



RIFT İZMİR

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## ABSTRACT

In a long stagnant district, the recent reemergence of reckless development threatens the erosion of industrial heritage landscape. As growing high-rise construction devours the skyline of Alsancak, we must make accurate predictions to ensure a future for the historical heart of the district. This project aims to outline a general masterplan of conservation and reuse for the western group of industrial heritage sites in Alsancak to form a barrier between the redeveloped high-rise projects on the eastern side and the center of Alsancak. In doing so, this project also aims to reuse the industrial heritage by reprogramming it for commercial use, university outreach efforts and attached offices to ensure its self-sufficiency and long-term sustainability in contrast to the museumification of heritage sites in Alsancak.



## CONCEPT OF INDUSTRIAL HERITAGE

The concept of industrial heritage is a relatively new concept globally, and especially within Turkey. The academic understanding of industry as a heritage began in 1955 in an article by Micheal Rix in the journal "Amateur Historian". Rix mentioned the factories, the trains and locomotives, infrastructure like canals and railways that were built in the past with the term "industrial archeology", which symbolized a change in the world. From this date on; architects, conservationists, and academics started to slowly agree and codify what industrial heritage was. While there have been many regional organisations since 1955, it was only as recently as 2011 that industrial heritage was codified truly globally by ICOMOS, in a joint charter with TICCIH.

*"The industrial heritage consists of sites, structures, complexes, areas and landscapes as well as the related machinery, objects or documents that provide evidence of past or ongoing industrial processes of production, the extraction of raw materials, their transformation into goods, and the related energy and transport infrastructures. Industrial heritage reflects the profound connection between the cultural and natural environment, as industrial processes – whether ancient or modern – depend on natural sources of raw materials, energy and transportation networks to produce and distribute products to broader markets. It includes both material assets – immovable and movable –, and intangible dimensions such as technical know-how, the organization of work and workers, and the complex social and cultural legacy that shaped the life of communities and brought major organizational changes to entire societies and the world in general" -ICOMOS-TICCIH Dublin Principles (2011)*

In addition to the regular values of conserving heritage, industrial heritage has been the special focus of the interventionist subset of conservationists. The specific aspects of industrial heritage that cause this are mainly:

- 1- The relative youth of these heritage sites, often using modern construction systems in a way that was designed to last a long time
- 2- The size and placement of the sites where cities have grown around them
- 3- The sudden increase in abandoned industrial heritage sites due to the de-industrialization of developed nations
- 4- The cost of demolishing non-listed sites, the increasing cost of production in developed nations

These four points make a significant portion of industrial heritage sites perfect for the use of adaptive re-use, where the valuable inner city plots are made economically valuable while preserving the history within the sites.

## ALSANCAK AND ITS INDUSTRIAL HERITAGE

Situated around the main railway into İzmir, the Alsancak District is İzmir's oldest industrial district, and contains some of the oldest factories in modern day Turkey after those in İstanbul. The site is home to 19th and 20th century factories and ateliers of different industries. The most well developed and well known of these being the weaveries of İzmir. Paper mills, leather ateliers, carpentry workshops, and flour factories were present in addition to the textile factories as well.

Most of the pre-republican factories in İzmir were built with investments from foreign nationals from western Europe, or owned by ethnic minorities. With the declaration of the republic, many of these companies and ethnic minorities left the country causing a period of vacuum.

By 1933, the industrial economy of İzmir had recovered and many foreigner owned industries were reappropriated by the state. Amongst the reappropriated factories was the "regie de tabacs" or the Ottoman Tobacco Company.

In current times, Alsancak has lost its function as an industrial zone, and has long been stagnant with many buildings laying in ruined state. The registered heritage is mixed in with later developments of workshops and storage depots thought to be of little cultural importance.

The most recent development in Alsancak are the new highrise building permits that have been issued after years of legal conflict. Old derelict industrial sites are being demolished to make way for towers and residences in the valuable plots of the district. The way in which these new highrises are built is concerning from an architectural standpoint. It is a hurried rush to overhaul the district with little care for infrastructure or the historical context. As it is currently, industrial heritage sites are being boxed in and are under threat of being absorbed in the sudden height difference that is forming. Without a proper long term masterplan for the area the heritage sites could lose their meaning within context and history or they could be put under pressure of being delisted for eventual removal.

These events are further exacerbated by the museumification of the industrial heritage, where buildings are considered on an individual basis which allows for little more than simply turning the site into a museum about itself. The close proximity of the heritage sites has led to a situation where one can find several industrial museums situated directly adjacent to each other on the street. This is a lazy and economically unviable method of conservation that doesn't let the sites reach their full potential.

**İZMİR COAL GAS FACTORY**



**ŞARK INDUSTRIES FACTORY**



**TARIŞ ALCOHOL FACTORY**





#### SITE ANALYSIS: HEIGHT

When observing İzmir from a top down view, it is easy to see the borders of districts and zoning. Here we observe the mid-rise Alsancak, the low-rise Liman Arkası, and the rest of Konak that is mixed newer construction. It is easy to point out the glaring spot in west Liman Arkası where high rise towers are being built. The gap in the middle of Alsancak and Alsancak Liman Arkası is the İzmir Railway station and its rails. It forms a stopping line for the new highrises but it also disconnects the two sides of Alsancak and prevents circulation and communication.

#### SITE ANALYSIS: CIRCULATION

The current circulation of the site is lacking in the urban level. There are no passageways over the railway, which excessively extends the commute from Alsancak Liman arkası to Alsancak district. The residences are built next to underdeveloped industrial roads that will need expanding in order to avoid traffic in the future.

The figure to the right has the existing roads overlaid with the plans of the towers as they'll be built in the future to highlight these issues. The blue path shows the most efficient way from Alsancak liman arkası to Alsancak center. The commute is doubled by the railway, and is also pushed onto the high traffic main road.



#### SITE ANALYSIS: STATE OF THE CONTEXT

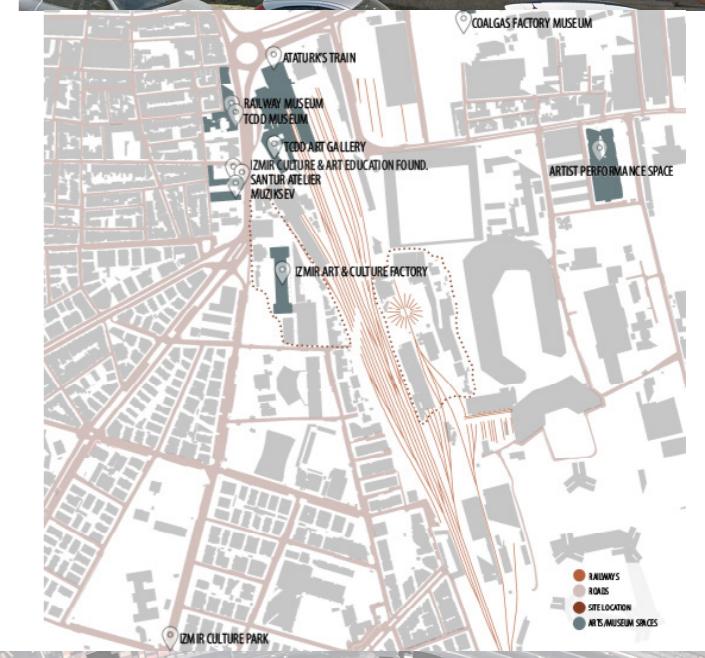
Much of the district is severely damaged and derelict, including some of the registered heritage sites. The western portion where the Alsancak Tekel Factory is located is the least damaged area.

Pictured to the right are two historical industrial buildings in Alsancak that have been abandoned, the Tariş Cologne factory and the Şark Industries factory.



#### SITE ANALYSIS: MUSEUMIFICATION

As previously mentioned, the lack of a conservation masterplan has resulted in a significant amount of industrial museums in the area, which while important have hit a critical concentration where they can't be economically sustainable without government subsidies. The nature of industrial landscape means that heritage sites are often directly adjacent to each other. Pictured to the right is a map of museums within the specified area of Alsancak.



#### MAP OF SIGNIFICANT LOCATIONS

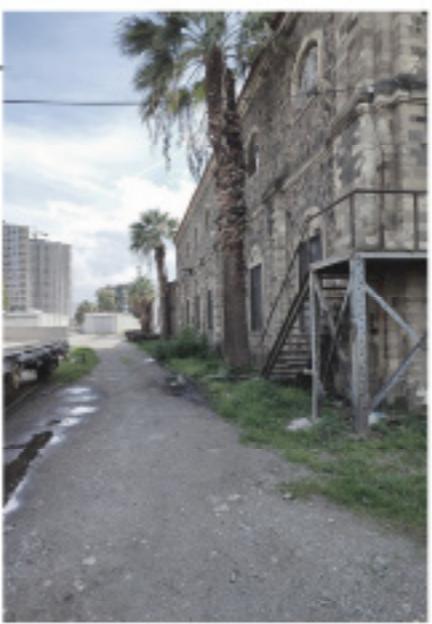
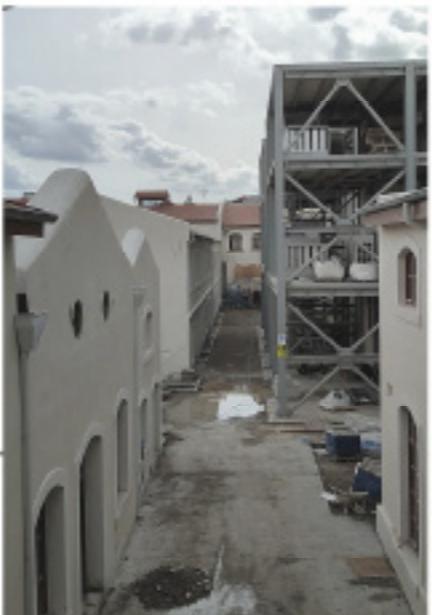


## SITE ANALYSIS: CURRENT STATE OF PROJECT AREA



The photos in the TCDD zone show the current ghetto like situation in the registered heritage sites. They have been claimed by various agencies and persons and are currently being damaged by inconsiderate use.

Photos from the factory were taken at the last stages of renovation currently ongoing in the heritage site for its reuse.



### PROBLEM CONCEPTUALISATION

Alsancak liman arkası district is suffering from issues not only concentrated around conservation of heritage, but also from a lack of cohesive future thinking urban planning. The main issues to highlight are:

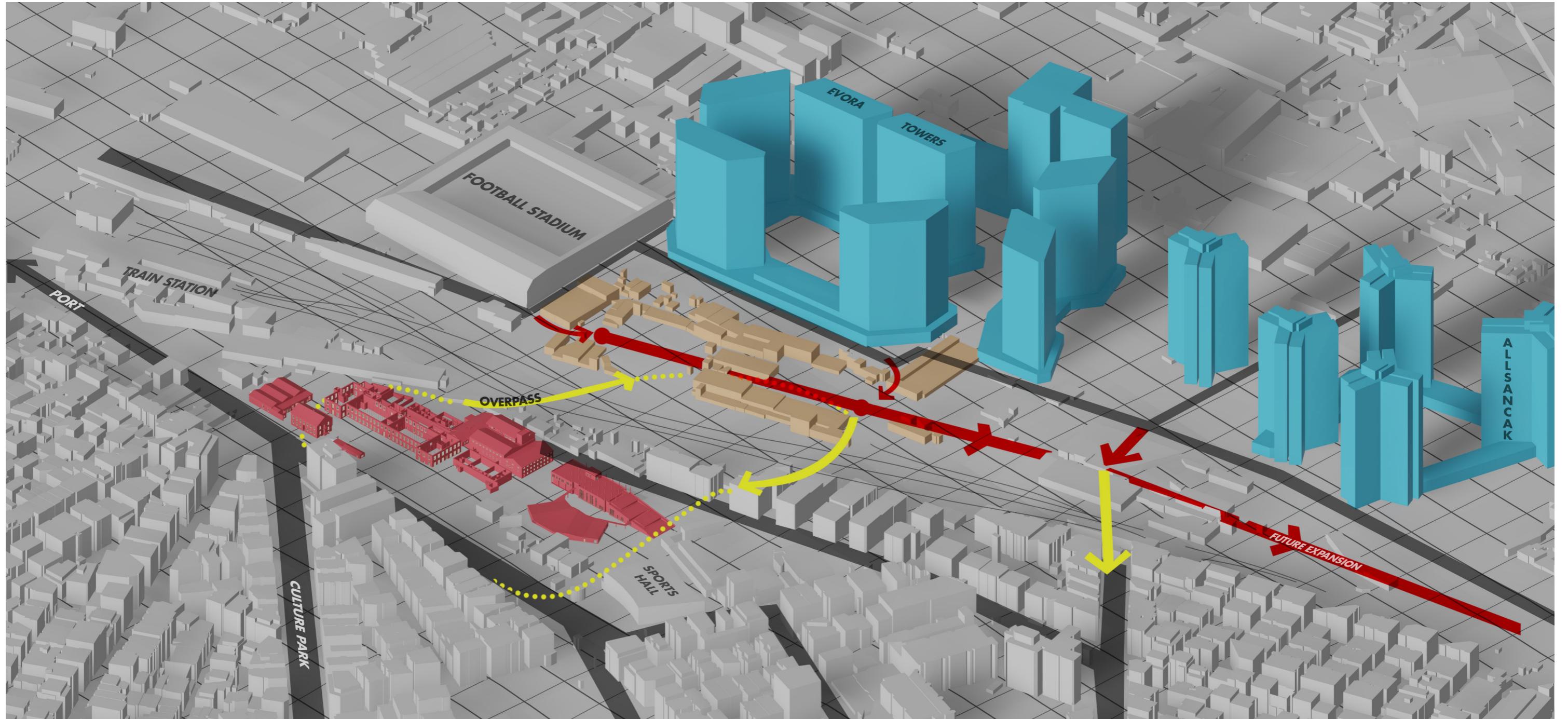
- Disconnect between the east and west side of the district
- Lack of new infrastructural development to satisfy increase in density
- Pressure of new high-rise and dense construction on the existing context
- Short-sighted and minimalist approach to conservation of heritage

It is clear the project must take large scale urban design decisions in addition to small scale development. As the construction of highrises is a given, we must solve the East-West disconnect in order to keep the district coherent in the future. The lack of any passageways over the railway is a major concern that needs to be alleviated.

Furthermore, in order to effectively preserve the industrial heritage of Alsancak we must consider the heritage and context of the area in totality; where current interventions are done in a case by case basis, we must instead find a solution that will unite all the heritage sites in function.

This must also be done in a manner that is sustainable in economical terms, as the value of the land is a pressure against the preservation of heritage. Simply freezing the buildings in time would eventually result in further deterioration.

Finally, the proposals at all scale must amplify each other. The urban solution to the lack of connectivity must drive traffic to the industrial sites in order to revive them, and the re-use of the industrial heritage must be compatible with the existence of dense housing and offices around it.



## DESIGN STUDIES - URBAN DESIGN

The project focuses on three plots, the Alsancak Monopoly Factory, the former offices of TCDD, and a building expansion in the plot directly south of the Monopoly Factory. The zones are highlighted in the Sasaki Diagram above. Red buildings are the Monopoly factory and the building addition (West Campus), while brown highlights are the former TCDD offices (East Campus).

At the urban level, the project aims to solve the disconnect between the east and west side of the railway, by opening overpasses to facilitate pedestrian traffic to the other side. In doing so, we also form a new circulation loop between the high-rise towers and the already developed parts of Alsancak.

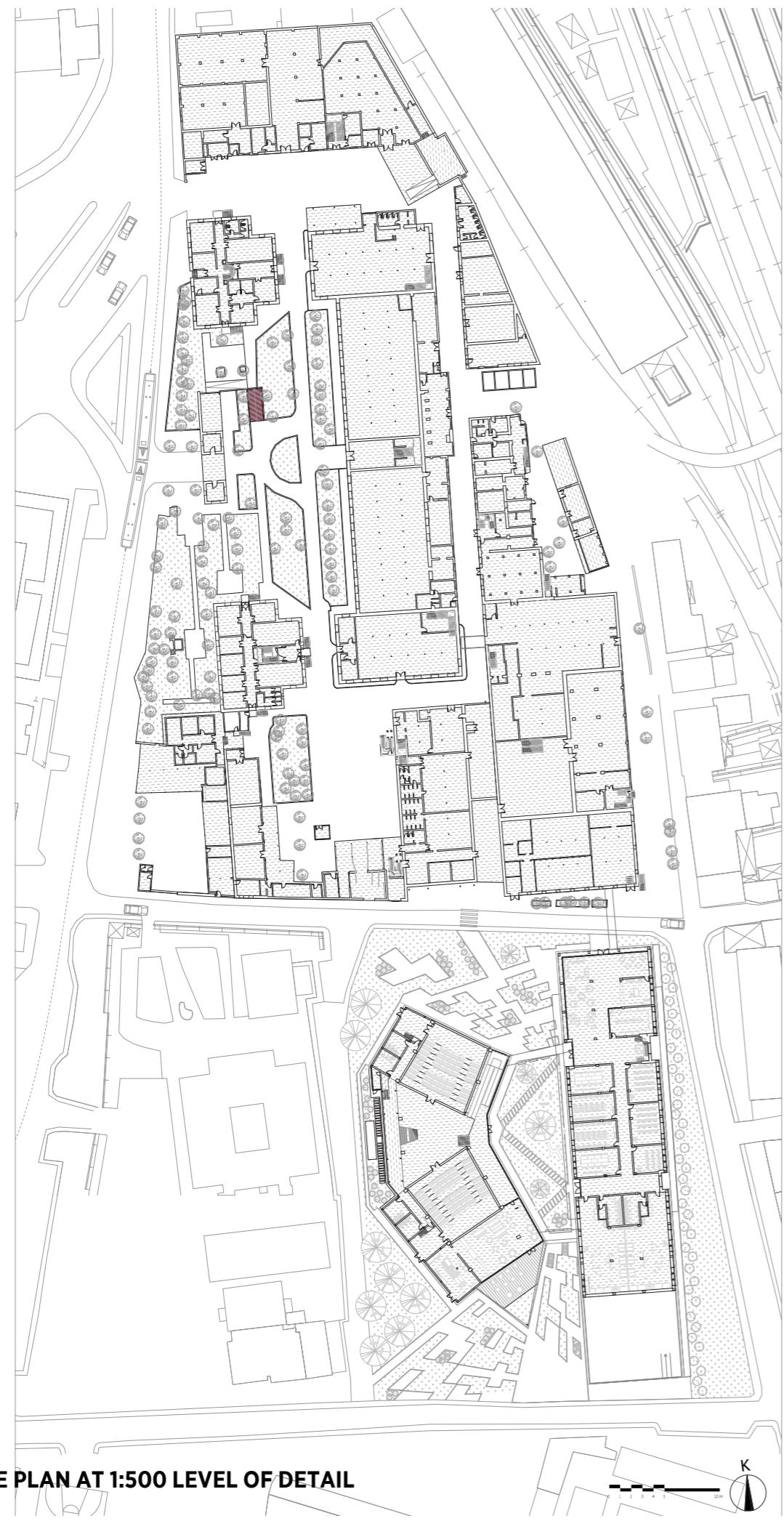
The axes are taken as the major roads in the area, the port-culture park road and the road connecting the towers that runs parallel on the other side of the rail. The overpasses are plotted through the project area to bolster the pedestrian traffic to the sites and help the commercial sustainability in the long term.

In this manner of large scale urban design, the project resolves two of the highlighted issues with the site: disconnectedness and the lack of an integrated approach.

The largely abandoned TCDD railway offices offer us a future expansion path in the project as area needs grow.



MASTERPLAN AT 1:1000 LEVEL OF DETAIL



## DESIGN STUDIES - LANDSCAPE DESIGN

The utility focused heritage site does not offer a large courtyard or circulation paths that we can expand into. The main axes run north to south along the factory. By opening up the perimeter wall to the street, we can achieve better communication with the outside context.

The building addition - two lecture halls and extra classrooms with the accompanying commercial zoning - then takes these vertical axes and integrates it into itself in the form of a walkable green roof ramp across the building. This has the added benefit of increasing usable green space in the rather dense urban environment of Alsancak.

This is all done while respecting the existing built height of the context; the addition never exceeds the factory building in its matching elevation.

The project is open to the outside as much as possible, unlike a 'traditional' university campus as seen in Turkey. All open spaces freely connect to each other in order to form circulation loops where people can freely travel.

This concept is well used in European campuses where free travel is possible within working hours without the need for extensive security checks and an increased commute.

While the classical Turkish campus has had well merited security concerns, as we move on from our bleak past to brighter pastures we can glimpse into the future that we are headed towards.

In that sense, this project is not aimed at the current way we think about our heritage and current design dogma, but it is an exploration of future's return to the more optimistic past.



## DESIGN STUDIES - FUNCTION ZONING

Instead of defining hard uses for the spaces available in the Monopoly factory and the TCDD offices, the spaces are instead divided into categories of size and openness of the room in terms of structural elements and ceiling height.

The spaces are then double zoned into both office and academic use, such that the ratio of the academic space to commercial space can increase or decrease depending on the demand of that time.

This is done to ensure the future sustainability of the project site even further. Such a mixed environment can also offer a unique experience to the students studying in the campus, as they can directly mingle with already working peers on a daily basis.

A separate building is reserved for the cafeteria of the university, having already been the former cafeteria of the factory. The location at the southern edge of the site is convenient as it also serves the lecture halls in the expansion building.

## DESIGN STUDIES - BUILDING ADDITION

As the monopoly factory itself lacks any space that is free of structural grids, it is not suitable for the zoning of any tall and wide lecture halls. In order to both support the university functions, and also to provide this area of Izmir with a publicly rentable event area, the project includes an expansion into the empty plot in the south.

There are two lecture halls of 180 person with desked seating, and a two story building divided into classrooms with a comfortably tall ceiling height. Accompanying these functions are commercial zoning of cafes, its inner courtyard, and the walkable green roof which serves as a public park and open air gathering area.

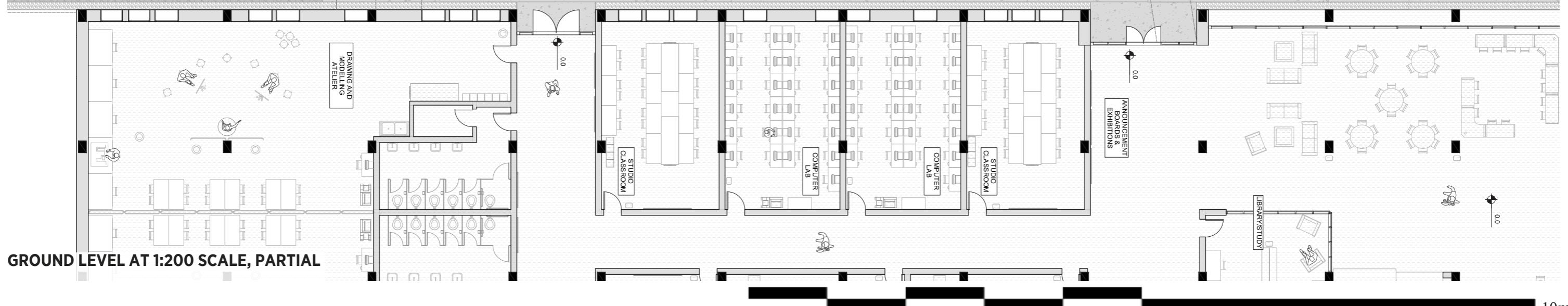
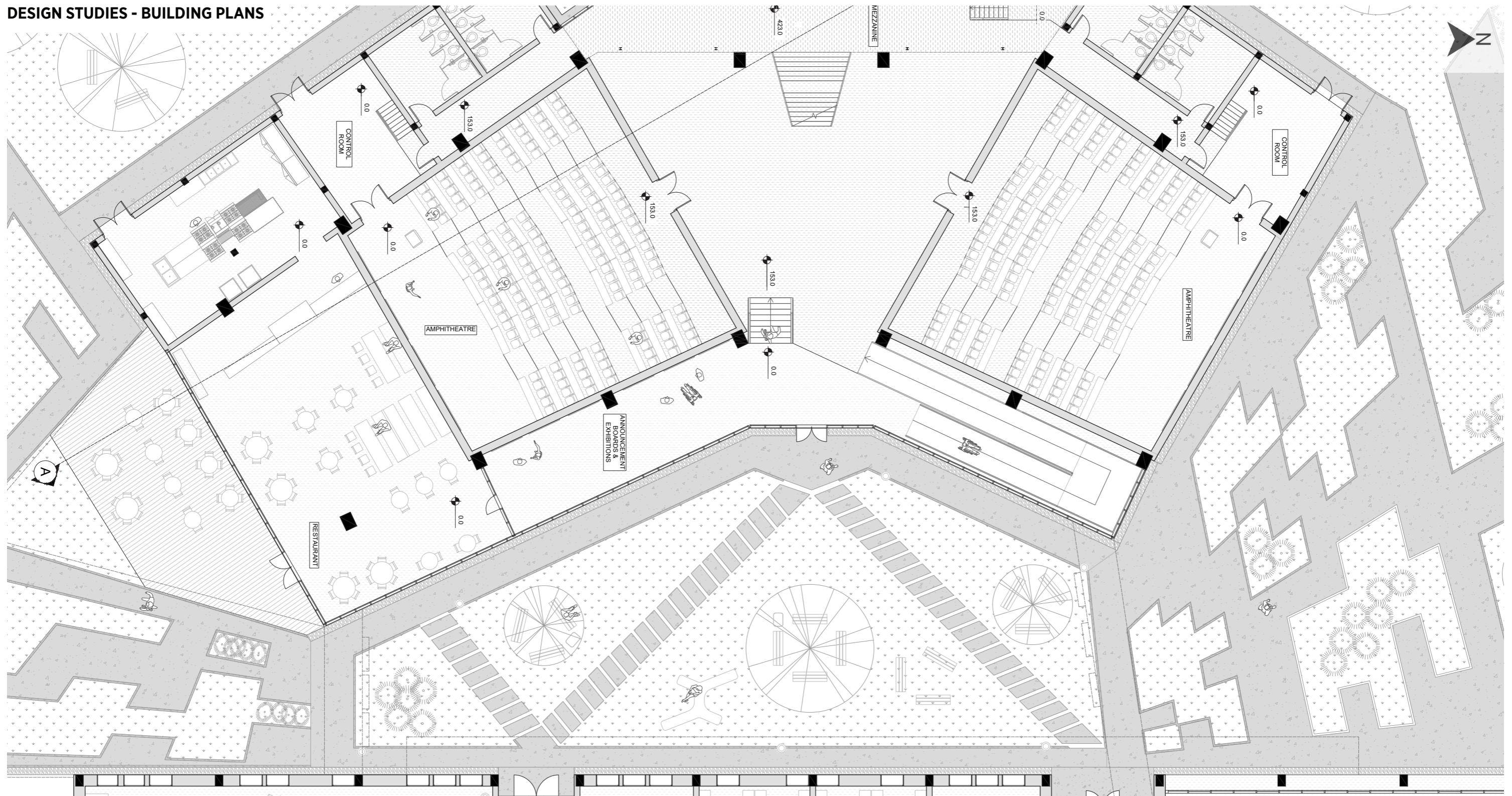
While space for classrooms already exists within the factory, the goal with the building addition is to seamlessly integrate it into the greater campus made up of the industrial heritage. By dividing various common functions between the buildings, users will travel from one building to another in their daily routine and generate pedestrian traffic for the commercial zonings.

## BUILDING ADDITION - LECTURE HALLS AND LARGE ATELIER

ADMINISTRATIVE OFFICES  
OFFICE BUILDINGS  
INDIVIDUAL OFFICES  
LECTURE ROOMS

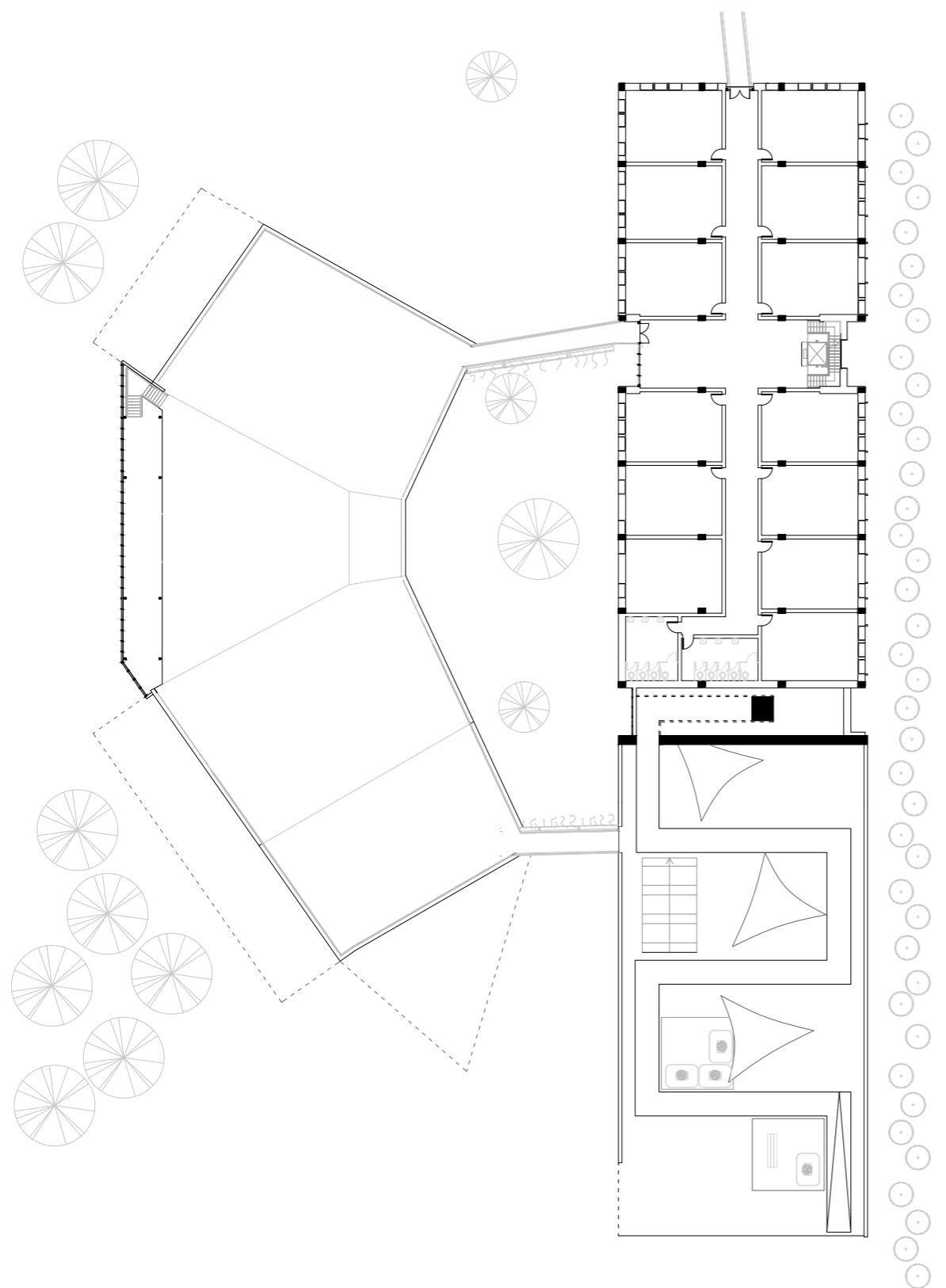


## DESIGN STUDIES - BUILDING PLANS

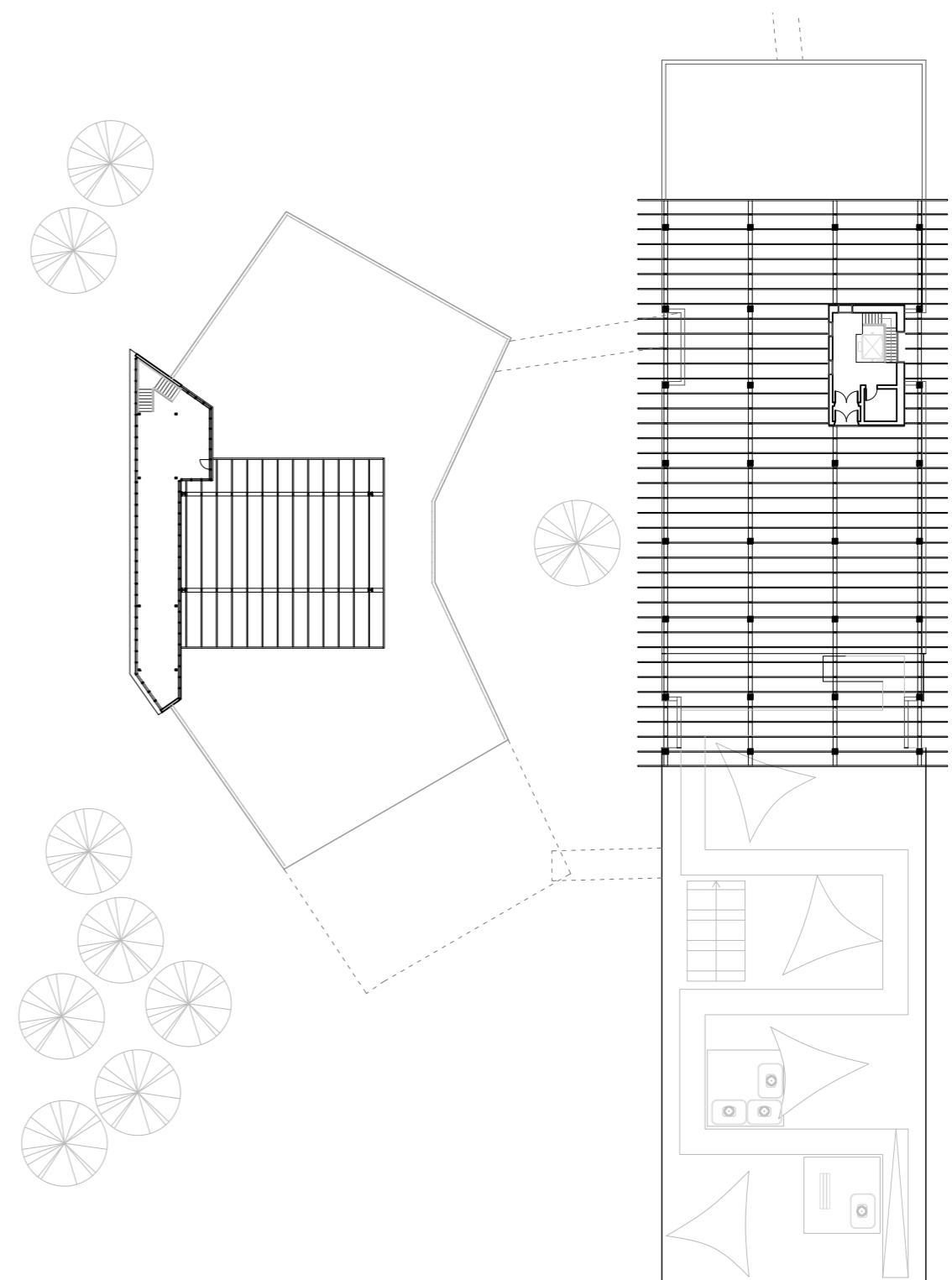


GROUND LEVEL AT 1:200 SCALE, PARTIAL

10m



N  
2ND FLOOR AT 1:500



3RD FLOOR AT 1:500



EAST STREET SECTION

A-A LECTURE HALL SECTION, 1:100 LEVEL OF DETAIL, PARTIAL

