

**DESIGN CRITERIA FOR INCREASING  
ENVIRONMENTAL PERFORMANCE OF  
RECREATIONAL AREAS: ANALYSIS OF  
KORDON/İZMİR**

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**by  
Yasemin UZAKGÖREN**

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İZMİR**

We approve the thesis of **Yasemin UZAKGÖREN**

---

**Prof.Dr. Cemal ARKON**  
Supervisor

---

**Assoc.Prof.Dr. Semahat ÖZDEMİR**  
Committee Member

---

**Assoc.Prof.Dr. E. İpek ÖZBEK SÖNMEZ**  
Committee Member

**13 October 2010**

---

**Assoc.Prof.Dr. Semahat ÖZDEMİR**  
Head of the Department of  
City and Regional Planning

---

**Assoc.Prof.Dr. Talat YALÇIN**  
Dean of the Graduate School of  
Engineering and Sciences

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*To my father and mother...*

# ABSTRACT

## DESIGN CRITERIA FOR INCREASING ENVIRONMENTAL PERFORMANCE OF RECREATIONAL AREAS: ANALYSIS OF KORDON/İZMİR

In recent years, the increasing scale of urbanization and becoming more distant to our surroundings and ourselves are good reasons to analyze recreational areas. Recreational areas – a type of urban open spaces - are a necessity for human wellbeing that they provide opportunities, or openings, for certain activities, such as play, watching and walking, while the benefits associated with such activities might relate to improved mental and physical health. As planning these areas is not sufficient by itself, design criteria for increasing environmental performance of recreational areas has to be put forward, which is done by this study.

This study will focus on environmentally performed urban open spaces on shorelines, and analysis will be carried out on four dimensions of the organization named The Project of Public Space (PPS,) which are formed from the seven dimensions of Lynch. Lynch has defined seven dimensions to analyze the urban space, which are Vitality, Sense, Fit, Access, Control, Efficiency, and Justice. On the other side, PPS's dimensions are Access and Linkages, Uses and Activities, Comfort and Image, and Sociability.

The case study will be about Kordon, known as Kordon 1<sup>st</sup> (or Atatürk Boulevard) which has a very dramatic history about transforming from a proposed 2x3 freeway to a recreational area. As the actual Structure Plan of Kordon starts from the viaduct shafts at Alsancak Port and ends at Cumhuriyet Square, as of the sit boundaries around the area, this study is also limited between these two landmarks.

The objectives of this study have been two-fold. The first is to understand the issues and to establish a knowledge base about the transformation process of Kordon area from proposed Freeway to Recreational Area as an Urban Open Space. The second is to evaluation of Kordon as a recreational area in the light of environmental performance. This study will hopefully be helpful to increase environmental performance of other planned or proposed recreational areas.

# ÖZET

## REKREASYON ALANLARININ ÇEVRESEL PERFORMANSINI ARTTIRMAK İÇİN TASARIM ÖLÇÜTLERİ: İZMİR KORDON ÇÖZÜMLEMESİ

Son yıllarda artan kentleşme ile çevremizden ve kendimizden daha uzak hale geliyor olmamız birçok kentsel alan gibi rekreasyon alanlarının da incelenmesi için iyi bir sebep oluşturmaktadır. İnsan sağlığı için bir gereksinim olan rekreasyon alanlarından olan açık kentsel alanlar, oyun, seyir, yürüyüş ve benzeri etkinlikler sunarak kentlilerin zihinsel ve fiziksel sağlığını geliştirici olanaklar sunmaktadır. Rekreasyon alanlarının planlanması tek başına yeterli olmayıp aynı zamanda da çevresel performanslarının artırılmasına yönelik tasarım kriterlerinin de geliştirilmesi gerekmektedir ki bu çalışma bunu sağlamaktadır.

Bu çalışma, çevresel olarak performansı sağlanmış kıyı alanlarındaki açık alan kullanışları üzerine yoğunlaşacaktır ve analiz, Kevin Lynch tarafından ortaya konmuş yedi kriter baz alınarak “Project For Public Space” isimli sivil toplum kuruluşunca hazırlanmış olan dört kriter üzerinden yürütülecektir.

Çalışma alanı olarak seçilen Kordon, bilinen adıyla 1. Kordon (Atatürk Caddesi), 2x3 izli bir yol olarak tasarlanmışken rekreatif amaçlı kentsel açık alana dönüştürülmesi süreci ile çok ilginç bir geçmişe sahiptir. Çalışma alanı, Alsancak Limanı'ndan Cumhuriyet Meydanı'na kadar olan alanı kapsamaktadır.

Çalışma iki aşamalı olarak incelenecektir. Birinci aşamada, Kordon yolunun bugünkü haline gelirken geçirmiş olduğu süreç ele alınacak; ikinci aşamada ise, Kordon Rekreasyon Alanının çevresel performansı irdelenecektir.

Bu çalışmanın, rekreasyon alanlarının planlanmasında çevresel performanslarının artırılmasına yönelik katkıda bulunacağı düşünülmektedir.

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# CHAPTER 1

## INTRODUCTION

As distances across the planet are reduced by faster travel and comprehensive communication systems, it is ironic that we are becoming more and more distant from our surroundings and ourselves. We are caught in a web of magnetic fields that absorbs so much of our time -internet, e-mail, telephones, radios, television and CD players. Our interior spaces are climate controlled to defy the changing seasons and moreover we are even able to avoid the weather by going into buildings or underground. What has all of this technological living done to the human experience of nature, and our connectedness to it?

At last count, the human being has five senses: sight, hearing, touch, smell, and taste. Our human body has not changed much in the last few millennia and yet the very senses that we have relied upon for survival are being numbered by our busy and intensely technological lifestyles. I would even argue that our intense interest in wasteful consumerism is only a weak attempt to fill the void created by our social and personal alienation.

This connectedness puts us in touch with our environment. Rather than simply talk about the values of practices, phenomenological applications in urban design and building let us see, hear, touch, smell, and taste why a healthy environment so do the environmentally performed spaces are so important. Our ability to delight in our surroundings and observe the processes of life in their multifaceted and unpredictable ways teaches us about the world and how it cycles and changes over time. Our imagination is a beautiful aspect of human life and phenomenologically designed places naturally encourage it. This participation of imagination with a place connects us to its life and nourishes our own lives (Archibugi, 1997).

In recent years, nevertheless, the increasing scale of urbanization threatens a larger and more catastrophic ecological failure. This expansion arises in part from the contemporary global urbanization. Each year new concrete (constructions, roads, pavements, etc...) covers an area. Yet it is not so much the physical extend of the cities themselves. So, the cities, through their demands for water, energy, raw materials and food, act as a global system of natural exploitation, from which the huge scale of ecological disruption is only beginning to become apparent (Lynch, 1991).



Whatever the validity of this argument, simply, the implications of planning policies and criteria are not clear. To repeat Harvey's words, we should have the kind of understanding of the total city system to be able to make wise policy decisions. As in the past, sound planning policies only establish themselves after the worst implications of previous opportunist actions have become inescapable. Thus, incorrect or crude design concepts and criteria may introduce a further area of urban problems, arising from the activities of designer himself/herself (Harvey, 2003, 102).

This study aims to serve for students, activists, and academics concerned with urban design and urban design related environmental problems but, initially it will represent a design criteria list to be used initially by architects, city planners and urban designers in early to intermediate stages of recreational area design in order to help improve the environmental performance of an area. In this respect, this study focuses on connecting our daily experiences to the greater world around us.

The observations mentioned above have led the researcher to explore the topic of environment in urban design under the light of designing frameworks and strategic approaches for increasing environmental performance of recreational areas.

İzmir Kordon road known as Kordon 1<sup>st</sup> (or Atatürk Boulevard) thought to be a good example to study (see list of Figures), has a very dramatic history. Everything starts with the Structure Plan approved by General Directorate of Highways, which was planning Kordon as a 2x3-lane freeway, later the support of the İzmir Metropolitan Municipality, several courts on the subject, filling the sea, widen the Kordon road, then another plan approved by the Ministry of Public Works and Settlement and again courts, again filling the sea, and finally ends with a different approach to Kordon to transform it into a recreational area.

As the actual Structure Plan of Kordon starts from the viaduct shafts at Alsancak Port and ends at Cumhuriyet Square, as of the sit boundaries around the area, this study is also limited between these two landmarks (Figure 1.1).



Figure 1.1. Map Showing Opposed Kordonyolu Innercity Road Project  
(Source: Chambers of Architects of Turkey Records)

In this study the history and process of Kordon, implementations carried on during time and resulted plan of Kordon are going to be discussed in the light of environmental performance concept to find out the positive and negative sides of the implementations.

### 1.1. Scope of the Study

In order to analyze the implementations carried on Kordon as the study area in the light of environmental performance, this study focuses on the scale of recreational area planning. It takes into consideration two-dimensional plans, three-dimensional designs, and other visual elements that have shaped the urban environment. The qualitative methods used in urban planning can be closely categorized by the characteristics of the activities that are best qualified to examine. They are useful to gain an understanding of the general categories of activities, as follows:

- **Study of the Built Form:**

Study of the built form and its results are helpful to increase the quality of life in planning. This is used to document and assay the impact of physical interventions such as roads, buildings, and infrastructures on spatial relationships, and their impact on the quality of life, ambiance, neighborhood, and communal integrity.

Some of the path breaking work in this area has been that of Appleyard, Hack, Hall, Lynch, and Rapoport. Lynch (1960) defined, for the physical planner, ways of looking at and analyzing the form of a city, spatially, visually, and as it was embedded, differentially, in the minds of various citizens of that place (Catanese and Synder, 1988).

Lynch has defined seven dimensions to analyze urban space. These are five basic and two meta-criteria dimensions. The basic ones are listed from 1 to 5, and the meta-criteria dimensions are the last two ones:

**1- Vitality:** the degree to which form of the settlement supports the vital functions, the biological requirements and capabilities of human beings – above all, how it protects the survival of the species. This is an anthropocentric criterion, although we may some day consider the way in which the environment supports the life of other species, even where that does not contribute to our own survival.

**2- Sense:** the degree to which the settlement can be clearly perceived and mentally differentiated and structured in time and space by its residents and the degree to which mental structure connects with their values and concepts – the match between environment, our sensory and mental capabilities, and our cultural constructs.

**3- Fit:** the degree, to which the form and capacity of spaces, channels, and equipment in a settlement match the pattern and quantity of actions that people customarily engage in, or want to engage in – that is, the adequacy of the behavior settings, including their adaptability to future actions.

**4- Access:** the ability to reach other people, activities, resources, services, information, or place, including the quantity and diversity of the elements which can be reached.

**5- Control:** the degree to which the use and access to spaces and activities, and their creation, repair, modification, and management are controlled by those who use, work, or reside in them.

**6- Efficiency:** the cost, in terms of other valued things, of creating and maintaining the settlement, for any given level of attainment of the environmental dimensions listed above.

**7- Justice:** the way in which environmental benefits and costs are distributed among people, according to some particular principle such as equity, need, intrinsic worth, ability to pay, effort expended, potential contribution, or power. Justice is the criterion which balances the gains among people, while efficiency balances the gains among different values.

These two meta-criteria are distinct from the five basic criteria that precede them. First, they are meaningless until costs and benefits have been defined by specifying the prior basic values. Second, the two meta-criteria are involved in each one of the basic dimensions, and thus they are by no means independent of them (Lynch, 1981).

The studies carried on environmental performance of an area are mainly based on four dimensions of the organization named The Project of Public Space (PPS,) which are formed from the seven dimensions of Lynch. Lynch has defined seven dimensions to analyze the urban space, which are Vitality, Sense, Fit, Access, Control, Efficiency, and Justice. On the other side, PPS's dimensions are Access and Linkages, Uses and Activities, Comfort and Image, and Sociability. These dimensions will be explained in detail later in Chapter 2.

- **Study of Human Interactions:**

There are two types of techniques for highlighting linkages and connections between people. The first one is that offers a range of simple and/or quasi-experimental techniques that minimize the observer's interaction with the observed. The most well-known study done is that of Whyte's work (1980) on the design of urban public spaces. He develops a qualitative analysis of the physical, psychological, and human factors that affect use of various public spaces in New York during the day and through the seasons. He suggests some design and planning guidelines on this basis.

The second type is of technique the researcher interviews individuals who are considered informants rather than respondents to get. According to Peattie (1983), the qualitative interviews are particularly useful for understanding issues in which processes and connections are important.

- **Study of Planning Process and Organization Structures:**

In studying of a planning process and organization structure qualitative methods have been used in various aspects of the planning process, including site reconnaissance, windshield surveys, graphics, and interviews. Qualitative methods have also been used in eliciting participation in assessment, prediction, and projections as well as forecasting.

## **1.2. Methodology**

The objectives of this study have been two-fold. The first is to understand the issues and to establish a knowledge base about the transformation process of Kordon area from proposed Freeway to Recreational Area as an Urban Open Space. The second is to evaluation of Kordon as a recreational area in the light of environmental performance.

This study will focus on how well the urban open spaces on shorelines are environmentally performed, and analysis will be carried out under the dimensions of PPS, which are Access and Linkages, Uses and Activities, Comfort and Image, and Sociability.

Qualitative methods will be used to examine the case study. The practices mentioned below are going to be used to explain the 4 dimensions in the case area:

1- Site Reconnaissance: It is usually done to get an initial body of first - hand information, both qualitative and quantitative. The methods used in a site reconnaissance, which include behavioral observation, photography, graphic documentation, and personal interviews, call for direct contact with the people and physical plant to be affected and thus provide the opportunity for insight based anecdotes and direct experiences. It is extremely useful because it gives the researcher a broader and more integrated picture of the terrain; vegetation; scale; quality of the built environment and infrastructure; mix of people-their races, ages, sexes-and an indication of their economic position. Most importantly, site visit provides answers to questions about the quality of life in the area: does the area feel safe, inviting, or alienating? Is it well maintained and well served with amenities, or is it run down and lacking in services? Site visits also help

- to see the problem from the users' perspective,

- to consider the problem in 3 or 4 dimensional reality,
- to have opportunity to ask questions about the users' perspectives in the light of information gathered from the site.

2- Windshield Surveys: It is a site reconnaissance made from a vehicle so that the observer can survey a large area to record initial impressions. It is often repeated at different times of the day and on various days of the week, in different seasons, and on days of special occasions. Recordings can be of various types, such as oral descriptions or maps that are modified, sketched over, and added to; photographs and slides; video recordings. The survey can thus result in a major redefinition of the contours of the problem itself.

3- Graphics: Photographs of Kordon area taken at various years showing the changes and the transformation of the case area will help visually to clarify the written material. Also implementation plans and structure plans prepared by municipalities and ministries will help to emphasize the research subject.

4- Interviews: Interviews are very effective to gather qualitative information. They can be of many types, from very informal (a chat) to a standardized questionnaire. Later, a summary report can be written about the review of the interviews.

## CHAPTER 2

### URBAN OPEN SPACES

#### 2.1. What is Open Space?

A variety of different authors and thinkers have used a range of definitions relating to open space. Open space can be defined as land and water in an urban area that is not covered by cars or buildings, or as any undeveloped land in a an urban area (Gold, 1980). On the other hand, Tankel (1963) has suggested that open space is not only the land, or the water on the land in and around urban areas, which is not covered by buildings, but is also the space and the light above the land. Cranz (1982) argued that open spaces are wide-open areas that can be fluid to the extent that the city can flow into the park and the park can flow into the city.

Three broad dimensions of good open space have introduced by Carr et al. (1992): needs, rights, and meanings. According to Carr et al., successful public spaces are ones that are responsive to the needs of their users; are democratic in their accessibility; and are meaningful for the larger community and society.

(In this study, there is also a review and identification of those critical user needs that must be considered in the planning, design, and management of outdoor spaces.)

Much design practice today lags behind research advances on the needs of people in public space. These may occur between users and managers, designers and managers, or between different groups of users. While some of these conflicts are healthy and necessary tensions in urban open spaces, many serve as barriers to people enjoying places (Francis, 2003). In order to come over these conflicts we need environmentally performed, good managed and designed spaces. As mentioned before this study focuses on environmentally performed urban open spaces on shorelines, and analysis will be carried out under the four dimensions of Project For Public Spaces (PPS). However, before going further, it is essential to explain the seven dimensions of Lynch, from which PPS has inspired form.

There are numerous research and studies of well-designed urban open spaces carried on the bases of these dimensions, such as: Shoreline Design Area Plan, Washington, USA, 1992; Governors Island Public Open Space Design, New York, USA, 2007; Local Open Space Planning Guide, New York, USA, 2004.

Urban open space is defined as publicly accessible open spaces such as parks, plazas, streets, community gardens, and greenways (Carr et al., 1992; Lynch, 1972). They include the spaces that Jan Gehl (1987; Gehl and Gemoze, 1996) has called “the life between buildings”. They also are what the sociologist Ray Oldenburg (1989) calls “third places” – spaces that “host the regular, informal, and happily anticipated gatherings of individuals beyond the realm of home and work”.

Open space has also been described from a user's point of view as being an arena that allows for different types of activities encompassing necessary, optional and social activities (Gehl, 1987). Necessary activities are ‘almost compulsory’ and include going to school or work, shopping and waiting for a bus. Optional activities are described as taking place ‘if there is a wish and time’ and may take the form of walking for fresh air, standing, sitting or sunbathing. Being optional, these activities only take place if the weather or place make the setting desirable for any particular individual. These activities are thus very dependent upon the external environment and the quality of that environment.

Open spaces can, of course; be defined physically by their ownership and boundaries but the perception of who owns a space is also important. Some open spaces are exclusively used by one person or a few individuals, while other spaces are shared with more people. Thus feeling of inclusion and exclusion can be experienced by people. The most well known definitions related to use was developed around thirty years ago with the categories of public, semi-public, semi-private and private open spaces being suggested (Newman, 1972). Private open space is possibly the easiest to understand and includes individual gardens to homes. Public open space can be defined as spaces such as parks and plazas. Semi-private open spaces include those where a limited number of people use the space but where the ordinary public would generally not be welcomed. Such open spaces might include courtyards to houses or flats and communal gardens and play spaces. Semi-public open space might include spaces with limited opening times to the public or be generally accessed and used by particular groups within society – spaces such as school playgrounds.



A definition of public open space, both indoor and outdoor, has also been described by Walzer (1986) who suggests that: “Public space is space where we share with strangers, people who are not our relatives, friends or work associates. It is space for politics, religion, commerce, sport; space for peaceful coexistence and impersonal encounter. Its character expresses and also conditions our public life, civic culture, everyday discourse.” Walzer has also suggested two types of public spaces – single-minded space and open-minded space. An example for the former might be a zoned central business district and the use of such spaces is not only single-minded, but often associated with hurrying. Open-minded space, on the other hand, includes spaces such as squares or plazas, where a variety of buildings provide a context of mixed use and where the space itself is more likely to be used for activities for less hurried nature, such as watching, walking, talking, eating lunch and discussing politics and world affairs. These single-minded and open-minded spaces reflect, to some extent, the necessary, optional and social activities of Gehl (1987), discussed above.

Types of open spaces can be summarized such as<sup>1</sup>:

- Public parks
- Squares and plazas
- Memorials
- Markets
- Streets
- Playgrounds
- Community open spaces
- Greenways and linear parkways
- Urban wilderness
- Atrium/Indoor market places
- Found/Neighborhood spaces
- Waterfronts

According to the types mentioned above, Kordon area as an urban open space has features as a public park, street, waterfront and has squares, memorials, playgrounds.

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<sup>1</sup> Source: Adapted from Carr et al. 1992

## 2.2. Urban Open Spaces

21<sup>st</sup> century, the quality of life for people living in cities...

How can such open spaces affect the quality of life for city dwellers? What are the benefits and opportunities of such open spaces to people? How might such open spaces be used? Are such open spaces important to people's lives? Consciously or unconsciously, people experience the benefits and sometimes take the open spaces for granted. But they do value and own such spaces and use them as part of their daily life, thus these spaces contribute greatly to an individual's and a community's quality of life in the urban context.

Some think that users' aspects of designing are more important. Recently it has become more commonly understood that successful parks and open spaces such as plazas, streets, and public gardens are ones that are lively and well-used by people (Francis, 2003). The observations and writings of social of social scientists and designers such as William Whyte (1980, 1988), Clare Cooper Marcus (1970), Kevin Lynch (1972, 1981), Jan Gehl (1987, 1996), Louise Mozingo (1989), Lyn Lofland (1998), and others have shown definitely that use is a requirement for good public landscapes.

Yet too many spaces still suffer from lack of attention to user needs. Many open spaces work well but others are empty, unsafe, or dysfunctional. What makes successful and environmentally performed public spaces? This can be determined in part by looking at places that do not respond to human needs and are not used. They are often empty of people or, if used, have significant conflicts between different user groups or between users and managers. The Project for Public Space (PPS), a non-profit organization that carries on the work of its founder, William H. Whyte, has developed a systematic process to program and design spaces (Francis, 2003). The study done by Whyte has shown the reasons for why spaces fail, as:

- Lack of good places to sit
- Lack of gathering points
- Poor entrances and visually inaccessible spaces
- Dysfunctional features
- Paths that do not go where people want to go
- Domination of a place by vehicles

- Blank walls or dead zones around the edges of a place
- Inconveniently located transit stops
- Nothing going on.

William H. Whyte, suggests four main ingredients that make great public open spaces: accessibility, activities, comfort, and sociability (PPS 2000:18-19).

The Project of Public Space (PPS 2000:17) defines these ingredients as: accessibility includes such factors as linkages, walkability, connectedness and convenience that can be measured through behavior mapping of use, pedestrian activity and traffic data. Activities include uses, celebration, usefulness, and sustainability and are measured by property values, changes in land use, and retail sales. Comfort includes elements such as safety, good places to sit, attractiveness, and cleanliness. These can be measured through crime statistics, building conditions, and environmental data. Sociability involves dimensions such as friendliness, interactivity, and diversity and can be assessed by studies of street use, diversity of users, and social networks (Francis, 2003).

While designing for user needs may differ by open space types or context, some basic principles are common to most types of open spaces.

- Design and management should address user needs for any open space.
- Programming is critical to addressing user needs.
- People's rights for access, appropriation, and use must be protected in the design and management of open spaces.
- Users and even nonusers (such as adjacent residents) should be directly involved in the design and management of open spaces (Hester, 1990; Kretzman et al., 1993).
- User and stakeholder participation should be real, not token (Hart, 1997; Hester, 1999).
- Design and management should incorporate the visions of the designer(s) and users (Hester, 1999; Francis, 1999).
- Adaptability and flexibility should be designed into projects (Gehl and Gemoza, 1996).
- Ongoing evaluation and redesign are critical to the life of any open space (Marcus et al., 1998).

The process of community participation results in informed and engaged residents that feel better connected to their communities. The benefits of participation in

the development of urban parks and open spaces include a stronger sense of community (PPS 2000), and an increased sense of user or community control (Francis, 2003).

### **2.2.1. Benefits and Opportunities of Open Space**

The Council of Europe identifies open space and its importance thus: Open space is an essential part of the urban heritage, a strong element in the architectural and aesthetic form of a city, plays an important educational role, is ecologically significant, is important for social interaction and in fostering community development and is supportive of economic objectives and activities. In particular it helps reduce the inherent tension and conflict in deprived parts of urban areas of Europe; it has an important role in providing for the recreational and leisure needs of a community and has an economic value in that of environmental enhancement (Council of Europe, 1986).

Many benefits and opportunities are provided by the existence of open spaces in urban areas. Benefits can be understood to be something that gives advantage to a person, and are positive, while an opportunity, according to Oxford English Dictionary, is a 'favorable occasion' or 'opening offered by circumstances'. Thus, urban open spaces provide opportunities, or openings, for certain activities, such as play, watching and walking, while the benefits associated with such activities might relate to improved mental and physical health

Although authors vary somewhat in their terminology, there is agreement that open spaces are of benefit in the urban situation. The Department of the Environment grouped the benefits of open spaces into three main categories – economic regeneration, environmental and educational, and social and cultural (Department of the Environment, 1996).

Perhaps the most obvious benefits and opportunities that urban open spaces provide for the city living are social benefits – that is opportunities for people to do things, take part in events and activities or just to be.

It is said that passive activities are the most frequently undertaken activities in urban open spaces. These passive activities include watching – children, vegetation, water, wildlife, activities, and other people – reading, meeting friends or visit the cafe. Such passive activities can be linked with the mental health benefits of the restorative

opportunities that urban open spaces provide. These benefits can be expressed as opportunities for rest, relaxation and getting away from it all.

Active recreation often takes place in groups and many include sports such as football, basketball, rounder, bowls or tennis. Some active recreation, such as jogging, may take place as an individual activity or in small groups, while walking may be undertaken by individuals or in familial or friendship groups. Organized walking groups exist in some location for disabled people, women, and celebrations or through 'walking for health' schemes. All of these activities link very strongly with health issues and consolidate the opportunities that urban open spaces can provide for such benefits.

Driver and Rosenthal (1978) identified social benefits of green spaces, including trees and other features, as:

- Developing, applying and testing skills and abilities for a better sense of worth;
- Exercising to stay physically fit;
- Resting, both physically and mentally;
- Associating with close friends and other users to develop new friendships and a better sense of social place;
- Gaining social recognition to enhance self-esteem;
- Enhancing a feeling of family kinship or solidarity;
- Teaching or leading others, especially to help direct the growth, learning and development of one's children;
- Reflecting on personal and social values;
- Feeling free, independent and more in control than is possible in a more structured home or work environment;
- Growing spiritually;
- Applying and developing creative abilities;
- Learning more about nature, especially natural processes, man's dependence upon them and how to live in greater harmony with nature.

Some of the social benefits mentioned above can be seen in the Kordon area, such as: Exercising to stay physically fit (Figure 2.1); resting, both physically and mentally (Figure 2.2); associating with close friends and other users to develop new friendship and a better sense of social place (Figure 2.3); gaining social recognition to enhance self-esteem; feeling free, independent and more in control than is possible in a more structured home or work environment (Figure 2.4); applying creative abilities (Figure 2.5).



Figure 2.1. Tenancy of Kordon (Exercising)



Figure 2.2. Tenancy of Kordon (Resting)



Figure 2.3. Tenancy of Kordon (Sense of Social Place)



Figure 2.4. Tenancy of Kordon (Feeling Free)



Figure 2.5. Tenancy of Kordon (Creative Abilities)

### 2.3. Use of Urban Sea Fronts

The shores have been one of the focal points of the civilizations throughout history, gaining a social importance in terms of their settlement and use purposes. It is seen that the distinguished civilizations come out of shore-dependent societies and different from the others, cultural development in these societies is ahead of them.

When shores are called, seashores come to mind first. It is hard to differentiate between the shores in general and the shores of rivers and lakes as they have similar characteristics. The shores are used with different purposes such as settlement (cities), trade (harbors), industry (refinery and power plants), resources (mines, sand, pebble), tourism, recreation (resting), waste disposal (urban and industrial waste), food (fishing), etc. However, some of these purposes are highly detrimental as they ruin the features and the natural balance of the shores. The biological, hydrabiological, ecological, climatological, physiological, aesthetic, etc. features of the shores are negatively affected by this. Day by day, the river shores with erosion and sand/gravel pits, the seashores with any kind of physical interference and construction are losing their natural balance. In this respect, it mustn't be forgotten that the shores, where the sea and the land meet, are the richest places where there is an abundance of natural life.

The fact that Turkey borders the Aegean Sea, the Mediterranean Sea and the Black Sea, and it is rich in rivers makes the concept of "shore" more important for us. However, the insufficiency of the laws and regulations regarding urban shore use and the ability to intervene easily depending on the topic make the situation more complicated and disorderly. When sea front is called, it is important to evaluate not only the shore in literary terms but also the coastline and the stream bed as well. What are the main dangers to shores? They can be listed as follows:

- 1- The disposal of the urban and industrial waste, and the water from the power plants and ballast into rivers and seas,
- 2- Polluting the sea by means of some methods such as ground scanning, pumping bilge and setting up fish farms,
- 3- Physical and chemical interventions which prevent natural water flow,
- 4- The pollution caused by ship dismantling plants and shipyards,
- 5- Any kind of construction activity on the shores,
- 6- The destruction brought about by investments with a touristic aim,

- 7- Marinas, fisherman's wharves, boat yards,
- 8- Overfishing and fishing untimely with brutal methods,
- 9- Any kind of filling or digging activity (Ilgar, 2010).

Kordon has faced up with many of the dangers listed above, through out the time. The next section will give brief information on İzmir's coastal changes, and seafront use in İzmir.

## **2.4. İzmir as a Coastal City**

### **2.4.1. History of the City of İzmir<sup>2</sup>**

The city of İzmir having shorelines to the Aegean Sea hosts four major historical periods: 1) B.C. 3000-300, 2) Hellenistic, Roman and Byzantine between B.C.300-A.C.1071, 3) Selçuk and Ottoman Empire A.C. 1071-1923, 4) Turkish Republic from 1923 till today.

The oldest settlement identified in archeological studies in İzmir is the Historical City of Smyrna which dates back to B.C. 3000 located at the Bayraklı Site. The city was reconstructed around B.C. 300 at Pagos Mountain (Kadifekale). İzmir (Smyrna) was the most beautiful city during B.C. 65-A.C. 23. By then only a small portion of the city was located at the Pagos Mountain while the rest was on flat land and around the İzmir port. It is known that the streets were straight and very well paved. In addition there were two east-west bound main roads named the Holy Road and the Gold Road. Last but not least, The Government Amphitheater found in excellent conditions during the 1930 excavations reflect the Roman times.

İzmir due to its significant location took on a heavy trade role during history and developed as an important port. In the second half of nineteenth century, the advances in transportation and communication in the western Anatolia and foreign money and investments strengthened İzmir's identity as a major port. Railroads built in 1887 by the English between İzmir and Aydın and in 1866 between İzmir and Kasaba accelerated the transportation of products to İzmir from inland.

During this period foreign traders that bought houses along the II. Kordon used their back yards at night for duty free transactions. In 1867 İzmir Port was designed but

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<sup>2</sup> İzmir Metropolitan Municipality records.



the construction was delayed. Finally in 1873 the French firm Dassaud Brothers finished the İzmir Port and opened it for trade (Figure 2.6-2.7). Big tonnage ships were able to pull all the way to the port and trains that carried products were able to reach the duty port and the ships easily.

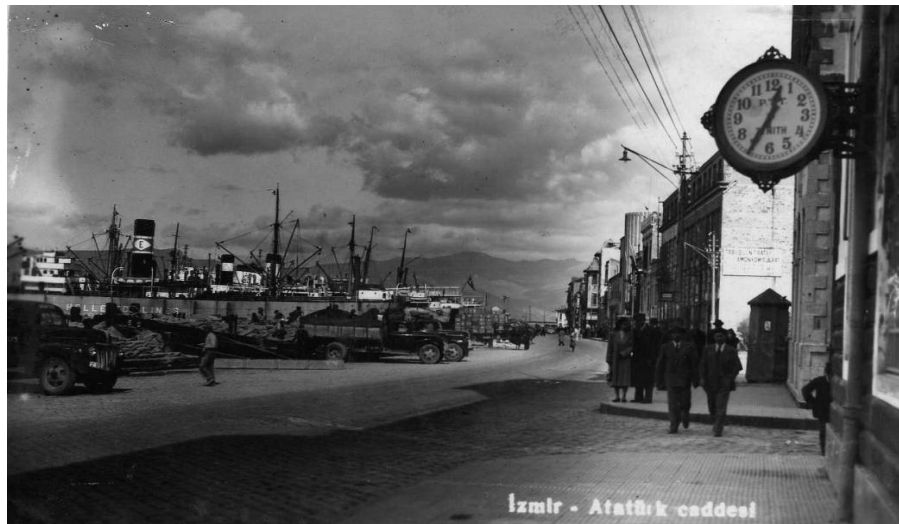


Figure 2.6 View from İzmir Port – 1900's  
(Source: Arch.Cengiz Onaran's Archives)



Figure 2.7 View from İzmir Port – 1920's  
(Source: Arch.Cengiz Onaran's Archives)

The heavy volume of trade transactions yielded significant physical changes in the city. Small shops were replaced with bigger ones, many commercial buildings, bank buildings and office complexes started to pop up all over the city. Public and federal buildings, Office of Trade, Trade Stock Market were established. By 1915 there were 62 industrial establishments most of which were owned by foreigners. People's way of life was also influenced by these changes. Theaters, entertainment places, casinos, pubs, clubs were built. Industrial buildings, storage facilities started to improve.

#### **2.4.2. Explication of Urban Sea Front Use in İzmir**

A brief information about the explication of Urban Sea Front Use in İzmir, summarized from Rüştü Ilgar's paper published in his personal web site is given in this section. The rationale behind forming a common approach to the use of not only 1<sup>st</sup> Kordon, which came up with the filling of Kordon road, but also all the other shores of İzmir is getting more important in terms of science and law. For example:

- İzmir Chamber of Commerce and joint entrepreneurs' attempt to protect the area next to the border of İzmir Bird Paradise, which is included among the wetlands to be protected in accordance with the International Ramsar Treaty, in order to prevent the construction to make a private harbor.
- The attempts to obtain privileged development rights concerning the large area bordering Bostanlı Mavişehir.
- The arrangements made to the Bayraklı shore – Altinyol roadside, and the 2<sup>nd</sup> Altinyol project which will be parallel to this road.
- The attempts to enable the continuation of the “Kordon” road with a tube which passes through the protected area between Pasaport and Gümrük.
- The fact that the privatization of the old fish market in Gümrük, the Pasaport harbor and its shores, the Pier, the present buildings and all the coastline between these buildings and Konak Port, under the name of “PIER PROJECT” with build-operate model has started and that the borders of this area include all the shore and sea area between Konak and Pasaport harbors.

- The fact that the Üçkuyular marina and its surroundings have transformed into ship maintenance and park area and that the visual and waste pollution is increasing.
- The fact that the İnciraltı shoreline is being enlarged by filling and this ruins the hydro biological and ecological balance of the nature there, and what is worse is that the projects on its filling and arrangement are carried out by İzmir Institute of High Technology.
- The attempts to achieve a mass housing project on the shores in the north of Bird Paradise, such as “SU Şehri – Venedik Projesi” and the attempts of some private companies to set up shipyard
- The fact that the pollution caused by the disposal dumped by Menemen Leather Industry and the one brought by Gediz first affects the Bird Paradise and then all the bay
- The assumption that there are attempts on the shores in opposition with the benefits of the public

All these situations concerning İzmir and its surroundings, including the ones which we are unaware of, necessitate the decisions made on how the filling in Kordon will be organized, how and for how long all the shores will be planned and according to which design rules they will be planned, and they also necessitate these decisions’ implementation and it is high time that realistic suggestions were made.

According to laws, the shores in Turkey are governed by the state, and in no way can they be the subject matter of private property. The law no 3621, passed in April 4, 1990, deals with the planning and protection of the shores. In addition to this, so many laws and regulations bring about some enforcement related to shores.

Some of them can be listed as follows:

Zoning Law, Environmental Law, ÇED Regulations, the Council Decision no 491 to establish Under secretariat for Maritime Affairs, the Ministry of Transportation Law no 3348, the Harbors Law no 618, the Law no 2634 to encourage tourism, The law on the Protection of Cultural and Natural Heritage no 2863, the Forestry Law no 6831, the Law on National Parks no 2873, the Coast Guard Command Law no 2692, the Municipalities Law no 1580, the Fishery Products Law no 1380, the Regulations on the Agricultural Land Abuse no 20105.

### 2.4.3. Development of the Kordon Coast Fill

It is known that from antique periods till today that the coastline of İzmir was changed and advanced naturally and artificially through many stages. Soil brought down to the coast for many centuries with the rivers and creeks as well as the increased need for space due to development of the city lead to constant filling and changing of the coastline to gain more space for transportation and storage.

It is known that the first coastline of İzmir, from the Roman period until the seventeenth century, started from in front of the Ladies High School, went through the back of the Kemeraltı Anafartalar Street and Çankaya and Punta area (back of today's Kıbrıs Şehitleri Street).

From seventeenth century to the nineteenth century, the part of the Kemeraltı Anafartalar Street that looks at İçliman was filled along with the areas occupied by I. and II. Beyler, Elhamra, SSK İşhanı and Hükümet Konağı and the area around İçliman as reduced to accommodate the changes in the city as a result of the export business.

By the nineteenth century İçkale ve İçliman were completely eliminated and the area between Kızlarağası Hani, Hisar Önü and Mimar Kemalettin Street, Çankaya Ticaret Lisesi and II. Kordon was expanded through filling and the areas gained by doing so were occupied by the city (Figure 2.8).

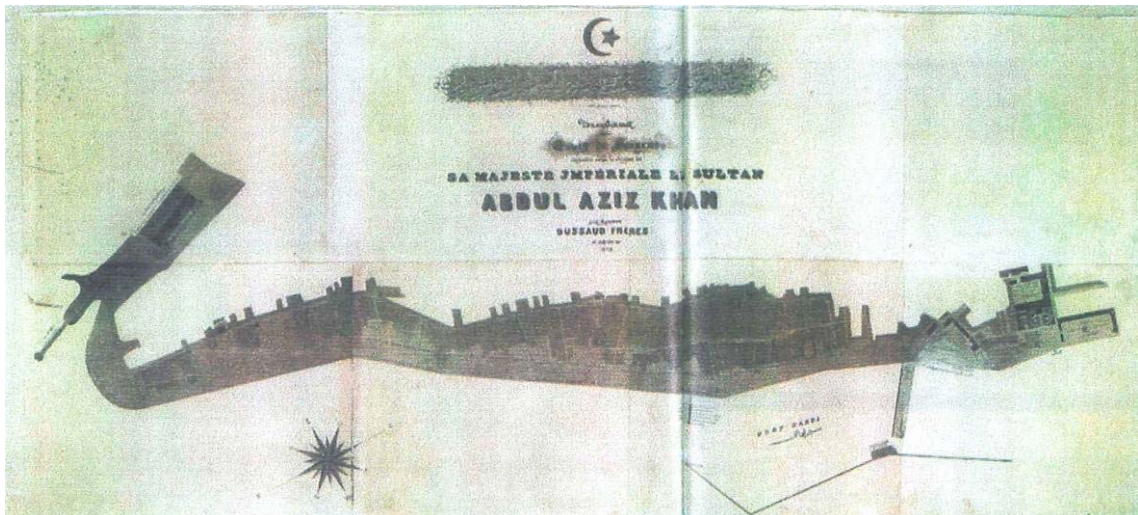


Figure 2.8. Old Map Showing District from Hisar Önü to II. Kordon During the Period of Sultan Abdul Aziz Khan – 1860's (Source: İzmir Metropolitan Municipality, Ahmet Piriştina Town Records and Museum)

In the twentieth century, the blocks between Karantina and Konak, area around the Duty buildings, and the area between I. Kordon and II. Kordon were filled and in and I. Kordon was developed along with İzmir Port since 1877.

In the twenty first century, during the 1980's the coastal areas from Güzelyalı to the Duty Depot were raised by up to 120 meters for the purpose of transportation and Mustafa Kemal Sahil Bulvarı (Mustafa Kemal Coastal Boulevard) was constructed.

As seen above, throughout history the İzmir coastline changed constantly and developed to respond to the economic, political and city needs and it continues to do so to answer the ever evolving needs of the population that occupies the area.

#### 2.4.4. Kordon – Coastline of İzmir

After the completion of the back fill and port construction, Kordon continued to be developed by the companies involved with focus on obtaining the maximum square footage. The style of the coastal parcels was similar to the Sakız Adası, i.e. mainly basement plus two story homes. In addition to these homes, the area has been containing Consulates, theaters, cinemas, postal and telegraph offices (Figure 2.9-2.10-2.11).



Figure 2.9. View from Atatürk Street – 1900's  
(Source: Arch.Cengiz Onaran's Archives)



Figure 2.10. Alsancak Pier – 1920-1930's  
(Source: Arch.Cengiz Onaran's Archives)



Figure 2.11. Consulate Building – 1920-1930's  
(Source: Arch.Cengiz Onaran's Archives)

The 1919 takeover of the city and the Aegean region by the Greek and their advancement to the inland areas caused very important historical moments for the İzmir Port. The 1919 Independence War of Turkey ended on September 9, 1922 by the Greek being kicked out of the İzmir Port and İzmir Port gained its spot in the Turkish history.

During this event, the miscellaneous fires that started throughout the city damaged the city significantly.

After this historic event, the architectural character of the area did not change much until 1940. However, in the 1930's, in the areas that were opened up as a result of the fire the II. Kordon was built. II. Kordon has started at Alsancak Port and continued to the Punta area (at the end of the Gündoğdu Plaza) which was not affected by the fire where it narrowed down to a 10 meter street.

In the 1940's the height of the buildings in Kordon was originally planned to be 4 stories which later on led to 5 stories which again led to 6 stories with the allowance of the conversion of the roof floors to a story. Below there can be seen the first high-rise building in Kordon (Figure 2.12).



Figure 2.12. First High-rise Building in Kordon – 1950's  
(Source: Arch.Cengiz Onaran's Archives)

The area that was saved from the fire around Alsancak II. Kordon area and the streets that are perpendicular to Kordon had architecture named Levanted Architecture which up until today has been preserved and still exists. However, most of these properties have a new function with most of them maintaining their exterior while their spatial constructions and organizations have been completely replaced.

In the 1960's and 70's, the area was designated as a Urban Sit by the Real Estate Ancient Monuments and Memorials Committee. However, this decision was replaced in

the 1980's with the verdict to identify only the buildings that need to be protected which led to another development phase in the history of the city. Under the ruling decisions of the High Committee on Protection Cultural and Natural Heritage, the buildings that were identified and separated into different groups were allowed to be renovated within the parameters set forth by the group.

As a result of the changes and developments through history, the only architectural buildings remaining in I. Kordon from the nineteenth century are the Duty buildings, Old Telegraph Building, Passport İskele Building, French Consulate, Greek Consulate, German Consulate, Atatürk Museum and three residential buildings (Figure 2.13-2.14-2.15-2.16-2.17-2.18-2.19-2.20).



Figure 2.13. Consulates – 1930's  
(Source: Arch.Cengiz Onaran's Archives)



Figure 2.14. Consulates – 2010





Figure 2.15. View from Atatürk Street – 1940's  
(Source: Arch.Cengiz Onaran's Archives)



Figure 2.16. View from Atatürk Street – 1960's  
(Source: Arch.Cengiz Onaran's Archives) (Changes on the sidewalk pavement)



Figure 2.17. Palm Trees – 1940's  
(Source: Arch.Cengiz Onaran's Archives)



Figure 2.18. Palm Trees – 2010



Figure 2.19. NATO – 1953  
(Source: Arch.Cengiz Onaran’s Archives)



Figure 2.20. Alsancak Orduevi – 2010 (Former Nato)

#### 2.4.5. Re-Backfilling of Kordon

In the 1990’s another back fill was in the works to provide the passing of the İzmir – Çesme freeway through the city. The area between Güzelyalı and Duty Buildings that was already filled in the 80’s was to be refilled another 80-100 meters with 2x3-lane freeway and named “Kordonyolu” or its official name “İzmir-Çesme Otoyolu İkiztepeler-Konak-Alsancak-Halkapınar Kentiçi Geçişi” (İzmir-Çesme Freeway İkiztepeler-Konak-Alsancak-Halkapınar Innercity Passage) (Figure 2.21).



Figure 2.21. News about Kordonyolu Proposed Freeway - 1994  
(Source: İzmir Metropolitan Municipality Records)

Here are some advertisements from ex-mayors of İzmir Metropolitan Municipality, on their own times (Figure 2.22-2.23-2.24).

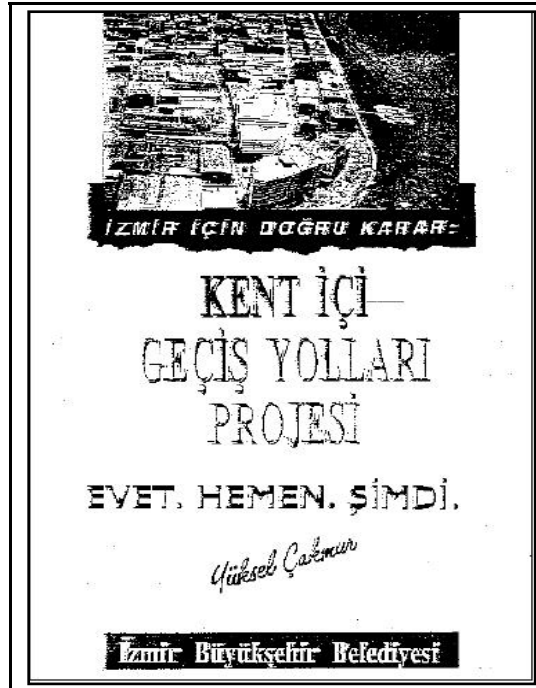


Figure 2.22. Bulletin example for New Kordon Road – 1993  
(Source: İzmir Metropolitan Municipality Records)

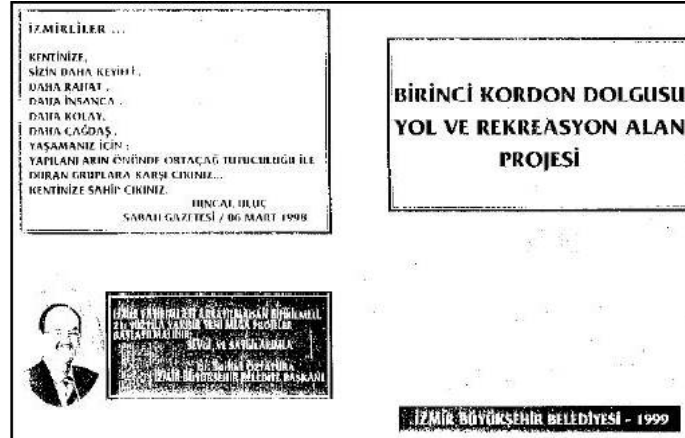


Figure 2.23. Bulletin example for New Kordon Road – 1999  
(Source: İzmir Metropolitan Municipality Records)



Figure 2.24. Bulletin example for New Kordon Road – 1999  
(Source: İzmir Metropolitan Municipality Records)

Here are some information from the yearly bulletins published by İzmir Metropolitan Municipality:

- What Happened Between 1999 and 2000? (1999-2000'de Neler Oldu?)

### **Project Number: 3.1.1.1 Design of Kordonboyu**

Within the framework of the Committee on Protection of Cultural and Natural Heritages, planting and recreation works have been completed in an area of 150.000 m<sup>2</sup> in Kordon, which was changed into a recreation area. In the first section of this area, there is an uninterrupted pedestrian path with a width of 2.90 meters, which extends from the present parcels to the sea. In the second section, towards the sea there is a recreation, entertainment and commercial area with a width of 7.30 meters. In the third section, there is an uninterrupted pedestrian path with a width of 2.40 meters and in the fourth part, there is a carriageway with a width of 6.60 meters, and in the fifth part (the filled area) which is completely closed to vehicles and construction, there are places to walk, green areas, bicycle lane, running and pedestrian paths. With the new regulation, three areas in different sizes which are scattered over the filled area have been made, but the studies on how to give them a spatial prosperity and make them more functional are still going on. As a part of the Kordonboyu regulations, concrete was used to enable the natural drainage of rain water and all the hard ground was covered with natural stones pressed by sand. The legislation regarding the principles which the entertainment places, the firms and other users must abide by and the physical production and regulation rules was put into effect by Metropolitan Municipality Council. A modern shade has been designed to make the commercial enterprises, who will use the second part of the recreation area, look visually appealing. With Kordonboyu regulations, it was made possible for the inhabitants of İzmir to meet with sea, nature and sports facilities.

- What Happened in İzmir in 2000? (2000'de İzmir'de Neler Oldu?)

### **İzmir on the way to become a real coastal city**

As the bay is becoming more like its previous state thanks to the cleaning process, different projects which aim at joining the inhabitants of İzmir with sea are being implemented. By empowering marine transportation, an uninterrupted coastal lane is aimed and this will vitalize the long forgotten roots of the sea with İzmir, which has been preferred settlement place for thousands of years.

### **A shoreline for the Bay from one end to the other**

The rearrangement of all the shores with a recreational purpose is among these projects. Green and recreation paths, some part of which is completed, extends from Güzelbahçe to Narlıdere, then to İnciraltı, from there to Üçkuyular and to Konak, and from Konak to Kordon, from Kordon to Karşıyaka and ends in Tuzla. Kordonboyu recreation area and Bostanlı-Mavişehir coastal arrangements have been completed. The coastal arrangements of Güzelbahçe and İnciraltı are expected to finish in 2001.

### **Bicycle Lanes**

As a part of Kordonboyu and Bostanlı Mavişehir coastal arrangements which took place in 2000, bicycle lanes were made and necessary signs were placed.

- 1999-2003 İzmir is Changing (1999-2003 İzmir Değişiyor)

### **3.5 million m<sup>2</sup> Green Area**

Until four years ago, there had been no large recreation area apart from Kültürpark and the degree of green area per person was below average in İzmir. That's why IBB has started a comprehensive study to increase the number and quality of the green areas.

As a part of Güzelbahçe-Bostanlı coastline arrangement which will surround all İzmir, a bay city, with green, Mustafa Kemal Coastal Boulevard, Kordonboyu, Meles, Bayraklı-Altinyol, Karşıyaka and Bostanlı coastal arrangements have been completed and started to be used. Cumhuriyet Square has been changed into a pedestrian area, embracing the sea.

### **Anew Kordonboyu**

In Kordonboyu, which was filled in order to make a freeway, in accordance with Committee on Protection Cultural and Natural Heritage and the rules of justice, a 156.000 m<sup>2</sup> recreation area composed of green areas, places for walking, squares, lanes for bicycles, running and pedestrians, and 2-way carriageways was designed. A new legislation was prepared for the enterprises in Kordonboyu which is dearest of İzmir.

Apart from the pedestrian routes which are frequently used by İzmirians, mini tractor with compartments which is used to carry passengers is a favorite vehicle in Kordonboyu which is open to only pedestrians at summer nights. The area starting from the statue and ending by the sea can now be used by only pedestrians with the latest regulations in Cumhuriyet Square, so that a large area which combines Kordonboyu and Atatürk Street (Kordon 1<sup>st</sup>) is obtained (Figure 2.25).



Figure 2.25. General View of Kordon - 2000  
(Source: İzmir Metropolitan Municipality, Ahmet Piriştina Town Records and Museum)

## CHAPTER 3

### CASE STUDY: KORDON

#### 3.1. The Transformation of the Landfill Site in Kordon into an Urban Space

The study which has been carried by İzmir Metropolitan Municipality on “The Reconstruction of the Coastline between İzmir Konak and Alsancak Port with the Intention of its Protection” was conducted with the purpose of the protection of an area that was designated by the İzmir Cultural and Nature Heritage Protection Committee No I as a historical site and its historical values, historical elements and nature as well as successful contribution to effective city living. The area was investigated in three phases are follows: Alsancak Port – Cumhuriyet Square, Cumhuriyet Square – Historical Duty Storage, Historical Duty Storage and Konak Plaza.

In its evaluation phase the investigation focused on identification of the relational and spatial impacts/influences between historical sites outside and inside the city, identification of effective transportation options to the historical sites using the main transportation systems of the city, planning of the new areas for public use and maintenance of an uninterrupted visual coastline and land usage.

The planning efforts were conducted under the Zoning Law No 3194, Law on Protection of Cultural and Natural Heritage No 2863/3386 and Coastal Law No 3621.

Topal (2000) fills in the background of Kordon’s transformation process within years 1990-1999 by his article “Kordon Dolgu Alanının Bir Kentsel Mekana Dönüşümü” (Transformation of Kordon Landfill to an Urban Space). The information below has been reviewed briefly from this article.

At the beginning of 1990s, İzmir coastline was a point of discussion with the purpose of making a road under the name of İzmir-Çeşme Freeway’s inner city part. The title of this discussion was “Kazıklıyol” at that time. The reason is that the president of that time thought that this road which would be built on piles, similar to the one in Bosphorus, would ease the transportation by enlarging the coastline. The people concerned with this discussion started to prepare projects upon the president’s projection.



There were three alternative passages in these suggested projects. The first way is to cross Kordon from Konak to Halkapınar with a road constructed on piles, the second one is to cross Kordon by filling it, and the third one is a trestle which is found 100 meters off the shore and 30 meters above sea level.

The İkiztepeler-Konak-Kordon-Alsancak-Halkapınar section of İzmir-Çeşme Highway, which is being discussed by the commoners, is designed to pass through the city. This project is meant to have six lanes, three of which are for going and the other three for coming, and with an extra lane for emergency vehicles, but it is not clearly stated at that period (Figure 3.1-3.2).

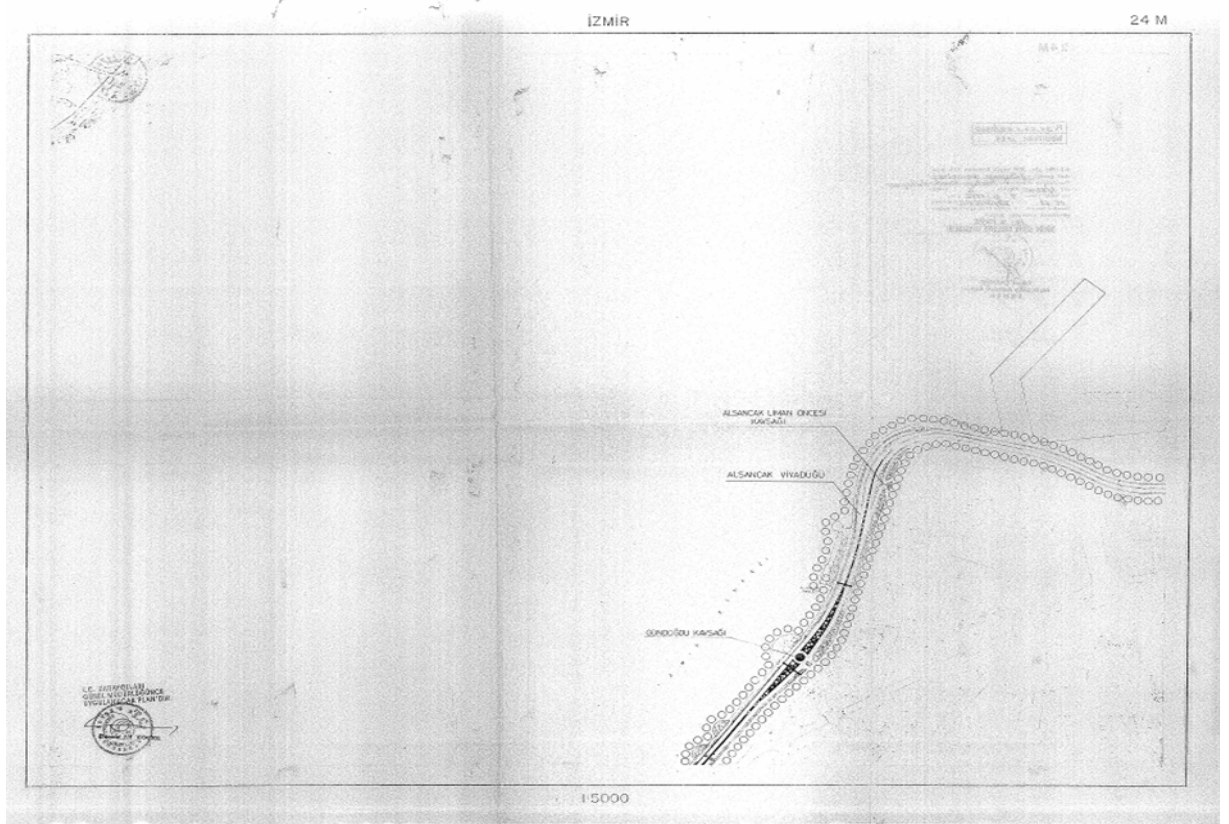


Figure 3.1. 1/5000 Scale Structure Plan (Part 1) – 1992  
(Source: İzmir Metropolitan Municipality Records)

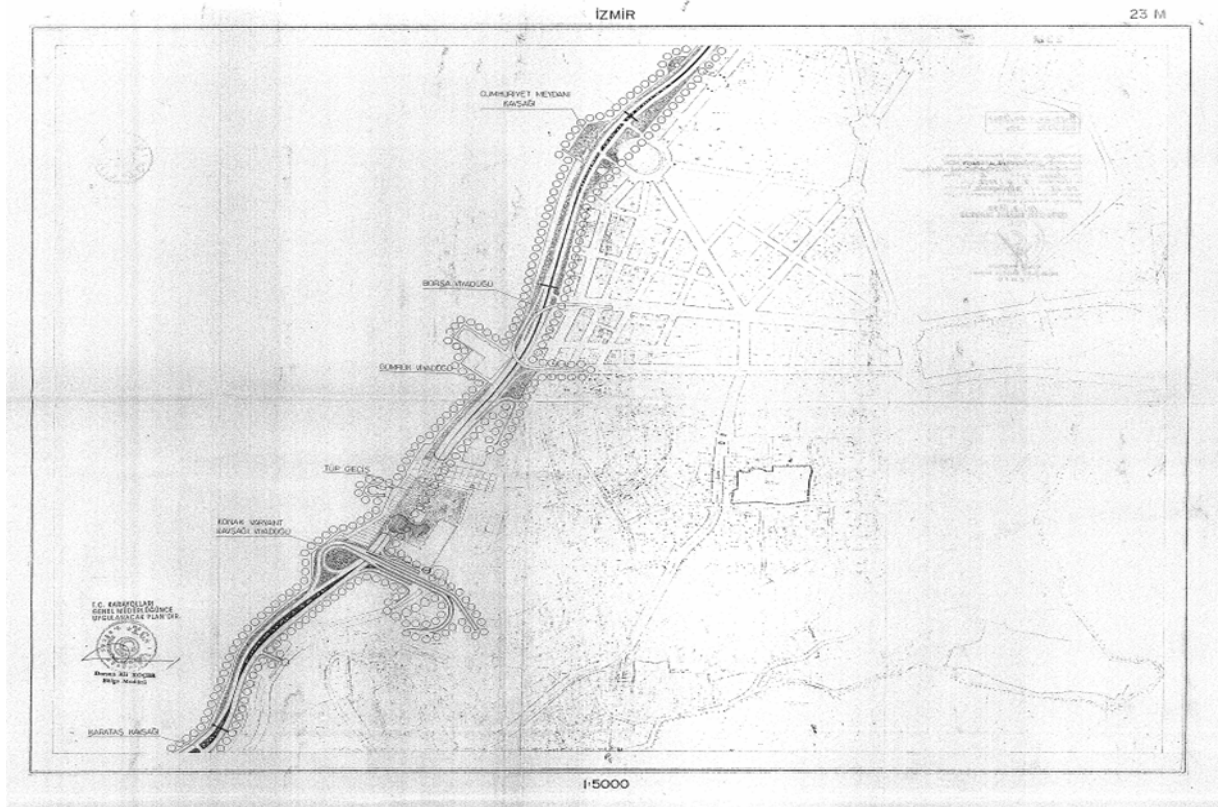


Figure 3.2. 1/5000 Scale Structure Plan (Part 2) – 1992  
(Source: İzmir Metropolitan Municipality Records)

The local government of the time first opposed to this project as it was proposed without their consent, but then started to work for the realization of this project. However, the project's highway mission was hidden in the rationalization of the supporters of this project, and it was stated that this “kazıklıyol” would be the continuation of Mustafa Kemal Coastal Boulevard which was completed till Konak square and it would ease city traffic and be a great infrastructure investment for İzmir.

Not only the people who proposed this project, but also the people who support it and the local governments of the time did not oppose to the idea of making a fast road with several lanes which start from the city center which carry an important cultural heritage of İzmir (Topal, 2000).

It is interesting that unlike İzmir, there are ongoing studies in many European countries to clear the city centers of traffic and open these areas only to pedestrians. Decisions are made especially to enable the pedestrians and citizens to benefit from the historical centers of the cities more.

In those days, first, İzmir Metropolitan Municipality made the necessary changes in their 1/5000 scale Structure Plan according to the suggestions of General Directorate of Highways and then Konak Municipality made the necessary adaptations for the multilane road in their 1/1000 scale Urban Improvement Plan. Architects, city planners,

responsible people and academic organizations strongly oppose this piled multilane road made by filling Kordon.

What lies beneath this criticism is that İzmir Structure Plan hasn't proposed such a road, and city transportation could be easier, safer and more comfortable through the incorporation of modern public transportation preferences such as subway, marine transportation with motorway transportation. For this reason, it is argued that the great amount of resource that will be used for this road should be used for improving modern public transportation means. Also it is pointed that this multilane road will not be a solution to the traffic problem and city transportation unless the freeway is completed, the number of piers in bay are increased, faster and more comfortable marine vehicles are employed, the subway is improved, the need for more car parks in the city center is satisfied and the roads are saved from being used as car parks and started to be used by vehicles only, and unless the intersections are redesigned (Topal, 2000).

In 1993, Chamber of Architects of Turkey filed a law suit for the cancellation of the 1/5000 scale Structure Plan which makes the construction of Kordonyolu possible. There reason was that this road was of no use for the public due to the reasons mentioned above. Finally in 1996, after passing through several stages, İzmir Administrative Court No:3 (İzmir 3. İdare Mahkemesi) canceled the İzmir Metropolitan Municipality Council's decision and 1/5000 scale Structure Plan.

In addition to the Historical Duty Storage and Pasaport Pier, Coastal Health Protection buildings, which are found on the route of the new road, are among the officially registered buildings which need to be protected. However, two of the customs buildings need to be pulled down, changing the Pasaport Pier into an element of the land. Upon the request of the Chamber of Architects, in 1994 İzmir Cultural and Natural Heritages Protection Committee No.1 registered Konak Square, Cumhuriyet Square, and Kordon, which lies between these two squares, as a protected area, but this decision led to a new controversy.

For some people, this is nothing more than nostalgia because there is nothing left to protect there. It is obvious that İzmir Metropolitan Municipality agrees with this opinion because they filed a law suit to cancel the decision of the council and lift the protection on the two customs buildings. The file was sent to an expert and it was reported that the customs buildings were made in 1854, so they reflected the construction technology of the time and were a witness of the economic and social life of İzmir. Therefore, the case was closed in 1996 as the report also supported the registration decision and wanted it to continue (Topal, 2000).

On the other hand, it is stated in the ruling decisions of İzmir Cultural and Natural Heritages Protection Committee No.1 that the sites and areas where important historical events took place should be registered as historical protected areas.

In 1997, all Kordon was registered as a protected area as Kordon and Konak Square played an important role in Anatolia's being saved from invasion and intruders were sent to sea there. Therefore, the construction of Kordon Road seems impossible because Structure Plan was canceled by the court and some of its route was declared a

protected area. Now it was time to prepare a protection plan considering all the details. However, in 1997 Ministry of Public Works and Settlement approved of the Kordon filling and road plan depending on Coastal Law's 7<sup>th</sup> item, which means the by-pass of the court and council decision by the ministry.

At the end of 1998, 6<sup>th</sup> Department of the Council of State (Danıştay 6. Dairesi) decided that Kordonyolu could not be built unless a protection plan was prepared. This decision was officially recognized for İzmir Metropolitan Municipality, General Directorate of Highways, Ministry of Public Works and Settlement. All these institutions asked for a correction from the Council of State, but it was rejected by General Assembly of Council of States and the Council's decision was approved again.

In 1998 when the decision that Kordon road could not be made was given by justice, Chambers of Academic Professions - Turkey (Türkiye Mimarlar Mühendisler Odaları Birliği) got together with the guidance of Chamber of Architects (Mimarlar Odası) and they proposed some plans to enable the public make use of the filled Kordon and these proposal were announced to public (Topal, 2000 and Appendix D).

In December 1999, İzmir Metropolitan Municipality prepared "Konak – Kordon Alsancak Kıyı Kesimi Koruma Amaçlı İmar Planı" (Konak – Kordon – Alsancak Coastline District Conservation Plan) (Figure 3.3-3.4), submitted for approval to İzmir Cultural and Natural Heritages Protection Committee No.1, and at the end of February 2000 the Committee approved it.

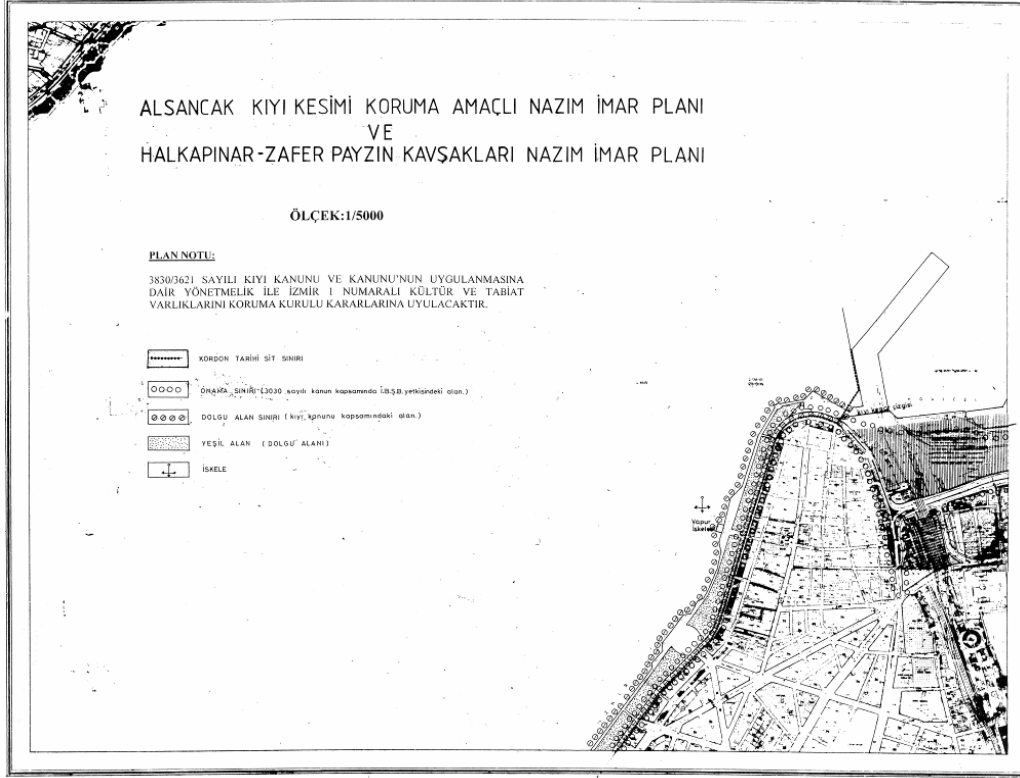


Figure 3.3. 1/5000 Scale Conservation Plan (Part 1) – 1999



Figure 3.4. 1/5000 Scale Conservation Plan (Part 2) - 1999

# KONAK-ALSANCAK LİMANI ARASI KIYI KESİMİ KORUMA İMAR PLANI

Ö : 1/2000

	ONAMA SINIRI
	KONAK-KORDON TARİHİ SİT SINIRI
	KEMERALTI KENTSEL SİT SINIRI
	KIYI KENAR ÇİZGİSİ
	RESMİ TESİSLER
	TİCARET
	ANITSAL YAPILAR
	SİVİL MİMARLIK ÖRNEKLERİ
	ASKERİ TESİSLER
	KÜLTÜREL TESİSLER
	PARK VE YEŞİL ALANLAR
	KENT İÇİ YOLLAR
	YAYAYOLU
	BİSİKLET YOLU
	OTOPARKLAR
	METRO GÜZERGAHI
	LİMAN
	İSKELELER

**PLAN NOTU**  
1830 Sayılı Kıyı Kanunu ve Kanununun uygulanmasına  
dair yönetmelik ile İzmir 1 no'lu Kültür ve Tabiat  
Varlıklarını Koruma Kararları uygulanmaktadır.

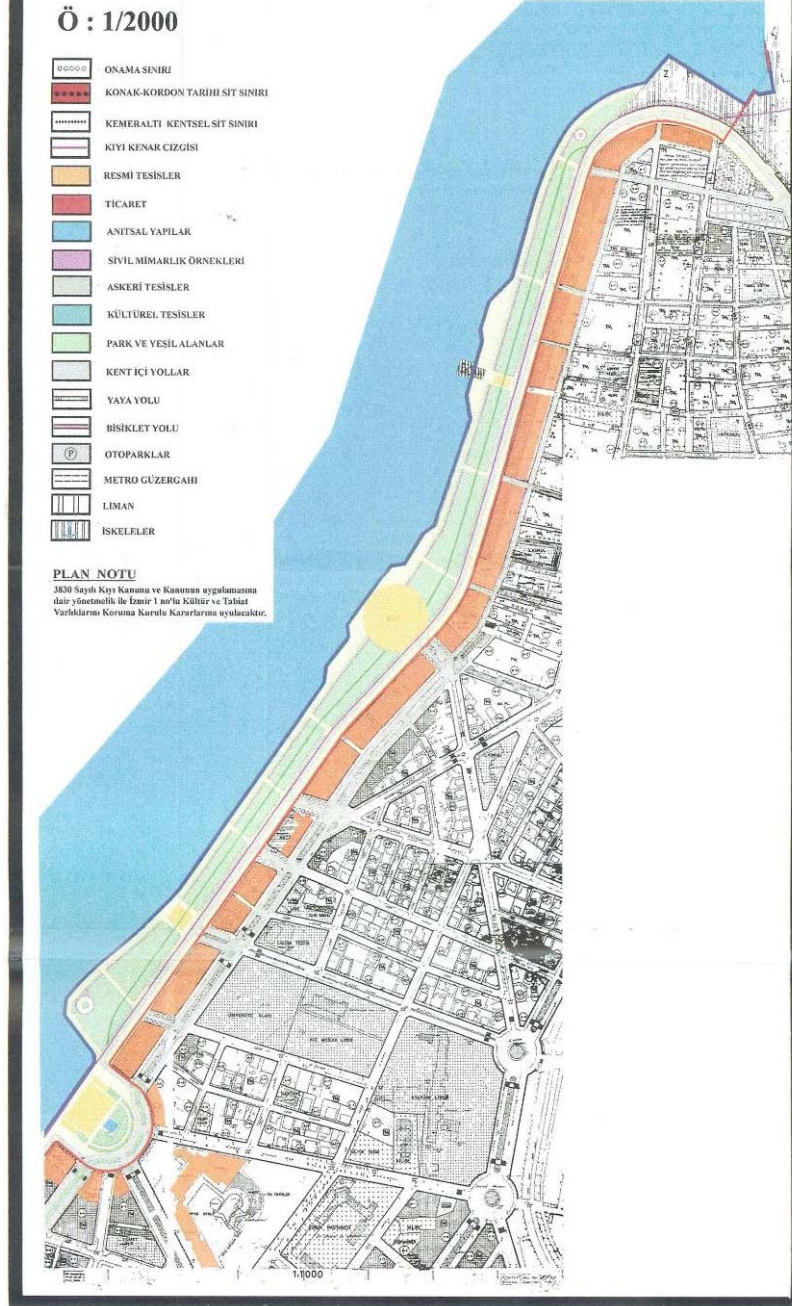


Figure 3.5. 1/2000 scale Preliminary Sketch for Konak-Alsancak Port Coastline District Conservation Plan – Part 1 (Source: İzmir Metropolitan Municipality Records)

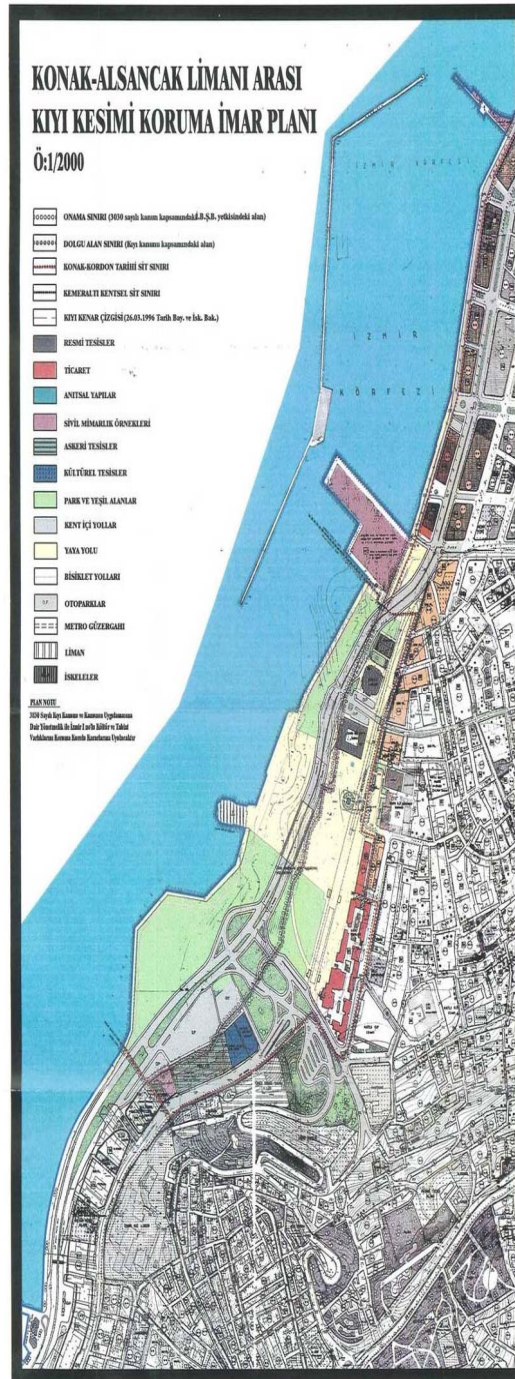


Figure 3.6. 1/2000 scale Preliminary Sketch for Konak-Alsancak Port Coastline District Conservation Plan - Part 2 (Source: İzmir Metropolitan Municipality Records)

In this plan and the projects related to it, Kordon was designed with a recreational purpose. Therefore, it was thought to be a green area instead of being crowded with cars. The previous pavement was enlarged to 14 meters and was made more functional for the pedestrians according to the plan. On this pavement, a 7.70 meter area was spared for cafeterias and restaurants. A 2.60 meter area in front of the shops and a 2.05 meter area by the motorway were spared as a walking path which

extended from Cumhuriyet Square to Alsancak Harbor. The motorway was limited to 6.60 meters and it was designed to have one going and one coming lane. It was planned to discourage drivers from using this road as its main purpose was to serve the shops, cafes-bars and restaurants there. Road tile was selected from natural granite stones. Before filling, the coastal area was determined as a symbolic motorway border. The project covers an area of 146.000 m<sup>2</sup> and 130.000 m<sup>2</sup> of it is designed for pedestrians (Topal, H., 2000). In order to emphasize the changes in the sidewalk pavement and the road, some Figures of implementation are used (Figure 3.7-3.8-3.9).



Figure 3.7. Pavement on Sidewalk



Figure 3.8 Car Park with a Capacity of 300 Cars along Atatürk Street - 2006



Figure 3.9. Car Park with a Capacity of 300 Cars along Atatürk Street – 2010

At its previous state, Alsancak Pier was carried in front of the filling by means of steel construction. The pier includes a passenger lounge as well as a ticket office which will be more necessary after the renovations in Kordon are completed. The previous pavement design is exhibited in the area in front of the pier (Figure 3.10).





Figure 3.10. Piece of Previous Pavement

From Cumhuriyet Square to Alsancak Pier, a pavement next to the motorway, green areas, a running path, a bicycle lane, and an 8 meter-pedestrian lane by the shore are designed (Figure 3.11-3.12-3.13).



Figure 3.11. View from Walking Path



Figure 3.12. View from Bicycle Path



Figure 3.13. View from Jogging Path

There are two main squares at Kordon Recreational Area: Cumhuriyet Square and Gündoğdu Square. Although both of them are being used for concerts and assemblies, Cumhuriyet Square is mostly known for its ceremonies of Turkish National

Days (Figure 3.14-3.15). Also there is a small square facing Vasıf Çınar Boulevard, and mostly being used for exhibitions of İzmir Metropolitan Municipality (Figure 3.16).



Figure 3.14. Gündoğdu Square



Figure 3.15. Cumhuriyet Square



Figure 3.16. Small Square across Vasıf Çınar Boulevard

Many kinds of street furniture may be seen in the area (Figure 3.17-3.18-3.19-3.20-3.21-3.22).



Figure 3.17. Garbage Can



Figure 3.18. Drinking Fountain



Figure 3.19. Example of a Sign



Figure 3.20. Visitor Tour Bus Schedule Board



Figure 3.21. Example of an Exhibition Board



Figure 3.22 Example of an Announcement Sign

With the lightening equipment which will support the use of the pavements, pedestrian lanes at night, Kordon's liveliness is thought to be maintained (Figure 3.23-3.24). There is nothing except for the plastic art objects, city furniture and plants on the shore and filling (Figure 3.25-3.26-3.27-3.28).



Figure 3.23 Example of Lighting Equipment



Figure 3.24 Example of Lighting Equipment



Figure 3.25. Landscaping



Figure 3.26. A Sculpture



Figure 3.27. Landscaping



Figure 3.28. Seating Furniture

People like to rest in here, so do the pets (Figure 3.29-3.30).



Figure 3.29. People Resting



Figure 3.30. Dog Resting

People like to have fun in here by doing several activities (Figure 3.31-3.32-3.33-3.34).



Figure 3.31. Going to a Concert



Figure 3.32. Chatting with Friends



Figure 3.33. Playing Soccer on the Grass



Figure 3.34. Fishing

There also can be seen security guards and cleaners all the time of the day, and policemen during concerts and assemblies (Figure 3.35-3.36).



Figure 3.35. Policemen



Figure 3.36. Cleaners

Although it is said that this plan embraces solutions for the disabled people, during the site reconnaissance only few disabled people have seen, and boundaries have recognized in the area such as level differences between pavements (Figure 3.37-3.38).



Figure 3.37. A Disabled Man Trying to Watch a Concert



Figure 3.38. Example of a Boundary – Level Difference between Pavements

Despite everything, by this project with its successful decisions and applications that are admired by the contemporary cities around the world, İzmir's real identity, being a Mediterranean coastal city, will be emphasized again. This project first started with aim of making a multilane highway but it ended up with the transformation of the filled area into an urban open space for recreational purposes (Figure 3.39).



Figure 3.39. General View - 2008

(Source: İzmir Metropolitan Municipality, Ahmet Piriştina Town Records and Museum)

### **3.2. Survey of the Study Area**

Survey of Kordon includes the evaluation of it as a recreational area in the light of environmental performance. Analysis are carried out under the aforementioned five dimensions of The Project of Public Space (PPS) which are formed from the seven dimensions of Lynch. As a reminder, these are Access and Linkages, Uses and Activities, Comfort and Image, and Sociability. These dimensions are put into practice by site reconnaissance, windshield surveys, interviews and analyzing the past and today photographs of Kordon, together with structure plans and implementation plans (Figure 3.40-3.41-3.42).

In the practice, in order to analyze the case area it will be better to put front first the findings of the site reconnaissance together with past and today photos of the area, and structure and implementation plans. In Figure 3.40, it is shown how the study area is examined in six sections. The landmarks such as squares, main streets, pier are the reasons to determine these sections.

The sections are:

- 1- Section A: From Cumhuriyet
- 2- Square and to a small square facing Vasıf Çınar Boulevard.
- 3- Section B: From small square to the Alsancak Orduevi at the intersection of Talatpaşa Boulevard with Atatürk Avenue.
- 4- Section C: From Alsancak Orduevi to Gündoğdu Square.
- 5- Section D: Gündoğdu Square and its surrounding.
- 6- Section E: Alsancak Pier and its surrounding.
- 7- Section F: From section E to the viaducts before the Alsancak Port.



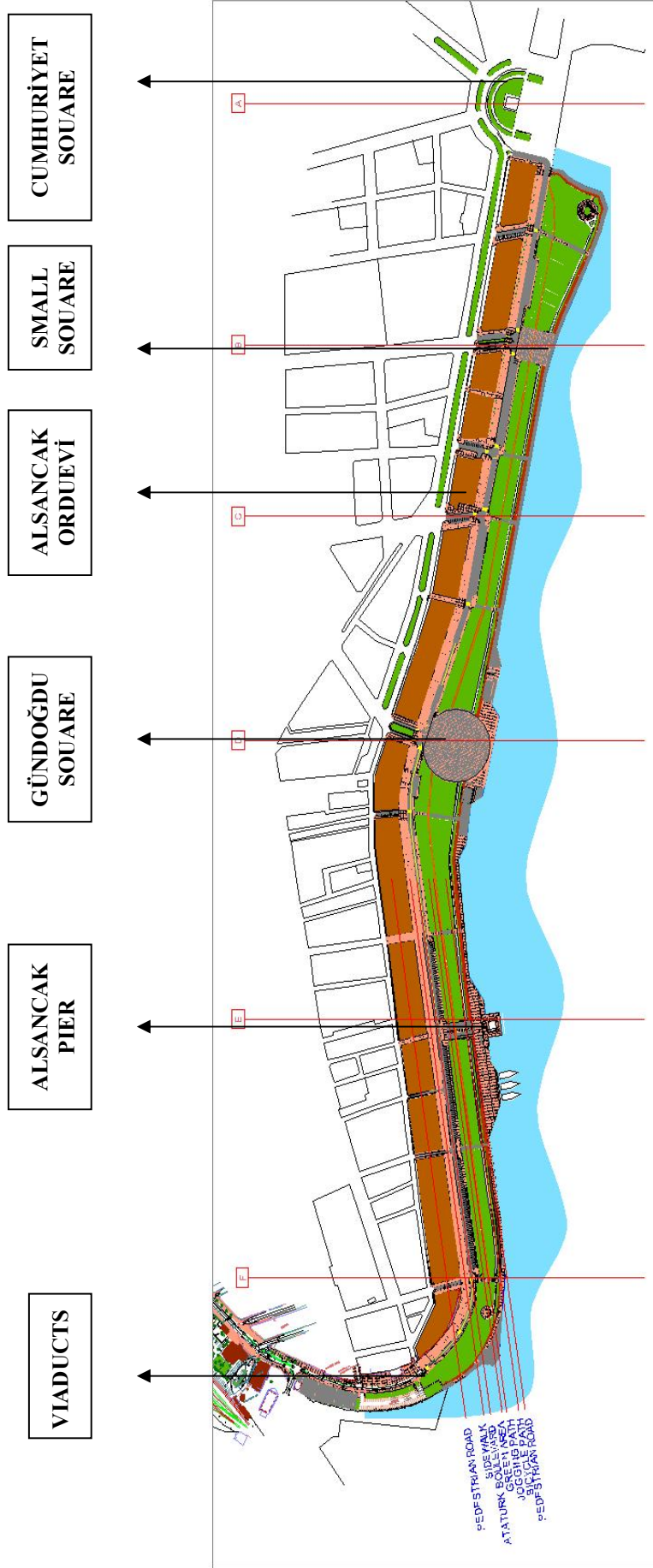


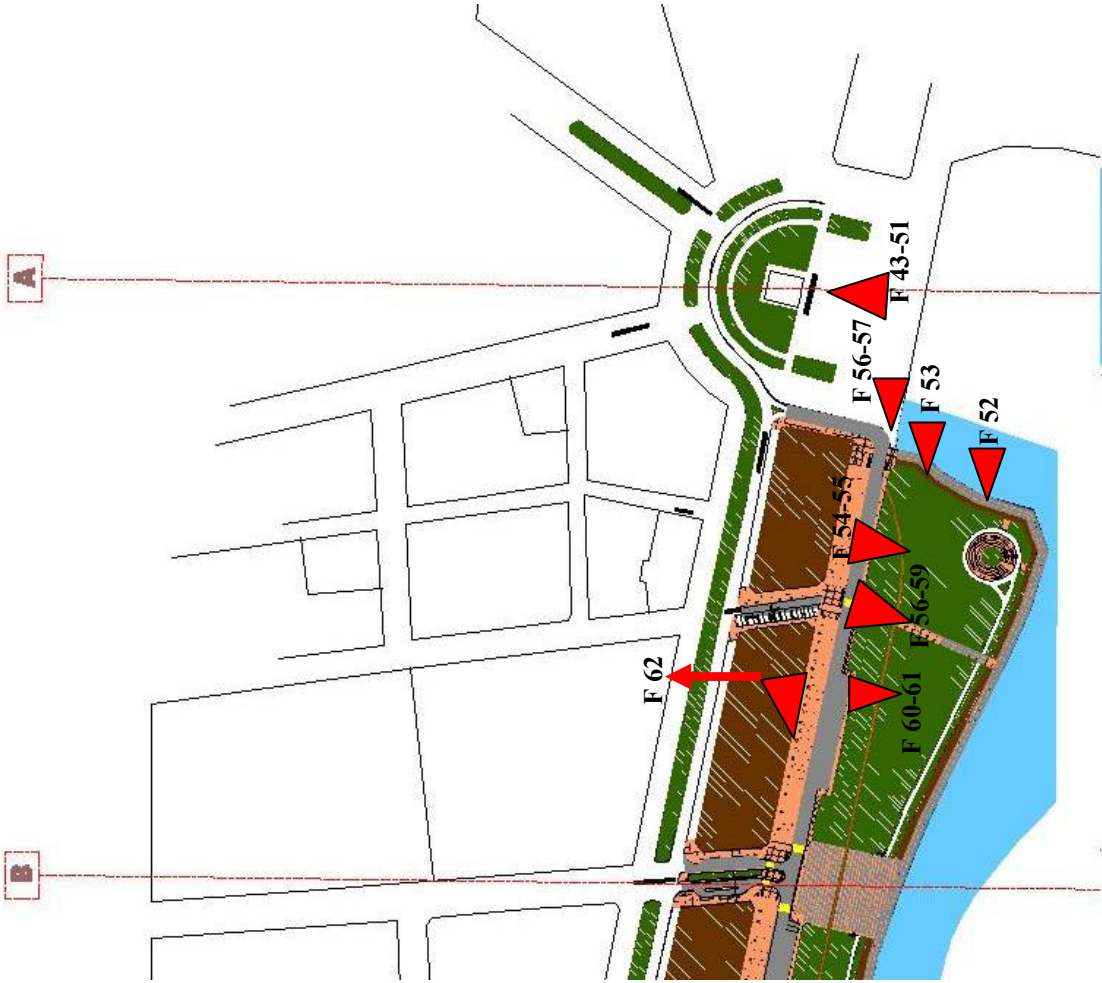
Figure 3.40. Plan Showing Study Area Sections



Figure 3.41. General View  
(Source: İzmir Metropolitan Municipality Archives)



Figure 3.42. General View  
(Source: Izmir Metropolitan Municipality Archives)



**SECTION A:**

**Accessibility and Linkages:** The area is easily accessed by walking from Konak and Alsancak or by bus and by bike from other districts of Izmir. Car access is very limited and restricted apart from some very small access roads.

**Uses and Activities:** Area is mostly preferred for relaxing, jogging, walking, playing on the grass, fishing.

**Comfort and Image:** The area is wide enough to welcome everyone. There is a bike park for people who have come to the area by bicycles and want to walk the area along.

**Sociability:** As the mood is relaxed, people are sitting around, and taking in the sites. The sculture has an attraction for most of the people and is liked to be used as a meeting point. The arch at the beginning of the area is a remembrancer for the one which used to be a landmark for Kordon.

There is a lack of -seating furnitures, so that people choose to sit on the wood parts of the bike park. -shades. It can be seen from the places on which people prefer to sit.

-Garbage cans. The poor number of garbage cans make people have difficulties to throw garbage.

-Garbage cans for pets' disposals.

As being İzmir's one of the most important landmarks, Cumhuriyet Square is still being used as a gathering area for any kind of social occasion, such as national ceremonies, concerts, and assemblies (Figure 3.43-51).



Figure 3.43. Cumhuriyet Square - 1960's  
(Source: Arch. Cengiz Onaran's Archive)



Figure 3.44. Cumhuriyet Square - 1970's  
(Source: Arch. Cengiz Onaran's Archive)



Figure 3.45. Cumhuriyet Square - 1980's  
(Source: Arch. Cengiz Onaran's Archive)



Figure 3.46. Cumhuriyet Square - 1990's  
(Source: Arch. Cengiz Onaran's Archive)



Figure 3.47. Cumhuriyet Square - 2000's  
(Source: İzmir Metropolitan Municipality, Ahmet Piriştina Town Records and Museum)

Cumhuriyet Square is also being used for different facilities:



Figure 3.48. Cumhuriyet Square  
(Skateboarding and rollerblading)



Figure 3.49. Cumhuriyet Square  
(Announcing activities)



Figure 3.50. Cumhuriyet Square  
(Meeting point for some people)



Figure 3.51. Cumhuriyet Square  
(Place for Exhibiting Plastic Arts)



Figure 3.52. Side Seating on Parapet



Figure 3.53. Jogging Path



Figure 3.54. Bicycle Parking  
(Being Used for Seating)





Figure 3.55. Shade Areas under the Trees



Figure 3.56. Monumental Arch at Atatürk Street – 1900's  
(Source: Arch. Cengiz Onaran's Archive)



Figure 3.57. Monumental Arch at Atatürk Street - 2010



Figure 3.58. People Watching the View



Figure 3.59. Example of Plastic Arts



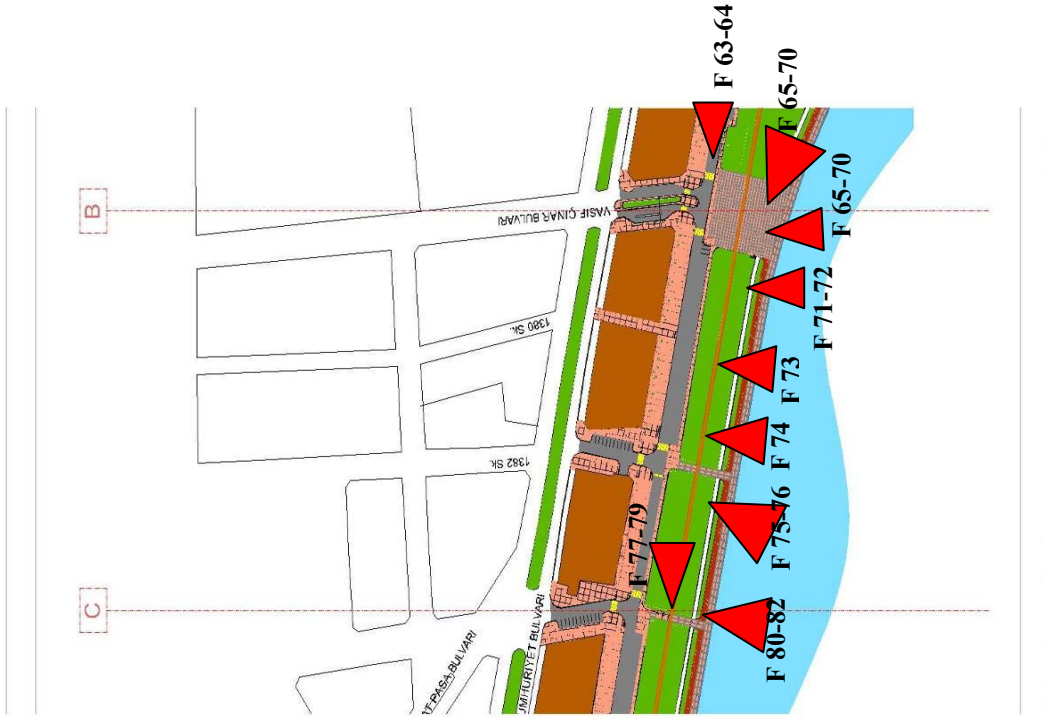
Figure 3.60. Kids Playing on the Grass



Figure 3.61. A Family Having Picnic



Figure 3.62. Example of Restaurants/Cafes/Pubs on the Sidewalk



**SECTION B:**

**Accessibility and Linkages:** The area is easily accessed by walking, by car, by bike or by ferry. The area also has linkages to Vasıf Çınar Boulevard, Talatpaşa Boulevard, Gül Street and Cumhuriyet Boulevard (Kordon 2<sup>nd</sup>). Car access is very limited and restricted apart from some very small access roads. This section starts with a small square at where İzmir Metropolitan Municipality has exhibitions, and ends with Alsancak Orduevi (officer's club also accommodating army members) which is a well-known and important landmark in the area, and is also used as a meeting point.

**Uses and Activities:** The area is mostly preferred for jogging, fishing, relaxing, chatting/eating/drinking on the grass or at the restaurants/cafes/pubs and also preferred for exhibitions.

**Comfort and Image:** The area is more welcoming than the first section. However, existence of Orduevi limits the comfort a little. Still, the area is welcoming with the frequented cafes/restaurants/pubs that there is variety of users from different age, education and income groups. The space right in front of Orduevi is less preferred for activities.

**Sociability:** People meet their friends here and groups of people who sit, talk, eat and drink something, can be seen in the area. There are groups of mixed age and income level reflecting the community at large.

There is a lack of

-enough amount of garbage cans. Also, people do not tend to pick up litter when they see.

-enough amount of seating elements.

Shades. During day time people tend to sit under the shrubs.

Garbage cans for pets' disposals.



Figure 3.64. Gig on a Tour



Figure 3.65. Exhibition on Small Square across Vasif Çınar Boulevard



Figure 3.66. Small Square across Vasif Çınar Boulevard



Figure 3.67. Small Square across Vasıf Çınar Boulevard



Figure 3.68. Access to Vasıf Çınar Boulevard



Figure 3.69. Man Playing Banjo, Others Listening to Him



Figure 3.70. Wide Open Space at the Small Square



Figure 3.71. Place to Sleep



Figure 3.72. Landscaping



Figure 3.73. Landscaping and Car Parking





Figure 3.74. Consulate of France



Figure 3.75. Example from Cow Parade



Figure 3.76. Access to II. Kordon and Gül Street



Figure 3.77. Jogging Path



Figure 3.78. Group of People Chatting



Figure 3.79. Ferry Going to Alsancak Pier to Pasaport Pier



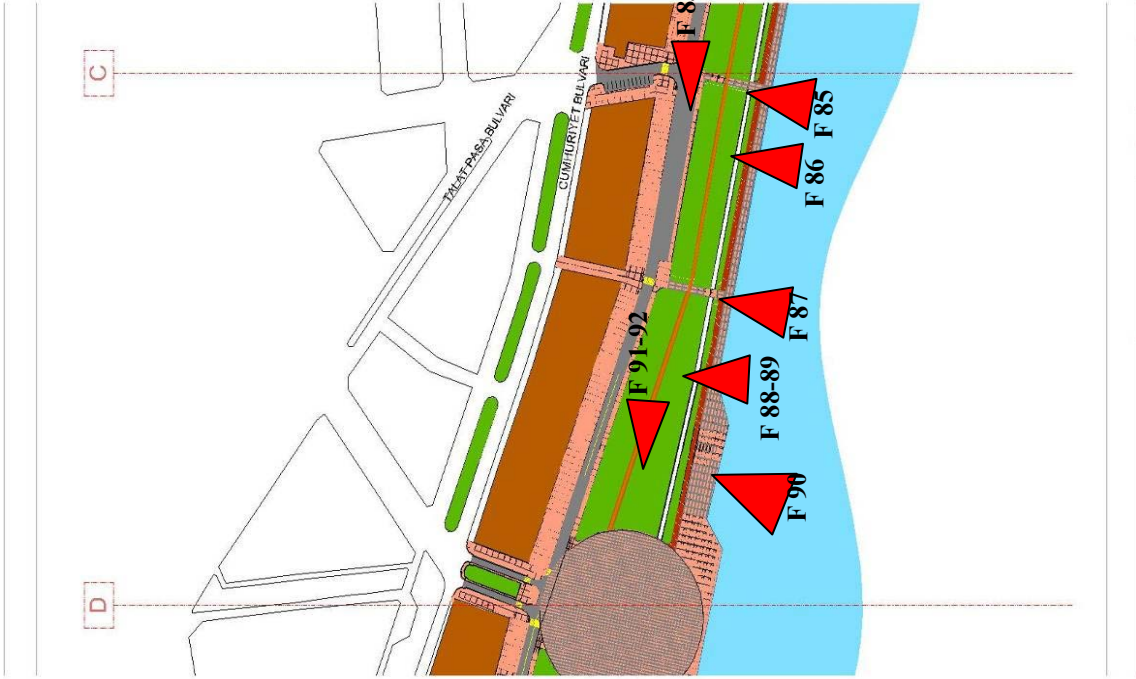
Figure 3.80. NATO – Beginning of 1950's  
(Source: Arch. Cengiz Onaran's Archive)



Figure 3.81. NATO – End of 1940's  
(Source: Arch. Cengiz Onaran's Archive)



Figure 3.82. Alsancak Orduevi (Former NATO) - 2010



**SECTION C:**

**Accessibility and Linkages:** The area is easily accessed by walking, by car, by bike or by ferry. The area has linkages to Cumhuriyet Boulevard (Kordon 2<sup>nd</sup>). Car access is very limited and restricted apart from some very small access roads.

**Uses and Activities:** This area has a very good connections to its surrounding, both visual and physical. So that, all of the activities on table x are seen in the area; especially, jogging, riding bicycle, chatting/eating/drinking on the grass or at the restaurants/cafes/pubs, concerts, assemblies, fishing, relaxing, roaming, taking photo, taking pets for a walk, and selling.

**Comfort and Image:** The green area gives people the choice to sit. It has a good first impression as it is most of the time of the day full of individual users and groups, seem to have fun, enjoy what they do. In this section, people are more hassas in picking up litter, and cleaners do work more. This area is görecekl olarak is more clean. As the amount of users increases, the amount of salesmen also increases.

**Sociability:** People meet their friends, and even run into them while wondering around the area. Interactions among different groups can also be seen, especially during concerts/assemblies. The area is preferred by different age/sex/income/education groups that generally reflect the community at large. Thus, people tend to feel a stronger sense of place or attachment to their community.

- There is a lack of enough amount of seating elements.
- Shades. During day time people tend to sit under the shrubs.
- Enough amount of garbage cans.
- Garbage cans for pets' disposals.
- Mobile policemen.



Figure 3.84. Atatürk Street from Point of Where Tayyare Cinema Used To Be - 2010



Figure 3.85. Access to II. Kordon and Talatpaşa Boulevard



Figure 3.86. People Taking Pet for a Walk



Figure 3.87. Access to II. Kordon



Figure 3.88. Example for Lack of Enough Seating



Figure 3.89. Example for Lack of Enough Shading



Figure 3.90. A Family Having Picnic

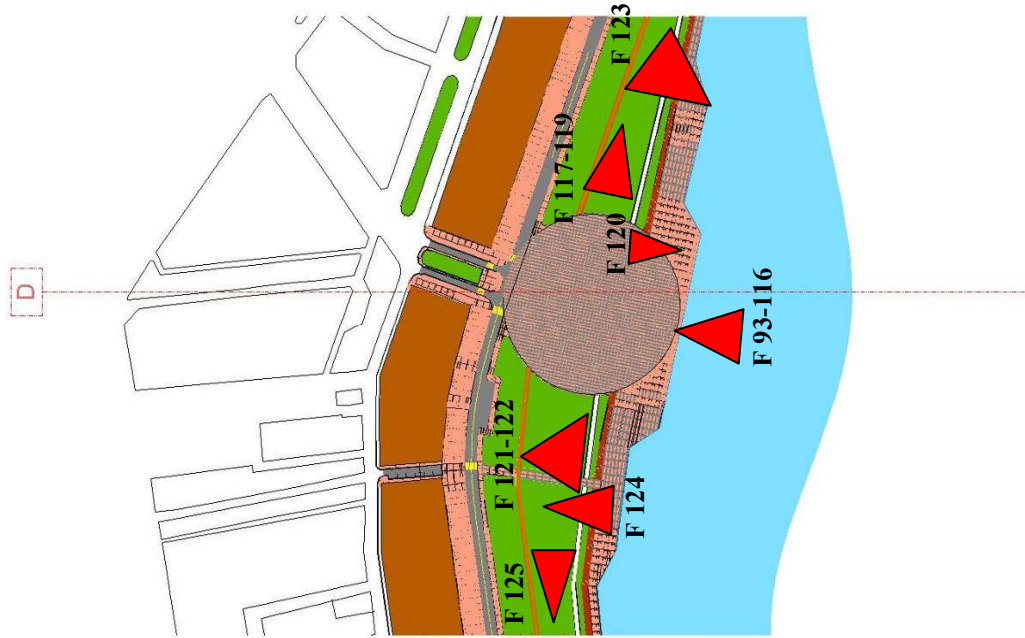


Figure 3.91. Example of Exhibition Board



Figure 3.92. Exhibition Boards along Kordon





**SECTION D:**

**Accessibility and Linkages:** The area is easily accessed by walking, by car, by bike or by ferry. The area has linkages to Cumhuriyet Boulevard (Kordon 2<sup>nd</sup>). Car access is very limited and restricted apart from some very small access roads.

**Uses and Activities:** This area is halfway from both sides of has a very good connections to its surrounding, both visual and physical. So that, all of the activities on table x are seen in the area; such as, jogging, riding bicycle, chatting/eating/drinking on the grass or at the restaurants/café/pubs, fishing, relaxing, roaming, taking photo, taking pets for a walk, and selling. In addition to this, Gündoğdu Square is also known with the concerts and assemblies done in the area.

**Comfort and Image:** The green area gives people the choice to sit. It has a good first impression as it is most of the time of the day full of individual users and groups, seem to have fun, enjoy what they do. In this section, people are more accurate in picking up litter, and cleaners do work more. This area is relatively more clean. As the amount of users increases, the amount of salesmen also increases.

**Sociability:** People meet their friends, and even run into them while wandering around the area. Interactions among different groups can also be seen, especially during concerts/assemblies. The area is preferred by different age/sex/income/education groups that generally reflect the community at large. Thus, people tend to feel a stronger sense of place or attachment to their community.

There is a lack of enough amount of seating elements.  
 Shades. During day time people tend to sit under the shrubs.  
 Enough amount of garbage cans.  
 Garbage cans for pets' disposals.



Figure 3.94. Atatürk Street (From Gündoğdu Square to Alsancak Pier) – 1940's  
(Source: Arch. Cengiz Onaran's Archive)



Figure 3.95. Atatürk Street (From Gündoğdu Square to Alsancak Pier) – 1960's  
(Source: Arch. Cengiz Onaran's Archive)



Figure 3.96. Atatürk Street (From Gündoğdu Square to Alsancak Pier) – 1970's  
(Source: Arch. Cengiz Onaran's Archive)



Figure 3.97. Gündoğdu Square – 2000's  
(Source: İzmir Metropolitan Municipality, Ahmet Piriştina Town Records and Museum)



Figure 3.98. Gündoğdu Square – 2010



Figure 3.99. Gigs at Gündoğdu Square



Figure 3.100. People Skateboarding at Gündoğdu Square



Figure 3.101. Walking and Bicycle Path



Figure 3.102. Statue at Gündoğdu Square



Figure 3.103. Marvelous Sunset at Gündoğdu Square



Figure 3.104. Announcement Place for Special Organizations  
(Tennis Cup Advertisement)



Figure 3.105. Announcement Place for Special Organizations  
(Tennis Cup Advertisement)



Figure 3.106. Announcement Place for Special Organizations (Hülya Avşar Tennis Show)



Figure 3.107. Wide Open Area of Gündoğdu Square



Açılış etkinliklerinde İzmir Kordon'a taşındı. Gündoğdu Meydanı'nda düzenlenen Sezen Aksu konseri yaklaşık 20 bin kişilik coşkulu bir kalabalık tarafından izlendi.

Figure 3.108. Well-attended Opening Ceremony of the Kordon Recreational Area, followed by the Concert of Sezen Aksu – 16.09.2000 (Source: İzmir Metropolitan Municipality, Ahmet Piriştina Town Records and Museum)



Figure 3.109. Fireworks Getting Ready for Liberation Day Ceremonies of İzmir – 9.9.2010



Figure 3.110. Stage Getting Ready for Liberation Day Ceremonies of İzmir – 9.9.2010



Figure 3.111. People Waiting for Liberation Day Ceremonies of İzmir – 9.9.2010





Figure 3.112. Fireworks from Gündoğdu Square  
(Source: Milliyet 2010)



Figure 3.113. Assembly at Gündoğdu Square  
(Source: Milliyet 2010)



Figure 3.114. Cushions for a Concert



Figure 3.115. Stage Getting Ready for a Concert



Figure 3.116. Disabled Man Trying to Watch Rehearsal of a Concert



Figure 3.117. Jogging Path



Figure 3.118. People Having the Pleasure to Sit on the Grass



Figure 3.119. Man Taking His Pet for a Walk



Figure 3.120. Municipal Police and a Salesman



Figure 3.121. People Sitting under Trees for Shade



Figure 3.122. Walking Path through Gündoğdu Square



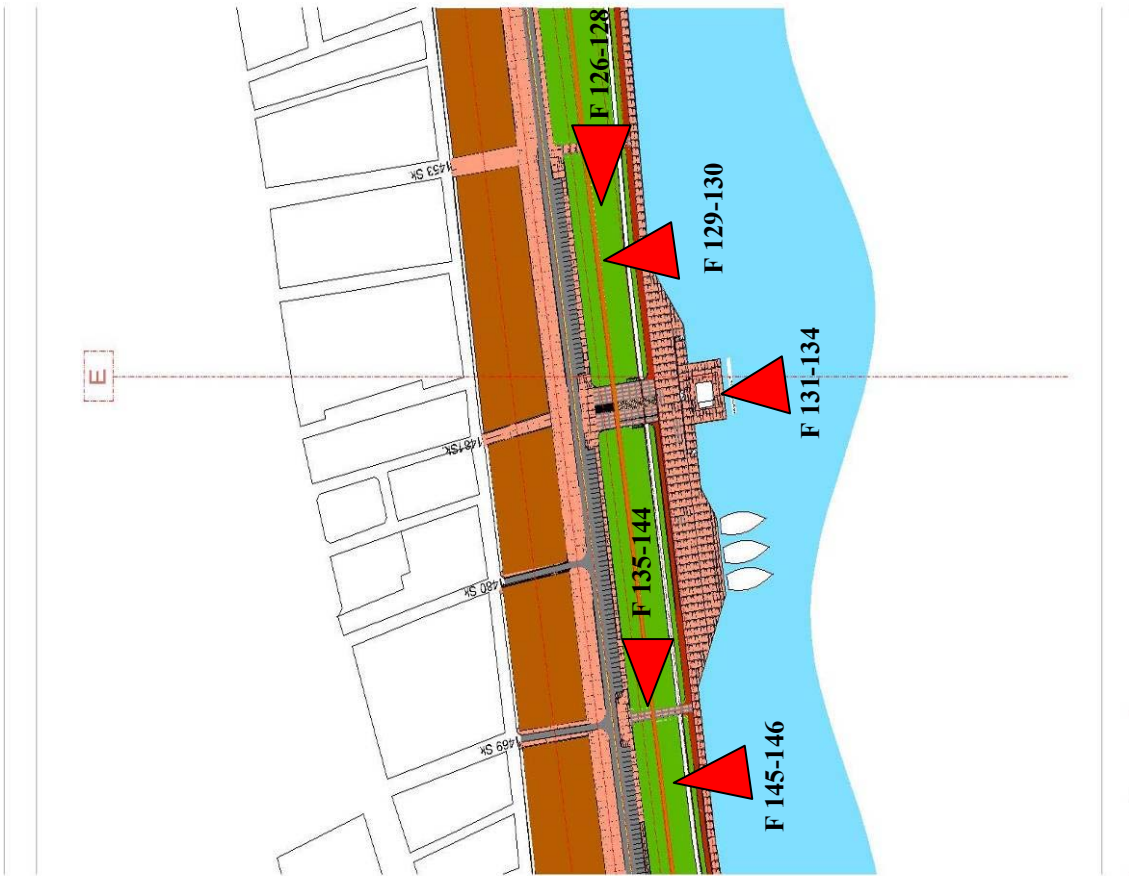
Figure 3.123. Man Fishing



Figure 3.124. Consulates of Greece and Germany



Figure 3.125. Example for Sociability of the Area



**SECTION E:**

**Accessibility and Linkages:** The area is easily accessed by walking, by car, by bike or by ferry. The area has linkages to Cumhuriyet Boulevard (Kordon 2<sup>nd</sup>). Car access is very limited and restricted apart from some very small access roads. The most important landmark is the Alsancak Pier. Although the working hour of Pier is limited, still it is preferred for public transportation very much by people.

**Uses and Activities:** The area is mostly used for transportation by ferries. Still, many other activities can be seen such as; jogging, riding bicycle, chatting/eating/drinking on the grass or at the restaurants/cafes/pubs, concerts, fishing, relaxing, roaming, taking photo, taking pets for a walk, and selling.

**Comfort and Image:** The green area gives people the choice to sit. It has a good first impression as it is most of the time of the day full of individual users and groups, seem to have fun, enjoy what they do. Like in section D, people here are also accurate in picking up litter, and cleaners do work more. This area is relatively more clean than other sections, except section D.

**Sociability:** People meet their friends, and even run into them while wondering around the area. Interactions among different groups can also be seen, especially during concerts. The area is preferred by different age/sex/income/education groups that generally reflect the community at large. Thus, people tend to feel a stronger sense of place or attachment to their community.

There is a lack of enough amount of seating elements. Shades. During day time people tend to sit under the shrubs. Enough amount of garbage cans. Garbage cans for pets' disposals.



İZMİR KORDONU - FOTO FAZIL

Figure 3.126. Atatürk Street (Through Alsancak Pier) – 1930's  
(Source: Arch. Cengiz Onaran's Archive)



Figure 3.127. Atatürk Street (Through Alsancak Pier) – 1930's  
(Source: Arch. Cengiz Onaran's Archive)



Figure 3.128. Atatürk Street (Through Alsancak Pier) – 2010



Figure 3.129. Place for Taking Photos



Figure 3.130. Place for Mini Concerts  
(Small Square in front of Alsancak Pier)



Figure 3.131. The First Ferry Called "GÖZTEPE"  
at Alsancak Pier (Built in 1927) – 1930's  
(Source: Arch. Cengiz Onaran's Archive)





Figure 3.132. Alsancak Pier – 1970's  
(Source: Arch. Cengiz Onaran's Archive)



Figure 3.133. Reconstruction of Alsancak Pier – 1990's  
(Source: İzmir Metropolitan Municipality, Ahmet Piriştina Town Records and Museum)



Figure 3.134. Piece of Old Sidewalk Pavement Put in front of Alsancak Pier as a Nostalgia



Figure 3.135. Consulates across Alsancak Pier – 1930's  
(Source: Arch. Cengiz Onaran's Archive)



Figure 3.136. Palm Trees along Atatürk Street – 1940's  
(Source: Arch. Cengiz Onaran's Archive)



Figure 3.137. View from Alsancak Pier to Alsancak Port – 1955s  
(Source: Arch. Cengiz Onaran's Archive)



Figure 3.138. View through Alsancak Pier – 1980's  
(Source: Arch. Cengiz Onaran's Archive)

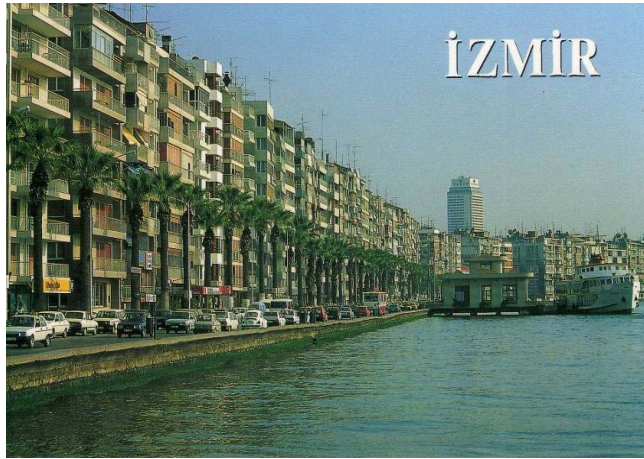


Figure 3.139. View through Alsancak Pier – 1990's  
(Source: Arch. Cengiz Onaran's Archive)



Figure 3.140. View through Alsancak Pier – 1997 (Source: İzmir Metropolitan Municipality, Ahmet Piriştina Town Records and Museum)



Figure 3.141. View through Alsancak Pier – 2010



Figure 3.142. Bicycle Path from Alsancak Pier to Alsancak Port



Figure 3.143. Eating on the Grass



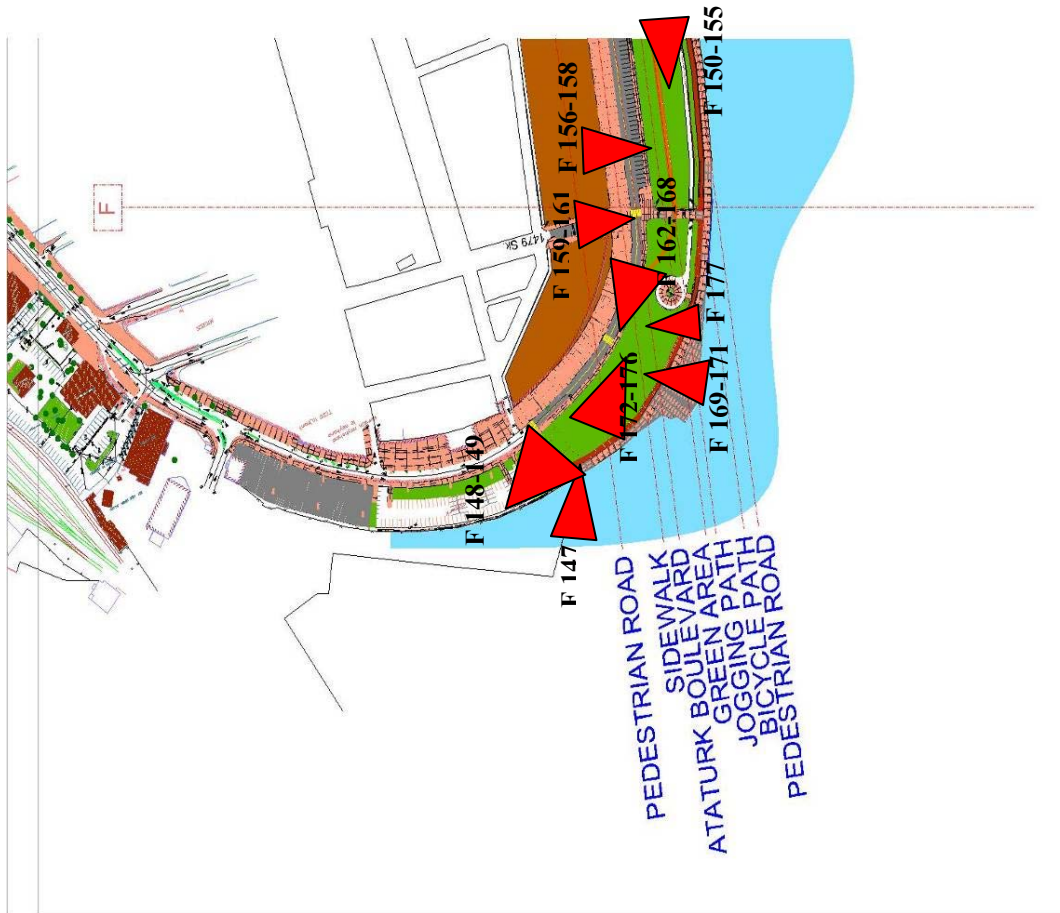
Figure 3.144. Drinking on the Grass



Figure 3.145. Access to II. Kordon



Figure 3.146. Place for Both Individuals and Groups



**SECTION F:**

**Accessibility and Linkages:** Like in the other sections, the area is easily accessed by walking, by car, by bike or by ferry. However, the viaducts at the end of this section, which are the leftovers of the previous project, spoil the view, and make cuts in the view. The playground and the fitness equipments are not enough to attract users as they are locationally malfunctioned. So, this section is not much preferred by users.

**Uses and Activities:** This area is mostly used as a passage by users. Mostly the people who work or live in that area use this section for jogging, riding bicycle, taking pets for a walk, and for the playground and fitness equipments.

**Comfort and Image:** It cannot be said that this areas has a good first impression, especially when it is entered from the viaducts. There no availability of places to sit, the grass is neglected in most of the parts. The area is surrounded by office buildings and after a certain time there occurs a gap in safety of the area as all the office buildings are locked away.

**Sociability:** Unfortunately, people do not feel a stronger sense of place or attachment to their community unlike in the other sections.

- There is a lack of
- enough amount of seating elements.
  - shades.
  - enough amount of garbage cans.
  - garbage cans for pets' disposals.
  - landscaping.
  - mobile policemen.



Figure 3.147. Atatürk Street from Alsancak Port to Alsancak Pier – Beginning of 1990's  
(Source: İzmir Metropolitan Municipality, Ahmet Piriştina Town Records and Museum)



Figure 3.148. Alsancak Port – End of 1990's  
(Source: İzmir Metropolitan Municipality, Ahmet Piriştina Town Records and Museum)



Figure 3.149. Alsancak Port – End of 1990's  
(Source: İzmir Metropolitan Municipality, Ahmet Piriştina Town Records and Museum)



Figure 3.150. Start of Filling Kordon for a 2x3 Road – April 1997  
(Source: İzmir Metropolitan Municipality, Ahmet Piriştina Town Records and Museum)





Figure 3.151. Shows of University Students



Figure 3.152. Place for Every Kind of Group



Figure 3.153. People Chat and Drink on the Grass



Figure 3.154. Historical Buildings on Atatürk Street



Figure 3.155. Landscaping



Figure 3.156. Good Capture Possibilities for Photographers



Figure 3.157. People Taking Pets for a walk



Figure 3.158. Place To Show Up Artistic Abilities



Figure 3.159. Unkept Landscaping



Figure 3.160. Neglected Pavement



Figure 3.161. Broken Seating on the Parapet



Figure 3.162. Neglected Walking Path and Landscaping



Figure 3.163. Sign for Fitness Equipments



Figure 3.164. Neglected Landscaping in the Fitness Area



Figure 3.165. Fitness Equipments



Figure 3.166. Sign for Playground



Figure 3.167. Neglected Landscaping on the Playground



Figure 3.168. Playground



Figure 3.169. Vista Point with a Patio



Figure 3.170. People Fishing



Figure 3.171. Leftovers of Viaducts



Figure 3.172. Atatürk Street from Alsancak Port



Figure 3.173. Car Parking on the Side of Atatürk Street



Figure 3.174. Neglected Landscaping





Figure 3.175. Sign for Jogging Path



Figure 3.176. Jogging Path



Figure 3.177. User on the Jogging Path

### 3.3. Findings of the Research

According to the field survey, observations, photographs and interviews environmental performance of the case area is put forth and analyzed under the light of five dimensions of Project of Public Space (PPS) which are accessibility, activities, comfort, and sociability.

In the charts below, according to the interviews done with 365 people, in which it can be seen the tenancy of Kordon in a year round by several type of users, and the tenancy purposes of it.

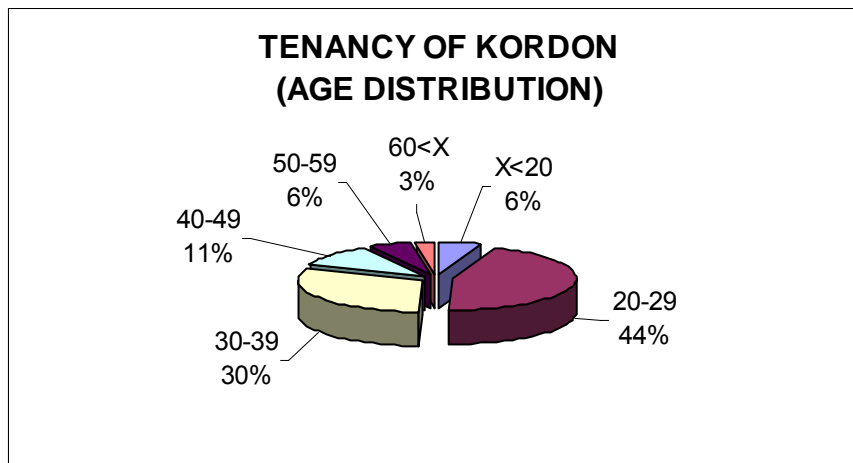


Figure 3.178. Tenancy of Kordon (Age Distribution)

Majority of the users are from the age groups 20-29 and 30-39 and at least have a high school degree with a 75% in total, which also reflects the education level of İzmir. At most, university students and occupied people come to Kordon, so it can be said that young adults and adults are the majority (in total 74%) (Figure 3.178, 3.179, 3.180). Young adults (ages 20-29) compose nearly half of the users, 60% of whom have a university degree. Youngest and oldest age groups are very less, and there is a high difference in the amount between these groups and the others. Youngest and oldest age groups have a sum of 15%. In total, nearly half of the users are students at universities (Figure 3.178, 3.179).

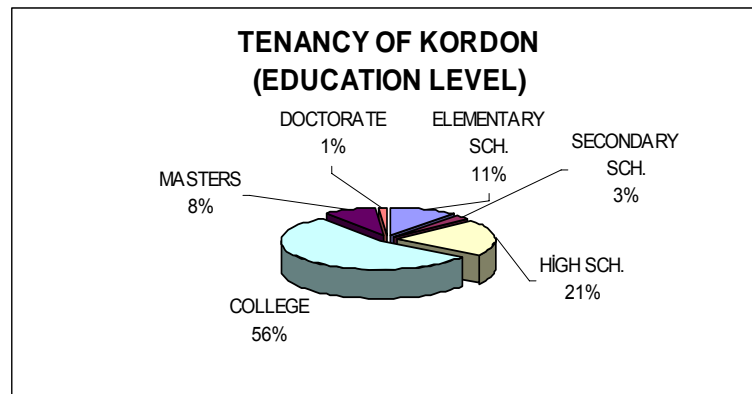


Figure 3.179. Tenancy of Kordon (Education Level)

80% of the users are either high school/university students or have a university degree. This also shows that the area is mostly preferred by students and occupied people (in total 74%) (Figure 3.179, 3.180).

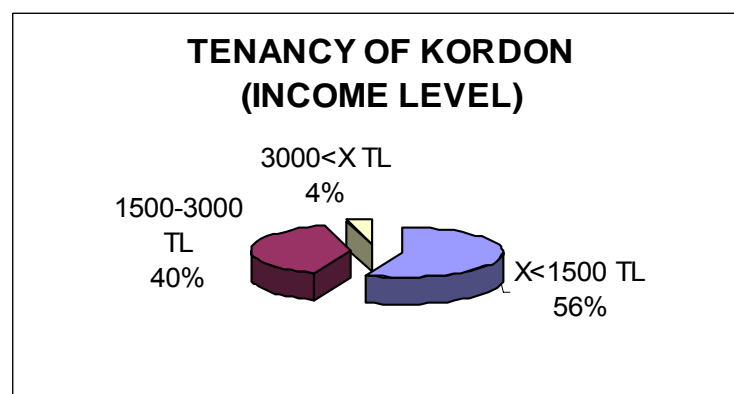


Figure 3.180. Tenancy of Kordon (Income Level)

As seen from the Figure 102, the amount of the users who earn between 1500TL.-3000TL./month, and less than 1500TL./month. are close to each other, while the amount of users earning above 3000TL./month stays at only 4%. While, the upper class income group mostly prefers to sit at restaurants, cafes, and pubs, the others like to spend time on the grass, chatting, eating, and drinking with their friends (Figure 3.180, 3.186). These percentages reflect the fact that Kordon is designed to appeal to community, and also underlines that majority of the users are either university students or occupied people (in total 74%) (Figure 3.179, 3.180). In the past Kordon was used to be perceived as a place for high income level users but, today it is the opposite, and the income level is ranged between lower income-middle income groups.

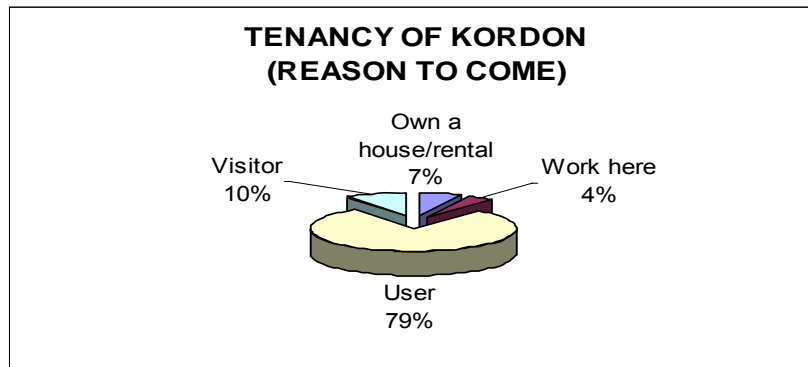


Figure 3.181. Tenancy of Kordon (Reasons to Come)

The biggest amount of the users are of everyday users with a 79%. People who own a rental/house (7%) or work here (4%) have nearly the same percentage (Figure 3.181). Most of the everyday users come here from near surroundings for a short time period use, such as 1-2 times a week (49%), and 2-3 hours a day (36%) (Figure 3.182, 3.184). It is surprising that visitors (national/international tourists) wonder about here and would also like to see. However, the amount of visitors (both national and international tourists) is only %10 (Figure 3.181) which is because of the symbolic feature of the area is not as much as its social and recreational usage features. These features are also perceived by residents of İzmir very much that for instance, the area is preferred for its landscaping (11,2%), opportunity for variety of activities (15,6%), seafront, sea view (21,6%), liveliness, breeze, clean air (10,4%), cosy, quiet and calm atmosphere (11,8%), and opportunity to become socialized (14,7%) (Figure 3.187). Unlike the everyday users, visitors do look for a symbolic feature in the area to come, and during the interviews they tend this feature with a 1% in total, and 87% within the group (Figure 3.181, 3.187).

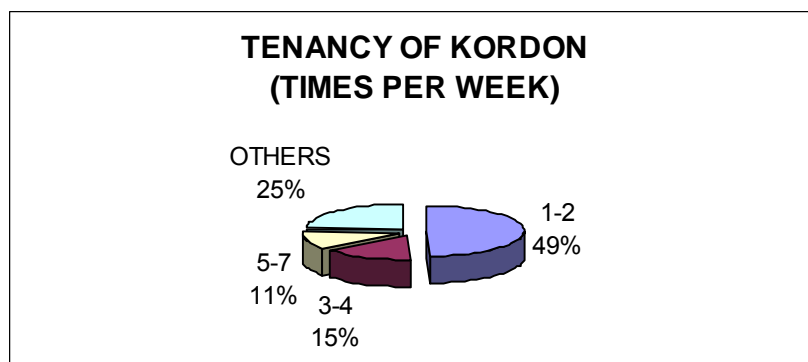


Figure 3.182. Tenancy of Kordon (Times per Week)

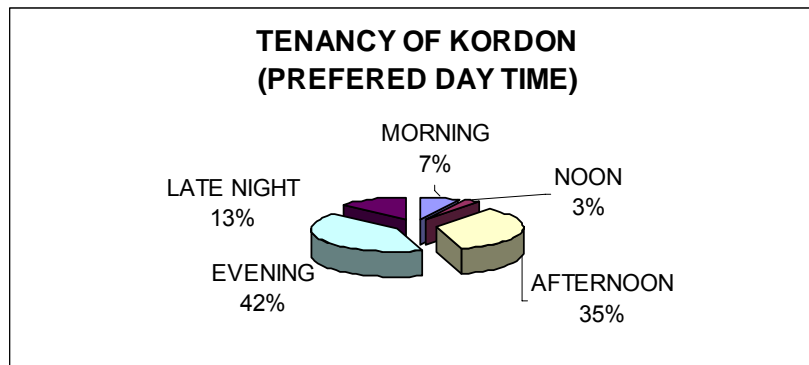


Figure 3.183. Tenancy of Kordon (Preferred Day Time)

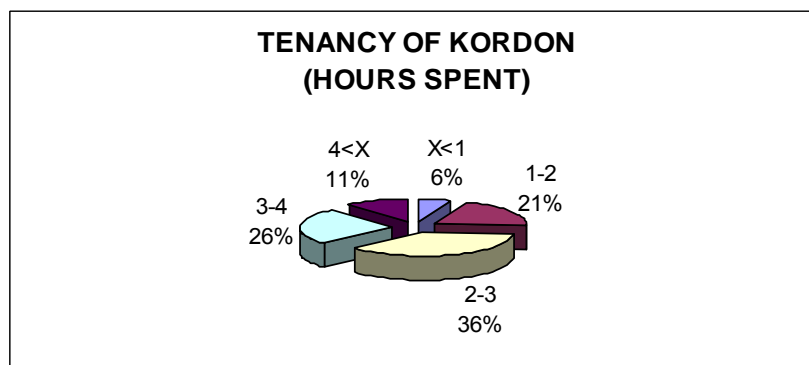


Figure 3.184. Tenancy of Kordon (Hours Spent)

People like to come here at least once a week (49%), and among the users who prefer to come here 1-2 times a week, 80% of them use the area on weekends, at any time of the day (Figure 3.182, 3.183). It is surprising that visitors (national/international tourists) wonder about here and would like to see. They have a percentage of 25%, which reflects the amount of usage 1-2 times a month, or 1-2 times a year (Figure 3.182). As the area is mostly preferred by students and occupied people (in total 74%) (Figure 3.179, 180), the preference of the day time to come to Kordon turns mostly to afternoon (35%) and evening (42%) (Figure 3.179, 3.180, 3.183). 75% of afternoon usage happens to be on weekdays (Figure 3.181, 3.182, 3.183). During weekdays, users prefer mostly to spend 2-3 hours (36%) to spend here after school or work (Figure 3.183, 3.184). 70% of evening users like to eat/drink something at restaurants/cafes/pubs after work/school, Among this 70%, 30% belongs to students (Fig. 3.179, 3.183, 3.186). Attractions and activity opportunities in the area leads users spend their 1 to 4 hours here (83%) (Figure 3.184, 3.186, 3.187).

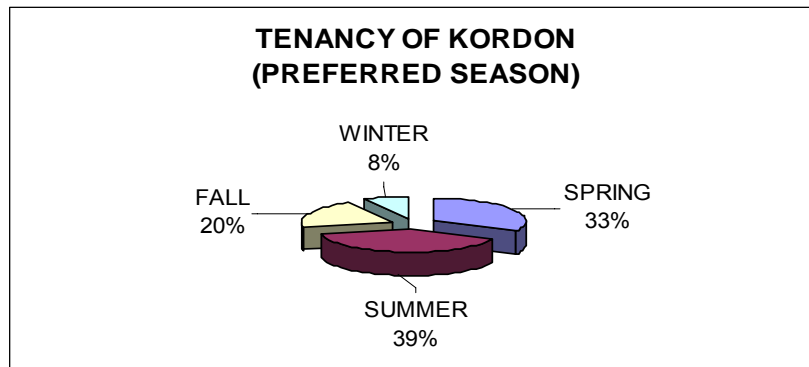


Figure 3.185. Tenancy of Kordon (Preferred Season)

As the activities which are preferred by users are mostly outdoor activities, the area is used commonly on good weather days like in summer (39%), spring (33%), and fall (20%) (Figure 3.185, 3.186). The amount of usage during winter is only 8% that the area may be determined as not having enough indoor space or covered space (Figure 3.185).

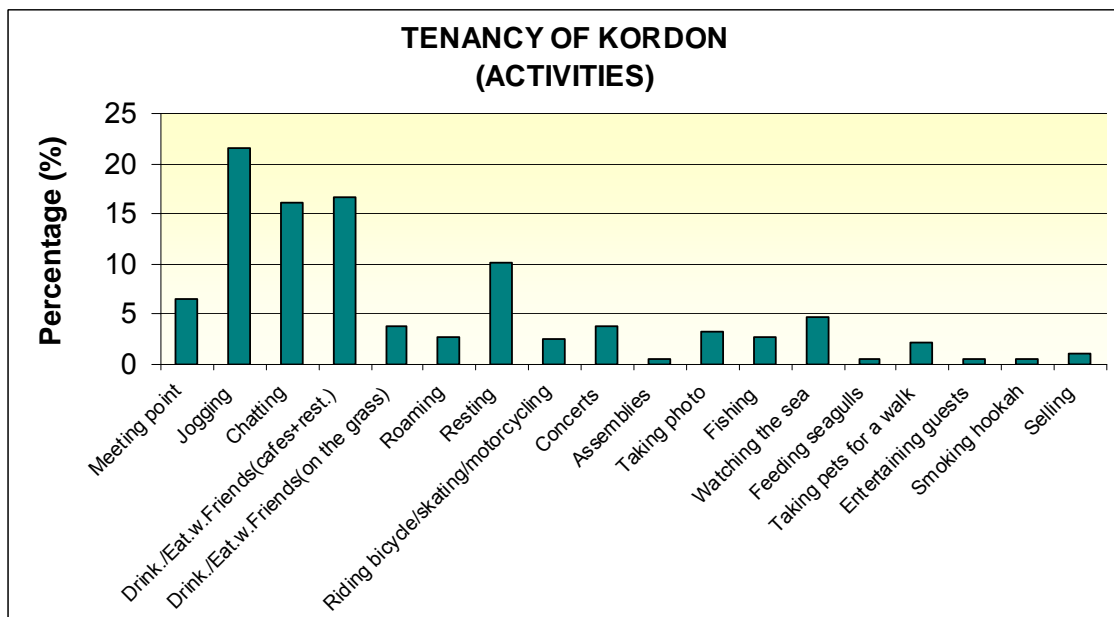


Figure 3.186. Tenancy of Kordon (Activities)

The area as a whole, is used mostly for jogging with a percentage 21,5%. This is obvious that the jogging path is really well-equipped. The other high percentage activities are chatting (16,15%) and eating/drinking with friends at restaurants/cafes/pubs (16,7%), and resting (10,25%). The activities done with least percentages are joining assemblies, entertaining guests, feeding seagulls, and smoking

hookah. The amount of individual and group type activities (65% of which are outdoor) are nearly in a balance, as the area appeals to everyone and offers opportunities for various social and recreational activities (Figure 3.178, 3.186). Although Cumhuriyet and Gündoğdu Squares are also used for assemblies, not very much people have mentioned this activity during the interviews (0,5%) (Figure 3.186).

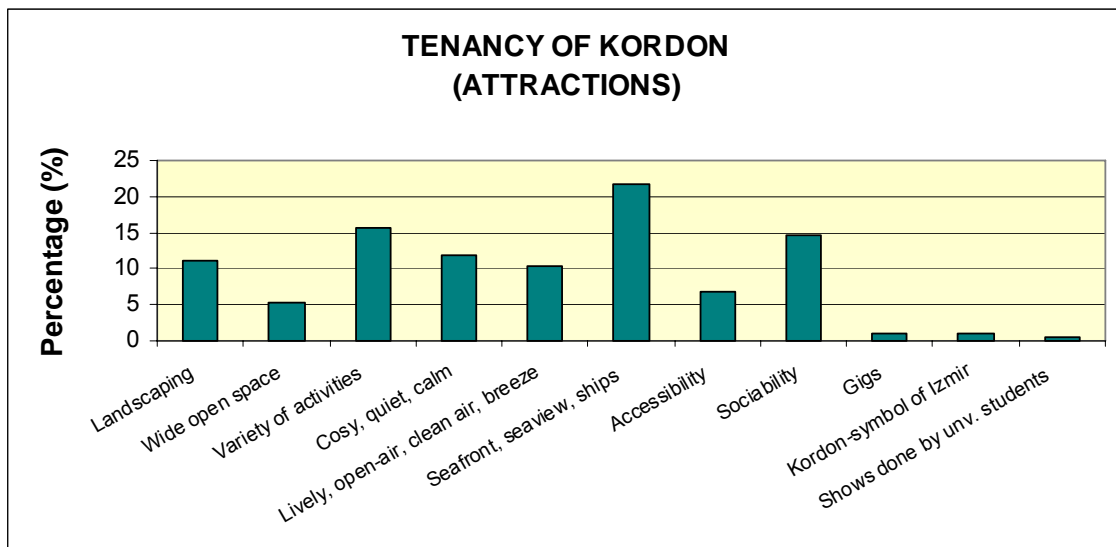


Figure 3.187. Tenancy of Kordon (Attractions)

As the area has a coastline, 21,6% of the users like to watch the view and the sea, feel the breeze, and among these users, 87% of them prefer to come here on good weather during spring, summer, and fall (Figure 3.185, 3.187). From the Figure 187, among the tenancy activities, it can be determined that Kordon with its new face, has been losing its symbolic feature, and has not been attracting the users by this feature like in old days. The amount of people who say that Kordon is symbolic place is only 1%, so for the gigs (Figure 3.186). It is may be because of the landfill process has been so long that people has started to forget the idea of what Kordon is for, what Kordon does have, and how Kordon does appeal to users. Today, Kordon is mostly sensed by its social aspects and recreational features (Figure 3.186, 3.187).

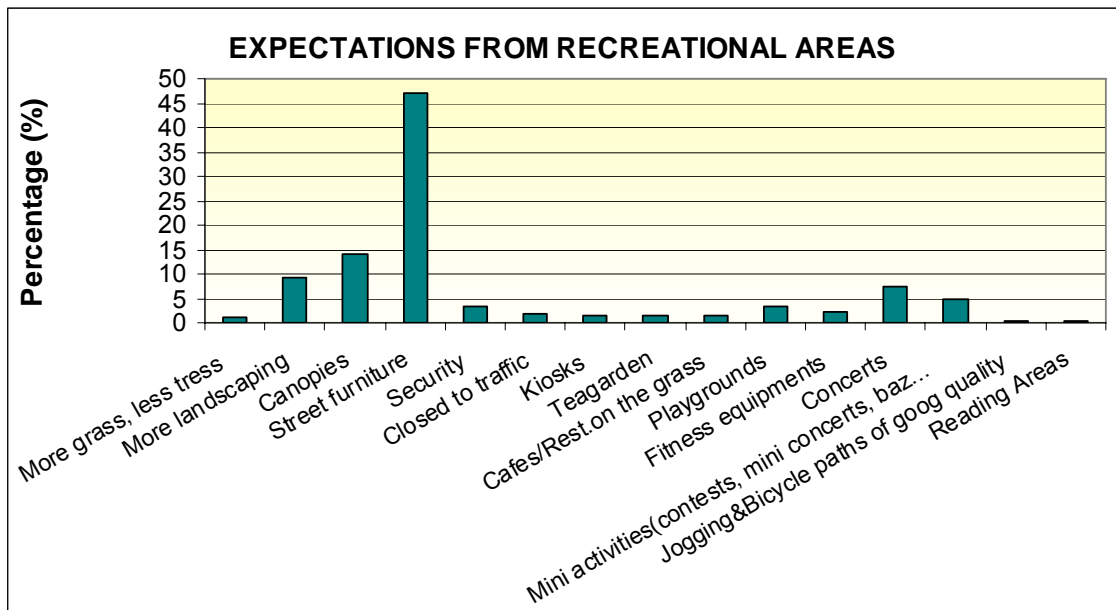


Figure 3.188. Expectations from Recreational Areas

Street furniture is the most common need determined in the interviews with a total of 46,9%. These furniture are portable public toilets (10%), seating (9,6%), drinking water fountain (9,2%), lighting (7,3%), garbage cans (6,8%), group form seating for families (2%), and garbage cans for pets' disposals (2%). The other common needs that users think of as a necessity in the recreational areas are canopies (14%), more landscaping (9,2%), concerts (7,3%), security (3,5%), and playgrounds (3,5%), which reflect the character of the area as providing mostly outdoor activities. The rest of the expectations have nearly the same percentage of approximately 1,5%.



## CHAPTER 4

### CONCLUSION

This study is important in examining the Kordon as a recreational area, as it is the first study done within the framework of urban design and environmental performance of recreational areas. It is also important that Kordon probably the only example around the world, which has lived a transformation from a proposed freeway to a recreational area. This dramatic change has put the researcher to examine the case of Kordon. Everything has started with a proposed plan to construct a freeway at Kordon by filling the sea.

The study has taken up in two-fold. First, a matter preferential consideration is given to the transformation process of Kordon from a proposed Freeway to Recreational Area as an Urban Open Space; second, analyzing Kordon as an recreational area and evaluating its environmental performance by means of four dimensions of the organization named Project For Public Space (PPS) with the tools as site reconnaissance, windshield surveys, graphics, and interviews. To remind these dimensions, they are Access and Linkages, Uses and Activities, Comfort and Image, and Sociability.

In this framework, the second chapter is about the transformation process of Kordon road. Throughout history, the İzmir coastline changed constantly and developed to respond to the economic, political and city needs and it continues to do so to answer the ever evolving needs of the population that occupies the area. Besides the filling processes during time till the end of 1980's, another period starts with on purpose filling of Kordon road which is named "Kazıklıyol" by residents of İzmir.

On the visit of ex-prime minister Turgut Özal in İzmir, a suggestion has occurred of which the traffic problem of İzmir can be decreased by constructing a road along Kordon looks like the ones on the seafronts of Istanbul. The suggestion has made many people interested in the subject that authorities have started to prepare proposals at the beginning of 1990's. Among alternatives, according to their features and costs, authorities has decided that the best solution is a project proposing a constructed road by filling the İzmir Bay along Kordon.

At first, although the local authorities have come out against this idea, as soon as they were aware of the cash resource that was planned to spend in the project, they have changed their minds, and have involved in the process. Then, the dramatic process has started.

The first structural plan for the area in 1/5000 scale prepared with name of “İzmir Urla - Çeşme Otoyolu Kent İçi Geçiş Yolu Projesi” (İzmir Urla – Çeşme Freeway Inncity Passage Road Project) has been proposed by the General Directorate of Highways, and approved by İzmir Metropolitan Municipality on 9<sup>th</sup> of April, 1992. After this proposal, all the nongovernmental organizations, professional chambers, and İzmir Bar Council have opposed to the landfill of Kordon to construct a piled 2x3 lane road, and have filed so many law suits in order to cancel the plans which make the construction of Kordonyolu possible. Through this process, İzmir Cultural and Natural Heritages Protection Committee No.1 has tried to register a district from Konak to Alsancak Port as Urban Sit. Even this registration has canceled for a couple of times by İzmir Administrative Courts, at last the area is registered. But still, this has not stopped Ministry of Public Works and Settlement, and another plan has approved by them. This has started another law suit process.

After all the efforts of nongovernmental organizations, professional chambers, İzmir Bar, and the pressures of the public Kordon has lived a transformational process and turned into a recreational area.

In the third chapter which involves the second fold of this study, the environmental performance of the case area has been analyzed and evaluated within the framework of urban design and four design criteria of PPS for recreational areas. Qualitative method has been used to analyze the case area, which are site reconnaissance, windshield surveys, graphics, and interviews done with questionnaires.

First, the case area has been divided into six sections in order to evaluate the tenancy of Kordon as a recreational area, and by using the methods of site reconnaissance and windshield surveys, each of these sections are analyzed by means of four dimensions of PPS. Second, the answers of the interviews done with questionnaires are turned into statistical information by graphics. These information are compared within each other and also within the PPS’s dimensions. Third, and the last, according to the questionnaire results and the four dimensions, the case area is analyzed as a whole for its environmental performance.

The area is easily accessed by walking, by car, by bike or by ferry. There are many linkages to main roads, such as Vasıf Çınar Boulevard, Talatpaşa Boulevard, Cumhuriyet Boulevard. Car access is very limited and restricted apart from some very small access roads.

It is found that the area is welcoming and offering especially outdoor activities, and is preferred by not only residents of İzmir, but also by the visitors. The most preferable activities are jogging, riding bicycle, chatting/eating/drinking on the grass or at the restaurants/cafes/ pubs, fishing, relaxing, roaming, taking photo, taking pets for a walk, and selling. The green area gives people the choice to sit. It has a good first impression as it is most of the time of the day full of individual users and groups, seem to have fun, enjoy what they do. People are sometimes accurate in picking up litter, and cleaners do work during the day. As the amount of users increases, the amount of salesmen also increases.

According to analysis on uses and activities, the area seems to be used by residents of İzmir most of the during the year. The most common activities seen in the area are drinking/eating with friends on the grass / at restaurants-cafes-pubs, jogging, and meeting friends. The area is preferred by different age/sex/income/education groups that generally reflect the community at large. It can be said that there is no discrimination in here. Thus, people tend to feel a stronger sense of place or attachment to their community. The area is also preferred for the sea view, breeze, landscaping. People like to spend time watching the sea, resting on the grass, taking pets for walk, and roaming for relaxing. It is surprising that assemblies and concerts have been mentioned very little by the users. It shows the fact that squares have to be used for more organizations in order to keep the attention. Tenancy times per week may also be increased by more activities that will make this place indispensable.

From the analysis Kordon Recreational Area is found that the area is used for socializing. Although this is a difficult quality for a place to achieve, in here there can be seen people meet their friends, and even run into them while wondering around the area. Interactions among different groups can also be seen, especially during concerts/assemblies. People like to spend time alone or with their friends. This place is a option for many İzmirians to come.

Unfortunately, in Kordon Recreational Area, there is a lack of enough amount of street furniture, canopies for shades, enough amount of garbage cans, garbage cans for pets' disposals, enough security, playgrounds, fitness equipments (except the one in section F), and there are demands on more landscaping, more concerts, and more mini activities such as mini concerts, bazaars, and contests. There are expectations of the users firstly from Kordon and secondly from recreational areas. The lack of enough street furniture (seating, garbage cans, drinking water fountains, etc.) is the most mentioned feature. Canopies and more landscaping follow these. These features are important to provide the area with more comfort and image.

This study is tried to determine the facts affecting environmental performance of recreational areas in the frame of urban design, and Kordon is used as a case area. This is the first study that has been done about Kordon with this scope and this methodology. Analysis carried on during this study have put in front the importance of urban design criteria for recreational areas, which are Access and Linkages, Uses and Activities, Comfort and Image, and Sociability.

As a last word, here is poem about what we do to the coastlines. It is written in August, 1999 by the researcher.

#### FISH, BLUE AND WE

We were standing  
Only feeling selfish  
Inside the blue  
There was a fish wondering  
How long this will last  
Then we saw the fish going back

We were standing  
As lonely as we can  
But as together as we can  
Then another fish came  
And the selfish souls rised  
When the same thing was smelled  
As the fish went back

We were still standing  
But moved closer to the blue  
There was no fish this time  
As we kept on moving so far  
The only thing we have now  
Just a drop of blue in the eye  
Of a silent fish in our minds...

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## APPENDIX A

### CORRESPONDENCES RELATED WITH REGISTERED DECISIONS OF İZMİR CULTURAL AND NATURAL HERITAGES PROTECTION COMMITTEE NO:1

- 20.01.1994/4840:** Mimarlar Odası İzmir Şubesi'nin 10.09.1991 tarihli talebi üzerine İzmir I Numaralı Kültür ve Tabiat Varlıklarını Koruma Kurulu tarafından Gümrük depoları ile Cumhuriyet Meydanı arasındaki kesiminin Tarihi Sit olarak tescilli (KTVK Yüksek Kurulu ilke kararları uyarınca).
- 20.01.1994/4841:** Konak Meydanı ve yakın çevresinin İzmir I Numaralı Kültür ve Tabiat Varlıklarını Koruma Kurulu'nca Tarihi Sit Alanı olarak tescili (KTVK Yüksek Kurulu ilke kararları uyarınca).
- 01.09.1995/5909:** İzmir I Numaralı Kültür ve Tabiat Varlıklarını Koruma Kurulu'nun Belediyenin Kordon dolgusunu öngören öneri Koruma Planını reddetmesi (Kordonboyu rıhtımının oluşturduğu kıyı çizgisinin tümüyle denizden koparak dolgu ve diğer yöntemlerle kapsamlı ve sürekli değişmesi nedeni ile) ve Kordonboyu Sit Alanı Koruma Amaçlı İmar Planı hazırlanması istemi.
- 06.02.1997:** Mimarlar Odası İzmir Şubesi'nin, Kordon'un tamamının Tarihi Sit olarak tescili için İzmir I Numaralı Kültür ve Tabiat Varlıklarını Koruma Kurulu'na başvurusu.
- 27.02.1998/7089:** Mimarlar Odası İzmir Şubesi'nin 06.02.1997 tarihli başvurusu ve ayrıca, Danıştay 6. Dairesinin E:1996/4378 K:1997/3275 sayılı kararı ile bozulan sit kararı üzerine İzmir I Numaralı Kültür ve Tabiat Varlıklarını Koruma Kurulu tarafından 1. Kordon'un Cumhuriyet Meydanı ile Alsancak Limanı arasındaki kesiminin tekrardan Tarihi Sit olarak tescili ve Koruma Amaçlı Plan hazırlanması istemi.
- 04.03.1998:** İzmir I Numaralı Kültür ve Tabiat Varlıklarını Koruma Kurulu'nun 1. Kordon'u Sit Alanı ilan eden 27.02.1998 tarih ve 7089 sayılı kurul kararının Kültür Bakanlığı tarafından iptali.
- 04.04.1998:** İzmir I Numaralı Kültür ve Tabiat Varlıklarını Koruma Kurulu Başkanı Numan Tuna'nın Kültür Bakanlığı tarafından görevinden alınması.



## APPENDIX B

### CORRESPONDENCES RELATED WITH DECISIONS OF 6TH DEPARTMENT OF THE COUNCIL OF STATE AND İZMİR ADMINISTRATIVE COURTS

**09.04.1992/05.68:** İzmir-Urla-Çeşme Otoyolu'nun İkiztepe-Konak-Halkapınar kesimine ilişkin kentiçi geçişini düzenleyen 1/5000 ölçekli imar planı değişikliğinin İBŞB Meclisi'nce onayı.

İkiztepe-Konak-Halkapınar Kentiçi Geçiş Yolları Projesi, İBŞB açıklamasına göre 4 ana bölümden oluşmaktadır:

- 1.İkiztepeler-Konak (İkiztepeler-Marina Kavşağı-Konak Meydanı) Mustafa Kemal Sahil Bulvarı.
- 2.Konak Meydanı Geçisi
- 3.Gümrük-Alsancak Limanı
- 4.Alsancak Limanı-Halkapınar Kavşağı bağlantısı.

**20.06.1992:** TMMOB'ne bağlı bulunan 17 Meslek Odasının Kordonyolu'na karşı ortak basın açıklaması.

**19.08.1992:** TMMOB Mimarlar Odası tarafından İBŞB'nin onayladığı plan değişikliğine ve meclis kararına itiraz dilekçesi verilmesi. “Nazım Plan ana kararlarını bozucu fonksiyonel değişiklikler plan değişikliği yolu ile yapılmaz” gerekçesi ile.

**02.12.1992:** TMMOB Mimarlar Odası tarafından Meclis kararı ve Meclisçe onanan Nazım planının iptali istemiyle İzmir 3. İdare Mahkemesine dava açılması (yolun 2x3 izli hızlı yol olması nedeniyle halkın denizle olan ilişkisinin kesileceği, çevrenin trafik yoğunluğunun şehir içine özendirileceği, Kıyı Yasasına aykırı olduğu, çevre kirliliğine neden olacağı, körfezdeki doğal akıntılara olumsuz etki yapacağı, kent kimliğini yok edeceği, bölgenin Tarihi Sit Alanı olarak tescilli olduğu ve Nazım Plan ana kararlarına aykırı olması gerekçeleri ile).

**05.11.1992:** Konak-Halkapınar bağlantısına ait 1/5000 ölçekli Nazım İmar Planınının, 3621 Sayılı Kıyı Kanunu'nun 7. Maddesi'ne göre onayı için Bayındırlık İskan Bakanlığı'na, İBŞB tarafından gönderilmesi.

- 24.11.1993:** İzmir 3. İdare Mahkemesince Mimarlar Odası'nın açmış olduğu davada Karayolları Genel Müdürlüğü'nün de hasım mevkiine alınması kararı verilmesi.
- 19.04.1994:** 3. İdare Mahkemesi tarafından Mimarlar Odası'nın açmış olduğu davada Meclis kararı ve İmar Planının iptali isteminin reddi. E:1992/1435, K:1994/607 (Kordon'da yapılacak yolun otoyol olmadığı, kentiçi geçiş yolu olduğu ve trafiği rahatlatacağı gerekçesi ile).
- 21.07.1994:** İzmir 3.İdare Mahkemesi'nin 19.04.1994 gün ve K: 1994/607 sayılı kararının Mimarlar Odasına tebliğ edilmesi.
- 04.08.1994:** Mimarlar Odasının İzmir 3.İdare Mahkemesi'nin 19.04.1994 gün ve K: 1994/607 sayılı kararını Danıştay nezdinde temyize gitmesi.
- 1994/1395:** İzmir Büyükşehir Belediyesi'nce İzmir I Numaralı Kültür ve Tabiat Varlıklarını Koruma Kurulu'nun 4841 sayılı Konak Meydanı Tarihi Sit Tescil kararına karşı İzmir 4. İdare Mahkemesinde iptal davası açılması E:1994/1395.
- 1994/1719:** İzmir Büyükşehir Belediyesi'nce, İzmir I Numaralı Kültür ve Tabiat Varlıklarını Koruma Kurulu'nun 4840 Sayılı Gümrük Depoları-Cumhuriyet Meydanı arasında kalan (Atatürk Caddesi) Kordon'un Tarihi Sit kararının iptali istemi ile İzmir 4. İdare Mahkemesinde dava açılması.(E:1994/1719).
- 15.03.1995:** İzmir Büyükşehir Belediyesi'nin İzmir 4. İdare Mahkemesinde KTVK Kurulu'nun 4841 Sayılı Konak Meydanı Gümrük Depoları Tarihi Sit kararına karşı çıkmış olduğu davadan feragatı.
- 15.03.1995:** Tarihinde feragat nedeniyle 1995/156 K Sayılı kararla İzmir 4. İdare Mahkemesince İBŞB'nin açmış olduğu iptal davasının reddedilmesi.
- 29.03.1995:** Danıştay 6.Dairesi'nin 3. İdare Mahkemesi kararını bozması. E:1994/4019, K:1995/1316 (Kordon'un bir bölümünün Tarihi Sit olarak tescilli olması ve bilirkişi incelemesi yapılmadan karar alınmış olması gerekçeleri ile).
- 09.11.1995:** E:1994/1719 sayılı dava nedeni ile 4. İdare Mahkemesi'nin görevlendirdiği bilirkişilerin raporlarının "Tarihi Sit kararının doğruluğu" sonucuyla verilmesi.
- 10.06.1996:** İBŞB tarafından Bayındırlık ve İskan Bakanlığı'na Kordonyolu'nu öngören planın Liman-Halkapınar kısmının onay talebi yazısı.
- 19.06.1996:** İzmir 3.İdare Mahkemesi'nin kararı, 1995/735E ve 1996/540K, yol güzergahında kalan sit alanına ilişkin koruma amaçlı imar planı yapılmadığından, planın uygulamaya konulması hakkındaki işlemin iptaline karar verilmesi. Meclis kararının ve 1/5000 ölçekli nazım imar planının iptali)

- 26.09.1996:** İzmir Büyükşehir Belediyesi'nin açmış olduğu E:1994/1719 sayılı Gümrük Depoları ile Cumhuriyet Meydanı arasındaki Kordonun Tarihi Sit kararının iptali davasının bilirkişi incelemesi sonucunda İzmir 4.İdare Mahkemesinin K:1996/484 sayılı kararı ile reddedilmesi.
- 15.11.1996:** İzmir-Çeşme otoyolu kentiçi geçişi 1/5000 ölçekli nazım imar planının Konak-Halkapınar bölümünün Bayındırlık ve İskan Bakanlığınca plan notları ile onanması.
- 11.12.1996:** İzmir Büyükşehir Belediyesi'nin Bayındırlık İskan Bakanlığı'na yazısı ile Cumhuriyet Meydanı, Liman arası 1/1000 ölçekli uygulama imar planının onaya gönderilmesi.
- 13.01.1997:** Cumhuriyet Meydanı –Liman arasını kapsayan 1/1000 ölçekli uygulama imar planının Kıyı Kanunu'nun 7. Maddesi uyarınca Bayındırlık ve İskan Bakanlığı'nca onanması (Cumhuriyet Meydanı-Konak Meydanı arasında kalan bölüm sit alanı kapsamında kaldığından daha sonra değerlendirilecektir denilerek).
- 06.02.1997:** Mimarlar Odası İzmir Şubesi'nin Kordon'un tamamının Tarihi Sit olarak tescili için İzmir I Numaralı Kültür ve Tabiat Varlıklarını Koruma Kurulu'na başvurusu. (KTVK Yüksek Kurulu ilke kararlarına dayanarak).
- 14.04.1997:** Bayındırlık İskan Bakanlığı'nın Kıyı Kanunu'nun 7. Maddesi uyarınca kordon dolgusunu ve yolu onamasına karşın, Mimarlar Odası ve İzmir Barosu tarafından İzmir 2.İdare Mahkemesi'nde E:1997/224 ile yürütmeyi durdurma ve iptal davası açılması.
- 15.04:1997:** Mimarlar Odası tarafından, sit olarak tescil talebine yanıt verilmediğinden KTVK Kurulu işleminin iptali için E:1997/244 ile İzmir 4. İdare Mahkemesi'nde dava açılması.
- 1997/416:** İzmir Büyükşehir Belediyesi'nin 4.İdare Mahkemesi'nin 26.09.1996 günlü E:1994/1719, K:1996/484 sayılı Kordon'un tarihi sit kararını iptal talebini red kararına karşın Danıştay 6. Dairesinde temyiz davası açması.
- 01.04.1997:** Cumhuriyet Meydanı-Liman arası alandan körfezde dolgu başlaması, İzmir'deki en hızlı inşaat faaliyeti olarak sürmesi.
- 03.04.1997:** Dolgu karşıtı eylemler, basın toplantıları, uyarılar.
- 04.06.1997:** Bakanlıkça onaylanan 1/5000 ölçekli nazım imar planı ve 1/1000 ölçekli uygulama imar planlarının ve dolgu işleminin iptali istemine ilişkin (Mimarlar Odası ve İzmir Barosu isteminin) İzmir 2.İdare Mahkemesi'nin E:1997/224

- K:1997/528 sayılı kararının, mahkemenin görev alanına girmemesi nedeniyle görev yönünden reddedilmesi ve Danıştay'a gönderilmesi.
- 02.07.1997:** Danıştay 6. Dairesi'nin kararı: E:1996/4378 ve K:1997/3275, İzmir Büyükşehir Belediyesi'nin temyiz istemi doğrultusunda, İzmir 3.İdare Mahkemesi kararının 1996/540 bozulması.
- 05.08.1997:** Danıştay 6. Dairesi'nin, Odanın ve Baro'nun yürütmeyi durdurma talebi ile açmış olduğu E:1997/3489 sayılı dava için ara kararı (İlgi kurul kararının ve imar planlarının davalı idarelerden istenmesi).
- 21.08.1997:** Mimarlar Odası'nın Danıştay 6.Dairesi'ne E:1996/4378, K:1997/3275 sayılı bozma kararının düzeltme istemi ile başvurusu.
- 16.12.1997:** Danıştay 6. Dairesi'nin E:1997/417 sayılı kararı ile, İzmir Büyükşehir Belediyesi'nin bozma talebini reddederek İzmir 4.İdare Mahkemesi'nin 26.09:1996 günlü K:1996/484 sayılı kararını onaması (Kordon Tarihi Sit kararının Danıştay tarafından onanması).
- Nisan 1998:** İzmir I Numaralı Kültür ve Tabiat Varlıklarını Koruma Kurulu'nun Kordonu Sit olarak tescil eden 7089 sayılı kararını iptal eden ve dağıtımını durduran Kültür Bakanlığı işleminin yürütmesinin durdurulmasına ve iptaline yönelik İzmir 2.İdare Mahkemesi'nde dava açılması.
- 15.05.1998:** Mimarlar Odası İzmir Şubesi'nin, İzmir I Numaralı Kültür ve Tabiat Varlıklarını Koruma Kurulu'na karşı İzmir 4.İdare Mahkemesinde açmış olduğu E:1997/244 sayılı davanın duruşması.
- 20.05.1998:** İzmir Büyükşehir Belediyesi'nin Kordonboyu asfaltlama çalışmalarını Haziran ayında bitireceğini açıklaması.
- 21.05.1998:** İzmir Büyükşehir Belediyesi Meclisinde, Cumhuriyet Meydanı-Konak Meydanı arası bölümün TÜP GEÇİT'le geçilmesini öngören projenin tartışılması, Bayındırlık Komisyonuna gönderilmesi.
- Haziran 1998:** Mimarlar Odası İzmir Sekreteryasında, TMMOB İzmir İl Koordinasyon Kurulu'nun yasalara aykırı olarak doldurulan İzmir Kordonunun kentliye kazandırılmasına yönelik proje için atölye çalışmasına başlanması.
- Temmuz 1998:** Mimarlar Odasında Kordon dolgusunun alternatif kullanımlara yönelik çalışmalarına devam edilmesi.
- 20.08.1998:** "Uygar bir kent için Kordon'da hızlı yol değil, yeşil alan düzenlemesi", başlıklı 4 öneri proje içeren Kordonyolu Broşürü'nün kamuoyuna açıklanması, ilgili kurum ve kuruluşlara dağıtılması.

- 09.09.1998:** Sanatçı, şair ve yazarların Kordonyolu'nun iptalini talep eden açıklamaları.
- 14.11.1998:** İzmir I Numaralı Kültür ve Tabiat Varlıklarını Koruma Kurulu'nun Kordonu Sit olarak tescil eden kararının dağıtımını durduran ve iptal eden Kültür Bakanlığı işleminin İzmir 2. İdare Mahkemesi tarafından yürütmesinin durdurulması.
- 21.11.1998:** Danıştay 6. Dairesinde, Mimarlar Odası ve İzmir Barosu tarafından açılmış olan davanın duruşmalı oturumu.
- 24.11.1998:** Danıştay 6. Dairesi'nce 1998/5794 sayılı karar ile "Kordonun Tarihi Sit olması nedeniyle Koruma Amaçlı İmar Planı yapılmadan uygulama yapılmayacağını ve projenin bir bütün olması nedeniyle 1/5000 ölçekli nazım imar planının Alsancak Limanından Halkapınar'a kadar uzanan bölümünün İPTALİ'ne" karar verilmesi.
- 23.02:1999:** Danıştay 6. Dairesi'nin 24.11.1998 tarih ve 1998/5794 sayılı kararının davayı açan Mimarlar Odası'na tebliği.
- 23.10.1999:** Danıştay 6.Dairesi'nin 1998/5794 sayılı kararına karşı, Bayındırlık ve İskan Bakanlığı, Karayolları, İzmir Büyükşehir Belediyesi'nin Temyiz isteminin Danıştay İdari Daireleri Genel Kurulu'nca reddi, Danıştay 6. Dairesi'nin kararının onanması.

# APPENDIX C

## QUESTIONNAIRE ABOUT THE RECREATIONAL AREA DESIGN BETWEEN CUMHURİYET SQUARE - ALSANCAK PORT

**1- AGE:**

x<20       20-29       30-39       40-49       50-59       59<x

**2- EDUCATION:**

Primary Sch.       Secondary Sch.       High Sch.       College       Master's       Doctorate

**3- MARITAL STATUS:**

Single/Separate/Divorced/Widowed       Married

**4- INCOME LEVEL:**

x<1.500 TL       1.500 TL-3.000 TL       3000 TL<x

**5- Why do you prefer to come to Kordon?**

Own/rent a house here       Work here       User       Visitor

**6- How many times a week/month do you come here?**

..... times per week      ..... times per month

**7- At which time of the day do you prefer to come?**

Morning       Noon       Afternoon       Evening       Night

**8- How many hours do you spend here?**

x<1hr.       1-2 hrs.       2-3 hrs.       3-4 hrs.       4 hrs.<x

**9- Which times of the year do you prefer to come more often?**

Spring       Summer       Fall       Winter

**10- What are the activities that you like to do at Kordon?** (For example; resting, sport facilities, taking photo, walking, drink alone/w. friends, chatting, sleeping, taking a pet for a walk, etc.)

.....

**11- What is the most interesting, noteworthy feature of this area?** (may be more than one).....

**12- What are the other features you think that recreational areas should have?** (For example; concerts, shows, exhibitions, shade areas, landscaping, street furniture – seating, garbage cans, drinking water fountains, etc.)

.....

## APPENDIX D

### THE PROPOSED PLANS FOR KORDON AREA BY CHAMBERS OF ARCHITECTS OF TURKEY IN 1998



Figure D.1. Cover of the Proposals of Chambers of Architects of Turkey



Figure D.2. Proposal 1



Figure D.3. Proposal 2



Figure D.4. Proposal 3



