

## **Culture Coming Through Water and City/Inhabitant That Doesn't Live This Culture; The Case Of Istanbul, Tuzla Settlement**

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### **INTRODUCTION**

The concept of waterfront is basically defined to be the contact of land, building and city with sea (New Webster's Dictionary and Thesaurus, 1992). an other definition is; "The border where 'water world' which is the source of the human beings and 'land world' which the people live their ordinary life with the various lifestyles, are inoculated (Çolak, 2005)."

Both of the definitions define waterfront to be the transition "interface" between the sea and land. This factor leads waterfront to have a transparent surface and to have variety and richness in geographical features, such as climate, topography and flora etc., economic relations, socio-economic cultural networks and the most important of all, settlement culture. In this context, waterfront where is a meeting point and welfare, was the starting point of human settlements. When the evolution of settlement culture is considered, it is seen that with preferable characteristics, in such areas as defense, transportation, scenery, climate, power and leisure, waterfronts come to the forefront for settlement (Bender, 1993; Çolak, 2005).

Harbors, which are gateway to the outside world of the cities located on the waterfront, are the dominant factors in economic activity and cultural exchange. The cultural and spatial landscapes of these cities are shaped conditional on the interplay of geographical features, economic activity and social strata by the dynamics which is diverse, flexible and transparent. Thereby, cities established at the waterfront exhibit diversity and different characteristics compared with the other cities. Therefore the main determinants of the urban identity which is defined to be the "the mix of city's geographical features, cultural heritage, built environment, local traditions and life style" (Suher, 1995), are the coastal and cultural features of waterfront. According to another definition, the waterfront covers the area bounded by horizon from the sea and silhouette from the land, and extends to air and deep water (Karabey, 1978). In line with this definition, waterfronts are considered differently from sea and land. In addition to the natural features, the specific use of the waterfront and the properties of the landscape are important in determining the visual properties of the waterfront. The image of urban identity is composed of the following properties: urban image as approached from the sea, the sense of depth while viewing the sea, functional features located at the waterfront and user typologies.

The waterfront and the features interacting with the waterfront shaped the spatial, economic and socio-cultural structure of the urban identity of İstanbul. Water (waterfront) is a means for transportation and economic activity has been an important factor that enriches the lives of citizens. The variety in the waterfront with different structure and typologies brought about a distinctive "settlement culture".

However, parallel to all seaside cities in the world, the city of Istanbul also first integrated with the water and then got away from it. The urban identity based on water, started to give its way to a land city identity as economic activities clustered around industry and cities started to grow and extend with the process of rapid urbanization. In this respect, seaside towns, which are becoming ordinary and increasingly similar to each other, and which are losing their colours, started to be reshaped in the transformation process. This effort of reshaping causes the forming of very similar (copy-paste) cities all around the world as it is a process that destroys the past traces of waterfront settlements. Consequently, cities / citizens are losing their links with their history while they are facing their future and are being alienated from themselves.

The aim of this study is to analyze the alienation process of the city and the citizens from the waterfront and to seek clues to resuscitate this culture, using the specific examples of Istanbul and Tuzla settlement. In this context, the issue will be discussed under three main sections.

In the first section, it will be discussed how the settlement culture of Istanbul, shaped by the city's interaction with the waterfront changed in the process, how the city lost its cultural traces and how it alienated from its waterfront.

In the second section, the changing spatial, social and economic properties of the Tuzla settlement, which is a privileged sub region in the city of Istanbul, in the pre and post 1980 periods will be analyzed. Also, the development of urban spaces and elements of social structure that cannot integrate with Tuzla's waterfront settlement culture will be evaluated.

In the third section, the answers to questions will be seek such as how the issue should be dealt in terms of planning policies and whether Tuzla would be added to the urban space as a coast of the metropolis and alienate from itself or is it possible for Tuzla to be a part of the metropolis by rebuilding the spatial, economic and socio-cultural network to integrate with its local values.

## **1. İSTANBUL WATERFRONT SETTLEMENT CULTURE AND DYNAMICS OF CHANGE**

İstanbul is a coastal settlement surrounded by Black Sea (north), Marmara Sea (south), the Bosphorus and Haliç (Golden horn). In İstanbul, sea is everywhere; sea is not only a beautiful landscape but also a promenade, medium of transportation and a natural ventilation channel. (Çelik, 1998; Gül & Kılıç, 2002). The sea can be perceived as an instrument for separation but being the major link between the waterfronts also makes it a tool for unifying the city. With these features, waterfronts serve as potential locations for transportation, recreation, entertainment, socializing. Therefore, the sea has always occupied a prominent role in the life of citizens living in İstanbul (Ünal, Yenen, Enlil 1993).

In the past, the three major functions of water; transportation, defense and economy, played a big role in the foundation and later on the development of İstanbul. Harbors provide important dynamics for economic development and are the focal points for the cross-cultural exchange and trade. The city has expanded with means of harbors, with which it defended herself and traded with other cities.

The identity of coastal settlement, at sometimes came to the forefront and shaped the culture of living with the waterfront, but sometimes turns her face back to the water with a new identity. In other words, as the city was expanding throughout the land, her contact with the sea and the waterfront was weakened.

In the following sections, the development of İstanbul according to the social, economic and spatial dimensions will be summarized.

### **1.1. ANTIQUITY (BYZANTION)**

Byzantion is a colonial city that was built on the outskirts of one of the seven hills. Being a city of trade colony, harbor was the heart and the main reason for foundation (Çelik, 1998; Eyice & Yücel, 1996). The acropolis, which was located behind the harbor, is the dominant factor that shapes the city location. As a result, the city is shaped by the harbor and its hinterland. In other words city was in constant contact with the sea through the harbor. However, like all the coastal trading colonies, concerns about the defense of the city, would lead to construction of city walls around the city; these walls in turn would limit the contact of the social life with the sea to the harbor area.

### **1.2. ROMAN and BYZANTINE ERA**

This era can be divided into two periods: early Byzantine period, influenced by Roman culture and the Byzantine period.

In the Early Byzantine period (AD 4-7 century) , as a result of desire to found a new capital away from the old one, İstanbul was expanded around the harbors. Thereby İstanbul became a center for political, economic and cultural activity (Çelik, 1998; Eyice & Yücel, 1996). The city became a “**transit route**” for the European, Black Sea, Anatolian, Middle Eastern, and Far Eastern merchandise trade. The harbors, as focal points of interaction between different ethnicities and languages, were the gates of the city. The monumental roads to the harbors and monuments symbolized the wealth and the power of the city. Thereby, the major axis of social life was extended to the shores of Marmara Sea.

In the Byzantine period (AD 7-15. century) with the advent of Christianity, the identity of city was transformed into an inward looking medieval city. The inward looking social interaction were concentrated around the churches and marketplaces. Given the fact that the city was one of the most important trade centers of the medieval era, the waterfront was connected through the harbors. On the other hand, Galata region was becoming a center for trade with Genoan traders, hence the city assumed more cosmopolitan culture with the different religions and languages (Çelik, 1998; Eyice % Yücel, 1996).

All in all, water and waterfront was considered to be medium of transportation and harbors were considered to be a marketplace. Thereby, the interaction between city/ citizens and water was limited.

### **1.3. OTTOMAN PERIOD**

As the capital of the empire, İstanbul symbolized the strength of the state. As the dominant religion was changing, the buildings of religious practice came to the forefront. These features, as observed from sea, came to be the defining elements of the city's identity. The main axis of the city and the social dynamics were located towards Haliç. As a protected enclave, Haliç had different specialized trade-harbors (specializing in flour, oil, wood, sugar etc.) which shaped the city's cultural life. Besides, against the topography of the city, Haliç representing the city's symbolic silhouette (dominated by mosque and külliye) came to be regarded as “sacred axis”.

Ottomans regarded the water as a market place and a medium for transportation until 17<sup>th</sup> century. The people who have the link with the sea belong to the lower strata of the society (for instance fishermen). Beginning from the 17<sup>th</sup> century, called as the Lale Devri (Era of Tulip), social life and administrative procedures started to change due to the cultural interaction with the Europeans.

Citizens and the members of the Palace, started to make use of the water as a means of entertainment. Elites of the Palace moved out of the historical peninsula and started to live in seaside Palaces in Kağıthane (Sadabat). In this way, not only the city expanded but also a life style based on water started to emerge.

In the beginning of 19<sup>th</sup> century, sea baths which could be deconstructed were used for health purposes. These sea baths were the instruments that facilitated the contact of the Ottomans with the sea. In 1870, 26 sea baths were planned to be built in Kadıköy, Adalar (Princess Isles) and Boğaziçi (the strait): 21 for men and 5 for women (Evren, 2000). The sea baths constructed in front of foreign consulates were not removed and they were regularly maintained. These sea baths looked like exquisitely designed gazebos (Evren, 2000, ss:28).

#### **1.4. REPUBLIC ERA**

With the establishment of the republic, a new social culture about the waterfront and water was introduced by means of administrators. Instead of segregated (men-women) places for swimming, public beaches were opened for the use of general public. Beach came to be regarded as an opening door to the sea, surprise location in the public image. However the evolution of this concept of beach was a slow process. First of all, the use of beach by 'White Russians' after the first World War and the meeting of state men with the public in beach (Atatürk and İnönü utilized Florya beach) popularized and legitimized the sea/beach culture. It is important to note that the waterfront culture should not be limited to the beach. In this era, beach and sea, as a medium of festivities, changed the life of the city and citizens. This can be interpreted as a facing of the society towards the sea.

##### **1.4.1. 1923 – 1950**

Between 1935 to 1939, municipality of İstanbul held festivities mainly composed of water activities. On August 1936, the second İstanbul festival program included such activities: sailing in Moda, festivities in Salacak etc. Thus, activities not only provided the opportunity for the citizens to have contact with water, but also changed the landscape of the city streets and social life.

Furthermore, Şirket-i Hayriye (company of charity) which operated to carry passenger and transport cargo in sea from 1854 to 1945, played a pivotal role in the development of the strait. Until the end of 1920's in order to restructure and develop the straits free trips were held.

İstanbul Festival, based on water sports and activities, was held until 1939 and it was stopped on 1940 due to the Second World War (Evren, 2000). In this period, the use of waterfront as a place of entertainment was combined with its use as a production unit. Shipping yards and fisheries became an indispensable part of the city's identity and these features started to shape the life of the city/citizens.

##### **1.4.2. 1950 – 1980 ERA**

In 1950's, in order to facilitate the public use of the waterfront, to open highways and to establish green area and to make the city landscape more pleasant new filled up area and seaside roads were built (Figure 7). With the advent of seaside roads (Menderes era regional planning –reconstruction- policies 1957), the link between the city and the waterfront was broken. Furthermore, natural formation of the coastal area was destroyed. Many establishments (beaches, sea baths, depots, stations) representing the past's economic, social scientific and ideological heritage were dismantled. Thereby the city was separated from its historical roots and waterfront lost many of its functions (Gül ve Kılıç, 2002).

On the other hand, in 1950's with the advent of rapid urbanization and mass immigration, Istanbul which used to expand parallel to the Marmara Sea and the Bosphorus start to expand in northward direction. This expansion of the city brought about the change in the city's identity from a seashore settlement to a land bound settlement. The northern parts of the city which developed without the planned infrastructure could not be integrated with the physical and the social life of the waterfront.

Waterfront was regarded as a means of transportation and a part of scenery, constituting a beautiful background. The life style of people living in the periphery of the city was distant from the sea culture of the waterfront. City expanded without proper social and technical infrastructure without leaving breathing space between the buildings. Thereby, the image of waterfront settlements is weakened and the city started to transform into a huge land bound city.

### **1.4.3. POST-1980 ERA**

Another breakpoint took place during 1980's when the settled sites of the city have transformed rapidly; development areas have growth rapidly and was restructured. Thereby, the macroform of the city has expanded in land; the city lost its identity as a waterfront settlement.

Until 1980's, seventy percent of the citizens lived in the west side of the city where the majority of workplaces were located (the industry and core functions). On the other hand, the east side of the city, was largely regarded as a recreation area (there were 12 public beaches between Moda and Tuzla). However after 1980's, with rapid urbanization, different regional planning concepts were followed. In line with globalization, the industrial facilities at the core were relocated (decentralization to the periphery). Thus, the dynamics of the expansion of the city changed dramatically: instead of expanding westward, the city started to expand eastward. With the relocation of decentralized industries and utilities (leather industry, refinement plants, shipyards etc.), to the eastern part of the city (Tuzla and Kurtköy) started to deform. In this respect, the identity of recreation and settlement started to change. The shipyards and recycling plants located at the waterfront, started to destroy the structure of the shore and contaminate the water. Besides, shipyards and leather industry led to rapid population growth and urbanization. All these changings brought about the identity change in the east-side of the city. In the end of 1980's, the east side with its workplace and increasing population started to transform from a city with sea culture into a growing city without proper infrastructure.

Comprising another waterfront planning policy which aimed at removing the industries from the waterfront, build seaside road and green areas, the second development plan was phased in (Dalan development operations). During this operation period (1985), industries, shipyards, depots and boat pulling places were removed from Haliç, Boğaziçi and Marmara Sea. Furthermore, waterfront lost the contact with the city life after the introduction of seaside roads, green lands without functions.

As a result, İstanbul, regarded as a waterfront settlement from 17<sup>th</sup> century to the early 1950's, started to lose this identity. With the advent of 1990's, under the slogan of culture and services, central and local administrators prepared many transformation projects for the waterfront. However, this did not avoid the loss of sea shores. The citizens lost the contact with the water and the city lost its unique identity due to the "one-size-fits-all" planning policies. Within the global identity perspective, urban waterfront ceased to be a lebensraum for the local people and the city/citizens were alienated from the waterfront. Therefore the new generations unaware of the culture of sea, regarded the waterfront merely as a recreation facility. Unfortunately, the culture of the sea now only remains in the memories of the generations who has witnessed the era ending at 1980's.

## 2. TUZLA SETTLEMENT and CHANGING WATERFRONT CULTURE

Tuzla is a settlement on the eastern side of Istanbul Metropolitan Area, which has a waterfront of 24 km length to the Marmara Sea and which has grown towards the land in time (Figure 1). Pendik, Tuzla, Bayramoğlu region, which lies to the north of the Marmara Sea shore, is a region that has one of the most active waterfronts in Istanbul. Tuzla, which is a part of this region, is an area with an important geographical potential as it has all the specific aspects of coastal geography such as bay, peninsula, island and lagoon. The interaction between this geographical potential and the settlement has been the main determinant of the social and economic structure and the physical space. Some utilization, actions and their elements that came out as a result of this interaction has become an important part of the settlement culture.

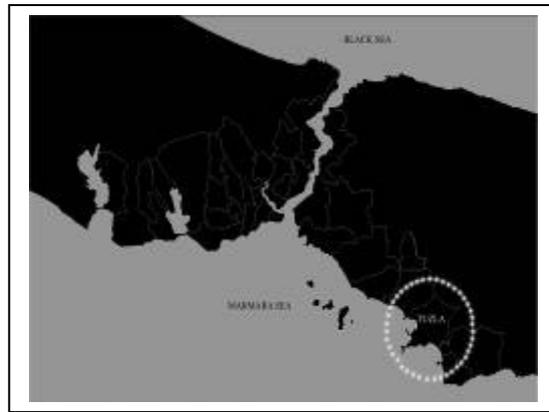


Figure 1: Tuzla Settlement in Istanbul Metropolitan Area

### 2.1 DEVELOPMENT PROCESS OF TUZLA WATERFRONT AND ITS FEATURES

Analyzing the identity of the Tuzla district from an historical perspective, Tuzla was added to the Ottoman territory in 1400 under the reign of Yıldırım Beyazıt. In that period, Tuzla was identified as a fishing village and a holiday resort with its medicinal springs. When nearly seventy migrant families that came from various regions and the Balkans were placed in Tuzla in the last period of the Ottoman Empire, a part of the Greek population left the settlement and many of the evacuated wooden houses were demolished by a big fire. In the exchange of inhabitants that was realized in 1924 with the order of Atatürk as a requirement of the Lausanne Treaty, Turks from Salonika, Drama, Kavala and Kılış were settled in place of the Greeks.

#### 2.1.1 DEVELOPMENTS AND FEATURES OF THE WATERFRONT AREA BEFORE 1980

In line with its geographical features, Tuzla settlement had developed as a holiday resort and a resting place until 1980. While the east and west of the settlement included secondary residential areas, beaches and accommodation facilities, the traditional city centre carried all the properties of a waterfront settlement. Agricultural products specific to the region that were grown in the fertile agricultural areas behind the settlement were transported to Istanbul Market Hall via sea route from the port on the waterfront.

Looking at the social structure of the Tuzla waterfront, a duality is observed. Firstly there are the local people that live in the centre and its surroundings and secondly there are the users of the secondary residential areas. While people that live in the centre and its surroundings use the waterfront for leisure and to a large extent for economic purposes, users of secondary residential areas use it for leisure and entertainment. In this process, both

waterfront areas have been shaped in line with the tendencies and activities of their users. For example, in the centre, boat pulling places, ports, fish restaurants that stand on pillars built in the water, fishing houses and the fishing nets that are hanged between the pillars rising on small docks in front of these houses were the important aspects of the settlement identity. On the other hand, the waterfront in the secondary residential area has beaches and clubs where sea sports are carried out.

70 percent (19 km) of the waterfront of Tuzla's 24 km long shore to the north of the Marmara Sea was filled with beaches, ports and resting places, which let the settlement to be directly related to the water. The remaining 2 km of the 24 km long waterfront of the settlement was used for industry while the other remaining 3 km was a lagoon which was a natural area.

The economy of the settlement was mainly based on agriculture and fishing. But, the revival of commercial activities due to the rising population of the holiday resorts in summer also contributed to a great extent to the economy of the settlement. In this period, water was the most important source of living for the settlement and boat pulling places, ports, small docks at the junction of roads and the sea not only stood as a spatial element that maintained the city's interaction with the source of living but also as an economic element. The location of these elements, which are an important aspect of the settlement identity, their relations with other utilizations and the water, their scale and their form brought about a rather rich spatial pattern. The environment that this spatial pattern formed by integrating with the social and economic environment has in turn created an identity, a culture specific to the settlement.

In this process, Tuzla settlement had a life integrated with water and a usage of waterfront shaped by this life.

### **2.1.2 DEVELOPMENTS AND PROPERTIES OF THE WATERFRONT AREA AFTER 1980**

After 1980 Tuzla settlement has developed contrary to its geographical properties and potential due to the autonomous decisions at central and metropolitan scale. In this process factors that affected Tuzla waterfront area and the usage and development of this area were

- Changing in administrative structure
- Changing in legal structure

In the 1980 -1992 period, Tuzla settlement was first tied to Kartal and then to Pendik settlement in terms of administration. The administrative gap in this process adversely affected Tuzla waterfront area and the usage of it. The building of shipyards in the area which includes the bay and the peninsula, and which lies to the front of the lagoon that is one of the most important natural areas of the Marmara Sea, the building of a refining facility in the very same area oriented towards the need of the Istanbul Metropolitan Area, the moving of the leather industry that used to be around Istanbul's historical peninsula to the Aydınlı region which lies to the north of the settlement and the filling up of the sea in the centre and its near vicinity in a way that interrupts the relation of the settlement with the waterfront are the important developments that affected not only the relations of the Tuzla settlement with the waterfront but also its social and economic structure.

The common point of the developments regarding the Tuzla settlement and specifically the waterfront area in this period was that they were not carried out according to a plan. Although some of these developments obtained a legal status in the following periods, some like the filled up areas have not still obtained a legal status.

Looking at the social composition of the Tuzla settlement, we see three different structures. The first is the local people that reside in the centre and its surroundings, whose population and influence remarkably declined in this period. The second is the people who came with migration and who had not been used to the city and coastal culture although they had a certain amount of capital. While a part of this segment took their place in agricultural areas,

the remaining ones added to the holiday resort population. The third segment is the segment that was formed as a result of the workforce demanded by the shipyards, leather industry and other industrial fields. People belonging to this group chose their places mainly around the E-5 (D-100) highway and between the E-5 (D-100) highway and the TEM motorway. In this period, local people shifted their economic activities from agriculture and fishing to industry and services. Especially in the waterfront area, commercial activities formed to meet the needs of the holiday resort population gave their place to leisure and dining facilities in a metropolitan scale.

In this context, Tuzla settlement (research area) takes on the role/identity of

- **“Recreational Area” of the metropolis with its waterfront area, promenade and open-space area**
- **Population decentralization focus on the eastern side of the metropolitan area with its low dense and yet unstructured areas and undivided property structure**

In this period 24 km long waterfront area is constituted of 7 km industry, 6 km holiday resorts, some part of which is unused and most part of which is cut from the sea by the filling up of the sea, 4 km education/training centre, 1.2 km the centre and its near vicinity which is also cut from the sea by the filling up of the sea, 5 km nature protection zone that cannot be used because of the lagoon, the refining facility and the shipyards and 0.8 km recreational facilities.

In this period Tuzla settlement and especially the waterfront area developed in a way contrary to its potential due to the adverse dynamics of the metropolis and lost its spatial, social and economic properties stemming from its interaction with water because of the filling up of the sea to obtain infrastructure and open space areas.

### **3. CONCLUSION: URBAN WATERFRONT AND ALIENATION OF TUZLA FROM ITS WATERFRONT**

As explained above, parallel to the rapid urbanization process, Istanbul waterfront settlement swiftly moved away from its identity due to the planning decisions of 1950's and especially post 1980's. In this process, due to the functional areas of metropolitan scale that take place in the waterfront (shipyards, refining facilities, ports and central economic businesses etc.), filled up spaces, seaside roads etc., **'the city that cannot touch the sea'** (from the model of linear growth parallel to the coast to the model of growing towards the north) is physically and socio-economically alienated from its waterfront as a result of the pace of expansion and the unconsciousness of the social group that came with migration.

It is possible to gather the reasons of this alienation under the following titles:

- 1. The growth of the city's borders in physical terms:** The city that has gone through the process of migration and rapid urbanization after 1950, moved from the model of linear growth parallel to the coast, to the process of radio concentric growth by growing towards the north. In this respect, northern regions were physically distanced from the waterfront and accessibility to water disappeared. As a result of this distancing, sub regions, which are detached from each other, have started to appear in the city. The planned residential areas of the relatively higher income group, which are parallel to the city's waterfront area (between the E-5 motorway and the waterfront), and the unplanned residential areas of the lower income group, which are in the north, took their places by opposing each other / alienating from each other. On the other hand, the eastern side of the city started to go through this process after 1980. The eastern side settlements, which were identified as seaside towns, fishing

villages until 1980's experienced developments similar to the western side after this date.

## 2. Planning Decisions at Metropolitan Scale

Actions that were carried out in Istanbul Metropolitan Area in the post 1980 era were not based on a comprehensive planning. The policies that were implemented in this period were based on being '**unplanned**'. As a result of the new legal arrangements in the administrative structure, decisions of the metropolitan administration, which neglect research and analysis, were rapidly being implemented and in the meanwhile, unwholesome solutions were being produced to get rid of the adverse consequences. Plans could not go further than being a means to give a legal status to the decisions that were taken without the necessary contemplation and research. This situation led to the deprivation of the natural and cultural values that are included in the centre and especially in the periphery of the city.

- a. Industrial Decentralization: especially in the post 1980 era, there have been important changes in city identities parallel to the developments in the world (from industry based development policies to services based development policies). It is known that main fields of economic activity that identify a city are shaped according to the waterfront area. Until the 1980's, the definition of industrial city led to the allocation of the waterfront area to industry function. However, changing city identities in this period brought about the allocation of the waterfront areas that shape the city's outlook and image to services function. Thus in the post 1980 era, the fundamental problem of all the cities in the world have been moving the industry out of the waterfront area (in the city centre) and transforming the waterfront area. In this respect, industries in the waterfront area decentralized to the periphery of the city. On the western side, İkitelli, Yenibosna, Avcılar; on the eastern side, Kartal, Pendik, Tuzla were chosen as industrial decentralization centres. This dynamic, which had a big effect on the periphery, alerted the immediate area and brought about the process of unlicensed construction that surrounded industrial areas. Consequently, the city experienced growth towards the north and a process of getting away from the waterfront.

The case of the Tuzla settlement has been different in this respect. Tuzla has been subject to industrial decentralization not only in its periphery but also in its central waterfront areas. The placement of the shipyards that are moved from the city centre to the Tuzla waterfront, destroyed the formation of the waterfront, used up the beach areas, used up the water and furthermore started a process of uncontrolled population growth. In sum, contaminant elements that were moved from the city centre caused some problems such as loss of identity and loss of local values in another subregion.

- b. Reinforcements in the regions emptied from the industry: The process of rapid construction of green areas in the waterfront areas emptied from industry without using any design element brought about non-functional waterfront. It is possible to consider this process as the desolation of the waterfront, which is supposed to be a place for cheerfulness and excitement. What is more, placing these green areas on the filled-up areas, destroying the natural coast line, beaches and boat pulling places, constructing long curtain walls at the points where the town touches the sea, have limited the relations between the settlement and the water and sometimes even destroyed it completely.

- c. Seaside Roads; Utilization of the waterfront area as highway transportation surface in the transformation process, brought about opening of wide seaside roads. Consequently, 20-25 metres wide traffic roads put the old settlements, which lived by the waterfront, away from the waterfront. However, in seaside towns main boulevards of the town should be the water surface. Turning back against the water and constructing highways, which are very important artificial thresholds to integrate with water has been the planning approach that determines the loss of identity. Besides, this approach, not only reduces the waterfront to open spaces used only for roads and parking surfaces, but also leads to the loss of identity and memories of the city, erasing the traces of history. And, seaside towns increasingly look like each other and become mundane.

### 3. Changes in Legal and Administrative Structure

Among the developments that affected the Metropolitan Area and the Tuzla settlement in terms of the legal and administrative structure in the post 1980 era, comes the lack of a local administration between 1980 and 1992. During this process, the lack of local opposition to the decisions made by the administrators who do not know the region and cannot evaluate its potential, and the insufficiency of the legal arrangements regarding this issue, adversely affected the Tuzla settlement, in particular the waterfront area.

It is beyond dispute that 'Coastal Law' and 'Law on the Protection of Cultural and National Heritage', which are far from seeing the living shaped by interaction with the sea and the spatial traces of this living as a whole, play an important role in the disappearing of the coastal culture of Istanbul and seaside settlements such as Tuzla. For example, Tuzla Central Area is under protection. But, this protection does not include the waterfront. However, the central area is an area that lives by its waterfront and that is identified with its waterfront. Ending of the roads that perpendicularly open to the water through the waterfront, with docks, ports, boat pulling places, squares and small beaches maintain wholeness with the waterfront and its backyard. However, 'Coastal Law' approaches Tuzla and areas like Tuzla in a similar way and make it possible to interfere with the coastal line, which is shaped by its relations with the places to the back of the coast. This situation also destroys the social and economic structure as well as the waterfront, contradicts with the '**holistic protection**' and makes the protection principle meaningless.

4. **Conclusion:** Although like the other waterfront settlements, the Tuzla waterfront settlement, is distanced from the waterfront due to the decisions taken at the metropolitan scale; it retained its properties regarding the physical space, social, cultural and spatial structure unlike the other settlements. However, it has an ever weakening resistance to the adverse dynamics created by the unplanned stemming from the metropolitan policies and administration. To strengthen this resistance and make Tuzla a settlement that lives with its waterfront again, the following should be done:

- a. Development of a comprehensive planning approach which would avoid the frailties stemming from the administration, include a large scale participation, attach importance to the local values,
- b. Making of a legal and administrative arrangement, which does not see the waterfront and its backyard solely as a natural area and which evaluate it as a part of a whole, as a social and cultural area.

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