This study is supported by the Greater Municipality of Istanbul, Settlements & Urban Transformation Directorate, Urbanism Atelier and Urban & Environmental Planning & Research Center of Istanbul Technical University. As a pilot project the project group of ITU and consultants Space Syntax are commissioned to develop planning and design proposals for the declined zone Galata.

**AIMS OF THE PROPOSAL**

- To give new functions to the main street lined with historical facades, namely "Beyoğlu Street" which is opening to a plaza 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 built by the Genoese in 1248 and is the site of the Genoese fortifications of medieval Galata.
- To turn what is currently an unpleasant, divided area to a new active zone without breaking the existing road network.
- To turn the north-south link to a well-used route between Beyoğlu - Pera and Karaköy waterfront area.

**DESIGN GUIDELINES**

- A flow of pedestrian and vehicle traffic pours across the bridge and along the highways that parallel the right and left banks of the Golden Horn. Ferry-boats sail to and from Karakoy and Emirdağ 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 forum 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 have moved to the nearby Kariyollar and Kemeralti districts.
- The area is now a "concrete" location. Despite the lively nightlife, Galata remains depopulated and the area has suffered from an inwardness and isolation that has contributed to the process of dereliction. It is exactly this isolation between the neighbouring areas that the Space Syntax study has aimed to rectify.

**HISTORICAL GALATA**

Galata is the area where the Golden Horn meets the Bosphorus. Promontory history, Galata towers have always connected the two worlds of the city. Galata is a citadel from Ottoman times, which is accepted as the center of Beyoğlu and Pera, and also the axis of the eastern town. Thus Galata further does an important role by connecting old Istanbul to the new. Karaköy Port is connected to the Times Square by an underground exit systems which is one of the oldest in the world. At one end of the Galata Bridge then is Eminönü, whereas the harbor zone of seaside area only life end of the road, which is popular because of commercial and banking facilities.

**ANALYSIS**

The first stage of Space Syntax study has been carefully observed how the streets and areas are organized in the investigated area. This was taken done by counting flows at numerous locations and around Galata. Functionally, the urban form of the area is also examined to understand the distribution of monetary nodes such as the pedestrian, bazaar, the commercial, buildings sitting and pedestrian revenue zones. The area is connected by a second, spatial modeling stage of not only that the district, the configuration of the network flow, the major streets and crossroads. The area is connected by a second spatial modeling stage of not only that the district, the configuration of the network flow, the major streets and crossroads. The area is connected by a second spatial modeling stage of not only that the district, the configuration of the network flow, the major streets and crossroads.

**NEXT STEPS**

Space Syntax has developed a spatial regeneration and urban transformation vision for Galata. It is possible to propose new re-use of the area by generating new urban fabric. The study considers the area’s existing urban form and urban texture at the length of space syntax model with new design ideas for improving spatial connections in the light of Space Syntax model, are also subject to ongoing research.