

# AN URBAN REDEVELOPMENT PROPOSAL FOR ISTANBUL'S GALATA DISTRICT

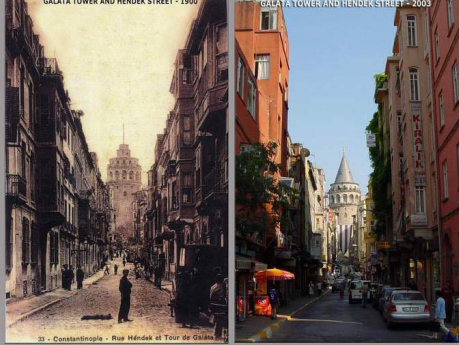
Ayşe Sema KUBAT (Prof. PhD)\*, Engin EYÜBOĞLU (PhD)\*, Özhan ERTEKİN (PhD)\*  
 Özlem ÖZER (Urban Planner), Fırat SARI (Urban Planner)  
 Consultancy : Space Syntax Limited



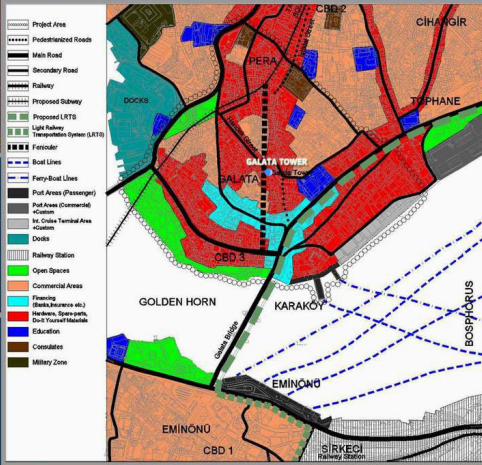
\* Istanbul Technical University, Urban and Regional Planning Department

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**GALATA TODAY**  
 A stream of pedestrian and vehicular traffic pours across the bridge and along the highways that parallels the right and left banks of the Golden Horn. Ferry-boats sail to and from Karaköy and Eminönü ports around and under the Galata Bridge, connecting the center of the city to its maritime suburbs on the Bosphorus and Mediterranean. However, instead of being a focus for pedestrian activity in the area, the spaces in the Galata area are largely empty for most of the day, thus creating the area dangerous for pedestrians. As a consequence, business, shopping and entertainment activities facing the streets of the area have had difficulty in trading which do not seem from their "central" location. Despite the lively neighbourhood, Galata remains disjointed and rigidly separated according to the land-use, and this historical site of Istanbul is in the process of deterioration. It is exactly this imbalance between the neighbouring areas that the Space Syntax study has aimed to redress.



**AIMS OF THE PROPOSAL**  
 - to give new functions to the main street lined with historical facades, namely "Hendek Street" which is opening to a piazza where Galata tower, is located;  
 - to create a pedestrian link between the underground station and the Galata Tower, which is one of the landmarks that were built by the Genoese in 1348 and it is the apex of the Genoese fortifications of medieval Galata.  
 - to turn what is currently an unpleasant, derelict area to a new active zone without losing its historical character;  
 - to turn out the north-south link to a well-used route between the Beyoğlu - Para and Karaköy waterfront area;



**DESIGN GUIDELINES**  
 Creating the guidelines for revitalization of the historic town of Galata, which took its present form chiefly from the Genoese, its origins are as remote in time as that of Constantinople itself.

If we enhance the pedestrian link between north, Para-Beyoğlu district and İstiklal Street where commercial entertainment activities take place and the south, the Karaköy port, Pasaçılar Pazarı and Bankalar Street where banks and offices are located, Galata will regain its value in history.

Existing, activity generating land uses should be enhanced, and new uses created, in order to enhance the north-south pedestrian link through Galata Square and Hendek Street, which also creates a link between proposed underground station and Galata Square.

New "active frontages" should be created that face this link on Hendek Street.

Vehicle traffic should be reorganized to flow down the side and across the bottom of Galata Piazza rather than through the piazza and Hendek Street that should be changed to a pedestrian walkway.

The existing public spaces should be transformed into legible, attractive and better-used places. They should also emphasize the character of the area.

Strategic locations along the north south link and pedestrianized Hendek Street should be used to create points of reference and orientation for pedestrians, and especially for visitors.

Physical design solutions should be identified, which could enhance the functioning of the historical Galata and decrease its isolation from the neighbouring zones. The area should be incorporated into the existing retail and entertainment strip, namely İstiklal Street and the seafront Karaköy area, thus create a well-connected, vibrant whole. Galata with its diverse architectural and urban heritage would have a better opportunity of attracting activity investment and socio-economic gain. It could also provide a key attraction and a focal of heritage and identity within Istanbul, which would consequently influence other parts of the city center and benefit the wider Istanbul context.

While preserving the original character of the site Galata should become a viable place for living, working and socio-economic activity and a desirable place for many other types of activities. Old streets and buildings should be economically viable to be restored and re-used.



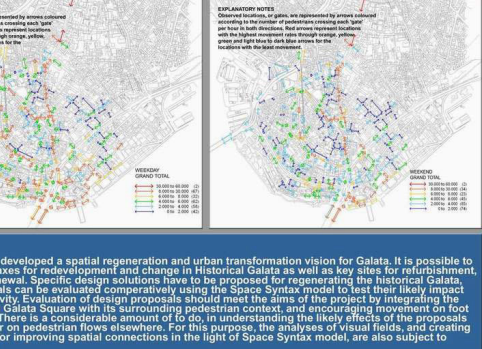
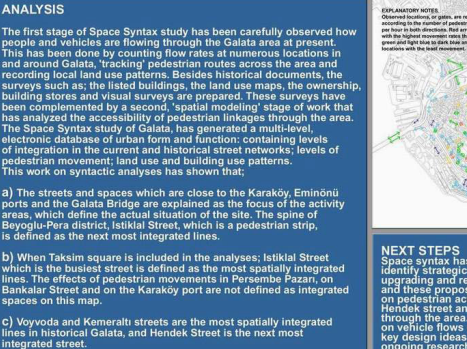
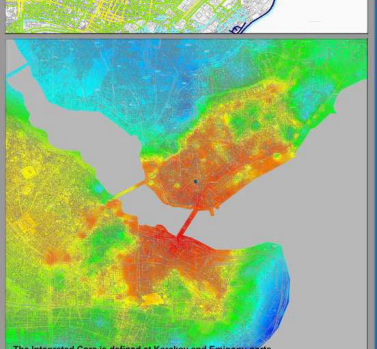
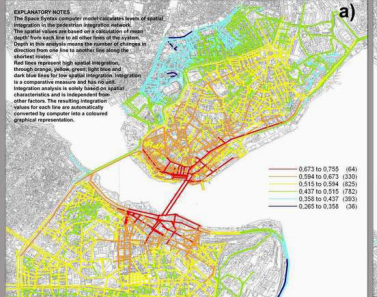
**HISTORICAL GALATA**  
 Galata is the area where the Golden Horn meets the Bosphorus. Throughout history, Galata bridges have always connected the two shores of the Golden Horn. Galata is 1300m from Taksim Square, which is accepted as the center of Beyoğlu and Pera, and also the hub of the modern town. Thus Galata Bridge plays an important role by connecting old Istanbul to the new. Karaköy Port is connected to the Tünel Square by an underground rail system, which is one of the oldest in the world. At one end of the Galata Bridge there is Eminönü, which is the focal point of Istanbul's colorful daily life and at the other end Karaköy which is popular because of commercial and banking facilities.



**EXPLANATORY NOTES**  
 The Space Syntax computer model calculates levels of spatial integration or accessibility through a network of streets. The spatial values are based on a calculation of the "depth" from each link to all other links in the system. Depth in this manner means the number of changes in direction from one link to another by using the link. The links represent high spatial integration through a network of streets. High spatial integration is a characteristic of the central areas of cities. High spatial integration is a characteristic of the central areas of cities. High spatial integration is a characteristic of the central areas of cities.

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**ANALYSIS**

The first stage of Space Syntax study has been carefully observed how people and vehicles are flowing through the Galata area at present. This has been done by counting flow rates at numerous locations in and around Galata, tracking pedestrian routes across the area and recording local land use patterns. Besides historical documents, the surveys such as; the listed buildings, the land use maps, the ownership, building stores and visual surveys are prepared. These surveys have been complemented by a second, "spatial modeling" stage of work that has analyzed the accessibility of pedestrian linkages through the area. The Space Syntax study of Galata, has generated a multi-level, electronic database of urban form and function; containing levels of integration in the current and historical street networks; levels of pedestrian movement; land use and building use patterns. This work on syntactic analyses has shown that,

- a) The streets and spaces which are close to the Karaköy, Eminönü ports and the Galata Bridge are explained as the focus of the activity areas, which define the actual situation of the site. The spine of Beyoğlu-Para district, İstiklal Street, which is a pedestrian strip, is defined as the next most integrated lines.
- b) When Taksim square is included in the analyses; İstiklal Street which is the busiest street is defined as the most spatially integrated lines. The effects of pedestrian movements in Pasaçılar Pazarı, on Bankalar Street and on the Karaköy port are not defined as integrated spaces on this map.
- c) Voyvod and Kemerali streets are the most spatially integrated lines in historical Galata, and Hendek Street is the next most integrated street.

**NEXT STEPS**  
 Space syntax has developed a spatial regeneration and urban transformation vision for Galata. It is possible to identify strategic axes for redevelopment and change in Historical Galata as well as key sites for refurbishment, upgrading and renewal. Specific design solutions have to be proposed for regenerating the historical Galata, and these proposals can be evaluated comparatively using the Space Syntax model to test their likely impact on pedestrian activity. Evolution of design proposals should meet the aims of the project by integrating the Hendek Street and Galata Square with its surrounding pedestrian context, and encouraging movement on foot through the area. There is a considerable amount of to do, in understanding the likely effects of the proposals on vehicle flows or on pedestrian flows elsewhere. For this purpose, the analysis of visual fields, and creating key design ideas for improving spatial connections in the light of Space Syntax model, are also subject to ongoing research.

The Integrated Core is defined at Karaköy and Eminönü parts.