EVALUATING THE POTENTIALS OF NEGLECTED URBAN SPACES IN HISTORICAL CITY CENTRES TO ACQUIRE A SENSE OF PLACE: THE ISKITLER SMALL INDUSTRY AREA IN ANKARA

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ABSTRACT

EVALUATING THE POTENTIALS OF NEGLECTED URBAN SPACES IN HISTORICAL CITY CENTRES TO ACQUIRE A SENSE OF PLACE: THE ISKITLER SMALL INDUSTRY AREA IN ANKARA

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Old city centres that have been able to preserve their position as the cultural and economic heart of an urban hinterland, function as a centre for converging the city's lifelines as well as acting as a reflection of its image. The spatial and perceptive quality of a city's centre plays an important role in maintaining its vitality and ensuing an image of its own. This quality is defined by the term *place* and is a notion that can be perceived by the simultaneous stimulation of the senses. This is something that can be achieved by arranging the elements that will pave the way for its emergence. The process of creating a sense of place in an urban context is foremost linked to the success of its formal properties that can incubate social and economic complexities. The historic centre of Ankara, known as Ulus, contains certain portions where it is possible to see that most of these properties are non-existent and suffers from decay and neglect. The problem arises due to an inability to implement necessary urban interventions. As a consequence, these areas cannot contribute to urbanity as well as damaging the image and perception of the city.

The north-west section of the Hacı Bayram neighbourhood in Ulus, once a part of what was known to be the Kazıkiçi Gardens (*Bostanları*), houses a low-density

industrial complex known as the ‘Iskitler Small Industry’ and is an area that possibly faces the greatest amount of neglect in Ulus in spite of its potentials. This site will be subjected to investigation with an aim to firstly confront the issues that have caused its current predicament followed by the assessment of its current form and the ongoing urban transformation project in regard to principles of place making. Starting with the problems of the area rooting from its recent history and in relation to the greater urban context, the study intends to shed light on how these problems have caused a poor spatial quality, that is ramified into social instability, dysfunctionality, and visual distaste. Working on the subject area’s current relationship with Ulus and its future role within the urban core, this study forms a basis of evaluation aiming to contribute to its transformation.

Keywords: Place Making, Urban Transformation, Ulus, Iskitler Small Industry, Historical City Centre

ÖZ

TARİHİ KENT MERKEZİNDEKİ İHMAL EDİLMİŞ KENTSEL ALANLARIN YER DUYGUSU KAZANABİLME POTANSİYELİNİN DEĞERLENDİRİLMESİ: ANKARA İSKİTLER KÜÇÜK SANAYİ BÖLGESİ

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Bir kentsel hinterlandın kültürel ve ekonomik kalbi olarak konumunu koruyabilen eski kent merkezleri, kentin imajını yansıtmanın yanı sıra kentin can damarlarını birleştiren bir merkez işlevi görmektedir. Bir kent merkezinin mekânsal ve algısal niteliği, onun canlılığını sürdürmesinde ve kendine ait bir imaj oluşturmasında önemli rol oynar. Bu nitelik *yer* kavramı ile tanımlanır ve bir mekânda duyuların simultane bir biçimde uyarılmasıyla algılanabilen bir kavramdır. Bu, ortaya çıkmasına zemin hazırlayacak unsurların bir mekânda kurgulanmasıyla elde edilebilecek bir şeydir. Bir kentsel bağlamda bir yer duygusu yaratma süreci, en başta, kentsel bağlamda, sosyal ve ekonomik karmaşıklıkları oluşabilmesini sağlayacak biçimsel özelliklerinin başarısıyla bağlantılıdır. Ulus olarak bilinen Ankara'nın tarihi merkezi, bu özelliklerin çoğunun yok olduğunu ve bakımsızlık ve ihmalden mustarip olduğunu görmenin mümkün olduğu birçok alan içerir. Sorun, gerekli kentsel müdahalelerin uygulanamamasından kaynaklanmaktadır. Sonuç olarak bu alanlar, kent imajına ve algısına zarar vermenin yanı sıra kentliliğe katkı sağlayamamaktadır.

Bir zamanlar Kazıkiçi Bostanları olarak bilinen yerin bir parçası olan Ulus'taki Hacı Bayram Mahallesi'nin kuzeybatı kesimi, 'İskitler Küçük Sanayi' olarak adlandırılan düşük yoğunluklu bir sanayi kompleksine ev sahipliği yapıyor ve potansiyeline rağmen, muhtemelen Ulus'ta en yoğun biçimde ihmal ile karşı karşıya olan alandır.

Bu alan, öncelikle mevcut durumunu ortaya çıkaran sorunları saptamak, ardından mevcut durumu ve devam eden kentsel dönüşüm projesinin yer oluşturma ilkeleri açısından değerlendirilmesi amacıyla incelenmiştir. Çalışma, bölgenin tarihinden bu yana oluşan sorunlarından başlayarak, bu sorunların sosyal istikrarsızlık, işlevsizlik ve görsel hoşnutsuzluk ile sonuçlanan mevcut mekânsal duruma nasıl yol açtığına ışık tutmayı amaçlamaktadır. Alanının Ulus ile mevcut ilişkisi ve dönüşümü devam eden kent merkezi alanı içinde gelecekte oynayabileceği rol üzerinde odaklanan çalışma, yer kavramını merkeze alan kapsamlı bir metodolojiyle alanı değerlendirerek dönüşüm sürecine katkıda bulunacak bir veri oluşturmayı amaçlamaktadır.

Anahtar Kelimeler: Yer, Kentsel Dönüşüm, Ulus, Iskitler Küçük Sanayi, Tarihi Kent Merkezi

I would like to dedicate this work
to my beloved parents

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ABBREVIATIONS

ADD: Ankara Development Directorate

AKM: Atatürk Kültür Merkezi – Ataturk Cultural Centre

AMM: Ankara Metropolitan Municipality

AMPB: Ankara Master Plan Bureau

ASKİ: Ankara Water and Sewage Administration

BOTAŞ: Petroleum Pipeline Corporation

CBD: Central Business District

ITC: International Trade Centre

CHAPTER 1

INTRODUCTION

The historic cores of cities are usually the centre of administration, commerce, culture, entertainment, business, and social life as well as an embodiment of the city's collective memory. In the modern age, tourism is also a very important part of cities and is a driving force in transforming city centres into attractive places as it is seen as an opportunity for economic gains and to ascertain an impression of that city's – or in the broader sense, that nation's– cultural and historic image, especially in the case of a country's capital city. This impression making is a perceptive aspect that generates levels of identification for the inhabitants whereas for visitors, it has a representational function in which one can be stricken by the intrinsic characteristics of a place that produces the perceptive image of that place encompassing a wider range of cultural affinities. As Ankara is the capital city of the Republic of Turkey, it would be expected from the historic core of the city, Ulus and its vicinity to play a pivotal role in accomplishing this. However, for many years the historic core has been neglected and is unable to convey the cultural and historic values embedded in its urban form and architecture.

This can be seen as a result of the area's inability to maintain its central position which accommodates the city's life lines such as culture, education, commerce and business as well as governmental institutions. As cities develop, expand and transform, certain districts are left with outdated uses which results in such areas to lose favour and see a decrease in users. As the users decrease, districts tend to enter a period of neglect and as they start to become areas of deprivation, they slowly lose their former vibrance. This trend has been witnessed in many cities around the world and since the beginning of the 20th century, there have been many different approaches to combat such situations. Government led interventions have sought to transform these areas to more viable places. Since the 1980s new approaches to urban transformation appeared. The concept of urban design can be identified as the root of

contemporary transformation approaches such as regeneration and revitalisation. The term was first used in North America in the late 1950s as a broader approach than the outdated practice of civic design. It emerged as a more expansive understanding of design in city contexts that takes into account several aspects other than that which is purely aesthetic (Carmona, 2003).

Although it was not a popular approach for a certain period, the concept of urban design regained importance around the turn of the 21st century. This had developed in contrast to the long reign of town planning in the literature of urbanism and the reasons for this found its root in both practical and theoretical arenas (Tekeli, 1994, p. 591). In the practical terms, the renewal projects of Western cities within the city centres were instrumental, while in theoretical terms, it was the effects of post-modernism and its critical outlook on modernism that initiated a rethinking of urban design (Harvey, 1990; Tekeli, 1994). While the initial concern is predominantly aesthetic, with the distribution of building masses and the space between buildings, urban design has become primarily concerned with the quality of the public realm - both physical and sociocultural- and the making of places for people to enjoy and use (Carmona, 2003).

Critics of modernist urban planning directed their view predominantly on the overlooked sociological aspects of the city. Hence, the concepts of public realm, vitality, and place making constitute an important part of today's urban design theory as a basis for creating better urban environments. Furthermore, with the development of more participatory policies, emphasis on bottom-up processes and incrementality, new urban transformation methods developed, and the importance of urban design increased as a multi-disciplinary practice which can act as the fundamental means for creating quality urban spaces in which people can possess and use in their own way.

One of the most crucial roles of Urban design, however, is that toward the 21st century, it became a pivotal tool to regenerate or revitalise urban spaces that had gone through ruptures and/or lost its former vitality. Urban spaces that have lost their place in urbanity due to reasons like, user fluctuation, obsolesce of their former functions, negligence by authorities and users alike, have caused these areas to become run-

down parts of the city. These sorts of areas that can be extensively found near the city core as either deteriorated old residential areas and inner-city slums, or old industrial areas that have been deindustrialised, or are in the process of deindustrialisation, have been a main topic of discussion in the recent decades. While user fluctuation can be caused by constant patterns of mass migration, which subsequently brings about disownment and lack of maintenance, change of function can be caused by changing modes of production and these uses moving to the periphery. Urban areas that experience this shift are left with obsolesce and neglect which render them as undesirable areas negatively effecting the city's image. Here urban design strategies that give importance to the process of place making, present an utmost importance to regenerate these spaces in a successful way.

Starting from the mid-20th century, Ulus witnessed a gradual loss of interest due to such ruptures and changing usages. The district slowly lost its role of being the heart of the city and as a common point of attraction due to a constant shift in centrality that has been existent for over half a century (Batuman, 2012). This shift has gradually rendered the district of Ulus (some parts more than others) as an undesirable location and almost obsolete in contributing to Ankara's urbanity. The lack of interest by potential users and visitors alike to the majority areas of the district has put Ulus under the constant threat of losing its history and livelihood with no successful effort to reintegrate it to the city. Although there have been urban design projects that aimed to counter these problems in the past, they have not been implemented to the intended degree. Since the 1980s the importance of Ulus and its vicinity has been on the agenda of the administration and plans were prepared to regenerate the city centre of Ankara into a vibrant and prestigious place.

In 1989, the "Ulus Plan" was accepted by the Ankara Cultural and Natural Heritage Preservation Board and approved by the Municipality in 1990. The Ulus Plan was prepared as a conservation plan for the traditional city centre in order to protect the historical and cultural assets and values of the capital city and was named Ankara Historical City Centre Renewal Area Conservation Plan (Erkal, et al., 2005). Along with this, there was also the Ankara Central Business District (CBD) plan which saw approval in 1994 which aimed to allocate Ankara's central functions to the northwest

of the old city, the Kazıkiçi Gardens area which initially developed as an industrial zone. These two major projects were to work in conjunction with each other ultimately creating a renewed city centre for Ankara which incorporated a new and modern business district, and a preserved historical urban core. The plans faced many complications and continuously encountered setbacks. The CBD project has not been realised to this day and the Ulus Plan was partially implemented.

Attempts of revitalising the historic parts of Ulus have resulted in varied outcomes. While a certain amount of liveliness has been achieved in the areas of Hamamönü, Hacı Bayram and the citadel, it goes no further than ensuing them as tourist attraction points (Erendil and Ulusoy, 2002), with a number of the buildings restored without respect to proper restoration methods harming their originality (Poyraz & Gündoğan, 2014). Furthermore, major public spaces located in these renewed areas, such as the vicinity of the Hacı Bayram mosque, were rebuilt with little consideration to the original urban texture and existing patterns of usage, or the Hamamönü and Hamamarkası area which, although consists of refurbished traditional style houses, does not incorporate enough residential buildings, only small cafes, restaurants, cultural centres, and offices for associations and foundations. Consequently, it is not possible to identify a true sense of vitality that is an outcome of naturally occurring user patterns and diverse social and economic activity.

Thus, it is not possible to speak of a multifaceted urban environment that can attract a wide range of visitors. Only a small portion of the city's inhabitants make up the user profile, not considering the flow of visitors attracted to certain polished areas of the district, as there is no sufficient ground to foster a truly *urbane* environment with all its intricacies. One of the main factors to instate vitality would be to create spaces naturally utilized by the inhabitants and to diversify economic activity, whereas the current state of the previously mentioned areas have a superficial nature only utilized by the flux of temporary visitors. Here, the buildings have been demolished and renewed with little regard to the people living and working there. The reconstructed traditional houses and polished public spaces were set to accommodate limited commercial functions and have erased the original character of the place (Tunçer, 2013).

In these areas, it is hard to identify an actual user profile that inhabits the space and contributes to their built environment. As David Harvey (1987) states, these are merely spaces of consumption which subsequently results in an absence of spaces that acquire meaning and character thereby unable to contribute to the creation of a true sense of place. Furthermore, there is a visible lack of coalescence with the rest of the city that would otherwise ideally act as a whole, feeding one another with a reciprocal relationship of users. Ulus serves a limited portion of the city populace and has become more of a sub-centre rather than an urban core.

Today the main problem with many parts of Ulus, including the subject of this study, is that it cannot produce economic and social diversity. As mentioned earlier, the interventions aimed at conservation were implemented to a certain degree but were done with changes in the original plans and with great criticism toward the methods used and eventually resulted in them being legally revoked (Erkal et al., 2013). On the other hand, the renewal plans for the industrial areas did not take place due to political, legal and various other reasons. While occasional vacation of the areas took place, these were done so with a slow pace and no concrete action taken to start the developments. Very recent developments, however, show that construction in certain parts of the CBD has begun, although there is one part that is designated as a special area located in the historic Hacı Bayram neighbourhood that has not yet seen any development. This area has also been partially vacated and is in a transformation process but the project itself is in a pending state with the relocation of some users to other parts of the city and a number of vacated plots.

The area is planned to be an International Trade Centre (ITC) and function as an extension of the CBD. There have been comprehensive studies by a design team that won an urban design contest held for the area in the early 1990s. This design will be at the forefront of this study as it is scrutinised as foundation for transformation prevail in this part of the city which holds great importance and has a complicated status. With interventions from governmental and private bodies, and market driven urban policies, this area risks going through transformation at a similar level of superficiality as the prior examples, with a possibility that may prevent it from generating a quality urban environment. This study therefore intends to confront the

problems of this area as a neglected part of the city at the edge of the historic core of Ankara, reflecting on not just the physical repercussions but also the social.

Hence, the goal is to deploy urban design principles to assess the current situation within the ongoing transformation period and then to analyse the urban design project for the International Trade Centre in light of a determined set of criteria. The area is situated in the north-western quarter of the Hacı Bayram neighbourhood previously known as Anafartalar neighbourhood. The borders of the area are demarcated by main roads that encircle it. An industrial complex makes up a large portion of the study area, developed as part of a wider industrial zone called Iskitler and named the 'New Industry Market', today known as the Iskitler Small Industry. Prior to development, it was a part of the historic Kazıkiçi Gardens where there were allotments situated there by the Jansen plan. When the Kazım Karabekir Street was constructed, the western border for the site emerged and was disjoined from the greater Iskitler, making it a part of Hacı Bayram neighbourhood. Hence the name of the area is also referred to as the Iskitler-Hacı Bayram industrial area in the text. It is a highly significant area due to its location, more so than the rest of Iskitler due to it being in closer proximity to the old city. Its location and rich context makes this piece of the city attain immense potential and can become a valuable part of urbanity.

The borders of the site are Etlik Street to the North, Kazım Karabekir Street to the West, Çankırı Street to the East and Çelik Street to the south sharing this border with a highly significant archaeological site. It is possible to observe a general lack of acknowledgement for this place by the inhabitants of Ankara as well as years of negligence by authorities. It is hardly ever visited except for those that may have specific business there and therefore does not demonstrate a vital urban environment. The area currently has very little relationship between the city as well as being internally disconnected. There is also little correlation between space and actors, mostly due to the neglected state of the area and a constant flux of users that settle to the vicinity of the area. This flux has occurred because of migration patterns from either rural parts of the country or from abroad and has affected the social status of the region. The area is currently used as a low-density industrial section of Hacı

Bayram with low rent and offers opportunity for work, thus immigrants continue to flock here.

The intention of the study is to evaluate the area with its problems, potentials, and dynamics for possible solutions regarding its integration to Ulus and the greater urban context as a vital and meaningful urban environment. This assessment will be conducted by taking into consideration the ongoing transformation process of the area which started with an urban design contest held over 30 years ago. The initiative started by the city authorities with the 1990 Master Plan aiming to re-establish the former glory of Ulus, intended for the CBD, ITC and Ulus Plan to work as a whole. With recently completed projects around the region, the intention to bolster the attractiveness of the area seems to be a priority. As the Ulus region transforms into a more viable area for people, it can attract new businesses and visitors and may be able to reclaim its position as the city centre.

Although the study area is located at edge of the historic core, it has been apprehended that this area has not had a significant place in history as it has always been left at the fringe. Yet it possesses great potential in terms of its relationship with the rest of the historic centre and the city as a whole. It is in close proximity to historic sites, in particular the ruins of the Roman Baths, but has remained an industrial area since its first development plan and has been an overlooked portion of the Ulus region. When looked into its history and its current state, it seems that one of the main and most consistent problems of the area is that it has never been able to acquire a sense of place.

Thus, this study firstly aims to discuss the current predicament of the area which include the dimensions of deprivation, the features that define it as a Neglected Urban Space, and how it has come to be as such due to failed urban transformation attempts. The area has been left unattended for a long period of time and while the plans are drawn out, the inability to implement them for decades leaves the future of this area ambiguous.

How the intricate and complex process of its transformation will unfold is a matter of deep discussion. However, this thesis aims to focus on the matter of place making

and will thus engage in the problem of creating a quality urban environment out of this area, scrutinizing on the design approach of the urban design project prepared for the area. In the discussion part, a set of key principles will be determined for the basis of the place making process and use these as the criteria for assessing the project. This comes with the intention to rethink on the current course of action taken for the area and argue on which of the principles of place making have been met. A successful regeneration would enable this obsolete industrial area to become a place that asserts value and become an attractive and well-functioning part of the city that can contribute to urbanity. Areas like the Iskitler Small Industry area that have yet been untouched offer great potential for the possibility of creating a better urban environment and with the correct assessments and design interventions, this piece of the city can take up the necessary factors to generate its own sense of place.

During this study several methods that have a particular place in the overall framework of this thesis have been resorted to.

- Site survey and observation: There have been several visits to the subject area where the physical state has been documented with photographs and a land use scheme has been generated via both on site observation and satellite imagery. There have also been observations on physical and social features of the area in order to identify the defining elements of Neglected Urban Spaces and placelessness.

- Analysing official documents: Official documents have been retrieved from government institution such as the Ankara Metropolitan Municipality, Altındağ Municipality, Turkish Historical Institute, and archives from various sources.

- Personal Communications: informal interviews with government officials in the Ankara Metropolitan Municipality, Altındağ Municipality, and shop owners have been conducted, which enabled access to valuable information.

In addition to the above methods, a thorough literature survey has been conducted on the relevant matters that are instrumental in establishing the theoretical framework of this thesis. Namely, the notion of *place* which is an important term in contemporary

architectural theory and is presented as the central concept of the advocated theoretical arguments. As such, the defining factors that make a successful urban place is then delineated. Further, the process through which these factors are diminished in urban transformation areas that are left in a transition state are examined. Lastly a coalescence of criteria derived from the key principles of place making is presented as the means for an assessment optimised for the study at hand.

The review of literature mentioned above establishes the theoretical background of the study exhibited in chapter two (2). In chapter three (3), an introduction to the site is made addressing its location, context, and official boundaries. The chapter continues with the area's past within the history of Ankara and further investigates its development in modern times, displaying how it first emerged as a part of the city in planning history of Ankara. Here the city plans of Ankara and their policies are investigated purporting how the subject area's first development plan emerged and how the prospects for its future developed. This part is followed by the examination of the urban design project proposed for the International Trade Centre urban design competition and its policies including a discussion on the problems in implementation. In the fourth chapter (4), an analysis of the area is made by first accentuating the current potentials and problems posed by the high stakes of its future projection. The contextual significance is examined with the help of a map that visualises its vicinity and the current direction of where the area is heading is postulated. The area is further examined with its physical and social features as well as its current land use scheme and transportation possibilities in order to better exemplify its position within the city determining its status as a Neglected Urban Space. Upon this initial assessment, the current situation is evaluated in regard to the place making principles, articulating the deficits of the area and why it cannot obtain a sense of place which is followed by the evaluation of the projected intervention to area, the ITC project, in an attempt to discover its potentials and short comings with regard to the place making principles. The thesis is completed in chapter five (5) with concluding remarks.

CHAPTER 2

THEORETICAL BACKGROUND

2.1 Urban Space and the Notion of Place

2.1.1 The Dichotomy of Space and Place

Space and place are two terms that present a substantial ground for architectural theory. The theory of modern architecture mainly focused on ‘space’ as the fundamental element in the creation of form after Siegfried Giedion pointed to ‘space’ and ‘time’ as the dual essences of the “new architecture” during the mid-twentieth century (Hewitt, 2020). The modernist view established an impartial, sterile, and abstract style that gave little importance to the expression of regional identity, local colour and materials. Modern buildings could be placed in any context anywhere around the world hence construing the term ‘international style’. The modernist approach to Urban space design was limited mostly to functional necessities and a will to improve the poor physical conditions of the industrial city. The key goals were to produce healthier buildings, healthier environments, to accommodate the car giving a priority to urban highways and transit transportation, and to create buildings that were placed in wide open spaces surrounded by greenery in contrast to the dense morphology of classical cities.

The negation of basic human inclination to acquaint oneself with their environment, to build shelter using local materials and create environments that pertained to one’s culture and identity faced criticism from social scientists, historians and others who study human society. However, it wasn’t until the 1970s with Kenneth Frampton’s ‘critical regionalism,’ did architecture see a substantial breakthrough in questioning the current approach of modernism. The question of how modernism may approach the problem of place and locality ultimately gave birth to post-modernism. Although the pompous works of some early post-modernists are usually not looked up to by the

mainstream modern movement and at times referred to as kitsch or exaggerative or historicist, the question itself drew out new perspectives on the matter which no doubt transformed contemporary architecture.

The roots of place in architecture could be traced back to the studies on human perception. Paul Frankl (1878-1962) was the first to study architecture through the lens of perception coining Gestalt psychology with the perception of formal principles. Frankl established a system for analysing space, form, location and the social factors that influence architecture. His system bares defining elements for formal analysis which are made up of four categories: spatial composition, mass and surface characteristics, visual/perceptual effects, and social functions (Frankl, 1968). Although he was more renown for the subjects of form and space, he gave equal importance to social and cultural influences that affected architectural styles through time (Hewitt, 2020). The exclusive focus on spatial properties as the most important compositional element in architecture was to change with the incorporation of research conducted on the mind by scientists and philosophers during the time when Frankl conducted his studies (Hewitt, 2020).

In this sense, phenomenology came to be a philosophical discipline that focused on the nature of consciousness. In architecture this school of thought opened up a new lane to question how the mind interpreted its surrounding with the help of the five senses which ultimately construct a mental image of the outside world. In this philosophical model, "feelings, emotions and other sense-based aspects of everyday experience (qualia) were interpreted as separate from rational thought, but still essential to the construction of reality" (Hewitt, 2020). Here personal experience and emotions were a part of the mind's cognition of a scene constituted by sensory data. Phenomenology in architecture was mainly concerned with the existential aspect of the body in space. Gaston Bachelard (1964), in his work *The Poetics of Space,* accentuated the feeling of belonging somewhere and the powerful sense of coming home. Through feelings and memories built up in archetypal spaces, Bachelard explores the power of these collective unconsciousness' that help build a sense of self and ground us in a place we familiarize with or call 'home'.

Martin Heidegger (1889-1976) was another important figure with his philosophical ideas on place and being. His ideas established the first concepts of a phenomenology of place. Heidegger claims that we have forgotten to dwell in the same way that we have forgotten what it means to *be* in the original sense of the word. He links building closely with dwelling saying, "we build and have built because we dwell, that is, because we are dwellers" (Heidegger, 2005). He claims that, in order to create meaningful architecture people must first dwell then build and not the other way around, indicating building is not in itself or really dwelling (Sharr, 2007). Building is a dweller's way of creating a space into which he or she can withdraw in order to be less exposed, get a reference point for orientation and come to live well. This act is what ensues meaning to space.

Furthermore the notion of place involves an understanding of the natural world that support and reflect dimensions of people's psychological, social, cultural, and spiritual worlds. In an architectural aspect, mankind has the tendency to instate meaning to the environment they dwell in. Thus, the generation of man-made place is possible by ascertaining a qualitative or concrete understanding of the world around us, making a strange -possibly hostile- environment relatable, familiar and liveable in the sense that it indulges the inhabitants both physically and mentally. A place therefore bares the separation between inside and outside and holds the certain qualities that enables one to orientate and identify oneself within that environment. The two aspects mentioned above are the essential psychological functions that induce true belonging and represents the existential foothold man needs to dwell. According to Christian Norberg-Schulz (1980), the generation of place is possible by a complex set of features that form a totality defining an environment. A space which hosts everyday experiences and concretizes human experience in a qualitative understanding rather that a quantitative, scientific one, is called "concrete space" Norberg-Schulz (1980). Thus, Concrete human actions do not take place in a homogeneous isotropic space but in a space distinguished by qualitative differences. Topological spatial properties and character constitute the structure of place, while the concept of *genius loci* and the functions of orientation and identification constitute the spirit of place.

The outside-inside relation, which is a primary aspect of concrete space, implies that spaces possess a varying degree of extension and enclosure. Hence, centralization, rhythm, and direction are features of concrete space that represent the structure of space (Norberg-Schulz, 1980). On the other hand, *genius loci* or the spirit of a place denotes the character and essence of a certain environment. To Dwell in the Heideggerian sense, one must come to terms with the genius of a place. As mentioned before, humans tend to understand their surrounding by means of concretizing the abstract, that is, to gather the world as a concrete building or *thing*. Architecture with its poetic nature has a purpose to help man dwell, hence architecture comes into being when "total environment is made visible" (Norberg-Schulz, 1980). This means to concretize the genius loci, by means of building structures that gather the properties of the place and bring them close to man.

2.1.2 Urban Space

Although space and place are usually understood in an architecture biased context, it is safe to say their correspondence in the urban context is essentially the same as that of the individual building. As in both premises, space refers to the quantitative aspects of a confined area while place defines the qualitative aspects. When taken in the premise of the urban, the differentiation in meaning occurs in the difference of scale. Of course, as urban design can be involved in a design process at the city scale, the confines of space expand, thus the things that are included in space register to more than just space-mass relationship. Günay (1999) briefly defines the difference between urban space and place, revealing the minor shift in meaning of the terms as; "urban space concentrates on its physical three-dimensional quality, while place is described as a space inhabiting a function or an activity, or a setting which has meaning for those who live, observe or perceive it."

When observed in relation to the city, urban space pertains to the space in which the public can access and conduct any sort of business that that particular space has to offer including social, cultural, commercial and political activities. While solid forms in a particular urban situation account to typology and morphology, open space is the container, the 'rest of the urban form' or the *public realm*. In political terms, Arendt

(1958) describes the public realm as that which appears to all of us, is common to all of us, and yet is distinguished from the privately owned. Others suggest that the public realm is not only all that is politically defined as public, but all that effectively functions as public as well (Hajer & Reijndorp, 2001; Kayden, 2000). "Formally speaking, it is the public realm which provides the semiology, the system of orientation for the inhabitants of the city" (Gosling, 1984). Thus, the city is perceived as a coherent entity through the public realm. It is the public realm that also works as a medium that hosts 'happenings' within the physical space. Space is therefore the incubator of public events, gatherings for socialization and intermingling, and for memories to be imprinted into the space.

After discussing the contrast in notions of space and place, the philosophical premise of place, that construes the fundamental separation of inside-outside, is something that also has profound implications in urban settings. Looking deeper into the quantitative aspects of urban space, it is possible to conceive certain features that can elucidate qualitative features of that space. The quantitative aspects, being the dimensions of an open space, the scale and typological features of surrounding objects and their relationship with one another etc., can be designed or manipulated to create more perceivable surroundings which can draw in the social dimension to instigate the qualitative features essential for the emergence of *places*. With the utilisation of Gestalt theory in architecture, early mappings of cities, such as those done by Renaissance architects Bufalini, Piranesi and Giambattista Nolli for Rome, were seen in a new light whereby the demarcation of public spaces in a figure-ground representation raised new questions on the perception of urban spaces in relation to their social functions as well as the dialectic between public and private domains.

Nolli's map differs from the rest in terms of its significance in representing public and private space relationships. While following Bufalini in using a figure-ground representation of built space with blocks and buildings shaded in a dark poché, Nolli represents enclosed public spaces such as the colonnades in St. Peter's Square and the Pantheon as open civic spaces. By including the interiors of public buildings as public spaces, this map shows the community life of the people of Rome through its

institutions.[1] Thus, the Nolli plan "showed a seamless congruence of the private realm, with the public realm making a legible, remarkable and enduring urbanism. Rome effortlessly demonstrates how people can walk, meet, eat, drink, pause, reflect, catch some sun or celebrate personal and larger community events in a well-defined, coherent and legible public realm, positively defined by the buildings of the private realm" (Richards, 2017). The representational power of the Nolli plan is a significant example of how an urban setting can be perceived as an 'inside', a coherent whole that incubates social practices which in turn can produce meaningful spaces or *places*.

2.1.3 Dimensions of Place Making in Urban Design

It is important to define what the characteristics of an urban place is and how to achieve this in an area of the city with its own dynamics. The notion of place is an important concept that can enhance the sense of belonging and assign a certain character to space. This in turn can attribute a quality to that space serving as a valuable part of the public realm. According to Edward Relph (1976, p. 141), places are "fusions of human and natural order and are the significant centres of our immediate experiences of the world". Thus, places attract and concentrate human experience which sets the basic necessity for space to become place (Relph, 1976). Creating a place involves societal participation in space. According to Norberg-Schulz (1980) place is a phenomenological process in which people create meaning in the physical space they dwell in via their relations with nature, their way of orientation with the physical world, and 'happenings' that occur in the frame of a particular culture. According to Augé (2008), place is an anthropological entity in contrast to non-places which are spaces of transient nature, where human beings remain anonymous and cannot relate to the space.

[1] The various dimensions of context in the scope of urban space have been discussed in the course ARCH 725 City in Contemporary Architectural Theory conducted by Asst. Prof. Esin Kömez during the spring term of 2020.

The attitude of architects of the modern movement toward open space was impactful in the emergence of spaces that could not contribute to urbanity in the desired level in turn creating poor urban environments. The modern movement in architectural design viewed the city in a drastically different light than that of the classical city in which more dense settlement textures were seen built on the more concrete requirements of contemporary societies involving stronger relationship of buildings and focusing more on *positive space*, as opposed to the modernist city founded on abstract ideals for the design of freestanding buildings in vast open greenery which generated *negative spaces* as the building in itself tended to become the object of which was not bound to any context. This approach applied in the urban context ultimately failed as it made evident that modernity's restructured world couldn't quite grasp the needs of the transforming civic structure at the time. In the name of healthy environments and decongested cities, the importance of street space, urban squares were overlooked although being part of the key elements that enabled social interaction and generated vital cities (Jacobs, 1961). One other key problem was that modern design understanding rarely took into account the spaces between buildings. In contrast, planning in the seventeenth and eighteenth century was concerned with the total composition and organisation (Trancik, 1986). Thus cities with buildings in wide open spaces that lack typology and can't create a substantial bond with its surrounding have been a problem in modern cities.

As a result, more contemporary approaches to space opposed the modernist attitude and returned to the consideration of context as an important part of design as well as acknowledging the human factor as an ambiguous entity in itself, one which can shape its surroundings according to spontaneous and unplanned acts and does not merely conform to presupposed, top-down forms. Many principles and strategies have been presented by urbanists and architects to better create built environments which can ensure certain social, aesthetic, physical, and psychological needs. Here, Kevin Lynch's (1981) five dimensions of city performance play an important role. These are: vitality, sense, fit, access, and control. A city that enhances these performative values can ensure the city's inhabitants can live in a vital, and safe environment (vitality), improve their perception and understanding of the city, its

form and functions (sense), adjust to the space and functions it exhibits (fit), gain access to the activities, resources, services and information that they need (access), and have control over the spaces they work and reside (control).

While vitality is essential for setting a ground for a settlement to meet its basic necessities for it to function and accommodate an efficient and lively pattern of human usage, sense is more concerned with the matter of place and the mental image of an environment. Sense is "the degree to which the settlement can be clearly perceived and mentally differentiated and structured in time and space by its residents and the degree to which that mental structure connects with their values and concepts" (Lynch, 1981, p. 118). Thus it is the match between the form of the environment and the human processes of perception and cognition which utilises our cultural constructs and sensory and mental capabilities. It depends on the form of the space – that is, its quality and human activity (Lynch, 1981). There are five characteristics of sense presented by Lynch: Identity, structure, congruence, transparency, and legibility.

Identity is the extent to which people can recognise or recall a place as being distinct from other places or having a unique character of its own. Structure, which at the scale of small places is the sense of how its parts fit together to form a whole, while in large settlements is the sense of orientation, knowing where one is which implies knowing how other places are connected to this place. Congruence is the match of an environmental structure to a non-spatial structure, for example, the question to be asked to verify congruence would be, is a visible activity congruent with the rhythm of social activity? Hence it is the match between space and function, it's the identification/recognition of a place by form of city or building. Transparency is being able to directly perceive the operation of various technical functions, activities, and social and natural processes that are occurring within settlements. For example, seeing people at work, seeing what a truck is carrying, or seeing how the sewage is being drained away. Lastly, Legibility is where the inhabitants of a settlement are able to communicate accurately with each other via its symbolic physical features such as monuments of memorabilia, open spaces, gates, columns, flags, sign boards

etc. which informs people about anything ranging from; a certain event, an epoch, ownership, status, group, affiliation and hidden function (Lynch, 1981).

Fit is how well a settlement's spatial and temporal matters match customary behaviour of its inhabitants. It is seen in the form of comfort, satisfaction and efficiency accomplished by adjusting the place, the action or both. An urban place that has fit should be adaptable, this means it should have a degree of manipulability which is the extent to which the setting can be changed in its use or form, and it should have reversibility which is necessary to avoid future dead ends. Allowing adaptability can be achieved by leaving excess capacity and allowing room to grow, increasing access, and reducing interference between the parts. This brings us to the fourth dimension which is access. This is the "ability to reach other persons, activities, resources, services, information, or places, including the quantity and diversity of the elements which can be reached" (Lynch, 1981, p.118). It is the extent that all of these are accessible with minimum time and effort.

Lastly, control is "the degree to which use and access to spaces and activities, and their creation, repair, modification, and management are controlled by those who use, work or reside in them" (Lynch, 1981, p. 118). Control is the territorial occupation of space and time for day-to-day activities and depends upon ownership where there are spatial rights like right of presence, right to be in a place, right of use and action, rights of modification, right of disposition. For inhabitants to display control over their possession, they would need to have congruence, which is the extent to which the actual user of a space control it in proportion to the degree of their permanent stake in it. They would also need to demonstrate responsibility which supposes that those who control a place should have motives, information, and power to do it well, and finally, there would also need to be certainty which is the degree to which people understand the control system, can predict its scope, and feel secure with it.

According to Montgomery (1998), "successful cities are in part shaped by the relationship of built form to space, and the range, variety and characteristics of the spaces made available: outdoor rooms, civic spaces, promenading routes, night-strips, quiet gardens, little corners to rest awhile, favourite meeting places" (p. 110).

This form of relationship should be thought of as the result of a process that works inductively, one that is catalysed by the people or the 'actors' that use the environment to shape it according to their dynamics. Thus, a bottom-up process of producing spatial and social organisations can be defined as the driving force to create vital and meaningful spaces (Jacobs, 1961). While Relph (1976) first suggested that a sense of place is formed by an interaction three elements, 'physical setting', 'activity', and 'meaning', it was Canter (1977) that further conceptualised the idea with a model that offered a balance between tangible and intangible attributes of a place showing the relationship between 'action', 'conception', and 'physical attributes.'[2]

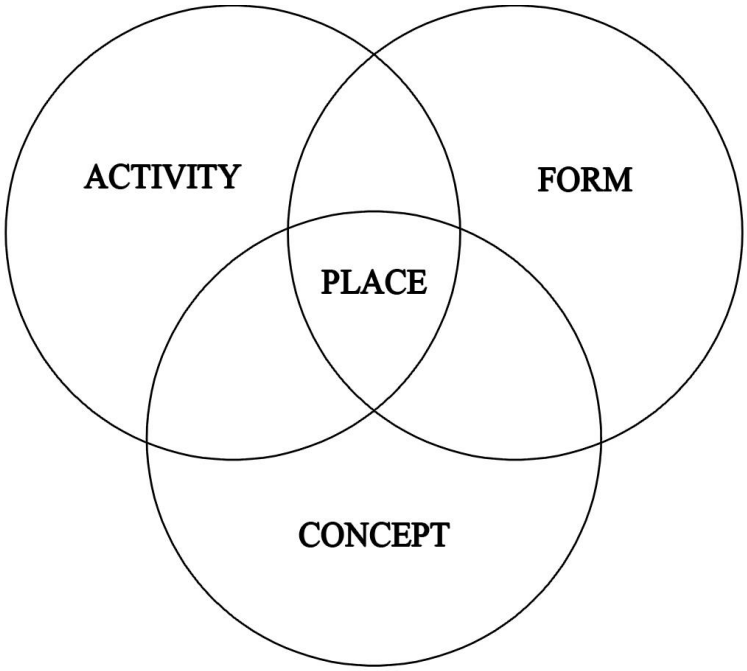

Figure 2.1 Canter's scheme on the nature of places (D. Canter, 1977)

[2] The various approaches to urban place have been discussed within the scope of the course ARCH 511 Socio-cultural themes in Urban Architecture in the fall of 2021 conducted by Prof. Dr. Cana Bilsel. These approaches have formed a basis for the discussions on the various dimensions pertaining to place and urban design in the theoretical background of this thesis.

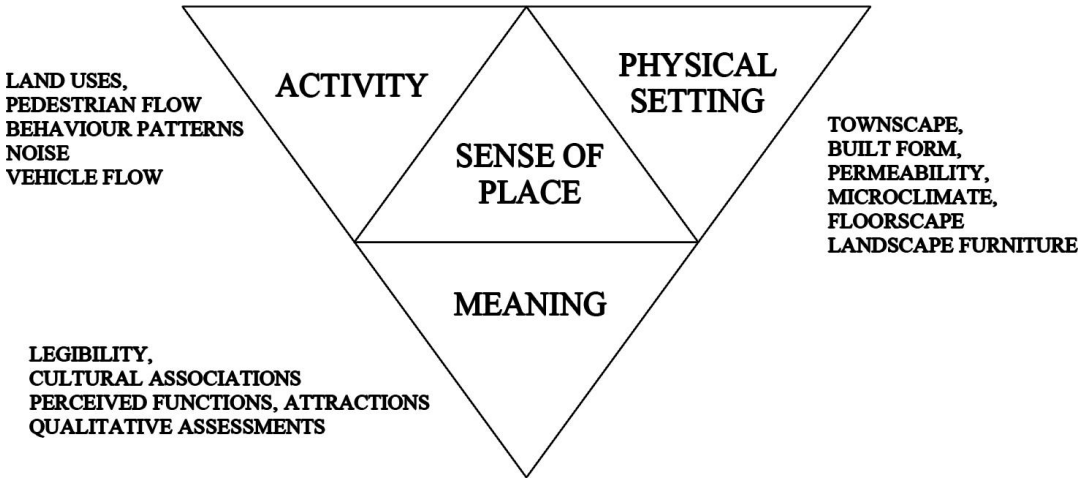

Figure 2.2 Punter's Diagram for the components of a sense of place (J. Punter, 1991)

Punter (1991) elaborates the system as he provides more detail on the components of built form and on meaning and imageability. Montgomery (1998) however, works on these concepts to be of more practical usefulness. He further develops the model by adding more attributes to the list and works on the three essential components to act as a directive policy for creating successful urban places. This is termed *urbanity* and can be achieved with the three main components of *"activity"*, *"image"*, and *"form"*. The criteria that fall under these three will be further discussed below and will form the basis of the assessment criteria to be utilised in the final chapter of the study.

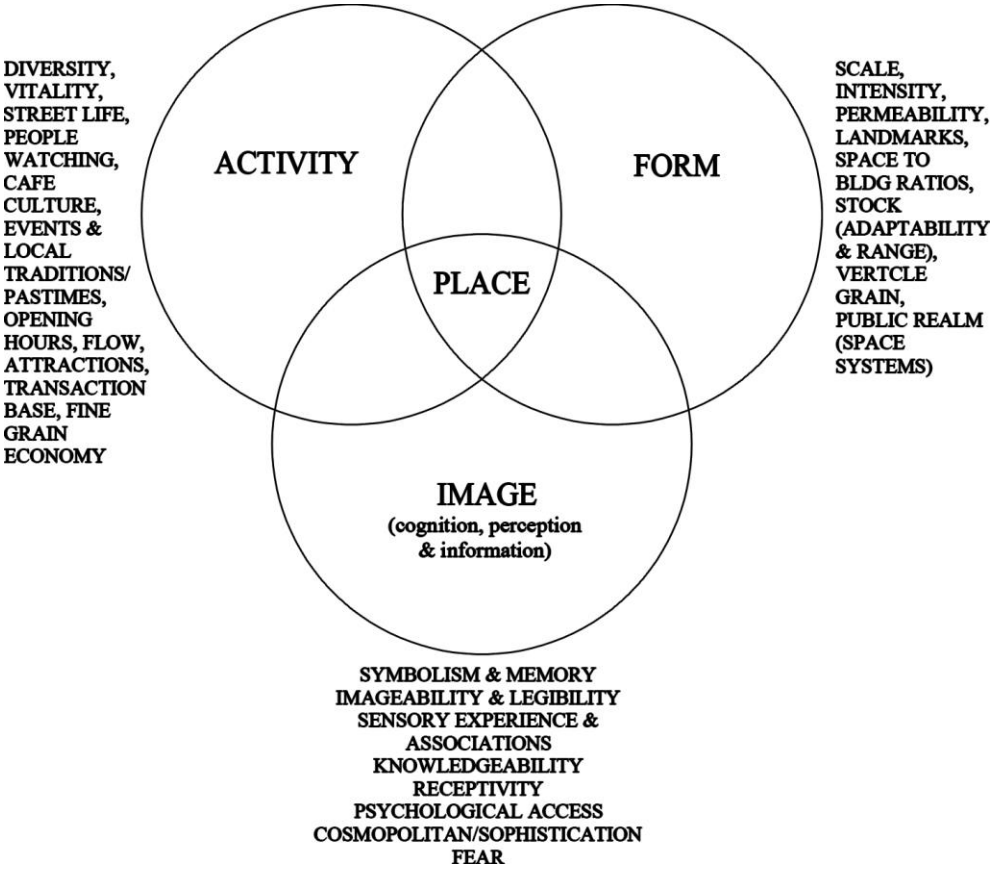

Figure 2.3 Montgomery's Diagram as a policy direction for place making (J. Montgomery, 1998)

2.1.3.1 Activity

Within the three main factors that create a sense of place in an urban environment, It is possible to say that activity is the foremost element that acts as a precursor for the other two and instigates the social dimension necessary to first create the desired action to be displayed on the *stage* —as per the allegory first derived from Italian renaissance architect Sebastian Serlio (1475-1554) for the public open spaces of a city as the setting for unconscious performances. Urban places provide stages for socially and culturally distinguished groups or urban audiences where citizens and visitors are spectators and actors at the same time (Reijndorp, 2015). In this setting activity is what creates the public domain in which a public culture is created. People perform acts that happen in a certain space and time interval; thus it is the

combination of these activities that create social and economic transactions making place the 'transaction base' (Montgomery, 1998). The vibrance and economic viability of an urban area is therefore directly linked with the level of activity.

Hence, activity is also the first and foremost factor that is profoundly linked with *vitality* in an urban environment. There are two distinct definitions of vitality that will be discussed here which are both linked with activity. The first is where vitality is regarded as a more general performative value that concerns the existence of basic needs; if vitality in ensured activity can appear, hence the more vital a city, the more different types of activities can evolve and thus is essential for a city to generate life. The other definition is more to do with the outcome of activity; activity creates a vital environment, the more the number of different activities there are the more vital an urban environment gets. The first definition is presented in Kevin Lynch's (1981, pp. 121-129) performative values. According to this, vitality is "the degree to which the form of the settlement supports the vital functions, biological requirements and capabilities of human beings -above all how it protects the survival of the species." There are three principal features of vitality: sustenance safety, and consonance (Lynch, 1981).

Sustenance is the availability of all elements to sustain life. The adequate supply of food, energy water, and air, and a proper disposal of waste, i.e., should be present in order to meet the essential physical needs of an organism such as the city. Safety considers psychological safety, social safety and physical safety. As such, "a good settlement is one which hazards, poisons, and diseases are absent or controlled, and the fear of encountering them is low" (Lynch, 1981, p. 121). This also includes avoiding the problems of air and water pollution, contamination of food, the reduction of bodily accidents, defences against violent attack, prevention of flood and fire, resistance to earthquake, and treatment available to anyone who has been exposed to any of these hazards. Consonance is when the special environment is correspondent with the basic biological structure of the human being. "It should support natural rhythms and should provide optimum sensory input" (Lynch, 1981, p.122). Once the initial precursor for activity is set, the other performative values that ensues a quality

to a place can emerge including activity and cognitive perception of the physical space.

On the other hand, the second definition of vitality represented by Jane Jacobs (1961), mentions it as a result of diverse economic activity and social interaction. Here, the incubation of the public realm can be regarded as the key goal. As the users and visitors are the ones directly involved in the vitality of spaces, the creation of meaningful places is therefore a result of actions that give an intrinsic meaning to the immateriality of space, thus transforming them into 'concrete space' as Norberg-Schulz (1980) called it. Ideally, these actions should not be predetermined guidelines that direct people into rigid, moulded forms of uses within space but rather, evolve in a setting that enables spontaneous variation. Successful cities show such features and can be identified in their complex set of economic and social patterns that are born out of their diversity. Although city diversity may appear to be accident and chaos, Jacobs (1961) argues that the conditions that generate city diversity are in fact quite easy to discover. She states that, "although the results are intricate, and the ingredients producing them may vary enormously, this complexity is based on tangible economic relationships." (Jacobs, 1961, p. 150). Hence, she presents four conditions to generate diversity in a city's streets and districts:

1. The district, and indeed as many of its internal parts as possible, must serve more than one primary function; preferably more than two. These must ensure the presence of people who go outdoors on different schedules and are in the place for different purposes, but who are able to use many facilities in common.
2. Most blocks must be short; that is, streets and opportunities to turn corners must be frequent.
3. The district must mingle buildings that vary in age and condition, including a good proportion of old ones so that they vary in the economic yield they must produce. This mingling must be fairly close-grained.
4. There must be a sufficiently dense concentration of people, for whatever purposes they may be there. This includes dense concentration in the case of people who are there because of residence (Jacobs, 1961, p. 151).

Montgomery further dwells on the matter of activity that stems from Jacobs' ideas. He states that activity is the product of vitality and diversity which are two separate but related concepts.

> "It (vitality) refers to the numbers of people in and around the street (pedestrian flows) across different times of the day and night, the uptake of facilities, the number of cultural events and celebrations over the year, the presence of an active street life, and generally the extent to which a place feels alive or lively" (Montgomery, 1998, p. 97).

In other words, activity pertains to the number of possible attractions (these could be social, cultural or business related) that draws people to a space, subsequently resulting in various happenings. He reiterates that the first and possibly most important feature of successful urban places is there being diversity that ensures different layers of activity. This means that there should be combinations of mixtures of activities, not separate uses. This includes a hierarchical pattern, such as primary, secondary, or preferably tertiary uses that ensure the presence of people for different purposes (Jacobs, 1961; Montgomery, 1998). The goal should be to allow the presence of an active street life and active street frontages in which people use the same spaces for a multitude of activities.

This variety in activity ensures vitality and this is what distinguishes successful urban areas from the others. The mixture of uses emerges as the coalition of diverse ingredients and depends on there being sufficient demand to sustain wide-ranging economic activity. This can be supported by Urban populations living in relatively close proximity to, and able to access things like tea houses and cafes, foreign grocery stores, delicatessens, restaurants, cinemas, theatres and galleries etc.

> "Coming together as large and small, the ordinary and the strange, these things can be sustained if they are within easy travelling distance and appeals to relatively large numbers of people with different tastes and proclivities" (Montgomery, 1998, p. 98).

Thus the matter of accessibility presents itself as an important factor for ensuring pedestrian flows in public spaces which subsequently affects vitality. Hence the

relevant criteria from Montgomery's model for achieving urbanity for the component of activity can be delineated in the following list:

- **Pedestrian flows and vitality:** Vitality can be measured with pedestrian flow which pertains to the number of people that are in and around the street across different times of the day. This depends on there being sufficient levels of demand to sustain wide ranging economic activity, accessible by urban populations (easy travelling distance) and the availability of spaces, including gardens, squares and corners to enable people-watching and other activities such as cultural animation programmes.

- **People Attractors**: For a place to attract people there should be the availability of pastimes and events as well as culture and leisure activities. The presence and size of street markets, types of specialism, the availability of cinemas, theatres, cafes, tea houses, restaurants and other cultural and meeting places offering service of different kinds, at varying prices and degrees of quality are all factors that can increase the level of attraction.

- **Diversity of primary and secondary uses:** The extent of variety in primary land uses such as offices, shops, educational facilities, recreation, entertainment as well as residential, which is essential for the provision of local users, can ensure more activity. A mixture of uses, including residential uses, is necessary for people to come to the space for different purposes. However successful urban places must also generate secondary uses which are drawn in by primary uses. These are enterprises and services that appear at the brim of more intensive generators of diversity and help heighten and speed the formation of a further complex city.

- **Varying in opening hours**: The diversity in primary and secondary uses should enable a variety in opening hours which could generate night time activity and stimulate the evening economy.

- **Fine grained economy:** The proportions of locally owned or more generally independent businesses, particularly shops, are the key for growing a fine-grained economy. The successful city economy will be as complex and intricate as possible with myriad networks of firms, and, crucially, a high proportion of small and medium enterprises (SMEs) inter-trading and sub-contracting. They will variously and continuously be involved in a dynamic of importing, exporting, import substitution, domestic consumption and adding new work (Jacobs, 1961 as cited in Montgomery, 1998). In order to enable this growth, there needs to be an adequate level of diversity which are linked to two sub criteria;

    * **Patterns of mixed land ownership:** There should be patterns of mixed land ownership so that self-improvement and small-scale investment in property is possible.
    * **Different unit sizes of property**: The availability of differing unit sizes of property at varying degrees of cost, is a substantial factor for small businesses to gain a foothold and not be driven out of business by sudden rises in rent and/or property taxes.

2.1.3.2 Image

The notion of image encompasses the notion of identity, which is an objective thing (what a place is actually like) and appears as a combination of this identity with how a place is *perceived*. "To individuals, the image of a place is therefore their set of feelings and impressions about that place (Spencer & Dixon, 1983)" (Montgomery, 1998, p. 100). Information collected and received about a place constitutes these feelings. Montgomery (1998) iterates that this filtering is partly based on individuals' values, beliefs and ideas, but also on wider cultural (whether received or otherwise) values, beliefs and ideas. This means that images of place are created from amalgamations of cognition (comprehension or understanding) and perceptions, as well as individual, group and cultural 'personality' constructs or meaning.

For places in city centres, identity is reflected by the physical form and setting, the streets, topography, buildings with their traditional architecture and their coexistence with other architectural epochs in an amalgamation of styles. This then is perceived with the filtering of sensory information as an image, a meaning that represents a culture, national identity, and historic moments in time. According to Montgomery (1998), image and meaning derive from the activity one finds there, and the built form. Lynch (1960; 1981) defines the knowledge one has on a city and the impression it makes on the individual as the *imageability* of a city. This is influenced by the *legibility* of an urban environment which is the degree to which the different elements of the city, which Lynch (1960) defines as paths, edges, districts, nodes and landmarks, are organised as a coherent and recognisable pattern. These elements offer information for the individual to be gathered and perceived as an image of the city as well as creating a frame of reference when orientating oneself within a city.

In addition to the environmental ques, which helps one to find their way around the city and identify their surroundings creating user patterns, space also has symbolic value where a proportion of the wider cultural processes, values and identities can emerge over time from associations of events and places. Thus to quote Montgomery (1998),

> "spaces in the city, their sequences and proportions and the way they inter-connect are of cultural importance in the life of cities. The public realm, therefore, should properly be understood as a 'space system' with varying sizes, proportions, levels and meanings: a 'space syntax', ranging from formal to informal, from grand civic spaces to outdoor rooms." (p. 101)

On the other hand, Montgomery (1998) distinguishes the former definition of identity that corresponds to the physical, spatial character of an urban environment, from that of the *sense of identity.* This is used in the sense of identifying *with* a place which successful places can come to represent over time. This is one of the fundamental aspects of place as this generates the sense of belonging to a place, of feeling involved and taking interest or perhaps even an active part in its affairs. This is termed

psychological access. Places that ensure this are much likely to be accepted and looked after.

It is possible to summarise the key variables of Image as the following;

- **Legibility & Imageability:** these two interrelated notions form the basis of an urban area's image. Legibility being the formal perception of the city and its influence on orientation and identification, imageability is the meaning conveyed by the physical, cultural and societal features of a place.

- **Sensory experience and associations:** If a place is to work well, it must accommodate all manners of invisible and informal networks and associations. Such associations can engender sensory experiences that enhance the image of a place e.g., flower arrangements, local initiatives, street performances, sports clubs, spontaneous events, traditions etc. These sorts of sensory experiences and associational activities will enhance both vitality and the sense of belonging.

- **Knowledgeability:** Gaining knowledge about what goes on in a place is key for acquainting oneself with a place. By encouraging associational activity, the level of involvement of the users can increase and the information of such activities that pass on to a wider population can then generate a greater knowledgeability of a place.

- **Architectural style:** the degree of innovation and confidence in new architecture can significantly enhance the image of a place and also create greater association of users. A well fashioned built environment can generate a sense of pride to the users and therefore increase the sense belonging and the level of care shown to it. Thus there should be a variety of building types, styles and design.

- **Psychological access:** The sense of identifying with a place is the result of many factors that have been mentioned throughout this text. A successful urban place would concurrently generate a sense of belonging which results

in an increased level of involvement and interest on the users' part. Consequently, this can increase psychological access.

2.1.3.3 Form

In addition to the prior two, form, relays that a city ought to be arranged and configured in a way that can incubate the five performative values of Lynch (1981). Alexander (1979) also refers to this as "quality without a name", defined by him as recurring and interlocking patterns of events in buildings, spaces and places. Montgomery (1994) on the other hand, elaborates this in search for the practical answer to how a city form could be designed to stimulate activity, a positive image and therefore a strong sense of place. He argues that the criteria of 'fit' demonstrates how this can be achieved. "A city with good fit provides the buildings, spaces and networks required for its residents to pursue their projects successfully. In a very real sense, this 'fit' will be governed by the type of place and the range and intensity of activity desired." (Montgomery, 1998, p. 102)

Therefore a good city form would stimulate activity and a positive image hence creating a strong sense of place. In contrast to suburbia, *urbane* places have certain characteristics that make them the multi-dimensional and complex structures that they are, if they are to work as successful places. These range from complexity, myriad patterns of movement (especially pedestrians), diversity of primary uses, a fine-grained economy, an active street life, variety in opening hours, the presence of people attractors, legibility, imageability, and knowledgeability. In order to achieve this, a city must have good fit as this will provide buildings, spaces and networks to match the pattern and quantity of actions that people customarily engage in, or want to engage in (Lynch, 1981; Montgomery, 1998). The physical conditions that can enable this setting, are summarised below:

- **Zoning for mixed use:** This is the extent of variety in primary land uses such as offices, shops, educational facilities, recreation, entertainment as well as residential which is essential for the provision of local users. Mixed use is

necessary for people to come to the space for different purposes at different times of the day.

- **Developmental intensity and scale:** In order to achieve urbanity, there needs to be a sufficient level of complexity and diversity which would stimulate public contact, transaction and street life. For this a certain level of intensity must be reached however not so much as to create over-crowdedness. Hence the scale of the components forming the environment, e.g., buildings, streets, squares, should be designed accordingly taking into account the ratio of building height to street width, relative distance, permeability and the sense of grandeur or intimacy of space.

- **Building fine grain:** Although central city districts tend to be designed to mostly accommodate larger more corporate businesses (CBDs), it is important to maintain a larger number of small businesses and firms that tend to draw on many and varied supplies and skills which often (but not always) serve narrow or place-specific markets. This is a primary factor that creates commercial diversity and vital urban places as opposed to the dull urban districts that have only large enterprises.

- **Adaptability:** The adaptability of an urban environment is linked with the matter of fine grain, the patterns of diversity and mixture of economic activity. If a place can conceive an inherent vitality because of their built form, this will enable a resilience and can adapt to changes in economic conditions, technology and culture.

- **City blocks & permeability:** It is generally preferred that city blocks be short as this can increase permeability and provide more streets to walk down and more opportunities to turn, thus creating more street life. Furthermore the buildings must be set up in close proximity to the street ideally built around a central courtyard as opposed to being placed in the centre of the plot.

- **Public realm:** The public realm is the network of spaces; streets, corners and squares where the public can meet and gather. This setting is what helps define the built environment by offering spaces for local traditions and customs that represent meaning and identity. When designing the public realm, the sequences, proportions and dimensions of city blocks and buildings should be considered. Moreover, the consideration of vertical grain and horizontal grain are important for the design of a good street. These are concepts that pertain to the variety and diversity of uses in the vertical and horizontal grid of a street.

- **Landmarks & visual stimulation:** Landmarks, meeting places and smaller scale signatures play an important role in the perception of a place. Elements that stimulate the visual experience offer a better understanding of the space, such as monuments, sculptures, art Works and other elements that mark a spot. Important points of reference are key to establishing more legible places as everything is experienced in relation to its surroundings and sequences of events leading up to it.

2.2 Urban Transformation and its Repercussions

Economic, social, political and physical dynamics play an important role in the evolution of cities. Within these dynamics, cities can be under pressure to change and transform. As a matter of fact, urban transformation is a constant phenomenon that happens within certain periods of time. Although many specific reasons can be listed for the pressure of change in urban environments, rapid population increase can be shown as one of the most emphatic among them (Tekeli, 2003). As the world transitioned into the modern age, many cities felt the drastic effects of changing economic, political, and social realities, which set the ground for urbanisation, changing the population balance between city and rural. Such a circumstance of change has often resulted in ruptures in the fabric of cities. For example, in many cities around the world, movement to suburbia drew industry and people to the periphery and previously viable downtown land became desert (Trancik, 1986). Rural

to urban migration and subsequent squatting in central areas again, caused ruptures as the existing physical, social and economic patterns were disrupted causing an exodus of existing inhabitants. The slum neighbourhoods that appear with rapid population increase, tend to do so in the face of inadequate housing services. Along with building their own illegal settlements, the newcomers also occupy the existing structures left by their previous owners. These transformations in demographic patterns are defined as invasion and succession by McKenzie, Park, & Burgess (1967).

However, in the urban planning literature, urban transformation has been seen as a response to the economic, social, physical and environmental collapse and degradation in urban areas over a certain period of time (Akkar, 2006). These ruptured areas, becoming dysfunctional spaces, would then be subject to urban transformation in order to accommodate new functions and improve the built environment. Hence, there are several approaches to reutilise and reintegrate such urban spaces. According to the requirements of a specific area, transformation methods can range from regeneration, redevelopment, renewal, revitalisation, rehabilitation, conservation and so on. While Urban renewal was most common during the 1950s and 1960s, especially in the US, the most common urban transformation interventions since the beginning of the 1980s have been urban redevelopment. During the 1990s urban regeneration became the most extensive approach for transformation programmes which was followed by urban conservation (Akkar, 2006).

One of the prominent features of this period was the recognition that urban transformation processes are based on multi-actor and multi-sectoral collaborations and that preserving existing social, cultural and economic patterns was important to sustain urbanity (Akkar, 2006). In Turkey, when urban transformation is mentioned, urban renewal usually comes to mind and is popularly used as a synonym of urban transformation (Eyidiker, 2021). In this context, urban renewal is regarded as the generation of usable and liveable conditions of urban areas that have become old, dysfunctional, abandoned and devalued due to the effects of time and various other

reasons. Thus the aim is to bring them back to urban use but by giving a new identity and character (Özden, 2001, pp. 257-258 in Eyidiker, 2021).

Interventions in city centres, are most commonly applied on old industrial zones or inner-city slums. In most cases, deindustrialisation of areas within central districts of cities occurs due to these industrial areas being left in urban centres because of expanding city limits that extend far enough to encompass these areas formerly planned to be situated at the fringes of the city. Over time, these areas lose their functionality due to changing modes of production and high rents and become underused or misused spaces. On the other hand, inner-city slums can occur due to uncontrolled migration in which settlers build informal and/or illegal dwellings close to work opportunities (Türel, 1994). These often remain as problematic areas disrupting the image of the city centre. Urban transformation projects are opted for these problematic parts of city centres. As transformation projects commence, periods of transition are witnessed and these periods at times, can face complications that prolong their duration. Urban areas can remain in a state of transition due to several reasons ranging from administrative, legal, and financial issues. As the period of transition extends, new problems may start to occur. In such cases, the lack of proceedings will inevitably result in 'Neglected Urban Space' that subsequently rise physical and social deficiencies. Hence these spaces become the anti-thesis of places.

2.2.1 Defining Neglected Urban Space in City Centres

Urban areas that have lost their former function and vitality tend to become areas of deprivation and deterioration. In cases where such areas are overlooked and forgotten by authorities –and subsequently by users– due to the necessary steps not taken to regenerate them, a loss in spatial quality arises. These areas are named Neglected Urban Spaces and can be defined with certain characteristics that demonstrate physical and social degradation. Neglect can be defined as "giving little attention or respect to something, to Disregard, or to leave undone or unattended to especially through carelessness" (Merriam-Webster, n.d.).

Neglect generally occurs due to an inability to confront the problems of a dysfunctional or sub-standard urban area and initiate a successful intervention programme. There can be many reasons why an area may be failing. Among them, there is the factor of ruptures in the urban fabric, either by disasters or intentional destruction. Another reason can be the Drastic shifts in city population, either by increase or decrease, which can cause imbalances in social and economic circumstances and have spatial repercussions. Furthermore, decentralisation policies, the appearance of slum neighbourhoods, or the obsolesce of aged urban areas can also be at the root of failing urban areas in the city centre. Thus, emptied or deteriorated and largely dysfunctional urban spaces that experience a loss of vitality due to their old or outdated uses, such as brownfields or depopulated historic areas are examples of areas that are prone to suffer from negligence. This usually occurs due to a lack prerogative, an absence of adequate will or resources to renew them and some may face negligence due to failed initiatives that aimed to transform them.

Local authorities commonly embark on large scale initiatives to reshape areas affected by these phenomena by means of new development projects as these areas can affect both physical and social conditions. These types of areas then enter a period of transition which, in some cases, may continue for an extended period of time, either being vacated and left that way or has seen the start of physical transformation but aborted and left in that state. It is possible that progress may be stalled for a number of reasons or never started in the first place. In such cases the state of neglect in these areas increase over time to greater levels. In such circumstances, the area is either completely deserted or retains its former functions to a partial degree but does so in very bad conditions. Here, Neglected Urban Space registers to urban areas that are left in a state of transition and have been rendered obsolete.

There are several physical attributes that can emerge in such spaces that devaluate the visual properties which also affect orientation and accessibility within the area. According to which stage of the transformation process a given area is in, or what state it had evolved into prior the transformation process, different physical properties may be visible. Some common features would be dilapidated or destroyed buildings that dot the area, underused or misused open spaces such as empty lots that may

attract illegal activity, uninviting and publicly inaccessible spaces with obstructions, and occupation of space by vast carparks or shanty houses. A general term to identify such spaces is *lost space.* According to Roger Trancik (1986), these are dead or forgotten spaces, undesirable and in need of redesign –anti-spaces, and make no positive contribution to the surrounding or users. They are without a distinctive shape and definition, with hardly any measurement and fail to connect elements in a coherent way. On the other hand, they have great potential and offer tremendous opportunities to the designer for urban redevelopment.

To give more concrete examples of lost spaces, Trancik (1986) defines them as abandoned water fronts, train yards, vacated military sites, and industrial complexes that have moved out to the suburbs for easier access and perhaps lower taxes. "They are the vacant blight-clearance sites that were, for a multitude of reasons, never redeveloped. Lost spaces can also be in the form of deteriorated parks and marginal public-housing projects that have to be rebuilt because they do not serve their intended purpose." (Trancik, 1986, pp. 3-4) Another example can be spaces defined as *leftover spaces* that form next to planned developments, along and under highways and railways. Among the reasons for the emergence of lost space, three of them can be shown as relevant ones for this study, which are parallel to the emergence of Neglected Urban Space: (a) Zoning and urban renewal policies; (b) an unwillingness on the part of contemporary institutions -public and private- to assume responsibility for the public urban environment; and (c) an abandonment of industrial, military, or transportation sites in the inner core of the city.

a) Urban transformation projects have been commonly applied to many central districts that demonstrated sub-standard built environments due to unregulated building activity. In the US, the 1950s and 1960s saw a great purge in city districts that were of poor quality. These projects aimed to "promote human welfare through the segregation of land uses into discrete zones and the substitution of high-rise for ground-level density" (Trancik, 1986, p. 12).

The community patterns that evolved through time were rarely considered and the projects did not respond to the social relationships that gave meaning to community existence. Instead of unifying urban districts, zoning legislations often had the effect of separating functions previously integrated. This had resulted in the loss of viable urban space as well as leaving under-designed leftover spaces, that form discontinuities in the network of street level public spaces (Trancik, 1986). In Ankara similar examples can be shown in this regard, such as the destruction of the old city fabric of Hacettepe area in the 1960s for the construction of the Hacettepe University faculty buildings and several hospitals (Poyraz & Önder Gündoğan, 2014), or the public housing projects in Aktaş neighbourhood, Ulus in 2014 where slums were redeveloped with little consideration to creating quality urban spaces and social well-being.

b) The second is possibly the most universally relevant circumstance in that the city becomes more and more privatised under the appropriation of public space taking place in the name of private expression (Trancik, 1986). The ambitions of the private developer increasingly disrupts the coherence of buildings and their existing surroundings. This situation only increases as the economy of a city develops for it creates a heavy demand for floor space in the centre, pushing towards the vertical city (Trancik, 1986). Currently a similar process is valid for Ankara's development plans of a new CBD near its historic core, which will be addressed in the following chapters (see Çakan, 2004 for more on this topic).

As this seemingly inevitable transformation takes place the collective spaces of the city transform into private icons with individual projects put together separately, with no adequate consideration for public spaces in a wholistic manner. In many cases throughout Turkey, these privately appropriated spaces can hinder even public access for security reasons and the increasing dominance of private sanctity over the public realm. Furthermore, Trancik (1986) points out that as private interests become more segregated from public

interests, it makes it harder for a framework of common concern to prevail. And with the heavily departmentalised government's fragmented system of governance, competition between decision makers, rigid bureaucratic regulations, and budgetary problems, the institutional neglect of the public realm increases.

c) Finally, the change of land use in urban districts have also been effective in creating lost space. Especially the relocation of old industrial sites has been a very common precedent in cities around the world which has caused ruptures near city centres. These vast areas of wasted or underused spaces offer tremendous potential for reclamation and mixed-use regeneration. There are many sites such as these in the urban cores of Turkish cities that have serious physical deficiencies. For the case of Ankara, these were initially set up as "Small Industries" in the 1950s (Bademli, 1986a, p. 51). These were essentially low-density production quarters that worked as quasi-craftsmen's ateliers which was the by-product of the under-developed industrial capacity of Ankara at the time. These grew to become small to medium industry zones toward the 1970s and later bore the necessity to relocate them toward the periphery.

   Although this process was successful with the birth of "Organised Industrial Zones" (OSB), industrial businesses that were unable to find a place in these new zones were left within the core (Bademli, 1986a, p. 52). This led them to become deprived areas, as they became over-looked places and were no longer adequately maintained. Places like Iskitler emerged as an agglomeration of several small industry sites and in time grew in size and capacity. They have since existed around the historic core and have come to be a negative aspect of the city centre. Along with remaining squatter ghettos today, they create a bad image for the city as a whole.

The squatter housing in and around urban cores had appeared close to the industry sites and other places of work and has been a major problem in Ankara. Authorities

were unable to prevent the massive flood of rural-urban migrations beginning in the mid-20th century and were also unable to enact the necessary housing and conservation programs for historic city centres in time, which inflicted great damage to the urban environment. As the formal quality of the old city decreased and inability to combat the problems resulted in negligence, the old city was gradually stripped off its former prestige and its function as an economic centre gradually weakened.

After Turkey started to adopt neoliberal economic policies during the 1980s and restructured the municipal authorities, the spatial consequences of this restructuring were reflected as large-scale transformation projects, such as redevelopments in the informal housing areas at the edge of the inner-city and new development projects at the fringe (Batuman, 2006; Çalışkan, 2009). This went hand in hand with historic city centre renewal projects and while this situation enabled the transformation of inner-city areas, such as Ulus in Ankara, by making it financially possible, it was done so with the motive of satisfying the demands of the private sector in order to attract new investments and allure new residents without consideration of citizen participance (Erendil & Ulusoy, 2002; Batuman, 2006). Private sector demands bring about consumption-oriented gentrification of inner-city neighbourhoods for the new middle-class; downtown redevelopment, rehabilitation and restoration of historic areas, and the transformation of old industrial districts to new uses are used as ways to attract new investment (Erendil & Ulusoy, 2002; Smith, 2006; Rendon, 2018).

According to Harvey (1987), restructuring policies of the 21st century have made cities become places of consumption rather than of production. This consumerism reflects on physical space just as much as society, as the production of space is realized by economic development strategies that aim to attract the consumers (Harvey, 1987). In this sense, utilizing historic urban fabric has become important as a means of recreating an urban image (Erendil & Ulusoy, 2002). This is relevant not only for renewal or conservation programmes for historic areas but also the aforementioned inner-city areas that have lost their functionality and prestige which face transformation programs that do not necessarily consider the public sphere as the main input for spatial change. Such approaches to space, especially in contextually rich areas such as city centres, cause the problem of placelessness.

2.2.2 Loss of Place Attributes in Urban Transformation Areas

Urban transformation areas that are left in a state of transition can cause social problems in addition to the physical deficiencies, which start to pose a greater threat for the well-being of an area and even the greater urban context. Together the two affect the overall quality of space. Thus, Neglected Urban Space ineffectuates the attributes of place as an outcome of devaluated image and form, and lack of activity. One of the most important consequences of transitioning areas that show signs of negligence, is that the economy of these areas takes significant damage if not utterly nullified. As it becomes harder to speak of a functioning public realm, the majority of users empty these areas and the environment starts to further dilapidate with decreasing levels of vitality. As a result, the complex relations of socio-cultural patterns, fine grained economy, and diversity in uses begin to decrease, these attributes pertaining to activity go hand in hand with the area's form subsequently affecting the image. As the legibility of a settlement decreases with its dilapidating formal aspects, imageability and knowledgeability can no longer exist and results in a lack of affiliation and sense of belonging. This uninviting environment repels visitors and affects the attitude of the people who are left to use the area. As this negative impression becomes a part of its identity, activity and street life can no longer regenerate itself.

As mentioned before, the phenomenon of neglect can be identified in places that have lost their former functionality but remain occupied one way or another and continue functioning in a crippled form, which reciprocally reflect onto the attitude of the users. Hence notion of 'possession' presents itself as a significant notion in terms of the approach that the remaining owners of the space take toward what they own or use. Alanyalı Aral (2003) states that 'possession' implies maintenance and keeping control over the object which differentiates it from 'ownership'. Possession implies actual occupancy, this means something that is possessed, is used. However, 'use' on its own is not enough to determine possession. One may own *and* use something but not necessarily be involved in it to a degree that would sustain its integrity or well-being. Thus related to the concepts of maintenance and control implicit in

possession, the concepts of ‘care’ and ‘time’ appear as important factors. With care towards an object, one may maintain and keep control over it, however this necessitates a certain period of time be invested in it (Alanyalı Aral, 2003).

Hence, it is according to Carr et al. (as cited in Alanyalı Aral, 2003) that “one value of control is that it provides evidence that someone cares for the place, that it belongs to someone, and people, even nonusers, respect it and value its presence” (p. 12). Therefore a place that is no longer capable of maintaining and generating a sense of belonging causes a loss of these traits in people who continue to use areas that are in a crippled form. This lack of control is interrelated with deficiencies in the other performative values and works reciprocally. Therefore it is not possible to determine a cause and effect sequence that stems from the obsolesce of one the performances, but rather a simultaneous process of defeasance of place attributes at varying degrees.

The deprived area becomes a suitable ground for other means of occupation. Hence these areas start to harbour unsavoury social environments and criminal activity and the matter of safety becomes a greater issue. The level of safety is directly related with Lynch’s terms of vitality which is the first and fore most performative value. Safety can pertain to the physical safety of the built environment, dilapidated structures with risk of collapsing, potholes, health violations etc., or it can be linked with crime levels. Crime is bound to become a problem in Neglected Urban Spaces as they generally become places that have weakened public surveillance due to social disorganisation (Kızmaz, 2005, p. 152, as cited in Akalın, 2016). This poses the risk of becoming a chronic issue and while Local administrators have usually come to believe that urban renewal projects in high crime rate areas of the inner-city will decrease crime, Akalın’s (2016) study on some of the notoriously high crime areas of Ulus –Gültepe, Aktaş, Bentderesi etc.– shows that the renewal project carried out there in 2014 has not necessarily had that effect. Therefore, it is important to note that if an urban area is to be transformed, the intricacies of social, economic, and psychological aspects of what we call urbanity should be well understood and any design intervention should take into account these dimensions.

2.3 Assessment Criteria for the Iskitler Small Industry Site

Montgomery (1998) presents an extensive set of principles for the design of urban areas that will enable them to operate successfully and acquire certain qualities to generate a sense of place. The Iskitler Small Industry site being a disregarded area in the city centre that demonstrates the effects of neglect, can be best assessed by utilising a selection of these principles, that register to the current situation of the area while also enabling an assessment of the design decisions given for the transformation of the area. The assessment of the current features of the study area and the assessment of the future design of the area will be explained in chapter 4.

The selected criteria derived from the explanations in section 2.1.3, predominantly dwell on activity and form. Although image is also an integral part of a sense of place, activity and form are the more tangible components that can be assessed or implemented in real life circumstances as the basis for the place making process. Image can be regarded as a component that is more to do with sensory and perceptive values that can only be observed and assessed after an urban space is built up and a place generating process has already started. Thus the criteria presented here are intended to set an optimal ground for the instigation of the place making process made up of the calculable/observable features of successful places.

One criterion that is not listed under activity or form is *accessibility*. Although this matter is touched upon by Montgomery, it is not regarded as a separate principle on its own. Here it will be addressed as a distinct criterion as it is an important factor that affects certain dimensions pertaining to vitality. A place that is accessible can increase attraction and user flows. Accessibility is a matter that is intertwined with the components of activity and form as it can be a cause or an effect of one or the other. For example, pedestrian flow and vitality, which is a principle listed under activity in Montgomery (1998), is an outcome of accessible urban space, yet it is the form of a settlement that enables accessibility, such as the advent of permeable forms that can allow easy access within the space or when entering a space through a porous border as well as it being well connected to the surrounding urban context.

Hence accessibility will be examined with the sub-criteria of permeable edges and connectivity. Permeability within an urban district was discussed in the previous section under Form (see 2.1.3.3), pertaining to the formal layout and dimensions of city blocks, whereas permeable edges relate to the level of 'porosity' at the thresholds of an urban area that perceivably distinguishes it from its immediate surrounding. Sennett (2018) distinguishes porous edges as borders as opposed to boundaries which act as a limit. Segregated zoning (work, commerce, housing), high-speed traffic walls, large separating walls of gated communities can be given as examples to boundaries. These boundaries create "rigid barriers that prevent interaction of different groups and communities" (Sennett, 2018, p. 220). Thus a defined urban area such as the one at hand, should have as many access points as possible to increase porosity and therefore interaction while not destroying the very purpose of a border, bearing the perceptive feature of an edge that defines the physical confines of said area, as edges are presented by Lynch (1960) as one of the important features of cities for increasing legibility.

The second sub-criterion of accessibility is connectivity. For increased levels of access, a well-connected space system within the area and one that interacts with the context it is situated in is necessary. Connectivity between uses, provided by the transportation system and walking-related infrastructure involving the existence of walkable areas (via paths, trails, sidewalks), can generate greater pedestrian flows and thus more vitality (Alfonzo, 2005). When an urban area is being designed, it is important to note that the stronger the connection between its existing surrounding, the more it can form substantial ties with the rest of urbanity and work as a whole, rather than becoming an enclave. It is possible to mention actual and perceptible barriers that can prevent good connectivity and thus hinder walkability, such as physical barriers (impenetrable land uses or natural features) or psychological barriers (like a wide road) (Alanyalı Aral, et al., 2022). Furthermore, visual barriers (such as viaducts, bridges/overpasses etc.) can also be included here as an adverse factor for connectivity.

Following the explanations on the criteria selected for the assessments, the said criteria can be listed as such:

Pedestrian flows and vitality (only for current situation assessment)	Vitality can be measured with pedestrian flow which pertains to the number of people that are in and around the street across different times of the day.
People attractors	Availability of pastimes and events, culture and leisure activities. The presence and size of street markets, types of specialism, the availability of cinemas, theatres, cafes, tea houses, restaurants etc.
Developmental intensity	In order to achieve urbanity, there needs to be a sufficient level of complexity and diversity which would stimulate public contact, transaction and street life. For this a certain level of intensity must be reached.
Mixed use	Mixed land use and Diversity in primary and secondary uses; Offices, shops, educational facilities, recreation, entertainment, residential (primary uses) enterprises and services (secondary uses).
Varying opening hours (only for current situation assesment)	Diversity in primary and secondary uses should enable a variety in opening hours which could generate night time activity and stimulate the evening economy.
Fine grain	Number of small to medium businesses and firms, that draw on varied supplies and skills serving place-specific markets. Amount of land owned by different entities.
Patterns of mixed land ownership	There should be patterns of mixed land ownership so that self-improvement and small-scale investment in property is possible.
Different unit sizes of property	Differing unit sizes of property at varying degrees of cost, is a substantial factor for small businesses to gain a foothold and not be driven out of business by sudden rises in rent and/or property taxes.
The public realm	The network of spaces; streets, corners and squares where the public can meet and gather. It helps define the built environment by offering spaces for local traditions and customs that represent meaning and identity.
City blocks and permeability	City blocks must be short to increase permeability and provide more streets to walk down and more opportunities to turn, thus creating more street life. Furthermore the buildings must be set up in close proximity to the Street.
Accessibility	An urban Area must be inviting and accessible both in its internal organisation and also at its edges enabling optimal amounts of pedestran flows and myriad patterns of movement.
Permeable edges	Permeable edges allow the area to not become and enclosed and isolated place or an enclave. It should offer as many entrance points as possible and acheive a level of porosity at the edges.
Connectivity	The main factor that determines good connectivity is the level of walkability. This pertains to the ease of access to and within the subject area via walking which is also linked with the successful design of access routes.

CHAPTER 3

THE ISKITLER-HACI BAYRAM AREA: ITS HISTORY AND DEVELOPMENT

3.1 Introduction to the Study Area

The Iskitler Small industry site is located within the urban core of Ankara, in the Hacı Bayram neighbourhood, and in close proximity to the old city. It is at the conjunction of major transit roads that connect the periphery to the core and is bordered by Etlik Street to the north, Çankırı Street to the east, the Roman Bath Archaeological Site to the south and Kazım Karabekir Street to the west.

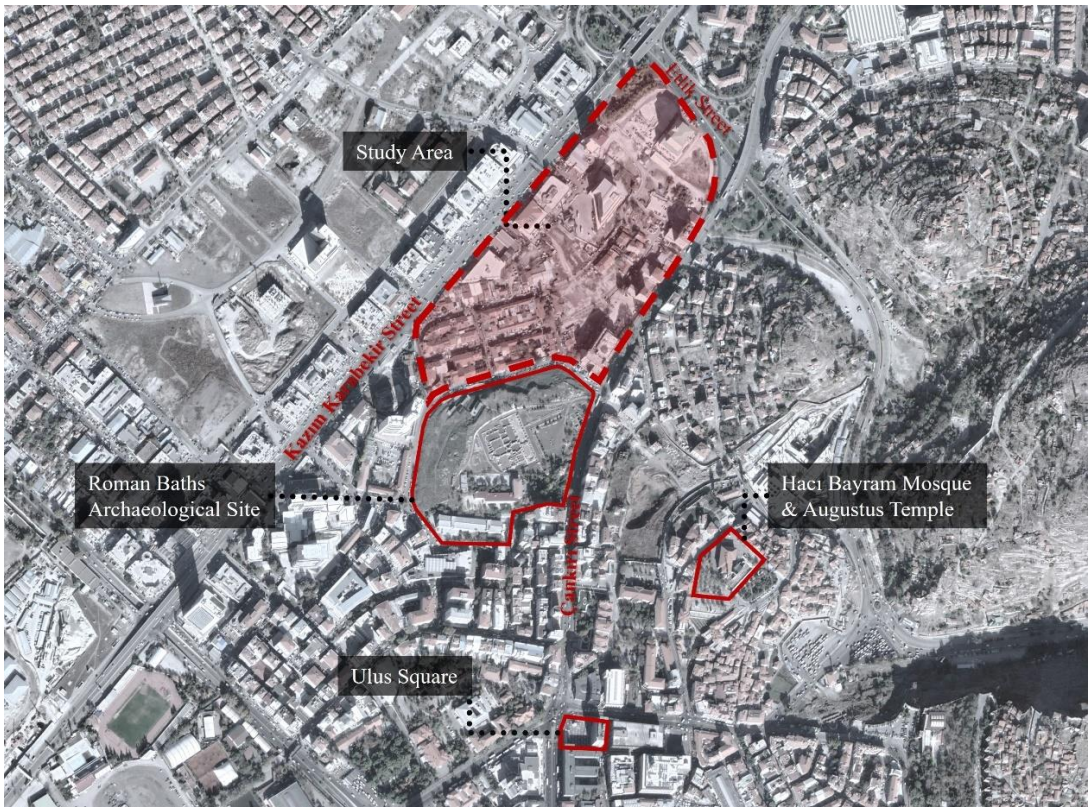

Figure 3.1 Satellite view of the current state of Iskitler-Hacı Bayram Small Industry area and its immediate surrounding. (Google Earth, 2022)

Figure 3.2 The location of the study area within Ankara and the main vehicular routes that connect to it.

The Çankırı Street on the eastern border, is the continuation of the Atatürk Boulevard which is one of the most important routes of Ankara's city centre connecting Ulus to Kızılay in the South. This route acts as the main spine of the city and can be defined as a prestige route as it runs through major points of attraction such as the Turkish Grand National Assembly and accommodates many important historic sites and structures as well as public spaces. The study area is at the northern most end of this axis and at the threshold of the city centre (fig 3.3).

The area consists of a low density, small production industry site originally named the 'New Industry Site' and known today as the Iskitler Small Industry which was constructed as the first 'Small Industry' complex in Ankara. There are also commercially used buildings and a few government buildings within the area. Thus the industry complex does not make up the whole area confined within the boundaries mentioned above and is situated within the former borders of the *Bozkurt*

neighbourhood, which is now obsolete. The rest of the area, located at the northeast end, fell into the borders of the former *Altınbaş* neighbourhood and contains mostly derelict spaces. Apart from an additional service building for the Ankara Courthouse and a few commercial buildings, this part is severely underused/dysfunctional. All in all, the industrial complex makes up a larger chunk of the study area combined with a number of other uses. The borders of the study area presented in this thesis, have been determined according to the 1992 Urban Transformation Area borders.

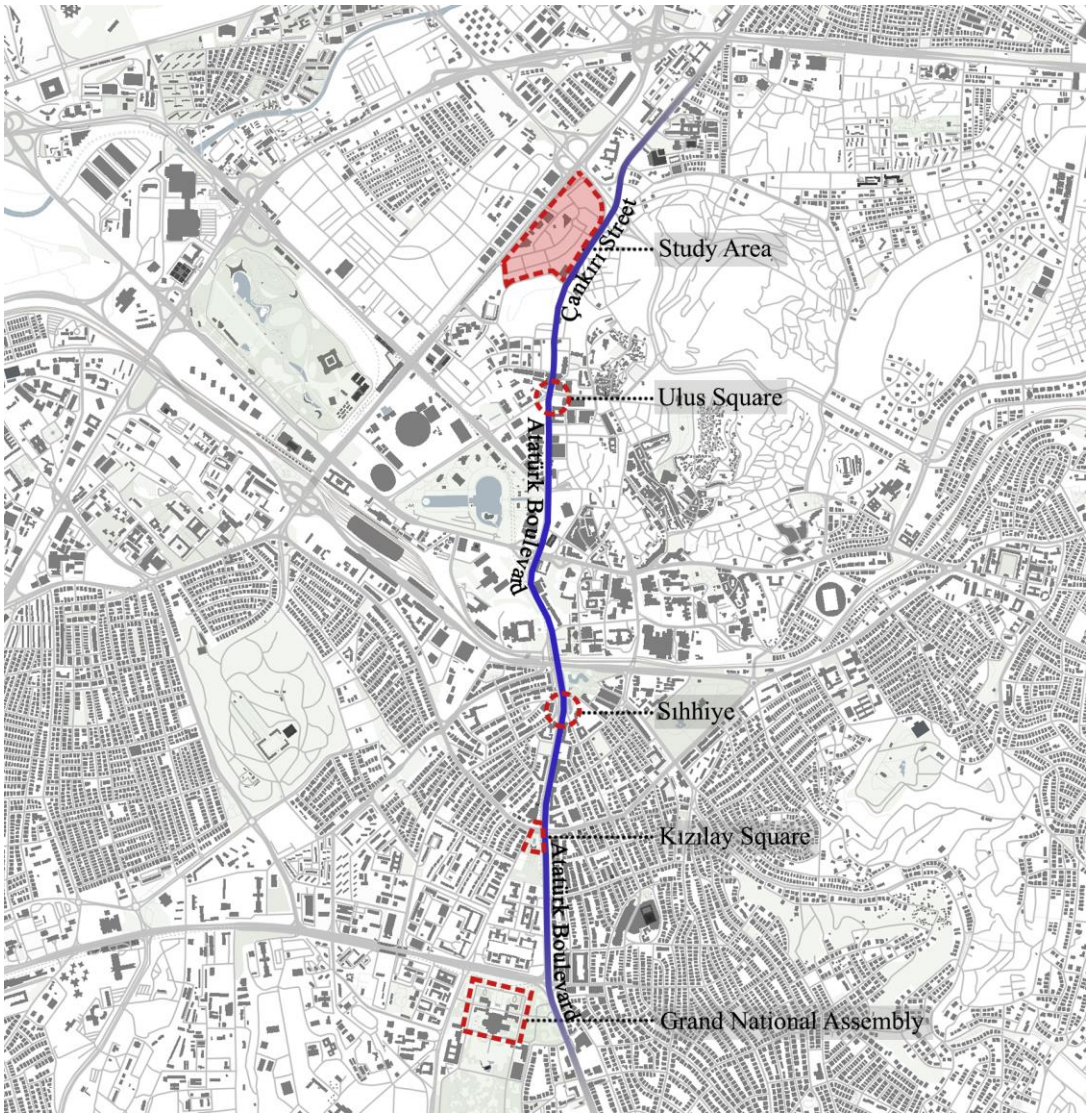

Figure 3.3 Atatürk Boulevard and Çankırı Street as the main spinal route of Ankara city.

The site is legally a part of Altındağ Borough located at the north end of the Hacı Bayram neighbourhood. It is close to the Ulus square which has been considered a main public space for the city of Ankara and gives its close vicinity the name Ulus in reference to it. The subject area was first established as a part of the greater Iskitler Industrial Zone during the 1950s which took its name from the 'Iskitler' neighbourhood. This neighbourhood was converged with the 'Yeni Ziraat' neighbourhood located to the northeast and was named henceforth the 'Zübeyde Hanım' neighbourhood (fig. 3.4). However this neighbourhood is in fact a part of a different borough than that of the Iskitler Small Industry site, thus the site is separated from the rest of the area by the Kazim Karabekir street.

After the convergence of *Bozkurt* and *Altınbaş* neighbourhoods with several others, the area became a part of the former *Doğanbey* neighbourhood. There were three convergence acts after that which shaped the official borders of the neighbourhood. The first taken in 2007 which converged 'Doğanbey', 'Fevzipaşa', 'Bozkurt' and 'Ülkü' neighbourhoods as *Doğanbey*, and converged the 'Anafartalar', 'Misakı Milli', 'Kızılelma', 'İstiklal', 'Sakalar', 'Özgen', 'Yenice', and 'Yeğenbey' neighbourhoods as *Anafartalar*. The second was in 2014 where *Anafartalar* and *Doğanbey* was converged to create the greater Anafartalar (see fig. 3.5). However, R. Köksal (personal communication, August 5, 2022) from the Altındağ münícipality states that in 2019, the Hacı Bayram neighbourhood was also included into this neighbourhood and the name was changed once again to Hacı Bayram. Therefore the study area is effectively the Hacı Bayram wing of the Iskitler industrial zone.

The whole of Iskitler area is set to go under transformation and the separation between the greater Iskitler district and the Hacı Bayram wing of the district also reflects on the policies of transformation for the two areas. The Hacı Bayram wing of Iskitler is not included in the urban renewal project planned for the Zübeyde Hanım part of Iskitler and has its own specialised urban renewal plan which was aimed to be constructed in conjunction with the renewal project in the neighbouring Zübeyde Hanım part as well as the greater Ulus renewal project.

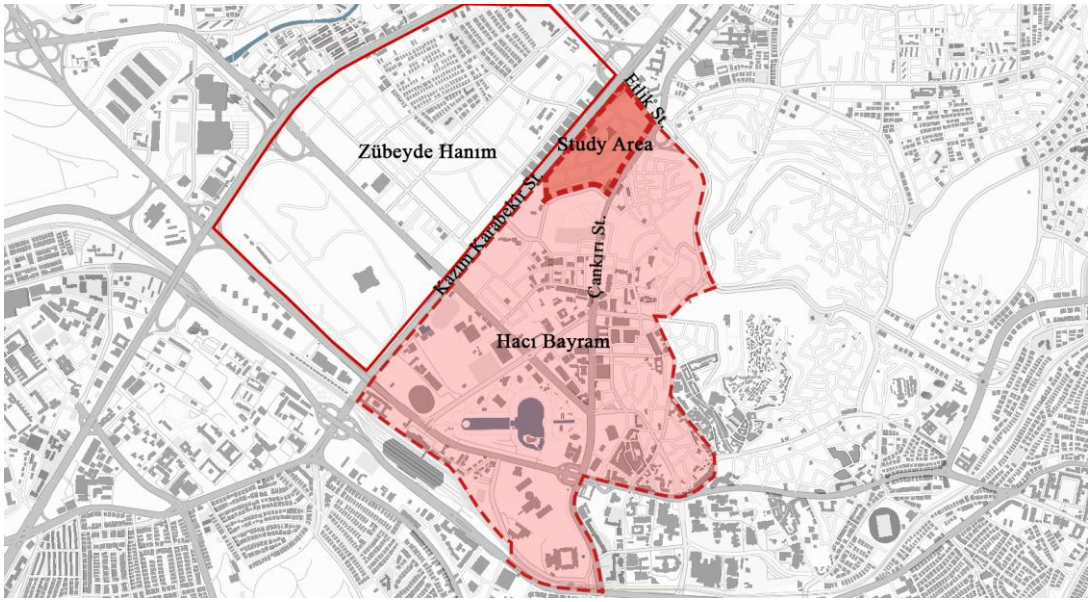

Figure 3.4 The study area, Iskitler-Hacı Bayram Small Industry site within the borders of the Hacı Bayram neighbourhood.

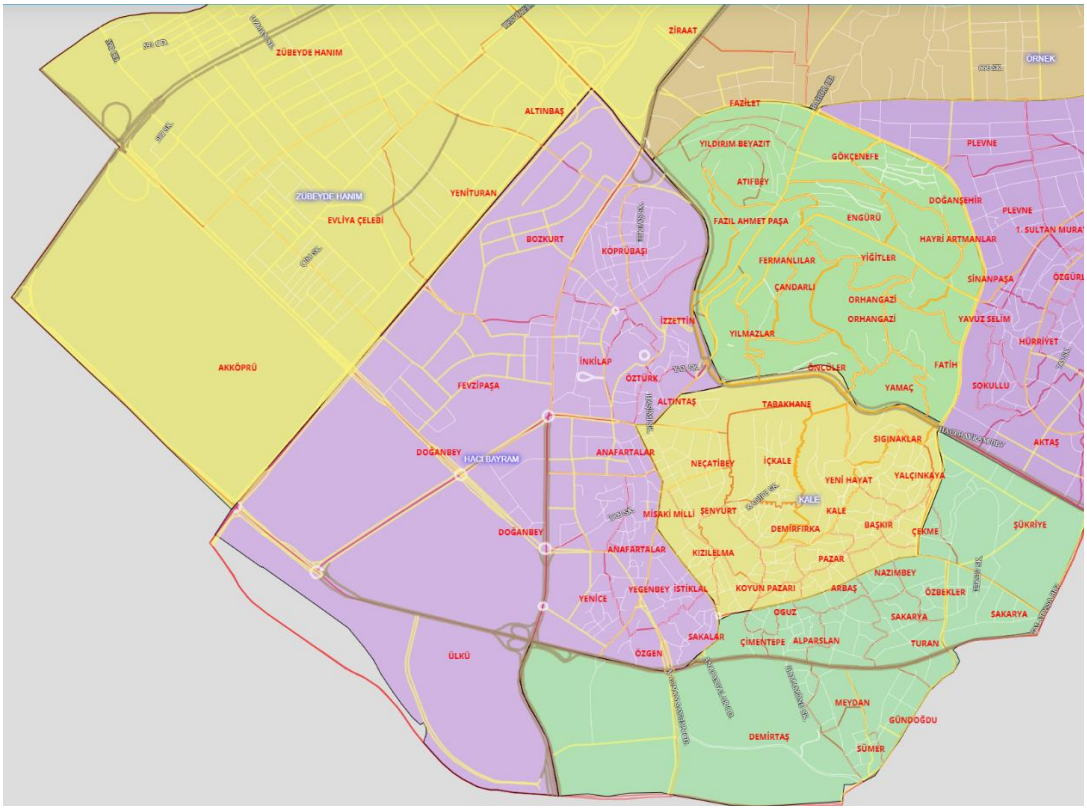

Figure 3.5 Legal boundaries of the old and new neighbourhoods. Old Neighbourhood names and borders shown in red. (Atlındağ Belediyesi Coğrafi Bilgi Sistemi [Altındağ Municipality Geographic Information System], 2022).

The very central location of the site offers great potential yet has been in a state of decay for a long time. The area has been on the agenda of the municipality since plans for the revitalisation of Ulus had started in the 1990s. However due to obstructions by legal procedures related to ownership rights and several other matters, the area was left idle. Although the first instance of an evacuation was witnessed in 2003 with the relocation of workshops, there have been no developments for long period of time which resulted in a number of workshops reappearing as they reutilised the dilapidated buildings with little to no renovation. Today the area shows signs of neglect and a lost sense of ownership within a perceivable state of transition causing physical and social deterioration.

Its close vicinity has also witnessed and is still witnessing periods of transition. With the Ulus Historical City Centre project several areas, parallel to each other, have witnessed evacuation, destruction, reconstruction, and restoration. Despite this ever-existing unsettlement in the various neighbourhoods of Ulus, the vibrance of the region in general has never completely depleted. Small businesses continue to exist and the effort to regenerate the historic fabric around the Hacı Bayram mosque, the Citadel, and the Hamamönü and Hamamarkası areas, have ensued a level of continuity to the livelihood of Ulus notwithstanding some fundamental problems in the implementation of some of these renewal projects. One of the outcomes of incorrect revitalisation policies is a vibrance that cannot be called ideal which has mostly focused on the livening of commercial activity that is limited to specific attributes in order to serve tourist masses. These usages are without too much variety and cramped into their respective zones not necessarily forming a quintessential bond with the city acting merely as isolated pockets for city inhabitants on an outing, willing to experience an "authentic" city setting.

Nevertheless, the subject area's value and potential to connect with Ulus centre and also become a part of urbanity is promising and its success depends on wholistic relationships with its immediate surrounding and the city at a larger scale, as well as the internal organisation of the area which is aimed to serve as an important trade and business district in the future. The wholistic approach has been a notable policy of members of the administration during the late 1980s, early 1990s with attempts to

revitalise Ulus by reinstating its central position in the city. As renowned urbanists with valuable works in academia worked on determining the policies and development schemes of Ankara, Architects developed plans to design the area as a valuable asset to the public realm. Although a long time has passed over the first design proposals and despite the many changes that have occurred over time in design understanding and national policies on urban transformation, the original design strategies still remain as the directive force on the area today. In this part, the process how the area developed and transformed throughout its history will be explained.

3.2 The Study Area within the History of Ankara

Ankara is known to be a place that has been continuously inhabited since the Palaeolithic age. The location and geographical conditions of the area have made it a viable option for the first settlements, especially due to a good number of waterways and protection offered by the hill on which the Ankara Castle is located, referred to as the Castle Hill. Ankara maintained its importance throughout history as it also became a key city for transit routes connecting east and west. It is known that during the period between the 17th and 12th century BC, the Hittites ruled Anatolia as they managed to form the first political unity in the region (Darkot, 1941). Although there are no archaeological findings of any Hittitian settlement in Ankara, they most probably settled in the area where the citadel is today and used it as a military garrison. This hill, rising 978m high from sea level, remained as an important strategic point throughout history due to its formidable topography.

The Northern skirts of the hill are extremely steep and form a deep valley with the *Hıdırlık* (Hiderlik) Hill just across the Castle Hill. Between them, the Hatip River also known as the Bend River used to flow before a road was built on top of it. This river had been an important source of water throughout the history of Ankara. The Hacı Bayram quarter is also a place that has had great civic and urban significance as a religious and cultural ground since its first development during the Phrygian period. To the west of Hacı Bayram, the *Çankırıkapı* mound is located where the remains of the Roman baths are situated. This represents the classical era extents of the Roman

city of *Ankyra*. These extents did not change significantly throughout the ages until the late 19th century. Thus the study area located to the north of the mound has always been at the threshold of the city's expansion. It is possible to state that throughout the ages, it has remained an underdeveloped region but has been an important point of entry to the city and a place at the forefront in terms of visibility and accessibility, and as a point of perspective for perceiving the city. During the Ottoman times, records show that traders and visitors to the city would set up camp within the subject area and would offer a view of the town scape (Kuleyin, 2017). The area was also used for agricultural purposes and for cemeteries since the Roman times.

3.2.1 Ankara in the Roman Period

The Romans claimed the city in 25 BC as an inheritance by the will of the Galatian king Amyntas (Kadıoğlu, et al., 2011). Ankara became one of the largest cities of central Asia Minor. In this period the settlement grew beyond the confines of the Castle Hill which constituted the bulk of the city until this period (Erzen, 2010). The Romans developed the city mainly around the Hacı Bayram Hill on which the Temple of Augustus was built and hence served as an Acropolis (Kadıoğlu et al., 2011). In the first century AD, the typical Roman city plan emerged with the two main arteries, *cardo maximus* running North-South and *decumanus* running East-West. The *decumanus*, also known as the "colonnaded street", is thought to have a deviated course and did not cut the *cardo* perpendicular as it usually would. It would have connected the Grand Baths and the Stadium in the north-west, to the Amphitheatre located near the base of the Castle Hill.

The city had expanded greatly in this period, predominantly toward the north-west. It came to represent the empire in the region with typical Roman structures built to be an important aspect of city life (Akçura, 1971). The Grand Baths and the Stadium at the western end of the *decumanus* are two buildings pertaining to Roman culture and are particularly important as they mark the site of study. The remains of the Grand Baths are still visible, but the stadium was completely destroyed and its exact location is unknown. Archaeological excavations discovered building materials such as

Andesite seating blocks that belonged to the stadium, stacked up near the western edge of the mound on which the Great Baths are located. It is believed that this may be where it was first built. Kadıoğlu (2011) states that the stadium was most likely dismantled to be repurposed in the building of the city fortifications discovered close to area, as the same blocks were found at the base of the wall's remains.

These walls would be the 3rd century AD fortifications that were either built or repaired between 260-271 AD. These fortifications were the outer most walls that defined the classical borders of the city. The limits of this border, which roughly remained as the city's maximum limit of development from then on throughout the ages, spanned from the natural threshold of the Hatip River in the North, confined by the same river in the west which meanders round the hill of Ismet Paşa neighbourhood and runs through today's Iskitler Small Industry area, then from the Ulus square to the intersection of Denizciler Street and Adnan Saygun Street the wall curved to the southern edge of the citadel where it ended (Aydın et al., 2005, p.77). The surroundings of the river, including the Iskitler region, were marshlands and in parts of the area close to the Çankırı Gate there may have been a necropolis as there were findings of sarcophagi and a tomb with a dromos that dates back to the 3rd century AD (Kadıoğulu, et al., 2011). To the west and northwest, the walls did not contain the whole of the city therefore certain monuments remained outside such as the Stadium and Minor Baths.

During the Byzantine times, the 3rd century walls remained as a limitation for the growth of the city and urban development was carried out within the walls however throughout the course of this period until the early 7th century, the walls gradually lost their functionality (Foss, 1997). The north-western fringes of the city saw the utilisation of the area as burial grounds. Excavations made in the 20th century determine that the environs of Çankırı Street were not inhabited in this period as the remains of a wall was discovered which was built on top of classical period remains and situated further east of the Grand baths (Akok, 1947). It was determined that this was a medieval era wall and was first built in the Byzantine period. It is clear to see that these walls did not encapsulate the former limits of the city (Fig. 3.6). However, there were still buildings used outside of the walls such as the minor baths and the

grand baths. The minor baths were originally built sometime between the 2nd and 3rd century BC (Akpolat & Eser, 2004), but building materials and construction techniques that carry Byzantine era characteristics identified in the Minor Baths' remains, indicate that it was repaired and still used in the Middle Ages even though it was quite far from the medieval era walls (Akok, 1947). The Grand Baths were also used until the 10th century according to various accounts (Aktüre, 1984).

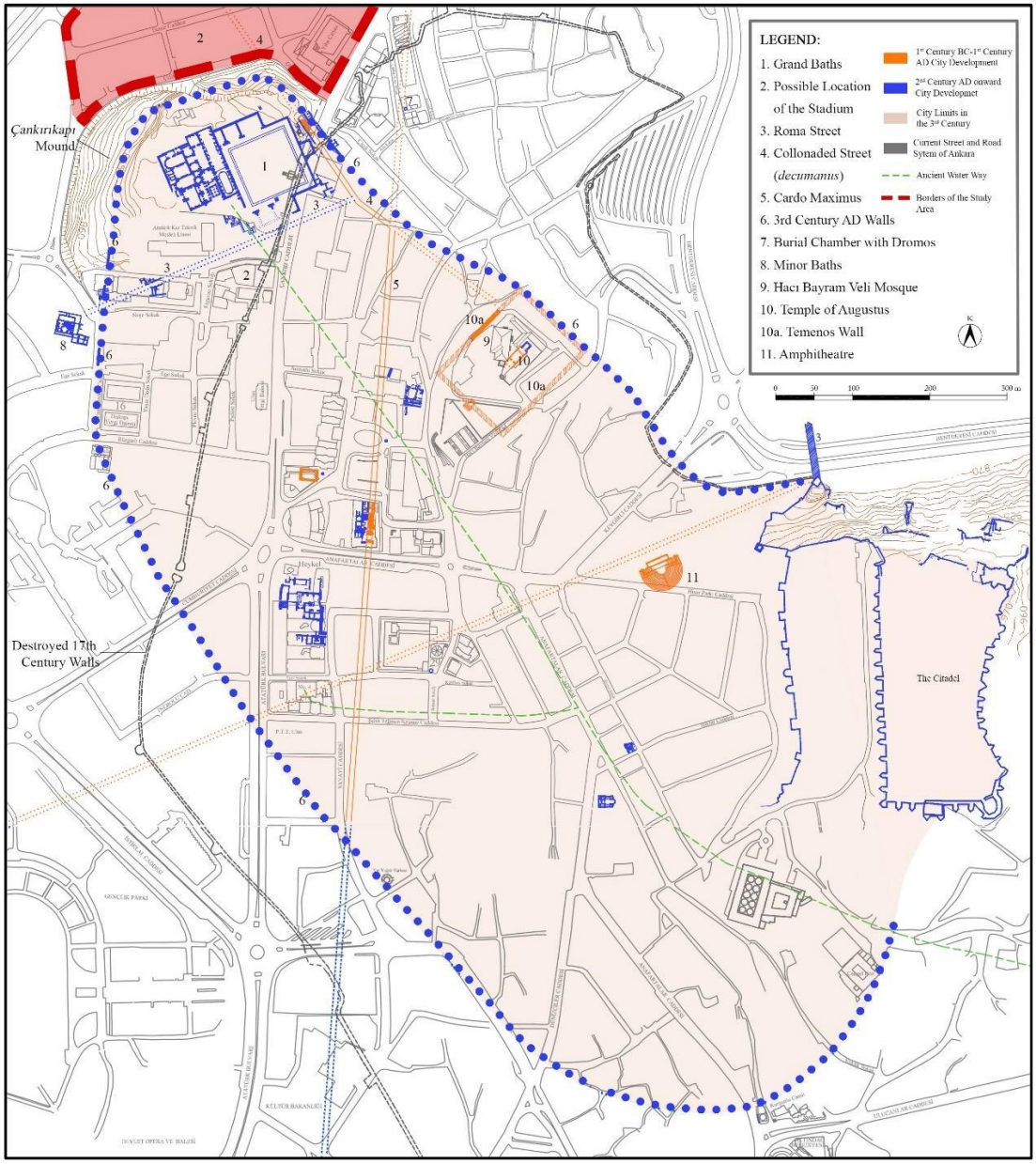

Figure 3.6 The extents of Roman Ankyra in the 3rd century AD and archaeological findings of Roman structures to date. (Kadıoğlu, et al., 2011). Borders of the Study area added by the author.

3.2.2 Ottoman Era Developments

During the early Ottoman times Ankara was not a major city as was not located on the main trade routes as it once was in the Roman period, however as the empire rose in prosperity during the 15th century so did many cities throughout Anatolia including the city of Ankara and saw the pinnacle of development in the 16th century. Ankara's fine mohair material *Sof* was the main source of income and during the 15th century it gained international recognition. [3] This helped Ankara take its place on one of the main trade routes of the Ottoman empire and brought about a great expansion creating commercial sub-centres in the city (Tunçer, 2001, p. 28). The city became a commercial hub for the entire *Vilayet* (province) of Ankara (Koçyiğit, 2018, p. 161). Development took place on all sides of the city that weren't limited by the northern threshold of the Hatip River valley and at its peak, it exceeded the limits of the Roman city at certain points.

The city's main commercial developments initially took place in the south of the citadel then spread to the southwest and western directions from the citadel. The development toward the south created new squares and marketplaces such as the Samanpazarı and Koyunpazarı squares, while the area known as Tahtakale (Taht-al-Kala) developed as a new commercial centre to the west ultimately creating a duo-centric urban structure (Tunçer, 2001). These two commercial centres came to be known as the *Yukarı Yüz* - 'Upper Face*'* and *Aşağı Yüz* - 'Lower Face*'* and was referred to as such until the republican era (Fig. 3.7). The Upper Face was the area just outside the citadel's southern gates encompassing the Atpazarı, Samanpazı and Koyunpazarı squares, and the lower face encompassed the area between Hacı Bayram Mosque and the Karacabey Complex (Ergenç, 1995, p. 16). A street named Uzun Çarşı (Long Market) connected the two districts and became the city's most important commercial axis. The Hacıbayram area also developed in this period. The first

[3] *Sof* was the fine mohair textile produced from the *Tiftik* fur of the goats indigenous to Ankara and was the most important source of income for the city of Ankara (Eyice, 1971; Aydın et al., 2005). See **Appendix A** for more information on how *sof* came to be the cornerstone of Ankara's economy and how it declined.

independent building to be used as a mosque on this site was built in the 15th century reviving its position as a central religious site and gained further importance as commercial activity got closer to it. In connection to that area was the Tabakhane district next to the Hatip River to the north. Most of the leather and *Sof* production was carried out here.

The city was encircled by an outer tertiary wall which presumably ran along the course of the former Byzantine walls built in the 7th century and was re-erected in the 17th century against raids (Aydın et al., 2005). In an early 17th century account from Polish traveller Simeon, Ankara is described as "a busy trade city surrounded by three layers of walls: outer, middle and inner" and that the city's biggest industry was *Sof* manufacturing (Kuleyin, 2017). The city had several entrances from these walls, the one to the northwest was the Çankırı Gate marking the study area and was one of the main entrances to the city. This access point would have presumably served the Bursa-Tabriz trade route which passed through Ankara, Çankırı, Çorum, Amasya, and Tokat in central Anatolia (Ergenç, 1995, p. 15). Upon entry, the neighbourhood that one would find themselves in was called the *Kureyş* neighbourhood. From there, inner-city roads would lead towards the Tahtakale area where the markets were (Tunçer, 2001, p. 31).

There is not much information on the area west of today's Çankırı Street, but it is clear it was not under extensive use and although the city was larger than it was in its heyday in the Roman era, it did not reach the limits of the Roman period city to the northwest where the Iskitler region starts. This city structure had not changed much until the 19th century apart from the period of riots in Anatolia called the Jelali Revolts that had a negative impact on the city causing it to regress (Aydın et al., 2005). Thus the limits of the city had remained approximately the same in the west and would remain as such until the early 19th century as the city walls became the basic morphological element that determined the city growth for more than three hundred years (Aktüre, 1994, p. 88-89). On the other hand, the environs of the Çankırı Gate became areas where new Muslim cemeteries were accommodated, both inside the city and outside the city walls (Koçyiğit, 2018, p. 78).

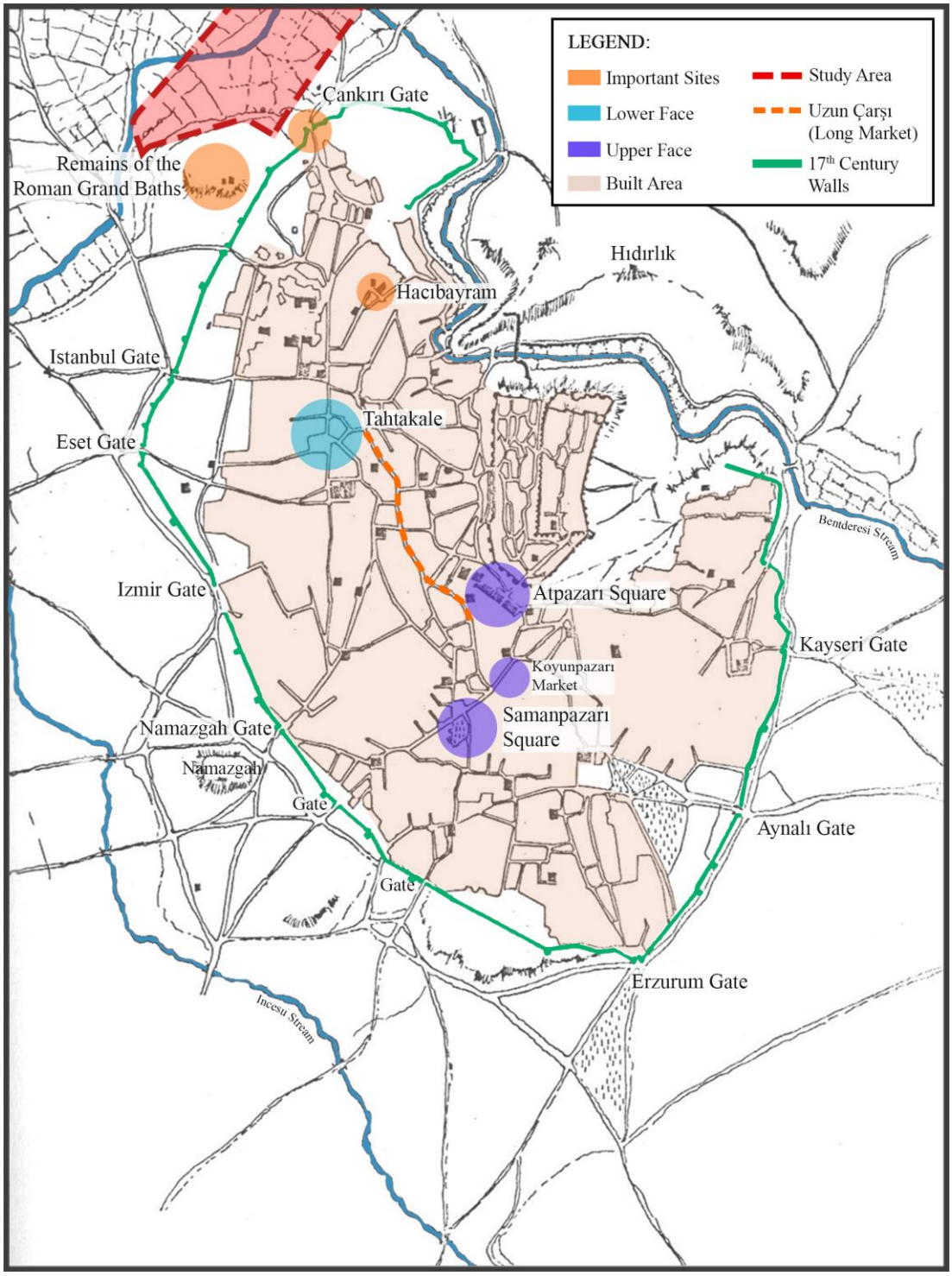

Figure 3.7 Map of Ankara in the 17th century with the 3rd circuit of walls. (M. Tunçer, 2001). Edited by Author.

The decline that the Jelali revolts caused throughout Anatolia carried on until the late 17th century and it was only in the first half of the 18th century that its effects were

completely overcome (Faroqhi, 2005). Ankara's limits and city structure remained mostly the same as new buildings were built within the confines of the city walls. This century saw one last rise in trade and manufacturing. Furthermore the fine mohair cloth, *Sof* was mentioned by many accounts of the time as the sole industrial product of Ankara and that it was in itself enough to sustain its economy (Eyice, 1971). One account is by Hungarian traveller Hans Dernschwam who visited Ankara sometime between 1553-1555. He gives detailed information on how the Angora goat's hair is harvested and treated to become *Tiftik* (mohair) from which the cloth called *Sof* is produced. He talks about the citadel as being like a city in itself where the majority of the buildings were agglomerated including a large Armenian neighbourhood. He also mentions the Hacı Bayram Hill and the Temple of Augustus' remains presuming it was an old theatre or a palace. He indicates that there was a mosque built right next to the remains (Hacı Bayram Mosque) and that the clergymen had built small rooms attached to the walls of the remains with very low ceilings and that they resided in them.

The Tabakhane region is mentioned as a place where the Sof producers work and use the water of the Bend River for the washing process of the mohair. He mentions a large and functioning barrage that regulated the flow of the river. This barrage is thought to have been present since the Roman period and developed in the Ottoman times, however it no longer exists after the Bentderesi Street was constructed over the River. His simple sketch of the city from the West shows the deep valley between the Castle Hill and *Hıdırlık* Hill (Kuleyin, 2017). The area outside the city, in the forefront (Fig. 3.8), corresponds to the western edge of the city where the study area is and seems to be depicted as a large area covered in gravestones (Eyice, 1971). In this period, these flatlands had started to be used as open spaces for fields, cemeteries and short-term accommodation for foreigners visiting the city as that is where Dernschwam says he stayed (Kuleyin, 2017; Koçyiğit, 2018).

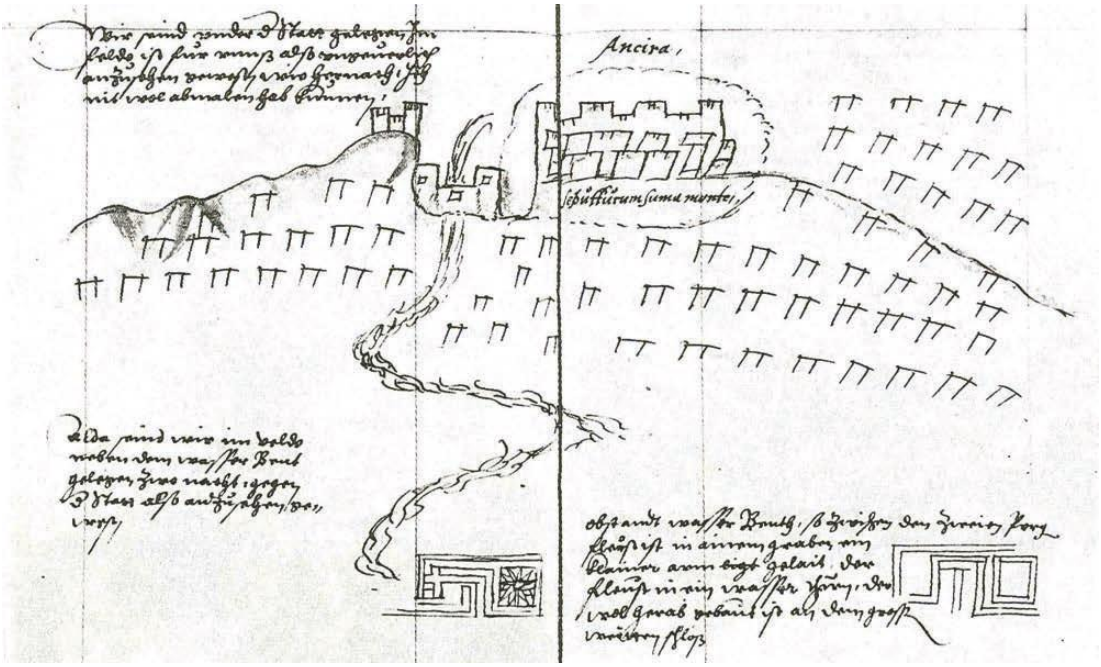

Figure 3.8 Sketch of Ankara by H. Dernschwam, 1553-1555 (S. Eyice, 1971).

One other source from a foreign visitor is an oil painting which offers information of the city in a detailed depiction of the daily life of the city in the 18th century. The anonymous painting of Ankara is an intriguing source of how the physical, social and economic features of the city looked like at the time. The topography, city structure and local industry are depicted with a decent level of accuracy (Eyice, 1971). The image of Sof manufacturers at the bottom illustrates how this industry was a source of life and prosperity (Fig. 3.9). The Castle Hill is clearly visible with the two layers of walls constituting the citadel area. The lower city is depicted with detail showing it confined by the third layer of walls. On the left of the picture, the third wall moves with the inclining topography which is a depiction of the hill on which Ismet Paşa neighbourhood is located.

The river on the left is the portion of the Bend River that meanders round the hill of Ismet Paşa neighbourhood which used to run through the Iskitler region but is no longer visible today. According to Eyice (1971), the road that has a caravan on it moving toward the river, exits the city walls from the Izmir Gate which would be the southwestern gates of the city. The road that leads to a bridge is going in the northwest direction where the Iskitler region is. Eyice states this is the Akköprü Bridge, which

is still in existence today however according to our point of view, the river on which Akköprü Bridge was built on -the Çubuk river- seems unlikely to be in view from this perspective as it runs much further to the northwest. This bridge was most likely one that was built on the extension of the Hatip River and no longer exists. The structure across the river is unknown and does not appear in the 19th century Von Vincke map of Ankara.

Figure 3.9 A Picture of Ankara, Anonymous, 1700-1799. (Rijksmuseum online collection. www.rijksmuseum.nl/collectie/SK-A-2055)

Toward the end of the 18th century and the beginning of the 19th century the situation started to change for Ankara. The economic welfare began to decline which was followed by a decrease in the city's population. The start of this gradual downfall coincides with the Ottoman Empire's economic problems mainly due to not being able to compete with the rapidly industrialising European empires and the constant

wars breaking out in that period (Faroqhi, 2005).[4] Among other reasons for the decline of Ankara were fires, famines and the drastic decrease in production and trade toward the late 19th century (Eyice, 1971). Although the industry of *Sof* continued to be the main specialty of Ankara, the gradual loss in quality and the export of the Angora Goats that it was produced from only exacerbated the economic decline (Gönenç, 2020).

3.2.3 Ankara in the First Maps (Late 19th – Early 20th Century)

The period in which Ankara's transformation into a modern city started in the late 19th century with a slow pace until the founding of the republic. With the modernization policies of the 19th century there was an attempt to improve the situation of the crumbling Ottoman Empire. After the *Tanzimat* edict of 1839, the administrative system of the empire entered a reformation period. New regulations were implemented on many fronts from the military to economy. Hence, along with trying to improve the industrial capacity and economic levels of cities across the empire, attempts were also made at altering their physical form in regard to the new developments on city design and architecture in the West. In this sense, one of the most important administrative reforms was the Provincial Municipal Law of 1877 which sought to establish a more European style of local administration in order to create cleaner, more organised, and commodious cities (Aydın et. al., 2005, p. 248).

Ankara saw the first modern planning policies in this period. To the east of the city, a neighbourhood named the *Boşnak* (Bosniak) Quarter was built with the first instance of a grid plan. Moreover, modern techniques were being adopted in many other fields, cartography being one of them. The first map of Ankara in the modern sense is the 1839 map made by Major Baron Von Vincke, one of the staff of the Prussian Marshal H. von Moltke who worked in Istanbul and came to Ankara by

[4] With the industrial revolution, traditional production methods were left insufficient in competing with the growing rival markets and resulted in the *Sof* industry to collapse (Faroqhi, 2005). The fall of the *Sof* Industry subsequently resulted in the decline of Ankara. See more information on this topic in **Appendix A**.

request of the government (Cengizkan, 2004). Among the drawings was a topographical map showing a wide area around the city as well as a smaller scale map that contains the plan of Ankara showing the existing city structure at the time (Fig. 3.10). In this map it is possible to still see the 17th century walls encompassing the city (which was the third layer of city fortifications) and the level of development in the study area.

Furthermore, starting from the middle of the 19th century, government officials were sent to try and revitalise the industry of Ankara after the *sof* industry lost its former prominence. Carpet production became a new sector in the industry but didn't have too much affect in bolstering the city's economy as the inability to adopt machine technology rendered the traditional ways of production obsolete (Aydın et al., 2005). With the inauguration of the Ankara-Izmit railroad in 1892, accounts of the time testify that the city saw a small increase in liveliness however, this alone was not enough to have a substantial effect (Eyice, 1971). Nevertheless, the railroad would be the first and foremost factor to initiate the development of a more modernised city, by increasing trade and instigating a more productive industry.

Fires and droughts made a prominent mark in this era and drastically affected the economic well-being of the city inhabitants. Between 1873-1875, a devastating famine took place that lasted 2 years and in 1881 a huge fire broke out followed another one in 1916 (Aktüre, 2001, p. 46). The latter destroyed a huge portion of the city that encompassed the western part of the Outer Citadel starting from "the Tabakhane area at the north to today's Anafartalar Avenue at the west, up to today's Denizciler Avenue and İstiklal Quarter at the southwest" (Mıhçıoğlu, 2010, p. 49). The traditional duo-centric structure of the city consisting of the 'upper face' and 'lower face' was greatly damaged as most of the 'lower face' was destroyed which also resulted in the Atpazarı and its environs in the 'upper face' to lose its importance. "The *Han*s and *Bedesten*s could not be repaired till the Republican Period." (Mıhçıoğlu, 2010, p. 49). The constant water shortage that Ankara faced at the time and major events such as the drought and subsequent food shortage between 1873-1875 prior to the fires, along with several wars and so on were the causes of economic recession and a drastic population decline at the time (Tunçer, 2001, p.64)

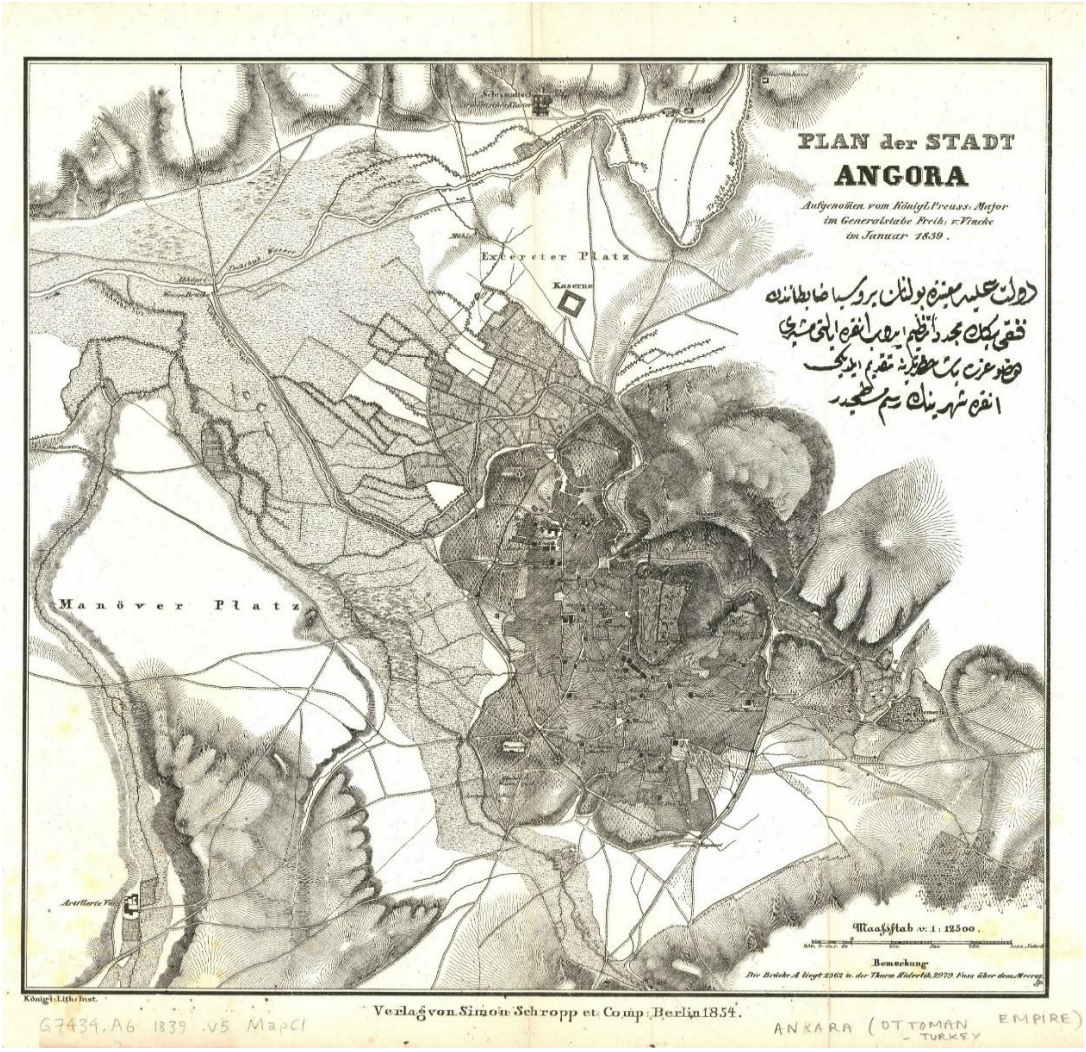

Figure 3.10 The map of Ankara, Preuss. Major im Generalstabe Freih. Von Vincke, 1839. (The University of Chicago Map Collection).

After the First World War, the Turkish independence movement founded the new Turkish Republic in 1923 and established Ankara as the capital city. The city saw a rapid growth in this period as officials, civil servants and intellectuals started to move from Istanbul and a consequential increase in economic liveliness occurred (Aktüre, 2001, p. 58). After the annunciation of Ankara to be the Capital, there were concerns on the standards of the urban environment and present amenities. Thus the first step to combat these problems was the transformation of the current municipal body to what was called the Ankara *Şehremaneti* (Tankut, 1993). It is known that the first map of Ankara in the twentieth century was drawn by military cartographers in 1924.

This map, commissioned by the *Şehremaneti* was drawn in order to prepare a basis for operations such as "improving the condition of existing streets, repairing them, opening new routes and closing old ones according to building blocks" (Cengizkan, 2004).

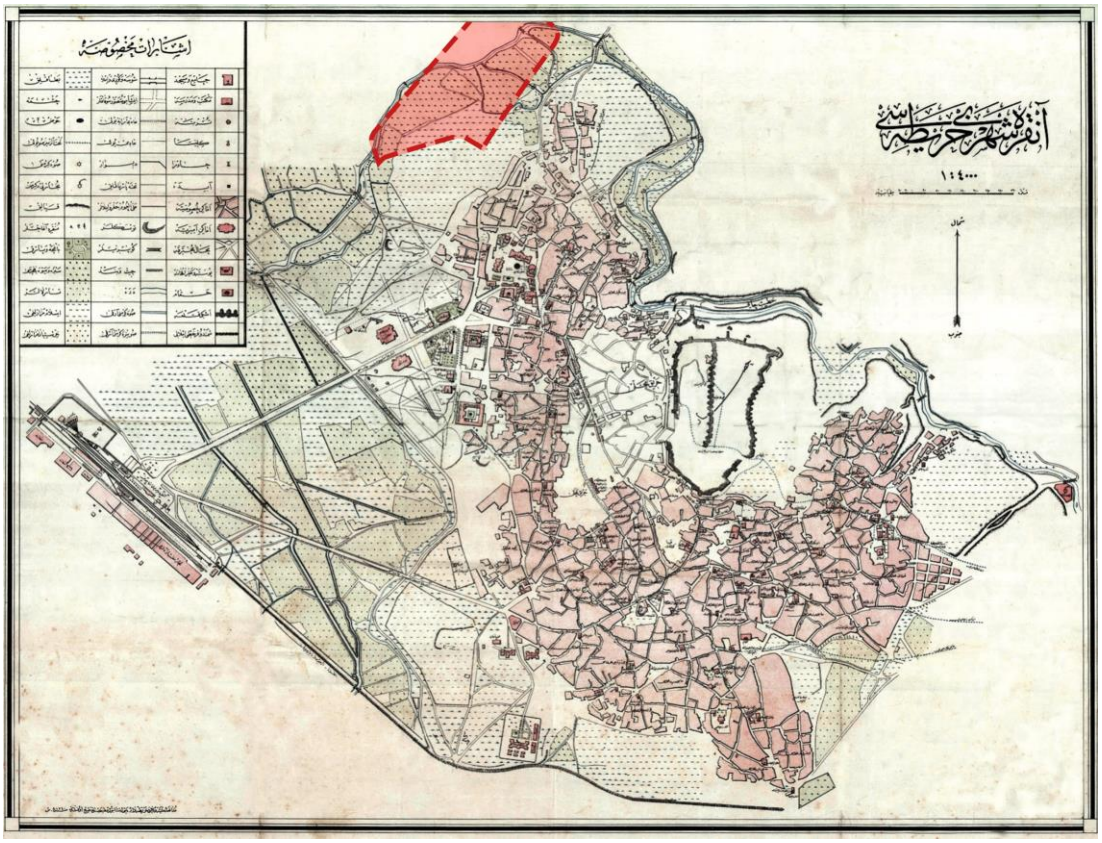

Figure 3.11 Map of Ankara, commissioned by the Şehremaneti, 1924 (Günel & Kılcı, 2015). The location of the study area shown in red.

By this time, it is possible to see the ruptures in the city caused by the fires and a new growth orientation to the southwest toward the train station with more rectilinear roads and contemporary building typologies (see figure 3.11). Despite the destruction in the northwest part of the city, the Tahtakale Marketplace which was known to be an important commercial centre in 16th and 17th centuries retained its importance as a commercial centre in 1924, and the Karaoğlan marketplace was gaining new importance (Tuncer, 2001, p. 46; Mıhçıoğlu, 2010). While the historic “Upper Face” continued to be a vibrant commercial centre, the “Lower Face” had lost its

importance. In the map, it is possible to see that the western outskirts of the castle, part of the Jewish Quarter and the Long Bazaar (*uzunçarşı*) that corresponds to the "Lower Face" were left blank with "*Harik Mahalli*" (fire area) written here depicting the destruction of the 1917 fire (Günel & Kılcı, 2015). The northwest of the city where the subject area is, was depicted as a Muslim cemetery surrounded by fruit and vegetable gardens (Günel & kılcı, 2015).

During the period between 1923-1927 Ankara saw a great increase in construction which was carried out mostly in the empty plots in the old city or at its fringes. However, the building activities were undergoing in an unplanned manner and the infrastructure was highly inadequate. There was a serious lack of consideration for a wholistic approach for the design of the new capital city (Tankut, 1994, p. 44). Topped by an exponential increase in population, which was only going to get worse in the coming decades, the population of Ankara, which was less than 30,000 before the First World War, rose to 75,000 by 1927 (Tankut, 1994). Due to this, a comprehensive plan was necessary. The first planning experiences of the Turkish Republic started in Ankara as the *Şehremaneti* decided to contract the preparation of a new plan that would redesign the whole of the city.

3.3 The Birth of Modern Ankara and the Urbanisation of the Kazıkiçi Gardens

3.3.1 First Planning Experiences (1924-1932): The Lörcher Plan

As the new capital city, Ankara needed a new plan in order to have a modern appearance, to host new administrative units and to overcome the lack of housing and infrastructure problems. Ankara's first plan was commissioned to 'Turkish Survey and Construction Joint Stock Company' (*Keşfiyat ve İnşa'at Türk Anonim Şirketi*) in 1923 and on 30th May 1924 Dr. Carl Christoph Lörcher, one of the firm's experts, prepared the zoning plan of Ankara (Cengizkan, 2004). With the law of February 16, 1924 and numbered 417, the first step was taken for the reconstruction of Ankara. However, instead of the existing municipality, a city council was to be established as

in the Istanbul model. The city council was to be appointed by the Ministry of Interior Affairs and a Public Works Committee of 24 members. This organization would undertake the preparation and implementation of the necessary plans for the reconstruction of Ankara (Tunçer, n.d.). Thus, the question arose whether the development of Ankara would be through operations carried out on the existing city or the utilisaiton of extra-urban areas (Bademli, 1985).

The second plan prepared by Lörcher was drawn in 1925 and planned as the New City plan, which put forward the idea of establishing a management complex (Tunçer, n.d.). With the expropriation law numbered 583 on March 24, 1925, the development policy of Ankara was determined:

> "The decision was that the old Ankara would not be touched, and a new city would be established next to it, with the provision "On the expropriation of central places and the swamp land for the new quarter to be built in Ankara". According to this decision, an area of 400 hectares south of the old city would be expropriated" (Bademli, 1985, p. 11).

The map of the expropriation areas was presented in the annex of the law numbered 583, is the Lörcher plan dated 1925, referred to as the cadastral map (Tankut, 1988). In the same year, this Plan revealed the need for land in this area in the south; it is known that an area of 400 hectares was planned to be expropriated with this law. 300 hectares of this area was expropriated, and Lörcher used 150 hectares of it in his plan (Tunçer, n.d).

The Lörcher plan is considered as a pre-determination of the direction and size of the settlement area of the new city. According to Tankut (1988), it is possible to talk about two important aspects of the Lörcher plan that emerged with the great expropriation. One is that it irreversibly impacts 150 hectares of the New City with its street arrangement, restricting the planning strategies of the competitors that were to contend for the new plan design that was to follow this one. The second is the choice to establish the new city on the vacant land south of Old Ankara. The meaning of this choice is that Ankara's growth will not be in the form of an 'oil blot' but within the boundaries of a new macro-form.

Contributions of the Lörcher Plan:

- It presented contemporary urban design principles, examining roads, public transportation, industry and agriculture possibilities, considering the structural and functional division of the city within itself in terms of health and contemporary urban aesthetics, considering urban open space and green spaces
- It tried to establish an urban symbolism and meaning in the establishment of urban space with a balance between the road network and the width of the roads, and the mass and functions of the buildings.
- With the ‘administrative district’ proposed in the second plan, for the first time in Anatolia, the buildings of administrative centres were gathered together concretely. There was a search for a hierarchical order from the individual to the collective nation in the relationship it establishes with the castle and the union of the buildings in the ‘wedge’ shaped area that ends with the Turkish Grand National Assembly.
- It had been designed with the logic of zoning in line with the modernist city teachings and had determined the construction style.
- The notion that the city is an 'organic structure and composition' and the early signs of the theory of 'organic resemblance', which would become more powerful and discursive in the middle of the century, can be seen in this planning logic.
- It is possible to see that the Garden City model was used for the first time in Turkey with this plan, and it was to play an influential role in the design of Jansen's Bahçelievler suburban settlement.
- It set an example for future cities to be planned in Turkey (Cengizkan, 2004).

The plan of old Ankara drawn by Lörcher in 1924 and the new city plan drawn in 1925 determined the development of the new settlements of Ankara in the five-year period until the Jansen plan was put into practice and physically directed the Jansen plan. Another important aspect of the plans that shaped the concept of the city, is his search for meaning in urban space. In the design principles, it is possible to see an approach that has set the perspective for city design since the Renaissance in which

the city is conceived as a compositional creation as is an artwork. The road networks, the pedestrian ways and sequential public spaces and continuous green spaces are all key features of the plan.

There is not much information on how the plots depicted in subject area are utilised however it is presumed here that these were reserved for residential use (see figure 3.13). The surroundings of the area, however, are known to have been designed to accommodate an urban park, an exhibition garden and large spaces for sports facilities. This area was known as the Kazıkiçi Gardens which later became Iskitler. These were large pieces of flat lands that were safe and most likely preserved for the use of the military as per the names on the 1839 map (Excersier Platz and Manöver Platz). The fact that Lörcher proposed these functions there, was an important decision as, according to Cengizkan (2004, p. 121), it was a correct utilisation of topographical features and cultural continuation of the space that was formerly used for physical activities mostly by army personnel. Lörcher also extended street later named Çankırı Street further developing the Çankırı Gate region. This is when we see the first emergence of a boundary for the subject area in the east, separating it from the Ismet Paşa neighbourhood adjacent to it. It was during the construction of this road that the remains of the Roman Grand Baths were discovered (Cengizkan, 2004, p. 60), which hence forth increased the significance of the area.

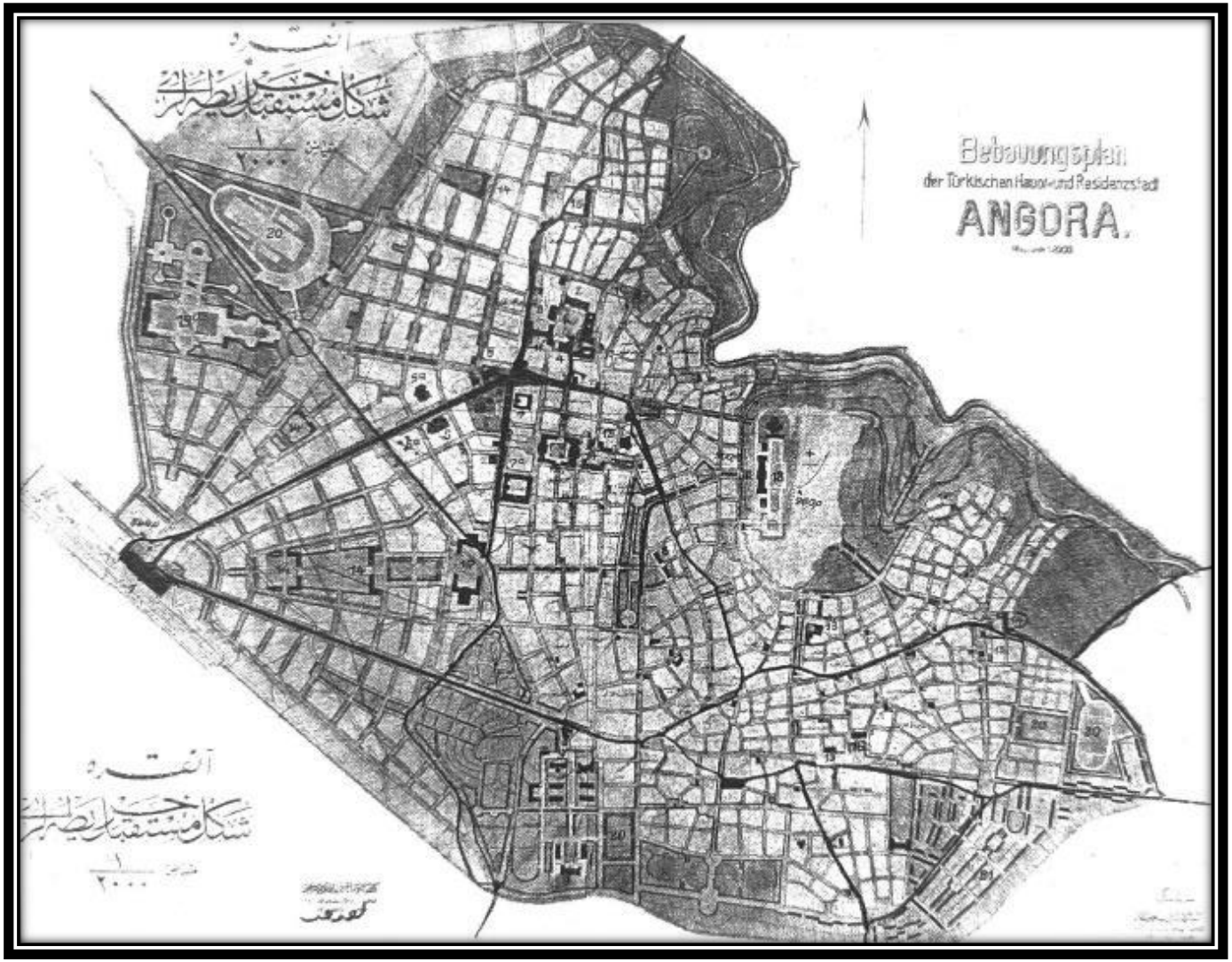

Figure 3.12 Plan for the Old City "Bebauungsplan der Türkischen Haupt-und Residenzstadt Angora" [Development plan of the Turkish capital and residential city of Angora], C. C. Lörcher, 1924. (A. Cengizkan, 2004).

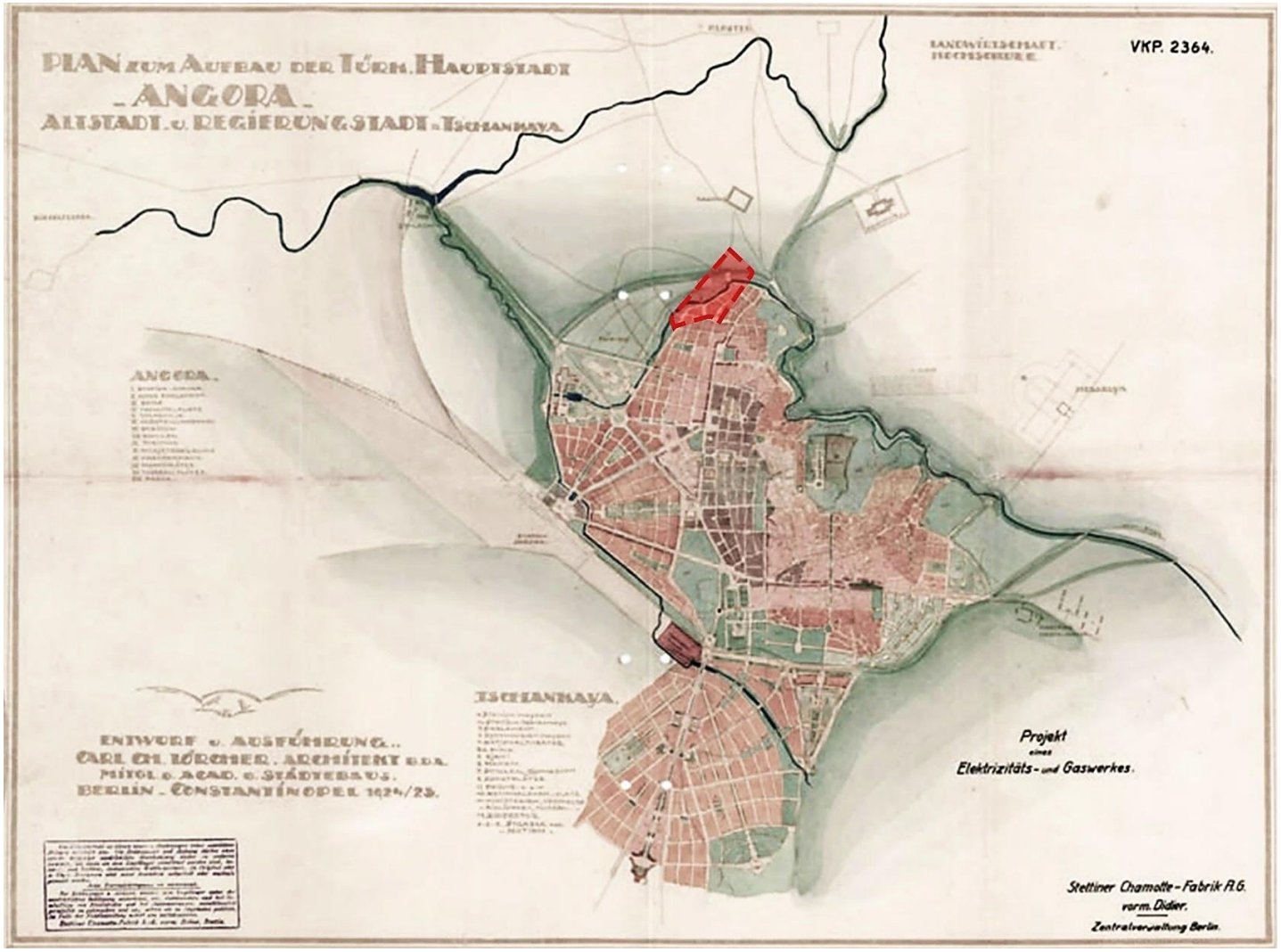

Figure 3.13 The study area shown in red in the general plan of Lörcher "Plan zum Aufbau der Türkisch Hauptstadt -Angora- Altstadt und Rigierungstadt Tschankaya" [Plan for the Construction of the Turkish Capital -Angora- Old Town and Government Town of Tchankaya], C. C. Lörcher, 1925 (Goethe-Institut Ankara, 2010).

In addition to its positive aspects, there were problems in practice due to issues such as economic-political conflicts of interest, the inexperience of the management staff on the subject, thus along with some negative effects on the city's development, it was also the target of criticism. Criticisms were voiced by members of parliament, officials, landowners, and the press. The argument that it is not right to leave the Old City and establish a new city in the first place was put forward by Trabzon member of parliament Ahmet Muhtar Bey during his debates in the Parliament (Cengizkan, 2004). In addition, the fact that the concept of "value expense" put forth for the expropriation, enabled the land price to go over fifteen times than normal which was again a matter of discussion. However, as a result, it was decided to "ignore" the Old City and establish the New City (Yavuz, 1952). Among the main reasons for this are the difficulty in resolving the property problems of a plan aimed at expanding the Old City, the array of problems that will arise in improving the existing building stock and infrastructure, and therefore the increase in costs. "Indeed, rents have increased exponentially with the housing shortage in Old Ankara, which has assumed the functions of a capital city, and land speculation has reached very high levels, almost destroying the opportunities for successful plan and project implementation" (Bademli, 1985, p. 12).

Many of Lörcher's proposals for the Old City could not be implemented, and while the development of the New City was progressing rapidly, this development was often fragmented and could not meet certain needs. The reason for this was that due to the disruptions in the implementation of the plan, building activity was usually random, independent and disconnected from each other (Tankut, 1988), and solutions for infrastructure problems were implemented with the same disconnection. The desolate and lifeless character of the region was the subject of criticism because the houses in the New City were isolated due to their separate layout and isolation behind large garden walls. This type of built environment around Kızılay and Sıhhiye was first initiated by the state to accommodate the new national bourgeoisie (Tankut, 1988). However, the artificiality and expensiveness of the environment with the atmosphere of a "summer retreat" was evidently unsatisfying for public opinion with criticisms in the press, the debates in the Parliament and the complaints of the owners

(Cengizkan, 2004, p. 96). On top of that, after a while, the inability of these residential areas to meet the housing needs of the rapidly increasing population would emerge as another problem.

There had been suggestions put forth on how to open up city lands for construction at a low cost, as early as 1921. Among them was a letter from former Izmit MP Ali Rıza Bey, dated 24 September 1925, which was the most plausible among some and was influential in the emergence of the idea of the great expropriation. Ali Rıza Bey, who was a finance inspector at that time and said that he had seen nearly a hundred cities in Asia and America until then, criticised the low-density buildings in the New City, still in its infancy, stating that one or two storey buildings were unfeasible. According to Ali Rıza Bey, who criticizes mostly with economic motives, 3-storey buildings using the same plot and same streets means twice the construction cost but three times the capacity, which would be more feasible. Therefore, the density proposal of the Garden City approach had received criticism from the very beginning (Cengizkan, 2004). A similar criticism was made by Trabzon MP Ahmet Muhtar Bey for low-rise houses such as the foundation houses built in the old city and with a low square meterage compared to the land they sat on.

In addition, there were discomforts within the Administration about the fact that the plan could not be fully implemented by the Şehremaneti. It seems that before the Lörcher plan report was submitted, Plan No 1, dated 1924, which was related to the Old City, was delivered to the Şehremaneti which was then transferred to the Ministry of Public Works for examination, and the appropriate parts of the plan were approved. However, Şehremaneti stated that "since the plan is not complete, we are trying to make up for its deficiencies" (Cengizkan, 2004, p. 51). While the early-delivered plans were submitted to the Prime Ministry for approval on May 26, 1924, Şehremaneti was of the opinion that "it would not be right to approve the unfinished plan piecemeal". However, this time, the plan was implemented even though some parts were not approved, and the New City area developed rapidly in this period. "As a result, it was seen that the plan was implemented *de facto* in the Old City as well as in the New City, and it opened the way to the implementation of future plans even if

they did not fulfil the legal and administrative requirements" (Cengizkan, 2004, p. 53).

With the Lörcher Plan, the population of Ankara was predicted to be around 200,000 people in the future. The population of the capital Ankara, which was 47,727 people in 1926, reached 107,641 people in 1928. in the light of this rapid population growth, the difficulties of realizing the intervention proposals to the Old Town, the randomness that emerged in the New Town, the inability to fully implement the plan, and the above-mentioned criticisms and discontents, were major factors that paved the way for the Jansen plan, as it became a necessity to create a new and comprehensive city plan.

3.3.2 The Jansen Plan (1932-1948)

For a new and more comprehensive plan in which the New City and the Old City were considered together, the Ankara City Reconstruction Directorate (AŞİM) was established in 1928. This directorate would prepare the Ankara Zoning Plan and the five-year planning program, or have it prepared and have it approved by the Council of Ministers. Thereupon, a competition was held for Ankara's zoning plan in the same year (Tunçer, n.d.). Participants of the competition were German planners Prof. Dr. Hermann Jansen and Prof. M. Brix, and the French Government chief architect Prof. Jausseley. Three different approaches are observed by these three architects regarding the development of the city;

- Jausseley:

  A comprehensive renewal of the traditional fabric was proposed. The old city was to be a part of the new city.

- Brix:

  The decision to preserve, or more precisely, to not touch the traditional tissue too much was, main decision made for the old city.

- Jansen:

  The traditional fabric was broken into pieces by reinforcing existing connections, or by opening new ones. "He took care to preserve the building layout of the

islands that emerged" (Bademli, 1985, p. 12).

Thus, Jansen's approach proposed to preserve the character of the Old City as a middle-way, and to build the New City next to it in a way that will be articulated to it and ensure that "the mass effect can leave positive traces" (Cengizkan, 2004). This planning method corresponds to the *Şehremaneti*'s tendency to reconstruct Old Ankara piecemeal and gradually. In addition, it would not be necessary to allocate huge resources for the reconstruction of Old Ankara, because the roads follow the existing tracks and new constructions were foreseen in empty spaces such as cemeteries, gardens and places destroyed by fires.

He also paid attention to the complex ownership structure in the traditional urban texture (Bademli, 1985). Jansen's plan was shaped to a large extent by the "verbal and written directives and the datum" given to the competitors. But it should be considered that the existing constructions under the influence of the Lörcher plans constituted certain parameters. Although Lörcher's planning decisions and semantic construct became illegible with certain transformations during its implementation process, they were brought into the new plan by Jansen. For example, road axes, squares, residential and industrial zones, the main character of the government district determining it as the most important highlight of the city along with the "beautiful castle" approach and applying the concept of "Garden City" are among these fundamental decisions.

Jansen's was a moderate plan in his visions for the city's image as well as in suggestions for low-cost buildings and road systems. This certainly suited the expectations of the young and inexperienced republic embarking on a humble beginning in dire economic situations. This no doubt effected the overall success and the character of the emerging city (Tankut, 1993). Yet it was a progressive plan for its time and like Lörcher, Jansen too was greatly influenced by many of the contemporary planning principles and naturally excepted the implementations of Lörcher set out before him, such as the aforementioned Garden City Model and zoning methods as well as following the Ecole of Camillo Sitte. In fact, Jansen was a

student of Sitte which set his more respectful approach to the old city (Tankut, 1993). The most apparent features of the Lörcher plan that reflected Camillo Sitte's ideas and were further developed by Jansen, were decisions that took into account the aesthetic quality and the features that would create a healthy city. The arrangement of squares that have defined borders which work in relation to each other with a consecutive order, open green spaces that constitute continuous green belts, pedestrian focused access routes, and state of the art health and sports facilities are all explicit features in Jansen's plan (Cengizkan, 2004, p. 48).

The green belts were also proposed by Lörcher but was significantly developed and better defined in Jansen's plan. These belts were designed as promenade routs and also hosted sports facilities, agricultural gardens etc. but were also used as both a linkage and separation of the planned zones (Burat, 2011). The zones or quarters Jansen used to divide the city, were defined according to the dominant function they were to serve. Such as the administrative quarter, education quarter, health quarter, industrial quarter, and housing quarters. The housing deficit being one the most important problems of Ankara at the time, directed Jansen's focus greatly on housing solutions and was the most elaborated section of his project report where he determines 18 different residential zones which would be low density and consist of either detached single family homes, terraced houses or flats that reach a maximum of 3 storeys (Jansen, 1937). One of these zones is part of the Iskitler area of today that Jansen marked as the workers quarter (Arbeiter-Viertel), which was made up of cheaper housing facilities for the working class and was positioned in relation to the industrial facilities around the train station. The rest of the Iskitler area in which the Small Industry Site is located, was planned as allotments named the 'Small Gardens Area' (Küçük Bağçeler Sahası/*Dauer Kleingärten*).

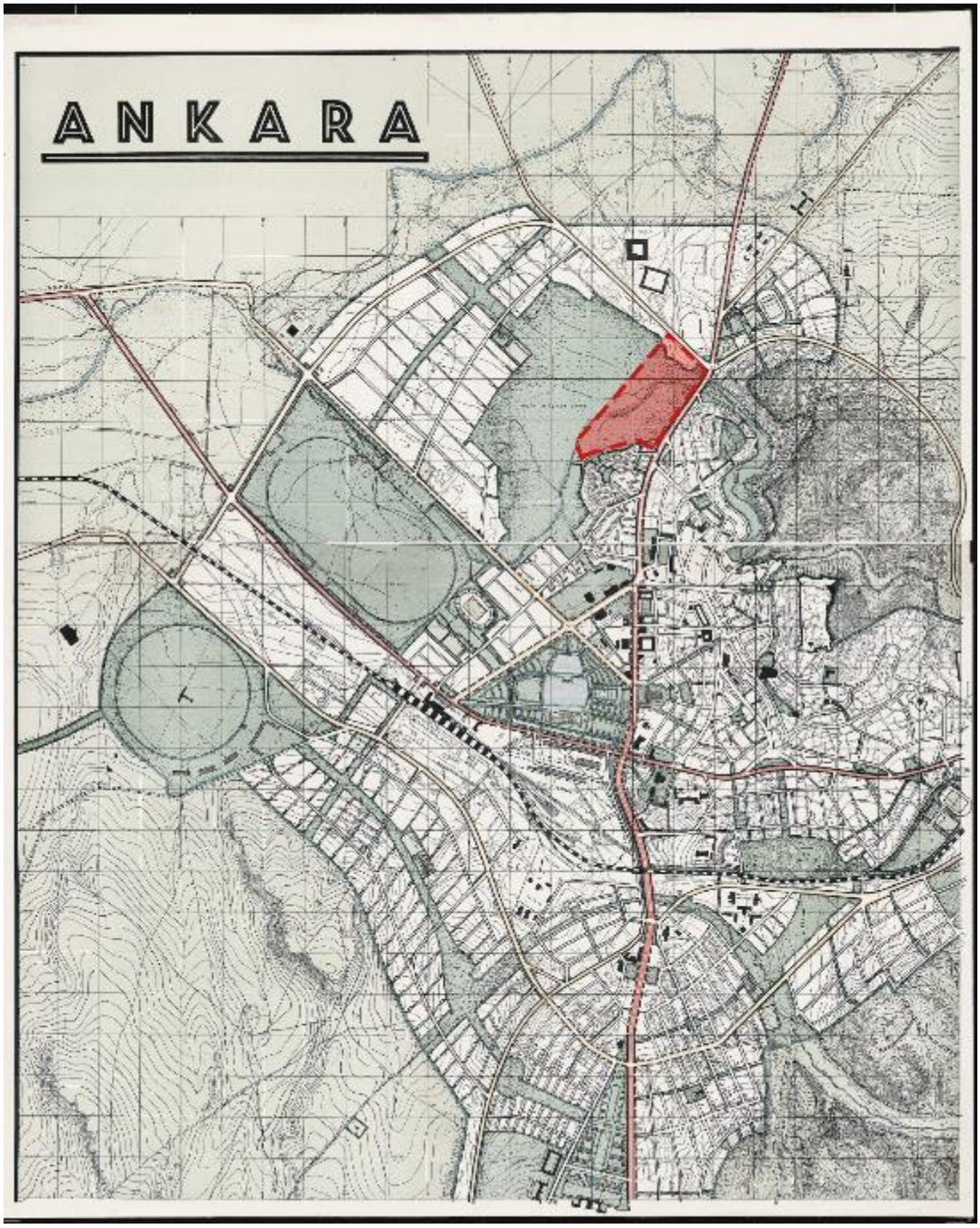

Figure 3.14 The study area shown in the General Master Plan, H. Jansen, 1932. (Architekturmuseum der TU Berlin, Inv. No. 22641).

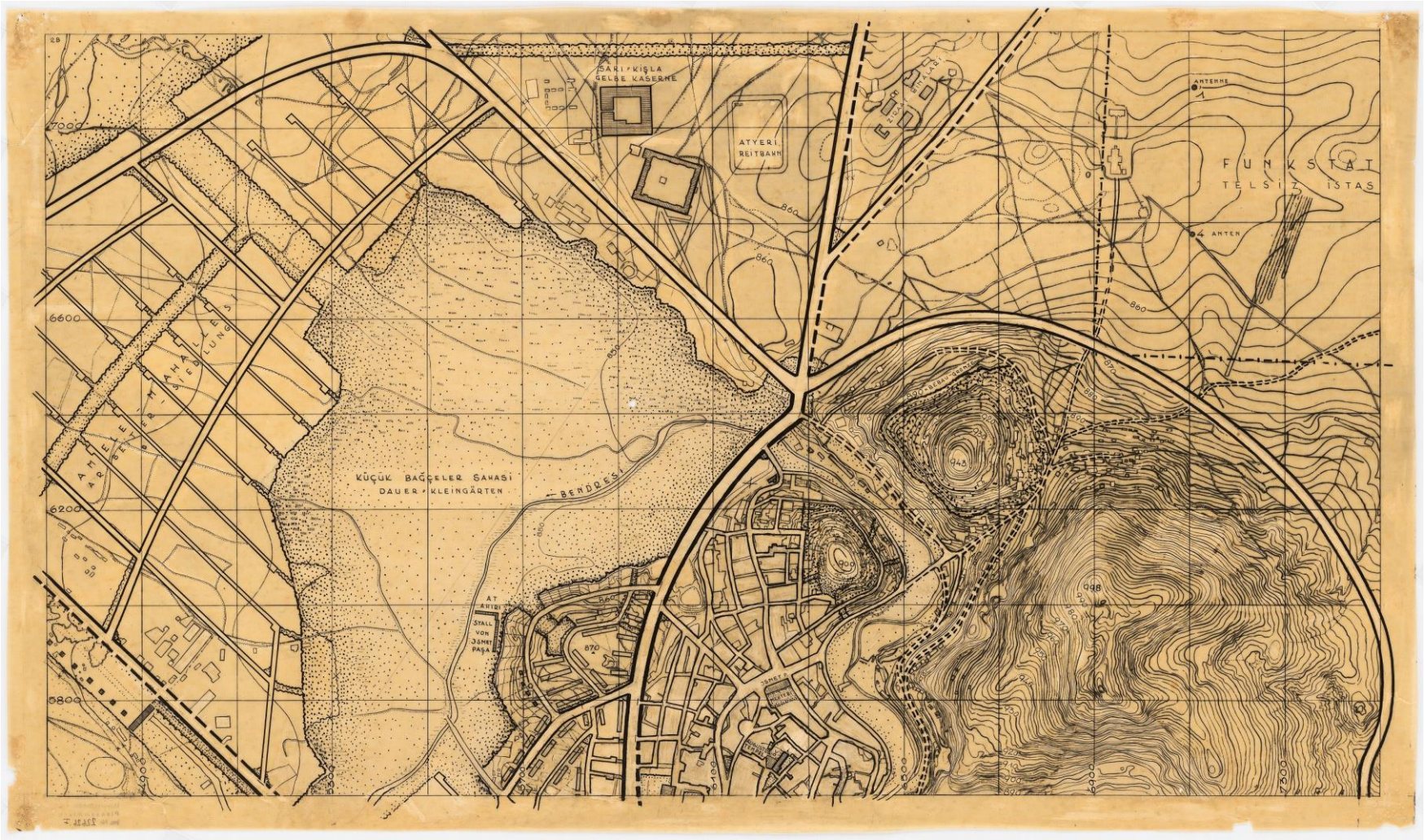

Figure 3.15 Large scale view of the "Küçük Bağçeler Sahası" [Small Gardens Area] in General Development Plan, H. Jansen, 1932. (Architekturmuseum der TU Berlin, Inv. No. 22626)

The decisions made for certain designs concerning the character of the overall composition and relationships of the pieces forming the whole, reflect one of the most important approaches to city design at the time. The main concern of the Jansen Plan was to create a city that was different than a semi-rural Anatolian town (Çalışkan, 2009). While a centralist approach at the macro-level was inevitable, there would be a position of compromise to create a deconcentrated city which can be traced to the decentrist approach of Patrick Abercrombie who aimed to implement this on London and realize Ebenezer Howard's ideas on how the modern city should be a mix of urban and rural.

The social implications would also be compatible with the emerging Turkish Republic left in between socialist and capitalist influences. As Howard purported to transcend the apparent contradiction between socialism and capitalism, he planted his vision firmly on the common ground of these two supposedly incompatible conceptions of society (Tizot, 2018). "Ebenezer Howard's Garden City proposal is thus arguably the most accomplished formulation of a plan for an ideal social model along the main lines of the collective psyche and experience of industrialism" (Tizot, 2018, p. 2) It is possible to say that Jansen's insisting on creating a low density city with a limited population would be best explained by the fact that this ideological background presented itself as the best option for a balanced development scheme aiming to transform a largely peasant society into an urban and industrialised one. This line of thinking is best exemplified in his explanations in the 1937 plan report:

> "As a result of the investigations, it is understood that the suitable city sizes are between 200,000 and 300,000. In such a city, everyone considers himself/herself as a member of the same community. In such a city, an example of a thoughtful organization comes alive… Moreover, while it is the most important issue to provide a residence in a government centre by taking advantage of nature, it should not deprive the people of the benefits of the big city. Only in this way can we approach the mentality of an ideal and timely city" (Jansen, 1937, p. 45).

However on the matter of Ankara's density, a planner-administrator dispute occurred, because while the planner dreamt of a low-density and medium-sized city, the administrators wanted a higher density and larger city. On top of that, the fact that Jansen's plan was highly inflexible and closed to growth would cause it to fall short in the face of the rapidly increasing population (Tankut, 1993, p. 31). Moreover, although there are empty spaces in the plan, since no measures were taken against speculative rent formation due to the rising land prices, construction went beyond the zoning boundaries in an uncontrolled manner, causing the emergence of slums (Tankut, 1993). Jansen does warn against speculative demands and states in the plan report (Jansen, 1937), that control over urban development can only be achieved by keeping within the plan boundaries and not resorting to unprogrammed developments that tend to scatter to the fringes. However Jansen's plan, similar to Lörcher's, did not properly define the urban fringe by design codes (Çalışkan, 2009). Many initiatives were taken by the Bureaucratic elite to change the plan in light of speculation. Especially after 1935, after several changes in the plan, there were many organised or disorganised developments that weren't included in the plan in areas such as Bahçelievler, Beşevler, and Çankaya. furthermore, the overwhelming trend of migration would only make things worse and soon render the plan inadequate, and a new plan would become a necessity. By the end of the second half of the 1940s, slum districts had started to make a mark in the city (Bademli, 1986).

3.3.3 From the Industrialisation Period to Present

Starting from the 1950s Turkish cities saw a rapid transformation with the increase of industrialisation. With the change in the methods of providing economic resources, the labour force in the agricultural sector shifted to the industrial sector, and the industrial areas in the cities triggered the migration from rural areas to urban areas with the employment opportunities they created (Yıldırım, 2006; Mutlu, 2007). Until the mid-century, Yenişehir or the new administrative district, was still a low density, sub-urban style region that did not have the function of acting as the city centre. After the Yücel-Uybadin plan was put into action, this started to change as the duo-centric urban core structure of Ankara started to emerge.

As important governmental institutes and commercial businesses started to move south toward the Yenişehir area, later to be known as Kızılay district, Ulus slowly started to lose its importance and prestige. Ulus was becoming a secondary centre that served mostly low-income, rural population form the edges and the nearby squatter areas. Hence Kızılay was to become the new Central Business District (CBD) of Ankara and separate itself from Ulus, which would later rise concerns on the fate of the old city. This matter was put to the table in the "Dual CBD" discussions made in the 1970's in which the existence of a two-sectored CBD instead of two different CBDs was agreed on. This decision was to affect the other metropolitan cities of Turkey and set a basis for the structure of city centres (Tekeli, et al., 1976; Akçura, 1971).

3.3.3.1 First Parcellation and the Start of Industrialisation in the Area (1948-1975)

The population of Ankara doubled in the ten years that lead to 1956 with the population reaching 455,000 (Çalışkan, 2009). It was stated to Jansen that by 1978, the population would be 300,000 however this number had been reached 25 years before the projected date (Bademli, 1986b). In the face of this rapid growth, the infrastructure of the city was left insufficient with housing being the greatest deficit. As a result, there was an increase of illegal squatting which generated poor urban environments (Keleş, 1971). To combat this problem, an international competition was held for a development plan in 1955. With Luigi Piccinato and Sir L.P. Abercrombie as the jury members, the competition resulted in the favour of Turkish architects Nihat Yücel and Raşit Uybadin's plan proposal. The main purpose of this plan was to focus on collecting the dispersed fragments developed on the edges, into a wholistic structure rather than developing or transforming the urban core (Çalışkan, 2009). The Yücel-Uybadin plan was described by the jury an "organic project" in which development was predominantly focused on the north which, although found excessive, was determined to be felicitous. It was stated that the transportation network consisting of continuous axes running in north-south and east-west directions were contained and did not obstruct further development. The dispersal of

commercial areas and cultural sites were found adequate while it was indicated that the industrial zone was a little too close to the city (Bademli, 1986b, p. 107).

In this new plan, the urban development was kept within the Municipal boundaries and Kızılay was adopted as the centre (Yazman, 2009). While this plan started the shift in centrality toward Kızılay and Çankaya, the traditional functions of Ulus, which served the commercial needs of Ankara acting as a Central Business District, continued for some time as production and commerce had extended to the İskitler, Dışkapı and Hergelen areas (Çakan, 2004, p. 28). But the state of neglect the old city was in, due to its complex ownership patterns which prevented intervention, and the increased number of illegal settlements in and around the old city resulted in Ulus losing face which was only exacerbated by the relocation of official and major commercial institutions such as ministries and banks which moved to Kızılay. As governmental buildings had taken their place in the administrative quarter of Jansen's plan, Kızılay had gained political importance and with the newly acquired function from the new plan, the area earned popularity for investment and attracted commerce, (Bademli, 1986b; Çakan, 2004, p. 30). Furthermore, as embassies and high-income citizens started to move further into Çankaya, the development trend to the south intensified and Kızılay became a significant centre in between the north-south axis. Gaziosmanpaşa developed into a prominent neighbourhood at the very south with high-income groups and prestigious businesses and services settling there. However as Bademli (1986c) states, the plan report does not mention any expectation of Kızılay to become the Central Business District of the city.

When the decisions regarding the western edge of the city is observed, it is possible to see that the Yücel-Uybadin plan designated the first industrial zones in that region and incorporated the existing ones located in the Kazıkiçi Gardens, reserved as the 'Small Gardens Area' in the Jansen plan. These areas developed as the first low-density, small-scale production quarters of the city. Until the 1950s, the industry of Ankara was largely subordinated to the state and was developing mainly along the railway route and in the Maltepe region. Small private industrial enterprises, on the other hand, remained in and around Ulus. In this period, the two traditional production areas of the city, hand weaving and leather making, had completely

disappeared (Karataş, et al., 2013, p. 97). By 1950 the study area had already started to accommodate small scale production in the form of craftsmanship, which formed one of the first instances of the informal 'Small Industry Markets'. From the beginning of the 1950s, 'Small Industry Markets' around Turkey had formed spontaneously by local dynamics as an extension of the 'Arasta', Inn, and Bazaar traditions. It wasn't until after 1964 that they transformed into Small Industry Sites which were developed with government aid via loan funds from the budget of the Ministry of Industry (Karataş, et al., 2013, p. 166).

The first plan to formally organise the subject area, emerged in 1948 as a parcellation plan. In a 1951 city map, which was drawn up on compiled aerial images of the city, previously obtained by aero-photogrammetry, it is possible to see that the area was still underdeveloped. It is not known when the aerial images were taken exactly, but it is clear that the plans weren't implemented immediately. According to Karataş et al. (2013, p. 97), construction started after the 'Blacksmiths and Stovemen Association' established the 'Craftsmen Shops Building Cooperative' in 1950 to provide workplaces for its 350 members. The shops were built between the Roman Bath ruins and the Kazım Karabekir Street and became the first industrial complex of the Iskitler area (Karataş, et al., 2013). In 1953 this area was named the 'New Industry Market' by the Municipality of Ankara and in 1957 it was incorporated into the Yücel-Uybadin plan which also foresaw the Kazım Karabekir Street cutting through the Kazıkiçi Gardens and forming the Western border of the subject area.[5] To the other side of the Kazım Karabekir Street, several other industrial complexes were built, the 'Large Industry Market' (Büyük Sanayi Çarşısı), 'Ata Industry Market' (Ata Sanayi Çarşısı), and the 'Iron Industry Market' (Demir Sanayi Çarşısı) (Karataş, et al., 2013, p. 166).

According to the records of the Ankara Metropolitan Municipality (AMM), in 1967 the New Industry Market area was allocated as a 'Small Industrial Zone' in the 1/5000

[5] Starting from the 1960s, more plans were prepared for the development of the subject area but were never implemented. See **Appendix B** for these plans.

scale Condominium Regime Plans to function as a low-density industry area and was come to be known as the ‘Iskitler Small Industry’.

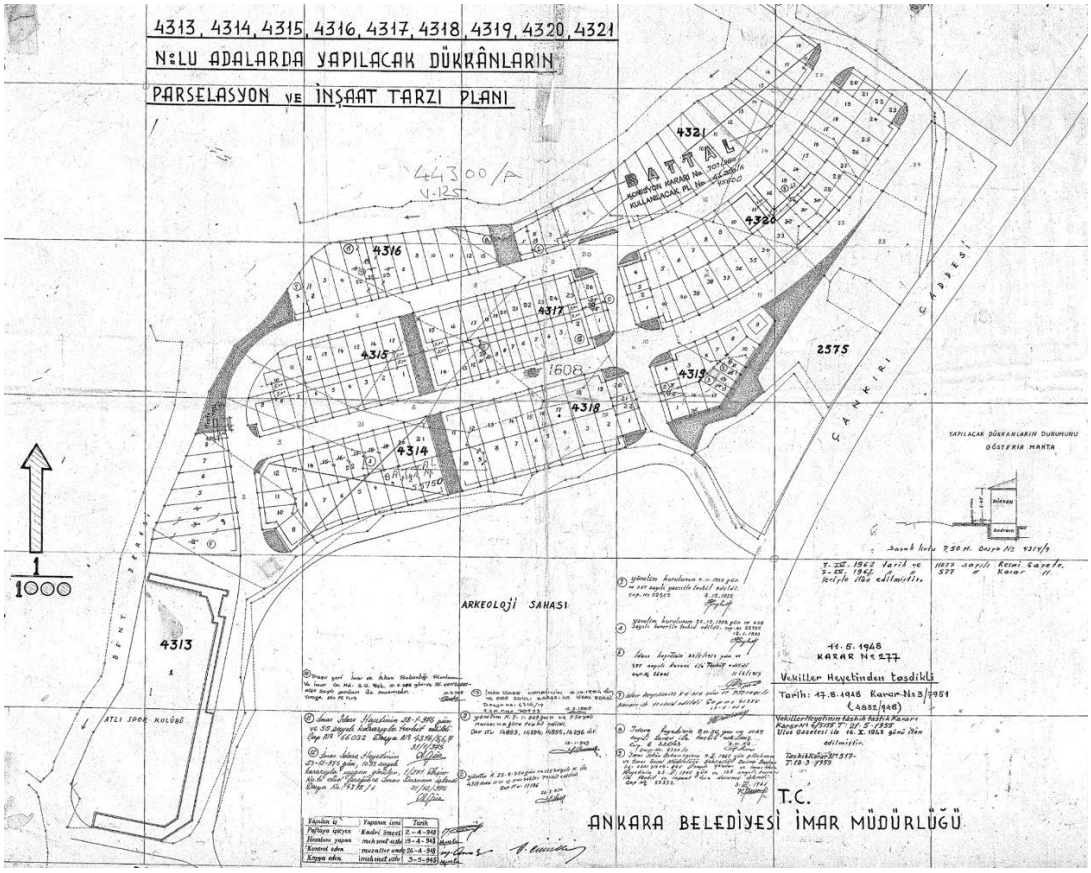

Figure 3.16 First parcellation plan of the Small Industry Site prepared in 1948. (Metropolitan Municipality of Ankara).

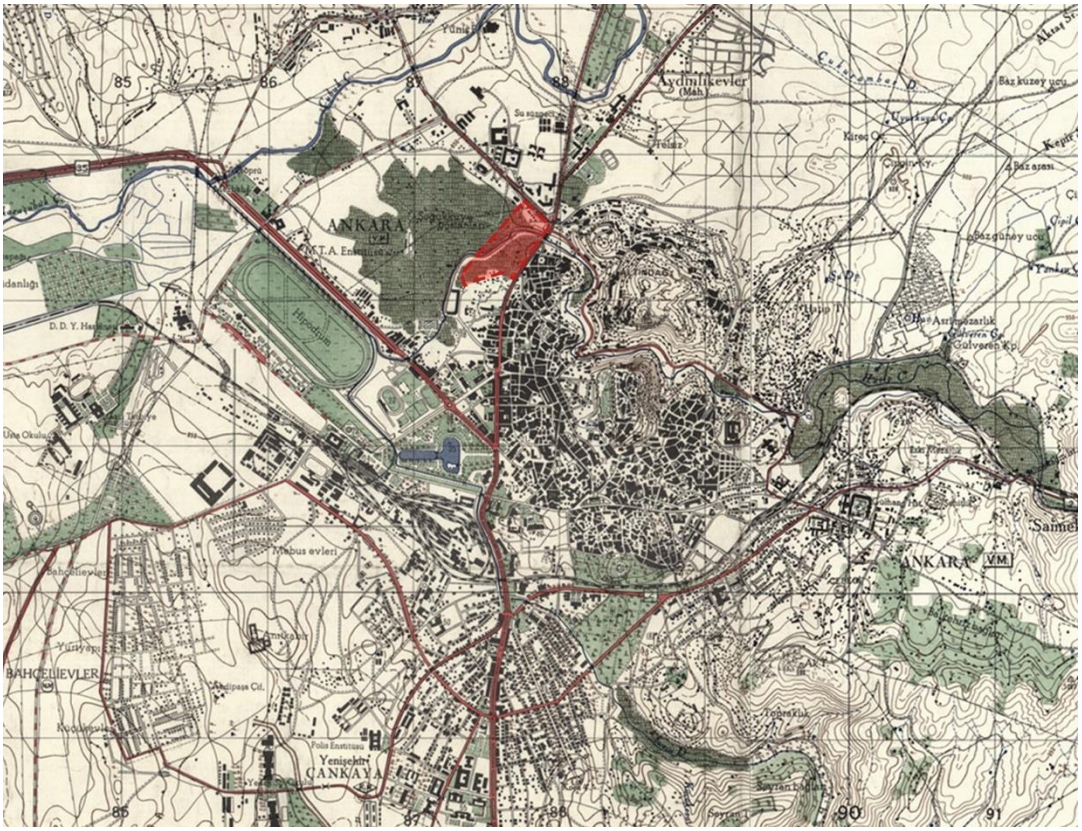

Figure 3.17 The 1951 as is plan of Ankara, prepared according to Aero-Photogrammetric images. Subject area shown in red (H. E. Alanyalı Aral, Personal Archive).

The Yücel-Uybadin plan quickly came under the pressure of different dynamics at play and was manipulated to the point that it generated some negative outcomes to the city's development. In order to understand the negative outcomes, it is necessary to take into account the 'District Height Regulation' put into effect in 1961. This was a revised plan by the ministry and began to be implemented despite opposition by N. Yücel. Among the reasons for this course of event was that within the period of implementing the plan, there was a significant influence by local socio-political actors which "were made up of both decision makers and pressure groups that had great expectations for renting out the inner urban land", as well as the inability of the Municipality to develop separate new settlements out of the inner city because of a lack of publicly owned land stock (Çalışkan, 2009). With the 'District Height Regulation', the density of plots was further increased, and the parcels were combined to allow multi-storey construction (Yazman, 2009). This meant that the

detached, low-rise houses throughout the planned areas of Ankara were to become apartment blocks and slums were to be demolished and rearranged in a manner in which the same model of detached housing plots would accommodate separately built apartment blocks in each one, ultimately determining the typological character and figure-ground pattern of today's Ankara. This was mainly because the urban texture suggested by Yücel-Uybadin inherited the layout of the Jansen Plan (Çalışkan, 2009).

The construction of high-density apartment-type housing that continued until the mid-1970s resulted in the settlements around the CBD to be highly concentrated (Tekeli & Güvenç, 1986, p. 150). "The new phase of development mainly transformed the ex-peripheral zones of the city, which had been produced by the first master plans, into parts of an overloaded urban core with low levels of spatial quality." (Çalışkan, 2009, p. 34). Similar to the implementation process of Jansen's plan, there were many interferences and changes made to the plan in a piecemeal manner with local development plans, and once again due to an underestimation of population increase and land speculations, the original plan shortly became unrecognizable (Bademli, 1986b, p.108). Thus, beside the additions and amendments made to the Jansen plan, this plan could not go beyond being a framework that harmonized the important settlement and urban infrastructure investment decisions in those days (Bademli, 1986b, p. 107). The problems with implementing the plan were amplified with the incoherence between Ankara Development Directorate (ADD) responsible for implementing the plan and the Municipality which owned the city's problems. For this to be overcome, a strong dialog between the Municipality and ADD needed to be established and with it a new plan which was especially necessary to guide the developments outside the plan boundaries (Bademli, 1986b, p. 109). For this purpose, the Ankara Metropolitan Area Masterplan Bureau was established with in the Ministry of Construction and Housing.

3.3.3.2 New Projections for the City Centre (1975-1997)

The Ankara Metropolitan Area Master Plan Project officially started in 1965. With the Ankara Metropolitan Area Master Plan Bureau or in its short name Ankara Master

Plan Bureau (AMPB) set up in 1969, the preparation of the "Ankara 1990 Master Plan" went underway and was completed in 1975. By then the population had already reached 1.7 million which far exceeded the population limit of the Yücel-Uybadin plan set to accommodate 750,000 by 1972, and by 1982, the date of approval, the population of Ankara had reached 2.1 million (Tekeli & güvenç, 1986a, p. 14; Türel, 1986, p.25). This plan was important in terms of national planning experience with its Structural Plan and decentralization policy. The Bureau had tried to analyse the central development in Kızılay and claimed that the tendency to fringe to the south might be prevented with the development of empty areas in the north and by using the potential of areas suitable for transformation (Çakan, 2004). Decentralization towards the West was also one of the important inputs of the plan. With this, AMPB chose the corridor schema in order to direct future development, predominantly utilising the Istanbul and Ayaş Highways as the main development axes (Ankara Nazım Plan Bürosu [ANPB], 1977, p. 277).

Some of the other main objectives of the 1990 Master Plan that made it significant, was that the aim to desaturate the city on a linear development model suggested concentration points with high-density, low to high-rise mass housing development in rural areas which were planned around the transit lines (Çalışkan, 2009). While strengthening the relationship of the rural with the centre by increasing accessibility, it also took into account the relationship between built-up areas and the natural environment by increasing green and open spaces (ANPB, 1977, p. 234). In the corridor model, unlike in the initial development scheme of Ankara –the so-called 'oil-blot' scheme, the radially dispersing corridors take up their own specialised functions and accommodate secondary sub-centres while the Ulus-Kızılay duo continue to function as the primary centre. It is in this plan that the new central functions of the city (offices, businesses and business related services) were, for the first time, allocated in the Kazıkiçi Gardens area stretching to the Samsun Highway working as an extension of the Ulus-Kızılay "singular and modern centre" (ANPB, 1977, p. 278). This meant that the industrial zone of Iskitler was to transform into the Central Business District. The situation of the study area in those years consisted of a dual structure. The formal layout of the 1948 plan for the 'New Industry Market' or

as it was later called the ‘New Industry Site’ is visible in the 1976 map however, it makes up a part of the subject area as it is limited to the northeast by the borders of the old Altınbaş Neighbourhood still in use at the time. There was a development plan for this part of the area as well but was never implemented.[6] The reasons for this are unknown however, taking into account the economic, political instability at the time, along with an overwhelming number of illegal settlements appearing in the city from migration, it is deducted that the official neglect toward the area started shortly after its first development was completed.

Figure 3.18 1976 Map of Ankara showing the building blocks and public buildings with the ‘New Industry Market’ within the borders of the study area (H. E. Alanyalı Aral, Personal Archive).

[6] Two 1:1000 scale parcellation plans dated 1960 and 1975 were prepared for the development of the remaining Altınbaş section of the site (Ankara Metropolitan Municipality Archive, 2022). (See **Appendix A**, fig. 1; fig. 2)

Following this plan, a transportation plan was commissioned by AMM and EGO (Electricity Gas Busses) General Directorate to solve Ankara's inner city transportation problems. It was requested that an Ankara Urban Transport Master Plan and Public Rail Transport Feasibility Study be prepared by METU City and Regional Planning Department Study Group which transformed into a more comprehensive urban macro-from analysis in the form of a structure, known as the 2015 plan aiming to contribute to the previous plan in directing the city's future development (Tekeli, 1986). The key strategy of the plan was once again, decentralisation which suggested a star-shaped city form based on public transportation rather that private car ownership (Çalışkan, 2009).

The study group's approach on the urban core differed than that of the ANPB, rejecting the idea to further intensify it. Thus the plan proposed a more radical decentralist approach compared to the prior with a linearly scattered urban structure within a wider context including surrounding settlement nodes. However this radical turn in theory was did not exactly register in implementation "since society was not ready for radical decentralisation based on a low-rise suburban dispersion, the plan proposal still had to conform to existing transport arteries and the macro-structure provided by them" (Çalışkan, 2009, p. 38).

In 1985, the results that the study group reached for the situation of Ankara's central districts, relayed that a specialisation of uses which did not favour Ulus was visible. While all the centres of authority, prestigious trade and business functions, and distinguished services were concentrated in Kızılay, Ulus housed low-income groups with trade oriented to the rural population and services mostly comprising wholesale trade and storage (Bademli, 1986c, p. 157) (Fig. 3.22). However, interesting results were obtained from the analysis of the 'core' and 'centre' islands of the Ulus-Kızılay central districts. Both in the 1990 Master Plan and the 2015 Structure Plan, a map that shows the structure of these islands was prepared and compared in the latter document (Fig. 3.23). According to the 1970 map from the previous Master Plan, the

‘core’ islands in the Kızılay area multiply toward the south whereas those in the Ulus area multiply towards the northwest. The ‘centre’ islands, which indicate the Central Business District’s development direction, encompasses the ‘core’ islands as long as there is no obstacle or agglomerate around main axes with specialised uses area (Bademli, 1986c, p. 158). For example, the Ulucanlar and Çankırı Street axes in ulus, and the Ziya Gökalp axis demonstrates this development.

According to the comparison, the ‘core’ islands of Ulus and Kızılay show a development pattern in opposite directions. This was evaluated as proof that the Ulus centre area was in fact, just as vibrant and alive as the Kızılay area (Bademli, 1986c, p. 158). Thus in Ulus, especially Rüzgarlı Street and Fevzi Çakmak Street axes and the Iskitler extension were determined to be in an intensive transformation process via natural dynamics. In terms of decisions for the future of the CBD development of Ankara, this data was crucial. In this period, it was observed that the development of the Çankaya axis to the south did not look promising in the long term due to building saturation, high land prices, topographic barriers, and connection problems. For the Iskitler area however, the situation looked to be the opposite (Bademli, 1986c, p. 158).

The Kazıkiçi Gardens, having been designated the “new central development area” in the 1990 master plan and following the analyses in 2015 structure plan, a series of design contests were held with Ulus centre’s regeneration and renewal as the main point of focus. The first design contest was held in 1989 for the conservation of the Old Town including the ulus Square. The Kazıkiçi Gardens saw two urban design competitions held for its two separate parts, one in the New Industry Site area as the International Trade Centre in 1992 and the other as the Central Business District in the area that encompasses the Large Industry Market, Ata Industry Market, and Iron Industry Market in 1993. However none of these projects were completed and the city centre continued to develop to south in the direction of its inner dynamics.

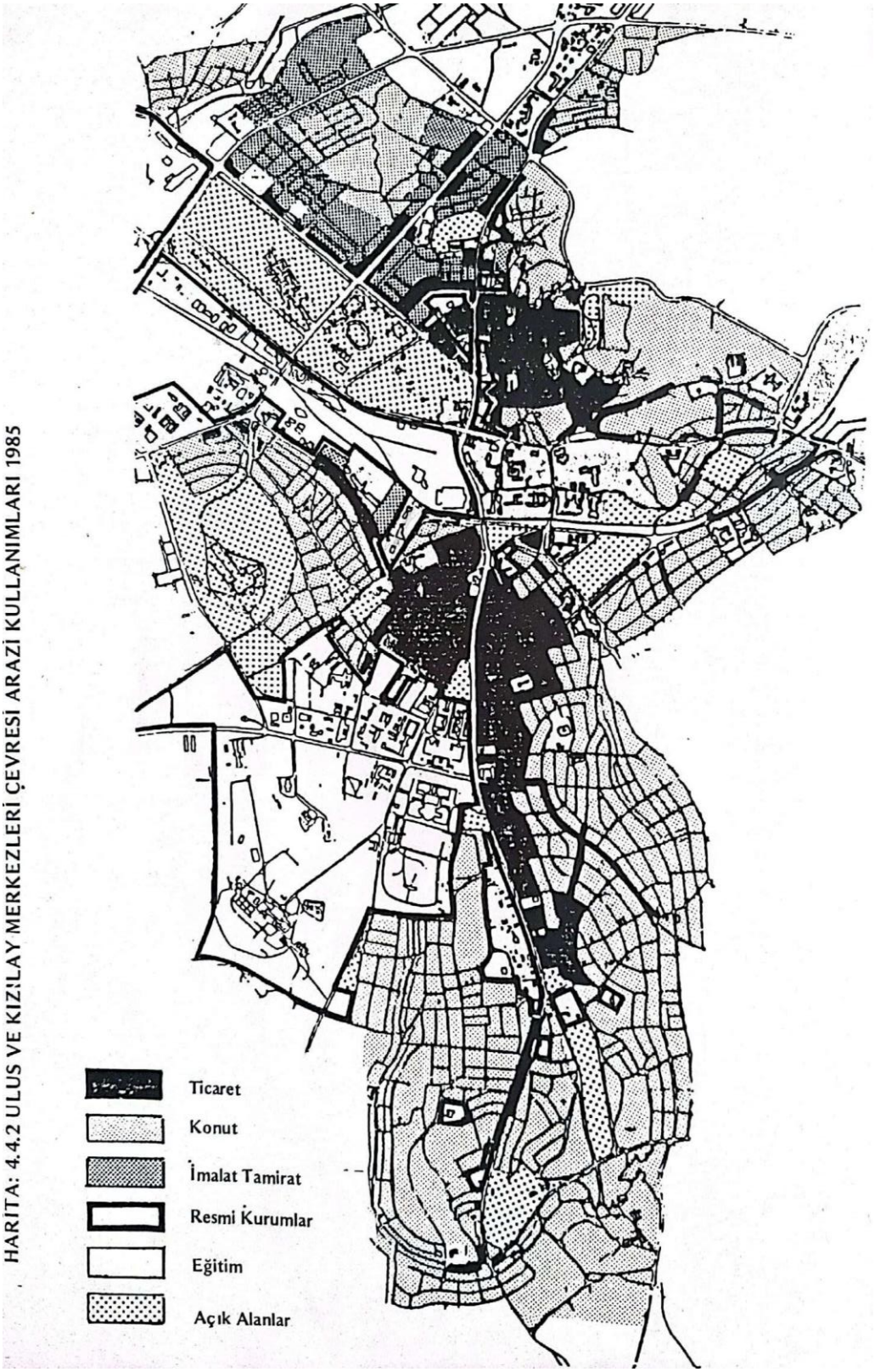

Figure 3.19 Land Use of Kızılan and Ulus Centres and their periphery, 1985 (R. Bademli, 1986c).

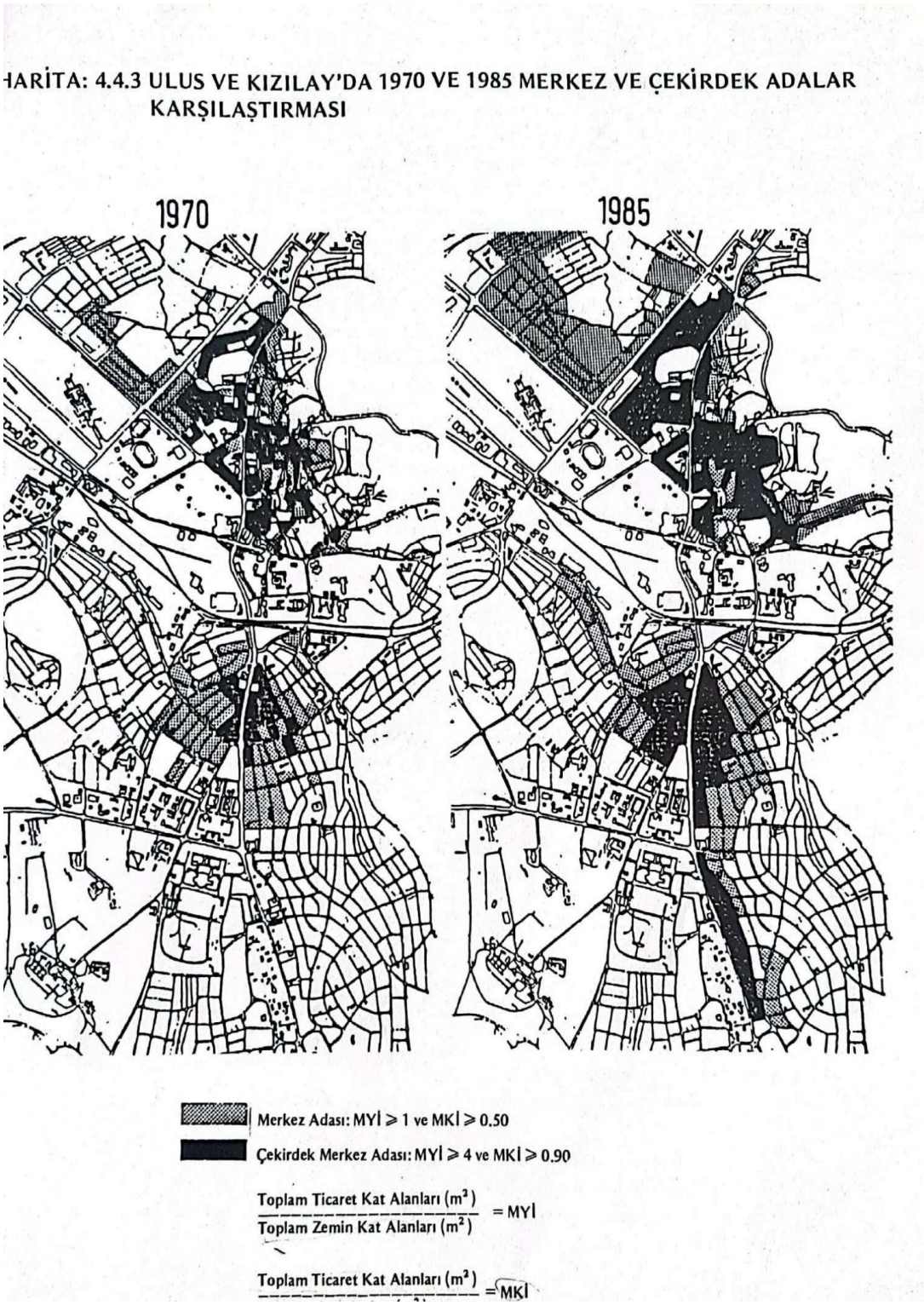

Figure 3.20 Comparison of centre and core islands between 1970 and 1985 (R. Bademli, 1986c).

3.3.3.3 Piecemeal Development and a Forgotten City Centre (1997-2023)

During the implementation period of the 1990 Master Plan, there were small to large scale changes being made due to a wide-spread speculation on rent and a process began in order to adapt the plan to the current situation. Furthermore, the Master Plan's limitations in guiding urban development and the rapid growth in the southwest corridor made it difficult to control urban sprawl (Gökçe, 2006). Since an effective model had not been produced for the transformation of slum areas and that inadequate resources were allocated to enact the procedures defined by the law no. 775, a rehabilitation approach that enabled contractors to practice the 'build-sell' model on a parcel basis was adopted. Once again, this caused over-saturation and did little to solve the problems of slum areas (Gökçe, 2006).

Moreover, the 2015 Structural Plan did not have the intended influence on the city's development as the decisions to form new metropolitan interconnections and decentralization conditions were rendered ineffective when the proposed route of the ring road was changed (Gökçe, 2006, pp. 62-90). The period of this plan's application was regarded as the 'unplanned planning period' The plan was regarded as a "basic framework" by authorities and although it was accepted as a standard, the plan was not approved therefore its sub-scale plans and applications did not have the desired effect. The public authorities, who accepted this plan as the basic framework, came to the fore with power struggles and the trend of localised and disconnected plan approvals became the dominant factor that shaped certain parts of the city especially in the southwestern axis (Gökçe, 2006, pp. 62-90).

Beginning in the early 1990s, a real basis for radical Deconcentration emerged with the 2025 Plan schema of 1997, aiming to dissolve the urban body. Although not officially approved, this plan set a precedent in the planning ideology of Ankara and affected the next plan prepared nearly a decade later (Çalışkan, 2009). The approach of this master plan stemmed from the increasing number of private entrepreneurs demanding partial urban developments in the fringe of the city from the early 1990s due to an increasingly neo-liberal climate in the country after the 1982 military coup. The new tendencies made it necessary to have a new master plan in order to react to

the ongoing demands of the housing market which disturbed the balanced population pattern and technical infrastructure of the city (Çalışkan, 2009).

It was with this plan that the southwest of Ankara was projected to be extensively developed which directed development around the Eskişehir Road corridor increasing speculations on that area (Gökçe, 2006). This resulted in CBD functions to allocate themselves there. However, according to Çakan's (2004) summary of the decisions for the city centre, this plan determined that the Kazıkiçi Gardens was to be the new Central Business District, Ulus Historical centre was to be re-evaluated with given conservation studies, and the Citadel was to be utilized by being conserved and obtaining a culturally based function (p. 82). Hereupon, the 2025 plan had some major deficiencies such as not being able to define any significant development criteria and was mainly shaped by the partial fulfilment of market demands. It was thus essentially an amalgam of the previous partial development plans for new growth, the plan did not produce an explicit urban transformation strategy for the existing urban fabric (Çalışkan, 2009).

The partial planning approach continued into the early 2000s which by then made it a real necessity for a new master plan. With the Metropolitan Municipalities law, the right to prepare 1/25,000 scale development plans were given to Metropolitan Municipalities in 2004 which was previously limited to the scale of 1/5000 (Çalışkan, 2009). The 2023 master plan was prepared in 2006 and combined 15 different development plans prepared by the different local municipalities within the entire Ankara metropolitan area, working as a kind of bottom-up approach (Çalışkan, 2009). These piecemeal plans had resulted in sub-centres such as Batıkent, Çayyolu, Eryaman, Sincan to appear but despite the plans, they were never fully developed as intended and were constantly subject to speculation driven by the market (Tunçer, 2009). In addition to this, the inability to develop the Kazıkiçi Gardens area into an urban centre due to complications and a lack of will-power by authorities, caused yet another shift in centrality this time to the west causing some of these sub-centres to acquire CBD functions as present centres like Kızılay and Gaziosmanpaşa started to lose popularity (Tunçer, 2009). Districts like Çukurambar and Söğütözü saw

contemporary high-rise buildings being built and used as offices, hotels and large, attractive commercial centres.

The decisions to allocate CBD functions to the Iskitler industrial area was a common ground in all the plans. The 2023 plan also concurred that the transformation of that area was necessary to reinstate the central position of Ankara's traditional centre which would allow it to regain its vitality and accommodate functions suitable for a city centre. According to the plan, the Central Business Districts are defined as 4 main parts: Ulus, Kızılay-Tunalı, İskitler-Kazikiçi and Söğütözü. It is stated that these are to work as interrelated CBD focal points that should be approached as a whole under the "Centres Master Plan" (Gökçe, 2006). The plan also states that,

> "in the northern part of the central business area, in the focus of Ulus, it is necessary to develop forms of intervention that takes the conservation approach as the main starting point and acts in line with the conservation development plans determined by special laws, creating a special district management for this area, effectively evaluating the cultural and touristic potentials, and specializing against the dissolution in the region. In the north, the Kazikiçi Central Business District Project, which has been going on for years, needs to be implemented without further delay and developed in a structure that will be associated with the whole of the centres in a coherent way."

However despite the masterplan's emphasis on the much needed development of the city centre, there were no significant developments. There was a brief period of activity in the early 2000s as the first instances of transformation in the Kazıkiçi Gardens area was witnessed in 2003 when the first demolitions and relocations of industrial facilities started but was once again delayed[7]. The area has been left idle with occasional new construction. These constructions have been focused on the

[7] According to a shop owner that used to have an atelier in the area, they were encouraged to relocate to industrial zones outside the urban core, however, as developments for the city centre Project were stalled, several shop owners returned to the area and reutilised the old buildings due to cheaper rent. (H. H. Daloğlu, personal communication, 15 May, 2022).

Zübeyde Hanım neighbourhood which is the CBD project. On the other side of the Kazım Karabekir Street, the ITC planned for the study area has seen no sign of implementation so far and the area is still in a transition state, partially vacated and left to deteriorate. There are several automobile repair workshops and other small businesses remaining and currently functional, mostly concentrated in the centre-south of the site. The border plots of the site, accommodate larger buildings ranging from 5 to10 storeys with low rent office space facing the Çankırı Street, while retail is focused on the side facing the Kazım Karabekir Street.

3.4 The International Trade Centre (ITC) Urban Design Project

The area defined as the international trade centre (ITC) in the 2015 Ankara master plan is located between Çankırı street and Kazım Karabekir street. The initial perimeters of the project area in the 2001 project report are the same as the study area of this thesis covering a total of approximately 21.4 hectares. In 2010 the boundaries were extended to the south which expanded the project area to about 22.5 hectares. The ITC project area is surrounded by the Central Business District (CBD) to the northwest and western directions, which is envisaged in the Iskitler industrial zone formerly known as the Kazikiçi Gardens, the Ulus City Centre in the southeast, the Roman Bath Archaeological Site in the south, and the Dışkapı urban service corridor in the north. According to the winning entry report, the project area, which has a very important central business potential due to its location, will contribute to the renewal of the Ulus Historical City Centre within the dual-core structure of Ankara on the one hand, and on the other hand, will play a leading role in the transformation process of the CBD area planned in Kazıkiçi Gardens.

The International Trade Centre Project has been carried out by Ankara Metropolitan Municipality since 1992. An urban design project competition was held for the area and after the competition resulted in the favour of Architect Ahmet Gülgönen and his team, the plans were accepted by the Metropolitan Municipality in 1994 and a project report was prepared in 2001. The report defined the project area as “currently a wreckage area” and considered it as an urban transformation project in connection

with the Ankara Central Business District (CBD) Project and Ulus Historical City Centre Planning Project. The project had the preliminary and final urban design projects planned for an area with a very complex cadastral property structure. Within the time period of 1994-2001, planning studies and property consolidation were carried out in line with the urban design preliminary and final projects, and the Urban Design Implementation Plans were then prepared in the light of these data.

3.4.1 Design Principles of the ITC Urban Design Project

Information on the design principles have been retrieved from the 2001 project report prepared by Ahmet Gülgönen and team. According to the report, the area's locational significance was defined as being encompassed by some of the city's most important transportation routes. The Kazım Karabekir Street is the main spine of the city in north-south direction and plays a collecting role in the access of the urban development areas in the west to the city centre, whereas the Etlik Street is one of the most important arteries connecting the north-west development corridor of Ankara to the centre. The north-west axis, which at the time was underdeveloped and mostly filled with slums, was correctly stated as having a high population potential. The location was thus stated as a "serious potential in terms of central uses."

In addition, it is adjacent to the Roman Bath Archaeological Site and Ulus Historical City Centre. It is also in spatial unity with the Hisar and Altındağ regions, which are one of the most important urban values of Ankara, and although it is no longer an urban entrance the area called *Dışkapı* (from its historic function as one of the major entrances to the city aka. *Çankırıkapı* (Çankırı Gate)) this area still has a role of greeting those entering the old city and thus shows that the project area can have important meanings in terms of urban values. In 1980 the High Council of Antiquities and Monuments named the project area as "City Centre 1st stage Development Area"

The main objective of the project on the metropolitan scale was to reverse the shift of centrality from Ulus the south toward Çankaya, Gaziosmanpaşa. This duo-centrism being the root cause of one centre being favoured over the other, has resulted in Ulus being neglected and led to the obsolescence of the region. The project is

defined as a means to renew the old centre on the one hand and contribute to the transformation process of the CBD planned for the Kazıkiçi Bostanları area on the other. In this sense, the objective is also to create a healthy environment that will ensure business areas in Ulus City Centre, which will serve the whole of Ankara, are held in this region, as well as attracting prestige uses at the metropolitan scale to this region.

In this direction, the principles defined for the international trade centre project can be listed as follows:

- Developing the ITC area as a prestigious place in terms of quality and program and considering both buildings and open spaces in this sense with the aim of creating a high quality environment.
- Considering the project area together with its surrounding historical, archaeological and natural values and revealing solutions that will contribute to the urban identity of Ankara
- Establishing a programmed and balanced relationship between indoor and outdoor spaces in order to obtain a living part of the city with intensive use.
- Evaluation of the symbolic meaning of this area, which was called Çankırı Gate and Dışkapı in course of its history.
- Developing organizations that, in addition to the buildings, will contribute to urban life, together with outdoor arrangements and urban furnishings in order to be included as part of a series of open spaces located in Ulus on a regional scale such as Hacı Bayram Square and Government Square.
- Realization of exemplary, human-scale spatial arrangements at world standards, free from transit traffic and its effects in the immediate vicinity.

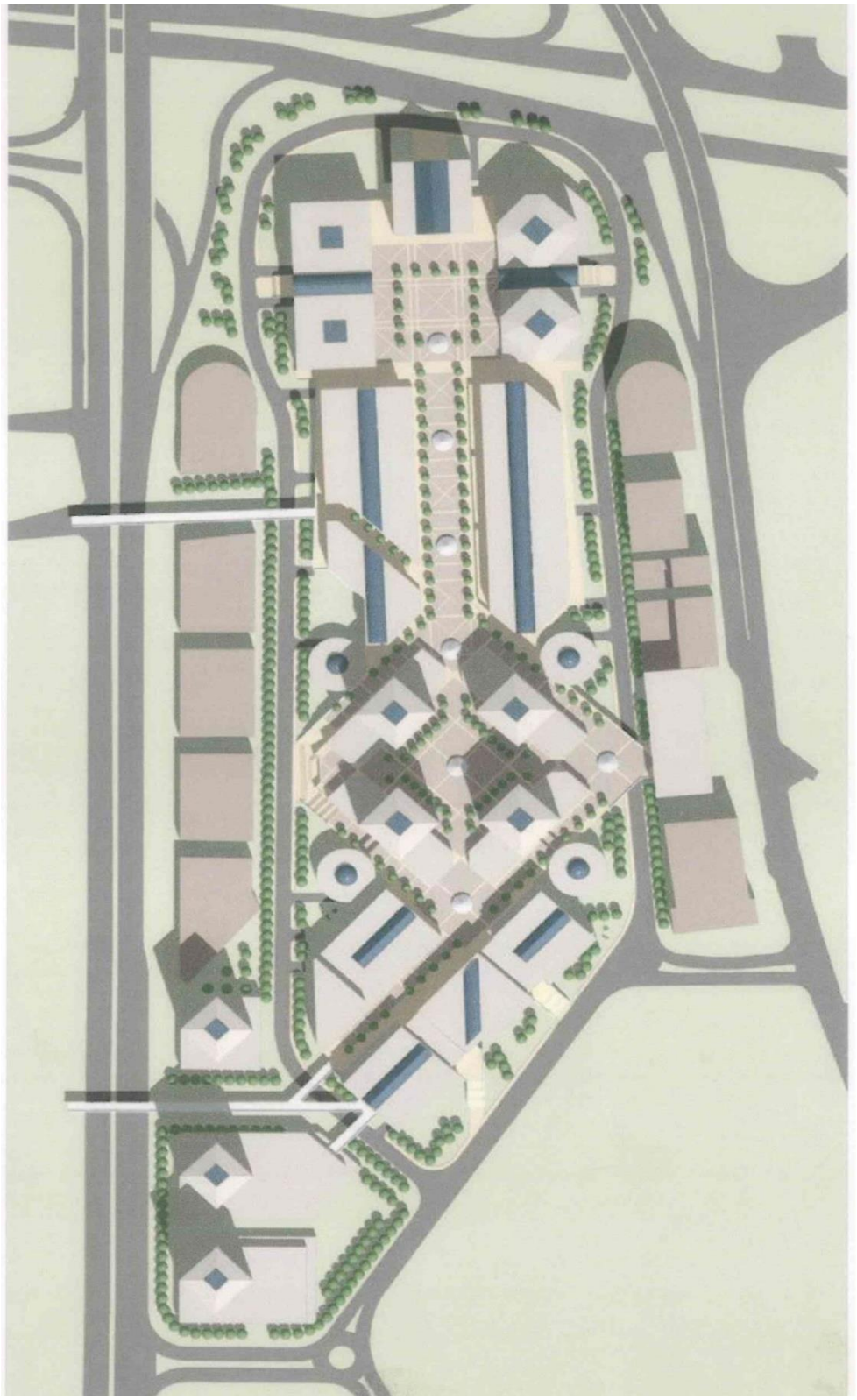

Figure 3.21 Design Proposal for the ITC, 2001 (International Trade Centre Urban Design Project Report)

3.4.1.1 Spatial Setup and Building Configuration

The spatial setup and building configuration of the International Trade Centre was planned to be a system that stretches from south-west to north-east along an internal pedestrian axis and enables vehicle and service access via a road encircling the perimeter. The buildings have been configured within the boundaries of the peripheral vehicular road making it a car free area reserved only for pedestrian flow. The Dışkapı Plaza at the north-west end and the Vakıflar plaza at the centre that is linked with the Çankırı Street, constitute the two main squares that are linked together by channels which form the inner pedestrian road system. While this system works on the ground floor level, the vehicular road at the perimeter is associated with the basement floor level of the buildings. Due to the ground structure in general and being in the impact area of the archaeological zone, the ground floor level in the project area is foreseen to be higher than the natural ground.

In the spatial setup, the principle of physical and functional continuity in indoor and outdoor spaces has been adopted. Arcade and gallery systems, especially in the area within the vehicle service cycle, have been designed throughout the project as the physical reflections of this approach. A precise grading and grid system, which must be followed for each parcel, has been developed in order to ensure continuity in the transitions between buildings and open spaces. On building plots apart from the ones facing the Kazım Karabekir Street, designated as a hotel area, and those facing the Cankiri Street, the principle of continuity, again, was taken into account. Hence, the 2^{nd} basement floors and below, were designed as car parks, 1^{st} basement floors, ground floors, and 1^{st} floors were designated for commerce, trade, shopping and for usage of personal and corporate services. The upper floors were designated for mostly offices and on the top floors, restaurants, meeting halls, cocktail lounges and other cultural and recreative functions were considered.

Within the project, buildings with different typologies were envisaged within the floor space ratio values of 3.00 and 3.50. In many of these structures, proposals have been developed to ensure continuity for the holistic use of the entire area and to achieve linguistic integrity in terms of physical and aesthetic features of the buildings.

In this direction, building uses, the grading and gridline system, facade and section systems are discussed in the report, predominantly taking into account the area left within the vehicle and service cycle. For relevancy of the study, the decisions made on building uses and continuity is focused on in this part.

Especially for the 2nd basement floor, 1st basement floor, ground floor and 1st floors, where parking and commercial uses are located, transitions between buildings were envisaged. Except for the parcels facing Kazım Karabekir Street and Çankırı Street, the 2nd basement floor of the parcels within the vehicle service cycle going round the project area, was designed as a parking lot for users coming from outside to the ITC area, and the 1st basement, ground floor and 1st floors were arranged for commercial use. One of the main features was to ensure the continuity of these uses among the buildings. In the project works, the aim was to design adjacent parcels together, which would contribute to the ITC area physically and functionally and provide various advantages to the landowners and investors such as reducing the number of garage entrances, ease of control, holistic handling of the market area, more efficient use and distribution of the floor space ratio among the parcels. However, this situation was left to the owners of the land, and it was stated that it should be taken into account that the constructions could be realized at different times. In this respect, in the sections of the structures where transitional access is envisaged, there is a consideration to construct destructible walls that do not have load-bearing functions to be removed if desired, offering flexibility.

3.4.1.2 Circulation System

The main vehicle approaches of the area are provided by the 20m road connecting to Cankırı Street and the 25m road connecting to Kazım Karabekir Street. It is envisaged to provide vehicle entrances from the periphery of the structures with a vehicle service loop suspended from these two access roads. With access from this road, the garages foreseen in the 2nd basement floor and below floors of the buildings will meet the parking needs of the area. In particular, the car parks proposed on the 2nd basement floor are intended for users coming from outside to the ITC area, while the

car parks located on the lower floors are intended for use of private car parks for the residents. In this sense, the parking lot should be constructed on the 2nd basement floor, taking into account the continuity with the adjacent parcels. In the project area, a capacity is envisaged to be one car for every 50m2 of usage area. In this direction, according to the calculations made on the building precedents, there is approximately 340,000 m^2 of construction in the area where the detailed urban design project is carried out. Accordingly, there will be parking areas with a total capacity of 6800 vehicles in the project area.

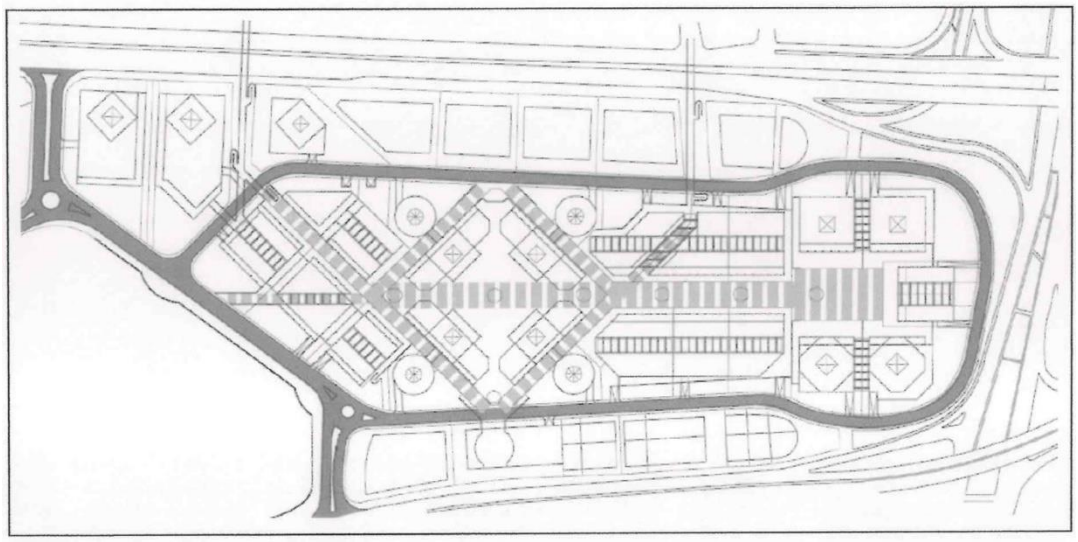

Figure 3.22 Circulation routes for vehicles on the periphery and pedestrian only streets and plazas inside, 2001 (International Trade Centre Urban Design Project Report)

The inner pedestrian spine, which consists of two plazas and the streets connecting them, constitutes the basic pedestrian circulation system. The relationship of the area with the immediate environment is established by pedestrian bridges connecting to the main spine. The pedestrian bridges that have been established in relation with Çankırı Street and Kazım Karabekir Street are also connected to the public transportation points located on these streets. Within the pedestrian zone, arcades were designed on the ground floor level and in order to ensure the continuity of these spaces, it is stated that the elevation and facade lines specified in the Urban Design Project will be strictly adhered to.

3.4.1.3 Building Typology

Structures with different typologies are envisaged within the project. These structures are listed as follows according to their physical structures and functional relationships (see fig. 3.23).

Entrance Structures (A1, F)

These are structures that allow the establishment of a spatial and visual relationship between the project area and its surroundings via their internal spaces. The structure named (A1), provides a visual relationship between Dışkapı Plaza and Dışkapı direction, as well as being a gateway opening to Etlik Street. The structure defined by (F) provides the spatial connection between Vakıflar Plaza and Çankırı Street and represents the opening towards the Castle. This is significant in taking into consideration the concept of Ankara Castle being a definitive landmark in Lörcher's and Jansen's plans for Ankara. In these structures, the floor space ratio is defined as 3.00. In these buildings, the ground floor usage is reserved for commerce while the upper floors are designated for office use.

Spherical Atrium Structures (A2, A3, A4, A5)

Spherical atrium structures are large blocks with a central core. These structures, located around the Dışkapı Plaza, coexist in pairs with a free top cover on the 1st Floor (12.00m). The heights of the buildings with a floor space ratio of 3.50, vary between G+6 and G+9 floors. The upper floors of these buildings, which are intended for commercial use of the 1st basement, ground and 1st floors, are considered for offices.

Structures with Galeries (B1, B2, B3, B4, B5, B6, B7, B8, D1, D2, D3)

These buildings, which are made up of 2 or 3 blocks attached together create a continuous form and are in relation to the gallery system they have. These buildings intend to form a continuous strip market when they come together. Among them, type (B) is proposed as G+5 floors and type (D) as G+6 floors. The floor space ratio for the parcels where these buildings are located is defined as 3.50, and commercial and office uses are envisaged.

Tower Structures (C1, E1, E2, E3)

This group, which consists of the (C1) building group constituting the Vakıflar Plaza and the (E1, E2, E3) structures that are intended to be used as hotels facing Kazım Karabekir Street, are described as Tower Structures. For this building group, the number of floors was determined to be between G+14 – G+15, and the floor space ratio was determined as 3.00. For the (C1) building group, the number of floors was determined as G+12, the floor area ratio was determined as 3.50.

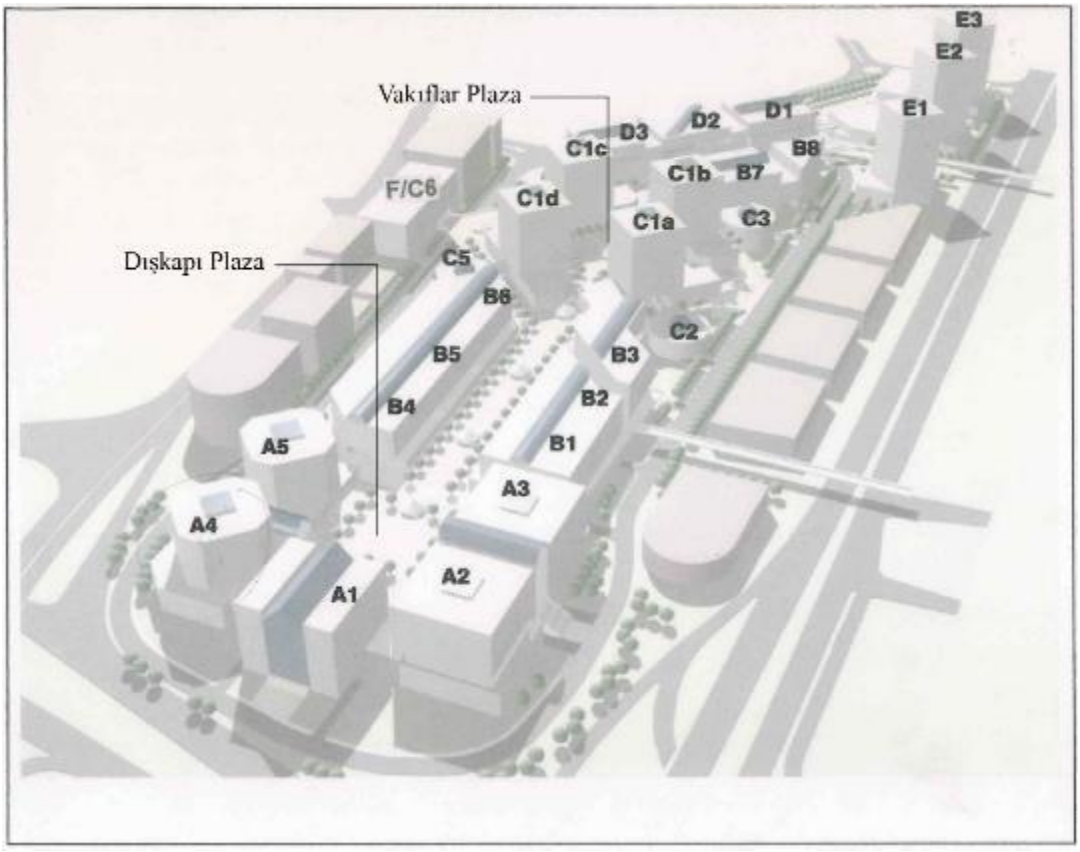

Figure 3.23 3D view of the project visualising the building typologies, 2001 (International Trade Centre Urban Design Project Report)

3.4.2 ITC Design Competition and the Problems Faced in Realisation

Here the problematic phase of the implementation is discussed in order to ascertain why the subject area has not seen concrete development and ended up as a neglected part of the city centre. After the first plans containing the urban design preliminary

project and final project were completed by Ahmet Gülgönen and approved on 07.02.1994, the Municipality carried out the planning and parcellation project for the next several years. On 28.08.2001 a change in plan was issued by the Altındağ Municipal Council and the 1/1000 scale implementation zoning plan amendment was approved by the Metropolitan Municipal Council on 10.10.2001. The boundaries of the project were changed to exclude the plots at the southwestern end and the 2001 project report was prepared according to the new borders and delivered by Gülgönen and team (see comparison in fig 3.24).

After being stuck in bureaucratic procedures, legal obstructions, and a general lack of executive will for almost seven years later, the revision of the ITC zoning plan was finally submitted but cancelled with the decision of the 13th Administrative Court of Ankara on 17.06.2008. The basis of the court's decision and the subject of the annulment was an expert's report stating that there was no 1/5000 scale upper scale plan for this project. The 1/5000 scale Master Development Plan was prepared and submitted to the parliament in line with the urban design project by the Municipality's Department of Housing and Urban Development. However, by this time some of the aspects of the project were obsolete mainly due to new laws on urban renewal and the project needed new revisions. The proposal was therefore rejected by the decision of the Metropolitan Municipal Council dated 18.12.2008 and was "returned" in order to be "re-prepared according to the needs of the day in the style of an urban design project, in the logic of urban transformation."

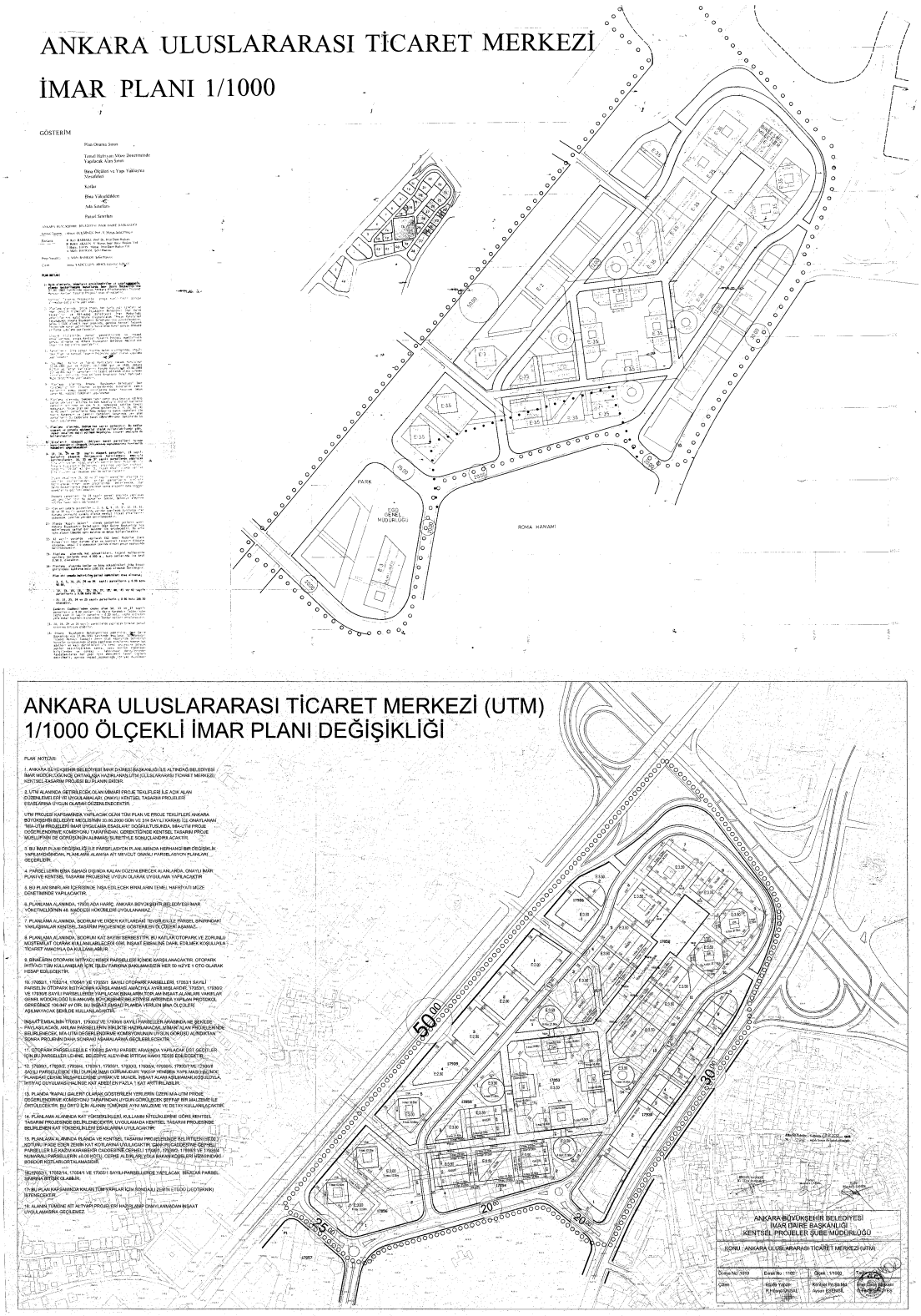

Figure 3.24 a. The first approved 1994 plan **b.** the 2001 ammendment plan, (Ankara Metropolitan Municipality)

The following year, The Mertropolitan Municipal council approved the International Trade Centre Urban Transformation and Development Project Area Boundaries on 14.09.2009 (see **Appendix C**, Decision [Karar] No. 2154). With this the ITC area was now officially defined as an urban transformation area, however on 04.06.2009, the General Directorate of Foundations had written a letter to the Metropolitan Municipality in regard to the protection of interests on the plots they owned which retained the right of the construction of commercial facilities and their lease tender for a period of 49 years with the build-operate-transfer model on the immovable properties registered in the name of the General Directorate of Foundations (island/plots numbered 17053/1, 17055/1, 17052/15-14, 17054/1 and 17930/2). It was requested that the borders and usage decision of the parcels in question be continued, and the arrangement be made as soon as possible by protecting their rights and interests.

Upon this, provided that the approved urban design project area boundary is preserved exactly, the borders of the International Trade Centre (ITC) Urban Transformation and Development Project area were to be determined by the Department of Housing and Urban Development and announced with a 1/5000 scaled border determination sheet. The ITC Urban Transformation and Development Project Area was determined and the Planning and Public Works Commission's report on the approval of the proposal to declare the 1/5000 scale International Trade Centre (ITC) Urban Transformation and Development Project Area Boundary regarding the request of the General Directorate of Foundations was voted and accepted by majority vote (see **Appendix C**, Decision [Karar] No. 1141).

The 1/5000 scale drawings were accepted by the Metropolitan Municipal Council on 16.04.2010. In the approved plan, the borders of the Urban Transformation and Development Project Area (UTDPA) were expanded to include plots originally owned by the Ankara Water and Sewerage Administration to the southwest. In line with the written requests of the Turkish Religious Foundation, The Metropolitan Municipality agreed to make arrangements on roads and parcels after the joining of the new areas where a Religious Facility Area (Mosque) will be designated and to compensate for the loss of rent, justified by judicial decisions, the area reserved for

Social Cultural Facilities had its construction density (floor space ratio) increased to 2.50. Also the entrances to the new metro station were to be preserved and a plot owned by the municipality saw an increase in building density (see **Appendix C**, Decision [Karar] No. 2002).

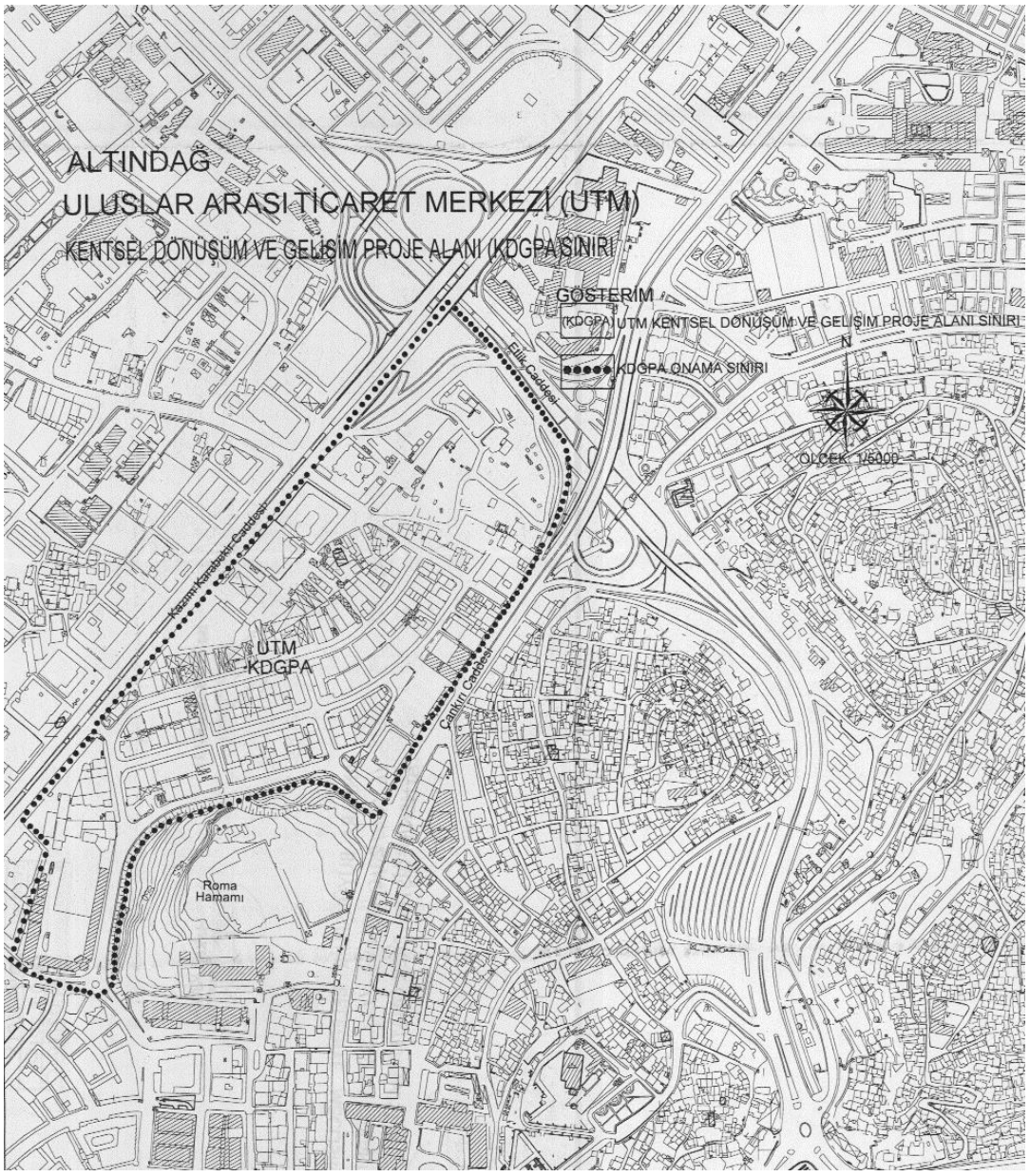

Figure 3.25 The 2010 UTDPA plan with the added plots to the southwest, (Ankara Metropolitan Municipality).

After the Annunciation of the ITC area to be regarded as an Urban Transformation and Development Zone, and was to be transformed accordingly, the Chamber of Architects filed several lawsuits against the Municipality claiming that the methods of this means of transformation is not in the best interest of the public and wanted the cancelation of the plans. This legal process lasted several years starting from 2010 to 2014 resulting in the favour of the Municipality. Among other reasons for the prolongment of the implementation process were several other objections to the plans by landowners, problems encountered in ownership rights on the designated parcels, and decisions to be made on matters such as how to integrate the newly added plots and how to determine the zoning status and equivalent construction area of the plots facing the Çankırı Street.

In 2022 another change of plan was proposed to the municipality by of the Ministry of Culture and Tourism General Directorate of Foundations, dated 31.01.2022. It was stated that there were problems in the parcellation of 8 plots within the current zoning plan, therefore, a plan amendment was prepared and submitted to the council considering the rights and interests of the Directorate of Foundations. But since the area where the immovables are located is the ITC (International Trade Centre) UTDPA, the council decided it should be handled holistically, so the 1/5000 scale master zoning plan and the 1 /1000 scale implementation development plan was prepared as a whole by the Municipality's Department of Housing and Urban Development in accordance with Law No. 5216 (see **Appendix C**, Decision [Karar] No. 522). A report was filed on the matter by the Municipality's Building and Public Works Commission on 22.02.2022 which was later presented to the council.

In this report (see **Appendix C**, report no. 1142), the phases of the ITC project are summarised in chronological order (which has been mentioned throughout this chapter) and the changes made to the previous plans are elucidated. As a result, it is stated that the 1/5000 scale master development plan and 1/1000 scale master development plan were prepared by the joint efforts of the Municipality's Building and Public Works Commission and the General Directorate of Foundations, in which property problems, transportation problems, and construction problems were resolved. In addition, the opinions of Başkent Electricity Distribution Inc., ASKİ

General Directorate, BOTAŞ and Başkent Natural Gas Inc. were received and reflected in the plan changes which formed the basis for the plan change. The Municipal Council accepted the changes with majority vote on 09.03.2022.

According to the report, with the plan revision, planning studies were carried out without changing the use of the existing plans and the construction conditions in the said areas. In the commercial areas, the precedent conditions in the current plan have been preserved. The height condition has been determined as 16 floors, taking into account the height conditions of the Central Business district located across Kazım Karabekir Street. A building approach distance of 10 metres is applied for the facades facing the 15m and 25m wide roads, and 5 metres from the facades facing the Municipality Service Area. In the parcels located on Çankırı Street, the construction condition was determined as 10 floors and attached, taking into account the building heights and the building order in the parcels across the road. As for the plots owned by the General directorate of Foundations, the parcels in question were integrated to create a larger plot.

The problems and obstacles so far faced in the course of the project's implementation have been elucidated in this part. According to official records from the Municipality there has so far been only two plots that have seen a transformation and is stated that, "due to both the property problems and the implementation difficulties of the Urban Design Project, the transformation of the whole area could not be realized." However talks with an official in AMM that are involved in the project have clarified that the project is ongoing (N. Akşam, personal communication, July 24, 2022). With the latest revision plan accepted by the Municipality, the public display period for the plans were between 28.03.2022 – 27.04.2022 wherein only one objection was presented. This objection was dismissed by the Council which currently marks no obstacle for the implementation of the plans.

3.4.3 The 2022 Revision Plan for the ITC

The revision plan was published on 28.02.2022 at 1:5000 and 1:1000 scales. According to this revision there have been significant changes to the inner

configuration of the site. The approval of the revised plan will see a major reduction in public spaces. A majority of the pedestrian streets have been discarded or narrowed down and the originally designed plazas (Vakıflar Plaza and Dışkapı Plaza) have been eliminated. The main *alleé* has also been reduced to a narrow path between the widened plots at the Dışkapı end and leads to nowhere at the Vakıflar end. The remnants of the Dışkapı Plaza can be recognised as a significantly smaller rectangular space reserved for a "Municipal Service Area". This foresees a smaller building being built here with a floor space ratio of 1.5 (see fig. 4.26). According to the definition of such areas by the Ministry of Environment, Urbanization and Climate Change (2014), they are to facilitate buildings to meet local common needs such as fire brigades, emergency health services, marketplace, bread production facility, administrative, social and cultural centres and facilities owned by companies whose capital belongs more than half to the municipality. Although such a space may be necessary within the project area, it must not be placed at the expense of possibly the most important public space in the original Project designed to have visual, perceptive and symbolic importance. Furthermore the narrowed down streets pose the risk of extreme crowdedness and can cause an inefficiency in pedestrian circulation with potential bottlenecks forming.

The public spaces -paths, streets and squares have lost their attractiveness and perceivability which will most probably have an adverse effect, curtailing the overall quality of the setup. No doubt, these changes will diminish the potential of the public realm originally designed to host a vibrant setting with efficiently organized connections. There is no clear information on how the connection points with the neighbouring regions will function. The elaborate pedestrian network that connected the area to the CBD also seems to be discarded. The vehicular road that goes around the inner pedestrian zone has been preserved and is stated in the plan notes that parking will be solved within every individual plot. Almost all the inner plots have been increased in size with the floor space ratio remaining at 3.50. It seems as though the decision of continuity among the buildings of each plot at the ground level has been disregarded.

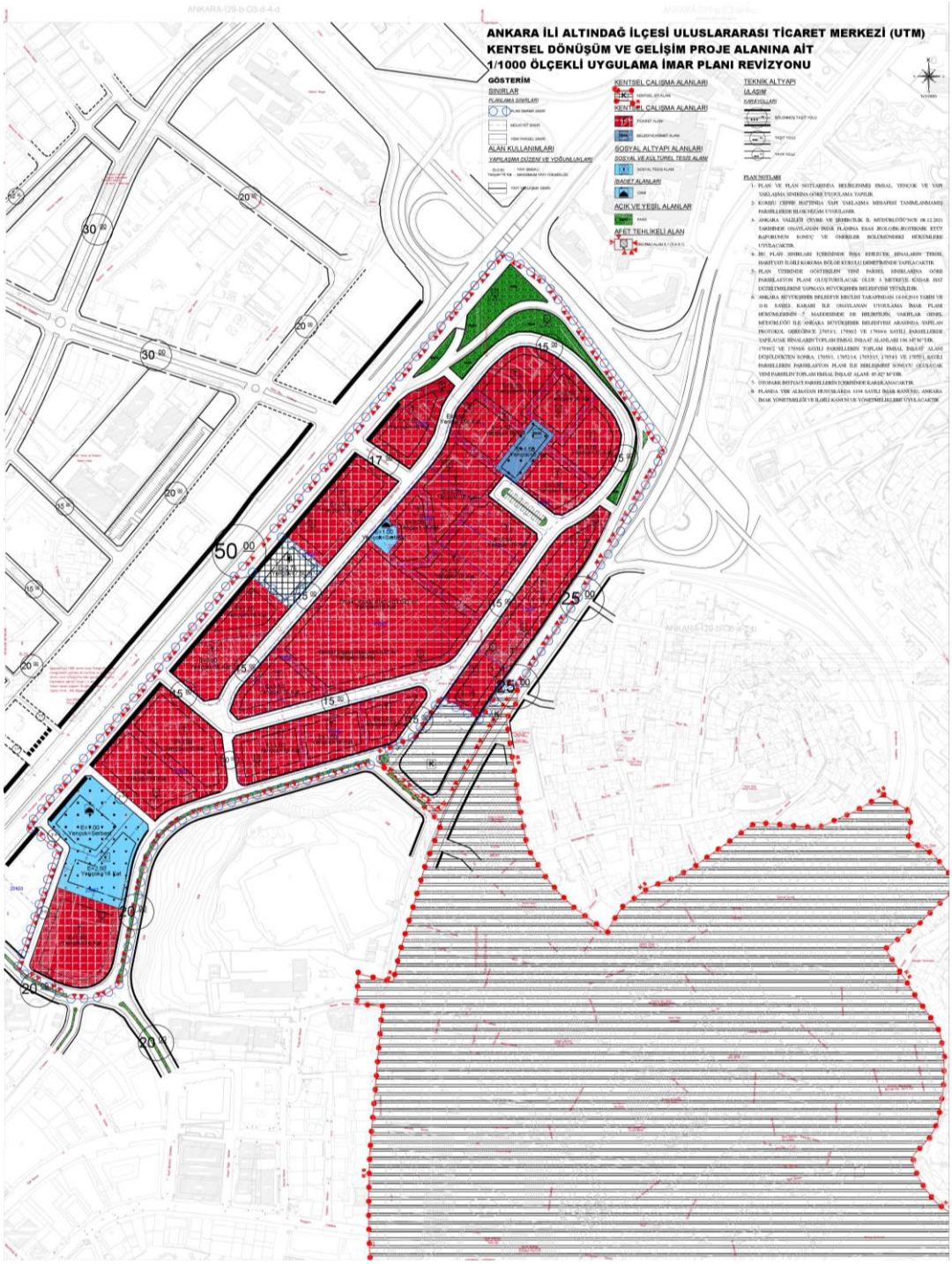

Figure 3.26 The 1:1000 scale revision plan for the ITC, 2022 (Ankara Metropolitan Municipality).

CHAPTER 4

AN ANALYSIS ON THE STUDY AREA AND EVALUATION OF ITS FUTURE PROJECTION IN THE PREMISE OF PLACE MAKING

4.1 High Potentials and High Stakes: An Overview of the ITC Project with Regard to its Context

The project site is located in a place that offers high potential in terms of economic, social and cultural value. The area being located right in the midst of the developing urban core and neighbouring one of the most important archaeological sites of Ankara, the Roman Baths, makes it a delicate subject. The proximity to both Ottoman era and Republican era historic sites is also a key factor to include when dealing with the area's transformation. While integration with the nearby historic context and renewal projects going on in this premise is a crucial matter, ongoing projects further to the west and southwest of the area aiming to transform Ulus into a contemporary city centre, appear as another important factor to consider. Currently the CBD project is underway and according to the municipality's plans, it is intended to work in conjunction with the International Trade Centre proposed for the subject area. These two projects are a part of the greater plan to transform Ulus into a functioning part of the city and reclaim its position as the centre of Ankara. While existing centres such as Kızılay, Söğütözü and newly emerging Çayyolu may continue to serve as districts for commercial, business, and cultural activities, The trend of an ever-decentralising city may be turned around and a new sense of place may be asserted to the transforming areas of Ulus if regeneration projects are conducted successfully.

Within close proximity to the old city, other large-scale development projects are underway, the 'Centre Ankara' (*Merkez Ankara*) project, which is an agglomeration of high-rise buildings that create a complex of residential, official, commercial, and cultural uses. Combined with the new city park, the 'Nation Garden' (Millet Bahçesi) built in the area known as Ataturk Cultural Centre (AKM) –as part of a nation-wide

symbolic city park construction act executed by the government– located in between the CBD and Centre Ankara projects, it seems a more wholistic vision for the city centre of Ankara is still being considered. Also included in the greater plan to transform the city centre of Ankara, the Ulus Historic city centre project is possibly the most ambitious one and became the most controversial. The project aimed to completely renovate the historic city centre and preserve the cultural heritage of Ulus (Erkal et al. 2005).

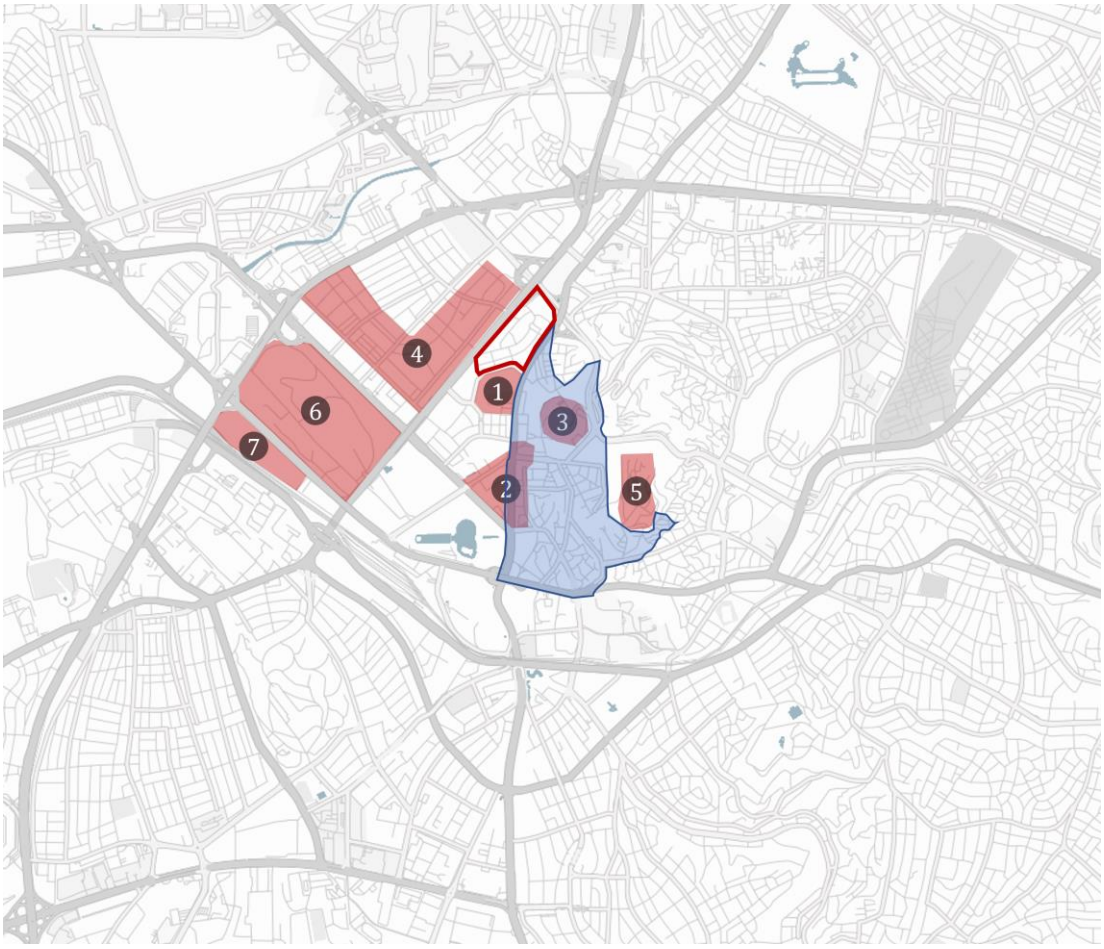

Figure 4.1 The study area in relation to its context. **1.** Roman Baths archaeological site **2.** Ulus square and its vicinity **3.** Hacı Bayram Mosque and Augustus Temple **4.** The CBD project area **5.** The Citadel **6.** 'Nation Garden'-AKM **7.** 'Centre Ankara' mixed use project. The project boundaries of the Ulus Historical City Centre Conservation Reconstruction and Restoration Plan is shown in blue.

The project first started in 1986 with a competition. Ulus Historical City Centre Conservation Reconstruction and Restoration Plan was the winner of the competition and was accepted in 1989. In 2005 this plan was cancelled, and a new project was undertaken without respect to legal conservation acts and the 1989 Ulus Historical City Centre Conservation Plan rehabilitation program. This project was the Ankara Historical City Centre Renewal Area Conservation Plan and was, in its nature, a renewal project rather than a revitalisation (Erkal, et al., 2005). It stemmed from the original 1989 project but disregarded some key decisions of the original plan as well as utilizing incorrect restoration methods and thus was widely criticized. It was put to a halt in 2008. (Tuncer 2013).

In this process of regenerating the historic city centre, an important restructuring is also going on which intends to gentrify Ulus. The Historic City Centre Renewal project has mostly annihilated ordinary residential uses and transformed many areas as polished commercial areas only serving tourism. Furthermore, the Centre Ankara project is a huge development scheme to generate high value property which will help gentrify the city centre. This seems to be a typical attempt of "local authorities to recall the high-income group which has left the city (Mace et al., 2007; Levine, 2004)" (Güzey, 2009, p. 28). The CBD is also emerging as another out of proportion development with skyscrapers and nifty, expensive shopping malls. Although these types of projects are understandable to a certain degree, it should not be conducted at the expense of the equal rights city inhabitants ought to enjoy when wanting to access urban centres. As mentioned in the second chapter, diversity is the key for vital and intriguing urban centres.

Yet, the current development trend seems to be directing the newly emerging city centre of Ankara in the opposite direction. According to Smith (2006), the primary force that shapes city centres in neo-liberal economies, is the rent created out of the difference between the increasing price of land and the decreasing price of worn-out housing. In this sense the whole of Ulus' immediate vicinity presents a very attractive opportunity to insert added value to land and obtain profit via transformation.

Although it is important to note that while there are positive aspects in the transformation of Ulus such as the existence of a development plan that wants to regenerate the city centre in a coherent way and rid the city centre of deprivation, it does however pose a risk for the interests of the public –the ordinary citizen and the existing inhabitants of the area. With the prospects of immense rent to be created out of such large endeavours, it seems like the transformation is developing at the expense of public interest and driven by the market economy as it is possible to see an astronomical increase in floor space ratio of plots in both the CBD and the ITC areas. Constructions that have started in the CBD area make visible the sheer scale of the buildings being erected right near the historic core.

This in turn will lead to further gentrification and cause a homogenised physical and social environment trumping the right to access of different social groups, especially the existing low-income inhabitants of the surrounding areas. Nora (1996) considers social structures formed by the permanency of inhabitants as a very important factor for the preservation of collective memory and societal patterns. Thus a transformation within Ulus and its surroundings should consider social structures that have managed to establish a meaningful existence within the space they occupy. If this existing occupancy can be transferred and integrated into the renewed urban environment, a combination of the new and old users of the space created after the transformation can establish a more diverse public domain. Uses, activities, and public spaces that accommodate these could generate themselves within the dynamic setting of this diversity. Furthermore, the existence of different socio-economic groups can give way for a wider spectrum of rent and offer a place for different commercial or cultural activities for a wider range of citizens of socio-economic status. This will ultimately enhance the public realm as well as creating a more egalitarian space out of the city centre making it an accessible place for every social stratum.

4.2 Current State of the Study Area: Iskitler Small Industry as a Neglected Urban Space

It is necessary to assess the study area and its current situation in respect to its contingency to the old city. Over the course of the 20'th century Ankara gained great importance but the effects of a number of misfortunate evets that took place in the last century or more, were visible. As discussed in section 3.2, the old city's decline started in the 18th and 19th centuries and by the end of the Independence war, which was to be followed by the founding of the republic, the city had already faced famines, severe poverty, and several fires that destroyed much of the historic urban fabric. Although a period of relative prosperity and positive developments were experienced in the early years of the republic, the old city continued to face great odds against economic and political strife (Poyraz & Gündoğan, 2014). Especially after the second half of the 20th century mass migration started and inadequate planning policies and careless interventions by municipal administration and the private sector exacerbated the problem (Batuman, 2012). Today, the decaying city centre is decentralized after an exponential growth towards the west that started during the 1980s (see section 3.3). Hence, years of neglect and an inability to execute the necessary conservation or renewal programs, resulted in a poor environmental quality in Ulus both physically and socially.

In its early stages, this process of deterioration forced the more rooted residents to gradually abandon the area, some of whose existence there dated back centuries. This deterioration process has maintained itself for an extended period of time and caused many parts of the district of Ulus to be in a constant state of transition. The most significant change was seen during the period between the 1940s and 1950s when increased industrialisation brought the need for labour force (Poyraz & Gündoğan, 2014). The vacant places were filled by migrating masses from around Anatolia looking for cheap rent in the city which also resulted in squatter housing (Poyraz & Gündoğan, 2014). Individuals who migrated to the city to obtain financial stability, had brought their rural lifestyles to the city which brought about societal divisions (Akalın, 2017). This process had eliminated existing social patterns and flocked

migrants in a place unfamiliar to them that would take long periods of time to affiliate themselves to. Ruptures like these that have occurred over time tend to bring along societal traumas and those of the post-industrial world are mostly due to the agglomeration of large groups of people that create densely populated cities with an incapacity to form true communities, which in turn causes alienation (Mumford, 1961). Studies show that even today, the societal traumas created by the industrial revolution still linger in society. Rentflow (2017) states that, "regional patterns of personality and well-being may have their roots in major societal changes underway decades or centuries earlier, and the Industrial Revolution is arguably one of the most influential and formative epochs in modern history."

Although Turkey didn't go through the same process of industrialisation as North America and Europe, similar outcomes have occurred within a more recent time scape possibly with a lesser intensity. In societal terms, a very familiar process of disorientation has been under way due to mass migration to cities where large groups of people had no choice but to move in order to look for work and hence resulted in squatting where people lived in poor conditions. Migration from the rural is still occurrent in smaller scales however in recent years new ruptures have evolved due to new waves of migrants this time from war torn neighbouring countries, who have also settled in and around the Ulus region. These aspects that form the roots of societal issues in the area along with the shift in centrality that is still occurrent today, caused the once prestigious districts of Ulus to lose their importance.

The current derelict state of the Iskitler Small Industry and it being neglected for so long is intertwined with the complexities of Ulus as a whole and therefore has a profound background. As previously mentioned, there are currently ongoing attempts to renew the area and several other projects for its vicinity, however all the projects planned for the Ulus district have gone through painstakingly long processes with little to no progress. As elucidated in 3.4, the plans to regenerate the Iskitler Small Industry area date back to the early nineties foreseeing a new central business district for the Zübeyde Hanım part and an International Trade Centre for the Hacı Bayram part. For the Hacı Bayram section there has been no noteworthy developments regarding the implementation of the plan other that a partial evacuation that took

place in 2004. In time some workshops have reappeared and reoccupied dilapidated buildings making the area still functional but operating in bad conditions. Although being well located and very central, the area has not been attended to and has been left as a run-down part of the city and can be specified as a neglected urban space.

The first scheme of intervention on the area came with the approval of the 1990 master plan of Ankara. The Iskitler Small Industry site was to be transformed within the premise of the Metropolitan Central Business Area Development Zone. Between the years 1992-1994 a competition was held by the municipality of Ankara for the International Trade Centre Urban Design Concept and Final Projects and was won by Architect Ahmet Gülgönen. The 1:1000 scaled project drawings were accepted by the municipal council on 07/02/1994. With the decision of the Metropolitan Municipal Council dated 25.04.2000, the implementation principles of the ITC-CBD were determined, and the directive was accepted on 20.06.2000. In 2001 a project report was prepared by the winning team and explained in detail the conceptual specifications of the project and how it will function in relation to its context. However almost no concrete steps have been taken to actualize the plan. N. Akşam (personal communication, May 31, 2022) who works in the Metropolitan Municipality states that the attempts at initiating the design plans have been constantly stalled by legal obstacles and unresolved disputes over land ownership.

The main problem of the subject area is that although it is a well-located area within the city centre, it is neglected and has for many years been a space that authorities have not been able to implement the transformation plan. There have been several cases where the vacation of the area was initiated but had not fully undergone. Currently it lacks the principal features of a place and cannot lay value to act as a part of urban life. Moreover, its prevailing use as a low-density industrial site is no longer a suitable utilisation of the area and cannot become a coherent and efficient place for the transforming city centre. The many years of uncertainty and neglect by both officials and the users have rendered the area as one of the most undesirable areas in the city centre. The fate of this area is not completely disconnected to that of Ulus as a whole. Although with the Jansen plan the first policy in regard to the old city was to preserve it, later events and decisions resulted in the old city to be left to its own

fate and neglected to a point where its historic and architectural values had almost disappeared and was mostly forgotten by the city's inhabitants as Ulus became a place known for its slums and high crime rates.

The problems faced in implementing the required changes to the area caused the current state of neglect which has subsequently brought about a disengagement between the space and city inhabitants. This is no doubt due to an inability to acquire a sense of place. The advent of neglect has caused several problems that pertain to social and physical dimensions. In this part, the social and physical repercussions of neglect are addressed. While the social dimension is discussed on the basis of safety, sense of belonging and integration with the rest of urbanity, the physical dimension is discussed on account of visual aesthetics, usage of space, and quality of the built environment as well as the level of care and maintenance shown by the users of the area. Hence there are many different forms of deficiencies observed in the area, which are examples of the defining features of Neglected Urban Spaces. By extension, it is exemplified that these features can also reflect on the attitude of users. Thus when entered, the area is dominated by dilapidated buildings, urban voids, left over spaces, lost spaces, or spaces that may be defined but unoccupied, purposeless, misused or underused, due to the level of carelessness. Hence there are also many spaces that are occupied but lacks 'possession' in the sense that the owners do not care for what they own. Following these analyses are the data on land use and then transportation.

4.2.1 Social Condition

Urban spaces that do not contribute to the aesthetic and functional needs of the city inhabitants can cause certain behavioural defects toward a space which can be determined as an effect of poor spatial characteristics and poverty. High crime rates, disorder, and the aforementioned lack of possession and care for properties can be shown as examples. The Iskitler Small Industry site is located in a place which has seen high crime rates. Currently, the neighbourhoods immediately surrounding the study site which constitute the bulk of housing stock, can be listed as; İsmet Paşa (which was incorporated into Hacıbayram neighbourhood), Atıfbey, Anafartalar,

Kale, Örnek, and Zübeyde Hanım. These can be identified as the neighbourhoods that in majority, feed Ulus district's commercial and social life. However, these neighbourhoods are also known for their poor living conditions and high crime rates. These have been the neighbourhoods that have taken in the migrating masses for decades.

At the turn of the 20th century most of the residential buildings of Old Ankara were already at dire states and population was at its lowest point. Some houses were repaired and reused by resettled political and bureaucratic elite from Istanbul during the1920s but as the new plans were put it action these people relocated to newly formed Yenişehir and Çankaya districts to the South (Şenyapılı, 2004). During the first half of the 20th century, as waves of migrants from the rural came to settle, they did so by settling in the empty houses of the Old city or built their own houses illegally which marks the first emergence of squatters in the neighbourhoods mentioned above. The societal changes that have occurred here begin with the industrialisation phase in the 1950s. While more slums were constantly appearing within the centre and the peripheries of Ankara, the demographics were changing also, physical changes brought with it societal changes (Bektaş & Yücel, 2013; Ertaş, 2011).

In the process of migration from rural to urban, there are two types of settlement. First, by creating shantytowns on the outskirts of the city (Keyder, 2000; Karpat, 2003). The second kind of settlement takes place in the form of direct migration to old residential areas near the centre rather than the periphery of the city (Kıray, 2007, p. 22). For the neighbourhood of Hacı Bayram, it is possible to identify the second type of migration trend where migrants temporarily come to live as tenants in the dilapidated buildings of the old city where they can easily access places to work, later moving toward the outer rim where there are slums, either newly built or old, and buy themselves a cheap house (Gürbüz, 2009). The study area is surrounded by settlement areas such as these namely, Hacı Bayram itself, Anafartalar (which was incorporated into Hacıbayram as well), Kale, and Atıfbey neighbourhoods. Research shows that these areas initially received migrants from central Anatolian Cities such as Kayseri, Çorum, Yozgat, Adapazı, and Haymana (Gürbüz, 2009; Hacıoğlu & Tekbaş, 2021).

Today a greater mixture of ethnic and cultural backgrounds can be seen including Gypsies, migrants from the eastern provinces of Turkey as well as Syrian and Iraqi refugees. Furthermore, the area has attracted a large number of people that are homeless or has no family bonds from out of town, usually consisting of worker men looking for employment some of which stay in the low standard hotels in the neighbourhood for a cheap price (Gürbüz, 2009).

The people who settle in this area fit the description of Kıray's (2007) migrant profile where they aim to settle for a temporary time until they improve their economic situation. This causes a constant circulation of migrants and stranger people. According to the studies of Gürbüz (2009), the crime rates of Hacı Bayram are higher compared to the general rates of the city, education levels are low with the majority not exceeding secondary school education and there is a very high amount of unemployment. Ulus in general has had major issues with safety for many decades and its reasons can be traced to the link between urbanisation and crime. High crime rates are either a direct or an indirect result of rapid urbanisation and uncontrolled flow of migration (Akalın, 2016). The fact that these slum areas house people from a multitude of cultural backgrounds can be shown as a reason for social incompatibility. Although this indicates diversity which is not a negative thing, the case of Ulus shows that the different groups of people lack a sense of belonging and have formed dissociated conglomerations as a result of alienation. In many parts of Ulus, rural populations have formed connections based on 'townsmanship' and kinship (Erman, 1996; Hatiboğlu Eren, 2014). Such temporal and segregated existences bring with it an estrangement toward the urban, causes the weakening of social communication, and decreases social control (Watts & Watts, 1981, p. 425, as cited in Karasu, 2008, p. 258).

However, as stated by Akalın (2016), the weakening of social communication and social control are not the only reasons for safety issues. The existence of problems such as environmental pollution, heavy traffic, transportation difficulties, livelihood concerns, unemployment, high service costs, poverty and economic depression in urban areas cause negative effects on the psychology of the person; this situation can increase the tendency of violence and increase crime rates. It is possible to witness

these circumstances in the neighbourhood of Hacı Bayram. Being an area of low-income citizens and low education rates, the inhabitants find it difficult to cope in an urban environment and when combined with the poor quality of their physical environment and the city's inability to provide services, the inhabitants of these areas feel deprived of basic needs and economic well-being which in turn makes them feel excluded (Hacıoğlu & Tekbaş, 2021). Although research shows that slum neighbourhoods in the Hacı Bayram neighbourhood have had their own way of creating a community and have shown examples of resilience and solidarity, they have done so by mostly being exempt from the totality of the urban context they exist in (Gürbüz, 2009). Thus, it is possible to say the absence of the sense of belonging is a result of marginalisation from the rest of the city, causing them to existed in their own pockets as "city peasants." (Erman, 1996) This, in time, has marked the character of Ulus as a place of unfamiliar and incompatible social existences that are seen as hostile by the majority of the 'rest' of urbanity.

Even though it is true that the societal structure of the area is fluxional and inconsistent, and is itself in a constant state of transition, it is also important to note that there are still people who have been living in the area for many years as their forefathers before them. Although there are not so many families left from pre-republican days, it has been noted in Hatiboğlu Eren (2014) that there are people whose families have been living in the area since the first migrations from the rural during the early republic period and are concerned about their being thrown out of their "heritage land" due to urban transformation programmes.

Although the study area has no residential stock of its own, the neighbourhood of Hacı Bayram and the surrounding Kale and Atıfbey neighbourhoods mentioned previously are the foremost areas that make up the immediate residential stock and constitute a big part of the social profile of Ulus and the Iskitler Small Industry area. Many workshop owners also live in these surrounding neighbourhoods who experience the societal defects the most. In addition, the customer profile is again mostly low-income citizens from the vicinity or from low-income districts from the periphery in search of cheap services. The physical properties referred to as some of the root causes of social instability are due to a long period of neglect on many areas

of Ankara's Urban core. The Iskitler Small Industry is one of the areas that has possibly seen the greatest lack of initiative for renewal and has remained an area of uncertainty. This area is thus a forgotten part of the city not likely visited by anyone other than the limited number of people that use the old structures that exist and those that look for the cheap services they provide. It does not possess the necessary criteria to make it liable in the public's eyes. Therefore, it cannot generate vitality as it shows signs of displacement and a lack of meaning and aesthetic quality which as a consequence cannot contribute to its urban context.

Hence, the outcome of neglect and a constant state of transition displays itself as either a lack in the sense of balance, well-being, cues of environment, or loss of memories and meanings. According to Lynch (1960), the existence of these are what establishes liability. For balance and well-being, orientation comes to the fore; orientation in a city is best formed by sequential cues, usually memorable places and landmarks. These continuous sequences are not only important for functional efficiency but also for emotional security (Lynch, 1960). Places with memory and meaning could consist of places that have witnessed important moments in history or just a spot or a detail that has a place in the locals' minds for identifying and orientating themselves.

Although the subject area is one that has not necessarily lost its urban memory, in the sense that societal patterns are no more or important memorable places were destroyed, it is rather a place that did not have a significant history and collective memory to begin with, as it is depicted as a graveyard in the 1924 map of Ankara (Fig. 3.10) and has been used as a low-density industrial and commercial ground for several decades, but nevertheless shows a deficit in certain characteristics that would have otherwise rendered it a more functional and aesthetic place and possibly would have had cues that pertain to a memorability of a shorter term, but no less important in the eyes of the everyday user.

4.2.2 Physical Condition

The physical condition of the area is highly displeasing and conveys a state of transition, which has maintained itself for decades. This permanent state of transition is what has left this area in limbo and rendered the users' approach to their environment accordingly. The user's level of possession has decreased in proportion to the level of neglect shown by authorities. Below are examples of spaces that are occupied but lack 'possession'. Occupancy implies, use of space whereas possession not only implies use in the practical sense but also 'maintenance' and 'control' (Alanyalı, 2003). These two concepts indicate that the user 'cares' for their possession (Alanyalı, 2003), which subsequently arises the opposite outcome of neglect. This terminology may register to both open and closed spaces or it may include a whole neighbourhood like in the case of Iskitler Small Industry site.

Current observations show that the area has several properties that make evident the result of neglect and the characteristics of a dysfunctional urban area such as demolished sites, vacant plots, and derelict or decaying buildings. Moreover, undefined space that form along, or beneath roads or in between plots and unused spaces between buildings create left-over spaces. These features impact the image of the area making it aesthetically unpleasing and uninviting as well as making it suitable for illegal activities. These are all features of Neglected Urban Spaces and pose a risk for the well-being of an urban environment. There are also constant obstacles that obstruct the user both physically and visually. This pertains to the accessibility factor making it hard to get to or move within the area. The vacant plots and vast parking lots within the area can be shown as examples for lost space. These lost spaces along with left-over spaces are a direct indication of a lack of efficient use and activity which is subsequently linked with vitality.

Figure 4.2 Examples of workshops within the industrial complex which lack care and maintenance.

Figure 4.3 Ruined and dilapidated buildings that give a negative image of the place.

Figure 4.4 Empty lots and vast carparks as examples of lost space.

4.2.3 Land Use

The area of Iskitler Small Industry currently accommodates mostly workshops that serve the automobile sector working as repair shops and/or spare parts sellers. Alongside these there are small commercial businesses that operate for retail, food, and entertainment. There are also several public and semi-public buildings (Fig. 4.5); these being, Ankara Courthouse Dışkapı Additional Service Building (1), a wing of the Ministry of Health (2), and a student guest house (3) owned by the Turkish Education Syndicate (Türk Eğitim Sendikası). There are many empty spaces utilised as either car parks or by nearby shop owners, immigrants or squatter inhabitants as dumps, storage spaces, and a flea market.

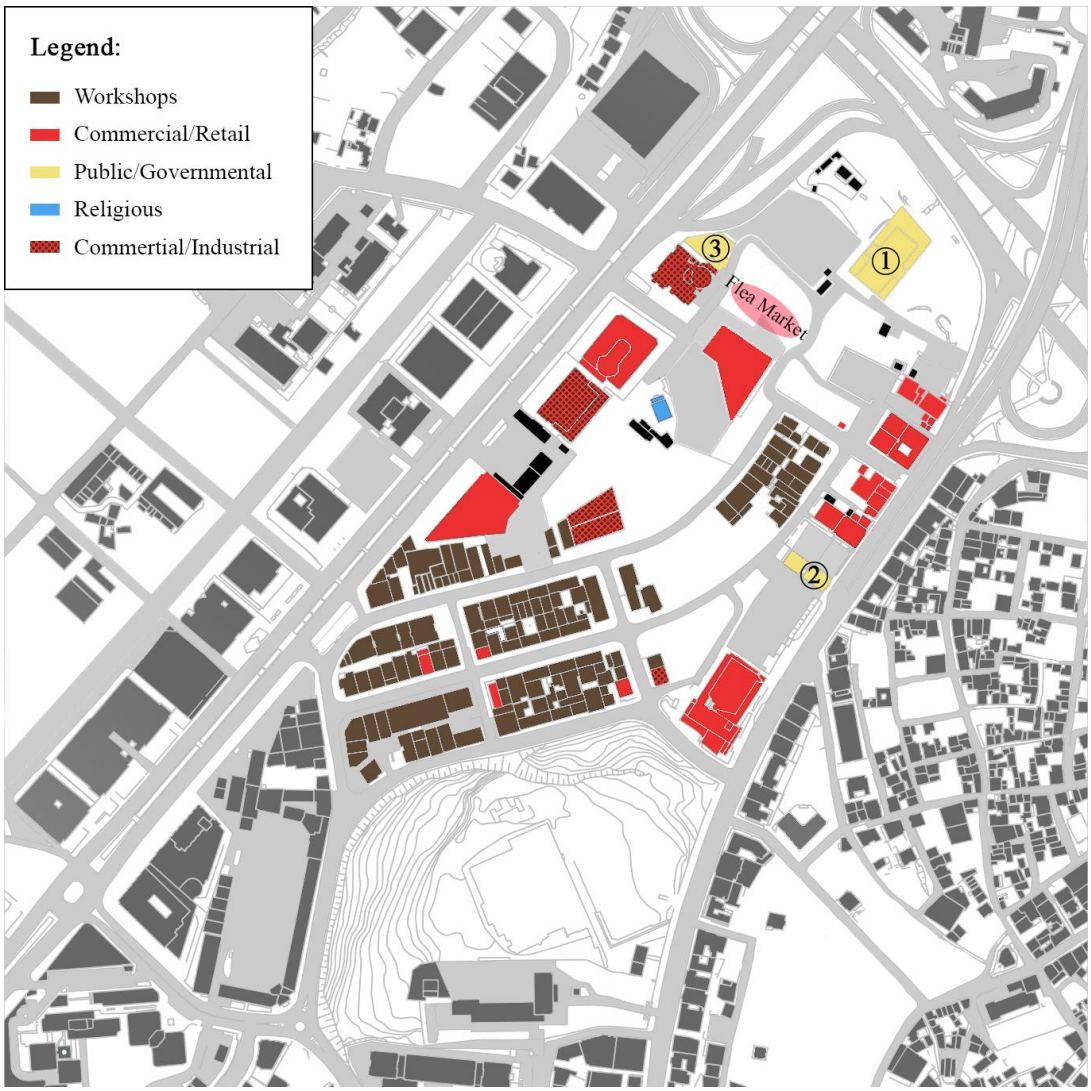

Figure 4.5 Land use scheme of the Iskitler Small Industry area.

4.2.4 Transportation

As mentioned before, the area is situated at a very central position and therefore is highly accessible by public and private transport via the main routes that cross Ankara and form intersections around the site. Although public transport is less efficient compared to ease of access by private transport thanks to transit highways, it is still an easier accessed part of the city. One of the main problems of public transport is that it isn't equally efficient from different parts of the city. For instance, rail lines predominantly serve the Western part of the city. Bus routes predominantly serve the north-south axis and travel shorter distances compared to routes coming from the east and west but are overly crowded. On the other hand, the roads on the east-west axis are larger and less congested compared to those on the north-south as they are more transit routes. On the other hand the recently opened northern metro line has made it easier to get to the site. This metro line has a station that is located right at the south-western border of the site which makes it very convenient.

With a growing underground rail network that has its focus on the Ulus and Kızılay areas, access to the site will no doubt increase. The matter accessibility by transport is discussed under the title transportation. In terms of access that pertains to the legibility aspect of the site, various factors come to the fore; topography is one. While the topographical features of the site itself is quite favourable with a flat nature, there are topographical features surrounding the area that prevent visual or physical access,. Another factor is impenetrable roads or other obstacles that prevent access. These aspects are further elaborated in section 4.3 under *accessibility*.

Although transportation to the site via personal transport is quite efficient due to the high-capacity highway system within the city, public transport in Ankara has been a subject of criticism for many years. The inadequacy and inefficiency of metro lines are a problem that affects the accessibility rates to the city centre. Within the dual-centred structure of Ankara, Kızılay has predominantly been the favoured central district for a long time and Ulus by-passed. Although the new northern metro line coming from Keçiören passes close to Ulus, the northeast and east of the city has no metro lines planned in the near future and relies on busses or the informal minibus

network which are almost always over-crowded. The existing lines either have no connection with Ulus or at best touches its outskirt such as the M1-M3 line running through the north-west corridor which has a station named Ulus but does not have a strong connection with the more central and busy areas of the area. However the northern M4 line completed in 2017, runs closer to Ulus than other lines with the ASKİ station located at the border of the Iskitler Small Industry (Fig. 4.6). But even this line does not pass straight through Ulus and was rather intended to serve both the CBD and ITC in the future with its station located on the busy Kazım Karabekir Street.

The main public transportation that has larger variety of routes to Ulus are busses and the informal minibuses (*Dolmuş*). There are three bus stops that offer access to the site. One of them is located at the western border of the site named the *İskitler Meslek Lisesi* stop with 11 bus lines all of which are northern lines mostly connecting the Keçiören district. There is another stop on Etlik Street, the *Dışkapı* stop at the northeast end with 29 bus lines, and the other stop is the *Yiba Çarşısı* stop at the eastern border of the site with 65 bus lines. This stop is located on Çankırı Street, the extension of the Atatürk Boulevard, which has served as the main north-south axis of central Ankara since the 1930s. Hence this stop offers the highest accessibility both in terms of variety of bus lines and the fact that it is located at an easier access point compared to the other stops due to the size and busyness of the roads they are on. The bus lines that pass through this stop are once again predominantly on the north south axis and rarely diverges to east and west directions. These lines run longer distances and connect the southern most districts with the north while running through Ulus. There are hardly any formal means of transport connecting the east of the city.

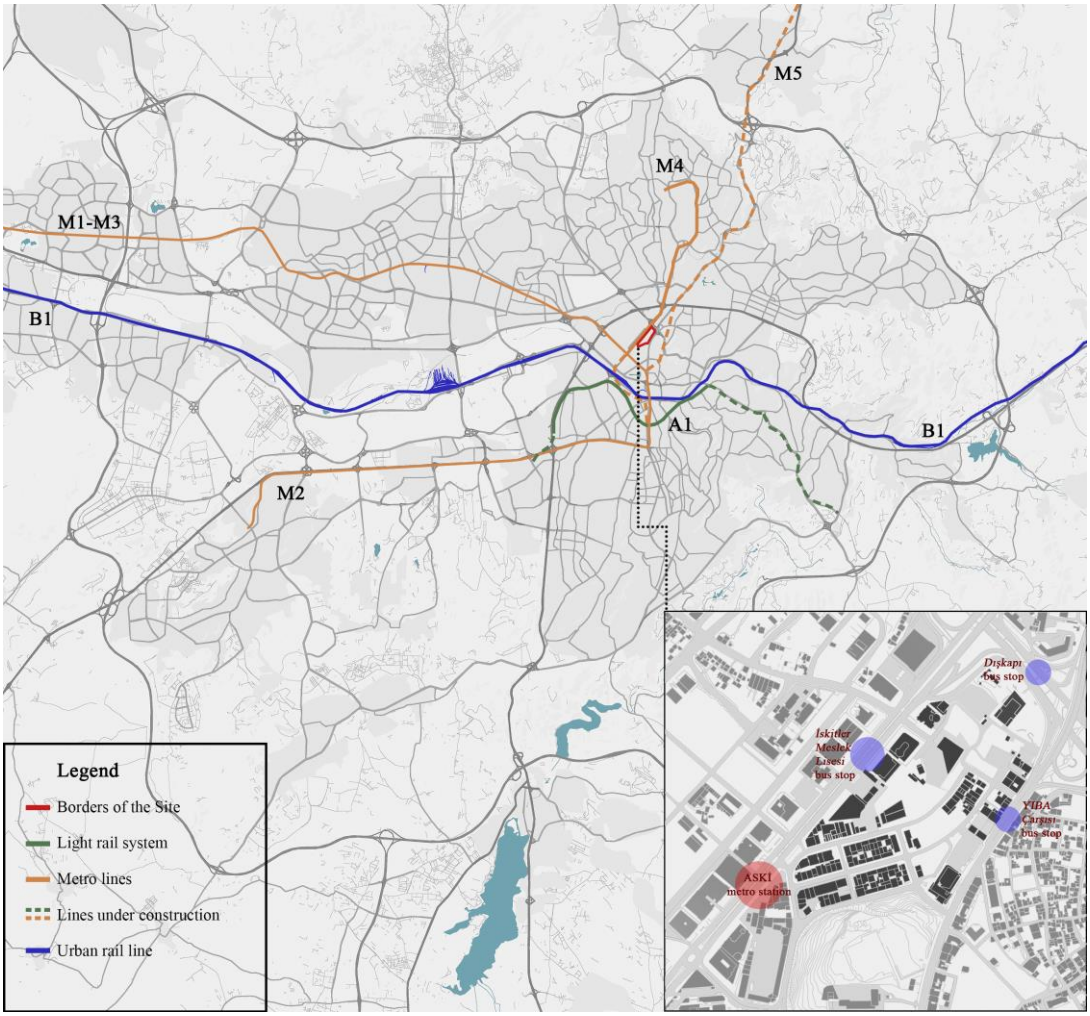

Figure 4.6 Current rail network of Ankara as of 2022 (information obtained from EGO [Electricity Gas Bus] General Directorate).

4.3 Evaluation of the Area Regarding the Assessment Criteria

After discussing the current state of the study area in regard to the conditions that demonstrate its character as a Neglected Urban Space along with its current use and place within the city, the subject will be further analysed according to the assessment criteria determined in the second chapter which define the pre-sets of successful urban places. The table below shows the list of variables and their existence in the area. These are then discussed in more detail under the respective headings.

Table 4.1 Evaluation Table (1) for Current Situation.

MODEL FOR EVALUATING THE CURRENT SITUATION OF THE STUDY AREA					
Variables	**Definers**	**Assessment**			
		Assessment Method	**Existent**	**Non-Existent**	**Existent to a Limited Extend**
Mixed use	Diversity in uses; Offices, shops, educational facilities, recreation, entertainment, residential (primary uses) enterprises and services (secondary uses).	Observation+Map analysis (Fig. 4.4)			
People attractors	Types of specialism, street markets, cinemas, theatres, cafes, tea houses, restaurants and other cultural and meeting places.	Observation+Map analysis (Fig. 4.4)			
Pedestrian flows and vitality	Number of people in the streets across different times of the day. Dependent on sufficient levels of demand to sustain wide ranging economic activity, accessible by urban populations.	Observation			
Developmental intensity	sufficient level of complexity and diversity to stimulate public contact, transaction and street life. Intensity of built environment.	Observation			
Varying opening hours	Ranges of opening and closing hours for the different uses; workshops, eateries, shops, entertainment venues.	Observation			
Fine grain	Number of small to medium businesses and firms, varied supplies and skills serving place-specific markets. Amount of land owned by different entities.	Map analysis + Observation (Table 4.2; Figs. 4.4, 4.6)			
The public realm	Network of spaces; streets, corners and squares. Diversity in vertical and horizontal grain should be considered.	Map analysis + Observation (Fig. 4.6)			
Landmarks and visual stimulation	Landmarks, meeting places and smaller scale signatures. Elements that stimulate visual experience	Observation			
City blocks & permeability	Short city blocks, more streets to walk and more opportunities to turn. Buildings placed close to the street rather than centred in plot.	Map analysis (Fig. 3.9)			
Accessibility	Increased access at the edges through porous borders. Walkable public spaces, high number of access points.	Map analysis + Observation (Figs. 4.7, 4.8, 4.9)			

Mixed Use

As can be understood from the previous explanations, the area offers a very limited diversity in primary uses most of which are not suitable for a central district (Fig. 4.4). The main primary use is industrial workshops that serve the automotive sector generally specialising in repairs, modification and spare parts and scraps. There are several department stores overlooking the Kazım Karabekir Street and other small shops overlooking the Çankırı Street, generally selling hardware, industrial goods, bikes, hunting and camping equipment. There are also small amounts of office spaces in buildings overlooking the Çankırı Street, however these buildings are also old and untended and do not generate an adequate amount of vitality. In terms of secondary uses, the limited functionality and specialised use of the area has not been able to generate too many supporting enterprises except for a number of small eateries, and shops that sell the scrap parts of cars or tyre shops.

People Attractors

Currently there are small eateries that serve the local people of the area however these are facilities of low quality and cannot attract a wide range of people. There are no cafes, tea houses and attractive restaurants. There are also no cultural venues such as theatres, galleries, cinemas etc. In terms of entertainment venues, there is one nightclub present which is one that is fairly sub-standard and seems unlikely to attain any prestige. There is also a street market set up form time to time which again is highly sub-standard and sells many different items including those collected from dumpsters by paper collectors that roam the city. When types of specialism are observed, it is possible to identify that the area serves mostly the service sector predominantly focused on the repair of automobiles and the sale of spear parts, tyres etc. as well as other industrial products.

Pedestrian Flows and Vitality

As mentioned before, the area does still function to a limited degree. The industrial complex is partly demolished but the existing parts are operational and attracts certain users. The edges of the site that have commercial buildings and a small number of

offices generate a certain amount of pedestrian flow however the number of people that are present throughout different times of the day are very low compared to different parts of the city centre. This is mostly due to the opening and closing hours of a very limited uses and attractions (see title ‘varying opening hours’). The lack of diverse uses and the clear distinction between functions (industrial functions at the centre and more diverse functions at the periphery), cause localisation of users and a very limited user profile. Pedestrian flow is blocked by many factors such as the limited functions of the area and functions that do not suite a central district. There is also the lack of accessibility and an inviting built environment (see the analysis on the last criteria; accessibility). Visual disdain and dilapidation, and reduced accessibility consequently limit vitality and does not create a quintessentially urbane environment. Therefore it is possible to infer that the optimal rates of pedestrian flows and vitality is non-existent.

Developmental Intensity

In order to achieve urbanity, there needs to be a sufficient level of complexity and diversity which would stimulate public contact, transaction and street life. For this a certain level of intensity must be reached. With current state, the central plots that house the ateliers at generally two storeys high and the plots at the edge differ in height. On the Çankırı Street, building heights range from 1 to 10 storeys. Among them are the 4 storey Dışkapı branch of İş Bank, the 10 storey annex building of the Ministry of health, two office buildings each 10 storeys high and several 1-2 storey shops. Facing the Kazım Karabekir street, there are again several 1-2 strorey shops/ateliers at south and five buildings that have larger footprints. Four of these are used as department stores that are 3-4 storeys with local businesses/stores at the top floors and workshops at the ground floors but most of the rentable spaces in the buildings are empty. The northern most building on this street is the 15 storey student guesthouse owned by the Turkish Education Syndicate. Lastly at the northeastern end of the area, overlooking the Etlik Street, there is the 11 storey Ankara Courthouse Dışkapı Additional Service Building.

The inner roads in the original Small Industry Site plan were determined to be 7.5m, building heights 5.45m and a 5m setback distance (see fig 3.19). This was a plan for a low intensity urban district and currently with many of the buildings -whether situated in the central plots or at the edges- are mostly underused, dilapidated and do not generate enough economic and social complexity. This is one of the main reasons the area cannot acquire an urbane character.

Varying Opening Hours

In terms of varying opening hours, there is a certain diversity, however the workshops that dominate the area mostly the determine the lively hours. The opening hours of the workshops range from 8:00 to 8:30 and closing times range from 18:00 to 20:00. There are a total of 8 eateries in the area that usually open between 10:00 and 11:00 and close at highly varying hours. The earliest closing hour is 19:00 while the latest is 4:00. Other commercial facilities such as department stores and shops usually open around 8:30-9:00 and close at hours ranging from 19:00 to 22:00. The latest closing hour is that of a night club which opens at 18:00 and closes 5:00.

Fine Grain

The term fine grain registers to both the physical structure of the built environment and the economic structure. Generally it is possible to identify a fine-grained structure in the physical sense. There is a larger number of small businesses and firms that serve narrow or place-specific markets. However the problem with the Iskitler Small Industry area is that it's fine grained economy is exclusively place-specific and all current businesses are of small capacity. The uses in the area do not draw on varied supplies and skills, it is too specialised and therefore cannot create the commercial diversity needed. Although there are buildings with larger footprints (see fig. 4.6), most of these do not house large corporations. Businesses are not large enough to be self-sufficient and do not have a business capacity to occupy the entirety of the buildings. While a high number of small businesses is necessary for a vital urban environment, larger businesses are required in order to generate greater revenue and uses of prestige.

Patterns of Mixed Land Ownership

There is a complex pattern of land ownership within the site that includes public, private and foundation ownership as well as land owned by associations/unions and companies which can also be categorised under private property. There are also plots with mixed shares. The total area of privately owned land which includes personal property and property owned by associations and companies is 92.481m^2. Private land owned by banks total to 6504m^2. Public Land owned by AMM is 4483m^2 and land owned by the Altındağ Municipality is 250m^2. Land owned by syndicates and the Workers Insurance Institution amount to 1646m^2. The Ministry of finance also has 84m^2 of land in its possession. Lastly the total amount of land owned by various foundations total to 28,899m^2.

Table 4.2 Amount of land owned by the various entities and ownership shares by third parties (ITC Urban Design Project Report, 2001)

Parsel	Alan (m²)	Mülkiyet Sahipliğinin Dağılımı							
17052/1	1683	Vakıflar	1683						
2	764	Dernek	764						
3	3223	Şahıs	2866	Dernek	351	Büyükşehir B.	6		
4	2921	Şahıs	2863	Büyükşehir B.	58				
5	3260	Şahıs	3104	Altındağ B.	150	Büyükşehir B.	6		
6	3794	Şahıs	3771	Büyükşehir B.	23				
7	5291	Emlak K.	5291						
8	3427	Büyükşehir B.	3427						
9	4603	Şahıs	4530	Büyükşehir B.	73				
10	3702	Şahıs	3702						
11	3160	Şahıs	3145	Altındağ B.	15				
12	2833	Şahıs	2794	Büyükşehir B.	39				
13	4200	Şahıs	4097	Büyükşehir B.	103				
14	1715	Vakıflar	1715						
17053/1	14602	Vakıflar	14602						
17054/1	1994	Vakıf	1994						
2	3325	Şahıs	3299	Büyükşehir B.	26				
3	4064	Şahıs	4023	Büyükşehir B.	41				
4	4465	Şahıs	4444	Büyükşehir B.	21				
17055/1	2049	Vakıflar	2049						
2	2816	Şahıs	2714	Büyükşehir B.	90	Maliye	12		
3	1828	Şahıs	1690	Büyükşehir B.	78	Altındağ B.	60		
17056/1	6734	Şahıs	6652	Büyükşehir B.	68	Altındağ B.	14		
2	7312	Şahıs/Şirket	6720	Banka	295	Sendika	295	Büyükşehir B.	2
17926/1	2919	Şahıs	2919						
2	2077	Şahıs	1894	Büyükşehir B.	183				
17930/1	4116	Şahıs/Dernek	4116						
2	3755	Vakıflar	3755						
3	632	Şahıs	632						
4	1351	İşçi Sig. Kur.	1351						
5	918	Banka	918						
6	2737	Vakıf	2363	Büyükşehir B.	232	Şahıs	131	Altındağ B.	11
7	738	Vakıf	738						
8	720	Şahıs	720						
9	1525	Şahıs	1521	Büyükşehir B.	4				
17039/1	3834	Şahıs	3834						
2	3536	Şahıs	3536						
3	3503	Şahıs	3503						
4	3945	Şahıs	3945						
5	4276	Şahıs	4201	Maliye	72	Büyükşehir B.	3		

Different Unit Sizes of Property

When the map is observed, it is possible to see there is a large variety of unit sizes. There is a combination small, medium and large sized elements dispersed throughout the site which could enable a wide range of business capacity. Yet although there are varying sizes in properties, it is currently possible to identify a lack of institutionalism and corporate businesses that are an essential part of the symbiotic relationship to be formed with small to medium enterprises (SME). The number of SMEs by far dominate the area compared to large companies. The larger units seen in the map (Fig. 4.6) are usually department stores that host smaller local shops within them, which can be also categorised as SMEs. Office buildings are also of small business capacity in that they rent office space to smaller individual enterprises on its floors. The majority of businesses, being mostly accommodated in the low-density buildings, are also of small capacity. There are four buildings identified to be an exception in this case which use greater floor space and have a more institutionalised structure. These are Dışkapı branch of İş Bank, annex building of the Ministry of health, both located on the Çankırı street, the Ankara Courthouse Dışkapı Additional Service Building, and the building owned by the Turkish Education Syndicate.

The public realm

The network of spaces; streets, corners and squares are currently very poor. There are no spaces where the public can meet and gather and generate a sense of belonging and psychological access. Although the sequences, proportions and dimensions of city blocks and buildings have an adequate formal layout that shows a good coherence with its natural and built context, the lack of proper public spaces and interconnected access routes results in a no-existent public realm. The uses are mostly dispersed on the horizontal grain with one-two story ateliers and shops. On the vertical grain, it is possible to see a couple of buildings facing the Çankırı Street with shops at the ground level and offices at the upper levels.

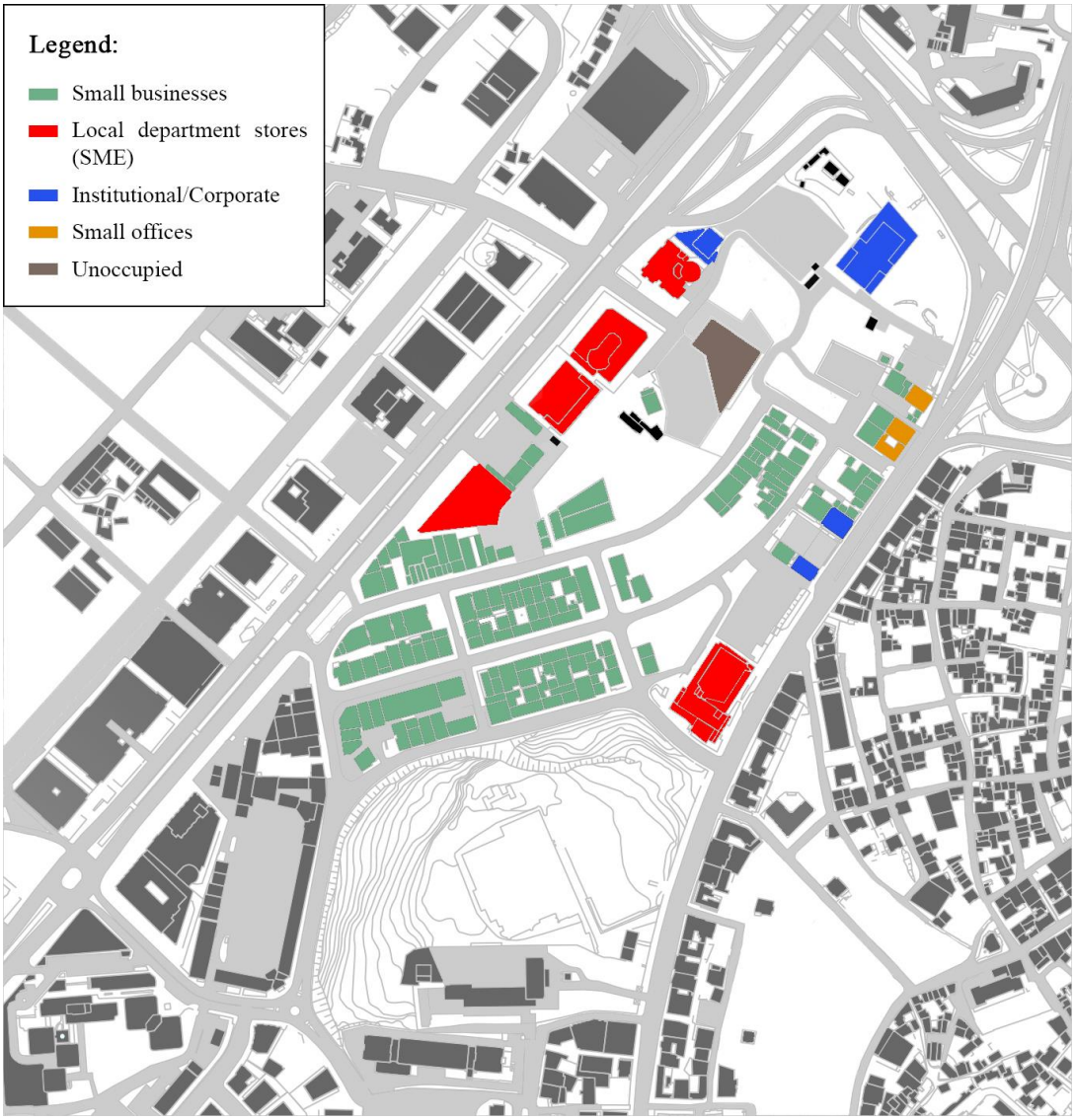

Figure 4.7 Map of unit sizes and their categorisation according to business capacity.

City blocks and permeability

The current form of the city blocks should offer an adequate amount of permeability. However, there are many obstacles that cause the inside of the site to be inaccessible and prevents a pedestrian flow. When attempting to walk, one is faced with closed off roads, destroyed pavements, and enclosed privately owned plots. The configuration of the area could in fact, with minor changes, accommodate a good urban life. This is due to acceptable sizes in city blocks. To be successful, Montgomery (1998) states that city districts would need to comprise as many blocks

as possible, and these should only rarely exceed 90 X 90 metres. The city blocks in the study area that remain intact are approximately 120 X 120 metres and the buildings are placed at the edge of the plots leaving courtyards in the middle. Originally there seems to be adequate pavement space left between the road and the buildings (see fig. 3.19), however these pavements have mostly been occupied by the businesses or are in no good shape to be used.

Accessibility

Permeable Edges

One of the biggest problems about the site is that there is a lack of permeability at the edges that reduce access. There are few Entrance points and the perimeter in general is circumscribed by high density roads significantly reducing the porosity of the edges. The wide roads with dense traffic that surround the area act as *boundaries* rather than *borders* in Sennett's (2018) terms. Three sides of the site -the northeast, east and west is surrounded by such roads. There are also Topographical obstacles such as the higher ground level of the Çankırı Street compared to the inner parts of the subject area, as well as the hill of the Roman Bath ruins which forms the southern border of the site, and the old Ismet Paşa neighbourhood on the other side of the Çankırı Street creating impenetrable obstacles at the edges. Furthermore, the limited number of access points to the area are not inviting and attention grasping (see fig 4.9).

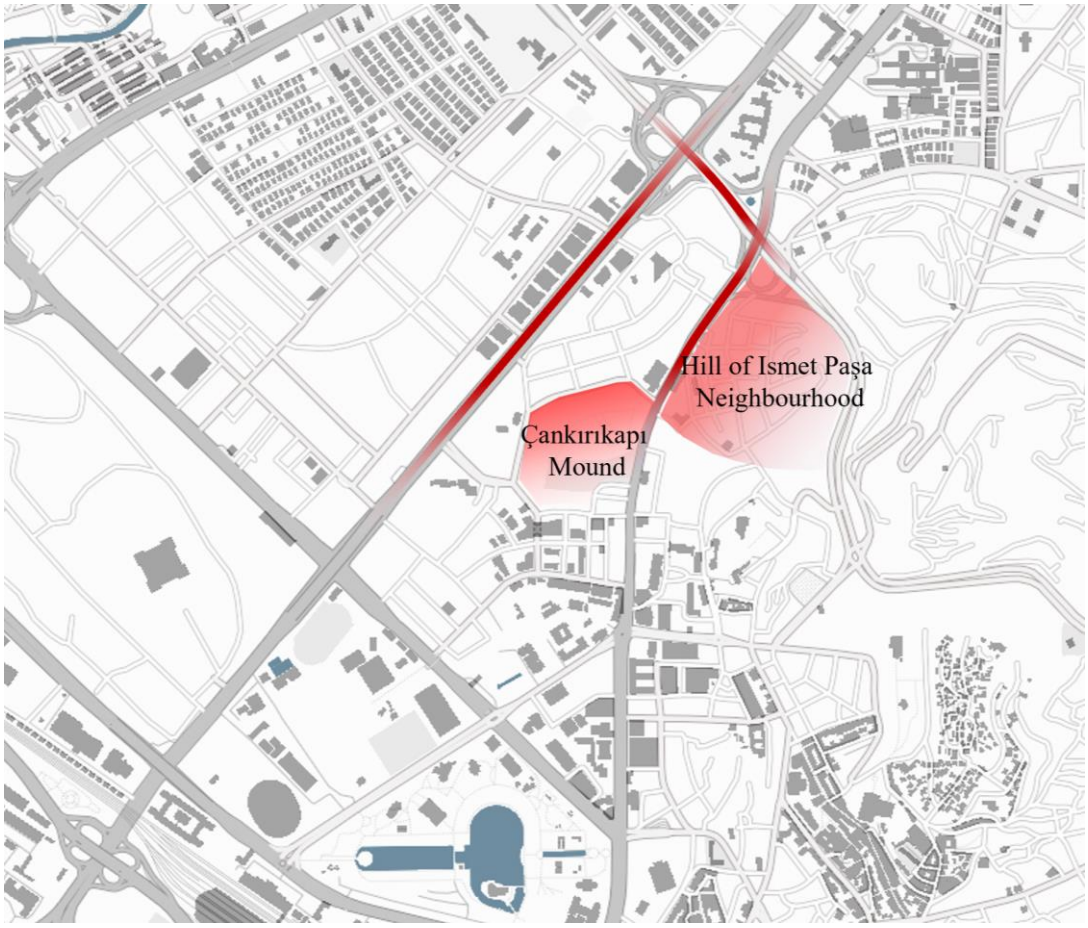

Figure 4.8 High traffic density roads and topographical obstacles at the Edges of the subject area that demonstrate low porosity.

Connectivity

Currently, the area's connectedness is poor. The main factor that determines good connectivity is the level of walkability. This pertains to the ease of access to and within the subject area via walking. Physical barriers are the biggest obstacle that reduce walkability. Within the area, there are many obstacles that sever connection between roads and pavements. In most parts of the site, there are no pavements to begin with and vehicular roads are narrow. On top of this, derelict and undeveloped plots, closed off land, and car parks all reduce walkability. The most common physical obstacles are walls that cut the land and enclose private plots, which are scattered in and around the site, or large and busy roads such as the impassable Kazım

Karabekir Street on the western perimeter or the Etlik Street to the northeast that do not offer pedestrian connection points.

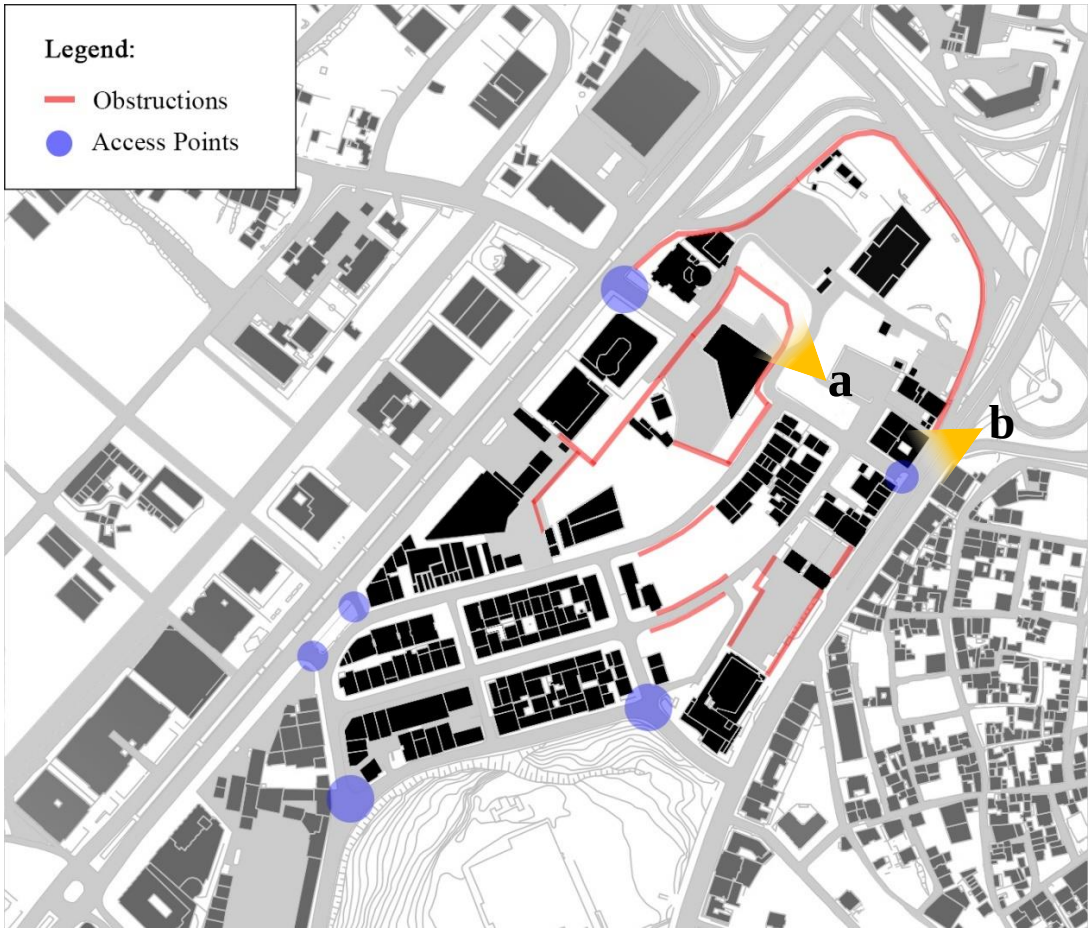

Figure 4.9 Map of study area marking access points to the site and the physical obstructions that hinder walkability.

To mention the barriers that affect connectivity, it is possible to identify both actual and perceived barriers that hinder movement, psychological access, and visual access. such as large walls or building lines, or barriers that do not hinder movement but only vision, such as a viaduct or a bridge. In terms of visual obstructions, viaducts, bridges and building lines, in which the arrangement of the buildings do not offer vistas or wide pedestrian inlets and routes to navigate into the site, are all examples present in the study area and consequently reduce the perceivability of the area. Together with the negative physical image of the site, the outcome is a low legibility.

Another aspect is psychological access. While the aforementioned barriers such as roads, buildings and topography may block physical and visual access, some may also present a psychological barrier. For instance, the impenetrability of the high-density roads around the site drive pedestrian flow away from the area due to the inability to safely cross the road as per an inadequate number of pedestrian crossings. Furthermore, neighbourhoods that surround the area, such as the Ismet Pasha neighbourhood, that have a run-down look and presents the image of a place that harbours potential crime hazards, can have a negative effect on the mental perception of the area. This is a factor that foremost damages imageability and subsequently vitality as it prevents people from wandering into these areas as visitors or potential users as they are repelled by the first impressions they get, and/or feel unsafe.

Figure 4.10 Physical and visual barriers that reduce accessibility **a.** Walls/fences/land use: Physical barrier **b.** Overpass**:** Visual barrier (yellow). Wide/busy road: Psychological barrier (orange).

4.4 Evaluation of the Future Projection for the Area Regarding the Assessment Criteria

In this part, the International Trade Centre proposal will be evaluated taking into account the urban design principles stated in the second chapter, under section 2.1.3 In order to conceptualize this, a table that contains the key principles that are suitable for the assessment of the unrealised ITC urban design project has been prepared.

Table 4.3 Evaluation Table (2) for the ITC Project.

MODEL FOR EVALUATING THE ITC URBAN DESIGN PROJECT					
Variables	**Definers**	**Assessment**			
		Assessment Method	**Existent**	**Non-Existent**	**Existent to a Limited Extend**
Mixed use	Diversity in uses; Offices, shops, educational facilities, recreation, entertainment, residential (primary uses) enterprises and services (secondary uses).	Analaysis of data ITC Project report (Fig. 4.10)			
People attractors	Types of specialism, street markets, cinemas, theatres, cafes, tea houses, restaurants and other cultural and meeting places.	Inference from project report data			
Developmental intensity	sufficient level of complexity and diversity to stimulate public contact, transaction and street life. Intensity of built environment.	Altındağ CBS + map analysis			
Fine grain	Number of small to medium businesses and firms, varied supplies and skills serving place-specific markets. Amount of land owned by different entities.	Map analysis (Figs. 4.11, 4.12)			
The public realm	Network of spaces; streets, corners and squares. Diversity in vertical and horizontal grain should be considered.	Map analysis (Figs. 4.13, 4.14)			
Landmarks and visual stimulation	Landmarks, meeting places and smaller scale signatures. Elements that stimulate visual experience	Analaysis of data ITC Project report (Fig. 4.15)			
City blocks & permeability	Short city blocks, more streets to walk and more opportunities to turn. Buildings placed close to the street rather than centred in plot.	Map analysis (Figs. 4.13, 4.14)			
Accessibility	Increased access at the edges through porous borders. Walkable public spaces, high number of access points.	Analaysis of data ITC Project report + Map analysis (Figs. 4.16, 4.17)			

Mixed Use

When the project report of the ITC project is examined, it is possible to identify an emphasis on mixed use. However the mixed use is mostly building based, working on the vertical grain rather that the different uses being distributed throughout the area on the horizontal grain. While both are essential, the main functionality of the area is intended to serve office and commercial use with large singular blocks dominating the site. Most of the buildings are envisioned to have identical functional setups all of which are essentially business plazas. This area was designated as part of the CBD of Ankara therefore it is understandable that office uses are of majority, however this area should also be thought of as an extension of the historic urban core and possibly the most important sector of the re-emerging city centre. It is thus possible to assert that the design proposal does not offer enough diversity of primary uses. This is an area that has the potential to attract an immense variety of people and businesses and therefore should be re-evaluated to host a more diverse set of primary uses which can also generate a greater variety of secondary uses.

According to the designs, the ground, first floors and first basement floors of the buildings have been reserved for commercial use such as shops and services. The upper floors have been reserved for offices and the top floors for common uses such as restaurants, cocktail lounges, meeting and business rooms, as well as cultural and recreational spaces. Apart from the buildings facing the Kazım Karabekir Street which are designated as hotels, this configuration is consistent with almost all buildings. Moreover, there is no mention of residential uses in the area which is an important factor as the existence of a user base that not only uses the area for work but also for habitation, can increase vitality as it can generate more diverse commercial and social demands as well as diversified user patterns. Residents that live in the area can also generate higher levels of control and psychological access. Furthermore some of the uses that have been designated for the top floors of the buildings should also be allocated for the more publicly accessible spaces such as the commercial spaces on ground floor, first floor and first basement floor.

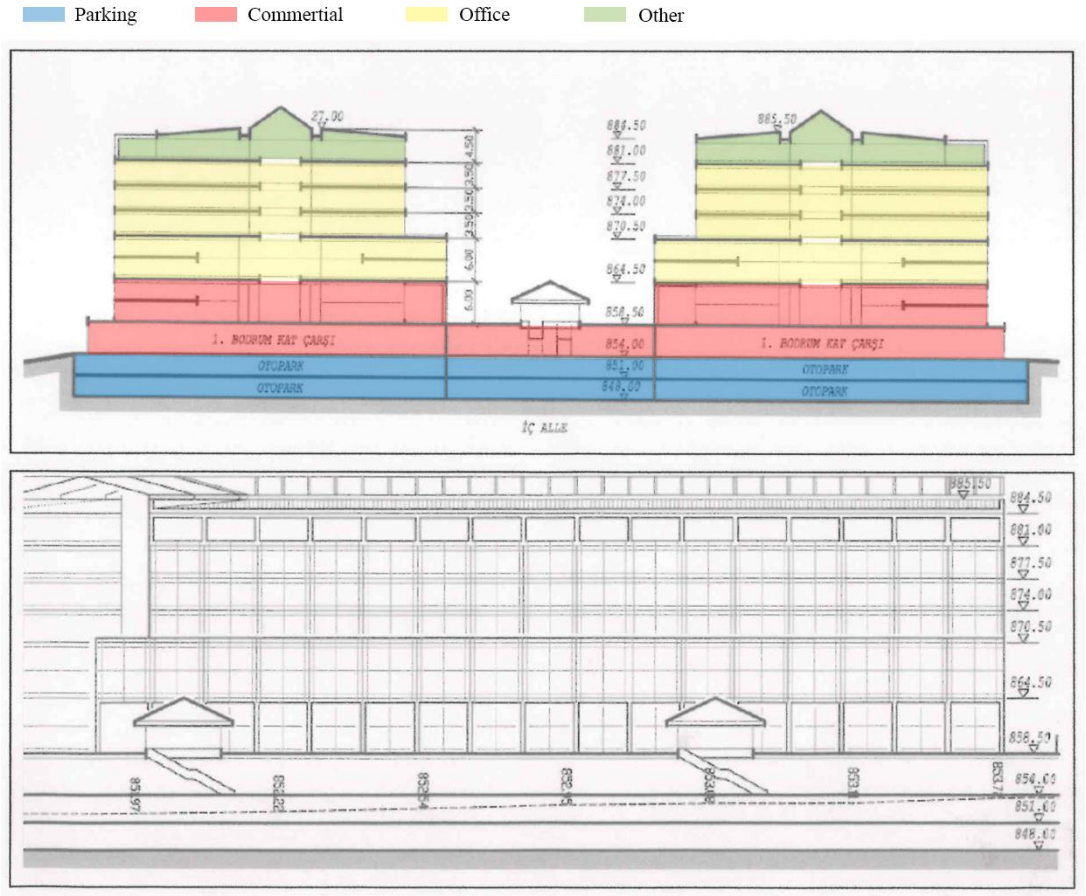

Figure 4.11 Mixed use in buildings shown on section view. (ITC Urban Design Project Report, 2001). Edited by author.

While primary uses are those which in themselves bring people to a specific place because of their role as anchorages (offices, factories, dwellings, certain places of entertainment, education and recreation), diversity in secondary use appears from enterprises that grow in response to the presence of primary uses, to serve the people primary uses draw. If the street use spreads a variety of consumer needs or tastes throughout the day, all sorts of uniquely urban and specia1ized services and shops can make out, and this is a process that builds upon itself (Jacobs, 1961). Secondary uses are significant for the economic health of city districts, the key is to establish enough diversity in primary uses within the current set of uses proposed for the project.

People Attractors

When the original design of the ITC project examined, there is a keen focus on creating outdoor and semi outdoor spaces to create varying settings for public use. The buildings are set to accommodate mixed uses. The type of specialisation for the area is predominantly offices and although there is mention of leisurely or cultural uses at the top floors of the buildings, there are no independent structures or spaces that are more accessible and visible to the public and can accommodate large, attractive venues such as cinemas, theatres, art galleries, libraries, museums, exposition centres. It is likely that the commercial uses designated for the ground and first floors will generate places of attraction to a certain degree like places to meet, eat and drink, and various kinds of shops but the general lack of variety for types of specialism in uses can reduce the number of different people that are driven to come there.

For instance, to increase diversity of attractions, some new uses can be introduced that allude to the current/to-be-former use of the area, such as niche production ateliers that can work as studios or small production facilities for local artisanry as well as places to sell and exhibit these products. Another attraction could be the continuation of the traditional flea market set up here which can evolve into a more refined street market that opens on certain days of the week and offers a rich variety of items for sale at different prices and quality. Night uses can be proposed to stimulate the evening economy (some of which will probably appear spontaneously) such as the "night food" culture already present in Turkish urban culture or night time cafes and clubs, night shows, vocational programmes, 24 hour gyms, permission for the existence of street vendors etc.

Developmental Intensity

The developmental intensity is fairly high. According to the latest data on Altındağ Municipality Geographic Information System (CBS), Floor space ratios are set between 2 and 3.5. The existing plots facing the Kazım Karabekir Street are set to 2:00 while the majority of the inner plots are at 3.5 not including 3 plots to the southwest set to 3:00 and one plot set to 2.50. This means building heights will range

from 10 to 15 storeys. The ring road around the site is set to be 12m, pedestrian paths 10m and the main pedestrian street 20m. The overall layout is designed to have a vibrant commercial life at the ground level and work spaces on the top levels as well as a myriad of public spaces. These features have the potential to stimulate public contact and transactions.

Fine Grain

It is clear to identify a development grain that is not fine grained due to the large size of the elements that form the commercial and business spaces. Montgomery (1998) states that in lively and popular urban areas, the range of small businesses will outnumber the large. The collection of small elements that can respond to a wide range of commercial activity is essential for a vital urban environment. Ideally, a new city would need to provide a range of unit sizes to cater for the needs of both large and small enterprises. Both the developmental and economic grain would become closer and finer within areas of higher development intensity. The two sub-criteria for fine grain are evaluated as follows.

Patterns of mixed land ownership

A parcellation plan was prepared according to the 2001 Master Plan and the ownership status of the area in at the time. The total square meterage of the plots is 134.347m^2 and is distributed throughout the site as shown in the figure below. According to this, there is a great mixture of land ownership and a complex distribution of shares on certain plots which can potentially generate a great diversity of uses. Especially the plots owned by individuals and not the government or institutional entities, can become an important factor for generating a fine grain structure.

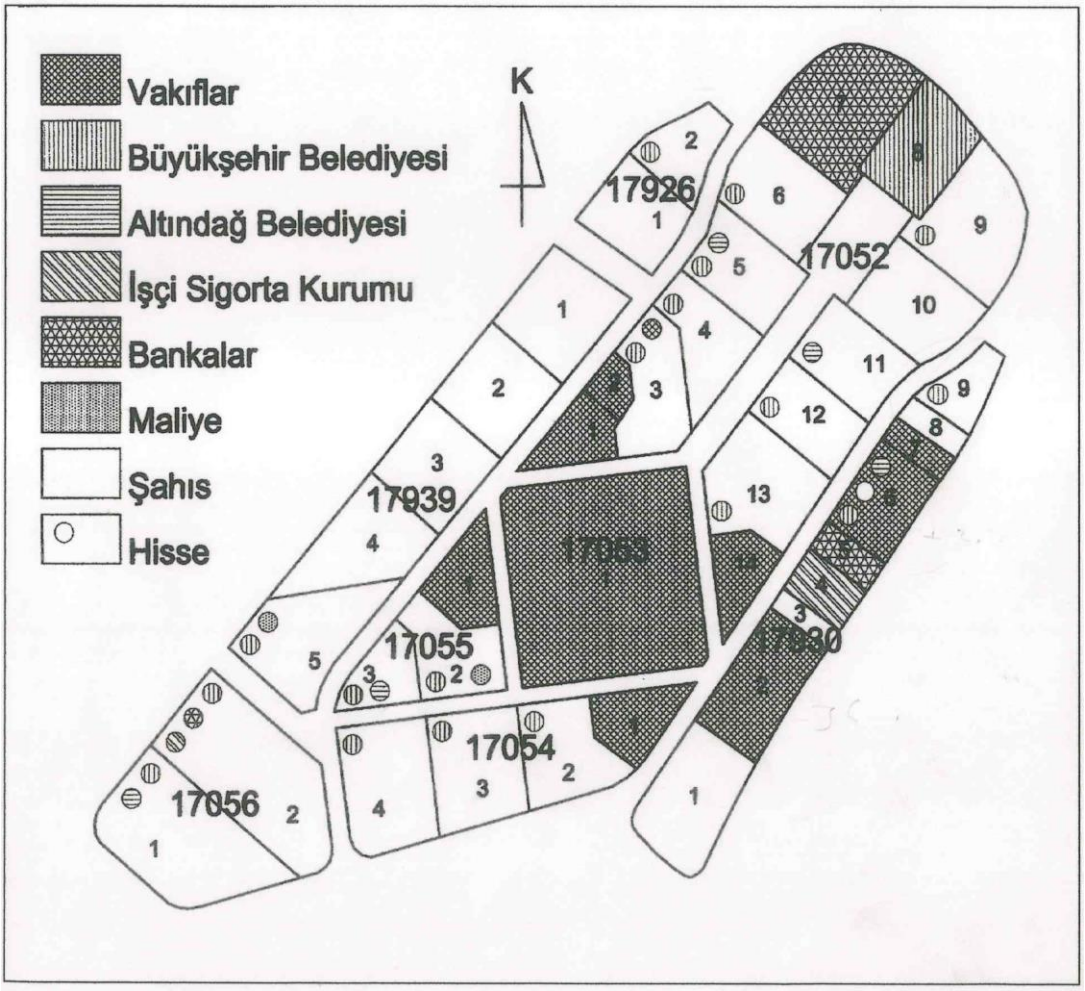

Figure 4.12 Land ownership distribution for the new International Trade Centre (ITC Urban Design Project Report, 2001).

Different Unit Sizes of Property

According to the original 1994 master plan which included the southwestern plots, the majority of plot sizes are almost identical. The units placed inside them vary little in size, apart from the longitudinal buildings that encompass several plots. These are the structures that run continuously with galleries running through the centres and arcades along the outer facades and aim to create markets/malls. This exemplifies the lack of variety in unit sizes as the majority is sized for larger units while small units that can create a fine grain development seem to be disregarded. It is possible that in time certain units, especially in the market structures, can be divided into

smaller units, which can create varying degrees of cost so as to attract small businesses.

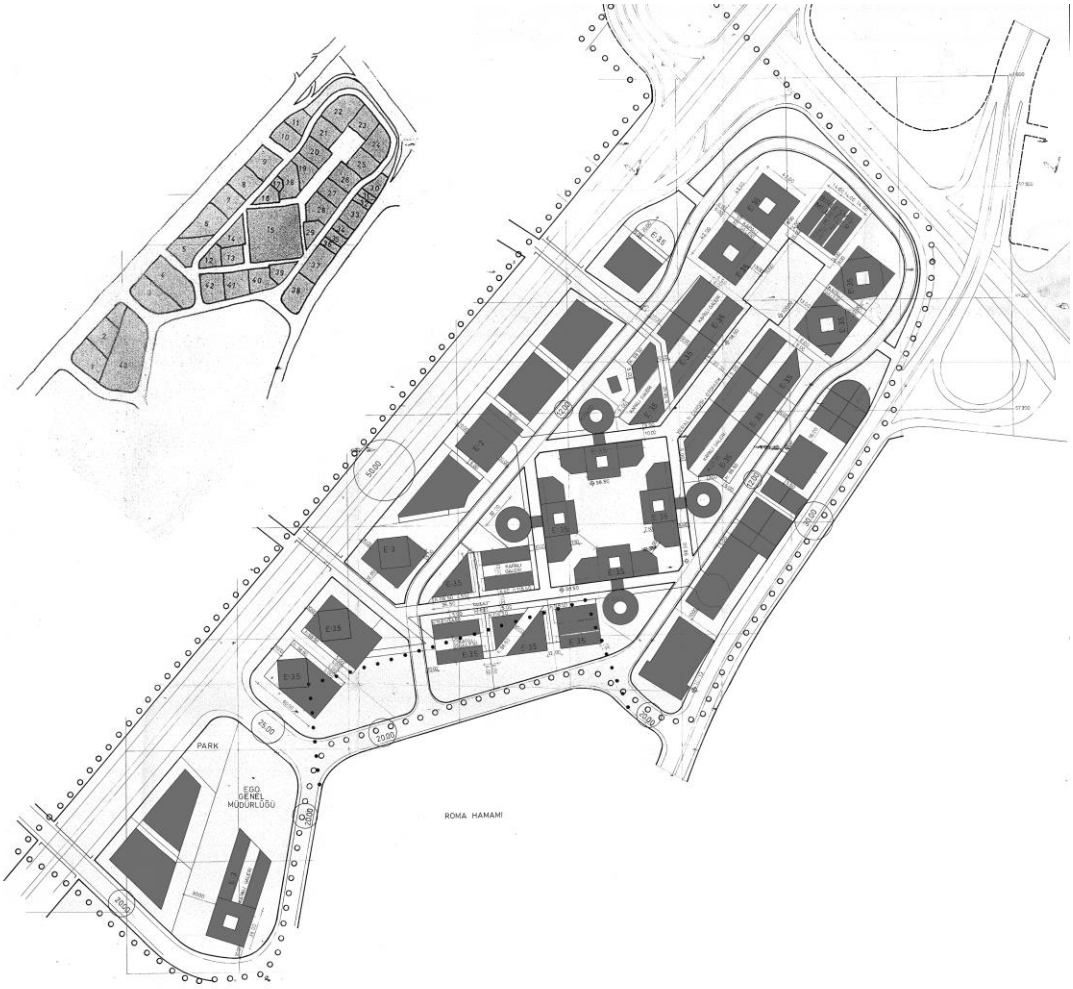

Figure 4.13 Figure-ground representation of unit sizes (below), and plot sizes (top left) (Ankara Metropolitan Municipality, 2001)

The Public Realm

The relationship of built form to space, and the range, variety and characteristics of the spaces made available, such as outdoor rooms, civic spaces, promenading routes, night-strips, quiet gardens, little corners to rest awhile, favourite meeting places are all important factors to consider when creating the public realm. In the ITC design, there is an extensive network of pedestrian ways that comprise both outdoor spaces as well as semi-outdoor spaces. The pedestrian system is detached from vehicular

roads that circumnavigate the area. Ground floors that are reserved for commercial use face the public spaces either outward to the pedestrian streets or squares, partially covered by arcades, or inward to the indoor/semi-outdoor galleries that work as passages through the type B and type D buildings. The arcades form a continuous public space which can allow a designated space for commercial and social activity.

The main pedestrian street (*allée*) running through the centre of the site connects the two main squares, the Vakıflar square and the Dışkapı square. The building blocks are organised to create physical and visual connections with the rest of the city with pedestrian bridges that allow access to the districts beyond the ITC area. Overall, the plan intends to minimise contact with vehicular traffic and create pedestrian only spaces that can harbour social events and multipurpose functionality.

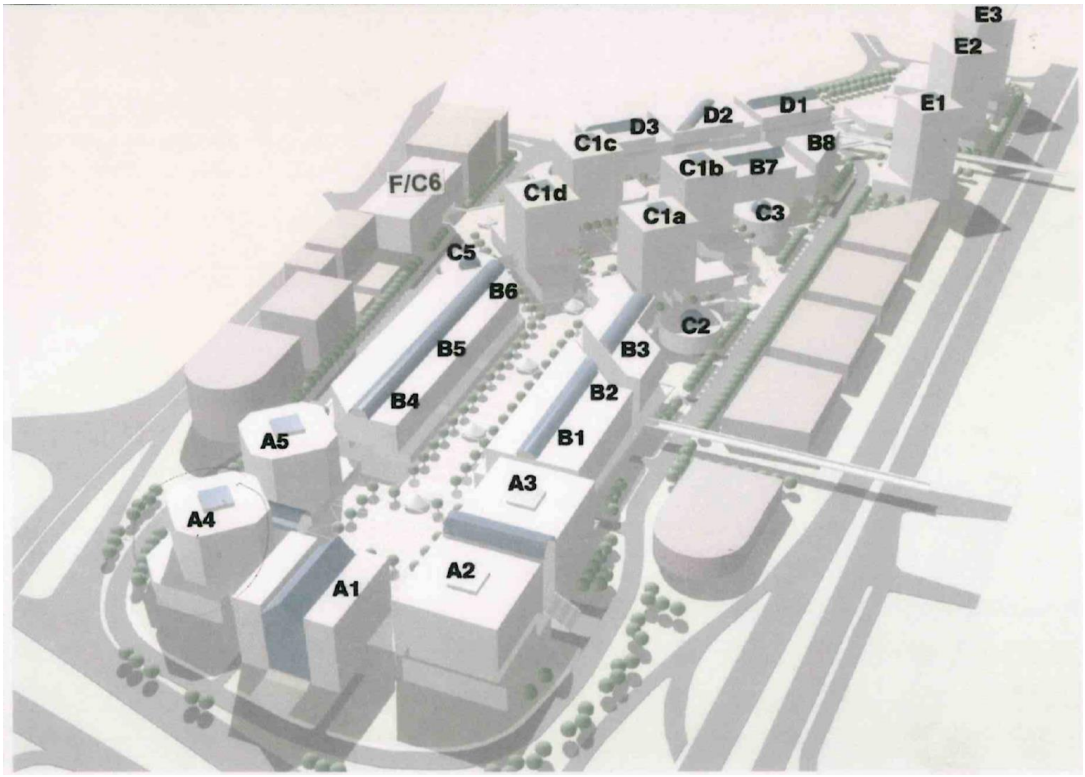

Figure 4.14 Building Typologies and their relationship with the public realm (ITC Urban Design Project Report, 2001).

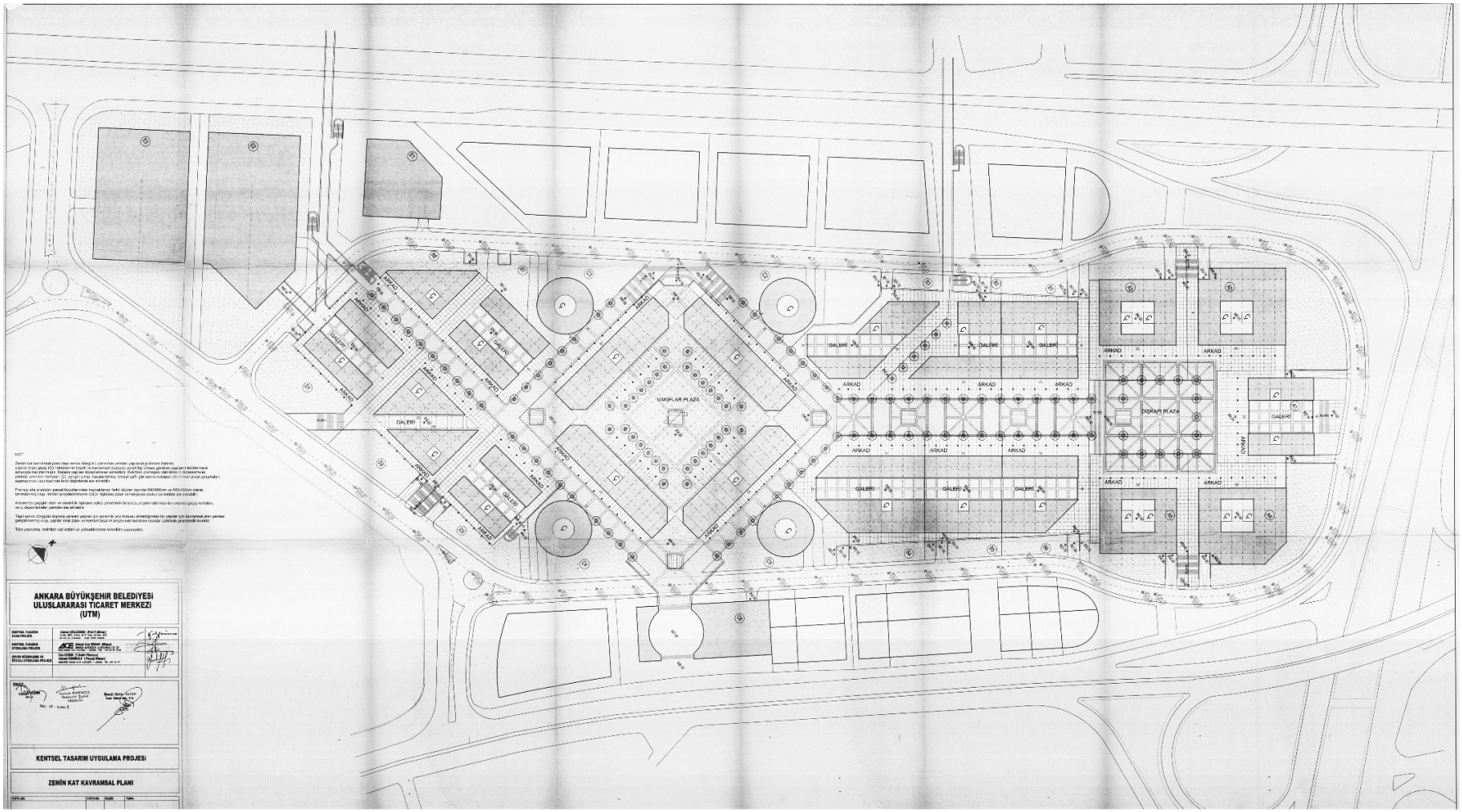

Figure 4.15 Conceptual plan of the ITC at ground floor level showing the system of public spaces (ITC Urban Design Project Report, 2001).

Landmarks & Visual Stimulation

There are two types of buildings in the project determined to be "entrance buildings" and act as distinctive structures to mark the main entrance points of the site. The A1 type building situated at the end of the north end of the site on the Dışkapı Plaza is envisioned to be the United Nations building and work as a landmark building (see fig. 4.15). The general outline of the structure is designed to form a visual connection between the Dışkapı public square and the city toward the direction of Dışkapı district with its transparent facades on either side and a large gallery running between them. It is also designed to be the gateway to the area from the Etlik Street with a wide and inviting pedestrian way serving as an entrance to the building and a continuation of the *allée* ending at the Etlik Street.

Another building that is aimed to be a landmark while also creating a visual stimulation is the F type building which is designed to create a spatial connection between the Çankırı Street and the Vakıflar Plaza. Furthermore this structure is formed to represent an opening toward the castle alluding to the Lörcher and Jansen planning principles that gave great importance to the castle as a centrepiece of the city. A large open space that runs under the building at the ground level descends to the Çankırı Street creating the entrance to the site. This is a clear reference to the design principles of former designers Lörcher and Jansen however this idea could have more emphasis in the project as the visual and physical connection does not seem to be strong enough –at least not as strong as the concept designs put forth by the prior.

Figure 4.16 Landmarks of the project (ITC Urban Design Project Report, 2001).

Within the site, there are also a range of street furniture, lighting fixtures and direction signs that are aimed to enhance immersion to the space by stimulating the visual experience and offering a better understanding of the space. However these are thought of as modular items and mass produced for them to be cheaper and easier to manufacture. In addition to these elements, it would no doubt be better to include specially produced items that display masterful craftsmanship or an aesthetic value such as sculptors and artworks. This would add to the richness of visual elements that define the place and increase its attractiveness.

City Blocks and Permeability

The overall formal layout of the project with galleried and arcaded buildings that allow access through them, and the strong pedestrian system can be defined has having a generally permeable design. The blocks aren't kept too long except for the longitudinal type B buildings aimed to work as commercial passages with the longest being the structure that comprises B4, B5, B6 at approximately 180m and the other

comprising B1 and B2 at 120m (see figs. 4.13 & 4.14). The pedestrian routes are generally kept wide and well connected.

Accessibility

Permeable Edges

The edges of the site essentially present quite an obstacle as the ground floors of the buildings are elevated almost seven metres from the natural ground level where the vehicular road that runs around the complex is. However there is an abundant number of access points for pedestrians and vehicles alike. Pedestrian entrances have been designed with handicapped people in mind and cars can directly access the parking spaces in the basement floors. Furthermore, visual access has also been maximised with the transparent facades of galleries running through certain buildings at the edges that offer access to the site via these passages. The passages between type A4-A5 and A2-A3 as well as the type F, D2 and D3 buildings. One concern could be the unaltered plots on the Kazım Karabekir Street and Çankırı Street. The buildings currently placed on these plots are detached but do not allow access through alley ways between them due to walls enclosing the plots' borders. If permeability at the edges is to be increased, the porosity of the borders must be accounted for and any obstructions that hinder access should be eliminated. Moreover, to maximise psychological access, the pedestrian entrances and overpasses should be designed to be as attractive as possible, easy to access. Also, safety must be a priority to reverse the negative image of the area.

Figure 4.17 Perspective view of the project showing the permeability of the edges at the south side (ITC Urban Design Project Report, 2001).

Connectivity

The design has a fairly simple and clear circulation system with a network of spaces linked together. This network mainly functions within itself as a closed system enforcing the feeling of an ‘inside’ but with attempts to make contact with the ‘outside’ urban spaces. Connections are made with a number of pedestrian entrance points at the borders of the site except for the north-eastern border defined by the Etlik Street. The landmark structure for the UN was previously mentioned to symbolise the gateway to the site but has a weak connection with the ‘outside’ due to the width of the Etlik Street and the fact that the other side of the road does not offer a publicly accessible space as it is a closed off area serving a hospital compound. On other sides of the site, there are pedestrian paths that incline to meet the elevated level of the inner complex (see fig. 4.16). There are several pedestrian bridges that go over the busy Kazım Karabekir Street and connect to the CBD planned for the Kazıkiçi Gardens area predominantly at the southwest end of the site. Here there is also a vehicular connection point as an underpass on the Kazım Karabekir Street and smaller secondary streets above, connecting the ITC and the CBD (Fig. 4.17).

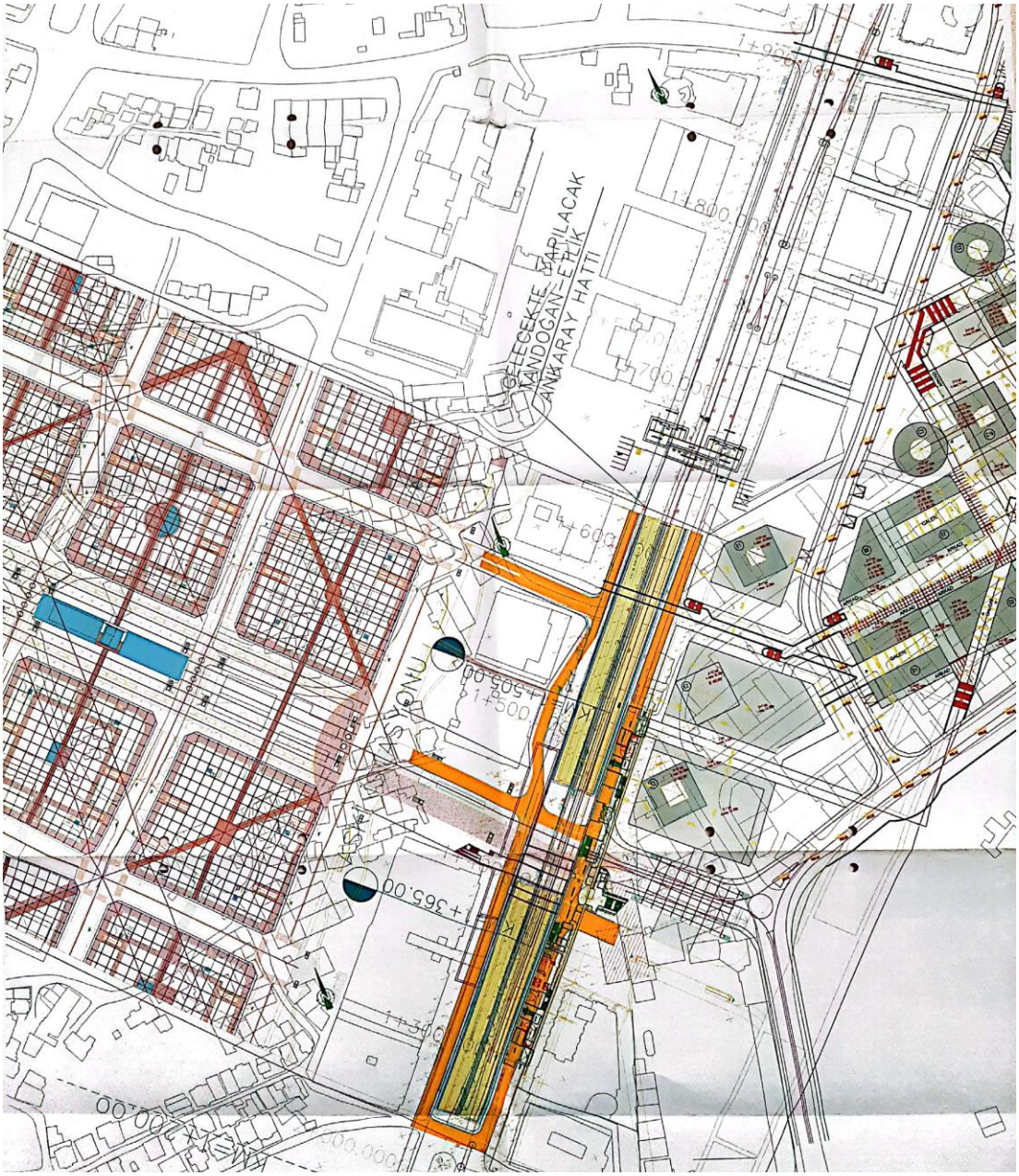

Figure 4.18 Connections proposed between the ITC and CBD (Ankara Metropolitan Municipality)

4.5 Towards Establishing a Sense of Place for the Area: An Overall Evaluation

As a result of the examinations carried out so far, it is in order to present an overall evaluation of the area regarding the prospects of its becoming a "centre of prestige" as per the planning decisions made for this to be realised as far back as the 1970s

when the 1990 Master Plan was conceived. It is understood that this decision is still valid for the area, as a place that has been left at the fringe of the old city and an overlooked part of the city centre which offers great potential. According to the evaluation of its current situation, the area has remained as an industrial zone since its first development plan and operates as a sub-standard, partly derelict commercial/industrial complex. The area has been in a state of transition since the early 2000s and has witnessed a continuous degradation of spatial quality. With the approved urban design plan of 2001, the area gained the possibility of transforming into a more viable and attractive place.

To compare the current situation and the projected state of the area, it is possible to draw a conclusion that the new design will significantly improve the overall situation of the area and add a certain quality to it. The current situation lacks many of the principals needed to create a successful urban place which is correlated with the inhibition of a *sense of place.* According to evaluation table (1) the only aspects of the current state of the area determined to be positive to certain degree, are the criteria of fine grain and city block layout. The matter of fine grain refers to both the physical structure –fine grained development, and the economic structure –fine grained economy which are interrelated but demonstrate different prerequisites. For fine grained development, the presence of different unit sizes with small to medium business capacity will suffice which the area currently demonstrates however, economically, although there is a high number of small to medium businesses, the sufficient level of diversity in economic activity has not been achieved as well as a lack of variety in different skill sets and supplies. Thus the area does not appeal to a large user base.

For the future projection of the area, the evaluation table (2) elucidates three criteria that may not fully satisfy the necessary level of prominence for achieving a successful place. The first is fine grain and is deemed problematic due to there not being enough variety of unit sizes and building floors mostly reserved for large businesses. In relation to this, the second criterion, the matter of mixed use is also determined to be a criterion that demonstrates inadequacy. Although it is mentioned in the project report that this is achieved, the current form of building uses does not offer enough

variety for there to be a diverse set of primary and secondary activity. The lack of fine grained development in the design is a contributing factor to this. This in turn can potentially affect the third criterion –the lack thereof, that is, people attractors. Without enough diversity in activity, the number of people that can be attracted to the area are reduced.

On the other hand, the project still offers a high potential for the creation of a successful urban place that stems from design strategies to develop well organised public spaces and a well-defined system of pedestrian and vehicle ways. The emphasis on wide public squares and pedestrian routes that connect with the surrounding areas demonstrates the emphasis on accessibility. This, coupled with the decisions to include buildings that have a relatively greater mixed use feature and generate commercially active streets are important strategies to transform the area into a better functioning and more vital area. The decision to place landmarks and visual stimulation is also a valuable aspect along with the intention to achieve a level of developmental intensity.

In contrast, the 2022 revision plan explained in section 3.4.3 seems to have changed many of the positive aspects presented in the 2001 project design. This plan being the latest development in the long and tedious process of redefining this important piece of the city, should ideally address this matter as more than a simple zoning plan but a complex congruence of socio-cultural, architectural, and economic parameters that will shape the re-emerging city centre of the Capital of Turkey. It is paramount that the various qualities and criteria of place making, presented in this study, be considered when designing an area that holds such significance due to its historic location and its economic, social and cultural potential. It is thus important to view this matter as more that a spatial construct but the construction of a new perceptual plain that conveys an image and its own sense of place representing the context it is situated in.

CHAPTER 5

CONCLUSION

In this thesis the issue of urban transformation areas projected for the city centre has been studied in the context of place making, focusing on the industrial complex situated in the Hacı Bayram neighbourhood of Ulus, the old centre of Ankara. One particular challenge in dealing with such problem settings is that a historical perspective on the architectural and social developments of the area in question is a necessary component for understanding the current state of affairs. Another related complication is the requirement to discern the administrative processes that have been highly influential on the current situation of the area. Perhaps one tool that would be beneficial in tackling such problem settings is to discover and recognise relevant endeavours to conceptualise the same issues with similar theoretical considerations. The methodology adopted in this thesis aims to address the problem setting stated above. In particular:

1. To establish the historical perspective, a thorough investigation of the city's evolution in time with a particular focus on the development the study area. This has provided an overarching understanding on the processes leading to the emergence or absence of *place*.
2. To understand the administrative decisions and processes that have shaped the study area, regular visits to several libraries, the Turkish Historical Society, the Metropolitan Municipality and the local Municipality of Altındağ has been made. Certain documents such as old plans and reports have been acquired and examined in addition to informal interviews with government officials and shop keepers in the area.
3. Investigations have been made to account for works conducted on the area with a similar theoretical premise. It is worth noting that this area has not been a subject of a focus study where the issue of place making is a central concept. The only relevant work encountered during the literature survey was a report that consisted of the conceptual framework and architectural designs of a

project targeting the transformation of the area. This report, being the primary basis for the prospective development of the area, has been instrumental in structuring the critical framework constructed in this thesis.

Points Delineating the Problem

As a result of the study presented in this thesis, some important points have been identified and should be further elaborated. The prospects of the Iskitler Small Industry site transforming into a successful urban place is highly linked to the urban design strategies that are to be implemented in the International Trade Centre project. The internal organisation of the project site, the decisions on how it will function, and its relationship with its context are the most critical factors that will determine its level of success. Considering the undesirable consequences of unsuccessful transformation projects, such as other parts of Ulus mentioned earlier in the text, this area poses the risk of becoming another example of rudimentary implementations.

Recalling that, areas in Ulus that have been renovated so far, merely serve commercial interests and tourism, and can be identified as a simulation of past memory reconstructed through synthetic formations. The anonymity this brings is analogous to the tendency of early modernist approaches to omit contextual and social references, which weakens identification. Hence these spaces cannot produce a true form of complexity that defines the urbane. Thus to fill the void, these spaces pull in the efficiency of mass consumption. As argued by Erendil & Ulusoy (2002), this is fuelled by the infiltration of market driven strategies to produce space. When observed, the physical aspects of the renovated buildings and their spatial organisation may instate a formalistic character to the area, however it is merely an

echo of the area's past which cannot surpass the static nature of a resurrected piece of urban meta that lacks spirit.

While vitality has been achieved to a certain extent, it is limited to certain times of the day and focused on specific commercial activities. When the study area is examined, it is evident that in its current state, almost all the principles stated in section 2.3 pertaining to place making are absent. To summarise the current state of

the area, it is clear that one cannot orientate within the space due to ruined streets and buildings, empty plots, and a series of obstacles that constantly divide and limit the space. There is also little connection and interaction with the rest of the city. Furthermore, the distasteful physical state of the area and a lack of meaningful spaces or structures are unlikely to assert a sentimental value in people's minds or create any memorable sites that address the city's collective memory. Yet once the transformation of the area commences, it can be reshaped into a potential asset for the city which harbours the qualities of a place.

The main and most consistent problem of the area conveyed in the third chapter, is that throughout its history this area has been mostly left out of the city's development patterns and even in modern times with development schemes for the area, it has never been able to acquire a true sense of place. The area has been left as a neglected part of the city and could not gain an urban character. Since the Roman periods, parts of this area had been used as graveyards which continued until the early republic period, and parts used as gardens, vegetable fields and orchards. This way of utilising the area found its way into the Jansen plan which gained it the name Kazikiçi Gardens. The first developments in the area started in the 1950s but with mass migration from the rural at that time, the whole city was grappling with illegal squatting and the poor physical quality that brought with it. Thus the area, like many parts of Ulus, had to face the effects of informal developments.

The area's development was already stalled and became a neglected area by the 1970s when a parcellation plan dating 1960 was not implemented in the remaining empty portion at the north end of the area. The inability to implement the necessary transformation projects that commenced in the 1990s, resulted in even greater neglect and loss of physical and social integrity. While a partial relocation of users had been carried out, the area remained functional to a limited degree with a very poor physical quality and was exemplified in the text as Neglected Urban Space. Thus, this continuous pattern of a lack of successful urban development in the area, maintained the trend for the area's inability to become a successful urban place.

Concluding Remarks and Recommendations

Matters such the current direction of which the study area is headed in relation to its context, and how it can gain a presence in urbanity with the projected transformation has been discussed in the thesis. To add some conclusive statement, it is necessary to address the overall situation of the Ankara's centre, Ulus and finalise with a summary of the key factors that should be focused on in the ITC project. Regeneration in Ulus first and foremost needs to generate a livelihood in which a profile of the place can be created that contains habits, life patterns. Vis a vis the creation of an urban space in the Iskitler Small Industry area needs the same fundamental outlook when it comes to determining design strategies.

If the city is a collective product, an artifact as Rossi & Eisenman (1982) puts it, the production of place should be in conjunction with existing inhabitants who have already established a sense of belonging or set a ground to generate new identifications. This includes not only the active users of the space but the rest of the city inhabitants who possess a collective memory of Ulus. As the city centre, its historic importance for the identity of the city and the Nation in a broader aspect should be considered when embarking on a design project here. Referring to Rossi & Eisenman (1982), as the most permanent and defining element of the city, the street should be considered as the central component for the preservation of existing user patterns and memorable places, and for cultivating new forms of social presence. Hence, a programmatic scheme will need to ensure activity that starts from the streets and open public spaces that they connect to, but not one that only relies

on tourist masses to shop and view architectural edifices but a form of life that meets a variety of human needs and creates unpredictables or unplanned moments in space.

Although Trancik's (1986) views on redesigning lost spaces were professed over thirty years ago, they are still strikingly valid for contemporary problems faced in areas such as the current one at hand. Spaces that are lost, neglected and are planned for redevelopment, must first be based on the premise of designing the public space. Site plans should "become generators of context and buildings that define exterior space rather than displace it" (Trancik, 1986). According to Günay (2007), the

creation of urban space, is the process of creating a context within a context and this is how space is setup. With a correct setting to incubate social interactions, memorability and space bound activity that ensues its character to space, a place can start to emerge.

This perceived sense of place works as an 'inside' with its character eminent via endowed features that encapsulate a confined piece of outside. This then becomes, not just a physical and static piece of human construct but a living entity. Hence, the process of place generation can start by installing a formal setup that creates the inside in which a person can feel acquainted with the space through a legible form and increased psychological access. The architecture at the borders should act as the walls of the outdoor as they demarcate and give definition to the space while also constituting the character and purpose of the place. However this inside should not become an enclosed space that prevents social interaction.

As Sendra & Sennett (2020) state, rigid overdetermined forms smother the city. Spaces that do not allow interaction, become unyielding environments that suppress people's freedom to act, stifle informal and social relations, and inhibit the city's power to grow (Sendra & Sennett, 2020). This necessitates permeability at the edges and an ample amount of connectivity with its context. It is thus necessary to establish the lifelines of this inside, enabling the flow of users –the actors of the space, in order to ensure social interaction and vitality. It is important to provide adequately wide and inviting pedestrian ways/*alleês* and open public spaces such as squares or plazas or small street corners with an open space. Hence a well devised series of open spaces and their interconnections can increase connectivity, mobility and orientation as well as generating relatable spaces that can increase psychological access.

Moreover, the enhancement of the public realm is how an image of the area that attracts people can be created. A good system of streets and open spaces (see evaluations on public realm and city blocks and permeability in chapter 4, section 4.4), increases the possibility of generating unique uses and attractive niche spaces that form along them. The public realm should be able to generate myriad patterns of movement, invoke a vibrant street life, and offer spaces that can host events,

happenings and social intermingling. Adequately spaced and well-designed public spaces are critical in establishing legible places which can in turn contribute to the imageability of the place. As described in chapter 2, section 2.1.3.2, imageability is crucial for creating a sense of belonging which is defined by the knowledge one has on a city and the impression it makes on the individual. If the setup of these spaces succeeds in doing so, this can help establish a knowledgeable place which, when combined with the prior two, are the most important factors of creating well-functioning, attractive, and identifiable places. It is therefore paramount that any future amendment to the implementation plan of the ITC should consider the matters discussed here.

Furthermore, a successful urban place needs economic diversity that can generate a level of complexity and a vibrant street life. Therefore an adequate amount of activity based on the diversity of uses, should be present and vary in type and taste. These activities should also be capable of attracting people at different times of the day. Antecedentaly, the formal layout of the settlement should be able to accommodate such a complexity with a fine grain physical and economic structure. Small businesses should be dispersed within the area and exist in a symbiotic relationship with large/corporate businesses, which is not foreseen in the ITC urban design project. People should be able to meet, socialise, conduct business, and engage in leisurely activities evinced in virtue of the economic and social vibrance emergent in the area.

As discussed in the text, the Iskitler Small Industry currently consists mostly of ateliers and small shops with no residential stock. The proposed urban design project also does not designate residential use. Although the general function of the area is most suitable for the accommodation of workplaces which is planned to be as such in the ITC Project, due to its central location, and connection with the CBD, it should also be considered that the lack of variety of uses projected in the plan report, especially for residential stock, significantly reduces the possibility for diversified social and commercial uses. This also limits the emergence of secondary and tertiary uses. Therefore it is suggested that accommodation units for local inhabitancy should also be included in the planning of the area. Although there are residential areas

around the area, predominantly toward the east, the general formal structuring of the project area is designed to convey an introverted character. At first glance, there is an adequate degree of permeability at the edges, however during evening hours when most commercial and work-related buildings have closed, the ratio of building sizes to pedestrian entrances to the site can render the edges less inviting than intended, especially if there is no reason for people to enter the area at that time. Thus the area shows risk of becoming a desolate place after dark and can create security vulnerabilities if a sufficient level of attraction for the evening cannot be achieved.

Considering the area does not lead anywhere in the north-south axis and has nothing much to offer in the east-west axis, combined with the psychological effect of the impenetrable Kazım Karabekir street only passable by over-passes, the area can become a place that shows no sign of life after a certain time of the day. Hence residential use becomes a greater importance to counter this problem as it can provide a local inhabitancy that can generate evening vitality. This can allow the establishment of a societal foothold that can enable the emergence of new life patterns, habits, and unplanned happenings from the first-degree users of the space as the inhabitant would be the first and foremost actor to appropriate space, claim possession of it and develop a sense of belonging greater than which may appear in people who only commute to the area. This can create greater levels of maintenance and care, ultimately increasing the psychological access to the area. Furthermore, the presence of an evening economy that can serve the inhabitants and visitors alike, would contribute to a more vital urban environment in times of the day that city liveliness starts to diminish. These are factors that will dramatically enhance the final outcome of the design.

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APPENDICES

A. THE RISE AND FALL OF THE SOF INDUSTRY

Turkish rule in Ankara started with the Seljuks conquering the city in 1073. During the turmoiled times until the Turks took over the city, Ankara had lost most of its inhabitants due to migration and the city had once again retreated within the citadel. Until the mid-12th century Ankara was mainly used as a military-strategic centre and there had not been any significant urbanization attempts. Yet the Seljuk dominion over Anatolia saw that these lands played an important part in the trade between east and west as the vast lands of the Seljuk Empire enabled these trade routes to function uninterruptedly enabling a rise in prosperity in the region. Cities that were located on the main transit routes developed greatly i.e., Konya, Kayseri, Sivas, however Ankara was situated on a secondary route which caused the city to drop behind in development compared to the other major cities (Aktüre, 1984, p. 12). However, Ankara's heavily fortified castle and rough topography made it the most formidable city in central Anatolia giving it protection against sieges from contesting factions within the Seljuk dynasty.

By the mid-12th century, the city became an administrative centre in which important monuments had started to appear such as the Alaeddin Mosque in 1178, constructed within the citadel, and the Kizilbey Complex built several decades later further outside the citadel toward the southwestern edge of the old Roman city borders. According to this, it is possible to identify the direction of which the city had initially started to expand, although retaining its importance around the close vicinity of the citadel. Thus the core settlement areas were concentrated around the citadel and sub-centres were emerging toward the southwest of the city (Koçyiğit, 2018). From 1186 to 1203 the rule of Muhiddin Mes'ud saw that the city became a haven for art, literature and culture and was succeeded in the later years by Prince Alaaddin Keykubad who established the city as his base (Aydın, et al., 2005, p. 132). The city's growth once again tended toward the west as the Akköprü bridge was built in 1222

to connect the city to the Seljuk lands to the west as a greater foothold was maintained in cities like Eskişehir. (Aydın, et al., 2005, p. 133). The citadel area also developed with new houses being built within its walls and the castle known as Akkale at the tip of the hill was built in this period.

With the weakening of the Anatolian Seljuks after the Crusades and Mongol invasions, administrative systems started faltering in various cities throughout Anatolia and Ankara was among these cities. In this period, the Ahi organisation gained a foothold in the governance of the city (Aktüre, 1984). This organisation was essentially a guild for Turkish traders and artisans which enabled commercial and cultural life to flourish in Anatolia. Although an economic establishment in its core, it also had an educational role and also gained a political character as the Ahis became the government bodies in cities that did not have a strong political presence (Aktüre, 1984).

During the 13th century, Ankara started to gain importance in craftsmanship and production, especially in the leather industry and the production of *Sof*, which was a textile product obtained from the hair of a particular breed of goat brought by the Turks from Central Asia (Aktüre, 1984). After the Ottomans took over the city in 1356, Ankara gradually rose in prosperity which further developed the Sof industry. As the material gained international recognition it became a sought-after product from Arabia to Britain and even by the royalty in Istanbul, making it the most important source of income for the city (Ergenç, 1995). The period of progression ended during the 16th and 17th centuries when central Anatolia faced great destruction and economic stagnation with the Jelali Revolts. Ankara was attacked in 1603 consequently inflicting great damage to the city and its social and economic wellbeing (Aydın et al., 2005, p. 172). It was in this period that the city's extents narrowed down and the 3rd and outer most walls, mentioned in many accounts, were built around the city between 1606-1607 (Ergenç, 1995, p. 164).

Although the city resuscitated toward the first half of the 18th century and economic vitality was maintained once again, this did not last long as the industrial revolution had started to commence from the mid-18th century onward. As industrialisation

developed in rapid rates in Europe, the traditional production methods still utilised in the Ottoman realm were unable to compete with the production rate and quality of industrial goods (Faroqhi, 2005). The value of Sof dropped significantly and was harder to sell the manufactured product making it more viable to sell the Tiftik Goat to merchants instead (Gönenç, 2020). The first livestock of Angora Goats were bought by British merchants in the mid-19th century and were taken to South Africa to be bread (Gönenç, 2020).

As the production of the sole commodity sustaining the city's upper hand in the world market was now rivalled, Ankara started to lose revenue. Although in 1881 an edict was issued that forbade the export of Angora goats, it did not suffice to prevent the sale of livestock to merchants who offered more than what the end product was worth (Gönenç, 2020). According to German Officer Colmar von der Goltz who visited the city in 1892, Ankara had lost all its vibrance (Eyice, 1971). He states that the British mass production of their own Sof had a big part in this and added that the British ambassador had opposed the ban on exporting the goat and put pressure through diplomatic channels, thus the purchasing of the goats continued. He adds that *Tiftik* (mohair), of which Sof was produced from, was being sold at 9 kuruş (cent) while just 30 years ago the price was 60 kuruş (Eyice, 1971). In 1812 there were approximately 1000 workshops for Sof production whereas by 1892 there was only 2 left (Eyice, 1971).

B. UNIMPLEMENTED PLANS FOR THE SUBJECT AREA

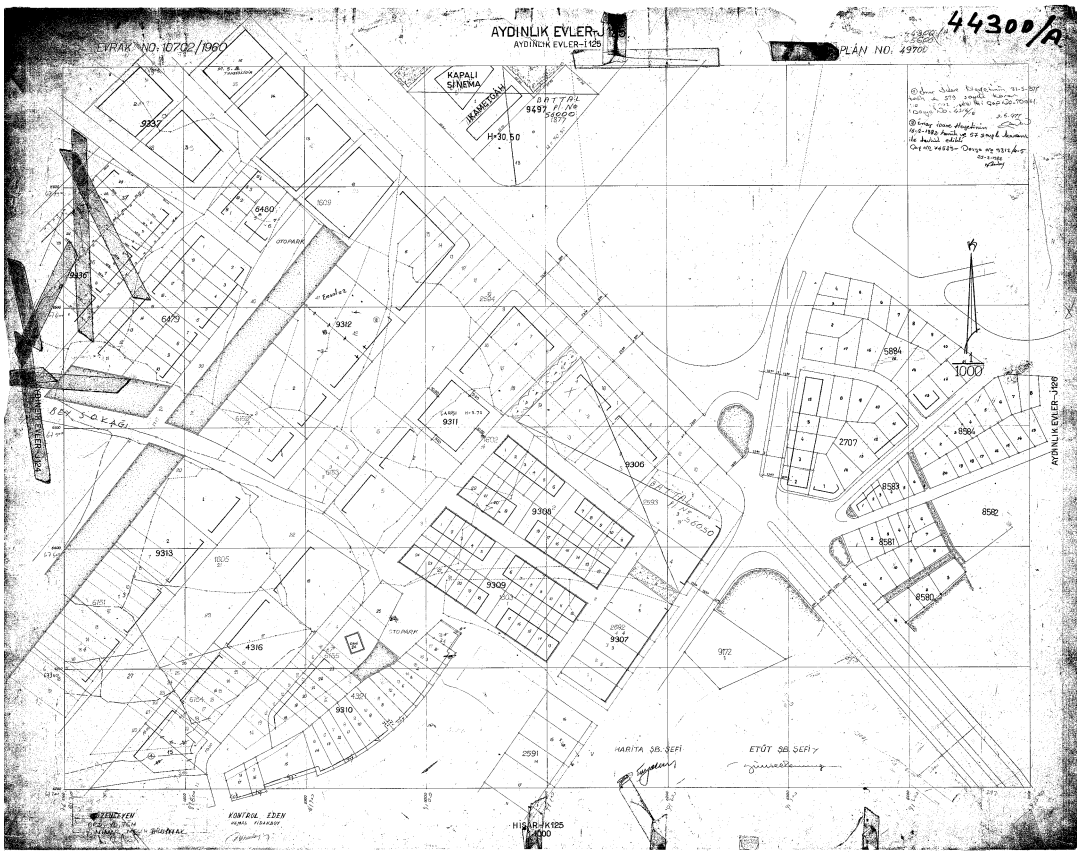

Figure 1. Parcellation Plan for the Altınbaş Section of the Study area, 1960

Source: Metropolitan Municipality of Ankara

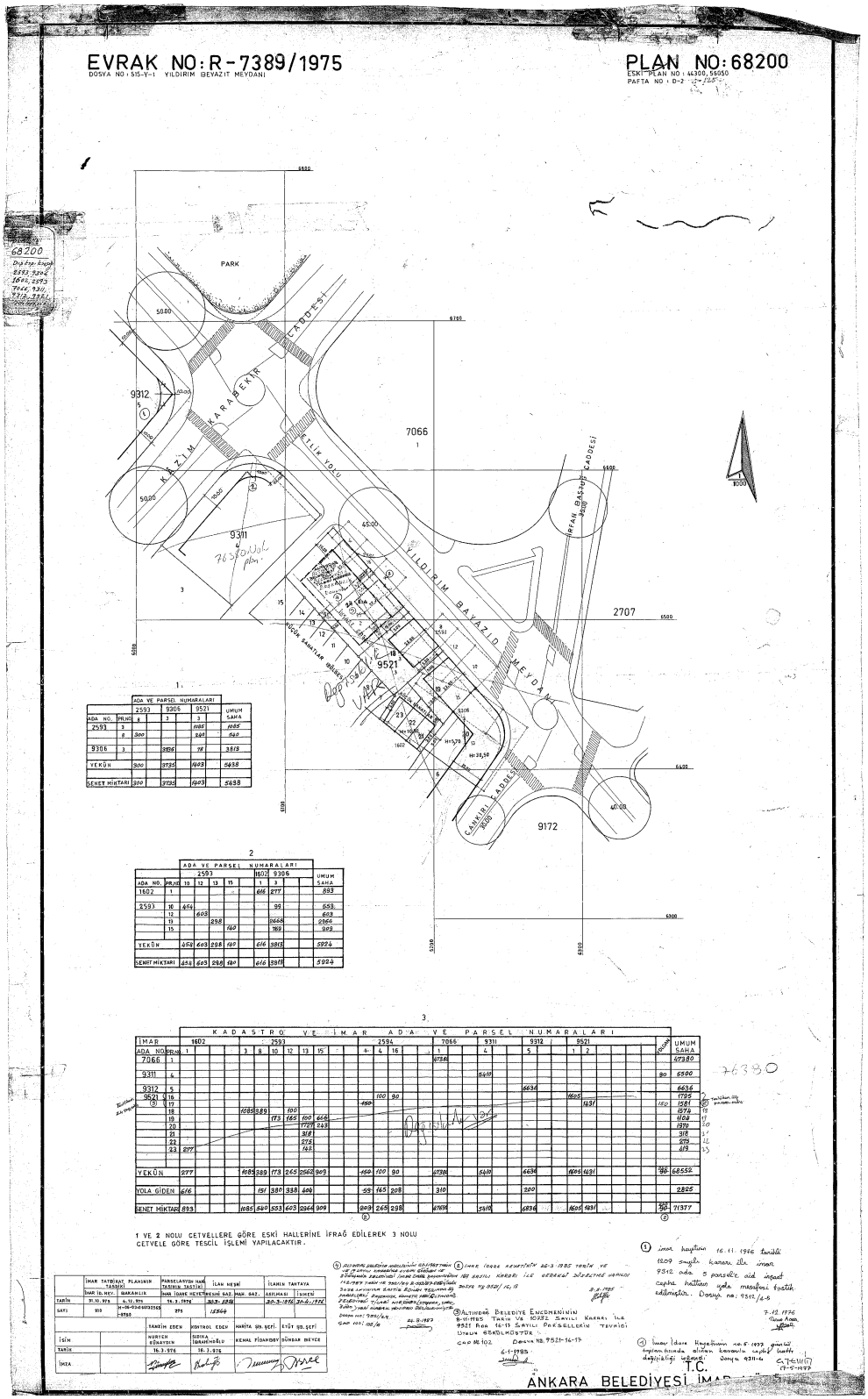

Figure 2. Parcellation plan for the section of Altınbaş facing the Etlik Street, 1975
Source: Metropolitan Municipality of Ankara

C. MUNICIPAL COUNCIL DECISIONS

T.C
ANKARA BÜYÜKŞEHİR BELEDİYESİ
BELEDİYE MECLİSİ

Karar No: 2154 14.09.2009

- K A R A R -

1/5000 ölçekli Uluslar arası Ticaret Merkezi Kentsel Dönüşüm ve Gelişim Proje Alanı sınır ilanına ilişkin İmar ve Bayındırlık Komisyonunun 14.08.2009 gün ve 200 sayılı raporu Büyükşehir Belediye Meclisinin 14.09.2009 tarihli toplantısında okundu.

Konu üzerinde yapılan görüşmeler sonucunda; Altındağ İlçesi sınırları içinde Uluslararası Ticaret Merkezi (UTM) olarak planlı alanda onaylı planlarının Ankara 13. İdare mahkemesince iptal edilmesi üzerine, Meclisçe konunun Kentsel Dönüşüm ve Gelişim Alanı Sınırı ilan edilerek değerlendirilmesi hususundaki kararı doğrultusunda, 5393 sayılı Kanunun 73.maddesine göre 1/5000 ölçekli "UTM Kentsel Dönüşüm ve Gelişim Proje Alanı Sınırı" ilan edilmesine ilişkin Kentsel Dönüşüm ve Gelişim Proje Alanı Sınırı tespit paftası İmar ve Şehircilik Dairesi Başkanlığınca hazırlandığı,

-UTM Proje alanının 1990 yılında onaylanan 1/50000 ölçekli Ankara nazım planı ile Metropoliten Merkezi İş Alanı Gelişme Bölgesi içerisinde kaldığı,

-1992-1994 yılları arasında Mimar Ahmet Gülgönen tarafından Uluslararası Ticaret Merkezi Kentsel Tasarım Avan ve Kesin Projelerinin açılan yarışma sonucu kazandığı,

-Proje doğrultusunda 1/1000 ölçekli uygulama imar planlarının Büyükşehir Belediye Meclisinin 07.02.1994 tarih ve 62 sayılı yazısı ile onaylandığı,

25.04.2000 tarih ve 107 sayılı Meclisimizin kararıyla UTM-MİA uygulama esaslarının belirlendiği bu doğrultuda 20.06.2000 tarih ve 314 sayılı BMK ile Yönerge kabul edildiği,

-Daha sonra yargı kararları doğrultusunda planların iptal edilerek çeşitli revizyonlara konu olduğu, en son Altındağ Belediye Meclisi'nin 28.08.2001 gün ve 274 sayılı kararı ile uygun görülerek Büyükşehir Belediye Meclisi'nin 10.10.2001 gün ve 6261 sayılı yazısı ile 1/1000 ölçekli uygulama imar planlarının revize edilerek onaylandığı,

-Bu kez Altındağ Belediye Meclisi'nin 28.08.2001 gün ve 274 sayılı kararı ile uygun görülen ve Büyükşehir Belediye Meclisi'nin 10.10.2001 gün ve 6261 sayılı kararı ile onaylı UTM imar planı revizyonunun Ankara 13.İdare Mahkemesinin 17.06.2008 tarih ve E:2007/491 K-.2008/1056 sayılı kararı ile iptal edildiği,

-İptale konu mahkeme kararına esas bilirkişi raporunda bu projeye ilişkin 1/5000 ölçekli üst ölçek planın bulunmaması gerekçe gösterildiğinden İmar ve Şehircilik Dairesi Başkanlığınca kentsel tasarım projesi doğrultusunda 1/5000 ölçekli nazım imar planının hazırlanarak meclise sunulduğu, önerinin Büyükşehir Belediye Meclisinin 18.12.2008 tarih ve 3089 sayılı kararıyla "kentsel dönüşüm mantığında, **kentsel tasarım projesi tarzında günün ihtiyaçlarına göre yeniden hazırlanmak üzere "iade""** edildiği,

Vakıflar Genel Müdürlüğü Ankara Bölge Müdürlüğünün 04.06.2009 gün ve 5526 sayılı yazısında mülkiyetleri vakıflar genel müdürlüğü ile vakıfları adına tescilli taşınmazların (17053/1, 17055/1, 17052/1-14, 17054/1 ve 17930/2 sayılı ada/parseller) yap işlet-devret modeli ile 49 yıllığına ticari tesis yaptırılmak üzere kira ihalesine çıkarılacağından bahisle söz konusu parsellerin sınırlarının ve kullanım kararının devam ettirilmesi, hak ve menfaatlerinin korunarak düzenlemenin bir an evvel yapılmasının talep edildiği,

Büyükşehir Belediye Meclisinin 18.12.2008 tarih ve 3089 sayılı kararı doğrultusunda;

-Söz konusu alanın güney doğusunda Ulus Kent Merkezi uzantısı, kuzey batısında Kazıkiçi Bostanlar alanında Öngörülen Merkezi İş Alanı (MİA), güneyinde Roma Hamamı Arkeolojik Sit Alanı, kuzeyinde ise Dışkapı kentsel servis koridoru ile çevrili olduğu, kentin kuzey-güney doğrultusunda ana omurganın üzerinde yer aldığı, batı yönünde yer alan kentsel gelişme alanlarının merkeze erişiminde toplayıcı rol oynayan Kazım Karabekir Caddesi ve oldukça yüklü bir nüfus potansiyeline sahip Ankara kuzey batı gelişim koridorunun kent merkezine bağlandığı en önemli arterlerden biri olan Etlik Caddesi ile sınırlı olduğu, UTM alanının merkezi kullanımlar açısından ciddi bir potansiyele sahip olduğu,

T.C.
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BELEDİYE MECLİSİ

Karar No: 1141 16.04.2010

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Büyükşehir Belediye Meclisinin 14.09.2009 tarih ve 2154 sayılı kararıyla onaylı Uluslararası Ticaret Merkezi kentsel dönüşüm ve gelişim proje alanı sınırları içinde daha önce Belediye Meclisinin 18.12.2008 gün ve 3089 sayılı kararı ile iade edilen öneri planların Vakıflar Genel Müdürlüğünün talebi doğrultusunda yeniden değerlendirilmesi gerektiği görüş ve kanaatine varıldığı,

Hususları tespit edilmiş olup, Uluslararası Ticaret Merkezi alanına ilişkin 1/5000 ölçekli KDGPA sınır ilavesi nazım imar planı ve 1/1000 ölçekli uygulama imar planı teklifleri üzerinde yapılan değerlendirmede, KDGPA sınırına ASKİ'ye ait 23104 ada ile 17056 ada 3 parselin dahil edilmesi, yeni katılan alanlar üzerinde Dini tesis alanı (Cami) oluşturmak üzere yol ve parsellerde düzenleme yapılması, Metro giriş-çıkışlarının korunması, Türk Diyanet Vakfının yargı kararları gerekçeli rant kaybının telafisine ilişkin yazılı talepleri doğrultusunda 23102 ada 4 parselde Yeniyurt, S.K.T kullanımında Emsal=2.50 yapı yoğunluğu verilmesi, mülkiyeti Belediyemize ait 17052 ada 8 parselin Ticaret+S.K.T kullanımına dönüştürülerek yapı yoğunluğunun komşu parsellerde olduğu gibi Emsal=3.50 olarak belirlenmesi, parselasyon planı aşamasında mahkeme karar gerekçelerinin dikkate alınması suretiyle "Tadilen onayı"na ilişkin İmar ve Bayındırlık Komisyonu raporu oylanarak oybirliği ile kabul edildi.

Meclis Başkanı	Kâtip	Katip
İ.Melih GÖKÇEK	Mine LÖK BEYAZ	Hüseyin GÜNAY

T.C
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BELEDİYE MECLİSİ

Karar No: 2002 12.07.2011

- K A R A R -

Altındağ İlçesi 17926 ada 6 parselde 1/1000 ölçekli uygulama imar plan değişikliğine ilişkin imar ve Bayındırlık Komisyonunun 24.06.2011 gün ve 232 sayılı raporu Büyükşehir Belediye Meclisinin 12.07.2011 tarihli toplantısında okundu.

Konu üzerinde yapılan görüşmeler sonucunda; Nazmi ARDAHANLI, Saniye ARDAHANLI ve Necmi ARDAHANLI'nın 20.05.2011 gün ve 7295 evrak no'lu dilekçeleri ile Altındağ İlçesi Sebze Bahçeleri Mahallesi 17926 ada 6 sayılı parsele ilişkin 1/1000 ölçekli uygulama imar planı değişikliği 5216 sayılı yasanın ilgili Maddesi gereğince onaylanmak üzere İmar ve Şehircilik Dairesi Başkanlığına sunulduğu,

Söz konusu parelin Büyükşehir Belediye Meclisinin 16.04.2010 gün ve 1141 sayılı kararıyla onaylı Altındağ İlçesi, Uluslar Arası Ticaret Merkezine (UTM) ait Kentsel Dönüşüm ve Gelişim Proje Alanı Sınırı, 1/5000 ölçekli nazım imar planı ve 1/1000 ölçekli uygulama imar planı içerisinde kaldığı, imar durumunun E:3.50, 17926 ada 5 parselden yapı yaklaşma mesafesinin 5 metre olduğu, toplam yüz ölçümün 1940 m , 305 m 'sinin Kazım KUTLU'ya, 319 m 'sinin Saniye ARDAHANLI'ya, 183 m^2'sinin Ankara Büyükşehir Belediyesine, 964 m^2'sinin Nazmi ARDAHANLI'ya ve 169 m^2'sinin ise Necmi ARDAHANLI'ya ait olduğu,

Yapılan imar planı değişikliği ile,

17926 ada 6 no lu parselin 5 sayılı parsele olan 5 metrelik yapı yaklaşma mesafesi kaldırılarak, ada bütününde yapılaşma koşulları değiştirilmeden yapı yaklaşma mesafeleri adanın kuzeyindeki yaya yolundan 25 metre güneyindeki yaya yolundan 10 metre, doğusundaki 12 metrelik taşıt yolundan 5 metre batısındaki 50 metrelik taşıt yolundan 10 metre olarak ve "-Uluslararası ticaret merkezi (UTM) İMAR PLANI plan notları geçerlidir." Şeklinde bir adet plan notu önerildiği,

Yapılan değerlendirmede; Nazmi ARDAHANLI'nın 01.03.2011 gün ve 3143 evrak nolu dilekçesine cevaben İmar ve Şehircilik Dairesi Başkanlığının 09.03.2011 gün ve 585 sayılı yazısında belirtildiği gibi, "parselin doğusundaki 12.00 metrelik yoldan 5 metre çekilmesi ve onaylı planda 17926 ada 5 sayılı parsele olan 5 metre yapı yaklaşma mesafesini kaldırıp, yapılacak olan binanın taban alanını parsel sınırına gelecek şekilde, (Ek-3'deki krokide belirtildiği gibi) 1/1000 ölçekli uygulama imar planının tadilen onaylanmasının uygun olacağı görüş ve kanaatine varıldığı,

Hususları tespit edilmiş olup, 1/1000 ölçekli uygulama imar planı değişikliğinin "tadilen onayı"na ilişkin İmar ve Bayındırlık Komisyonu raporu oylanarak oyçokluğu ile kabul edildi.

Meclis 1.Başkan V.	Katip	Katip
Ali İhsan ÖLMEZ	Durali KELEŞ	Hayrettin ÇETİN

T.C.
ANKARA BÜYÜKŞEHİR
BELEDİYE MECLİSİ

Karar No: 522 09.03.2022

K A R A R

Altındağ İlçesi Sebzebahçesi Mahallesi Uluslararası Ticaret Merkezi KDGP Alanına ait 1/5000 ve 1/1000 ölçekli imar plan değişikliğine ilişkin İmar ve Bayındırlık Komisyonunun 22.02.2022 tarihli ve 1142 sayılı Raporu Büyükşehir Belediye Meclisimizin 09.03.2022 tarihli toplantısında okundu.

Konu üzerinde yapılan görüşmelerden sonra; Kültür ve Turizm Bakanlığı Vakıflar Genel Müdürlüğünün 31.01.2022 tarihli ve 24314261-190500 sayılı yazısı ile Altındağ İlçesi Sebzebahçeleri Mahallesinde yer alan Vakıflar Genel Müdürlüğünün İdare ve Temsil Ettiği Vakıflara ait olan 17052 ada 14, 15 parseller, 17053 ada 1 parsel, 17054 ada 1 parsel, 17055 ada 1 parsel ve 17930 ada 2, 6, 7 parsellerde mer'i imar planı kapsamında problemlerle karşılaşıldığı belirtilerek, bu nedenle vakıf hak ve menfaatleri açısından plan değişikliğinin hazırlanarak Başkanlığımıza sunulduğu, ancak taşınmazların bulunduğu alanın UTM (Uluslararası Ticaret Merkezi) KDGPA olduğu için bütüncül ele alınması gerektiğinden 1/5000 ölçekli nazım imar planı ve 1/1000 ölçekli uygulama imar planının 5216 sayılı Kanun uyarınca İmar ve Şehircilik Dairesi Başkanlığınca bir bütün olarak hazırlandığı,

Yapılan incelemede:

Teklife Konu Alanın Mülkiyet ve Mevcut İmar Durumunun;

Planlama alanı; Kazım Karabekir Caddesi, Etlik Caddesi, Çankırı Caddesi ile ASKİ Hizmet Binası ve Roma Hamamı Arkeolojik Sit Alanı arasında kalan yaklaşık 22.5 hektarlık bir alanı kapsadığı,

Bu bölge; 1967 tarihli 1/5000 ölçekli Kat Rejimi planlarında "Küçük Sanayi Bölgesi" olarak ayrıldığı,

UTM Proje Alanı 1990 yılında onaylanan 1/50000 ölçekli Ankara Nazım Planında "Metropoliten Merkezi İş Alanı Gelişme Bölgesi" içerisine alındığı,

1992-1994 yılları arasında Uluslararası Ticaret Merkezi Kentsel Tasarım Avam ve Kesin Projeleri için açılan yarışma Mimar Ahmet GÜLGÖNEN tarafından kazanıldığı,

Proje doğrultusunda hazırlanan 1/1000 ölçekli "Ankara Uluslararası Ticaret Merkezi İmar Planı" Büyükşehir Belediye Meclisinin 07.02.1994 günlü ve 62 sayılı kararı ile onandığı,

Altındağ Belediye Meclisinin 28.08.2001 günlü ve 274 sayılı kararıyla uygun görülerek Büyükşehir Belediye Meclisinin 10.10.2001 günlü ve 6261 sayılı yazısı ile 1/1000 ölçekli uygulama imar planı değişikliği onanmıştır. Bu plan değişikliği Ankara 13. İdare Mahkemesinin 17.06.2008 günlü ve E:2007/491 K:2008/1056 sayılı kararı ile iptal edildiği,

Bölgede bulunan mülkiyeti vakıflara ait parseller üzerinde Vakıflar Genel Müdürlüğü, Bölge Müdürlüğü ve ticari faaliyetlerin yer alacağı Vakıflar Genel Müdürlüğüne ait bir projenin gerçekleştirilmesi için Genel Müdürlük tarafından mer'i plan koşullarının incelendiği, söz konusu projenin gerçekleştirilmesinde mülkiyet ve plan kararları açısından bir takım problemlerle karşılaşıldığı bildirildiği,

Söz konusu bölgenin kentsel dönüşüm sınırı içerisinde olması ve yetkinin Büyükşehir Belediyesinde olması sebebiyle Vakıflar Genel Müdürlüğünce sunulan ve yalnızca Vakıflar Genel Müdürlüğüne ait parselleri kapsayan UTM KDGPA içerisinde parçacıl bir imar değişikliğinin UTM'de karşılaşılan sorunları çözemeyeceğinden, alanın tamamını içeren, mülkiyet sorunlarının, ulaşım sorunlarının ve de yapılaşma sorunlarının giderileceği 1/5000 ölçekli nazım imar planı ve 1/1000 ölçekli uygulama imar plan revizyonu değişikliğinin Başkanlığımızca hazırlandığı,

1/1000 ve 1/5000 Ölçekli İmar Planı Değişikliği Tekliflerinde;

Plan revizyonu ile söz konusu alanlarda mer'i planlardaki kullanımları ve yapılaşma koşulları değiştirilmeden planlama çalışması yapılmıştır. Ticaret alanlarında mer'i plandaki emsal koşulları korunmuştur. Yükseklik koşulu ise Kazım Karabekir Caddesinin karşısında yer alan Merkezi İş Alanı yükseklik koşulları göz önünde bulundurularak 16 kat olarak belirlenmiştir. 15 metrelik yola bakan cephelerden 10 metre, Belediye Hizmet Alanına bakan cephelerden ise 5 metre yapı yaklaşma mesafesi uygulandığı,

Çankırı Caddesi üzerinde yer alan parsellerde ise yapılaşma koşulu parsellerde yer alan yapı yükseklikleri ve yapı nizamı ile yolun karşısı ve devamında yer alan yapı yükseklikleri ve yapı nizamı göz önünde bulundurularak bitişik nizam 10 kat olarak belirlenmiştir. 15 ve 25 metrelik taşıt yollarından 10 metre yapı yaklaşma mesafesi uygulandığı,

Plan içerisinde ve ticaret alanlarına servis veren 12 metrelik ticaret yolu 15 metreye çıkarılmıştır. Alan içerisinde 17052 ada 8 parselin güneyine alanda hizmet verebilecek Belediye Hizmet Alanı planlanmıştır. Bu alana servis verebilmesi için 17052 ada 10 ve 11 parsellerin yer aldığı alanda ortası otopark olarak kullanılabilecek şekilde taşıt yolu oluşturulmuştur. Belediye Hizmet Alanının yapılaşma koşulu E=1.50 Yençok=5 Kat olarak belirlendiği,

Planlama alanı içerisinde mer'i planda da yer alan 2 adet Cami Alanı planlanmıştır. Bu alanların yapılaşma koşulları E=1.00 Yençok=Serbest olarak belirlenmiştir. 23857 ada 2 parselde mevcut durumda Diyanet Vakfına ait yurt binaları bulunmaktadır. Bu parselde Sosyal Tesis Alanı kullanımı getirilmiştir. Mer'i plandaki yapılaşma koşulu değiştirilmemiş olup, yüksekliği ruhsatlı binaların yüksekliğine ve çevre plan koşullarına göre belirlenmiştir. Sosyal Tesis Alanın yapılaşma koşulu E=2.50 Yençok=16 Kat olarak belirlendiği,