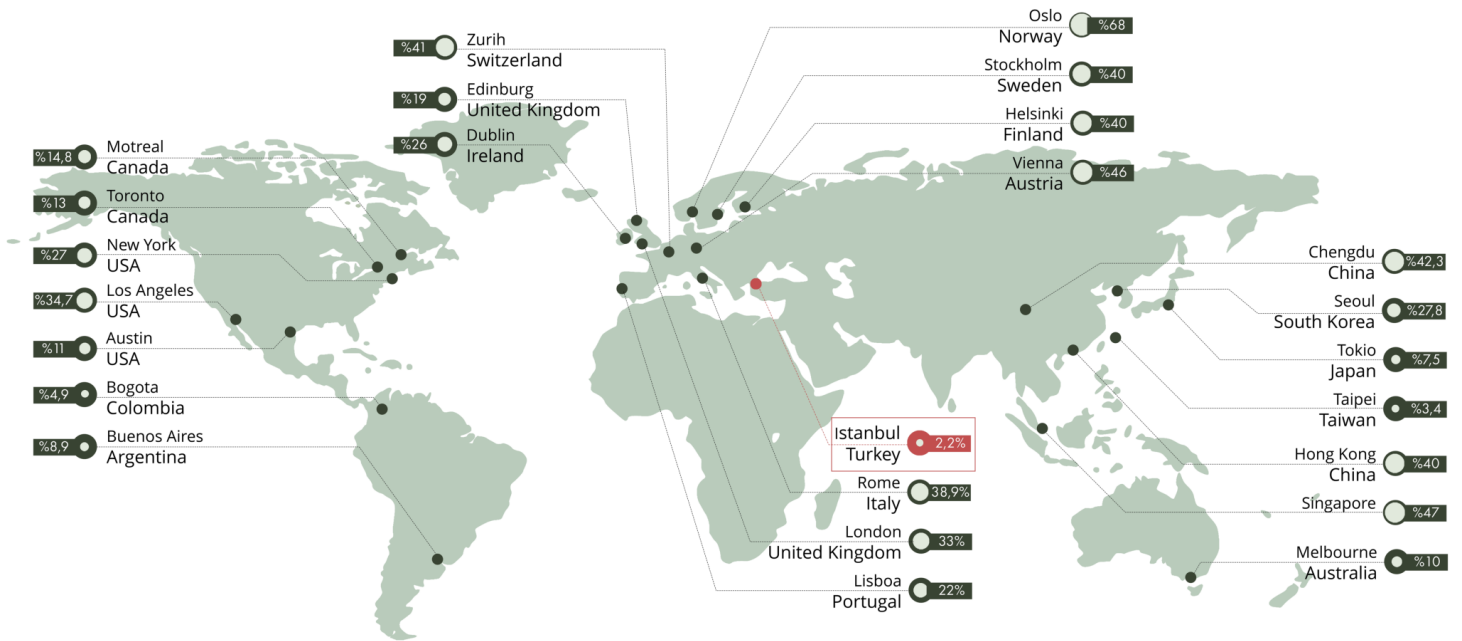
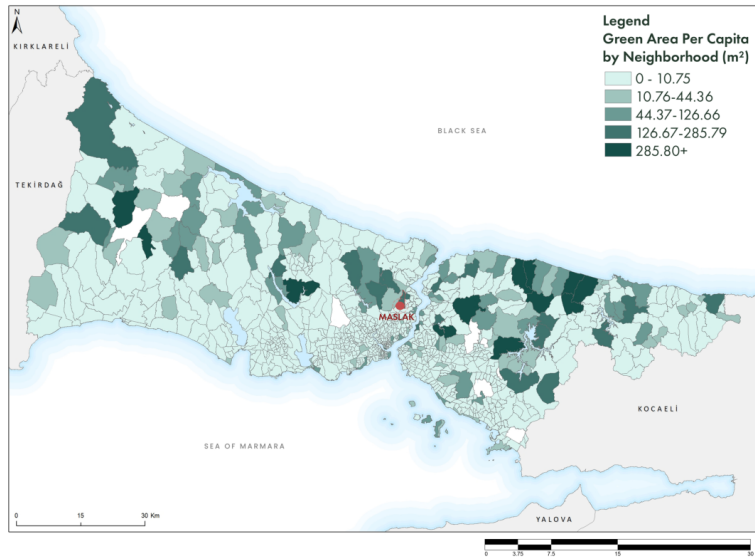


Urban Green Areas in Istanbul Through Data-Based Insights

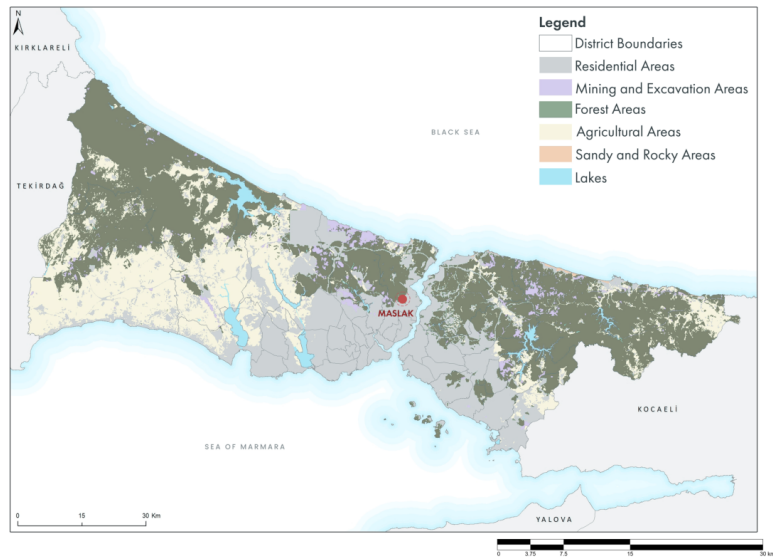
Global Comparison of Green Area per Capita



Spatial Distribution of Green Areas in Istanbul



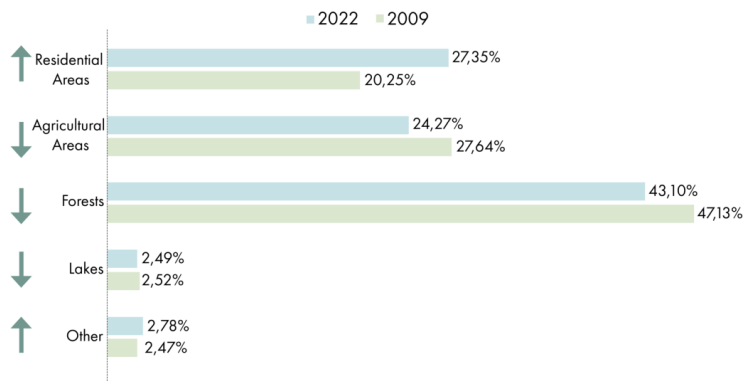
Land Use Structure in Istanbul



Changes in Active Green Areas Between 2009 and 2022

	AMOUNT OF ACTIVE GREEN AREA (m ²)	AMOUNT OF ACTIVE GREEN AREA PER PERSON (m ² /person)
Total	114.075.730,27	7.20 m²
City Scale	93.526.729,78	5.90
Neighborhood Scale	20.549.000,48	1.30

Istanbul Population: 15.840.900



Between 2009 and 2022, Istanbul's active green areas experienced noticeable changes in both quantity and distribution. The total amount of active green space reached approximately 114 million m², corresponding to about 7.20 m² per person. While residential areas expanded significantly, agricultural lands and forest areas showed a relative decline, indicating increasing urban pressure on natural landscapes. These changes highlight the ongoing transformation of land use patterns and the growing need to protect and enhance accessible green spaces within the city.

Shrinking Urban Green Areas in Istanbul



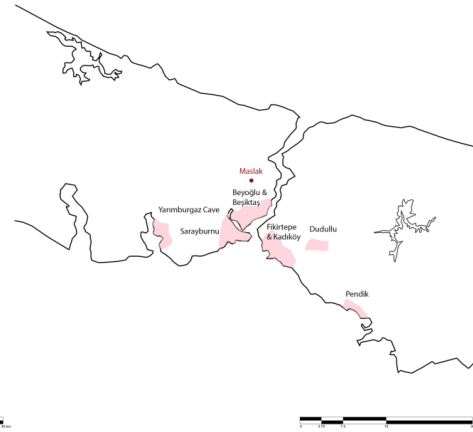
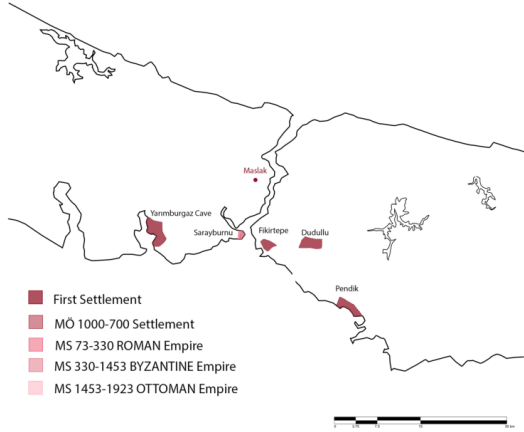
Layers Of Civilization

The Historical Urban Development Of Istanbul

FIRST SETTLEMENTS

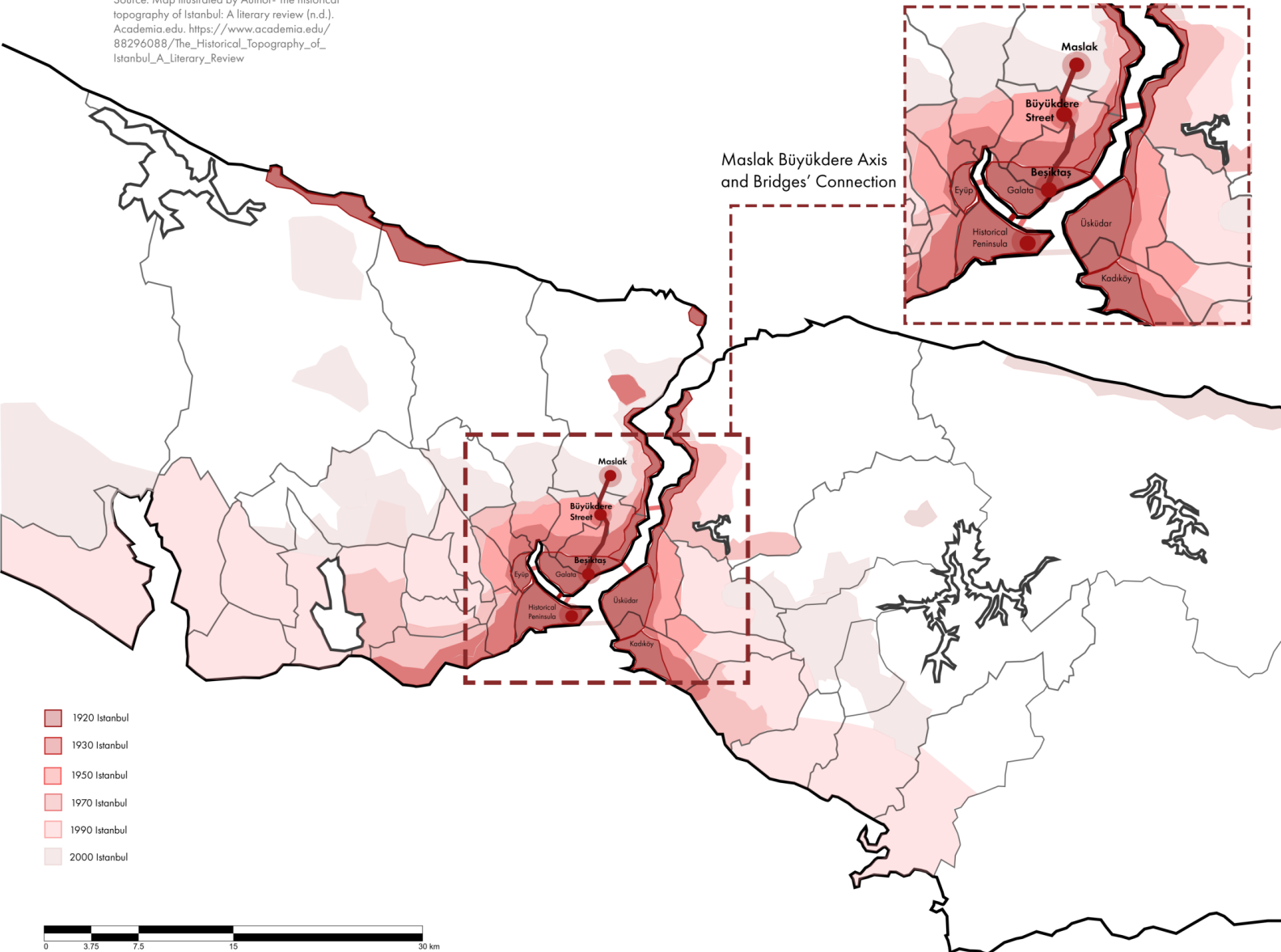
BYZANTINE EMPIRE

OTTOMAN EMPIRE



Istanbul has been home to several major civilizations throughout history, most notably the Roman, Byzantine, and Ottoman Empires. Its unique geography, built on seven hills between two seas, made it a strategic and symbolic center. The earliest settlements date back to the Neolithic and Chalcolithic periods, especially in areas like Fikirtepe, Pendik, and Yarımburgaz Cave. These early communities relied on both land and sea, shaping the city's strong connection to water. Founded as Byzantium by Greek colonists in 667 BCE, the city later became part of the Roman Empire and was rebuilt extensively under Septimius Severus. In 330 CE, Constantine the Great renamed it Constantinople, transforming it into the capital of the Eastern Roman (Byzantine) Empire. With monumental structures like Hagia Sophia, Theodosian Walls, and vast cisterns, the city became a major religious and cultural center. After the Ottoman conquest in 1453, the city was reshaped again, with mosques, bazaars, and palaces added, such as Topkapı Palace and the Süleymaniye Complex. Istanbul became a cosmopolitan metropolis, hosting diverse communities and architectural layers.

Source: Map illustrated by Author- The historical topography of Istanbul: A literary review (n.d.). Academia.edu. https://www.academia.edu/88296088/The_Historical_Topography_of_Istanbul_A_Literary_Review



Maslak-Büyükdere Axis Historical Timeline



MASLAK

Before 1940, the Maslak area was rural and far from the city center. With the structural reforms made in industry and agriculture here, industrialization and urbanization in Maslak gained great speed.

BÜYÜKDERE AVENUE

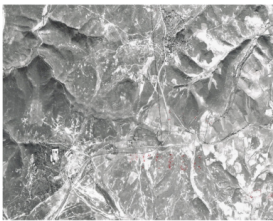
In 1955, an industrial plan was prepared by a committee of consultants and new industrial areas were planned in Levent. With this plan, the pharmaceutical industry, clothing, electrical appliances, automotive industry and metal industry started to be built along the axis from Zincirlikuyu to Maslak through Büyükdere Avenue. The transformation on the axis accelerated with the opening of the Bosphorus Bridge in 1974.

MASLAK

In 1970's with the change of city planning the areas which originally belonged to the army, have now been converted into business centers, plazas, luxury residences, residences, business centers and industrial areas.



Maslak Area 1940



Büyükdere Street 1946



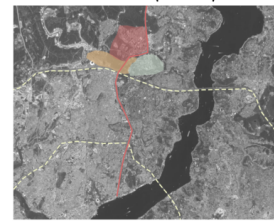
--- Construction Area
--- Zincirlikuyu Cemetery
— Büyükdere Street

Büyükdere Street 1960

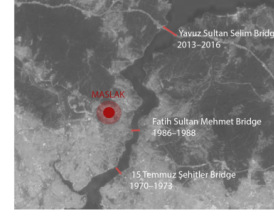


- Construction Area
- Zincirlikuyu Cemetery
- Büyükdere Street
- 1 Turkish Philips Industry
- 2 Renault-Mais
- 3 Roche Pharmacy Factory
- 4 Eczacıbaşı Pharmacy Factory
- 5 Small Factory
- 6 E.R. Squibb & Sons Pharmacy Factory
- 7 Metal Kapak (metal goods)
- 8 Apa Offset Facilities (printing)
- 9 Neyir Knitting (textile)
- 10 Deva Pharmaceutical Factory
- 11 Fako Pharmaceutical Factory
- 12 Tekfen Bulb Factory
- 13 Sandoz Pharmaceutical Factory
- 14 Empty Area
- 15 IETT Levent Bus Garage
- 16 Doğan Tire Factory
- 17 Esan Battery Factory

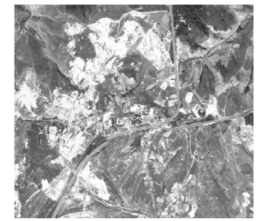
Maslak and the Surrounding Urban Context (1960)



Maslak and Its Connectivity to the Bosphorus Bridges



Land Use Transformation in Maslak-Ayazağa (1970–1982) District



1970

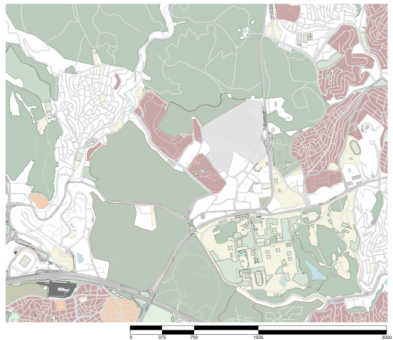


1982

Maps illustrated by Author- Ayık, U., & Avcı, S. (2020). Spatial reflections of industrialization and deindustrialization processes in Büyükdere Street (Istanbul-Turkey). Coğrafya Dergisi, (40). <https://doi.org/10.26650/JGEOG2019-0054>



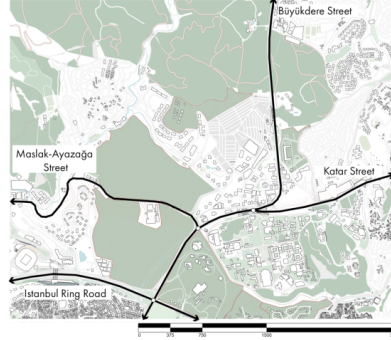
Zone Map



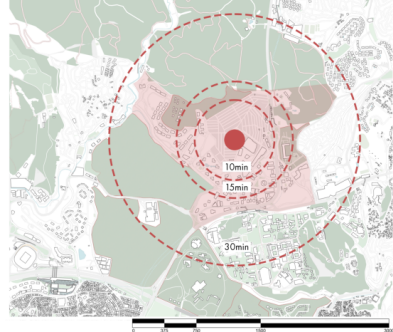
Zone Legend

- Sport facilities
- Grass/ Lawn
- Parks
- Cemetery
- Sports Field
- Green Areas
- Military Areas
- University
- Industrial Zone
- Commercial and Service area
- Residential Zone
- Construction Area

Main Road Connections

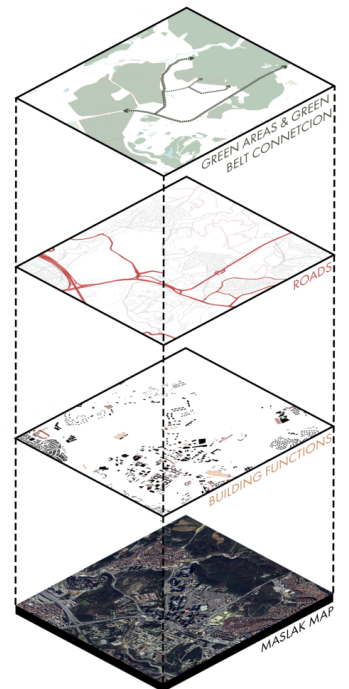


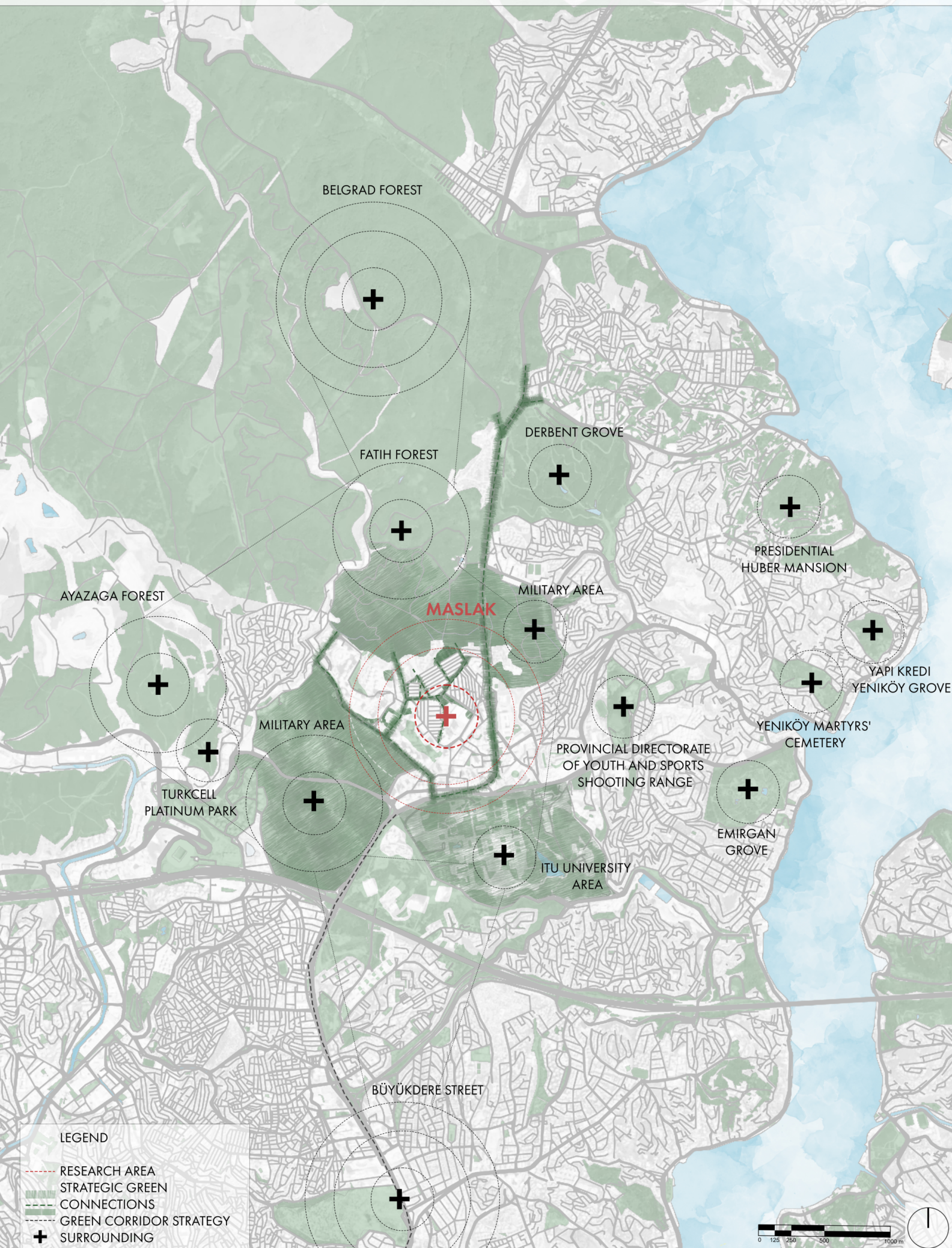
Walking Distance



Urban Analysis of Maslak, Istanbul- Map illustrated by Author- OpenStreetMap contributors. (2026). Maslak, Istanbul, Turkey [Map]. OpenStreetMap. <https://www.openstreetmap.org/>

Green Belt Adaptation





LEGEND

- - - RESEARCH AREA
- STRATEGIC GREEN CONNECTIONS
- - - GREEN CORRIDOR STRATEGY SURROUNDING
- +



Maslak Green Network Strategy

Maslak Green Area – Analysis Map



- Full Forest (Public)
- Military Green Areas
- Private Green Areas
- Green Patches
- Green Organized Parks
- Roadside Viaducts
- University Green Areas

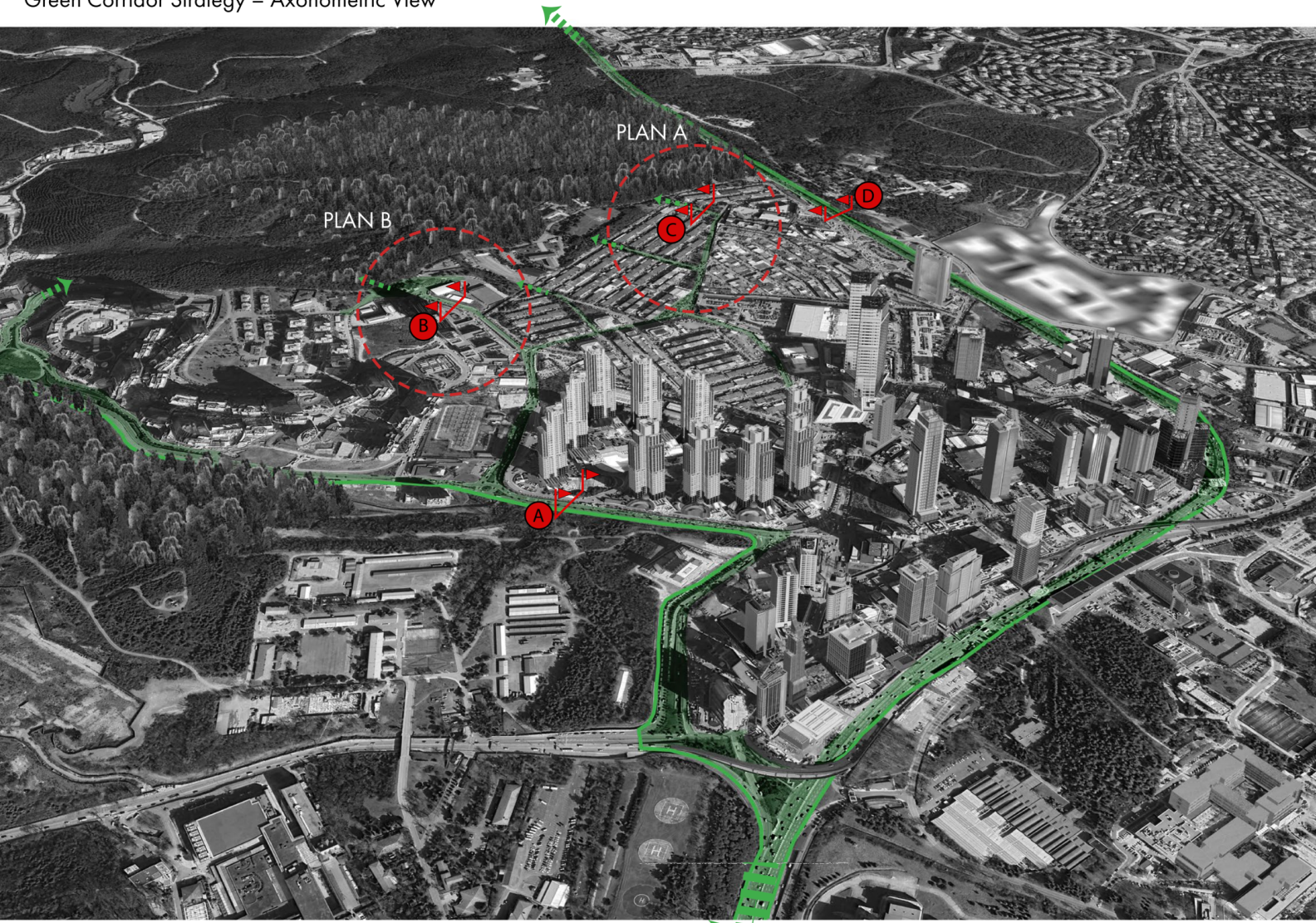
Maslak Green Area – Analysis Map



- Full Forest (Public)
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- Green Organized Parks
- Roadside Viaducts
- University Green Areas

Maslak Green Corridor Strategy

Green Corridor Strategy – Axonometric View



Plan A – Existing Condition

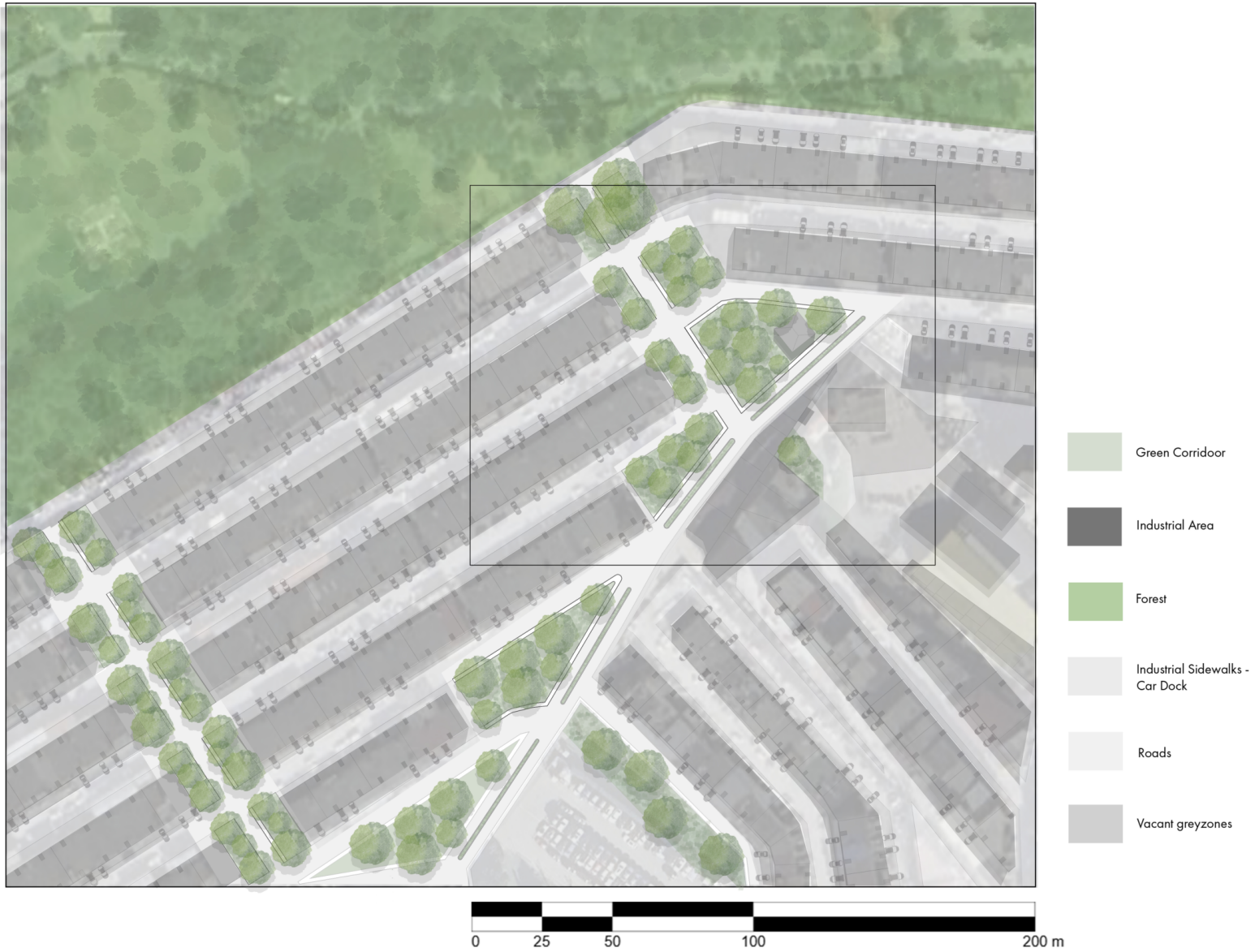


- Green Corridor
- Industrial Area
- Forest
- Industrial Sidewalks - Car Dock
- Roads
- Vacant greyzones

0 25 50 100 200 m

Maslak Green Corridor Strategy

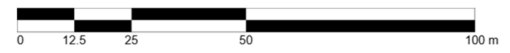
Plan A – Proposed Strategy



Plan A – Existing Condition Close-up Plan



Plan A – Proposed Strategy Close-up Plan



Maslak Green Corridor Strategy

Plan B – Existing Condition



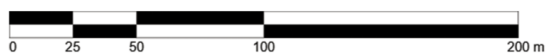
- Green Corridor
- Industrial Area
- Forest
- Industrial Sidewalks - Car Dock
- Roads
- Vacant greyzones



Plan B – Proposed Strategy

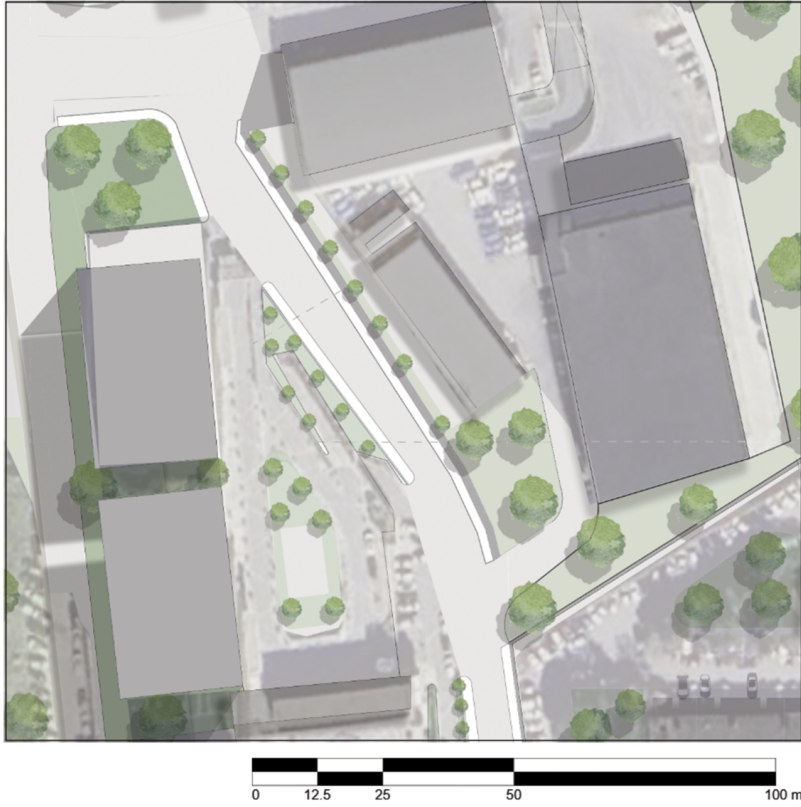


- Green Corridor
- Industrial Area
- Forest
- Industrial Sidewalks - Car Dock
- Roads
- Vacant greyzones



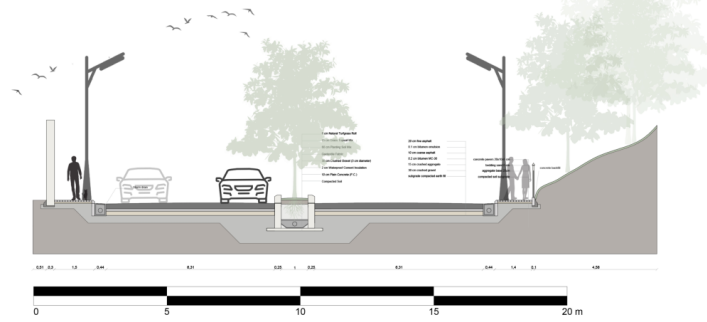
Maslak Green Corridor Strategy

Plan B – Existing Condition Close-up Plan

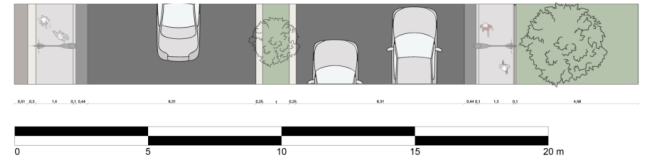


- Green Corridor
- Industrial Area
- Forest
- Industrial Sidewalks - Car Dock
- Roads
- Vacant greyzones

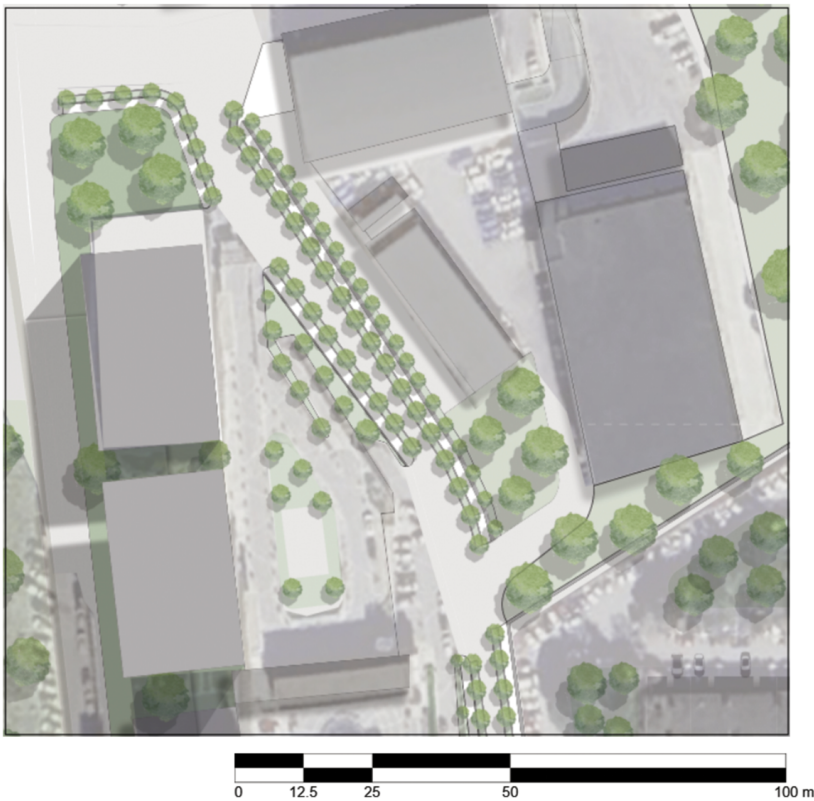
Section A-A', Existing Situation 1/100



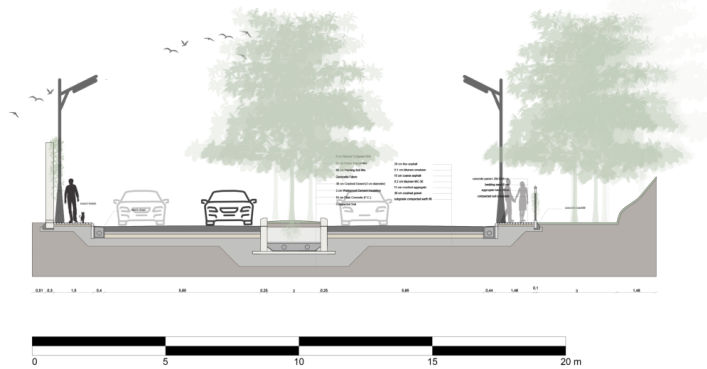
Plan A-A', Existing Situation 1/100



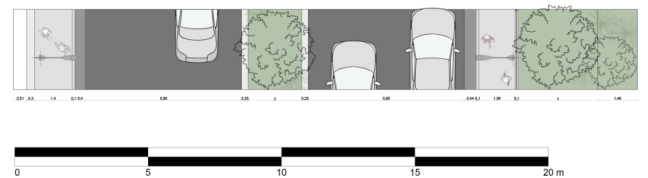
Plan B – Proposed Strategy Close-up Plan



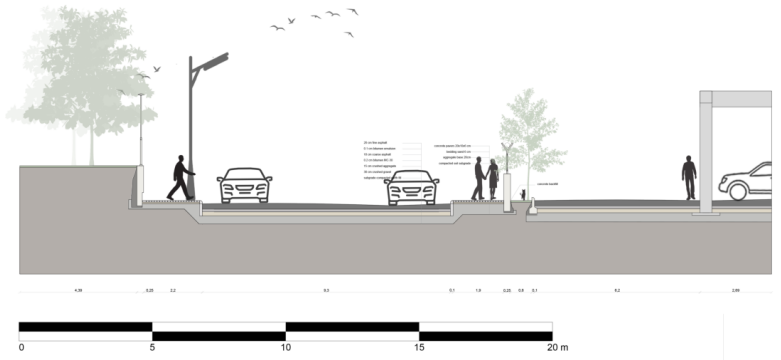
Section A-A', Design Strategy 1/100



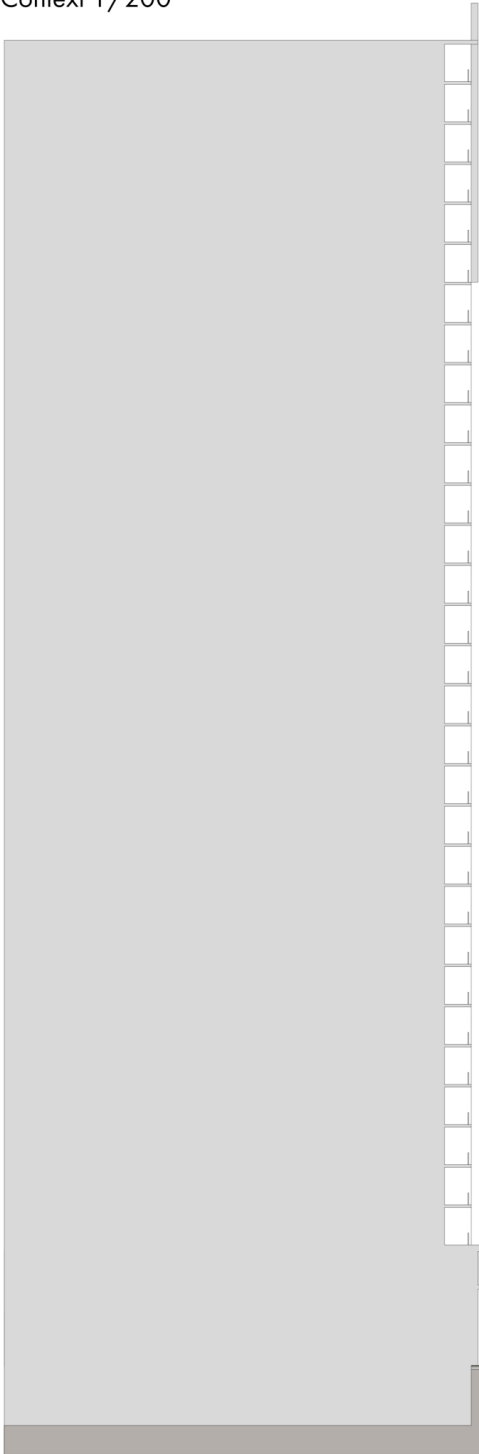
Plan A-A', Design Strategy 1/100



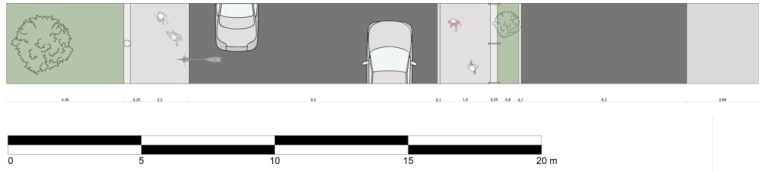
Section B_B', Existing Situation 1/100



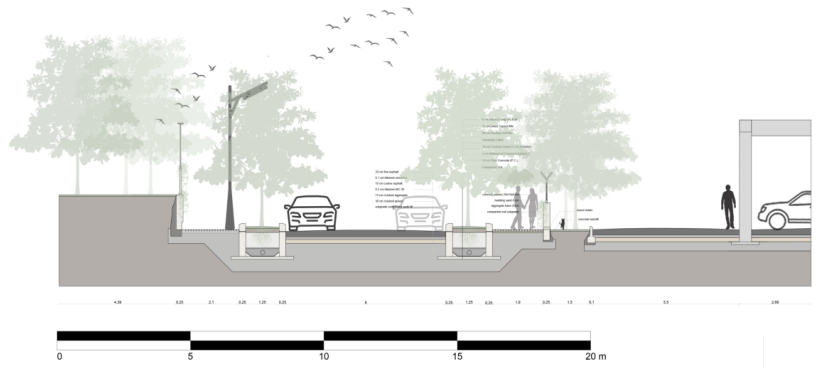
Section B-B', Existing Urban Context 1/200



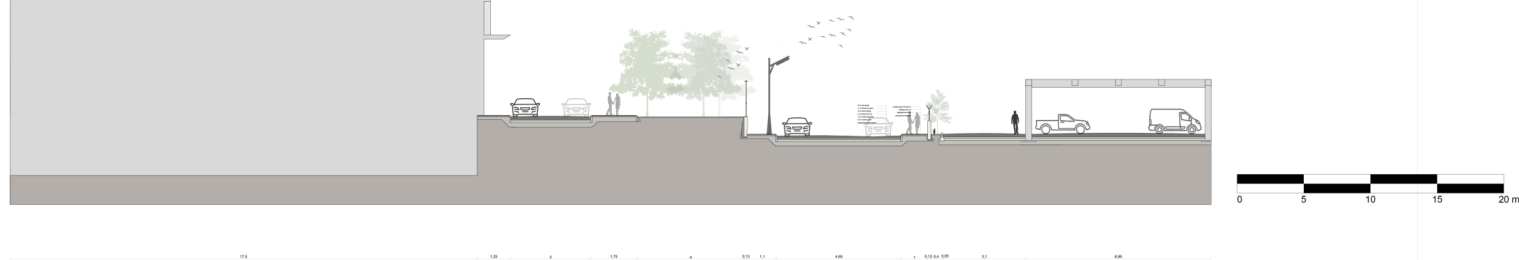
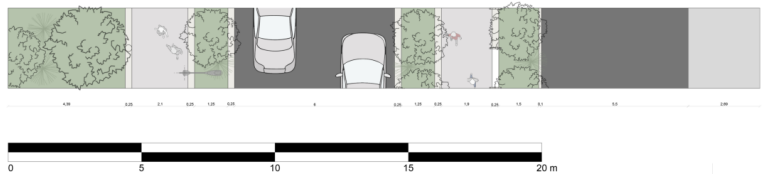
Plan B_B', Existing Situation 1/100



Section B_B', Design Strategy 1/100

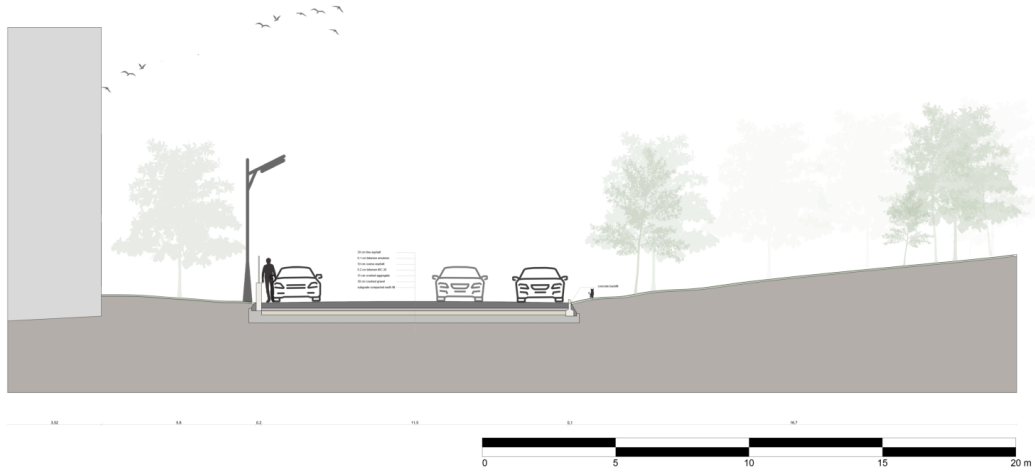


Plan B_B', Design Strategy 1/100

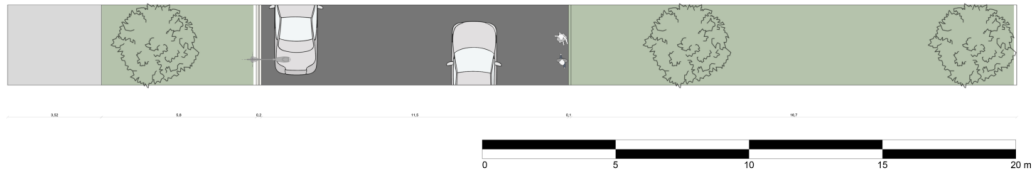


Maslak Green Corridor Strategy

Section C_C', Existing Situation 1/100



Plan C_C', Existing Situation 1/100



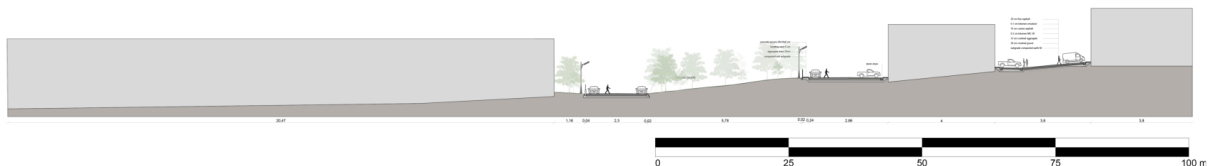
Section C_C', Design Strategy 1/100



Plan C_C', Design Strategy 1/100

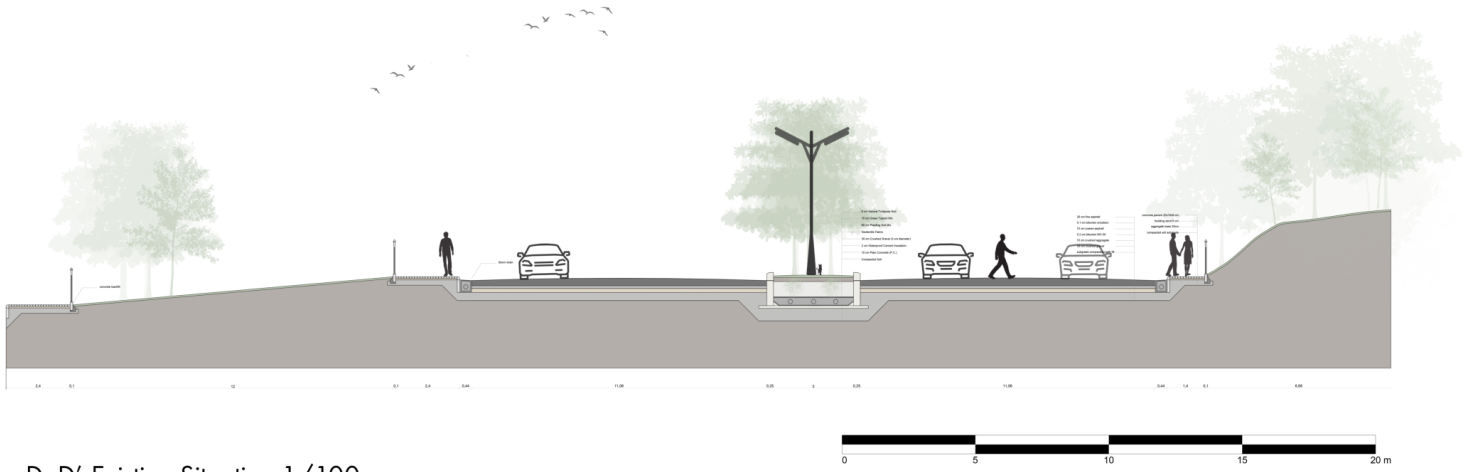


Section C-C', Existing Urban Context 1/500



Maslak Green Corridor Strategy

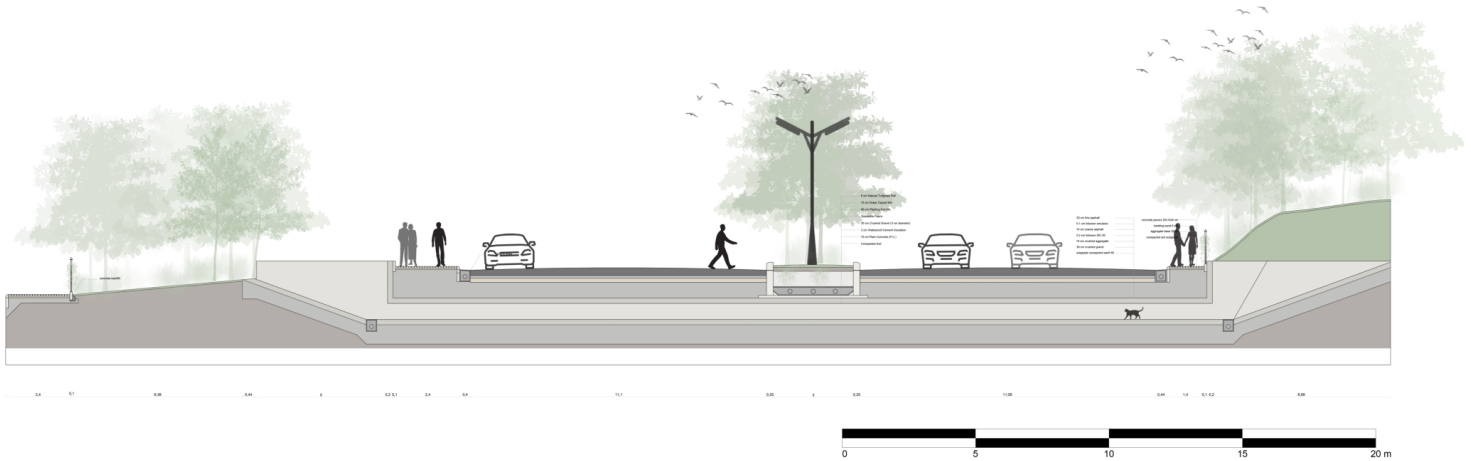
Section D_D', Existing Situation 1/100



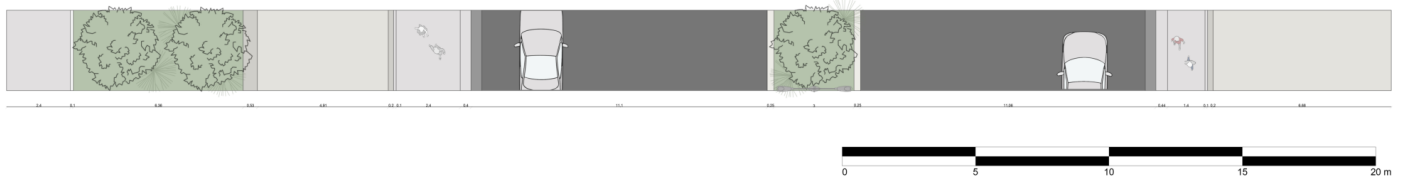
Plan D_D', Existing Situation 1/100



Section D_D', Design Strategy 1/100



Plan D_D', Design Strategy 1/100



Section D_D', Existing Urban Context 1/500

