

URBAN DESIGN FOCUS ON URBAN RENEWAL: A CASE STUDY OF BARBAROS
NEIGHBOURHOOD IN ATASEHIR



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URBAN DESIGN FOCUS ON URBAN RENEWAL: A CASE STUDY OF BARBAROS
NEIGHBOURHOOD IN ATASEHIR

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ABSTRACT

URBAN DESIGN FOCUS ON URBAN RENEWAL: A CASE STUDY OF BARBAROS NEIGHBOURHOOD IN ATASEHIR

Urban renewal is an improvement effort to adapt physical areas that have lost their old identity and function to today's social and economic needs using contemporary and technological approaches. Urban areas where problems such as deindustrialization, globalization, slums, poverty and deprivation, earthquakes, unplanned urbanization, and lack of urban services are observed in developed or developing countries need renewal. Contrary to popular belief, urban renewal is not just about renewing a building. A successful urban renewal project is a multidimensional process designed to create healthy, high-quality, livable cities and urban areas by assessing the physical, socioeconomic, and legal dimensions of the areas and applying one or more of the urban renewal methods appropriate to the existing area to find solutions for the areas to be renewed over time.

The design dimension of urban renewal is one of the essential dimensions for projects. Renewal is an action that should be addressed to a large extent in the context of urban design. Urban design guides, one of the tools to implement an urban design, play an important role in the healthy development of cities. The guides, which are effectively used worldwide, have not yet been implemented in Turkey, so similar and unqualified buildings have appeared in most Turkish cities. However, it is known that efforts have been made in recent years to encourage local governments to create their guides under the guidance of the relevant ministries.

As the study area, the slum area of Barbaros neighborhood located in Ataşehir district, on the Anatolian side of Istanbul, was examined. The reason why this area was selected as the study area is that it is foreseen that it will undergo urban renewal soon. In this context, the study area's current socio-economic and physical condition has been determined based on the field investigations and user surveys made by the municipality to form a base for the urban renewal project planned to be implemented in the Barbaros neighborhood. The problems, observations, and survey results identified in the area were compiled, proposals for application were presented, and a design guide was prepared.

ÖZET

KENTSEL YENİLEME ODAĞINDA KENTSEL TASARIM: ATAŞEHİR BARBAROS MAHALLESİ ÖRNEĞİ

Kentsel yenileme eski kimliğini ve işlevini kaybeden fiziksel alanların, günümüz sosyal ve ekonomik gereksinimlerine çağdaş ve teknolojik yaklaşımlarla uyum sağlaması adına yapılan iyileştirme çabalarıdır. Gelişmiş veya gelişmekte olan ülkelerde, zaman içinde küreselleşme, gecekondulaşma, yoksulluk ve yoksunluk, deprem, çarpık kentleşme, kentsel hizmet eksiklikleri gibi sorunların görüldüğü kent alanları mutlaka bir yenileme ihtiyacı duymaktadır. Kentsel yenileme bilinenin aksine, sadece bir yapının yenilenmesi anlamına gelmemektedir. Başarılı bir kentsel yenileme projesi, yenilecek alanlara çözüm getirmesi amacıyla alanların fiziksel, sosyo-ekonomik ve yasal boyutlarının değerlendirilmesi ve yenileme yöntemlerinden mevcut alana uygun olanın uygulanmasıyla, sağlıklı, kaliteli ve yaşanabilir kentsel alanlar oluşturulmasında yararlanılan çok boyutlu süreçtir.

Kentsel yenilemenin tasarım boyutu projeler için önem taşıyan boyutlardan birisidir. Yenileme, büyük ölçüde kentsel tasarım kapsamında ele alınması gereken bir eylemdir. Kentsel tasarım uygulama araçlarından biri olan kentsel tasarım rehberleri, kentlerin sağlıklı bir şekilde gelişimlerinde büyük rol oynamaktadır. Dünyada etkin bir şekilde kullanılan rehberler, ülkemizde henüz yaygınlaşmamış, bunun sonucu olarak Türkiye kentlerinin çoğunda benzer ve özgünlüklerini kaybetmiş niteliksiz yapılaşmalar ortaya çıkmıştır. Ancak son yıllarda ilgili bakanlıkların yönlendirmeleriyle yerel yönetimlere kendi rehberlerini hazırlamaları konusunda teşvik edici çalışmaların yapılmakta olduğu bilinmektedir.

Çalışma alanı olarak İstanbul'un Anadolu Yakası'nda bulunan, Ataşehir ilçesinde yer alan Barbaros mahallesinin gecekondu alanı incelenmiştir. Bu alanın çalışma alanı olarak seçilmesinin sebebi, yakın zamanda kentsel yenilemeye gireceğinin öngörülmesidir. Bu kapsamda Barbaros Mahallesinde uygulanması düşünülen kentsel yenileme projesine bir altlık oluşturmak adına belediye tarafından yapılmış kullanıcı anketi ve saha incelemelerinden yola çıkılarak çalışma alanının mevcut sosyo-ekonomik ve fiziksel durumu tespit edilmiştir. Alana dair belirlenen sorunlar, gözlemler ve anket çıktıları bir araya getirilerek alanda yapılması öngörülen uygulama adına öneriler sunulmuş ve tasarım rehberi oluşturulmuştur.

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LIST OF SYMBOLS/ABBREVIATIONS

USA	United States of America
UK	United Kingdom
CIAM	International congresses of modern architecture
ENHR	European network for housing research
TOKI	Presidency of mass housing administration
TMMOB	The union of chambers of Turkish engineers and architects
AKP	Justice and development party
EU	The European union
TBMM	The grand national assembly of Turkey
KENTGES	Urban development strategy and action plan
D-100 (E-5)	State highway (Istanbul-Ankara)
TEM	Trans European motorway
REIT	Real estate investments trust
TUIK	Turkish statistical institute
ISKI	Istanbul water and sewerage administration
IETT	Istanbul electrical train and tram

1. INTRODUCTION

Living, constantly developing, and changing cities are subject to physical, social, economic, and environmental deterioration over time and need to be renewed. It can be said that the need for urban renewal has arisen at different times in the historical process, in different areas, and for different purposes. With the industrial revolution that began in Europe, economic activity changes led to increased migration to cities. With these migratory movements began unhealthy and illegal construction, first in Europe and then in countries that increased the pace of industrialization. In cities unprepared for the increase in population caused by urbanization movements, the irregular and unplanned settlements led to unplanned urbanization and, as a result, physical, social, and economic problems. As a result of these problems in urban areas, slum areas have formed in both developed and underdeveloped and developing countries.

The need for urban renewal has arisen due to deindustrialization and globalization in developed countries. In underdeveloped and developing countries such as Turkey, poverty and deprivation, unplanned urbanization, lack of planning, squatting, illegal construction, inadequate laws and inappropriate practices related to zoning, occupation of public land or inadequate valuation of public land, transportation and infrastructure problems, earthquakes, and urban problems such as lack of services have come to the fore.

When examining the practices of urban renewal in Turkey, it is seen that the concept of urban renewal is used as a form of intervention in the physical structure rather than as a process. The fact that urban space is created for purposes such as commercial profits and rents, rather than for visual richness and aesthetics, results in maximum building on the land, a decrease in green spaces, and an increase in population density, resulting in many spatial degradations that have a negative impact on the social structure.

Urban renewal policies, which at their inception aimed at comprehensive physical renewal when it first emerged and aimed at economic and social transformation and development, have largely moved away from these goals after 2012 with neoliberal policies, focusing on renewal based on parcels and buildings, especially around the discourse of earthquake risk. Strategies and projects developed to solve current problems and reduce disaster risks are short-term solutions. They do not go beyond proposals that only solve the problems of the

day and lead to other problems in the long term. Thus, the much broader economic and social goals were abandoned at the beginning, and a short-term profit-oriented policy was created [1].

In this context, urban design studies, which are a detailed tool for urban space design, gain great importance for creating high-quality, healthy, and livable settlements in physical, environmental, and social terms. In this context, it is inevitable that urban design, which is directly related to renewal, is one of the main actors in the renewal process. Developing site-specific design principles for the areas to be renewed and supporting them with urban design guidelines will positively impact the designs' success.

Istanbul is a metropolitan city that has received immigrants since its formation. Especially after the 1950s, the development of big cities with industrialization and urbanization accelerated migration movements in line with these migratory movements, illegal and unhealthy structures formed in cities, increasing the need for housing in large cities and inadequate housing stock. In order to meet the demand for housing that increased with immigration and prevent unhealthy and illegal construction, there has been a tendency to ways such as mass housing and cooperatives, and the Ataşehir region was included in an urban development process that included such formations. The improvement-development plans implemented in the late 1980s and early 1990s gave legal legitimacy to the slum-like structures in this region, but no measures were taken to improve the physical and social conditions in the region.

The Barbaros neighborhood in the Ataşehir district has been known as a slum area north of the E5 highway since the 1970s. It experienced its real change with the buildings that TOKI erected after the 2000s on the site of the treasury in the north of the neighborhood, on what is now the border of the TEM highway. In particular, the part of the Barbaros neighborhood known as West Ataşehir has become an important residential and business area with many luxury housing projects built since the mid-2000s, and the structure of the neighborhood has changed greatly. In the process, the neighborhood has become a rant point for urban renewal projects due to the effect of these structures [2]. The urban renewal area studied as an example area in this thesis is located in the Ataşehir district, which has become one of Istanbul's important centers in recent years and has shown rapid urban development; it is within the borders of Barbaros neighborhood, one of the 17 neighborhoods of the district.

1.1. AIM OF THE THESIS

Urban renewal practices, which have gained momentum in Turkey in recent years, are generally carried out through the demolition and reconstruction of existing settlements. These examples of urban renewal, carried out in cities at different levels, are generally applied at the parcel scale in the form of on-site renewal of a single building, which is considered risky. However, urban renewal practices that solve problems such as renovating buildings or improving slum areas create many new problems such as densification, ranting, loss of rights, and gentrification.

Existing urban renewal laws and regulations reveal a single method developed in line with limited parameters and ongoing practices developed in this direction; This results in applying the same model in all cities and urban areas. Accordingly, cities' potentials and problems; It is known that urban renewal projects, in which predetermined standard solutions are put forward by ignoring the perceptions and expectations of the citizens, create new problem areas while trying to solve the existing problems in the cities.

It is known that the unqualified and unskilled physical environments in our cities, especially in the big cities, are increasing with unhealthy construction, and these negativities cause the emergence of urban areas that begin to lose their attractiveness and economic lifelessness. It is necessary to manage this negative process with urban renewal practices and intervene in the cities with the proper diagnosis, correctly identifying the problem. In this intervention process, besides the concept of renewal, the evaluation of the concept of urban design, together with planning, is the main component of the study.

Revitalizing urban areas that are worn out and in danger of becoming obsolete, enhancing the quality of life in these areas, and improving physical space to meet changing conditions and user preferences can be made possible by establishing urban design principles and standards. The development of unique design principles and the support of urban design guidelines will positively impact the success of the design of the areas where urban renewal is undertaken.

In order to achieve efficient results in the application of urban renewal measures used as a tool to solve problems in urban areas, it is necessary to define the existing problems in the area with all their dimensions and determine the most appropriate approach and type of

intervention to solve them. This is because, although similar problems can be observed, the current potentials of each area differ from each other and require an area-specific approach to make correct applications. The approach to be followed in the renewal of urban spaces should be developed locally, together with the area's existing physical, socio-cultural, and economic dimensions.

This study has been carried out in order to reveal that the plan decisions envisaged within the framework of the current planning practice in the areas determined as urban renewal areas are not sufficient alone and that the plan decisions should be constructed by making socio-economic and physical analyzes of the area and supporting them together with the urban design guides. The questions to be answered in the study are listed below:

- Is urban renewal necessary in the slum area located in Barbaros Neighborhood?
- What are the socio-economic and physical conditions of the slum area in the Barbaros neighborhood?
- Is the zoning plan produced for the slum area in Barbaros Neighborhood sufficient in the urban renewal process of the area?

Within the scope of the research questions determined, socio-economic and physical analyses of the area were made to form a base for the urban renewal project planned but not yet implemented and planned to be implemented soon in the Barbaros Neighbourhood. As a result of the analyzes and observations, it has been determined whether the area needs urban renewal or not. Finally, considering the problems identified in the region, an urban design guide proposal was made that also considers the zoning decisions.

1.2. SCOPE OF THE THESIS

This study consists of seven chapters. After the introduction part, in which the first section is formed, it moves to the second section, where urban renewal is first defined. The second part mentions the aims, application methods, dimensions of urban renewal, and the areas where urban renewal is applied.

In this thesis, the third and fourth chapters explain the process of urban renewal in developed, underdeveloped, and developing countries such as Turkey. It examined how urban

transformation began in the world and how its historical process continues until today, and examples of urban renewal implementation were given. Similar to the world's process, the historical urban renewal process in Turkey was also analyzed periodically. Since the slum area in Barbaros neighborhood is the subject of the study, the slums were defined, and their processes were studied both in the world and in Turkey. In order to understand the process of urban renewal in Turkey, two examples are given.

Within the scope of the thesis, in the fifth chapter, firstly, the relations between urban renewal and urban design are mentioned. Then, it is mentioned how urban design guides are defined and how they have examples worldwide. It is mentioned how urban design guides should be created in Turkey, and examples are given. At the same time, the urban design principles used in creating urban design guides are also mentioned in this section.

The sixth part of the thesis mentions the Ataşehir district, where Barbaros neighborhood is located. After explaining the development process of the Ataşehir district, first, the historical process and then the socio-economic and physical analyzes of the Barbaros District were made in line with the determined objectives. Then, the most recent zoning plan decisions regarding the area were examined.

In the seventh part of the thesis, namely the conclusion, the identified problems regarding the Barbaros neighborhood are summarized. At the same time, an urban design guide proposal was brought to the field in line with the observations and information obtained, and general evaluations were made within the scope of the thesis prepared.

1.3. METHOD OF THE THESIS

This study begins with an extensive literature search, scanning national and international sources and examining articles, books and dissertations. In this context, comprehensive research was conducted on the chronological process of urban renewal and urban renewal in the world and Turkey. While conducting this research, it was considered that Barbaros neighborhood is a slum area. For this reason, slum studies were also included in the literature review. After a comprehensive study of urban renewal and slums, urban design data was also obtained to define the relationship between urban renewal and urban design. Then, to prepare the urban design guide to be created as a proposal, the concept of the urban design

guide and the preparation stages of this guide were examined. In this context, in addition to academic studies, the Urban Design Guide Preparation Guides, which were prepared within the scope of the protocol signed with Mimar Sinan Fine Arts University, and published by the Ministry of Environment and Urbanization, were examined. In addition, the urban design guides created worldwide and in Turkey, which was prepared for practice or suggestions, were examined.

After the literature review, the Barbaros neighborhood of the Ataşehir district is discussed in the sixth part of the paper. First, information and documents were collected for the defined study area in the Ataşehir district. In collecting these data, information, current maps, Autocad, and Netcad files were obtained from Ataşehir Municipality (Urban Transformation Directorate) within the identified area. At the same time, information about the area was collected from both Ataşehir Municipality and the head of Barbaros Neighborhood. In order to understand the socio-economic status of the people within the boundaries of the determined area of Barbaros Neighborhood and to analyze the proper choice as a renewal area, an attempt was made to conduct a survey study. However, despite numerous survey attempts, no interviews could be conducted with the residents of the slum area.

In the context of the importance of defining the community in the area, the survey data of Ataşehir Municipality was used for the urban renewal project to be implemented in Barbaros neighborhood. The survey data obtained from Ataşehir municipality were made at 95 percent confidence level, at 5 percent confidence interval, in a total of 379, covering Yenisahra and Barbaros Neighbourhood. In the survey data, the questions asked to Barbaros Neighborhood were evaluated. Excel charts were used in processing the survey data. At the same time, frequent meetings were held with the head of the Barbaros neighborhood to define the community and identify the problems in the neighborhood. Photographs, satellite images, and zoning plans from the Ataşehir Municipality were used to analyze the area. At the same time, field research was conducted by visiting the area frequently. Autocad and Photoshop programs were frequently used in the field analysis as part of the spatial analysis. As a result of the analysis studies, the analysis was synthesized to create the vision required for preparing an urban design guide. In this context, a SWOT analysis was conducted to assess the area's strengths, weaknesses, threats, and opportunities.

2. URBAN RENEWAL

Living, constantly evolving and changing cities are subject to physical, social, economic and environmental deterioration over time. The city or parts of the city that have become unresponsive to the needs of social life, have fallen behind economically, and have lost their physical strength are in need of change, transformation, and renewal. Cities are sometimes transformed holistically, and sometimes they are renewed in specific areas within the city.

2.1. DEFINITION OF URBAN RENEWAL

Urban renewal consists of applications and strategies developed to revitalize urban areas that can no longer fulfill their former functions and are obsolete and decayed. The concept of obsolete is defined as “a building or group of buildings in any area that is inadequate in many respects, such as physical, economic, and socio-cultural, for the people who live in it and the people around it” [3]. Many expressions describe the phenomenon of urban renewal, which, as is well known, began with the cleaning of “slums” (slum clearance) that was called the nests of poverty in the 1950s. Due to the multidimensionality of the concept, it has been defined with different contents [4].

According to one definition, urban renewal is defined as “a planning study that advocates public-private sector and public participation, seeks to reform poor areas and improve the construction-environment-equipment trio, and aims to advance the economy through trade and industry, as well as the development of urban centers to integrate into today’s life” [5].

According to another definition, urban renewal is defined as “replanning and implementation in order to improve existing cities and adapt them to the requirements of the day” and is expressed as “the process of changing or renewing the old and weathered urban textures under the social and economic conditions of the day” [6,7]. According to other definitions, urban renewal is the urban fabric that is old, obsolete, worn out, unhealthy/illegally developed, or waiting to be assessed at the potential land value above the value of the superstructure and where widespread deprivation prevails. It is defined as changing, developing, revitalizing, and sometimes reproducing following the socio-economic and

physical conditions of the day within a strategic approach where infrastructure is shaped and nourished by social and economic programs [8].

Urban renewal is also expressed as an act of reproducing urban space and making a better environment within the strategic approach of the urban fabric, public initiative, and social and economic programs in areas where poverty is dominated commonly and intensely; in other words, urban renewal; “With the help of public initiative or assistance, the cleaning of poor neighborhoods, improving and protecting structures, better housing conditions, isolation and processing facilities, public structures are defined as making all or part of the cities and urban crops more responsive to changing conditions of the day” [9,10].

Urban renewal is a significant concept in terms of the redesign, revitalization, and continuity of urban spaces, and in developed or developing countries, urban areas require renewal over time [11]. As can be seen from the definitions mentioned above, urban renewal attempts to enhance that adapt physical areas that have lost their old identity and function to today’s social and economic needs with contemporary and technological approaches. These areas, which have developed in urban areas in a planned or unplanned way, but have collapsed over time in many dimensions, should be integrated into the city to meet today’s needs.

2.2. AIM OF URBAN RENEWAL

Urban renewal is applied to illegal constructions and slum areas in the city, industry, commerce, warehouses, and industrial areas that have lost their function in the growth of the city, to urban areas where the destruction of historical and cultural structures begins, to areas that are or can be exposed to natural disasters such as fire, floods, earthquakes, and others. It becomes clear that the physical, social, economic, and legal-administrative dimensions are evaluated to address the areas to be renewed over time and that the implementation of one or more of the urban renewal methods following the existing territory is a multidimensional process used in the creation of healthy, quality and livable cities and urban areas [10].

Urban renewal works are essential for the economic improvement of the areas to be renewed and, simultaneously, for the attempt to integrate these areas into the city, which has become a socio-cultural collapse. Urban renewal aims to rehabilitate unhealthy parts of the city and integrate them into the city by making them functional and improving open spaces,

addressing infrastructure and amenity deficiencies, developing transportation areas, and raising living standards within urban renewal. The main objectives of the concept of urban renewal are the renewal of the existing textures by taking into account the vacancy rates, making decisions about the existing and new structures, determining the protection criteria for the structures that need to be protected, examining the transportation networks, re-functioning the area, the determination of actions related to social identities, taking into account social renewal [8].

The goals of urban renewal include improving building and environmental standards, contributing to the individuals in the area by increasing their quality of life, providing better housing standards for low-income individuals, revitalizing urban life, applying sustainable solution techniques, improving accessibility and connectivity, solving social problems, environmental measures, and economic development [12,13]. According to Andersen, the goals of urban renewal that must be established in the country's policy are listed as follows:

- Ensuring economic development in urban areas,
- Improvement of urban infrastructure (drainage, sewage treatment plants),
- Renewal of areas threatened by natural disasters such as earthquakes and floods and saving energy,
- Increasing the quality of life and the level of prosperity in cities, creating better environmental quality,
- Social renewal in urban areas where social problems are observed,
- Conservation of historic buildings and making them suitable for use by functioning,
- Improvement of settlement standards,
- Ensuring continuity of affordable housing stock for individuals in need,
- Transferring rental housing to owners and cooperatives,
- Protecting the integrity and character of the city to ensure that all old structures and regions are fully protected rather than demolished and rebuilt,

- Creating more livable housing and environments for the disabled and elderly individuals,
- Ensuring that people living in the area are not displaced after urban renewal,
- Giving residents of the area to be redeveloped the right to express themselves
- Providing local authorities with the necessary powers,
- The provision of public-private partnerships, the participation of the private sector and the public in the renewal process,
- Increasing employment in the construction sector [4].

Based on the scale of the neighborhood, the renewal goals focus on the neighborhood and address the improvement of the neighborhood in terms of conditions. The process of physical renewal or eliminating the houses that do not meet standards should be evaluated based on the physical characteristics of the houses mentioned. In addition, the improvement of living conditions is stated in the goals of renewal that the people who live in the area after the renewal of the housing stock can be successful in ensuring that they can stay in place and continue to provide the cost of living in this neighborhood [14].

In addition to private and public sector involvement in urban renewal, public participation is also essential in creating more livable spaces by ensuring that renewal meets the needs of local people. The most crucial benefit of involving citizens who live in the areas where urban renewal is to be implemented is that they know the problems of the area in which they live. For this reason, the participation of residents is essential both before implementation and during the implementation process. It is noted that both political and economic strong actors are influential in the renewal areas, but public participation is not evaluated; the renewal works have forced people living in different areas to live there and displaced [15].

2.3. METHODS OF URBAN RENEWAL

The renewal process of cities varies according to the dynamics of each city. Urban renewal applications, made with many economic, social, political, and cultural variables that determine cities' social and spatial structures, can be carried out with different methods

according to the area's urban dynamics and characteristics. Intervention programs created to find solutions to the problems of urban areas aim to bring these areas back to the city through an overhaul [16].

Before submitting applications for urban renewal projects, must be prepared. In this context, the first step is to identify the urban renewal team and the area to be renewed and establish the necessary criteria. It is essential to determine the area's boundaries in urban renewal applications. In this regard, some conditions have been established when defining the area. For an area to be determined as a renewal area, the first question that should be considered is whether there is an intense urban deprivation in the area should be considered first. The second question in determining the areas is the people's dissatisfaction in the area. If local people are dissatisfied with their surroundings and living conditions, they need urban renewal. The third question is whether the area has high economic and geographic potential but whether it is unqualified in terms of structural and socio-economic conditions. If the superstructure conditions of the area to be renovated are unfavorable, and the vacant building rate is high. However, the potential is high in transportation, environment, and geography; it is considered a correct approach to consider the area as a renewal area and re-incorporate it into the city [8].

After the decision to transform the area is taken, the type of application planned to be carried out should be determined. While determining this type of intervention, needs should be prioritized; area problems should be investigated, the nature of the targeted renovation should be determined, and the urgency of the implementation and the characteristics of the buildings should be taken into account. The area must create a vision that defines its identity and future function, taking socio-economic, physical, and local conditions into account. The implementation method must achieve goals that follow this vision. In the case of economic collapse in urban areas, methods of economic revitalization; in the case of social collapse, methods of improving the social structure and creating wealth; and in the case of an area suffering from conditions such as physical obsolescence and decay, intervention methods should be used to regulate the physical structure. Some areas need more than one of the intervention methods mentioned under this title and must be solved in the same area [8].

In developed countries, urban renewal is used primarily for three purposes. These are cleaning up slums, eliminating differences in economic vitality between city centers and other parts of the city, and increasing the financial capabilities of local governments in city

centers. Renewal is not only the cleaning of slums but also processes that include revitalization, preservation, and redevelopment [17].

- **Urban Clearance**

Spatial cleaning is defined as the demolition and reconstruction of decadent and urban decay areas and removing structures in areas where low-income populations live with unhealthy characteristics. It is known that spatial cleaning has been an essential part of housing policy in the United Kingdom and the United States since the 1850s, and today it is used in European countries as a last resort when rehabilitation is not possible. In the housing policy process in the United Kingdom, under the Building Act of 1985, after an illegal distribution is determined in and around the building, the area is evacuated and then declared a cleaning area. Some criteria have been established in order for local governments to make a cleaning decision:

- The presence of structures that are unsuitable for human health and threaten life in the area,
- The spatial arrangement of the field and the fact that the roads are narrow and unsuitable for posing a threat to human health,
- The most effective way to make the area wholly liveable and healthy is to demolish houses and other structures in the area,
- The existence of suitable and reliable settlements for those who leave the area when the cleanup of the area begins,
- Availability of sufficient financial resources for the cleaning applications [8].

The general legal method for the clearance is the expropriation of buildings and land. After the expropriation decision, all or part of the structures in the area will be demolished so that local governments develop the land or sell or lease it to experts to develop the land, a necessary step for reshaping the area and the creation of new living spaces. The clearance approach was criticized for the necessity of expropriation and increased costs and was abandoned in the UK in the 1970s. It is known that after the integration of urban renewal into the Housing Act of 1949 in the USA, clearance practices were phased out. These stages are land acquisition, resettlement of the local population, clearing the area, improving the

area and providing utilities, using the improved area, and reconstruction. Cleaning practices have become a type of intervention that is rarely used today. Legal difficulties, expropriation and high costs, the need to create new settlements for the displaced people, and the difficulties in the social structure of the displaced have caused this situation. However, if there is no other solution than this method, it can be considered a method that can be applied on a small scale [8].

- **Urban Revival/Revitalization**

“Revitalization” has been defined as the need that arises when structures that have lost their original function are intact but devalued. Revitalization is the revival and revitalization of the areas and urban centers abandoned under the influence of economic, socio-cultural, or physical factors by eliminating and changing the factors that cause the deterioration. The concept of revitalization reflects the improvement of urban neighborhoods with social, physical, and commercial components and the future expectations of the public in the face of the work of the private-public sector. The social components mentioned include increasing employment rates and reducing crime rates. Physical components contain increasing the quality of the building stock and street structure. Commercial components include creating jobs and service areas for communities [18].

When the improvement and legal regulation of the physical structure in an area are not enough, and one wants to revitalize the economic life and activities in that area, it would be correct to apply revitalization. Revitalization is one of the criteria that improve the economic competition in the city and the living conditions in this city, together with the physical meanings of the residential areas and the urban infrastructure. Revitalization practices are standard in Europe and America. There are two main types of revitalization. One is gentrification, and the other is a quality improvement [8].

The concept of gentrification, which is a concept of urban segregation and has been widely used in Turkey in recent years, is considered a renewal method, but it is the result of the renewal process. Gentrification is inevitable if the right socio-economic programs are not implemented, no matter what method is used. In English, “gentrification,” derived from the word “gentry,” meaning “middle class, enlightened class,” can also be referred to as “selection” in Turkish [19].

- **Gentrification**

Ruth Glass first used the term gentrification in 1964 to express changing the social character of areas where the middle and upper classes bought the houses of working-class neighborhoods in London and created high-standard apartments in their place [19]. According to Webster's Dictionary of the American Language, gentrification is the transformation of aging neighborhoods in a way that increases the value and displaces the people who live there, turning them into upper-class neighborhoods. Gentrification is also defined as renewing run-down multi-use areas or working-class neighborhoods through attacks by middle or upper-class groups, the displacement of former users, the influx of private capital into working-class and poor neighborhoods in urban centers, and middle-class buyers and renters [20].

Kennedy and Leonard define gentrification as a change in the character of a region and the replacement of low-income groups with high-income groups. They point out that this concept has changed character in many American cities since the 1950s. According to them, gentrification occurs in waves. The first wave is the displacement of the population from demolished areas using bulldozers as part of urban renewal practices in the 1950s-1960s. The second wave is characterized as the return to the city in the late 1970s and early 1980s. As seen from the definition of the concept, they say that the concept progresses at the point of economic class differentiation [18].

In Turkey, gentrification has developed similarly. City centers have been cleared of low-income people and allocated to high-income groups instead. Especially after the 1980s, following the interaction of the national market with the global one, segregation occurred in urban spaces. Cities that have become centers for services such as information, communication, entertainment, and the arts are still experiencing gentrification today. Urban centers are turning into poverty areas, and economic inequalities can be observed between income groups. Municipalities are adopting procedures to revitalize city centers to make these areas attractive to middle and upper-income groups [19].

Gentrification focuses on a few key features. The forced displacement of the low-income population from the area is the first of these features. The displacement of the population from the area may be forced, or it may take the form of a spontaneous separation of the population due to increased rents and property values following gentrification. These

characteristics, which are a concept in which the quality of the building stock in the neighborhood increases, includes both socio-economic and spatial components, and ends with the change in the neighborhood's character, are felt in urban areas [18].

Gentrification affects the population leaving the area and the newly arrived population. Under favorable conditions, restructuring the local population in the area and choosing social improvement can be the right way. However, if the locals have lived in the area for a long time and are compatible with their cultural values, on-site transformation is the proper method. If the presence of a temporary circulating population in the area threatens the identity of the area, then the profile of the population should be changed. This change in profile should be through a policy of managed resettlement rather than sharp displacement. From the perspective of newcomers to the region, the change and development of the area's identity have positive results, such as the arrival of qualified building users and the change in the quality of life. However, it brings social problems such as loneliness and exclusion for those who leave the region [20].

- **Improvement of quality**

The basis for improving quality is the improvement of the physical environment by the local population without significantly changing the socio-economic status and characteristics of the population. The image of the working class and low-income population in the city does not change. The qualitative investment in the environment is reflected in the growing confidence of owner-investors in the areas. The main differences between these two elements of revitalization are that the authorities who are done renewal applications carry out gentrification. In contrast, quality improvement is carried out by the local people in the redevelopment area. While in gentrification, the spatial change and the local population change coincide, quality improvement aims only to increase the spatial quality [8].

- **Urban Redevelopment**

"Redevelopment," a frequently preferred method, literally means reconstruction. This concept concluded as a redesign of poor housing, and urban areas whose economic and physical characteristics are too poor to be improved have been subjected to critical approaches due to their high finances. These are the expropriation, clearance, and reconstruction of an area previously built by the urban scale master plan, which indicates the

long-term land use and population policies and the modification and revision of the existing land use and population distribution. Although it is known that implementing these practices has no economic, social, or physical purpose, it is carried out for the sake of land value. However, local governments consider it beneficial because the economically valuable areas are recreated according to the new needs and requirements, the land is used to the maximum, and income groups and activities settle in the urban centers [9].

- **Urban Regeneration**

The meaning of the word regeneration can be defined as rebirth and reproduction. Creating a new structure in the destroyed, decayed, obsolete areas and incorporating the areas that can be improved into the city is part of the regeneration. At the same time, it can be defined as creating a practical and harmonious application by improving the problematic parts of the urban areas through social, economic, and other factors. Regeneration and redevelopment are different practices. Redevelopment practices involve changing the existing population and expropriating the areas. Regeneration practices involve protecting the existing population and improving the environment, taking measures to prevent the exclusion of people, and improving the socio-economic structure [8].

- **Urban Rehabilitation**

The concept of rehabilitation means the restoration of deteriorated, unhealthy, and unqualified areas that have not lost their original qualities. Rehabilitation is about improving the indoor and outdoor environmental conditions by preserving the original structure of the region and the people who live in the area where the application is made, by removing formations that can no longer fulfill their function, by making additions, by making the existing facilities in the city usable, and by saving the settlement areas from losing all or part of their functions. Specifically, the goal is to bring residential areas that have lost their livable qualities and become obsolete to a higher operating standard. Rehabilitation is a method that includes applications to improve both socio-cultural and urban structure, evaluating facts such as the provision of modern technical facilities of the existing building stock, reuse after maintenance and repair, urban structure, and safe environment. Improving residential areas is possible through the physical renewal of houses not necessarily located in the same city and removing harmful formations. It is more likely to succeed in partial areas because it is challenging to apply it to all parts of cities [9].

2.4. DIMENSIONS OF URBAN RENEWAL

The renewal of cities is not only a process too comprehensive to deal with the renewal of a physical environment but also a complicated process with different requirements. The renewal phenomenon involves many different dynamics, sectors, partnerships, and planning processes. The urban renewal process is a comprehensive application in terms of the population living in the area to be renewed, the socio-economic and cultural characteristics of this population, the economic framework of the applications to be made, and the legal-administrative problems in the region and the design dimension. The content of urban renewal is linked to expectations for the future of both rents and social life. In order to understand the renewal practices, it is necessary to examine the social, economic, legal-administrative, and physical (planning-design) dimensions [8].

- **Social Dimension**

Cities are areas that represent both the living space of people and the population within them, reflecting the character of the local people and providing an idea of them. For this reason, a process independent of the people should not be considered in urban design or renewal. One of the essential factors in urban renewal is the people who live in the renewal area. The renewal practices directly affect the lives of the people in the area, and in addition, the social conditions of the people also affect the renewal practices. The education of the people in the area, their economic conditions, origins, customs and traditions, satisfaction with the area, level of consciousness, and human diversity influence, shape, and direct the renewal process from beginning to end. At the same time, whether the territory and the people can be protected depends on the people's qualitative characteristics, as well as on the capacity and quality of investments in the territory. In this context, the renewal practice of local programs should take into account such points as the definition of the society, the needs of the people and the determination of the factors that meet these needs, the development of shared goals for the improvement of socio-economic conditions, the selection of representatives from the society, social initiatives and social partnerships in the renewal areas [21].

The place where people used to live in the renewal areas and their habits regarding this place are important factors. When a large part of the society has come to the area from another place, it is known that most of them usually come in groups with their families and relatives,

and it can be said that the people who come to the area reflect the customs and traditions of the place they come. Apart from this, another critical factor is when the field is reached. The fact that people come from other regions and live in the area for a long time ensures that they own the area and shape their habits about the area. It can be seen that this situation has advantages and disadvantages in renewal applications. In the context of social data, there is also the fact that the high level of education of people in the region makes renewal applications easier [8].

One of the most important social factors in urban renewal areas is the awareness of the people living there. While it is normal for the public to question applications in the renewal area, their attitude toward population decline or displacement raises serious issues. In such cases, it becomes necessary to convince the public to accept the renewal application and raise the public's awareness. Local people's satisfaction with the area they live in is also one of the factors, and working out solutions to the dissatisfied situations supports the elimination of problems in the application areas [8].

The ownership status of the residents of the area being renewed is essential to the renewal process. The fact that most of the property in the area belongs to the public facilitates the renewal process, but most of the land is privately owned also causes legal problems. The areas where private ownership is in the majority are on the axis of attraction and provide space for a rant. While user ownership provides relief in renewal applications, a high tenant ratio can create legal problems. The economic conditions of people living in renewed areas also influence renewal practices. However, in some cases, it is not possible to implement the applications fully by the state, so the high economic status of the people living in the area supports the process. Among the essential points is that the public or private sector supports citizens in determining the amounts they can pay while keeping in touch with local artisans and motivating them to cooperate [8].

Defining the societies in the areas of application, determining their character, and separating or improving their negative aspects should be among the measures considered in renewal. In parallel, the society's deficiencies should be identified, and the development of solutions to the identified deficiencies contributes to the improvement of the quality of life. In eliminating society's deficiencies, various subgroups must be taken into account, and it is right to plan to solve the needs of society. By listening to the needs of the society through a representative elected by them, the society is encouraged. At the same time, the project

developers give people options and choices in the field of renewal. In addition, the participation of non-governmental organizations and different segments of society facilitates the renewal applications and makes them successful [8].

It is envisaged that every individual who claims rights in the area will participate in the decision-making process for the renewal of the cities. In this context, a democratic system structure can be established where participation, suggestions, and needs can be expressed as long as the social change of the people takes place. This process provides a solid social learning environment based on collective discussion and exchange. In cases where the social dimension is not taken into account, the sense of belonging of the residents who return to the area with the change of the social structure at the end of the practices decreases [22].

One of the most critical issues in implementing social strategies and policies is building effective partnerships. In the renewed cities, as mentioned above, situations may arise in which the social structure is improved or displaced. In these situations, different strategies should be applied. If the social structure in the renewed area is not suitable for applications and if its improvement is scientifically determined, this method should be preferred. It is possible to develop and improve the social structure if the state, private sector, and local governments provide employment opportunities for society, educate the population in various subjects, and many similar things.

If the social structure is severely deformed, if there is irreparable depression in the area, if the former residents of the area have moved out of the area and have been replaced by a mixed population settlement that has nothing to do with the neglect of the area, if it is not possible to improve the social structure of the area, if there is rental potential or historical-cultural appreciation in the area The social structure may need to be changed entirely. Issues such as allocating land for the relocated population, creating social housing, and solving legal problems require government support [8].

Table 2.1. Social dimension decision making process in renewal practices [8].

Social data	Data-based social strategies
Location of origin	• Definition of the society • Determination of the local representatives • Promotion of the community • Effective partnerships for renewal • Identifying the needs of the local community • Identification of tools to meet the needs • Determination of the specific needs of social groups • Development of common goals to improve socio-economic conditions
Awareness level	
Ownership and user profile	
Cultural characteristics and customs	
Education level	
Local satisfaction	
Economic situation	

- **Economic Dimension**

One of the most important reasons for the emergence of the need for renewal is economic. Besides the physical and social deterioration of societies, the collapse of urban areas is the loss of their economic vitality. Urban renewal is a costly affair at the outset, and the economic dimension of renewal affects decision-making throughout the implementation process. After a successful renewal application, the rent should easily cover the initial costs. Before declaring an area a renewal area, cost-benefit analyzes should be conducted, cost calculations prepared, and the projection of rent provided determined. These analyzes should ensure that the problems that will arise later in the renewal applications can be avoided [8].

Individuals, communities, and even cities try to survive in areas where competition is central. The competitive environment is more evident in the local economy, and cities are racing to participate in new markets to get a share of government aid, investment, and public works. In this environment, cities or parts of the cities feel the pressure of renovation [23]. The renovation area should leave a satisfactory profit level due to the renewal. Funding for renewal initiatives is generally composed of local government budgets, government

contributions, and private funding sources. The high level of profit left by the area under renovation after renewal reduces the burden of financial resources and increases the competence of local government as a decision-making body [3].

Land, capital, and labor, which are the main factors of production, can be associated with the economic dimension. In this context, the economic dimension aims to increase local people's skills, capacities, and expectations to achieve broader socio-economic opportunities and higher levels, increase production, productivity, and innovative practices, and strengthen employment and economic standards in urban areas by improving employment opportunities and infrastructure. In renewal applications, it is necessary to increase employment in the region and create economic activities that contribute to the development of local areas. Attention to the compatibility of these activities with local conditions contributes to the acceptance of the practices by the local population. The positive effects of economic transformation will be observed both in the area and its surroundings, as the renovation projects show developments in the form of physical improvements in urban areas and an increase in employment, a contribution to people's income status, and economic revitalization of the area [8].

The roles of the public and private sectors should be balanced in the areas to be renewed. Rant is an essential issue for the private sector in renovation areas. The private sector is not expected to move into areas where it cannot generate rant. Therefore, in areas where the private sector does not want to get involved but needs strong renewal, the public sector needs to make the first move that does not expect to make a profit, trigger renewal in the area, and encourage entrepreneurs. If the public sector takes the first step, it will subsequently bring about economic mobilization [8].

- **Legal-Administrative Dimension**

One of the issues that affect the renewal process of cities and encounter the most problems is the legal and administrative situation. The legal and administrative framework determines the areas where the renewal will occur. As for the legal framework, it is known that almost every country in the world has direct or indirect laws for the renewal of cities. For renewal applications to be practical and successful, they must have a legal basis, and renewal must take place on this legal basis. The fact that these laws that affect renewal harmonize with

each other and support each other creates a system for the transactions that are carried out and applied to renewal applications [24].

It is vital to share authority to ensure the management structure. The chances of success for renewal applications where power-sharing is adequate and the administrative structure is regulated by laws and actively working will be high. It is emphasized that the legal dimension in the renewal processes is shaped by the actors in the legal framework, the local governments in the decision-making structures, and the need for communication and participation with the local population [25]. In many Western countries, local governments have a say and have extensive implementation power. This situation can also be seen as a result of the priority given to local governments in the fulfillment of public services within the public administration system in the Western tradition. The participation of users, who will primarily benefit from urban renewal activities, contributes to the development of local democracy, increases the quality of decisions made, and creates a control mechanism [26].

- **Physical (Planning and Design) Dimension**

The high environmental quality of neighborhoods and cities and their physical aesthetics indicate that the quality of life and the level of prosperity of the people living in the area are high. One of the most important reasons for the need to renew cities is physical decay, which can be attributed to a variety of factors. Physical decay includes outdated, obsolete housing structures that have become vulnerable to disasters such as earthquakes, environmental pollution, social hotspots, and deficiencies in infrastructure systems [27]. The success of urban renewal actions and the maximum efficiency of these actions are related to the knowledge of the physical characteristics that the region has and should have. In this way, existing features can be improved, and deficiencies in required features can be reduced.

In renovation applications, the current condition of the physical environment, its quality, and the nature of the intervention in the environment determine the process of the application. There may be structures such as cultural assets that need to be protected in the renovated area, or there may be unhealthy and illegal construction areas. The new physical environment created as a result of the applications and the structures in it should meet the comfort and socio-economic expectations within the economic and legal framework. In the renewal of the physical environment, social and economic problems may arise if the only objective is to restructure spaces, which is given priority over other objectives. Local governments in

Turkey are responsible for creating urban renewal policies in deprived areas in urban areas, but in the current legal framework, it can be seen that urban renewal policies are primarily based on physical planning [28].

The physical dimension of urban renewal includes sustainable development, planning, design, engineering, information systems, energy, green environment, technical infrastructure, housing stock in the area, drainage, sewage treatment plants, social structures, educational areas, sports fields, health facilities, and transportation [29]. Re-using dysfunctional urban areas and limiting urban sprawl and growth are the main characteristics of the physical dimension of urban renewal. Although the physical dimension is thought of only in terms of structure, this dimension includes broader components and should be evaluated as a whole [30].

Each area to be renovated is different from the others, so different physical situations require different physical solutions. This situation, which can be related to the current socio-economic situation of the area, should also be related to the location in the city. The renovation works should be evaluated with a holistic approach, the area to be renewed should not be separated from the city, and it should be focused on social and economic developments as well as physical restoration. Decision-making in areas whose boundaries are clearly defined according to physical, social, and planning factors is necessary to ensure the continuity of renewal. The area's infrastructure to be redeveloped, its transport accessibility, and the definition and arrangement of functions to be included in the region should be implemented as part of planning decisions. Action plans compatible with higher-level plans for urban renewal areas should be prepared and evaluated in specific implementation processes. Physical improvements should provide health, comfort, safety, and aesthetic conditions as well as technical and functional aspects. Functional solutions should be evaluated throughout the whole city and region. Environments should be created that do not have privileged areas in the city, contain multi-functions that reflect urban identity, provide socio-cultural integration, and provide active living at all times of the day. The potential physical features of the area should be prioritized, and the architectural heritage and ecological resources with historical and cultural value should be protected and evaluated [8].

Under the physical dimension of urban renewal, residential and other disaster-prone areas, illegal, unhealthy buildings and housing, obsolete areas in the city center, areas that degrade

the city's quality, and historic and protected areas are evaluated. The physical objectives in urban renewal areas are listed as follows:

- Eliminating decay and slums, developing the area's infrastructure capabilities, balancing density between neighborhoods, solving the transportation and parking problems,
- Increasing the resilience of the physical environment to potential disasters and hazards, preserving the historical and cultural urban fabric, creating an urban fabric suitable for new functions and activities, with new structures compatible with the characteristics of the city,
- It is a matter of giving personality to the environment by preserving the original urban structure [31].

In terms of design, urban renewal has been established as the central area of action for a city, but it has a structure that can be expressed with the concept of urban design. At the intersection of urban planning, architect, and landscape architecture, urban design is a creative action that enables the change and regulation of the forms and characters of the ever-changing urban environment with its social, political, economic, administrative, and physical aspects at the local level [32]. In this sense, urban design is of great importance in developing programs that consider human behavior, ecological conditions, and esthetic purposes, integration into the city, and increasing the quality of life of renovation projects. The objectives for design in urban renewal applications are listed as follows:

- Urban design projects should take a holistic approach that incorporates open space, public spaces, and streets and adopt a utilitarian design approach to create a quality environment, space design should include renovations for all members of society (young, old, disabled),
- Suitable street and parking spaces should be provided for different groups of society such as vehicles, bicyclists, pedestrians, and the disabled, urban renewal applications can consider the needs of young, old, family, and disabled people in spatial design as much as possible, mixed uses should be encouraged,

- Old abandoned buildings should be used for renovation purposes, these buildings should be remodeled, and where possible, workshops, business premises, and courses should be established,
- Necessary measures should be taken for careful architecture, regulated traffic, inclement weather, and security for nighttime activities, new landscapes and neighborhood parks should be designed with surprising models that ensure continuity by using urban renewal landmarks and landscape points,
- Respect local identity through historical and cultural institutions such as museums and exhibition spaces, open and enclosed public spaces should be designed to accommodate local activities, or existing spaces should be expanded,
- Standard solutions such as rigid street schemes, street furniture, and paving stones should be avoided, sustainable, durable, and natural materials should be preferred for the spaces to be designed [8].

2.5. APPLICATION AREAS OF URBAN RENEWAL

Cities are textures that contain different functional areas. Different functional areas require different strategies and approaches. Therefore, renewal strategies should be defined for different functions. Urban areas are in the process of change depending on economic, social, political, and physical conditions. These changes result in the abandonment of some residential areas, the creation of new residential and investment areas, and the demolition and rebuilding of urban areas. In this process, areas with historical and cultural values may become problem areas due to infrastructure and land use issues. In addition to aging urban centers, illegal, unqualified urban fabrics become social and physical collapses over time. Under these conditions, these areas need to be renewed.

- **Residential Areas**

Residential renovation is a type where the most complex relationships take place and principles intertwine among renovation applications. Many different problem dimensions are considered in residential renovation. Social issues involve the quality of the population, decision-making about the future of the population and the acceptance of decisions by the

population, information and education of the resident population regarding renovation practices, and non-discrimination of the population. Legal issues include determining ownership of residences in the area, strategies for tenants, illegal residential areas, and the status of disaster-prone structures. Economic issues include the economic profiles of people living in the area, the balance between tenants and homeowners, and the balance between the public and private sectors in practice. The criteria for the renewal of residential areas are as follows:

- Sorting the buildings in the area according to their characteristics, cleaning up the area, rehabilitation, modernization, restoration, and construction of the areas allocated to the residents following living standards and technologies,
- Conducting architectural inspections, creating facade designs suitable for the street silhouette,
- Adjusting the standards of public spaces that will benefit the residences for all,
- Redesigning transport axes with a design approach that provides pedestrian streets and squares,
- Procurement of functions and equipment to serve the houses in areas outside the residential areas,
- Ensuring the control of rent increases in rental areas,
- Ensuring controlled increases in housing and land prices, providing tax relief to encourage owners and promote ownership,
- Assisting private owners with property maintenance,
- Limiting population and building density in the region, assigning legal duties to local governments to reduce vacant building stock,
- Ensuring creative use of existing resources, attracting pioneer populations to the city center, and expanding them to the near-vacant areas [8].

- **Urban Centers**

Urban centers are parts of cities that perform operational, administrative, and cultural functions, have social, spatial, and historical significance, and are subject to continuous development and change. These changes occur in the form of changes in function, changes in traditional fabric, and decentralization of population-working areas. In the mid-20th century, with the spread of population to the suburbs or urban areas outside the center, the process of decay and collapse of urban centers began. In the 1990s, with the revival of urban centers to stop the evacuation process, it became one of the main targets of the renewal practices. It is said that today's city centers are losing their attractiveness due to various factors. These factors are generally transportation problems, traffic irregularities, and pollution. It is said that these factors, which harm the vitality and appearance of city centers, lead to a decline in interest in city centers in physical, social, and economic terms [33]. The criteria to be considered in the renewal of the city center are as follows:

- Promote certain commercial areas in city centers, prohibit the use of structures that are harmful to structures and the environment, developing and supporting functions that give vitality to the area,
- Ensuring the safety of buildings and people, cooperating with insurance companies for these purposes,
- Informing property owners and potential tenants about the life created here to encourage them to live and work in the area,
- Realizing the structural and physical environmental design by the goals of the renovation, designing street facades according to design principles to create a unique center,
- Taking measures suitable for climatic conditions, supporting cultural activities,
- Strengthening transportation and diversifying the means of transportation,
- Increasing active and passive green spaces, parking lots, and other recreational areas [8].

- **Post-disaster Areas**

Today, almost half of the world's population lives in cities, and problems such as rapid and unplanned urbanization, especially in underdeveloped and developing countries, lead to more destruction by natural disasters in these areas. The fact that the unhealthy and illegal, buildings in all cities in the world are more damaged by natural disasters makes it necessary to develop these areas in the process of renewal to prevent these areas from being damaged after the disaster. After natural disasters such as earthquakes, floods, hurricanes, and fires, the area should be included in the scope of urban renewal after the areas are completely destroyed and emptied. In addition to the legal, technical and social problems of rebuilding the areas, financial problems are also expected due to the high cost of such an application [34]. Complex situations are observed in the pre-disaster and post-disaster planning decisions in the area, and the implementation of renovation projects in case of complete destruction of the area is one of the complex tasks to be solved. If the areas were completely destroyed after the disaster, the old and new areas should be compatible and complement each other. The renewal and transformation of disaster areas is a challenging and arduous process. The practices that must be used in the field to minimize these problems are as follows:

- Determine the nature of the area and the standards for new construction,
- Identify and rebuild registered structures in the area and communicate with owners, identify structures in the area to be demolished, improved, and preserved, Identify public areas, inadequate open space, and amenities that provide more space,
- Redefining the cultural and socio-economic character of the area and developing projects consistent with that character and those goals while preserving the original structures and incorporating them into new projects,
- Raising awareness of the emotional distance that local people feel from the area when people in the area need to be relocated, the area to be relocated is a healthy place, the use of local labor and practices that create social integration,
- It uses tools such as expropriation, purchase, transfer of development rights, lease for purposes, and the development of new implementation tools [8].

3. HISTORICAL PROCESS AND APPLICATION AREAS OF URBAN RENEWAL IN THE WORLD

Urban renewal, which has been used as a method of structuring cities since the 19th century, when modern urban planning began to emerge in the historical process, can be seen as a process that begins with the influence of the Industrial Revolution and continues into the present and future [10]. The processes of cities, their stages in these processes, and the values they have are different. For this reason, it is known that the way of urban renewal differs in different countries for different reasons related to the urban renewal processes and according to the level of development. In this framework, it is beneficial to study the renewal practices in cities worldwide to understand how urban renewal is implemented in different countries.

3.1. HISTORICAL PROCESS OF URBAN RENEWAL IN THE WORLD

As can be seen, the foundations of the idea of urban renewal were first laid in the form of interventions to demolish and rebuild the built environment, to find solutions to unhealthy urban areas, inadequate infrastructures, and social and economic problems that arose in the cities of European countries in the course of industrialization.

The production of steam vehicles in the 1760s and later the development of technological inventions such as electricity led to an acceleration of production in industry and societies' economic and technological progress. In addition, the development of the railroad system reduced the distances between rural and urban areas, which facilitated access to urban areas. With the Industrial Revolution, which began in the 1850s, urban structures changed, and with the impact of rapid industrialization, an intense rural exodus began, leading to economic and social problems in cities, in addition to settlement and health problems. With the intensification of industrial activities in urban areas, labor was needed to work in the newly established production areas. High wage incentives for workers employed in agriculture in the countryside increased the density of population movements coming to the city [35].

In order to solve the dense population's settlement problems, workers' houses were built near industrial areas. Industrial areas, infrastructural problems, and unhealthy workers' housing created problems for the cities. With this rapid change and transformation of urban space,

social class distinctions have emerged, status changes have occurred, and depression areas have formed in cities. In the historic city centers, small workshops and commercial and storage areas have been established, the population living in these areas has left the center, and a new social class has taken its place in the center. These changes have caused city centers to lose their essence and have created social and spatial collapse spaces. This rapid population growth in cities has led to the emergence of diseases such as typhoid and cholera due to unhealthy living conditions and infrastructural, transport, housing, and environmental problems, resulting in mass deaths [36].

The immigration wave of the 1850s, which caused significant depression in European cities, also affected North American cities and led to similar experiences there. The problems created by rapid urbanization and housing shortages led to collapses in urban areas. Urban renewal in North American cities has developed as a redevelopment program, unlike in European cities. As part of the "Park Movement" that emerged in London after the second half of the 19th century, the opinion was to reunite nature with the city, in urban areas that ignore and threaten health conditions and in urban areas that contain nests of misery. Creating large green spaces and urban parks in cities has become an essential urban policy. Central Park (USA), Victoria Park, and Hyde Park Birkenhead (UK), which still exist today, were created as the most prominent examples of this movement [37].

The renewal of cities in Europe is based on two rubrics. One is the Housing Act, enacted in England in 1851, and the other is the "Haussman operations" carried out by Baron Haussman in Paris between 1851-1873. In line with the practice of demolishing the old structure of the city and laying out wide boulevards, creating new city squares and residential areas, many demolitions were carried out in the city of Paris, which the redesigned city has taken the macro form of the radial city today. Organic and narrow forms on a pedestrian scale reveal the need to adapt them to car traffic. These practices, which started in Paris, have spread throughout European cities [38]. At the same time, in North America, the "Beautiful City Movement" was developing. Wide boulevards and avenues were created in the urban fabric. The renewal of city centers was ensured by placing public spaces on the boulevards and avenues. In the years 1870-1880, modern urban centers were created with comprehensive urban planning focused on the European metropolises. In addition to the destruction of the old areas, wide streets and boulevards, new urban open spaces, and construction of cultural,

administrative, and educational institutions, efforts to create new urban centers were in the foreground, and modern urban centers were created [39].

The physical problems and unhealthy living conditions caused by industrialization in the cities have started the search for the ideal city to create healthy cities. After the Industrial Revolution, utopian movements such as Tony Garnier's "Industrial City" and Ebenezer Howard's low-intensity "Garden City," which participated in discussions about improving the unhealthy living conditions of the environment in which the working class lived, were observed and plans were made to realize the ideals. In order to make cities more livable, the "Garden city movement" that emerged in England in the second half of the 19th century and the modernist movement led by Le Corbusier in the first half of the 20th century focused on restructuring with more green spaces and high masses, implemented renewal projects in cities. In line with these experiences, many cities, especially Paris, were restructured [40].

The need for raw materials and markets created by the Industrial Revolution caused the colonial states to clash. The First World War (1914-1918), which began, for this reason, led to the destruction and annihilation of many cities, and after the creation of new states, the structuring processes began to be implemented in cities in an ideological and spatial way. Along with the decrease in the wages of workers brought to the city by the incentives of high wages due to the Fordist production system, the decrease in the standard of living during this period also required the creation of suitable housing areas, and the physical inadequacy of these houses was observed. The standardized functional characteristics of the Fordist production system also affected the design of the environment, which was brought into line with modernist approaches, and cities were laid out with functional and comprehensive design methods in coordination with modernist planning approaches [41].

Urban renewal approaches, inspired by the international Bauhaus movement in the 1920s, demonstrated the importance of development programs for the planning and architecture of modern cities that focus on functionality and are unconcerned with historical heritage. In contrast, CIAM's urban renewal approaches in the 1930s, which were oriented toward historical heritage, emphasized the importance of modern urban planning principles divided into functional regions and the concept of preservation [42]. As a result of the Great Depression in the 1930s, world trade declined, unemployment in industrialized countries increased, and economies turned inward. Industrialized countries turned to investment in housing to overcome the economic depression due to the housing problem, and urban

renewal also had to define characteristics with the rapid increase in motor vehicles and the expansion of highways. The capitals of the countries managed to overcome the crises they experienced in these periods with housing investments [43].

The revival of Germany, France, Poland, and many European cities bombed, destroyed, and formed from piles of rubble after the Second World War (1939-1945) has given an important place to urban renewal. During this period, the restructuring of cities was a problematic situation that homeowners, tenants, architects, planners, and administrators dealt with and tackled the reorganization of the physical structures of the destroyed cities. The historic city centers, which had developed irregularly due to industrialization before the war, also had to be renewed. Together with the desire to improve the central urban areas of physically inadequate housing and unhealthy housing conditions, the idea of cleaning the slums and poor sections was on the agenda. In England, the Greenwood Act of 1930 implemented a large-scale demolition plan that involved the demolition of more than 250 thousand houses and providing housing for more than 250 thousand people. In the late 1940s, the first example of neighborhood renewal based on demolition and reconstruction was carried out to transform inner-city neighborhoods where low-standard housing could be found into neighborhoods where open space, commercial and social areas would be created for reinforcement [44].

It is known that the Housing Act, enacted in 1949, institutionalized the expansion of public housing policies and urban renewal in the United States. During this period, local governments were provided with guidelines on standards by the central government to prepare plans for urban renewal. As a result of the planning, suburbs were first cleaned up, major demolitions were carried out, and multi-story apartment blocks were built in place of the demolished areas. New city centers were built in place of the demolitions in the historic city centers with office and commercial areas [40].

- **Period 1950-1980**

In the 1950s, slum clearance studies were implemented as an essential policy were undertaken in many Western cities, especially in the United States and England, because of epidemics and similar reasons. In the early days, slums were defined as urban fabrics of unhealthy and substandard housing built by immigrants from rural areas in England who came to cities with industrialization and technological developments to solve the housing

problem. As these unplanned areas threatened the public health, peace, and safety of society, new standards were created by the decisions of the British government. As a result of the precautions taken, differences were found between houses built before and after 1870. Since the citizens could not pay for the houses built before, these areas were quickly slum areas.

This period has been called the “bulldozer period” because of the emphasis on demolition and restructuring of the built environment [11]. Clearing practices included demolishing the entire urban area and replacing it with a new urban fabric, laying out new roads, and rearranging traffic systems. This period was interrupted in England after World War II until the Housing Act of 1954. Large-scale projects made with the bulldozer method were insufficient to meet social and economic needs, and their profits were transferred to high-income groups, leading to problems at the community level. During the bulldozer period, some adverse events occurred due to deficiencies in practices and forms of practices, and as people were removed from their habitats, their mental health was affected. No importance was given to preserving the historical structures in the destroyed areas, and the people who were removed from the renovated areas were housed in the newly built structures for low-income people, and their needs could not be met [45].

The modernist movement also showed its effect on the renewal of cities after the Second World War. The great destruction in the cities after the war brought the method of urban reconstruction to the agenda. The urban situations of the 1940s and 1950s envisioned replacing old urban uses with new urban uses and rebuilding cities to eliminate physical problems.

Since the 1950s, American cities have faced dense population and housing problems in addition to technological development. After the 1950s, planners began to look to urban concepts to respond to the problems of increased housing stock, dysfunctional neighborhoods, agency problems, traffic problems, overcrowding, and rapidly increasing poverty, crime, and social unrest due to inadequate incomes and inability to access services. Urban growth trends during this period led to failures in American cities. After the 1950s, urban renewal efforts were undertaken in the United States, but a modern understanding of renewal in today’s sense was not adopted, old structures were bulldozed, and low-income families were forced off their properties and could not receive government assistance.

In Europe, the private sector also directed its investments toward housing rehabilitation in the 1960s, and there was a sharp increase in investment in housing [4]. Also, during these years, under the influence of the 1964 Venice Carta, the policy of demolishing all urban areas and creating an entirely new structure was abandoned to protect historic structures [8]. The increased reactions to the land redevelopment policy led the central and local governments to solve the urban problems with a softer policy, and it was found that the complete demolition of the urban area and the new construction had more severe economic and social costs than the improvement of the area. After the 1960s, it became apparent that the methods of urban renewal, which consisted of cleaning up the collapsed areas and demolition and reconstruction, did not solve the urban problems, but on the contrary, moved these problems to other regions [30].

The late 1960s saw the emergence of ideas opposing the urban renewal method and advocating individual equality, as well as discourses on the need for public participation in projects. In the applications for urban renewal made under the laws, instead of applications imposed on the residents of the area, planning requirements were made with the participation of the public together with the authorized persons involved in the process. In line with these requirements, the idea of ensuring public participation in urban renewal policies and practices was taken up in the 1970s, and it is known that the first meaningful participation in those years was considered a significant and essential change [45].

The economic support of governments for the rehabilitation of residential areas was affected by the economic shocks felt in the world during the same period, and the discourses that created the small social programs at the local level, influenced by the ideas of American planners, were not successful [11]. For this reason, a spontaneous revival occurred in the 1970s and 1980s in the large cities of industrialized countries. Low land and housing prices in city centers attracted the attention of small and large entrepreneurs, and models of public-private partnership and public-individual cooperation emerged in this process. The 1970s are significant for the redevelopment of residential areas. Rehabilitation work in these years was shifted from the individual level to the level of houses and neighborhoods. In 1975, a year of commemoration of the experience of historic cities during the war was declared in Western Europe to promote the preservation of the historic environment in the name of sensitivity to post-war reconstruction [45].

While urban growth in the USA occurred within the confines of the city center until the 1960s, the shift of residential and commercial areas to the suburbs, that is, urban sprawl trends that began after those years, led to significant changes in cities. Various disciplines have criticized the tendency to expand into the suburbs because it creates problems such as isolated living, racism, traffic, childhood diseases, unemployment, poverty, and a decrease in recreational areas. The increase in such problems has affected cities, increasing crime rates, decreasing environmental quality, and causing the development of depression. Urban planners, politicians, and environmental organizations wanted to attract the population living in the suburbs to the center and develop them together with tax payments, so they formed an organization called the “Smart Growth Network” [8].

In the 1960s, a new development model was introduced with the parceling of residential areas and the construction of shopping centers, business parks, and industrial parks, but the relationships between these facilities have not yet been clarified. Following this development model, metropolitan areas developed less densely in the 1980s, but the size of urban areas increased significantly. The post-1960 period saw renewal efforts in the form of economic development and poverty alleviation. Efforts to improve existing residential areas and their surroundings focused on improving living conditions and devising solutions to the problems of the population, and efforts were made to ensure the participation of local residents in the newly created measures. After the out-migration, uncontrolled growth, and urban sprawl processes in the 1970s, counter-urbanization experiences were also made in other industrialized countries, and there was a transitional phase in the redistribution of population related to the social context of urban and regional growth [8].

Fordist production in the mid-1960s and 1970s led to socio-economic problems. These problems resulted from the structure of the Fordist mode of production. In the following years, the oil crisis of 1973 showed the need to rethink the world’s economic system. The current mode of production and modernism underwent severe reactions after 1973, and a more flexible Post-Fordist mode of production emerged. This process also began the transition from modernism to postmodernism and the city. These political and economic changes, which spread in the 1970s and early 1980s, affected modern cities and made them change. The use of urban planning tools such as postmodern, i.e., structural and piecemeal planning, and urban design projects, came to the fore [10].

Table 3.1. The evolution of urban renewal from 1950 to 1980 [30].

	1950s Reconstruction	1960s Revitalisation	1970s Renewal
Major strategy and orientation	Reconstruction and extension of older areas of towns and cities often based on a masterplan'; suburban growth.	Continuation of 1950s theme; suburban and peripheral growth; some attempts at rehabilitation.	Focus on in-situ Renewal and neighborhood schemes; still development at periphery.
Key actors and stakeholders	National and Local government; private sector developers and contractors	Move towards a grater balance between public and private sectors	Growing role of private sector and decentralization in local government.
Spatial level of activity	Emphasis on local and site levels.	Regional level of activity emerged.	Regional and local levels initially; later more local emphasis.
Economic focus	Public sector investment with some private sector involvement.	Continuing from 1950s with growing influence of private investment.	Resource constraints in public sector and growth of private investment.
Social content	Improvement of housing and living standards.	Social and welfare improvement.	Community-based action and grater empowerment.
Physical emphasis	Replacement or inner areas and peripheral development.	Continuation from 1950s with parallel rehabilitation of existing areas.	More extensive renewal of older urban areas.
Environmental approach	Replacement or inner areas and peripheral development.	Continuation from 1950s with parallel rehabilitation of existing areas.	More extensive renewal of older urban areas.

- **Period 1980-2000**

In the 1980s, the increasing problems in the social housing built after the Second World War caused technical problems, so the social unrest required the intervention of the public authorities. After this situation, the content of the concept of urban renewal changed in many countries, and an understanding aimed at finding solutions to physical and social problems, including sustainability, prevailed. Also, in the middle of these years, scientific studies were conducted on restructuring in Europe [4]. The Council of Europe launched a campaign called “Urban Renewal” in 1981, but it was renamed “Urban Renaissance” because of demolition and reconstruction practices. The goals of this campaign can be summarized as follows:

- Improving living conditions in cities,
- Defining the present and future role of cities and reflecting on what they will be,
- Implementing existing laws based on the development of living opportunities in cities and drafting new laws for this step,
- Developing technical and administrative methods related to urban problems [46].

At the Bellagio Conference in 1987, various disciplines came together to reconstruct cities after the war following the scientific studies. It was assumed that the bases of reconstruction should be restored under the guidance of experienced people from the period during or before the war by designing the old cities with laws [8].

The period between 1980 and 1990 saw a return to urbanization in the United States and the formation of urban models that emerged from the growth of cities and depressions in the urban renewal process. The increase in minority populations that accompanied migration created contrasts in ethnic balances and influenced the socio-political character of neighborhoods and communities. Continued population expansion and business sprawl resulted in a significant increase in office space in the suburbs, causing business sectors to move out of the north and spread to the suburbs to the west and south. The suburbs gained more population than the city centers, the loss of jobs and labor in the city centers, the associated economic impacts were experienced, and collapses involving various ethnic groups occurred [47].

After the 1980s, globalization and localization dynamics became practical factors in urban space. In this period, the understanding of partnership was emphasized instead of the central

government providing all the resources for the area to be renewed, and the economic recession in the world and the increase in unemployment rates led to the design of renewal practices in the context of market conditions. In order to reduce public spending, the resources and powers of local governments were reduced and concentrated in the center, while privatization increased [44]. In the 1990s, when many changes were made in urban policies and their functioning, the development of policies in line with the goal of "sustainable development" came to the fore. It was emphasized that the private sector, non-governmental organizations, and various segments of society should be involved in the process, while multi-actor and sectoral collaborations were established [40].

In these years, along with the neoliberal policies, the influence of governments on markets decreased to the lowest level, which led to the withdrawal of the state from the areas in which it was active. As a result, urban renewal practices also changed, and instead of holistic projects, fragmentary and projective approaches were adopted. These approaches have led local governments to work with the private sector, commercializing and downsizing renewal. Comprehensive applications from the state have been replaced by fragmented and rant-generating applications involving the private sector [48].

In 1990, the Commission of the European Community (CEC) produced a report entitled "Green Paper" on the regulation of the urban environment. Western European governments are addressing urban planning by encouraging the creation of land use distinctions in the inner areas of cities, the development of urban waste sites, the regulation of urban design, the revitalization of urban areas, and the prevention of urban sprawl. At the 27th Session of the Standing Conference of Local and Regional Authorities of Europe in Strasbourg in 1992, the "European Urban Charter" helped define urban renewal principles. The "European Urban Charter," which was created within the "European Urban Renaissance Campaign," refers to the qualitative characteristics of urban development and the quality of life. According to the "European Urban Charter," the ideal city is defined as a place where the rights of the inhabitants are protected, living conditions are optimal, citizens are offered a valuable lifestyle, different disciplines are accommodated in harmony, and the ideal city should strike a balance between modern development and the preservation of historical heritage. It should integrate the old with the new without disappearing and be able to achieve the goals of sustainable development [49].

As a result of the UK and Galler governments' efforts to revitalize urban areas, the Department of the Environment redesigned the Green Paper report: "Urban Centers and Retail Development" in 1993. Since the 1980s, it has been one of the many guidance documents produced to guide planning processes [50]. The work of the group called Urban Renewal and Urban Housing Rehabilitation, which grew out of the conference organized by the European Network for Housing Research - ENHR - held in Budapest that year and the meetings held in Bristol and Glasgow in 1994, has made residential restructuring and urban renewal in Western Europe, the model for the efforts made in the processes [51].

After the 1990s, the relevant governments allocated significant funds to revitalize the collapsed city centers. During this time, urban planning in America was dominated by methods of renewal and preservation. As a result of this understanding, in 1997, according to the "American Community Renewal Act," it was possible to transfer the vacant and non-qualified buildings owned by the U.S.A Department of Housing and Urban Development, to the local governments authorized in the area where they are located, and the local governments are supposed to sell these structures to non-profit development entities [52].

- **Period After 2000**

In the years from 2000, community-oriented studies have increased in cities, and renewal practices involving the private sector have continued to grow since the 1980s. The difficulties created by global capital have had a negative impact, and cities such as England, where the principles of urban renewal were shaped, have also been affected. The rapidly changing technological developments also play an essential role in the renewal of urban areas, and the areas are renewed on the axis of technologies. Recently, the social dimension and locality approach have been discussed in urban renewal discourses, and it is known that the place of "Neighborhood Renewal" strategies of national and local governments in the economic and spatial strategies of cities is further explored [25].

The practices of urban renewal in the 2000s include a process that has evolved with capitalist processes and the projects of mega-construction companies. Housing projects, residences, high-rise buildings and business centers have been focused in cities around the world and Europe within the scope of legal regulations. Due to concentrations and socio-economic differentiation, spatial changes, especially in European city centers, required renovation projects. Monopolistic management policies have driven capitalist development, liberalized

urban labor markets, and urban renewal projects have diversified as technological development has increased. Following the renewal practices of major historical cities, the structural silhouettes of cities have changed and shaped toward the demand for capital. The development of technology and intelligent applications plays an essential role in transforming urban spaces, and the multi-story protected construction site structure following modern urban understanding has taken place in cities. The "First International Conference on Urban Regeneration and Sustainability", held in Rio Janerio in 2000, focused on how sustainable cities should be with the renewal projects carried out in cities, especially with the protection of cultural and historical heritage and the renewal of urban space without damaging architectural structures [53].

The 2000s are a period in the world shaped by urban renewal, global market relations, and rant-based capital. In 2000, the “Elephant - Castle Urban Renewal Project” in England was an urban renewal project in the urban area where low-income groups live, increasing the living and economic standards of the local people as a principle and the participation of the people in the project. In 2002, in the La Paz region of El Salvador, under the name of “La Paz Post-Earthquake Reconstruction Program,” the urban renewal project realized after the disaster was carried out with the participation of the local people with a social sustainability focus. People who lost their houses due to the earthquake in the Urban Renewal project also offered new job opportunities in the region where the residential areas are located after the new transformation project. In 2007, in the historical city center of Paris, France, after the “La Defense Urban Renewal Project,” which is the central business district, a renewal project was realized in which high-rise buildings and roads were cleaned, and pedestrian and vehicle roads were arranged. The most important feature of this urban renewal project in Paris is preserving the historical texture in the city’s center and constructing a new central area by building new residences. In many countries in the world, after 2000, many mega-urban renewal applications have been realized in designing cities by the capital. With the development of technology and digitalization, it is seen that intelligent cities have emerged with transformation practices in many cities around the world [53].

Table 3.2. The evolution of urban renewal from 1980 to 2000 [30].

	1980s Redevelopment	1990s Regeneration	2000s Regeneration in recession
Major strategy and orientation	Many major schemes of development and redevelopment; flagship projects; out of town projects.	As more as comprehensive form of policy and practice; more emphasis on integrated policy and interventions.	Restrictions on all activities with some easing in area of growth.
Key actors and stakeholders	Emphasis on private sector and special agencies; growth of partnerships	Partnership the dominant approach with a growing number of government agencies	More emphasis on private sector funding and voluntary effort
Spatial level of activity	In the early 1980s focus on site, later emphasis on local level.	Reintroduction of 'strategic' perspective; growth of regional activity.	More localist initially with developing sub-regional activity
Economic focus	Private sector dominant with selective public funds.	Greater balance between public, private and voluntary funding	Private sector dominant with selective government funding
Social content	Community self-help with very selective state support.	Emphasis on its role of community.	Emphasis on local initiatives and encouragement of third sector.
Physical emphasis	Major schemes of replacement and new development flagship schemes.	Initially more modest than 1980s; increasing scale; heritage emphasized.	Generally smaller scale schemes, but larger projects returning
Environmental approach	Growth of concern for wider approach to environment.	Introduction of broader idea of environment in context of sustainability.	General acceptance of sustainable development model

3.2. URBAN RENEWAL IN LESS DEVELOPED AND DEVELOPING COUNTRIES

The need for urban renewal in less developed and developing countries is associated with urban deprivation and poverty, as well as squatting, unplanned urbanization, transportation and infrastructure problems, and lack of urban services. Urban deprivation is a concept in which lower segments of the population, living in physically inferior areas of cities and having low economic conditions, cannot benefit equally from society's services and opportunities, creating a sense of exclusion. Urban deprivation is related to the deterioration of the urban fabric and is referred to as 'slums' [8].

When the concept of urban deprivation is examined from an economic perspective, it is defined as unemployment, low vehicle ownership, and low economic activity in the area. Social deprivation is defined as single-parent households, ethnic minorities, low social classes, high tenancy rate, low cultural activities, social maladjustment and crime rates, elderly, disabled, and high health problems. Spatially, it is a lack of comfort in the houses, overcrowded households, unsuitable, unhealthy, and miserable housing structures, and a poor and degraded physical environment [8].

In contrast to deprivation, the concept of poverty is related to consumption and is defined as a situation in which consumption remains below a specific limit. One of the characteristic features of poverty is that the positive features of employment and living conditions, which prove to be attractive features of cities, decrease with migration due to urbanization and industrialization. The need for urban renewal considering poverty and deprivation is due to unplanned urbanization resulting from internal migration, unplanned slums, illegal construction, inadequate laws and inappropriate practices regarding development, occupation of public land or inability to value land adequately, and the impact of globalization [54].

Slums are a concept that has long occupied the literature. Slums have been around since the beginning of cities, and there are several approaches to their historical analysis. The first known definition of “slum” was given in 1812 in James Hardy Vaux’s Vocabulry of the Flash Language dictionary as “extortion and illegal trade, a place where the cholera epidemic occurred, and the poor lived.” Over time, the classic slums of the 19th century transformed

into places with dilapidated houses crammed into tight spaces, places of overcrowding, immorality, and poverty. Today's slums worldwide are informal residential areas consisting of overcrowded, poorly or illegally built houses, lacking reliable water supplies and sanitation, and with unsecured tenure [55]. In *The Challenge of Slums: Global Report on Human Settlements*, the definition of a slum is discussed from different perspectives. Slums defined as "identify poor quality housing with unsanitary conditions which served as places for activities such as crime, drug abuse, social vices, and epidemics" are also defined as "a heavily populated urban area characterized by substandard housing and squalor," high density and low standard residences describe its physical structure, while the word squalor emphasizes its social structure. Some items can express the deprivation of slum structures:

- Lack of essential services (such as access to clean water, healthcare, sanitation facilities, waste collection system, electricity, adequate roads, and streetlights),
- Substandard housing or illegal and inadequate building structures (the use of nonpermanent materials such as mud walls, straw roofs, and earthen floors, these structures are vulnerable to rain, wind, and other climate phenomena),
- Overcrowding and high density (the space per person is mostly very small; usually five or more people share one room, and also generally multiple families share a house),
- Unhealthy living conditions (due to poor hygiene, high pollution environments, open sewers, lack of garbage disposal, and bad roads) and hazardous locations (such as over watercourses, in slopes, toxic environments, with bad accessibility),
- Insecure tenure; irregular or informal settlements (dwellers do not have any documents or registrations to prove that they have the right to inhabit these areas or houses),
- Poverty (the majority of the people have low or no income at all) and social exclusions (these areas are often isolated from the city, and they often accommodate vulnerable groups such as recent immigrants and ethnic minorities, the crime rates are usually high),
- Minimum settlement size (according to the report, to determine whether an area should be considered a slum settlement, there are some measures. It is only possible to call a settlement a slum if the size of the area exceeds a pre-set size or a specific number of people and houses. This definition varies between countries [56].

The slum is known by various names in many parts of the world. “squatterhouse,” “slums,” “shanty” in the Western countries, “ghetto,” “hobojungles” in North America, “penghu” in China, “callampa” in Chile, “barriada” in Peru, Venezuela and so as “rancho” in Panama, “favelas” in Brazil, “villa miseria” in Argentina, “ciudades perdidas (lost cities)” or “jacale” in Mexico, “casbah” in Algeria, “bidonville” in Morocco. It is defined by different names and has a population between 20 and 70 percent in the cities of this country [57]. The 7/D goal, which is one of the Millennium Development Goals announced by the United Nations, envisions that by 2020, the living conditions of at least 100 million people living in slums/depressed areas will improve significantly. The report published by the United Nations organization in 2015 refers to slums and such settlements as “informal settlements” and notes that a quarter of the world’s urban population lives in these miserable nests (Figure3.1.) [58].

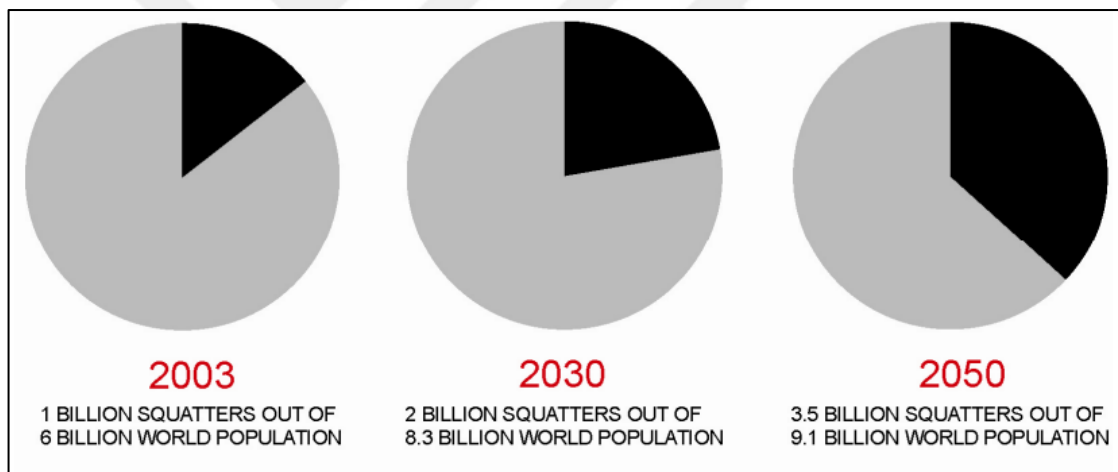


Figure 3.1. Distribution of the estimated population living in slums in the world [58].

In underdeveloped and developing countries, suburbs have formed due to urbanization trends, which are slum areas. In the continuation of this process, when industrialization reaches a medium scale, these lands, with their secondary jobs created after the settlement, will be attached to the urban centers in size. These situations have caused problems, especially in the old urban centers; the deteriorating physical environment with the changing dynamics of labor force ratio, size, and the number of jobs require socio-cultural and economic improvement and environmental quality. The fact that legal mechanisms in underdeveloped and developing countries do not function properly and that administrations are unable to overcome these legal deficiencies accelerates the process of urban decay. The

gaps in-laws, the fact that control and decision-making mechanisms lag behind physical developments, the slow progress of legal procedures, and bureaucratic obstacles also encourage the persistence of illegal, unhealthy structures. These situations lead to the regression of cities that are trying to develop, and these uncontrolled areas, where concepts such as original and historical structures, physical environmental conditions, transportation, and infrastructure are ignored, allow unhealthy cities and towns to grow [8].

It is known that in the process of creating modern cities, local governments invest in the main streets, squares, and prestigious buildings in the short term and provide regular maintenance and development of the areas, but do not pay enough attention to the areas where low-income groups live, city centers and commercial areas. When planning urban areas, ownership uncertainties are among the issues of concern to administrators. The fact that the building stock cannot be fully determined and occupancy analyzes cannot be accurately determined means that these stocks remain empty and become obsolete in a physical sense. With the age of the building, people in the area no longer want to live in such areas, resulting in the area's abandonment. The spread of decentralization of the population caused by obsolescence and obsolescence leads to collapses [8].

The phenomenon of globalization, which affects the whole world, leads to disadvantages in capital mobility in underdeveloped and developing countries. Unlike states that keep their capital in the country and have policies that can control its movements, even systems in which flexibility is adopted, and new production and accumulation processes work are not enough to prevent financial crises in these countries. Financial crises create problems and socio-cultural problems in urban areas while cities try to cope with the problems that metropolization brings without urbanization. On the other hand, the concentration of capital in certain areas leads to social conflicts and polarization in cities. These problems are reflected in the physical environment; sharp divisions deepened by capital movements, differentiated land values, and shifting social classes have revealed the demands for urban renewal [8].

In the 21st century, the phenomenon of squatting has become inevitable, especially in the cities of undeveloped countries. These settlements are overcrowded and have inadequate infrastructure. In particular, clean and purified water and sewage systems are inadequate, and air pollution is also a significant problem in such areas. It can be seen that the attitude of public policymakers in these countries toward slum areas in cities around the world is

gradually changing from "slums of despair" to "slums of hope." The main reason for this is that slums are seen as an essential tool for the poor to create their living environment [58].

Slum improvement includes social, economic, physical, environmental, and organizational improvements carried out at the local level through the collaboration of citizens, businesses, local governments, and community groups. Slum improvement is expressed as; the establishment or improvement of basic infrastructure (water supply, electricity), mitigation or elimination of environmental hazards, construction or rehabilitation of health centers, kindergartens, and public spaces, securing areas and providing places for residents who are displaced from houses for developing, security, access to social support programs to address problems such as substance abuse and violence, improving education, improvements to create social capital and institutional frameworks. The slum problem is not only a housing problem but also a human rights problem and has economic and social dimensions. In this context, it is essential to develop strategies for people who have to live in slums and other illegal settlements on issues such as education, right to participation, decent work and working conditions, social integration measures, and equal use of urban services [59].

3.3. URBAN RENEWAL APPLICATIONS WORLDWIDE

The renewal process of the cities differs according to the characteristics of each area. Urban renewal applications, which are made with the effect of many economic, social, political, and cultural variables that determine cities' social and spatial structures, can be carried out with different methods according to the urban dynamics and the characteristics of the area. In this context, some applications of the world's renewal process have been studied to reveal the determination conditions of these areas and the scope of the applications.

- **Rio de Janeiro City Favela-Bairro Project (Brazil)**

Rio de Janeiro is a tourist attraction in Latin America and participates in many festivals and international events. The 2012 Sustainable Development Summit and the 2016 Olympic Games were held here. With industrialization after the 1950s, waves of migration from the countryside to the city increased even more in the 1970s, and the unhealthy housing structure of the favela (slum) areas in Rio de Janeiro increased its development in the urban pattern. With 6.2 million inhabitants, Rio de Janeiro is the second-largest city in Brazil, where the

distinction between the lower and upper classes is clearly visible. These areas, known as favelas, include more than 1.5 million people and account for 23 percent of the total population [60].

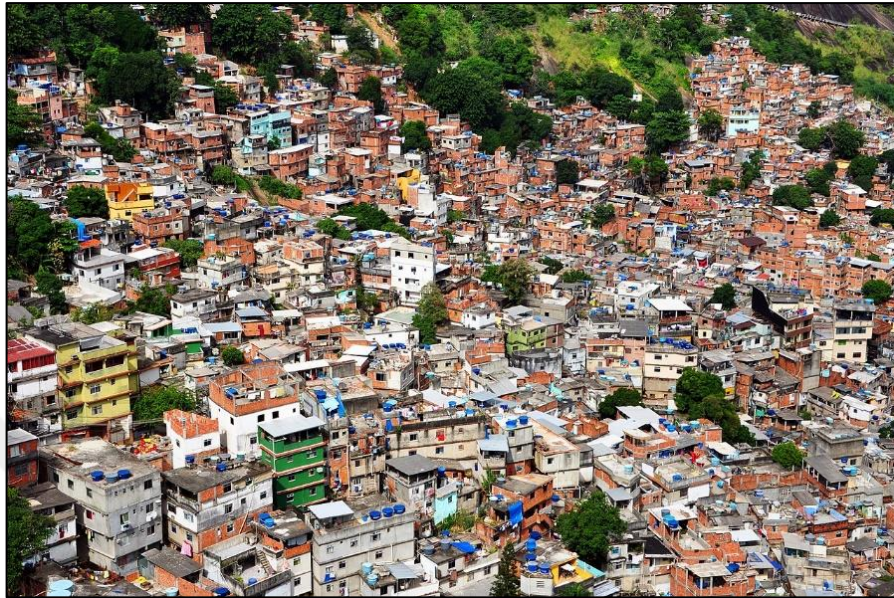


Figure 3.2. Rocinha is the largest favela in Rio de Janeiro [61].

The favelas, defined as crime neighborhoods in the 1980s, were the subject of numerous academic studies in the following years. After the 1990s, the favelas, excluded from society, became suitable for places such as drugs and mafia and, due to low levels of education, turned into regions of high crime, violence, and smuggling. Only a fraction of the favela population, who lived in poor conditions, had access to basic services. Pollution in the areas was very high due to the lack of sewage infrastructure and cleaning procedures. In addition to physical problems, social and economic problems were also observed. The low quality of life due to reasons such as high unemployment, struggle with poverty, and lack of educational opportunities made it necessary to renew the area [60].

In 1993, a Board of Directors for Low Income Settlements was established in Brazil. This organization was created to reduce the destruction in slums and meet basic needs in urban areas. Under the committee's direction, the Favela Bairro Project, a redevelopment program, was carried out in three phases in collaboration with the Rio Municipality and private companies. Within the scope of the Favela-Bairro project, it was decided to implement the

programs in large slums (Grande-Favela), medium-sized slums (Favela-Bairro), and small slums (bairrinho). The criteria aimed at the Favela-Bairro project are as follows:

- Construction and improvement of new roads in the city, renewal of infrastructures,
- Construction of recreational areas and creation of squares in the region,
- Control of water resources in the city, pollution prevention,
- Raising the level of education and living standards,
- Evacuation of areas at risk of landslides,
- It is a loan to the public to own a house [62].

One hundred twenty million dollars of the required amount for the project was raised by local governments and 180 million dollars by the Inter-American Bank. The first phase, with an investment of 300 million dollars between 1994 and 1998, improved the roads, infrastructure, and sewage systems between the favela areas and the rest of the city, while the second phase focused on the construction of new houses. Within the scope of this project, In the first phase, 62 residential areas were revised, and the effect was over 250,000 people; in the second phase of the implementation, 106 residential areas were revised, and the impact was over 350,000 people [60].

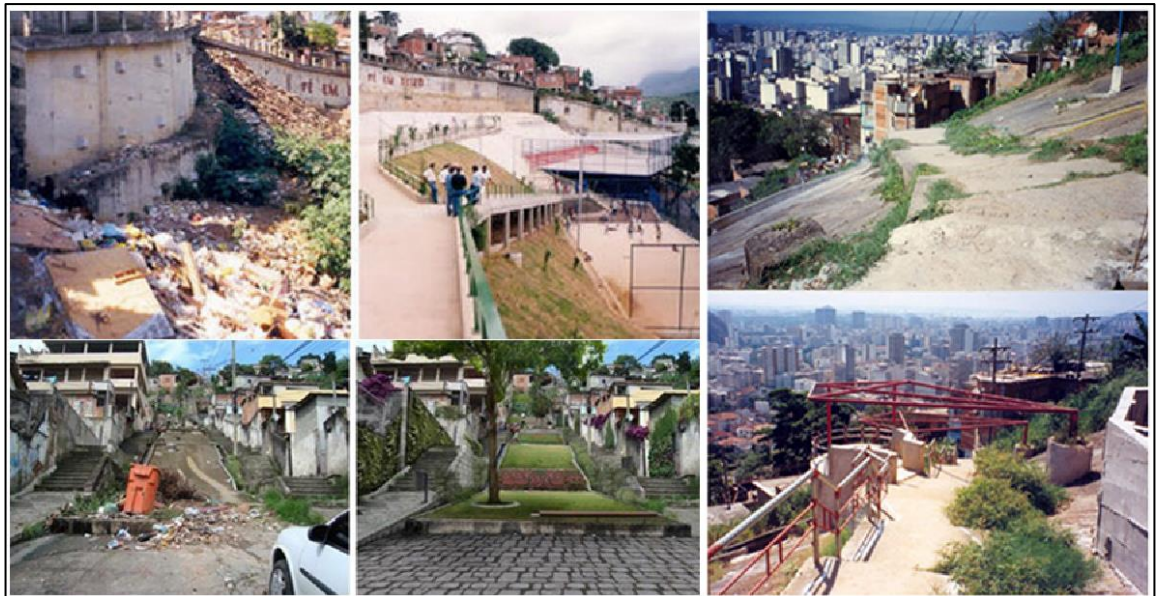


Figure 3.3. Improvements implemented by Favela-Bairro project [63].

The third phase is the Morar Carioca program, which began in 2010. This program for the provision of affordable housing is a participatory model for on-site transformation that aims to redevelop all favelas in the city by 2020, and it became inactive after 2013. In the context of the organization of the 2014 World Cup and the 2016 Olympic Games, the intention was to implement action plans for urban renewal that would benefit slum areas in terms of economic development and make the city both more esthetic and safer. Today, it is known that the funds allocated in the Rio Olympics continue to be used for the renewal of the areas. [64,65]. According to the report of a study conducted to observe the benefits of the project, It has been stated that significant successes have been achieved within the scope of the studies carried out, but there have been significant difficulties in maintaining these achievements over time. The favela areas that have been rehabilitated within the scope of the project have been examined, and it has been observed that there are still problems with sewage systems, public lighting, water supply, and environmental pollution. However, despite these problems, it is known that living standards and real estate values have increased [66].

- **Elephant & Castle Urban Renewal Project**

One of the first countries to experience the Industrial Revolution, England pioneered urban renewal procedures. In the capital, London, various applications were made to rebuild the areas whose boundaries had grown and collapsed. Elephant and Castle (Figure 3.4.) are located on a major axis south of London's transport hub, served by the underground, suburban trains, busses, and less than a mile from the Thames [67].

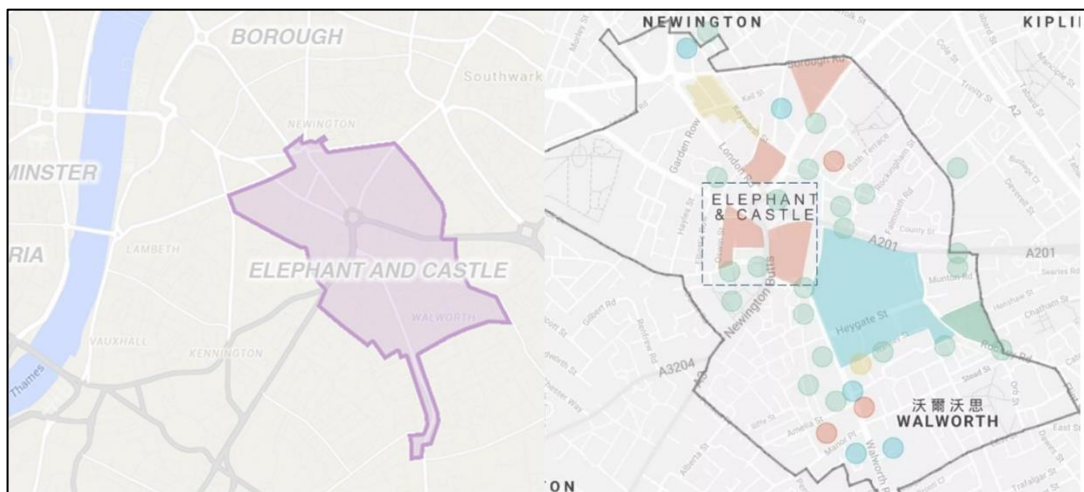


Figure 3.4. Location of project Elephant & Castle [67].

It is known that in the 1850s, the area was a poor and working-class neighborhood with overcrowded houses and slums. In the 19th century, the dilapidated houses in the area, which housed the homes of workers employed in the shipyard and surrounding industrial areas and became ruins during World War II, were acquired and redeveloped by the district administration in the 1960s. However, the area has become an unqualified industrial area due to air pollution from heavy traffic, poverty, and outdated urban housing. For this reason, it was decided to carry out an urban renewal project to revitalize the area [67].

The characteristics of the Elephant & Castle area (proximity to central London, location on the main road network linking the north and south of the city, and good public transport links) contributed to applications for renewal in this area to meet the need for office space and shopping centers that the city had as it developed. In addition, low employment and low investment in the region revealed social problems such as physical and economic unemployment, low incomes, and increased crime rates [67].

The Elephant & Castle urban renewal project, assessed in the context of the potentials and problems it brings to the restructuring of the region, is a project that was realized through the integrated implementation of the Single Regeneration Budget and Primary Plan processes. While the Single Regeneration Budget process was realized under the fund provided by the government to the region in 1999 and focused on social issues, it was a process to be implemented within the first seven years; the Master Plan process is the process implemented in partnership with the private sector for the economic development of the region and supported by the SRB process. Southwark City Council made Lend Lease Company its commercial partner in the agreement signed in 2010 to complete the project started in 2002 by 2025 and appointed them to lead the project [68].

The project will be delivered with the involvement of Southwark Council, Lend Lease Company, South Bank University, local groups, entrepreneurs, and non-governmental organizations through an organizational model based on public-private partnerships. The development of the project will be guided by a Partnership Board, which will also allow groups, organizations, and individuals to participate through the subgroups contained within it. The development of a strong partnership based on the participation of the local population is of great importance for the solution of urban problems in the region and the efficient use of resources. In this sense, the project is based on a solid partnership that relies on broad community participation and includes residents, local operators, educational and health

institutions, community and voluntary organizations, visitors, and people who work in the area [68]. The goals of the renewal project, which aims to transform the area into a commercial center without displacing existing users, are as follows:

- Improvement of living, working, and recreational conditions,
- Improvement of the transportation networks,
- Creating employment opportunities for the local population,
- Ensuring the active participation of the local population in the project,
- Ensuring equal opportunities [69].

By setting the project's goals in this way, the region: moves from car-oriented transportation to public transportation, from local economic recession to local success, from socially excluded people and neighborhoods to strong social integration, from a place to be avoided to a place to be. The main decisions made in the project that highlights the strategic position of the region and ensure a sustainable transformation are the following;

- Sustainable connectivity of the city; development of land for commercial and leisure development, and creation of an attractive new neighborhood in central London with high quality and upgraded housing,
- Highlight Elephant & Castle as a key transportation hub with its transit-oriented, regional entry feature,
- Interference Link; supporting sustainable local economic activity and providing employment opportunities for local people,
- Community Connectivity; strengthening local groups and networks to enable them to work together to regenerate the area;
- Individual Link; coordinating goals and programs so that people suffering from social exclusion can benefit from the area's transformation [68].

Various famous architects and urban planners collaborated within their fields of work on the projects to be realized in the region. Looking at the project designed by Fosters & Partners, it is seen that mixed uses dominate the project; It is seen that mixed uses such as apartments, stores, offices, and libraries are located at different points in the project, and there are interchanges between these points that surround each other, and the principle of accessibility is supported by the transport links that surround the project in this way like a network. According to these decisions, the structures and regions to be demolished, improved, and

protected were determined by the analysis carried out in the area. Then, commercial areas, new and renovated residential buildings, open spaces, roads, streetcar lines, squares, socio-cultural spaces, public buildings, and areas to be built according to the concept of sustainability were designed [70].



Figure 3.5. Elephant & Castle renewal project master plan [71].

The Elephant & Castle project aims to enhance the quality of life by improving the area's physical quality, encouraging investment by strengthening the local economy, and ensuring social cohesion by solving social problems. Because the process, which emphasizes social and economic factors, involves broad social participation, the desires and satisfaction of the region's users are taken into account. The physical dimension of the project was planned to create a vibrant city center that includes functions such as living, working, shopping, and entertainment for users. Moreover, by improving, preserving, or demolishing the old and obsolete structures, after the necessary analysis, the possibility has arisen to create innovative and qualified structures that satisfy the users in terms of physical factors in the region. The region's strong potential in terms of location, infrastructure, and transport systems will contribute to the city's various functions and spatial arrangements. The efforts to implement the project without displacing low-income users in the area, and the measures

taken to ensure that tenants have similar rights to owners, demonstrate the value that the project places on the region's identity and increase the possibility of achieving socially qualified outcomes. In addition, the project, which also places importance on issues such as safety and privacy, sought sustainable solutions to social problems by ensuring broad social participation throughout the process. In order to make the region with economic problems attractive to investors and users of the region, the project will establish commercial areas with different functions. In this way, new investments will be encouraged in the region, and employment opportunities will be created for the users. Moreover, economically qualified results will be achieved if the project's costs are not passed on to the region's users by providing a state-supported fund and paying attention to an economic balance between local and private investors [68].



Figure 3.6. After Elephant & Castle renewal project [72].

4. URBAN RENEWAL IN TURKEY

Turkey is a country that has experienced very rapid cultural, socio-economic, and spatial changes from the past to the present. These changes are reflected in the urban fabric with the impact of its political elements. The presence of cultural heritage areas and the excess of unhealthy construction make it challenging to submit renewal applications in urban areas. Despite all these circumstances, there has been increased talk about urban transformation and renewal after the earthquake.

4.1. DEFINITION OF GECEKONDU

One of the biggest problems of Turkey and developing countries for many years has been the housing problem caused by urbanization as a result of rapid and unplanned development. It is known that migration from the countryside to the cities has led to a shortage of housing in the cities. The increase in the housing deficit due to the inability to meet housing needs has given rise to the phenomenon of slums, and slum areas have emerged, especially in the major cities of Turkey. The authors and researchers have defined the phenomenon of slums with different explanations and approaches due to its multi-layered structure. It is known that the term slum, which has been on the agenda since the 1940s, has appeared in the literature in many areas and dimensions, both in our country and in the world, and has been defined in different ways. Based on these definitions, some definitions were included, taking into account the development process of the environment in which the field research was conducted [8].

According to one approach in the definition of slums, “slum is a transition from rural to urban life, a “transitional” way of life, and the reflection of these characteristics on space.” There are two critical points in this approach. One is the transition from one building (rural) to another (urban) and thus a different way of life; the other is that this way of life is reflected in space and creates a slum. This definition also emphasized the concept of “urbanization,” a way of life separate from the urban [73].

Slum Law No. 775 of 1966 states that “what is meant is unauthorized buildings erected without the owner’s consent on land or lots that do not belong to them, notwithstanding the legislation and general provisions regulating squatting and construction” [74]. As can be

seen, the Slum Law does not have terms such as constructing a building in haste or constructing without complying with health regulations, and it is assumed that constructing a building in violation of zoning and building regulations already includes these terms [17].

According to Keleş, “a slum is defined as a type of housing where poor or low-income families live, whose housing needs cannot be met by state and municipal administrations, on the lands of real or legal, public and private persons, without the will and knowledge of the landowner, in violation of public building codes [9]. According to Keleş, it is defined as “the term for houses built in haste, often in violation of zoning regulations, which are primitive, uncontrolled, and lack sanitary conditions” [75]. According to Ward, “slum” is not only a term for the illegal forms of housing that emerged during the rapid urbanization in Third World countries after World War II but also a phenomenon that describes uncontrolled, unplanned, self-created settlements [76]. Karpat, on the other hand, defines slums as “the types of dwellings built on land that was not developed for urban development, whose infrastructure was not realized, and which were usually taken over by someone else or the state in a short period and without the appropriate technology” [77].

Slums were a solution to self-created housing when the state or the private sector could not solve the housing problem in cities. The fact that individuals cannot buy land and building materials due to their economic inadequacies and build their own houses overnight in areas that no one sees, without being involved in any technical process or zoning, has revealed the phenomenon of slums. The areas where slum structures are seen are usually located in the treasuries, in public areas, away from the settlement areas, without transportation and infrastructure facilities, and without habitability [78].

All these definitions mentioned above, a building can be called a slum only if it is illegally built on a plot of land that does not belong to one's own person, without the knowledge of the owner, and without complying with the zoning regulations, not by the builders but by the person who will live in it, without health conditions and infrastructure services. This is the name given to the type of housing that has been hastily built overnight in an unplanned and irregular manner and whose occupants live on a low income.

Although the terms *gecekondu* and slums are often used interchangeably in the literature, they are different concepts but share common aspects. This paper will refer to slums instead of *gecekondu*, examining the differences and similarities between the two terms. The slum

area is defined as "the poor neighborhood within a city that stands out with all its characteristics among the neighborhood units formed according to the ordinance plan" [9]. While the term slum area emphasizes the qualitative status and conditions of a settlement type, the settlement type of gecekondu emphasizes the legal dimension of the issue.

Table 4.1. Comparison of gecekondu and slum areas [17].

	Gecekondu	Slum areas
Location	City periphery	City center
Number of families	Single family	Multi-family
Floor height	1-2 floors	Multi-storey
Origin of the living	Rural	Urban
Density	Low density	High density
Duration of residence	Permanent	Temporary

Although the characteristics of settlements in gecekondu areas, which are mainly located on the outskirts of cities and in the slum areas in the city center, vary from city to city, they have in common that they are not suitable places to live. There are high poverty rates here, and the urban poor usually live in these settlements. These areas often have high rates of health problems, urban crime, drug abuse, alcoholism, many mental illnesses, and suicide. Undoubtedly, these settlements do not provide suitable and sufficient opportunities for the people living there has a large part in this. Nevertheless, many people choose or have to choose to live in these areas [58]. As can be seen from Table 4.1, the dissolution of the slum areas is on the agenda because the conditions in these areas are worse than in the gecekondu areas, and they are located in the city, and this process is carried out by demolishing them or changing their form.

Since the emergence of the phenomenon of slums, different views have been developed by researchers. The first of these views is that slums are a problem that leads to unplanned urbanization, unplanned growth, and deterioration of the city's texture. The other is that they are a solution by meeting the housing needs of individuals. The fact that the phenomenon of slums is seen as both a problem and a solution has led to several studies, and studies have

been conducted on the policies that affect slums. Slum settlements, initially considered temporary, were not considered a problem, but after they developed, they became unstoppable, and different policies were adopted in each period.

4.2. HISTORICAL PROCESS OF URBAN RENEWAL IN TURKEY

In the pre-1950 period, the foundations of urban renewal in Turkey began with the construction of masonry instead of wooden buildings, the opening of wide streets, and the construction of parks as part of the modernization efforts in the Ottoman period and continued with the planning of the capital city of Ankara in the Republican period. While the experience of urban renewal in developed countries took place in the context of planning unhealthy housing conditions and environments in urban areas after the Industrial Revolution, urban renewal in the Ottoman Empire was advanced as a modernization project and put into practice with urban planning. As part of this experience in the Ottoman state, urban centers were revitalized, public transportation such as cars, trams, and ferries was used instead of only pedestrian transportation in the city, areas were reopened after fires in the cities, immigrants were settled, and new neighborhoods and parks were created in the city [45,79].

This period, which emphasizes the creation of a modernist legitimacy framework for urban development, states that after the proclamation of the Republic, the administration pursued a policy of systematic development of Anatolia against the semi-colonial experience of the Ottoman Empire policy as a balanced development model. After implementing this model, railroad projects will gain importance, be strengthened, and be taken over by foreign companies under the protection of the state, cities in Anatolia will be connected, and public investments will be made in these areas.

Another critical political point of this model is the decision to move the capital from Istanbul to Ankara. This decision first accelerated the migration to the capital Ankara, and after the 1950s, to Istanbul and the big cities, so the Republican administration started an essential legal and administrative structuring in urban planning in Anatolia and Ankara. As it can be seen from the cities of Turkey, it can be said that the experiences of redevelopment and reproduction actually fall in the republican period [80].

After the Second World War, the planning and reconstruction of the destroyed Anatolian cities and the planning of Ankara as a modern city are among the problems of the administration. Therefore, it is known that new legal and institutional arrangements were made after the 1930s. In this context, Municipal Law No. 1580 and Public Health Law No. 1593 was enacted in 1930, and Construction and Roads Law No. 2290 and Municipal Bank Establishment Law No. 2033 were enacted in 1933, Municipal Expropriation Law No. 2722 and the Law on the Transfer of Functions to the Ministry of Public Works in 1934 were enacted in 1934, and Municipal Development Committee Establishment Law No. 2763 was enacted in 1935. With the Municipal Development Committee Establishment Law No. 2763 and the establishment of Iller Bank with Law No. 4759 enacted in 1945, Emlak Eytam Bank's transformation, established in 1946, into the Turkish Real Estate Credit Bank. In this way, the legal basis originating from the Ottoman Empire was changed, and new legal-institutional arrangements were made [81].

The planning of Ankara as a contemporary city, representing a Western modern project city by creating it from scratch, and the creation of the public spaces required by the Western model of society were realized thanks to foreign planners from abroad. Jansen and Loercher in Ankara and Henry Prost in Istanbul became the implementers of the project city policy with their planning. With the Prost Plans, which came into effect in 1939, Beyazıd, Aksaray, and Eminonu Squares, Taksim Square, and Topu Barracks were demolished, and Gezi Park was built instead, Şişhane Slope, Atatürk Boulevard and the bridge that opened the shore of the Golden Horn to the industry are the first transformations in Istanbul [8].

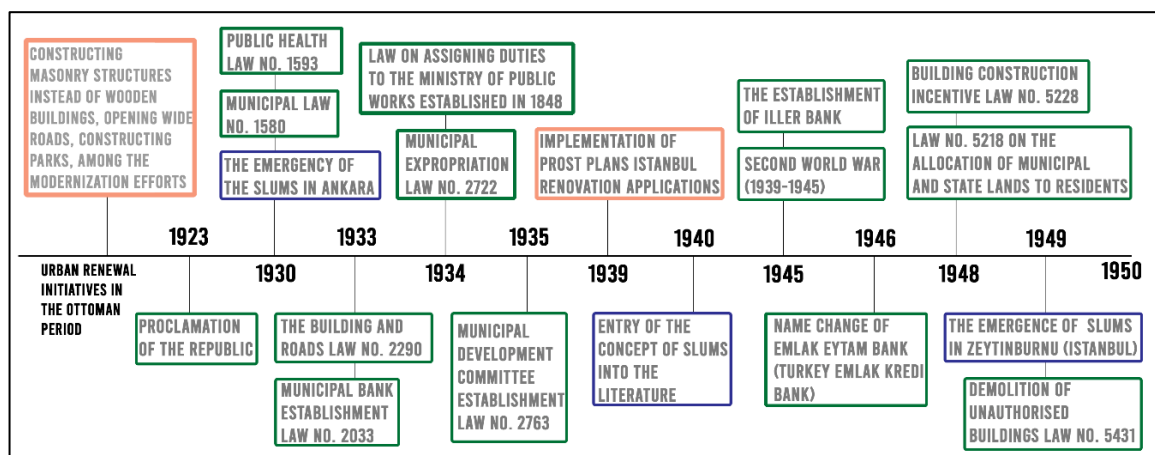
Ankara, the capital city where the first examples of illegal construction were seen in the 1930s, began as a solution to the housing shortage of low-income residents moving from the countryside to the city. They began as individual buildings erected on public land unplanned to meet the housing needs of immigrants and spread to major cities after the start of World War II.

The first law enacted with slum amnesty was Law No. 5218 on the Allocation of Municipal and State Land to Residents in 1948, which was enacted to solve the problems in the city of Ankara. Although the term “slums” does not appear in the Law, the main objective is to improve the slums within the municipal boundaries, provide land to families who are likely to build slums and prevent the construction of slums [17].

Since the Law numbered 5218 is a monopoly within the borders of Ankara and does not mention financing issues, the Law numbered 5228 on “Incentives for Building Construction” was enacted, covering the whole country. With this Law, municipalities were given the power to distribute land, land reclamation areas were expanded, the right to participate in housing cooperatives was granted as a second pioneer among the people to whom the land could be distributed, and the construction of buildings was encouraged, and financial support was provided [82].

With the aggravation of the slum problem in a short period, the increase of industrial structures in Istanbul, and the emergence of a slum in Zeytinburnu, Law No. 5431 on the Demolition of Unauthorised Buildings and the Amendment of the Law on Municipal Buildings and Streets No. 2290 was enacted in 1949. The evaluation of slum structures prior to enacting this Law under 5218 provided for the demolition of those to be built after that date. This Law did not act very competently in deciding on demolition. The Council of Ministers’ decision gave the City Council the power to define inaccessible areas in the city, and this became one of the state policies followed until the 1950s [83,84].

Table 4.2. The process of urban renewal and slums in the pre-1950 period, drawn by author.



- **Period 1950-1980**

The phenomenon of urbanization, which began in the Republican period in Turkey, accelerated in the 1950s with the migration from rural areas to cities. Since the cities were not prepared for the intense migration, this led to unhealthy and unplanned urbanization. The

development of the industrial area led to some setbacks in agriculture, and the decline in demand for labor due to mechanization in agriculture with Marshall Aid triggered the migration of people who made their living in agriculture in rural areas to the cities. With the acceleration of industrialization and the increasing urbanization process, especially in big cities such as Ankara, Istanbul, and İzmir, the increase in immigration has led to uncontrolled growth. With the increase in population, a housing shortage has arisen due to heavy immigration, and the formation of slums has been seen as a result of immigrants solving their housing problems on their own. In the 1950s, the housing problem was solved by building slums as an informal solution. Generally, slums were formed near factories and workplaces that created informal production and employment in themselves [79].

In the years when the Democratic Party was in power, with the increase in slumming as a result of the industrialization policy, factories were also built, and slums appeared on the periphery of the industrial zones. The labor shortage caused the Party to turn a blind eye to these slums. Slumming is known to be widespread in this process. In 1955, there were 50,000 slums in Turkey, where about 250,000 people lived, which was 14.7 percent of the urban population (Table 4.3.). It is known that in 1949 there were 5,000 slums in Istanbul, 3218 of which were in Zeytinburnu, and this number increased to 8500 in the early 1950s [85].

In the 1950s, the transition to a multiparty system and a growth and industrialization policy based on liberal economics were adopted for Turkish cities. This policy brought industrial cities, migration from rural to urban areas, and rapid urbanization. Depending on policies toward agriculture and rural areas, the rate of urbanization has increased, and social, economic, and cultural factors, along with population growth, have made cities spatial agglomeration axes. The rapidly growing population and inadequate housing stock have prompted the population to move from rural to urban areas to build their own houses on the government or private land on the city's periphery. Preventing the formation of illegal residences and the demolition and reconstruction of low-rise areas in city centers were on the agenda of urban renewal measures at that time, and several legal provisions were enacted in this regard [80].

Table 4.3. Number of slums and population of slums in Turkey [85].

Years	Number of Slums	Slum population	Share in the urban population
1955	50.000	250.000	14,7
1960	240.000	1.200.000	16,4
1965	430.000	2.150.000	22,9
1970	600.000	3.000.000	23,6
1980	1.150.000	5.750.000	26,1
1990	1.750.000	8.750.000	33,9
1995	2.000.000	10.000.000	35,0
2002	2.200.000	11.000.000	27,0

Since the 1950s, the process of slumming in Turkey has manifested itself with the intense migration from the village to the city, especially with the concentration that began in the city peripheries. Public transportation was inadequate, and problems arose because urban infrastructures could not keep up with the growth of cities. Separated the segments that developed during urban modernization from the structures that formed spontaneously, and cities faced the problem of a dual (village-urban) structure [79]. This dual structure led to the restructuring of the inner-city social structure and legitimized these discourses called “cheap laborer, tame laborer, cheap servant” by the villagers who settled in the city periphery and the city dwellers in the city centers and led to the exclusion of peasants from social life. A social process began when the peasant was accepted as “the other” in contrast to the urban population [86,87].

In the 1950s, Turkey went from a one-party system to a multiparty system. After Menderes’ Highway Policy was enacted, it enabled the transition from a railroad system to a highway system in the transportation sector. In the post-1950 period, due to insufficient capital accumulation in the world and in Turkey, administrations limited investment in urban areas, funds were shifted to industrialization, and funds allocated to urban infrastructure and consumption were limited. In 1953, with the spread of slum areas and the construction of

large slums such as Zeytinburnu, Kağıthane and Taşlıtarla in Istanbul and slums in Ankara, Law No. 6188 on Building Encouragement and Unauthorized Buildings was enacted and the previous laws were abolished. This law gave the power to allocate land to needy people in areas previously owned by municipalities, legalized existing slums, and assessed them under an amnesty, and it prohibited what would happen later [88].

Under 1954 Law No. 6235, the Union of Turkish Chambers of Engineers and Architects was established, and the 1956 Land Use Law No. 6875 was enacted. The Land Use Law reflects the search for an answer to the problems of growing cities by including areas outside the city limits. In 1958, the Ministry of Reconstruction and Settlement was established with Law No. 7116, and despite the rapid urbanization of cities, experts in the fields of planning, housing, and building materials tried to find solutions [81].

The last law enacted during this period was Law number 7367 of 1959, which aims to transfer state lands to municipalities to prevent the construction of slums. The laws enacted during this period on zoning are the slum prevention and amnesty laws. Laws that have emerged in the form of measures to allocate land for the housing problem, legalize existing slums, or prohibit the construction of slums show that state administrations are using contradictory practices [85,89].

In 1960, the rule of the Democratic Party ended with the 27 May Coup, and the concept of a social state emerged with the new Constitution of 1961. Article 49 of the 1961 Constitution stated that measures would be taken to meet the housing needs of poor or low-income families following health conditions. As for the economy, a model of planned development with import substitution was adopted [90]. In the period until 1960, slumming for pure use, without commercial meaning, was the main focus of meeting the “innocent” housing needs of low-income families [17]. In the 1960s, a well-established liberal state policy was implemented that allowed slums to be tolerated and settled on the state treasury, municipal, and public lands, considering them as voting deposits, promoting and protecting them.

Following these measures, infrastructure was brought to the slum settlements, and municipal services such as the distribution of title deeds, roads, electricity, and water were moved to the slums to improve them. In the 1960s, the quality of slums, which used to be makeshift, unprotected, with four walls, no infrastructure, and built overnight, began to change with the development of their economic situation (increasing in size by adding floors to slums,

creating additional floors, renting, and buying and selling in the real estate markets). The slum market has emerged from the housing solution for the poor, and a different form of slumming has developed.

In 1960, the State Planning Organization attached to the Prime Ministry was established, and in 1963 the first development plan, the First Five-Year Plan (1963-1967), was prepared. Under this plan, the Planning Organization's terms of reference are to advise the government on social, cultural, and economic policies and activities related to economic policy. The first Five-Year Development Plan established significant goals such as improvement, elimination, and prevention, increasing housing production by using existing resources, low-income housing, rental housing, and land multiplication. The Second Five-Year Development Plan (1968-1972) established principles such as increasing housing production, housing production adapted to the country's economic conditions, supporting those who build their own houses, mass housing investment, increasing housing resources, and transforming the industrial sector into a traction sector of the economy [91,92]. These two development plans, which had set common goals to prevent slumming, failed to prevent it. As a result, the physical environments in the city that were not integrated into the city and had a low quality of life became threatening cities that grew and spread over time.

Municipal Law No. 307, enacted in 1963, the mayor was elected directly by the people, and slums began to feel their presence in city politics. Thus, the rapidly growing slums became a legal part of the city governments in the status of neighborhoods. After this process, slum dwellers demanded that property deeds be legitimized, and they expressed their demands for infrastructures to improve their living conditions [17].

With the Condominium Law in 1965, approved low-rise buildings in city centers were demolished and converted into multi-story apartments, and ownership rights for individual buildings were expanded. The concept of building and selling has emerged, and as their role in residential areas has increased, so has the density of construction in cities. It is known that the infrastructure and service facilities of buildings built for high profit in a short time have some deficiencies in build-and-sell practices, leading to problems in the qualitative aspects of housing [93].

In 1966, the "Slum Law" number 775 came into effect, legalizing and commercializing slums with rehabilitation and development plans, and although some changes were made in

the following years, it maintained its integrity. A dual housing structure was accepted between planned modern areas and unplanned and irregular settlements for the first time. While the concept of illegal construction was included in the laws enacted up to that time, the word slum was used for the first time in the title of this law, and its existence was accepted. As in the previous laws, it has the objectives of improvement, elimination, and prevention, and it was decreed that the areas to be improved and eliminated would be determined by the municipalities, the acquisition of land to prevent slums, and the use of this land to give it entirely to the citizens [17,74].

During this period, when urbanization had no executive power, in order to strengthen the executive capacity of the Ministry of Construction and Settlement, Law No. 1164 in 1969 placed the Land Office under the Ministry, but this did not have a positive effect in practice, since the law did not provide sufficient funds for the provision of land [79].

In the 1970s, immigration to urban areas continued as part of the policy to create an urban population, and unplanned developments occurred in cities and slums. It began to be recognized that the slum was not a temporary phenomenon but a permanent product of the urbanization of peripheral countries in the capitalist system. A slum dweller is a disadvantaged person who, as a result of the unplanned urbanization and development that is the outcome of the capitalist system, cannot urbanize and benefit from the city's services and suffers from the conditions rather than the source of the problems [86].

In the 1970s, municipal services increased steadily through laws for the slums, and with the assurances given, the unhealthy buildings became multi-storied, and their construction quality improved. It is noted that the slums entered into a commercial construction process, and obscure companies emerged that provided land to the poor and sold them by supplying materials. On the other hand, it is noted that the illegal structures and the housing conditions that increased with the allocation of shares began to threaten the cities as part of an organized system of looting [8,17].

In 1972, the amendment to the Land Use Law (İmar Kanunu) gave governors the power to inspect areas outside municipal boundaries, and the Interdepartmental Development and Coordination Committee was established to solve the problems that year, both of which could not cause radical changes. In the 1973 municipal elections, in which the slum population voted for the Social Democrats, it was observed that different parties came to

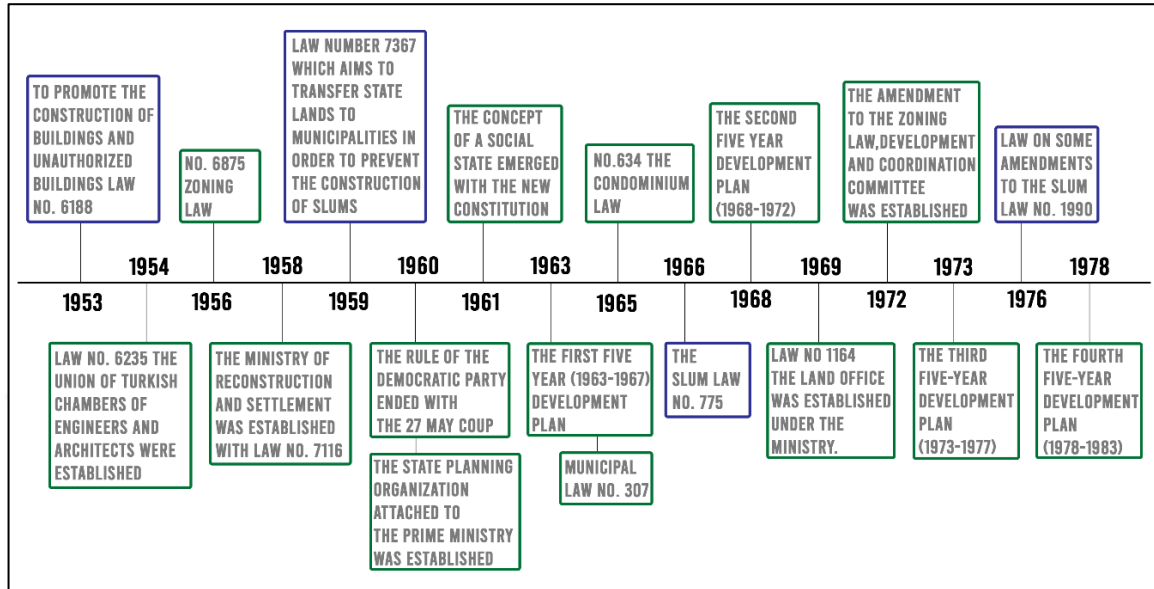
power in local and central administrations, and the impact of local administrations on central methods could be observed. In the period from 1973 to 1977, the local government movement developed under the name of “Democratic” or “New Municipal Movement.”

The Third Five-Year Development Plan (1973-1977) established housing production according to the country’s conditions, prevention of slum construction, housing production for low-income people, and support for mass housing construction. The Fourth Five-Year Development Plan (1978-1983), which did not include an item for the slum problem, designated public credits for housing construction, development of standards, construction of public housing, provision of services to slum areas, and provision of amenities for those living in improvement areas [94,95].

When industrialization continued unabated, the limited capacity of municipalities in large urban areas was not sufficient to control land use and planning activities, and the “Law on Some Amendments to the Slum Law” of 1976, No. The constructed slums were included in the scope of the amnesty, and the conversion of public land into private property was allowed [17,74].

The 1970s were a time of political and economic problems in Turkey. The clashes between the right-wing and left-wing polarization were reflected in the streets, and the slums were also affected by this polarization and conflict environment. Mutual violence was used in the name of the domination of left and right groups in the slums, liberated areas were created, and the inhabitants of the slums were divided into right and left. These situations in the slums in the late 1970s showed that the people in the slums were not homogeneous but also had different political and cultural values. The political strengthening of the left due to the effects of the Great Depression led people in the slums to turn to the left, which promised equality and work. Under the conditions of the time, slum dwellers became the “disliked other” because they pandered to their interests rather than conforming to the existing order. Evaluating the policies implemented so far, it is evident that the problems of laws and regulations cannot produce serious solutions [86].

Table 4.4. The process of urban renewal and slums in the 1950-1980 period, drawn by author.



Turkey's administrative, physical, and socio-economic developments reveal four distinct renewal processes in urban space between 1950 and 1980. The first is implementing a centralized approach known as Menderes Reconstruction. Under this practice, which resulted in heavy losses in the historic fabric, especially in Istanbul, the old urban structures were demolished, residential buildings were built, and wide streets were opened for traffic. This practice, which demolished the old and led to reconstruction, can be considered the first example of urban renewal [96]. The other three processes focused on slum areas. First, infrastructure services were brought to the slums. For the new slums to be built, soft and low-density areas are planned as slum rehabilitation areas. This structuring is the first upgrading application at the neighborhood level. The second process can be defined as a redevelopment process. It originated from the fact that slum dwellers in the city's periphery produced and moved multi-story buildings due to their limited possibilities. In the third process, responding to the demand for housing for the middle and upper-income groups on the periphery of growing cities, existing slum dwellers were paid to move to other parts of the city, and large construction companies developed these settlements. Such a process can be called urban renewal initiated by the private sector. Finally, during this period, there was also a transformation process in the transitional and depressed areas of the city center. These areas, with uncertain ownership, were rented to new immigrants or abandoned by their original owners. Nothing was done in these areas until the following periods [22].

- **Period 1980-2000**

In Turkey, the military coup and economic depression in the 1980s led to significant changes. After the previously applied economic model of import substitution, the foundations of the neoliberal economy integrated with the capitalist economies were laid. Under the influence of neoliberal policies, the state separated from the welfare state, reduced its support for economic development in the public sector, and moved away from social policies that should be implemented to prevent regional inequalities. For this reason, a system to control urban poverty could not be developed, and the integration of the society that migrated to the cities could not be achieved [97].

Together with the export-based growth model, this period of new institutions in areas such as capital markets, trade and manufacturing in urban areas, and investments related to telecommunications covers a period in which the country's economy is opening up. In the 1980s and later, there were changes in urban areas, the migration of industrial areas from urban centers, the emergence of suburbs outside the city, and the primacy of the service sector in the centers. As accessibility by car increased, residences for high-income groups far from the city center were observed, and opportunities to live in these areas increased [79].

After the military coup of 1980, the 1982 Constitution was created, while the 1961 Constitution mentioned the right to housing as a subset of the “right to health,” and the 57th article included the title of “Right to Housing.” In this article, the statement “The State shall take measures to meet housing needs within the framework of planning that takes into account urban characteristics and environmental conditions, and shall support mass housing practices” emphasizes that the right to housing is primarily for the poor and low-income people, as well as housing that takes into account urban characteristics, planning, and environmental conditions. At the same time, Article 63 of the 82nd Constitution states, “The State shall ensure the protection of historical, cultural and natural assets and values, and shall take supportive and promotional measures to this end” [17].

From 1980-to 2000, political decisions affected both urban renewal and slums. Between 1983 and 1988, five amnesty laws were enacted in conjunction with each other to address the problem of illegal construction [98]. “Some Measures to be Applied to Buildings that Violate the Zoning and Slums Legislation and Law on the Amendment of an Article of the Zoning Law numbered 6785” of 1983 law numbered 2805, slums were classified as to be

protected, rehabilitated, and demolished, and it was established that these classifications would be made by municipalities within the boundaries of contiguous areas and by the Governor's Office outside of contiguous areas. This law not only found a solution to the slums to be liquidated in the region where it was made with the plans to improve the development but also legitimized the private lands created by the failure to comply with the law [84].

With the amendment of the Forest Law No. 6831 in 1986, which removed from the law the forest lands that had lost their forest quality, creating the problem of 2/B lands, a process of handing over the lands located in the forest area was initiated. Attempts were made to sell the areas that had been taken out of the forest boundary, provided that the ownership belonged to the Treasury due to the loss of the forest character of the areas. Many areas such as Sultanbeyli and Sile forests, Kayisdagi, and Kemerburgaz in Istanbul were affected by this situation, which ensured that title deeds were given to the forests being owned as slum areas [99].

One of the laws that impacted urban renewal in these years was "Mass Housing Law No. 2985" of 1984, which charged the Mass Housing Development Administration with transforming slum areas, renewing historic textures, creating housing and social areas, and building infrastructure and housing in post-disaster areas. In the 1980s, mass housing practices spread, cooperatives and cooperative upper associations, the production of the Presidency of Mass Housing Administration (TOKI), the houses created with the cooperation of local governments, and TOKI were for the low and middle-income groups. The applications of private entrepreneurs and the Turkish Real Estate Bank are housing productions for the upper-income groups [22].

Another amnesty for slums was enacted with the "Some Measures to be Applied to Buildings that Violate the Zoning and Slums Legislation and Law on the Amendment of an Article of the Zoning Law numbered 6785," dated 1984 and numbered 2981. This legislation aims to excuse, improve and legalize the buildings and slums that violate the zoning legislation. The law's most important feature is covering all structures that violate the legislation. It was established that the buildings constructed by the slum owners on the land or plots owned by the municipality, the tax administration, and the particular administration of the province, or managed by foundations, will be determined, and these places will then be legitimized through the issuance of an "Title Deed Allocation Document" [100].

The Fifth Five-Year Development Plan, covering the years 1985-1989, was prepared during this period when the policy of supplying and legalizing slums was pursued. This plan did not establish clear principles and goals for the slums but only prioritized establishing their infrastructure and improving their conditions. At the same time, it mentioned issues such as the mass housing fund, the transfer of funds for the infrastructure of the state, the orientation of societies to savings, housing in reasonable sizes, and the relations of infrastructure and construction with the environment [101].

Another slum amnesty law is Law No. 3290 of 1986. This law expanded the scope of Law No. 2981. This law also included in the amnesty and legalized slums that were used as residences and later converted into commercial areas. At the same time, slum dwellers in slum areas were granted the right to build up to four stories. Following these assurances, low-density areas have been developed into housing and concrete. This law transferred the power to approve improvement plans in ministries and governorates to metropolitan municipalities in adjacent areas [84]. With Law No. 3366, which came into effect in 1987, all types of illegally constructed buildings were given the status of slums, and the owners of these buildings were allowed to acquire land-based on shares or condominiums, regardless of the improvement area and its immediate surroundings.

The last amnesty laws were transferred to district municipalities by Law No. 3414 of 1988, on “The Amendment of Some Provisions of the Slum Law No. 775”. This way, jurisdiction in areas, not metropolitan municipalities, has been transferred to the district municipalities. This law established that the TOKI should assist in land improvement and design, infrastructure use, and building construction, with or without compensation, according to the practices of slum rehabilitation, resolution, and prevention zones established or built with the municipality’s authority. According to the law, slum dwellers can hand over the land or dwelling to contractors or sell it and build a new slum elsewhere. In addition, slums and other illegal structures have been legalized, and the process of land reclamation from slum areas has been accelerated [100].

In addition to the laws defining interventions related to the housing stock in urban areas and especially slums after 1980, it is noteworthy that other laws related to urban renewal were enacted during this period. “The Tourism Promotion Law” No. 2634 of 1982, “The Protection of Cultural and Natural Assets ” Law No. 2863 of 1983 and “The Bosphorus Law” No. 2960 of the same year, “The Tourism Centers Regulation” of 1985, “The

Environment Law” No. 2872 of 1989, “ The Coastal Law” No. 2495 of 1990 and “The National Park Law” No. 2873 of 1993 are critical legal developments related to urban restructuring [8].

During this period, successive amnesties led to rapid squatting of urban areas, and the social structure and consumer relations changed as well as physical changes. In addition to legitimizing the slums, the laws enacted also solved the property problems in these areas and paved the way for the apartment building. After the amnesties, the legalization and commercialization of slums led to the serialization of slum production and an increase in rental and ownership rates in the slums. In Turkey, the understanding of urban renewal has evolved after 1980, mainly through practices aimed at transforming slum areas, and has emerged as the rehabilitation of historical textures and collapsed areas that have become unusable, as well as slum areas that could not be transformed through improvement development plans [22]. These renovation projects, generally undertaken to create a more prestigious urban environment by converting slum areas into luxury housing, have increased since the late 1980s, attracting large investors and accelerating the transformation. In this process of change and transformation, the spatial and social practices of people living in the area have also changed [102].

When liberal policies were implemented, the amnesty for slums and the permission to increase the floor heights of slum structures opened the way for rent-mechanism, and slums turned into commercial areas that brought significant profits. The inhabitants of the slums, who had previously been considered poor and helpless by society, which society tried to accept even if they were not satisfied with the slum structures, were exposed to unjustified profit, looting, and plundering of the areas became tenements [103]. While these unjustly profitable slum dwellers could receive a share of the urban rent, the urban poor who moved into the city after this period were also in more difficult circumstances than the previously settled society.

Capitalism and liberal policies have increased inequalities in cities, and the actors who determine the rules of wealth and poverty have changed. The strengthening of private capital through neoliberal policies affected urban spaces, new housing estates were built on a large scale by the TOKI and the Mass Housing Fund of local public actors and cooperatives, and extensive mass housing estates were expropriated by the Land Registry. At this point, a class divide emerged in the urban areas. As Castells noted, segregation was the price of

integration, and city governments paid the price for their efforts to integrate into the global market with social polarization, income inequality, and urban tensions by creating different types of housing in local areas. The poor in the city's peripheries, the middle classes who have their eyes on the city's peripheries and are fighting for a share of the city through cooperatives, and the upper classes in the most prestigious areas have moved into the urban space [8].

In the late 1980s, the effects of globalization became physically felt, and the 1990s saw changes in urban spaces and lifestyles. With the effects of neoliberal economic policies, changes in urban space began, and large-scale transformations of urban space such as large office buildings, plazas, and shopping centers occurred [104]. Due to the risk of earthquakes, traffic, parking problems, lack of green spaces, air pollution, and noise pollution, there was a spread from the city centers to the city peripheries, satellite cities were formed, and construction of new sites began in various parts of the cities. The discourse of “occupant” in relation to those living in slum areas, and the discourse that slum areas are the leading cause of increasing urban crime and political extremism, became widespread during this period [105].

The commercial rent potential of the slums has been the pioneer of illegal construction, the urbanization process, and the cultural-economic-social quality difference in these circles outside the city required them to be defined with the term “varoş” as a new concept. As a result of the increasingly negative perception of the slum population, in this period, walls (both physical and symbolic) were built around the housing estates to exclude and keep out of sight the slums of the society [86]. In these years, as in the previous period, migration to urban areas continued, but there was a change in the nature of migration. Particularly in the eastern provinces, political turmoil and security concerns caused some villages to be evacuated, so people living had to migrate.

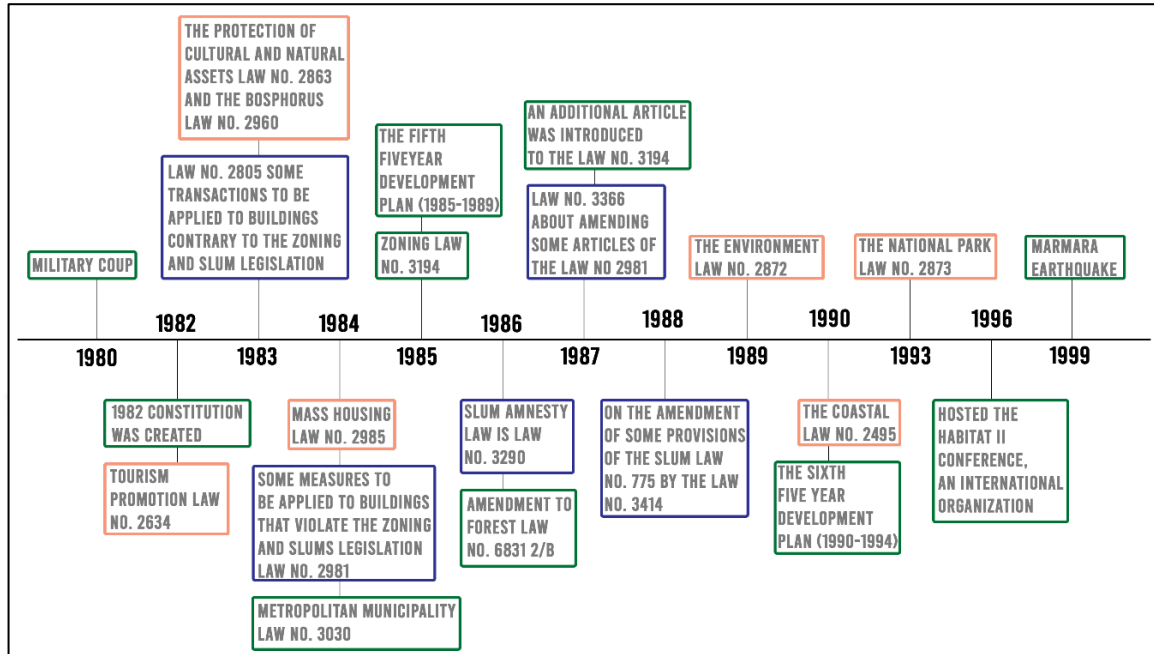
Under the Sixth Five-Year Development Plan (1990-1994), it was stipulated that priority be given to building housing for people who do not have housing, provided that preference is given to lower-income groups. In order to meet housing needs, municipalities have the task of selecting certain areas as residential areas and providing infrastructure, preparing housing projects within the scope of the help program for those who build their own house in order to prevent slums, and making the necessary arrangements by providing housing for low-income groups. The Seventh Five-Year Development Plan (1996-2000) is planned to support

alternative urban settlements to prevent excessive physical growth and concentration of cities. “Limiting the industrial incentives given to big cities, directing physical and financial incentives to other regions and medium-sized cities, and the limited application area of policies to support these cities with housing and infrastructure projects” has been identified as a problem. Improving this situation aims to prevent regional inequalities and excessive urbanization [106,107].

Turkey hosted the 1996 Habitat Conference II, an international organization, and the central theme of the Turkish National Report, Habitat II, was developed through a participatory process focused on raising awareness among society and relevant stakeholders about sustainable settlements and adequate housing for all. Turkey’s National Report and Action Plan emphasized the multidimensionality of housing production, forms of affordable housing, equal access for all, participation of relevant stakeholders, and partnerships. It was emphasized that the said development should be handled together with economic development, social development, and environmental issues. The practices of the following years, such as the fact that these discourses do not explicitly include the institutions and financial resources involved in the decision-making, implementation, monitoring, and evaluation process, that the process is usually carried out as a single actor, the uncertainty of the participation methods of the affected groups, the lack of a flexible and sustainable approach. However, it has not been effectively implemented due to institutional and legal arrangements [22].

With the Marmara earthquake of 1999, the need for new planning approaches in Turkey became apparent, the durability of structures was questioned, and since then, urban renewal has become an even more critical issue. Over time, urban renewal has been incorporated into government programs and development plans, and laws and regulations have been enacted to address it. Urban renewal practices that were on the agenda much earlier globally, especially in the 2000s, were quickly applied throughout Turkey.

Table 4.5. The process of urban renewal and slums in the 1980-2000 period, drawn by author.



In the urban parts located in the settled area, planned renewal applications have developed in two types. The first of these is the transformations that occur due to the decisions made by the property owners individually. The second is the practices that transform parts of the city by planning them [96]. These practices, either individual's or authority's decision, can be evaluated in three ways, depending on the form of intervention. The first of these is urban renewal, the practices that demolished the old and rebuilt. The urban renewal project around the Golden Horn in Istanbul can be counted as an example. These practices aimed to increase the area's quality by giving zoning rights to areas whose life quality and value have decreased, and their use has become risky. Secondly, there were practices to improve the areas' existing physical and socio-economic conditions. Upgrading and improvement plans have been implemented for this purpose. It is the attempt to make an area with insufficient infrastructure sufficient with limited opportunities, that is, to improve it. These practices were generally done in illegal buildings and slum areas. Improvement zoning practices are the legalization of an area that is not illegal to build and giving the right to build to the community living in that area. With these practices, slum areas were transformed into planned and regular areas [98]. Local governments have implemented these practices with their entrepreneurial identity and collaborated with the private sector in this process. "The Dikmen Valley Project and Orange Flower Valley Project," implemented in Ankara,

introduced beneficiary participation in the decision-making process for the first time. In these practices, instead of expropriation, a model was introduced based on the protection of property rights, the agreement of ownership of a house with slum dwellers in exchange for their properties, and the principles of commercial investment and resource creation [108]. The third intervention emerged as the protection and gentrification of areas with historical values. The preservation of historical values was done in two ways: first, to give the area a new function, and second, to allow economic development by changing the social structure of the area. Although gentrification is a result of the renewal, as mentioned earlier, it was used here as a method of intervention and aimed at increasing the income level in residential areas [22].

- **Period After 2000**

Until the 2000s, there was no systematic urban renewal policy in Turkey. Compared to Western countries, urban renewal has been intensively emphasized to reduce the risks of vulnerability to disasters after the 1999 earthquake in Turkey. Especially in metropolitan areas, there were problems in restructuring earthquake-risk areas and modernizing built-up areas. For these reasons, urban renewal has been used as an essential tool to manage urban development.

Since the early 2000s, the need for restructuring Turkish cities has been underscored by accession to the European Union and harmonization efforts, the impact of globalization on space, the urgent demands of international capitals on urban space, and the devastating Marmara earthquake. While the populist policies of the 1980s promoted privatization in cosmopolitan cities and the construction of high-rise buildings in the 1990s, the damage caused by the Marmara earthquake in the 2000s negatively affected the social structure and polarization and differentiation in urban space. The liberal policies of the 1980s continued to affect urban centers in Turkey after the 2000s, decisions were made to change and transform built-up areas to ensure the continuity of capital power, and the construction sector rose with the political support behind it [8].

In contrast to global examples, especially after the Marmara earthquake that caused significant loss of life and property in Turkey in 1999, the issue of urban renewal has been addressed from the perspective of disaster risk. This has led to new insights into legislation and organizational structuring. At the international symposium on urban renewal organized

by the TMMOB in 2003 and the one organized by the Kuşukçekmece Municipality in 2004, it was noted that urban renewal was a necessity for earthquake-prone settlements, but that the lack of national legislation on urban renewal was an obstacle to action in this area [8].

In this period, urban renewal, modernization, or planned development was carried out by transforming slum areas based on the risk of earthquakes and the revival of historical and cultural heritage. Urban renewal was mentioned with the discourse of “urgency and necessity” along with the earthquake hazard, and although the focus of this discourse is on the earthquake hazard, the unplanned urbanization and safety problems in slum areas also had an impact. The government’s 2003 Emergency Action Plan included mobilizing housing and preventing squatting among its goals. The Ministry of Public Works and Settlement was designated as the institution responsible for these goals, but in practice, the TOKI, which was placed under the Prime Ministry in 2004, came to the fore. In addition to labeling slums as *varoş*, the characterizations of the occupier, criminals, freeloaders, backward people, and peasants are maintained to this day. The urban spaces to be created with urban renewal were livable, modern, and contemporary, and ideal spaces were to be created to suit the city and its inhabitants [109].

During these years, urban renewal was approached for the first time with a strategic approach, primarily involving local governments and ensuring collaboration through creating partnerships with the private sector. However, urban renewal is not only carried out in specific areas but also in historical textures, in the name of static and economic improvement of housing on a single scale. Most small construction companies have made renovation applications in a single building in this period. Along with these years, the reproduction of the space in the name of the renewal and restructuring of the cities includes the demolition and construction partnerships. However, the slums in the areas with increased rent value, the old and idle structures and areas were demolished and restructured.

With the effects of globalization, high-rise buildings, offices, residences, shopping centers, and large-scale projects have rapidly increased in cities. However, this new structuring has not been realized by higher-level planning decisions but with pointwise decisions. Today, it has paved the way for traffic, transportation, and other infrastructure problems, especially in major cities, and urban areas have become investment areas for the real estate industry [110]. Secured housing developments have become widespread during these years, and these areas of major investment have created both physical and social disparities in the structure of urban

areas. Over time, slums and luxury housing areas have become a dual structure separated by sharp boundaries. The high-income classes have generally moved to luxury housing areas outside the city center, built to exclude the low-income classes of society [111].

The economic problems that Turkey has experienced in the past and the present continue in the 2000s. With the 1994 and 2001 crises, the danger of the hegemony of neoliberalism entering a crisis became apparent. The coming to power of the The Justice and Development Party (AKP) in the 2002 elections has created a strong government and a political environment that will facilitate the realization of the possibilities of neoliberalism. Thus, the new liberal policies were implemented more decisively, effectively, and comprehensively in Turkey in the 2000s compared to the 1980s. In practice, the Turkish planning system has become a flexible and discretionary system, apart from the theoretical construct with the “housing-oriented construction policy” pursued by the government since the 2000s in line with neoliberal economic policies. Housing production and collective housing cooperatives have grown beyond the required housing needs, and the renewal process of the areas has started to take place differently than in traditional planning systems [112].

While the effects of globalization were felt in the post-2000 period, the concepts of sustainability, equality, and democracy came to the fore, and factors such as the process of harmonization with The European Union (EU), practices realized through international partnerships, increasing privatization in the public sector, migrations and the intensification of polarization in residential areas became the reasons for the transformation of cities. In this process, central and local government units have played an essential role in facilitating investment in urban areas. This role has been shaped by legal sources that have come into effect since the early 2000s [22,113]. Looking at the development plans published in the 2000s until today, the first one is the Eighth Five-Year Plan for 2001-2005. Instead of slums, illegal construction was mentioned, and it was said that the housing deficit should be closed with unauthorized construction. It has been stated that preventive measures will be taken in these areas for illegal construction areas. It has targeted issues such as eliminating the negativities caused by the earthquake, alternative financing models, land presentations based on scientific data in urban areas, the use of public resources for infrastructure, and the preservation of environmental and natural historical texture [114].

One of the laws concerning slum structures after the 2000s is Law No. 4706, enacted in 2001, on The Evaluation of Immovable Property Owned by the Treasury and Amending the

Law on Added Value. This law granted the lands owned by the treasury within the municipal boundaries and the adjacent areas the right to sell the lands built before 2000, primarily to the users. This provision legitimized unlawful situations and forgave unlawful actions before 2000. This situation, which is an amnesty for development, encouraged land looting and occupation and prevented the formation of urban equipment that cities needed, resulting in the disruption of urban services [84,115].

In 2001, articles relevant to and indirectly affecting urban renewal were added to the Expropriation Law No. 2942, as amended by Law No. 4650. When this law is examined on behalf of urban renewal, it is found that there are some limiting points. The concept of “public benefit” becomes essential in this sense. A privately owned property within the boundaries of the urban renewal area can be used as a hotel, shopping center, residential building, or luxury residence, citing “public interest.” For some segments, expropriation by the public to realize investments is an issue that needs to be discussed. Expropriation cannot be done for arbitrary practices that are not in the public interest [116]. Today, many municipalities in most European countries and the USA make profits by operating expropriated land and buildings, which they return to the community to be used for the development of the area. However, this situation brings with it the idea that “all communal land acquired through expropriation should be used in such a way as to generate rental income.” It is important that the profit is fully returned to the area and that a balance is struck between the equipment areas that are for the public benefit and the areas that generate profit [8].

Many legal systems contain many legal provisions that ensure the implementation of urban renewal works in Turkey. Some laws that do not relate to urban renewal form a severe basis for urban renewal projects and practices with various provisions. Urban renewal practices are common in cities, especially in the context of improving slum areas and improving social, economic, and physical opportunities. In order to address the deficiencies of renewal applications and be successful, legal regulations must be put in place. Considering the basic characteristics of the laws that have been implemented since the 2000s, they can be divided into three periods. The first period is the period that lasted until 2005 when there was no legal infrastructure for urban renewal. In the second period, the legal infrastructure for urban renewal practice was regulated by the laws on local government-issued between 2005 and 2010, and the central government transferred its powers to local governments. In the third

period, all powers were transferred to the central government with legislation enacted in 2010, and later, in particular, the Ministry of Environment and Urbanization transferred power to local governments to take control, and renewal applications gained momentum.

"Law No. 5104 on the North Ankara Entrance Urban Transformation Project" was enacted in 2004 as the first private transformation law. The law, which is the first legal regulation directly incorporating the concept of urban transformation, concerns the urban transformation of Esenboğa Protocol Road at the northern entrance of Ankara and the areas around it. The purpose of the law was defined as improving the physical condition and environmental image, beautification, creating a healthier settlement order and raising the level of urban life within the framework of the urban transformation project in the areas encompassing the northern entrance of Ankara and its surroundings, and a physical transformation was sought. According to the law, the authorities belonging to the district municipalities and other public institutions in the region within the boundaries of the project area were transferred to the Municipality of Ankara. It was stipulated that the arrangements for urban design projects, infrastructure projects, and other services on the boundary of the project area would be made by Ankara Metropolitan Municipality and TOKI according to the division of responsibilities established by the Ministry [117].

This project, which is considered a prestige project of the city of Ankara and is known as the Airport - Protocol Road Urban Transformation Project, includes a convention center, a hotel, a restaurant and sports fields in addition to the multi-story luxury residences and villas designed as financing residences on the right side of the airport road. On the left side of the road, housing was built for beneficiaries whose slums were destroyed, and about 7,000 slums were demolished as part of the project. In order for the demolition of the slums to proceed quickly and smoothly, slum dwellers demolished their own houses, and those who left them to the municipality were allowed to keep the rubble themselves. With this law, symbolizing a physical transformation, the slum areas along the road were transformed into high-rise buildings that did not conform to the ground structure. It was criticized that enacting a transformation law for a specific area of the city paved the way for fragmentary approaches [8,118].

As an amnesty for slums enacted in 2003, Article 51 of Law No. 4833 states that buildings that do not have a building permit may be connected to the electricity by regulations if it is proven that the municipalities provide infrastructure services such as roads water, and

sewage. This law legitimizes and legalizes buildings constructed in violation of building codes. Article 49 of Law No. 5027 added article to the previous law, stating that electricity and water can be connected to buildings that do not have a building permit and that sewerage and cleaning services can also be provided in areas without a use permit within the municipal boundaries if there are areas that affect environmental health. With this law, legitimization was brought to the buildings that were contrary to zoning on the condition of environmental health [84].

In 2004 with the “Law No. 5162 on the Amendment of the Section of the Law No. 5162 on the Mass Housing Law and the Supplementary Decree on the General Staff and Procedure, and the Supplementary Article 7 added to the Mass Housing Law No. 2985” the Mass Housing Administration very wide-ranging authorizations have been given to planning, implementing transformation, and producing projects. Under the law, the Mass Housing Administration was authorized to establish development plans of all types and sizes in the areas where it will implement the slum transformation project without compromising the integrity of the environmental zones. It was also stipulated that the projects to be implemented in the slum areas should be developed directly by the TOKI and paved the way for construction applications and financing agreements. The implementation of planning work by TOKI by taking over the powers of local governments in project areas has reduced the effectiveness of local will in decision-making in the transformation process, and TOKI has become an institution with the most comprehensive powers at the central level for renewal and transformation projects. The objective is to restore slums that are technically in need of renovation or liquidation, that do not correspond to the development and identity of the city, and that are contrary to the planning objectives in the form required by the city. The goal is to solve the problems of slums through housing provision and slum clearance measures that cause slums and enable low-income people to acquire home ownership in installment payments. TOKI has been using its extensive powers since 2004, and many renovation and transformation projects such as the North Entrance in Ankara, Fatih Sulukule in Istanbul, Maltepe Başibuyuk, and many others have been and are being implemented in partnership with TOKI and local communities [8,119].

"Law No. 5216 on Metropolitan Municipalities," enacted in 2004, was created with the repeal of the law enacting Legislative Decree No. 3030 on the Administration of Metropolitan Municipalities. The purpose of the law is to regulate the legal structure of the

metropolitan municipality administration and ensure that the services provided are effective, efficient, and planned. Article 7/e of the Law has given the metropolitan municipalities the power to apply Articles 69 and 73 of the Municipal Law. These two articles are important for metropolitan municipalities to carry out urban renewal activities. This law empowered metropolitan municipalities to carry out urban renewal and, for the first time, established the minimum requirements for the formation of metropolitan municipalities. In addition, under the 11th Article of the Law, first-level counties and municipalities are empowered to supervise development practices. As part of the duties assigned to metropolitan municipalities, county municipalities must provide all kinds of assistance at their request [120,121].

"Law No. 5226 on the Protection of Cultural and Natural Heritage and the Law Amending Various Laws of 2004," which indirectly affects urban renewal, was created by amending Law No. 2863 and Law No. 3386. The granting of loans at the percentages set by the TOKI for the maintenance, repair, and restoration of registered cultural properties under Article 6 of the law thus becomes an important tool that can be used in the transformation of aging urban parts. Turkey's historical heritage is very dense, and this inventory should be considered in urban renewal applications. To look at the areas to be renovated, it is seen that the physically problematic, old, and dilapidated building stock is located in the areas where the cultural and historical heritage is located. Therefore, although the Law on the Protection of Cultural and Natural Assets does not have a direct provision for urban renewal, these practices should be guided, and, in particular, the protected areas in the renewal areas should be treated separately in this law. Conservation plans for protected sites and areas with cultural and historical values within the boundaries of the renewal area should be treated with a holistic approach in line with urban renewal plans [122].

Another law that indirectly affects urban renewal is the "Law No. 5273 on the Land Office Law and the Law on the Amendment of the Mass Housing Law and the Abolition of the General Directorate of the Land Office," The Land Office Law No. 1164 was amended as the Law on Land Production, and Evaluation and the duties in the Law were transferred to TOKI. Although the share of land costs in total construction costs is high in Turkey, the land is one of the primary conditions for healthy urban development. With the regulations made by law, duties such as providing land and plots, making land stock and arrangement sales, expressing opinions on lands, and establishing partnerships have been assigned to TOKI.

This law, which allowed the centrally divided authorities on land and housing to be gathered on the one hand and the effective and efficient execution of public services, increased TOKI's obligations [123].

‘‘The 2005 Law No. 5377 on Slums,’’ Article 184 of the Turkish Penal Code on buildings built before 2004, those who do not have a building permit, those who build or have built unauthorized buildings, and those who provide infrastructure services for these buildings are punishable by imprisonment from one year to five years. Therefore, amnesty has been granted for the studies carried out before 2004 [233]. Within the scope of the local government reform package, the ‘‘Law on Special Provincial Administrations’’ of 2005, numbered 5302, was enacted. Article 6 of the law states that the special provincial administrations are responsible for the provincial environmental plan, public works and settlements, social services and aids, land supply, construction, maintenance, and repair of buildings. It is authorized to provide zoning, roads, infrastructure, and afforestation services outside the municipality borders [124].

‘‘Municipal Law No. 5393,’’ which came into force in 2005, shows that essential steps have been taken in the field of urban renewal since Municipal Law No. 1580. According to this law, municipalities are responsible for solving existing and developing urban problems in their territory. How this responsibility is exercised towards the city is also regulated within the framework of this law. Building a city with a healthy, orderly, and beautiful appearance is one of the duties and responsibilities of the municipality [125]. The two primary articles of this law are Article 69, entitled ‘‘Land and Housing Production,’’ and Article 73, entitled ‘‘Urban Transformation and Development Area.’’

According to Article 69 of the Law, in order to ensure regular urbanization of the municipality and meet the residential, industrial, and commercial land needs of the region, within the boundaries of the municipality and adjacent areas, excluding areas that must be protected under the laws and agricultural land, the production of zoned and infrastructure land, housing and mass housing, may sell, lease. Within these purposes, it is authorized to acquire land, expropriate, barter, cooperate with other relevant public institutions and organizations and banks, and carry out joint projects when necessary. The municipality may establish an enterprise, provided that the necessary funds are allocated from its budget for such purposes [126]. One of the points of discussion of Article 69 is that it does not seem possible for the municipalities to produce according to scientific principles and the

peculiarities of the region, since the type of housing and mass housing and the economic classes according to which it should be built, the ratio of these classes and the differences between cheap and social housing are not defined [8].

According to Article 73 of the Law, which defines urban transformation and development areas, municipalities are responsible for the reconstruction and restoration of old neighborhoods in line with the development of the city in order to create housing, industrial and commercial areas, technological parks, and social areas, take measures against the risk of earthquakes and protect the cultural and historical fabric of the city. "The Law Amending the Municipal Law No. 5998" in 2010 expanded the scope of municipalities' powers in relation to urban transformation and introduced implementation details. With the decision of the Constitutional Court in 2012, some paragraphs of the article were annulled, and additional paragraphs were added to the above article [127].

The area to be announced as the project area for urban renewal and development; it is specified that are areas with or without buildings, with or without zoning, with a building height and density and size between at least 5 and 500 hectares. Multiple localities associated with the project area may be designated as a single conversion area, provided that the total area is not less than 5 acres. For an area to be declared an urban renewal and development area, one or more of the above items must be met. That area must be located within the municipal boundaries or adjacent area. However, for the project area to be declared and implemented for urban renewal and development in places owned or used by the public, the request of the relevant municipality and the Council of Ministers must be made in this direction. In addition, the way of agreement is accepted as the basis for the eviction, demolition, and expropriation of the buildings in the urban transformation and development project areas. In case of disagreement, the lawsuits to be filed by the property owners in the urban renewal and development project shall first be heard and decided in the courts [126,127].

In considering the criticisms raised under the law; As the renewal area of the territory, not with the criteria indicated in the law, it is necessary to determine the problems that require renewal and evaluate these areas scientifically by experts. Moreover, the law does not refer to the phenomenon of "participation." Also, there is no article on what criteria and by whom the aging neighborhoods will be determined [128]. The law has been criticized for paving the way for rant-seekers by allowing the designation of huge areas as project areas and the

designation of project areas in agricultural areas and non-residential areas. This situation will facilitate the construction of luxury residences or shopping centers in the city center or surrounding areas with high rents and lead to the displacement of the poor [129,130]. The law is criticized on the grounds that the selection of project areas from places with an expectation of rent causes interregional inequality, uncertainty in tenancy rights, gentrification involving economic conditions, and class and spatial inequalities. At the same time, it is pointed out that the law has only economic content and does not take into account the specific social characteristics and conditions of society [131].

It has been criticized that the law, the implementation of the urban renewal process is not clearly stated, and only how the expropriation method will be used is explained [121]. Regulations authorizing expropriation have been criticized for causing grievances for citizens living in the project areas. Since it is not specified how the urban renewal area will be announced and how the public will be informed, it does not comply with the transparency principle of the planning. Regulations on the law also pave the way for transferring public immovables located in urban renewal areas to municipalities [132]. By 2012, many urban renewal projects were underway in Turkey as a result of the legal rights granted to local authorities by the Metropolitan Law and the Municipal Law. The aim is to prevent slum areas in the city centers, clean the old buildings in the collapsed areas of the city, and reduce the crime rate in these areas. As a result of municipal practices, home ownership or renting of low-quality housing is widespread, and it has been shown that modern, safe locations have increased through private initiatives [22]. Although urban renewal laws state that urban renewal applications are made to address problems such as unplanned urbanization, earthquakes, and illegality, it is known that actual applications are different [133].

"The Law No. 5366 on the Renewal, Protection, and Use of Worn Historical and Cultural Immovable Assets" came into force in 2005 as one of the essential instruments for urban renewal. The law was initially presented as the Urban Transformation and Development Draft Law, but after the criticism it received, it was changed by taking the name of the mentioned law. The law regulates renewal applications only for protected areas. Special provincial administrations, municipalities, and TOKI have been given powers for urban renewal by the law. This law, enacted directly to renew parts of the old city, provides a framework, and applications are made under the regulation. The law aims to reconstruct and restore cultural and natural assets that are worn out and in danger of losing their

characteristics following the region's development. In this regard, it is necessary to establish residential, commercial, cultural, tourism, and social areas in these regions, take measures against disaster risks, renew and preserve historical and cultural immovable assets, and use them by keeping them alive [134,135].

The criticism of the said law is expressed as follows: The law does not accept the holistic planning approach, determining only a physical process, ignoring the existing socio-economic dimensions in the renewal areas, and its approach refuses to be a natural part of the planning process, its encouragement of fragmented/point solutions, “how and according to what criteria” urban areas that have worn out and lost their characteristics will be determined, the fact that the declaration of the urban renewal area is not based on scientific criteria, it is open to abuse easily, the decisions taken beforehand for these areas and the conservation plans are ignored, the design and planning approach is chosen based on the building block, and the integrity of the conservation plans made by them is disrupted, establishment of protection boards specific to regions, lack of identification of tools required for implementation [8,136].

Urban renewal was quickly initiated thanks to legal provisions. Law No. 5366 set renewal projects in urban areas with historical buildings in the city center and preservation areas. Historical areas were demolished, and projects to generate more revenues and rents were implemented. It has been noted that the projects implemented in Istanbul, such as Fener-Balat-Ayvansaray, Sulukule, Tarlabası, and Ayazma, are far from the renewal and protection specified in the law [137,138].

The "Draft Law on Transformation Areas," brought to the agenda in 2004 and prepared by the Ministry of Public Works and Settlement in 2006, was submitted to the TBMM. The rationale for the draft is to make the place physically safe, qualified, and habitable. In this regard, the disaster-prone areas, the socio-economically and physically obsolete areas, and the natural, historical, and cultural areas that must be protected must be resolved, renewed, and improved with projects carried out for the benefit of society. The objective of the draft is to create disaster and risk-sensitive habitats in urban and rural areas according to the rules of science, technology, art, and health, with or without a land-use plan, and to ensure the improvement, rehabilitation, renewal, and development of obsolete areas with inadequate social and technical infrastructure. In this regard, the draft determines the definition of the areas and the principles for implementation [121].

There were many criticisms of the draft. This draft does not clearly state how and according to what criteria the area to be transformed is determined; only a lower value for the size of the area to be transformed was set [118]. Another problem with this draft law is that the draft covers urban areas and all areas except military areas and allows any area to be re-planned and built. It paves the way for changes in the higher-level plans if the land use and parcelization plan are to be prepared to conflict with the higher-level plans. Therefore, non-holistic, fragmentary approaches are encouraged. The draft states that the owners of slums and unauthorized buildings constructed before 2004 within the boundaries of the area to be transformed may be allocated a stand-alone section for social housing or structures to be built, provided that the cost of indebtedness is not exceeded for twenty years. In this case, this situation can be considered a zoning amnesty and ignores the law numbered 2981 [118].

In the Ninth Development Plan for 2007-2013, slums and illegal constructions were not considered. The content of this plan was determined according to the following principles: Measures are taken to reduce socio-cultural problems resulting from heavy migration and unplanned urbanization, measures are taken to improve social integration and solidarity, and the physical and social infrastructure of the most affected areas is improved by identifying migration-related problems [139].

By 2010, the eight-year AKP government had taken several steps to ensure continuous and efficient urban development. The Urbanization Council, which began with preparatory meetings in 2008 and concluded with the General Assembly in 2009, was the most comprehensive study. The final declaration of the 2010 Urbanization Council states, "The Ministry of Public Works and Settlement continues to work on the development of the country and cities in the field of public services, with the responsibility and experience of legal regulations for settlement and urbanization, construction, planning and implementation, infrastructure, zoning, and disaster preparedness [140]. In order to implement the Council decisions, the "Urban Development Strategy and Action Plan (2010-2023)" (KENTGES) was published. The content of this action text is the analysis of existing areas and the structuring of urbanization activities [17]. The problems and potentials identified by KENTGES for urbanization and settlement in Turkey: Urban problems and uncontrolled growth in cities, rural development and migration, illegal construction and slums, urbanization that is not resistant to disasters, urban infrastructure, and environmental problems, urban transportation problems, problems arising from the planning system,

problems related to the capacities of local governments, climate change, urban renewal, sustainable urban form, and energy efficiency. Three basic strategies for solving the above problems and potentials have been identified. These are the restructuring of the spatial planning system, increasing the spatial and quality of life of the settlements, and strengthening the economic and social structures of the settlements [141].

The Ministry of Environment and Urbanization was established by bringing the Ministry of Environment and Forestry and the Ministry of Public Works and Settlement under a single structure in line with the Decree-Law No. 648 on the Establishment of the Ministry of Environment and Urbanization, amended by Decree No. 644 published in the Official Gazette No. 27984 in 2011. The Ministry of Environment and Urbanization has been given many powers to prepare and approve plans. The duties of the Ministry of Environment and Urbanization are explained in Article 2 of the said Decree-Law: To determine the basic principles, strategies, and standards for all types and scales of physical plans and their implementation, and to ensure their implementation, surveys of the areas authorized by the "President" and public investments under the authority of the central administration, all kinds of structures, facilities, military forbidden zones, general shelter areas, private security zones, energy and telecommunication facilities, maps, all kinds of and scale environmental order, master and implementation zoning plans, subdivision plans and making changes, having them made, and approving them [142].

The duties of the Directorate of Infrastructure and Urban Transformation Services, which is one of the directorates attached to the Ministry, have also been established under this law. These tasks are: As established in the Slum Law, in slum areas and areas at risk of disaster, to determine the areas to be renewed, renovated, and transformed, to establish the rules for carrying out these processes, to regulate relations with the owners in the transformed areas, to expropriate if necessary, and it is defined as the modification of matters related to the right to development, to carry out works and transactions related to the announcement of the transformation area with the applications under Article 73 of Municipal Law No. 5393 [142].

Within the framework of additional article 7 of the Mass Housing Law No. 2985, powers were also given to this Ministry; make or have it made an application, developing urban transformation, renewal, and transfer areas for these applications, To make, have, and approve the zoning plans and zoning applications, urban design projects of these areas at all scales, in this context, separating and combining joint properties, making land and land

arrangements, transferring development rights, expropriation and, when necessary, duly expropriation, such as issuing building and occupancy permits and establishing and registering condominium ownership [142].

After the 2011 earthquake in Van, the problems and risks caused by illegal and unplanned construction and buildings that are not earthquake-resistant, especially in big cities, have come back into the conversation. According to 2012 data, 6 million buildings in Turkey with about 20 million residences and about 1.5 million buildings in Istanbul were not built according to the newly created earthquake construction standards. Sixty percent of the buildings in Istanbul are unauthorized structures, and about 27 percent of them need to be evacuated and demolished [16]. Identifying and strengthening risky building stock that is not earthquake-resistant, demolishing and rebuilding the necessary buildings, and converting illegal structures into safe areas with a high quality of life are among the most important tasks for the country [130]. Following these discussed agendas, "Law No. 6306 on Transformation of Areas Under Disaster Risk," enacted in 2012, became the most comprehensive legal regulation for renewal. The implementing regulation of the law was published in Official Gazette No. 28498 [143,144].

The aim of Law No. 6306, which is at the beginning of the legal regulations on urban renewal, is to create a healthy and safe living environment according to the standards of the norms of science and art in the disaster-prone areas and in the areas where risky structures are located outside these areas. Therefore, it can be said that the main goal is to improve, renovate, and liquidate the buildings through transformation [142,143]. The Law determines the principles regarding the determination of risky structures and risky areas and reserve structure areas, demolition of risky structures, planning to be made, determination of the value of immovables to be transformed, agreements to be made with beneficiaries, and aids to be made, structures to be rebuilt and other practices within the scope of Law No. 6306, and defines a risky area, risky structure and reserve area [143].

In this context, a risky structure is a structure that is inside or outside the determined risky area, has completed its economic life, or is determined based on technical data that has the risk of collapse or severe damage. The risky area is the area decided by the President that carries the risk of causing loss of life and property due to the ground structure or the structures on it. The reserve area is the area determined by the Ministry or upon the request of TOKI or the Administration to be used as a new settlement area in applications to be

implemented within the scope of the law. The area was determined as a risky area; The fact that it is not suitable for construction, that the urban renewal works to be carried out in the area cannot meet the current structural density, and that the transfer of development rights to the right holders in the risky area is necessary to constitute the reason for the determination of a reserved area [143].

In the implementation of Law No. 6306, the Ministry shall include the Ministry of Environment and Urbanization; whereas the Administration shall refer to the municipalities within the municipal boundaries and the adjacent area, the special provincial administrations outside these boundaries, the metropolitan municipalities in the metropolitan areas, and, if approved by the Ministry, the district municipalities within the metropolitan, municipal boundaries. The Ministry of Environment and Urbanization shall have the authority to make, develop, and approve plans of all types and scales regarding the risky area, the reserve construction area, and the properties where risk structures are located [144].

Detection of risky structures; by individuals, at their own expense, with institutions and organizations approved by the Ministry. The Ministry may also require the identification of risky structures from the owners, their legal representatives, or the administration, setting a deadline. Owners have the right to object to determining risky structures within 15 days. These objections are examined and decided by expert committees composed of seven persons, four of whom are academic members of the relevant discipline and three of whom are representatives of the Ministry. Within Law No. 6306, the need arises to demolish the structures in the areas that are considered high-risk. The agreement between the population and the administration is encouraged for the demolition of the buildings. It has been established that temporary housing, workplace allocation, and rental assistance can be provided to beneficiaries with whom an agreement has been reached. If the building is not demolished within the 60-day period given to the owners for the demolition of risky buildings, it is stated that the building will be demolished by the administrative authorities, and an additional time is given. If the building is not demolished within this period, it will be demolished by the civil authorities [143].

In order for a place to be declared as a risky area in the implementation regulation, the size of the area should ideally be 15,000 square meters; However, if deemed necessary by the Ministry in terms of implementation integrity, it has been stated that risky areas can be determined regardless of the size of the parcel or parcels and without seeking the 15,000

square meter condition. The Council of State suspended the execution of this provision of the Regulation. After the decision of the Council of State, the Ministry made a regulation change and abolished the requirement regarding the size of the area [143].

The definition of risky areas in Article 2 of Law No. 6306 states that risky areas are determined by the President. According to the fifth article of the regulation of the relevant law, the risky area is determined by the Ministry on the basis of the documents containing various reports, plans and documents and submitted to the President for decision. According to the 5th Article of the regulation, by the Ministry; When public order or security is so disturbed that normal life is interrupted or disturbed; Inadequate planning or infrastructure services, a structure that violates zoning regulations, damage to infrastructure or superstructure, if one or more of the reasons exist, at least 65 percent of the total number of buildings in the area violate zoning regulations or have been constructed without a building permit The areas identified taking into account the application integrity in the areas consisting of the structures for which building and occupancy permits were subsequently issued shall be submitted to the President for designation as risky areas.

The decision of the two-thirds majority shall be taken as the basis for the applications to be made for the immovables that have been demolished and turned into land. The shares of those who disagree with this majority will be auctioned to other stakeholders. Shares that cannot be disposed of in this manner shall be registered ex officio in the name of the Treasury in the Land Registry, and those that the Ministry deems suitable shall be transferred to TOKİ or the Administration. If a two-thirds majority can reach no agreement, the Ministry, the TOKİ, or the Administration may resort to urgent expropriation [143]. However, in the lawsuit against the said decision, the decision of the Council of State stated that the decision of the Council of Ministers on the declaration of risky areas and the immediate expropriation, which was the continuation of this decision, were not under the law. The decision on urgent expropriation of land was annulled. Urgent expropriation is one of the controversial instruments in the implementation of urban renewal and transformation laws.

A lawsuit was filed against the statement contained in the law that "Those that the Ministry deems necessary in terms of the integrity of the implementation shall be treated in accordance with the provisions of this law," which was annulled by the evaluation under the principle of proportionality in the decisions of the Constitutional Court. This article, which the Constitutional Court annulled, was rearranged. The only difference between the

regulation and the annulled version is the statement that the valuation studies take care that the building is not risky [145]. Considering the criticism of the law, some provisions that violate the Constitution and the principles of international law to which Turkey is a party, as well as many articles that violate the right to property and the inviolability of the home, were repealed with the decisions of the Constitutional Court in 2014 and 2017. In addition to this repeal and the amendments made over the years, there are still many criticisms of Law No. 6306 [146].

Within the scope of the criticisms against the law, it was stated that the powers of local governments were taken away, TOKI and the ministry were given much authority, the freedom to seek rights was abolished, and there were regulations contrary to the voluntary principle, and regulations were introduced against the principles for the protection of cultural and historical assets. This centralist attitude toward the law and the fact that urban renewal projects are imposed from above in a content that does not comply with the plans and decisions prepared by local administrations are defined as an important problem in terms of urban planning discipline. In other words, it is accepted that the integrity and balance of the zoning plans prepared by local administrations, especially the plans that have emerged at the city scale and as a whole, will be disrupted by spatial or regional practices [146].

While demolition and construction of buildings in risky structures practices allow users to remain in place, it is apparent that this does not allow for holistic planning of environmental and infrastructure issues at the upper scale. This leads to fragmented applications instead of holistic applications. Although the application of individuals initiates the process of transforming risky structures, it is realized through the private sector's demand. This leads to a significant change in the structure and population density, which reduces the legal conversion to the parcel level and generates significant dynamics in the construction market through developers. In this framework, we are faced with the problem of decreasing per capita standards and urban opportunities in terms of social and technical infrastructure investments, which are accepted in the urban plans as holistically structured [147].

In general, most of the criticisms of the law are that healthy urban renewal cannot be achieved and that the practices create new rent areas, especially in metropolitan cities. Contradictions arise from the fact that the same law makes the regulations on disaster risk and urban renewal. Law No. 6306 not only delegated broad powers to the central government but also abolished concepts such as supervision and transparency in implementing the law

[23]. Under Law No. 6306, renewal is treated only in economic and physical terms, while the related social structural problems are ignored.

Some of the issues mentioned in the Tenth Development Plan covering the years 2014-2018 are as follows; urban populations are rising, and the capacity of governments to plan and implement urban renewal needs to be strengthened rapidly and extensively. The principles that will include renewal practices that produce high benefits and value, contribute to growth and development, and increase the quality of space and life in production and common use areas, especially in areas with disaster risk, have been adopted. Under the objectives of the Development Plan, under the title of "Urban Transformation and Housing," policies have been created for the renewal of cities. Within the plan's scope, it is stated that urban transformation policies will be handled in a structure that will reduce disaster risks, provide social cohesion, contribute to economic growth and development, and be compatible with the cultural and historical accumulation of cities [148].

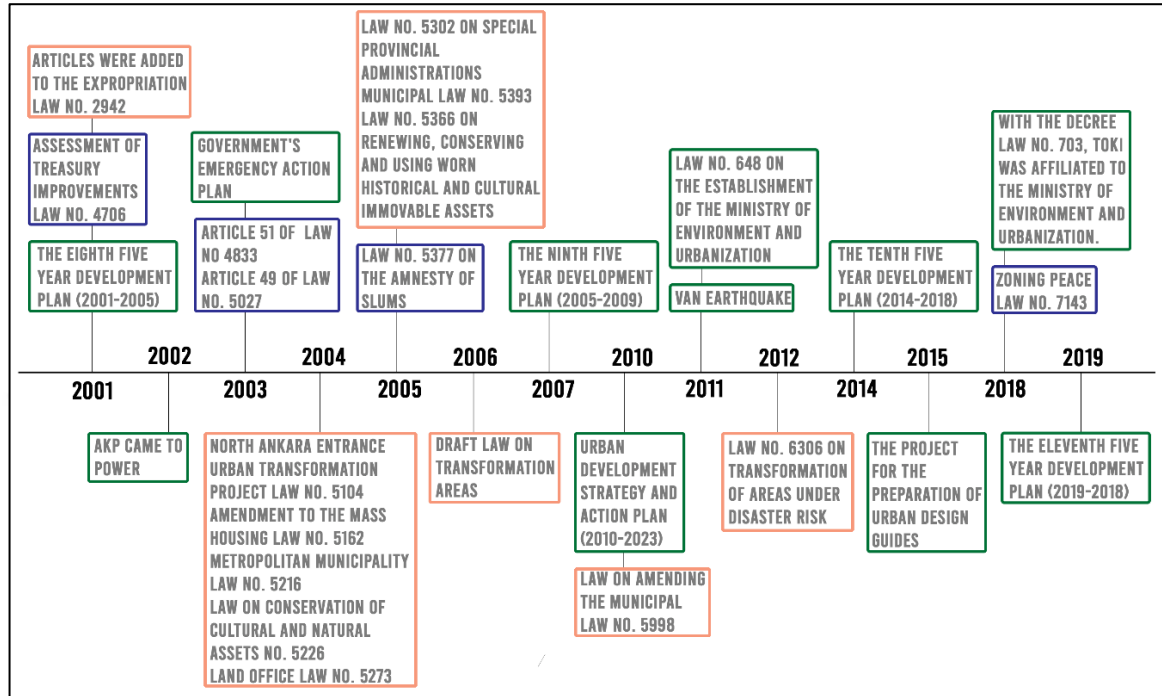
It is important to establish urban planning guidelines and design standards to define urban identity with the architectural, texture, and spatial characteristics of cities and to develop urban identities while preserving their original architectural and spatial richness. The "Urban Design Guides Preparation Project" conducted between the Ministry of Environment and Urbanization and Mimar Sinan Fine Arts University Urban Design Research and Application Center started on November 12, 2015. The study aims to teach the method of preparing planning guides to the relevant administrations by providing the necessary infrastructure to develop proposals for the preparation and implementation of urban design guides in Turkey. This study aimed to create a model specific to Turkey by considering the relationship between urban design and planning as a topic in urban design guides [149].

According to the 2016 KENTGES Municipal Survey, the basic practices of urban renewal in Turkey are mainly carried out according to Law No. 6306 and Law No. 5393 on Municipalities. In addition, Law No. 5366 is applied in protected areas, registered buildings, and construction communities [150]. The main institutions responsible for implementing the law were the Ministry of Environment and Urbanization, TOKI, and the municipalities. While TOKI was an institution attached to the Prime Ministry, Decree No. 703 of 2018 attached it to the Ministry of Environment and Urbanization. This decree strengthened the role of the Ministry of Environment and Urbanization in the urban renewal process and proposed a more holistic approach to its organization.

The last law enacted against illegal amnesty structures was Zoning Peace Law No. 7143 of 2018. The Zoning Peace Law is the most comprehensive law ever enacted. The 16th temporary article of this law added "zoning amnesty" to Zoning Law No. 3194. It is understood that this law paves the way for the legalization of illegal structures in all urban and rural areas, which must be developed under the zoning legislation and planning principles and principles, which are located outside the designated areas and must be protected. "Amnesty for unapproved buildings with the highest disaster risk" and "passing the earthquake resistance of buildings with building registration certificates to the building owner" contradicts the purpose of the law to reduce disaster risks. Looking at the technique of preparation, timing, and content of the law, it is no different from previous amnesty laws. As with all the amnesty laws that Turkey has experienced so far, it can be seen in this law that the governments of the day aimed to coincide with upcoming election periods and raise a certain amount of revenue [84,151].

The title "Urban Renewal" was included under the goal "Livable Cities, Sustainable Environment," which is one of the five main goals of the Eleventh Development Plan for 2019-2023. Urban renewal aims to create healthy and safe living environments by transforming areas exposed to disaster risk and areas with risky structures outside these areas. It is stated that the transformation works are carried out by "urban transformation strategies" [152]. When studying the mentioned urban transformation strategy document, the content of the document is defined as follows: Analysis of the entire city and data collection, prioritization of renewed areas, determination of the legal basis, determination of financial management, preparation of the urban renewal implementation schedule, and determination of design principles. It is stated that participation and "on-site transformation" are paramount in urban renewal projects, and area-based applications are made in harmony with the urban fabric, taking into account the needs of the existing social structure [153].

Table 4.6. The process of urban renewal and slums in the after 2000 period, drawn by author.



With the changes in economic policies, legal regulations, socio-economic order, and management understanding at the national level, the physical structure of cities has developed differently in this period than in previous periods. In this period, cities are growing and transforming in large parts. During this period, it can be observed that areas are changing in three different ways. The first and most comprehensive of these is the application of urban transformation. Slum areas or unauthorized buildings built along the main arteries in the urban periphery were demolished by the municipalities, and a comprehensive renewal application was submitted. The second group is the owners' applications to upgrade the old building stock in middle-income urban housing. Third, the upper and middle-income groups moved out of the city due to the increasing number of vehicles. This happened due to the development of rural or forest areas and the creation of new sites and closed settlements [22].

4.3. URBAN RENEWAL APPLICATIONS IN TURKEY

In Turkey, transformation takes place more intensely in slum areas. In this context, Turkish examples of the renewal process are cited in this section, in addition to the projects studied worldwide.

- **Dikmen Valley Urban Renewal Project**

Ankara, the second largest city in Turkey, developed into the capital after the proclamation of the Republic and became one of the cities where concepts such as modern urban planning, public housing, building cooperatives, squatting and unplanned urbanization first emerged. The city of Ankara was subject to intense migration and was built to meet the demand for housing. The intense migration led to the emergence of urban renewal by causing problems socially, economically, physically and politically that resulted from uncontrolled structuring over time. The problems in implementing the plans in the Dikmen Valley, which occupies an important position in Ankara, led to an increase in slums and illegal structures in the area. It was decided to implement the Dikmen Valley Urban Project, Turkey's first urban renewal project, to clean up the slums, use the valley as a recreational area, and make it a socio-cultural attraction [154].

Although the Dikmen Valley was designated as a green area in the 1957 zoning plan, it consists of an area of 250 hectares where slums could not be prevented in the following years. The Municipality of Ankara began work in 1986 to convert the area, which contains about 2000 problematic slums, into green space, but the interrupted work was resumed in 1989. The project, which began in 1989, was planned in five phases. The project's first phase was completed in 1999, the second phase in 2003, and the third phase in 2009, while the other two phases of the project are still ongoing.

The objectives of the project are the creation of a socio-cultural entertainment corridor with a length of about 5 km in the valley, which has the character of green and open space, as well as the clearance of the slums in the area and their transformation into new structures in consultation with the rights holders. In this context, the objectives for the area were set as follows; separation of the area from the slum structures through the establishment of public-private partnerships and consultation with the slum owners, maintaining the property as a large green area in the city, transforming the area into a prestigious area through support

from commercial and socio-cultural formations, and creation of a new structure with the participation of the whole public through the advisory board and the method of expropriation [154].

Stakeholders of the project are primarily the Municipality of Ankara, district municipalities, investors, and users of the region with slums. "Metropol" a project development company established by Ankara Municipality and other district municipalities, ensured the realization of the project. The decision-making body of the Dikmen Valley Project, which was formed by the cooperatives established as representatives of the valley people and the municipality, played an important role in ensuring participation in the project and communicating the decisions made to the relevant stakeholders [154]. The decisions made in the project, which consists of five phases to rid the area of slums and make it a point of attraction, are as follows:

- Only the beneficiaries can benefit from the residences to be built in the area,
- Determining the houses to be acquired by the slum dwellers, taking into account the available land and the size of the slum, with the owners of the areas that are below the average paying a premium and those that are above the average receiving a premium,
- Allocating one house to each beneficiary, while those above the average are not allowed to own more than one house,
- Providing rental assistance to the beneficiaries until the transfer of the homes,
- Designing the area as a cultural and entertainment center serving the whole city,
- Implementation by the municipality of the necessary investments for the project in the area and repayment from the revenues of the commercial areas to be realized under the project,
- Establishing a decision-making board for the project, including representatives of the rights holders and the head of the neighborhood, and making board decisions on behalf of the project [155].

Under the project developed within the framework of these resolutions, new houses, recreational areas, commercial, cultural, and social reinforcement areas were built in place

of the slums, and road and infrastructure works were carried out for them. These studies sought to create an innovative, participatory, social, and recreational area by contemporary urban principles [155].



Figure 4.1. Before and after Dikmen Valley project [156,157].

The Dikmen Valley project attempted to clean up the slums of the valley, which are of great importance to the city, and turn it into an attraction that includes recreational and investment areas on an urban scale. The steps taken at the beginning of the project to recognize the importance of public participation and defend their rights can serve as an example for other projects that incorporate participatory approaches. From an environmental point of view, measures such as transforming slum areas into new residential areas and structural arrangements for various functions have been taken. In addition, measures such as arranging the valley as a recreational area that contributes to ecological sustainability and implementing the necessary transport and techno-social infrastructure work to select the region as a residential area show that the project contributes to the creation of high-quality buildings and areas.

At the beginning of the project, slum clearance in the valley attempted to secure rights for slum owners in the area. However, as a result of the completed phases, most of the beneficiaries could not adapt to the region and left the area by selling their houses. Therefore, the user profile of the region has changed a lot, and differences in identity have emerged. The fact that the social aspect of the region has lost importance over time has shaken confidence in the project and led to adverse developments, such as the decrease in participation of people in the region in the subsequent phases.

In addition, the project has received positive responses because it is more aesthetically pleasing than the old one. It creates buildings and areas for social opportunities and provides a reliable and ecological environment. The investments made to finance the slums contributed economically to the project. However, with the creation of qualified areas, the value of the area and the structures within it increased, leading to negative actions such as the structuring of some parts that were designated as green areas. In addition, the construction of commercial functions in the area contributed to employment and jobs in an economic context. The fact that the ongoing phases of transformation have become rant-based in recent years has led to removing objectives at the beginning of the process, creating problems [158].

- **Fikirtepe Urban Renewal Project**

The Fikirtepe urban renewal area includes three neighborhoods of Istanbul Province, Kadıköy District, namely Fikirtepe, Dumlupınar, Eğitim, and part of the Merdivenköy neighborhood. The urban renewal area is bounded by the D-100 (E-5) highway to the north, the Marmara University campus to the south, the Merdivenkoy district to the east, and Kurbağalı stream to the west. The D-100 (E-5) highway passes through the north of the area, the O-1 connecting road with the Metrobus line that passes through the area, and the minibus road that connects the area with the center of Kadıköy are important transportation networks. In addition, Kartal-Kadıköy Metro passes through the north of the area; Mandıra Street, an important transport axis, divides the area in the east-west direction and connects with the D-100 highway [159].

This region, which is the first slum area on the Anatolian side, has been created by intensive immigration since the 1950s due to its location and potential. The slums occupying the treasury lands were legitimized by Amnesty No. 2981, and the inhabitants of the slums became owners of share property deeds. Individual title deeds were given to the owners with the improvement development plans. Fikirtepe has experienced uncontrolled and unplanned development processes due to immigration since the 1950s. The environmental and quality of life of Fikirtepe, which was created at the end of these processes, is generally very low compared to Kadıköy. The earthquake-resistant and poor quality building stock, the uniform residential development without identity, the population and construction density, the insufficient social reinforcement areas, the urban service and infrastructure problems, and

the low accessibility in the region show the weaknesses of Fikirtepe in the transformation process, and these aspects make the transformation inevitable [159,160].

At the same time, Fikirtepe is located in the 1st-degree earthquake zone, and the areas along the Kurbağalı stream are at risk of liquefaction due to the nature of the soil. Especially after the 1999 earthquake, it became clear that the inadequacies of the buildings in terms of seismic safety and the associated risk required urgent improvements in this area. At the end of the planning studies, it was determined that the physical and socio-economic conditions in Fikirtepe were worse than the average conditions of the district and even the city. For this reason, it was decided that the area should be treated as part of a transformation project rather than the traditional planning approach, and it was designated as a "special project area" on the 1/5000 scale of the 2005 Kadıköy Region Master Development Plan [159,160].

After the approval of the zoning plans, the implementation plan for Fikirtepe and its surroundings was approved and entered into force in 2011. However, it was canceled due to the lawsuit filed by the Administrative Court, as the plan records were not clear, the social balance could not be ensured, and the building density was too high. According to Law No. 6306 on the Transformation of Disaster Risk, enacted in 2012, includes part of the Fikirtepe, Dumlupınar, Eğitim, and Merdivenkoy districts, was declared a risk area by a decision of the Council of Ministers in 2013. It was found that many buildings were declared as risky areas without technical examination after parcel-scale lawsuits were filed regarding the risky area [159,160].

The region has attracted attention in modern times in the context of demolition, stopping, and abandonment projects vertical movements. In 2020, problems arose, such as demolished structures and parts that have not yet started construction, contractors who said they could not complete the process, and beneficiaries who could not obtain rental assistance. The Ministry of Environment and Urbanization is interested in solving these problems. Many sections have been completed to date in this area, and the entire project will be completed by 2023 [161].

When the social and spatial changes in the Fikirtepe region are examined within the scope of the buildings that have been completed so far, it is seen that the area, which is one of the old slum settlements and is highly inadequate in receiving urban services, was reorganized to serve the upper class after the transformation, while it was a region where the middle-

lower and lower classes settled. The fact that the region's people did not take kindly to the transformation due to their material and social knowledge in the transformation process and that the contractor companies could not reach their goals extended the transformation duration. The fact that the contractor companies and households in the region could not come to terms made the transformation implementation in the area difficult. On the other hand, although an attempt has been made to create a better quality living environment for the household in terms of social aspects; The fact that the new buildings built in spatial terms are more expensive than the existing residences of the people has made the transformation disadvantageous on their behalf, and it has changed within the framework of the concept gentrification [162].



Figure 4.2. Fikirtepe before and after [163].

The urban renewal process is a process that should be planned as a holistic system in harmony with the urban identity. However, in the Fikirtepe urban renewal project, the spatial organization was not carried out according to the required standards in terms of a holistic and design understanding. In addition to the buildings that are part of the project that is still ongoing today, the buildings that have been partially cleared and are in danger of collapsing also have a negative impact on the city's aesthetics. Among the other problems of the project are the inadequacies of the social sectors in the implementation of the renovation of the area, as well as the incomplete infrastructure and superstructure works. Another problem related

to the project is the deterioration caused by the changes to the natural elements. During the project, the above-ground uses of the parcels, as well as the slope differences defined as below-ground, were concreted as parking lots, which resulted in the complete concreting of the area and loss of soil. The loss of soil below ground made the absorption of rainwater impossible and negatively affected the development of trees and green vegetation. The urban structure of the area has turned into a soil-less concrete image without green areas and trees [162].

The incompatibility between the newly built houses and the traditional post-project housing, the living spaces that offer different activities to the users, could not create a suitable living space for the people living in the area, both economically and socially. Therefore, it was impossible for people in the city to benefit from the current economic and social structure and living opportunities offered in these areas. People had to settle in other areas outside the region after the project. With the settlement of the new users of the projects in the region, the area has developed to adapt to the upper-class users in socio-economic terms [162].

5. RELATIONSHIP WITH URBAN RENEWAL AND DESIGN

One of the most important points is to reveal the desired identity within the existing data of the renovation areas and ensure that the equipment and design that revive this identity are integrated into the renewal projects. It is possible to develop different strategies for different areas in the renovation areas. However, these areas should form a unity within themselves, and this whole should be compatible with the general strategies [8].

Design strategies provided within the renovation area should be such that the area's architectural character, historical, cultural, and environmental values, and unique characteristics are carried into the future. Improving the conditions of the physical environment will enhance the quality of the area's physical environment and make it a center of attraction. At this point, the importance of design becomes apparent. The design dimension of urban renewal is one of the most critical dimensions for projects. Renewal is an action that should be mainly addressed within urban design. Therefore, the application of general design principles in the planning of the renovation area will contribute to the development of the area [8].

Design projects should support the physical interventions in the area to be renewed. The expectations of the people who live in the area should be carefully analyzed, and strategies should be developed to achieve the goal through a participatory process. The residents of the area should support the improvements to the urban area through urban renewal, and principles should be established to enhance the quality of life and return the area to the city. It is known that urban open spaces and pedestrian routes will contribute socially and economically to the urban area. For this reason, the creation of safe pedestrian corridors should be effectively implemented in urban renewal projects. Supporting mixed uses in the area, increasing commercial diversity, and improving pedestrian and public transportation options in planning are essential criteria for achieving this goal. Urban design, an essential component of urban renewal, helps revitalize dysfunctional, run-down urban areas, increase the quality of life by improving urban spaces, and create functional and esthetic spaces that meet users' needs. In this context, it is inevitable that urban design, which is directly related to renewal, is one of the main actors in the renewal process. Developing site-specific design principles for the areas to be renewed and supporting them with urban design guidelines will be a positive process for the designs to succeed [8].

5.1. URBAN DESIGN GUIDELINES

To understand the urban design guides, one should first look at the concept of urban design. The urban design includes detailed arrangements and forms of application realized on an urban scale. A definition given in this context states, "Urban space is a detailed design method that involves a multidimensional, detailed urban investigation and analysis in physical, sociocultural, and socioeconomic contexts" [164]. Urban design is a detailed arrangement and application form that emerges at the urban scale. From another perspective, it is emphasized that the main task of urban design is to make urban spaces more functional and attractive [165].

Urban design; includes the physical arrangements of public space according to the desires and needs of users living in villages, towns, or cities. Urban design guides are also included as guides on what kind of urban design practices will be effective and efficient on the ground based on these wants and needs. Urban design applications are prepared to be applied to the space in question by specific guidelines and projects. The sections where these guidelines are collected are the urban design guidelines [166].

Urban design guidelines aim to improve the quality of urban space while preserving the identity and character of the area. Guidelines are documents that provide clear, explanatory, and directional information in words and pictures that establish rules for urban design practice [167]. Design guidelines are one of the implementation tools of design control. These guides can be used as tools for formulating/suggesting goals, directly illustrating design elements, or evaluating/controlling designs. They can be complementary to zoning plans and other quantitative standards.

The urban design provides users with safe, healthy, comfortable, functional, and enjoyable spaces. On the other hand, design guides are a set of recommendations that help create these spaces. Guides help inform decisions about spaces that need to be designed, such as development and conservation areas. Local governments should develop them in collaboration with professional chambers, universities, and nongovernmental organizations or private entrepreneurs for quality urban living with joint proposals from communities, planners, aesthetic committees, and space users. Guides can also be used to develop urban design policies and frameworks specific to an area and give it a new identity [166].

Urban design guides are widely used application tools. Urban design guides, used for many cities or regions worldwide, were first used in Essex, England, in the 1970s. In the current legislation of Turkey, urban design guides were mentioned for the first time in 2014 in the regulation on the construction of spatial plans. The Department of Environment and Urbanisation's Urban Design Guide states, "The planning tools that guide design control to create and maintain urban identity and design quality are important to designers and entrepreneurs and legislators. These "Urban Design Guides" produced by local governments are innovative tools that serve as planning aids to entrepreneurs and development" [149].

According to Lang, urban design guidelines consist of general statements of purpose and outcomes that support the link between the design model and the model and purpose to achieve those goals. Statements should be given importance in urban space development with urban design guides, and suggestions are highlighted about the purpose and scope of urban design or rules to be followed. In this context, the guides should include standards for the development of space, space-specific expressions, and universal design and should provide direction. Lang, the standard criteria to be included in the urban design guide; described them as "identity of the place, the character of the place, ecological consciousness, quality of public spaces, harmony, ease of movement, difference, legibility, scope, and continuity." Based on these criteria, an urban design guide is created to improve the quality of the space. Urban design guides can have different objectives, such as the design and definition of public space, the provision of building forms and uses, the orientation of development, the preservation of existing urban space, the creation of public art, and the disclosure of its content [168].

Urban design guides are used as an implementation tool and design control in most countries worldwide. It can be said that the reason for the widespread use of design guides is the idea of making cities livable by preserving the existing texture, especially in European countries as cities have completed their development. The first urban design guide was the 1973 Urban Design Guide for Essex, England [169]. Since the European Year of Architectural Heritage Conservation, proclaimed in 1975, guides for identifying the problems of an existing settlement, improving what exists, and devising flexible solutions have become commonly used tools in protected areas [170]. Urban design has been developed for regions with different qualities around the world. The guides it is known that they have some common features but differ from each other in terms of context and determine their scope.

Although not all prepared urban design guides are open access, the retrievable sample formulations allow comparative consideration. The urban design guide prepared for Hong Kong is a design guide whose publication dates back to the 1970s and aims to control the developing urban center and its surroundings and enhance the quality of life by preserving the existing ecological life. The guide defines the areas of application at different scales and identifies the rules and guidelines to be followed for these scales. After explaining the concepts and principles of urban design in the guide, guidelines on the design problems commonly encountered in the development areas were established, improvements for the existing settlements were proposed, and the issues to be considered in the implementation phase were identified. The general guide covers the large scale (built environments such as buildings, interior/exterior spaces, infrastructure, and the natural environment such as mountains, shorelines, and green spaces), the medium-scale (building volumes and heights, connections), and the small scale (human scale, transitions, street furniture) were defined at three scales, and the required routers were defined [171].

The Toronto Urban Design Guide implemented to developed by the Planning Department, which focuses on improving urban architecture and landscape design through the preparation of guides in different places, scales and themes, with the contributions of experts from different disciplines, taking into account the public interest for the city of Toronto, Canada since the 2000s. The main objectives are to create a high-quality, livable environment for citizens, improve connections between open spaces and streets and residential development, protect the natural and artificial urban environment, protect the landscape and improve visibility in residential areas, design service areas, and create adequate infrastructure [172].

The Seattle Urban Design Guide for commercial buildings and multi-family settlements was published in 1993. This guide, which is based on USA living traditions and serves as an example for other settlements, guides on issues such as revealing Seattle's identity, increasing the number of residences, making the streets attractive for pedestrians, and increasing the quality of design. To increase the relationship between the city center and water and mountain elements, improve light and airflow in streets and public open green spaces, improve street quality, strengthen the features that make up the urban identity, protect historic buildings, and create new parks and open spaces in the city center are among the main objectives of the guide [173].

The Nottingham Urban Design Guide prepared for Nottingham, located in England and known as a city where traditional and modern architecture coexist, integrates the Nottingham City Center Master Plan published in 2005 and the Nottingham Streetscape Handbook published in 2006, specifying the necessary guides for the city. With the guide, “the buildings contribute to the enclosing of an attractive public space, protect and develop an urban identity in protected areas, improve the side streets and make them compatible with the urban identity, providing flexibility in building design within certain rules, and improve street quality and the attractiveness of pedestrian pathways, and maintaining the street wall effect, which is important for the city” is intended [173]. The Edinburgh Urban Design Guide, created for Edinburgh, Scotland's capital city, applies at four scales: macro/urban scale, local district scale, land/street scale, and public/open space scale. In addition to the criteria applicable to these four scales, the Edinburgh Urban Design Guide was developed in 2013 to provide necessary directions for the city. The guide includes requirements such as "avoiding cul-de-sac planning, creating an appropriate urban form by establishing a relationship between street widths and building heights, street accessibility, giving priority to pedestrians, cyclists and public transport, preserving Edinburgh's urban identity, enhancing the spatial quality of the street" [171].

According to the inference obtained from the accessible guide applications and suggestions, ideas on redesigning or improving cities or urban parts should be developed using guides as an urban design application tool. It can be said that the guides are important and necessary in terms of ensuring urban integrity and setting an example for areas with similar contextual characteristics. These templates, made for various regions of the world, have shaped the development of the urban design discipline in Turkey, and the trend toward urban design guide applications has started to increase, especially in recent years.

When the zoning legislation is evaluated from the past to the present in Turkey, although there is no legal definition of the concept of urban design in the urban planning process, it is seen that this deficiency is tried to be overcome depending on the experience and knowledge of the planner, architect, and designer who manage the process. The concept of urban design has come into our recent history through urban models and competitions influenced by Europe. After 1985, the process continued with the Zoning Law No. 3194, and the Spatial Plans Construction Regulation was defined, which entered into force in 2014. With urban design in Turkey, it is seen that until recently, urban design competitions have tried to obtain

an urban space consisting of squares, parks, and street scales. Due to the insufficient development of planning and design regulations in our country, the role that should be given to urban design in planning studies is not well defined; thus, the phenomenon of unplanned urbanization emerges. The preference for dispersed and small-sized zoning practices in our country is an obstacle to providing better quality, identity, and livable environments. In order to exhibit a more successful vision, it is necessary to make zoning legislation regulations that support urban design mandatory [174].

The concept of urban design entered the zoning legislation, with the concept of urban design project included in the definitions section of the Spatial Plans Construction Regulation, which entered into force in 2014. In the relevant article of this regulation, it is accepted that the boundaries of the area where the urban design project will be done can be determined in the zoning plan, and if the urban design projects are implemented before the zoning plans, the necessary details can be included in the zoning plan decisions. In addition, it is stated that urban design projects cannot be implemented without the approval of the implementation development plan. Although the attempt to integrate the concept of urban design into the planning system in line with this definition and related sections is perceived as a positive initiative, the areas where the urban design project will be implemented cannot be implemented without the approval of the implementation zoning plan, and there is no indication about the representation; It shows that urban design cannot go beyond the definition of being a technique that can be used when necessary within the zoning planning process [174].

The urban design guide has emerged as a very new concept in Turkey. For this reason, we see that guide studies are conducted, and an example of an application made in this direction is not very common. However, the "Preparation of Urban Design Guides Project" studies have been completed by the Ministry of Environment and Urbanization to teach the "design guide preparation method" to the relevant administrations. Within this project's scope, the studies on the contents of the guide studies to be prepared and how the project preparation methods and application techniques should be done are discussed in a broad perspective.

Urban Design Guides can be found in Turkey and other countries around the world. The Izmir Konak Kemeraltı Urban Design Guide and the Fatih Urban Design Guide, which cover the historical peninsula of Istanbul, are examples of the guides produced in Turkey. In collaboration with the Ministry of Environment and Urbanization and Mimar Sinan Fine

Arts University, Urban Design Application and Research Center, a three-volume study was conducted in 2016 to serve as a guide for the preparation of urban design guides to improve urban quality. The aim is to encourage local authorities to create their guides. This project shows the relationship between urban design guides and planning. At the same time, urban planning components are explained, and appropriate tools and guides are defined for urban planning approaches. The study, prepared by a team from different disciplines, aimed to establish a close relationship between planning and urban design, provide a site-specific system for the decision-making processes of the models to be created, and contribute to the practical implementation of the guides throughout the process [149].

As a metropolis, Istanbul became the city where guide applications were first seen, and various proposal projects were prepared for many of its districts. Fatih Urban Design Guide, which is the most comprehensive study accessible, was prepared in 2012 to create and emphasize urban identity and determine design principles and standards. Design principles such as flexibility, creating distinct regions, and a holistic approach was determined. A technical reference source was created with supplementary documents such as application drawings and details. The main objectives of the guide were determined as change (pedestrian-oriented regulations, paying attention to human scale), standardization (creating standards according to the construction and existing texture), and flexibility (making original designs by the standards). Efficiency (encouraging pedestrian use, strengthening connections, relieving knots), sustainability (ensuring the sustainability of knowledge, materials, and costs in maintenance and repair), public health (reducing diseases caused by inactivity), economic development, and tourism (increased number of tourists, investment and land values), satisfaction (increase in tourism and walking distances) are additionally determined. The "Urban Design Guide Preparation Handbook for Local Governments" prepared by the Ministry of Environment and Urbanization has been prepared to be a guide for preserving the texture and aesthetic features of the cities, along with the changes in the cities. In this prepared handbook, The definition of the urban design guide, its purpose, the reason/principles of preparation, the qualifications of the design team, and the content of the urban design guide are emphasized [167].

In preparing the urban design guides, the basic objectives must first be disclosed. The reason for creating the guide and the strategies to be followed to achieve the goal should be specified. Then, the expected criteria should be explained, and the rules to be followed in

the process should be specified. In order to prepare the design guides, after defining the area in which the guide should be prepared, the morphological data of this area, the planning data, the characteristics of the area, and the factors affecting the area should be determined. Then, the analyses that make up the guide's content are carried out, and the needs are determined according to the expected objectives. In the urban design process, a familiar decision-making environment and cooperation should be created for the urban space and the need to create a quality/livable and identity space in the city. The content phases of urban design guides are examined in five sections [167].

Preparation and Vision: It includes concepts such as defining the project subject, determining the urban design goals and boundaries, determining the problems and strategies related to the area, establishing the project teams, determining the strategy and resources, creating the project management plan, completing the workshop, communicating and participating with the stakeholders. **Context and Analysis:** Context refers to the environment in which urban design occurs. In particular, it is defined as understanding the position and point of view of the settlement in the development. In this direction, context and analysis is the second stage of urban design guides; It covers a wide range, from community structure to regional identity and local character, from detailed analysis to sustainability. It includes the review and collection of existing data, documents, and information, the mapping of the necessary information, and the preparation of the infrastructure for the presentation of the data [167].

Urban Structure and Connections: Urban design decisions and principles should be established in this phase. It is necessary to relate master and implementation zoning plans and urban design to identify transportation, use, density, urban amenities, energy, nature and ecology, image and significance, urban identity, building island formation, and parcel relationships. **Public Space and Details:** The interface and building design details that constitute the spatial quality with the expansions are defined. The quality and attractiveness of outdoor spaces, lively interfaces, city stairs, corners, roofs, pavements, windows, floor coverings, building size and scale relations, functional diversity and flexible reflection of change, public space, quality, and sense of security are the expansions in this scope. **Implementation and Monitoring:** To effectively manage the urban design process, the application must be controlled within the system. It is essential to provide an internal audit for municipalities to monitor the design and manage the implementation process in this context. Positive and negative results to be obtained from urban design practices are

determined at the evaluation stage [167]. In the urban design guide preparation handbook prepared by the Ministry of Environment and Urbanization to prepare the Urban Design Guide, design principles for the application area were established. These;

- Shaping the urban space around this framework by emphasizing local character and identity,
- Contributing to the transmission of these values to the future by preserving historical and cultural assemblages,
- Meeting user needs by enhancing the quality of the space and ensuring satisfaction,
- Provide a transportation plan that addresses the needs of all user groups and ensures good accessibility,
- Ensuring that the space is legible and easily perceived, with a clear and understandable design,
- Ensure the adaptability of the space to social, economic, and technological changes due to changing times and diversification of needs,
- Ensuring diversity by creating mixed uses, establishing a balance between day and night, and strengthening social relationships,
- Integrating the natural environment and users with a sustainable approach, taking into account ecological values.

The urban design guide creates a holistic approach at all scales, with site-specific principles for the area in which it is built and general design principles. It includes suggestions for details such as scale, massing, facade, street texture, and materials. In addition, the guide is an important document that any stakeholder can understand, use, and implement, and was prepared with the participation of all stakeholders, including local governments, public organizations, and nongovernmental organizations. Although it is known that urban design guides have a broad scope and can provide support on various issues, the guides should not replace the zoning plan, and they should be linked to the plan notes, explain the links of urban design projects with the plans, and help at each stage of the plan [167].

5.2. PRINCIPLES OF URBAN DESIGN GUIDELINES

Bacon stated that the methods to be applied on behalf of the buildings individually or in groups are insufficient when applied to the whole city and that the main reason for this situation is the rapid expansion of the city and the inability to control this expansion. Today, the urban design approach has evolved within the framework of the criticism expressed in this direction, and it is predicted that the three-dimensional visual analysis of all controllable parts will eliminate the problems caused by rapid urbanization. Recent experience has shown that these projects are presented as projects with three-dimensional visual analysis over all controllable parts, quality of life cannot be expected from these projects, and criteria are needed to measure their quality. This search for common principles differs within the changing contexts of the meaning of the urban design, and there are common principles that can be agreed upon. "Urban design principles" have been described in various sources and include a variety of elements. The agreed-upon goals of urban design in the literature are as follows: character, continuity and enclosure, quality of public realm, ease of movement, legibility, diversity, and adaptability.

- **Character**

Urban areas can be explained as places that create meaning and impression on the users of the area, which is defined as the sense of space. These areas have characteristic features in images and perceptions that make a difference for users. The concept of character is one of the reasons why users prefer this place over other areas. This concept emerges from the visual elements that distinguish the place from the others and make it unique. The elements that affect the users regarding the character can form any part of the built environment, such as buildings, shops, and public spaces. When users remember that space is exceptional, it gives them positive feelings and makes them feel comfortable there; they feel a part of that place and a sense of belonging to that space [175].

For Manley, 'place' can be expressed as identity. Its character is the quality that emerges from topography and building form, geology, traditional buildings, urban fabric, and borders. With another definition, it can be expressed as developing the townscape and landscape character by supporting and responding to the distinctive local textures of development and culture. The positive features and inhabitants of a place effectively give

that place a unique character and a meaningful identity. The character defines the space with its own identity. Understanding the local character is possible by considering the urban and natural landscape together and understanding the local differentiation pattern and culture [149].

The existing landscape, building types and materials in the area, street textures where people live, and other factors determine local identity. The goal of urban design should be to ensure the adaptation between the existing texture and the new one to be built, the harmony of the new roads with the existing street texture, and the urban spaces with the old buildings and the buildings with the existing structures. This approach will help preserve local character and improve the quality of the existing built environment. Successful urban design requires a thorough understanding of context and place. The factors that make the area different from other areas and the quality of the place constitute the essential points of urban design. For the urban design projects to be suitable for the local identity, the analysis of the local context and the creation of a privileged urban area should constitute the initial design process. By developing and adapting the characteristics at various scales, the project will improve the quality of the existing site [176].

In newly developed areas, the existing terrain must be taken into account. Projects that respect natural features enhance the area's character and help integrate new development into the existing context. Urban design projects should be based on local building forms and patterns while creating new spaces. Local structures requiring new recommendations should be transformed based on their original functions, and proposed structures should be consistent with that local texture, form, and use. Newly constructed open space, street, and building plans must be successfully integrated into the existing context to support local diversity. The character of new development is derived from the color, texture, and scale of building materials. The use of local materials leads to an increase in local diversity [177].

- **Continuity and enclosure**

Within the design guidelines, each goal should include the concept of continuity. The goals and principles should not only apply to a specific period but should include solutions that create long-term impacts in urban areas. Thus, the design criteria for the sustainable environments to be created should be considered within this framework, considering their continuity.

The relations of all the elements that make up the urban areas include spatial organization. Prosperous urban areas can be defined and surrounded by natural and urban landscape elements. Understandable and clear spaces allow users to feel safe and comfortable by understanding where they are and knowing what to find and where. In this context, public and private spaces should be understandable for users. The concept of continuity is examined at two points. The first of these is structural continuity, and it also reveals the concept of containment. In the physical structure, the vertical elements and their facades are the first things to look at in continuity. The continuity of the facades in a certain order creates a sense of being surrounded and closed in the users and strengthens the concept of space. Another consideration of continuity is the continuity of the transition between spaces. Spaces perceived while moving should offer continuity and hierarchical order to the user as they move from one to the other. In hierarchical arrangements, the space should be arranged so that it orients itself to wider openings [176].

Successful urban areas are areas enclosed and defined by buildings, structures, and landscapes. The relationships between buildings on the street and the relationships between buildings and the street are essential. Buildings that follow general building lines define streets and enhance the impact of streets. They can contribute to a clear separation of public and private spaces that follow the boundaries of the street facades. Balconies, overhangs, and setbacks on building facades do not harm the principle of continuity and contribute to it. Areas with structures that step back from the general building line can be used for pedestrians, and compelling areas can be created [178].

Urban areas become safe and attractive spaces by defining public and private spaces clearly. Designers should determine the spatial layout and clarify the boundaries between public and private spaces. Strong building lines and building facades that are effectively oriented along with the vehicle and pedestrian routes ensure that public space is active and safe. Spatial containment can be defined by buildings and landscape elements of varying scales. The mass and height of the proposed buildings should be designed in detail, taking into account the surrounding buildings and urban areas. The scale used for the project should be appropriate to the type of development, sense of space, and surrounding area. The height of the buildings should be proportional to the width of the surrounding urban area. However, the varying building heights will allow for the creation of visually exciting roof views. The roofline should be designed to match the surrounding roof heights. In addition, the dominant

structures and buildings in the area; are defined as focal points, meeting areas, and guiding points in the design process. These spaces can be used to enhance the sense of space [176].

- **Quality of public realm**

Public spaces are places and symbols that bring people together, and they are depicted as urban spaces where the interaction of the individual and society. The occupancy and emptiness in the city create the identity and character of the city within the composition of urban spaces. Public spaces are the areas where the social/collective consciousness is expressed, where the expected action and sharing of the society take place and socialization is increased with social sharing, and the reproduction process is created in human behavior [179].

For urban design projects to be successful, they must evoke a sense of unity by considering the character and scale of the existing texture. The state of unity is formed by integrating streets, landscapes, open spaces, buildings, and other urban elements within the organization. The degree to which these elements fit into the spatial organization will enhance its success. Public space includes streets, parks, squares, public buildings, and other public or private built environment components. Any arrangement that shapes only a single structure or an entire urban area contributes to the organization of public space. However, a holistic approach should be taken due to these arrangements [180].

The quality of public space defines an attractive and successful outdoor space. It requires that public space and its footprints be recognizable to all segments of society, especially the elderly, children, and people with disabilities, as attractive, safe, effective, and functioning. Successful urban spaces should include a system of open and green spaces that meets the needs of all users and respects natural features. The importance of building facades that define urban areas and pedestrian crossings should be emphasized, and they should be enriched with architectural elements to make the areas attractive. Corner structures where commercial activities such as restaurants and shops can be placed should be designed to contribute to local identity and activities. In addition, structures with different usage areas, retail, entertainment, and public spaces should be well-positioned to provide a context for a pedestrian-oriented system of public spaces integrated into residential and commercial spaces. Reference points and urban images should give users clues about where they are and

where to head. In urban design projects, the current view should preserve focal points and landscapes [175].

One of the goals of urban design is to develop suitable proposals for social and environmental sustainability. In designing urban spaces, decisions should be made about materials and construction techniques that lead to the best option for creating a sustainable built environment for users. Successful urban design must balance the natural and built environments by utilizing the site's available resources. Urban furniture such as benches, lighting fixtures, and trash cans used in the small-scale design should be brought together to support design goals and distributed throughout the area. The artworks that artists will create for use in the urban space will make the urban space attractive and strengthen its character of the space. The proper arrangement of these elements, which helps increase the esthetic factor in the quality of public space, is essential to increase the visual impact on users. Urban design projects should include local materials to emphasize local characteristics and ensure harmony between existing structures and proposals and today's technological advances and architectural material diversity. Design proposals should include a clear strategy that considers the sense of touch by defining landscape elements and perceptual factors such as sound control, light system, color, taste, smell, landscape, urban landscape elements and texture diversity, and physical factors [178].

- **Ease of movement**

Prosperous urban areas are interconnected and easy to move around, provide accessibility without putting people into traffic, and develop a transportation network suitable for the topography. When it comes to the ease of movement in urban spaces, the first thing that comes to mind is the empty spaces between roads, squares, and buildings. The ease of movement in these spaces is important to ensure convenient access and, accordingly, to feel the continuity of transitions between spaces. The designed environment should include proposals and solutions that apply to all people. Care should be taken to ensure that accessibility to each designed area is smooth and comfortable, and accordingly, a design for everyone should be created within the framework of the design rules. Successful urban areas are not limited in themselves but have externally connected circulation networks. In new designs to be made, areas that are connected and integrated with their surroundings physically and visually should be created. In new design projects, pedestrian, bicycle, public

transportation, and vehicle roads should be defined, and pedestrian axes should be emphasized. Designers should ensure safety and comfort in the area and regulate the transitions between buildings and spaces. Streets should be made attractive and safe for users. While design projects encourage users to use the streets, they should ensure continuity and transition between public and private spaces [181].

The routes created by the transportation networks determine the quality of the urban design for that place. In addition, the integration of different transportation alternatives (bicycle, public transportation, and pedestrian) to free the traffic from vehicles as much as possible will facilitate the transportation in the area and ensure the continuity of transportation at the same time. In design approaches, it should be ensured that all road uses are interconnected, and new road areas to be proposed should be created in harmony with the existing texture. Walking distances between heavily used routes and public transport facilities should support public transport and increase the number of users. In addition, the design process should include the connection of public and private spaces with footpaths and other design elements [181].

In urban design projects, transportation design should include engineering and design objectives. A successful urban design project provides a well-integrated transport network and traffic management. The design of new streets should include appropriate design components such as landscape and cityscape elements to provide safe, comfortable, attractive street facades with clear separation of vehicle and pedestrian movement. New roads and streets must connect with surrounding roads and services to provide a high degree of permeability for pedestrians, cyclists, cars, and public transport. Well-designed vehicle circulation should also include pedestrian circulation to provide efficient living standards by saving energy, time, and safety [182].

- **Legibility**

One of the most important characteristics of urban spaces is legibility. It allows users to understand and be guided by the built environment easily. In this context, users find ways to get directly to the areas they want to reach. Urban spaces should be enriched by using urban landscape elements such as fountains, sculptures, social art, and lighting elements. The designer must develop their method to create urban spaces that are easy to read and assimilate but have their original structure [182]. Legibility can be enhanced by details such

as entrances and fronts of urban areas and material quality. The choice of material determines the sense of identity of the place and, at the same time, improves legibility. The design of buildings, their location, and their functions reinforce the character and identity of the routes and areas they serve. The positioning of important uses on major streets and central point contributes to the vitality of the place. Effective use of corner buildings creates visual interest, facilitates orientation, and increases legibility [175].

Design elements that influence the design process must be purposefully and carefully positioned and designed. Each design element has a direct impact on the feel of the space. These elements help users find their way around and make visual connections between different areas. Successful urban areas need a specific system of forms and signs that help residents and visitors to the area understand the existing context. During the design process, each user perceives urban spaces differently should be taken into account. The unnecessary use of design elements makes it difficult to understand the existing space. Elements that are not required should be removed from the area to avoid confusing users [180].

Design process; It includes the legibility of the urban structure that expresses the relationship between the users' feelings and the space, analysis of the urban landscape, and permeability studies that examine the legibility of the area. Visual studies focus on improving facades, roof profiles, and flooring in urban areas and analyzing the complexity of visual details that make a place special. Future urban design projects should consider enhancing existing views and landscapes to help people navigate the area. These views focus on important roads, memorable buildings, and landscape features. With the urban design, guides are the legibility can be provided with applications such as on the streets; occupancy vacancy, height-width ratio, and guide signs, on open spaces; field scale, borders, focal points, and green spaces; directing roads, plants and urban furniture [182].

- **Adaptability**

Urban areas must be adaptable at all scales. Users' behaviors may differ according to their work and lifestyles. However, the structure of urban areas must meet all possible needs of users. New decisions regarding the area should be fundamentally legible, diverse, and adaptable and should also be designed considering that they will change over time. Structures must allow flexibility and maximum diversity to adapt to potential future uses. The depth and height of structures should be flexible to adapt to future use variations.

Different types of housing and commercial facilities should be integrated rather than separated. The design of public spaces and their integration with surrounding structures will significantly enhance the quality of life. These public spaces should also be adaptable and flexible to create social, economic, and environmental value [175].

Changes to the built environment in design projects should be made considering the current context. Designs of new structures should be flexible and impressive. Urban spaces should design to accommodate different types of activities and everyday life. Flexible use of buildings and spaces can be achieved through a creative design process that leads to applying various architectural elements that support their adaptive use. In order to be flexible for different types of use, urban space must be accessible at different times of the day. The transportation network must be adaptable so that a greater diversity of uses can develop over time. Planning should also consider potential infrastructure needs for future development. New buildings and urban spaces must be adaptable to extend the life of the existing building stock and balance the built environment with the natural environment. In addition, new development should be flexible enough to respond to future changes in use, lifestyle, and demographics. They are creating flexibility in the use of the building or public space that places greater demands on infrastructure facilities such as transportation, traffic management, and parking. New buildings and urban space solutions must accommodate a modern lifestyle and be flexible enough to respond to future changes in lifestyle and needs [175].

- **Diversity**

It defines differences, diversity, and alternative spaces. Livable mixed-use spaces must be created and connected to local needs in a system with diversity and options. Successful urban spaces include diversity in structural design and building form. Structures with different typologies and sizes allow for different users and use over time. Large-scale areas can vary when divided into smaller parcels with direct access to public spaces and streets and designed by different designers. Narrow partitions on building facades will increase shopping and other commercial activities, support street life, and improve its quality. New developments should create different spaces with structures and activities that provide a variety of alternatives. This diversity creates interesting areas with different forms and functions of elements in the area. However, with all the diversity, the originality of the

buildings must be maintained, and they must adapt to the overall structure to achieve the design goals [175].

Successful urban design projects should create helpful and attractive urban spaces for the needs of different users. Urban areas with different building forms and uses provide a diverse user profile to use urban spaces actively. Mixed-use spaces allow people to live, work, and move in the same space. This diversity of use supports both social and economic activities. Mixed-use urban development at any scale creates attractive spaces that are safe to use day and night. The empty volume and the transitions that cause a break in continuity play an important role in eliminating the monotony that continuity creates. While diversity can be achieved with differences similar to the color and texture transitions used everywhere, it manifests with its functional difference in a façade where continuity is ensured. Since the whole is considered on a macro scale, texture differences in regions, quantitative criteria of space, or functional distributions are among the elements that create diversity. Inhomogeneous distributions within the region can be called diversity if they are in a certain continuity and are planned [177,180].

In conclusion, urban design principles have two primary purposes. The first is to develop a general framework for urban design in cities by defining a set of criteria that will support designers' creativity to improve the quality of projects. The second is to be a resource guide for developments in cities by trying to raise expectations in design quality. Urban design principles help each project develop its structure, adhering to the conditions and contextual setting of the site. The designer's goal is to achieve a holistic balance by adhering to the conditions of the site and the principles of urban design. Urban design principles can be applied to different types of projects at any scale, covering the entire city or a specific region. Successful urban design projects can be achieved through a clear definition of design goals and a rational design process evaluation. Urban design principles are the tools that explain how the project will achieve its main objectives when implemented. Designers use their creativity to create thriving urban spaces and develop proposals guided by urban design principles. Urban design principles describe how to combine components of the built environment of all scales to create better places for residents. These principles are essential factors that enhance urban design quality [175].

6. A CASE STUDY OF BARBAROS NEIGHBOURHOOD IN ATASEHIR

In this part of the thesis, the Barbaros neighborhood in the Ataşehir district is studied. The analyses were conducted to find answers to the intended subject and research questions. First, the development process of the Ataşehir district was presented. Then, the historical process of the Barbaros neighborhood was studied by supporting it with satellite photos. While studying the historical process of the slum areas in the Barbaros neighborhood, the zoning plans from the past to the present were studied at the same time to see how it has developed in the legal sense.

Identifying the area and defining its boundaries in urban renewal applications is essential. For an area to be designated as a renewal area, the first question that should be considered is whether there is an intense urban deprivation in the area. In this context, survey data from the municipality was used to determine the urban deprivation in the area from social, economic, and spatial aspects. If the concept of urban deprivation is examined from an economic perspective, it is determined as unemployment, low vehicle ownership, and low economic activities in the area. Social deprivation is defined as single-parent households, ethnic minorities, low social classes, high rent rates, low cultural activities, social disharmony, and crime rates. Spatially, it is a lack of comfort in homes, overcrowded households, unsuitable, unhealthy, and miserable housing structures, and a poor and degraded physical environment.

Within the scope of determining the areas to be renewed, the second question is to determine the discontent of the people in the area. It is stated that if the local people are unhappy with their environment and housing conditions, they need urban renewal. For this reason, survey data were used to determine the discontent of the people in the area. The third question is whether the area has a high economic and geographical potential but whether it is unqualified in terms of building and socio-economic conditions. If the upper-structure conditions of the area to be renovated are unfavorable, and the rate of vacant buildings is high; however, the potential is high in terms of conditions such as transportation, environment, and geography, and it is accepted as a correct approach to considering the area as a renewal area. In this context, spatial and social-economic analyses related to the area were made.

At the same time, one of the essential factors in the renewal process of cities is the people living in the renewal area. The renovation projects to be made directly affect the daily life of the people living in the area. In this context, defining the society in the area to be renovated, determining the needs of the people and producing solutions for these needs, and determining and developing targets for the improvement of the socio-economic structure are the points that should be taken into consideration in the area to be renovated. First, an evaluation of the socio-economic status and social structure of the people living in the slum area will be made. Undoubtedly, it would be incomplete to explain the process from the production of space to its use without evaluating the socio-economic profiles of the users. In this context, first of all, in order to define the society in the research area, the population data of the area, household structure, age ranges, educational status, income status and occupations, residence times and reasons in the region, neighborhood relations, daily activities, satisfaction levels from the area and awareness levels about urban renewal were examined.

After receiving answers to the three questions mentioned above regarding the socio-economic and spatial structure, more detailed physical analyses were made to propose an urban design guide for the area. The physical analyses are as follows: land slope, relationship with the stream, area use analysis, structure analysis, house types, building qualities, number of building floors, building facade features, public spaces, urban furniture, transportation network, urban texture, and full-empty analysis. After all the analyses, observations, and survey data, the zoning plan decisions in force for the area were examined. In the conclusion part of the thesis, the data related to the area are summarized with SWOT analysis, and an urban design guide is presented together with the zoning plan decisions. In summary, it aims to create a base for the urban renewal project planned to be implemented in Barbaros neighborhood.

6.1. ATASEHIR REGION

Istanbul is a major city that has welcomed immigrants at every time since its foundation. Especially after the 1950s, the development of large cities with industrialization and urbanization movements accelerated migration movements from small settlements to large urban areas. In line with these migratory movements, cities' illegal and unhealthy structures

have formed as housing demand has increased in large cities and housing stock has become inadequate. In order to meet housing needs that are increasing with immigration and preventing unhealthy and illegal construction, a trend has developed toward forms such as mass housing and cooperatives. The Ataşehir region is also involved in an urban development process that includes such formations. The development plans implemented in the late 1980s and early 1990s gave legal legitimacy to the slum-like structures in this region. However, nothing was done to improve the physical and social conditions in the region [183].

According to the Ottoman archives of the Ataşehir region, which was created as a satellite city project, the first traces of settlement were found in 1912 at Karaman farm [184]. It is known that the land of Karaman Farm, which covers an area of 6,500 decares known to belong to Mrs. Melek, is a rural area with more agriculture and livestock breeding than settlements. Places in Ataşehir, such as Çiftlik Street and Karaman Farm Road, whose names still exist today, confirm the past. It is known that there were two village settlements named Kuçukbakkalkoy and Erenköy (now İçerenköy) and agricultural areas such as Şerif Ali and Karaman in the 1920s. It is known that after 1923 the farm was transferred to the treasury, and in the 1950s, the land was allocated to immigrants as pasture and retained its rural character until the late 1970s [184].

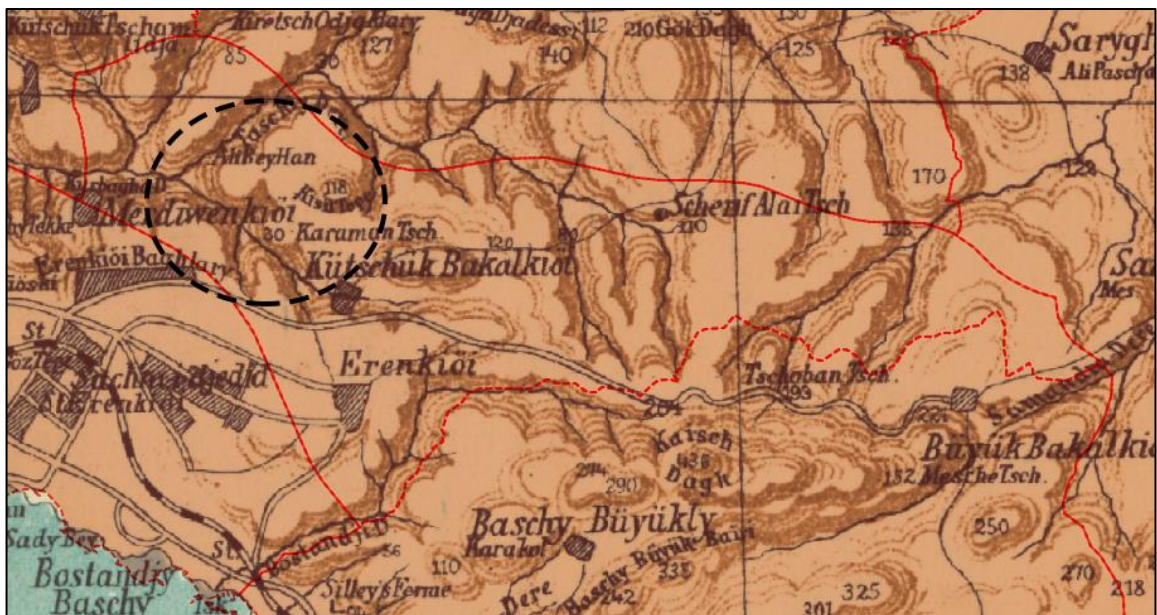


Figure 6.1. Ataşehir district in 1897 [185].

In 1978, the land, 21 percent of which still belongs to the treasury, was put up for sale and purchased by Kemal Ilıcak and Alim Kantarcı. Following the landowners' proposal to build mass housing on an area of 6,500 decare to value the land, a project for 50,000 apartments called "Yenikent" was prepared by İSOTAŞ. The project could not be implemented because the project, whose design was carried out by Atelier 70 company, did not coincide with the design of the TEM highway [184]. After the project's failure, the landowners planned a new project with Birlik Real Estate Companies and Okent named "Birlikkent," which could not be realized due to the disagreements between the project makers [186]. The "Metropolitan" project, which was started in 1986 and was to be completed in 1989, was planned after the first and second projects that were previously planned in the area could not be realized. The Metropolitan project, launched by the landowners and the real estate companies Okent and Birlik, was to include 30,000 housing units and provide solutions to the housing problems of big cities. It was announced that the number of housing units dropped to 10,000 after the project was revised [187]. Due to the landowners' debts to the banks, Yapı Kredi Bank mortgaged the land and the Metropolitan project was put on hold before it could be completed after the land became the property of Yapı Kredi Bank [188].

Konut konut diye diye... Altan Öymen

● Küçükbakkalköy'deki büyük arsa, 6 yıldan beri çeşitli girişimlerin "tecrübe tahtası" haline geldi. Büyükşehir'den önceki denemenin ilanları da görkemliydi...

İSOTAŞ'ın 'Yenikent' serüveni...

İlk girişim bir Temmuz ayında başladı. Aralarında Turgut Özal'ın da bulunduğu ortaklar "İSOTAŞ" adlı anonim şirketi kurdular...

Bugünkü "Büyükşehir" arsasında kurulacağı bildirilen o zamanki şehrin adı "Yenikent"ti. Yenikent'in de merkezî ısıtma sistemi, spor tesisleri, kültür salonları olacaktı...

YENİKENT KURUCULARI

Aynı arsada, aynı bürodan üç deneme

İSOTAŞ "Yenikent" in İmar planı

Konut alanları ve diğer alanlar

Konut alanları ve diğer alanlar

Konut alanları ve diğer alanlar

1 YENİKENT (Temmuz 1979) 15.000 konut

Küçükbakkalköy'deki büyük arsanın üzerinde-ki ilk proje, sanayilere göre daha matursuydu. 1979 Temmuz'unda İSOTAŞ'ın düzenlediği büyük bir ilan kampanyasıyla İstanbul'da sanayiler "YENİKENT", 15 bin konuttan oluşacaktı...

2 BİRLİKKENT (Mart 1985) 30.000 konut

1985 başında "BİRLİKKENT" girişiminde konut sayısı 30 bise çıktı. Ancak arsanın genişliğiyle ilgili görüşmelerde, "YENİKENT" in 15 bin konutluk projesinde krakizi kalmıştı. BİRLİKKENT in arsa kısıtlılığı...

3 BÜYÜKŞEHİR (Temmuz 1985) 40.000 konut

İsimli "BÜYÜKŞEHİR" girişiminde, aynı arsa üzerindeki konut sayısı, önceki kere 40.000'e çıktı. Ancak, Fethi Toprak ile ortaya çıkan duruma medyanın katılmasıyla, arsa bir ay içinde 40 bin konutluk beşer dağılıp, 10 bise kaldı...

Arsa, Trabzon'un BÖT köyünde, re birde Hırm bölgesinde bir de enişime yapıldı ama, al-let'leri mukamele imsa edilmedi. Çünkü, arsanın 5 se-tilmesi, parçaları, diğerleri, planının 1979 senesinde yapıldı. 1984 senesinin Mart'ında BİRLİKKENT'in arsa kısıtlılığı...

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Figure 6.2. Karaman farm land projects [189].

When Yapı Kredi became the site's new owner in 1986, a consortium was formed with the participation of Eska and the Ustay Group of Companies, and it was said that preparations for the project of 65,000 apartments had begun [190]. After the continuous change of ownership, the land was transferred to Türkiye Emlak Bank incorporated company by the decision of the Council of Ministers on November 30, 1987, under the number 87/12215. On the other hand, 21 percent of the Ministry of Finance, which was declared a mass residential area by the Governor of Istanbul in 1985, was transferred to Anadolu Bank [188]. With the Council of Ministers Decision No. 89/14499 on Tourism Areas and Tourism Centers published in the Official Gazette in 1989, the region was declared a tourism area. It was decided to plan it as Anatepe Tourism Center. This decision was criticized in the agenda of that time, which paved the way for fragmentary planning [191].

With the decision of the Council of State, the planning authority for tourism areas was transferred from the central administration and ministries to the municipality in mid-1991, and the authority to make plans in this direction was again transferred to the Istanbul Municipality. In 1998, with the decision of the Council of Ministers, Turkish Emlak Kredi Bank and Anadolu Bank merged to form a new bank named Turkish Emlak Bank. The project to be built on the land, which was then called Anatepe, was named 'Anatepe Satellitekent,' and all rights and responsibilities for both the project and the land were transferred to the Turkish Real Estate Bank. Under the influence of the mass housing projects (Ataköy and Bahçeşehir) built in other parts of Istanbul, the 'Anatepe Satellite City' project was renamed 'Ataşehir Satellite City' [192].

- **Ataşehir Satellite City Project**

The Ataşehir Satellite City Project, announced at the time as one of the most significant satellite city projects in Turkey, was planned on the Anatolian side of Istanbul (Figure 6.3.). It is located within the boundaries of Kadıköy Municipality, which was called Anatepe at that time, and was designated as a residential area in 1983 as part of the 1:25,000 scale Küçükbakkalköy Environmental Plan. In the early 1990s, Ataşehir Satellite City was designated as a residential area within the 1:5000 scale Master Development Plan that included the Ataşehir region. The project was initiated by construction companies such as Eltes, Baytur, Eska and Tekfen. The first phase of the project, which was carried out in stages, was put up for sale in 1993 and completed in the 1990s [192,193].

In the project, which is located within the boundaries of Kadıköy Municipality, it can be seen that the TEM highway divides the land into east and west. The first phase of the Ataşehir Satellite City Project, which consists of three phases, is planned for the area east of the highway, namely East Ataşehir; in the second phase the area west of the highway, namely West Ataşehir, whose construction activity has accelerated after the 2000s, and in the third phase the construction of the land north of the highway. In the current years, the construction of the Istanbul Financial Center continues within the third stage area, and this area was later connected with the Ümraniye district. The construction of the eastern region was started in 1987, and the life and meeting were established in 1993 [2,194].

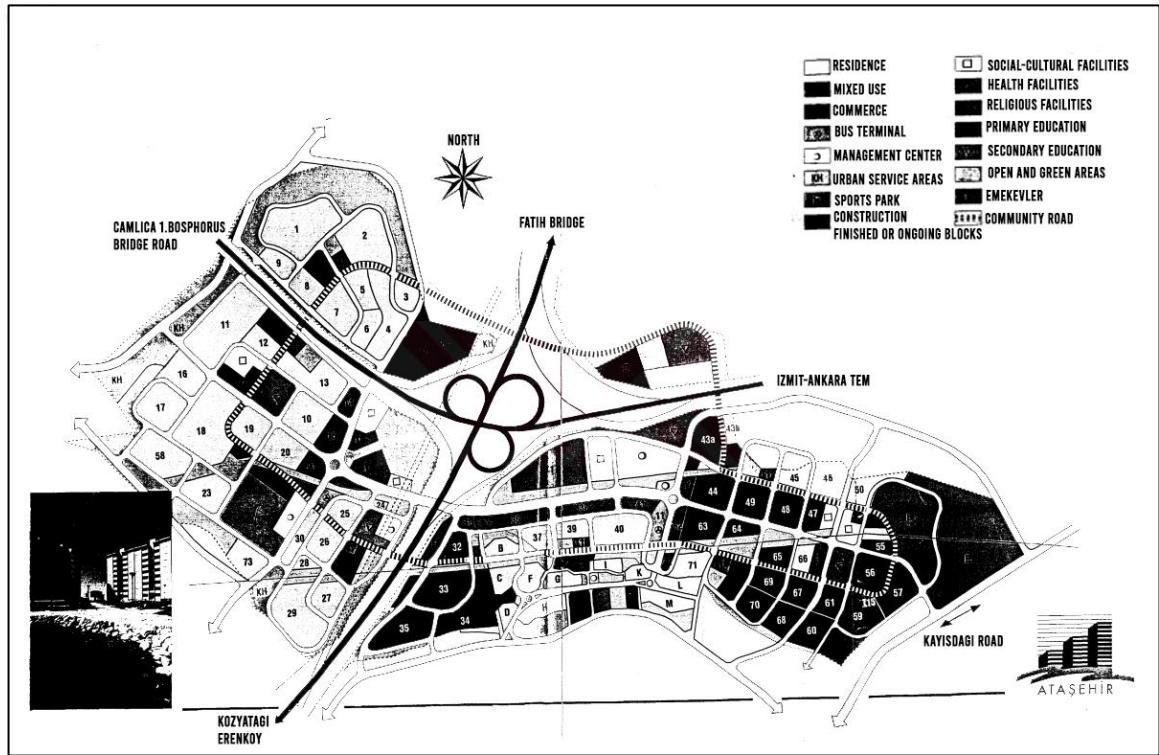


Figure 6.3. Ataşehir Satellite City project [188].

Yeşim, Yakut, Zümrüt, and Sedef sites in the first session of the projects carried out within the framework of Anatepe Satellite City Project Doğu Ataşehir between 1989-1993, Kardelen, Akasya, Gardenya, Manolya, Mimoza and Kamelya site blocks between 1993-1998 within the framework of Ataşehir Satellite City Project and later, İnci, Mercan, Turkuaz, and the Ata blocks were built by the construction companies involved in the project. Compared to today's Ataşehir housing estates, it is structured as areas with fewer floors and green areas within the site [195]. By the end of 1998, most of the projects in the

Eastern Ataşehir had been completed. The project was intended to provide a solution to the housing problem at that time, to develop high-quality housing complexes, the landscape of the residences, and at the same time adapt to the 21st century. The fact that the project is located near the transportation network and the city centers, that social, cultural, educational, and sports areas are planned, that it has solid ground, that there are enough open and closed parking spaces, and that it has afforested areas are the features that made the project attractive at that time [2,194].



Figure 6.4. Eastern Ataşehir projects [196,197,198,199].

Ataşehir Satellite City project in 1996, winning the "Grand Prize" in the "City within the City" category in the "Best Institutional Practices and Projects" competition organized by the United Nations Human Relocation Conference Habibat II. City Summit [194]. The Ataşehir Satellite City Project has gone through different urban design strategies throughout the construction process. Accordingly, the second and third phases have changed, affecting the structure of the area known as Doğu Ataşehir, the first phase of the Satellite City Project today. The business centers, parks, squares, and entertainment areas planned in the Eastern Ataşehir section were built in harmony with the urban environment and line with the urban design. It can be said that the first planned east side is a satellite city study suitable for the years 1980-1990 in the context of the mass housing project [2].

After the 1999 Gölçük Earthquake, new housing projects attracted attention, and an increase in the region's population was observed because the region is suitable for settlement and the ground structure is solid. Since the residents of Bağdat Street and its surroundings do not trust their buildings, the residents of middle and upper-income groups have started to prefer housing in this area [200]. The projects started in the 2000s applied different architectural styles compared to the phases completed in the 1990s. The limited size of the lots and the desire to keep the price per square meter high led the developers to construct residential-style buildings with higher floors and without balconies [194]. It is known that TOKI played an active role in the East and West Ataşehir region in the 2000s. With the closure of Emlak Bank in 2001, the rights and powers of the TOKI and Real Estate Investment Trust (REIT) were transferred. Some of the companies that signed projects in the region during this period were Alarko, Soyak, Teknik Yapı, Emay İnşaat and Ağaoğlu. In the Ataşehir region, projects were implemented with the TOKI's participation and construction companies' projects. To evaluate the vacant land in Ataşehir East and West regions, Real Estate Investment Trust was opened for development under the assurance of TOKI in 2004-2005, and the whole project is expected to be completed by 2010. After 2005, the Ataşehir region became the focus of attention of project managers, and housing and mixed-use projects for high-income groups were developed in the region [194]. Some of the projects implemented in the Doğu Ataşehir region are Ataşehir Residence (2005-2007), Andromeda Gold (2009-2013), My Towerland (2013-2014), Trendist Ataşehir (2013-2015), and Metropol Istanbul (2012-2019) (Figure 6.5).



Figure 6.5. Eastern Ataşehir projects, drawn by author.

Ataşehir, which is one of the 39 districts of Istanbul, became a district within the framework of the Law No. 5747, "The Establishment of Districts within the Boundaries of the Metropolitan Municipality and the Amendment of Some Laws," adopted by the TBMM on March 6, 2008. The first population data about Ataşehir are from the years when it was a district. In the years when it became a district, the population consisted of 351,046 people, and the district's population was 427,217, according to the data of TUIK in 2021 [201]. After 1900, the region's population grew due to intensive immigration from provinces such as Ordu, Giresun, Kars, and Sivas [184,201].



Figure 6.6. Location of Ataşehir in Istanbul [202].

Ataşehir district was established on an area of 25.84 km² on the Anatolian side of Istanbul, bordering Sancaktepe to the east, Kadıköy to the west, Maltepe to the south, Üsküdar to the northwest, Çekmeköy to the northeast and Ümraniye to the north [203]. It was formed by merging the Küçükbakkalköy, İçerenköy, Yenisahra, İnönü, Kayışdağı and Barbaros districts of Kadıköy, the Örnek, Fetih and Esatpaşa districts of Üsküdar and Yeniçamlıca district of Ümraniye. In addition, the part of the Atatürk District to the south of O-4 and E-80 highway, the part of Namık Kemal district south of O-4 highway and E-80 highway of Ferhatpaşa district of Kartal (Samandıra), the southern part of E80-D100 link road and E80-D-100 link road belong to the district boundaries. In addition, there are 17 districts established under the names of Mevlana, Yenişehir, Mimarsinan, and Aşık Veysel. These

districts are Aşık Veysel, Atatürk, Barbaros, Esatpaşa, Ferhatpaşa, Fetih, İçerenköy, Kayışdağı, Küçükbakkalköy, Mevlana, Mimar Sinan, Mustafa Kemal, Örnek, Yeni Çamlıca, Yeni Sahra and Yenişehir [204].



Figure 6.7. The neighborhoods and borders of Ataşehir [205].

Ataşehir district is located in the area between the TEM (E-80, O-4) highway in the north, the E-5 (D-100) highway Ankara-Istanbul in the south, TEM (O-2) highway Kozyatağı connection which divides the district into east and west, Ataşehir makes it essential in terms of location but creates a major transportation network. Areas outside the scope of the Ataşehir Satellite City Project have developed in different ways over time, first with the emergence of the E-5 road, then with the construction of the Satellite City Project, and the completion of the TEM highway. The E-5 line fed neighborhoods such as Küçükbakkalköy, İçerenköy, and Kayışdağı, and central business districts emerged while Ferhatpaşa continued its development as an industrial area. Other neighborhoods west of the TEM highway remained as of old slums and are known as self-developing neighborhoods with fewer urban-scale changes [184]. Apart from the highways that make Ataşehir a central place, the Kadıköy-Kartal Metro Line, which is located on the E-5 highway, creates transportation points in Yenisağra and Kozyatağı. In addition to this line, there is one that connects to the Göztepe metro line from Batı Ataşehir, and the other is the one from Doğu Ataşehir, which is planned to be opened by the Bostancı Line in 2024. One of the planned stops of the

Istanbul High-Speed Metro Project (HIZRAY), which is scheduled to be completed in 2029, in addition to these two metros, is the Istanbul Financial Center. It is expected that the traffic in other city residential areas will be easier and faster in the coming years [206].

With the projects implemented in Ataşehir and its designation as a district in 2008, the region has become a more exciting place. Ataşehir was defined in the 2009 Istanbul Environmental Plan at a scale of 1:100,000 as a high service-oriented center in the manner of a 1st-degree international financial center to relieve the Central Business Areas (CBD) on the Anatolian side (Figure 6.8.). This definition states that Kozyatağı-Ataşehir should be a first-degree center in this direction, as an intense center balancing work and transportation between the two sides and including trade, housing, tourism, culture, and administration of recreational areas and uses. This situation has accelerated the construction of different quality projects in the Ataşehir region [207].

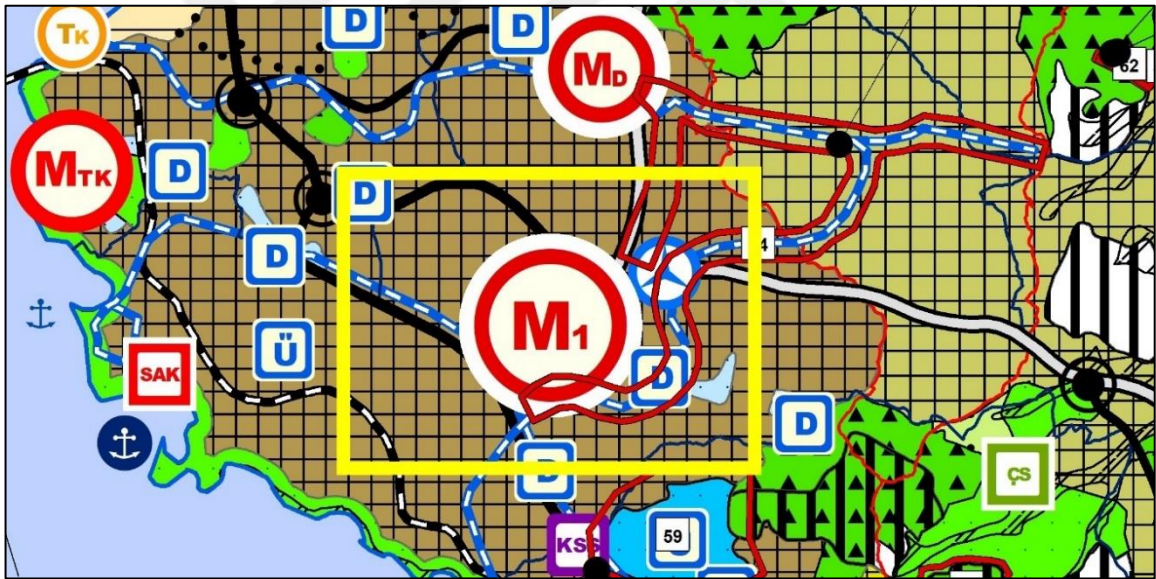


Figure 6.8. 1/100.000 scaled Istanbul environmental plan with 2009 approval date [207].

After Ataşehir became a district, the Ataşehir Municipality was established and started serving after the 2009 municipal elections. In the Ninth Development Plan, covering 2007-2013, Istanbul's goal of becoming a financial center was set. The International Financial Center project was planned in 2009 as part of the Istanbul International Financial Center Strategy and Action Plan [65]. In the following years, the land was included in the boundaries of Ümraniye district, and it was named Ataşehir Finance Center because it was

located within the boundaries of Barbaros neighborhood in Ataşehir district. The Istanbul International Finance Center, whose construction is continuing according to the master plan prepared by Emlak Konut Real Estate Investment Trust on an area of approximately 300,000 m², will enable Turkey to transform its position in the international market, making Istanbul a global and regional financial center while changing the standard of living in the region. Completion is scheduled for 2023. In addition to the office and commercial buildings of the Istanbul International Finance Center project, social areas such as parks and pedestrian areas were also designed. The area in the middle of the building blocks was to be used as green space, the use of both the building blocks and the public space [208].



Figure 6.9. Istanbul International Finance Center [209].

In 2012, following the “Law on Transformation of Areas under Disaster Risk” and its regulations numbered 6306, urban renewal activities accelerated in the Ataşehir district. In the years when the Municipality started its service, there were high-rise housing estates and surrounding slums in the Ataşehir district. With the acceleration of urban renewal activities and the use of vacant land in the region before Ataşehir became a district, interest shifted to informal settlements in the neighborhoods [194,200].

After these years, the Ataşehir district continued to develop with the urban renewals of the districts, the continuation of new projects, and the district's strategic plans. In the 2010-2014 district strategic plan, decisions were made, such as revising all previous plans, considering the goals of "urban renewal", reducing slum areas, and creating more modern and healthy settlements [210]. On the other hand, the 2015-2019 strategic plans set goals such as transformation-oriented planning, livable upper, and infrastructure development by focusing on creating, developing, and protecting a sustainable environment within the framework of

urban renewal and enrichment of cultural life [211]. Today, the Ataşehir district, which consists of 17 districts and has a population of more than 400,000, has completely transformed into an urban settlement area and has undergone significant changes with the development of transportation networks and different residential structures. Except for Barbaros, İçerenköy, Ferhatpaşa, and a few neighborhoods, the lack of undeveloped land in the area indicates that the urban development process is complete, and it is known that decisions should be made in the ongoing process in the name of urban renewal.

6.2. BARBAROS NEIGHBORHOOD DEVELOPMENT PROCESS

Barbaros neighborhood, one of the 17 neighborhoods of the Ataşehir district, is a neighborhood in the western part of Ataşehir, which is the second and third phase of the Ataşehir Satellite City Project and is larger than most other neighborhoods of Ataşehir in terms of population density. At the same time, it is in an essential position as it is considered the center in the western part of the TEM highway. In the northern area, there are luxurious housing estates that used to belong to the treasury and now consist of high-rise buildings, and in the south, there is an old slum area with a traditional structure from the 1970s [2].

Judging by the 1966 aerial photographs of Barbaros neighborhood (Figure 6.10.), which was located on the Karaman Farmland in the years of the proclamation of the Republic, we can see that there are no traces of settlement in the regions of East and West Ataşehir, some single buildings in the agricultural areas and unpaved roads with traces of today in the neighborhood. The E-5 highway (today's D-100), which runs along the southern border of the neighborhood, facilitated transportation and contributed to the settlement decisions of the region. After the 1950s, with the acceleration of industrialization and urbanization, Istanbul received many immigrants, mainly from rural areas, and housing problems began to increase in the cities with the impact of migration. The number of slum areas in Istanbul continued to increase, including the areas now known as East and West Ataşehir, which affected the informal development of the neighborhood [187,200].

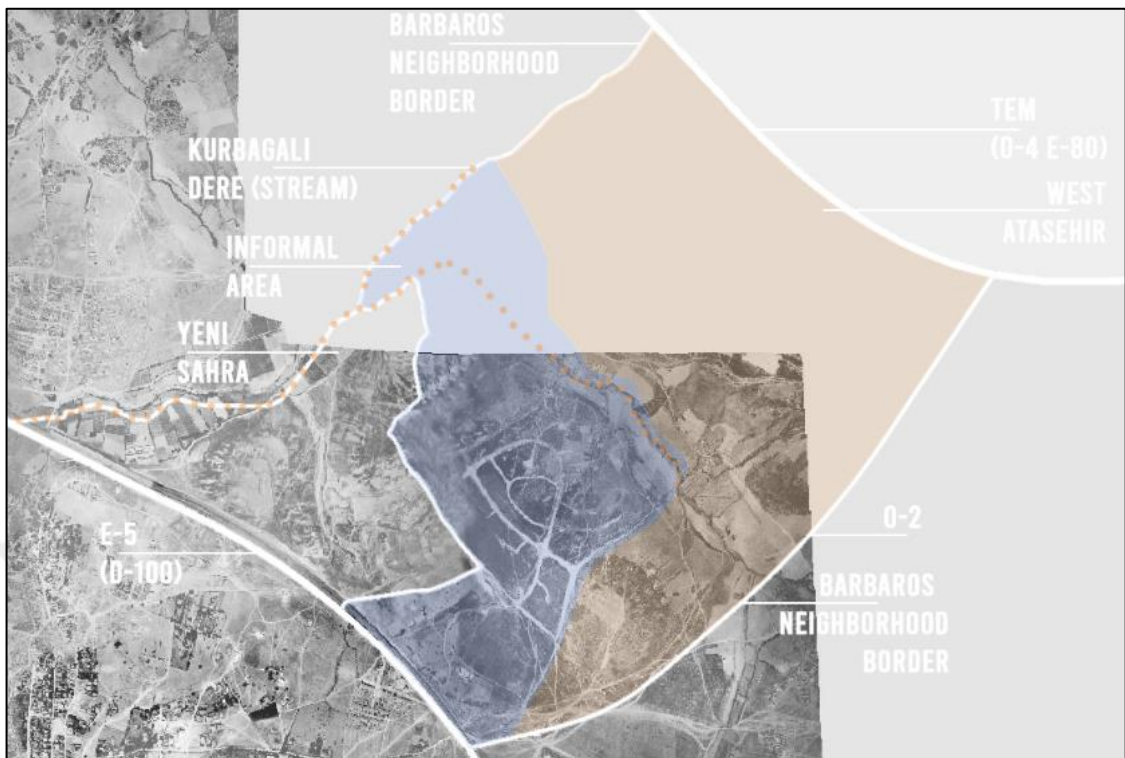


Figure 6.10. Aerial photograph of Barbaros neighborhood in 1966, drawn by author.

The first traces of settlement began informally in the Barbaros neighborhood, which preserved its rural character until the 1970s. Judging by the aerial photographs of 1970 (Figure 6.11.), it is seen that informal settlements began within the borders of the Yeni Sahra neighborhood, and there were scattered slum structures along the road line that follows the Kurbağalı Stream and connects to the E-5 line of the neighborhood. With the beginning of the informal settlement, the neighborhood's growth showed a direction from south to north. The activation of the E-5 highway created an essential dynamic for the region's settlement. For this reason, the development of the Barbaros neighborhood took place after the Yeni Sahra neighborhood, which is adjacent to the E-5 highway [187]. The neighborhood, which has the typical characteristics of many slums that were created in these years by similar processes in the country, is known as an area where people who migrated from the villages to work in construction works where there are sporadic slums structures, with Yenisahra as the center. Those who settled in this neighborhood did not migrate from the countryside but first settled in Fikirtepe and built slums in this neighborhood in the late 1960s and 1970s [2]. Although groups from different countries, such as people from Ordu, Sivas, and Kars, came and settled cohesively, the neighborhood became integrated over time and gained unified

integrity. From 1970-to 1980, settlement formation projects were developed in Eastern Ataşehir, there were no changes yet in the north of the neighborhood in western Ataşehir, and informal settlement started in the south of the neighborhood [2].

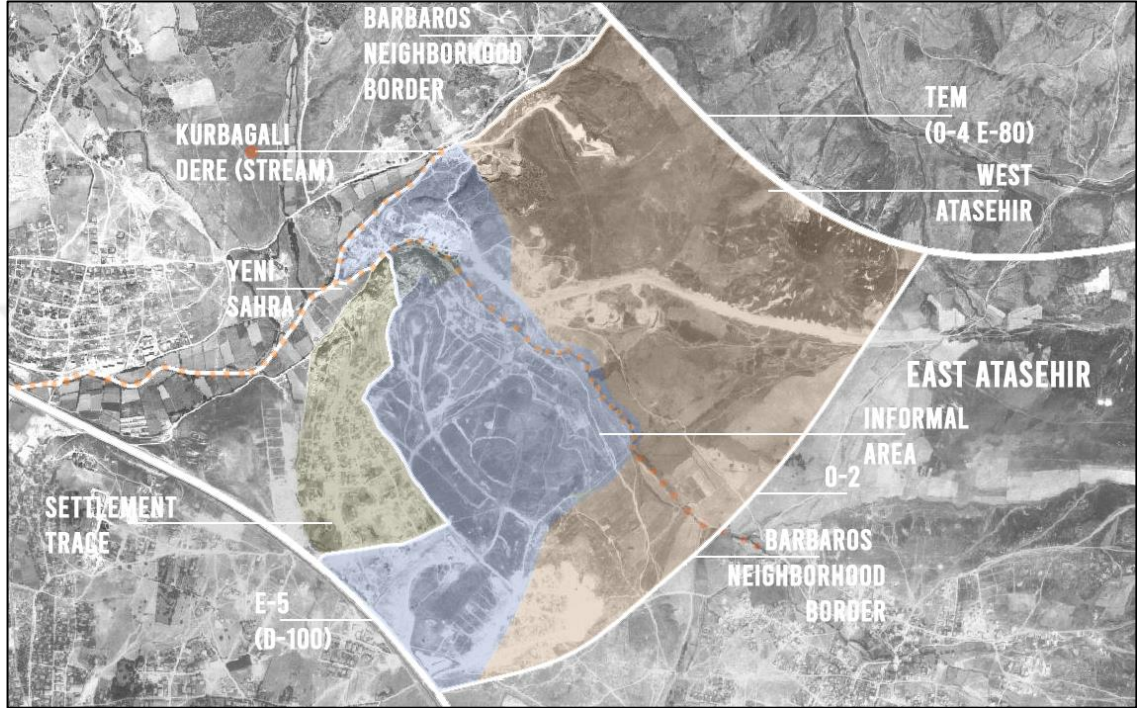


Figure 6.11. Aerial photograph of Barbaros neighborhood in 1970, drawn by author.

When the development process of the Barbaros neighborhood was examined, it was found on the 1982 map that the slums texture increased in the south of the neighborhood, especially on the axis of the Kurbağalı stream, but the settlements had not yet started in the area called west Ataşehir in the north (Figure 6.12.). It is known that the informal settlement of the neighborhood, the environmental situation, and the construction quality were not good before the Ataşehir Satellite City Project started. This region, generally referred to as the suburbs of the city, where there are more scattered settlements, is known as an area with major deficiencies and problems in terms of infrastructure. While attempts were made to meet the housing needs in the area now known as East Ataşehir with fragmented approaches in the post-1980 period, the illegal settlements and slum areas created by the population migrating to West Ataşehir continued to increase [192]. After the 1980s, the slum area grew, and the slum-like structures were legally legitimized with the improvements-development

plans implemented in the late 1980s and early 1990s. However, practices to improve the physical and social conditions of the slum area were not implemented [200].

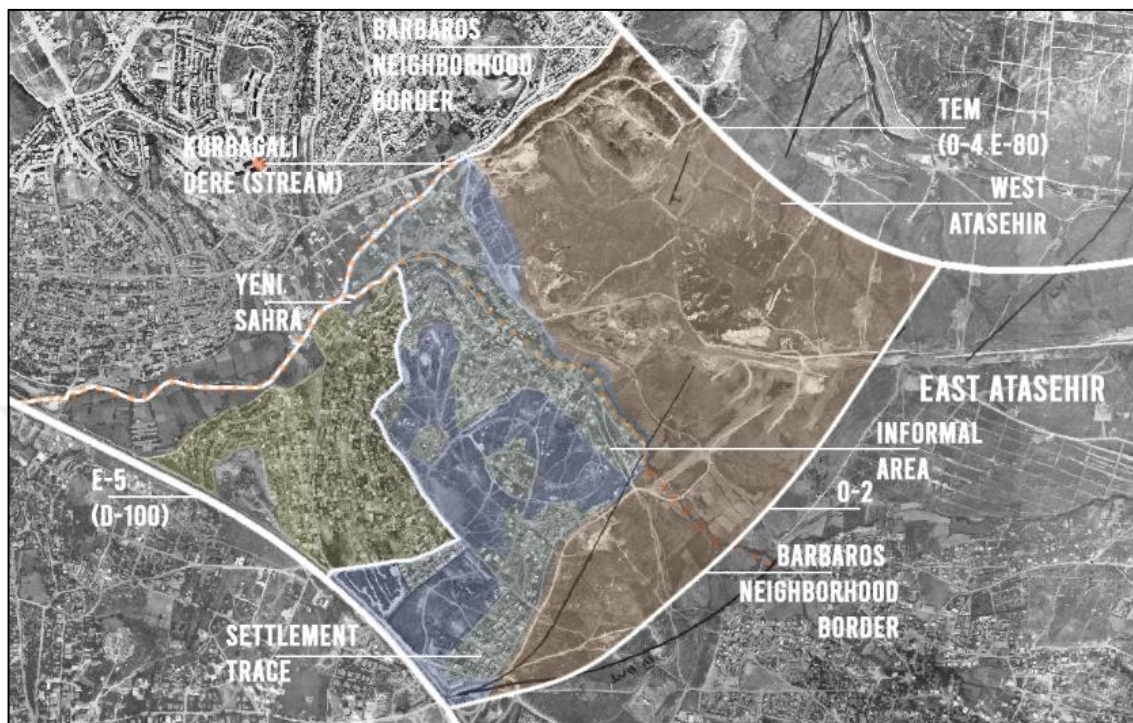


Figure 6.12. Aerial photograph of Barbaros neighborhood in 1982, drawn by author.

Developments after 1980 shed light on the current situation of the neighborhood. Law No. 2981, enacted in 1984, on "Some Transactions to be Applied to Buildings Contrary to the Zoning and Slum Legislation and Amending an Article of Zoning Law No. 6785," on which the zoning improvement plans prepared during that period were based, and the "Mass Housing Law" numbered 2985 were laws that affected the character of the area. With the spread of residential areas, intensification of neighborhood structure, and city expansion, slum structures were legalized in the West Ataşehir region with the improvement-development plans implemented under Law No. 2981. With the improvement-development plan that came into effect in 1992, which included Yenisahra and Barbaros neighborhoods, the Barbaros neighborhood was separated from the Yenisahra neighborhood and formed its neighborhood borders [187,200]. When the legal structure of the area is examined, it is seen that the Yenisahra Improvement-Development Plan dated 04.02.1992 was made first (Figure 6.13.). According to this plan, parcels were made, and the shareholding structure was resolved. Then, 1/5000 Scaled Yenisahra Master Development Plan dated 18.02.1992 was

made, but the application development plan that should be done within three months was not made, and the region was built according to the Yenisahra Improvement Zoning Plan dated 04.02.1992 for 22 years. Although planning these areas is seen as a positive development, today, it forms the basis of the property problems experienced in the renovation works of the neighborhood. In this period, the zoning amnesties that followed increased the number of slums in the neighborhood, and it was observed that the single-story slums turned into multi-story apartments with the thought that they would gain legal status later on [200].

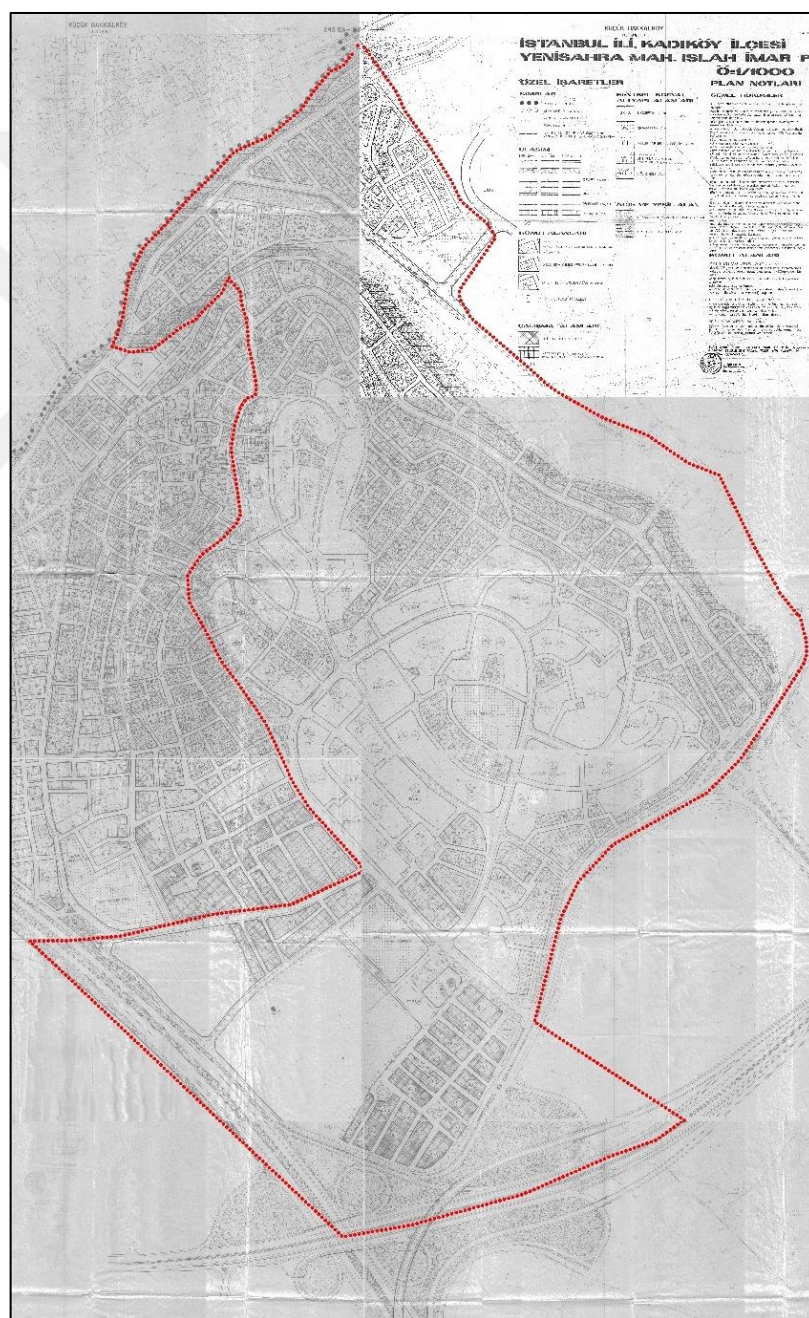


Figure 6.13. 04.02.1992 Yenisahra improvement development plan [212].

The Mass Housing Construction Law No. 2985, which came into effect in 1984, is the law on which the "Anatepe Project" and other planned mass housing construction practices form the basis for the satellite city process of Ataşehir are based. With the start of projects in eastern Ataşehir, which is in the first phase of the Anatepe Project, the first satellite city on the Anatolian side, a new development period has begun for the neighborhood, and the population density has doubled with the Istanbul Municipality's efforts to accelerate the development of the region in the same period. Before the start of the Anatepe project, this area, which was outside the city's populated area, was integrated into the surrounding area over time, so the mobility of the population and buildings in the area increased after the project. In the following years, the practice of mass housing construction pursued the goal of creating a safe and quality residential area that appeals to the high-income population rather than producing housing for the low-income population [183,194].

The Marmara Earthquake in 1999 made the region a point of attraction because it is located in the Kurtköy Formation, which is geologically very suitable for settlement. In addition to the spontaneously developing informal structure of the neighborhood, changes have also begun on the vacant land in the north of the neighborhood with the start of the Ataşehir Satellite City Project. These areas, which belonged to various individuals and institutions after Karaman Farm and were later transferred to the Treasury, were intended to be the second and third phases of the Ataşehir Satellite City Project. However, no projects were implemented in these areas until the 2000s [2].

After completing the project in the eastern region of Ataşehir in the late 1990s, the western region was opened for development in 2004-2005 due to strong demand. After this period, the planning of luxury housing projects has led to an increase in prices due to the demand for real estate in the Ataşehir district. After the increase in demand and prices, the region became the focus of interest for real estate investors after 2005. Although the new high-density housing developments built after 2004 under the influence of TOKI to utilize the vacant land in the western region were different from the Satellite City project, it similarly affected the eastern region over time and brought about a change [192,194].

During this period, the main companies of the region were Soyak, Emlak REIT, Teknik Yapı, Emay İnşaat and Ağaoğlu. With the announcement of the "My World Project" in partnership with TOKI in 2005, Ağaoğlu entered the stage of Batı Ataşehir as an important actor. When the projects are examined, they are mixed-use, high-rise residences, closed

complexes, and projects that appeal to middle and high income. In the Ataşehir region, projects with the participation of the TOKI and projects belonging to construction companies have been realized [187]. When the aerial photographs of 2006 were examined, it was seen that the projects started in the north of the neighborhood, the informal texture was mostly completed in the south of the neighborhood, commercial, educational and industrial areas were formed as well as the slums, and the construction of the Palladium Shopping Center, which is located within the borders of the neighborhood, continues (Figure 6.14.).

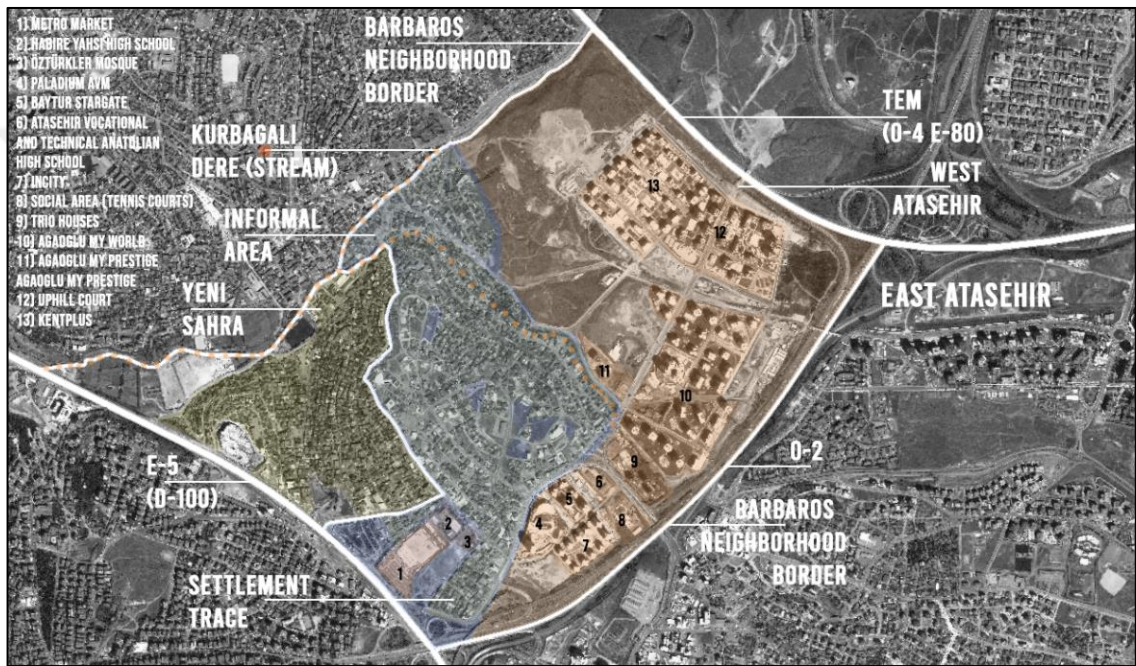


Figure 6.14. Aerial photograph of Barbaros neighborhood in 2006, drawn by author.

These changes in the urban space have resulted in the Ataşehir region and the Barbaros neighborhood occupying a more important position than in Istanbul and becoming a district in 2008 based on Law No. 5747 on the Establishment of a District within the Metropolitan Municipality Boundaries and Amending Some Laws [213]. After this date, the Ataşehir district came to the fore as a new center more open to urban development and was planned as a 1st degree high-level service-oriented center in the 1/100,000 scale Istanbul Environmental Plan prepared in 2009 [207].

In 2009, as part of the Istanbul International Financial Center Strategic and Action Plan, a space within the district's boundaries were designated for the International Financial Center project. These decisions have led to increased demand from investors and developers in the

area, as middle and upper-income groups working in the financial sector are expected to be drawn to the area and increase demand in the region. The projects that continue to emerge within West Ataşehir have led to an increased awareness of the need for urban renewal in unplanned, irregular, and unhealthy areas in the region [139].

After 2010, construction activity continued in the west, and this rapid transformation that the region has undergone is supported by various urban renewal projects, both small and large scale, that are spreading in the neighborhood. The Barbaros Neighborhood slum area has the characteristics of an area where contracts have been signed since 2010 in exchange for housing designed by contractors. In 2011, most of the residential and office projects under construction in the northern part of the neighborhood (Uphill Court, Uphill Towers, Kent Plus, Teknik Yapı Deluxia Palace, Ağaoğlu My World, Bulvar 216, Fenerbahçe Ülker Sports Arena) were completed. The construction of the Varyap Meridian and Ataşehir Municipality buildings continues (Figure 6.15.).



Figure 6.15. West Ataşehir projects [214,215].

In 2012, the depletion of land suitable for development in the Ataşehir district led developers and other contractors to move to existing neighborhoods. Urban renewal activities have come to the fore in Ataşehir. Since the development of the region as a slum and its subsequent legalization led to the formation of a multi-part ownership structure, the private sector, which also pioneered urban renewal investments in Ataşehir, faced difficulties in mass-producing land in the region due to these ownership problems. It is known that after the "Law on Transformation of Areas Under Disaster Risk" and its regulations came into effect in 2012, urban renewal activities throughout the neighborhood have gone through a long process [187,200].



Figure 6.16. Urban renewal project planned in the area [216].

After the 1/5000 Scale Yenimahalle Improvement Development Plan, enacted in 1992, could not respond to the existing built environment and the district municipality was established in 2009, a new master plan application was prepared for the said area. 1/5000 Scale Yenimahalle Neighborhood and Its Surrounding Revision Master Plan dated 08.03.2013 was prepared by Istanbul Metropolitan Municipality (Figure 6.17.). While the studies on implementing the 1/1000 scale zoning plan continued according to this plan, a decision to suspend the implementation of the 1/5000 scale master development plan was made at the 7th Administrative Court of Istanbul.

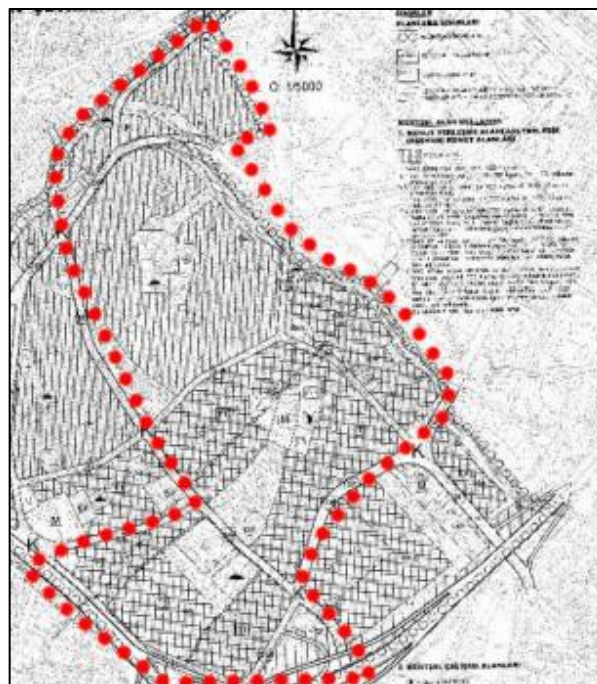


Figure 6.17. 1/5000 scale Yenimahalle neighborhood and its surrounding revision master plan in 2013 [212].

After canceling the zoning plan, some construction companies agreed with the citizens, and contracts were signed based on the boundaries of the canceled zoning plans. Companies such as Vartaş, Güneri, Şua, Sur Yapı, Sinpaş, Dumankaya, Ege Yapı and Tahincioğlu participated in the urban renewal projects planned for 2013. It is known that between 2013 and 2015, construction work was completed on a large scale on the land in the northern part of the Barbaros neighborhood and many public institutions moved their headquarters or service buildings to the neighborhood. Due to the population growth in the neighborhood, new elementary and high schools were opened, and new construction started in addition to the already completed buildings [187,200].



Figure 6.18. The signboards of the companies that are considering making a project in the neighborhood of Barbaros [202].

Taking into account the court decision, the 1/5000 Scale Yenisahra Neighborhood and Surrounding Revision Master Plan with a completely new design and renewal focus was prepared by the Istanbul Metropolitan Municipality and approved on 21.12.2015 (Figure 6.19.). The said plan was approved twice due to the suspension-appeal process, on 26.09.2016 and 21.04.2017, and the 1/1000 scaled implementation development plan was prepared by the municipality and approved by the city council in 2018. It was sent to the Istanbul Metropolitan Municipality Council for approval [204].



Figure 6.19. 1/5000 scale Yenisahra neighborhood and surrounding revision master plan, in 2015 [212].

As of 2017, several open spaces that are not actively used in the neighborhood have been organized and put into operation as a park. Business centers and residential projects in the project area that are still under construction have been largely completed. The Watergarden project, whose construction began in 2015, has also become one of the centers that opened in 2017. The zoning plan for the slum area, which was annulled by a court ruling on January 21, 2019, was returned to the Ataşehir Municipality after its evaluation. Following the municipal council meetings, on 15.02.2019, the 1/5000 scale Yenisahra Neighborhood and Its Surroundings Master Development Plan and 1/1000 scale plans were approved to enter

into force. The current zoning status of the neighborhood is 2019-2020 approved 1/5000 scale Yenisahra Neighborhood and Its Surroundings Master Zoning Plan and 2019 approved 1/1000 scale Yenisahra Neighborhood Revision Implementation Zoning Plan 1st stage is in effect [204].

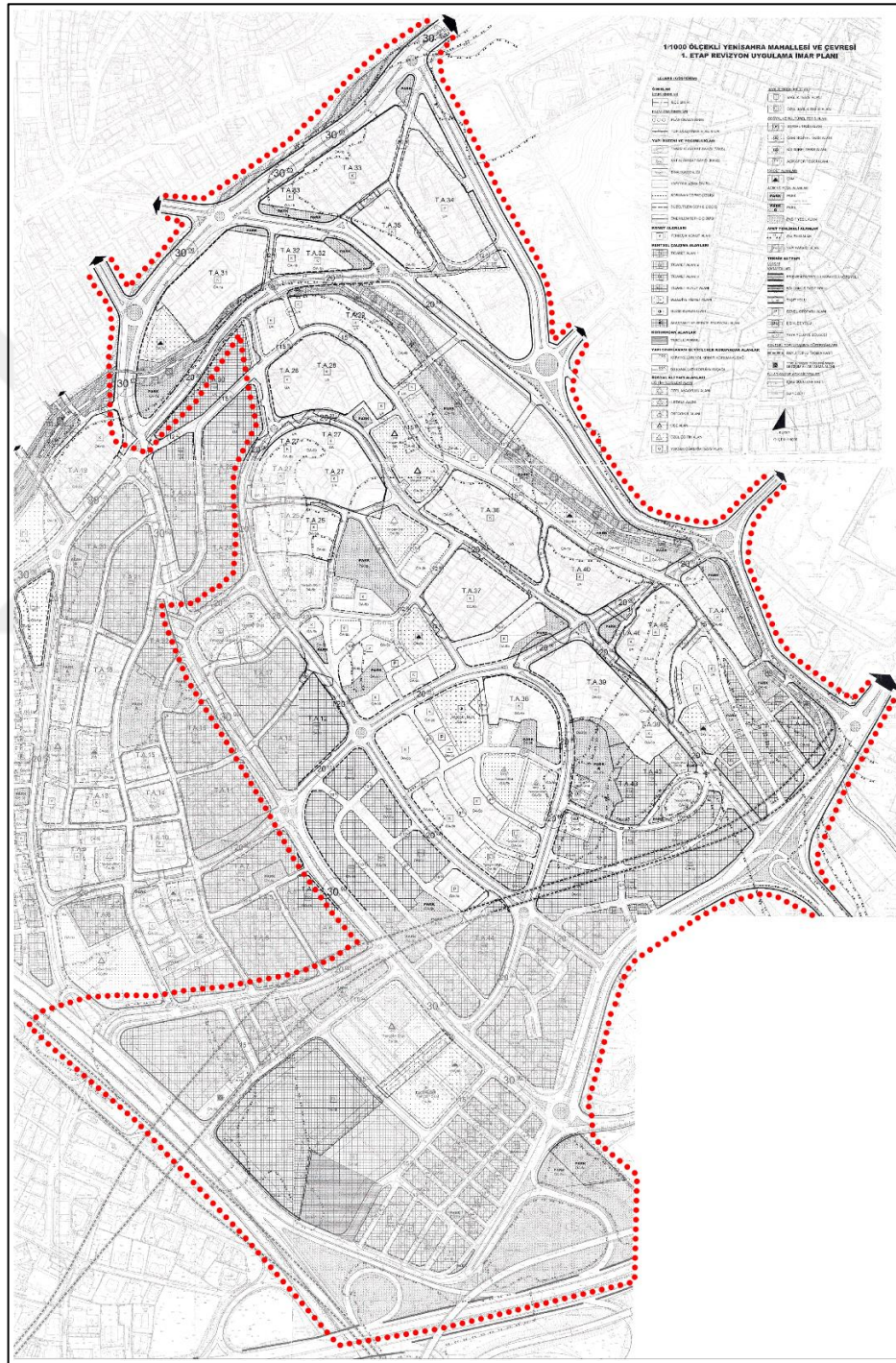


Figure 6.20. 1/1000 scale Yenisahra neighborhood and its surroundings 1st stage revision implementation development plan, in 2019 [212].

After some construction companies reported risky and uninhabitable buildings in slum areas in 2015, many buildings were demolished at the end of 2020. The people living in them were transferred to other areas. Due to the economic fluctuations in the country and the uncertainty of the process of the zoning plans, construction companies could not start their work [217].

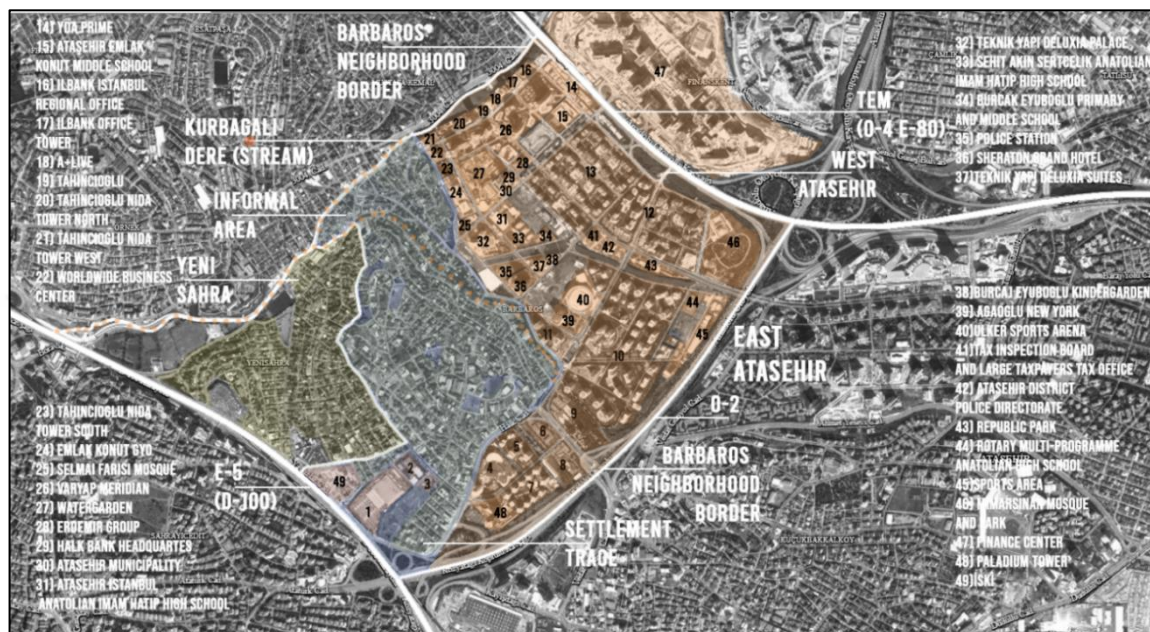


Figure 6.21. Aerial photograph of Barbaros neighborhood in 2021, drawn by author.

The Barbaros neighborhood in the Ataşehir district has been known as a slum area north of the E5 highway since the 1970s. The neighborhood, which was a slum area in the 1970s, has changed over time, with the E5 remaining in the city. However, it underwent its real transformation with the construction of TOKI after the 2000s on the treasuries to the north of the neighborhood, on the border of the current TEM highway. Especially the part of the Barbaros neighborhood known as West Ataşehir has become an important residential and business area with numerous luxury housing projects built since the mid-2000s, including shopping malls, residences, and offices. In these treasury lands, which constitute the third phase of the satellite city project, there has been a great change in the neighborhood texture with the closed sites consisting of high-rise buildings, which are different from the Ataşehir satellite city. In the process, the neighborhood has become a rent point for urban renewal projects with the effect of these structures [2]. The spatial development process of Barbaros Neighborhood has created two different types of architectural structures as a result of two

different forms of urbanization in the neighborhood. This situation has led to the formation of two different social lives that sometimes resemble each other but often diverge.

6.2.1. Socio-Economic Structure of The Existing Area

The planning area is in line with the zoning plans prepared for the urban renewal activities to be carried out in the area; it includes the entire Yenisahra neighborhood and part of the Barbaros neighborhood in the Ataşehir district of Istanbul. The selected area is located within the Barbaros neighborhood. It includes the Mustafa Kemal, Aşıkveysel, and Batı Ataşehir neighborhoods, the planned area of the Barbaros neighborhood in the north, the Ataturk and Kuçukbakkalkoy neighborhoods in the east of the area, the Yenisahra and Ornek neighborhoods in the west of the area and the Sahrayıcedit neighborhood of Kadıkoy in the south of the area (Figure 6.22.).

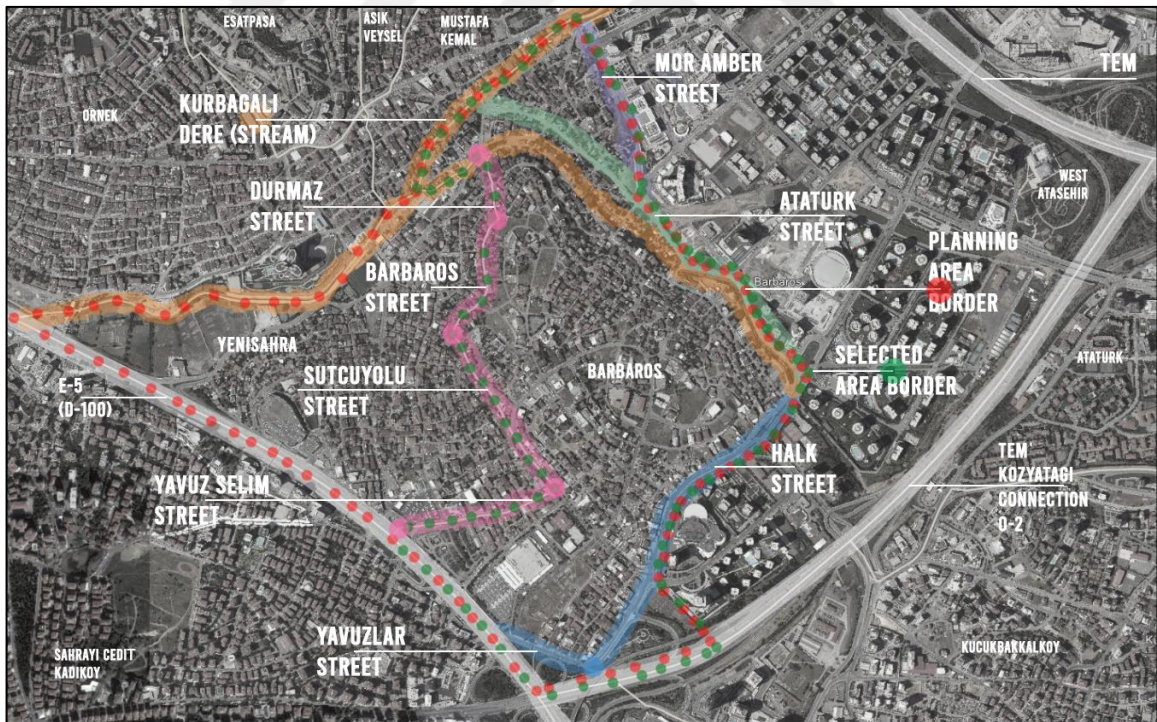


Figure 6.22. Location and boundaries of the field, drawn by author.

The area selected within the scope of the study lies within the outer boundaries of the TEM highway to the north, the E-5 highway to the south, the TEM-Kozyatağı (O-2) connecting road to the east, and the Kurbağalı stream to the west. The roads directly bordering the area

are Mor Amber Road and Ataturk Road in the north, Halk Road and TEM-Kozyatağı (O-2) connecting road in the east, E-5 Highway and Yavuzlar Road in the south, Kurbağalı Dere, Durmaz Road, Barbaros Road, Sutçueyolu Road and Kazımkarabekir Road in the west. Barbaros Neighborhood is on an area of 280 hectares (2,800,000 m²). One hundred seventy hectares of this area are planned settlement areas, and the remaining 110 hectares are irregular settlements. The study was carried out on an area of 110 hectares.

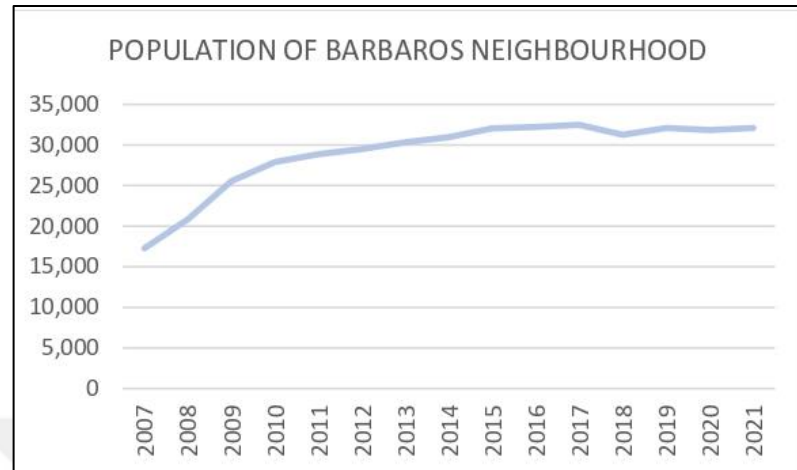


Figure 6.23. The location of the area in the city, drawn by author.

- **Population**

While discussing the socio-economic structure of the Ataşehir district, the Barbaros neighborhood, the neighborhood's population change data according to the years were examined. In line with the data obtained from the TUIK address-based population registration system database, it has been observed that the resident population of Barbaros neighborhood in 2021 is 32,075 people (Table 6.1.). It is known that there are 15,764 males and 16,311 females in a population of 32,075, according to TUIK data. The neighborhood population, 17,280 in 2007, has grown approximately twice in ten years and reached 32,075 in 2021 [201].

Table 6.1. Population distribution of Barbaros neighbourhood by years [201].



From the interviews with the head of the Barbaros neighborhood, it appears that the neighborhood population is about 45-50 thousand, including non-residents, and that the population of the informal area in the neighborhood selected in the study is 11,000. Comparing the average household size and family types in the neighborhood with Turkey in general, obtain information about the social structures of suburbanization. Looking at the data from TUIK for the year 2021, the average household size in Turkey is 3.2. The household size of the Barbaros neighborhood is 4.78. By the survey data obtained from the municipality, there are mostly families of the core type in the area. According to the data received from the head of the neighborhood, there are families of 5 people in the area.

- **Age range distribution and Educational Status**

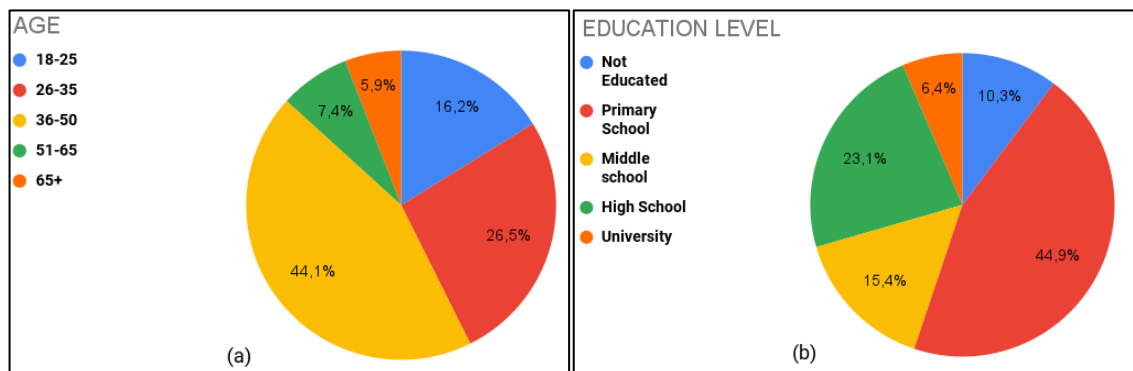


Figure 6.24. (a) Age range distribution, (b) Educational status.

The results on the social structure were obtained from the household survey in the municipality, and the analysis to be made covers the boundaries of the study area. In analyzing (Figure 6.24.a), the age distribution of the survey respondents, 16 percent are aged 18-25, 26 percent are aged 26-35, 44 percent are aged 36-50, 7 percent are aged 51-65, and 6 percent are aged 65 and older. The graphic showing age status does not reflect a sample of people living in the neighborhood and is only a demographic for the surveyed group. According to Figure 6.24.(b), it is observed that 10 percent of them never went to school, and 6 percent of them attended university. For this reason, it can be said that the level of education in the Barbaros neighborhood is quite low. According to the survey results, elementary school graduates represent the largest group in terms of the educational level of the residents of the neighborhood, 44 percent. It is known that the high level of education of the people facilitates urban renewal practices. According to the education status graph, it is thought that the education level of the people in the area is low, so there will be problems in the renewal applications.

• Amount of Income and Occupational Status

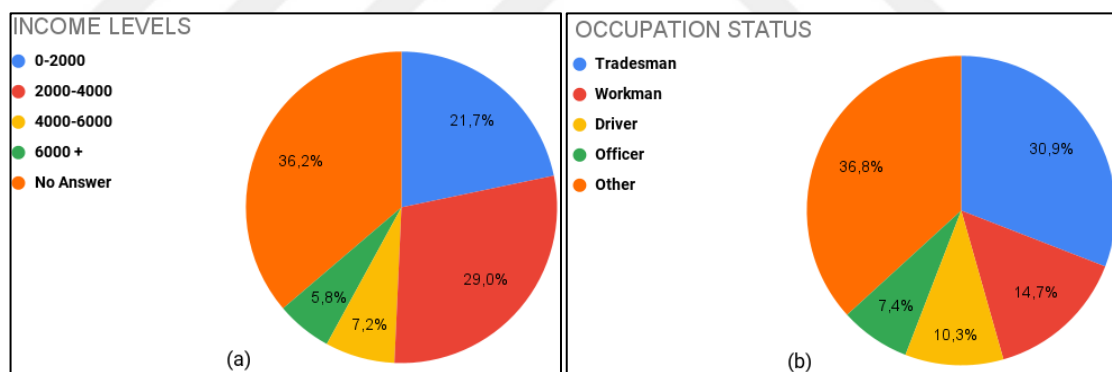


Figure 6.25. (a) Income levels, (b) Occupational status of people.

The economic situation of the people affects the renewal practices. The good economic situation of the people supports the renewal processes. According to the income status of the people living in the area (Figure 6.25.a), it is seen that the majority of them have low incomes. Also, those who do not want to provide information on income status are in the majority may be due to the low income of people living in the area. In this context, it can be said that the low-income status of the area will negatively affect the renewal processes. When examining the occupational status in the area (Figure 6.25.b), it was found that 36 percent of

the respondents answered "other," and this part consists of housewives, teachers, and students. It can be seen that the majority of people living in the area are a tradesman. Residents of the neighborhood are generally employed in service occupations such as security guard, cleaning, chauffeur, or in occupations such as carpenter, welder, electrician, construction worker, and marketing.

- **Place of birth, Where they live before arrival**

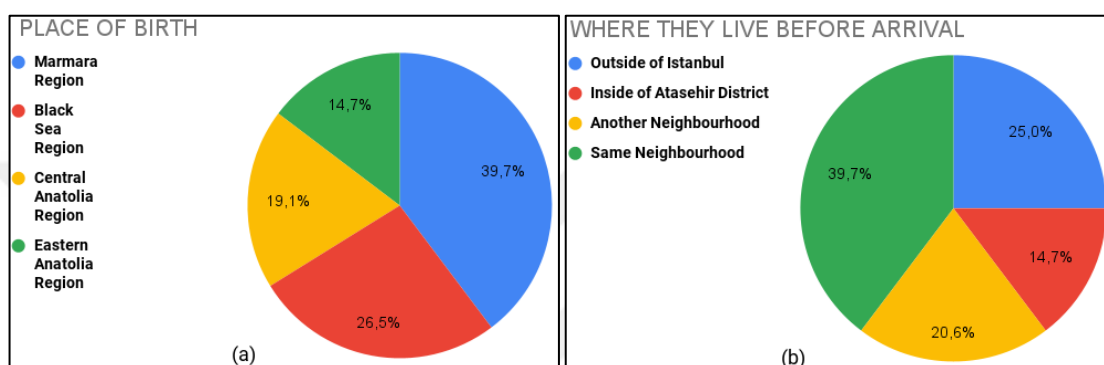


Figure 6.26. (a) Place of birth, (b) Where they live before arrival.

Within the surveys conducted by the municipality, which asked people in the area where they were born (Figure 6.26.a), it was found that 39 percent were born in Istanbul, which is located in the Marmara region, and that these people are second-generation whose parents immigrated from other provinces. 26 percent were born in Ordu and Giresun provinces. According to the head of the neighborhood, it was found that a large part of the Ordu Mesudiye community still resides in the Ordu Caddesi area, and the majority consists of a community of relatives and compatriots. Nineteen percent are from Sivas, and 14 percent were born in Kars and Ardahan. In addition to this information, it is known that there was a Roman population in a small part of the area. In the renovation areas, the habits of the local people depending on the place they come from and the place are important. If the majority of the society has come to the area from another place, the customs and habits of that place are reflected in the society. The survey study for the area shows that 39 percent of the respondents, when asked where they lived before coming to the area, said they lived in the same area (Figure 6.26.b). The 25 percent shows the immigrants who came to the area, and it is known that they came from provinces such as Ardahan, Kastamonu, Nevşehir, and Ordu. It is known that 20 percent came from Istanbul's Fikirtepe, Umraniye, Gebze and Tuzla

districts. Fourteen percent of them said they had previously come from the Ornek neighborhood in the Ataşehir district.

- **Reason to live in the area, Duration of stay in the same residence**

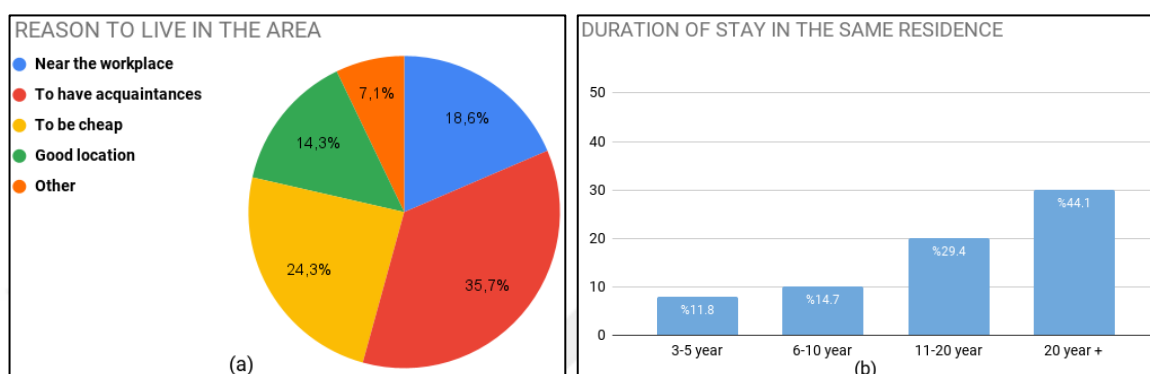


Figure 6.27. (a) Reason to live in the area, (b) Duration of stay in the same residence.

The household survey, in which the municipality asked people about their reasons for living in the neighborhood (Figure 6.27.a), found that having acquaintances in the area was the most important reason, at 35 percent. Then, it was stated that the cheap living conditions in the area were the factor that also supported the development process of slum settlements in the past of the region, with a percentage of 24 percent. Eighteen percent of respondents said they prefer the neighborhood because it is close to work, and 7 percent for other reasons. Other reasons include marriage and the desire to buy land, build their own house, and own a home. Forty-four percent of survey participants have lived in the neighborhood for more than 20 years. The percentage of those who have lived in the neighborhood for 11 to 20 years is 29 percent, 6 to 10 years is 14 percent, and 3 to 5 years is 11 percent. The fact that most participants have lived in the neighborhood for a long time shows that the sense of belonging to the neighborhood is effective (Figure 6.27.b).

- **Neighborhood relations and daily activities**

According to the observations in the neighborhood and the surveys conducted by the municipality, there has been a change over time in the area towards a heterogeneous structure. There is a social texture with close relatives who usually live in the same building or complex buildings, the same villagers in the close vicinity, and people from the same country. It was found that there is a connection between the friendship, neighborhood, and

kinship relations of the residents living in the area. The majority of people have citizen relations with their neighbors. The people who migrate to the neighborhood are usually people with kinship ties who live together in certain neighborhood areas. Without such ties, people meet on the street and share daily life. Within the municipality's surveys and to determine the observed social relations, the neighborhood relationship levels and meeting frequencies of the people living in the area were determined and how they spent their free time to determine their usage practices.

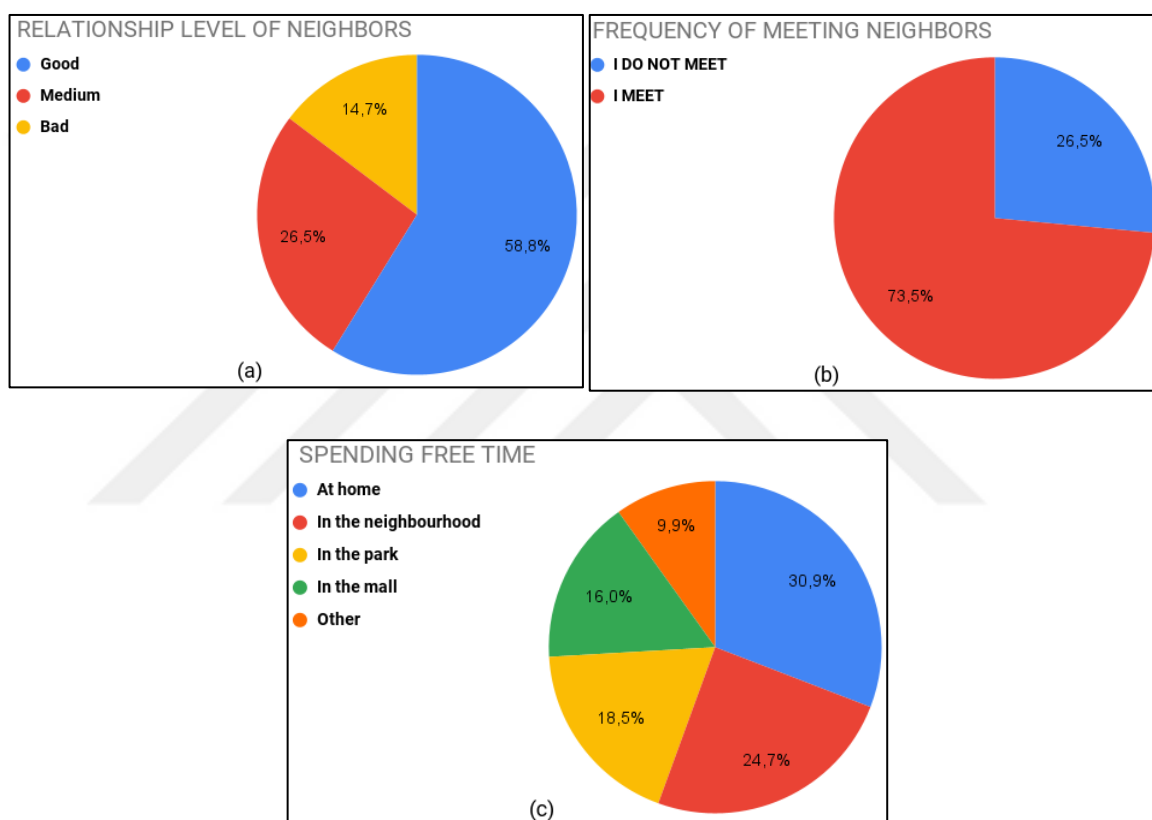


Figure 6.28. (a) The neighborhood relationship levels, (b) Meeting frequencies of the people living in the area, (c) How they spent their free time.

It is seen that the majority of people living in the area have good relations with their neighbors (Figure 6.28.a) It can be said that the fact that the residents of the neighborhood have ties of citizenship, even kinship ties makes neighborly relations a necessity rather than a matter of preference. According to the head of the neighborhood, people in the area stated that they help each other in the neighborhood and do not leave each other alone on important days such as weddings, associations, or funerals, even if they have disputes. When asked how often survey participants meet with their neighbors (Figure 6.28.b), the community

responded that 73 percent of participants meet with their neighbors and 26 percent do not. By the municipality survey, when asked area residents how they spend their free time (Figure 6.28.c), 30 percent responded at home, 24 percent in the neighborhood, 18 percent in neighborhood parks, 16 percent in shopping centers, and 9 percent as other. It can be seen that people spend most of their leisure time at home, in the park, and the neighborhood, and generally stay within the boundaries of the neighborhood. They are known to generally go to the neighborhood market with their neighbors and prefer shopping centers in areas such as Optimum, Palladium, and Watergarden. In general, it can be stated that neighborhood residents determine their sovereignty area and social life and generally participate in more traditional daily rituals and activities within their own defined area.

- **Satisfaction level and space issues**

Satisfaction of the local people with the area they live in is one of the important points in renewal applications. Producing solutions to unsatisfactory situations supports the elimination of problems in the application areas. In order to measure the level of satisfaction of the population with the area, as part of the surveys conducted by the municipality and in accordance with the information received from the head of the neighborhood, people were asked if they were satisfied with living in the area (Figure 6.29). In addition to this question, they were asked to answer the most important main problem of the neighborhood. While 69 percent of respondents indicated that they were satisfied, 31 percent indicated that they were not satisfied.

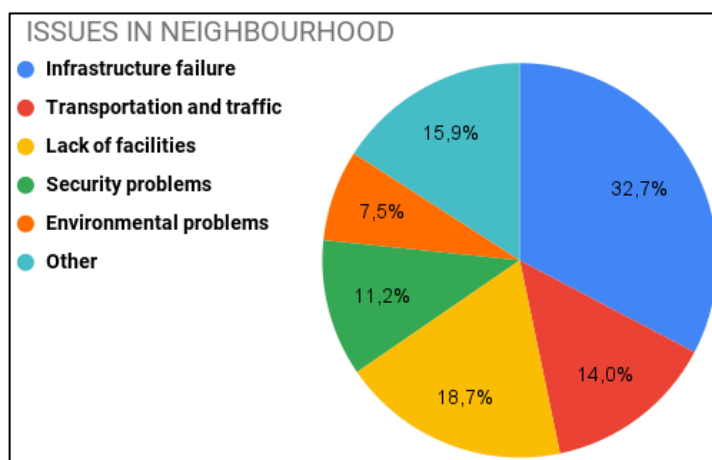


Figure 6.29. Issues in neighbourhood.

Infrastructure problems and lack of urban facilities are among the most important problems people find in the neighborhood within the area. It was noted that the sewerage system is inadequate and flooding occurs, especially in the area of the Kurbağalı stream. Areas such as parks, sports fields, and school areas have created a lack of urban areas. When identifying the problems in the area, 14 percent of the respondents answered that they have transportation and traffic problems. It was also mentioned that access to the area and transportation within it is difficult, and there are also parking problems. It is known that 11 percent of those who reported safety problems are usually women. According to the headman, women in the area were considered worthless and were not allowed to leave their homes. Environmental problems account for 7 percent of the problems on-site. In particular, it was stated that much garbage was thrown on the edge of the stream and that it was not cleaned regularly. Fifteen percent of participants responded with "other." It was noted that participants who responded "other" generally focused on two problems. One of these problems is urban renewal, and the other is drugs. Urban renewal is generally described as a problem by people in the neighborhood, and it is said that it creates uncertainty. In addition to these problems, the area is known to have many drug transactions, and there is an increase in fires and suicides in the buildings in the area, especially during pandemic times.

- **The level of awareness about urban renewal**

Within the scope of the surveys conducted by the municipality to determine the area's level of knowledge about urban renewal, participants were first asked if they knew about urban renewal and if it was necessary. Then they were asked how they envisioned the area after urban renewal in the neighborhood and what type of housing structure they would prefer after urban renewal.

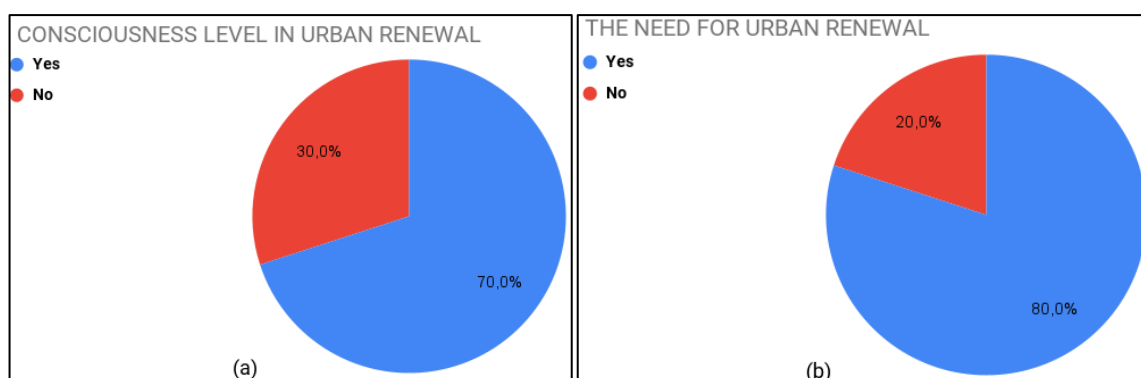


Figure 6.30. (a) Consciousness level in urban renewal, (b) The need for urban renewal.

It was found that most people in the area know what urban renewal is (Figure 6.30.a). Among the responses received in this regard were answers such as urban renewal through the demolition of buildings and the construction of new buildings in their place, the creation of earthquake-resistant buildings, the handing over of areas to contractors, and the construction of building sites in their place, high dues and a cleaner environment. It can be seen that the majority of respondents answered yes to the question of whether urban renewal is necessary for the area (Figure 6.30.b) Those who answered the question in the affirmative believed that the buildings built in the area after the renewal would bring a high financial return. Those who answered the question the negative felt that they would not be able to adapt to the new areas to be built, that they would not be able to pay their fees, that the area would not be built by their own culture, that people would be afraid of urban renewal, that they would leave the area and that their buildings would be demolished.

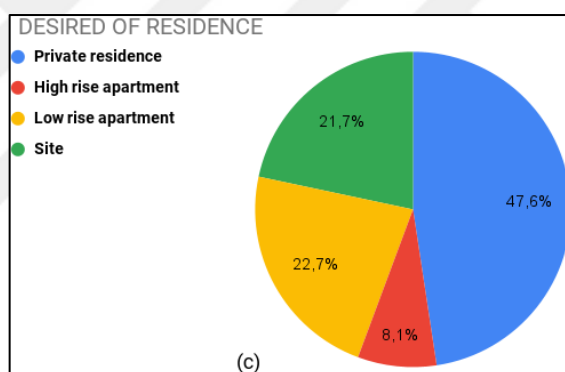


Figure 6.31. Desired residence after urban renewal.

When asked how they think the neighborhood will look after the urban renewal, they replied that the physical and socio-economic problems would be solved. However, the life of the residents will not improve; there will be frequent construction noise, more traffic problems, and more people living in the area. At the same time, they added that they think that after the renewal, the majority of people will move out of the area, not be able to live in the area, the social profile in the area will change, and the buildings will be built similar to western Ataşehir, and it is beneficial to be safe, but they cannot be accepted with their own cultural experience. When asked what type of housing structure they would like to see after urban renewal (Figure 6.31), 48 percent of the participants said they would like to live in detached houses. Twenty-three percent of participants said they would like to live in a low-rise building, eight percent in a high-rise apartment, and 22 percent in an apartment complex.

6.2.2. Spatial Structure of The Existing Area

The success of urban renewal applications and getting maximum efficiency from these applications are related to knowing the physical characteristics of the region. In this way, possessed features can be improved, and deficiencies in required features can be reduced. In this context, a physical analysis of the area is required. The physical analyses in this section are primarily the examination of the area's topography. Then, the relationship of the canal in the region, namely the Kurbağalı Stream, with the area will be mentioned. After examining the raw data of the selected region, a land-use analysis was carried out to reveal the area's functional distribution and to examine its current state in the context of public spaces and social facilities. After the land use analysis, structural analysis was carried out. Data from the municipality and survey data were used while performing the structural analysis. At the same time, the building qualities, facades, and the number of floors of the buildings were also examined. Then, a detailed examination of the public spaces in the region was made. After examining the public areas, the area's relationship with transportation was examined. In this context, first, the area's roads, important axes, public transport, and pedestrian routes were determined by using survey data and by making field observations. After the transportation analysis, the urban texture of the region was examined. At the same time, full-empty analysis and ownership situations were determined. These examinations both help to find the area's problems and lay the groundwork for creating an urban design guide.

- **Topography and Relationship with the Kurbağalı Stream**

The topography analysis shows that the height of 15 meters begins and reaches 85 meters. The lowest elevation points in the area are the regions surrounding the Kurbağalı Stream. The heights in this region vary between 15 and 25 meters. As we move from the stream areas to the middle area, the heights increase from 25 meters to 80 meters (Figure 6.32.). The region has a very active structure in terms of the slope. Phenomena such as the formation of the settlement texture, the structuring, and the road connections have formed under the influence of the slope.

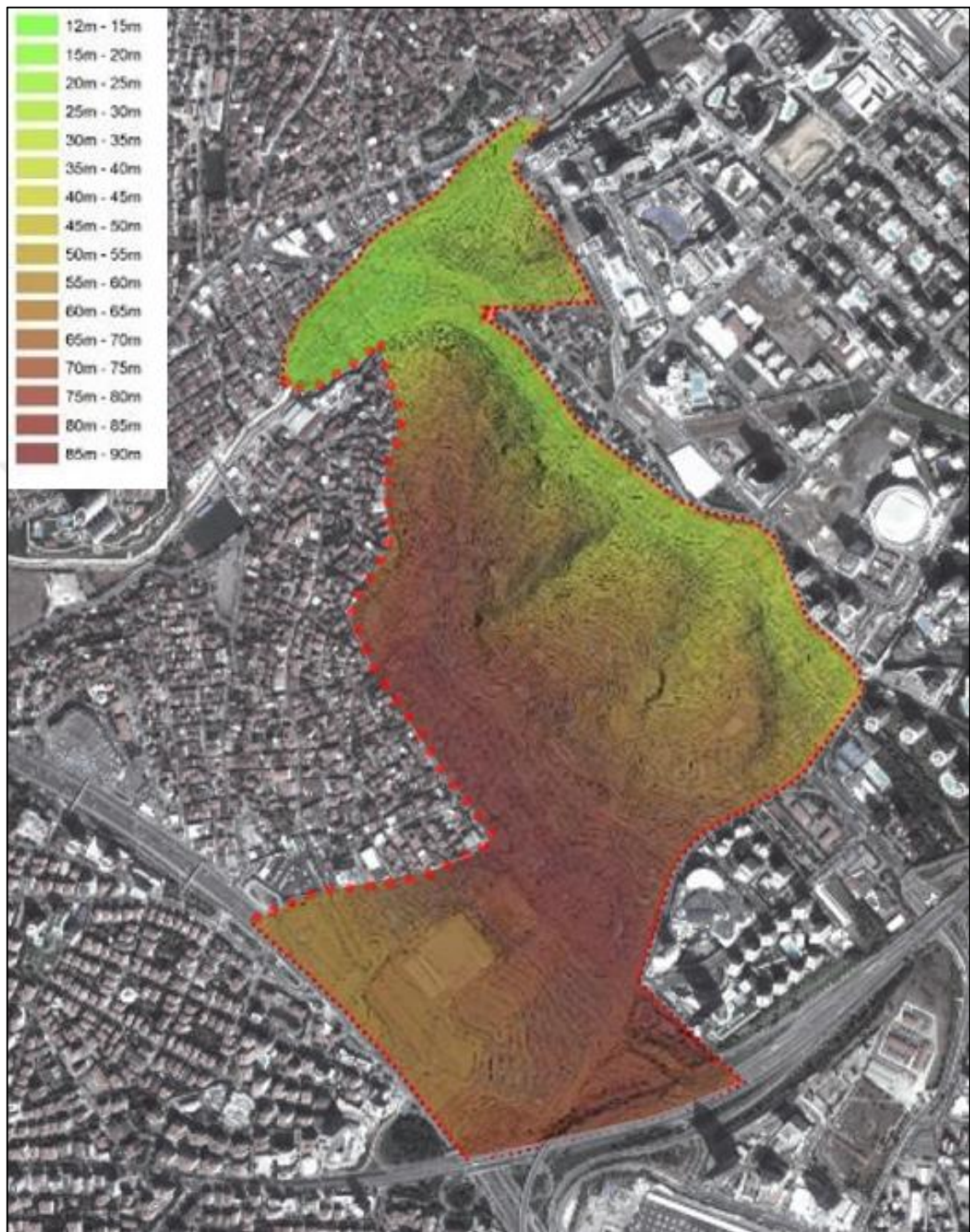


Figure 6.32. Contour analysis [212].

The Kurbağalı stream and the Kuçukbakkalköy stream, which is a tributary of the Kurbağalı stream, are located between the natural borders of the area (Figure 6.33.). The stream can be considered a natural boundary that separates the new and old structures and runs parallel to Ataturk street. In addition, the fact that the texture around the stream is mostly single-story and has a garden, as well as illegal constructions, also separates the texture surrounding the stream from the rest of the neighborhood. The stream, which separates two different hills and two different urban structures, acquires the characteristic of an intermediate zone because of the texture it defines around it. It can be said that the stream is a very permeable boundary in terms of its relationship with its surroundings. It has lost its peculiarity since the roads mostly run above it, connected to the other natural boundary consisting of trees and plants.



Figure 6.33. Kurbağalı stream and Küçük bakkalköy stream, drawn by author.

According to the information provided by the head of the neighborhood, it is known that in the past, fish were caught from the Kurbağalı stream, the water of the stream was clear, and the trees and shrubs around it were productive. Today, the wastewater from the houses is discharged without any treatment into the open canal that runs through the lowest altitude area of the neighborhood and is connected to the Kurbağalı stream. This canal is an open channel into which rainwater flows on rainy days and a dry stream on other days, carrying

only sewage. It is dangerous for the environment's health and emits unpleasant smells on hot summer days.



Figure 6.34. The Kurbağalıdere flood [218].

The positioning of the buildings in the area according to the slope is related to the topography. Accordingly, streets and houses are generally positioned parallel to the slope, not blocking each other's viewpoints. This situation allows a wide variety of elevations, viewing angles, and related uses at the street scale. In the new constructions (West Ataşehir), on the other hand, the slope of the area was not taken into account while creating the scale and texture, as high-rise buildings were preferred. In this region (West Ataşehir), the roads are positioned both parallel and perpendicular to the slope, and more emphasis was placed on the parallel, regular, and planned roads rather than the slope. A section of land that cuts the neighborhood on a north-south axis shows how the urban texture relates to the topography and how the natural borders affect the textures. It is seen that the neighborhood texture, which developed and settled spontaneously with the topography of the area, was formed according to the natural boundaries and accordingly took an organic form.

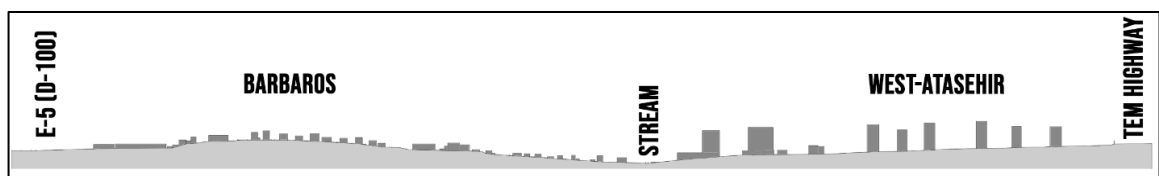


Figure 6.35. The relationship of the area with the topography and the stream, drawn by author.

- **Land-use analysis**

A land use analysis was conducted to show the functional distribution of the area and examine its current condition in public spaces and social amenities. As part of the field study, buildings and parcels, in particular, were identified numerically using the current dataset. There are a total of 1579 buildings and 1540 parcels in the area. The land use distribution, except for road areas, areas for primary education facilities, secondary education facilities, vocational and technical education facilities, administrative facilities, religious facilities, health care facilities, municipal service areas, ISKI facilities, sports facilities, parking lots, residential areas, commercial areas, storage areas, active and passive green areas, parking areas and vacant areas (Figure 6.36.). In this context, the functions in the area were identified. The relationships of the people living in the area to these functions were studied based on the survey data obtained from the municipality and the opinions of the head of the neighborhood.

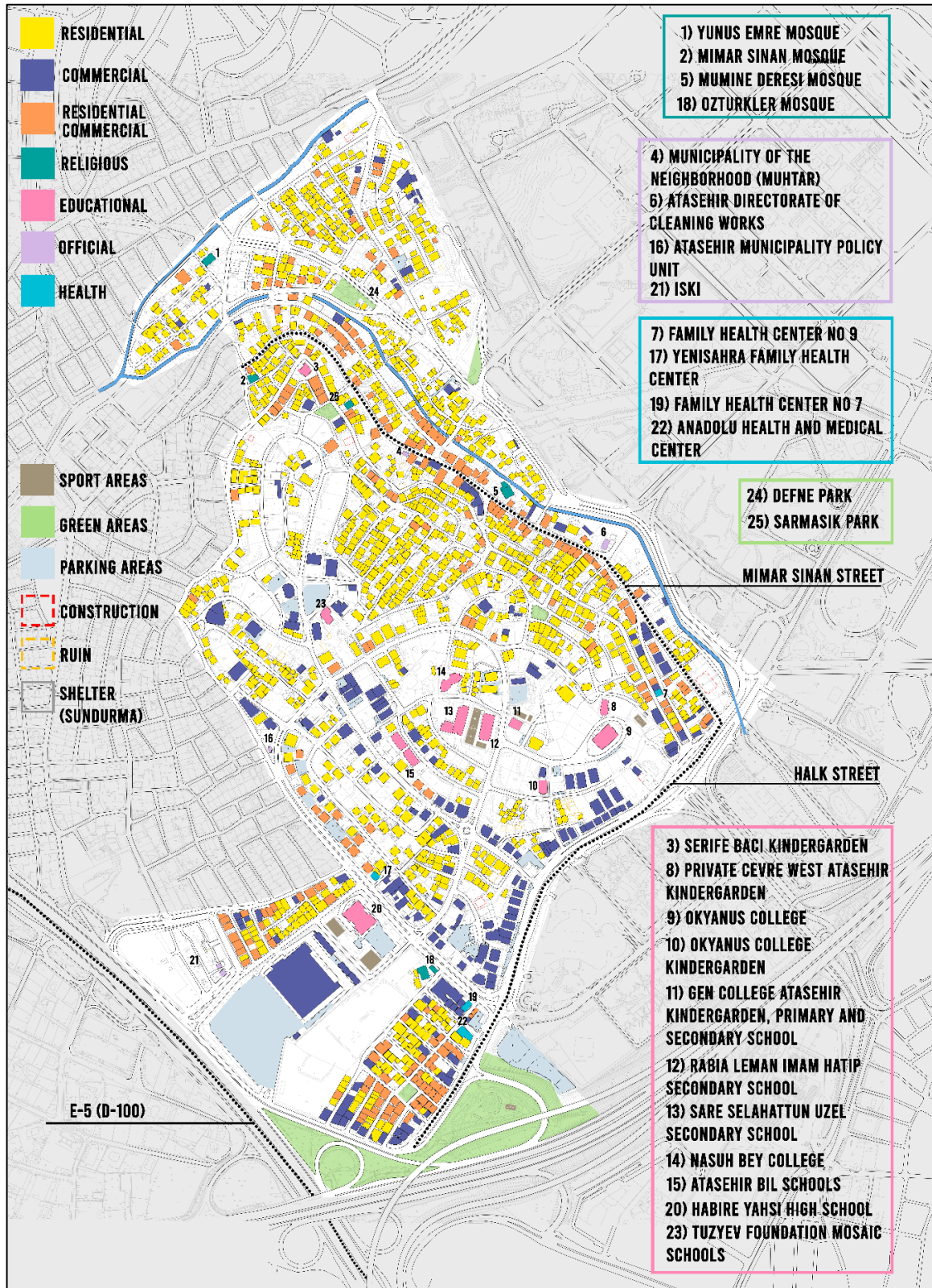


Figure 6.36. Land use analysis, drawn by author.

- **Structural analysis**

Examining the land use areas reveals that the study area is predominantly residential. In addition to the prevalence of residential areas, commercial and residential uses are generally concentrated around the E-5 highway, Mimar Sinan Street, and Halk Street (Figure 6.37.). Commercial units in this area were generally banks, warehouses, insurance companies, small businesses (car washes, shoemakers), and areas such as grocery stores, vegetable stores, and cafe shops. On Mimarsinan Street and in areas where commerce is developing throughout the area, the trend in building use has been for the first floor to be commercial and the upper floors to be residential, and these commercial uses are activities geared toward meeting the daily needs of the area.



Figure 6.37. Commercial and residential and commercial structures in the area [202].

According to the data obtained as a result of the questions asked about housing in the survey research of the municipality, it has been determined that the majority of the buildings in the Barbaros neighborhood are apartments. While the housing types are mostly the same in the northern part of the area, apart from the apartments, there are detached houses divided into different households and detached houses with gardens in the region. It has been determined that those who live in detached houses have lived in the neighborhood for a longer period,

the rate of ownership is high, and a significant majority of those with title deeds are the first families to settle on the land.

Under the data obtained from the municipality, it was found that most of the buildings in the area were built before the Marmara earthquake of 1999, and a minority of them were built after the earthquake. It is known that more than 50 percent of the buildings in the study area need light repairs, 35 percent are in good condition, and 8 percent require heavy repairs. The buildings needing repair are concentrated in the north and west of the area. It can be seen that the quality of buildings along the E-5 highway in the area is gradually decreasing and that the buildings with good quality are concentrated around the E-5 highway and the E-5-TEM connecting road.

Within the data obtained from the municipality, most buildings in the area consist of one- and four-storey buildings (Figure 6.38.). Most of these structures are made of reinforced concrete, and 10 percent are masonry. While reinforced concrete buildings are found throughout the area, masonry buildings are concentrated in the west and north of the area. The facade materials differ in the settlements of the Barbaros neighborhood. The spontaneous and demand-oriented structural formation of the neighborhood is also reflected in the use of materials and the facades' massive and superficial structures. In this context, the facades of the slum areas in the neighborhood are mostly made of waste or second-hand materials. It is known that 52.22 percent of the other building facades in the area are painted, 22.59 percent are plastered, and 9.50 percent are covered with glass and stone. It can be seen that the buildings with painted and plastered facades are distributed throughout the area.

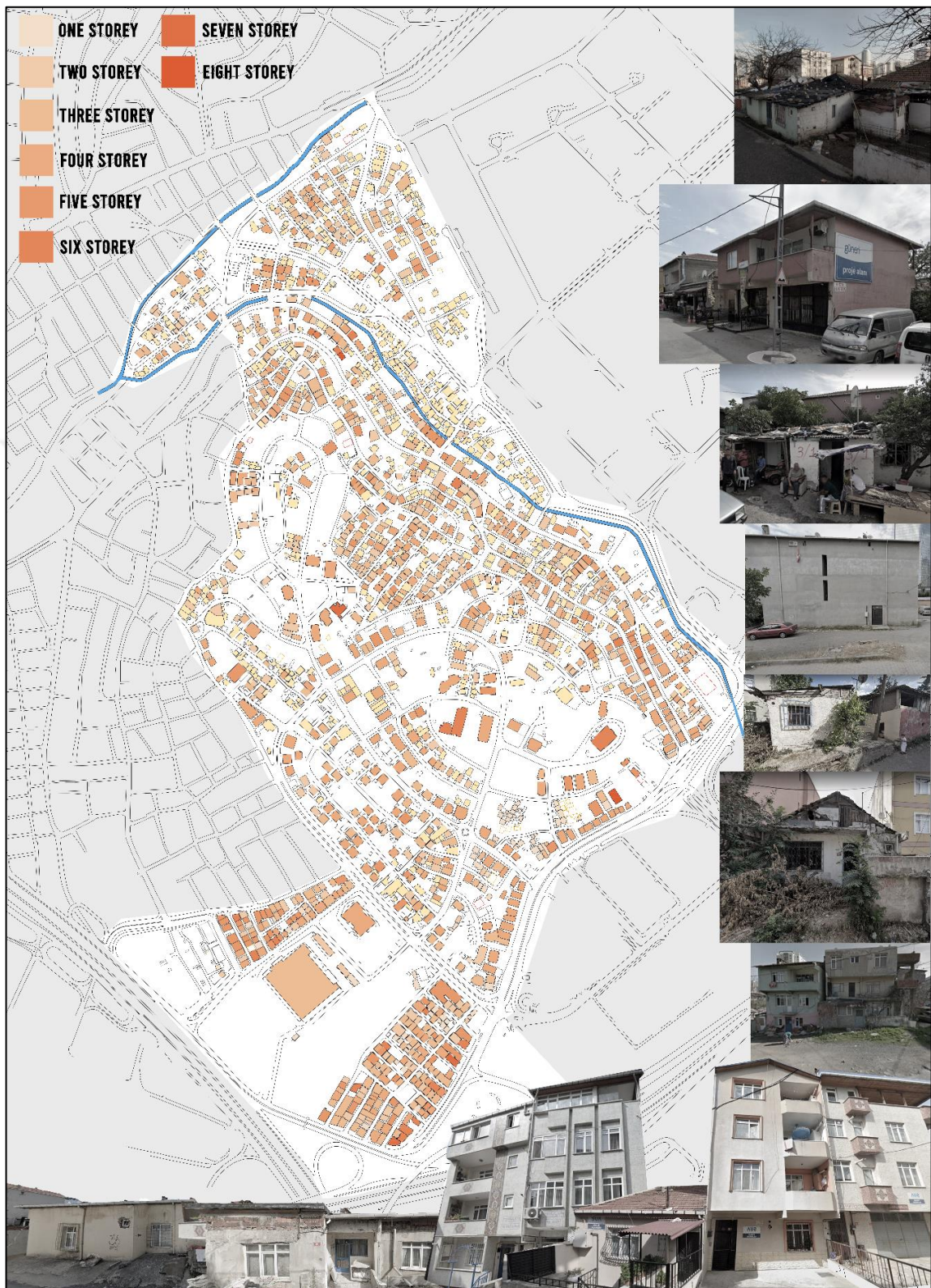


Figure 6.38. Number of stories analysis [212].

- **Spatial analysis**

Spaces related to the current situation of the area were studied. In the study of religious facilities in the area's current state, there are four mosques and one Quran course. Considering the usage practices of the people living in the area and the information received from the head of neighborhood, it can be stated that the mosque spaces are sufficient. It is known that the residents of Ordu generally go to the large Mimarsinan Mosque in the northern part of the area, and the residents of Giresun go to the small Mimarsinan Mosque in the area. The residents of Sivas go to the Ozturk Mosque, and the residents from the east go to the Yunus Emre Mosque (Figure 6.39.). In this context, it can be said that the use of the mosque areas varies according to the character of the local population.



Figure 6.39. Religious facilities in the area [202].

There are three public and a total of 8 private educational institutions in the area. It is known that the number of educational facilities in the area is insufficient, as evidenced by the information provided by the residents of the area and the information provided by the head of the neighborhood. Due to the insufficient number of elementary, secondary, and high schools in the slum area of the neighborhood, children and youth go to the educational institutions located within the boundaries of the neighborhood but opened in West Ataşehir. In addition, there is no higher educational institution in the area. In recent years, the number of special education facilities has increased. It was noted that newly established private schools such as Doğa College, Cevre College, and Ocean College had chosen the area (Figure 6.40.). Accordingly, the commercial areas used for educational purposes, such as classrooms, have increased depending on these areas.



Figure 6.40. Educational facilities in the area [202].

There are three public health facilities and one private health facility in the area. It was noted that the public health facilities are family health centers. From the information received from the head of the neighborhood, it was found that the health facilities in the area are also inadequate, and there is no major hospital function except for the family health center, which is constantly overcrowded. It is known that the residents of the area usually use these health centers or Fatih Sultan Mehmet Hospital and Goztepe Training and Research Hospital at the E-5 line. In the study, it was found that there are no cultural facilities in this area. It is known that people living in this area mainly participate in cultural activities (cinema, theater, concert) in the shopping centers in the north of the neighborhood, as indicated by the young people. There are a total of four buildings in the area, which are connected to official institutions such as the ISKI, Ataşehir Municipality cleaning works, Ataşehir Municipality Municipal Police Unit, and the Head of the neighborhood Office.

There are five neighborhood parks and six children's playgrounds in the area, and the green areas cover a total area of 42,949 m². 17,000 m² are passive green spaces, and 25,000 m² are active green spaces. Because the area has 11 thousand inhabitants, it was found that the number of children's playgrounds and green areas is insufficient. Also, the area residents stated that the green areas are insufficient, and the parks in the area are generally too crowded and unsafe. Sports facilities are located within the educational areas and green areas and are used as football fields or basketball courts. Sports activities in the neighborhood consist of sports equipment made by the municipality in the parks (Figure 6.41.).



Figure 6.41. Children's park and sports area in the field [202].

Urban furniture (lighting elements, benches, trash cans) and flooring, which increase the quality of public space, are insufficient in number and of poor quality (Figure 6.42.). People do not use some neighborhood areas as they create unsafe areas due to the lack of lighting at night.



Figure 6.42 Flooring and trash can on site [202].

- **Transportation Analysis**

When the area is examined in terms of transport connections, the D-100 highway in the south and the O-2 connection road connecting to the TEM Highway in the east, in addition, the neighborhood is located on the Kadıköy-Tavşantepe Metro Line route, close to the Yenisahra metro station stop (Figure 6.43.).

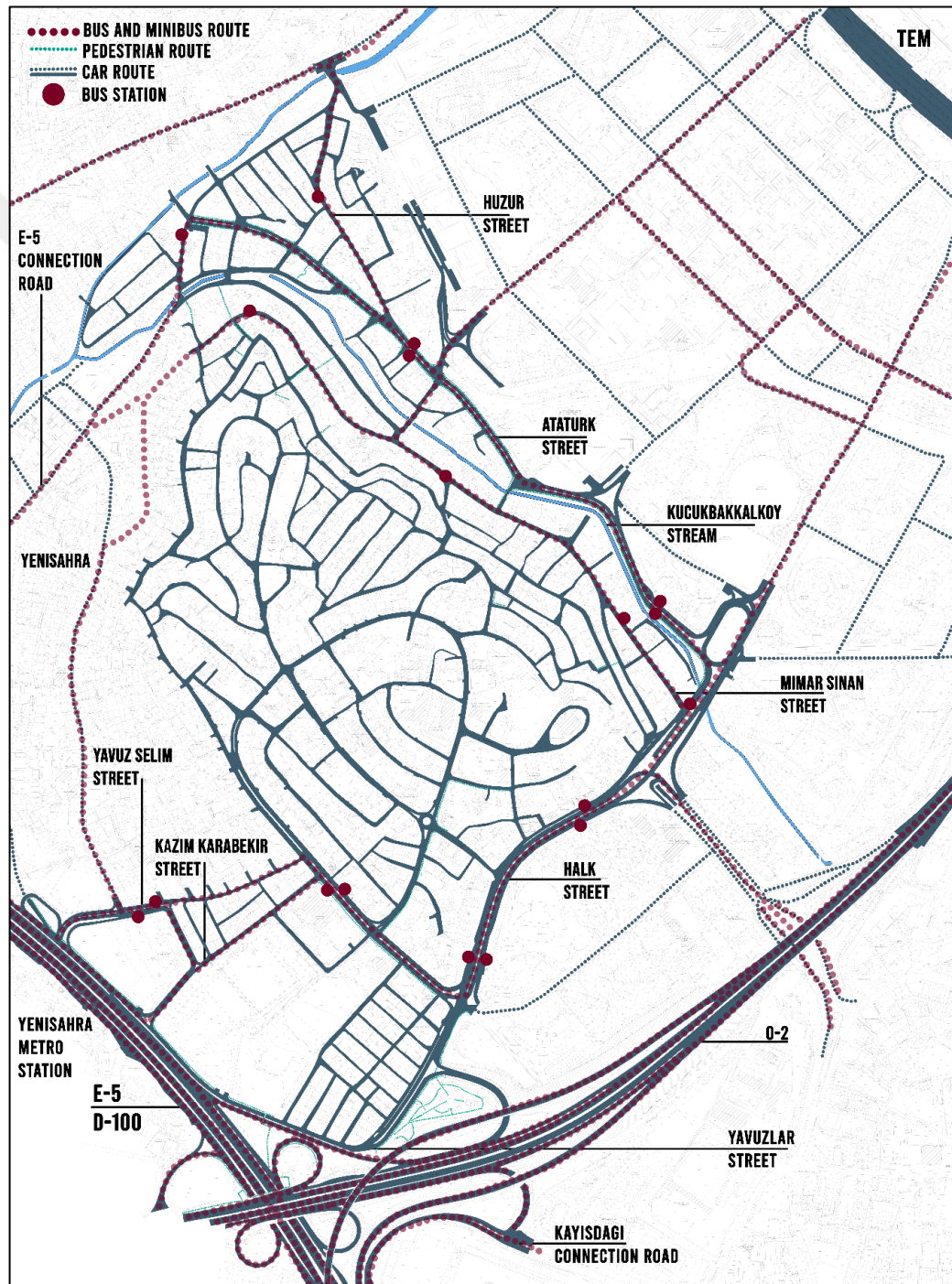


Figure 6.43 Transportation analysis, drawn by author.

The organic structure of the streets in the area provides information about the topography and the built environment. Thus, it can be clearly seen that the roads in the new settlement to the north are wide and vehicle-oriented streets that were laid out according to a plan. Like the main roads surrounding the neighborhood, the roads surrounding the area are Atatürk Caddesi on the east-west axis and Halk Caddesi on the north-south axis, which sharply separates the area from the other areas and are located between the sites. When the textures on either side of these two streets, it is seen that they separate the areas as sharply as the streets that form the periphery of the neighborhood.

Atatürk Street completely separates the area where the sites are located from the area where the study is being conducted, except for the western end of the Barbaros neighborhood (Figure 6.44.). Except for the western end of Atatürk Street, residential settlements such as Varyap Meridian, Kent Plus, Uphill Court, Ataşehir Adalet Sitesi, Teknik Yapı Deluxia Site along the entire length of the street, Ataşehir Municipality, Halk Bank Headquarters Building, Fenerbahçe Ülker Arena and other shopping facilities, it is clear that it separates the sports, entertainment and educational buildings from the area south of the street. Observations in this area have shown that the fact that the street is detached from the pedestrian scale also negatively affects the use of the park, playground, and other public spaces in its vicinity. In the area located at the western end of Atatürk Street, part of the settlement is located to the north of the street, and it is the area where the sites located to the north of the area and the selected area are closest. Although this area is not structurally different from the rest of the neighborhood, it was the first area where urban renewal projects were decided under the influence of the sites.



Figure 6.44 Atatürk street, which is the northern border of the area [202].

On the other hand, Halk Caddesi separates Palladium Residence and Office Buildings, Incity, Trio Residences, Ağaoğlu My World, and private educational and shopping areas such as Palladium Shopping Center, Hillside City Club, Ataşehir Doğa College, which are located in this area, from the area west of the street (Figure 6.45.). The structure of Halk Street, which is more accessible to pedestrians, is different from Ataturk Street. The side entrance of the Palladium Shopping Center, located at the end of Halk Caddesi to the south, is much busier than the main entrance, which overlooks the sites and accommodates semi-public areas; despite the width of the street, the relationship with the pedestrian scale can be maintained. For this reason, it can be observed that the urban texture and functions located opposite this entrance of the Palladium Shopping Center have changed significantly, and even these new functions and building textures have spread to the interior streets in this area.



Figure 6.45 Halk street, which is the eastern border of the area [202].

The roads in the existing area were built without regard to topographical features. Despite the area's dense population and residential areas, arterial roads were not considered, collector and local roads were kept very narrow, and very narrow roads with slopes were built (Figure 6.46.). Since cars are also parked on the roads, traffic jams already occur on the narrow and steeply sloping roads. In the event of a fire, fire trucks are in a challenging situation. Contour curves were not considered during road construction, resulting in an irregular structure. Initially, residential buildings were built, and the roads were laid out according to these structures. People can access the existing main roads E-5 and TEM through many side streets

and the arterial roads in places where planned development has taken place. The parking issue in the area was never considered, and all cars are parked on the roads.



Figure 6.46 A narrow road with a high slope in the area [202].

Public transportation in the area is served by IETT lines 21Y, 21B, 19E, 19M, 14ŞB, 13, 8A, 8M, 16M, and a minibus line. Many of these lines do not go through the area but through the area's immediate surroundings. Due to bus lines' sparse departure times, transportation to the area is mainly provided by minibus lines and private vehicles (car, taxi, shuttle). Under the data obtained from the municipality, people living in the area were asked how they get around and whether they use public transportation. It was found that the majority of residents in the area use buses and minibusses for urban transportation, then private vehicles, and finally the metro. According to most respondents, the region is centrally located, but the number of public transport is low, so they are very crowded; it was answered that they have to walk for a long time to reach the stops.

As shown in the transportation analysis sheet, there is no planned and continuous pedestrian path at a certain level in the area. Areas marked as pedestrian paths generally consist of pavements and walkways in green areas, stairs, and overpasses used due to the area's slope. According to the information obtained from the municipality survey data, within the scope of the answers given to determine the neighborhood's pedestrian transportation situation, it was determined that the majority of the people were walking on the vehicle roads.

- Urban texture analysis

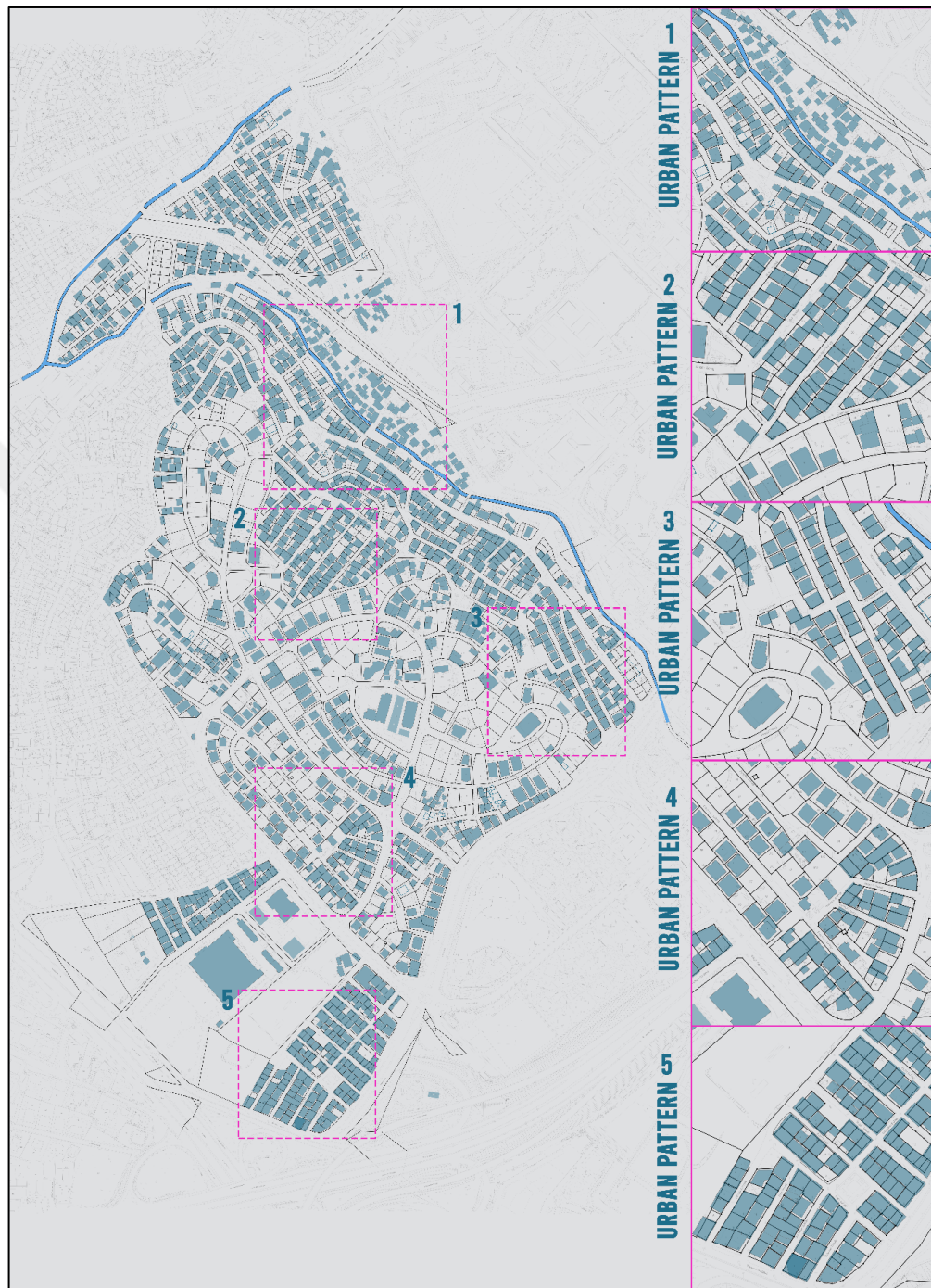


Figure 6.47 Occupancy-vacant analysis, drawn by author.

Within the neighborhood's boundaries, there are occupancies and voids of widely varying sizes and heights. If we look at the occupancy-void space map of the neighborhood, the differences resulting from the urban texture are clearly visible (Figure 6.47.). According to this, it is easy to distinguish the part of the neighborhood where there are narrow streets, organically shaped blocks of buildings formed spontaneously according to the topography, and the small-scale, low-rise buildings and small spaces between them. As can be seen on the map within the area, new and larger structures such as schools, business centers, workshops, and wide spaces can be seen in the hilly area, manifesting in a circular shape in the center of the neighborhood. On the other hand, on the northern slope of the same hill, small-scale occupancy voids adjoined by a section parallel to the stream, with low-rise buildings with gardens are the majority.

Vacant parcels are located mainly in the valley part of the area and on the peaks. In the plot identification study, it was found that there are structuring patterns in different fabrics resulting from the plan decisions. In some parcels, some structures fit the entire parcel. In the area where socio-cultural differences are high, the extent of these differences reflected in the space is also striking. Behind the facade, there are areas where qualified office uses are located, especially on Halk Street. According to the information provided by the Ataşehir Municipality, it is known that the majority of the parcels belong to private property.

Depending on the roads mentioned in the previous transportation analysis, the changes that have occurred due to the functions in the area have influenced the formation of new and singular structures in the area and have changed the relationships of these new structures with their surroundings, such as texture and facade, at the street scale. The construction of the new buildings in a separate arrangement in the side streets and the use of different materials on the facades are the details that draw attention to the texture of the area. The urban renewal is evident in the area at the intersection and in the neighborhood with offices for urban renewal and advertising, creating a perceptibility within the existing texture of the neighborhood.

The streets in the neighborhood have a naturally formed texture, supported by elements such as staircases, short walls, garden gates, entrance eaves, and balconies, physically meeting at different levels with the first floor and basements that contain the use area and the diversity it covers. The existence of these relationships in the neighborhood, where children play, adults sit in front of the door, and there is communication between the balconies and the

street, is that it consists of spaces that arise according to use (Figure 6.48.). This scale depends on the existence of semi-public and semi-private spaces, entrances, thresholds, and facades that define the volume of the entire street and the use of all these elements. The thresholds used, the streets with which it is connected, and the neighborhood street that provides variety with its facade material and remains at the human scale are among the features that distinguish the area from other areas.



Figure 6.48 Street texture of the area [202].

6.2.3. Analysis of The Current Zoning Plan

As part of urban renewal, the Barbaros neighborhood has seen many development plans in its history, as mentioned earlier. As the current 1/1000 scale Yenisahra Neighborhood Revision Implementation Zoning Plan, approved in 2019, is in effect, decisions affecting this area are being studied in detail. In this regard, it is necessary to look at the report

prepared by the Municipality on the area and the points of the zoning plan. The objectives were primarily studied in the 1/1000 scale Yenisahra Neighborhood and Its Surroundings Implementation Zoning Plan. These goals are as follows;

- Ensure the integration of the reinforcement areas envisioned in the 1/5000 scale Master Development Plan into the transportation system,
- Ensuring the renewal of the building stock against the Istanbul earthquake risk and strengthening the building stock against all disaster risks,
- Establishing construction criteria to ensure that the unhealthy built-up residential areas in public and private property areas of the planning area are compatible with the density and settlement ground structure and urbanism standards,
- Planning these reinforcement areas with consideration of the balance of users to create accessible reinforcement areas,
- Ensuring access and use of urban uses and social infrastructure areas for people who have difficulty using public shared spaces, such as the disabled, children, the elderly, and people with limited mobility.
- Addressing equipment deficiencies in the area,
- Ensuring the integration of the area into the city in socio-economic terms,
- Creating sustainable urban areas by implementing region-specific renewal strategies

In line with these established objectives, the decisions on the plans aim at a spontaneous transformation of the territory. The fact that the property texture in the area consists of many pieces and minor parts and the unhealthy urban texture has been determined as the most significant factor for the renewal. In order to eliminate the problems in the area to be redeveloped, the main aim is to create a structure that is resistant to disaster damage and to work on the small-scale pieced property texture in the area in large pieces with gradual zoning. However, the direct approach of the plan is to achieve structural renewal and transformation by zoning rights granted as parcel areas grow. It is anticipated that zoning rights granted for large parcels will encourage property owners to cluster together, and that structural transformation will occur in this manner [212].

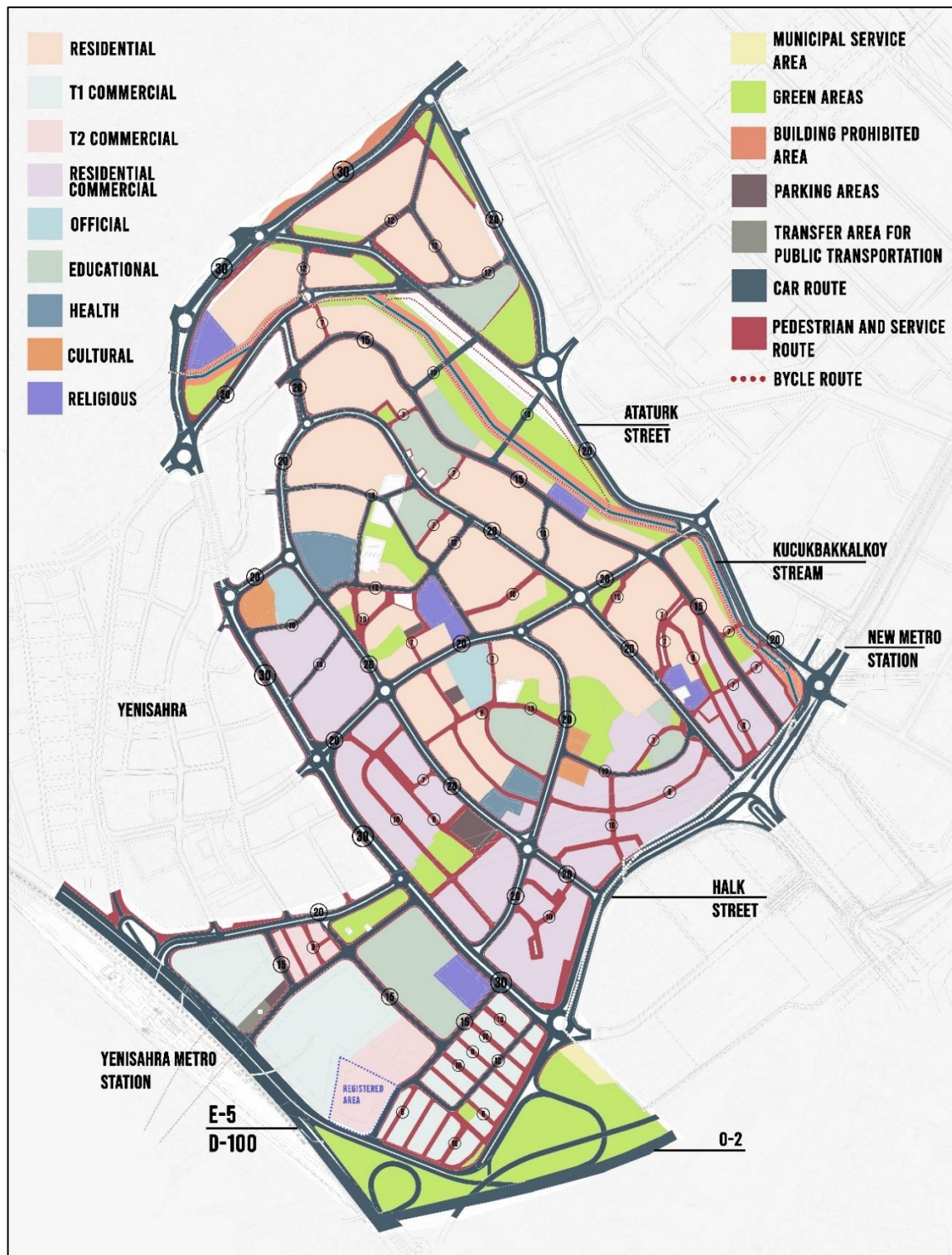


Figure 6.49. 1/1000 scale Yenisahra neighborhood and its environment 1st stage revision implementation zoning plan, dated 2019 [212].

- **Land Use Decisions**

1/5000 scale Yenisahra Neighborhood and Its Environment Revision Master Plan decisions with the approval date of 2019, institutional opinions, analysis, synthesis, and planning approaches were developed in line with the principles, objectives, targets, and field studies defined for the planning area, and 1/1000 scale Yenisahra Neighborhood and its surroundings 1st Stage Revision Implementation Development Plan has been prepared. In the 1/1000 scale Yenisahra Neighborhood and Its Environment 1st Stage Revision Implementation Development Plan, the functions defined with the 1/5000 scale Yenisahra Neighborhood and Its Near Surroundings Revision Master Development Plan have been tried to be reflected in the planning area. In this context, trade Areas are envisaged in the plan, where trade and service functions will predominantly take place. In order to balance the use of day and night, in addition to the commercial areas, housing and trade and housing functions and reinforcement areas are foreseen within the access distance to these functions [212].

- **Residential areas**

Within the zoning plan notes, residential units are placed in the areas shown in the figure. It has been stated that the precedent slices and construction conditions in residential areas should be determined based on the measured areas according to the title deed. In this context, it is known that a maximum of 4 floors is allowed for parcels smaller than 400 m² and a maximum of 15 floors for parcels larger than 5000 m². It has been stated that while the settlement is made in the residential areas, first of all, the island should be evaluated, and then the front garden should be 5 m, the side garden 3 m, the back garden 3 m, according to the separate-adjacent settlement conditions. In Yenisahra and Barbaros neighborhoods, it is predicted that the population will be planned per approximately 26 thousand people for housing areas, and 68 percent of the total population in the area will be in residential areas [212].

- **Commercial areas**

It is aimed that the functions of the commercial areas planned as T1 and T2 should be done so that Istanbul can reach a level that can compete with other metropolitan areas on a world scale. The commercial areas specified in this context are as follows; business centers, multi-

story and retail commercial buildings, administrative buildings, banks, financial services, accounting, financial consultancy, information technologies, design services, insurance, and legal services, consultancy, marketing, advertising, communication services, accommodation, food and beverage, recreation, entertainment, cinema, theater, museum, library, exhibition hall, cultural services, congress centers, private health, special education (except university), special cultural facilities, special sports facilities, indoor and outdoor parking areas, and residences. At the same time, it has been added that the residential areas cannot exceed 40 percent of the parcel area where they are placed. In T1 and T2 Commercial areas, a maximum of 4 floors is allowed for parcels smaller than 400 m², and a maximum of 15 floors is allowed for plots larger than 5000 m². The area initially planned as 80 m high was reduced to 15 floors after criticism. As in residential areas, it was stated that the front garden should be 5 m, the side garden 3 m, and the back garden should be 3 m, according to the separate-adjacent construction conditions [212].

- **Residential/Commercial Areas**

It is stated that in these areas, the ground floor functions are commercial, the upper floors can be residential and commercial, and at the same time, commercial functions cannot take place in the basements of the buildings. It is stated that functions previously defined as commercial areas can occur in places used as commercial areas. As stated in residential and commercial areas, it is known that a maximum of 4 floors is allowed for parcels smaller than 400 m² and a maximum of 15 floors for parcels larger than 5000 m². The area originally planned as 80 m high was reduced to 15 floors after criticism. As in residential and commercial areas, it was stated that the front garden should be 5 m, the side garden 3 m, and the back garden should be 3 m, according to the separate-adjacent construction conditions [212].

- **Municipal service area and Official institution area**

Within the scope of the duties and responsibilities of the municipalities, the necessary fire brigade, emergency aid and rescue, transfer station for transportation, vehicle and machinery park, maintenance and supply station, platform, garage and triage areas, municipal warehouses, asphalt plant, waste processing plant, police units, public education center, cultural facilities belonging to the municipality, library, knowledge-skill-vocational courses, family health center, closed and open neighborhood market area, square, underground and

above-ground parking lots. It has been stated that facilities owned by companies, more than half of which belong to the municipality, can be built [212].

In official institution areas, It has been stated that units of central and local administration organizations, government offices, district governor's office, courthouse, police station, police department, and mufti buildings can be located. It has been stated that in the municipality service areas and official institution areas, there can be a maximum of 5 floors, and one or more buildings can be built within the approach distances of the buildings, and the decision of the transportation and traffic regulation commission will be sought [212].

- **Registered Area, Water Canals Protection Zone, Building Forbidden Area**

According to the decision of the Ministry of Culture Cultural Heritage Conservation Regional Board or the Ministry of Environment and Urbanization General Directorate of Conservation of Natural Assets, it is stated that no application can be made without obtaining the opinion of the relevant Regional Conservation Board in the parcels that have been registered or will be registered as cultural or natural property to be protected, and in the parcels adjacent to these parcels. There is one registered parcel in the area, with the decision of the Istanbul Regional Board for the Conservation of Cultural and Natural Assets No. V, dated 28.03.2007 and numbered 501, the building, which does not exist today, located on block 2665, parcel 8, was registered because it is a cultural property that needs to be protected and designated as a protection group II. This area was planned as a T2 Trade area in the 1/1000 Scale Yenisahra Neighborhood and Its Environment 1st Stage Revision Implementation Zoning Plan [212].

Water channel protection zone areas are defined as construction prohibited areas. The Water Channels Protection Zone shown in the area was added to the plan in line with the opinion of the General Directorate of ISKI. In these areas, which will be arranged as park areas to meet the recreational needs of the region, applications will be made according to appropriate landscaping projects in a way that is compatible with the environment, reveals natural values, and does not disturb the soil structure. According to the opinion of ISKI dated 30.07.2016, stream operation bands should be protected as zoning roads or green areas in zoning plan studies. It is said that no construction should be allowed in these bands; any work that will prevent the natural flow of the stream and change the topography of the land should not be done. No structures other than the treatment facilities required for ISKI can be built in these

areas. In these areas, which will be arranged as park areas to meet the recreational needs of the region, applications will be made according to appropriate landscaping projects in a way that is compatible with the environment, reveals natural values, and does not disturb the soil structure. The surroundings of the streams in the areas where construction is foreseen will be arranged as the stream structure approach boundaries determined in line with the ISKI opinion [212].

- **Educational areas, health facility areas, cultural Facility Areas and Religious Facility Areas**

It has been stated that the structures that will serve education and training in education areas and the cafeteria, dormitory, library, and sports facilities can be built as one or more buildings within the approach distances of the building, not exceeding five floors at the most. Approximately 1.168 m² of private kindergarten area is planned in the area. In addition to the private kindergarten, primary school area, secondary school area, high school area, and private education areas are also included. In the field of health facilities, under the legislation of the ministry, the first such as family health centers, public health laboratories, tuberculosis control dispensary, community health center, oral and dental health center, district polyclinic and other uses related to the ministry of health. A health facility area of approximately 13,369 m² is planned in the area [212].

Publicly or privately owned areas where functions such as libraries, public education centers, exhibition halls, art galleries, museums, concert halls, conference halls, convention halls, cinemas, theaters, and operas are located to serve the cultural activities of society are defined as cultural facilities under the Spatial Plans Construction Regulation. It is specified that these areas may have the uses specified in the Spatial Plans Construction Regulation and that one or more buildings may be constructed within the building's proximity distances, which may not exceed five stories. It has also been added that religious facilities, lodging, underground parking, and outbuildings can be located in mosque areas, while commercial areas cannot [212].

- **Active and Passive Green Areas and Parks**

The areas where the application will be made according to the appropriate landscaping projects that meet the park needs of the region, in which playgrounds and children's

playgrounds can be built in harmony with the environment and which will reveal the natural values, are defined as park areas. It has been stated that the existing trees in the areas will be protected, and the applications will be made according to the preliminary projects. In the total area of Yenisahra and Barbaros neighborhoods, approximately 154.180 m² of the park area and approximately 50,348 m² of passive green area are planned [212].

- **Transportation and parking**

Controlled highways in the area are the D-100 Highway and the D-100 Kozyatağı Connector Road (O-2). The intersection and median areas shown on the plan are schematic. It is noted that the decision makes the applications of the Transportation and Traffic Regulation Commission, provided that the road sections do not change. Divided vehicle streets are planned in the area as 30 m and 20 m wide streets, and vehicle streets are planned in the area as 15 m, 12 m, and 10 m wide streets. Vehicle tracks, pavement, and pedestrian axes on the inner city roads shown in the plan are located in the street cross-section. It was determined that open and multi-level parking garages could be built in the general parking areas. If the areas planned as parking lots in the area are privately owned, private parking lots can be built by seeking the opinion of the relevant institutions. It has been determined that development limits will be set within the parking lot regulation and that a maximum of 5 stories can be achieved. In the 1/1000 scale of the development plan for the Yenisahra neighborhood and its surroundings (1st stage of revision), approximately 3.7 km of bicycle lanes are provided. Pedestrian and service roads are shown as 10 m, 9 m, 8 m, and 7 m wide [212].

- **Rail Public Transport Line, Transfer Area, Water-Wastewater and Waste Systems**

In the plan, two rail public transportation lines are shown in line with the opinion of the Istanbul Metropolitan Municipality Anatolian Side Rail System Directorate, dated 28.06.2016 and numbered 2439. There may be a public transport platform area and a metro station. In the 1/1000 Scale Yenisahra Neighborhood and Its Environment 1st Stage Revision Implementation Development Plan, the Drinking Water Mainline is in line with the opinion of ISKI dated 30.07.2016 and numbered 416930. Excavation cannot be carried out on the Line route shown in the plan. In the studies to be carried out in these areas, no application can be made without obtaining the opinion of ISKI [212].

7. CONCLUSION

Urban renewal is a multidimensional process that affects the entire dynamics of society. To define urban renewal merely as the physical renewal of buildings is an incomplete definition. Political and economic developments in the world have affected the emergence and development of the concept of urban renewal. The uncontrolled growth of cities after the Industrial Revolution, the First and Second World Wars, and the changes in economic policies were developments that gave direction to the studies of cities and urban renewal. When economic policies implemented after the wars and depressions were also insufficient to overcome the crises, neoliberal economic policies began to be implemented worldwide. With the neoliberal economic model, cities became areas of capital accumulation, and the value of urban space increased as cities became global centers. In this sense, cities and urban renewal movements have begun to be treated within the framework of this new economic order.

Turkey is a country where a large part of the population lives in cities, and cities continue to be characterized by immigration. Especially in the 1950s, when industrialization accelerated, the concentration of immigration in specific urban centers had an economic, social, environmental, and societal impact, bringing unplanned and rapid growth, urbanization, slums, and illegal construction. With the social problems caused by the increasing physical problems, the need for urban renewal, which has come to the forefront of urban research, has become inevitable. In terms of the livability and sustainability of urban areas, it is undeniable that the renewal of illegal constructions, slums, unhealthy structures, and disaster-prone areas must occur without delay.

Although Turkey has different dynamics, it has followed the urbanization process in the world. The liberal economic policies pursued since the 1950s have been implemented as neoliberal policies since 1980. In this direction, projects to develop into a global city were carried out in major cities, especially Istanbul, and business, shopping, and financial centers. In this process, land values in urban centers increased exponentially. The importance of slums, which were established during the urbanization process and remained in the city center, also increased, and their economic value increased. With these developments, the renewal of shantytowns, which have physically deteriorated Istanbul's global urban

condition and remain in central locations with their increasing economic value, came to the fore.

Urban renewal was included in the government program in line with the impact of the 1999 Marmara earthquake and the political goals of the government that came to power in late 2002. With the legal amendments on urban renewal and the transfer of powers to official institutions, the steps toward urban renewal were accelerated, but the implementation of comprehensive projects was accompanied by Law No. 6306 issued in 2012. As a result of the 2012 legislation, urban renewal work has been initiated in Turkey and many parts of Istanbul. The implementation of urban renewal works, especially in Istanbul and other major cities, has been frequently addressed in the media and academic literature. However, the fact that stakeholders in urban renewal works are not involved in the overall process and that project design is not according to the purpose, especially in the design dimension, leads to problems in the implementation processes. In this regard, urban renewal studies should be linked and developed with the concept of urban design.

The infrastructural and socio-economic problems caused by the uncontrolled and unmanaged growth of cities made it necessary to radically intervene in slums through various urban renewal and transformation projects. Although these projects initially had positive objectives, such as eliminating substandard housing, creating a sustainable urban environment, and raising the living standards of the urban poor, it was found that they also caused many social problems that could be described as negative. Namely, such interventions in the city without considering the sociological characteristics of people living in urban areas were found to cause many socio-economic problems that have the potential for spatial segregation and, subsequently, social segregation and polarization.

When approached specifically in the Ataşehir district and Barbaros Neighborhood, the region shows urban development by legitimizing the slums settled in the past, which are the region's center of attraction, and subjecting these areas to urban renewal. Although it is an emerging area, there are traffic problems, inadequate social facilities, inadequate public services, and land in the region, which has seen rapid construction and population growth in recent years. However, these problems are occurring in an emerging area undergoing urban renewal to eliminate some risks; it is an indication that they will come to light in the coming years with the completion of ongoing activities. This situation shows that the activities were not carried out according to the purpose, and the primary purpose differed from the one

presented to the public. Therefore, in the urban renewal activities that will start in this region, the needs and problems of the region should be correctly identified, and the construction conditions should be set accordingly.

In this context, detailed socio-economic and physical analyzes of the Barbaros neighborhood in the Ataşehir district were conducted. Considering the research questions, it was investigated whether the Barbaros neighborhood is in need of urban renewal or not. In this context, it was first investigated whether there is urban deprivation in the area. As a result of the surveys conducted by the municipality and the opinions of the headman, the area was found to have unemployment, low vehicle ownership, low economic activity, and low cultural activity. At the same time, it was found that there are social maladjustment and crime rates, lack of comfort in urban housing, overcrowded households, unsuitable and unhealthy housing structures, and a poor and degraded physical environment. Based on these findings, it was determined that urban deprivation exists in the region.

In determining the areas to be renewed, the second issue is determining the dissatisfaction of the people living in the area. It is determined that urban renewal is necessary when local people are dissatisfied with their surroundings and their housing conditions. The data obtained found that life in the area is satisfactory, but many problems come to the fore. The third question is whether the area has high economic and geographical potential but is insufficient in building and socio-economic conditions. In this context, it has been determined that the location of the area in a central place, its closeness to transportation centers, and the presence of empty and large parcels in the area have economic and geographical potential in the area, and at the same time, the stock of unqualified housing is high. As a result, it was deemed appropriate to determine the selected slum area as an urban renewal area.

After the area is determined as an urban renewal area, the type of application that is planned to be implemented should be determined, and while determining this type of intervention, the requirements should be kept in the foreground, the area problems, the nature of the targeted renewal, the urgency of the implementation and the characteristics of the buildings should be taken into account. In this context, a SWOT analysis was conducted to define the problems related to the area, summarize the socio-economic and physical analyses, and propose an urban design guide for the area.

Following the socioeconomic and physical analyzes and the zoning plan decisions in the area, a SWOT analysis was conducted to understand the issues and opportunities in the area. The SWOT analysis, conducted on behalf of the Barbaros neighborhood, lists the existing positive potentials and strong characteristics of the Barbaros neighborhood under the heading "Strengths" and the lacking and weak characteristics of the neighborhood under the heading "Weaknesses." Negative situations and deficiencies in the area were identified under the heading "Threats," and the potentials, possibilities, and opportunities that exist in the area were identified under the heading "Opportunities."

Strength

- The definition of Ataşehir as a first-degree center according to the environmental plan,
- The location of the site in Istanbul,
- The area has essential transport links,
- In general, the presence of vacant and large parcels in the area,
- The willingness of the local government to support the institutions that want to invest in the area,
- A good level of education and income in the immediate area (West-Ataşehir),
- The high demand of the population for housing in this region,
- The positive image of Ataşehir among people and its high prestige.
- The area has a mobile structure in terms of slope,
- It has a high economic and geographical potential.

Weakness

- The area has a mobile structure in terms of slope,
- Constant flooding of the canal located in the area and creating environmental pollution

- Intensive and irregular building development,
- Presence of structures that are unsuitable for human health and threaten life in the area,
- Most of the houses were built before the earthquake,
- Unqualified facades of the buildings,
- Weakness and lack of continuity of the urban transport axes that connect the main roads within the area,
- Lack of parking spaces,
- Non-application of the proposed reinforcement areas due to the development of the area with the improvement development plans,
- The lack of public land, the presence of deedless areas,
- Inadequacies of the existing reinforcement areas,
- Inadequacies in the urban infrastructure,
- Most of the land in the area is privately owned,
- Inadequate socio-economic conditions,
- Security problems,
- Low urban awareness and identity,
- The general level of education in the area is low,
- Two different types of architectural structures and two different social lives were observed in the neighborhood.

Opportunities

- The tendency for commercial and office use is high,
- The relationship that the area can establish with the working and residential areas in Istanbul,

- Large private sector investments are located close to the project area,
- The proximity to transportation centers, the metro line that runs through the area.

Threats

- The planning area is located in a 1st and 2nd-degree earthquake zone,
- The stagnation of the construction sector in connection with the country's economy,
- The difficulty of reconciliation between the parties in urban renewal.

The first two Barbaros Neighborhood commissioned research questions were determined as described above. A proposed urban design guide will be prepared by examining both the zoning plan decisions and the area's problems together to answer the question of whether the zoning plan prepared for the Barbaros Neighborhood slum area is adequate for the area's urban renewal process. This urban design guide is presented through an analysis of the general urban identity of the Barbaros neighborhood and the zoning plan prepared for the area.

- **The area has a mobile structure in terms of slope, Constant flooding of the canal located in the area and creating environmental pollution**

The place's natural features are the essential element that gives an area its character and determines the characteristics of the built environment. The environment to be created develops within the framework of the area's natural characteristics. The natural features of the slum area in the Barbaros neighborhood are the topography and the relationship to the stream. The environment develops within the natural features of the area. In order to protect the character and identity of the area, data on the natural topography should be used to the maximum extent possible in the design decisions for the proposed urban renewal project in the area. In examining the current situation, it is found that the slope in the area has both positive and negative impacts. The topography has a positive effect on the area because the buildings and streets in the current situation are formed in a way that does not cut each other's angles parallel to the slope in general. In this context, it is seen that it creates an organic form. The negative effect of the topography is that it causes the construction to develop in a scattered and irregular way and restricts the ease of movement. When the zoning plan notes related to this situation are examined, it is seen that there is no regulation on topography in

the study. Especially at the access point, the road areas are not positioned according to the topography but only expanded. The area's water element also represents the area's boundary element. It is known that the canal in its present state used to have a positive identity, but today it has a negative effect. It is known that the canal's function in the current state of the area is as a sewer, and after the excessive overflow of rainwater, it causes flooding. In this regard, the review of the zoning plan notes for the area defines the objectives of protecting the canal area as a road and green space, not allowing development in this area, and protecting the restoration section of the stream. When the canal is overlapped in the zoning plan and its current state, it is seen that there is no longer a canal in the area in the north-eastern part, and a road has been built across it, which has been relocated across the settlement textures in some areas within the area. At the same time, a new bike path was designed around the stream, which does not exist in the area. In this context, the suggestions determined as a design guide are as follows;

- i. New roads and structures to be designed in the area should be constructed in a way that considers the area's topography. In this context, the area should be restructured by clearing it of irregular and unhealthy settlements, and its roads and structures should be reconstructed.
- ii. Studies that will improve the identity and character of the area today; it should be designed in harmony with the city's topography, freeing the region from irregular construction.
- iii. Height differences in the area should be read correctly, and designs that ignore these differences should not be made.
- iv. The local natural features of the area should be used to help determine the character and identity of the area in new designs to be made by the zoning plan.
- v. New designs to be made under the zoning plan should be made with natural features, and it should be aimed to strengthen local differences by reducing the built environment's impact on nature.
- vi. It is necessary to protect and improve the stream, which is a data of natural structure.
- vii. Efforts should be made to store rainwater and reuse it for irrigation.

- viii. The flow of rainwater should be controlled by establishing the slope of the land correctly and using the proper drainage methods.
 - ix. The treatment system setup, which is not included in the area but should be, can be placed in the southern part of the stream due to the topography of the area.
 - x. The use of the stream should be increased, and it should be ensured that it establishes a relationship with the neighborhood and the rest of the city.
 - xi. It should be ensured that the existing plants at the canal's edge are protected and transported even though they cannot be protected.
- **Intensive and irregular building development, Presence of structures that are unsuitable for human health and threaten life in the area, Most of the structures were built before the earthquake, Unqualified facades of the buildings, Most of the land in the area is privately owned,**

The area contains many unhealthy and unqualified buildings. Most of the buildings in the area were built before the earthquake, and it was determined that structures need repair in the north and west of the area. It is seen that the readability decreases in the structured texture that looks irregular. In addition, there is complexity because the structural and form diversity is at a level that can negatively affect the taste. It is seen that there is no development with certain emphasis points in a way that will eliminate the confusion and spatial disconnection, make the landscape understandable and increase readability, and the topography is not used in a way that will give a solid urban character. It is seen that the building qualities on the E-5 Highway gradually decrease as they go inside the area, and the good quality buildings are concentrated around the E-5 Highway and the E-5-TEM connection road. Most of the buildings in this area consist of one- and four-story buildings. Most of these buildings are reinforced concrete structures, and 10 percent are masonry. While reinforced concrete buildings are found throughout the area, masonry buildings are concentrated in the west and north of the area. Facade materials vary across the Barbaros neighborhood settlements. In this context, the facades of the slums in the neighborhood are mostly made of waste or second-hand materials. The rest of the facades in the area consist of painted, plastered, stone, and glass coverings. It can be seen that the existing facades provide continuity within the low building groups. According to the information received from Ataşehir Municipality, it is known that the

majority of the plots are privately owned. Since there are no regulations for the buildings in the zoning plan for the area, design proposals are made for the buildings that are eligible for the area.

- i. Since most of the buildings in the area are privately owned, a compromise should be made with the parties to make the design and renewal easier.
- ii. The structures in the area should be sorted according to their characteristics, cleaned from the area, rehabilitation, modernization, and restoration should be done. In this context, the buildings should be cleaned, especially in the north and west of the area.
- iii. The slope of the street and the height of the neighboring buildings should be considered in the facade designs of new or unqualified buildings, so continuity and harmony should be achieved.
- iv. It should be ensured that the newly built structures are designed to prepare for earthquakes.
- v. New buildings must be in harmony thanks to their heights and forms.
- vi. The buildings should be withdrawn from the street level, and qualified gaps should be included to create a transition zone between the public and private spaces.
- vii. In the buildings to be designed, the balance of occupancy and emptiness on the facade surfaces should be designed in such a way as to form integrity within itself and throughout the street.
- viii. Factors affecting the street silhouette, such as building heights and roof shapes, should be regulated.
- ix. Building blocks should be placed in such a way as to allow airflow, and natural ventilation should be utilized as much as possible.

It has been determined that the buildings and spaces related to the area are dispersed in the area where the housing textures are high. In addition to the prevalence of residential areas, it has been determined that commercial and residential + commercial uses are generally

concentrated around the E-5 Highway, Mimar Sinan Street, and Halk Street. It has been determined that the commercial units in the area are generally banks, warehouses, insurance companies, and small businesses. When the zoning plan for the area is examined, it is seen that the islands allocated to the residential areas are generally located in the north of the area, while the commercial areas are located in the south of the area close to the E-5 line, and the residential + commercial areas are designed to connect each other in the middle. It is seen that the commercial and residential+commercial areas have preserved their old axis, while the scattered residential areas have been drawn into a certain order. In this context, the design suggestions for the area are as follows:

- i. After the urban renewal is made in the area, it is foreseen that the traditional texture will be replaced by the modern architectural understanding and characters in the buildings designed by changing the old urban texture. In this context, arrangements should be made, so the region does not lose its identity.
- ii. The newly designed residential areas should be designed together with public and commercial areas and green areas. A homogeneous distribution should be ensured by supporting the housing texture with other functions.
- iii. Small workplaces where local people will continue their work, such as electricians, merchants, and carpentry, should be planned.
- iv. Planning and design should be done at the point of the necessity of people living in the region not to leave the region after urban renewal.
- v. It is known that renewal applications are challenging in this region, where the low-income population constitutes the majority. However, it should be ensured that luxury housing will not be produced in this region as in West Ataşehir and that both cheap and durable housing will be produced for the needs of the local people, urban renewal, and planning will be made according to the people of the neighborhood.

- **Inadequacies of the existing reinforcement areas,**

When the people living in the area use habits, it is seen that the mosque areas are sufficient. It is known that the use of places of worship varies according to the character of the local people. In this context, when studying the religious areas in the current situation and the zoning plan, it was decided that the areas of Ozturkler Mosque and Mumine Deresi Mosque

should be protected, and other religious areas should be designed as residential areas. Within the framework of the prepared zoning plan, it can be seen that the religious areas are distributed throughout the area. It was found that there are eight private and three public education areas. It is known that the number of education areas is insufficient. The zoning plan designated one private kindergarten, two elementary school areas, three secondary school areas, two high school areas, and one special education area. In this context, considering the educational areas in the current situation of the area and the zoning plan, it is found that Batıataşehir Private Kindergarten, Çevre Kindergarten, Ocean College, Rabia Lemam Imam Hatip Secondary School, Sare Selahattin Uzel Secondary School, and Yahşi Anatolian High School have kept their place. Other schools were designed as residential and commercial areas, and one school was designated as a construction gap. Educational institutions are usually located near residential areas.

There are three public and one private health facility in the existing area. It has been determined that public health areas are family health centers. It is known that the health facilities in the area are also insufficient to meet the needs of the area. In this context, when the zoning plan is examined, it is seen that three health facility areas have been created on behalf of the area. When the current situation and the zoning plan were matched, it was seen that the health facilities in the area were designed as housing/trade, trade, and park areas. In the proposed area layout, according to the zoning plan, the health areas are designed in the area where the slope is intense. It has been determined that there is no cultural facility in the area's current situation. It is known that people living in the area go to different areas. Three cultural facility area setups were created for the renewal area in this context. Four structures related to official institutions have been identified in the current area. In the zoning plan of the area, two official institution areas and one municipality service area are defined. Official buildings in the existing area have been replaced by commercial, school, residential, and park areas.

There are five neighborhood parks and six children's playgrounds in the area, and children's playgrounds are in green areas. In this context, it has been determined that the area is insufficient regarding children's playground and green area. It is seen as a deficiency that the green area design is fragmented, its continuity cannot be ensured, and it cannot be connected. The current zoning plan shows that the green areas related to the area are partially protected, the green areas are tried to be increased, and green continuity cannot be ensured except

around the stream. The sports fields in the educational facilities and the green areas are used as football fields and basketball courts. Sports activities in the neighborhood consist of sports equipment made by the municipality in the parks. It is seen that there is no design set up for sports facilities in the zoning plan for the area. Urban furniture (lighting elements, benches, trash cans) and flooring, which increase the quality of public space, are insufficient in number and of poor quality. People do not use some areas of the neighborhood as they create unsafe areas due to the lack of lighting at night.

- i. Due to the high population of young people, it should be planned to give more space to the schools that provide free education in the region and train the local people better after the urban renewal.
 - ii. Easily accessible, perceptible, and usable common areas should be designed for those living there.
 - iii. The number of health facilities, children's playgrounds, green areas, and sports facilities, which are currently inadequate, should be increased.
 - iv. It is necessary to protect the existing green texture and to ensure the continuity of the new ones.
 - v. Accessibility to open areas should be maximized.
 - vi. Care should be taken to ensure that all urban furniture to be used is designed that keep the need for maintenance to a minimum, prevent vandalism, and respond to user needs.
 - vii. Lighting elements should be positioned so that they do not create dark spaces and provide continuity, and they should ensure the area's security.
- **Weakness and lack of continuity of the urban transport axes that connect the main roads within the area, Lack of parking spaces, Diffucult accessibility**

Topography is an essential factor in the formation of the road network. It is seen that the area's transportation networks are not built within the framework of the existing topographic structure. Despite the area's dense building texture and population, arterial roads were not built, and collector and local roads were kept very inclined and narrow. It has been determined that the majority of the roads in the area are narrow and sloping, causing frequent

traffic jams in the region. Due to the self-developing texture of the settlement structure in the area, it is seen that the road areas are formed randomly after the residential structures. The majority of the parking areas in the area are the parking lots of commercial areas, official areas, and school areas. It has been determined that people park their vehicles on the roads due to the insufficient number of parking lots. When the road areas are examined within the scope of the zoning plan for the area, it is seen that the majority of the existing road texture is preserved. The width of the protected road textures has been increased. It can be said that the renewal area is evaluated as vehicle-oriented. It is seen that four parking lots have been created in the zoning plan. It has been determined that there is no continuous and planned pedestrian path at a certain level in the area, the pavements are generally on the main streets, it is not in the remaining texture of the area, and the pedestrians have to walk through the vehicle roads. Due to the high slope of the area, access from one place to another is made with steep roads and stairs. In the zoning plan created for the area, pedestrian paths were tried to be constructed. However, this pedestrian setup placed on the old road areas is of a nature to restrict access due to the slope. In addition to the transportation and parking problems in the current situation of the area, it was noted that the sparse public transportation makes it difficult to reach the area and leave. In this regard, the zoning plan identified an interchange and transfer zone between public transportation on the route of public transportation in the existing area. It is seen that there is no bike path in the existing area, but a bike path around the stream was created in the zoning plan. In this regard, the design proposals for the area were as follows;

- i. The road texture in the area should be rearranged according to the slope and following the east-west line. In this context, Atatürk Street and Halk Street should be determined as the main arterial roads by the topography and current situation of the area.
- ii. In order to provide transportation between the inside and outside of the area depending on these arterial roads, 2 or 3 collector roads should be created, such as Sütçüyolu Street and Mimar Sinan Street, connecting to the eastern border of the area.
- iii. These collector roads, such as Mimar Sinan Street, should connect with local roads. The slopes of these roads should not exceed 10 percent.

- iv. Collector and local roads envisaged to be arranged should be constructed with the main arteries (E-5, Atatürk, and Halk Caddesi) and public spaces. Junction arrangements should be designed considering road widths and sloping road structures.
- v. Users should be directed to public transportation to reduce the density of vehicle traffic, especially during the hours of entry and exit from work.
- vi. Pedestrian routes should be designed for disabled use. Continuity should be ensured on pedestrian roads, and legible access should be planned for the citizens.
- vii. Activities with pedestrian transportation should be highlighted, and pedestrian transportation should be encouraged.
- viii. While designing the spatial setup of pedestrian roads, safety should be ensured, necessary distances should be left on the sidewalks, and the positioning of urban furniture should be considered.
- ix. Appropriate alternative transitions in the form of ramps should be provided for disabled users in areas with stairs, and pavement widths should be adjusted according to the width of the street.
- x. Bicycle paths should be designed to cross vehicle roads as little as possible, and their continuity should be ensured. New bike paths to be designed should be integrated into the existing transportation system.
- xi. A design should ensure that all transportation systems, stop, and connection points used for public transportation are accessible and usable for everyone.
- xii. The location of public transport stops should be determined by making a traffic analysis of the area, and they should be placed in places with low traffic density.
- xiii. Queues and waiting areas should be planned and organized so as not to interrupt the current pedestrian flow.
- xiv. The number of parking lots in the area should be increased.
- xv. Considering the car park solutions of the buildings to be designed in the region as underground car parks in the basements or the public spaces between the building

blocks will reduce the density of vehicles that will occur on the street, allow the use of active ground and increase the quality of the urban space.

- xvi. In order not to create visual pollution in the parking lots to be constructed in the area, the parking areas should be surrounded by green areas or positioned behind the buildings. Afforestation at the border of each parking lot should be encouraged.
- xvii. Care should be taken that the entrances and exits of the parking lot are not in a way that they intersect with a pedestrian, public transportation, and bicycle paths, and they should be designed in such a way that they do not disrupt the flow of traffic.

The zoning regulation applied in Turkey has become undefinable and inoperable due to the sanctions imposed on the architectural profession, especially during the planning phase. However, the contradictory approaches of the administrators, the fact that the city is the subject of different practices from the intended processes and goals, and evaluations of urban design caused inadequacy and created a problem. In today's Turkey, adequate regulations have not been made regarding design guides, there is a lack of institutionalization and specialization, and many problems arise in practice. If urban design and planning are seen as a whole, and the design guides are carried out in parallel with the planning studies, they can contribute to the development of a livable and identity urban fabric. In the urban renewal process, the application development plans produced for priority areas should be considered together with the urban design guides, taking into account the city's stages. With these formations, in addition to the definitions that should be included in the legal legislation, certainty and clarity should be provided as drawn on the zoning plans, written in the plan notes, and even the urban design guides should be approved and become legally binding additional documents.

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