

AN ANALYSIS ON SPATIAL CHANGE OF RESIDENTIAL AREAS IN ISTANBUL  
BETWEEN THE 20<sup>TH</sup> AND 21<sup>ST</sup> CENTURIES: A CASE STUDY ON SUADIYE- PLAJ  
YOLU STREET



by  
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## **ABSTRACT**

### **AN ANALYSIS ON SPATIAL CHANGE OF RESIDENTIAL AREAS IN ISTANBUL BETWEEN THE 20<sup>TH</sup> AND 21<sup>ST</sup> CENTURIES: A CASE STUDY ON SUADIYE- PLAJ YOLU STREET**

Spatial changes in cities are experienced due to the overlapping and stratification of many different events and factors over time. The commercial, economic, social and political identities of the cities, in addition to the geographical, cultural and historical characteristics, reveal different perspectives of spatial changes. The decisions and practices in Istanbul in the 20<sup>th</sup> and 21<sup>st</sup> centuries, during the transition from being the capital of the Ottoman Empire to becoming the most populous metropolitan city in the Republic of Turkey, have been investigated.

Political, economic, urban and social decisions and practices that affect the change of residential areas have been examined under five time periods. The changes in the residential areas in Istanbul in the pre-Republic period, the period between 1923 to 1950, the period between 1950 to 1980, the period between 1980 to 2000 and the period between 2000 to 2020 have been analyzed. The developments and changes in the residential areas in the Suadiye have been found to be related to the events affecting the residential areas in Istanbul in the same periods. By analyzing the results of the surveys conducted on the Plaj Yolu Street case study of the Suadiye neighborhood and the survey results throughout the neighborhood, a conclusion regarding the change has been reached. The effects of city-wide events on the change in residential areas and how they affect the residential areas in Suadiye and the residents have been explained.

With the literature study in which the reasons and effects of the spatial changes experienced in residential areas in Istanbul have been analyzed, the changes in the residential areas in Suadiye have been determined. Throughout history, not only Istanbul's urban and spatial changes have not been the result of a single process or a single decision, but also many decisions and practices taken in the process have also had different effects.

## ÖZET

### İSTANBUL'DA 20. VE 21. YÜZYILLAR ARASINDA KONUT ALANLARININ MEKANSAL DEĞİŞİMİNİN ANALİZİ: SUADIYE- PLAJ YOLU SOKAK ÖRNEĞİ

Kentlerdeki mekânsal değişimler, zaman içerisinde pek çok farklı olayın üst üste gelerek katmanlaşması sebebiyle yaşanmıştır. Kentlerin coğrafi, kültürel, tarihi özelliklerinin yanı sıra ticari, ekonomik, sosyal ve politik kimlikleri kentsel/ mekânsal değişimlerin farklı yönlerini ortaya koymaktadır. Tarihin en önemli başkentlerinden olan İstanbul'un 20. ve 21. yüzyıllar arasında Osmanlı Devleti başkentinden, Türkiye Cumhuriyeti'nin en kalabalık ve metropol şehri olma sürecinde verilen kararlar ve uygulamalar incelenmiştir.

Konut alanlarının değişimini etkileyen siyasi, ekonomik, kentsel ve sosyal kararlar ve uygulamalar, beş tarihsel dönem altında incelenmiştir. Cumhuriyet öncesi, 1923-1950 arası, 1950-1980 arası, 1980-2000 arası ve 2000-2019 arası olarak ele alınan dönemler İstanbul'da konut alanlarında meydana gelen değişimleri analiz etmektedir. Her dönem için elde edilen verilerin Suadiye üzerinden ilişkisi kurularak tarihsel süreçteki mekânsal değişim analiz edilmiştir. İstanbul'daki mekânsal değişimin beş dönem altında incelendiği çalışmada, Suadiye bölgesi ayrı bir bölüm altında incelenmiştir. Suadiye mahallesi Plaj Yolu Sokak üzerinden yapılan incelemeler ve semt genelindeki anket sonuçları analiz edilerek, değişime dair sonuca varılmıştır. Kent genelindeki olayların konut alanlarındaki değişime etkileri ve Suadiye'deki konut alanlarını ve burada yaşayanları nasıl etkilediği açıklanmıştır.

İstanbul'da 20. ve 21. Yüzyıllarda konut alanlarında yaşanan mekansal değişimlerin sebeplerinin ve etkilerinin analiz edildiği literatür çalışması ile Suadiye özelindeki konut alanlarında yaşanan değişimler saptanmıştır. Tarih boyunca İstanbul'un kentsel ve mekânsal anlamda yaşadığı değişimler tek bir sürecin ya da tek bir kararın sonucu olmadığı gibi, süreç içerisinde alınan pek çok karar ve uygulamanın da farklı etkileri olmuştur.

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## LIST OF SYMBOLS/ABBREVIATIONS

AD	Anno Domini
CBD	Central Business District
D-100	State Highway (Istanbul-Ankara)
EU	European Union
FAR	Floor area ratio
IEMP	Istanbul Earthquake Master Plan
IETT	Istanbul Electrical Train and Tram
IMM	Istanbul Metropolitan Municipality
JDP	Justice and Development Party
LTD. ŞTI.	Limited Company
METU	Middle East Technical University
PGR	Population growth rate
PROF.	Professor
REIT	Real Estate Investments Trust
RPP	Republican People's Party
SPSS	Statistical Package for the Social Sciences
TEM	Trans European Motorway
TOKI	Presidency of Mass Housing Administration
CBRT	Central Bank of Republic of Turkey

## 1. INTRODUCTION

Cities are versatile places, with the actions, decisions, systems and practices they contain. They undergo various changes and transformations with the decisions and practices taken in economic, political, social, cultural and spatial terms. In addition to a series of events and decisions that affect the spatial change of cities, their interactions with each other are also important. In the historical process, each city has been affected by different triggering factors. When the factors affecting the spatial change of all cities in the world in the 20<sup>th</sup> and 21<sup>st</sup> centuries are examined, the concepts of industrialization, post-industrialization and globalization come to the fore.

Globalization and industrialization in Turkey has shown its influence in the 20<sup>th</sup> and 21<sup>st</sup> century and has had an effect on spatial changes in residential areas. The period between the 20<sup>th</sup> and 21<sup>st</sup> centuries is examined under five periods according to the political and economic decisions[1]. Each period is associated with the changes in the residential areas by taking into account the economic and political decisions, planning decisions, laws and actors of the period.

Istanbul, the most populous city in Turkey, comes to the fore with its historical and cultural characteristics. The reflections of important developments in the world can be seen in the city. Istanbul has hosted many civilizations and has the characteristic of being a multi-dimensional and a historical city. For this reason, it is in a unique position compared to many world cities in terms of heritage. Istanbul is a city that has undergone various changes since its foundation and these changes started to be more visible after 330 AD due to it becoming the capital of Roman Empire [2]. The urban structure of Istanbul in the 20<sup>th</sup> and 21<sup>st</sup> centuries has been examined. As a result of this examination, urban and spatial decisions, practices, actors and triggers have been investigated in detail. Istanbul has become a city whose rate of immigration increased with the increase of industrialization in the 1940s which can be seen as an important development for the Republic period. In the post-industrial period in Istanbul, the rate and number of immigration has continued to increase. In the face of the population increase in the city as a result of the migrants who came to work, the housing stock became insufficient. With the decisions taken by the administrations, Istanbul has entered a multi-dimensional change process. It is known that the spatial changes in Istanbul

have political, economic, ecological and socio-cultural reasons and these reasons do not show a homogeneous distribution within the city, thus can cause different results in every region and district.

Urban / spatial changes in Istanbul have been examined in terms of urban policies, historical features of the city and socio-economic conditions that trigger change. As a result, different processes and different changes are observed in the city due to various reasons. When the subject is evaluated in terms of residential areas, the triggering factors and consequences of changes and related transformations have been examined. After the historical and conceptual analysis of the literature review, it was decided to examine Suadiye, located on the Anatolian Side of Istanbul, starting with the first settlements in the neighborhood. The dimensions of the spatial changes experienced by the residential areas in the Suadiye neighborhood were attempted to be determined in the light of the political, economic, urban and social decisions in the historical process. Although residential settlements in Suadiye started in the late 1800s, ordered residential areas emerged at the beginning of the 20<sup>th</sup> century. In the thesis, it was examined to what extent Suadiye, which has the feature of being a residential area, was affected by the changes in the whole city and how it maintained its feature of being a residential area that many districts in Istanbul lost. The process of transforming summer houses to multi-storey buildings has been investigated in Plaj Yolu Street in Suadiye. Parcel size, number of floors, ownership status, housing prices in Plaj Yolu Street have been examined and the changes in residential areas have been summarized. The changes Suadiye has undergone, since the beginning of the first settlements after 1900, were evaluated in the context of the land boundaries and residential areas and attempted to be associated with the factors that caused these changes.

In the Suadiye neighborhood, where the rapid growth and changing urban patterns of Istanbul can be observed, it has been realized that political, economic and urban decisions triggered the changes. The spatial change of Istanbul in the residential areas in the 20<sup>th</sup> and 21<sup>st</sup> centuries is discussed over the developments, changes and transformations Suadiye has experienced in the same period. In this study, the changes in residential areas in Istanbul were examined periodically and attempted to be associated with the reasons of the spatial changes in the residential areas in Suadiye, and the changes experienced were examined on the basis of parcels.

### 1.1. AIM OF THE THESIS

The aim of the thesis is to determine the political, economic, urban and social decisions and practices of residential areas in Istanbul in the 20<sup>th</sup> and 21<sup>st</sup> centuries under five periods and to examine the spatial change in the historical process by establishing the relationship of the data obtained for each period with the residential areas in Suadiye. As a result of literature research and field work, research questions within the scope of the thesis study are as follows:

- Do the political, economic and urban decisions taken in Istanbul in the 20<sup>th</sup> and 21<sup>st</sup> centuries have an impact on the urban / spatial change in residential areas?
- Did the decisions and practices affecting the spatial change in the 20<sup>th</sup> and 21<sup>st</sup> centuries in Istanbul affect the residential areas and residents of Suadiye?
- How are the quantities of the spatial change (parcel size, number of floors, ownership status, housing costs) observed in the residential areas in Suadiye in Plaj Yolu Street?

After the literature review in the field of urban and spatial change in Istanbul, in line with the determined research questions and purpose, the decisions, laws, practices and activities affecting the residential areas in Istanbul in the 20<sup>th</sup> and 21<sup>st</sup> centuries are periodically discussed. In this way, the dynamics of each period are examined and joint directors, decisions, practices and other triggers are revealed. While examining the periods, the political, economic and urban events are compiled and categorized according to their common goals, and the periodic study method and exemplary studies in the literature review were also taken into consideration. The aim is to reach a conclusion throughout Istanbul by correlating the data obtained from studies for each period with the change in residential areas. This process of change is researched in detail by reducing the scope from Istanbul to Suadiye. In this research, how the changing population, transportation and commercial activities in Suadiye over time affect the parcels and densities of the residential areas and the spatial effects of the laws enacted on the residences in this region are revealed.

## 1.2. SCOPE OF THE THESIS

While determining the scope of the thesis, the historical processes in the 20<sup>th</sup> and 21<sup>st</sup> centuries were discussed and the thesis was conducted by examining these processes through "spatial change in residential areas". With a historical analysis of the spatial change in residential areas in Istanbul, the entire historical process has been examined chronologically and the data on spatial change is specified. In this section, examined under five periods, the events that directly or indirectly affect the residential areas in Istanbul are described, and the factors that cause spatial change are specified. While discussing these factors, in the light of the literature research, the political and economic reasons, i.e. the biggest triggers of change, have been taken into consideration and social and cultural reasons have been excluded.

The Turkish modernization process is described by Turkish historians and sociologists as three periods that address the turning points of the modernization of the urban structure of Istanbul. These periods are 1923-1950, 1950-1980 and 1980-2000 [1]. In addition to these periods, it is aimed to reach more comprehensive information by examining the spatial changes in the cities from the pre-Republic period and after 2000 until today. While discussing the pre-Republic period, the events that affected Istanbul spatially the most were determined and examined. The events of the periods are summarized with a table at the end of the section. In this table, the events that are thought to have triggered the change the most are given.

The Suadiye neighborhood in Istanbul has been determined as the study area. Neighborhoods that did not have the property of being a residential area during the 20<sup>th</sup> and 21<sup>st</sup> centuries and where research or studies were conducted before were excluded from the scope of the thesis. The Suadiye neighborhood has been designated as the study area of this thesis, due to its feature of being a residential area for approximately 130 years, its feature of being a residential area for the specified periods and its current different housing forms. Then, the spatial change process in the residential areas in the Suadiye neighborhood was examined via deduction from the process over Istanbul. In order to deepen the focus of the research, Plaj Yolu Street, one of the oldest and most frequently used streets of Suadiye, was determined as the study area and the spatial change in this area was examined. The changes that occurred in the residential areas in every period were assisted with maps and other

visuals. In the thesis, it will be tried to find answers to the research questions with numerical, verbal and visual data and data obtained from the survey study.

### **1.3. METHOD OF THE THESIS**

Qualitative research methods, chronological historical period analysis, case study and a survey were used for the method of the thesis. In line with the stated purpose, firstly, a literature research was conducted, where national and international sources were scanned and articles and books were examined. The factors affecting the residential areas in Istanbul and the triggers of spatial change were described per period and economic, political and urban decisions and practices that affect the spatial change in each period were explained. Among these, the events and factors affecting the Suadiye neighborhood were specified and the triggering factors and their results were evaluated together.

While considering the historical process, the 20<sup>th</sup> and 21<sup>st</sup> centuries were determined according to the literature research, and the historical period analysis based on the reasons was conducted chronologically. While researching historical periods, Ottoman archives, Istanbul city archives, municipal archives, old Ottoman maps, old maps of Istanbul, laws and regulations related to the subject in the whole process, and national and international publications on urban planning related to Istanbul were used. However, there is a very limited archive on Suadiye. Therefore, the data before 1980 are obtained from Kadıköy district archives or Istanbul city archives. The information about the population of Suadiye before 1990 was not available. Some of the plans and maps mentioned in the thesis could not be found due to archiving deficiencies of previous periods. After this stage, the spatial change experienced in the historical development process of first Istanbul and then residential areas in the Suadiye neighborhood were interpreted through written and visual resources. The effect of the historical analysis conducted throughout Istanbul on the change in residential areas in the Suadiye neighborhood has been examined. The history of Suadiye, the triggers affecting urban / spatial change and the effect of this change on residential areas are explained.

In order to further deepen the scope of the thesis, Plaj Yolu Street in the Suadiye neighborhood was determined as the study area. For the field study, photographing and a

survey study were used. While the sample was created for the survey study, a group living in the Suadiye neighborhood was used regardless of their age, education level or profession. While determining the number of people to participate in the survey, the sample size was calculated with the margin of error. The number of people living in Suadiye is 25.890, which would yield a survey sample size of 110 people with 10% margin of error. Due to the COVID-19 pandemic, a smaller sample size was desired and instead of the entirety of Suadiye, the region between Bağdat Avenue and Çetin Emeç Boulevard was chosen. The number of people living in the residential areas in this region is approximately 12.900. The number of participants determined with 10% margin of error for this number is 67. However, since the survey was conducted during the COVID-19 pandemic, the number of participants was limited to 60. The number of participants obtained was sufficient for the sample with 10% margin of error, 8% occurrence and 2% Q-value[3]. In the survey study, the change in residential areas was analyzed by asking questions about age, education level, income status, life span, reasons for choosing this region, usage areas, housing condition, living spaces. Cross analysis enabled us to find the relation between two variables, and supported the study by helping to answer the research questions. In this way, the socio-economic status of the participants and their relations with their residences and surroundings were determined.

In order to determine the spatial changes in the residential areas of Plaj Yolu Street, the statistical data obtained from public institutions such as Istanbul Metropolitan Municipality and Kadıköy Municipality were used and the spatial change in the residential areas was demonstrated by comparing maps and satellite images.

Qualitative research methods were used in the thesis in order to reach more descriptive, detailed and in-depth results. The statistical data obtained was supported by both personal observations in the study area and information obtained from interviews with people living in the Suadiye neighborhood. Google Docs, Google Forms, SPSS and Photoshop were used during the transfer and evaluation of the data obtained during the thesis study.



## **2. A HISTORICAL ANALYSIS ON SPATIAL CHANGE OF RESIDENTIAL AREAS IN ISTANBUL**

In this section, the events affecting residential areas in Istanbul (as a whole) are examined under 5 periods and the changes in the historical process are supported with visuals and maps. Istanbul is an intercontinental city located in the northwestern part of Turkey and is the most crowded one among 81 cities. The European and Anatolian Sides of Istanbul are called Rumelia and Anatolia respectively [4]. The Black Sea and the Marmara Sea are located in the north and south of Istanbul respectively, which gives the city the unique characteristic of having a strait, named “Bosphorus”, between the two continents. The city was first founded on the “Suriçi” (Historic Peninsula), on an area of 15.910.168 m<sup>2</sup>, surrounded by the Marmara Sea in the south, the Golden Horn in the north, and Bosphorus in the east.

Being one of the oldest cities in the world, Istanbul has been the capital of the Roman Empire (330-395 AD), the Byzantine Empire (395-1204 and 1261-1453), and the Latin Empire (1204-1261). Between 1453 and 1923, after Istanbul became the capital of the Ottoman Empire, it obtained a great role in political, economic, and social life. Besides that, it is a city of history [2]. The Historic Peninsula has been declared a first degree archaeological, urban-archaeological, and urban-historical protected area by the 6848 verdict of the Istanbul Regional Board for the Preservation of Cultural Heritage on the 12th of July in 1995. Even though the capital of Turkey has moved from Istanbul with the proclamation of the republic, it strengthened its value of being an essential city of Turkey regardless. It is the economically, politically, socio-culturally, and historically most important, and most crowded city of Turkey[5].

Until the 19th century, Istanbul was the most crowded city in Europe. With the industrialization of London at the beginning of the 19th century, London became the most crowded city in Europe followed by Istanbul and Paris. At the beginning of the 20<sup>th</sup> century, it was the third most crowded city with 942.900 people, however, by 1927 this number had dropped to 680.857[6]. The causes of this drop are mainly casualties and the internal migration to Anatolian cities due to the Turkish War of Independence. In 1955, the year where the population growth rate was at a historical high, the population of Istanbul was 1.268.771 people[7].

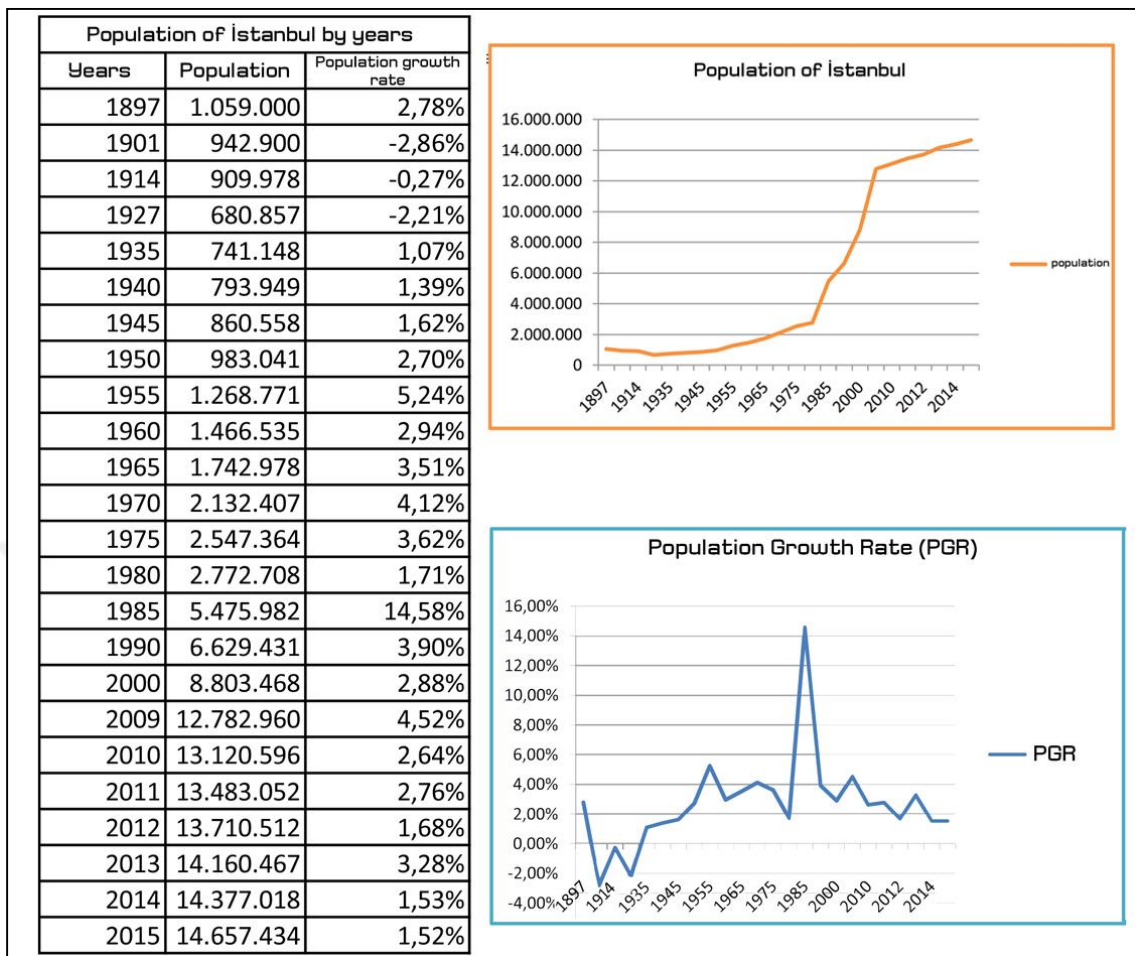


Figure 2.1. Population changes in İstanbul between 1897 and 2015 and graphics created based on change [8].

The post-1945 period, the rate of urbanization in Turkey has started to increase. During the same period, İstanbul received an intense migration of workers, and changes occurred in the social and spatial structure of the city [1]. The process of change in the residential sector in Turkey is shaped in the implementation of the decisions taken in the urban context and policies based on the problems and functioning. In the urban development process in Turkey, the economic and political aspects of the decisions and practices of public and local governments should also be addressed. It is necessary to examine the political and economic aspects of the development and change in the cities in different periods to handle the process in detail and meticulously. Factors affecting the change in residential areas in İstanbul, war, earthquake, migration, planning, population parameters, socio-economic decisions and the applications of these decisions have been examined in different periods. These periods are the periods when changes in residential areas are the most intense and have different triggers.

In this study, the changes in residential areas in Istanbul between the 20<sup>th</sup> and 21<sup>st</sup> centuries are examined. The first period from the beginning of the 20<sup>th</sup> century until the proclamation of the Republic will be explained. The reason why the research started in this period is the changes in Istanbul, which was the capital for 1690 years, in the last period of its life as a capital and the planning studies due to it being a historical city, and the city policies taken during the war period. In the second period, the period between 1923 to 1950, changes in the economic and political implications affecting residential areas in Turkey were examined along with the proclamation of the Republic. The political, economic, spatial and urban reasons of the changes in residential areas are examined and the triggers of the change are determined. The planning steps as a result of the nation-state policies that started after the war and the land management policies of the state, came to the fore in the period 1923-1950. When the political, economic and planning moves after 1950 are examined, the spatial changes experienced in Istanbul until 1980 could be contained under a single period. The interconnections of worker capital-dependent development and slum housing in the period between 1950 to 1980 and their reflections on the change in residential areas have been analyzed. After 1980, the spatial variation of particular policies based on the economy and increased residential area in Turkey has differentiated the consequences of these policies. Until 2000, these policies have been shaped around common goals and practices. In the period between 1980 to 2000, the effects of globalization on the city, the implementation of neo-liberal policies and the dependence of capital to foreign countries are included. In the 2000s, with the increase of responsibilities given to local governments, centralization strategies came to the fore [9].

Cities cannot be examined from just one angle. Because cities are a set of systems and these systems have different valuables. Cities consist of residential areas, open public spaces, roads, settlements with different characteristics and surrounding areas, and these constitute the urban space. There are demographic, social, cultural, political and economic structures of the city in the lower layers of urban space. This whole system is in a constant state of change. Spatial changes in cities occur as a result of a set of triggering factors. When the spatial change in Istanbul is examined, a different and multi-layered structure has been observed in the historical process. When this multi-layered structure is analyzed, the spatial change in Istanbul in the 20<sup>th</sup> and 21<sup>st</sup> centuries occurred mostly in residential areas.

Within the scope of the literature research, while the political, economic, social and spatial triggers of the residential areas in Istanbul are examined under five periods, decisions and practices that cause different results are determined. The research started with the period between the beginning of the 20<sup>th</sup> century and the proclamation of the Republic, and the period between 1923 and 1950, when urban decisions and policies began after the proclamation of the Republic. After industrialization began in the period between 1950 and 1980 in Turkey, the neo-liberalization policies, globalization movement and apartmentization is discussed in 1980 and 2000 period. Finally, the urban / spatial development and changes from 2000 to the present are examined in separate subsections [1].

## **2.1. THE CHANGES OF RESIDENTIAL AREAS IN THE PRE-REPUBLIC PERIOD**

In the pre-Republic period, Istanbul was the main city where the problems of the last periods of the Ottoman Empire were observed. Besides the main problems experienced in European cities during that period, Istanbul was a city that also faced economical, political, and military problems. The priority in Istanbul, like other European cities, was to solve the main problems, namely the health standards, quality of housing, and the public transport network. Other regulations in the pre-Republic period in Istanbul were the designs of avenues and streets, fire precautions, and urban planning studies developed according to European models [10].

Before the Ottoman Empire, many civilizations residing in Istanbul left their mark on the city. The Roman and Byzantine Empire are the most notable civilizations that had Istanbul as their capital. In those periods, Istanbul was a city situated in the Historic Peninsula as it is named today. Legend has it that upon conquering the city, Byzas in the 7th century while looking at the view of Khalkedon (Kadıköy of today) and pointing at the residents of Khalkedon, calls the residents “blind” for living there instead of enjoying the view of Khalkedon from the Historic Peninsula and calls Khalkedon the “city of blinds”. Centuries later, Evliya Çelebi says, referring to Byzas's words, “They are the real blind people. . . Because the most beautiful view of the Historic Peninsula can be seen from Kadıköy”. Istanbul has been a city where many civilizations have lived for centuries and admired by those civilizations because of its cultural and spatial characteristics [11].

During the period of the Ottoman Empire, the architecture was heavily influenced by Islam, and consequently changed the residential pattern. Istanbul has been named an “Islamic City”, due to the numerous Islamic monuments and pieces [7]. With the urban changes that are especially observed in port cities, it has diverged from its Islamic residential pattern. As the Ottoman economy started to change with the world economy as a result of capitalist relations, banks, insurance companies, business houses, and hotels were founded in cities. Railway stations, docks, and post offices were also built. The roads commonly used by pedestrians in the city started making way to roads for cars, trams, ferries, and trains.

Istanbul has struggled with earthquakes throughout its history which played an important role in the planning of the city. Due to its proximity to the North-Anatolian Fault Line, Istanbul is still seriously affected by earthquakes today. Several major earthquakes that occurred in Istanbul in the pre-Republic period also affected the residential area planning of the period. The 1509 Istanbul Earthquake, with Istanbul as the epicenter and a magnitude of 7.5, killed 13,000 of the population of 160,000 and 1070 houses were completely destroyed. After the earthquake, Bayezid II started zoning practices by assigning 80,000 people and also collected earthquake tax from the public and recovered the damage within 1 year [12]. Starting with a 6.9 earthquake in 1766, Istanbul experienced a series of earthquakes lasting 5 months and more than 4,000 people died [13]. The intensity of the Istanbul-centered earthquake in 1894 was calculated as 7.0. The people of Istanbul were afraid to enter their homes for months due to the aftershocks of the earthquake and the tsunami caused by the earthquake [14]. All these earthquakes caused damage and destruction on not only residential areas but also many historical buildings in Istanbul.



(a)

(b)

Figure 2.2. Istanbul Earthquakes. (a) 1509. (b) 1766 [16].

Population growth has always been among the most important problems of Istanbul, starting from the 16th and 17th centuries. The food and water problems of the growing population had to be solved in the pre-Republic period. Due to the location of the city and the problem of not being able to carry water from the water sources to the city center, cisterns were built in the city at that time to solve the problem, however, this triggered contagious diseases [17]. In the 17th century, the necessity of taking measures to control the population arriving from neighboring cities emerged and if necessary, the option of sending the migrants back was considered. One of the main reasons for the population increase in Istanbul in the 17th century was immigration from Anatolia. Due to these immigrations, the “slum”, that started appearing in the 17th century, increased due to the lack of housing of Muslim families [18]. The insufficiency of residential areas in Istanbul, regulations to solve the water and food problems, and transportation problems, all caused by the increasing population have forced local and public administrations to apply urban planning.

After 1838, the Ottoman Empire underwent an economic and socio-political transformation aimed at modernizing and changing the existing system. The Treaty of “Balta Limanı” signed between Great Britain and the Ottoman Empire in 1838, is one of the most important commercial events of the period [19]. The increase in commercial activity and foreign merchants in the city center caused a growth in population and disorder in residential areas around commercial areas.

The urban development of Istanbul in the pre-Republic and the Republic period was confined to the region around the Historic Peninsula, Galata, and Beyoğlu. However, an important trigger of the population spread from the Historic Peninsula to Galata is the decision by Sultan Abdülmecit to build the Dolmabahçe Palace in 1843 for discussing state affairs outside the Topkapı Palace. After the palace was completed, the biggest socio-cultural change for Beyoğlu was caused by the Ottoman Dynasty relocating from the Topkapı Palace to the Dolmabahçe Palace. Dolmabahçe Palace brought about a modern and innovative atmosphere and buildings in Galata and Beyoğlu were constructed to serve the dynasty in this period [20]. With the spread of the city in Beyoğlu and its surroundings, residential and commercial needs have emerged.

The Zoning Regulation was prepared in 1839, which triggered various developments to reorganize the residential pattern. Fires were the most important problem caused by the

existing structure in the city. Due to the population increase in Istanbul, the risks of fires have also increased in the cramped residential areas surrounded by wooden houses in the city consisting of narrow and sloping streets, and cul-de-sacs. Since the city center was under fire risk, it was planned to create new residential areas towards the city periphery. The aim was to create new residential areas outside the city core and to settle new immigrants to these areas. However, these families that could resettle with the Sultan's permission were not always able to obtain it [21].

One of the problems caused by the narrow streets in the city was traffic. Porters, horse-drawn carriages, vendor cars, pedestrians, and other vehicles sharing the narrow streets of the city caused an increase in the traffic density on the streets of Istanbul [21]. With the increasing population, the traffic problem has also increased in Istanbul. This situation has brought up new planning needs for roads and routes.

In the 19th century, stations, docks, and railways were built in Istanbul, to increase transportation facilities. With the expansion of the transportation network, Galata and Pera have become commercial and financial centers with many foreign banks, business centers, banker and broker offices. During this period, with the presence of embassies in Pera, the number of minorities in Beyoğlu increased and this region became an entertainment center with the atmosphere of a small European city. When residential areas in Pera are considered, buildings with 3 or 4 storeys are observed. On the ground floors of those buildings, shops and stores are located. When the citizens started to prefer Galata, Pera, and Beyoğlu for commercial and social activities, residential areas and business centers started to be built in Taksim-Tarlabaşı, Maçka, Gümüşsuyu, Harbiye, Nişantaşı neighborhoods [22].

The first study regarding urban planning in Istanbul started in 1837 by the German Head of General Staff Helmuth von Moltke and was completed in 1839 [23]. Moltke was asked to design the street layouts with a detailed map of Istanbul. In Moltke's map, a transition from wood to masonry structure was proposed for residential architecture in order to prevent fire damages. The constructions of wide and uninterrupted roads at the old city gates, in order to carry out commercial and administrative affairs easily within the Historic Peninsula, were also in this map. Unfortunately, the exact details of Moltke's map have not been found.

In Moltke's map of 1844, it is seen that the residential areas expanded from the Historic Peninsula to outside of the city walls, and new residential areas emerged behind these walls

[157]. Residential areas in Galata and Beyoğlu progressed along the Beşiktaş-Ortaköy coastline and the residential areas expanded from Beyoğlu to Harbiye. On the Anatolian side, it was observed that the residential areas in Üsküdar expanded from the coastal line towards the inner parts, and towards Kadıköy as well.



Figure 2.3. Moltke map of Istanbul, 1844 [24].

Ferry services started with the establishment of “Şirket-i Hayriye” in 1850. Since then, transportation between Europe and Asia has become easier. While these developments were taking place on the European Side, the residential areas in Üsküdar on the Anatolian Side spread to Kadıköy, and then from Kadıköy to Kurbağalıdere. Low-density neighborhoods emerged between Kadıköy and Kızıltoprak, Kalamış, Fenerbahçe and Erenköy [22].

Transportation activities were supported for the transfer of increased commercial capital from port cities to other cities, due to the population increase in cities such as Istanbul and Izmir. In this context, development councils were established for the first time in 1844, transportation-oriented infrastructure works such as roads, and bridges were carried out.



These councils worked on transportation-oriented infrastructures such as roads and bridges. After that, in 1848, the "Ebniyye Regulation" was put into effect in order to regulate the residential areas in Istanbul. With the Ebniyye Regulations, it is aimed to keep urbanization and settlement around Istanbul, especially in areas damaged by fires, within certain rules. Various municipalities within the Ottoman Empire later applied Ebniyye Regulations, even though it was only issued for Istanbul [25].

In the Classical Ottoman Period, urban life was organized by chief architects and active female actors in foundations. As a result of urban spreading, this process was deemed insufficient, so the municipal administration, "Şehremaneti", took over in 1855 [1]. Subsequently, in 1857, the Sixth Chamber of Municipality was established distinctively for Galata and Beyoğlu. Galata and Beyoğlu, which are commercial and financial centers due to their location and harbor, and have many minority groups, embassies and consulates buildings, became the first municipal organizations influenced by the West [26]. In 1868, Istanbul was divided into 14 municipal administrations. This number gradually increased in the following years. 20 municipal offices were founded in 1876, 10 in 1878, and 20 again in 1908 [24].

In 1877, the "Dersaadet and Vilayet Municipal Law (Dersaadet ve Vilayet Belediye Kanunu)" was enacted, giving municipalities judicial powers apart from administrative duties. This law imposes duties on the municipalities such as regulating and controlling zoning works, such as urban lighting and cleaning, management of municipal property, registration of real estate or census [27]. Studies on urban planning during the Ottoman period were local plans for small areas rather than large organized plans covering the whole city. The local plans mostly include the reconstructing buildings that were damaged by fire, and plans of new neighborhoods and parks for the resettlement of immigrants. When the architectural structures in the Ottoman Period are examined; military and public architectural structures were regarded as more important than civil buildings. Public, administrative and military buildings in the Historic Peninsula and around Beyoğlu were preserved because they formed the identity of the city.

Fire hazards were the main factor that caused the change of residential areas in the Ottoman Empire. Wood was the main material that had a huge influence on the architecture of the period and is used in almost all the houses of the period. It is known that a fire that started

only in one house is enough to burn the whole district. The insurance companies of the period developed because the residential areas were exposed to fire hazards. An individual who lost their home to a fire could reclaim their loss from the insurance company [1]. While the fires at the end of the 19th century created a serious loss in the city's housing stock, it also created an opportunity to transform the city in accordance with that period [22]. Wood left its place to masonry as a result of the regulations put into force after the fire [1]. It is known that in the last century of the Ottoman Empire, Istanbul relied solely on physical development regulations for the adjustments of fire zones. The maps of Stolpe prepared after the fires of Fener (1855), Kadıköy (1855), Edirnekapı (1856), Unkapanı (1860), Ayvansaray (1861), Küçük Mustafa Paşa (1861) and new road and parcel areas were determined [1]. The fire site plan prepared after the Aksaray fire that took place in 1854 and the fire area map prepared after the Hocapaşa fire that took place in 1864 are evaluated in the context of urban planning [28]. Urban planning was seen as a modern project in the 1850s. Regulations in terms of planning and development studies in Istanbul increased in the period 1850 and after.

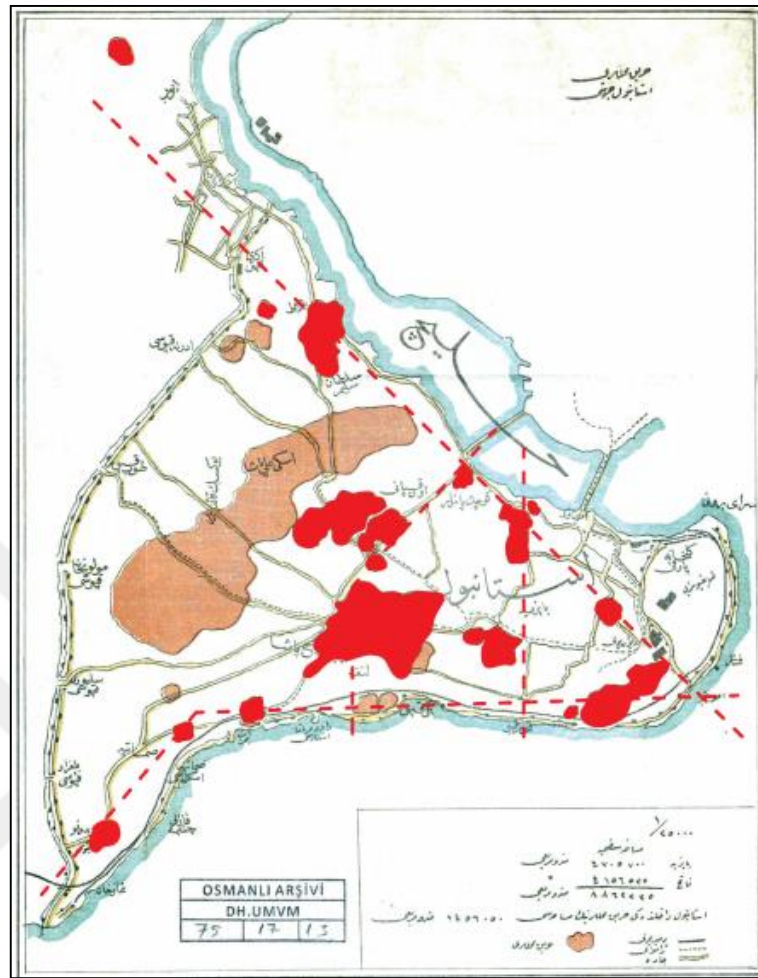


Figure 2.4. Residential areas affected by the fire in 1908-1920 Istanbul [29].

In the map of C. Stolpe in 1880, the spread and change of residential areas in the city and the distribution of Muslims, Christians and Jews in residential areas can be seen. Although there were minor changes in the residential pattern in the Suriçi region compared to 1839, it is observed that new roads were planned and parcel numbers were added to the residential areas. It is observed that the number of residential areas have increased along the Golden Horn coast and higher density residential areas started to form around Beyoğlu and the urban spreading continued in the direction of Şişli-Harbiye. On the other hand, residential areas were formed from the coast of Dolmabahçe and Beşiktaş towards the inner parts of Taksim. Parcel numbers can be seen on the map of Stolpe. The residential spread that started towards the inner parts of Üsküdar on the Anatolian side expanded towards Kadıköy and new parcels began to be observed.



Figure 2.5. Map of Istanbul in the 1800s [30].

In the 1880s, the influence of the west started to be observed in building structures in Istanbul. These innovative structures were called row houses and apartments. They originated in non-Muslim neighborhoods where merchants, full-time workers and their families resided. On the European side, Sütlüce, Kasımpaşa, Tatavla, Elmadağ, Fener, Balat, Yenikapı, Kumkapı; on the Anatolian side, Kuzguncuk, Üsküdar, Yeldeğirmeni, Mühürdar were the neighborhoods with row houses in this period [1].

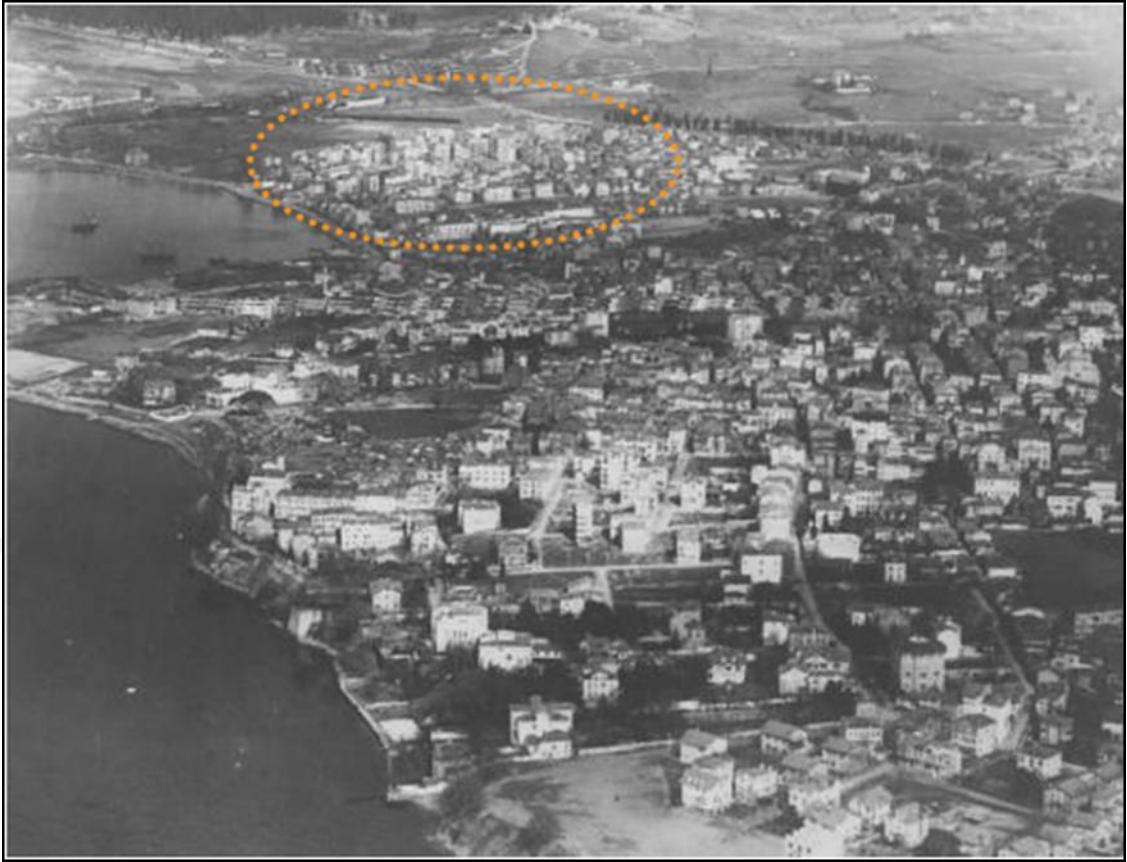


Figure 2.6. The area specified in the figure is the apartments in Yeldeğirmeni, Kadıköy in the 1880s [31].

By enacting the "Ebniyye Law (Ebniyye Kanunu)" in 1882, it was aimed to solve the water, sewage, road and transportation problems in the cities by integrating them to the residential areas. With this law, it has been ensured that public and institutional buildings can be abandoned free of charge in optional parcels at the neighborhood scale. The law required the real estate owners to hand over at most 25% of their lands to the public in road expansion projects. Apart from that, the Zoning Laws (6785 and the 3194th article in force) are based on the principles of parcelization and abandonment free of charge from the Ebniyye Law [32].

In the pre-Republic period, while the Ottoman Empire was in a difficult period in economic and political terms called the "Period of Decline", its efforts failed for reform and it was worn out from the conflicts of interest it had with European states [33]. Although the capital city of Istanbul was underdeveloped in terms of urban development in the tense atmosphere of World War I during this period, the industrial revolution in Europe and related incidents

were the triggers of the "modernization" movement that spread all over the world. The Ottoman Empire felt the impact of this movement in its economy and institutional structure. With the social stratification that came with the effect of modernization after the 1860s, the social-based differentiation that occurred in residential areas has transformed into a class-based differentiation. In the 1900's, as a result of the increase in the population of Istanbul and the facilitation of urban transportation, residential areas started to spread towards the city's periphery [34].

While industrial European cities were taking steps towards institutionalization in development plans, Istanbul did not have a development plan in the 19th century yet [1]. While the task of drawing and developing maps was the duty of the military before the 1890-1900s, this duty was given to civil engineers since then [35].

Considering the urban transportation systems in the pre-Republic period, it is seen that the first attempts to build railways started in Istanbul. Abdulhamid II has signed a contract with a German company on railway laying, since Germans were faster in railway laying compared to British and French companies at that time. The construction of the 40-kilometer Izmit-Adapazarı railway line started in 1889 and was completed in 1890. In 1892, the line reached Ankara, making it 500 km in length [20].

In 1906, with the beginning of the construction of the Haydarpaşa Train Station on the Anatolian Side works to strengthen the transportation networks to Anatolia also started. As a consequence of that, Kadıköy became an important transportation center of the Anatolian Side. One of the other zoning works planned in 1908 was the expansion of the roads and the requirement of the masonry structure. With these requirements, the prevention of the damage caused by the fire factor affecting the urban planning and the change in the residential areas of Istanbul in this period was aimed [23].

As seen in "Figure 2.7.", the plan designed in 1900, roads and parcels were shown differently from other plans in this period. Especially on the European Side, the roads in Pangaltı, Şişli, Teşvikiye and Maçka show that the residential areas are neat and grid-like. The planning of Pera and its surrounding residential areas was affected by the fact that Pera was the center of the European Side. It is seen that the parcels in the region from Pera to Şişli are smaller and more frequent. There are no cul-de-sacs in the new residential areas unlike in the Suriçi

area. It can be said that there was a planned expansion in the newly developed residential areas of the city [19].



Figure 2.7. Istanbul and environs, 1900s [19].

In the 20<sup>th</sup> century, although urban regulations and planning of residential areas were seen as urban planning practices, a comprehensive understanding of planning the whole city was on the agenda. The task of urban planning started to fall within the scope of architecture instead of being within the field of map engineers. The first example in this context is the work done by Bouvard in 1902 during the term of the mayor of Istanbul, Cemil Topuzlu. These studies are the Hippodrome Project, Beyazıt Square Project, New Mosque Square Project and Galata Bridge Project, which could not be implemented (See Page 208). The

reason why Bouvard's work for Istanbul could not be implemented is due to the absence of an urban planning map of Istanbul [1].

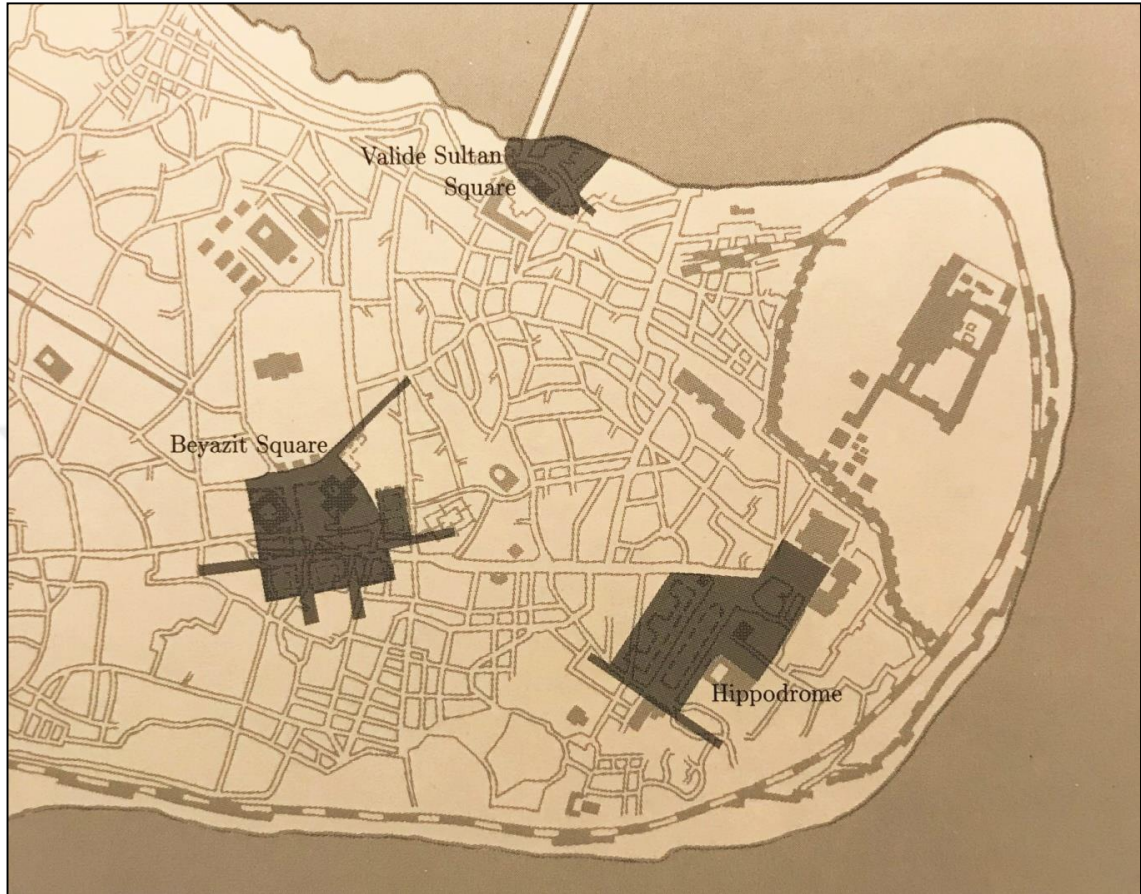


Figure 2.8. Bouvard's Hippodrome, Beyazıt Square and New Mosque Project scheme, 1902 [19].

With the Young Turk Revolution, municipal services were rearranged and urban services related to transportation services, fire services, infrastructure works and construction works in Istanbul were increased and regulated. Especially in the Young Turk Period, the drainage problem in the city was solved to a great extent. With the improvement of the services in the city, the transportation networks of residential areas with the city center and other areas have also changed [19].

At the end of the 19th century and the beginning of the 20<sup>th</sup> century, the ethnic differences among the citizens in Istanbul and the loss of reputation of the “Suriçi” area and the Golden Horn coasts caused the people to prefer residential areas in districts such as Boğaziçi, Pera, Nişantaşı and Kadıköy, Bostancı and Fenerbahçe. It is known that the mansions and manor



houses of the upper income group of the Muslims were built on the ridges of the Bosphorus, around Üsküdar-Çamlıca, in the districts of Haydarpaşa, Kadıköy, Suadiye, Caddebostan, Kızıltoprak, Göztepe, Erenköy, and Bostancı.

In neighborhoods such as Suadiye, Caddebostan, Erenköy and Bostancı, there were single, temporary huts and adobe houses rather than permanent residential settlements in this period. Looking at the maps of this period, it is seen that most of the city's settlements on the Anatolian Side are shown up to the Fenerbahçe Peninsula. The reason for this is that although there were few settlements on the beaches in neighborhoods such as Caddebostan, Suadiye, Erenköy, Bostancı during this period, these settlements were not recorded on the maps because they were far below the urban density [1].

In 1913, German cartographers undertook the mapping studies that French cartographers started in 1910. In 1914, an area of 27.000 hectares was measured in Istanbul after widening the studying network. In the maps prepared in 1914, priority was given to the Beyoğlu and Üsküdar districts, where map studies were limited before. The city maps had a scale of 1 / 500, 1 / 1.000, 1 / 2.000 and were created as street maps. In these maps, city blocks were shown while parcels were not shown [1].

Studies on urban planning in the last days of the Ottoman Period in the 1900s, were of regional planning rather than holistic urban planning studies. Especially in a historical city like Istanbul, which has become a crowded city, no planning work has been carried out during the war periods [36]. Besides, the studies and evaluations regarding the planning of the city were also insufficient. Since there were no officials who could work meticulously on urban planning in the current staff of that period, the infrastructure resources regarding planning works were very limited. Master plans, aerial photographs, survey studies, analyses of historical buildings and a general analysis for Istanbul of this period consisted of studies conducted by professionals from abroad for the Historic Peninsula, Beyoğlu and Üsküdar [37].

Cemil Pasha was first appointed in 1912 to the Şehremini post thanks to Gazi Ahmet Muhtar Pasha, the Vizier of the Grand Cabinet and continued his duty until 1914. Ahmet Muhtar Pasha saw Cemil Pasha's western style mansion in Çiftehavuzlar, and was convinced that this style would continue and be a guide for effective urban planning. Most of the construction activities during the Cemil Pasha period took place in the Historic Peninsula.

He carried out the reconstruction of the areas damaged by the fire and all the infrastructure works of these areas. One of the important developments in the period of Cemil Pasha is that while the urban green spaces built in the city during the reign of Abdulaziz were called "gardens", with Cemil Pasha it started to be called "parks". Gülhane Park, Yoğurtçular Park, Doğancılar Park, Fatih Park and Sultanahmet Park were built during this period. In addition, the roads from Kadıköy to Fenerbahçe, from Haydarpaşa to Kuzguncuk and Bağlarbaşı on the Anatolian Side during the period of Cemil Pasha were pitched with cobblestone [1].

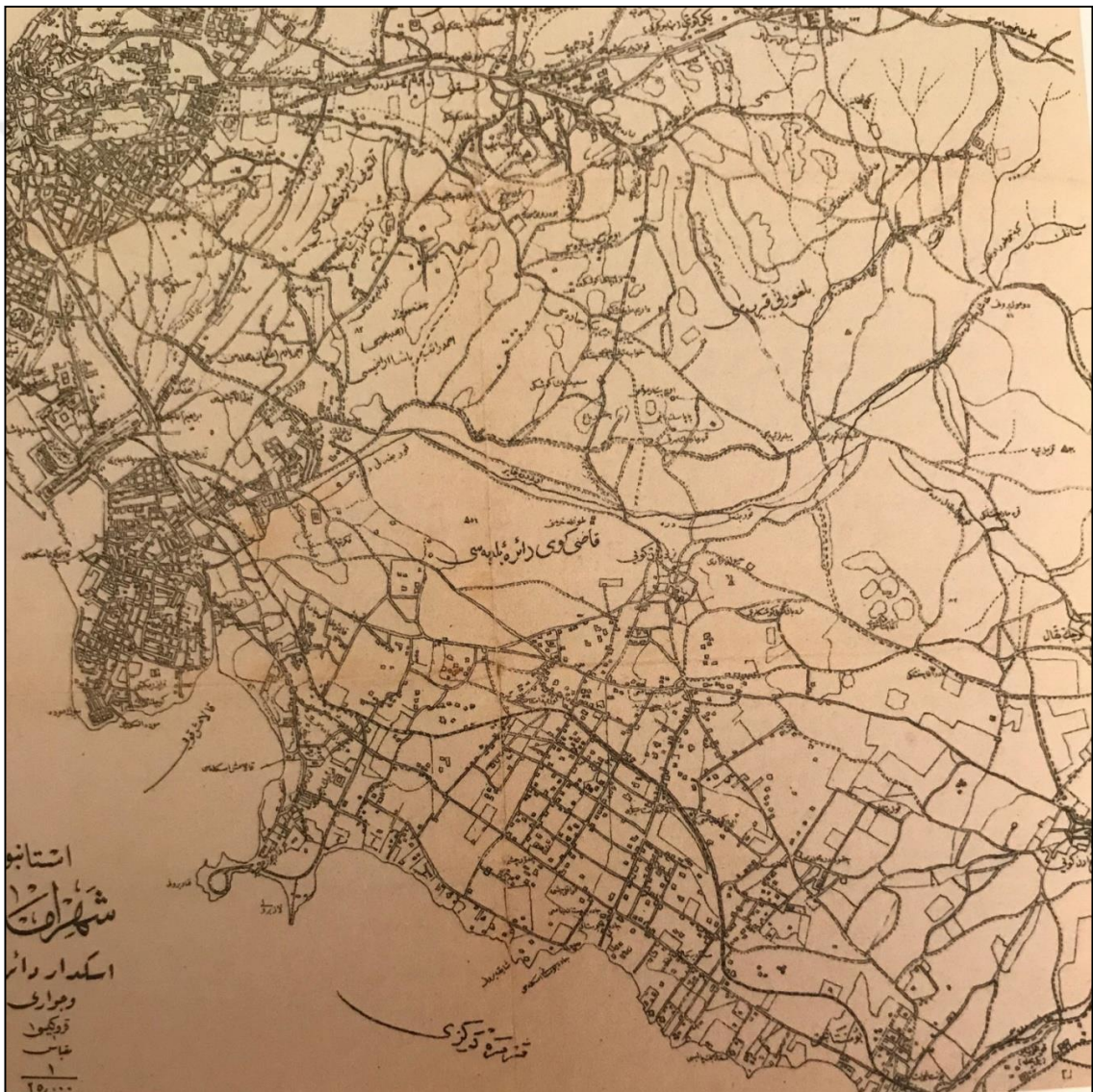


Figure 2.9. The map written by the calligrapher Musa Azmi from Diyarbakır, showing Kadıköy and Bağdat Avenue at the beginning of the 20<sup>th</sup> century [38].

Due to the proximity of Istanbul to the North Anatolian Fault Line, earthquakes throughout its history have been a factor affecting the planning and change of the residential area. In the pre-Republic period, earthquakes caused the death of many people and the destruction of houses. One of the earthquakes that caused moderate destruction in Istanbul in the 20<sup>th</sup> century was the 7.3 magnitude earthquake that occurred in 1912. Although it did not significantly affect the development of Istanbul's residential area during this period, it caused panic in the public [39].

In the period between 1900 and 1923, residential areas in Istanbul were formed according to the increase of the population, fires, and the needs of non-Muslims. Residential areas on the coast of the Historic Peninsula and Galata have spread until Beyoğlu, Taksim, Şişli and Ortaköy. On the Anatolian Side, the settlement limited to Üsküdar has expanded until Haydarpaşa, Kadıköy and Moda. In the area between Fenerbahçe to Bostancı, there were summer houses and secondary residential areas. On the Anatolian Side, congested housing was seen in Üsküdar, Kadıköy and Moda, while sparse houses were seen in parcels of neighborhoods such as Fenerbahçe, Caddebostan and Suadiye.

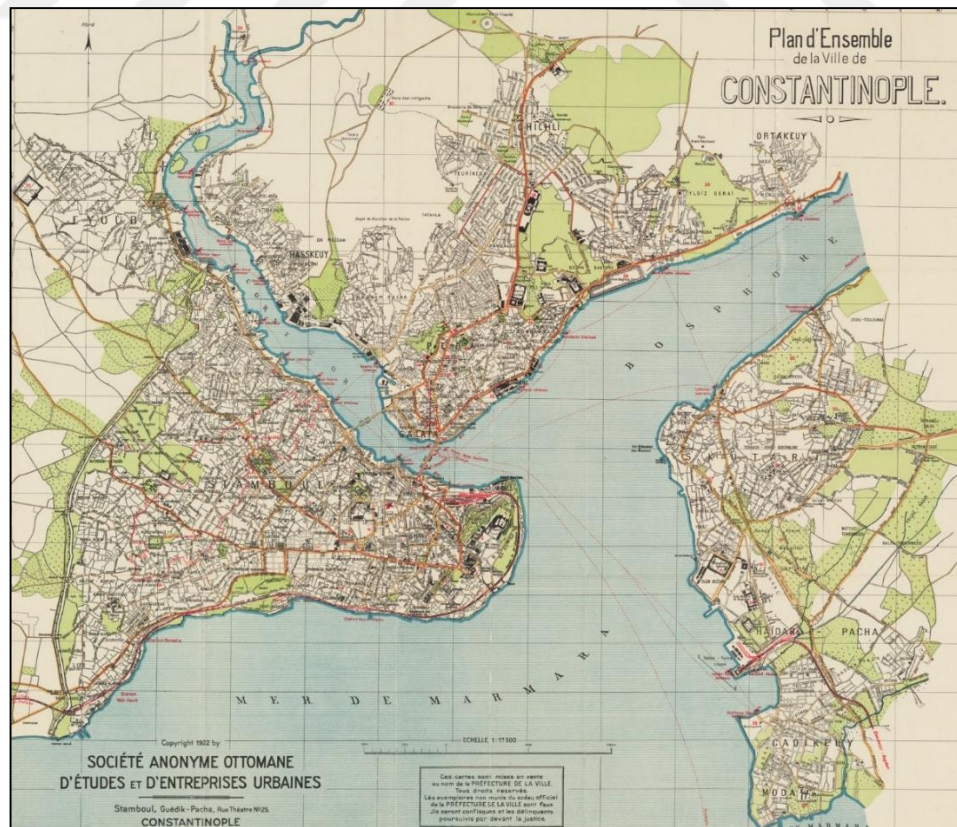
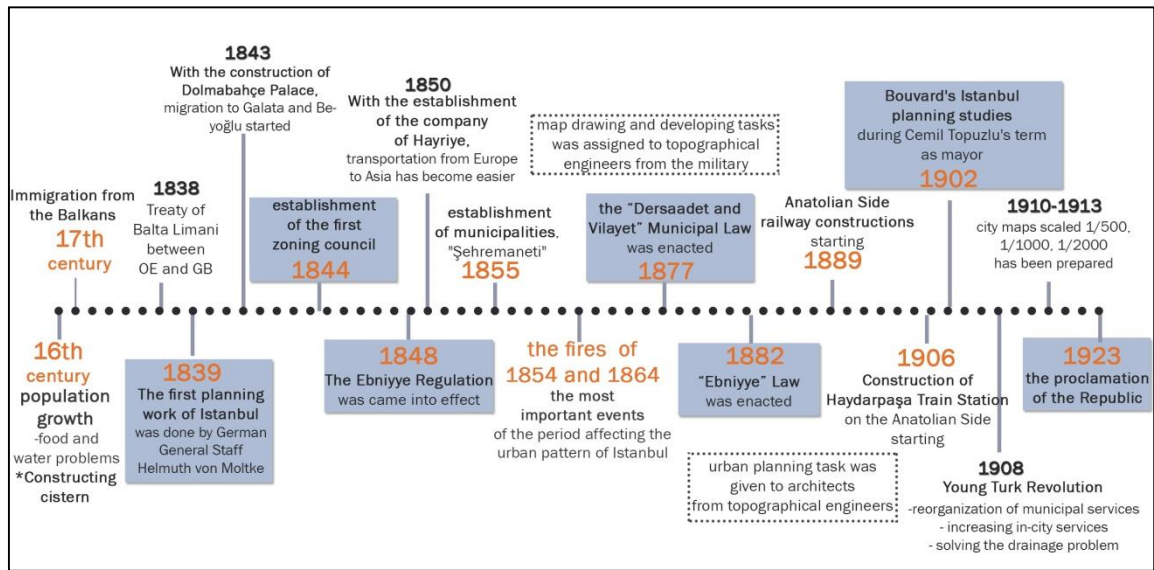


Figure 2.10. Istanbul map prepared by Gedik Pasha and city planners, 1922 [40].

Between 1924 and 1928, publications of municipalism and planning were written for the first time, and a commission was founded to carry out zoning plan studies. People who had served as “Şehremini” before and city planning experts took part in the commission. However, the studies could not be completed because of the dissolution of the commission [1].

Table 2.1. Events affecting the changes in residential areas in the pre-Republican period.



In the pre-Republic period, the changes affecting residential areas in Istanbul happened as a result of fires and migrations rather than legal regulations. Although steps were taken regarding the planning studies, they could not be completed due to the scarcity of adequately equipped personnel, financial difficulties and infrastructural deficiencies. The most important developments of this period are; migrations to Istanbul, the issuance of the Ebnîyye Regulation (1848), the establishment of municipalities (1855), the fires in many regions of Istanbul (1854-1864), the enactment of the Dersaadet and Provincial Law (1877), the enactment of the Ebnîyye Law (1882), Anatolian Side railway constructions (1889), Bouvard's planning studies (1902), the construction of Haydarpaşa Train Station in Kadıköy on the Anatolian Side (1906), the creation of Istanbul city maps by cartographers from abroad (1910-1913) and however, this problem requires a different planning than the reconstruction of fire-damaged places in the city.

## 2.2. THE CHANGES OF RESIDENTIAL AREAS BETWEEN 1923 AND 1950

After the Republic of Turkey was founded in 1923, a number of political, economic and social development processes began. While western modernism was adopted by making important arrangements in the political, economic, law, education and residential fields, it was attempted to stay away from capitalism. While the regulations in the first years of the Republic were mostly political, economic, legal and education-oriented, planning studies for residential areas started after the 1930s [41].

A major problem after the proclamation of the Republic of Turkey was rebuilding damages in the cities after the War of Independence. This also triggered the changes in the residential areas of the period. This problem required a different degree of planning than the reconstruction of fire-damaged places in the city, because of the property issue caused by the property owners leaving the country and the rearrangement of fire-damaged places. Some articles of the Ebniyye Law of 1882 were changed in order to solve the property issue encountered in western Anatolian cities that were burned down during the war. It is noteworthy that with this regulation, known as the law numbered 642, municipalities were given broad powers to make regulations in areas where more than 150 buildings burned [28]. Articles in the Ebniyye Law cover roads, fire-damaged areas and buildings. It includes arrangements such as the re-planning of these areas, the arrangement and development of the roads according to the new areas to be created, the fireproofing buildings in terms of structure and material [42]. However, the new regulations have been in the form of considering the currently in force articles from a different perspective on the same basis. According to the law numbered 642, which entered into force in 1925, the fundamental difference is in article 1 of the law; it has been the purpose article that explains that the municipalities with more than 150 buildings within their boundaries are prepared to rule on which procedures and principles will be made in places such as vineyards, gardens, gardens and plots located in or around these neighborhoods [43]. This law is for areas with a population of 1000-1500 and covers only the urban development needs of areas of this density. However, urban areas of this density in 1925 are the regions where population density is high. The “Ebniyye” Law is deemed to be valid for areas with lower population density.

In the first years of the Republic, German architect Carl Christoph Lörcher was invited on behalf of the private company, Construction and Exploration Turkish Corporation. When Lörcher came to Ankara for the “Ankara Plan”, he also carried out master development planning studies in Beyoğlu and Üsküdar-Kadıköy in Istanbul. Between 1922 and 1924, he drew a 1 / 2.000 scale Beyoğlu Master Plan. Then, between 1926 and 1928, the 1/10.000 scaled Üsküdar-Kadıköy Master Plans were prepared. The Üsküdar-Kadıköy plans included the number of floors per building, green spaces, road and street plans [23].

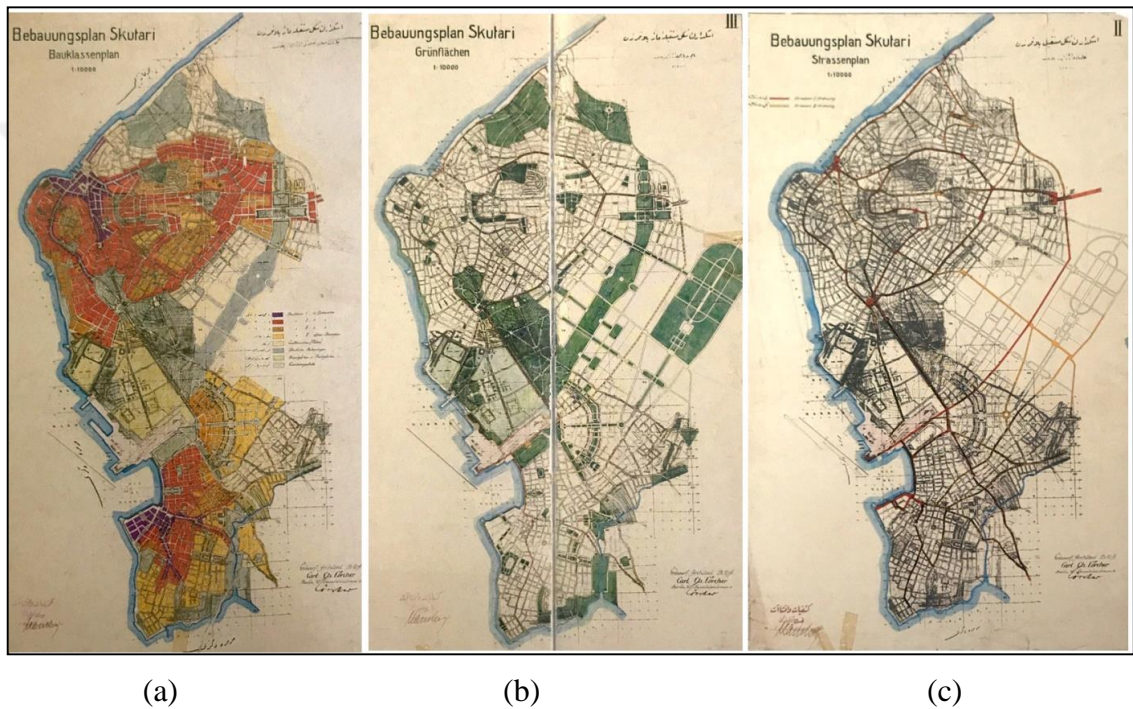


Figure 2.11. Üsküdar-Kadıköy 1 / 10.000 scale zoning plan prepared by Carl Lörcher between 1926 and 1928; (a) building heights plan, (b) green areas plan and (c) road-street plan [19].

In this early-Republic period, when the rate of urbanization was low, most of the community still lived in rural areas. The population of Turkey, according to the census data of 1927 was 13.649.945. The proportion of urban population in Turkey in 1927 was 16.4% and in the 1950s, this rate was 18.5%. In these censuses, the population of Istanbul was determined as 806.860. The urban population of the Historic Peninsula and Beyoğlu was 261,000 and 294.000 respectively [22]. The rest of the population was living in Üsküdar, Adalar, Bakırköy, Çatalca and Şile. Looking at the profile of the immigrant population, it was observed that the producers became consumers with the migration to the city. This role

change started in cities after 1950. In the period between 1923 and 1950, when the rate of migration to the cities was very low, several studies stand out. These studies include the adoption of the central state in terms of urban policy, determining the locations of the streets and the creation of the control network in the city by giving numbers to the houses.

Istanbul has been the capital since the Roman Empire throughout the Ottoman Empire. The city had the status of being the capital for about 1700 years, however lost this character in 1923. The political center moved to Ankara when it became the capital. Ankara became the city where the innovation activities of the new Republic of Turkey were exhibited, while Istanbul became the city of the physical and social chaos and also a symbol of the old empire [21]. However, while Ankara became a political center, Istanbul remained a commercial, touristic and cultural city. Since this situation transformed Istanbul into a commercial and tourist attraction center, internal migration flows to the city first started in these years. Regarding the changing administrative system in Istanbul and Ankara, governors also served as mayors for the three major cities. With these new regulations applied in Istanbul, Ankara and Izmir, a new hierarchical system has been brought to the cities. Policies to establish a local bourgeoisie class who would replace non-Muslim bourgeoisie class have been initiated in Istanbul. While Muslims in Istanbul constituted 44% of the urban population in 1885, the Muslim population in Istanbul increased to 64% in 1927 with these policies and practices. Non-Muslim merchants and bankers in Istanbul left the city and caused a decline in the economic activities [21]. Locals moved to the most popular and luxurious districts in the city and started to run shops and restaurants there. After 1923, Turks took over the residential areas where non-Muslims were settling before the Independence War.

After the Republic, when Ankara was made the capital city, public resources in Istanbul were also cut off. The public resources allocated for Istanbul in those years were much lower than the resources allocated for the development plans of Ankara and other cities. It was the first time in Istanbul's history to try and preserve its position with limited resources and means.

Considering the transportation network between Europe and the Anatolian sides in the pre-Republic period, it is known that statesmen, merchants or captives have crossed the Bosphorus by boats and sandals. After the establishment of the company of Hayriye, the transportation network between Europe and the Anatolian sides was strengthened and more

people were carried between the two sides. Üsküdar was located on the Anatolian Side as the center during this period. The potential of preferring Üsküdar has increased gradually in the post-Republic period. In the period between 1923 and 1930 in Istanbul, the Anatolian Side was the distribution center of goods to be sent to other cities of the country [44].

After the proclamation of the Republic, important steps were taken in urban planning. Along with developments in both municipal administrations and planning of residential areas, authorities decided to work with professionals in their field. Authorities decided to prepare a master development plan for Istanbul, and the development plan together with other projects laid the groundwork for the city to be considered and developed as a whole in the post-republic period. In February 1933, a law proposal was prepared to determine the zoning plan for Istanbul through a competition. The most important participants in the competition are Alfred Agache, Herman Elgötz and Jak Lambert. In 1933, Henri Prost turned down the offer as he was working on the planning of Paris, so Jak Lambert was invited instead. Then Elgötz's project was chosen by the jury as it was more feasible. After Agache, Elgötz and Lambert came to Istanbul separately between 1930 and 1933, they met with Turkish engineers and architects in that time, and they submitted their proposals to prepare a master plan for Istanbul. However, there were not enough personnel in terms of municipal services, project capital and knowledge of the period. The three urban planners created project drafts for Istanbul with months of work and effort. The main idea in the plans that Agache was working on, was to create a master plan with 40-50 years of sustainability. While planning Istanbul, he has also considered the cultural, social and economic values of the people. In particular, he aims to protect the existing historical pattern, monuments and artifacts of Istanbul from the construction of wide streets. In the plans prepared by Lambert, Istanbul was designed as a city for tourism, sports, industry and cultural centers. Elgötz stated that Istanbul needs another port other than Sirkeci. He has proposed 11 trade areas for commercial activities that would develop with this new port and one of the trade areas should be established on the Anatolian Side. He also suggested that in order to access the city's historical artifacts easily, one should take narrow streets rather than the newly planned modern and wide main avenues [45]. However, the works of Agache, Lambert and Elgötz were not approved by the Istanbul governor of the time, Muhittin Üstündağ.

Prof. Herman Elgötz completed the Istanbul General Plan in 1934. It was emphasized that in Istanbul, a city with a history of 2000 years, renovation works have started with the newly



established republic. However, these renovation and modernization studies had to be completed by carefully protecting the existing historical pattern. Elgötz argued that especially the roads leading to historical buildings and artifacts should be separated from the main avenues and lines, and that they should be connected to each other with narrow roads. In Istanbul in the 1930s, 8% of the population was working as laborers in the industrial sector, and handicraftsmen were used rather than industrial machinery. He stated that although the industrial sector was lagging behind the commercial and agricultural sector in the city, this could be overcome with improving economic relations. Consequently, Istanbul would be remembered as an industrial city as well as a port city. However, as a result of this plan, the continuity and suitability of the sea and land routes have gained importance in terms of serving the increasing industrial activities. The plan of Elgötz extensively includes shipment, railways, airlines and streets, zoning details (zoning details of “Ideal Bahçeli Evler District” in Taksim, Hagia Sophia Square and Beyazıt Square projects, zoning works between the new bridge and the old bridge) [46]. It was emphasized that the plans prepared should be in harmony with the land maps and plans of existing urban areas. However, Elgötz's project was not put into practice; instead, Martin Wagner was asked for an opinion on planning. Wagner prepared a report dealing with Istanbul in terms of urban planning and also the city economy [47].

Within the scope of the Great Istanbul Regulation and Reconstruction Program conducted by Alfred Agache, the planning issue in Istanbul has been tackled in 3 areas; the old city (Old Istanbul), the new city (Grand Istanbul) and the future city. It was emphasized that their individual zoning plans should also be related to each other. 12 principles were determined in the Great Istanbul Reform and Development Program, and it was mentioned that the expenses for their implementation and planning were necessary investments for the continuation of the status of Istanbul's commercial and transit center for centuries. Although the studies of French urban planning experts were extremely painstaking, due to the technical inadequacies of the period and the unavailability of technical tools, an official urban planner to Istanbul had to be appointed [45]. French architect and urban planner, Henri Prost was considered for this task. Henri Prost was invited to Turkey in 1933 by Ataturk, but declined the offer due to unsuitable conditions and to work on the Paris Regional Plan in those years. In 1935, the Istanbul Municipality proposed an offer to Prost to prepare the Istanbul Master Development Plan again, and this time Henri Prost accepted. In this period, the most

important activities in urban planning in Istanbul bear the signature of Henri Prost. In order to protect the identity of Istanbul, Prost emphasized that it would be beneficial for the urban design of Istanbul with his views, such as the principle of dense afforestation of the ridges, the cultivating plants in nurseries in the city center, and bringing contemporary functions to unused buildings.

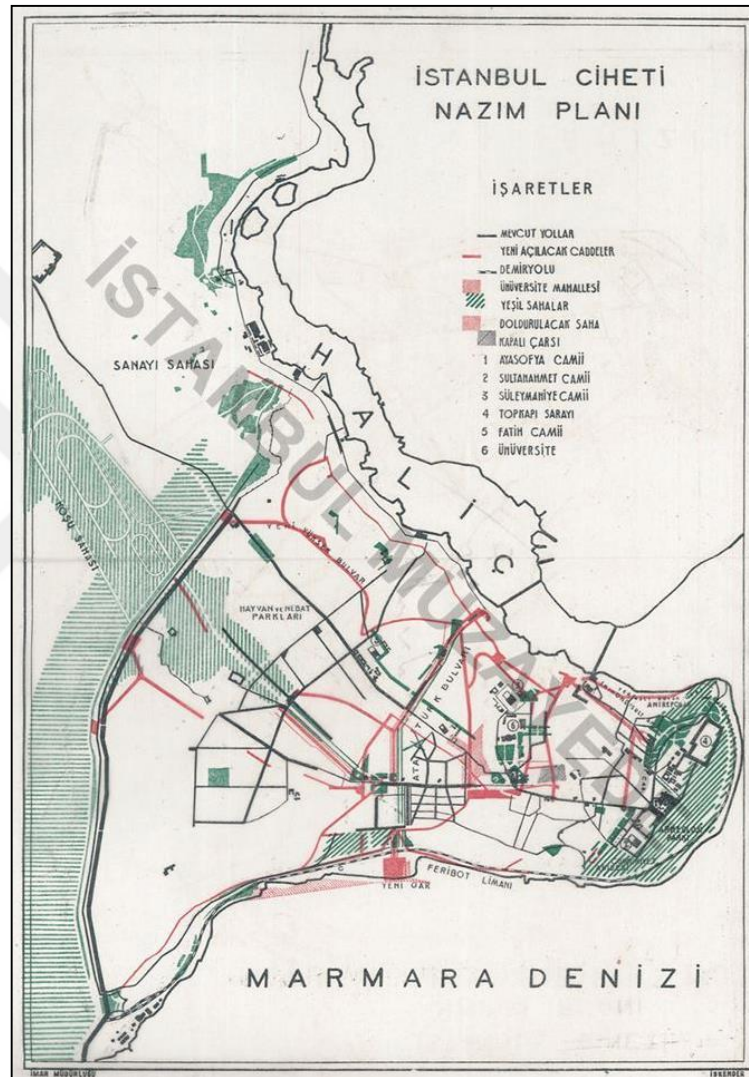


Figure 2.12. Master plan of Istanbul, 1933 [45].

While all administrative, public and office buildings projects were given to European architects in the 1930s, Turkish architects were involved only in residential area projects in Istanbul [10]. Starting in the pre-Republic period and continuing in the early Republic period in residential areas, the first apartments of their kind, regarded as the new prestigious areas, were formed in the Beyoğlu, Nişantaşı, Teşvikiye and Şişli districts, as new residential areas.

Masonry apartments were built instead of wood. While the number of apartments in Istanbul was 1441 in 1927, 1236 of them were located in these districts. 812 of the 965 apartments built between 1928 and 1932 were also located in these districts. However, while the total number of houses built in Istanbul between 1927 and 1933 was 2933, the number of apartments was limited to 822 [48].

As a result of the increase in the number of embassy buildings in Istanbul, minorities from multiple countries moved to apartments in the areas around the embassies. These apartments belonged to a single person, and a family could reside in an apartment block because the "Condominium Law (Kat Mülkiyeti Kanunu)" has not yet been enacted. Since the first apartments were seen as a product of modernization, they emerged in the residential areas where the high income group lived [49]. Between 1928 and 1934, the number of apartments in Istanbul was 1301 and the first apartments were built around Beyoğlu, Nişantaşı and Şişli. The increasing demand for apartment buildings caused an increase in the number of apartments and consequently, these residential areas got more investment. Since the first apartments were seen as a component of prestige, most of the apartments in the period were designed by exceptional Turkish architects. In the apartments in this period, there were also apartments that were for profit and only investment. However, apartment construction was limited due to the limited amount of people who could own an apartment during this period. Although Beyoğlu and its surroundings were the residential areas where the high income group lived in, the apartment building process in Istanbul started in Balmumcu, Mecidiyeköy and Levent regions with the increasing population in the following years [50]. On the Anatolian Side, there were summer houses and detached houses in this period.

In order to be a solution to the housing problem of immigrants and foreign nationals living in Turkey in 1934, "Resettlement Law (İskan Kanunu)" No. 2510 was intended for the reconstruction of residential areas where non-Turkish minorities resided. With this law, it was determined who could be resettled. Those who were allowed to settle were chosen in terms of their compatibility with Turkish culture, and they were allowed to settle in the areas that were determined according to this agreement [51].

Another major problem of Istanbul in this period was the disorganization of the transportation facilities of the city, which did not comply with the social and economic structure. Residential areas, formed by immigrants who went to other districts instead of

living in the city center during the reign of Sultan Abdulaziz, spread during this period. While one end of Istanbul was in Beykoz, the other one was in Yeşilköy and the other was in Suadiye [52]. The unplanned, ungrounded and free expansion of the city in this way has significantly affected the dynamics of the city in the following periods.

With the five laws enacted between 1930 and 1935, new regulations were made by changing the legislation regarding the planning made in the Ottoman Period. In 1930, the “Municipal Law (Belediye Kanunu)” No. 1580 and the “Public Health Law (Umumi Hıfzıssıhha Kanunu)” No. 1593 were enacted. With the Municipality Law, the areas contained by the municipal organization, the municipality boundaries, the approval and form of these borders and the duties of the municipalities were determined [53]. Üsküdar, which was the only district on the Anatolian Side within the newly determined district borders, was divided into new districts with the new regulations. On September 1, 1930, Kadıköy was separated from Üsküdar and became a new district. Moreover, in this period, Erenköy and Kızıltoprak sub-districts joined Kadıköy [54]. The 1953 “Hygiene Law (Hıfzıssıhha Kanunu)” contains articles related to the maintenance, inquiry and operation of the institutions and organizations that threaten the public health and green spaces in the city [55]. The “Building and Roads Law (Yapı ve Yollar Kanunu)” No. 2290 enacted in 1933. In this law, where green spaces were defined as groves, meadows, lakes and playgrounds, the recommended green space per person is 4 m<sup>2</sup>. Again, within the framework of this law, it is aimed to create a green space of 6.1% throughout the city [56]. With all these laws, the urban planning of cities of certain scales were created and maintained by trying to create a western-style city image [57].

With the establishment of “Emlak Bank Yapı Ltd. Şti.”, affiliated to “Emlak and Eytam Bank” in 1937, significant changes occurred in the form of housing production and the state started to take an active role in housing production [50]. After this incident, the state directed housing production to overcome the housing deficit problem.

Studying the laws concerning the delimitation of forests in Turkey was initiated in 1937 by the “Forest Law (Orman Kanunu)” No. 3116 that came into force. With this law, it was decided to limit the forests within five years and to complete the forest maps within ten years in order to provide infrastructure for the cadastre. However, when it was understood that it could not be completed within the targeted time, the law was amended and all forests belonging to real and legal persons, except for some exceptional cases, were considered as

state land [58]. Many forest lands in Turkey, with this law, were considered state land, along with the trees and territory they contained. In addition to Law No. 3116, enacted in 1937, Law No. 4785, which was enacted in 1945, became valid. If the people, who own the forest lands that were nationalized within 1 year from the effective date of Law No. 4785, did not apply to the state, penalties would not have to be paid. Since the limitation of forest land could not be completed within the targeted periods, they started to be used as agriculture, livestock and settlement areas. The public started to burn forest lands and turn them into their own lands. There have been changes in the law in order to end these occupations.

In 1937, the French urban designer Henri Prost created the first master plan of Istanbul and the design of important urban areas in Istanbul. With the purpose of beautification, Prost proposed a design that connects zones with similar functions in the city. This design contained visually stimulating drawings of a functional network of roads. Prof. Henri Prost thought that historical buildings, mosques and monuments constitute the silhouette of Istanbul and that the elements that form the silhouette should be protected. According to Prost, in the main structure of the plan that was going to be created to preserve the silhouette, it was important not only to protect historical elements, but also to expose these elements and make them visible from afar.

The basis of Prost's studies on Istanbul was that Istanbul has never belonged to a single community or civilization. He argued that the real "locals" of the city lived here, not people from all civilizations in Istanbul. Prost, who saw Istanbul as a European city, was inspired by the Paris projects in his suggestions for the creation of new roads and squares. In 1937, in the Master Development Plan, Prost aimed to create entirely new districts on vacant lands. He aimed to create districts consisting of spacious residences equipped with fast transportation vehicles. He argued that by carrying out the expropriation towards the upper parts of the city, by building enough houses in new districts, the burden for new housing planning should be taken over the old districts. After these plans were applied, he suggested that the old districts should be rebuilt with a new plan. However, the administrators of the period did not fully support the development of the city since they did not want Istanbul to be a rival to Ankara. In the urban planning studies prepared in this period, projects were developed to expose the historical buildings of Istanbul [59]. Mosques, one of the primary elements that form the silhouette of Istanbul, were raised to +40.00 elevations, especially on the hills of Istanbul. With this raised elevation, Prost proposed that a law be enacted to

construct the buildings around these mosques in a way that would not exceed 3-storeys (+9.50 elevation), and even suggested that the decision to demolish buildings above this elevation limit [45]. Prost first worked on the 1/5000 scaled master development plans. In these plans, Old Istanbul (Historic Peninsula) and Beyoğlu surroundings were planned.



Figure 2.13. Istanbul Master Plan completed by Henri Prost, 1937 [59].

In the plans completed in 1939, Henri Prost offered solutions to the problems of Istanbul at that time [60]. The "Istanbul Master Plan" (1937), "Anatolian Coast Master Plan" (1940), "Bosphorus Anatolian Coast Plan" (1941), "The Reform and Beautification Plan of Büyükkada" (1941) and "Rumeli Coast of the Bosphorus"(1944) were the Istanbul planning reports conducted by Henri Prost, and it was revealed in the reports on which principles each sub-region was planned. The plans prepared by Prost were approved by the relevant ministry of the period, the Ministry of Construction and Settlement. However, with the change of government in 1950, this decision was abandoned. Many drawings of Prost's works consisting of eight volumes at that time were burned by an architect working in Istanbul Metropolitan Municipality. After this period, unplanned, unauthorized structures were built in Istanbul and the height, location or decisions were ignored in these buildings [45].

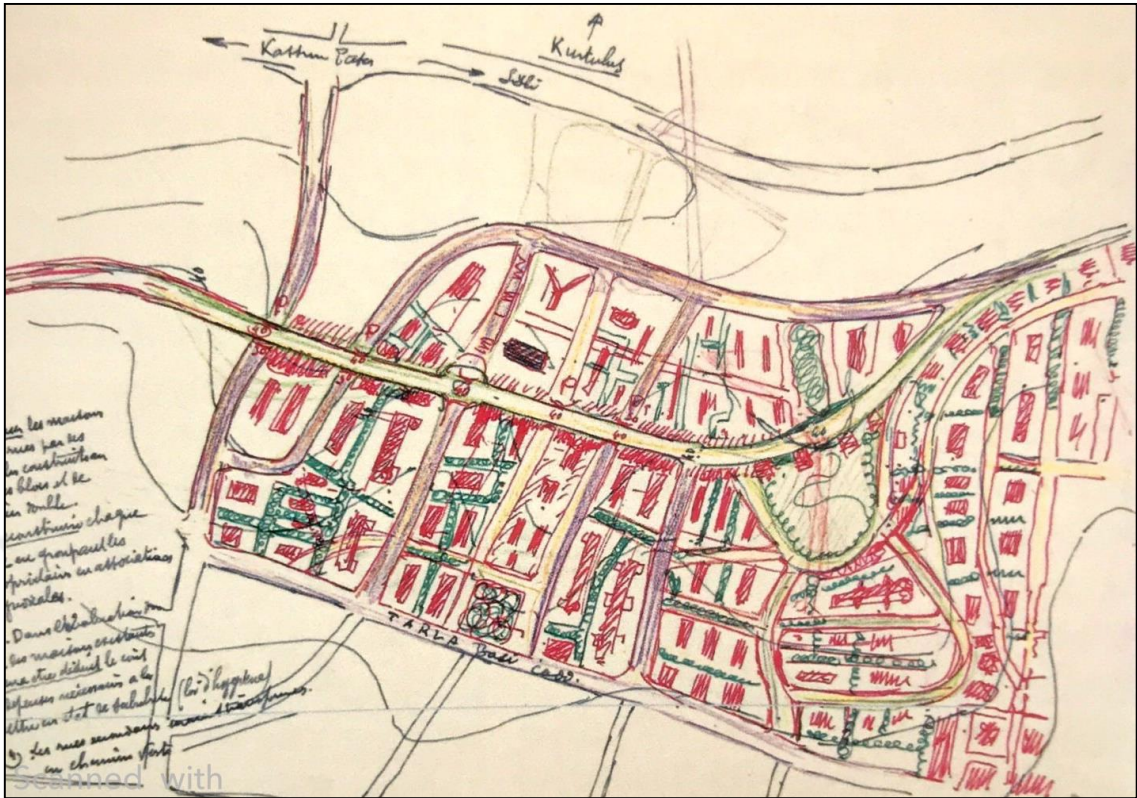


Figure 2.14. Draft plan of Henri Prost for residential areas in Tarlabası, 1939 [45].

In the “Anatolian Coast Master Planning Report” prepared by Henri Prost in 1940, the Anatolian Coast was divided into three parts; Üsküdar, which is the old Anatolian coastal settlement with the impression of a village, Kadıköy-Moda, where new residential areas and summer houses along the Marmara coast were located, and also Haydarpaşa which includes the presence of a large military barracks, hospital and high school. In the Anatolian Coast Master Plan, these areas have been planned with all individual roads, railways, stations, ports, residential areas and park-gardens. Prost proposed to make necessary corrections for the Üsküdar-Ankara-Bağdat Avenue to ensure continuity and harmony with the new residential areas. He suggested that Fenerbahçe and Suadiye neighborhoods included in this report should be considered and evaluated independently from Kadıköy-Moda and other districts [46]. In the Prost plan, the consideration of Moda and Marmara coasts as new residential areas, the transfer of military area in Fenerbahçe to civilian administration in order to be planned as a residential area and the inclusion of Suadiye neighborhood to the planned new residential area were stated. [1].

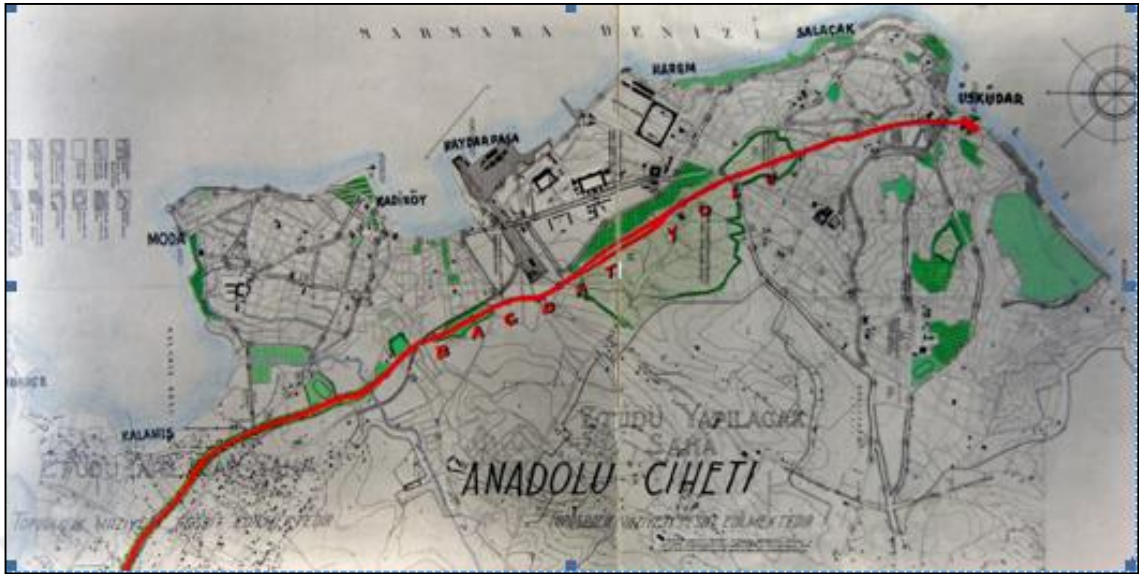


Figure 2.15. Anatolian Side Master Plan prepared by Henri Prost, 1940 [59].

Istanbul was in an important position in the 1940s for the transfer of capital to the industry in Turkey. With the start of industrial investments, “slums” have begun to be built as a solution to the housing problem that arose as a result of internal migration. In the period between 1940 and 1950, the population of Istanbul increased from 900,000 to 1.166.477 [61]. In the same period, the population of Kadıköy district increased from 57.901 to 77.993 [62].

Another important urban planner who has worked in Istanbul, Aron Angel, is a Turkish architect of Jewish origin. After completing his education at Galatasaray High School, he went to Paris for university education, where he studied architecture and urban planning. Aron Angel returned to Istanbul in 1942, accepting Prof. Henri Prost's assistantship to work, he worked on the Istanbul Master Plan and served as the Head of the Istanbul Master Plan in the 1950s and 1960s. One of the first and important plans Angel designed with Prost was the metro project, which they planned with the idea of being a solution to the transportation problem despite the rapidly increasing population of Istanbul after 1940. A three-stage project draft was prepared, in which the existing tunnel between Karaköy and Beyoğlu built in 1878, would be extended to Şişli-Maçka and the Historic Peninsula. [45]. In his proposal for Bağdat Avenue, he suggested that the existing avenue should be doubled and the distance between the buildings and the street should be at least 10 meters. In this way, in case the need for housing arises, due to the increasing population in Bağdat Avenue and its



surroundings, the avenue has been considered as an axis that can handle all the changes caused by the increase in population [45]. The width of today's Bağdat Avenue is as Angel had planned. In the plan of Angel, the avenue was open to bi-directional traffic on a 2-lane road and now is open to one-way traffic on a 3-lane road.

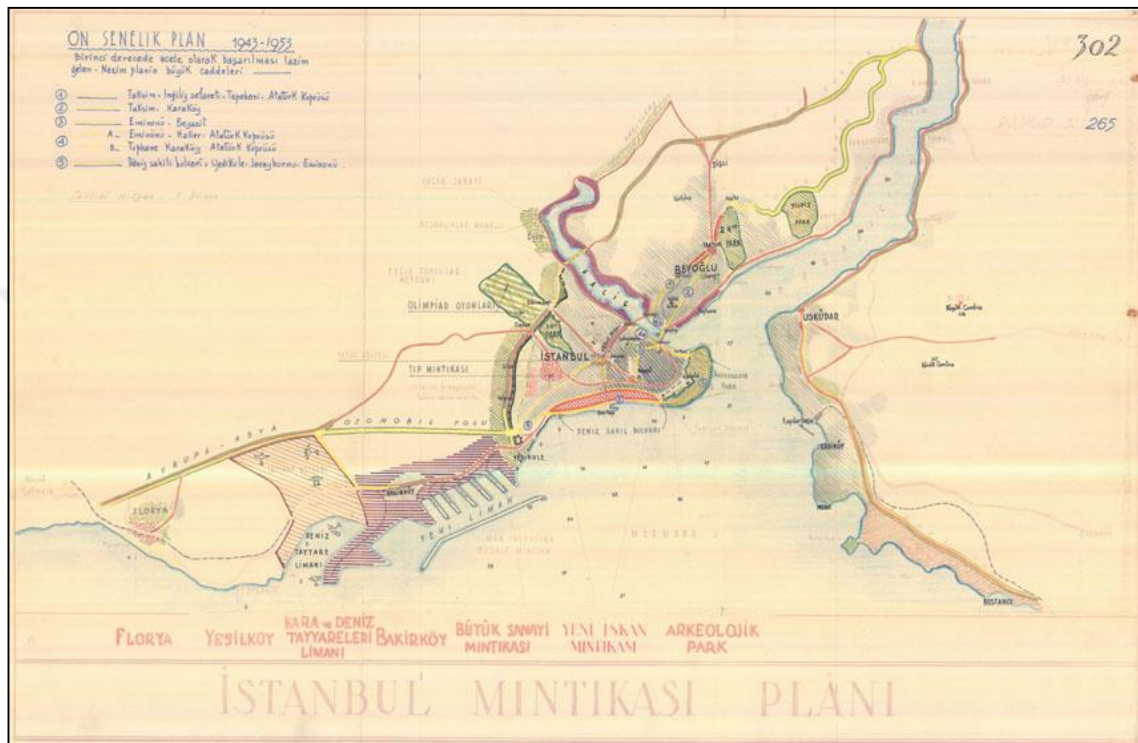


Figure 2.16. Ten Year Plan (1943-1953), Istanbul District Plan, Henri Prost [59].

In the master plan of the Bosphorus prepared by Henri Prost with the proposal of the Istanbul Municipality in 1941, Prost prepared the drawings of Bosphorus and its surroundings in detail, including all routes and road widths. However, from the beginning of planning, Prost and Angel argued that the connection between Europe and the Anatolian Side should be by subway or rail rather than suspension bridges. With this application, traffic congestion caused by bridges and new roads planned to serve the bridges and unplanned residential areas that might have emerged around these roads would be avoided. With this plan, residential area planning has increased in the regions along the bridge routes [45].

In the Ten-Year Plan proposal prepared by Henri Prost covering the years between 1943 and 1953, applications examined in six groups for Istanbul were included. In addition to road axes and connections, the focus of these applications was on the expansion and planning of public spaces. The sixth group included the development of road connections of summer

neighborhoods such as Kızıltoprak, Göztepe, Erenköy, Suadiye, Bostancı, Maltepe and Kartal extending from Kadıköy to Pendik in the Anatolian Side. With this application, these neighborhoods could leave the status of having residential areas where summer houses were located and turn into residential areas that could be used in all seasons. Regulated roads in, Bostancı-Maltepe, all roads of Suadiye, Caddebostan-Çiftehavuzlar roads, Göztepe-Kayışdağı roads, various roads in Erenköy, Pendik-Kurtköy, Merdivenköy roads, Pendik-Kartal, Çiftehavuzlar-Kalamış, most roads in Göztepe, Kızıltoprak-Bağdat Avenue, Kızıltoprak-Kurbağalıdere and Kartal-Yakacık roads, were included in the plan [1].

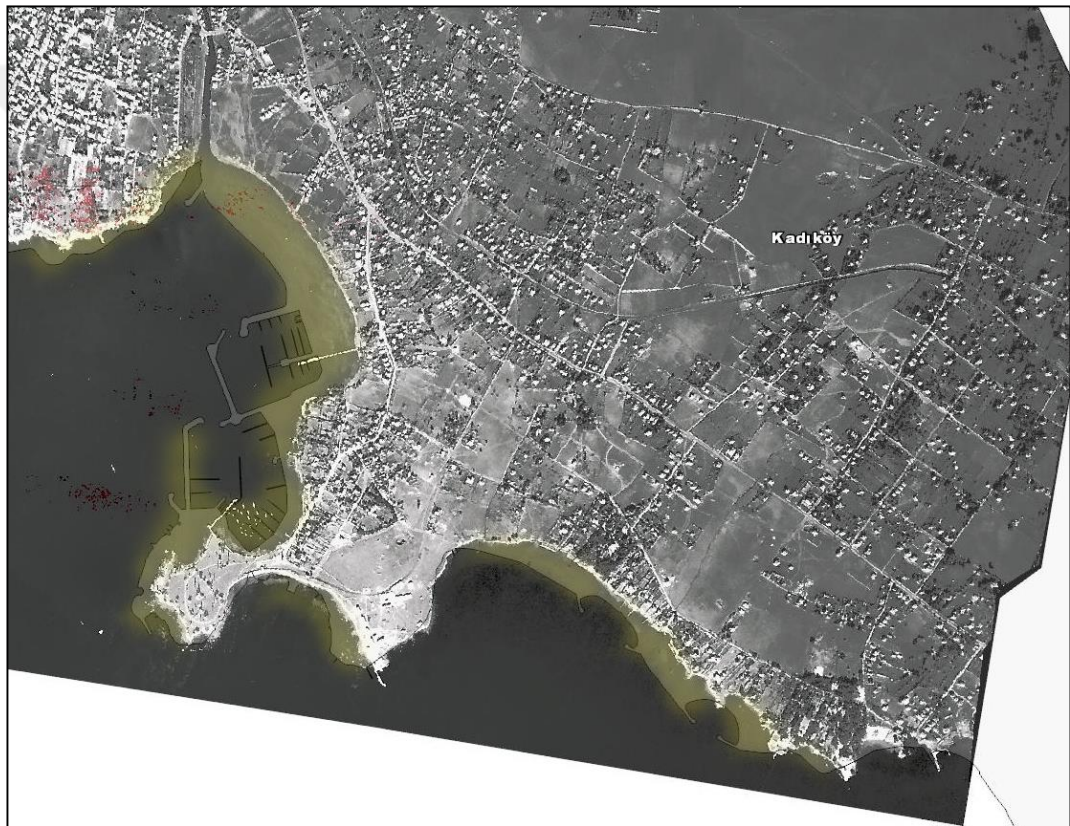


Figure 2.17. In 1946, satellite image, the coastal areas shown in yellow in today's satellite image (Fenerbahçe, Caddebostan and Suadiye) [63].

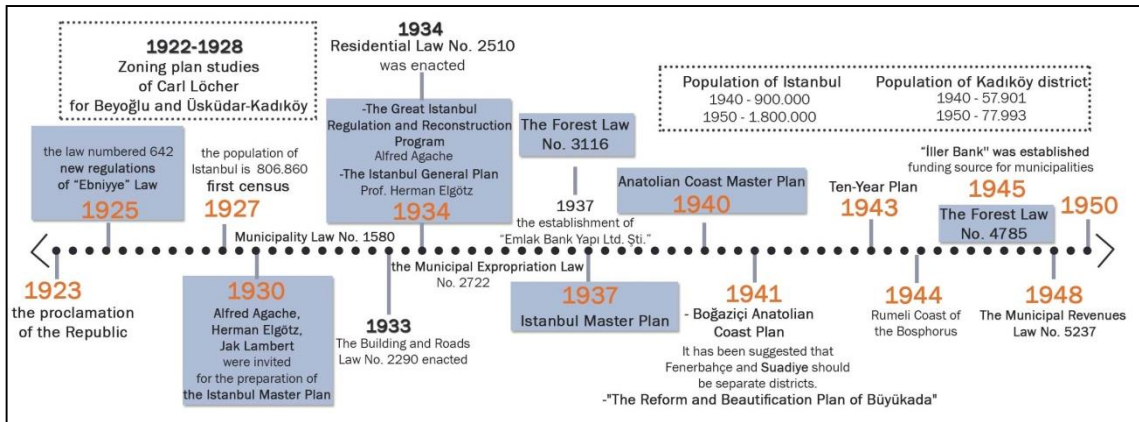
"İller Bank" was established in 1945 with the Law No. 4759. The Municipalities Bank and the Municipal Development Committee were brought together to create an institution that provides planning, infrastructure, technical services and financing to municipalities. As a result of this, a new financial resource was provided to the municipalities, but it was insufficient in terms of the scale of the transformation [64]. With the "Municipal Revenues

Law (Belediye Gelirleri Kanunu)” No. 5237 enacted in 1948, municipal revenues were increased, but could not meet the required resource requirements. Irreversible changes in the city structure continued as the municipalities in Istanbul could provide resources for the planning steps to be taken for the transformation of the city.

The “Law No. 5218 (Arsa ve Arazisinden Belli Bir Kısmını Mesken Yapacaklara 2490 Sayılı Kanun Hükümlerine Bağlı Olmaksızın ve Muayyen Şartlarla Tahsis ve Temlik Yetkisi Verilmesi Hakkında Kanun)” enacted in 1948, which has the content of preventing the illegal housing zones of the period was quite remarkable [65]. According to the law, the lands belonging to the General Directorate of National Estate within the city boundaries have been transferred to the municipalities for free or with the condition that they were paid back in 10 years as private treasury property. Furthermore, the law authorized municipalities to produce residential areas to fulfill housing demands. Slums in Ankara were seen as an urban problem and in order to take an action in this context, this law is a first step taken by the state. In the same period in Istanbul, slums were not seen as an urban problem, but rather a reflection of unplanned growth caused by population growth.

Considering all plans in the period between 1923 and 1950 for Istanbul, most of them remained on paper. One of the reasons for this was that the “State Planning Organization” has not been able to determine the location, and value of the historical artifacts both aboveground and underground in Istanbul on an urban and regional scale. Another reason was that the people in Anatolia started to migrate to Istanbul with the hope of finding a job, as a result of the delay of the land reform law. Thus, these migrants turned from the producer to the consumer, and the planning of the residential areas in the cities were also affected. The urban characteristics of not only the provincial borders but also the neighboring provinces should be taken into consideration as a priority in the master planning process of Istanbul. During this period, the population in Turkey was mostly agglomerated in the rurals; the economy was focused on agriculture. Regarding the residential areas, sufficient resources could not be allocated for the decisions and applications during this period.

Table 2.2. Events affecting the change in residential areas between 1923 and 1950.



The period between 1923 and 1950, was a period in which the first of the major planning decisions in Turkey. In "Table 2.2.1", an overview of the developments has been provided as a timeline. As stated in this timeline, the most important structural and legal regulations focused on Istanbul in the first decade of the Republic were; new regulations in the "Ebniyye Law (Ebniyye Kanunu)" No. 642 in 1925; the first census in Turkey in 1927; the starting of preparations for the first Master Plan studied in 1930; "Municipal Law (Belediye Kanunu)" No. 1580 enacted in 1930; "Buildings and Roads Law (Yapı ve Yollar Kanunu)" No. 2290 enacted in 1933; the "Municipal Expropriation Law (Belediye İstimlâk Kanunu)" enacted in 1934; the "Grand Istanbul Regulation Plan and Reconstruction Program" prepared by Agache which was completed in the same year; and "The Istanbul General Plan" completed by Prof. Elgötz. Two of the most important developments that followed were the first Istanbul Master Plan completed by Henri Prost and the establishment of the "Emlak Bank Yapı Ltd. Şti." in 1937. Furthermore, the "Forest Law (Orman Kanunu)" No. 3116 was enacted in 1937. Important developments regarding the Anatolian Side were the Anatolian Coast Master Plan Report in 1940 and the Bosphorus Anatolian Coast Plan in 1941 both prepared by Henri Prost. With the Ten Year Plan in 1943, Turkey had prepared the first development plan. The Rumeli Coast Plan of the Bosphorus completed in 1944, the establishment of "İller Bank" in 1945, The Forest Law No. 4785 enacted in 1945, and The Municipal Revenues Law enacted in 1948 were other important developments in this period.

### 2.3. THE CHANGES OF RESIDENTIAL AREAS BETWEEN 1950 AND 1980

In the 1950s, after Turkey overcame the psychological effects of war, it entered a period where modern advances in politics, economics and urban planning occurred. By taking the newly formed institutions and organizations in the world as an example, joint studies were carried out with these institutions and in parallel to these political practices, a transition from a single-party regime to a multi-party political regime has been made. Turkey has stepped into a new era with the recognition of the multi-party regime and liberal economic policy based on growth and industrialization. However, projects in Turkey taking the “despite the public for the public (halka rağmen halk için)” approach have become a popular trend in projects [1]. After 1950, the lack of investment for urban space planning, caused by the insufficient accumulation of capital seen in the Third World Countries, also has been a problem in Turkey. Due to the prioritization of industrial investment, the limited investments allocated to urban areas have caused problems in terms of urban infrastructure and housing production, which would prevent meeting the urban needs of the workers who migrated to cities with industry.

Urban and rural population ratios changed with industrialization in the period between 1950 and 1980, and a rapid increase is observed in urban population [66]. With the increase in urbanization rate after 1950, some economic and social decisions were put into effect in order to prevent the problems in the cities. Urbanization in Turkey is not only associated with industrial and agricultural developments (such as the mechanization of agriculture), but also with changes in social structure [7]. Urbanization was limited only to Istanbul, Ankara and Izmir in the 1950s in Turkey. The factors that caused an increase in urbanization in the post-1950 period were; the proclamation of the Republic; and the industrialization movements seen after World War II.

The period between 1950 and 1980 for Turkey was also known as the "liberalization era". For Turkey, liberalization meant the adoption of free trade, and finance and capital markets becoming outward-oriented. With liberalization, foreign dependency in agriculture has increased, which has affected the country's economy. People in rural regions lost their jobs and migrated to the city in order to benefit from the new job opportunities. One of the important incidents affecting planning in Istanbul on these dates was the increase in internal migration from rural areas to the city. With the developing economy, the developments in

the communication networks and the increase in the means of transportation, migrants have also caused a socio-cultural change [67].

The most important changes Adnan Menderes (one of the major political actors in Turkey between 1950 and 1980 and the prime minister between 1950 and 1960) made in the context of urban planning has been on the transportation model. With the implementation of the "Transportation Policy", highway projects have started to be prepared instead of railway projects. With the migration from rural to urban, the number of motor vehicles has increased. While there were 12,213 motor vehicles in Istanbul in 1952, the number increased to 20,868 in 1955 and it was estimated to be 35,000 in 1960 [68] [69]. However, the basis of new development projects was not this assurance, but the transportation problem and its solutions.

In these projects called "Menderes Operations", Menderes has come to the fore with the construction of the many boulevards and avenues he envisioned. The purpose of these boulevards and avenues were; to reduce the traffic congestion; to organize the mixed street pattern of the city; to demolish the buildings near the large mosques in the city in order to highlight them; to construct new avenues; and create landmarks [21]. Within the scope of the Menderes Operations, the areas around the boulevard or avenue were divided into small parcels in order to transfer to various government institutions [21]. Moreover, the visibility of these boulevards and avenues in the third dimension has remained in the background. With the increase of these types of boulevards, roads around the country started to lose their identity. Roads were no longer places for pedestrians to spend time on, but only for vehicles to pass through. In addition to these, export and distribution to countries has been facilitated with the increase of highway access. Agriculture in Turkey was the most important economic activity in the 1950s and the 1960s, because of the improvements in export and distribution networks, and production diversity.

During the Adnan Menderes period, an effort was made to improve the zoning programs of Istanbul. Menderes, who thought that the renovation works of Istanbul would be insufficient with the limited budgets of Istanbul municipalities, was personally interested in the zoning programs. Adnan Menderes, who strived to take planned and long-term steps in the zoning works, made the necessary legal and institutional regulations before and during the zoning construction works (regulations such as the establishment of the High Council of Real Estate

Antiquities and Monuments, the enactment of the Zoning Law and Expropriation Laws) [21]. During his time as prime minister, Menderes dismissed Fahrettin Gökay, who was both the governor and the mayor of Istanbul and who was against Menderes's works for Istanbul, for sabotaging the construction works. Governors, mayors, architects and engineers who were in charge of the zoning works of Istanbul between 1950 and 1960 provided information to Menderes himself. Vatan Street, Kennedy Street, Karaköy Square, Barbaros Street, Karaköy-Dolmabahçe Coastline, Haydarpaşa-Bağdat Avenues-Bostancı-Pendik Roads, were among the important road works that had an impact on the current silhouette of Istanbul during this period. These roadworks have caused the formation of residential areas around them since they were built, and these residential areas served the commercial, social and cultural needs of the population. On the other hand, Kennedy Street and Barbaros Avenue had the characteristics of two avenues that had damaged the historical and natural pattern of Istanbul and increased the size of the damage with the intensity of use [21].

The population of Istanbul, which was 1,166,477 in 1950, increased to 1,882,092 in 1960. The reason for this increase in the population is that people who lost their jobs in the countryside migrated to Istanbul with the hope of finding a job and working. As a result of migration, administrations have started to move away from their plans and applications and to produce instant solutions in the face of the transformation in Istanbul. State-owned lands quickly became slums and privatized without any settlement plan during this period. The reason for the rights given to slums was to prevent late steps from turning into a crisis in issues such as the change of the housing market, whose production has stopped during the war, against the rapidly increasing population, the increase in individual housing production, the transformation of cooperative or state-owned areas [70]. Increasing the number of lands put up for sale as a solution to the housing problem has led to an increase in the shanty house problem in the long run. As a result of the rights granted to the slums and the disproportion between the population and the housing need, slums started to form around the cities and urban transportation problems occurred.

The immigration waves to Istanbul affected the areas of the industrial zones outside the city walls, as well as the Golden Horn and its surroundings as residential areas. While slum formations were observed in Zeytinburnu, Kâğıthane and Taşlıtarla, the first slum area examples on the Anatolian Side were seen around the industrial establishments in Beykoz. In 1950, 1.601 slums were built in the Beykoz district. By 1960, this number increased to

5,100 [71]. In 1947, the first slums began to appear in Üsküdar, one of the first settlements on the Anatolian side. There were 272 slums known to be on foundation and municipal lands in 1950, and this number reached 4.000 in 1960 [72]. The slum areas formed in Alemdağ and Kayışdağı after Beykoz caused an unplanned and overturned appearance on the hills. Slum settlements have started close to the industrial establishments around the road known as Ankara Asphalt. While the total number of slums in Istanbul was 8,500 in 1950, the number of people living in the slums in Zeytinburnu alone reached 60,000 in 1975 [22]. Taşlıtarla, near the industrial zones of Rami and Eyüp, became the second largest slum area of European Side after Zeytinburnu. While the first settlements in Taşlıtarla were an area where families from Bulgaria and Yugoslavia settled, they grew with the migration from Anatolia in 1955 and became a district called Gaziosmanpaşa in 1963 [22]. The third largest slum area of the city emerged in Kağıthane. Slum housing has increased as a result of the industrial establishments bringing about out-of-control parcels in Maltepe and Kartal on the Anatolian Side. The urban spreading along the Marmara Sea on the Anatolian Side moved away from the coast and spread towards the inner parts of the city after 1955.

Since the Ottoman Period, land management had been under the control of the state, however, after the 1950s, these lands were considered as private property and passed on to property owners. However, lands that could not be cultivated and served for any use continued to be considered the property of the state. By using these lands, the state subsidized the increasing rate of urbanization in Istanbul. The reason why this method, which was a valid solution for this period, could not be continued and became an urban problem is the fact that the lands in the hands of the state were divided into individual property areas and the social structure was not sustainable in the long term respectively. In Istanbul, a rapidly urbanizing city of a developing country, several changes have been observed in the social structure. Due to the fact that the gap between social classes has increased, their respective lifestyles have become different [73]. As a result of these differentiation and changes, the land became more valuable and profitable.

Housing production, which stagnated during the Second World War, but increased rapidly after the war, nevertheless housing production was insufficient in response to the demand. The slum area and build-and-sell housing production process, which started to overcome this problem, led to ownership rights and patronage relations. Families with low income, who did not have steady jobs, did not have the opportunity to legally buy housing within their



budgets. Because of the rapidly increasing job demand in the industrial zones, these families chose to get their justifications in this process. The power of people living in slums as voters also prepared an environment for them to preserve their existence in these regions in the long term. Slum settlements have generally been transferred to municipalities for public benefit. The transformation of these areas belonging to municipalities to slum areas paved the way for not building structures that should be built for public benefit and depriving the society of these areas in socio-cultural terms.

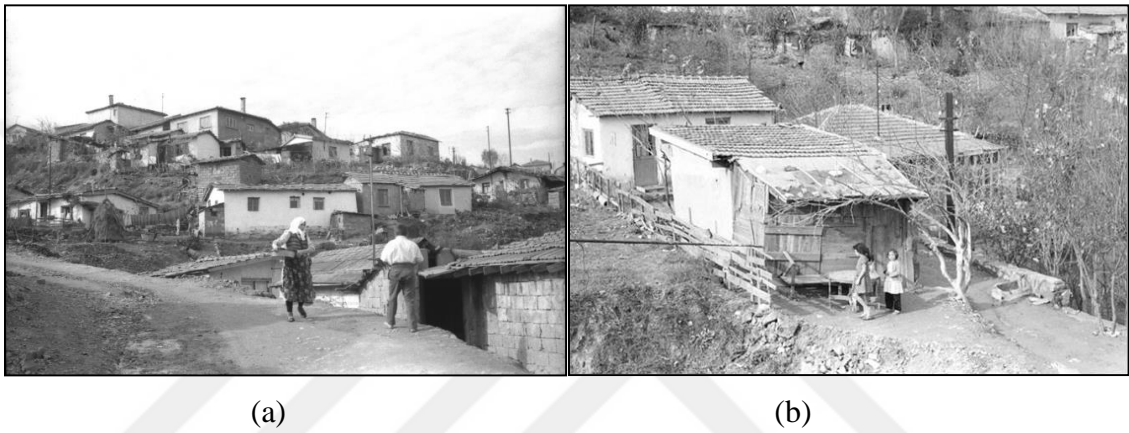


Figure 2.18. Slum areas in (a) Mecidiyeköy and (b) Şişli, 1959 [74].

Two different urban structures were formed in the city between 1950 and 1980; the structure that changes in accordance with the innovation developments in the city and the structure that changes spontaneously over time respectively. Short-term solutions were produced for the increasing housing stock deficit, which affected the deterioration in the residential pattern. Istanbul is the city where the traces of the entire transition period are seen the most around the country. The city experienced a rapid urbanization period with the migration it received and being the center of the first example of growth policies. [75]. The reason for the change in residential areas with the increase in urbanization in Istanbul was both the increase in slum areas, and the development of new zoning areas led by “Emlak Bank Yapı” and cooperatives [50].

In the period between 1950 and 1960, when the migration to Istanbul first started, mostly single men came to the city to work. While Istanbul received migration not only from rural areas but also from other cities in these years, the arrival of migrant families after 1960 is

important in terms of the impact of the mobility between 1960 and 1970 on family structure. Although slums started in the early 1950s, they started to make an impact especially in these years. It was assumed that rural people settling in cities would become urbanized in time. However, as time passed, it was found that even the second generations could not adapt to the urban lifestyle. While the new residents of the city could benefit from the opportunities, they could not integrate with the locals and could not embrace being a modern citizen. People who were producers in rural areas became consumers in cities and affected the economic activities of the state. The differentiation of the economy indirectly affected the grants and investments required for the implementation of the master plans [75].

During the period when Henri Prost's studies were continuing, the implementation and detail plans that did not coincide with the original residential pattern of the city attracted attention. While in the development plan prepared by Prost, it was planned to expand to an area of 8000-9000 hectares, in 1951, Istanbul spread over a land mass of 23.000 hectares and its population exceeded 1 million. Unfortunately, Henri Prost did not have an integrated plan in the studies for the city [75]. Henri Prost planned important projects related to the Istanbul planning works between 1937 and 1951 and presented many suggestions in this field. Prost was dismissed on December 27, 1950, after the Democratic Party was chosen to govern.

After Henri Prost left Turkey in 1951, to resume his task, Aron Angel was appointed as Head of Department of the Istanbul Master Plan. Angel started this process with the creation of cadastral plans, antiquities, surveys and topographic maps with the help of the municipality. During the years when Aron Angel was the Head of Department, a delegation of professors was founded regarding the implementation of the development plans. Haydarpaşa has been found suitable for intercity transfers due to its proximity to railways as a major port. While industrial zones were planned in districts such as Kartal, Pendik, Tuzla and Gebze on the Anatolian Side, on the European Side they were limited to the area from Surdışı to Feriköy. Furthermore, the idea of a large harbor in Yedikule has been proposed. Sir Patrick Abercrombie, who was invited by the municipality in 1954, proposed a satellite city that would extend to Yedikule instead of Yedikule Port [45]. In Yedikule, he has proposed a multifunctional project that includes commercial, residential, social and cultural activities, rather than just a commercial port project.

In the period between 1950 and 1960, master development plan studies were surveyed and discussed by many professors and experts from abroad. In the studies prepared, the Historic Peninsula region, where the historical pattern of Istanbul was felt intensely, and the Galata-Beyoğlu surroundings were especially carefully examined and it was aimed to preserve the existing pattern and make it visible. Foreseeing the expansion of industrial zones, it was proposed that industrial areas in the city should be taken out of the city and the housing structure in the city could be homogeneous and accessible. In the report of the Chamber of Architects in 1960, it was emphasized that all these studies were insufficient in terms of implementation problems and finding solutions to the main problems of the city. It was stated that a definite decision could not be reached especially regarding the building heights and therefore detailed research on the problems that may arise were avoided [45].

Some institutional regulations were also made in order to prevent problems regarding the urban structure between 1950 and 1980. The Turkish Chamber of Engineers and Architects was established in 1954 with the law numbered 6235. With the establishment of the chambers, a critical platform has been created against the developing process. The Chambers of Engineers and Architects have played an important role in raising public awareness about urban planning and examining the current urban planning process. The Development Law No. 6875, enacted in 1956, has been a reflection of the global planning approach as a solution to the development problems of growing cities. The Zoning Law included articles such as the obligation to obtain licenses from the municipalities for buildings, stopping the construction of buildings built without permission, and controlling the buildings by members of the profession [76]. In the 28th article of the Zoning Law No. 6785 / Law No. 1605, which was valid between 1956 and 1985, it was stipulated that the size of green spaces per person could not be less than 7 m<sup>2</sup>, but how this size would be distributed among settlements of different scales was not specified [77]. The Ministry of Construction and Settlement was established in 1958, and as a result of rapid urbanization, it was aimed to find solutions to problems in planning, housing and building materials [78].

Charles Abrams, an American lawyer, author, urbanist and housing expert, was invited from abroad to evaluate the current housing issues in the Middle East and to assess urban planning studies at the universities in Turkey, emphasized in a report that he prepared with a committee that the housing problem could be solved not with foreign experts but with local experts who know the ins and outs of the country. In the report, it was emphasized that

studies on urban planning areas should be started in universities, and architecture and urban planning were two branches of science that should be considered separately but are related to each other [79].

With the amendment to subparagraph (b) of Article 2 numbered 6831 in the Forest Law in 1956, occupation on forest lands were taken out of the forest borders. In this subparagraph, it was decided to move the areas and settlements used in agriculture and animal husbandry beyond the forest boundaries which do not disrupt the forest integrity, do not harm the water and soil regime, but have lost their forest quality [80]. In Law No. 6831, which entered into force in 1956, different legal arrangements were made to find solutions to problems over time.

Public institutions, chambers of architects and chambers of industry did not focus on the projects that were worked on in the post-1950 period. Especially, since the Master Zoning Plans prepared were not approved and not put into effect, many unauthorized and illegal buildings were granted construction permits. With the “Zoning Reconciliation Law (İmar Affi)” No. 7367 enacted in 1959, it was decided to give land to the municipalities from the state treasury [81].

On one hand industrial districts were created in Istanbul, while on the other hand, migration from rural to urban and the urbanization level increased rapidly. The activities carried out by Adnan Menderes between the 1950 and 1960 were not holistic and were fragmentary plans that did not include analysis and method studies. As a result of such fragmentary practices in the city, there were losses in its cultural and natural areas. These losses have reduced the planning consciousness in the society.

In the Menderes Operation period, many urbanists from abroad and from local governments came to Istanbul regarding urban planning. The general purpose was planning by preserving the historical and natural characteristics of Istanbul. After Prost's contract expired, the Istanbul Zoning Directorate, including Aron Angel, invited Professor Luigi Piccinato to manage the zoning activities together with İller Bank between 1960 and 1967. Piccinato worked with a working group of architects and other delegations on a new plan called “the transition plan” in addition to the plans made up to that time. Piccinato has brought a radical change with the East Marmara Regional Planning area by proposing the linear growth model instead of growing the city in circles with a single center. He also worked on a wide area

extending to Büyükçekmece on the European Side and to Sapanca on the Anatolian Side. Piccinato argued that Istanbul should be a trade and service centre, not an industrial city, by suggesting that industrial areas be moved to Anatolia [45].

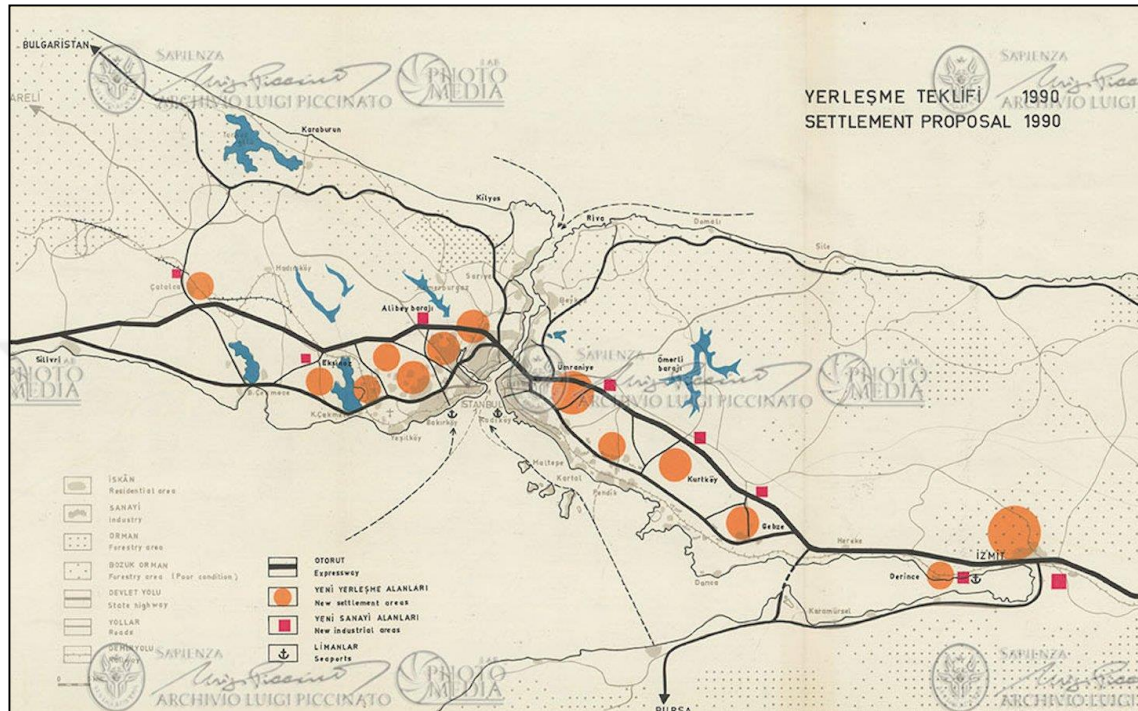


Figure 2.19. "Istanbul Settlement Area" proposal prepared by Prof. Piccinato between 1956 and 1959 [63].

The proposal prepared by Piccinato was a new residential area analysis covering the entirety of Istanbul. According to this proposal, new residential area planning should be made around the new industrial areas in Istanbul and routes should be created. Considering the distances of the designated areas on the European Side from the city center and their positions to each other, there was a more compact and nested order, while a more expansive settlement occurred on the Anatolian side and parallel to the coastline.

In the outline of the plan prepared, it was suggested that ports and industrial areas should be kept outside the city and residential areas should be planned within the city. Piccinato also suggested that European and Anatolian Side should connect by a suspension bridge over the Bosphorus and that the bridge should extend out of the city with a single axle. In this way, the unplanned growth of the city will be prevented, the pollution, irregularity and lack of

planning caused by the industrial zones in the city would be eliminated and the existing green space would be preserved in the city.

Regarding the developments in the residential areas, the Piccinato plan proposed that the Historic Peninsula and Beyoğlu surrounding residential area developments should come to an end and instead of these areas, they should grow towards Levent. He emphasized that on the Anatolian Side of the city, residences with very low density along the coast that continues up to the Gulf of İzmit should be supplemented by rail and road transport, and that the settlement areas of these sites should be developed with fertile agricultural lands and favorable climatic conditions [1]. However, at the end of 1960, Piccinato's 1 / 10.000 scaled Istanbul Master Plan proposal was not approved by request of the Ministry of Reconstruction and Settlement for various revisions.

As a result of the military intervention in 1960, the multi-party democratic regime experienced a significant change. After the intervention, the 1961 Constitution entered into force. With the adoption of the social and welfare state role imposed on the state by the 1961 Constitution, the state has undertaken the mission of resolving the housing stock deficit [70]. It is stated in the Constitution that measures will take place in order to meet the housing needs of low-income families with regulations on residential areas.

In the post-1960 period, a holistic and large-scale planning approach was adopted instead of fragmentary analysis. However, this approach, which did not allow partial regulations, remained too strict for the rapidly changing population and urban mechanism of that period. It has created a multi-part architectural plan typology model, which offered a flexible structuring opportunity in the 1960s. This typology of architectural projects and competitions in the period has been the most recommended type of plan [70]. In the face of the changing pattern in the city, the solution of the administrations was to legalize or enact, for illegal regulations. Having been established in 1960, the State Planning Organization was a significant milestone in terms of planning in Turkey. The State Planning Organization assisted the government in identifying economic, social and cultural needs in the country [78]. The State Planning Organization and the Ministry of Reconstruction and Settlement worked together on the regional planning of the cities, the planning of the residential areas and the development of these areas [83]. With the establishment of the Regional Planning and Metropolitan Planning Offices, which opened in 1960 under the Ministry of

Reconstruction and Settlement, a gradual and central plan was drawn in the planning of Istanbul [79].

The Metropolitan Master Development Plan for Istanbul started in 1961. The implementation period of the plan, which took three years of preparation, was predicted as twenty years. This plan covered an area from Tekirdağ to Gebze-Izmit. In the prepared plan, it was stated that the construction of the project that would connect the two sides with a tunnel, a metro project planned as a solution to the settlement distance problem, the protection of the existing historical monuments and the evaluation in terms of tourism, and the industrial zone planning studied in the Piccinato plan were included. In 1961, "40 Altitude Zoning Plan (40 Rakım İmar Planı)" was approved in order to protect the silhouette of Istanbul [1]. With this zoning plan proposed by Prost, it has been taken into consideration that the buildings outside the +40.00 elevation should be allowed up to three storeys in the Suriçi area and a protection green band of 500 meters should be created in the outer area. In the new plan, it was decided to give building permits up to six storeys in areas higher than +40 elevations [45].

The Master Zoning Plan, which was created in 1961, revealed the need for Regional Planning and Urban Planning studies in terms of urban design studies prepared at 1/5000 scale and 1/1000 scale and their implementation. With the Eastern Marmara Region Planning Report by the Ministry of Reconstruction and Settlement in 1963, a report that would contribute to the economic and physical development of the region covering the Marmara Region was prepared [79]. Another plan prepared in 1963 was the Five-Year Development Plan [84]. In this plan, urbanization was emphasized and it was mentioned that urbanization should be supported and should be considered as a sectoral power in terms of economic growth and benefited from it [85]. The Second Five-Year Development Plan and the Eastern Marmara Region Planning studies were not sustainable. In order to help the scope and method of these two plans, the first essay is a doctoral thesis written by Çağlar Suher in 1963 with the subject "A Research Supporting Regional Planning in Istanbul". In 1965, the Master Plan Bureau, affiliated to the Ministry of Development and Settlement, became operational

and planning studies were attempted to be handled within the framework of the Eastern Marmara Plan.

In the Planning Report for the Eastern Marmara Region, it was emphasized that the growth to be experienced towards Izmit, Adapazarı and Sakarya should not be prevented and these areas should be planned as development areas against rapid urbanization. It has been stated that the whole area between Gebze in the east of Istanbul and Büyükçekmece Lake in the west should be evaluated in a joint effort between ministries, chambers and urbanists, and the residential areas should be associated with the working areas as a "metropolitan area of relations" [85]. While the industrial areas in Istanbul were spread over 1.800 hectares in the 1960s, it was stated in the report that this would be 4.000 hectares by the 1980s. Depending on the population increase, the green spaces have been calculated from the 20 m<sup>2</sup> green space requirement for each citizen living in Istanbul. For instance, if the population is 5.000.000, there would be 10.000 hectares of green space in Istanbul. It was requested that the inequality in the population distribution between European and Anatolian sides should not remain as 80% and 20% and should be changed. It was planned that between 1960 and 1975, 1.643.000 people would settle on the European side and 482.000 people on the Anatolian side. After the bridge was opened, it was stated that in the period between 1975 and 1980, 560.000 people would settle on the European Side and 440.000 people on the Anatolian Side. It was predicted that these rates would increase towards the Anatolian Side after 1980 [1].

In 1963, the Municipality Law No. 307 was made equivalent with the constitution. With this law, it was decided to elect the mayor by public vote. While increasing the revenues of the municipalities was necessary for finding permanent and peaceful solutions to the problems in the city, the Constitutional Court found the increase in revenue against the law. Local governments became dependent on central governments when financial resources were reduced to solve the problems in the city. This resulted in prolonged solution processes or contextual problems in the implementation of the decisions made.

The "Great Istanbul Master Bureau" established in 1964 over a 20-year period analyzed the Istanbul Metropolitan Region in detail. Plans are reduced to 1/1000, 1/5000 scales. In this way, all the authorities of the municipalities in the metropolitan area have been transferred to the office. However, these studies were not evaluated within the scope of 1 / 25.000 scaled



city plans [86]. Besides the plan made by Prost in 1937, Istanbul does not have a master plan put into effect.

In the face of the increasing population and the unresolved housing problem, the land prices in Istanbul have increased very much and the housing on a single parcel opportunity of the middle class has disappeared as a result of this increase. A solution was considered by allowing more than one person to come together on a single parcel and have storeys in the apartments they built. However, this form of ownership was not allowed in the laws of that time.

Between 1950 and 1965, there was a change of identity in the districts of Istanbul and, accordingly, changes in residential area preferences. Eminönü, Aksaray, Karaköy, Taksim, Osmanbey, Mecidiyeköy and Beyoğlu on the European Side were named as the “Central Business District” (CBD). While these districts were central housing districts, they changed into business centers. Meanwhile, on the Anatolian Side, Üsküdar and Kadıköy have become Central Business Areas [1]. While the buildings in the residential areas in these districts were evacuated and turned into offices, business centers and service buildings, the zoning areas around these districts have been used and turned into new residential areas.

From 1965 and on, the industrial zones within the city in Istanbul started to move towards the city periphery. The main reasons for the relocation of industrial zones were the insufficiency of residential areas needed by the increasing population in the city and the pollution they caused in the city. With the relocation of industrial zones, the population density, traffic problems and air pollution in the city center have been reduced, but this led to the need for the construction of new roads towards the city periphery and the development of the areas around these roads. In 1966, the Marmara Regional Planning Bureau, the Istanbul Municipality and the National Security Council, prepared the Istanbul Industry Master Plan with a planning system [85]. In this period, the Metropolitan Planning Bureau was established in Istanbul, which was developing towards the city periphery, and a 1 / 50.000 scaled Istanbul Metropolitan Area Master Plan was made in 1980.

Another legal regulation that affected the change of the physical structure of Istanbul and many cities was the Condominium Law No. 634 of 1965 [87]. When the Condominium Law was examined within the framework of the change in residential areas, it brought about the demolition of the licensed, less dense housing stock in the city and its transformation into

multi-storey apartment buildings. The law, which allowed the creation of multi-ownership residential buildings on a parcel, has allowed the existing residential pattern to be demolished, especially in areas with small and multi-part ownership patterns in the city center, and allowed to create a new built environment with multi-storey and generally terraced houses. Considering this situation in the political framework of the period, it could be seen as a positive approach in terms of providing opportunity to overcome a large housing deficit problem. However, the increase in building production, which was only aimed at eliminating the housing deficit and without considering the necessary social and technical infrastructure needs, had negative effects. As a result of these effects, it was addressed as a problem that was difficult to solve but of great importance and focused on the production of more qualified urban spaces [87].

Another legal regulation made within the scope of combating illegal housing zones is “Gecekondu” Law No. 775, which entered into force in 1966 and aims to transform slum areas into regular residential areas [88]. Law No. 775 is a law that defines three priorities for slum areas: rehabilitation (improvement), liquidation (demolishing and cleaning up) and prevention of reconstruction of slums. This law not only legalized slums but also institutionalized them under a law.

When apartment buildings in residential areas are examined in the period after 1950, it has been observed that there are structures built by the upper income group for prestige or rental income, and stand out with their assertive and modern architectures and direct the formal change of residential areas. In the middle income group, it is seen that there are cooperatives for housing needs and apartments where modern lines produced by Emlak Bank Yapı are maintained [50]. Until the middle of the period between 1950 and 1980, the apartments were single-family properties with functions and requirements suitable for the lifestyle of the families and designed according to the needs of the families. With the “Condominium Law” enacted in 1965, designs started to be standardized as a result of the formal and process changes experienced in housing production [89].

The change in residential areas gained a different dimension with the form of mass housing proposed in the Second Five-Year Plan in 1967. The mass housing format caused systematic congestion as a result of the transformation of the loans given for existing housing production into social aid which was eventually presented as a solution. Since this solution

was a major financial and feasible enterprise, it had to be managed by the state but was undertaken by private and local authorities. Mass housings were built with the idea of obtaining cheap land outside the city for upper and middle income groups and obtaining new zoning areas accelerated towards the 1970s. With the transition from single block apartments to multiple block apartments, buildings located outside the city were planned to include all kinds of daily needs of the residents. In the following years, these buildings were described as mass housing and combined and evolved into satellite cities [49].

In the period between 1960 and 1970, while the development rate of industrial zones in Istanbul slowed down in the European Side, it continued rapidly in Maltepe, Kartal, Yakacık, Tuzla and Gebze on the Anatolian Side. In this period, urban growth was observed mostly on the Anatolian side. While only 23% of the city was living on the Anatolian side in 1970, this rate increased to 33% in 1980. Another important development regarding the Anatolian Side was the preparation of the Bostancı-Erenköy Zoning Plan. The area extending from Fenerbahçe to Bostancı was in a sparse pattern consisting of houses with gardens. In 1965, with the Condominium Law, 2-storey buildings here were replaced by apartment buildings. In 1970, the construction area limit was introduced instead of the storey limit for the residences outside of Bağdat Avenue and coastal areas. As a result of the increase in the building density between Kızıltoprak and Bostancı, the number of storeys are 4 and the storey height is 12.50 m elevation in the coastal parcels, the number of storeys are 5 and the storey height is 15.50 m elevation on Bağdat Avenue, and with a floor area ratio (FAR) of 1.8 in separate structure in all other parcels outside the coast and avenue. By this way, the building area between Kızıltoprak and Bostancı was doubled in a short time. Moreover, with the secondary housing trend that became popular in this period, the number of summer houses in Suadiye, Bostancı, Dragos and Islands has also increased [22]. In the 1970s, the connection of Bağdat Avenue with the bridge to the European Side strengthened the preference of this region as a residential area. The area in the identity of the secondary residence and summer resort has left its place to become a primary residential area [90].

With the Condominium Law, the summer houses, villas and mansions on the Anatolian Side, especially around Bağdat Avenue, which was a summer resort area, were demolished at the request of their owners and turned into apartments by contractors towards the 1970s. These apartments have been high quality and well-studied apartments, built by considering the wishes of the residents. The materials used in the facades, height and width ratios of the

apartments built in Bağdat Avenue and its surroundings were regarded as good examples of the period, their relations with the street and their details [50].

The "Bosphorus Coastline Development Plan", which was approved and put into effect in 1971, was an action to register the buildings in the Bosphorus. Moreover, the suspension bridge whose construction started on 20 February 1970, was opened on 30 October 1973 [91]. With the opening of the bridge, the traffic between the two sides increased and new residential areas started to develop on the Anatolian Side. In 1970, the population of the European Side in Istanbul was 2.281.249, while the Anatolian Side was 695.094. Considering the population data of 1975 after the opening of the bridge, the population of the European Side became 2.820.388, while the Anatolian Side became 1.029.164 [92]. In the master plan of the Bosphorus prepared by Henri Prost in 1941, the roads, routes and widths of the roads were determined in advance to serve the bridge. After the bridge was opened in 1973, Prost's plan was developed and new connection roads were added to the bridge routes [45]. With the facilitation of the transition between Europe and Asia, the construction sector in Istanbul developed and the production of residential areas accelerated.

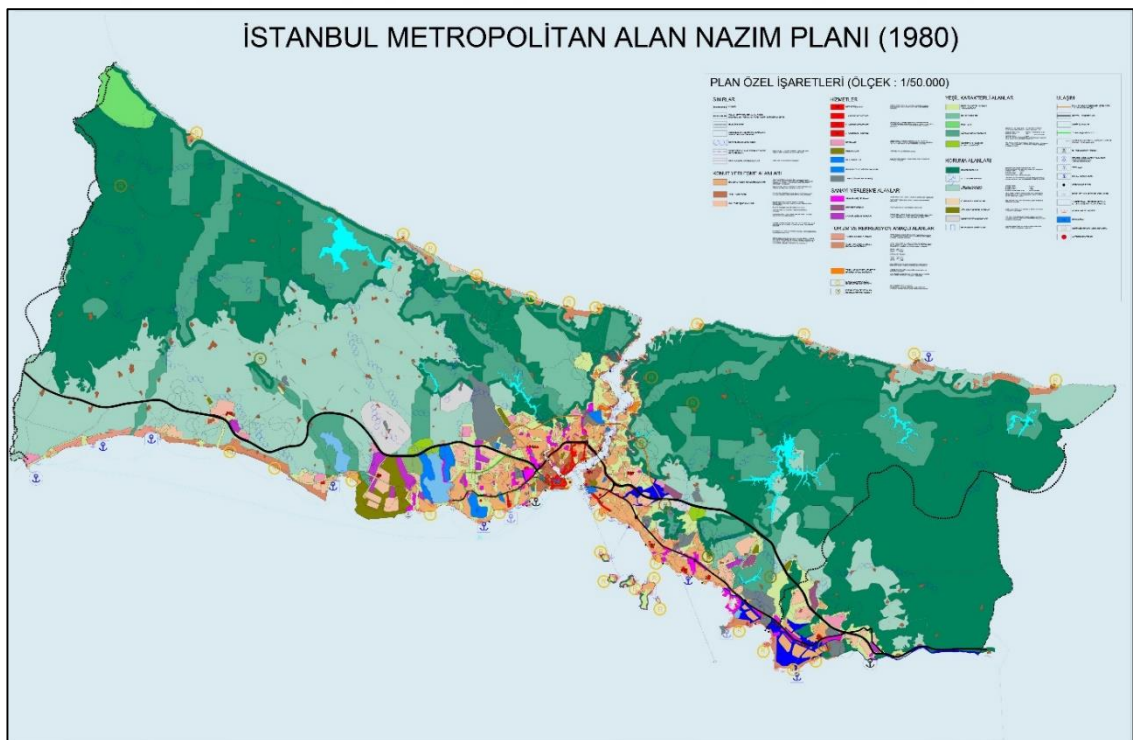


Figure 2.20. Istanbul Metropolitan Area Master Plan, 1980 [93].

Some of the main principles of the Istanbul Master Plan, completed in 1973, were stated as the protection of the history and the natural environment of Istanbul, the integrity of the regional plans to be dealt with gradually, the problems to be experienced during the implementation phase of the plan and the determination of investment deficiencies and the needs related to the working systematic. The first drafts of the Istanbul Master Plan, which started in 1937 and continued systematically from 1965 to 1980, were completed by the Ministry of Development and Housing, the General Directorate of Planning and Reconstruction, the Metropolitan Department, and the Grand Istanbul Master Plan Bureau. The plan, approved in July 1980, included taking aerial photographs for Istanbul for the first time and preparing 1 / 25.000 and 1/1000 scaled maps. The 1 / 200.000 scaled Istanbul Metropolitan Master Development Plan was approved and entered into force by the Ministry of Development and Settlement in 1980. The plan was approved even though the planning studies and steps regarding the institutionalization of planning were suspended due to the military intervention in 1980. It is the most comprehensive plan of Istanbul approved until 1980 [85] [99].

In the period between 1972 and 1984, foreign companies applied for the reconstruction and planning of Istanbul. The suggestions of these companies included the construction of fruit and vegetable market, transportation project, use of transportation axes and places, the organization and financing of General Directorate of Istanbul Electric Tram and Tunnel Operations (IETT), examination of the master plan and studies of the city's energy data, research of natural assets, and gas production and supply [45]. According to Angel, if these projects were carried out and the population growth had been realized in a controlled manner, a different lifestyle could have been established in Istanbul.

As a result of the increasing automobile production in the 1970s, the use of private vehicles has increased. Additional bus and minibus services have started in the city with the development of the highway works and the construction of new roads. The demand for public transportation has also increased and thus the traffic problem started to arise in Istanbul. The areas between the E-5 and TEM highways have started to translate into as soon as residential areas and the city expanded to the north, as the usage of the two motorways increased [70].

Uncontrollable urban population growth caused the expansion in city boundaries and exponential increase in problems within the city. One of the important matters that should not be missed in urban planning is the division of the city into "zones". Zones such as trade centers, industrial zones, factory areas within the industrial zones, residential areas, service areas, and transportation centers could be clearly defined. After these zones are determined, there should be no flexibility in the decisions made. Appropriate zoning permits could be given to the designated areas and structures suitable for the permission should be built. Just as there could not be a commercial center in the residential area, residential areas could not be placed within the commercial center [45].

Developed as a solution to the housing problem, the form of slums, property development or cooperatives were not enough to create a qualified environment in the city. In the mid-1970s, Istanbul showed an unplanned growth. Renovation processes in the city center damaged historical and cultural values, caused an increase in density, destroyed green spaces, and caused social-public spaces to become inadequate [75].

In the mid-1970s, spatial changes were observed more intensely in the city. Mass housing production has accelerated in residential areas. The number of small industrial estates and organized industrial zones has increased. The structures of public buildings and headquarters of private organizations started to be built in groups. The singular structure articulation in the city has been replaced by fragmentary articulations. Instead of metropolitan urban growth, Istanbul has shown uncertain and disproportionate growth.

The idea of fulfilling the housing needs of low-income people, which was aimed by the 1961 Constitution, failed to comprehend and regulate the spatial and social dimensions of change in the city. It was understood with the transition to "comprehensive-rationalist planning" at the end of the 1970s that planning could be studied not only in the physical dimension but also in the social and economic planning dimension. It was necessary to make plans that could contain flexibility, and most importantly, do not submit to sanctions and rapid development and could be produced quickly.

One of the main problems at the end of the 1970s was that the housing production, which stagnated during World War II, was insufficient, even though it was accelerated as a result of rapidly increasing immigration after the war. When we look within the scope of Istanbul, it is seen that the internal migration events between 1960 and 1980 were based on the

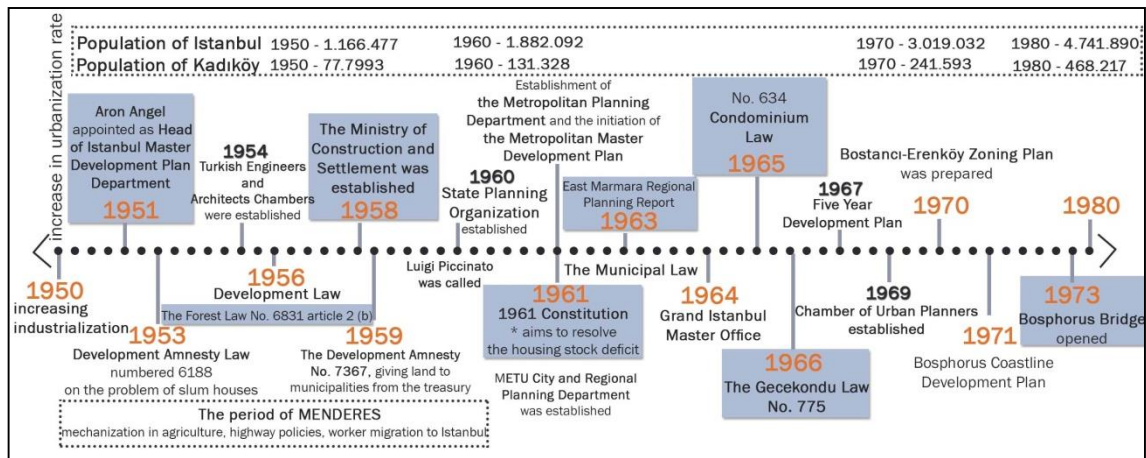
attractive opportunities this city offered to people. People who came to the city from the countryside had to leave their production areas and changed their daily lives in the cities they came from, and tried to find an area of their own within the city.

The main reasons for not finalizing the master plans prepared in the period 1950 and 1980 were the lack of fully revised maps of Istanbul, architectural surveys, and the lack of qualified and sufficient staff to exchange ideas to accompany urban planners and architects brought by special invitation. The master plans of this period could not be implemented as the reports prepared were incomplete in terms of applicability.

On the root of Istanbul's illegal and uncontrolled growth was the attraction power of the city and the fact that the decisions taken and the policies implemented in the growth and development of the country could not be balanced with foreign, domestic and regional scale policies [94]. The city transformed into a sub-layered structure brought about by metropolitanization in the 1980s. Urban growth has been an uncontrolled urban growth rather than a planned and balanced growth. With the decisions and actions made, Istanbul has become a city where residential areas and industrial areas are intertwined. With all these changes, it can be pointed out that a great scale change has occurred in urban space.

Developments in this period led to the increase of apartment buildings in Suadiye and its surroundings, and the sale of detached houses and summer houses for those who want to own houses in return for flat. The changes in the number of floors that started on Bağdat Avenue gradually moved towards the side streets and caused a change in the entire spatial pattern of Suadiye. Besides, it has also caused a decrease in green areas and an increase in the population.

Table 2.3. Events affecting the change in residential areas in the period 1950-1980.



To sum up, the most important events affecting the change in residential areas in the period between 1950 and 1980 were the start of the increase of the rate of urbanization and the increase in industrialization in Istanbul. In 1951, the important architect and urban planner Aron Angel was appointed as the Head of the Istanbul Master Zoning Plan Department. “Zoning Reconciliation Law (İmar Affi)” issued for the slum problem in 1953, the establishment of Turkish Engineers and Architects Chambers in 1954, the enactment of the Development Law in 1956, the establishment the Ministry of Reconstruction in 1958 and Zoning Reconciliation Law No. 7367 in 1959 were all new strides towards the institutionalization of urban and spatial planning decisions that occurred in Turkey. With the development plans prepared with the State Planning Organization established in 1960, the period of planning was entered. With the Constitution enacted in 1961, it was aimed to find solutions for the housing stock deficit. In the same year, in METU (Middle East Technical University), the City and Regional Planning Department was opened and Metropolitan Master Development Plan studies started. The preparation of the Eastern Marmara Regional Planning Report in 1963, the enactment of the Municipality Law, the establishment of the Great Istanbul Master Bureau in 1964 were among other important events. Perhaps the most important events related to the change of residential areas in Istanbul during this period were The Condominium Law No. 634 enacted in 1965 and the Gecekondu Law No. 775 in 1966. The preparation of the Bostancı-Erenköy Zoning Plan in 1970, the creation of the Bosphorus Coastline Development Plan in 1971 and the opening of the Bosphorus Bridge in 1973 were other important events affecting the change in residential areas between 1950 and 1980.



#### **2.4. THE CHANGES OF RESIDENTIAL AREAS BETWEEN 1980 AND 2000**

The industrialization and population growth rate, which increased in Istanbul between 1950-1980, started to decrease in the years after 1985. The population growth rate, which was around 2.1% in the 1950s, reached the highest rate Istanbul ever has seen with 14.58% in 1985. In this period migration from one city to another began to be preferred rather than rural-urban migration. [75].

In this period, the most important factors affecting spatial changes were related to the changes that occurred with economic policies. When looking at other metropolitan cities in the 1980s, it was seen that these cities were in the period of globalization. The economic decisions taken and progress made in Turkey was also important in terms of ability to articulate this wheel of globalization. Until this period, instead of the notion in which imports based on the average prices in Turkey were at the forefront, a development model that supported the exports was adopted. In this way, showing itself to the world market, Turkey has provided participation into the globalization process. Besides, an important economic factor has been to create and develop new institutions and business sectors. Initiatives such as establishing free trade and production zones, increasing the importance given to banking services, and supporting the service sector were made. However, as the income and expenditure deficits could not be prevented, the inflation level in the country reached an unprecedented level [75].

The 1980's were a politically difficult period for Turkey. With the changing political situation after the military coup, the whole country had a difficult time economically and socially. Since the 1980s, mixed economic models and liberal policies have shown their effects. Istanbul, on the other hand, was the city that was affected the most. In the period of Turgut Özal, the 8th president of Turkey, the effects of liberalization especially influenced the administrations. During this period, the powers of local governments were increased. All these developments have brought Istanbul to a new construction era.

The decisions made in the Turgut Ozal period, known as the "January 24 Decisions", were breakthroughs that fundamentally changed the economics of Turkey. These decisions liberalized foreign trade, reduced the share of the state in the economy, limited the support for agricultural products, supported foreign investments and foreign contracting agreements

and adopted an increase in productivity. While the “January 24 Decisions” was being implemented gradually in Turkey, Istanbul, due to its potential, was at the center of all the applications [95]. Economic activities in the city have accelerated and foreign partnership investments have increased.

In the new system brought about by the government in the post-coup period, income inequality in society increased and the transfer of public resources to the private sector accelerated [96]. The real estate market developed rapidly and profits in the city increased. Many national and international investors took this opportunity and entered a real estate race with each other. Shopping malls, hotels, large sites, social centers became popular projects in this period. Local administrations had a large role in making Istanbul an income platform in this way. With the flexibility in the zoning decisions given to local governments, cleared the way to sell the areas freely.

While a change was expected in the lives of the people who migrated to the city, the identity of the cities started to change and instead of adapting to the city, the people who migrated to the city likened their living spaces and their environment to their lifestyle. With the addition of citizens coming from other cities and foreign migration to this new population, the population of Istanbul and consequently the need for housing increased day by day [97].

Istanbul became a city that came to the fore with industrialization in the post-1950 period and the city was structured accordingly. During the industrialization period, the irregular and jerry-built housing stock, with the decentralization of the city, caused the municipalities, investors and the public that served this process to enter into a self-renewal process. This renewal process in the city was experienced as “regeneration” in the residential areas as well. However, during the transformation process, Istanbul struggled with many urban problems, building stocks with fragmented ownership structure and different demands of different income groups [73].

Between 1980 and 1988, the finance and banking sectors came to the fore in Istanbul, and companies around the world started to open their branches in the city. While the ratio of foreign banks in the city was 4% in 1979, it increased to 20% in 1986 [98].

As Istanbul developed, it started to come to the fore in the international arena. On 29 July 1980, Istanbul Metropolitan Municipality approved the Istanbul Metropolitan Area Master

Plan and put it into effect [99]. The plan aimed to preserve the historical and natural structure of Istanbul and emphasized the realization of urban development and construction in the east and west directions.

A regulation made in 1981 regarding metropolitan areas was the "unification law" numbered 2561. With this law, it was decided to merge small local governments located on the periphery of the metropolitan area with large municipalities. With the 1982 Constitution enacted one year after this decision, in order to solve the planning problems in metropolitan areas in Istanbul, according to article 127, the decision "special management forms can be introduced for large settlements" was enacted [100]. In addition to the 1982 Constitution, another regulation was made in 1984 regarding the management activities of metropolitan areas. In this regulation, within the scope of metropolitan areas, if the number of districts is more than one within the boundaries of the municipality, they will be considered as a separate "constituency" and will be defined as metropolitan areas [101]. Decisions regarding residential areas in the metropolitan area status, were steps towards planning and closing systematic planning gaps. The aim was to prevent the disruption of public services in these regions and to ensure social welfare. However, the fact that the decisions taken regarding the local administrations view these regions from an electoral and election-oriented perspective caused the expected results to not be achieved in the long term.

After 1980, illegal housing activities increased within the Istanbul Metropolitan Area. Gecekondu areas, which started with residential areas in the city centre and moved to the periphery of the city, could be settled in all kinds of functional areas and are municipal adjacent areas, contradict the concept of metropolitan area [85]. Meetings and seminars emphasizing the necessity of continuing the studies of the Istanbul Metropolitan Area with a special discipline and organization and the evaluation of the city with a holistic system approach rather than regional planning were held [102].

With the 1982 Constitution, new regulations have been introduced for zoning activities. One of these long-term decisions was "A. Benefiting from the coasts" titled according to the 43rd article of the constitution, "Coasts are under the rule and disposition of the State. It is stated that the public interest is primarily taken into consideration in benefiting from the shores of the sea, lakes and streams and the coastal strips surrounding the seas and lakes" [100]. After this decision, "coast filling" projects started on the coasts of Istanbul. The filled coastlines

were used for recreational space planning and public space planning in accordance with the law. The Dalyan-Caddebostan beach arrangement of Kadıköy coast in 1984 is one of them. The project, which first started between Dalyan and Caddebostan, continued throughout Bostancı, Maltepe, Kartal and Pendik in the following years.



Figure 2.21. Fenerbahçe, Caddebostan, Suadiye and Bostancı coasts satellite images of 1970 [63].



Figure 2.22. Change of Fenerbahçe, Caddebostan, Suadiye and Bostancı coasts with satellite images of 1982 [63].

The Kadıköy-Maltepe coastline, which is one of the important coastlines on the Anatolian side, has undergone a rapid change with the decision of "Benefiting from the coasts" included in the 1982 Constitution. Filling areas were built on the shores of Fenerbahçe, Kalamış, Caddebostan, Suadiye and Bostancı within this area and these areas were planned as public spaces. The foundations of the coastal pedestrian axis starting from Kalamış and continuing to the Bostancı pier were laid in 1982 and completed in 1988.

In this period, the importance given to coastal areas in Turkey has increased. As a result of the support of tourism investments, the increase in the holiday activities of individuals and the popularity of greenhouse cultivation, the population growth has occurred with the increase in interest in the western and southern coasts of the country [103]. With the increase in private car ownerships, people living in cities started to have second residences in the coastal regions. In the period after 1985, the number of people who migrated to these residences and settled on the shores increased in Istanbul. This caused the residents of Istanbul to empty out the city during the summer months in order to spend the summer in other cities. Istanbul gets gradually calmer and the population is lower during the summer months.

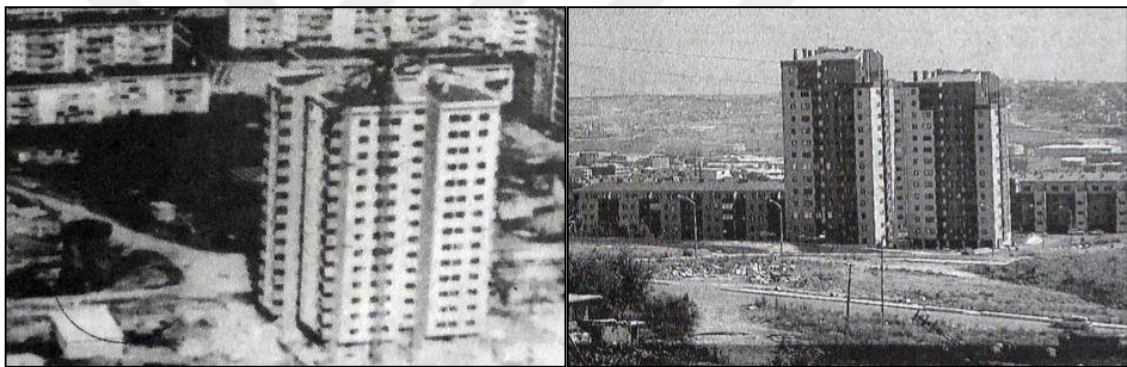
In addition to these developments, the “Law on Conservation of Cultural and Natural Assets (Kültür ve Tabiat Varlıklarını Koruma Kanunu)” numbered 2863, which brought the conservation, maintenance, repair, restoration, function change processes of immovable cultural and natural assets to the agenda and entered into force in 1983, revealed the issue of urban regeneration.

The Ministry of Public Works was merged with the Ministry of Construction and Settlement in 1983 and became the Ministry of Public Works and Settlement. The Ministry of Public Works and Settlement was tasked with planning regions, cities, towns and villages, dealing with housing policy, building materials, taking necessary measures before and after disasters, realizing urban infrastructure and regulating relations with municipalities. During this period, related ministries and organizations worked on various issues related to environmental issues according to their fields. With the decision of the Council of Ministers, restrictions were created in the zoning practices carried out in the Bosphorus in accordance with the plans in 1983, and then the Istanbul Bosphorus Law paved the way for construction in the Bosphorus in the same year [23]. With the establishment of the General Directorate of Environment in 1984, the "Environmental Coordination Board" dated 1974, the "Prime Ministry Environmental Organization" dated 1978 and the "Environment Law" of 1983, which included all environmental issues, was gathered under one roof. In 1989, the “Special Environmental Protection Agency Directorate” was established under the Prime Ministry as another organization related to environmental protection [78].

One of the important legal regulations covering residential areas was the principles and procedures of the construction required to meet the housing need, the settlement areas, the regulations on expropriation and the expenditures and revenues of the Mass Housing Administration, with the Mass Housing Law enacted in 1984. With this law, mass housing construction has gained a push and was built in a short time on large parcels outside the city [104]. While the law initially focused on meeting the housing needs of low-income families; with the amendments made, it also aimed to provide loans for individual and collective housing, development of village architecture, transformation of slum areas, conservation and renewal of historical pattern and local architecture, and interest subsidies in loans [105].

In 1984, with the establishment of TOKI, Turkey had an important transition period in terms of spatial variation in residential areas. The purpose of the establishment of the Housing

Development Administration (known as TOKI) has been to produce houses in line with the needs of low and middle income families. TOKI has made it easier for citizens to own a house by giving them loans. TOKI was examined in two periods in Turkey. The “First Term TOKI” was established under the name of Mass Housing and Public Partnership Administration. They built social housing by owning a joint Mass Housing Fund [106]. First Period TOKI's target audience was the middle income group and the working class. The Second Term TOKI, on the other hand, was divided into the Housing Development Administration and the Public Partnership Administration in 1990 and consequently the joint fund was also divided. The depletion of resources has distanced companies from housing production. This TOKI's target audience was to sell luxury residences to the upper income group due to lack of funds.



(a)

(b)

Figure 2.23. (a) Ataköy social housing project, 1990 and (b) Halkalı mass housing project, 1993 [107].

TOKI established and enacted the Mass Housing Law, began producing dense housing in Turkey. Especially in districts far from the city center in Istanbul, many mass housing sales with the description of "cheap housing" have been made. In 1990, 1449 social houses were sold in Ataköy, but these houses were sold at higher prices than expected. Although Halkalı Mass Housing, built in 1993, targeted low-income families when it first started selling, it became an income focused housing project within a few years [107]. The fact that the districts mentioned, were far from the city center and unsuitable in terms of transportation and other city services, and their sale at high prices showed the power of income-oriented real estate sales in the 1990s in Istanbul. These projects far from the facilities of the city have actually been for investment rather than choice.

In the 1980s, the neo-liberal regime was not adopted by a city in Turkey. The first reason was that local and central governments continued to distribute the urban land for income purposes and continued this especially through the slum system. The second reason was that they continued to own immovables and land in large areas in cities [108].

With the Law No. 2981 on "Some Procedures to be Applied to Buildings in Contrary to the Zoning and Slums Legislation and the Amendment of a Article of the Zoning Law No. 6785 (İmar ve Gecekondu Mevzuatına Aykırı Yapılara Uygulanacak Bazı İşlemler ve 6785 Sayılı İmar Kanununun Bir Maddesinin Değiştirilmesi Hakkında Kanun)" in 1984, studies to prepare the improvement development plan for the slum areas were initiated and the infrastructure was created for urban regeneration projects. Amnesties given to the slums enabled the single-floor slums to become apartment buildings with the rehabilitation plans in these regions. Slum (gecekondu) areas became income-oriented areas with these amnesties and later caused the emergence of illegal structures even in zoned districts. Increasing the resources of the municipalities and decreasing the control of the central government and the transfer of the authorities regarding the development planning to the municipalities after the abolition of the Ministry of Development and Settlement were important in terms of affecting the urbanization process in the period between 1983 and 1984 [1]. Although the authorities and resources of municipalities were increased, a renewal movement could not be realized in the internal organizations of political parties. This led to problems in coordinated work and decision-making between local governments and parties.

Between 1980 and 2000, slums turned into "multi-storey apartment buildings" with the zoning amnesties given and provided the people who have "property" in these areas the opportunity to earn income [109]. Again, the governments in this period could not terminate the slum system because of voting potential and it being a temporary solution against income injustice [110]. On the other hand, alternative solutions provided by TOKI were insufficient and the cooperative residences produced with TOKI loans were no longer accessible to the low-income group. For this reason, slum towns continued to be the strongest option for low-income groups [111].

With the Zoning Law No. 3194 enacted in 1985, slum house owners were given the right to own them. In the parcel arrangements, all kinds of authority were given to the municipalities in all areas (with or without buildings) within the boundaries of the municipality without



seeking the approval of the landowners or other right owners. Moreover, all unlicensed buildings were suspended and demolished. According to another law numbered 3290 enacted in 1985, zoning amnesty was imposed on the illegal buildings built in the Bosphorus before 10.10.1985. Thus, until this date, the law has accepted all buildings that are against the regulations in the Bosphorus [23]. According to another law that entered into force in 1985, each city was divided into districts and made it possible to elect its own mayor and council members. The newly created municipalities have the authority to prepare and approve the improvement plans for the “gecekondu” houses within their own district borders [45].

Bedrettin Dalan, who served as the mayor of Istanbul between 1984 and 1989, carried out important works. Perhaps the most important of these was the cleaning up the Golden Horn. Industrial areas in and around the Golden Horn remained in the city in the 1980s and became the most serious source of pollution of the city. These industrial establishments have left their wastes to the Golden Horn for decades, and although the municipalities tried to combat this problem over time, comprehensive cleaning work could not be carried out. The "Cleaning the Golden Horn" project, which was initiated by Bedrettin Dalan in 1984. Cleaning works that started in 1984 still continue today [23].

One of the most important changes that affected the green spaces of Istanbul and related to the forest areas in the whole country was the Law No. 3302, which entered into force on 19.06.1986. With this amendment made in clause (b) of the second article of the Forest Law No. 6831, it was decided to move some of the places that lost their forest quality before 1981 beyond the forest boundaries. Various agricultural areas (fields, vineyards, gardens, orchards, olive groves, hazelnuts, pistachio fields) or pastures, winter and highland lands that can be used in animal husbandry were some of these areas. Moreover, residential areas where city, town and village structures were located together have been moved beyond the forest boundary [80]. This law caused significant damage to the forests of Istanbul. If the places that were taken out of the forest belonged to the state, they were taken out of the forest boundaries with the purpose of the treasury. Beykoz, Kayışdağı and Çatalca forests have shrunk with this law. This law paved the way for the expansion of the city in Istanbul towards the Northern Forests. Considering the amount of green spaces per person in Istanbul, the population of Istanbul was 2.754.476 in 1980, while the active green spaces amount was 604 hectares and the green space per person was 2.2 m<sup>2</sup>. In 1985, these numbers dropped

dramatically. Although the active greenspace amount was 717.7 hectares in Istanbul, with a population of 5.461.190, the amount of green space per person became 1.3 m<sup>2</sup> [112]. There are two important reasons for the decrease in the square meter per person living here. The first was that the population growth rate was higher than the green space construction rate. The second was that the active green space construction speed has decreased due to the 2B decision of the Forest Law. These important events related to the green spaces of Istanbul have also affected the amount of residential areas built in these regions.

Table 2.4. Change table of green areas in Istanbul between 2004 and 2019 [113].

Facilities	2004	2009	2014	2019
Number of parks constructed	70	7	6	3
Newly constructed green areas	755.000	315.562	2.432.627	422.055
Revised green areas	245.000	289.541	1.713.850	252.159
Number of trees planted	99.685	34.637	106.983	23.577

The connection between the Anatolian and European Sides in Istanbul to vehicle traffic was provided by the Bosphorus Bridge, which was opened in 1973. After this date, the ease of transportation to the Anatolian Side has created new urban areas on the Anatolian Side. The Bosphorus Bridge was built in order to carry the increasing population on the European Side to the Anatolian Side and to ease the transportation. However, by 1980, the Bosphorus Bridge showed a carrying capacity above the planned limit. On the other hand, interest in the Anatolian Side increased and new residential areas have spread towards the north of the Anatolian Side. As a result of these, it was decided to build a second bridge in Istanbul. The bridge, which was started to be built in 1986, was built on the Motorway II (Kavacık-Hisarüstü) 5 km north of the Bosphorus Bridge. The Fatih Sultan Mehmet Bridge, completed in 1988, was opened by the president of the period Turgut Özal [22]. With the increase in the use of Motorway-2, new residential area projects have also increased rapidly on the Anatolian Side. After opening the areas around the motorway that passes over the forest and green spaces of the Anatolian Side to construction, large forest destruction has been caused in these areas. In 1988, construction permission was given by the mayor of the period for 1452 villas in Beykoz Saip Molla Private Forest [23].

As a result of the search for a solution to the traffic problem on the European Side of Istanbul, the Yenikapı Transportation Center Plan, proposed by Henri Prost in the Master Plan Reports, was implemented with revisions. The foundation of the transportation and transfer center planned in Yenikapı in 1987 was laid. Thus, a solution to the traffic problem was found and the road, rail and sea transportation were combined in a single transfer center [23].

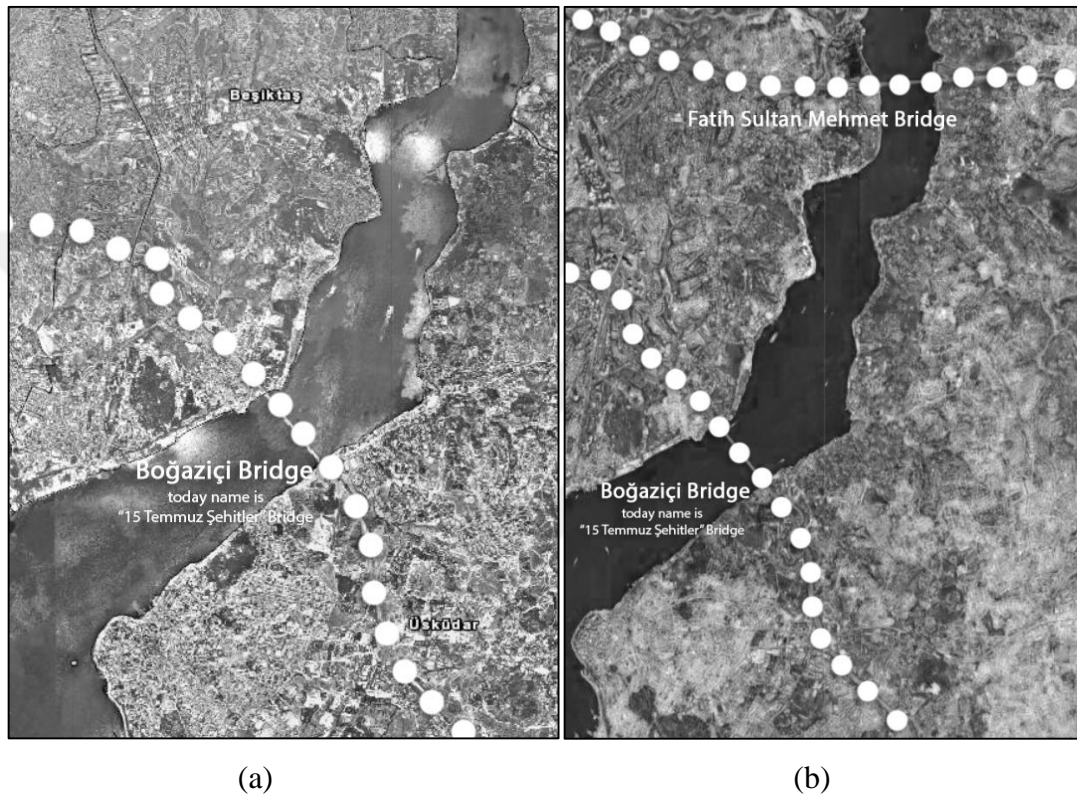


Figure 2.24. (a) Satellite image of 1982 before the construction of “Fatih Sultan Mehmet” Bridge, (b) satellite image of 1999, 5 years after the construction of “Fatih Sultan Mehmet” Bridge [63].

When we compare the satellite images of 1982 and 1999, an increase was observed in residential areas after the Fatih Sultan Mehmet Bridge built in 1986 on the Anatolian Side. While the residential areas approaching Fatih Sultan Bridge Motorway-2 from the south got denser, the development in the areas to the north of the motorway progressed more slowly than the south. However, new residential areas were created by intervening in the green spaces on both sides of the motorways.

Spatial changes occurring in residential areas in Turkey should not be evaluated only in terms of location and relationships with each other. Transformations in each residential area should be examined separately. Cities have transformed from agricultural economy-based settlements to industrial zones and industrial zones into information and service sector-oriented settlements [75]. While industrial activities disappeared in cities, control and coordination plans became centralized. The newly formed spaces were for activities that serve the knowledge-oriented society, appear in the center of the city and consist mostly of supervisory functions, banking, financial centers, and service units. Spatial changes became evident in urban centers in the period between 1980 and 2000. Residential areas in city centers were transformed into business centers and moved to another part of the city. When the changes in the central business areas and industrial business areas came together with the changes in the urban space, and the transportation and infrastructure services that serve these areas, it has caused significant changes in the residential areas. The middle and upper income groups, who moved from the center, started to create new residential areas by going beyond the slum areas around the city. The slum areas in the city center have been transformed into multi-storey and low-standard units that lie between the financial and service centers and luxury residential areas. As a result of the proximity of the slum areas and the settlements belonging to the high income group, slum lands were purchased and brought together the construction of projects for the upper income group [75].

Over time, Istanbul planning policies shifted from rigid, binding and strategic planning to flexible and permeable planning. In this transition, the relationship between the social processes of Istanbul and the structural changes of the urban space gained importance. Rather than rationality and detailing in the previous period planning, it has turned into communication-centered planning focused on the needs of modern life [1].

The regulations that were effective in the planning process of the Istanbul Metropolitan Area and the spatial changes of the city began to be seen in districts such as Beyoğlu, Gümüştuyu and Beşiktaş as tourism-oriented investments in 1983. This led to an increase in the construction of residential areas on both sides in 1984, and the destruction of public lands in 1985 and the privatization of many public lands and also, caused destruction in forest areas in 1988 and also in agricultural areas in 1989 [114].

In the period after 1980, the concept of contracting has been seen to overlap with the concepts of architecture and engineering. The task of the contractors was to coordinate the entire construction period of a project from start to finish. Architects and engineers could not have expertise in their field of project. Contractors were thought to be more efficient and effective in a task area. In the 1980s, as a result of increased trade unionism in Turkey, it was observed that the stronger contracting firms started to become institutionalized. As a result of the lack of supervision of the growing contracting firms, the contractor has become both the architect and the engineer of the project. This has led to an increase in buildings that could not comply with regulations and were considered unaesthetic. For these reasons, a contracting firm must both have an architect and an engineer, and the entire construction period must be supervised by the municipalities [115].

In Istanbul, between 1980 and 2000, the industrial sector started to give way to the service sector, and the factories in the city were replaced by office blocks and business centers. Areas for new office blocks, hotels and business centers in the city were allocated by municipalities. In 1986, 63 acres of land was transferred to Istanbul Metropolitan Municipality (IMM) for 6 billion liras for the construction of Şişli Station business center and skyscrapers belonging to General Directorate of Istanbul Electric Tram and Tunnel Operations (IETT) [116]. In 1988, the 44-acre area of the Levent Station belonging to IETT was transferred to IMM to build a business center and hotel [116].

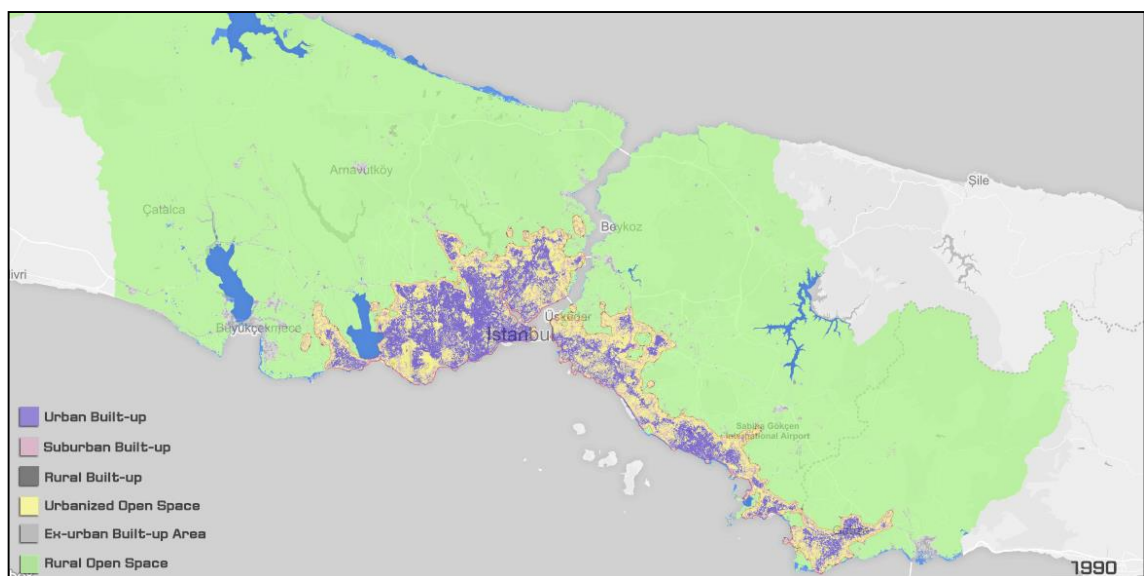


Figure 2.25. Urban development maps of 1990 [117].

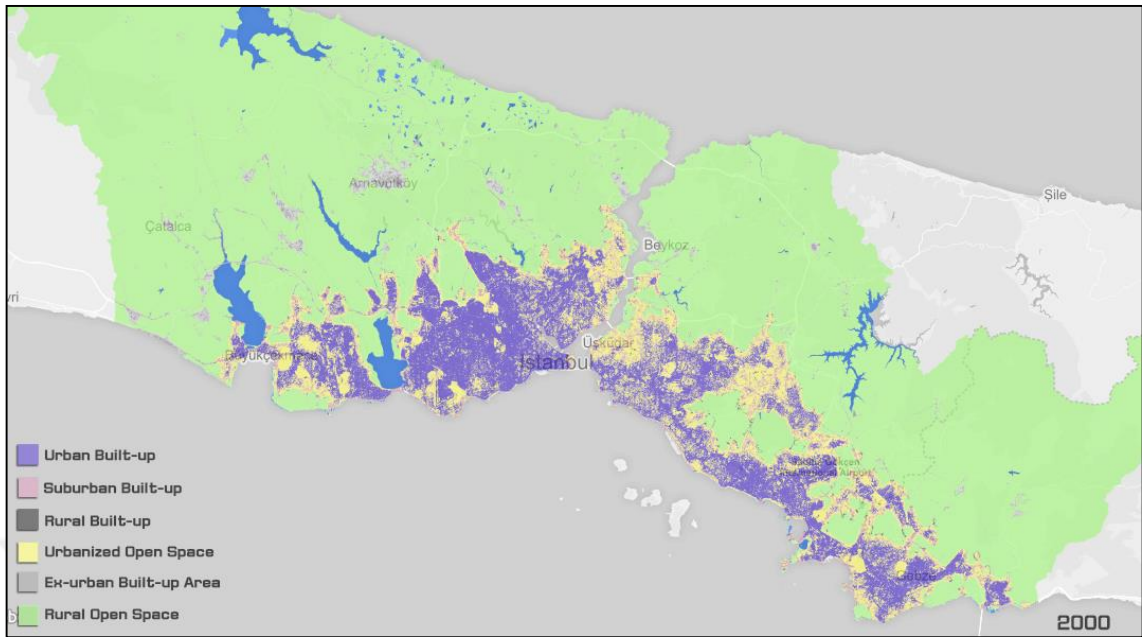


Figure 2.26. Urban development maps of 2000 [117].

When the urban development maps of Istanbul for the years 1990 and 2000 are examined, in 1990, urban open spaces constituted 40% of the entire urban area, 1% rural buildings, 15% suburbs and 44% urban buildings in Istanbul. By the year 2000, these rates had changed as 34% urban open spaces, 1% rural buildings, 12% suburbs and 54% urban buildings. When these developments are examined for the European and Anatolian Sides, while the density of buildings has increased in the European Side, the rate of urban buildings per area on the Anatolian Side did not show significant change and spread in the western axis [117].

Levent-4 and Zincirlikuyu regions were defined as the Central Business Area within the framework of the "Bosphorus Protection Law", which entered into force by the Istanbul Metropolitan Municipality in 1991, and multi-storey construction permits were granted [118]. After this date, the number of business centers and office blocks increased rapidly in Levent-4 and Zincirlikuyu.

Within the scope of the 1 / 50.000 scaled Istanbul Metropolitan Area Sub-Region Master Plan, which was carried out between 1992 and 1994 and completed in 1995, the plan studies were developed within this region by accepting the provincial border of Istanbul. However, during the implementation process of the plan, coordination problems were experienced in the planning and implementation phase for the areas under the Ministry of Public Works and Settlement [119]. For this reason, the plan was canceled in 1999. As of this date, a new

planning study has not been done for the Master Plan for the Istanbul Metropolitan Sub-Region [85].

The government supported the establishment of real estate investment trusts (REIT) in 1996 to strengthen the real estate market. With the development of REITs, income-oriented and high-capital investments have become possible especially in Istanbul [108].

The Gölcük-Kocaeli-centered Earthquake of 7.5 magnitude that took place on 17 August 1999 caused many casualties and affected Istanbul as well. While the number of people who died due to the Gölcük Earthquake in Istanbul was 454, the total number of deaths around the country caused by the earthquake was 18,373. Relevant ministries and administrations have taken many measures in cities that could be damaged along the North-Anatolian Fault Line after the Gölcük Earthquake. The most important of the new regulations, The Ministry of Public Works and Settlement convened the 1st Earthquake Council and Urbanization Council and an Earthquake Council was established. The Istanbul Metropolitan Municipality of Istanbul Earthquake Master Plan (IEMP) prepared, 4708 No. Building Control Act removed and Turkey Building Earthquake Regulation has been amended twice [120]. With the regulations put into practice after the earthquake, many earthquake-oriented changes have been experienced in residential areas in Istanbul. Structures bearing disaster risk have been identified and either demolished or consolidated, depending on the risk level. All buildings built in Istanbul after 1999 were built according to the earthquake regulations.

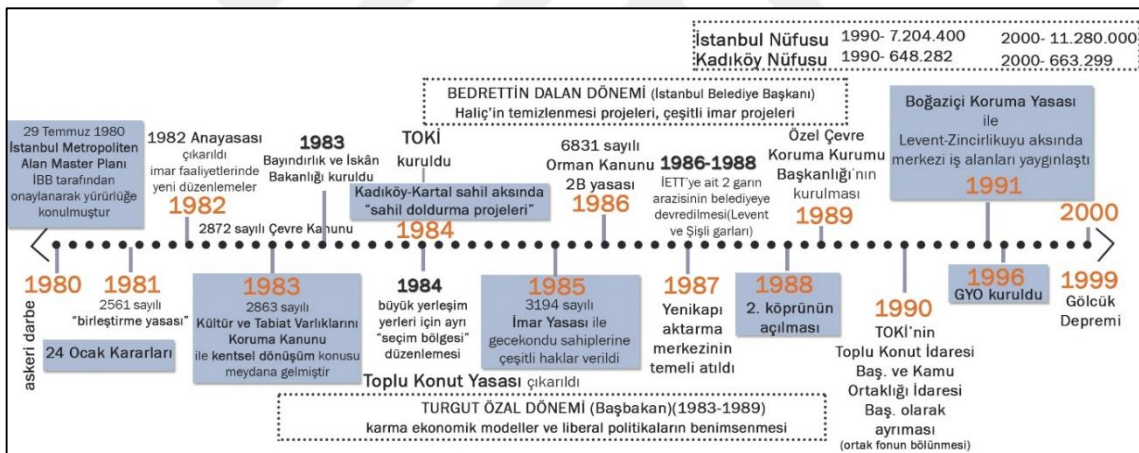
As a result of the amendment made with the "Regulation on the Amendment of the Regulation on the Principles Regarding the Making and Amendments of Zoning Plan (İmar Planı Yapılması ve Değişikliklerine Ait Esaslara Dair Yönetmelikte Değişiklik Yapılması Hakkında Yönetmelik)" published on 02.09.1999, the green space standard, which was 7 m<sup>2</sup> per person, was increased to 10 m<sup>2</sup>. A children's garden of 1.5 m<sup>2</sup> / person, 2 m<sup>2</sup> / person neighborhood park at the level of the neighborhood unit of 15000 and a sports area of 2 m<sup>2</sup> / person, a total of 4 m<sup>2</sup> / person green space and 3.5 m<sup>2</sup> / person at the level of the city unit with a population of 45000 A green space of 4.5 m<sup>2</sup> / person has been determined, including a city park of 1 m<sup>2</sup> / person size and a stadium of 1 m<sup>2</sup> / person size [77].

Developments in Istanbul in this 30 year period caused significant changes in the silhouette of the city. The most important developments and changes in 115 years have been experienced in this period. The change in residential areas first started on the European Side,

progressed to the Anatolian Side with liberalization, and caused a change in the residential areas here. Istanbul became a spatially and socially divided city. Distinctive domains such as people and the roads between, houses and commercial areas, open spaces and buildings were created [73].

The changes that took place in Suadiye during this period also changed the physical structure of the neighborhood, turning into zoning plans where the lower floors of the apartments are shops and stores, and the upper floors are used as residences. This change, which first started on the streets parallel to Bağdat Avenue, has progressed to the side streets. Suadiye was also affected by the neo-liberal policies throughout Istanbul, paving the way for it to become a social and commercial center as well as a residential area.

Table 2.5. Events affecting the change in residential areas in the period 1980-2000.



To sum up, the period between 1980 and 2000 has been a period when various regulations were made in terms of spatial changes in Istanbul, and planning studies were attempted to be institutionally established. In the regulations enacted in this period, steps were taken to support liberal policies and outward investments. The first of the important events affecting the change in residential areas between 1980 and 2000 was the implementation of the first Istanbul Metropolitan Area Master Plan on 29 July 1980. Subsequently, decisions involving economic development models, known as the January 24 Decisions, were an important event affecting a wide range of residential areas. Other events were the "unification law" enacted in 1981, the new Constitution enacted in 1982 and the determination of important laws on development activities, the enactment of the "Environment Law (Çevre Kanunu)" and the



“Law on the Protection of Cultural and Natural Assets (Kültür ve Tabiat Varlıklarını Koruma Kanunu)” in 1983, and the establishment of the Ministry of Public Works and Settlement in 1983. In 1984, there was a separate "constitutional zone" regulation for "coast filling" projects covering the Kadıköy-Kartal coastal axis and large residential areas. One of the most important events in this period related to residential areas was the establishment of the TOKI and enacted “Mass Housing Law (Toplu Konut Yasası)” in 1984. With the Development Law enacted in 1985, the rights given to slum owners were expanded. With the opening of the new transportation hub in Yenikapı district in 1987, convenience in urban transportation was provided. With the Fatih Sultan Mehmet Bridge built between European and Anatolian Side in 1988, new residential areas began to be built on the Anatolian Side. In this way, a rapid population increase was observed in the Anatolian Side. The division of TOKI into Housing Development Presidency and Public Partnership Administration, which was called as the Second Term of TOKI in 1990, has affected TOKI's approach towards residential areas. With the Bosphorus Protection Law, new business centers have started to develop far from the Bosphorus since 1991. Finally, with the establishment of the Real Estate Investment Trust in 1996, housing production in Istanbul has become income-oriented. With the Gölcük earthquake that occurred in 1999, many buildings in Istanbul were destroyed due to disaster risks or they were strengthened in accordance with the regulation. In 1999, with the amendment of the regulation numbered 23804, the amount of green spaces per person has been increased.

## **2.5. THE CHANGES OF RESIDENTIAL AREAS IN THE BEGINNING OF 21<sup>ST</sup> CENTURY**

In the 21<sup>st</sup> century, a period of transformation and renewal began all over the world as well as in Turkey. In this period, increasing global relations, investments and travels, stirred up the competition between countries in the globalization race. To the national struggles of countries, their international competition with other countries has been added.

The concept of globalization was first introduced by Professor McLuhan in 1962 as the concept of "global village". In the 1980s, the definition was broadened and used in leading universities in America such as Harvard, Stanford and Columbia. In the late 1980s, the definition used by Anthony Giddens explains globalization much more comprehensively.

According to Giddens: "Globalization is the worldwide concentration of social relations in the context of events occurring in a country having an effect on events elsewhere or being affected by events occurring outside national borders" [121]. Based on this concept, today, the communication, information and technology flow between countries has increased, and this situation has made the borders of countries transparent and some cities started to carry the role of being world cities. These cities have started to become multifaceted places serving international purposes.

In the period of globalization, there were elements such as free goods and trade services between countries, free movement of capital and workforce, technology production and use, transformation in industrial relations, new forms of employment and legal and institutional regulations that increase the degree of competition [122]. As a result of the increasing demand and capital flow in the cities, international companies, mega projects and new business markets have started to appear. With globalization, developed economies, while directing the economic system of the world, not only determined the social and economic policies of the countries, but also affected the phenomenon of "urbanization" and carried the process with all its problems to the world scale in an extremely unequal way. Globalization has put all cities in a race with themselves. Cities have put all their natural, cultural and historical values forward, in order to take part in this race and become stronger, but this system has dragged some cities into increasing poverty. With the iconic structures in the cities, it is aimed to attract the attention of global capital and to gain economic strength [123].

With the 2000-2001 economic crises, Turkey entered a new era in economic terms. Liberal policies that have been going on since the 1980s have ended and have been replaced by global policies. Global policies, while causing changes in various dimensions of Turkey's political, economic, social and cultural identity, also caused radical changes in its spatial identity. Turkey, which entered into the globalization process, took new decisions in the international system and placed actors for them. On the other hand, it has made political, economic, social, cultural and spatial changes in the current system [124]. While the general economic contraction was 6%, the rate of contraction in the housing sector was 17.4%. For this reason, it has been concluded that creating vitality in the housing sector after the crisis would affect the entire economy.

After the economic crisis in 2000-2001 and the “Justice and Development Party” government coming to power in 2002, many laws were enacted that would deeply affect the housing sector and system. The Prime Minister emptied the existing slum areas and ensured that these areas were restructured under the name of "urban regeneration". Moreover, the informal housing economy was included in the formal housing economy through the political decisions of the “AKP” government and via TOKI. This rapid structural change in the housing sector has been the beginning of a new urbanization period in Istanbul and transformation in the residential economy [108].

The Justice and Development Party (AKP) came to power in 2002 with 32.45% of the votes which has initiated a new political era for Turkey. The party quickly made the new economic system they created effective; thanks to the power they gained in legislation and execution. Agriculture, health, pensions, public administration and in the privatization field their structural reforms of the neo-liberal ongoing process since the 1980s has created the infrastructure for a new economic model for Turkey converting both quantitatively and qualitatively [108].

The concept started to show similar effects to globalization in the 1980s in Europe and America. Multinational companies, iconic structures and different business areas have started to spread especially in Istanbul. Istanbul has the feature of being the most populous city in Turkey. This feature has attracted foreign capital flow to Istanbul. Liberal policies and practices in Turkey started in the period of Turgut Ozal. According to Turgut Özal, production and activities abroad have been supported by industrialization based on the free market system. As a result of the “January 24 decisions” "statism" in Turkey was replaced by the concept of liberalism. As a result of many decisions implemented in the liberal period, Turkey has become the focus of foreign investment and projects.

After 2000, new services, new production and consumption products and new vital requirements in Istanbul were evaluated in the context of new meanings and lifestyle. This situation has led to the obligation to bring new organizations together in Istanbul. In order for the political, economic, social and cultural organizations in the city to be efficient and sustainable, all kinds of services had to be of high quality, and the objectives and activities of the organizations had to coincide with each other. Due to the fact that Istanbul is a global city and that it can implement various plans that can meet the needs of the city, the city

administration has also been in variable and interactive structuring. However, the situation in Istanbul caused problems in the systematic organization that it should have, due to the concern of marketing Istanbul as a global city. These problems can be listed as the inadequacy of a balanced planning on a national scale, the aging of the existing legal and institutional systems, the incompatibility of the transformations experienced by the public and private administrations, the concern for income-oriented constructions, the lack of institutionalization of planning in line with contemporary requirements, and the inability to implement the requirements on a global scale [85].

In the Emergency Action Plan issued in 2003, housing was rapidly produced by the state as a precaution against economic growth targets and earthquake risk [108]. Within this process, TOKI has become the only authorized institution for the sale of state lands and zoning regulations [125]. After 2002, TOKI worked to create formal housing production for low-income families and to privatize high-valued state lands. The statements and decisions of the "JDP (AKP)" administration against the slums have also been effective. In the "New Penal Code (Yeni Ceza Kanunu)" enacted in 2004, it was decided that building slums was considered a crime and those who constructed slum houses would be sentenced to 5 years in prison. Between 2004 and 2008, 11.543 slum houses in Istanbul were demolished within the scope of this law [108]. In the Metropolitan Municipality Law enacted in 2004, metropolitan municipalities were authorized to implement urban regeneration projects. With these laws, the projects that were made after the "The Law on Some Procedures to be Applied to Buildings that are Contrary to Zoning and Slum Legislation, and the Amendment of an Article of the Zoning Law No. 6785 (İmar Ve Gecekondu Mevzuatına Aykırı Yapılara Uygulanacak Bazı İşlemler ve 6785 Sayılı İmar Kanununun Bir Maddesinin Değiştirilmesi Hakkında Kanun)" in 1984 for the rehabilitation of slum areas and the Law on the Amendment of an Article of the Zoning Law No. 6785 started to be called "urban regeneration projects" rather than "rehabilitation projects" [126]. Another law based on urban regeneration enacted in 2004 was the "Law on the Protection of Cultural and Natural Assets and the Law on Amending Various Law (Kültür ve Tabiat Varlıklarını Koruma Kanunu ile Çeşitli Kanunlarda Değişiklik Yapılması Hakkında Kanun)" [127]. Considering the relation between this law and legal texts on settlement and development with urban regeneration, it is possible to say that they are insufficient.

Since the first years of the Republic, the building stock in Istanbul was produced rapidly and residences were functional rather than permanent and sustainable residences. For this reason, in the 2000s in Istanbul, change has become a necessity in existing residential areas. Most of the residential areas between the D-100 and TEM motorways consisted of reinforced concrete apartments and were predicted to undergo change during their construction. The change, that took place in the last 75 years of Istanbul's more than 2000 years of history, caused a forced transformation in its structural character. As a result, urban regeneration projects have started to be planned. The number of these projects carried out through municipalities has increased in a short time [73].

The role within the housing system of the upper and middle income groups in Turkey has undergone many changes during the first years of the "AKP" government. With the "Law on Making Amendments in Laws Regarding Housing Finance System (Konut Finansmanı Sistemine İlişkin Çeşitli Kanunlarda Değişiklik Yapılması Hakkında Kanun)" enacted in 2007, the foundation of the "mortgage" system was laid. The mortgage system, which caused financial markets to be directly linked to housing production and sales, was institutionalized and was turned into a branch of the state. With this system, the housing sector in Turkey became the subject of capitalization. In 2016, mortgage utilization was 23,197,293 TL in total, and reached 191.784.044 lira as of the end of 2017 [128]. Since the current housing production is more than the number of people who can buy these houses, it was inevitable that the houses built would be empty and unattended in the long term. In terms of budget, the construction sector faced a major problem in the long run, as the state budget spent on the construction sector was more than the profit obtained from the sale of housing. The increase in branded housing projects and urban regeneration projects has also paved the way for surplus housing production.

Considering the changes in housing areas in Istanbul after 2000, it is observed that there are changes that have adopted the roles required by globalization. The number of skyscrapers, which can be described as architectural elements integrated with globalization, increased in this period in Istanbul. There are a total of 161 skyscrapers in Istanbul today, the first of which was built in 1992 and is between 100 and 293 meters [98]. Before 2000, all of the skyscrapers were built as offices and were built in Levent, Mecidiyeköy and Maslak districts of the European Side due to their location. After 2000, the number of skyscrapers started to increase rapidly and within 1 year, the number reached 11 skyscrapers. Şişli Elit Residence,

whose construction was completed in 2000, became the first residential skyscraper [129]. Considering the spatial distribution of skyscrapers between 1990 and 2009, there were 29 in Şişli, 22 in Beşiktaş, 10 in Sarıyer Maslak, 7 in Kadıköy, 4 in Büyükçekmece, 3 in Taksim, 2 in Bağcılar, 1 each in Kartal, Küçükçekmece, Avcılar, Ümraniye and Bakırköy, meaning a total of 82 skyscrapers in Istanbul [103]. After 2010, the number of skyscrapers increased in Kartal and Pendik districts on the Anatolian Side. Structures of 30 storeys and above, which were described as independent applications, started to find a place for themselves in the city and caused a change in the city silhouette. The developing technologies, new sectors and the change in the workforce caused by these new sectors have altered the demands in the residential areas. The citizens, whose daily life changed, started to struggle with long working hours, transportation problems and a fast-paced social life.

With the Municipal Law No. 5393 enacted in 2005, municipalities were authorized to carry out "regeneration projects" in areas that lost their functions, in order to redefine the function of abandoned areas in the city [108]. According to the law, "Municipalities, with the decision of the municipal council, are able to implement urban regenerations in order to create residential areas, industrial areas, commercial areas, technology parks, public service areas, recreation areas and all kinds of social reinforcement areas, to reconstruct and restore old city parts, to protect the historical and cultural pattern of the city or to take measures against earthquake risk and implement development projects" [130]. TOKI, the housing producer of the transformation projects, has given housing to the beneficiaries in these areas in return for paying the cost of the housing in new projects or in other public housing to be built in other lands deemed appropriate in the city. On the evacuated lands, TOKI realized new housing constructions and integrated the residences in these areas into the housing market [108].

International companies and companies serving them were located in city centers, and residential projects for employees have been carried out close to business areas. As the demand for the housing market increased in districts such as Levent, Maslak and Zincirlikuyu, multi-storey buildings started to take their place in these districts. As office blocks and other business lines increased in city centers, residential areas continued to move towards the urban periphery. Considering the gross population densities according to their distance from the city center according to 2005 data, the densities of the residential areas 10-15 km from the center doubled compared to 1980. The density increased 1.5 times in 2005 in settlements between 20 and 40 km from the center [131].

The European Union (EU) process has been one of the important advances Turkey experienced after 2000. Following various arrangements, accession negotiations with the European Union started in 2005 [132]. Since 2005, Turkey has made concessions in the ongoing negotiations resulting in many political and economic processes. In addition to the benefits of outward oriented policies, national changes caused problems in systemic planning. The 9th Development Plan, whose draft was completed in 2005 but started to be implemented in 2007, was not in the nature of a plan in which national problems and solutions for these problems were addressed unlike the previous development plans. Rather, it has been a plan that includes what should be done in the European Union process, and the problems and solutions for this. In this period, the aim of the development plan was not seen as development based on industrialization, but as taking measures to ensure the national continuity of competition on a global scale [133].

The historical and natural conservation areas determined by the law in Istanbul have been taken under protection with the Law No. 5366 on the "The Law on the Renewal, Preservation and Usege of Destroyed Historical and Cultural Immovable Assets (Yıpranan Tarihi ve Kültürel Taşınmaz Varlıkların Yenilenerek Korunması ve Yaşatılarak Kullanılması Hakkında Kanun)" in 2005. This made it possible to restore or demolish and reconstruct the weathered and lost areas within the protected areas by the district municipalities. Especially, these protected areas, which were worn out and used by the poor, rapidly transformed. Renovation projects were initiated by municipalities in conservation areas such as Tarlabası, Fener-Balat, Süleymaniye, Sulukule and Ayvansaray between 2005 and 2010 in Istanbul. These laws paved the way for demolishing the worn out and lost structures in these areas and turned them into income-oriented investments [108]. While the urban regeneration projects throughout the country were under the authority of the district municipalities until 2010, the authority was given to the metropolitan municipalities with the amendment made in the law numbered 5393 in 2010.



Figure 2.27. Sulukule urban transformation project realized for "renewal" (a) and (b), one of the urban transformation projects in Istanbul, 2006 [107].

With the new “Resettlement Law (İskan Kanunu)” No. 5543, enacted in 2006, new principles regarding settlements for immigrants were determined completely independent from the older law enacted in 1934. According to the law, families who have to leave their places as a result of expropriation and do not have immovable property will be settled in places indicated by the Ministries [134]. After the Resettlement Law, many foreign families, especially in Istanbul, left their homes and started to reside in other districts far from their own living areas. A lot of changes were made in the buildings with the new projects after the settlement. There were works that affect the static balance of buildings and damage public spaces. Considering the regulations made within the scope of the law, while there are minorities in the city periphery who have been removed from their living spaces and have not adopted the areas they were located in, there were areas in the city that have been renewed as a result of settlement but have moved away from the residential pattern.

In 2009, out of 2 million buildings in Istanbul, there were 5 to 10 thousand buildings that were 50 years old and above. 99.5% of Istanbul's building stock consists of buildings built after 1950. To make a generalization, 5 out of every 1000 buildings in Istanbul were built before 1950, and 995 buildings were built after 1950. There was a ratio of 1 to 200 between these two periods. Considering the area covered by residential areas, while the city located in the Historic Peninsula at the beginning of the 20<sup>th</sup> century was 1440 hectares, it was calculated as 546.100 hectares in 2010 [108].

As a result of earthquakes in the North Anatolian fault line of the Marmara region, fractures occurred and these fractures triggered other earthquakes. In 2009, a study conducted in the



Boğaziçi University-IMM about earthquake loss estimation revealed that the researchers predict an earthquake with a magnitude of 7.5 in the near future due to a fracture in the segments of the Main Marmara Fault Line. According to this study, an earthquake scenario that may occur in the middle of Earthquake Rupture region of 1912 and Earthquake Rupture region of 1999 in the Marmara Region Fault Line has been proposed. The region where the fracture will occur in a possible earthquake is in the southern coast of Istanbul and the most affected areas will be the Fatih, Zeytinburnu, Avcılar districts on the European Side and the Kadıköy, Maltepe and Kartal districts on the Anatolian Side. Particular attention should be paid to the planning and housing construction of the areas at risk.

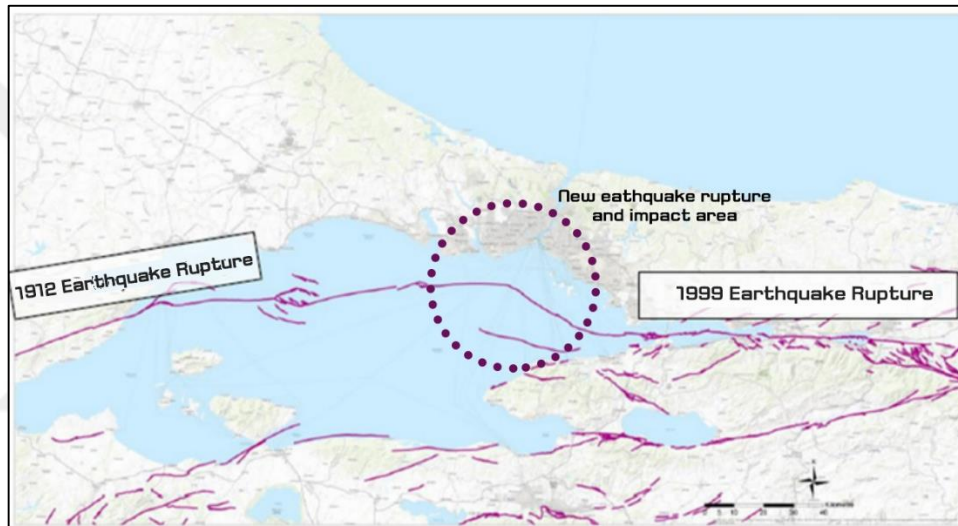


Figure 2.28. Marmara Region Fault Line and potential new fault rupture area [135].

In 2011, the Ministry of Public Works and Settlement, General Directorate of Environment and the Presidency of Special Environmental Protection Agency were merged and the Ministry of Environment and Urbanization was established. Today, the Ministry of Environment and Urbanization is the only authorized institution in matters such as environmental protection, urban planning and urbanization [78].

With the "Law of Transformation of Areas under Disaster Risk (Afet Riski Altındaki Alanların Dönüştürülmesi Kanunu)" No. 6306 enacted in 2012, improvement, liquidation and renewal arrangements and practices regarding disaster risk areas and risky structures have been made possible. With this law, also known as the "urban regeneration law", areas deemed risky as per the regulation can be demolished and refunctioned under the name of "renewal". Within the scope of the law, beneficiaries were given their rights in return for property or were provided

with new properties in areas deemed appropriate by the ministry. However, in the regeneration project areas in Istanbul that were covered by the law, projects, in which the public was excluded from the project process, have harmed the beneficiaries. The shortcomings of urban regeneration projects in Turkey are the failure to adopt the concept of social sustainability and rehabilitation, and the authorities conducting the process being separated from the public. Another important point is that in order to declare the urban regeneration areas defined within the scope of the law, a numerical restriction only on the area size has been imposed. In addition to this, there is no clause about by whom the rules, regarding the old parts of the city as transformation areas, will be determined.



Figure 2.29. Ümraniye district where urban transformation projects are (a) intensely realized in Istanbul and (b) a sample project [136].

Urban regeneration projects, which increased in Istanbul after 2005, were tried to be placed in a certain legal framework with the laws enacted. Although the criteria for the project areas were determined after the law enacted in 2012, criteria for side factors such as the users, social environment and spatial context were not detailed. For this reason, the projects realized have revealed partial and individual projects rather than regional projects. Residents who were not included in the transformation process either tried to legally resolve their discomfort or abandoned their housing areas. When the examples of urban regeneration projects in the world are examined, the sustainability of the people living in the transformation area and the people working there has always been a priority. However, joint meetings with individuals are not held due to financial concerns that the project owners will make too many concessions. This is mainly due to the fact that many of these projects are income-oriented.

The Kadıköy Municipality organized meetings to introduce various limits and rules to the urban regeneration projects that increased in the region after 2015. After the meetings, Istanbul Metropolitan Municipality evaluated this situation in the council meeting held in 2017. The limit of the number of storeys, imposed on buildings in Kadıköy, became 15 storeys, which was unanimously accepted in the IMM assembly. The Istanbul Metropolitan Municipality Council Member from Republican People's Party (CHP), Esin Hacıoğlu, also stated that the practice started in Kadıköy as a pilot area and should set an example for other districts. With this decision, the number of storeys limit is 15 was brought for new buildings to be built within the scope of urban regeneration in the region. This decision was implemented for the increasing urban regeneration projects in Caddebostan, Suadiye, Erenköy and Bostancı after 2017.

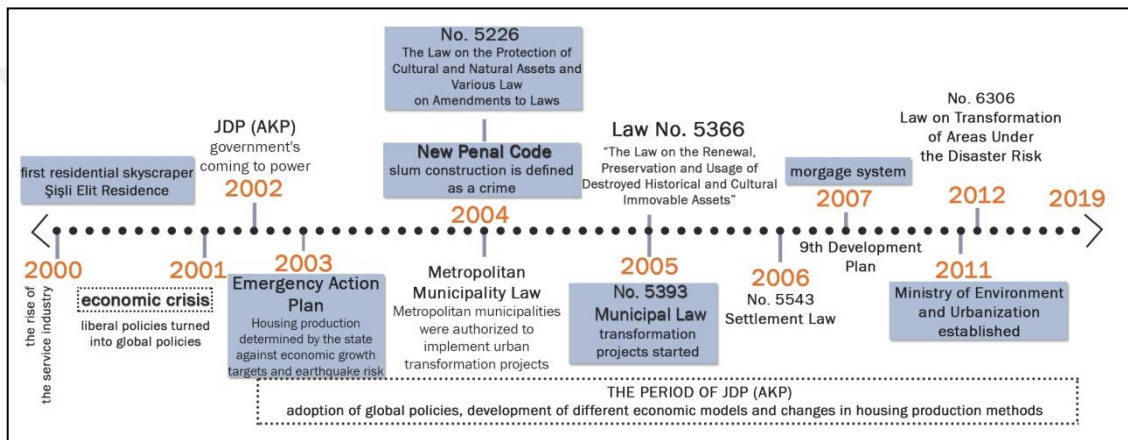
While urban transformation projects are expected to be neighborhoods that have disaster risk, need renovation, and are made up of dilapidated residences in Istanbul, urban transformation projects realized in neighborhoods such as Suadiye have become "profitable transformation" projects. These projects have caused the unplanned development of neighborhoods in Istanbul such as Suadiye, which have been a residential area for a long time, the current people to leave the region and the housing prices in the region to increase rapidly.

With the "Zoning Amnesty (İmar Affi)" issued in 2018, important decisions were taken regarding the residential areas of today. With this amnesty, buildings that were built in violation of the zoning legislation or completely illegally before 2018 were legalized with a "building registration certificate". All demolition orders and fines taken before this date were canceled. Moreover, in this law, it was stated that "in case of earthquake, earthquake resistance is the responsibility of the owner". This zoning amnesty has made many slums and illegal constructions legal. According to the statement of the former Minister of Environment and Urbanization, Mehmet Özhaseki, given in 2018, "50-60 percent of total independent structures in Turkey are against zoning. Most of these buildings were built before 2000. People with lower-income are living in these buildings and their problems are getting bigger" [154].

Looking at the residential areas after the 21<sup>st</sup> century, it is possible to see that there has been a radical change in Istanbul. Both globalization and urban regeneration projects have been

two main situations affecting residential areas in Istanbul. The existing residential pattern and new residential areas are separated and incompatible. One of the problems of this period was the zoning rights granted to projects that do not protect public interest, far from the sales prices of public lands and urban plan integrity. Today, the borders of Istanbul are spreading out to other cities due to the increase in population. The population growth rate needs to be balanced and migration towards the city borders should be stopped.

Table 2.6. Events affecting the change in residential areas between 2000 and 2019.



There have been important events affecting the spatial change in residential areas in Istanbul between 2000 and 2019. Among these, as an influence of the millennium era, the development of the globalization mechanism and the rise of the service sector in Turkey can be said to be the most important events. Then, the “Şişli Elit Residence”, which was the first residence among high-rise buildings and skyscrapers in Istanbul, was built in 2000. Another significant event affecting Turkey in this period, are the effects of the economic crisis that took place between 2000 and 2001 and the effects of the crisis on the market. The Justice and Development Party (AKP) government, elected in 2002 after the economic crisis, assumed the position of an effective actor in this period with its works on rapid economic interventions, global policies and system changes in housing production. In the Emergency Action Plan published in 2003, it was stated that the state undertook the role in the production of housing developed against earthquake risk. In 2004, among the important legal regulations regarding the housing sector were the enactment of the Metropolitan Municipality Law, sanctions on the slum owners in the New Penal Code and the "Law on the Protection of Cultural and Natural Assets and the Law on Amending Various Laws (Kültür Ve Tabiat Varlıklarını Koruma Kanunu İle Çeşitli Kanunlarda Değişiklik Yapılması

Hakkında Kanunun Getirdiği Değişiklikler)" numbered 5226. Subsequently, with the Municipal Law No. 5393 enacted in 2005 and the Law No. 5366 on the "Renewal, Preservation and Usage of Destroyed Historical and Cultural Immovable Assets (Yıpranan Tarihi ve Kültürel Taşınmaz Varlıkların Yenilenerek Korunması ve Yaşatılarak Kullanılması Hakkında Kanun)", the areas and scopes of urban regeneration projects were detailed. With these two laws, Istanbul entered a different period regarding the changes in residential areas. With the Settlement Law enacted in 2006, new settlements were determined by the Ministries for new expropriations and families who left their residences. The "Mortgage system" and "Housing Finance Law Amending Various Laws Relating to the System (Konut Finansmanı Sistemine İlişkin Çeşitli Kanunlarda Değişiklik Yapılması Hakkında Kanun)" was implemented in 2007. As a result, people in need of housing were provided with financial support. In the same year, with the 9th Development Plan prepared for the transition to the European Union, decisions for the fulfillment of the EU acceptance criteria were determined instead of focusing on national problems. In 2011, the Ministry of Environment and Urbanization was established by merging the Ministry of Public Works and Settlement, the General Directorate of Environment and the Directorate of Special Environmental Protection Agency. In 2012, urban regeneration projects in many districts in Istanbul were realized as a result of this law with the "Law of Transformation of Areas under Disaster Risk (Afet Riski Altındaki Alanların Dönüştürülmesi Kanunu)" numbered 6306, which is still valid today. With the Zoning Amnesty issued in 2018, many illegal residences in Istanbul have been legalized.

### 3. THE SPATIAL CHANGE PROCESS OF THE SUADIYE AREA AND AN INVESTIGATION OF RESIDENTIAL AREAS

#### 3.1. LOCATION AND HISTORY OF SUADIYE REGION

The Kadıköy district, one of the oldest and largest settlements on the Anatolian Side, is in a unique location facing towards the legendary silhouette of the Historic Peninsula and the picturesque views of the Princes' Islands in the Sea of Marmara. In the Kadıköy district, the balance between the coastal and inner neighborhoods in residential areas, population distribution, and the social and cultural profile of each neighborhood differ from each other in many ways. Although Göztepe, Kozyatağı and Merdivenköy neighborhoods are the most populous neighborhoods, many people live in these neighborhoods due to their proximity to transportation lines. The coastal neighborhoods of Kadıköy have been formed from residential areas since the beginning of the 20<sup>th</sup> century and have witnessed urban regeneration. It has been observed that the population in these neighborhoods is above the average compared to other neighborhoods. Fenerbahçe, Caddebostan, Suadiye and Bostancı are the neighborhoods that have been used as residential areas for more than a century and still maintain this function today.

Among the neighborhoods of Kadıköy district, the ones on Bağdat Avenue are also important for commercial and social activities compared to others. Caddebostan and Suadiye are the two neighborhoods of Kadıköy that stand out with their luxury residences and commercial and social spaces.



Figure 3.1. The locations of Istanbul Historic Peninsula, Beyoğlu and Kadıköy districts [63].

Suadiye is a neighborhood located in the Kadıköy district of Istanbul. It is located between Bostancı, Caddebostan and Erenköy, on one of the busiest and popular avenues of Istanbul, Bağdat Avenue. It extends from the Şemsettin Günaltay Avenue in the north to the Marmara Sea in the south. It is a preferred residential area with walkways and public open spaces on the beach, and shops, cafes and restaurants on Bağdat Avenue.



Figure 3.2. The locations of Fenerbahçe, Caddebostan, Suadiye and Bostancı neighborhoods of Kadıköy district [63].

Suadiye is the 9<sup>th</sup> most populous neighborhood of the 21 neighborhoods in Kadıköy. As a result of the regulations it has gone through over the years and migration, Suadiye is still a residential area today. Kadıköy comes after Beşiktaş, Sarıyer and Bakırköy among the house sales prices in Istanbul. Suadiye is the 3<sup>rd</sup> neighborhood with the highest housing sales price among the districts of Kadıköy. It is possible to conclude that it is preferred by many people today and therefore the prices have increased as a result of demand [137].



Figure 3.3. The boundaries and main axes of Suadiye neighborhood (from north to south respectively Şemsettin Günaltay Avenue, Railway line, Bağdat Avenue and Çetin Emeç Boulevard) [63].

Known as the old but modern district of the Anatolian Side, the Suadiye neighborhood has easy transportation, commercial and social activity options, luxurious residential areas and a wide coastal line. It is 4 km from D-100 motorway, 1.5 km from the Bostancı docks and also is located on the Marmaray train line. For this reason, Suadiye provides convenience to its residents in terms of transportation.

As a result of the literature research about the population of Suadiye, due to insufficient resources, most of the data was found through a research conducted on Kadıköy. In the first census conducted in 1927, the districts of Istanbul Merkez, Üsküdar, Adalar, Beyoğlu, Bakırköy, Şile and Çatalca were included, while Kadıköy was not [62]. Kadıköy became a district in 1930. The neighborhoods of Kadıköy have also developed and increased.



The first population information found on Suadiye belongs to 1990. The population of the Suadiye neighborhood was 29,296 in 1990 and 26,332 in 2000 [138]. It was 28,441 in 2007, 28,024 in 2010, 24,345 in 2014, 21,909 in 2016 and 25,890 in 2019. According to the Suadiye population chart, the highest population between 1990 and 2020 is 1990 with 29,296. Although there were fluctuations in the graph in the following years, the population remained below the level of 1990.

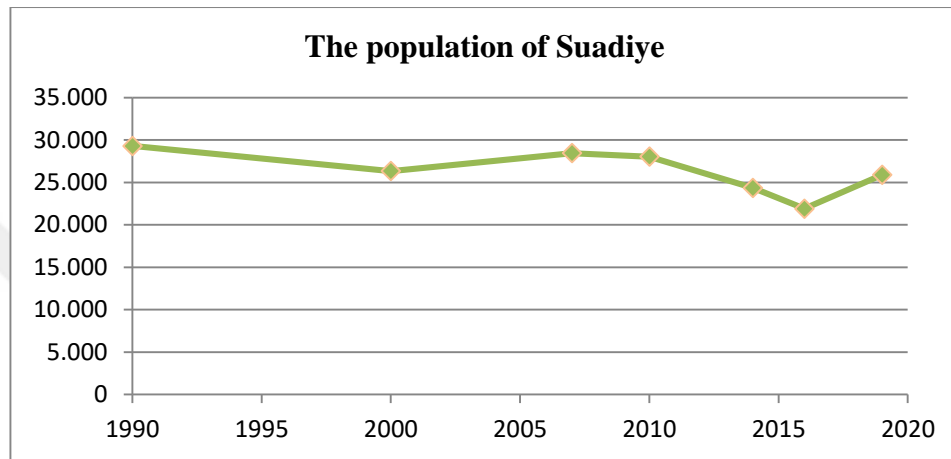


Figure 3.4. The population of Suadiye between 1990 and 2019.

When the history of Suadiye is examined, it is known that it was a place where smugglers and thieves roamed the region between Bostancı and Göztepe in the 1700s. It is described as an empty land of vineyards and gardens that did not even have a name in those years. Pig production was made in Suadiye and its surroundings in the 1700s and this region was called "Domuzdamı (Pigman)" by the public [139].

During the Ottoman Period, the city was built on the Historic Peninsula, and on the Anatolian side, it was limited to residential summer houses and summer mansions. Between the 1850s and the 1870s, transportation and commercial activities increased between Asia and Europe. In these years, ferries and railways were established and intercontinental transportation started to accelerate. With the facilitation of transportation, the settlements progressed first in Üsküdar on the Anatolian Side, and then up to Bostancı with the opening of the Bostancı train station. In 1873, with the first train services between Haydarpaşa and Pendik, residential areas began to appear in Göztepe and Bostancı. The mobility in Suadiye only started when the train line was added to the route in 1910 by the Suadiye station [20].

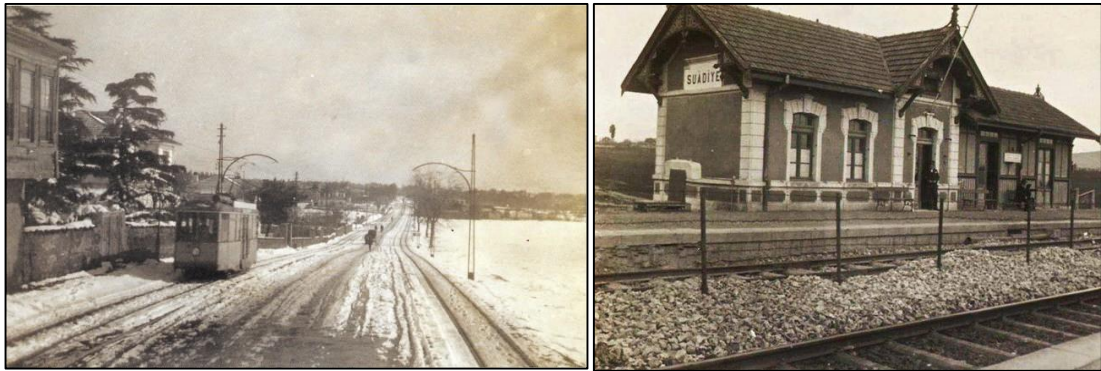


Figure 3.5. (a) Bağdat Avenue and (b) Suadiye Train Station, 1940s [116].

Ahmed Reşad Pasha is one of the people who had an important place in the history of Suadiye. Ahmed Reşad Pasha was the minister of finance for years. In 1900, he built a magnificent mansion that took 4 years to build on the land given to him by the sultan. In 1905, after the death of his daughter Suad Hanım, Ahmed Reşad Pasha built a mosque dedicated to his daughter on the land where his mansion is located, called the Suadiye Mosque. It is believed that Suadiye was named after this mosque. Today, the selam section of the mansion is private property and the harem section is used as a restaurant [140] (See Appendix C).



Figure 3.6. Ahmet Reşad Pasha Mansion, 2017.

The Izmit-Haydarpaşa and Izmit-Adapazarı lines started to provide easy access to the Anatolian Side. Because of this, it is known that the upper-income class of the Muslim

community built their pavilions and mansions in the neighborhoods of Suadiye, Caddebostan, Kızıltoprak, Göztepe, Erenköy and Bostancı. In the first years of the Republic, Caddebostan, Erenköy and Göztepe started to be the neighborhoods with mansions and summer houses, while there were only a few of these types of houses in Suadiye.

Secondary housing started to be preferred in Istanbul between 1920 and 1923. Especially in the building blocks seen on the coastal axis up to Fenerbahçe and Bostancı, single residences are seen. While Kadıköy, Moda and Kızıltoprak, which are the old residential settlements on the Anatolian side, had a dense residential pattern, Caddebostan, Suadiye and Bostancı had a sparse residential pattern. When this sparse pattern is examined closely, it is seen that the residences are multi-room and garden houses shared by families of 5-8 people. Residences, which are generally allowed up to 1-2 storeys, have turned from summer houses to permanent residences with the increase in the density of housing in this environment.

The effects of the events happening throughout Istanbul in Suadiye took place a few years later. The popularity of the beach, which started in the 1920s throughout Istanbul, came to Suadiye coast in 1928 with the Suadiye Hotel, the first hotel in Suadiye. In 1928-1929, another important development took place in Suadiye. One of the textile manufacturers of the period, Mustafa Güler, bought 65 acres of land on the beach and wanted to establish a factory here. However, the governor of Istanbul at the time, Muhittin Üstündağ, suggested building a hotel here. Based on this proposal, Mustafa Güler started the construction of a beach facility on the beach. The facility included a hotel, beach, casino and nightclub complex. The Beach Facility attracted a lot of attention at that time. In 1934, Mustafa Kemal Atatürk and a foreign guest came to the facility with a boat. The street between this facility and the station was the most used street in Suadiye at that time, and the street was named Plaj Yolu Street. Today, the street between Suadiye Hotel and the station is still called Plaj Yolu Street [139].

Although the train line provided access to this region, the increase in settlements in Suadiye started in the 1940s. Interest in the region has increased especially with the opening of the Beach Facilities [139]. In the Ottoman culture, there was no habit of swimming and spending time by the sea, but with the opening of the beaches, the people started to appreciate the seaside. Following the arrival of the tram in Suadiye, modernization movements started in the region with the newly opened Suadiye Beach Facilities.

In the sixth group of the Decade Development Plan covering the years between 1943 and 1953, there are regulations regarding the development of road connections of districts such as Kızıltoprak, Göztepe, Erenköy, Suadiye, Bostancı, Maltepe and Kartal. With these regulations, these districts will be able to leave the status of being residential areas for summer cottages and turn into residential areas that can be used in all seasons. This regulation initiative has enabled residential areas in Suadiye to be preferred. It was observed that the population who came to this region after 1945 resided in Suadiye and its surroundings for a long time [1].

In the 1950s, the less intense, detached and partly gardened construction type continued around Kadıköy. This spatial transformation, which constitutes the original character of Kadıköy, first started with the introduction of a 3-storey zoning permit in the 1950s. With these new arrangements, new mansions and mansions were built in and around Kadıköy. New neighborhoods were established in the face of increasing housing production. In 1965, Kızıltoprak and Erenköy became neighborhoods. Moreover, Fikirtepe, which was a slum settlement, was separated from Kızıltoprak and became a new neighborhood.

Residential areas in Suadiye consist of building blocks that generally belonged to a single family in the early years of the Republic and until the 1950s. There were detached houses with 2-storeys and their large gardens on a single parcel-island. Caddebostan, Suadiye and Bostancı districts became the summer districts of Istanbul at that time with their private houses with large gardens and beaches on the beach. The reason why this place became famous in the 1960s was its historical mansions, beaches and newly built apartments. The newly built apartments have become special here and have contributed greatly to the fame of Bağdat Avenue and its surroundings [141].



Figure 3.7. Suadiye, Beach Road, street and surrounding axes [63].

Plaj Yolu Street, which connects the beach with the tram, still stands with the same name today. There were pavilions and large gardens of mansions in and around that street in the mid-1950s [139]. Most of these mansions were allocated to pashas or palace employees. In addition to this, important people dealing with trade also had their mansions in Suadiye. The mansions are not built near the beach, but around the tramway. Because at that time the beach side was seen as an uncanny place.

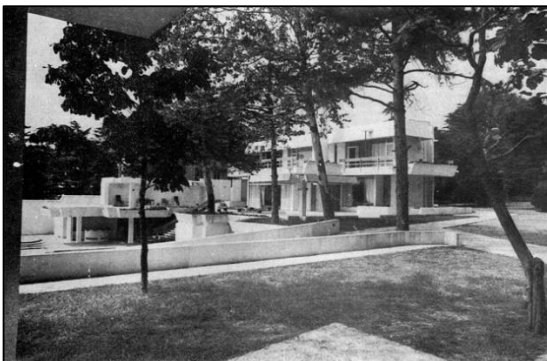
With the Condominium Law enacted in 1965, a 4-storey building permit was issued to Suadiye and apartments were added between the mansions. In this way, Suadiye has become a quiet and peaceful neighborhood that appeals to the middle income group from a neighborhood belonging to the high income group. Although there were mansions, villas and apartments, Suadiye became a residential area with large gardens, groves and beaches. With the increasing demand for the area of the stores opened on Bağdat Avenue and the increase in population, the groves first started to shrink and then the building blocks began to be divided into smaller parcels. 58 mansions have been destroyed so far on Bağdat Avenue. It is possible to see a few mansions that survive until today (Mehmet Küçükdeveci

Bey Mansion, Cemil Topuzlu Mansion, Ragıp Sarıca Mansion, Tevhide Hanım Mansion, Theron Damon Mansion, Mihran Efendi Mansion, and Cavit Pasha Mansion).



Figure 3.8. Suadiye Mücahit Street, 1973 [142].

When looking at the residential pattern of Suadiye in the 1970s, apartments and detached houses started to intertwine with each other. In this period, with the intensification of the effects of modern architecture in Turkey, constructions for modern mansions began on the coast line between Fenerbahçe to Bostancı. Özdemiroğlu Mansion, built in Suadiye, was built by architect Yılmaz Sanlı in 1972 on the Suadiye coast.



(a)



(b)

Figure 3.9. Özdemiroğlu villa built in Suadiye in 1972, (a) front of the villa and (b) back of the villa [143].

The biggest urban change among the changes in Suadiye was the "coast filling project" decided by the article "Benefiting from the Coasts" in the 1982 Constitution. The project covering the Bostancı coast from Kalamış started in 1982 and ended in 1988. With the filling of the coast right in front of the Suadiye Hotel, the beach of the hotel has now become a public space. The Suadiye beach is no longer a private property but a public space [100].



Figure 3.10. Satellite image showing the land of Suadiye Hotel in 1982 [63].

The coastline from Fenerbahçe to Bostancı and from Bostancı to Tuzla is the longest coast axis of the Anatolian Side. It serves as an open public space to other people in Suadiye with its walking and cycling paths, cafes and open green spaces. When examined, the width of the road on the coastal line varies, the bicycle path is occupied by pedestrians and these areas are very crowded, especially on weekends. However, this area is one of the most popular coasts of Istanbul.

The neighborhood of Suadiye has preserved its character as a residential area throughout its history, despite the division of the parcels of residential areas and the increase in density depending on the population. In this transformation journey from summer houses to high-

rise buildings, Suadiye continues to maintain its popularity with its commercial and social activities.

### **3.2. THE FACTORS AFFECTING URBAN / SPATIAL CHANGE OF SUADIYE REGION**

The Suadiye neighborhood of Kadıköy District is one of the oldest neighborhoods of the Anatolian Side. It is not known exactly when the settlement started. In the Ottoman Period, the settlement on the Anatolian Side was very limited since the transition to the Anatolian Side was made only with the boats belonging to the palace. During the Ottoman Period, the majority of the population on the Anatolian Side was on the coastal areas of Üsküdar and Kadıköy. It is thought that bandits and uncanny people lived in Erenköy, Caddebostan, Suadiye and Bostancı districts in the mid-19<sup>th</sup> century. It has been said that the coastal parts could not be visited even during the day [139].

Transportation to the Anatolian Side increased with the start of ferry services in 1851. These ferry services started with the establishment of "The Company of Hayriye (Şirket-i Hayriye)" by Mustafa Reşit Pasha with the order of Sultan Abdülmecit (1839-1861). As the first connection with the Anatolian Side was established via Üsküdar, migrations to the Anatolian Side started as the commuting became more frequent. Thus, after Üsküdar, the number of residences in the Kadıköy district increased in a short time.

In the 1870s, a railway project that would extend to the capital of Iraq, Baghdad, started under the responsibility of the Germans. However, the sultan of the period, Abdulaziz (1861-1876) decided that this line should be built by the state and ordered this process to proceed with great care. It was decided that the last stop of the suburban line would be Pendik. However, Erenköy and Suadiye stations were not located at the stops on this route. The railway line started to revive the places it passed, but this mobility did not bring any action to Suadiye. On October 4, 1888, an agreement was signed with the Germans for 99 years. For the railway line reaching Izmit, the "completion of the railway line" and "overhaul of the railway lines" were included in the agreement. In 1910, Suadiye station was built. This railway line passes through the middle of Suadiye and divides Suadiye into two in the direction of the north-south axis. The demand for Suadiye, which still had large pastures at



that time, increased in a short time when the Minister of Finance, Ahmet Reşad Pasha, built a mansion here and a mosque in a short time.

In the 1900s, Suadiye had dirt roads where even ox carts were difficult to drive, and had a small number of residential areas. The houses were also summer houses and were used on weekends or during the summer months. In 1908, Ahmet Reşad Pasha built shops around the mosque so that he could come to the mosque. Thus, a small commercial movement started in Suadiye. While the lands close to the station were 400 lira per acre in Suadiye in the 1910s, the prices were cheaper due to the uncanny view of the lands on the beach [139].



Figure 3.11. The change in Suadiye neighborhood as a result of the 1903 Fenerbahçe-Bostancı map overlapping with today's satellite image [38].

Suadiye Beach Facilities, which started to be used in the 1930s and had visitors from many parts of Istanbul in a short time, caused the revival of this region. The Plaj Yolu Street between this facility and the station was the most used street in Suadiye at that time. Thanks to the Suadiye Hotel and the beach, in a short time residences with 2-storeys have increased in the Suadiye neighborhood. New mansions built in the region took their places among

large gardens and groves. Demand for the coastal area, which used to be described as uncanny, had also increased.

With an article included in the Anatolian Coast Master Plan Report, it was stated for the first time that the Suadiye neighborhood should be separated from the Kadıköy-Moda district and the issue of determining and planning the necessary elements was stated [46]. The first of these planning decisions was that Bağdat Avenue was divided into parcels on both sides, including Suadiye, in the period after 1935, and new residences started to be built. During this period, buildings were allowed up to 2-storeys.

Important development steps for the Kadıköy district took place between 1938-1949 during the reign of Governor Lütfi Kırdar. With the decision to build a bridge at the point where Haydarpaşa railway passes between Kadıköy and Üsküdar, transportation to Kadıköy neighborhoods was improved. After this, it was decided to asphalt the existing dirt road of Bağdat Avenue to Kartal [144]. With the asphaltting work, Bağdat Avenue gained a new appearance and became an important artery of the Anatolian Side with the ease of transportation it provided.

Until the 1940s, residential areas in Suadiye were located in areas around the train line and were located in plots with extensive vineyards and gardens [139]. In these years, Bağdat Avenue expanded, asphalt works progressed and trams were built on both sides of the avenue. While the Kadıköy-Bostancı tram line was decreasing its trips in the winter months in the 1940s, it became more frequent in the summer months. During these years, it has been observed that the use of residences in and around Bağdat Avenue has decreased in winter [145].

Until the 1950s, each house in Suadiye had a name. Suadiye has been a peaceful, quiet and calm district consisting of both mansions under the influence of classical Ottoman architecture and villas with modern architectural effects, such as Başarıcı Mansion, Sadi Bey Mansion, and Villa Arın. With the approval of the 3-storey building limit, the density in the region increased and the homeowners started to build new houses to enlarge their residences. As interest in the uncanny coastal area increased, the lands here started to be divided into smaller parcels (Figure 3.2.1.).

The northward spread of the settlements around Bağdat Avenue started with the Haydarpaşa-Pendik road (D-100 highway), which was completed between 1957 and 1958. With this connection road, also known as Ankara Road, new road routes have been created and residential areas have been shaped around these roads. At that time, the new residential areas that developed in Bağdat Avenue and its surroundings developed in accordance with the existing residential pattern. In the 1950s, detached houses with gardens continued to exist around Caddebostan, Suadiye and Bostancı. While this structure created the original residential pattern of these neighborhoods, as the development continued in the surrounding neighborhoods in the 1960s, changes were also experienced in the existing residential pattern [144].

Before 1950, the width of Bağdat Avenue was 10-11 meters. In the period from 1950-1960, with the project made by Turkey's first city planner Aron Angel, the Bağdat Avenue was expanded to 30 meters. In this project, the gardens of the old buildings and mansions were pulled 10 meters back, right and left from where they were located, and allowed the avenue to be 30 meters wide. Also in this project, Angel determined that the number of storeys should not exceed 4 storeys and the distance between the two buildings should be 10 meters and 5 meters from the road. Today, the number of storeys are limited to 5 storeys along the avenue and the buildings are arranged to be 3 meters inside the avenue [45].

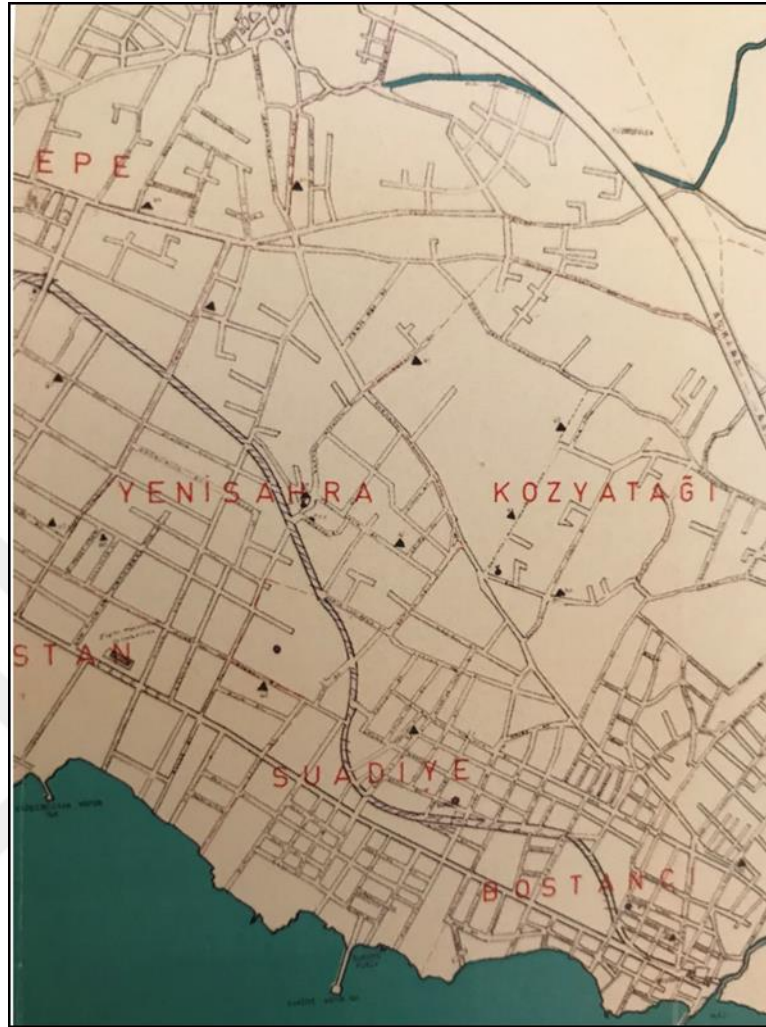


Figure 3.12. 1 / 10.000 scaled Kadıköy District Plan, 1960, Zeki Teoman [19].

Suadiye was also affected by the zoning changes made within the neighborhood in 1952-1954. In this zoning planning, buildings up to +9.50 elevations were allowed and buildings with 3-storeys started to be seen throughout the neighborhood. In 1958, Bağdat Avenue was also affected by the urbanization moves known as Menderes Operations. The tram on the avenue was removed in 1966 and the gardens on both sides of the avenue were expropriated. The expansion of roads and boulevards seen throughout Istanbul was a process carried out by Adnan Menderes. Until the coup period in 1960, these projects continued throughout Istanbul.

The Condominium Law, which entered into force in 1965, was another important event for Suadiye in the change in residential areas. With the Condominium Law, 4-storey buildings were permitted, as well as the opportunity to own apartments. In this way, the middle income

group has been given the chance to own a house in these regions. Apartment projects started to increase in Suadiye after 1965. In many areas that were expropriated, contractors started building apartments. Many groves and garden areas in Suadiye between 1966 and 1967 were designed after expropriation. These projects were projects such as cinemas and tea gardens, and by the 1970s they were transformed into residential areas.

The fact that Suadiye is gradually losing its old identity is not limited to the disappearance of the mansions or the shrinkage of the groves and gardens, but mainly due to the start of the phenomenon of constructions in return for flats. With the removal of the tram in 1966, there was a transportation problem. Bus and minibus services have started instead of the tram on Bağdat Avenue. Apart from this, today the region has completely changed with urban regeneration projects covering Bağdat Avenue and surrounding regions. From the axles reaching the coast from the railway to the parcel sizes; from changing the silhouette to the replacement of public spaces; Suadiye has experienced many changes under the name of regeneration.

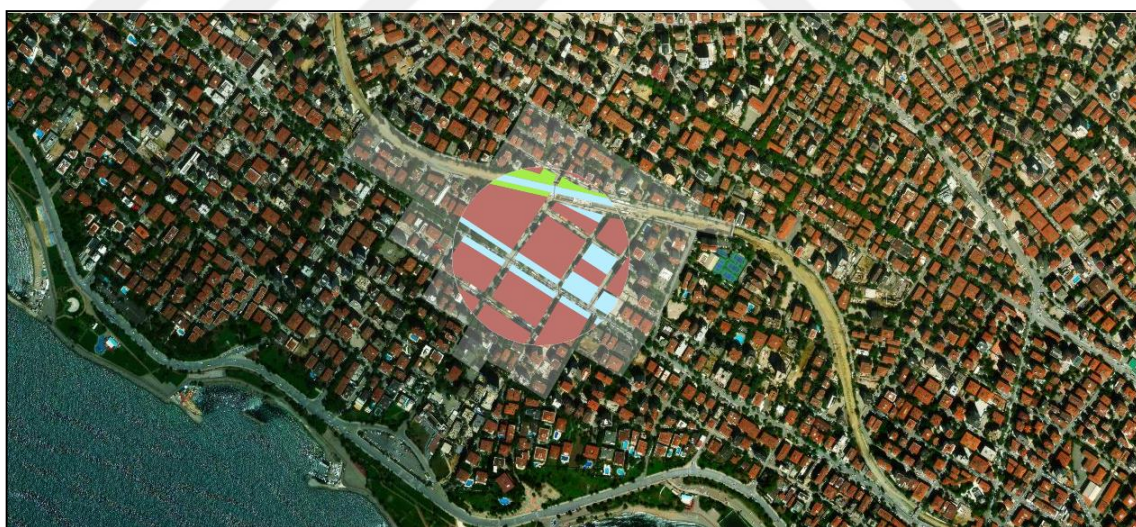


Figure 3.13. Comparison of parcel sizes in Suadiye before 1970 and 1990 [117].

In Suadiye, where generally a house is located on each parcel island, with the changing ownership structure after 1965, the islands were rapidly divided into 4 and even 8 in some places. Apartments were built on these divided building blocks. However, most Suadiye residents did not leave their location in the face of this change; on the contrary, they became a part of this process. They moved from summer houses to apartments.

As the demand for housing between Kadıköy-Bostancı started to increase, it was necessary to increase the residential areas. In 1972, a 1/5000 scale Erenköy-Bostancı Zoning Zoning Plan was made, which envisaged increasing the density of the building between Kızıltoprak and Bostancı. According to the planning, 4-storey buildings on the beach and 5-storey buildings on Bağdat Avenue were allowed. With the opening of the Bosphorus Bridge in 1973, Erenköy, Caddebostan and Suadiye neighborhoods became attractive residential areas. It was described as a peaceful area close to the sea, was easy to access, was appealing to the upper and middle income groups. However, with the "build-and-sell" construction approach of the period, apartment blocks in and around Suadiye quickly replaced the garden pavilions.

Between 1982 and 1988, the "coast filling project" on the Suadiye coast also affected the residential areas in the region. This project has led to an increase in the residential area preference of this region and thus the housing prices. The fact that there was a large open urban area in Suadiye has also affected the commitment of the people of the region to Suadiye.

Fenerbahçe, Göztepe, Caddebostan, Suadiye, and Bostancı coasts were gradually included in the scope of the "filling" project that started in the Kadıköy coast in 1984. With the project, which first started in 1984 between Dalıyan-Caddebostan, an area of 6 square kilometers between Moda and Caddebostan was filled [146]. An area of 86.100 square meters was filled on the Suadiye coast. Between 1985 and 1988, it was decided by the mayor of the period Bedrettin Dalan to fill the coast starting from Kalamış. In Suadiye, the coast was widened by filling 120-140 meters towards the sea. The most filled area on the coast was the area in front of Suadiye Hotel built by Mustafa Güler. The front of Suadiye Hotel had 145 meters of filling area. The property, which had its own beach, remained as a hotel after the filling. Although the hotel lost its beach, the residents of Suadiye have gained a new public open space.

While Istanbul's proximity to the North Anatolian Fault Line causes the city to have a high earthquake risk, it causes regions with low earthquake resistance due to its foundation to become vulnerable to major damages in the face of earthquake risk. Suadiye is located in the impact area of the fault rupture that may occur in a possible earthquake (Figure 2.28.). The fact that Suadiye is a filled area also increases the earthquake risk. Although it is known that the existing houses are built in accordance with the earthquake regulations, the people who

will go to the Suadiye coast as an "emergency meeting place" should be explained how risky this filling area would be during the earthquake and new meeting areas should be determined in this area.

For the residential areas of Suadiye, the number of storeys of the building, the distribution of the building age and the type of construction were examined using the data of Istanbul Metropolitan Municipality. Investigating the number of storeys of buildings in Suadiye, most buildings have 9-19 storeys, followed by buildings with 5-8 storeys and buildings with 1-4 storeys are the lowest number. This situation in general of Kadıköy district, on the other hand: buildings with storeys between 5-8 (10.990), buildings with storeys 1-4 (9.423) and finally buildings with storeys between 9 and 19 (4.797) [147]. In this case, Suadiye neighborhood consists of residential areas with higher housing compared to Kadıköy.

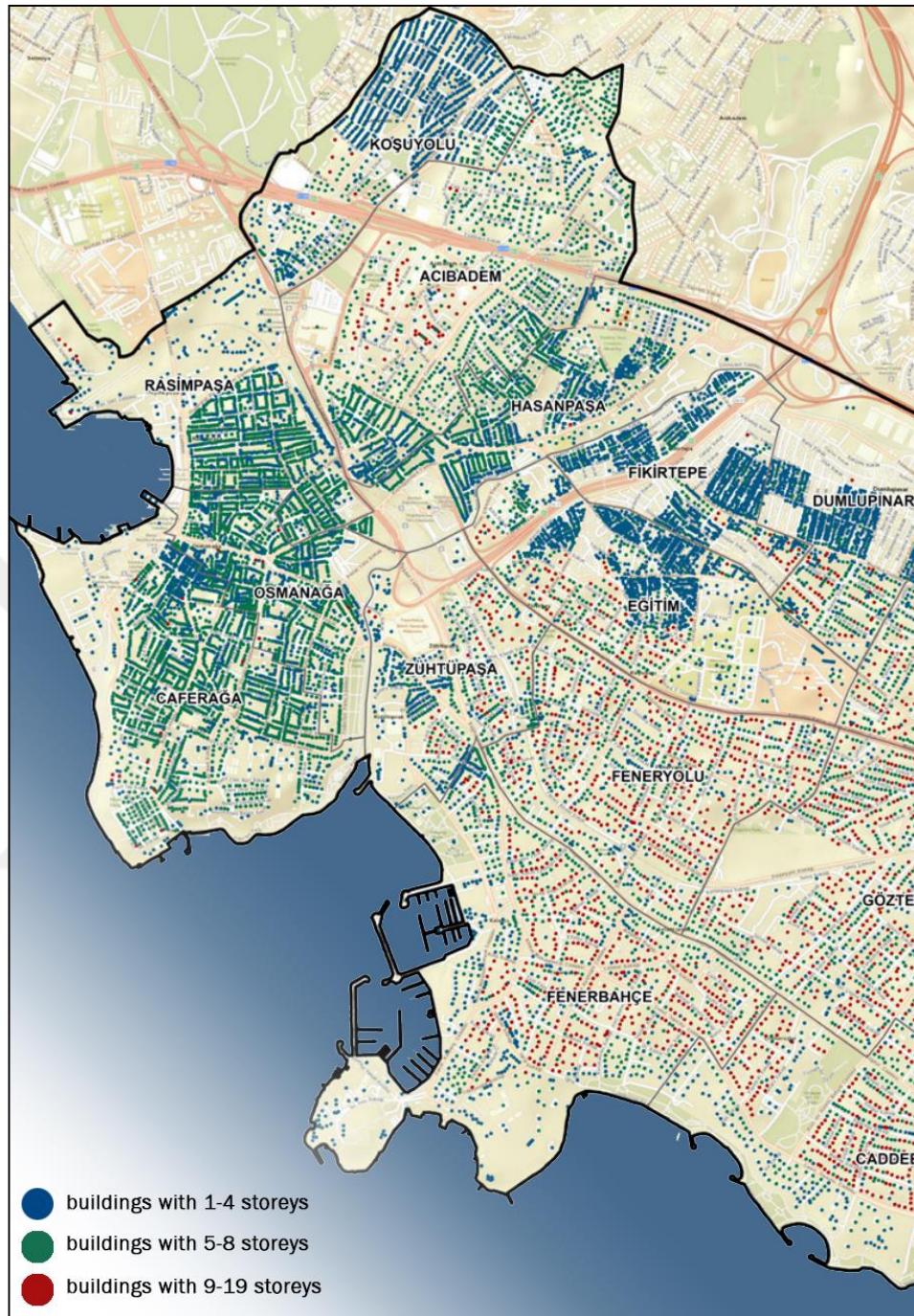


Figure 3.14. Building distribution according to the number of floors of Kadıköy central districts [derived from 147].

Rasimpaşa, Osmanağa and Caferaga neighborhoods in the center of Kadıköy are the regions where the oldest settlements of the district. Considering the distribution of buildings in these neighborhoods, it is seen that the buildings with 5-8 storeys are densely and homogeneously distributed. Apart from this, it is known that there are buildings with 1-4 storeys in Fikirtepe,



Eğitim and Hasanpaşa neighborhoods and these areas are slum areas. A heterogeneous distribution is observed in other coastal neighborhoods such as Fenerbahçe, Caddebostan, Suadiye, Bostancı and Erenköy. Moreover, it is clearly seen that the dense and intertwined housing in the center of Kadıköy has left its place to a construction with less density and distances in the coastal districts.

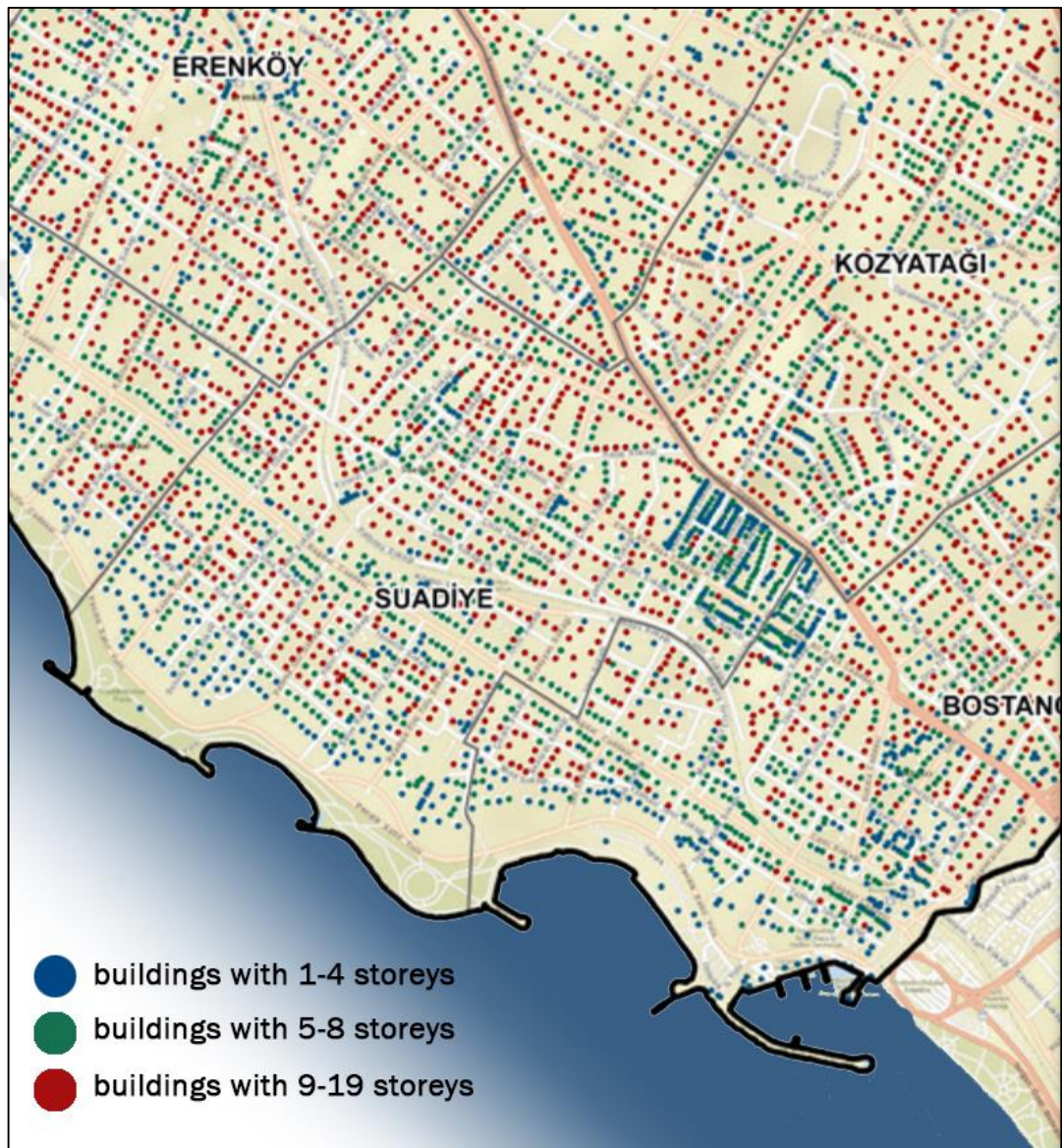


Figure 3.15. Building distribution by number of floors in Suadiye neighborhood [derived from 147].

There were many pavilions along Bağdat Avenue. However, there were fewer mansions within the borders of Suadiye compared to the whole area around the avenue. With the increase of apartments, most of these mansions were destroyed. The owners of the

demolished mansions have built apartments on their plots of their own accord, because the apartments, which became a trend at that time, became popular and attractive places.

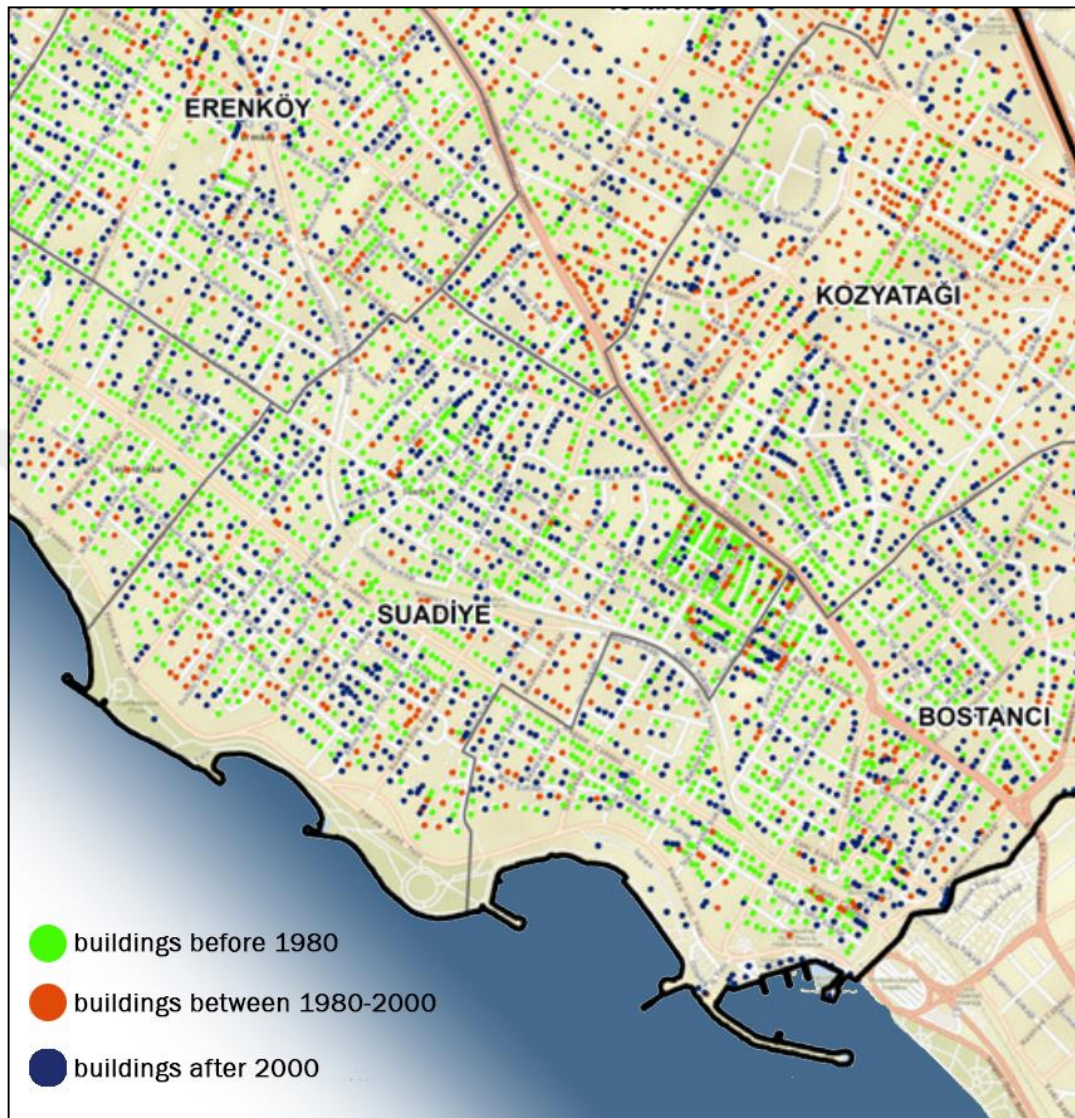


Figure 3.16. Building distribution by building age in Suadiye neighborhood [derived from 147].

Looking at the building age and ratio in Suadiye, it is seen that the number of buildings before 1980 is more than the total number of buildings between 1980 and 2000 and after 2000. Especially along the Bağdat Avenue axis, almost all the buildings date back to 1980 and consist of buildings with 5-8 storeys. Specifically, on Plaj Yolu Street, 58% of the buildings along the street were built after 2000, 21% before 1980 and 21% between 1980 and 2000. Considering the number of storeys of the buildings on the Plaj Yolu Street, 48% consists of buildings with storeys between 9 and 19, 30% consists of storeys between 1-4

and 22% consists of buildings with storeys between 5 and 8. Plaj Yolu Street is the focal point of the transformation projects in this region since it has a round-trip route due to its location and it being an axis between the Bağdat Avenue and the coast. Most of the streets between Bağdat Avenue and the coast are not on a continuous axis today. For this reason, Plaj Yolu Street is in an important position in this respect.

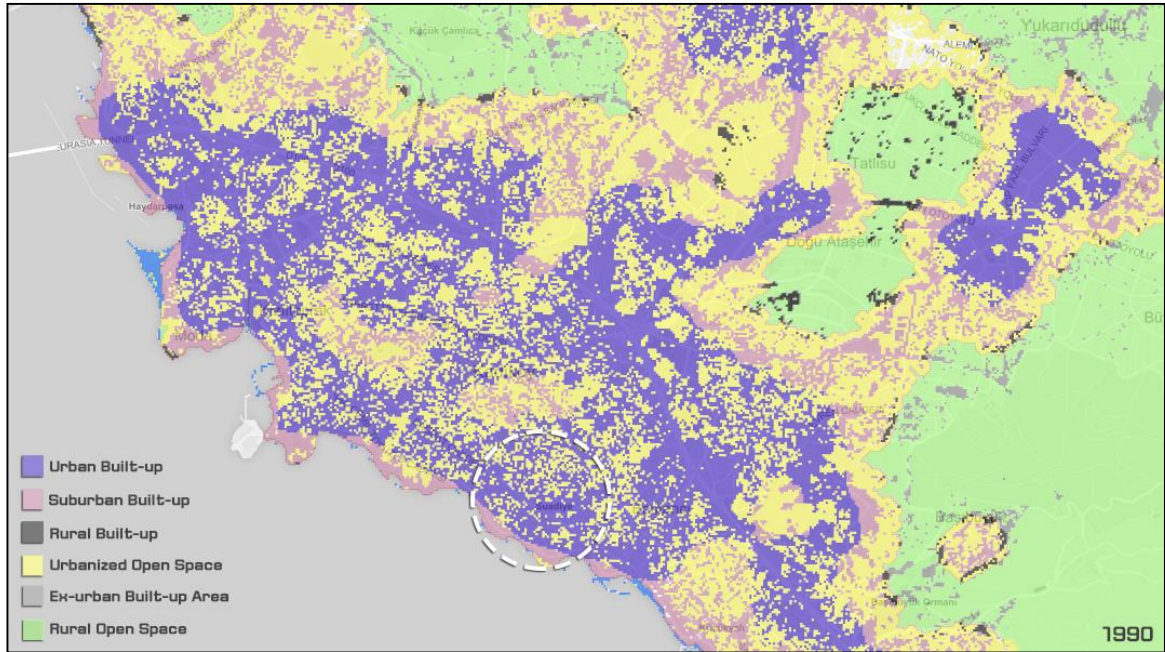


Figure 3.17. Anatolian Side (representation of Suadiye) urban development map, 1990

[117].

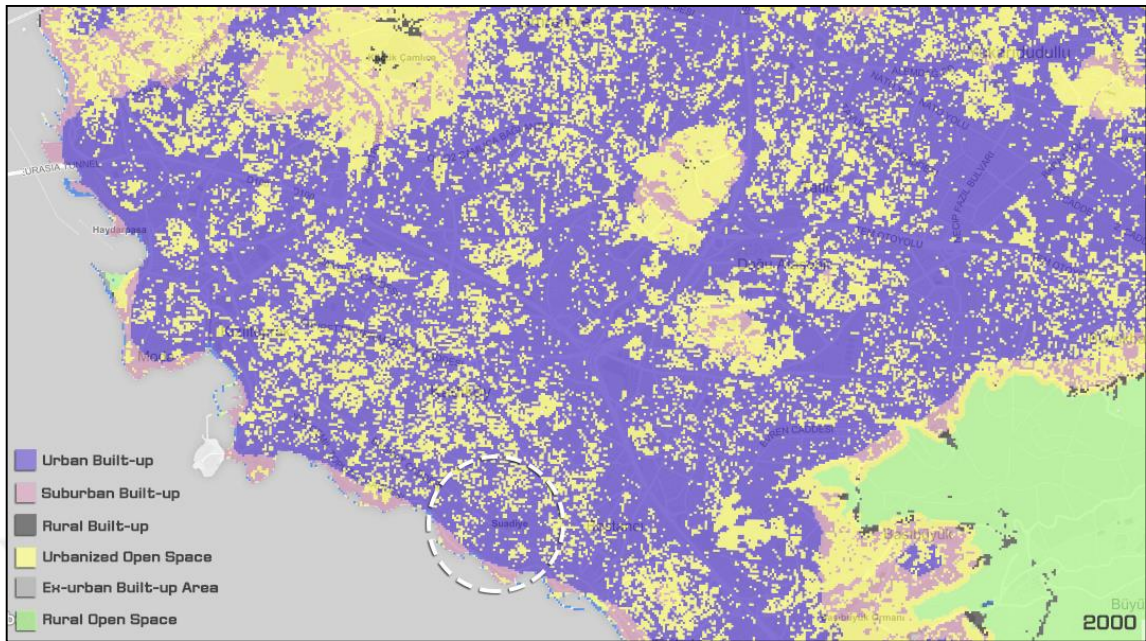


Figure 3.18. Anatolian Side (representation of Suadiye) urban development map, 2000 [117].

Considering the residential pattern from the 1990s to the 2000s, in Suadiye, which consists of apartment buildings, commercial spaces have also increased. While there are shops and passages along Bağdat Avenue, Suadiye has become a commercial center as well as a residential area. Suadiye, as a social center, became one of the neighborhoods that could not withstand the pressure of urban regeneration in the 2000s. In the report prepared for this area, it was stated that the buildings in and around Bağdat Avenue that have completed 80% of their lifespan and were found to be risky should be demolished and rebuilt. Although the report was denied by Erdogan Bayraktar, Minister of Environment and Urbanization at the time, it was revealed that the contractors put pressure on the beneficiaries. All these rumors of "risky structures" created significant speculation and paved the way for the emergence of a new way of unearned income on the street.

Due to these rumors, the population of Suadiye dropped to 21,909 in 2016. The reason for the population loss between 2010 and 2016 was the rumors of urban regeneration and the fears of the people of the region that they would lose their homes. Urban regeneration projects, which started in Caddebostan, Suadiye, Erenköy and Bostancı after 2015, soon spread to almost every street. Kadıköy Municipalities started works for projects to be carried out within the framework of certain rules and laws. In 2017, the plan amendment proposal

was approved by the IMM council about building height restriction laws, which limits the number of storeys in a building to 15 in Kadıköy district. With this proposal, buildings couldn't exceed 15 storeys in transformation projects in this area. However, according to some members of the municipal council, even 15 storeys were considered too high for this area. They argued that the determined number of storeys should be reconsidered for the area between the Bağdat Avenue and the coast [148].

Suadiye experienced a rapid change especially between 1965 and 2019 due to the decisions taken, laws and changes in plans. It has become a different residential area today due to the migrations from and to Suadiye, but it is still a residential area preferred by its residents.

### **3.3. THE EFFECT OF SPATIAL CHANGE IN SUADIYE REGION ON RESIDENTIAL AREAS**

Considering the spatial change in Suadiye since the 20<sup>th</sup> century, the neighborhood consisting of orchards, groves and empty lands has become a large neighborhood with residential areas and commercial spaces with a population of 25.890. According to 2019 Suadiye population data, 57.3% of the residents are women and 42.7% are men. While 31.2% of the residents are 60 years old and over, 21.3% are in the 45-49 age range, 29% are in the 25-44 age range and 15.5% are under 24 years old. Considering these data, it can be said that the majority of the residents in the residential areas in Suadiye are the elderly. The elderly population living here have experienced the spatial change of Suadiye and have continued to live in Suadiye in the face of these changes. Considering the ratio of residential and commercial areas in Suadiye, there are 15.722 residences and 2.063 commercial areas [149]. According to the data collected in 2017, the number of buildings in Suadiye is 1.398. For this reason, Suadiye can be called a residential area where the elderly live.

The main trigger of the changes in the residential areas in Suadiye was experienced after the opening of the Fatih Sultan Mehmet Bridge in 1988. On the Anatolian side, the main arteries joining Kozyatağı, the connection roads on Kadıköy-Minibus Avenue and the bridge route have been expanded. The parcels around these roads were filled in a short time with increasing real estate values. Other factors that led to the change in the Kadıköy-Bostancı axis are the expansion of residential areas around Fenerbahçe-Kızıltoprak by creating a sub-

center as an office and commercial area in Kadıköy-Söğütlüçeşme, the construction of Fenerbahçe Yacht Harbor (1989), the Maltepe-Bostancı coastal filling (1982-1988) and the creation of a new filling area in Cape Moda (1984). These factors have led to the change of residential areas in Suadiye and its surrounding. The creation of a new filled area resulted in the change of residential areas in Suadiye and its surroundings [150]. Developments between 1980 and 1990 have been macro formations affecting Suadiye's existing urban pattern. With the increasing density and the increase in urban open spaces, Suadiye has become an attractive residential area.

The Marmara Earthquake affected the residential areas of Istanbul to a great extent, and the most affected areas in the Anatolian Side of Istanbul were the surroundings of Kadıköy and Bağdat Avenue. Although Caddebostan, Suadiye, and Bostancı neighborhoods were not physically damaged, the property owners on the coastline, which were especially close to the filled areas, sold their parcels here and moved to alternative areas in the surrounding area. Even if the population growth rate in Suadiye has decreased since 2000, the population, which was 21.909 in 2016, reached 25.890 in 2019.



Figure 3.19. Comparison of Plaj Yolu Street types in (a) 1960 and (b) 2019 [19].

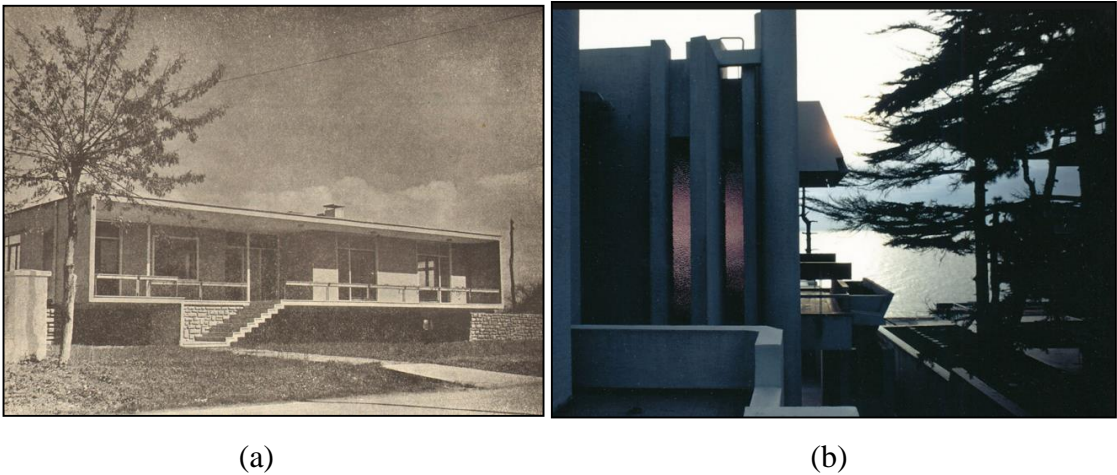


Figure 3.20. Summer villas on Suadiye coast in 1972, (a) and (b) example of villas in Suadiye [143].



Figure 3.21. Summer villas examples (a) and (b) on Suadiye coast in 2019.

When we look at the size and usage of the parcels, it is seen that the building blocks are divided along the street. It is observed that the residential area functions are preserved to a great extent, but the parcels shrunk by  $1/4$ ,  $1/5$  as the parcel islands are divided. At the intersection of the Bağdat Avenue, it is seen that the residential areas are divided into commercial and residential areas. The new and old residential buildings are blended in along the street. At the intersection with the coastal road, it is observed that the coast in front of Suadiye Hotel is filled and new roads are passed and transformed into a car park.

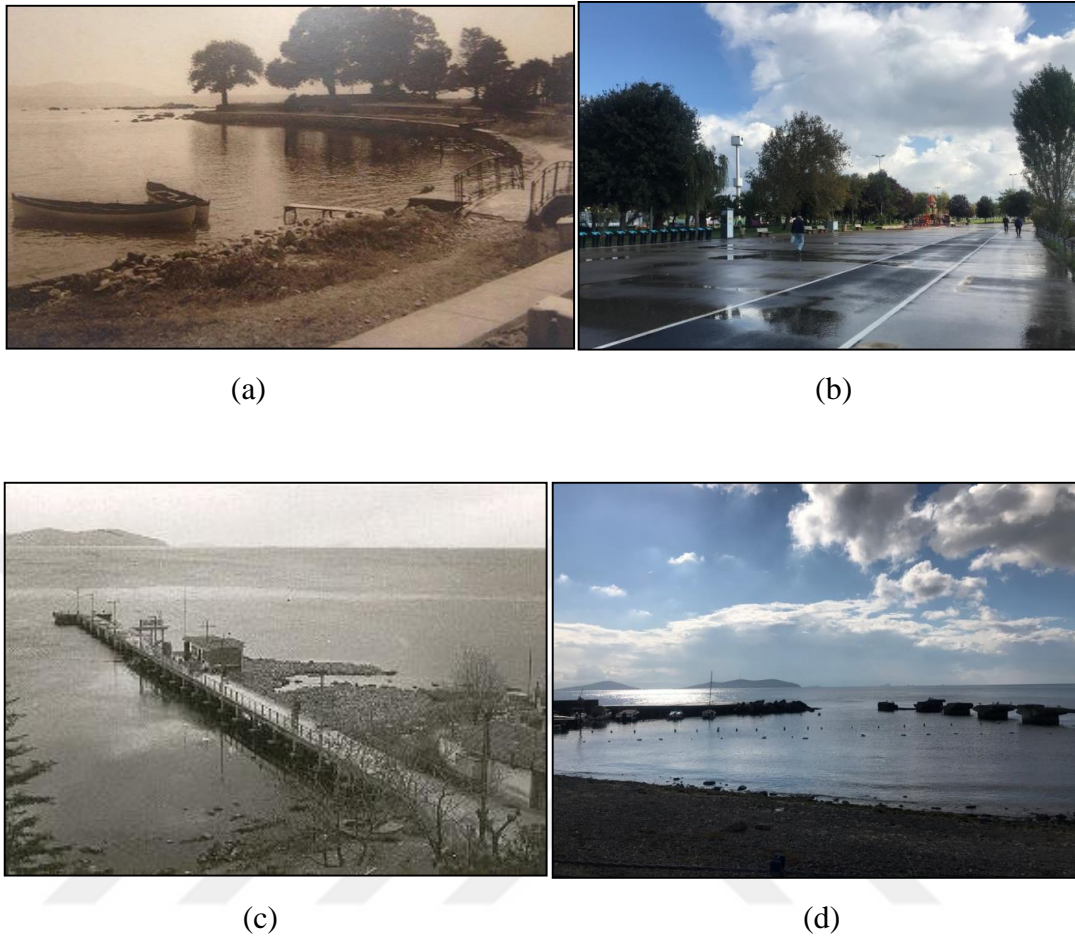


Figure 3.22. Suadiye beach (a), (c) in 1930 and (b), (d) in 2019 [139].

The population fluctuation between 2000 and 2019 in Suadiye is due to the changes the neighborhood went through. With the "Law on the Protection of Cultural and Natural Assets and the Law on Making Amendments in Various Laws" adopted in 2004, urban regeneration projects started in Suadiye as of 2014. Until 2014, the urban regeneration projects and renovation works in the analyses in residential areas, the average price of 100 m<sup>2</sup> flat in Kadıköy is 878.688 lira, while the average price of 100 m<sup>2</sup> flat in Suadiye is 1.027.962 lira. The Suadiye neighborhood is a neighborhood with residential areas formed by luxury residences within the Kadıköy district [137].

The square meter sales price of Suadiye was 10,950 lira in 2019. As of 2019, the prices of houses for sale in Istanbul, Kadıköy district have increased by 25.40% compared to 2018. The average property size was 135 square meters among residences for sale. According to the regional average, the average sales price for a house with 100 m<sup>2</sup> is 1.175.212 lira. In Kadıköy, the average sales price is determined as 963.547 TL. The socio-economic status of



the Suadiye neighborhood is calculated as A+. In this calculation, the average of the scores of livability (population, housing density, health surrounding neighborhoods reduced the commercial activities of Bağdat Avenue and thus, the real estate values in Suadiye also decreased. As of 2019, according to price

institution, public transportation, crime level, and life satisfaction data), welfare (based on sales and rental value) and cultural level (according to the education level of the people of the region and the number of cultural facilities) is taken into account [137].

### **3.4. CONCLUSION OF THE CHAPTER**

The triggering factors of the spatial change experienced in the residential areas of Istanbul have been examined through Suadiye. The effects of the decisions taken, the laws applied and the earthquakes that caused the change in this region were examined. The current spatial features of Suadiye and the transformations it has gone through from the past to the present are explained by supporting maps and visuals. When the changes in the residential areas in Suadiye are examined, it differs from the events affecting the change in Istanbul and the periods when these events took place.

The first information obtained about Suadiye dates back to the 1700s. It is stated that in the 1700s, Suadiye was known as "Domuzdamı (Pigstall)" and described as an uncanny region [139]. It has been a rural area where animals were grazed for many years and farms were located. With the addition of the Suadiye Station in 1910 to the Haydarpaşa-Pendik train, which was built in 1873, housing production started to increase in this region [20]. In the same period, the city center in the Historic Peninsula spread throughout Istanbul and became a dense residential area where non-Muslim settlements increased in Beyoğlu, Galata and its surroundings.

With the increase in the need for secondary housing in Istanbul in the 1920s, there was an increase in summer houses with 1-2 storeys in Suadiye and its surroundings. In the face of the increasing population in the city, the number of families who prefer the fresh and calming air of Suadiye and its surroundings, especially in summer, has increased in this region. With the establishment of a beach facility by the famous businessman Mustafa Güler between 1928 and 1929 on the coast of Suadiye, the guests coming to this region also revived Suadiye

[139]. In the same period, the development work of local and foreign city planners in Istanbul increased and many laws were passed. It is seen that settlements increased in Suadiye in the 1940s [1]. This region has started to be preferred due to the increase in the density of the city center in the face of the effects of the beach and the tram and the increasing population in Istanbul.

The increase in the population in Suadiye has also attracted the attention of local and administrative administrations and planned urban studies for this region. In the Decade Development Plan containing the period between 1943 and 1953, regulations for the development of road connections to several neighborhoods including Suadiye were introduced. In this way, transportation to Suadiye was facilitated and the region started to be preferred as a settlement [45]. In 1950, new mansions and summer houses were built in Suadiye with the introduction of the zoning permission for 3-storey buildings in Kadıköy district. In the same period, the increase in industrial activities in Istanbul and the labor migration to Istanbul from all over Turkey has accelerated the production of housing in the city. This increase in production has affected the decisions of families to move to new, calm and modern neighborhoods such as Suadiye.

The Condominium Law, enacted in 1965, is an event that affects the spatial change of Suadiye [87]. With the property law, whose effects reached Suadiye in the 1970s, the “constructions in return for flats” phenomenon has gained popularity and apartments were built instead of detached houses in Suadiye. While in the 1970s, a residential pattern with detached houses, mansions and apartment buildings was observed in Suadiye, an increase in slums in many other neighborhoods of Istanbul was observed. This situation, which was tried to be alleviated by the “Slum (Gecekondu) Law”, could not be a permanent solution. This problem throughout Istanbul has not been observed in the newly developing Suadiye and its surroundings.

1980, as well as all the crisis atmosphere in terms of politics in Turkey in Istanbul has also brought new decisions in political terms. With the Constitution enacted in 1982, one of the most important articles in the urban sense is the "Utilization of Coasts" article. This article paved the way to fill the beaches for the benefit of the public. As in many parts of Istanbul, Suadiye was affected by this [100]. With the project covering the area between Dalyan and Pendik on the Anatolian Side, it has achieved a large public open space. At that time, the old

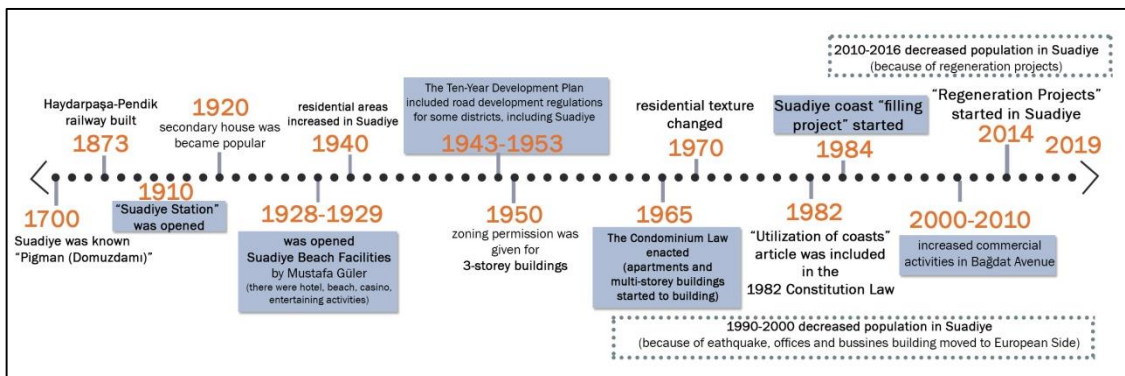
gardens and groves in Caddebostan-Suadiye-Bostancı neighborhoods began to be replaced by new residences, and thus the fresh and calming nature of Suadiye was also affected. In the long term, this public space has remained the largest public open space in this region.

In the period between 1990 and 2000, there was a decrease in the population of Suadiye. The increasing traffic density in Istanbul and the gathering of business centers on the European Side caused the employees of Suadiye and its surroundings to leave the neighborhood. Another reason for the decrease in the population was that one of the places most affected by the earthquake in Istanbul in 1999 was the Suadiye neighborhood on the filling area axis. As in many coasts in Istanbul, the effect of the earthquake was massive here. Even if there were no casualties, it caused people to become insecure towards the residential areas located here.

Mobility in commercial activities between 2000 and 2010 has brought with it increasing globalization activities in Turkey. It has been observed that commercial spaces have increased in Bağdat Avenue and this place has become the second important commercial axis of the Anatolian Side. As a result of the suspension of Haydarpaşa train services in 2013, the train tracks, which have been actively used for 100 years, remained empty [151].

In 2014, the "urban regeneration projects" affected the neighborhoods such as Caddebostan, Suadiye and Göztepe. As a result of the increasing regeneration projects, a project took place in almost every street in Suadiye in 2017. In this case, it explains the population decrease in Suadiye between 2010 and 2016. Compared to the ever-increasing population graph of Istanbul, there have been periods of decline in the population in Suadiye. However, the people of the region still prefer Suadiye as a residential area.

Table 3.1. Events affecting the change in residential areas in Suadiye.



The urban effects of globalization observed in Istanbul after 1980 were observed in Suadiye in the 2000s and the regeneration projects that started in 2004 started in Suadiye in 2014. The spread of the effects of the decisions and practices in Istanbul can be thought of as rings radiating from the center of a circle. This spreading process affected each district in a different period and in a different way. The fact that Suadiye district, which was considered outside the city in the 20<sup>th</sup> century, became one of the central districts of the Anatolian Side today has been an example of this expansion process. As Suadiye developed over the years, the effect of decisions and practices on the district has also changed.



#### **4. ANALYSIS OF SPATIAL CHANGE IN THE RESIDENTIAL AREAS OF THE SUADIYE NEIGHBORHOOD: A CASE STUDY ON “PLAJ YOLU” STREET**

In the literature review, in which the spatial change in residential areas was examined and analyzed, it was aimed to go down from the general of Istanbul in terms of the depth of the research and a neighborhood was chosen accordingly. The changes experienced by the residential areas in the selected neighborhood in the 20<sup>th</sup> and 21<sup>st</sup> centuries were examined and the reasons for these changes were tried to be determined.

The changes and transformations that took place in the 20<sup>th</sup> and 21<sup>st</sup> centuries in Istanbul were examined, and the changes in the residential areas were discussed. Istanbul has undergone many changes and transformations due to its historical character and geopolitical location. In the thesis, economic, political and urban decisions and practices that directly or indirectly affect residential areas were discussed. While determining the study area, the reasons for the spatial change in the residential areas were determined first. Among these reasons, those who helped to choose the area were; districts that changed spatially with laws and practices were determined. Then, the districts that have differentiations in the building structure and continue to be used as residential areas are focused on. Among these districts, Suadiye, which was preferred by the local people and has not been studied in the field of spatial change in that district, was selected.

The Suadiye neighborhood, which stands out with its island-parcel status, the number of storeys per building and urban regeneration projects, has been determined as the study area, due to the fact that there are no precedents in this area. The economic, political and urban factors that caused changes are discussed in the scope of the Suadiye neighborhood, which has continued to be used as a residential area throughout the 20<sup>th</sup> and 21<sup>st</sup> centuries and has had many triggers that cause spatial change.

##### **4.1. AN URBAN / SPATIAL ASSESSMENT OF “PLAJ YOLU” STREET**

Plaj Yolu Street is a street perpendicular to the sea, connecting Bağdat Avenue and Çetin Emeç Boulevard in the Suadiye neighborhood. The difference of this street from other streets in Suadiye is that it is a busy street used between the old train line and the beach on the beach

and has a two-way road route. Today, there are 7 cafes / restaurants, 1 hotel and 17 residential buildings on the 418-meter-long and 7.5-meter-wide street. 4 of the cafes on the street are under the residential buildings and 3 are one and two-storey buildings. There are popular commercial venues at the intersection of the street with Bağdat Avenue. The Suadiye car park at the end of the street is located between the beach and the street and prevents the street from reaching the sea.



Figure 4.1. Analysis of the buildings on Plaj Yolu Street according to the zoning plan status [149].

Plaj Yolu Street got its name from its intended use. The street was called "Beach Road" because it was the most used road to reach Suadiye Beach in the 1930s. The length of the street has not changed and only its connection with the coast has changed. The Çetin Emeç Boulevard was constructed between Plaj Yolu Street and the coastal line, which was filled between 1984 and 1988. In 2007, due to the need for parking in the area, a 100-vehicle parking lot was built at the end of Plaj Yolu Street. The area in front of Suadiye Hotel and next to the parking area, one of the green spaces at the end of the street, is not used. The area in front of Suadiye Park is a green space belonging to the municipality.

Before the 1930s, Suadiye was a deserted neighborhood with a few summer houses and train stations. The fresh air, calmness, land prices and the surrounding groves and orchards have made this neighborhood increasingly attractive. After the opening of Suadiye Hotel and its subordinate Suadiye Beach, interest in Suadiye increased. Suadiye's proximity to the sea and the ease of transportation by train have also been effective in this.

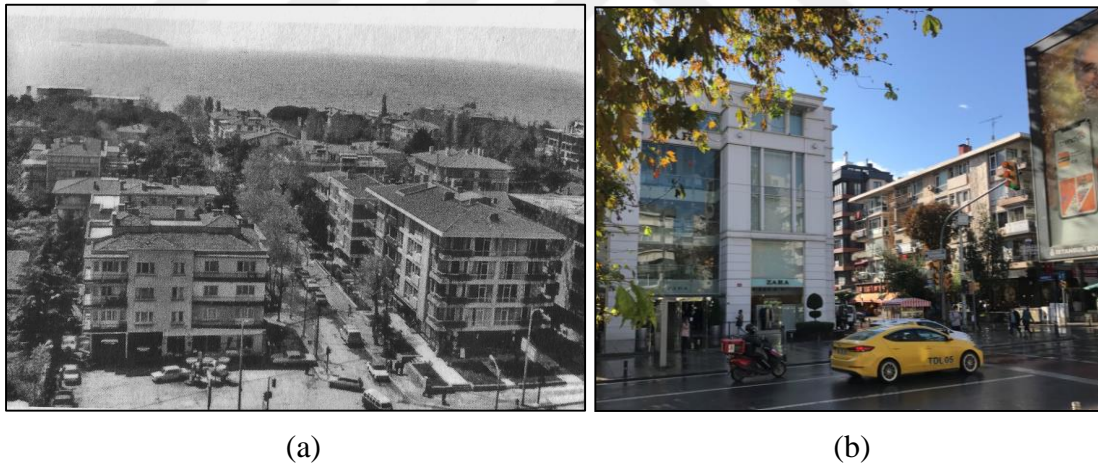


Figure 4.2. Plaj Yolu Street (a) 1960 and (b) 2019 [139].

In Figure 4.1.2, an outlook of Plaj Yolu Street in 1960 is seen. There was a gas station instead of the business that is located in its place today. It is seen that the number of storeys does not exceed 5 storeys along the entire street and it decreases to 3 storeys as the buildings

approach the coast. In these years when the beach in front of Suadiye Hotel was being operated, the street was directly connected to the beach.

With the Condominium Law in 1965, the 2-storey buildings on Plaj Yolu Street were replaced by apartments. In 1970, the construction area limit was introduced instead of the floor limit for the residences outside Bağdat Avenue and coastal areas. An equivalent value for all parcels except for coastal parcels and buildings on Bağdat Avenue was determined as 1.8. Building permits have been given to 4-storey buildings with 12.50 m elevation in the plots on the shore and to 5-storey buildings with 15.50 m elevation on Bağdat Avenue. After the 1970s, the built-up area between Kızıltoprak and Bostancı has doubled in a short time. With the secondary housing concept that became popular in this period, the number of summer houses in Suadiye, Bostancı, Dragos and Islands has also increased [22].



(a)

(b)

Figure 4.3. Suadiye Hotel (a) 1970 and (b) 2018 [139].

An event that caused change in Suadiye and Plaj Yolu Street was the "Utilization of the Coasts" article in the Constitution of 1982. With this decision, filling projects were realized in many coastal areas in Istanbul. The construction of the filling area, which started in 1984 in Suadiye, ended in 1988. An area of 86 decares was filled in Suadiye [100]. The filled area was planned as a public open space and still continues to be used as one today. After the coastal line expanded, higher walls were built in front of the mansions and villas on the beach and their connection with the coast was cut. This process, which was carried out to ensure privacy, caused the owners of the houses behind this row to move elsewhere and to build new villas and luxury residences in the areas they moved.



Looking at the current zoning status of Plaj Yolu Street, there are a total of 22 buildings along the street, where 15 of them are residential buildings. As of 2019, 2 of them are under construction. According to the zoning status, except the Suadiye Hotel, all buildings were determined to be a residential area or residential-commercial area. The zoning status of the Inci Apartment, which is on Bağdat Avenue, is considered as both residential and commercial. The green space belonging to Suadiye Hotel is a public green space that is not used independently of the Suadiye Hotel according to the zoning status.

Plaj Yolu Street is today a residential area with cafes and restaurants. There is no direct access to the beach from the street due to the Suadiye Car Park being located at the end of the street. Apart from the Suadiye Hotel and the Inci Apartment located at its intersection with Bağdat Avenue, there are no buildings built before 1980 [147].

Plaj Yolu Street, which is the first known and preferred street of Suadiye, is a street that has been busy since the 1930s and is still an active street today. It is a street that was used for transportation to the beach between 1930 and 1980, was used as a residential area between 1980 and 2007, and is now used both as a residential and commercial area. The reason why it is not preferred for access to the beach today is the parking lot at the end of the street limits this line. It is seen that the residential areas in Plaj Yolu Sokak and its surroundings are lined up from the coast towards the inner parts, with villas and mansions on the beach, 3-4 storey buildings behind them and are 4-5 storey buildings on Bağdat Avenue. It is known that most of these structures have a view of the sea. After 1970, this residential area transformed into an area with 6-7 storey apartments and nowadays 10-12 storey multi-storey buildings.

#### **4.2. THE EXAMINATION OF “PLAJ YOLU” STREET RESIDENTIAL AREAS**

By examining the residential areas specific to Plaj Yolu Street, it has been tried to associate it with the historical change and planning decisions mentioned in the previous sections of the thesis. How and in what period the existing residential pattern changed has been discussed together with the events that caused the spatial change in the residential areas in Istanbul.

Plaj Yolu Street was chosen in order to examine the residential areas, rather than the entirety of the Suadiye neighborhood. The motivation to choose this street is that the historical

progression of the residential areas can be seen in its entirety, from the first apartment buildings of 1965 to luxury residences built as a result of urban regeneration projects and that the street is still popular and active today.

There are a total of 16 residential buildings on Plaj Yolu Street. There are 6 cafe-restaurants, 16 apartments, 1 store and 1 hotel along the 418 meters long street. According to the zoning status, Suadiye Hotel and Suadiye Balık are on a single parcel and the tourism facility area, the store is commercial area and the İnci Apartment is the only residential-commercial area.

Table 4.1. Construction year, TAR / FAR value, Island-Parcel numbers, parcel area and floor height table of the residences and other buildings on Plaj Yolu Street.

No	Building Name	Construction Year	FAR/FSI value	Island Parsel-Parcel Number	The Area of Parcel	Floor Height
1	Zara Mağazası	After 2000	0,24/-	870/82	804,71 m <sup>2</sup>	5
2	Afife Çingi Apt.	Between 1980-2000	0,35/2,07	870/83	525,38 m <sup>2</sup>	15
3	Boş Parsel		0,35/2,07	870/84	567 m <sup>2</sup>	
4	Arcan Apt.	After 2000	0,35/2,07	870/16	1154,5 m <sup>2</sup>	12
5	Mert Apt.	Between 1980-2000	0,35/2,07	870/15	1963,2 m <sup>2</sup>	15
6	Dekay Apt.	After 2000	0,35/2,07	870/14	909 m <sup>2</sup>	11
7	Dostlar Apt.	After 2000	0,35/2,07	870/13	1781,5 m <sup>2</sup>	14
8	Sahil 17	After 2000	0,35/2,07	870/89	1706,8 m <sup>2</sup>	13
9	Güler Apt.	After 2000	0,35/2,07	870/90	1772 m <sup>2</sup>	12
10	Suadiye Balık	After 2000	0,35/2,07	870/105	3471,6 m <sup>2</sup>	1
11	Suadiye Otel	Before 1980	0,35/2,07	870/94		5
12	Suadiye Park Beyaz Fırın	After 2000	0,35/2,07	322/1	3102,1 m <sup>2</sup>	4
13	Ersoy Apt.	After 2000	0,35/2,07	306/17	792,9m <sup>2</sup>	10
14	No:12	After 2000	0,35/2,07	306/12	530,32m <sup>2</sup>	4
15	Turan Apt.	Between 1980-2000	0,35/2,07	306/1	896,7 m <sup>2</sup>	11
16	Vecabi Dumlu Apt.	Between 1980-2000	0,35/2,07	306/7	517,76 m <sup>2</sup>	9
17	Hoş Seda Apt.	Between 1980-2000	0,35/2,07	306/8	515,8 m <sup>2</sup>	5
18	Narin Palas	After 2000	0,35/2,07	353/8	830,5 m <sup>2</sup>	11
19	Yalgın Apt.	After 2000	0,35/2,07	353/17	696,2 m <sup>2</sup>	12
20	Petek Apt.	After 2000	0,35/2,07	324/12	503 m <sup>2</sup>	7
21	İnci Apt.	Before 1980	0,25/-	324/11	726,5 m <sup>2</sup>	5

According to “Table 4.2.1.”, there are 21 buildings on Plaj Yolu Street. Those built before 1980 are Inci Apt. and Suadiye Hotel. However, the current state of Suadiye Hotel is its restored version. There are 5 residential buildings built between 1980 and 2000. Looking at the number of floors of these 5 buildings, it is seen that there are 15-storey and 5-storey buildings. In the light of this information, it can be seen that 15-storey buildings were allowed in the Suadiye neighborhood between 1980-2000. The number of buildings built after 2000 is 13. 6 of them (Arcan Apt., Dekay Apt., Sahil 17, Ersoy Apt., Narin Palas, Yalçın Apt.) were built after 2017.

When looking at the residential pattern on Plaj Yolu Street, it is possible to see buildings built in 3 different periods. It can be said that there is an incompatibility between the buildings built after 2000 and those built before 1980 with 5-storey apartments and 15-storey buildings on the same street. This situation is seen in many districts such as Kadıköy, Mecidiyeköy and Şişli throughout Istanbul. This situation creates a physical framework for the harmony of the change in the city's residential pattern.

Apartment buildings first started to appear in Istanbul in the 1928-1930s. These houses, where non-Muslim families live, were multi-storey masonry structures located in Galata-Pera, Ayazpaşa, Nişantaşı, Teşvikiye and Şişli districts. There were residences with common areas, elevators, courtyards, common laundry rooms and butler rooms on the roof storeys, and the ground storeys were given to businesses. [152]. Considered as an element of modern architecture, apartments designed by Turkish architects became very popular in this period. Houses in the 1950s were produced by the state, cooperatives and Emlak Bank [153]. The apartments of this period formed in districts such as Taksim, Beyoğlu, Nişantaşı and Harbiye on the European Side. However, in Suadiye, it is seen that the apartment buildings came into being after the Condominium Law was enacted in 1965. Especially in the post-1970 period, the rapidly increasing apartment buildings on and around Bağdat Avenue moved away from the design concept of the 1950s. After 1965, an important development regarding residential areas in the construction sector, the "Construction Contracts of Flat For Land Basis" emerged. With this contract, the contractors undertake construction on the land of the landowner and in return, they receive some of the flats that will be given to them when the construction is completed. However, the contractors sell the flats as soon as they start the construction, to other people for financing the construction. After this period, contractors

have produced housing completely for financial purposes, free from design concerns. The desires of the residents and the design of the residences of the 1930s and 1950s were prominent in the plans of residences. However, in the plans of apartment houses after 1970, a simple and standard apartment typology can be seen, in which only daily living spaces and private spaces are separated from each other.

The reason why the apartmentization process seen throughout Istanbul is seen in Suadiye and its surroundings in a later period is that the residents saw Suadiye as a summer residence or secondary residential area. Besides that, this region still had problems in terms of infrastructure and transportation in the period until the 1970s, which prevented apartmentization. The residences in Suadiye and its surroundings are large houses with gardens on large parcels and islands. Ahmet Reşat Paşa Pavilion, built in 1900 in Suadiye, is a mansion with a floor area of 980 m<sup>2</sup> built in an area of 4512 m<sup>2</sup>. Özdemiroğlu Mansion, built in 1970, is a mansion with a garden with a floor area of 500 m<sup>2</sup>. However, it is seen that the size in terms of square meters have shrunk over the years, and the housing typology has transformed from pavilions to mansions, from mansions to apartments and from apartments to multi-storey buildings. In the Suadiye neighborhood, where there were residences with the size of 500 m<sup>2</sup> in the 1970s, today the average square meter of an apartment is 135 m<sup>2</sup> [137].

It has been calculated that 806 people live and there are at least 294 flats on Plaj Yolu Street. There is a total parcel area of 17.193 m<sup>2</sup> in this street belonging to residences. Accordingly, the average square meter per person is 21 m<sup>2</sup>. One of the most important reasons for this neighborhood to remain as a residential area for many years is the state of having functional, detached and large houses. Although it has changed in the 21<sup>st</sup> century, an area of 21 m<sup>2</sup> is sufficient for residents to prefer this place.

On Plaj Yolu Street, apartments of the period before 1980, luxury and high-rise residences of today, as well as popular cafes and restaurants are located on the same axis. In addition to these artificial features, trees are another important feature of the residential areas in this region. Compared to many areas of Suadiye, the street has wide pavements and healthy and old sycamore and cedar trees. The presence of an old cedar or sycamore tree in front of almost every residence reinforces the natural atmosphere of this street. Furthermore,

balconies and parking lots, which can be seen as the common feature of the residences in this region, are available in the residences on Plaj Yolu Street.

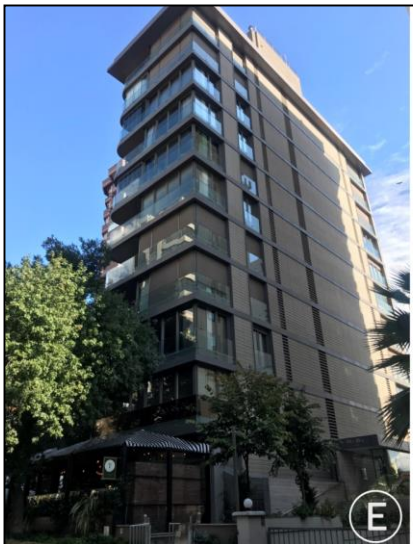








Figure 4.4. Plaj Yolu Street images of residences. The left side of the street between A-K from Bağdat Avenue towards the coast direction, belongs to the left side of the street between L-Z from the coast towards Bağdat Avenue.



The buildings along the street are generally unharmonious with each other. There are residential buildings from 3 different periods on Plaj Yolu Street. The facade features of the L and Z (Fig. 4.2.1) residences and the difference in the number of storeys per building also support the claim of lack of harmony. When we consider this situation throughout Istanbul, it is seen that the lack of harmony is seen in districts where structures of different periods are seen together. The basis of this is that these differences are paved with the changes made in the Zoning Laws; the increase in the number of storeys with the increasing population is inevitable. In planning studies throughout Istanbul, rather than holistic approaches, planning on the basis of avenues and streets also paves the way for the disharmony in the spatial structure.

#### **4.3. “PLAJ YOLU” STREET CASE STUDY**

While choosing the study area for the survey, the districts where the spatial change occurring in residential areas in Istanbul can be observed in all dimensions were determined. The reasons for the spatial change, which are decisive in the choice of study area, have also been determined. Among these reasons, the ones that are distinctive were determined while selecting the study area. In this context, neighborhoods that have changed as a result of a certain law or regions that clearly show the differentiation in the urban pattern were examined. Neighborhoods that continued to be residential areas but still attract attention and preserve their liveliness have been researched. The economic, political and urban factors that caused the change were examined and the areas bearing the traces of all these factors were examined. The Suadiye neighborhood, which has been a residential area during the 20<sup>th</sup> and 21<sup>st</sup> centuries, has many triggers, stands out with its island-parcel status, number of storeys of buildings, urban regeneration projects, and has not been examined in a study before, was determined as the study area.

The boundaries of the area where residential areas are examined in detail and the (survey) participant area are different. The survey was conducted in the area between Bağdat Avenue, Suadiye Neighborhood and Çetin Emeç Boulevard, while the examination of the residential areas was conducted on Plaj Yolu Street located in the participant area. The purpose of keeping the participant area wide was to reach the most accurate and detailed information

by diversifying the answers of the participants. For the targeted number of participants, the population of Suadiye, the population of the area to be surveyed and the method of the survey were determined. The determined population of the area to be surveyed is 12.900 people and 95 people among them were planned to conduct the survey with 10% margin of error. However, since the period when the survey study was initiated coincided with the COVID-19 pandemic, the planned face-to-face survey method was changed to an online survey. The link of the survey prepared through the Google Forms application was sent to the individuals privately in order to identify from who the data came from and that it was correctly understood and filled. The people to whom the survey will be sent to were found via people living in Suadiye and their neighbors. Due to the problems encountered in finding participants, the number of participants of the survey was limited to 60. However, this number was sufficient for the sampling based on a margin of error of 10%, a probability of occurrence of 8% and a Q-value of 2% [3].

#### **4.3.1. Purpose / Scope / Method of the Survey**

The effects of changes in residential areas in the 20<sup>th</sup> and 21<sup>st</sup> centuries have been examined and detailed along with the course and form of these changes from general to specific. In this part of the thesis, the purpose of the field study, the scope of the field study, which methods are used, data collection and analysis techniques are explained.

The purpose of the survey is to examine the urban / spatial change by evaluating the residents living in Plaj Yolu Sokak, in addition to the literature research conducted for Suadiye. In the survey, the participants were asked not only the changes in housing areas but also general questions about Suadiye. The reason for this is to clarify the reasons for choosing Suadiye in general, their satisfaction with the living spaces, the ways of using the surrounding structure and function areas, the way of evaluating the change and its reasons by analyzing the participants together with their age, education level, occupation and income status.

The participants of the survey are not limited only by those living on Plaj Yolu Street. The survey was carried out in Suadiye considering that the people living on Plaj Yolu Street would be insufficient in terms of the number of participants of the survey. Residents of Suadiye were determined to be the participants of the survey. Thanks to more participants,

more variety in the answers were captured and the changes in residential areas were examined. Since a survey for a single street cannot give a general conclusion about Suadiye and many other streets in Suadiye are structurally similar, the participation area has been expanded. However, this expansion was limited to the participants in the region between Bağdat Avenue and the Çetin Emeç Boulevard. The reason for this is to limit the participants to those who live in residential areas that coincide with the structural features of Plaj Yolu Street.

#### **4.3.2. Survey Questions and Survey Application**

Due to the COVID-19 pandemic, people could not be approached in the study area, and instead they were contacted online. While conducting the survey, digital forms were sent to which the participants logged in with their email addresses. In this way, it was ensured that nobody completed the survey except for the survey area determined. There was no age or education limitation in the survey, only the participation area was limited. The survey was conducted with a link sent through the Google Forms application. The survey is divided into 4 parts. In the survey, first of all, there is the section "Getting to Know the Residents" in which gender, age, education level, profession and place of birth are asked. Secondly, the current housing situation is the "Identifying the Spatial Environment" section where the reasons for choosing Suadiye are asked. The third part is the "Opinions of the Residents Regarding the Spatial Environment and Residential Areas on the Plaj Yolu Street and its Surroundings" where comparisons about the environment they live in are asked. Lastly, there is the "Change and Transformation in Residential Areas" section regarding the changes in the residential areas and the area where questions about the surrounding areas are asked.

In addition to these questions, an open-ended question at the end of the survey "What are your opinions about the changes and transformations in Suadiye?" was posed which was answered by 23 people. With this question, the opinions of the individuals on this issue were taken. With these opinions, the questions or sections that were skipped or not detailed with the survey were specified, and the subjects that wanted to draw attention were not mentioned.

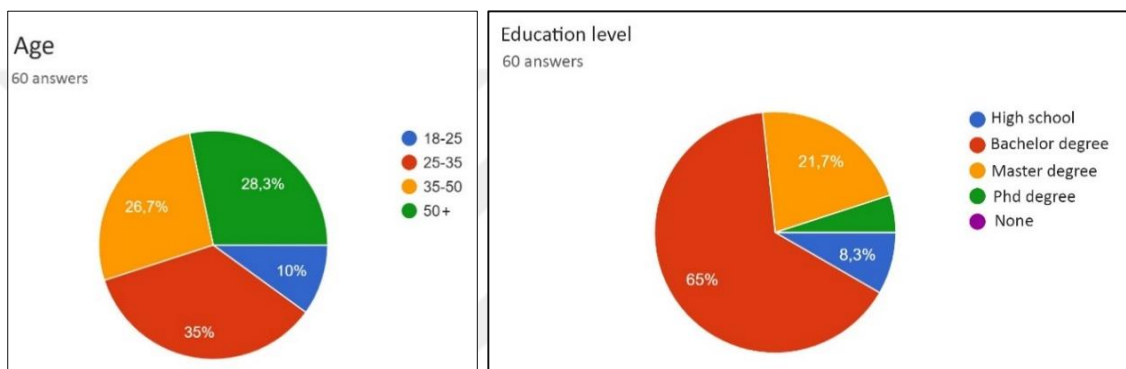
Due to the COVID-19 pandemic, the online survey was prepared using the Google Forms application. In the 24-question long survey, the participation was provided by email in order

to ensure each participant participated once. The survey was closed when the 60 participant goal was achieved. The survey could be answered in the form of multiple choice, linear scale, checkbox and short text. The multiple choice method was used in questions with more than one choice, the linear scale method was used in questions that were asked to be rated, the check box method was used for questions where more than one option will be marked, and the short text method was used for open-ended questions.

Table 4.2. Question of the first part of the survey “Getting to Know the Residents”.

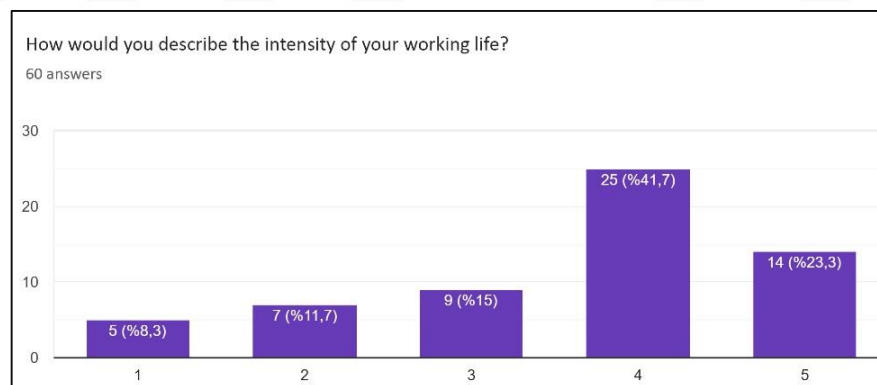
"Recognition of the Citizens" questions	Answers	
Gender	Female	Male
Age	18-25	
	25-35	
	35-50	
	50+	
Education Level	High school	
	University	
	Master degree	
	Phd degree	
	None of them	
Job		
Place of birth		
How would you describe the intensity of your work life?	less dense < 1-2-3-4-5 > more dense	
Is your current economic situation enough to make a living?	Yes, enough	
	No, it is not	
How many years have you been living in Suadiye?	1-3,	
	3-5,	
	5-10'	
	10+	
How would you characterize the neighborhood relationships in your region?	week <1-2-3-4-5> strong	
Are you following the Local Administration and Municipal Services?	Yes	
	No	
Are you a member of any non-governmental organization?	Yes	
	No	

In the first part of the survey, 11 questions were asked for the getting to know residents. In the section of “Getting to Know the Residents”, gender, age, education level, occupation, place of birth, intensity of their working life, the impact of their current economic situation on their livelihoods, for how many years they have been living in Suadiye, how the neighborly relations are in their neighborhood, their status of following local government and municipal services and whether they were members of any non-governmental organization. With these questions, the profiles of the participants were created and the reasons for their answers to the following questions could be analyzed.



(a)

(b)

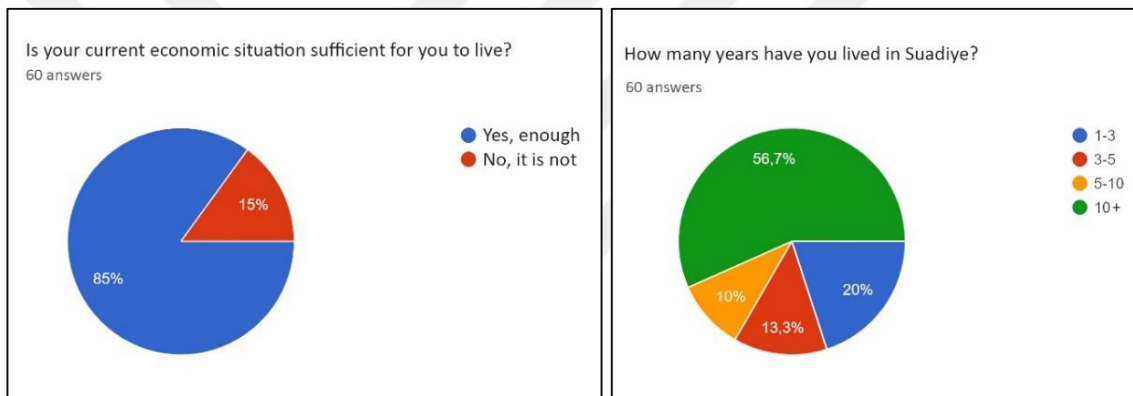


(c)



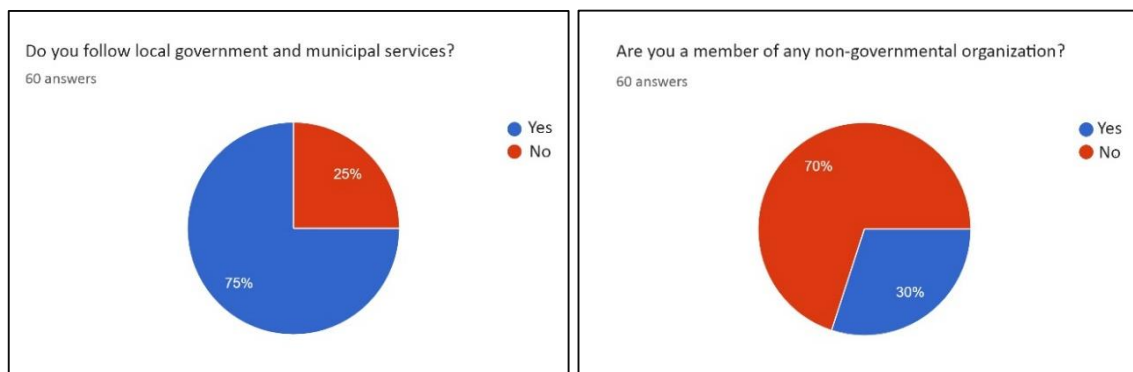
(d)

Figure 4.5. Results of the first part of the survey “Getting to Know the Residents”, (a), (b), (c), (d) of 4 questions.



(a)

(b)



(c)

(d)

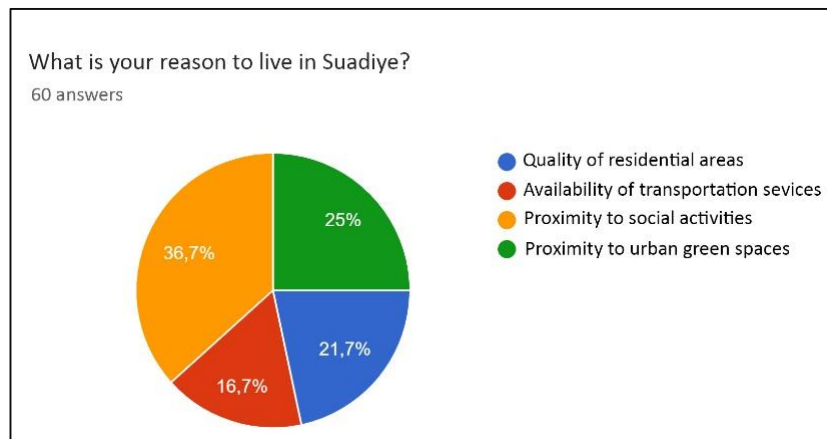
Figure 4.6. Results of the first part of the survey “Getting to Know the Residents”, (a), (b), (c), (d) of other 4 questions.

In the second part of the survey, 10 questions were asked to identify the spatial environment. In the part of “Identifying the Spatial Environment”, the participants were asked about reasons for living in Suadiye, an evaluation of the current housing situation, the number of people in their current living space, the compatibility of the individuals they live with each

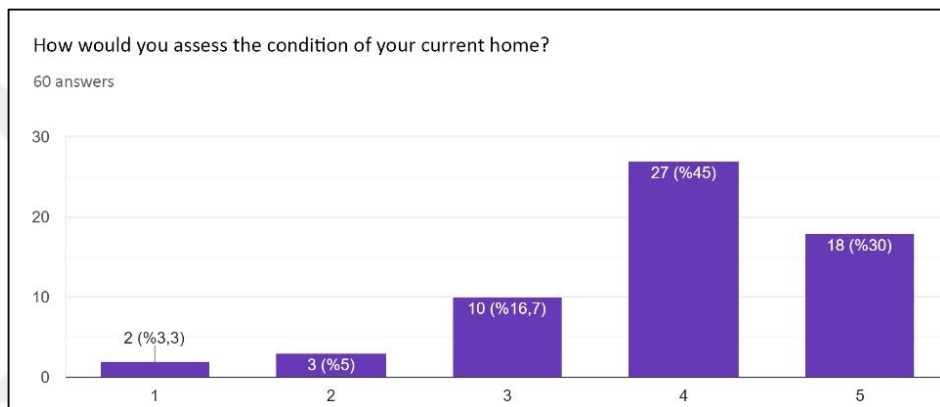
other, what people have in their existing houses (a parking lot, a view, green space and security), the type of residence they live in, the ownership status of the current residence, how many more years they plan to live in this area, the situation of open living space in their current living space, where people meet with the individuals around them. With the questions in the second part, the answers of the participants were analyzed by examining the houses they live in and their relations with other houses in their surroundings and taking their opinions about the environment.

Table 4.3. Question of the first part of the survey “Determining the Built Environment”.

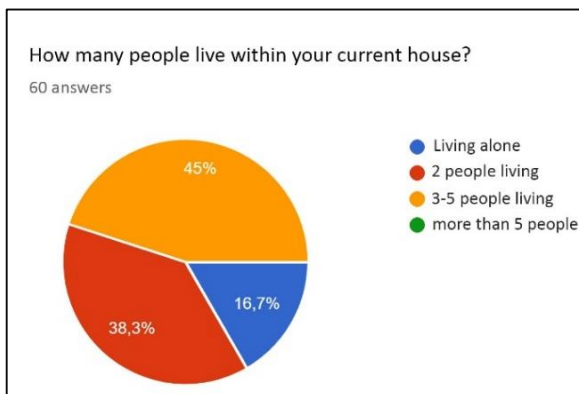
"Determining The Built Environment" questions	Answers
What is your reason to live in Suadiye?	Quality of residential areas Availability to transportation services Proximity to social activities Proximity to urban green spaces
How would you assess the condition of your current home?	very bad< 1-2-3-4-5 > very good
How many people within your current house?	I live alone 2 people live together 3-5 people living more than 5 people
How is the harmony of the individuals you live with each other?	different characters<1-2-3-4-5> harmonious
Which ones do you have in your current house?	Parking area View Green space Security
What is your current residence type?	4-7 floor apartment 7-25 floor apartment 15+ floor residence Single house/Detached house
Is your current residence rent or your own?	Yes No, my own house
How many years do you plan living in this region?	1-3 years 3-5 years More than 5 years
Is there an open living space in your current living space?	Balcony Garden Terrace/Backyard None of them
Where do you meet with the people around?	in the parks Cafe/Restaurants in the shopping area in the coasts



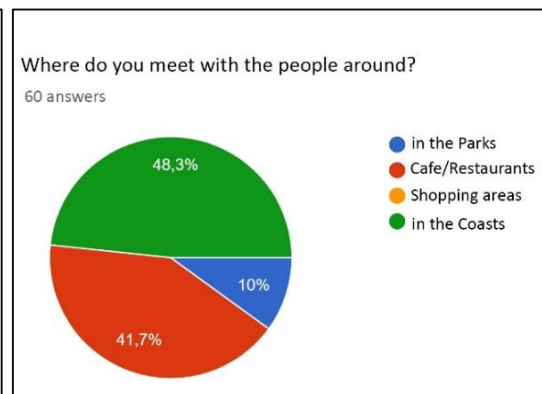
(a)



(b)



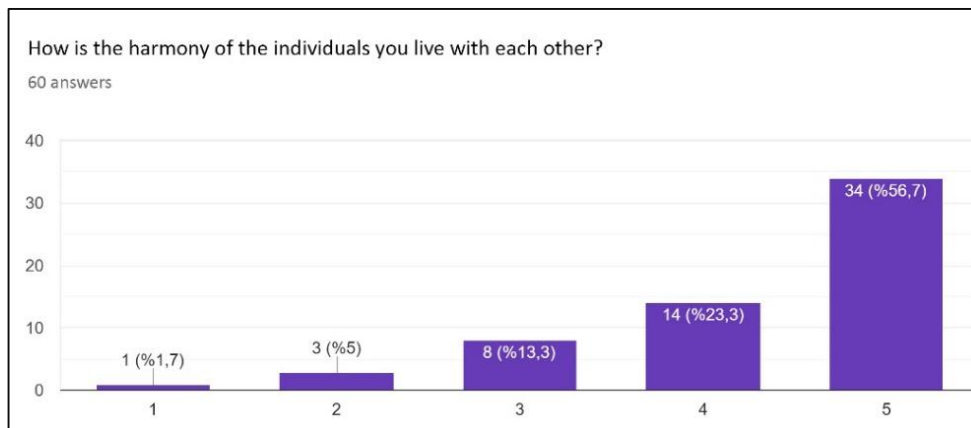
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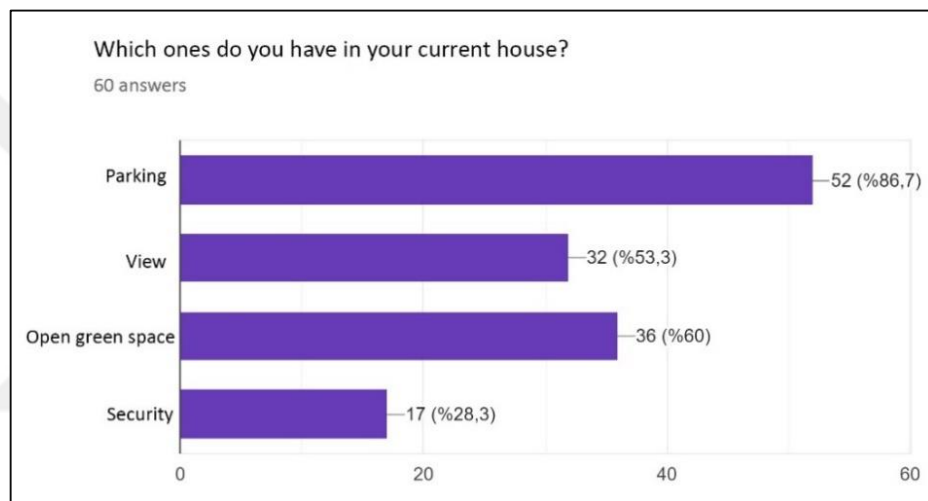
(d)

Figure 4.7. Results of the second part of the survey "Identifying the Spatial Environment", (a), (b), (c), (d) first 4 answers.

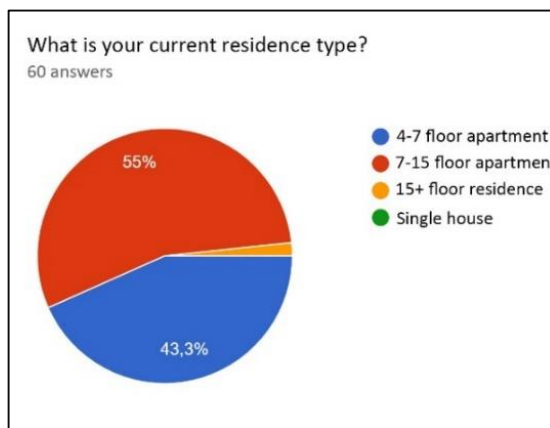




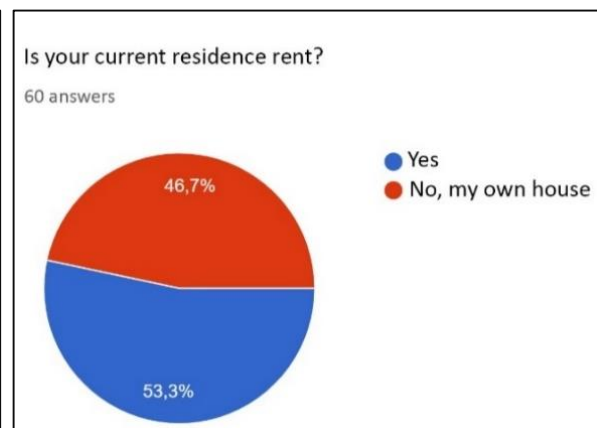
(a)



(b)



(c)



(d)

Figure 4.8. Results of the second part of the survey "Identifying the Spatial Environment", (a), (b), (c), (d) 4 answers.

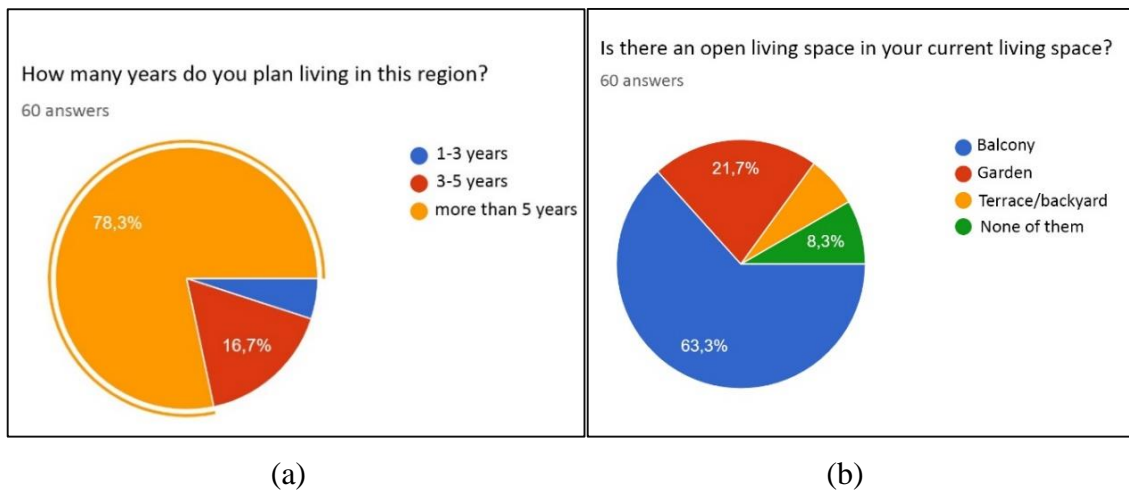
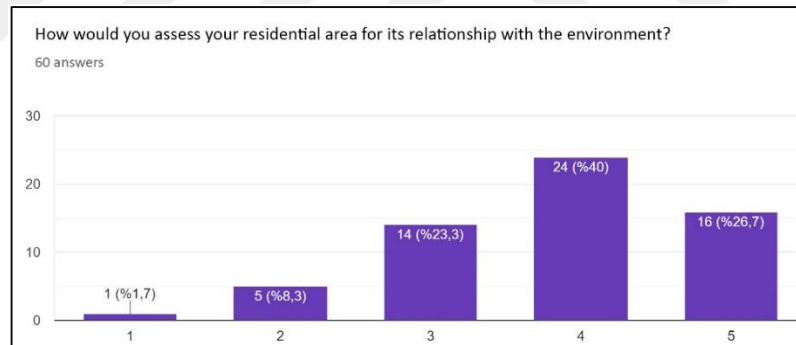


Figure 4.9. Results of the second part of the survey "Identifying the Spatial Environment", (a), (b) 2 answers.

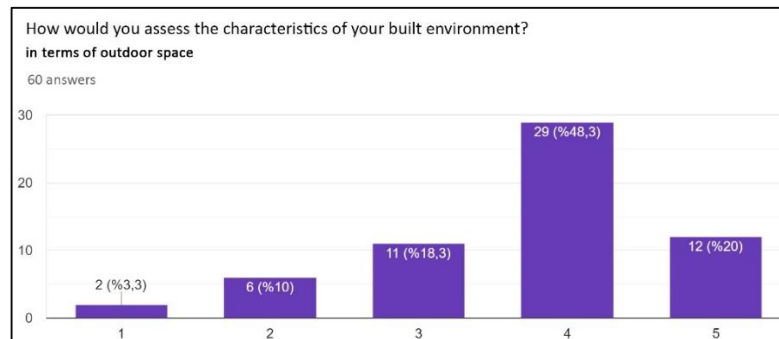
In the third part of the survey, three questions were asked about the opinions of the residents regarding the spatial environment and residential areas on the Plaj Yolu Street and its surroundings. The participants were asked how they evaluate their homes for the relationship they establish with the environment, how they evaluate the characteristics of their spatial environment (in terms of outdoor quality, density, aesthetics, air quality and proximity to the coast) and the reasons for choosing this environment (proximity to beaches and parks, proximity to the workplace, shopping due to proximity, parking areas and detached buildings). The purpose of the questions in the third part is to analyze the preferences that cause them to live in this environment.

Table 4.4. Questions of the third part of the survey "Opinions of the Residents on the Spatial Environment and Residential Areas on Plaj Yolu Street and its Surroundings".

"Opinions of the Citizens on the Plaj Yolu Street and its Surrounding Built Environment and Residential Areas " questions	Answers	
How is your residential area for its relationship with the environment?	in a completely different structure <1-2-3-4-5> harmonious	
How would you assess the characteristics of your built environment?	In terms of outdoor space	<1-2-3-4-5>
	In terms of density	<1-2-3-4-5>
	In terms of aesthetic	<1-2-3-4-5>
	In terms of air pollution	<1-2-3-4-5>
	In terms of proximity to coastal line	<1-2-3-4-5>
Where are the reasons for you to prefer this place?	Proximity to coasts and parks	
	Proximity to the work place	
	Proximity to the shopping	
	Parking area	
	Single houses	

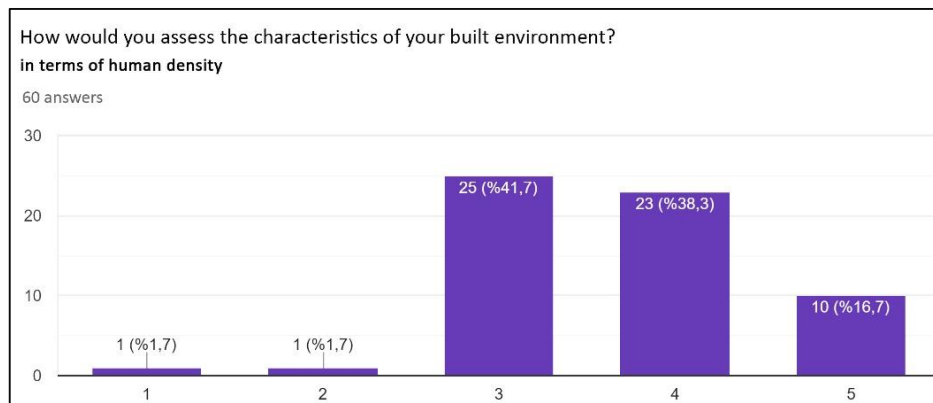


(a)

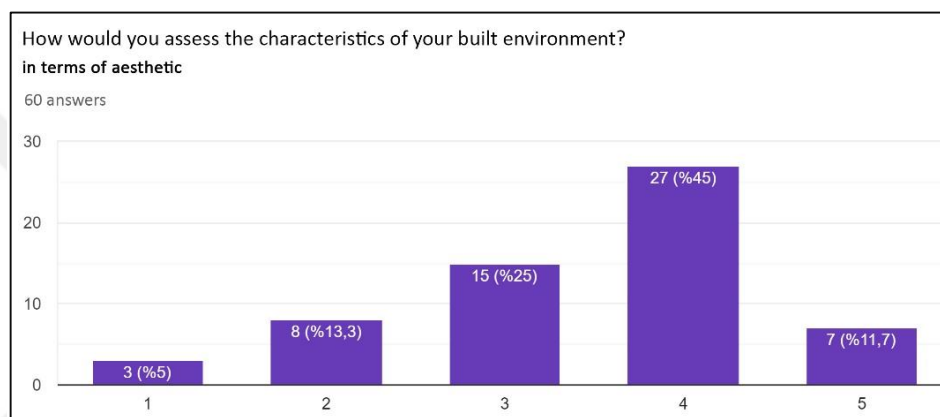


(b)

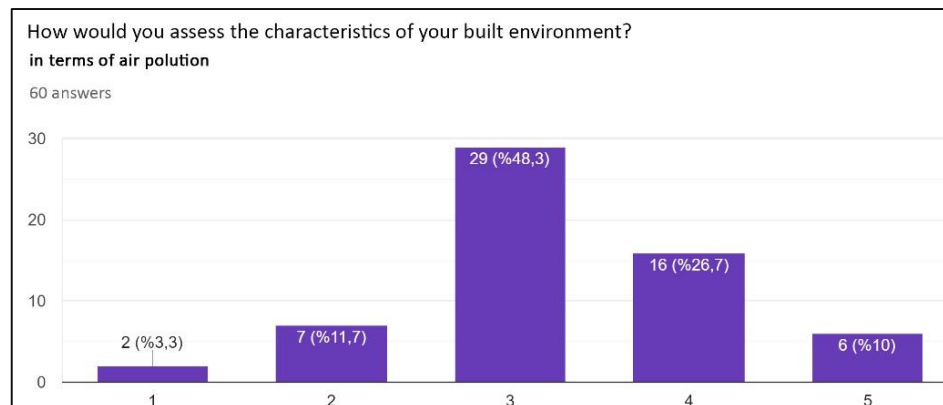
Figure 4.10. Results of the third part of the survey “Opinions of the Residents on the Spatial Environment and Residential Areas on Plaj Yolu Street and its Surroundings”, (a) and (b) first 2 answers in this part.



(a)

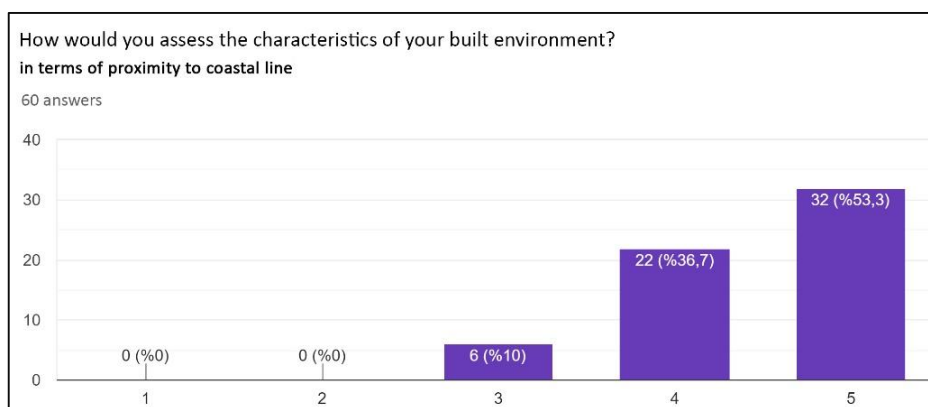


(b)

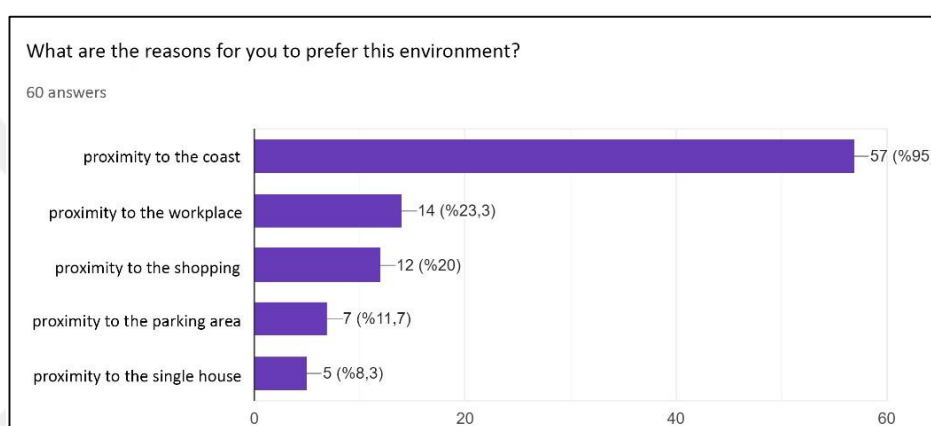


(c)

Figure 4.11. Results of the third part of the survey “Opinions of the Residents on the Spatial Environment and Residential Areas on Plaj Yolu Street and its Surroundings”, (a) a (b) and (c) first 3 answers in this part.



(a)



(b)

Figure 4.12. Results of the third part of the survey “Opinions of the Residents on the Spatial Environment and Residential Areas on Plaj Yolu Street and its Surroundings”, (a) and (b) last 2 answers in this part.

In the last part of the survey, four questions were asked under the title of “Change and Transformation in Residential Areas”. These questions are detailed questions regarding the change in residential areas. Participants were asked how they characterize the change in the residential areas in Suadiye, how they characterize the impact of the earthquake in this region, whether they find their existing houses to be earthquake-resistant, where they mostly observe the change in residential areas in Suadiye, for what purpose they use Plaj Yolu Street in Suadiye and its surroundings, about the change in open space demands after the changes in Suadiye and its surroundings and whether they would like to take part in the changes and transformations, if there is cooperation.

Table 4.5. Questions of the fourth part of the survey “Change and Transformation in Residential Areas”

“Change and Transformation in Residential Areas” questions	Answers
How would you describe the change in residential areas in Suadiye?	very little <1-2-3-4-5> a lot
How would you characterize the impact of the earthquake in this region?	non-effective <1-2-3-4-5> very effective
Do you find your house resistant against earthquake risk?	Yes
	No
	I have no idea
In which area, did you mostly observe the change in residential area?	on the coastal line
	Between Bağdat Street and coastal line
	Between Bağdat Street and railway
	on the Bağdat Street
What is your purpose using the Plaj Yolu Street?	Residential
	Commercial
	Social
	Transportation
After the change in the Suadiye did your desire for open space increased?	Yes
	No

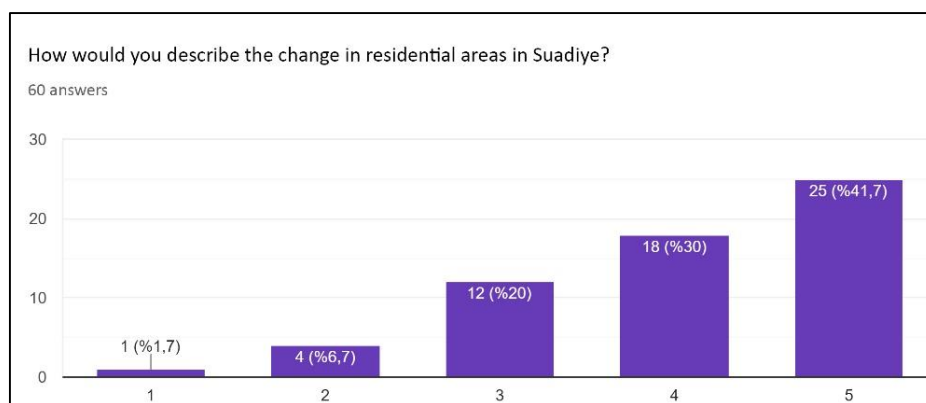
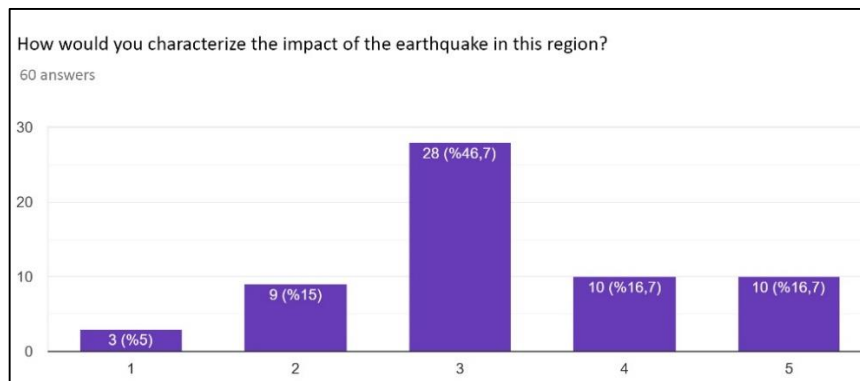
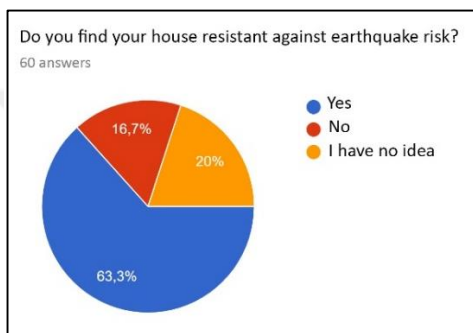


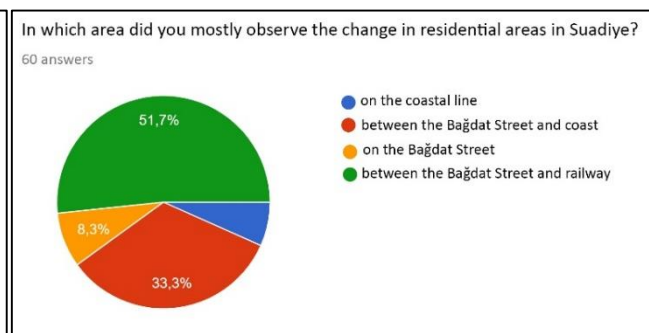
Figure 4.13. Results of the fourth part of the survey “Change and Transformation in Residential Areas”, first answer.



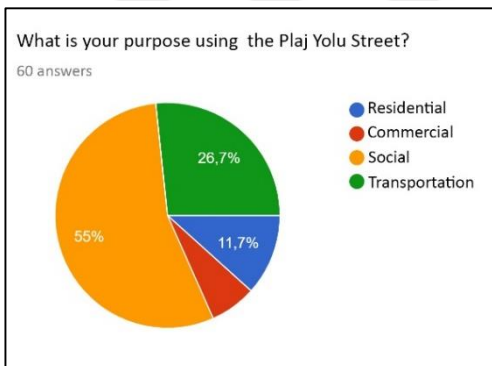
(a)



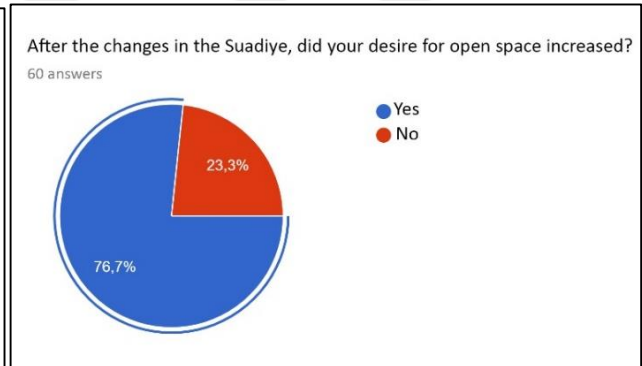
(b)



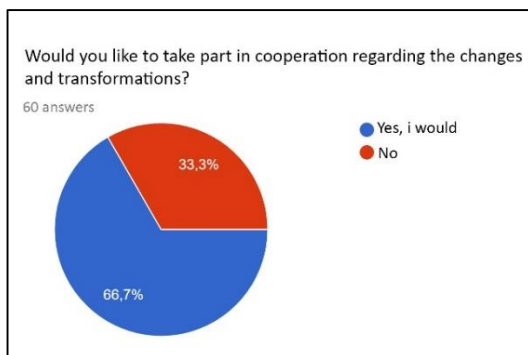
(c)



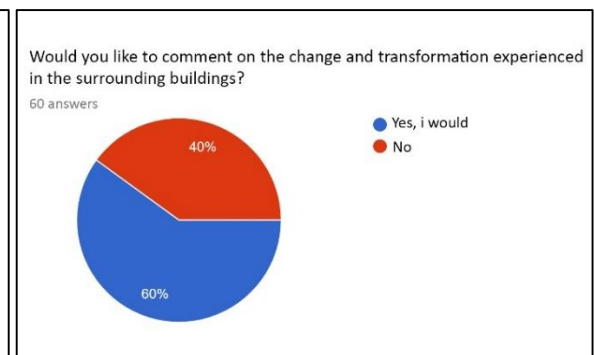
(d)



(e)



(f)



(g)

Figure 4.14. Results of the fourth part of the survey “Change and Transformation in Residential Areas”, (a), (b), (c), (d), (e), (f), (g) 7 answers in this part.

Finally, the survey is completed by an optional open-ended question about stating their opinion about the change and transformation in Suadiye. The number of people who expressed their opinion on this optional question is 23. When these opinions are analyzed, the following items stand out:

- 6 participants stated that the changes and transformations experienced in this region would cause a lot of destruction and precautions should be taken.
- 5 participants stated that the new projects in this area are carried out on a parcel basis, but this should be more holistic transformations planned on a parcel.
- 4 participants stated that the permit clause up to 15 storeys newly added to the Zoning Law for this area should not be changed and even the number of storeys should be limited to 4 storeys in the area between Çetin Emeç Boulevard and Bağdat Avenue.
- 3 participants argued that the current structuring consists of incompatible structures and that this should be prevented.

Apart from these, according to the participants, the gardens of the houses in Suadiye were reduced in size and many old trees were cut down. In addition to this, the air quality is getting worse and daylight cannot enter the streets and houses due to high buildings. Suadiye is gradually losing the feature, it had before 2000, of being a preferred neighborhood for its air, scenery and living spaces. As the population increased, the profile of the residents and the level of culture changed. Participants living in Suadiye revealed the change in the residential areas around them with their answers to the survey questions.

#### **4.3.3. Evaluation of Survey Questions**

In the survey study that lasted for 3 months between August and October 2020, 60 people in total completed the survey. Of the participants, 35 percent are in the 25-35 age range, 28.3 percent are in the age range of 50 and over, 26.7 percent are in the 35-50 age range and 10 percent are in the 18-25 age range. In the survey, the answers were recorded by taking the e-mail addresses of the participants. After the data obtained via Google Forms application, SPSS and Tableau programs were used for cross analysis.



More personal questions were asked in the first part of the survey, "Getting to Know the Residents", to get an idea about the profile of the locals. According to the answers, it was determined that 65 percent of the participants in the survey in Suadiye were university graduates, 41.7 percent of them had a busy working life, but 85 percent earned enough money for their livelihoods, 53.3 percent were from Istanbul. 56.7 percent of these people are those who have been living in Suadiye for more than 10 years and follow the local government activities in the neighborhood.

According to the results of the second part, 45 percent of the respondents liked the residential areas in this region, 36.7 percent of the participants preferred Suadiye because of their proximity to social activities, and 25 percent of the participants preferred Suadiye because of its proximity to urban open spaces. Although the residents find the area good in terms of outdoor quality and aesthetics, they find it inadequate in terms of air quality.

Regarding the residential areas, 55 percent of them live in 7-25 storey houses and they like their existing houses. 86.7 percent of the respondents have a car park, 60 percent a green area and 53 percent a view. 78.3 percent of the participants stated that they plan to reside in Suadiye for 5 years or more. In the district where 63.3 percent have a balcony and 21.7 percent have a garden, 76.7 percent of the participants say that their desire for open spaces has increased. In other words, having a green area is not enough to compensate for the lack of public green space in the surrounding area. However, since it is not known what kind of open space these participants had in their previous houses, the increased desire for open spaces may indicate that they have to live with less than they were used to. For the region where the change is experienced the most, 51.7 percent of the participants stated it is between Bağdat Avenue and the railway line, while 33.3 percent stated that it is between Bağdat Avenue and the coastal strip. However, 47 people who want to continue living in Suadiye for at least 5 more years preferred Suadiye even though they were part of the change. These people are people who have been living in Suadiye for many years, who have a good financial situation and most of them are working between the ages of 25-35. The reasons for staying in Suadiye are because of the proximity to social activities and open green spaces or because the residents are satisfied with the quality of the housing.

According to these data, the people of Suadiye are a group of people who prefer to live here and plan to continue living here, are educated, have a good income, find their homes

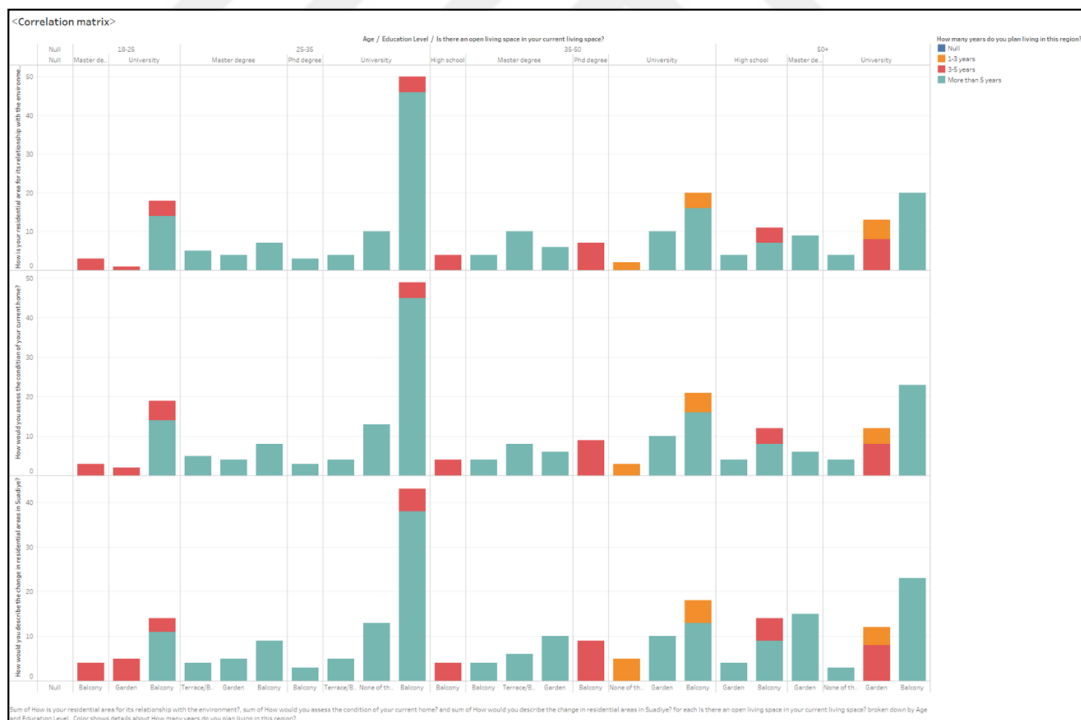
qualified and environmentally adequate, and want to stay in this region due to their proximity to public spaces and social activities. Considering that 35 percent of the respondents are in the age range of 25-35, 13 people except 8 people who have been living in Suadiye for more than 10 years have settled here after urban regeneration projects. Looking at how they describe the change in Suadiye, 1 person living in Suadiye for more than 10 years stated that the change was very little, 3 people gave 2 points and the change was less. 2 people stated that the change was at a medium level, 15 people gave 4 and 5 points, and the change was high. Considering the answers of these people, their duration of life in this region, it is revealed that they are the answers given over the last 10 years of Suadiye. The reason why people in this age range prefer Suadiye is its proximity to social activities.

The second age group with the highest participation in the survey is people aged 50 and over. 17 people from this group participated, all of whom have lived in Suadiye for more than 10 years. Compared to the previous group, these people are those who lived in Suadiye before the urban regeneration process. Participants aged 50 and over were asked about the status of their current housing and the average of their answers was "good". 2 people described their houses as mediocre, 1 person bad, 2 people medium, 9 people good and 3 people very good. Contrary to the answers of the 25-35 age range, the reason for choosing Suadiye was "the quality of the residential areas". While these people described the change of residential areas in the region, 1 person stated that there was no change, 1 person stated that there was little change, 2 people were medium and 14 people stated that the change was much.

At the end of the survey, the participants gave their opinion by answering an optional open-ended question. In these answers, there are participants who are worried about the earthquakes, who find the transformations wrong, think that the number of storeys per building in their surroundings are too high, and think that the buildings are incompatible with the environment. However, only 1 person out of 23 people who expressed their opinions plans to live in Suadiye for 1-3 years. 17 people stated that they planned to live in Suadiye for more than 5 years. From the stated opinions, the fact that only 1 of the participants who stated the disadvantaged sides of Suadiye as a residential area planned to move out of Suadiye within 1-3 years, reveals that the majority of the people do not see the changes and transformations in Suadiye as a sufficient reason to leave.

Regarding the change in residential areas, 41.7 percent of the participants are people who feel the change in residential areas is a lot and think that this change is more in the area between Bağdat Avenue and the railway. Moreover, while they describe the effect of earthquakes in the region as "moderate" for the region they live in, 63.3 percent of the participants think that their houses are durable against earthquakes. One of the most important results of the change in residential areas is that 76.7 percent of the participants have increased their desire for open spaces. The fact that 85 percent of these people have one of the balconies or gardens in their homes, but the increase in the demand for open spaces after the change shows that the balconies and gardens they currently have are insufficient and do not meet the open spaces that people need.

Table 4.6. Correlation matrix “Age, Education level” and “ How would you describe the change in residential areas in Suadiye ?” (See Appendix Figure F.7).



With the correlation matrix, it was aimed to examine the variables in the questionnaire answers on a single graph without making predictions. In this matrix, the questions that differ the most according to the questionnaire answers are selected. Three questions were compared and their answers were analyzed according to each other. In the matrix made with

"Tableau", concrete data is shown without estimation. Looking at the columns with the highest rates according to the answers, it was seen that participants who are university graduates, between the ages of 25-35, and who have a balcony, plan to live in Suadiye for another 3-5 years. Moreover, these people, who think that the change in residential areas in Suadiye is too much, when they evaluate the conditions of their home, they consider their houses very good and find their houses to be harmonious with the environment. However, when the data with the lowest scores according to the answers are examined, all groups except this group, "How would you describe the change in residential areas in Suadiye ?, How would you assess the condition of your current home? and How is your residential area for its relationship with the environment? " gave an average of 3 points (30 points in the matrix) to the questions.

The people who find the change in residential areas in Suadiye less (10-20 points) are also those who have lived in Suadiye for more than 10 years. The fact that those who plan to live in Suadiye for 1-3 and 3-5 years more according to this matrix give a maximum of 3 points to these questions explains why these people think of leaving Suadiye. In addition, those who plan to live in Suadiye for 1-3 years are individuals aged 35-50 and over 50. Among these people, there are those who have both a garden and a balcony and those who do not have any open living spaces.

Table 4.7. Correlation matrix between “Age, What is your current residence type? ” and “After the change in Suadiye did your desire for open space increase?” on the column and “How would you characterize the neighborhood relationships in your region?, How would you characterize the impact of the earthquake in this region? and How would you assess the characteristics of your built environment?” on the row (See Appendix Figure F.8).



In the correlation matrix, 3 different questions were compared and their answers were analyzed according to each other. In this analysis, the columns with the highest rates according to the answers are investigated. It was observed that 3 out of 5 of the people between the ages of 25-35, living in a 4-7-storey apartment, had an increased need for open space, and it was revealed that these people planned to live in Suadiye for at least 5 more years. The second group that had an increase in the need for open space is the people over the age of 50, living in a 7-25-storey apartment and planning to live in Suadiye for at least 5 more years. According to this analysis, people who define neighborly relations, the resistance of buildings to earthquakes and the effect of the spatial environment as “good” are those who have an increased desire for open space. Although these people are planning to continue to live in Suadiye, the balconies and gardens they have are not enough for them

to meet this need. Social activities and public spaces in the surrounding are the most important factors that connect these people to Suadiye.

Table 4.8. Cross-tabs between “Age” and “How is the harmony of the individuals you live with each other?” questions.

<b>Age * How is the harmony of the individuals you live with each other? Crosstabulation</b>							
Count		How is the harmony of the individuals you live with each other?					Total
		1	2	3	4	5	
Age	18-25	0	0	1	1	5	7
	25-35	1	1	2	6	11	21
	35-50	0	2	3	3	8	16
	50+	0	0	2	4	11	17
Total		1	3	8	14	35	61

Table 4.9. Cross-tabs between “Age” and “How many years do you plan living in this region?” questions.

<b>Age * How many years do you plan living in this region? Crosstabulation</b>					
Count		How many years do you plan living in this region?			Total
		1-3 years	3-5 years	More than 5 years	
Age	18-25	0	4	3	7
	25-35	0	1	20	21
	35-50	2	3	11	16
	50+	1	3	13	17
Total		3	11	47	61

According to the cross-analysis in which the compatibility of individuals with each other in age and home life was examined, 1 person in the age range of 25-35 stated that they were incompatible with other individuals, and 11 people from the same age group stated that they were very compatible. According to the cross analysis of the questions of age and how long they plan to live in Suadiye, one person out of 21 individuals between the ages of 25-35 stated that they will live in this region for 3-5 years and 20 for more than 5 years. According to these two tables, it has been determined that the people who plan to live in Suadiye are

compatible with other members of their family. With these data, it is understood that people who will continue to live in Suadiye are peaceful and harmonious individuals in their home environment. This is important data for the future projection of Suadiye.

Table 4.10. Cross-tabs between “How many years have you been living in Suadiye?” and “What is your reason to live in Suadiye?” questions.

<b>How many years have you been living in Suadiye? * What is your reason to live in Suadiye?</b>						
<b>Crosstabulation</b>						
Count		What is your reason to live in Suadiye?				Total
		Availability to transportation services	Proximity to social activities	Proximity to urban green spaces	Quality of residential areas	
How many years have you been living in Suadiye?	1-3 years	4	4	3	2	13
	10+	4	13	9	8	34
	3-5 years	2	3	3	0	8
	5-10 years	0	2	1	3	6
Total		10	22	16	13	61

Table 4.11. Cross-tabs between “How would you assess the characteristics of your built environment in terms of aesthetic?” and “How many years have you been living in Suadiye?” questions.

<b>In terms of aesthetic * How many years have you been living in Suadiye?</b>						
<b>Crosstabulation</b>						
Count		How many years have you been living in Suadiye?				Total
		1-3 years	10+	3-5 years	5-10 years	
In terms of aesthetic	1	2	0	0	1	3
	2	1	4	3	0	8
	3	2	10	2	2	16
	4	6	15	3	3	27
	5	2	5	0	0	7
Total		13	34	8	6	61

Table 4.12. Cross-tabs between “How would you assess the characteristics of your built environment in terms of density?” and “How many years have you been living in Suadiye?” questions.

<b>In terms of density * How many years have you been living in Suadiye?</b>						
<b>Crosstabulation</b>						
Count		How many years have you been living in Suadiye?				Total
		1-3 years	10+	3-5 years	5-10 years	
In terms of density	1	0	1	0	0	1
	2	0	1	0	0	1
	3	4	14	3	4	25
	4	7	11	5	1	24
	5	2	7	0	1	10
Total		13	34	8	6	61

Table 4.13. Cross-tabs between “How would you assess the characteristics of your built environment in terms of outdoor space?” and “How many years have you been living in Suadiye?” questions.

<b>In terms of outdoor space * How many years have you been living in Suadiye?</b>						
<b>Crosstabulation</b>						
Count		How many years have you been living in Suadiye?				Total
		1-3 years	10+	3-5 years	5-10 years	
In terms of outdoor space	1	0	2	0	0	2
	2	2	2	1	1	6
	3	2	6	2	2	12
	4	7	16	4	2	29
	5	2	8	1	1	12
Total		13	34	8	6	61

Table 4.14. Cross-tabs between “How would you assess the characteristics of your built environment in terms of air pollution?” and “How many years have you been living in Suadiye?” questions.

<b>In terms of air pollution * How many years have you been living in Suadiye?</b>						
<b>Crosstabulation</b>						
Count		How many years have you been living in Suadiye?				Total
		1-3 years	10+	3-5 years	5-10 years	
In terms of air pollution	1	0	1	0	1	2
	2	0	5	0	2	7
	3	6	17	4	2	29
	4	4	8	4	1	17
	5	3	3	0	0	6
Total		13	34	8	6	61



5 questions, comparing the duration of residence, reasons for residence and spatial environment in Suadiye and the duration of residence and environmental factors were discussed together. Accordingly, the first reason why people living in Suadiye for more than 10 years prefer Suadiye is the qualities of the residences, the second is the proximity to social activities, the others are the proximity to open green areas and ease of transportation. Regardless of the time they lived in Suadiye, 22 of the people participating in the survey prefer this region due to their proximity to social activities. However, when the duration of residence and the situation of the spatial environment are analyzed together, it can be said that the most participants among the answers are those who have lived in Suadiye for more than 10 years. People who have lived in Suadiye for more than 10 years have identified Suadiye as "medium" intense in terms of density, "good" in terms of aesthetics, "good" in terms of outdoor quality, and "medium" in terms of air pollution. According to these answers, the people who have lived here for a long time have a lot of problems related to the overpopulation and air pollution of the region. These answers show that the calmness and clean air of Suadiye has changed nowadays.

Table 4.15. Cross-tabs between “Education Level” and “Do you find your house resistant against earthquake risk?” questions.

Count		Do you find your house resistant against earthquake risk?			Total
		I have no idea	No	Yes	
Education Level	High school	2	0	3	5
	Master degree	3	3	8	14
	Phd degree	0	1	2	3
	University	8	6	25	39
Total		13	10	38	61

Table 4.16. Cross-tabs between “Education Level” and “Would you like to take part in cooperation regarding the changes?” questions.

Count		Would you like to take part in cooperation regarding the changes?		
		No	Yes, i would	Total
Education Level	High school	2	3	5
	Master degree	1	13	14
	Phd degree	1	2	3
	University	16	23	39
Total		20	41	61

When the education level and earthquake resistance awareness and the cooperation questions regarding change were compared, 64 percent of the university graduates found their homes resistant to earthquakes, while 20 percent did not know the status of their homes. Regarding whether they want to participate in the cooperation, 58 percent of university graduates answered yes, while 42 percent said no. More than 50 percent of those who do masters stated that they both find their homes strong against earthquakes and want to participate in cooperation.

Table 4.17. Cross-tabs between “How many years have you been living in Suadiye?” and “What is your current residence type?” questions.

Count		What is your current residence type?			
		15+ floor residence	4-7 floor apartment	7-15 floor apartment	Total
How many years have you been living in Suadiye?	1-3 years	0	5	8	13
	10+	0	16	18	34
	3-5 years	1	3	4	8
	5-10 years	0	3	3	6
Total		1	27	33	61

Table 4.18. Cross-tabs between “Which ones do you have in your current house?” and “What is your current residence type?” questions.

<b>Which ones do you have in your current house? * What is your current residence type?</b>					
<b>Crosstabulation</b>					
Count		What is your current residence type?			Total
		15+ floor residence	4-7 floor apartment	7- 15 floor apartment	
Which ones do you have in your current house?	Parking	0	5	5	10
	Parking, Green space	0	6	6	12
	Parking, Green space, Security	0	3	0	3
	Parking, Security	0	0	2	2
	Parking, View	0	2	2	4
	Parking, View, Green space	1	2	7	10
	Parking, View, Green space, Security	0	0	8	8
	Parking, View, Security	0	2	1	3
	Security	0	0	1	1
	View	0	4	1	5
	View, Green space	0	3	0	3
<b>Total</b>		<b>1</b>	<b>27</b>	<b>33</b>	<b>61</b>

With the type of residence question asked to the participants, the duration of residence and functions of their residences in Suadiye were analyzed. According to this analysis, people living in 7-15 storey buildings in Suadiye are especially those who have lived in Suadiye for more than 10 years. Moreover, 24 percent of the participants living in 7-15 storey buildings have a car park, a view, green space and security. Buildings that have between 4-7 storeys in Suadiye are generally buildings built before 2000. Except for 7 of the 27 people living in residences that have between 4-7 storeys, all of them have parking lots. In other words, there are few houses without parking in Suadiye. This shows that this area can meet the needs of the people living here in response to the parking needs. Considering the building height and green space, 21 people of 33 (63 percent) people living in 7-15 storey buildings have green space, while 14 people (51 percent) of 27 people living in 4-7 storey buildings have green space. This shows that people living in 7-15 storey buildings in Suadiye have more green space.

Table 4.19. Cross-tabs between “Is enough for you to reach your current economic situation?” and “How would you assess the condition of your current home?” questions.

Is enough for you to reach you rcurrent economic situation? * How would you assess the condition of your current home? Crosstabulation							
Count		How would you assess the condition of your current home?					Total
		1	2	3	4	5	
Is enough for you to reach you rcurrent economic situation?	No, it is not enough	0	0	4	3	3	10
	Yes, enough	2	3	7	24	15	51
Total		2	3	11	27	18	61

By asking the participants whether their economic situation is sufficient for their livelihood, the question of how they evaluate the situation of their existing housing was analyzed. According to this analysis, 39 of 51 (76 percent) people whose economic situation is sufficient for their livelihood find their economic situation good and very good, 7 people (13 percent) described it as medium and 5 people (11 percent) as mediocre and bad. Even if the economic situation is enough to make a living, 5 of the participants live in houses, which they describe with a low score. 6 out of 10 (60 percent) people whose economic situation was not enough to make a living, described their houses as good and very good, and 4 people (40 percent) as medium.

#### 4.3.4. Conclusion of the Chapter

Even if the events in the 20<sup>th</sup> and 21<sup>st</sup> centuries took place in the same city, their effects differed in each district. Because the people, culture and education level of each district, as well as their importance in the city, are different. Districts in Istanbul stand out with different identities as residential areas, commercial centers, transportation centers and cultural areas. While the Historic Peninsula was a residential, commercial and cultural center at the beginning of the 20<sup>th</sup> century, today it is only a commercial and cultural center. While Kadıköy district was a residential area at the beginning of the 20<sup>th</sup> century, today it is a center of trade and transportation network. While Suadiye neighborhood is a quiet residential area with summer houses, today it is a commercial center where luxury residences are located. With the decisions implemented throughout Istanbul, a new identity has been added to the residential area of the Suadiye neighborhood on the Anatolian Side. In Suadiye, which

assumed the characteristic of being a commercial center, the interventions made in time brought the neighborhood to its current state.

When looking at the results of important events affecting residential areas with the data obtained from the survey study conducted in Suadiye, Suadiye neighborhood is still preferred as a residential area today. The change of Suadiye from summer houses to multi-storey buildings that come with urban regeneration projects covers a period of 70 years. The transition from summer cottages to the first apartment buildings started in 1950 with the receipt of a 3-storey building permit. In 1965, with the Property Ownership Law, land owners in Suadiye gave their land to the contractors and started to have apartments instead. After this law, islands were divided into parcels and parcels into smaller parts. In this way, the people, who owned houses with the phenomenon constructions in return for flats, settled in Suadiye neighborhood and its surroundings in a short time. Between 1984 and 1988, the Suadiye beach was included in the scope of the filling project, with the clause "benefiting from the beach" in the constitution enacted in 1982. Being part of the longest coastal axis of the Anatolian Side, the Suadiye beach has become the most important public open space in this region. However, the decline in the population between 1990 and 2000 is due to the discomfort caused by the project here, the Zincirlikuyu, Levent and Maslak lines on the European side of Istanbul becoming financial and trade centers and the people of Suadiye moving to other neighborhoods. Suadiye's transition to today's multi-storey apartment buildings took place with the "urban regeneration projects" launched in 2014. Before 2014, the population decline between 2000 and 2010 was due to the fact that the residents of the area were leaving the area with the spread of the regeneration project news in the neighborhood. The residents of Suadiye have avoided the construction areas that will occur in quiet and calm residential areas and from giving their homes to contractors below their value. However, the increase in the demand for the area caused by the population growth observed after 2016 caused an increase in housing prices. The selling price in Suadiye, which was 4,816 lira per m<sup>2</sup> in 2014, is now 11,752 lira per m<sup>2</sup>. Even the doubling of house prices in just 5 years shows the economic side of the change here.

As a result of the survey study conducted in Suadiye, it was observed that the number of participants aged 25 to 35 was higher compared to other age groups. In addition, most of the participants have lived in Suadiye for more than 10 years. Going back 10 years, the news that urban regeneration projects will come as far as Suadiye started to spread and there were

those who left the region by selling their houses for their value as soon as possible. Those who did not sell their houses during this period but stayed here are living in their new residences today. On the other hand, the number of people coming here from other districts has also increased due to the fact that Bağdat Avenue has become the focus of attention with its location, commercial and social venues.

People living in Suadiye are satisfied with their current houses and surroundings. According to the survey results, the participants stated that the change in residential areas is seen more between the railway and Bağdat Avenue, and followed by the change between the coast and Bağdat Avenue. A closer look at the changes in the streets of Suadiye shows that the people here have increased their desire for open spaces and they cannot fulfill their desire with their balconies and gardens. Public open spaces in Suadiye have been inadequate in recent years due to the residents of surrounding neighborhoods using these areas. The coastline, which is the most important and wide public open space axis of the Anatolian Side, has become a problem for the residents of the region due to the increasing population density on weekends. The parking problem with its increasing population on weekends, the crowded coastal strip and density in social areas limits the use of these areas for the residents. In the face of increasing housing values every month, the increases in the prices of all the facilities in the neighborhood seem economically difficult for those who have lived here for a long time, but it has been concluded that the economic conditions of 85 percent of the respondents are sufficient for their living. In the opinions received from the participants of the survey, it was shared that the incompatibility of the spatial environment is a result of the change, the 15-storey building permit is an upper limit for this region, and there are not enough studies on the possible risks of the earthquake in the region. However, social activities and the proximity to the beach is an important criterion that enables them to continue living in Suadiye.

With the spatial, social, cultural and urban requirements brought about by its being a crowded and popular city, Istanbul has always been a city open to change and renewal. However, the political and economic problems brought about by crowded cities have brought irreversible practices in the city. It is possible to see these irreversible errors in most of the residential areas in Istanbul. Although Suadiye's change is associated with incoming demands and population growth, it is mainly due to the fact that the future predictions of the decisions and practices taken are not made regionally.

## 5. CONCLUSION

After examining the economic, political and urban decisions and practices in the study in which the spatial change in the residential areas of Istanbul was discussed under 5 periods between the 20<sup>th</sup> and 21<sup>st</sup> centuries, a relationship was established with the spatial change in the residential areas in these 5 periods in Suadiye. The triggering factors of changes in residential areas in the process were examined. Decisions and practices affecting the spatial structures of residential areas, who made the urban developments that caused changes, when and how, and how different processes caused different urban textures were explained. Wars, migrations, natural disasters, laws, regulations and decisions that took place in the 20<sup>th</sup> and 21<sup>st</sup> centuries are examined under the relevant period. As a result of the examinations, important events affecting the residential areas of that period are given under each period. These events are events that directly or indirectly affect the residential areas of that period.

Istanbul, a city of immigration throughout its history has experienced drastic changes in a short time, compared to many cities in Turkey and even in Europe with the various decisions and practices it contained. In Istanbul, where events such as industrialization and globalization that completely change the structure of cities are felt strongly, these processes are also discussed and the reflections of these concepts in the city are explained.

It is concluded that the political, economic and urban decisions taken in Istanbul in the 20<sup>th</sup> and 21<sup>st</sup> centuries have an impact on the urban / spatial change in residential areas. The historical process of change has been studied starting from the pre-Republic era. As a result of the analysis, the process is divided into pre-republic period, 1923-1950 period, 1950-1980 period, 1980-2000 period and 2000-2020 period. The city decisions and natural disasters affecting the residential areas in these periods, the important actors and practices of each period are explained. Maps, satellite images and photographs of these periods were used to support the narration of spatial change in residential areas in Istanbul.

In the pre-Republic period, events, such as fires, migrations, the establishment of municipalities, planning studies, and the enactment of the Ebniyye Law, that triggered changes in the residential areas of Istanbul were experienced. The economic and political situation of the period in which these events took place, infrastructure deficiencies and transportation difficulties are other important dynamics affecting residential areas. As a

result of these events, various structural arrangements were made to protect from the damage of fire in Istanbul, efforts to strengthen the urban organization in the municipalities were initiated, city maps were prepared and arrangements were made in the new residential areas of the city. In this period, the change of residential areas in Istanbul, the transformation of wooden houses into masonry, the introduction of western standards in road arrangements, the spread from the Historic Peninsula to Beyoğlu, and the formation of new residential areas with the increase of the population of the city.

In the period from 1923-1950, in the newly founded Republic of Turkey, either with a series of decisions or by special delegations invited from abroad, several moves were made on political and economic planning. During this period, zoning and planning studies were initiated in Istanbul, the Municipality Expropriation Law was enacted, and important works such as the Istanbul Master Plan and the Anatolian Coast Master Plan were completed. The population of Istanbul has doubled during this period. This increase in population has shown that important steps must be taken. As a result of the examination of this period, laws enacted regarding the regulations made in the urban area, rules and practices covering residential areas were introduced. Long-term and sustainable planning studies were carried out by city planners invited from abroad by initiating detailed city studies that had not been done before in Istanbul. In the period between 1923 and 1950, the first steps of planning in residential areas were taken. However, the studies of that period had a very different approach than the housing area plans of today.

In the period between 1923 and 1950, with the establishment of state institutions that would financially support housing production, the state paid attention to the housing deficit. By providing municipal services to the new residential areas, urban organization was supported and infrastructure and technical service works of residential areas were organized. Until this period, arrangements in residential areas in Istanbul were studies supporting urban coordination.

In the period between 1950 and 1980, the increasing industrialization movement in Turkey has led to urban spatial change. During this period, the most important event affecting residential areas was the increase in housing production against the increasing population. The increase in housing production, thanks to the state support, and slum housing caused the city to rapidly spread to other regions. Families from all over Turkey who came to Istanbul



to find work and moved to the slums tried to be a part of the city. During this period, the issuance of zoning amnesty, the adoption of the Development Law, the establishment of the Ministry of Development and Settlement, the enactment of the Constitution, the issuance of the Slum (Gecekondu) Law and the Property Ownership Law are among the other important events that took place. All these events have triggered the complete transformation of the residential areas of Istanbul. The rights given to the slum owners, opening the state lands for development and the sales of constructions in return for flats could not be a solution to the housing problem in Istanbul. Events that occurred in the period between 1950 and 1980 affected the housing market in Turkey and created a new system. The build-sell principle was adopted in the houses produced by contractors. In this way, many areas in Istanbul have become places where new residences are built. With the opening of the Bosphorus Bridge, transportation between the two continents, and consequently both sides of Istanbul, has been facilitated. This situation caused the Anatolian Side to become popular for residential areas, and to increase the number of development activities in a short time.

In the period between 1980 and 2000, the political troubles in the country brought a new political regime and constitution. The zoning activities and new decisions included in the new constitution are important developments in this period. The January 24 Decisions taken during the period of Turgut Özal, the enactment of the Istanbul Metropolitan Master Plan, the enactment of the 1982 Constitution, the adoption of the Law on the Protection of Cultural and Natural Assets, the enactment of the Mass Housing Act, the regulation of the Forestry Law, the coast filling projects, the establishment of the GYO, the opening of the Fatih Sultan Mehmet Bridge and the establishment of TOKI are events that caused urban / spatial change in Istanbul. With these events, the planning moves and arrangements to be made regarding Istanbul becoming a metropolitan city caused the city to enter into an irreversible spatial change. The era of the industrial sector in Istanbul ended and the era of the construction and service sectors began. The silhouette of the city changed with office blocks, financial centers, closed housing sites, multi-storey buildings, shrinking open green space and increasing traffic problems. In this period, economic breakthroughs lie at the basis of the change in residential areas in Istanbul. With the arrival of the new government, the housing market has also turned into an investment and income instrument, as a result of the economic model that adopts outward-looking capital and prioritizes international investments. State-financed housing estates took place in residential areas formed around the new routes. In addition,

with the emergence of the urban regeneration issue, many houses in Istanbul started to face the threat of collapse under the name of "regeneration". During this period, residential areas spread towards the northern forests, appearing with different types of housing.

In the period between 2000 to 2020, Turkey entered the effects of globalization and has experienced significant changes in terms of economic, social, spatial and tourism. In 2002, with the new government's economic development organization, Istanbul became a showcase for globalization in Turkey. The laws enacted during this period were rearranged and put into effect in accordance with the conditions of the period. Articles on transformation projects have been added to the "Municipality Law (Belediye Kanunu)". The Law No. 5366 on the "Renewal, Preservation and Usage of Destroyed Historical and Cultural Immovable Assets (Yıpranan Tarihi ve Kültürel Taşınmaz Varlıkların Yenilenerek Korunması ve Yaşatılarak Kullanılması Hakkında Kanun)" has been enacted. The Law on "Transformation of Areas Under Disaster Risk (Afet Riski Altındaki Alanların Dönüştürülmesi Kanunu)" was enacted by amending the Settlement Law. Thanks to these 4 laws, the way for the demolition of buildings with earthquake risk, the construction of transformation projects in areas deemed appropriate by the municipality and the interventions in historical buildings under the name of renovation were paved. The change in residential areas gained a whole new dimension in this period. This is a period in which the housing market became income-oriented, new housing areas moved away from the city center and became self-sufficient, enclosed apartment blocks detached from the city, the qualities of social housing were ignored, and urban regeneration projects moved away from their initial purpose and instead are done for financial purposes.

Developments throughout Istanbul have caused great changes in the residential areas in the Suadiye neighborhood. In Suadiye, in the 20<sup>th</sup> and 21<sup>st</sup> centuries, there was a transition from summer houses to apartments, from apartments to multi-storey buildings. However, behind the physical consequences of these changes in residential areas are political, economic and urban decisions. Following the popularization of Suadiye, the process of apartment building, which started in the 1940s, started in fact with the change of building height permits and transportation lines. The demands of the residents and the decisions of local governments have created apartments in Suadiye. Between 1950 and 2000, there was a period in which the construction sector started to rise and industrialization gave way to globalization. The consumption activities, which increased with the transformation of economic activities from

local to foreign capital, turned people into the pawns of the popular trend. With the increasing construction activities in the city and the zoning decisions and practices of the administrations, the number of apartment buildings has increased in Istanbul as well as in Suadiye, and even these apartments have gradually increased in height. However, in the period after 2000, with the changing economic and political models, Istanbul was under the pressure of urban regeneration projects. The result of the transformation projects that came after 2014 is the present image of Suadiye. It has turned into a residential area where there is construction on almost every street and old and new buildings look unharmonious.

Istanbul is a city that has gone through many political, economic and cultural changes for centuries. In the face of every event and decision, a part of the city, sometimes the whole, was affected. However, it is an inevitable fact that these changes have negative consequences. Uncontrolled and negative developments of cities can be prevented with administrative decisions, planning, practices, rules and limitations. In Istanbul, which has gone through the processes experienced by many European cities, unfortunately, the decisions and practices taken are not result-oriented, but practice-oriented. Generally, decisions taken in the urban sense aim to implement that decision quickly and smoothly. However, in these processes, municipalities, local administrations, relevant ministries, other institutions conducting urban studies are required to form future projections regarding the determined decisions and practices. In these projections, it is necessary to elaborate the developments in the economic, social and urban areas according to the population growth and the activities to be carried out in the region, to anticipate social, cultural and touristic activities and to include these data in the planning. The common feature of these laws and decisions will lead to changes in urban and spatial sense in Turkey, is the disregard of human-space relations which are the most important part of the city. In the practices carried out in Istanbul, the people of the city were kept out of the process and new urban spaces were created without establishing a human-space relation. Increasing practices in this way lead to a great destruction and transformation rather than renovating and improving the city. To prevent this situation, new studies should be carried out in the context of people and space, especially in big cities such as Istanbul, and these studies should be an important part of the implementation and decision-making process.

The changes of cities in time are inevitable. It must also be essential that these changes be solution-oriented, applicable and sustainable. However, the decisions taken within the city

were primarily the decisions taken within the whole country. The dynamics, actions, social and spatial structure of each city are different. The decisions taken throughout the country, especially for Istanbul, often cause problems with it. In accordance with the metropolitan city structure of Istanbul, besides metropolitan municipality services, metropolitan city planning units and metropolitan city administrations should be increased. The organization between administrations and relevant units in big cities also needs to be strengthened. In addition to the integrity between planning and implementation, the correct management of the post-implementation process is important for the sustainability of planning.

One of the most serious problems of the regulations about residential areas in cities is that the process cannot be handled in a sufficiently holistic manner. Arrangements in residential areas, unlike other urban arrangements, are an intervention for the most basic need of a settled community, the need for housing. For this reason, any change to be made should be carried out with the people here, mutual problems should be discussed and a common ground should be met. By ignoring joint work in almost all of the arrangements in residential areas in Istanbul, the process proceeds in one direction. As a result of the projects and implementations carried out in this way, the local people in the region where the change is experienced may leave here or they may have to live in houses that are much smaller or less than their sales value.

Regarding the spatial change in the residential areas in Suadiye, it can be said that the people here have been living in Suadiye for a long time and like their residential areas, thanks to the socio-economic status of the local people and other environmental factors. However, there were also some who left the Suadiye neighborhood during this period. There was a decrease in the population of Suadiye between 1990-2000 and 2010-2016. Although the reason for this decline is seen as the people of the region leaving Suadiye in the face of the changes in the residential areas, the change was not only in the residential areas. While social activities, environmental elements (such as air quality, amount of green space), public open spaces and commercial spaces are the reasons for the residents to prefer Suadiye, the negative changes that took place here caused the residents to leave Suadiye. The reasons for choosing Suadiye have also changed over time. While it was preferred for its clean air and calmness between 1900-1940, between 1940-1960 it was preferred due to the Suadiye Beach and large houses with gardens as a secondary residential area. Between 1960 and 1990, it was preferred because of the increase in a new form of housing “the apartment buildings”, the ease of

transportation and new public open spaces. Between the years 1990-2010, beaches were closed due to "coast filling projects", and in the following years, social spaces owned by Suadiye were closed due to urban transformation projects in the region. During this period, when social and public activities, which are among the reasons for choosing Suadiye, decreased in the region, there was a decrease in the population. Suadiye has been preferred after 2010 due to its social activities, commercial spaces and public open spaces. The fact that Suadiye has been a residential area for many years is due to the people of the region preferring it. Although the reasons for choosing Suadiye as a residential area have changed in 110 years, those who live here have found a reason to stay in this area. These changes have been accepted by the people of the region and have integrated them into their lives.

Changes in cities have social, economic and cultural consequences as well as physical consequences. The way the citizens, who are the most important elements of the cities, meet and accept these changes has been as important as the spatial changes. While the spatial changes in the housing areas must be experienced in the historical process, the change occurs in the people of the region with the change in the housing areas. However, when the work in housing areas is carried out jointly with local governments, planning units and non-governmental organizations, it is possible to change the housing area without changing the people of the region. Considering the changes in metropolitan cities in Europe and Asia, it is seen that a great planning and strategy work has been done during the change process. The process is detailed in every aspect and the political, economic and urban reasons of the changes are examined. The plans, reports and maps prepared by many foreign urban planners and architects who came to Istanbul between 1923-1950 have always been to know the city and to consider the city as a whole. The fact that these plans are not implemented and shelved has been a harbinger of our perspective against planning and the urban problems that await us. Working with different perspectives, different organizations and most importantly with different disciplines are the most important stages of urban planning. In Turkey, urban and spatial planning is essential to take advantage of this stage. It is necessary to consider the changes in every aspect and to plan future projections.

Spatial changes in cities have an effect on residential areas, while changes in residential areas have an effect on spatial changes. These changes affect the people of the region and the social, commercial and touristic activities. Just as the changes in the cities are not one-sided, the situations occurring in the regions as a result of the change are not one-sided. The change

in residential areas in the 20<sup>th</sup> and 21<sup>st</sup> centuries in Istanbul is the result of small or big decisions and practices taken in every area of the city in terms of political, economic, urban, spatial, cultural, social and touristic aspects. However, it is a crime against the city to ignore what needs to be done to change the course of this change, to ignore the wishes and preferences of the citizens, to look at the housing market as a means of income or to allow it to turn into it.

With this thesis, it was concluded that urban planning and urban policy movements, especially the problems which occur in the implementation phase and affect the entire planning process. In the continuation of this study, it is necessary to organize and work as institutions, individuals and regulations that act as a bridge between planning and implementation by focusing on this problem. In urban studies, planning and implementation processes should be improved by more detailing and using data than the current situation. The social and cultural structure should be taken into consideration in terms of all kinds of regulations and actions in the city. The social and physical structure of cities can be developed and planned jointly. One of the problems in the implementations is the disregard for the socio-cultural structure of the citizens and the city. It is necessary to address this problem, to include the citizens in the process of planning and implementation in Istanbul, and to feed the process with feedback.

Changes in residential areas is an inevitable situation. Because, the changing world order creates an environment for people to have different demands and different perspectives. The important thing is to analyze the change of people and make plans in line with their needs. Just as every city has a certain order and functioning, change must have certain limits and goals. Spatial change in residential areas in Istanbul is one of the important problems of the city, and turning this situation into a means of income is to ignore the limits and goals of change. For this reason, from the smallest unit to the largest unit in the city, holistic and solution-oriented approaches should be adopted and political, economic, urban, social, cultural decisions and practices should be within this boundary.

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## **APPENDIX A: THE PROJECTS OF ANTOINE BOUVARD**

- The Project of Hippodrome by Antoine Bouvard

In this square, javelin and horse races were held in the past, and magnificent festivities such as weddings and circumcisions were held. It is also known that Fatih Sultan Mehmed practiced “gürz”. The first arrangement activity for the square was carried out in 1856 during the reign of Sultan Abdulaziz. In 1861, the Minister of Police, Hüsnü Pasha, also made some arrangements. Later, in 1890, La Turquie Newspaper informed its readers that a public park would be established in Horse Square and a pavilion would be built on both ends of the park. Sultan II. During the reign of Abdulhamid, the square was opened before the visit of the German Emperor Wilhelm in 1899. German Emperor Wilhelm also gave a fountain to the north end of the square. According to the project; The 16th century Ibrahim Pasha Palace to the west of Horse Square will be demolished and replaced by a police headquarters. This building will cover Horse Square all along, be shaped like the letter E, approximately 480 meters long, and will resemble Bouvard's masterpiece Industrial Palace in Paris in terms of scale and plan.

- The Beyazit Square Project by Antoine Bouvard

Bouvard aimed to bring a real urban environment to the city with this project. Bouvard designed to create a large rectangle by expanding the dimensions of the existing square and to place a Town Hall building on the axis of the Ministry of Custody. The new square would be divided into four. Sultan Bayezid Madrasa to the west of the square would be demolished, and twin buildings with courtyards and domes will be built instead. These two buildings are the Industry and Agriculture Museum and the state library. The buildings would be symbols of modernization and progress, education and culture, respectively.

- The New Mosque Square Project by Antoine Bouvard

In this project of Bouvard, it was proposed to open the beaches and create a large square in front of the New Mosque. The borders of this square will consist of two quarter circles framing the mosque. Two buildings will be built next to the mosque. In this project, the dome of the New Mosque is very compatible with the new Galata Bridge.

- The Galata Bridge Project by Antoine Bouvard

Bouvard's project proposed a very modern look for Galata Bridge. The Golden Horn in the drawing appeared to be wider and longer than the real Golden Horn. The promenades along the coast emphasized the monumental dimensions of the building. Bouvard ended the bridge,

which he designed with the sculptures and lighting elements on it, with two large towers, and made the entrance of the square monuments. Bouvard came to Istanbul in 1908 to carry out his work on this project. Although much progress was made in the project, it was put on the shelf in 1909 when Sultan Abdulhamid was made [19].



## APPENDIX B: THE MODEL OF ISTANBUL MASTER PLAN BY HENRI PROST

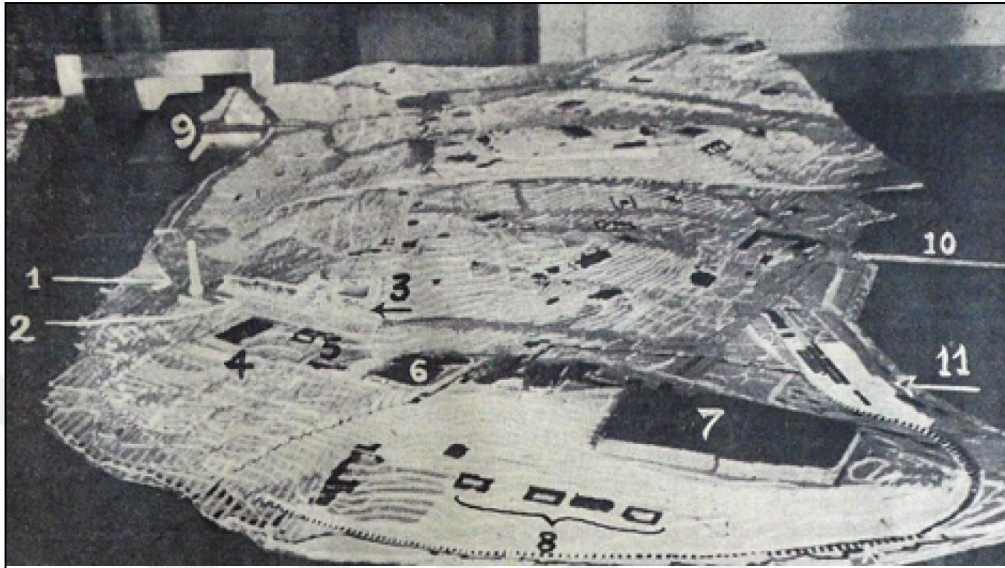


Figure B.1. The model of Istanbul Master Plan in 1937 by Henri Prost [45]

1- The white column seen in the model is the 140-meter-high monument of the “Great Revolution” to be erected in Sultanahmet Square and the current High Trade School building.

2- Provincial and municipal buildings to be built on the current land registry building land.

3- The Courthouse to be built on the site of the prison building.

4- Sultanahmet Mosque

5- Hagia Sophia Bath

6- Hagia Sophia Museum

7- Topkapı Palace

8- Official establishments that exist at the bottom of Topkapı Palace and in the area extending to the sea and to be built in the future (this area has been allocated to the archaeological zone. Quarters to be formed as amphitheater will be established.)

9- The future port to be built in Yenikapı and the breakwater and docks there (the vicinity of the port will be allocated to the industrial zone).

10- Karaköy Bridge

11- Sirkeci Station (the specialist will determine the details of the new installation to be built here with a master plan)

12- It shows the current direction of the Simendifer line.

## **APPENDIX C: THE CONCEPTS OF HAREM AND SALAMAGE**

In order to illuminate the harem and selamlık spaces that are seen in Istanbul mansions, usually in the mansions of people with upper-middle income groups, firstly, their word meanings and their explanations in the literature were examined. The original is “to cover, to hide, to withhold from someone else; The word harem, which is “haramu (m)” meaning “to separate, to isolate”, means “the thing or place that is protected, holy and venerable” in Arabic. According to the Turkish Language Association and the Encyclopedia of Islam, the harem office was defined as "the section reserved for women in palaces and mansions, anti-selamlık". In addition, the special section that comes after the selamlık in palaces or mansions, where the head of the household and family members live, is called the harem. "Selamlık", on the other hand, is a term used in the meaning of "place of salutation", which is made by adding the Turkish-language attachment to the Arabic word "salam". Bertram says that the salutation part of the mansion, which is reserved for men and male guests, comes from the "greeting area". In the modernization period, the practice of harem and selamlık is a separation made over male and female genders, which is different from the harem and selamlık practices that existed in previous periods. Harem and selamlık spaces, which are defined as a form of privacy and gender, are thought to have undergone a different transformation in the 19<sup>th</sup> and 20<sup>th</sup> centuries than in previous periods. The separation of harem and selamlık, which is directly related to post-19th century gender patterns, has been implemented by individuals who adopt the Turkish style of life as a mechanism that controls representations of different genders. With the practice of harem and selamlık, spatial arrangements were created that would prevent male and female genders from seeing each other beyond communicating with each other. Codes such as staying within the boundaries of the harem and not being visible in the public sphere were tried to be loaded on the collective memory of women by sharply drawing the boundaries of the harem sections. Likewise, valid practices are seen in the selamlık section [155].



## **APPENDIX D: THE DIFFERENCES BETWEEN “GECEKONDU” AND SLUM CONCEPTS**

Gecekondu: Gecekondu (Turkish for put up overnight) is a Turkish word meaning a house put up quickly without proper permissions, a squatter's house, and by extension, a shanty or shack. “Gecekondu bölgesi” is a neighborhood made of those. “Gecekondu” neighborhoods offer an affordable alternative for shelter for many low-income households who can not afford to purchase or rent formal housing.

Slum: A slum is usually a highly populated urban residential area consisting mostly of closely packed, decrepit housing units in a situation of deteriorated or incomplete infrastructure, inhabited primarily by impoverished persons. Although slums, especially in America, are usually located in urban areas, in other countries they can be located in suburban areas where housing quality is low and living conditions are poor. While slums differ in size and other characteristics, most lack reliable sanitation services, supply of clean water, reliable electricity, law enforcement, and other basic services [156].

## APPENDIX E: SURVEY QUESTIONS

### MASTER'S THESIS SURVEY (SURVEY IS FOR RESIDENTS IN SUADIYE)

YEDITEPE UNIVERSITY INSTITUTE OF NATURAL AND APPLIED SCIENCE, ARCHITECTURE  
MASTER PROGRAM

THESIS TOPIC: ANALYSIS THE SPATIAL CHANGE IN ISTANBUL RESIDENTIAL AREAS  
BETWEEN THE 20th AND 21ST CENTURIES: SUADIYE-PLAJ YOLU STREET CASE STUDY

All responses to the questionnaire are reserved.

\* Gerekli

1. E-posta adresi \*

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#### Getting to Know the Residents

Gender, Age, Education Level, Job, Place of birth

2. Gender \*

*Yalnızca bir şıkkı işaretleyin.*

Female

Male

LGBT

3. Age \*

*Yalnızca bir şıkkı işaretleyin.*

18-25

25-35

35-50

50 +

## 4. Education Level \*

*Yalnızca bir şıkkı işaretleyin.*

- High school  
 University  
 Master degree  
 Phd degree  
 None of them

## 5. Job \*

---

## 6. Place of birth \*

---

## 7. How would you describe the density of your work life? \*

*Yalnızca bir şıkkı işaretleyin.*

- 1 2 3 4 5  
less dense      more dense

## 8. Is your current economic situation enough to make a living? \*

*Yalnızca bir şıkkı işaretleyin.*

- Yes enough  
 No it is not enough

9. How many years have you been living in Suadiye? \*

*Yalnızca bir şıkkı işaretleyin.*

- 1-3  
 3-5  
 5-10  
 10 +

10. How would you characterize the neighborhood relationships in your region? \*

*Yalnızca bir şıkkı işaretleyin.*

- 1      2      3      4      5
- 
- relations are week      relations are strong
- 

11. Are you following the Local Administration and Municipal Services? \*

*Yalnızca bir şıkkı işaretleyin.*

- Yes  
 No

12. Are you a member of any non-governmental organization? \*

*Yalnızca bir şıkkı işaretleyin.*

- Yes  
 No

**Identifying the Spatial Environment**

13. What is your reason to live in Suadiye? \*

*Yalnızca bir şıkkı işaretleyin.*

- Quality of residential areas  
 Availability to transportation services  
 Proximity to social activities  
 Proximity to urban green spaces

14. How would you assess the condition of your current home? \*

*Yalnızca bir şıkkı işaretleyin.*

- 1 2 3 4 5  
very bad      very good

15. How many people within your current house? \*

*Yalnızca bir şıkkı işaretleyin.*

- I live alone  
 2 people live together  
 3-5 people live  
 more than 5 people

16. How is the harmony of the individuals you live with each other? \*

*Yalnızca bir şıkkı işaretleyin.*

- 1 2 3 4 5  
different characters      harmonious

17. Which ones do you have in your current house? \*

*Uygun olanların tümünü işaretleyin.*

- Parking area  
 View  
 Green space  
 Security

18. What is your current residence type? \*

*Yalnızca bir şıkkı işaretleyin.*

- 4-7 floor apartment  
 7-25 floor apartment  
 15+ floor residence  
 Single house/ Detached house

19. Is your current residence rent or your own? \*

*Yalnızca bir şıkkı işaretleyin.*

- Yes  
 No, my own house

20. How many years do you plan living in this region? \*

*Yalnızca bir şıkkı işaretleyin.*

- 1-3 years  
 3-5 years  
 more than 5 years

21. Is there an open living space in your current living space? \*

*Yalnızca bir şıkkı işaretleyin.*

- Balcony  
 Garden  
 Terrace/Backyard  
 None of them

22. Where do you mostly meet with the people around? \*

*Yalnızca bir şıkkı işaretleyin.*

- in the parks  
 in the cafes and restaurants  
 in the shopping areas  
 in the coasts

### Opinions of the Residents on the Spatial Environment and Residential Areas on Plaj Yolu Street and its Surroundings

Plaj Yolu Street is between Suadiye Otel on the coast and commercial areas (Zara, Atelier Rebul) on the Bağdat Street.

23. How is your residential area for its relationship with the environment? \*

*Yalnızca bir şıkkı işaretleyin.*

1 2 3 4 5

In a completely different structure      harmonious

How would you assess the characteristics of your built environment?

24. In terms of outdoor space \*

*Yalnızca bir şıkkı işaretleyin.*

1 2 3 4 5

---

fair average      very well

25. In terms of density \*

*Yalnızca bir şıkkı işaretleyin.*

1 2 3 4 5

---

less dense      more dense

26. In terms of aesthetic \*

*Yalnızca bir şıkkı işaretleyin.*

1 2 3 4 5

---

very bad      very good

27. In terms of air pollution \*

*Yalnızca bir şıkkı işaretleyin.*

1 2 3 4 5

---

very polluted      very clean



28. In terms of proximity to coastal line \*

*Yalnızca bir şıkkı işaretleyin.*

	1	2	3	4	5	
far away	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	very close

29. Where are the reasons for you to prefer this place? \*

*Uygun olanların tümünü işaretleyin.*

- Proximity to coasts and parks
- Proximity to the work place
- Proximity to the shopping
- Parking areas
- Single houses

#### Change and Transformation in Residential Areas

30. How would you describe the change in residential areas in Suadiye? \*

*Yalnızca bir şıkkı işaretleyin.*

	1	2	3	4	5	
very little	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	a lot

31. How would you characterize the impact of the earthquake in this region? \*

*Yalnızca bir şıkkı işaretleyin.*

	1	2	3	4	5	
Little effect	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Very efficient

32. Do you find your house resistant against earthquake risk? \*

*Yalnızca bir şıkkı işaretleyin.*

- Yes  
 No  
 I have no idea

33. In which area, did you mostly observe the change in residential area? \*

*Yalnızca bir şıkkı işaretleyin.*

- on the coastal line  
 Between Bağdat Street and coastal line  
 on the Bağdat Street  
 Between Bağdat Street and railway

34. What is your purpose using the Plaj Yolu Street? \*

*Yalnızca bir şıkkı işaretleyin.*

- Residential  
 Commercial  
 Social  
 Transportation

35. After the change in the Suadiye did your desire for open space increased? \*

*Yalnızca bir şıkkı işaretleyin.*

- Yes  
 No

36. Would you like to take part in cooperation regarding the changes? \*

*Yalnızca bir şıkkı işaretleyin.*

Yes i want

No i don't

37. Would you like to comment on the change and transformation experienced? \*

*Yalnızca bir şıkkı işaretleyin.*

Yes

No

38. What are your opinions about the changes and transformations in Suadiye?

---

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Bu içerik Google tarafından oluşturulmamış veya onaylanmamıştır.

Google Formlar

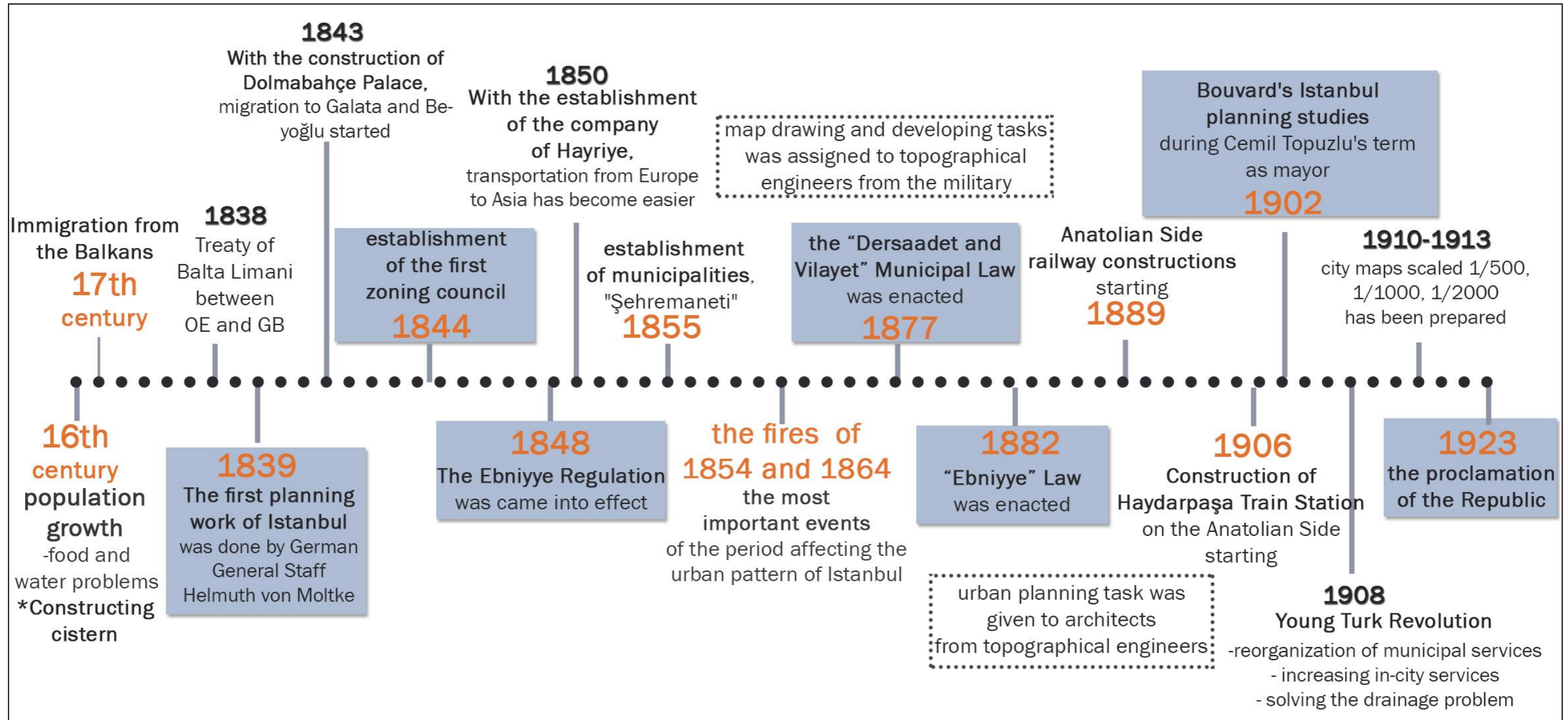
Figure E.1. Survey Question

APPENDIX F: MAPS, IMAGES AND PLANS



Figure F.1. Istanbul and environs, 1900s [19]

Table F.1. Events affecting the changes in residential areas in the pre-Republican period.



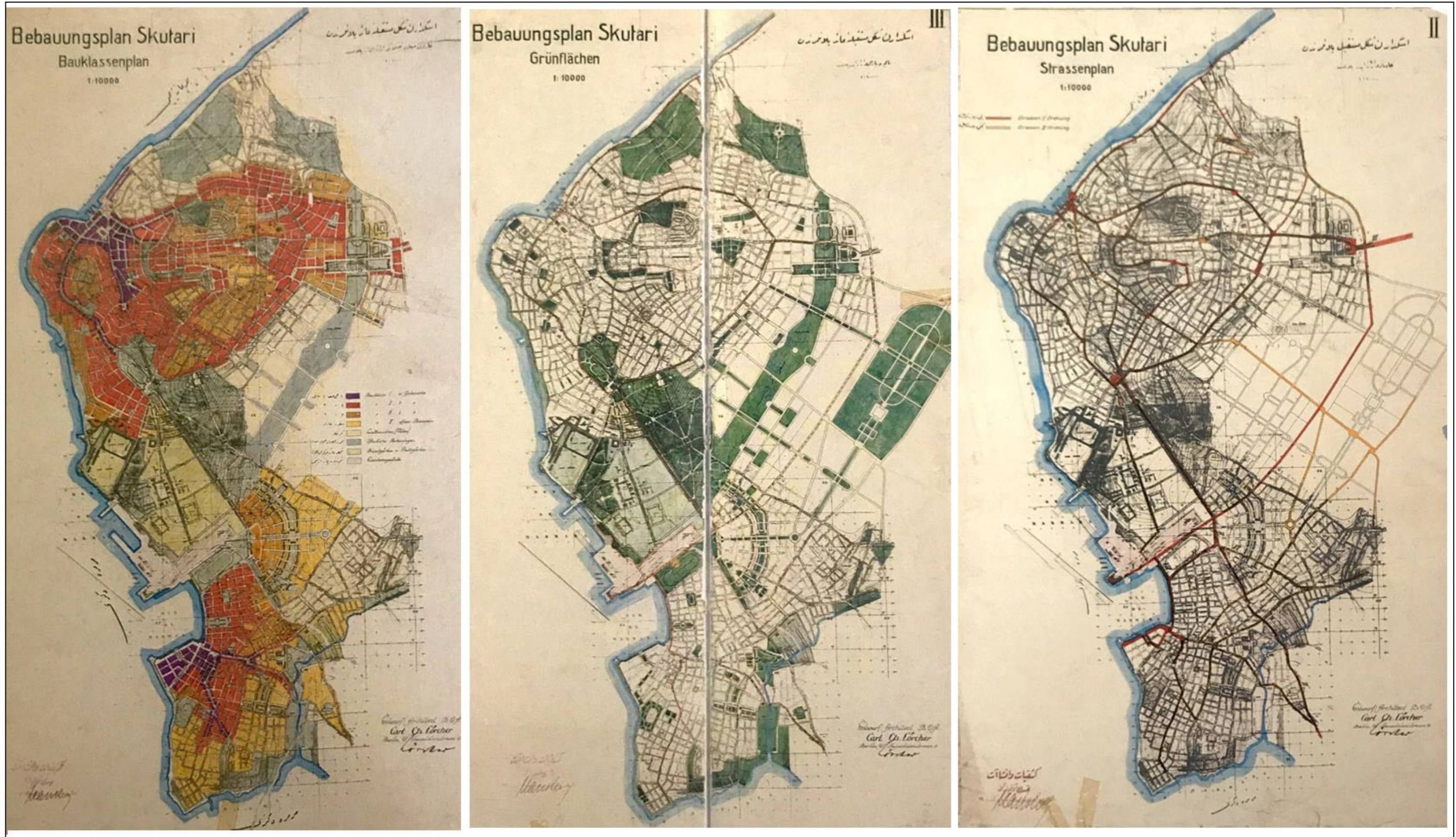


Figure F.2. Üsküdar-Kadıköy 1 / 10.000 scale zoning plan prepared by Carl Lörcher between 1926 and 1928; building heights plan, green areas plan and road-street plan [19].

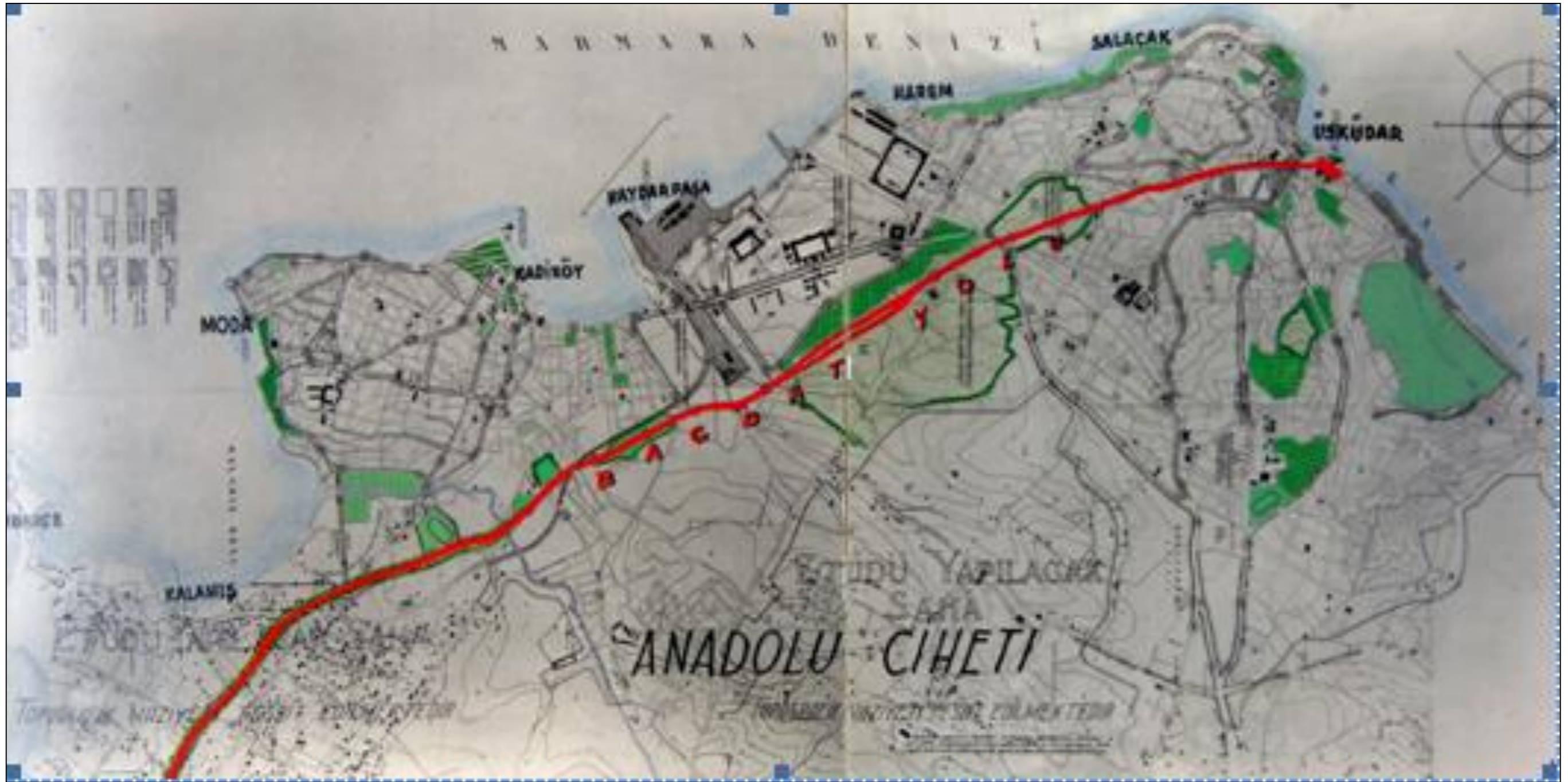
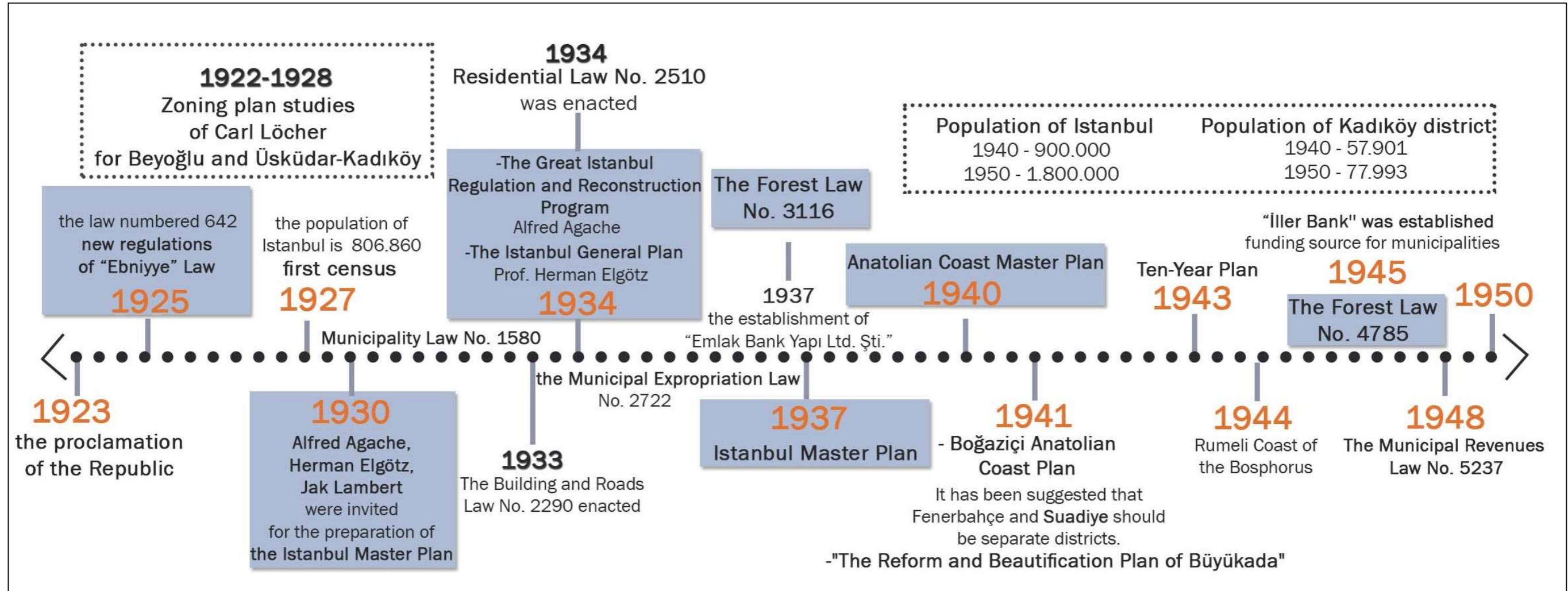


Figure F.3. Anatolian Side Master Plan prepared by Henri Prost, 1940 [59].

Table F.2. Events affecting the change in residential areas between 1923 and 1950.





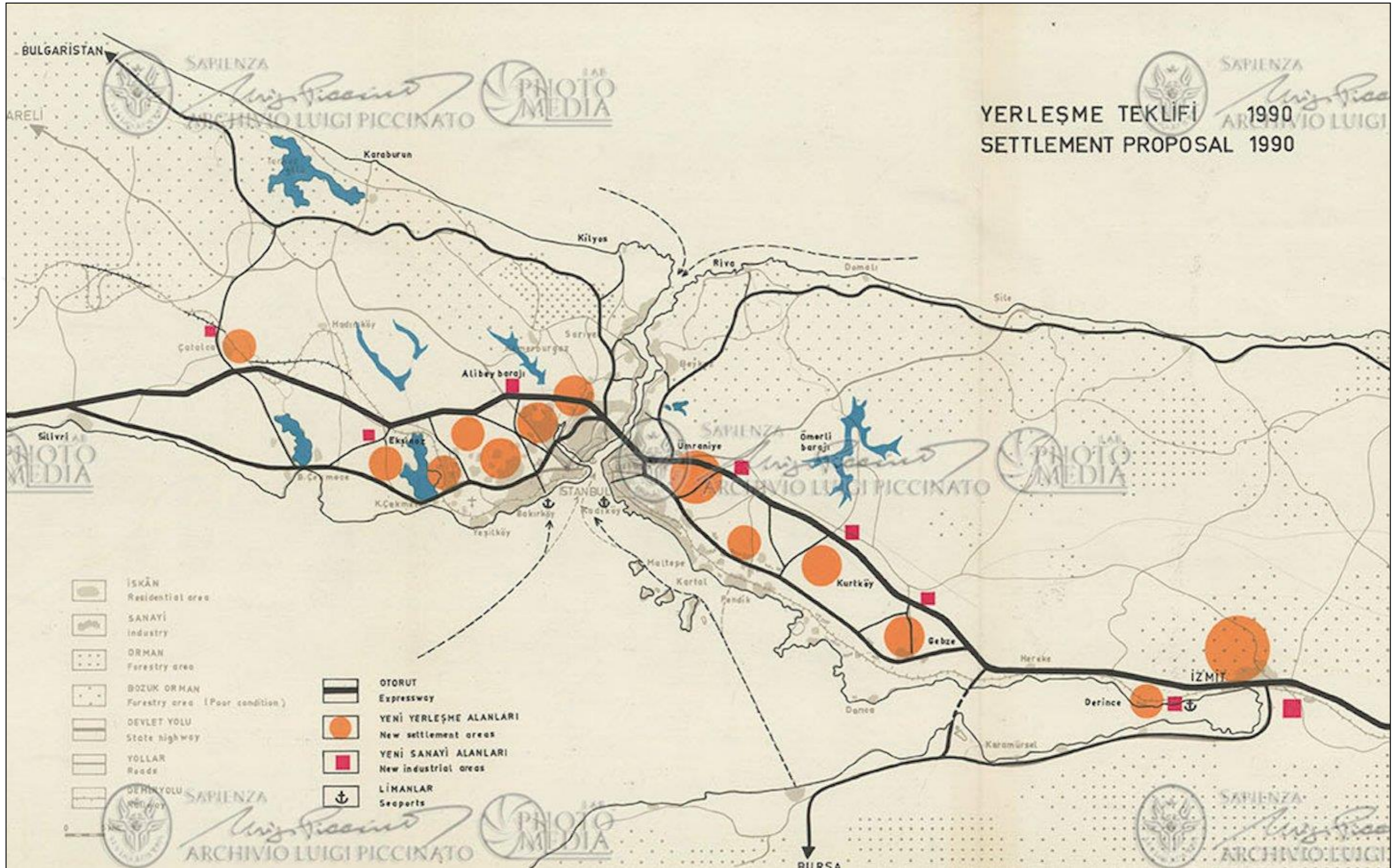


Figure F.4. "Istanbul Settlement Area" proposal prepared by Prof. Piccinato between 1956 and 1959 [63].

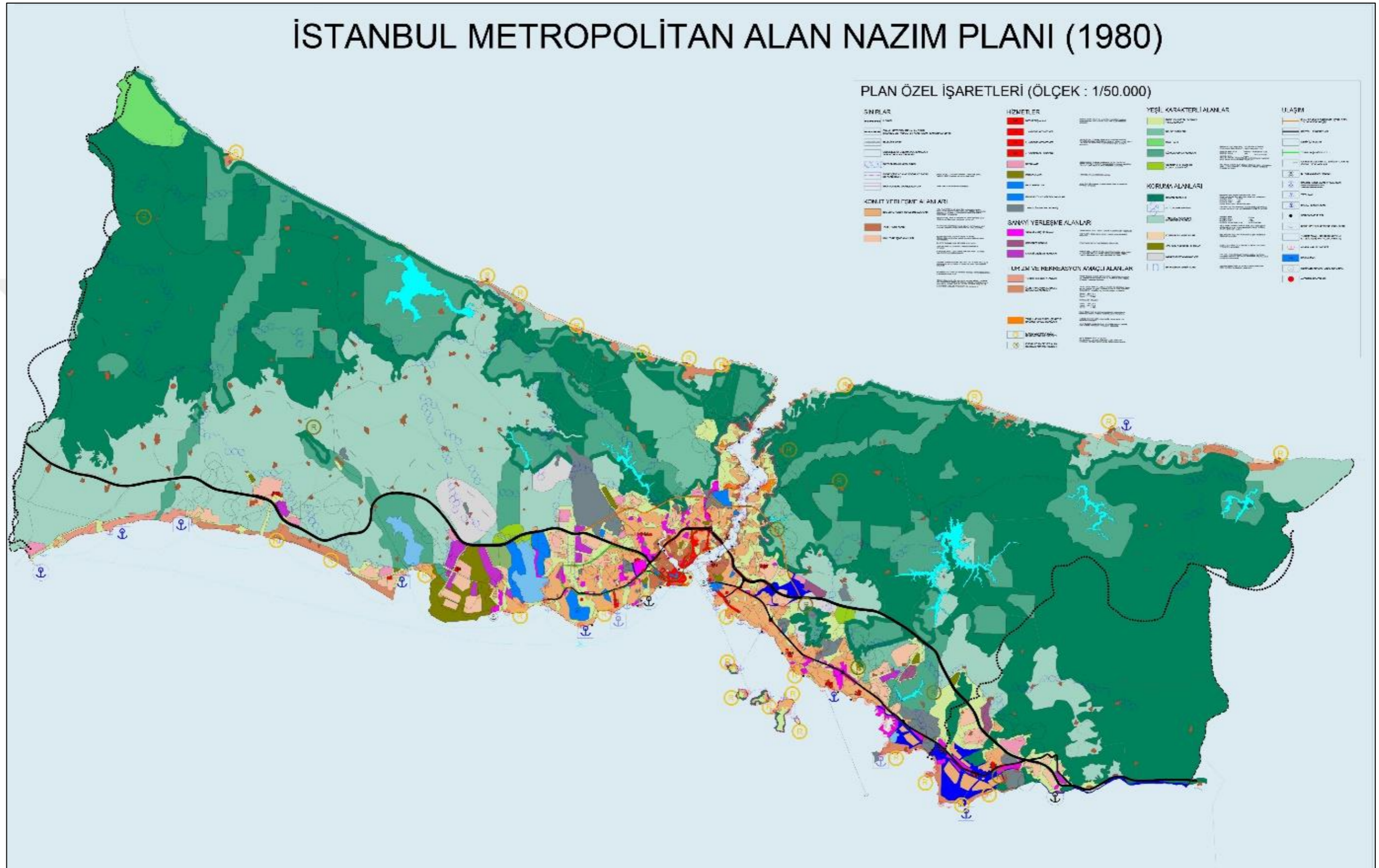


Figure F.5. Istanbul Metropolitan Area Master Plan, 1980 [93].

Table F.3. Events affecting the change in residential areas in the period 1950-1980.

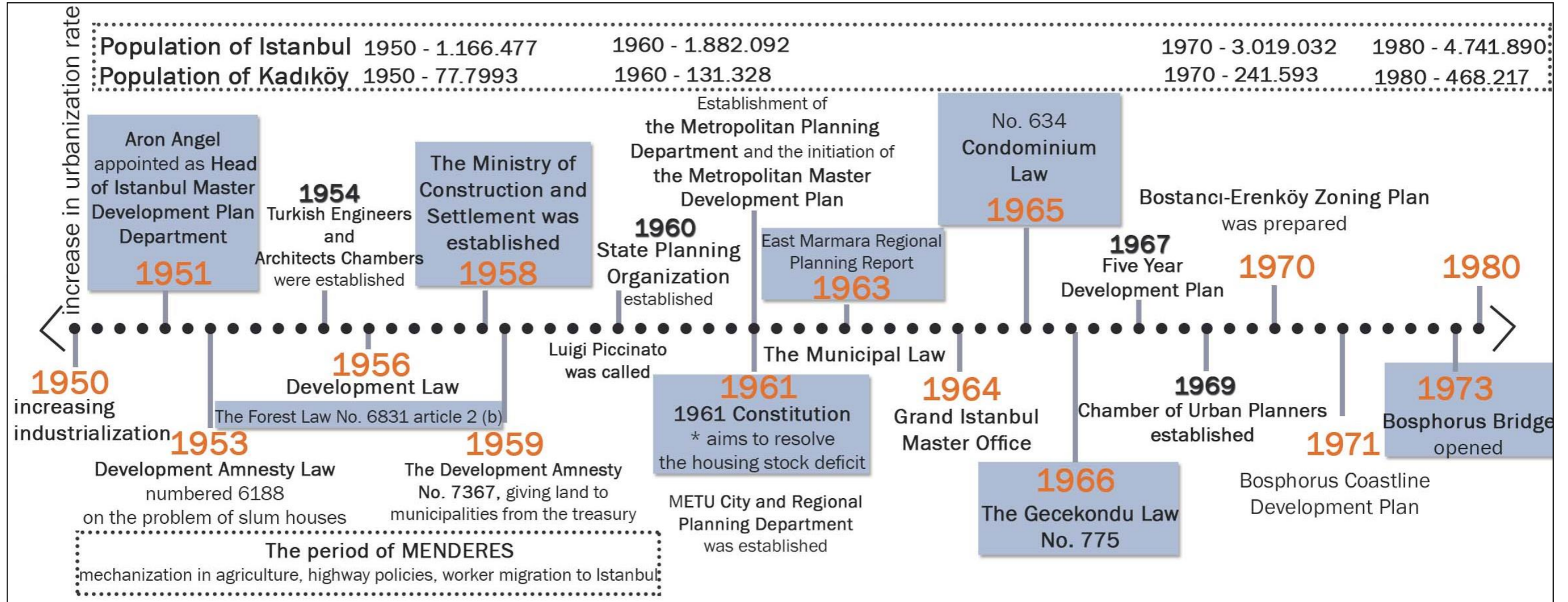


Table F.4. Events affecting the change in residential areas in the period 1980 and 2000.

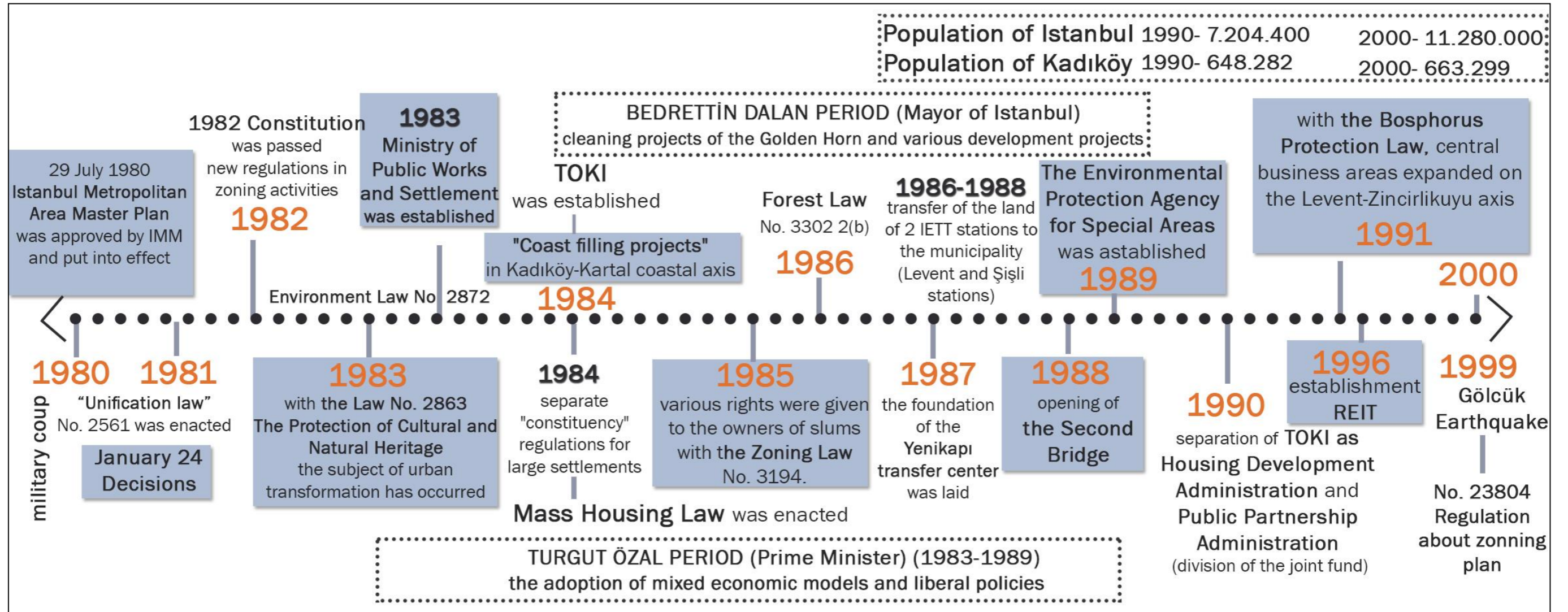


Table F.5. Events affecting the change in residential areas in the period 2000-2019.

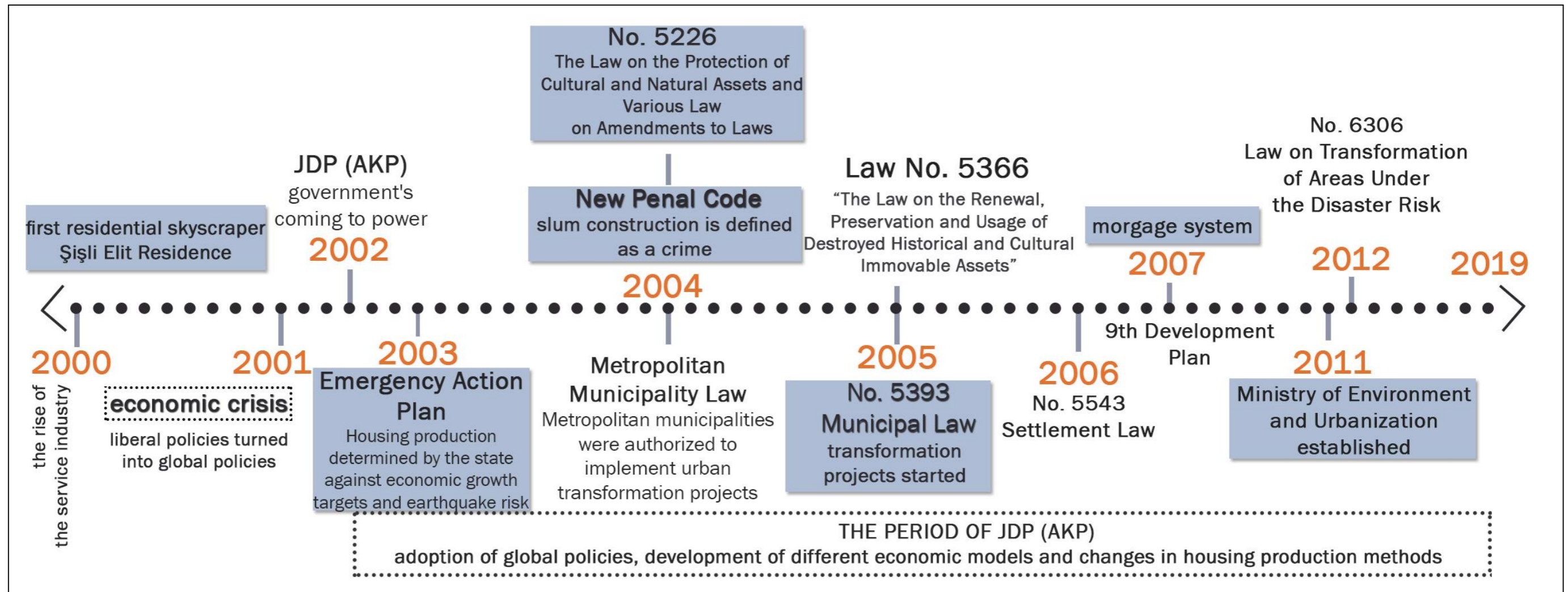




Figure F.6. 1 / 10.000 scaled Kadıköy District Plan, 1960, Zeki Teoman [19].

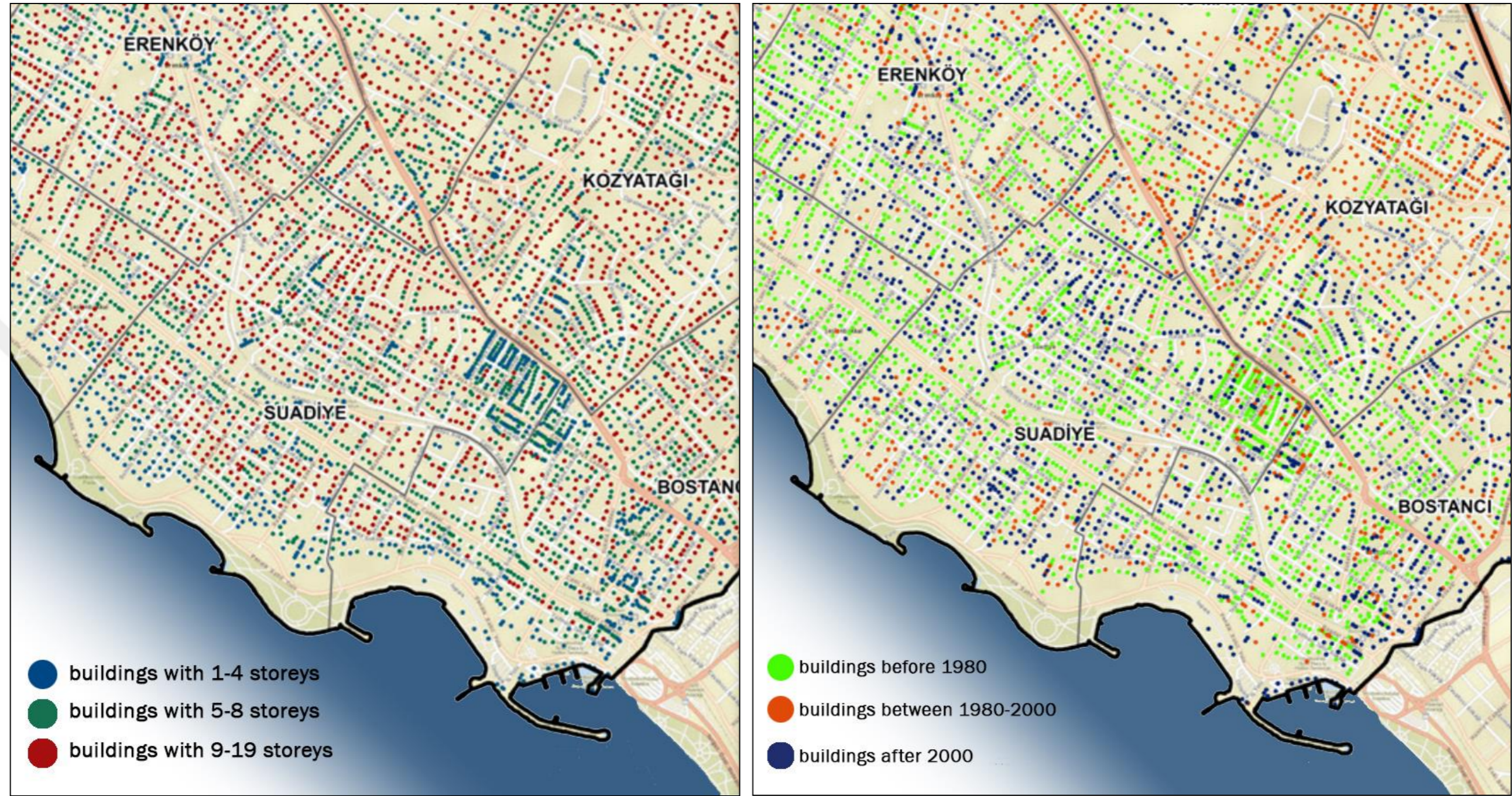


Figure F.7. Building distribution by number of floors and building age in Suadiye neighborhood [derived from 147].

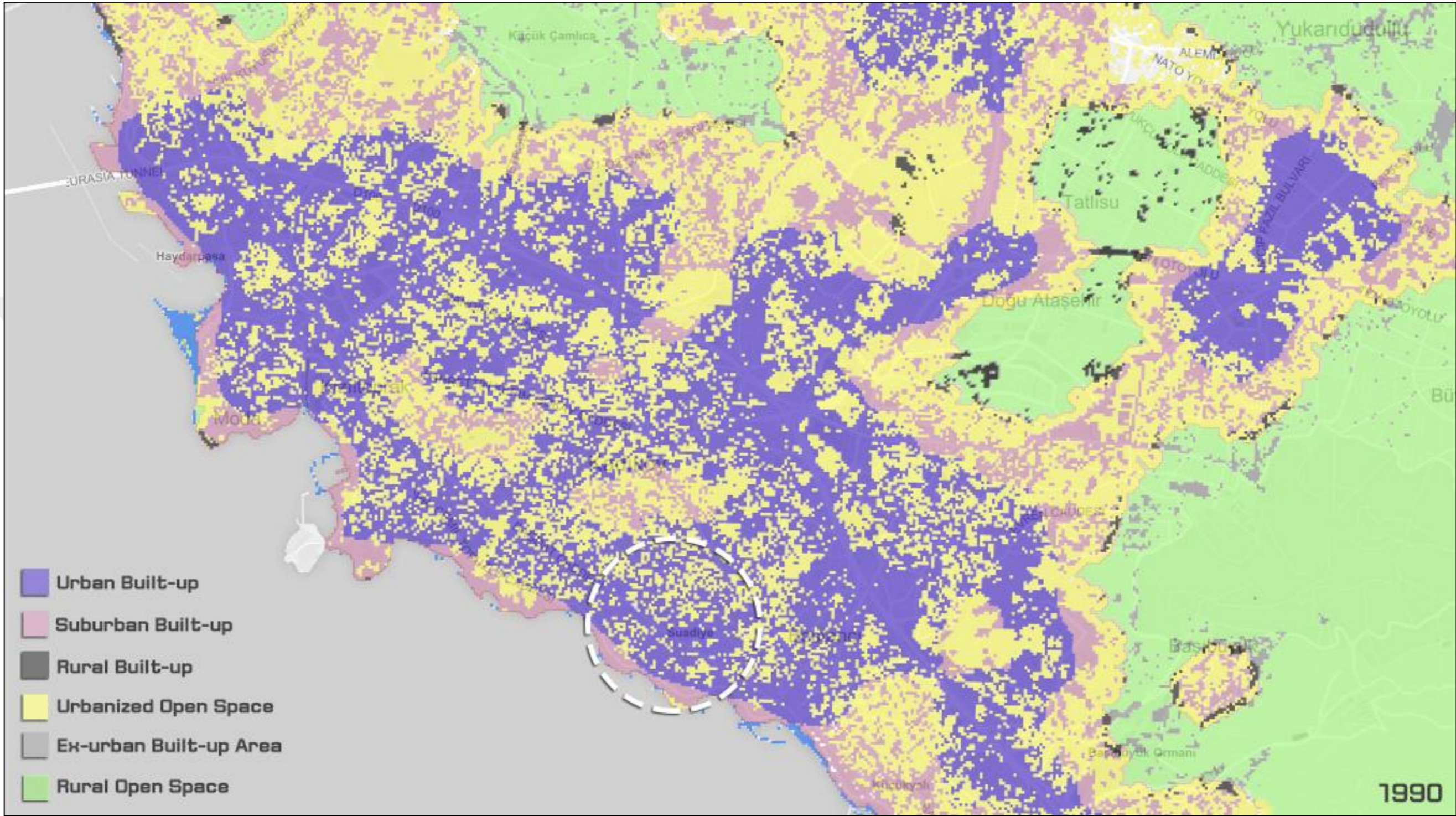


Figure F.8. Anatolian Side (representation of Suadiye) urban development map, 1990 [117].



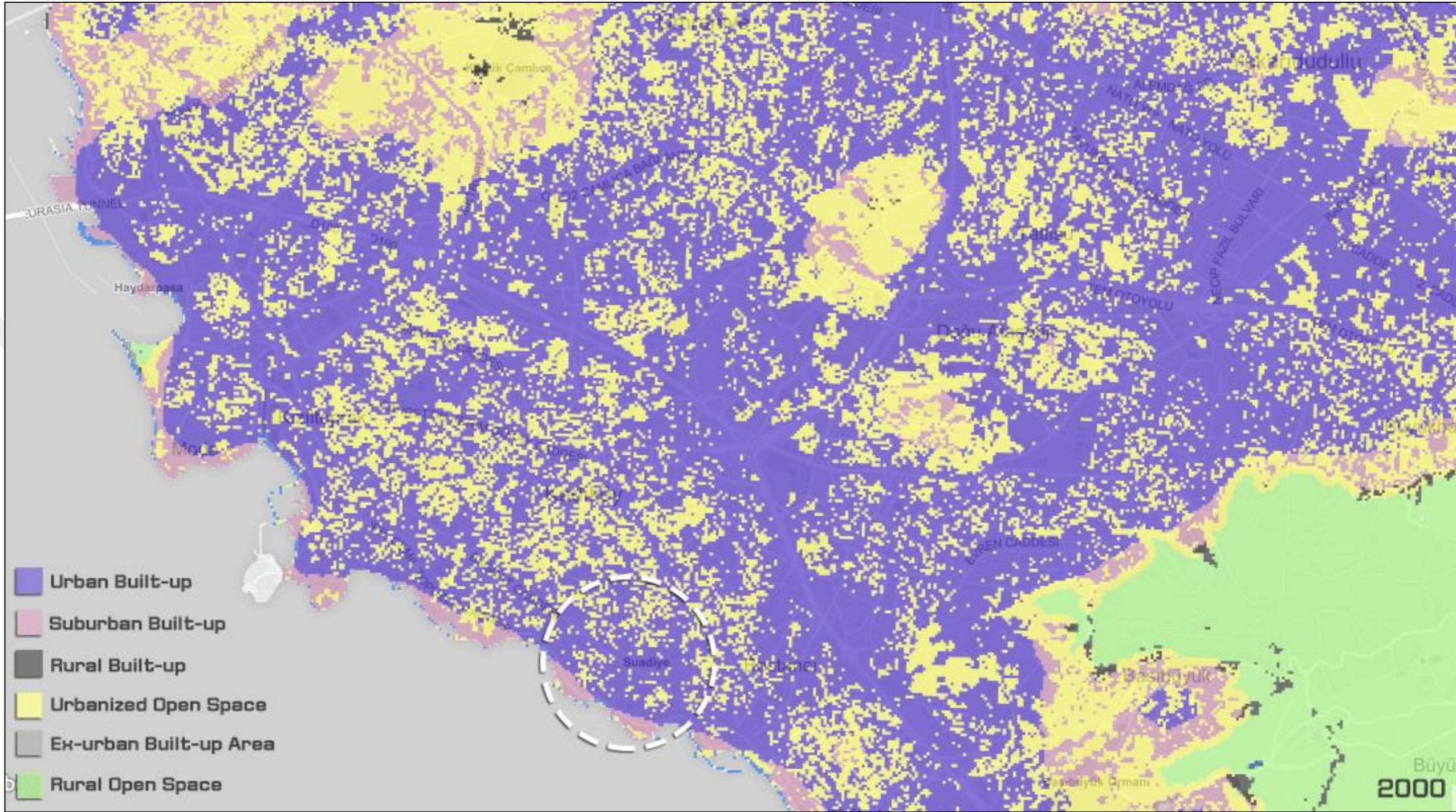


Figure F.9. Anatolian Side (representation of Suadiye) urban development map, 2000 [117].

Table F.6. Events affecting the change in residential areas in Suadiye.

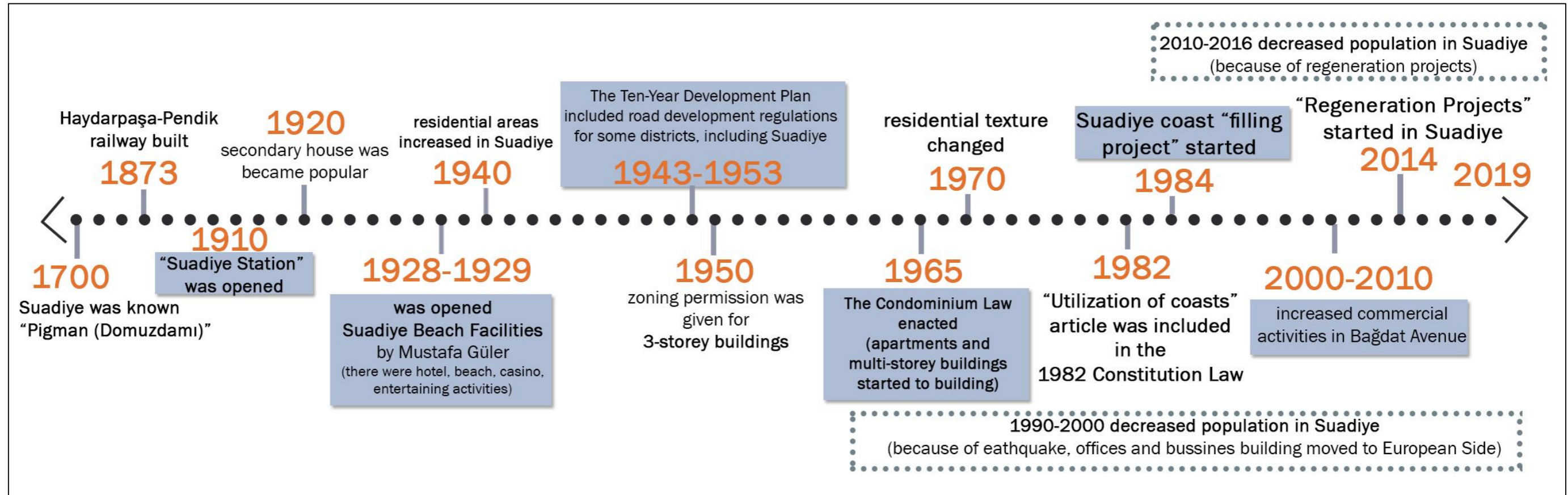


Table F.7. Correlation matrix between “Age, Education level and Is there an open living space in your current living house?” on the columns and “How would you describe the change in residential areas in Suadiye?, How would you assess the condition of your current home? and How is your residential area for its relationship with the environment?” on the rows.



Table F.8. Correlation matrix between “Age, What is your current residence type? ” and “After the change in Suadiye did your desire for open space increase?” on the column and “How would you characterize the neighborhood relationships in your region?, How would you characterize the impact of the earthquake in this region? and How would you assess the characteristics of your built environment?” on the row.

