REDEFINING / RECONSTRUCTING THE "IN – BETWEEN": AN URBAN TRANSFORMATION SCENARIO FOR THE HAYDARPASA HARBOUR, ISTANBUL

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Abstract

The increasing global economic rivalry between its core countries, which proceeded clearly during the second half of the twentieth century (Chandra, 2000), created a hard social differentiation between the rich and the poor in the society and a physical disintegration between their settlements, on the regions especially in the third world metropolises (Pfeiffer, 1994).

In this context, the third world metropolis can be described as a segmented, fragmented collage city, where its texture consists of many successions of social and spatial dualisms. These dualisms realize in the form of city in city (Ungers, 1997), in other words city in-between deployments, totally an anarchical (not-hierarchical), postmodern morphology, which is contemporarily composed by divided, disrupted, crystallized public spaces.

Istanbul as a "third world" metropolis is a dynamic open system, where complex and multiple economical, social and physical conditions are overlapped. Still the city, is a focus point of social and spatial dualisms and their genuine contradictions particularly in the last thirty years. Istanbul's geographical condition (slope topography and the physical relationship with the sea), also endures this fragmented structure.

This paper aims to analyze these social and spatial aspects, which endures fragmentation in Istanbul. The underlying reasons of these contradictions and eventual outcome of the peak and the ruined zones in Istanbul and their border districts typologies will be analyzed. This paper will also make a compared evaluation of Kadikoy-Harem Harbor (intersection of two adjacent districts in Istanbul) urban design transformation projects.regarding the creation of a sustainable urban development for the city by enabling a new productive public space in-between Uskudar ("ruined" zone) and Kadikoy ("peak" zone) in Istanbul.

INTRODUCTION: PEAK AND RUINED ZONES

In the twentieth century capitalist city, in other words in the metropolis as a permanent and independent renovated system of anarchic and archaic indicators and symbols (Lefebvre, 1973), each un-transformable system, unchangeable public and its unconvertible capitalist space or aggregation of spaces or regions should stay as "ruined" urban zones. In this context, with the concept of "ruined urban zones", it has been mentioned as either physical or social low profiled situations of being bereft of sources or inequitable, uncontrolled distributions of sources and getting slummier, which means being also defective for the worldwide challenge in the global capitalist competition.

In this sense, there are mostly two kinds of remarkable regions particularly in the third world metropolises described by the current capitalism, "ruined and peak" zones, as a common worldwide complication, which are either ignored by the capitalism or it has completely been deployed. These from-each-other isolated, polarized regions, namely islands of contradicted situations and their in-betweens', designate today's social and physical shape of the big city as a collage system of fragmental morphology framed by many typical cleavages (Andrusz, 1996). In this context, today's third world metropolis can also be described as a segmented, fragmented collage city, where its texture consists of successions of many social and spatial dualisms (Smith, 2000). These dualisms are realized in the form of city in city, in other words as city in-between deployments, totally an anarchical (not-

hierarchical), postmodern morphology, which is contemporarily composed by divided, disrupted, crystallized public spaces.

Mainly the districts of poverty (i.e.: ecologically dead regions, ancient urban structures, contaminated industrial zones such as harbors and docks and their environments) can be defined as "ruined" pieces of the metropolises. These urban pieces are produced without considering the social and physical innovations and are described as an un-affirmative spatial emptiness including the economical dilemma. Starting from the beginning of 80's according to the global economical rivalry between the world cities (Sennett, 2005) and the third world cities in progress, these places should be immediately recognized as a coherence of everlasting renovations, reconstructions, remapping of capitalist variable ordered social and physical situations, in order not to drop behind in the global competition.

At this point, since the beginning of 80's, almost all the urban transformation project's around the world main aim is to recover the "ruined" zones from the desolated passive emptiness. Include these zones into the contemporary social-economical "peak" zones, in order to increase the equality and provide permanent development for the city. This will accomplish the affiliation of the contradicted pieces into the big collage of capitalist systems and their utopic unique city.

After an examination of the urban transformation applications particularly in the third world cities, it is not hard to assert that such urban operations mentioned above have increased the fragmented collage of cultural and physical situations. The urban transformation projects have triggered the constitutions of the gated communities and their polarized islands. This condition, they have deepen the cleavages between the "peak and ruined" regions in the city.

In this sense, this paper's aim is to examine this paradoxical contemporary urban reality mentioned above, by making a comparative analysis of two different urban transformation scenarios for the Haydarpasa Harbour developed during the last decade. The Haydarpasa Harbour is located in between Uskudar district, which is recognized as a ruined zone and Kadikoy district which is a peak zone at the Asian side of Istanbul. The Haydarpasa Harbour is recognized as a ruined zone, first of all because of its contradicted situation to the current urban land and secondly it has been out-dated by its actual necessities.

The first scenario is an urban transformation project competition organized by the Istanbul municipality in 2001. The theme of the competition was integrating the two districts by renovating the harbour and its environment by increasing the public spaces in order to develop an open urban system. On the other hand, the second scenario procured by a design bid. In this process the project is called as "Haydarpasa Complex", developed and designed by abiding the terms and conditions of the contract provided by the municipality. The second scenario "Haydarpasa Complex" resulted as a mixed use gated community by creating high borders -"peak island"- for high income people with less public spaces because of the security precautions.

This paper also intends to find an answer to how to create an equal, productive and common urban public space, which enables the reconstruction of the in-between regions by integrating the "ruined and peak" zones and unification of the crystallized collage third world metropolises.
In this paper the typology of bordered situation of Istanbul as a fragmented metropolis will be described. The study area of this paper is the contradicted districts Uskudar and Kadikoy and their border; the Haydarpasa Harbour as a ruined zone will be described briefly. In this context, the two urban transformation scenario for the Haydarpasa Harbour will be analyzed comparatively based on the urban transformation planning principles for the harbours and docks in the metropolises around the world as according to the following criteria;

- providing a social and physical continuity between the city and the harbour,

- renovating the harbour, conserving the industrial traces of the monumental texture of the harbour, transforming the zone into an interactive public space (Mead, 1998),

- producing multifunctional city programs, increasing multi-layered consumers,

- solving the transportation and infrastructural problems,

- blending the sea and the city (Basatemür, 2001),

- creating a city morphology as an open structure,

- maximizing the productive, equal and common public spaces,

- planning a sustainable, flexible urban development (Kocabas, 2003),

- designing a contemporary architecture of high quality,

- encouraging and creating a new habitation policy,

- increasing of green areas, constituting new landscape strategies,

In the conclusion, this paper makes suggestions about the basic principles of developing urban transformation strategies regarding the public space.

ANALYSIS OF THE HAYDARPASA HARBOUR, ISTANBUL

Istanbul's characteristic aspects such as geographical, social, cultural, linguistic, religious and political patterns and also in-depth all civilization structures triggered the dualisms of "ruined and peak" zones. This dualism exhibits similarities with other peripheral metropolises such as Rio de Janeiro, Cairo, Bombay, and Hong Kong. Nevertheless, as the seat of imperial power and as a port city for transitional trade, the city did not go through major infrastructural and institutional transformations all this time to accommodate modern urban patterns similar to European "world" cities, such as Paris and London.

Istanbul's geographical condition (steep slope topography and the physical relation to the sea), endures the fragmented structure. All these aspects create ruptured crystallized public spaces consisting of many cleavages, islands of rich and poor settlements and the natural and artificial borders of between, where serious problematic, antagonist, unequal, unproductive encounters are experimented by the 'same' and 'the other'.

Istanbul, as a temporary and/or permanent collage of ambiences of socially dense accumulations and deserted spaces describe the composition of physically disintegrated regions and the cleavages – in other words borders in-betweens. The borders can be natural (sea, slope topography) and artificial (highways, physical barricades such as walls around gated communities). This city is split off in terms of topography, spatial and spatial usages, morphology, demography and semantics.

Contextually, typological qualification of peak /ruined zones and their in-betweens in Istanbul for the core, periphery and close environments are as follows;

- general:

A – Peak / ruined zones: Residential districts along the coast – near the Bosporus and the Marmara sea in Asian and European side (**peak zones**, high income people) / Residential districts along the highways parallel to the sea (**ruined zones**, districts of poverty/low income):

Differentiation context: social (cultural and economic)
In-Between: highways (artificial border)

B – **Peak / ruined zones:** Periphery of the European side (peak zones) / Periphery of the Asian side (ruined zones)
Differentiation context: multifunctional, cosmopolite / mono-function, mono-demographic
In-Between: Bosporus strait (natural border)

- local:

C – Peak / ruined zones: Tepebasi District (peak zone) / Kasimpasa District (ruined zone)
   Differentiation Context: economy, demographic changes (cosmopolite– mono-demographic)
   In-Between: slopy topography (natural border)
   Locality: core (European side)

D- Peak / ruined zones: Taksim (peak zone) / Tarlabasi District (ruined zone)
   Differentiation Context: economy, low income – elite profiled population, emptiness / density
   In-Between: boulevard (artificial border)
   Locality: core (European side)

E- Peak / ruined zones: Galata District (peak zone) / Historical Peninsula (ruined zone)
   Differentiation Context: condemned historical city / actual usage, population differences in day and night / density
   In-Between: Golden Horn (natural border)
   Locality: core (European side)

F- Peak / ruined zones: Laleli District (peak zone) / Fatih (ruined zone)
   Differentiation Context: economy, social – culture, cosmopolitan / mono-demographic
   In-Between: boulevard (artificial border)
   Locality: core (European side)

G- Peak / ruined zones: Levent District (peak zone) / Gultepe District (ruined zone)
   Differentiation Context: economy
   In-Between: boulevard (artificial border)
   Locality: old periphery – new core (European side)

H- Peak / ruined zones: Kadikoy District (peak zone) / Uskudar District (ruined zone)
   Differentiation Context: economy, social – culture:

Table 1: Comparison table of Kadikoy and Uskudar districts

Kadikoy	Uskudar
Socio-cultural	
• modern	• Traditional
• early modern settlements of Turkish Republic	• Symbol of Ottoman Empire settlement
• secularist	• Islamic
• early settlements of religious minorities	• mono – Islamic demography
• innovative bourgeois	• conservative provincial
Physical	
• flat topography	• steep topography
• no monumentality	• monumental historical buildings
• grid	• organic morphology

In-Between: The Haydarpasa Harbour, cemetery, military quarter and Marmara University buildings
Locality: core of the Asian side, periphery of the city

The Haydarpasa Harbour was established in 1903, after the railroad construction between Haydarpasa Station and Izmit city in 1871 (Alpay, 2001).The harbour continued developing between 1953 – 1990, with its monumental cranes, it was reached to a cargo capacity of 5 tones per year. It is converted to a typical character of the third generation harbours in terms of its relations to the highways and railways, infrastructural and technical cargo efficiency, occupies on an area of approximately 1.3km2 and spread along the 600m coastline between Kadikoy and Uskudar districts.

Figure 1: The Haydarpasa Harbour

Actually as a restricted area for the public, the harbour defines a city in city, an isolated space in the core of the city, which obstructs the social and physical continuity of the urban morphology and triggering the schizophrenic collage of the city by bordering two regions Kadikoy and Uskudar districts on the Asian side. It is stated in the master plan (1/50 000 scale) that the port region is outdated infrastructure and should be moved to the periphery of Istanbul (Competition Contract, 2001).

URBAN TRANSFORMATION SCENARIOS

3.1. First Scenario: The Urban Design Competition

The design competition was held by Istanbul Metropolitan Municipality in 2001. The aim of the urban design competition was an integration scenario for Kadikoy and Uskudar districts by designating the renovation and re-use principles of the Haydarpasa Harbour and the urban transformations of its environment along the coast.

According to the contract (2001), particularly the surroundings of the Haydarpasa Station, Uskudar – Kadikoy coast and the Kadıkoy square are also the focal points where the public spaces are functionally and aesthetically corrupted in terms of the augmentations of the demographical density.
In this sense, the expectations of the jury from the competitors were;

- to develop a design overlapping with the macro scaled city plans,
- integration of two conflicted regions and their surroundings,
- designing the coastline between Kadikoy – Uskudar and the Haydarpasa harbour in aggregation according to the coast planning decisions for the Asian side,
- superposition of the infrastructures to the macro scaled urban plans,
- renovation and identification of the Kadikoy square,
- bringing out the historical and multicultural identity of the design area,
- encouraging fine art activities in public space,
- synchronization of urban transformation scenarios to the macro scale urban plans (Competition Contract, 2001).

The jury awarded projects, which had the compatibility between the macro and micro scale plans, integrated the regions, provide precision about the cultural urban texture and considered the historical morphology as a reference to the design principles, including the vernacular identity, flexibility and applicability, which considered the sea and rail transportations and their integration (Competition Contract, 2001).

However, the awarded projects can be criticized on over scale open space which causes disintegration with meaningless green areas on man-made soil. Designers had not considered the topographical references. Most of them suggested private zones such as marina for the part of the coast, fragmental introverted spaces without any integration strategies between themselves. Therefore it is impossible to speak of a physical or social integration between two conflicted "peak and ruined" zones Kadikoy and Uskudar and it is also useless to dream of a multifunctional proposition on urban transformation for the Haydarpasa harbour. None of the awarded projects were realized at the end of the competition.
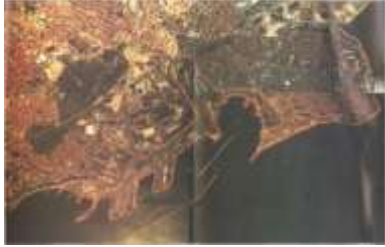
Figure 2: The Competition Zone

Figure 3: First Awarded Project

3.2. Second Scenario: The Haydarpasa Complex

According to the 1/100.000 scale master plan for Istanbul in this context the Istanbul Municipality decided to obtain a new urban design project by a bidding process by the support of Turkish government. The design area was about 1.3million square meters including the Haydarpasa harbour (all facilities and RO_RO area), Harem Bus Terminal, and the Harem train station. The principal aim of the urban design project was to produce and alternative a tourism area at the Asian side of the city. The urban design project included a multifunctional renovation program and the project is named as "Haydarpasa Complex". It is designed by the architect Sefik Birkiye where his office "Atelier D'art Urbain" located in Brussels. The Haydarpasa Complex project contains yacht club with its marina, a convention center, a sports center, a museum, accommodation facilities such as luxury hotels and residences, a commercial and shopping center, a hospital and rehabilitation center and recreational areas. The design project considers the silhouette Bosporus by conserving the historical monuments such as Haydarpasa Train Station (Contract II, 2009). Nevertheless the "Haydarpasa Complex" urban design project has been criticized by the Turkish Chamber of Architects, academicians, some of the architects who participated the previous urban design competition (first scenario) for this region. Furthermore, the Preservation Council rejected the project due to the following reasons:

- The procurement process and the design project were not delivered transparently. The project developed without the public consensus and knowledge. Academics, NGO's input were not considered throughout the design process,

- Architectural competitions provide more democratic competitive process from macro to micro scale in urban design projects for such critical urban lands such as in this case. Competition's relatively amateur side considers the public benefit more compare to other delivery methods,

- The proposed project create no relation to the existing urban texture such as cemetery, university buildings, monumental industrial objects, erases all the urban traces of the harbour and the train station, ignores the typical urban preservation, and finally imposes capitalist outdated urban principles,

- The proposed project ignores the existing greenery, damages monumental trees and proposes a landscape which is not related to the landscape contract signed by the Turkish government in Florence, Italy in 2000,

- The proposed project considerably reduces public space and increases the private zones by creating gated communities. This condition would certainly trigger the polarization between peak and ruined zones, deconstructs the social and physical urban integration and the equalities by constituting the "gentrification models" on the area,

- The proposed project also disturbs the ecological content of the Marmara sea by increasing the capacity of marina,

- Finally the project neither proposes an architectural idea within the contemporary modern architecture nor vernacular architecture.

In this context, when the two different terminated urban transformation scenarios for the Haydarpasa harbour are comparatively analyzed and critically overviewed in relation to the urban transformation planning principles for the harbours and docks in the metropolises around the world; the remarkable results are as follows;

Figure 4: The Haydarpasa Complex Project

Table 2: Comparison of Both Projects.

	First Scenario: Urban Design Competition	Second Scenario: Haydarpasa Complex
• providing a social and physical continuity between the city and the harbour	-	-
• renovating the harbour, conserving the industrial traces of the monumental texture of the harbour, transforming the zone into an interactive public space	-	-
• producing multifunctional city programs, increasing multi-layered consumers	+	-/+
• solving the transportation and infrastructural problems	-/+	-/+
• blending the sea and the city	-/+	-
• creating a city morphology as an open structure	-/+	-
• maximizing the productive, equal and common public spaces	-/+	-
• planning a sustainable, flexible urban development	-/+	-
• designing a contemporary architecture of high quality	-	-
• encouraging and creating a	-	-

	new habitation policy		
•	increasing of green areas, constituting new landscape strategies	-/+	-/+

CONCLUSION: TRANSFORMATION OF PUBLIC SPACE

Today's world cities have varieties of expectations from the urban transformation design projects with regard to the authenticities and identities of the places (Dal Cin, 2001). However, the main principles based on relationships between the social conditions and the physical urban morphology is as follows;

- examination of the social, cultural, economical, and physical individuality under the consideration of vernacular identity of the place,

- awareness of the vision of the city, developing new perspectives for the region and the city, triggering the urban developments,

- increasing the environmental quality and the social equality,

- ability to generate integrated planning with ecological sustainability,

- to take into consideration of the human rights and basic necessities,

- to create innovative design approaches,

- awareness of the context of time and space,

- to take into consideration of applicability and new methods,

- ability to benefit from the local social and physical potentials,

- ability to create transparent procurement and production process by innovative collaborations with different organizations,

- designing an own-capitalist project (Garde, 2004),

- to consider accessible, transparent, equal, collective and productive public space especially in the third world cities.

These principles constitute a compact city shape without the polarizations of the peak and provide equality on social and physical levels.

Istanbul has missed two chances to unify the two conflicted districts, Kadikoy and Uskudar on the Asian side during the last decay. As an actual result, the collage (de-) construction of conflicted fragmental zones generally in Istanbul is more visible, the peak but especially the ruined zones are increasing obviously, borders in-between are getting deeper and the social tension based on economical and cultural, ethnical and religious differentiations between the two nations of peak and ruined lands are growing continuously; and the future of the Kadikoy harbour is highly ambiguous. Especially the Haydarpasa Complex Project has been composed to trigger the transformation of the existing population between on the bordered area and to give rise to a gentrification by constituting new gated communities and their introverted spaces which seems to be the results of the Istanbul municipalitie's and the Turkish Government politics composed not only for Haydarpasa Harbour but also for Sulukule, Tarlabaşı, Fener Balat, Cihangir regions or Haliç docklands.

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