EVALUATION OF SUSTAINABILITY PERFORMANCE OF URBAN REGENERATION PROJECTS: THE CASE OF THE NORTH ENTRANCE OF ANKARA URBAN REGENERATION PROJECT

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ABSTRACT

EVALUATION OF SUSTAINABILITY PERFORMANCE OF URBAN REGENERATION PROJECTS: THE CASE OF THE NORTH ENTRANCE OF ANKARA URBAN REGENERATION PROJECT

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Since the 1980s, many urban regeneration projects have been implemented in different kinds of urban areas, such as city centers, housing areas, old-industrial and harbor sites, historical heritage sites. During the last two decades, following the growing attention on urban sustainability, the link between sustainable development and urban regeneration has been strengthened. Urban regeneration projects are attempted to be integrated with social, economic and physical principles of sustainable development. Although, urban regeneration is an important strategy to improve the social, economic and physical conditions in declining cities, the implementation of urban regeneration concept in Turkey has brought about various problems. This thesis aims to evaluate how far urban regeneration projects in Turkey are successful in terms of finding sustainable solutions to the problems in deteriorated urban areas by using sustainability indicators. Ankara has the first examples of urban regeneration projects in Turkey. The North Entrance of Ankara Urban Regeneration Project is one of the most comprehensive projects in terms of implication process and size. Moreover, it is the first and the only project, which has a specific law. When compared to other regeneration projects, the project is mostly completed. Therefore, this thesis focuses on the North Entrance of Ankara Urban

Regeneration Project with the aim of examining its sustainability performance through an indicator-based approach. Based on the results of the case study research, policy implications to improve the sustainability performance of regeneration projects in Turkey will be developed.

Keywords: Urban Regeneration, Urban Sustainability, Sustainability Indicators, North Entrance of Ankara Urban Regeneration Project

ÖZ

KENTSEL DÖNÜŞÜM PROJELERİNİN SÜRDÜRÜLEBİLİRLİK PERFORMANSININ DEĞERLENDİRİLMESİ: KUZEY ANKARA GİRİŞİ KENTSEL DÖNÜŞÜM PROJESİ ÖRNEĞİ

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1980'lerden bugüne, kentlerin; merkezi bölgeleri, konut alanları, eski endüstri bölgeleri ve liman alanları ile sit alanları gibi bölgelerinde çok sayıda kentsel dönüşüm projesi uygulanmıştır. Geride bıraktığımız 20 yıl boyunca, kentsel sürdürülebilirliğe yönelik artan ilgi nedeniyle, kentsel dönüşüm ve sürdürülebilir gelişme kavramları arasındaki ilişki güçlenmiştir. Bu nedenle, dünya çapında, kentsel dönüşüm projeleri, sosyal, ekonomik ve fiziksel açıdan sürdürülebilirlik ilkeleri ile bütünleştirilmeye çalışılmaktadır.Kentsel dönüşümün, kentlerin sosyal, ekonomik ve fiziksel açıdan yıpranan bölümlerinde uygulanan önemli bir araç olmasına rağmen, kavramın Türkiye'de sorunsuz bir biçimde uygulandığı söylenemez. Bu tezin amacı; Türkiye'deki kentsel dönüşüm projelerinin, kentin bozulan kısımlarındaki problemlere sürdürülebilir çözümler bulmada ne kadar başarılı olduğunu değerlendirmektir.

Çalışma alanı olan Kuzey Ankara Girişi Kentsel Dönüşüm Projesi, kentsel dönüşüm uygulamalarının ilk örneklerinin sergilendiği Ankara'da olup, uygulama ve büyüklük bakımından en kapsamlı projelerden biridir.İlan edilişi ve uygulama esasları ile kendi özel kanunu olması açısından da diğer projelerden farklıdır.Bu tez kapsamında

yapılacak araştırmada; sosyal, ekonomik ve fiziksel açıdan sürdürülebilirlik göstergeleri kullanılarak, Kuzey Ankara Girişi Kentsel Dönüşüm Projesi'nin sürdürülebilirlik performansı değerlendirilecektir.Sonuçlardan hareketle, Türkiye'de kentsel dönüşüm projelerinin daha sürdürülebilir bir niteliğe kavuşturulması için bazı politika önerileri geliştirilecektir.

Anahtar Kelimeler: Kentsel Dönüşüm, Kentsel Sürüdürülebilirlik, Sürdürülebilirlik Göstergeleri, Kuzey Ankara Girişi Kentsel Dönüşüm Projesi

To My Mother & Father…

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ABBREVIATIONS

NEARP **:** The North Entrance of Ankara Urban Regeneration Project

TOBAŞ **:** Housing Development Administration–Ankara Metropolitan Municipality Construction, Real Estate, Architecture and Project Company **(**Toplu Konut-Büyükşehir Belediyesi İnşaat Emlak Mimarlık ve Proje A.Ş.)

TOKİ **:** Housing Development Administration (T.C. Başbakanlık Toplu Konut İdaresi Başkanlığı)

GEÇAK **:** Transformation of Squatter Housing Areas to Modern Housing Project (Gecekondudan Çağdaş Konuta Projesi)

CHAPTER 1

INTRODUCTION

Urban regeneration has become one of the most important strategies to improve the social, economic and physical structure in corrupted cities since 1980s. From that on, many urban regeneration projects have been implemented in different kinds of urban areas, such as city center, housing areas, old-industrial and harbour sites, historical heritage sites. In addition to this, sustainability has been another popular issue since 1980s because of the increasing negative effects of environmental problems. Thus, parallels have been drawn between urban regeneration projects and sustainability since the 1990s with the aim of benefiting from regeneration practices in achieving sustainable development.

The dynamics behind urbanization and urban development have been changed over time based on the fundamental changes that took place in socio-economic organization of the world's nations. Industrialization process enriched the living conditions and opportunities in cities, thus resulted in rapid increase in urban population. Population increase and concentration of economic activities in cities have had some positive impacts on cities and made cities the major focuses of the socio-economic organization during the last century. Today, more than half of the world's population and key economic activities of the world's economy are located in cities. On the other hand, urban population and economic growth have also caused deterioration of spatial and environmental situation in cities. Although cities are important for people to take part in social-economic activities, they may have negative impacts on the global environment. The environmental damage, resource depletion, urban sprawl, pollution of natural resources, deterioration of social and economic structures, decline in quality of life have shown the importance of sustainability as a major goal of urban planning and management. Urban

regeneration projects can be an opportunity here and be used as tools to obtain sustainable urban development by balancing environmental protection and urban development (Balaban, 2011).

With general definition, sustainability is the ability to transpose resources from now up to the future without obstruction the requirement of the future generations. In other words, sustainability can be defined as an ability to maintain the community and ecosystem without corruption, deterioration, excessive consumption and damage the resources (Ersin, 2012). Urban sustainability is an ability to transpose historical environment, archeological heritage, natural resources, social, economic and cultural structure to the future (Önal and Yıldız, 2007).

The concept of sustainability first located in a document, which was approved by the International Union for Conversation of Nature in 1982. "Sustainable Development" became widespread in "Our Common Future Report" which was declared by the World Environment and Development Commission in 1987. The definition of sustainability in that report was related to the future of the world's generations as; "a development which aims to fulfill the requirement recent world without obstruction the needs of the future generation" (Tosun, 2009).The Agenda 21 Document, which was one of the most vital consequence documents of the 1992 Earth Summit, was an important step to carry out the concept of sustainable development into reality (Arapkiroğlu, 2007).

In Turkey, sustainability started to the take part in official reports and policy documents of the national government since the mid-1990s. The term sustainability first took part in 7th 5 Year Development Plan, which was prepared for the years between 1996 and 2000. In this report, the fundamental target was to provide the necessary policies and strategies for development of Turkey as much as other developed countries with particular reference to sustainable development. Since then, the term sustainability appeared in lots of reports and policy documents in fields ranging from transportation planning to forest areas (Ersin, 2012).

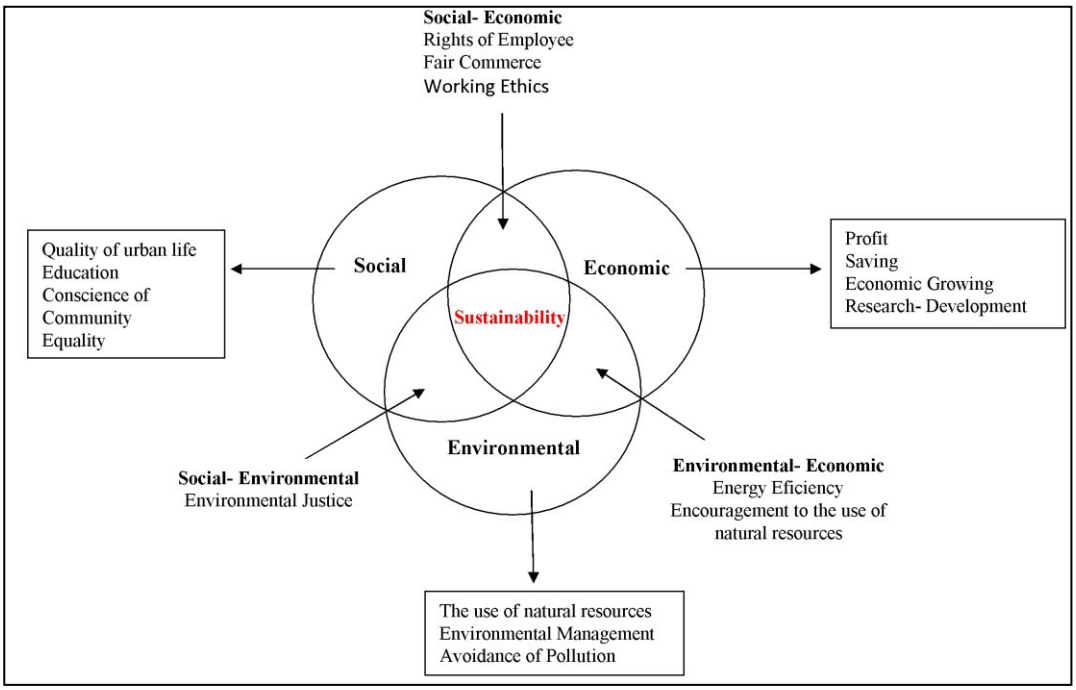


Figure 1. The Concept of Sustainability

Source: Ersin, 2012

As shown in Figure 1, sustainability has three fundamental dimensions as social, environmental and economic. **Social sustainability** is the ability of a socio-economic organization, such as a country or a city, to function at a defined level of social well-being in the long run. **Environmental sustainability** is the ability of a socio-economic organization to maintain rates of renewable resource harvest, pollution creation, and non-renewable resource depletion that can be continued in the long run. **Economic sustainability** is thus the ability of socio-economic organization to support a defined level of economic production in the long run (Freyman, 2012).

In general, sustainable development is the development, which sets up a balance between the recent necessities and needs of future generations. As stated in the famous Brundtland Report, it is the "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". Therefore, sustainable development is the development that improves the long-term health of human and ecological systems (Wheeler and Beatley, 2008). In a similar vein, sustainable urban development is a process, which prevents the reduction of urban resources in long term and aims to reduce destructive effects of world's cities

on natural environment. Sustainable urban development aims to achieve the balance between today's and future cities in terms of providing urban residents with better quality of life (Tran and Hassan, 2015).

Figure 2. Sustainable Urban Development

Source: Turcu, 2010

Sustainable development aims to maintain economic growth and quality of life while preserving natural environment. Nowadays, governments develop various strategies ensure sustainable urban development. There are three main aims for sustainable development as follows (El Rayes and Karataş, 2015):

- Economic improvement
- Environmental protection
- Improving quality of life

According to Wheeler and Beatley (2008), urban sustainability is an important policy goal or socio-spatial dynamic that influence planning and management of cities. The links between major aspects of urban development and sustainability is being strengthened in order to achieve more sustainable forms of urban life. At present, there are several essential factors that shape the debate on urban sustainability. Urban sustainability is basically interested in;

- Climate Change and Pollution
- Land Use and Urban Sprawl
- Transportation and Motor Vehicle Dependence
- Energy and Resource Use
- Economic Inequality and Poverty

Sustainable urban development also affected the evolution of urban regeneration and urban planning. Even though, sustainable urban development dates back to 1970s, it was not applied until 1990s and not handed as a government policy for urban regeneration (Tallon, 2010).

According to Tallon (2010), main features of sustainable cities;

- Encourage participation, justice in accession to food and health services
- Well- designed, high visual quality in cities
- Protection of resources
- Safe buildings and infrastructure
- Accessibility
- Prevent useless urban sprawl
- Create activities and public life

Urban regeneration has an important impact on urban areas in the 21st century. With the increasing negative effects of density of population in urban areas, cities produced an important proportion of environmental problems. In addition, cities started to feel the impacts of global warming more than ever with increasing urbanization. Therefore, sustainable solutions have become popular in planning process and also in regeneration projects (Evans, 2012), leading to the development of sustainable urban regeneration approach.

Sustainable urban regeneration, which gained popularity since the 1990s, aims to help build sustainable urban environment by improving the quality of urban life and urban economic structure. Unlike urban regeneration projects that are basically interested in economic and physical problems, sustainable urban regeneration

projects deal with the three fundamental dimensions of sustainable development by considering social, economic and environmental issues in current built-up areas. Main difference between sustainable urban regeneration and classical urban regeneration approach is that sustainable urban regeneration is also interested in social and environmental issues as well as economic and physical problems. Social structure has a strong relationship with formation of urban areas. Therefore, it is impossible to exclude social issues from physical structure. Also, sustainable urban regeneration is a way to preserve natural environment from pollution, and the effects of global warming (Türkoğlu and Okumuş, 2011).

Table 1. The Reasons and Aims of Sustainable Urban Regeneration

Reasons of Sustainable Urban Regeneration	Aims of Sustainable Urban Regeneration
• Negative Effects of Urbanization • Density of Population in Urban Areas • Illegal Housing • Environmental Problems • Global Warming	• Improve Quality of Urban Life • Participation & Partnership • Social, Environmental and Economic Regeneration • Decreasing the Negative Effects of Development on Natural Environment • Prevent Displacement

Sustainable urban regeneration aims to integrate sustainability principles with urban regeneration practices. In addition to this, sustainable urban regeneration is also interested in recycling of land, reducing waste and material usage. Sustainable urban regeneration forms strategies and policies for socio-economic and spatial improvement and aims to minimize the effects of this improvement to environment. It also aims to improve quality of urban life (Czischke, Moloney and Turcu, 2015). Though different policies of sustainable urban regeneration in different countries, main elements of the current sustainable urban regeneration practices are participation, sustainability, comprehensiveness and partnership (Çiçek, 2005).

Türkoğlu and Okumuş (2011) mention that the following are the principles of sustainability in urban regeneration projects:

- Providing a balance between social, economic and environmental process
- Preserving environment and resources and decreasing the effects of development on natural environment in urban areas
- Supporting participation in planning process
- Participating of all demand into process and all decisions must be acceptable for all users in planning area
- Improving quality of life with education, health and the other requirements
- Designing a sustainable public transportation system by using renewable resources
- Without replacing the local people from their own land

Table 2. Key Aspects of Sustainable Urban Regeneration

Objectives	Target Groups
Support sustainability at local and city scales	Decision makers in different scales
Support sustainable urban growth in social, physical and economic terms	Local and regional actors who take in part in planning process
Provide social and regional balance	Economic actors
Support local identities and human potentials	Non-governmental organization

Source: Tallon, 2010

Sustainable development principles in design, especially in planning housing areas, are important to get a healthy sustainable development. The fundamental design criteria for sustainability are as follows (Tallon, 2010):

- Minimizing the costs of construction
- Improving the quality, efficiency and sustainability of structures
- Designing public open spaces for people to improve social cohesion
- Providing long term livability
- Supporting sustainability of environment, open spaces

- Ensuring safety and clearance of public places
- Preserving historical heritages and natural resource and providing the sustainability of them

Sustainable urban regeneration also seeks long term consequences of plan and encourages partnerships between government and non-governmental stakeholders. Urban regeneration aims to achieve the rebirth of urban areas with sustainable approaches. Sustainable regeneration requires different actors such as city planners, local people, governments, architects, relevant other stakeholders and land owners. So, participation and partnership are also very important. Furthermore, sustainable urban regeneration should not be only a policy at local level. Sustainable regeneration guidance, which involves national and local policies for regeneration, must be prepared. Sustainable urban regeneration aims the organizational economic improvement, not individualism (Evans, 2012).

In Turkey, Ankara has the first examples of urban regeneration projects and The North Entrance of Ankara Urban Regeneratıon Project (NEARP) is an important project with its own law and implementation process. In this thesis, sustainability performance of the NEARP will be evaluated with reference to Couch and Dennemann's sustainability indicators after having that framework tailored into our local context.

1.1. Definition of Research Problem

In this research, sustainability performance of an urban regeneration project is evaluated by using sustainability indicators to understand whether or not the project was successful in terms of finding sustainable solutions to the problems of squatter housing areas and responding to the needs of deteriorated urban areas.

1.2. Scope and Objective of the Study, Research Questions and Propositions

In Turkey, the concept of urban regeneration has gained popularity especially after 1980, since when the first examples were seen in the capital city of Turkey, Ankara. However, it should be noted that urban regeneration practices in Turkey have been frequently criticized for not taking into consideration the international developments and for falling behind the international examples (Balaban, 2013).

The North Entrance of Ankara Urban Regeneratıon Project (NEARP) is one of the most comprehensive projects in terms of its implication progress and size. Moreover, it is the first and the only project which has s private legislation. The project consists of three phases. The planning studies were started from the first major phase in 2005. When it is compared to other urban regeneration projects, the project is almost completed in the first phase. Planning studies continue for the second and third phases of the project. Because of this situation, this research focuses on the first major project phase.

The research aims at the evaluation of sustainability performance of the NEARP by using an indicator-based approach and so, the shortcomings as well as the negative and positive aspects in terms of sustainability will be put forward in the case of the North Entrance of Ankara Urban Regeneratıon Project (NEARP).

1.3. Research Methodology

A case study method is used as research strategy of this research. The sustainability performance of the NEARP that is the case study of the research is examined. Indicator based approaches are mostly used to evaluate the performances of certain projects or practices against a set of goals and principles such as sustainability. Indicators simplify the information and help people to understand the problem about environmental, social and physical issues (Balaban, 2013). In literature there are lots of indicator frameworks. However, there is no consensus which of them is suitable to evaluate in urban regeneration projects. This research aims to evaluate the

sustainability performance of an urban regeneration project by using one of the most suitable frameworks. In scope of this research, four sustainability assessment frameworks are examined. Finally, Couch and Dennemann's Framework (Couch and Dennemann, 2000) was selected as the most appropriate framework to evaluate the performance of the NEARP. Although Couch and Dennemann's framework is not universal and needs to be revised according to applicability in urban regeneration projects in Turkey, the framework has been found as the most suitable one in terms of comprehensiveness and using qualitative data and personal observations for evaluation.

In the revised version of the indicator framework, there are twenty indicators relating to social, economic and environmental issues. The indicator-based evaluation of the NEARP is based on the information gathered through interviews with key actors of the project and a questionnaire survey with residents in the project site. Survey consisted of 44 questions in eight titles; community participation, land use structure, economy and work, transportation, pollution, energy, waste and open spaces. The interviews were conducted with officials of Ankara Metropolitan Municipality, TOBAŞ (Housing Development Administration, Ankara Metropolitan Municipality Construction, Real Estate, Architecture and Project Company) and Site Management Offices and Real Estate Agencies in the project area.

Furthermore, other fundamental sources were used to gather data and information. Documents such as census data, written reports, books, articles, research reports, formal studies, pieces appearing in the media and websites related to the project have been referred to. The project report of the NEARP is also used frequently during the research.

The source of information that was used to value the indicators are shown on the indicator list and the checklist. Some indicators were valued based only on either interviews or survey results, whereas some others were valued based on both of them. The author's observations have been important for all indicators to verify and crosscheck the information obtained through interviews and questionnaires. The

results of the evaluation have been reflected in two forms on the checklist; positive impact and no significant contribution. If the project is found to have remarkable achievements in terms of sustainability, the indicator is valued as positive impact. If no achievement is found, the indicator is valued as no significant contribution.

1.4. Structure of the Thesis

This thesis consists of five chapters. The concepts of sustainability, sustainable development, sustainable urban planning and basic characteristics of sustainable urban regeneration are explained in the introduction part. Chapter 2 aims to define urban regeneration as an urban transformation strategy, to identify its key principles and to explain the evaluation of the transformation strategies. Barcelona is examined as a successful international example. The basic planning process and sustainability principles applied in Barcelona case are explained. Finally, the differences between the NEARP and Barcelona case are compared in terms of their sustainability achievements. The aim of this comparison is to clarify what needs to be done to achieve a successful sustainable urban regeneration project.

Chapter 3 focuses on methods to assess sustainability performance of urban regeneration projects. Several examples of indicator lists and checklists are presented and discussed with the aim of finding out a relevant one to use to assess the performance of the case study regeneration project of this thesis. This chapter also explains the principles of these selected framework and reasons for selection.

Chapter 4 concentrates on evaluation of the NEARP by using Couch and Dennemann's Framework. Firstly, historical background of the area and planning process are explained. Then, the area is evaluated according to the information obtained from surveys with residents, interviews with related actors who took part in the NEARP and also based on author's own observations in the project area.

Chapter 5 concludes the thesis. It presents a discussion on the success level of urban regeneration projects in terms of sustainability in Turkey with reference to the NEARP case.

CHAPTER 2

HISTORICAL EVOLUTION AND PRINCIPLES OF URBAN REGENERATION

In this chapter, historical evolution and principles of urban regeneration is discussed. The notion of urban regeneration is handled according to different views. The purposes and principles of urban regeneration and the historical process are evaluated. Barcelona Regeneration Project, which is an important project and has some similarities with North Entrance of Ankara Urban Regeneratıon Project, is examined as a good example of urban regeneration at the international scale. Then legal aspects of urban regeneration in Turkey are explained in detail.

Urban regeneration is a process that aims to improve economical, physical, social and environmental conditions of inner-city areas. After the Second World War, many regeneration initiatives were introduced either for postwar reconstruction or to address problems of deprived areas in cities (Nobre, 1994). Since then, most urban regeneration attempts involve rehabilitation, redevelopment or renewal of certain quarters within urban areas and settlements.

Urban regeneration is a widely discussed and studied topic by both academics and practitioners. This chapter aims to provide the basic facts on urban regeneration. In particular, the chapter defines urban regeneration, clarifies the purposes of urban regeneration as well as its principles. Moreover, the chapter illustrates the process of urban regeneration and the point it has reached today.

2.1. The City and Urbanization

Cities are centers of social interaction, economic and technological creativity, knowledge generation, diversity and cultural transformation. Since the agricultural revolution, mankind has formed cities basically according to the needs and movements of human population. In the current era, cities are the largest and permanent settlements of mankind and they have complex systems for sanitation, utilities, land use, housing and transportation to provide basic needs of societies (Keleş, 1993).

Urbanization, in general, refers to the shift of population from rural to urban areas. It can be defined as intensifying people in urban areas and adapting to changing life structure. The process of urbanization predominantly results in physical growth of cities. Urbanization process results in the rapid and historical transformation of social norms, habits, etc. at the expense of diminishing or replacing of rural culture by urban way of living (Keleş, 1993).

Urbanization is one of the most fundamental issues about changing patterns of human settlements. With the globalization in the late-20th and 21st century, migration to urban areas has increased. Thousands of people have moved to cities with the hope of finding jobs and having better life. The movement was so big that urban areas started to change in terms of economic, asocial and physical structure (Zhang, 2015).

Keleş (1993) describes the concept of urbanization as a continuous process that is linked to population growth and changes in economic, social and cultural structures. Keleş also argues that urbanization process accelerates in line with society's' development. Thus, high investments in cities increase vitality in service and productive sectors, and in turn trigger further urbanization (Keleş, 1993).

2.2. The Concept of Urban Regeneration

There are several explanations for urban regeneration in planning literature. Definitions of urban regeneration have changed over time according to the changing patterns of urban life and development. In Oxford Dictionary, the verb "regenerate" refers "to make an area; institution, etc., develop and grow strong again" (Oxford, 2015). With respect to this definition, one can infer that urban regeneration is a process of giving a different form to cities or changing or transforming the existing situation in urban areas. However, academic definitions of urban regeneration emphasize issues beyond a simple transformation process. For instance, Akkar (2006), based on the academic literature, defines urban regeneration as "a response and an integral solution to economic, physical and social problems of inner-city areas" (Akkar, 2006).

Urban regeneration can be defined as the reuse and reinvestment in the physical structure of existing urban areas. It refers to a wide process in local communities in terms of investment, employment, consumption and quality of life. Lichfield (1992) argues that urban regeneration has emerged as an attempt to understand the deterioration processes in urban areas. Perhaps the most prominent and widely acknowledged definition of urban regeneration has been provided by Roberts (2000). According to Roberts (2000), "urban regeneration is an integrated and comprehensive vision and action which leads to the resolution of urban problems and which seeks to bring about a lasting improvement in the economic, physical, social and environmental condition of an area that has been subject to change". Sharing a similar vision with Roberts, Akkar (2006) defines urban regeneration as all activities and strategies that are implemented in order to improve the social, economic, and physical and environmental conditions of deformed urban areas with comprehensive and integrated approaches.

The above mentioned definitions indicate that urban regeneration can be defined as a vision or a strategy which aims to address major problems of inner-city areas, such as economic decline, social isolation and disintegration, and environmental problems

and degradation. That's why urban regeneration comprises strategies and actions to improve economic, social, physical and environmental conditions of deprived areas in comprehensive and integrated ways. In this respect, regeneration process includes strategies, policies and actions to overcome the decline and deprivation of existing urban areas, rather than opening up new areas for urban development.

Urban regeneration as a process of transforming existing urban quarters has some distinct characteristics. First of all, urban regeneration entails various forms of intervention in order to improve the physical, social, economic and environmental conditions of urban areas that suffer from decline and deprivation. Second, urban regeneration is an activity, which necessitates the joint efforts of public, private and community actors In other words, public participation and public-private partnership is a must for successful urban regeneration practices. Thirdly, urban regeneration is an integrated and comprehensive process, which is conducted to bring outcomes in the long run (Roberts, 2000). Therefore, integration is the central feature of regeneration strategy and it helps to distinguish regeneration from earlier attempts to manage change in urban areas. Besides, urban regeneration is "a means of mobilizing collective effort and providing the basics for negotiation of appropriate solutions" in order to manage change in an orderly manner (Roberts, 2000).

Thus, without mobilization of collective efforts, it is not possible to achieve a sustainable urban regeneration. Finally, urban regeneration is a multi-dimensional process for regeneration practices to be more successful, all key dimensions of the process should be dealt with in appropriate ways. The key dimensions of a successful urban regeneration process can be expressed as follows:

- Physical Regeneration
- Social Regeneration
- Environmental Regeneration
- Economic Regeneration

2.3. The Purposes and Principles of Urban Regeneration

Urban regeneration may have positive effects on urban areas which are uncontrolled and unplanned. The uncontrolled urbanization may bring with it several problems that need to be addressed by planned urban development. Among the major problems that uncontrolled urbanization causes is the lack of quality of urban life, particularly for citizens that have low-income levels. Thus, urban regeneration principally aims at finding solutions to physical, social, economic and environmental problems of cities. In particular, one of the most common purposes of urban regeneration projects is to transform urban quarters, where mostly low-income citizens live, in order to provide a better living environment for urban residents. Although with varying features, urban transformation projects are usually implemented to restore the quality of urban life in depressed areas of cities, which are losing their functions and intensity of use, considering economic, physical and social aspects (Görün and Kara, 2010).

One of the main reasons behind decay or decline of urban areas is the deterioration in social and spatial conditions of certain inner-city parts. In this respect, urban regeneration process starts with investigation of the reasons of social and spatial deterioration in order to find the most appropriate solution to prevent urban decline. Other main purposes of urban regeneration include improvement of urban areas in line with changing life standards and necessities and to prevent redundant urban enlargement (Akkar, 2006). Roberts (2000) provides a systematic explanation on the common aims of urban regeneration practices as follows:

- Setting links between physical structure and social problems in urban space
- Responding to changing needs of urban space
- Providing economic, social and physical regeneration and improving the quality of urban areas.
- Making strategies to get maximum benefit from effective use of urban land
- Organize the planning process and participation

In order to fulfill the above-mentioned objectives, an urban regeneration process should be organized based on the following the principles (İveynat, 2008):

- Analysis process of urban life
- Adaption of physical, social, economic and environmental structures of urban area
- Through generation and implementation make comprehensive strategies in order to solve the problems
- Occur clear objectives which are quantified
- Make a decision about possible use of resources such as natural, economic, human and land
- Participation of stakeholders during the planning process of urban area
- Measuring the achievement of strategies and monitoring the changes to areas
- Design programs for implementation to revise changes
- Recognize the reality that the various elements of a strategy are likely to make progress at different speeds; this require to make balance between the aims of urban regeneration and to allow for the success of all of the strategic objectives

2.4. The Methods and the General Process of Urban Regeneration

The intervention methods and politics of urban regeneration have changed and are still changing since the 19thcentury. From the mid-1800s to the mid-1940s, **urban renewal** has been the most essential method within urban regeneration strategies to improve the physical and social deprivation areas in cities (LeGates and Stout, 1998).

The early examples of urban regeneration activities took place until the1940s and included mostly clearance, renewal and redevelopment strategies. These strategies were based on replacement of an existing urban area entirely and included changes in property ownership. First contemporary examples took the form of “slum clearance” policies in Europe in the 1930s (LeGates and Stout, 1998).

The industrialization process has caused some problems in cities such as increasing population, environmental pollution, lack of urban infrastructure and services, low-standard housing, deprivation of social structure, etc. To address these problems, public spaces, especially the green spaces were used to improve urban life standards. In the mid-19thcentury, "The Park Movement" aimed to integrate the city with green and public spaces. The Central Park in New York, the Berkenhead Park in Liverpool and Victory Park in London were designed to improve public spaces (LeGates and Stout, 1998). After that, large roads and avenues were designed in the city centers as part of urban renewal projects. Among the most important examples of such projects was the projects developed and applied by Baron Haussmann in Paris between 1850 and 1860. The newly built avenues and roads provided the integration between the city center and big urban parks. In that time, renewal projects not only improved the physical structure and transportation network in cities but also decreased the crowd of people and buildings within the city center (Akkar, 2006).

At the beginning of the 20th century, "The Modernist Movement" was developed as another renewal strategy, which was formed the principles in the Athenian Contract. According to the Modernist Movement, cities must have clean, healthy and beautiful environments, the collapsed areas in cities must be demolished and that areas must be redesigned with green public spaces. In addition, the pedestrian and vehicle transportation must be separated from each other (Akkar, 2006). After the II World War, the Modernist Movement started to become effective in cities' redevelopment process. **Urban reconstruction** became a current issue to construct the destroyed areas in cities in 1940-1950. This strategy aimed to decrease the physical problems and gain functions that cities had before war. In that term, guidelines were prepared in order to put forward principles and standards of urban reconstruction, which were used in preparing plans and projects (LeGates and Stout, 1998).

After 1940s, **urban renewal** projects came into prominence, especially in Europe, in order to remove the negative results of the war. In 1950s, cities have started to move to the edge of the city, which was called the suburb. Lower income populations used houses, which were abandoned by people, who preferred suburs. This process has led

to deterioration of city centers in terms of physical, social and economic dimensions. In 1960s, revitalization studies of city centers and development of suburbs continued at the same time. In 1970s, industrial and commercial facilities moved to the suburbs. This process speed up the corruption of city centers (Kayasü and Uzun, 2009).

At the beginning of the 1960s and 1970s, it was admitted that social and physical deprivation was related to each other. The projects of the time focused on social problems and collapsed areas. **Urban improvement** and **urban renewal** were prioritized in that term. These strategies were important in terms of handling urban transportation both social and physical dimensions (Couch and Fraser, 2003). In general urban renewal is an intervention method to renew the areas, which are deteriorated, abandoned or lost function overtime. Although, areas which needed urban renewal, was usually deteriorated areas, urban renewal projects not only implemented for physical problems, but also focused on social and economic problems.

1980s was a turning point in terms of development of city centers. In this term, city center came into prominence as an administration center (Kayasü and Uzun, 2009). In 1980s, important changes took place in urban regeneration policy and practices. The purpose of urban regeneration was revised as to improve economic structure in collapsed areas in cities. In that sense, the main regeneration strategy was **urban redevelopment** (Paddison, 1993).

Transformation Principles of Urban Regeneration in 1980s can be defined as follows (Akkar, 2006);

- Participation,
- Physical, social, economic and environmental development,
- Legal, social and institutional organization,
- Sustainable development,
- Preservation of natural and historical heritage,
- Providing public benefits.

Urban regeneration has been the most common strategy since 1980s. It is important in terms of being provided through public-private partnership and also voluntary foundation. Therefore, new legal regulations and urban regeneration programs were introduced (Akkar, 2006).While, transformation in city center continued during 1990s, new intervention methods appeared. In 1990s, abandoned industrial areas were reused for other facilities except industry in order to contribute to social, economic and physical development. (Kayasü and Uzun, 2009). By the early 1990s, urban regeneration approaches have changed based on the failures of the previous examples (Balaban, 2013). The practices that dominated the 1980s mainly emphasized the physical and economic problems of urban spaces and attempted to overcome these problems by means of urban regeneration projects. However, in 1990s, urban regeneration policy was handled with environmental and social concerns along with physical and economic problems. At the same time, it was argued that public benefit should be promoted and provided as long as the integration of legal regulations, social organization and feedback processes (Akkar, 2006).

The table below presents a summary of the historical evolution of urban regeneration concept since the 20th century.

Table 3. Keystones of the Evolution of Urban Regeneration Concept

Timeframe	Issues Addressed	Major Strategy
1945-1965	Urban problems, deficiency of housing, low quality structures urban sprawl	New urban areas, green axes and redevelopment of housing
1965-1979	Pockets of poverty and racial tensions	New towns, greenbelts and housing redevelopments
1979-1990	Fragmentation of policy Lack of coordinated policy Problems of governance	**Regeneration Policies:** "•Industry development into housing areas •Community involvement •Urban entrepreneurialism •Creation of business elites •Growth coalitions of public and private sectors"
1991-1997	Lacking of strategy from the previous administration	•Multi sectoral partnerships •Creating catalyst •City challenge: •Central role to local government and local communities •Single regeneration budget •Diversity of labour market, infrastructure, social and health.
1997-present	Adverse effects of industrialization, decentralization and sub urbanization.	Urban Regeneration and Sustainability

Source: Tallon, 2010

2.5. Urban Regeneration Projects in the World: The Case of Barcelona

The 1992 Olympic Games has accelerated the regeneration process of Barcelona. The regeneration process aimed to provide quality urban landscape and infrastructure to attract visitors with a large investment. In scope of project, sport centers, roads, constructions and transportation system were renewed. Additionally 5.4 km of coastline was redesigned. The transformation of Barcelona allowed the creation and recovery of specific public spaces. It also allowed the modernizing transport systems, the airports rehabilitation, improving the area's economy and tourism (Silva, 2011).

Figure 3. Barcelona Satellite Photo

Source: Silva, 2011

The urban areas, which were created in 1800s, became corrupted urban areas with various problems. Because of that the government made a decision to renew this area. Before planning process, there were lots of small, different projects in different areas. Therefore, government wanted to integrate all of them and decided to make a comprehensive regeneration project, took under control all the area and accelerates planning process. In planning process, cultural heritage was preserved sensitively (Demirtaş and Esgin, 2006).

The implementation of the project started in 1988. The project was developed and implemented by a company so as to get a successful implementation. It was decided that this company would be closed in fourteen years, implying that the project will be completed in fourteen years (Demirtaş and Esgin, 2006). Main features and objectives of the regeneration project in Barcelona can be described as follows (Demirtaş and Esgin, 2006):

- In the project, houses in bad conditions were determined and destroyed. New housing areas were constructed for users by the municipality.

- Before the project, there were limited open spaces. Some buildings were destroyed to create public and open spaces.
- A square was designed to collect different groups of people in a common place to support social sustainability.
- Socio-cultural spaces were created.
- Car parking areas were designed under ground
- The infrastructure systems were renewed.
- A social rehabilitation unit was established to prevent displacement of people.

Figure 4. Barcelona Open Spaces

Source: Weissman, 2013

Barcelona has one of the most comprehensive regeneration projects. The city had a sustainable management model, which aimed to create an urban environment that provides best quality of life possible for its citizens now and future (Barcelona Field Study Center, 2015).

The project had policies on discouragement of vehicle use and access. The access was limited in central shopping center and only delivery services were allowed. Barcelona city council implemented a system of restricted access zone in lots of areas in city center. These zones limited the access of vehicles. After this policy, traffic was reduced by %78 (Barcelona Field Study Center, 2015).

All new buildings are obliged by law to include solar panels for production of domestic hot water. Solar panels will also be added to new schools, hospitals, sports

halls and other buildings that use more than 2,000 liters of water per day. Although these additions on average increase the price of buildings by 1%, this additional cost was calculated to be paid off within five years as a result of reduced energy demands (Barcelona Field Study Center, 2015). Furthermore, new street developments were equipped with modern collection system bins which are known as "Punts Brossa Neta" (Clean Rubbish Spots), in different colour for different kinds of wastes; green for glass, blue for paper and cardboard, and yellow for lightweight packaging (Barcelona Field Study Center, 2015).

Figure 5. Barcelona Waste Collection System and Barcelona Bike Stations

Source: Weissman, 2013

Barcelona also encouraged the use of public transportation. Six thousand bikes were spread across the city in 400 different locations. Weissman (2013) described the main features of the bike system as follows:

> "Users slap a magnetic card onto a small plate and grab a bike off the rack. For 46.46 euros a year, the first half hour of each usage is free. That's usually plenty of time to get where you need to go and place the bike in another rack, but extra time is only another 0.70 euros per half hour. When you are ready to return to the starting point, just take another bike and ride it back"

CHAPTER 3

METHODS TO ASSESS SUSTAINABILITY PERFORMANCE OF URBAN REGENERATION PROJECTS

3.1. Sustainability Indicator Frameworks

In this research, sustainability performance of a regeneration project has been assessed through an indicator-based approach. Evaluation of sustainability performance of urban regeneration projects is important to monitor and ensure the benefits that these projects deliver. Since the 1990s, sustainability indicators have been increasingly used to assess performance of urban regeneration projects. Indicators simplify the information about real world and help us to understand the problems. Sustainability indicators focus on social, economic and physical aspects of practical processes (Wheeler; Beatley, 2008). There are various indicator frameworks but there is no consensus in literature on which indicators can be used in urban areas or urban regeneration projects (Balaban, 2013).

In this research, sustainability performance of the North Entrance Ankara Urban Regeneration Project (NEARP) is aimed to be assessed by using a sustainability indicator framework. The checklist used in this research was developed based on the framework developed by Couch and Dennemann (2000). However, some other indicator frameworks have also been examined to find out the most appropriate one to use in this research. In what follows, the most inspirational frameworks are presented and analyzed.

3.1.1. Couch and Dennemann's Framework

Because of increasing unemployment, crime levels, poor housing and environmental conditions, urban regeneration projects became an important policy in Britain, which was based on a program to improve quality of life. Since 1990s, sustainable urban regeneration has become a new policy option for corrupted urban areas. From that on, government recognized the importance of sustainability to develop attractive urban areas. However, there was an unbalance between sustainable development and economic regeneration (Couch and Dennemann, 2000).

Couch and Dennemann (2000) developed an indicator list to assess the performance of urban regeneration projects in terms of social, economic and environmental issues and the contribution of urban regeneration projects in Britain to achieve sustainable development (Couch and Dennemann, 2000). This framework is a comprehensive one but data collection to value the indicators in this framework are easier than others. The need for quantitative data and information is not high. In addition, this framework is based on information gathering through interviews, surveys and researcher's own observation (Couch and Dennemann, 2000). Therefore, this framework is suitable for cases where data collection is a problem and quantitative data is hard to obtain.

Couch and Dennemann (2000) evaluated the Duke Street Regeneration Project in Liverpool (Britain) with sustainability indicators framework under eight fundamental titles; community participation, economy and Work, transport, pollution, energy, waste and resources, buildings and land use and wildlife and open spaces (see Figure 6).

Sustainability Indicator	Positive impact (+)	Neutral/mixed impact (*)	Negative impact (–)
1. Community participation			
(a) encourage local action and decision making	+		
(b) involve the community in developing the proposal	+		
(c) take into account under-represented groups		*	
2. Economy and Work			
(a) link local production with local consumption		*	
(b) increase employment	+		
(c) improve environmental awareness of local businesses		*	
3. Transport			
(a) encourage walking and cycling		*	
(b) encourage use of public transport			–
(c) discourage use of cars or lorries			–
4. Pollution			
(a) reduce local pollution (noise, air, water, land)		*	
5. Energy			
(a) maximise energy efficiency		*	
(b) generate energy from renewable resources or waste		*	
6. Waste and Resources			
(a) reduce waste		*	
(b) encourage reuse and/or repair		*	
(c) encourage recycling or recycled products		*	
7. Buildings and Land Use			
(a) provide local amenities		*	
(b) improve access for disabled		*	
(c) reuse/conserve buildings	+		
8. Wildlife and Open Spaces			
(a) encourage use of open space for community benefit		*	
(b) encourage natural plant and animal life			–

Figure 6. Evaluation of Sustainability Performance of Duke Street in Liverpool

Source: Couch and Dennemann, 2000

On the checklist developed by Couch and Dennemann, evaluation results are shown on three scales for each indicator, which are positive impact, negative impact and neutral impact. The evaluation was made according to the contribution levels; positive, neutral and negative impact. For example, if the project creates new working areas and helps decrease unemployment, it could be regarded positive impact. However, if there is no policy about participation of local people in works created during planning process, this is specified as a neutral impact. In case there has been little attempt to discourage using cars and also density of motorcars increased with regeneration project, the impact should be defined as a negative one.

In this research, Couch and Dennemann's framework has been used. However, it had to be tailored into our local context, as the framework was not universal. Therefore, the framework was revised accordingly to be applied in regeneration projects in Turkish cities as well as due to data availability.

3.1.2. Hemphill's Indicator-Based Approach to Evaluate Sustainable Urban Regeneration

Hemphill, Berry and McGreal (2004) have developed an indicator framework is to evaluate the performance of urban regeneration projects towards sustainable development. This indicator list is a comprehensive one that requires a range of quantitative and qualitative data. In that respect, Hemphill framework is harder to use than Couch and Dennemann's framework due to data collecting process.

Indicators in this framework are evaluated in five categories such as economy and work, resource use, buildings and land use, transport and mobility and community benefits. According to this approach, indicators must be able to satisfy various criteria, understood easily, measurable and regularly updated (Hemphill, Berry and McGreal, 2004).

The selection of indicators is a long and complex process, where the selection of some may be obvious, but in other situations either it is not clear which indicators are the most appropriate, or the data to evaluate the preferred indicator are not available. The criteria that are used to measure sustainability should be appropriateness and validity; uniqueness, accuracy and reliability; completeness and comprehensibility; controllability; cost and feedback time. Indicators must be capable of satisfying various criteria in terms of being scientifically sound, technically robust, easily understood, sensitive to change, measurable and capable of being regularly updated (Hemphill, Berry and McGreal, 2004).

According to Hemphill, Berry and McGreal, (2004) steps of indicator development and application are as follows:

- Step 1: Revise the literature about current indicator lists
- Step 2: Define the potential indicators
- Step 3: Make interviews to assess the potential indicators

- Step4:Revision of the initial set of potential indicators according to the interviews
- Step 5: Definition of benchmarks for indicators
- Step 6: Finalizing the set of indicators to be applied to the case study
- Step 7: Data collection
- Step 8: Data analysis to calculate the indicators
- Step 9: Dissemination of the research results

Hemphill, Berry and McGreal (2004) have applied their indicator framework to six particular projects in different cities in Europe. The list of indicators in Hemphill framework is given below.

Table 4. List of Categories and Sustainability Indicators

Dimension	ID	Sustainability Indicators
Economy and work indicators	1	Number of jobs created per 1000 square meters
	2	Net jobs created—percentage of employees from local area
	3	Number of new enterprises created—percentage of original still operating after 3 years
	4	Quality of jobs created—ratio of high-value jobs v. low-value jobs
	5	Leverage ratios
	6	Performance of incentive mechanisms—uptake of grants/user reasons for locating
	7	Partnership structure performance
	8	Effectiveness of management after disposal—exit strategy
	9	Incorporation of training programs—company policy/location factors
	10	User responses—satisfaction with the overall scheme
Resource use indicators	11	Reclamation of building materials—percentage reclaimed from existing buildings
	12	Retention of environmental features—percentage of site area
	13	Waste disposal—percentage of household waste recycled
	14	Waste minimization—percentage of firms undertaking waste audits
	15	Energy efficiency—building lay-out and design
	16	Energy efficiency—building materials/construction methods
	17	Conservation of built heritage resources—percentage of built form retained for culture
	18	Incorporation of environmental design—percentage of total building stock

Table 4. Continued

	19	Performance of environmental management
	20	Ratio of open spaces to build form
	21	Ratio of redeveloped buildings to new build
Buildings and land use indicators	**22**	Reclamation of contaminated land—percentage of contaminated area reclaimed
	23	Density levels in relation to plot size
	24	Mixed use combinations—residential/commercial/recreational
	25	Occupancy levels—residential/commercial
	26	Amount office rents below prime CBD
	27	Quality of the final product—space utilization/building design
	28	Quality of urban design
	29	Quality of public space
	30	Usage of public space
	31	Quality of private space
Transport and mobility indicators	**32**	Land devoted to roads—percentage of site area occupied by roads
	33	Land dedicated to pedestrians—percentage of road network
	34	Reorientation of road network—safety, accessibility, congestion
	35	Work travelling habits—mode of transport
	36	Leisure travelling habits—mode of transport
	37	Public transport links—walking distance to nearest facilities (in meters)
	38	Car-parking provision—number of spaces per residential dwelling
	39	Car-parking provision—number of spaces per square meter of office development
	40	Integration of land use and public transport—frequency, efficiency
Community benefits indicators	**42**	Access to open space—average journey time for residents/employees by foot (minutes)
	43	Access to leisure facilities—average journey time for residents/employees by foot (minutes)
	44	Access to retail facilities—average journey time for residents/employees by foot (minutes)
	45	Access to educational needs—average journey time for residents on foot (minutes)
	46	Access to medical facilities—average journey time for residents on foot (minutes)
	47	Access to entertainment facilities—average journey time for residents on foot (minutes)
	48	Access to cultural facilities—average journey time for residents on foot (minutes)
	49	Access to housing—affordability and choice
	50	Retail facilities located on site—range, choice
	51	Effectiveness of LA21 policy—extent to which any was incorporated
	52	Community ownership—sense of pride created by local community
	53	Community group involvement

Source: Hemphill, Berry and McGreal (2004)

3.1.3. Sustainable Buildings (SbTool) Method

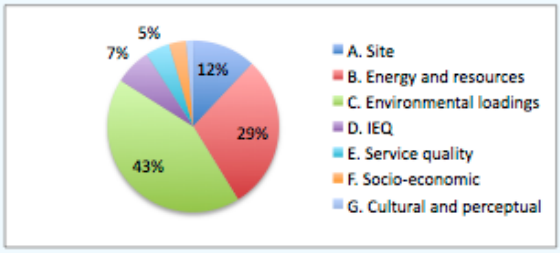
The SbTool Method is a framework for rating the sustainability performance of buildings and projects. The method can be used in different scales; ranging from regional scale to site and building scales. This method has numerous comprehensive indicators, which require both quantitative and qualitative data and information. The SbTool Method is a flexible and comprehensive framework (Larsson, 2012).

Table 5. SB Tool Criteria to Evaluate Sustainability Performance

Issue Area	Scope	Pre-Design	Design	Construction	Management
Site Location Available Services and Site Characteristics					
Site Regeneration and Development, Urban Design and Infrastructure					
Energy and Resource Consumption					
Environmental Loadings					
Indoor Environmental Quality					
Service Quality					
Social, Cultural, Perceptual Aspects					
Cost and Economic Aspects					
Total System					

Source: Larsson, 2012

The evaluation is made with a weighting system. All categories are weighted in five groups (1, 2, 3, 4 and 5) according to their importance. “Weights for each parameter is based on degrees of probable duration and intensity of effect, combined with links to key impact indicators” (Larsson, 2012).

Go to BasicA worksheet to select different versions of the system.	Generic / Design Phase / Renovation	Weightings for occupancy types listed, in Atlantis, Somewhere Maximum Version with 98 active criteria	Any height building / Weights modifiable / Maximum	
Maximum Version			Weighting of Categories in percent (sum of Criteria scores)	Weighting of Criteria in percent
Active parameters in system: **98**	Weights for Criteria are established through the estimates of sustainability impacts. Some of these may be changed to suit various context conditions, or generic building characteristics, such as occupancy type, height etc. These modifiers can be seen in Columns H-J (hidden). Parameters can also be inactivated (Column A), which re-distributes their weights among remaining Criteria. Note that Category weights are the sum of Criteria weights, and Issue weights are the sum of Category weights. Default generic weights are shown but these initial weights may then modified by authorized third parties.			
	D2	Ventilation	**1.0%**	
✔ ✔ ✔ ✔	D2.1	Effectiveness of ventilation in naturally ventilated occupancies.		0.25%
◆ ◆ ◆ ◆	D2.2	Air quality and ventilation in mechanically ventilated occupancies.		0.38%
✔ ✔ ✔	D2.3	Air movement in mechanically ventilated occupancies.		0.19%
✔ ✔	D2.4	Effectiveness of ventilation in mechanically ventilated occupancies.		0.19%
	D3	Air Temperature and Relative Humidity	**0.9%**	
✔ ✔ ✔ ✔	D3.1	Appropriate air temperature and relative humidity in mechanically cooled occupancies.		0.38%
✔ ✔ ✔ ✔	D3.2	Appropriate air temperature in naturally ventilated occupancies.		0.50%
	D4	Daylighting and Illumination	**2.9%**	
◆ ◆ ◆ ◆	D4.1	Appropriate daylighting in primary occupancy areas.		2.68%
✔ ✔	D4.2	Glare from daylighting.		0.13%
✔ ✔	D4.3	Appropriate illumination levels and quality of lighting.		0.13%
	D5	Noise and Acoustics	**0.4%**	
✔ ✔ ✔ ✔	D5.1	Noise attenuation through the exterior envelope.		0.14%

	Regional weight		Duration
0		0	
1	Much less important	1	Month or less
2	Less important	2	1 to 3 years
3	Same as Default	4	3 to 10 years
4	More important	8	10 to 30 years
5	Much more important	16	Building life

Intensity of Potential Effect (1 to 3 points)	
0	
1	Minor
2	Moderate
3	Major

Figure 7. SB Method Weighting System

Source: Larsson, 2012

3.1.4. SIPRIUS

SIPRIUS is a French acronym that stands for "System d'Indicateurs pours les Projets de Régénération de frIches Urbaines". This indicator system is used for integration of sustainability into design process of urban regeneration projects. Urban development and sprawl has led to destroy the natural environment. This method aims to develop an evaluation methodology for integration of urban regeneration projects with socio-cultural, economic and environmental issues (Laprise, Lufkin and Rey, 2015). As for monitoring, the tool is currently being developed in order to become operational. In other words, SIPRIUS will be integrated in a web platform that helps stakeholders taking part in this kind of project to assess and follow regularly its evolution in terms of sustainability performance (Laprise, Lufkin and Rey, 2015).

The first step of this method is to determine the indicator list that contains multidimensional assessment in order to evaluate sustainability performance of urban regeneration projects. The indicator selection process is based on definitions of sustainable urban regeneration, objectives of sustainable development, analysis of existing assessment approaches and practical experiences (Laprise, Lufkin and Rey, 2015).This method also has numerous comprehensive indicators, which require quantitative and qualitative data. The sustainability performance is evaluated in 9 titles and 20 indicators. Selection of indicators is subjected to a number of rules and principles. Indicators should be exhaustive, relevant, sensitive, objective, accessible and readable. Three types of indicators may be distinguished in the selection. They are essentially determined by their evaluation mode (Laprise, Lufkin and Rey, 2015).

According to Laprise, Lufkin and Rey (2015), there are three types of mode for all indicators:

- Type N: Indicator linked to normative values
- Type M: Indicator linked to measured values (existing standards or calculation methods without referencing a specific norm)
- Type E: Indicator linked to values coming from similar experiences (expert opinions, commissioned studies, etc.).

Then, reference values are defined for each indicator. They put results of regeneration project as level of sustainability performance. Reference values may vary by taking into account the actual potential of a site. The indicator list is used to evaluate the project's performance. Set of determined values is used as reference in order to situate the project's performance:

- Limit Value (VL): Minimum value required for any project
- Average Value (VA): Value corresponding to the usual practice
- Target Value (VT): Value to target in order to achieve a greater performance
- Best Practice Value (VB): Value corresponding to a particularly high performance

Each indicator is evaluated in detail. In datasheet, each performance of indicators are defined. The definition of indicator, evaluation method, measurement method, values and data sources are taken part in datasheets.

Indicator	C5a average distance to a commercial zone
Definition	Average distance to walk to get from the entrance of residential buildings up to the nearest commercial zone (min. 1000 m^2). Distance is weighted by the respective gross floor area of the different buildings.
Evaluation method	Measurement on maps and city plans
Mode/initial diagnosis	E/yes
Measurement unit	[m]
V_L (limit value)	900 (approx. 15 min. walk)
V_A (average value)	700 (approx. 12 min. walk)
V_T (target value)	500 (approx. 8 min. walk)
V_B (best practice value)	300 (approx. 5 min. walk)
Data source	Municipal data on businesses, information from merchant associations, city plans.

Figure 8. Datasheets for Each Indicator

Source: Laprise, Lufkin and Rey, 2015

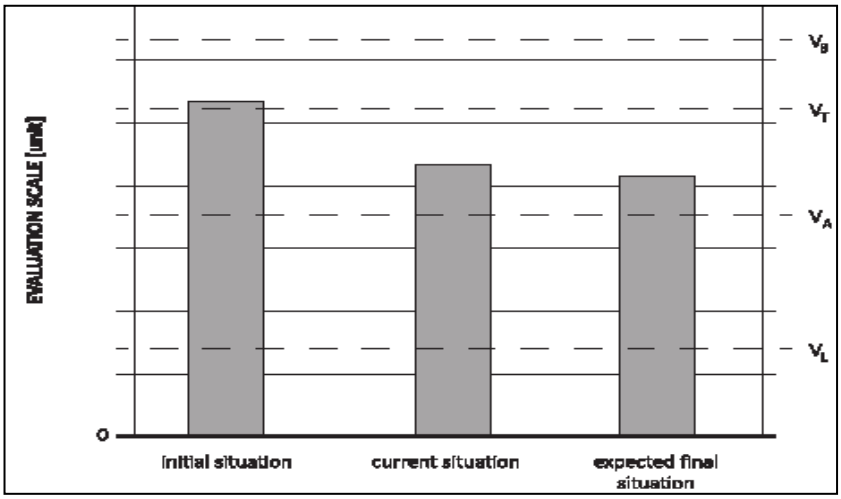


Figure 9. The Results of the Evaluation for Indicators

Source: Laprise, Lufkin and Rey, 2015

SIPRIUS method also supports participation of stakeholders in assessment process. It also aims at transposing SIPRIUS into a digital device to provide an operational monitoring system in regeneration project (Laprise, Lufkin and Rey, 2015).

Table 6. SIPRIUS Criteria to Evaluate Sustainability Performance

TITLE	Creation		Indicators		
	Code	Title	Code	Title	Mode
Environment	C1	Mobility	C1a	Quality of Services in Public Transport	N
			C1b	Number of Parking Spaces	N
			C1c	Typing Status With Soft Mobility Network	E
	C2	Pollution	C2a	Average Annual Emission of NO_2	N
			C2b	Acidification Potential	N
			C2c	Global Warming Potential	N
	C3	Noise	C3a	Average Emission of Noise (day)	N
			C3b	Average Emission of Noise (night)	N
Socio-Cultural	C4	Proximity of School Facilities	C4a	Average Distance to a Nursery	E
			C4b	Average Distance to a Kindergarten	E
			C4c	Average Distance to an Elementary School	E
			C4d	Average Distance to an High School	E
	C5	Proximity of Commercial Facilities	C5a	Average Distance to Commercial Zones	E
	C6	Proximity of Recreational Facilities	C6a	Average Distance to a Public Park	E
			C6b	Average Distance to a Recreational Green Areas	E
			C6c	Average Distance to Cultural Centers	E
			C6d	Average Distance to Sport Centers	E
Economic	C7	Population	C7a	Net Population Density	M
	C8	Job	C8a	Net Employment Density	M
	C9	Local Economy	C9a	Proportion of Work Carried Out By Local Companies	E

Source: Laprise; Lufkin and Rey, 2015

3.2. Conclusion

In conclusion, four methods that are used to assess sustainability performance of urban regeneration projects were examined in this chapter. Table 7 presents the comparison of the four methods examined. Among the four methods examined, I decided to use the Couch and Dennemann's framework in this research to evaluate the sustainability performance of the NEARP. Couch and Dennemann's framework aims to assess the level of coordination between urban regeneration projects and sustainability. The indicators in this framework do not require collection of quantitative data and are based on primary data collected by the researcher via surveys, interviews and own observations. Although it does not require much quantitative data, the framework could still provide a comprehensive assessment. The reason why I selected Couch and Dennemann's framework is that the indicators in this framework requires a data gathering process that is more suitable for the case of Turkey. In Turkish cities data collection is a problem and quantitative data is hard to achieve in many cases. The other three methods require collection of quantitative data. Because of time limitation and difficulties in data gathering in Turkey, they are deemed not suitable. However, Couch and Dennemann's framework is not a universal one, thus the framework had to be revised accordingly and to be tailored into the local context to increase its applicability in regeneration projects in Turkish cities.

In Turkey there is no suitable indicator lists to assess sustainability performance of urban regeneration projects. Because of that in this research, it was used international methods. The idea of integration the sustainability criteria and urban regeneration is new for Turkey. First of all, the legal regulations must be revised and sustainability tools must be obligated by law. Creation a new indicator list to assess sustainability performance of urban regeneration is also necessary. The process of collecting data is not easy in Turkey. Therefore, the new indicator list should be based on qualitative data and observation of author's.

Table 7. Comparison of the Four Methods

	Number of Title	Number of Indicator	Data	Scale	Evaluation
Couch and Dennemann's Framework	8	20	Qualitative	Site	Author's Observation Positive Impact Negative Impact No Significant Contribution
Hemphill's Indicator Based Approach	5	53	Qualitative Quantitative	Site	Scoring According to values
SB Tool Method	8	-	Qualitative Quantitative	Building Site Regional	Weighting System
SIPRIUS Method	9	20	Qualitative Quantitative	Site	Author's Observation Flexible Evaluation

CHAPTER 4

SUSTAINABILITY PERFORMANCE OF THE NORTH ENTRANCE OF ANKARA URBAN REGENERATION PROJECT

This chapter concentrates on evaluation of The North Entrance of Ankara Urban Regeneratıon Project (NEARP) by using Couch and Dennemann's indicators framework. Firstly, the planning process of Ankara and the case study regeneration project are explained. Then, historic background of the area and planning process are evaluated. After that, the NEARP is evaluated based on the information I get from surveys, interviews with actors who played role in planning process and observations in the project area.

4.1. Urban Regeneration in Turkey

Although, urban regeneration was considered as a solution to improve squatter housing areas and other illegally constructed quarters of cities, purposes and principles of regeneration process have been changed over time. At the beginning, regeneration aimed to improve the social, physical and cultural structure of urban quarters and provide healthy urban environments with improved quality of life. However, nowadays, urban regeneration is regarded as a means of producing new and fancy urban areas rather than improving social, environmental, physical and economic conditions of certain inner-city parts. This highly applies to the Turkish case.

It could be said that the legal process of urban regeneration started with The Gecekondu Law (775) which came into force in 1966 as a special law for squatter areas. The Gecekondu Law brought fundamental regulations both for built and unbuilt areas. The law involved a regenerative approach and provided a policy with

its legal, organizational and financial tools for the regeneration projects (Tekinbaş, 2008). The law differentiated three types of zones in squatter areas and identified three types of actions for each zone. These zones in the law include clearance zones, improvement zones and prevention zones.

In clearance zones, buildings in poor conditions and impossible to live in were subjected to complete clearance and the remaining land was aimed to be planned for common uses. According to the law, people whose houses were cleared were provided with new houses or lands by the government (Tekinbaş, 2008). Improvement zones included buildings that are in better shape and conditions than those in clearance zones. In areas that were determined as improvement zones, local and central governments were charged to improve the spatial conditions of the area through planning and upgrading of the dwellings (Karaaslan, 2005). The law explained the improvement plans as "the plan that is temporarily prepared to upgrade the physical conditions of squatters" On the other hand; prevention zones were defined as areas which would be develop as residential areas for low-income groups and new comers to the city. In prevention zones, different types of housing projects, which were suitable and affordable for people with varying income levels, were aimed to be applied. In order to prevent formation of new squatter zones, the law proposed the development of social housing and low-cost housing projects in prevention zones. In line with this aim, a central fund was established as a financial assistance (Tekinbaş, 2008).

Although the Gecekondu Law (775) was an important step for being first in urban regeneration process, it couldn't prevent formation of new squatter areas. According to the law, land demand gradually increased so limited urban areas were distributed to squatter owners by government (Karaaslan, 2005). The implementations changed the ownership and settlement patterns according to the law but it caused low quality urban environments.

Another law (2805) was enacted in 1983 with similar aims with the Gecekondu Law (775). The Law No.2805 aimed at the improvement of squatter areas and areas which

were developed against urban planning and development regulations. However, this law was not implemented properly due to political problems (Tekinbaş, 2008).

In 1984, The Law No. 2981 brought new regulations with regard to urban regeneration practices. The law differentiated three types of zones; clearance zones, improvement zones and prevention zones just like the Gecekondu Law. According to the law, the classification, determination and evaluation of inner-city areas would be implemented by municipalities or governorships. The law also concluded the development of improvement plans to carry out the transformation processes in squatter areas (Karaaslan, 2005).

The Improvement Plans principally aimed to preserve the existing squatter areas but improve them by providing the necessary social and technical utilities. While the areas were aimed to be preserved, the population and building densities of squatter areas were increased by the improvement plans. The opportunities for housing construction, which were provided by the Law (2981), accelerated the transformation of squatter areas in 1980s and 1990s (Eke and Uğurlar, 2004).

The Law No. 3290 which was enacted in 1986 enlarged the contents of The Law 2981. The building heights that were permitted by the improvement plan were increased. The new law doubled the height levels for squatters, which were built until 1985. According to the Law No.3414 that was enacted in 1988, the owners of squatters were provided with more rights. The new legal arrangements introduced in the second half of the 1980s have made former squatter areas an important part of the formal housing stock in major cities in Turkey (Karaaslan, 2005).

Another important legal regulation with regard to urban regeneration practices in Turkey was the Mass Housing Law No. 2985 enacted in 1984. The main purposes of this law are as follows:

- To respond to the housing demand,
- To determine methods of housing construction,

- To improve the techniques of construction with suitable materials,
- To provide government support to housing sector.

According to the Mass Housing Law, the Mass Housing Administration has the right to designate squatter regeneration areas and to prepare plans for such areas as well as provide financial support for squatter regeneration projects.

By the end of the 1980s, urban regeneration projects started to be developed in major cities of Turkey based on both TOKI investments and squatter improvement plans. The first example of public-driven urban regeneration projects is the Dikmen Valley Urban Regeneration Project in Ankara (Figure 6). It was a comprehensive regeneration example designed to improve social, economic and environmental conditions of a squatter area (Uzun, 2006).

Until 2004, achievements with regard to urban regeneration issue have been limited in Turkey. Most progress was in terms of squatter transformation based on squatter improvement plans in big cities. However, urban regeneration has become an important issue of urban development agenda in Turkey based on several legal arrangements enacted and particular projects initiated. The term "urban regeneration" was used for the first time in the Law No. 5104 enacted in 2004. This law provided the rules and principles for a specific urban regeneration project over a particular part of Ankara. The aims of the law were stated as to improve the quality of urban life, physical and environmental situation and to provide a healthy urban environment in Northern Fringe of Ankara. The law provided Ankara Metropolitan Municipality with all powers and authorities with regard to planning and development of the project area (Karaaslan, 2005).

Following the Law No. 5104, the Municipality Laws (Law No. 5393 and Law No. 5216) authorized both Metropolitan Municipalities and other Municipalities to carry out urban regeneration projects within their jurisdictions. The Municipality Law (5393) provided municipalities with the power to designate urban regeneration project areas and to prepare the necessary plans to realize these projects. Some

amendments were made to this law in 2010 but the general process defined in original laws was maintained. The amendments extended the scope of the authority given to municipalities. Since 2005, many regeneration projects have been initiated based on the authority provided by Laws No. 5216 and 5393 (Karaaslan, 2005).

- In 2005, another law (Law No. 5366) was enacted and this law provided the legal basis for development and implementation of urban renewal projects in historical quarters of cities. The Law No.5366had the following aims: To redevelop inner-city areas by means of restoration and preservation,
- To take necessary precautions to mitigate the risk of natural disasters,
- To improve urban conservation areas with housing, trade, tourism and cultural facilities,
- To use historical and cultural assets without harming them.

Finally, the Law No. 6306 (The Law on Regeneration of Areas under Disaster Risk) was enacted in 2012. The main aim of the law is to improve the physical and environmental quality of urban quarters that are known to be prone to natural disasters and risks. The law aims at transforming the all buildings in areas that are designated as risky areas. In this respect, the rules and principles of the law based on the following spatial categories: a) Risky Area, b) Risky Building, and c) Reserve Area. Although the law gives priority to risky areas and buildings, it does not provide detailed explanations on how these areas and building would be determined (İveynat, 2008).

The big metropolitan cities in Turkey, such as İstanbul, Ankara and İzmir have been the major focuses of urban regeneration policy and practices in Turkey. This is mainly due to the economic potentials of metropolitan cities in terms of high returns on investment, opportunities to create jobs, etc. On the other hand, these cities were also the targets for migration during the rapid industrialization and urbanization eras in Turkey. Metropolitan cities attracted large population from rural areas and the immigrant population couldn’t afford many of the formal urban services including housing. This has led to an important problem of Turkish cities, which is the squatter

housing and settlement. Squatter areas have constituted the main target areas of regeneration attempts in Turkish cities.

Squatter settlements have been the central element of urban debate in Turkey since the beginning of the 1950s. Until the mid-1960s, governments had a negative attitude to squatter housing areas and their populations, seeing them as the sources of social ills in the urban system. Urban renewal projects of the time were thus defined as clearance and redevelopment schemes. On the other hand after 1980s, squatter settlements were aimed to be transformed in line with capitalization of global interests; most transformation attempts targeted to create prestige areas that increase the physical and visual wealth of the city (Dündar, 2001). In other words, for the purpose of spatial restructuring of cities for global competition, large scale urban regeneration projects were aimed to be based on the idea of creating desirable urban spaces, mostly from slum and sqautter sites in the city center and abandoned industrial areas (Güzey, 2009).

Ankara was chosen as the capital city of Turkey in 1923. Squatter problem appeared as a result of unprecedented dimensions of rural-to-urban migration during the 1940s in Turkey. Several factors have contributed to rural-to-urban migration, which resulted in emergence of "gecekondu" (squatter in Turkish, literally means "built overnight"), as a form of make-shift housing, rapidly built by immigrants on vacant public lands or on farms under absentee ownership surrounding the urban cores. In the 1940s, Ankara's squatters were located within and around the historical castle area (Dündar, 2001). People, who built and lived in squatters, have chosen the inner city parts in order to be close to existing urban services and opportunities However, after a while, borders of squatter settlements were expanded particularly towards the north, south and east of Ankara (Yazman, 2009) (See Figure 10).

Following the 1980s, the housing areas started to be transformed. Ankara has the first examples of urban regeneration projects. In Turkey's urban regeneration practice, Ankara is the leading city where the first urban regeneration examples were developed and implemented (Şahin, 2006). In the 1980s, the local authorities in

Ankara have adhered to the typical physical transformation schemes in squatter areas owing to the amnesty laws enacted by the central government in 1984. However, in 1990s, municipal authorities started to search for new transformation methods because of the quality of life problems observed in Ankara, especially in squatter transformations of the previous decade. Moreover, there were also missing links within the urban fabric of Ankara created by improvement development plans.

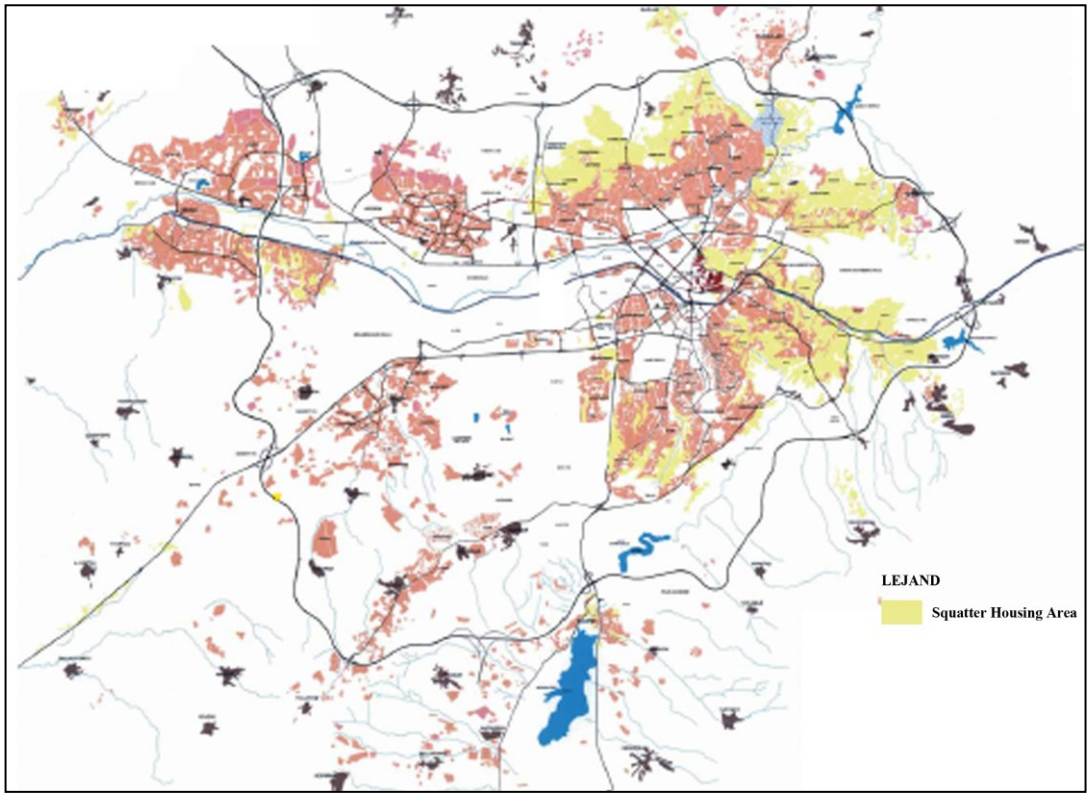


Figure 10. The Squatter Housing Areas in Ankara in 2007

Source: Ankara Metropolitan Municipality, 2013

Squatters are the most important focuses of urban regeneration projects. Squatter areas intensify in Çankaya, Altındağ, Etimesgut, Gölbaşı, Keçiören, Mamak, Sincan and Yenimahalle districts in Ankara. Whereas transformation of squatters are carried out by urban development plans in Gölbaşı, Keçiören and Sincan, urban regeneration projects are used as a means of squatter transformation in Çankaya, Altındağ, Mamak, Etimesgut and Yenimahalle (Eke and Uğurlar, 2004).

Urban regeneration projects of the 1990s have opened new discussions on displacement of lower income groups and gentrification of central areas in cities. In 1990s, in addition to the upper-scale plans, fragmentation of urban plans has become a common practice to transform slums, squatters and similar deteriorated areas. Dikmen Valley and Portakal Çiçeği Valley were the first examples of urban regeneration projects which were conducted by public sector to improve the quality of life in valleys which are the most important green zones in Ankara (Şahin, 2006).

The first examples of urban regeneration projects are Dikmen Valley Housing and Environment Improvement Project, Portakal Çiçeği Urban Regeneration Project and Transformation of Squatter Housing Areas to Modern Housing Project. These three project aims to improve the urban quality of life in squatter housing areas and also these are the first examples in their border of municipalities. These projects are located in the most important green points of Ankara.

4.1.1. Dikmen Valley Housing and Environment Improvement Project

Dikmen Valley was the most important natural zone in the southern part of Ankara in 1950s. With the improvement of Ankara to the south, Dikmen Valley became attractive points for squatter housing (Uzun, 2005).

Dikmen Valley Project is the most well-known projects in Ankara developed during 1990s. Dikmen Valley Housing and Environment Improvement Project was developed as the first example of the new approach to improvement of physical structure of squatter areas in Ankara (Türker and Devecigil, 2005). This project is also the first one in terms of mechanisms applied to solve ownership problems among land owners and public and private sectors. With this project, it is also argued that urban regeneration has become a means of profit-making for public and private actors (Eke and Uğurlar, 2004).

Dikmen Valley Project focused on creating a social, cultural, amusement and recreation corridor about 5 km long, whereas Portakal Çiçeği Valley Project aimed to

create green areas without disturbing natural characteristics of the valley and allocate building densities suitably according to the feasibility of the project (Türker and Devecigil, 2005).

The valley is one of the most important natural land and air corridor of Ankara. So it was designed as a natural corridor and conservation area. The squatter development process in the valley started after the 1960s and the number of gecekondu units reached about 4000in 20 years (Türker and Devecigil, 2005).

There were about 4000 squatter units before the project. The project was approved in 1989. The project is located in about 290 hectares. The project not only aims the regeneration of squatter housing but also design a recreational area by protection of natural structure of Dikmen Valley. In 1986 Metropol Planning Company was established to control the implementation process by Ankara Metropolitan Municipality. Çankaya Municipality also took part in planning process (Uzun, 2005).

In the light of legal regulations, 1800 squatter owners of 4000 were determined as right owner. Project aims to transformation of ownership by doing new residences for right owners. However, there were no solutions for the tenants who lived in the region. The project consists of five phase. The first phase started in 1989. In the first phase of the project 404 dwellings were planned to be built for 1080 right holders among squatter residents. The size of these dwellings is only 80 m^2. In this area approximately 550 squatters were demolished. The agreements with right holders were made in 1989. The right owner had residents in return for land. The project has also luxury residences, commercial units and cultural facilities (Uzun, 2005). The project created social polarization between right owners and the other residents in the luxury houses. The right owners also complained about low quality of materials used in social houses. The size of dwellings was also not enough for squatter owners. Because of all these problems they had to leave the area (Türker and Devecigil, 2005).

The 27% of right owners has sold their dwellings and left the area since 1997. According to the data in 2002, 37% of right owners rent their dwellings. In 2002 only 38 % of all residents in the area were right owners (Uzun, 2005).

4.1.2. Portakal Çiçeği Urban Regeneration Project

Portakal Çiçeği Valley is the part of southern green system with Dikmen Valley in Ankara. Until 1990, the valley was assessed as the part of a green system of Ankara. In 1990s the number of squatters increased rapidly in the valley. In this process the valley became a squatter housing area which had low quality of life with its insufficient infrastructure. The all rights on land were cancelled in 1985 and the valley was defined as green corridor in development plan. However, because of the high expropriation prices, Çankaya Municipality could not implement the plan. 1991, in order to control the planning process, a company was established (Uzun, 2005).

Portakal Çiçeği Urban Regeneration Project was undertaken by Ankara Metropolitan Municipality in prestige location of Ankara. Ankara Metropolitan Municipality also adopted other municipalities, TOKİ and private sector in planning process (Güzey, 2009). The project aims to improve the urban quality of life without corruption of natural structure of valley. The project is also important to create its own budget. 30% budget of the project was provided from private sector. The right owners were participated during the planning process. All decisions during the planning process were decided with right owners. The project consists of two phases. In the first phase, two luxury residences and offices were designed. The second phase consists of a shopping center and green areas which is about 50.000 m^2. The first phase is completed and squatters were demolished. The right owners and tenants had right to have a land in Karapürçek in return for their squatters. Although, this approach seems positive, it accelerated the displacement process (Uzun, 2005).

4.1.3. Transformation of Squatter Housing Areas to Modern Housing Project (GEÇAK)

The project is the south of Ankara in Çankaya District. The development of squatter housing has started since 1950s. The project aims to find a solution of squatter housing problems and improve the urban quality of life by using a method which supports community participation (Güzey, 2009).

The project was approved in 1993 by Çankaya Municipality. The project also aims to prevent the displacement of residents. The project aims to transform of squatters into modern housings without displacement of residents. Although this project could not prevent displacement, it became successful in terms of improving infrastructure and quality of life (Uzun, 2005).The project area was about 9.33 hectares. There were about 220 squatters before the project and the population was 1200 people. After the implementation of the project is completed, it is estimated that the population will increase to 2345 people because of the increase in number of dwellings (Aras and Alkan, 2007).

The project was completed in 1996 and right owners moved to their new residences. It created social polarization between right owners and the other residents. Because of that, some right owners moved by selling their dwellings (Güzey, 2009).

In conclusion these three examples are important in terms of being the first examples to urban regeneration in Ankara. The fundamental aim was improvement of urban quality of life by clearing the areas from squatters and prevention displacement. The projects lead to social polarization between different groups. Although all these projects aimed to prevent displacement, the right owners left their dwellings because of the problems derived from social polarization. In addition, projects could not integrate the whole. The projects aimed to provide the community participation. However, decision process was managed by private sector.

In 2000s, urban regeneration has become a hot topic in Turkey and the number of urban regeneration projects in Turkish cities increased very rapidly. The Municipality Law No. 5393, which was enacted in 2005, played an important role in increase of the number of regeneration projects. The number of urban regeneration projects declared by Ankara Metropolitan Municipality reached to twenty-four in 2006 and exceeded thirty in 2007. Currently, there are more than 45 urban regeneration projects in Ankara. Most of these regeneration projects have started to be implemented by private sector actors. For some, municipality and private sector firms made contracts to develop and implement the projects. Some projects have their own laws and code such as the North Entrance of Ankara Urban Regeneration Project (NEARP) (Uzun, 2005).

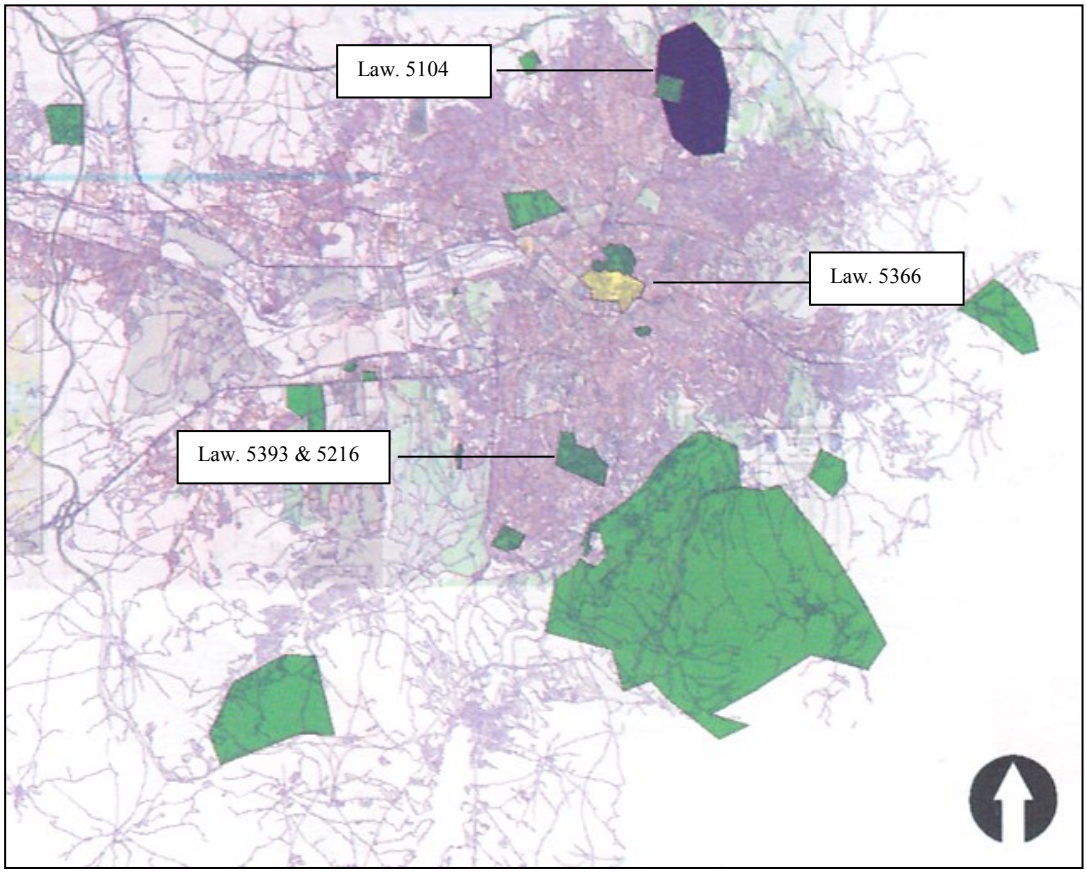


Figure 11. Urban Regeneration Project According to Law

Source: Şahin, 2006

When the number of urban regeneration project by districts of Ankara is considered, it can be seen that Çankaya is the leading district among all the districts of Ankara in terms of the number of urban regeneration projects that are being implemented. Çankaya is followed by Yenimahalle and Keçiören districts. The last biggest regeneration project in Ankara is the North Entrance of Ankara Urban Regeneration Project (NEARP) that was planned along the Airport Protocol Road. Figure 12 displays the districts of Ankara where most regeneration projects are located. Table 8 presents the list of urban regeneration projects that have been or are being implemented in Ankara.

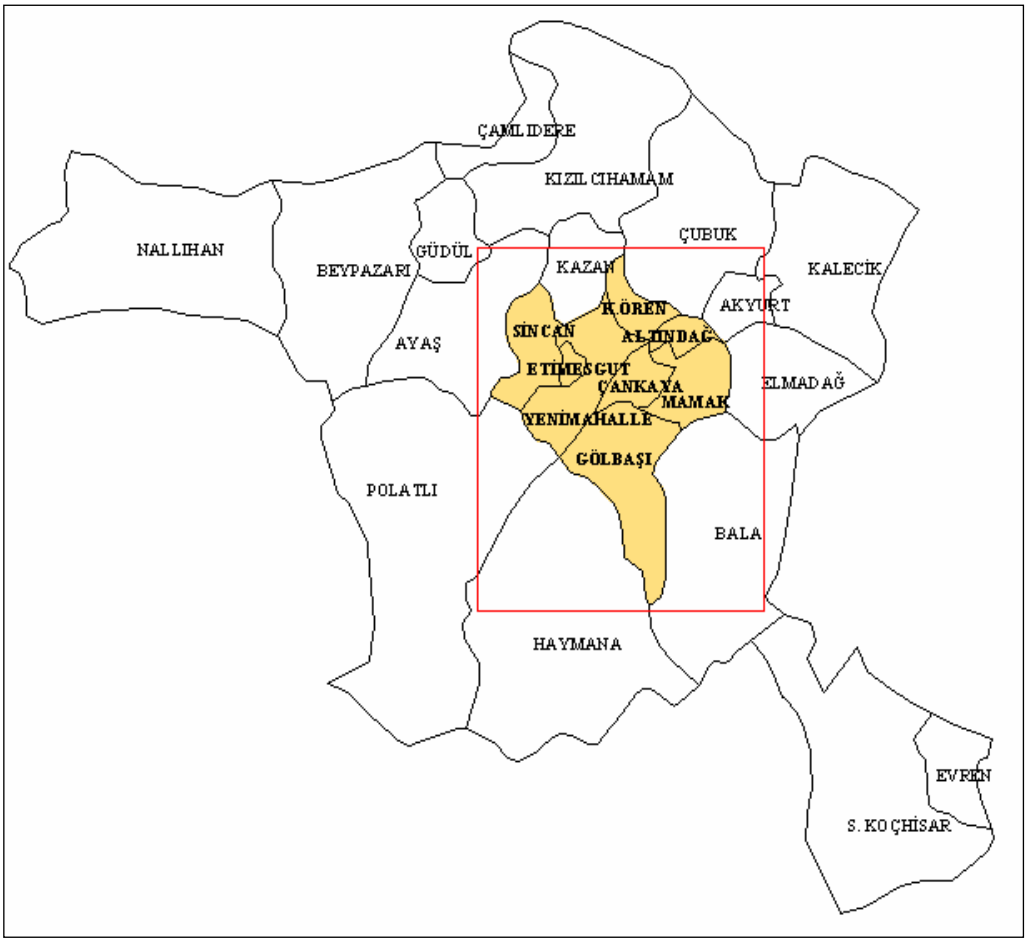


Figure 12. Districts Where Urban Regeneration Projects are Concentrated

Source: This figure was prepared by using the information in Table 8. "The Urban Regeneration Projects in Ankara Metropolitan Municipality"

Table 8.The Urban Regeneration Projects in Ankara Metropolitan Municipality

Project No	Municipality	Project Name	District	Municipality Assembly Decision
1	Keçiören	Kuzey Ankara	Şenyuva	18.02.2005/509
2	Çankaya	Çaldağ	Dikmen	13.04.2005/883
3	Mamak	HatipÇayı		14.09.2005/2409
4	Mamak Çankaya	50.Yıl		16.12.2005/3281
5	Çankaya	Lodumlu (Kamu)	Lodumlu	18.02.2005/542
6	Çankaya Mamak	İmrahorVadisi	Mühye,İmrahor	18.02.2005/536
7	Çankaya	Mühye Güneypark	Tp.820,902,903	18.02.2005/524
8	Çankaya Gölbaşı	YakubabdalKarataş Yaylabağ	YakupabdalKarataş	17.06.2005/1642
9	Çankaya	DikmenVadisi 3	Dikmen	14.01.2005/218
10	Çankaya	DikmenVadisi 4,5	Dikmen	14.01.2005/215
11	Çankaya	NasreddinHoca	9014/1	15.07.2005/1963
12	Çankaya	Güneytepe	Mühye	17.06.2005/1648
13	Altındağ Y.Mah.	MerkeziİŞ Alanı (MİA)	İskitler	15.07.2005/1964
14	Keçiören	Aliminyumcular	Ovacık	12.08.2005/2229
15	Yenimahalle K.Ören	Kasalar	Kasalar	16.09.2005/2533
16	Etimesgut	Göksu	Susuz	16.09.2005/2532
17	Mamak	Doğukent	Kusunlar	12.08.2005/2238
18	Çankaya	Şirindere	Karakusunlar	11.10.2005/2669
19	Altındağ	İsmetpaşa	Ulus	17.02.2006/484
20	Gölbaşı	İncek,TaşpınarKızılcaşar	K.şar,T.PınarİncekK	16.12.2005/3279
21	Çankaya	TOBB Lodumlu	5502/1	16.12.2005/3283
22	Yenimahalle	TOBB Söğütözü	7638,9958,2096/20	16.12.2005/3280
23	Altındağ	Atıfbey-Hıdırlıktepe	Ulus	17.02.2006/484
24	Yenimahalle	BHA-Hipodrum	Fen İşleri	16.06.2006/
25	Karaali	Beynam	Beynam	16.06.2006/
26	Çankaya	Çankaya Ahlatlıbel (AnayasaMhk.)	Yalıncak	16.06.2006/1457
27	Keçiören	Yükseltepe	Yükseltepe	12.07.2006/1613
28	Yenimahalle	Saklıkent	KaracakayaSusuz	15.08.2006/
29	Gölbaşı	MevlanaKapı	Karaoğlan	18.08.2006/2022
30	Altındağ	ŞükriyeMah.	Ulucanlar	18.08.2006/
31	Çankaya	TanyeliKavşağı	Konya Yolu	12.09.2006/
32	Çankaya	Karakusunlar (Semazen)	Karakusunlar	15.09.2006/2316
33	Gölbaşı	Güneykent	Tulumtaş	15.11.2006/
34	Ankara	TCDD Güzergahı	Sincan-Mamak	30.11.2006/
35	Çankaya	DikmenVadisi I,II	Dikmen	30.11.2006/
36	Çankaya	Çukurova	Esk.Yolu (ODTÜ)	30.11.2006/

Table 8. Continued

37	Karagedik	Bilkent		16.02.2007/
38	Yenimahalle	Temakent	Ballıkuyumcu	16.02.2007/
39	Çankaya	Çukuranbar	Balgat	16.02.2007/495
40	Yenimahalle	TilkilerÇiftliği	Macun	16.03.2007/802
41	Sincan	Fatih	Ayaşyolu	16.03.2007/799
42	Yenimahalle	İstanbul yolu	Susuz	13.04.2007/1103
43	Yenimahalle	Batıkent	Kent merkezi	15.06.2007/1621
44	Altındağ	Ulus TKM Yenileme A. (5366)	Ulus	15.07.2005/1952
45	Altındağ, KeçiörenPursaklar	Kuzey Ankara ÖPA	Karacaören, Baraj, Şenyuva	13.05.2005/1310

Source: Ankara Metropolitan Municipality, 2015

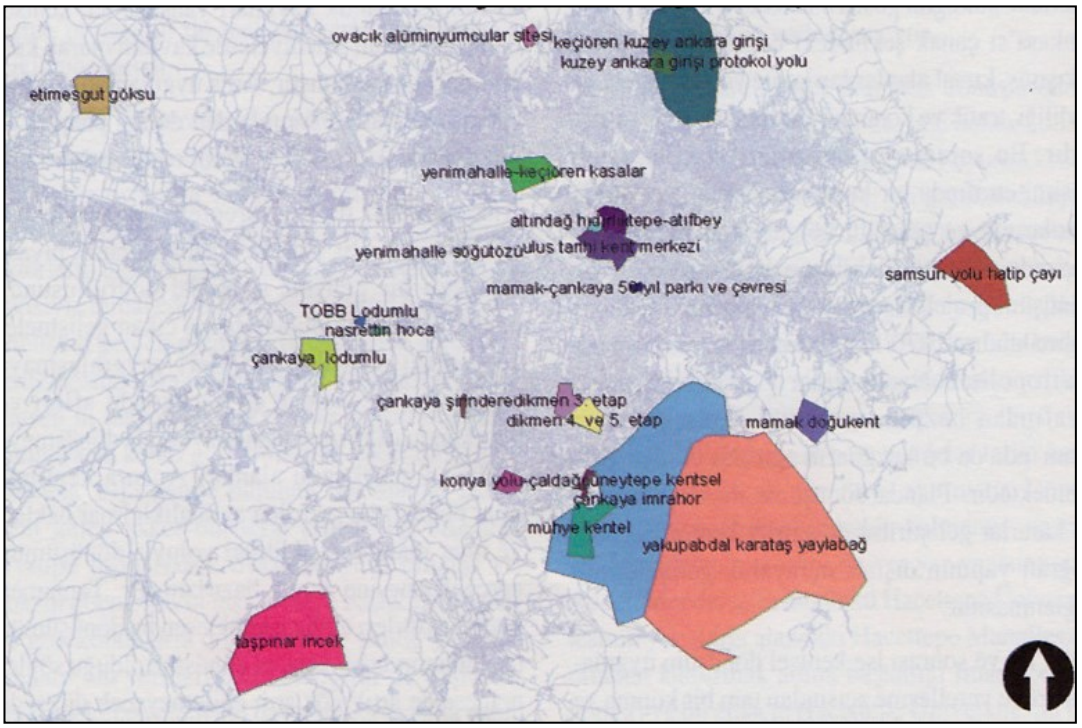


Figure 13. Urban Regeneration Projects in Ankara

Source: Şahin, 2006

4.2. The Purpose and the Contents of the Law No. 5104

The Law No: 5104 was enacted on 4 March 2004 as a special law to regulate and transform unauthorized settlements in a specific part of the Northern Ankara

(Özdemirli, 2013). Thanks to the law, Ankara Metropolitan Municipality has become the sole authority for all decision-making and implementation processes.

According to the law; the main purpose of the NEARP is to a) improve the physical structure, b) increase the quality of urban life and c) generate a healthier environment within the project area. The law regulated that regardless of their existing statuses, all the properties within the project area would be subjected to the rules and principles specified by the law and regeneration project. The implementation of the plans, which were approved before the Law No: 5014 were cancelled and implementation processes were stopped. For all projects that were initiated before the law, the rights of implementation were passed to the Ankara Metropolitan Municipality. The public properties in the project area were also given to the metropolitan municipality. Besides, private properties were taken over by the metropolitan municipality via the agreement between right owners and the municipality. Ankara Metropolitan Municipality was also provided with the right to expropriate the properties of right owners who did not agree with the municipality. According to the recent law; the illegal squatter users, who did not benefit from the previous amnesty laws numbered 2981, 6785, 3290 and 3366, had the chance of becoming right owners on the conditions to pay the house prices in ten years and to prove their squatters were constructed before 1stJanuary 2000.

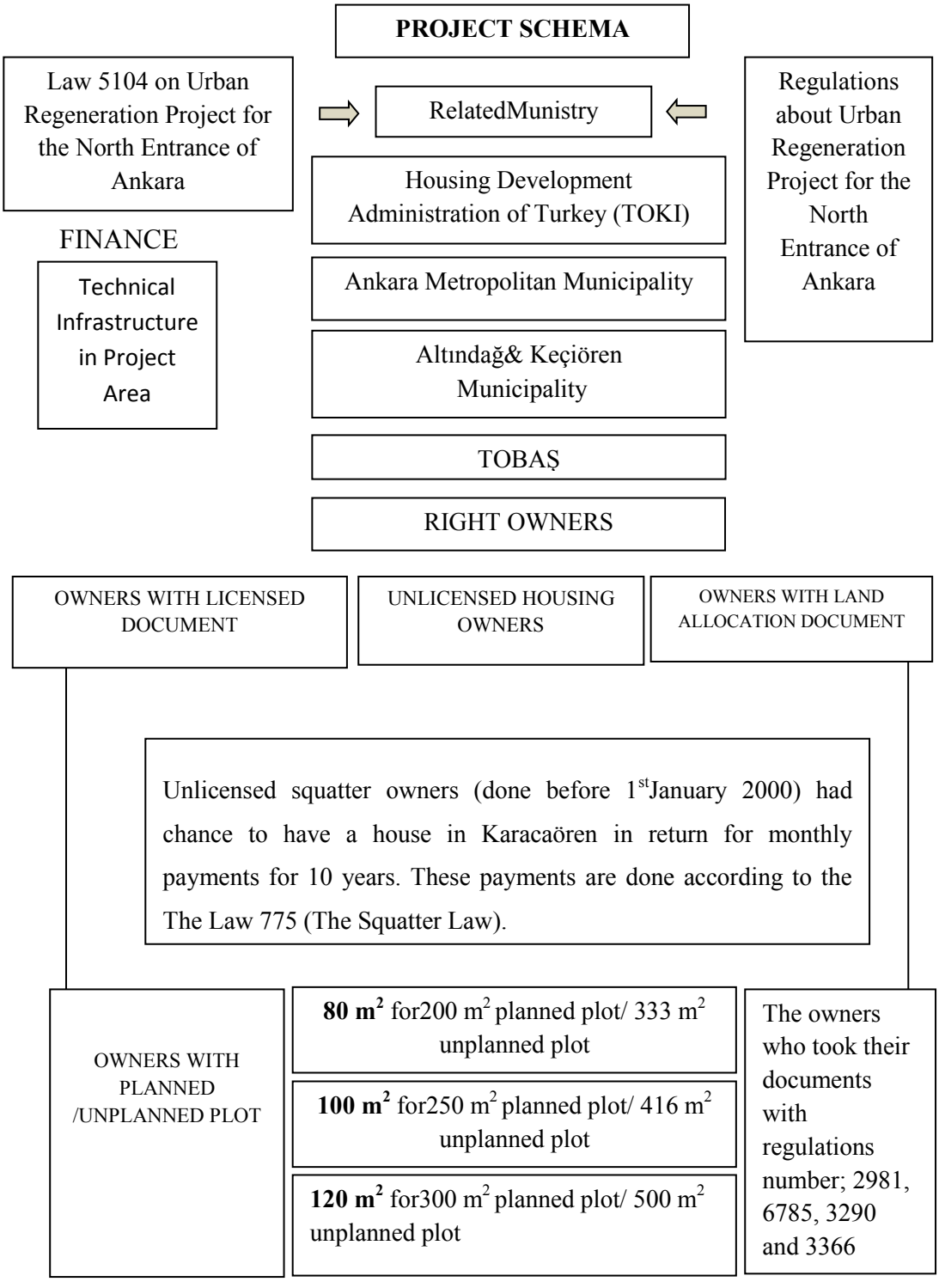
During the interviews with the officials of the Ankara Metropolitan Municipality, the fundamental purposes of the Law No: 5104 was discussed. The interviewees mentioned that the urban regeneration area was huge and several municipal authorities including Keçiören, Altındağ and Pursaklar Municipalities had the rights to prepare and implement plans in the region, which led to problems of coordination and cooperation. As the central government and the metropolitan municipality wanted to develop and implement the project very quickly, instead of coordinating several local agencies, the metropolitan municipality was made the sole authority for a fast-track implementation. For this reason, the project has been carried out quickly compared to other projects in Turkey.

The NEARP is the only project that has own special law. Until NEARP lots of urban regeneration projects was implemented successfully without any special law such as Dikmen Valley Housing and Environment Improvement Project, Portakal Çiçeği Urban Regeneration Project and Transformation of Squatter Housing Areas to Modern Housing Project. It was asked the reasons why a special law was enacted to officials of Ankara Metropolitan Municipality. There are three basic reason;

- Fragmented ownership
- Effective management of project
- Accelerate planning and implementation process

The reasons why a special law was enacted that is to provide an effective management of project accelerate the planning and implementation process and take away the problems that are based on ownership. Before the enactment of the specific law for the NEARP in 2004, several regeneration projects were being carried out by Keçiören and Altındağ Municipalities but all this plans ended with failure. Because of the low urban quality of life and visual appearance of the entrance of Ankara, the area required to be renewed. Therefore, Ankara Metropolitan Municipality was enacted the law that gathered all authorization in Ankara Metropolitan Municipality in order to prepare a comprehensive and integrated regeneration plan in these squatter housing areas. Keçiören, Altındağ and Pursaklar Municipality also do not have enough budgets for this regeneration. Ankara Metropolitan Municipality found a solution to this problem by designing financial houses.

Table 9. Schema of Project and Actors in Planning Process



Source: This table was prepared by using the information in The Law 5104.

4.3. The North Entrance of Ankara Urban Regeneration Project (NEARP)

In Turkey, urban regeneration projects have gained importance since 1990 with the changing dynamics of urbanization. Urban regeneration projects changed not only physical spaces but also the social structure within cities. The NEARP is an important project with its special law and implementation process. The project contains three phases but only the first phase, which is defined as "the first major project area", has been implemented. The planning studies of the first major phase were started in 2005 and the implementation of the first phase has just been completed. Planning studies continue for the second and third phases of the project. However, the construction of the latter phases has not been started yet. Given this situation with regard to the project, this research focuses only on the "first major project phase" of the NEARP.

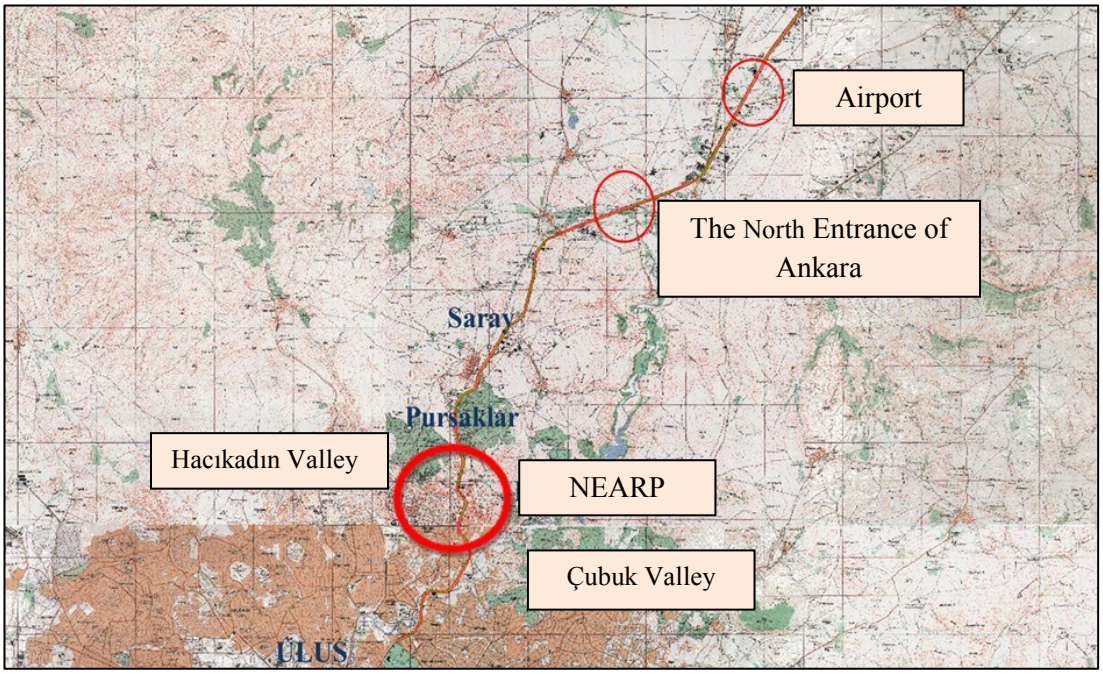


Figure 14. Location of the North Entrance of Ankara Urban Regeneration Project

Source: Yüksel, 2007

The information used to make the analysis in this research have been obtained by various sources. First of all, I have examined the related works in the literature and also the related legal and policy documents. Second, interviews were conducted with officials of Ankara Metropolitan Municipality, TOBAŞ (Housing Development Administration, Ankara Metropolitan Municipality Construction, Real Estate, Architecture and Project Company) and Site Management Office as well as with some real estate agents in the region. Third, a questionnaire survey has been carried out with people living in the already completed first phase of the NEARP. I have talked to 40 people and filled out the questionnaire forms that contain forty four questions under eight sections. The survey questions were prepared in line with the sustainability indicators that would be used to analyze the sustainability performance of the NEARP. The questionnaires aimed to assess the sustainability performance of the project and evaluate the attitudes of the users towards sustainability aspects. During the field work, I have made observations in the project site and taken photographs. Last but not the least, calculations of the land use elements in the project area was made by using the master plan of the NEARP.

4.3.1. Historical Background of the NEARP

The NEARP is located within the peripheral highway (ring road) of Ankara and on the west and east of the Airport Protocol Road. The project area is within the border of Altındağ and Keçiören District Municipalities. The project area covers approximately 1586 hectares area, borders of which were determined by the Law No. 5104, namely the "Law of Urban Transformation Project for the North Entrance of Ankara".

The illegal housing started to develop around Altındağ settlement in the 1970s, yet squatters have become widespread in the 1980s. During this process, illegal housing stock has reached to 9000 units. The northern parts of Ankara have started to be occupied by squatters from the 1960s. Squatter development started from the oldest region named "Yeşilöz Neighborhood". In the 1970s, squatters splashed to Yeşitepe and Güzeltepe Neighborhoods. Over time, squatter settlements were provided with

infrastructure facilities, such as fresh water, electricity and sewage system. Before the NEARP started, the project area was occupied by totally 10,500 squatters (Yüksel, 2007).

Following the opening of the Esenboğa Airport during the 1950s, the importance of northern parts of Ankara has become more obvious due to the nearby urban development. From the Esenboğa Airport to Çankaya, which is the central part of Ankara City, following urban quarters and neighbourhoods are located: Pursaklar, Hasköy, Dışkapı, Ulus and Kızılay. In the 1970s, squatters started to appear around the airport and along the Airport Protocol Road. Thus, the spatial quality and the quality of life around the airport started to decline and unhealthy urban environments emerged. This process of urban decline in the region has continued until the early 2000s, and thereby constituted the fundamental reason for the urban regeneration projects including the NEARP that have been developed in this area (Yüksel, 2007).

Before the enactment of the specific law for the NEARP in 2004, several regeneration projects were being carried out by Keçiören and Altındağ Municipalities. However, these regeneration projects mostly remained inconclusive.

Table 10. The Interventions into the Project Area Before 2000

1983	Keçiören Municipality prepared a squatter improvement plan on 1/1000 scale for Şenyuva and Güzelyurt neighbourhoods
1990	A project competition was held for improvement of the north enterance of Ankara under the name of "The North Enterance of Ankara and Protocol Road Housing and Environment Project"
1991	Although the competition was completed and approved, the master plans that were prepared based on the competition had to be cancelled. The North Entrance of Ankara and Protocol Road Housing and Environmental Project required removing all existing planning decisions and ownership. Because of the fragmented ownership, this project could not be implemented and the Ankara Metropolitan Municipality cancelled that project. Instead, another competition named "Altındağ-Hasköy Urban Design Competition" was announced.
1996	The planning and development of the region went on with squatter improvement plans, which increased development rights and building densities in the region by allowing building four storey buildings over squatter lands. When these improvement plans were examined, it becomes clear that Hacıkadın River and its surroundings were risky for urban development

Source: Yüksel, 2007

Table 11. The Interventions into the Project Area After 2000

2004	Law No: 5104 was enacted with a particular purpose of developing and implementing an urban regeneration project over the squatter settlements along the Protocol Highway.
2004	The South of Demirciler Site, the North of the Ankara peripheral highway Karacaören Special Project Area master plans were approved.
2005	Pursaklar-Karacaören Master Plan was approved by Ankara Metropolitan Municipality. The North Entrance of Ankara Urban Regeneration Project was initiated and the Master Plan of the First Major Phase was prepared along with preparation of the agreement with right owners and specification of the rules of implementation.

Source: Yüksel, 2007

The NEARP is being carried out by the Ankara Metropolitan Municipality in collaboration with TOBAŞ (Housing Development Administration – Ankara Metropolitan Municipality Construction, Real Estate, Architecture and Project Company) and the Housing Development Administration of Turkey (hereafter TOKI) on a large area. It is the only project in Turkey, which has a specific law that regulates the process of development and implementation. The project is being carried out according to the rules and principles determined by the Law No: 5104, titled "Law on Urban Transformation Project for the North Entrance of Ankara" and enacted on 4 March 2004.

The initial attempts were focused on identification of the right holders among squatter residents in the project area based on the principles specified in Law No: 5104. Among the first attempts was the establishment of TOBAŞ as a joint enterprise of Ankara Metropolitan Municipality and TOKI. In 2005, the project was started to be cleared via demolishing of squatters. During the initial preparation process of the project, totally 5029 squatters were demolished. Ankara Metropolitan Municipality has made agreement with 6030 squatter owners, exclusive of the people who did not have any certification or title deed (Aluç, 2014). Figure 15 shows the interventions into the Project Area.

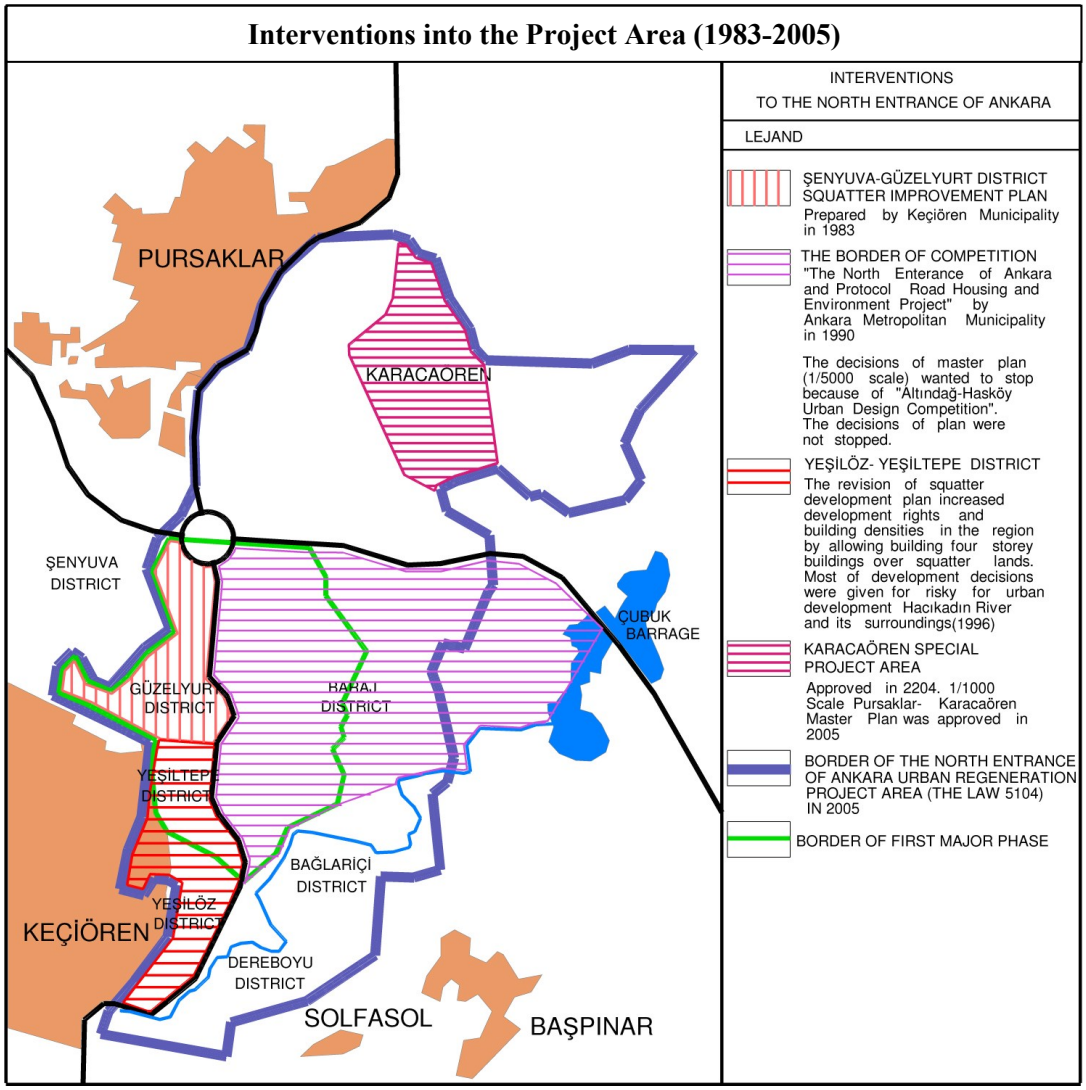


Figure 15. The Interventions into the Project Area

Source: This figure was prepared by using the information in Yüksel, 2007

The Law No: 5104 gave the opportunity to Ankara Metropolitan Municipality to be the only actor of the processes of decision-making, planning and implementation. The main purpose of the project can be described as the beautification of the city entrance and improvement of the city image. The other objectives that are described in the Law No: 5104 are increasing the quality of urban life and formation of healthier living environment (Interviews with Ankara Metropolitan Municipality, 2015). Figure 16 shows the real views of the project area since the start of the project.

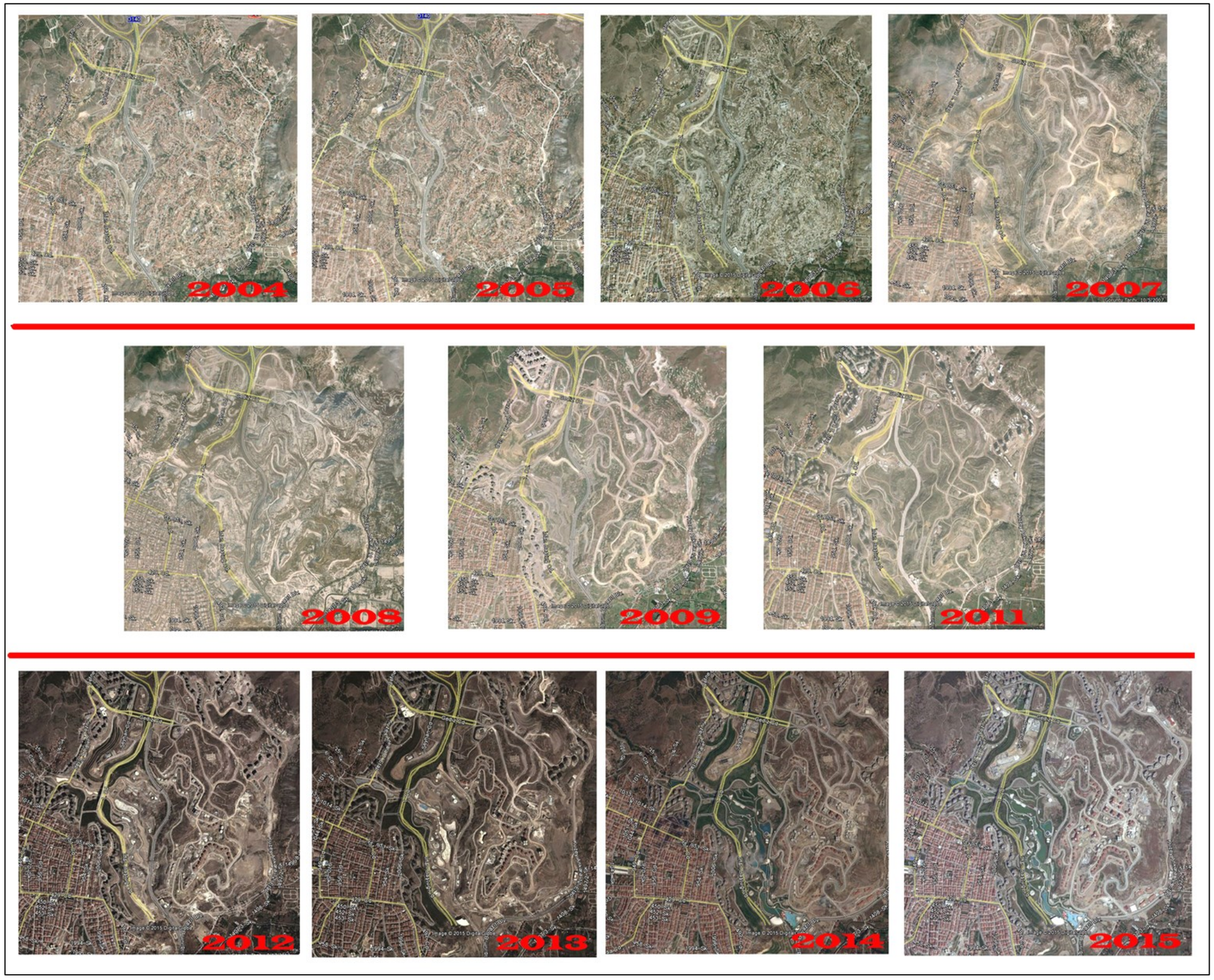


Figure 16. The Change of the Land Use in the Project Area (2004-2015)

Source: Google Earth Satellite Photo, 2015

4.3.2. Features of the NEARP

The project consists of three phases. The project area of thee three phases is 1.583 hectares. The first phase is defined as the major phase, which is the case study of this research. The first major phase of the project was located along the Protocol (Airport) Road. It is about 360 hectares and the planned population capacity is 70,000 people. In this phase 18,000 houses were planned to be built. The second phase, which is in the south of the project area along the Çubuk River Basin area, is about 510 hectares. The planned population of this area is 100,000 people and 25,000 houses were planned to build. At present, there are 3,900 squatters in the second phase. The third phase of the project is in the north of the first major phase and covers an area of about 650 hectares. In this part, 12,500 houses will be built to accommodate 50,000 people (Aluç, 2014) (See Table 12).

Table 12. Features of the Project Phases

Phase	Squatter Number	Planning Area (ha)	Planning Population	Housing
1.First Major Project	5,807	360	70,000	18,000
2.Çubuk River Basin	3,900	510	100,000	25,000
3.Karacaören	-	650	50,000	12,500
Total	9,707	1,520,000	220,000	55,500

Source: Aluç, 2014

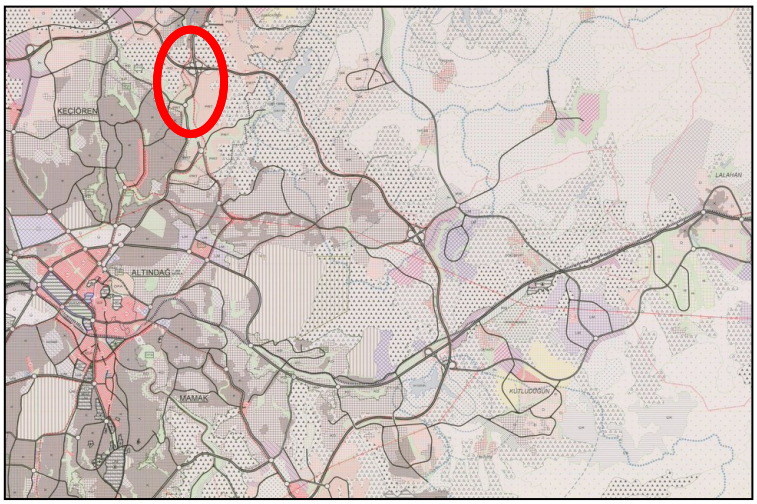


Figure 17. Location of the NEARP Area in the 2023 Ankara Master Plan

Source: Ankara Metropolitan Municipality-2023 Ankara Master Plan, 2013

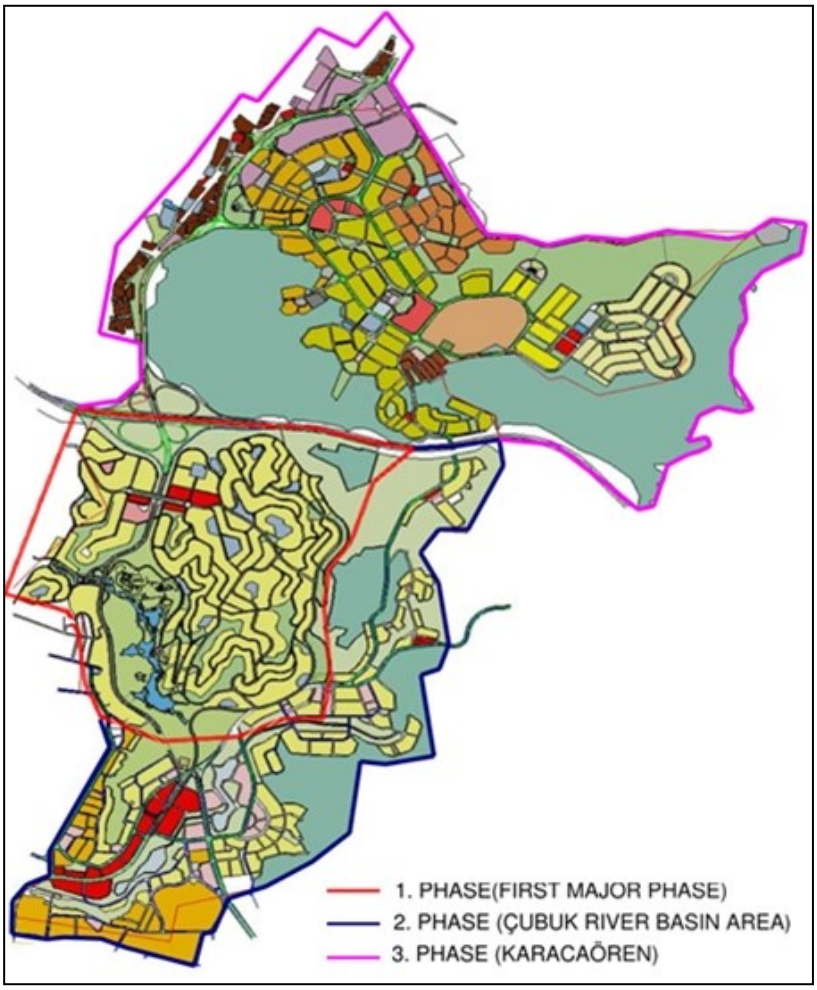


Figure 18. The NEARP Master Plan and Implementation Phases

Source: Ankara Metropolitan Municipality-NEARP Master Plan, 2011

4.3.3. The First Major Phase of the NEARP

The borders of the project area were determined by the decision of Ankara Metropolitan Municipality Council on 14 January 2005. In the council meeting, responsibilities of the metropolitan municipality about implementation and the methods and principles of agreements with land owners in order to achieve the goals of the project were also discussed. The first major phase of the project located alongside the Protocol (Airport) Road, which is an important route for connecting the Northern parts of Ankara and the airport to the city center (Interviews with Ankara Metropolitan Municipality, 2015).

The master plan, urban design projects, and architectural drawings of the NEARP were completed by the end of 2005. The first phase included housing for right owners as well as commercial housing units, leisure activities and green areas. A special recreation area was planned over an area of about 470.000 m² with a lake in the middle which is about 180.000 m² (see Figure 19). The special recreation area was also planned to a have other commercial and cultural venues including a congress and convention center for 5000 visitors, two amphitheaters, an exhibition center, a marriage hall, two five star hotels, primary and high schools, sport centers, cafes and restaurants and a municipal guest house. The first phase aimed to showcase contemporary urbanization and create a positive image to people who would enter Ankara from the north (Interviews with Ankara Metropolitan Municipality, 2015).

A	Hotel and Accommodation	G	Cafes
B	Municipality Guests House	H	Municipality Service Area
C	Shopping Center	I	Convention Center
D	Social Center	J	Wedding Center
E	Sport Area	K	Consultations promotion
F	Restaurants	L	Amphitheatre

Figure 19. Facilities within the Recreation Area of the NEARP

Source: Öz, 2009

Figure 20. Urban Design Project of the Recreational Area

Source: Aluç, 2014

Figure 21. The Master Plan of the NEARP

Source: Ankara Metropolitan Municipality-NEARP Master Plan, 2011

It should be noted that the recreational area is far from residences as shown in the following picture and according to our observations during the field work; the area is not being used effectively by the residents of the project due to accessibility and security problems. I have seen that in the recreation area there are many security guards and the area is highly illuminate for security concerns.

Figure 22. Recreational Area in Ankara North Urban Regeneration Project

Source: TOBAŞ, 2015

The first phase of the project consisted of 2.204.500 m² private property and 1.395.500 m² public property according to the information provided by Ankara Metropolitan Municipality. Table 4 presents the distribution of public and private properties in the first phase before and after the implementation. The first major project area was 360 hectares before the project and it seems to be reduced to 256 hectares after the project. The difference is due to exclusion of registration area and roads in the third coloumn of the following table.

Table 13. The Public and Private Property in the First Phase

	Preparation Process	After the Project
Public Property	1.395.500 m²	2.472.140 m²
Private Property	2.204.500 m²	88.700 m²
Total	**3.600.000 m²**	**2.560.840 m²**

Source: Aluç, 2014

In the first major phase of the project 18,000 dwellings were planned to be built and 8,152 dwellings out of those were built for right holders among squatter residents. The remaining dwellings were built for commercial purposes. The planned population of the first phase is 70,000 people. In this area approximately 5.807 squatters were demolished (Aluç, 2014).

Figure 23. The NEARP Implementation Photos

Source: TOBAŞ, 2015

The squatter owners, who could provide the proof of their ownership on a date earlier 1st of January 2000, had the right to have one of the 2400 TOKI dwellings constructed in Karacaören region, which is the northern part of the first major phase (Figure 24). The residence of right owners in Karacaören were constructed in 2006 and 2007.The dwellings were allocated to the right holders by drawing lots. The squatter owners who could not prove their ownership before 2000 were given a chance to buy a residence in Karacaören TOKI area in return for ten years payments (Yüksel, 2007).

Figure 24. Karacaören Residence Areas

Source: TOBAŞ, 2015

Figure 25. Location of Karacaören TOKI Residence

Source: Google Earth, 2015

Legal land occupiers had a residence in the same phase. They were given apartments with the size of 80, 100 or 120 m² depending on their existing plot sizes.

Table 14. The Analysis of Right Owner Houses

Dwelling Size (m²)	Number of Dwellings	Plot Size to Acquire the Right
80	3.792	200 m^2 planned plot/ 333 m^2 unplanned plot
100	2.079	250 m^2 planned plot/ 416 m^2 unplanned plot
120	2.186	300 m^2 planned plot/ 500 m^2 unplanned plot
Total	**8.057**	

Source: Aluç, 2014

The houses, which were built for right holders, were separated from others by valleys of the region, located in southern and North West parts of the first phase. On the other hand, commercial dwellings were located in the northeast part of the first phase region. The municipal officials mentioned that multi-storey buildings were preferred to achieve vertical development because of the topography of the region (Interviews with Ankara Metropolitan Municipality, 2015).

Figure 26. The NEARP Right Owner Dwellings

Source: Photo Taken by Author, 2015

Eight different housing types were planned. The houses built for right holders were in 3 different types, particularly 80 m², 100 m² and 120 m² size. The officials of the municipality mentioned that these residents were planned by considering the aesthetic quality, material quality of the construction and adaptation of the buildings to the environment. In addition, high-tech residences were also planned in these districts to cater to different user profiles (Interviews with Ankara Metropolitan Municipality, 2015).

Figure 27. The Model of the NEARP

Source: Photo was taken from a scale model in TOBAŞ by Author, 2015

The first major project area consists of 18 housing regions (see Figure 28). Eleven of the 18 housing regions are within the jurisdiction of Keçiören Municipality and the rest are within Altındağ Municipality. There is a spatial distinction between commercial houses and the right holder houses. The right holder houses are mostly located along the left side of the Protocol Road, whereas the commercial houses are along the right side of the road, on the slopes which face the recreational central park. Commercial houses seem to be located in more suitable areas when the topography of the region is considered. The topography of the region has functioned as a limiting factor for design of the project site and the buildings. High rise

buildings were decided to be the appropriate building type and solution. The maximum height was limited as ten floors in commercial blocks in order not to prevent the sightseeing of the neighboring blocks. The hills on both sides of the central lake are used for non-residential functions, such as hotels, convention center, wedding hall, amphitheater, fitness center, etc.

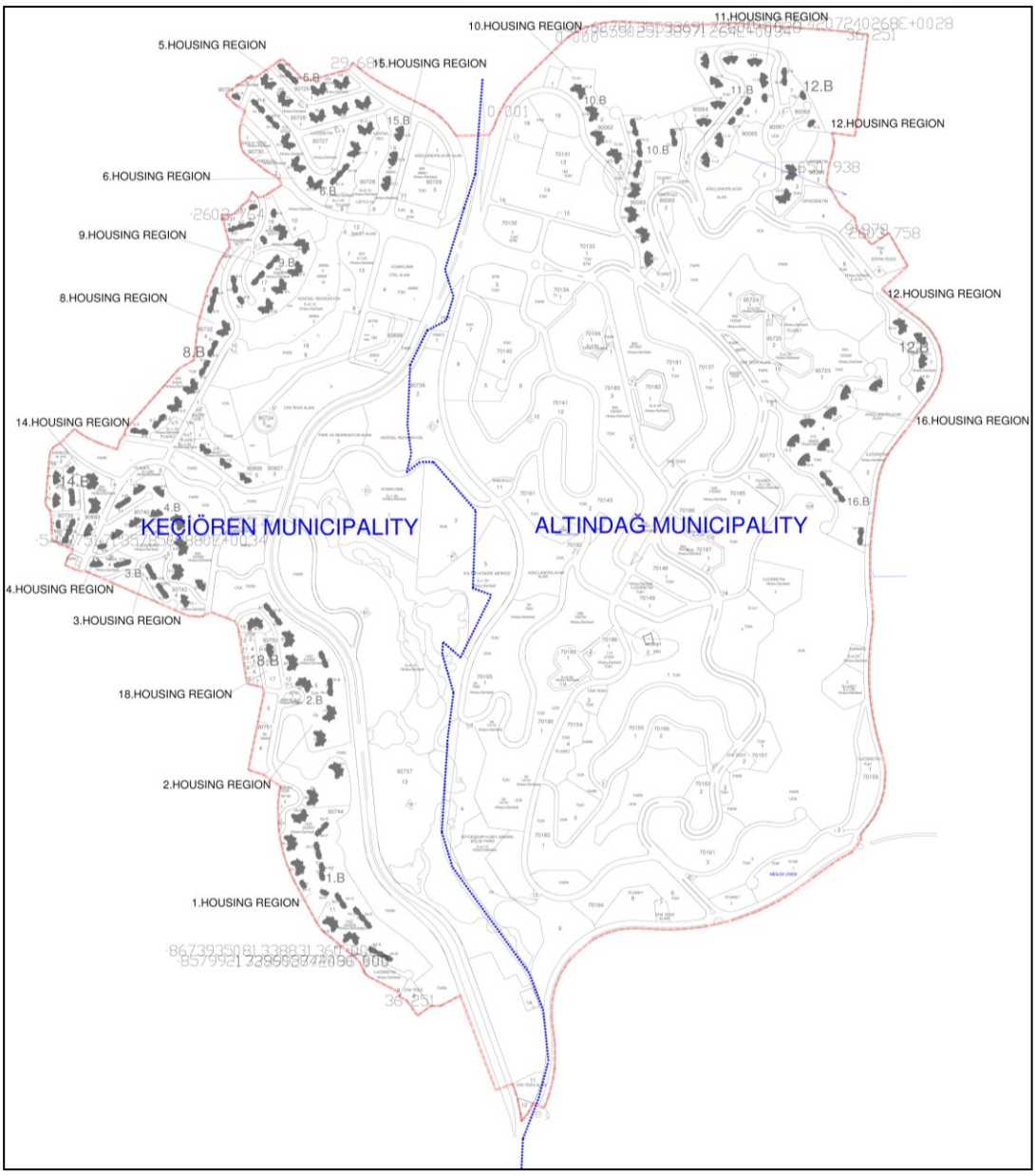


Figure 28. Housing Regions of the Project and Municipality Border

Source: This figure was prepared by using NEARP Master Plan, 2015

Table 15. Land Use Distribution of the First Major Project Area

USAGE DECISION	NUMBER	AREA (Ha)	(%)
PRESCHOOL	4	0.90	0.25
PRİMARY SCHOOL	8	6.91	1.92
HIGH SCHOOL	3	4.84	1.34
HOTEL	2	6.54	1.82
COMMERCIAL	26	17.71	4.92
FOREST	4	8.76	2.43
RELIGIOUS FACILITIES	14	9.86	2.74
CULTURAL FACILITIES	1	3.60	1.00
CENTRAL PARK	1	38.00	10.56
LAKE	9	9.08	2.52
PARK	33	69.14	19.21
RECREATION	3	11.32	3.14
HEALTH AREA	2	1.41	0.39
RIGHT OWNER HOUSING	-	71.87	19.96
FINANCIAL HOUSING	-	75.85	21.07
TECHNICAL INFRASTRUCTURE	-	24.21	6.73
TOTAL	**110**	**360.00**	**100**

Source: North Entrance Urban Regeneration Master Plan, the land use sizes were calculated by the author by using the NetCAD version of the master plan.

After the implementation of the project is completed, it is estimated that the population will increase to 70.000 people because of the increase in number of dwellings in the area from 6000 units to 18000 units. This would correspond to an increase in project density (Interviews with Ankara Metropolitan Municipality, 2015).

Figure 29. The NEARP- Commercial Houses

Source: Öz, 2009

There are already observed problems in the project area which may be deepened after the project is completed. Our interviews have confirmed the inadequacy of the transportation infrastructure in the region. When we look at the capacity of roads; we see that the road network is inadequate. Another problem is the car parking. The planned parking areas are not enough for all users. This could be a positive aspect when sustainability is considered. Yet, the public transport infrastructure and service are also insufficient. In the project area, there is only one bus route, number 492 and it passes once in every 45 minutes (Figure 30). Its route continues from Bakanlıklar to the project site. There is also a Dolmuş route but it only goes from Karacaören to Sıhhıye. Therefore, the connection of the project site to city center via public transport is very weak. In addition, pedestrian pathways in the project area are not suitable as per the standards. Topography makes it harder for pedestrians to move in the region. This situation has been verified by our questionnaire survey.

Figure 30. The North Ankara Urban Regeneration Projects Bus Route (492)

Source: This figure was prepared by using Ankara Metropolitan Municipality Public Transportation Map, 2015

4.4. Evaluation of Sustainability Performance of the North Entrance of Ankara Urban Regeneration Project

4.4.1. Methods of Data Collection and Analysis

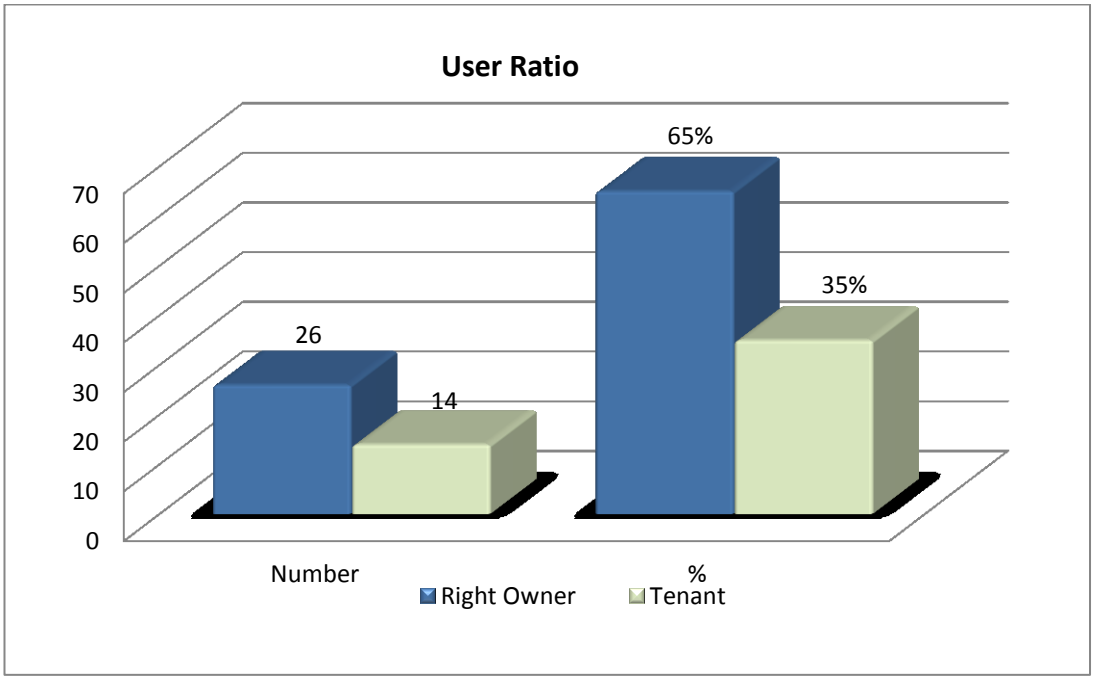
The sustainability performance of the NEARP has been evaluated through an indicator based approach. Use of indicators is regarded the most common and appropriate methodology to evaluate the performance of a project toward a set of goals (Balaban, 2013). Indicators are very useful for simplifying the information about real world situations in a way that helps us understand various problems, including the environmental ones. However, as Balaban (2013) mentions "there is no consensus in literature on which indicators or indicator frameworks to use, and no common set of sustainability indicators that can be used in any city or urban-based practice exists." In this research, I aimed to assess the sustainability performance of the NEARP by using the framework developed and applied by Couch and Dennemann (2000). The authors have developed an inspiring set of sustainability indicators to assess the level coordination between urban regeneration projects and sustainability goals. The reasons why Couch and Dennemann's framework was selected that the framework was comprehensive and the indicators did not require collection of quantitative data. The authors applied to this framework to a case-study in Liverpool (Britain) based on the information gathered from interviews with actors in regeneration area and their own analysis (Couch and Dennemann, 2000). However, Couch and Dennemann's framework was tailored into our local context as the framework was not universal. Therefore, the framework was revised according to applicability in regeneration projects in Turkish cities as well as data availability.

In the revised version of the indicator framework, there are twenty indicators relating to social, economic and environmental issues. The indicator-based evaluation of the NEARP is based on the information gathered through interviews with key actors of the project and a questionnaire survey with residents in the project site. Interviews were conducted with officials of Ankara Metropolitan Municipality, TOBAŞ, Project

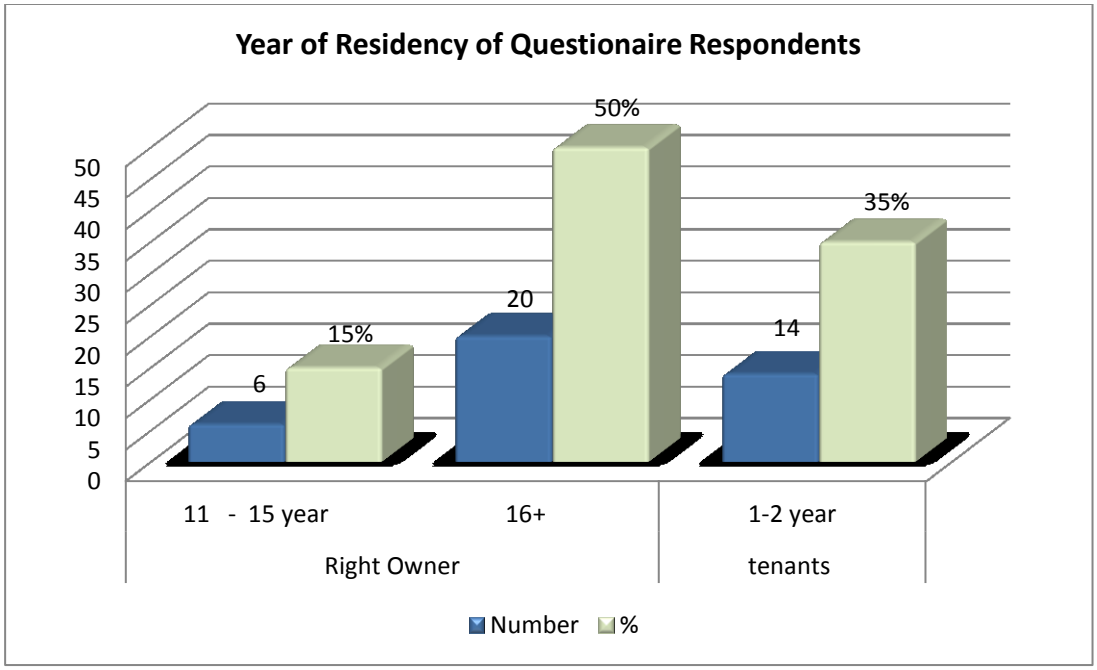
Site Management and some real estate agents in the region. The interviews were conducted during the week commencing 2 November 2015.

During the week from 2 to 6 November 2015, questionnaire surveys were conducted with 40 people living in the NEARP area. Among the 40 respondents, 26 of them are right holders, who were living in squatters in the project area before the NEARP started (See Graph 1). Twenty of the total 26 right holders questioned have mentioned that they had been living in this region for more than 30 years. The remaining 6 right holders said they had been living in the region for about 11 to 15 years (See Graph 2). Among the 40 respondents, 14 of them are tenants and they moved to the region after the project started. The tenants mentioned that they had moved to the region approximately 2 years ago. In this region hire purchase is about 450- 500 liras and buying purchase is about 100,000 to 120,000 liras. Most of the residents in the project area either work in private sector or retired old-age pensioners.

Graph 1.Status of Questionnaire Respondents



Graph 2. Year of Residency of Questionnaire Respondents



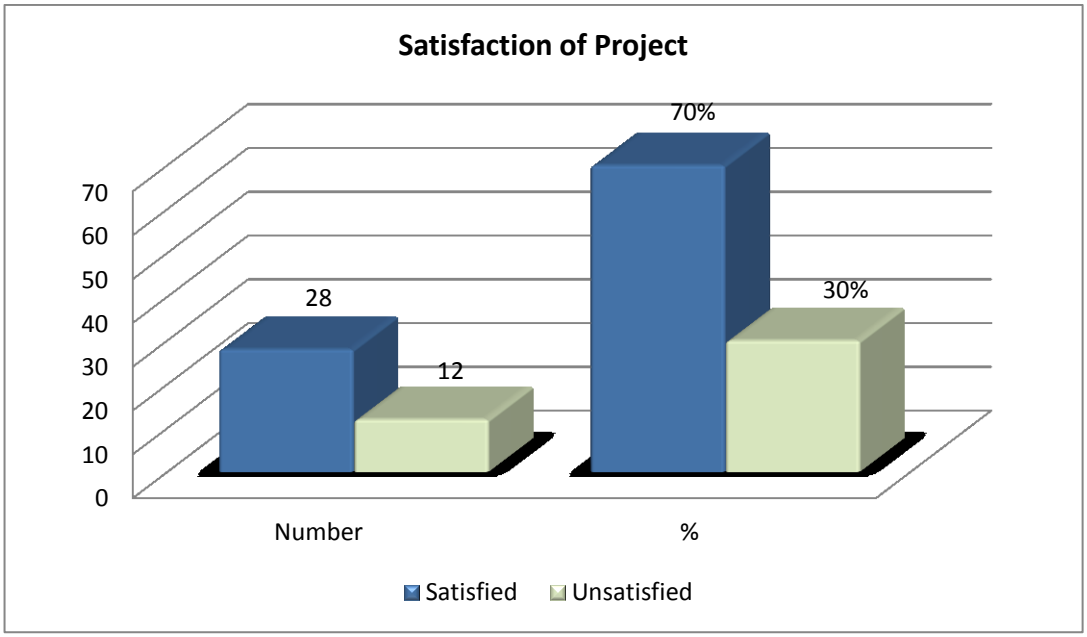
Along with the interviews and questionnaires, author's own observations in the project area and the published documents (official, academic, etc.) on the NEARP constituted the other major data sources.

The sources of information that were used to define (or value) each indicator is shown on the checklist. Although author's observations have been important for all indicators, some of the indicators were valued or defined based only on either questionnaires or interviews. For some indicators, both questionnaires and interviews provided the required information for valuing. On the checklist, the evaluation results are shown on two scales on each indicator, which are "positive impact" and "no significant contribution". For instance, if the project is found to show some merits with regard to a sustainability aspect defined by a certain indicator, then that particular indicator is valued or defined by the scale "positive impact". On the other hand, if there are no remarkable achievements in the project regarding an aspect of sustainability, then the indicator that relates to that sustainability aspect is marked by "no significant contribution" scale. After all indicators are valued on the two scales, the overall performance of the project with regard to sustainability becomes evident.

4.4.2. General Attitudes of the Residents on the Regeneration Project

During the field work, people were asked that it was questioned whether or not they are satisfied in general with the regeneration project. As shown on Graph 3, 70% (28 people) of the respondents confirmed their general satisfaction with the project. Whereas, 30% of the people that were talked to was not happy with the situation that they were living in. The positive and negative sides of the project that influence their overall attitude were also asked people.

Graph 3. Residents' Satisfaction with the Regeneration Project



The respondents mention that new residences are healthier than squatters, which had serious heating problems. The central heating system of the new residences is found to be more effective and cheaper. Users who are satisfied with the project also noted that monthly rent levels in the project area are reasonable when compared to surrounding regions. It seems possible to rent a dwelling in NEARP area for about 450-550 TL per month. People whom declared satisfaction also mentioned that education facilities are closely located to houses and there are parks around their houses where children could go to play. According to the respondents, one of the merits of the project is air quality improvement. They mentioned that air quality in

the project area is cleaner than before. Besides, open spaces are also valued by the users. Our respondents noted that before there was an unhealthy stream along the road, which was rehabilitated after the project. The areas that were not suitable for settlement were used for green areas.

It seems that there is an achievement of the project in terms of work-home relationship. Some the users moved to the project site after the first phase was completed due to the proximity of the region to work places. Residents, who work close by the region, mostly work in airport, Siteler industrial site and Çubuk. They live in the project site because of reduced transport costs.

On the other hand, people whom it was questioned also mentioned various issues that reduce the quality of life in the project area. Public transportation is regarded as insufficient; there is only one bus service in every 45 minutes. The topography is not suitable for pedestrian circulation. The distance between two bus stops can be seen close but because of the topography it is hard to reach bus stops. The only means of transportation to Kızılay is the bus service. Minibuses serve only until Ulus and Sıhhıye. Users say that if they miss the bus they have to wait for 45 minutes for the next bus. Furthermore, there are no machines in the area to top up the smart public transport tickets (or cards). Therefore, users have to ask their friends who go to city center to top up their public transport cards.

Security is seen as a big problem. People mention that most of the green areas cannot be used in the evenings due to security problems. House theft is increasing in the regions. One of the right holders I talked to compared the before and after situation in the project area as follows:

> "When we were living in squatters, everyone knew each other very well. There was no theft problem and our doors were always open. Now I don't know who live in next door or upper floor. We hear about house thief incidents every day. We soon will need to hang an iron door."

Some people complain about the quality of the houses, they say, although houses are new, they are not good condition; paints, kitchen cabinets, doors, elevators of buildings have already started to be broken or ripped.

Unlike some of the respondents, who confirmed that rent levels are reasonable in the region, some other people argue that rents are high and this leads to slow occupation of the dwellings built. They mention that there are many vacant dwellings due to high rents, which in turn decrease the economic vitality in the area. Many shop owners had to close their businesses because of not having enough customers.

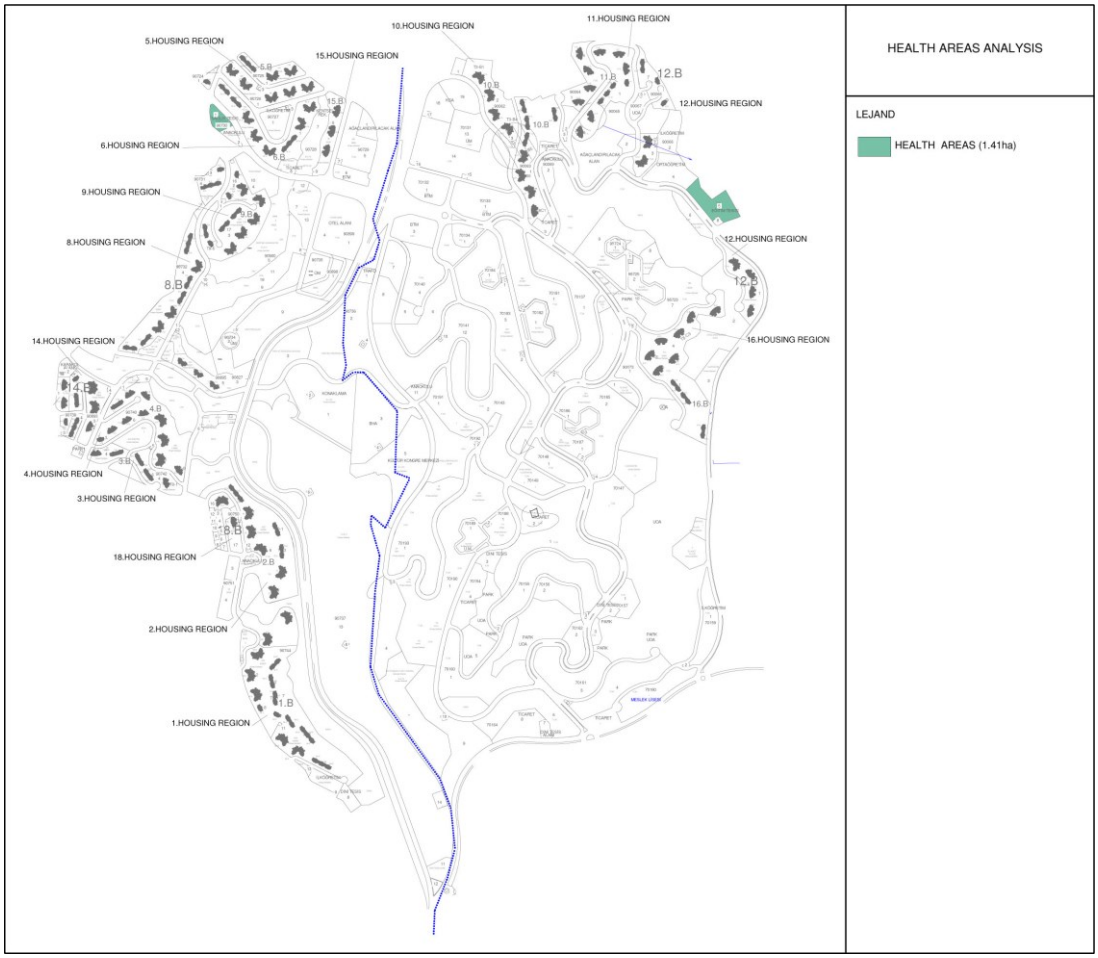


Figure 31. The Health Units in Master Plan of the NEARP

Source: This figure was prepared by using NEARP Master Plan, 2015

Users also complain about the deficiencies of some social and commercial facilities. Among them are the health care units. At present, there is no health care unit or

medical center in the area. According to the plan, when the project is completed, there will be two medical centers in the project area (Figure 31). Even these two centers may not be sufficient for the planned population of the region. Furthermore, banking services are missing in the area. There are no banks or cash machines, thus residents of the project area have to go to city center for banking operations.

One of the biggest problems mentioned by the residents in the area is car parking. Parking lots are placed along the main roads and they are not sufficient when the population is considered (Figure 32). There are only 20-30 parking spaces for about ninety dwellings. The limitation on car parking can be a positive aspect as it may enable residents to use public transportation. However, public transportation network and service are not well-organized in the project area. Likewise, car parking areas are located far from buildings because of the topographic situation. However, people prefer to park in front of their buildings because of accessibility problems caused by topography. The topography and associated accessibility problems were attempted to be solved by means of cul-de-sacs (Figure 33). There are some parking areas along the cul-de-sacs but they appear to be insufficient. When parking problem and cul-de-sacs come together, new problems emerge. Cul-de-sacs make it harder to collect solid wastes and also make it very difficult to reach some residences in emergency times (fire, health problems, etc.). The topography situation and cul-de-sac-based design make life harder for resident population especially for disabled and old-aged people (Figure 34).

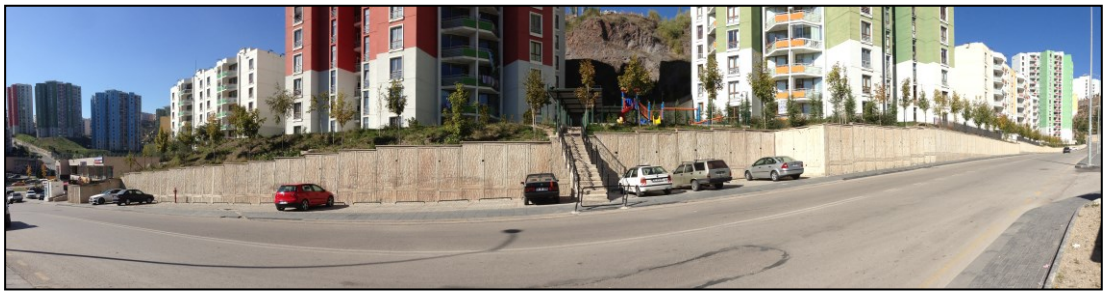


Figure 32. An Example of a Car Parking Lot along a Road

Source: Photo Taken by Author, 2015

Figure 33. An Example of a Car Parking Lot along a Cul-de-sac

Source: Photo Taken by Author, 2015

Figure 34. A Typical Pedestrian Pathway in the Area

Source: Photo Taken by Author, 2015

Solid waste collection is another issue mentioned by people was interviewed. People usually confirm that municipality is working regularly to collect wastes. However, there are not enough and frequently located trash containers in the area. Instead, plastic bags hanged on the walls are in common place (Figure 35). Residents agree that the use of plastic bags is not a good solution and it results in sanitation and aesthetic problems (Figure 36).

Figure 35. Waste Collecting System in the Area

Source: Photo Taken by Author, 2015

Figure 36. An Example of the Unhealthy Waste Collecting System in the Area

Source: Koç, 2015

Based on their satisfaction or dissatisfaction, it was asked people whether or not they would want to turn their squatters, if possible. Only 10 people (25%) said that they would want to turn back to squatters mainly because of social life concerns not the physical or spatial ones (Graph 4).

Graph 4: Users Choice of Living Environment

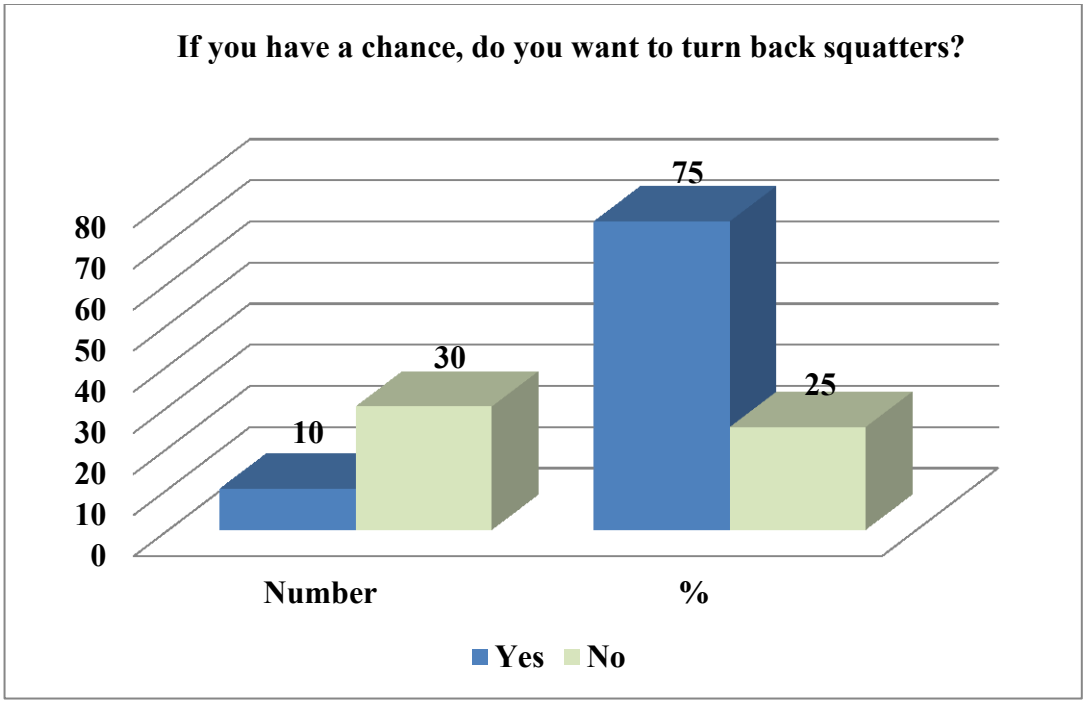


Figure 37. The Lightening of the NEARP

Source: TOBAŞ, 2015

4.4.3. The Indicator-Based Sustainability Assessment

4.4.3.1. Community Participation

One important aspect of sustainability is social concerns including equity, justice and participation. The application of sustainability concept to urban regeneration has raised the attention on participatory practices in decision-making and implementation in urban regeneration projects. The indicators under this heading aim to understand whether or not participatory mechanisms have been followed through the NEARP.

It was interviewed three officials of Ankara Metropolitan Municipality and TOBAŞ about the NEARP and asked them questions regarding public participation in planning and implementation processes. The interviewees were asked whether they informed the right holders and residents of the region about the project and its planning process as well as their rights. Furthermore, It was also questioned whether the demands and expectations of the residents were reflected to the planning and implementation of the project. The manager of the North Entrance of Ankara Urban Regeneration Project Office mentioned that they had informed the right holders and residents of the project area about the project and also about the Law No: 5104. After the information meetings, the administration has signed agreements with every right holder. (Please see Appendix 7). However when it comes to taking demands of the right holders and reflecting them to the project, it seems that no such participation practices have taken place. The meetings mostly targeted to inform the residents about their rights based on the Law No: 5104.

The agreements with right holders were made in 2007. The right holders who signed the agreement had to evacuate the squatters in 7 days in return for having a residence in the first major project area. Ankara Metropolitan Municipality provided some right holders with rent aids and some others were allowed or reside in municipal lodgings. According to the Law No: 5104 right holders were eligible these aids until they receive their new residences. Tenants, who couldn't prove that they had been living in the project area for more than 3 years, were not eligible to such aids and

rights. On the other hand, tenants, who lived in the area for more than three years but could not prove that their squatters were constructed before 1st of January 2000, were given the right of buying residence on monthly payments in Karacaören area.

In the questionnaire survey, It was asked eight questions in order to double check the information given by municipal officials and also to learn the users' attitudes on public participation processes followed in preparation and implementation processes of the NEARP. The questions were asked to 40 residents whom I talked to during the fieldwork (Table 16).

Table 16. The Questions of Survey about Community Participation

Community Participation	Number of People	
	Agree	Not Agree
You were informed enough by Municipality during planning process.		✓ (40)
You usually came together with actors who carry out the project and participation meetings were arranged		✓ (40)
Your demands were listened and they were reflected to project		✓ (40)
Tenants, people who have illegal houses, foreigners also participated to the meetings.		✓ (40)
Municipality fulfilled the promises, which were granted during the preparation and implementation process.		✓ (40)
The meetings were arranged but rate of participation was low		✓ (40)
There is a strong relationship with you and municipality after project		✓ (40)
There is a foundation which eases to transfer your demands and expectations to municipality	✓ (10)	✓ (30)

The users mostly think that they were not informed enough in the course of project design and implementation. They also mention that their demands were not listened, on the contrary, in the participation meetings, the municipal officials were simply

declared what the municipality would do in the area. The right holder and residents were told that an urban regeneration project would be made in the area and they had to make an agreement with the municipality to leave their squatters. The rent aids given to people were around 300-400 TL per month. As the rent levels increased in nearby settlements because of the NEARP, the rental aids were not enough to cover the rent of an ordinary housing. The monthly living expenses of the residents increased after moving to new flats, such as heating, fees, bills etc. some respondents mention about their difficulties in covering these expenses. Furthermore, respondents noted that Ankara Metropolitan Municipality had failed to complete the project in three years as they promised before the project started (Figure 38). The completion of the right holders' residence took almost eight years. Respondents also mentioned that the project and the buildings had lots of deficiencies, which they realized when they moved to the new residences. TOBAŞ is in charge of dealing with problems regarding houses and outdoor environment in the project area. TOBAŞ should work in coordination with site management offices. However, most of the users (75% of the respondents) said that they were not pleased from the site management offices. Instead they prefer to inform TOBAŞ directly.

It is seen that the users were not sufficiently included in planning and implementation processes. Although, they were informed about the Law No: 5104 and the project, their demands and expectations were disregarded. Ankara Metropolitan Municipality made agreements only with people who could prove their history of residency in the area and the content of the agreements were limited to have residence in return for squatter lands. Tenants, who were living in the area and squatter owners who could not prove their history of residency, were forced to buy new houses in Karacaören on monthly payments.

Besides, the users are not satisfied with site management offices that are in charge of informing the users and linking the users with the municipality. It seems that the mechanisms created for public participation made no significant contribution and did not please the users about participation and local actions during the development and implementation of the project. In sum, in the light of above, it could be stated that the

NEARP has made no significant contribution to urban sustainability in terms of encouragement of the users in local action and participation in plan making and implementation processes (Table 17).

Table 17. The Indicator List to Assess the Community Participation

SUSTAINABILITY INDICATOR	Positive impact	No Significant Contribution	Gathering Information Method
Encourage local action and decision making		✓	S I
Involve the community in developing the proposal		✓	S I
Take into account groups		✓	S I

4.4.3.2. Land Use Structure

During the interviews, the officials of Ankara Metropolitan Municipality were asked whether the NEARP was designed in appropriate way to provide local services to residents and satisfy the daily needs of them. Also it was asked if measures were taken to ensure the accessibility of low capacitated residents such as pregnant, old-aged people, handicapped and women walking with children. Furthermore, it was also questioned if any building in the project area was reused or conserved during regeneration process.

The land use structure that occurred after the regeneration project seems problematic. This is mainly because of the topographic structure of the region. The interviewees mentioned that the original plan had failed to deal with the topography and to create an urban environment that is highly accessible for pedestrians and low-capacitated groups. There are serious problems with design of pedestrian pathways and its relationship between social and cultural facilities and open spaces. Most of these problems were said to occur during the planning process. For example, some of the

roads in the original plan were not implemented because of the topography and the plan had to be changed. The accessibility problems between buildings and roads were attempted to be sorted out by means of cul-de-sacs and staircases, which create additional difficulties for pedestrians. Furthermore, the interviewees mentioned that the project was designed in appropriate ways to provide the residents with all required daily services and facilities. However, most of these facilities do not exist at present because of lack of investors.

Four questions were asked in the questionnaire survey to get the views of residents with regard to land use structure of the project area. It was asked the residents whether they can satisfy their daily needs in the region or they need to go to the city center to reach to social facilities they need. The answers given are presented in Table 18. As shown on the table, residents usually complain about the level of service provision in the region and about facilities for pedestrian movement.

Table 18. The Questions of Survey about Land Use Structure

Land Use Structure	Number of People	
	Agree	Not Agree
You can acquire the daily needs from region	✓(30)	✓(10)
The pedestrian circulation was designed well		✓(40)
You don't usually need to go to the city center for shopping		✓(40)
The social facilities are enough in region	✓(10)	✓(30)

There are many vacant shops in the project area. Some of our respondents among right holders said that they used to have shops before the project and the municipality gave priority to them to open up a shop in the area after the project. However, they could not manage to sustain their business as rents increased after the project. Many right holders preferred to lease their properties. Another factor that led to decline in economic activities is that the planned population of the project that is 70,000 people has not been realized yet. Many stores were closed down because of not having enough customers and thus profits. For example, there is only one supermarket in the

first major area of the NEARP. Despite this situation, 75% of the users in survey said that they could satisfy their daily needs from the region. There are still several commercial units dispersed in the area. Real estate offices are the most common ones. Other common commercial facilities are bakery, supermarket, restaurant, cafes, coiffeur and grocery. Most of the stores belong mostly to right owners, which is a positive aspect, as local people have the opportunity to be employed in the area where they live.

On the other hand, some crucial facilities such as cash machine, bank office and pharmacy do not exist in the region. The public buses, which can be used with smart tickets, are the only means of public transportation but there is no place or machine in the area to top up the smart cards. Users also mention that health services are insufficient in the area. This situation reduces the chance of satisfying some daily needs in the region and increases the transportation from project area to other parts of the city.

According to the results of the questionnaire survey, circulation of pedestrians especially of pregnant, old-aged people, handicapped, etc. is very difficult and with full of problems. Also the links between residential blocks and daily services and facilities are weak because of topography and wrong transportation policies.

In sum, the project has provided new working areas and service facilities but they are not used effectively now. Most of the social and commercial facilities can be seen sufficient as size and location. However, there are management problems regarding these facilities. The deficiencies of the project, vacant residences, and transportation problems have led to decline in economic vitality and service provision in the region. The project seems to have merits in terms of being sufficient for satisfaction of daily needs of residents. However, the projects contribution to sustainability is very limited with regard to accessibility to social and cultural facilities and open spaces as well as pedestrian mobility.

Table 19. The Indicator List to Assess Land Use Structure

SUSTAINABILITY INDICATOR	Positive impact	No Significant Contribution	Gathering Information Method
Provide local amenities / services	✓		S I
Improve access for low capacitated residents		✓	S I
Reuse/conserve buildings		✓	I

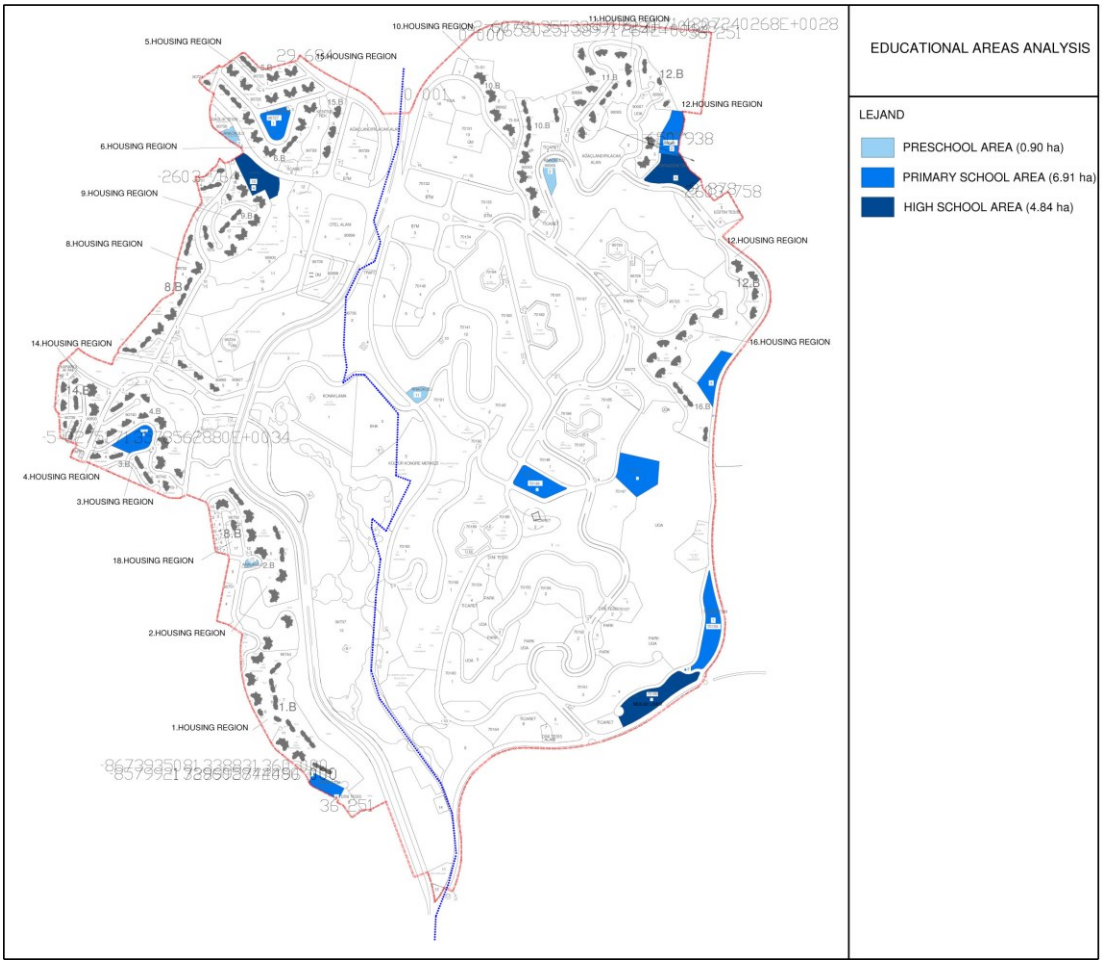


Figure 38. Distribution of Educational Areas in Master Plan

Source: This figure was prepared by using NEARP Master Plan, 2015

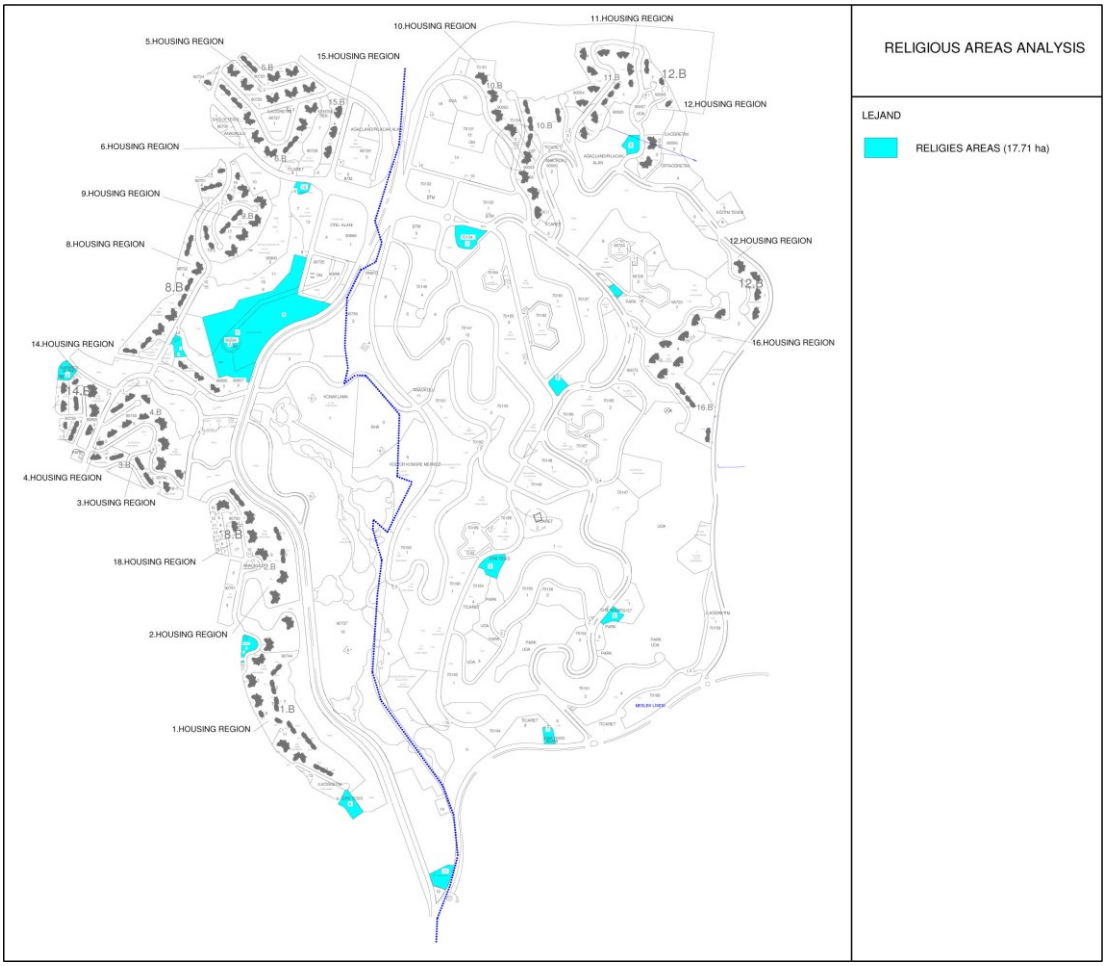


Figure 39. Distribution of Religious Areas in Master Plan

Source: This figure was prepared by using NEARP Master Plan, 2015

4.4.3.3. Economy and Work

One of our inquiries was whether or not the North Entrance of Ankara Urban Regeneration Project has provided employment opportunities to local residents during and after the project. The provision of local employment opportunities to residents help decrease travel need for and distance of commuting, and thereby could contribute to urban sustainability. In addition, it was also asked our interviewees and respondents if the municipality has given priority of right holders and residents in allocation of working areas within the project area. According to the officials of Ankara Metropolitan Municipality, the NEARP provided job opportunities to local residents and right holders in commercial units, cafes, restaurants, convention center, wedding center and sports center that were built in project area (see Figure 40). Also

it has been mentioned that many people were employed as security guards in the project area. However, during the planning of the NEARP, right holders did not have a chance to be employed, likewise during demolishing of squatters and moving of rubbles, the workers of the metropolitan municipality were hired.

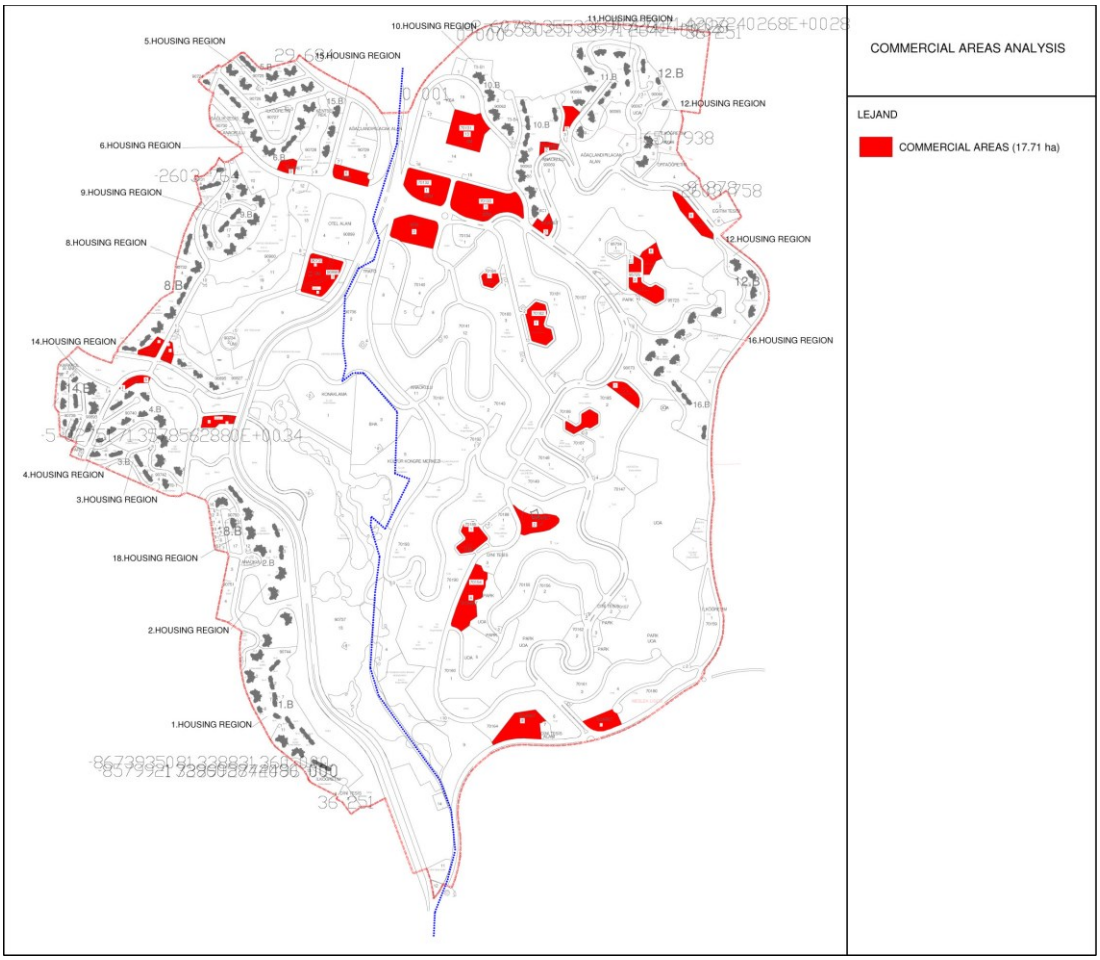


Figure 40. Distribution of Commercial Areas in Master Plan

Source: This figure was prepared by using NEARP Master Plan, 2015

It was asked six questions regarding the economic dimension of the NEARP in the questionnaire survey. These questions aimed to learn about job opportunities and economic activities provided in the project area during and after the project. Respondents were also asked whether local residents could find a job during preparation and implementation of the project and also the distance of their commute trips. The results are presented in Table 20.

Table 20. The Questions of Survey about Economy and Work

Economy and Work	Number of People	
	Agree	Not Agree
The project provided new job opportunities and during preparation and implementation process some of your acquaintances found a job		✓ (40)
The job opportunities which occurred during the planning process, the municipality prioritize the right owners.	-	✓ (26*)
After project the job opportunities increased and some of my acquaintances found a job		✓ (40)
I moved to region for new job opportunity.	✓ (4)	✓ (36)
Because of proximity to my work place, I moved to the region.	✓ (10*)	-
The women in the region could find job thanks to project		✓ (40)

(*) The second question was asked to right holders only, and the fifth one was asked to 14 people who moved to the area after the project. Among 14 these people, 4 of them moved to the region because of new job opportunities and 10 people moved because of the proximity to their work places.

According to survey results, the project has not been effective to provide job opportunities for local people. However, the municipality prioritized the right holders who had business in the area before the project. So, people, who are working in the area at present, are those who were working in the area before the project. However, there are some people who moved here for job opportunities. Furthermore, there are also people who moved to the area because of the proximity of the area to working areas. Ankara Metropolitan Municipality has announced an underground project which will link Sıhhıye and Airport, which will have a station in North Ankara Project area. The underground project has already increased the demands for houses in the area. It has been told by the real estate agents that many people working at the airport had started to buy dwellings and move to the project area. On the other hand, there are no specific programs or strategies to encourage women to work in the project area.

To conclude, it could be stated that the NEARP has been effective in increasing new job opportunities and also residential choices for people working in the surrounding regions. This should be accepted as a merit in terms of decreasing commuting distances and times. However, the project had no considerable strategies to link local people with emerging employment opportunities and to increase environmental awareness of local business.

Table 21. The Indicator List to Assess the Economy and Work

SUSTAINABILITY INDICATOR	**Positive impact**	**No Significant Contribution**	**Gathering Information Method**
Increase employment within the project	✓		S I
Improve environmental awareness of local businesses		✓	I
Link local people with increasing employment around project site		✓	S

Figure 41. Commercial Units in the NEARP

Source: Photo Taken by Author

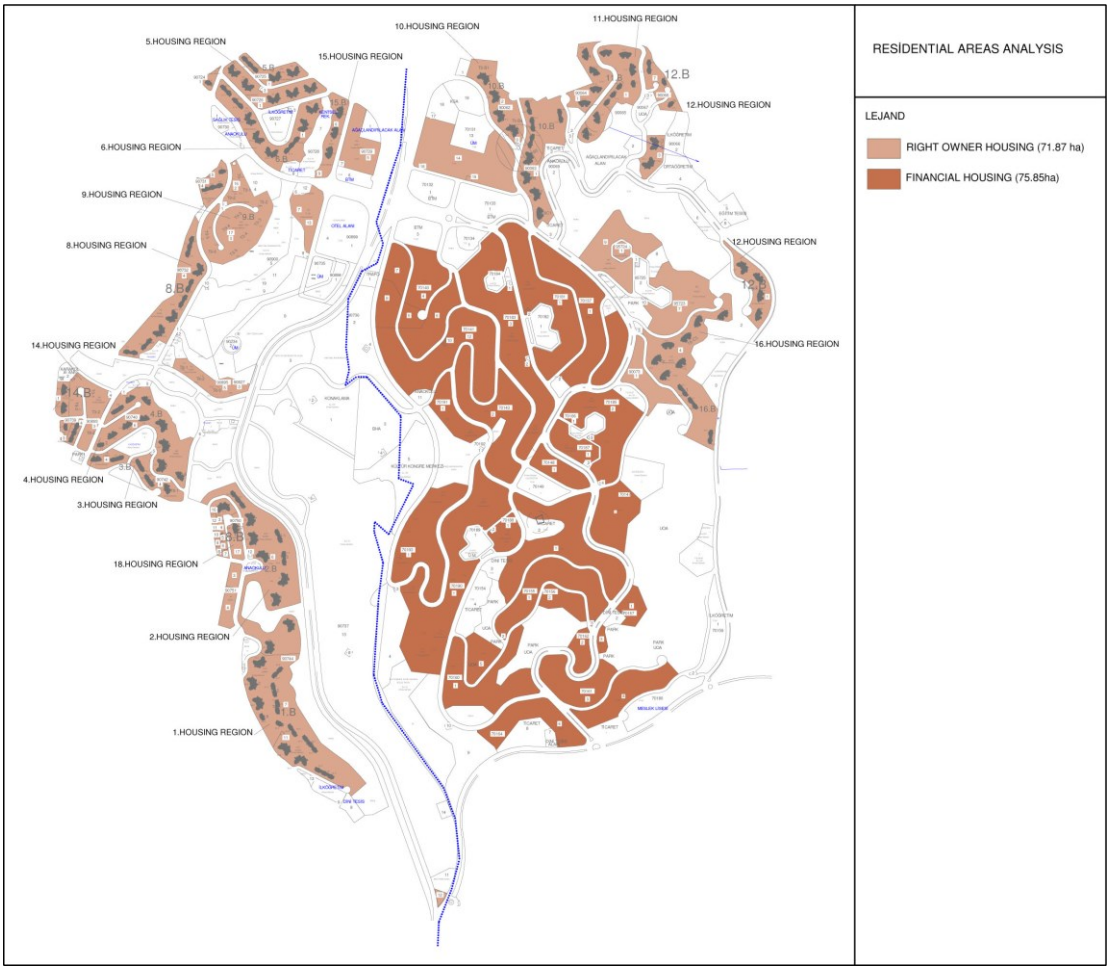


Figure 42. Organization of Residential Areas in Master Plan

Source: This figure was prepared by using NEARP Master Plan, 2015

Figure 43. The Right Owner Housing

Source: Photo Taken by Author

4.4.3.4. Transportation

Sustainable urban regeneration requires well-integration of regeneration project sites and public transport systems. In such cases, residents of regeneration areas may be encouraged to use public transportation rather than private cars. In our interviews with city officials, it was aimed to see if Ankara Metropolitan Municipality had any policies to discourage use of private cars and encourage use of public transport. Other questions regarding transportation were about the design of pedestrian and cycling paths. These questions were also asked to residents of the project area in the questionnaire survey. With these questions it was aimed to understand mobility behaviors of users in the area and accessibility of facilities as well as usage of public transportation.

Table 22. The Questions of Survey about Transportation

Transportation	Number of People	
	Agree	Not Agree
The access to public transportation route is easy		✓ (40)
Public transportation and its frequency is enough		✓ (40)
Pedestrian circulation is easy between facilities and houses		✓ (40)
Bike and pedestrian paths were designed well in the project	✓ (10)	✓ (30)
Having a car makes my life easier in this region	✓ (40)	
One of the biggest problem in region is parking	✓ (40)	
Disabled and old people, women with a baby etc. can reach form somewhere to another easily on foot		✓ (40)

Transportation and mobility appears as one of the major problems in the regeneration area. As topography was not successfully handled in the project design, pedestrian circulation is difficult due to organization of pathways. When the project is examined from an urban design perspective, it could be stated that provision of social and

commercial facilities and open spaces are enough, yet they are not easily accessible because of high slopes and long pathways.

Figure 44. A Typical Pedestrian Pathway in the Area

Source: Photo Taken by Author, 2015

Figure 45. Insufficient Parking Areas throughout the Road

Source: Photo Taken by Author, 2015

Public transportation is another problem. There is only one public bus service from the city center, Kızılay (bus line numbered 492) and the buses serve once in every 45 minutes. Minibuses are the main substitutes for buses, yet but the minibus service is until Sıhhıye, not Kızılay. On the other hand, there are some rumors about an underground project that will connect the city center with the Airport through the North Ankara Regeneration site. If this project happens, there is no doubt that the transportation possibilities in the region will be much better. At present, having a car makes life easier in the region because of the deficiencies of public transportation. But parking is another problem. For about ninety dwellings there are only 20-30 parking areas in the project site. Although project area is not fully occupied yet, residents are already complaining about parking difficulties. Parking areas, which were usually located along main roads due to topography, are far from buildings.

In conclusion, there is no significant contribution of the regeneration project to urban sustainability from transportation and mobility point of view. People cannot easily walk or cycle in the regions. Plus, the problems with public transportation encourage the use of private cars. These are negative aspects when sustainability is considered.

Table 23. The Indicator List to Assess Transportation Issues

SUSTAINABILITY INDICATOR	**Positive impact**	**No Significant Contribution**	**Gathering Information Method**
Encourage walking and cycling		✓	S I
Encourage use of public transport		✓	S I
Discourage use of cars		✓	S I

Figure 46. Viaduct throughout the NEARP

Source: Photo Taken by Author

4.4.3.5. Pollution

Pollution is an important problem to deal with in cities of developing countries. As per the interviews that were made with officials of Ankara Metropolitan Municipality and other associated agencies, neither the municipality nor other agencies involved in the project had any concern or policy about reducing pollution in and around the project site. In other words, the NEARP had no objective to contribute to reduction of local pollution. However, only an ancillary or side benefit could be mentioned here. After the NEARP natural gas was started to be used in the region for indoor heating, cooking and hot water supply instead of wood and coal which was the case before the project. The change from coal and wood to natural gas is said to reduce ambient air pollution substantially. However, this was not an explicit target of the project but an ancillary result that could be seen in any formal residential area in Ankara. Therefore it was concluded that the project had no remarkable contribution to urban sustainability in terms of reducing local pollution.

Table 24. The Indicator List to Assess Pollution Issues

SUSTAINABILITY INDICATOR	Positive impact	No Significant Contribution	Gathering Information Method
Reduce local pollution (noise, air, water, land)		✓	I

4.4.3.6. Energy

Turkey is dependent on energy imports and energy sector is one of the major causes of environmental problems in Turkey. Therefore, much can be expected from urban regeneration projects to reduce energy consumption in buildings and also replace the use of fossil fuels with renewable energy. It was asked our interviewees whether the municipality had any policies to maximize energy efficiency and encourage generation from renewable energy, etc. The municipal officials argued that heating of buildings was a major problem before the project and use of wood and coal were causing ambient air pollution. The heating problem was addressed by the use of natural gas for indoor heating and also by better building insulation systems. The dwellings are warmed up easily and heated on lower costs as per the information given by the interviewees.

Table 25. The Questions of Survey about Energy

Energy	Number of People	
	Agree	Not Agree
Buildings have insulation systems	✓(40)	
Houses takes directly sunshine	✓(40)	
There is no heating problem in houses	✓ (40)	
The expenses of heating are very high	✓ (10)	✓(30)
The buildings have solar panel for heating and hot water		✓ (40)

Likewise, it was asked questions to residents in order to get their views of energy consumption in the regions. Five questions in the questionnaire survey focused on energy issues. It was asked whether or not the houses have any heating problem and the buildings have any sustainable energy solutions such as using solar panels in heating and hot water. According to the survey results, there is no heating problem in the area and 75% of the respondents find heating expenses as low. On the other hand, buildings in the project area are not equipped with facilities to generate energy from renewable resources or wastes. The most important reason why residents do not want to return to their squatters is good heating opportunities.

In conclusion, the project is found to have merits in terms of maximizing energy efficiency. However, generation of energy from renewable resources or wastes was not a concern.

Table 26. The Indicator List to Assess Energy Issues

SUSTAINABILITY INDICATOR	Positive impact	No Significant Contribution	Gathering Information Method
Maximize energy efficiency	✓		(S) (I)
Generate energy from renewable resources or waste		✓	(I)

4.4.3.7. Waste

Waste reduction and recycling is an important component of sustainability related projects and programs, including sustainable urban regeneration projects. It was asked the municipal officials if the municipality had followed any policies for reducing wastes and encouraging their reuse. It was also asked how they handled the debris and wastes of squatter demolishes. It has been told that the construction wastes and debris were not reused but sent to municipal landfills.

According to the questionnaire survey results, there is no sustainable waste collecting system in the region. The municipality collects solid wastes every evening. However, the residents usually leave their wastes outside without any separation or basic treatment. There are no recycle bins to collect paper, plastic wastes and glasses in the area. Besides, people are not informed about waste recycling or reuse. No awareness raising programs have been initiated so far. Some of the residents mentioned that they collect their wastes separately but they are thrown away all together by the municipal workers. The vegetable oils, which are now commonly used for producing biodiesel, are not separately collected in the area. Most residents dispose vegetable oils in either the wash basins or with other wastes.

Table 27. The Questions of Survey about Waste

Waste	Number of People	
	Agree	Not Agree
There are pools which collects rain water to use for irrigation		✓ (40)
There are recycling bins to collect special wastes such as paper, plastic and glass		✓ (40)
Residents were informed about recycling		✓ (40)
Wastes are collecting regularly	✓ (40)	
You are collecting vegetable oil separately		✓(40)
Residents are informed about waste collection and recycling		✓(40)

In conclusion, the NEARP is found to have no significant contribution to sustainability in terms of waste reduction and recycling.

Table 28. The Indicator List to Assess Waste Issues

SUSTAINABILITY INDICATOR	Positive impact	No Significant Contribution	Gathering Information Method
Reduce waste		✓	I
Encourage reuse		✓	S I

Figure 47. Waste Collection in the Project Area

Source: Photo Taken by Author, 2015

4.4.3.8. Open Spaces

In the research interviews, it was aimed to understand if the municipality had any policies to increase amount of green spaces and encourage use of open spaces for community benefit. It was also asked whether or not the huge green space created in the project is linked with any of the green corridors of Ankara.

The interviewees emphasized that the NEARP has the largest green areas and open spaces in Ankara not only for recreational purposes but also for prestige. One of the targets specified in the Law No. 5104 is to increase quality of urban life and provide an aesthetic view to the North entrance of the capital city. But this is not the only reason. There was a stream which had to be rehabilitated to increase the quality of urban life and health. Therefore, the project design included a large green space along the stream in the middle of the project site (Figure 49).

Figure 48. The Stream before the Project

Source: TOBAŞ, 2015

Figure 49. The Stream after the Project

Source: TOBAŞ, 2015

It was asked eight questions to residents to learn whether the green spaces are enough and suitable for active usage, and they are easily accessible or not. Results are given on Table 29.

Table 29. The Questions of Survey about Open Spaces

Open Spaces	Number of People	
	Agree	Not Agree
There are green areas enough in the project	✓ (40)	
There are sport areas and children parks	✓ (40)	
You usually use the green areas	✓ (10)	✓ (30)
You are pleasure of green areas and open spaces	✓ (10)	✓ (30)
The public places in the region are safe in every hours of day		✓ (40)
There are lots of common usage areas for suitable different kind of people all together		✓ (40)
Green spaces are not designed for using actively	✓ (40)	
You can come together with your friends in these open spaces		✓ (40)

According to the survey results, green spaces are regarded enough but characterized with some problems. First of all, they are not suitable for using actively, especially for community purposes. Second problem is related to accessibility of green areas. There is a large regional park that spans almost 40 hectares but because of the topography, the park is not very accessible from residential buildings. Another problem with the main and other parks is low security. Residents mentioned that especially in the evenings they cannot use the parks. Another issue, which the residents are not happy with, is the segregation of commercial residences and right holder houses. This is not only a spatial issue but also an issue of building quality and surrounding services.

In conclusion, although the project has huge green spaces, they cannot be used actively. Because of that contribution of the project to sustainability is limited.

Table 30. The Indicator List to Assess Open Spaces

SUSTAINABILITY INDICATOR	Positive impact	No Significant Contribution	Gathering Information Method
Increasing the amount of green space per capita	✓		S I
Supporting the connection with the city's green corridors		✓	I
Encourage use of open space for community benefits		✓	S I

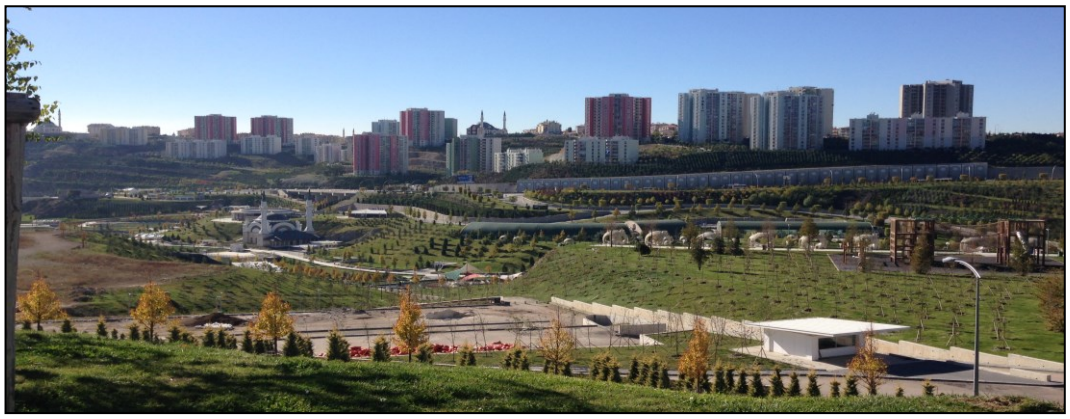


Figure 50. Green Areas in the Region

Source: Photo Taken by Author, 2015

Figure 51. The Green Areas in Master Plan

(Source: This figure was prepared by using NEARP Master Plan, 2015)

Table 31 presents the entire list of indicators and the values given to them as an overall evaluation of the NEARP from sustainability point of view. As shown on the table, the projects contribution to urban sustainability has been minimal and limited to four aspects.

Table 31. Indicator List to Assess the Sustainability Performance of the Project

		SUSTAINABILITY INDICATOR	Positive impact	No Significant Contribution	Gathering Information Method
SOCIAL	Community Participation	Encourage local action and decision making		✓	S I
		Involve the community in developing the proposal		✓	S I
		Take into account groups		✓	S I
	Land Use Structure	Provide local amenities / services	✓		S I
		Improve access for low capacitated residents		✓	S I
		Reuse/conserve buildings		✓	I
ECONOMIC	Economy and Work	Increase employment within the project	✓		S I
		Improve environmental awareness of local businesses		✓	I
		Link local people with increasing employment around project site		✓	S I
ENVİRONMENTAL	Transport	Encourage walking & cycling		✓	S I
		Encourage use of public transport		✓	S I
		Discourage use of cars		✓	S I
	Pollution	Reduce local pollution (noise, air, water, land)		✓	I
	Energy	Maximize energy efficiency	✓		S I
		Generate energy from renewable resources or waste		✓	I
	Waste	Reduce waste		✓	I
		Encourage reuse		✓	S I
	Open Spaces	Increasing the amount of green space per capita	✓		S I
		Supporting connection with the city's green axis created		✓	I
		Encourage use of open space for community benefit		✓	S I

AO: Author Observation (author observation is important in all the indicators);
I: Interviews with actor who acted role in planning process;
S: Survey with users

CHAPTER 5

CONCLUSION

5.1. Summary of Findings

Urban regeneration has been the most common strategy in deteriorated urban areas since 1980s. Urban regeneration means physical, social and economic improvement of inner city areas. Urban regeneration mainly aims at finding solutions to physical, social, economic and environmental problems of corrupted areas in cities. The most common purpose of urban regeneration is to increase the quality of urban life. The difference between urban regeneration projects and other transformation projects is to achieve social and economic improvement as well as physical and environmental renewal. In other words, it not only changes the physical structure but also changes life standards of and opportunities provided to urban residents. Physical problems are strongly related with social and economic problems, leading to a strong relationship between them and to need for finding effective solutions. Most regeneration attempts have been carried out in public-private partnership. However, legal and institutional dimensions of urban regeneration have changed substantially since the 1980s. Community involvement, urban entrepreneurship, public-private partnership, economic development, quality of urban life and sustainability have become the key words of urban regeneration policy and projects.

Urbanization and urban development processes have changed the socio-economic structure and organization of the world's nations. Economic activities are increasingly concentrated in cities, leading to rapid increase in urban population after the industrial revolution. Increasing urban population and economic growth caused deterioration of spatial situation and quality of life in cities as well as urban sprawl, pollution and loss of natural resources. Because of that, urban regeneration has been

integrated with sustainability criteria in order to obtain sustainable urban development, which aims to provide an improvement without destructive effects on natural environment. It also aims to achieve a balance between today and future in terms of resource use. Negative effects of urbanization, density of population in urban areas, illegal housing, environmental problems and negative effects of global warming necessitate the integration of sustainable solutions and urban regeneration projects. Sustainable urban regeneration aims to improve quality of urban life and decrease the negative effects of development on natural environment. In contrast to classical urban regeneration policies, social issues are more important. It has been accepted that social problems in a society also lead to physical problems and deterioration of physical structures. Participation and partnership are important for social sustainability. Sustainable urban regeneration also aims to prevent social segregation and polarization.

By the mid-1980s, the first examples of urban regeneration projects started to be developed in Turkey. In the late-1980s, fragmented urban plans have become a common practice to transform squatters and similar deteriorated areas. Dikmen Valley Housing and Environment Improvement Project, Portakal Çiçeği Urban Regeneration Project and Transformation of Squatter Areas to Modern Housing Project (GEÇAK) are the first examples of urban regeneration projects in Ankara. These regeneration examples basically aimed to increase the quality of urban life and producing a solution for the problems of squatter housing and housing supply in Ankara. They are also located in the main greenery of Ankara and were conducted by Ankara Metropolitan Municipality. Dikmen Valley Project aimed at creating social, cultural, amusement and recreation corridor for about 5 km long. The project also aimed to solve ownership problems among land owners and public and private sectors. Portakal Çiçeği Valley Project aimed to create a green corridor without disturbing natural characteristics of the valley. GEÇAK basically aimed to provide the community participation and prevent displacement of urban poor. These projects are known to lead to social polarization between different groups. Although all these projects aimed to prevent displacement, right owners left their dwellings because of the problems derived from social polarization.

In 2004, a special law was enacted with a particular purpose of developing and implementing an urban regeneration project in squatter settlements along the "Protocol Road" that connects the Esenboğa Airport in Ankara to the city center. It is the only project which has a specific law that regulates the planning and development processes. Thanks to the law, Ankara Metropolitan Municipality became the only actor in decision-making, planning and implementation processes. Before the enactment of the law, several interventions were made by Keçiören and Altındağ Municipalities but these interventions have been unsuccessful. The NEARP is one of the most important regeneration projects of the post-2000 era. It was carried out by the collaboration of Ankara Metropolitan Municipality, TOKI and TOBAŞ over 1582 hectares area. The project was started in 2005 by demolishing of 5029 squatters. Ankara Metropolitan Municipality made an agreement with squatter owners. According to users, it was the only meeting that they talked to officials of Ankara Metropolitan Municipality. Users also noted that Ankara Metropolitan Municipality promised to submit their new dwellings in three months and they were provided with monetary aid by the Metropolitan Municipality until they moved to their new houses. In addition, the municipality gave information about the law and its implementation.

Dikmen Valley Project, Portakal Çiçeği Project and the GEÇAK Project are not as big as the NEARP in terms of population; size and budget (see Table 32). Although the aims of these projects are similar, the NEARP is different in terms of implication and planning process. The NEARP is more comprehensive in terms of size, population, special law, planning decisions and implementation process. Whereas Dikmen Valley and Portakal Çiçeği Valley Projects are located in an important green zone in Ankara, the NEARP aims to create a new recreational area. It was asked to officials of the municipality during interviews whether the large green recreational area was made for prestige or there were any drawbacks to develop that area. The officials noted that there was an unhealthy stream that must be rehabilitated. They also said that fundamental aim of NEARP is to improve the urban and visual quality of the north entrance of Ankara. Because of that the large recreational area was designed. The NEARP that is located along the Protocol Road basically aims to

improve the quality of urban life and visual quality of the north entrance of Ankara. Similar with the projects that were implemented in 1990s, the NEARP partially found solutions in terms of preventing displacement for right owners. However, the situation is not similar for tenants. In addition, unlicensed squatter owners had the chance to buy a house in Karacaören area in return for monthly payments for 10 years according to the Squatter Law. So, they had to move to Karacaören which is the northern part of project area. In this way, the NEARP has the potential to create social polarization. Whereas the right owner houses are on the left side of the Protocol Road, the financial housing units are on the right and their relationship is also weak. In addition, right owner housing and financial housing units have different structure quality. According to the users, the elevators of right owner houses are usually out of order. They inform the site management units but the problems are usually not solved immediately. According to the officers of site management units, their duty is to inform TOBAŞ in this process, which postpones the solution of problems. The users are also unpleased with the lightening of the buildings because of the cost of illumination. They think the illumination was made only to show that area desirable and to mask the faults in the area and buildings.

Table 32. Comparison of the Urban Regeneration Projects with the NEARP

Project	Project Owner	Ownership	Area Size (ha)	Existing Population (people)	Population After Project (people)	Aim of The Project
Dikmen Valley	Ankara Metropolitan Municipality	(4.000 Squatters) Private ownership	290	19.809	23.800	Creating a special valley area in Ankara Creating a commercial, cultural and social center for the city
Portakal Çiçeği Valley	Ankara Metropolitan Municipality	(68 Squatters) Private and Public ownership	111	250	-	Improve the urban quality of life without corruption of natural structure of valley.
GEÇAK	Çankaya Municipality	Public ownership	9.33	1200	2.345	Producing a solution for the problems of squatter housing and housing supply
NEARP	Ankara Metropolitan Municipality TOKİ TOBAŞ	(10.500 Squatter) Private + Public ownership	1582	10.500	70.000	Improve the quality of life of the north entrance of Ankara

Barcelona is one of the most successful sustainable urban regeneration projects. There are similarities and differences between Barcelona case and the NEARP in Ankara as shown on Table 33. The comparison of both cases provides significant lessons.

Table 33. Similarities and Differences between Barcelona Case and the NEARP

FEATURES	BARSELONA	NEARP
Quality urban landscape	+	+
Creation of public spaces	+	+
Deteriorated urban areas before project	+	+
A large investment	+	+
Several fragmented projects before regeneration	+	+
Government integrate all the Project and prepare a comprehensive regeneration project to take under control all the area and accelerates planning process	+	+
Establish a company to get successful implementation	+	+
Houses in bad conditions were collapsed by the municipality	+	+
Create public places and open spaces to collect different groups in a common place to support social sustainability	+	-
Parking areas underground	+	-
Prevent displacement	+	-
Sustainable management model	+	-
Discourage of vehicle access	+	-
Solar panels are obligated by the law	+	-
Modern waste collection system	+	-
Quality urban infrastructure	+	-

In Barcelona, there were several fragmented plans before integrated sustainable regeneration project. Government established a company for 14 years, which is similar to the NEARP. Ankara Metropolitan Municipality also established TOBAŞ that acted a role in planning process. In addition, there was no restriction in terms of time. The government of Barcelona promises to complete the project fully in 14 years. According to the surveys with users, Ankara Metropolitan Municipality promised to submit new residences in three years but project has not been completed yet. The right owners have moved to their new houses after 10 years despite the deficiencies in dwellings.

In Barcelona; the main aim of the project was to prevent displacement for all users. In contrast, it could not be implemented for tenants and unlicensed squatter owners in the NEARP and they had to move from the region. All sustainable solutions are obligated legally in Barcelona case. However, in Turkey there are no obligations about sustainability in law. Actually, there are no sustainability notions in most urban development legislation in Turkey, which is an important problem and should be solved immediately. In contrast to Barcelona, the NEARP encourages the usage of motor vehicles because of the insufficient provision of public transportation, bike and pedestrian circulation. In Barcelona, public and open spaces were created to bring different groups together in a common place to support social sustainability. Although, there are open spaces in the NEARP, they are not suitable to collect different social groups. In addition, right owner housing and finance housing were designed in different locations and their relationship is also weak. This in no doubt will lead to social segregation in the near future. The NEARP does not use sustainable energy resources such as sun, wind or water. However, Barcelona is obligated to use sustainable resources by law. One of the most important problems is parking in the NEARP. The parking areas are not enough and they are not located correctly. The parking areas are far away from buildings. Therefore, people prefer to park along the cul-de-sacs in front of their houses. This situation prevents easy circulation of ambulances, waste trucks, fire brigades and also pedestrians. Barcelona solved these problems by designing underground parking areas.

During the interviews, the positive and negative sides of the project were asked to the users to see their satisfaction about the NEARP. The respondents are satisfied with healthier residences, heating system, reasonable rent levels, and accessibility to green spaces, air quality, and closely located educational and working areas and rehabilitation of the stream along the road. On the other hand, the users are not pleased with public transportation, pedestrian circulation, security issues, quality of housing, and provision of some social and commercial facilities, car parking spaces and solid waste collection. Users were also asked whether they would want to return to their squatters if possible; only 10 people responded positively because of the changing social structure of the area. They think that squatters were safer. However, they accepted that they now have more livable situation in the NEARP.

In light of the interviews, questionnaires and observations in the NEARP Area, the project has 4 positive impacts in terms of sustainability;

- Providing local services
- Increasing employment within the project
- Maximizing energy efficiency
- Increasing green spaces

It could be stated that the NEARP has been effective in increasing job opportunities and also residential choices for people working in the surrounding regions. This should be accepted as a merit in terms of decreasing commuting distances and times. However, the project had no considerable strategies to link local people with emerging employment opportunities and to increase environmental awareness of local business.

Turkey is dependent on energy imports and energy sector is one of the major causes of environmental problems in Turkey. Therefore, much can be expected from urban regeneration projects to reduce energy consumption in buildings and also replace the use of fossil fuels with renewable energy. After the project, dwellings are warmed up

easily and heated on lower costs thanks to the central heating system according to the information given by the interviewees.

The interviewees emphasized that the NEARP has the largest green areas and open spaces in Ankara not only for recreational purposes but also for prestige. One of the targets specified in the Law No. 5104 is to increase quality of urban life and provide an aesthetic view to the north entrance of the capital city. But this is not the only reason. There was a stream which had to be rehabilitated to increase the quality of urban life and health. Therefore, the project design included a large green space along the stream in the middle of the project site. Although the project has large green spaces, they cannot be used actively. Because of that contribution of the project to sustainability is found to be limited.

Sustainable regeneration discourages the use of motor vehicles. Instead bicycle use, pedestrian circulation and clean public transportation should be used in regeneration areas. Because of topographic structure of the region, accessibility for pedestrians and low-capacitated groups is difficult. Pedestrian pathways and its relationship between social and cultural facilities and open spaces are not well-designed. Residents usually complain about the level of service provision in the region and about facilities for pedestrian movement. There may be enough service areas in the master plan, but because of lack of investors, such service areas are mostly inactive now. In the light of surveys, the project has provided new working areas and service facilities but they are not used effectively. The deficiencies of the project, vacant residences, and transportation problems have led to decline in economic vitality and service provision in the region. The project seems to have merits in terms of being sufficient for satisfaction of daily needs of residents. However, the project's contribution to sustainability is very limited with regard to accessibility to social and cultural facilities and open spaces as well as pedestrian mobility.

One important aspect of sustainability is social concerns including equity, justice and participation in decision-making and implementation processes. The sustainability framework includes three indicators to evaluate social concerns. The reflection of

users' demand to the project is an important issue. Ankara Metropolitan Municipality only signed an agreement to inform the right holders about the project which would be done in the light of the law 5104. However, through the plan-making and implementation processes, there were no participation meetings to get users' feedback. In the light of interviews with Ankara Metropolitan Municipality and TOBAŞ and surveys with people living in the area, it can be said that the NEARP made no significant contribution to urban sustainability in terms of encouragement of the users in local action and participation in plan-making and implementation processes.

In the light of surveys, there is no significant contribution of the regeneration project to urban sustainability from transportation and mobility point of view. People cannot easily walk or cycle in the region. Plus, the problems with public transportation encourage the use of private cars. These are negative aspects when sustainability is considered. Furthermore, pollution is an important problem to deal with in cities of developing countries. After the NEARP natural gas was started to be used in the region for indoor heating, cooking and hot water supply instead of wood and coal which was the case before the project. The change from coal and wood to natural gas is said to reduce ambient air pollution substantially. However, municipality had no concern or policy about reducing pollution in and around the project site

Waste reduction and recycling is an important component of sustainability related projects and programs, including sustainable urban regeneration projects. According to the questionnaire survey results, there is no sustainable waste collecting system in the region. The municipality collects solid wastes every evening. However, the residents usually leave their wastes outside without any separation or basic treatment. Besides, people are not informed about waste recycling or reuse. No awareness raising programs have been initiated so far. In conclusion, the NEARP is found to have no significant contribution to sustainability in terms of waste reduction and recycling.

When it was compared with the other regeneration projects, it could be said that the NEARP is one of the biggest and comprehensive project in Ankara. It lasted for about 10 years and also it still has deficiencies and design failures. In addition to this, the relationship with the city center was not designed well. Public transportation is insufficient and the bus route does not serve all of the area. However, people have to go to the city center to access some services such as banks, hospitals, pharmacies, cash machines etc. The shortcomings of public transport encourage people to use motor vehicles. Most of the commercial units are empty because the project could not attract enough people and the owners had to sell their dwellings. The cost of project is about 1.5 Billion $ and when usage level, deficiencies and failures about the project are taken into account, it could be stated that the NEARP has been turned into a wasted opportunity. The NEARP could have been a pioneer urban regeneration project for Many Turkish cities with more effective management of planning process and sustainable urban regeneration criteria.

5.2. Policy Implications for Sustainable Urban Regeneration Projects in Turkey

So, what needs to be done to push forward the sustainable regeneration agenda forward in Turkey? How can we turn the NEARP and similar projects into good examples of sustainable urban regeneration projects? These are important questions to answer in major Turkish cities nowadays. This research has provided some inputs and information to give some implications for answering these questions.

Mind Set of Decision Makers: First of all, mind set of decision makers have to be changed in Turkey. Sustainability is still not a major concern for them when deciding on urban policies. During the interviews, sustainability dimension of the NEARP was asked to local officials and I aimed to understand what has been done for sustainability in the project and to see whether or not sustainability was a concern during planning and implementation process. Officials mentioned that decision makers focused mainly on management dimensions of the project based on the Law 5104. According to them, the main concern should be placed on the continuity of the

project. Even the interviewees mistook the term “sustainability” as “continuity”. Therefore, it was obvious that description of sustainability in decision makers’ mind and the description in this research were quite different from each other.

The Legal Dimension: In Barcelona case, almost all issues with regard to sustainability in the project are specified in laws and regulations. Therefore, there was a legal basis that ensure the integration of sustainability issues and solutions to the project. In Turkey, on the other hand, the concept of sustainability is still regarded as a new issue in policymaking and there are not any specific regulations and obligations to ensure sustainability in regeneration projects in the Turkish legislations. Sustainability should be regarded as a key component of urban regeneration and necessary amendments should be made to the legal and institutional system. Besides, indicators for evaluation of sustainability performance of urban regeneration projects and a monitoring system should be also be developed.

Participation and Partnership: Social dimension of urban regeneration projects in Turkey is not well-developed. The users should be informed about the projects and about their rights clearly. The users should be provided with local actions and platforms to encourage participation. The demands and expectations of local people should be listened carefully and reflected to the project. If implementation of demands is not possible, the reasons must be explained and their consent should be taken. All different groups in the area (right owners, tenants and foreign) should involve in local participation platforms during planning and implementation processes of the projects.

Sustainability Strategies during Planning Process: In planning process, strategies to obtain sustainable development should be decided. The projects should be designed in such ways to provide local daily needs and services to its users in order to decrease the need for motorized transportation to city centers. Basic facilities should be designed in the planning area in such a way that everyone access easily and use equally. Furthermore, the projects must create new job opportunities and local people should be given priority in new employment. The negative effects of

topography on pedestrian movement should be taken down to minimum. Municipalities should implement relevant policies to encourage the use of public transport and discourage car use.

Local authorities should have some policies for reducing pollution. Generating energy from renewable resources can decrease air pollution. Instead of natural gas, solar panels and thermal energy can be considered. This approach not only prevents local pollution but also maximizes energy efficiency. Moreover, people should be informed about recycling and reuse of wastes. Green spaces must be designed as a part of green axis in city and provide the green integrity. Besides, their safety should be ensured.

Displacement: Displacement of local people is one of the main problems of urban regeneration in Turkey. However, one of the main purposes of sustainable urban regeneration is to prevent displacement of all users. Some policies and strategies should be improved to prevent displacement not only for right owners but also for tenants and other groups.

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APPENDIX A

THE QUESTIONNAIRE FORM USED IN THE FIELD STUDY

KULLANICI PROFİLİ

- **Hak Sahibiyim**
- **Proje sonrası yerleştim**
- **Etap No:**
- **Bölgede ikamet süresi**
  - 0-5 yıl
  - 6-10 yıl
  - 11- 15 yıl
  - 15+
- **Gecekondu Bölgesi komşuluk ilişkileri**
  - Çok iyi
  - İyi
  - Orta
  - Kötü
- **Apartman komşuluk ilişkileri**
  - Çok iyi
  - İyi
  - Orta
  - Kötü
- **Gecekonduya geri dönmek isterim**
  - Evet
  - Hayır

- **Çalışma durumu**
  - Memur ve emekli
  - Sosyal güvecesiz çalışan
  - Asgari ücretle çalışan
  - Geçici işler
- **İş yeri-konut mesafesi**
  - Proje alanı içinde
  - Proje alanı civarında
  - Kent merkezinde

1. KATILIM

	Katılmıyorum	Katılıyorum
Proje yapım sürecinde yeterli bilgilendirme yapıldı.		
Proje alanında yaşayanların istekleri dinlendi, projeye yansıtıldı		
Toplantıya hak sahiplerinin yanı sıra kiracılar, yabancı uyruklular vb farklı gruplar da katıldı		
Belediye proje yapım aşamasında verdiği vaadleri yerine getirdi		
Bu toplantılara katılım oranı düşüktü		

2. EKONOMİ VE ÇALIŞMA

	Katılmıyorum	Katılıyorum
Proje yeni iş imkanları yarattı		
Yaratılan yeni iş imkânlarında öncelikli olarak proje kullanıcıları istihdam ettirildi		
Yeni konutların ihtiyaçlarını (yakıt, aidat, elektrik vb.) karşılamakta zorlanıyorum		
Yeni iş imkanı nedeniyle bölgeye taşındım		

3. ULAŞIM

	Katılmıyorum	Katılıyorum
Toplu taşım güzargahlarına erişim kolay yapılıyor.		
Toplu taşım hizmeti yeterli düzeyde yapılıyor.		
Projede konut alanı ile donatı alanları yaya yolları ile ilişkilendirildi.		
Projede bisiklet yolları ve parkları oluşturuldu.		
Projede özel araç kullanımını önleyecek ve toplu taşıma özendirecek politikalar geliştirildi (ör: daire başına bir araç sonrası ücretli otopark)		
Projede yaya erişimi engelliler için uygun tasarlanmış		

4. ENERJİ

	Katılmıyorum	Katılıyorum
Yapılarda ısı yalıtımı mevcut		
Yapılar güneş alacak şekilde konumlandırıldı		
Güneş panelleri ile sıcak su üretiliyor.		
Konutların ısınmada jeotermal enerji kullanılıyor		

5. ATIK VE KAYNAK KULLANIMI

	Katılmıyorum	Katılıyorum
Projede atık su havuzları oluşturuldu ve bu sular yeşil alanların sulanmasında kullanılıyor.		
Kağıt, cam, metal gibi atıkları toplamak için geri dönüşüm noktaları oluşturuldu.		
Geri dönüşüm konusunda kullanıcılar bilgilendirildi.		

6. ARAZİ KULLANIM YAPISI

	Katılmıyorum	Katılıyorum
Günlük ihtiyaçları karşılayacak donatı alanları bulunmaktadır (market, banka, sağlık birimleri, eczane vb)		
Sosyal donatı alanları ile konut alanları arasındaki erişim kolay yapılıyor.		
Proje alanı içerisinde önceden var olup, restore edilerek korunan ve/veya başka işlevle yeniden kullanılan yapılar var.		
Alandaki sosyal donatı alanlarına (eğitim ve sağlık tesisleri, Otel, kongre merkezi, yeşil alanlar vb.) erişim engelli insanlar tarafından da kolaylıkla sağlanıyor.		
Proje alanında engellilerin ulaşımını kolaylaştırıcak araçlar mevcut. (Engelli rampası ve asansörü vb.)		

7. AÇIK ALANLAR

	Katılmıyorum	Katılıyorum
Proje alanında yeterli yeşil alan mevcut		
Bölgede spor alanları ve çocuk parklar mevcut		
Yeşil alanları aktif olarak kullanıyorum		
Açık yeşil alanların varlığından memnunum		
Bölgedeki kamusal alanlar güvenli durumda		
Farklı kullanıcı gruplarının bir araya geleceği ortak mekanlar bulunmaktadır.		
Yeşil alanlar aktif kullanıma uygun değil		
Açık alanlarda sık sık arkadaşlarımızla bir araya geliriz		

APPENDIX B

QUESTIONS OF THE INTERVIEWS WITH ANKARA METROPOLITAN MUNICIPALITY AND TOBAŞ OFFICIALS

1. 5104 Sayılı Kuzey Ankara Girişi Kentsel Dönüşüm Projesi Kanunu'nun çıkarılmasının altında yatan temel neden nedir?

2. Proje yapım aşamasında sürdürülebilirlik kriterleri dikkate alındı mı? Ne gibi kriterler uygulandı, hangi kararlar uygulama aşamasında değiştirilmez zorunda kalındı?

3. Proje süreç içinde geçirdiği revizyonların nedeni nedir?

4. Proje alanında büyük bir yeşil alan görüyoruz. Bunun yapılma amacı prestij amaçlı mı yoksa bazı jeolojik nedenler var mı?

5. Proje yapım aşamasında katılım toplantıları düzenlendi mi ve kullanıcı talepleri göz önünde bulunduruldu mu?

6. Özel araç kullanımını azaltacak politikalar geliştirildi mi?

7. Atık azaltmak ve atıkların geri dönüşümüne yönelik neler yapıldı?

APPENDIX C

THE LAW ON THE NORTH ENTRANCE OF ANKARA URBAN REGENERATION PROJECT (LAW NO: 5104)

Kanun Numarası : 5104

Kabul Tarihi : 4/3/2004

Yayımlandığı R.Gazete : Tarih:12/3/2004 Sayı:25400

Yayımlandığı Düstur : Tertip: 5 Cilt:43 Sayfa:

Amaç

Madde 1- Bu Kanunun amacı, kuzey Ankara girişi ve çevresini kapsayan alanlarda kentsel dönüşüm projesi çerçevesinde fiziksel durumun ve çevre görüntüsünün geliştirilmesi, güzelleştirilmesi ve daha sağlıklı bir yerleşim düzeni sağlanması ile kentsel yaşam düzeyinin yükseltilmesidir.

Kapsam

Madde 2- Bu Kanun, ekli "Protokol Yolu Sınır Krokisi"nde gösterilen Kuzey Ankara Girişi Kentsel Dönüşüm Projesi alan sınırları içindeki her tür ve ölçekteki plânlar, inşa edilecek resmî ve özel her türlü yapı, alt yapı ve sosyal donatı düzenlemeleri ve kamulaştırma işlemleri ile Projenin amacına uygun gerçekleştirilmesine yönelik usul ve esasları kapsar.

Tanımlar

Madde 3- Bu Kanunda geçen;

a) Bakanlık : Toplu Konut İdaresi Başkanlığının bağlı olduğu bakanlığı,

b) İdare : Toplu Konut İdaresi Başkanlığını,

c) Belediye : Ankara Büyükşehir Belediyesini,

d) İlçe belediyeleri : Altındağ ve Keçiören belediyelerini,

e) Proje : Kuzey Ankara Girişi Kentsel Dönüşüm Projesini,

İfade eder.

Plan ve ruhsata ilişkin hükümler

Madde 4- İlgili mevzuatına göre ilçe belediyeleri ve diğer kamu kuruluşlarına ait olan, her ölçek ve nitelikteki imar plânları, parselasyon plânları ve benzeri imar uygulamalarına dair izin ve yetkiler ile proje onayı, yapı izni, yapım sürecindeki yapı denetimi, yapı kullanma izni ve benzeri inşaata dair izin ve yetkiler Proje alan sınırları içinde kalan bölgede Belediyeye aittir. **(Değişik son cümle: 5/4/2006-5481/1 md.)** Proje alanı içinde her ölçekteki imar planları Belediyece yapılır, yaptırılır ve onanır.

Proje alan sınırları içindeki tüm gayrimenkuller, bu Kanunun yürürlüğe girdiği tarihten önce mevzuata uygun olarak yapılmış ve onaylanmış herhangi bir ölçek ve türdeki imar plânı kapsamında kalsalar dahi, bu Kanuna göre yapılacak plân hükümlerine tâbi olurlar.

Proje alan sınırları içinde kalan bölgede, bu Kanunun yürürlüğe girdiği tarihten önce yapılmış olan plânların uygulanması Kanunun yürürlüğe girdiği tarihten itibaren durur. Bu plânların kısmen veya tamamen uygulanmaya devam edilmesi ya da bu Kanuna göre yeniden yapılması hususunda Belediye yetkilidir.

Proje uygulaması tamamlandıktan sonra, Belediyenin bu Kanundan kaynaklanan yetkileri ilgili mevzuatına göre ilçe belediyeleri ve diğer kamu kuruluşlarına devredilir.

Arazi ve arsa düzenlemesi

Madde 5- Belediye, Proje alan sınırları içinde bulunan binalı veya binasız arsa ve arazilerde yeni yapılacak imar plânlarına göre düzenleme yapar.

Fiilen bir kamu hizmetinde kullanılan ve üzerinde kullanım amacına yönelik yapı bulunan taşınmazlar hariç olmak üzere, Proje alan sınırları içerisinde kalan bölgede Proje için ihtiyaç duyulan arazi ve arsalardan, kamu tüzel kişilerinin mülkiyetinde bulunanlar bedelsiz olarak Belediyeye devredilir. Gerçek kişilerin ve özel hukuk tüzel kişilerinin mülkiyetinde bulunan gayrimenkuller ile 24.2.1984 tarihli ve 2981 sayılı İmar ve Gecekondu Mevzuatına Aykırı Yapılara Uygulanacak Bazı İşlemler ve 6785 Sayılı İmar Kanununun Bir Maddesinin Değiştirilmesi Hakkında Kanuna göre hak sahibi olan kişilerin haklarına konu gayrimenkuller, malikler ve hak sahipleriyle yapılacak anlaşmalar çerçevesinde Projede kullanılır. Bu anlaşmaların usul ve esasları yönetmelikle belirlenir.

Anlaşma sağlanamayan hallerde gerçek kişilerin ve özel hukuk tüzel kişilerinin mülkiyetinde bulunan gayrimenkuller Belediye tarafından kamulaştırılabilir. Bu Kanun uyarınca yapılacak kamulaştırmalar 4.11.1983 tarihli ve 2942 sayılı Kamulaştırma Kanununun 3 üncü maddesinin ikinci fıkrasındaki, iskân projelerinin gerçekleştirilmesi amaçlı kamulaştırma sayılır.

Proje alan sınırları içinde yapılacak plânlarda, kamu tesislerine ayrılan veya ayrılacak alanlar, daha önce Belediyeye devredilmiş ise, devir miktarını aşmayacak kısmı bedelsiz olarak ilgili kamu tüzel kişisine geri verilir. **(Ek cümle: 5/4/2006-5481/2 md.)** Bu Kanun kapsamında Belediyeye devredilen gayrimenkullerden, İdare ve Belediyenin Proje kapsamında kullandıkları kaynak dikkate alınarak Bakanlık tarafından belirlenenlerin mülkiyeti, İdare adına tescil edilir.

(Değişik beşinci fıkra: 5/4/2006-5481/2 md.) 24/2/1984 tarihli ve 2981 sayılı Kanun ile 2981 sayılı Kanunun bazı maddelerini değiştiren 3290 ve 3366 sayılı kanunlara göre alınması gereken arsa bedellerini bu Kanunun yürürlüğe girdiği tarihe kadar ödemeyenler, bu bedeli 7 nci maddeye göre açılan müşterek banka hesabına Proje geliri olarak yatırırlar.

Proje alanı sınırlarında kalan ve içme suyu kullanımından vazgeçilen baraj ve koruma kuşaklarındaki su havzalarını plânlamaya ve bunlara ilişkin sınırları belirlemeye Belediye yetkilidir.

Proje yönetimi

Madde 6-(Değişik: 5/4/2006-5481/3 md.)

Proje alan sınırlarındaki kentsel tasarım projeleri ile konut, sosyal donatı, çevre düzenlemesi, teknik altyapı projeleri, müşavirlik ve kontrollük hizmetleri ile yapım dahil diğer işler Belediye ve İdare tarafından, Bakanlıkça tespit edilecek görev dağılımına göre yapılır veya yaptırılır.

Bu Kanun kapsamındaki proje, müşavirlik ve kontrollük hizmetleri İdare ve Belediye tarafından özel hukuk hükümlerine göre kurulacak veya iştirak edilecek şirkete bedeli karşılığında yaptırılabilir.

Finansman ve gelirler

Madde 7- Proje için gerekli malî kaynak, ilgili yıl bütçe kanunlarında gösterilen miktarda İdare ve Belediye bütçesinin özel tertiplerine intikal ettirilecek ödenekler ile Belediye ve İdarenin kendi kaynaklarından ayıracağı ödenekler ve satış

gelirleri dahil her türlü Proje geliriyle sağlanır. Bu ödenekler ve Proje gelirleri İdare ve Belediye tarafından açılacak müşterek banka hesabına aktarılır ve Projeye dair her türlü harcama bu hesaptan yapılır. Hesapla ilgili işlemler, kamu kurumlarının kaynaklarını banka hesabında toplamalarına dair düzenlemeler uygulanmaksızın özel hukuk hükümlerine göre yürütülür.

İdare, bütçesine aktarılan ödeneklerden veya kendi kaynaklarından, Projedeki konut, sosyal donatı, çevre düzenlemesi ve teknik alt yapı işlerinde kullanılmak üzere, Belediyeye konut kredisi sağlayabilir.Bu kredinin usul ve esasları yönetmelikle belirlenir.

(Değişik üçüncü fıkra: 5/4/2006-5481/4 md.) Projeden elde edilen gelirler Projenin finansmanında kullanılır. Ancak Projenin devamı süresince İdare ve Belediye tarafından müşterek banka hesabına aktarılan ödenekler, müşterek banka hesabında biriken gelirlerden geri tahsil edilebilir. Projenin tamamlanmasından sonra artan Proje geliri varsa bu gelirin Bakanlık tarafından belirlenecek kısmı İdare, Belediye ile Proje sınırları içerisindeki ilçe ve ilk kademe belediyelerinin bütçelerine, kalan kısmı ise genel bütçeye gelir kaydedilir.

Diğer hükümler

Madde 8- Bu Kanunda hüküm bulunmayan hallerde 3.5.1985 tarihli ve 3194 sayılı İmar Kanununun ilgili hükümleri uygulanır.

Belediye ve İdare tarafından yapılacak konut ve iş yeri satışları 2.3.1984 tarihli ve 2985 sayılı Toplu Konut Kanunu hükümlerine göre yapılır.

Bu Kanunda belirtilen yönetmelikler ile Kanunun uygulanmasına ilişkin diğer yönetmelikler Bakanlık tarafından hazırlanarak yürürlüğe konulur.

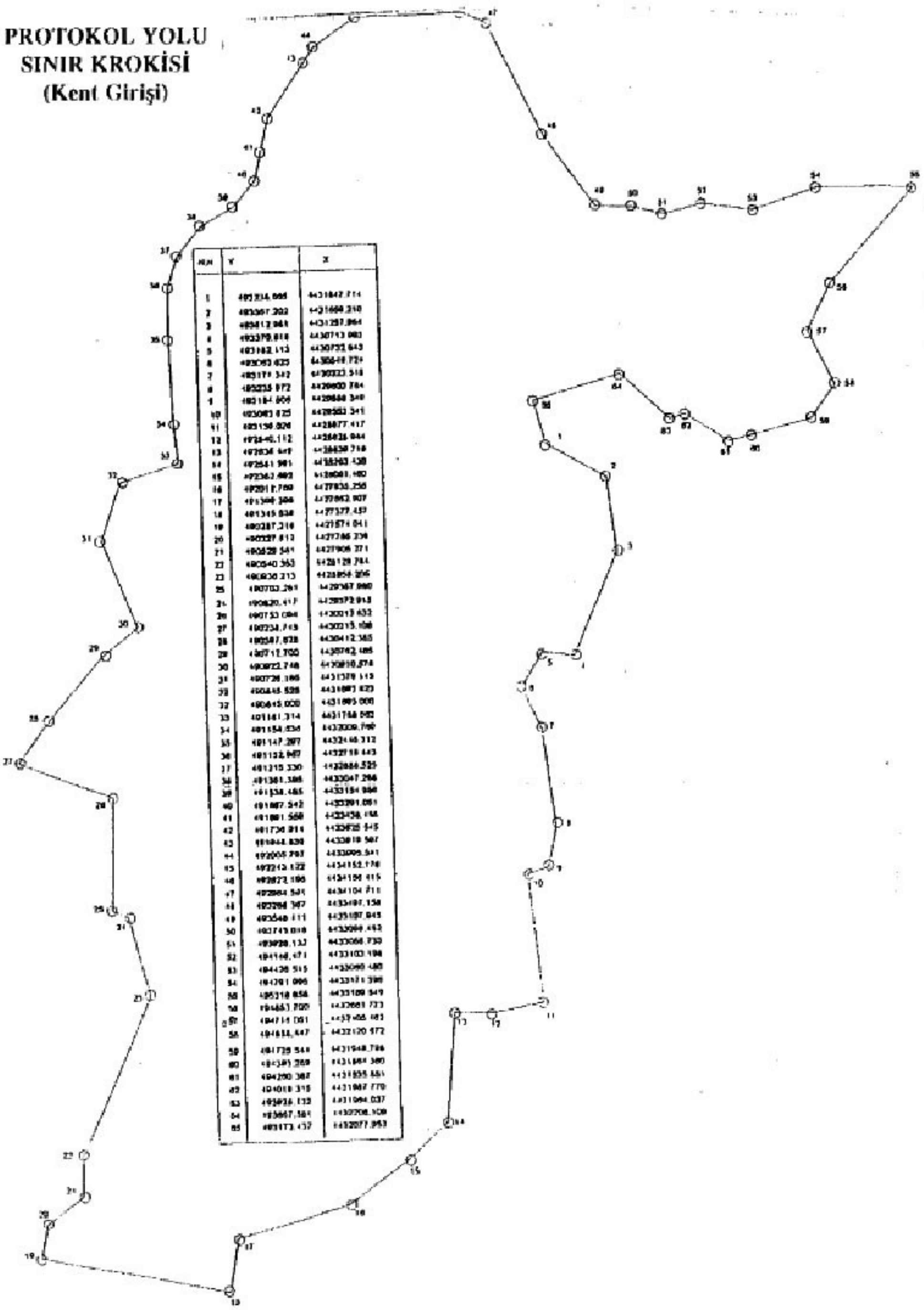
Yürürlük

Madde 9- Bu Kanun yayımı tarihinde yürürlüğe girer.

Yürütme

Madde 10- Bu Kanun hükümlerini Bakanlar Kurulu yürütür.

PROTOKOL YOLU SINIR KROKİSİ (Kent Girişi)



NN	Y	X
1	493314.895	4431842.714
2	493307.202	4431669.210
3	493312.968	4431297.864
4	493378.918	4430713.980
5	493162.113	4430722.643
6	493093.625	4430418.724
7	493177.342	4430333.518
8	493235.972	4429800.784
9	493184.904	4429844.349
10	493083.825	4428582.341
11	493159.926	4428877.417
12	492845.112	4428626.844
13	492834.941	4428658.758
14	492541.981	4428263.438
15	492362.482	4428088.182
16	492011.760	4427830.256
17	491344.304	4427842.907
18	491345.838	4427327.437
19	490287.318	4427874.041
20	490527.613	4427186.234
21	490529.549	4427906.371
22	490540.353	4428128.784
23	490830.213	4428854.206
25	490703.261	4429367.980
24	490620.417	4429972.913
26	490753.098	4430013.453
27	490234.719	4430215.106
28	490547.628	4430412.385
29	490712.700	4430762.486
30	490872.748	4430850.274
31	490726.186	4431329.113
32	490445.528	4431687.620
32	490615.000	4431805.000
33	491161.314	4431744.592
34	491154.534	4432009.766
35	491147.297	4432446.312
36	491132.967	4432718.443
37	491315.330	4432886.525
38	491381.386	4433047.298
39	491158.485	4433184.980
40	491087.542	4433201.061
41	491081.568	4433458.158
42	491730.814	4433650.545
43	491944.830	4433818.567
44	492055.793	4433099.541
45	492212.122	4434152.170
46	492873.190	4434158.415
47	492984.549	4434104.711
48	492998.397	4433497.158
49	493540.111	4435197.045
50	493743.018	4433044.453
51	493938.132	4433066.730
52	494148.471	4433103.198
53	494420.515	4433060.480
54	494301.096	4433111.398
55	495318.858	4433108.549
56	494453.700	4432683.723
57	494714.081	4432458.483
58	494611.447	4432120.172
59	494739.544	4431948.786
60	494389.289	4431664.380
61	494290.387	4431655.651
62	494018.315	4431667.779
63	493934.133	4431084.037
64	493667.561	4430708.108
65	493173.437	4432077.953

APPENDIX D

THE BY-LAW ON THE NORTH ENTRANCE OF ANKARA URBAN REGENERATION PROJECT

BİRİNCİ BÖLÜM
Amaç, Kapsam, Dayanak ve Tanımlar

Amaç

MADDE 1 – (1) Bu Yönetmeliğin amacı, 4/3/2004 tarihli ve 5104 sayılı Kuzey Ankara Girişi Kentsel Dönüşüm Projesi Kanununun uygulama usul ve esaslarını düzenlemektir.

Kapsam

MADDE 2 – (1) Bu Yönetmelik 5104 sayılı Kanunun ekinde yer alan Protokol Yolu Sınır Krokisinde gösterilen proje alanındaki her ölçekteki planlar, inşa edilecek her türlü yapı, alt yapı ve sosyal donatı düzenlemeleri, hak sahipleri ile yapılacak anlaşmalar ve kamulaştırma işlemlerinde uygulanacak usul ve esasları kapsar.

Dayanak

MADDE 3 – (1) Bu Yönetmelik 5104 sayılı Kanuna dayanılarak hazırlanmıştır.

Tanımlar

MADDE 4 – (1) Bu Yönetmelikte geçen;
a) Bakanlık: Toplu Konut İdaresi Başkanlığının bağlı olduğu bakanlığı,
b) Belediye: Ankara Büyükşehir Belediyesini,

c) Diğer Gecekondu Sahipleri: 2981 sayılı İmar ve Gecekondu Mevzuatına Aykırı Yapılara Uygulanacak Bazı İşlemler ve 6785 sayılı İmar Kanununun Bir Maddesinin Değiştirilmesi Hakkında Kanun ile aynı 2981 sayılı Kanunun bazı maddelerini değiştiren 3290 ve 3366 sayılı kanunlardan süre itibarı ile yararlanamayan ancak 1 Ocak 2000 tarihinden önce yapıldığını belgeleyen ruhsatsız yapı ve gecekondu sahiplerini,

ç) İdare: Toplu Konut İdaresi Başkanlığını,

d) İlçe belediyeleri: Altındağ ve Keçiören belediyelerini,

e) İşyerleri: 5104 sayılı kanunun yürürlüğe girdiği tarihten önce ticari faaliyette bulunduklarını belgeleyen ve halen ticari faaliyetlerini sürdüren tapulu işyeri sahiplerini,

f) Kentsel Tasarım Projesi: 1/1000 ölçekli uygulama imar planı ile getirilen kullanım kararları ve yapılaşma koşulları doğrultusunda hazırlanacak 1/500 ölçekli tasarım projelerini,

g) Kiracılar: 1 Ocak 2000 tarihinden önce yapılan yapılarda 5104 sayılı Kanunun yürürlüğe girdiği tarihten en az geriye doğru üç yıl oturan kiracıları,

ğ) Nazım İmar Planı: Proje alanı kapsamında hazırlanacak 1/5000 ölçekli planları,

h) Ortak hesap: İdare ve Belediye tarafından açılacak müşterek banka hesabını,

ı) Proje: Kuzey Ankara Girişi Kentsel Dönüşüm Projesini,

i) Ruhsatlı Yapılar: 5104 sayılı kanunun yürürlüğe girdiği tarihten önce ilçe belediyesinden gerekli yapı ruhsatını alarak bina inşa eden (iskan izni almış yada iskan izni alma aşamasında) gerçek kişi ve kooperatifleri,

j) Şirket: İdare ve Belediye tarafından özel hukuk hükümlerine göre kurulan şirketi,

k) Tapu sahipleri: Proje alanı içerisinde imarlı veya imarsız tapu sahiplerini,

l) Tapu Tahsis Belgesi sahipleri: 2981 sayılı Kanun ile aynı 2981 sayılı Kanunun bazı maddelerini değiştiren 3290 ve 3366 sayılı kanunlar ile 2/3/1988 tarihli ve 3414 sayılı Kanun ile bu kanunlara dayanılarak çıkarılan yönetmelikler gereği süresi içerisinde müracaat edenler ile tapu tahsis belgesi almış olanları,

m) Trampa: Kamulaştırılacak mülke karşılık proje alanı içinde veya dışında konut veya imara müsait arsa verilmesi işlemini,

n) Uygulama İmar Planı: Proje alanı kapsamında hazırlanacak 1/1000 ölçekli planları,ifade eder.

İKİNCİ BÖLÜM
Tapulu Arsası ve Tapulu Arsası Üzerinde Tesisleri Bulunan Gayrimenkuller İçin Uygulanacak Esaslar

İşyeri ve konut sözleşmesi

MADDE 5 – (1) Proje alanı içerisinde kalan ve üzerinde işyeri ve konutu bulunan tüm tapulu gayrimenkul sahipleri ile mülklerinin Belediye Meclisince belirlenen büyüklükte olması kaydıyla; konut ve işyeri sözleşmesi yapılır.Gayrimenkul sahiplerine arsa miktarlarına bağlı olarak verilecek konut ve iş yerlerine ilişkin nitelikler Belediye Meclisince belirlenir.

İşyeri ve konut verilmesi

MADDE 6 – (1) Belediye ile anlaşma yapan imar, tapulama ve kadastro tapulu arsa ve tesis maliklerine, mülklerinin Belediye Meclisince belirlenen büyüklükte olması kaydıyla; bölgede yapılacak işyeri ve konutlardan hak sahiplerine verilir.

Eksik kalan arsa miktarının tamamlanması

MADDE 7 – (1) İmarlı ve kadastro arsa malikleri ile yapılacak işyeri ve konut sözleşmesinin eksik kalan arsa miktarları için her1 m2 arsaya karşılık gelen inşaat alanı hesaplanarak ilgili malik hissesi karşılığı düşen inşaat maliyeti bedeli Belediyeye taksitle ödenir. Taksit esasları Belediye Meclisince belirlenir.İnşaat maliyet bedeli her yıl Bayındırlık ve İskan Bakanlığınca yayımlanan değerler üzerinden uygulanır.

Borçlandırma suretiyle işyeri ve konut sözleşmesi

MADDE 8 – (1) İşyeri ve Konut sözleşmesinde işyeri ve konut hakkı olan hak sahipleri ile talepleri halinde borçlandırma suretiyle işyeri ve konut sözleşmesi yapılabilir.

Birden fazla işyeri ve konut sözleşmesine müsait olan hak sahipleri

MADDE 9 – (1) Talepleri halinde arsa hissesi birden fazla işyeri ve konut sözleşmesine müsait olan hak sahipleri ile hisse oranlarına denk gelecek şekilde işyeri ve konut sözleşmesi yapılabilir. Arsa sahiplerinin Belediyeye borçlanması durumunda ise ödemeler sözleşme tarihinden itibaren peşin olarak ödenir.

Arsa üzerindeki tesis ve müştemilat

MADDE 10 – (1) İmarlı, kadastro ve tapulama arsası üzerinde bulunan tesis ve müştemilatın Bayındırlık ve İskan Bakanlığınca her yıl yayımlanan birim fiyatları üzerinden kıymet takdir komisyonlarınca belirlenen bedelleri, sözleşme ile Belediyeye verilecek konutların maliyet bedellerinden düşülür.Bu işlem sonucunda oluşacak olan maliklerin alacakları Belediye tarafından peşin ödenir.Arsa sahiplerinin Belediyeye borçlanması durumunda ise ödemeler sözleşme tarihinden itibaren taksitle ödenir.Taksit esasları Belediye Meclisince belirlenir.

Tahliye

MADDE 11 – (1) Belediye ile anlaşma yapan tapulu tesis malikleri sözleşme tarihinden itibaren 7 gün içinde su, doğal gaz ve emlak vergisi borçlarını kapatarak tesisi boş olarak Belediyeye teslim eder.

ÜÇÜNCÜ BÖLÜM

2981 Sayılı Kanuna Tabi Tapu Tahsis Belgeli Gecekondulara Uygulanacak EsaslarKonut sözleşmesi

MADDE 12 – (1) Tapu tahsis belgesi bulunan gecekondu maliklerine proje alanı içerisinde üretilecek ve nitelikleri Belediye Meclisince tespit edilecek hak sahipleri konutlarından verilmesi için konut sözleşmesi yapılır.

Tapu tahsisli gecekondu malikleri

MADDE 13 – (1) Tapu tahsisli gecekondu maliklerine nitelikleri Belediye Meclisince tespit edilecek konut verilir.

Borçlandırma suretiyle konut sözleşmesi

MADDE 14 – (1) Tapu tahsis belgesindeki tahsis miktarı 400 m2 olup arsa borcu bulunmayan hak sahiplerine Belediye Meclisince belirlenecek büyüklükte bir adet konut verilir. Tapu tahsis belgesindeki tahsis miktarı 400 m2'den az olan maliklerin eksik arsa oranları, konut sözleşmesi ile Belediye Meclisince tespit edilecek konut büyüklüğünün inşaat maliyet bedeli oranı üzerinden hesaplanacak bedele, gecekonduya ait varsa arsa borcuda ilave edilerek, toplamdan; tesis ve müştemilata ait enkaz bedeli düşülerek borçlandırma yapılır.

Kıymet takdiri

MADDE 15 – (1) Tapu tahsisli tesis müştemilat ve ağaçların kıymet takdir bedelleri Belediye tarafından oluşturulacak kıymet takdir komisyonunca belirlenir. Maliklere verilecek konutların Bayındırlık ve İskan Bakanlığınca yayımlanan inşaat maliyet değerleri üzerinden maliyet bedelleri belirlenerek maliyet bedellerinden enkaz bedelleri düşüldükten sonra kalan bedel sözleşme tarihinden itibaren bir sonraki aydan başlayarak taksitle ödenir.Taksit esasları Belediye Meclisince belirlenir.

DÖRDÜNCÜ BÖLÜM
Belgesiz ve Kaçak Gecekondulara Uygulanacak Esaslar

Hak sahipliği

MADDE 16 – (1) 2981 sayılı İmar ve Gecekondu Mevzuatına Aykırı Yapılara Uygulanacak Bazı İşlemler ve 6785 sayılı İmar Kanununun Bir Maddesinin Değiştirilmesi Hakkında Kanun ile aynı 2981 sayılı Kanunun bazı maddelerini değiştiren 3290 ve 3366 sayılı kanunlardan süre itibarı ile yararlanamayan ancak 1 Ocak 2000 tarihinden önce yapıldığını belgeleyen ruhsatsız yapı ve gecekondu sahipleri hak sahibi olurlar.

Gecekondu kanununda öngörülen şartları sağlayacaklara verilecek konutlar

MADDE 17 – (1) Bu Yönetmelikte tanımlanan diğer gecekondu sahiplerine tahsis edilecek konut bedelleri 2985 sayılı Toplu Konut Kanunu hükümlerine göre belirlenir. Bu Yönetmelikte tanımlanan diğer gecekondu sahiplerinin konut tahsis işlemleri İdare tarafından yürütülür.

Kıymet takdiri

MADDE 18 – (1) Hak sahiplerine ait gecekondu, tesis, müştemilat ve ağaçlar için Belediyece oluşturulacak kıymet takdir komisyonunca belirlenecek kıymet takdir bedelinin %10'u enkaz bedeli olarak hesaplanır. Bu bedel, yapılacak sözleşme ile hak sahiplerine verilecek konuta ait inşaat maliyetinden düşülüp kalan bedel hak sahibi tarafından ödenir.

BEŞİNCİ BÖLÜM
Finansman ve Gelirler

Finansman

MADDE 19 – (1) Proje için gerekli mali kaynak ilgili yıl bütçe kanunlarında gösterilen miktarda İdare ve Belediye bütçesinin özel tertiplerine intikal ettirilecek ödenekler ile Belediye ve İdarenin kendi kaynaklarından ayıracağı ödenekler ve satış gelirleridahil her türlü proje gelirleriyle sağlanır. Bu ödenekler ve proje gelirleri İdare ve Belediye tarafından açılacak müşterek banka hesabına yatırılır ve projeye dahil her türlü harcama bu hesaptan yapılır.

(2) İdare ve Belediye tarafından yapılan harcamalar, ortak hesaptan İdare ve Belediyeye iade edilir.

(3) İdare, bütçesine aktarılan ödeneklerden veya kendi kaynaklarından projedeki konut, sosyal donatı, çevre düzenlemesi, teknik altyapı kamulaştırma ve diğer uygulamalarda kullanılmak üzere Belediyeye konut kredisi sağlayabilir. Bu kredinin faizi, vadesi ve ödeme koşulları Belediye ve İdare arasında yapılacak protokolle belirlenir.

Gelir Paylaşımı

MADDE 20 – (1) Projenin tamamlanmasından sonra artan proje geliri varsa; bu gelirin Bakanlıkça belirlenecek kısmı İdare, Belediye, ilçe belediyeleri ve proje alan sınırları içerisinde alanı bulunan diğer belediyelerin bütçesine, kalan kısmı ise genel bütçeye gelir kaydedilir.

ALTINCI BÖLÜM
Diğer ve Son Hükümler

Kira bedeli

MADDE 21 – (1) Proje alanı içerisinde tesisi bulunan arsa malikleri ve tapu tahsis belgesi sahipleri ile bu Yönetmelikte tanımlanan diğer gecekondu sahiplerine, tahliye tarihinden itibaren Belediye Meclisince kararlaştırılacak aylık kira bedeli, Belediyece verilecek konutların teslim tarihine kadar ödenir. Kira artış bedeli her yıl Belediye Encümenince belirlenir.

(2) Belediyeye ait lojmanlar hak sahiplerinin talebi halinde kendilerine tahsis edilir. Lojman tahsisi yapılan hak sahiplerine kira bedeli ödenmez.

Enkazların verilmesi

MADDE 22 – (1) Konut sözleşmesi yapılan hak sahipleri, sözleşme tarihinden itibaren konut ve müştemilatlarını tahliye ederek 7 gün içerisinde yıkıp boşalttıkları takdirde yıkım karşılığı enkazları kendilerine verilir.

Planlama

MADDE 23 – (1) Planlama aşağıda belirtilen esaslara göre yapılır.

a) İlgili mevzuata göre proje alanı içinde olup ilçe belediyeleri, belde belediyeleri ve kamu kurum ve kuruluşlarına ait olan her ölçek ve nitelikteki imar planları, parselasyon planları, etaplama ve benzeri imar uygulamalarına dair izin ve yetkiler ile proje onayı, yapı izni, yapı kullanma izni ve inşaata dair benzeri izin ve yetkiler Belediye tarafından kullanılır.

b) İmar planı ile getirilen kararlar doğrultusunda Belediyece yapılacak veya yaptırılacak kentsel tasarım projeleri İdarenin uygun görüşü alınarak Belediyece uygulamaya konulur.

c) Proje alanı sınırı içerisinde kalan ve içme suyu kullanımından vazgeçilen baraj ve koruma kuşaklarındaki su havzalarını planlamaya ve bunlara ilişkin sınırları yeniden belirlemeye Belediye yetkilidir.

ç) 5104 sayılı Kanunun yürürlük tarihinden önce onaylı imar planları doğrultusunda yapılmış ve/veya yapılmakta olan yapılar ile henüz yapılaşmamış alanlara ilişkin uygulamaya yönelik kararlar Belediye Meclisince alınır ve Belediye tarafından uygulanır.

Mülk edinme

MADDE 24 – (1) Fiilen bir kamu hizmetinde kullanılan ve üzerinde kullanım amacına yönelik yapı bulunan taşınmazlar hariç olmak üzere proje alanı sınırları içerisinde kalan bölgede proje için ihtiyaç duyulan arazi ve arsalardan kamu tüzel kişilerin mülkiyetinde bulunanlar bedelsiz olarak Belediyeye devredilir. Ancak 5104 sayılı Kanun kapsamında Belediyeye devredilen gayrimenkullerden, İdare ve Belediyenin Proje kapsamında kullandıkları kaynak dikkate alınarak Bakanlık tarafından belirlenenlerin mülkiyeti, İdare adına tescil edilir. Bu taşınmazların tescili Tapu Sicil Müdürlüklerince resen yapılır.Tescillerde 5104 sayılı Kanunun yürürlük tarihi esas alınır.Bu tarihten sonra yapılan her türlü mülkiyeti devir edici işlemler iptal edilir.

Kamulaştırma

MADDE 25 – (1) Rızai anlaşma sağlanamadığı takdirde 4/11/1983 tarihli ve 2942 sayılı Kamulaştırma Kanunu uygulanarak şahıs mülkiyetlerinin Belediye adına tescili yapılır.

Arazi ve arsa düzenlemesi

MADDE 26 – (1) Proje alan sınırları içerisinde binalı veya binasız arsa ve araziler yapılacak imar planları doğrultusunda Belediyece yapılan veya yaptırılan parselasyon planları ile düzenlenir.

Proje yönetimi

MADDE 27 – (1) Proje alan sınırlarındaki kentsel tasarım projeleri ile konut, sosyal donatı, çevre düzenlemesi ve teknik altyapı projeleri ile yapım dahil diğer işler, Belediye ve İdare tarafından Bakanlıkça tespit edilecek görev dağılımına göre yapılır veya yaptırılır.

(2) Proje alanı içindeki yol, köprü, viyadük, su, yağmur suyu, pis su kanalları ve bunlarla ilgili sanat yapıları İdare ve Belediyenin uygun görmesi halinde Ankara Su ve Kanalizasyon İdaresi Genel Müdürlüğü ve EGO Genel Müdürlüğüne yaptırılabilir. İdare ve Belediyenin ortak kararıyla Ankara Su ve Kanalizasyon İdaresinin kendi imkanlarıyla yaptırdığı işlerin bedeli Bayındırlık Birim Fiyatları üzerinden, ihale ile yaptırdıkları işler ihale bedeli üzerinden, EGO'nun proje alan sınırları içerisindeki doğalgaz ile ilgili yapacağı veya yaptıracağı alt yapı hizmetleri ihale bedeli üzerinden ödenir. Bu işler ile ilgili proje, müşavirlik ve kontrollük hizmetleri 5104 sayılı Kanunun 6 ncı maddesine göre yapılır.

İhale işlemleri

MADDE 27/A – (Ek: RG-10/10/2006-26315)

(1) 5104 sayılı Kuzey Ankara Girişi Kentsel Dönüşüm Projesi Kanununa ekli Protokol Yolu Sınır Krokisinde gösterilen Kuzey Ankara Girişi Kentsel Dönüşüm Projesi alan sınırları içerisindeki her tür ve ölçekteki planlar, inşa edilecek resmi ve özel her türlü yapı, alt yapı ve sosyal donatı ile konut, yol, tünel, köprü, hastane, okul, cami ve rekreasyon alanı yapım ve düzenleme işleri için, Arsa Satışı Karşılığı Gelir Paylaşımı veya Kat Karşılığı Yapım işleri uygulamak suretiyle ihale yapılabilir.

(2) Yapılacak ihale işlemleri ile ilgili usul ve esaslar İdarece belirlenir.

Yürürlük

MADDE 28 – (1) Bu Yönetmelik yayımı tarihinde yürürlüğe girer.

Yürütme

MADDE 29 – (1) Bu Yönetmelik hükümlerini Toplu Konut İdaresi Başkanlığının bağlı olduğu Bakan yürütür.

	Yönetmeliğin Yayımlandığı Resmî Gazete'nin	
	Tarihi	**Sayısı**
	14/4/2006	26139
	Yönetmelikte Değişiklik Yapan Yönetmeliklerin Yayımlandığı Resmî Gazetelerin	
	Tarihi	**Sayısı**
	10/10/2006	26315

APPENDIX E

PLAN NOTES OF THE MASTER PLAN OF THE NORTH ENTRANCE OF ANKARA URBAN REGENERATION PROJECT

1. 5104 sayılı "Kuzey Ankara Girişi Kentsel Dönüşüm Projesi Kanunu" ve ilgili mevzuat hükümlerine uyulacaktır.
2. Plan, uygulama etap sınırları belediye sınırları olmak üzere 2 etap halinde uygulanacaktır. Uygulamada doğabilecek sorunların çözümü amacıyla etap sınırlarını değiştirmeye ve birleştirmeye belediye yetkilidir.
3. Planlama alanında etimesgut, güvercinlik ve esenboğa havalimanlarına ait hava mania planı kriterlerine uyulacaktır.

4. Doğal yapıya ilişkin hükümler:

4.1. Planlama alanında; afet işleri genel müdürlüğünce 21.04.2005 tarihinde onaylanan jeolojik-jeoteknik etüd raporunun sonuç ve öneriler kısmına ve afet işleri genel müdürlüğünün 31.01.2006 gün ve 1287 sayılı yazısına uyulacaktır.
4.2.1. Plan üzerinde uoa (yerleşime uygun olmayan alan) işaretli alanlar her türlü yapılaşma dışı tutulacak olup, plandaki kullanım kararı geçerlidir. Ancak konut kullanımına giren bu tür alanlar yapı yaklaşma sınırları dışında tutulacak, hiçbir şekilde konut yapısı yapılmayacaktır.
4.2.2. Ancak, bu alanlarda projenin ulaşım şeması, altyapı ve peyzaj projelerinin gerektirdiği, yaya ve trafik yolları, kanal, su tesisleri ve peyzaj ögeleri v.b.tesislerin gerçekleştirilebilmesi için hazırlanacak ayrıntılı jeoteknik etüd raporu afet işleri genel müdürlüğünce onaylanmadan uygulama yapılamaz.
4.3. Afet işleri genel müdürlüğünce 21.04.2005 tarihinde onaylanan raporda ÖA1 ve ÖA2 (önlemli alan) olarak belirtilmiş alanlar, raporda belirtilen yapılaşma kriterleri ve önlemlerine uyulmak şartıyla yapılaşmaya açılabilir.

4.4. Plan üzerinde aje (ayrıntılı jeoteknik etüd gerektiren alan) işaretli alanlarda, kitle türü ve yer seçimleri; hazırlanacak ve afet işleri genel müdürlüğünce onaylanacak ayrıntılı jeoteknik etüd raporuna göre belirlenecektir.Bu alanlarda, afetin türüne bağlı olarak, ayrıntılı jeoteknik etüd raporları hazırlanmadıkça konut, yol, elektrik, doğalgaz ve su ishale hattı v.b.yapılamaz.
4.5. Kentsel tasarım projeleri, peyzaj projeleri, arazi tesviye projeleri, mimari projeler ve altyapı projelerinde önerilen her türlü yapılaşmada "bayındırlık ve iskan bakanlığı afet bölgelerinde yapılacak yapılar hakkındaki yönetmelik" hükümlerine uyulacaktır.

5.Yollar ve Otoparklar:

5.1. Yaya yolları gerektiğinde yangın, çöp vb. kullanışlar ve binalara otopark giriş çıkışı amacıyla kullanılabilir.
5.2. Özel otopark gereksinimi yürürlükteki otopark yönetmeliği doğrultusunda ada/parsel içerisinde karşılanacaktır.

6. Teknik Altyapı:

6.1. Proje alanı içerisindeki mevcut enerji nakil hatları yer altına alınacaktır.
6.2. Tedaş enerji dağıtım merkezi, telekom santral alanı, trafo, doğalgaz regülatör istasyonları gibi teknik altyapı alanlarında ilgili idarelerin projelerindeki yapılaşma koşullarına uyulacaktır.
6.3. Planda gösterilen kentsel altyapı alanları dışında, gereksinim duyulması halinde, reglaj istasyonu, trafo, su deposu vb. Kullanımlar yapı yaklaşma mesafeleri yollara ve yapılara 5 m.den az olmamak koşuluyla yapı adaları, park, rekreasyon vb. Kullanımlar içinde yapılabilir. Bu yapıların yerini kabule belediye yetkilidir.

7. Konut Alanları:

7.1. Konut alanlarında plan üzerinde gösterilen yapılaşma koşullarına uyulacaktır.

7.2. Plan üzerinde gösterilen kitleler şematiktir.Konut alanlarında, planda adalar üzerinde belirtilen maksimum konut sayısı ve maksimum inşaat alanı aşılmamak koşuluyla, değişik adet, büyüklük, yükseklik ve nitelikte konut yer alabilir.
7.3. Kentsel tasarım projesinde ihtiyaç duyulması halinde, proje için önerilen toplam 18.000 konut sayısı aşılmamak ve plan bütünündeki inşaat alanı sabit kalmak koşuluyla, konut ve bölgesel ticaret merkezi adaları arasında konut ve inşaat alanı transferi yapılabilir.
7.4. Konut adalarında kentsel tasarım projesinde belirlenecek şekilde kreş, spor merkezi, lokal, toplantı odası, yönetim birimleri, günlük ihtiyaca cevap verecek mamullerin satış üniteleri, bahçıvan, elektrikçi, bakıcı ve kapıcılar için gerekli çalışma üniteleri için yer ayrılabilir.
7.5. Konut alanlarında uygulama ada bazında yapılacaktır.Kentsel tasarım projesinde önerilecek farklı kullanım türleri ve yapı tipleri gözetilerek uygulamaya yönelik olarak ifraz yapılabilir.

8. ±0.00 Kotunun Belirlenmesi:

Yapılar yoldan, tabi zemin ortalamasından veya ada içerisinde kentsel tasarım projesine göre oluşturulacak servis yollarından kotlandırılabilir.Adalara ait kentsel tasarım projelerinde kitle giriş kotları olarak belirlenecek kotlara uyulur.Bu amaçla yapılacak arazi düzenlemelerini (kazı ve dolgu) kabule belediye yetkilidir.

9. Kentsel Çalışma Alanları:

Bölgesel ticaret merkezleri:

9.1. Bölgesel ticaret merkezlerinde maksimum inşaat emsali E:4.00, maksimum bina yüksekliği hmax.:serbesttir. Bu alanlarda bölgenin ihtiyacına yönelik ticari kullanımlar yer alacaktır.Bölgesel ticaret merkezlerinde konut kullanımının yer alıp alamayacağı proje için önerilen toplam 18.000 konut sayısı aşılmamak koşuluyla kentsel tasarım projesinde değerlendirilebilir.

Ticaret alanları:

9.2. Ticaret alanlarında maksimum inşaat emsali E:1.00, maksimum bina yüksekliği hmax.:serbesttir. Bu alanlarda günlük ihtiyaca yönelik ticari kullanımlar yer alabilir.Konut kullanımı yer alamaz.

Turizm Tesis Alanları:

Konaklama alanları:

9.3. Plan üzerinde gösterilen yapılaşma koşulları geçerlidir.Bu alanlarda oteller, kültür ve kongre merkezleri ve rekreatif faaliyetler yer alabilir.

Kültür-Kongre Merkezi:

9.4. Kültür-kongre merkezinde maksimum inşaat emsali E:1.50, maksimum bina yüksekliği hmax.:serbesttir. Bu alanlarda kültür ve kongre merkezi yapılarının yanı sıra ilgili rekreatif kullanımlar da yer alabilir.

Belediye Hizmet Alanı:

9.5. Belediye hizmet alanında maksimum inşaat alanı E:1.00, maksimum bina yüksekliği hmax.:serbesttir. Bu alanlarda belediyenin uygun göreceği sergi, kongre merkezleri, konukevi, nikah salonu gibi sosyal-kültürel tesisler ve hizmet binaları yer alacaktır.

10. Açık ve Yeşil Alanlar:

Kentsel Rekreasyon Alanı:

10.1. Kentsel rekreasyon alanında maksimum inşaat emsali e:0.10, maksimum bina yüksekliği hmax.:serbesttir.

10.2. Bu alanlar; topoğrafik özellikleri dikkate alınarak projelendirilecek "özel planlama" alanlarıdır. Bu alanlar, ankara büyükşehir belediyesince özel proje yapılarak/yaptırılarak uygulamaya açılır.
10.3. Bu alanlarda; toplam inşaat alanını aşmamak koşuluyla tüm kentin kullanımına yönelik eğlence-dinlenme tesisleri, fuar alanları, piknik alanları, çocuk bahçeleri, oyun alanları, lokanta, sinema, açık hava tiyatrosu gibi sosyal tesisler, açık ve kapalı spor tesisleri, gölet vb. Rekreatif kullanımlar yer alabilir.
10.4. Bu alanlarda yer alacak yapıların büyüklük, nitelik ve yapılaşma koşulları, kentsel tasarım projesinde ve peyzaj projesinde belirlenecektir.

Park Alanları:

10.5. Park alanları içerisinde çocuk oyun alanları, havuzlar, pergolalar ve genel wc v.b. tesisler yapılabilir.

11. Kentsel Sosyal Altyapı:

Ünite Merkezleri:

11.1. Bu alanlarda; bölgenin ihtiyacını karşılamak üzere günlük ihtiyaca yönelik alışveriş üniteleri, sosyo-kültürel tesisler, idari tesisler, spor alanı, belediye hizmet alanı vb. Sosyal ve teknik altyapı alanları yer alacaktır.
11.2. İdari tesis alanlarında; resmi kurumlar, resmi banka gibi kuruluşlara ait hizmet binaları, muhtarlık binası vb. Tesisler yer alabilir.
11.3. Belediye hizmet alanlarında; belediyeye ait danışma ve hizmet birimleri yer alabilir.
11.4. Ünite merkezlerinde yer alacak kullanımların nitelikleri, büyüklükleri ve yapılaşma koşulları kentsel tasarım projesinde belirlenecektir.

İbadet Alanları:

11.6. İbadet yeri alanları içerisinde yapılacak yapılar özel olarak projelendirilecek olup, belediyece uygun görülmeden inşaat ruhsatı verilemez.

Eğitim Alanları:

11.7. Anaokulu, ilköğretim ve ortaöğretim alanlarında maksimum bina yüksekliği hmax.:serbest olup, bu alanlarda il milli eğitim müdürlüğünce belirlenecek yapılaşma koşullarına uyulacaktır.

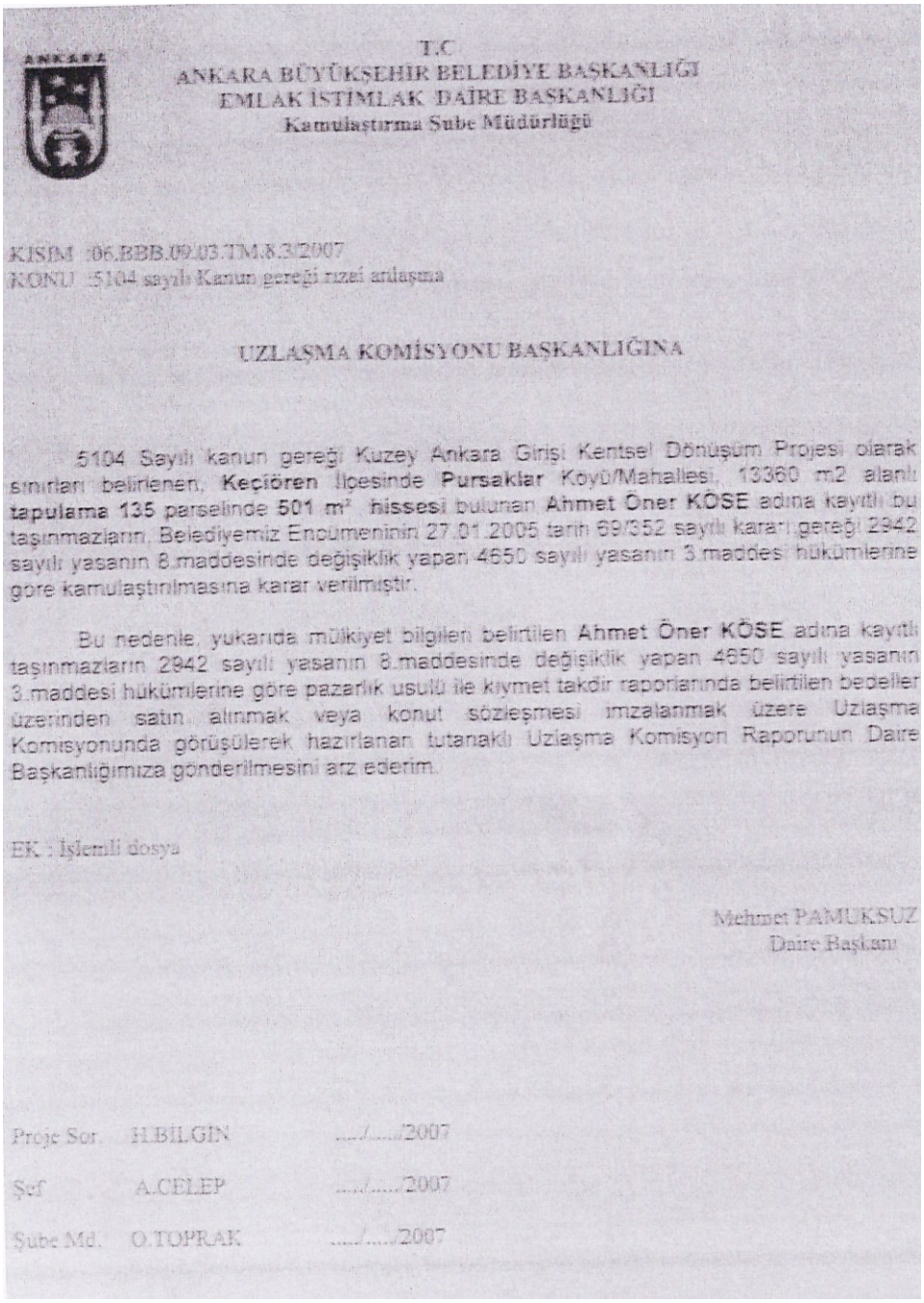
Sağlık Alanları:

11.8. Sağlık alanlarında maksimum inşaat alanı E:1.00, maksimum bina yüksekliği hmax.:serbesttir.

12. Planda belirtilmeyen hususlarda kuzey ankara girişi kentsel dönüşüm projesi kanunu yönetmeliği ve ankara büyükşehir belediyesi imar yönetmeliğinin ilgili hükümleri geçerlidir.

APPENDIX F

SAMPLE CONTRACT BETWEEN ANKARA METROPOLITAN MUNICIPALITY AND RIGHT OWNERS



T.C
ANKARA BÜYÜKŞEHİR BELEDİYE BAŞKANLIĞI
EMLAK İSTİMLAK DAİRE BAŞKANLIĞI
Kamulaştırma Şube Müdürlüğü

KISIM :06.BBB.09.03.TM.8.3/2007
KONU :5104 sayılı Kanun gereği rızai anlaşma

UZLAŞMA KOMİSYONU BAŞKANLIĞINA

5104 Sayılı kanun gereği Kuzey Ankara Girişi Kentsel Dönüşüm Projesi olarak sınırları belirlenen, **Keçiören** İlçesinde **Pursaklar** Koyü/Mahallesi, 13360 m2 alanlı **tapulama 135** parselinde **501 m² hissesi** bulunan **Ahmet Öner KÖSE** adına kayıtlı bu taşınmazların, Belediyemiz Encümeninin 27.01.2005 tarih 69/352 sayılı kararı gereği 2942 sayılı yasanın 8.maddesinde değişiklik yapan 4650 sayılı yasanın 3.maddesi hükümlerine göre kamulaştırılmasına karar verilmiştir.

Bu nedenle, yukarıda mülkiyet bilgileri belirtilen **Ahmet Öner KÖSE** adına kayıtlı taşınmazların 2942 sayılı yasanın 8.maddesinde değişiklik yapan 4650 sayılı yasanın 3.maddesi hükümlerine göre pazarlık usulü ile kıymet takdir raporlarında belirtilen bedeller üzerinden satın alınmak veya konut sözleşmesi imzalanmak üzere Uzlaşma Komisyonunda görüşülerek hazırlanan tutanaklı Uzlaşma Komisyon Raporunun Daire Başkanlığımıza gönderilmesini arz ederim.

EK : İşlemli dosya

Mehmet PAMUKSUZ
Daire Başkanı

Proje Sor. H.BİLGİN ...../...../2007

Şef A.CELEP ...../...../2007

Şube Md. O.TOPRAK ...../...../2007

T.C.
ANKARA BÜYÜKŞEHİR BELEDİYESİ
TUTANAKLI UZLAŞMA KOMİSYON RAPORU
(KONUT SÖZLEŞMESİ)

RAPOR NO :
KAYIT NO :

5104 Sayılı kanun gereği Kuzey Ankara Girişi Kentsel Dönüşüm Projesi olarak sınırları belirlenen ve Belediyemiz Encümeninin 27.01.2005 tarih 69/352 sayılı kararı gereği 2942 sayılı yasanın 8.maddesinde değişiklik yapan 4650 sayılı yasanın 3.maddesi hükümlerine göre kamulaştırılmasına karar verilen , **Keçiören** İlçesinde **Pursaklar** Köyü/Mahallesi, 13360 m2 alanlı **tapulama 135** parselinde **501 m²** hissesi bulunan **Ahmet Öner KÖSE** ile Belediyemiz Uzlaşma Komisyonunda 4650 sayılı yasanın 3.maddesi gereği pazarlık usulü ile görüşülerek, taşınmazları karşılığında sözleşmede belirtilen şartlarda hissesinin tamamını konut karşılığında Belediyemize devredilmesini kabul ve taahhüt etmiştir.

KARAR

Uzlaşma Komisyonunca yapılan toplantıda, yukarıda belirtilen mevkide hissesi bulunan Hakşahibi **Ahmet Öner KÖSE' nin** Ankara İli **Keçiören** İlçesinde **Pursaklar** Köyü/Mahallesi, 13360 m2 alanlı **tapulama 135** parselinde **501 m² hissesi**, verilecek olan **1 (Bir)** adet **120 m2'lik** konut karşılığına isabet eden **toplam 500 m2** hisseden **1 m2 fazladır.** Fazla olan hisse miktarı 1 m2 x 80YTL = **80.-YTL (SeksenYTL.Ykrş)** bedel **Ahmet Öner KÖSE'** ye tapusunu Ankara Büyükşehir Belediyesine devrettikten ve vergi ilişiklerini kestirdikten sonra peşin olarak ödenmesine karar verilmiştir...../...../2007

Yunus ALUÇ	Mehmet Pamuksuz	İsmet DOĞAN	Nahit ÖZGE
Uzlaşma Komisyon Başkanı Genel Sekreter Yardımcısı	E.İ.D.B. Daire Başkanı	E.İ.D.B. Harita Mühendisi	İ.Ş.D.B. Mimar

Hak Sahibi
Adı Soyadı ve İmzası
Ahmet Öner KÖSE

ANKARA BÜYÜKŞEHİR BELEDİYESİNİN TAAHHÜTLERİ:

A. Ankara Büyükşehir Belediye Başkanlığı 1.A' da tapu kaydı belirtilen taşınmaz karşılığında haksahibi **Ahmet Öner KÖSE** 'ye 1/1000 ölçekli Kuzey Ankara Girişi Kentsel Dönüşüm Projesi imar planında gösterilen 1. etap konut adalarında üretilecek **120 m2** lik konutlardan **1 (Bir)** adet daireyi anahtar teslimi verecektir.

B. Daireler Noter kurası ile belirlenecek ve şerefiye payı alınmayacaktır.

EKLER
1)Kimlik Fotokopisi
2)Meclis Kararı
3)Tapu fotokopisi

TEL : 361 59 69 – 0536 363 24 24

ADRES
Yakacık Mah. Cem Sok. No: 1/10
Keçiören / ANKARA

Sözleşme Tarihi

...../...../2007

HAKSAHİBİ
Ahmet Öner KÖSE

ANKARA BÜYÜKŞEHİR BELEDİYE BAŞKANLIĞI
.....