size, and a new approach can be created blended with history. In addition, it should not be ignored that shopping may have positive effects on the project partners and project sustainability. Because this function can offer additional job opportunities and attract the attention of people living in different parts of Istanbul.

It is also clear to see that tourism-oriented activities can provide an economic contribution to the region and can be considered among the benefits of the project. Tourism activities have been included in the coastal transformation projects mentioned in the thesis, and it has been determined that they are a source of economic return to the region. Golden Horn has a special position in the world with its unique historical heritage. Enriching this unique place with cultural activities and transforming it into areas used by the public and tourism will provide an important recovery for the economic, cultural, and local people.

In a historical city like Istanbul, it would be very beneficial to create a new place connected with history. A project on the shores of the Golden Horn Shipyard will enable the people of the city to connect with the past of Istanbul. Opening the coasts to the public is important for the benefit of society. While the Golden Horn Shipyards are being transformed, more public interest should be considered.

7.2 Main Critical Points after the comparison of the four project proposals

When the government-chosen Haliçport project is implemented, it is possible for private enterprises to use the coasts for their own purposes or to close them to the public, depending on their intended use. However, it is important that the public space is accessible at all hours of the day and creates a situation that does not threaten the continuity of the coasts. Such special events can be moved to artificial units to be built on the Golden Horn, as in the other projects included in the thesis.

The Golden Horn has undergone an important and rapid transformation in the last century. The coasts have become important tourism points in the world and this has paved the way for the Golden Horn to become a center of attraction for transformation projects. Likewise, it has been observed that coastal areas are used for this purpose in the sample projects mentioned in the thesis. According to the 2006 Istanbul Metropolitan Municipality Report, the Golden Horn was declared a "Cultural Basin". In this way, industrial facilities have become suitable for the culturally oriented transformation model. Beyoğlu region is a district in a transformation focused on trade, tourism, and culture. Existing cultural and social activities may also inspire the project to be held at Haliç Shipyard. Such an approach has a chance to turn the region into a tourist and cultural attraction.

It has been seen in the projects chosen by the central government and the municipality that it needs to be completed with a planned, public-private cooperation and user-oriented transformation process. It is imperative for the entire city to preserve the existing cultural

heritage of this transformation. The multi-layered historical texture of the Golden Horn, dating back to the Byzantine and Ottoman periods, can add a different richness to the city by re-functioning the public and green spaces and shores needed by the city.

Uninterrupted access should be provided on the shores of the Golden Horn shipyards and the participation of green areas is important in this process. Parks, recreation areas, green corridors should be designed as places where pedestrians can relax and watch the view of the Golden Horn and be intertwined with nature along the coast. In this way, the coasts will be used not only for transportation, but also as recreation and recreation areas. These parks and green spaces will be places where citizens can relax, integrate with nature and enjoy the unique view of the Golden Horn. In this way, the coastal design will have an approach integrated with nature, not only for public uses, and will support people to spend time with pleasure in the complex and stressful life of Istanbul.

According to the results of the survey, the participants' interest in accessible coastal areas and green areas was understood. My opinion is that these areas should be made available to the public. Diversifying beach venues with cafes and restaurants will be beneficial both socially and economically. In this context, the aspect of meeting the socialization needs of the society draws attention in the competition projects carried out within the municipality and shown in the thesis.

Again, the idea of connecting the Shipyards area to other historical and touristic points with the walking paths built in some projects is a very valuable perspective. Because in this way, not only the tourist areas, but also the oldest streets of Istanbul can be seen, and the social structure and daily lives of the people of Istanbul can be observed directly. In addition, historical artifacts that do not attract much attention on these walking routes can also be brought to tourism.

In my opinion, the idea of marinas, hotels, and shopping venues in the project planned for the government project is reasonable, provided that it is within certain limits. Because Istanbul's yacht marinas are far from the historical peninsula. In this way, guests who come directly with their yachts dock at the port and stay in the hotels to be built and contribute to the economic development of this region.

In addition, the business center and office areas, which are shown in the project of the Central government and in some other projects in the thesis, may attract the attention of worldwide companies and give them the opportunity to open their investments and head offices in this region. This will create new job opportunities. This also enables the project partners to recover their investment costs.

There are also some things that are not mentioned in the projects described within the scope of the thesis. Pedestrian and vehicle traffic brought by an attraction center of this size should be taken into account. Existing roads in the region should be calculated with simulations and updated again and their capacities should be increased. In addition, parking problems must be designed within the scope of the project. It is known that the

ground of Golden Horn is mud and it is likely that the costs of the construction of an underground car park could take a large part in their total construction.

In addition to these, the risk of deterioration of the neighborhood life and sociological structure of the Kasımpaşa region, where the Shipyards are located, due to the different functions and human groups that the project will bring, should also be taken into consideration. In this regard, at the project stage, sociology experts, urban scientists, non-governmental organizations and representatives of the region should come together and give their ideas for the projects. In this context, it is important to protect a multicultural and mixed area like Kasımpaşa in a special way.

Projects should definitely benefit from technological developments while they are being implemented. It is very valuable for the new buildings to be able to meet their own needs with their energy performance and sustainable energy. In addition to the issues mentioned above, the energy issue is also an issue that attracts attention and should be encouraged while preparing projects. An efficient and self-sufficient project can attract a lot of attention and cause the project to be heard around the world.

The issue of ensuring both the benefit of society and the common benefits of investors must be made by experts. The decision-making mechanism should be well-structured and work strongly on the benefit of both sides by reconciliation. Very different ideas and approaches can sometimes cause big problems in the decision-making process. Therefore, it is very important to establish a systematic decision-making mechanism.

Another issue is that it is very important to bring the society and investors together on a common ground. Because the money spent for these transformations must be taken into account in regaining it in a certain period.

7.3 Final Remarks

The project of transforming and developing the shores of the Golden Horn should be prepared with the participation of the public, non-governmental organizations and investors. The project also needs to be announced to the public by the decision makers. In addition, it is important to consider the views and contributions of the public and investors in the planning and implementation process of the project, taking into account the common interests. Although the results of the survey show the negative opinions of the participants towards functions such as shopping functions, business centers or hotels, I believe that it is correct to do so at a level that will not prevent investors from making a profit.

Areas such as green areas, parks and gardens should be designed and rest areas should be created where people can be in touch with nature and watch the view of the Golden Horn. This experience can be taken to a different dimension with cafes and restaurants. Projects

shown as examples from the world and the results of the survey also prove a desire in this direction.

In the process of re-functioning, the projects should be handled carefully in terms of preserving the historical buildings and making them available to the residents of the city. It should be transformed into an area that can be used very efficiently for museums and cultural and artistic activities. It may be possible for green areas to serve these functions as well.

The yacht piers in the projects will naturally bring a different audience to the region. For this reason, an understanding that can encompass the entire society is important for the commercial continuation of the project.

As a result, active participation of all stakeholders, informing the public and observing common benefits are important for the successful completion of the project on the shores of the Golden Horn. In this way, the shores of the Golden Horn will be revived, and a modern and sustainable transformation project will be implemented in which the historical and cultural texture will be preserved, along with green areas and social areas.

7.4 Suggestion for the future works

It is of great importance to ensure the participation of the public, non-governmental organizations, and investors in the project of transforming and developing the shores of the Golden Horn. For the success and sustainability of this project, the details of the project should be announced to the public more effectively by the decision-makers. Considering the common benefits of the public and investors, their views and contributions should be taken into account during the project design and implementation process. It will be very important to produce a model that will regain the investment costs of the projects and benefit the development of the region and society.

Green areas are very important for a metropolis like Istanbul. For this reason, green areas, socialization areas, and accessibility to the Golden Horn coast should be at the center of the project. In this direction, areas such as parks, gardens, and green corridors should be designed, and resting areas should be created where people can be intertwined with nature and watch the view of the Golden Horn. In addition, the long-term management of the green areas of the project should be designed from a sustainable perspective, where the costs and benefits are calculated in detail.

Attention is paid to the current conditions and restorations of the shipyard structures. While re-functioning, the projects must be prepared in advance and the buildings must be transformed with minimum interventions for this purpose. Necessary feasibility studies should be carried out. It is of great importance to preserve the historical buildings and present the existing buildings with new functions to the service of the inhabitants of the

city. At the same time, care should be taken to construct new buildings with modern techniques in accordance with the historical texture.

The accessibility of the marina and other activity areas planned on the Golden Horn should be taken into account and it should be ensured that the people of the region can easily benefit from these areas. It may be possible for these piers and artificial platforms to offer a different Golden Horn experience.

It is also important that the areas are designed to attract tourists. By establishing a relationship with the Taksim region, which is close to the current touristic activity, the Shipyards region can be turned into a center of attraction. It is also important that the Salt Warehouse, Kasımpaşa Flour Factory, and other historically important facilities in Kasımpaşa are included in this program.

In addition to these situations, an important issue to be considered is energy consumption and sustainability. A project designed to be productive can make a big impact. For this reason, it is recommended to give importance to energy performance and sustainability in projects and to use innovative solutions. Considering the scale of the project, energy savings and sustainable solutions can have huge positive effects.

As a result, the active participation of all stakeholders, informing the public and observing the common benefits are important for the successful completion of the project on the shore of the Golden Horn. In this way, the shores of the Golden Horn will be revived, and a modern, sustainable transformation project will be created in which the historical and cultural texture will be preserved together with the green areas and social areas.

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ANNEX

Golden Horn Survey

Haliç Kıyı Mekan Tasarım /Haliç Waterfront Desing

- Bu anket yüksek lisans tez çalışmasına veri oluşturmak için hazırlanmıştır.
- Anket mimari çizimler içermektedir.
- Lütfen paylaşılan görselleri dikkatlice inceleyin.

- This questionnaire has been prepared to generate data for the master's thesis.*
- The questionnaire contains architectural drawings.*
- Please review the shared images carefully.*

Cinsiyet / Gender *

- ☐ Kadın / Female
- ☐ Erkek / Male
- ☐ Diğer / Non-binary

Yaş /Age *

- ☐ 18-25
- ☐ 25-35
- ☐ 35 ve üstü / 35 and over

Eğitim Durumu / *Education Level* *

- ☐ Üniversite öğrencisi/ Bachelors Degree student
- ☐ Lisans Mezunu / BA degree holder
- ☐ Yüksek Lisans Öğrencisi ve Üstü Mezun / Masters Degree or Higher

Meslek / Profession

*

**Lisans seviyesindeki öğrenciler öğrenim gördükleri bölümü işaretlemelidir.*

**BA degree students should chose their department.*

- ☐ Mimar, İç Mimar / Architect, Interior Designer
- ☐ Kentsel Tasarımcı/ Urban Designer
- ☐ Peyzaj Mimari / Landscape Architect
- ☐ Mühendis/ Engineer
- ☐ İstanbul Tarihi veya Kent Araştırmacısı / Researcher about Istanbul and City History
- ☐ Emlak Danışmanı / Real Estate Consultant

İstanbul'da kaç yıldır yaşıyorsunuz?

*

How many years have you been living in Istanbul?

- ☐ 1 yıldan az / less than 1 years
- ☐ 1- 2 yıl / 1to 2 years
- ☐ 2 - 5 yıl /2 to 5 years
- ☐ 5 ve üzeri /over 5 years

Haliç Bölgesine yapılacak HalicPort projesini daha önce duydunuz mu? *

Have you heard of the HalicPort project to be built in the Golden Horn Region?

☐ Evet / Yes

☐ Hayır / No

Bölgeye ne türde bir proje yapılacağı hakkında bilginiz var mı? *

Do you have any information about what kind of project will be done in the region?

☐ Evet / Yes

☐ Hayır / No

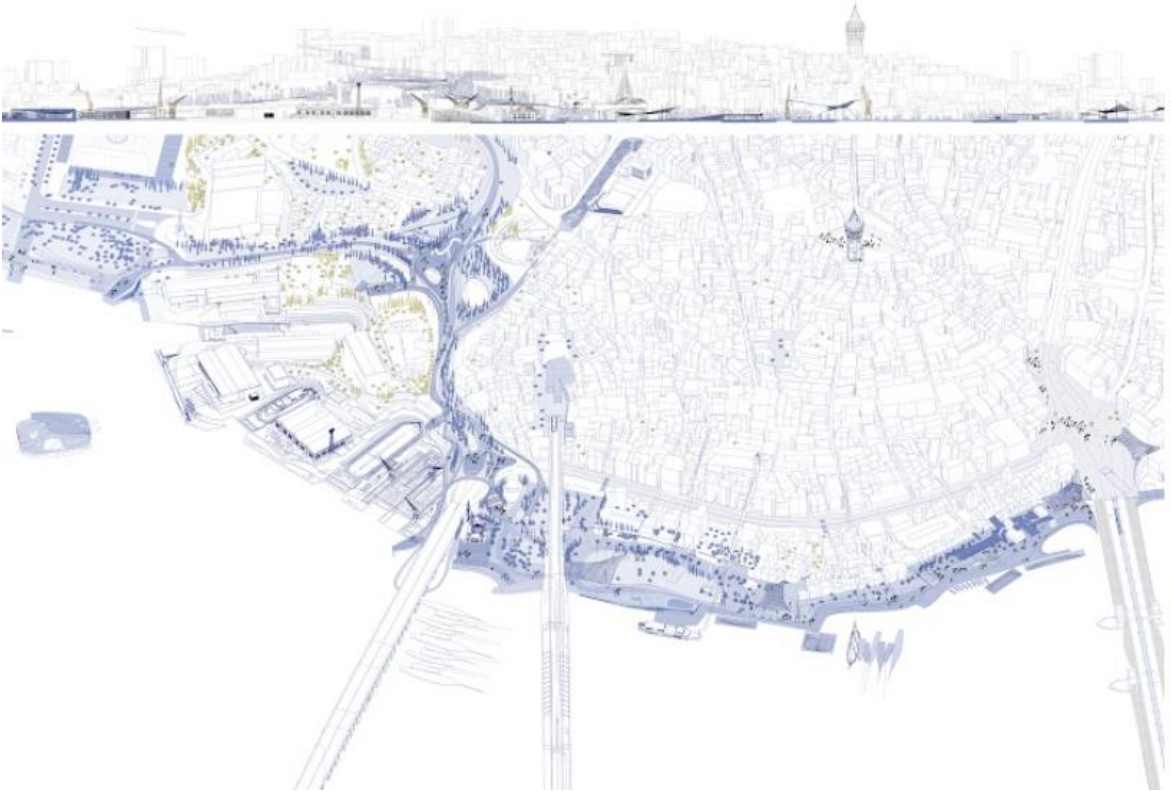
Sırayla gösterilecek 4 projeyi dikkatle inceleyin.

Carefully review the 4 projects that will be shown in order.

1. Proje /First Project

Mevcut tersane yapılarını koruyup müzeler ve diğer sosyal faaliyet alanlarına dönüştürmesini önerir.

The project proposes to preserve the existing shipyard structures and transform them into museums and other social activities.



1. Proje

Haliç üzerinde yapay adacıklar tasarlar ve bu birimleri sosyal bir mekana dönüştürüp su üzerinde yeni yeşil alanlar üretmeyi hedefler.

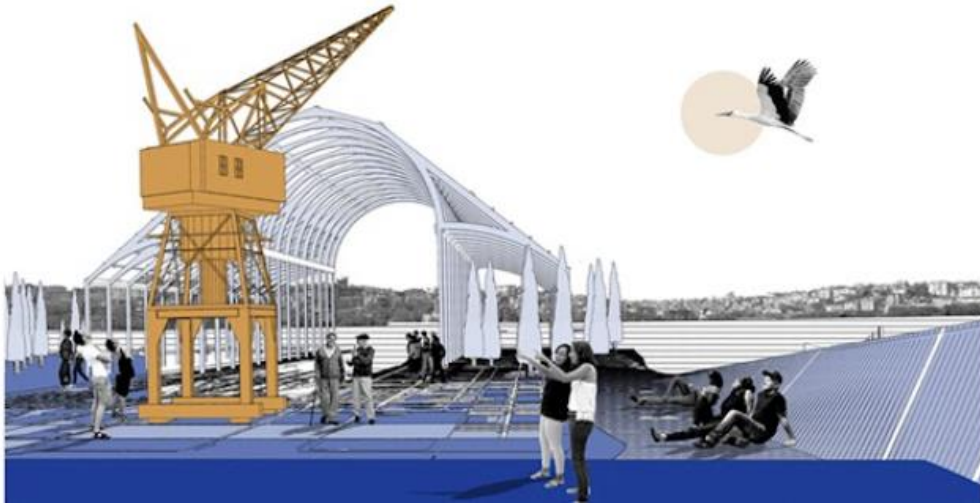
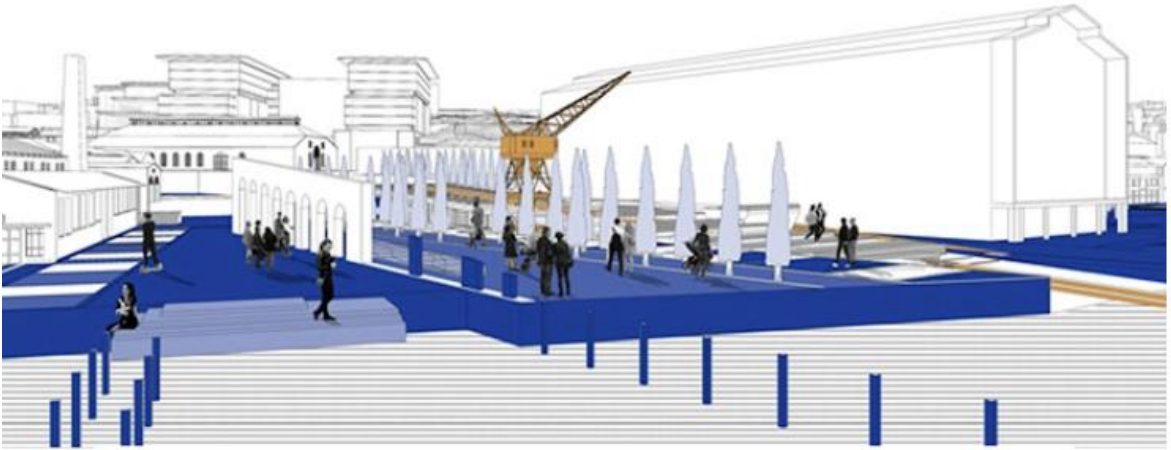
It designs artificial islets on the Golden Horn and aims to turn these units into a social space and produce new green areas on the water.



1. Proje

Tersane döneminden kalan vinç ve yapıların yeni kıyı şeridi tasarımına adapte edilmesini önerir.

The project proposes adapting cranes and structures from the shipyard era to the new shoreline design.



2. Proje

Yat limanı, oteller, ofis alanları ve alış-veriş merkezi gibi fonksiyonlarla bölgeye bir katma değer katmayı hedeflemektedir.

It aims to add an added value to the region with functions such as the marina, hotels, office areas and shopping center.



2. Proje

Tersane döneminden kalan vinç ve havuzların tekrardan işlevlendirilmesini önerir.

The project proposes the re-functioning of cranes and pools left over from the shipyard period.



2. Proje

Kıyı şeridinde kesintisiz bir yürüme alanı ve yat limanı yapılmasını önerir.

He proposes to build an uninterrupted walking path and marina to the coastline.



3. Proje

Yeşil alanlar, kıyı yürüme alanlarıyla, yat limanı ve alışveriş merkezleriyle bölge yeni bir değer katmayı hedeflemektedir. Kıyı şeridinin de uzun bir yürüme olanağı sağlaması ve kurgulanan köprüler ile kesintisiz şekilde birimlerin bağlanması hedeflenmiştir.

The newly created green areas, coastal walking areas, marina, and shopping centers aim to add a new value to the region.

It is aimed to create a long walking path on the coastline and to connect the units uninterruptedly with the bridges constructed.



3. Proje

Kıyı şeridinde yapılan oturma alanları ve yapay adalar ile kıyı mekanlarının farklı kullanımlar önerir.

It proposes different uses of coastal spaces with sitting areas and artificial islands built on the coastline.



3.Proje

Kıyı şeridinde alışveriş ve sosyal fonksiyon çözümleri önerir.

It proposes shopping and social function solutions to the coastline.



4. Proje

Bölgenin yeşile dönüşümü hedeflenmiş ayrıca kıyı mekanlarına yeni sosyal fonksiyonlar eklenmiştir.

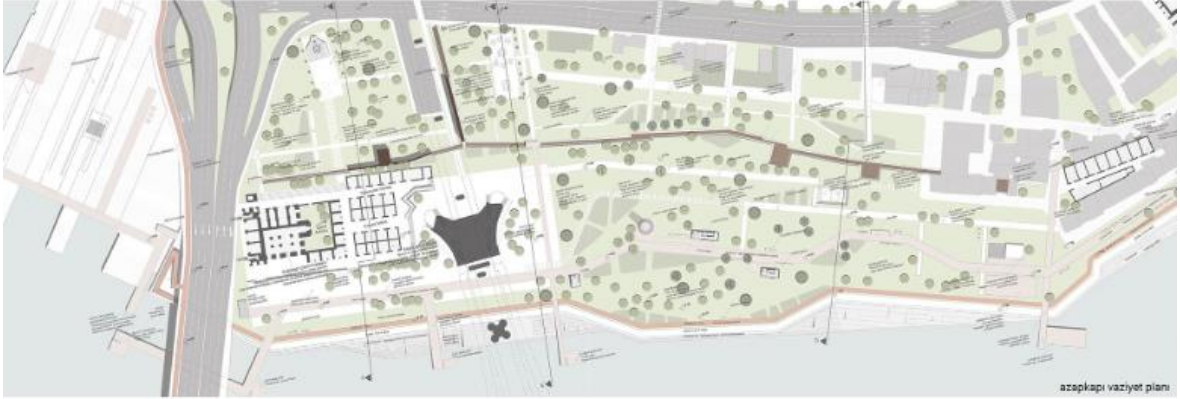
It is aimed to transform the region into green and new social functions have been added to the coastal areas.



4.Proje

Mevcut tarihi yapıların modern eklentilerle büyütülmesi ve tekrardan kullanılmasını önerir.

It recommends enlarging and reusing existing historical buildings with modern additions.



4.Proje

Kıyı şeridinin de kesintisiz bir yürüyüş imkanı sağlamayı hedefler. Yeniden tasarlanan peyzaj ile yeşil alanların artırılmasını gözetir.

It aims to provide an uninterrupted walking opportunity along the coastline. It aims to increase the green areas with the redesigned landscape.



Sizce Haliç Tersanelerinin olduğu bölgeye aşağıdaki projelerden hangileri yapılmalı? *

Which of the following projects do you think should be done in the area where Halic Shipyards are located?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4

Bölgeye bu ölçekte bir proje yapılması hakkında ne düşünüyorsunuz? *

What do you think about a project of this scale in the region?

- ☐ Olumlu / Positive
- ☐ Olumsuz / Negative
- ☐ Nötr / Notr

Sizce seçtiğiniz proje diğerlerinden hangi yönleriyle daha iyi? *
Kısaca açıklayabilirsiniz.

In which aspects do you think the project you have chosen is better than the others?

You can explain briefly.

Yanıtınız

Size göre alana bu projelerden hangisinin yapılması bölgenin turistik ve ekonomik *
olarak gelişmesine daha fazla fayda sağlar ?

Which of these projects do you think will be more beneficial for the touristic and economic development of the region?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4

Mevcut tarihi yapılara ek olarak yapılacak yeni eklentiler ve harici binaların sizce *
hangi projede daha iyi kurgulandığını düşünüyorsunuz?

In which project do you think the new additions and external buildings to be built in addition to the existing historical buildings are better designed?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4

Size göre hangi projede Kıyı mekanlarının tasarımı ilginizi çekti? *

In which project do you think the design of coastal spaces attracted your attention?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4

Örnek olarak gösterilen projelerin bölgeye bir katma değer katacağını düşünüyor musunuz? *

"1 den 5 e kadar bir puan verin.

Do you think that the projects shown as examples will add an added value to the region?

**Give a score from 1 to 5.*

- ☐ Kararsızım / Undecided
- ☐ 1 (Kesinlikle hayır) /(absolutely no)
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5 (Kesinlikle evet) / (absolutely yes)

Projelere sizce ne gibi işlevler verilmeli?

*

What functions do you think should be given to the projects?

- ☐ Alışveriş alanları / Shopping
- ☐ Ticari birimler ve ofis alanları / Commercial areas and Offices
- ☐ Yat limanı / Yatch Port
- ☐ Konut alanı / Residential areas
- ☐ Oteller /Hotels
- ☐ Sosyal-Kültürel etkinlik alanları / Social-Cultural activity areas
- ☐ Erişilebilir kıyı ve peyzaj mekanları / Accessible coastal and landscape spaces
- ☐ Haliç üzerinde gezilebilecek platformlar / Platforms on the Golden Horn
- ☐ Müze / Museum
- ☐ Eğitim yapıları / Educational facilities
- ☐ Diğer / Others

Ekleme istediğiniz başka bir fikir veya yorum var mı? *

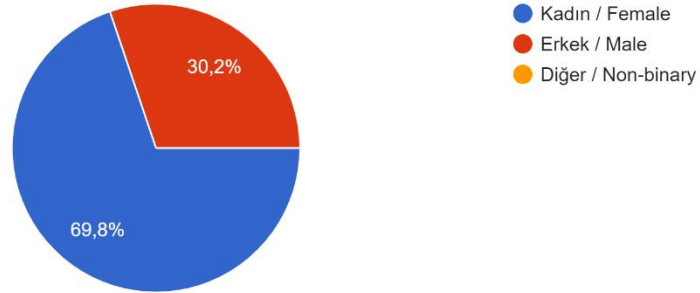
Do you have any other comments or suggestions?

Yanıtınız

Survey Results

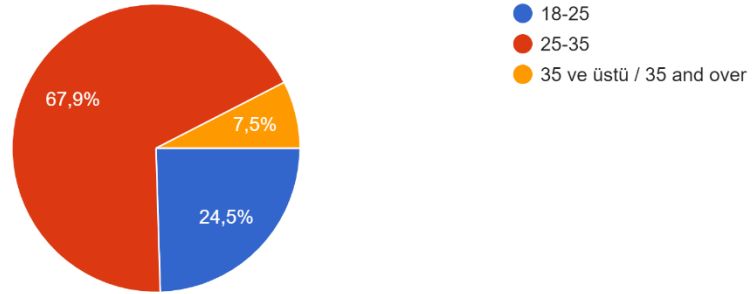
Cinsiyet / Gender

53 yanıt



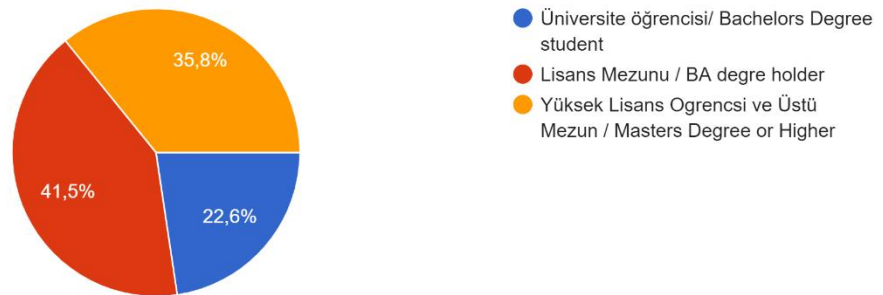
Yaş / Age

53 yanıt



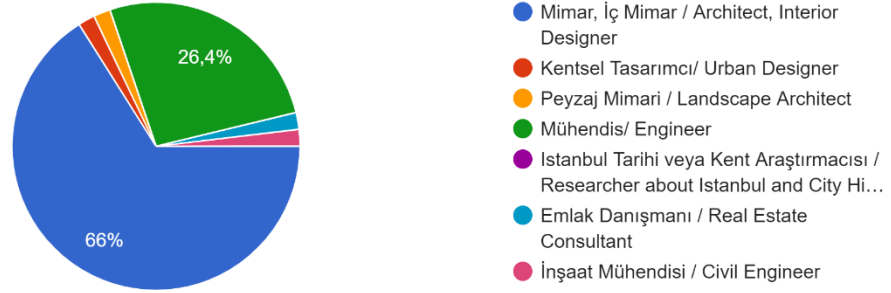
Eğitim Durumu / Education Level

53 yanıt



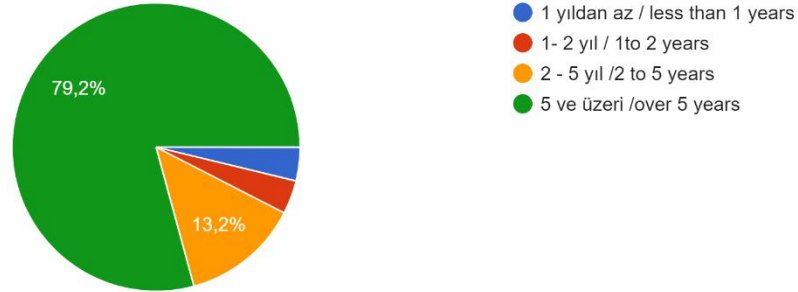
Meslek / Profession *Lisans seviyesindeki öğrenciler öğrenim gördükleri bölümü işaretlemelidir. *BA degree students should chose their department.

53 yanıt



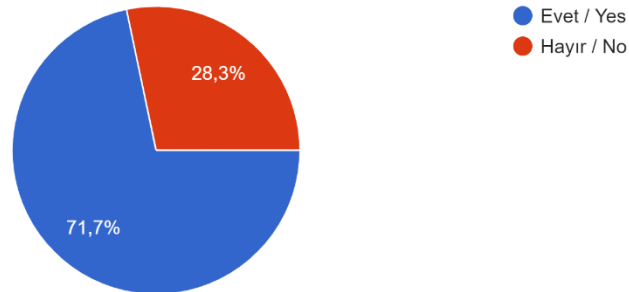
İstanbul'da kaç yıldır yaşıyorsunuz? How many years have you been living in Istanbul?

53 yanıt



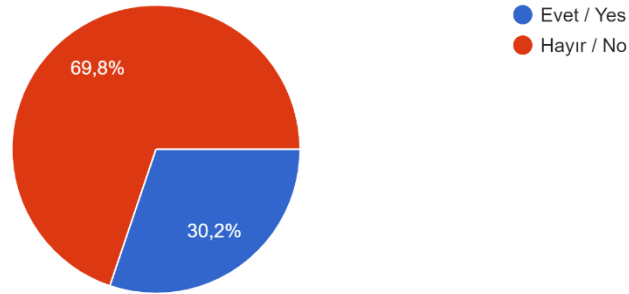
Haliç Bölgesine yapılacak HalicPort projesini daha önce duydunuz mu? Have you heard of the HalicPort project to be built in the Golden Horn Region?

53 yanıt



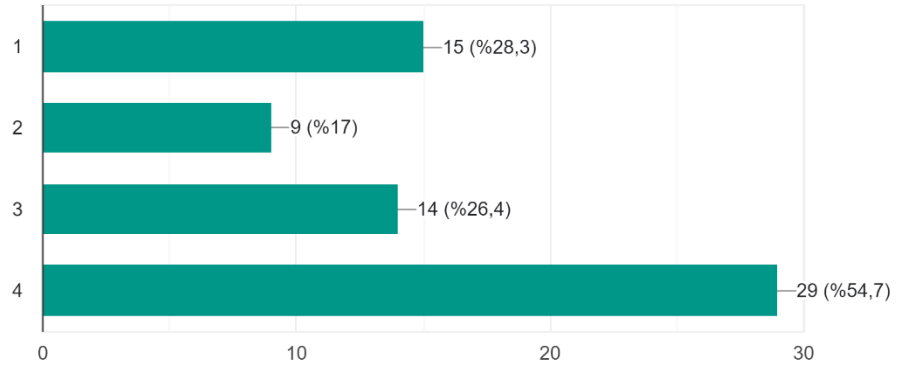
Bölgeye ne türde bir proje yapılacağı hakkında bilginiz var mı? Do you have any information about what kind of project will be done in the region?

53 yanıt



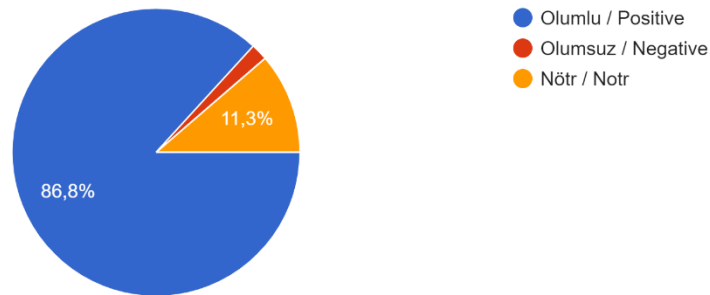
Sizce Haliç Tersanelerinin olduğu bölgeye aşağıdaki projelerden hangileri yapılmalı? Which of the following projects do you think should be done in the area where Halic Shipyards are located?

53 yanıt



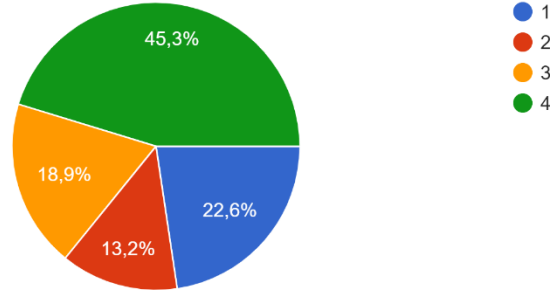
Bölgeye bu ölçekte bir proje yapılması hakkında ne düşünüyorsunuz? What do you think about a project of this scale in the region?

53 yanıt



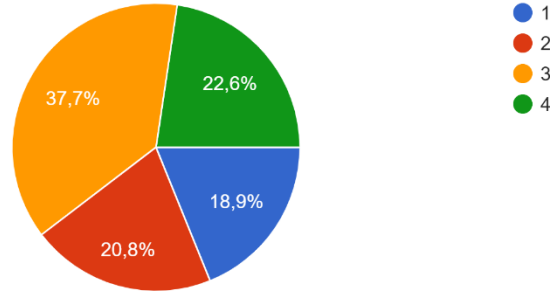
Mevcut tarihi yapılara ek olarak yapılacak yeni eklentiler ve harici binaların sizce hangi projede daha iyi kurgulandığını düşünüyorsunuz? In which projec... existing historical buildings are better designed?

53 yanıt



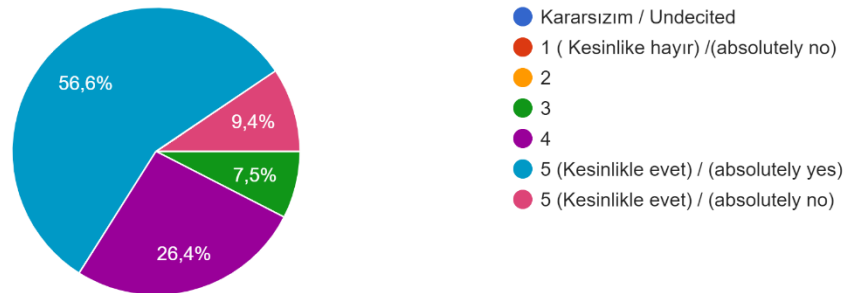
Size göre alana bu projelerden hangisinin yapılması bölgenin turistik ve ekonomik olarak gelişmesine daha fazla fayda sağlar ? Which of t...touristic and economic development of the region?

53 yanıt



Örnek olarak gösterilen projelerin bölgeye bir katma değer katacağını düşünüyor musunuz? "1 den 5 e kadar bir puan verin. Do you think that the proj...ded value to the region? *Give a score from 1 to 5.

53 yanıt



Projelere sizce ne gibi işlevler verilmeli? What functions do you think should be given to the projects?

53 yanıt

