



WRI TÜRKİYE

SÜRDÜRÜLEBİLİR
ŞEHİRLER



Report by:

Çiğdem Çörek Öztaş, Urban
Development and Accessibility
Projects Manager, WRI Turkey
Sustainable Cities

cigdem.corek@wri.org

Merve Aki, Urban Planner, WRI
Turkey Sustainable Cities

merve.aki@wri.org

Gülcan Orak, Urban Development
and Accessibility Assistant, WRI
Turkey Sustainable Cities

gulcan.orak@wri.org

Speakers:

Assoc. Prof. Dr. Yüksel Demir,
Istanbul Technical University

Henriette Vamberg, Gehl
Architects

Gisela Méndez, EMBARQ Mexico

29.12.2015

Urban Design Workshop Report

Livable Cities Symposium

20th November 2015

Istanbul Technical University

WRI Turkey Sustainable Cities produces sustainable solutions to urban transportation, urban development and urban efficiency problems.

INTRODUCTION

On the purpose of encouraging sustainable urban transportation and urban development, WRI Turkey Sustainable Cities operates studies in order to decrease pollution, improve public health, decrease carbon emission and create safety and accessibility public areas. WRI Turkey Sustainable Cities, which was established in 2005 as EMBARQ Turkey, sets the goal to provide sustainable integrated solutions about transportation, urban development and urban energy efficiency for cities.

WRI Turkey Sustainable Cities is a member of WRI ROSS Center for Sustainable Cities that associated with World Resources Institute (WRI) with the aim of putting urban sustainability into practice. Studies for improvement millions of people life based on analysis and site experiences from ABD, Brazil, China, Mexico, India, and Turkey. WRI Turkey Sustainable Cities helps to generate holistic infrastructure in cities emphasizing sustainable and balanced integrated transportation, land use and urban design.

In this direction, works that include biking and walking oriented urban transportation projects supporting high-quality public transportation system are operated in the scope of road safety and accessibility approach in Turkey's cities since 2010.

WRI Turkey Sustainable Cities carried out urban design workshop in Livable Cities Symposium within compatible goals and objectives. In the context of the workshop, after informative presentations about urban design concept and practices, the process that participants had active role was continued. This report includes detail information and outputs of Urban Design Workshop.

OBJECTIVE

The workshop which was operated on the second day of Livable Cities Symposium 2015 hosted Istanbul Technical University. Participants were from different three cities as İstanbul, İzmir and Mersin and predominantly local governance representatives and private sector showed attention.

Urban Design Workshop carried out within the purpose of presenting possible solution suggestions generated with participants based on problem and potentials in city, development dynamics. In the framework of workshop which has target group such as architects, city planners, sociologists, civil engineers, transportation engineers environment engineers, academicians and public managers, "city game" application prepared infrastructure for discussion that each participant could be take in.

The purpose of the workshop was to provide an opportunity to make brainstorming with different stakeholders in order to develop strategies and goals in the certain urban area. It was supported that in the concept of "city game", the participants are expected to adopt different roles which are different from real duties, gain different viewpoint and diversify decision-making process.

FUTURE CITY

Henriette Vamberg / Gehl Architects

One of the partners of Gehl Architect, which make the people-oriented urban design, Henriette Vamberg shared presentation as "Future City" in the scope of the workshop. In the presentation, Vamberg shared best practices which were implemented by Gehl Architects and emphasized that cities and public areas are belong to people and in this process decision makers has an important role. Vamberg mentioned that Gehl Architect has a comprehensive approach for design and cares urban places changes from the past to present. Also, Vamberg told that different cities such as Copenhagen, Moscow, New York can manage renewing of public spaces with this approach and put people oriented applications into real.



Gehl Architects as known with the important publication "Public Space Public Life, "Cities for People", "Moscow towards a Great City for People" showed that positive impacts on people of renewed spaces and regenerated public areas after projects.

CITY GAME

City game consists of three basis criteria in order to improve understanding, producing and urban dynamic. The main objective of City Game is to open discussion about generating development strategies for cities in different scales, analyzing how urban development strategies and existing situation are integrated, assessments, zoning, and benefits of TOD (DOTs) approach. City Game is expressed as implementation tool that includes shaping strategies into three dimension form.

The predominantly objective of TOD approach is to provide comfortable, efficient, accessible services and increase area-based public transportation activities. The other objective is to focus on how compact urban pattern is provided in studied scale regarding the city.

TOD, In the Context of Scale and Main Elements

ESCALAS	City	Neighbourhood	Neighborhood	Street
ELEMENTOS				
 Public Transport				
 Non motorized mobility				
 Vehicle Demand Management				
 Mix-used and efficient buildings				
 Neighborhood centers and active ground floors				
 Public spaces and natural resources				
 Community involvement and identity				

The important criteria of the game are interaction of different stakeholders each other. While getting out of their roles, it is expected that participants produce decisions according to new city actor roles. Decision-makers defined as city actors contain mayors, consultant of mayor, real estate enterpriser, and expert of urban development, expert of transportation, climate change expert, public services and public safe expert roles.

EFFICIENT CITIES THROUGH URBAN DEVELOPMENT

Gisela Mendez / WRI Mexico

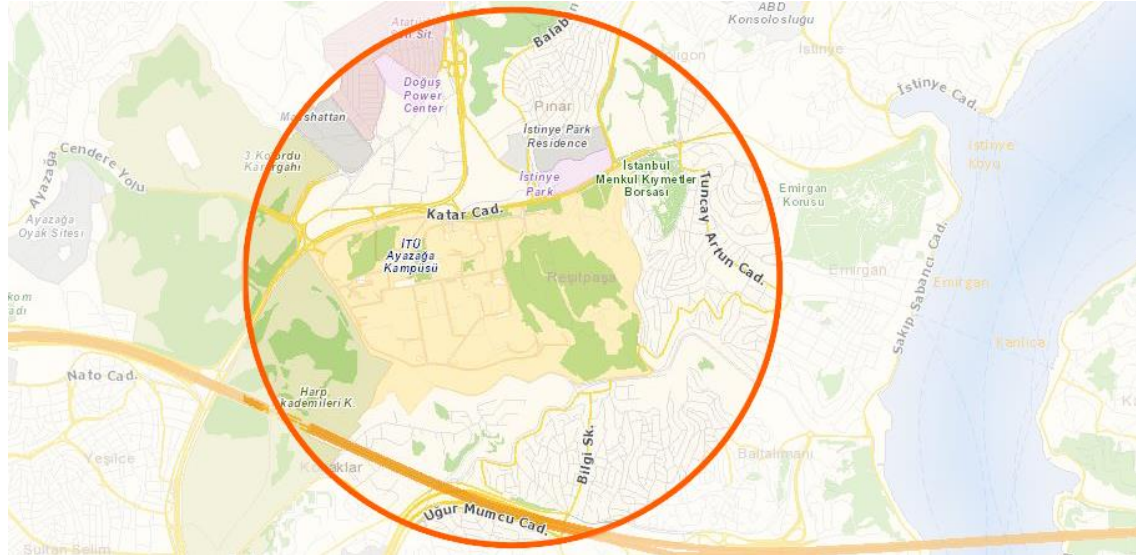
WRI Mexico Cities Network Coordinator Gisela Mendez emphasized the importance of TOD model in her presentation framework and she defined the basis objective of projects as providing comfortable, efficient, accessible public services and increase regional public transportation. Mendez mentioned about seven different principles in the context of TOD model which is applicable for all scale. These principles are defined as public transportation, active transportation mode accessibility, vehicle demand management, mixed-used land use and building efficiency, neighborhood centers and active ground-level use, public spaces and natural resources, participation and identity.



Mendez said "We are not against the use of private cars, but we are against the form of use that private car occupied each space" and highlighted that private car seriously damaged short distance trips in city centers where are easily accessible with public transportation and have high demand trip. For this reason, land use decisions such as density, urban services should be planned carefully. In this content, Mendez told that there are important factors for connecting urban spaces and urban integrated transportation system, different land use types. Also, Mendez expressed that basis principle of TOD model as density, diversity and design. She stated that these three elements should be discussed in the process of analyzing area and decision making. Mendez mentioned about their implemented projects in Latin America and implementation process and effects regarding these principles.

For the workshop, the study area was identified as "ITU Ayazağa Campus and Near District, Armutlu Neighborhood". WRI Turkey sustainable Cities, City Planner Merve Akı shared agenda and structure of area with the presentation. Detailed information about the area was provided with photographs and maps for participants.

ITU Ayazağa Campus and Near District, Armutlu Neighborhood



After sharing information and maps, two groups were defined as "competitive" and "radical" and participants carried out their design studies within the certain framework according to TOD approach.

It was expected that competitive group is able to take a step further existing standards and generate the best arrangement and approach in the framework of existing laws and regulation. On the other hand, radical group has potential of forcing logic with no regarding of any regulation and law while generating strategy. Each group was generated urban design goals and objectives regarding TOD elements in certain area within the framework of thresholds.

WORKSHOP OUTPUTS

Group discussion and decisions were operated through urban accessibility network, public spaces and public services (infrastructure and services), mixed-use and housing modules. Decisions were illustrated in three dimensions with using equipment. After group works were completed, workshop process completed with group presentation which includes decisions and outputs.

GROUP1: COMPETITIVE

The competitive group began discussion with demand of meeting people scale and green areas in different patterns. For transportation module, the group thought integration of pedestrian-bicycle-public transportation and supported this idea with big green area design. Also, it was supposed that services are provided from existing subway line into the area. It was objected that green areas in ITU property are opened to the public and provided together people. The radical group predicted renewing area regarding residents while preserving the population. In addition, the group targeted to provide space for a green area and public services.



GROUP2: RADICAL

The radical group identified some slogans that materialized perspective of group, main goals and objectives. Transportation strategies were shaped with integrated system including cable car, subway, bicycle and pedestrian roads regarding the purpose of connecting and conductance area with the city. The group intended strengthen integration city and area with upper scale decision that supports maritime transportation with efficient usage of Balta Harbor. In the direction of sharing-participation-equity objectives, they created platforms that bring together people with green areas, parks, and urban gardens. They emphasized either importance of structural, physical and social improvement and efficient participation of public with development strategies including in-situ transformation through cooperatives.



RESULTS AND EVALUATION

Decisions of each group are above in the framework of modules;

Module	Competitive Group	Radical Group
Urban Accessibility	Integrated transportation suggestion; <ul style="list-style-type: none">• Subway• Public Transportation• Bicycle• Pedestrian roads	Integrated transportation suggestion; <ul style="list-style-type: none">• Subway• Public Transportation• Bicycle• Pedestrian roads• Funicular• New-tech vehicles
Public Services/ Infrastructure	<ul style="list-style-type: none">• Urban park	<ul style="list-style-type: none">• Green areas• Urban garden for agricultural activities
Mixed-Use / Housing	<ul style="list-style-type: none">• In-situ transforming principle (within neighborhood residents participation improvement process)• Renewing building stock with public-private-partnership (PPP)• Double density increase	<ul style="list-style-type: none">• In-situ transforming principle (within neighborhood residents participation improvement process)• Renewing building stock with cooperative• Half density increase

WORKSHOP PROGRAMME

Starts	Ends	Subject of Presentation	Speaker
09.30	10.00	About Urban Design	Assoc. Prof. Dr. Yüksel Demir, Istanbul Technical University
10.00	10.15	Future City	Henriette Vamberg, Gehl Architects
10.15	10.45	How to Play City Game?	Gisela Méndez, EMBARQ Mexico
11.00	11.15	Coffee Break	
11.15	12.00	City Game – Defining Groups and Group Works	
12.00	12.30	Presentations and Closure	

LIST OF PARTICIPANTS

Organization	Name	Surname	Title
Bahadır Kul Architect	Nurgül	Yardım	Master Architect
Arup	Eylem	Önal Şahin	Architect
Özyeğin EÇEM	Özlem	Bahadır Karaoğlu	Architect
Hexagon Studio	Nilay	Yörük	Promoting R&D and Intellectual Property Team Leader
Cem Botanic	Enis	İşçimen	Forest Engineer
Yıldız Technical University Department of Architect	Özlem Nur	Ataol	Master Architect / PhD Student
TMMOB Chamber of Architects Mersin Office	Yasemin	Altınok	Architect
TEMA Foundation	Eda	Yiğit	EKOY Coordinator
İstanbul Design House	Muhammet İkbal	Gün	Industrial Designer
Environment and Urban Ministry	Zeynep	Atmaca	City Planner
İskenderun Municipality	Meltem Merve	Biçer	Landscape Architect
Beşiktaş Municipality	Aziz	Karadaş	City Planner
Üstün Yapı Mühendislik Danışmanlık LTD. ŞTİ.	Atilla	Üstündağ	Master Civil Engineer
Karabağlar Municipality	Mehtap	Yıldırım	AB Project and R&D expert
Bornova Municipality Development and Planning Department	Ali Rıza	Yılmaz	Civil Engineer
ITU Industrial Design	Gülname	Turan	Academician (Assoc. Prof. Dr.)
İBB /Waste Management Department	Filiz	Kara	Environment Engineer
İBB / Waste Management Department	Esmâ	Ersöyleyen	Master Environment Engineer
Union of Municipalities of Turkey / Kağıthane Municipality	Makbule	Kaymak	Development Commissioner