IDEA(S): Izmit, Turkey:
International Workshop

An Honors Thesis
By
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Thesis Advisor
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Signed

Ball State University
Muncie, Indiana
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September of 2015 brought together students from three universities around the world. Ball State University (USA), Politecnico di Milano (Italy), and Kocaeli Universitesi (Turkey) collaborated on the redevelopment and urban design of Izmit, Turkey. Izmit is located along the Marmara Sea in central Turkey and is home to multiple cultural landmarks; these landmarks include mosques, historic factory ruins, and a People’s House. The workshop focused on urban design collaboration as a method to redevelop the area around each site and help encourage conservation within the historic city center.
Acknowledgements

I would like to thank Professor Jonathan Spodek for advising me during this project. I would also like to thank everyone who participated in the workshop and made it an unforgettable experience to write about.

My biggest thanks to my parents who helped me through school and gave me the opportunity to travel around the world.
IDEA(S): Izmit, Turkey
International Workshop
Kocaeli Universitesi Anitpark Kampusu
07 - 11 September 2015
Participants
Alessia Silvetti
Caitlin Dashiell
Chiara Casolito
Christopher Harrison
Deniz Buçan
Elif Aydin
Elisabetta Rosina
Emre Kishals
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Laura Di Marino
Livio Mazzeoleni
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Merve Kaya
Mine Demiray
Molly Smith
Neslihan Türkmenoğlu Bayraktar
Rizki Wahyu Qinjunnan
Sena Yarimci
Susan House
Qi Liu

Lectures
Gül Kılıçal
Filiz Erlić
Bahadır Bondag
Özdem Senem Bincli

WORKSHOP 7-11 September'15

*September’7
09:00 - 10:30 Kickoff Speeches
Kocaeli University - Recep
Chamber of Architects - President
Politecnico di Milano - Elisabetta Rosina
Ball State University - Jonathan Spodek
Kocaeli University - Emre Kishals
10:30 - 11:00 Conservation of Architectural Cultural Heritage in Izmit
- Gül Kılıçal
11:00 - 11:45
Tabhiş Project 3501 - Non-Destructive Test Applications,
In The Content Of Planned Conservation, Through His-
torical Mosques Of Kocaeli: Cihan Mustafa Pasa Mosque,
Fevzîye Mosque And Pertev Pasa Mosque - Emre Kishals
11:45 - 12:00 Questions and Comments
12:00 - 13:30 Lunch
13:30 - 16:30 Area Visit (Sketches, Photos)
16:45 - 17:30 First Impressions

*September’8
09:00 - 09:45
The monuments inside the workshop area - Neslihan
Türkmenoğlu Bayraktar
Izmit in 20th Century - Özden Senem Bincli
09:45 - 12:00 Group Organizations
- Urban Designers
- NDT Measurements
- Sketches, Photographs
- Questionnaires
- Design
12:00 - 13:30 Lunch
13:30 - 16:30 Group Works

*September’9
09:00 - 11:30 Presentation by Experts
Pertev Pasa Mosques Restoration Project - Bahadır
Bondag
McUPality Practices around Pertev Pasa and Fevzîye
Mosques - Filiz Erlić
Conservation Practices in Italy - Elisabetta Rosina
11:30 - 12:00 Questions and Comments
12:00 - 13:30 Lunch
13:30 - 16:30 Group Works
16:30 - 17:30 Mini Presentations by Groups

*September’10
09:00 - 12:00 Group Works
12:00 - 13:30 Lunch
13:30 - 16:30 Group Works
16:30 - 17:30 Mini Presentations by Groups
17:30 - 20:00 Preparation of Final Presentation
(Integration of Works of Subgroups, Workshop Out-

*September’11
10:00 - 12:00 LAST PRESENTATION of IDEA(S)
Impression, Data Acquisition, Evolution, Arrangement -
(Suggestions)
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Top: Courtyard and bridge over the Ankara-Istanbul Highway.  
Bottom: Aerial view of Pertev Pasa Mosque in Izmit, Turkey.  
Opposite: IDEA(S) Workshop flyer and schedule.
September 2015 brought together students and faculty from Ball State University, Politecnico di Milano, and Kocaeli Universitesi to collaborate in a design workshop focused on the city of Izmit, Turkey. Located in the western part of Turkey, the city, once a major port, includes historic sites that are scattered throughout the urban landscape. Students ranged in experience and specialty from undergraduate and graduate, as well as civil engineering, historic preservation, architecture, and building technology. Technical issues of historic preservation, urban design, and cultural and community characteristics of the western Turkish city created an atmosphere for international collaboration.

Students worked in teams with different areas of focus, including non-destructive testing of historic sites, urban design and integration, and three-dimensional photogrammetry of historic sites. While focusing on different technologies and goals, the three groups presented a final conservation and urban design plan for the city of Izmit based on observations and analysis of the week long workshop. The specific goals of each team included the integration of historic cultural sites into the present urban landscape; documenting and analyzing non-destructive historic preservation methods of those sites; and three dimensionally modeling using photogrammetry.

By working with students from other countries and specialties, students were exposed to diverse methods of observation, analysis, presentation, and documentation. Each team of students included at least one person from each university, assuring international collaboration. As the groups worked toward a final comprehensive plan for Izmit, a cross-cultural design vocabulary focusing on the local building techniques, technologies, and preservation was developed. Together, this workshop and its participants developed a comprehensive historic conservation plan demonstrating how Izmit’s culture and history can be preserved.
Faculty
Emre Kishali
Neslihan Türkmenoglu Bayraktar
Jonathan Spodek
Elisabetta Rosina
Alessia Silvetti
Christopher Harrison

Students
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Anil Korkmaz
Qi Liu
Laura di Marino
Livio Mazzoleni
Kevin Miller
Rizki Wahyu Qinjunnott
Molly Smith
Joanna Thomas
History of Izmit

Nicomedia

Present-day Izmit began as a city named Nicomedia which at one point was the city capital of the Roman Empire. However, before this, at the beginning of the 6th century BC, Astacus was founded about 6 kilometers (3.73 miles) southeast of the present city center. Astacus was conquered, destroyed, and subsequently rebuilt by Nicomedes I of Bithynia in 264, thus earning the name Nicomedia. When Diocletian introduced the tetrarchy system, he named Nicomedia the eastern capital of the Roman Empire. The city became the fourth largest city in the Roman Empire, following Rome, Antioch, and Alexandria. It retained this title until Constantine defeated Licinius in 324; then the capital moved to Byzantium. Although it was no longer the eastern capital, Nicomedia remained important because of its location at the convergence of the Asiatic roads.

Further development stalled in Nicomedia because of the closing of a main road between Kadıköy and Izmit by Justinian. Along with the closing of the road, Nicomedia was devastated by multiple earthquakes. A large earthquake in 358 shocked the area and was followed by a fire which claimed much of the city. The city was rebuilt, although to a smaller scale; later, under Justinian, new city buildings were added to rebuild and reclaim Nicomedia’s former size. Because of the location along main roads to the capital, Nicomedia remained a major military center which helped Byzantine campaigns against the Caliphate. By 840, much of the old city was in ruins with the newer city expanding from the hilltop.
Under the Seljuks and Ottomans

Nicomedia was under the dominance of the Turks who invaded Anatolia in the 11th century. In 1080 the city became a military base for Alexios I against the Seljuk Turks as well as an encampment for the First and Second Crusades. In the early 1300s the Ottomans blockaded the city twice, and in 1337 Byzantium Nicomedia finally fell to the Ottoman Empire. Most areas around Nicomedia surrendered in 1333 because of good treatment by the Ottomans. A famine in 1337 is what led the rest of the city to fall to the Ottoman Empire.

Under Ottoman rule, Nicomedia and the Kocaeli province flourished, specifically under the rule of Kanuni Sultan Süleyman. Socio-economically, the construction of a railway between Haydarpaşa (Istanbul) and Ankara in 1873 lead the city to become an autonomous capital in the Ottoman Empire, and in 1888 the city was divided from Istanbul and renamed Izmit. During the Ottoman – Russian War (1877-1878) a large Muslim population migrated from Rumeli and the Eastern Black Sea area and settled in the area. Prior to the War of Independence, the city was liberated from English and Greek armed occupation in the early 20th century.

Republic Era

While the area lost some of its significance as a consequence of the Great War, the city was saved by the occupation by the Turkish Army on June 28, 1921. Kocaeli and the area flourished after the declaration of the Republic, and Izmit quickly became one in a series of rapidly growing cities because of the proximity to Istanbul. The Izmit Paper Factory opened in 1934 and was the first paper production plant in Turkey; it was followed by a second paper factory later in the same year. These factories were some of the first industrial investments of the Turkish government in the area. This led to Izmit being one of the industrial centers of Turkey, even up to present day. The Izmit People’s House, designed by Seyfi Arkan, was proposed in 1937 and was not built until 1942. This building was located along the coast of Izmit and was adjacent to the State Road built in the 1960s. This road meant filling in the existing coastline to expand the buildable area of Izmit. A 7.6Mw earthquake in August of 1999 devastated most of Izmit and the surrounding area killing more than 17,000 people. Rebuilding from this earthquake took many years and remnants can still be found around the area.
History of the Sites

**Pertev Pasa Mosque**

Built along the original coast of İzmit, Pertev Pasa Mosque now sits on the northern side of the Ankara-Istanbul Highway. Also called Yeni Cuma Camii meaning "New Friday Mosque" in Turkish, the building was designed by Mimar Sinan and finished in 1579. It was built for Pertev Mehmed Pasa, an Ottoman vizier under the reigns of Suleyman I and Selim II. Yeni Cuma Camii was part of a larger complex that included a fountain, Turkish bath, and lower education school. The courtyard is divided into two sections; one is directed toward the narthex and one is directed toward the pulpits. The ablution fountain has twelve corners in the Seljuk style and an historical fountain in the southwest courtyard of the garden. The mosque has a large single dome with windows around the circumference. The stone masonry has been damaged in multiple earthquakes since the construction was completed but most of the damage has been repaired. In the earthquake of 1999, the minaret was damaged but has since been restored. The courtyard walls, windows, and parts of the ablution basin were restored between 1952 and 1961.

**Walking Route – Old Railway**

The Gebze-Izmit Rail Line opened in 1873, running east from Gebze to İzmit. Otto von Kapp was appointed as the manager of many railways around İzmit, specifically the Ankara-Arifiye line, running east to the Turkish capital. Another line running through İzmit opened in 1890 along Töküli Imre Boulevard. During the Republic Period, the road along the railway became known as Ziya Tekeli Street. In the 1970s, five different proposals to change the location and itinerary of the railway were presented by the Provincial Bank Building Department, Director of City Planning, and the Director of Urban Affairs. The proposals looked to move the Istanbul-Arifiye rail line that bisected İzmit, in order to better connect the northern and southern parts of the city. The five proposals included: moving the line to the coast, constructing a bridge over parts of İzmit, building a tunnel through the mountains around İzmit, building a tunnel through İzmit, and creating an electric train line through the city in the same location. The line was eventually relocated away from the city center. After moving the line from the city center, the existing railway was torn up and the balustrades were dismantled. The ground was leveled in the 1990s and lined with trees. Presently, the old railway is used by İzmit’s residents as a walkway through the heart of the city.
Fevziye Mosque

Originally designed by Mimar Sinan and built in 1576, Fevziye Mosque has been reconstructed multiple times. The original structure was designed for Mehmet Bey who was the son of Sultan Suleyman. The building has experienced multiple devastating disasters such as and earthquake in 1719, a fire in 1757, another fire in 1837, and another earthquake in 1894. After each event the mosque was rebuilt; however, the original architecture and style has changed monumentally. Many of the surrounding buildings that were once part of the complex no longer exist, as they were not rebuilt after each disaster.

The original structure included a large dome that was demolished in the 1719 earthquake and tiled over when rebuilt. The third construction was a result of the large fire in 1757 and was rebuilt by Izmit notables. The largest fire, in 1836, resulted in the reconstruction of the mosque. In 1894 the mosque was once again destroyed by a large earthquake. The walls were completely reconstructed in tile and stone, and it was opened again for prayer in 1898. Most recently, the Marmara Earthquake in August of 1999 heavily damaged the foundation and walls of Fevziye. In 2002 the foundation was relayed, and in 2004 the mosque once again opened. Additionally, a large contemporary park was constructed around the Fevziye Mosque and includes a pond feature with a stream running through the site, a water arch, seating areas, and a café.
Izmit People’s House

Established in 1932, the People’s House once sat on the coastline of Izmit; however, since the coastal filling of the Izmit Bay, the building sits just north of the Ankara-Istanbul Highway. Designed by Seyfi Arkan in 1937, the structure was inaugurated in 1942. The eastern block of the complex functioned as a theater hall while the western block included a restaurant, library, and entry on the first floor and offices on the second floor. In the 1950s the building closed down; afterward it housed the Special Provincial Administration, Land Registry, and the Financial Office for the Province. The structure was reopened as a People’s House once more and offers foreign language courses, music, driving lessons, and handicrafts. The original restaurant lost its outdoor property due to highway construction and is currently being used as offices and storage.

Tekel Tobacco Factory

The historic factory building was constructed in the 1800s near Tekel Company buildings. This factory was built to help handle and store the tobacco products manufactured in and around Izmit. Tekel once had a monopoly on the production and sale of tobacco and alcohol products in Turkey. The Tekel Administration building and warehouses were destroyed in 1973. A fire in 1993 at the Tekel Factory in Izmit destroyed most of the building and surroundings. The only remnants of the factory are parts of a single wall. This site is located just north of the historic railway and walking path.
Top, Left: Pertev Pasa Mosque ablution fountain
Top, Right: İzmit Railway running through the city center
Bottom: Landscape of İzmit, c. 1900
Top: Students work on their final proposals.
Bottom, Left: Prof. Spodek watches as students continue working.
Bottom, Right: Presentation from Prof. Spodek.
Opposite, Top: Students work on visual mapping.
Opposite, Bottom: Presentation fro Prof. Bayraktar.
Urban Design

After learning about the history of Izmit and of the sites, students and professors started analyzing the city and the immediate sites. This includes visual analysis of each site and its surrounding, historical analysis of the location of Izmit and its sites, and a SWOT analysis of each site and its characteristics. Urban design was introduced to the project as planning for the twenty-first century in historic districts. An emphasis on the conservation of sites was pushed, as well as the integration of historic and cultural sites into a modern urban fabric.

Objectives

The main objective for the urban design analysis and proposals is to develop an understanding of the approaches used by the United States and international designers and engineers. Secondary to this objective, the workshop gave students experience with building documentation and testing. This gave students the chance to establish goals and objectives, as well as the experience in field observations and assessment.

Because of the international nature of the project, students were exposed to different methods of conservation of ancient and historic sites within a modern urban fabric. This presented chances to examine and analyze sites with different international perspectives.
Methodology
The visual analysis started at three scales: macro, mezzo, and micro. Students were divided into three teams and each was assigned a scale. Each team started with research of the scale as it applied to Izmit and first impressions of the sites. Visual mapping was used to create connections between the scales and within each scale to break down the components of the workshop. After visual analysis, participants attended presentations from guest speakers who specialized in different architectural and conservation areas as it applied to Izmit. These included presentations on each site, the city as a whole, and traditional methods of conservation in Turkey.

Master Plan Questions
In order to start formulating urban design proposals, a list of questions was formed. These begin to question pieces of Izmit and the individual sites as it relates to urban conservation. The questions are as follows:

- What are the dominant identity parameters in Izmit with social, cultural, and historical background?
- How is Izmit defined?
- What was the historical background and development of Izmit?
- What are the potentials of Izmit at macro and micro scales in the context of local identity?
- What are the challenges that the city faces?
**Macro Scale: City and Region**

Because Izmit was founded as an industrial center along the waterfront, it quickly attracted residents. The original coastline became a bounding element to the growth of the city and thus forced residential growth uphill. The city center, indicated in red in the diagram below, originally abutted the coastline and was the boundary of Izmit. Residential growth started as mid-rise buildings leading uphill; however, this space quickly filled and forced further growth in high-rise buildings even further uphill, as seen at the right side of the diagram.

Once the residential area took over much of the hill, there was little room for transportation development in Izmit. The city's answer to this was to fill in the existing coastline and locate transportation on this new ground, as illustrated on the left side of the diagram. This created more distance between the city center and residential areas and the coast, one of the main reasons that Izmit was founded. Presently, the coast has become invisible to much of the city leading to the lack of activity in the area.
Mezzo Scale: District

Looking at a smaller scale, the district of Izmit that surrounds the sites allows for further visual analysis. A figure-ground diagram illustrates the built and unbuilt areas of the city. This shows that much of the city is built while the major sites of the project are the few open spaces. The commercial and residential areas of the district are highly separated, which does not allow for many residential buildings in the city center. The commercial district attracts people from other parts of the city into the city center district. A visual path analysis included pedestrians, bicycles, vehicles, and transportation pathways. In order to fully understand these paths, students walked and experienced the majority of pathways. Through this analysis it can be seen that pedestrian pathways converge and surround the sites more fully than any other kind of pathway.

Also analyzed were the green spaces in and around the district. These were divided into passive and active green spaces. The most active green spaces in the district are surrounding the mosques and usually include tea gardens. These tea gardens are the most active outdoor spaces in the district. The passive green spaces include the walking route along the old railway. This space is used by residents but only as a way to get around the city; people do not use this space to gather and converse.

Top: Figure-ground diagram of the district.
Second: Commercial and residential diagram of building types.
Third: Visual mapping of pathways.
Bottom: Passive and active green spaces within the district.
Opposite, Left: Diagramming of Pertev Pasa and its site.
Opposite, Right: Diagramming of Fevziye Mosque.
Micro Scale: Pertev Pasa Mosque
Pertev Pasa, or "New Friday" mosque, creates a very unique area within the city. Not as well preserved as Fevziye, the mosque and its grounds provoke much more historic and spiritual effects. Bounded by the city on all four sides, the mosque’s present surroundings give no hint to the historic coastline that used to abut the site. Although the green space has been thoroughly designed, it remains very inactive and quiet. Few people sit around on the benches and no children play in the grass. Visually, the site is cut off from the rest of the city because of a stone wall that surrounds the mosque. This reduces the visibility of the new coastline and does not connect the mosque to the city center. The administration and grounds keeping offices are not well preserved and are small sheds to the side of the mosque. Even though the mosque is somewhat cut off from the city, the park and tea garden elevate the mosque as a major aspect of Izmit’s identity.

Micro Scale: Fevziye Mosque
Located across the street from the Public House, Fevziye Mosque has little connection to the historic building. Once located by the sea, the mosque now stands next to a large commercial area and tea garden. Four main zones can be mapped: Quiet Solitude, Passive Interaction, Spiritual, and Active Movement. Visually, these areas divide the site into four zones with the built mosque slightly off-center. The calm, quiet solitude area includes ample green space with a highly designed park which leads to a busy tea garden. These spaces are highly used and very busy. Many people meet and stay around the site and at the tea garden. The mosque sits on a raised platform, evoking grandeur and elevating its status above the rest of the site. Because of the multiple disasters that have struck Fevziye Mosque, its façade is somewhat modern. However, it can be observed that the modern exterior is mostly hidden by overgrown trees bushes, and large telephone poles.
Micro Scale: Eski Tekel Park

The factory ruins that are still present at the park are historically important to the founding and development of Izmit. The factory was evidence of the industrial nature of the city, and its importance in the tobacco trade. It is seen on the site that the ruins are not being properly cared for because they are overgrown by vegetation. Visually, this creates a disconnect between the historic factory wall and the present park. The park’s elements are very overwhelming to the senses. The park is very busy and loud on either side of the ruins because of the children’s park, but the eastern corner closest to the walking route is very quiet. A strong attractor in the space is the Communal Soup Faucet. This provides people who struggle with food security a place to receive food aid. This, along with the market space adjacent, create a consistent flow of people through the site. The children’s park is very successful because of the central location; however the current space does not visually connect to the historic nature of the site.

Micro Scale: Bridge Over Highway

Located between Pertev Pasa Mosque and the present coastline, the contemporary bridge causes a major visual disconnect in Izmit. However, this bridge is one of the few ways that people can cross the major transportation lines that now exist on the historic coast which makes it very important to the city. The bridge is very loud and open to the major highway beneath, making the atmosphere unfavorable to stay on the bridge – it is solely a means of getting from the city center to seaside. Aesthetically, the bridge creates a strong contrast with the historic architecture along the old coast. Those buildings are historic shopping areas and warehouses that make reference to the historic coastline and their initial purposes. This area includes Pertev Pasa and its park area; the bridge interferes with the historic nature of the site. An addition to the end of the bridge blocks much of Pertev Pasa Mosque from being seen and interrupts the visual connection from the mosque to the present coastline.
Top, Left: Visual map of Pertev Pasa Mosque illustrating the zones on the site.
Top, Right: Sketch of Fevziye Mosque from the south showing blockages of the facade.
Bottom, Right: Sketch of the bridge looking toward Pertev Pasa.
Bottom, Left: Map of the pathways through and around Eski Tekel Park illustrating how people move through the site.
Design Proposals

Proposal 1
Presented by the first team of international students, this proposal looks to extend the existing urban fabric of Izmit in order to increase the use of the new shoreline and connect this area to the rest of the city. Along the existing transportation corridor, a proposal for a new train station would increase the ability to quickly travel between Istanbul, Izmit, and Ankara. This will bring more people into the city and increases the tourism industry in and around the historic sites.

Top: Diagram of proposal’s goals.
Middle: Molly Smith presents Proposal 1.
Bottom: Final site plan and sections through proposal 1.
To achieve the extension of the urban fabric, the proposal includes lowering parts of the highway below grade and lower the bridges to eye level. This can increase the visual connection from the city center to the Marmara Sea because it reduces the visual obstacles that presently interrupt the view. Because of an increased visual connection to the sea, pedestrian movement would increase north to south; this encourages a movement from the city center to the coastline.

The proposal also calls to create three main public areas, two of which are located at Fevziye and Pertev Pasa Mosques. Because of the emphasis on the area surrounding Fevziye Mosque, use of the Public House would also be highlighted. This increases the pedestrian traffic in and around the Public House which encourages a restoration of the building to its former uses. The creation of an outdoor performance area at the Public House extends the reach of the educational facility into the city.

Section 1: Portions of the highway are lowered underground but remain open to above. This allows for ventilation of exhaust and natural lighting.

Section 2: Although the bridges are now lowered, the proposal hopes to reuse the existing bridges through modification.

Section 3: Bringing a pedestrian path closer to the coast pulls people from the city center to the redeveloped shore.

Section 4: Installation of art pieces along the below-grade highway creates visual interest and encourages local art.
**Proposal 2**

Emphasizing a metaphorical break in Izmit’s urban fabric, this second proposal looks to create a series of axes along a cultural corridor in order to strengthen Izmit’s identity. A main axis which runs north to south through the city connects the city center and residential areas to the existing coastline. This brings people from the city to the sea which is often forgotten in day-to-day life. With the creation of this axis, a cultural corridor is formed accentuating the art, music, and education of the city. This main corridor passes beside the Tekel Tobacco Factory ruins and park and Pertev Pasa Mosque, then it continues across the main pedestrian bridge to the coastline. This long corridor highlights many of the cultural and historic sites of the city which helps residents and visitors remember Izmit’s history and identity. Redevelopment along the coastline also helps to increase the traffic along the pedestrian bridges as people venture further south to the sea.
The proposal is composed of four parts that can be undertaken individually in order to help the larger redevelopment of the city. Phase one consists of modifying the pedestrian bridge which now obstructs views of Pertev Pasa Mosque. Along with this bridge modification, a sunken amphitheater would be constructed where the looping ramp now exists to serve as an exhibition and gathering space for the residents of Izmit. The last part of phase one would be creating a cultural center next to the amphitheater. The second phase consists of new sports fields along the coastline, creating public spaces for residents to play and exercise within the city and a natural wetlands habitat along the coast with outdoor learning facilities for children and adults to learn of the natural flora and fauna of wetlands. The third phase of redevelopment would be connecting the Public House to Fevziye Mosque in order to strengthen the cultural importance of the Public House, creating another museum to celebrate the history of Izmit, and extending the pedestrian bridge to the coast. The last phase of the proposal consists of conserving the neighborhoods that are currently present in Izmit.

The four stages of this proposal were arranged through a SWOT analysis of the individual sites. This SWOT analysis looks at the strengths, weaknesses, opportunities, and threats at each site and how each category impacts development. Some of the strengths of the sites played into a larger conservation strategy like the successful tea gardens and parks next to both mosques. By using small interventions at these successful spaces, a larger positive impact can be made in the first phase so that residents can see an immediate positive effect.
**Proposal 3**

The last proposal presented focuses on the identity of Izmit and how to find and celebrate the history of culture of the place. In order to find and re-establish the identity of Izmit you must examine what Izmit was founded as, what the city has become in modern times, and what the city can be in the future. These three eras define the city and how residents and visitors perceive the city.

This proposal calls for a celebration of each site within a holistic cultural trail. The new cultural trail would create a loop through the city center with trail markers and small modifications to each site. By adding these changes, the sites are integrated into one celebration of the history and culture of the city. Parts of this proposal include the extension of a public square and tea garden adjacent to Fevziye Mosque and the Public House. The street dividing the two would be closed to vehicular traffic and lessen the dangerous pedestrian crossings in the area. A parallel street to the closed area would then be used as the main thoroughfare for vehicles while the public square is used for exhibition spaces, gathering, and celebrating.

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Top, Right: Final master plan of Proposal 3.
Bottom, Right: Site plan of new public square between Fevziye Mosque and Izmit Public House.
Above: Section of new public square.
Another major aspect of this proposal is the restoration of the historic railway. The walking path that presently accommodates this space does not harken any historic significance to the railway that helped Izmit grow into a large city. By refinishing the walkway with old railway ties and rails, the historic significance comes back into focus. This, along with trail markers, would celebrate the history of the Ankara-Hyderpasa Railway. The other main walkway within the cultural trail is along the existing pedestrian bridges. These bridges are overcome with noise and smell pollution from the highway below and hide many aesthetic views of the area. By modifying the bridge on either end and creating a green space along the bridge, these can become part of the green space of the cultural trail. Adding green space and drainage along either side of the existing bridge and refinishing the surface, the bridges can become more aesthetically pleasing.

Once across the bridge, the cultural trail will celebrate the modern coastline and the historic significance of the area. The addition of natural wetland habitats and a small outdoor amphitheater provide residents a space to relax and enjoy nature. Along the existing docks, more docks can be built to create a floating market. Historically, Izmit is a port city that relied on the water for its trade, so this floating market celebrates that historic significance by bringing residents and visitors to the Marmara Sea.

Top: Sketch of refinished railway trail. Middle: Sketch of new green space along pedestrian bridge. Bottom: Section of green bridge components for drainage and structure.
Throughout the formation of each proposal, teams were reminded of the critical objectives of the workshop. These included the development of international collaboration of designers and engineers and the opportunity to give students experience in building documentation and testing. Keeping these two main objectives in mind allowed students to take input from all members of the team. Because each team was made of at least one student from each participating university, the range of experience and areas of study complimented each other allowing for a well-rounded range of proposals. As the teams worked, a cross-cultural design vocabulary was formed, focusing on local building techniques, technologies, and preservation providing a forum for international collaboration. An emphasis on conservation of each site and the development of the city as a whole, provided chances to each student to experience field observation and assessment. The background of each student allowed each team to notice different strengths and opportunities at the sites. As the final proposals were presented the true international nature of the workshop was seen. Every participating student presented some part of the final presentation and all were recognized with certificates of participation. This truly allowed for the students to explain what they were involved in as the workshop developed new plans and thoughts for the city of Izmit.