A MULTISENSORY EXPERIENCE:
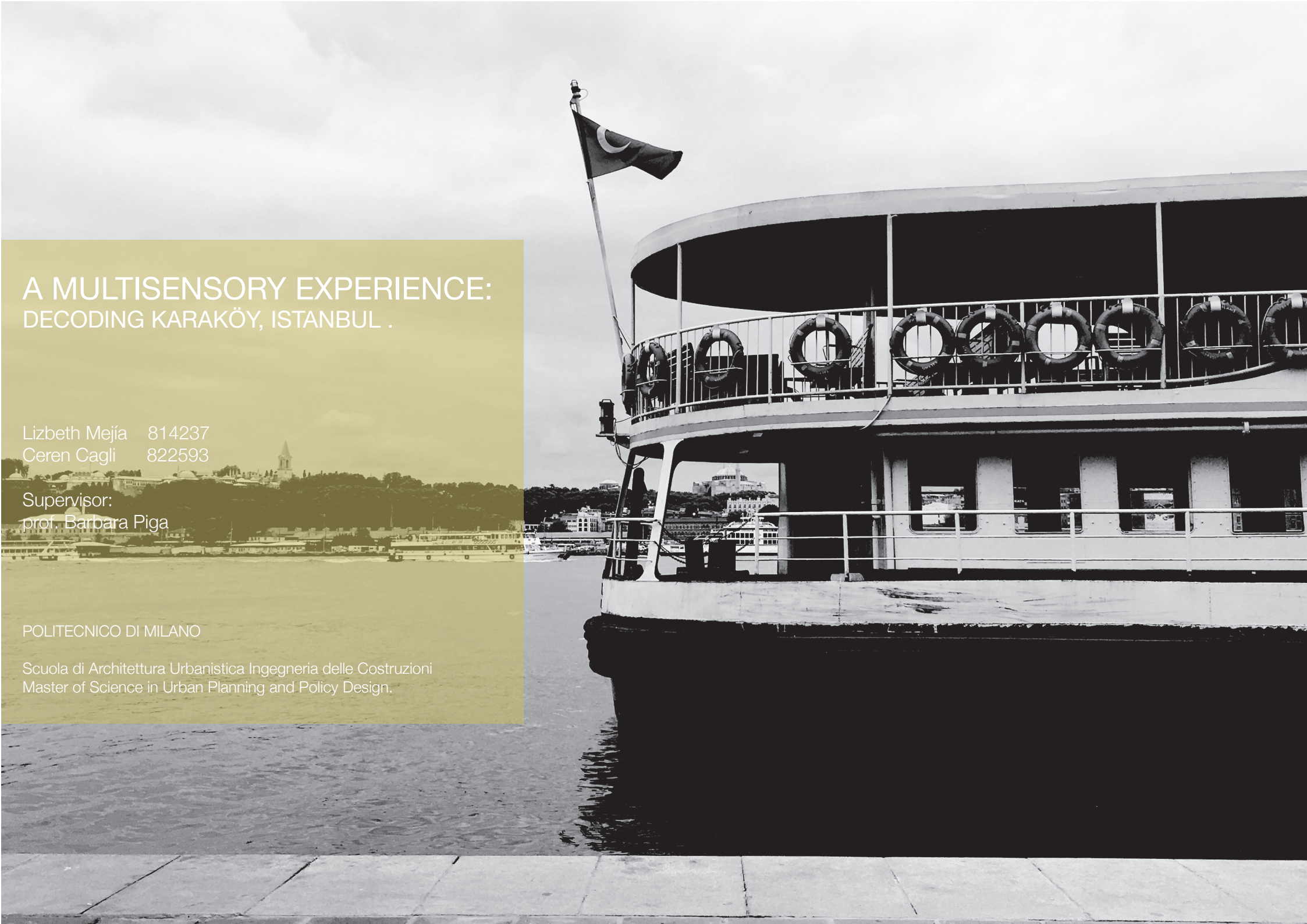## DECODING KARAKÖY, ISTANBUL .

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Supervisor:
prof. Barbara Piga

POLITECNICO DI MILANO

Scuola di Architettura Urbanistica Ingegneria delle Costruzioni
Master of Science in Urban Planning and Policy Design.

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AA 2015 | 16

- All images without any source data was taken by the authors.

- Digital platform of the research: https://decodingkarakoy.wordpress.com/

Panoramic view of Istanbul: Karaköy,
historical peninsula and the asian side.

INDEX

ABSTRACT - Italian

L'anima di una città-la forza che fa respirare, esistere e progresso risiede in ognuno dei suoi cittadini.

- Jaime Lerner

Al giorno d'oggi, nonostante tutti i progressi della tecnologia e della ricerca, le soluzioni di design di tutto il mondo non sempre considerano il fattore più importante di qualsiasi progetto, gli utenti. Quando si parla di una città o di un quartiere, i cittadini sono l'elemento più importante da considerare e al fine di ottenere migliori risultati, il progetto dovrebbe sempre avere una profonda conoscenza del caso di studio, comprendendone le particolarità e le necessità.

Istanbul è una citta in via di sviluppo con molte cose da offrire; essendo uno dei punti di fondazione della civiltà, il suo patrimonio e la sua ricca cultura lo rendono un luogo molto specifico. E 'l'unico paese al mondo che si trova in due continenti, e oggi svolge un ruolo importante nella globalizzazione.

Karaköy è un quartiere molto denso della città, per questo motivo e' necessario agire attraverso piccoli interventi, che ne salvaguardino le peculiarita' senza essere aggressivi. La sua posizione nel centro della città e vicino alla penisola storica ne aumentano significativamente l'attrativita' e dunque le possibilità di trasformazione. Il quartiere è in trasformazione da alcuni anni, attraverso un processo di gentrification molto veloce. İn questo contesto, la ricerca propone piccoli interventi strategici per migliorare la qualità dell'area.

Questo progetto è alla ricerca di una soluzione per le aree urbane piu' fragili che sia un compromesso tra strategie di tipo top-down e bottom-up e tramite l'attuazione di politiche i cui destinatari principali sono le città, i cittadini e l'ambiente, considerandoli come un unico sistema.

Il progetto si propone di rispondere alla seguente domanda: come possono nuove tecnologie e metodi aiutare a comprendere il luogo e le persone ad un livello più profondo utilizzando un approccio multisensoriale per ottenere migliori soluzioni progettuali? Questo obiettivo sarà raggiunto attraverso un ''approccio sperimentale'', passando dalla teoria alla pratica e cercando diversi metodi e strumenti di analisi. Questo approccio consiste in una combinazione di analisi qualitativa e quantitativa, tenendo sempre in considerazione e coinvolgendo gli utenti dell'area, al fine di raggiungere un piano strategico per il quartiere. Il risultato finale della ricerca e' un piano strategico complessivo, da far disegnare e sviluppare dagli architetti, seguendo le linee guida scaturite al termine della tesi.

ABSTRACT - English

The soul of a city — the strength that makes it breathe, exist and progress — resides in each one of its citizens.

– Jaime Lerner

Nowadays, even with all the advances in technology and research, the design solutions around the world do not always consider the most important factor of any project: the users. When discussing a city or a neighborhood, the citizens are the most important element to consider. In order to get better results, projects should always have a deep understanding of the case study, knowing its particularities and necessities.

Istanbul is a developing city with a lot to offer. As one of the foundation points of civilization, its heritage and rich culture makes it a very unique place. It's the only country in the world located on two continents, and nowadays it plays an important role in globalization. Karaköy, is a very dense district in the city in terms of build up area, which makes it a perfect target for small interventions without being aggressive. Its location in the middle of the city and next to the historical peninsula raises the chances of transformation significantly. The neighborhood has been developing for some years, and now the gentrification process is occurring very rapidly. Within this context, the research is looking for small interventions to improve the quality of the area.

This project seeks a solution for fragile urban areas as an alternative to a top-down approach, using policy implementation and small scale interventions; the main targets are the city, its citizens and the environment, considering them as a system.

The project is searching for an answer to the following question: How different methods can enable to understand an urban context by integrating a multisensory approach to achieve better design solutions? This will be achieved with an ''experimental approach," going from theory to practice and finding different methods and tools of analysis. This approach consists of a mix of qualitative and quantitative analysis, always involving the users of the area; in order to reach to a strategic plan for the district. The overall outcome of the research aims to develop a comprehensible strategic plan, to be designed by architects, following the guidelines established at the end of the thesis.

Aerial view of Karaköy.

"Informal public space requires under-determined urban planning, that is, an architecture which allows flexibility of use and admits physical gaps and indeterminate relationships between buildings. It is in these liminal spaces that informality can flourish – the cafe built into a parking lot or the market stall outside a loading dock. The virtue of informal public space in hinge cities requires us, in other words, to challenge ideas that emphasising spatial order and purpose in urban design, ideas realised in practice, produce an over-determined environment"

- Richard Sennett

1 | INTRODUCTION

1.1 | INTRODUCTION

"On the meeting point of two worlds, the ornament of Turkish homeland, the treasure of Turkish history, the city cherished by the Turkish nation, İstanbul, has its place in the hearts of all citizens."

Mustafa Kemal Ataturk

Turkey is a country that, despite being one of the origins of civilization, is still under development. Is one of the most unique cities in the world, which like any metropolis going thru changes, has the trauma of rapid urbanization.

It's historical layers define a situation where you can find remaining of the Greek, roman, byzantine, venetian and ottoman civilizations, where even nowadays it's visible how this still shapes the cities.

Even if Ankara is the capital of the country, it's very clear how Istanbul has a higher developing and how its rapid urbanization has made it the largest and most febrile urban center in the country. It's a city like many others, with similar urban and social problems, but at the same time unique in so many ways, starting by the fact that it's the only country located between two continents, the very define religious preference, their food, traditions and getting the place of the most populated city in Europe, even if it partly lies in Asia, today with around 15 millions of inhabitants.

Istanbul has always been position in a privileged position in Europe, being compared among different cities normally about the population, urban growth and as an emerging city. (Istanbul city of intersections. Urban Age. London School of Economics and Political Science).
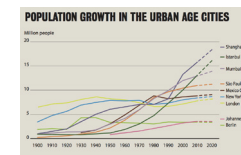
- Istanbul city of intersections.
Urban Age
London School of Economics
and Political Science

TOP 10 EMERGING EUROPEAN CITIES

RANK	CITY	COUNTRY
1	Budapest	Hungary
2	Warsaw	Poland
3	Moscow	Russia
4	Istanbul	Turkey
5	Sofia	Bulgaria
6	Bucharest	Romania
7	St. Petersburg	Russia
8	Ankara	Turkey
9	Kiev	Ukraine
10	Yekaterinburg	Russia

Source: Ernst and Young, Reinventing European Growth: 2009 European Attractiveness Survey.

For the project, the district of Karaköy was selected.This area is one of the places going under transformation in Istanbul, it has a great potential because it's located along the Bosporus, and very central which connects it with mostly every part of the city. The area, even if it has a very dense build up area, lacks on some services to make it a place planned for the people. Nowadays Karaköy is under transformation, it used to be a trading place, starting as an important port and today, losing this use, on one side its services are more oriented to café's and restaurants, which changes completely the user of the place, and in the other one, known as Thursday market, it's still a commercial place, oriented to hardware business. The fact that the functions are so different makes the separation between them stronger, the user differs from social class, and moreover, the infrastructure in-between makes it even worst.

The area is very dense in terms of the build up areas, which makes it very challenging at the moment where you plan to do any interventions, which leads to the approach of using small interventions rather to any aggressive one, this element is very important for the project, considering that in Turkey the tendency is to demolish and rebuilt, which is not always the answer especially in a place with so much history behind it. It's considered that the place, continuing with the basic way of functioning, should continue like that, with small changes that will make the livability higher and improve the live of the users. This changes must be done quickly, the area started to change a long time ago, the gentrification started, there are no residential buildings in the area and the changes have been too fast.

The vernacular environments of earlier times have proved more flexible, sustainable, and stimulating than those designed more recently -- which is a paradox. Today's planner has an arsenal of technological tools, from lighting and heating to structural support to materials for buildings and public spaces, which urbanists even a hundred years ago could not begin to imagine. We have many more tools than in the past, but these resources we don't use very creatively.

Another problem is that regulations are not well followed, and if something is done on a wrong way, the negative impact can be important, for this, it's a priority to involve the citizens and users of the area; that's why on this thesis the start of the analysis involves an experimental approach and an ethnographic one as

well. In the experimental approach, it was proven the importance of how people experience a place, in this case Karaköy, trying to understand it from different point of views, an outsider that is walking in this area for the first time, and an insider who had lived here before.

The case study was important to complement the analysis, trying to get all the information from the area and highlighting the more useful ones for this investigation. The most relevant subject that was taking in count was the historical heritage, understanding how this element shaped not only the area, but the citizens as well. This situation gives some advantages and disadvantages, both for the rea itself today and for any future intervention.
For the thesis, some references worked as main inspirations for this type of research and project, such as Kevyn Lynch, Peter Bosselmann, Richard Sennett and Jane Jacobs; trying to get the best examples from more experienced professionals.

The intention of the research was to use mainly a qualitative approach, where it was necessary to provide an in-depth description and understanding of the human experience. As mentioned in the book *Qualitative Research in Education: A User's Guide by Marilyn Lichtman (2006)* , the purpose of a qualitative research is to describe, understand, and interpret human phenomena, or lived experiences, human interaction, and human discourse or how they communicate with each other.

With this approach it was important to prove how this type of analysis, together with a more technical and quantitative approach can give a better understanding of an area, giving you the opportunity to create a place design for people having a multisensory experience.

The challenge was that, as this type of analysis doesn't follow a particular order, it was important to keep a sense for every step, without forgetting what was done previously. As there is not just one way of doing something in this type of research, it was always considered to use the more efficient and clear way of expressing a result or a fact, taking in count that the information should be useful for any person with different backgrounds.

Especially when analyzing a city on transformation, the changing form of cities was an important element to consider. As Bosselmann says on his book Urban transformations, "What is

known to us about cities and landscapes is partly a matter of our own experiences and partly what has reached us in one form or another from other sources". Which brings the situation, for some negative and for other positive, that every visit in this area could be different with each visit. But will this situation stop? It is believed that at some point the transformation will "stop", and for this it's important to take good care of the outcomes of any project.

The main question for the realization of this thesis was: How different methods can enable to understand an urban context by integrating a multisensory approach to achieve better design solutions?

The project aims to improve the quality of the area, trying to put the experience of users as a priority, considering that they are different and don't have the same interests, while trying to respect the historical heritage in Karaköy. The goal is to give the people of the area a chance to interact more, and have more options when planning to visit Karaköy.
The thesis will start with some referential analysis and a background research of the area, then going deeper to the chosen district of Karaköy , analysing with different techniques and tools, arriving to a design concept to reach to the strategies and proposals.

INVESTIGATE CASE
STUDIES IN ISTANBUL

abcDEFG

RESEARH QUESTION
How different methods can enable
to understand an urban context by
integrating a multisensory approach
to achieve better design solutions?

LITERATURE REVIEW

OVERVIEW OF ISTANBUL

DEFINITION
OF THE SITE:
KARAKÖY

RESEARCH QUESTION
&
CASE STUDY AREA DEFINITION

SITE VISIT

EXPERIMENTAL WALK

DATA COLLECTION

ETHNOGRAPHIC
RESEARCH

SITE SURVEY

DEBUGGING
INFORMATION

DECODING THE AREA

SIMULATION
TECHNIQUES

CONCLUSIONS

ANALYSIS

CONCEPT PLAN

STRATEGIES

POSSIBLE APPLICATIONS

STRATEGIC PLAN

1.2 | METHODOLOGY: LOGIC OF THE WORK.

RESEARCH QUESTION & CASE STUDY DEFINITION

The thesis has been started by establishing the research question as; "How different methods can enable to understand an urban context(the place and people) by integrating a m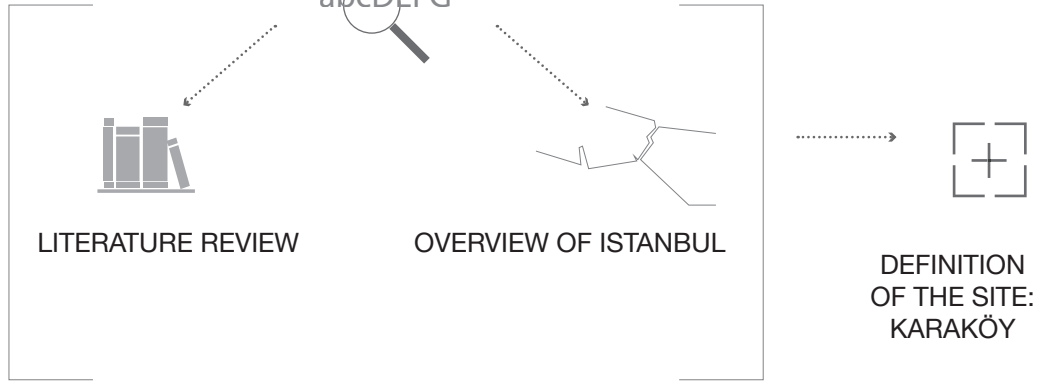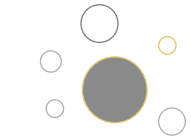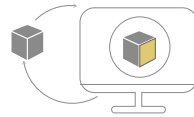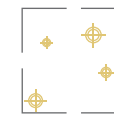ultisensory approach to achieve better design solutions?" According to this question, relevant literature review has been maden, in order to identify the proper approaches for the project.
Concurrently, the place of interest has been selected – in this case Istanbul – and different case studies with similarities were investigated, until the decision had been given as the district of Karakoy. On a first glance, it was important to have an overview on the city of Istanbul, to understand scales, composition and how the city works, including the citizens; they're behavior and the culture that makes them who they are. The case study has been chosen according to varied elements like location in the urban context, ongoing or planned process of the area.

SITE SURVEY

Organizing a site survey to the place was a key factor for the realization of this type of thesis, considering that the initial part of the analysis has been founded on perceptual and individual observations. Several experiential walks have been done in different days and time periods to make an extended observation, simultaneously a tool have been added on each walk to enrich and record the experiment, such as picture,videos and drawings. Researchers demonstrate two different level of knowledge about the area as insider(a priori) and outsider(tabula rasa). Meanwhile

institutions and universities have been visited to collect required data. In order to reach accurate results from the analysis and to stress importance of human scale to reach design solutions, the ethnographic approach has been adapted which is based on structured interviews and informal talks. The informal talks have been done spontaneously, where the structured interviews have been performed with the predetermined actors.

ANALYSIS

All collected informations, including municipal and literature data, have been processed in detailed and eliminated according to their relevance and interest of the project. including municipal. After simplifying the relevant information, the next step was to interpret them, and search for the best way to visualize by using different tools and methods.This part has been divided on three main types of approaches as ; perceptual, technical and ethnographic. The perceptual analysis aims to to understand the area in a human scale by using a multisensory approach. In that phase the case study has been treated with a subjective attitude and has been demonstrated according researcher's perceptions and observations during the site visit by activating senses. The technical analysis consists of the interpretation of municipal data which enables to visualize physical environment of the area. In order to support this part on a social level, it has been merged with the ethnographic approach, where the interviews have taken a crucial role to understand the area from different points of view; that demonstrate varied perception from the users such as workers of different branches and professions, income groups

and interests. Each analysis type related with this three elements respectively multisensory, environmental, social. Concurrently visibility researches has been applied concurrently to strengthen the accuracy of analysis results. Interpretation of the database has lead a clear definition of the area about how it has shaped in the reality. According to outcomes of the analysis, possible intervention ideas started to emerge.

STRATEGIC PLAN

The concept plan has been related with Kevin Lynch's "5 elements" from Image of The City to expose legibility of current situation according to urban morphology and composition. The elements have been interpreted to visualize correlation between different areas. Same approach has been applied for future scenario according to possible interventions. Meanwhile different urban patterns have been investigated to set an inspirational framework. Subsequently the main goals have been defined, followed by the main strategies, and the actions to justify how the strategies will be achieved. Strategies have been related with the elements from analysis as multisensory social and environmental and visualized due to this elements. As a final step, some possible applications of the strategies have been demonstrated by graphics and some simulation tools, proving how small interventions can make a difference in any urban environment.

2 | RERERENCES

2

2.1 THEORETICAL FRAMEWORK

This chapter represents the theoretical framework and the the approaches adopted for the realization of the thesis. Some scholars have served as an inspiration and guide for this work. This scholars have opened a new perspective to understand how to tackle with urban issues especially for whom coming from an architectural background

The book of Urban Transformation from Peter Bosselmann has an essential role to set the structure of the research which is focused to analyze and compare changing forms of the cities

He starts his research in the first chapter, To Compare, by comparing different cities which have been shaped by a water element. He has used same scaled maps in a given dimension to represent urban growth and various patterns which is an efficient tool to understand and compare especially when they have some elements in common that makes it easier to set an example. This approach has been applied in the references part of the thesis to compare different conditions all over the word with the case study area.

On the next chapter, To Observe, The observer strives toward an unprejudiced interpretation of phenomena that can be independently verified, and if a potential conflict is identified, a designer will order the information into a system related toward design intervention. Like hypotheses, the phenomena observed generate ideas that can be tested through design. This part lead the experimental methods of the thesis such as perceptual analysis.
To Measure, referring to the need of making assessment of qualities in the city that cannot be measured, such as livability, vitality, and sense of place. To Transform, uses a method that explores the morphology of a city in order to find its essential structures. The goal is to discover a process of transformation of precedent, extending the structure without destroying its essential components.To Define, explains design principles that shape the form of cities. Defining principles means setting rules that are

based upon a generalizable rationale. To Model, emphasizes the need to communicate the abstract concepts of the design profession in a manner that makes them understandable to the public. The final chapter, To Interpret, focuses on art as a distinct domain of human knowledge. Art tries to capture essential aspects of life. Knowledge cumulates when it finds expression through art. In addition to the domains of science, and the values helping to explain phenomena in cities, civilizations have produced art as a form of expression.
The particular element of this book is that it goes further than traditional analysis, it is establishing how in order to gain knowledge about cities and their changing forms, the experience is the key element to consider. Although this is an explicit fact, it is not always considered during the analysis process of a place. There are so many elements that changes this experience, that having different approaches from an area, gives a better understanding of it, a more human approach, because after all, it's for human's that the cities should be design for.

To complement this analysis, it was important to define "the image" for this area reflected in the book of Image of The City by Kevin Lynch. As he describes " the image of a given reality may vary significantly between different observers" , the perceptual analysis have been done by two different perspectives, an insider who had lived in the city of Istanbul, and an outsider who was visiting the area for the first time, which helped to reach more complete and comprehensive outcomes and investigate how the same subject is interpreted in different ways, according to the background of each person.

The 5 elements that Lynch defines on his book as paths, edges, districts, nodes and landmarks; and the other elements that influences the perception of the city such as imageability, the social meaning of the area, its function, its history, or even its names, has been considered through the concept in order to demonstrate the image perceived today and what is possible for future.

In the book, The Hidden Dimension by Edward T. Hall, he describes culture as communication. He defines the word proxemics as interrelated observations and theories of man's use of space as a specialized elaboration of culture. Indeed, he states that "people from different cultures inhabit different sensory worlds" and on the opposite side, some people believe that "experience is what all men share. Being possible to bypass the language and culture". At the end of the analysis, the thesis aims to define a better idea about this statement how the research can be shaped differently taking into consideration the two different cultures of the authors, one being from Turkey and the other from Dominican Republic.

Hall states that "In order to understand man, one must know something off the nature of his receptor systems and how the information received from these receptors is modified by culture. Man's sensory apparatus falls into two categories, which can be roughly classified as: 1. The distance receptors- those concerned with examination of distant objects- the eyes, the ears, and the nose. 2. The immediate receptors- those used to examine the world close up- the world of touch, the sensations we receive from the skin, membranes, and muscles".
This brings the idea of having a multisensorial approach during the analysis, strategies and proposals for the area. In order to enrich experience of people is to activate their senses, which can be changed or modified by stimulating a specific receptor. For the project one of the intentions is to manipulate the senses, considering the elements of the area that needs to be defined, making the experience a memorable one for varied user profile.

The book Urban Code, written by Anne Mikoleit and Moritz Pürckhauer was useful to see an extended analysis of a specific place. The book makes an observation on 100 lessons for understanding the city, based on New York City neighborhood of SoHo. These observations are made mainly on day-to-day situations, analyzing the influence they have in the city, shaping it and the behavior of the people.

SoHo has been chosen because of the particular situation of being a neighborhood with people of different cultures and origins doing all the activities provided by the area, such as commercial or recreational. With the 100 observations they aim to describe the special atmosphere of this district, underlining how this can be tested in other cities.

The book seeks to understand how the city works by making observation from a pedestrian point of view, considering things like the sunny side of a sidewalk to understand why the people are moving on a certain way.
These are points that many designers and planners miss if they realise the environment with the perspective of the main user of the city, pedestrians.
For the project, some of these observations have been chosen as important points to be considered as a guide for the conceptual and strategic part of the proposal.
-Street vendors facilitate pedestrian movement
-Safe surroundings increase profits
-Passerby have an intuitive knowledge of the district
-People attract people
-Places of concentration depends on places of emptiness
-A city is made up of characteristic parts
-Destination are more attractive when they invite to stay

This reference is also based on the book The Death and Life of Great American Cities by Jane Jacobs where she states "how cities need a more intricate and close--grained diversity of uses that give each other constant mutual support, both economically and socially. The components of this diversity can differ enormously, but they must supplement each other in certain concrete ways".
Jane Jacobs researches based on more specific analysis, the direct observation of the city, considering the elements as the city streets, parks, slums, downtowns, and how these are affecting the city. She divides her book in two parts where in the first she describes social behavior of people in cities. In the second part, economic behaviour of cities has been analysed to reach a conclusion to handle problems in an organized complexity such as changes in housing, traffic, design, planning and administrative practices. Even if the book focused on analysing American cities, the references she mentions of known authors, can be helpful for comparative studies, especially considering that she also mentions planning mistakes, as she says as the start the book is an attack to the 1950's urban planning.

Richard Sennett was an important resource for the thesis in order to understand social relations and how this can be affected with design decision.
In his article, Public Realm, he defines this term as a place where strangers meet. He start making a point about how vernacular environments of earlier times have proved a better design, considering them being more flexible, sustainable and stimulating. He states this as a paradox, although the planners have advanced technologies today they are not efficiently in use for public good.
"The most important fact about the public realm is what happens in it. Gathering together strangers enables certain kinds of activities which cannot happen, or do not happen as well, in the intimate private realm. In public, people can access unfamiliar knowledge, expanding the horizons of their information". With this, Sennett highlights how public spaces works for mixing up the users of a city. He believes that the free flow of communication gradually breeds awareness of the interests of others; the nature of different interests gradually comes to the fore, rather than simple assertions of one's own self-interest. From this communication flow there eventuates shared understandings and common purposes. On the contrary, he defines "openness" as a condition: never simply free flow, it resembles the membrane in combining porosity and resistance. He states that there are obvious remedies for boundary-making, some of these remedies simple, others technologically advanced, he also explains how some stuff can be beyond the humane planner's power, when considering the creation of borders. He finishes this analysis with the following consideration: "In planning terms, here are two different goals for what should happen at the membrane/border between communities in the city: on the one hand, the effort would be to diminish differences at these edges through social exchange; on the other, the goal would be exposure to difference, awareness of it". For a city to work on the most optimal way, it shouldn't have divisions affecting the people using the place, always considering political and social significance of spatial design. According to his work it is possible to create a list of keywords that become significant to understand and tackle with public space in order to reach better design and planning solutions in terms of social dimension.

Another important reference is The Eyes of The Skin by Juhani Pallasmaa that is linked with the multisensorial experience of perceiving a place. Here the architect express how "an architecture work is not experienced as a series of isolated retinal pictures but in its fully integrated material,embodied and spiritual essence" and that "the humanity of contemporary cities and architecture can be understood as the consequence of the negligence of the body and the senses, and an imbalance of our sensory system". The author brings up the idea of how a city can be a museum showing us the passing of history, including this transition to individual lives. For this project, one of the key design instruction is to analyze the history of the place and how to strengthen it within the extensive urban context. Pallasma goes deeper on the analysis of the place, discussing about a tension between conscious and unconscious intentions, and how this elements can relate the emotional participation to observer. He states that a city can either remain in your memory as mere distant visual images or cities remembered in all their vivacity. The project aspire to have this last reaction on the users of the place, to evoke senses such as sight, sound and feeling. As Pallasma says on his book:

"The real measure of the qualities of a city is whether one can imagine falling in love in it."

2.2 COMPARATIVE STUDIES

2.2.1 Port

We understand port as a place of exchange, a meeting point for people that can bring cultural mixing and work as a source of livelihood for any city.
According to Umut Tuğlu (2015), port cities have maintained their importance as the center of commerce and social life throughout history. However, in time, these port areas have lost their quality of being daylong activity centers as commercial functions gained significance.
For this reason, is very common to find abandoned or neglected ports that due to technology and socio-economic changes have lost the importance they use to have, sometimes as the main economic income of a city. By looking at examples of renewed ports, for the last 3 decades, they always introduce more activities that will attract more that port workers, in order to keep it alive.

In the case of Karaköy, the area has significant qualities on commercial and historic potential. It has completely lost the port function, and is not accessible as a public area for citizens; this becomes a border for people to have any type of contact with the sea, that in the opposite situation it could improve the quality of the area to a significant level.

Some of the changes that the area needs are already being considered, with the project: Galata port, which will bring new activities and a completely new environment for people. In the case of this project, its more touristic oriented, not considering so much the local people. For the project, the idea is to start an opposite approach, considering first the locals and trying to give them a space for them to use.

(Umut Tuğlu Karslı, 2015, Socio-Spatial Transformations in Obsolete Port
Regions: A Case for Istanbul-Karaköy District)

GALATA PORT PROJECT , KARAKÖY

Localization: Istanbul, Turkey
Year of design: 2011
Status: On going

Composition |

Karaköy has been an important center of commerce in Istanbul since the early ages but has lost its port function due to technological and social changes. The transformation will include: an art museum, hotels, restaurants, bars, fast food joints, all kinds of souvenir shops, shopping centers, ofice spaces, exhibition and fair areas, car parks and various sales points will ensure an accountable return as a result of the project.

Location |

Karakoy is an important port district of Istanbul City, located in the southwest of Bosphorus located between Asia and Europe and which connects the Mediterranean to the Black Sea. Having survived many centuries as the gate to the sea, the Galata Port reclaims various functions with the new project, and will complement an additional value to İstanbul as a center of culture, tourism and commerce.

Social |

The waterfront area was not put to its full potential and historic buildings here were abandoned after incorrect use. Being a customs zone, the shoreline is presently not open to the access of the people of İstanbul. With the realization of the project, both the tourists and the natives of İstanbul will benefit the offered resources on a 24-hours basis throughout the year.

Morphology |

Project covers over 1,2km zone with an open area of 100,000sqm and a construction area of 151,66sqm, where the existing buildings will be harmoniously renovated respecting their authentic forms and acquire new functions. Being a customs zone, the shoreline is presently not open to the access of the people of İstanbul. With the realization of the project, both the tourists and the natives of İstanbul will benefit the offered resources on a 24-hours basis throughout the year.

Considerations:

- Mostly private. No acces for people to the seafront.

- Historical heritage.

- Crucial location of the country.

- Renovated for a more touristic approach.

PUERTO MADERO

Localization: Buenos Aires, Argentina
Year of design: 1990's (several renovations)
Status: finished

Composition |

The reconversion project was based on the area to save it from neglect and deterioration. Reordered to balance the urban character and preserve its activities that require central location: public and private offices, commercial and cultural services and residential. The project is composed by:
-A road system adequate for all activities and uses proposed.
-Boulevards are connecting with the urban square.
-System of public green spaces that articulate the local level with the Metro.
-Underground network with connections to service network, opening roads and paving of the road network.

Location |

Its privileged location opposite to the historical center of Buenos Aires gave the advantage to redefine the skyline of the city and regain a new approximation to the river.

Social |

The project was made in order to revive an area that was completely obsolete and dead. With the pedestrian bridge, some public spaces as green areas and different services, the port became more approachable for people and now adays is one of the touristic spots to go specially to see the bridge by the architect Calatrava.

Morphology |

Its large size, 170 hectares and been attached to the mall, administrative and political area of the city are the characteristic that denote a strong urban character of Puerto Madero and also differentiate it of other conversion project made in the word. The aim was to restore the relationship with the river entering public areas for recreation and relaxation.

Panoramic of Puerto Madero
Source: http://travelbrochures.org/argentina-voyager/argentina-tourism/

Considerations:

- Influence on the skyline of the city.

- Preservation of the original functions.

- Restoration of the relationship with the seaside.

- New landmasks for the city.

PUERTO DE MALAGA

Localization: Málaga, España
Year of design: 2011 (renovation)
Status: ongoing

Composition |

International seaport and popular fishing port. The port is really four different ports. The first is an industrial port, the second a ferry port, the third a port-of-call for cruise liners, and the fourth (and most recently) two muelles (docks 1 & 2) in the heart of the city that are home to gardens, restaurants and cafes, and have become ideal places to leisure activities.
It's composed by different functions connected by the corridor on the seaside that goes through all the project.

Location |

The port is in a natural bay, well protected by the shape of coastline; it is situated on the edge of the historic cultural centre, and has access to all of the city´s beaches via the Promenade Pablo Ruiz Picasso. It is the second most imp port in Spain for cruise passengers; and is currently undergoing huge renovations.

Social |

The area is still known as a popular fishing port; it also has recreational areas for sailing and surfing, and is used for firework displays on national holidays.
The target of the project considered every type of citizens, from kids to the elderlies and not only as a touristic port also the locals are using the facilities such as restaurant and commercial areas.

Morphology |

The new port area boasts 56,000 square meters, of which 14,000 are commercial and leisure and has had a cost of approximately EUR 80 million.
Also has been equipped with more than 2000 square meters of an area devoted specifically to children, including child care, which makes it a familiar environment.

Consideration:

- Multifunctional. With all the port connected by a corridor.

- It considers all age groups in their services and facilities. Locals and commuters.

- Direct contact with the seafront.

- An old and important part of the city renovated to keep it lively without forgetting the memory of the place.

Panoramic of Puerto de Málaga.
Source: http://www.malagaport.eu/el-puerto-de-malaga-cierra-2014-con-un-espectacular-aumento-en-los-traficos-de-vehiculos-y-graneles/

TO MEASURE AND COMPARE

The aim of the experience comparison is to have a juxtaposition of the case studies according to the categories of circulation and use of the spaces . Based on the graphical representation of each project example, it is possible to have an over- view of the different experiences which are given.

As Peter Bosselmann says on his book Urban Transformations, cities are shaped by the natural elements on it such as coastlines , rivers and mountains. This reason make it crucial the view from space. In this comparison we tried to see the areas on the same scale, to understand not only the difference between them but also the way they behave with the coastline and the rest of the city.

The city of Istanbul was shaped by the Bosphorus. The city today, also have a clear background on how the district of Karaköy was shaped by the old walls and today the port continues to be on the same place that it was on byzantine times. The best example of this is the Galata tower, that is visible from all the Karaköy district, and gives an identity to the area as the most important landmark.

In the case of the port, it is basically impossible to observe, considering the area is mainly private, (this wasnt the situation before).
Comparing the 3 cases, we go back to Bosselmann's three concepts on how the vitality of urban spaces can be measured: mixture of activities, density and public life. concluding with the succes of the two examples, and how the organizations in charge of Galata port wants to achive this situation.

PORT GALATA, KARAKOY
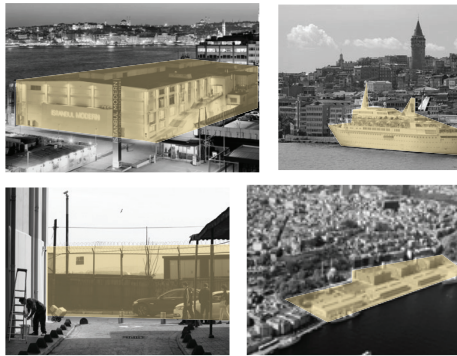Istanbul

CIRCULATION

PUERTO DE MALAGA
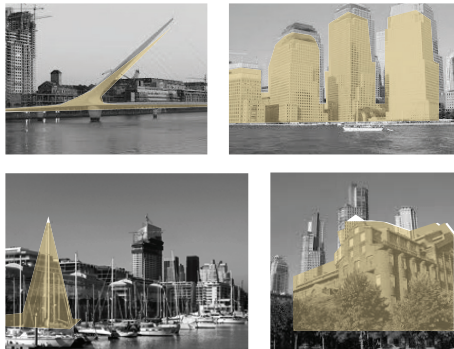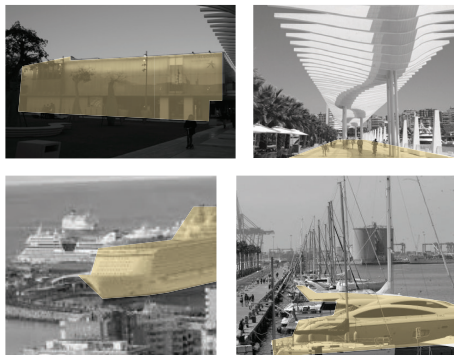Spain

PUERTO MADERO
Argentina
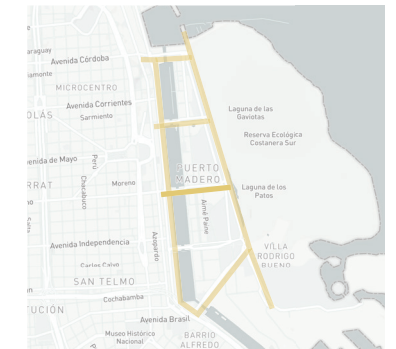
USE OF SPACE

Mostly private
Warehouses
Museum
Port fro cruises

Landmark (pedestrian bridge)
Residential
Micro finantial center
Car dealers
Recreational facilities
Restaurants
Commerial spaces
Sports
Port for private boats

Restaurants
Stores
Port for cruices and private boats
Sports facilities
Recreational path
Playgrounds

WHY IT WAS CHOSEN?

In order to apply and analyze proposals in our working area, it was useful to measure and compare it with other similar cases, understantding the specific characteristics of them and see how it relates to our area.

This port besides of being located next to the historical center, is new micro finantial center. Including the functions of a typical port for the boats, is now covered by different functions that makes this area a more dynamic one. Something that outstands in this case is the use of residential facilities and the fact that is the only conection to an important fren preserved area.

This project was chosen because of the way it involves all the citizens with the multifunctional activities they cover. It's also a historical port, which they try to adapt to the new necesities of the year, introducing new activities.

CONSIDERATIONS FOR KARAKOY

The main idea of this step of the work is to understand the existing projects and how they affect the area. With these considerations we can take both positive and negative results and find a way to make our project better.

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2.2.2   GENTRIFICATION

Karakoy exposed to a self gentrification for the last decade even though it demonstrates similarities with other metropolis cities it consist its individuality due its location and history.
In order to understand and compare situations, Barcelona and Williamsburg had been selected as references in order to see different approaches.

Slater defines gentrification as a situation which   commonly occurs in urban areas where prior disinvestment in the urban infrastructure creates opportunities for profitable redevelopment, where the needs and concerns of business and policy elites are met at the expense of urban residents affected by work instability, unemployment, and stigmatization. It also occurs in those societies where a loss of manufacturing employment and an increase
in service employment has led to expansion in the amount of middle-class professionals with a disposition towards central city living and an associated rejection of suburbia.
According to that definition Karakoy sets an example for an old port area have been neglected for years. Transformations have been triggered by artists nowadays passing in other hands, service sector especially for tourism.

Zukin describes this process through Brooklyn example as;
Group that can afford to pay higher rents can also be reasonably sure their claim will win: artists displace manufacturers in livework lofts, and are displaced in turn by lawyers and media moguls who buy these lofts as luxury condos; a gourmet cheese store or quirky coffee bar replaces a check-cashing service or take-out food shop, and is in turn displaced by a chain store that pays many thousands of dollars each month for the location. But this power over space is not just financial. Even more important, it's cultural power. New tastes displace those of longtime residents because they reinforce the images in politicians' rhetoric of growth, making the city a 24/7 entertainment zone with safe, clean, predictable space and modern, upscale neighborhoods. (S.Zukin,2011)

Karakoy shows similar process of transformation like Brooklyn. It had been effected by several centralized governmental decisions and regulative issues. Recent urban scale projects extravagantly influencing the area.

KARAKÖY

Localization:Istanbul, Turkey
Year of design: Early 2000's
Status: ongoing

Composition |

Karaköy has been exposed perpetual transformation for the last centuries due to economic social and political flactuations. Recent transformation triggered by new port project called Galataport . After 98's regulations; this port has lost its function and shoreline utilization decreased tremendously. Area became partially derelicted. Lately singular transformations formed an agglomeration.

Location |

Karakoy located in the intersection of Golden Horn and Bosphorous. Settlement in the inner city has been shaped according to port function. Area is well connected with rest of the city by public transportation. Proximity of historical peninsula and the central parts raises the value of its location

Social |

Allied to on-going transformation user profile has been change raipdly. New functions have been introduced to the area. Dramatic increase in land rent brought displacement of existing sectors. In recent years small business owners such as hardware stores, coexist with mid luxury restaurants and cafes.

Morphology |

The transformations takes place spontaneously. The area has been declared in recent planning regulations as tourism zone, which lead the process of single building transformation. During the last decade a lot of commercial building have been transformed to hotels including a ground floor function such as restaurant.This changes can be recognizable between waterfront and Kemeraltı Street. Eventhough it has started as dispersed singular projects in the area the fast conversion brought more homogen structure in terms of socail change due to new functions.

Considerations:

- Multifunctional. With all the port connected by a corridor.

- It considers all age groups in their services and facilities.

- Direct contact with the seafront.

- An old and important part of the city renovated to keep it lively without forgetting the memory of the place.

WILLIAMSBURG

Localization: New York, USA
Year of design: 1990
Status: ongoing

Composition |

in the mid-1990s, around 3000 artists lived in the area, attracting international visitors to a cutting-edge art scene (Pflaum, n.d.). Soon galleries, music venues and theatre spaces opened. The district is said to have "peaked" in 2000, after which some of the artists began to leave and move deeper into Brooklyn. Currently, Bushwick, on the western side of Williamsburg, seems to be the up-and-coming art district.

Location |

It is located on the east side of the East River, just one metro stop away from Manhattan

Social |

Many ethnic enclaves are located in the area. Small numbers of artists have lived in the area throughout the 20th century, but the first significant portion moved there during the 1970s and, in particular, the early 1980s. This continued throughout later years and increased significantly in the 1990s. By then, Williamsburg had become a prime art spot, overtaking SoHo and the East Village.

Morphology |

Williamsburg's recent development unfolded as three distinct periods.
-1992-2002-neighborhoods become trendy because they are adjacent to other trendy neighborhoods.
-2000-2007. During this period a wave of creative professionals arrived — people who took interest in the neighborhood's cutting-edge culture but were more likely to have steady jobs in Manhattan.
-2007-   Manhattanization. This era brought an older, wealthier, less culturally-inclined population, hoping to capitalize on real estate speculation and waterfront views.

Panoramic of Williansburg
Source: Peter Feigenbaum New York Times

Considerations:

- Multicultural coexistence

- Attraction for creative business and artists

- Ad-hoc use of industrial spaces.

EL POBLENOU

Localization: Barcelona,Spain
Year of design: 2000
Status: on going

Composition |

The 22@Barcelona project, approved by the Barcelona City Council in 2000, involves the transformation of 200 hectares of industrial land in the center of Barcelona into an innovative productive district, aimed at concentrating and developing knowledge intensive activities.
As a project of urban refurbishment plan, it answers to the need to recycle the obsolete industrial fabric of the Poblenou Quarter, creating a diverse and balanced environment with production centres, social housing, facilities and green space aimed at improving both the quality of life and of the workplace.

Location |

is an extensive neighborhood of Barcelona (Sant Martí district) that borders the Mediterranean sea to the south, Sant Adrià del Besòs to the east, Parc de la Ciutadella in Ciutat Vella to the west, and Horta-Guinardó and Sant Andreu to the north. The 22@Barcelona district is articulated around Avinguda Diagonal, which joins two of the city's main poles of economic and cultural activity.

Social |

As a project of social revitalization plan, it favours the networking of the different professionals working in the district and encourages and supports innovative projects that foster collaboration among companies, institutions and residents as well as social, educational and cultural organizations.

Morphology |

The transformation led by the 22@Barcelona project enables the creation of up to 3,200,000 m2 of new business GFS to stimulate production activities in the city centre, 4,000 stocial housing units and 114,000 m2 of new green spaces, transforming the old industrial land into an area of the highest urban and environmental quality.

Panoramic of Barcelona
Source: Ajuntament De Barcelona

Considerations:

- Enriching the heritage

- Establishment of new business opportunities and space for and start-ups

- Introducing new functions

- Creating multifunctional diversity

KARAKOY
Istanbul

BARCELONA
Spain

WILLIAMSBURG
USA

TO MEASURE AND COMPARE

A universal rhetoric of upscale growth, based on both the economic power of capital and the state and the cultural power of the media and consumer tastes, is driving these changes and exposing a conflict between city dwellers' desire for authentic origins—a traditional, mythical desire for roots—and their new beginnings: the continuous reinvention of communities.
(Zukin,2010)
In developing countries, however, the character ofurbanization is different because there is an over-urbanization in the city centers rather than a decline.In the last four decades, the Istanbul MetropolitanArea has followed a pattern of growth in which resi-dential and other urban land use modes have denselysettled in the urban core.
(T.Erbil ,O.Erbil,2001)

It is important to investigate and ongoing and recent transformation to see the positive results and fails in order to make assumptions and reach better guidelines of further planning solutions in Karaköy.
Asignificant post industrial waterfront area, Karaköy ,exposed to rapid transformation and gentrification process for the last decade.
As Zukin and Marshall mentioned "These redeveloped waterfronts are highly visible urban spaces, which are often make a significant contribution to the character and expression of the entire city" (Marshall, 2001 and Zukin, 2010). , changing face of Karaköy become more important in urban context.

USE OF SPACE

Restaurants
Design Stores
Hotels
NIght Life Activities

Startup Companies
Restaurant
Shopping
Institutions
Headquarters
Reacreational Facilities

Restaurants
Design Store
Galleries&studios
Residential Settlements
Hotels
Night Life
Creative Business

WHY IT WAS CHOSEN?

Karaköy has a distinctive character not only in comparison to similar cases but also for Istanbul. Gentrification process takes place spontaneously and it effects the rest of the city. According to its port function industry took place in the area unfortunately due to planning policies industrial heritage mostly demolished. Although there are some old factories recently set an example for adaptive re use.

El poblenou, atalan Manchester demonstrates a gentrification plan set by municipality in order to enrich the value of industrial heritage while establishing a new living style. The plan targets to attract creative capital into the area while supporting it with research centers and specialized institutions. Transformations aim to convert area to city' technological and innovation district that of course shapes the surrounding neighbourhood to respond necessities of new residents.

Williamsburg has its importance from industrial legacy and proximity to Manhattan. An old worker class neighbourhood with important industrial heritage became an attractive district especially for creative business and artists. Transformation started by the artists who discovered and occupied old industrial building ,then proceed with the attraction of lower rent price for young proffesional who work in core city.

CONSIDERATIONS FOR KARAKOY

Karakoy is undergoing simultaneaus rapid transformation. Planning process takes place at the same time and negotiations are on investor's side. It is crucial to maintain the character of this palimsest district and its heterogenity which comes from the foundation. Ovn going projects target specific group while displacing the current users.In order to perpetuate this functional and cultural diversity mediation process should be reconsidered.

The project 22@ sets example for further transformations. A neglected neighbourhood became one of the important district for the city by raising diversity and changing living conditions. It is a long term project recently gives positive feedbacks. Introducing technology and related business is a strong decision foloowed by negotiations and participatory approach.
Municipality concerns about inhabitant's needs and seeks soulutions for to coexistence rather than eviction or displacement.

Transformations has been triggered by the artists whom searching for cheaper and bigger place.Municipality is relatively inactive in this case. The new infills enhanced the streetscape in a post industrial part and reutilized the buildings. This can define a guideline that post industrial sites and surroundings have the opportunity for enriching the diversity and offer place for cultural and functional activities while mediating residence and new comers.

3 | CASE STUDY: KARAKÖY

3

3 | CASE STUDY: KARAKÖY

3.1 LOCALIZATION

Istanbul; TURKEY

Istanbul, largest city in Europe, located in two continents; Europe and Asia, while Bosphorus divides the city in two; it connects Black sea and The Sea of Marmara. It had been the capital of Roman, Byzantine and Ottoman empires, then starting from the republican period; the capital has been moved to Ankara. Population of Istanbul is 14.000.000, according to the last counting in 2015 and raising daily according to internal and external migration. As member of the global megacities league, Istanbul is counted as one of the major business, transportation, cultural and tourist hubs in Europe as well as in the Middle East. It is a metropolis so large that it extends more than 100 kilometers across and almost joins with Tekirdağ and Izmit, the cities of the two adjacent provinces, to form the Northern Marmara megalopolis. (Ö.Kanıpak, 2009)

The city has been extended rapidly through the northern part for the last 50 years as a result of the construction of two bridges connecting both continents. Tremendously raising demands and necessities caused relocation of functions and enlargement of urban area. After the 80's, excessive growth of the population have brought numerous problems to agenda as employment, housing, right to education bringing as a result the raise of poverty. The economic crisis, which ensued during the following years, caused social inequity and segregation.

The employment opportunities and social integration mechanisms of the previous period deteriorated, leading to growing inequality between the two poles of the social spectrum — in terms of incomes, spaces of residence, cultures of consumption and practices of everyday life. (Ç.Keyder, 2005) Substantial sectors have moved through northern connection district or outskirts from the city center however the importance of the core remained and new services entered the left out areas. Even though this process is not specific to İstanbul the approach for urban renewal, regulations and position of centralized governments caused irreversible results.

De -industrialization strike starting from 60's; has shaped the urban form and the way of living. In order to compensate economic fluctuations tourism has been promoted by decision-making authorities therefore service sector has started to rise.

This brought the question of renewal of neglected areas and transformation projects. Since then significant number of transformation projects have been taking place in Istanbul, mostly contradictory and unsuccessful.

The present government, on duty for the last decade, has been implementing mega urban projects abruptly and with a top-down approach while ignoring public participation in an untransparent process such as third bridge, third airport and Chanel Istanbul. These projects are not only affecting the city deplorably but also endangering its identity, environment and future.
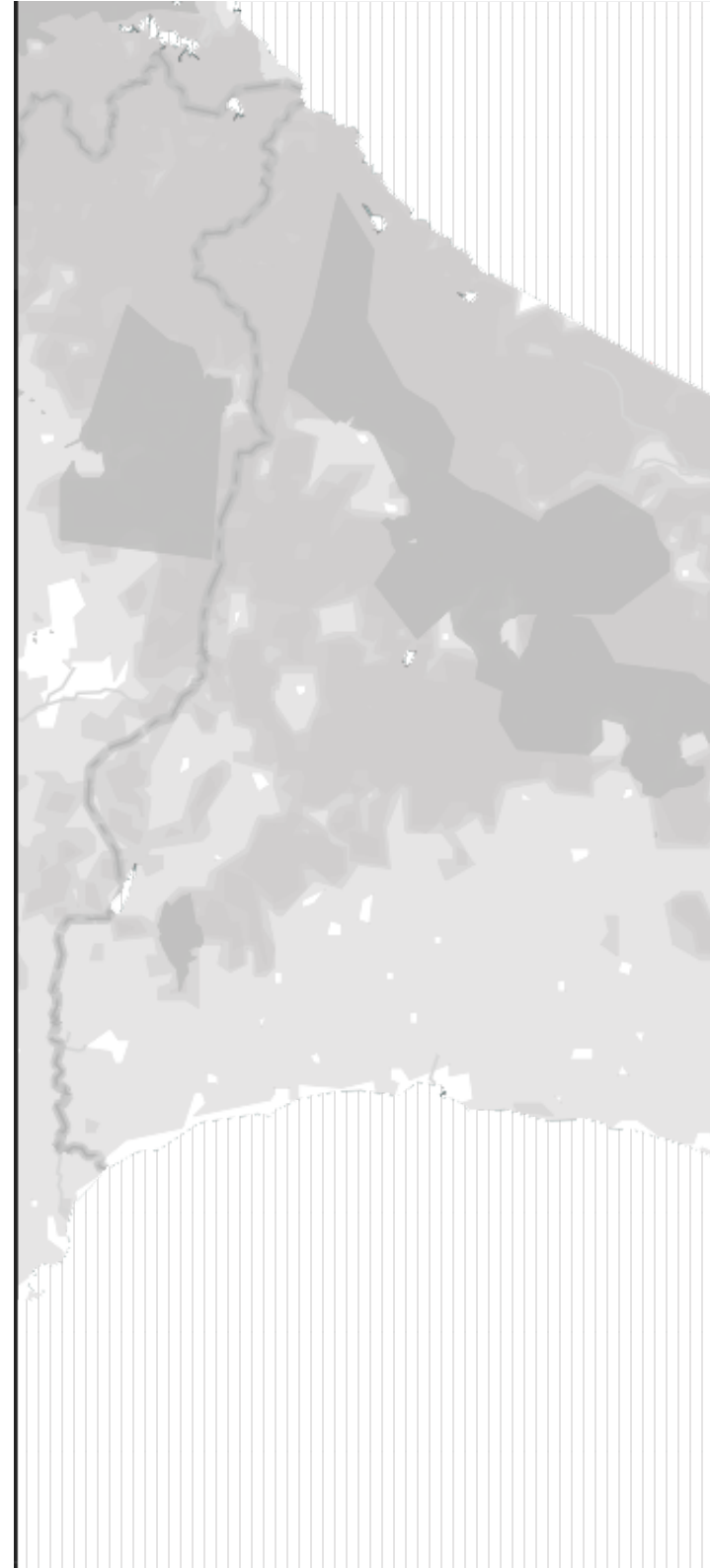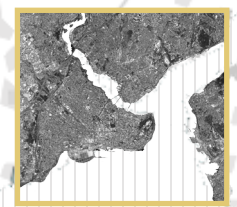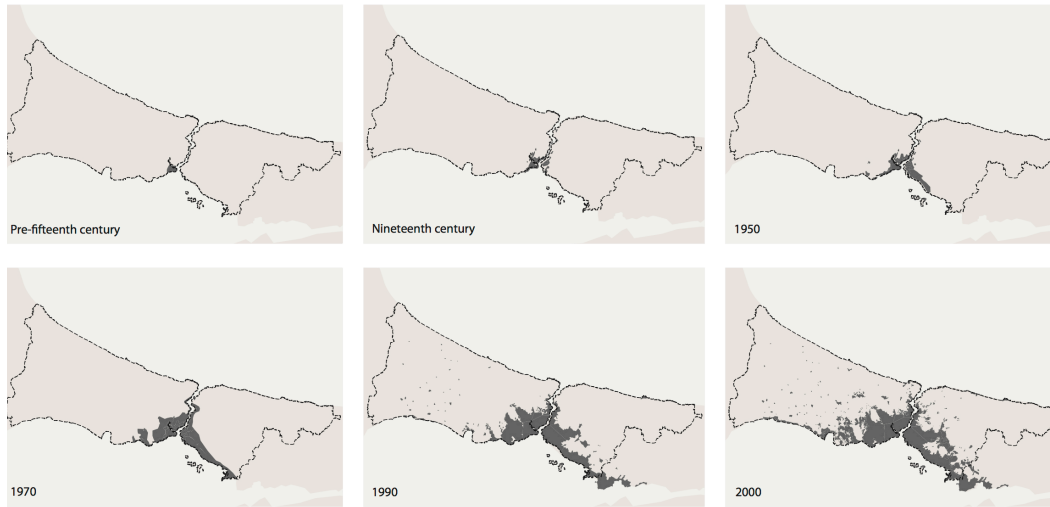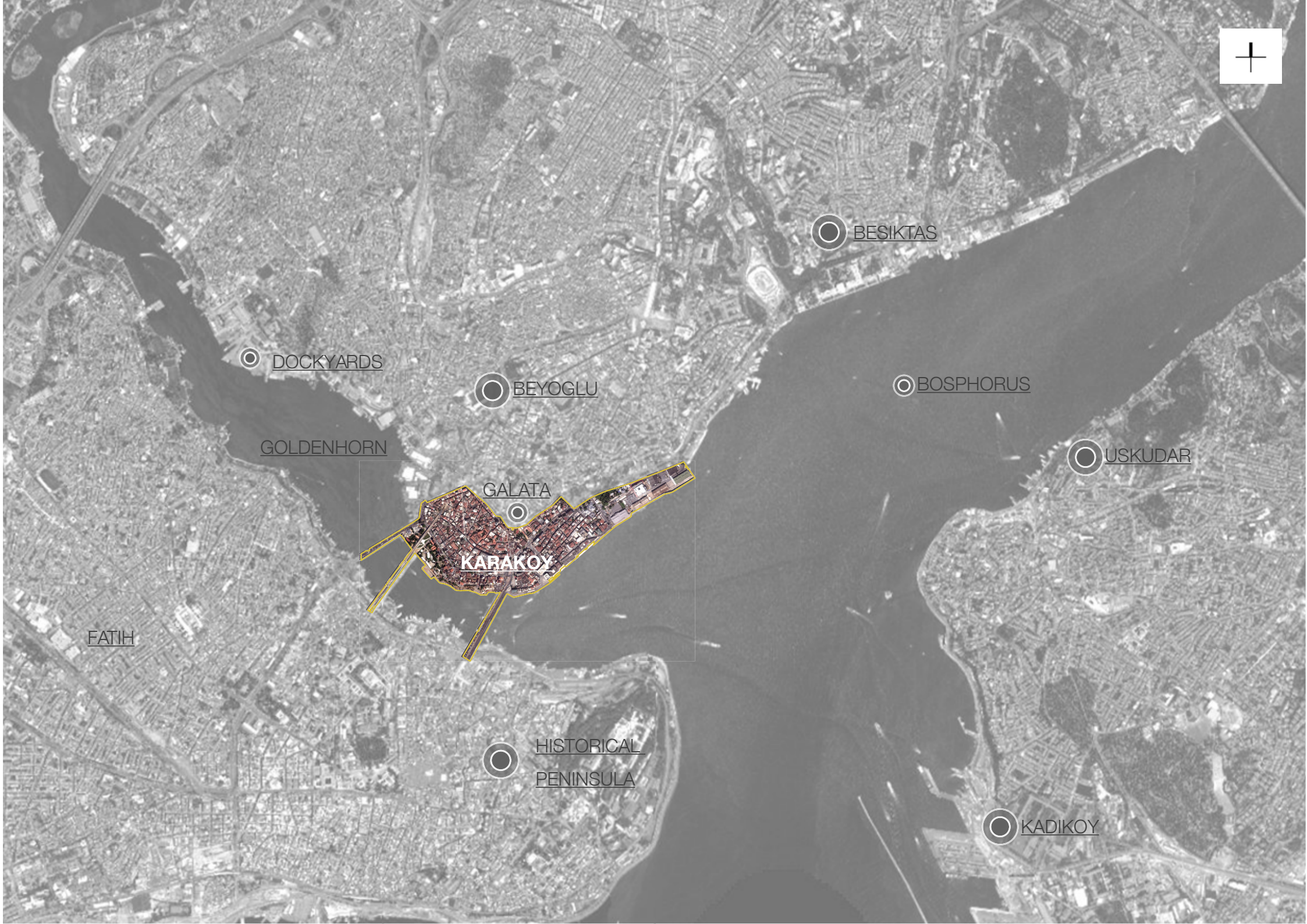
BLACK SEA

MARMARA SEA

URBAN GROWTH

Pre-fifteenth century	Nineteenth century	1950
1970	1990	2000

Source: - Istanbul city of intersections. Urban Age
London School of Economics and Political Science

Karaköy is located in the European side of Istanbul; northeast part of Golden Horn therefore has waterfront along it and the Sea of Marmara. The district has been included in the boundaries of Beyoglu Municipality, where once the base of Venetian and Genoese had been shaped by the influence of European, especially Italian architecture. Throughout the centuries the area had special agreements with Ottoman Empire, which can be considered as an autonomous system, it become a free zone in terms of trade. Merchant's bankers and non-Muslim population who had the economic power settled in. Starting from the late 18th century, after the area became a crucial trade zone, assimilation policies were forced by Ottoman powers thus this Turkish population inserted in critical points in order to create buffer zones and spread Muslim identity. During the 19th century foreign countries constitute their embassies in the borders of Beyoglu, meanwhile Ottoman Empire started its first modernization movement for civic action and municipalization. Therefore, the embassies, foundation's health, education and religious facilities that belong to the different nationalities had been located there such as Galileo Galilei High School, St. Benoit High School, Italian and German Hospitals.
Historical legacy, day and night attractions and vitality of the area always catches tourist interest. During the last decade rapid transformation process started from the Galata neighborhood and spread through Karaköy-Tophane axes in order to promote touristic attraction. Nowadays Karaköy became the new face of Istanbul while holding the port function through the sea with a lot of conflict beneath.

Istanbul;TURKEY	Karaköy, Istanbul
Area :5,343 km2	Area : 8.76 km2
Pop: 14,657,434	Pop: 4,093

BESIKTAS

DOCKYARDS

BEYOGLU

BOSPHORUS

GOLDENHORN

USKUDAR

GALATA

KARAKOY

FATIH

HISTORICAL

PENINSULA

KADIKOY

3.2 HISTORY

Karaköy is situated on the skirts of Galata .The first settlements of Galata appeared BC.1200 to 600. The name of the area was Sycae then which meant the place where figs grow. It was probably a Greek Colony living on the area.(F.Kafescioglu,2009)

In the beginning of 5th century Galata shows the characteristic of a Mediterranean city,narrow stairs perpendicularly connecting to main axe demonstrates a grid system. Italian merchants settled in 5th century Justinianus built the first city walls agains the attacts(Kuban,D,1996) Kastellion ton Galatou was built on the entrance of Golden Horn to close the passage with a chain crossing the sea to the coast of Constantinople. The city was destroyed during the attacks of Crusaders 25 and after the reoccupation of Constantinople by Byzantines, the area was given to the Genoese, and they had the privilege of free trading meaning the acceptance of Galata as a Genoese trade Colony. The walls of Galata to protect the city from the attacks of Venetians were completed in six phases in the first half of the 14th century and the city had extended from Tophane to Azapkapı on east-west axis and from Galata tower (built in 1349) to the sea on the north south axis.(F.Kafescioglu)
Mamboury map demonstrates physical structure of the city and significant buildings between 1303-1453.

1303-1453
Ernest Mamboury

After the conquest in 1453 by II.Mehmet, Genovese concluded an agreement with Ottoman in order to protect their life and property. Due to that agreement they were allowed to do trade without restriction by paying their taxes and helping the defence of the city.

During the first period of Ottoman big commercial inns had been built such as Rüstem Paşa and the trade resumed on. Karakoy holded the port function back then there fore area was well-known for its brothels and pothouses. That feature has extanted in Zurafa Street And Alageyik Street. Main commercial activities was based on maritime services.
Galata had a cosmopolitan identity. Population of the area included Greeks,Armenians, Europeans and Turks. Later then population of Turks had been raised by the housing policy.

1455 Galata ethnique
population D.Kuban

In 17th century, English, Venetian, Dutch, and Genoese ambassadors and other wealthy Europeans built their ample residences and gardens there. Pera hence began to develop as an upper class residential quarter, in contrast to the commercial Galata(Z.Celik,1993) Pera started to attract elite class therefore the movement through Galata increased.In 1836 first bridge built between Azapkapı and Unkapanı and the tunnel constructed in 1876 which holds the reputation of being second metro in the world after London.(N.Demircioglu,2012)

The horse-drawn trams which were first established between Galata and Aksaray, on the historical peninsula, the second from Karaköy connecting Tophane, Beşiktaş, Ortaköy, and Arnavutköy thereby proposing an alternative public transportation on land for these still developing neighbourhoods on the Bosphorus(Z. Çelik) All these mobility investments improved the accessibility and extend the limits of the city. During the 19th century Galata has been declared as the 6th arrondissement which became a pilot zone for a modern municipality implementations.Many other

renovations took place in the district beginning from 1856 like the demolition of the city walls, enlargement of the piers and the roads, installation of the city lights, and city sewage system. (F.Kafescioglu)

1915-1920
tramway map-
Kayserilioglu Collection

The social-economic models had been imported from western civilizations constituted a duality between old city and Galata. Construction techniques building typologies spatial urban plans differed greatly. Karakoy has shaped as a powerful central commercial area meanwhile waterfronts become a commercial port after amplification of the piers and raised mobility solutions. In 1858 Karakoy square opened although rest of the inner streets was narrow, crooked and dark considering the fast flow of goods and people. During this period neoclassical buildings started to raise.

First attempt of modernization after Republican period started at 1930. Turkey accepted scholars from Europe during the second world war thus this education system has been influenced by them for years. Important planners have taken place of new Turkey planning decisions. Henri Prost become an important figure for re thinking Istanbul's master plans. After him Hans Högg and Luigi Piccinato have focused on spatial planning issues in 20th century. Between 1950 -1980 Karakoy has been effected tremendously from central governmet decision. Planning implementations took place during this period had change the character and identity of the area in avast scale.

Constantinapoli between 8-12 centuryMülle-Weiner

Constantinapoli between 13-14 century Müller-Weiner

1887 R.Huber Cartothéque de l'Institut Français d'Etudes Anatoliennes

1944-Schneider -Nomidis Topoghraphical Archeological map of Galata

Acropolis

Hagia Sophia

Hippodrome

Forum Bovis

Forum Theodosius

Forum Arcadius

	4th-7th century
	8th-12th century
	13th-th century
	City Walls
	Significant Buildings
	Case Study Area

ANCIENT SETTLEMENT
BC1200-AC395

MEDIEVAL SETTLEMENT
395-1453

ROMAN IMPERIAL PERIOD
146-395

**II century-Expansion of the
settlements**
322-330-City walls
City walls surround Galata settlement

Arap Mosque was originally a Roman Catholic church erected in 1325, During the 6th century, a Byzantine church, possibly dedicated to Saint Irene, was built here.

Buendelmonti,
Istanbul engraving,
1420 /Atatürk Library

B.C. 1200

395

GREEK COLONIAL PERIOD
BC1200-AC146

B.C 1200-First settlements
It is pretended that Greek clans built them up.
B.C 660-Megara neighborhood
Sycae: Grid planned settlement established between the bridges of Galata.

BYZANTIUM PERIOD
395-1204

Early V. Century - Sycae became the 13th zone
431 residential houses and other services established.
528-New city walls
During the period of Justinianus I, new city walls had been built.
Citadel
A citadel built on old Hagia Photini church where the protector chain of Golden horn hanged.
1112-Arrival of Venetian's
Area had gained commercial privileges due to the demands of Latin communities.
1160-Genoese Settlements
Genovese settled around Galata Citadel and gained power from commercial activities.

LATIN IMPERIAL PERIOD
1204-1261

1204-Crusader Occupation
Orthodox churches turned into Catholic churches.
1261-Recovering the city from Latin
Galata district became a Genoa colony after their help during 1267.

GENOESE PERIOD
1267-1453

1267-Genoese Colony
Palazzo Del Comune built in 1361 borders had been defined.
1349-Expantion of Walls
Palazzo del Comune and Loggia had been included in the borders.

Galata Tower was built by the Genoese in 1348. For the Megalos Pyrgos (Great Tower) built by the Byzantines at a nearby but different location (closer to the sea) and destroyed during the Sack of Constantinople by the Latin Crusaders in 1204.

OTTOMAN EMPIRE PERIOD
1453-1923

REPUBLICAN PERIOD
1923-...

MODERNIZATION
1923-1950

1923-Removal of The Capital
Due to the new location of the capital all the embassies near Galata have been moved, Galata became relatively empty.
1928-1932-Pervititch Maps
Pervititch has detailed Galata maps for The Association of Insurance.
1949- Prost Plan
Golden Horn have been planned as an industrial area.
1949-Demolishments
During the road widening works a lot of architectural and historical heritage was destroyed such as D'Aranco's city walls
Karaköy mosque
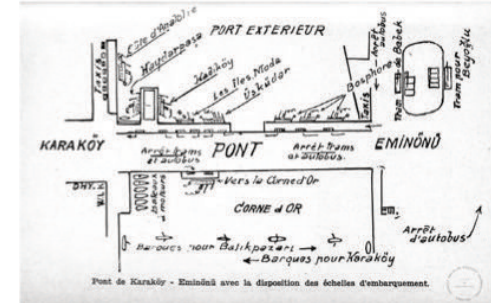
Mamboury, Karaköy Bridge Plan in Istanbul Guide, 1951 /
Cartothéque de l'Institut Français d'Etudes Anatoliennes

1453   1923

OTTOMAN PERIOD
1453-1923

1839-Ottoman Westernization Movement
Early IX. Century- Ottoman Suburbia
New suburban areas surrounding Galata appeared: such as Sah Kulu Kucuk Hendek.
1836- Cesri Atik Bridge
A new bridge had been built between Azapkapı and Unapanı and demolished in 1912.
1845- Cesri Cedid Bridge
After the removal of Ottoman Palace to Besiktas, a new bridge emerged between Karaköy and Eminönü.
1857- Municipal department
Galata became the 6th municipal department of Istanbul.
1860- Horse Coach
First hours caches started to work between Azapkapı-Besiktas.
1863-1865- New axes and demolishing of the walls
Galata walls had been mostly demolished and new important axes appeared.
1875- Funicular System
First funicular system introduced to serve between Galata- Pera.
1895-A Modern Dock
A modern port had been built.
1905-Detailed Maps
Since a lot of fires destroyed tremendous amount of areas in the city, foreign insurance companies drew fire risk maps of critical neighborhoods.
1912-Electric Tram System
After Turkeys first electric factory is founded at Siahtaraga in 1913, the electric tramway started at 1914.

Vavassore, Istanbul ve Pera, 16th Century /
Topkapı Palace Museum

RAPID URBANIZATION
1960-

1960-Migrations
The minorities had been forced to leave with the highly priced property taxes, native migration started through Istanbul filling this abandoned places.
1967-Galata as a tourist attraction
Galata Tower has opened for touristic visits.
1984-1989 Dalan Demolishments
Demolishments will be remembered with the name of the governor of that period which destroyed most of the industrial heritage and morphological features in the surrounding areas.
1993-Urban protected area
Borders of the sector have been defined and announced as a protected area.
2000-Urban Transformations
Galata has become an attractive location for artisan designers. Recently a lot of art studios, cultural events galleries take place in Galata.

3.3 PLANNED TRANSFORMATION PROJECTS

WESTERNIZATION
MOVEMENT
1836

HENRI PROST PLAN
1936

MENDERES
DEMOLISHMENTS
1960

DALAN
DEMOLISHMENTS
1980

TRANSFORMATION
GALATAPORT
1998
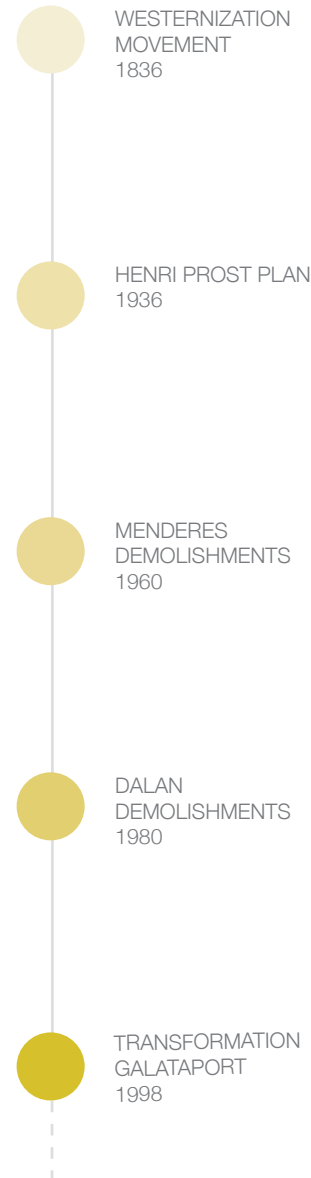
Western municipal governance was introduced to Istanbul as part of the Westernization movements in the Ottoman Empire in the 19th century and the 6th Municipal Office, which was founded in Istanbul in 1857 and covers the districts of Pera, Karakoy, Galata and Tophane, was chosen as the pilot area of planned urban reforms (Z.Çelik,1996). First significant scaled urban planning had been done by Helmuth von Moltke between 1836-1837. This plans considered to connect core of the peninsula and old byzantium gates with enlarged axes meanwhile prevent possible damages caused by fires through implementing gridal plan, re-arrengment of waterline of Goldenhorn. During the Crimean War allies of Ottoman French and English forces used Galata as a base. Due to their complaints about insufficient conditions in 1857 first modern municipality established and called 6.th arrondisement. (N.Akın) Significant development work in this period that affected urban structure of the area were the organization of Karakoy Square, demolishing of sea walls, construction of Unkapani and Eminonu bridges, integration of the tunnel and tramway lines into urban transportation network, and construction of Karakoy-Salipazari dock, custom house, storehouse, warehouse and commercial complexes. The reforms did not yield the expected regeneration, satisfy urbanites as expected and could not be sustained in the long run, possibly due to the fact that problems of infrastructure, residence and hygiene were not considered properly(A. S. Darğa,2014)After Karakoy defined as central business area in 1845 the first bridge built between Eminonu and Karaköy.

19th century map.
Beyoglu municipality archive.

The 2nd planned transformation project in the transformation of Karakoy port area was performed by French urban planner Prost between 1936 and 1951. Henri Prost designed the planning of settlements in Istanbul primarily according to environmental health and transportation. In this context, he proposes two large green areas in his plans for the Historical Peninsula and Galata-Beyoglu. Prost's plan is based on improvements of existing settlement, rather than a plan to expand the city. Green areas are a part of this idea

The population and building densities were considerably high in these districts, and the physical conditions were not in conformity with the environmental hygiene regulations. Prost asserted that "theoretically, the northern shore of Golden Horn needs to be demolished all the way to Taksim and this area must be reconstructed in line with a new plan;" "practically", on the other hand, action had to be taken in this area according to a certain system of phasing and, following a series of operations, all the streets of Beyoğlu and Galata would have to be expanded in compliance with the demands of transportation and hygiene (Prost, 1937: 8).
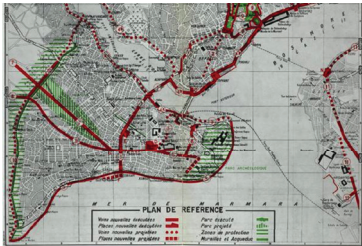
Prost plan, 1937.
Sedat hakki Elden archive.

Detailed Pera Galat, Prost.

The 3rd planned transformation project performed in the area was the development activities between 1954 and 1959. Development activities performed within Menderes demolitions, which were named after the prime minister of the time, consisted of the opening of Kemeralti and Maliye avenues and the expansion of Karakoy Square. A large number of historic buildings between Karakoy and Tophane were demolished.

Also, architect Sedad Hakkı Eldem prepared in the late 1950s the projects of buildings, customs and warehouses currently used by TMO (Turkish Maritime Organization) .Decisions have been given without detailed researches. Arbitrary demolishments made dissapper significant number of historical building Between Karaköy-Besiktas such as Merzifonlu Küçük Merzifonlu Mosque designed by D'Aranco. (M,Esmer,2013)

Menderes demolishments
Salt research archive.

Menderes demolishments plan
Salt research archive.

The latest planned transformation project in the area was the project of extensive expropriation named after Dalan, mayor of the time, in 1980. Incorrect methods adopted during the project of remediating the Golden Horn due to rapid industrialization activity at the time caused destruction of many historic buildings. Karakoy Square lost its last stores on the Tunnel side and came to its current state(U.T.Karslı,2015)Demolishments target to clean manufactories on the shoreline which only left the service function in the area.

Dalan demolishments.
Salt research archive.

Galata Port Projectwhich was introduced by Turkish Maritime Organization and which was on the agenda by 1998, is among the projects that will change the image of Istanbul.It is has been argued that Karakoy Port, which was closed to traffic of cargo ship and which has begun to serve only for the passenger ships by 1986, will become one of the best cruise ports of the world with the Galata Port Project. According to Turkish Maritime Organization, project aims to build a cruise port, five star hotels, shopping malls, restaurants, cafés, entertainments places like bars, cinema and theatre halls, underground car parks for the private cars and buses. Moreover the project, also, aims to find out historical works that belongs to the area. According to the information given in the web page of the Tabanlıoğlu Architecture Officewhich prepared the Galata Port Project, Galata Port, which a very important sea door of Istanbul for centuries, will gain new functions with this new project and will make Istanbulmore valuable as a culture, tourism and commerce center. (E.Erbaş,2007)

Galataport project.
www.tabanlioglu.com

3.4 LOST HERITAGE

(All images are from: http://www.tas-istanbul.com/).

After the investigation and analysis of historical maps and information, it was visible how the main goals that the project wants to achieve were better in the past, refering to the conditions of them, the quality and the way people use to interact ith them. These elements are: the green system, a more pedestrian oriented area, the industry and the port identity.

Normally for a place subject to urban changes, it is expected to be improved, and to make the decisions based on some conditions that will make the place better. In this case, somewhere along the rich history that Karaköy has, some elements of the quality of the area were lost.

In the beginning of the 16th century, Gilles who stayed in Galata between 1544-1547 has noted that; through the middle of Galata a broad way full of houses, gardens and vineyards running. This is the most pleasant part of the town intending the road going down from the tower to the skirts.

Park Tophane

Ataturk Bridge. Pedestrian connection -city wall ruins

The **green areas** are a subject of critical importance in the district, considering there are only two green spaces, each one of the border lines of the study area, small and not appropiate for people to enojy them, there is nothing attractive on them and people usually just pass by them.

The green system of the area reconstructed from 1922 Pervititch Maps. Even if the study area is not so different, it's evident how the green was more spread around.

As mention by Bosselmann in his book Urban Transformations, talking about Streets as Green Connectors, healthy trees contribute to improve air quality and a more comfortable microclimate, and like most other design principles, the creation of a green web of streets is possible in many cities. By visiting and experience different cities, it's agreed that green areas are vital for the survival of any urban space.

Historical map of green areas
1922

Picture 1

Picture 2

The **port** identity as expected changed, the importance of it declined because of different changes occurred not only in Karaköy but in the world, due to socio-economical and technological changes. Nowadays, the successful ports are all combined with more mixed used activities, which attract different profile of people, and not only port workers. In addition to this condition, in the past (as seen in picture 1), the port was open to the public, and it was used by the locals for leisure purposes and not only for private activities as today. (Picture 2)

The district of Karaköy is not suitable for **pedestrians,** except the newest transformation area that started to close streets for traffic, and separating these two elements: people and machines.

It is normal to see places like this, that after the industrial revolution and the moment were the car gain so much importance, the pedestrian got a secondary layer, thinking that this will never go back to the "old way" of thinking or experiencing the cities, but more than a prediction, experience keeps reminding us how the city has to consider its people on a first dimension, and then everything else used as tools to shape the city.

Picture 1

Picture 2

"WE HAVE THE BOSPHOROS SEA, BUT WE MISS IT"

Ozlem Yurdakurban

The existence of the settlements in Karaköy has always depended on the relation with the water. Crucial importance of it comes from transportation trade and recreational activities. The Connection of the area between the historical peninsula, especially before the construction of the bridge was provided by small boats where the social interaction begun. The square and the waterfront were vitalized by the everyday activities such as fishermen, shoe shiner, peddler's street vendors. In order to access these small boats shoreline had stairs in different points where people use not only for waiting but also gathering and spending time. Privatization process caused limitation through the waterfronts thus that Commercial activities have been decrease the social interaction as well. The relocation of the freight shipment and shipyards resulted with an identity change in Karaköy. During spontaneous talk with citizens a common expression hit, even though they live beside the sea they only dream about it. In Karaköy this situation becomes more dramatic since they have a limited place only to benefit in a visual sense.

Picture 2

Picture 2

Picture 2

Any consequent deconstruction would be negligible if it did not take account of this resistance and this transference; it would do little if it did not go after architecture as much as architectonics. To go after it: not in order to attack, destroy or de-route it, to criticize or disqualify it. Rather, in order, to think it in fact, to detach itself sufficiently to apprehend it in a thought which goes beyond the theorem – and becomes a work in its turn.

(J.Derrida, Miantenant l'architecture, cit., p. 9)

During the 19th century Karaköy had the most important **industrial** productions such as Foundry of Tophane and shipyards and small manufactories were located there. Starting from 60's these heritages that belonged to Ottoman's technological evolution have been destroyed brutally. The rest lost their functions and became abandoned during the time. There are only few examples of adaptive reuse of industrial building like "Souq" -an old cone factory recently transformed to a design shop. Not only the diminishments affected fatally but also these legacy left to their destiny and they only exist in poor conditions.
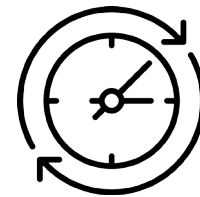
" Go back to the past "

... for a better urban quality

CIHANGIR

Mimar Sinan Fine Arts University

TOPHANE

TUESDAY MARKET

DOCKLANDS
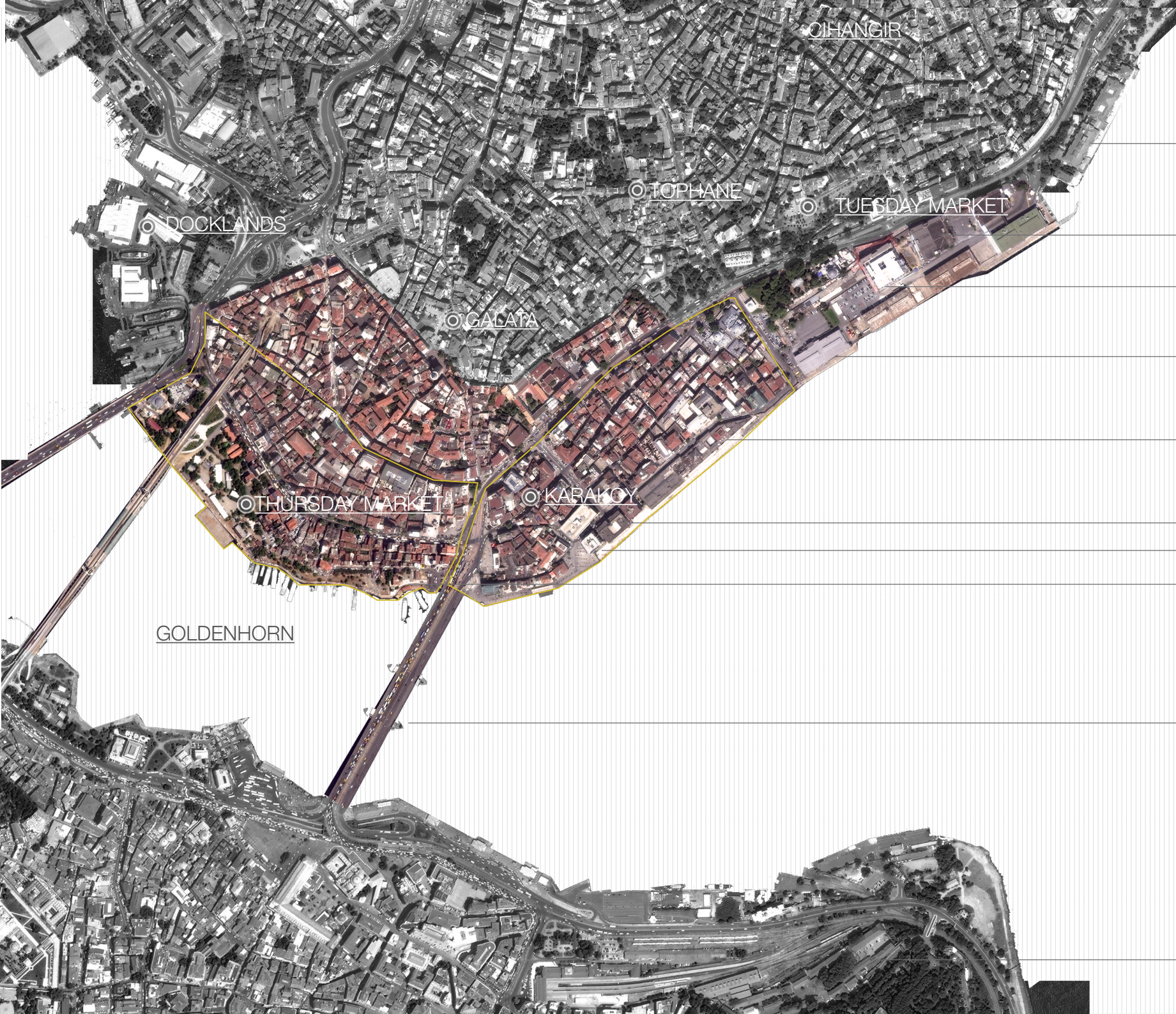
Entrepo

Mimar Sinan Fine Arts University Museum

GALATA

Istanbul Modern Museum

Cargo Post Office

THURSDAY MARKET

KARAKOY

Customs Operations

Turkish Maritime Organization

Fish Market

GOLDENHORN

Galata Bridge

Historical Peninsula

3.5 CURRENT SITUATION

Throughout the analysis case study area has been investigated in two parts Karakoy and Persembe Pazarı (Thursday Market). In order to clearify the limits; Karaköy is considered as the area between Kemeraltı street and waterfronts untill the entrepots (now the project area of Galataport). Thursday Market's limit defined between Bankalar Street to Atatürk Bridge. (figure 1)

This two parts with their surrounding, shows different characteristic not only in terms of function but also practice of everyday life, user profiles, development process. These distinctions become more clear according to existence of loaded infrastructure,splitting area in two. Karaköy is neighbouring to Tophane, a problematic residential neighbourhood where different minorities have been settled for centuries, and Galataport is one of the oldest district of Istanbul. Although subversive decision have been destroyed significant number of monumental and civil architectural heritage belong to ancient and Byzantine period, the historical layers are still legible. Morphological settlements structure from Genovese periods, important axes, the trace of city walls and variety of civil and monumental examples from Ottoman period remained. Thanks to some restoration projects like Kılıc Ali Pasa Mosque identity of the district is reclaiming. Beyoglu municipality is working on retaining this lost legacy and seeking ways to reconstruct some of them

During the centuries Karakoy has gained its importance for being a port and a commercial center. Socio cultural and economic structure has effected and changed several times up to variable uses caused by implemented urban policy. Recent changes are based upon the decisions given late 80's when the district lost the function of commercial port. Capacity of the port was inadequate for embarking caused congestion in the main arterial roads of Istanbul thus this freighter vessels have been moved to Ambarli Port..Nowadays it is only open for passenger cruises and the sectors around have shaped due to the necessities.

Landscape of the area defines an identity for the place. Buildings positioned through the sea raise one after another in order to have a better view. Unregulated floors have been added on top of the buildings in recent years which shows how the area still shapes organically. This variety of height brings a dynamic and characteristic panorama.Before the construction of Tunnel Istiklal Street and Pera ,where the embassies and minority groups have settled, were relatively disconnected. From the 19.th century this mobilitiy has been providing better integration between neighbourhoods and became a landmark since then. (figure 2)

Galata bridge,another landmark, connects the district to historical peninsula while public transportations provide wider network through rest of the city. The bridge had been constructed for several times.During the 15.th century Leonardo Da Vince had been made an offer for the first permenant however it didn' realised. The last one has been built in 1994. It has become a symbol andsubjected to many novels and movies. Considering the demographic differences between two parts it connects two unlike parts of the city. It designed as pedestrian and traffic bridge while the upper floor is serving for vehicular uses down floor has several small restaurant with the view of Peninsula and Golden Horn. It is also a favourite spot for fishers.

Thursday market has effected after Dalan demolishments. Small manufactories had been removed from the area therefore the seconder services diminished. Late 80's a business complex,Perpa, has been built in Okmeydanı in order to provide an agglomeration center for Thursday Market shop owners. A huge expropriation process started although still a number of lawsuit pending action thus this intended transformation process can not take

place. Trade brings vitality through the area during the day however druing the night it becomes a dead zone. Only few numbers of restaurant located inner parts mostly serving daytime. Recently first row facing through the sea activeted by new cafe's.

Main commercial activities in the area have been taken place for years and characterizing the district such as mechanical, plumbing and electronic parts suppliers. A rapid transformation has been taking place for the last ten years which can be related with the huge urban project called 'Galataport'. Incrementing land rent due to the recent transformations makes difficult to resist for these small business owners. Especially the ones located between Kemeraltı Street and waterfront are giving their place to new functions such as cafes restaurants and boutique hotels which leads to changes in not only economical but also socio cultural demography.
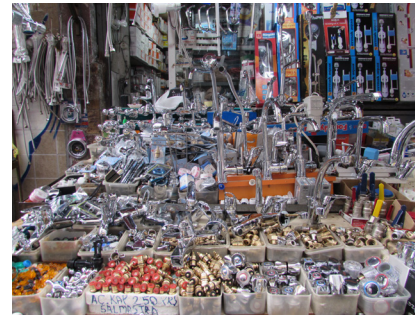
Unfortunetely waterfront of Beyoglu is limited due to private ownership or function such as docklands, Turkish Maritime Organization buildings and entrepos. Starting from Mimar Sinan Fine Arts University waterfronts becomes inaccessible and invisible untill Karaköy square which is a distance around 1.5 km. Only a small size of residual waterfront had been used as parking place until 2015 Karakoy Square renovation. Although the new square has been pedestrianized solution is inadequate in terms of quality, space organization and interaction with the water. This could be an essential problem for Istanbul's waterfronts where water becomes an untouchable, visual element. (figure 3)
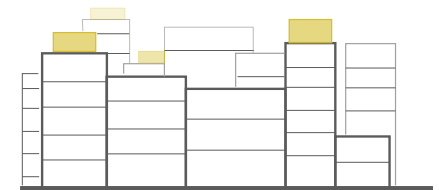

Figure 1
Two divided sides.
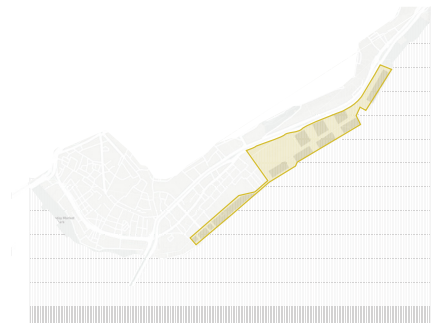

Figure 2
Use of rooftops.

Figure 3
Private part of the area.

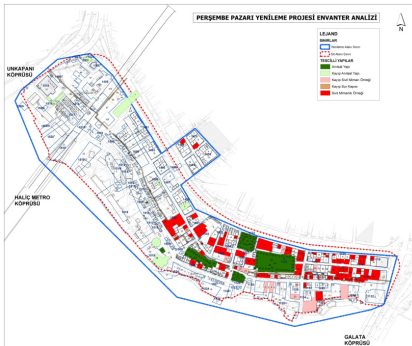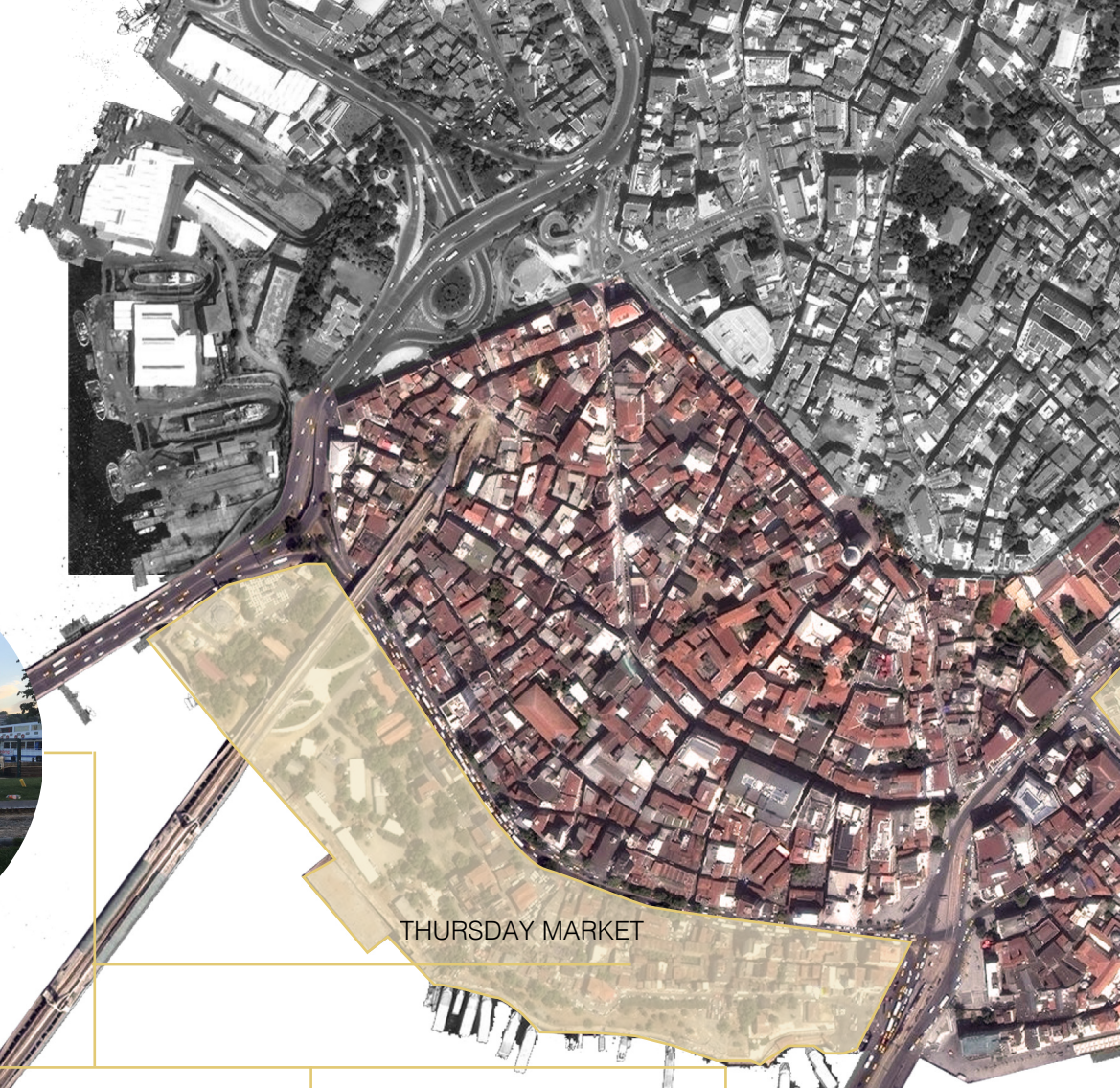Characteristics of Karaköy.

ONGOING PROJECTS

THURSDAY MARKET RENEWAL PROJECT

Thursday Market Renewal Project is on the agende since 1980's. Project area encompasses the plots between waterfront to Tersane street starting from AtatürkBridge to Galata Bridge. By numbers there are 124 registered assets, 11 of them are set example for monumental architecture while the rests are civil architecture, 55 building has been stated as missing heritage. Existence of great amount of cultural heritage and ongoing expropriation process slowing down the procedures.Project has been approved by council of ministers on Istanbul Metropolitan Municipality request.

The main objective of Thursday Market Renewal Project is restoring and giving back the value of depraved premises cultural property and revitalize cultural social and economical growing in the area. Project aims to identify current situation of cultural properties and providing restoration projects, reconstruct the missing historical legacy. Meanwhile project targets to raise and relocate tourism and commercial functions due to Istanbul master plan. It considers to raise quality and the amount of green spaces through Golden Horn and the renewing existing building stock according to earthquake regulations.

Foremost problem beneath the project is uncertainty of the future. Land owner and tenant are not informed clearly for the process therefore they resist to keep their places. Even though some business owners consider the renovation project affirmative they reject to displacement.

Waterfront of thursday market was invaded by mushroomed informal kiosks ,which left no public spaces , has demolished in 2015 july. Since then a coastal recreation project started without any open information but the sign in construction site.

Source:
Beyogli municipality

THURSDAY MARKET

KARAKOY

GALATAPORT

KARAKÖY
GENTRIFICATION

Ever since the Galata port project came into agenda Karakoy started to attrack enterpreneurs. Changes strated with individual buildings. Number of small cafes restaurants esign shops and hotels raised rapidly. That transformation introduced a new user profile and functions into the area. Changes was not planned there fore it can be considered as self gentrification.

GALATAPORT

The controversial project Galataport aims to transform and reuse the buildings which belong to the Turkish Maritime Organization and open up the area to public and private use by establishing functions like museums business centers and residential areas. Opponents of project such as the Chamber of Architects and Chamber of Urban Planners have been fought against in court declaring that the overall project is not suited with the current planning process of municipality and not in favour of public welfare. Although the project cancelled for several times it has been given start from 2015. According to press release of responsible company (Bilgili Holding) By opening a formerly closed, exquisite shoreline to the public, the Galataport Project will connect urban life with the sea, offering a new gateway into Istanbul's unique culture, just as other ports around the world have done. Approximately 60,000m²--more than half of the project area--will be designated for a public square, seaside boulevard, walking paths and greenery. The area will ideally offer visual and physical access to the Bosporus, Tophane Square will be concerned and desigred as a public square historic buildings will be given their value back.The clock tower adorning the square and important features of the city skyline, including Merkez Han, Karaköy Passenger Lounge, Çinili Han and Paket Post Office, will be returned to their former glory. Area will soon become Istanbul's new arts and culture center as the Istanbul Modern and Mimar Sinan University Painting and Sculpture Museum join the project. The Istanbul Modern Museum will be renovated in cooperation with its management and will continue serving art lovers in the same location, with an expanded exhibition capacity and more functional gathering areas. The Children's Science and Discovery Museum, the first of its kind to be introduced in Turkey, will also come to Galataport. Art will take a primary position both indoors and outdoors.The cruise port in the project area will continue to serve as Istanbul and Turkey's gateway to the rest of the world, only now the port will be a world-class destination. To keep the view locals and tourists have of the Bosporus from being obstructed, new underground terminals will be constructed. The terminals will provide parking areas designed to facilitate tourist busses, taxis and the vehicles of all visitors.

However the intention of the project come across as a positive intervention closeness of the development plan and lackness of provided information strengthening the argues against.

COMMERCIAL
COMMERCIAL+OFFICE
COMMERCIAL+TERMINAL
HOTEL

Source:
Tabanlioglu architects./ www.tabanlioglu.com

Thursday market.

Thursday market.

Karaköy.

4 | DECODING THE AREA: ANALYSIS

4.1 Introduction

4.2 Perceptual analysis
      4.2.1 Diary
      4.2.2 Landmarks
      4.2.3 Perception of the area
      4.2.4 Possible interventions

4.3 Technical analysis
      4.3.1 Topography
      4.3.2 Green
      4.3.3 Land use
      4.3.4 Network
      4.3.5 Density
      4.3.6 Patterns
      4.3.7 Hard-soft map
      4.3.8 SWOT analysis

4.4 Ethnographic research: Interviews
      4.4.1 Questionnaire
      4.4.2 Matrix
      4.4.3 Interpretations
      4.4.4 Final considerations

4.5 Outcomes on the analytical study

4.6 Interactive map

4.7 Towards a concept

4.8 The five elements of Kevin Lynch

4 | DECODING THE AREA: ANALYSIS

4.1 INTRODUCTION

MULTISENSORY

PERCEPTUAL ANALYSIS: "ALL SENSES OPEN"

ENVIRONMENT

TECHNICAL ANALYSIS: "INTERPRET PHYSICAL SPACE"

SOCIAL

ETHNOGRAPHIC ANALYSIS: "COMMUNICATE WITH PEOPLE"
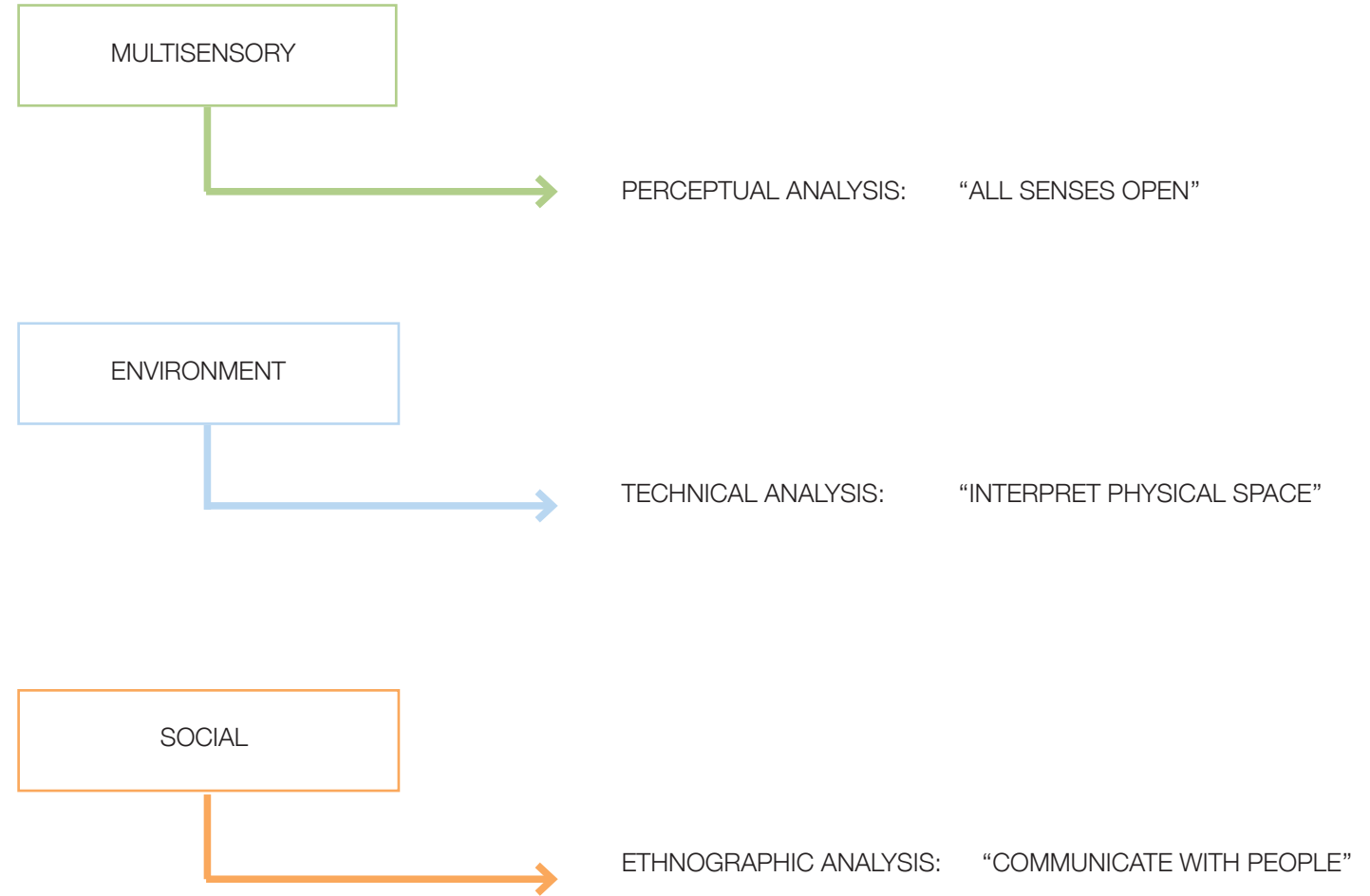
"All cities have a structure; some cities it is stronger than in others. The goal is to discover a process of transformation of precedent, extending the structure without destroying its essential components".

- Peter Bosselmann

This chapter represent a combination of qualitative and quantitative approaches on urban research in order to reach a better knowledge and conclusion of the current situation in Karaköy.
To analyze a complex urban context efficiently it is crucial to benefit from various techniques which can help to demonstrate and emphasize significant issues recognized in the area. The common way of presenting a design area is not sufficient in order to give back the complexity of a project site (Bosselmann & Gilson, 1993)

For the organization of the chapter, three categories were defined: multisensory, environment and social. This dimensions were relevant to make a clear division between the different parts of the analysis. They are the most important elements for this study and the intention is to continue using this division in further chapters to give a better understanding to the body of the thesis.

After the decision has given for the case study area as Karaköy, a general literature review has been done in order to have a base knowledge about the cities dynamics. Following that, a field visit had been organized. The first step of research named as Perceptual analysis was based on insider and outsider view. During this process researchers stand as different observers. The observer strives toward an unprejudiced interpretation of phenomena that can be independently verified, and potential conflicts identified, a designer will order the information into a system related toward design intervention.

Like hypotheses, the phenomena observed generate ideas that can be tested through design.(Bosselman,2009). Perceptual mapping has been done individually and the results overlapped in order to visualize common and uncommon recognitions; that lead to determine first possible interventions due to personal observations.

Meanwhile quantitative data has been collected from municipality and institutions to justify physical conditions. Technical Analysis part is based on this collected data related with environmental issues, ownership status of properties, accessibility and urban patterns. Relevant data have been interpreted due to lackness, necessities and opportunities of the site.

The design of buildings neighborhoods cities and regions should not be dictated by doctrines of any persuasion but should be genuinely concerned with conditions of all human beings, or as many as possible. (Bosselmann, 2008). For this purpose; the ethnographic approach has been correlated with the research in order to reach a comprehensive result by combination of the methods stated above.

As a conclusion, an interactive map has been prepared to visualize the final outcomes to a deep dynamic interaction with the viewer, and the spatial understanding of the place. Interactive maps and models, dynamic images and immersive panoramas and simulations add value in terms of proper communication and support to design thinking, at least from the visual point of view (Piga & Morello, 2016). It is important to demonstrate outcomes in a compact way through a digital platform for a better understanding and relate with further design solutions. The conclusions will be investigated in detail and design solutions will be tested by using simulation techniques in following chapters.

4.2 PERCEPTIONAL ANALYSIS

To understand a city there are many factors to take in count, as well as tools to utilize. In this case the idea was to continue with the approach of an insider-outsider, considering that the area was analyzed and perceive by a native and a foreigner. It was interesting to notice how by your culture, profession and even personal interests, two people can observe the same and something different will call their attention.
Without speaking and just by using the senses, some maps were created for the area, comparing between them the different elements observed, so then this could be overlapped with the more technical analysis getting the municipal maps of Karaköy.
The process of the analysis is detailed in the figure 1, explaining on a timeline how the different activities were divided and at the same time overlaped.

For some maps, they were made together by the two parts because of the strong condition such as the accessibility and the informalities map. For the others, two maps were made and then overlapped, trying to get a conclusive opinion on what the area is today. The first map was called landmarks, where the most impacting elements were identified. The second map, called perception of the area, turn out to be different from each other, on one part the area was a continuous path while in the outsider point of view it was divided on islands. A possible interventions map was creating, understanding the areas were the interventions are more needed.
The conclusion was made putting all the process together, creating an interactive map where any person who haven't visited Karaköy could have a clear view of how it works today.

Karaköy: All
senses open

Silent walk with-
out digital media

Starting Diary

sketches and notes +
discussion and sharing
opinions

Data collection walks

taking pictures,talking with
people, introducing our-
selves, making relations and
finding contacts.

Visit to university

library research, consulting
accademics

Mapping with different
techniques

By hand and digital drawings

Conclusions

Figure 1
Timeline with the process of the perceptual analysis

4.2.1 DIARY

For the perceptual analysis, the first step was to keep a diary in order to create a documentary of observations, and facts from the area. The process was that after every walk, each person will take their own notes, and after they were shared. The diary was also complemented with specific pictures and videos, reflecting how each of the insider and outsider was experiencing the area. This step then help for the creation of the first maps and this first impression was always reflected in the further analysis.

INSIDER

Walking into a very narrow street, we got to the nicest street, full of bars and restaurants. As we continued walking the functions were more mixed; more commercial and retail started to appear.
The decorations faded away, and as long as we were going further the cars augmented, more noise.
We finally got to the sea side, on a more relaxing ambiance, with the sound of water, people relaxing in the sun, fishermans, At this point we had an amazing view of the historic peninsula with the Blue mosque and the Aya Sofya. The galata bridge (first the nice bank building) and on the left "the other side" (Asian).

There is a clear barrier between the two parts of Karaköy. Even as you cross the main edge you can feel the difference:
- The difference in the typology of the buildings. They are super thin, maybe with space for two windows and 50cm in between.
-There are no womens walking on the street, at least in comparisson with part 2.
-The places to eat are completely different in terms of esthetics and the users.
Abandoned places are impossible to count (too many).

Some other observations: The presence of cameras in the business and people selling random stuff onthe streets: spices, ties, fruits, jewelry (specially the devil eye). On thursday market good restaurants are hidden.

As the contact with water is forbidden, water elementes (interactive ones) can bring people back to the Bosphorus.

As we cannot (or don't want to) change the functions of the two sides, a linear corridor or element can be a unifying element. For pedestrians, with different characteristics along it (urban patterns)
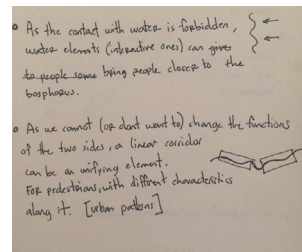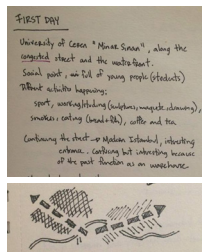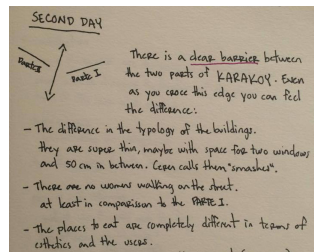
Pictures taken on the first walk of the area.
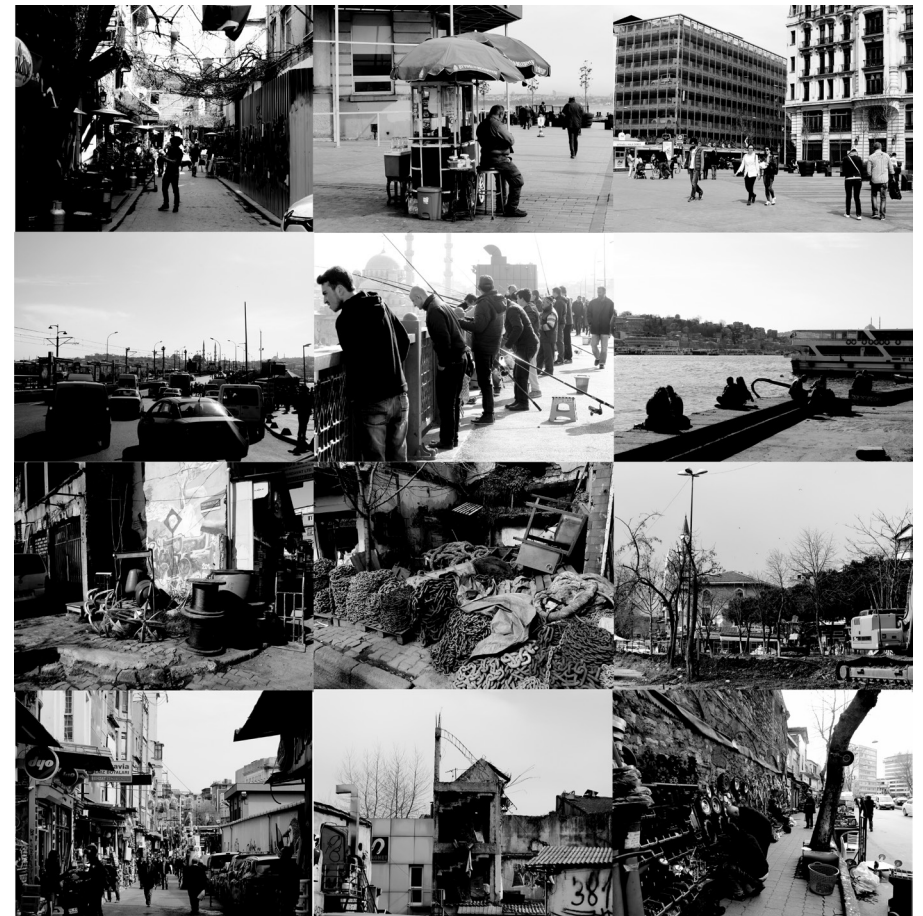
OUTSIDER

Before i have moved to Milan i used to live in Istanbul and Karakoy was the place where i study and worked. I have been witnessed the rapid transformation of the area for the last decade and i find an other Karakoy everytime i pass by.

Although the port in Karakoy provides services until the late night through the Asian side area was a dead zone during the night where you feel unsafe. When the first places started to open they need to be discovered however the feeling remained for a long time cecause of the dark narrow and spooky streets. Nowadays it becomes even more vital than the day time. During our first observation walk unintentionally i made a path from the familiar streets which includes either the landmarks itself or where they are visible from a perspective. Our discussions in the and of the day showed my colleague noticed things that i didn't or things so ordinary that i didn't put my attention on anymore such as the height of pedesterian walkways - absence of them- , religios processes like azan or ablution, magnitude of religious buildings or even more important environmental issues like the lackness of green spaces and connection with waterfronts.

Following walks had been shaped through the historical layers of the area.We discovered together the recent transformed places and building meanwhile i shared my knowledge and experience in the area. First sketches indicates we perceived the are in two different scales while my colleague was more into details i was considering the links and connections to area since i know how it works. After our literature reviews and interviews with different actors both of us discovered new connections related with the historical heritage and daily experience.
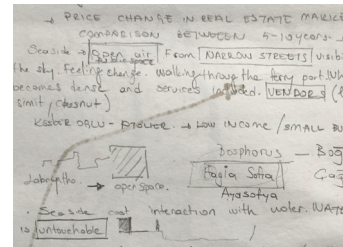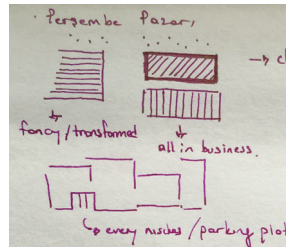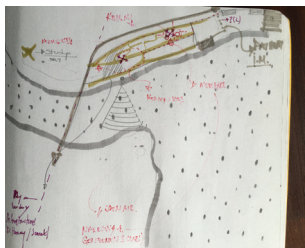
Pictures taken on the first walk of the area.

4.2.2 LANDMARKS

OUTSIDER

A landmark according to Kevin Lynch is a type of point-reference: " they are frequently used clues of identity and even of structure..."

As the outsider, I tried to remember the places that made a bigger impression to me, and the ones that I could use as a reference to locate myself in a specific place of the district. I gave them my own name, according to the function or the shape of each of them, and then tried to come up with a word that defines why this "element" is particularly interesting, and stands out from the other things happening around in Karaköy.

For this process, we kept the initial idea of using all the senses, using them to select each of them, according to which sense was activated by each of them; so these landmarks are not only visual as normally people are used to identify them on a city.

DOMINANT

Huge mosque

TRANSFORMED

Church converted in Mosque.

ELEGANT

Street of banks

CHAOTIC

Chaotic intersection.

CROWDED

Sweet stores

Museum

RE-USED

Street of the actor.

DYNAMIC

Small green square.

UNIQUE

SMELLY

Fish market

Port-ferri

MULTIDIMENSIONAL

TUNNEL

+C

STREET STANDS
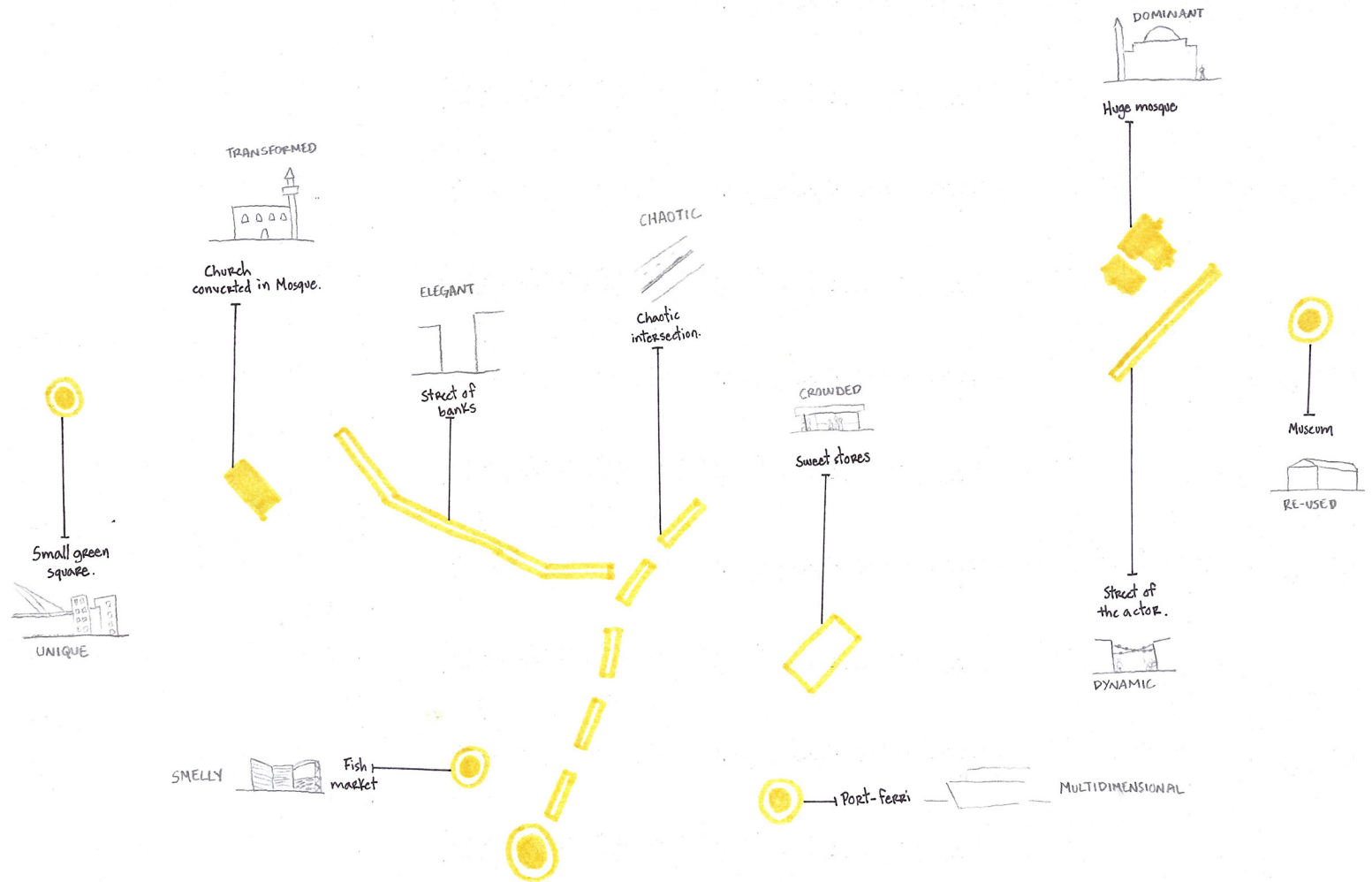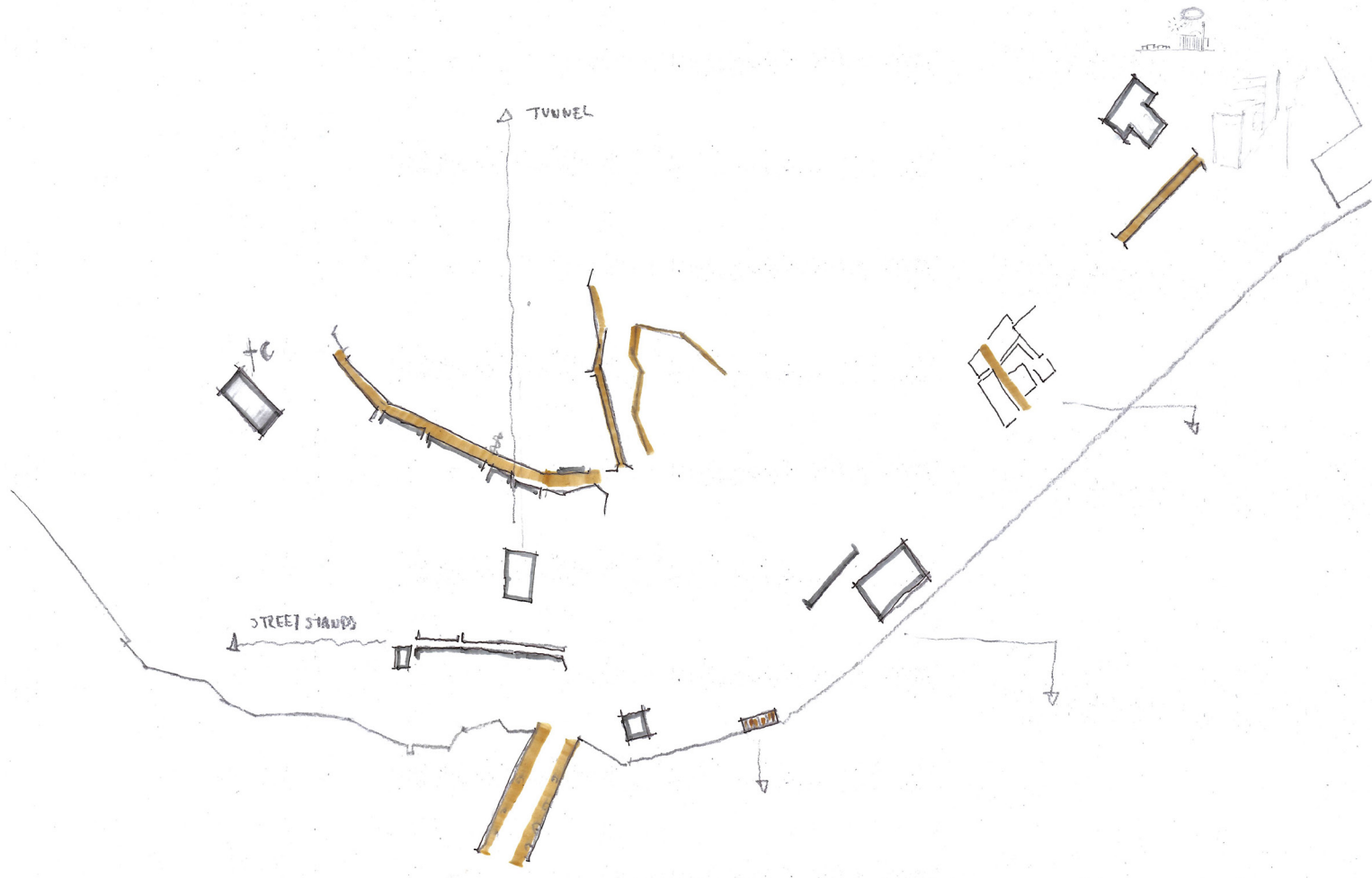
INSIDER

Before the transformation has gained that much momentum Karakoy used to be a spooky area during the night and during the day there was no reason to go there but to take a ferry or a quick grab. Most of the landmarks i have in my perception is related with the history, therefore relatively touristic, or the place i was familiar with for a reason such as transportation or shortcuts. It is visible that i only indicate historical building like mosque or some streets which is directly related with my movement in the area.

Buildings and facades are important as well due to the ground floor usage like candy and sweet stores under a huge parking building. The usage and function brought distinctive features for the area like Galata Bridge is not only a structure for vehicles and pedestrian moves but also a famous fishing point for all citizen.

4.2.3 PERCEPTION

OUTSIDER

The area for me is created by island of blocks, that by the movement it makes us change sensations to get the identity of the area.

The island were dividing according to the identity of each of them, normally some type of commerce is agglomerated, also having the areas in between them.

The movement was done in specific points were the perception changes on a strong way. From a very narrow street to the sea, etc. This was combined with the idea of an arrowslit, considering the sensation of openness or the opposite. This in my opinion is very comun in the area, and makes it so particular and dynamic. The identity were the most important elements I could identifie in Karaköy, that at the same time defines it.

o Islands:

A+F- forbidden area
B - local commerce
C - fake waterfront
D - in between
E - mixed area
G - spiritual
H -

o Identity

- Religious
- Local commerce
- Han /historical buildings
- Transportation hub
- Port
- Design shops
- Banned from the sea

PERCEPTIONS

Congested street →
Huge mosque
very narrow street

Nicer street → More
of cafe's   mixed
               functions

Crowded streets →
green square
in the seaside.

Street of banks with
big buildings →
narrow streets of
residences

Outside →
Inside of mosque

Congested streets →
Sea side piazza

Core →
local buss.

Seaside with
Restaurants →
Local bussiness

Movement =
from a point to another the
perception changes.

Arrowslit/loophole =
sensation of openess or viceversa
opposite.

Islands =
each island with its own
characteristics.

Identity
specific points or functions
that define the area.

KILIÇ ALI PAŞA
(INSIDE OUTSIDE) → GENTRIFICATION
USER PROFILE
COLORS/MATERIALS
PRICES/PEOPLE

HAMAM
STRUCTURE
REMAINED
BUT?

SAFE FOOT

INBETWEEN SPACE
WAITING FOR THE PATH
LOW QUALITY / NOT
WELL MANTAINED.

→ VEHECULAR LABYRINTH
GETTING LOST BY FOLLOWING SHOPS.

→ WATER FRONT
BLOCKAGE

"HAN"
CLOSED DURING
THE NIGHT
USE

ONLY GREEN SPACE
DISASTER PROJECT

FERRY/PORT

VISUAL CONNECTION WITH THE
SEA / NOT POSSIBLE TO TOUCH
OR SPEND TIME LACK OF SPACE.
(4-5 LANES)

→ RUSH / FERRY TRAFFIC

→ TOUCHING THE WATER BY FISHHOOK IS THE ONLY WAY

INSIDER

Perceptually the research area is divided in two part as it is in the city structure. This division is highly affected by the functions and services given. Transformations started to change the ambiance of the area starting from the east part. Punctual gentrifications like cafes and restaurant has a mushroomed effect and spread surrounding rapidly but not continuously therefore adjacent streets have different scenes and environment. The abundance of the area caused by the different branch of work and transportation facilities, currently increased by the new commercial activities including food service and shopping. Everyday rush is affecting usage of space during the day so it causes different image due to time. Religious buildings stand by as silence point inside of this rush. Although area has potential and existing green space; maintenance is really low and lack of facilities make them dysfunctional. On the other hand water is an invisible element for more than a kilometre according to privatized properties. However the reachable waterfronts are undervalued or occupied by ferries which is blocking the poetic view of old peninsula. Disorganization of the area can be defined easily as chaotic which on the other hand gives an identity to Karakoy starting from its history.

4.2.4 POSSIBLE INTERVENTIONS

OUTSIDER

As the area is densely built up, there is not enough green or open spaces. On a first general view of the area, just made by observation, some ideas for interventions came up. The main idea will be to unify the two parts of Karaköy, maintaining the different identity of each. The way to achieve this connection will start by stressing the historical walls of the city, remembering what was there and what still remains today. Using the existing urban tissue as abandoned areas, improving esxiting crucial ones such as the main core where all the transportation services meet. The area needs to be more pedestrian friendly, and this could be achieve by introducing new pedestrian streets, and opening the waterfront for public use. All the green in the area are trees, with only 3 covert green areas. The problem with these areas is the low quality, they're not inviting, what makes it an unused space. As discussed by many scholars and also perceived by many citizens, green spaces are essential for the health of a city. Today there are a lot of ways of introducing greenery to an area, from the typical grass providing parks or a more technological approach by considering sustainable strategies, that at the end will improve not only the visual appearance of the space but also the quality of life for the people using the area.

Unify the two areas. Mantaining the different identity of each.

Stress the historical walls of the city.

Introduction of pedestrian street going to the sea front.

Give back the waterfront to the citizens.

Abandoned building.

Introduction of new functions (cafe's).

Closed area with abandoned buildings.

Fish market + parking space.

Transportation hub. Chaotic crossing point.

Port-ferri.

GALATA TOWER

STRENGTHEN THE HISTORICAL TRACES. GIVING BACK THE IMPORTANCE

HIGHLY LOADED CIRCULATION. IS THERE A WAY TO CREATE BETTER PEDESTRIAN CONNECTION.

Holy Space

WATER FRONT PED ACCES

DRUM BRIDGE

DAY TIME → NIGHT TIME ARE THERE ANY POSSIBILITIES CHANGES USED TO MORE THIS AREA LIVE AT NIGHT REUSE OF SPACE

PERPENDICULAR CONNECTION WITH SEA

ARCHITECTURAL HERITAGE

CONTINUES PROMENADE (WATERFRONT FUNCTION)

"HAN" AS A POSSIBILITY OF REUSE OF SPACE

SQUARE RELATION WITH FISHMARKET

SMALL SQUARE DETACHED WITH THE CONTEXT.

UNDERGROUND PASSAGE

GIVING SPACE FOR THE RUSH/WAIT

INSIDER

Problems and opportunities that we observed lead a first step for possible intervention points. Lackness of green, disorganized public spaces and facilities, neglected heritage disconnection caused by infrastructure and lost interaction with water are the most crucial points after our site survey. This results directed us to seek solution for smaller urban interventions which can create a sense of integrity by treating existing neglected space meanwhile finding different approaches for opening up waterfront for citizens in order to raise interaction with it. Pedestrian flow became an important issue to provide a linked and continuous urban spaces that can attract both in local and urban scale. Double shifted and mix use buildings considered to raise vitality in the area therefore we stressed the inn's, only used by mongers currently, can be a potential for interventions. History behind the area has a strong meaning unfortunately losing it because of unprotection and ignorance. Revitalizing the collective memories and the traces of history could raise the awareness and knowledge.

4.3 TECHNICAL ANALYSIS

The technical Analysis represents the interpretation of collected data from municipality and institutions which demonstrates the physical environment of Karakoy. The quantitative data gives general information about built up area, land use, topography, accessibility, environment and density. According to site observations relevant data has been selected and visualized to generate current conditions. Meanwhile each information has been investigated individually in order to reach outcomes which directly lead to strategic decisions.

An overall evaluation has been done with a SWOT analysis. Environmental dimension is linked with this type of analysis which will guide to identify physical possibilities and flexibilities of the area for future development.

One of the elements that makes this area so particular and attractive, is how the complete district is located on a hill. It is not so common to find a port district with this conditions. The shape of Karaköy, came from the old walls, defined by the strategic location of the galata tower and even today after centuries it's visible on the grid where the old walls were located.

— Countours

ESC. 1:5000

4.3.2 GREEN

As the area is densely built up, there are not enough green or open spaces. All the green in the area are trees, with only 3 covered green areas. The problem with these areas is the low quality, they're not inviting, what makes it an unused space. As discussed by many scholars and also perceived by many citizens, green spaces are essential for the health of a city. Today there are a lot of ways of introducing greenery to an area, from the typical grass providing parks or a more technological approach by considering sustainable strategies, that at the end will improve not only the visual appearance of the space but also the quality of life for the people using the area.

Trees
Grass

ESC. 1:5000

4.3.3 LAND USE

ESC. 1:5000
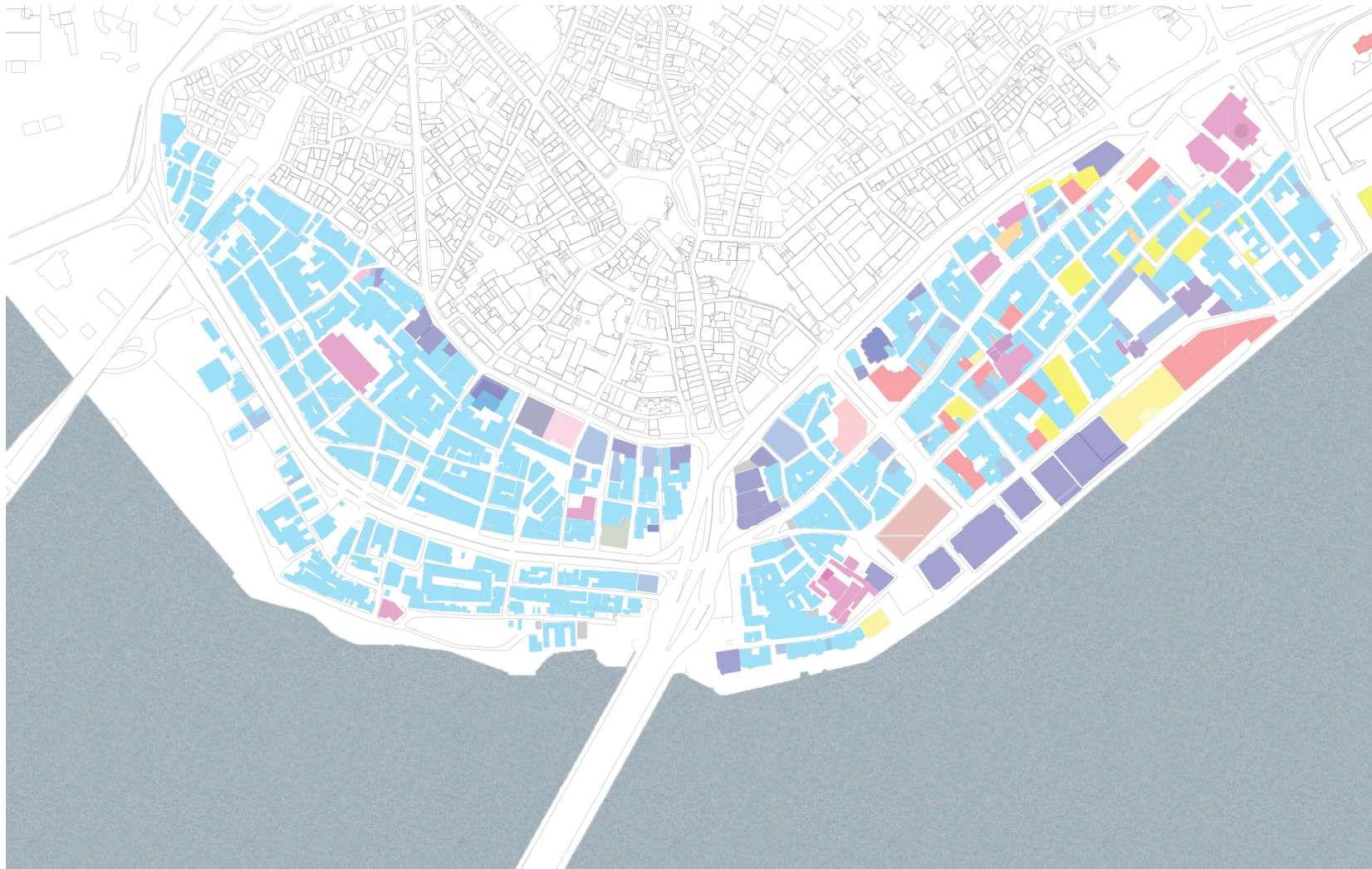
From the foundation of the area, the functions were defined by the port and the required activities. The majority of the functions are related to trade and catering services. The area has no residential settlements, only some types of accommodation more oriented to tourism.

The particular condition of the district is that it has a very specific land use, were the trade productive activities cover everything. From a few years ago, the area is changing to a more mixed use condition, starting from the right. This makes the district very dynamic, the problem with this is the gentrification process, that affects the small business community. The change is affecting in every aspects considered in any urban area, on a social, economic, and even esthetical point of view.

- Administrative
- Religious
- Trade productive activities
- Culture
- Justice
- Education
- Health
- Social services
- Sport
- Tourism
- Universities and research
- Mobility and public transport

SISHANE

TOPHANE

HALIC

KARAKOY

Public transport.
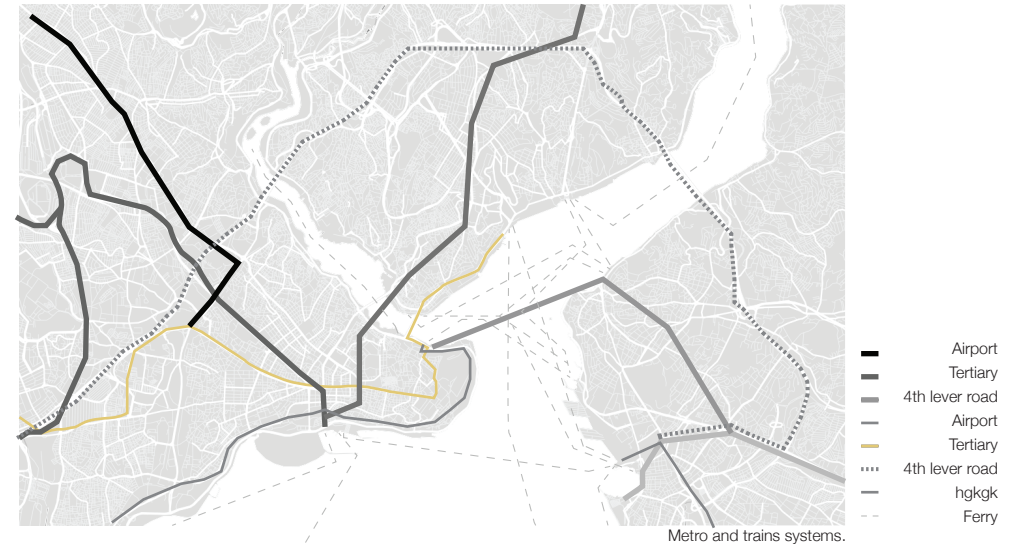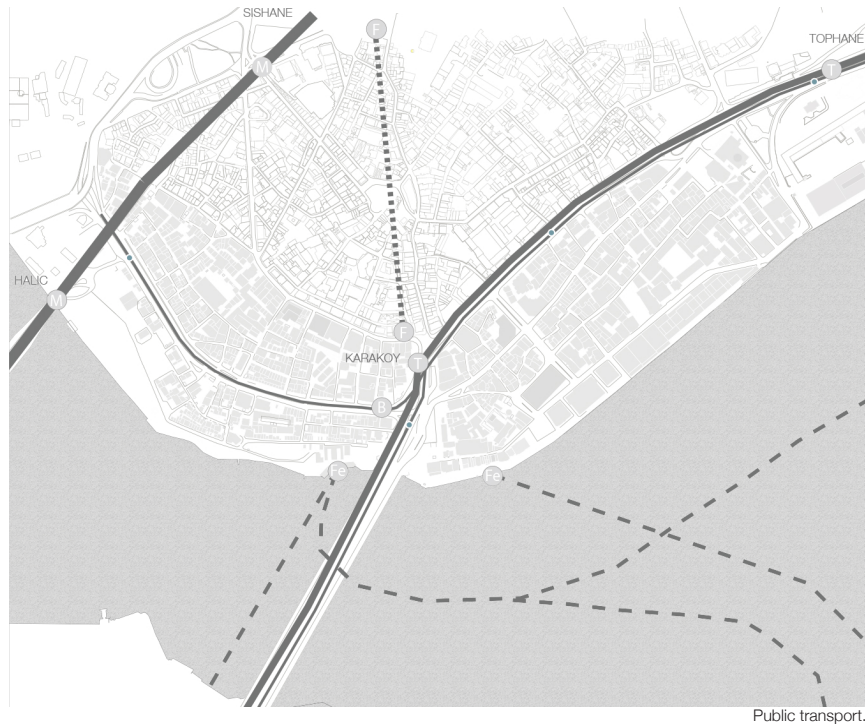
Ⓜ	Metro
▬	Tram lines
—	Bus lines
- -	Ferry

Metro and trains systems.

▬▬	Airport
▬▬	Tertiary
▬▬	4th lever road
—	Airport
—	Tertiary
⋯	4th lever road
—	hgkgk
- -	Ferry

Ataturk Airport

Sabiha Gokcen Airport

Accessibility from airports.

⊗	Airport
—	Tertiary
▬	4th lever road

The area is located on a strategic place of the country, next to the peninsula, and accessible from every part of Istanbul. The area is considered a transportation hub, right in the center of Karaköy, dividing the area on a physical and perceptual way, all the types of transportation mix (bus, tram, metro and vehicules). At the same time this condition affects the area on a negative way, because it forgets about pedestrians and nowadays it's not so simple to cross at this point. By being a port district, the water transportation becomes an identifying factor for the area , having different stops that connects Karaköy to the other side, peninsula and the rest of the golden horn.
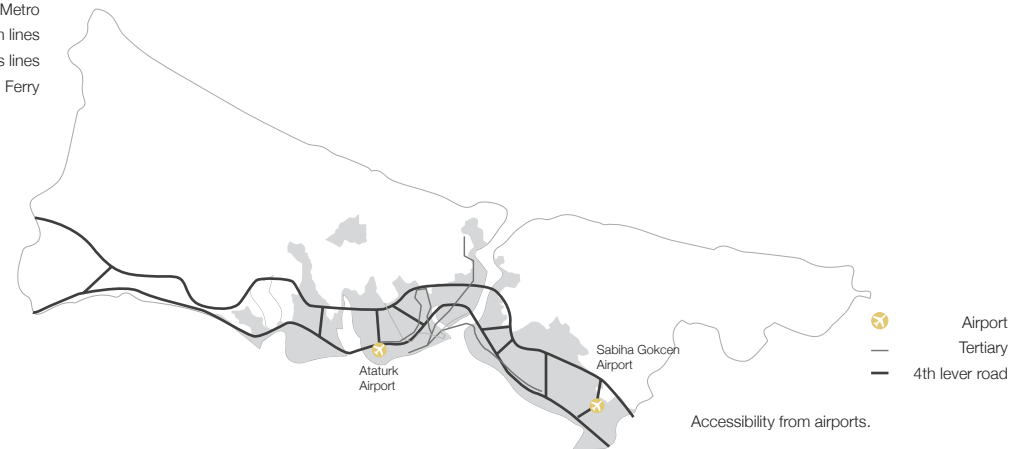
4.3.4 NETWORK

The network consist on two crucial axis as the primary streets that connects karakoy with the rest of the city, characterized by heavy traffic, considering this street continues as the galata bridge that goes to the historical peninsula. The secondary ones connects the area mainly for public transportation to the rest of the area, combined with the tertiary ones that start to get more narrow; while the fourth category ones become so small, that only one car can fit and the pedestrian use is disrupted by the traffic or parking.

- Primary
- Secundary
- Tertiary
- 4th lever road
- Build up

ESC. 1:5000

4.3.5 DENSITY

By observing the height of the buildings in the area it can be notice how the area is an heterogenous district with no particular pattern of heights even inside of the blocks. This situation makes it a dynamic place in the way that it makes the skyline less linear. Even if it's a violation of the regulations, some buildings are using the rooftop to convert it on a new space, giving a new level to the building, what makes the area very changeable.

When trying to get the conclusions of this map, the results should be separated from both sides. In the right side the area is more mixed up, from the seafront to the inside of the city, meanwhile in the left side, the height augments as it goes farther from the seafront.

1
2
3
4
5
6
7
8
9
10

ESC. 1:5000
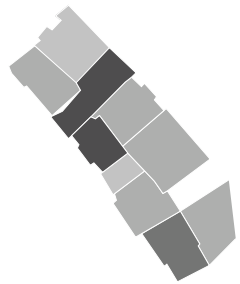
AGGLOMERATED BUILDINGS

Book of buildings organized with the same pattern, variating on the sizes, mostly located fitting the empty spaces between each others.

Use: Commercial - Residential

Total area=
Build up= 100%
Open space= 0%
Typical height= 4 stories

4.3.6 RECOGNIZING PATTERNS
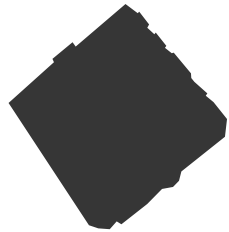
DETACHED UNIT

Single building separated from others. With one specific function and usually larger than the surrounding buildings.

Use: Religious - Educational - Services

Total area=
Build up= 100%
Open space= 0%
Typical height= 2 stories

Looking at the area from the bird eye, and getting inside of it, four main urban forms were identified shaping the area. The analysis was made only on plan, without considering the functions at first, noticing that the shape of blocks define the characteristic morphology of the area, with detached building which are generally defining the landmarks. After identifying the commun shapes, it was interesting to notice how this defined also the function of each building or even groups of them, this means that only by looking at the building you can understand what's happening inside.

The division was made as: agglomerated buildings, taking in consideration the blocks are mainly buildings put together with no particular order or plan, just trying to fit any open space available, with no connection in between them, sometimes a small internal court for ventilation a no accessible for people. The detached unit, includes a specific function such as a religious or educational service, more oriented to landmarks and bigger scale buildings. The third category is the historical typology of building located all around Istanbul, in the present this category always refers to commercial units put together. The last one is called passing, referring to the block of buildings that have some spaces for people to go throw them, it's also a very specific situation of the area, where they use the space also for either commercial activities and restaurants.

HAN

Historic typology of building, started as hostels and the changing to trading place and markets. It's composed by a hall with galleries or rooms surrounding it where the commerce happens.

Use: Commercial

Total area=
Build up= 75%
Open space= 25%
Typical height= 2 stories

PASSING BY

The block composed by different buildings, includes a passage that aloud people to go from one side to the other (shortcut), inside of this passage, restaurants or other commercial activities take place.

Use: Commercial - Residential

Total area=
Build up= 90%
Open space= 10%
Typical height= 2-10 stories

4.3.7 HARD AND SOFT MAP

As a conclusion for the technical maps, two methods were used. The first one is a hard-soft map, were the areas were classified according to the flexibility of intervening in them. hThe importance of defining these areas is that it gives us a clear idea on a top bottom approach on which areas are in need of more intervention in comparison to the rest of the area. These limitations are not only about were there is available spaces, but also dealing with regulations from municipality, properties ownership, the functions, neglected spaces and going on a more social and personal level, what seems to be missing to make it a more livable place for the users of Karaköy. On the hard part, which are the areas where transformation is not possible, the majority involves religious places, and areas already transformed on a positive way. Then moving on the scale it becomes more flexible, the less hard is where the transformability concerns only additions without any changes to he physical-structural context, such as municipal buildings, museums and other defined spaces. Moving along to an in between situation, the transformability consists in changing the physical composition of the built and the open environment, without changing the land use, moving to the softer areas, that equals to more flexibility of changes, comes the less soft, where the transformability concerns the posisbility of changing the use of land and the soft part, which has the higher level of trans. The intention with this map is to be compared when the final interventions are proposed, being a tool to define these specific points in the future.

SOFT- HARD

■ HARD
Transformation is not possible and the parts of physical context are unchangeable. No possibility of intervention.

■ LESS HARD
The transformability concerns only additions that do not involve any changes to the physical-structural context. Additions permitted.

■ IN-BETWEEN
The transformability consists in changing the physical composition of the built and the open environment, without changing the land-use. Modification of the relationshion between built/ unbuilt envirinment.

■ LESS SOFT
The transformability concerns the possi bility of changing the use of land, by making appropiate changes to physical context. Modification of land-use.

■ SOFT
High level of transformability which concerns areas that may be transformed in the next future. High possibility of interventions.

4.3.8 SWOT ANALYSIS

The SWOT analysis is made as a framework to highlight the Strengths, weaknesses, opportunities and threats of something, in this case the district of Karaköy. As a conclusion for the analysis done previously, it was important to separate this situations, understanding what positive and negative situations are presented in the area to work with; to be more specific, this elements were divided in social, location and composition. When highlighting the strengths, seen as positive aspects that could be re used and improved, on a social level, the quality of life was the most important one, the location gives special importance to the historical heritage, the accessibility point that it is today for the city, being a node were all the transportation services intersect, the waterfront that opens a lot of specific possibilities for any area. The composition of the district brings up the variety of functions that are mixed and the fact that it is already a transformation area.

The weaknesses were considered as the less positive elements characterizing the area, being the ones that probably need the fastest change to improve the area. On a social level, the fact that there is an exclusive user for each side (Karaköy and Thursday market) makes the division stronger, and can bring some obstacles at the moment of introducing new functions or design codes, the pedestrian right is not considered, were in some areas there is not even a sidewalk, the open spaces exists in some points, the main problem is that they are not inviting for people to use them.

Karaköy is full of opportunities, even if is a district that shouldn't be treated aggressively, with simple and specific interventions, a big change could be made. The social aspect in this case involves the greenery and the relationship of the area with the sea. The study area counts with 2 green areas at the moment, used only to pass by because it doesn't count with the conditions and commodities to be used, as known, greenery is always a way to improve the quality of any space, especially in conditions like this one were the build up area is almost 95% of the place. The sea is mainly restricted because of all the private places along it, and the places that are open to public, don't count with good facilities for people to enjoy it. Considering the location, the memory of the place is a high element to be highlighted at the moment of thinking of any intervention for the area; the history is so rich that the only option is to revive the memory of the place. The composition leads to new design codes, with new actions to implement and the chance to improve and augment the open spaces, trying to prioritize the pedestrian users.

The threats are the elements that could stop an idea from being implemented; they are considered the most challenging situations for introducing any change on the area. The different users in a social approach, can become a situation difficult to handle, if it continues to grow as it is today, were people are not interested to go to the other side of the district because there is nothing for them there, when the transformations stops, the division could be permanent, and this can bring some problems, even personal ones. Because of the location, the infrastructure plays an important role, and it becomes a physical barrier for the place, not only this but many others are found around, specific streets with an agglomeration of services, or even the fact that the waterfront is full of fences and limitations makes it a barrier. For the composition, the main concern is the fact that even though it's a port, the sea is invisible for the users, all the benefits that any place can have by having a waterfront are lost in this case, and the fact that the area is changing so fast was considered and important threats because not always this changes are the best for the area, and with this situation is not always so easy to go a step back and redo an intervention.

For the evaluation process, it was a subjective analysis, that was made as a result of the observations of the authors. This analysis is presented in graphics, with a punctuation from 0 – 3, where the 3 means the highest on how important these elements affects each category. This method helped to prioritize the different conditions of the area, to continue for the next step of defining the strategies for the project.

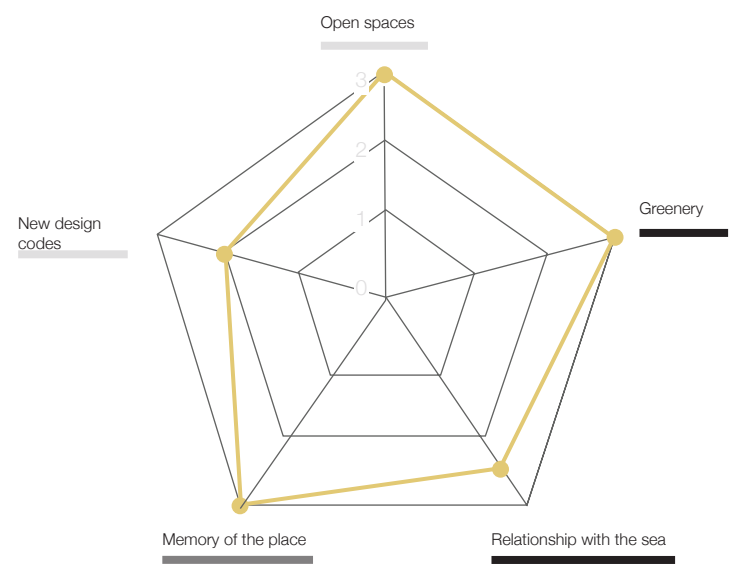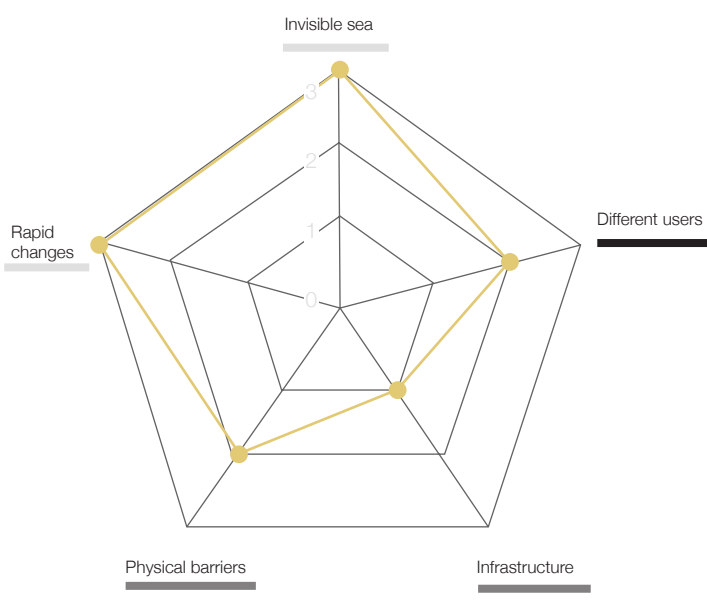▬ Social

▬ Location

▬ Composition

Strengths

Quality of life
Historical heritage
Transformation area
Accessibility
FunctionalityW
aterfront

Weaknesses

High density of build up area
Exclusive user
Limited leisure activities
Pedestrian right
No function by night in Thursday market
Open spaces

Opportunities

Open spaces
New design codes
Greenery
Memory of the place
Relationship with the sea

Theats

Invisible sea
Rapid changes
Different users
Physical barriers
Infrastructure
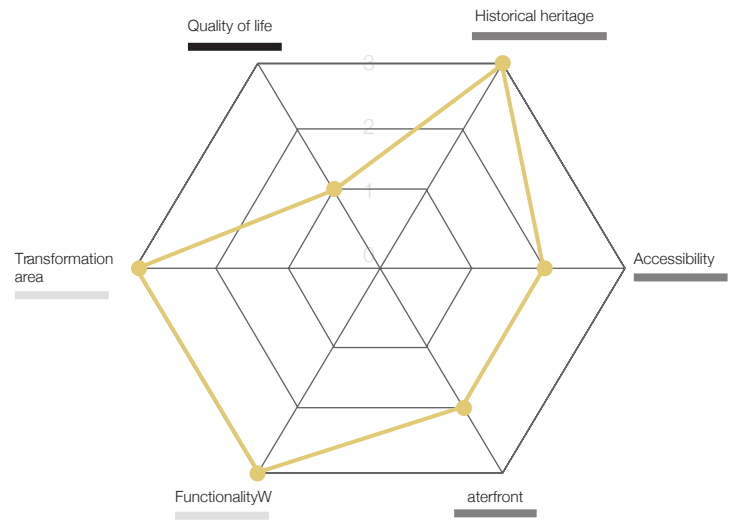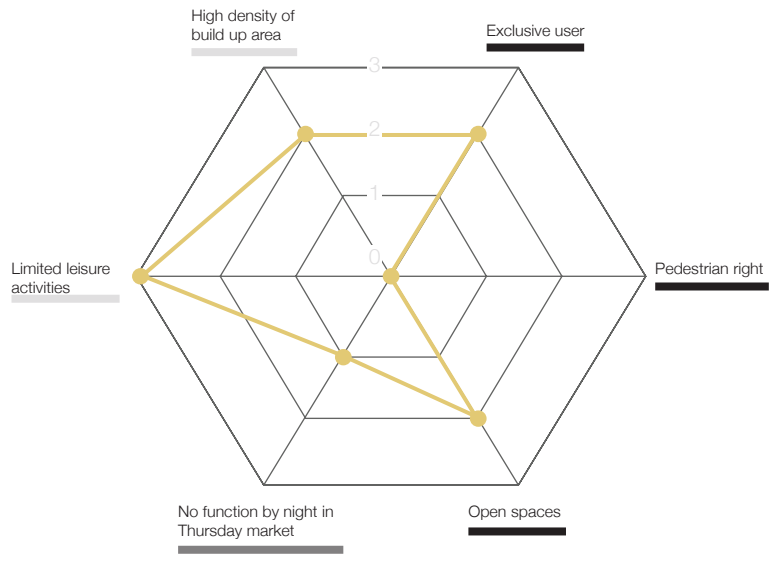
4.4 ETHNOGRAPHIC RESEARCH: INTERVIEWS

Ethnographic survey

In this chapter an ethnographic approach has been adapted in order to have qualitative outcomes from the variety of users. Random talk and structured interviews performed during site survey in order to see from different perspectives how the area is perceived. By having different profiles, it's possible to interpret and translate the area on different layers, considering that each person has it's own interests and as a result, they focus on different changes happening in the area.

The results have been reached according to interpretation of the interviews have lead the final design solutions by considering necessities and social interactions of various backgrounds. Through this process Lichtman's (2006) "ten critical elements of qualitative research" has been studied to engage qualitative research with technical and perceptual analysis. This elements have been identified as:

-Description understanding and interpretation of human behaviour
-dynamic
-no single way of doing something-multiple realities
-inductive thinking
-holistic variety of data in natural settings
-role of the researcher
-in depth study
-words themes and writing
-nonlinear

Random talks have been done with not specifically selected people like cafe owners, construction workers, acquaintance and street vendors thus that questions were not defined before. They can be defined as small talks to have an idea from their point of view about the site in general or situations in-situ like property ownerships, oral history, stories behind. Although that research has lead substantial decisions for design solutions.

After the first step of site survey 6 profiles of different users were selected, according to their daily usage of the area, ages groups, professions, and backgrounds. Variety of profiles involved in current situation of Karakoy tried to be covered including new actors who are getting involved by the transformation and old ones who has witness the development. The age range was chosen between 25-70, this is relevant in order to understand the different opinions according to different interests. Interviewees can be sort by depending upon their professions as;
-an artist, to understand how a marginal profile fits in the area and the obstacles that he faced
-a construction firm owner; to have an opinion about how the transformation proceed from capital point of view
-a gallery owner, whom first triggered process and how they affected from current projects
-an academic, to have a better understanding from an opposing view in terms of urban planning whom worked in the area for a long time period,

-a foundry owner, to see how a younger generation monger describe his perception and ideas about future
-a marble cutter, who has a really good knowledge about the area and could compare current situation among recent past based on his memories stories and experiences.

The structure of questions were shaped to understand knowledge of each person about the area, how they evaluate the changes, what this changes bring and take away and where Karakoy stands in urban context. They have been asked to compare current situation with the past and to define characteristic of the area up to their personal opinion. Interviews have been voice recorded with the permission of interviewees in and decoded later. Main intention was to have a normal conversation without leading or breaking in.
The second step was to compose a matrix with relevant answers to each question including the personal information to have an overall view. That matrix shows a clear image of how the perception changes from variety of backgrounds.
A further reading had been done for the third step for each interview. Significant keywords and quotes have been selected to stress important issues. Keywords have been categorized under "People/Place" , " Situation", "Perceptual/emotions". Reffering to Lichtman ;data do not have to be numbers data can be words and visual representations as well. The research at that point gained a significant meaning by engaging the outcomes of the keywords with previous analysis.

QUESTIONS

General

-       Can you introduce yourself briefly?

-       How long have you been working in/on Karaköy and why did you choose here?

-       Do you usually spend your free time here? Is there any place that you visit often?

-       What is absent in the area? How do you consider current situation and on-going process?

-       How do you identify Karaköy in the urban context relating with its history? Is it an integrated part of the city or not?

-       Could you evaluate on going projects and gentrification process from different point of view according to actors take place in them?

-       Which direction do you think the image of Karaköy is changing through?

-       How does this change in the area affecting the city in overall?

-       Can you describe Karaköy in few words?

After the general questions were defined, others were added depending on the person interviewed, getting a more personal result and a very subjective result.

4.4.1 MATRIX

		WHY KARAKÖY WAS CHOSEN?	WHAT IS KARAKÖY?
	Taylan 28 years old Male Artist Studio owner 9 months in Karaköy	The price was affordable so we rent it. the view and the best part is it is a "Han" so during the night we can work freely since nobody is around.	İstanbul is not a city with common urban patterns it has an unusual and idiosyncratic context if you compare with other places. It has such a loud cacophony considering the urban configuration it feels like it is a
	Asli Sumer 40 years old Female Bussiness Manager Gallery owner 5 years in Karaköy	The rent was affordable before the transformation of the area had started. These days there was a really good gallery located a street behind they were using an old flour factory building.	It's a man who is constantly having aesthetic surgeries depending on the city structures, building types, heights. It is more maculine for me.
	Nevzat Akçaoğlu 56 years old Male Civil engineer Architecture company owner 13 years working in Karaköy	We wanted to get into this network of investors municipality and potentials in order to interact more with this triangle.	The sincerity between small business owners like mongers fall into oblivion it is such a shame because this unique sense is defining one of the characteristic of Karakoy. It hinges upon centuries of trade tradition.
	Vahit H. 25 years old Male Metal work Foundry owner 3 years in Karaköy	My Dad owns this place for the last 25 years. Before Dalan all these area was covered with small manufactory companies after the demolitions most of the business owner have moved	Disregardless I like Karaköy but I mean here. When you pass over the bridge it is not KARAKÖY FOR ME ANYMORE.
	Haydar Karabey 70 years old Male Architect Gallery owner 5 years in Karaköy	Dated from my university years architects and planners are quite interested in Karakoy studies since it is a port area. A lot of information has been collected but they were mostly in a technical level which needs to be visualized. We worked in this project to processed this data on paper.	The Gate opens to other side. The interaction with the otherside. Karaköy sets an example for a place of experience in urban context A place exist with its living its function.
	Ali Erkal 58 years old Male Architect Marble cutting atelier owner 34 years in Karaköy	Marble cutters used to be one of the sectors that Karakoy accommodated. Now we are the only one left but it used to be a neighborhood where 12-14 marble cutters were exist.	It is such a big chaos. You can not define anything. Everything is here and there is nothing. There is no distinction between anything it is all interwoven .

MAIN CHANGE IN THE AREA	SATISFACTION WITH THE CHANGES	WILL YOU CHANGE LOCATION?	DEFINE KARAKÖY
it all started with Galataport project. Investors understood that the land property value was increasing a lot of small cafés, boutique shops and hotels opened and it is still on process. It is a touristic place the young population have been attracted. An alternative user profile occurred whom are more interested in arts.	These changes happened at the very time so sometimes I think it can go as fast as it happened. But now it became such a dense pattern so I guess it is not easy to disappear. Maybe this part (Perşembe Pazarı) will became a colorful place like the other side in years.	If only I need a bigger place but now I want to stay.	delicious
We have been exhausted of exposing this construction sounds. a lot of abandoned buildings waiting on the line.	There is a lack of sincereness. During the time I arrived ehre people were visiting here like a tourist whom sees first, promote first, it was like a competition for them.	I am quite pleased of the location and the building itself it is appropriate to be a gallery but I am not happy with the situation of being alone.	construction dust
After the earthquake in 99 building sttock emerged to be renew. It was an immediate necessity to make an intervention for anti earthquake reinforcement. With the collaboration of local government municipality and other institiutions new plans and policies have been introduced.	With this Galataport project I assume it will get better. If some serious and important companies have taken part here to built relatively smaller offices hotels restaurants they just wanted to be here and take a piece from the cake.	Considerig the location of Karakoy in the city context it should have developed like that a touristic area I believe it have been planned properly. Even if talk numerical how many caffes have many restaurant have many rooms you can fit in it. You can not reach that number even if you take the total of hotels existing in Karaköy right now.	loss of traditional interactions
They demolished all the small café's near to waterfront in one night I was there only one fish restaurant could stand because they have permit. This transformation does not for us they are finisihing the trade and tradesmen.	Employment opportunities are limited They displaced all sectors existing here. This place does not have a long future componies moved already there is a lot of people would move immediately with the first demolition decision.	My Dad didn't have saving for a new investments so he stayed, the rest moved to outskirts. we are just selling products now.	sincerity
Ever since Istanbul as a metropolitan city accepted the effect of globalization it is expected for some functions to disperse and and new once to introduce. Starting from Dalan's period demolishments of industries started,it was not sustainable at that moment so shoreline become emptied.	It is not a romantism what I have been describing a city can be treasured only when it includes all these identity in it. Otherwise it turns to corridors that you feel trapped or be in rush. From one point to another you cast your self adrift however these liveable place in urban context.	——	gate to the other side
I don't find this area real. When you discuss you hear inflated prices like million dollars for small urban plot or eather old ruins it is not realistic. They are trying to fix everything from one point but they don't consider overall.	Not only the sectors are changing but also the needs are so it effects the production itself. During the last 5 years it has been gained momentum. Sometimes I think all these transformation and vitalizing process is artificial nothing is on its own value.	And of course sometime we have this offers from investors but now Idon't consider to leave this atelier. But I am not concrete so up to my benefits why not?	my place

INTERVIEW NO:1
TAYLAN U.
ARTIST
28

KEYWORDS

Artist
Network
Affordable Price
Han
Neighborhood
Discovering
Artist Hub
Transformation
No Negative Atitude
Move Out
Luxury Places
Investor
Galataport

Touristic
Café Shops
Municipality
Young Population
Art As A Protest
Street Artists
Vandalism
Pollution
Colorful
Dense Pattern
Loud Cacophony
Beautiful Piece Of Puzzle
Curious
Delicious

QUOTES

-the best part is it is a "Han" so during the night we can work freely since nobody is around.
- They consider street art as it is vandalism or pollution.
- Every day I am trying to walk from a street that I haven't pass before just to discover this area.
- İstanbul is not a city with common urban patterns it has an unusual and idiosyncratic context if you compare with other places. It has such a loud cacophony considering the urban configuration it feels like it is a puzzle and Karakoy is a beautiful piece of it.

CATEGORIES

People/Place

Artists Network Artists Hub, luxury places, municipality, investors, ypung population, street artists

Situation

Transformation affordable price,move out, touristic, galataport

Perceptual/Emotional

Neighborhood, discovering, no negative attitude, vandalism, pollution, art as a protest, colorful, dense pattern, loud cacophony, beautiful piece of puzzle, curiosity, delicious

INTERVIEW
BEING AN ARTIST IN KARAKOY

INTERVIEW NO:2
ASLI S.
GALLERY OWNER
40

KEYWORDS

Artists
Transformation
Affordable Rent
Gallery Owners
Customers
Exhausted
Construction
Abandoned Building
Raised Land Rent
Move Out
Being Alone
Colorful

Crowded
Masculine
Sincerity
Don't Pay Attention
Higher Income
Construction
Negotiation
Different Backgrounds
Neighborhood

QUOTES

-We have been exhausted of exposing this construction sounds.
-It is like a man who is constantly having Aesthetic surgeries depending on the city structures building types Heights it is more masculine for me
- The first time I arrived I tried to spend time with them in order to understand and not disturb especially during the opening when we are serving alcohol but of course we are not coming from same background and this was different
(relation with the neighbours.)

CATEGORIES

People/Place

Artists,Gallery owners, Business owners customer, tourist, higher income group

Situation

Transformation, affordable rent, construction , abandoned buildings, raised land rent, move out,

Perceptual/Emotional

Don't pay attention, exhausted, being alone, colorful, masculine identity, negotiation, different backgrounds being neighbor

INTERVIEW
**A GALLERY IN KARAKOY
artSUMER**

INTERVIEW NO:3
NEVZAT A.
CIVIL ENGINEER
56

KEYWORDS

Transformation
Network
Municipality
Han Owners
Potential
Despair
Investor
Legal Issues
Positive Reaction
Projects

Tourism
Galataport
Renovation
Piece From The Cake
Tradition Of Trade
Eviction
Move Out
Dislocate
Land Rent
Small Retailer

QUOTES

-the best part is it is a "Han" so during the night we can work freely since nobody is around.
- They consider street art as it is vandalism or pollution.
- Every day I am trying to walk from a street that I haven't pass before just to discover this area.
- İstanbul is not a city with common urban patterns it has an unusual and idiosyncratic context if you compare with other places. It has such a loud cacophony considering the urban configuration it feels like it is a puzzle and Karakoy is a beautiful piece of it.

CATEGORIES

People/Place

Investors municipality network,han owners,business owners, architects

Situation

Eviction,dislocating, transformation, potential,

Perceptual/Emotiona

Tradition of trade, piece from the cake, sincerity, despair, positive reaction

INTERVIEW
AN INVESTOR IN THE AREA

INTERVIEW NO:4
VAHIT H.
FOUNDRY OWNER
25

KEYWORDS

Family Business
Municipality
Manufactory
Move Out
Foundry
Being Alone
Demolishment's
Tradition Of Trade
Transformation

Land Owner
Waterfront Usage
Crowded
Doesn't Have A Future
No Public Space
Sincerity
Closeness
Hesitation
Don't Believe In People

QUOTES

-Rental but it is ours.
- This transformation does not for us they are finishing the trade and tradesmen.
- He says it was too crowded before therefore it was even hard to walk inside. (for the Yelkenci Han-inn-)
-There was sincerity and closeness before. There was no theft nothing . Now you hesitate even when you go to toilet. Before everyone counted on each other they were leaving their shop open and going to pray . You knew that someone would take care of it. Now you don't believe in people
- When you pass over the bridge it is not KARAKÖY FOR ME ANYMORE.

CATEGORIES

People/Place

Municipality, manufactories. Foundry, land owner, tenant

Situation

Family Business, move out, demolished, transformation, waterfront usage

Perceptual/Emotional

Being Alone, crowded, doesn't have a future, no public space, sincerity, closeness, hesitation, do not believe in people

INTERVIEW
YOUNGER GENERATION MONGER

INTERVIEW NO:5
HAYDAR K.
PROFESSOR / ARCHITECT
70

KEYWORDS

Port
Architects
Planners
Ministry
University
Waterfront
Demolishment
Deindustrialization
Neglected Area
Reconstruction
White Zone
Silence
Galatport
Invigoration
Revitalize

Minority Foundation
Self Gentrification
Rapid Change
Dysfunctional
Move Out
Hotelization
Tourism Destination
Cruises
Trade
Stoke Brokers
Globalization
Untransparent
Public Space
Community
Shocked

Horrifying
Stage For Shows
Picturesque
Movement
Place Of Knot
Shame
Lost Of Identity
Experience In Urban Context
Fall Into Oblivion
Romanticism
Trapped
Rush
Mitigate
Agoraphobia Of Power
Gate To Other Side

QUOTES

-Karakoy there is a silence between Karakoy square and Maritime Organization.
- The architectural typology in Karakoy and Galata hills shows similarities bet.ween European cities. These buildings have the possibility to transform easily to another function in this case a rapid change through accommodation facilities
- since Istanbul as a metropolitan city accepted the effect of globalization it is expected for some functions to disperse and and new once to introduce.
- There are three essential problems first the process is not transparent, Second failure is the decisions have been given without overthink, third these places are stage for spectacular shows.
- Karaköy sets an example for a place of experience in urban context A place exist with its living its function. We are losing the people, the function and the relation identifying the place.

CATEGORIES

People/Place

Architects,Planners
Municipality, institution,
minorities, stokebrokers,
mongers, small business
owners fisherman, community

Situation

Port waterfront demolishment
deindustrialization, hotelization,
neglected area reconstruction,
white zone, Galataport,
Invigoration, revitalize, self
gentrification Rapid Change,
dysfunctional, move out tourism
destination,public space, trade

Perceptual/Emotional

Shame, lost identity, experience
in urban context, fall into
oblivion, romanticism trapped,
rush ,mitigate, agoraphobia
of power, gate to other side,
movement pitoresque ,silence,
shocked, horrifying, stage for
spectacular shows

INTERVIEW
**AN ACADEMICS
POINT OF VIEW**

INTERVIEW NO:6
Ali E.
MARBLE CUTTER
58

KEYWORDS

Family Business
Marble Cutters
Being Alone
Traditional Goods Production
Move Out
Transformation
Vitalize
Artificial

Investors
Not Realistic
Benefits
Business Owners
Café –Shops
My Place
Chaos
Interwoven

QUOTES

- Everything is here and there is nothing.
- I have a lot of memories and I have "my place" here between mongers bullies drifters they all respect me.
- Not only the sectors are changing but also the needs are so it effects the production itself.
- This area became like that thanks to investors who has the money but no idea about the business and they were following their dreams to take a piece from this cake. I don't find this area real.

CATEGORIES

People/Place

Marble cutters, business owners, investors

Situation

Family business Move out Transformation Inflated price

Perceptional/Emotional

Being Alone, artificial, vitalizing, not realistic, benefits, my place, chaos, interwoven

INTERVIEW
MARBLE CUTTER

4.4.3 FINAL CONSIDERATIONS

Interviewee Vahit H.
 - young generation monger.

The purpose of this research is to see and justify multiple realities exist in terms of knowledge and understanding of the area up to individuals.This process helps to reverse deductive thinking that have been reached by technical analysis through an inductive one. In order to understand area it is necessary to adopt various approach to reach accurate results in over all which can lead more sensitive design solutions for variety of user due to their necessities and desires for future.
The outcomes of the interviews shows that;

-Traditional production of specific goods are used to define the characteristic of the area now they fall into oblivion.

-Getting alone with the neighbors is an important issue for the newcomers -since they don't share the same background -in order to coexist together.

-Solidarity and sincerity has been stressed by business owners who had witnessed the change of the area. That made them stronger and stand alone as a community which is a conventional identity of agglomerated business.

-Transformation is inevitable but it has different meanings for each actor while people whom has the money benefits this, others force to eviction or can not stand the raised rents or being left alone in the sector.

-Through the transformation process Karakoy become a mouth watering cake that everyone want a piece from it. That caused inflated or unrealistic market values.

-Inn's (Han) become places vital with double shifts according to artists studio's where they coexist with the current sectors. While that changes the daily experience of the space by attaching another function it also makes anxious business owners since they consider arrival of the artists as the first step of transformation and further eviction scenario.

-Lost of identity has been described better by the people who had better knowledge about the industrial history.

-Lackness and unorganized public space is a common problem for all participants.

GİRMEK YASAKTIR

4.5 OUTCOMES OF ANALYSIS

Interaction between public and private spaces.
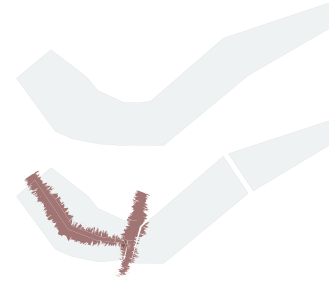
INFRASTRUCTURE SYSTEM - DISTRUPTING AREA

In general Istanbul suffers from the traffic and Karakoy is one of the nodal point of the city. The decision has been given about the extension of the roads interrupted compound areas. This disconnection caused lost of historical axes connection through the sea, interaction between sectors and led different progress in the area. Pedestrian accessibility is low or endangering people. The underground passage also creates undesirable places during the night.
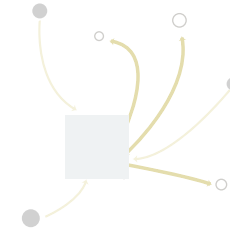
TRANSPORT HUB

Area is located in the core of the city. Different type of transportation offers accessibility for the area. While bus, tram, funicular and the new metro line provide connection in the European side different companies give services by water transportation through Asian side and Golden Horn. Although lack of signalization cause confusion. Waiting points for all transformation is not comfortable and blocking the pedestrian flow.

GREEN

Karakoy's image doesn't include recreational public place. Two main green areas recognized with full potential. Thursday Market directly through the waterfront is -currently under transformation- misused and neglected from citizens and Tophane Park has been a victim of incorrect decisions, which had been design as a public space linked with water. Therefore both areas are become unused green element.
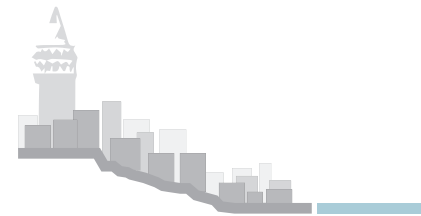
TOPOGRAPHY

Natural landscape of Galat Hill has been shaped the morphology of Karakoy for centuries. Density has risen during the years according to its functions. Floors have been added as a new layer on top of existing or the new buildings constructed with higher layers. This built environment makes the area more chaotic in a visual sense.
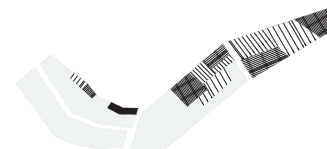
LANDUSE

Existing pattern has been changing forms due to self-gentrification process. New services create varieties in streetscapes not only physically but also for everyday experience. Mumhane street sets an example for this situation comparing with its past. Area become pedestrian, walkways occupied by tables of the cafes, post industrial design solutions adapted, new materials and colors modified the ambience.

Dominance of Vehicle
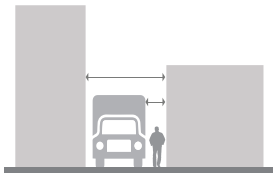
Pedestrian flow is blocked by vehicles in several points. Main infrastructures are highly loaded with traffic where the pedestrians forced to use uninviting underground passages. These passages are vitalized by the shops during the day time meanwhile during the night they become empty and spooky places. On the other hand city structure was formed upon old settlements, streets are narrow and crooked. Most of them either don't have pedestrian walkway or used by cars for parking. Inefficient parking plots and regulations bring the obstacle for service business.Pedestrians generally wait for a car to pass or change their roads.

Everyday Experience

day | night

week day
weekend
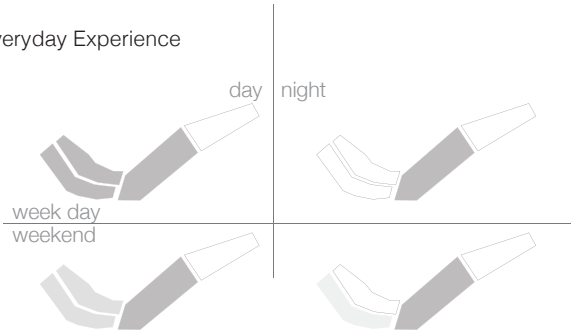
Dynamics and movements show variety according to time and day. Thursday market's function depends on commercial activities related with electrical technical equipments thus that day starts early slows down in the afternoon. Unlike Karaköy part only few restaurant open during the night therefore area become a dead zone. On the other hand Karakoy has similar commercial activities besides that food services and accomodation bring another dynamism. Movement starts from early morning with trade and keeps going on until late night by bars and restaurants. Breakfast is a strong tradition for Turkish people which Karakoy cafe's take advantage of this long activity during weekends.

Low Quality of Public space

Galata Square

Karakoy Waterfront
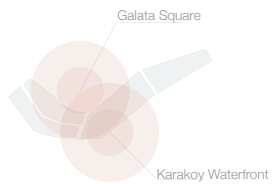
Although area is overcrowded with abundance it is hard to mention adequate well designed public place where people can socialize and gather. In 2015 Karakoy square has renewed however the design could not make use of elevation difference in an constructive way therefore meaningles empty surfaces invisible ramps occured and make the area even more complex. Area has been pedestrianized and cleaned from praking spaces run by municipality especially through the waterfront even so it seems there is no enforcement for that they can still enter.

Environmental Aspect

Thursday Bazaar
Coastal line

Park of Artists
Tophane Park
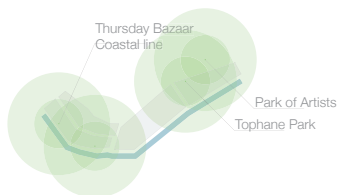
Besides the are has both green and blue richness can't make use of them effectively While existing green in a poor quality and not welcoming in terms of blackness of paths urban furnitures etc., water become a blurry image. Water only satisfies visually since the interaction is blocked besides transport. water fronts demonstrates physical and perceptional walls for the users.

Cultural

Istanbul Contemporary Museum

salt galata

Mimar Sinan
Fine Arts University Museum
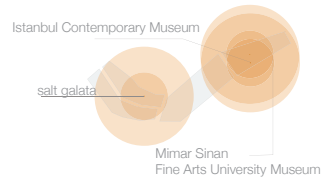
Karaköy is located between different historical layers and modern face of Istanbul. Through the years it has always attracted artists and small galleries. Recent transformation has triggered cultural activities in the area meantime smaller galleries had to closed down up to unaffordable land rent. Nowadays Salt Galata,Istanbul Contemporary Musem and as an ongoing project Mimar Sinan Fine Arts University Museum have the biggest influence.

Informalities
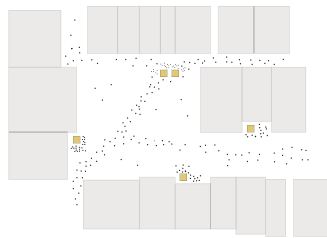
Informalities has been defined as the sellers located in the streets either moving or standing such as bread and fish stands small items seller like socks, evil eyes and traditional bakeries. While standing one's prefer transition passes where the flow of people high or small urban niches occurred by withdrawal or demolishment of buildings near to main square, moving one's rather to follow the flow. Both brings social interaction and vitality to the areas where they locate.

Invisible Landmarks
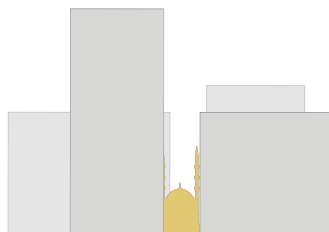
Event though Karakoy is full of layered historical heritage most of them are invisible or not well maintained. They lost the meaning of their critical location like Yeraltı Mosque which had been built on the first tower constructed in medieval period. Facade of the mosque covered with signs and the heavy buildings blocking all possible perspectives. Or most of the Inn's from 15-18 century located in Thursday Market area used as shops or depots are in highly poor quality and they need immediate restoration. Information about the history beneath the building are not sufficient therefore people pass through them without noticing.

Banishing Locals
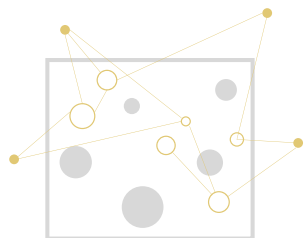
According to recent transformation, new services introduced to the area only appeal to tourists therefore locals can not benefit them. Interviews with shop owners show that they don't use the area in their free times or they prefer to go restaurants they used to. One of the reason for this is the high prices they offer on the other hand they don't suit for the locals taste or preferences. Not only this but also spreading transformations force them to move out from the area.

4.6 VISUALIZATION OF OUTCOMES

As a representation of the outcomes of this chapter, an interactive map was created. The user can use it by clicking each dimension and getting the results of them. Not only a graphic will explain the situation, but it will also be supported by images and videos to make the viewer understand the reality of the place. This map could be found in the digital platform: https://decodingkarakoy. wordpress.com/

infrastructure   transportation   hidden elements   informalities   dominance of vehicle   topography   environmental aspect   cultural facilities   public space

INFRASTRUCTURE

TRANSPORTATION

HIDDEN ELEMENTS

INFORMALITIES

DOMINANCE OF VEHICLE
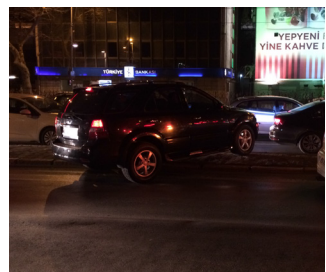
4.7 TOWARDS A CONCEPT

The qualitative-quantitative analysis and deeper explorations such as visibility researches showed some specific elements become more significant to give a clear definition of the area. A subjective evaluation has been done to define Karakoy in order to outline importance and opportunities of these elements. The three aspects determined that need attention as; the in/visibility, the duality and the negligence in terms of heritage.

The in/visibility section includes the relation between waterfront and neighborhood and the hidden elements of the area that are not recognizable unless the person has some specific knowledge about the area. The waterfront has a special importance, being the main reason for shaping the district, that nowadays mostly privatized, and becoming harder to reach. The hidden elements and differentiating altimetri focused on the elements that forms an identity for the city such as temples belong to different religion ,considering that the area is founded on a multi-cultural,religious and ethnical roots, old walls from the Genovese period which are partially remained and only visible from rooftops (specifically Galata tower). They are surrounded by higher buildings that hide them completely which make them impossible to see from any other point. This situation can be considered with "special restaurants"; in Thursday market the places for eating are

reduced to cafeterias and very informal places, but in some spots it's possible to find famous restaurants with a very high level of food, but again this is only known if you have some knowledge before visiting the area. This particular condition was associated with an arrow slit, which gives you this sensation of opening to something. Instead of considering this a negative aspect, it's consider as a special condition in the urban form of the place, and the idea is just to make people aware, so the experience of them is richer in terms of knowing what's really around.

The duality part focused on the usage difference and quality of built up environment and how this affects daily routine in the area. A deeper researches has been done to determine coexistence of entities in terms of building stocks materials and quality of places in both side as Thursday Market and Karakoy which directly influences daily habits, dominant sector, user profiles and vitality. It is important to underline the contrast of daily routine due to timeline by how the density is shifting from one to another related with the function. Moreover recent transformations started to shape an homogenous formation in the urban context that could endanger the coexistence. Binding with its history; dualities are defining a significant characteristic of the area which is important to maintain the essence of abundance.

Although Karaköy has blessed with palimpsest of historical legacy, negligence and ignorance caused deplorable results. There are many elements that are not well maintained or forgotten which have a high potential of reuse that could give some of the essence back to the area. Some streets have been kept by its original names, reflecting the old functions. The materials play an important role in this case because they are the ones seen at the origin of Karaköy, such as chains and metallic products, are still present and used. Some neglected areas can be found, that only with some maintenance and smaller interventions the quality of the place could be improved.

With this final analysis, the aim is to reach a starting point for defining the strategies and by this getting to a next step of indicating the precise interventions for future scenarios of Karaköy.

KEYMAP

IN / VISIBILITY

WATERFRONT
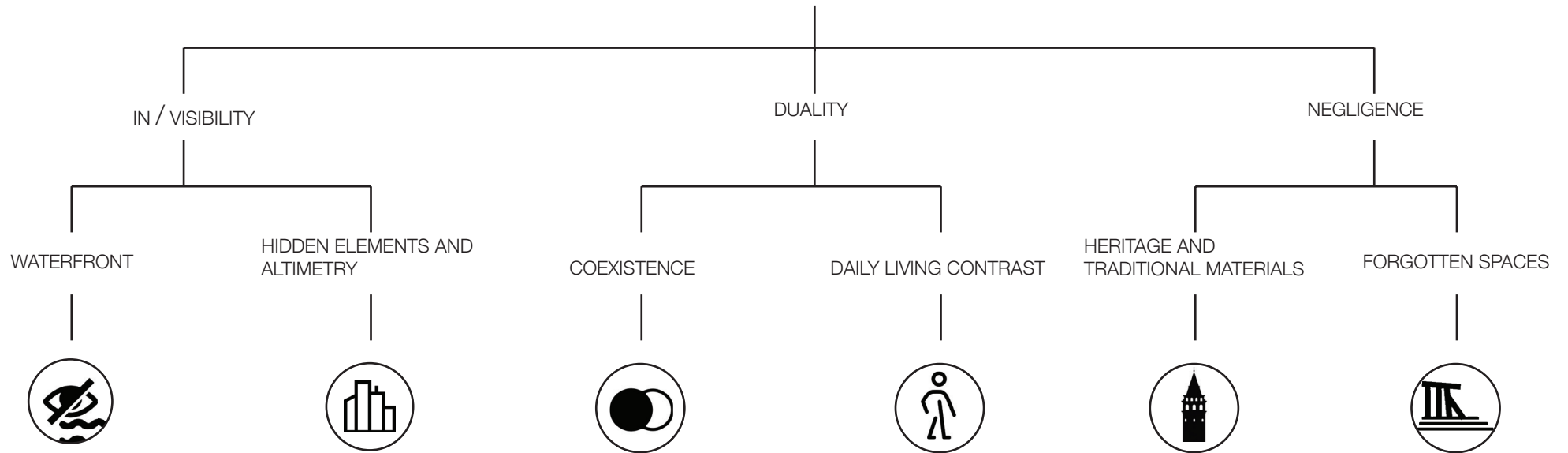
It's only visible in specific points. You can hear the water or the boats moving.

HIDDEN ELEMENTS AND ALTIMETRY

skyline - continous difference, (unique)
you should always see the sea while going up but you DONT. they are constantly using rooftops to see the sea. Religious signs can be seen from there and recognize better whats happening. Some buildings are hidden: mosques, churches, restaurants (in thursday market), ruin of old city walls, stairs.
Arrowslit : oppenes feeling

DUALITY

COEXISTENCE

The functions define the area. By being so different it causes a strong division in terms of perception. Affects the image of the city. The only ''open spaces'' of both sides (where you take the ferry) are THE SAME in different conditions.

HARDWARE ⟷ DESIGNED
        stores

The appereance is completely different. In Karakoy the stores are designed (nicer and more atractive). While in thursday market is the opposite (only some hidden places) Buildings in Karakoy have a higher quality. This shows where investment is going.

You cant identify abandoned buildings, they are normally renovated (which mean demolish in this case). In thursday market it's imposible to count them, including a lot of deteriorated buildings that only the first floor is being used and not in a very safe way.

DAILY LIVING CONTRAST

On dayytime both sides are active (Thursday market you can feel the abunance of ''working flow'' or trades) in Karakoy is more about construction sites, there's NO rush (as in thursday market) Meanwhile during the night, the balance change turning into the opposite situation. Thurday market dies, nothing happens, streets are empty. [dead zones]. Karakoy revive and becomes vital with all the restaurants and bars. The user changed in Karakoy with all the transformation to a higher income class. They only mix in this area,
learning how to live together. (this proves that they can mix). This is provoqued because in some areas or streets we can find the ''two working environment'' , on a horizontal way (Constructers + show owners and custumers) but also on a vertical way, where some buildings have the first floor with hardware stores and the upper floor with architecural
firms, lawyers office, travel agency, etc.

SPACE ⟷ USER ⟷ SERVICES
    changes   changes

NEGLIGENCE

HERITAGE AND TRADITIONAL MATERIALS

Give more importance to the lost heritage of the area. Using the opportunities that they provide: old walls, axes, greenery. The old functions could be recover (In Karakoy street names define the old functions) The area use to have a relevant cultural mixture. To maintain a harmony in the district, materials can be mixed in both sides remembering in Karakoy the origin of the place.

FORGOTTEN SPACES

Instead of collapsing some buildings they could be adapted for a new function, aswell of some spaces that needs improvement in order to be used (like the 2 green spaces, and the 2 ferry stops). In thursday market, some buildings only remain as facades, this can be reuse considering that the majority are from the 19th century.

WATERFRONT

In order to underline the necessity of open qualified spaces in Karaköy it is usefull to understand coastal usage of Istanbul. Water has been an important element for the centuries not only visually but also for defence and trade. It has been still shaping the city considering the projects as Galataport Haydarpasa Port.

Before this widely urbanization spreaded out waterfronts have been excursion places for the citizens -mostly for all social groups - where they socialize during their free times. Untill the 50's just before water was still an element that can be interacted. Currently Bosphorus is higly contaminated and it has just became and visual pleasure. Diagram on the right shows public spaces and recreational areas through waterfronts in the European side. while Northern parts is more rich with better organized public space it has interrupted several times by private properties.

Meanwhlie on the southern part Between Ortakoy-Karaköy few Ottoman places with their new functions such as hotels, university buildings and high schools are limiting the interaction with the water. quality of residual public place can be consider as low moreover government is still giving approval for privatization on the shore.

Planning policies has tremedously effected usage of waterfronts after modernization movement of Ottoman.In 19th. Century Karakoy waterfront reshaped as an international port that freighters and passenger ships docked. During this period Karaköy has its golden years. While the construction had picked up in order to correspond requirements as new business centers(han) public facilities , spatial and visual relation with waterfront had been disappeared.

In 1958 a new fill area has been introduced between Tophane and Salı Pazarı where the warehouses located. It has blocked the last openness through Marmara Sea. After 1988 port has been allowed only for the passenger ships meanwhile warehouses and small workshops around became dysfunctional. Recently these buildings create a sense of a wall preventing the relation with the sea.

Galatport project has provoked a lot of speculations for the last 10 years. Starting from 1995 project has been cancelled for several times due to law suits brought against. In 2015 a powefull holding has bought the land and transformation has begun.

As Sennet mentions "exclusion and eviction are so deeply rooted in capitalism, it may be beyond the humane planner's power to make boundaries into boundaries at the scale of projects like these water-side projects."(R.Sennet,2006) According to non-transparent process of Galataport this argument can be validated. Due to press release of responsible holding a Seven stra luxury hotel museums residential and commercial building will take places and open public spaces will be implemented to project.

- ● PARK
- ● PUBLIC SPACE
- ······ PROMENADE
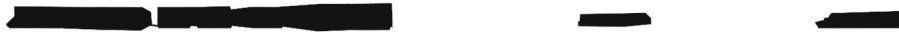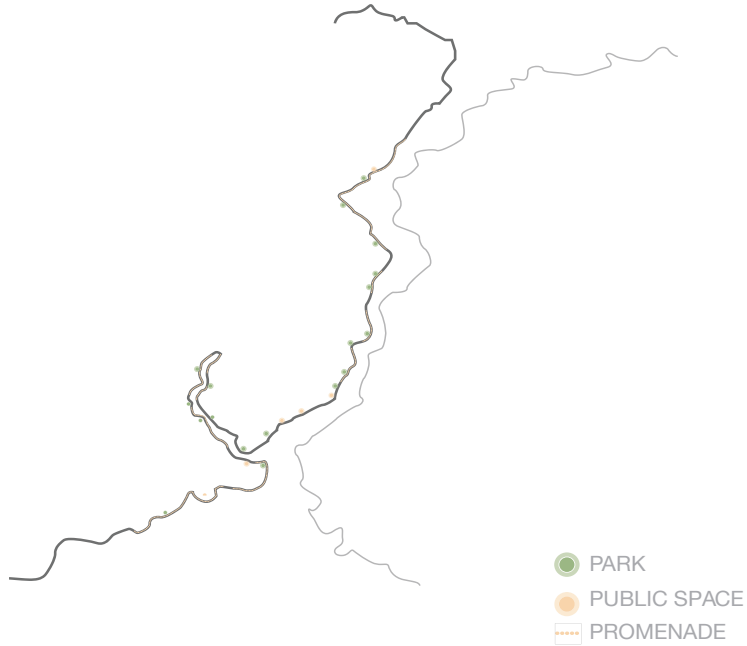
That became an enigma since only few images published without technical drawing or infographic explanations which can be deceptive, construction site has been covered with 5 metre high panels therefore it is not possible to behold process, that leaves a lot of question marks over minds. Furthermore inapprehensible regulations are being done by municipality. Until 2014 public space next to Turkish Maritime Organization which is the first rejoin point with the waterfront after Fındıklı Park -approximately 1.5 km distance- used to be a parking space run by metropolitan municipality. Fortunately the area reclaimed last year and became at least a pedestrian zone. Considering the spectacular view of historical peninsula and bosphorous Karaköy might have the best panorama in Istanbul although this highly valuable part is still covered with 3 parking lots in Thursday Market side.(1)

Galata bridge becomes an image of the city with the peaople who are fishing on it. Although the bridge responses a highly loaded traffic it also offers a recreational activity for the citizens. This spontaneous function directly changes the ambiance and living of this passing by element and effects district. (2)

According to all limitations it is hard to have a sense of sea in Karakoy. Unfortunately water is an untouchable and invisible element. Only way to catch this view in inner streets is to find right distance and perspective in order to see the sea over unnecessary panels.(3)

Picture

Picture

Picture

● ● used -accessible waterfront

━━ unused -accessible waterfront

━━ inaccessible waterfront

a

b

c

d
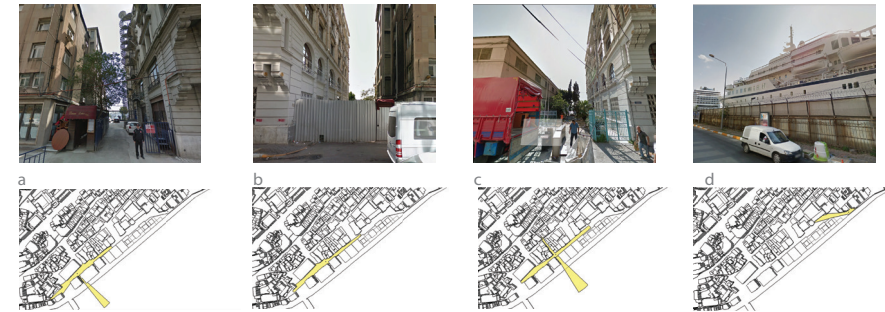
visual connection opportunities

From the perceptional maps, it was important to take in count this changes that you can get from changing scenarios in the area, trying to use this characteristic feature for the future interventions.

HIDDEN ELEMENTS & ALTIMETRY

The hidden elements of the area makes it an interesting place to explore, without no signalization, there are some treasures that only people from the area knows about. The visibility of them is blocked by the same distinctive altimetry and urban form of Karaköy, with very narrow streets, that doesn't let you see what's happening around you, and buildings hiding beautiful churches or historical buildings such as the han, or even specific restaurants that from the outside it just blend with the commercial activities. This visibility is unblocked when looking at the district from a high point, you can discover much more by seeing what's happening on this level, how the rooftops are being used, the remaining points of the historical wall that are cover by buildings with no access to them, and specially religious signs such as cupulas and mirane.

Hidden stairs in Karaköy

Using the concept of Arrow slit or Embrasure; that expresses widening, we want to create specific points on the Area, were people after walking on narrow streets can feel this relief to arrive to an open area. Instead of having only hidden buildings, the idea is to have hidden green and public areas for people to discover. Another way of solving the visibility problems is making an intervention that includes height as an important element for the design.

Arrow slit: (Especially in a medieval fortified building) a narrow vertical slit in a wall for shooting or looking through or to admit light and air

Oxford dictionaries.
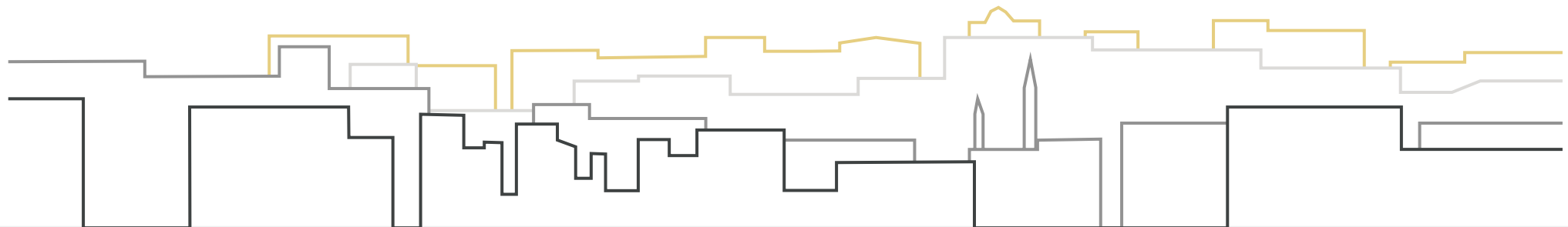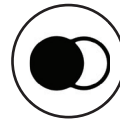
COEXISTENCE

The functions define the area. Even in this aspect, Thursday market and Karaköy are completely the opposite. By being so different it causes a strong division in terms of perception and this also affects the image of the city. The only ''open spaces'' of both sides (where you take the ferry) are THE SAME in different conditions., one is design as a public space, and the other one is informally being used as a parking space with no order and no space for pedestrians.

The appearance is completely different on each side; In Karaköy the stores are designed (nicer and more attractive), while in Thursday market the physical conditions are either deteriorated or carelessly preserved (only some hidden places shows a higher physical quality). Buildings in Karaköy have a higher quality, showing where the investment is going. There are no abandoned buildings in this side; they are normally renovated (which means demolish in this case). In Thursday market it's impossible to count them because of how many they are, including a lot of deteriorated buildings that only the first floor is being used and not in a very safe way.

BUILDING STOCK
TRADE GOODS
FOOD
MATERIAL

DAILY LIVING CONTRAST

On day time both sides are active (Thursday market you can feel the abunance of ''working flow" or trades) in Karakoy is more about construction sites, there's NO rush (as in thursday market) Meanwhile during the night, the balance change turning into the opposite situation.

Thurday market dies, nothing happens, streets are empty[dead zones]. Karakoy revive and becomes vital with all the restaurants and bars.

The user changed in Karakoy with all the transformation to a higher income class. They only mix in this area, learning how to live together. (this proves that they can mix).

This is provoqued because in some areas or streets we can find the ''two working environment" , on a horizontal way (Constructers + show owners and custumers) but also on a vertical way, where some buildings have the first floor with hardware stores and the upper floor with architecural firms, lawyers office, travel agency, etc.

Day time

Night time

Rooftop Restaurant

Third floor office

Second floor office

First floor hardware stores

Example of how the land use exist in the area on a vertical way.

USER PROFILE
typical people in the area

THURSDAY MARKET

Shop owner

Using the area for work

50 - 75 years

Turkish
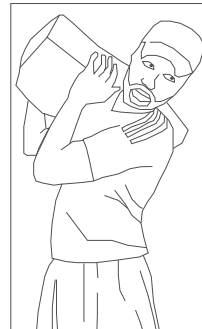
Workers

Using the area for work

18 - 60 years

Turkish

KARAKÖY right side

Student- professional

Using the area for leisure

20 - 35 years

Turkish and internationals
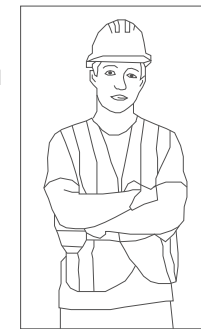
Constructor worker

Using the area for work, not for leisure

18 - 65 years

Turkish

buildings
people
funtion

HERITAGE AND TRADITIONAL MATERIALS

STREET NAMES

-street names derive from their function, buildings used to be located there or important person for the history of the place

- these features
  can be revitalize
  can lead for deconstructive design approach
  can strengten the identity

TRACE OF HISTORY

even though the walls and the gates are mostly diminished it kept it importance by shaping the settlements and axes in the area. some of them are still visible and as important as before. unfortunately some of them lost the strong connection related with infrastructure system and that creates division in the area. A better visual and pedestrian connection can reconstruct the relation between these areas and the waterfront.

city walls
ruins of the walls
maintained axes

Neglected spaces in the district

FORGOTTEN SPACES

According to the oxford dictionaries, neglected means:

Suffering a lack of proper care or Not receiving proper attention; disregarded.

Instead of collapsing some buildings they could be adapted for a new function, as well of some spaces that needs improvement in order to be used (like the 2 green spaces, and the 2 ferry stops). In thursday market, some buildings only remain as facades, this can be reuse considering that the majority are from the 19th century.

Re use of a space and building

Considering the area as a historical place, the idea is to re use the buildings and areas that are neglected. Giving new functions to the area, trying to understand what people need, and the places they would like to have in the area.

Remaining facade

Green space

IN / VISIBLE

DUALITY

NEGLIGENCE

VISIBLE

CONCURRENT

RE-USE

WATERFRONT

HIDDEN ELEMENTS AND ALTIMETRY

COEXISTENCE

DAILY LIVING CONTRAST

HERITAGE AND TRADITIONAL MATERIALS

FORGOTTEN SPACES
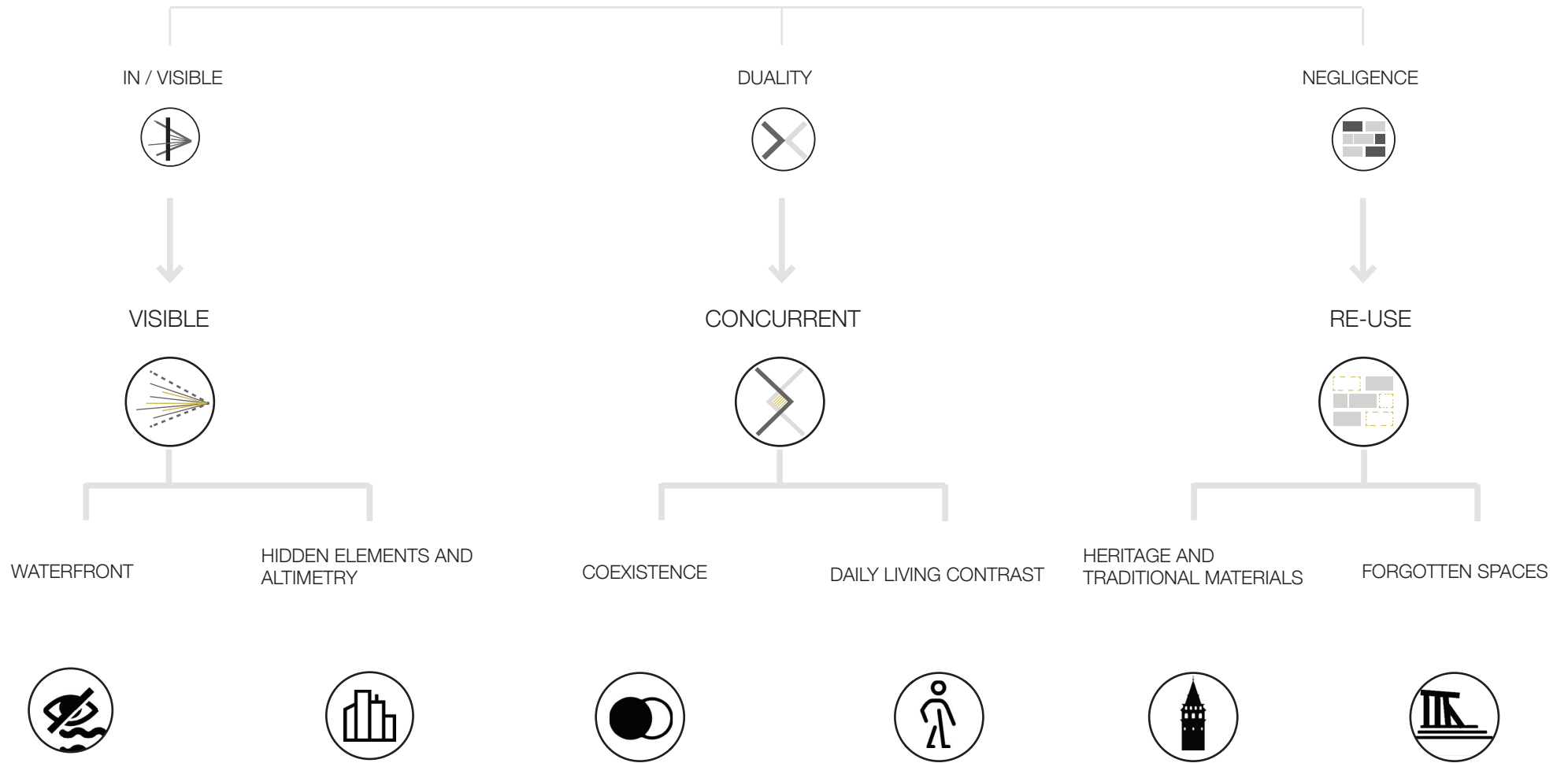
As the bosphhorus is only reachable by limited public space; the intention is to give the sea back to the people by regenerating the waterfront. With the visibility analysis its proven that it's possible to improve the connection with the sea, on a physical and a visual way.

The particular morphology of the area makes it both interesting and difficult to spot some specific landmarks. The idea is to make them visible for people to be aware of what is surrounding them.

To gain back the lost identity, the idea is to maintain the contradictive features of the area by keeping and improving the existing functions, mixing them with new intervention points.

To improve the experience in the area the suggestion is to mix functions, users, and services to avoid divisions, providing a more livable place by making it all work together as a system.

In order to give more importance to the rich and layered history, the idea is to highlught it's traces, using the materials of the heritage to revoke old memories.

To raise the livability and urban quality, it's important to define potential points that have been neglected, to introduce new functions according to the necessities founded in the surroundings.

Istanbul, a universal beauty where poet and archeologist, diplomat and merchant, princess and sailor, northerner and westerner screams with same admiration. The whole world thinks that this city is the most beautiful place on earth.

- Edmondo De Amicis

Collage by the authors:
Our Karaköy.

4.8 Five elements of Kevin Lynch.

Landmarks

Nodes

District

Edge

Path

The five elements of Kevin Lynch Image of the city:

- Paths: channels along which the observer customarily, occasionally, or potentially moves. In Karaköy this element is divided in 3 according to the hierarchy of importance. The streets were selected, and the hierarchy was define according to the flow of people using the street and this affecting their width. Lynch mentions how "for many people, these are the predominant elements in their image. People observe the city while moving through it, and along these paths the other environmental elements are arranged and related".

In the case study area paths can be identified as inner streets in the gentrified part of Karaköy, they become pedestrian spontaneously and only few axes are connecting Galata part with Thursday market and transportation stops. These paths can be raised in numbers by giving priority to pedestrians and revitalizing the old axes in order to set a physical connection between waterfronts.

- Edges: linear elements not used or considered as paths by the observer. They are the boundaries between two phases, linear breaks in continuity. In the area the edge is the waterfront, which is working at the moment as a barrier, more or less penetrable, which creates a specific situation in the urban context. Lynch discuss about edges being for many people

organizing features, which in Karaköy applies perfectly considering it is defining the foundation of the area and the way it still works today.
In the case study area edges have been identified as main infrastructures currently causing a division between the two parts of Karaköy. Also the waterfronts as barriers as natural element and blocked connection.
Rather than being an element of division it should provide connection. Integrate with city and citizen, strengthening accessibility / waterfront for public activities gives a porous boundaries providing interaction between users and the neighborhood.

-Districts: medium-to-Large sections of the city, conceived of as having two-dimensional extent, which the observer mentally enters "inside of," and which are recognizable as having some common, identifying character. Always identifiable from the inside, they are also used for exterior reference if visible from the outside. Karaköy has very defined areas, divided by the functions and users, some more artistic, some more touristic, this way we defined the districts of the area according to this divisions, they are not always so obvious when walking around the place, but the perception changes as you get to know more details of the area. As Lynch continues about this, it depends both on the individual and the city to consider districts the dominant element of the area.

△	Landmarks
◯	Nodes
≡	District
▌▌	Edge
▬	Path

-Nodes: strategic spots in a city into which an observer can enter, and which are the intensive foci to and from which he is traveling.

The nodes were defined mainly in intersection where something particular happens, as the author express on his book, "the concept of node is related to the concept of path, since junctions are typically the convergence of paths, events on the journey. It is similarly related to the concept of district, since cores are typically the intensive foci of districts, their polarizing center. And again, depending on the elements mentioned above, this can also be a dominant feature of a place.

As a current situation; nodes are defined by functions in the area like transport and facilities, where people gather rather than socialize.

The future scenario aims on raising the quality of the existing situation and add space for mix use activities that can define breathing points for district and its users.

-Landmarks: another type of point-reference, but in this case the observer does not enter within them, they are external. They are usually a rather simply defined physical object. Some landmarks are distant ones,

In Karaköy, they are currently undervalued or invisible because of several reasons stressed in analysis. The aim is to clear the vision and provide visual connections to make them visible .

typically seen from many angles and distances, over the tops of smaller elements, and used as radial references.

Because of the rich history of the area, there are many of these elements on the area, they normally work as a tool for location, and they are mainly international references for the place. As stated on the book, they are frequently used clues of identity and even of structure, and seem to be increasingly relied upon as a journey becomes more and more familiar.

For the area, it was difficult to choose which of these elements was the most dominant one, rather than that, it was determined to see the area as a system of these elements. While analyzing them, it was noticeable how the value of them changed according to many factors, such as the location, the individual, and the amount of the elements present in Karaköy.

For the future scenario, some of them will be either improved on quantity, such as the nodes and the path's, improved in quality, referring to the edge and the district, and finally the landmarks, than will remain the same; because it was determine that the existing one have too much value to be compared with a new one.

5 | STRATEGIC PLAN

5 | CONCEPT PLAN

5.1 INTRODUCTION

Along the centuries Karaköy always set a role as buffer in the city because of its location, functions andtemporary users. That remains constant until our times but also there has been important changes. Change has been a strong characteristic for the area although it had been more flexible, spontaneous except governmental decisions. This perpetual act of transformation can also be identify as instability which has a unique system that can only be observed in situ. Sennet mentions " instability contains in fact a structure - or rather, many structures- which respond to uncertainty and coordinate change." which can be an implication of order in chaos, thereby Karakoy sets a unique example by its foundations.

This chaotic situation can be observed on city structure, population, daily usage and history.

Throughout history Karaköy has been a settlement for different ethniques such as Greek, Latin, Italian colonies and Turks.It kept its importance as being the main port of this metropolis which is its main function during all these centuries. Those days this port function was defining its destiny due to the necessities of the new world. Karaköy could be defined as the borders metaphorically referring to Richard Sennett's definition "borders are the zones in a habitat where organisms become more inter-active, due to the meeting of different species or physical conditions" , which means that the port was the place for the first interaction with the city and also the products for the buyers.

Trade has always been the most important element for the area which -still remains- introduced in new sectors , changes of functions and user profiles and architectural typologies. In this sense changes can be explained by ;presence of chain makers and brothel's for the marine sector, both sectors lately became insignificant, industrial workshop through the water front of Persembe Pazarı-planned by Prost in 1937 and destructed in 1950 -became an empty unused green area, the huge debts of late Ottoman arouse attention from foreigner brokers later than

Karaköy Voyvoda (Bankalar)street became their settlement and kept the financial power until late 90's, currently most of them are under transformation to become luxury hotels or different functions, governmental impositions on taxes especially through non muslim minorities whom held the power on business and land then forced to eviction ,last but not least, the contradictory urban gentrification project of Galataport. It has provoked a lot of speculations for the last 10 years. Starting from 1995 project has been cancelled for several times due to lawsuits. In 2015 a powerful holding has bought the land and transformation has begun.

As Sennett mentions "exclusion and eviction are so deeply rooted in capitalism, it may be beyond the humane planner's power to make boundaries into boundaries at the scale of projects like these water-side projects. Therefore this ongoing mega project has drastically affect the future and metabolism of the area. Although the transformation could be mention as self gentrification from the start, the recent rapid changes are highly influenced by expected new customer profile due to Galataport, which creates a homogenous context in terms of functions and social income while eliminating existing pattern.

Before this widely urbanization spreaded out, waterfronts have been excursion places for the citizens -mostly for all social groups - where they socialize during their free time. Until the 50's just before industrialization, water was still an element to interact with. Currently Bosporus is highly contaminated and it has become just a visual pleasure, in very limited areas. Planning policies has tremendously affected usage of waterfronts after modernization movement of Ottoman. In the 19'th century, the waterfront in Karaköy was reshaped as an international port that freighters and passenger ships docked. During this period Karaköy has its golden years. While the construction had picked up in order to correspond requirements as new business centers (han) public facilities , spatial and visual relation with waterfront had disappeared.

In 1958 a new fill area has been introduced between Tophane and Salı Pazarı where the warehouses were located. It has blocked the last openness through Marmara Sea. After 1988, the port only had access for the passenger ships, while warehouses and small workshops around became dysfunctional. Recently these buildings create a sense of a wall preventing the relation with the sea.

Karaköy has always been a place of contradiction. Through history it had it's importance of being the "entrance" as a port of Istanbul which had been the entry point of oriental land for the Western countries, where you can see the influence of both. The complexity in its foundation brought the richness of functions, cultures and people. Edmondo de Amicis had written in his book Constantinopoli after his visit to Istanbul and even though he exaggerated his observations in a sense of romanticism, still it is remarkable to see similarities between two centuries.

He describes his first impression after his arrival   with these sentences "*Istanbul, a universal beauty where poet and archeologist, diplomat and merchant, princess and sailor, northerner and westerner screams with same admiration. The whole world thinks that this city is the most beautiful place on earth.*" He was fascinated by the coexistence of all the people from different classes, outfits, colors, languages, in general the abundance. Currently the situation is no different. Although the recent planning policies are affecting the existing function it still nestles differences generously. fish&bread vendor next to a luxury seafood restaurant, trendy cafes and hotels next to 19th century vernacular architecture ruins, cocktail bars neighbouring traditional tea houses or more extreme, a private brothel's street just next door of a God's house. This is not only a value but also a character for this neighborhood. Referring to its history, Karaköy exist with its contradictions and it is important to preserve it in order to maintain the ambiance of the neighbourhood.
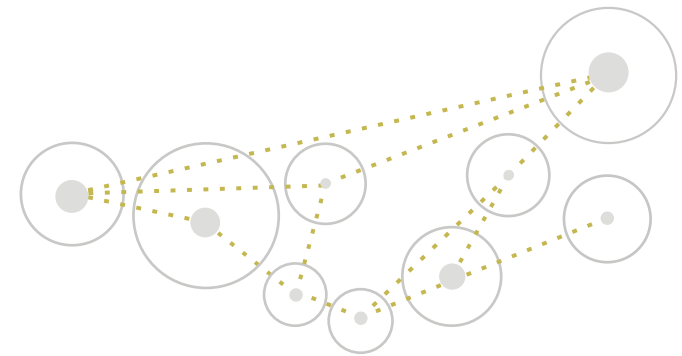
Logo

5.2 CONCEPTUAL INSPIRATION

The image was taken in the first walk of the area. It makes reference to the materials that were used since the moment the district was founded, and as seen here, still used today. This fact inspired the project to choose these materials as the main ones for the interventions, trying to bring back the memories and keep the language that the area still has today in some parts. This guideline would work as an unifying element, were people can relate to the new interventions according to these materials.

As analyzed in the history chapter of the thesis, the chain has been an important element since the foundation of the area. It was used to stop the boats from crossing when there was no bridges, it was used for the boats using the marine, and also sold on Karaköy; the most impressive fact is that –as shown on the picture – this material is still very dominant in the area, specifically in Thursday market. This idea of having a material that keeps its use on the area since the foundation of it, calls the attention and makes it a very interesting subject to connect with the concept of the area.

In a macro level, looking at the area as a view bird, what the project aims is to connect the place, by the senses. The idea is to create a chain between the different interventions, connecting them considering the senses, using the same materials so people can refer to the other projects, specific sounds and objects to touch, that will make the area more approachable and the experience will be more personal for the people.
Pursuing this further, different urban patterns have been spotted in the area, looking at the most important characteristics, which lead to the impressive domes of the mosques around the city.

What serve as an inspiration for the selection of this pattern, wasn't only the shapes and morphological composition of this structure, but also the way they really work on a more technical level. This domes function as an structure for this religious building, where each of them, small ones, half ones, or any variation of it, works as a networks, if you eliminate one, the structure is broken. This is exactly what the project aims to achive, a place that with all the different things happening around, can work as a network.

The main obejctive is to intervene in the most submissive way, trying to make a difference with small interventions, considering the elements analyzed before; trying to keep the current situation of the district, but stopping the situations that shouldnt keep going, and introducing new elementes that the area is lacking at the moment.

Karaköy should be a place that, working as a system, where different elements join, all the area should link to connect the beautiful caothic situation that it lives in.

5.3.1 COLLECTION OF PATTERNS

SELECTED PATTERN
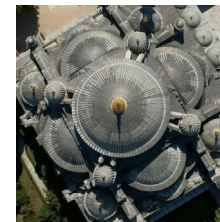
Mosque

Shapes stracted from the mosque

The collection of patters was made of different urban situations that were spotted while doing the first walks of the distric. It was stimulating to find so many different ones, that while looking back on them it was possible to make areference from the place where they were taken.

At the end, the one selected made a stronger reference to what the main goal of the projects is. The mosque represents both on a structural and theoretical way, the main objective of the project and on a physical way, it led us to the graphical represntation for the concept plan of today and tomorrow on the following pages.

CORRELATION CONCEPT TODAY

Transformed

Flexible-potential

Isolated

Central influence

— Links

→ Main axes

Area

CORRELATION CONCEPT TOMORROW

Transformed

Flexible-potential
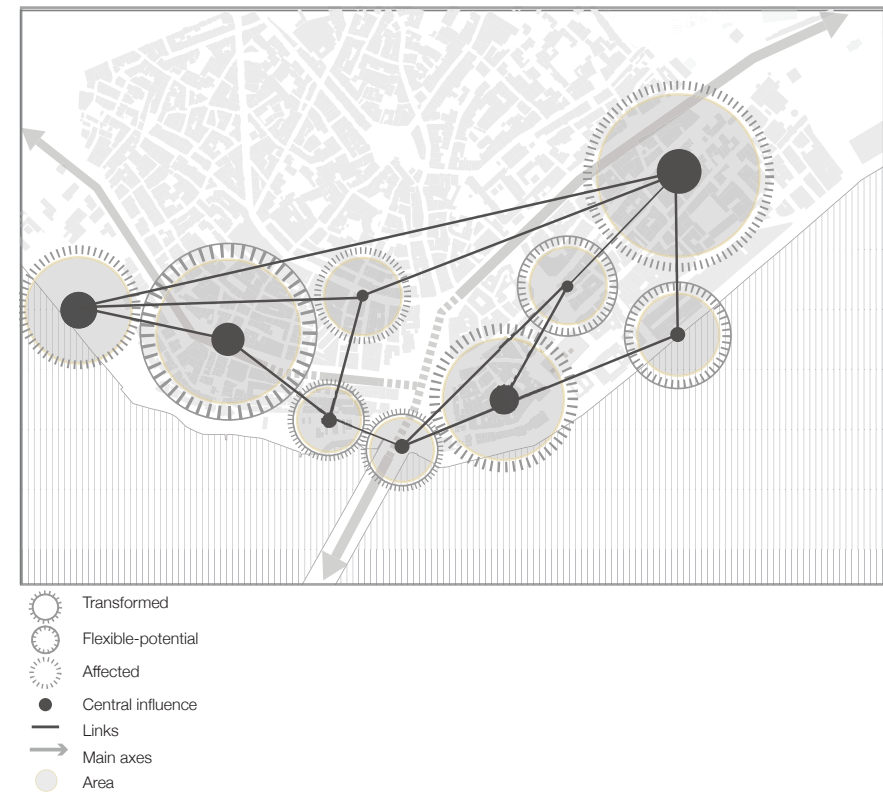
Affected

Central influence

— Links

→ Main axes

Area

The map represents a scheme of the perceived situation and the physical configuration of it, demostrating the current situation of Karaköy. There are two main factors to consider: one the polarity of the area, where different "cores" work on different ways, and second, how this cores affect the area with the specific conditions they have, that could vary between users and functions to physical conditions, and moreover, the link between each of them. For this representation, three divisions were made: The transformed areas, that are currently under transformation with on going projects, defined as a gentrification process that is almost finishing beacuse of how rapidly it had spread; this process could be defined as mushroomed; considering they way it has increased. The flexible -potential areas, are places that are not changing completely but getting some small changes that increases either the quality or the vivacity of an area.

The Isolation ones, are generally caused by physical conditions, working separatly from the rest of the area, wich makes it neglected with time considering there is no interaction between them and the people, leading to the creation of different types of boundaries.

For the concept plan of tomorrow, the idea is to improve what already exist, without making any agressive intervention. A fourth category was added.

Affected, in this case this areas are not transformation points, but rather related to a coexistence situation in the area; but trying to make all these elements work together as a system, eliminating the isolation cores, which divides the area. This places are mainly maintaining the actual functions, not always continuing them or expanding them - not mushroomed . Which creates some kind of order, with a more balanced system.

For this representation, the intention was to go back to the main concept, using the chain to connect all this cores that even if they are spread around Karaköy, they can serve as an unifying element.

The centers are getting stronger due to the number of connections and how much this point affects the area. The intention is to achieve a system, by establishing a network between different points and their own hierarchy according to their influence in the area.

5.4 TOWARDS A STRATEGY SCHEME

At this point Karaköy was identified as a core in the city of Istanbul. By highlighting the main elements that compose the district, a word was used to define both the conflict/ problem that characterize the current situation, which lead to a conclusion of a lose- lose for both the city and the citizens. Then some possible solutions were point out, as the main goal – for each element – that will improve the quality of the area, and change the scenario to a win- win situation. After this was determined, three main goals were defined, which will be achieved by different strategies lead by specific actions.

Location of the elements.

KARAKÖY: AS A CORE OF ISTANBUL

ELEMENTS	CONFLICT/ PROBLEM	SOLUTION	STRATEGIES
Blue element - Sea	Depriciated	Activate	
			Reactivate: enhance the quality of existing areas
Green element - Green	Neglected	Revitalize	
Grey element - Build up	Divided	Connect	Evoke: stimulating the memory of the place
Black element - Infrastructure	Caothic	Heterogenous	Spotlight: making the elements "senseable"
White element - historical heritage	Oblivion	Consciousness/ awareness	
	LOSE - LOSE situation	WIN - WIN situation	

5.5 STRATEGIES

Change alone is eternal, perpetual, immortal.
Arthur Schopenhauer

Change is an inevitable fact of this intensive district. Alongside of its benefits it also can be a destructive power.
Although small-scale interventions have the potential to improve livability, repair forgotten identity and raise awareness of people through the heritage and richness of the area.
The complexities of the context lead contemporary solutions which can released immediately, can respond in short term,incite public participation It is highly important to improve and establish a better network and communication between different actors and places to provide sustainable progress.That can advance negotiation between existing and new therefore unpleasant result can be avoided. Local resources should activated in order to recover identity, revitalize heritage and collective memory.

According to results of analysis three main goals have been defined for the future of Karakoy as ;

Reactivate, enhance the quality of existing areas
Evoke stimulate the memory of the place
Spotlight. Making elements senseable*

In order to reach these goals main strategies have been set and linked with actions which have been specified for each strategy. Meanwhile three dimensions have been taken into consideration to correlate with strategies as multi sensory social and environmental approach.
From the starting point of the analysis multisensory approach adopted to decode and restore multiple composition of the site thus that in the strategies this approach consist actions to enrich user experience and raise awareness of the site meanwhile social dimension involves establishing better relations with varied profiles and places, provide solutions for necessities stressed mostly within the ethnographic researches. Environmental dimension tackles with physical space raising the quality of it by improving functions.

Re activate; enhance the quality of existing areas

The main intention of this goal is avoiding expulsion or segregation of under privilidge class and current business owners finding coexisting solutions and at the same time giving flexibility for subsequent replacement of users.In order to achieve that, the goal offers a series of interventions to selected urban voids, each will become an unique part of a system

,overall it will strengten the connection, physically and perceptually.
The selection of this urban voids and intervention points is based on neglected elements and senses which comprise niches, waterfront usage and low quality of green space. This infill approach consists on creating contemporary urban spaces as breathing points both for local community and visitors, by using existing artifacts. That can be also considered as a systematization of informalities, which vitalized and feeds the area, but also cause unpleasant result such as illegal sellers or unhealthy street food. The organic urban pattern engender specific spaces as corners, courtyards, empty plots that are treated as urban voids, which have the opportunity for new functions or to awaken old ones currently used by solely target groups. A courtyard of an Ottoman Inn(Kursunlu Han) sets an example for this situation. Inn is occupied by mongers and most units are used as storehouse from outlying shops. Even though the historical heritage is high, the building is undervalued and poorly maintained while the court yard can easily transformed to an urban oasis and provide space for new functions, raising the interaction between different user groups.It is important to incite local community to participate to process in who can give their own decisionto intervene the space as they desire and that flexible usages and participatory approach would enhance place attachment and belongingness.
Two important elements of the area - green and water- have become invisible due to wrong policies and regulations. The analysis shows that both can not be perceived or interacted.The reactivation of waterfronts is tackled with a further green system suggestion, that consist of punctual points of gathering places , water interaction and relax points and a promenade leading a general pedestrian flow and recreational activities. Main intention of this reactivation is to repair the lost identity of waterfronts for Karakoy and create better recreational facilities not only in a local scale but also in a city scale

Evoke; stimulate the memory of the place

Evoke collaborates with the other two in order to bring back and revitalize collective memories and heritage of the area.Karaköy sets an unique example for palimpsest urban tissue, however the layers have been diminished or damaged majorly. Architectural and cultural heritage have not been well maintained and mostly destroyed. Extant ones are abandoned to their fate, therefore they are either dysfunctional or unlegible. Few originally renovated buildings, street names and materials such as bricks and ceramics give a clue about the history of the area which gives an opportunity to raise awareness by using similar elements that still exist. The area used to be determined and divided due to agglomeration of handcraft business or functions,the street names derived from them and remained until now; such as sailmakers(Yelkenciler Street), caulkers(Kalafatyeri) , wine port(Galata Şarap Iskelesı Street).The main

intention behind this goal is to make history legible and attract people by creating signs that manipulate the visual perception of people through the invisible legacy, adding new functions to crucial points and lead them in the area, meanwhile they can discover and open up their senses through the history and protect the character which unifies the area in a heterogenous way.

Spotlight; Making elements senseable*

The spotlight approach derives from the visual disconnections of the area with important elements as water and heritage. Our analysis shows that water became a continuous invisible and untouchable element, loosing it sense in an environmental point of view, while the heritage of the area fell into oblivion due to wrong urban configuration and became indiscriminable.
Most of the architectural heritages are covered with destructive labels, blocked by buildings or not paid enough attention on them. Everyday life push people in a rush, therefore even though they pass by or use them regularly they don't recognize or value the history beneath them. Which brings the question of signalization, these heritage can be experienced in an interactive way that can lead them to sense the area by themselves while establish a relation individually. As a first step few important axes and building were selected to put more focus on them, where the numbers can be raised with further scenarios. While the waterfront became an important issue, old axes and the trace of city walls are directly connected with it and the ones included in the area will be highlighted with materials and signs in order to increase awareness to the history. Meanwhile framing installations are offered to stress the important architectural heritage through the area and waterfront. These points have been tested by individual experiences and justified with photos, videos and simulation tools.
On the other hand, especially the privatized properties on Karaköy are blocking the interaction with waterfront for more than a kilometre distance. In order to tackle this situation,demountable vertical pavilions can be installed to serve public as an observation tower which can create a link between water and hidden elements of the area meanwhile they can accommodate several cultural activities at the same time such as an exhibition space or a workshop atelier. Sound installations is another interactive element can be implemented on the pavements which aims to touch the senses to remember and drawn in through the waterfront where the frames for vision will provide visual connection with it and the historical peninsula.These installation can be raised in numbers to mimic ferry sound, that helps people to orientate in time, in inner neighborhood to create a multisensory connection between waterfront and neighborhood.

5.6 Definition of strategies

Three main goals were define, as a second step the strategies and the actions to accomplish them are listed

Reactivate: enhance the quality of existing areas

Rewake: stimulating the memory of the place

Spotlight: making the elements "senseable"

1. Infill neglected spaces raising the quality of the area with breathing points.
1.1- Redefine the use of neglected areas to prevent them from decay, by introducing new contemporary places.
1.2- Temporary or permanent occupation of urban niches, in a flexible way, due to functions, events or seasons.
1.3- Adding modular pavilions as an interactive element between users, functions and the hidden elements of the urban context.
1.4- Providing solutions for free time, gathering people with art, culture, memories and leisure activities.
1.5- Increase points of interaction between different users, considering their needs.
1.6- On a smaller scale, serving the local community, stressing their belongingnessto the area.
1.7- Providing mix use public spaces to maintain the coexistance between existing functions and new additions.
1.8- Prioritizing the pedestrian movement in contrast to the dominance of cars.

2. Create visual and interactive interventions awakening the historical heritage.
2.1- Raising awareness of the historical heritage by manipulating the visual perception of people.
2.2- Re use materials to remember old functions of the port, in pavements, walls, and furniture.
2.3- Adding signane/signalling in specific points creating a visual axis towards the landmarks in order to highlight them.
2.4- Expose the old walls by tracing their location, highlighting the neglected ones and re creating the path of the ones destroyed.
2.5- Select streets from the old axes and history to pedestrianize and guide people to the seafront.
2.6- Revive the undervalued heritage, creating new landmarks.
2.7- Establish workshops to maintain the traditional productions.

3. Open the visual connections
3.1- Finding solutions to negotiate between private and public spaces through the watrerfont by creating gaps on the private properties to raise the visual and tactile interaction with the sea.
3.2- Regulating ferry traffic and stops to overcome visual barriers in recreational areas.
3.3- Creation of vertical pavilions open to public, in the inner city, to create a visual link with area and the sea by working as an observation tower.

4. Requalification the green system
4.1- Awaken the existing greenery, considering a larger scale, serving the city of Istanbul.
4.2- Increasing the attractiveness of Thursday market park by providing new functions: cultural and social uses.
4.3- Increase the greenery to make it work as a system with the existing ones, improving the quality of the district.
4.4- Tracing green patterns from old maps.
4.5- Providing tree-lines streets in order to increase the attractiveness of the neighborhood.
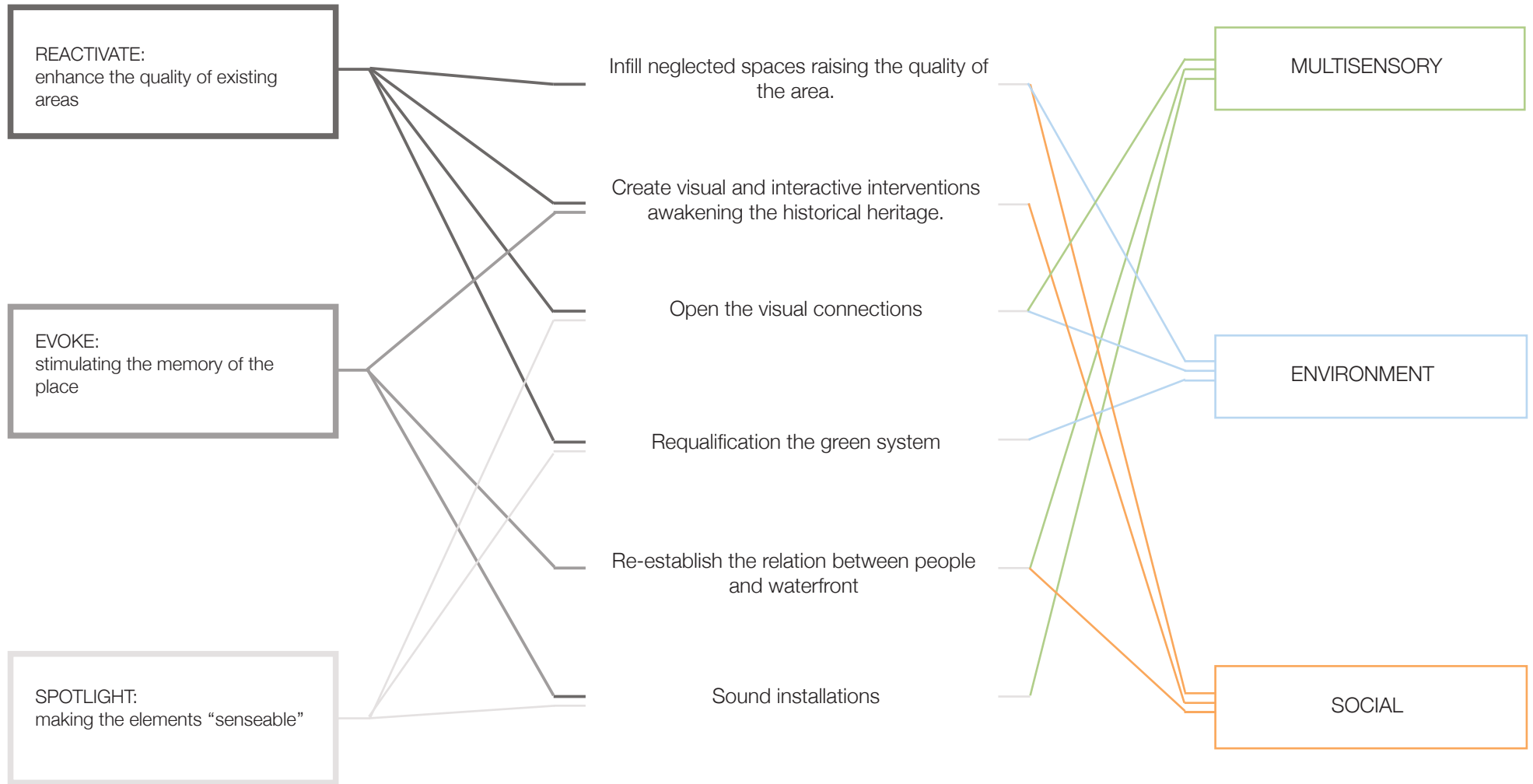4.6- Redefine the flow of people in nodal points by locating specific materials, urban furniture and greenery.

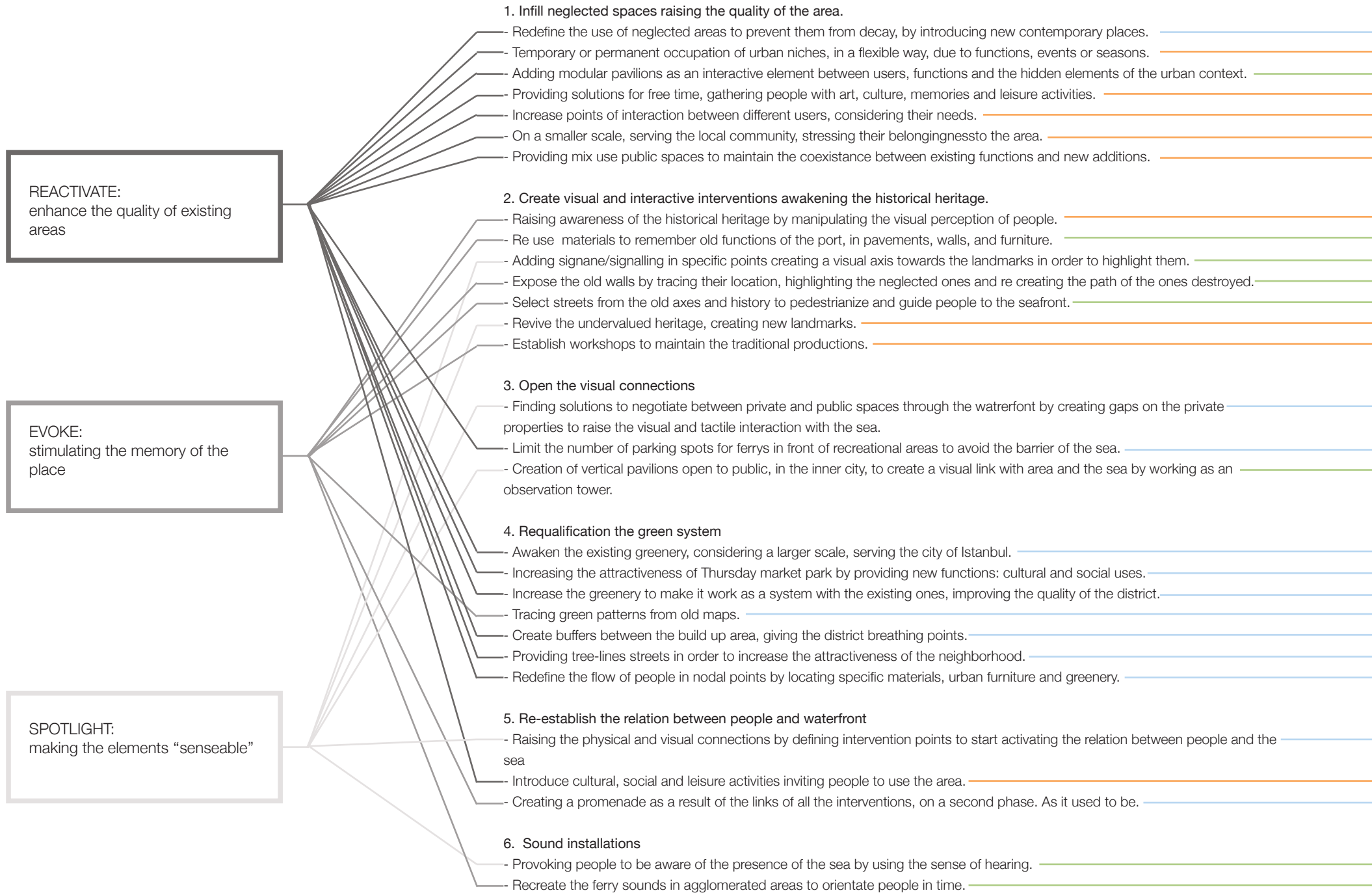vvh**5. Re-establish the relation between people and waterfront**
5.1- Raising the physical and visual connections by defining intervention points to start activating the relation between people and the sea
5.2- Introduce cultural, social and leisure activities inviting people to use the area.
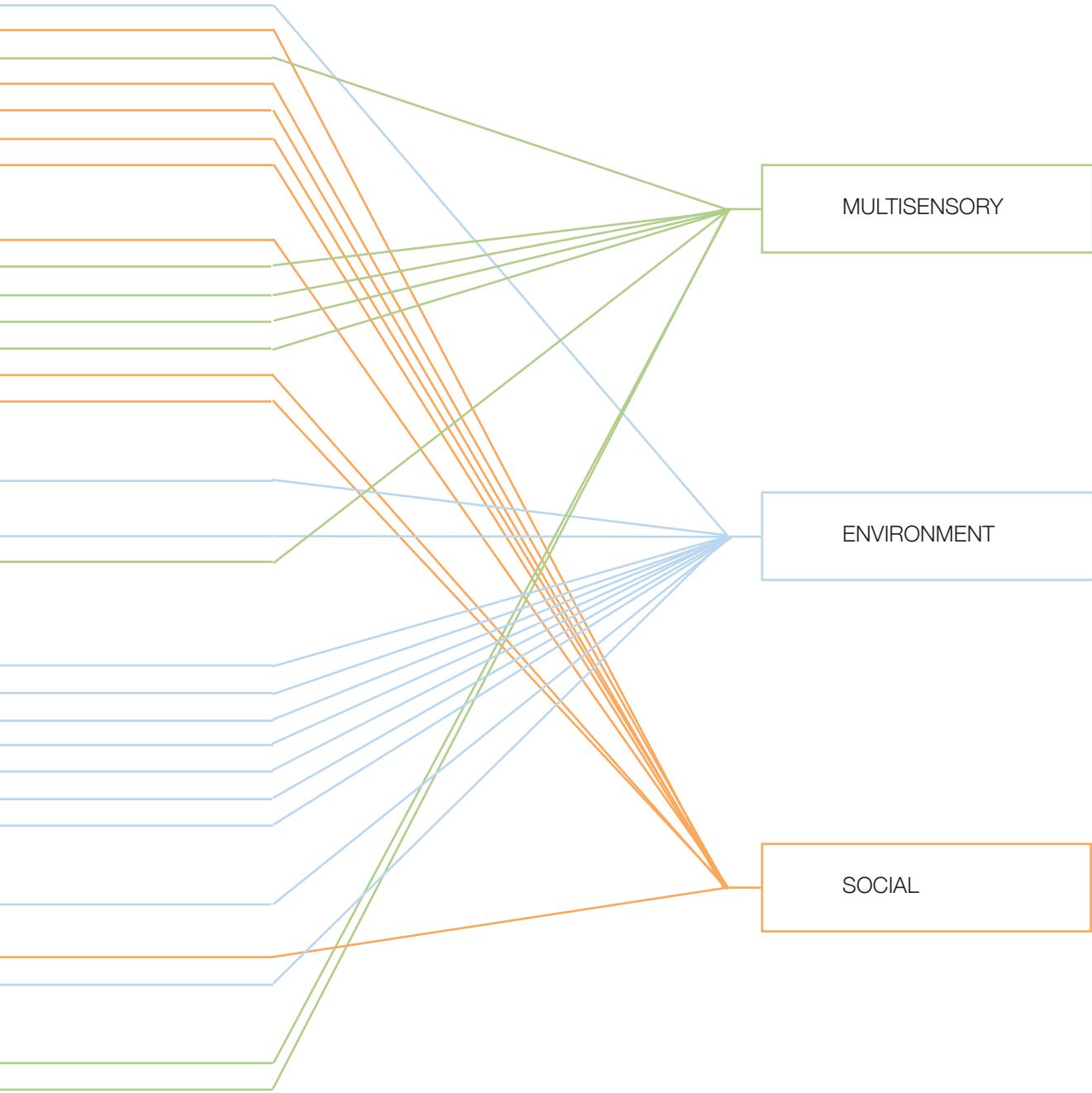5.3- Creating a promenade as a result of the links of all the interventions, on a second phase. As it used to be.

6. Sound installations
6.1- Provoking people to be aware of the presence of the sea by using the sense of hearing.
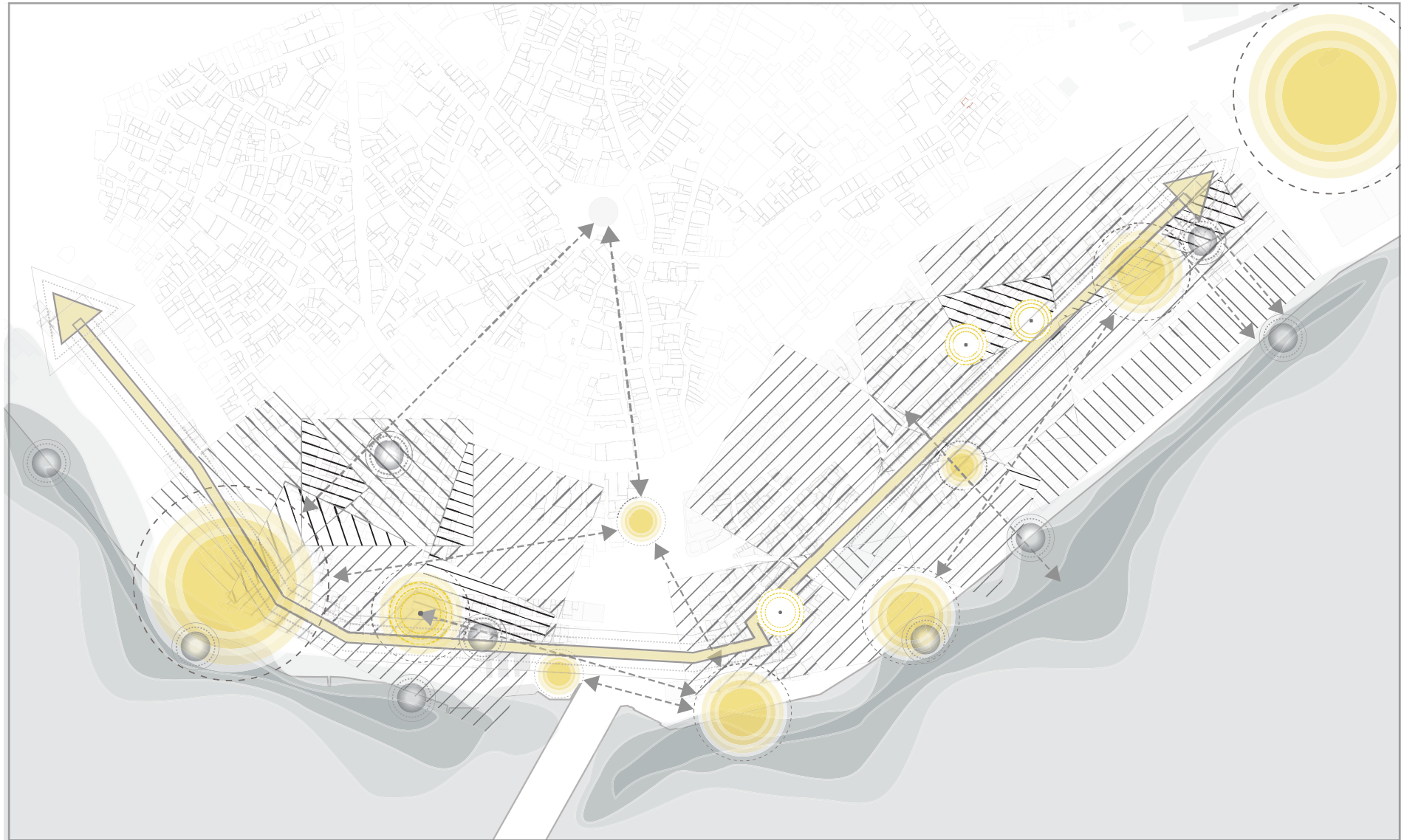6.2- Recreate the ferry sounds in agglomerated areas to orientate people in time.

REACTIVATE:
enhance the quality of existing areas

EVOKE:
stimulating the memory of the place

SPOTLIGHT:
making the elements "senseable"

Infill neglected spaces raising the quality of the area.

Create visual and interactive interventions awakening the historical heritage.

Open the visual connections

Requalification the green system

Re-establish the relation between people and waterfront

Sound installations

MULTISENSORY

ENVIRONMENT

SOCIAL

REACTIVATE:
enhance the quality of existing areas

EVOKE:
stimulating the memory of the place

SPOTLIGHT:
making the elements "senseable"

1. Infill neglected spaces raising the quality of the area.
- Redefine the use of neglected areas to prevent them from decay, by introducing new contemporary places.
- Temporary or permanent occupation of urban niches, in a flexible way, due to functions, events or seasons.
- Adding modular pavilions as an interactive element between users, functions and the hidden elements of the urban context.
- Providing solutions for free time, gathering people with art, culture, memories and leisure activities.
- Increase points of interaction between different users, considering their needs.
- On a smaller scale, serving the local community, stressing their belongingnessto the area.
- Providing mix use public spaces to maintain the coexistance between existing functions and new additions.

2. Create visual and interactive interventions awakening the historical heritage.
- Raising awareness of the historical heritage by manipulating the visual perception of people.
- Re use materials to remember old functions of the port, in pavements, walls, and furniture.
- Adding signane/signalling in specific points creating a visual axis towards the landmarks in order to highlight them.
- Expose the old walls by tracing their location, highlighting the neglected ones and re creating the path of the ones destroyed.
- Select streets from the old axes and history to pedestrianize and guide people to the seafront.
- Revive the undervalued heritage, creating new landmarks.
- Establish workshops to maintain the traditional productions.

3. Open the visual connections
- Finding solutions to negotiate between private and public spaces through the watrerfont by creating gaps on the private properties to raise the visual and tactile interaction with the sea.
- Limit the number of parking spots for ferrys in front of recreational areas to avoid the barrier of the sea.
- Creation of vertical pavilions open to public, in the inner city, to create a visual link with area and the sea by working as an observation tower.

4. Requalification the green system
- Awaken the existing greenery, considering a larger scale, serving the city of Istanbul.
- Increasing the attractiveness of Thursday market park by providing new functions: cultural and social uses.
- Increase the greenery to make it work as a system with the existing ones, improving the quality of the district.
- Tracing green patterns from old maps.
- Create buffers between the build up area, giving the district breathing points.
- Providing tree-lines streets in order to increase the attractiveness of the neighborhood.
- Redefine the flow of people in nodal points by locating specific materials, urban furniture and greenery.

5. Re-establish the relation between people and waterfront
- Raising the physical and visual connections by defining intervention points to start activating the relation between people and the sea
- Introduce cultural, social and leisure activities inviting people to use the area.
- Creating a promenade as a result of the links of all the interventions, on a second phase. As it used to be.

6. Sound installations
- Provoking people to be aware of the presence of the sea by using the sense of hearing.
- Recreate the ferry sounds in agglomerated areas to orientate people in time.

MULTISENSORY

ENVIRONMENT

SOCIAL

5.8.1 GENERAL MAP OF STRATEGIES

Reactivate: Enhance the quality of existing areas

○ Reactivation points.

Evoke: Enhance the quality of existing areas

○ Evoking points.

◀▬▶ Tracing heritage.

Spotlight: Making the elements "senseable"

○ Spotlight points.

⬚ Tracing the senses

○ Influence of water.

◀- - -▶ Multisensory links.

▨ Overlapping districts.

5.8.4 STRATEGIC PLAN: MULTISENSORY MAP
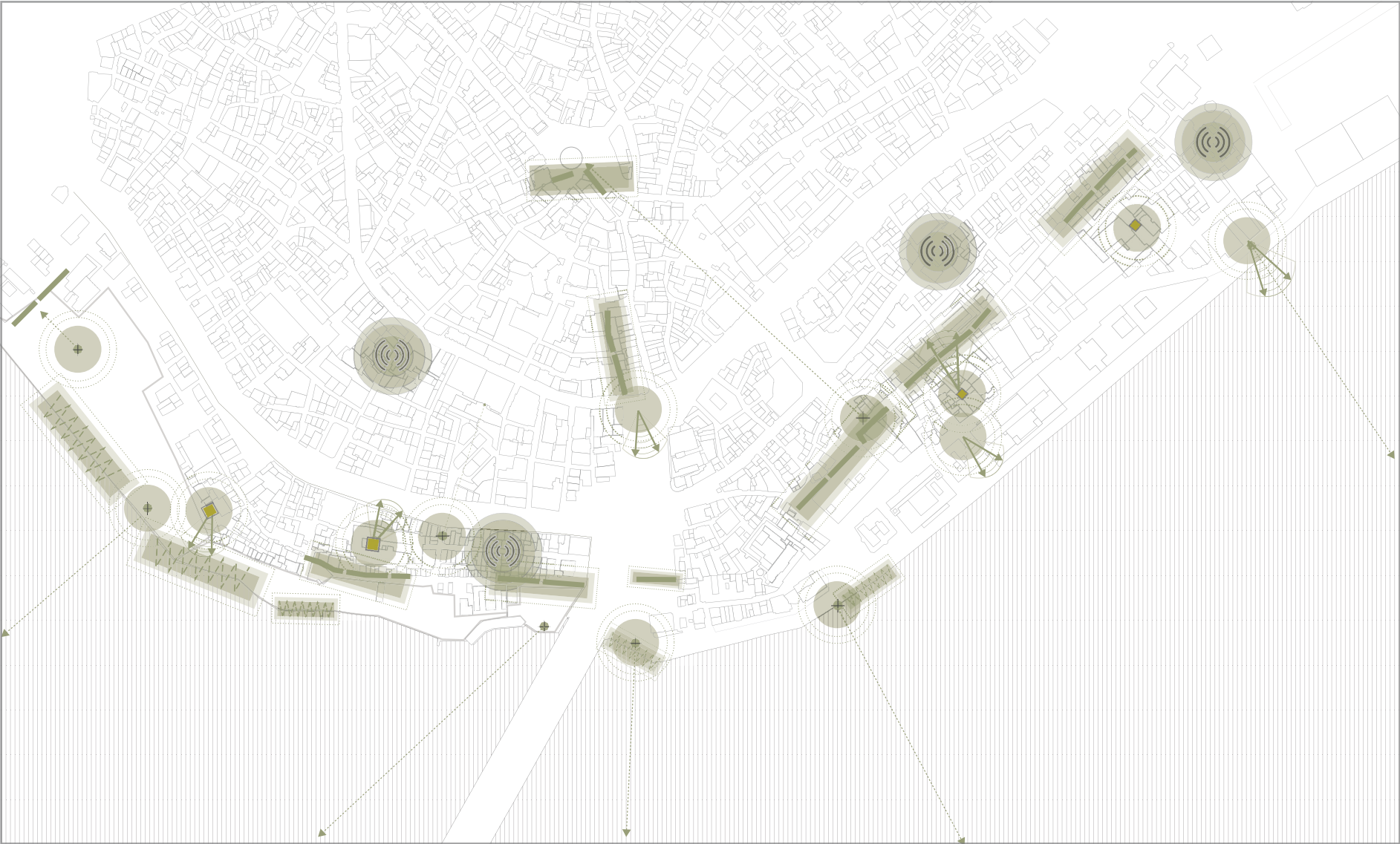
SENSE OF TOUCH

Touch points:
Raising physical connection with the sea [5.1]

Walls
Exposing the trace of old walls [2.4]

SENSE OF SIGHT

Signal Points:
Raising awarness of heritage highlighting landmarks [2.1-2.3]

Vertical Pavillions:
Providing visual link with the hidden landmarks and the sea [3.3]
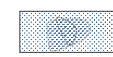
Vision
Raising visual connection with the landmark
Avoiding barriers of the sea
Negotiating between private-public [2.1- 3.1-3.2]

SENSE OF HEARING

Sound Installation:
Orienting people in time with ferry sounds
Raising awareness to presence of the sea [6.1-6.2]
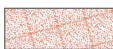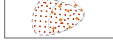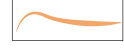
5.8.2 STRATEGIC PLAN: ENVIRONMENT MAP

Infill urban niches:
Introducing contemporary places for neglected areas[1.1]

Overcome visual barries with the sea
Negotiation between public-private [3.1]
Regulating ferry traffic and parking[3.2]

Prioritizing pedestrian movement[1.8]

Increase greenery[4.3]

Tree lines [4.3]

Movement
Redefine the flow of people in nodal points[4.7]

Enabling physical and visual connection with waterfront[5.1]

Enabling visual connection with waterfront[5.1]

Reactivated green.
Awakening the existing green[4.1]

Public space with facilities. Cultura social leisure activities[5.2]

Traffic Mitigation

5.8.3 STRATEGIC PLAN: SOCIAL MAP

Infill urban niches:
Temporary-permenant occupation of urban niches[1.2]

Public
Place for art culture leisure[1.4]

Public space with facilities
Cultural social leisure activities[1.4-5.2]

Raising Points of Interaction[1.5-1.6]

Influence on urban scale

Neighborhood

Local Community

Visible Landmarks:
Raising Awarness of heritage[2.1]

Invisible Landmarks:
Revive undervalued heritge[2.6]

Walls&Axes
Exposing the trace of old walls
Pedestrianizing old axes through thewaterfront [2.4-2.5]

5.9 POSSIBLE APPLICATIONS OF STRATEGIES

As an addition to the strategic plans, some possible application outcomes were explored. This thesis can lead to further development as a guideline for architects and planners where they can select the specific intervention point for a design process. The intention behind this final part is to give an idea on how the proposed strategies can be applied to the case study area.

Some good practices from around the world were consulted and they were selected according to the conclusion of the process of analysis. This was considered as a useful tool, to clarify the strategic plan and to enable collaboration with designers, in order to strengthen the intention of the project.

As an overall guideline, the intervention points will be connected visually by making use of some specific materials. The selection of the spaces will be determined according to the needs of the people and based also in some historical facts that nowadays are invisible.
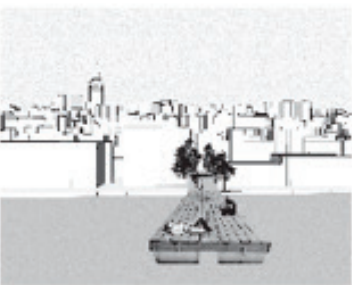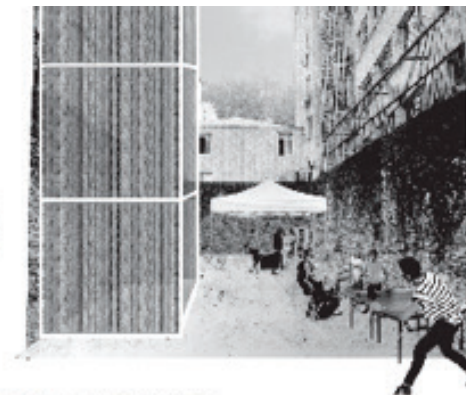
INTERVENTION NO. 1

The han

Rüstem Paşa Hanı veya Kurşunlu Han; had been built by Mimar Sinan in Thursday Market in 1561. Although the main trade axes located between Beyazıt and Eminonu during 16th century it is important that the location has been selected farsighted. The Han has been used by non-muslim merchants for centuries. It has been built on old Genoese church St. Micheal by grand vizier Rustem Pasha. The old bricks and materials from the church have been used on the ground floor during the construction. It has been designed as a rectangular shape with the dimension 65X35 in two storey. The entrance stoa and vaults demonstrate typical Turkish architecture that time.

The han Goldssmith, as it translates in english, is hidden from the public, located on a very narrow street , where people will only visit for the hardware stores, the han has an incredible space, being so special because of the architectural configuration of the building, and the interior space working with a radial circulation.

Nowadays it work just for metal workers and all the other area is unused and working as a deposit of materials.

The proposal is, to revive this space, inserting more greenery and new functions to increase the people visiting this han. As its considered a treasure, especially for the turkish people, the idea is to keep it as it is, the center patio will be covered by green, and the functions added to coexist with the existing ones.

Workshops for the second floor, while on the bottom one more flexible spaces, some services as a cafe, space for music and any cultural event.

To explain the conditions of the han, the CRONAU tool was combined with the sketchup model, and recreating the actual conditions in winter and summer, the skyview changes are visible. Part of the proposal states that in winter some cover for the internal yard should be available.

INTERVENTION NO. 2

The informal parking

For the urban niches of the area, there are many informal parking lots that are using big spaces of the area. At the same time there are also many official parking's, which makes this situation a contradictory one. For this reason it is proposed to re use this spaces, as flexible spots, using the modular construction and improving the space introducing new functions. These functions will vary according to the location and to the surroundings of each plot, and adapted to a more livable area.

A modular infrastructure could be applied in this type of intervention; this modular element can vary from only a pavement, to a shelter, kiosk until becoming a type of pavilion and growing vertically. With this flexible element, the interventions could gain some connection and give the area a similar language.

CURRENT SITUATION

-illegal parking place
-street vendor

FUTURE SCENARIO

-unexpected green space
-place for interaction
-increasing the value of history
-new form of informality
-pop up events

On the figure 1, it's visible how in summer time the trees cover the internal patio, which gives more shadow and limits the skyview at the same time. The opposite happens in the winter time, where the trees have no leaves and the place has almost a full skyview (considering the area the building is showing). This tool aloud the project to take different solutions according to the season. For winter , besides adding new functions and try to mix it, following this coexisting situation where old functions of production could be mixed with new artistic an educative ones.
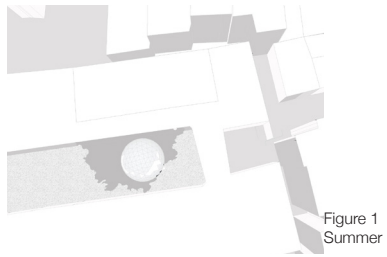
Figure 1
Summer

Figure 2
Winter

Module

Shelter

Kiosk

Pavillion

View Terrace

Exhibition

Workshop

Tea Room

Temporary Store
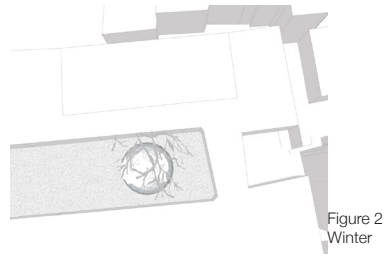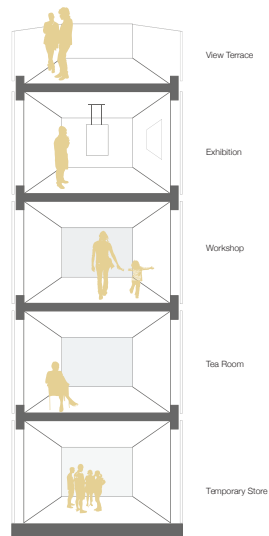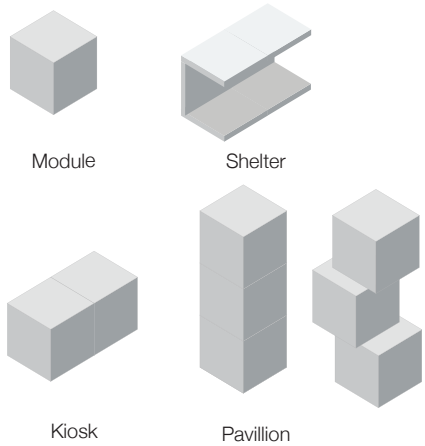
INTERVENTION NO. 3

Informalities

The range of informalities around characterizes the area. They could be divided in two; the ones that every day goes to a permanent place to sell the same product, and the mobile ones who are wandering around the city. The products are normally very characterized by traditional turkish ones, from food , to pieces of jewelry, hardware products and other general stuff as pieces of clothes.

We don't see this as a problem, on another hand, we would like to try to define this spaces to give them a space for themselves. With the most simple idea of creating a line on the borders, could give this activity another meaning, and also atrack more people. This informalities, as they are part of the urban context, they also form part of the identity of the area.

CURRENT SITUATION

-street vendors
-tea house
-random sellers
-musicians

FUTURE SCENARIO

-show cells
-local chat points
-permorfanced stages
-pop up cafe
-GREEN-GUERILLA
-art exhibitions
-live grafitti



INTERVENTION NO. 4

Hidden elements

For the hidden elements, the main idea is to communicate to people what is around them. In many areas of the district, the streets are so narrow that the surrounding becomes only a linear street. There are some many hidden treasures that is a shame that people that doesn't know all the history of the area cant realize about them.

There are two ways to handle this situation. One is to create some vertical pavilions, which will work as observation tower, from this points a lot of buildings will be visible, and people will have a best understanding of how the area really is. On a ground level, the landmarks will be highlighted from specific points to make people aware of what is in front of them, using glass to define the borders of the monuments of even other materials.
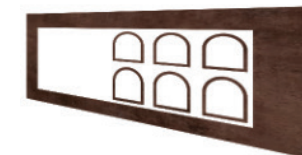
CURRENT SITUATION
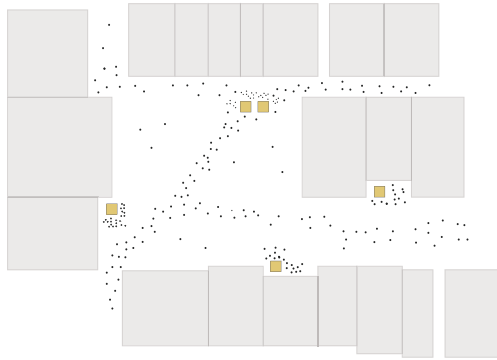- hidden landmarks

FUTURE SCENARIO
- spotlight

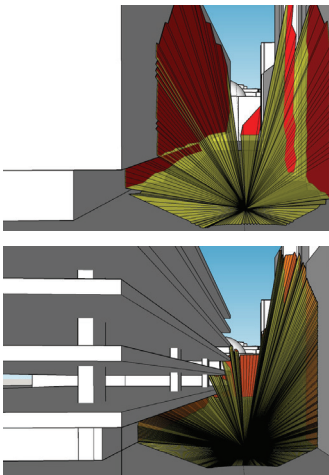Lighter structure enabling visual connections
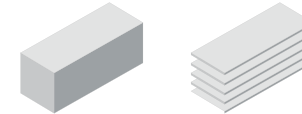
Signs - spotlight

Informalities works with the flow of people of the area , forming part of the daily experience of the users

On the figure 1, it's visible how in summer time the trees cover the internal patio, which gives more shadow and limits the skyview at the same time. The opposite happens in the winter time, where the trees have no leaves and the place has almost a full skyview (considering the area the building is showing). This tool aloud the project to take different solutions according to the season. For winter , besides adding new functions and try to mix it, following this coexisting situation where old functions of production could be mixed with new artistic an educative ones.

INTERVENTION NO. 5

The physical opening to the sea

In order to reconnect people with the sea, there are many things to consider at the moment of proposing any type of intervention. The aim is to intervene on the less aggressive way, and considering the obstacles that the area has, such as the fact that most of the waterfront is private and people have no free access, almost forgetting the main feature of this district, the sea.

In this case, the idea is to select some gaps between private buildings, which are mainly empty areas, and reaching a negotiation in order to create an access to the sea, even if it's just a path, using the potential of the shore and the sea itself.
A solution for this could be the creation of a deck in the water, that could have different uses but mainly to work as a recreational point, on the sea.

CURRENT SITUATION

-empty gaps between private buildings
-unused spaces

FUTURE SCENARIO

-recreational space
-mix used area
-meeting point
-the sea becomes reachable

INTERVENTION NO. 6

The visual opening to the sea

The waterfront is an important issue to tackle in this area, it is the main feature, which created the area, and it's not being used on its all potential, even the people is starting to complain on how the miss the sea. This situation is mainly caused because of the privatization of the land on the waterfront, which blocks completely the perception of it.
In the image ___ it is possible to see how invisible the sea is even one street from it.
The intention with the strategies of making the sea visible and guide people to the sea, is to choose specific points were some interventions can be made. For this , a negotiation should be reach between public and private spaces.
It is suggested that, being realistic and knowing that the private part will only search for it's own benefit, the interventions should be minimal. In this specific case, some openings can be done on walls, working as windows "framing a view".

This views will fisrt give people the opportunity of feeling closer to the sea, even if it's just a visual tool.
Two suggestions are defined depending on the spot chosen; one is to create a wide window were the sea is visible from long distances, and the other involve people to stop and look at some smaller openings were a specific view -such as the historical peninsula- would be framed.
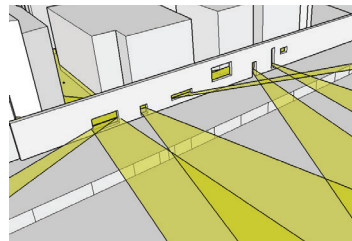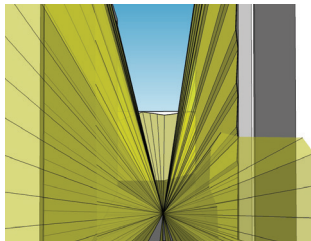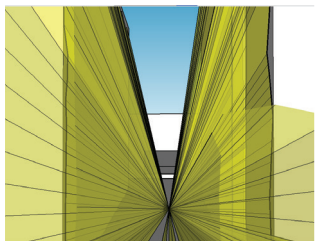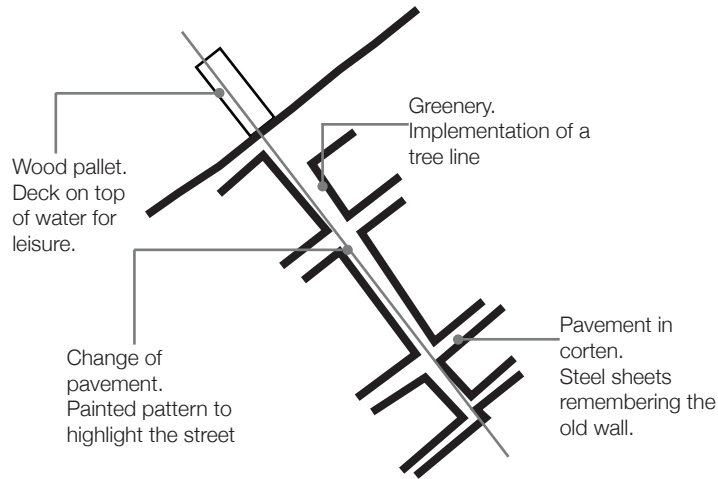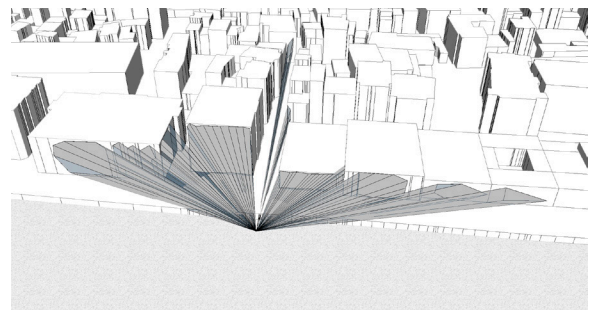
CURRENT SITUATION

-walls from private properties

FUTURE SCENARIO

-windows framing a view

On the figure 1, it's visible how in summer time the trees cover the internal patio, which gives more shadow and limits the skyview at the same time. The opposite happens in the winter time, where the trees have no leaves and the place has almost a full skyview (considering the area the building is showing).

Wood pallet. Deck on top of water for leisure.

Change of pavement. Painted pattern to highlight the street

Greenery. Implementation of a tree line

Pavement in corten. Steel sheets remembering the old wall.

On the figure 1, it's visible how in summer time the trees cover the internal patio, which gives more shadow and limits the skyview at the same time. The opposite happens in the winter time, where the trees have no leaves and the place has almost a full skyview (considering the area the building is showing).

6 | CONCLUSION

"Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody."

- Jane Jacobs

The research aimed to reach a planning and design solutions by integrating different analysis techniques and   spatial understanding approaches to enable both designer and viewer to interact with the project area. In order to tackle with such complex urban tissue it is crucial to embed social and multisensory dimensions with physical environment to gain accurate results. Therefore this research adopted an approach driven from the combination of three dimensions as environmental social and multisensory. At the present time one of the obstacle that the designers faced is being unable to establish an interactive link between the site considering the design itself is broadly subjective activity.Project has been done without incorporated with user experience and participation not always result expectedly in long term outcomes especially on social and environmental level. The aspiration of the thesis is to make a research on interpreting and decoding collected data on different levels and canalise this results for establishing a guideline for future interventions. The researches sets a structural example to make use of qualitative and quantitative analysis techniques to lead favorable urban strategies. Hence this work correlate perceptual understanding; subjective observation,technical analysis; in-situ data, and ethnographic research; as social perspective. The structure of analysis outcomes and strategies generates a toolkit or a guideline for future developments in the case study area which can lead desginer to intervene each points individually.

Multisensory social and environmental dimension can intertwined to create a unified sense of space. Improving the quality of public space can activate and derive people through the area although it is not enough without setting social relationships and place for common/shared activities between varied users. Places for shared experience can establish better communication between different users which can raise productivity of both sides moreover it can ensure sustainability of living and working environment.Meanwhile setting a relation with place in another dimension by using multisensory aspect can collaborate and support complexity of the urban composition therefore it can release the senses for an enriched experience.
Meaning of the place can be preserved by using local resources as heritage material, daily routines to stimulate memories and to create a sense of unity. It is important to trigger participation from variety of backgrounds in order to establish an exchange between social value.
In that case small scale interventions have the possibility to influence a broader urban context. Short-term and low cost changes can create unexpected spaces in the urban context and eventually they can create their own system in this organic morphology .With an extended flexibility change will be perpetual in this points therefore it would help to recover Karakoy's characteristic while protecting the meaning beneath. Another benefit would be to have quick feedback from the users according to their participation through the process.

As a conclusion, the expected outcomes are to prevent a sterilized and homogenous context and strengthen the heterogenous intensity in terms of functions, user profile and necessities, raising the vitality by recovering neglected spaces, while stressing the cultural and architectural heritage. This can develop much   stronger social connections by acknowledging collective memories, common and uncommon traits.

7 | BIBLIOGRAPHY

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8 | ANNEX

Taylan
28 years old
Male
Artist
Studio owner
9 months in Karaköy

-How long it has been since you rent this studio?

It has been 9 months.

-Why did you choose Karaköy?

We were looking for a place close by. Thanks to my network at the university an assistant from our university recommended this place. The price was affordable so we rent it. We were looking for a place with two other artists. One of them is a photographer and the other one designs leather goods. The price is 2000 TL.

-The rent price effected your decision. Which other place did you consider also?

We searched around Setustu (around the university). But when we saw this place we liked it a lot it is the top floor and you have the view and the best part is it is a "Han" so during the night we can work freely since nobody is around. We also check for the Asian side because the rent prices were lower but in the end we wanted to stay in this neighborhood

-Do you generally spend your free time in Karaköy?

First of all I am living in a walking distance so every day I am trying to walk from a street that I haven't pass before just to discover this area. Sometimes we go for a drink (Mumhane street). Nowadays few place started to open in Perşembe Pazarı as well. So we are trying to discover new place.

-Do you know any other's that have studios around like you?

There are a lot of artists around the building in the corner "Suma han" became a hub for artists like writers painters.

-How is the reaction of the people living/working in this area?

We never experience a negative attitude towards us but once one guy told me that " it seems like we are going to forced to move soon since you have arrived Don't get me wrong but it is how its work when the

artists start to move in an area it the rent prices are getting higher so eventually we won't be able to stand anymore. "
It has already started this is the nature of this transformation there are few luxury places around. So we are triggering this situation but in the end we will also move because of the prices. Like the New York example what I know.

-How do you perceive this transformation in Karaköy since you have the knowledge before about this area?

I think it all started with Galataport project. Investors understood that the land property value was increasing a lot of small cafés, boutique shops and hotels opened and it is still on process. It is a touristic place the young population has been attracted. An alternative user profile occurred whom are more interested in arts. You can see a lot of street artist work there is a similar situation in Kadıköy but it is different because artists are working with the municipality and they support them. If you go there with a project they let you do but it is not the same with Beyoğlu municipality.

-During the Gezi Park demonstration art became a way to protest how do you consider the reaction of the Municipality during and after the demonstration toward arts and artists?

There was a French street artist J.R he worked in Karaköy also but I think it didn't outlast for long time. They consider street art, as it is vandalism or pollution.

-What is your opinion for future?

These changes happened at the very time so sometimes I think it can go as fast as it happened, like the Asmalı Mescit example. But now it became such a dense pattern so I guess it is not easy to disappear. Maybe this part (Perşembe Pazarı) will became a colorful place like the other side in years.

-Do you consider this transformation as a positive situation?

Yes for sure.

-Do you think this area is a integrated with the city?

It is hard to answer this because İstanbul is not a city with common urban patterns it has an unusual and idiosyncratic context if you compare with other places. It has such a loud cacophony considering the urban configuration it feels like it is a puzzle and Karaköy is a beautiful piece of it.

-Do you consider moving?

If only I need a bigger place but now I want to stay.

-We said that the existence of art galleries had triggered this transformation do you think it have changed during this five years?

Karaköy is a neighborhood that can even differ from 5 days before so I thing these changes will remain constant. I don't think it would be a negative process in the future but I am curious to see what will happen.

-How do you describe Karaköy with one word?

One word…I would say "delicious."

Asli Sumer
years old
Female
Bussiness Manager
Gallery owner
5 years in Karaköy

The gallery has existed for 11 years for the last 5 year it has been located in Karaköy. I have been practiced as a Business Manager for 10 years then I moved to New York for art education my mother used to have a gallery she inspired me to open this place. I generally prefer to work with young Turkish artists.

First I opened the gallery in Arnavutköy because i was familiar with the neighborhood. Second venue was in Rumeli Han (Beyoglu) eventhough the venue itself was quite interesting it was hard to reach. The rent was affordable before the transformation of the area had started and then I need to move again.

These days there was a really good gallery located a street behind they were using an old flour factory building. I was searching a place near to Tophane where a few galleries have already been opened.

-Does your decision effected by the existence of artists around?

Not the artists but the galleries. The more galleries, stronger the attraction for customers.

-You have moved to Karaköy in 2010, which means you have been witnessed this rapid transformation projects what is your opinion as an insider?

We have been exhausted of exposing this construction sounds. There are few really beautiful restoration process on the other hand there are more quick-fix solutions. Your feel stressed when you are walking down the street in case something falls down or not but I think this process still has 3-4 years to be done. There are a lot of abandoned buildings waiting on the line.

Few small cozy café's creating charm for this area but that means rents have been raised a lot during this few years We had been 6 galleries at the same block now only we left. Galleries are not able to afford these high prices so they moved.

-During this transformation galleries has a precipitating role Karaköy nestles art inside but it cannot easily sense anymore?

It is always the same story similar to Soho example. Situation is so similar here and it is directly affected by rent

-Do you have any intention to change your location?

I am quite pleased of the location and the building itself it is appropriate to be a gallery but I am not happy with the situation of being alone, because it is hard to attract visitors and customers to come to a place for only one gallery. Considering that they generally reach there by private cars. Now there is a new museum and 2 big art galleries opening in Dolapdere and a lot of gallery owner have already started to search for new place.

-Can you define your customer profile?

They are generally around there 50's of course they are wealthy and art enthusiast. Genders are equal they don't live close by and using their private car to reach there. We have some foreigner customers as well. It is a rare situation that a customer purchases at the time they enter. They follow the galleries online sometimes even the purchase process directly done online. While it was an agglomeration, they used to visit occasionally.

-How do you consider Galataport project?

I don't have a lot of information I know they will enlarge the streets Probably it will be more touristic area so my landlord will ask a higher rent I need to move
ıf the project has include any art facilities it would be different but they also haven't contacted with me yet.

-There are a few Street artists generally work in Karaköy it became like a resignation process what I see because most of the pull down shutters have been covered with graffiti including Hardware electronic so it seems like they finally negotiated with the artist What is your opinion?

I don't have that much information but I saw one of them had been covered recently but I found it colorful and I support them a lot

-Do you spend your free time in Karaköy?

My private life does not allow for nightlife a lot so I basically turned back home but I see there are a lot of beautiful places and getting crowded during the night.

-How do you identify Karaköy?

It is like a man who is constantly having Aesthetic surgeries depending on the city structures building types Heights it is more masculine for me.

There's a historical character first mongers tell the story of this area related with the trade Port cruises and density Mobility inside this characteristic area I have the sense that it is an old neighborhood it is transforming but I hope it won't resemble to Galata, which becomes like a wannabe I hope this area could be able to maintain the identity.

-What is missing here?

There is a lack of sincereness during the time I arrived here people were visiting here like a tourist whom sees first whom promote first it was like a competition for them. All the café's are full but nobody notice what is going on around. Probably only 3 of 1000 enter here for example. They just don't pay attention.

-Nowadays user profile has changed through higher income levels obviously in any Design shop highly overrated prices have been introduced which means there is this group who can afford this how does this change effect you?

First there's a huge difference between Tophane and here. They like the idea of having galleries around because they have attract higher income which raise the value of their assets since they are the landowners but it Tophane it they are living there illegally it becomes a treath for them few years ago they attacked this gallery and the tension between inhabitants is still on there. I have afraid also but nothing happened here. The change of users doesn't make any change in sales but lately during this process Since a lot of people like them also using this area they feel more safe identity of this area have changed you have to consider most of the buyers arrived with private drivers they prefer to reach Gallery directly it is a positive effect for me that they can reach comfortably

-How is your relationship with your neighborhood?

One of them is coming from Bitlis. The first time I arrived I tried to spend time with them in order to understand and not disturb especially during the opening when we are serving alcohol but of course we are not coming from same background and this was different

-How do you describe Karaköy with one word?

construction dust

Nevzat Akçaoğlu
years old
Male
Architect
Architecture company owner
13 years working in Karaköy

-For how long you have been working in Karaköy?

It has been more then 13 years. We have started our company in 2000 in Teşvikiye then we moved here and it was not concurrent. We wanted to get into this network of investors municipality and potentials in order to interact more with this triangle.

-How many projects have you completed already?

Around 18 I guess mostly restaurant hotels office and residential.

-Do you see your self as one of the actor whom triggers this transformation process in Karaköy?

Well we knew that the transformation will gain momentum back then so we went reverse and find the buildings with potential talked with the owners pursued the investors so we spent a lot of afford years ago by predicting the future. There were few people said that nothing would come up from this neighborhood and some were expected unrealistic huge projects. The most interesting one's were the "han" owners they were despair of transformation completely. They didn't believe the potential for a long time.

-First you were searching for place and investors later then I assume clients found you?

Yes after we finished few project of course they wanted to work with us because it is hard to handle legal issue like permits for different kind of things. During this period we became experienced so they choose to work with offices that had good connection like us.

-Do you take place in the negotiation table?

I have always been there with my team. I think this is the only way to fix problems.

-Can evaluate the last 5 years?

There is a lot of positive reaction. In my opinion there are few really good projects. I believe planning decisions and policy of the municipality have been done properly starting from Tophane area, which separates

residential and commercial tourism quite well. I think only the highly concentration of hotel buildings haven't been managed well at first but later then they in 15 years it becomes a affirmative result. With this Galataport project I assume it will get better.

-Do you support Galataport project?

I think it is a relative situation from different point of view. It has pros and cons if you ask from investors side. It doesn't mean that it should have done regardless but though it should have start from somewhere. There are some topics open to critiques above all it is a break through so we should accept it in someway or other. But of course architects criticize more brutally.

–Can we say that construction sector has booming lately in this area?

After the earthquake in 99 building stock emerged to be renew. It was an immediate necessity to make an intervention for anti earthquake reinforcement.
With the collaboration of local government municipality and other institutions new plans and policies have been introduced. In specific renovation zones (where he mention initializing zones) it has to be done years ago probably they overtaxed a lot. This part is depending on Bosporus??… And monumental building constitution?? , Means it is not that easy to build something. If some serious and important companies have taken part here to built relatively smaller offices hotels restaurants they just wanted to be here and take a piece from the cake but they had to deal with harder bureaucracy harder legal system challenging projects for smaller quantities.

-Do you think it is reaching through saturation?

I am highly disagreeing for hotels because it is an issue of permits. It is all about the building permits and business licenses

Considering the location of Karaköy in the city context it should have developed like that a touristic area I believe it have been planned properly.
Even if talk numerical how many cafes have many restaurant have many rooms you can fit in it. When you built a hotel in the south cost at least 1000 rooms, which means 2000 visitors. You cannot reach that number

even if you take the total of hotels existing in Karaköy right now.

-Do you think it will spread out through Thursday Pazar?

Yes but there are a lot of bureaucratic obstacles. I know that municipality has already started working on it. It is like Tarlabaşı project it took time this will also.

-Do you spend your free time here?

Our friends want to see our projects and of course we are making new ones when we are working so we keep visiting them they invite time to time.

-What is missing in this area?

I grow up in a Anatolian city I know the meaning of "being in a neighborhood" and the dynamic in it such ass trade in small retailers.

When you invest for a hotel of course you need to evict the business inside. Sometimes it hurts when you see while an old bookshop painter or tailor need to move. The best way of course to provide a temporary place for them and manage not to dislocate them. From our point of view it is not easy without government subsidies. Every time we try to help as much as we can we are trying to find a smoother platform for them to get over this unpleasant situation. Karaköy small retailers teach us a lot. I cannot forget how they help us during our construction. The only solution is the governmental support. Every new hotel means eviction of more or less 20 businesses and only one come into their place that pays taxes properly.

-Where did they move?

Most of them retired if you consider the land rent as well it is not possible for them to stand. They moved to more organize places like Perpa but if you ask me it is getting lost. The tradition of trade is getting lost.

Vahit H.
28 years old
Male
Metal work Foundry owner
3 years in Karaköy

-How long you have been working here?

My Dad owns this place for the last 25 years. It is rental but it is ours.
I took over the business 3 years ago. Before Dalan all these area was
covered with small manufactory companies after the demolitions most of
the business owner have moved Those days My Dad didn't have saving
for a new investments so he stayed he rest moved to outskirts such as
İkitelli. Main business used to be foundries in the area. Currently there
is only one manufactory left we are just selling products. We are at the
same inn (han). You can sense the heat immediately when you enter.

-It is rapidly transforming what do you think?

They demolished all the small café's near to waterfront in one night I was
there only one fish restaurant could stand because they have permit.
This transformation does not for us they are finishing the trade and
tradesmen.

-Do you say that because you are not the landowner?

Up to hearsays they are going to demolish and renovate this area. That
means they will ask you to do it yourself or else take that money and
leave. Sometimes we are discussing with my Dad he says " they are
going to demolish here for the last ten year nothings going to happen."

But we are in a historical building it is not that easy. I have searched from
Internet I couldn't find that much information but I have been told there
are some in ottoman archives. Yelkenci Han is not as big as Kursunlu
Han and it is not like the general typology it is more like a narrow street
so it does not attract people to come and see. You cannot breath inside.

-Lately it seems empty is it? Do you remember a more vital period?

Recently there is only 3 active shops I was too young. I was around 6-7
years old. My Dad was trying to accustom me indeed he did. He says it
was too crowded before therefore it was even hard to walk inside.

-How would you describe the situation of tradesmen in the area?

Lately it is employment opportunities are limited they displaced all
sectors existing here to Perpa or ikitelli Bayrampaşa Umraniye. They are
trying to disperse what ever they can slowly. This place does not have
a long future companies moved already there is a lot of people would
move immediately with the first demolition decision.

-Do you think the user profile have changed recently?

People like you wouldn't come here before because there was nothing
for them. I think it is good but it is unjust. I am talking about the café's if
they are not paying the same amount of tax as me that means there is a
problem.
Anyway from my childhood this part never resembled to other side of
Golden Horn like Balat . And it is not going to be. If you go there you
will see waterfront is full of people especially fishers. You see there are
a lot of ferries parking there where they can fish here? Before that part
was fully covered with these boats from here to other bridge they moved
some of them. You can't see anyone doing picnic here before they de-
molished this kiosks here they covered all the waterfront like mushroom
there were no place for public.
The y were stealing from the government no license only profit…

-Can you compare the life in Karaköy between today and your child-
hood?

There was sincerity and closeness before. There was no theft anything.
Now you hesitate even when you go to toilet. Before everyone counted
on each other they were leaving their shop open and going to pray. You
knew that someone would take care of it. Now you don't believe in peo-
ple. Lately people are more hungry poverty raised a lot. They become
furious.
Disregard less I like Karaköy but I mean here. When you pass over the
bridge it is not KARAKÖY FOR ME ANYMORE.
If you ask me here it is more vital here. Next to the other side there is
Tophane it s a residential neighborhood. They boomed recently. There
are a lot of clubs pubs.

I don't have a nightlife includes alcohol. So I don't go there.

Today I go there to have a breakfast at Güllüoglu that's all. Here you
cannot find a place like that.

They re the old ones I am talking about the café's opened recently
inner streets.

There is no other place inside or I don't know.

-How do you describe Karaköy in one word?

Sincerity.

Haydar Karabey
70 years old
Male
Architect
Gallery owner
5 years in Karaköy

-Can you describe the process you have been participated in Karaköy?

Dated from my university years architects and planners are quite interested in Karaköy studies since it is a port area. A lot of student works have been done. During 1977 the ministry of public works had given a huge tender to Bogazici University. They organized a range of symposiums called haliç ve çevresi düzenlmee Halic and surrounding. A lot of information has been collected but they were mostly in a technical level, which needs to be visualized. We worked in this project with Epa group, even though they were not digital, we have processed this data on paper.

Those days a project has suggested as territorial. Park includes cleansing of waterfronts.

The most important acquisition from Dalan's period was the interception channels, which is a collector system gathers sewerage opening through Golden Horn. Therefore a water purification process has started at the old port and Golden Horn. In addition to this, phenomenon of deindustrialization entered to agenda then the removal and demolishments of industries started. These industries were located in a congested area thereby it was not sustainable of the moment as you see shoreline become emptied. As in the word lately; the value of neglected areas within the core city increase hinge upon those shipyards has been given out by contract for an exorbitant price. Second phenomenon is the Perşembe Pazarı. They cancelled the reconstruction plan for protect now it become a white zone which means no decision have been set, so it is ready to sale. Municipality perpetually develops projects for the zone however a number of open lawsuits restrict any attempt. If you come close to Karaköy there is a silence between Karaköy square and Maritime Organization. After that the effect of Galataport is starting. As you see they collapsed down the first building that they say they are going to convert to 7 star Hotel even though that categorization doesn't exist. Despite the project is not open to public I saw some details this hotel is only the first step. Meanwhile they are talking about invigoration of D'Aranco' mosque which had been demolished during reconstruction of Karaköy square I would rather to call that fake restitution. Through the Necatibey Street another phenomenon started to occur. Since the assets have been given back to minority foundations such as Greek Primary School Armenian Church, have been revitalized lately. These building have been used during the Biennial. There is another part of the development if you take a walk during Sunday you would realize a lot of new café's have been opened in the parallel street of waterfront Which can be called as self-gentrification.

This area have been developed according to port function, If you check the old photos you would see small sailing boats oil pier on the other side rope makers chain makers motor boats pump seller which was suitable for a port area. After the port lost its importance they become dysfunctional therefore the area was fully open to transformation. The architectural typology in Karaköy and Galata hills shows similarities between European cities like Paris, Milano where you can scrutinize massive strong stone buildings. These buildings have the possibility to transform easily to another function in this case a rapid change through accommodation facilities. Another legible change takes place in Meclisi Mebusan Street where the head quarters of banks and private companies once located became inadequate in terms of dimension by the fact that they have moved to other parts of the city. Since then another leg of 'hotelization' appeared there.

Since they collapsed down the port for the construction cruise ships landing on peninsula. Istanbul has been taken out from destinations of cruise lines according to terror attacks.

It is crucial to understand the dynamics of port. Port brings the trade entails the money therefore stockbrokers have located in Bankalar Street. History of this exchange has their origins since Genovese. Hence for a period a significant number of law offices selected this area according to conflict brought by trade business.

-How do you consider this process?

I am not naive anymore to evaluate any development occur in the city context positive or negative. In my associate professorship thesis I examine it is not possible to plan those situations while globalization imposing that much on city phenomenon. Ever since Istanbul as a metropolitan city accepted the effect of globalization it is expected for some functions to disperse and new once to introduce.

There are three essential problems first the process is not transparent for example we are not able to reach any information about Galataport Project. Rumors says according to pressure of community they will enlarge the public space in it. Second failure is the decisions have been given without overthink.

Lately the project about shipyard is an example for that. ıt is not possible for ships to enter since the bridges are over there the solution they come up with to remove them and built a new tunnel under the sea which will connect to Kasımpaşa not only as a planner but also as a citizen it shocked me, I'm wordless. I remember the steamboats from my childhood, which was able to move their funnels in order to pass beneath the bridge. Since they cannot reach that technology for all ships or either built a new bridge they are trying to justify this decision with nonsense facts. These are horrifying. Otherwise I am supporting the idea of reconstruction of Karaköy square transformation of marine organization building to a hotel. Third; as Haydarpaşa these places are stage for spectacular shows. ın order to entertain your self when you are crossing in front of Haydarpaşa you don't need to be a child small boats ship cranes silos trains all these movements create a picturesque scene belongs to city's identity. The bridge used to be the same with its lottery ticket seller, greengrocery fisher taverna people running around in a rush mongers with fedoras It was the place where the society knotted therefore there are a lot of poems novels movies entreated Karaköy.

And the tunnel of course another piece of the city deserves to be gentrified with attention. These are the scenes should be reenactment. That's a shame to ruin these characteristics. Incredible stories have given birth here such as Sülün Osman who was a conman selling Galata tower to passerby Uzun Ömer a mine worker 2 meters high selling lottery ticket around, even though they seems like nostalgia they were the identity and picturesque scenes domain specific to city unfortunately they are getting lost. They are worth to revitalize share and pass to the other generations. Karaköy is one of the most important area of the city For example; Although Grand Bazaar is a highly important landmark it is a sustainable and preservable box with its borders On the contrary Karaköy sets an example for a place of experience in urban context A place exist with its living its function. Eastern metropolitans trying to reproduce market place in the centers an give an importance to them.

Fisher in Karaköy is a phenomenon falls into oblivion. Back then fisher's market has more importance because people living in the Asian side were buying fresh fish from there.

It is not a romantism what I have been describing a city can be treasured only when it includes all these identity in it. Otherwise it turns to corridors that you feel trapped or be in rush. From one point to another you cast your self-adrift however these livable place in urban context.

We are losing the people, the function and the relation identifying the place. Important brands once located there such as Baylan Kurukahveci Mehmet Efendi or the biggest stationary. It has been ay least 30 years I haven't seen the mosaic belongs to Bedri Rahmi Eyuboglu it is a collective memory.

For example taking people and traffic flow to the underground is such nonsense. If you see the old Turkish movie tourist omer you would recognize how the people and traffic flow mitigate in Taksim Square when they coexist. The interaction between them brings a symbiosis like Trafalgar Square. When you transform it to a highway traffic accidents arise and the square trails off. We can talk about agoraphobia of power they afraid of people to use this public place

The Gate opens to other side. The interaction with the other side.

Ali Erkal
70 years old
Male
Architect
Marble cutting atelier owner 34
years in Karaköy

-How long you have been working here?

This marble atelier opened in 1962. Starting from 1982 I am responsible from this place. This place belongs to my family for few generations; the first owner was my grandparent's uncle.

-Do you know why Karaköy had been selected?

Marble cutters used to be one of the sectors that Karaköy accommodated. Now we are the only one left but it used to be a neighborhood where 12-14 marble cutters were exist.

-Do you know how long it had been that they closed their ateliers here?

It had been more or less 15 to 20 years.

-What were the existing firms around you before they built these hotels?

Here in this street we were 6 marble cutting ateliers. Our next-door neighbor was and lokum (Turkish delight) manufacturing shop and there was another one producing akide candy at the same time they were producing films for medicine. Mostly they were Greek.

-If you compare the situation between today and 15 years ago while there was this agglomeration how would you define it?

Not only the sectors are changing but also the needs are so it effects the production itself. For example there were few essential architectural elements such as urinal separation electric boards fuse box. As you can imagine these things need massive production and here in Karaköy we were supplying these needs for all over the country. Some of the ateliers were working on marble furniture some of them were doing gravestone. So were separated up to our work branch. I personally don't like to do grave stone for example even though it brings really good money.

-Do you spend your free time here?

Well I don't have that much time but of course we meet with our family friends here to go to a restaurant especially for Kebab.

-How would you describe the transformation in the area?

The transformation started with Russians it had finished during late 90's. Before they entered the market they used to buy everything you could imagine from here you from slippers to sanitary ware and they were selling those goods in their country. And there was an market emerged called Russian Bazaar. Starting from Tophane (where the sisha place were used to be till here) a lot of small stores opened to respond these emerge and they were selling these goods highly overpriced. During this transformation existing sectors had to move like marble cutters poultries later then in the late 90's when Russia's finance went down these stores also closed and standed idle for a time fist they started to convert this idle shops to small café's with the Galataports speculations raised then the boutique hotels introduced to the area. During the last 5 years it has been gained momentum. Sometimes I think all these transformation and vitalizing process is artificial nothing is on its own value

-What do you think about the future of this area?

This area became like that thanks to investors who has the money but no idea about the business and they were following their dreams to take a piece from this cake. I don't find this area real. When you discuss you hear inflated prices like million dollars for small urban plot or either old ruins it is not realistic.

-Do you consider staying or moving out?

I am not lucky as my father. I don't have a son I have two daughters and they don't have the enthusiasm to continue this business. And of course sometime we have this offers from investors but now I don't consider leaving this atelier. This whole plot belongs to different foundation. The property has been separated among few ownership so it is hard to sit down on a negotiation table with them I assume it is so hard do combine and buy all these building. But I am not concrete so up to my benefits why not?

-What is missing?

There is no infrastructure system for nothing here. They are patching old system which wont last long. They are trying to fix everything from one point but they don't consider overall.

-Where there any residence before?

Yes especially in this street there were a lot of families who are also working in this area mostly gypsies I would say around 35 40 years ago.

-How would you define Karaköy with one word?

This is the place where I opened my eyes. I am connected here from my funicle. Literally it is here hanging on the door from my child hood I have a lot of memories and I have "my place" here between mongers bullies drifters they all respect me.

-How would you define the characteristic of this area?

It is such a big chaos. You cannot define anything. Everything is here and there is nothing. There is no distinction between anything it is all interwoven.

8.2 VISIBILITY TOOL

This chapter is dedicated to the CRENAU tool. It was used to prove some of the conditions of Karaköy and also as a research to see how this tool could be useful for the area, applying it in different ways, getting different results.

At this point, the project has some selected points were the potential interventions will be located, so the visibility analysis was made considering these selections.

For a start, Karaköy shows organic forms in the city structures. After the site survey and traditional analysis techniques, we used the tool to demonstrate the current situation trying to show it a clearly way with this graphical representation. During the analysis part we tried to stress the differences in the city structure that consists of narrow streets on inner parts, going on open areas through the waterfront, which lead up to different perceptions even in two parallel streets. Another obstacle we faced in the area was the lack of permeability of waterfronts caused by private properties. The tool enables us to see possible visibility scenarios and how this can affect the visual connection with the sea. Each feature of the tool was used in different cases,

Isovist 2d:

The area with different spots selectec for the visibility research.

This tool was used at first to show the blocked parts of Karaköy, showing the poor connection with the waterfront, and how the narrow streets and open spaces differs in this subject.

waterfront visibility

Urban square

Opening from a narrow street

Through our trial, we discovered that the tool is not recognizing grouped objects. Our Model was composed from grouped objects (more specifically each building is an grouped object) didn't respond to the application of any of the features from the plug-in. After we explode each group it worked properly.

It can be usefull to see the lenght of the rays by clicking on it to make calculations.The shortest and longest ray can give a different outcome. Also the area that isovist covered can help to make a comparison between the different points.
From eye level a siluette or another object to indicate center of isovist can be useful to describe viewer where exactly the level is. Although we generally use the standards given.

Model with grouped objects.

The heights of the buildings in the area show a dominant difference. The new regulations and the gap in the laws caused informally added rooftops. Hotels have the tendency to use their rooftops as cafe's and restaurants, not only for their customers but also to attract more people from the outside. Which is an obstacle when considering the visual connection with further elements even like Galata Tower. There are also few hidden rooftop chapels from 19th century built for Russian pilgrims -recently opened to worship again - which are only visible from higher level.

On the other hand this is a characteristic of the built up area that can be related with chaotic unorganized movements in Karaköy. Therefore we prefer to consider this situation as an advantage, means area can be work in vertical surfaces as well. Which is hard to justify what is visible from rooftops without permission. Isovist helps to simulate this situation.

Prove of how the rooftop visibility

This feature of the plug-in, by manipulating it brings some questions to the project, not only proves the current situation of how the area works, but also shows how the changes that are suggested as possible interventions can make a difference and improve some situations.

Isovist 3D:

To complement the last feature, the 3D one is used as a more complete tool and representation. It allows to see a more precise view from a person.

Case study area shows a distinctive characteristic with its different building heights. This difference and also the city structure change the visibility of various elements such as landmarks. Isovist 3d has been used to demonstrate how this two physical condition can affect perception of space. We determined some hidden elements (mostly historical buildings) in order to understand possibilities to make them visible or stress the ones that have the possibility to become visible. It became clear with this visibility analysis that even if the viewer stands in a open area, most of the hidden elements are not visible due to different heights and the only way to recognize them is to be in a higher level. That leads a design solution to implement high-leveled view point pavilions or towers according to strategy to revive the history of the area.
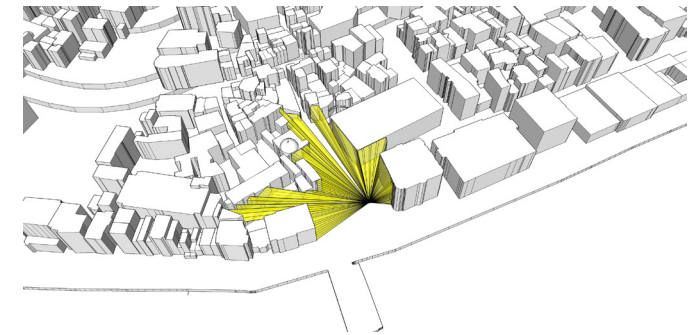

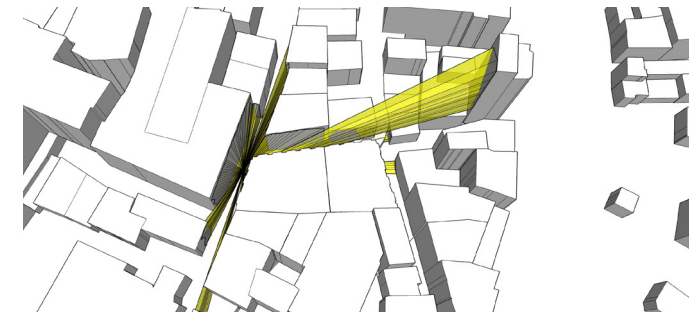Prove of how the rooftop visibility

During our thesis process we tackle with perceptual analysis part as an insider (who lived in the area for several years) and outsider (a foreigner whom experience the area for the first time). During and after our first site survey together we have done some perception mappings. The outsider has defined the area with 'arrow hole' caused by the dense urban pattern and openings through the waterfronts. We used isovist to justify this

statement in inner streets where isovist 3d mostly work as a linear system and also in the open public place where it encompass wider spaces. These points have been selected due to our first intervention point decisions.
On the first map we present them on a key map in a general view of the research area. And next some detailed views from different results.

Prove of how the rooftop visibility

Prove of how the rooftop visibility


Prove of how the rooftop visibility

We started trying out how the possible interventions could change the situation in the area. One of the aims is to stimulate a possible scenario of opening up to the sea at some points of the district, at this point we tried to see how by different openings - only visual considering that most of the waterfront is private - could work on improving the visibility, having as a priority the access to the see. By this triouts some obstacles came up. Even though we used the identical wall with the existing situation (same rectangle prism defining the wall copied) when we opened the hole on it, isovist 3d didn't work properly. It defined the trajectory of isovist but didn't give the result. We tried several solutions such as; reversing faces of the object, changing the material, using different point of views, adding another object behind to define closed borders , it only responded from the other side (from water to land). The trajectory line remained. We also flipped the wall vertically in order to understand if it would give any other result.
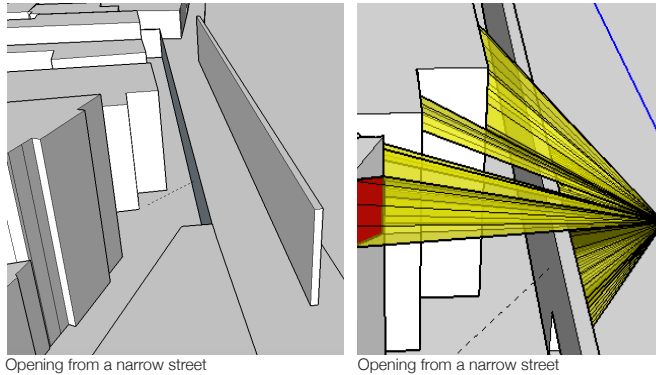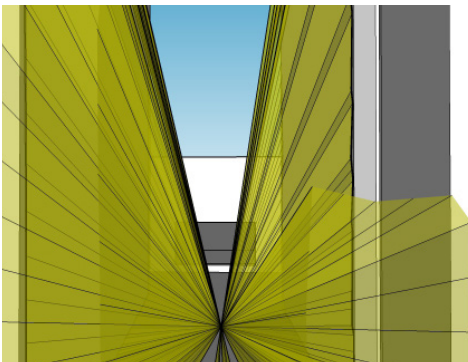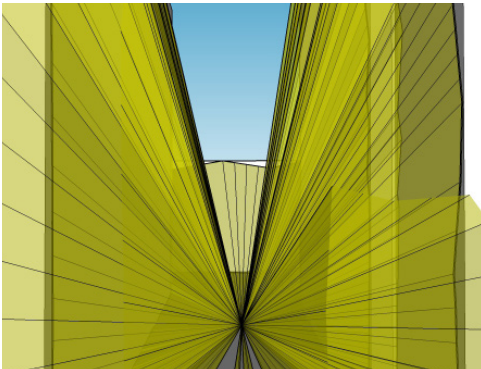

Opening from a narrow street

Opening from a narrow street

On other studies, we started testing distances from the waterfront to test how making something on the sea could improve the visibility and the access to the Bosphorus for the people. The tool helps understanding how the visual improves with the new intervention and gives a stronger meaning and reason to make it.
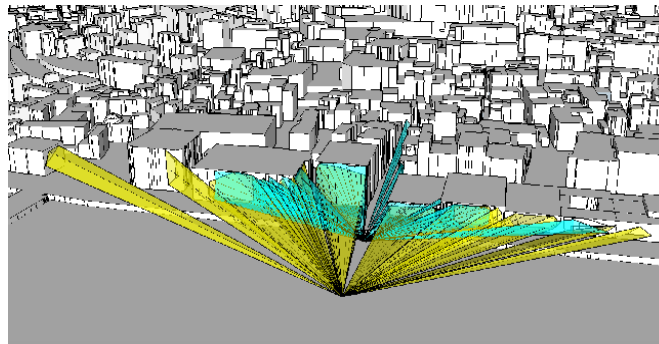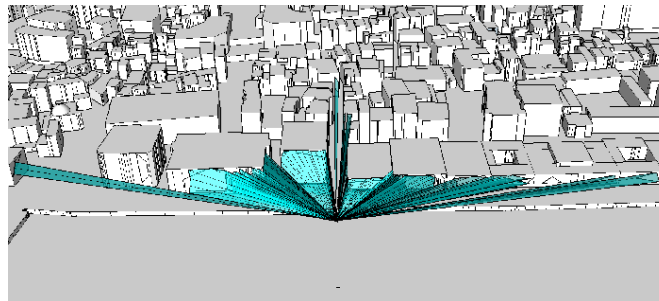
The last two images shows the change of rays and lenght, were it gets more real and the visibility expands. On the second image we found a difficulty, in the process of trying different positions to determine the meters, the yellow element (that was made first doesnt show the center part), while in the second one, the blue one does. This seem strange considering they were made at the same height and at the same line from the waterfront line.

In the second case, the chosen street for the possible intervention shows some limitations concerning the visual connection with the sea because of the existance of a fence which blocks the entrance between two buildings. In order to demonstrate real situation we tried isovist 3D with a real fence downloaded from SU warehouse. The image on the left shows that tool didn't reognize the gaps in the fence material. (In that case we also ungrouped and exploded the fence).
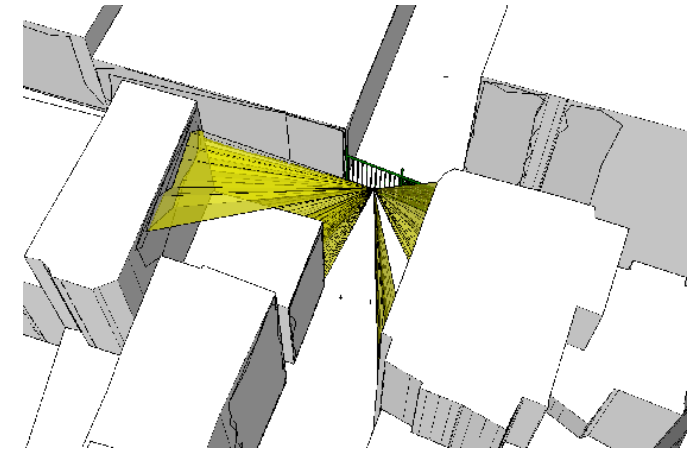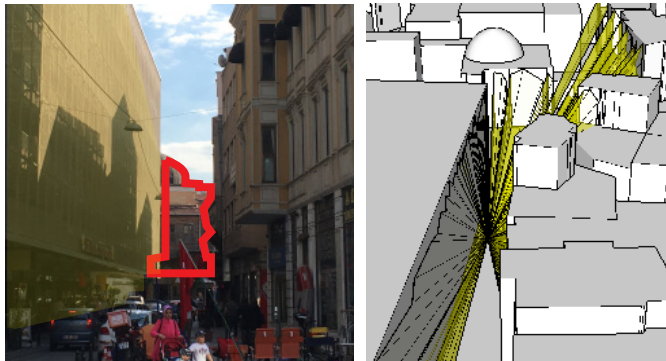

Isovist 3D on the fence.

The tool didn't count the fence as an object, even trying from the other side of it. If Isovist could interact with these elementes the analysis could be more real al literal for people to understand.

In this situation we figured that isovist 3d wasn't able to detect the dome shapes. Shape is created from spherical object and then cut. Unblocking it also didn't change the results. We also tried to send rays from different positions and levels; rays didn't reach through the dome in any case. It's useful to have the area where rays scan on each building as a shape and also define with another color. If there were a possibility it would make more sense for more detailed analysis to distinguish different faces up to materials in the model. For instance; here in this area the signage is not regulated, and this causes the covering of the entire architectural heritage. The amount they covered can be stressed with isovist 3d in terms of number and would be a better presentation for further regulations proposals.


Isovist 3D on the fence.

Skyview:

Sky view Factor feature has been used to test different conditions of the area, specifically different points selected due to possible intervention for design solutions. By using this tool we tried to simulate a visual experience through the complex urban context. In further researches 3d technique will be combined with traditional 2d sky view factor to compare the results. According to seasonal researches of sky view, comfort conditions of specific intervention points will be defined and design solutions will be depending on this. Shadow casting analysis will be linked to sky view; this would enable us to decide best possible functions and locations for different usages especially in smaller urban voids.


Here we are dealing with parameters and dimensions of sky view factor sphere. We noted that tool can pro- vide this measurements and exact point (center of sphere) According to computation of surface area of the sphere we can reach the percentage of sky view. A human siluette or an object can define the center. Also there can be options to self define limits of the sphere by giving two point in the model rather than giving a numeric dimension. We tried different dimensions for the radius of sphere to compare different outcomes from the same point. We had done a research to see if there is a standardize dimensions for this type of research. Due to our expected outcomes ; selecting two opposite facades from a street would define a more understandable result.

Isovist 3D on the fence.

Building facades:

Building Facades feature has been used to justify and support isovist 3d and skyview factor analysis. It also helps to frame visuality of hidden elements in the area. This tool enable us to determine exact point of view for the proposal strategy of making visible under valued history or the lanmarks. After implementing view point pavillions we will be able to test the effect of these structures in urban context in terms of visibility.
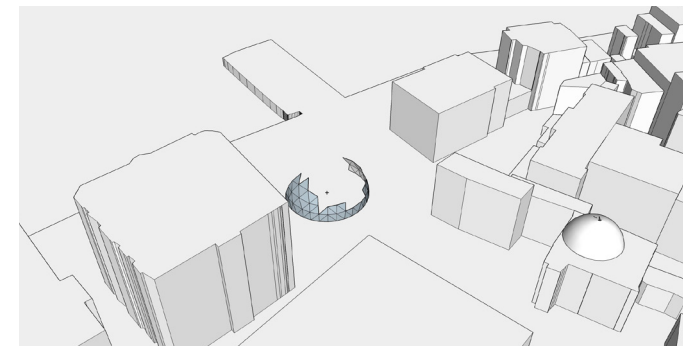
Building facades analysis
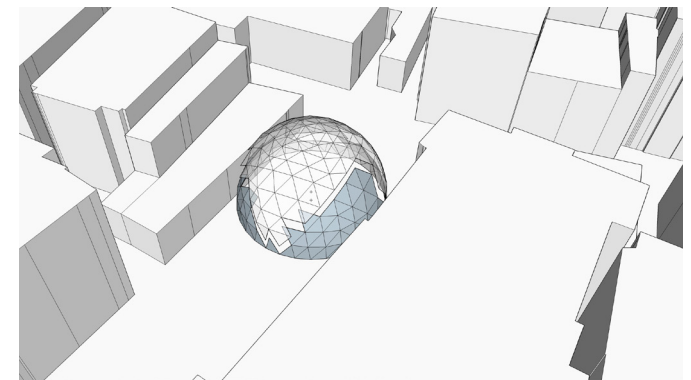
Building facades + skyview

As a common suggestion for building facades and skyview; an explanation for perimeters would be really useful due to the environment it is going to be tested.
Knowing the Dimensions and perimeter can (surface of the sphere and the gap) can help to make comperative studies.

ACKNOLEDGEMENTS

Kids trying to reach the sea