A REPERTOIRE FOR EXAMINING POTENTIAL OF HYBRIDITY IN URBAN DEVELOPMENT AREAS

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ABSTRACT

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Urban space can be viewed as a dynamic system of interconnections, a complex system of flows and actions. The city is genuinely heterogeneous, conflicting, and ambiguous. In this context, hybridity characterizes differences for various elements within the city to produce a ground for the process of ever-lasting progression to assemble further interactions, and interweave programs as a systemic organization. As a result, it creates an ecology that is an extensive and inclusive ground plane that organizes and supports the land activities to maximize its use and be resilient to newly invented programs and events. Consequently, hybrid urban grounds and buildings are inherently multi-functional, producing complex relationships with their program, context, and society. Especially within the hybrid system, the integration of living, working, circulating, and recreation gains importance. Also, hybridity can be seen as a concept that acts as an in-between design strategy that can both respond to the requirements of the real estate market and serve urban benefit. Considering most of the current urban environment's conditions, hybridity offers an alternative way of space-making.

Keywords: repertoire of hybrid, hybrid urban space, programmatic diversity, public accessibility, flow

ÖZ

MELEZLİĞİN KENTSEL GELİŞİM BÖLGERİNDEKİ POTANSİYELLERİNİN İNCELENMESİNE YÖNELİK BİR REPERTUAR

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Kentsel mekan, dinamik bir ara bağlantı sistemi, karmaşık akış ve eylemler sistemi olarak görülebilir. Şehir heterojen, çelişkili ve muğlaktır. Bu çerçevede, hibritlik, şehir içindeki ayrı unsurların farklılıklarını analiz ederek, sürekli bir gelişme süreci için zemin oluşturmayı, daha fazla etkileşimi bir araya getirmeyi, programları sistemik bir organizasyon olarak iç içe geçirmeyi önerir. Hibritlik, mekansal kullanımı en üst düzeye çıkarmak ve yeni programlara ve olaylara karşı esnek olmak için arazi kullanımlarını organize eden, destekleyen kapsamlı ve kapsayıcı bir ekoloji yaratır. Sonuç olarak, hibrit kentsel zemin ve binalar, programları, bağlamları ve kullanıcıları ile girift ilişkiler üreten çok işlevli organizasyonlardır. Özellikle hibrit sistem içerisinde yaşam, çalışma, dolaşım ve rekreasyon alanlarının entegrasyonu önem kazanmaktadır. Ayrıca hibritlik, hem emlak piyasasının gereksinimleri ve hem de kentsel fayda kapsamında ortak bir tasarım stratejisi olarak değerlendirilebilir. Bu yüzden, güncel kentleşme koşulları göz önüne alındığında, hibritlik kentsel gelişim alanları için alternatif olasılıklar sunar.

Anahtar Kelimeler: hibrit repertuarı, hibrit kentsel mekan, programatik çeşitlilik, kamusal erişilebilirlik, akış

To my dear uncle…

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CHAPTER 1

INTRODUCTION

One of the biggest urbanization problems of the 21st century is undoubtedly the mixed-use projects that create weak urban areas led by the real estate sector that develops within the framework of economic expectations. This thesis has taken as a problem the so-called mixed-use, spatially diverse, and socially active high-rise buildings on a large scale, which the real estate sector marketed as propaganda. As the research continued, it was found that these spaces are not used most of the day, their presence does not create network with the environment, but encourages only the use of programmatic elements facilitated in the building, and publicness is only achieved through consumption. Also, Im Sik Cho claims that

> In many cases, swaths of existing urban fabric along with their multifarious public spaces have been erased to make way for extensive high-density real estate developments driven by expedience and the maximization of profit.[1]

Moreover, methods such as zoning regulations and strict control of the municipality that can be suggested to control the current situation can be surpassed by the investors. The main intention of this thesis was to deny market-driven urbanism and propose an alternative way to approach the urban development areas to create a more active, humanitarian, effective spatial formation and a building culture that has a mutualistic relationship with its environment. At the same time, it also meets the profit which can be obtained from the land.

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[1] Im Sik Cho, Chye-Kiang Heng, and Zdravko Trivic, "Proloque," in *Re-Framing Urban Space: Urban Design for Emerging Hybrid and High-Density Conditions*, (New York: Routledge, 2015), xiii.

Therefore, this thesis came across three conceptions that inspired a study on the concept of hybrid in architecture and the urban context. Also, played an essential role in the formation of the ideas of this thesis. One of them is the spatial flexibility and uncertainty that Cedric Price offers with "Non-Plan"[2]. Cedric Price tried to overcome this uncertainty and flexibility with the "Fun Palace" proposal as he saw the constant change in the urban form and needs. Also, Aureli argues that "Price's projects focused on an idea of architecture that would change in time according to its use."[3] Cedric Price tried to overcome this uncertainty and flexibility with the "Fun Palace" proposal. One of the most critical factors in Price's development of this idea was his vision of the city. He wanted to develop a planning approach that could keep up with the constantly changing urban developments. However, he saw this as a problem that could be solved not by trying to predict the future but by acknowledging the uncertainty and designing flexible and adaptable spaces. As Price claimed that "the essence of the place will be its informality: nothing is obligatory, anything goes. There will be no permanent structures. Nothing is to last for more than ten years…"[4] Price suggested that no building should last more than ten years since it lost its context and primary function due to rapid urban developments, and urbanity's functions change faster than the building itself. In that context, flexibility in the structure attains important to adapt spontaneity and unexpected functions to accommodate. Price states "With informality goes flexibility. The "areas" that have been listed are not segregated enclosures. The whole plan is open but on many levels."[5] Accordingly, activities of the space and its designs are experimental as the place expands and changes according to the participants and urban contributions.

[2] Cedric Price and Joan Littlewood, "Fun Palace," *The Drama Review* 12, no. 3 (The MIT Press, 1968): 130.
[3] Pier Vittorio Aureli, "Labor and Architecture: Revisiting Cedric Price's Potteries Thinkbelt," *The Log* no.23 (2011), 103.
[4] Price and Littlewood, "Fun Palace," 130.
[5] Price and Littlewood, "Fun Palace," 130.

Also, this flexibility in the space is projected on the space-time usage, the building's function time is extended according to the operational arrangements.

The second source of inspiration was Bernard Tschumi's space and event conception. According to Tschumi, architecture should be more than just a static construction; it is the experiences that give meaning to the space, and the architectural product should be designed to facilitate these experiences. According to Charitonidou's idea, "His conception of space was clearly based on the idea that space is transformed by events"[6]. Tschumi supports the notion that space is not only a physical entity but also a social, cultural, and psychological structure and expresses that urban or architectural space is an active input that shapes events and is also shaped by it, rather than just creating a background for events. Tschumi also states that "… there is no architecture without action, no architecture without event, no architecture without program"[7] The relation between space and events creates infinite possibilities that both of them support each other, create a conflict between them, or, ignore each other. Their relationship produces very unique cases which are "unclassifiable" and "unprogrammed". La Marche indicates that these spaces are characterized by the possibility of countless unplanned events, where life is not solely dictated by a functionalist architecture that rigidly prescribes a singular set of appropriate behaviors for a given space.[8] For these reasons, the relationship between space and event constitutes an essential basis for unexpected spatial organizations, the perception of space, and the space to metamorphose itself or around events.

The third conception is from Rem Koolhaas's programmatic indeterminacy term. With programmatic ambiguity, it is aimed that a structure is not defined entirely in terms of functionality of it, so that it can adapt to changes that may occur over time

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[6] Marianna Charitonidou, "Simultaneously Space and Event: Bernard Tschumi's Conception of Architecture," *ARENA Journal of Architectural Research* (2020): 14.
[7] Bernard Tschumi, *Architecture and Disjunction*, (The MIT Press, 1996), 121.
[8] Jean La Marche, "Architecture and Disjunction and Event Cities," *Journal of Architectural Education* 49, no. 2 (November 1, 1995): 132.

programmatically and that designs can accommodate multiple uses and increase their adaptability over time by leaving it open-ended. He is ended up with this idea by acknowledging the dynamism and ever-lasting changes of urbanism. Similarly, Özkan comments that "As it is observed in Coney Island or Manhattan skyscrapers, the indeterminacy of the program creates highly instable conditions, and retains the structure in a perpetual state of revision."[9] Therefore, he created an alternative to the traditional approaches to both architectural programs and urban design. One of his best-known designs, the Parc de la Villette, is an example that theoretically contains both a social capacitor and a programmatic uncertainty. In this project, each band brings together different programs together and allows them to adapt according to the needs of urbanity.

Likewise, Koolhaas contended that the architectural design aims to generate extensive divisions between numerous programmatic elements, ensuring optimal flexibility within each programmatic section. This deliberate interplay leads to a multitude of programmatic transformations, maximizing the potential for adaptation and variation.[10] As he comes up with the band idea, it refers to the in-between space of the Berlin Walls.[11] This in-between space can shape anything according to the intervention since it has no programmatic or structural indications. However, while it has multiple possibilities to accommodate functions, it schematically communicates with the city since it has a long border. Therefore, the strip has maximum capacity to mutate according to the urban spaces or spatial needs.

These conceptions created approaches to hybridity's programmatic diversity and spatial experiences of the urban dweller. In addition, awareness of the fact that urban and built spaces' needs can change over time, the importance of infrastructural

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[9] Özay Özkan, "Strategic Way of Design in Rem Koolhaas's Parc de la Villette Project," (master's thesis, METU, 2008), 67. https://hdl.handle.net/11511/18328
[10] Rem Koolhaas and Bruce Mau, *S, M, L, XL*, ed. Jennifer Sigler, (Monacelli Press, 1997), 921.
[11] Özay Özkan, "Strategic Way of Design in Rem Koolhaas's Parc de la Villette Project," (master's thesis, METU, 2008), 67. https://hdl.handle.net/11511/18328

requirements, and spatial adaptation when faced with unexpected developments have directly contributed to the creation of the theoretical background of hybridity. Moreover, not only the daytime use of a space, but also its use in the rest of the day is important for hybridity. Another important thing is that these approaches created a ground for the socially condensed architectural view upon the hybridity. Therefore, hybrid understanding of this thesis values the not functionalized, not built voids for recognition of these areas later and as the public can gather without any restriction. To sum up, especially these conceptual played an important role in the maturation of the term hybridity in this thesis.

These discussions provided the necessary foundation for understanding such an ambiguous subject, hybridity. The term hybridity emerges as a chance to both create public space and meet economic expectations in new urban sprawl areas. Im Sik Cho claims that hybridity provides great opportunities for the creation of public space in these rapidly changing cities.[12] While doing this, hybridity puts the public at its center, gathers different programs within itself, and reveals potential, unlike any mixed-use project with an inclusive flow. While the term "hybridity" gained traction in the 1980s, particularly when Joseph Fenton mentioned it in his discussions, it has evolved to become a potential solution for contemporary urban development challenges. In this thesis, hybridity is dissected into four distinct yet interconnected elements: scale, public, flow, and program. Recognizing the inherent ambiguity of the concept, it is not imperative to rigidly define it with strict boundaries and predetermined notions.

As a methodology, this thesis consists of two main phases which are literature review and case study analysis. Initially, it is aimed to create a foundation for the hybridity and what are the main components that make a hybrid structure. Since the term hybrid is ambiguous, it is crucial to acknowledge the dynamics of the main

[12] Cho, Heng, and Trivic, *Re-Framing Urban Space*, xiii.

components, revealing the relations between the components, and what they bring for the hybridity, to be able to set principles to examine the cases. Therefore, in chapter 2, the theoretical background of the term hybrid is analyzed, and impacts of its precedents acknowledged. These precedents are the concepts “Mixed-Use” and “Social Condenser”. Starting from the “Mixed-Use”, it is discussed how hybridity separate itself from the mixed-use facilities by revealing the differences of these two concepts which can be confused with each other. Secondly, in the “Social Condenser” section of this study, it is investigated that the ways both terms understand the socialization as a concept, and their impacts on the designs. After these concepts defined, it is investigated that how the pioneers of this idea in terms of architecture first defined it, and then how the definition changed. In the second part of this study, after giving a brief introduction on how hybridity differs from other terms, the main elements of hybridity are examined and discussed in detail. From this point of view, based on this research, hybridity was researched theoretically under four main headings: “Urban Scale as Hybrid”, “Public as Hybrid”, “Flow as Hybrid”, “Program as Hybrid”. Each of these four topics draws attention to what kind of urban environment should be created by addressing the intertwined issues one by one in order for hybridity to exist. In the components of hybrid section of this study it is investigated why hybridity takes place on an urban scale and how public participation, programmatic diversity, enhanced flow systems and bigness takes a role in the formation of hybrid space making. In Chapter 3, In the light of research in previous chapter, the third chapter analyzes the principles that hybridity revealed during its coming into the existence, and at the same time deals with the existing problems of cities and explores parallel solutions of hybridity to these problems. It is aimed to create a repertoire through a case study by clarifying the principles of hybridity. As a result of the creation of this repertoire, it is aimed to make a study of what hybridity can offer in the production of urban space and building, and this study will guide future projects.

CHAPTER 2

NATURE OF HYBRID

2.1 Theoretical Background

The term hybrid originated from the field of genetics and in that context described as a product of two different species. In a more generalized sense, different situations coalesce rather than cluster or destroy each other. Due to the term hybrid's indistinct character, it is open for free interpretations and provides various definitions to the related field of study. Also, based on the etymology of the concept, it is expected to produce terms, methods, and statements by confrontation within the acknowledged discourse. According to this point of view, hybridity is a condition of being "in-between", continuous transformations as opposed to any finite or finished status. Likewise, Ivana Jevremović mentions that theoreticians interpret hybrids as a crucial agent in cultural advancement and consider hybridization as a process to create new possibilities and cultural formations.[13] Moreover, hybridity does not merely expect to create integrity but meanwhile, initiate diverse processes by being in relation with the others. Therefore, hybridization is a method for cross-fertilization of discourses and provides a process to unite differences.[14]

Urban space can be viewed as a dynamic system of interconnections, a complex system of flows and actions. The city is genuinely heterogeneous, conflicting, and ambiguous therefore, hybridity reveals to characterize differences for the separate

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[13] Ivana Jevremović, "Hybridity in and beyond Architecture: Liminal Conditions," *SAJ- Serbian Architectural Journal* 9, no. 3 (2017): 242.

[14] Ayşe Vildan Çelik and Aysu Akalın, "Architectural Hybridity in Contextual Representations for the Moment of Synchronic Essence," *Iconarp International J. of Architecture and Planning* 7, no. 1 (2019): 121.

elements within the city to produce a ground for the process of ever-lasting progression, assemble further interactions, interweave programs as a systemic organization. As Güven Sargın defines hybrid:

> And yet deeper inside, the term reveals more: to characterize both the process and the end-product at once with which the boundaries of infinite programs, bodies, spaces, and spheres can now merge for construction of interconnected structures, systems, relations, materials, and representations. As a result, the hybrid is the amalgam of differences for the separation of incompatible elements for further interactions, and a course of action of its own where interconnected processes are believed to be the variable capital of systemic organizations.[15]

Therefore, hybridization does not intend an end yet suggests a constant evolution through "fragmentation, superimposition, de-formation" and so on. For these reasons, it creates an ecology that is an extensive and inclusive ground plane that organizes and supports the land activities to maximize its use and be resilient to newly invented programs and events. Consequently, hybrid urban ground and buildings are inherently multi-functional, producing complex relationships with their program, context, and society.

Joseph Fenton mentions that architecture programmatically changed from homogeneous to heterogeneous because of the impact of the new building techniques and urban land pressure. Adaptation of programmatic hybridity onto the urban increases land activity without necessarily increasing the building density.[16] Within this complex system, the city becomes equally complex and conflicting. To achieve togetherness in the city Nan Ellin suggests "integral urbanism", to integrate function or uses, structural and environmental systems, process and product, planned and

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[15] Güven Arif Sargın, "Hybrid Spaces: Hybrida, Hibrida," in *Hybrid Spaces*, (Ankara: METU, 2004), 4.

[16] Joseph Fenton, "Hybrid Buildings," in *Pamphlet Architecture no: 11: Hybrid Buildings*, (New York: Pamphlet Architecture, 1985), 4.

spontaneous. These suggest a departure from presumed opposition between people and nature, between buildings and landscape to more symbiotic relationships.[17] Ellin claims that integral urbanism must have 5 qualities: hybridity, connectivity, porosity, authenticity, and vulnerability.[18] Also, these qualities of "Integral Urbanism" are more likely to concentrate on activating "in-between" spaces by punctual treatments and expecting this action to catalyze further interventions to produce an ever-lasting process. Moreover, by these interventions, it is expected to add new assets within the existing flow, both natural and constructed as well as creating a community engagement. Therefore, urban space is viewed as a socio-environmental system or ecology rather than just a container of social activities.[19] Hybridity gains importance as a tool in the production of space that contributes to the city by nurturing the sociality in the urban space, while not ignoring the increasing pressure on the land. So that, hybridity both serves the real-estate economy and need of gaining profit from the land, also, create an urban space that serves the common good.

2.1.1 Mixed-Use

Hybrid buildings are inherently multi-functional, produces complex relationship with their form, program, context, and society. However, it is crucial to differentiate between "mixed-use" and "hybrid". Steven Holl and Aurora Fernandez claim that the character of hybrid welcomes complexity and diversity, accessible from the city and private use of services with no time restrictions. This means there is "no-stop activity" 7/24 and the building becomes an organism to house multiple, inter-woven

[17] Fenton, "Hybrid Buildings," 9.
[18] Nan Ellin, *Integral Urbanism*, (New York: Routledge, 2006), 20.
[19] Tanja Herdt, "From Cybernetics to an Architecture of Ecology: Cedric Price's Inter-Action Centre," *Footprint* 15, no.1 (2021): 45.

programs whether it is planned or unplanned.[20] Yet, "mixed-use" architectures can be defined as more consumption-oriented multi-purpose complexes, with no grafted, interconnected activities and relationships that are not meant to increase social contact with others. The common way that the architectural program in mixed-use formations comes with high-end apartments, and workspaces and accompanying these areas there are leisure spaces but, it does not increase the social interaction. Most of the time, these leisure areas serve for the consumption-oriented society or decorate the facility for an appealing look. Similarly, Fernandez expresses the idea as:

> The program tends to be common: luxury apartments, well-equipped offices, shopping centers with world-class brands and five-star hotels, all topped off with cultural services, auditoriums or theaters and work of art scattered around pampered public spaces, but which see culture as having a merely decorative function.[21]

As Holl and Fernandez mention "its aim to contain an entire world does not earn it the category of hybrid building"[22] There is this illusion in general in mixed-use architectures in the metropolis. It can be argued that the one of the most crucial differences between hybrid and mixed-use facilities is "flow". Because "mixed-use" facilities programmatic activities are turning their backs to each other although they are under the same roof. Most of the time, expectation from mixed-use projects to ease the metropole life by containing cafes, restaurants, or market as they serve the inhabitants of the facility. However, the reality is that mixed-use buildings ignore the context, public needs and good quality flow. Also, the result of building a volume to have a container over the land and waiting for profit-driven functions to settle in is to function completely independently of each other. Another important illusion is that the main reason for the planning of these functions is to provide more return to

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[20] Aurora Fernández Per, Javier Mozas, Javier Arpa and Steven Holl, *This Is Hybrid: An Analysis of Mixed-Used Buildings by a+t,* (Vitoria-Gasteiz: A+t architecture publishers, 2014), 39.
[21] Per et al., *This is Hybrid,* 36.
[22] Per et al., *This is Hybrid,* 37.

the investor, rather than being for user comfort and needs. For this reason, it seems quite clear that plannings are made to increase the number of sections and the total area. These mixed-use projects bring diversity and density to the land with its users and activities. Therefore, emerging mixed-use complexes are also striving to become a focus on city growth axes. But in doing so, it differs from hybridity as it minimizes public space and ignores social interaction. Therefore, to be able to intensify the program rather than just increase the number of it Ellin suggests,

> Intensifying program (also described as cross programming or programmatic integration) can be accomplished spatially (plan and section) as well as temporally over the course of a day, week, or year. It allows people and activities to comingle and converge in ways that the separation of functions does not.[23]

Hybrid buildings cannot be classified by typology because the essence of hybrid tries to avoid categorization. Unlike mixed use, hybridity differs with its extroverted characteristic and increases the density with its permeable feature and allows the occurrence of different formations. Therefore, morphologically characteristic of hybridity always enables unification and easily adaptable environment. For this reason, hybridity escapes a distinctive and differentiating attitude.

The design must be a solution to generating new programs facilities to maximize the use of space over a long period of time. As a result, a space is folded or distorted to produce a continuous field into which new elements and structures are injected. Space usage can be defined by time and event and show how diverse functions and activities take a place. Here the space of form is displaced by the space of event in time. This thickened multi-layered space increases the public initiatives and multiples diversity of users as well as public space. Unlike mixed-used architecture, hybridity is not isolated in the urban fabric, open for different initiatives to crossbreed new functions and opportunities.

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[23] Ellin, *Integral Urbanism*, 20.

In terms of flow, mixed-use formations do not allow the public initiative and emerging functions within the composition. Therefore, the facility cannot be fed by the richness of the diverse people from public. Also, mixed-use projects often do not make efficient use of car-occupied ground level spaces. Although it can take benefit from an opportunity to flourish the pedestrian life, building better communities, and increase interactions with the leisure and cultural spaces, mixed-use prioritize the automobile usage. Moreover, even though this way of use is not utilitarian, it also disrupts the existing flow.

Publicness of the mixed-use is mainly based on consumption-oriented welcoming. This can be explained as if the space serves the luxury brands as well as the rent will get higher accordingly. Therefore, this kind of public space is lacking the accessibility for all socio-economic sections of people. Cho supports the idea that "Maximizing connectivity in urban space, by providing a larger number of main and alternative routes, such as streets, sidewalks and pathways, increases the opportunities for social interaction and exchange."[24] Therefore, a good accessible urban area encourages long-term activities and works as a social space, as well as engaging people in economic, social, and cultural exchanges. This is why, both the physical and socio-economical accessibility is crucial to obtain public engagement to the site. It is obvious that publicness and public accessibility have less importance in mixed-use formations.

2.1.2 Social Condenser

Although hybrid and social condenser are used in the similar way, they are in different positions. The idea of the social condenser was to create a collective

[24] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 47.

community, enrich the life behind the wall of the facility. As Murawski and Rendell supports the idea that

> The idea of the social condenser proposed deploying architecture as a way to forge radical new kinds of human collectivities: collectivities of co-habitation, of coproduction, of intellectual work; as well as collectivities of affect, beauty, empathy and passion.[25]

The social condenser is a concept with an integrative force and produces its architecture by addressing the economic, social, and cultural infrastructure of society. In addition, this architectural product claims to create a socially rich environment by trying to meet all the spaces between residence, business-work, and public space in its own closed commune. In other words, the social condenser offers an experience of socialization within the building area, mainly residential but with the various social areas it contains. As Murawski argues although social condenser is mainly related with the residential uses, the condenser has wider scope as looking deeps of the literature of it. Furthermore, during the inspection of the Unité d'Habitation, it was observed that the design of the roof and ground floors was intended to foster social interaction among residents, while the mezzanine floors were primarily intended for residential purposes. Koolhaas defines the social condenser term as "programmatic layering upon vacant terrain to encourage dynamic co-existence of activities and to generate through their interface, unprecedented events."[26] These stratifications accommodated different typologies - communal residences, clubs, workers' buildings, and factories - making them both reflective and intensifying of socialist culture. Similarly, Anna Bokov claims that "The explicit task of the workers 'club was to conduct the new ideology in a more condensed way than

[25] Michał Murawski and Jane Rendell, "The Social Condenser: A Century of Revolution through Architecture, 1917–2017," *Journal of Architecture* 22, no. 3 (April 3, 2017): 369.
[26] Rem Koolhaas et al., "Social Condenser: Universal Modernization Patent", *Content: Perverted Architecture*, (Köln: Taschen, 2004): 9.

housing units or factories, whose primary functions lay outside of this dictum."[27] In a way, social condenser ideology created a ground for multi-purpose, socially active urban spaces, or big scale buildings to function. Although social condenser focused on the socialization of inner bounds of the built environment's inhabitants, it can be argued that condenser pioneered the concept of hybridity. The most fundamental differences can be claimed as the fact that hybrids do not need to be predominantly residential, and that the publicness of the hybrid reaches extensive urban areas.

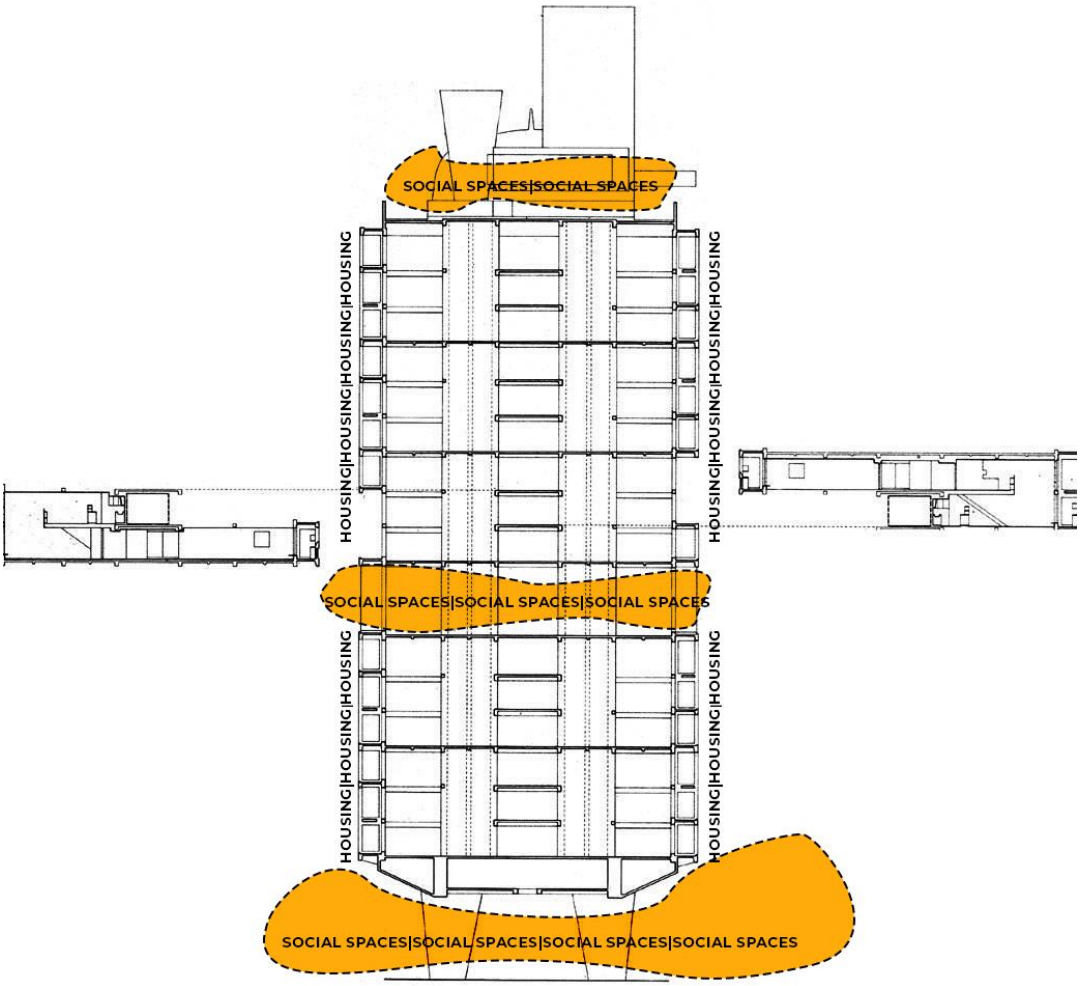

Figure 1. Unité d'Habitation diagram expressing the location of social interaction areas. Drawn by the author.

[27] Anna Bokov, "Soviet Workers' Clubs: Lessons from the Social Condensers." *Journal of Architecture* 22, no. 3 (April 3, 2017):407.

In fact, while the social condenser was the product of a socialist idea where social interaction and exchange of ideas takes place, hybridity tries to achieve combination of different uses like residential, commercial, and communal areas in a single location in order to create a more diverse and sustainable urban environment. It can be put for the idea that the hybridity and social condenser both aim to achieve similar outcomes. The social condenser stands out as a building idea designed to transform the relations between people in three main -social housing, working and leisure spaces- areas of the socialist idea. Also, social condenser was a response to the need of fast and large number of housing production. As Fernandez discussed the social condenser was the product of socialism whereas the hybrid also dealt with the capitalist needs.[28] In other words, while both are the result of functional thinking, the social condenser was a product of socialist ideologies that collectivized the household functions, and hybrid may be adaptable to the requirements of both systems. However, hybrid does not solely work for the market driven actions but rather negotiate between different aspects of the urbanism. Also, hybridity gains importance as a final product against the negative and restrictive factors brought about by the cities' becoming metropole. Fernandez explain this as the condenser was the manifestation of an ideology[29]. While social condenser was introduced as a result and manifestation of an ideology and spatial studies that praised architecture as a socially responsive profession, the term hybrid focused on the design of circulation systems "to see human flow as an opportunity for events and socializing"[30]. Condenser's aim was on transforming a closed group of people such as the residents of a house, yet the target of the hybrid configuration was a larger community through encouraging communication between strangers and their interaction with the city. In other words, the social condenser is a system that functions in a closed, limited area and is responsive to the needs of a limited number

[28] Per et al., *This is Hybrid*, 44.
[29] Per et al., *This is Hybrid*, 44.
[30] Per et al., *This is Hybrid*, 44.

of people thus, isolating itself from the urban. Based on this, it can be argued that the hybridity is dealing with the issue on an urban scale, on the other hand, condenser is a response on a plot scale. The social condenser more focused on the flourish the sociality within the inhabitants of the building -building is mainly for the residential use- but hybridity opens itself to the public, tries to engage public to the hybrid urban space. Fernandez supports this idea by arguing that "the condenser concentrated all of its capacity for transformation on the members of a closed community."[31] Whereas hybrid adapts itself to the urban fabric. It is a system that requires a large number of people and a range of programs in order to function since it is based on the confrontation of differences. Regarding hybridity in the light of this, it would be proper to say that while the social condenser is a domestic-oriented ideology hybrid aspires to a city-wide change, open to the public access. Therefore, hybrid examples have a unprogrammed space to be determined by the public needs while intensifying the land use according to the land values and capital expectations. This is Hybrid book expresses the idea as "As far as relationships are concerned, in the hybrid these are established outside the domestic area, while in the condenser, they move into the private realm indeed as far as the bedroom door."[32] Another issue where these two terms diverge is that hybrid, mostly located on the outer periphery of urban areas, prioritizes mixed uses programmatically in the same project, integrating different programs for different users and goes to an architectural solution. In this case, the hybrid means that it can offer as much diversity in terms of programs as a city itself. However, Fernandez argues that "Hybridization lies not only program but also in initiative, investment, and management. Hybrids have had a period of mutation on the hybrid block in order to attract investment and to facilitate management."[33] Social condensers, on the other hand, tend to maximize land use, with keeping the residential units at the minimum. It aims to meet the need for housing and create a

[31] Per et al., *This is Hybrid*, 44.
[32] Per et al., *This is Hybrid*, 44.
[33] Per et al., *This is Hybrid*, 46.

commune, which is financially accessible to everyone, ideologically equidistant from the users.

2.1.3 Hybrid

"**Hybrid**

1. the offspring of two animals or plants of different breeds, varieties, species, or general, especially as produced through human manipulation for specific genetic characteristics
2. a person or group of persons produced by the interaction or crossbreeding of two unlike cultures, traditions, etc.
3. anything derived from heterogeneous sources, or composed of elements of different or incongruous kinds
4. something that is powered by more than one source of power
5. composite; formed or composed of heterogeneous elements"[34]

Hybridization definition in the context of architecture is giving references to the genetics and cross-breeding concept. One of the pioneers of the hybridity is Joseph Fenton who is also takes references from the genetics and advocates the idea that cross-fertilization strenghten the product because it takes advantage of its diversity in order to overcome possible risks by containing different genetic characteristics. Cho argued that "… involves both the possibilities and the risks, and mixing for the sake of mixing may engender sterility and fake coexistence, rather than spaces with superior or advanced characteristics."[35] Fenton describes hybridity under the three types when concept includes just architecture. These concepts are "fabric hybrid", "graft hybrid", "monolith hybrid". Briefly, "fabric hybrid" represents the urban context, the "graft hybrid" represents the combination of different functions, and the "monolith hybrid" represents a single volume of multi-story structure that contains togetherness of different functions. Rem Koolhaas defined hybridity with the idea

[34] "Hybrid," Dictionary.com, accessed January 2023, https://www.dictionary.com/browse/hybrid.
[35] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 7.

that the programmatic differences offered by Manhattan skyscrapers on different floors were gathered within a single perimeter and this unity could create an unlimited form of programmatic coexistence. Cho, Heng, and Trivic on the other hand, see hybridity as establishing an active dialogue in between the context, urban sprawl areas, and built environment, instead of just behind a single periphery. Correspondingly he came up with three overlapping hybrid terms which are "Spatial Hybrid", "Programmatic Hybrid" and "Operational Hybrid". Mainly, "Spatial Hybrid" refers to pysical flxibility, access, connectivity, complexity, and public uses. This hybrid type forms complex relations with public encounter through "multi-level or elevated public spaces". Therefore, the dominance of the plan looses its importance, and 3 dimentional relations becoming more important in space making. Another term "Programmatic Hybrid" refers to a combination of multiple activities and function in a synergetic and compatible way so that heterogenity and diversity in spaces are highlighted. The last type is "Operational Hybrid" which has control over the redefinitions of space and boundary. In which the public involvement, space organizations, decision makings are done in a hybrid way. Cho, Heng, and Trivic claim that

> Operational hybridization refers to new conditions for spatial negotiation, in terms of redefining the conventional notions of boundaries, territoriality and accessibility through negotiated ownership, temporary appropriation, safety optimization, use, time and capacity regulations, and the management of space.[36]

This also highlights the ownership types of the space. This thesis treats the hybrid as a whole, not in separate parts, and discusses hybrid under the components of it. As discussed above, hybridity gains importance as a response to market-driven urban development. Most of the time metropoles tend to create consumption-oriented public space formations and architectural solutions that use the land in the most

[36] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 7.

efficient way -ignoring architectural values- in order to be successful in the real estate market. Grau discusses it as

> They are consumer products, not exceptional anymore, a norm. One can say that all contemporary metropolises are doomed to densification and even the most recalcitrant mayors are beginning to understand that they have to familiarize with this instrument.[37]

Although it is promoted that high quality life is created in the mixed-use, it is an illusion created by the land owners. These facilities, which are planned on the periphery of the city, supposed to provide comfort for the people cannot find any customers. On the other hand, in the facilities that seem to be busy, it is not the success of this mixed-use facility but the fact that the environment is active. Cho, Heng, and Trivic support the idea that apart from mixed-use formations hybrid qualities refer to:

1. space is dense in terms of built density of the site and/or of the immediate surrounding context;
2. space is dense in terms of population density or number of users (capacity);
3. space is intense in terms of high concentration and diversity of activities and users;
4. space is hybrid and complex in form, program and/or governance (ownership and management);
5. space represents an emerging typology of public space
6. space offers new programs and/or considerably new ways of utilization in existing typologies of public spaces.[38]

It is obvious that in the most of the mixed-use projects on the periphery, there is substantial circulation of the users and spaces are considerably more than the number of users which created a supply-demand imbalance. Therefore, hybridity becomes crucial in term of critical stance against the this kind of urban growth type. It is sustained by the terms discussed at *Hybrid As* chapter, which contains by the hybrid factors like programmatic, flow, publicness and scale. The system brings diversity

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[37] Per et al., *This is Hybrid*, 278.
[38] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 8.

of people who can change the space according to public needs and soften the stiff outcomes of real estate demands. By hybridity the management system has the participation of public voice, and increase the interaction in the site. Hybridity is gaining importance as a response to the irregular and distorted growth of the urban fabric of increasing land values and metropolitan pressures. It can be claimed that the by public engagement the site gains operative force and opens up the opportunities for further changes on both architectural and urban form. Also, it is a response to the most of the mixed-use formations' vertical and social segregations. Cho, Heng, and Trivic argue that

> Vertical open spaces, elevated and multi-level podiums, roof gardens and sky bridges are some of the recent re-invented typologies that offer alternative ways of space usage and intensification of usage vertically, while at the same time ensuring the comfort of urban dwellers through alternative amenities and recreational spaces for social interaction.[39]

Public space organizations provided in hybrid formations promote inclusion rather than exclusion. In addition, a hybrid composition can be created by adding sociability to various forms and activities that appeal to both residents and the public, while providing sports and meeting areas as well as green spaces and other amenities in new mixed-use urban areas. Hybridity provides extensive flow both in its site and building, and this way increases interactions and activates activities as planned in the design. As argued before spaces in mixed-use schemes are usually closed or empty because of surplus space productions. On the contrary, hybrid takes into considerations of actual needs and acts according to these expectations. Another important point is that the private sector, spread of automobile usage, denial of public transport cause problems in the interaction between social groups. This way, they leads to a segregation and groups becomes seperated in their enclaves. Hybrid breaks the segragation and increase public initiatives. In addition, programmatically hybrid

[39] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 8.

seeks to harmoniously combine various activities and functions. However, it offers a unique experience compared to the previous one. Combining uses in the hybird facility allows everyone to be involved to take benefit and make people feel included, while at the same time transforming into a system that reinforces weaker activities. In addition, while making the spaces flexible, it also allows for many variations.

Nan Ellin, who works on urban space, put forward the concept of hybrid with the "integral urbanism" approach she proposed for cities in her book called "Integral Urbanism (2006), and she believed that while cities developed with the widespread use of automobiles, vehicle movements ignored pedestrian experience. And the same segregation was experienced in land uses, activity areas, buildings, and neighborhoods. This separation caused the loss of public spaces, specificity of place, landscape connection and sense of place. With the concept of hybridity, which Ellin mentioned in Integral Urbanism, she aims to resolve this disconnection as she argues that hybridization

> … connects people and activities at points of intensity and along thresholds. While Modern Urbanism espoused the separation of functions in urban form, Integral Urbanism reaffirms their symbiotic nature by combining and linking them."[40]

Ellin claims that "From city-building wisdom, Integral Urbanism learns about juxtaposition, simultaneity, and collective decision making, adapting these to contemporary needs and tastes as well as to the landscape..."[41] Therefore, hybridity contains publicness for collectivity, flow for simultaneity, diverse program for juxtaposition. Public quality is enhanced by public involvement. Likewise, Ellin further elaborates, "Together, these qualities describe a shift from emphasizing isolated objects and separating functions to considering larger contexts and multi-

[40] Ellin, *Integral Urbanism*, 18.
[41] Ellin, *Integral Urbanism*, 19.

functional places."[42] Likewise, this thesis examines hybrid in four terms: urban scale, public, flow and program. Although hybridity is a concept that can switch between various scales, since this thesis focuses on the effect of hybridity for designing urban space, the scale considered in urban dimension. These four terms are intricate since they all create and integral concept. In order to create a hybrid urban space, the scale must provide a ground for the existence of public, flow and diverse program. Without enough bigness, the public encounter would be very weak. Also, program variety would be insufficient for take a place for different needs and create an attraction point. Multi-use spaces are more sophisticated from the mixed-use developments since they are mixed and connected with a strong flow in the hybrid system. Here, bigness enables flow to connect the rest of the public to the hybrid space and activates the space by the permeable condition of the hybrid. Another important thing is the publicness in the hybrid formation. Without public the offered program wouldn't work, the roads would be a wasted urban investment since the flow is going to be idle. Also, without publicness the rule over the urban space would be controlled by the capital. For this reason, publicness also contributes to the management of the space. The third concept that creates the hybrid formation is flow which arranges people and the program. The flow determines where to pick up and drop off people and who and where to meet. The flow, therefore, organizes and connects the components of the hybrid system. So that urban scale, public and flow create the basis for the hybrid system to stand. The program offers a variety of activities while at the same time desperately dependent on and needs to be supported by other parts of the hybrid. Otherwise, hybrid cannot differentiate from mixed-use projects.

To sum up, hybridity have the potential of public space formations that works as incubators for the further changes of the surroundings. Therefore, hybridity comes from the bigness and bigness enables varied programmatic existence in the urban space. Within this context hybrid's scale can be defined by the size of a city block

[42] Ellin, *Integral Urbanism*, 9.

within the orthogonal grid.[43] While doing this, it also proposes an active formation throughout the day by overlapping different functions and ensuring the publicness. These functions are to serve dwelling, working, leisure, social, cultural, and recreation activities. Space is signified by the extensive flow, bringing public to the field, and connecting different actions together by tying separated parts of the city. Flow activates the programmatic interaction and in order to achieve this formation, hybridity differentiate itself from the conventional plans and sections so, it proposes dynamic set of planning both vertically and horizontaly. Therefore, it requires comprehensive and advanced flow both in interior, exterior to interior and interior to exterior circulation. This dynamism also leaves spaces for new concepts and develops new concepts according the contemporary developments.

These components will be further discussed for better understanding of the how hybrid structure works and how these concepts fulfill each other. In this thesis, hybridity comes to the fore as a search for a solution in response to the growth of the city by breaking away from its context, the environment, formation of socio-culturally and economically inadequate spaces. In this frame, Hybridity defines mixed-use urban areas, economic, cultural, social and emerging architectural products, which are the results of increasing real estate pressure in the city, as problematic and seeks answers to this.

2.2 Components of Hybrid

Urban space is seen as a complex system of flow that can be evaluated as an ecology of a socio-economic environmental system. Today's urbanism frequently deals with multi-functional projects. These multi-functional projects create an urban land

[43] Fenton, "Hybrid Buildings," 5.

pressure which causes an explosion in economics and extreme rises in land values.[44] The problem with the mixed-use solutions is that the activation of the urban fabric is lacking. However, hybridity provides a concentration in a certain level and increasingly activates both individual aspects of itself and urban fabrics of its surroundings. As distinct from now, urban growth kept in borders and as a result spaces and functions has a very few differences. Fernandez explains that as "Functions, rather than being located in isolated parts of the city, filled whatever space was available, and through this, as the cities grew."[45] Therefore, it can be argued that the city itself was formed as one of a kind single hybrid entity accordance to the urban forces.

Another urban challenge is considerable amount of population living in the cities. Cho, Heng, and Trivic put forward the fact that "more than half of the world's population lives in cities."[46] Therefore, qualified public space demand is getting more crucial in the high population cities. Also, this immediate growth in urban progression and population requires "environmentally, economically and socially sustainable planning." This can be explained as rapid development needs quick solutions but, at the end it can cause an irregular outcome, non-considered unique balances of urban forces and creates a financial gap in the real estate business. As Cho, Heng, and Trivic declared, "Such a rapid rise of urban development and urban population globally has inevitably led to higher demands for environmentally, economically and socially sustainable planning."[47] It's been expected that the public spaces contribute social interactions and create a cultural identity in the urban area. Also, Cho, Heng, and Trivic point out that public space investment should promote environmental sustainability by creating less pollution and enhancing greenery, and

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[44] Martin Musiatowicz, "Hybrid Vigour and The Art of Mixing," in *This Is Hybrid: An Analysis of Mixed-Used Buildings by a+t,* (Vitoria-Gasteiz: A+t architecture publishers, 2014), 12.
[45] Musiatowicz, "Hybrid Vigour and The Art of Mixing," 12.
[46] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 1.
[47] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 1.

biodiversity with a strategic approach to urban planning.[48] In this scope, quality of public space activates the urban ground and changes the perception to the planning of it. It challenges itself to re-form according to the diversities, extremes, unprecedented conditions. For this reason, hybridity gains importance to meet the urban requirements by acknowledging the circumstances, analyzing it and acting on it just for the unique aspects of the city. However, hybridity remains vague because as a whole it refers to many dimensions. Accordingly, rule sets of hybridity will guide the hybrid understanding of this thesis. As discussed, this thesis disassembles hybridity into four sub-topics: urban scale, public, flow and program. These four has effects on each other and if one of them malfunctions the system starts lacking. Therefore, research questions about the relations of these hybrid sub-topics are:

1. How these terms interact with another.
2. Hierarchically, how they impact on the term hybridity.
3. How hybridity contributes to the city and the life in it.

First of all, to programmatic hybridity operate properly, it needs big space. Hybrid nature requires multi-tasking and multiple spaces, as it is expected from hybrid to perform under changing urban pressures. Likewise, programmatic hybrid proposes organized and varied activities to the urban life. Also, it should have the flexibility to change itself when desired. Gringhuis explains this as "Society is diverse, and ever changing. Thus, the hybrid building will also be subject to changes in functions, so it must be flexible. Some functions will leave spaces, others will reoccupy them."[49] In the interest of achieving this, hybrid needs scales of bigness. Another crucial aspect that distinguishes it from poor samples is that hybridity offers programmatic interactions seamlessly. The main purpose of mixing the functions is to achieve a "resistant building to different needs". Therefore, hybrid system provides

[48] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 1.
[49] Robin Gringhuis, and Taylor Wiesner, *An Exploration Into the Qualities of a True Hybrid Building*, 2014, 14.

"flowscapes" that connects complex existence. Yet, while flow provides access and merge between programs and spaces, it should also maintain access for everybody. Parallel to that Gringhuis claims "Sociability is a more abstract view on what the hybrid should be, what it should facilitate. A place where the intimacy of the private and sociability of the public spheres meet."[50] So, it can be argued that programmatic hybridity has potential to operate the urban condition and requires the qualities of the terms: bigness, flow, and publicness. Without any of these, programmatic hybridity could turn into a mediocre composition which does not enrich the urban life as it was supposed to be.

The second of these terms is scale/bigness which serves the composition as a complementary thing. Despite its overall contribution to the composition, it has no operational impact on its own. However, Gringhuis suggest that "The first quality in the mental model for a true hybrid building is project scale"[51] The hybrid comes with bigness, it is a precondition to loosen the rigidity of a grid and its restriction effect on space. Also, it is expected that hybrid buildings are large scale buildings because they contain many functions. However, aiming to contain lots of things does not give the characteristics of it. Therefore, bigness just creates a ground for to be accommodated by program, flow, and public space. So, it is expected from a hybrid context to contribute the urban life.

One of the important qualities of hybridity is providing space for integrated public space. In other words, in hybrid structures, common areas are expected to be integrated into the whole composition. In addition, hybrid formations provide accessibility for everyone while they develop themselves from the confrontation of private and public spaces. Especially, providing a public space for people to gather and community participation contributes to an active and successful urban area.[52]

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[50] Gringhuis and Wiesner, *An Exploration into the Qualities of a True Hybrid Building*, 12.
[51] Gringhuis and Wiesner, *An Exploration into the Qualities of a True Hybrid Building*, 14.
[52] Jorge Mario Jauregui, "Public Space; Broken City," *306090* 09, (August 2005): 35.

Therefore, primarily public requires bigness to be able to accommodate everyone. It can be argued that as the scale gets smaller, publicness of the spaces gradually decreases. Also, flow is as important as the bigness since the public space should be permeable. One of the most important elements that comes to the fore with the combination of private and public sociality is the connection of the spaces. In addition, the fact that these spaces are operational 24 hours a day, it gains importance as spaces are controlled by the flow and the private ownership does not interrupt this process. Therefore, flow makes the space accessible, and criteria of access is under the control of flow. If and only if flow and program permit space to be public, then it functions according to that. So that flow and program has an operative force on the urban process of space making. The last element of hybridity is flow which has operational role in the context as discussed. It connects programs and designs confrontations, meetings, and integration in the hybrid system. Without connectivity, hybrid composition turns out just a large building, randomly placing introverted function series. Therefore, it supports the structure both in complementary and

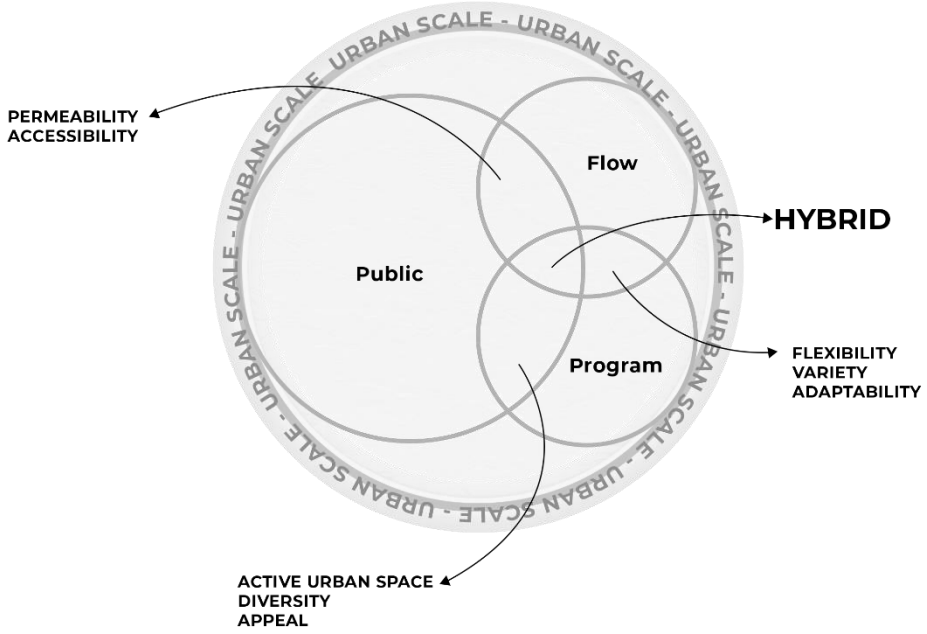

Figure 2. Diagram expressing the relationships of hybrid components. Drawn by the author.

operational ways. Considering all these subjects and concepts, the concept of hybrid is multidimensional in parallel to Ellin's argument:

> Networks not boundaries. Relationships and connections not isolated objects. Interdependence not independence or dependence. Natural and social communities not just individuals. Transparency or translucency not opacity. Permeability not walls. Connections with nature and relinquishing control, not controlling nature.[53]

2.2.1 Urban Scale as Hybrid

Since hybridity has multiple branches that connect the subject of architecture with the environment, projects like Parc de la Villette and Euralille prove that such projects exceed the limits of architecture and blur the usual architectural and urban scales. As Altürk argues

> Obviously, the definition of the term, architectural scale, goes beyond the set of scales, generally from 1:1 to 1:500, used for representation of the architectural work. Conventionally it is presupposed that work of architecture and its relationship with its surroundings can be generated and represented within this set.[54]

An approach beyond the standards of the representation mediums provides a sophisticated perception of the metropolis through the varied way of looking at it. This comprehensive framework handles the metropolitan conditions and encourages the program of a city in the large-scale buildings, which Koolhaas mentions as L, XL. Altürk argues that Koolhaas uses large-scale structures to utilize the metropolis as a generative force on the architectural product. Parallel to that, large-scale architecture attempts to figure out problems of the diverse and unstable urban conditions, problems, and programs in an integrative way. In order to achieve this,

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[53] Ellin, *Integral Urbanism*, xxii.
[54] Emre Altürk, "XXL, Metropolis as the Object of Architecture," (Unpublished Master Thesis, Middle East Technical University, 2004), 93.

Koolhaas claims that architecture should go beyond a particular scale and that bigness by its' size embodies infrastructures and organize programmatic coexistence.[55]

The embodiment of the multiplicity of actions and their close relationship in a mono-form, whether they are directly connected or not, flourishes the programmatic hybridity. That is why Koolhaas perceives the "Bigness" as an architectural quality that coordinates the unpredictable and sustains the recreation of events. Altürk argues, "Through such accumulation, the architectural object acquires a metropolitan character. This, exactly, is its potential."[56] As a result, bigness frees the architecture from the distraction of details and allows becoming non-definitive or less dominant architecture within site. Moreover, the architecture of bigness does not have to separate itself from the rest and set boundaries, limits, and distinct definitions in a conventional way. For this reason, scale is one of the most critical components in the hybrid system, with its urban scale strategy applications in the composition. Fernandez explains this as

> Occasionally, it is the urban plan, which is hybrid, made up of a series of mono-functional buildings around a common stage representing most of the world-theatre of the citizen. Hybrid moves beyond the domain of architecture and enter the realm of urban planning.[57]

Therefore, the hybrid has the nature of being a building as a city. However, since the architectural product's scale becomes an urban product, it is neither architectural nor urban scale. Institutionalized boundaries blurred, and the definition of scale, work of architecture and its relations became complex as urban. Koolhaas expresses that the world constructed more on architectural products rather than urbanism. The neat way

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[55] Rem Koolhaas, "Bigness, or the Problem of Large," in *S, M, L, XL,* ed. Jennifer Sigler (The Monacelli Press, 1995), 495.
[56] Altürk, "XXL, Metropolis as the Object of Architecture," 97.
[57] Aurora Fernandez Per, "Hybrid versus Social Condenser," in *This is Hybrid: An analysis of mixed-use buildings,* (Vitoria-Gasteiz: a+t research publishers. 2014), 41.

of architectural production charms the people. However, architectural approach is more likely to see the urban product on a tabula-rasa. Therefore, on the one hand it has sharp definitions and limits but, on the other hand it excludes and alienate from the rest. Architectural product consumes the potential of the site which can be only find its true potential by urbanism.[58] Although urban scale is not the most active element of hybridity, it gains importance as a phenomenon that forms the ground of the subject and provides room for other concepts in conducting a hybrid urban space production.

2.2.1.1 Ground for Diversity & Public Encounter

Basically, urban scale is important not to restrict public use and to provide sufficient physical and psychological space to accommodate differences. If an urban space is smaller than it should be, it does not have sufficient infrastructure to accommodate the urban dweller, and its psychologically appeal and attractiveness is interrupted, and it raises suspicions for those who do not know. Another thing is that hybridity is fed from the spontaneous actions, public encounters, and transformation of the spaces according to the urban needs. Without a ground for the public encounter, hybridity's public aspect will be lacking in terms of accessibility and variety. The main purpose of the urban scale is to have facilities and designed urban areas where the differences and minorities are going to thrive. Therefore, it can be claimed that urban scale is to provide spatial adequacy to experience differences.

Urban scale solely cannot prepare the conditions of the hybrid structure also, it needs to contain hybrid qualities. These qualities like public, flow and program need a certain space for the hybrid urbanism to operate properly. This is why we need a

[58] Rem Koolhaas, "Whatever Happened to Urbanism?" *Design Quarterly*, no. 164, (1995): 29.

certain amount of bigness for welcome everyone in the urban space and control the forces of adapting the future's needs. Also, the urban scale creates a ground to flourish the diversity in the urban space since it physically allows different programmatic function to take place and enables to serve many people from diverse locations and social status. Therefore, hybrid can function program as well as the publicness. Without the bigness of urban scale, the program and the public audience's range is narrowed so that hybridity becomes ineffective in urban space production. As Montgomery states

> Vital urban areas—and indeed as many of their constituent parts as possible— must serve more than one primary purpose, preferably more than two. These primary purposes, and the 'secondary' activities they attract, must ensure the presence of people on the streets and in the spaces and buildings across different times of the day.[59]

For this reason, publicness should foresee that different personalities can use the space for very different purposes, and common use areas and many other facilities should be designed for public use. This way of approaching the urban space design, increase the activity 7/24 and creates an attraction point. Also, this diversity comes with the enhanced circulation system which is supported by the urban scale and offers varied spaces for the flow. At the same time, size gains importance as an alternative to the fragmentation of diversity. Thus, the organization of programmatic coexistence, the proximity and diversity of activities creates the environment for program and flow to work in a hybrid way.

[59] John Montgomery, "Making a City: Urbanity, Vitality and Urban Design," *Journal of Urban Design* 3, no. 1 (February 1, 1998): 104.

2.2.2 Public as Hybrid

The word "public" has a wide range of definitions depending on the context in which that is used. Also, the use of the term public domain is getting more and more complex. Similarly, public space definition varies by the perceptions of people because it is an open field to be defined. Therefore, before getting into the public hybridity, the root of the word should be examined.

"**Public**

1. of, relating to, or affecting a population or a community as a whole
2. done, made, acting, etc., for the community as a whole
3. open to all persons
4. of, relating to, or being in the service of a community or nation, especially as a government officer
5. maintained at the public expense and under public control
6. open to the view of all; existing or conducted in public
7. of or relating to all humankind; universal"[60]

According to the Dictionary.com public is defined as accessible for everyone and relates all people. It can be claimed that starting from here public space both includes the physical, psychological, and symbolic attributes of a space and creates a communal area that is open for everyone and every media. Similarly, Arendt support this idea by arguing that the public sphere opens itself up to everyone, creating an environment for people's expressions and actions to be observed and experienced by many. It also creates an open environment where individuals can express themselves and can be observed by other individuals or groups. Arendt defines the concept of public space based on the expressive relationship between the living.[61] Arendt expresses the idea on public space as:

> It is the publicity of the public realm which can absorb and make shine through the centuries whatever men may want to save from the natural ruin of time. Through many ages before us—but now not anymore— men entered

[60] "Public," Dictionary.com, accessed February 2023. https://www.dictionary.com/browse/public
[61] Hannah Arendt, *The Human Condition*. (Chicago: University of Chicago Press, 1958), 50.

> the public realm because they wanted something of their own or something they had in common with others to be more permanent than their earthly lives.[62]

Another important conception is that the urban space must be open 7/24 for diversity of people. Arendt highlights this idea by stating "Existence of public realm necessitates the association of two basic entities in the urban space: Self-expressive individuals / groups, and "a 'public' observing them from diverse perspectives and aspects".[63] This is why, it can be argued that if publicness interrupted, in anyway, public space loose the "self-expressiveness of individuals/groups", which also cause the space no longer serves for everyone, anytime. Therefore, it can be argued that This Hybrid way of public definition in this thesis is creating a ground for actions to take place which is varied for everyone to access and flourish the spontaneity in the area by feeding the programmatic existence without any physical or psychological borders, in other words, relating everyone with the hybrid facility and creating a lively living space which is open for people to access anytime and anyone. Cho, Heng, and Trivic define the public space as

> Public space is typically defined as an accessible physical space for all citizens, regardless of age, gender, race, ethnicity, or socioeconomic status with free circulations of people and goods at all times. It is also described as a symbol of democracy and sociability, of resistance against the aggressive processes of commercialization and globalization, space of debate and negotiation, of protest and expression of the interests of minorities, with diversity and difference as its major elements.[64]

Hybrid without an active publicness is meaningless. Similar to all contemporary problems, this process of reconsideration requires the coworking of multiple disciplines, making the role of the designer even more critical as a mediator. Arendt implies public as a binding element of the urban space by arguing that "To live

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[62] Arendt, *The Human Condition*, 55.
[63] Arendt, *The Human Condition*, 57.
[64] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 42.

together in the world means essentially that a world of things is between those who have it in common, as a table is located between those who sit around it; the world, like every in-between, relates and separates men at the same time."[65] In other words, Arendt points out that public space is a center element that holds people, and its surroundings together. Similarly, without publicness of a hybrid system, all other functions, concepts, activities, simultaneity, and spontaneity malfunctions because the connection is ruptured.

It can be assumed that the city is not only established on an existing urban fabric. While the city develops, boundaries are reconfigured and resulted in a new formation determined by socio-economic networks. Within these networks, laborers and social groupings are not the only ones that define it but, the economic conditions and capital of an urban character also establish this flow in the city. Therefore, in this re-configuration process, a collective pool is created while exchanging skills and labor between societies. In this system, an open-ended formation is decisive for changing power relations and applying programs that work through micro to macro, people to city scale. Therefore, step-by-step individual's impact and collectiveness increases in the urban space formations.

According to Chinedu Umenyilora "The architect designs the seed, and the self-builder creates the flower. Through this transformation, the basis for a partnership of sorts between the architect and the self-builder is provided. This can only come through an open design process."[66] Therefore, it is providing a ground for the use and reuse of spaces and materials, along a similar vein, adaptability and flexibility are maintained by new possible arrangements. Hybridity is maintained by the unity of public and private spheres that supports no-stop activity controlled by these spheres. Hybridity brings together the privacy of private spaces and the sociality of

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[65] Arendt, *The Human Condition*, 52.
[66] Jonathan Hughes, Simon Sadler, and Chinedu Umenyilora. "Empowering The Self-Builder," in *Non-Plan: Essays on Freedom, Participation and Change in Modern Architecture and Urbanism*, (London: Routledge, 2015), 217.

public spaces. In this direction, publicness stands out as a key element as it is permeable for everyone. Carmona introduces the public space as a physical space that always has an easy access for all citizens and a free flow of people and goods.[67] Therefore, sociability takes control over the public space and keeps it operational 7/24. It is widely recognized that the qualities of public spaces are very important for sustainable social, environmental, and economic developments. Moreover, Cho, Heng, and Trivic argue that "Well designed and managed, public spaces bring communities together, shape the cultural identity of an area, provide meeting places and foster social ties that have been disappearing in many urban areas due to rapid urban transformations."[68] At the same time, the existence of quality public spaces is an essential factor in the resistance to the aggressive alterations on the urban area due to commercialization and globalization. Investments in quality public spaces also encourage the development of efficient energy consumption and environmentally friendly design strategies. In addition, good urban design attracts potential investors to the area and supports the local life both economically and socially. In the current urban development environment controlled by the real estate market, maximizing capacity and exploring high-density urban forms has become a necessity. Providing quality and livability in such an environment challenge design. Therefore, it leads them to adopt hybrid management styles, spatial and functional organizations that differ from the conventional urban development typologies. Also, Cho, Heng, and Trivic debate

> It is also described as a symbol of democracy and sociability, of resistance against the aggressive processes of commercialization and globalization, a space of debate and negotiation, of protest and expression of the interests of minorities, with diversity and difference as its major elements.[69]

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[67] Matthew Carmona, *Public Places Urban Spaces The Dimensions of Urban Design*, (Routledge, 2010), 137.
[68] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 1.
[69] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 4.

Unlike existing facilities (shopping malls, conference halls, cafes, etc.), the urban public space still stands out as a primary place for people to come together. Similarly, Alanyalı Aral argues that "Urban space is still the only space where many people may come together in face-to-face relations, and for that it is important in the generation of public realm."[70] To be able to produce interactions to create relations between different sections, hybrid entity needs porous quality. While porosity supports the public space, it also defines the temporality and flow of urban space within its spatial and temporal boundaries. Also, it keeps the public space alive by ensuring that there are no clear boundaries between different section in the hybrid facilities.

2.2.2.1 Variety

One of the key elements of successful public encounter in the hybrid system is that providing variety of spaces, activities, and leisure areas for the varied group of people. Therefore, long-term activity provides vitality in the space and increase the number of people around the hybrid facility throughout the day. Montgomery supports this idea of variety by stating that

> It refers to the number 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.[71]

It possible to change the liveliness of the space by changing the program of events in certain hours. It can be manipulated by small adjustments however, this is not solely under control of publicness but, flow and program have a control over the

[70] Ela Alanyalı Aral, "Leftover Space as a Value and a Potentiality For The Public Realm in The City" (PhD thesis, METU, 2003), 25.
[71] Montgomery, "Making a City: Urbanity, Vitality and Urban Design," 98.

programming of events. However, long-term liveliness can be achieved by complex variety in the functions and land uses. It is important to propose diversified opening hours, and different quality of places which results in different prices to spend money. This variety is important mainly for diminishing the psychological and physical boundaries between people and hybrid facilities. Montgomery supports the idea by arguing "The essential condition for achieving urbanity is to generate enough diversity the mixture of uses and activities—to be self-sustaining. This diversity must be sufficiently complex to stimulate public contact, transactions and street life. In order for this to occur, a city district must have a sufficiently dense concentration of people using it for a range of reasons, including residence." Another thing is that variety creates a ground for involvement from diversified investors which leads to build a community that appeals to general public. Therefore, both small scale and large-scale businesses can survive from the changes in time and prevents segregation of public in the condensed area. Without any of these, by time, segregation of public can be observed in so called hybrid facilities and every other effort to create a successful urban and architectural area is turned out what it was against initially. Similarly, Jacobs and Comedia created a list of good urban space qualities and that extent variety in primary land uses for successful space making is argued. These criteria are

1. the proportions of locally owned or more generally independent businesses, particularly shops, including residentials
2. patterns in opening hours, including the existence of evening and night-time activity
3. the availability of cinemas, theatres, wine bars, cafe's, pubs, restaurants and
4. other cultural and meeting places offering service of different kinds at varying prices and degrees of quality
5. patterns of mixed land ownership so that self-improvement and small-scale investment in property is possible.

6. the availability of differing unit sizes of property at varying degrees of cost, so that small businesses can gain a foothold and not be driven out of business by sudden rises in rent and/or property taxes[72]

From this point of view, it is to present an organization where there are mixed transactions that offer as many options as possible in the production of a successful urban area and not all of them are dependent on consumption. Providing both economic and social activities in multiple different layers creates a base for social and cultural interaction in urban areas. At the same time, it is a fact that providing activity areas for day and night makes this diversity an attractive element for communities and increases the activity of the area. In this sense, the concept of urban vitality enables the processes to be diversified and serve longer and wider time periods, and to develop a model by stratification over time. It also maximizes the interaction of communities by not only appealing to the general public but providing an environment for the minority to spend their free time. Parallel to that Montgomery argues that "On this, it is important to help build the evening economy of urban places, for where this is lacking a place can only be said to work half of the time."[73] This situation provides flexibility to both the space and the working patterns and creates alternative for new consumption patterns.

2.2.2.2 Accessibility

Another important aspect of public in hybrid system is people's access to public space. However, this access is not only a physical attribute, also psychological and economical. Economic gap of the place inevitably leads to a segregation of people which also disrupt the hybrid operation. Therefore, as discussed above, one of the

[72] Montgomery, "Making a City: Urbanity, Vitality and Urban Design," 99.
[73] Montgomery, "Making a City: Urbanity, Vitality and Urban Design," 99.

most important aspects of accessibility is that diversified activities serve the community. Offering alternatives that are economically accessible to everyone also ensures that people do not question their belonging there. Likewise, Nijhuis and Jauslin claims that

> To study the urban landscape as a system of the interaction of space and process, opens up new perspectives of interdisciplinary spatial intervention, more in accordance with a society in perpetual transformation, a society in which the user feels more involved, committed, and in harmony with the environment.[74]

With hybridity, it is not possible to remove all borders, but depending on its function, it is expected to try to minimize it in some places and to create a controlled border in another place. By ensuring diversity, it is aimed to try not to make these boundaries felt in the hybrid facility and to create a ground to flourish interactions. Therefore, hybridity proposes a vivid urban area. Similarly, Montgomery states that "It is important to recognize that successful urban places tend to have a more active (and certainly recognizable) public realm: a space system for the city in which meeting, movement and exchange are possible."[75] This movement and exchange is relatively easy where urban population lives in close proximity because there is a simple flow between high-population density. In non-high-density areas, it is critical for public hybridity to operate without ignoring car ownership, but at the same time addressing car use without putting it at center of hybridity. Similarly, Cho Heng, and Trivic mention that "Good accessibility is considered to be one of the most important components of good urban form and, together with connectivity, a prerequisite for a space to function well, as it frames the interaction not only between space and its

[74] Steffen Nijhuis and Daniel Jauslin, "Urban Landscape Infrastructures. Designing Operative Landscape Structures for the Built Environment," *Flowscapes: Designing Infrastructure as Landscape* 3, no. 1 (2015): 30.
[75] Montgomery, "Making a City: Urbanity, Vitality and Urban Design," 100.

surroundings, but also between users and space."[76] From this point of view, need for parking area and flow of automobile should be supplied while, providing "permeability, connectivity, security, and safety"[77] for the pedestrian and public transportation with ease. According to Salingaros, another way to increase social equality and accessibility in urban spaces is designs that have universal standards and give priority to pedestrians, with various alternatives to appeal to all user groups.

2.2.3 Flow as Hybrid

One of the foremost goals of a city is to achieve strong connections between spaces. Considering the environmental problems, climate change, the complexity of managing the flow of people, goods, materials and information in the current societies, the planning and comprehension of urban flow systems are required. Since centuries infrastructures are one of the main elements that manage and control the organization of rural and urban spaces. From water management to roads, flight routes to waste management, all the needs of contemporary society are managed through flows. Understanding and planning accordingly is not only significant to sustain the flow smoothly but to preserve natural, local, cultural, and unique values of the places without destroying. Especially thinking the various scales of infrastructures form street scale to country scale and world scale the magnitude of impact of the design of flows can be understood, on the urban space. Therefore, reassessment of urban flow systems is a necessary step for the development, and health of urban spaces.

It is significant to analyze infrastructure design as an agent for the transformation of urban spaces in order to organize complex flow systems and generate new forms of encounters while sustaining local identity. Because as Steffen Nijhus and Daniel

[76] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 39.
[77] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 39.

Jauslin mentions, through the reconsideration of infrastructure systems as design elements, ecological and social processes can connect with the architectural and urban form via tangible regional relationships. [78] With that, they also remark that flow systems manage the interaction between manmade and natural systems.[79] So that they are defined as the mediators between the built systems and natural systems which resurfaces the significance of their use as operative design elements to integrate and benefit people and places.

The main point on which Nijhuis & Jauslin's approach bases its ideas is to consider the landscape as an infrastructure, which is actually a more integrated version of the existing organization that thinks of infrastructure as a landscape. In this way, the infrastructure is not limited to human elements such as vehicle roads, waterways, railways, and factors such as topography, vegetation, climate, history, architecture become the elements of the infrastructure.[80] Thanks to this perspective, which is formed by the synthesis of various factors and actors, it is possible to think of more integrated solutions and plans. They also draw attention to the adaptive and resistant nature of urban landscape infrastructure design. Accordingly, the design should allow for change and new possibilities and growth as much as protecting its characteristics and strong connections with other systems. Therefore, the system can cohost multiple users and spaces within harmoniously.

Nijhus and Jauslin propose three potential fields of flow design, emerging from the coworking of several practices. Those are transport, green and water landscape infrastructure. Transportation systems are the backbones of all the flow systems today. Controlling and planning movement, access, replacements are important steps to organize the landscape and connect places. Transport systems of vehicle circulation, human circulation, energy transfers, information distribution can also

[78] Nijhuis and Jauslin, "Urban landscape infrastructures," 24
[79] Nijhuis and Jauslin, "Urban landscape infrastructures," 24
[80] Nijhuis and Jauslin, "Urban landscape infrastructures," 22.

integrate and produce multiple-use transportation landscapes and node spaces as the authors suggest.

The second field is about the integration of natural values with human benefits via producing cultural, and social ecosystems. This system suggests the connection of green spaces similar to patches within manmade landforms. Considering the scale of urban space, providing large green areas connected to rather smaller ones can guide to sprawl of cities as well as allowing the growth of nature.[81]

Water landscape infrastructures also become significant not only for coastal cities but for everywhere in terms of water management. Coastal areas, rivers, flood areas, and wetlands require a specific treatment and planning. These might include water management systems, flood control, development of irrigation systems, drainage systems, freshwater access, and preservation etc. In short, thinking through several infrastructure systems provide a wider perspective of urban flow systems and help one to connect scalar relations of infrastructures. This requires interdisciplinary studies to be increased and design by research methodologies to be enhanced in order to better comprehend the dynamics of flows in connection with the land, society, and culture.[82]

Within this densely layered system of a town, the linkage of things must be understood deeply to produce a ground for true interconnected programmatic hybridity. In cities' complex metabolism, infrastructure plays an active role in the production and reproduction of new urbanism. Moreover, Erik Swyngedouw's attitude towards this relation is more like an assemblage that can interfere with the boundaries of different metabolisms by certain connections rather than seeing it as a single entity. Swyngedouw explains, "This is not to stress the unity of an idealized ecological balance but a set of interrelationships that involve a series of flows that

[81] Nijhuis and Jauslin, "Urban landscape infrastructures," 27.
[82] Nijhuis and Jauslin, "Urban landscape infrastructures," 30.

are brought together and drawn apart in a series of temporary alignments."[83] Therefore, flow enables link between multiple centers of urban spaces by overlapping connections. Also, Ellin states that the flow is one of the foremost important qualities in hybridity because flow and hybridity inherently acknowledge larger contexts. Hybridity, in contrast to isolation, characterizes itself as the connection of the surrounding contexts. Therefore, infrastructure that provides connectivity and mobility in urban space becomes more important than static political and spatial boundaries. By proposing flow into the hybrid system, it contributes to the activation of neglected spaces. In parallel to this, Wall emphasizes shifts here from forms of urban space to processes of urbanization processes that network across vast regional—if not global—surfaces.[84] However, these processes increase the mobility between zones, but it should enable access to in-between spaces as well. Also, it is not only referring to an increase in automobile activity in cities' arteries but providing alternatives and increasing the interaction between zones and communities. Nowadays large facilities tend to solve parking issues by using in-between spaces. However, these in-between spaces do not only work as a parking lots, squares, or green areas. Wall describes it as:

> Hence, familiar urban typologies of the square, park, district, and so on are of less use or significance than are the infrastructures, network flows, ambiguous spaces, and other polymorphous conditions that constitute the contemporary metropolis. Unlike the treelike, hierarchical structures of traditional cities, the contemporary metropolis functions more like a spreading rhizome, dispersed and diffuse, but at the same time infinitely enabling.[85]

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[83] Nikolas Cunnington Heynen, Maria Kaika, and Erik Swyngedouw, "Metabolic Urbanization The Making of Cyborg Cities," in *In the Nature of Cities: Urban Political Ecology and the Politics of Urban Metabolism*, (London: Routledge, 2006), 20.
[84] Alex Wall, "Programming the Urban Surface," in *Recovering Landscape: Essays in Contemporary Landscape Architecture*, (New York: Princeton Architectural Press, 1999), 234.
[85] Wall, "Programming the Urban Surface," 234.

Therefore, strategically grafted connections support the surface to transform into a unifying ground between escalated odd fragments and unpredictable programs for further expectations from the space.

Flow is the key element that integrates the functions. As discussed, hybridity highlights about unexpected functions and their integration rather than just being on the same periphery. As such, hybrid facility is activated by flow due to its operative features. As discussed in *This is Hybrid*, integration of a hybrid facility is achieved through a system of interlocking relations and its full potential come out by supporting weaker activities.[86] These integrations can be provided by both physical and visual connections. It is the flow that is expected from physical connections, horizontally and vertically, without restricting the public use. Therefore, permeability in the site promotes the public use and interweave both the functions and the users within the facility. Vertical flow stands out as an element that prevents the public space from being limited only at ground level. Accordingly, it can be argued that the flow has potential to operate the space to whether being integrated or separated. Moreover, visual flow in the hybridity can give an idea about the facility and activities therefore, it encourages the public interactions. Visual flow tends to blur boundaries between public and private spheres and encourages the users in private part to realization of public space and its' activities while protecting the privacy of the individuals. Streets are both an important part of the public space of the city, and a free network system where people meet and gaze each other in it. They also serve many functions to define and nurture the built environment, to create gathering areas. In this way, street is one of the most important supporting and nourishing elements for the full operation of the hybrid system.[87] To sum it up, flow has an operational power over space. While this operational power decides to what

[86] Per et al., *This is Hybrid*, 45.
[87] Fulay Uysal Bilge, "Gelişen Kentlerde Ulaşım Koridorları Üzerindeki Açık Mekanların Kentsel Kamusal Alan Olarak Geliştirilmesine Yönelik Örnek Bir Çözümleme Ve Yöntem Önerisi," (Unpublished Phd. Dissertation, Atilim University, 2020), 17.

extent the functions will be together, it also directly affects the public use of the spaces. It is the power of flow that can put the user into the visual connection while preventing access directly to the activity or combine the varied functions in the facility.

2.2.3.1 Permeability

"**Permeability**

1. the capability of a porous rock or sediment to permit the flow of fluids through its pore spaces.
2. the capacity of a space in a vessel to absorb water, measured with reference to its temporary or permanent contents and expressed as a percentage of the total volume of the space
3. The ability of a substance to allow another substance to pass through it"[88]

An important feature of hybridity is that it has mixed use. However, not all mixed-use developments are actually hybrids at all because they are weak in permeability, as seen in most examples. Likewise, Montgomery argued that "A development site which has offices in one part, a drive-in restaurant in another and a retail warehouse on yet another might well be described as mixed use, but in the absence of self-generating secondary diversity, shared facilities and streets, the mixture is one of oil and water."[89] Therefore, it is important in this sense that the mixture not only provides variety within the zoning area, but also needs to allows permeability, both horizontally and vertically, inside the building, which both connects the urban island and presents an amalgam unity. Similarly, Nijhus and Jauslin supports the idea that "With flows and movement at the core, urban landscape infrastructures facilitate functional, social and ecological relationships between natural and human systems

[88] "Permeability," Dictionary.com, accessed April 2023, https://www.dictionary.com/browse/permeability.
[89] Montgomery, "Making a City: Urbanity, Vitality and Urban Design," 105.

and provide conditions for spatial development."[90] Also, Montgomery argues that long city blocks restrict the permeability of the urban space and hinders the development of small scale businesses.[91] This could result in passivized street life and it could be a strategy to tend more on shorter city blocks for more flourished street life and public encounter as it is inevitably created more streets. Parallel to that Montgomery claims that "To be successful, the city districts would comprise as many blocks as possible, and these should only rare exceed 90 meters."[92] Also, while producing shorter blocks it is to be expected to leave enough and proportional pavement for the successful permeability. Otherwise, if pavement is too narrow and alongside with the main artery it does not provide safe and good quality permeability. Furthermore, Montgomery suggested that buildings must be positioned in the center of the city block rather than cover the edges of block and produce central courtyard because he argued it would decrease the level of permeability and restrict the public encounter. Moreover, due to decreased flow, hybrid togetherness of programmatic elements starts to dissolve and lose its associated characteristics.

Accessibility is basically measured by the interaction between users and city patterns and is one of the important elements of good urban space design. In order to urban space work well, not only the interaction between the spaces, but also it must establish accessibility with its surroundings and users. Therefore, establishing such relationships directly affects the permeability of the urban space and provides the connections and security of the spaces. Similarly, Cho, Heng, and Trivic support the idea that the accessibility must provide varied choices both in transportation types and user's conditions. Also, they argue that

> Access to urban space can be formal and informal. Formal access refers to the main and direct entrances to urban space. Informal access further increases users' choice, convenience, and comfort of movement. It relates to

[90] Nijhuis and Jauslin, "Urban landscape infrastructures," 30.
[91] Montgomery, "Making a City: Urbanity, Vitality and Urban Design," 108.
[92] Montgomery, "Making a City: Urbanity, Vitality and Urban Design," 108.

> secondary entrances and exits, such as those from the back lanes, through surrounding buildings, by a bridge or through an underground passage.[93]

Well-connected areas seek to maximize connectivity by providing alternative routes of streets and footpaths. In this way, while increasing social interaction and exchange of ideas, the flexible arrangements of the urban area also increase the diversity of use.

> Urban space is not a singular entity but is rather part of a larger network established by cohesive connections between urban nodes. Places that are well connected to external pedestrian networks are more likely to encourage pedestrian movement and to support a vital and viable range of uses. Carefully planned sightlines and views also considerably contribute to better movement and connectivity.[94]

This is why external routes must be directly connected to the main arteries and these routes should avoid from tangled and complicated features. Also, many hybrid facilities tend to occur at the edges of cities, despite few examples of city centers. Therefore, as hybrid, flow must be directly connected to these edge formations and in a varied way. This variety is very crucial because, in an example of prioritization of private access to the field, certain part of the public is going to have troubles to reach there, and this may cause segregation in the social means according to economic and cultural statuses. Similarly, Cho, Heng, and Trivic suggest to "Locate urban space next to existing local movement pattern, such as a main street, a shopping center or a subway station, to enhance the connectivity of space and bring positive density and intensity of uses and users into urban space."[95] Connected internal circulation areas, which interact well with each other, have the potential to activate both within the urban area and within the built environment, cafes and dining areas and parts of the squares and spaces where events take place in the center. As Cho, Heng, and Trivic claim "Movement is at the heart of the urban experience and

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[93] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 39.
[94] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 47.
[95] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 48.

is an important factor in generating life and activity. The movement is itself an activity that often generates other activities."[96] However, too much emphasis on movement decreases the change of encounter therefore, Cho, Heng, and Trivic suggest nodes in order to break the movement and engage people in terms of economic, social and cultural transactions. According to that they support the idea "… adding more break points with the provision of amenities designated for active uses, interaction, resting and informal activities would increase the opportunity for social exchange."[97] Consequently, it can be argued that good urban space is the one that provides extensive connection routes since it provides for majority of the people and secure the space since it brings more eyes as a surveillance. But also, good urban space is the one that offers destinations; therefore, it ceases to be just a channel that leads from one place to another.

Pedestrian access to urban space is highlighted but, ideally the vehicular access to the area is also important. The problem of the many contemporary facilities is that they prioritize the car ownership, and its presence is highly dominant in the urban ground, which significantly restricts public encounter. Consequently, it is important for good permeability to ensure that it serves the urban space proportionally by including all modes of transportation like public transport, bikes, taxis, private cars, and pedestrian access. According to Cho, Heng, and Trivic "… current trends in urban planning and urban design tend to emphasize the importance of good public transportation, walkability and cycling rather than on traditional overuse of cars."[98] The proximity between urban spaces and good quality public transports reduces the reliance on car journeys, reducing this mode of transport and providing greater accessibility for vulnerable groups such as low-income users, the elderly and the disabled people.

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[96] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 49.
[97] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 49.
[98] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 52.

2.2.4 Program as Hybrid

Towards the end of the 19th century, hybridity inevitably started to contain a multi-layered function with the denseness of the cities. And this density is directly related to the dramatic increase in land prices and the urban layout which does not provide space for to horizontal expansions. Considering these situations, hybridity had to adopt the multi-functionality and flexibility. The role of programmatic hybrid is to combine diverse activities that are in harmony. By doing that it also proposes unique way of space optimization. Conventional or market oriented mixed-use formations tend to contain every possible function in their boundaries. One of the main aims of doing this is to create "city-like" experiences by proposing an ecology of diversity and density. Yet, Cho, Heng, and Trivic argue that "they often result in creating conditions of co-presence, segregation and conflicts, rather than coexistence, cohabitation, integration and mutual synergy."[99] In hybrid, functions are not only created on a physical level, but on an abstract level which enables the process continuity and proposes meaningful, integrated composition.[100] Hybrid spaces prioritize combined private and public spaces rather than function agglomerations. In addition, hybridity is expected to address the problems at the urban scale and to offer solutions to these problems at the scale of urban planning. These solutions in urban scale supposed to create an ecology with an extensive flow system. The flow system is the one to construct an active environment by confronting the activities.

Within this ecology, the public ground configures the objects and space, and organizes dynamic processes and events within space. Similarly, Alex Wall claims that the "urban surface" is the extensive and inclusive ground plane that manages and supports the activities of the city.[101] Wall's description of "urban surface" does

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[99] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 7.
[100] Yona Friedman, "Paris Spatial (1959-61)," in *Exit Utopia: Architectural Provocations,1956-76*, ed. Martin van Schaik and Otakar Macel (Munich, Prestel, 2005), 20.
[101] Wall, "Programming the Urban Surface," 233.

not only refer to leftover areas around buildings, parking lots, or green and natural spaces. It is a "ground structure" that regulates fixed and changing city activities. In this conflicting and ever-changing environment, urban space must maximize its use and be resilient to unpredicted future demands from the space. Thus, this adaptability and capacity to support diverse activities come with multi-functional programmatic integrity. Wall argues, "this concept proposes a twenty-four-hour use chart to show a more heterogeneous mix of functions and activities throughout the day."[102] Therefore, hybridity genuinely contains multiple functions within its ecosystem as well as a contemporary metropolis's multiple centers and overlapping networks of transportation. Likewise, Andrea Branzi sees No-Stop-City as a continuous hybrid system that is featured by its neutrality of form to contain freedom from any restrictions and develops itself in countless options. In the *This is Hybrid* book, hybridity under the subtopic of programs is explained as:

> Mixing uses in a hybrid building is a driving force which is transferred, as in a system of connected vessels, to those weaker activities so that all involved feel the benefits. Hybrid buildings are organisms with multiple interconnected programs, prepared to house both planned activities and unplanned activities in a city.[103]

Therefore, it can be stated that the hybridity takes program as an activated element by the flow and serve the urban space as a live organism that can change through the time. So that, program must be diverse and flexible in order to meet the expectations of the broad audience and modify itself in the spontaneous conditions.

[102] Wall, "Programming the Urban Surface," 243.
[103] Per et al., *This is Hybrid*, 40.

2.2.4.1 Diversity

Urban development typologies mostly contain divirsified uses in facilities. However, as Montgomery supports the idea "often what are described as mixed-use developments fail because in reality they are not really mixed at all."[104] Similarly, these mixed-uses lack the diversity for the self-generating new programs. Also, program must be supported by secondary activities to keep people active in the field. There will be both primary and secondary uses which differs in the hierarchial positions in accordance to the urban space needs and characteristics. While primary uses take the main focus and secondary uses serve the field with them, they have the potential to develop more and more complex relationships. Therefore, hybrid programmatic diversity needs to both in the urban and architectural scale so that the activeness of the area are extended in a multi-scalar and in an extensive way. Likewise, Montgomery argued that

> The essential condition for achieving urbanity is to generate enough diversity— the mixture of uses and activities—to be self-sustaining. This diversity must be sufficiently complex to stimulate public contact, transactions and street life. In order for this to occur, a city district must have a sufficiently dense concentration of people using it for a range of reasons, including residence. It is being concentrated that produces urbanity and convenience. Therefore, relatively high densities are essential. These should not be confused with overcrowding.[105]

This is why diversity in program brings activeness to the urban ground for everyone from all groups people. This not just increases the activity varieties but also extend the public involvement. The diversity in the program also widen the scale of the businesses and type of it, therefore hybrid facilities start to feed upon each other. Moreover, diversity in the programs and people is not enough for hybrid to operate but, also the functioning times of it must be varied and propose to serve the public

[104] Montgomery, "Making a City: Urbanity, Vitality and Urban Design," 105.
[105] Montgomery, "Making a City: Urbanity, Vitality and Urban Design," 103.

7/24. As Montgomery argued, “Places which fail in urban vitality, such as the City of London, do so not because of a lack of people but because of insufficient mixture of primary uses concentrated into particular hours of the day.”[106] The urban ground must adapt itself according to the conditions throughout the day, and this is only possible by diversified programmatic existence in hybridity.

2.2.4.2 Flexibility

Hybrid spaces are ready for change according to new necessities. As urban ground like streets, squares and parks have longer time span related to the buildings around them, both buildings and urban areas such as streets and squares should be able to transform according to requirements. Hybridity both adopts the stratified structure of the city and meets future needs. Contrary to modernist approach like tabula rasa, it tries to preserve the originality and characteristics of the place. According to that Montgomery claims that “the successful urban area is one which offers in-built adaptability rather than in-built obsolescence. “[107] This kind of flexibility results in resilient structure in urban space. Adaptation of buildings like old industrial buildings into the residential, single dwellings into the company buildings, makes the urban ground intense and keeps it alive. Otherwise, whenever the old city structures’ lifespan is expired, these areas turns into a ghost city or migration problems occurs. In that context, hybridity provides buildings with adaptable conditions. The article “Making a city: Urbanity, Vitality and Urban Design” supports the idea that “people must use the same streets and spaces, people must use at least some of the same facilities, and activity must not be concentrated into a particular time of the day.”[108] One of the ways to provide this condition is to provide

[106] Montgomery, “Making a City: Urbanity, Vitality and Urban Design,” 104.
[107] Montgomery, “Making a City: Urbanity, Vitality and Urban Design,” 106.
[108] Montgomery, “Making a City: Urbanity, Vitality and Urban Design,” 105.

a space that is programmaticaly flexible through out the day. This could be achieved by scheduling the space with proximite functions or proposing diverse spaces in terms of size, floor, infrastructure support and etc. Mixed city structure, with its units of different sizes, can be used to create an attraction area both on the ground floor and on the upper floors. In addition, the fact that these forms, which can be used as residences, shops, studios or offices, can transform into each other, provides hybrid flexibility at the urban scale.[109] Also, Montgomery highlights "Interestingly, whilst loft-living represents the adapting of old warehouse and light industrial accommodation for residential use, there are now many examples of residential accommodation being adapted as offices or studios, even galleries and cafes."[110]

Paradoxically, this kind of harmony cannot be fully realized because a certain amount of flexibility is required for the city to develop organically, and it is impossible for everything to be predictable, to try to stay "safe" unnecessarily, and to remain as sterile as possible. Montgomery argues that

> Rather than visual order and certainty, places which work well also allow for a degree of uncertainty, disorder and chaos. Order and disorder, then, rather than being opposites are part of one equation: a non-linear equation which might well be but never predictable.[111]

For these reasons, urban space should be expected to develop naturally on its own, with its own flexibility and diversity as it grows. The flexibility of hybridity needs uncertain ground to take action and spontaneously support the structure with its diverse aspects in terms of public, flow and program hybridity.

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[109] Montgomery, "Making a City: Urbanity, Vitality and Urban Design," 106.
[110] Montgomery, "Making a City: Urbanity, Vitality and Urban Design," 106.
[111] Montgomery, "Making a City: Urbanity, Vitality and Urban Design," 103.

CHAPTER 3

HYBRID CASES IN ARCHITECTURE AND URBAN DESIGN

3.1 Issues in Urban Development

"Development trends since the early 1980s have favored urbanization on the outskirts of cities to form what has come to be known as 'edge cities.'[112] These edge cities, similarly, exist in most of the Metropoles, tend to constitute high-rise buildings accessed by high-speed roads and in this urban fabric business centers, leisure areas are located. It can be said that this type of luxury and multi-story residences increase the anonymity of individuals and differentiate the society, because of the functions that do not relate to each other. This separation mostly caused by the private ownership of the space, inadequate public encounter, and poor flow both inside and outside of the facility. Also, Bilge states that

> It has been revealed that the development in urban areas takes place under the leadership of private spaces. It has been determined that these spaces are structures with limited access, which are intended for middle and upper class people, supporting a consumption-oriented lifestyle.[113]

Therefore, the segregation is also created by the socio-economic status of the people. Mixed-use developments have become increasingly popular by advocating that they are the way to create more vibrant, livable, and sustainable communities. However, as these developments bring together different uses such as residential, commercial, and retail in a single location, they are also creating issues related to publicness of the spaces and relation with the urban contexts. Accessibility one of the most

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[112] Nan Ellin, *Postmodern Urbanism*, (Princeton Architectural Press, 1999), 105.
[113] Fulay Uysal Bilge, "Gelişen Kentlerde Ulaşım Koridorları Üzerindeki Açık Mekanların Kentsel Kamusal Alan Olarak Geliştirilmesine Yönelik Örnek Bir Çözümleme Ve Yöntem Önerisi," 141.

important issues related to public spaces around mixed-use developments. In order to be truly inclusive, public spaces must be accessible to all users, including those with mobility impairments and economical status of people. Also, the sprawl of urban areas increases the segregation of community groups from each other. This social separation creates spatial fragmentation.[114] Furthermore, it can be stated that as a result of this situation, the status of public spaces as common spaces has disappeared. Therefore, public spaces are transformed into private spaces that are not accessible to everyone, appealing rather to certain groups. Mixed-use projects, which have become widespread in metropolises, are mostly supported by consumption spaces, and therefore intrinsically encourage shopping. Alkan expresses the idea as "While it supports the fast life imposed by creating consumption society and these structures offers a life model where every activity is perceived as a duty by their users which is consumed quickly, it prioritizes an introverted social relationship."[115] These formations are advertised as a comfortable complex for users yet, the situation in reality is different. Such formations reduce socialization only to shopping places. Baudrillard describes it as

> Advertising is prophetic language, in so far as it promotes not learning or understanding, but hope. What it says presupposes no anterior truth (that of the object's use-value), but an ulterior confirmation by the reality of the prophetic sign it sends out. This is how it achieves its end. It turns the object into a pseudo-event, which will become the real event of daily life through the consumer's endorsing its discourse.[116]

While these projects symbolize the power of the project and the investor with their height, this creates a ground of trust for the public as they are often put up for sale before the project is completed. Also, they use the well-known architectural firms

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[114] Bilge, "Gelişen Kentlerde Ulaşım Koridorları Üzerindeki Açık Mekanların Kentsel Kamusal Alan Olarak Geliştirilmesine Yönelik Örnek Bir Çözümleme Ve Yöntem Önerisi," 59.
[115] Leyla Alkan, "Ankara'da Değişen Konut Örüntüsünün Yeni Yüzü: Rezidanslar," *5th Urban and Regional Research Network Symposium,* (2014), 4.
[116] Jean Baudrillard, *The Consumer Society: Myths and Structures,* edited by Mike Featherstone, (London: SAGE, 1998), 127.

for their advertisements and make the investors feel like they are investing the prestigious project. It can be argued that, although the investors of these formations consider the appealing look as a priority subject for the success of the project, they mostly ignore the environmental impacts and social benefits of these structures. They are more interested in how this glamorous project contributes to the environment, rather than how much it contains, with the aim of creating a symbolic brand. This is because it tries to attract high-income people by emphasizing the exclusivity and privileges of the project. These privileges are to establish a gated community with private security, to host self-sufficient functions, reception services and other functions -high value brands- that will make their users proud and show them higher in the social hierarchy. For these reasons, they end up as a problematic project with their weak communication with their surroundings and even their disconnection with different levels. Rather than making use of the features around urban context, it ignores them by duplicating the functions of the site and makes its' users lazy with it. Also, according to Bilge

> It has been determined that the urban space is occupied by vehicles and roads, and the overpasses arranged for pedestrians interrupt the continuity of pedestrian circulation. The high-rise buildings scattered on both sides of the road create pressure on the pedestrian and create a sense of closure. The predominance of private areas leads to a decrease in sharing areas.[117]

These structures do not establish a relation with the existing urban context and as well ignores pedestrians and public transportation alternatives. The exterior of the built site is mostly left for the car ownerships, parking lots and routes for vehicles. This is why, these architectural products' designs are not creating an integrity with the context, and do not provide good accessibility for the flaneur[118]. Consequently,

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[117] Bilge, "Gelişen Kentlerde Ulaşım Koridorları Üzerindeki Açık Mekanların Kentsel Kamusal Alan Olarak Geliştirilmesine Yönelik Örnek Bir Çözümleme Ve Yöntem Önerisi," 147.

[118] A flaneur, according to Benjamin's concept, is an individual who offers a distinct method of experiencing the contemporary city that contrasts with the pragmatic and outcome-focused approach of the bourgeoisie. Instead, by adopting the flaneur's aimless and leisurely way of exploring the city, one could gain a deeper understanding of urban culture and life.

habitants of these facilities cannot explore the urban richness. Furthermore, mixed-use buildings increase the value of land as they channel capital into a single concentrated area, resulting in higher property and rental values. Therefore, it could result in displacement of long-term residents and low-income residents. As a result of this, mixed-use complexes cause the loss of cultural and social capital in the society and the establishment of isolated and homogeneous communities. Baudrillard discusses the idea as

> Segregation by place of residence is not new, but, being increasingly linked to a consciously induced shortage and chronic speculation, it is tending to become decisive, in terms of both geographical segregation (town centers and outskirts, residential zones, rich ghettos, dormitory suburbs, etc.) and habitable space (the inside and outside of the dwelling, the addition of a 'second home', etc.). Objects are less important today than space and the social marking of space. Habitat thus perhaps has an opposite function to that of other consumables. The latter have a homogenizing function, the former a differentiating function in terms of space and location.[119]

Within the complex system of urban space, hybridity could work as a tactic to take advantage of all the heterogeneity, conflictions, and spontaneity. Therefore, hybridity not only controls the urban development but co-operates with it. Moreover, it creates an ecology or metabolism that supports land activities which are shaped by the internal and external forces of a city. Within the capitalist system, landowners want to make maximum profit from the investment and advertise their products as mixed-use facilities that support the life within the borders of the structure. The rise in the real estate market played a primary role in the proliferation of high-density buildings, while mixed-use buildings were used by designers to deal with the problems that came with it. The birth of mixed-use buildings and the value of land have been intrinsically linked. In the historical process, they built city walls to define the borders. Since expansion beyond the borders could not be realized easily, the

[119] Baudrillard, *The Consumer Society*, 57.

city's growth resulted in overlapping different programs, which resulted in an intensification of activities. The limited city form meant intensive expansion by overlapping functions. Rather than realization of buildings out of city boundaries, functions filled every available space, creating a single mixed-use entity that was constantly evolving as a whole. However, todays world is not constraint by the city wall. The leading formation on the boundary is developing in line with the pressure on the real estate market, especially on the empty lands along the city axes. Therefore, the relationship between architecture and urban areas is a projection of a real estate market. Similarly, Altürk express the idea that

> The significance of this projection—the material architectural product—was to be determined by this internal economy that comprises intellectual constructions, artistic desires, symbolic, economic interests formed within or translated into the architectural discourse and articulated through specific codes of design.[120]

Due to economic concerns in the land, disjunction occurs between urban development and the context. In addition, globalization directly affects the course of socio-cultural, economic and political activities in cities as a result of the capitalist economic system. Tafuri claims that "The crisis of modern architecture begins in the very moment in which its natural consignee—large industrial capital—goes beyond the fundamental ideology, putting aside the suprastructures. From that moment on architectural ideology no longer has any purpose."[121] Therefore, the position of urban development emerges as a structuring in which ideology is a direct object of capitalist structuring. This is why, one of the main reasons of disjunction is urban development areas planned on sites that has direct access to the high-speed roads which is a projection of capitalism on the real estate market. However, this research argues that these developments have an internal characteristic that stand-alone in the

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[120] Altürk, "XXL, Metropolis as the Object of Architecture," 1.
[121] Manfredo Tafuri, *Architecture and Utopia, Design and Capitalist Development,* (Massachusetts, The MIT Press, 1976), 135.

urban fabric and does not enrich the urban life because of the consumption-oriented architectural program.

Also, these formations promote the automobile usage and ground level land use to serve both parking areas and consumption oriented functions. Fernandez expresses the idea as "Mobility was one of the determining features of that period and and infrastructures became distribution channels connecting up different layers."[122] However, mostly mobility is creating disjunction considering the close context around the land especially pedestrian flow and facilities at different levels. Furthermore, it seperates the life in outdoor and indoor, so mixed-use facilities generally break the continuity within the site. Moreover, these facilities are planned to be appealing to the investors and contains diversified functions to the users. In general, these functions are consumption oriented and create psychological boundaries for the public. Nowadays, shopping areas are located outside city centers and places for leisure activities have been proposed to make these consumption areas more attractive. Fernandez argues that

> … hotels and offices were added, and opening times were extended to sometimes include 24-hour trading. Hence, it is clear that malls tend to mix uses and become the focus of permanent activity, something which helps to keep the location alive.[123]

The fact that these consumption-oriented formations do not establish interconnections with their surroundings and be distant from grafted activities that produce different creations with their unity, in fact, is an illusion that the existence of different activities together is to flourish the urban space. What actually happens is that they offer a reduced life by minimizing individual or social contact. Therfore, mixed-use formations not only create borders on the pyschological level but, also pyhsical level as the structure is built accordingly. Despite the fact that structural and

[122] Per et al., *This is Hybrid*, 26.
[123] Per et al., *This is Hybrid*, 36.

economic concerns respond to most of the requests, the complex displays a distanced stance from the city and its inhabitants. Even the areas that we can define as public spaces actually serve a limited group of people. In fact, the biggest criterion that determines this section of people -it is also the economic factor that creates its own existence- is this situation distinguishes between the city and the citizen according to their socio-economic status.

Mixed-use projects are actually more than a simple building whit diversified functions exist in the facility. Instead, mixed-use projects, as Fernandez says, are the products of trying to understand how real estate works and how it is financed in order for projects to be successful.[124] Therefore, it is a corrupted outcome when searching for the right product. This is why, hybridity plays an important role in meeting the expectations of increasing land values, productivity from the real estate market and qualities of the metropolis, while protecting the social values expected from the city at the same time. For these reasons, hybridity is gaining importance as a form of urban space production that can meet social and public expectations together with the current urban situation, capitalist needs and expectations. Therefore, denial of the site as a finished product, reducing the consumption, increasing the porosity in the site could activate the hybridity in the land and propose resilient and enriched urban life to the inhabitants.

[124] Per et al., *This is Hybrid*, 36.

3.2 Proposals of Hybridity

Hybridity establishes a more mutualistic relationship with the current conditions and works better with it. It has the capacity to meet the expectations of the growing real estate market in existing urban development areas, as well as the requirements for creating quality urban space. Therefore, there are varied ways to change the quality of urban spaces under the term of hybridity. However, according to Cho, Heng, and Trivic, it is difficult and meaningless to classify hybridity with rigid and static spatial typologies.[125] Therefore, he comes with 5 topics as discussed in his book (*Re-Framing Urban Space- Urban Design for Emerging Hybrid and High-Density Conditions*). These topics are:

- Intensified Residential Developments
- Infrastructural Transit-led Spaces
- Recreational Green Hybrids
- Hybrid Urban Voids[126]

Cho, Heng, and Trivic have referred to the most dense and dominant urban uses while choosing these subjects. However, since this thesis discusses hybridity over the built multi-purpose environment, the concept of "Hybrid Urban Voids" and “Recreational Green Hybrids” are out of scope. Also, these subjects gain importance for explaining the hybrid operations to transform the urban development areas. *Re-framing Urban Space*’s first concept is the hybrid features of the residential areas which is the majority of use in urban space that he refers as “Intensified Residential Developments”. To accommodate hybrid features, these spaces must include new housing schemes, vertical open spaces, elevated public spaces, and new types of social exchange areas. As he argues that

> In response, new residential developments and community centers often oppose conventional housing schemes. Apart from the “typical” formal play areas (such as playgrounds and sport grounds), open green spaces and other

[125] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 8.
[126] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 8.

> amenities, urban spaces in new residential developments are increasingly adopting various forms and mixed activities (with emphasis on sociability) catering to both residents and general public (visitors), while creating new conditions for social exchange and negotiation.[127]

Therefore, it introduces new hybrid spatial proposals under a title that references a high-density design strategy. It defines different experiential spaces and privacy zones, where vertical open spaces and roofs can be used as social spaces, as well as allowing the pedestrian to flow these spaces through various networks. Similarly, Cho, Heng and Trivic support this idea by arguing

> Apart from providing multi-level networks of pedestrian spaces, such amenities also offer attractive new ways to perceive and experience the city (from above) and to redefine privacy—qualities that are becoming increasingly valued among high-rise residents.[128]

These formations support flow vertically into the buildings and provides multi-leveled and layered experience towards the city, as well as they create new types of private and public space formations. Parallel to the Montgomery's argument, this kind of togetherness creates a different kind of intimacy, private social sense. In a way, it creates an experiment as a public space for the inhabitants, and private feeling to the public. Therefore, different levels of publicness are injected in these facilities as they have porous accessible characteristic. Also, this approach breaks the dominance of the planimetric approach towards the design and brings three-dimensional view. Another term that *Re-framing Urban Space* bring is that "Mixed-use Developments". Hybridity display attitudes to bring people together and serve public uses rather than consumption-oriented uses like mixed-use developments. This subject is mainly characterized by varied and intense programmatic accommodation as well as the users. This hybridity supports the different activities inside the facility and welcomes the public to participate which makes it valuable. Also, hosting multiple uses in the space can result in more interactive and active

[127] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 8.
[128] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 8.

ground throughout the day. Similarly, *Re-framing Urban Space* evaluates the Market Hall in Rotterdam by arguing "The result is a covered square which acts as a central market hall during the day, while after business hours it remains lively due to people frequenting the restaurants on its first floor."[129] Thirdly, "Infrastructural Transit-led Spaces" are put forward as hybrid feature. This feature covers all the infrastructure that supports the facility both technologically, structurally, and as a flow. With these a hybrid facility can be transformed for future requirements or be reuse by the new plannings. Also, this design strategy highlights the community engagement, and accessibility. Similarly, Montgomery argued that

> Streets are undoubtedly the most important elements in a city's public realm, the network of spaces and corners where the public are free to go, to meet and gather, and simply to watch one another. In fact, the public realm in a city performs many functions, not only by providing meeting places but also in helping to define the built environment, offering spaces for local traditions and customs such as festivals and carnivals, and representing meaning and identity.[130]

Also, Cho, Heng, and Trivic argue that "Transportation spaces thus function not only as transit nodes, but as rich, complex and dynamic spaces with multiple functions on multiple spatial levels…"[131] Juxtaposition of varied routes into the urban space creates a good accessibility and creates a successful gathering space. Therefore, hybridity obtains vast and complex network system that supports the social events, creates active urban ground 7/24. Also, Cho argues that "New modes of publicness are not static, but rather transient and always evolving, seeking flexibility and experimentation."[132] Therefore, experimentation of the publicness is combined with the private sphere which creates a dynamic network, layers of publicness. This also combines with the last term "Recreational Green Hybrid". According to the subject, open areas can support the hybridity by acquiring

[129] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 12.
[130] Montgomery, "Making a City: Urbanity, Vitality and Urban Design," 109.
[131] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 12.
[132] Cho, Heng, and Trivic, *Re-Framing Urban Space*, 16.

pedestrian space network, parks, and green promenades. Also, these areas can enrich the experience of the public's journey in the urban areas. According to these subjects, this thesis proposes a rule set of hybridity. Therefore, with all these qualities, hybridity can flourish the life in the urban development areas while also responding the expectations from the land both as public needs and economic benefits. This is why, hybridity can take a role to organize the space making, to lead the buildings to be built next and prevent urban agglomeration. According to these criteria, repertoire of the hybrid can be e valuated.

Hybrid Components	Principles
PUBLIC	• Different levels of publicness • High density and intensity of users • Community participation • Pedestrianized Street • At-least partial ownership • Psychological accessibility
FLOW	• Elevated public spaces, vertical connection of public • Interactive relations between inside-outside, user-space, context-site • Diversity of accessibility • Three-dimensional network • Multi-level publicly accessible network • Environmental preservation • Permeable blocks • Encouraging pedestrian movement
PROGRAM	• New types of housing schemes • High density and intensity of activities • Reuse and reactivation • Adaptability • Varying opening hours • Programmatic Juxtapositions • Unconventional Experimentations • New conditions for social exchange and negotiation

Table 1. Table of Hybrid Components, this table describes the listing of principles that hybridity should include, produced by the author.

3.3 Repertoire of Hybrid

This chapter will analyze the case studies and interpret the principles discussed in the “Hybridity Recommendations” subsection through these cases to create a repertoire. While choosing these cases, the first criterion in determining these examples was that they would meet the scale which this thesis is based on. Moreover, other criteria were to select structures, which is discussed in the "Components of Hybrid" sub-title, that take the public at the center of the design, had complex networks of flow, and were programmatically sufficient examples. In this scope, the evaluation model is based on most of the hybrid qualities. Evaluation is constructed with a combination of both the components of the predetermined hybridity and the qualitative methods that contains principles of hybridity such as functions, ownership, network systems, and opening hours. The objective of this evaluation is to not only draw conclusions about these cases but also to assess the principles that were previously discussed. Also, it is expected that this evaluation will create a repertoire for taking into consideration of these outcomes and supplying the design process from this thesis.

First of all, it was considered important to examine Euralille both because it is one of the first examples of hybridity in the literature and because it is significantly different from other examples in terms of size. In addition in this example, the complex systems of the city gain importance as it is located in the middle of the international train network. Although Euralille has many different functions, the fact that the office program is more dominant distinguishes it from other examples. Another important reason for examining Euralille is that the public's ideas were collected during its design, and the contribution of different architectural offices throughout the process was considered important to investigate. Secondly, Sydney Fish Market was examined. One of the reasons for the selection of this example is that most of the building is built over retail areas and offers a continuous publicness. In addition, the definition of publicness at different levels made this structure interesting. Thirdly, it was important to examine Toni Areal for reasons such as the

transformation of an existing structure of the city into use, how adaptive reuse can affect the hybrid situation, and the fact that most of its function is based on educational areas. The fourth structure examined is the Linked Hybrid project, which is predominantly residential. The main reason for examining this structure is based on the investigation of how the tension between living spaces and urban areas is resolved. Or it is important to investigate whether this is possible. Finally, 1111 Lincoln Street structure was examined in order to investigate how the parking problem faced by city centers can be solved with a hybrid approach. Here, the coexistence of both public and parking spaces and the potential it can reveal were sought. In general, attention was paid to the different usage focus of the examined samples, because it was aimed to make inferences on a program basis hybridity. In addition, it is important to research projects on an urban scale and in different sizes so that an evaluation can be made on scale.

3.3.1 Euralille - OMA

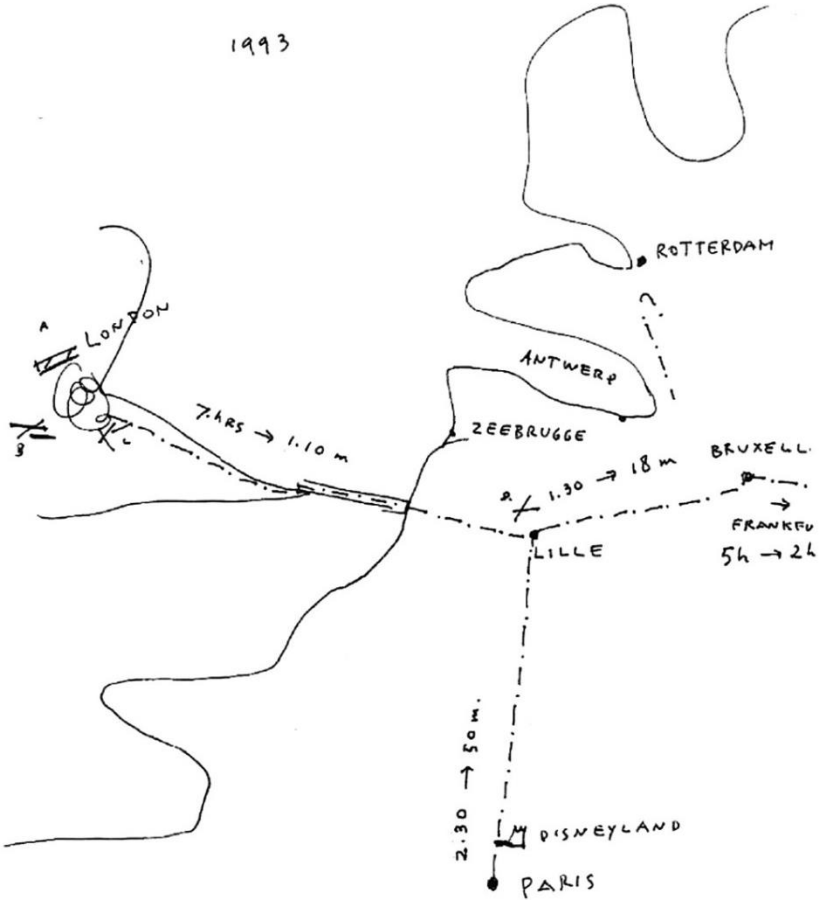

Figure 3. OMA, Euralille, Map showing Lille's relations with other cities, 1993, Hand drawing. [Retrieved from https://www.oma.com/projects/euralille]

Koolhaas had the opportunity to design Euralille, a significant project situated at the intermediary scale between urbanism and architecture. The building area is a 1.200.000 m² site, and the gross building size is 800.000 m² which makes this project enormous. Also, the program contains diverse types of uses such as, shopping, offices, parking, train station, hotels, housing, concert hall, congress hall, etc. that is funded by both private and public. In the 1980s, Lille was facing economic and sociological challenges prior to the decision to construct Euralille. Lille's economy mostly dwelled on the industries of coal mining and textile production which has low employment rates but, changes on the political regulations provided an urban

flourishment opportunity. Firstly, European Union cities gained greater autonomy and became more decentralized which provided them liberalized urban planning and economic development opportunities. Secondly, Single European Act enabled massive movement of people, goods, and services between national territories within the countries of European Union. This free movement is important for Euralille project because its unique location connects London, Paris, and Brussels. Also, it was decided to establish a high-speed railway network that run through Lille. As a result, it was assumed that a high-volume train station was necessary to serve the busy network from both local and foreign people in the city center.[133] Therefore, as a respond to the growing requirements of globalization, Lille was planned as a hub within the junction of international networks. While doing that the major goal was not to build a mono-functional extension of the city, but, to attract investors from a

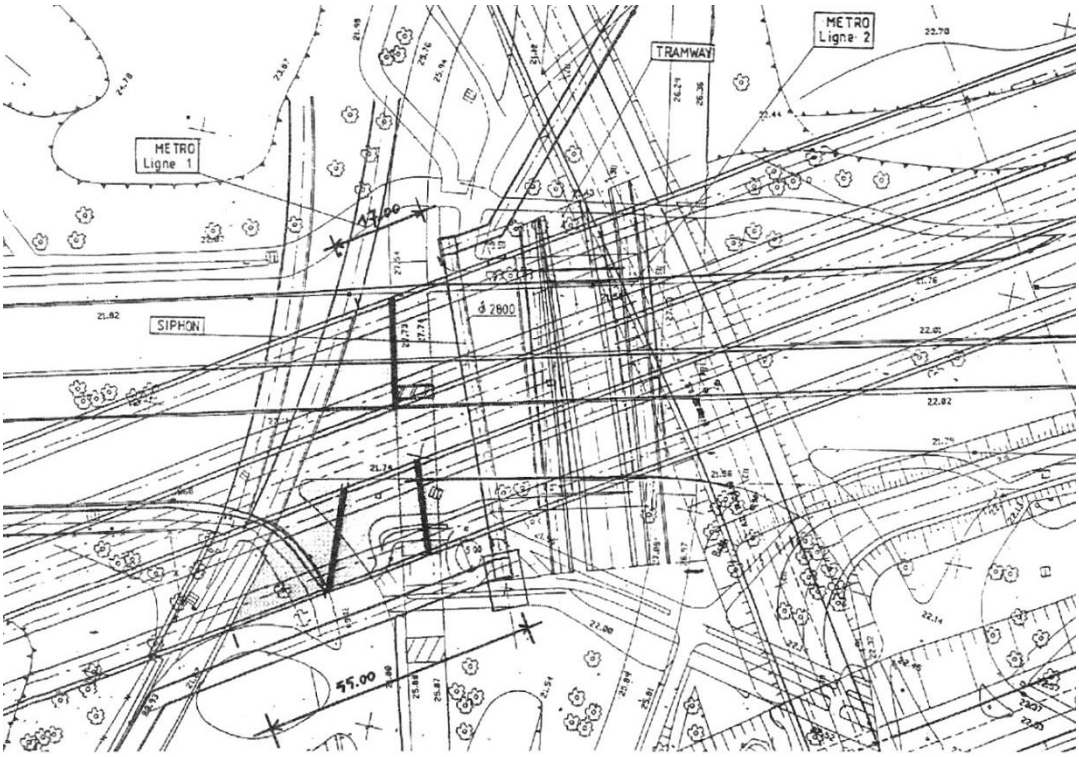

Figure 4. OMA, Euralille, Site plan showing superimposition of the infrastructures, 1989. [Retrieved from https://www.oma.com/projects/euralille]

[133] Valery Didelon, "Euralille: The Deconstruction of The European City," *Log* 39, (2017): 120.

varied groups of people around Europe and create an autonomous "city wihin a city" which can adapt to future requirements. For this reason, Koolhaas brought spatial, political and economical issues to the committee rather than giving first initials about the architecture and urbanism. The first quality in the mental model for a true hybrid project was the extensive scale that would generate jobs and tax revenues for the Lille.[134] Hence, "Koolhaas immediately organized two interdisciplinary seminars in Rotterdam. OMA worked closely with Ove Arup to resolve major infrastructural issues. The main commitment was to accept the site's complexity and the mutual dependence of the program constituents."[135] Within this progress, the project first gained a definition in an abstract way because Koolhaas avoided intorducing architectural elements. Also, public participated in the decision making on the design of Euralille. OMA's main effort was to identify the relationships between architecture and urban deisgn which are levels, sections, relationships and interfaces. Koolhaas particularly tried to define urban tactics, and create a master plan that deals with the requirements of Lille's politics and economics and establish a ground for other architectural offices to work on it. Moreover, participation of the other architectural design figures to involve in the process of the Euralille, contributed to the design as hybrid since it allowed for varied groups of people in the decision making of it. This approach was differentiated from the majority of the urban projects which were conceived in the meanwhile project Euralille was held. As Didelon explains;

> After the criticism and, ultimately, the rejection of functionalist urban planning methods, most architects returned to traditional planning approaches. They worked on large two-dimensional compositions that placed great emphasis on respecting the architectural heritage, aligning buildings along streets, creating symbolic urban forms and designing public spaces, among other things. In Lille, for example, the aim of Le Romarin, a project run close and parallel to Euralille, was to create a "gateway" to the city. Local

[134] Didelon, "Euralille: The Destruction of The European City," 122.
[135] Didelon, "Euralille: The Destruction of The European City," 123.

> architects designed an “agora” above a highway sprawling with streets lined with pastiche buildings. Described as “reasonable” in the local press, this urbanism aimed to respect the urban context and reunite areas separated by highways.[136]

Koolhaas was against this approach to urbanism, instead he wanted to bring to an end to fixed compositions and continuity. His main goal in the work of Euralille’s designed outcome was the product of progress. OMA’s master plan proposal was to initiate a series of processes in the city rather than give a rigid solution to all of the urban issues. Therefore, the genereal layout of the master plan started to advance within the scope of initial sketches and diagrams which were tentatively answers to the questions of investors. Didelon argues on that as

> Nothing was ever fixed in place in the project, a fact that was criticized by everyone who wanted to know what direction it was going in - residents, elected officials, journalists, etc. The process determined the outcome, and not the other way around, as was usually the case in urban design at that time.[137]

In this project development, OMA focused on the two categories; the Infrastructure and the Superstructure. While infrastructure deals with the urban development with all the flows, nodes and every kind of network type, Superstructure was more into built elements which are in-between the urban and architectural scale. In this context Konstantina Schoina also states, “Inside the Superstructure elements all the programs are fluid and overlapping. It is there that architecture becomes “most and least”, with the capability to meet all the needs of the emerging mass society.”[138]

Koolhaas emphasizes the concept of "Bigness" when he speaks of architecture being both "most and least." This refers to the idea that large-scale architecture can serve

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[136] Didelon, “Euralille: The Destruction of The European City,” 124.
[137] Didelon, “Euralille: The Destruction of The European City,” 124.
[138] Konstantina Schoina, “Bigness in the Making Thesis: Oma-Euralille.” (Research Paper, TU Delft,2021), 27.

as a form of urbanism. He typically views architecture as a constraint that defines or limits everything within its dimensions, characteristics, and infrastructure. Nevertheless, "Bigness" allows the designer to create an unconstrained space that detaches the building's function from its façade. It gives an autonomous, permeable envelope that sorrounds the composition of the interior. Within this interior, the infrastructure is manipulated according to the requirements of the complex networks from far and varied places which intersects in the site. Parallel to that Konstantina highlights "In a world where all the blooming metropolitan areas develop their social, economic and recreational activities through a merging hyper-density, the vertical growth seem the only way to solve the problem of the bi-dimensional rigidity."[139] It can be assumed that this vertical development deals with the concentration of the programs in a limited urban space. The verticality of the project provides the possibility to create a vast functionality so that it can act as city in a city. Therefore, the architectural product and its envelope started to perceived as an urban area rather than a single unit in the urban context. Back to the Euralille;

> All the elements of Euralille are "movement", either linear or wide. The generic, the terrain, the design of a landscape upon which various flows and programs are distributed, the envelope that hosts almost every program. A singularity. The building has no physical limits anymore, it is expanded through the railway infinitely towards all directions.[140]

From this point of view, "Bigness" is a tool to create a ground for non-plan, formlessness and unrestricted architecture. However, big architecture needs to deal with complex circulation problems. Therefore, Euralille handled the design problems of bigness by creating a network system in an advantegous way. This network system does not have force on space in terms of programmatical pre-requisite. In other words, Euralille aimed to create a non-constructed space that connects all the links provided by railroads, facts of Single European Act, dynamics, flow and everything

[139] Schoina, "Bigness in the Making," 29.
[140] Schoina, "Bigness in the Making," 33.

within the field of urbanity. Koolhaas defines it as producing "densitiy without architecture" and "a transparent space" which sets no physical limits and potentially reach out infinity through railways. In the light of these discussions, Euralille is actually a project in which circulation stands out in many respects. Koolhaas signifies that the Euralille project is a manifestation of the metropolitan condition, "movements, dynamics & flows" in the 90's, prioritizing over architecture.[141] Likewise, Koolhaas further elaborated this as "[a] continuous pedestrian trajectory: a viaduct leads to the station; the station is conceived as a public arcade; a diagonal axis that connects the city to the end of the new station runs through Nouvel's commercial center. The towers become part of this urban network."[142] Therefore, it can be argued that Euralille become more of an issue of the network system. This network system comes due to its architectural bigness. However, economic and political factors come as well. Consequently, it was expected situation for a homogeneously designed project to turn into a heterogeneous one.[143]

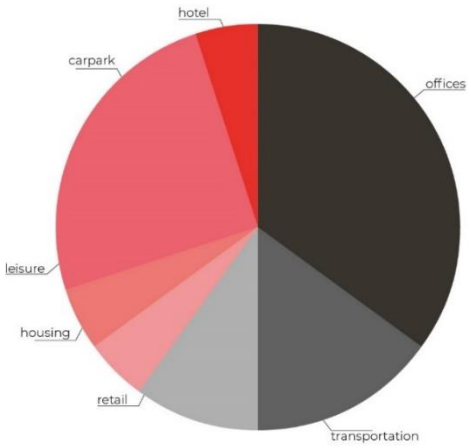

Figure 5. Euralille's Pie Chart, showing the function percentages of Euralille. Produced by the author.

[141] Schoina, "Bigness in the Making," 36.
[142] Rem Koolhaas, "O.M.A. at Moma: Rem Koolhaas and the Place of Public Architecture," in *Thresholds/O.M.A. at The Museum of Modern Art: Rem Koolhaas and the Place of Public Architecture* (The Museum of Modern Art, 1994).
[143] Arie Graafland, Rem Koolhaas, Michael Speaks, and Jasper de Haan, *The Critical Landscape* (Rotterdam: 010 Publishers, 1996), 256.

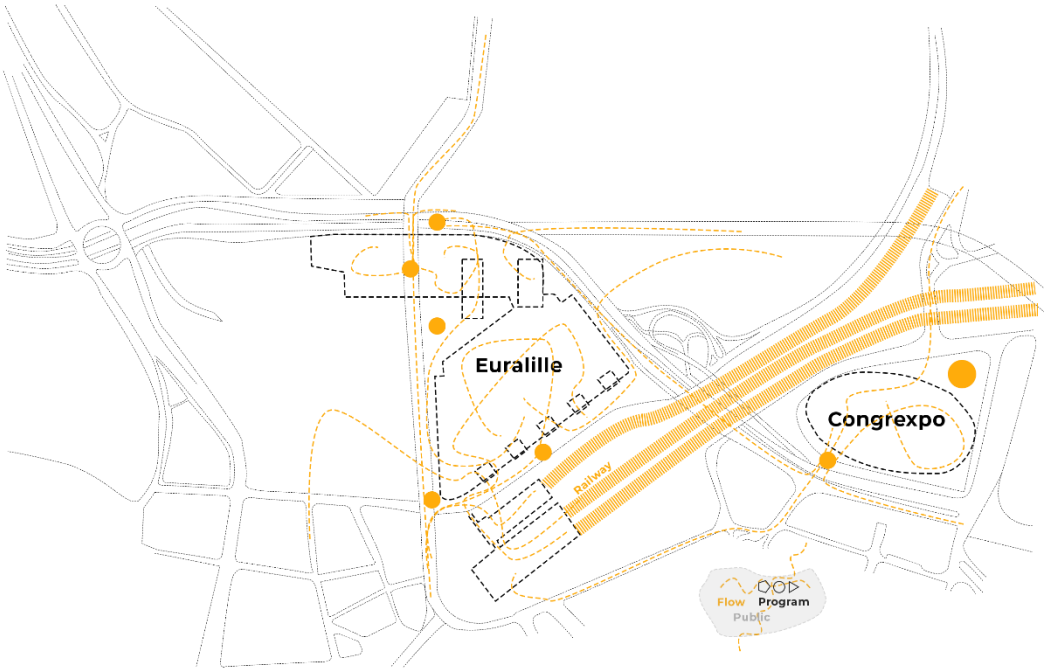

Figure 6. Site plan, showing the flow in Euralille. Produced by the author.

To sum up, the Euralille project is so big that the realization of it was designed by different architects and implemented in stages. Also, this bigness directly connected with London, Brussel and Paris, "which contains more than fifty million inhabitants"[144] therefore, the project mostly focused on the flow systems and activities. As OMA expresses that the programs of Euralille are mostly diagramatic since the location is working for the junction of many different locations therefore, main effort was on the good quality of connections and adaptability of the functional elements. The publicness of the structure is varying according to the programs. The train station and hotel is open 7/24, retail, and commercial spaces are functioning 10:00 am to 8:00 pm, cultural program's active time is depending on the activity schedule of the facility. The hotel can be considered as non-public space since the part of the people may not afford the fee, but train station has publicness quality. Since the built area is very large and there are streets running through the working area, it is hard be claimed that there is a completely uninterrupted flow for pedestrians from one point of Euralille to the other. In addition, for example the functions of Congrexpo and the office, which are located in different locations, have an intangible relationship with each other, this is only due to their close proximity. In other words, these two functions do not interact with each other to create different scenarios due to the discontinuity of the flow. Therefore, most of the programatic elements stand alone in the urban space and does not come across in order to create spontenous activies, and create new conditions for social exchange areas. Also, these relations can be applied to many different functions. Moreover, the design is hard for the pedestrian, especially for the ones with inabilities, to reach one place to another. Although Eurolille was shaped with the participation of many different voices during the design phase, and theoretically it carries many features of hybridity, it does not fully comply with the principles of hybridity in practice.

[144] OMA, "Euralille," Accessed February 2023. ps://www.oma.com/projects/euralille

3.3.2 Sydney Fish Market – 3XN/GXN

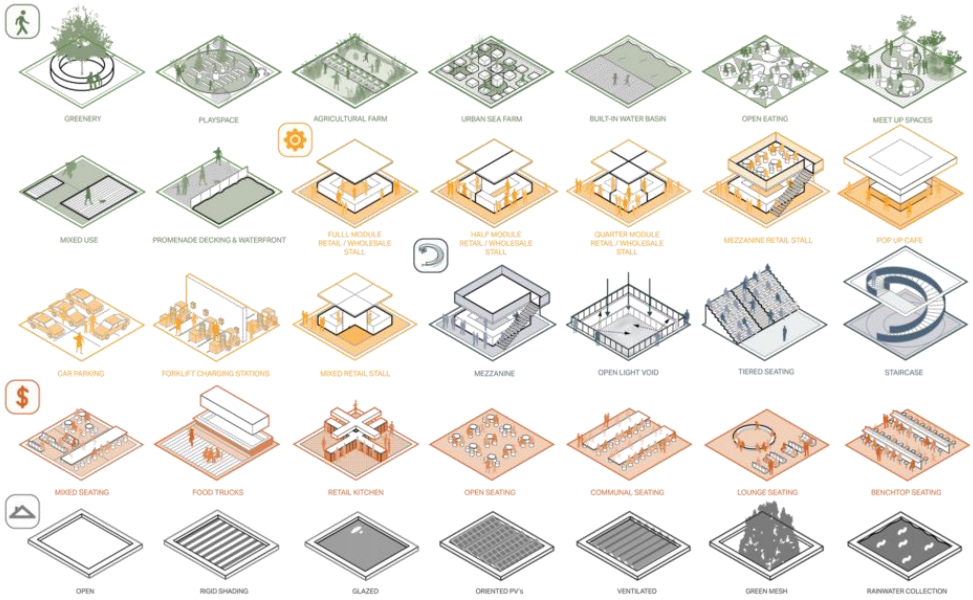

Figure 7. 3XN, *Scale, Experience and Flexibility*, diagram, 2019. [Retrieved from https://3xn.com/project/sydney-fish-market]

Sydney Fish Market, designed by 3XN Architects, combines fish market program with contemporary urban space functions. The building's gross area is about 80.000 m² and located next to the old fish market. Existing fish market was composed of series of old warehouses and post-industrial buildings that portrayed an attraction point for both local people and tourists. What was proposed by the new design is "a working fish market, an amenity for the city, a cultural destination, an urban connector, and an inspiring icon along the would-renowned Sydney Harbor."[145] The new Sydney fish market is conceived as a destination for a large community, maximizing interaction by combining the public space with the marketplace. However, it is an important association that these interactions can work without interruption in the workspace that feed the seafood market and wholesale. In doing so, it offers a range of different experiences for the publicness and juxtaposition of

[145] Kim Herforth Nielsen, "Sydney Fish Market," 3xn.com, accessed November 29, 2022, https://3xn.com/project/sydney-fish-market.

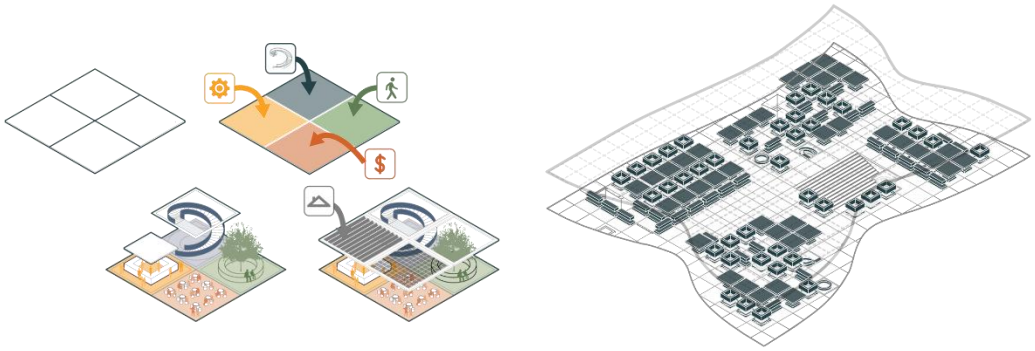

Figure 8. 3XN, *Adaptability*, diagram, 2019.
[Retrieved from https://3xn.com/project/sydney-fish-market]

diverse programs create a center of attraction in the urban space. Similar to conventional cases, the current fish market faces functional disagreements that are usually resolved by imposing limitations on visitor access. However, unlike other examples, the Sydney Fish Market provides spatial encounters for visitors without any access restrictions. The design features a physical separation of operational areas, yet it facilitates visual connections that provide a glimpse into the daily work processes happening behind the scenes.

The main stairs working as an amphitheater, and the continuity of the surrounding landscape into the building are among the remarkable factors which create public and private realms relations. It offers a composition that is accessible to everyone for various adaptive and reprogrammable functions. Moreover, flow from the bridge is arranged in such a way that while connecting different functions, they do not interrupt each other. 3XN explains that as "Strategies that enable ease of operation and function are separating pedestrian and vehicular flows, through various configurations of the vehicles, securing connection for the markets to the wider community and necessary transport link for distribution of market products off site."[146] Therefore, flow of this design encourages the pedestrian accessibility since

[146] Nielsen, "Sydney Fish Market."
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the vehicular traffic does not interrupt the walkways. Without well designed flow, arrangement of programs does not contribute to the hybrid system. Therefore, 3XN proposed modular framework that supports the hybrid functionality in a strategic way. It also provides flexibility that contribute to the spatial variations. Therefore, space can respond for different operations, overlapping space uses, and create new and diverse sections around the composition. This is why, 3XN proposed various types of modules such as greenery, play space, agricultural farm, dining areas, retail, car parking, mezzanine, void, staircase, kitchen, and many other examples. These modules also allow for diversity in terms of scale and shape in the program, creating a ground for spatial experiences that can be adjusted individually or in groups. Also, modules can both contribute the program of the building, and the spatial quality by creating voids, staircases, and greeneries. This situation meets the needs for future or current situations with inward or outward expanding according to the spatial needs of the building. Similarly, it is explained as "The building becomes a responsive element that changes to meet the current and future needs of the various user groups and stakeholders."[147] For these reasons, Sydney Fish Market stands out as a successful example of programmatic hybrid. Although it is programmatically rich,

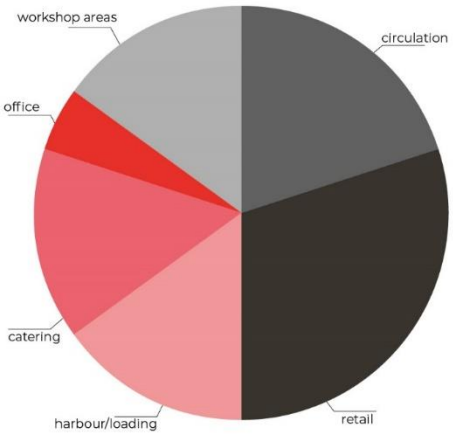

Figure 9. Sydney Fish Market's Pie Chart, showing the function percentages of Euralille. Produced by the author.

[147] Nielsen, "Sydney Fish Market."

the project stands out rather than what its programmatic features are, but how they come together makes this project a hybrid. It can be argued that programmatic hybridity makes the field appealing as an attraction point and bring together diverse people. To be able to do that, system densifies the land use and gets more efficieny considering the land use. This is why, it enables reaching diverse activies with ease while it is a respond to the real estate problems as it gets maximum yield from the land.

To sum up, the building protects the culture of the urban space by locating new fish market next to the old one. Programmatically, it proposes many different functions

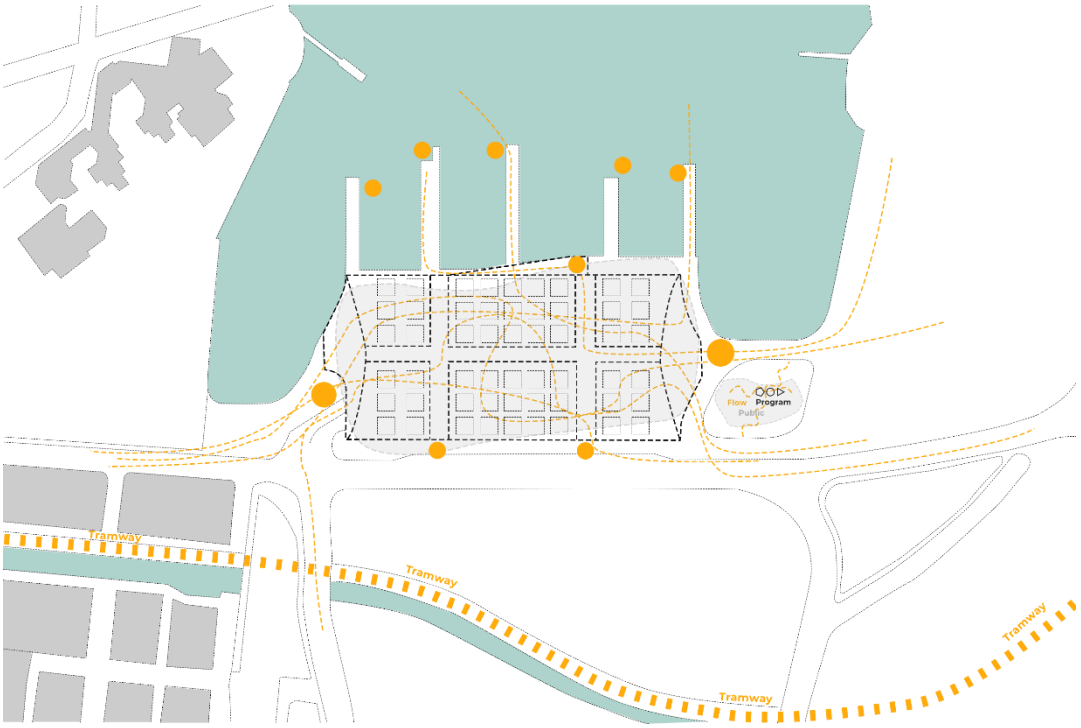

Figure 10. Ground floor plan, showing the flow in Sydney Fish Market.
Produced by the author.

for the public to be a part of it, and not obliging them in terms of purchasing. Also, planning the activities in sections, Sydney Fish Market has revealed the relations of the public with the building not only at the street level, but also with different elements of the city (sea, street, built environment, amphitheater, harbor) in varied

levels. Therefore, public is welcomed in any condition, with its multi-functional stairs that can work as welcoming flow into the building and as a seating area. These stairs were planned at both ends of the fish market, aiming to create more connections to the interior. Moreover, due to the close proximity of the building to the public transport nods, which are tram, bus stops, and harbor, easy public access is provided. Also, flow in the design is extensive which goes from almost every level of the building, in the worst case, it provides visual flow. It must be admitted that it would be pointless to talk about publicness in every space. The permeability for the public is questioned in areas that may pose a risk, such as places where heavy machinery works and where big crates are unloaded. Even at these points, the inside information about the operations of daily life is shared with the public in this design. Although the building hs not started to functioning yet, the strong physical and visual relation between inside and outside creates good publicness and since there are no outer wall, it can be assumed that the space is continuously open for everyone. However, there is no information about the functioning hours, so that it cannot be predicted that if this place going to active 7/24.

3.3.3 Toni Areal – EM2N

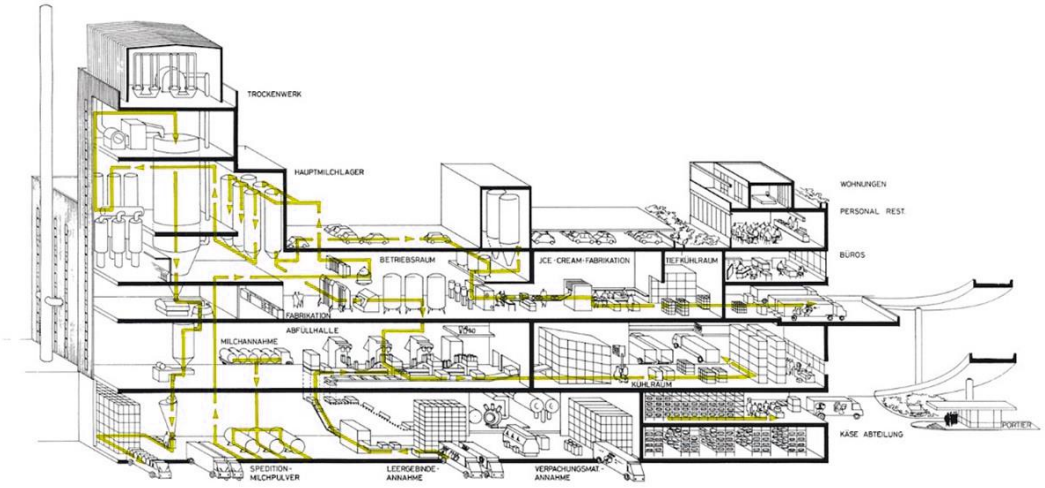

Figure 11. Toni Areal. Section of old milk-processing factory. Section drawing. in *This Is Hybrid: An Analysis of Mixed-Used Buildings*, 154. a+t architecture publishers, 2014.

The far location of Zurich's 5th District, where Toni Areal is located, transforms from a mono-functional industrial zone to an urban area composed of mixed functions. Also, it was conveyed by the design studio, who brought this building back into use, "that an urban planning process that would affect and shape the whole city was going through."[148] It can be claimed that one of the reasons for this transformation was obligatory, since the areas that were previously located on the city periphery, were

now included by the growing city center. The Toni Areal building first opened for the use in 1976 as a milk processing factory in Zurich, Switzerland. After it completed its lifespan, public and private fonds opened a work commission in 2005 for its re-evaluation, then became to realization in 2014. This building, secondly designed by EM2N, is being reused from an old factory as a contemporary mixed-

[148] Per et al., *This is Hybrid*, 150.

use, but priorly education building. This building sits on a single plot and has a 28,500 m² plot area, 125,000 m² total gross floor area. Therefore, it meets the required bigness as this thesis base the hybrid condition.

Re-functioning of the building stands out in terms of both economic and cultural sustainability. The most striking change in the building is the external wide ramps that used to serve large vehicles, and now they are used as "boulevards"[149], in the words of the design studio, "which allows all citizens to penetrate directly into the building at certain time intervals."[150] This boulevard provides a direct approach to

Figure 12. EM2N, Toni Areal, Site Plan.
[Retrieved from https://www.archdaily.com/562959/toni-areal-em2n]

[149] Boulevard is a main contributive public space type in cities, serving both vehicles and pedestrians. Boulevards are defined by Ela Alanyalı Aral and Özgen Osman Demirbaş as "Particularly boulevards are wide, tree-lined streets with separate spaces for pedestrians, riders, and vehicles of different types. Boulevards were principally associated with pleasure but also through-traffic movement until mid-19th century; with Hausmann's reconstruction of Paris in the 1850s they were integrated with cities' street networks and were spread as a popular street type in major cities in Europe and the United States." in Pedestrians' Perception of Sub-spaces Along Urban Roads as Public Spaces –Case of Eskişehir Road in Ankara.

[150] "Toni-Areal / EM2N," Archdaily. published on November 04, 2014. https://www.archdaily.com/562959/toni-areal-em2n

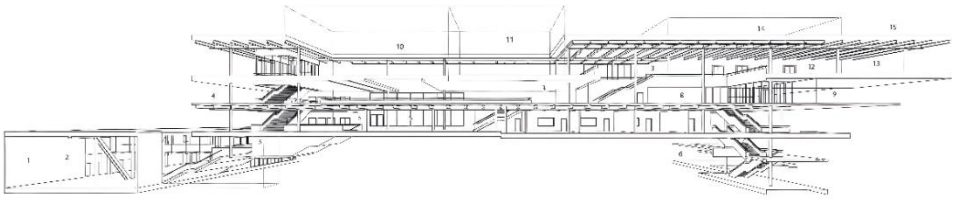

Figure 13. Toni Areal. The vertical boulevard. Section drawing. in *This Is Hybrid: An Analysis of Mixed-Used Buildings,* 159. a+t architecture publishers, 2014.

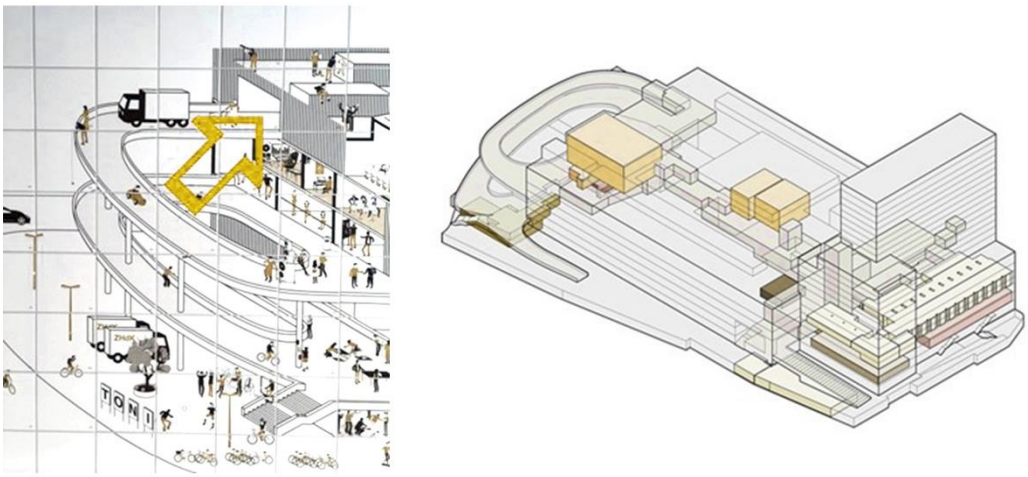

Figure 14. EM2N, Toni Areal, External ramp, and internal circulation. [Retrieved from https://muda.co/generalanzeiger/]

the building by cutting all the main and minor circulation axes inside the building. Also, the direct access of the public through the external ramps to the inner boulevard creates a public linkage between the city and the built area. Moreover, Holl expresses that "The external ramp system becomes a boulevard, public linkage between stories, which runs around the building and favors its integration into the city."[151] This why, it can be argued that Toni Areal tries to create a publicness in the building by its porous characteristic, and serve the community with its diversity of functions , which are concert rooms, library, workshop areas, terrace, arts center, photocopier, restaurants, event spaces, bicycle shed, etc., that creates an integration between building and city. Furthermore, Holl states that "Hence, integrating the

[151] Per et al., *This is Hybrid,* 150.

program means seeing the building as a city, or the city as a building, with the different degrees for interaction between public and private spaces."[152] In addition, the building generates a relationship it establishes with various floors, it provides a vertical flow, which is discussed in the previous titles of this thesis and ensures that the public does not remain only at the street level, thus enabling the experience of different forms of publicness. This building is mainly organized around the education function, and accompanied by car park, living units, work units, offices, shopping, hotel, cultural facilities, civic spaces, sport, and extensive circulation areas. This characteristic of the building creates an intension between public and both students and institution members. Hence, it creates an interactive relationship between outside and inside worlds. Another thing Toni Areal proposes is that their designed way of welcoming people with limited mobility and disabilities. The accessibility is granted with trams and bus, and several entries proposed for public to reach. In addition, the use of the parking lot is open to the public, which increases accessibility for those who want to come with their own vehicle.

As a concept, the programmatic and spatial diversity of the building is designed, and it appears as a structure in which various flows are provided for easy access to the public. Moreover, design studio expresses that "An internal spatial figure is created that is connected by a series of halls, squares, voids and cascading staircases."[153] which brings visual and physical permeability through the sections of the building. It is a feature that makes it possible many different functions and all encounters and exchange in the interior, spatially valuable, and also allows other formations. Also, this vertical connection system enables other programmatic elements to take a place in the overall composition of the functions and activates the secondary activities. Moreover, design team highlights that

[152] Per et al., *This is Hybrid*, 150.
[153] Toni-Areal / EM2N," Archdaily.

> The aim of the commissioned study was to formulate a concept for a building that is almost the size of an entire urban block. … We therefore started from the assumption that this task is not, primarily, an architectural one but rather an urban planning and program-related question.[154]

From this explanation, it can be commented that the programmatic and spatial existence of the building is not intended to fill the spare space, but to serve the spatial needs and gaps of the city. In this way, the building becomes a public space not only with its internal dynamics, but also with the relations it establishes with the city. At the same time, it creates an interaction space that serves both the campus and the region with the garden area arranged on the rooftop. Toni Areal, where education is the major programmatic element, creates a rich and diverse learning space potential for the academy by breaking the internal-external relationship.

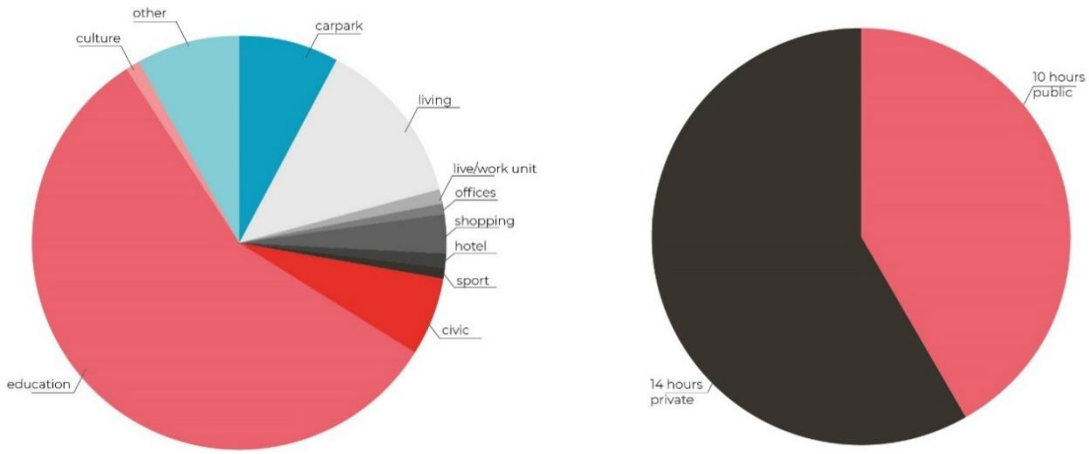

Figure 15. Toni Areal. Toni Areal's Pie Chart, showing the function percentages (left), public opening hours percentages (right). Produced by the author.

[154] Toni-Areal / EM2N," Archdaily.

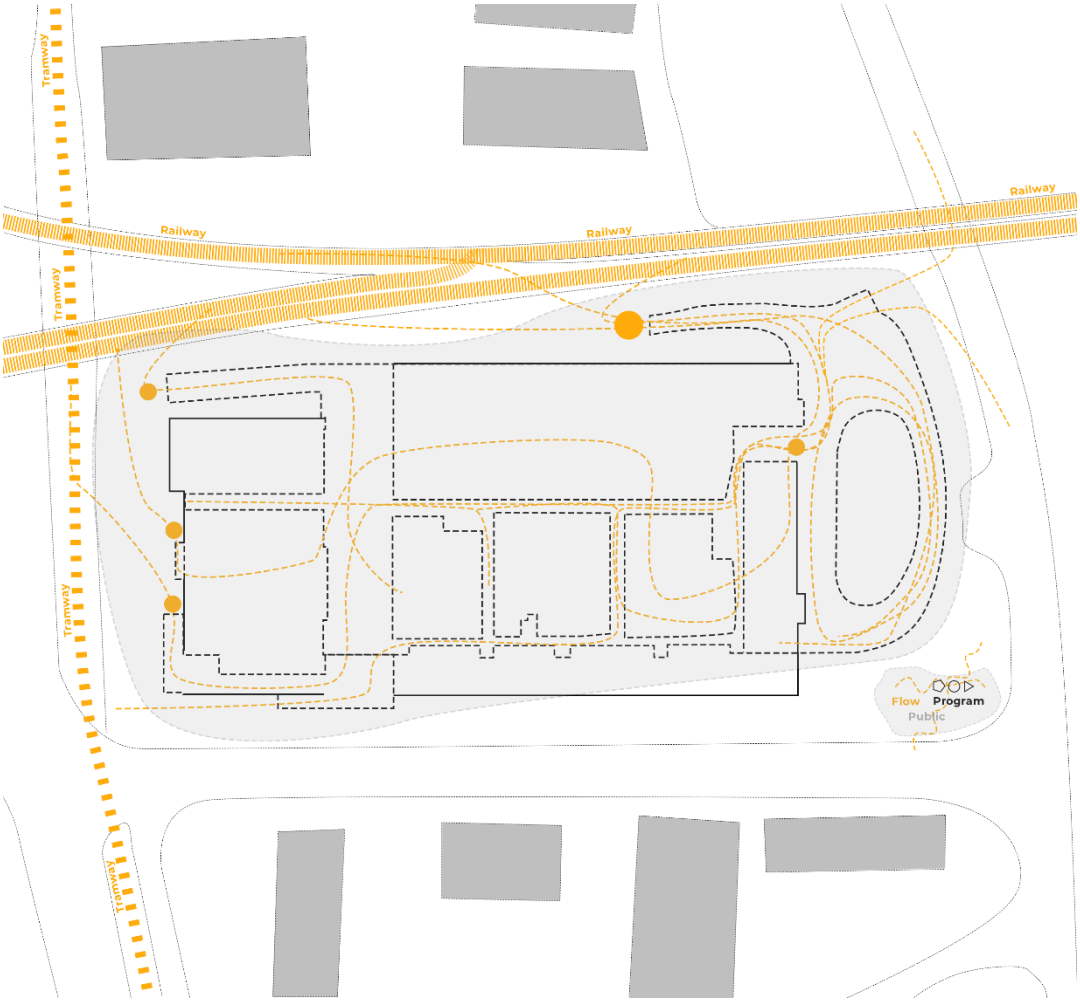

Figure 16. Ground floor plan, showing the flow in Toni Areal.
Produced by the author.

Since Toni Areal is designed on an existing building, it can be stated that the design is both sustainable for environment and culture of the city. Therefore, one of the main approaches to the facade was to minimize the alterations on the exterior of the building in order to keep identity of it and adapt functions of the "merging several existing schools", "generate new university", "reshape the academic landscape of Switzerland"[155]. The building's scale created a ground for radical interventions inside of the structure. Also, this scale enables the adaptability of the spatial transformations and flexibility in the programmatic uses throughout the day.

Although the building's general characteristics are permeability, accessibility, flexibility and adaptability, the tower contains residential floors that is not permeable to everyone. Even though they declared "The campus would like to offer visitors, students and staff the most accessible environment possible"[156] in their website, the real condition is restricted accessibility. This is why, it can be highlighted that the publicness in this building has limits. Also, when the function time of this building considered, it has continuous accessibility for the members of a certain institution, however, Toni Areal closed for the public at nights. Therefore, the condition of the building does not sustain continuous publicness. However, it is a fact that architectural product and the operational decisions can be differentiated from each other. The design might welcome public in the architectural product, but it can also be restricted with the operational forces of landowners. Therefore, it is important to have a public voice in the decision making. Although Toni Areal has many positive features, it is not possible to talk about a complete publicness due to both the access to the tower part of the building and the restriction of the hours that the public can access.

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[155] Per et al., *This is Hybrid*, 150.
[156] "Map Barrier-free Orientation," zhdk.ch, accessed April 2023. https://www.zhdk.ch/en/tonicampus/address-and-opening-hours-581

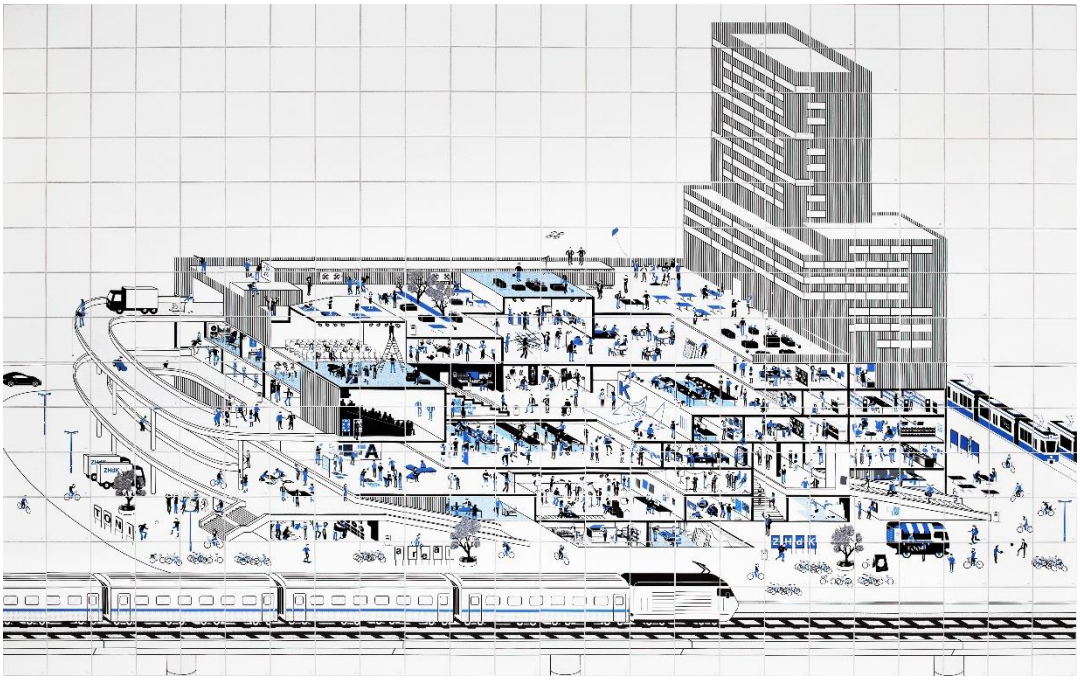

Figure 17. Toni Areal, *"Your piece of ZHdK"* section drawing, 2016. [Retrieved from https://medienarchiv.zhdk.ch/media/2425931c-f6d3-4731-aacd-eaf0b2ae2fd9.jpg]

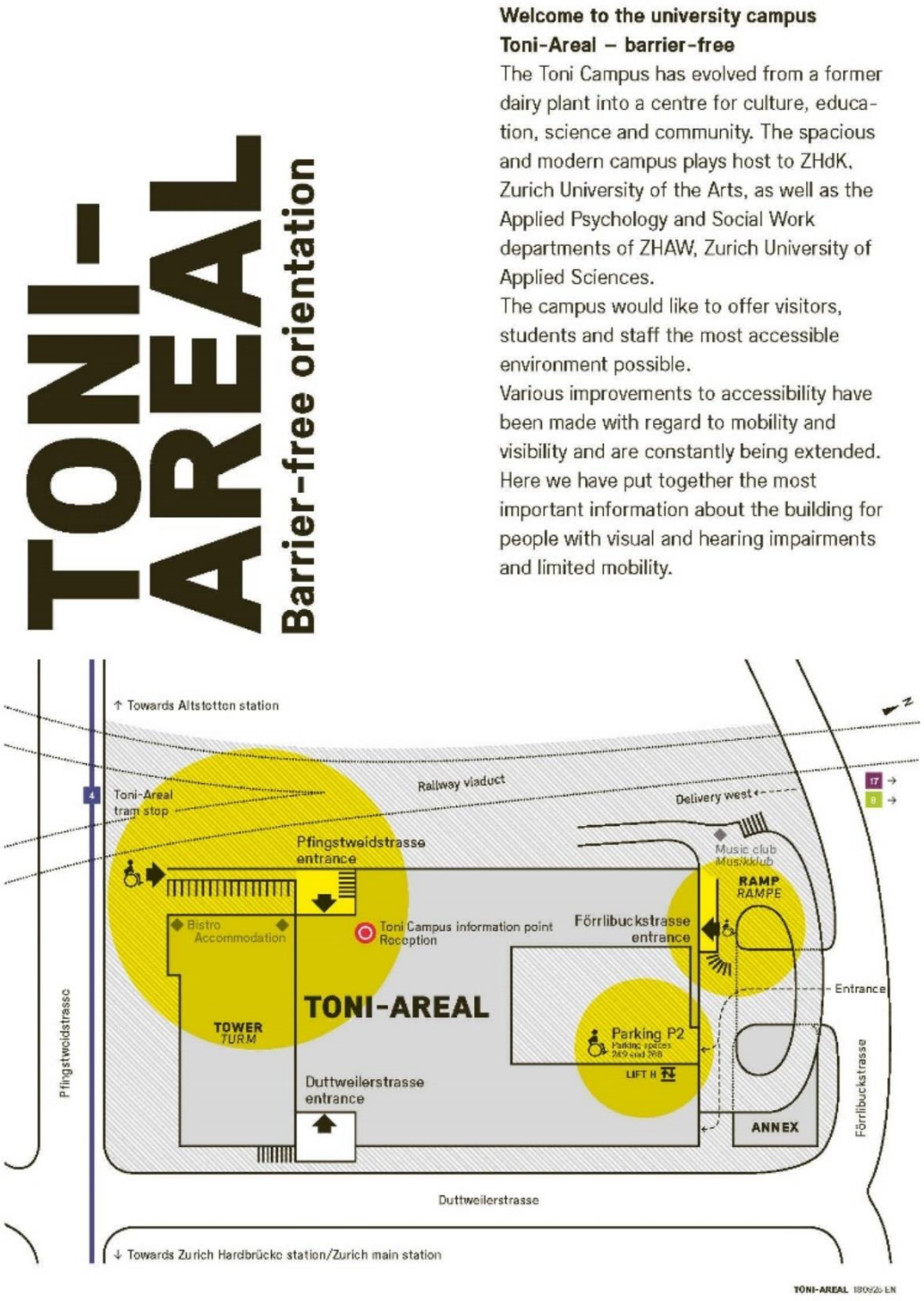

Figure 18. Toni Areal, *Barrier-free orientation*, digital brochure [Retrieved from https://www.zhdk.ch/file/live/8b/8b8f9176eaa94744f439fb0d762a0c425d3a9808/180925_toni_areal_barrier-free_orientation_english.pdf]

3.3.4 Linked Hybrid – Steven Holl Architects

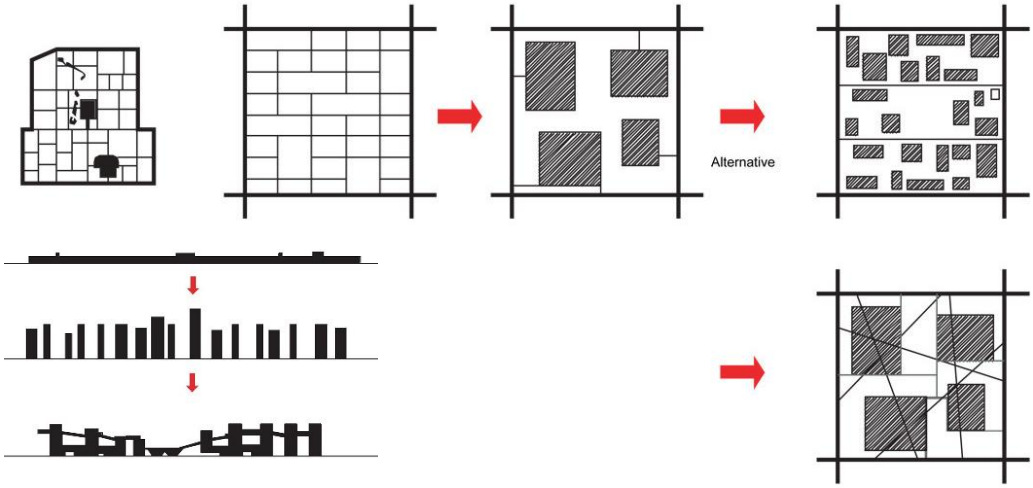

Figure 19. Steven Holl Architects, Linked Hybrid, 2009. [Retrieved from https://www.stevenholl.com/project/beijing-linked-hybrid/]

Linked Hybrid, designed by Steven Holl, stands out as a mixed-use structure with a gross area of 220,000 m2. This structure is located in Beijing, a city of 22 million residents. Steven Holl explains in his diagrams that the city Beijing after 1980s, tends to develop urban spaces with the skyscrapers. With this project, Holl proposes a design idea that both have the characteristics of verticality and horizontality, and he describes it as "Vertical horizontality". As it is seen that the building is trying to bring new as a concept, at the same time, passive heating and cooling features which is supplied by underground air distribution (geothermal wells). Apart from this passive air conditioning, steps have been taken in the name of sustainability with features such as the conversion of gray water, the fact that it has more green areas than the total construction area and such. Another thing that Holl distinguished from other architectural examples was to offer a design that can be considered more permeable by reinterpreting the neighborhood as a concept. Moreover, Holl expresses the idea that "The traditional idea of a self-sufficient residential complex is thus enriched with civic uses programmed not exclusively at street level."[157] This

[157] Per et al., *This is Hybrid*, 150.

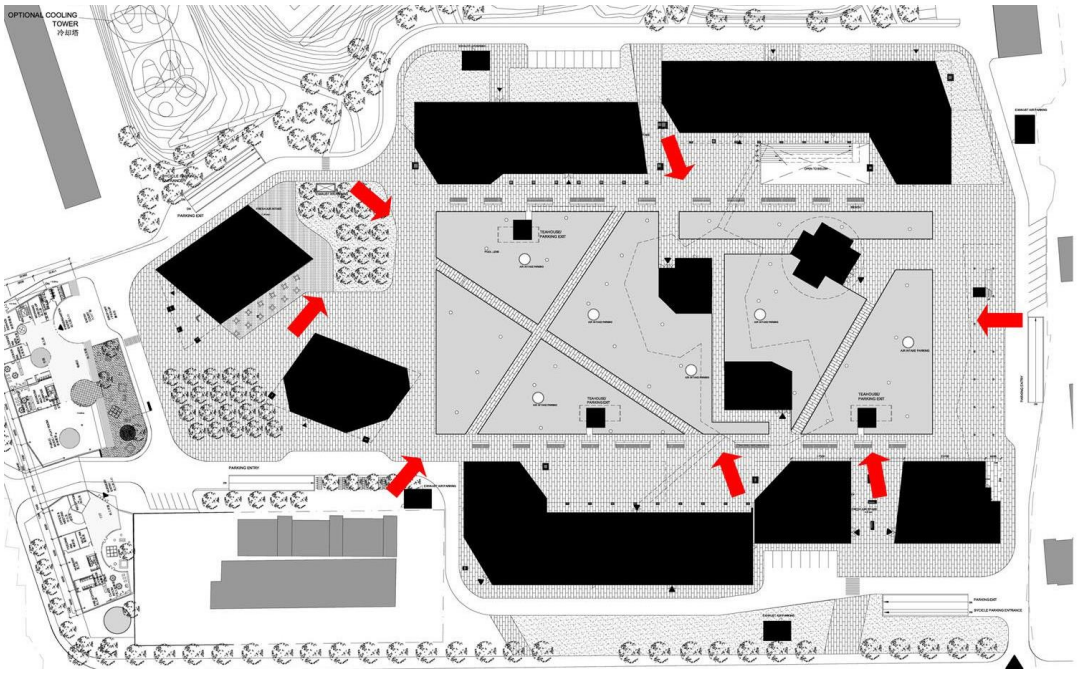

Figure 20. Steven Holl Architects, Linked Hybrid, 2009. [Retrieved from https://www.archdaily.com/34302/linked-hybrid-steven-holl-architects]

declared "richness" is achieved through the bridges which contains multiple public functions such as sports, cafes, spa, book shop, etc. Also, this bridge connects all the vertical elements of the design from several levels, and on the one end it is connected with hotel mass, on the other end connected with residential block. Moreover, Holl declares that "Opposing the isolation that these complexes are subject to, inside a city that is becoming more and more privatized, these activities are open to the public (both residents and visitors)."[158] This is why, this design's programmatic organization works as a crucial factor in terms of hybridity. These programs can be listed as car park, residential, office spaces, retail, hotel, culture, education, and sport. Some of these functions are organized in the bridges, hotel has independent mass, and all of these programs connected to each other by "Link". However, the programmatic organization of the structure is so defined that there is no room for spontaneity.

[158] Per et al., *This is Hybrid*, 140.

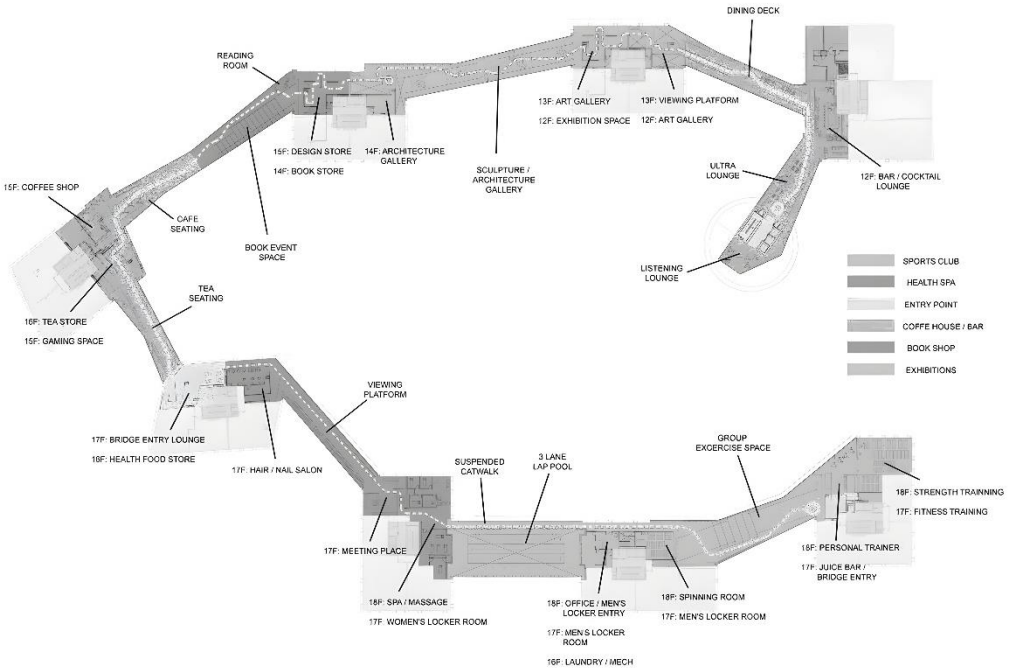

Figure 21. Steven Holl Architects, Linked Hybrid' Bridge and its' functions, 2009. [Retrieved from https://www.archdaily.com/34302/linked-hybrid-steven-holl-architects]

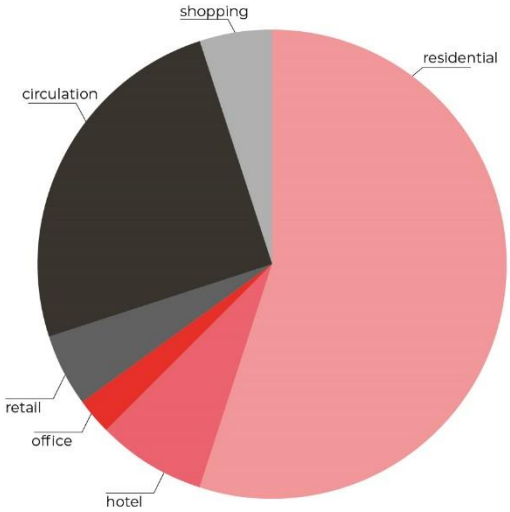

Figure 22. Linked Hybrid's Pie Chart, showing the function percentages. Produced by the author.

The separation of programmatic elements prevents them from interacting with each other and adapting to the changing needs of the space. In other words, these programs are linked by bridges but, it does not encourage to encounter, with each other. Especially, the living units are stack, and do not create an innovative relation type. As they stand alone in the urban context, there is no room to flourish public space in close proximity to the living units. The publicness of the design is partially provided, since the blocks have porous characteristic on the ground floor, and publicly accessible retail areas works for the community, it can be stated that there is publicness in the street level. However, when both drawing techniques and mass decisions are considered, there is a psychological obstacle in order to reach the bridge. In other words, although it is argued that bridge is serving both inhabitants and visitors, public can hesitate to try reaching there since the only way is elevator which is supplied inside of the residential blocks. Another way to reach the bridge is to use the hotel mass, but for pedestrians, there are both a tiring journey and multiple physical and psychological barriers. The complex spatial layout of the design is quite likely to cause confusion for public users who are unfamiliar with this structure. In short, while the building has the potential to host positive relationships at street level, the situation above ground is not the same. While the spatial structure of the bridge prevents accessibility, it is obvious that the complex structure of the blocks does not create a base for the quality of publicness. For all these reasons, although it is claimed to create an environment for publicness in theory, in practice it can be interpreted as a project that has the potential to improve the lives of people living within it.

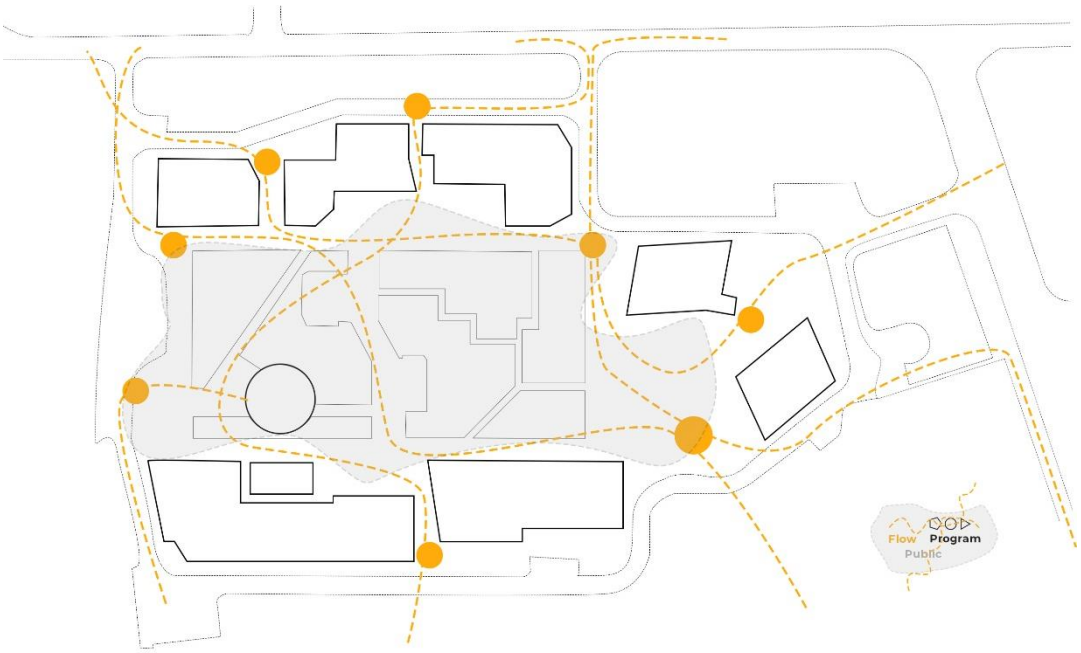

Figure 23. Ground floor plan, showing the flow in Linked Hybrid on ground floor. Produced by the author.

3.3.5 1111 Lincoln Road – Herzog & de Meuron

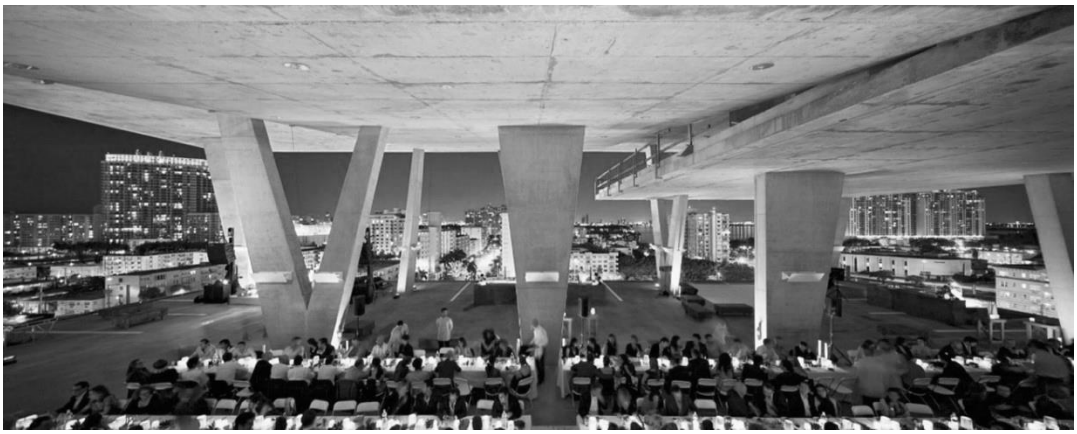

Figure 24. Herzog & de Meuron, 1111 Lincoln Road, Photograph. [Retrieved from https://www.herzogdemeuron.com/projects/279-1111-lincoln-road/]

The 1111 Lincoln Road parking lot is located on a Miami-bound island with a population of half a million. In addition, it is in a region where there is no public transportation, especially in its location, where a car is compulsory for transportation. Therefore, parking lots can be interpreted as a place where people will have to come together. Moreover, 1111 Lincoln Road mainly stands out as a building that combines the car park function with other functions of the city. The design office defines the environment in which the building is set up as follows "This mixed-use project is currently being built at the corner of Alton and Lincoln, one of the most active pedestrian areas in the city, and it will include residences, retail spaces and parking."[159] The building includes a parking lot for 300 cars, and serving to this areas with eleven shops, 4 restaurants on different floors and a rooftop residence. Contrary to the conventional, this parking structure has become a destination rather than just a place where cars are parked. Also, building hosts various events, open dining meetings, exhibition spaces and retails which supports the activities in the building.

[159] "1111 Lincoln Road, Herzog & de Meuron," Archdaily, published on May 07, 2010. https://www.archdaily.com/59266/1111-lincoln-road-herzog-de-meuron

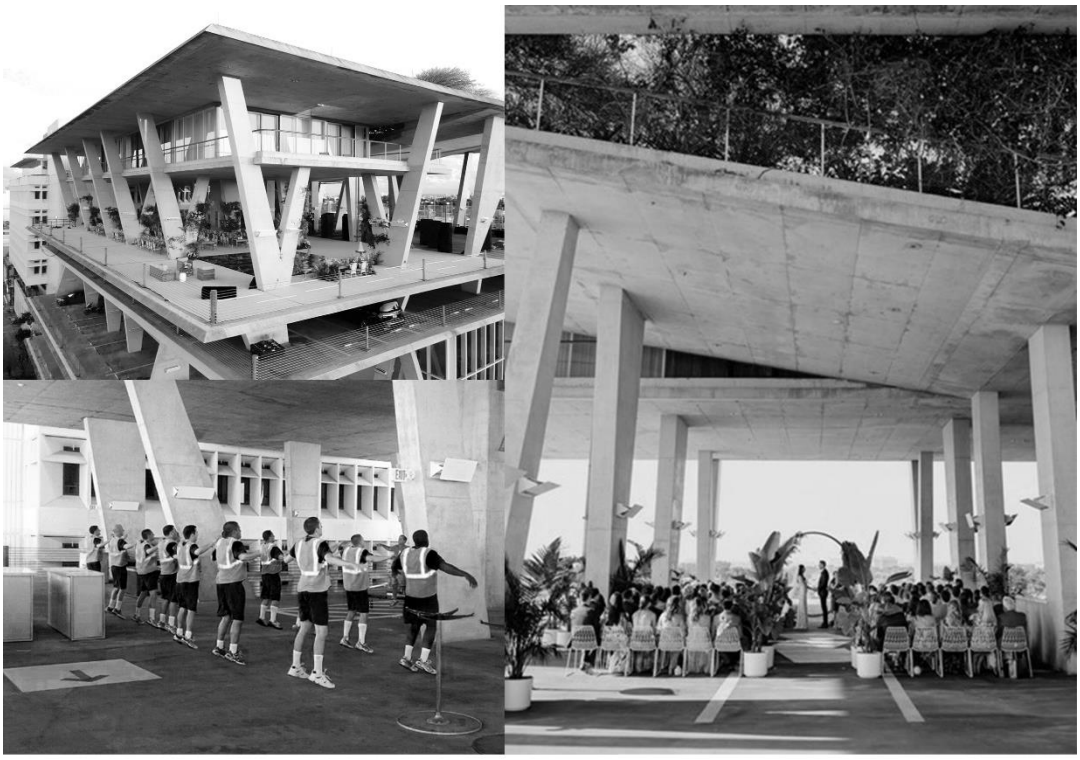

Figure 25. Herzog & de Meuron, 1111 Lincoln Road, Photograph. [Retrieved from https://www.herzogdemeuron.com/projects/279-1111-lincoln-road/]

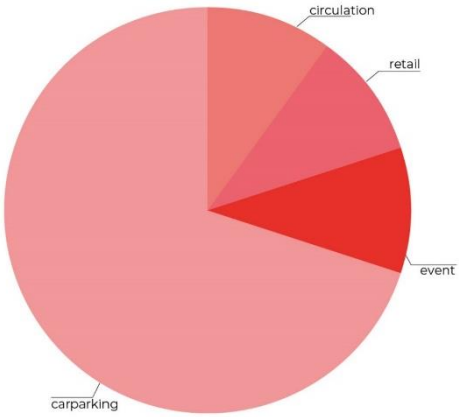

Figure 26. 1111 Lincoln Road's Pie Chart, showing the function percentages. Produced by the author.

Another function serving the building is the residential space which located in the roof level. However, this living space remained singular in the whole organization because it functioned as a place that only the investor could use. Therefore, it is not a factor that directly enriches the life in the building. Although there is an area reserved for events on the 7th floor, it can also be used as a parking lot when needed. In essence, since the building is not limited to architectural elements, it can be interpreted that it can take shape according to future functions. Also, various activities were organized in this event area for the citizens to be interested in, such as weddings, dinner parties organized by celebrities, wine tastings and art exhibitions. However, as the building started to appeal to the higher-class socio-economically, it can be assumed that it started to lose its publicness partially. From time to time, certain parts of the building are closed to the access of the citizens due to organizations such as the shootings or promotions of luxury brands, and this interrupts the publicness of the building. In fact, as it can be seen from this example, publicness suffers when the expectation of the design and the decisions taken by the administration confront with each other. For this reason, it is very important that there is public share in the management of hybrid buildings, at least partially, to speak up the thoughts of the citizens and contribute to the decision process. To sum up, the 1111 Lincoln building serves as a parking lot structure open to the public, which is supported by various programs, solving a problem for the city's needs. From time to time, it is seen that publicness decreases due to invited organizations. However, this is due to the fact that it is private property, and it can be inferenced that hybrid structures must have at least partial public ownership. In addition, the accommodation area does not contribute to the hybrid, as it is disconnected from the general organization. Also, it does not allow for new spatial definitions and experiences arising from the contrast of the programs. However, it is important for hybridity that the event space hosts various organizations and that the citizens can be found in most parts of the building 24/7.

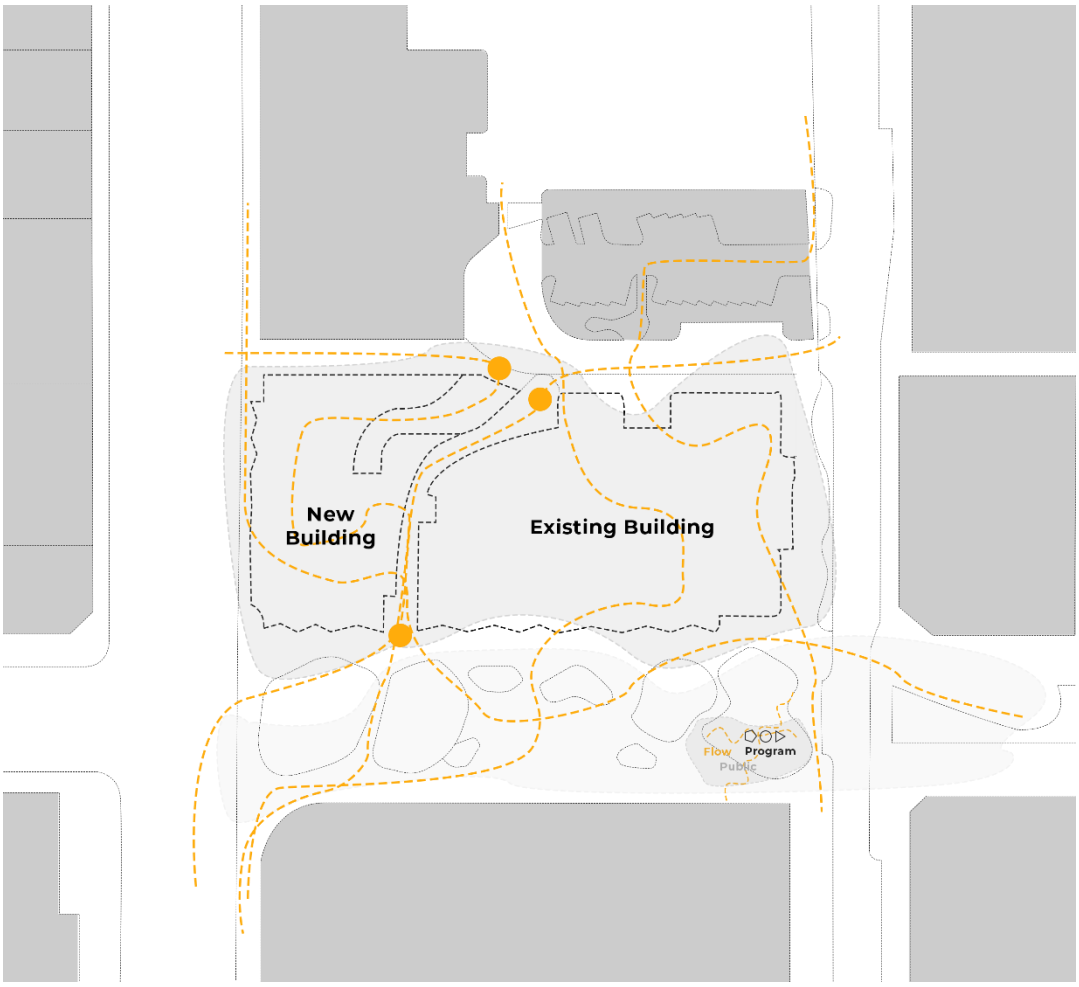

Figure 28. Ground floor plan, showing the flow in 1111 Lincoln Road.
Produced by the author.

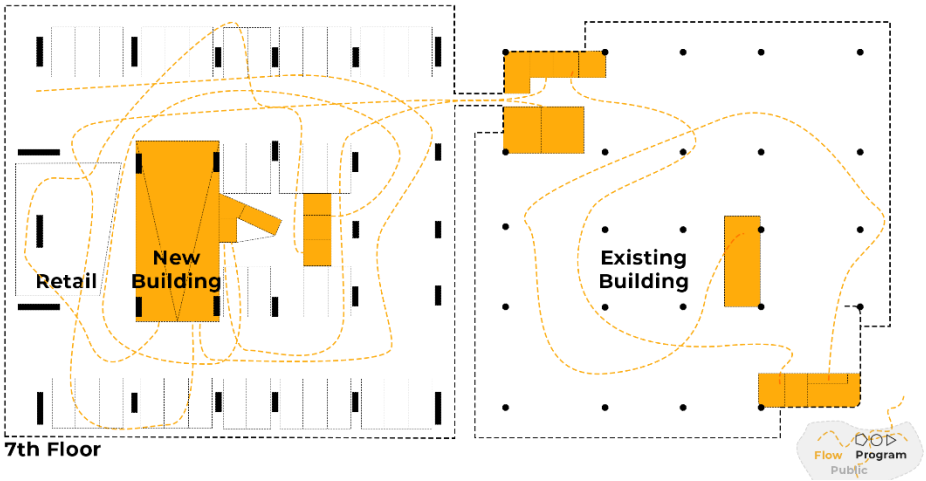

Figure 28. 7th Floor plan, showing the flow in 1111 Lincoln Road.
Produced by the author.

	HYBRID EVALUATION TABLE					
	Principles	Euralille	Sydney Fish Market	Toni Areal	Linked Hybrid	1111 Lincoln Road
Public	Elevated and multi-level open areas	✓	✓	✓	✓	✓
	High density and intensity of users	✓	✓	✓	✓	✓
	Continuously open for public	✗✓	✓	✗	✗	✓
	Pedestrianized street	✓	✓	✓	✓	✓
	At least partial public ownership	✓	✓	✓	✗	✗
	Psychological accessibility	✓	✓	✓	✗✓	✓
Flow	Interactive relations between inside-outside, user-space, context-site	✗	✓	✓	✗✓	✓
	Diversity of accessibility	✓	✓	✓	✓	✓
	Three dimentional network	✓	✓	✓	✗	✓
	Publicly acessible network	✓	✓	✓	✗✓	✓
	Environmental preservation	✗	✓	✓	✓	✗
	Permeable blocks	✓	✓	✓	✓	✗
	Encouriging pedestrian movement	✗	✓	✓	✓	✓
Program	Flexibility	✓	✓	✓	✗	✓
	High density and intensity of activities	✓	✓	✓	✗	✗
	Reuse and reactivation	✗	✗	✓	✗	✓
	Adaptibility	✓	✓	✓	✗	✓
	Varying opening hours	✓	✓	✓	✗	✓
	Programatic juxtapositions	✗	✓	✓	✓	✗✓
	Conditions for social exchange	✓	✓	✓	✗✓	✓

Table 2. Hybrid Evaluation Table, this table evaluates cases with hybrid principles, produced by the author.

CHAPTER 4

CONCLUSION

The thesis research started with the concerns about the mixed-use structures which offer a reduced life style in conterary to their manifestation. Especially, these mixed-use buildings enter into a construction race with the expectations of the real estate sector, as they compete with each other. The environment created by the construction boom led both investors and the public to embrace and validate this form of development, as evidenced by sustained sales figures. These structures are defined as structures that are closed to the developments around them, supported by consumption-oriented secondary programs, and stand alone by breaking away from their context. Therefore, this thesis explores large-scale architectural products not only around the expectations of the real estate sector, but also structures that offer high quality public space to the city and relate to its context. Thus, this thesis searches for a proposal that can follow a mutualistic approach to current expectations.

Within this frame, this study was inspired by three different concepts and developed the term hybrid. In addition to these conceptions, the differences between hybrid and the terms "social condenser" and "mixed-use" is analyzed and it was found out that publicness at the core of the hybridity is the main figure. Also, additions were made here to the meaning that hybridity was used for the first time in the field of architecture. The initial concept of hybridity referred to the mixing of programmatic elements, and the capacity for diversity to generate new cultural expressions and outcomes in conjunction. However, this thesis argues that the existence of publicness plays a key role for hybridity to function as it is defined here. Different formations cannot be expected in a multifunctional space without users.

Especially, since it is an ambiguous concept, and the definitions are intertwined, it causes several concepts to juxtapose. The study showed that hybridity requires detailed examination of components of it, starting from scale. Here, scale has

prioritized hybridity on a large scale because of the potential benefits that public space can bring to urban spaces. For this reason, the scale prepares the environment as a physical criterion for both diversity and the acquisition of publicness. As the second hybrid component, it has been realized that publicness can be a concept that enriches the continuous activity of the space and its diversities. Similarly, Montgomery expresses the idea that one of the general characteristics of successful urban areas is that they have active public spaces, and these areas have both a meeting place for the citizens, an environment where they can move, and a spatial experience where they can exchange economically and culturally.[160] But in order for all this conception to work and programmatic diversity to be active, hybridity must support and be fed on by flow. This flow is not restricted only by roads, pavements, public transportation vehicles, but also must ensure that urban elements, which are green, blue, topography, are evaluated by hybridity and contribute to the space. As underlined by Nijhuis and Jauslin, urban space should both allow the growth of nature and guide the expansion of the city by providing connections with green and blue areas.[161] Moreover, one of the results of this study that the importance of programmatic diversity for hybridity is to increase the activity in the urban area by attracting the attention of the public, and to have the flexibility to adapt itself according to future uses. In addition, different kinds of spaces have been tried to prevent discrimination by covering all people from different social, economic, and cultural backgrounds.

As a result of all this research, some principles have been found. These principles were gathered under three main headings (public, flow, program), and it was examined what should be responded to when the hybrid was spatialized. In addition, these principles have gained importance as a guide on how to evaluate the cases examined in the repertoire.

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[160] Montgomery, "Making a City: Urbanity, Vitality and Urban Design," 100.
[161] Nijhuis and Jauslin, "Urban landscape infrastructures," 27.

As a result of all these evaluations, inferences were tried to be made starting from the Euralille project. Upon the examination of the Euralille project, it was seen that the fact that an urban scale project which is also a hub of connections on the route of more than one country has a high potential for hybridity. However, since the project of this size included too many programs, the integration of some programs could not be done completely, and it led to separations. Streets and railways running through the scope of the design create interruptions for pedestrian movement. However, supporting people from different countries with both hotel function and office spaces at this nodal point has great potential for the diversity of users, which increases its public character.

Secondly, Sydney Fish Market does not allow the spaces to be completely separated from each other, introducing different levels of publicness in the project. In this way, although it is an unfinished project, it promises a publicness that may last in a long period. In addition, the conventional architectural elements of the building both bring a different interpretation for the invitation of the public into the space and allow the design to host different events by showing flexibility, when necessary, by overlapping two separate functions. In addition, the program is built on a public retail area and supported by other functions, providing the most important conditions for true hybridity in the space.

As the third case, Toni Areal presents an important field of study for hybridity with the concept of adaptive re-use. First of all, adaptive re-use can be interpreted both as preserving the memory of the urban space and as an example that the large openings of the factory buildings prepare the environment for hybridity. Although this structure works as a completely public space during the daytime, it has restricted everyone's access so that academic life can continue safely at night. As a result, it does not seem possible to realize 24/7 publicness within the built-up areas. In particular, it turns out that some programs are not able to establish a fully hybrid relationship with public spaces.

Linked Hybrid is a building where residential areas are concentrated and is launched as a hybrid. Although this structure has many positive aspects in terms of hybridity, the relationship established between residential areas and urban spaces remains singular. Steps have been taken to enrich the daily lives of both citizens and residents, but these two different segments do not interact with each other at different levels. Here, the architectural understanding preferred by the building leads to this situation. Re-designing the bridge connecting the buildings with a different spatial composition can eliminate this problem. However, considering the current situation, establishing complete hybridity, especially in residential areas and cultures where privacy is essential, presents a contradictory situation. From here, the publicness of open spaces, which can be active at night, emerges as a proposal that can repair the situations that this thesis considers a problem.

Finally, 1111 Lincoln stands out as an experience that enriches parking lot design in almost all metropolitan areas with other activities. Except for the private residence at the top of this structure, the building presents a space that can be called a hybrid, both as a 24/7 open space for the citizens, and with its exhibition areas and sales areas set up at different levels. However, the authority of the private administration to decide independently on the space causes the place to lose its publicness from time to time. It is inferred from here that there should be ways to carry the thoughts of the citizens to the decision-maker in the management of hybrid spaces. In this way, the right step will be taken for future spatial changes to serve the citizens fully, and the public activity of the building will continue continuously.

Hybridity stands out as a proposal that can serve both the expectations of the contemporary economic pressures and the citizens better by creating good public spaces. But at the time of this research, it raises doubts just how safe private spaces can feel to be open to the public 24/7, and whether people would prefer such spaces. In addition, the extent to which private spaces and public spaces can be combined is also a design problem. Also, capitalist societies perceive their investments in this sector as a determining factor of social status. People residing in these luxury residences use security and gated access as a show of power. In this case, if hybridity

is considered to provide means to accommodate both features, a dilemma arises between public space and gated access. Therefore, it is necessary for hybridity to provide an answer to these dilemmas in order to serve the present condition of the urban. A design strategy where physical permeability is restricted but visual continuity persists, as in Sydney Fish Market, can ensure that the interior and exterior remain in relation without completely being disconnected. In addition to preserving this sense of continuity, a profound sense of security permeates the accommodation areas. Social status gain in hybrid structures cannot be as distinctive as in other examples due to the type of relationship established by the organization. Even though the hybrid does not deny the existence of luxury brands, but it simply avoids their dominating the space. Therefore, since the hybrid has the capacity to meet the needs of various groups, it does not lose the interest of the investors.

In addition to all these, the establishment of hybridity in an environment where architecture is managed by the free market does not happen by itself. Hence, it becomes essential to establish principles within urban planning that foster an environment conducive to hybridity, particularly in regions where large-scale projects are anticipated. By doing so, not only can the provision of high-quality public spaces be ensured for citizens, but it also creates the potential to prevent the clustering of disconnected large-scale projects.

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