



Istanbul; the Outgrowing City

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ABSTRACT

Every city grows up or downsizing because of different causes. We usually talk about overcrowding of cities because of general crowding of earth's population. There is a lot of materials about growth / overcrowding of İstanbul with domestic migration especially after industrialization. This fast overcrowding also reveals a necessity of constructing with growing of the city through its borders, and also causes to increase of construction intensity in existing settlements.

Besides these İstanbul is also growing as its area while its borders are same with its close-by cities. There are no changes in its borders but İstanbul is growing especially after 1980 in every decade. It is not a big change as area but as location – in its crowded / populated / experiencing settlements – is changing artefactually. İstanbul's natural borders / shorelines are changing day by day by infills. İstanbul's shore formation, city – sea combination/relation changes every day.

Methodology of this paper is to identify the maps of İstanbul from different years to see the changes in shorelines, and to collect the news about ongoing or scheduled infill projects in İstanbul.

Almost all shorelines of İstanbul are intervened in different ways in different periods. Less intervened Black sea shores will have more population and that will cause more infills in these shorelines too. Interventions to shorelines is parallel with population density and we sadly can see that they will continue.

Keywords: Istanbul Shoreline, infill areas in Istanbul, redesigning coasts, coastline planning

INTRODUCTION

Every city grows or becomes smaller with various reasons. In the result of the increasing population throughout the world, it was generally talked about the growing and congestion of the cities. As for Istanbul, it was also mentioned in many numbers of

publishings about the growth/population increase receiving very fast domestic migration especially in the result of industrialization. Istanbul's population has increased by folds within a very short timeframe, first it has exceeded ten million and later at the present time, it has become almost twenty million. This fast population increase has caused a need of structuring evenly, this need has caused the expansion of the city towards its perimeters, and at the same time, it has caused the increase of structuring at the existing settlements so much more. As the factors effecting these growths, having the heartbeat of industry and economy in Istanbul, Istanbul's characteristic of being a door opening to the world as a harbor city for centuries long.

However, other than all these, even though the borders of Istanbul with the neighboring cities, it is also growing in terms of its surface area. With Bosphorus passing within it and being a city with its 6 sides surrounded with the seas, despite of the fact of being defined like this, whereas there is not any change in its borders with the neighboring cities, it has started to grow with the bulkhead lines on shores of Haliç (The Golden Horn) in the years of 1950's for the needs of industry facilities. Thereafter, especially after 1980, with different needs and reasons/excuses, growth has continues on every shore of the city in every 10 year period. When we look as area, even though it does not seem as a big change – at present time, this has reached the size of a borough – population distribution of the city as location–changings are done in very important areas in the borders of the city with the additions/fills done as artifacts by being related to its living. These additions are becoming renewed with each passing day by filling the shores forming the natural borders of Istanbul and coastal structure, city-sea connection, city-sea relationship, coastal line is changing with each passing day.

Having the fill areas change Istanbul's urban memory-resident natural coastal border, effect the ecological balance of the city and re-arranging the coastal border with the decisions taken from one center are the issues forming the basis for this research. In this context, the reason of constructing the existing coastal fill areas in Istanbul as well as the fill areas done in Istanbul in the last period or being at the stage of construction and spatial effects of the same to the city and city-dwellers have been examined.

GROWTH AXES AND REASONS

City of Istanbul takes place in a special geography where two continents are connected to each other and it has a very important location with its thousands of years' culture heritage. Istanbul is a very special city surrounded with seas/sea passing within it/bordered with the seas. Coast areas are the natural borders and they are the determinant natural borders in the formation of the cities. Within the historical

development process, coast areas have been used for the activities of sheltering, industry, agriculture area, tourism, natural and cultural source, recreation, and they are still used for the same activities.

Providing more rational use of the coastline and in order to have it used by everybody and freely, several legislation works were done in the year of 1926 starting with Civil Law (URL1). Coast Law Number 3621 being in force now is based on 43rd Article of 1982 Constitution. According to this Article; coasts are under the judgment and disposition of the State; public interest is primarily observed in making use of the sea, lake and river coast and coastlines surrounding the coasts of the seas and lakes; depths of the coasts and coastlines according to the purposes of usage and the possibilities and conditions for the persons to make use of these places are arranged with the law. On shore and fill areas; it is possible to do green area, auto-park, open sports area, outdoor pool, restaurant, casino, tea garden, exhibition units, administration buildings, etc. (URL1).

In progress of time, coastal areas have also become the borders directing the urban growth. Thus, the coasts became the subject to be re-arranged while it was possible to define them as the natural borders. Together with rapid and irregular urbanization in Istanbul, transportation has become unbearable and there was not any breathing space left within the city. At this point, it is possible to mention that the wide areas formed with the fill areas have important contributions to city transportation and green areas. Especially, in the name of having solution of transportation problems, seas were filled and natural coastline areas have left their places to big concrete structures by construction main roads on very wide fill areas (Sesli vd, 2007). Besides this, Istanbul is our country's important Industry and Commerce City of our country and for this reason neither industrial plants or harbors chose the shores and this situation has caused the artifact changes on the shores (Döker, 2012).

Starting from the historical peninsula, Istanbul has developed along the Bosphorus shoreline and later on despite of expanding towards the inner parts, population increase and urban intensity have predominantly continued on the shores. This congestion increasing on the shores has developed along the shoreline on Anatolian side – Üsküdar, Kadıköy, Maltepe, Kartal, Pendik, Tuzla – and also on European side and along – Bakırköy, Avcılar, Beylikdüzü, Büyük Çekmece – and this expansion has reached to a point to merge with neighboring cities of Kocaeli and Tekirdağ. Apart from that, Bosphorus has also encountered interventions with fills throughout the history even though these were done with small scales. Although Istanbul's Black Sea shores seem more untouched when compared with overall, these shores have started to face with interventions first

with harbor utilizations and now with the ongoing construction of Istanbul's 3rd Airport and also with Channel Istanbul projects, etc.(2015).

Istanbul Metropolitan Municipality is preparing the development plans of the fill areas done/planned to be done with the reason of insufficiency of public space within the city, having the the existing public spaces under the threat of the other functions, the need of accessible public space and thinking that these requirements can be solved with large scale fill areas.

Istanbul is a city surrounded with seas and until the years of 1950's, while natural shoreline borders were protected in it and because of the insufficiency of urban area in the parallel of rapid urbanization, tendency of growing the city towards the sea has occurred. The first fill implementations are the ones done on the shores of the Golden Horn and the vehicle road works aimed at to bypass the historical peninsula. Thereafter, hundreds of factories and houses were built on these fill areas (URL2). After the years of 1980's, within the framework of urban renewal, shipyards and industrial structures were carried to outside of the city and new public sites were created on fill areas of the shores. With the purpose of widening the coastal roads and to create new areas on the shores; new fill areas were done in the period of Bedrettin Dalan to cross the city from end to end in terms of city's borders/intensities of those days (URL3, URL4). These works have gained speed after 1984 and they were continued at different points of the city by gradually getting bigger in the course of time. Opening the shores of Istanbul city's Marmara Sea to intensive utilization with wrong public improvements had bad impact on the land utilization of such places. In order to prevent this, coastal fill areas were done to these areas together with 1984 Development Plan Law and areas were gained from the sea and recreation areas of the shore were widened. Irregular settlement on the coastal areas of the city causes anomaly for the coastal areas and cuts the contact of the people with the sea. Shoreline of Istanbul province has lost its original state with the coastal fill areas done.

When the samples applied until today are taken into account, fill area is seen as the most suitable recreation to be used and sea access to be proposed. Despite of the fact that land route construction provide comfort to transportation to a certain extent, it is risky and not suitable for the shore utilization having the purpose of recreation. Together with these fill areas done on the shores; natural shore site is becoming demolished slowly. Again, the roads taking place between the green areas on the coastal fill areas and build-up area cuts the connection between the city and sea. Coastal roads formed with filling have always been a preventive factor for the pedestrian crossings and for the relationship

of the city-dwellers with the area. This occupation has caused the losing of importance and characteristic of the coastal arrangements and at the same time, it reduces the tendency of the city-dwellers to use the site (Alp, 2013).

If doing the fill area is a compulsion, there are a few basic methods related to how these fills must be done (Tuna, 2017);

- *Fill technic from the shore. According to what is told by the experts, the cheapest and optimal one is the fill done from the land and this technic is generally used in Turkey. Truck filled with excavation approaches to the sea and it dumps its load to the sea. This technic is useful for the calm seas. In order not to scatter the heaped up soil, stone entrenchment is done to outmost at the first stage and then inside of the same is filled. These types of fills are more used as the recreation area.*
- *In situations such as the fill like harbor, bearing elements such piles are used, as there shall be more weight on it. If there is not very high wave, these are piled to half or one meter depth of the sea bottom and to the fill area border. While filling its rear side, fixing is done to the shore with cables so that the pile shall not bend. These piles can reach up to two meters from sea level.*
- *Block waterfront technic. Concrete cubes of two cubic meters and having the weight of 20-25 tons are placed on top of each other and border is determined. Concrete cubes are done on land and then they are submerged by filling water in them. Then they are fixed by putting rick in them.*
- *Technic of forming fill area with piles; Fills done to Bosphorus are on the piles. Piles that can enter the bottom about 10-15 meters are called as friction piles. Piles are ties to each other with beams and pavement is done on the same.*

PUTTING THE GROWN AREAS TO GOOD USE

From the beginning of 1960's until now, 2,55 km² section of the fill areas taken from the sea and having the size approximately six square kilometers were filled after the year of 2000 and this area is bigger than Heybeliada. It is seen that these areas have many different utilizations, ways of arrangement. Public authorities explain the purposes by connecting them to social reasons and changes were seen so many times in the utilizations of these areas in the course of time despite of the fact of seeing appropriate for the dates they were done. In the fills done firstly, to the contrary of knowing that there shall not be done anything on new coastal arrangements, it was even seen that these fill areas were opened to housing. In the latest and biggest Maltepe and Yenikapi fills done, planning area, meeting area, recreation area functions were mentioned. However, in a city having its population leading to 20 million, it is clear that these

gathering sites shall not be enough by having them in a few certain points. While recreation areas must take place within the city, in pedestrian access distance and with smaller scale and in more numbers; having all recreation need of all settlement gathered in a single area reveals many problems such as transportation to these areas, distribution within the area and coastal utilization of these areas.

The first fill known in Istanbul's Bosphorus goes back until 17th century. The land of Dolmabahçe Palace was a big bay of the Bosphorus where ships moored 400 years ago and its filling started in 17th century (URL 5).

During the Ottoman period, Haydarpaşa grassland was the feeding area of military and palace horses and it was also used as the place of gathering and preparation for military expeditions. There, the sea was filled in the years of 1899-1903 and storage areas, two silos and harbor was established with the addition of offshore breakwater (Muller-Winener, 1998).

In the period of Republic, Pendik shipyard taking place on the Anatolian side was also established on the coastal fill area. Another shipyard area was established on coastal fill area between Pendik Tuzla and allocated to private sector (Doğaner, 1993).

The fill area of to closer years of Republic Period belongs to development acts of Menderes period. In construction activities covering the years of 1956-1959, Sirkeci-Florya coastal road was filled (Eyice, 1999). First it was extended to Kazlıçeşme and then to Ataköy, Yeşilköy and Florya in the following years. The road passes from the fill areas in from of Marmara city walls. Relation of the walls with the sea was cut with the construction of the road and sea city-wall characteristic was lost. Thus, the characteristic of being a city surrounded with land and sea city walls was lost. When we take a look at the land utilization taking place on these coastal fill areas, recreation, transportation, accommodation and shopping areas create the main utilization types. Sea transportation units which generally must take place on the shores as transportation utilization and the coastal road taking place right behind the shore catch the attention. It is seen that there is an anomaly on Istanbul shoreline with these fill areas done (Döker, 2012).

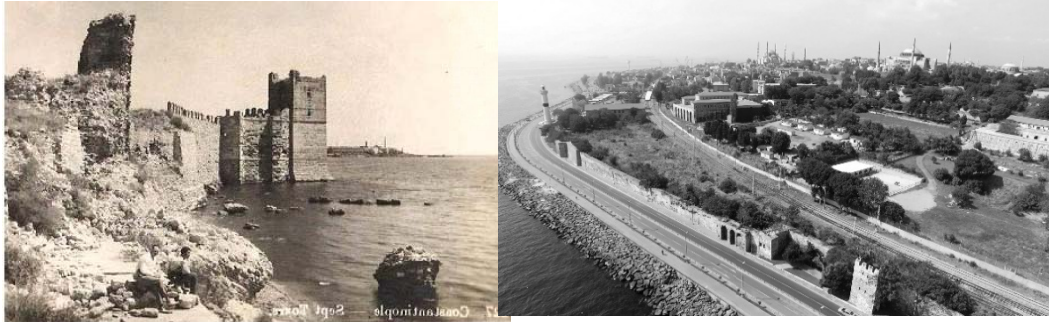


Figure 1 Istanbul sea city walls !!!! (URL 6)

In the years of 1980's and 90's, roads and recreation areas were done by filling the shores of Ahırkapı-Bakırköy, Caddebostan-Pendik, Üsküdar-Harem. Again, in the beginning of 90's, Avcılar shore was filled. In this period, natural shoreline was significantly lost. For example, Salacak Port and Süreyyapaşa Maidens Monument taking place on land meters inside from the sea have become the memories remaining in the old movies (Tuna, 2017).



Figure 2 Süreyyapaşa Beach – Maidens Monument (URL 7).



Figure 3 Salacak Port... (URL 8, URL 9).

The amount of green area taking place on the area gained from the sea with the coastal fill areas from Büyükçekmece to Tuzla consists of 14% of Istanbul's green area amount as of the year of 2012 (Döker, 2012). At the present time, even though it is considered that the amount of green areas is supposed to increase a little with newly added huge fill

areas, green areas with the same rate or presumably much more bigger green areas were lost with 3rd Bridge and 3rd Airport projects.

Total size of Yenikapı fill area which is one of the recent history on the shores of Marmara is 715thousand m². On the other hand, Maltepe Fill Area is a project having one million two hundred thousand m². 190 thousand m² of the project area is the existing fill area and 1 million ten thousand m² is additional fill area. The length of new Maltepe fill area is approximately 3.5 kilometers and its width towards the sea is 400 meters in average. The shore shall enter in the sea 60 meters with the fills done on the shores of Tuzla. 55 thousand square meters of the fill shall be used as green area and the remaining part about 20 thousand square meters shall be the square and promenade area to be used by the people (URL 10).

Büyükkçekmece, taking place on the other end of Istanbul and having continuing shore changes, forms the city's permanent settlement border. The first fill on this shore was done in the years of 1960's and land road was passed through it (Doğaner, 2000). On the other hand, nowadays Büyükkçekmece Municipality is planning to do the fill to the sea in an area of 173 thousand 306 square meters in Güzelce Neighbor Unit in order to gain area from the sea (URL 11).



Figure 4 Büyükkçekmece – Güzelce shore (URL 11)

“Büyükkçekmece Municipality is realizing the Project of Gaining Area from the Sea and Büyükkçekmece – Güzelce Coastline in the scope of Kumburgaz Seafront Project. Fill area takes place at Büyükkçekmece Marmara Sea shore having well organized 25 kilometers of coastline (URL 11).

The distance taking place between the coastal region of the fill areas and sea section show average changing between 110 - 120 meters.

Private ownership shall not be established in these areas under the judgment and disposition of the State. It shall be possible to arrange only technical and

social infrastructure areas such as the roads, outdoor parking places, park, green area, children's playgrounds on these areas."

Another project proposal is Kadıköy coastline fill projects that have come to existence in various times previously with different forms. By adding 3rd stage to Kadıköy Square Project that was considered as two staged in the year of 2014 by Istanbul Metropolitan Municipality (IBB), it was made public that there shall be the fill area where Moda coastline takes place (URL 12).



Figure5 The things planned for Kadıköy – Moda coastline URL 12)

"According to the information of Nazlı Avşaroğlu from Birgün, the project made public by IBB Chairman Kadir Topbaş during March of last year, it would be done on an area of 230 thousand square meters. New Kadıköy Square work was covering the area of 60 thousand square meters by containing Kadıköy Seafront, Metro Station, Haldun Taner Theater, Ferry Ports, 60 thousand square meters of pedestrianized area between Seafront Street and Haydarpaşa (URL 12). However, in the statement done by Kadıköy City Solidarity, by indicating that the project would not be limited with this area and it was converted to three stages and it was stated that "Now, the area starting from the end of the Waterfront to the end of Moda Coastline was added to the project as the 3rd Stage. The area considered as the fill area is right here" (URL 12).

Other than the Marmara coastlines of Istanbul, especially land route needs transportation axes are generated with fills in Bosphorus. These works cause discussions time to time because of narrowing Bosphorus and this also continues nowadays with the new examples. As the example, from the ones latest done; piles were done again to Emirgan coast in the year of 2014 in order to have widening. 1 year later, it was done on Kanlıca-Çubuklu shore (URL 13).

In a similar manner, the works for the penetration of the piles are continuing in different points. Piles seen at Bebek Aşıyan, have come into existence in Golden Horn later on

(URL 13). It was learned that the piles taking place in Golden Horn belonged to Eminönü-Alibeyköy Tramway Line Project (URL 13).

Another fill project in Bosphorus is the seagull project that is also known as Kabataş port planning. Also in Seagull Project taking place in Kabataş and causing the reactions of Nature Defenders, a part of the sea shall be filled and with this purpose, the piles erected side by side to the middle of the sea in Kabataş cause the reactions (URL 14). This Project continues to take place in the agenda because of not obtaining the permission from Council of Monuments for the facilities to be done on the shore together with the discussions regarding the piles penetrated to the sea.

Additionally, there is the causeway being done to the shore of Kuleli Military High School in Bosphorus Istanbul under the name of "Geometric Arrangement" with its tender done in the year of 2015 (URL 5).

Similarly, for the coastal road between Çubuklu-Kanlıca, widening decision was taken in the year of 2015. Also with the completion of the second stage to be extended towards Beykoz, 3 kilometers of coastal road shall become completed (URL 5).

Üsküdar Square Project that is talked for years is also done by filling the sea. In the end of the project, a 12 thousand square meter terrace shall be formed in sea (URL 5).



Figure 6 Üsküdar Square widening piles (URL 15)

In the scope of Üsküdar Square Project by IBB, proposal-zoning plans related to filling of Üsküdar coastline have come to IBB Assembly in December 2016 for the first time. In the plans, the expressions of "with this project, pedestrian transportation in every direction shall be provided without interruption, it shall be possible to arrange various outdoor area organizations, at the same time it shall be possible to use the same place as the gathering area in probable earthquake and similar natural disasters" were used related to the fill area (URL 15).



Figure 7 From Çubuklu – Kanlıca coastline fill project (URL14)

In order to form these fill areas in Üsküdar, the piles applied to the front of Şemsipaşa have caused damage to the artwork and it has become the discussion subject by also taking place in the media. In conclusion, the piling operation was stopped however; the piles done in front of Şemsipaşa could not be removed with the thought of creating more harm on the artwork (URL 16).

It is also planned to do excavation, fill arrangement in Beykoz in Tekel (Monopoly) Factory area by Torunlar Real Estate that has 49 years of utilization permit. It is under consideration to build a hotel on the land that shall fill the coastline (URL 5).

Other than Istanbul's Marmara and Bosphorus coastlines, Black Sea shores have limited fill areas because of having less population density. Despite of the fact of being limited, big fills with the purpose of harbor utilization were done due to compulsion of having the harbor facilities on the shore. On the other hand, at present, the projects completed and ongoing related with Istanbul have started to increase the interventions to Black Sea coastlines.

Harbor project added to 3rd Airport Project is the first of these because of this airport which is one of the most important projects of Istanbul. "IGA Supply Terminal Project" shall be done in order to bring the needed fuel to the airplanes by sea (URL 14).

Additionally, also in the scope of Channel Istanbul Project which is one of the mega projects of Istanbul, the coastlines of both Marmara and Black Sea shall face big artifact changes. With Channel Istanbul Project, there shall be intervention to existing shores and at the same time Istanbul shall have new shores. The expression of "The City with its 6 sides surrounded with the seas" mentioned in the beginning shall be converted to definition of "The City with its 8 sides surrounded with the seas".

Channel Istanbul Project is planned to be completed in 5 years and it is planned to make total of 3 islands with the materials to be extracted from the excavation of the channel and 2 of these islands shall take place in the Marmara Sea towards the Black Sea and on the left side of the channel and 1 island shall take place on the right side. (URL 17). Consequently, it can be said that new islands shall be owned other than the new coastlines.

In the scope of the project, the fill area to be established in Black Sea shall take place in Çatalca and Arnavutköy Boroughs and the islands to be generated on the side of Marmara Sea shall take place on the shores of Büyükçekmece, Beylikdüzü and Bakırköy Boroughs from west to east respectively (URL 17).

When all these fills areas are taken in hand together, it is expected that the total size of fill areas shall leave 7,17 km² Güngören Borough behind (URL 18).

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|---------------------|---|
| 1956: | Emirgân-Sarıyer coastal road |
| 1956-59: | Sirkeci – Florya |
| 1960 | Büyükçekmece land road |
| 1988: | 4,5 kilometer of coastal road between Üsküdar-Harem |
| 1988: | Second causeway done between Çayırbaşı-Sarıyer |
| 1988: | 1200 meter length road between Kuruçeşme- Arnavutköy |
| 1980-1990: | Ahırkapı – Bakırköy |
| | Caddebostan – Pendik |
| Beginning of 1990's | Avcılar coastline |
| 2005: | Telli Baba Bay is filled for Coast Guard Command |
| 2013-14 | Yenikapı |
| 2013-15 | Maltepe |
| 2014 | Emirgan additional fill area |
| 2015 | Kanlıca – Çubuklu additional fill |
| 2015-17 | Üsküdar Square Arrangements – Front of Şemsi Paşa Mosque |
| 2017-18 | Kabataş Seagull Project |
| 2017-18 | Front of Kuleli Military High School |
| 2017-18 | Project formed in result of Beykoz Monopoly land privatization |
| 2018 | Moda – Kadıköy coastline project |
| 2018 | Büyük Çekmece Güzelce coastline |
| 2017 - | Harbor fills for 3 rd Airport |
| | Projects of Islands to be formed in the scope of Channel Istanbul Project and filling the coasts of Black Sea |

EFFECTS OF GROWTH WITH COAST FILLS TO THE CITY

Coast can also be defined as the sections where water and land intercepts and providing the possibility to have reactive time and providing the interactive relation between the people living in the city. Coastal fill area is defined as the filling of the sea through natural ways – such as the alluvial deposits brought by the rivers – or filling of the same by humans with artificial ways because of the needs determined by humans and it is stated in the laws that such areas can be used as shipyard, waterfront, breakwater, pier, boat yard, fill park, recreation area. However, the leading one of the issues related with our laws is having the confusion of authorities with each other and causing authorization chaos in the subject of having the protection of the shores and using for the benefit of community. In Coastal Law, permission was given to be able to do the coastal fill areas by observing the benefit of the community but there is no any article regarding the kinds of fills to be done as well as the kinds of shores to have the fills (Döker, 2012).

Coast has continuous relation with its environment. The relation in question reveals the impacts of the coast and its environment to each other. It must be possible to define the impacts of the coast on the ecologic, economic, social, vb. environment for its togetherness with the environment. Istanbul is one of the cities having the important potentials for all effects of the interventions to be done to the coasts and it is clear that even the smallest scale changes shall have big reflections in it. It explains the utilization of the coast, to be close to the water and positive situation being between the sea and land. As the sea is also an important part of the city because it has the shore to it, coast is not the place where city ends or begins.

Perception of the city-dweller within the site is to put the matter of “Seeing the Coast” to forefront. Spatial fiction makes it possible to touch the water and to see the water by developing horizontally and it has left its place to a vertical understanding which stays away from the water and vertically developed in the effort of seeing the water. Also in the context of seeing the water from the sea, this situation has led the change of city's silhouette and coastal architecture in a sense (Özkan, vd; 2015).

At this point reached today in Istanbul; it is seen that the coastal character changed in horizontal and vertical together with the fill areas done. It attracts the attention that the functions taking place in such areas and generally arranged as the transportation infrastructure and recreation area has weak relation with the water. Trying to meet the important part of city's green area need with the fill areas is one of the reasons of these projects. Additionally, fills are done with many purposes such as the arrangements in the Bosphorus as vehicle and pedestrian roads and ways, trade harbors and touristic yacht



harbors. Alongside of presenting many positive possibilities for the people utilizing the same, there are also negative impacts of the same for the natural life taking place in the seas. Also in the other smaller samples, having deterioration of seas' natural ecologic structure is an important negativity.

CONCLUSION

In planning and structuring the coastline and fill areas; protection – usage balance, sustainability and public welfare (benefit related to community's subsistence) are the basic factors (Coastal Law Number 3621). In this context; in preparation of the plans related to fill areas; compliance of the requested fill and facilities to the provisions of Coastal Law and Regulation; preparing the fill plan offer on the approved current map containing shore edge line; to correlate the fill plan to be done in an area having plan in any scale with this plan. On the other hand, in coastal plan; merger and integration of the human with water and green, being in mutual interaction; not to cause water degradation while reaching this purpose, not to create pollution and protection of ecological balance are among the basic principles (Tuncer, 2013). City fact is the pattern defined by the textures explained by typological and morphological characters, streets and avenues and the centers and/or squares where they intercept. On the other hand, public areas are the areas planned, arranged or self-created for the community where all individuals of the community can benefit from (Alp, 2013). All this criteria must be taken into consideration in all kinds of interventions done also on the shores.

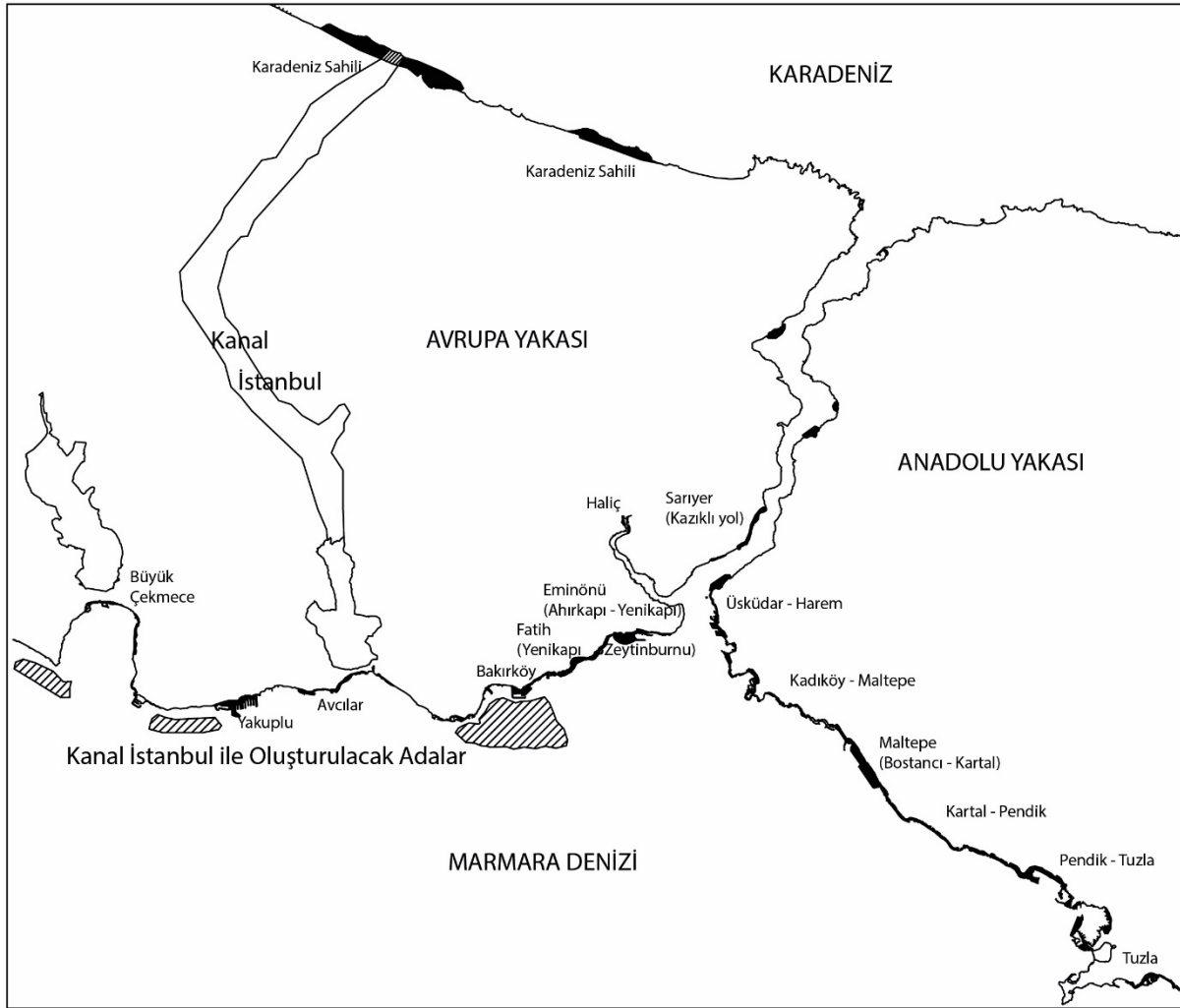


Figure 8 Map of intervention to the shores of Istanbul formed over Istanbul city maps.

Permeability between the sea, shoreline and coastal band determined according to Coastal Law; mobility/instability of these borders according to season and climate conditions in other words, situation of not having a net/defined border is the result of these areas' natural and organic structures. Accordingly, natural borders also determines the natural functions of these areas. On the other hand, permeable surface between the sea and settlement area influences the shaping of the region as a coastal settlement and in this sense, influences the area's orientation, silhouette, morphology and typology against the sea. However, in this understanding, having any asset's misbecome for the expectation is apprehended as as deficiency, negativity or non-existence of the interested thing (Sayın, 2016). On the other hand, fill areas are artificial and filled/designed areas and for this reason it describes a net and artificial border with the sea. Different function areas (transportation, recreation, meeting area, etc.) are determined according to changing wall thickness. Fill converts to a distinct border destroying the existing

permeability between the sea and settlement area and setting the sea back from the settlement area.

At this point, there is the requirement to draw attention to the statements of Chamber of City Planners Chairman, Mr. Tayfun Kahraman: *"We are ruining ecosystem of the city. We privatized the urban areas, skyscrapers and shopping malls were built on them. Now we are filling the sea in order to generate new urban areas. We promised the world to protect our Bosphorus. Situation has deep trouble. I am calling to authorities for them to stay away from fill projects to Bosphorus"* (URL 5).

Additionally, what is said by Alp (2013) for the squares-public areas is also valid for the shores as the same; *"It must not be forgotten that city squares are the public areas showing the most intensive sign of life which can be created and/or sustained by the communities that were able to live concurrent urbanizing period with the urbanizing processes and reached to urbanity. In other words; if we look from a social perspective, also at the present time just like in the past, the squares are the beating hearts, thinking brains and speaking tongues of the cities(12)"*.

When fill areas are evaluated; fill areas created between the sea and land generate a new discussion topic whether they are public area or physically "filled areas". At present time, Istanbul is gradually becoming a city distant from the water. Seeing the sea as a reserve space for structuring which is ready to be used any moment and as a water city, seeing the shores of Istanbul not as opportunities opening to the sea but as the lines drawn in front of this space are the basic matters in this subject. Gradual weakening of city's relationship with the sea causes to see this communication only at the level of seeing and to have the continuation on a limited scale. Otherwise, the city becomes a show case with no life in it and at this point it must not be forgotten that the city is the place having life in it beyond being architectural and physical place.

Putting forward a design problem correctly and unveil the solution is an invention. However, a problem that can be put forward when solved and invented problem gives existence to non-existing and it has the solution complying with the way of putting forward, the conditions being determined as the problem; tools and terms while putting it forward. However, in this understanding, having any asset's misbecome for the expectation is apprehended as a deficiency, negativity or non-existence of the interested thing (Sayın, 2016). Accordingly, in every intervention done to the city; together with physical reflections, interrogation of inhabitability in the place, how and in which direction

that place changed are the prerequisites in order to create more sustainable places in physical, social and economic sense.

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