

REPUBLIC OF AZERBAIJAN

On the rights of the manuscript

ABSTRACT

of the dissertation for the degree of Doctor of Philosophy

**ARCHITECTURAL URBAN PLANNING ORGANIZATION
OF CITY CENTERS IN ISTANBUL**

Specialty: 6405.01 - Urban development, planning of
populated areas and landscape architecture

Field of science: Architecture

Applicant: **Burak Kaan Yilmazsoy Erjan**

Baku – 2023

The dissertation was performed at Department of Design of Azerbaijan University of Architecture and Construction.

Scientific supervisor: Honored Architect of the Republic of Azerbaijan, Doctor of Philosophy in Architecture, Associate Professor
Yegana Arshad Hajiyeva


Official opponents: Doctor of Architecture, Associate Professor
Emir Fikret Huseynov


Doctor of Philosophy in Architecture, Associate Professor
Rufat Rufat Agazade

Doctor of Philosophy in Architecture
Zahid Anvar Mammadov

Dissertation council FD 2.29 of Supreme Attestation Commission under the President of the Republic of Azerbaijan operating at Azerbaijan University of Architecture and Construction.

Chairman of the Dissertation Council:  Doctor of Architecture, Professor
Gulchohra Huseyn Mammadova

Scientific secretary of the Dissertation Council:  Doctor of Philosophy in Architecture, Associate Professor
Malahat Tapdig Eynullayeva

Chairman of the Scientific Seminar:  Doctor of Architecture, Associate Professor
Shahla Shex Ali Kakhramanova

GENERAL CHARACTERISTIC OF THE RESEARCH

Relevance of the research. In the general urban structures of historically formed central cities, there is a complex environmental organization of City center spaces. The core of these cities are City centers, where large-scale historical, cultural and architectural monuments are located, which over time should play the role of a multifunctional center accepting modern architectural projects. In modern times, there is a problem of urban planning of City centers that can retain the power to withstand population growth and technological development. One of the principles of urban planning of such large cities as Istanbul is the need to solve global problems created by non-optimal, unsystematic and emerging City centers for the overall city in modern times. Considering that Istanbul needs to solve urban problems not only for Turkey, but also with the number of visitors to its urban space as part of the world cultural heritage. The systematic organization of City centers in accordance with the purpose of solving these problems is waiting for its solution. From this point of view, solving the problems caused by the City centers of the city of Istanbul in terms of urban planning in the dissertation work needs to be scientifically analyzed as a relevant subject.

Presentation of the issue. The researchers of architecture and urban planning of Azerbaijan, Turkey, Russia and foreign countries were addressed in conducting analysis of the formation and shaping of City centers of the city of Istanbul, providing results and forecasts of the dissertation work meeting modern scientific requirements. However, in the analysis of the formation and shaping of cities, were referred to scientific theories by F.M. Huseynov, G.H. Mammadova, N.H. Naghiyev, A.A. Hasanova, N.J. Abdullayeva, E.F. Huseynov, Y.A. Hajiyeva, R.R. Aghazade, M.N. Mikayilova, N.O. Yusufova. Sh. Kakhramanova, A. Vakilova, S. Dadashova and other Azerbaijani scientists on history and urban planning. The scientific theories of Turkish scientists on history and urban planning such as M. Karaman, A. Oya, and A. Ozdemir were also referred to. Along with them, scientific theories of modern urban planning of foreign scientists were also considered.

The purpose of the dissertation is to analyze the problems of City centers related to service in the urban environment of Istanbul and find solutions, identify the principles of rational and favorable urban planning, important in their organization, and make predictions for the near future.

The issues considered during the dissertation in accordance with the purpose were the following:

1. The history of the emergence and development of so-called City centers in large cities;

2. Formation and activity of City centers in the urban planning structure;

3. The roots of the principles of organizing City centers in the city of Istanbul;

4. Architectural-planning, compositional feature of City centers in Istanbul, their placement and leading role in the city structure by districts;

5. Ways to solve the problems of modern organization of City centers of Beyoghlu, the largest residential district of Istanbul.

The research object of this dissertation was chosen the organization of City centers in the districts of Istanbul on the planning boundaries and the improvement of the modern organization of City centers about Beyoghlu district.

The method of the research. Selected according to modern urban planning methods: It is planned to get acquainted with the fundamental publications, analysis of materials relating to and covering the subject under study by design and scientific-research organizations, the method of photofixation and analysis of the organization of the centers of the neighborhoods themselves in the study of individual areas of the city. The urban planning methods of recent years have been applied.

The scientific novelty of the research lies in the fact that for the first time the architectural and urban planning organization of City centers of Istanbul is given based on the heritage of Turkish urban planning, and thus the problems of the organization of City centers in modern times are evaluated, and the ways of improvement are determined by assessing the role and essence of

City centers within the city districts. The main proposals and the format of the City center are justified by the results obtained from comparative analyzes of the ways of applying the science and practice of urban planning in Azerbaijan.

The practical significance of the research consists of design concepts related to the implementation of the principle of organization of City centers for major districts and large neighborhoods, which is the main focus of the dissertation and obtained as a result of the study.

The scope of the dissertation includes an analysis of the main residential districts of Istanbul - Eyup, Uskudar and Beyoghlu, as well as the centers of nearby neighborhoods.

Approbation of the research. The author presented articles and reports on the main provisions of the dissertation work at various scientific conferences - "Republican scientific conferences of doctoral students and young scientists" organized by the Ministry of Education of the Azerbaijan Republic, at various scientific conferences held at AUAC and other scientific events. The results of the dissertation were published in scientific journals issued in our Republic, Turkey, and the Russian Federation.

Structure and scope of the reasearch. Dissertation work: consists of an introduction (6039), three chapters (I Chapter – 73784; II Chapter – 50046; 2; III Chapter – 119279), a conclusion (5028) and a list of references. The total volume of the dissertation consists of 148 pages and 254180 characters. Illustrations covering the content of the study are presented in the form of albums (69 illustrations) as a supplement to the dissertation.

MAIN CONTENT OF THE DISSERTATION

The first chapter of the dissertation entitled "Architectural and Urban Planning Organization of City centers in Istanbul" highlights the problems of the emergence of City centers, their formation in the structure of urban planning (using the example of countries around the world), the chronology of the history of the first City centers in the city of Istanbul, the placement and organization of

City centers in the modern urban structure.

Chapter 1. The chapter entitled History of the Development of City centers consists of 3 sections and 4 subsections.

1.1. The emergence of City centers

The creation of City centers was recognized as the most important structural element of large cities, as in all countries, and became famous under the peculiar expressions of the countries (agora, forum, term, main shopping streets, etc.). Agora is the name of the people's assembly squares in Ancient Greece. In Rome, the forum was known as a market square and the political center of the ruling classes and emperors. At a later stage, recreational and entertainment areas joined their functions and they were called terms.

Since the period of architectural improvement, the structure of the forums, although very small, was created in connection with the organization of the center of the common urban space. There were other common spaces dedicated to a particular purpose, which were placed in the central area of the city in the form of stepped platforms with a public function (ziggurat) or grouped in the form of large-scale temple complexes. From the 13th-12th centuries BC to the 5th-4th centuries, they were transformed into spaces resembling squares in urban centers as non-residential environments within the city (Parthenon, Erektion, Nika-Propylaea, etc.). In this sense, the Acropolis of Athens has a special significance and created a multifunctional spatial composition.

At a later stage, the essence and forms of such City centers changed with the arrangement of premises with public functions in the city center in the ancient Persian city of Persepolis in 520. For example, in the Middle Ages, the main trading streets served as city centers within the castle cities. With the advent of Islam, the Eastern Muslim city already included palaces and religious centers. In various European countries and in major cities of Russia, the centers of cities are squares, on which the main administrative buildings and complexes are located. They were organized in large buildings. Today, if to compare Istanbul with the city of Baku, the systematic City centers expressed themselves more regularly in the

urban structure of Baku.

1.2. Formation of City centers in the urban planning structure

The formation of City centers in the urban structure also shapes the forms of the central parts of cities, and in some cases influenced the creation of urban structures themselves. Some of their elements formed a complex network, being closely linked to the service centers within the plan-space of the city neighborhoods. This was typical for almost all cities in the Near and Middle East. In this sense, the concept of "market" has established its most important place in the structure of the city as an urban factor for this period (on the example of cities such as Samarkand, Tabriz, Baku, Aleppo, etc.). This situation has brought two organizational criteria to the forefront:

1. Location of residential complexes in City centers;
2. Determination of a place that takes on a particular social function with the expansion of trade.

Thus, in the late Middle Ages, the socio-economic structure of cities acquired a new essence, and they had to change their architectural and planning features, and their zones were defined by the division of cities into parts, which were considered important for a time. Thus, France, England, Germany, Vienna, Paris, London, located on the shores of water bodies, along trade routes, manifested themselves in new urban development achievements and confirmed their city centers as a space¹.

Thus, as cities expanded in the process of zoning in the 19th century, they carried several functions (administrative, commercial, religious, economic, etc.), being in the inner parts of cities in City centers. They were considered centers of social importance by their location. In this case, the architectural appearance of City centers reflects the history of the place, the natural and climatic, national colors, physical, economic, social and artistic factors and is

¹ Arü, K.A. Türk Kenti. Türk Kent Dokularının İncelenmesinde ve Bugünkü Koşullar İçinde Değerlendirilmesine İlişkin Yöntem Araştırması // - İstanbul: YEM, Yapı Endüstri Merkezi Yayınları, - 1998. – 288 s.

manifested in 3 groups as part of the citywide service systems.

1. In the society of management and administrative construction;
2. In the set of building complexes that provide spiritual, cultural, and physical development;
3. A group of structures that provide commercial, household, transport communications.

Modern theory and practice of urban planning plans the center and its surrounding spaces in the city and the process of its zoning². Specify the main center of the city, adjoining centers or important centers in the city, country, region, district, and neighborhood levels, and the principles of their legal formation for the modern times:

1. City centers are artificially created architectural environments, and these environments are the process of organizing one or more connected social lives.
2. City centers are places that protect people from natural factors to carry out short- and long-term necessary processes.
3. The architecture, volume, and spatial form designed in city centers play a role in ensuring their functional purpose in carrying out the social process.
4. The formation of city centers must fully meet the requirements of modern lifestyles.
5. City centers include urban planning, natural-climatic, historical-national, design, physical-technical, economic, social and artistic-architectural factors.

In our modern times, city centers are part of the service system in urban planning, and these parts are mostly formed within 3 groups:

1. Management and administrative structures;
2. Structures that provide spiritual, cultural, physical development;
3. Structures that provide commercial, household and transport services.

From the 1970s to the 1990s, the concept of city center in

² Aydemir, Ş. Kentsel Alanların Planlanması ve Tasarımı / Ş.Aydemir, S.E.Aydemir, Beyazlı D. [və b.]. – Trabzon: Akademi Kitabevi, - 2004. – 500 s.

urban planning structures throughout the Soviet Union was carried out based on legal acts of design. These city centers fell into the following categories:

- City center of national importance;
- City center of city importance;
- City center of district importance;
- City center of microdistrict importance;
- Neighborhood center.

1.3. Emergence of City centers in Istanbul

The city of Istanbul confirmed the name historically given to it in Greek, "going to the city," and after a long development has become the largest industrial, commercial, cultural and transport center of Turkey nowadays. Located on both sides of the Bosphorus, Istanbul includes 14 administrative districts and numerous residential areas and acts as its structural element.

The foundation and development of the city centers in the city of Istanbul went through several stages (3000 BC, Byzantine period, ancient period - 196 BC, Roman city - 330 BC, Byzantine Empire period - 330-1453 BC), the Roman capital Constantinople (between 395 and 1204). The city of Istanbul confirmed its strength and power during these very stages with its urban skyline, temples, government structures and shopping centers.

Thus, during this period, public spaces, called the "brain of the city," began to take shape. Today, the structure of the city can be assessed as a set of small centers consisting of central parts. At that time, mosques in the Eyup district, considered palaces and holy places, had already established themselves as a system. Thus, in the most important places of the city began to be built such buildings as mosques, madrassas, mansions, hamams.

The development of the city of Istanbul between the 20s and 50s can be associated with the establishment of the republican system in the country. With the proclamation of the Republic, the character of the layout, which expressed a given line, led to the emergence of a new structure in the urban space of Istanbul.

As a result of in- and out-of-city migration, this situation revealed a characteristic differentiation of city centers. Thus,

between 1990 and 2010, a new form of organization was created through the spinning off industrial enterprises, which were mainly centers of power, and through the consolidation of city centers within their functions in the service sector, which were given a mixed structure. Thus, although located within the city limits, city centers were separated from residential sectors, and the design of new city centers with a free macro form was approved, but at the same time this process led to urban sprawl.

1.3.1 The Byzantine Period (667 BC - 332 AD)

"A Review of the Historical Evolution of the Spatial Structure of Istanbul" by Ilber Ortayli explained in a scholarly analysis that the only factor that caused Istanbul to change in that period, that is, the Byzantine period, was that the city already had a religion. It is also shown that the culture of insularity and neighborhood brought by this religion dominated the city. Religious monumental buildings were built during this period (Hagia Sophia). The city continues to grow unevenly, more towards the west and less towards Pera. As a result of this expansion, the huts built in the outermost parts began to remain between the centers of settlement and shifted farther to the west. Commercial mobility continued to grow in the city, creating a description of the feudal appearance. Again, because of the Crusades and other events of this period, the city was sacked, looted, and some of its monumental buildings lost or damaged. Looting during this period resulted in an economic crisis. In the Pera part, the spot of the settlement gradually began to be felt and viewed.

1.3.2 Ottoman period (15th-16th centuries)

In the next historical phase, it was possible to define the city of Istanbul as the center of Anatolia and Greece, as a strategically important city expressing state power. The city, Istanbul, was formed and regained its importance in a vast area with its palaces, which exercised state policy from Tophana, Barythana, the port and other places. The main elements that form the urban space are palaces, port, mosque, collections (books), began to shape a set of spaces, which can be expressed as the "Brain of the City" to create and manage the military, administrative, financial and religious

processes. Spaces with different purposes gathered around the central part.

During the Ottoman period (1453-1922), the first repairs to the city began with the collapsed fortress walls. Both by order of the king and through the efforts of those in power, buildings such as mosques, madrasas, palaces, baths, and "darulshefa" (hospitals) began to be erected in various adjoining areas of the city. The analysis by Oya Akin, "Istanbul from Antiquity to the Present Day," mentions that the king did not think it appropriate to sit in the first palace he built to be near such city centers, so he built today's Topkapi Palace called "Saray-i Sedid-i Amire."

When analyzing City centers, it is possible to assess this period as a period of the emergence of small centers, located at great distances from each other, haphazard.

1.3.3 Istanbul during the Republican period (1923-1950)

In 1923, at a time when the Republic was proclaimed in Turkey, in the light of the Nationalist and Modernist understanding, the architectural environment, the draft of the architectural landscape formed by the workplaces, public and residential buildings built in the national architectural style based on the State policy, led to the creation of a new, different structuring in the urban planning space of Istanbul. The city, which had a leading policy and maintained its expression in every urban area until the proclamation of the republic in 1930, began to see the rapid development of commerce and services, followed by more investment. Innovations in urban planning also began to include more squares, a network of boulevard streets, open-air stadiums, exhibition and opera halls with a community center concept. It also showed new life by organizing beach and water sports carnivals, creating harmony between the city and the coast.

During this period, the city lost the traits of a metropolitan city and a city of government (power) and became a metropolitan city and, as they call it, a city where money is handled. It also focused on the problems of lagging behind the Ottoman period in terms of beautification of the city. Planners were brought in to modernize the city and created urban spaces such as roads, avenues,

stadiums, and squares. Until the end of the Ottoman period the city, which remained on the historic peninsula of Byzantium, i.e. inside the walls, in this period spread out towards the shores of the Bosphorus and the Sea of Marmara. The neighborhood inside the walls began to lose its former vitality and popularity.

1.3.4. Analysis of the city of Istanbul in 1950-1980.

Thus, if we briefly assess the system of spatial organization of a large city like Istanbul, covering the 1950s-1970s, we can come to the following conclusions:

- During this period, in the historic districts of Topkapi, Ramin, Gazi Osman Pasha or in areas formed by the concept of the city center, with the conclusion of various industries, arriving in the city to work in droves covered the entire area;
- Small industrial organizations, commercial and residential neighborhoods blended into one another, creating new urban structures;
- Again, the transportation infrastructure was being created during this period. Improvement work was in progress. Restoration processes started in every urban space.

If we evaluate the period of the 1970s and 1980s and its impact on urban space, we can come to the following conclusions:

- The opening of the Bosphorus Bridge I in 1973 was a turning point in the spatial formation of Istanbul. Prior to this period, the east side (north of the E-5 corridor), which we can define as a middle- and high-income residential area of the city, began to develop its public spaces and parallel low-income residential areas at the expense of rapid industrialization.
- While the urban banks of the Bosphorus and southern London Asphalt were chosen as middle- and high-income residential areas, the surrounding and northern London Asphalt, industrial areas and low-income residential areas that were developing around these areas had begun to shrink.
- While the functions of the city's City center were concentrated at certain points on both sides and defined sub-centers (such as Shishli, Mejidiyekoy, Bakyrkoy, Kadykoy), on the one hand they tended to grow linearly along transport arteries

(such as Baghdad Avenue.)

- The main determining force in the city's external growth as an oil slick is industry.

Thus, the new factors that create the urban structure shown above can be assessed as factors influencing the large-scale formation of City centers in Istanbul.

Chapter 2. The chapter entitled "Principles of Organization of City centers in Istanbul's Urban Areas" consists of 4 sections and 4 subsections.

2.1. The Place of City centers in the Modern Urban Structure of Istanbul City (1990s-2010s Istanbul)

After 1990, along with the reorganization and supply of new industrial relations and services, profitable residential complexes were formed, offering within them micro-functional spaces for a variety of people. The macroform of the city and residential areas took a more northerly direction. Residential areas of different social strata of the urban macroform not only in the northern directions, but also in the eastern and western directions cover quite large areas.

Turning to 2010, the macroform assessment for Istanbul highlighted 4 major growth corridors. 1st Growth: Denoted in the northern part of Lake Kichik Chekmeje - Bahchesheher, Asenkend, Bashaksheher, Kayabash, Ispartagulle, Arnavutkoy, Tasoluk, Bogazkoy, Tasdelan. There has been an urban drinking water basin, agricultural and forest land in these areas since the beginning. 2nd Growth: starting from Maslak and covering the areas of Sariyer, Bakhchekoy, Zekeriyakoy, and Kilios. 3rd Growth: beginning with Umraniye, it covers the areas towards Chekmekoy, Sanjaktepe, and Sila. 4th Growth: Corridors covering areas located in the direction of Kurtkoy, Aydinly, Orhanly, Akfyrat. As we mentioned above, with the creation of these places, serious changes were made to the ecological environment of Istanbul, the natural landscape has lost its structure and structure.

2.2.1. Analysis of transportation and communication connections of City centers in Istanbul in urban planning

In 1970, a transport and urban planning project was developed in Turkey. This project is the Bosphorus Bridge, in which foreign specialists were also involved. Taking it as an example, there was a project that evaluated the capital ties of Istanbul and Ankara.

"Istanbul Transportation Master Plan" 2011 - Commonly used positions in Istanbul's transportation plan:

- Historical transport infrastructure of Istanbul;
- Analysis of the use of transportation for each category of population in Istanbul;
- Analysis of the different categories of Istanbul's transport and road network;
- Istanbul Metro Rail Transport;
- Istanbul Sea Road.

Planned in Istanbul until 2014:

Transportation routes - 29,861 km.

Railroad - 231 km (development of transport from 2023).

Here is the beginning of the variable rate model for users:

1. Chatalja - Silivri - Boyuk Chakmaja
2. Arnavutkoy - Asanyurt - Beylikduzu - Ovchular - Bashak Shahr;
3. Kuchuk Chakmaja - Eyub - Esenler - Baghjilar - Sultangazi - Gazi - Osman Pasha - Bayram Pasha - Zeytun Burnu - Fatih;
4. Sraiyer - Shishli - Beshiktash - Beyoglu;
5. Uskudar - Beykoz - Kadikoy - Kartal - Maltepe - Ata Shahr - Umraniye;
6. Chakmakoy - Sanag tepe - Sultanbeyli - Pendik - Shila;
7. Tuzla.

So, let's analyze the ranking numbers above:

Sariyer - Shishli Beshiktash - Beyoglu are considered the largest in terms of population and services, jobs, and community center. Because the area of 5 km is used by the population, which can communicate with the structures that make up the city.

Chatalja - Silivri - Beyukchekmeje has the lowest number of population, types of services and jobs and have no city center. In the use of the population creates a connection with the structures that make up an entire city area of 48 km.

Transfer centers were designated for the Anatolian region of Istanbul. Transmission centers have been identified in the European territory of Istanbul. This designation includes the following items:

1. Transfer centers (available) (e.g., parking lots for people who have completed the seaway and continue to travel by rail);
2. Transfers under construction;
3. Projected transfers;
4. Project approved;
5. Territory newly designated (selected);
6. Projected stops for private and public transport;
7. Newly identified (selected) transportation stops;
8. Bus Stations (Terminal) project status;
9. Newly designated Bus Stations.

It should be noted that the core of the general transport infrastructure of Istanbul are 3 world-famous bridges connecting Europe and Asia. These are the July 15 Martyrs Bridge, built in 1973, the Fatih Sultan Mehmet Bridge in 1988 and the Yavuz Sultan Selim Bridge in 2016.

2.2. Design Principles for Centers in Istanbul's Urban Areas

There are special requirements for the principles of urban design and planning in the urban area of Istanbul. In recent years, global urban planning problems have been reflected in the analysis of General Plan - the Master Plan.

These planning projects, which also comply with the principles of Azerbaijan's urban planning project, should refer to the analyses of population growth, transportation network, jobs and shopping centers in the "Istanbul metropolitan area - Urban Transportation Master Plan" (2011) project developed in recent years and the city of Istanbul, the organization of the center in the area should be clarified. We will target the city of Istanbul with 2020 data, an area of 153,900 hectares and a population of 16 million 67,000 people.

All service functions and units in the existing area of the city of Istanbul were analyzed. That is, the demand for services is compared with the demand of the population. These rates are

individual for each region. With the equality of population demand in the center in Kadykoy, Uskudar, Beshiktash, in areas outside the center, both in the eastern and western areas, these ratios lose their equality, the balance of services and demand is violated. The densest network connection of the city center chain appears to be mostly broken when comparing the center and nearby regions. The sub-centers in the area have concentrated their role very closely in Beshiktash, Beyoghlu, Fatih, the local centers perform their functions in Kuchukcekmeje, Bahchelievler, Baghjilar, but only the local centers retain their existence in Chatalja and Silivri areas.

It should also be noted that the city center format for Istanbul throughout the city is expressed in the concept of multifunctional shopping centers. If we imagine the spatial arrangement of both historic and service shopping centers for modern Istanbul as a city center, the spaces that create this system are:

- 21 centers in Shishli, Beshiktash and Beyoghlu;
- 14 centers in Baghjilar;
- 4 centers in Kartal;
- There are 7 centers in Kozyataghi

2.3. Principles of organizing City centers in the Uskudar and Eyub districts of Istanbul

Thus, as the transportation network within the city is modernized, the number of attractive locations on its border's increases, which means that service points are closer to the customer and can more easily meet their needs. Thus, because of Istanbul's 4-directional expansion, green spaces are shrinking and roads are encroaching into residential areas, and their increase worsens the environmental situation. However, the 2011 master plan strengthens the impact on Istanbul's transportation system, as its sub-objectives seem to focus on building neighborhoods.

Here we begin our analysis of the evaluation of community centers on maps during the historical development of the Uskudar region: (Old Maps of Istanbul).

- Uskudar is an area located in a deep valley open to the sea, consisting of hills bordering Kadykoy, Beykoz and Umraniye, at the end of the Kojaeli Peninsula, where the waters of the Sea of

Marmara and the Bosphorus meet.

When analyzing the physical identity in Uskudar, we can divide the residential groups into three groups based on the diversity of uses:

1. Commercial buildings;
2. Six commercial buildings with apartment above;
3. Buildings used only as apartments.

2.3. Principles of organizing City centers in the Uskudar and Eyup districts of Istanbul

The features of the organization of city centers for the 6 largest districts of the city are shown and their importance is defined. The former is distinguished by its structure and the possibility of connecting Istanbul to Asia, and Uskudar remains the region with the largest population in terms of population. On the other hand, the development of social and religious buildings makes the region more important. The residential districts of this area are also complex in their ethnic composition and were represented by three groups: a group of commercial buildings, six mixed-use commercial buildings, residential units, and buildings used exclusively as residential apartments. One of the positive aspects of urban development in this area is the square, standing at the intersection of transport routes. Because of this, many squares function as City centers and gathering places. This situation is a positive feature of today's Istanbul and makes it necessary to build commercial space on certain axes of highways. Thus, since 1980, the Uskudar District has shown itself in changing its image, in the construction of the "New Quarter," in the development of slender houses and the erection of the middle floors.

In Eyup, another district of Istanbul, the formation of public buildings as a local center first showed characteristic construction principles and important features. If we trace the historical process of development of the Eyup district, we can see that, as there are more places of worship, the function of religion prevails in the area, and the residential buildings located here stand out among the greenery with their appearance.

The rapid progress of the area must be attributed to the

process of urbanization with the growth of trade and crafts and the settlement of industrial workers. This district is one of the places that has been able to preserve its cultural structure at least partially. Even though it is outside the walls of the castle, a lot of landscaping has been done in the Eyup district. This was mainly due to the construction of palaces on the coast and the improvement of their surroundings.

The district of Jihangir, which is one of the regions where the history of urban planning in Istanbul took place, has different social classes, so the levels of residential buildings are also different. The architecture of some raw brick homes is very simple. Because this place developed as a low-class residential area, the utility facilities are in places where they form a small center and are weak in terms of service. In contrast, the so-called Arrow Square is a large space in scale as a district center. The spatial planning of this place was drafted a long time ago. It is also located on the most important transport axis of the city and forms the transport "backbone" of the city. This place, covering an area of 160 hectares, has historically been one of the educational centers of the population (with the construction of madrassas).

Today Istanbul is a huge city with a high business status, rather than a city with ancient history and architecture. Its formation took place according to a certain principle (in the direction from larger to smaller) with household service facilities located in regions and neighborhoods, functioning as a community in a single structure. The most typical of these regions is Eyup district, which has the characteristics of a regional center. So, of course, the big changes that determine the scope and types of services of Istanbul's City centers are taking place in the former residential area.

2.4. Principles of Istanbul's Spatial Planning Project (using Arrow Square as an example)

In urban planning practice of Turkey there are projects of territorial planning at a scale of 1:5000. The main lines represent the type of project expressed by the broader planning analysis, which corresponds to the master plan and detailed plan projects from the principles of urban planning projects in Azerbaijan.

In examining the transportation pattern around the planning area, the most important direction for the area is the D-100 highway, which runs through the north of the area and is the most important axis in Istanbul's transportation network within the country and the region. Other important axes for the area are Piyalepasha Boulevard, which runs through the eastern part of the site, and Kasimpasha Haskoy Avenues, which runs through the south. Kasimpasha Haskoy Avenue is part of an important road that runs along the Bosphorus Strait on the west side of Istanbul and connects with the Bosphorus and Fateh Sultan Mehmet bridges.

If we analyze the principle of urban planning by the Turkish urban planning method for the "Arrow Square" area, we see that the composition of the project is carried out in the following order:

- Special (intact) areas, current situational plan: within 160 hectares the following analyses are given:
- The total area of 14 historical territories in the planning zone with the condition of absolute protection: 20.6 hectares.
- The total area of 2 historic cemeteries in the planning area with the condition of absolute protection: 13 hectares.
- The total area of the historical site in the planning area: 33.6 hectares.

The Arrow Square shows green space and supply areas, and squares.

Each neighborhood and its interior was analyzed according to the current situation.

A functional zoning plan and project proposal plan of the area have been submitted.

The planning project studies of the Arrow Square area above refer to materials taken from the "Beyoghlu Municipality 1/5000 Master Plan".

Chapter 3. The chapter entitled "Problems in the Modern Organization of City centers in the Beyoghlu District of Istanbul" is divided into 4 subsections.

3.1. General principles of City centers in the Beyoghlu district

Galata is the region that is now called the core of Beyoghlu.

The oldest known name of this region is "Sike." "Sike" means "fig tree" in Greek. It is known that the Romans, who ruled the region in 146 B.C., called the region "Sycena." The name "Galata" appeared after the 8th century. Today the two old Galata and Pera districts are called "Beyoghlu." These two names have long been used together. While the Christian Ottomans and Europeans used the name Pera, the Turks called the region Beyoghlu. After the War of Independence, in 1925, during the Turkification of the names of cities and districts, the name Pera was removed, leaving only the name Beyoghlu. However, the name of Galata was not touched.

In the 17th century, Beyoghlu started from the north of the Galata fortifications, from the tower gate near the Galata Tower and extended to the regional school called Galata Palace.

Beyoghlu, generally developed in the 19th century. The reason for this development was the unprecedented growth of Ottoman foreign trade and the development of transport during this period. During this period, because of the Ottoman Empire's integration into the global capitalist system, Beyoghlu became the center of international trade.

In the 20th century, the area between Galatasaray and Taksim in Beyoghlu became more important. The fact that there are still houses with gardens in this area and that these can be converted into apartments has enabled the development of this area. In addition, the first electric tramway connecting Beyoghlu and Shishli in 1913 made the Galatasaray-Taksim area more centralized than the Tunel-Galatasaray area, making Beyoghlu an accessible and popular destination.

Developing in the 20th century, Beyoghlu expanded to Levent via Machka, Nishantashi, Shishli and Bomonti.

The region suffered during the demonstrations against Greece on September 6-7, 1955, because of Cyprus. After this date, the local confectioneries and similar entertainment establishments, which were in minority hands and where more craftsmanship was developed, were closed, and Beyoghlu lost its former value. After the 1950s, Istanbul's excessive growth because of rural migration and rapid urbanization, the development of new neighborhoods, the

spread of entertainment, commerce, and wealthy families into new emerging sub-centers, and cultural changes in society reduced interest in Beyoghlu.

3.2. Modern organization of city centers in the northern Bayoghlu district

When analyzing the city centers in the closed urban structure of Istanbul, the most central district is Beyoghlu, which has more than 40 neighborhoods. Many of its neighborhoods serve as local centers themselves. From this point of view, identifying their main progressive sides defines very interesting points. In the structures of the three main Beyoghlu districts (north, center, and south), city centers were organized in different forms.

Thus, the principles of organization of city centers in the three main areas of Beyoghlu (north, center and south), given at the level of projections, will be considered important for future development. The organization of centers in the closed structure of the northern region is mainly designed for 3 places: Sutulce, Dolapdara and Arrow Square. Sutulce district consists of 2 neighborhoods (Hajioghlu and Sutulce neighborhoods).

Only 5,000 people live in Shururi neighborhood, but as a center with a local social core position, it is very conveniently provided in terms of transportation services.

Kikchipiyala neighborhood has 8500 inhabitants. There are 2 mosques, namely Mumjizade, Musliddin and Chetik-Adyk Pasha tombs. The old bathhouse here has been restored and turned into an exhibition hall.

It should be noted that the second district of Beyoghlu district is a place with 12 neighborhoods. It includes 2 public, cultural and commercial centers (Kasympasha and Taksim) at the city scale. It was restored and beautified at the beginning of the 21st century. Today it is considered one of the most developed centers. One of the important neighborhoods in the central region of Beyoghlu is the Camikebir neighborhood, which has preserved its history and developed its modern form. This neighborhood has its own mosques (Yahya Kahya, Chatmali Mosque (1809), Al Reza Mosque (1706). Civil buildings include a madrasa, a bathhouse, an education center,

a court and a university named after Mimar Sinan. This region also contains several local working ports.

After the reconstruction that took place here before the 1980s, Taksim became the pedestrian zone of the city, free from demolitions. In 2000, the construction of the metro station made Taksim even more attractive as a city center. In 1969, it served under the name of Istanbul Palace of Culture. Today it is one of the most important public and social objects. Taksim also functions as a service location.

Overall, this is a region that represents the spectrum of Istanbul's residential and social traditions. Kalyonjukulluk neighborhood bears traces of Ottoman, Greek and European architecture. The neighborhood bazaar functions as an institution, but the construction of Barak Square here makes this neighborhood important for Istanbul.

3.3. Organization of City centers in the central region of Beyoghlu (Sutluje-Dolapdere-Arrow Square)

Let us examine the architectural structures that constitute the city center of the neighborhoods that exist with certain specific names in the form of closed structures in 8 districts of Beyoghlu, the most central district of Istanbul. We traditionally divide this area into 3 zones: northern, central and southern. The central area of Bayoghlu is characterized by a dense urban structure that creates difficulties in the provision of City centers and spaces. The study examines the role of the city centers in addressing these challenges by providing a range of services and places for residents. The dissertation begins by providing an overview of the region and its urban structure, followed by a discussion of the challenges residents face in accessing public services and spaces. It explains the concept of City centers and their potential to address these challenges by providing a range of services and spaces in a central location. It is concluded that City centers have the potential to play an important role in addressing the challenges of providing public services and spaces in dense urban areas and that more research and investment is needed as a means of improving the quality of life for residents of these centers.

3.4. Organization of City centers in the southern district of Beyoghlu (Tarlabashi-Jihangir-Galata)

There are neighborhoods that are free of settlements and function only as social and cultural centers, while others, on the contrary, are the easy accessibility of religious buildings (churches, mosques, synagogues, synagogues, shrines, etc.), recreational parks and other squares of the population, which appear more unique because they are in the shade. These include the Mueyyedzade Shakulkul and Tomtom neighborhoods.

Although there are not many service facilities in the regions, there are neighborhoods with a higher administrative and commercial (business) core (Atlas Han, Insan Ishan, Balkan Han, Bosna Han, Deniz Ishhan, Ershehin Ishhan, Malatya Ishhan Nejatibey Ishan, Shairoghlu Ishhan, Yıldız Han). In addition to cultural and art objects, the presence of numerous underground passages in the form of passageways proves that these areas were considered a city center.

Thus, the principles of organization of the city centers of Istanbul in modern times are derived from the following direction:

1. Centres organized as single-function spaces.
2. Main organizational forms of mixed-function (residential) centres.
3. The organization of multifunctional centers playing the role of a purely social-administrative, business district can in principle be considered optimal.

Thus, in the framework of Chapter 3, we can say that a compilation of the classification of buildings within the neighborhood according to 7 regional divisions is given. Thus, the provision of the elements that make up a city center, i.e. facilities and sites, can determine which neighborhoods are more fortunate in the service area, and determine the extent to which they are developed. This allows us to make optimistic predictions for the near future for the realization of the organization of the service system in Istanbul at the expense of new city centers.

MAIN RESULTS OF THE RESEARCH

1. Historical circumstances, political changes, the creation of various functional areas and, of course, the creation of City centers in the city of Istanbul were influential. The urban structures that form the center of the historical peninsula, in parallel with the process of spreading to the Bosphorus and Marmara coasts in the 2nd stage, caused the spread of the source of life currently located in the north.

2. The districts of Eminonu, Beyoghlu, Kadikoy, and Uskudar (neighborhoods), which are considered the traditional center of the city, have retained their main place in Istanbul's environment, even in the country, as central spaces with various functions such as market squares that carry out various kinds of life activities. An active transportation system also supports the complex system of functioning of these spaces as central public spaces.

3. High-level public service centers with various functions are being developed in the districts of Shishli, Medjidiyekoy, Beshiktash, Kadikoy, a continuation of traditional centers, high service capacity, which creates a new transportation system. Parks and landscaping are also being developed here at a high level.

4. As part of the developing transport infrastructure, centers emerging at intersections and transfer points of streets, sub-centers such as Levent, Topkapy, Kavajik, Kozyataghy, provide multifunctional services such as trade, tourism, food, entertainment, culture and offices, organized with such internal structures. The residential buildings around these centers have created a series of expanding and developing environments, various transportation hubs have formed with these centers, and the severity of the income generation process in these spaces has led to the expansion and deformation of these macro environments.

5. Solid centers developing on the "main" boulevard connecting the transport routes led to the creation of special purpose areas in the old industrial zones and parks of the city, which are contact points with all foreign countries.

6. The constant absence or delay of planning projects

sometimes resulted in very large areas not being accounted for in planning. That is, it led to the creation of places like Yenibosna and Kartal. Closed city centers that meet modern requirements have already been designed on these spaces.

7. The analysis suggests that Turkish urban planning projects had and still have different principles of approach compared to the Azerbaijani. Urban planning practices are presented as part of a broad presentation of the General Plan, spatial planning and other existing government plans in Turkey.

8. The urban planning project for the city of Istanbul is called "Istanbul Metropolitan Area". Urban Transportation Master Plan. (IUAP)." In contrast, this project is a complex project presentation according to regional and district planning project principles. The practice of designing general transportation schemes in Turkey began in the 70s of the last century.

9. In Azerbaijan, community center solutions based on the principles of the draft master plan can be applied for the first time for the city of Istanbul. Because there is a need for alternative proposals in the urban planning principles of the city of Istanbul, projected for 2023.

10. To reduce the central business status of Istanbul, a four-tiered distribution project proposal in Turkey is needed. The principles of emergence and formation of city centers in the urban planning and spatial structures of the Istanbul district, neighborhood, neighborhood type (from large to small) was chosen as a method for the analysis.

11. Historically, the center load in the current Istanbul Master Plan project has only expanded along the South Sea coast of Marmara. More precisely, Istanbul, as a megapolis, has the logic that City centers should be free of gravity in the most central areas.

12. To reduce the number of flights to Istanbul Ataturk Airport and Sabiha Gokcen Airport, a proposal can be made to build a new internal airport in the Chatalca region.

13. By 2023, the construction of the Avjilar-Silivri-Seaway route and the use of the Marmara Sea Route can be considered optimal.

It is proposed to transfer the burden of city centers from the regions of Istanbul such as Beyoghlu-Galata-Fatih-Shishli-Beshiktash, which pose urban planning problems, to Arnavutkoy and Shile. New community centers will be presented with a complex solution in the internal planning structure in the combination of architectural structures and facilities such as shopping centers, business centers, recreational parks, religious buildings square, sports and health complexes.

14. For the proposed highway, 2 routes are proposed until 2023:

- Eyub - Arnavutkoy - Main highway. The section of 25 m. (3+3)
- Beykoz - Shile - Main highway - cross section - 25 m. (3+3).

Due to its city status, Istanbul increases the percentage of rail usage (from 6.6% to a minimum of 30%) compared to nearby cities such as Osaka, Tokyo, and Nagoya, and then reduces domestic passenger traffic by 34% from 64.4% of bus routes led to a decrease in traffic density of this city.

15. The functions of City centers with different purposes, where the city of Istanbul brings together large central structures from the territory of Turkey, need to be regulated by a 4-tier system (Central business district, Sub-centers, Urbanization centers, Local centers):

- Central business district: Istanbul, Ankara, Izmir, Adana, Gaziantep.
- Sub-centers: Bursa, Antalya, Trabzon, Konya, Diyarbakir.
- Urbanization centers: Balykesir, Samsun, Kayseri, Elazygh, Erzurum.
- Local centers: Manisa, Sivas, Aghri.

The main content of the dissertation has been reflected in the following articles:

1. Afet yasaşı ve kentsel dönusum forumu. İstanbul Barosu Yayın Kurulu. İstanbul-2012. s.167.
2. Şəhər faktı. Azərbaycan Respublikası Elm və Təhsil Nazirliyi.

- Doktorantların və gənc tədqiqatçıların XVIII Respublika konfransın materialları. Bakı-2014. s.430-433.
3. Sürdürülebilir mimari və yeşil tasarım ve ile kentsel yenileme. İleri teknoloji bilimleri dergisi. N7(1). İstanbul-2018. s.31-41.
 4. Yeşil ekonomi hareketinin çevri ve sosyal yaşam açılışından değerlendirilmesi. IV Beynəlxalq konqresin materialları. İstanbul-2016. s. 396-407.
 5. Akcakoca District Coastal Land Use-Environmental Situation Analysis. V Beynəlxalq simpoziumun materialları. Jahorina-2014. s.331-332.
 6. Kentsel Ulaşımında Yaya Öncelikli Planlama. Tasarım ve Tranzit Odaklı Gelişimin Metropol Kentlerdeki Deneyimi, İstanbul Orneği. Kent Kültürü ve Yönetimi Hakemli Elektronik Dersi. N14 (11). İstanbul-2018. s. 523-543.
 7. İstanbulda nəqliyyat və rabitə əlaqəli şəhər planlaşdırılması. AzMİU-nun Elmi əsərlər jurnalı. N2. Bakı-2019. s.16-23
 8. İstanbul şəhərində ictimai mərkəzlərin formalaşma mərhələləri. Şərq Ölkələri Beynəlxalq Memarlıq Akademiyası. Memarlıq, şəhərsalma tarixi və bərpası jurnalı. N2(18). Bakı-2019. s. 145-152
 9. Особенности архитектурно-градостроительной организации общественных центров города Стамбул. Сборник материалов международной научно-практической конференции. Пенза, 2020. с.219-222.
 10. Değişen-dönüşen kentlerde kamusal alan olanakları: aktif kaldırım zonları. Mimarlık, planlama ve tasarım alanında akademik çalışmalar-II. İstanbul-2020. s.331
 11. Tarihi süreçte salgın hastalıklar ve değişim: covid-19 sonrası mimarı ve kent. N8 (66). Journal of Social and Humanities Sciences Research. İstanbul-2021. s. 2-15.
 12. İşletmelerdeki dijital dönüşümün mühendislik eğitimine etkisi. Rumeli Mühendislik Eğitim simpoziumu. İstanbul-2022. s. 59-69.

History of the development of city centers

FƏSİL I

İCTİMAİ MƏRKƏZLƏRİN İNKİŞAF TARİXİ

5

Müasir şəhərsalma nəzəriyyəsində ictimai mərkəzlərin mənə açılışları (şəkil)

1- İctimai mərkəzlər süni yaradılmış memarlıq mühitidir və bu mühit bir və ya bir neçə əlaqəli ictimai həyatın təşkili prosesidir.

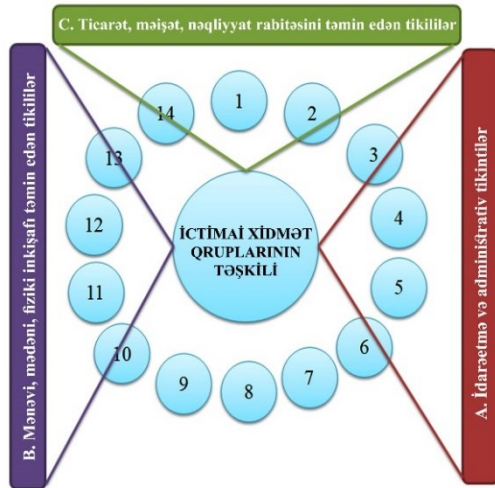
2- İctimai məkanlar, insanların qısa və uzun müddətli lazım olan proseslərin həyata keçirilməsini təbii faktorlarından qoruyan məkandır.

3- İctimai mərkəzlərdə layihələndirilən memarlıq, həcmi və məkan forması öz funksional təyinatını sosial prosesin aparılmasında təminatdır.

4- İctimai mərkəzlərin formalaşması lazımı tələblərə tam cavab verməlidir.

5- İctimai mərkəzlər şəhərsalma, təbii, iqlim, tarixi və milli, konstruktiv, fiziki, texniki, iqtisadi, sosial və bədii memarlıq faktorlarını özündə cəmləyir.

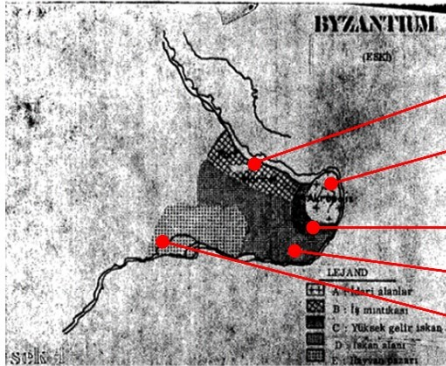
- 1- Ticarət və ictimai qida sektoru
- 2- Məişət xidməti
- 3- Kommunal xidməti
- 4- Siyasi və qeyri dövlət təşkilatları
- 5- İdarə etmə
- 6- Maliyyə və sığorta xidməti
- 7- Elm və inkişaf xidməti
- 8- İncəsənət
- 9- Mədəniyyət
- 10- Maariflənmə
- 11- Sağlamlıq və mədəni ictimai xidmət
- 12- Tikinti
- 13- Nəqliyyat
- 14- Rabitə



İctimai binaların təsnifatı

1-2. İctimai mərkəzlərin şəhərsalma strukturunda formalaşması

History of the development of city centers

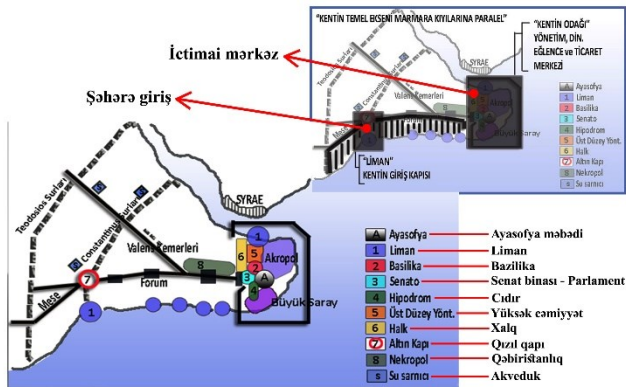


Bizans Dövrü ilkin şəhər əraziləri (İstanbul)

- 1- Bölgəsi-Sarayburnu Bizans Akropolu (1 Hakim Dairə Mərkəzi)
- 2- Bölgəsi-Sarayburnu ilə Unkapamı (Akhilleus Hamamı Mərkəzi)
- 3- Bölgəsi- Agora (Zeuxippos Hamamı Mərkəzi)
- 4- Bölgəsi Bahçılar və aşağı gəlirli qruplar (xalq) (Thrakion Meydanı)
- 5- Bölgəsi-heyvan ticarəti (Nekropol)



Bizans Dövrü (e.ə.667 bizim eranın 332)



Mərmərə Dənizi Hövzəsində ictimai mərkəzlərin yaranması (Roma/Bizans dövrü)

I-3.1 Bizans dövrü (e.ə. 667- bizim eranın 332)

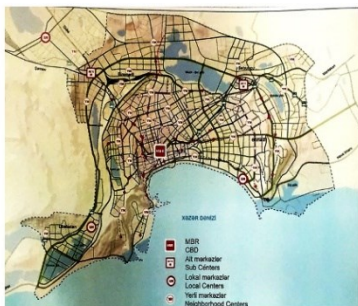
Principles of organization of city centers in Istanbul's urban areas



İstanbul Şəhərinin mövcüd sərhədləri (39 rayon üzrə) və ictimai mərkəzləri

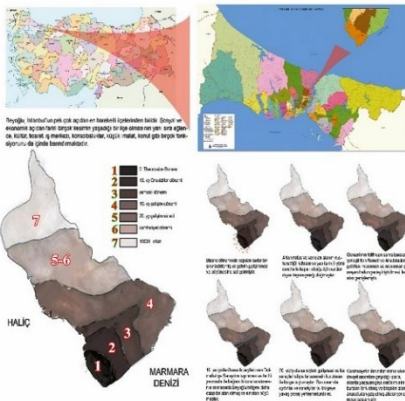


Böyük Bakımın regional inkişaf planı (ictimai mərkəzlər)



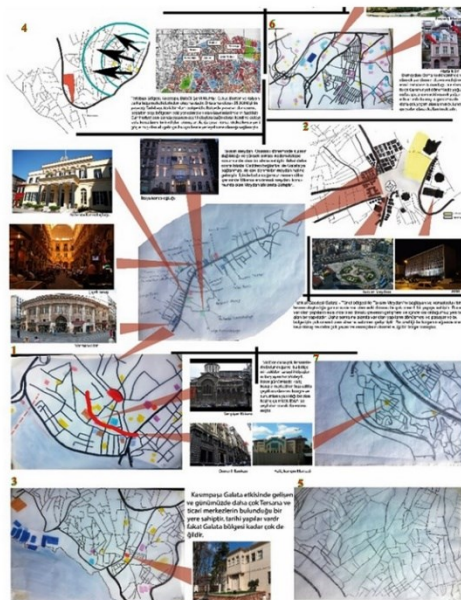
II-1. İstanbul şəhər ərazilərində mərkəzlərin layihə-planlaşdırma prinsipləri

Principles of organization of city centers in Istanbul's urban areas



1. Bizans dövrü
2. XIII əsr dövrü
3. Osmanlı dövrü
4. XIX əsr dövrü
5. XX əsr dövrü
6. Cümhuriyyət dövrü
7. Müasir dövr

Beyoğlunun tarixi inkişafı

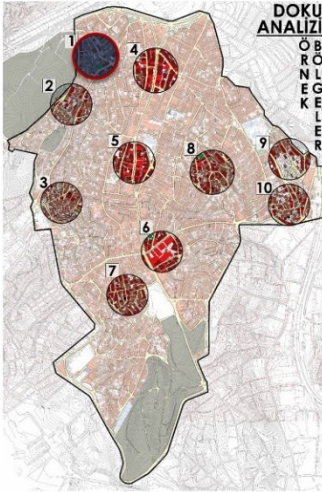


1. Sütlüce;
2. Dolapdere;
3. Okmeydanı;
4. Kasımpaşa;
5. Taksim;
6. Tarlabası;
7. Cahangir;
8. Galata.

Beyoğlunun ictimai mərkəzlərinin təşkili

II-3. İstanbul şəhərinin rayonlar üzrə ictimai mərkəzlərinin təşkili prinsipləri

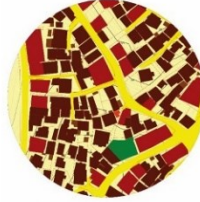
Principles of organization of city centers in Istanbul's urban areas



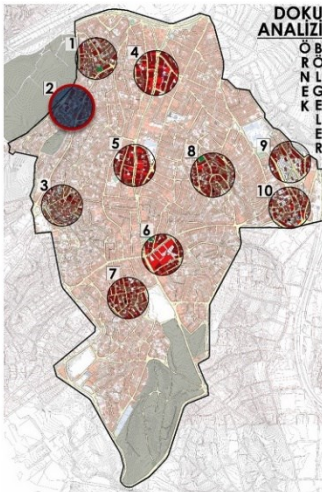
Mövcud vəziyyətin təhlilləri



Nümunə bölgə 1



Nümunə Bölgə 1	
Saha paylaşımı	%
Kütlə fəzəsi	58
Nəqliyyat	14
Açıq sahələr	28
Kadastral quruluş	Ödəd/Metr
Ada Sayı	18
Parsel Sayı	97
Ortalama Parsel ölçüsü	210
Minimum Parsel ölçüsü	79
Maksimum Parsel ölçüsü	771
Quruluş	Fəiz
Ortalama TAKS	0.71
Minimum TAKS	0.51
Maksimum TAKS	0.99
Ortalama KAKS	2.14
Minimum KAKS	1.05
Maksimum KAKS	3.96
Struktur quruluş	Ayrıq
Çəkme Masafələri	Metr
Ortalama Yan Bağca	0.71
Minimum Yan Bağca	0.08
Maksimum Yan Bağca	5.53
Ortalama Ön Bağca	1.28
Minimum Ön Bağca	0.58
Maksimum Ön Bağca	10.4



Mövcud vəziyyətin təhlilləri



Nümunə bölgə 2



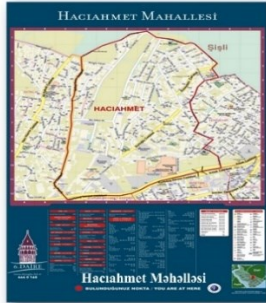
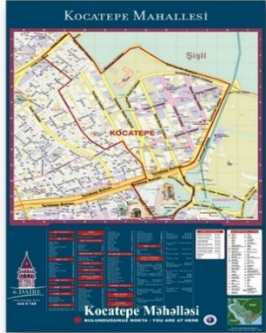
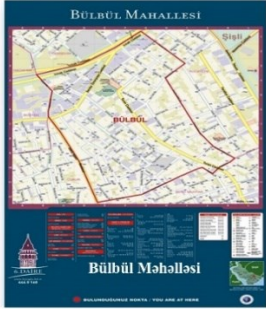
Nümunə Bölgə 2	
Saha paylaşımı	%
Kütlə fəzəsi	48
Nəqliyyat	12
Açıq sahələr	40
Kadastral quruluş	Ödəd/Metr
Ada Sayı	12
Parsel Sayı	97
Ortalama Parsel ölçüsü	182
Minimum Parsel ölçüsü	55
Maksimum Parsel ölçüsü	884
Quruluş	Fəiz
Ortalama TAKS	0.75
Minimum TAKS	0.58
Maksimum TAKS	1.04
Ortalama KAKS	1.78
Minimum KAKS	1.08
Maksimum KAKS	4.02
Struktur quruluş	Ayrıq
Çəkme Masafələri	Metr
Ortalama Yan Bağca	0.74
Minimum Yan Bağca	0.20
Maksimum Yan Bağca	6.76
Ortalama Ön Bağca	0.46
Minimum Ön Bağca	0.15
Maksimum Ön Bağca	6.81

Problems in the modern organization of city centers in the Beyoghlu district of Istanbul

FƏSİL III

İSTANBULUN BƏYOĞLU ƏRAZİSİNDƏ
İCTİMAİ MƏRKƏZLƏRİN MÜASİR TƏŞKİLİ PROBLEMLƏRİ

51



III-1. Beyoğlunun şimal bölgəsi üzrə qapalı şəhər strukturlarında ictimai mərkəzlər (Sütlüce-Dolapdere-Oxmeydanı)

Problems in the modern organization of city centers in the Beyoghlu district of Istanbul

FƏSİL III

İSTANBULUN BƏYOĞLU ƏRAZİSİNDƏ
İCTİMAİ MƏRKƏZLƏRİN MÜASİR TƏŞKİLİ PROBLEMLƏRİ

63

No	Mahalla	Əhali	Küçələr	Məscid Dini Tikinti	Turba və qəsr	Hamamlar	Otel	Bank Sağlq	Meydan	Cəsmə	Bazar	Təhsil Okul	Liman	v.s	1
1	Sutluce	12539 nəfər	ad	M3; 1 Kilsə			3	2 1		3		3			sütluce
2	Halicoglu	13720 nəfər	ad	M4; 1 Kilsə			3	2 1		2		3			

No	Mahalla	Əhali	Küçələr	Məscid Dini Tikinti	Turba və qəsr	Hamamlar	Otel	Bank Sağlq	Meydan	Cəsmə	Bazar	Təhsil Okul	Liman	v.s	2
1	Bostan	2956 nəfər	27 ad					1	3 iqm	1	1	1		Muzey 1	
2	Bülbül	3550 nəfər	45 ad	M1		1		1	7 iqm	1		1			
3	Kocatepe	2243 nəfər	35 ad		1		25	25 2	5 iqm	1		2			
4	Hacahmet	15000 nəfər	66 ad	M2; 1 Kilsə		1		1		2	1	3		Atatürk Abida; Muzey	Dolapdere
5	Yenisahir	5244 nəfər	49 ad	1 Kilsə	Turba 3			2	5 iqm	2		2			
6	İstiqlal	4532 nəfər	67 ad	M2	Turba 1		6	1		3		3			

No	Mahalla	Əhali	Küçələr	Məscid Dini Tikinti	Turba və qəsr	Hamamlar	Otel	Bank Sağlq	Meydan	Cəsmə	Bazar	Təhsil Okul	Liman	v.s	3
1	Cami Kəbir	2500 nəfər	54 ad	M3	qəsr 1; Turba 2	2	11	6 2	1		3	8	6		
2	Yahya Kahya	4500 nəfər	32 ad	M2	qəsr 1		1	2 2		2		10			
3	Badrəttin	1000 nəfər	37 ad	M2	Turba 1			1		1		5	1		
4	Sururi	5000 nəfər	38 ad	M1	Turba 1			1		3		3			Kasımpəşə
5	Küçük Piyala	8283 nəfər	37 ad	M4	Turba 2	1	3	1 1		2	1	2			
6	Kadı Mahməd	15000 nəfər	52 ad	M3; Kilsə	Turba 1			2		3	1	3			
7	Kulaksız	10000 nəfər	53 ad	M4	Turba 1	1		1		3	1	1		1 İdman Sport	
8	Çatmalı Məscid	3500 nəfər	29 ad	M1	Turba 1	1	2	3				2			Kasımpəşə

No	Mahalla	Əhali	Küçələr	Məscid Dini Tikinti	Turba və qəsr	Hamamlar	Otel	Bank Sağlq	Meydan	Cəsmə	Bazar	Təhsil Okul	Liman	v.s	4
1	Gümüşsuyu	2533 nəfər	47 ad	M2; 1 Kilsə			10	5 2		1		5		4 Kino Teatr; 8 İş Merkezi; Atatürk Kitabevi; 1 Muzey; Galeria	Taksim
2	Şahid Muhtar	2000 nəfər	42 ad	M1; 1 Kilsə			12	12		-		1		4 Kino Teatr; 10 İş Merkezi; 6 Mədəni Mərkəz	
3	Asmalı Məscid	1000 nəfər	35 ad	2 Kilsə	Turba 1		26	1 1		1				Kitabxana; 1 Muzey; 28 İş	

III-1. Beyoğlunun şimal bölgəsi üzrə qapalı şəhər strukturlarında ictimai mərkəzlər (Sütluce-Dolapdere-Oxmeydan)

Problems in the modern organization of city centers in the Beyoghlu district of Istanbul

FƏSİL III

İSTANBULUN BƏYOĞLU ƏRAZİSİNDƏ İCTİMAİ MƏRKƏZLƏRİN MÜASİR TƏŞKİLİ PROBLEMLƏRİ

64

No	Məhəllə	Əhali	Küçələr	Məscid Dini Tikinti	Turba və qəbr	Hamamlar	Otel	Bank Sağlq	Meydan	Cesmə	Bazar	Təhsil Ocul	Liman	və.s
1	Kalyoncukulluk	3000 nəfər	25 ad	M1	Turba 2				1 iqm	2	1			
2	Çuxur	2972 nəfər	34 ad	3 Kilsə	Turba 1		2		-	1	1			

Tarlabag

No	Məhəllə	Əhali	Küçələr	Məscid Dini Tikinti	Turba və qəbr	Hamamlar	Otel	Bank Sağlq	Meydan	Cesmə	Bazar	Təhsil Ocul	Liman	və.s
1	Cihangir	4471 nəfər	28 ad	M1						1		3		
2	Firuzaga	4855 nəfər	40 ad	M2		2		1		4		-		Galeria; 2 iş Merkezi
3	Kuloğlu	1751 nəfər	40 ad			2	1	7		-		3		Sergi; 8 iş Merkezi; 1 Teatr
4	Kilgaliqaga	2698 nəfər	41 ad	M3	Turba 2		1	6		4		2		Muzey; 2; 6 iş Merkezi
5	Katip Mustafa Celabi	977 nəfər	35 ad	1 Kilsə			7	1		1		-		Galeria; 7 İdman; 6 iş
6	Ömar Avni	3000 nəfər	40 ad	M2; 1 Kilsə			3	7		4		4		9 iş Merkezi
7	Pürtelag	2540 nəfər	33 ad	M1		2	1	6		4		4		1 Mədəniyyət; 1 İncəsənət; 8 iş Merkezi
8	Kamar Hatun	1100 nəfər	21 ad	M1; 3 Kilsə	Turba 1		6	1						2 iş Merkezi

6

Cihangir

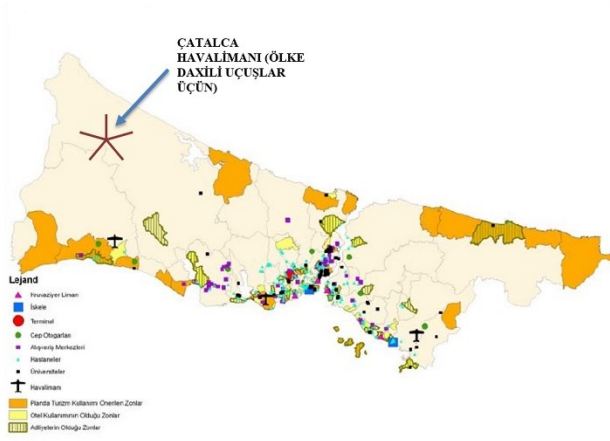
No	Məhəllə	Əhali	Küçələr	Məscid Dini Tikinti	Turba və qəbr	Hamamlar	Otel	Bank Sağlq	Meydan	Cesmə	Bazar	Təhsil Ocul	Liman	və.s
1	Övliyə Qalabi	455 nəfər	20 ad	M1	Turba 1		1					1		
2	əməyama	300 nəfər	42 ad	M2	Turba 2	3	9	2				2		Kamara Bina; 67 iş
3	Bareketzadə	400 nəfər	37 ad	3 Məscid; 2 Sinag; 2	pası 2; Turba		4	6	23 iqm	4		3		
4	Müeyyetzadə	857 nəfər	30 ad	M3; 2 Kilsə; 1 Sinag	Turba 2		1	1	17 iqm	1		1		
5	Şəhəli	1108 nəfər	32 ad	M2			1	2	5 iqm			4		Muzey 6
6	Tomtom	2900 nəfər	45 ad	M2; 5 Kilsə	6 Tarixi Bina		4	2	9 iqm	2		4		Teatr 2
7	Haçimi	1462 nəfər	38 ad	M2; 4 Kilsə	Turba 4		2	1		1		3		Mədəniyyət; İncə Sənət Mərkəzi; 17 iş Merkezi
8	Kəmənsə Karamustafa Paşa	148 nəfər	45 ad	M4	Turba 4	1	1	9		2		1		Rəsmi Gorum; 47 iş Merkezi
9	arab	130 nəfər	62 ad	M4		1	10	4	Erənəndəli Bina (Pasa)	3	Böyük Bazar			2 Muzey; 1 Rəsmi Gorum
10	Hüseyn Ağ	611 nəfər	29 ad	2 Kilsə			17	1						4 Teatr; 5 Mədəniyyət

7

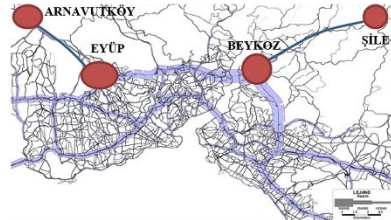
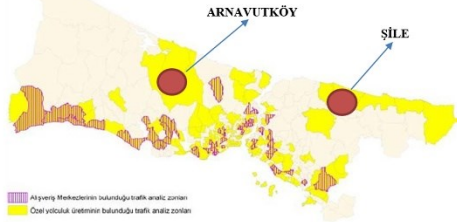
Galata

III-3. Beyoğlunun cənub bölgəsi üzrə qapalı şəhər strukturlarında ictimai mərkəzləri (Tarlabası-Cihangir-Qalata)

Proposal for the location of a new domestic airport in the territory of Chalatzca



2 böyük, müəssir ictimai mərkəz təklifi



The defense will be held on 22 09 2023 at 11⁰⁰ at the meeting of the Dissertation council FD 2.29 of Supreme Attestation Commission under the President of the Republic of Azerbaijan operating at Azerbaijan University of Architecture and Construction.

Address: AZ1073, Baku, A.Sultanova str.11, AUAC, Corpus 1, 3rd floor, aud. 317.

Dissertation is accessible at the Library of Azerbaijan University of Architecture and Construction.

Electronic version of dissertation and its abstract are available on the official website of Azerbaijan University of Architecture and Construction.

Abstract was sent to the required addresses on 12. 07. 2023.

Signed for print: 10.07.2023

Paper format: A5

Volume: 41556

Number of hard copies: 20