ISTANBUL TECHNICAL UNIVERSITY ★ GRADUATE SCHOOL OF SCIENCE ENGINEERING AND TECHNOLOGY

REHABILITATION OF THE HISTORICAL FABRIC; A PROPOSAL FOR EMEKYEMEZ (AZAP KAPI) NEIGHBORHOOD

M.A. THESIS

Aysan BEIDAGHDARSHOTORBAN

Department of Architecture

Restoration M.A. Programme

FEBRUARY 2020

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Thesis Advisor: Prof. Dr. Kemal Kutgün EYÜPGİLLER

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İSTANBUL TEKNİK ÜNİVERSİTESİ ★ FEN BİLİMLER ENSTİTÜSÜ

TARİHİ SİT ALANINDA REHABİLİTASYON KORUMAÖNERİSİ; EMEKYEMEZ (AZAP KAPI) MAHALLESİ

YÜKSEK LİSANS TEZİ

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Aysan BEIDAGHDARSHOTORBAN, a M.Sc. student of Institute of Science and Technology student ID 502161201, successfully defended the thesis/dissertation entitled “Rehabilitation of The Historical Fabric; A Proposal for Emekyemez (Azap Kapi) Neighborhood”, which she prepared after fulfilling the requirements specified in the associated legislations, before the jury whose signatures are below.

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Date of Submission : 20 September 2019
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To My Parents,

FOREWORD

Firstly, I would like to express my deepest gratitude to my supervisor Prof. Dr. Kemal Kutgün Eyüpgiller for his continuous support, constructive criticism, and immense knowledge. His guidance has helped me throughout the research and writing process of this thesis, and it has been a great pleasure to work with him.

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February 2020 Aysan BEIDAGHDARSHOTORBAN

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ABBREVIATIONS

CIVVIH **:** The International Committee on Historic Towns and Villages

H. **:** Date according to Hijri calendar

ICOMOS **:** International Council on Monuments and Sites (Uluslararası Anıtlar Ve Sitler Konseyi)

IRE **:** Istanbul Research Institute

OA **:** Ottoman Archives

UNESCO **:** United Nations Educational, Scientific and Cultural Organization (Birleşmiş Milletler Eğitim, Bilim ve Kültür Örgütü)

VGM **:**Vakıflar Genel Müdürlüğü (General Directorate For Foundations)

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REHABILITATION OF THE HISTORICAL FABRIC; A PROPOSAL FOR EMEKYEMEZ (AZAP KAPI) NEIGHBORHOOD

SUMMARY

After World War I, a large number of historical cities of Europe and the Mediterranean and their striking cultural landscapes were severely damaged. The structure of the cities that cause many transformations over the past decades start to change after World War II.

While in the twentieth century the cities of Europe were restored, restoration projects in the Middle East and northern Africa never reached the scope of Europe. Many European historical districts, despite restoration and renovation projects, suffered from various kinds of problems and lost their identity.

Within the area of the thesis study, the integrity of the structures belonging to the Ottoman period, which have survived to the present day, has not been preserved and the principles of conservation of this region have been ignored in the development processes. For this reason, this can be seen incompatibility and culturally weak construction in newly constructed buildings.

The administrative neighborhood of Emekyemez is one of these types of areas. It is located in the European part of the Istanbul and northern part of the historical peninsula. The north shore along the Golden Horn (*Haliç*) from Karakoy, Persembe Pazarı until Atatürk Bridge is officially named as Emekyemez Neighborhood. Galata Tower and Walls have survived since the Byzantine period. Fortunately, there are some historical structures as complex from the Ottoman era that survived and provide details about these periods; however, in recent years, it lost their identity and historical value. In this district, Sokullu Mehmet Pasha Mosque, Saliha Sultan Public Fountain, and Yesildirek Bath are the main part of this complex that have been preserved. The buildings around them were residential until the republic period; nevertheless, there is no settlement in this area as before.

The informal name for this neighborhood is Azapkapı. It is the name of the first gate of Galata Walls. Azapkapı's name is used on other historical buildings as the second name as well.

In this thesis, after the field research is done on the neighborhood, it is assumed that the current situation of the Galata Walls along with historical wooden buildings are in risky condition. Since the industrial and commercial usage of the buildings started to develop from Persembe Pazari, it persists until Atatürk Bridge resulting in a major transformation in this area. This transformation affected adversely the Emekyemez Neighborhood. Most of the owners of the historical buildings start to demolish historical structures and build multistory apartments instead. Automatically the uses of the residential area shifted to commercial. In recent years, the area became unsafe at night, leading its residents start to immigrate to other neighborhoods of Istanbul.

This research consists of six chapters. The first chapter focuses on general issues, as introduction, purpose of thesis, literature Review and hypothesis; after giving a brief overview in the first chapter, the second chapter discusses the history and background of the area. In this chapter all the historical building regardless of whether they survived are mentioned. The third chapter; first goes over the historical maps over the course of time to explain the changes in the area. Furthermore, this chapter includes an analysis of the current situation of the Emekyemez Neighborhood. By analyzing 12 analyses of the area and the photographs of them it is trying to focus on the current situation. After the historical and current situation analysis was prepared, the arrangements of the rules and the adoption of the design principle were implemented in chapter four and five. The fourth chapter; discusses international conventions and treaties (restoration principles, etc.), and the practices of urban and foreign reconstruction of Turkey. In the fifth chapter, a restoration plan is developed and designed as a master plan as well. Finally, the conclusion of the thesis will describe the standards of a historical site (Emekyemez Neighborhood) that are the consequence of all analyses made in the thesis. The purpose of this research is to develop design methods for historical neighborhoods, promote renovation, and make residents the main factor for the restoration of the neighborhood. This research aims to encourage residents' participation in conserving the historic Emekyemez neighborhood. This neighborhood is in a historical region in the central part of Istanbul and is surrounded by the remains of Galata's City Walls. It includes many sites and buildings that are important for the heritage of Turkey. Moreover, developing renovation criterion and engineering services in the restoration and management of a comprehensive urban regeneration will be more effective than restoring monuments individually. This research is a type of practical experiment, which uses theoretical studies and critiques

of international experiences, library research, fieldwork, international documents, national regenerations, and policies of management institutions. Furthermore, it is intended to be considered an alternative infill and regeneration projects of a historical site. This work was supported by Research Fund of the Istanbul Technical University. Project Number is: MYL-2018-41460.

TARİHİ SIT ALANINDA REHABİLİTASYON ÖNERİSİ; EMEKYEMEZ (AZAP KAPI) MAHALLESİ

ÖZET

I.Dünya Savaşı'ndan sonra, çok sayıda tarihi Avrupa ve Akdeniz şehri ve kültürel mirası ciddi şekilde hasar görmüştür. Geçtiğimiz yıllar boyunca şehirlerin yapısı birçok değişime uğramıştır, bu dönüşüm süreçleri II. Dünya Savaşı'ndan sonra başlamıştır.

20. yüzyılda şehirler restore edilirken; Orta Doğu ve Kuzey Afrika'daki restorasyon projeleri, Avrupa ülkelerinde gerçekleştirilen projelerin niteliklerine ulaşamamıştır. Birçok tarihi Avrupa bölgesi, restorasyon ve yenileme projeleri çabalarına rağmen karşılaşılan çeşitli problemlerden dolayı kimliklerini kaybetmişlerdir.

Tez çalışması kapsamında ele alınan bölge özelinde, günümüze ulaşmış Osmanlı dönemine ait yapıların bütünlüğü korunamamış ve bu bölgenin gelişim süreçlerinde koruma ilkeleri göz ardı edilmiştir. Bu sebeple yeni inşa edilen binalarda, uyumsuzluğu ve kültürel olarak zayıf olan yapılaşmayı açıkça görebilmekteyiz.

Emekyemez Mahallesi, İstanbul'un Avrupa yakasında ve tarihi yarımadanın kuzey kısmında yer almaktadır. Perşembe Pazarı'ndan Atatürk Köprüsü'ne kadar Haliç boyunca uzanan kuzey kıyısı Emekyemez Mahallesi olarak adlandırılmaktadır. Ancak bu mahallede Azapkapının bulunması, bölgenin gayri resmi ve halk arasında bilinen Azapkapı Mahallesi olarak da adlandırılmasına sebep olmuştur. Galata Kulesi ve Surlarının bazı kısımları Bizans döneminden beri ayakta kalmıştır. Osmanlı döneminde yapılan külliye, bir çok tarihi yapıyı içermektedir. Bu yapılar dönemine ait mimari özellikleri ve detayları günümüze aktarmaktadır. Ancak bazı yapılar, yıllar içerisinde çok farkli sebeplerden dolayı çeşitli müdahelelere maruz kalmıştırlar. Bu sebeplerden ötürü tarihi kimlikleri ve değerlerini kaybetmişlerdir. Tezin çalışma sınırları içerisinde konumlanan; Sokullu Mehmet Paşa Cami, Saliha Sultan Sebili ve Çeşmesi ve Yeşildirek Hamamı bu külliyenin önemli ve korunmuş yapılarıdır. Bu binaların çevresindeki yapılar cumhuriyet dönemine kadar konut olarak kullanılmaktaydı, fakat günümüzde Emekyemez Mahallesi ticaret merkezi olarak kullanıldığı için artık konut işlevini kaybetmiştir.

Tez çalışması sürecinde alanın saha araştırması yapıldıktan sonra, Galata Surlarının mevcut durumunun ve tarihi ahşap binaların riskli olduğu tesbit edilmiştir. Zaman içerisinde binaların endüstriyel ve ticari kullanımı, Perşembe Pazarı'nın da gelişmesiyle günümüze gelindiğinde, Atatürk Köprüsü'ne kadar ulaşmıştır ve Emekyemez Mahallesinde önemli bir dönüşüme sebep olmuştur. Bu dönüşümün Emekyemez Mahallesi'ni olumsuz etkilediği düşünülmektedir. Tarihi değer taşıyan binalar tescilli olmalarına rağmen, bu binaların sahipleri çoğu yapıları yıkıp, yıkılan yapıların yerine çok katlı daireler inşa etmişlerdir. Bu süreçte mahallenin işlevi tamamen değişmiş; konut işlevi yerini ticari işleve bırakmıştır. Bu durum son yıllarda bölgenin geç saatlerde güvensiz hale gelmesine sebep olmuş ve mahalle sakinleri İstanbul'un diğer bölgelerine göç etmeye başlamıştır.

Bu araştırma altı bölümden oluşmaktadır. İlk bölüm; giriş, çalışmanın amacı, kapsamı ve çalışmanın yöntemi olarak anlatılmıştır. İkinci bölüm; genel olarak tez çalışması sınırlarını, Galata Kulesi ve Surları, Emekyemez Mahhalesi ve önemli kültürel yapıların tarihsel araştırmalarını kapsamaktadır. Bu bölümde günümüze ulaşan veya ulaşmayan tarihi yapılardan bahsedilmektedir. Üçüncü bölüm; bölgedeki değişiklikleri açıklamak üzere, tarihi haritaların incelenmesi ve çakıştırılmasıyla bu dönüşümün vurgulanması konusunda detaylandırılmıştır. Ayrıca bu bölüm Emekyemez Mahallesi'nin mevcut durumunun analizlerini de içermektedir. Alanın 12 analizini ve fotoğraflarını analiz edilerek mevcut duruma odaklanmaya çalışılmıştır. Tarihsel ve güncel durum analizi hazırlandıktan sonra kuralların düzenlenmesi ve tasarım prensiplerinin oluşturulması dördüncü ve beşinci bölümde yapılmıştır. Dördüncü bölümde; SWOT alanizi yapılmıştır. Bu analizde alanın güçlü ve zayıf yanları, fırsatlar ve tehditleri üzerine çalışılmıştır. Beşinci bölümde; yapılan analizlerden sonra uygun sentez planı geliştirilmiş ve daha sonra restorasyon öneri planı hazırlanmıştır. Son olarak tezin sonuç bölümü, tezde yapılan tüm analizlerin sonucu olan tarihi bir alanın (Emekyemez Mahallesi) standartlarını tanımlamıştır.

Bu araştırmanın amacı tarihi mahalleler için tasarım yöntemleri geliştirmek, bu yöntemlere uyarak yenilemeyi teşvik etmektir. Mahalle sakinlerini mahallenin yenilenmesi ve rehabilitasyonu için ana faktör haline getirmektir. Bu araştırma, mahalle sakinlerinin tarihi Emekyemez mahallesini korumaya katılmalarını teşvik etmeyi amaçlamaktadır. Ayrıca kapsamlı bir kentsel dönüşümün restorasyonu ve yönetiminde yenileme kriterleri ve mühendislik çalışmaları geliştirilmesinin, anıtların

tek tek restore edilmesinden daha etkili olacağı düşünülmektedir. Bu araştırma; teorik çalışmalar, literatür çalışması, saha çalışması, uluslararası belgelerin araştırılması süreçleriyle gelişen bir proje önerisidir.

Bu çalışma İstanbul Teknik Üniversitesi Bilimsel Araştırma Projeleri Koordinasyon Birimince desteklenmiştir. Proje Numarası: MYL-2018-41460 dır.

1. INTRODUCTION

In the past, the historical context of buildings constructed over different periods of the time was in harmony and unity, on the other hand in more recent times they have become more disorderly and have a weaker cultural background. Interventions and neglect of urban management are visible throughout the historical fabric of cities; however, modernization was not controlled and the efforts of residents, with the absence of experts, have not been very successful. One of the ways to explore these kinds of issues is by analyzing regenerated neighborhoods and public spaces, thus it will be possible to obtain restoration rules within historical boundaries. In addition, exploring these issues can lead to launching a conservation management plan that could restore and renew the physical identity as well.

In Turkey, the concepts of conservation and development were seen as separate processes for many years. The past and progress were seen as conflicting issues as the concepts and practices of conservation were not sufficiently considered and legal regulations were not applied as required. Thus, the risk of historical richness and loss of diversity of the multi-layered district began to increase, or these settlements started to be abandoned as they became problematic areas that were unable to respond needs of residents (Belge, 2004).

Emekyemez, a neighborhood on the European side of Istanbul, Turkey, has shared the experience faced by many cities and neighborhoods around the world in terms of development and loss of heritage. There are many historical buildings in this neighborhood belonging to the late Byzantine and Ottoman Periods. As it was first known in 14th century and has physical remains of different civilization and periods, Emekyemez is one of the multi-layered settlements in Istanbul that is no longer inhabited and has lost its identity.

Although in recent years, increasing consciousness about the importance of conservation and historical sites in the field of urban planning attempt to address this topic in a way that deals with contemporary issues and its needs within the context preserving the existing historical sites.

1.1 Purpose of Thesis

The aim of the thesis is to propose a reliable solution for ruined facade of Galata City Walls, Emekyemez Neighborhood, and Arap Mosque within the historical context of Istanbul. Due to the multistory buildings constructed in this neighborhood, the historical aspect of the area has been obscured. The restoration and preservation of the historical buildings in this neighborhood are arranged, nevertheless, it is not sufficient for transforming the unsafe side of the area to habitable city life. For instance, the functions of the buildings have changed from residential to ateliers and industrial uses. All the buildings are active in day and weekdays, but at night and weekends, all the area is not safe due to the lack of light and irregularities. By the time passes, the listed buildings will be adversely affected due to the lack of awareness of residents of the area.

1.2 Literature Review

To achieve the master plan, various visual data and written documents (such as thesis, photographs, and data from laser scans, sketches, and historical sources) are used in this process.

In the documentation section, the books which were important sources of information were Müller-Wiener “The topography of Istanbul” and Semavi Eyice “Galata and Its Tower”.

Furthermore, the thesis such as “Urban Palimpsest at Galata & An Architectural Inventory Study for The Genoese Colonial Territories in Asia Minor” written by H. Sercan Sağlam which was very helpful were the development of the Galata was widely describe and detailed in very useful sources.

1.3 Hypothesis

The Galata City Walls were built by Genoese in the 14th and 15th centuries. The location is the site of many monumental heritage assets, such as Sokullu Mehmet Pasha Mosque, Saliha Sultan Fountain, Yesildirek Bath, Arap Mosque, and the Golden Horn (*Haliç*) Shipyard. All these monumental buildings were subjects of several studies, but there has never been a global master plan to preserve and discuss the historical

importance of this neighborhood. The main problem that leads to this research and requires a master plan Is that it seriously damaged the historical texture of the area.

The location of the area and the working space are analyzed in detail in 11 sections: plot analysis, spatial analysis, environmental analysis, legal status analysis, chronological analysis, entrances analysis, number of floors analysis, land use analysis, ownership status analysis, evaluation of cultural properties analysis, structural condition analysis, construction system material analysis, usage of building stock analysis, and traffic analysis.

In addition to these issues, the primary aim of this case study is to analyze the consequences of the historical and geographical characteristics status of the buildings in the neighborhood.

From the past to the present, Istanbul's panorama was one of the most famous aspects of the city for its visitors and well known for its steep hills. For instance, this area has the potential for a panoramic view of Süleymaniye Mosque and the historical peninsula.

Suitable charters with the fields' problems are detected and analyzed due to valuable conservation, regeneration and rehabilitation aspects of the area. The result of this study is intended to be considered as one of the alternative infill and regeneration projects of a historical site. Finally, this study proposes a master plan considering aspects and appropriate spectrum of the city's historical and modern appearance.

This work was supported by Research Fund of the Istanbul Technical University. Project Number is: MYL-2018-41460.

2. HISTORICAL RESEARCH OF THE AREA AND THE MONUMENTAL BUILDINGS

2.1 Galata

Galata is one of the northern districts of the European side of Istanbul, which is located outside the historical peninsula and on the northern side of the Golden Horn.

Galata (Pera) in Constantinople, now Istanbul, was one of the most prominent colonial possessions of the Genoese, which had Byzantine, Genoese and Ottoman/ Turkish periods, respectively.

Across from Byzantium, Galata to the north of the Golden Horn first appeared in the sources as Sykai, Sycae, Sykudis or Sykaena, which in Greek means "figs" (Arseven, 1989; Eyice, 1969). It has been argued after later historical sources that Galata Walls were built for the first time during the reign of Constantine I (324-337) but contemporary accounts indicate that they were built sometime during the 4th-5th centuries and then restored by Justinian I in the early 6th century (Hurbanič, 2015-Mango, 2009). In any case, there is little evidence for walls at this period. When Constantine was founding Constantinople as his new capital, Galata was a small village.

2.2 Galata City Walls

The walls and tower of Galata are the most significant structures from the Byzantine period in this area, which are remains from when the Genoese controlled Galata. Galata Tower and Walls have been recorded in various documents of Istanbul from different periods (Figure 2.1).

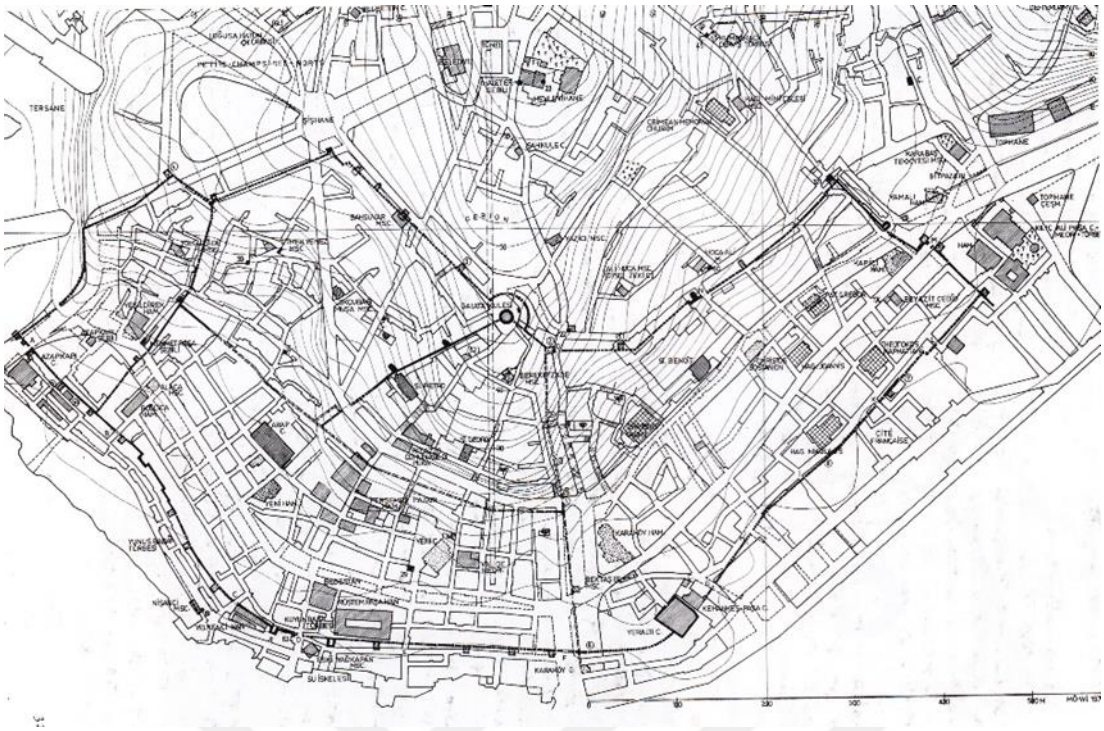

Figure 2.1 : Galata- Pera on Mediaeval Period (Müller-Wiener, 2001).

Before the reign of the Justinian I (527-565) Galata was surrounded with a wall (Sağlam, 2018). The Arabs laid a siege to Constantinople in 717-718, where Kastellion was used. The Genoese is arrived at Galata in 1267 (Sağlam, 2018). However, land walls were damaged by a fire in 1315 and then rebuilt (Müller-Wiener, 2001). According to a byzantine historian Nikephoros Gregoros describe that how the Genoese had enclosed their quarter inside the walls and he also describe their cleverness in doing so. First the Genoese got the permission to dig a ditch then the height of the buildings was let free. After the second permission they constructed high strong buildings at regular intervals. In a short time, they took the advantage of the crises that were going on the Byzantine Empire and fortified their colony of Peyre by joining these castle-like houses with walls. It was done so quickly that the Byzantines could not show any serious reaction and so the first walls were built (Eyice, 1969).

The first city boundaries were created in 1303. Emperor Andronikos II allowed this area to be surrounded by moats. It is stated that the Genoese should remain a certain distance from the Galata Fortress and the chain (Millas, 2006).

The walls were built with rusticated stone between the rectangular towers spaced 40-60 m. apart. In addition, the walls were reinforced on the exterior side by towers and were supported by buttresses covered with arches on the interior side. The width of the moat in front of the city walls was 15 m. (Müller-Wiener, 2001).

In the 14th century, while the Byzantine Emperor John VI Kantakouzenos was not in the city, the Genoese were able to take advantage of the situation 1348-1349 on the hill of the north part of the city, building a tower connected to the other fortifications from two sides of the tower. This tower is Galata Tower (Christea Turris, Tower of Christ) (Eyice, 1969) (Figure 2.2, Figure 2,4).

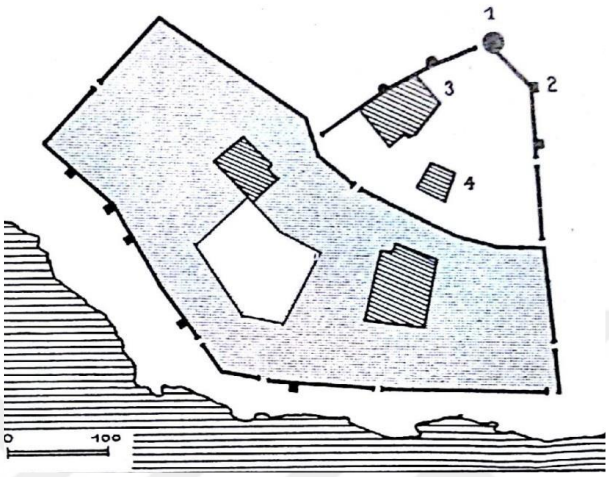

Figure 2.2 : Galata in the year of 1349 (Sauvaget, 1934).

To honor the emperor, who was officially ruler of Galata, a coat of arms was placed, as a “tetragrammatre cross” which represented the imperial palaioliogr family, dynasty (Sağlam, 2018) (Figure 2.3).

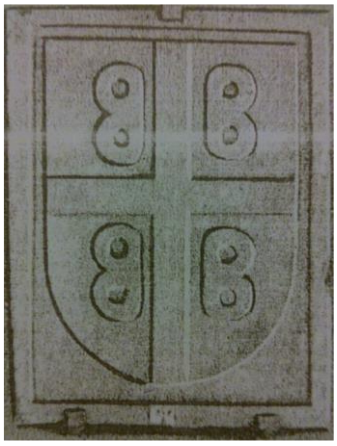

Figure 2.3 : The last coat of the arm of Byzantine in Galata (Eyice, 2006).

As is shown in figure 2.2, during the 1349-1352 period, a wall was built around Galata Tower, and it was surrounded. However, it is currently not possible to clearly determine the location of the walls and its borders (Arseven, 1989). Before the Galata city walls were built, there was a small castle known as "Kastellion ton Galaton " from

the early Byzantium period. The location of Galata Castle is shown in a map of Istanbul by Buondelmonti dating to 1422 (Figure 2.5).

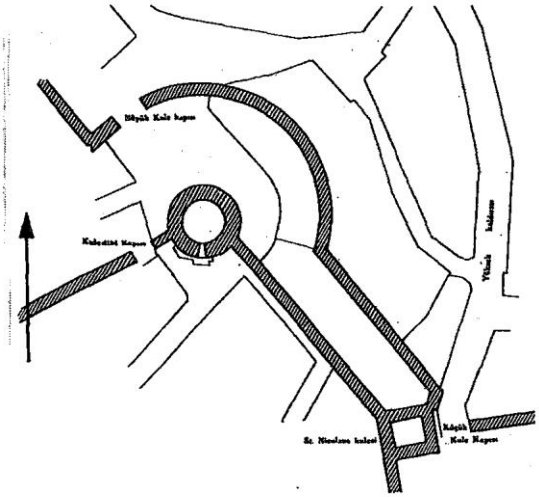

Figure 2.4 : The gates around the Galata Tower (Eyice, 1969: 86).

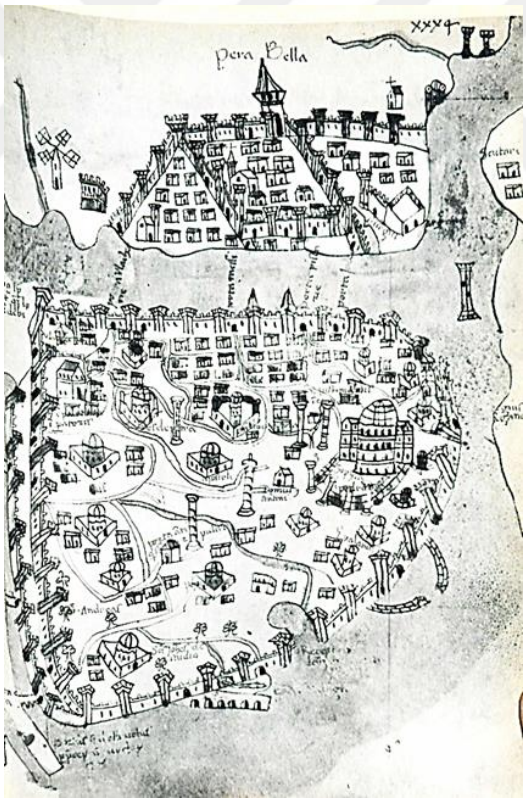

Figure 2.5 : A panorama of Constantinople by Buondelmonti in 1422 (Eyice, 1969).

Towards the end of the 14th century, Galata was slightly expanded. According to inscriptions, the area between the tower and present Sishane was surrounded by walls, and these walls were connected to the old fortifications with wall built around Galata

Tower. The old city's walls were restored in 1390-1391 and the moats were enlarged. In the late 14th century, according to inscriptions, a new wall was built west of the city which was called Spiga (Near Azap Gate). The siege of Bayezid II began in 1399 and since the city was under attack, constructors did not commence until 1435 (Müller-Wiener, 2002).

According to inscriptions, final construction of walls lasted from 1404 to 1452. When the construction was finished, it is thought that the walls encompassed a 37-hectare area (Figure 2.1) (Müller-Wiener, 2001).

Therefore, the final shape of Galata City Walls completed during those periods. Since the walls were built at different periods, the area that Galata Walls surrounded were divided into five different neighborhoods and some of the walls became inner walls.

Before the Ottoman period, Azap Gate was a region inhabited by the Genoese. During these periods, the main settlement was mostly concentrated in areas to the east and south of Galata Tower. Azapkapı was one of five neighborhoods of Galata. The main structures around the area of Azapkapı are the Church of San Domenico (Arap Mosque) and the Galata Walls, which were prominent in the periods before the conquest. As of the 15th century, the Genoese and Greeks lived in the central part, where Armenians and Jews lived in the east of Galata (Figure 2.6).

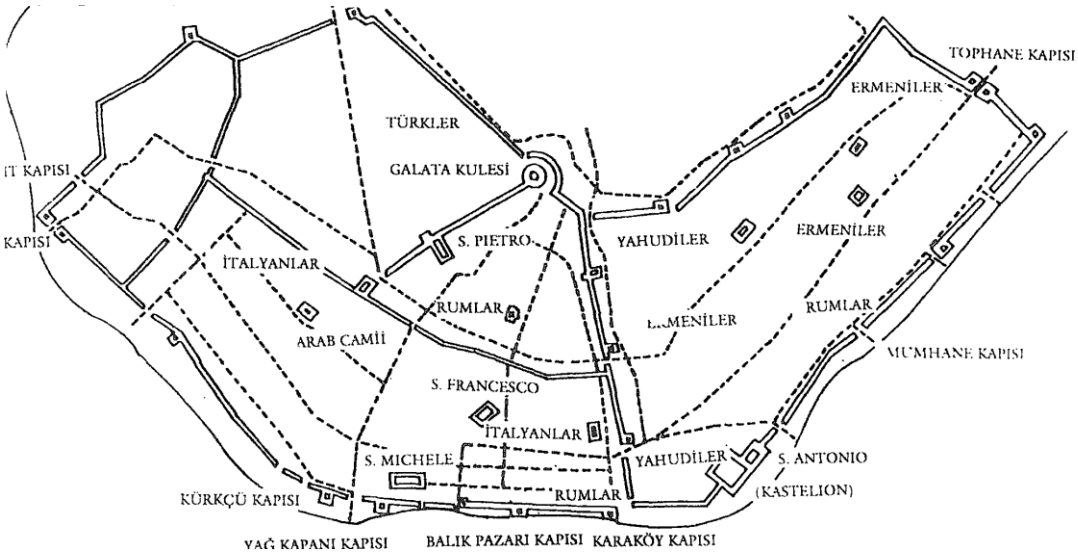

Figure 2.6 : Galata Plans in 1455 (Kuban, 1996).

During the conquest of Constantinople in 1453, the Genoese neutral the Galata and then surrendered. Therefore, after the conquest, Genoese could hold their properties.

However, the city walls and the tower of Galata and the harbor fortress were allegedly demolished in some parts and the moat was partially filled (Müller-Wiener, 2001).

Galata, which began to be occupied by Turks following the conquest, continued to be a cosmopolitan city. According to a document dated 1476, Galata had 535 Muslims, 592 Greeks, 62 Armenians, and 332 Latins at that time (Eyice, 1969). In the area between Galata Tower and Azap Gate to the west of the tower, there was no settlement and there were vineyards during the Genoese period. After the conquest, in these empty areas, new neighborhoods were established towards Azap Gate along the shore and around the Okçu Musa Street and Bashisar, and Turks started to settle there (Inalcık, 1993).

In 1509, during the reign of Sultan Bayezid (1481-1512), there was an earthquake known as "Küçük Kıyamet (The Small Apocalypse)" in Istanbul. The walls of Galata were damaged in this earthquake but were repaired a short time later under the direction of architect Murat Aga (Eyice, 1969).

There are different sources of information about the old names, order and numbers of the Galata Walls' gates. Azapkapı region has changed a lot in time, and most of the walls were demolished. However, there is enough data to demonstrate the previous situation. There were twelve gates on Galata walls. Only three of them were on the land side and the others were on the seaside (Inciciyan, 1976). Only a very limited number of the gates of the Genoese period are known. The names used until modern time were from the Ottoman period.

These gates along the sea from the shores of the Golden Horn and extended to Tophane are as follows: Azap Gate, Kürkçü Gate, Yağkapanı Gate, Balıkpazarı Gate, Karaköy Gate, Kurşunlu Mağaza Gate, Mumhane Gate, and Kireç Gate. In addition to these gates on the coast, three land gates were mentioned as well. The name of the Tower Gate for one of the gates and the name of the other two gates did not write (Kömürciyan, 1988).

With the loss of the function and importance of the city walls over time, a document in 1712 approved the construction of the houses on parcels adjacent the walls of or on the city walls and towers. In particular, many ateliers and houses were built along the seaside (Eyice, 1969).

The first municipal services in Galata and Beyoglu included expanding the streets, opening new roads, making new structures and parks. One of the main works municipality was planning the new Karaköy Square on Galata side of the bridge starting in 1858 and the expropriation of the region (Kuban, 2010).

The municipality intended to increase its revenues. One of these solutions was to demolish some areas of Galata city walls in 1863 and construct buildings there, and the fund came from those who were using these areas. Another decision was taken immediately after this, which mentioned that the destruction of the city walls could be made due to the fact that the land (blocks and the buildings of the parcels) was destroyed and the land was sold to the bidders, and this sale would increase the benefit of this destruction by obtaining significant funds from the city walls. Thus, the demolition of the Genoese Walls, which had survived until the end of the 19th century, had begun (Figure 2.7, Figure 2.8).

Figure 2.7 : A photo taken during the demolition of the walls (IRE, 1865).

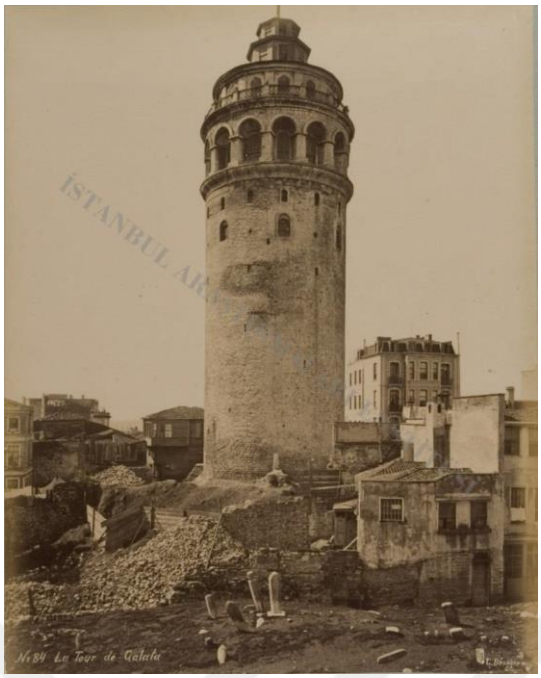

Figure 2.8 : A photo taken during the demolition of the walls (IRE, 1865).

Victor-Marie de Launay, the engineer of the municipality, who worked on the documentation just before the demolition of the walls, summarized the advantages after removing these walls in his article published on 2 December 1864 in the Journal of Constantinople. Finally, it can be put into practice, the region's harbor and the upper parts of the region would be fully connected to each other and thus emphasized that the activities in the region would be integrated (Akin, 2002). Currently, the removed inscriptions with coat of arms from demolished walls are in Istanbul Archeological Museums.

During WWI and the establishment of the Republic of Turkey in 1923, the public works lasted until the 1930s consisted of improving the streets, building small parks, and extending the tramway line. From the 1930s onwards, a city plan was prepared for Istanbul, that was partially implemented (Kuban, 2010).

It is understood that most of the surviving walls after 1864 were destroyed during the Republican period. By the demolition of the walls and the filling of the trenches a very large area was acquired (Eyice, 1969).

During 1950s, the zoning activities increased in Istanbul and large boulevards for motor vehicles were made at the beginning of these development activities. A connection between Karakoy-Azap Gate and Galata Bridge-Dolmabahce was made during this period (Kuban, 2010).

In 2004, the Halic Metro Bridge project, which once again reached to the ground in Süleymaniye on the opposite bank, was built above Sokullu Mehmet Pasha Mosque and Emekyemez Neighborhood in Beyoglu, which connected the Taksim-Hacıosman metro line to Yenikapı. In 2007, after the decision of the metro line was determined to construct, the remaining parts of Galata City Walls which coincide with the subway route was decided to transport by an appropriate situation and techniques. However, this decision was abandoned. The 20.2.2008 decision stated that by the demolition of some buildings around the metro line, some of Galata City Walls was found. According to this situation was decided that Galata Walls conservation groups should be designated as immovable cultural property. With this decision, it was requested to prepare the restoration project of Galata Walls intersecting the metro route and to carry out the restoration of the applications (Okur, 2010).

In 2013, the “Trading Posts and Fortifications on Genoese Trade Routes from the Mediterranean to the Black Sea” was added to the UNESCO World Cultural Heritage Tentative List. This recognition includes Candarlı, Foca, Amasra, Akcakoca, Sinop, and Yoros Castles, along with Galata Tower. Currently, only a small part of the Galata walls and gates are standing. Only the gate on Yanıkkapı Street survives today (which is also known as the Harup Gate), "Yanık Kapı" (Arseven, 1989) which has a coat of arms in situ (Figure 2.3). Although the wall is not very long towards the seaside, the wall on the northern side of the gate is 10-15 m. to this gate, which turns and heads from Tersane Avenue to Yolcuzade Street. There are few wooden structures in this area, which are in bad condition.

Figure 2.9 : View from Harip Street and Harup Gate.

2.3 Emekyemez Neighborhood

Azapkapı is a neighborhood along the shore of the Golden Horn (*Haliç*) in between Sishane and Unkapani. It starts on the Sishane side of Ataturk Bridge to Tersane Avenue and continuing until Persembe Pazari Street. Moreover, Taksim which is located in the north part of this district, can be reached from Yolcuzade Iskender Avenue from the south. Arap Mosque, Sokullu Mehmet Pasa Mosque and the Saliha Sultan public fountain are in this area which is officially named as Emekyemez Neighborhood.

Figure 2.10 : Emekyemez Neighborhood (Url-1).

This neighborhood in Ottoman sources is called “Iskele-i Bab-i Azeb” (Küçükoğlu, 1983). The current name of Azap Gate has changed over the years from Azeb Gate and the buildings in this area are known by the same name, as can be seen with Azapkapı Mosque (Sokullu Mehmet Paşa Cami (Mosque)), Azapkapı fountain (Saliha Sultan Fountain), and Azapkapı Bath (Sokullu Mehmet Pasha or Yeşildirek Hamamı (a bath is usually attached to a mosque complex)).

The word “azeb” (meaning “single teenager”) gives rise to the name Azap- Azeb Gate (Azap Kapısı). “Azebler Ocağı” was the name of the shipyard association in Ottoman Empire especially for rowing ship (after 17th Century) that was founded after the conquest of Constantinople by the Ottoman Empire in the Golden Horn Shipyard (Koçu 1959).

The Galata city walls in the Genoese period started from Tophane to the Golden Horn Shipyard (*Haliç*). The westernmost gates’ name embedded in the city wall was Porta di San Antonio or Porta San Antonio (Kömürciyan, 1988). After the Ottoman conquest, some part of the city wall was destroyed but the gate preserved until the 19th century. It is possible to consider the “Azeb kapusu” as same as the one in the Genoese period (Porta San Antonio). Around Ataturk Bridge area, none of the gates survived; though the current entrance of the Golden Horn Shipyard follows the same path as there was of “Azeb Kapusu”. The entrance depicted an old photo shows is a single opening door, depressed arch, a triangular pediment and two pilasters on each side of it. There was an inscription on this pediment (Figure 2.11)

Figure 2.11 : Azap Gate (Salt archive, n.d.).

In Galata Neighborhood, Azap Gate was the center of manufacture and shipbuilding during the Genoese era and it was not a residential area (Taşkın, 1993). Settlement of this area started in the 15th century after the Ottoman conquest. The first center of residence around Azap Gate is from Okçu Musa, then in Asmalımescit near the current Azap Gate. In the period of Suleiman I. Arabs were settled around the existing Arap Mosque. After the 16th century, it became an important trade center (Taşkın, 1993).

In the 17th century, there were a large number of ironmongers around the neighborhood who provided ironworks for ships at the shipyard, giving rise to the name of the road “Kalafatçılar” (Kömürciyan, 1988) (Figure 2.12, Figure 2.13, Figure 2.14).

Figure 2.12 : Maps of "Azap Gate, IST HT 9/1 feuille" the Fountain of Saliha Sultan and its surroundings in 1913 (Dağdelen, 2007).

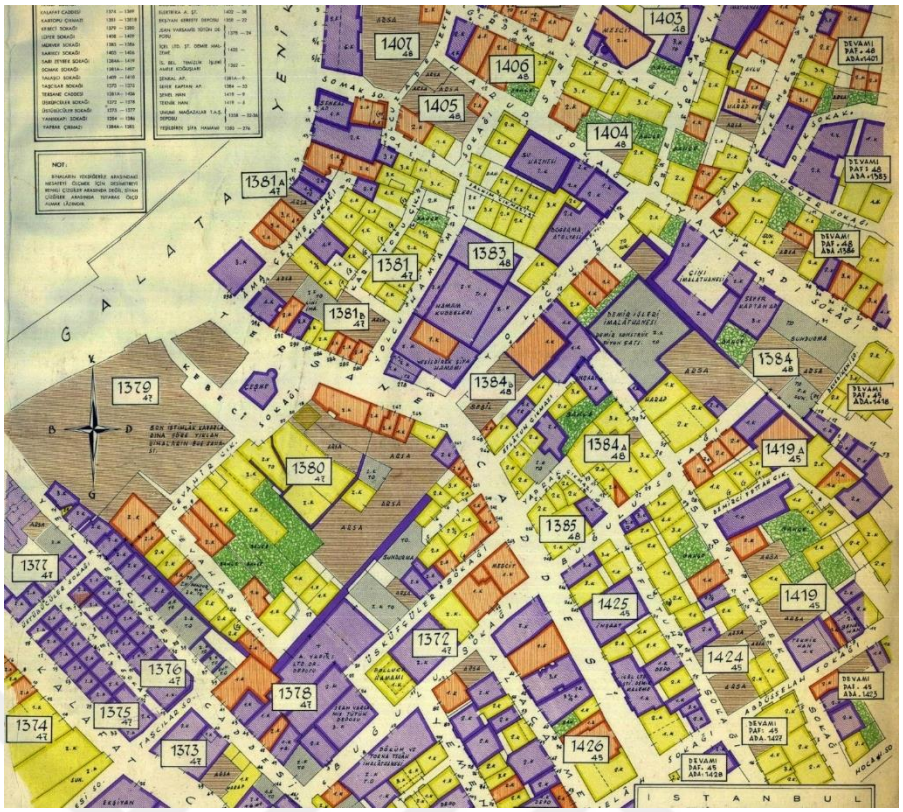

Figure 2.13 : M. Bülent Tuvala's drawn map, "Beyoğlu Neighborhood Azap Gate and its surroundings (Ataturk Library, 1956).

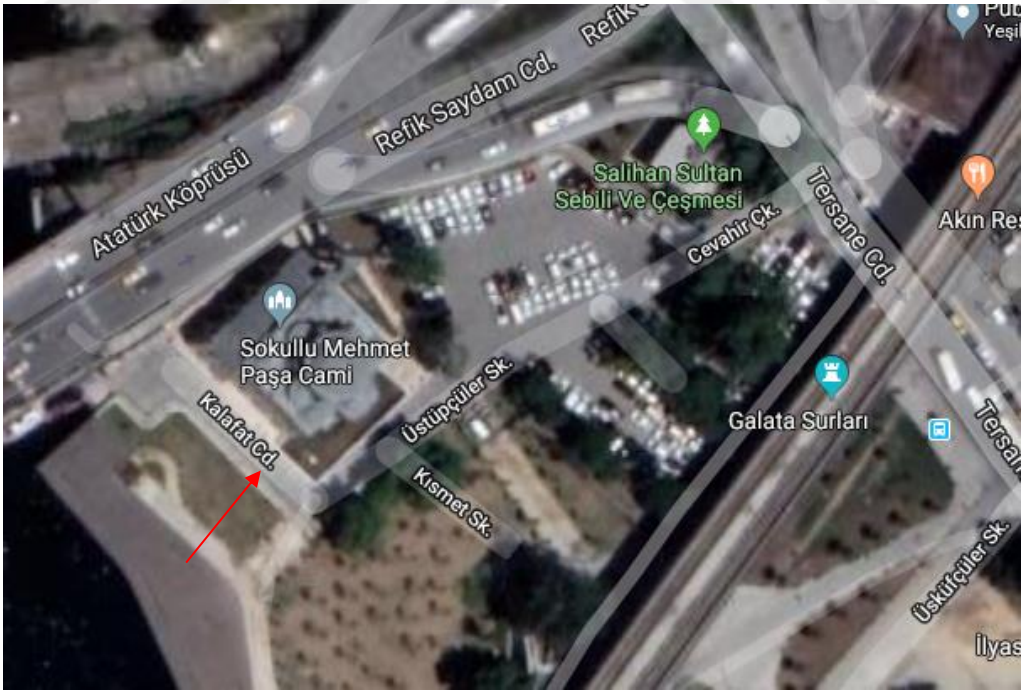

Figure 2.14 : Current Situation of the streets on the seaside of Tersane Avenue (Url-1).

Two important bridges that connected Galata and the historical peninsula are Atatürk Bridge and Galata Bridge, the first of which crosses the mouth of the inlet and the

second some 800 meters upstream. In addition to connecting each side, the first tramway line in Istanbul was built here in 1872, which ran from Azap Gate to Besiktas (Taşkın, 1993).

When the Republican period began, Azap Gate functioned as a work center known as Persembe Pazarı. Currently, the region has equipment for construction and building, as well as metal and electronic scraps.

A road master plan was made in 1957-60 that radically altered the area and even destroyed old monuments in this area. The most important monument that did not survive the construction of Tersane Avenue was Saliha Sultan Primary School. Sokullu Mehmet Pasha Mosque and Saliha Sultan Fountain were able to survive this plan because they were away from the new road.

There were wooden buildings along the coastal sections of the district until the 1950s and 1960s. Unfortunately, most of these building do not exist today, and it is only possible to document them from photographs and maps. However, some wooden houses are found in the inner section of the neighborhood, although they are not in good condition. Some of these buildings have survived, though some were probably destroyed by fire.

The district was damaged in 1715, 1797, and 1807 by fire and rebuilt each time (Taşkın, 1993). Documents reveal that the number of floors of wooden houses increased in the 19th century.

In addition, differences were observed in the materials and the use of Marseilles tiles (Marsilya kiremiti) along with local tiles (alaturka kiremit) as well. Buildings had fewer windows and introvert facades in gravures, while in the buildings of late 19th century and early 20th century, the number of windows increased, and the buildings project3ed jettied.

Among the important buildings in the area within the working borders on this thesis are the dockyard buildings built on the Golden Horn after 1453; Yolcuzade Mosque built in 1476; Sokullu Mehmet Pasha Mosque; Azapkapı Bath / Sokullu Mehmet Pasha Bath, and the Yesildirek Bath, which is also known as the architect Sinan structure, a cistern located behind this bath; Saliha Sultan Fountain; Arap Mosque, and Mustafa Pasha Fountain located at the corner of Yolcu Hamam Street and Tersane Avenue (Taşkın, 1993).

In addition to these historical buildings, the district had some other important structures that disappeared for various reasons. The foremost of these is Saliha Sultan Primary School on the other hand, Sokollu Mehmet Pasha Mosque, Azapkapı Bath and Saliha Sultan Fountain and Primary School were structures from different period that became part of the same complex and were part of the neighborhood's skyline. However, the primary school, which was an example of the 18th century of the Ottoman architecture, was demolished during the widening of Tersane Avenue from Unkapani Bridge to Karakoy in 1957. Alaca Mosque was another structure that was demolished. It was located on the corner of Tersane Avenue and Üstüpçüler Street. This building was destroyed during the implementation of the masterplan of 1957.

Unfortunately, the structures that are accessible today are not in good condition due to neglect. Each of these buildings, which represents different characteristics of different periods, needs more attention and proper restorations.

2.4 Arap Mosque

Names: San Paolo e San Domenico

Location

The mosque courtyard has three gates. A Gothic arched door under the bell tower it can be access from the intersection of Nafe Street and Galata Mahkemesi Street, the former of which leads from Tersane Avenue into the mosque courtyard. On its western side, the courtyard is reached by passing through a gate with a horseshoe arch. As for the third gate on the eastern side, it has no cultural value. Despite the slope of the land, this door is accessed by stairs. The mosque's Koran course and some associations related are located around the courtyard.

History

After the conquest of Istanbul in the mid-15th century, the tradition of turning the largest churches into a mosque continued, and the church was converted into a mosque known in this region as "Cami Kebir" (Eldem, 1932) in 1475 under the name Galata Mosque. There were some structural changes in the church when it was converted into a mosque. In 1492, the Andalusian Arabs were forced to migrate from Spain to the periphery of this mosque. For this reason, the mosque began to be called the Arap Mosque (Eyice, 1993).

The remains of the walls around Arap Mosque show that there was a Byzantine church at an earlier date. In the 13th century, a church was built on the remains of a Byzantine structure by the Latins. The control of this region was under the Latin emperor known as San Paolo (Eyice, 1993).

At the beginning of the 14th century in the city or near the Church of San Paolo, a monastery dedicated to St. Dominick/ San Domenico was built about 1233 (Müller-Wiener, 2001). The Dominicans who used this place in the 14th century used both names together, the church began to be known after the patron saint of the order, San Domenico, as well as San Paolo, thus it was called the Church of San Paolo e San Domenico (Eyice, 1993).

Architecture

This church has different characteristics from other churches in Istanbul. Adjacent to the Mihrab wall are four corners of a tower is, which has an arched passage under it. The most distinctive feature distinguishing the building from the other churches in Istanbul is the tower (Figure 2.14). Marble columns found in the courtyard are supposed to be the columns of the interior of the previous building (Eyice, 1967).

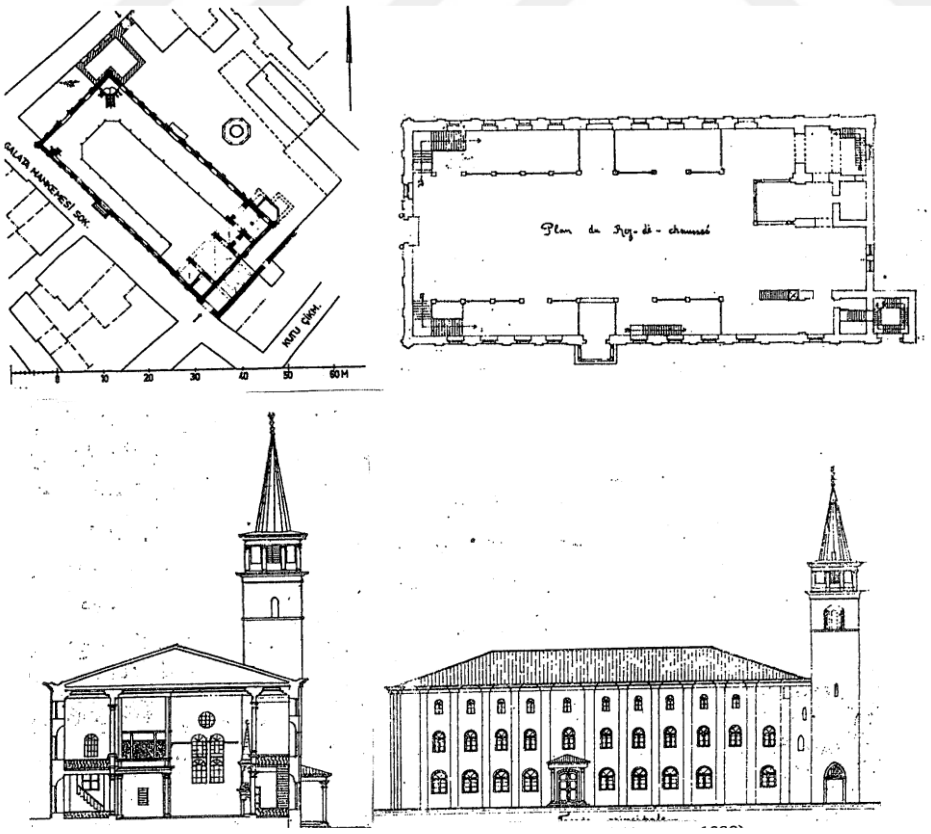

Figure 2.15 : Plans and elevations of the Arap Mosque (Arseven,1989).

In the 19th and 20th centuries, the building was damaged by frequent fires and was repaired by Adile Sultan (Mahmut II's daughter) in 1807-1808 years. These repairs continued until 1854-1855; towards the end of the 17th century, other structures around it were demolished in order to prevent damage (Müller-Wiener, 2001).

The mosque has two main entrance doors to the northeast and southwest on the northeast facade, there is a gate, smaller than the main gate. There is a passage next to the southwest gate that is used to enter the courtyard and is covered with vaults.

A cistern was built under the courtyard and an ablution fountain (Şadırvan) is now functioning (Eyice, 1993). Some critical changes had happened during the conversion of the structure into mosque, including removing the roof and wooden galleries inside the mosque, but then rebuilding them on wooden posts. Furthermore, there are Italian gravestones located under the floor dating to the 14th-15th centuries that were moved to the Archaeological Museums (Eyice, 1967). Just across from the fountain, there is a unique ritual ablution space with five steps added later.

2.5 Yolcuzade Mosque

Year: 1476

Location

Yolcuzade Mosque is located at Yolcuzade Street at Azap Gate. It was built by Hacı Ömer in 1476 (Ayvansarayi, 1865).

Architecture

The mosque was made with wood when it was first built, today it is made of stone and brick. The entrance to the mosque is from a small platform on the north of the building. The plan of the mosque is rectangular and has a flat ceiling. The Mahfil section on the north side has two columns. The minaret has only one balcony (Eroglu, 1999).

The mosque, already obscured by the surrounding ateliers, is also covered with a view that is far from aesthetic, if it lacked a minaret it could be mistaken for a house.

Although it is not monumental or lacks unique architectural features, it is improper to attempt to protect the structure with such superficial interventions.

Figure 2.16 : Entrance of Yolcuzade Mosque (Beydaghdar,2019).

Figure 2.17 : Yolcuzade Mosque (Beydaghdar,2019).

2.6 Hacı A'ver Mosque

The mosque, which was located to the north of Sokullu Mehmet Pasha Mosque and to the south of the Primary School and the Fountain, is written and depicted in several sources. One of these sources mentioning its location is the book Hadikat-ül-cevami written in Ottoman (Figure 2.17). Also, there is a brief explanation of this structure on figure 2.18, which is describe the location of the mosque.

Transcription of the following figure 2.17 is:

"Banisi yek çeşm olmakla boyle şohret bulmuştur. Mumi eleyhe haci emmi dahi diyerlerimiş ismi ve kabri namalumdur. Minber bani devlet aliyhe ricalından sipah ocağı ağası Muhamed Aminzade Muhamed Sadil ağanın oğli sultan Abdülhamid han ricalından nazl amanetinden mazul Muhamed Tahir ağası vaz idilmişdir. Mahallesi vardır" (Beydaghdar, 2019).

٥ (حاجی اعور مسجدی)

بانیسی یك چشم اولمغله بویله شهرت بولمشدر مومی الیهه حاجی اعمی
دخی دیرلر ایمش اسمی وقبری نامعلومدر منبرینی دولت علیه رجالندن
سپاه اوجاغی اغاسی محمد امین زاده محمد صادق اغانك اوغلی سلطان
عبد الحمید خان رجالندن نزل امانتندن معزول محمد طاهر اغا وضع ایلمشدر
محله سی واردر

Figure 2.18 : Hadikat-ül-cevami (Ayvansarayi, 1281).

219 — Hacı A'ver mescidi mah. (Azebler Kapısı şimâli, İç Kale haricinde. 922 de mevcud, mescid yıkılmıştır, yeri ma'lûmdur)

Figure 2.19 : Istanbul Neighbourhoods in Fatih period (Ayverdi, 1958).

Additionally, a panoramic depiction and an old photograph depict the minaret of this mosque (Photo). While the mosque is lost, its reconstruction is not possible as there is no other evidence about its architectural details.

Figure 2.20 : A view from New Azap Gate to Süleymaniye Mosque (Salt archive, 19. century).

Figure 2.21 : A panoramic view of Galata (Barker & Tomkins Panorama, 1813).

2.7 Alaca Mosque

Year: 1476

Location

One of the Ottoman period structures within the borders of Azap Gate that did not survive is Alaca Mosque. It was located on at the intersection of Tersane Avenue and Üsküpçü Street. It was destroyed during the urban development implementation of 1957.

Alaca Mosque was a building with a square plan, a stone minaret, and a roof covered with tiles. There was a story platform under the building and ablution taps on the back wall of this floor. It had windows with round arches (Figure 2.21). There was a fifteen-step staircase across Sokak Gate leading to the entrance of the mosque. Moreover, it was assumed that it lacked many unique features in terms of architecture (Koçu, 1958), but it does not mean that it should not have been preserved.

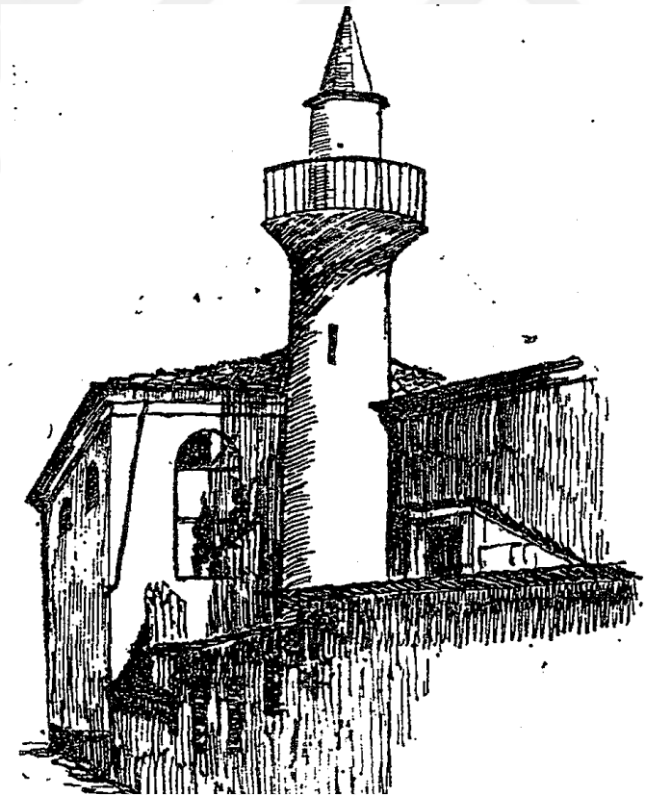

Figure 2.22 : Alaca Mosque (Kocu, 1958).

Figure 2.23 : Minaret of the Alaca Mosque (Ülgen Family- Salt archive)

2.8 Sokullu Mehmet Pasha Mosque

Year: 1577- 1578

Names: Sokullu Mehmet Pasa /Azapkapı Mosque

Location

The location of the mosque is on the shore of the Golden Horn, directly next to Ataturk bridge. Its alternative name Azapkapı Mosque derives from the name of the gate at the western end of the Galata city walls. The building is situated on the coastal side of Tersane Avenue and features a complex (külliye) with Yesildirek Bath. In addition, the Saliha Sultan Fountain and School, which were built in later centuries, were part of this complex.

Figure 2.24 : Warehouses and workshops around the year 1935, located the southeast of the Azapkapı Mosque (Müller-Wiener, 2001).

History

It is also notable for being a mosque architect Sinan built for Sokullu Mehmet Pasha in 1577-1578.

After the earthquake in 1894 damaged the building, it was abandoned for many years. During the Balkan Wars, before the World War II (1914) (Göknil-Vogt, 1987) the mosque was repaired and many parts were replaced, but the work stopped, and the mosque remained in ruins for many years (Figure 2.23). Even though there were plans to demolish the mosque to make way for the new Atatürk Bridge, which was under construction; the mosque was repaired and Opened as a mosque again in 1941.

Architecture

The plan of the mosque is rectangular with a central dome on an octagonal tambour, and small dome on each side that made the plan rectangular. Generally, the mosque seems to be in good condition. However, there are two important problems: the moisture and growth of plants on facades. There was a serious problem with moisture

on the basement walls of the southeast facade. One of the important reasons for moisture problems of the structure is the location, as it is lower than the main street and there was a serious problem with drainage after the rain (Cesur, 2001). Sokullu Mehmet Pasha Mosque is not affected by moisture anymore, but the roof lead packing must be checked and renewed.

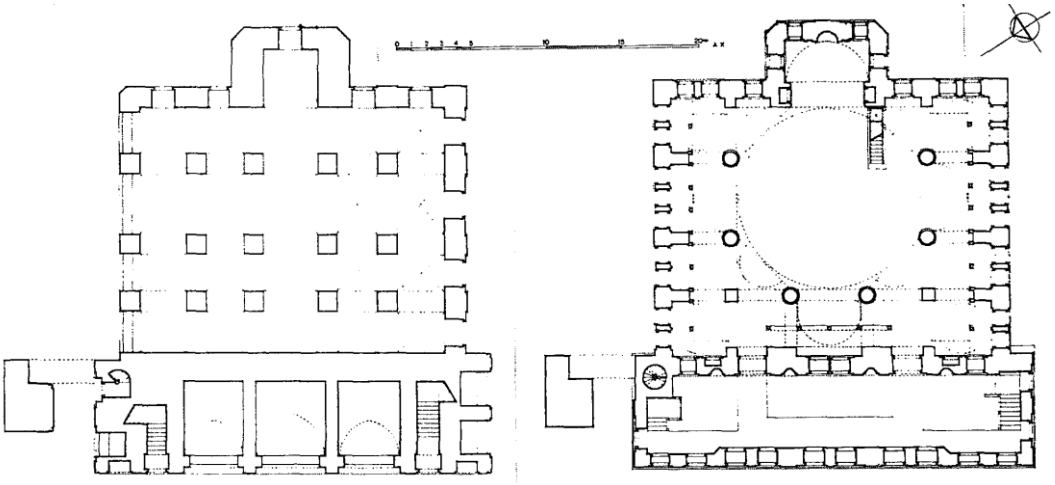

Figure 2.25 : AzapKapı, Sokullu Mehmet Pasha Mosque basement and ground floor plans (Kuran, 1996).

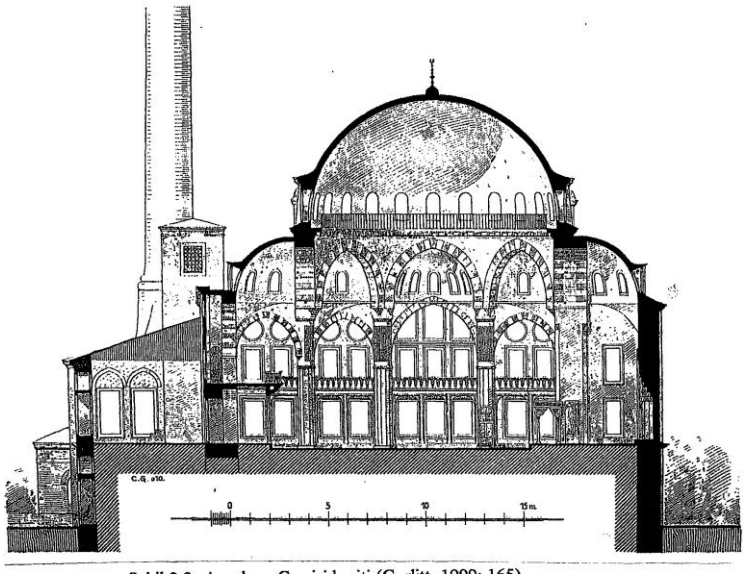

Figure 2.26 : Azapkapı Sokullu Mehmet Pasha Mosque Section (Gurlitt, 1999).

2.9 Yesildirek Bath

Year: 16th century

Names: Çeşme Meydan Bath (Hamamı) / Azapkapı Double Bath / Mehme Pasha Bath.

Location

The hamam (warm bath usually attached to a complex) is located on Tersane Avenue in the intersection of Uçuzade Street. Before the bath was given to civilians, it was belonged to Sokollu Mehmet Pasha's son and the family of İbrahim-Zade.

This double bath, which was built by Sokollu Mehmet Pasha by Ottoman imperial architect Sinan, is documented as "Vezirazam (Sokollu) Mehmet Pasha Bath (Yeşildirek Hamamı)" at Galata-Azap Gate in Tuh fetü'l- m'marin (Sönmez, 1988).

Because of the eight columns in the men's section, "Yesildirek Bath" is also known as "Çeşme Meydan Hamamı" (Koçu 1959).

Architecture

The bath structure is in the Sokullu Complex which is include Sokullu Mehmet Pasha Mosque and Saliha Sultan Fountain. Due to the far distance that is between Sokullu Mehmet Pasha Mosque and the bath, it was assumed that architect Sinan restored an existing building while he was constructing the Sokullu Mehmet Pasha Mosque. However, the plan and architectural elements of the bath are in a style that architect Sinan used previously, thus it can be assumed that he did not repair an existing building, but he used previous remains pieces of a building to reconstructing current structure on the site (Özgen, 1994).

Sokollu Mehmet Pasha Bath approximately has a symmetrical plan. The women's section is accessed through a door on Tersane Street. However, Yolcu Hamam Street is used as the main entrance. (Özgen, 1994).

The frigidarium of the women's section is symmetrical with the men's section. When the location of the entrance door was changed, a small hall was added at the entrance. There are no windows in the women section (Özgen, 1994). The barrel light (Çatı feneri) was rebuilt using concrete in 1957 (Haskan, 1995). Tepidarium is also symmetrical with men's section. It has vaulted roofs. There are toilets on the right side. Furthermore, the roofs of the frigidarium sections are not original.

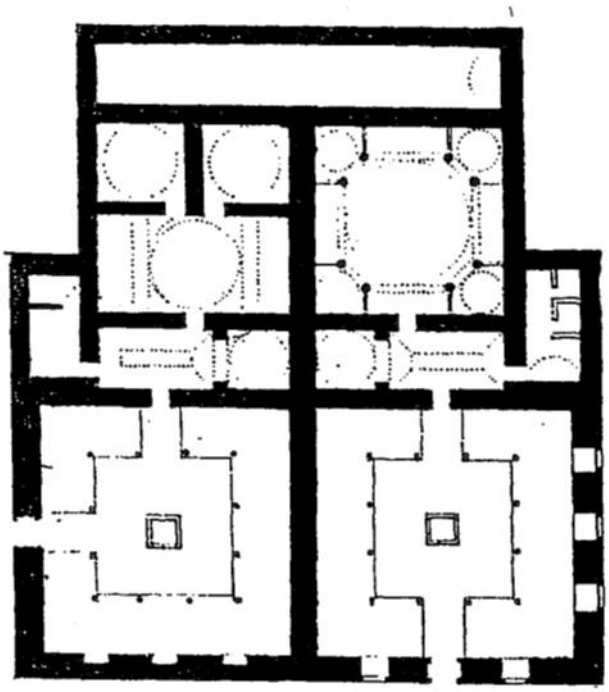

Figure 2.27 : Plan of Azap Gate Sokullu Mehmet Pasha Bath (Haskan, 1995).

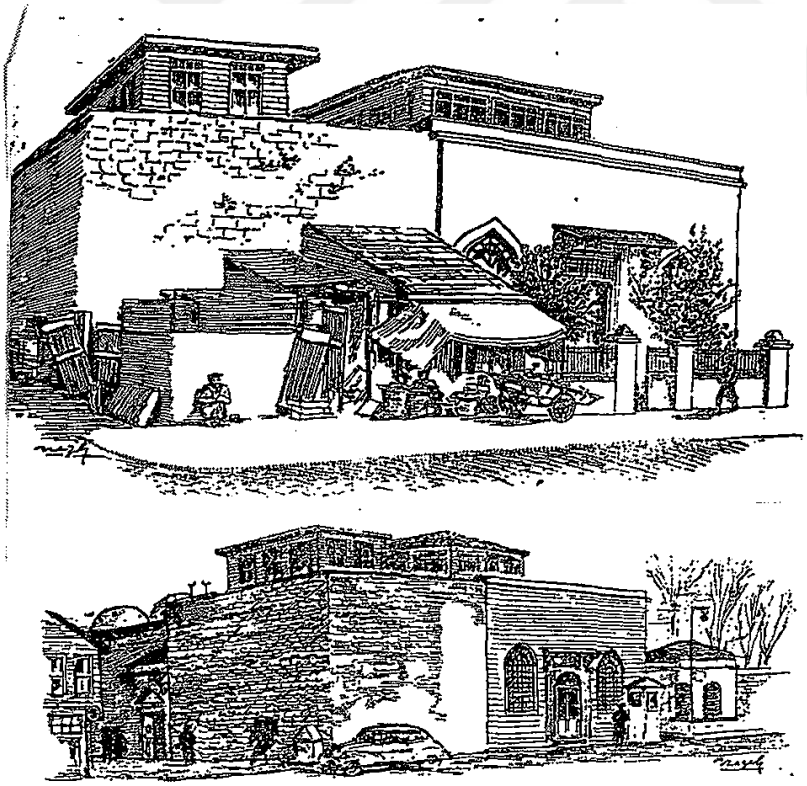

Figure 2.28 : View of the Azapkapı Bath in the 1947- 1960 years (Koçu, 1959).

2.10 Saliha Sultan Public Fountain

Year: 1733-1734

Names: Saliha Sultan Sebili ve Çeşmesi (Saliha Sultan Public Fountain) – Çeşme Meydan

The existent fountain is on the corner of Tersane Avenue and Atatürk Bridge. This is a beautiful example of Ottoman public fountains; a building that is used to serve water for free. Its floral and geometrical decoration can be noticed when walking from Sokullu Mehmet Pasha Mosque to Tersane Street. Sultan Mahmut I had the Architect Mustafa Aga build this fountain in honor of his mother Saliha Sultan in 1732 - 1733.

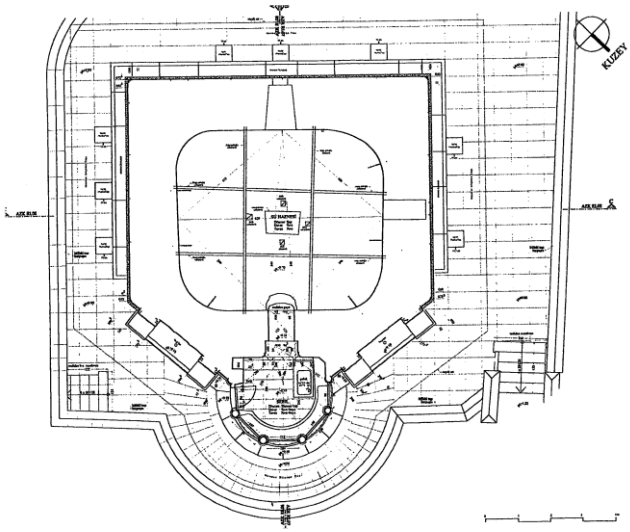

Figure 2.29 : Plan of the fountain (Cesur, 2001).

Figure 2.30 : Saliha Sultan Fountain (Beydaghdar, 2018).

2.11 Saliha Sultan Primary School

Year: 1733-1734

Names: Saliha Sultan Primary School / Çeşme Meydanı Sıbyan Mektebi

Location

This primary school was demolished during the construction activities in 1957. This Primary School, which was located in Beyoglu at the beginning of the Atatürk Bridge, was built with the order of Sultan Mustafa II's wife (1695-1703) and mother of Mahmud I (1730-1754), Valide Saliha Sultan.

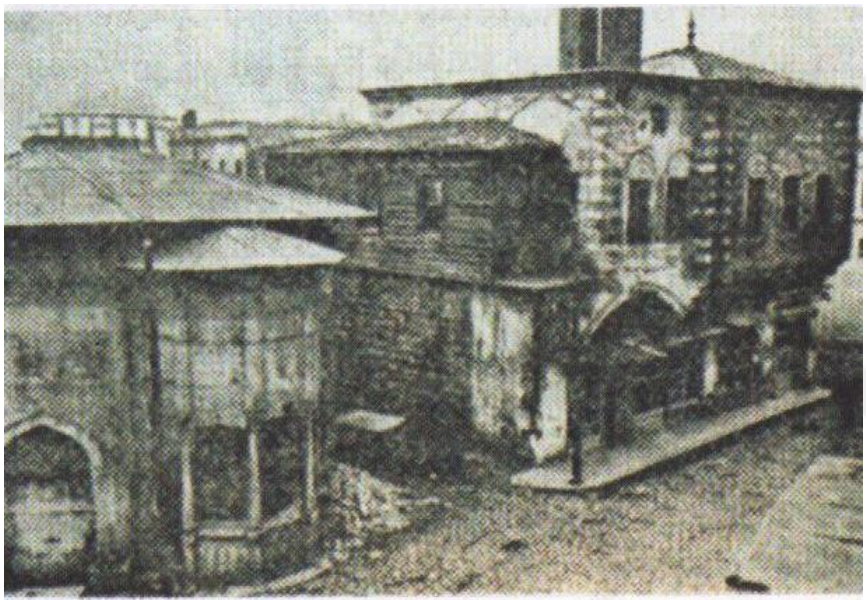

Figure 2.31 : Saliha Sultan Primary School (Eyice, 1982).

Architecture

There was an inscription dated 1733–1734 on the primary school; however, the architect of the structure is unknown. This structure is one of the sample architecture of the Tulip Period (Lale Devri), a period in Ottoman history and architecture which was influenced by a type of eastern architecture, with two floors on the base of square plan with wooden roof with a draining arch placed on the top of three windows on two sides of the main facades.

The foundation certificate-charter lists one bakery and five shops located on the ground floor of the building. There was an Ottoman inscription on the main door of the building dating to 1733-1734.

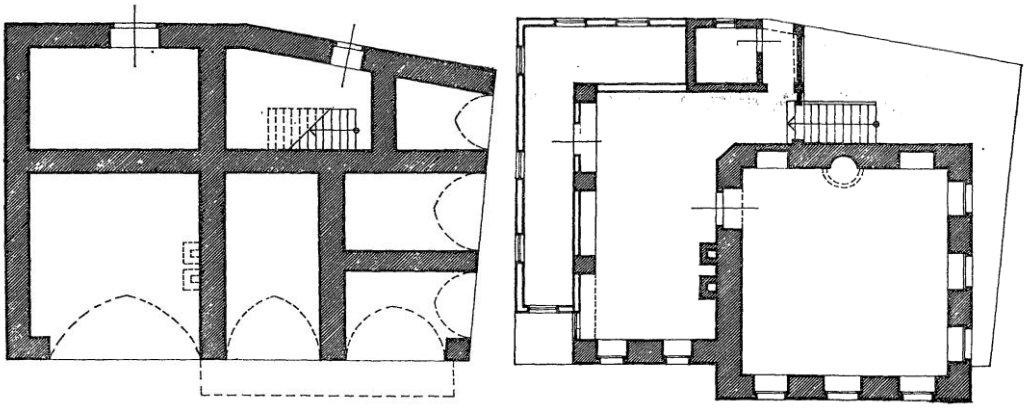

Figure 2.32 : Sketches of Ground and First Floors plans of Saliha Sultan Primary School (Eyice, 1982, drowned by Baha Tanman).

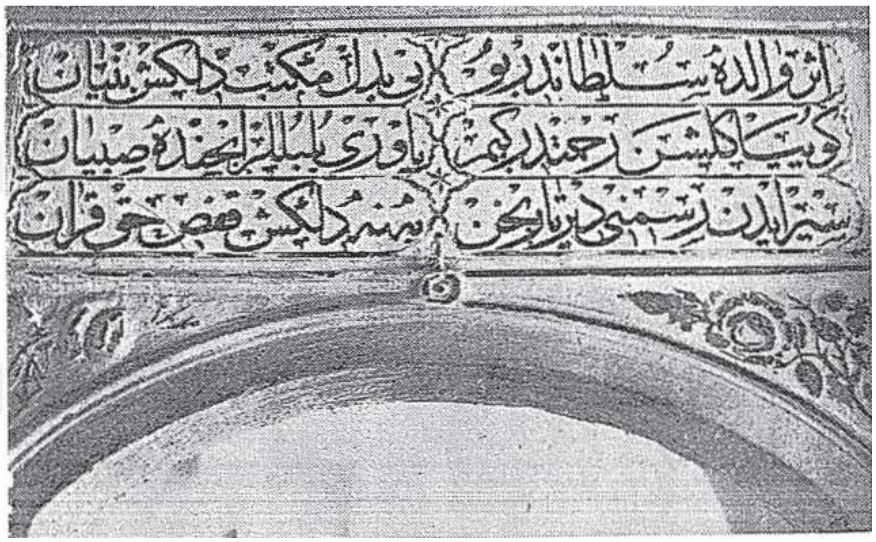

Figure 2.33 : Inscription of Saliha Sultan Primary School (Eyice, 1982).

The building is an important example of Ottoman architecture and design of its period, architecture, and decorations (Eyice, 1994). Its walls were made of brick and stone, while its facade consisted of a stone consul and had a veranda in the facade facing the fountain that added a unique view to the school. Heating on the second floor of the building was its main problem, which was linked to having too many windows. The ceiling and vault of the school were uniquely decorated with colorful engravings.

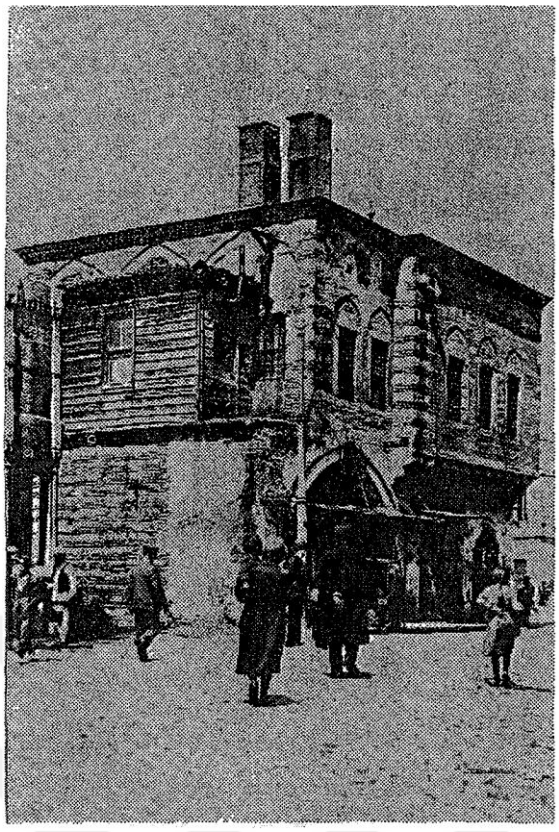

Figure 2.34 : East elevation of the Saliha Sultan Primary School (Eyice, 1982).

The main function of the building changed in its final years. Only the ground floor was used as the shop until the master plan of this neighborhood was made, leading to the destruction of the building in 1957.

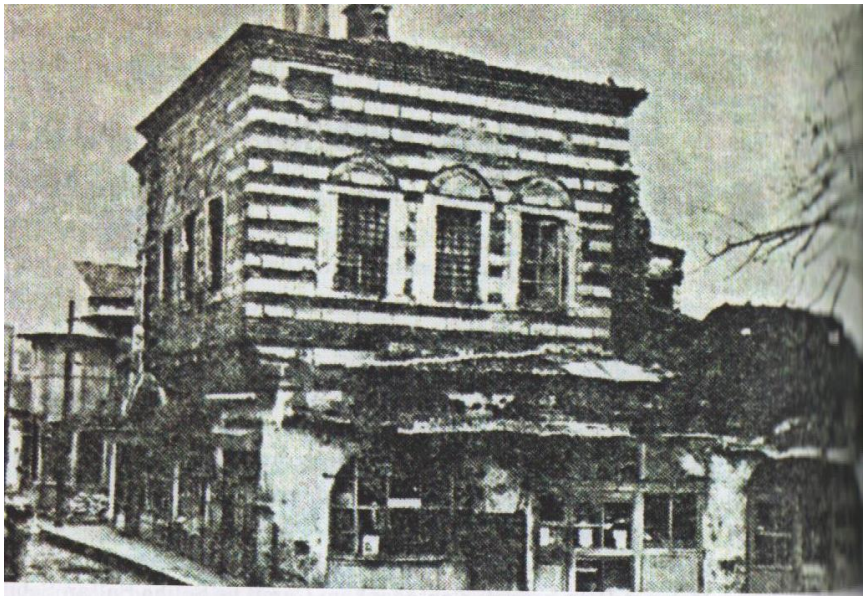

Figure 2.35 : Saliha Sultan Primary School (Eyice, 1982).

2.12 Langa Mustafa Pasha Fountain

This fountain is located at the opposite corner of Azapkapı Sokullu Mehmet Pasha Bath and at the beginning of Uçuzade Street. According to its inscription, it was built by Langa Mustafa Pasha. Additionally, it is mentioned that it was repaired on 1263 Hicri (1846-1847) (Şerifoğlu, 1995).

Figure 2.36 : Mustafa Pasha Fountain (Cesur, 2001).

It is a quadrangular-shaped fountain with rounded corners. It has architectural characteristics of the Tanzimat Period. Later restoration altered some of its original features (Figure 2.36).

Figure 2.37 : Mustafa Pasha Fountain current situation (Beydaghdar, 2019).

Currently a store is on top of it and the first floor of the fountain is used as a coffee shop. There is cement mortar on the southeast side. The inscription on the fountain is:

Bina etmişti evvel bu sebîl-i sâf dil-cúyu

Ede rahmetle Mustafa Paşa-yı Mevlâ sır

Harab olmuştu elli dörtte etti sü-be-sü abad

Şeyhi cennet-mekân Mahmud Han-ı vâcibü't-tevkir

Yine eylemişti yaptı mâlinden

Muvaffak eyleyip bir ehl-i hayrı şıve-i takdır

Atāş-i Kerbelâ'nın kıldı rüh-i pâkini şadan

seza ol etsem cennet ü Kevser ile tebşir

Yazıp ismin sorma Safvet âfiyet olsun

Gelip iç bu bir himem-cü eyledi ta'mîr. 1263 (Şerifoğlu, 1995).

2.13 Sultan Selim Fountain

Year: Hicrî 976 (1568-69)

Name: Pir Mehmed Fountain / Sokollu Mehmed Pasha Fountain

This fountain is located on the corner of Abdüsselam and Yanıkkapı streets (Figure 2.37).

Figure 2.38 : Sultan Selim Fountain before demolishing the store (Url-3).

The two faces of the fountain are completely different from each other, the northern side contains the fountain and its inscription. The building materials of the other face are possibly from the Byzantine era (Figure 2.38).

Figure 2.39 : Sultan Selim Fountain west facade (Beydaghdar, 2019).

Figure 2.40 : Current situation of the fountain (Url-3).

Some documents from the Ottoman era record its construction. Historical documents mention that this fountain was one of the most important fountains of its period. The current position is worrisome as half of the wall of the fountain is underground; its inscription was stolen and due to the lack of attention, it has lost its original characteristics. The newly built store is built over the store destroyed its cistern.

Figure 2.41 : The Sultan Selim fountain north facade (Beydaghdar, 2019).

To protect the survived part of the fountain, the VGM emptied the shop on the fountain. However, even though the shop is not active, but it still maintains its existence as a warehouse, and unfortunately, the fountain is likely to be lost in the next few years. The text of the Ottoman text inscription is:

"Âsaf-ı Sultan Selim Hân-ı Güzîn / Bir Muhammed-nâm Mahmûd-ı cihân

Fi sebilillah peydâ eyledi / Çeşme-i âb-ı hayât-ı câvidân

Sihr-i dil teşne der tarihini / Çeşmeden içmek gerek âb-ı revân 976" (Figure 2.40)

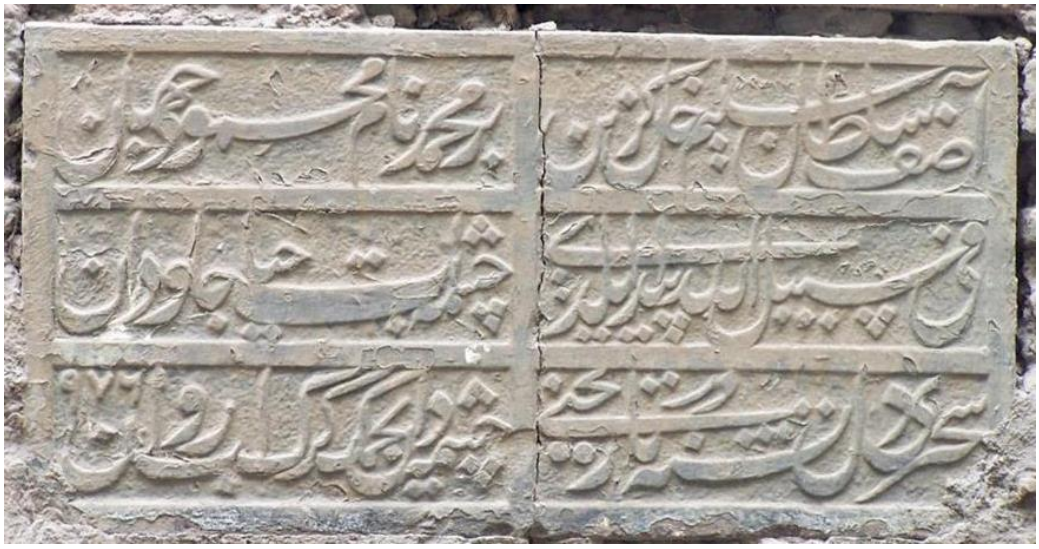

Figure 2.42 : Inscription of the Sultan Selim Fountain which is not survived (Url 5, 2019).

3. DOCUMENTATION OF THE EXISTING SITE AND THE SETTLEMENT

3.1 Transformations of the urban texture

3.1.1 Restitution on maps of the working borders and Emekyemez Neighborhood

At first, it is necessary to determine how the neighborhood of Emekyemez developed and change, which is accomplished through the use of maps. Current situation of Emekyemez Neighbouhood and surroundings is depicted in the following figure (Figure 3.1).

Figure 3.1 : Emekyemez Neighborhood and surroundings (Url-1).

One of the oldest maps of this neighborhood is D'Ostoya Map that is dated to 1858-60. This map is showed the blocks and some lots of the neighborhood. Moreover, the streets and roads are clearly depicted as well. Arap Mosque, the cultural and historically valuable building is depicted in the map (Figure 3.2).

Figure 3.2 : The D'Ostoya Map (1858-60).

The Rose Aznavour map of Pera and Galata that produced in 1860 is only showed the blocks borders of this neighborhood (Figure 3.3).

Figure 3.3 : Pera and Galata Map by Rose Aznavour (1860).

Figure 3.4 : Maps of the neighborhood and its surroundings in 1913 (Dağdelen, 2007).

In the Goad and German Blue (Alman Mavileri) Maps, Galata City Walls, lots and parcels were drawn in more detail (Figure 3.4, Figure 3.5).

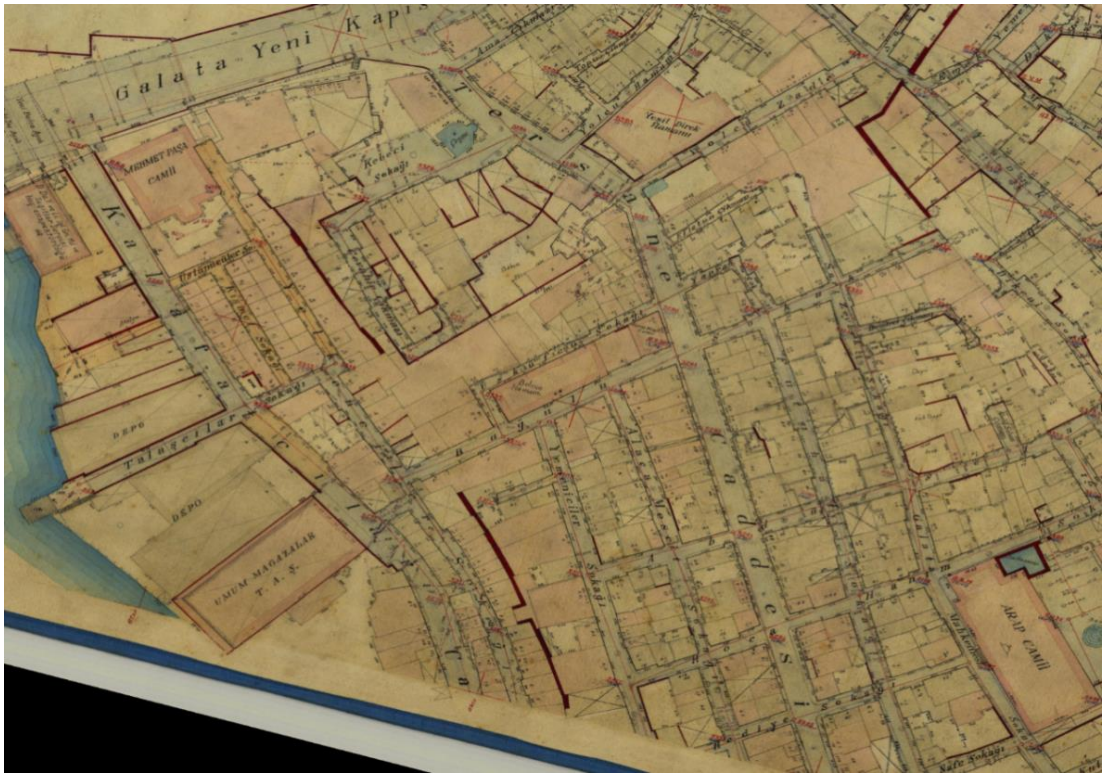

Figure 3.5 : Maps of the neighborhood and its surroundings in 1913 (Dağdelen, 2007).

It is necessary to mention the crucial significance of these maps. The lots and parcels in the Emekyemez Neighborhood did not change much and only the buildings were demolished or reconstructed over time.

Aerial photographs (from the archives of the Istanbul Metropolitan Municipality) show the development of this area between 1946 and 2017.

There are two major changes most noticeable in these photographs, which are very effective in the improvement of the thesis. These aerial photographs are marked in yellow to show the transformation over the time. The first is constructing Tersane Street. Second is the construction of the subway line.

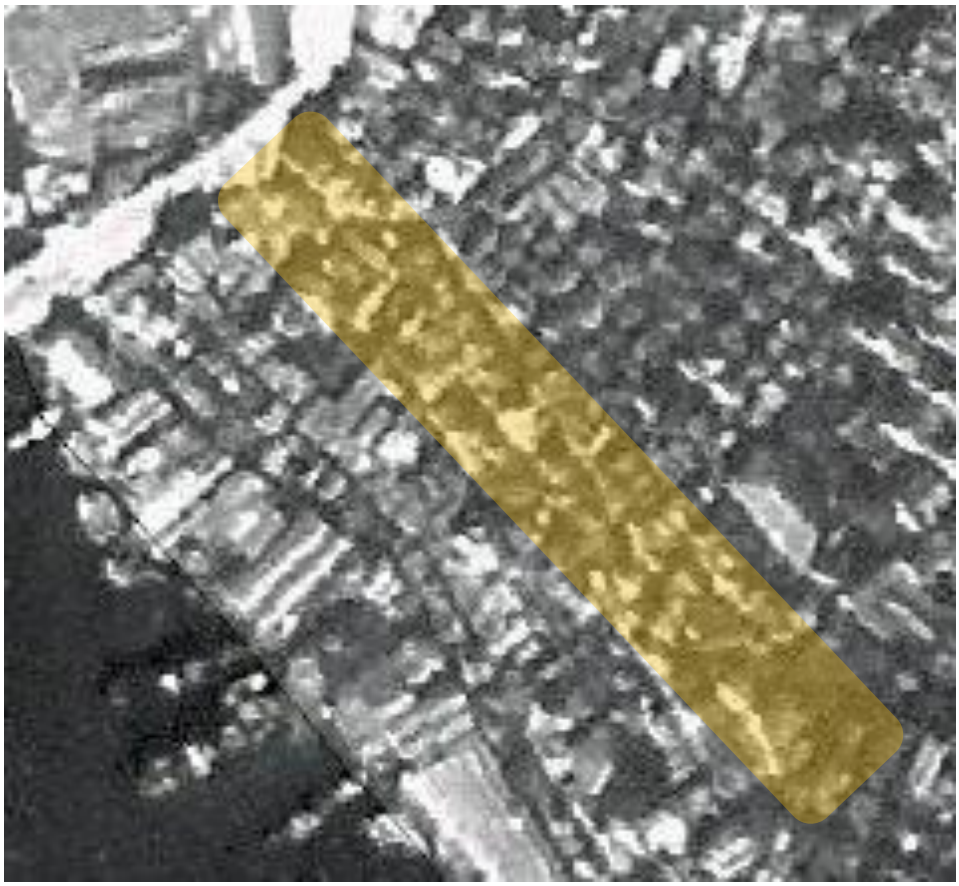

Figure 3.6 : Tersane Avenue before construction 1946 (Url-2).

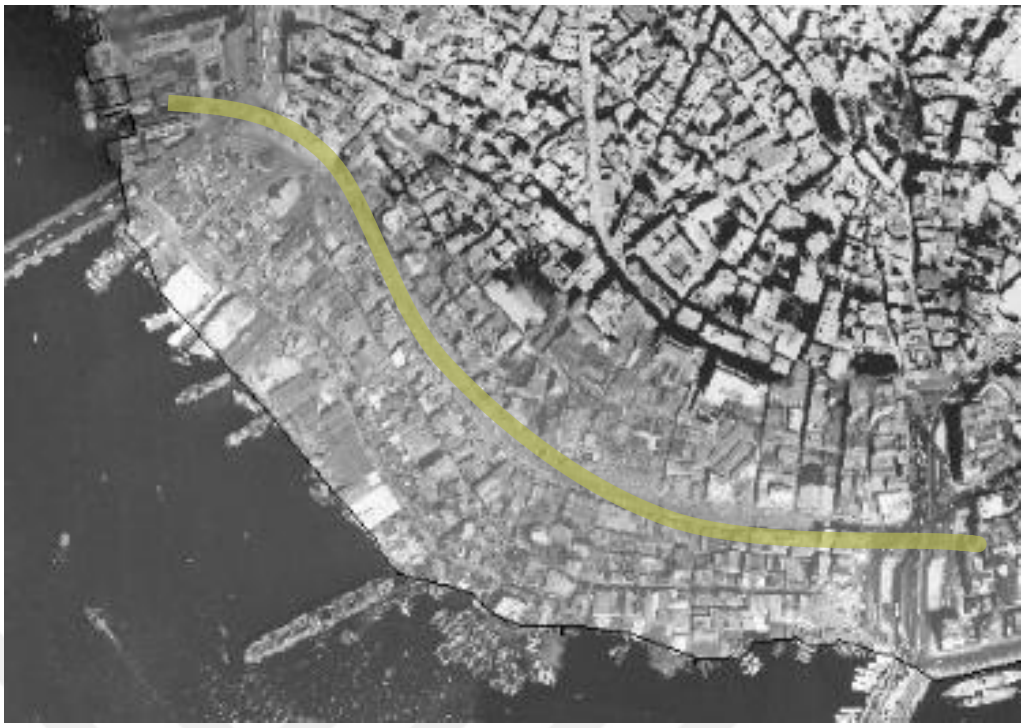

Figure 3.7 : Tersane Avenue during the construction 1966 (Url-2).

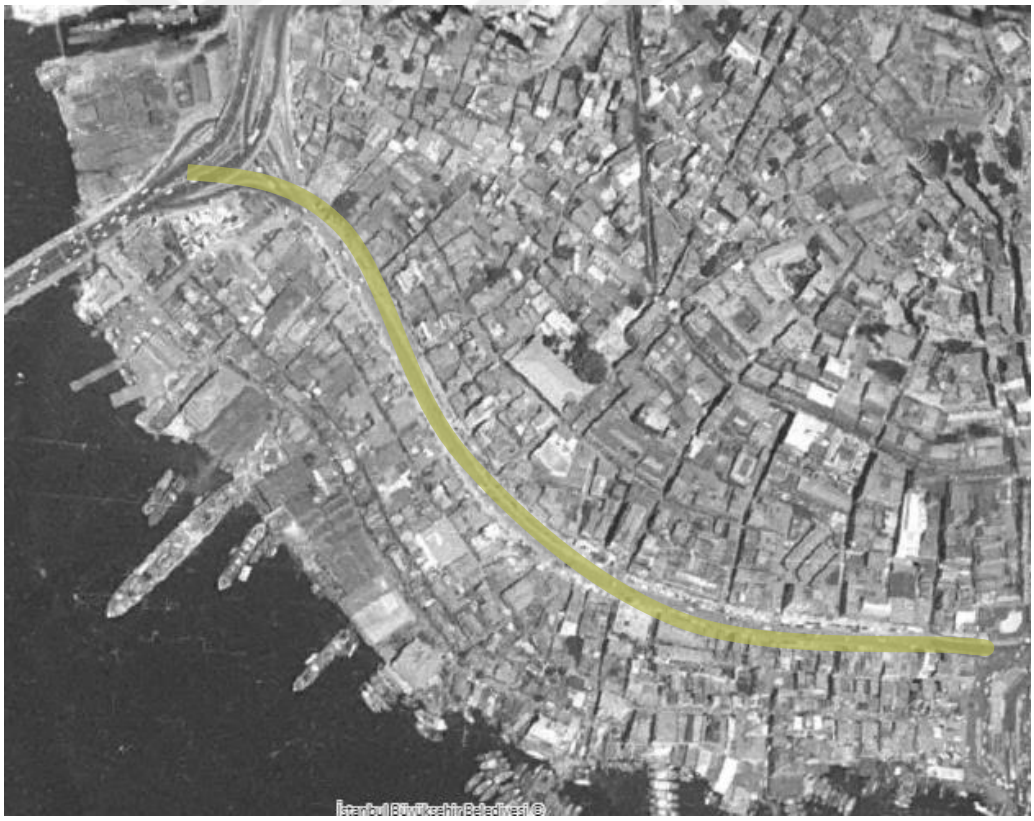

Figure 3.8 : Tersane Avenue after the construction 1970 (Url-2).

According to studies from 1913 to the present, there have not been many changes to the historical context. What is evident in these years is that transforming of the area as

texture were made at a minimum, but social changes have significantly changed the cultural context.

It is essential to note that the most important transforming during the former era was the construction of a street on the southern side of the area (Tersane Avenue) which resulted in the destruction of a large number of the historic buildings.

Figure 3.9 : Metro line before construction 1982 (Url-2).

Figure 3.10 : Metro line during construction 2006 (Url-2).

Figure 3.11 : Metro line during construction 2011 (Url-2).

Figure 3.12 : Metro line after construction 2013 (Url-2).

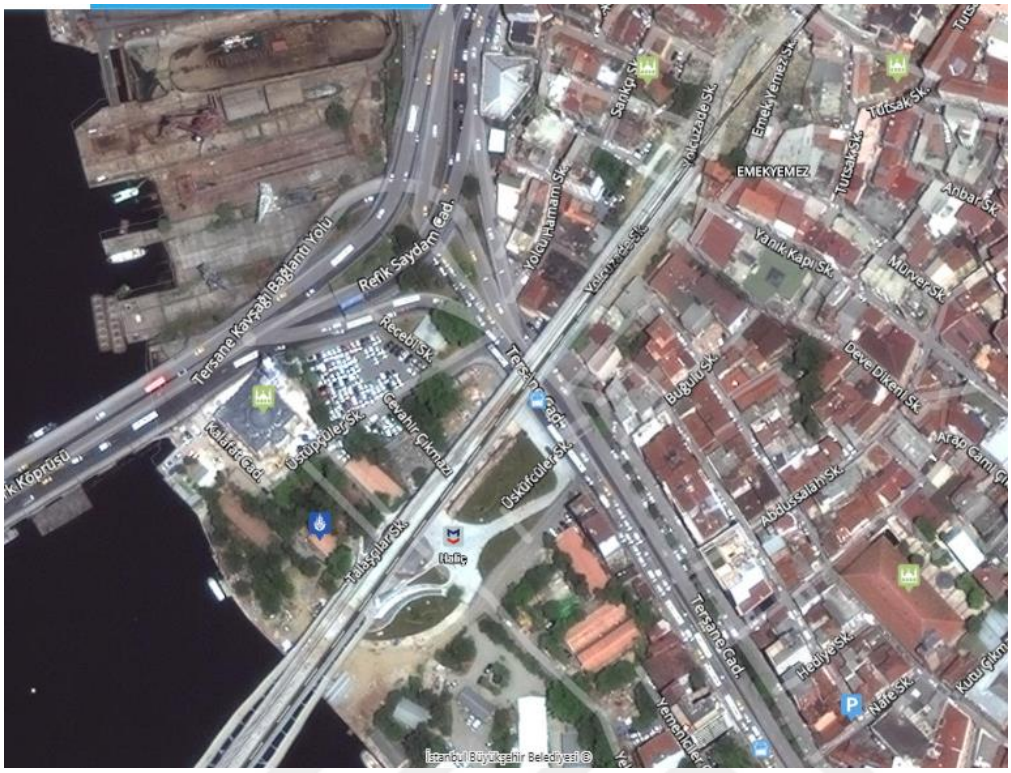

Figure 3.13 : Current situation of the Tersane Avenue and Metro line in the area 2014 (Url-2).

Figure 3.14 : Current situation of Golden Horn Shore 2014 (Url-2).

On the other hand, due to the development plan implemented by the municipality in recent years, additional buildings and historical monuments were left to be destroyed by the environment.

According to the survey done by the Istanbul Municipality in 2014, the axes and streets in the area of the previous century have not changed significantly, while the construction parcels have dramatically changed due to the transformation of the residential use into the commercial use.

3.2 Analysis

3.2.1 Plot Analysis

The plot analysis is a general overview of the working border. It mainly mentions the historical and listed building of the site that are marked blue and orange colors. These buildings are located on the northwestern side of the site. Arap Mosque, Sokullu Mehmet Pasha Mosque, Saliha Sultan Public Fountain, Yesildirek Bath, and Yolcuzade Mosque are the culturally valued listed buildings. Some listed civil buildings are located on the blocks around the Arap Mosque. These buildings are colored orange. Not only survived wooden buildings situation are risky, but also some buildings demolished due to their abandoned and seasonally usage of them. The partial or irregular use of buildings is one of the most important issues that cause the deterioration of the building. It will be mentioned in the following analysis.

The remained sections of the Galata Walls are depicted in grey, similarly, their structural condition is at risk as well (figure 3.15). On the south side of the site, in front of the east facade of the Sokullu Mehmet Pasha Mosque, there is a coat of the arm of Byzantine on a remained section of the Galata Walls.

Furthermore, there are some vacant lots on the site. They once had buildings that were demolished over the years and they were construct again. Some of them were even listed buildings, which were located on the north side of Harup Gate. The other buildings are newly built structures.

Figure 3.15 : Current situation of the Galata Walls (Beidaghdar, 2019).

Figure 3.16 : Plot analysis of the site.

Figure 3.17 : View of the historical building in the Emekyemez Neighborhood (Beydaghdar, 2019).

3.2.2 Spatial Analysis

This is the analysis that represents the vacant or filled spaces of the site. As it is depicted in Figure 3.18, the black color shows the vacant lots and spaces and the grey color marks the roads. The filled blocks and lots are white. However, some buildings surround the metro bridge still stand, but they are abandoned.

The south part of Tersane Avenue is the widest space that is vacant. Moreover, the blocks on the metro line route are vacant as well. The free space in the area of study is a wide area along the path of the metro where the tunnel enters the ground around the city walls which has no function. Less than 5% of the total area is not active.

Figure 3.18 : Spatial analysis of the site.

3.2.3 Ownership Status Analysis

In this analysis, the ownership status is categorized into three types: private, municipality and VGM (General Directorate for Foundations). In the first place, with the highest percentage in the pie charts private ownership. Most of the buildings in the working area have personal ownership or private foundations ownership status. This generality includes 83% of all buildings. Yesildirek Bath has a private ownership status, which causes serious conservation problems for cultural properties.

There are also shared possession like private & Directorate General of Foundations or private & Metropolitan Municipality that includes 5%. The vacant lots through the metro line are owned by the municipality. The last category is owned by VGM. Arap Mosque and some civil building structures are in this category.

By observing the percentage of private ownership in the pie chart, it can be assumed that the master plan or through the process of any rehabilitation project, the ideas of the owners should be considered. One of the main issues is to follow the owner's opinion and presenting the rules and programs to them, which will be more effective in the process of the project.

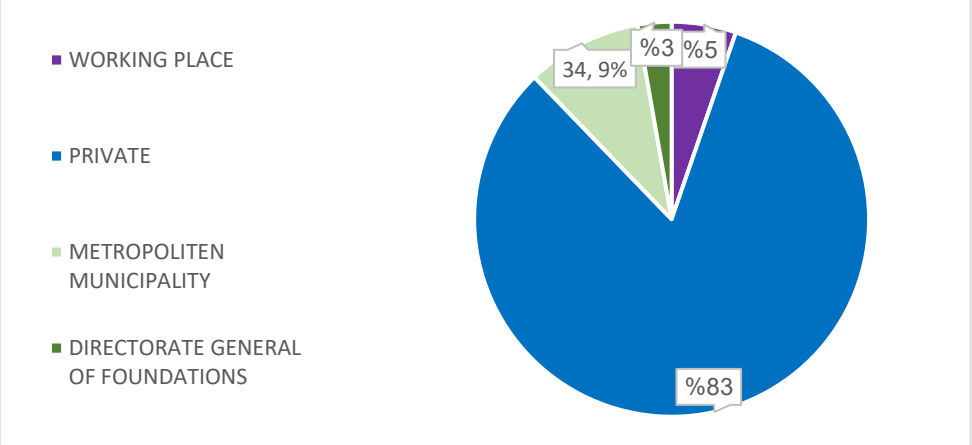

Figure 3.19 : Pie chart of the ownership status analysis.

Figure 3.20 : Ownership status analysis.

3.2.4 Number of Floors Analysis

Most buildings have a height of more than twelve meters (4 floors). Important historic and registered buildings have a height of fewer than nine meters (three floors). The buildings in the northeast of the site have a high elevation and such building continue from southwest to northeast along Tersane Avenue Yesildirek Bath is a one floor building located under the metro bridge of the metro line. The blocks and the lots under the bridge of the metro line were demolished during the construction of the metro line. As a result of this demolition, the largest vacant lots are flat and located along this line.

The buildings located on the northwest of the central part have an elevation of fewer than fifteen meters (5 floors). Due to the height on the edge of the street, the view of the interior of the neighborhood is obscured from the coast.

The southwest side and the coastal edge of Sokullu Mehmet Pasha Mosque are vacant. The pie chart analysis depicts in the situation of the site in a clearer manner.

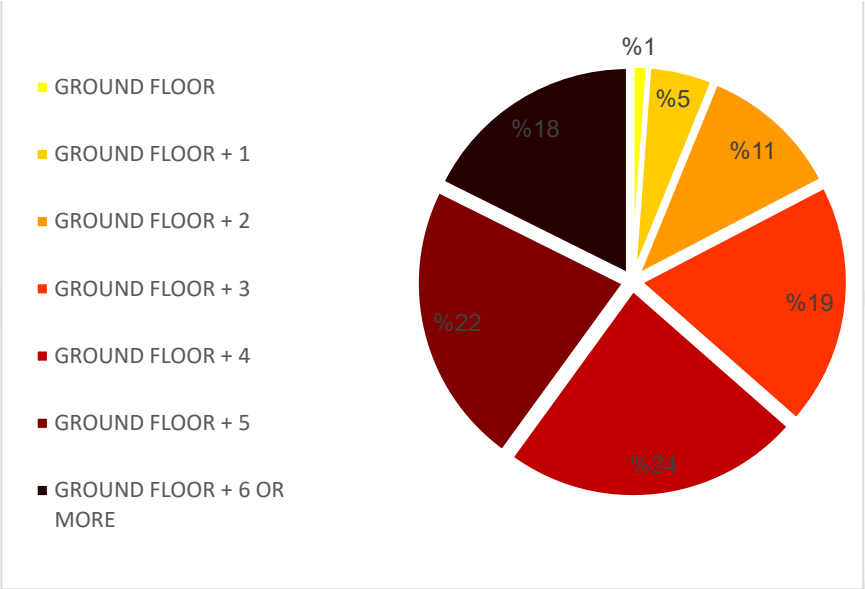

Figure 3.21 : Pie chart of number of floors analysis.

Figure 3.22 : Number of floors analysis.

Figure 3.23 : View of the high building in the Emekyemez Neighborhood (Beydaghdar, 2019).

3.2.5 Structural System and Material Analysis

Most of the culturally valuable wooden buildings in the working area are located on the southeastern part of the site next to Arap Mosque. However other wooden buildings lots are located randomly around the site. Almost all of the registered and original masonry buildings are located around Arap Mosque or beside the metro tunnel. To the northwest and southeast of the site, most of the residential buildings are concrete or are made of three different composite types, masonry with reinforced concrete, masonry with steel, masonry with reinforced concrete and steel, as well as a fourth type - masonry with timber and steel. Since the metro passes through this historical area, the priority is retrofitting the buildings of the area with brick and stone materials. The rehabilitation of the buildings around Arap Mosque should be carried out in a coherent manner and in harmony with the structures of adjacent buildings. Elimination of some structures in the development of the metro has destroy the structural integrity of the area. Presently, the restoration of monuments should follow historical site standards.

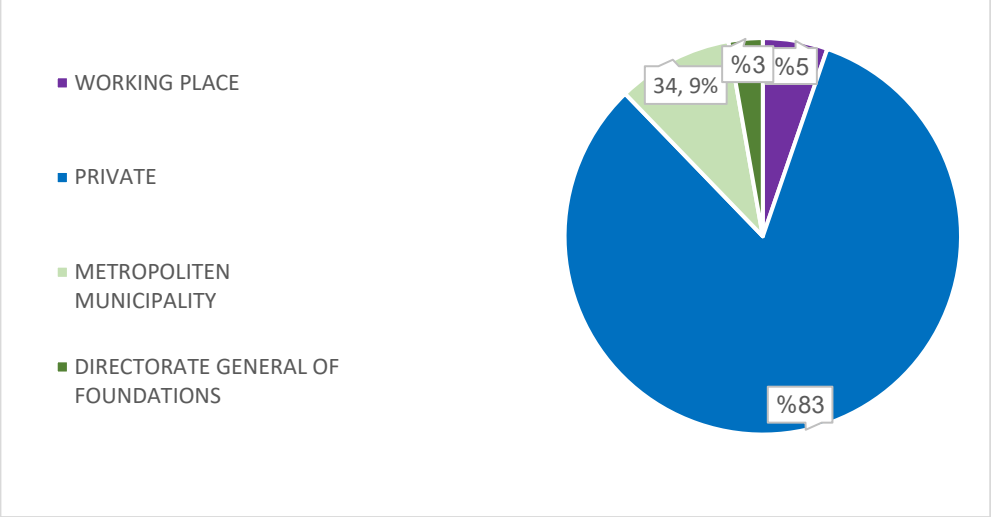

Figure 3.24 : Pie chart of structural system and material analysis.

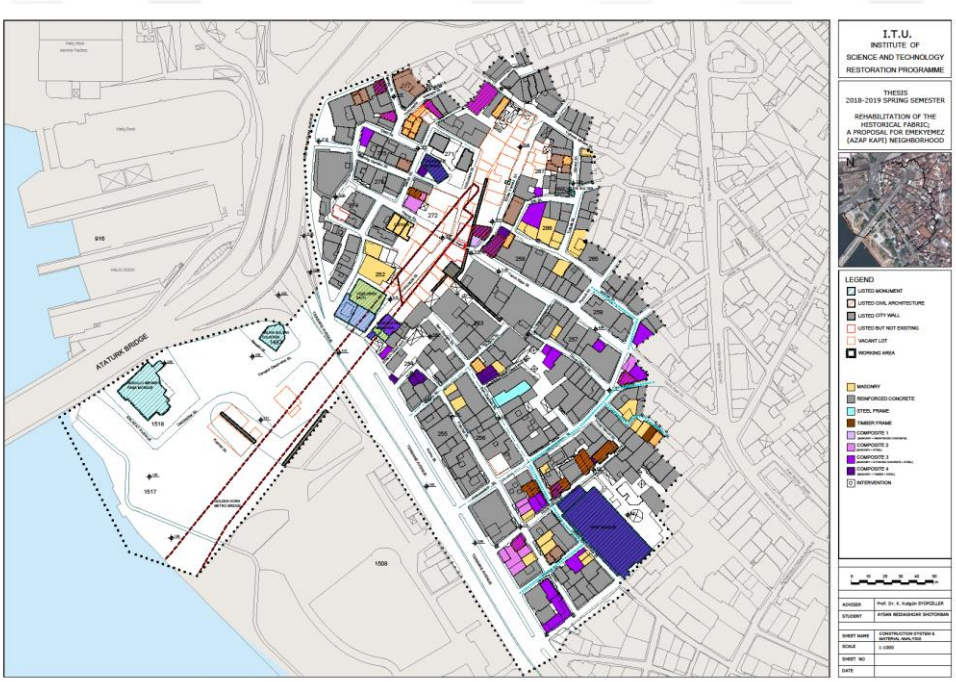

Figure 3.25 : Structural system and material analysis.

3.2.6 Usage of Building Stock Analysis

Almost all of the entrance floors of the buildings of the site are in use, but some upper floors of the buildings are vacant or irregularly used. A few empty buildings are located in the southwestern part of the Arap Mosque and around the city walls. The destroyed buildings resulted in a loss continuity and integrity from the southwest to the northeast and at the center of the neighborhood.

The seasonal use of existing units is limited in the eastern part of the metro region. Most of the historic and registered buildings are vacant or uses as a store. This type of

usage of the building leads to significant deterioration of these structures. Moreover, after the transformation started to happen in this area when the owners and the usage of the buildings changed, the responsibility of the citizens adversely affected the buildings. For instance, the users of the buildings are not aware of the historical and cultural value of the structures, which can result in deterioration and vandalism.

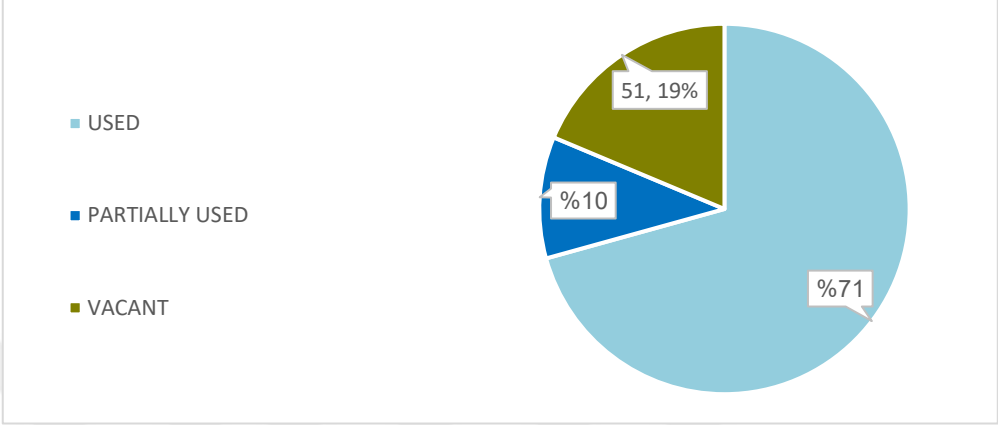

Figure 3.26 : Pie chart of usage of building stock analysis.

Figure 3.27 : Usage of building stock analysis.

3.2.7 Structural Condition Analysis

Most of the buildings in the working area are in good condition and newly constructed structures characterized by the green color depicted in Figure 3.29. The masonry buildings are in risky condition and need to be protected. This category is the second

type of buildings on the site as it is represented in the pie chart figure. In the site, buildings with a risky structure are located among concrete buildings in which the material of their structures are wooden or masonry. Most wooden buildings have a weak or moderate structure.

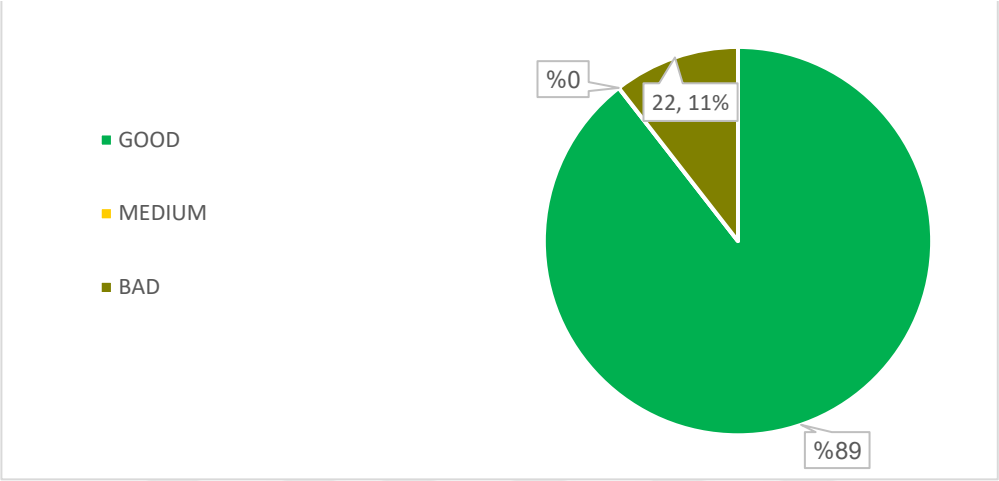

Figure 3.28 : Pie chart of Structural Condition Analysis.

Figure 3.29 : Structural Condition Analysis.

3.2.8 Environmental Analysis

Most of the pavement is asphalt on the site. Only from Nazlı Hanım Street to Harup Street, which is located just above the metro line, it is colluvial soil without any paving. The only green spaces are on the southwest side of Sokullu Mehmet Pasha Mosque.

There are no green spaces in the central part of the neighborhood. The neighborhood lacks proper lighting and the only substantial lights are on the one side of Tersane Street. This makes the area unsafe at night. Moreover, due to the abundance of trash there are poor sanitary conditions in this area. For instance, the vacant spaces under the metro bridge has become rubbish dump.

Figure 3.30 : Environmental analysis.

3.2.9 Land Use Analysis

Most of the buildings in this area have commercial properties marked in red. This can also be assumed from the pie chart (Figure 3.31). For almost all of the commercial function buildings, the first floor is the shopping store, while the second and upper floors are ateliers. To the northwest of the region, there are few active small ateliers in throughout the site colored on purple to indicate their small-scale industry statue. Unfortunately, the site has lost its residential function. The buildings that are categorized as accommodation are hotels and hostels.

The religious function of building can be seen in the mosques of the area. There are Arap Mosque, Sokullu Mehmet Pasha, and Yolcuzade Mosque. These buildings are generally located at the end of the southeastern side, and another part is visible in the northwestern part of the region. There are four fountains in the site. Saliha Sultan Fountain and Langa Mustafa Pasha are used as a public fountain. The others are Sultan

Selim and Cudidil Valide Sultan. There is just one place that has a social-cultural function, as a theater salon. The administrative use of the site is belonging to the Is Bank, which is located on Tersane Avenue. The second building is owned by Demirören Holding, located by Rafik Saydam Avenue.

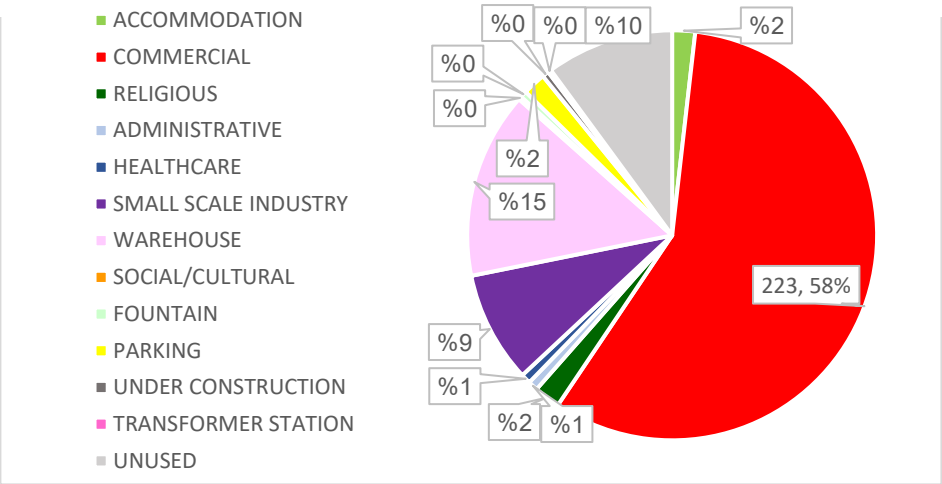

Figure 3.31 : Pie chart of land use analysis.

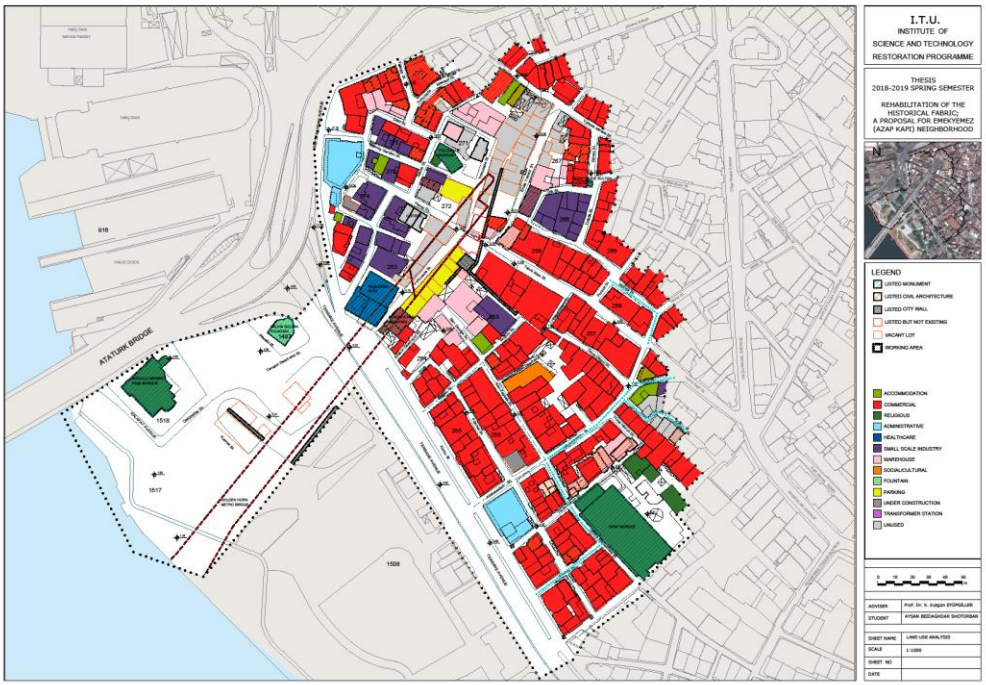

Figure 3.32 : Land use analysis.

3.2.10 Evaluation of Cultural Properties Analysis

The study area has many buildings with incompatible cultural status. Most renovated buildings have an incompatible detailed with the listed building in the area. The

dispersal of incompatible buildings in a uniform way can be seen throughout the neighborhood.

A limited number of buildings is acceptable in the southeast and northwest. Most of the historical buildings are often bad or moderate shape and except for a few historic buildings that were restored, the most are not conserved or restored. The material of the buildings, facade details, the details of the windows and the number of the floors are the most important items to categorizing this analysis (Table 3.1). The buildings in good condition are that all those that are appropriate and listed buildings. The other categorized buildings are in medium and bad conditions. The newly built structure there are two categories of new buildings, compatible and incompatible, which are assessed according to their physical condition At least two items should be in the same category as the listed buildings. In the following pages, all types of structures will be represented (Figure 3.33).

Table 3.1 : Evaluation of cultural properties analysis criteria.

	Material	**Facade Details**	**Detail of the doors & windows**	**Number of floors**
Good	+	+	+	+
Medium	+ -	+	+ -	+
Bad	+	-	+	-
Other- Compatible	+ -	+	+ -	+
Other- Incompatible	-	-	-	+ -

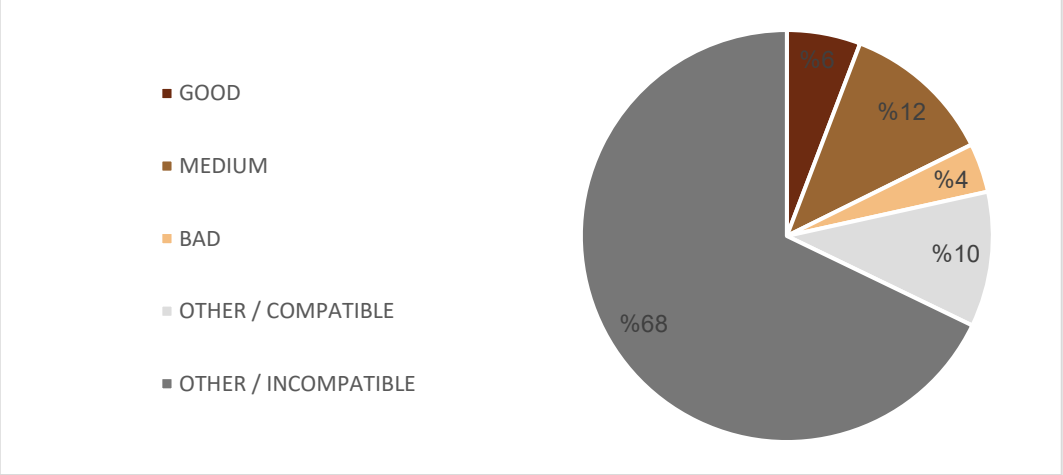

Figure 3.33 : Pie chart of evaluation of cultural properties analysis.

Figure 3.34 : Evaluation of cultural properties analysis.

3.2.11 Chronological Analysis

Most buildings in the central part of the neighborhood are less than fifty years old. These buildings were recently constructed as replacements for the two floor buildings and wooden ones. These are categorized as between 1966-2000 and 2000 to now. 1905-1966 are the listed buildings and are indicated in historical maps. The historical buildings are located on the northwest side and adjacent to the historic Galata Walls. Historical buildings dating back more than a hundred years are on the southwestern side. These are belonging to the 16th century and earlier.

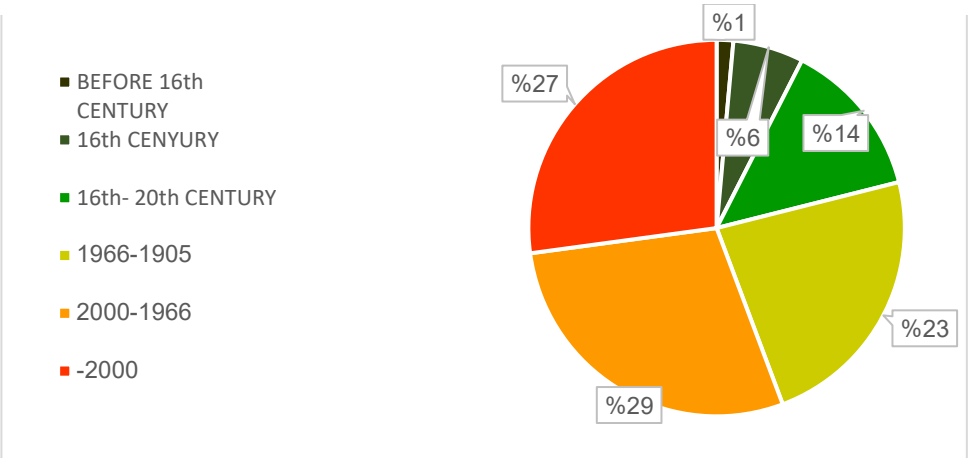

Figure 3.35 : Pie chart of chronological analysis.

Figure 3.36 : Chronological Analysis.

3.2.12 Traffic Analysis

In the study area, all of the transport in the area is connected to the main street, Tersane Avenue, which connects Kemaraltı Avenue to Refik Saydam Avenue. This main street (Tersane Avenue) links the commercial buildings via adjacent streets. Most of the inner streets of the area are in the northwest and south-east and are narrow; however, some of them are used as two-way streets, which causes traffic jams on the weekdays. Newly built structures also cause major problems, because the additions or improper expansion make the streets very narrow. The slope of the area increases from the southwest to the east and there are a few passes in this direction. The transit network in the central part was transformed by the construction of the subway to the pedestrian way. The adjacent pass has heavy traffic congestion, which is a part of this traffic load from the main streets.

Figure 3.37 : Traffic Analysis.

4. THEORETICAL BASES

- Regarding the review of the conventions on urban restoration, the following items should be considered in the design and conservation of the historical Emekyemez Neighborhood.
- One of the points here is to pay attention to cultural diversity.
- Create and strengthen residents in all aspects and contexts related to urban restoration and protection.
- Emphasizing the various dimensions of culture, cultural heritage, and history.
- Removing urban restoration and conservation from the traditional framework (generalized the integrated aspect of urban restoration and conservation and management).
- Attention to the sense of place and the need to preserve the history, culture, and indispensable dimensions of urban heritage to enhance this sense and create spatial identity.
- Knowledge of change and transformation - avoiding excitation and destruction of historical-heritage structures.
- Emphasis on authenticity, identity, and the role of cities in the global urban landscape.
- The use of local and global knowledge.
- The intelligent integration of historical and contemporary urban architecture.

4.1 SWOT Analysis

	THREATS	OPPORTUNITIES	WEAKNESS	STRENGTHS
Physical - Space Organization	▪ Rapid physical changes due to severe functional changes that make it difficult for residents of the neighborhood to live in residential buildings. ▪ Disconnection from the neighborhood and destruction of the space hierarchy. ▪ The aging of the buildings resulting in the inhabitants leaving and abandoning buildings. ▪ Expanding passages and destruction of some buildings and important passages. ▪ unregulated construction and the gradual disappearance of the historic landscape.	▪ The existence of historic streets that have undergone little change in recent developments. ▪ The existence of land for proposed applications in the development plan. ▪ The possibility of reviving vacant buildings and living spaces for residents of the neighborhood and sustainable urban development. ▪ Access to various neighborhoods. ▪ Important examples of residential and religious architecture.	▪ Priority of development approach in protecting the changes of the spatial organizing. ▪ The demolition of historical buildings around monuments. ▪ The instability of some buildings. ▪ low resistance to earthquake hazards. ▪ The disappearance of the old passage in order to expand the passageways and allow better access. ▪ The lack of protection of valuable residential and religious buildings. ▪ Creating spaces that have spatially transformed the neighborhood. ▪ The existence of an integrated approach in the direction of physical. ▪ deformation in terms of dimensions and shapes. ▪ The condition of buildings in many national monuments. ▪ The abandonment of some significant architectural elements with the transfer of the population to the newly built complexes.	▪ Space Organization and Urban Lines of the Ottoman Period. ▪ Religious buildings should be repaired in terms of physical activity with diverse activities, such as mosques and fountains. ▪ Valuable Elements and Remaining Structures from the Early Development al Periods of Istanbul. ▪ The existence of a center of valued neighborhood s within the boundaries and the presence of a sense of place and meaningful urban territory.

Demographic - Social	▪ The weakening of cultural and religious identity due to rapid change. ▪ The formation of social anomalies. ▪ Exit business with small business units. ▪ Insecurity of neighborhoods due to the development of business units and the disappearance of residents. ▪ Immigration of local inhabitants' people and the presence of non-native residents. ▪ Low level of culture and livelihood of residents. ▪ The presence of non-indigenous inhabitants lacking a connection to the neighborhood.	▪ The possibility of developing tourism in order to interact with tourists and the condition of cultural tourism. ▪ The presence of young people seeking work in nearby neighborhoods. ▪ The possibility of creating a rivalry between local residents and local businesses for social interaction in order to implement projects by entering them into the interests of the project, so they become more interested in the project.	▪ Low participation shares of the main residents of the neighborhood. ▪ Social deformation due to immigration from this neighborhood. ▪ The immigration of indigenous people and the low number of these people. ▪ Residence of non-native people.	
Economic - Functional	▪ A purely economic outlook of conservation and restoration of monuments that leads to the loss of the original features of the buildings. ▪ Loss of residents due to lack of adequate services in the neighborhood. ▪ The weakening and destruction of residential neighborhood. ▪ Eliminating the original functions of the neighborhood and replacing them with incompatible uses. ▪	▪ Historical reinforcement by equipping caravansaries. ▪ The possibility of reviving significant historical cultural monuments to attract capital. ▪ Possibility of converting the land to the required activities.	▪ Lack of service activities in the neighborhood. ▪ Lack of user service. ▪ Lack of business units supply local residents. ▪ High maintenance cost for residents. ▪ Lack of economic efficiency in the improvement and modernization of existing units in the neighborhood.	▪ Rising land prices due to the implementation of the new plan. ▪ The presence of old arteries that can access adjacent streets. ▪ Extensive investment opportunity. ▪ Investors' economic returns from investing in the neighborhood.

	▪ Eliminating the original functions of the neighborhood and replacing them with incompatible uses. ▪ The risk of turning residential houses into warehouses. ▪ A purely economic view on the renovation of new buildings.	▪	▪	▪
Transportation and Traffic	▪ Changing access to and through the development of new projects. ▪ The destruction of a large part of the neighborhood and valuable buildings. ▪ Traffic within the neighborhood ▪ The loss of comfort of the inhabitants.	▪ Providing car access for residents. ▪ Ability to service relief cars. ▪ Quick access to the main city streets. ▪ The possibility of developing a rail network such as a metro or tramway. ▪ The presence of arteries within a small neighborhood that facilitates the accessibility of pedestrians to the street.	▪ Lack of heavy traffic management at the beginning or end hours of the day. ▪ Passing highways and passages away from buildings and from the historical part of the neighborhood. ▪ There are obstacles to pedestrians and the lack of decent urban furniture. ▪ The weakening of the shape and manner of access to the original form due to disruptions	▪ Access to the road. ▪ Proximity to the main streets of the city and the easy access of indigenous and non-indigenous people to the market.
The Landscape	▪ Failure to enforce regulations the changes of the floors of the buildings in the neighborhood ▪ The lack of specific and deterrent rules ▪ The disappearance of spatial authenticity and the integrity of the landscape of the neighborhood ▪ The increasing erosion of buildings, collections and the	▪ Possibility of synchronizing the landscape with the presence of historical signs and memorials.	▪ The vast physical changes of the neighborhood have completely changed its historical perspective. ▪ Uncoordinated variations and variations in building elements and materials that have created a turbulent landscape	▪ The presence of signs of the sense of the previous inhabitants of the neighborhood.

	destruction of public arenas.		▪ Non-coordination (materials, colors, texture) Some new construction with an existing structure. ▪ The visual collapse on the main street.	
Infrastructure	▪ Disproportionate use of new urban facilities in the neighborhood. ▪ Inappropriate health situation in the neighborhood. ▪ Accumulation of garbage due to inadequate disposal system. ▪ Insecurity on the streets due to lack of proper lighting. ▪ Distorting the landscape and the neighborhood.	▪ Creating security through infrastructure development. ▪ The possibility of developing a sewage network in the neighborhood. ▪ Use of taxes from user change and renovation projects for the development of urban services.	▪ Lack of proper waste disposal system. ▪ Inappropriate lighting of passages (except on the main roads). ▪ Disturbance of urban facilities.	▪ Existence of water, electricity, urban gas in the neighborhood.
Urban Furniture	▪ Possibility to keep the same furniture at the end of the project due to the completion of credits. ▪ Not paying attention to street equipment according to tourism needs. ▪ Lack of suitable urban furniture suitable for the number of visitors.	▪ The possibility of furnishing urban furniture on the main streets by relying on and reinforcing existing traditional furniture (counters, fireplaces, etc.). ▪ Arranging city signs on the streets connected to this neighborhood. ▪ Study how people are exposed to existing furniture and their needs. ▪ Urban design of a homogeneous neighborhood	▪ Use of temporary and inappropriate furniture with their neighborhood. ▪ Proper illumination and lack of adequate urban furniture throughout the streets. ▪ The lack of guidance boards for pedestrians.	

Environmental	▪ Lack of attention to waste, such as garbage. ▪ The dissatisfaction of residents and visitors with the environmental situation (ruined and abandoned buildings). ▪ Disturbing the old pattern of residential houses. ▪ Destruction of neighborhood form ▪ Transmission of diseases.	▪ Existence of open spaces within the neighborhood that can be used to increase the amount of green space in the area.	▪ Failure to properly collect garbage from the level of the passageways and neighborhoods. ▪ Lack of green space in the neighborhood. ▪ The existence of waste recycling centers. ▪ The dissatisfaction of residents and visitors with the environmental situation (ruined and abandoned buildings)	▪
Financial and Urban Management	▪ Disparity of the urban management system with the historical features of the neighborhood. ▪ Lack of harmony between different organization. ▪ Construction of urban plans without regard to the culture heritage of the neighborhood. ▪ Not having a coded design for each part of the project. ▪ Defective rules and regulations applied. ▪ The destruction of a large number of valuable buildings. ▪ Lack of people's cooperation with the authorities and as a result of creating barriers to the rehabilitation and development of the area.	▪ Ability to shape collaborative plans. ▪ The possibility of forming new management areas to create synergies between different organs. ▪ Accelerating the implementation of approved projects.	▪ The dominant economic perspective in the revival plan. ▪ Lack of proper urban infrastructure in the historical context before the project starts. ▪ Use of financial and administrative tools of the municipality in order to realize the project. ▪ Not paying attention to the diverse values of the neighborhood. ▪ Absence of an appropriate program for organizing the building. ▪ The decline in social trust among people and government organs and the plans of urban managers.	▪ The existence of informed management in the municipality of the region.

5. RESTORATION PROPOSAL

5.1 General Analysis on Site by Setting Standards

This section will examine the details of a master plan after investigating the historical information, development and change of the current situation of the Emekyemez neighborhood. It is known that the Emekyemez neighborhood is no longer a residential area for multiple reasons and has become an area that is not actively used by the residents. (photo).

Figure 5.1 : View of the current non-residential situation of the site (Beydaghdar, 2019).

Some of the most important causes for this situation:

- The Emekyemez Neighborhood is unsafe especially in the evening and at night.
- People are unaware of the historical value of the area
- There are significant traffic problems at the site because of its narrow streets

In order to categorize these problematic causes of the historical site, the neighborhood should be evaluated under three main headings.

- Preservation and conservation of archaeological and cultural heritage
- The function of the buildings
- Transportation of the site

The first step is to define exact point of the working boundary of thesis that is being planned. Afterward, it was decided to work on the specific regions, called zones 1, 2 and 3 in the 1/500 scale, which were chosen due to some problems that will be mentioned in the following pages.

The boundaries of the Emekyemez Neighborhood in the thesis, starting from Arap Mosque to the north (Yolcuzade Iskender Street), from the west (Tersane Street) to east (Nazlı Hanım Street) and the metro line extending over Tersane Avenue towards the coast, were prepared under two main headings related to function and transportation.

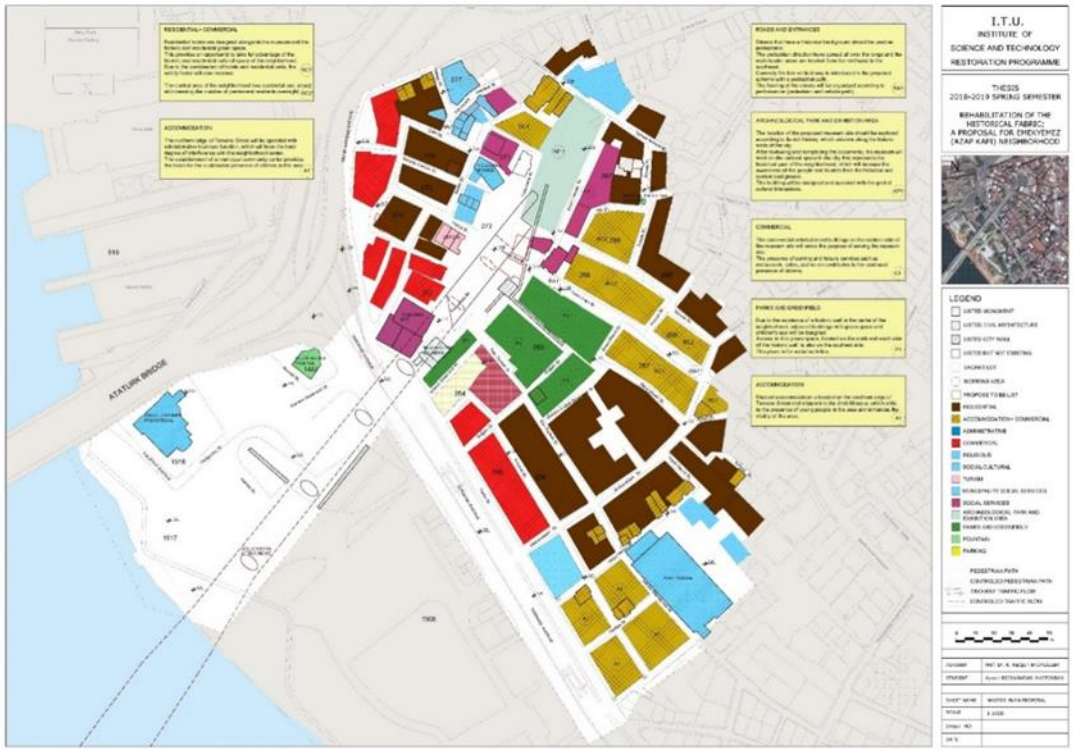

Figure 5.2 : Master plan of the site.

The standards of functions will cover all of the buildings as well as give an overview. Although the usage of the buildings that survived to the present day is quite diverse, they are mostly used for manufacturing or ateliers.

For this reason, these buildings actively used during the day, meaning the area at night becomes vacant. Before the construction of the metro, the buildings were generally residences, so the site was actively used by its inhabitants. Generally, the buildings of the area have small shops at the entrance of the floors, and the upper floors were residences.

Regarding the aforementioned reasons and problems, the regeneration and revival of the area, involving a transition towards residences and small commercial stores, is a major improvement considering its current situation.

Furthermore, green spaces are very limited or have tended to disappear in time; as a result, appropriate green spaces were designed for the site.

Another problem concerning the function issue is that the buildings have a lot of improper excessive floors. Over time, illegal floors constructions were added by the owners. The analysis of this thesis considers the buildings since 1960. The materials used in most of the new buildings were made of concrete and the buildings of the area have mostly functioned as ateliers and depots. The decrease in the number of floors of the entire site can been seen in figure 5.3, where the listed sites are depicted in red.

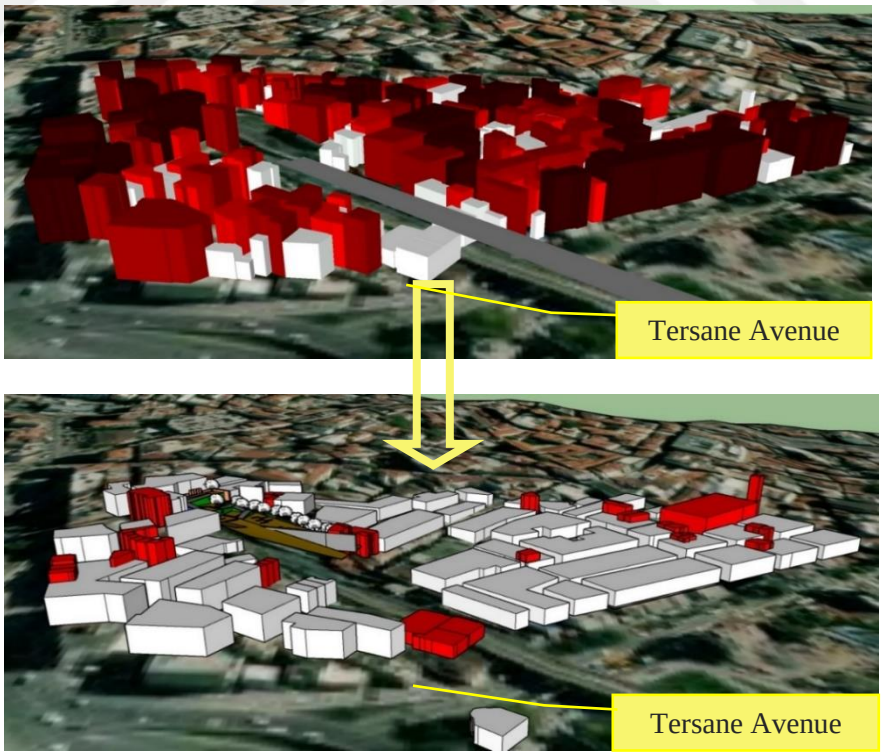

Figure 5.3 : Comparing the current situation of the neighborhood with preparing master plan.

Some criterion and standards mentioned in this master plan. Over the course of time and in the case of demolishing these buildings, it is appropriate to create a plan.

The proposal will only allow two or three floors for new constructions located in the south on the blocks around Arap Mosque on Tersane Avenue and up to the dead-end Eflatun Street. Since the ground level is the same along Tersane Street, maximum three floors will be allowed. This limit is determined by heights of the listed buildings and Arap Mosque in this area.

The ground level from Tersane Avenue to Refik Saydam Street will be raised from +6.00 m. to +22.67 m. Thus, the suitable height for proposed buildings in the north is maximum two floors as it was mentioned in the previous paragraph.

One of the important decisions related to transportation is the expansion of streets. There are many streets where the improper of new buildings lots affects the width of the streets (Figure 5.4).

Figure 5.4 : View of the current unsuitable addition of the buildings in site (Beydaghdar, 2019).

New buildings will also have an impact on the street width. The streets will be widened to eight meters, and they will be one-way streets. Moreover, there will be enough space for pedestrians. The width of the street will be determined according to the listed buildings on the street. Taxi stations and pedestrian crossings have been designed. These topics will be discussed in more detail in the following pages.

5.2 Detailed Analysis of Zones 1, 2 and 3

After the determination of specific decisions, three different zones of 1/500 scale were studied in more detail (Figure 5.5).

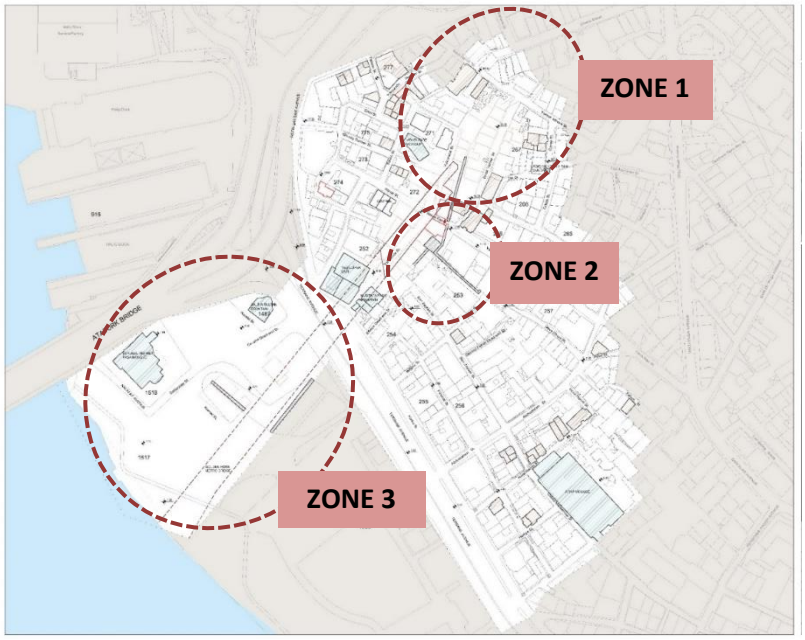

Figure 5.5 : Location of the zones.

The area of the thesis and its surrounding neighborhood are located in the city center and contains historical buildings. However, due to two significant problems and transformation issues that will be mentioned in the following paragraphs, this area completely lost its historical characteristics and identity. Furthermore, the public no longer can perceive its historical and cultural value.

First, the construction of Tersane Avenue in 1966 caused the destruction of many buildings and even some entire blocks. One of the reasons for this destruction was due to the construction of Tersane Avenue in 1966 (Figure 5.6).

Afterward, some more buildings as well as entire city blocks were demolished in 2006 in order to construct the new metro line between Haciosman and Yenikapı.

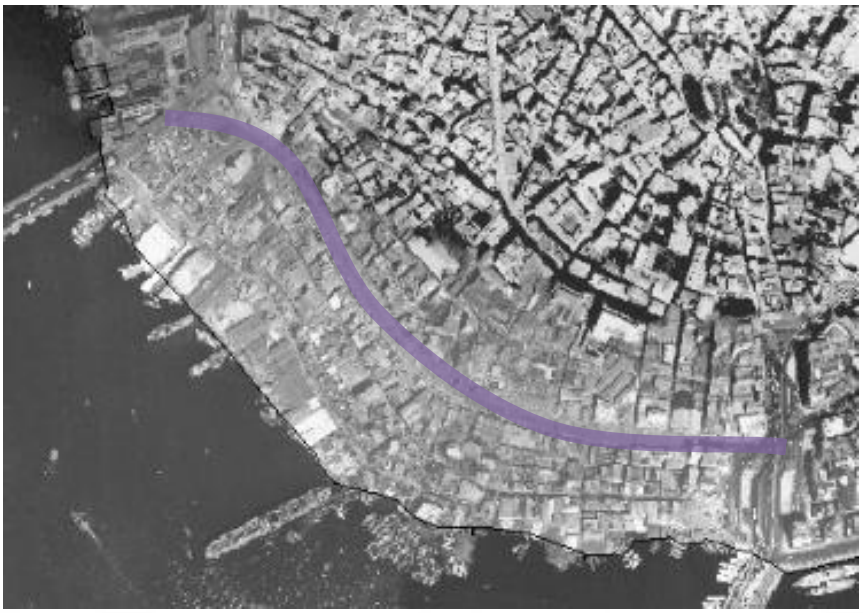

Figure 5.6 : Aerial photographs of Tersane Avenue in 1966 (Url-2).

AZAPKAPI GEÇİDİ İNŞAATI HIZLA İLERLİYOR — 3 milyon liraya çıkacak Azapkapı alt-üst geçidinin yarısı tamamlanmıştır. Temmuz ayında kısmen trafiğe açılacak olan geçit tamamlandığı zaman Azapkapıdaki trafik düğümü çözülecektir. İnşaatta şimdiye kadar 300 ton çimento, 32 ton adî beton demiri ve 39 ton torçelik kullanılmıştır. Resimde geçidin 17 Hazirandaki durumunu tesbit ediyor.

Figure 5.7 : The construction of Azapkapı Pass (Salt archive).

5.2.1 Zone 1

The proposed project for this area is designed with the help of the urban planning criteria. The area designated as Zone 1 will make the historical peninsula to be directly/clearly visible. In this direction, changes and vitalization were considered based on two main issues. First, principles on the protection of archaeological and cultural heritage will be implemented (Figure 5.8).

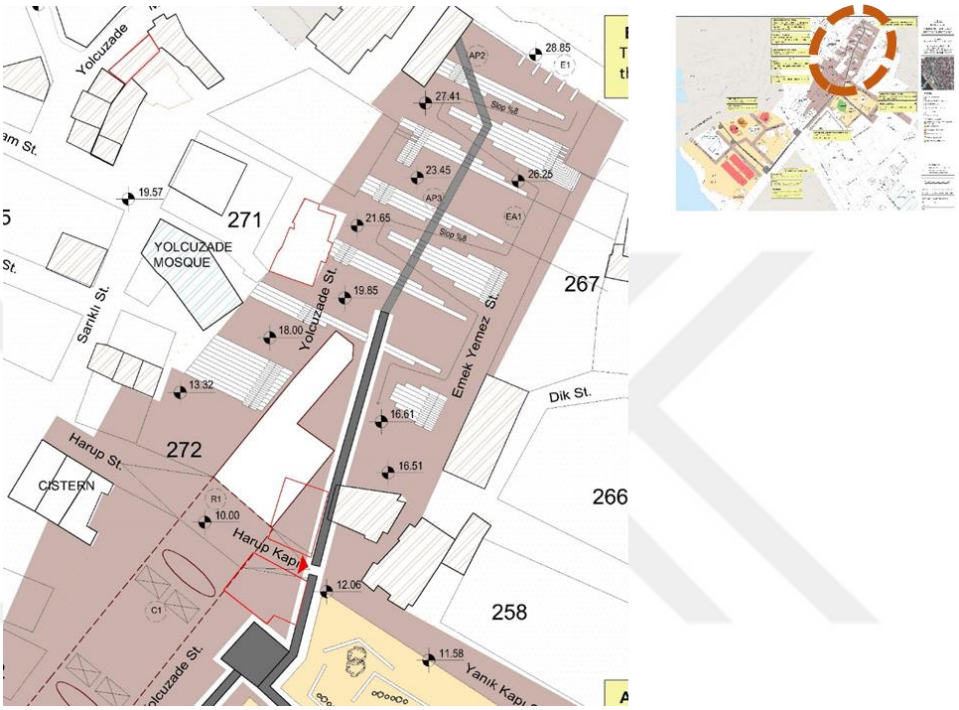

Figure 5.8 : Zone 1 master plan.

Behind the creation of this zone is to make the fragments of the Galata Walls more visible, in order to reflect the identity of the area. Since walls of Galata are no longer visible because of surrounding new buildings as well as additional floors added to older buildings on them over time, it is necessary to remove those annexes. The common pavement (that will be decided in the process of the restoration project) will be applied by creating a pedestrian space one-meter from the walls of buildings. The one-meter paving material beside the city walls is considered to be transparent, therefore it will be possible to see the relation of the walls to the floor and also the paving material will encourage visitors to be cautious as they go around the walls.

There are two reasons for choosing different materials. The first one is to emphasize the walls and draw the attention of visitors to the ground. Moreover, this is because there is a possibility of uncovering a new level of the city wall during the excavation

and cleaning the area around the annexes since it is one of the most important issues to share with the people.

Another important issue is to exhibit the predicted extension as a part of excavations of the city walls in the north of the site. The building in this area were demolished during the construction of the metro.

Standards of the Functions

In this region, the view of Süleymaniye Mosque from Nazlı Hanım Street provides a wider panorama that is particularly unique in this area. Therefore, it is important to assign new buildings (it is depicted in blue in the figure 5.9) with public function belonging to municipality. Consequently, the sumptuous panoramic view will be more available for the citizens, so they can enjoy spending time in these buildings.

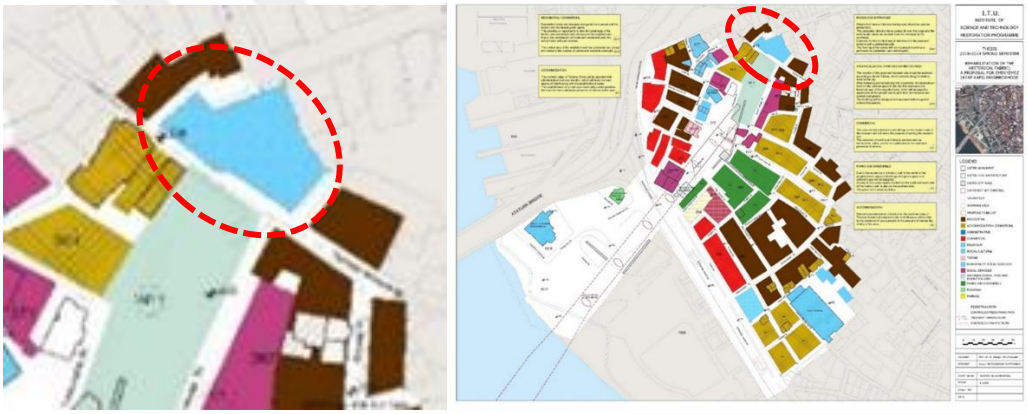

Figure 5.9 : Zone 1 public place belonging municipality.

Establishing monthly or weekly street markets under the Metro Bridge (Yanıkkapı Street) and in open areas under the control of the municipality would give this region a different value and appearance.

With these standards, the design process continued as follows:

Since the metro line passes under this region, it is not possible to construct buildings over this ground. Therefore, the most appropriate usage can be provided by designing a public space where people can reach the traditional and antique accessorize and home stuffs that are usual in these open spaces. The level of the ground from Tersane Avenue to Nazlı Hanım Street reaches from +6.00 m. to +22.67 m. In this case, a path with stairs and ramps had been designed. Moreover, there is five platforms between the stairs allowing for people to sit on the benches and have a panoramic view of the Golden Horn.

Figure 5.10 : View of Zone 1.

5.2.2 Zone 2

Zone 2 is the most important area as historic value. The fact that Harup Gate is located in this area and the Galata City Walls extend in two different directions make this region more valuable. This is the longest section of survived Galata Walls. Unfortunately, due to inappropriate constructions, the city walls are invisible as they are between or even under buildings in the area. Therefore, the decisions regarding the preservation of the archaeological and cultural heritage are to remove the surrounding additional walls and the annexes of the Galata Walls so that there are no obstacles blocking the view of the walls.

The first step was to demolish new buildings and turn this area into a completely open space (Figure 5.11).

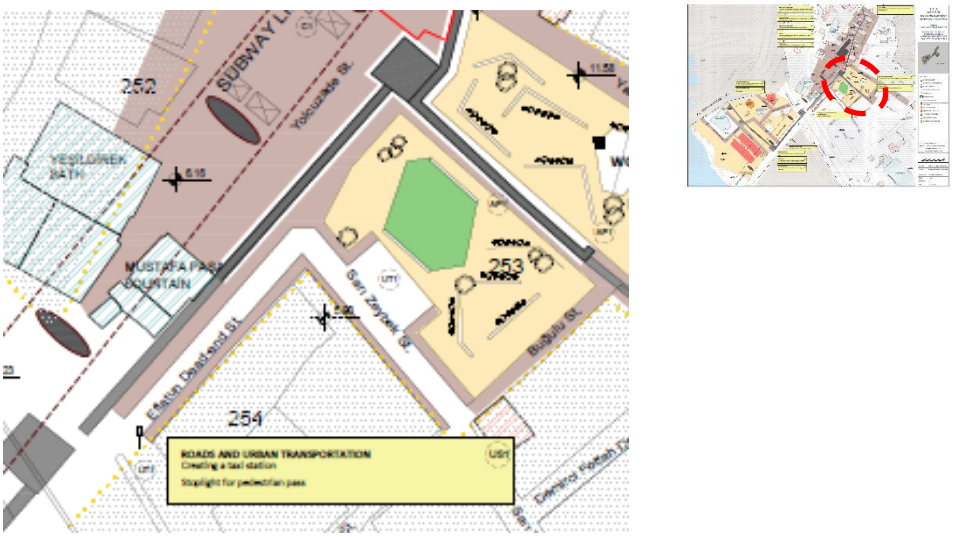

Figure 5.11 : Zone 2 master plan.

A large area will be obtained by demolishing the six-floor building adjacent to the city walls that are parallel to the sea just south of Harup Gate (Figure 5.12).

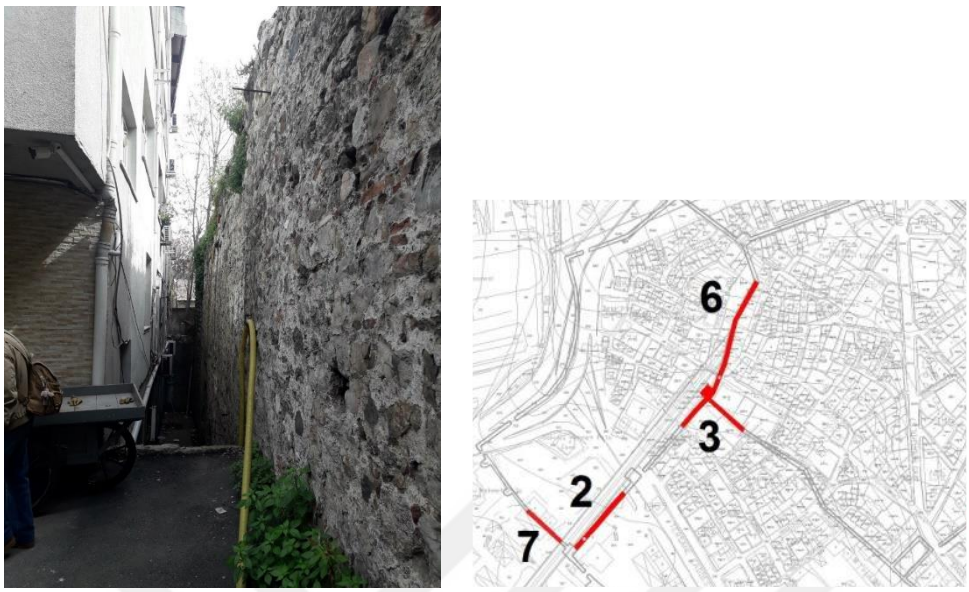

Figure 5.12 : Detailed plan of the survived Galata City Walls (Sağlam, 2018).

Figure 5.13 : View of the current situation of the site (Beydaghdar, 2019).

Secondly, when the restoration of the city walls was done appropriately and improper annexes were removed, it was approved to do the paving for about one meter with different materials in Zone 1. Another important issue is to exhibit predicted extension from excavations of the city walls in the south of the existing wall (Sheet) parallel to the sea, which it will be estimated by reference to historical maps (Müller-Wiener,

2001) as Zone 1. In the area where no remains of the city walls are found, paving of the ground will be done.

One of the most important decisions would be to develop the aforementioned large area into a green space to display the walls without any obstacles (Figure 5.14).

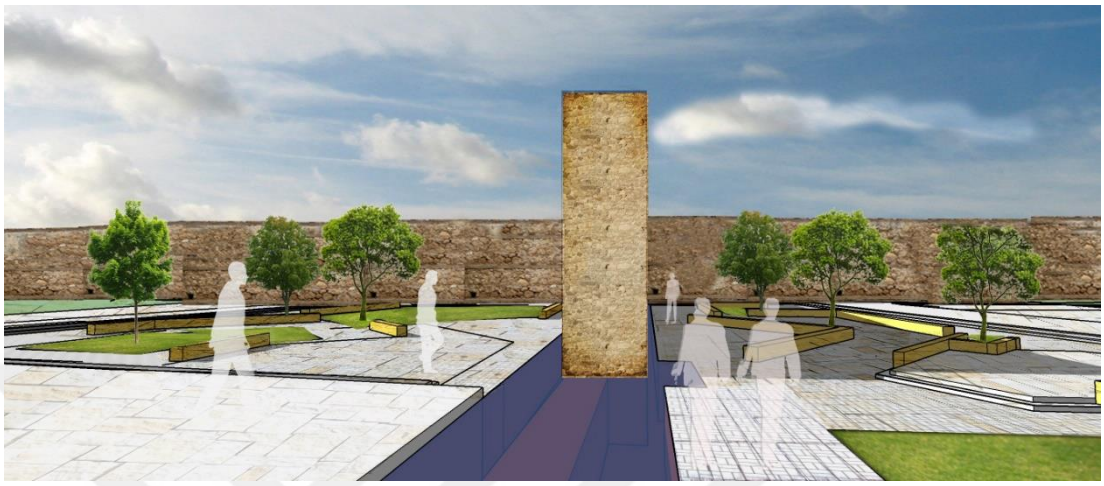

Figure 5.14 : View of Zone 2.

At the same time, one of the important decisions about the transportation is regenerating of the passage Harupkapı Street to Yanıkkapı Street (Figure 5.15).

Figure 5.15 : View of the Harup Gate (Salt archive).

The current situation of the metro is close to the street level, as the height between the metro and the ground is not enough to for this road to be in a straight line. By decreasing the ground level about two meters in order to recreate Yanıkkapı Street, the

road and the height to the metro line will be increased to 3.15 meters. Moreover, forming the road as a ramp of 8% will be useful in reaching both sides of Harupkapı and YanıkKapı streets.

Figure 5.16 : View of the current situation of the subway and the streets (Url-1).

By reorganizing all this area to control the access of vehicles at the site, it is necessary to pedestrianize this area and to provide access for ambulance or fire vehicles in case of emergency.

A station was designed on Sarı Zeybek Street as a convenient taxi and car entrance for Zone 1 and 2, adjacent to the proposed green area to enter Buğulu Street from Tersane Street (Sheet).

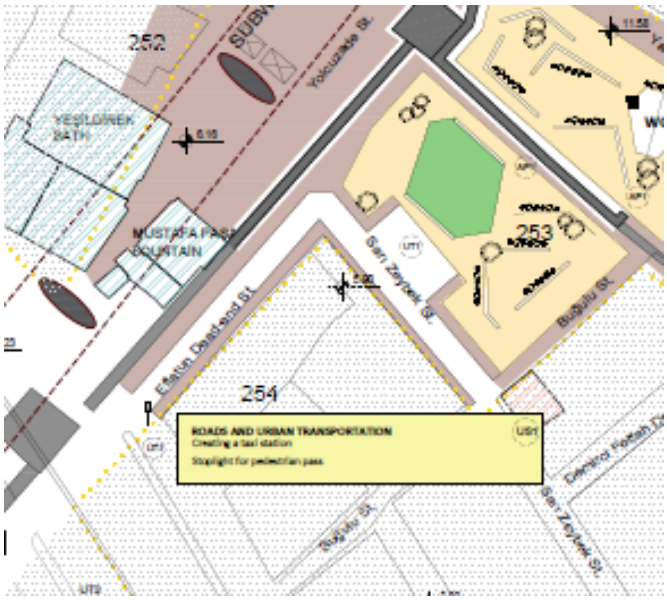

Figure 5.17 : Zone 2 master plan.

The site can only reach from this street by car now. After reorganizing the area, it will be possible to reach Tersane Avenue from Eflatun Street, which is currently a dead-end street.

The approved street paving material will be stone, which will be different from the pedestrian crossing. It is shown in pink on the plan.

5.2.3 Zone 3

Zone 3 is perhaps the most dynamic area of this thesis and it is the zone which the proposals attempt to more closely follow the regulations to better follow the regulations.

5.2.3.1 The Removal of the Saliha Sultan Public Fountain

The fountain is one of the most magnificent and cultural significant fountains of its period. Currently, the state condition of the fountain is greatly endangered and this structure is at risk of total loss (Figure 5.18).

As mentioned in the Venice Charter in item 7, “a monument is inseparable from the history to which it bears witness and from the setting in which it occurs. The moving of all or part of a monument cannot be allowed except where the safeguarding of that monument demands it or where it is justified by national or international interest of paramount importance.” The removal of the fountain is not recommended, but according to the risky situation of the fountain and referencing the Valletta Principles, it is permissible to move a cultural asset when under threat.

The Valletta Principles for the Safeguarding and Management of Historic Cities, Towns and Urban Areas in the article of the Aspects of Change makes reference to the Washington Charter, which already focused on the problems linked to changes in the natural environment: “Historic towns (and their settings) should be protected against natural disasters and nuisances such as pollution and vibrations in order to safeguard the heritage and for the security and wellbeing of the residents” (14. Item, Washington Charter).

Figure 5.18 : Views of current situation of Saliha Sultan Fountain (Beidaghdar, 2019).

Due to issues with its current condition, it is advisable that the current location of the fountain could be changed, by removing it twenty-five meters backward (towards the sea) without altering its axis (Sheet). In addition, the method of moving the fountain can be done without any harming the structure based on the latest developed techniques.

After relocating this structure, two applications are made to keep the old position noticeable, to introduce it to the visitors.

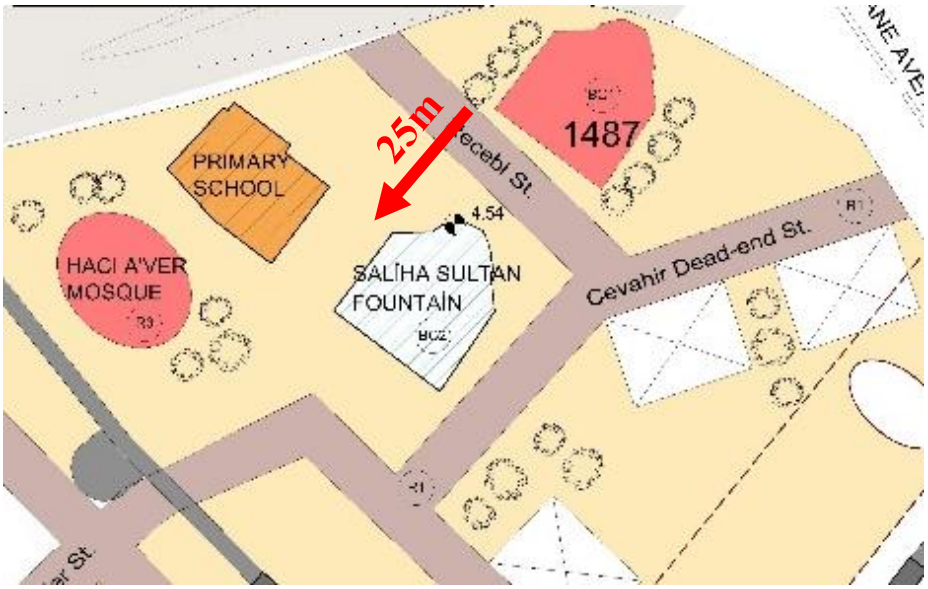

Figure 5.19 : Zone 3, removal of Saliha Sultan Fountain.

First, by raising the fountain two steps higher, can help draw attention to the site. Additionally, there will be a marble carving information panel on the ground that will explain the history and the reasons for the removal. Secondly, some trees should be planted around this platform (Figure 5.19).

5.2.3.2 Reconstruction of the Saliha Sultan Primary School

In 1966, during the construction of Tersane Street, "Azapkapi Primary School" was destroyed. This building was part of a complex that included Sokullu Mehmet Pasha Mosque, Yesildirek Bath, and Saliha Sultan Fountain (Figure 5.20).

Figure 5.20 : Location of the Saliha Sultan Primary School (Goad maps, 1905).

According to the sixth article of the Riga Charter, which is about the authenticity and historical reconstruction in relationship to cultural heritage that was published in October 2000:

"6. in exceptional circumstances, reconstruction of cultural heritage, lost through disaster, whether of natural or human origin, may be acceptable, when the monument concerned has outstanding artistic, symbolic or environmental (whether urban or rural) significance for regional history and cultures;

provided that:

- appropriate survey and historical documentation are available (including iconographic, archival or material evidence);
- the reconstruction does not falsify the overall urban or landscape context; and
- existing significant historic fabric will not be damaged; and providing always that the need for reconstruction has been established through full and open consultations among national and local authorities and the community concerned."

The plan is reconstructing the school which is one of the main structures of the complex, whose position and facades appear in the historical photographs and maps. It is one of the most important decision proposed. Historical maps and photos show that the fountain and school were next to each other. Therefore, if the school is built next to the new position of the fountain, it will be possible to capture the previous layout of the school and the fountain for whom that is memorable for them (Figure 5.21, Figure 5.22).

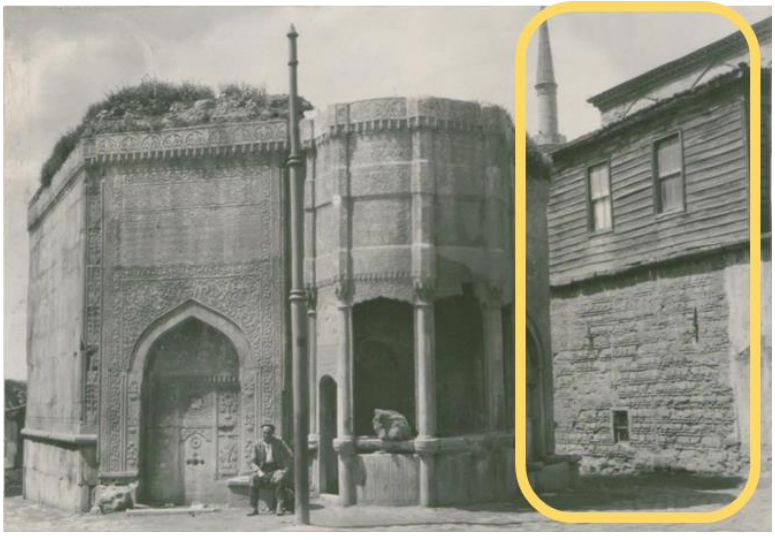

Figure 5.21 : Southeast elevation of the school (Salt archive).

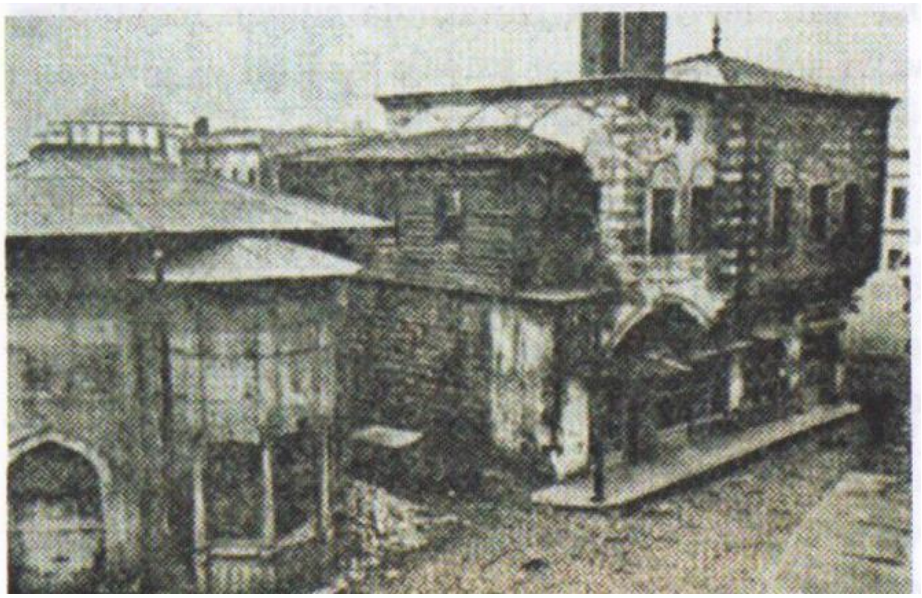

Figure 5.22 : A view of the school (Salt archive).

At first, the previous position of the school is sketched beside the fountain according to historical maps (Historical map, Goad). In the plan, the same layout will be followed for the fountain and school, without altering the axis, but merely moving both the school and the fountain closer to the mosque (Sheet).

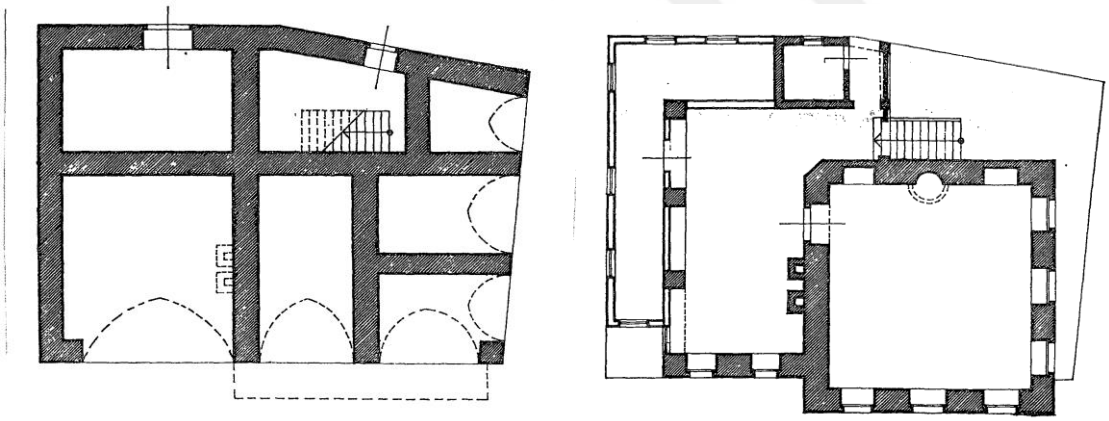

Figure 5.23 : Sketches of ground and first floor plans of Saliha Sultan Primary School (Eyice, 1982, drawn by Baha Tanman).

Furthermore, S. Cesur drew the restitution of the facades of this building in her thesis in 2010 and this can serve as an evidence for the reconstruction of the school (Figure 5.24).

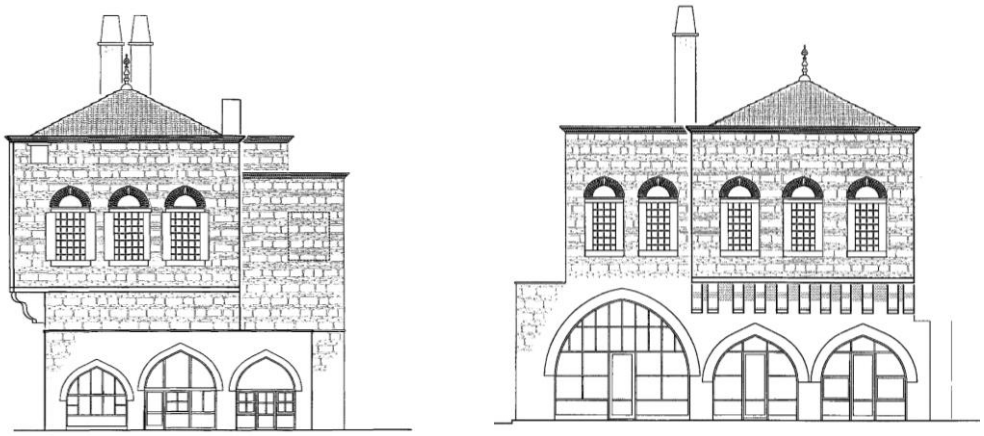

Figure 5.24 : Elevation of northeast and northwest of the primary school (Cesur, 2001).

As a function for the building, due to the Golden Horn Shipyard in the vicinity of this site and also because of the name of the site (Azapkapı), which was the working area of the Azep's, the additional building could function as part of the facilities of any university or classrooms that are related to the navigation departments.

Figure 5.25 : Last situation of the fountain and school.

5.2.3.3 Urban Regeneration and Revitalization

According to the information obtained from many historical maps on this subject such as Goad maps, a few streets and two blocks will be regenerated and rehabilitated at this site.

Today, the situation of this area has been organized by the Istanbul Municipality without taking care of any details of what was here, as the streets, the blocks were in use for many years and only recently disappeared.

Additionally, being neighbor with the Golden Horn Shipyard, Galata Tower and the most important the surviving Galata City Walls gives the site important qualities that should be considered in the design issues.

According to information found in many historical maps on this subject, two large lots can be seen in front of Sokullu Mehmet Pasha Mosque.

It is known that these two large blocks served the Golden Horn shipyard because of both their functions and the name of this neighborhood (Azapkapi Neighborhood).

There is no thought of rebuilding these lots, but in order to regenerate this site by making a small change in the landscape, it will be possible to inform the public about its history. The blocks cover a large space in scale. The plan is to build a pool by providing a depth of approximately 40-50 centimeters as sewage disposal. (Sheet)

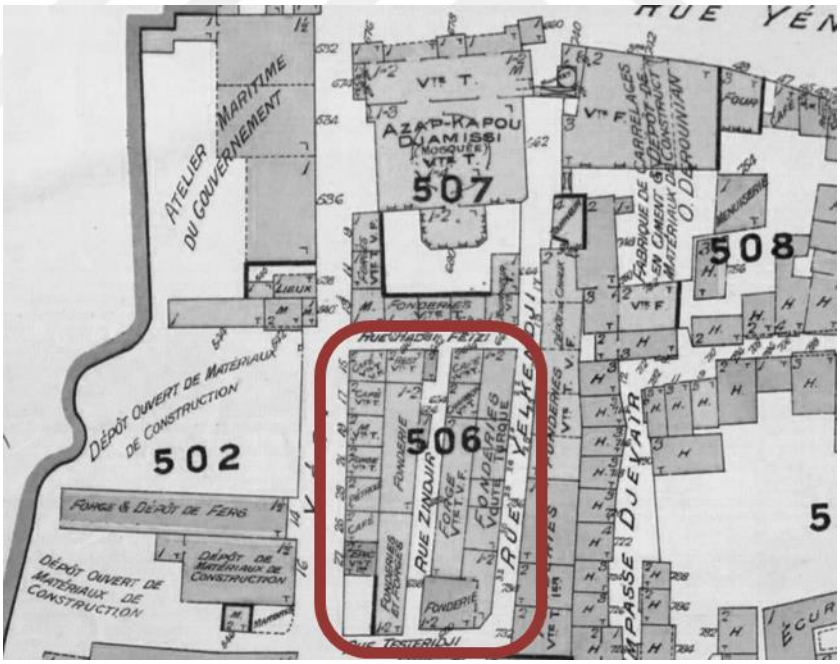

Figure 5.26 : Two blocks that is planned to renovated (Goad maps, 1905).

Due to the former function of this area, it is a suitable location for students from Naval department of universities to exhibit their model. It will also be available for various events.

As in Zones 1 and 2, there are places where some parts of the Galata Wall survive. Furthermore, like the other zones, there is a plan to excavate possible surviving sections of the walls here. In the case of uncovering any remaining sections of the walls, they will be exhibited as in Zone1 and 2 (Figure 5.27).

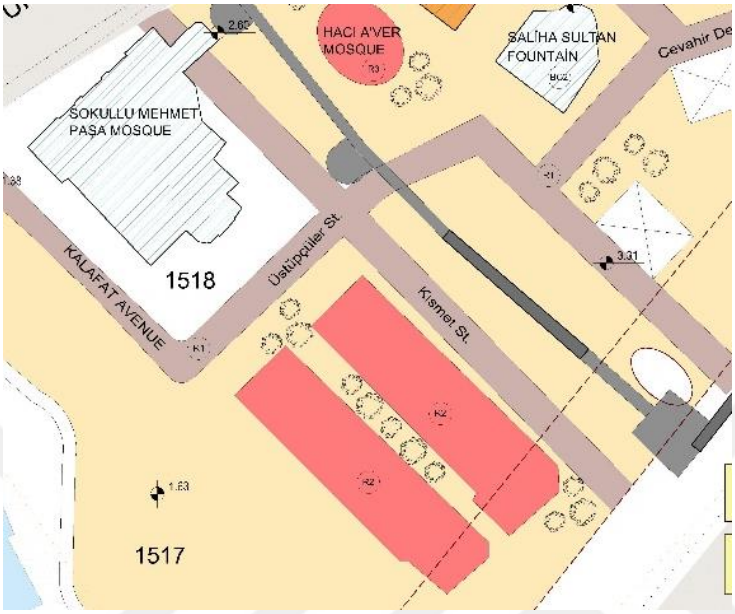

Figure 5.27 : Zone 3 master plan.

In fact, one of the predicted towers of Galata fortifications can see below the ramp that descends towards Sokullu Mehmet Pasha Mosque (Figure 5.29).

Streets

In order to connect this area to Tersane Avenue and to ensure a regular circulation, a particular street was designed using historical maps (Figure 2.28).

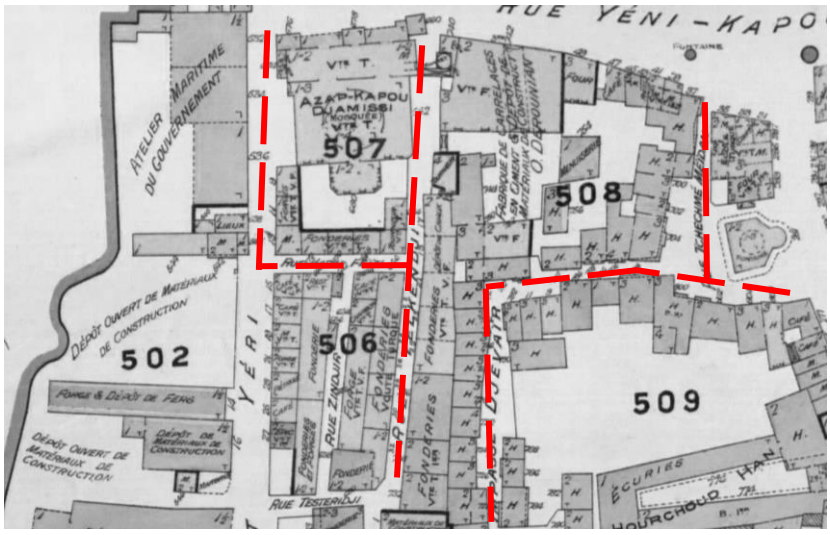

Figure 5.28 : The roads in the historical map (Goad maps, 1905).

As a first step, the intersection points of Kısmet Street and Üstüpçüler Street were determined by referencing historical maps. One of the first streets to be renewed is the pedestrian Kısmet Street that extended to Sokullu Mehmet Pasha Mosque under its minaret.

Figure 5.29 : View of southeast entrance of the Sokullu Mehmet Pasha Mosque (Beydaghdar, 2019).

Later, Dead-end Cevahir Street and Recebi Street, which can be seen in 2014 maps, is connected to Kısmet Street and Üstüpçüler Street. With this pedestrianization system, this region would become better defined and traffic would be better organized. Finally, the sign on Kalafat Street located to the south of Sokullu Mehmet Pasha Mosque to Ataturk Bridge will be shown with 20 steps.

After the details mentioned above, the plan is to locate some portable containers at the vacant spaces between the dead-end Cevahir Street and Galata City Walls. Their location and the height are coordinated in reference to the city walls (Sheet).

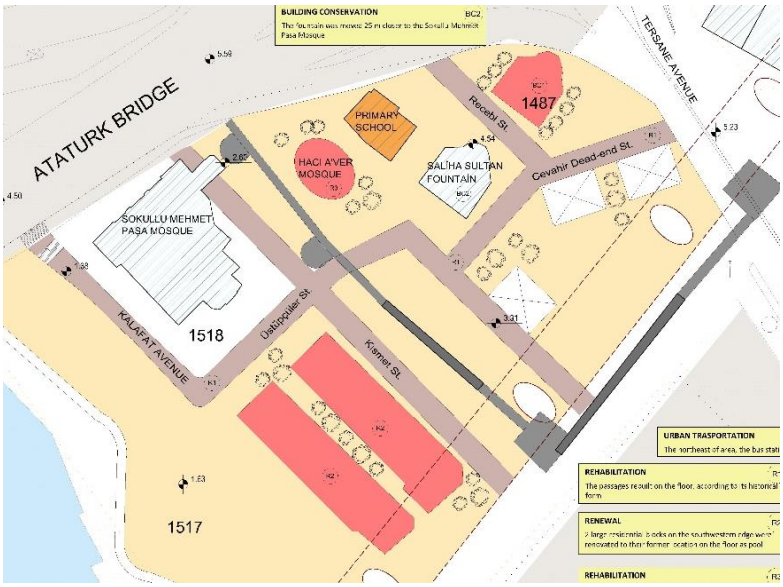

Figure 5.30 : Zone 3 master plan.

These containers are 9 * 2 m in size, single story and set up to be a certain distance from the city walls. They will function as classrooms, workshops, and coffee shops.

Two applications have been envisaged to facilitate transportation and better organize traffic. One of them is a constant traffic on Tersane Street, since buses coming from Atatürk Boulevard to Karakoy do not have a special area as a station. A bus station was designed to solve this problem, so that the movement of cars would not be blocked. The other problem is that the pedestrian crossing on the crowded Tersane Street is currently unsafe and risky. In this case, by installing a stoplight in front of Yesildirek Bath, it will be safe to cross here. In conclusion, by reorganizing Tersane Avenue and the blocks around Sokullu Mehmet Pasha Mosque, Zone 3 will be more active than it is in its current situation. Furthermore, visitors will also be informed about the history of the site more than before.

6. CONCLUSIONS

- To increase the safety of the area and the return of residents, changing the function of neighborhoods from atelier and workshops to residents. The construction of residential, commercial and student units was also considered in order to regenerate this area.
- The main reason for the displacement of the fountain from the present location was the physical deterioration of the monument, which is at on risk of being demolishing.
- The primary school needs to be reconstructed because of the historical and functional need in the area. The plan is to reconstruct the building next to the fountain due to the visual layout it had in the past.
- This region, which is located in the center of the city, is completely removed from public awareness. Consequently, this project aimed to attract the attention and importance of the position and cultural value of this area to people who live in the city or come as tourists.

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APPENDICES

APPENDIX A: Analysis Plans of Emekyemez Neighborhood

APPENDIX B: Historical Superposition Analysis of Emekyemez Neighborhood

APPENDIX C: Master Plan Proposal-1

APPENDIX B: Master Plan Proposal-2

APPENDIX A

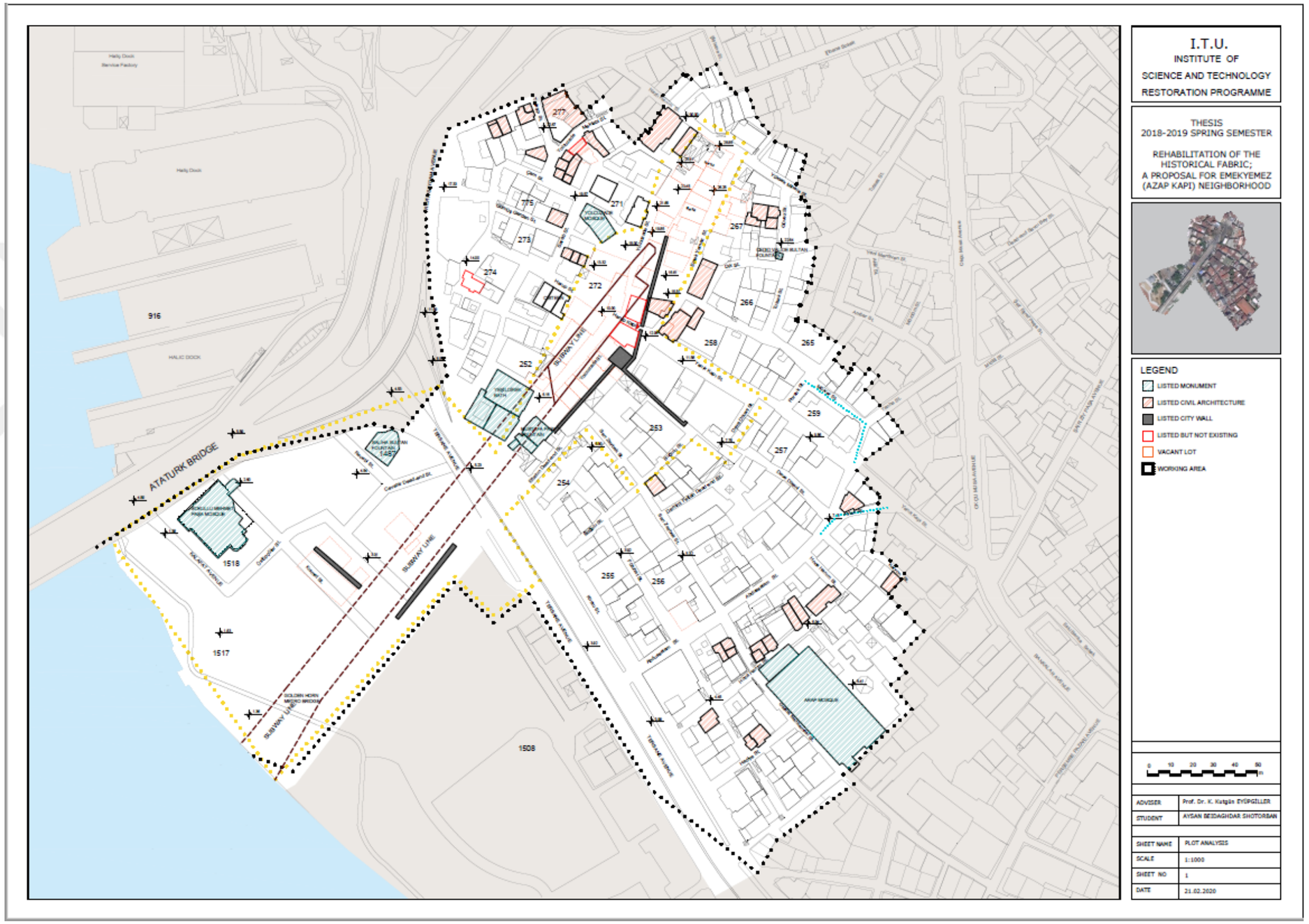

Figure A.1 : Emekyemez Neighborhood plot analysis.

Figure A.2 : Emekyemez Neighborhood spatial analysis.

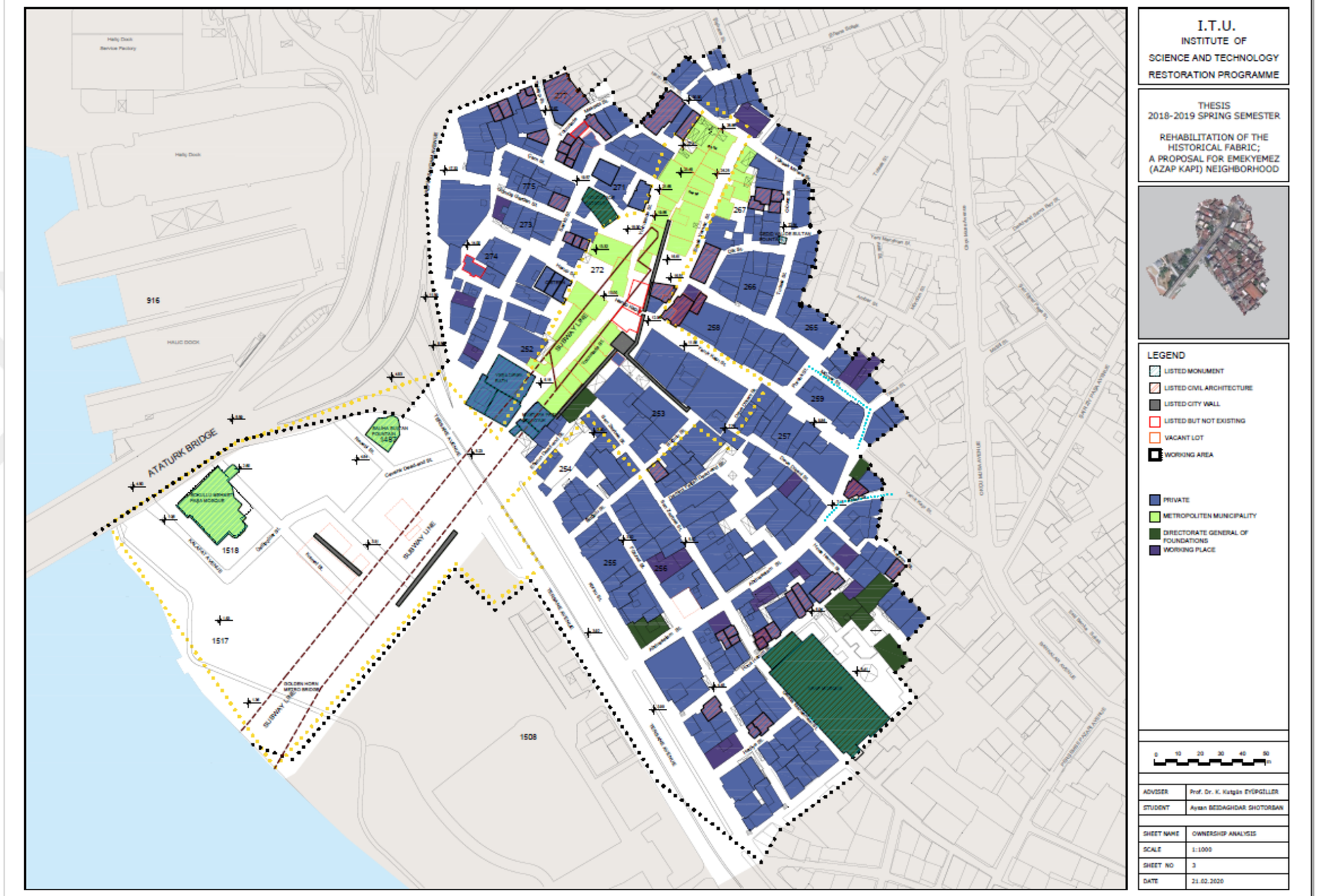

Figure A.3 : Emekyemez Neighborhood ownership analysis.

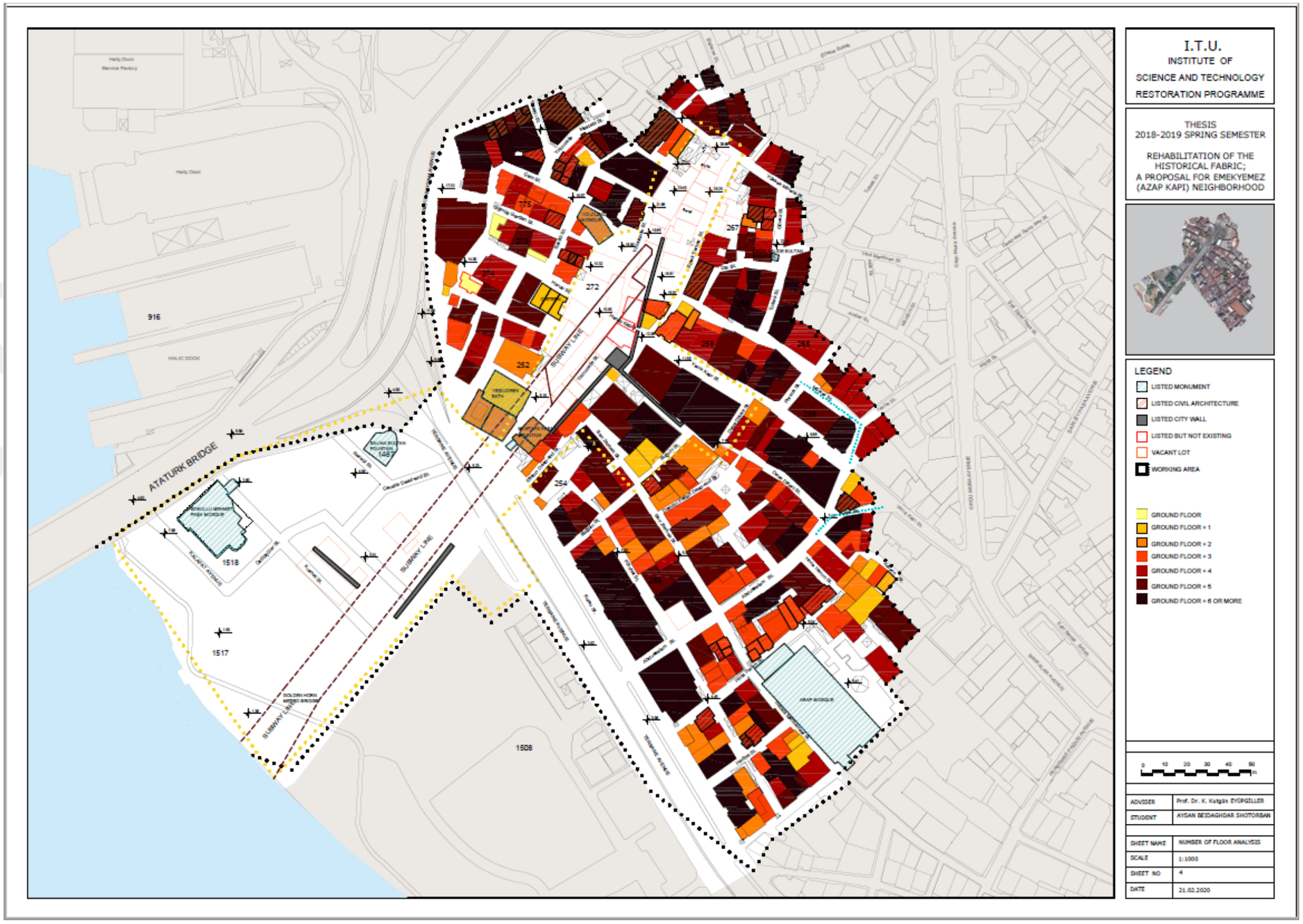

Figure A.4 : Emekyemez Neighborhood number of floors analysis.

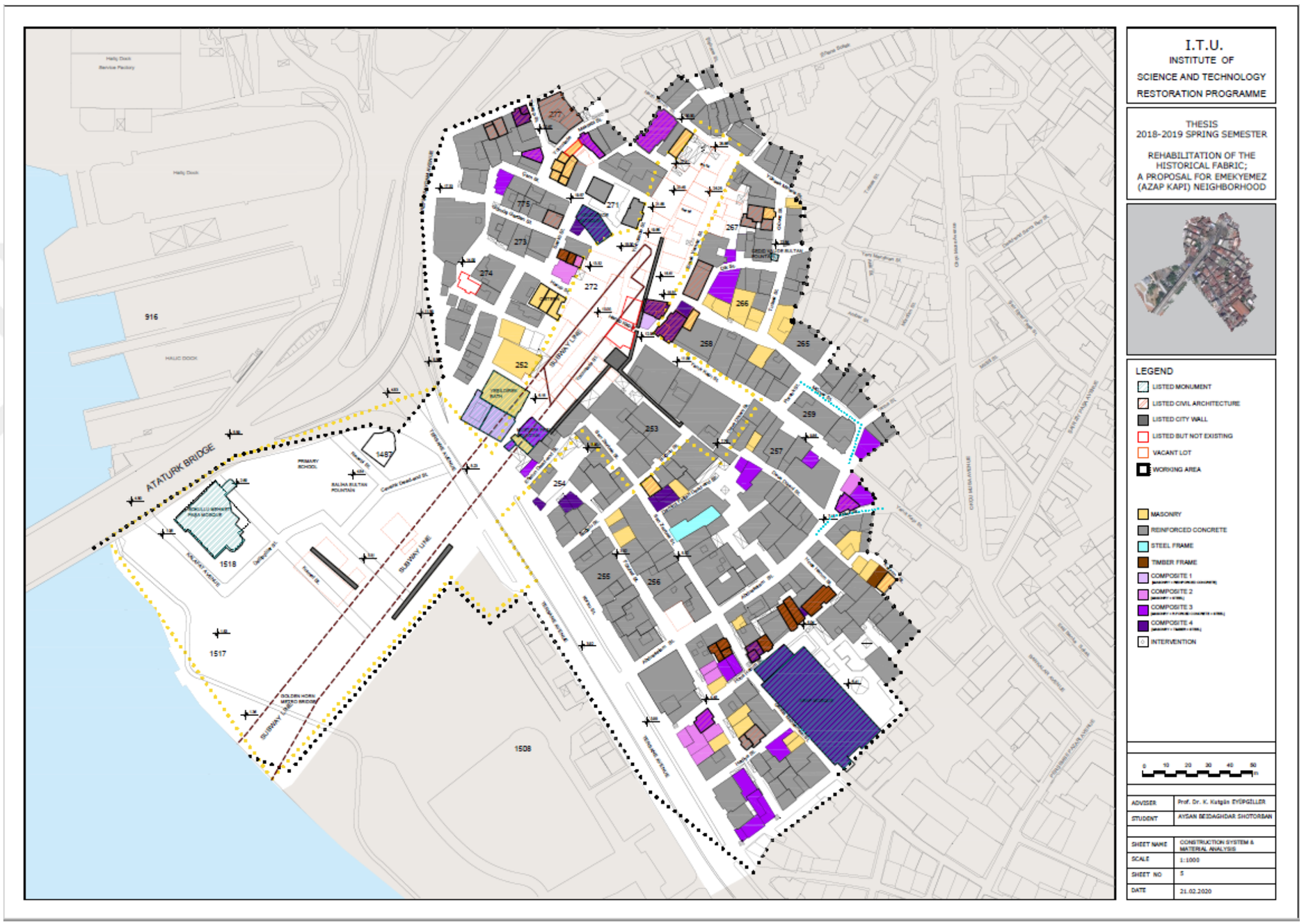

Figure A.5 : Emekyemez Neighborhood structural system and Material analysis.

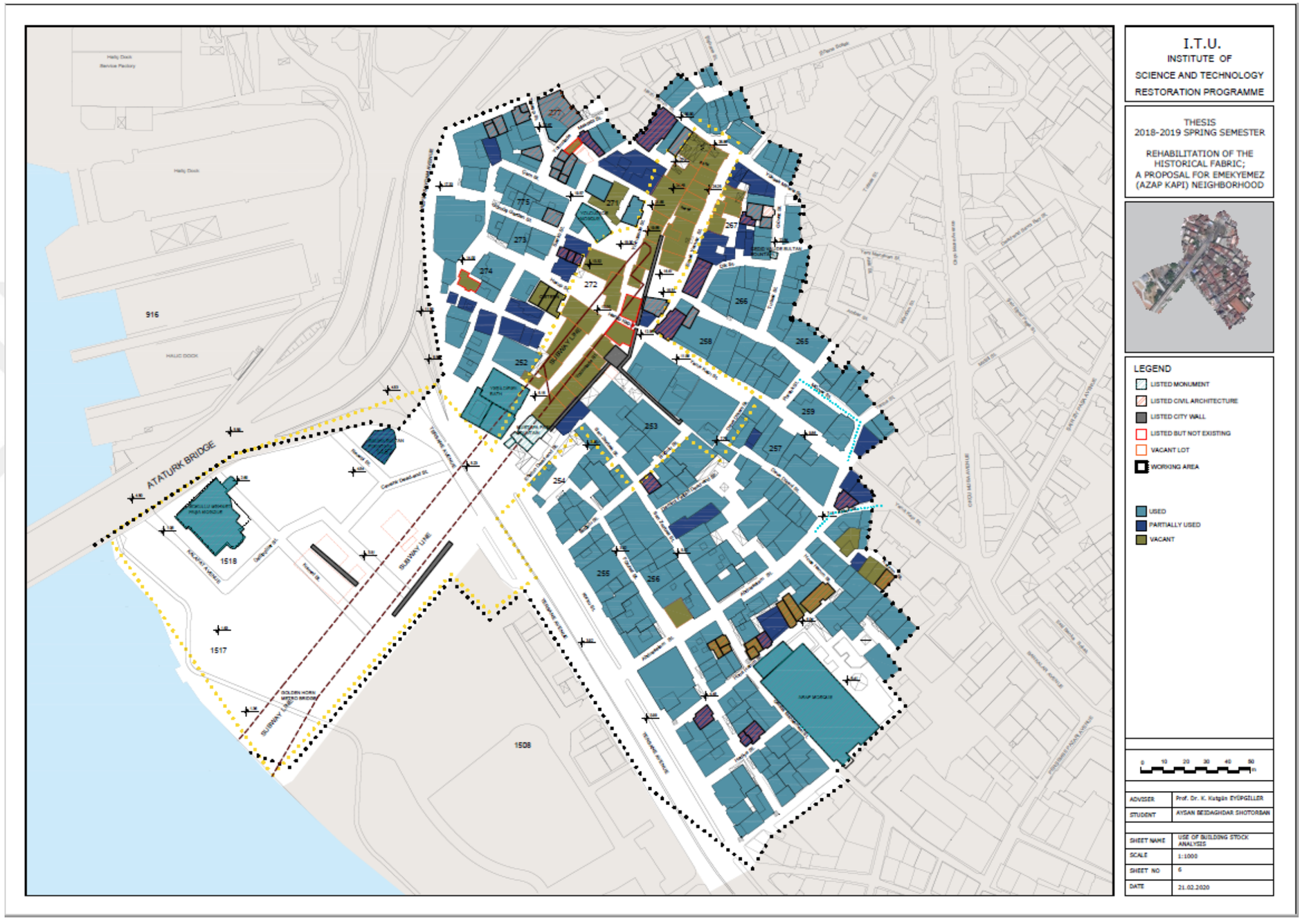

Figure A.6 : Emekyemez Neighborhood usage of building stock analysis.

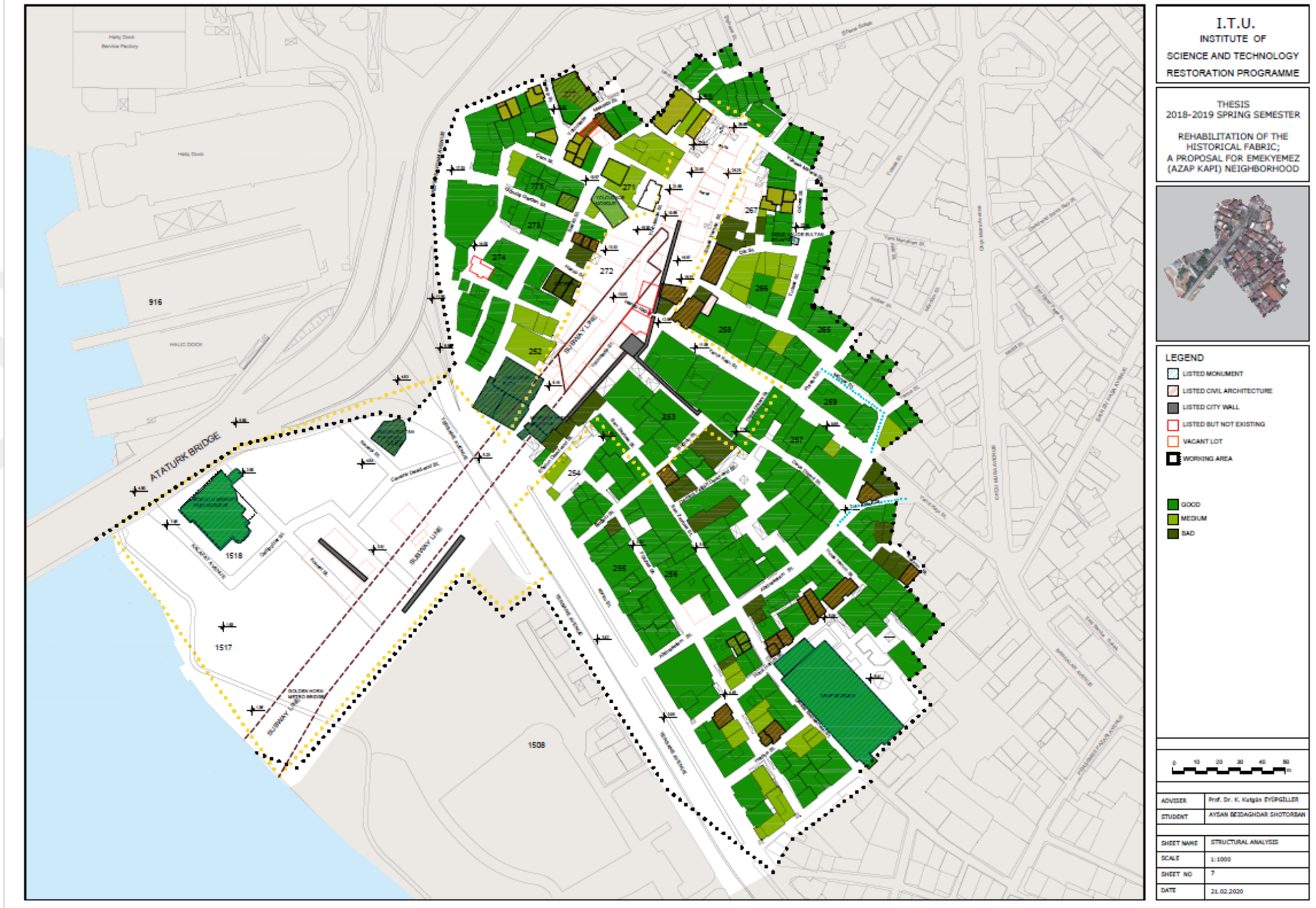

Figure A.7 : Emekyemez Neighborhood structural condition analysis.

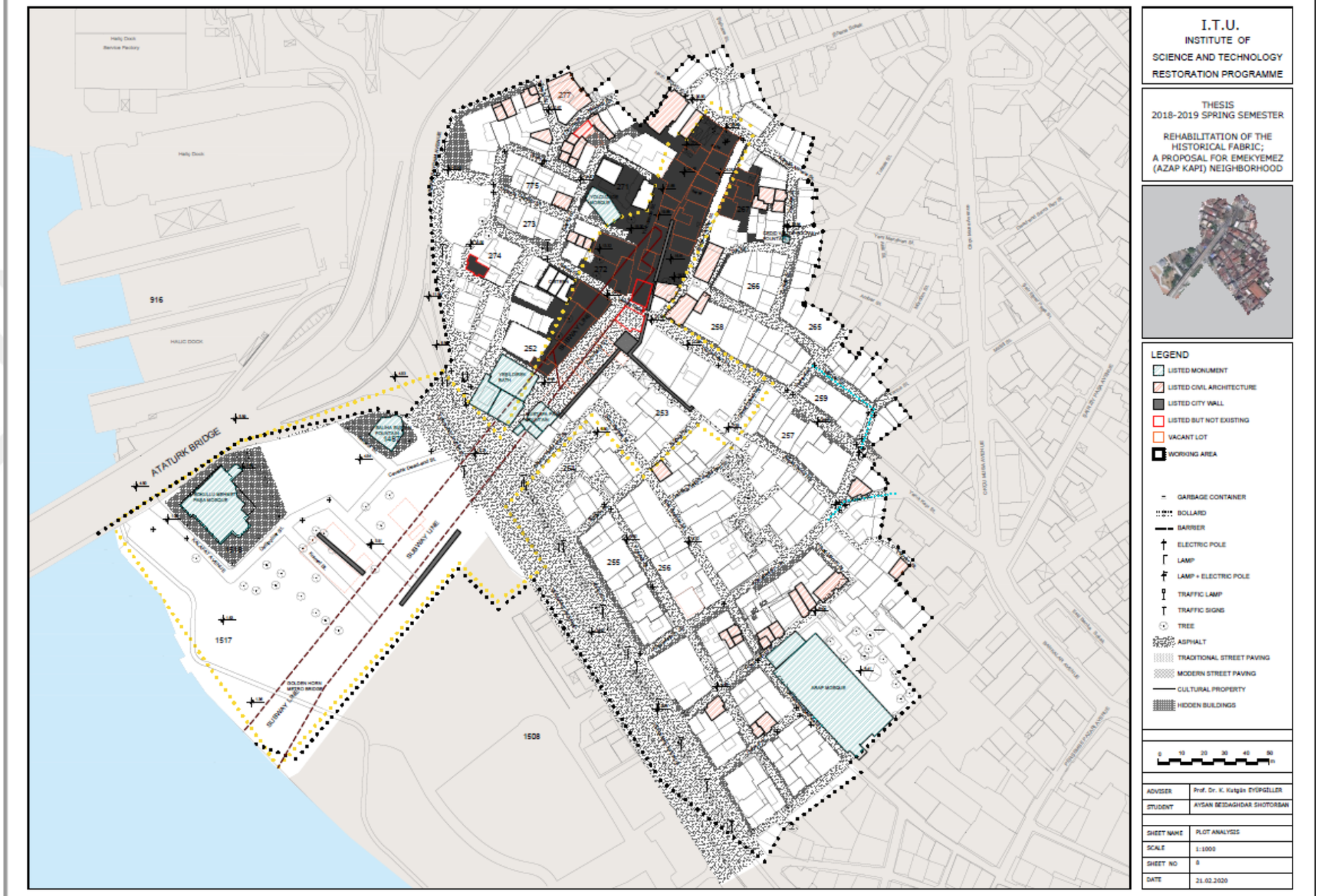

Figure A.8 : Emekyemez Neighborhood environmental analysis.

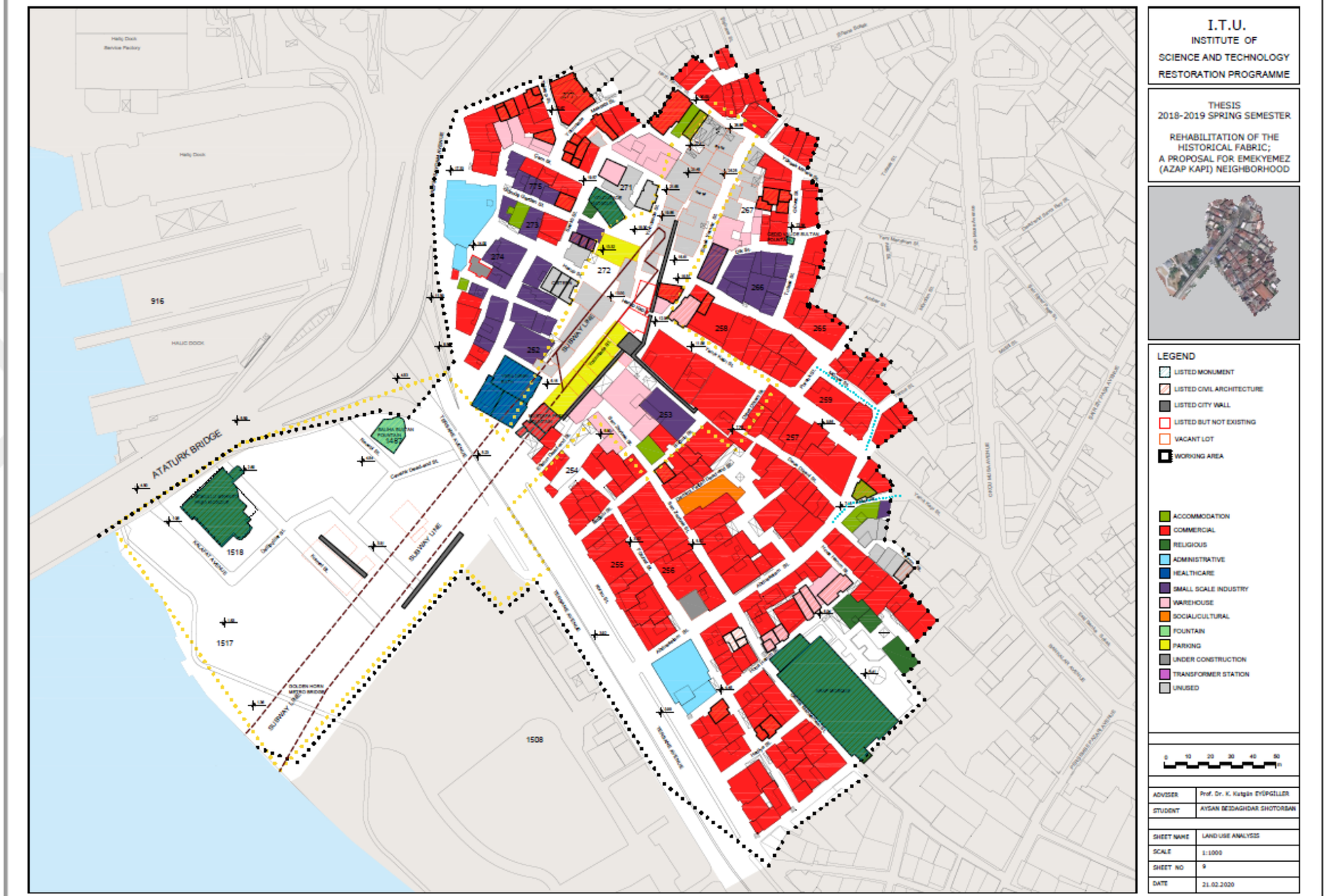

Figure A.9 : Emekyemez Neighborhood land use analysis.

Figure A.10 : Emekyemez Neighborhood evaluation of cultural properties analysis.

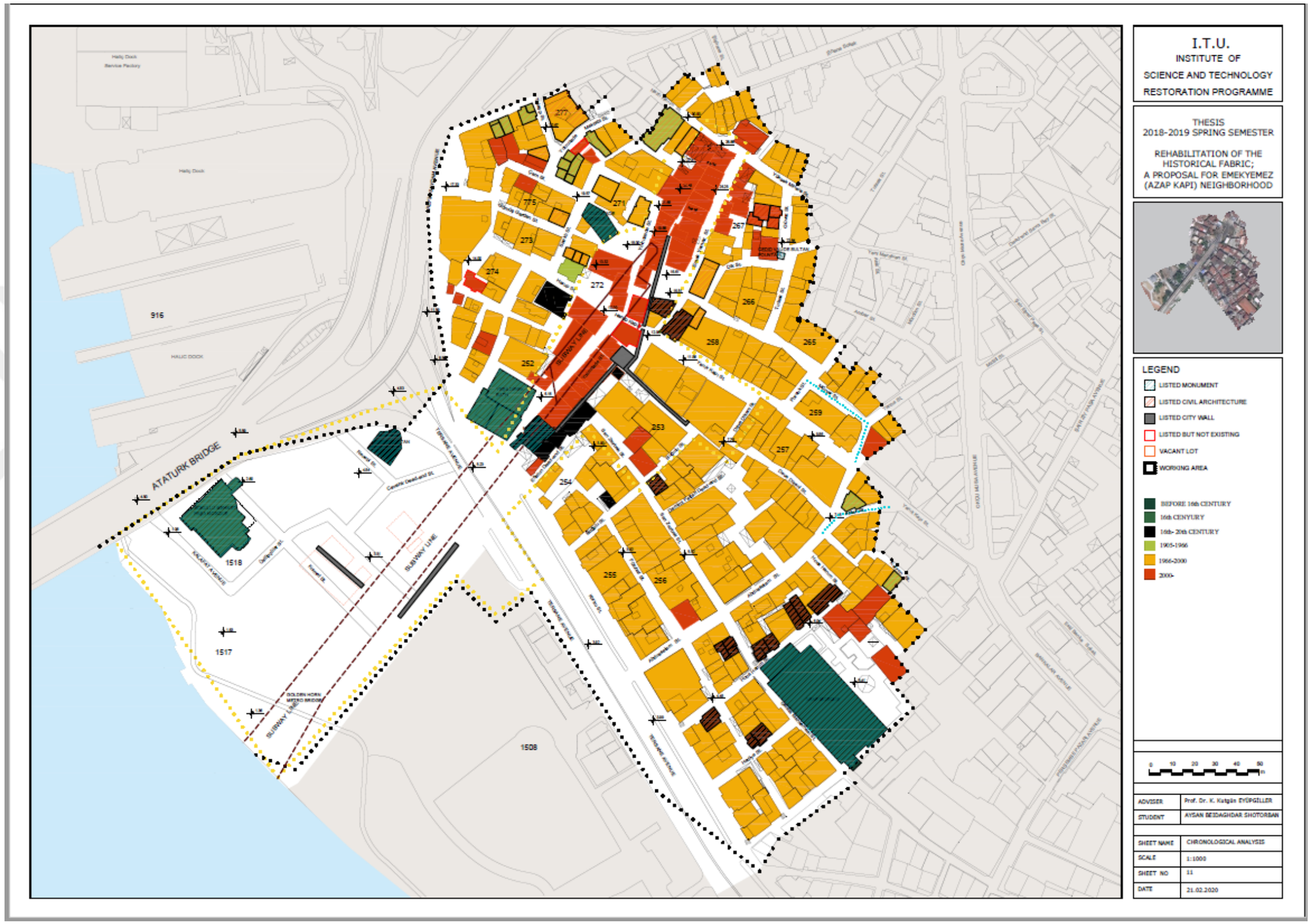

Figure A.11 : Emekyemez Neighborhood chronological analysis.

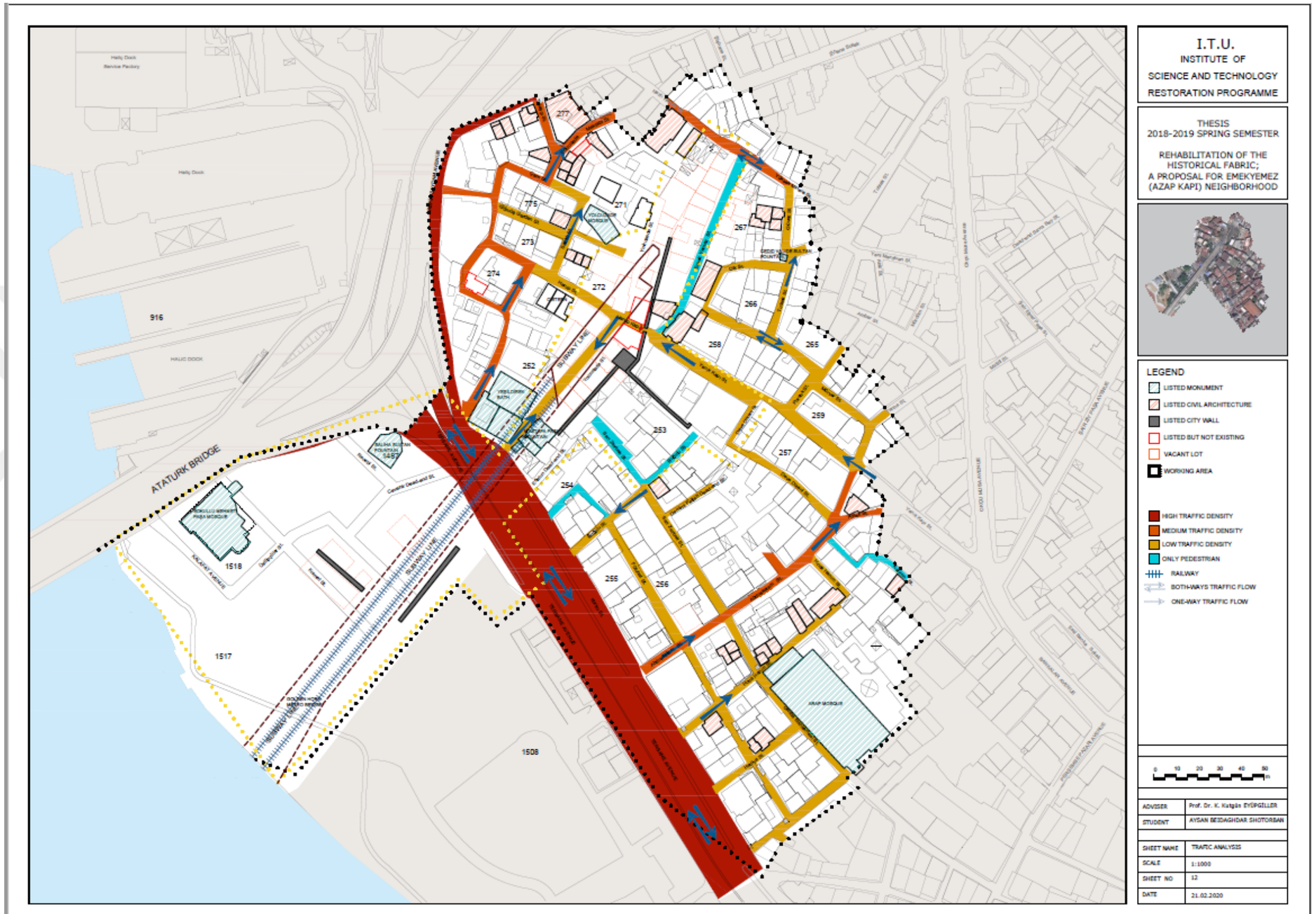

Figure A.12 : Emekyemez Neighborhood traffic analysis.

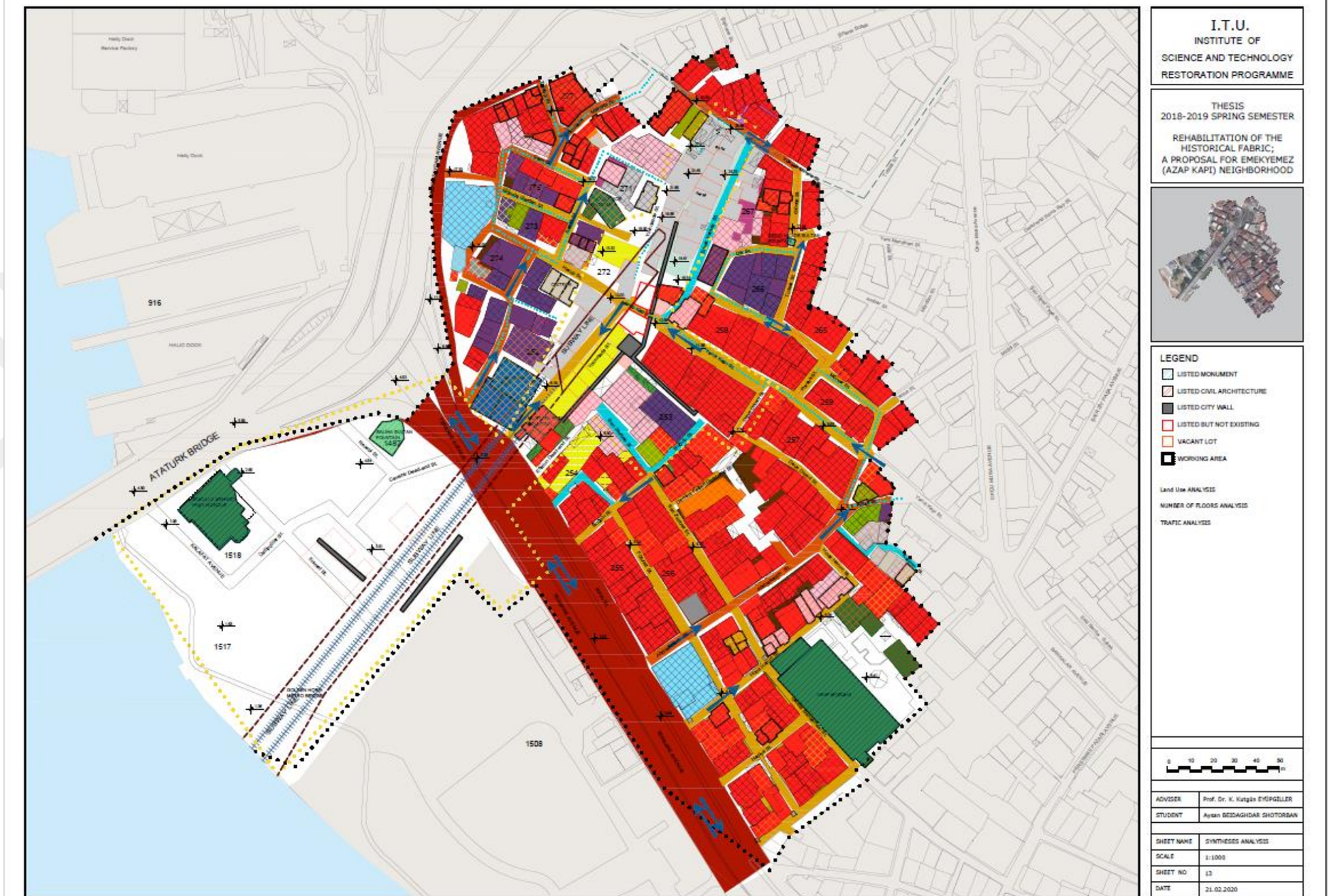

Figure A.13 : Emekyemez Neighborhood sentez analysis.

APPENDIX B

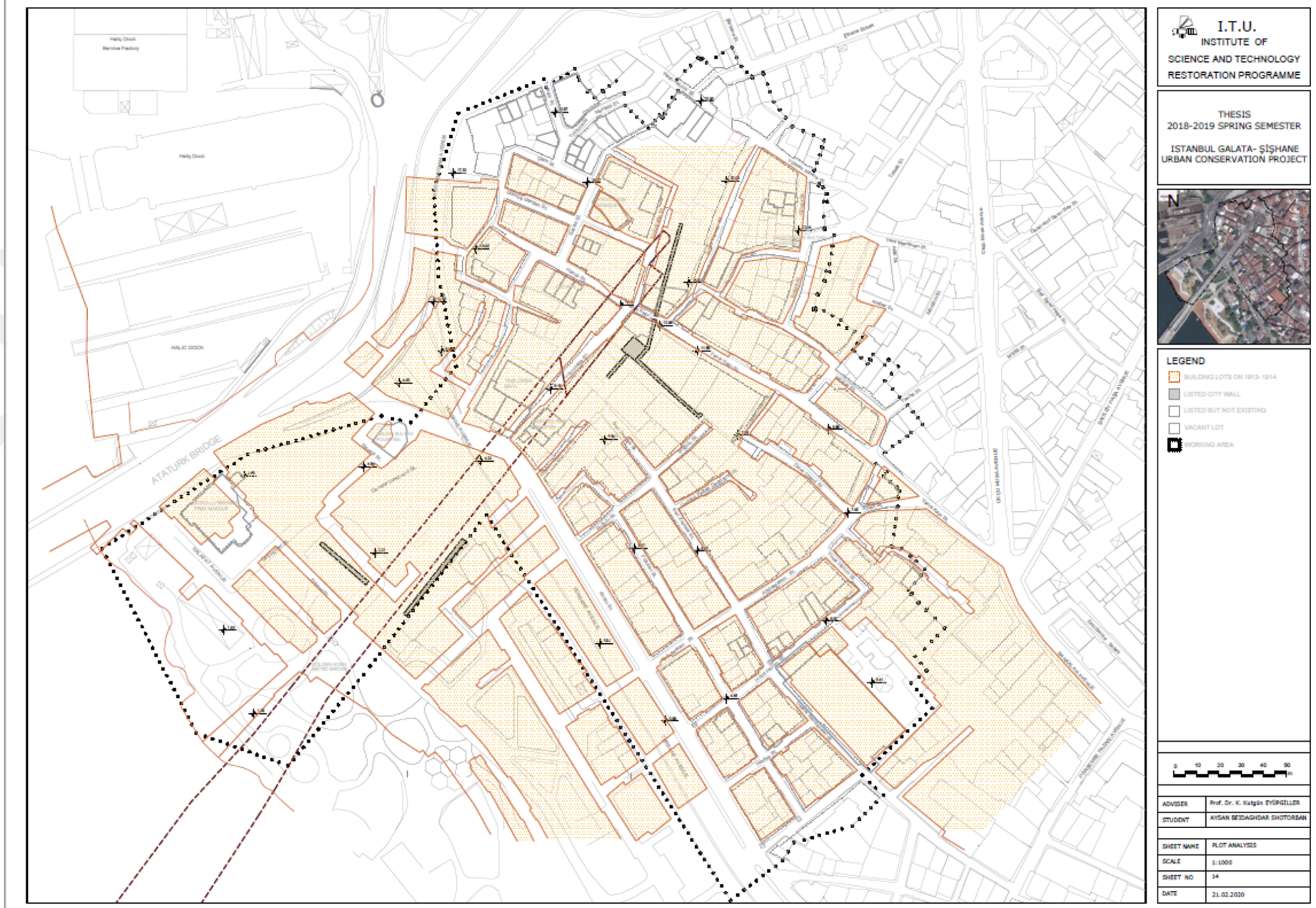

Figure B.1 : Emekyemez Neighborhood historical superposition analysis.

APPENDIX C

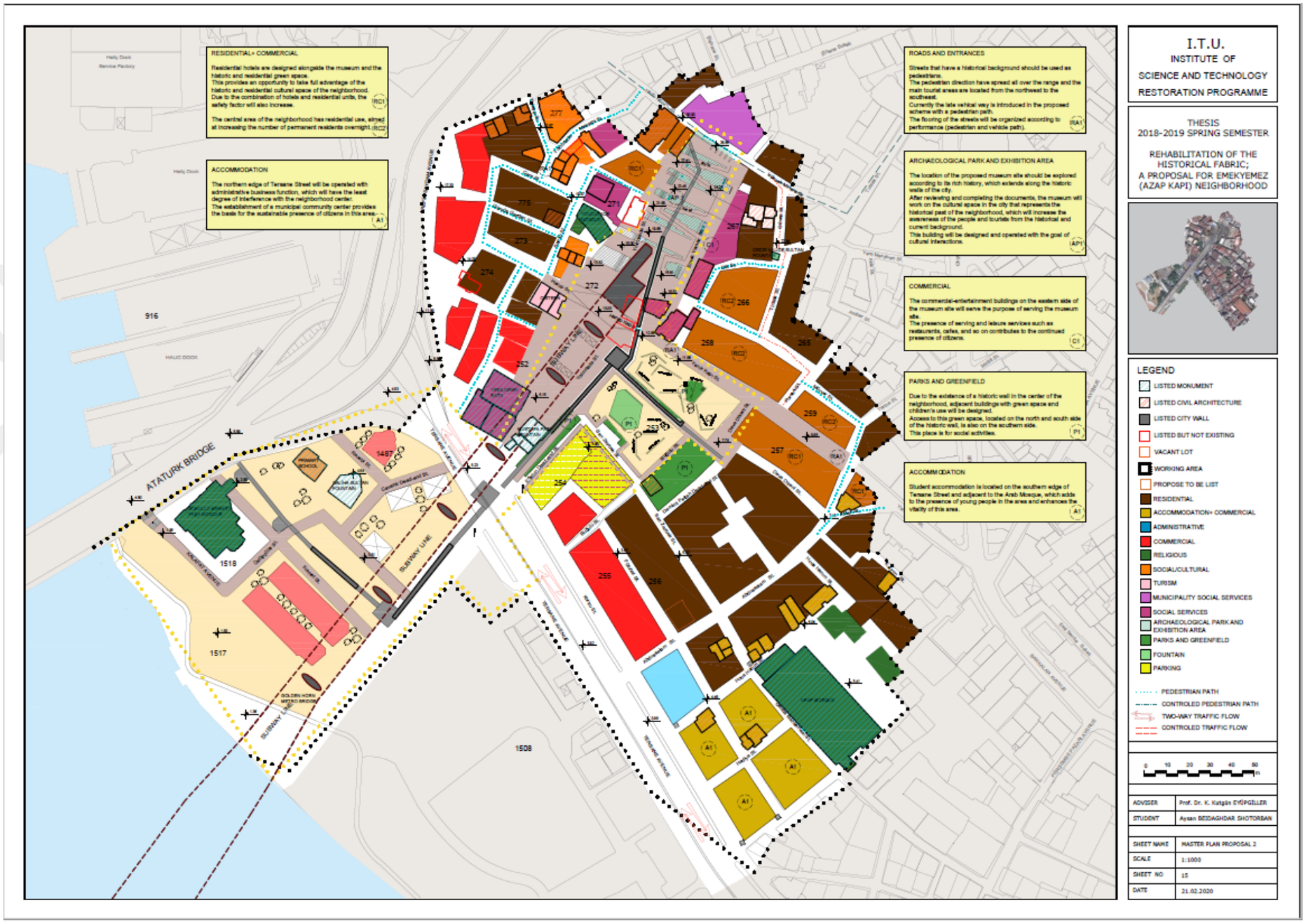

Figure C.1 : Emekyemez Neighborhood master plan 1/1000 scale.

APPENDIX D

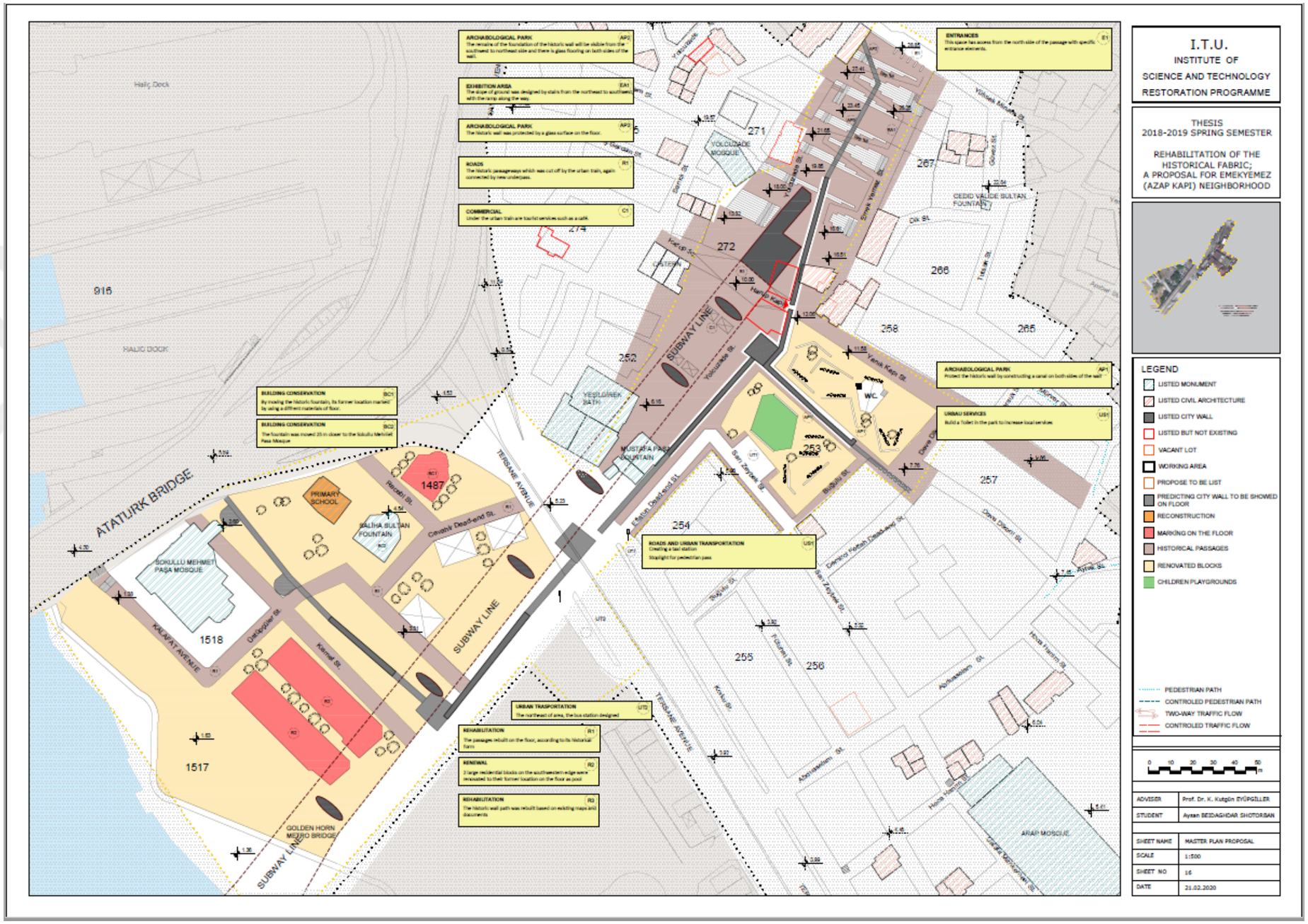

Figure D.1 : Emekyemez Neighborhood master plan 1/500 scale.

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