

SAYFIYE TO BANLIEUE:
SUBURBAN LANDSCAPE AROUND ANATOLIAN RAILWAYS,
FROM MID-NINETEENTH CENTURY TO THE WORLD WAR II

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ABSTRACT

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The major intention of this dissertation is to reveal a new perspective for suburbanization by discussing the transformation of the rural space into suburban space and formation of suburban landscape within the context of social production of space and theories of landscape. A methodological and conceptual framework is developed through a multi-disciplinary approach encompassing the theories of architecture, urban planning and cultural geography for understanding production of suburban landscape. Although, the movement of the people from the city to the countryside for recreational and leisure purposes was a common practice in İstanbul starting from the Byzantine times; it was after the construction of the Anatolian Railways that the environs of the railways and stations started to develop as suburban settlements on the Anatolian side of İstanbul. *Sayfiye* settlements used at the summers which were the initial form of the suburban development at the environs of Kadıköy at the late nineteenth century, gradually transformed into permanent residential settlements as *banlieue* during the early twentieth century. The dissertation aims to decode the suburban landscape around the Anatolian Railways in İstanbul by analyzing the interrelations of landscape as form, meaning and representation, in addition to the analysis of political, economic and social dynamics at the background of the production of suburban landscape. Thus, the dissertation intends to write the urban environmental history of the suburbs of Kadıköy starting from the mid-nineteenth century until the mid-twentieth century based on the analysis of urban transformation of agriculture-*sayfiye-banlieue* trilogy.

Keywords: Landscape, Suburbs, *Sayfiye*, *Banlieue*, Anatolian Railways, Kadıköy, İstanbul.

ÖZ

SAYFIYEDEN BANLİYÖYE: ANADOLU DEMİRYOLLARININ ÇEVRESİNDEKİ BANLİYÖ PEYZAJI, ONDOKUZUNCU YÜZYIL ORTASINDAN İL.DÜNYA SAVAŞINA

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Bu tezin temel amacı, kent çeperindeki kırsal alanının banliyöye dönüşme sürecini ve banliyö peyzajının oluşumunu mekânın toplumsal üretimi ve peyzaj kuramları bağlamında tartışarak banliyöleşme üzerine yeni bir perspektif ortaya koymaktır. Banliyö peyzajının üretimini anlamak amacıyla mimarlık, kent planlaması ve kültürel coğrafya teorilerini kapsayan multi-disipliner bir yaklaşımla yöntemsel ve kavramsal bir çerçeve geliştirilmiştir. İstanbul'da insanların dinlenme ve eğlence amaçlı kentten kıra hareketi Bizans döneminden itibaren yaygın bir pratik olmasına karşın, İstanbul'un Anadolu yakasında demiryolları ve istasyonların çevresinde banliyö yerleşimlerinin gelişimi Anadolu Demiryolları'nın kurulmasından sonra başlamıştır. Ondokuzuncu yüzyıl sonlarında ilk olarak yazları kullanılan sayfiye yerleşimleri olarak gelişen Kadıköy çevresi, yirminci yüzyılın erken döneminde yavaş yavaş banliyö yerleşimlerine doğru dönüşmüştür. Tez, İstanbul'da Anadolu Demiryolları çevresindeki banliyö peyzajının üretimini; arka planındaki politik, ekonomik ve sosyal dinamikler ile peyzajın form, anlam ve temsiliyet olarak ilişkilerinin analizi üzerinden incelemektedir. Böylece, ziraat-sayfiye-banliyö üçlemesinin kentsel dönüşüm analizi üzerinden ondokuzuncu yüzyıl ortasından yirminci yüzyıl ortasına kadar Kadıköy çevresinin kentsel ve çevresel tarihini yazmayı amaçlamaktadır.

Anahtar kelimeler: Peyzaj, Sayfiye, Banliyö, Anadolu Demiryolları, Kadıköy, İstanbul.

To my mother Tülin Aras,
and to the memory of
my grandfather İhsan Ruhi Sulhun

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- Figure C.05: *Bostancı'da Aile* by Halil Paşa (1857-1939)
- Figure C.06: *Bostancı Sahilde Gezinti* by Halil Paşa (1857-1939)

CHAPTER 1

INTRODUCTION

A suburb once was considered to be a subordinate and inferior part of a city but gradually it became an essential residential zone of a city housing large populations. Even though the suburb has existed since ancient times, it was not until the nineteenth century that the suburb became a desirable residential settlement whose development influenced the relationship between the city and countryside. The traditional binary opposition between the city and the countryside dissolved as a consequence of suburban development outside the city walls. Thus, the boundary between the city and countryside became blurred in the suburb which was neither rural nor urban, instead a synthesis of city and country during its early stage of development.

The movement of the people to the suburbs is an ongoing process that impacts not only the city but also the surrounding countryside. The rural and agricultural land in the countryside transforms into urban settlements with the new suburban developments, which causes the decline of the rural area that surrounds the city. The suburbs, initially developed as an autonomous residential settlement separate from the city, became an essential part of the city, which in turn caused the invasion of the countryside by urban space. In the case of İstanbul, the city's urban development exhibits the rapid urbanization of the environs of the city over the last 50 years. (Fig. 1.01 & Fig.1.02) The suburbs is not the only factor that caused the rapid urbanization of İstanbul; however the early suburbs being transformed into residential zones of the city contributed to urbanization of the natural environment in the surrounding areas of the city. Also, the early suburban development around the Anatolian Railways in İstanbul is an important case in point that can present the characteristics of the early suburbanization process in İstanbul and can bring a new viewpoint regarding urban environmental history from a Turkish context.

Up until the mid-nineteenth century, the Anatolian side of İstanbul on the shores of the Marmara Sea was mainly composed of agricultural and rural land, which constituted the periphery of the city except for the permanent settlements in Üsküdar and center of Kadıköy. The utilization of the countryside for agricultural production and recreational purposes started during the Byzantium period and continued during the Ottoman period was preserved up until the development of the Anatolian Railways in İstanbul, which facilitated the transportation of people from the city to the countryside. One of the most significant consequences of mobility was the development of the settlements in the environs of the Anatolian Railways, particularly around the railway stations. The preliminary suburban development around the Anatolian Railways is referred to as a *sayfiye*, which refers to a place or settlement that is used for seasonal recreational and leisure purposes, particularly during the summertime. During the early stage of their development, the environs of the railways were transformed from agricultural land into private land where the early *sayfiye* houses were constructed with large interior gardens composed of *bağs* and *bostans*. The *sayfiye* settlements, which form the preliminary archetype of the suburban development, gradually transformed into permanent residential settlements, which is defined as *banlieue* in this dissertation. *Banlieue* refers to the residential area in the periphery of the city. In the United States, the word suburb generally connotes areas of low-density, detached or semi-detached housing, inhabited by the middle and upper classes; whereas in France, the word *banlieue* is more frequently used to describe areas of low-income apartments and social housing. However, in this dissertation the term *banlieue* is used to define the permanent residential settlements of the upper and middle class that were formed around the Anatolian Railways during the early twentieth century. In the case of İstanbul, the early suburbanization of the Anatolian side which gradually transformed from *sayfiye* to *banlieue* is a unique case allowing for the opening up of new perspectives of discussion on suburbanization and urban space.

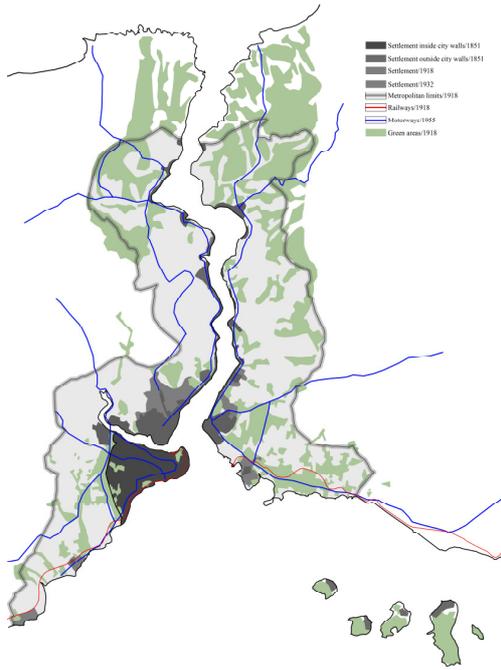


Fig.1.01: Phases of urban development, 1850s-1950s
(Produced by the author)



Fig.1.02: İstanbul, 2006
(Produced by the author)

Although the emergence of new technologies and urban transportation contributed to the development of the suburbs, early suburbanization cannot be explained solely to be a result of these aspects. This dissertation aims to understand the making and meaning of the suburban landscape by positioning social formation as the primary and generative force behind the creation of the suburbs both spatially and socially. The early suburbs in the case of the *sayfiye* settlements signaled new modes of spatial and social organization that was reflected on the cultural landscape of the suburbs. The social formation during late Ottoman period produced a particular kind of landscape in the suburbs, which was neither urban nor rural. After the foundation of the Turkish Republic, the shift in the political, economic and social dynamics was reflected on the suburban landscape of the Anatolian side of İstanbul, resulting in the transformation of the suburban landscape of the area. This dissertation will provide an examination of the suburban landscape around the Anatolian Railways from the viewpoint of cultural landscape theories by analyzing the political, economic and social dynamics of the period and the spatial practices and cultural values of the society.

1.1 AIMS AND OBJECTIVES

The movement of the people to suburbs is an ongoing process which impacts not only the city but also the surrounding countryside. The rural and agricultural land in the countryside transforms into urban settlements with the expansion of the city and the development of new suburbs, which lead to the decline of the rural area surrounding the city and the invasion of the countryside by the city. During the process of suburbanization, the rural and agricultural land in the countryside transformed into suburban land with the shift of use-value of the land into exchange-value; thus, the agricultural land was opened up for land speculation. A historical survey of the suburban landscape in İstanbul while focusing on the suburbanization process around the Anatolian Railways can open a different perspective for future development of the suburbs in İstanbul. Although morphological and typological studies are conducted in this study, the main objective of this research is a critical reading of the suburbanization process from the perspective of cultural landscape theories. This dissertation conceptualizes the discussion of the cultural landscape of the suburbs with the term suburban landscape.

The major intention of this dissertation is to decode the creation of suburban landscape around the Anatolian Railways in İstanbul from the viewpoint of cultural landscape. This dissertation intends to trace the forces that contributed to the transformation of the Anatolian side from agricultural land into suburban settlements; initially formed as *sayfiye* during the late Ottoman period and eventually to *banlieue* during the early Republican period. This dissertation aims to decode the transformation process of countryside to suburbs by discussing urban transformation of the case study area through the trilogy of agriculture-*sayfiye*-*banlieue* while focusing on the creation of the suburban landscape in the context of the relationship between social formation and land/space. To achieve this aim, a methodological and conceptual framework is developed by combining the theories on urban space and landscape to understand the creation of the suburban landscape. Consequently, the main problems of the dissertation are summarized in two parts; first the conceptual questions focused on the case study area and second the methodological questions about the proposed theoretical framework:

- What were the main factors and forces that generated suburbanization in İstanbul? To understand the early stages of suburbanization, we have to first analyze the changing power, political, economic and social forces, in addition to the spatial practices and cultural values of the society, which are generically defined as the social formation of the society.
- What were the characteristics of the early suburbanization in İstanbul? What was the role of the railways in the suburbanization of İstanbul?
- Why the preliminary development of suburban settlements was formed as *sayfiye* settlements during the late Ottoman period? What was the role of the Ottoman view of landscape and nature in the development of *sayfiye* settlements? Does the *sayfiye* form a unique case for suburban development that differs from other geographic areas?
- Was there a relationship between the railways, property relations and urban morphology in the formation of the suburbs?
- What were the main factors behind the transformation of *sayfiye* settlements into *banlieue* settlements? How did the *sayfiye* settlements transform into permanent residential settlements? How did *banlieue* settlements differ from the *sayfiye* settlements?
- What are the similarities and/or differences between the suburbs of Kadıköy and the Western suburban settlements?
- How can a study on suburban landscape contribute to the studies on suburbanization and urban space?
- Is the discussion on suburban landscape, formed by the theories of cultural landscape, adequate for discussing urban space and suburbs in the Turkish case? Is there a need for a new methodological and conceptual framework for discussing suburbanization?
- How can the discussion of the suburbanization of the environs around the Anatolian Railways contribute to urban environmental history and theory in the Turkish context?

1.2 SIGNIFICANCE OF THE STUDY

The studies of early suburbanization generally approach the subject from the perspective of the relationship between the suburbs and technological developments, new means of transportation¹, decentralization, industrialization and social segregation. Scholars from different disciplines classified

¹ Binford's essay (1985) titled "The First Suburbs: Residential Communities on the Boston Periphery, 1815-1860" discusses the impacts of new modes of public transportation such as railways on the formation of suburbs in the early nineteenth century. Binford argues that the mass transportation by omnibus and railways transformed the travel habits of the subordinates caused the migration of the commuters to the suburbs. The essay by Binford is considered important for this dissertation as it points out the process of subdivision of old farms and estates into large house lots which reveals a different kind of suburban development than the planned suburbs such as Riverside.

suburbs on many bases: political status, economic and social function, landscape and built environment, ideology and way of life and process of development.² The works of Kenneth T. Jackson³ and Fishman⁴ are considered important when discussing the emergence of suburbs. Growing interest in the study of suburbs had been focused on the social production of suburbs based on the works of David Harvey and Henri Lefebvre.⁵ This dissertation follows a similar approach discusses the suburbs as a social space and considers the formation of the suburbs as the social production of space. Because of its relevance to the subject of landscape, this study uses the cultural landscape theories, which developed as a subfield of cultural geography since the 1920s. This study discusses the creation of suburbs similar with the viewpoint of cultural geographers such as Don Mitchell and Denis Cosgrove⁶. The book “Cultural Geography: A Critical Introduction” by Don Mitchell published in 2000, provides one of the important overviews on the field of cultural geography, which also puts forward the interpretation of landscape as a social space. In addition, the book “Landscape” by John Wylie, published in 2007, is another overview of the studies on landscape by illustrating the development of the field of cultural geography covering the works from Carl Sauer up to present day studies in the field. These books have been influential in the development of the theoretical framework of this study and guided the development of an integrated research strategy and methodology for the study on urban space from the perspective of landscape studies. This study intends to use different viewpoints of cultural geography by combining the idea of landscape, which is considered by the scholars as a physical object, or embracing the symbolic meaning or viewing landscape as a social product. Thus, the aim of this dissertation is to bring a new methodological and conceptual framework for studying cultural geography in terms of the production of suburban space. Therefore, this study can open up new perspectives for the study of suburbs and urban space from the standpoint of cultural landscape theory. Hence, this dissertation intends to write the urban and environmental history of the suburbs through the integration of cultural landscape theories while discussing suburban space. In addition, this study can be seen as significant as it aims to contribute to the theories of cultural landscape from the Turkish context.

Furthermore, this study can be seen as valuable in order to develop a spatial analysis method integrating urban morphology⁷, architecture and landscape pattern for the study of suburban space. This study discusses the influence of railways in the creation of a particular urban pattern, which is discussed through the creation of suburban landscape around the Anatolian Railways. Although the introduction of the railways was central to the urban transformation of the countryside, this study is not solely focused on the impacts of the railways on the countryside or on the formation of suburbs; this study discusses about the production of the suburbs in terms of the background forces that

²For a detailed classification of studies on suburbia refer to Nicolaidis & Wiese (2006) *The Suburb Reader*, New York & London: Routledge.

³ Kenneth T. Jackson, who discusses the reasons for the rise of suburbanization in American geography, is an important figure in the studies of suburbs. His book titled “Crabgrass Frontier: The Suburbanization of the United States” stands as a classic text on the history of American suburbanization. Jackson not only points out the significance of new transportation technologies but also discusses suburbs from a social aspect. Jackson, Kenneth T. (2006) “Crabgrass Frontier: The Suburbanization of the United States” (1985), *The Suburb Reader* (ed. Nicolaidis, B.M. & Wiese, A.), p. 26-33, New York & London: Routledge.

⁴ Fishman discusses the formation of early suburbs in relation to the emergence of the British bourgeois class, which developed their space accordingly with their culture and values. The work of Fishman is seen as important in highlighting the role of social class and culture in the formation of suburbs. Fishman, Robert (2006) “Bourgeois Utopias: The Rise and Fall of Suburbia” (1987), *The Suburb Reader* (ed. Nicolaidis, B.M. & Wiese, A.), p. 33-39, New York & London: Routledge.

⁵ The theory of Henri Lefebvre is one of the most important works on understanding space as a social product. In his book “The Production of Space” (1974), he argues that space is made up of spatial practices, representations of space and representational space. The work of Lefebvre has been valuable in developing the meta-context of this dissertation through understanding the suburban landscape as social product.

⁶ In his book “Social Formation and Symbolic Landscape” (1984) Cosgrove discusses the idea of landscape as a “way of seeing” the world based on a certain social formation. While discussing the representations of landscape, Cosgrove explores the social formation that gave shape to the landscape.

⁷ Urban morphology, which mainly serves for the historical analysis of the urban form, is the study of the urban form and it is used as a method of analysis to develop the principles or rules of urban design. The roots of urban morphology are grounded in the work of M.R.G. Conzen, who developed the study of urban morphology to understand the change in the urban form in time, during the end of the nineteenth century. The author developed her master’s thesis on the transformation of urban pattern in a historical city through the analysis of urban morphology. Aras (2005) *The Transformation of Urban Space at The Conjunction of the Old and New Districts: The City of Aleppo*, Unpublished Master’s Thesis, METU. The urban morphological analysis was presented at the 2010 ISUF (International Seminar on Urban Form) conference titled “Historical Cities and Modernization: Urban Morphology and Identity in Aleppo”. In addition there is a growing interest in urban morphological studies by the emergence of new studies on contemporary cities. The work of Moudon (1998) is seen important for studying the morphology of suburban neighborhoods. Moudon, A.V. (1998) “The Changing Morphology of Suburban Neighborhoods,” *Urban Morphology Journal*, 141-157.

generate, shape up and give form to the suburbs. Whereas railways are discussed as one of the generative factors in the formation of suburbs. Regarding the analysis of the impacts of railways on the cities, Cavallo's PhD thesis titled "Railways in the Urban Context: An Architectural Discourse"⁸ and the book titled "The City and Railway in Europe" published in 2003, which is the results of the Fifth International Conference on Urban History (2000, Berlin), are important works that discuss the impacts of railways on urban space and architecture. A PhD dissertation conducted by Yonca Kösebay Erkan titled "Anadolu Demiryolu Çevresinde Gelişen Mimari ve Korunması,"⁹ from the Department of Restoration; İstanbul Technical University mainly discusses the architecture of the railway stations and the environments surrounding the Anatolian Railways not just in İstanbul but across all of the stations in Turkey. Erkan's study gives an overview of the historical urban development of the environs of the stations and proposes the conservation of station areas as historical architectural and urban assets. Erkan's work is seen important in the context of the conservation of the stations and its environs. This dissertation on the suburban landscape around the Anatolian Railways is seen as significant not just for aiming to contribute to studies of İstanbul or on railways but also for making use of urban morphological studies in the Turkish context.

Works on the case study area referring to Kadıköy include, Rifat Akbulut's PhD thesis "Kentsel Tarih Araştırmalarında Bilgi Teknolojilerinin Kullanımıyla Yeni Bir Yöntem Geliştirilmesi (Kentsel Dönüşümde Kaos Kuramı ve Kadıköy - İstanbul örneği)" at the Department of City Planning; Mimar Sinan University in 2004 analyzes the urban pattern of Kadıköy focusing on Moda district, in particular Cafer Ağa neighborhood. Akbulut uses information technologies for the analysis of the transformation of the urban pattern. Looking at the research on case study area, it is clear that a research on the development of Kadıköy suburbs with the perspective of urban theories would complement to the understanding the historical urban development of the area. Gülrü Necipoğlu's article titled "The suburban landscape of sixteenth-century İstanbul as a mirror of classical Ottoman garden culture" published in 1997, is seen as an essential work as it supplies an overview of the Ottoman design approach to landscape and spaces outside the city walls by the Bosphorus and the shores of the Marmara Sea. This dissertation made use of the traditional Ottoman design approach to nature and landscape by discussing it in the context of modernization beginning in the nineteenth century.

Serim Denel's book "Batılılaşma Sürecinde İstanbul'da Tasarım ve Dış Mekanlarda Değişim ve Nedenleri" published in 1982 is about the impact of westernization during the Ottoman period on urban space with a focus on urban reforms and regulations. Denel's book is regarded as being important in that it points out the transformation of the exterior space in İstanbul¹⁰ in relation to the spatial practices of the Ottoman society, such as the trend to be close to nature. A valuable piece of research on the transformation of urban pattern of Western Anatolian cities from the late Ottoman period to early Republican period is the article by Sıdıka Çetin "Geç Osmanlıdan Erken Cumhuriyete İç Batı Anadolu'da Kentsel Yapının Değişimi" published in 2012. The article is considered as important because it compares the urban planning approaches during the late Ottoman period as well as the early Republican period. This dissertation adopts a similar approach in terms of comparing the planning approaches during the late Ottoman and early Republican period; however, this dissertation differs in the context by analyzing the case study area with a superstructure of the suburban landscape while including the cultural landscape of the case study area during different political periods.

⁸ Cavallo's PhD thesis can be categorized under the studies of the impacts of railways on urban space. Cavallo discusses the concept of urban architecture in relation to railways in a Dutch context. There is a growing interest in the relationship between railways and urban space in Europe, which grew alongside the high speed trains, and railways being seen as means of sustainable transportation.

⁹ Erkan's PhD thesis is an important source for understanding the architectural value of railway stations along the Anatolian Railways. Erkan states the aim of the thesis as the impacts of railways on the formation of urban space and identifying the architectural and cultural qualities of railways. Since the scope of the thesis is comprehensive, including all of the stations along the Anatolian Railways, the contribution of the thesis is primarily on the architecture and cultural significance of the railway buildings and is an overview of the relationship between railway buildings and the urban space.

¹⁰ Zeynep Çelik's book (1986) "The Remaking of İstanbul: Portrait of an Ottoman City in the Nineteenth Century" is one of the classical reference books on the transformation of the urban fabric and architecture of İstanbul in line with the modernization reforms of the Ottomans. However, the book focuses on the transformation on the European side of İstanbul. Another book on İstanbul studies is by Murat Gül (2009) titled "The Emergence of Modern İstanbul: Transformation and Modernisation of a City," which discusses İstanbul based on urban planning approaches. Another important study on İstanbul is Namık Erkal's PhD thesis (2001) titled "Haliç Extra-mural Zone: a Spatio-Temporal Framework for Understanding the Architecture of the İstanbul City Frontier," which discusses the transformation of the Golden Horn's shores.

To conclude, this dissertation intends firstly to contribute to the theories of urban and environmental history from the Turkish context by discussing the cultural landscape of İstanbul from the perspective of the transformation of land into landscape; secondly the dissertation aims to open up new perspectives for discussing early suburbanization based on the discussion of the suburban landscape, which is briefly defined as the relationship between social formation and land; and thirdly the dissertation aims to contribute to the studies on urban form by developing a methodological framework integrating the analysis of urban morphology, architecture and landscape patterns. Finally, the dissertation aims to make contributions to the studies of İstanbul by discussing the historical formation of the suburbs on the Anatolian side of İstanbul.

The transformation of the hinterland of İstanbul on the Anatolian side from agricultural land into suburban settlements can also open up new perspectives for urban and environmental history theories; urban history focuses on the built environment and environmental history focuses on the natural environments. Therefore, the environs of the Anatolian Railways constitute the middle landscape that combines the city and country, which can contribute to urban and environmental history theories. It should be noted that this dissertation aims to discuss suburbanization from the perspective of both urban and environmental history; however it does not aim to propose a focus on ecology or sustainability of the natural environments of the cities but rather point out the transformation process of the natural environments into urban space, which is dependent on the relationship between social formation and land that is defined as a suburban landscape. Thus, suburban landscape is conceptualized as a discussion medium that can open up new perspectives not only for urban theories but also for urban environmental history theories from the Turkish context.

1.3 SCOPE OF THE STUDY

The case study area is defined as the settlement area formed around the Anatolian Railways within the metropolitan limits of İstanbul, which is also defined as the suburbs of Kadıköy. The case study area is analyzed through the division of the area into seven districts based on their initial development around railway stations at Kızıltoprak, Feneryolu, Fenerbahçe, Göztepe, Erenköy, Suadiye and Bostancı. (Fig.1.03 & 1.04) The case study area is discussed in reference to two different time periods; first the late Ottoman period starting from the mid-nineteenth century until the foundation of the Turkish Republic in 1923 and then the early Republican period from 1923 until World War II. In addition, the case study area is analyzed based on different political periods, marking 1923 as the beginning of the Republican period; however the year 1923 is used as a symbolic date representing the foundation of the Turkish Republic. The suburban landscape of the case study is conceptually divided into three stages: first during the early development period starting from the development of railways in the 1870s until the end of nineteenth century; the second period, which marked a shift in the planning and architectural approach, starting from the 1900s and until 1920s; and the third period of development has a different ideology that starts in the 1930s until the 1940s. While the late Ottoman period represents the preliminary stage of the suburban development referred to as *sayfiye*, the early Republican period represents the transformation of the area into permanent residential settlements referred to as *banlieue*. The development of suburbs was shaped based on the ideology of the periods accompanied by the changing cultural and social values.

This study aims to understand the early suburban development in İstanbul from the late nineteenth century until early the twentieth century by discussing the changing political, economic and social forces in addition to the changing spatial practices and cultural values of the society. In this way, the creation of the suburban landscape in İstanbul is understood as a social process shaped by the forces of production including the power groups, agencies, and social actors as well as the spatial practices and cultural values of the inhabitants; which are manifested in the urban pattern of the suburban settlements.



Fig.1.03: Kadıköy, 1918
(Source: İstanbul Atatürk Library)



Fig.1.04: Kadıköy, 2010
(Source: Municipality of Kadıköy)

1.4 METHODOLOGY AND STRUCTURE

There are many studies exploring the emergence and formation of suburbs, most emphasizing on the role of transportation, technological and demographic transformations or cultural change. However, this dissertation aims to examine the development of the suburban settlements while focusing on the creation of suburban landscape from a multi-disciplinary approach that encompasses the theories of urban space, architecture and cultural landscape. In this dissertation, the study of cultural landscape serves as a theoretical framework for researching the forces and visible remains of the social and cultural groups and their organization in the space. In addition, theories on urban form and morphology will be used to understand the spatiality of the suburban landscape. From this perspective, the suburban landscape of the Anatolian side of İstanbul will be discussed based on the theoretical framework of connecting the various understandings of suburban landscape falling under multiple disciplines.

The dissertation intends to bring together different theoretical conceptions on landscape in order to achieve an integrative theoretical approach; in addition, it proposes an integrative methodological and conceptual framework for the analysis of the suburban landscape. The dissertation aims at utilizing the cultural geography theories by focusing on “cultural landscape” as subfield. Nevertheless, the studies in the field of cultural geography can have implications on both the social analysis and research on urban structure. The theoretical and methodological contexts of different fields dealing with space can provide new perspectives for the analysis of urban structure. Many researchers used these theories and methods for analyzing cultural landscapes. However, there are deficiencies in research on cultural landscape in the Turkish context. This study is seen significant by means of the premising role it can play in the development of cultural landscape studies in the Turkish context. This dissertation is also seen significant with its inter- and multi-disciplinary approach, which intends to integrate the theories of various disciplines on landscape such as cultural geography, architecture and urban design. As an outcome of the analysis, this dissertation aims at discussing suburbanization using a new perspective.

This dissertation makes use of interpretative-historical research method drawing on primary resources and secondary resources. The maps, plans, planning proposals of the case study area are mainly acquired from the İstanbul Atatürk Library, Osmanlı Bankası Archives and the archives of the Kadıköy Municipality. The primary resources, consisting of official documents from the Turkish Republic Directorate of the Archives of the Prime Ministry on Ottoman Archives and Republican Archives, are also analyzed. The book by Celal Esad Arseven titled “Kadıköy Hakkında Tedhikat-ı Belediye” published in 1913/1914 is regarded as a highly valuable primary resource on the urban pattern of Kadıköy during the period as well as portraying the urban planning approach of the period. In addition, a survey is conducted through secondary resources to include critical essays, scholarly articles, photo surveys and literature survey of the case study area. The books by Müfid Ekdal about

Kadıköy were important secondary resources that are used for the analysis of the case study area from the late Ottoman and to the early Republican period. Since the aim of the dissertation is to analyze the suburban landscape of the Anatolian side of İstanbul during different political periods, it also relies on a comparative research method analyzing the urban morphology, architecture and landscape during two different time periods, namely the late Ottoman period and the early Republican period. The main body of the dissertation consists of the analysis of the case study area in accordance with the theoretical framework.

This dissertation is composed of five chapters with the introduction outlining the major intention of the dissertation. Chapter 2, “The Production of Suburban Landscape: from a Methodological Perspective and Conceptual Framework” provides the theoretical framework for the study of suburbs within the context of the production of the suburban landscape. This chapter is made up of three parts. The first part presents an overview of the suburban development in different geographic areas as well as discusses the major factors that brought about their development. In addition, the relationship between the suburbanization and the landscape will be defined with an emphasis on the creation of the suburban settlements. In the second part, the definitions of landscape and the critical concepts of landscape studies will be presented. The third part of the chapter exposes the integrated analysis method for suburban landscape based upon urban morphology, architecture and landscape, which will be used in Chapter 3 and Chapter 4. The case study area is categorized into two parts with regard to political, economic and social dynamics of the different political periods. Chapter 3 discusses the suburban development during the late Ottoman period and Chapter 4 focuses on the early Republican period.

In Chapter 3, “*Sayfiye*: Transformation of Land into Landscape during the Late Ottoman Period,” the history and urban development of the Anatolian side of İstanbul is briefly introduced drawing on the relationship between the urban and rural spaces. In the second part of the chapter, the production of the suburban landscape as *sayfiye* is discussed with an emphasis on the social relations by analyzing the background of the development, the typo-morphological analysis of *sayfiye* as well as the representations of landscape in *sayfiye*. The third part consists of the evaluation of the findings and concluding remarks on the suburban landscape of *sayfiye* settlements during the late Ottoman period.

Chapter 4, “*Banlieue*: Suburban Development at the Early Republican Period,” outlines the suburban development around the Anatolian Railways starting from the foundation of the Republic of Turkey up to World War II. In the first part of the chapter, the planning proposals for İstanbul and the Anatolian side during the early Republican period are outlined with an emphasis on their design approach and influence on the Anatolian side and the case study area. The second part of the chapter is the analysis of the suburban landscape of *banlieue* based on the integrated analysis method developed in Chapter 2. The last part discusses the findings in order to clarify the uniqueness of the case study area during the early Republican period.

Chapter 5, “Conclusion,” is divided into three parts; the first part summarizes the findings on the case study area in Chapter 3 and 4 and concludes with the evaluation of the findings through the comparison of the two time periods. The second part of conclusion will address the contributions of the study to theories on urban space and suburbanization in the Turkish context. Finally, the third part of the chapter will address the further studies that can be developed based on the findings and methodology of this dissertation.

CHAPTER 2

THE PRODUCTION OF SUBURBAN LANDSCAPE: FROM A METHODOLOGICAL PERSPECTIVE

The aim of this chapter is to develop a methodological and conceptual framework for the research on suburban landscape. Landscape is a key concept for disciplines that focus on place and space, nature and environment; each discipline emphasizing different meanings and understandings for landscape. This chapter will give an overview of the early development of suburbs in European and American cities with regard to urban literature. In addition, the relationship between suburbanization and landscape will be outlined with an emphasis on the relationship between production of landscape and suburbanization. After briefly presenting the definitions of landscape and introducing the critical concepts in landscape studies, this chapter will present the methodology developed for the analysis of suburban landscape. The method of analysis of suburban landscape is based on a socio-spatial analysis method developed for building conversation between the theories of architecture, urban design and cultural geography.

2.1 HISTORICAL AND CONCEPTUAL EVALUATION OF SUBURBS

The history of suburbs is parallel with the history of cities. Since the ancient times, cities had suburban areas outside the city walls¹¹. The term suburb is derived from the Roman word *suburbium* which is formed from *sub* meaning under and *urbs*, the city.¹² “As the word implies, suburb initially represented a subordinate and inferior part of the city where odious activities and marginal people congregated.” (Nicolaidis&Wiese, 2006: 13) The development of suburbs depended on various reasons mainly generated by the relationship between the city and its surroundings in terms of political, economic and social dynamics. The early suburbs were composed of either episcopal city, castles/estates of the ruling class, commercial settlements of tradesman or habitat of free traders and craftsmen. In France, there were new commercial settlements outside the city walls which were called *forisburgus* that the French term for suburb as *faubourg* originated. In the Middle East, there existed suburban settlements outside the city composed of different ethnic and religious groups, military zones and commercial activities, mostly developed around the city gates¹³. Although the process of the development and organization of suburbs evolved differently at different geographies, we can briefly distinguish “between suburban extensions that never lose direct contact with a prior city-typically attenuated settlements starting at the gate and lining the road that leads away from it- and others that in effect start as new centers without being physically contingent upon the city, and behave rather as satellites around it.” (Kostof, 1992: 164)

Bruegmann (2005) states that suburban area is a transitional zone “just outside the city that housed activities and individuals that were still intimately connected with the social and economic life of the city but that couldn’t be accommodated easily within the walls.” While this zone “provided space for burial grounds, pottery works, or other industries” in addition to housing the poor, it also housed the farms and villas of the wealthy class as an escape from “the congestion, noise, contagion, and social unrest” of the city life. (Bruegmann, 2005: 21) The countryside was also a popular place for the urban elite for recreation and leisure purposes. In Roman and Byzantine culture, the ruling class enjoyed the

¹¹ For a detailed discussion on the historical and conceptual evolution of city wall, see Baş Büttiner, F. (2010) Urban Fissure: Reconceptualization of the Land Walls within the Urban Milieu of Istanbul, Unpublished Ph.D. Thesis, METU

¹² <http://en.wikipedia.org/wiki/Suburb>

¹³ For a detailed survey of the development of suburbs in Aleppo, refer to Aras, E. (2005) The Transformation of Urban Space at the Conjunction of Old and New Districts: The City of Aleppo. Unpublished Master’s Thesis. METU. Although the development of suburbs in Aleppo started from the 11th century, it was not until the 19th century that the suburbs extended intensely due to over population inside the city walls. The preliminary suburbs were developed around the city gates with industrial quarter on the north, military quarter on the east and newly developing western style quarters on the west.

pleasures of nature through *villeggiatura* tradition which meant to go to the villa or country house for retreat in the country. The city was also depended on its surrounding countryside in economic terms for food supply since the countryside supplied the agricultural products needed for the city.

Until the eighteenth century, the definitions of suburb embraced the understanding of center and periphery, urban and rural, city and countryside as binary oppositions. However, the binary opposition was collapsed with transformation of the walled city into open city model by the continuous expansion of the city outside its boundaries. This process was mainly due to industrialization and its counterpart the changing socio-economic dynamics. Industrialized cities experienced the development of industrial suburbs at its periphery housing newly emerged working class. On the other hand, suburbs also “came to represent a coveted, desirable place sought out by the wealthy and upwardly mobile as a place to live permanently, while still commuting to the city.” (Nicolaides&Wiese, 2006: 13) The common characteristics of early suburbs are defined as consisting of “a low-density, residential environment on the outskirts of larger cities, occupied primarily by families of similar class and race, with plenty of trees and grass”. (Nicolaides&Wiese, 2006: 7)

The emergence of industrialization and stratification fundamentally shifted the modes of production. “The shift from one mode [of production] to another must entail the production of a new space.” (Lefebvre, 1991: 46) Thus, modern suburbs were also the result of the shift in mode of production from nature based into machine based. One of the consequences of mechanization was the invention of new modes of transportation which had major impacts on the development of suburbs. Thus, in this dissertation, the formation and transformation of suburbs will be discussed from the perspective of how rural land was transformed into urban land which resulted in the formation of a particular suburban landscape. The shift from traditional modes of production into capitalist modes of production shifted the understanding of land from use value into exchange value. Parallel to changing modes of production, the shift in cultural sphere dominated by modernism also influenced the people’s relations with land and meanings of landscape. For these reasons, the discussion of landscape constitutes the central theme for understanding the formation and transformation of suburbs.

2.2 SUBURBAN LANDSCAPE

Many studies discussed suburbs from different perspectives – political status, economic and social function, landscape and built-environment, ideology and way of life and process of development. However, the aim of this dissertation is to develop an understanding of suburban landscape from perspective of social relations and production of landscape. According to views studying urban space as built form, landscape is embodied in green and open areas in the cities or in the rural environment and countryside. However, in this dissertation, the discussion on the landscape is shaped by the question of how social formation was reflected to the land and transformed land into suburban landscape. Waldheim points out in the introduction of *The Landscape Urbanism Reader*¹⁴ that “across a range of disciplines, landscape has become a lens through which the contemporary city is represented and a medium through which it is constructed.” (Waldheim, 2006: 15) In recent years, there has been an extension of the field of landscape in urban studies where landscape had replaced architectural form as the primary medium of city making. Waldheim states that “over the past decade landscape has emerged as a model for contemporary urbanism, one uniquely capable of describing the conditions for radically decentralized urbanization, especially in the context of complex natural environments.” (Waldheim, 2006: 37) Although, the focus of landscape urbanism is on the contemporary city, landscape has been a predominant factor that can be traced at the early development of suburbs in the nineteenth century. Therefore, landscape would offer an interdisciplinary medium for the discussion of early suburbanization.

In this dissertation rather than discussing landscape solely as material artifact; the suburban landscape will be discussed as a medium that embodies the process of the production of suburbs through the analysis of the morphology, representations and meanings of landscape. Landscape in suburbs is not only gardens, parks, buildings or streets; but landscape is understood as a physical, conceptual and social construct.

¹⁴ Landscape Urbanism is a theory of urbanism arguing that landscape, rather than architecture, is more capable of organizing the city and enhancing the urban experience. (http://en.wikipedia.org/wiki/Landscape_urbanism)

The dissertation contextually draws upon the landscape idea developed under the field of cultural geography. The early suburbs indicated a particular landscape different than urban landscape. At this point, it is seen essential to clarify the understanding of landscape for the study of early suburbanization. Landscape is understood both as a physical and social construction that is produced by the relationship of productive forces and space. Landscape includes both the material and physical objects as the reflections of the social structure and accompanying cultural values. "While it is possible to define landscape as a morphology, or as an arrangement of things, or as a way of seeing, its power and importance derive from how each of these, working in combination, become the vehicle for all manner of exclusionary, alienating, expropriating and often racist and patriarchal social practices." (Mitchell; 2007: 54)

Cosgrove defines "the first landscape as the city itself, and it is an urban viewpoint that is subsequently turned outward towards a subservient countryside making of it also a landscape. The city is the birthplace of capitalism and landscape..." (Cosgrove; 1983, 70) Cosgrove investigates the idea of landscape from the perspective of Marxian understanding of culture and society. "The form adapted by the new urbanism and refined over the course of the century reflects this denial of the role of the city as an increasingly autonomous center of capitalist accumulation, market control and ultimately production, organizing the life of the countryside." (Cosgrove; 1984, 217) From this point of view, the urban layout of the city cannot be argued as formed merely by the political or economic relations, hence by analyzing the city with its relation with the countryside emphasize a different perspective for understanding the suburban landscape. The suburb is also the representation of the city. Suburban landscape is produced by the interrelations of political, economic and social dynamics, as well as its relation with the city. Suburbs were neither depended on the city alone, nor the countryside alone; but on the dialectical relationship between the two. Suburbs were at the interface of city and countryside, where the characteristics of rural and urban landscapes have become blurred. Suburb was a combination of city and countryside, not rural neither urban, instead an intermediate space which is defined as middle landscape according to Kostof it is a "synthesis of city and country." (Kostof, 1992: 59)

2.3 LANDSCAPE STUDIES UNDER CULTURAL GEOGRAPHY

Landscape is a broad *term, idea and concept* that embraces various understandings and approaches under different disciplines and different geographies. Landscape is commonly defined as *that portion of land or scenery which the eye can view at once, thus landscape may refer to a picture or image of the land, as well as the land itself.* (Wylie; 2007: 6) This definition denotes the generic understandings of landscape firstly as a physical entity and secondly as a scenery. *The term landscape derives from landschap (Dutch) or landschaft (German) which indicates "an area carved out by axe and plough, which belongs to the people who have carved it out. It carries suggestions of being an area of cultural identity based, however loosely, on tribal and/or blood ties.* (Olwing; 1993: 311) In connection with *landschaft*, landscape concept is based on the material shaping of the territory. *In its Old English and various Germanic usages, words such as landscape, landschaften, and landschap referred to a land under identifiable ownership by an individual or a group...In Romance languages, the French paysage and Spanish paisaje invoked a sense of a cohesive region which possessed a distinctive local character...In the early seventeenth century, Dutch landschap painters began to employ landscape in a pictorial manner as scenery.* (Oakes&Price; 2008: 149) In addition, landscape embraces spatial activities of the people who shape the land thus the social relations that make up the landscape. To conclude, the word landscape briefly embraces meanings as a physical and material entity, as scenery, and as social relations that shape up the land.

Wylie (2007) outlines the different approaches to landscape under cultural geography in terms of series of tensions that go into the making of landscape. The first tension in landscape studies is set between *proximity* and *distance* where landscape is understood as a particular way of seeing and representing the world from an elevated, detached and even "objective" vantage point. Thus, landscape idea implies *separation* and *observation* where people are turned into detached spectators, and the world into distant scenery to be visually observed. The second tension in landscape studies lies between observation and inhabitation where landscape is understood as a set of observable material cultural facts and landscape studies as a field of science; also broadening to understanding the

qualities of landscape as a milieu of meaningful cultural practices and values. In contemporary landscape studies, a gap between observing and inhabiting opens up which is between the critical interpretation of artistic and literary landscapes and the phenomenological engagement of cultural landscape practice. Michal P. Conzen (1994), at the introduction of *The Making of the American Landscape* highlights the dual nature of landscape as object for those who live in the landscape and subject for those who observe landscape. Third tension is set between *eye* and *land*. Landscape is defined as a particular way of seeing and representing the world from an elevated, detached and also a portion of land that may be surveyed, mapped and described in a factual and objective manner. Thus, there is a gap between landscape understood as scenery and landscape as a physical entity. The fourth tension is the relationship between *culture* and *nature* which constitute the heart of landscape studies in cultural geography. Landscape is a process of continual interaction in which nature and culture both shape and are shaped by each other.¹⁵

2.3.1 LANDSCAPE AS PHYSICAL ENTITY

Landscape is a central concept for cultural geography. Landscape is introduced as an area of study in human geography by 1920s which formed the origins of cultural geography as an inter and trans-disciplinary field with the emphasis of *culture* as a concept studied by anthropologists, sociologists, archeologists and so on.¹⁶ Thrift and Whatmore in the introduction of the book *Cultural Geography* state that cultural geography is usually said to originate in the American cultural geography of the 1930s to 1950s. This 'classical' period is associated first and foremost with the work of Carl Sauer and his collaborators and students at the University of California at Berkeley and, hence, is known as the 'Berkeley School'. (Thrift & Whatmore; 2004, 5)

Carl Sauer (1889-1875), as the key figure in the history of Anglo-American landscape studies, *established landscape, and in particular cultural landscape, as a primary domain of analysis for human geography as a whole.* (Wylie; 2007: 17-18) He interpreted landscape as a way to understand the dynamic interaction between humans and their environment. In his famous essay, "The Morphology of Landscape", Sauer proposed landscape as the organic unit upon which the ever-changing human-environment relationship could be observed, measured, and recorded.

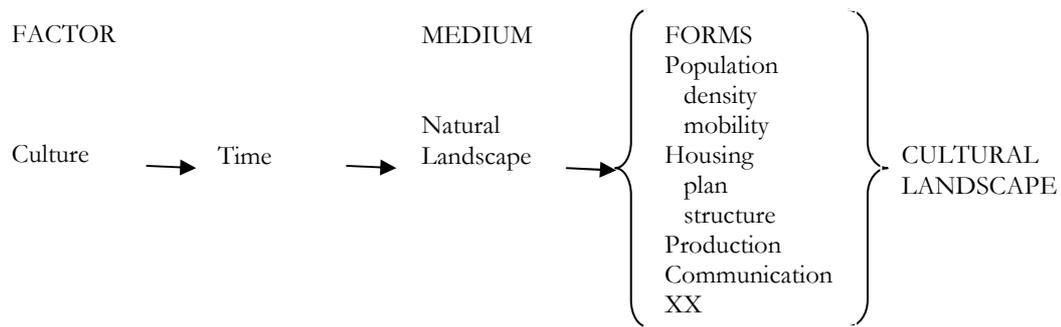
The cultural landscape is fashioned from a natural landscape by a culture group. Culture is the agent, the natural area is the medium, the cultural landscape the result...The natural landscape is of course fundamental importance, for it supplies the materials out of which the cultural landscape is formed. (Sauer; 2008: 103-104)

Thus, Sauer introduced the concept of landscape to human geography as a medium for analysis of human interaction with environment by emphasizing the role of culture in shaping the landscape. His aim was to *describe the morphology - that is, the shape, form and structure- of a given landscape, and in so doing reveal the characteristics, trace, distribution and effectivity of the human cultures that had inhabited and moulded it.* (Wylie; 2007: 23) In American cultural geography Sauer's methodological pronouncements *led to a field of research focused on exploring the way that the landscape served as a "cultural spoor." That is, the landscape was read and deciphered for the evidence it gave up concerning the nature-and direction of movement- of the culture(s) that occupied it.* (Mitchell; 2000, xvii) His approach was concerned with developing a method for the survey of physical and material traces on land left by cultural groups.

¹⁵ For a detailed discussion of the tensions in landscape studies, refer to Wylie (2007) Landscape.

¹⁶ Cultural geography's inter-cum-trans-disciplinary context is discussed by Thrift & Whatmore; 2004.

Table 2.01: Diagrammatic representation of the morphology of the cultural landscape. (source: Sauer; 2008: 103)



As a rebellion against the previous generation of American geographers Sauer seemed to emphasize the role of the *culture* in shaping the physical space. As opposed to environmental determinism, Sauer introduced the agency of culture in shaping the environment, not “the environment- nature- caused cultural difference by providing varying conditions under which cultures “grew” and were transmitted from generation to generation” understood in environmental determinism. (Mitchell; 2000, 18)

In his influential 1925 essay “The Morphology of Landscape” Sauer places culture at the center of the field of geography. The implication of Sauer’s studies for cultural geography was the placement of culture at the core of the field, hence opening a new vision for the field. It wasn’t nature that caused culture, but rather culture, working with and on nature, created the contexts of life. For Sauer, the landscape was a manifestation of the culture that made it. (Mitchell; 2000, 21)

Despite the placement of cultural landscape as the main focus of cultural geography, Sauerian approach was later criticized by the new cultural geographers for describing the form of landscape by focusing on the materiality of landscape and neglecting the inner workings of culture. Sauer’s approach *has been criticized for ignoring individuals and the relations among them and focusing instead on their material artifacts in the landscape.* (Oakes&Price; 2008: 97) Sauer’s approach to landscape was able to describe but not explain landscape patterns and relationships which masked social, economic and political relationships.¹⁷ (Wylie; 2007) His work was based on analysis of landscape for understanding the material transformation of nature by cultural groups. But it has to be noted that Sauer’s contribution to human geography was extending the field by introducing landscape studies which caused exchanges with other disciplines that focus on place and space; as a result connected cultural geography with urban design and architecture.

J.B.Jackson, a key figure in classical cultural geography, continued the tradition of emphasis on reading the meaning of landscape from its material elements., In “The word itself”, he defined landscape as *a composition of man-made spaces on the land* which he explains as *landscape is not a natural feature of the environment but a synthetic space, a man-made system of space superimposed on the face of the land, functioning and evolving not according to natural laws but to serve to a community.* (J.B.Jackson; 2008: 157) His interest in landscape analysis is about *how certain organizations of space can be identified with certain social and religious attitudes.* (J.B.Jackson; 2007: 158) Although his work was on the analysis of materiality of landscape, he *opened up a new perspective for landscape studies by pointing to the symbolic meaning which arises from social life in particular geographical setting.* (Cosgrove; 1998)

Although Sauer’s approach as emphasizing the materiality of landscape was later criticized by new cultural geographers, the analysis of the morphology of landscape is seen valuable for understanding the suburban landscape. The analysis of suburban landscape is not limited to the physical qualities of

¹⁷ For detailed criticism of Sauer’s work, refer to Duncan (1980) *The superorganic in American cultural geography*, *Annals of the Association of American Geographers* 70 (2): 181-198.

landscape; nevertheless it is an important component for decoding the production of suburban landscape.

2.3.2 REPRESENTATIONS OF LANDSCAPE

On the contrary to the dominant view in cultural geography, a reaction was formed from the 1960s on by the geographers who felt that the older cultural geography was not relevant to the modern world. (Thrift & Whatmore; 2004: 5) Hence, there had been a shift in the concerns of cultural geography. This shift from the 'classical' cultural geography has been named as the 'new' cultural geography. It caused a remaking of the field with different approaches by causing debates.

Don Mitchell (2000) argues that the focus of new cultural geography addressed the landscape issue on four fronts. These four fronts can be summarized as first; the goal of many studies was to show how land was made over in the image of "landscape" – a particular and particularly ideological "way of seeing" the land and people's relationship to that land. Secondly, he asserts that other geographers attempted to read landscape as a text. That is, work began to focus more clearly on the interpretation of the symbolic aspects of landscapes. The works of Lewis 1979; Daniels and Cosgrove 1988; Duncan 1990; Duncan and Duncan 1988 are outlined as examples of such view. Thirdly, works of Domosh 1996b; King 1996; Knox 1993b were interested in landscape and culture focused on urban and contemporary scenes. Finally, a sustained feminist critique of landscape studies- and of the very idea of landscape- has been launched. (Mitchell, 2000: 61)

'Culture' had been the main focus of the cultural landscape with a new emphasis on the politics of representation. *In the late 1980s and through 1990s, with the cultural turn in human geography, the attention of some cultural geographers turned increasingly to the issues of language and representation as these were worked through the landscape.* (Oakes & Price; 2008: 151) The new cultural geography emphasized the study of representations of landscape as important and integral part of a complete understanding of landscapes. *Landscape could be read like a text and would accordingly give up its meaning layer by layer, and the formations of power that had motivated them.* (Cosgrove and Daniels; 1988) On the contrary to the classical cultural geography taking landscape itself as the object of focus, the new cultural geography focuses on the landscapes as inscribed, written, painted and represented through human designs.¹⁸ Cosgrove and Jackson in stating the new directions in cultural geography redefine the meaning of landscape.

In reconstructing the concepts of landscape and culture recent work in cultural geography has emphasized the fact that the landscape concept is itself a sophisticated cultural construction: a particular way of composing, structuring and giving meaning to an external world whose history has to be understood in relation to the material appropriation of land. Thus, the symbolic qualities of landscape, those which produce and sustain social meaning, have become a focus of research. (Cosgrove and Jackson; 2004, 34)

The focus of "new" cultural geographers was to decode the symbolic meanings of landscape for understanding the social power relations. Cosgrove, a key figure in study of the representations of landscape, points out that:

All landscapes carry symbolic meaning because all are products of human appropriation and transformation of the environment. Symbolism is most easily read in the most highly-designed landscapes - the city, the park and the garden – and through the representation of landscape in painting, poetry and other arts. (Cosgrove; 2008: 180-181)

Cosgrove (1984) in his book *Social Formation and Symbolic Landscape* discusses the social formations in different geographies in different historical periods in Italy, England and America by focusing on landscape idea. He states that:

¹⁸ See Cosgrove and Daniels, 1988

The landscape idea represents a way of seeing—a way in which some Europeans have represented to themselves and to others the world about them and their relationships with it, and through which they have commented on social relations. Landscape is a way of seeing that has its own history, but a history that can be understood only as a part of wider history of economy and society; that has its own assumptions and consequences, but assumptions and consequences whose origins and implications extend well beyond the use and perception of land; that has its own techniques of expression, but techniques which it shares with other areas of cultural practices. (Cosgrove; 1984, xiv)

On the contrary to Sauerian research tradition, focusing on the physical qualities of landscape, the new cultural geographers like Cosgrove and Daniels emphasized the study of symbolic meanings that landscape carries to understand the social formations that make up the landscape. The aim of these studies is to decipher the symbolic meanings that lay behind the physical landscape by focusing on the representations of landscape in texts, images and paintings.

2.3.3 LANDSCAPE AND SOCIAL RELATIONS

Wylie (2007) points out that the approach to landscape as scenery by dematerialisation of the landscape and eliminating the physicality of landscape was later criticized by the cultural geographers of the 1990s and gave way to new studies addressing the materiality of landscape with a central emphasis on nature of social and economic relations in the production of landscape. “*New cultural geographers as Denis Cosgrove and Stephen Daniels were to detail how landscapes, painterly and literary, function as glosses, facades and aesthetic veneers, designed to perpetuate existing social, economic and political hierarchies.*” (Wylie, 2007:100) Other cultural geographers such as Don Mitchell criticized the theories of new cultural geographers of understanding “landscape as text” which causes neglecting the process of the production of landscape. Mitchell (2004) in his essay criticizes the new cultural geographers as misunderstanding the landscape idea.¹⁹ According to him, *landscapes are to be understood both as morphological things and as suites of representation and meaning—act as vortices of social relations, as produced, lived and represented spaces constructed out of struggles, compromises and truces between competing social actors.* (Mitchell; 2004, 56) He proposes that to understand how landscape functions ideologically, economically, socially and politically, we should understand how a landscape is produced.

Mitchell (2007) points out the different understandings of landscape in cultural geography as; firstly landscape signifying the specific arrangement or pattern of things on the land which can simply be termed as the form or morphology of land, secondly landscape referring to the look or the style of the land which is the social and cultural significance of this form or morphology, and lastly landscape referring to a form of representation encompassing a complex system of meanings. The interrelations of landscape as form, meaning and representation can be traced by *understanding that the landscape actively incorporates the social relations that go into its making. The landscape is both an outcome and the medium of social relations, both the result of and an input to specific relations of production and reproduction.* (Mitchell; 2007: 49)

Landscape masks the relations that go into its making; as built form and representation, and especially as a capitalist commodity, the landscape fetishizes. It masks the work that makes it...Those who built the landscape are not the same as those who own the landscape...landscapes are necessarily not only the site of production (work) but also reproduction (leisure, rest, entertainment and the attendance of bodily needs. (Mitchell; 2007: 51)

Parallel to the theories of Mitchell, Zukin (1991) argues that landscape is the representation of the power relations of social structure. Her work aims to explore interrelations of social structure, especially institutions of power and class, and social production, or the forms that represent, transmit,

¹⁹ Mitchell, D. (2004) *Writing the Western: New western history's encounter with landscape*, in *Cultural Geography: Critical Concepts in the Social Sciences* ed. by Thrift, N., Whatmore, S., New York: Routledge

and transform institutionally embedded power relations. Zukin relies on the reading the productive forces, labour, and market relations as the motive behind the formation of landscapes.

The theories of Don Mitchell and Sharon Zukin are seen valuable in understanding the making and meaning of suburban landscape. Rather than approaching landscape as a finished product, they emphasize the role of social relations in production and reproduction of landscape. At the core of these arguments lies the social production of landscape where political, economic, ideological and social practices are the driving forces that produce landscape. Thus, rather than analyzing landscape solely from the literary and scenery representations by decoding the symbolic meaning of landscape, they point out the significance of the discussion of landscape through the analysis of social relations. *What is interesting is the relationship between the lives (and deaths), the productions and the representations, that make up a landscape.* (Mitchell, 2000: 113) *Arguments over “culture” are arguments over real spaces, over landscapes, over the social relations that define the places in which we and others live.* (Mitchell, 2000: 6) In the approach of Mitchell, the understanding of culture presents an important focus, stating that *culture is never any thing, but is rather a struggled-over set of social relations, relations shot through with structures of power, structures of dominance and subordination.* (Mitchell, 2000: xv)

Landscape is best seen as both a work (it is the product of human labor and thus encapsulates the dreams, desires, and all the injustices of the people and social systems that make it) and as something that does work (it acts as a social agent in the further development of a place). (Mitchell, 2000: 94)

From the point of view of taking landscape as something produced through social relations, the work of Lefebvre on social space is seen complementary to understand how landscapes are produced. Lefebvre in his book *The Production of Space* focuses on social space with regard to the social production of space. He draws an analogy between the product- embodying the production relation- and space- embodying social forces. Mitchell quoting from Lefebvre says of space more generally, *landscapes are not produced “in order to be read and grasped, but rather to be lived by people with bodies and lives in their own particular context”.*²⁰ (Mitchell, 2007: 51) Approaching landscape as a social space, the focus of study needs to be a shifted from *things* in landscape to the production of *landscape*. The morphology, the physical entities, things in landscape are important to understand the landscape but they are not adequate to decode the production of landscape, rather they are the residues and at the same time motives of the social relations. For this reason, Lefebvre’s conceptual triad is seen useful for understanding how landscapes are produced.

Lefebvre developed a conceptual triad to understand social space with its physical, mental and lived dimensions. For Lefebvre, space is used, produced and reproduced through three concepts: *spatial practice* is *perceived space* “embraces production and reproduction, and particular locations and spatial sets characteristic of each social formation.” (Lefebvre, 1991: 33) Perceived space consists of the ways in which spaces are used by the society, as the material expression of social relations in space. *Representations of space* is *conceived space*, “tied to the relations of production and to the ‘order’ which those relations impose, and hence to knowledge, to signs, to codes, and to ‘frontal’ relations.” (Lefebvre, 1991: 33) It is “the space of scientists, planners, urbanists” who “identify what is lived and what is perceived with what is conceived” and is the “dominant space in any society (or mode of production)”. (Lefebvre, 1991: 38-39) Representational spaces is “space as directly lived through its associated images and symbols, and hence the space of ‘inhabitants’ and ‘users’” (Lefebvre: 1991:38-39).²¹ Thus, Lefebvre’s conceptual triad is used for understanding the production of landscape; interpreting perceived space composed of the spatial practices of the inhabitants of the landscape including daily routines, the patterns of movement and their relations with land; conceived space as the organizations of landscape dominated by the power groups as state and its institutions like the planning of movement systems, regulations on property relations and urban form, and finally lived space as symbolic values produced by the inhabitants of the landscape. “The producers of space have always acted in accordance with a representation, while the ‘users’ passively experienced whatever

²⁰ The original text is as follows: The space was *produced* before being read; nor was it produced in order to be read and grasped, but rather in order to be *lived* by the people with bodies and lives in their own particular urban context. (Lefebvre, 1991: 143)

²¹ For further details see Lefebvre; 1991, 33-39

was imposed upon them inasmuch as it was more or less inserted into, or justified by, their representational space”. (Lefebvre; 1991, 43-44) This dissertation focuses on the social relationships and concentrates on the production of landscape and the social relationships inherent to it; investigating the social productive forces that lay behind that landscape. “Space implies, contains and dissimulates social relationships – and this despite the fact that a space is not a thing but rather a set of relations between things (objects and products)”. (Lefebvre; 1991, 83)

2.4 METHODOLOGY FOR ANALYSIS OF SUBURBAN LANDSCAPE

This study on the investigation of suburban landscape leans upon a new system of enquiry for understanding landscapes from the theories of cultural landscape, urbanization and architecture. It focuses on the production of suburban landscape - referring to the work of Lefebvre for social space - for analyzing the relationship between the productive forces and space. In this dissertation, the aim is to get back from the object- suburban landscape- to the activity that produced and/or created it. Kostof (1991) defines this as “urban process” which he classifies into two groups as people, forces, and institutions; and as the physical change through time. (Kostof, 1991: 13) In this sense, the production of suburban landscape is understood as a social process which is shaped by the forces of production including the power groups, agencies, and social actors; in addition to spatial practices and cultural values of the inhabitants; and the morphology of suburban landscape changing through time. Thus, the production of suburban landscape will be discussed through the analysis of the morphology, representations and meanings of landscape at the case study area. In this part of the chapter, the analysis method that is developed to understand suburban landscape will be presented. The first step of analysis of suburban landscape is to discuss the background dynamics of the production of suburban landscape including the political, economic and social factors. Secondly, a typomorphological research will be conducted for investigating the physical characteristics of the suburban landscape. And in the last part, the meaning of suburban landscape will be discussed through the representations of landscape which is the space directly lived through its meanings.

2.4.1 THE PRODUCTION OF SUBURBAN LANDSCAPE

The production of suburban landscape was a result of combination of various factors working together - political factors, technological improvements, change in socio-economical systems and modes of production, the influence of modernism, and the rise of new cultural values. This part of the chapter will discuss the social relations - that are defined by the political and economic dynamics - in the production of suburban.

The modern suburbs were developed as a result of the change in the modes of production generated by industrialization, in addition to change in cultural sphere depended on the ideals of modernization; followed by the socio-economic transformations with the change in the social structure (emerge of working class and new bourgeois class) and in the cultural values with the rise suburban ideology. These contextual changes are discussed through the emergence of new modes of transportation, change in the social structure, the property relations, the change of the people’s relations with nature, and through the planning of the suburbs.

The development of new modes of transportation involved the social actors and agents in the production of suburban landscape. While social practices involved in the development of the new modes of transportation acted as a tool for production of suburban landscape, the landscape was reproduced through the spatial practices of the inhabitants. The rural land defined by use value transformed into exchange value with the new organization of space depending on new socio-economic dynamics. Although railways were developed for long distance trade, military transportation and political desires, they had major impacts on the development of suburbs through the commuter trains. The rural land at the periphery of the city became the site of the new social classes - bourgeois and middle-class – where they can reflect their social and cultural values on the land and signify their social role through their relationship with the land. In this sense, a new relationship between people and nature emerged which was represented through the form and shape of landscape. The changing socio-economic and cultural dynamics were also represented at the preliminary planning of the suburbs. Thus, in this part of the chapter, the social productive forces that lay behind

the production of suburbs will be discussed for understanding the social production of suburban landscape.

The dissertation relies on the reading of the suburban landscape as social space formed by the representation of space as symbolic representation of the ideologies of the power groups and representational space as the lived space of the society. The study intends to investigate how social groups used land to cultivate their cultural values on land which transformed land into landscape. In this context, the society as well as shaping these landscapes also became part of these landscapes which were regulated by power groups. While the institutional agencies acted as the main force for regulating the suburban form, it was also the spatial practices of the society that shaped the suburban landscape.

2.4.1.1 IMPACTS OF TRANSPORTATION ON SUBURBS

As a consequence of industrialization, speed and mobility were introduced to everyday life of people through the invention of machine and mechanization. The instrumentalization of speed and mobility through new modes of transportation affected the spatial practices and transformed the urban form. “Of greater significance was undoubtedly the shift in the type of speed: from a velocity of ‘nature’ to one of machinery.” (Tomlinson, 2007: 15)

In nineteenth century, railways were the most significant transportation system that generated the transformation of urban space. They had two major impacts on the urban space; while they served as a centralizing device by causing concentration of population and activities at the center, at the same time they also enlarged the limits of the city by causing decentralization. Decentralization, both in Europe and America, was shaped by the extension of settlements along the transportation routes and spread indiscriminately over the surrounding countryside. *With the train began the steady liquefaction of the classical city.*²² (Nijenhuis, 2011: 67) The city started to expand beyond its frontier and boundary by the development of new settlements emanating from the city center. Thus as much as the railways contributed to centralization, they also acted as instruments for the invasion of the countryside by the city through the development of suburban settlements. In physical terms, railways influenced and transformed the land while passing through, and vice versa the topographical and geographical features of the land affected the railway route. Thus, railways give shape to their environments by transforming land and refining the relationship between urban and rural. The organization of suburbs, which were formerly composed of settlements around the city gates or individual settlements as rural villages, started to transform with the introduction of new modes of transportation which resulted in the transformation of the urban form.

Between the 1820s and the 1950s, the revolution in mobility changed the pattern of community building in the suburbs from one based on small, road-centered villages and irregular contact with the city to one based on continuous, predominantly residential settlement and routine daily movement through the metropolis...The overall change took place in every mode of travel from walking to commuter trains. It involved new possibilities as much as new devices: a lowering of barriers and costs to moving about; an increase in the variety and reliability of carriers; a new set of expectations about possible journeys; and ultimately a new vision of how the city would grow, how its parts would fit together. (Binford; 2006: 85)

Paul Virilio, known for his theories on speed and time, underlines the significant role of speed and mobility in the collapse of the binary opposition between city and countryside.

The phrase ‘to go into town’, which replaced the nineteenth-century’s ‘to go to town’, indicates the uncertainty of the encounter, as if we could no longer stand

²² The former ‘place’ mutated into the ‘web of trajectories’ of the modern metropolis. The restrictive form of settlement was obsolete as a principle of security and wealth, and it was replaced by the principle of unfettered circulation. Spurred on by the railway station at its edge, a network of broad streets snaked its way across what had been the urban ‘sanctuary’ of the past and linked it with newer and newer suburbs under the pressure of the masses being dragged along in the flow. (Nijenhuis, 2011: 67)

before the city but rather abide forever within. If the metropolis is still a place, a geographic site, it no longer has anything to do with the classical oppositions of city/country nor centre/periphery. The city is no longer organized into a localized and axial estate. While the suburbs contributed to this dissolution, in fact the intramural-extramural opposition collapsed with the transport revolutions and the development of communication and telecommunications technologies. These promoted the merger of disconnected metropolitan fringes into a single urban mass. (Virilio, ed. Leach, 1997: 360)

The impacts of railways on urban form were comprehensive in the 19th century which can be also traced from words of John Kellet stating the impacts of railways on Victorian cities.

...it was the influence of the railways, more than any other single agency, which gave the Victorian city its compact shape, which influenced the topography and character of its central and inner districts, the disposition of its dilapidated and waste areas, and its suburbs, the direction and the character of its growth; and which probably acted as the most potent new factor upon the urban land market in the nineteenth century. (Kellet; 1969; xv)

In conceptual terms, railways act as *connectors* by connecting the center with the suburbs; at the same time railways create *barriers* along their trajectory through segregating the land into two sides; and thirdly they are *generators* of new patterns of settlement around the stations which act as urban nodes. The new settlements around railways formed a type of ribbon development that radiated from the city center and central stations. By penetration of multiple types of transport systems to the urban space, the classical city frontier disappeared and an open city emerged with the extension of the city along new transportation routes. As the city walls lost their role in forming the boundaries of the city, railways took over the task of defining urban form depending on the patterns of spatial and social movement. Jackson points out “the major factors in determining the suburban development in the 60 years up to 1914 depended on the demand and market forces but also the railways acted as an important stimulant for the suburban development in London.” (Jackson, 2003: 169) The map of London from 1846 displays the areas built up to 1840 (marked by black) and the area built up until 1900 (hatched area) in relation to the railways (red lines). (Fig.2.01)

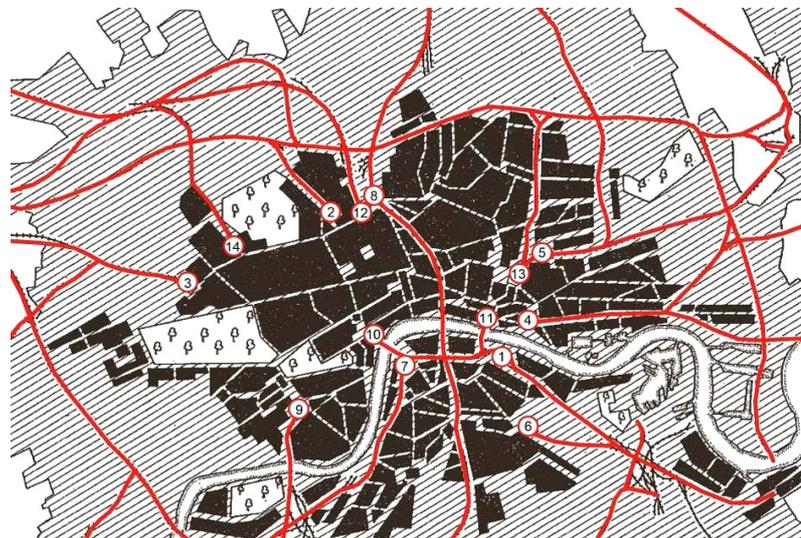


Fig.2.01: Map of London displaying the railways and suburban development in 1846. (Colored by the author from the map of Kellet, 1969)

Bruegmann (2005) states that “in American cities, as well as in European cities after their walls came down, there were two kinds of suburban development.” The first involved outward expansion all along the urban periphery, comprised of the affluent and the modest apartment blocks for the working classes and factories for industrial production located on the other side of the city; and secondly “the

suburban development appeared along railroad lines radiating outward from the city, creating small commuter suburban settlements that appeared on maps like the beads on a necklace.” (Bruegmann, 2005: 27-28)

2.4.1.2 THE RISE OF SUBURBAN IDEAL: SOCIAL CHANGE AND SUBURBS

Although the improvement in transportation was a significant factor in the development of modern suburbs, that was not the only reason. The modern suburbs were the product of a combination of factors, such as political, economic and social dynamics which are interconnected with each other. The mass movement of labor from the rural to urban centers after industrialization brought a population influx into most large urban centers causing crowded, dirty, noisy and unhealthy conditions at the city center. The urban elite who were seeking for a better life saw the solution in creating single-class neighborhoods at the center or relocate his residence to the countryside where land were inexpensive. In the process of relocation of elite’s residence from the center to the suburbs, railways were the most significant transportation vehicle to commute between city and suburbs. Thus, as far as new modes of transportation generated the development of suburbs, it was also the society and their spatial practices that fostered the development of modern suburbs.

Fishman (1987) states that in the pre-modern urban form of London, “the wealthiest members of the community lived and worked closest to the historic core, while the poorest people were pushed to the periphery. Indeed, the word “suburb” ...referred exclusively to these peripheral slums, which surrounded all large towns.” (Fishman; 2006: 33) London at the early nineteenth century was recognized with its densely populated central core and less densely suburban ring surrounded by farm land. Binford (1985) points out the process of subdivision of old farms and estates into large house lots which gave way to the change of the social structure at the environs of the city. However, with the improvements in transportation, formation of bourgeois class and their demand of an autonomous neighborhood generated the rise of suburbs in the nineteenth century. This process resulted in the transformation of the context of suburb from a peripheral settlement housing the poor into elite settlements of the bourgeois class. This was reflected in the development of suburban settlements with spacious villas in the quiet agricultural settlements that ringed London. Fishman (1987) points out the desire of the middle class of London for physical segregation from the other social classes which resulted in the search for single-class neighborhoods securely protected from the poor. The traditional association of urban elite with the urban core was replaced with the rise of the suburbs at the countryside. Thus, as much as railways contributed to the creation of suburbs, it was also the collective creation of the city’s bourgeois elite for the search of an autonomous living. At the early period of the development of railways, the high price of fares permitted the wealthy to commute between the city and countryside which resulted in the interpretation of the countryside as a place to escape from the city’s negative features and enabled the bourgeois class to form its own space in the countryside. (spatial segregation of social classes) A dominant characteristic of the early suburbs was being socially exclusive which were composed of bourgeois and middle-class.

Fishman (1987) and Kenneth T. Jackson (1985) both highlight the influence of the change in bourgeois culture and attitudes to the development of suburbs. Jackson states that “for the underlying causes of the increasingly stratified and segregated social geography of great American cities, we must look not just to transportation technology and the powerful mechanical forces unleashed by the Industrial Revolution but to the development of new cultural values.” (K.T.Jackson; 2006 (1985): 29)

The development of new cultural values and attitudes by the bourgeois class involved the creation of a new socio-spatial configuration reflected at the suburbs. The search of bourgeois class for privacy, domesticity and separation created a suburban ideal that disassociated home and working environments. Fishman states that this new suburban ideal created “neighborhoods based both on the idea of a single class and on that of single (domestic) function; and finally, creating a new kind landscape in which the clear line...between city and country becomes thoroughly blurred in an environment that combines the two.” (Fishman, 1987: 34) Loudon (2006), laying down the foundation for a suburban ideal, also points out the tendency of single class suburbs in the nineteenth century. “Perhaps the best general principle to be followed in selecting a suburban residence, or a situation to build one, is to choose a neighborhood where the houses and inhabitants are all, or chiefly, of the

same description and class as the house we intend to inhabit, and as ourselves.” (Louden; 2006: 18) The ideal suburban residence for bourgeois elite was single-family house located inside large gardens for providing privacy, domestic life and recreation in a natural environment. K. T. Jackson (1985) states the reasons of this ideal as:

...the suburban ideal of a detached dwelling in a semirural setting was related to an emerging distinction between *Gemeinschaft*, the primary face-to-face relationships of home and family, and *Gesellschaft*, the impersonal and sometimes hostile outside society. (Jackson; 2006 (1985): 30)

2.4.1.3 PROPERTY RELATIONS AND SUBURBS

The relationship between city and countryside was transformed irreversibly as a result of the complex process of suburbanization. The suburbanization process involved the transformation of the environs of the city and countryside from rural land into urban land. Suburbanization also represents the transformation of the concept of land. The transformation process was intimately related with the new modes of transportation, particularly railways. Accessibility became one of the most important factors in the opening up of countryside for new settlements. In this way, “the railways were the instruments for the cities opening themselves to their surroundings. They invaded the countryside with suburban buildings...” (Axthelm, 1996: 225) With materialization of speed through railways, the human control over rural land was increased. In addition, the development of suburbs was not just cause of accessibility; it was also fostered by a new system causing transformation of land into speculative commodity. The most distinctive impact of railway development on land market was the rise of property values and land prices around the rail lines and station areas. Nilsen states that “proximity to the train lines became synonymous with increase in real-estate values. (Nilsen, 2008: 11) The new suburban settlements followed the former rural ownership pattern which is highlighted by Günay that “the middle class suburbs grew organically into the countryside in the form of ribbons, and in conformity with the existing rural ownership patterns.” (Günay, 1999: 135) The pattern of transformation of rural land into urban land was formed by the division and subdivision of former large estates to small land plots and sold to middle-class. The landowners began to divide old farms and estates into large house plots.” (Binford, 2006: 89) This process also indicates the opening of the countryside to land speculation through the hands of the developers, builders and real-estate promoters. Kostof also points out the role of the developers and builders in the development of suburbs by promoting that “the move to the suburbs represented a search of better life”. (Kostof, 1992: 54) The countryside provided the unfilled land where the new social classes could cultivate their cultural values with their social practices. It was “a systematic development of land for commuter residence through a combination of public and private means”. (Binford, 2006: 85)

2.4.1.4 NATURE AND SUBURBS

With the rise of the new modes of transportation, particularly railways, the mobility of people also brought changes in the people’s relation with nature. At the early stage of their development, suburbs represented the unity of the people with the nature. The emergence of a romantic view of nature “set the ideological stage for an elite migration to the suburbs, a new kind of settlement that merged the advantages of urban life with the pleasures of the countryside”. (Nicolaidis&Wiese, 2006: 14) Closeness to nature and direct contact with nature were important qualities of elite suburbs which were also promoted by the developers. “Suburbia was a haven, a retreat, where one could escape the evils and annoyances of the city and find rest and health nestled among the beauties of nature and the estates of the wealthy.” (Teaford, 2006: 153) The tendency of being close to nature gave way to a new understanding of ideal house. “The suburban dream demanded an enlargement of open areas. In particular, the ideal house came to be viewed as resting in the middle of a manicured lawn or a picturesque garden. First, rural cemeteries, later parks, and then suburban cottages were advocated for the benefit of “aesthetic and moral nature,” as well as physical health...” (Jackson; 2006: 31) Suburbs were developed through the blending of nature and ideal house taking the advantages of the tranquilizing, sanative influence and beauties of the nature.

As much the countryside was transformed physically, it also gained new meanings by transforming into natural scenery which is appreciated through its aesthetic and picturesque qualities. Nature in the countryside became something to be viewed -like a landscape- which symbolized the social practices and cultural values of society. In this context, garden was a manifestation of nature, mimicking the beauties of nature as a product of man. Nature is domesticated in the gardens, parks and open areas at the suburbs which formed the landscape of the suburbs.

2.4.1.5 DEVELOPMENT OF THE SUBURBS

Early planning attempts for suburbs in the nineteenth century not only affected the development of suburbs but also influenced the modern city planning theories. The modern roots of the suburbs date back to middle eighteenth century in Great Britain, United States and other nations. With the impacts of industrialization and capitalism, the cities became to be viewed as the locus of congestion, pollution, crime, disease and poverty. On the contrary, the countryside and the environs of the city were promoted for offering healthy living environments integrated with nature. Thus, the early planning proposals for suburbs reflect the views of the planners for bringing the advantages of the city and countryside together. In the planning process, nature and landscape were harmonized in the residential neighborhoods planned for the elite communities. At their initial stage of construction, new modes of transportation enabled the wealthy to escape from the ill effects of the city which in result generated the development of exclusive residential neighborhoods for the new bourgeois class with their desire for privacy. The early suburbs which own their origins to the traditional English village favored an organic pattern developed with curved streets and detached single-family houses in gardens. Nicolaidis and Weise state that “these early elite communities included places like Clapham outside London in the 1790s, and Llewellyn Park, New Jersey, and Riverside, Illinois, in the United States in the mid-1800s. They were designed to harmonize with nature, with curvilinear roads, spacious parks and preserves, and rambling properties without fences.” (Nicolaidis&Weise, 2006: 2) Riverside, Illinois is a significant example of early planning approaches for residential suburbs. Olmsted and Vaux - known for the designers of Central Park, New York – were invited to design a suburb located on a sixteen-hundred-acre farm land, west of Chicago which included the first suburban station of Chicago, Burlington, and Quincy Railroad. (Fig.2.02) Considering their experience on the design of urban parks, Olmsted believed that park is an oasis of rural beauty in the cities and their design was an attempt for more openly built city, “to refine urban form by incorporating large expanses of rural beauty that might help correct the congestion of the city and serve as institutions of social reform.” (Schuyler, 1986: 150) On the planning of suburbs, Olmsted and Vaux adopted a similar approach by integrating rural beauty to the residential suburbs. Schuyler highlights Olmsted and Vaux approach to planning of the suburbs as:

“According to Olmsted and Vaux the response to urban growth in the nineteenth century was twofold: first was the development of new concepts of city planning that promoted the separation of compact business districts and residential areas with rural spaciousness; second was a counter migration from city to suburb. The landscape architects astutely reminded Riverside’s promoter that the growth of suburbs was part of the process of urbanization.” (Schuyler, 1986: 163)

Thus, planning of the suburbs was not autonomous from the urbanization, but for the designers their pattern required different shape than the city. Early planners promote “grid” for commercial and business functions while “organic” for residential which constituted the origins of the separation of residence and workplace. Hence, while the physical boundaries between the city and countryside became blurred, other boundaries were raised in terms of function and form. “Curved streets “suggest and imply leisure, contemplativeness, and happy tranquility,” Olmsted wrote, in contrast to straight streets which implied “eagerness to press forward, without looking to the right or left.” (Kostof, 1991: 74) An early advertisement for Riverside in 1869 promotes the settlement for being a model suburban neighborhood accessible by train, for its sanative influences of climate and purity of air, for offering recreational activities by walking in the streets and enjoying the river, in addition to public park surrounding the river. (Nicolaidis&Weise, 2006: 24-26) The basic characteristics of early suburban neighborhoods can be summarized as planned for single-purpose divisions for residential, favoring

domesticity in low density and detached single-family houses surrounded by extensive green and common grounds.

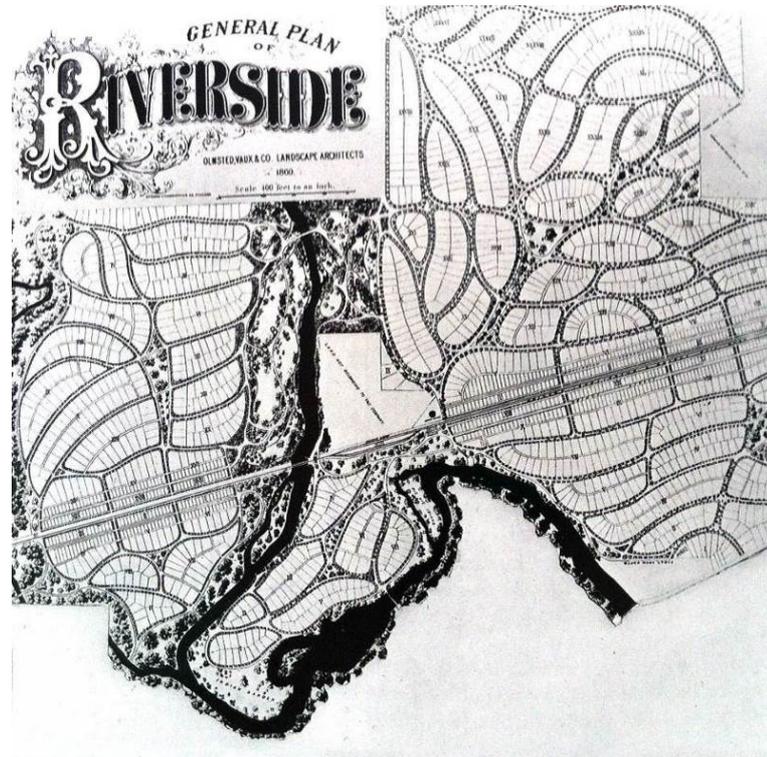


Fig. 2.02: Plan of Riverside designed by Olmsted, Vaux&Company (1868) with curved streets and public spaces (Source: Kostof, 1991: 74)

“In *The Making of the American Landscape*, edited by Michael P. Conzen of the University of Chicago, contributors illustrate how the morphology of the city shifted from a dense single center to a “machine city”. This bipolar structure was based on railways creating a regional division between the dense center and the suburban villa edge, involving the separation of consumption from production, industry from farmland, rich from poor, and so on.” (Shane, 2006: 63)

Gresset (2010) discusses the development of picturesque bourgeois suburbs around Paris in the nineteenth century through the analysis of the circumstances that produced it, the planning of the suburbs and its architecture. Gresset states the development of picturesque suburbs as a simultaneous development with the urban planning of Paris by Haussmann. However, he points out that “the new banlieue suburbaine (suburban suburbs) a sizeable picturesque city was built almost secretly, noticed only by a few Impressionist painters”. (Gresset, 2010: 95) In addition, Gresset points out that these picturesque suburbs were developed different than the anti-urban architectures at the beginning of the twentieth century which created “a marvelous environment of the picturesque houses between the city and countryside”. (Gresset, 2010: 106)

Another important figure in the early phase of planning the suburbs was Ebenezer Howard whose ideas influenced the modern city planning. Howard in his *Garden Cities of To-morrow* (1902) outlines the problem and proposes a solution for the emerging industrial city. For him, all the advantages of the most energetic and active town life have to be merged with all the beauty and delight of the country. His solution for ever increasing contradiction between the Industrial city – overcrowded and unhealthy environment - and the country was set at *Three Magnet Diagram*, which his ideas are summarized as “urban decentralization, zoning for different uses, the integration of nature into cities, greenbelting, and the development of self-contained “new town” communities outside crowded central

cities.” (LeGates&Stout, 1996: 321)²³ (Fig.2.03&2.04) Even though Howard was proposing a model for a self-contained settlement rather than suburbs; his ideas influenced the development of suburban neighborhoods. His garden city idea inspired suburban planners in Europe and the United States. The first garden city planned was Letchmorth, in Hertfordshire, 130 km. north of London was planned on main railway line formed by the detached single-family houses grouped around curvilinear streets. (Kostof, 1991: 76) The garden city model was adapted differently in different geographies including Europe and United States. Although the initial examples promoted the village-style pattern, the latter examples particularly in United States was based on the rational division of land plots which favored the gridiron plan. In addition, garden city idea which was designated for creating healthy living environments for the whole society, the interpretation in United States was the development of elite suburbs where garden city idea was transformed into garden suburbs.

The overall approach of early planners to urbanization was to promote decentralization and the combine the advantages of the city and countryside in the suburban neighborhoods. Even the physical boundaries between city and countryside were dissolved in the nineteenth century; a new dialectical relationship emerged with the separation of functions such as business at the city and residential at the countryside. The advantages of the countryside would be experienced through the designed landscape at the gardens in private sphere and through the parks and common grounds in public sphere. The city was still the center of business where the early suburbanite has to commute between city and suburb daily. The relationship between nature and built environment constitute the main focus of the early planning of suburbs.

²³ LeGates, R.T. & Stout, F. (1996) The City Reader, London & New York:

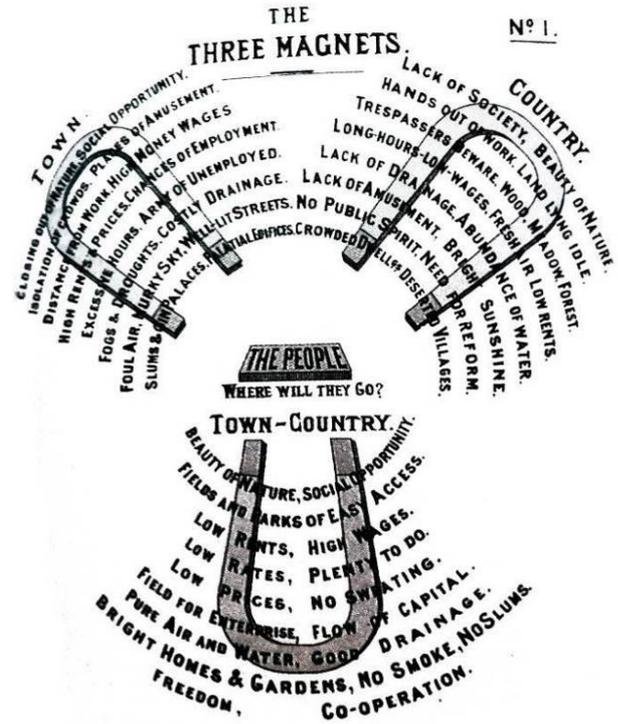


Fig. 2.03: Three Magnet Diagram of Ebenezer Howard. (Source: Kostof, 1991: 195)

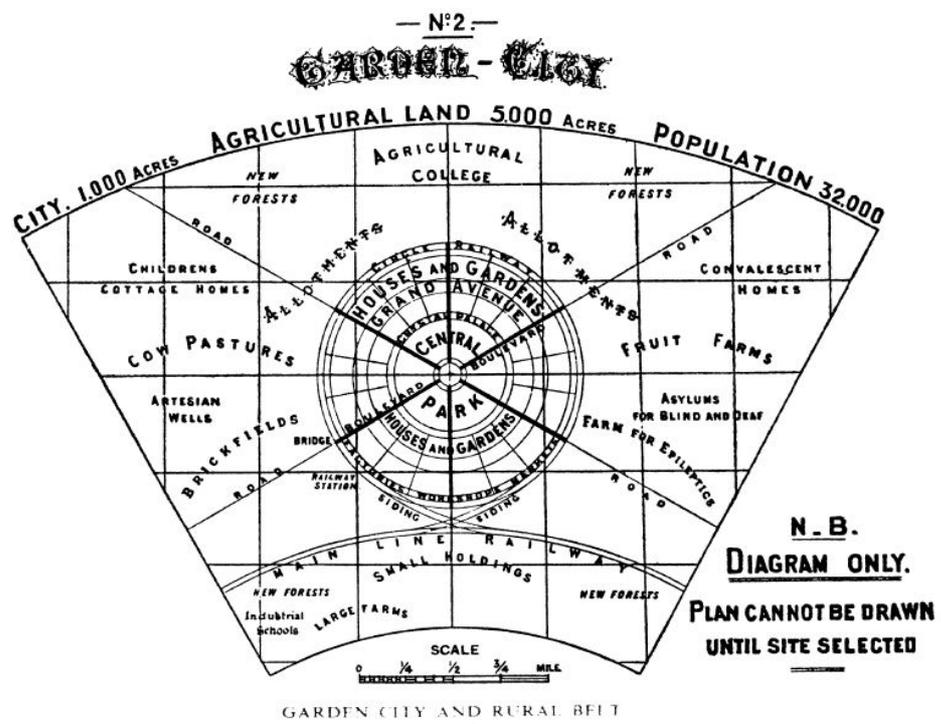


Fig. 2.04: Garden City Diagram of Ebenezer Howard. (Source: Howard, 2006: 168)

2.4.2 TYPO-MORPHOLOGICAL ANALYSIS OF SUBURBAN LANDSCAPE

After introducing the socio-economical dynamics that shape up the early suburbs, this part of the chapter will discuss the physical form of the suburbs to understand the linkages between the socio-economic dynamics and spatial patterns. For this aim, the dissertation makes use of the urban morphological analysis method in addition to the analysis of the architecture of suburban buildings.

2.4.2.1 URBAN MORPHOLOGY OF SUBURBAN LANDSCAPE

The dissertation intends to analyze the physical form of suburbs through analysis of urban morphology with an emphasis on the historical formation and transformation of suburban landscape. For the researchers of urban morphology, the analysis of urban morphology mainly serves for the historical analysis of the urban form, and additionally it is used as a method of analysis to find out principles or rules of urban design. Larkham points out the origins of urban morphology in geography stating that “it belongs to as much to historical geography as to urban geography, reflecting the longevity of the urban landscape.” (Larkham, 1998: 159)

In particular, the origins of urban morphology are traced back to the morphogenetic research tradition of the Central Europe and the work of Schlüter, who postulated a morphology of the cultural landscape as the counterpart in human geography to geomorphology in physical geography, thereby making the urban landscape, at least in industrial countries, a major research topic. (Larkham, 1998: 159)

The roots of morphological studies in cultural geography extend to the works of Sauer’s explained in his *The Morphology of Landscape* in 1925. “*Morphology* sought to systematize such a view by proposing *landscape* as the organic unit upon which the ever-changing human–environment relationship could be observed, measured, and recorded.” (Oakes&Price, 2008: 97) Sauer’s approach was to develop a method for understanding the morphology of landscape depending on observation of the landscape. His method is later criticized for focusing on describing the form of landscape rather than explaining the patterns and relationships that make up the landscape. For this reason, rather than studying the suburban landscape with the approach of Sauer, urban morphological analysis method will be used for analyzing the physical form of the suburban landscape.

Madanipour concludes from the studies of many scholars that “urban morphology is the systematic study of the form, shape, plan, structure and functions of the built fabric of towns and cities, and of the origin and the way in which this fabric has evolved over time”. (Madanipour; 1996: 53) Suburbs defined as *urban form*, its morphogenetic and functional transformation can be studied with an urban morphological analysis. The analysis of urban morphology depends on the understanding that a particular *urban form* is composed of *generic types* of form which are classified as *street patterns*, *plot patterns* and *building patterns*. The distinct combination of specific types of street, plot and building define *the plan unit* or *urban tissue*. (Kropf, 2011: 394) (Fig.2.05&.2.06) Moudon also identifies buildings, and their related open spaces, plots or lots, and streets as the three fundamental physical elements that morphological analysis is based on. (Moudon, 1997: 7) Moudon points out that “urban form can be understood at different layers of resolution” which is commonly “the building/lot, the street/block, the city and the region.” Furthermore, “urban form can only be understood historically” as a result of continuous transformation and replacement. “Thus, *form*, *resolution* and *time* constitute the three fundamental components of urban morphological study.” (Moudon, 1997: 7) This type of analysis of urban morphology is based on Conzenian tradition that is grounded in the work of M.R.G. Conzen at the end of the nineteenth century. However, Levy (1999) focusing on the change in urban fabric, states that with the shift from the closed fabric of the traditional closed city to the peri-urban fabric of the modern city, the elements of urban fabric and their relationship have to be reviewed. In traditional closed city, the elements form a system whereas in modern city, particularly in peri-urban areas and suburbs, the elements do not relate to each other. For this reason, he states that “an epistemological and historical study of these new urbanistic categories is necessary in order to understand the reasons for the transformations in the peri-urban fabric.” (Levy, 1999: 82) Moudon (1998) studying the morphology of suburban neighborhoods, states that “the same elements found to structure historic towns exist in suburban landscapes: street networks, lot-subdivision patterns,

buildings and their related open spaces remain the basic defining elements.” (Moudon, 1998: 147-148) However;

The characteristics of the elements of suburban landscapes differ substantially from their earlier counterparts: suburban lots and buildings much larger than those of traditional cities, and open spaces related to these buildings have become enormous, and, in effect, often dominate the suburban landscape. (Moudon, 1998: 148)

Although the characteristics of elements of urban fabric in suburban landscape differ from the traditional urban landscape, the plan unit analysis is seen as a useful method for understanding the suburban form which can display the differentiation of the elements and their relationships in the suburban landscape. As discussed earlier, at the early stage of their planning, the planners promoted curvilinear street patterns which were seen more appropriate than the gridiron plan. However, grid layout was used more in American suburbs which satisfied the ideals of the developers and promoters of the suburbs.

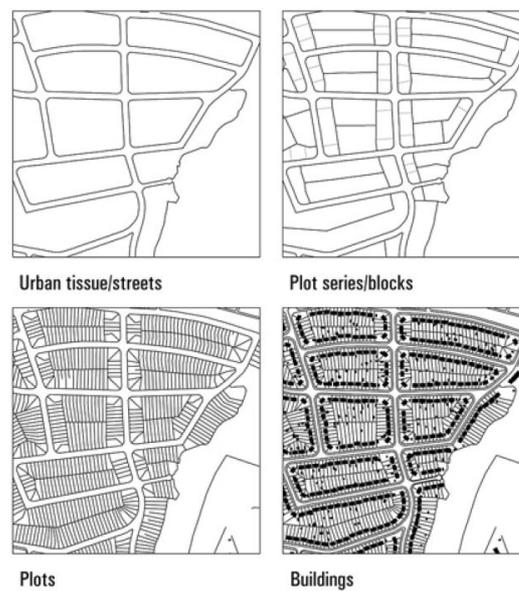


Fig.2.05: Plan diagrams displaying different patterns. (Source: Kropf, 2011: 395)

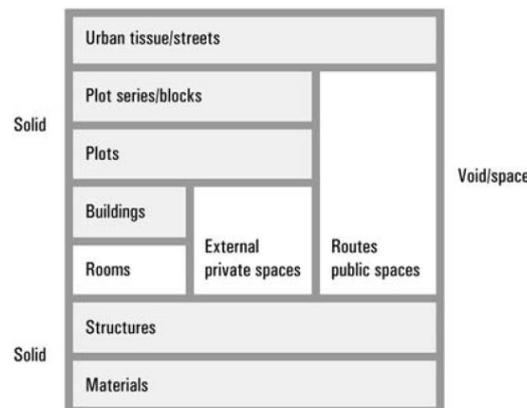


Fig.2.06: Table setting out the hierarchy of elements. (Source: Kropf, 2011: 395)

In addition to analysis of plan unit, the analysis of urban form also depends on the analysis of its patterns which is formed by the articulation and differentiation of solids and voids. Trancik (1986) in *Finding Lost Space: Theories of Urban Design* defines figure-ground theory as “the study of the relative land coverage of buildings as solid mass (“figure”) to open voids (“ground”). (Trancik: 1986: 97) Trancik classifies the urban-solid and urban-void types as:

Urban-solid types include public monuments or dominant institutional buildings, the field or urban blocks, and directional or edge-defining buildings; urban-void types include entry foyers, inner-block voids, networks of streets and squares, parks and gardens, and linear open-space systems. (Trancik; 1986: 101)

The early suburbs are special combination of open and built space where the open space becomes the binding element. In this sense, the voids are not limited to parks and gardens and linear open-space systems, but extend to open space in all forms as gardens, landscape, public spaces, and external private spaces. In addition, voids incorporate the movement system as circulation patterns, roads, streets, paths and routes. The overlay of solid-void relationship with the movement system results in six typological patterns defined by Trancik as “grid, angular, curvilinear, radial/concentric, axial, and organic”. (Trancik, 1986: 101) (Fig.2.07)

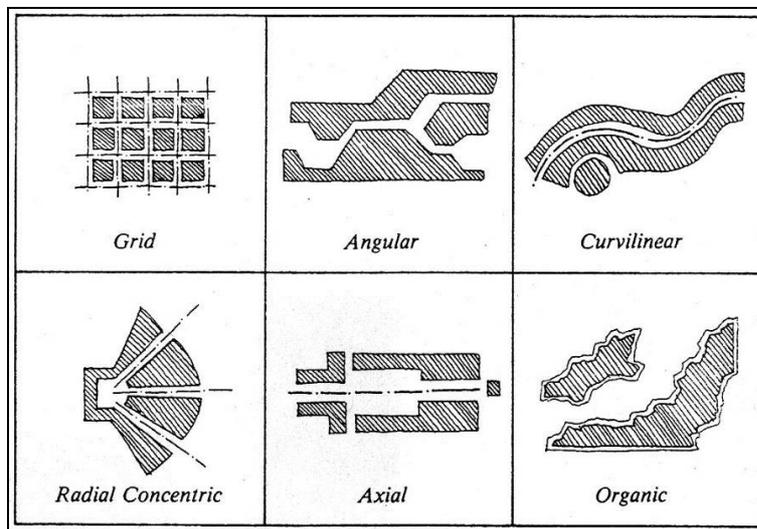


Fig.2.07: Six typological patterns of solids and voids. (Source: Trancik; 1986: 101)

The early development of suburban settlements was primarily guided by the movement system generated by the new modes of transportation. In the definition of linkage theory by Trancik (1986), dynamics of circulation become the generators of urban form. “The linkage theory involves the organization of lines that connect the parts of the city and the design of a spatial datum that can be site line, directional flow of movement, an organizational axis, or a building edge.” (Trancik, 1986: 106) Since, the early suburban development of the case study area is depended on the construction of railways; it is seen essential to discuss the morphology that is generated by the railways. In terms of linkage theory, the railways are spatial datum at the suburbs, where they formed circulation patterns through their routes and at the same time created nodes by their stations where different circulation patterns intersect. Lynch (1960) in *Image of the City* classifies the physical form of the city from the people’s perception into five elements firstly as *paths*, the channels which the observer moves as streets, walkways, transit lines, canals, railroad; secondly *edges* as the linear elements that form boundaries between two different patterns; thirdly *districts* as large city areas that have character distinct from the surrounding; they form a region with a common character as physical form, ethnic or class distinction; and *nodes* as formed in junctions of paths or concentrations of some characteristics; and finally *landmarks* as the point references of simple physical elements with various scales.

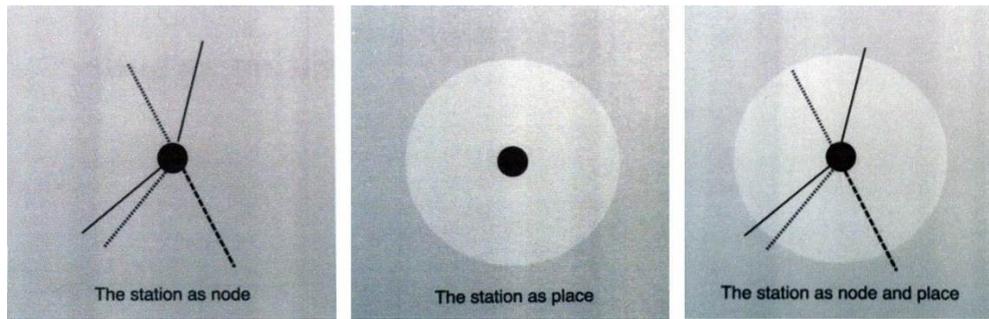


Fig.2.08: Railway station as node and place. (Source: Bertolini&Spit, 1998: 10, 13, 14)

Bertolini and Spit in *Cities on Rails: The Redevelopment of Railway Station Areas* interpret the railway station as having two basic identities. “It is a *node*: a part of access to trains and, increasingly, to other transportation network. At the same time, it is a *place*: a specific section of the city with a concentration of infrastructure but also with a diversified collection of buildings and open spaces.” (Bertolini&Spit, 1998: 9) (Fig.2.08)

To conclude, the physical form of the suburbs will be discussed through the analysis of the plan unit, solid/void relationship, movement system, property organizations, buildings and physical landscape. (Table 2.02) The method also depends on the relationship between the structure of the open space - including the landscape and infrastructure - and built components.

Tab. 2.02: Morphological Analysis Method for Suburban Landscape.

Spatial Analysis Tool	Type	
Movement System	Railways	Streets
	Side Streets (Station interface)	Main Street (commercial axis) Secondary Street
Property organization	Land plot, Parcel	
Buildings	Private	Public
	House Auxiliary Buildings Commercial Building	Railway Station, Railways Service Buildings Mosque Police Station Social Building Auxiliary Buildings
Open Space	Private Gardens Public Gardens Parks Orchards Fields Common Grounds	Recreational Area

2.4.2.2 ARCHITECTURAL TYPOLOGY OF SUBURBAN LANDSCAPE

In the nineteenth century, the transformative impacts of industrialization and modernization were reflected at the planning of the cities as well as the architecture of the buildings. The developments in building technologies, transformation of social and cultural values signaled the emergence of new building types and architectural styles. The impacts were visible at the city center and also at the suburbs. At the suburbs, the railway station was a significant example of a new building type of

infrastructure. In most cases, railway station constituted the center of the district where important public and commercial buildings were situated.

Since, suburbs were predominantly residential; the changing social and cultural values were also reflected on the architecture of the suburban residences. Kostof states that “the spectrum of suburban residential form spans two poles: from the diffuse patchwork of detached houses at one extreme, to the sharp juxtaposition of high-density apartment blocks and open expanses at the other.” (Kostof, 1992: 62) In British suburbs, the common housing unit was the crescent or terrace - rows of identical attached houses. Although British terrace housing tradition was implemented at the suburbs until 1900s, it was the detached villa residence that became popular at the suburbs in United States.



Fig.2.09: Bedford Park, London: row house type. (Anonymous)

The new lifestyles and social practices were also reflected at the planning and architecture of the suburban houses. At the suburbs, the changing relationship of the people with nature and the demand for privacy required the transformation of the house type. The suburban house differed from the urban house in a way that the suburban house was related with the open space more than the street. In addition, the low land prices were also influential at the relationship between the house and the garden. The suburban house is associated with the lifestyle of the resident which was reflected at the architectural style of the suburban house. As for the bourgeois, the suburban house was not just a place of accommodation; it was also the representation of his cultural values.

Gresset (2010) discusses the early suburban houses in Paris with examples from the nineteenth century. Gresset exemplified the projects of Cesar Daly who designed suburban houses for bourgeois such as the houses located on a large property close to the railway station. In a collection published by Daly in 1864, the architect stated that:

“Available land in the immediate vicinity of the cities, and along railways which led to it, especially around stations, perfectly met the needs of this situation. It is on these suburban grounds and along these railways that especially develop this domestic architecture, semi-urban, semi-rural, but always aiming at elegance, that we will call “suburban architecture.” (Daly, 1860: 34-35)

Thus, the French architect desired to theorize this new form of architecture at suburbs as “suburban architecture” which was the city in countryside. The architecture at the suburbs reflected the desire of combining the urban amenities at the natural beauties of the countryside. The discussion on the architecture at the suburbs is seen valuable to complement the meaning of suburban landscape. In these terms, architecture of public and private buildings at the suburbs will be discussed with an

analysis depending on the investigation of the house models, plan diagrams, building elements, decorations, in addition to the architectural style of the buildings.

2.4.3 REPRESENTATIONS OF SUBURBAN LANDSCAPE

As much as landscapes are physical entities, they are also cultural images, pictorial ways of representing, structuring or symbolizing surroundings. Wylie (2007) points out that landscape is representation or symbolisation of particular subjectivities, of particular attitudes and values. (Wylie, 2007: 96) Landscape represents a particular way of seeing of the power groups – from a Lefebvrian perspective, conceived space - that is a mixture of understanding (knowledge) and ideology. In this sense, the suburban landscape embodies the ideology represented through codes that are directly lived by the people through its associated images and symbols. As an example, eighteenth-century English landscaped garden, which was designed for the integration of nature with art for creating a picturesque landscape, also represented a new concept of landownership: the property. In addition, as Cosgrove (1984) states, gardens and parks became tools of representing the wealth of the new middle class in suburban gardens and smooth lawns and picturesque clumps of the landscape park. (Cosgrove, 1984: 235) In this sense, the picturesque garden represents the ideology of landownership and social relations which is directly lived by the people through its design.

For the aim of the dissertation, instead of discussing the idea of landscape from the representations of landscape in texts, images and paintings; the dissertation will discuss the ideology behind landscape focusing on the physical form and design of the landscape. The representations of landscape in texts, images and paintings will be supplementary sources for the discussion on the symbolic meanings inherent in the suburban landscapes. In this sense, the representations of the suburban landscape will be analyzed through the interpretation of the cultural meaning and signification of ideas represented in the design of the landscapes.

2.5 EVALUATION

The conceptual framework of the dissertation is outlined in Table 2.03, which demonstrates the structure of the study consisting of two parts as the theoretical framework and secondly the case studies. Since the major intention of the dissertation is to discuss the formation and transformation of suburban landscape, analysis of the production of landscape, typo-morphological analysis of landscape and representations of landscape constitutes the contextual method. The methodology will be used to discuss the suburban landscape of the case study area.

Tab. 2.03: Conceptual Framework of the Dissertation

	Theoretical Framework		Case Study Area	
	Methodology	Theory	<i>Sayfiye</i> (1870-1923)	<i>Banlieue</i> (1923-1938)
Socio-Spatial Analysis of Suburban Landscape	The Production of Landscape	Social space (Lefebvre,1991) Social formation and landscape (Mitchell, 2000)	- political and economic dynamics - social relations - power groups, agents, institutions- inhabitants /cultural values	
	Physical Landscape	Urban Morphology	- plan unit / urban tissue - solid/void - movement system - open space	
		Architectural Typology	- public buildings - commercial buildings - private buildings (residences) - auxiliary buildings	
	Representations of Landscape	Symbolic meaning of landscape (Cosgrove, 1984)	- symbolic meanings of landscape - design of landscape in public and private space	

CHAPTER 3

SAYFIYE: TRANSFORMATION OF LAND INTO LANDSCAPE DURING THE LATE OTTOMAN PERIOD

In this chapter, the transformation of countryside of the Anatolian side from agricultural land into suburban settlements will be discussed starting from the 1870s until the foundation of Turkish Republic in 1923. At the first part of the chapter, the historical suburban development at the environs of Kadıköy will be briefly introduced by focusing on the relationship between rural and urban space. At the second part of the chapter, the development of *sayfiye* settlements will be discussed with an emphasis on the social relations based on the discussion of the background dynamics, typomorphological analysis in addition to representations of landscape at suburban settlements. The third part of the chapter consists of the evaluation of the findings and conclusion remarks on the production of the suburban landscape of *sayfiye* settlements during the late Ottoman period. During the modernization attempts of the Ottomans, a particular landscape was formed at the suburbs of Kadıköy at the late Ottoman period which depended on the *sayfiye* character of the area. For analysis of suburban landscape of the case study area, the suburbanization process of the environs of the Anatolian Railways will be discussed through the analysis of the transformation of agricultural land into suburban settlement as *sayfiye*.

Nineteenth century signals the transformation of urban space with the changing socio-economical dynamics, particularly through the impacts of modernization ideals of the Ottomans. In spatial terms, the traditional boundaries between city and countryside became blurred which was also visible at the city of İstanbul starting from the mid-nineteenth century. Although Ottoman İstanbul did not experience the heavy impacts of industrialization similarly with the European cities, the modernization ideals of the Ottoman State starting with Tanzimat reforms influenced and generated the transformation of the environs of the city. One of the most significant consequences of these transformations was the development of suburban settlements outside the city which defined a new relationship between rural and urban space. The development of *sayfiye* settlements around the Anatolian Railways represents the preliminary development of suburbs on the Anatolian side in İstanbul which also reflects the changing relationship between people and nature. In this chapter, the *sayfiye* settlements around the Anatolian Railways will be analyzed based on the background dynamics dominated by the modernization ideals of the Ottomans that generated the development of *sayfiye* settlements.

3.1 URBAN DEVELOPMENT OF ISTANBUL DURING THE LATE OTTOMAN PERIOD

Before discussing the suburban development along the Anatolian Railways, this part of the chapter will give an overview of the major urban transformations in İstanbul in the nineteenth century. At the early nineteenth century, İstanbul maintained its traditional urban character where settlements were concentrated in İstanbul (historical peninsula); the early settlement in Galata across Golden Horn; and the settlements in Üsküdar on the Anatolian side. (Fig.3.01) Referring to the book of Çelik (1986), *The Remaking of Ottoman İstanbul*, the urban transformations in İstanbul in the nineteenth century was particularly generated by the modernization ideals of the Ottoman State that were facilitated by new laws and legislations regarding the city planning, in addition to urban design models and architecture influenced from the Western models.

In physical terms, the compact city form of İstanbul was transformed with the development of new settlements outside the boundaries of the city. Another significant transformation was the regularization of the urban fabric and street system according to new laws and legislations.

Considering the macro form of İstanbul, infrastructural projects such as transportation not only changed the existing structure but also caused the expansion of the city outside its borders.

The preliminary expansion of the city was witnessed to the north of Galata – housing the non-Muslim population- with the development of new residential settlements along new routes “from Taksim to Şişli, from Tophane toward Dolmabahçe following the shoreline, and from Dolmabahçe toward Teşvikiye and Nişantaşı on the hills above Beşiktaş”. (Çelik, 1986: 41) Apart from residential expansion, the attempts to create an Ottoman industry led to the development of industrial sites at the suburbs of İstanbul, in Zeytinburnu, Bakırköy, Küçükçekmece and at the villages of the Bosphorus. İstanbul peninsula did not expand to the west, where the environs of the land walls were continued to be used agricultural land composed of *bostans* (vegetable gardens). However, with the development of industrial sites in addition to the construction of Rumeli Railways - expanding from the city center to the west - generated the development of suburban settlements along the route of the railways. On the Anatolian side, the construction of railways also generated new settlements which transformed Kadıköy from a small village into a dense settlement in the late nineteenth century. The superposition of the maps from 1815 and 1918 displays the major urban transformations during this period. The map also displays the change of urban fabric inside the city walls, in addition to the development of Kadıköy and Moda on the Anatolian side. (Fig.3.02)

The population of İstanbul and its suburbs concentrated in İstanbul peninsula and Galata was about “391,000 inhabitants in 1844; in 1856 the number increased to 430,000; in 1878 to 547,437; and in 1886 to 851,527”. (Çelik, 1986: 37) The population increase was related to the movement of Muslim emigrants escaping from south-eastern Europe and southern Russia in addition to the movement of vast number of foreigners who gained economic privileges through the commercial treaties. Denel states the reasons for the increase of population outside the city in the nineteenth century as firstly the movement of the people to suburbs as a result of escaping from the fires at the city center, secondly placement of emigrants from Anatolia and Rumeli to the suburbs, and finally the construction of *köşks* and gardens by the royal family and high-level bureaucrats at the Golden Horn and Bosphorus as a result of the shift from introverted life style to extroverted life style with with the rise of excursions at nature. (Denel, 1982: 46) One of the most important features of the nineteenth century İstanbul was the movement of the people outside the city walls which fostered the development of suburban settlements at the Golden Horn, Bosphorus and the shores of Marmara Sea. The development of *sayfiye* settlements around the Anatolian Railways in İstanbul is seen as a significant case that needs to be analyzed which represents the preliminary stage of suburban development on the shores of Marmara. At the next part of the chapter, the historical urban development of the Anatolian side of İstanbul will be discussed to understand the transformation process of agricultural land into *sayfiye* settlements at the late nineteenth century.

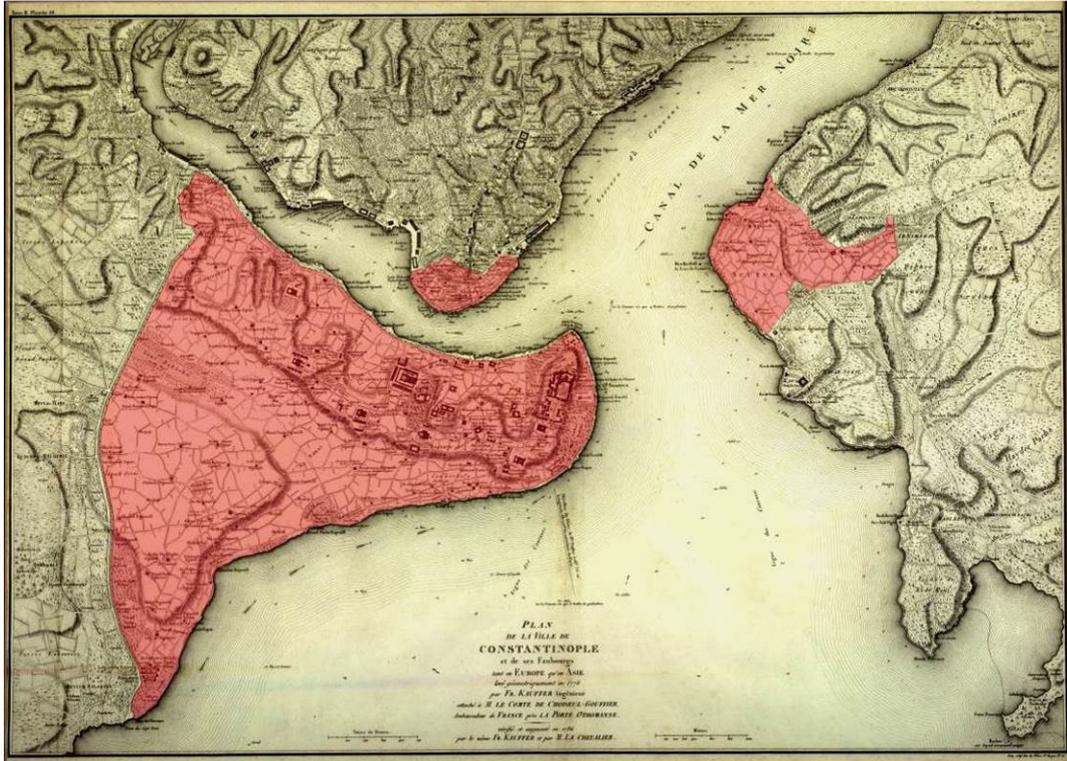


Fig. 3.01: Map of İstanbul in 1776, engraved by Kauffer. (Colored by the author)



Fig.3.02: Superposition of the maps from 1776 and 1918: transportation infrastructure; the new arteries inside the city walls and to the north of Galata (yellow), the railways (red), the bridges on Golden Horn connecting the city center to the north (green), the ferry lines (blue) (Developed by the author)

3.2 ANATOLIAN SIDE OF ISTANBUL UNTIL 19TH CENTURY

Until mid-nineteenth century, the settlements on the Anatolian side of İstanbul were concentrated mainly in Üsküdar as the largest settlement on the eastern bank of the Bosphorus. Kadıköy to the south Üsküdar was another relatively large village whose foundation dates back to early history. The center which gave name to the Kadıköy is bordered by railways on the north and north-east, Kurbağalıdere and Kalamış Bay on the east, Marmara Sea and Haydarpaşa Bay on the west. The historical center of Kadıköy is located in the area of Haydarpaşa Bay and Cape of Moda. The first settlement in Kadıköy was by the Phoenicians in 1000 BC around Kuşdili Stream in Chalcedon (Kadıköy) and in Fikirtepe across Chrysopolis (Üsküdar). These two settlements served as terminal points before travelling to the cities in the Black Sea. Chalcedonia, the territory dependent upon Chalcedon, stretched up the Anatolian bank of the Bosphorus included Chrysopolis (Üsküdar) and Panteicheion (Pendik). Chalcedon was under the reign of the Roman and Byzantine Empire until the invasion by the Ottomans. The area extending to Cape of Moda and the open field in Haydarpaşa was the base of the Byzantine army before the campaign to Anatolia which was also used for horse racing area. After the foundation of Byzantium on Seraglio Point, Chalcedon started to lose its importance. The city walls of Chalcedon were destroyed to be used in the construction of Bozdoğan Aqueduct and the stones of the temples were used for the new constructions in Constantinople. The boundary of Chalcedon extended to *Sığır Meydanı*²⁴ (square of cattle) where the city gate existed; the area between the settlement and city gates was filled with agricultural land. (Arseven, 2011: 29) It is stated that the Byzantine emperor Constantine IV built a summer palace in Chalcedon in the eighth century.²⁵ (İnciyan, 2000: 74) Thus, the environs of Chalcedon around Chrysopolis (Üsküdar) and Hieria (Fenerbahçe) composed of large orchards and garden palaces was the summer residences of the emperors and ruling elite in the Byzantium period which was adapted from the Roman tradition of *villeggiatura*.

With the incursion of the Ottomans around Chalcedon in 1352, the Ottomans established dervish lodges headed by as Gözcü Baba, Eren Baba, Kartal Baba and Sarı Gazi around Merdivenköy in Göztepe.²⁶ After the conquest of the İstanbul in 1453 by the Ottomans, Kadıköy became a province of İstanbul; and it was granted to the first qadi of Fatih - Hıdır Bey - which the name of the district originates from. After the conquest, the Ottomans first settled at the center of Chalcedon where they built mosques that formed the preliminary district as Osmanağa. (Ekdal, 1996: 7) The map of Arseven (2011) displaying the boundary of Chalcedon in the Byzantium period and the boundary of Kadıköy in the eighteenth century indicates that the settlement area had not developed considerably until the eighteenth century. (Fig.3.03)

²⁴ Arseven states that Altiyol was used to be named as *Sığır Meydanı* which was the gathering place of the cattle and at the same time set the limits of the city. (Arseven, 2011: 33)

²⁵ İnciyan states that Kavak Palace (Üsküdar Palace) might have been built as a replacement of Byzantine palace. (İnciyan, 2000: 75) It is stated that the summer palaces was used by the emperors “for climate change and to get away from the crowd of the city”. (İnciyan, 2000: 79)

²⁶ Akbulut, R. (1994) Kadıköy. Dünden Bugüne İstanbul Ansiklopedisi.

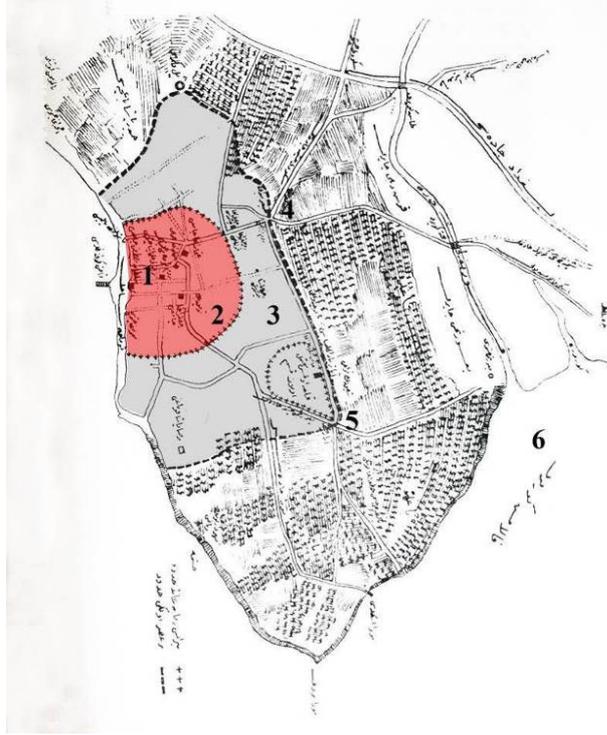


Fig.3.03: Map of Chalcedon during Byzantium period.
 (1) The city center (red), (2) The boundary of the city in Byzantium period,
 (3) Agricultural land (grey), (4) City Gate (5) The settlement boundary of Kadıköy in the 18th century, (6)
 Kalamış Bay. (source: Arseven, 2011: 26) (Colored by the author)

One of the preliminary developments in the Ottoman period at the area between Üsküdar and Kadıköy was the royal gardens of the sultan known as Kavak palace in 1550s. Kavak palace across Topkapı Palace is one of the earliest examples of royal gardens in İstanbul. Necipoğlu (1997) traces the origins of royal gardens of the Ottomans in the Roman and Byzantium tradition of *villeggiatura*²⁷. “It was the sultans and the Ottoman ruling elite that who developed the better defended Bosphorus to an unprecedented degree with waterfront villas known as *yals* that gave rise to the distinctive *villeggiatura* tradition of rural excursions that mature in the sixteenth-century.” (Necipoğlu, 1997: 34) The royal gardens spreading to the shores of Bosphorus and Marmara Sea served for the recreational needs of the sultan and royal family which was a tradition that was adapted from the Byzantium. It is understood from the engraving of Josephus Grelot in the seventeenth century that the settlement on the shores of Marmara Sea beyond Üsküdar was composed of Kavak palace²⁸ in addition to the settlements in the region of Kadıköy and Fener. (Fig. 3.04)

In his journey to Kadıköy, Grelot (1998) describes Kadıköy as a miserable place which lost its importance as Chalcedon, stating that “similar with the city, the port of Chalcedon is deserted except

²⁷ The Italian term *villeggiatura* is briefly defined as residence in the country for rural or suburban retreat. The origin of *villeggiatura* tradition goes back to fifteenth and sixteenth century, which was “the withdrawal to the country residence of the urban Romans”. The villas and gardens served as summer retreats from hot and malarial Rome, as sites for medical and healthful recreation (including escape from the plague) and as a key locus for the display of wealth, taste, learning, and social rank. (Coffin, 1979) The movement to country was also a popular practice in different geographies; in Russia the people travel to *dacha* for retreat in the country.

²⁸ The first buildings of Kavak palace, also known as the garden palace of Üsküdar (*bağçe-i Üsküdar, Üsküdar Sarayı*) was built by Mimar Sinan in 1550s for Sultan Süleyman on the site of an earlier royal garden. The compound was composed of the free standing pavilions and its functional buildings inside gardens surrounded by walls. It is understood from Necipoğlu’s description that Kavak palace was a not just a palace but a settlement surrounded by gardens built by different sultans over a period of time. “The sultans spent part of the summer months, returning to the neighboring Topkapı to attend to official duties.” (Necipoğlu, 1997: 35-36) It is stated that the palace was destroyed for the construction of Selimiye Barracks. (www.uskudar.bel.tr)

some boats and ships that transport agricultural products to İstanbul". (Grelot: 1998: 42) It is known that the rural area on the Anatolian side provided the fresh vegetables and fruits for İstanbul since the Byzantium period. Akbulut (1994) describes that the environs of the Chalcedon as a popular place of the empires and ruling elite used as summer residence surrounded by vineyards, fruit and vegetable gardens which were famous for good quality wines, fruits and vegetables. (Akbulut, 1994: 331) From the panoramic view of İstanbul by Antoine de Favray in 1770, Kadıköy is seen as a small village on the right side of Kavak palace. The area extending to the hills of Acıbadem and beyond are rural land without any particular settlement at the end of the eighteenth century. (Fig.3.05)

During the Ottoman period, the settlement pattern at the center of Kadıköy was composed of the neighborhoods of Greek and Muslim population. Evliya Çelebi states that Kadıköy consisted of a Muslim neighborhood and seven Greek neighborhoods in the seventeenth century. The description of Evliya Çelebi for Kadıköy is seen important since he stated the existence of 600 bağs in Kadıköy. (Evliya Çelebi, 1971: 145) Thus, it is understood that the environs of Kadıköy was composed of agricultural land in the seventeenth century. The municipal of Kadıköy in 1913/1914, Celal Esad Arseven in his book *Kadıköy Hakkında Tedkikat-ı Belediye*, describes Kadıköy at the early nineteenth century from the map of Kauffer²⁹. Arseven states that Kadıköy was a small village with a number of 400 dwellings in the eighteenth century. The maps of the period provide a clear description of the area between Selimiye Barracks and Kadıköy as unfilled land, in Haydarpaşa only the dervish lodge of İbrahim Paşa existed. (Arseven, 2011: 31-33) (Fig.3.07&3.08) Haydarpaşa was composed of agricultural land which was named after the vineyard of Haydar Paşa (*Haydarpaşa Bağları*). Until the early nineteenth century, Kadıköy was composed of four districts as Osman Ağa at the center, Tuğlacı in Kızıltoprak, Cafer Ağa in Moda and İbrahim Ağa covering the area between Koşuyolu and Selimiye. (Fig.3.09) It is understood from the description of Arseven that Kadıköy preserved its rural character composed of the houses of the wealthy Turks surrounded by agricultural lands with bağs (vineyards) and *bostans* (vegetable gardens) until the early nineteenth century. The fields at the environs of Kadıköy started to be used by public as the common grounds (*mesire*)³⁰ in Haydarpaşa, Kuşdili, Yoğurtçu, Moda and Uzun Çayır in the eighteenth century. (Akbulut, 1994: 332)

During 1860s, some nodes of settlements are seen in the environs of Kadıköy, particularly in Moda and Mühüdar. (Fig. 3.6) After the mid-nineteenth century, Moda district in Kadıköy started to transform with the construction of summer residences of the foreigners and Levantine families. (Kayra, 1990: 150) Tekeli states that the urban growth on the Anatolian side was developed in three directions: the first was the filling of the land between Kuzguncuk and Üsküdar with new settlements as Bağlarbaşı and İcadiye; secondly the filling of the area between Üsküdar and Kadıköy with the settlements of Haydarpaşa and Yeldeğirmeni, and thirdly the development of suburban settlements along the route of the railways in Kızıltoprak, Göztepe, Erenköy and Bostancı. (Tekeli, 1999: 29)

²⁹ The first scaled map of İstanbul was prepared by Fr. Kauffer in 1776 who was an engineer attached to the staff of French embassy. The map of Joseph von Hammer (1836) is developed based on the map of Kauffer. Von Hammer was appointed in 1799 to a position in the Austrian embassy in İstanbul.

³⁰ See the Ph.D. Thesis of Çalış, D.B. (2004) for a detailed discussion on *mesire* culture in the Ottomans.



Fig. 3.04: Detail from bird's-eye view engraving of İstanbul, 1672. (1) Üsküdar, (2) Kavak palace, (3) Kadıköy, (4) Fenerbahçe, (5) Topkapı Palace. (Source: Grelot, 1998)



Fig.3.05: Detail of the Anatolian side from the panoramic view of İstanbul by Antoine de Favray, 1770 (Vue Panoramique du Bosphore et de la Corne D'or)

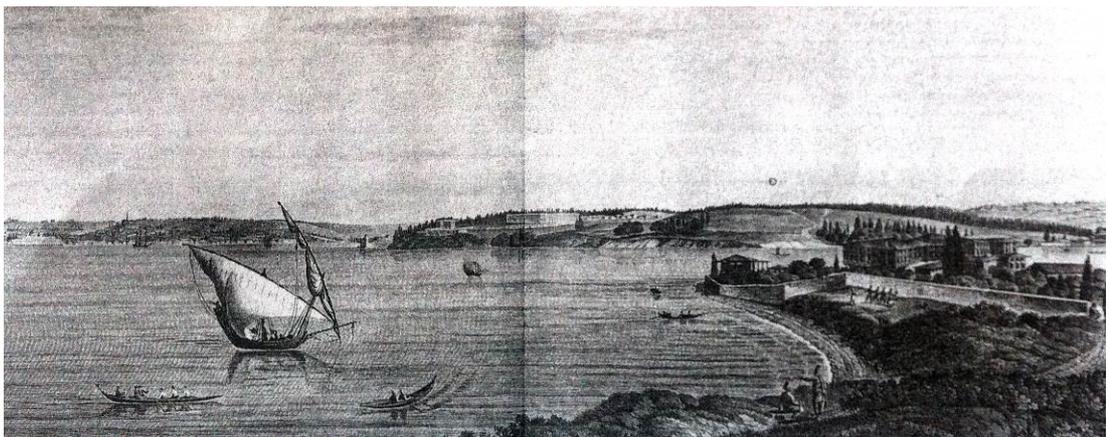


Fig.3.06: Kadıköy and Mühüdar at the end of eighteenth century from the engraving of Melling. (Source: Kayra, 1990s: 149)

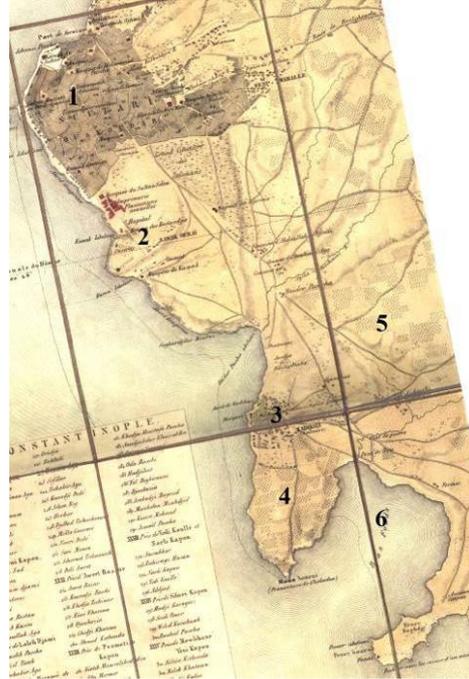
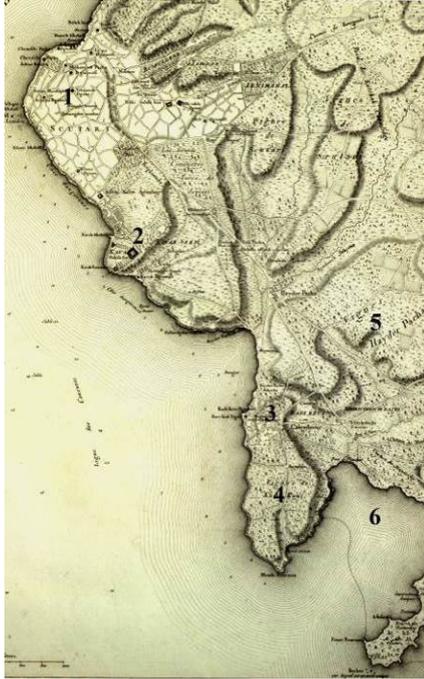


Fig.3.07: Detail of the maps of Kauffer, 1776 (left) and Von Hammer, 1836 (right)
 (1) Üsküdar, (2) Kavak palace, (3) Kadıköy, (4) Vineyards, (5) Vineyard of Haydar Paşa, (6) Kalamış Bay. (Source: Osmanlı Bankası Archives)

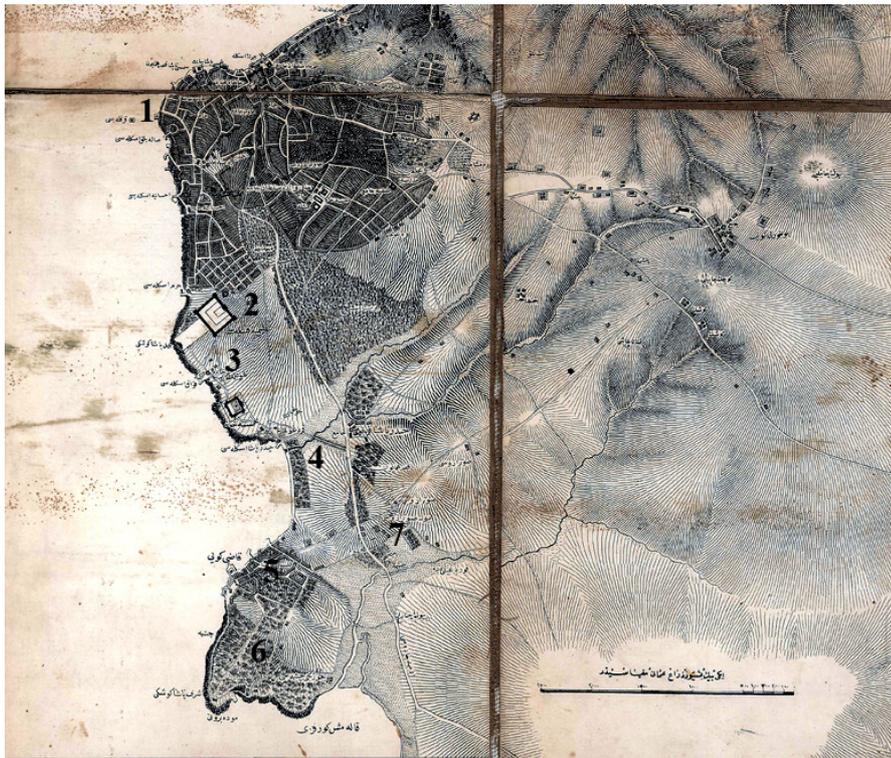


Fig. 3.08: The settlements and districts in Kadıköy from the map of Von Moltke in 1851-1852.
 (1) Üsküdar, (2) Selimiye Barracks, (3) Kavak palace, (4) Dervish Lodge at İbrahim Ağa District, (5) Osmanağa District, (6) Cafer Ağa District, (7) Tuğlacı District at Kızıltoprak. (Source: İstanbul Atatürk Library)

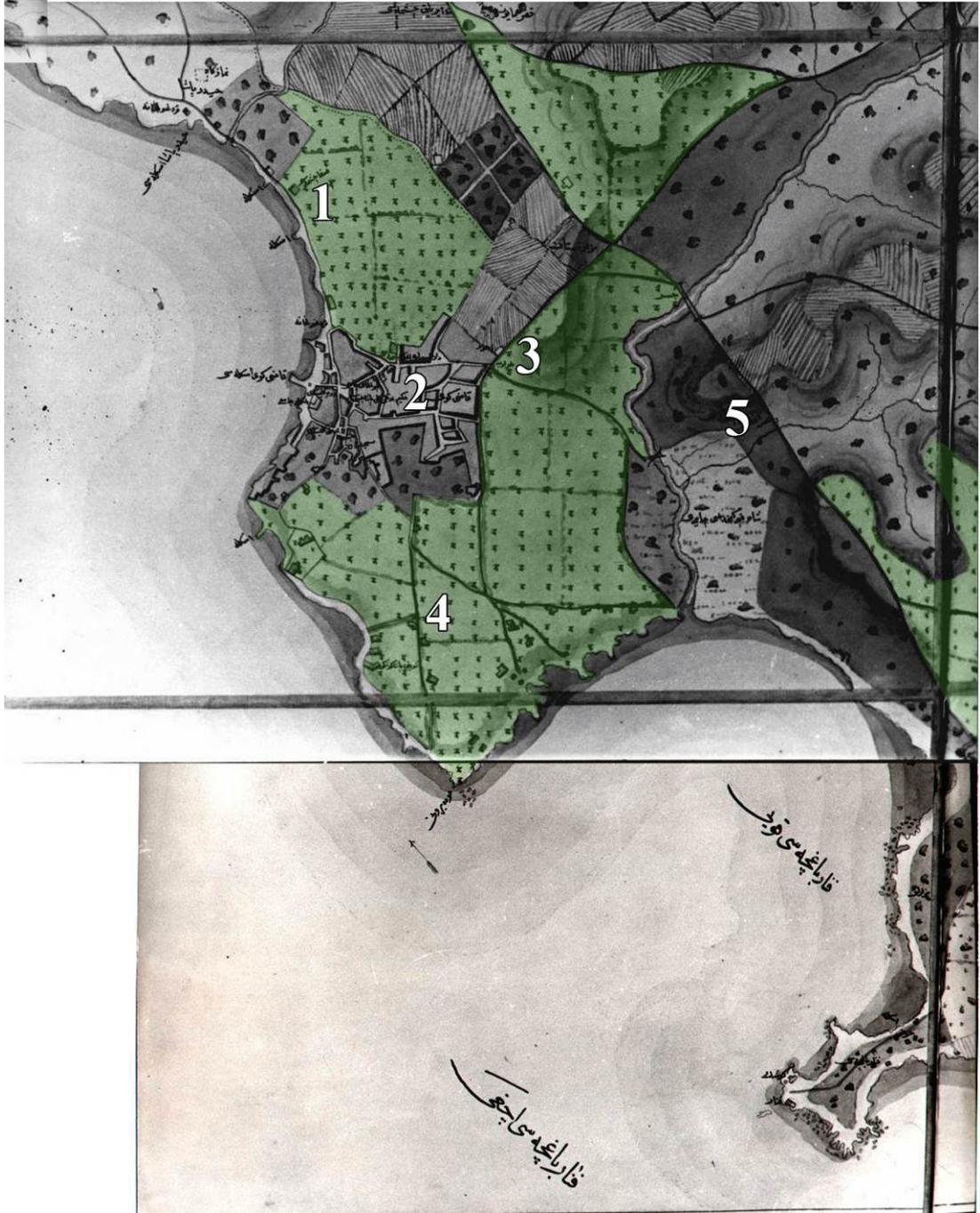


Fig. 3.09: The Map of Kadıköy in 1845, agricultural land marked by green.
(1) Dervish Lodge at İbrahim Ağa, (2) Osmanağa District, (3) Altiyol, (4) Caferaga District, (5) Tuğlacı.
(Colored by the author) (Source: Osmanlı Bankası Archives)

3.3 SAYFIYE SETTLEMENTS IN KADIKÖY

Apart from the settlements in Üsküdar and Kadıköy, the shores of Marmara Sea on the Anatolian side preserved its rural character until the mid-nineteenth century. After the development of the railways, the population of Kadıköy and environs increased considerably. While the population of Kadıköy was 22,796 in 1885³¹, it increased to 32,200 in ten years. In 1894, the population of Kadıköy is stated as 32,200 people composed of 8272 Muslims and 23,928 non-Muslims.³² The non-Muslims mostly concentrated at the center of Kadıköy particularly in Moda and the suburb of Fenerbahçe. The area extending from Kadıköy to Bostancı was characterized with the agricultural land composed of *bağs* and *bostans* at the inland in addition to summer palaces, *yalis* and gardens of the royal family and the ruling elite lining at the shores. The small villages of Merdivenköy, Erenköy and İçerenköy at the inland were mainly composed of Turkish population who were depending on agricultural production. These small villages were connected to each other through land routes. A predominant land route in the area was Bağdat Street which started from Üsküdar and extended to the east following the shores of Marmara Sea which was the campaign and commercial route used by the army and caravans since the Byzantium period.

Arseven states that the environs of Kadıköy was completely agricultural land composed of *bağs* due to composition of the soil which makes the fruits, vegetables and grapes delicious. (Arseven, 2011: 17) “While the field between Kızıltoprak and Bostancı maintained the fruit and vegetable needs of İstanbul, the environs of Merdivenköy and Göztepe were the dairy farm that produced the milk, cheese and butter for İstanbul.” (Akbulut, 1994: 332) While the shores served for recreational uses, the inland with extensive rural area provided the agricultural products of İstanbul. The utilization of the countryside for agricultural production and recreational purposes since the Byzantine period was preserved until the transformation of the area with the development of suburban settlements. It was with the influence of the modernization attempts of the Ottoman State that the agricultural land on the Anatolian side started to transform by the changing socio-economic dynamics.

As mentioned earlier, before the development of the Anatolian Railways, the environs of Kadıköy were composed of agricultural land characterized as *bağs* and *bostans*. The area extending from Üsküdar to Erenköy and Göztepe in addition to the area between Kadıköy and Fenerbahçe were famous for their *bağs* composed of grapes and fruits. (Anonymous, 1994b: 533) At the middle of the nineteenth century, a particular *bağ* culture was developed which spread to the royal palace and the high-level state officials. The *bağs* of the royal family and high-level state officials were taken care of by the gardeners from Albania. (Anonymous, 1994b: 533) In addition to *bağs*, the area in Üsküdar, Erenköy, Caddebostan, İçerenköy, Bostancı were famous for their *bostans* which are defined as cultivated open fields. (Koçu, 1963: 2971) Thus, the area extending from Kadıköy until Bostancı was composed of agricultural land including *bağs* and *bostans* in addition to early settlements around Merdivenköy at the inlands.

It was after the development of the Anatolian Railways that the agricultural land around the stations started to transform into settlements which were initially developed *sayfiye* settlements. The word *sayfiye* -derived from *sayf* which means summer in Ottoman Turkish - defines a settlement or area that is used for seasonal recreational and leisure purposes particularly in the summers. Thus, the environs of the Anatolian Railways were preliminary used as *sayfiye* settlements that are characterized by a space in countryside used for recreational and leisure purposes during the summers. The dissertation discusses *sayfiye* settlements as the preliminary spatial archetype of suburban development around the Anatolian Railways at the late Ottoman period. Şehsuvaroğlu states that while *sayfiye* was used for summer residence, *şitaye* defined the winter settlement. The middle class had houses, one in summer settlement and another in winter settlement. While the winter house of statesman and wealthy was named as *konak*, the summer house in rural area and gardens was named as *köşk*. (Şehsuvaroğlu, 1969: 109)

Alus states that the people who owned *köşks* and *yalis* in *sayfiye* settlements moved to these areas on

³¹ The population of Kadıköy is stated as 22,796 which was 2.6% of İstanbul’s total population in 1885. (Oktay, 2011: 73)

³² Ekdal states the population distribution of non-Muslims living in Kadıköy as follows: 702 Bulgarian, 7637 Greek Orthodox, 9980 Armenian Gregorian, 100 Armenian Protestan, 1200 Catholic Armenian and Latin, 850 Jew, 290 Gypsy and 3180 foreigners. (Ekdal, 1996: 167)

May.³³ (Alus, 1994: 164) The movement process to *sayfiye* was defined with the term *göç* (transmigration) which was also used for the movement of the sultan to the garden palaces. “Royal visits in the company of a large household retinue took place in the summer when part of the court moved with the sultan to a garden for a prolong stay, known as *göç* (transmigration).” (Necipoglu, 1997: 34) This tradition of movement to summer residences on the shores was adapted from Byzantine tradition defined as *processus* which meant the prolong stay of the emperors at summer palaces.³⁴ (İnciciyan, 2000: 81) It was adapted from the Roman tradition of *villeggiatura* which meant to go to the villa or country house for retreat in the country. Thus, it might be commented that the people’s movement to *sayfiye* was a practice that was adapted from the continual tradition of the movement of the royal elite to the countryside. In addition, Cengizkan states the differentiation of life style for summer and winter as a cycle that is used in Anatolia since the last 3-4 centuries. Cengizkan compares the villa tradition with *bağ* house tradition in the case of Keçiören in Ankara. (Cengizkan, 2002: 120) Thus, the movement of people to countryside during the summers was a common tradition not only in İstanbul but also in the Anatolian cities. However, in İstanbul the existence of royal gardens at the shores of Marmara and Bosphorus might have also influenced *sayfiye* tradition around the Anatolian Railways in İstanbul.

After the development of the Anatolian Railways, the railways functioned as a generator for the suburban development of the area extending from Kadıköy until Bostancı. The existence of rural space at the environs of Kadıköy facilitated the development of *sayfiye* settlements on the route of the railways and around the stations which were preliminary developed by the Ottoman upper class. The significant development period of the suburbs of Kadıköy was between 2nd Constitution (*Meşrutiyet*) in 1908 and Independence War (*Umumi Harp*) years. (Alus, 1994: 85) This part of the chapter will discuss the suburban landscape of *sayfiye* settlements at the late Ottoman period by the analysis of the urban morphology and architecture that is produced through the social relations of the late Ottoman period.

Since the aim of the dissertation is to discuss the suburbanization process of the Anatolian side, the case study area is defined as the area transformed from rural land into suburban settlements along the Anatolian Railways. Thus, the dissertation will focus on the transformation process of the agricultural land at the environs of Kadıköy instead of the center. This part of the chapter will discuss how agricultural land was transformed into suburban settlement defined as *sayfiye* and analyze the suburban landscape in *sayfiye*.

3.4 PRODUCTION OF SUBURBAN LANDSCAPE IN SAYFIYE

The background dynamics of the preliminary suburban development on the Anatolian side depends mainly on Tanzimat reforms of the Ottoman Empire in the mid-nineteenth century which aimed to modernize the Ottoman system for political and economic improvement. Tanzimat reforms symbolized the decline of the traditional institutions and regulations through the foundation of a new administrative system. The transformation of political, economic and social dynamics of the Ottomans after Tanzimat draws the contextual framework of the production of suburban landscape on the Anatolian side. In this part of the chapter, these changing dynamics will be outlined with an emphasis on their influence on the development of *sayfiye* settlements at the suburbs of Kadıköy.

The dynamics of urban transformation in the nineteenth century in İstanbul can be summarized as the introduction of new urban administration system, the transformation of land regime and last but not least the new urban transportation systems. The preliminary development of *sayfiye* settlements on the Anatolian side forming an organized pattern depends on different dynamics but particularly on the introduction of the new modes of transportation as the Anatolian Railways.

It was after the development of the Anatolian Railways that the Muslim upper class, non-Muslims and foreigners started to move their houses to Kadıköy, Kızıltoprak, Göztepe, Erenköy and Bostancı.

³³ Alus states that the people moved to *sayfiye* on Hidirellez which is the date that signifies the coming of spring. (Alus, 1994:164)

³⁴ It was tradition of the emperors to leave the palace and stay for one month at the summer palaces after autumn. (İnciciyan, 2000: 81)

(Fig.3.10) The construction of the railways starting from Haydarpaşa extending through Pendik was completed in 1872. The agricultural land on the Anatolian side started to transform with the development of settlements along the route and around the stations of the Anatolian Railways starting from Kadıköy until Bostancı. Although suburbs developed in most cases as an extension of the city connected to the city center through movement systems as ancillary roads or railways, the suburban development on the Anatolian side of İstanbul marks a different model of development as a consequence of its particular geography and topography.

The railways passing through Kadıköy, similarly with the nineteenth-century cities of Europe, caused the settlement pattern to be erected firstly along the rail lines and station areas as nodes following the formation of new settlement areas and the population of existing settlements along the railways and at last filling the empty spaces between these settlements. Kadıköy composed of four districts at the center in the early nineteenth century was divided into seven districts with the formation of Merdivenköy, Erenköy and İçerenköy after 1860s.

3.4.1 DEVELOPMENT OF URBAN TRANSPORTATION

The new modes of transportation acted as generators for the transformation of the relationship between city and countryside by the opening of the countryside for urban settlements and expansion of the metropolitan limits of the city. “The most important developments that changed the physical structure and image of the city were caused by the construction of ports, docks and railway stations to connect the sea route and railways with the city center.” (Tekeli, 1999, 27) New modes of transportation emerged in İstanbul with the modernization attempts of the Ottomans realized through the concessions given to foreign entrepreneurs after 1860s. While regular steamboat services that started to operate in 1850s which connected the settlements at Bosphorus, Golden Horn and Anatolian side with the city center, the establishment of railways on the European and Anatolian sides during the 1870s caused considerable changes in the macro form of the city. Apart from the impacts of urban transportation on the physical space, the introduction of speed and mobility to the everyday life of people through new modes of transportation also changed the spatial practices.

Railways not only affected the immediate surroundings of its route but also functioned as the major force on the urban growth of the city. Although the main reason for constructing railways were to connect the capital to Europe and eastern cities, the operation of commuter trains enabled the movement of people outside the city walls and development of new settlements at the countryside. This development process led to the dissolution of the traditional binary oppositions between city and countryside; and generated the urban growth of İstanbul along the railways’ route parallel to Marmara Sea. The city expanded as bands along the rail line axes and the shores that were served by ferry services. These bands were connected to different parts of the city center but were not connected to each other.³⁵ (Tekeli, 1999: 30) On the European side of İstanbul, the railways effected the existing settlements causing demolition of buildings and transformations in the urban fabric at the city center. The construction of Rumeli Railways fostered the suburban settlements in Makriköy (Bakirköy) and Yeşilköy districts which were the major developments outside the city walls in the late Ottoman period. A distinguished feature of the railway development in İstanbul was that the railways not only connected the cities through railway terminals but also connected the countryside and settlements outside the city walls through the development of stations along its route in the metropolitan limits of İstanbul. The development of new modes of transportation and connection of different transportation means generated the expansion of the city along the route and around the transportation nodes. In this part of the chapter, the urban transportation in İstanbul will be outlined in the nineteenth century for discussing their impacts on the development of suburbs.

³⁵ Foreign enterprises proposed to connect the European and Anatolian sides of İstanbul through the construction of bridge over Bosphorus. One of these proposals was prepared by *Compagnie Internationale de Chemin de Fer de Bosphore* and presented to Abdülhamit II in 1900 to connect the two sides through transporter bridges from Rumelihisarı to Kandilli and Sarayburnu to Üsküdar. The project prepared by French engineer Arnodin aimed to connect Rumeli and Anatolian railways by the development of a rail-ring where Bakirköy and Bostancı were chosen as the terminal points. The project of Arnodin was not implemented which may be due to the financial difficulties of the period. (Boğaziçi’ne İki Köprü” Sultan İkinci Abdülhamid Han’ın “Cisr-i Hamîdî” (Hamîdiye Köprüleri) Projesi, Çamlıca Basım Yayın (2007) İstanbul)

3.4.1.1 FERRY SERVICES

The increased demand for sea travel led to modernize the water transportation system from row boats to steamboats in the nineteenth century.³⁶ The first steamboat arrived to İstanbul in 1828 which was followed by the operation of steamboats by Tersane-i Amire for transportation of goods and passengers. (Tutel, 1995: 181) In 1837, two foreign steamboats started operating to the villages of the Bosphorus. It was followed by the operation of the steamboat *Hümapervaz* by the Ottoman state under the company named *Hazine-i Hassa Vapurları İradesi* in 1844. (Tekeli, 2009: 23) The first ferry service started operating to Üsküdar in the Bosphorus in 1845. Giz states that the ferry services started to operate between Kadıköy and Prince Island in 1846. (Giz, 1988: 28)

The turning point of steamboat operation in İstanbul was with the foundation of *Şirket-i Hayriye* in 1851, the first imperial transportation enterprise of the Ottoman state. "Immediately after its formation, foreign boats were prohibited from carrying passengers between İstanbul, Üsküdar, and the Asian and European sides of Bosphorus - the route of *Şirket-i Hayriye*'s first six boats." (Çelik, 1986: 84) In order to prevent competition between *Hazine-i Hassa Vapurları İradesi* and *Şirket-i Hayriye*, the latter would only operate between Bosphorus. According to the regulation of the company in 1888, there were seven routes that operated between Üsküdar and Eminönü, and between Eminönü and Bosphorus villages. With the regular ferry services of *Şirket-i Hayriye*, the environs of Bosphorus transformed from summer residences into permanent settlements where people started living also during the winters.

Hazine-i Hassa would only operate between Marmara shores with the lines of Sirkeci - Prince Islands, Sirkeci - Pendik and Sirkeci - Ayestefanos (Yeşilköy). (Tekeli, 2009: 24) *Hazine-i Hassa* later transformed into *Fevaid-i Osmaniye* in 1864 and *İdare-i Aziziye* in 1870 continued its operation in Marmara. *İdare-i Aziziye* replaced by *İdare-i Mahsusa* in 1878 had 90 boats registered to the ports of the Ottoman Empire. In addition to the lines of *İdare-i Mahsusa*, the Anatolian Railway Company was entitled to operate between Galata and Haydarpaşa which was followed by the incorporation of the ferry lines of Üsküdar and Beşiktaş to Haydarpaşa. After the transfer of the Anatolian Railways to the Germans, Germans brought three steamboats that operated between Karaköy and Haydarpaşa. (Halep, Bağdat, Basra) (Ünver, 2006: 97) The first ferry services to Kadıköy started operating in 1857. By the operation of steamboats between the two sides in addition to the development of railways, the Anatolian side was connected to the city center and water transportation became one of the main means for the communication between two sides. There were 22 ferry services from Köprü (İstanbul) to Haydarpaşa and 6 ferry services to Moda, Kalamış and Fenerbahçe daily according to the winter schedule of Seyr-i Sefain in 1911. (Akbulut, 1994: 335) Akbulut states that the busy ferry services indicate that Kadıköy was an important settlement also during the winters.

3.4.1.2 RUMELI RAILWAYS

While steam ferry services strengthened the communication between the Anatolian and European sides, the railways became one of the most important modes of transportation that generated the urban growth of İstanbul. Ottoman State focused on the development of railways as a tool to revitalize the economic and military structure. In addition, Ottoman State aimed to instrument railways as a tool for modernization and a way to solve the economic crisis. Thus, the speed of railways would enhance the state authority through the Ottoman land, as well as obtaining military needs. The Ottomans aimed to benefit from the railways for strategic purposes such as transporting supply for the army and transferring soldiers to the field. (Quataert, 1977: 159) The Ottoman State aimed to provide administrative and strategic unity by the development of railways in addition to military demands. Railways would connect the capital of Ottoman Empire to Europe and to the far borders of the Empire. "Apart from the railways development for commercial reasons, the Ottoman State attempted the construction of Rumeli Railways which would connect İstanbul and Balkans with Europe considering the military and political needs." (Engin; 1993:43) Referring to the theory of Virilio on the politics of speed, railways were instruments producing the logistical space for the administration

³⁶ Çelik states that "in 1844, the number of row boats used for public transportation was 19,000, up from 1,400 in 1680 and 3,996 in 1802". (Çelik, 1986: 83)

of the territory. “Railways would sustain and expand the logistical glacis over the whole territory.” (Virilio, 2007)

The first railways in İstanbul were developed as Rumeli Railways that aimed to connect the capital to the European cities. Since the Ottomans lacked the technology and finance for railway construction, the desire to construct railways between İstanbul and Belgrade was firstly declared by the Ottoman State for searching foreign enterprises through the notice on the European newspapers in 1855. The privilege of construction of Rumeli Railways starting from İstanbul connecting the Balkan cities to the capital of the empire was given to Baron Hirsch in 1869 who founded two companies as *Rumeli Demiryolları Şirket-i Şahanesi* and *Rumeli Demiryolları İşletmesi* as French enterprises. The first part of the route was constructed between Yedikule and Küçükçekmece in 1870.

Besides the railways serving for political, economic and military demands, Rumeli Railways also facilitated international passenger transportation which became popular with the famous Orient Express that operated between Paris and İstanbul starting from 1883.³⁷ The movement of passengers to İstanbul not only provided the mobility of the products, also provided the flow of the modern mentality and way of life to the Ottoman lands.

An early concession given to Baron Hirsch was for an 80 km line as Rumeli Railways which facilitated not only for international transportation, but also connected the distant settlements along the shoreline with the city center by the operation of intercity trains. On the European side of İstanbul, Rumeli Railways passed through the residential districts along Marmara Sea with six stations: the terminal in Sirkeci³⁸, Kumkapı, Yedikule, Makriköy, Yeşilköy and Küçük Çekmece Stations. The map of Rumeli Railways inside the metropolitan limits of İstanbul displays the route of the railways and stations in addition to the location of the factories that were constructed outside the city walls.³⁹ (Fig. 3.10) The route of railways followed the shore line inside the city walls, not to disturb the existing urban fabric where land prices were high; whereas the route of railways was probably determined according to the settlements and factories outside the city walls. The construction of the railways influenced the development of settlements of Bakırköy and Yeşilköy outside the city walls.

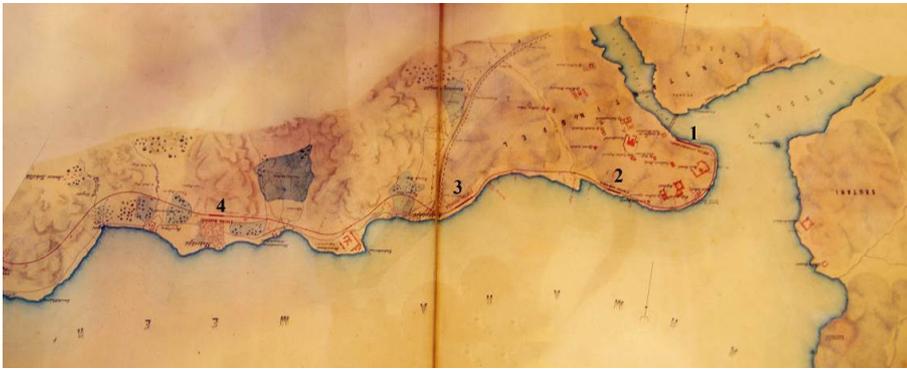


Fig.3.10: Rumeli Railways and stations in İstanbul (1) Sirkeci Terminal, (2) Kumkapı Station, (3) Yedikule Station, (4) Makriköy (Bakırköy) Station. (Source: İstanbul Railway Museum)

³⁷ New building typologies emerged for the accommodation of the passengers of Orient Express. Pera Palas Hotel is one of the first hotels to be opened in İstanbul in 1895 on the European district of Pera.

³⁸ After the opening of Rumeli Railways starting from Yedikule, passenger complaints about the distance of the station to the city center caused a search for the location for the terminal. Yedikule Station was not seen as a convenient location and the station lacked a connection with the port; and also it was difficult for the goods to be transported to the market. Sirkeci was seen as a convenient location for the main terminal, but railways had to pass through Topkapı Palace's territory causing the demolition of historical buildings inside the palace and penetrate to the garden of the palace. The construction of Sirkeci Station aimed at continuing the railways to Eminönü, into the business center of the city. The route had to pass from the coastal side of Topkapı Palace connecting Rumeli Railways to the central business district in Sirkeci. Some parts of the city walls between Samatya and Yenikapı with Çatladıkapı had to be demolished, in addition to the demolishment of Mermer Kiosk and two buildings of Bab-ı Seraskeri and some part of historical districts. Even there were oppositions to the passing of railways through the gardens of the palace, as a result of the decision of Sultan Abdülaziz; the terminal's location was decided as Sirkeci. The route between Yedikule and Sirkeci was opened in 1872. Sirkeci Station was designed by Jachmund and built in 1890.

³⁹ The map displays the *Demirhane* (weapon factory) in Zeytinburnu, Basmahane (cotton factory), Baruthane (gunpowder factory) and brick factory near Makriköy.

3.4.1.3 ANATOLIAN RAILWAYS

On the Anatolian side, the aim to connect the capital with the eastern provincial cities resulted in the construction of the Anatolian Railways.⁴⁰ Although the Anatolian Railways between Haydarpaşa and Izmit started to be constructed by the Ottoman State in 1871⁴¹; the construction of the line was completed in 1873 due to financial reasons. The route of the railways was planned parallel to the historical land route of Bağdat Road and was constructed as single track until Pendik. (Erkan, 2007: 35) The first commuter trains started to operate between Haydarpaşa and Feneryolu in 1871. The preliminary stations in the metropolitan limits of İstanbul were composed of Haydarpaşa, Kızıltoprak, Feneryolu, Göztepe and Bostancı. In the following years of its construction, there had been additional stations as Fenerbahçe, Erenköy and Suadiye.

Even the Ottoman State started to construct the Anatolian Railways with state capital; the extension of the railways to Ankara was interrupted due to financial reasons.⁴² In 1880, the Ottoman State transferred the operation of Haydarpaşa-Izmit line to a British company.⁴³ Due to economic and technical reasons the connection of railways to Ankara had to be realized by a concession. "In the final months of 1888, a German Syndicate, later to become the Anatolian Railway Company (*The Societe du Chemin de Fer Ottoman d'Anatolie*) and financed by the Deutsche Bank of Berlin, took over from Ottomans, Haydarpaşa-Izmit line of 90 km. An Imperial Irade was secured in order to extend the line to Ankara for 485 km."⁴⁴ (Karkar, 1972: 72) A further concession was given to the Anatolian Railway Company in 1903 for constructing Baghdad Railways that would extend the Anatolian Railways from Konya to Bağdat.⁴⁵

These concessions not only influenced the development of railways throughout the Ottoman lands, but also influenced the development of suburban settlements at the countryside of İstanbul. After the construction of the railway stations, the Ottoman state developed police stations around the railway stations in addition to development of post offices at the stations. Besides, it is understood from the official document from 1875 that the state planned to develop a mosque in Erenköy from the budget of railway commission which indicates that the state gave importance to the development of the environs of railways. As example, the development of a mosque at Erenköy district in Sahray-ı Cedid illustrates the importance given by the state to the development of the environs of the railways and stations.⁴⁶ After the transfer of the Anatolian Railways to Germans, the railway stations between Haydarpaşa and Bostancı were further developed. Additionally, after the concession given to Germans for the development of Baghdad Railways, new station buildings were constructed in addition to the terminal building in Haydarpaşa.⁴⁷

⁴⁰ At the planning stage of the Anatolian Railways, the railways were proposed to start from Üsküdar. Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives Date: 13/Ra/1287 (1870) File no: 613 Gömlek No:42714 Fon Kodu: İ.DH.. "Üsküdar'dan İzmit'e kadar demiryolu inşa olunması."

⁴¹ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives Date: 11/1/1871 File no: 470 Gömlek no: 10 Fon Kodu: HR.TO.. "Anadolu Demiryolu İdare Meclisi azasının eserini mübeyyin bir kıta defter ile harita ve cetveldir."

⁴² Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 01/S /1291 (1874). Dosya No:475 Gömlek No: 91 Fon Kodu: A.İMKT.MHM "Anadolu demiryolu hatında yapımı planlanan on kilometrelik mahallin tesviyesinin; kaynak temin edilinceye kadar bekletilmesi."

⁴³ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 18/Ş /1298 (1880). Dosya No: 1295/2 Gömlek No: 101936 Fon Kodu: İ.DH.. "Haydarpaşa Demiryolu'nun Mösyö Heminson'a icarı için tanzim edilen mukavelenamenin tasdikli bir suretinin arz ve takdimi."

⁴⁴ Even the concession of Izmit-Ankara railway line was given to Germans; Germans lacked the experience of constructing railways. Finally, the construction of railways was given to Graf Vitali under the company named "Regie generale des Chemin de Fer". A new company, "Gesellschaft für den Bau der Kleinsiatischen Eisenbahnen", was founded for Germans to gain experience in construction of railways as a consortium of the Anatolian Railway Company and Regie generale des Chemin de Fer. The railway line between Izmit and Ankara was opened on November 1892.

⁴⁵ "The Ottoman Anatolian Railway Company is replaced under the name "Imperial Ottoman Baghdad Railway Company" in 1903 by the concession for the construction and working of an extension of the line from Konia to Baghdad and Basra." (Herslag, 1964: 318)

⁴⁶ The mosque was built to the north of railways in Sahrayıcedid in 1875. Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives Date: 02/R /1292 (1875) File no: 702 Gömlek No:49157 Fon Kodu: İ.DH.. "Ahırkapı'da yaptırılacak mabed ve Bedel-i Şimendifer Komisyonu'nda mevcut akçe ile Erenköy'de bina olunacak cami."

⁴⁷ Additional railway buildings were constructed in Kızıltoprak in 1896. New station buildings were built between Kızıltoprak and Bostancı after 1910.

3.4.1.4 ROUTE AND STATIONS OF THE ANATOLIAN RAILWAYS

The route of the railways was mainly depended on the geographical and engineering factors in addition to the property relations. Kellet states that the site choice of the stations was “to achieve the cheapest and simplest approach and terminus, with the minimum disturbance of property.” (Kellet, 1969: 4) The Anatolian side mainly composed of agricultural land supplied the cheap property values without major disturbance of properties. The railways started from Haydarpaşa-the main station-passing behind the center of Kadıköy runs parallel to Bağdat Street-the historical land route- until Feneryolu station. The preliminary stations that were built between 1871 and 1872 were Haydarpaşa, Kızıltoprak, Feneryolu, Fenerbahçe, Göztepe and Bostancı. (Table 3.1)

Table 3.02: Opening dates of stations between Haydarpaşa-İzmit Railway. (source: Erkan, 2007: 37)

Anatolian Railways / Haydarpaşa-İzmit		
Route	km	Opening Date
Haydarpaşa-Kızıltoprak-Feneryolu	3,322	1871
Feneryolu-Fenerbahçe byline	1,758	22.09.1872
Feneryolu-Göztepe-Bostancı-Maltepe-Kartal-Pendik	21,172	22.09.1872
Pendik-Gebze	19,681	01.01.1873
Gebze-İzmit	47,096	01.08.1873

The route of the Anatolian Railways in İstanbul is a significant example of the impacts of property relations on the development of railways. The route of the railways forms a curve at Feneryolu station and continues to the inland to the direction of Merdivenköy district which was one of the earliest settlements on the Anatolian side. Although the route of railways is depended on the geographical factors and the property relations, the route of the railways between Göztepe and Erenköy is an exception. Hür states that the route of the railways was changed in 1888 and the station was named Erenköy after that. (Hür, 1994a: 187) Erkan states that before the construction of Erenköy station, Göztepe station was named as Erenköy and its name was changed after the construction of Erenköy station. (Erkan, 2007: 81) In the description of Erenköy in Kolağası Mehmed Ra'if (1996) in 1898, Erenköy name was given to the area after the construction of railway station in the middle of Merdivenköy and Cadıbostanı (Caddebostan) districts. It is stated by Ra'if that the initial station of Erenköy district was in Bostancı near the seaside.⁴⁸ The Ottoman document that states the change of the location of Erenköy Station dates from 1890 for the expropriation of a land plot.⁴⁹ Referring to Ra'if (1996) and the map of Pervetitich (1923), the initial station in Erenköy which was probably built in 1890s was at the intersection of Ethem Efendi Street and rail tracks. According to property registrations, the latter station of Erenköy was built in 1910. (Erkan, 2007: 81) The map prepared by Wharton in 1882 displays the route of the railways which remained the same after the German's taking over the Haydarpaşa-İzmit line in 1888. (Fig.3.11) Referring to these documents and descriptions, it appears that the route of the railways in Kadıköy remained the same except the change of the location of Erenköy station. It is most probable that the route of railways between Göztepe and Erenköy was planned to supply a connection to inland settlements in Merdivenköy since the beginning of its construction. The inhabitants of Merdivenköy presented their appreciation to Ottoman State for the construction of railways.⁵⁰ In addition, Öztürk states that during the construction of Haydarpaşa-İzmit line, the inhabitants of Merdivenköy endowed their estates on the route of railways free of

⁴⁸ “Erenköyü Kadıköyü’nden bir buçuk saat kadar mesafede ve şark tarafında kain bir karyedir. İşbu karyenin havası latif olup arazisi ol kadar münbit ve mahsuldar değil ise de bağlıdır. Marmara, Çamlıca ve Üsküdar cihetine nezaret-i kamilesi vardır. İşbu karyenin havaca olan letafei iştiharını muncip olmuş ve latif köşler inşaasına bed’ olunmağa başlanmıştır. Haydarpaşa-İzmit şimendifer hattının inşası münasebetiyle Erenköy namı, Cadıbostanı ile Nerdübanköy miyanında (ortasında) kain (mevcut) inşa edilen istasyona biliştirak i’ta kılınmış (ortaklaşa) ve elan mahall-i mezkur Erenköy namını alarak karye-i mezkurenin şöhreti iskat edilmiştir. Asıl Erenköyü’nün şimendifer istasyonu Bostancıbaşı namındaki mevkîf olup burası sahil-i bahre kaidir.” (Ra’if, 1996: 53)

⁴⁹ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 11/N/1308 (1890). Dosya No:1829. Gömlek No:68. Fon Kodu: DH.MKT. “Erenköy İstasyonu’nun mevkiinin değiştirilmesinden dolayı istimlak edilmesi gereken arazinin istimlak muamelelerinin yapılması.”

⁵⁰ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 04/Ş/1289 (1872) File no: 658 Gömlek No:45752 Fon Kodu: İ.DH. “Demiryolundan dolayı Pendik ve Merdivenköy ahalisinin teşekkürnamelerinin arzı.”

charge. (Öztürk, 1995: 281) Thus, the route of the railways was most probably determined by the existing settlements on the Anatolian side and was preserved from the beginning of its construction. However, the stations were redeveloped and new stations were added after the concession given to German syndicate.

In addition to Erenköy station, Suadiye station was built later than the initial stations. Similar with the European side, the additional stations were constructed to serve to the inhabitants living at the environs of the railways. Erkan (2007) states that the station building in Suadiye is dated 1910 at the property registrations. (Erkan, 2007: 85) A rail line was constructed from Feneryolu to Fenerbahçe in 1872. Although Fenerbahçe station was constructed at the beginning of the development of the Anatolian Railways, it is understood that the byline was due to the demand of Baron Herman Oppenheim, who owned large amounts of property in Fenerbahçe.



Fig.3.11: Detail of the map of W.J.L. Wharton, 1882. (Marked by the author)
(Source: Osmanlı Bankası Archives)

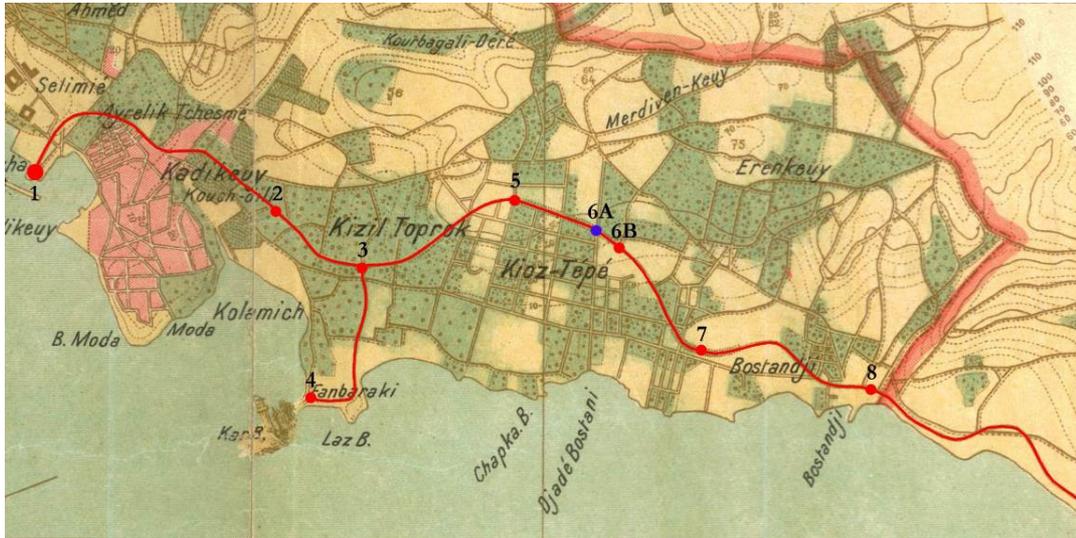


Fig.3.12: The route and stations of the Anatolian Railways. (1) Haydarpaşa Terminal, (2) Kızıltoprak Station, (3) Feneryolu Station, (4) Fenerbahçe Station, (5) Göztepe Station, (6A) Former Erenköy Station, (6B) Existing Erenköy Station, (7) Suadiye Station (8) Bostancı Station. (Source: İstanbul Atatürk Library)⁵¹

⁵¹ İstanbul Atatürk Library, Map no: Hrt_000437 Date: 1918 "Guide de Constantinople plan General VIII plan / Nedjib"
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On the Anatolian side contrary to Rumeli Railways, the railways mainly passed through the agricultural land at the countryside. Starting from the late nineteenth century, the agricultural land between Kadıköy and Bostancı gradually transformed into suburban settlements following the route of railways. At the preliminary stage of their development, the railway stations constituted the center of suburban settlements. In İstanbul, railways complemented with ferry services connected the Anatolian side to İstanbul which also generated the expansion of the metropolitan limits of the city through suburban development. (Fig.3.13)

While the settlements along the route of the Anatolian Railways were connected to the center of Kadıköy through the operation of commuter trains, the ferry services between Köprü and Haydarpaşa provided the communication of these settlements with İstanbul. In addition, the steamboats operating between Köprü and the piers of Moda, Kalamış, Caddebostan, Bostancı and Prince Islands also connected the suburbs of Kadıköy with the city center and to each other. The passengers of the railways were transferred between Haydarpaşa and Kadıköy piers through the row boats. (Belge, 2007: 320) The locomotives and coaches of the Anatolian Railways were luxurious and technological compared to Rumeli Railways due to the commuters profile composed of significant ministers⁵², pashas and members of the royal family. (Alus, 1994: 219) The upper class arriving to the stations continued their journey to their *sayfiye* compounds through their carriages.

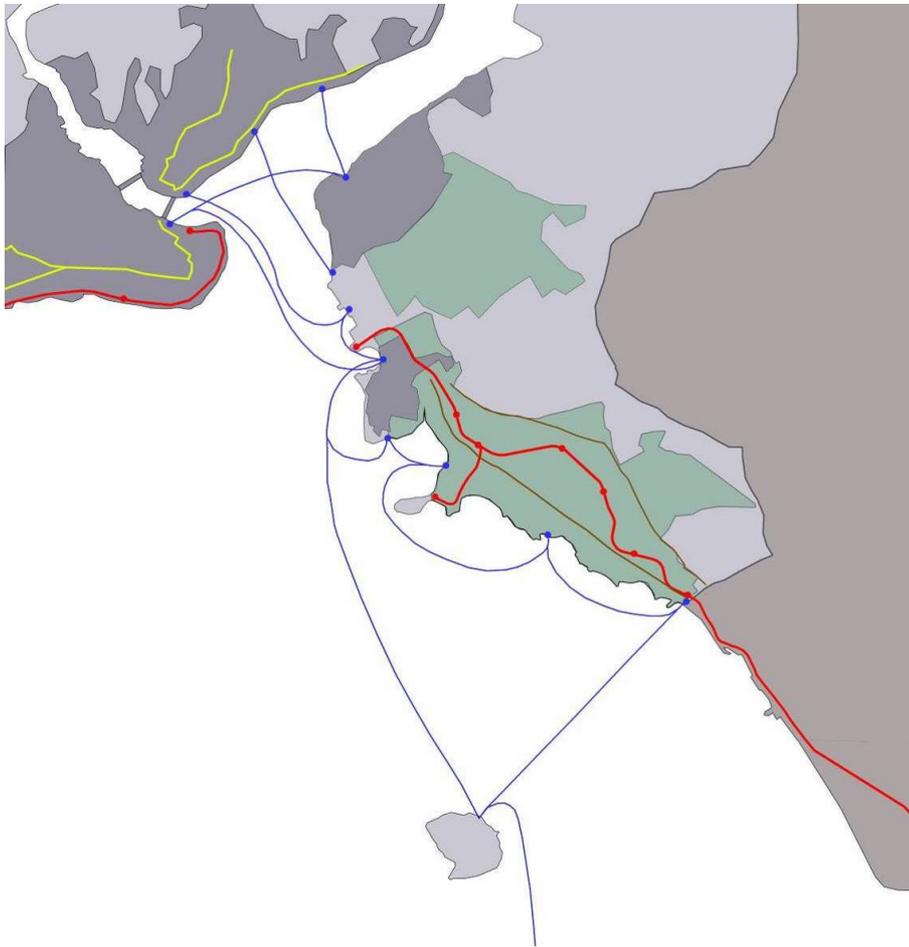


Fig.3.13: New modes of transportation as ferry services (blue) and railways (red) in İstanbul, central settlement area(dark grey), settlement in metropolitan limits (light grey), new settlements on the Anatolian side (green) in 1918. (Produced by the author)

⁵² Alus states that the minister of commerce and public works (nafia nazırı) Zihni Paşa traveled between Haydarpaşa and Erenköy with private train without stopping at the other stations. (Alus, 1994: 219)

3.4.2 LAND REFORMS

In addition to the easement of access to the area through ferry services and railways, another important factor facilitating the suburban development of the Anatolian side was the change in land regime after the mid-nineteenth century. In the classical Ottoman land system, the land was mainly composed of *miri* lands that were state owned lands which form the core of Ottoman *miri* land system as *timar*⁵³; in addition to *mülki*⁵⁴ lands that were owned by individuals or juridical persons. But the land at the territory of the city was composed of *vakf* and *mülki* lands in the classical Ottoman land regime. According to Netayic-ül Vukuat, İstanbul was composed almost completely of *vakf* lands in the beginning of nineteenth century. (Tekeli, 1999: 22)

Karpat, studying the transformation of *miri* lands into private property, states that “Land Code (*Arazi Kanunnamesi*) of 1858 represents one of the most important modernizing measures of the Ottoman government in the socio-economic field”. (Karpat, 2002: 346) Karpat states that Land Code of 1858 represented the breakdown of classical land regime and the social structure based on it. Land Code of 1858 facilitated the transition to a modern system of private property and establishment of a new land regime and the institutional guarantee of property rights. “The Land Code of 1858 followed the classification of prevailing in practice and divided the land into five categories: *mülk* (private), *miri* (state), *vakf* (foundation), *metruk* (public), and *mevad* (dead or useless).” (Karpat, 2002: 348)

The change of land regime aimed to stimulate economic development through the replacement of government communal property systems with private property to enhance real estate values and collect more fees. The Ottoman Land Code (*Arazi Kanunnamesi*) of 1858 had indirect effect on urban land, whereas it has shown itself in facilitating the transformation of *miri* land at the periphery of the city into private property which resulted in the formation of private farms at the environs of the city. Land Code of 1858 enabled the sale of *miri* land with the market price and at the end generating private property. In addition, the change in land regime systemized the property documents with the concept of certification of the property.

Anatolian Railways passing through the land influenced the property relations; firstly by the purchase of the land that the railways will pass; secondly by the transformation of land use from agricultural land into urban land; and thirdly by the increase in land values at the environs of the railways. First of all, the Ottoman state had to purchase the land on the route of the railways. The first operation for the sale of the land in Kadıköy was to transfer *vakf* lands into *miri* land which took place through the transfer of *vakf* land of Sultan Selim Foundation in Kadıköy to *miri* land.⁵⁵ The official documents from the Ottoman Archives state the price of the land to be purchased for Haydarpaşa-İzmit railways at the metropolitan limits of İstanbul and the money to be supplied from the treasury of Ottoman state.⁵⁶ In addition to the purchase of land, the land between Göztepe and Erenköy stations which was owned by the inhabitants of Merdivenköy was endowed for the construction of railways.

After the construction of the Anatolian Railways, the Ottoman state facilitated Land Code of 1858 for the development of the environs of the railways as *mahalle*. From the official documents in 1889, it is understood that the land around Göztepe and Erenköy stations was composed of *miri* land; the land in Merdivenköy as *arazi-i mevkufe* (*vakf* lands) which was owned by the Foundation of Sultan Selim;

⁵³ Karpat quoted from İnalçık that “the principal characteristic of the classical Ottoman land system was direct state control of the peasant and the soil; a system which had grown up to meet the military and financial needs of an absolutist administration, and in which the state’s main concern was to ensure revenues of the *timar*.” (Karpat, 2002: 332)

⁵⁴ In classical Ottoman land regime, *mülki* lands and *vakf* provided their owners only restricted right of ownership different than the modern property rights declared after Land Code of 1858.

⁵⁵ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: Unknown Dosya No: Unknown Gömlek No: 34079 Source code: EV.d. “Sultan Selim Han-ı Kadim Vakfı’ndan Kadıköy’de bulunan bir kısım arazinin bedelleriyle canib-i miriye terk olunduğu. (11 varak boş)”

⁵⁶ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives, Date: Unknown . File no: Unknown. Gömlek no: 8732. Source code: MAD.d. “Memlihalar, çiftlikler, tevcih-i cihat, mukataa, yurtluk, timarlar, zimemat, rüsumat-ı muhtelif, tereke, evkaf, şehriye cetvelleri ve bedalat-ı askeriye gibi hususat-ı Maliye’ye müteallik verilen arzuhallerin, devair-i merkeziye ve aklam-ı Maliye havalelerinin kime verildiğini, numara, tarih ve hulasalarının kaydını mübeyyin zimmet evrak kayıt defteri. Haydarpaşa’dan İzmit’e kadar yapılan demiryolu masarifatı İstanbul dahilinde demiryoluna tasadüf eden emlakın bedalatı.”

Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 06/ZA/1289 (1872), File no: 445, Gömlek no: 1, Source code: A.}MKT.MHM. “İstanbul’da demiryolunun geçeceği yerlerdeki emlakın satın alınması için gerekli paranın hazineden karşılanması.”

and the agricultural land in Erenköy as *arazi-i emiriyye* which was regulated by *timar* system.⁵⁷ Since it was forbidden to construct buildings or settlements on the *miri* land in classical Ottoman land regime, the status of land needed to be changed. The official document in 1889 states the need to facilitate Land Code of 1858 for the development of *mahalle* in Sahra-yı Cedit in Erenköy which resulted in the opening of the environs of railways for suburban development.⁵⁸

Land Code of 1858 recognizing the right of private property also facilitated the transformation of the environs of the railways for land market. Tekeli states that the increase of population and business in the city structure juxtaposed with the reforms in land regime opened way to land speculations. (Tekeli, 1999: 23) The area composed of 1000 dunams at the south of Göztepe Station until Bağdat Street was purchased by a tobacco trader, *Tütüncü Mehmet Efendi* in the late nineteenth century which illustrates the transformation of agricultural land into private property.⁵⁹ The railways not only generated the settlements along its route but also generated the increase of property value at its periphery. In the European cities, “the real estate promoters and railway and streetcar companies purchased distant tracts, laid out rectangular streets, and sold house lots in what they described as ideal suburban communities.” (Schuyler, 1988:153) However, in the case of İstanbul, the land around the route of railways was developed mainly by the hands of landowners who were mainly the high-level state officials and newly developing entrepreneurs. In Göztepe, *Tütüncü Mehmet Efendi* sold his property by parceling out 10-25 dunams of land which gave way to the expansion of the area as a settlement. (Şehsuvaroğlu, 1969: 9)

Another important change in the land regime which influenced the suburban development on the Anatolian side was the lifting of the ban on land sales to foreigners in 1867. “Even the long-standing ban on the sale of land to foreigners was ultimately abolished under the pressure of the Powers that held capitulations, in the Hattı Hümayun of 1856 and in a firman of 1867 which allowed foreigners to own real property.” (Hershlag, 1980: 45) In Fenerbahçe, 100 dunams of land which was the property of the Foundation of Sultan Selim was sold to Belgium, French, Swiss and German originated four Levantine families in 1870s. (Akbulut, 1994: 334)

In addition, the considerable cheap land values of the area with respect to the center of Kadıköy contributed to the settlement of the people to the environs of the railways. Referring to the land prices in Kadıköy in 1913/1914, it is understood that the land prices were the highest at the center of Kadıköy between 10 and 12 lira for *arşın* (75.774 cm); while around Göztepe station between 40 and 300 lira, around Erenköy station between 150 and 400 lira, around Bostancı between 100 and 150 lira, and around Kızıltoprak station between 100 and 300 lira for 1600 *arşın* (one dunam) of land. (Arseven, 2011: 56-57) From the table of Arseven for the land prices at the suburbs of Kadıköy, it is understood that the highest land prices were around the station areas. *Tütüncü Mehmet Efendi* purchased the land in Göztepe by 30 para for *arşın* in 1880s. (Şehsuvaroğlu, 1969: 9) With the calculation, it is understood that the land prices in Göztepe increased from 12 lira for a dunam in 1880s to 40-300 lira in 1913/1914.⁶⁰ Thus, there was a considerable increase in land prices as a consequence of the changing the land regime and the introduction of land speculation. Furthermore, it is clear from the land prices in 1913/1914 that the environs of the stations and shores have the highest land value compared to the inland. (Tab.3.02) Arseven foresees that the land values of the environs of Kadıköy would not increase more than 150-200 lira in the future due to the regulations⁶¹ on land divisions which restrict to divide the land not less than one dunam. (Arseven, 2011: 58)

⁵⁷ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 27/Z/1306 (1889) File no: 1650 Gömlek no: 103 Source code: DH.MKT. “Merdiven karyesinin Üsküdar’da Sultan Camii Vakfı dahilindeki arazi-i mevkufeden, Erenköy’ünse Karye-i Viran denilen timar dahilindeki arazi-i emiriyyeden olduğundan bina inşası yada karye teşkili için irade-i seniyye gerektiği beyanıyla buraların haritasının yeniden tanzimi.”

⁵⁸ BOA. Date: 03/Z/1306 (1889) File no: 1644 Gömlek no: 125 Source code: DH.MKT. “İrade-i seniyye olmadıkça miri arazi üzerine bina inşa edilemeyeceğinden Merdivenköy ve Erenköy dahilindeki Sahra-yı Cedit’de mahalle teşkili hususunda Arazi Kanunnamesine göre muamele olunması.”

⁵⁹ Şehsuvaroğlu states that Mehmet Efendi was known as Serduhani Mehmet Halis Efendi who became rich by tobacco trade. After the establishment of the Regie Company for tobacco, he had to sell his tobacco factory in Cibali to the Regie Company in 1884. Thus he bought the land in Göztepe with the money of 95,000 *altın* he acquired from this sale. (Şehsuvaroğlu, 1969: 62)

⁶⁰ The calculation is based on the *Meskukât Kararnamesi* of 1879 where 40 para is equal to 1 kuruş and 100 kuruş is equal to 1 lira.

⁶¹ Building Law (*Ebniye Kanunu*) of 1882.

Table 3.02: Land prices at the environs of Kadıköy (Arseven, 2011: 57)

Dunam (1600 arşın square)	
Around Erenköy Station	150 – 400 lira
Environs of Erenköy	30 – 150 lira
Around Kızıltoprak station and the street to Fenerbahçe	100 – 300 lira
Around Göztepe Station	40 – 300 lira
The land of Bostancı	50 – 100 lira
The land at the shores of Bostancı, Caddebostan, Çiftehavuzlar	100 – 150 lira
Around Bağdat Street in Göztepe	60 – 80 lira
The land between Kayışdağı Street and Fikir tepe	60 – 130 lira
The land in Sahray-ı Cedid near Merdivenköy	20 – 50 lira
Environs of Sahray-ı Cedid and Bostancı	40 – 80 lira
Taşlı Tarla and İç Erenköy	25 – 40 lira

3.4.3 REFORMS IN URBAN ADMINISTRATION

In addition to reforms in land regime, the suburban development of the Anatolian side was shaped by the changes in urban administration and declaration of new regulations governing urban planning and construction activity after Tanzimat. The socio-economic transformations after Tanzimat demanded to create a new urban administration and infrastructure for the Ottoman city. The traditional urban administration system was changed by the foundation of *şehremaneti* (municipality) and city council in 1855 which was followed by the division of İstanbul into 14 municipal departments in 1857. (Aral, 2010: 879) However, only the departments of Beyoğlu (*Altıncı Daire*), Kadı Köyü, Yeni Köy, Tarabya and Beykoz was founded at these years. Arseven states that Osman Hamdi Bey⁶² was assigned as the first municipal of Kadıköy which was the thirteenth municipal department in 1874. (Arseven, 2011: 43) Between 1876 and 1910, the division of municipal departments was reorganized and finally the urban administration system was developed including the central municipality as *Şehremaneti* and its nine administrative departments; Kadıköy was the seventh municipal department. (Arseven, 2011: 44) The foundation of a new urban administration system complemented with the ideas of modern city planning influenced the urban structure and fabric of İstanbul.

The traditional Ottoman city structure - composed of individual neighborhoods connected with the political and economic center - was seen essential to be transformed for the purpose of creating an order in the city by the new urban administration system and regulations. Yerasimos states that the trilogy of the nineteenth century city planning - composed of order, beautification and health - was clearly seen at the new regulations for the Ottoman city after Tanzimat. (Yerasimos, 1999: 6) In political context, the order of the urban fabric dictated by the government was intended to create a city model that is ordered, secure and under the control of the government.

In addition, the new regulations for the Ottoman city were required to respond to the changing socio-economical dynamics. Tekeli points out that after mid-nineteenth century it was necessary to differentiate the residential districts as a result of the transformation of the social structure along with the necessity for new residential areas due to increase of population in the Ottoman city. (Tekeli, 1999: 20) The first document that regulated the new system was declared in 1839 by *İlmühaber* which involved the opening of wide streets according to geometrical principles in the newly developed districts in addition to the statement on the construction technique of the buildings. (Tekeli, 1999: 23-24) The approach to urban planning regulations of *İlmühaber* of 1839 was regulated by the Building Regulation of 1848 (*Ebniye Nizamnamesi*), followed by the Street Regulations of 1858 (*Sokaklara dair Nizamname*) for İstanbul, and the declaration of the Street and Building Regulations of 1862 (*Turuk ve Ebniye Nizamnamesi*) which governed all of the Ottoman cities. Between 1848 and 1882, six major regulations were declared composed of the building regulations, street regulations,

⁶² Osman Hamdi Bey became the director of the first museum in İstanbul. He is also the founder of Sanayi-i Nefise Mektebi in 1882.

regulations on construction techniques, municipal law and finally the Building Law of 1882 (*Ebniye Kanunu*).

Similarly with the development of transportation infrastructure in order to create continuous communication between the city parts, the new urban regulations focused on the importance of communication through street networks which were classified according to their widths. “The ultimate goal envisioned by post-Tanzimat regulations was a city with straight and uniformly wide streets defining rectangular or square blocks composed of stone or brick buildings.” (Çelik, 1986: 52) In fact, the new regulations influenced the urban fabric of *sayfiye* settlements on the Anatolian side particularly through the establishment of a new street system. From the urban pattern of *sayfiye* settlements which are composed of gridiron street plans along the Anatolian Railways, it is clear that the regulations of the Building Law of 1882 were implemented during their development. Yerasimos (1999) points out that the new regulations that favored the linear streets depended on the western law system that protected the property rights of individuals whereas the traditional urban fabric of the Ottoman city was formed according to Islamic law that protected the community rights. Thus, the new regulations shifted the focus from the community rights to individual rights.

By the operation of commuter trains, the environs of the railways started to transform with the movement of the people to the environs of the stations. One of the important guidelines of the Building Law of 1882 that influenced the suburban development of the Anatolian side was about opening of new neighborhoods as *mahalle*. The regulation determined the initial development of the neighborhoods. The Article 16 states that:

The people that will sell their uncultivated lands, orchards or gardens by the division of land for the constitution of a new district, are obliged to leave a place for the school and police station; to construct drainage system until the border of the district; and also pay a fee to the municipality for the expense of the sidewalks.⁶³

In addition, Article 16 stated that the land desired to be opened for new settlements had to be submitted by a map of the land to the municipality for evaluation. If the municipality approved the constitution of a *mahalle*, the municipality will plan the streets in the land according to the Building Law and determine the location of the police station and school on the plan. The plan will be submitted to the approval of the Internal Affairs, and finally the certificate will be given by the approval by the sultan.⁶⁴ (Ergin, 1995: 1719) As mentioned earlier, Tütüncü Mehmed Efendi who bought 1000 dunams of land in Göztepe sold his land by parceling out. The official documents from 1898 and 1901 state the need to determine a place for school by the municipality at the land in Göztepe that will be divided into parcels for sale.⁶⁵ In addition, the formation of a *mahalle* named *Mehmedefendi* is stated at the official document in 1902 in the Ottoman Archives.⁶⁶ From these documents, it is clear that the formation of Tütüncü Mehmed Efendi neighborhood in Göztepe was determined according to Article 16 of the Building Law of 1882. At the preliminary stage of the development of Göztepe, *Tütüncü Mehmet Efendi* sold his property by parceling out 10-25 dunams of land to the high-level state officials. (Şehsuvaroğlu, 1969: 9) It is understood from the official

⁶³ “Ham arazi ve bağ ve bostan üzerine ebniye inşasıyla mahalle teşkili için parça parça satmak isteyenler taayün edecek lüzum ve icap üzerine orada meccanen bir karakolhane ve bir de mektep mahalli terketmeğe ve hududu nihayetine değin lağım yapmaya ve satılan yerler bedelatından kaldırım masarifiyçün Şehremaneti’ne beher arşında 4 para te’diyesine mecburdur.” (Ergin, 1995: 1719)

⁶⁴ “O misillü arazi sahibi evvel-emirde istinamesiyle beraber Şehremaneti’ne bir harita vererek devair-i mukteziyye ile bi’l-muhabere o arazinin mahalle şekline girmesinde mahzur olup olmadığı ve orada karakolhane ve bir mektep inşasına lüzum görünüp görünmediği tahkik olunarak netice-i tahkikatta o mahallin mahalle şekline vaz’ında bir güne mahzur olmadığı tebeyyün eylediği halde haritası üzerinde iş bu kanunun tayin eylediği veçhile sokakları çizilerek ve karakolhane ve mektep inşasına lüzum görüldüğü takdirde karakol ve mektep mahalleri dahi gösterilerek Dahiliye Nezareti’ne takdim ile bi’l-istizan müteallik buyurulacak irade-i seniyye mucibince ruhsat-ı resmiyye i’ta olunacaktır.” (Ergin, 1995: 1718-1719)

⁶⁵ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 08/Ş/1316 (1898). File no: 429. Gömlek no: 19. Source code: MF.MKT. “Göztepe’de Merdivenköy mevkiinde parça parça satılacak araziden okul için Şehremaneti’nce bir yer ayrılıp çapının bildirilmesi gerektiği.”

Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 20/N/1319 (1901). File no: 596, Gömlek no: 23, Source code: MF.MKT. “Göztepe’de Merdivenköy civarında bazı şahısların tasarrufunda olup satılacak olan araziden okul yeri ayrılıp haritasının da gönderilmesinin Şehremaneti’ne bildirilmesi.”

⁶⁶ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 20/Ra/1320 (1902), File no: 530, Gömlek no: 35, Source code: DH.MKT. “Kadıköy Göztepe’de Mehmedefendi namıyla bir mahalle teşkili.”

document in 1906 that in Kadıköy, the constitution of *mahalle* on the uncultivated land could be executed only through state permission.

In addition, Article 18 of the Building Law had impacts on the urban fabric of the suburbs around the Anatolian Railways. Article 18 stated that the construction of *köşks* on the parcels that are divided into not less than one dunam are permitted through the approval of the municipality at the *bağs* and *bostans* in the regions of Kadıköy, Çamlıca and Bosphorus. The people who want to divide their uncultivated land had to submit the map of the land to the municipality.⁶⁷

Article 16 and 18 on land divisions in new settlements were significant for the formation of the suburban development which was characterized as *sayfiye* settlements around the Anatolian Railways during the late nineteenth century. The suburban development of İstanbul was mainly guided by the articles 16 and 18 which consist of the regulations about the development of *mahalles* on uncultivated land. The aim of the government was to preserve the *sayfiye* character of the new settlements in Kadıköy, Çamlıca and Bosphorus through the declaration of codes and restrictions about land divisions and construction of the buildings. However, in the later years of the implementation of Building Law of 1882, the uncultivated land at the suburbs of Kadıköy was divided into smaller parcels less than one dunams and sold for construction of additional *köşks*. Thus, in 1906 the government declared additional regulations to implement Article 16 and 18 for the restriction of the construction of *köşks* smaller than one dunams.⁶⁸ (Ergin, 1995: 3649) The official document from 1906 stated that it was permitted to construct only a single *köşk* with auxiliary buildings on the land which has property certificate on the parcels not less than one dunam. The document also states that the land could not be divided into parcels less than one dunam.⁶⁹ However, it is understood from the declarations of the government in 1906 and 1913 that the *bostans* and *bağs* were divided into parcels smaller than one dunam and constituted *mahalles* with the construction of buildings on these parcels. The government issued a declaration in 1913 stating that at the areas that had constituted a *mahalle* through the division into parcels less than one dunam which are surrounded also by *mahalle* are exceptional for Article 18 since these lands lost their form as *bağ* and *bostan* through transformation into *mahalle*.⁷⁰ This was the case in Osmanağa neighborhood at the center of Kadıköy. However, the government stated that Article 18 will be still implemented at the uncultivated land in Kadıköy, Çamlıca and Bosphorus. However, the consequences of implementation of Articles 16 and 18 at the same time demanded the clarification of the meanings of *mahalle* and *sayfiye* in 1914.⁷¹ While *mahalle* is defined as the settlements that are constituted of adjacent buildings on the parcels less than one dunam, *sayfiye* is defined as the settlements composed of separate buildings constructed on parcels composed of at least one dunam. The documents stated that Article 16 should not be implemented at the settlements that preserved their *sayfiye* character unless they were already transformed from *sayfiye* into *mahalle*.⁷² These declarations indicate that *sayfiye* character of the

⁶⁷ Article 18: “Kadıköy va Çamlıca ve Boğaziçi taraflarında bağ ve bahçelerden birer dönümden dun olmamak üzere bi’t-tefrik üzerilirene köşk inşası şerait-i atıyyeye tevfiikan caiz olacaktır. Şöyle ki bağ ve bahçelerlerin sahipleri Şehremaneti Hendesehanesi’ne müracaatla ifraz edeceği yerlerin hudu ve zira’ını mübeyyin iki kıta haritasını tersim ettirerek harcını teslim ettikten ve mezkur harita Hendesehane ile Şehremaneti Meclisi’nden tasdik olunduktan sonra icra-yı muamelesine ruhsat verilecek ve bu haritalardan birisi sahibine i’ta olunarak diğeri Hendeshane’de hıfzolunacaktır.” (Ergin, 1995: 1719)

⁶⁸ “Dönüm üzerine müfrez mahallere ba-sened-i hakani her kim mutasarıf ise yalnız onun tarafından bir köşk ile müstemilatının inşaatına ruhsat verilmesine ve bu mahallerin bilahare küçük parçalara inkisamı halinde devair-i belediyece bu yerlere ebniye inşasının suret-i kat’iyyedemen’ine dair şura-yı devlet kararını mübelliğ dahiliye nezareti tekiresi. (17 Mayıs 1322/1906)” (Ergin, 1995: 3649)

⁶⁹ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 06/R /1324 (1906), File no: 1085, Gömlek no: 42, Source code: DH.MKT. “Ham arazi ile bağ ve bostan üzerine binalar inşasıyla mahalle teşkili için parça parça satılması irade-i seniye ile mümkün olabileceği; Kadıköy, Çamlıca ve Boğaziçi taraflarında dönüm üzerine ifrazlı mahallere sened-i hakani ile mutasarıf olanların bir köşkle müstemilatını inşaya müsaade edilebileceği, daha küçük parçalara bölünemeyeceği.”

⁷⁰ “Dönüm üzerine müfrez iken tekrar kısmen zira üzerine ifraz olunarak ebniye inşa edilip mahalle halini iktisab etmiş olan ve etrafı da mahallat ile mahdud olarak arada kalmış bulunan mahallerde ebniye inşasına muhalefet olunmamasına dair Şura-yı devlet kararı.” (Ergin, 1995: 3654)

⁷¹ “Ebniye Kanununun 16’ıncı ve 18’inci maddeleri arasındaki farka ve her iki maddenin tarz-ı tatbiki esnasında nazar-ı dikkate alınacak beş meseleye dair izahati havi encümen-i emante kararı.” (Ergin, 1995: 3658)

⁷² “...mahalle tabirinden maksad, bir dönümün eczası üzerine yekdiğerine muttasıl ve mülasık olarak yapılmış olan mebaniden müteşekkil mahaller olup, yoksa sayfiye halinde bir dönümden fazla arazi parçaları üzerine müesses binalardan müteşekkil bulunan ve ancak taksimat-ı mülkiyye nokta-i nazarından mahalle ünvanını taşıyan mahaller olmadığından bu kısım yerlerde onaltıncı madde hükmünün tatbik olunamayacağı ve hatta şayan tasarruf olunanların hisselerine göre taksim ve ifrazı cihetine gidilemeyeceği ve şu kadar varki şimdiye kadar her nasılsa müsaade-i kanuniyye hilafına sık mebani vücuda getirilmesiyel sayfiyeleikten çıkararak mahalle halini iktisab etmiş olan yerlerde artık onsekizinci madde hükmünün tatbikine mahal

suburbs started to transform with the division of *bağ* and *bostans* into parcels less than one dunam and constitution of *mahalles* by the land owners in the early years of the twentieth century. It is important to note that by the early twentieth century, İstanbul transformed into a dispersed city where the most populous neighborhoods at the center became neglected and ruined through the movement of the people outside the city and the development of new settlements. Although the Ottoman state aimed to regulate the urban fabric of İstanbul through Western model planning, the building law served for facilitating the suburban development of İstanbul. The declaration of the municipality in 1916 reflects the concern for the suburban development of İstanbul which caused the center of the city to be abandoned and devastated. The declaration of 1916 stated that the new settlements were developed outside city walls in Kadıköy, Prince Islands and around the Rumeli and Anatolian Railways. The declaration also complained about the rapid suburban development at the last 40 years which was interpreted to serve for the benefits of foreign companies that operated the Rumeli and Anatolian Railways. Thus, in 1916 the municipality reinterpreted the Article 16 and 18 and declared the prohibition of subdivision of cultivated land into parcels at the suburbs which had not constituted *mahalle* yet. The declaration illustrated the approach of the Ottoman authorities to suburban development which was seen as a threat for the city center. (Ergin, 1995: 3699-3700)

One of the most important problems of the nineteenth century Ottoman city was the destruction of large areas inside the city as a result of the fires. Between 1855 and 1909, the center of Kadıköy experienced fires causing the demolition of approximately 1873 dwellings and shops. (Arseven, 2011: 40) The official documents indicate that the fire zones in Kadıköy were rearranged by the government in 1856.⁷³ Akbulut states that the fires in Kadıköy did not destroy large areas compared to the fires inside the city walls due to the construction technique of the buildings as masonry and regular street network in the center. (Akbulut, 1994: 335) In order to reduce the possibility of fire, new construction methods were declared based on *kargir* (masonry) construction. “The building regulations that were composed of strict rules for the construction of *kargir* buildings without overhangs or canopies by prohibiting wooden construction created a residence model.” (Yerasimos, 1999: 7) However at the suburbs of the Anatolian side, the regulation was not implemented due to the declaration of *Şehremaneti* in 1877 by permitting wooden constructions inside *bağs* and gardens in Kadıköy and Erenköy.⁷⁴ While the new regulations facilitated in the planning of the streets and land plots, the regulations on buildings did not much influence the house typology which was continued to be constructed by wood.

In addition to the new regulations, Kadıköy and its suburbs acquired modern infrastructure with the development of gasworks (*Hasanpaşa Gazhanesi*) in 1892 and the foundation of *Üsküdar-Kadıköy Su Şirketi* which supplied the water system (*terkos suyu*) to the settlements in Kadıköy, Kızıltoprak and Erenköy in 1894. (Kızılkayak, 2011: 41) The project of the municipal, Cemil Paşa for constructing public parks and gardens in İstanbul resulted in the development of Yoğutçu Park in Kadıköy.

The municipal of Kadıköy, Celal Esad Arseven prepared a survey book on Kadıköy *Hakkında Tedkikat-ı Belediye* in 1913/1914. This survey book is mainly composed of two parts; first part illustrates the existing situation with the explanation on historical development of settlement, buildings, economy and health conditions; and the second part is composed of the proposals for the future development of Kadıköy with an emphasis on the improvement of the sanitary conditions (*sağlıklaştırma*) in addition to the regulation and beautification (*süsleme*) of the city. Arseven states that before starting the planning of Kadıköy for the future, first of all what kind of a city Kadıköy is had to be determined by classifying the cities into categories as garden-cities, industrial cities, summer settlements for authors and artists (*yazlık kentler*), resort cities (*hammam kentleri*), modern villages,

olmadığından ve çünkü aksam-ı mezkure dahilinde kalan arazinin bağ ve bostan olarak isti'maline veya üzerine köşk inşasına imkan kalmayacağından onların da derece-i vüs'atine göre zira üzerine ale'l-ıtlak veya onaltıncı maddeye tevfiian ifrazına ve üzerlerine bina inşasına müsaade olunabileceği... (16 Nisan 1330/1914)” (Ergin, 1995: 3659)

⁷³ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 13/L /1272 (1856), File no: 77, Gömlek no: 3823, Source code: C..BLD. “Kadıköy'de yangın yerlerinin tesviye ve tanzimi.”

Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 24/M /1273 (1856), File no: 97, Gömlek no: 34, Source code: A.}MKT.NZD. “Kadıköy'ün yangında yok olan yerlerinin yeni baştan inşası işine başlanmış olduğu ve Tarik Kitabeti'ne tayin olunan Ömer Efendi'nin maası.”

⁷⁴ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 24/Ra/1294 (1877), File no: 683, Gömlek no: 7, Source code: ŞD. “Kadıköy ve Erenköy ile sair bazı mevkiilerde bağ ve bahçe derununda yapılacak ebniyenin istisnasıyla geri kalanlarının kargir inşası”

colony settlements, commercial cities. (Arseven, 2011: 92) After analyzing the social structure of Kadıköy composed of the upper class, Arseven states that Kadıköy can be interpreted as an important suburb of İstanbul which is a city village at the same time *sayfiye* of İstanbul.⁷⁵ Arseven states that even the development of Baghdad Railways in connection with the Anatolian Railways would result in the expansion of the port; the commercial center would not be transferred from Galata and Beyoğlu to Kadıköy. In addition, Arseven projects the future development of Kadıköy to be remained as residential settlement and preserve its *sayfiye* character.⁷⁶

Arseven declares that there is a need for a master plan for the future development of Kadıköy. Arseven states that this plan should take into consideration a number of facts that are summarized as: (1) the streets have to be classified and the width and direction has to be determined, (2) the location of urban squares (*meydanlar*), public parks and gardens to be determined, (3) plan these accordingly with the preservation of historical monuments, (4) construction of streets that are connected to social centers and public buildings as school, mosque, church, marketplace, pier and station, (5) determine the plans and facades of the houses according to the streets and regulate these by additional laws, (6) development of urban squares and vegetable market in the neighborhood of the marketplace, (7) division of the city to zones according to functions as commercial zone, wealthy zone, middle-class zone, residential zone of workers and artisans, sports zone and leisure zone of theatre and entertainment. (Arseven, 2011: 93-94) Form Arseven's description, it is understood that the planning proposal on streets and buildings were similar with the regulations of Building Law (*Ebniye Kanunu*).

However, there is a clear appreciation of modern city planning ideas highlighted by zoning for different uses, healthy living environments and beautification of the city through the regularization of the streets and construction of public buildings in addition to placement of monuments in urban squares. Arseven highlights the importance of construction of houses inside large gardens at the residential zones. Furthermore, Arseven recommends the environs of Ulu Suluk to be developed as a garden city (*garden-siti*)⁷⁷. From these statements, it is clear that the municipal of Kadıköy favored the attributes of garden city model developed by Ebenezer Howard which was also favored by the European urban planners of the period. Arseven states that the land division at the suburbs should be composed not less than one dunam. The *sayfiye* character and beauty of Kadıköy can be preserved only by this means. (Arseven, 2011: 98) Thus, the garden city conceived by Arseven for Kadıköy would facilitate the separation of functions such as commercial at the center and residential at the countryside. The advantages of the countryside would be experienced through the immense open spaces of the gardens in the *sayfiye* compounds at the suburbs. Galata and Beyoğlu were still conceived as the center of business where the early suburbanite has to commute between the city and suburbs daily. It should be noted that the garden city (*garden-siti*) conceived by Arseven was transformed into garden houses at the suburbs of Kadıköy.

⁷⁵ "Bugün Kadı Köyü ve yöresinde oturan halkı ele alacak olursak çoğunluğunun (irad) rant sahibi olup, geçineceği yerinde olan kişilerle hal ve vakti (durumu) İstanbul'a inip çıkmaya uygun olacak derecede refahlı olan memurlar ve tüccarlardan ve bu halka gereken işçi, dükkancı, hizmetçi ve benzerlerinden ibaret olduğu görülür.

Şimendifer ve inşaat ameleleriyle köylerdeki bağ ve bostancılar ayrı tutulursa sanayi adamları yoktur. Fabrika da yoktur. Ticaret ancak yereldir. Liman hayatı da yoktur. Buna göre bu kente adeta İstanbul'un önemlice bir kenar mahallesi yani kent köyü gözüyle bakılabilir. Sadece oturmaya mahsustur. Aynı zamanda İstanbul'un bir yazlığıdır." (Arseven, 2011: 92)

⁷⁶ "Acaba Kadı Köyü, böyle mi kalacaktır? Bostancı, Maltepe, Kartal ve İzmit Körfezi'ne kadar fabrikalar yapılıyor; Anadolu şimendiferi önem kazanarak liman hayatı başlarsa Kadı Köyü'nün yüzü değişmeyecek midir? Elli yıldan sonrasını şimdiden kesinlikle kestirmek kolay değildir Hiç kuşku yoktur ki Haydar Paşa şimendiferi Bağdat Hattı dolayısıyla önem kazanacak, liman büyüyecek ve limandaki işlemler artacak; fakat ticaret merkezi Galata ve Beyoğlu'ndan buraya geçemeyecektir. Belki antrepolar, komisyoncu ofisleri çoğalacak, bir iki banka şubesi bulunacak fakat ticaret merkezi olmayacak. Kentin bir bölümü liman ve şimendiferlerde çalışan işçilerle Bostancı'dan İzmit Körfezi'ne kadar yapımı, olası fabrika görevlilerinin oturma yeri olacak ve zannımıza göre hep ikamete (oturmaya) mahsus bir kent olarak kalacak ve her zaman yazlık (sayfiye) niteliğini koruyacaktır." (Arseven, 2011: 93)

⁷⁷ "Zengin bölümü: Moda ve yöresidir ki, buralarda evler bahçeler içinde olmalıdır. Cevizlik ve Bahariye sırtları, bahçeli evler olmalıdır. Şimdiki Ünyon Klüp, sporlar için çok uygun bir yerdir. Uzun Çayır da mükemmel bir koşu yeri olur. Ulu Soluk cihetleri bir garden-siti (bahçe şehir) haline girmelidir. Uzun Çayır yamaçları ve Çamlıca etekleri yazlıklar için en birinci yer olduğundan, oralarda yapılacak mahalleler tamamıyla bahçeli evlerden oluşmalı ve etrafı ormanla çevrilmelidir." (Arseven, 2011: 96)

3.4.4 SOCIAL STRUCTURE IN SAYFIYE

In the late Ottoman period, the suburban development on the Anatolian side was not only generated by the new modes of transportation, the reforms in land regime and urban regulations, but also generated by the change of the social structure. The urban space transformed accordingly with the differentiation of the Ottoman social stratification which was reflected particularly at the newly developing settlements. Akın states that the abandoning of Topkapı Palace in 1854 marks a symbolic turning point. (Akın, 2010: 27) It was after the mid-nineteenth century that people from all classes started to move away from the city center. Akın declares that the underlying reason for the moving away from the city center to the suburbs was the people's desire for freedom. "Migration to Bosphorus, Nişantaşı, Çamlıca and the environs of Marmara, settling in the sheltered gardens away from each other was like starting a new life." (Akın, 2010: 27)

It was primarily the wealthy and upper class who could afford to leave the city for new settlements. "On the Anatolian side, the Muslim upper class moved their residences to the shores of the Bosphorus, around Üsküdar and Çamlıca, and the districts of Haydarpaşa, Kadıköy, Suadiye, Caddebostan, Kızıltoprak, Göztepe, Erenköy, and Bostancı along the railways." (Tekeli, 1999, 29-30) The environs of the Anatolian Railways became the new prestigious sites for residential settlements. While the foreigners and non-Muslims were concentrated in Moda and Fenerbahçe, the Muslim upper class primarily moved to the environs of the railways in Kızıltoprak, Göztepe and Erenköy. These new settlements at the suburbs of Kadıköy were differentiated with their *sayfiye* character mainly used in the summers.

The garden house settlements in Europe were mainly generated by the desire of the European bourgeois to structure itself as an autonomous social group. The settlements in Fenerbahçe and Moda display a similar formation composed of the Levantine class of the foreigners and non-Muslims who gained capital through commercial privileges of capitulations, and adopted a Western life style. The settlement of Levantine families around Moda was started from the 1870s. It is mentioned that 95 British were living in Moda in 1877. (Ekdal, 2008: 26) In Moda, Tubini family - a Levantine family, and banker in Galata⁷⁸, constructed a summer residence overlooking the Moda Bay. Ekdal states that Moda Bay was named Tubini district after the construction of further mansions and a church in the following years. (Ekdal, 2008: 15) The British colony in Moda formed an autonomous group by their own courts, hospitals, churches, libraries, institutes and schools. The Levantines enjoyed a social life by yachting, fishing, sea sports, and picnics during summer months. (Ekdal, 2008: 26-27) Theophile Gautier – a European traveler- depicts Moda in his book *Constantinople* published in 1913 in Paris:

I have seen mansions constructed with the emulation and ambition of the Italian and French architecture...The wealthy families passing with carriages, the nobles riding horses and the servants running after them, Orthodox priests with black cassocks and Catholic priests with purple cassocks exhibited quite enjoyable scenery. (Türker, 2008: 20)

The guide book on İstanbul, *De Paris A Constantinople*, stated that Kadıköy looked like a small European town. (Türker, 2008: 22) "Kadıköy is developing as the most popular district of the İstanbul housing people from all societies." (Dethier, 1993: 93) The elite class composed of Levantine families and non-Muslims living in Kadıköy, particularly in Moda enjoyed a European style social life with their theaters, clubs and common grounds. The first theater hall in Kadıköy was built by Greek community on the land endowed by the banker Stefanos Skilitçis in 1873. (Türker, 2008: 45) The theater presented plays in Apollon Theater during the winter and in at the common grounds in Mühürdar and Belvü garden in Kalamış. (Türker, 2008: 43) While the theater in Moda facilitated during winter, there was a summer theater in the common grounds of *Papazın Bahçesi*. The public parks in Mühürdar and Moda served as clubs and leisure grounds during the summers.

As mentioned earlier, 100 dunams of land in Fenerbahçe was purchased by four Levantine families in 1870s; 50 dunams by Belgium Singriye and 50 dunams by Baron Oppenhimer and the rest of the land

⁷⁸ Tubini and Sons of İstanbul together with the *Société Générale de France* established *Crédit Générale Ottoman* in 1868 to give loans to Ottoman state.

by Swiss Semadeni and German Müller. (Ekdal, 1987: 79) Oppenheim, who demanded the railways to be extended to Fenerbahçe, built a mansion and other houses in addition to endowment of a large portion of land to Capuchin priests for the construction of a church in Fenerbahçe. (Ekdal, 1987: 113-119) The land in the property of Oppenheim was later divided into parcels and sold out to the Levantine families. Thus, the Levantine families, moving to the area during the summer months and enjoying a European life style, formed an autonomous social group in the elite suburb of Kadıköy.

From Kızıltoprak till Bostancı, the environs of the railways in Kızıltoprak, Göztepe and Erenköy started to be filled by the *köşks* of the members of the royal family, high-level state officials in addition a new Muslim upper class. Korle states that Kızıltoprak district was composed of Turkish people in contrast to the neighboring Fenerbahçe district⁷⁹. (Korle, 1997: 80) The case of Tütüncü Mehmet Efendi signals the emergence of this new class that gained capital through land speculation after the transformation of *miri* land into private property.⁸⁰ The development of Göztepe district similar with Kızıltoprak was facilitated by the purchase of parcels by the high-level state officials. Şehsuvaroğlu (1969) states that the first modern *köşk* in Göztepe was built by Tütüncü Mehmet Efendi, followed by *köşk* of his partner Faik Bey, and the *köşks* of the pashas.⁸¹ (Şehsuvaroğlu, 1969: 9) The area stretching from Fenerbahçe to Erenköy became a popular settlement area as a result of the desire of the high-level state officials to be far from the state control and denouncement during the reign of Abdülhamit II (1876-1909). (Şehsuvaroğlu, 1969: 109) From the books of Ekdal (1996, 2005) and Şehsuvaroğlu (1969) it is understood that the suburbs along the Anatolian Railways housed many of the high-level state officials and bureaucrats including the ministers and municipals. Rıdvan Paşa, municipal (*şehremini*) of İstanbul from 1890 to 1904, built a mansion⁸² in Göztepe near the station in 1890s. Three *köşks* in the suburbs of Kadıköy were significant; firstly the *köşk* of Tahsin Paşa located between Göztepe and Feneryolu, secondly the *köşk* of Rıdvan Paşa in Göztepe and thirdly the *köşk* of Sadi Bey in Bostancı. They were the *köşks* of the high-level state officials during the reign of Abdülhamit II. (Şehsuvaroğlu, 1969: 69) In addition, three *köşks* of the most important pashas of Abdülhamit II was located to the north of the railway in Feneryolu, the first secretary Tahsin Paşa, and the commanders Ahmet Eyüp Paşa and Ahmet Ahmet Muhtar Paşa⁸³. (Ekdal, 1996: 367) In addition, Şehzade Abdülkadir Efendi - the son of Abdülhamit II - bought a *sayfiye* compound in Feneryolu composed of 7 dunams to the north of the railways in 1910. (Ekdal, 1996: 360) (Fig.3.14) According to Arseven, the increase of construction activity was mainly concentrated around Göztepe, Erenköy and Bostancı where the number of dwellings were 1500 and shops around 300 in 1911. Göztepe district was composed of 399 dwellings with a population of 1230 in 1911. (Arseven, 2011: 55-56)

Besides the desire of the upper class to be far from the state control, it is most probable that the European life style in Moda and Fenerbahçe encouraged the movement of the upper class to the neighboring areas. It has to be noted that the search for a new life style cannot be underestimated in the formation of suburbs. The suburbs along the railways were mainly characterized as *sayfiye* settlements by the seasonal migration of the upper class to the countryside during the summers. The environs of the railways provided the unfilled land that this new social class could practice their new life styles and sculpt their cultural values on the land. While the development of railways by the state and declaration of new regulations for urban space determined representations of space reflected through the divisions of land, street network, and infrastructure; the social practices of the people formed the landscape of the suburbs. Referring to Lefebvre, the production of suburban landscape cannot be separated either from the productive forces, including technology and knowledge which in

⁷⁹ Apart from the other districts at the Case study area, Fenerbahçe was differentiated by its social structure composed of the foreigners. "Fenerbahçe, Kızıltoprak'ın burnunun dipinde olmasına rağmen Türkler tarafından fazla rağbet gören bir yer değildi. Fenerbahçe'de oturanlar çoğunlukla, "Tatlısu Frengi" dediğimiz, yabancı uyruklu kimselerdi...Fenerbahçe'de adeta Türkçe duyulmazdı, yalnız Fransızca, İngilizce, Rumca geçerli dillerdi." (Korle, 1997: 81-82)

⁸⁰ Similar cases are seen on the route of Rumeli Railways through the sale of the land by dividing into parcels. Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 19/S /1310 (1892) File no: 68 Gömlek no: 5055 Source code: BEO.

Makriköyü'nde istasyon civarında Hacı Todorî'nin mutasarrıf olduğu arazinin mahalle yapılması için parça parça taliplerine satılmasına dair irade-i seniyye kaydı bulunamadığından Dahiliye Dairesi'nin bin yüz elli beş numaralı mazbatasında hikaye olunan irade-i seniyye suretinin ihracıyla Babıali'ye gönderilmesi. (Şura)

⁸¹ Şehsuvaroğlu states the number of pashas living in Göztepe district as 119. (Şehsuvaroğlu, 1969: 9)

⁸² Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 11/S /1312 (1894), File no:5, Gömlek no: 20, Source code: Y..PRK.ŞH. "Yapacağı hane için şehreminin para isteği."

⁸³ Ahmet Ahmet Muhtar Paşa was an important commander in the Ottoman army who became the grand vezier of Abdülhamid II in 1912. The *köşk* in Feneryolu was built between 1875 and 1877 inside the garden composed of 63 dunams. (Ekdal, 1996)

the case of the suburban development of the Anatolian side is through the development of the railways, land regime and urban space regulations, or from the state and the superstructure of the society. In this sense, the production of the suburban landscape of the Anatolian side was essentially related with the superstructure of the state for developing railways, the productive forces through the construction of railways, the structure forming the property relations on the land and social relations of the society that transform the agricultural land into suburban settlements. The case of Zihni Paşa represents a significant case for the development of suburban settlements around railways. Zihni Paşa was the minister of public works (*Nafia Nazırı*) during the concession given to Deutsche Bank for the extension of the Anatolian Railways which was followed by the concession of Baghdad Railways. The initial contract of Baghdad Railways was signed between the Ottoman state represented by Zihni Paşa and the Anatolian Railway Company represented by Dr. Von Siemens in 1899. The *sayfiye* compound of Zihni Paşa was located to the east of Erenköy Station where Zihni Paşa planned the construction of a mosque in 1901 after the concessions of the Anatolian and Baghdad Railways. Thus, the high-level state officials were the main actors that facilitated the suburban development around railways.

The increase of accessibility and speed through railways resulted in the change of people's relationship with space. The daily movement of the people to the city center through intercity trains and ferry services resulted in the interpretation of the countryside as a place to escape from the city - state control and traditional life style - and enabled the upper class to form a new life style in the countryside. In this sense, the countryside transforming into settlements created a landscape that is based on the new social dynamics fostered by the desire of freedom, privacy and separation. The transformation of Ottoman social structure from community based model to citizenship signaled the breaking away from the traditional social structure based on community and formation of a new social structure based on individualization. Thus, the *sayfiye* settlements along the Anatolian Railways formed an elite residential suburb differentiated with the bourgeois life style of the upper class.

Apart from the suburbs composed of upper class, it is mentioned that the Ottoman state placed 150-200 emigrant families from Tarnova and Zogara (from Bulgaria) to the north of Göztepe station in 1880s. (Şehsuvaroğlu, 1969: 9) After the Ottoman and Russian War in 1877 - known as '93 Harbi - the emigrants from Bulgaria and Rumeli were placed on the Anatolian side of İstanbul in 1879.⁸⁴ It is stated that the emigrants built shacks on the lime quarry around Göztepe in Merdivenköy in 1888.⁸⁵ It is most probable that the Ottoman state placed the emigrants to the north of the Kayışdağı-Erenköy road close to the lime quarry.

⁸⁴ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 23/B/1296 (1879), File no: 63, Gömlek no: 2957, Source code: İ.MMS. "Bulgaristan ve Şarki Rumeli muhacirlerinin Anadolu cihetine iskani ve Yunan meselesine dair bazı mütalaa."

⁸⁵ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 21/L/1306 (1879), File no: 1630, Gömlek no: 26, Source code: DH.MKT. "Nerdiban karyesinin Göztepe mahallinde mutasarıf oldukları kireç ocağı arazisine muhacirin tarafından kurulan barakaların kaldırılması talebiyle Osb ve Kigork tarafından verilen arzuhalin gerekenin yapılması için Muhacirin Komisyonu'na gönderildiği."

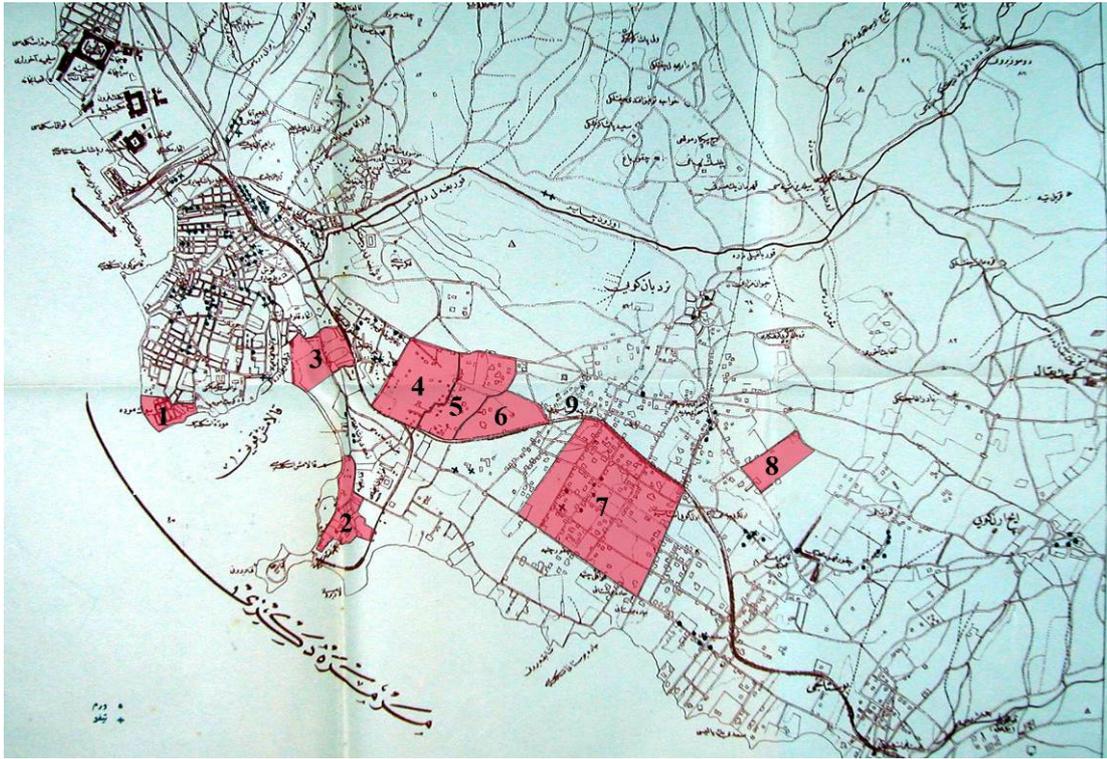


Fig. 3.14: The ownership and social structure around railways.
(1) Moda: Levantines, (2) Fenerbahçe: Levantine, (3) Zühtü Paşa, (4) Ahmet Muhtar Paşa, (5) Ahmet Eyüp Paşa, (6) Tahsin Paşa, (7) Tütüncü Mehmet Efendi - Upper Muslim class, (8) Zihni Paşa, (9) Emigrants. (Source: Arseven, 2011) (Colored by the author)

3.4.5 HEALTHY SUBURBS

The Ottomans were affected by tuberculosis at the same period that tuberculosis was widespread in Europe. (Barış, 2002: 335) The survey conducted during the reign of Abdülhamit II on the percentage of death caused by tuberculosis indicates that tuberculosis constituted 15,8% of the deaths in İstanbul. Thus, tuberculosis was seen as an important disease by the Ottomans who paid great attention to the treatment of the disease by educating the medical doctors abroad and building a sanatorium in Prince Islands in 1918.⁸⁶

Arseven attributes the increase of tuberculosis in İstanbul to the climate of the city which was described as unsteady with high humidity.⁸⁷ (Arseven, 2011: 19) Kadıköy being situated in a more sheltered place protected from the north winds coming from Black Sea⁸⁸ offered a healthy living environment through its climate and integration with nature. In Kadıköy, the percentage of death was high compared to İstanbul which was 24,8% in 1910. Arseven attributes this to the movement of tuberculosis patients to Kadıköy for climate change. Arseven states that Makriköy (Bakırköy) and Sarıyer displayed a similar case where the main cause of death was tuberculosis. (Arseven, 2011: 63) Arseven states that:

“It is most probable that the patients that cannot stand the moist winds of Bosphorus, problems with breathing and with tuberculosis move to Kadıköy. This is the reason of the remarkable number of deaths in Kadıköy caused by tuberculosis. Thus, the deaths caused by tuberculosis are not about the climate of Kadıköy but the movement of the patients to the area.” (Arseven, 2011: 20)

Arseven marked the deaths caused by tuberculosis and typhoid in Kadıköy and suburbs in 1910. According to this survey, apart from the center of Kadıköy the death caused by tuberculosis was common around Tütüncü Mehmet Efendi, Sahray-ı Cedid, Erenköy and Bostancı districts. Arseven states that the patients moving to the environs of Kadıköy for climate change caused the transformation of *sayfiye* into *mahalle* (neighborhood). (Arseven, 2011: 65) Thus, the suburbs of Kadıköy at the countryside were appreciated for offering healthy living environments to the patients with their climate and integration with nature. The official document form 1898 indicates that the patients who are recommended for climate change (*tebdil-i hava*) by the doctor requested to rent a house in Kızıltoprak.⁸⁹

Arseven highlights the importance of creating healthy living environments for the residents of Kadıköy which were mostly concentrated at the center. For this aim, he proposed the improvement of sanitary conditions (*sağlıklaştırma*) of Kadıköy through the development of the sewage and garbage system in addition to the opening of wide streets and squares in order to have more sun light and air to the houses. Arseven's proposals included the development of public parks, gardens and woods enabling the sports and walking facilities for the inhabitants. Akbulut states that during the administration of İstanbul by Cemil Paşa, the municipal (*şehremini*) between 1912 and 1914, the development of city parks and district parks were proposed in Gülhane, Fatih, Üsküdar Doğancılar, Çamlıca Kısıklı in addition to Yoğurtçu Park in Kadıköy. (Akbulut, 1994: 335) These parks would supply the public spaces needed for sports and recreational purposes. Although Akbulut stated that the park was developed with the initiative of Cemil Paşa, the municipality of İstanbul rejected the

⁸⁶ The construction of a sanatorium in Heybeliada was recommended by the Russian Dr. Stchepatiev to Abdülhamid II. (Barış, 2002: 336) The choice of location was due to the fresh air of the island. Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 14/Ca/1336 (1918), File no: 1232, Gömlek no: 95, Source code: MF.MKT. “Havasının temiz olmasına binaen Heybeliada bir sanatoryum tesisine müsaade edilmesi.” Date: 28/Ş /1336 (1918) File No:1234 Gömlek No:62 Fon Kodu: MF.MKT. “Heybeliada'da inşa edilen sanatoryum binasının hizmete açılması.”

⁸⁷ “İstanbul'daki rüzgarlar her zaman birbirlerine karşı ve düzensiz olarak eser ve hava birdenbire soğuk ve birdenbire sıcak olur. Mevsimsiz soğuklar ve mevsimsiz sıcaklar çıkar. Bu durumların başlıca nedeni Karadeniz ve Boğazlar'dır. İstanbul kapı aralığında gibi bir memleketdir.” (Arseven, 2011: 19)

⁸⁸ “Kadıköy might be called “Nice” of İstanbul.” (Arseven, 2011: 20) Arseven compares the climate of Kadıköy with the city of Nice in France.

⁸⁹ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 29/Z/1315 (1898), File no: 1, Gömlek no: 47, Source code: Y.PRK.DFE. “Defter-i Hakani Nazırı Ali Rıza'nın, hastalığı devam eden harem cariyeleeri ve taallukatının, doktor tavsiyesi üzerine tebdil-i hava için, Kızıltoprak civarında bir yerin kiralanması istihamı. (y.a.g.tt.)”

transformation of the meadow in Yoğurtçu into a park in 1914.⁹⁰ It appears that the planning of Yoğurtçu Park was undertaken by the municipal department of Kadıköy with the initiative of Arseven. In conclusion, the relative healthy living conditions in Kadıköy and environs contributed to the movement of the people to the area.

3.5 TYPO-MORPHOLOGICAL ANALYSIS OF SAYFIYE SETTLEMENTS

After presenting the background dynamics of the suburban development around the Anatolian Railways, this part of the chapter will discuss the physical form of the *sayfiye* settlements through the analysis of urban morphology and architecture of the case study area. The analysis of urban morphology of the case study area will be used for understanding the transformation of agricultural land into *sayfiye* settlements and the evolution of the urban fabric over time. The settlement development in the case study area can be divided into two periods firstly the period between the 1870s and the 1900s which was characterized as a *sayfiye* settlement used during the summers, secondly the period between the 1900s and 1923 until the foundation of Turkish Republic which was characterized by the gradual transformation of the area into permanent residential settlements yet also pursued its *sayfiye* use during these years. The case study area was occupied by British army between 1919 and 1922 which was due to the logistical position of the area that sustained the connection to eastern provinces through the Anatolian Railways. Even though the case study area was under the control of allied powers during Independence War, the movement of people to Kadıköy and its suburbs pursued which contributed the shift of the settlement type from *sayfiye* into permanent residential settlements.

3.5.1 URBAN MORPHOLOGY OF SAYFIYE SETTLEMENTS

The urban form of the case study area was mainly guided by the Anatolian Railways which defined the main circulation pattern through their routes and at the same time created nodes by their stations where different circulation patterns intersected. The preliminary suburban development at the environments of the railways was around the stations. In the early period of the construction of the Anatolian Railways, the stations formed urban centers in rural setting and created the focal points of the surrounding districts. Referring to the works of Bertolini&Spit on railway stations, the station is conceived with two basic identities as forming a *node*, and at the same time a *place* with a concentration of infrastructure and collection of buildings and open spaces. (Bertolini&Spit, 1998: 9) Thus, the railway stations and the urban pattern around the railways and stations determine the borders of the case study area. The case study area for morphological analysis is composed of seven districts around the stations of the Anatolian Railways including Kızıltoprak, Feneryolu, Fenerbahçe, Göztepe, Erenköy, Suadiye and Bostancı. The border of the case study area is defined by the route of the Anatolian Railways, limited by Kayışdağı Road and Sahrayı Cedid-İçerenköy Road on the north in addition the environs of Fenerbahçe byline. (Fig.3.15) The limits of the case study area depends on the suburban development around the railways and stations at the preliminary stage of their development where stations formed the center of the districts and generated development of settlements at their environs. Since the railways were developed at the inland, the development of the coastal side of Göztepe did not depend on the railways, instead the development of coastal side was depended on the waterfront rather than the railways at the inland. Thus, the area at the coastal side of Göztepe district such as Çiftelhavuzlar and Caddebostan are not included at the analysis of the case study area. Since the suburban landscape around the Anatolian Railways is aimed to be discussed at this dissertation, Haydarpaşa Terminal is not included in the case study area as a result of forming the main terminal located at the center of Kadıköy.

The urban pattern of the districts will be discussed through the analysis of the physical landscape depending on plan unit, solid/void relationship, movement system, property organizations, buildings and physical landscape defined as urban morphology in Table 2.03. The method also depends on the relationship between the structure of the open space - including the landscape and infrastructure - and

⁹⁰ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 22/L/1332 (1914) File no: 218/-1 Gömlek no: 22 Source code: DH.İD. "Kadıköy'de Kuşdili deresi mevkiinde gazino inşasına ve Yoğurtçu çayının park haline ifrağına Şehremaneti'nce müsaade edilmeyeceği."

built components. The urban morphology will be analyzed based on the map prepared by Arseven in 1913/1914 in addition to the planning studies of the municipality including the land plot and parcels organizations that are acquired from the archives of İstanbul Atatürk Library.



Fig.3.15: The case study area marked on the map of Arseven, 1913/1914.
(1) Kızıltoprak, (2) Feneryolu, (3) Fenerbahçe, (4) Göztepe, (5) Erenköy, (6) Suadiye,
(7) Bostancı. (Source: Arseven, 2011) (Colored by the author)

KIZILTOPRAK

The borders of Kızıltoprak district is defined by Kurbağalı Stream on the north and west, Kayışdağı Road and Feneryolu Street on the west. "In the Ottoman period, Kızıltoprak was a *mesire* (common grounds) with extensive meadows and streams, additionally the area supplied the fruit and vegetable needs of İstanbul with gardens and *bostans*." (Neyzi, 1994: 14) The district is located at the crossing of two main roads; Bağdat Street extending from Üsküdar and Kuşdili Street extending from the center of Kadıköy. Until mid-nineteenth century, Kızıltoprak was composed of agricultural land of *bostans* and *bağs* in addition to a neighborhood known as *Tuğlacıbaşı Mahallesi* where the brick makers were concentrated. It was after the development of the railways between Haydarpaşa and Kızıltoprak in 1871 that the environs of Kızıltoprak Station started to be developed as a *sayfiye* settlement. "The area was named as Kızıltoprak in 1839 which was also known as *Zühtü Paşa Mahallesi* with the development of public works by the Ottoman bureaucrat Zühtü Paşa⁹¹ after the construction of the railways." (Erkan, 2007: 70) Ra'if attributes the establishment of *Zühtü Paşa Mahallesi* to the increase of *sayfiye* settlements which needed to be transformed into districts.⁹² (Ra'if, 1996: 52)

In Kızıltoprak district, the route of railways runs parallel to Bağdat Street which is connected to the center of Kadıköy through a bridge (*Taş Köprü*). Neyzi states that the railways constructed according to the topography of the land divided the district into two. (Neyzi, 1983: 8-9) The area to the south of the railways was named as Zühtü Paşa neighborhood and to the north of railways was Tuğlacıbaşı neighborhood. Kızıltoprak Station which constitutes the center of the district was opened in 1871. On the map of Necip in 1918, it is noticed that the station building is located to the south of the railways close to Zühtü Paşa neighborhood. The official document of Ottoman Archives states that the land of the station was developed by the Anatolian Ottoman Railway Company in 1896.⁹³ It is most probable that after the transfer of the Anatolian Railways to Germans, the area to the north of the railways was further developed to connect Tuğlacıbaşı neighborhood to the station area with the construction of additional railway buildings to the north. Erkan states that the construction date of the existing buildings was 1910 referring to the property certificates. (Erkan, 2007: 73)

The environs of the railway stations were commonly developed through the construction of public works such as mosque and school by high-level bureaucrats of the Ottomans. To the south of the railways, the environs of the station were further developed with the construction of Zühtü Paşa Mosque in 1883-84 and primary school (*İptidai Mektebi*)⁹⁴ in 1888-89 to the west of the station on Ihlamur Street. The mosque was constructed near the open-air prayer place (*namazgah*) and the fountain - *Ihlamurlu Çeşme*. The land purchased by Zühtü Paşa composed of 50 dunams was surrounded on the two sides by the *bostans* of a Greek family and Lorando family, and the other sides by Ihlamur Street and railways.⁹⁵ Ekdal describes the estate of Zühtü Paşa as composed of a multiple buildings as a large köşk, mosque, school, police station, barns, coach house, kitchen and servant rooms. (Ekdal, 1996: 328-329) Neyzi states that there existed an urban square with a fountain in front of Zühtü Paşa Mosque which was used as resting place by the carriage drivers. The land extending from the mosque until the sea was composed of *bostans* and the environs of Kurbağalı Stream were unfilled land. (Neyzi, 1994: 14) (Fig.3.16)

⁹¹ Zühtü Paşa was a high-level state official who worked as the minister of public works, finance and education during the period of Abdülhamit II.

⁹² "Mevki-i mezkurde Anadolu şimendifer hattının istasyonu bulunduğundan bu vasıta ile Haydarpaşa ve İstanbul'a muttasaldır. Sayfiyeler şu son zamanlarda pek tezayüt eylediğinden bir mahalle haline gelmek zamanı hemen tekarrüp etmiş gibidir. Mahal-i mezkurde oldukça muntazam ve vasi bir cami-i şerif mevcud olup elyevm Maarif-i Ummumiye Nazırı devletlü Zühdi Paşa hazretleri tarafından bina ve inşa ettirilmiş ve kapısı üzerine tarih-i ati nakşedilmiştir." (Ra'if, 1996: 52)

⁹³ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 07/Ra/1314 Dosya No:826 Gömlek No:61918 Fon Kodu: BEO "Anadolu Osmanlı Demiryolu Şirketi'nin Kızıltoprak'ta inşa ettirdiği istasyon arsasının muamele-i ferağının ikmalıyla Sened-i Hakani'sinin tanzim ve itası. (Nafia; 61918)"

⁹⁴ Ekdal states the name of the school as *Zühtü Paşa İptidai Mektebi*. The sons of Ahmet Muhtar Paşa started education at this school. (Ekdal, 1996: 183)

⁹⁵ "Kızıltoprak'ta köşkün bulunduğu arazinin bir hududu Ihlamurlu Çeşme ve Namazgaha, bir hududu Agopuğlu Kasaroğlu Serkiz'in bağına, bir hududu Bağdat Caddesi'ne, bir hududu da Fransız uyruklu Jan Lorando'nun eşine ait bostana uzanıyordu." (Ekdal, 1996: 329)

Neyzi states the existence of commercial area around the mosque which extended to Ihlamur Street. In addition, there was a secondary commercial area on İstasyon Street.⁹⁶ (Neyzi, 1994: 14) The street leading to the station from Ihlamur Street housed the mansions of the upper class. (Alus, 1995: 206-207) Korle states that two merchants⁹⁷ constructed *köşks* in Kızıltoprak near the land of Zühtü Paşa with the recommendation of the pasha. (Korle, 1997: 15) The street to the south of Zühtü Paşa Mosque is named after one of the merchants as Hasan Amir Street. The *köşks* known as *Çift Köşkler* are noticed on the map of Necip Bey neighboring the police station. The land of *köşks* was composed of a garden with flower beds and pools in addition to *bostans* (*zerzevat bahçesi*) on the area extending to the railways.⁹⁸

To the north of Zühtü Paşa's land, there existed the large garden which is known as *Papazın Bahçesi* named after the former owner Cardinal Andon Hassunyan.⁹⁹ The land of Hassunyan composed of 22 dunams was divided into two by the construction of railways. (Ekdal, 1996:141) The land of *Papazın Bahçesi* composed of *bostans* and *bağs* was used for agricultural purpose for a long time. The land to the west of the railways was later managed as a public garden used mainly by the non-Muslims and Muslim upper class. Alus states that *Papaz Bahçesi* was also known as *Hadika-ı Basariye*.¹⁰⁰ To the north of *Papazın Bahçesi*, the land was owned by Ziver Bey which was also divided into two by the passing of the railways. After passing the bridge on Kurbağalı Stream, the street was divided into two which continued to the left as Ziver Bey Street. The *köşk* of Ziver Bey was located to the north of the railways on a land plot of 18 dunams. (Ekdal, 2008: 348)

From the main street leading from the center of Kadıköy, Zühtü Paşa built two middle schools, for boys *Hamidiye Erkek Rüştüyesi* in 1899 and for girls *Hamidiye Kız Rüştüyesi* in 1902.¹⁰¹ (Ekdal, 1996: 188) The area around the mosque constituted the commercial center of the district which was connected to the center of Kadıköy by Tahta Köprü Street passing between Rüştüye schools. It is most probable that the location of the schools were chosen to serve not only to suburbs of Kadıköy but also to the Muslim population at the center of Kadıköy. The land near Kurbağalı Stream located to the west of Rüştüye schools was owned by Ferik Reşit Paşa - the brother of *Şehremini* Rıdvan Paşa. (Ekdal, 1996: 119)

⁹⁶ Ekdal describes the commercial area of Kızıltoprak in detail stating the shops and their owners such as the bakers, barbers, patisserie, ironmongers, groceries, carpenters and etc. (Ekdal, 1996: 121-124)

⁹⁷ Hasan Amir Bey, a businessmen, became an agent of a French steamboat company. Later, he founded his own steamboat company. Hasan Amir Bey after purchasing the land in Kızıltoprak settled there with his family. Hasan Amir Bey working with French used European time schedule instead of the Ottomans and dressed like a European. (Korle, 1997: 19-20)

⁹⁸ Korle states that the owner of the *köşk* constructed some shops and houses to the back of Kızıltoprak Station. (Korle, 1997: 17)

⁹⁹ Andon Hassunyan was an important religious figure in Middle East selected the patriarch of Armenian Catholics in 1866. (Ekdal, 1996: 141)

¹⁰⁰ Hür (1994a) and Alus (1995) state different locations for *Papazın Bahçesi* which is described as the land of Fenerbahçe Stadium by Hür. In the opinion of the author, the description of Erkal (1996) is seen more valid for the location of *Papazın Bahçesi* which is also supported by Neyzi (1994) who states the same location with Ekdal. However, the environs of *Papazın Bahçesi* might have been also known with the same name. The statement of Alus for *Papaz Bahçesi* as *Hadika-ı Basariye* supports this view since the term of *Hadika-ı Basariye* defined the gardens owned by the sultan. However, the land of *Papazın Bahçesi* was owned by Andon Hassunyan.

¹⁰¹ Rüştüye schools were developed as a result of the modernization of education system of the Ottomans after 1838. Rüştüye was the middle school which the students attended after iptidai (primary school).

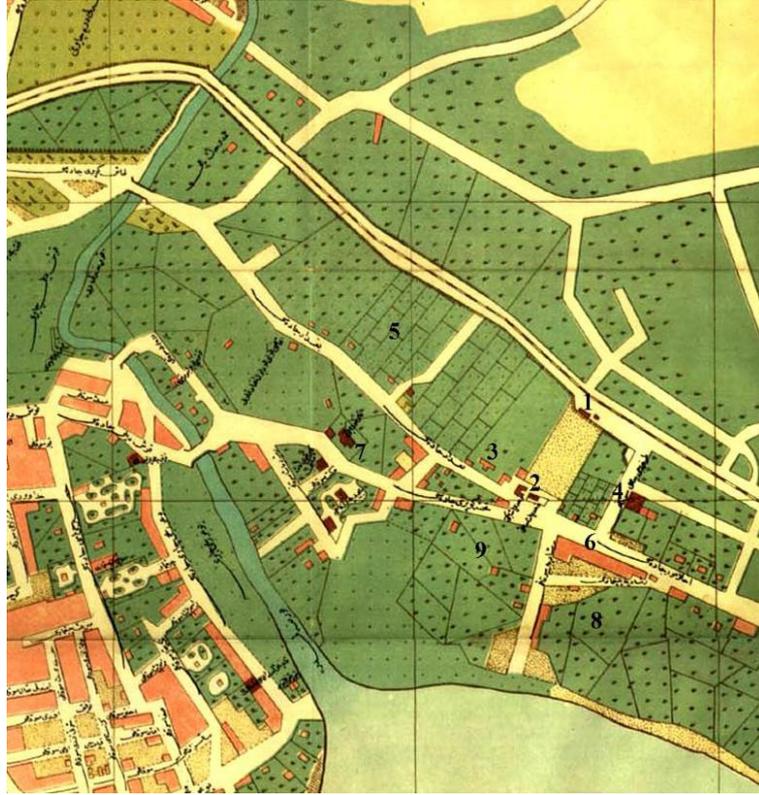


Fig. 3.16: Kızıltoprak district in the map of Necip Bey, 1918. (1) Kızıltoprak Station, (2) Zühtü Paşa mosque and school, (3) *Köşk* of Zühtü Paşa, (4) Police Station, (5) *Bostans*, (6) Commercial area, (7) *Rüştiye*, (8) *Bostans* of Pandeli, Ferhat Ağa and Hristo, (9) *Bostan* of Zühtü Paşa. (Source: Osmanlı Bankası Archives) (Marked by the author)

The map of Kadıköy prepared by Necip Bey in 1918 displays the rural character of Kızıltoprak district in contrast to the dense urban fabric of the center. Kızıltoprak was composed of a vast number of open spaces consisting of the fields and *bostans*. The land to the west of Bağdat Street until Kalamış Bay was composed of *bostans* in Kızıltoprak. The *bostan* bordered by Kördere Street on the north, Bağdat Street on the east and sea on the west was owned by Zühtü Paşa.¹⁰² The area between Tahta Köprü Street and Ihlamur (fig.3.19, no: 2) was used as an open field to play football by the non-Muslim residents of Moda. The *miri* land owned by the sultan was later rented as a sport field to Union Club which was later transformed into *İttihad* Sport Club in 1915.¹⁰³ (Hür, 1994c: 287) The map of Arseven in 1913/1914 displays the location of *İttihad* Sport Club to the west of Ihlamur Street in the region marked by number 2. (Fig.3.17)

The urban morphology of Kızıltoprak district is mainly formed by the movement system depending on the street network and the railways. In the late Ottoman period, Kurbağalı Stream formed the territory of Kızıltoprak on the north. The railways followed the route of Bağdat Street in Kızıltoprak and divided the district into two neighborhoods as Zühtü Paşa and Tuğlacıbaşı. The district is divided into four zones according to functional character; while the area near Kurbağalı Stream is characterized with agricultural use, the land around railways was developed as residential zones composed of the mansions of high-level officers and upper class inside large gardens and *bostans*. (Fig.3.17)

¹⁰² Ekdal states that the *bostan* of Zühtü Paşa was later divided into parcels and the streets were named after the sons of Zühtü Paşa as Zahit Bey and Rifat Bey streets. Albanians ran the *bostan* of Zühtü Paşa. Ekdal describes the neighboring *bostans* to Zühtü Paşa which were ran by Pandeli, Ferhat Ağa and Hristo. (Ekdal, 1996: 27-28)

¹⁰³ Tanyer states that the development of sport field including the plantation of grass brought from Britain, construction of the borders of the field and a local building costed 3,000 lira. However, due to low demand for football and the war conditions, the club was appropriated by the Ottoman State. (Tanyer, 2010: 5-6)

The station area formed the center of the district where the street to the south of the station named Kızıltoprak İstasyon Street (station street) connected the neighborhoods of Zühtü Paşa and Tuğlacıbaşı. The street pattern is divided into primary streets that are the main streets connecting the district to the neighboring districts and the center as Bağdat Street and Tahta Köprü Street which are approximately 10 meters wide; in addition to secondary streets that supply the interior circulation of the neighborhoods as Hasan Amir, İstasyon and Rüştüye streets. Bağdat Street also known as İhlamur Street in Kızıltoprak preserved its route after the construction of railways. The irregular street network and the existence of cul-de-sac streets reflect the unplanned development of street network which is mainly guided by the property relations. The secondary streets were commonly used as the paths that connected the *köşks* to the neighborhood and were named after the owner of the land bordering the street as Hasan Amir Bey and Hüseyin Paşa. The streets that are established after the construction of the railways developed perpendicular to the route of railways which serve to connect the neighborhoods to the railways and station. The street network is guided by the borders of the land plots instead of the gridiron plan indicated by Building Law of 1882. (Fig.3.18)

In 1890s, the considerable large land plot sizes reflect the land use as *sayfiye* integrated with agricultural and leisure purposes. While the land plots in Zühtü Paşa neighborhood were composed of 20-50 dunams of land, the land plots in Tuğlacıbaşı neighborhood were considerably small compared to Zühtü Paşa. However, the considerable large parcels that are used as *bostans* and *bağs* were later divided into smaller parcels depending on Article 18 of Building Law which enabled the *bostans* to be divided into smaller parcels not less one dunam. In addition, Article 16 was also implemented at the area by the constitution of *mahalles*. The inheritors of the *bostan* of Zühtü Paşa desired to divide their land into parcels and applied to the municipality for the constitution of a *mahalle*. It is understood from the official document that the constitution of a *mahalle* on Zühtü Paşa's *bostan* was planned by the municipality. The document stated that the application for leaving a place for a police station and school is not approved due to the existence of the police station and school at the area.¹⁰⁴ The divisions of the *bostan* into parcels in the years 1905/1906 for the constitution of a *mahalle* is displayed in the map.¹⁰⁵ (Fig.3.19) The streets that divided the *bostan* of Zühtü Paşa were named after the sons of Zühtü Paşa as Zahit Bey and Rıfat Bey Streets. (Ekdal, 1996: 28) The streets are planned 9.5 meters wide and perpendicular to each other and the average area of the parcels is around 250 square meters. Although the division of the parcels was planned in 1905/1906, it is understood from the maps from 1913/1914 and 1918 that the plan of the municipality was not realized during these years. Even though it was not implemented, it is important to note that the official documents from the Ottoman Archives indicate that the agricultural land composed of *bostans* in Kızıltoprak was desired to be transformed into *mahalles* starting from 1905s.

In addition to the existence of private buildings as *köşks* and their auxiliary buildings inside gardens and *bostans*, the public buildings were concentrated at the surrounding of Kızıltoprak Station composed of the mosque, school and police station. The commercial functions were developed on the streets that extended from the station to the west as Hasan Amir Bey and Rüştüye streets in addition to the street that extended from the station to the east as Station Street. Thus, the station not only formed a node of circulation but also influenced the urban fabric of the district by guiding the development of street network and commercial area in Kızıltoprak.

¹⁰⁴ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 29/R /1327 (1909), File no: 1121, Gömlek no: 41, Fon Kodu: MF.MKT. "Kadıköy'de Zühdü Paşa veresininin mutasarrıf oldukları bostanın mahalle şekline çevrilmesi için harita çalışması sırasında bir okul ve karakolhane yeri ayrılması hususundaki talebin bölgede bir karakolhane ve mektep olması sebebiyle kabul olunmadığı."

¹⁰⁵ The map dating from 1934 states that the parcel divisions were copied from the subdivision of property registrations from 1905/1906.

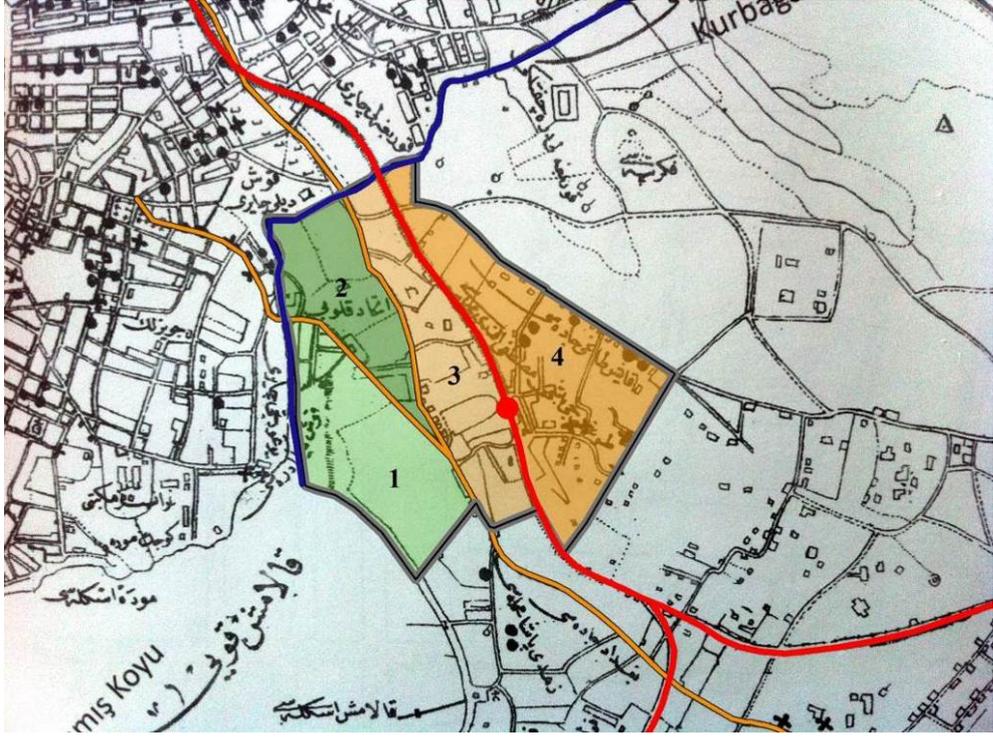


Fig. 3.17: Land-use zoning of Kızıltoprak district marked on the map of Arseven in 1913/1914.
 (1) Agricultural land: *bostans*, (2) Open space: sports field and public buildings, (3) Residential zone of Zühtü Paşa Neighborhood, (4) Residential zone of Tuğlacıbaşı Neighborhood.
 (Source: Arseven, 2011) (Colored by the author)



Fig. 3.18: Kızıltoprak: street network, railways (marked by red) and land plots in 1913/1914.
 (Produced by the author based on the map of Arseven, 1913/1914)

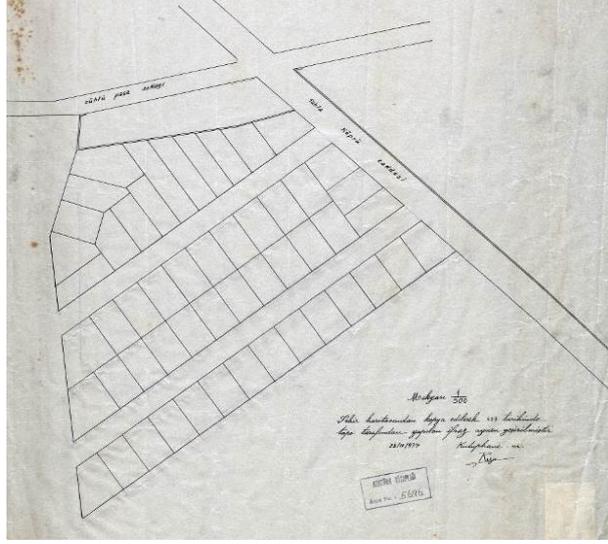


Fig.3.19: The map displaying the division of the *bostan* of Zühtü Paşa into parcels.¹⁰⁶

¹⁰⁶ İstanbul Atatürk Library, Map no: Hrt_005696, Date: 1934, “Kadıköy - Tahta Köprü caddesi [ve civarı] haritasıdır.”

FENERYOLU¹⁰⁷

The case study area in Feneryolu district is bordered by Feneryolu Street on the west, Kayışdağı-Erenköy Road on the north, Bağdat Street on the south, Tepegöz and Çimenzar streets on the east. The district is named after the road leading to Fener (lighthouse) in Fenerbahçe. Feneryolu Station was one of the three stations developed at the preliminary stage of Haydarpaşa-İzmit line in 1871. According to Erkan, the existing station building was built in 1910. (Erkan, 2007: 75) The route of railways runs parallel to Bağdat Street until Feneryolu Station and turns to north after passing Mazhar Paşa Street.

Before the development of railways, Feneryolu was composed of agricultural land as *bağs* which were famous for their quality of grapes. The Palace of Sultan Murad¹⁰⁸ was located to the north of Feneryolu where the sultan spent the summers during his *şehzade* years. Feneryolu Street as the main street of the district was connected with the street leading to the palace on Kayışdağı-Erenköy Road. The area to the south of Kayışdağı-Erenköy Road was known as Kuyubaşı region which was named after the well located at the intersection of Kayışdağı Road and Ahmet Muhtar Paşa Street. Hacı Mustafa Efendi purchased large amounts of land to the west of Kuyubaşı and built Tuğlacıbaşı Mosque in 1880. The land of Mustafa Efendi extended from Feneryolu Street until the land of Ahmet Muhtar Paşa on the east. (Ekdal, 2008: 506)

As mentioned earlier, three pashas of Abdülhamit II purchased large amounts of land and built *sayfiye* compounds to the north of the railways in Feneryolu. The *sayfiye* compounds of the pashas were used as summer residences surrounded by extensive *bağs*. Most of the *sayfiye* compounds were composed of multiple buildings as *haremlık* (the part for women), *selamlık* (the part for men) and its auxiliary buildings. Ahmet Muhtar Paşa after selling his house in Molla Gürani in 1875 purchased the *bağ* of Yaver Ağa in Feneryolu.¹⁰⁹ The land was registered as the waqf land of Sultan Selim which was bordered by the cul-de-sac and *bağ* of Sarkis on the north, another cul-de-sac on the south and the lands of Armenians and Hacı Mustafa Efendi on the other sides. (Ekdal, 2008: 201) Ahmet Muhtar Paşa built a *sayfiye* compound on 63 dunams of land which was composed of an inner garden including a three-story main building (*haremlık*) and auxiliary buildings; in addition to an outer garden including *selamlık* building. The garden of Ahmet Muhtar Paşa was famous for its *bağ*.¹¹⁰ (Ekdal, 1996: 367-370) Mustafa Mazhar Bey who was the representative of Ahmet Muhtar Paşa purchased 9.5 dunams of land from Gök Mehmet Ağa in 1903 and built a *köşk* inside the garden. (Ekdal, 1996: 214-216) The street connecting Bağdat Street with Kayışdağı-Erenköy Road was named after him. The area between the railways and the land of Ahmet Muhtar Paşa was owned by Osmanağa which was used for agricultural purposes as *bağ*. To the north of the land of Ahmet Muhtar Paşa, there existed a cul-de-sac street that was transformed into a street from private property. The *bostan* of Osmanağa was later divided into parcels and further *köşks* were constructed on smaller parcels at the environs of the cul-de-sac.¹¹¹ (Ekdal, 1996: 385)

To the east of Ahmet Muhtar Paşa's land, there existed the land of Cemile Sultan. Ahmet Eyüp Paşa purchased the land of Cemile Sultan¹¹² in 1890, composed of 100 dunams of land to the north of the railways bordered by the railways on the south, Ahmet Muhtar Paşa Street on the west and Mustafa

¹⁰⁷ Ekdal states that the district was named Feneryolu after the development of Fenerbahçe byline which meant the way leading to Fener. In addition, Ekdal states that the station of Feneryolu was constructed after the development of Fenerbahçe byline. (Interview with Ekdal, 17 December 2009)

¹⁰⁸ V. Murad is known as the sultan who had the shortest period of reign that lasted 93 days in 1876. Ekdal describes the palace known as Sultan Murad's *Av Köşkü* (hunting ground) composed of the *haremlık* and *selamlık* buildings in addition to auxiliary buildings. The interior of the *köşk* is portrayed in detail which had a European style decoration and furniture. (Ekdal, 1996: 318-320)

¹⁰⁹ Before the sale of the land to Ahmet Muhtar Paşa, the land was used as *bağ* and there existed the *bağ* house of Yaver Ağa inside the *bağ*. (Ekdal, 2008: 201)

¹¹⁰ Şehsuvaroğlu states that the *bağ* of Ahmet Muhtar Paşa was the most beautiful of its kind in Feneryolu. The phylloxera disease spread to the *bağs* starting from Kuşdili until Maltepe in 1884 which originated from the vines that Ahmet Muhtar Paşa brought from France. (Şehsuvaroğlu, 1969: 53) The official document from the Ottoman Archives states the need to take precautions for phylloxera disease in Kızıltoprak. Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 03/S/1303 (1885) File no: 31 Gömlek no: 33 Source code: Y.A.RES. "Kızıltoprak bağlarında ortaya çıkan floskera hastalığının yayılmasına meydan verilmemesi hakkında."

¹¹¹ The *köşks* of Tahir Ekdal – the father of Müfid Ekdal- are located on the cul-de-sac. (Ekdal, 2006: 201) Tahir Ekdal was vinegrower of Ahmet Muhtar Paşa. (Şehsuvaroğlu, 1969: 56)

¹¹² Cemile Sultan, the sister of Abdülhamid II, moved to Erenköy after selling her land in Feneryolu to Ahmet Eyüp Paşa in 1890. (Ekdal, 1996: 377)

Mazhar Bey Street on the east. The compound was composed of an outer garden which housed the *selamlık* building and the auxiliary buildings as kitchen, barns and staff rooms surrounded by a large *bağ* and orchards until the railways. Three-story *köşk* as *haremlık* accompanied with hammam and kitchen buildings were located inside the inner garden which was also named *Harem Bahçesi*. (Ekdal, 1996: 376-377) Ekdal states that the *köşk* built by Cemile Sultan was known as the palace which was more impressive than the other pasha *köşks* in Feneryolu. (Ekdal, 1996: 378)

The triangular land composed of 133 dunams surrounded by the railways on the north, Mazhar Mustafa Bey Street on the west and north was owned by Tahsin Paşa - the first secretary of Abdülhamit II. Similar with the compounds of Ahmet Muhtar Paşa and Ahmet Eyüp Paşa, the *sayfiye* compound of Tahsin Paşa consisted of the outer garden including the *selamlık* and auxiliary building in addition to an inner garden where his *köşk*¹¹³ was located.¹¹⁴ (Ekdal, 1996: 380-381) In 1889, the government purchased the land of Tahsin Paşa and established Erenköy American Vine Plantation (*Erenköy Amerikan Asma Fidanlığı*) composed of 40 dunams of grove and 13 dunams of *bağ* to establish an organization to conduct a campaign for phylloxera disease in the *bağs*.¹¹⁵ (Şehsuvaroğlu, 1969: 53)

The land to the north of the properties of Ahmet Eyüp Paşa and Tahsin Paşa was owned by Serasker Sadi Paşa who built a *köşk* inside the garden in 1860. The land was later purchased by Hüseyin Hüsnü Paşa in 1912. The compound consisted of *selamlık* building across the water tank of V. Murad on Kayışdağı-Erenköy Road. The *haremlık* building was at the inner garden which was also known as *bağ* house. (Ekdal, 2008: 223-226) In addition to the settlement of significant pashas in Feneryolu, the members of the royal family owned large amounts of land and spent the summers in Feneryolu. Şehzade Abdülkadir Efendi - the son of Abdülhamit II – bought a *köşk* in Feneryolu to the north of the railways in 1910. (Ekdal, 1996: 360) The neighborhood to the south of railways was known as Selamiçeşme which was named after the fountain, *namazgah* and *hazire* on Bağdat Street.¹¹⁶ Ekdal states that the area was deserted during the winter and the continuation of Bağdat Street from Selamiçeşme was a narrow unpaved road. (Ekdal, 2008: 165) To the south of the railways, Saliha Sultan - the daughter of Abdülaziz - owned 20 dunams of land where she spent the summers in Selamiçeşme. She sold her land to İsmail Hakkı Bey – the secretary of sultan - in 1900. (Ekdal, 2008: 162-163)

As conclusion, the land in Feneryolu district was mainly composed of the large parcels of the significant pashas of Abdülhamit II and the members of the royal family ranging between 20 dunams to 130 dunams in addition to the smaller land plots of Muslim upper class around 10 dunams. The area was characterized by the *bağs* cultivated at the outer gardens of the estates.¹¹⁷ In contrast to Kızıltoprak Station area, a typical urban development around the station - the foundation of mosque and police station and commercial area - is not observed in Feneryolu. However, the foundation of a mosque and police station is observed as Tuğlacıbaşı Mosque and police station on Feneryolu Street to the north of the district. It is most probable that the police station was developed as a result of Kuyubaşı region being deserted and dangerous area.

The street network in Feneryolu was developed according to land divisions and property relations. Feneryolu Street formed one of the main streets of the district connecting Bağdat Street with Kayışdağı-Erenköy Road. Another main street of the district runs parallel to Feneryolu Street was Ahmet Muhtar Paşa Street. It was the street that connected the station to the estates of Ahmet Muhtar Paşa and Ahmet Eyüp Paşa. It is understood that Ahmet Muhtar Paşa Street which was a cul-de-sac was extended to Kayışdağı Road in 1900 which also explains the irregular development of the

¹¹³ Ekdal states that the *köşk* was built as a smaller model of a palace in France. (Ekdal, 1996: 380)

¹¹⁴ The wife and daughter of Tahsin Paşa died as a result of tuberculosis. (Ekdal, 1996: 384)

¹¹⁵ The official document from the Ottoman Archives states the need to take precautions for phylloxera disease in Kızıltoprak. Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 03/S/1303 (1885) File no: 31 Gömlek no: 33 Source code: Y.A.RES. “Kızıltoprak bağlarında ortaya çıkan floksera hastalığının yayılmasına meydan verilmemesi hakkında.”

¹¹⁶ The fountains on Bağdat Street were built to serve the caravans in the Ottoman period. The fountain was restored by Şuhi Kadın in 1800 and II.Mahmut in 1838. (Kızılkayak, 2011: 120-121) The stone of the *namazgah* dates from 1780. (Ekdal, 1996: 232)

¹¹⁷ Ekdal states that almost every *köşk* had *bağs* inside its garden around Feneryolu, Göztepe and Caddebostan. (Interview with Ekdal, 17 December 2009)

street.¹¹⁸ The street between the estates of Ahmet Eyüp Paşa and Tahsin Paşa was named after Mustafa Mazhar Bey Street which also connected Bağdat Street with Kayışdağı Road. (Fig.3.21) It is understood from the urban morphology of the district that Feneryolu was not constituted as a *mahalle* according to Article 16 of Building Law. In contrast, Feneryolu was developed as a *sayfiye* settlement composed of *bağs* instead of a regularized *mahalle*. In addition, the neighborhood of Feneryolu was stated under Kızıltoprak and Zühü Paşa districts in the official documents from the Ottoman Archives. Thus, Feneryolu preserved its *sayfiye* character for a longer time compared to the neighboring districts of Kızıltoprak and Göztepe.

¹¹⁸ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 08/Z/1317 (1900) File no: 780 Gmlek no: 11 Fon Kodu: ŞD. "Kadıköy'de Zühü Paşa Mahallesi'nin Kızıltoprak mevkiinde Ahmed Muhtar Paşa'nın köşküne kadar olan tarik-i hassın temdidıyla Merdivenköy'e rabtı hakkında tezkire. (Şehremaneti 5)"

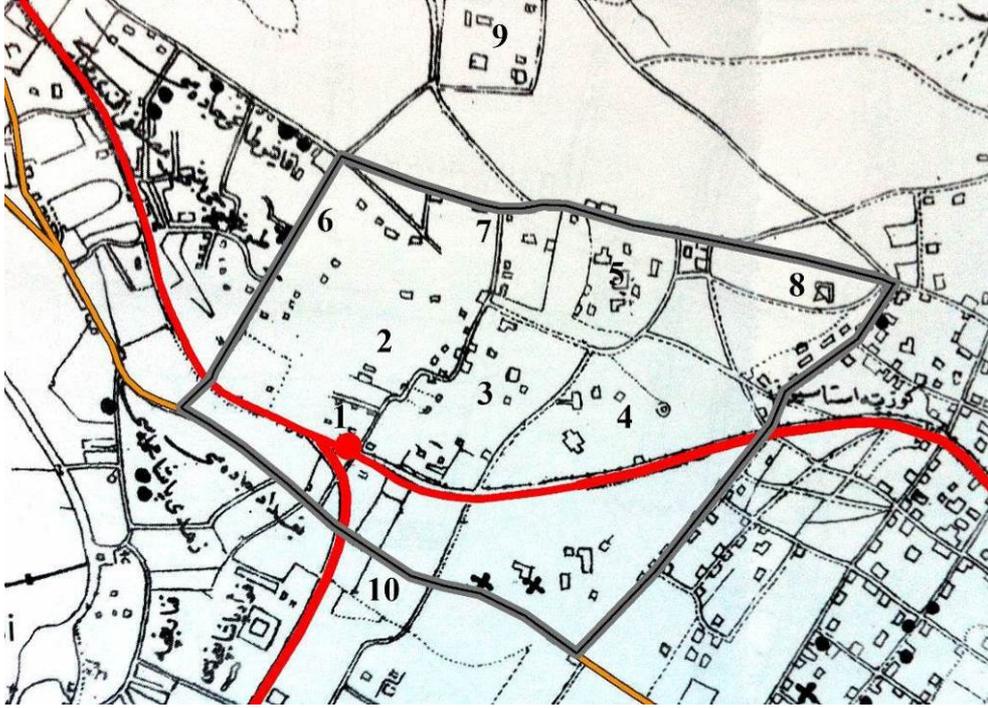


Fig. 3.20: Feneryolu district marked on the map of Arseven in 1913/1914.
 (1) Station, (2) Ahmet Muhtar Paşa, (3) Ahmet Eyüp Paşa, (4) Tahsin Paşa, (5) Hüseyin Hüsni Paşa,
 (6) Tuğlacıbaşı Mosque, (7) Kuyubaşı, (8) Stone quarry, (9) V.Murad köşk, (10) Saliha Sultan.
 (Source: Arseven, 2011) (Colored by the author)



Fig. 3.21: Feneryolu: street network, railways (marked by red) and land plots in 1913/1914.
 (Produced by the author based on the map of Arseven, 1913/1914)

FENERBAHÇE

Fenerbahçe, located at the south of Kadıköy and Moda, was used as recreational grounds composed of gardens and palaces of the royal family in the Byzantium period. In the Byzantium period, the emperor Justinian built an imperial garden (*Hieria Palace*) for his empress Theodora in Fenerbahçe. The environs of the palace complex were composed of recreational grounds for public in addition to baths, a small chapel, a lighthouse and a small port. (Hür, 1994b: 283) The site of Byzantine imperial villa, which seems to have been transformed into a royal garden soon after the city's conquest by Mehmed II, was remodeled during the sixteenth century. (Necipoğlu, 1997: 39) At the early Ottoman period, Fenerbahçe was known as *Fener Bahçesi* (*Bağçe-i Fener*) which depended on the existence of this royal garden as *Fener Köşk*¹¹⁹ which occupied the promontory since the reign of Mehmed II. (Fig.3.22) This royal pavilion had several dependencies, including a smaller pavilion, a bath, dormitories for gardeners, and a small mosque. (Necipoğlu, 1997: 39) The name of the district originates from the existence of a lighthouse (*fener*) built in 1562 on the western point of the peninsula. (Hür, 1994b: 283)

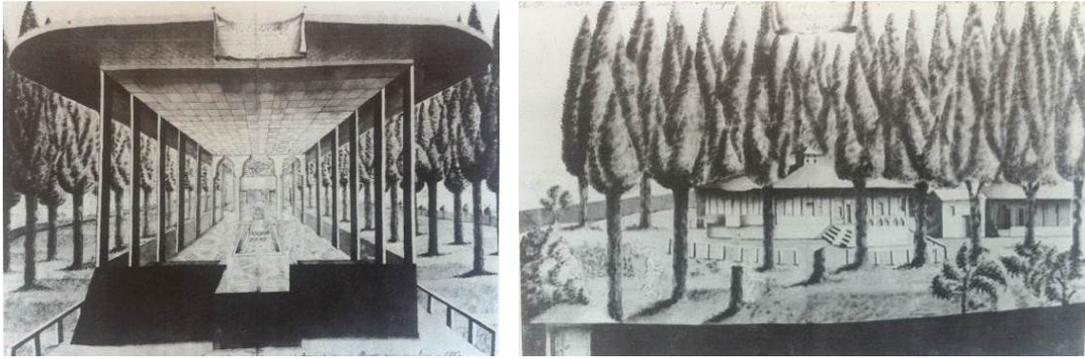


Fig.3.22: The paintings of Cornelius Loos of the main pavilion in *Fener Köşk* in 1710.¹²⁰

Fenerbahçe which was used as *sayfiye* consisting of the summer palaces at the Byzantium period was developed as recreational grounds (*mesire*) composed of *bağs* and gardens in the Ottoman period. (Hür, 1994b: 283) In the seventeenth century, it is noted that the area between Kadıköy and Fenerbahçe was composed of *bağs*. (Artan, 1994a: 281) The royal garden in Fenerbahçe was used by the sultan and royal family until the mid-eighteenth century and fell out of favor in the nineteenth century. (Artan, 1994b: 282) While the summer palaces, baths and dormitories of *bostancıs* were almost demolished in the eighteenth century, the gardens remained in Fenerbahçe. (Hür, 1994b: 283-284) Starting from the mid-eighteenth century, the area of Fenerbahçe was used as training area of the army (*talim sahası*).¹²¹ (Hür, 1994b: 284)

Before the development of Haydarpaşa-İzmit Railways in 1871, the land in Fenerbahçe was mainly composed of *miri* and *waqf* land of Sultan Selim Foundation. Starting from 1870s, the *miri* and *waqf* land was sold to Levantine families and foreigners. 100 dunams of land in Fenerbahçe was purchased by four Levantine families; 40 dunams by Belgium Cingrie and 50 dunams by Baron Oppenheim¹²² and the rest of the land by Swiss Semadeni and German Müller. (Ekdal, 1987: 79) After the preliminary development of railways between Haydarpaşa and Feneryolu, a byline was started to be

¹¹⁹ *Fener Köşk* was used since the reign of Mehmed II and renovated in the reigns of Selim I (1512-1520) and Süleyman I (1520-1566). The *köşk* listed in the autobiography of Mimar Sinan indicates that the architect rebuilt this garden palace extensively. (Necipoğlu, 1997: 39)

¹²⁰ Necipoğlu, 1997: 61, "Dessein d'une Maison de Plaisance ou Fanari Kiosque du Grand Seigneur, aus environs Constantinople" and "Dessein d'une Maison de Plaisance ou Kiosque nommee Fener Bagtschiesi, situee vers Propont, ou il y a un Phare" 1710 – II. Stocholm Nationalmuseum.

¹²¹ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives Date: 08/Za/1261(1845) File no: 1 Gömlek No:45 Fon Kodu: A.}TŞF. "Fenerbahçe'de icra olunacak talim-i umumiyyeye ve katılacak devlet erkanının protokol listesi."

¹²² Oppenheim was a banker and the founding partner of *Société Générale de l'Empire Ottoman* which was a bank founded in 1864 that supplied short term loans to Ottoman state.

constructed between Feneryolu and Fenerbahçe in 1872.¹²³ From the official documents, it is understood that the byline of Fenerbahçe was developed due to the demand of the land owners like Baron Herman Oppenheim, who had large amounts of property in Fenerbahçe.¹²⁴ Fenerbahçe byline was opened with a ceremony in 1873.¹²⁵ The byline of Fenerbahçe operated during the summers and holidays. Ekdal states that the byline and station building was constructed by an Austrian company. (Ekdal, 2008: 396) The railway station was constructed as a wooden building which was used as police station during the winters. (Ekdal, 1987: 229)

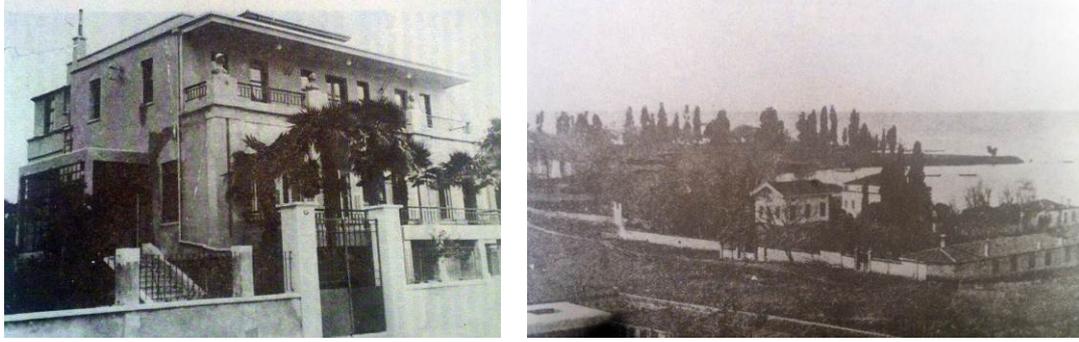


Fig.3.23: Views of the mansion of Oppenheim in Fenerbahçe (Source: Ekdal, 1987: 114, 117)

Oppenheim built a European style mansion and other houses in addition to the endowment of a large portion of land to Capuchin priests for the construction of a church in Fenerbahçe.¹²⁶ (Ekdal, 1987: 113-119) (Fig.3.23) After the death of Oppenheim, the mansion was used by the Capuchin priests. The construction date of Saint Augustine Church (French Church) is stated as 1892/1893.¹²⁷ The lands of the Levantine families was later divided into parcels and sold out to the Levantine, Greek and Armenian families. (Hür, 1994b: 284) Starting from 1895, further mansions were built on the neighboring parcels of the mansion of Oppenheim. (Ekdal, 1987: 116) Jean Botter, who was the tailor of royal family, bought two dunams of land from Oppenheim's land in 1884 which was followed by the construction of his additional houses in Fenerbahçe. (Ekdal, 1987: 95) The land composed of 40 dunams to the south of Kalamış pier was purchased by Cingrie in 1873/1874. The *köşk* of Cingrie was located on the street leading to the pier. (Ekdal, 1987: 206-208) Apart from the Greek and Levantine population of Fenerbahçe, the Muslim upper class also had *köşks* in Fenerbahçe concentrated to the north of the district around Tevfik Paşa Street. Züheyrzade Ahmed Paşa¹²⁸ had large amounts of land surrounded by Tevfik Paşa Street and Kalamış Fener Street. The pasha built a large *köşk* for his family and additionally two other *köşks* for his daughters on Kalamış Fener Street. (Ekdal, 1996: 341-346) Between Bağdat Street and Kalamış Fener Street, Fuad Paşa - a high-level state official- started to construct a *sayfiye* compound including the main building at the center, the wooden *köşk* of his daughter and auxiliary buildings as barns, servant houses and a projection tower for lighting on the land composed of 100 dunams near the railways. (Ekdal, 2008: 396-401) (Fig.3.24)

¹²³ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives Date: 02/C /1289 (1872) File no: 655 Gömlek No: 45564 Fon Kodu İ.DH. "İzmit demiryolundan Fenerbahçe'ye bir şube yapılmasına dair."

¹²⁴ It is stated that Baron Herman Oppenheim presented a locomotive to the sultan for the opening of the byline to Fenerbahçe in 1872. Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 24/Z /1289 (1872). Dosya No:448. Gömlek No:1. Fon Kodu: A. JMKT.MHM. "Haydarpaşa demiryolunun Fenerbahçesi'ne de bir şube yapılmasından dolayı teşekkürün bir lokomotif takdim etmek isteyen Herman Opnaha'ya nişan verilmesi."

¹²⁵ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives Date: 26/S /1290 (1873) File no: 664 Gömlek No: 46254 Fon Kodu İ.DH. "Haydarpaşa'dan Fenerbahçe'ye mümted olunacak demiryolu kısmının açılış töreni."

¹²⁶ It is understood from the official document that the wife of Oppenheim donated the land for the construction of the church. Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives Date: 07/Z /1310 (1892) File no: 225 Gömlek No: 16869 Fon Kodu BEO "Kadıköy'nde Fener Caddesi'nde Fransa tebeasından Madam Antonya'nın Kapoçin Rahibleri'ne terk ettiği arsaya inşa edilecek kilise hakkında. (Adliye, Hariciye)"

¹²⁷ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives Date: 06/C /1310 (1892) File no: 62 Gömlek No: 29 Fon Kodu Y..A...RES. "Kadıköy'de kapucu rahiplerinin inşa edeceği kiliseye ruhsat i'tası."

¹²⁸ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives Date: 06/C /1310 (1892) File no: 62 Gömlek No: 29 Fon Kodu Y..A...RES. "Kadıköy'de kapucu rahiplerinin inşa edeceği kiliseye ruhsat i'tası."

The public transportation to Fenerbahçe was mainly by the railways and ferry services. The existence of a pier in Fenerbahçe is stated in the official document from 1867 which indicates that Fenerbahçe was used by public before the development of byline to Fenerbahçe.¹²⁹ The steamboats stopped by the piers of Moda, Kalamış, Caddebostan, and Bostancı, and then continued to the Prince Islands. (Alus, 1997: 196) The pier on the side of Kalamış was constructed in 1910 which generated regular ferry services to Fenerbahçe. (Hür, 1994b: 284) On the street leading to the pier, a Greek church and school was constructed. On this street, there existed two taverns and some shops. (Ekdal, 1996: 25)

The foreigners and Levantine families, moving to the area during the summer months enjoyed a European life style. At the preliminary suburban development of Fenerbahçe, a social club was founded by Levantines which was later transformed into a hotel and restaurant known as *Belvü Gazinosu* located at the end of Fener-Kalamış Street.¹³⁰ The settlement of Levantine families in Fenerbahçe also generated the use of the common grounds (*mesire*) in Fenerbahçe by the foreigners living in İstanbul. The official documents state the use of *Fenerbahçe Mesiresi* by the foreigners during the summers and religious holidays.¹³¹ Additionally; the *mesire* was also popular recreational area for the Muslims who adopted a European life style.¹³² (Alus, 2005: 43-45) Alus states that the promenade in Fenerbahçe included the strolling around a road with carriages which was very crowded particularly on Fridays and Sundays. (Alus, 2005: 41) There existed the sea baths (*deniz hamamı*) for men and women across the railway station on the coast which was owned by the sultan and managed by the renters.¹³³ (Alus, 2005: 42) Thus, the coastal side of Fenerbahçe became a popular recreational place used both by the foreigners and Muslim upper class. Due to the popularity of *Fenerbahçe Mesiresi*, the state gave special importance for obtaining the public order and security during the special dates as religious holidays and festivals. *Fenerbahçe Mesiresi* was later transformed into the training field of the navy with the construction of a navy station and airplane hangar due.¹³⁴ During the British occupation of İstanbul between 1919 and 1923, most of the buildings in Fenerbahçe were occupied by the British soldiers¹³⁵ and some of them were used as hospitals.

The urban morphology at the preliminary suburban development of Fenerbahçe was shaped by the existing streets of Kalamış Fener Street and Bağdat Street in addition to the large land plots around these streets. While the large land plots of the Levantines were concentrated on the coastal side, the Muslim upper class had lands around Bağdat Street to the north of the district. One of the main streets of the district was developed as Kalamış İskele Street which was the street that connected the settlements on the south of the district to Kalamış pier. An urban square was formed at the end of Kalamış pier which is noticed on the map from 1913/1914. The small amount of shops was concentrated around this urban square which also housed the social spaces as taverns. Another urban square was formed around the railway station which was connected to the north by Kalamış İskele Street. Since the district was composed of large-scaled land plots and open fields, the secondary streets were developed spontaneously around the large land plots. A significant commercial area had

¹²⁹ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives, Date: 14/M /1284 (1867) File no: 573 Gömlek No: 25718 Fon Kodu: İ.MVL. "Fenerbahçe İskelesi ile Haydarpaşa İskelesi'nin tamiri."

¹³⁰ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives, Date: 17/R /1316 (1898) File no: 21 Gömlek No:106 Fon Kodu: Y..PRK.ZB.. "Dersaadet Fransa sefiri ile Bank-ı Osmani müdür muavini Panciri ve Duyun-ı Umumiye müdürü ve eşleri Fenerbahçe'de Otel Belova'da yemek yedikleri ve gece geri döndükleri"

¹³¹ Zühreyyade Ahmet Paşa brought the first automobile to İstanbul in 1885.

¹³² Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives Date: 23/R /1319 (1901) File no: 172 Gömlek No:55 Fon Kodu: Y..PRK.ASK. "Fenerbahçe, Çiftehavuzlar'da çaylılar ve oyun mahallerinde halktan ve resmi zevattan pek çok kimsenin toplanıp eğlenmeleri esnasında bir vukuat olmadığı."

Date: 25/R /1319 (1901) File no: 28 Gömlek No:127 Fon Kodu: Y..PRK.ZB.. "Fenerbahçe ve çevresinde dörtüyük arabayı aşkın sivil ve memur toplandığı ve asayişin mükemmel olduğu."

Date: 18/Ra/1317 (1899) File no: 2 Gömlek No: 1317/Ra-1 Fon Kodu İ..ZB.. "Müslüman kadınların tesettüre uymayarak açık ve saçık mesirelerde gezinmekte ve eşleriyle açık arabalara binerek geç vakte kadar Fenerbahçesi'nde kalmak gibi bazı münasebetsizlikde oldukları işitilmiş olduğundan bunun engellenmesi için Zabtiyye Nezaretine tebligat yapılması."

¹³³ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives Date: 18/Ca/1327 (1907) File no: 2835 Gömlek No:20 Fon Kodu: DH.MKT. "Eski Emlak-ı Hümayun'dan bulunan Fenerbahçe sahilindeki deniz hamamlarının Hazine-i Hassa'ya ait olduğunun, kiracılarına müdahale edilmemesinin Şehremaneti'ne bildirilmesi."

¹³⁴ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives Date: 07/Ş /1331 (1913) File no: 4194 Gömlek No: 314527 Fon Kodu: BEO. "Fenerbahçe mesiresinde yapılacak Torpido İstasyonu için ihtiyaç duyulan mahallin terkine, mesire müstecirlerinin muvafakatleri alındığından, daha sonra hak iddia edip itirazda bulunanların şikayetlerinin dikkate alınmaması gerektiği." (Ticaret ve Ziraat; İD/4-11)"

¹³⁵ The land of Fuad Paşa was used as the military station of the British army. (Ekdal, 1987: 242)

not developed at the district due to the utilization of Fenerbahçe solely during the summers. The district was characterized by the open fields composed of common grounds in addition to *sayfiye* compounds built in large-scaled land plots. (Fig.3.25)

In Fenerbahçe, the railway station had not produced a particular urban pattern at its surrounding which was a typical pattern at the suburbs of Kadıköy. This might be due to choice of the location of the station in addition to the existence of regular ferry services to the area through Kalamış pier. Fenerbahçe being solely used at the summers influenced the development of settlement as a temporary residence and recreational place which constituted the *sayfiye* character of the district.



Fig. 3.24: Fenerbahçe district marked on the map of Arseven in 1913/1914.
 (1) Station, (2) Lighthouse (*Fener*), (3) *Fener Köşk*, (4) French Church, (5) French School,
 (6) Fuad Paşa, (7) Kalamış pier, (8) Greek Church, (9) Sea baths, (10) Cemil Paşa.
 The lands of (A) Cingrie, (B) Oppenheim, (C) Semadeni, (D) Müller.
 (Source: Arseven, 2011)(Colored by the author)



Fig. 3.25: Fenerbahçe: street network, railways (marked by red) and land plots in 1913/1914.
 (Produced by the author based on the map of Arseven, 1913/1914)

The land plots composed of 20 to 100 dunams was later divided into smaller parcels which gave way to the construction of further *köşks* particularly between Gülizar and İgrip streets. The municipality prepared a planning study that subdivided the land of Fuad Paşa composed of 100 dunams located between the railways and Fener Street in 1911/1912. While the main street that connected the railways with Fener Street was planned 15 meters (20 *arşın*) wide, the secondary streets planned with gridiron scheme were planned 11,5 meters (15 *arşın*) wide. In addition, a street was proposed to be developed adjacent to the railways with 9 meters (12 *arşın*) wide. The plan also proposed to widen Fener Street to 15 meters (20 *arşın*). Even though the proposed plan was not implemented, the map is seen significant for displaying the planning approach of the municipality that reflected the European planning approach through the categorization and regularization of the street pattern and development of urban land plots. (Fig.3.26)

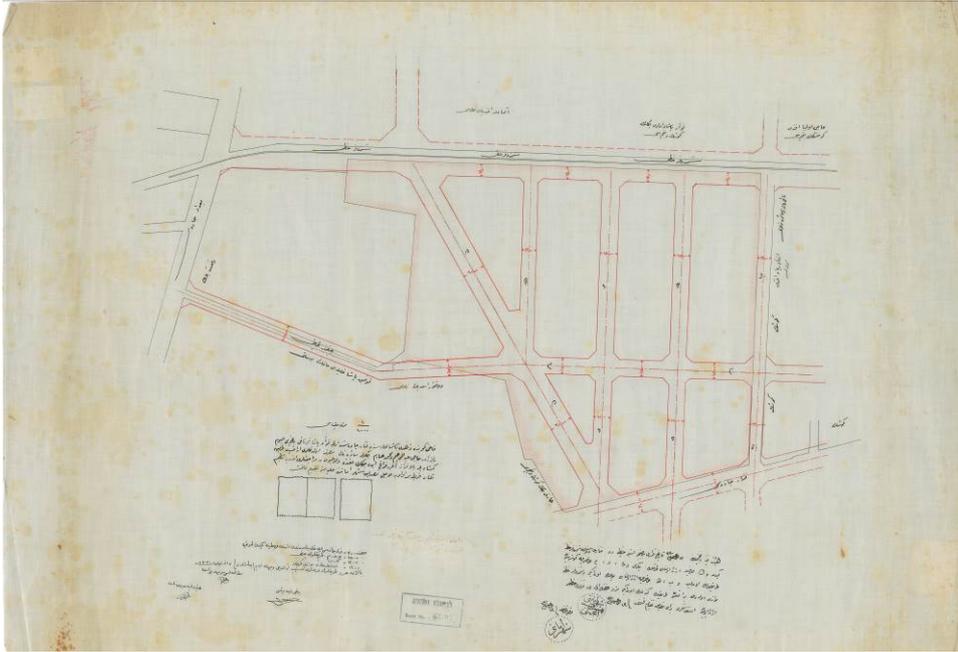


Fig. 3.26: Planning study for streets and parcel divisions of the land of Fuad Paşa (1911/1912).¹³⁶

¹³⁶ İstanbul Atatürk Library, Map no: Hrt_006010_01, Date: 1330 (1911/1912) “Kadıköy - Kadı karyesinde Zühdü Paşa mahallesinde Fener caddesinde evvelce Fuat Paşa Konağı bahçesi el-yevm Dilberzâde Hacı Abdurrahim ve Mehmed Sarım Beylerle sâirenin mutasarrıf oldukları araziye tarîk küşâdıyla bi'l-ifraz ahire firağ edecekleri hakkında vuku'bulan müracaâtları üzerine tanzim kılınan haritasıdır.”

GÖZTEPE

The name of the district originates from the dervishes - *Gözcü Baba* - that settled around Merdivenköy before the conquest of İstanbul by the Ottomans.¹³⁷ (Şehsuvaroğlu, 1969: 7) It was after the development of Haydarpaşa-Izmit line of the Anatolian Railways that the environs of railways started to develop as a *sayfiye* settlement. After passing Mustafa Mazhar Bey Street, the route of the railways continued to the inlands in Göztepe. As mentioned earlier, the probable shift of the route was caused by the desire to maintain connection to the early settlements around Merdivenköy. The preliminary railway station was opened on the north of the rail line on a hill in 1872. Since the station was located on a hill in Göztepe, the trains experienced difficulty in climbing to the station area. The rail lines were constructed as single track at their initial development. While the single track was transformed into double track, the level of the railways was also changed by excavating the land approximately 11 meters in 1913. The latter station was built on a bridge on Tütüncü Mehmet Efendi Street in 1915 and the former station building was transformed into officer's house. (Fig.3.27)

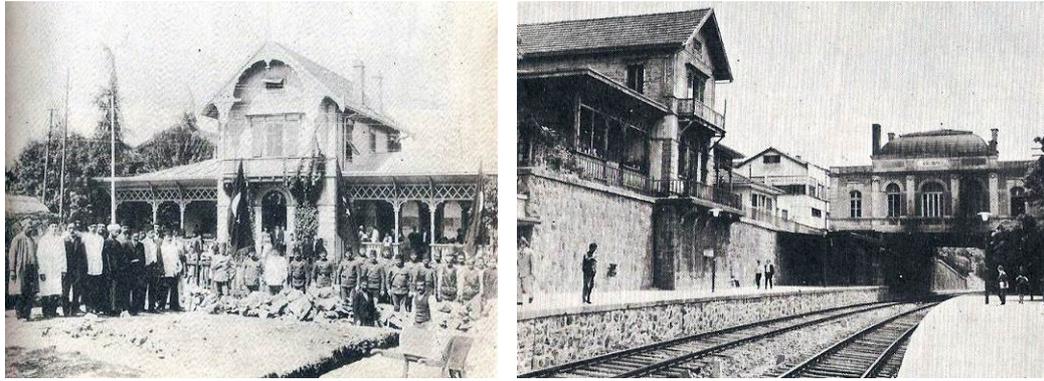


Fig. 3.27: Views of the former and latter railway stations in Göztepe. (Source: Şehsuvaroğlu, 1969: 31-32)

The case study area in Göztepe district is bordered by Kayışdağı-Erenköy Road on the north, Ethem Efendi Street on the east, Bağdat Street on the south and Tepegöz Street on the west. The land composed of 1000 dunams to the south of the railways was purchased by Tütüncü Mehmed Efendi. The official documents from 1898 and 1901 state the need to determine a place for school by the municipality at the land in Göztepe that will be divided into parcels for sale.¹³⁸ In addition, the formation of a *mahalle* named Mehmedefendi is stated at the official document in 1902 in the Ottoman Archives.¹³⁹ Based on these documents, the formation of Tütüncü Mehmed Efendi neighborhood in Göztepe was determined according to Article 16 of the Building Law of 1882. (Fig.3.28) Thus, the preliminary urban pattern of the district was developed by the planning of the streets and land plots by the municipality. Tütüncü Mehmet Efendi sold out the parcels composed of 10-25 dunams to high-level state officials and Muslim upper class at the late nineteenth century. Şehsuvaroğlu states that the number of pashas living in Göztepe was 119. (Şehsuvaroğlu, 1969: 9) The map from 1913/1914 also displays the relatively dense and regular urban pattern of Tütüncü Mehmet Efendi neighborhood compared to Kızıltoprak and Feneryolu districts. At the preliminary stage of suburban development of the area, while the land in Kızıltoprak and Feneryolu was developed composed of large-scaled land plots used as *bostans* and *bağs*, the land in Göztepe was developed by

¹³⁷ Before the conquest of İstanbul, the Ottomans established dervish lodges around the hills in Merdivenköy. Gözcü Baba Hill was used to spy on the Byzantium Constantinople.

¹³⁸ The probable area that is purchased by Tütüncü Mehmed Efendi is marked on the map on Figure 3.29. Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 08/Ş /1316 (1898). File no: 429. Gömlek no: 19. Source code: MF.MKT. "Göztepe'de Merdivenköy mevkiinde parça parça satılacak araziden okul için Şehremaneti'nce bir yer ayrılıp çapının bildirilmesi gerektiği." Date: 20/N/1319 (1901). File no: 596, Gömlek no: 23, Source code: MF.MKT. "Göztepe'de Merdivenköy civarında bazı şahısların tasarrufunda olup satılacak olan araziden okul yeri ayrılıp haritasının da gönderilmesinin Şehremaneti'ne bildirilmesi."

¹³⁹ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 20/Ra/1320 (1902). File no: 530. Gömlek no: 35. Source code: DH.MKT. "Kadıköy Göztepe'de Mehmedefendi namıyla bir mahalle teşkili."

the initiative of an entrepreneur as Tütüncü Mehmet Efendi. In this sense, Article 16 facilitated the development of the district and also served for an early land speculation in the area. The grid layout also eased the sale of the land.

Based on the studies of Ekdal (1996, 2008) and Şehsuvaroğlu (1969), it appears that many of the significant pashas and high-level state officials constructed *köşks* on Tütüncü Mehmet Efendi Street which was the main street connecting the station with Bağdat Street. Tütüncü Mehmet Efendi also built his *köşk* on this street which was later purchased by the wife of Gazi Osman Paşa¹⁴⁰ in 1900 and replaced by a *sayfiye* compound composed of the *selamlık* and *haremlık* buildings in a large garden. (Şehsuvaroğlu, 1969: 132) To the south of Tütüncü Mehmet Efendi's *köşk*, Zülüflü İsmail Paşa- a significant pasha of Abdülhamit II- built a *sayfiye* compound at the intersection of on Tütüncü Mehmet Efendi Street and 2. Orta Street. Two halls of the *köşk* were designed by the architects of the sultan and the garden of the compound was planned by the French gardener of the palace. (Ekdal, 2008: 263) The land plot across Zülüflü İsmail Paşa's land composed of 35 dunams was shared by Abidin Paşa and Servet Paşa. Abidin Pasha who owned 19 dunams of the land built a three-story *köşk* inside a large garden. The *köşks* at the intersection of Tütüncü Mehmet Efendi Street and Taşmektep Street was known as Çifte Konaklar due to *selamlık* and *haremlık* buildings being connected to each other by a bridge. (Ekdal, 2008: 255)

To the north of the railways¹⁴¹, 150-200 emigrant families from Rumeli that moved to İstanbul during the 1877 Russian War were placed which formed the preliminary emigrant neighborhood in the area. (Şehsuvaroğlu, 1969: 9) Additional emigrants were placed in Göztepe after the Balkan War in 1912. From the Ottoman Archives, it is understood that there was an emigrant neighborhood namely *Muhacirin Mahallesi* in Göztepe in 1909.¹⁴² Özcan states that the emigrant neighborhood was located at the intersection of Tütüncü Mehmet Efendi Street and Nadırağa Street.¹⁴³ (Özcan, 2009: 94) However, the emigrant neighborhood was not a permanent settlement which was later transformed into market place. (Şehsuvaroğlu, 1969: 33)

Nadir Ağa - the officer of *harem (haremağası)* - purchased the land to the east of the emigrant neighborhood and built a *köşk* and shops on his land after 1912. (Şehsuvaroğlu, 1969: 134) To the north of the railways at the continuation of Ömer Paşa Street, Rıdvan Paşa- the municipal (*şehremini*) of İstanbul between 1890 and 1904- purchased a land and built a *sayfiye* compound¹⁴⁴ in 1890s. After the murder of Rıdvan Paşa in 1906, the *köşk* was sold to a high-level state official and then transformed into school (*Kız Numune Mektebi*) which was named *Erenköy Kız Lisesi* in 1916. The *köşk* owned by Ömer Paşa¹⁴⁵ at the neighboring land was later used as the dormitory of the school. (Şehsuvaroğlu, 1969: 136-137) Thus, the environs of Tütüncü Mehmet Efendi Street were settled by high-level state officials and upper class of the Ottoman society.

Tütüncü Mehmed Efendi constructed a mosque across the station in 1899 with the endowment of 15 shops and a bakery which constitutes the commercial area of the district. A police station was planned at the rear of the mosque. The commercial area extended to the north by 9 shops built by Nadir Ağa on his land, in addition to the construction of more shops by high-level state officials. (Şehsuvaroğlu, 1969: 33) Thus, the surrounding of the station extending to Tütüncü Mehmet Efendi Street became a commercial area with various shops, bakery and post office. In addition to the commercial area

¹⁴⁰ Nureddin Bey and Kemalettin Bey -the sons of Gazi Osman Paşa-were married to the daughters of Abdülhamit II. (Ekdal, 2008: 268)

¹⁴¹ The neighborhood to the north of the railways was known as *Yukarı Göztepe*. (Anonim, 1994: 415)

¹⁴² Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 21/N/1327 (1909) , File no: 1, Gömlek No: 34, Fon Kodu: DH.EUM.VRK. "Göztepe'de Muhacirin Mahallesi'nde müste'ciren oturan Bolulu Hasan imzasıyla verilen arzuhal."

¹⁴³ The area was stated as an open field. (Şehsuvaroğlu, 1969: 134)The map from 1920s displays the area as sports field which indicates that the land stayed as an open field. In addition, the official document from the Ottoman Archives stated the construction of shed by emigrants in the neighboring area in 1888. Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 21/L /1306 (1888) Dosya No:1630 Gömlek No:26 Fon Kodu: DH.MKT. "Nerdiban karyesinin Göztepe mahallinde mutasarrıf oldukları kireç ocağı arazisine muhacirin tarafından kurulan barakaların kaldırılması talebiyle Osb ve Kıgork tarafından verilen arzuhalin gerekenin yapılması için Muhacirin Komisyonu'na gönderildiği."

¹⁴⁴ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 11/S /1312 (1894) File no:5 Gömlek no: 20 Source code: Y..PRK.ŞH. "Yapacağı hane için şehreminin para isteği."

¹⁴⁵ Ömer Paşa Street was named after the *köşk* of the health minister Ömer Paşa.

extending from the station, Alus states the existence of a garden for entertainment and a coffee house next to the former station in 1899/1900.¹⁴⁶ (Alus, 1995: 214)

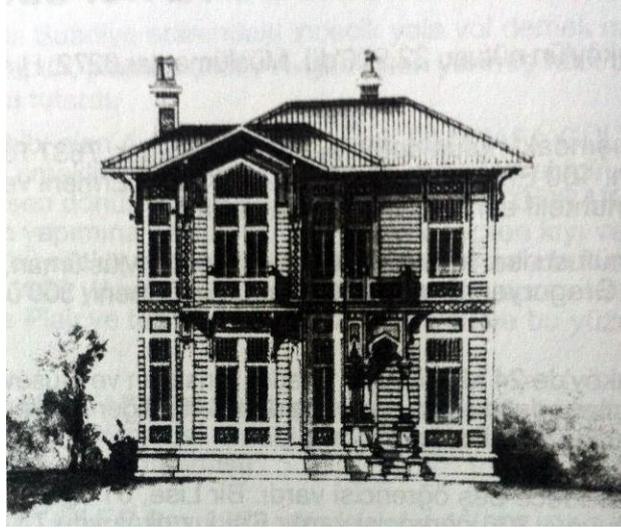


Fig.3.28: Front façade of the fine arts school in Göztepe. (Source: Ekdal, 1996: 168)

There were two primary schools in Göztepe. The first school built in Göztepe was located at the intersection of Taşmektep Street and Tanzimat Street. The school was developed by the owner of Çift Konaklar. (Şehsuvaroğlu, 1969: 39) Another primary school was planned to the south of Tütüncü Mehmet Efendi Mosque on Sümer Street. The school planned by Mimar Kemaleddin Bey in 1914 could not be completed due to World War I. The building was used as the head quarter of British army during their occupation of Göztepe. (Yavuz, 1994: 416) Ekdal states that there existed a fine arts school named *İmalathane-i Osman-i* during Abdülhamit period.¹⁴⁷ The school was built as a *köşk* on 3 dunams of land. It was a private school and gave courses on painting, sculpturing and tailoring.¹⁴⁸ (Ekdal, 1996: 167-168) (Fig.3.28)

Referring to the development model, dense urban pattern, existence of considerable commercial area and public buildings, Göztepe district was developed as a *sayfiye* settlement at the same time a permanent residential settlement which was also used in the winters. Starting from 1910s, the subdivision plans were prepared which accelerated the transformation of the district to permanent settlement. The residents commuted between İstanbul and Kadıköy through the steamboats operating between Köprü and Haydarpaşa.¹⁴⁹ After landing to Haydarpaşa pier, the commuters were transferred to the railways. (Alus, 1995: 85) Thus, with the development of transportation between the center of İstanbul and the suburbs of Kadıköy, the work space and residence relationship started to form at the environs of Kadıköy.

¹⁴⁶ The families in Göztepe gathered at the open fields at the environment of the station to entertain themselves by listening to the music.

¹⁴⁷ Ekdal states the names of the painters as Ali Rıza, Ahmet Ali Rıza Paşa and Halil Paşa who worked in this school. (Ekdal, 1996: 169) It is probable that Ahmet Ali Rıza Paşa might be the famous Ottoman painter known as Şeker Ahmet Paşa who had painted landscapes from Erenköy. In addition, Ali Rıza might be the painter Hoca Ali Rıza. Halil Paşa had also landscape paintings from Bostancı which were displayed at an exhibition in 1904. (Koçu, 1963: 2999)

¹⁴⁸ The location of the school could not be obtained.

¹⁴⁹ The steamboats that operated to Haydarpaşa, Kadıköy and Prince Island were named after the districts of Kadıköy. Alus states the names of the steamboats operating to Haydarpaşa as Fenerbahçe, Haydarpaşa and Kalamış. (Alus, 1995: 85)

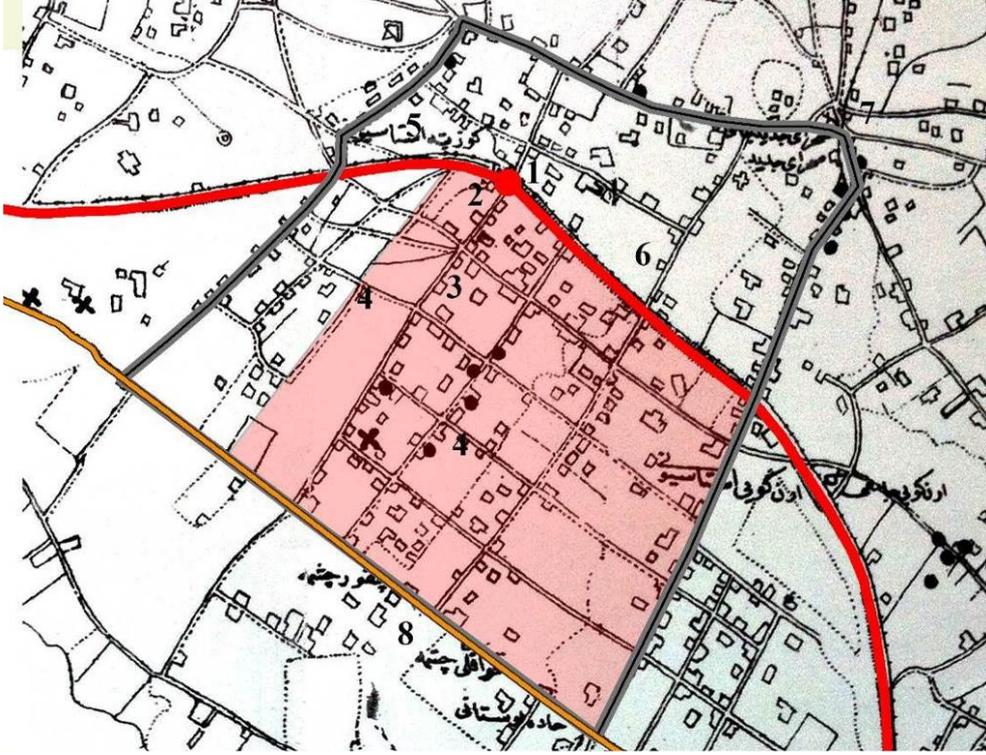


Fig. 3.29: Göztepe district marked on the map of Arseven in 1913/1914. (1) Station, (2) Tütüncü Mehmet Efendi Mosque, (3) *Köşk* of Tütüncü Mehmet Efendi, (4) School, (5) Emigrant neighborhood, (6) *Köşk* of Rıdvan Paşa, (7) Merdivenköy, (8) Çiftehavuzlar. (Source: Arseven, 2011) (Colored by the author)



Fig.3.30: Göztepe: street network, railways and land plots in 1913/1914. (Produced by the author based on the map of Arseven, 1913/1914)

From the map of Arseven in 1913/1914, the area to the south of the railways had an urban pattern developed as gridiron street network with 35, 55 and 75 dunams of urban blocks. The Building Law of 1882 was based on the planning of the streets on a gridiron plan scheme with the approach Western planning. The streets were planned perpendicular to the railways and Bağdat Street. Article 1 of Building Law divided the streets into five categories according to their widths as 20, 15, 12, 10, 8 *arşın* (15, 11, 9, 7,5, 6 meters); and the cul-de-sac streets into two as 8 and 6 *arşın* (6 and 4,5 meters). Tütüncü Mehmet Efendi Street, the main street connecting the station to Bağdat Street, was approximately 9 meters wide. The station creating a focal point of the district led to the planning of Tütüncü Mehmet Efendi Street as a wider main street constituting the backbone of the district. The municipality planned three streets parallel to Tütüncü Mehmet Efendi Street and perpendicular to the railways named as Tanzimat, Ömer Paşa and Ethem Efendi¹⁵⁰ streets. Four streets were planned perpendicular to Tütüncü Mehmet Efendi Street, namely 1.Orta, 2.Orta, Taşmektep and Hamam streets. The blocks were composed of 35 dunams between Tütüncü Mehmet Efendi and Tanzimat Street, 55 dunams between Tanzimat Street and Ömer Paşa Street and 75 dunams between Ömer Paşa Street and Ethem Efendi Street. The parcel area inside the blocks ranged between 5 and 20 dunams.¹⁵¹ (Fig.3.30)



Fig.3.31: The parcel divisions to the west of Tütüncü Mehmet Efendi Street (1911).¹⁵²

The map from 1911 displays the planning study proposing the division of the parcels and opening of streets to the west of Tütüncü Mehmet Efendi Street in 1911. The new streets were planned with 6,75 meters width (9 *arşın*) accordingly with the declarations of the building law. The land of Camgöz Osman Bey¹⁵³ on Tütüncü Mehmet Efendi Street which extended until Cavit Paşa Street was composed of 8 dunams. The parcels areas to the south of İhlamur Street ranged between 1 and 2.5 dunams. While the parcels area to the north of Cavit Paşa Street was 3 dunams, the neighboring parcel was composed of 12 dunams. The largest parcel area in the map was composed of 20 dunams which probably preserved its original size. At the initial stage of suburban development in Göztepe, the majority of the parcels were composed of 10-25 dunams. However, it is noticed from the map dated 1911 that the parcels were further proposed to be divided into smaller sizes decreasing to one dunam. (Fig.3.31)

¹⁵⁰ Ethem Efendi Street was also known as Station Street which connected the former Erenköy Station to Bağdat Street.

¹⁵¹ The data about the parcel sizes is based on the description of Ekdal (2008) on the *köşks* in Göztepe in addition to the analysis of the maps of the area from the 1935s.

¹⁵² İstanbul Atatürk Library, Map no: Hrt_005345 Date: 1329 (1911) "Kadıköy - Göztepe'de Tütüncü Mahmud Efendi mahallesinde Göztepe caddesi istikâmet haritasıdır."

¹⁵³ Ekdal states that the land of Camgöz Osman Efendi was later divided into smaller parcels. (Ekdal, 2008: 260)

ERENKÖY

Similarly with Göztepe, the name of Erenköy district originated from the dervishes - *Eren Baba* - settled around Merdivenköy before the conquest of İstanbul by the Ottomans. Kadıköy was divided into two districts as Kızıltoprak and Erenköy by the municipality (*şehremaneti*) in 1860. (Hür, 1994a: 178) It was after the development of Haydarpaşa-İzmit railways that the area started to transform into *sayfiye* settlement with the construction of *köşks* by the ministers, royal family and pashas. The case study area in Erenköy district is bordered by Merdivenköy-Bostancı Road on the north, Ethem Efendi Street on the west, Bağdat Street on the south and secondary streets on the east.

Erenköy station was not stated at the preliminary development of the railways between 1871 and 1973. The existing station building was built in 1910 according to the property registrations. (Erkan, 2007: 81) However, it is probable that there existed a former station at the intersection of Ethem Efendi Street and the railways before 1890. The map of Pervetitich from 1923 marked this area as the former railway station. In addition, the existence of commercial area consisting of shops, coffee house, post office and hammam in addition to the high school of Enver Paşa and open-air cinema on Ethem Efendi Street supports this thesis. (Fig.3.32) The official document from Ottoman Archives states the need for expropriation of a land plot due to the change of the location of Erenköy station in 1890.¹⁵⁴ Based on these documents, it is commented that there was a former station on Ethem Efendi Street. While the reason for the change in station's location is not clear, the new station became the center of the district complemented with the construction works of Zihni Paşa around the station. It is most probable that the former station area was excavated similarly like Göztepe during the transformation of the tracks. During the excavation, the former station and new station area were connected to each other by the construction of a street. The map from 1911/1912 displays the opening of Hatboyu Street in Erenköy. (Fig.3.33)

By the change of the location of the station in 1890s, the station became closer to the land of Cemile Sultan. Cemile Sultan - the sister of Abdülhamit II- moved to Erenköy after selling her land in Feneryolu in 1890. The land of Cemile Sultan was located to the east of the station covering an area of 120 dunams.¹⁵⁵ Zihni Paşa - the minister of commerce and public works- holding large amounts of land to the east of the railways built a mosque on the triangular land plot located across the station.¹⁵⁶ The mosque was designed by Vedad Tek in 1901 and opened in 1902.

Next to the mosque, Zihni Paşa built shops and a *köşk* named as *Av Köşkü* (hunting ground) which was used as secondary *köşk* by the pasha. The *köşk* was later transformed into a school for girls. The street extending from the station to the north was named as Station Street which formed the commercial area of the district surrounded by shops. Station Street was continued to the east as Tüccarbaşı Street. The *sayfiye* compound of Zihni Paşa built on 24 dunams of land was located to the east of the railways on Tüccarbaşı Street. (Ekdal, 2008: 497) It is most probable that the street was named after Zihni Paşa who was the minister of commerce (*ticaret nazırı*). The parallel street to Tüccarbaşı Street was named Sultan Street which indicates that the street was named after the property of Cemile Sultan at the area. To the south of Zihni Paşa's land, the economy minister (*maliye nazırı*) Reşad Paşa started to construct a *köşk* in 1886 which was completed in 1900. (Ekdal, 2008: 344) To the north of Reşad Paşa, the land composed of 60-70 dunams was owned by Muhittin Paşa which was later transformed into Erenköy Sanatorium.¹⁵⁷ (Ekdal, 2008: 513) Thus, the land on the north and east of the railways was owned by the royal family and high-level state officials composed of large-scaled land plots.¹⁵⁸

¹⁵⁴ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 11/N/1308 (1890). Dosya No:1829. Gömlek No:68. Fon Kodu: DH.MKT. "Erenköy İstasyonu'nun mevkiinin değiştirilmesinden dolayı istimlak edilmesi gereken arazinin istimlak muamelelerinin yapılması."

¹⁵⁵ The border of the land of Cemile Sultan is marked as the garden of Cemile Sultan in the map of Pervetitich.

¹⁵⁶ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 26/Ca/1320 (1902). Dosya No:1911. Gömlek No: 143305. Fon Kodu: BEO. "Ticaret ve Nafia Nazırı paşa hazretlerinin Erenköy'de inşaa ettirdiği Mescid-i Şerifin, Cülus-ı Hümayun-ı Hazret-i Padişâhiye müsadif rûz-ı firûz da küşadı. (Evkaf)."

¹⁵⁷ The land is later transferred to Erenköy Mental Health Hospital.

¹⁵⁸ The neighborhood to the east of Erenköy was named Kozyatağı which possibly originates from the former use of the land as walnut groove (cevizlik).

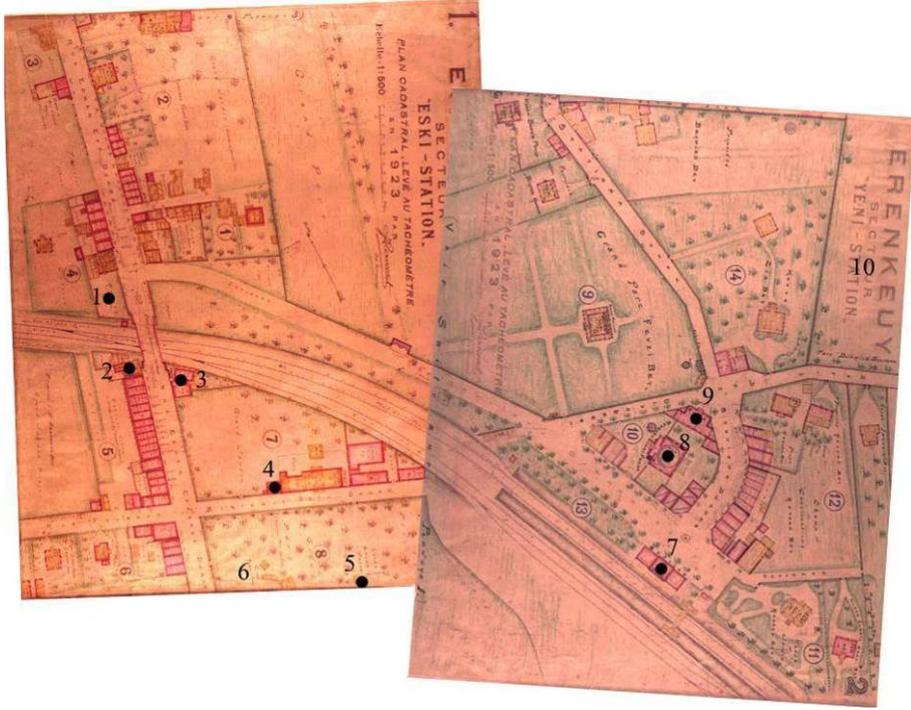


Fig.3.32: The environs of Erenköy station from map of Pervetitich in 1923.
 (1) Ruins, (2) Post office, (3) Coffee house, (4) Hammam, (5) High school, (6) Open-air cinema,
 (7) Station, (8) Zihni Paşa Mosque, (9) School, (10) Cemile Sultan.
 (Source: Osmanlı Bankası Archives) (Juxtaposed by the author)

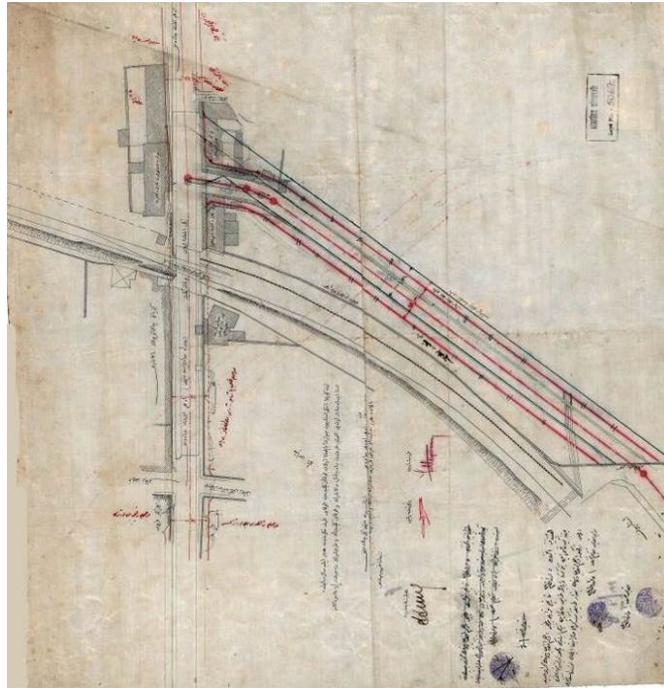


Fig.3.33: The map of the former station area in 1911/1912.¹⁵⁹

¹⁵⁹ İstanbul Atatürk Library, Map no: Hrt_005067 Date: 1330 “Kadıköy - Erenköy’ünde Eski İstasyon civarında yapılmakta olan fevkani geçitten dolayı tarafı- hükümetten hedm ile hâl-ı sabıkta inşa edilecek olduğu ashabi tarafından bildirilmiş dükkanların ve fevkani geçidin [haritasıdır.]”

To the south of the railways, 32 dunams of land between the station and Ethem Efendi Street was owned by Mehmet Ali Paşa who was the *yaver* (aide de camp) of Abdülhamit II. (Ekdal, 2008: 312) The land surrounding Ethem Efendi Street was owned by many high-level state officials. The name of Kaşaneler Street originated from the large-scaled *köşks* in the area. Ferik Sait Paşa built a *köşk* on 14 dunams of land on Kaşaneler Street. (Ekdal, 2008: 318) At the intersection of Ethem Efendi Street and Bağdat Street, there existed *Erenköy Numune Bağı* which was developed for cultivating vines. The neighborhood to the south of Bağdat Street was composed of large bostans extending to the sea.¹⁶⁰

Erenköy was the most popular and elite suburb of Kadıköy during the periods of Abdülaziz (1861-1876) and Abdülhamit II (1876-1909). (Hür, 1994a: 178) The area was developed as a *sayfiye* settlement where the residents moved from their permanent settlements to the area during the summers.

In contrast to Göztepe, the street network in Erenköy was developed according to property relations instead of a planned street network by the municipality. The existence of cul-de-sacs also supports this view. However, a gridiron street network is noticed to the west of the case study area as the continuation of Taşmektep and Hamam streets in Göztepe. The land plot of Cemile Sultan composed of 130 dunams is bordered by Telli Kavak Street on the south which is connected to the station area. The main street of the district is Ethem Efendi Street which connected the former station to Bağdat Street. Thus, the former station created a focal point at the neighborhood and influenced the development of street network. After the movement of the station, Tüccarbaşı Street became a main wide street connecting the settlements on the North to the station area. Thus, the main streets in Erenköy are connected to the station area which formed the center of the district. From the map of Pervetitich, it is observed that the expansion of Station Street formed an urban square around the station. (Fig.3.35) The parcel sizes are larger to the north of the railways compared to the south of the railways. The smaller parcels are located on Ethem Efendi Street close to Bağdat Street. The open area in Erenköy was composed of *bağs*, orchards and groves of the gardens. In addition, an open-air cinema began to operate in 1914 located at the west of the station. (Hür, 1994a: 179)

The public buildings were concentrated around the station as the mosque, school and police station in addition to the commercial buildings located along the station street. The highest land price at the suburbs of Kadıköy was around Erenköy station which ranged between 150 and 400 lira. Although the location of the station was changed, the former station area also constituted the commercial center of the district. The former station area and the new station were connected to each other through a secondary street parallel to the railways named as Hatboyu Street.

¹⁶⁰ The existence of *bağs* and *bostans* is illustrated at the maps from 1935s.

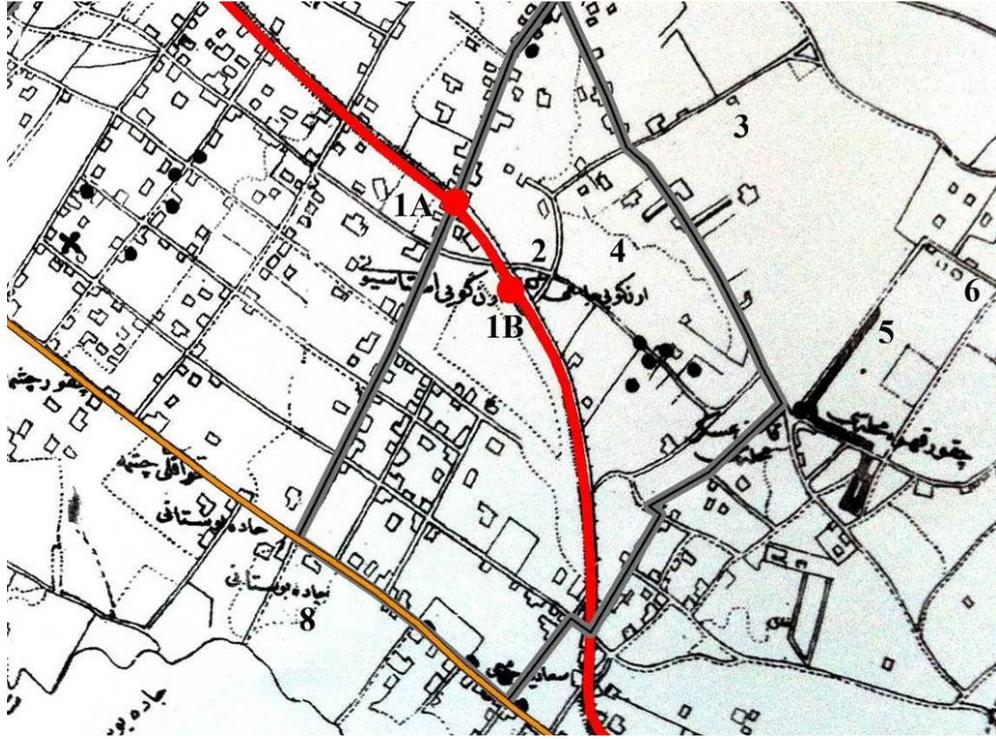


Fig. 3.34: Erenköy district marked on the map of Arseven in 1913/1914. (1A) Former Station, (1B) Station, (2) Zihni Paşa Mosque, (3) Zihni Paşa, (4) Cemile Sultan, (5) Reşat Paşa, (6) Kozyatağı, (7) Merdivenköy, (8) Çiftehavuzlar. (Source: Arseven, 2011) (Colored by the author)



Fig.3.35: Erenköy: street network, railways and land plots in 1913/1914. (Produced by the author based on the map of Arseven, 1913/1914)

SUADIYE

Before the suburban development at Suadiye district, the land was used for agricultural purposes by the inhabitants of the neighboring Greek village of Bostancı. Ekdal states that before the construction of railways the population living in Suadiye was very low which moved to the area during the summers, in addition stated that the environs of Suadiye were composed of agricultural fields. (Ekdal, 2008: 325) The map from 1892 displays the area before the development of railway station composed of large land plots of the *bostans*. The area to the south of the railways is marked as *Arz-ı Latif* which means pleasant land. The map also shows that Bağdat Street was the solely road at the area, thus the main road connecting the early settlements in Merdivenköy with Bostancı was not formed at the late nineteenth century. (Fig.3.36) Ahmed Reşad Paşa¹⁶¹ who owned large amounts of land in the neighboring district of Erenköy constructed a mosque to the north of the railways in 1907/1908 in the memory of his daughter Suad Hanım. The district was named Suadiye after the construction of this mosque. (Arlı, 1994b: 50)



Fig.3.36: The map of Suadiye district in 1892.¹⁶²

It was after the development of the mosque and railway station that the *bostans* at the environs of Suadiye started to transform into *sayfiye* settlements. The station was located to the east of the mosque and to north of the railways. The mosque and the station were connected to each other through Rıfat Paşa Street which ran parallel to Bağdat Street. The construction date of Suadiye station is stated as 1910 at the property registrations. (Erkan, 2007: 85) The route of the railways formed a curve in Suadiye close to Bağdat Street. The railways passing through the middle of the Suadiye divided the neighborhood into two as the land side and coastal side. At the preliminary development of the district, the settlements were concentrated on the coastal side and the neighboring area of Erenköy district. The area between Suadiye station and Bostancı district was composed of agricultural fields. Suadiye becoming a suburban settlement resulted in constitution of Suadiye as a *mahalle* in 1914.¹⁶³

¹⁶¹ Reşat Paşa was the minister of finance in the period of Abdülhamit II.

¹⁶² İstanbul Atatürk Library, Map no: Hrt_005551, Date: 1892 "Kadıköy - Erenköy ve civarı haritasıdır."

¹⁶³ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 25/Ra/1332 (1914). Dosya No:2. Gömlek No: 94. Fon Kodu: DH.İ.UM.EK. "İçeren köyünden ayrılarak Bostancı ve Suadiye isimleriyle iki yeni mahalle teşkili." Sabuniş Dölen states the constitution date of the Suadiye neighborhood as 1908. (Sabuniş Dölen, 1994: 49)

It was after the development of the mosque and station that Suadiye transformed into a suburban settlement which probably generated the planning of the area by the municipality. In 1911/1912, the municipality prepared a plan study for Suadiye which displayed the proposed streets and parcel divisions marked in red. The plan study proposed to develop the street network with a gridiron scheme parallel to Bağdat Street. It is observed that the parcels to the west of the mosque were developed perpendicular to the route of the railways. In this context, the parcel divisions were developed after the construction of railways. The map is seen significant for displaying the approach of the municipality for the planning of the streets and parcel divisions. (Fig. 3.37) ¹⁶⁴ Suadiye which was part of İçerenköy district was constituted as a neighborhood in 1914. As stated earlier, the prohibition of division of land plots into parcels in 1916 caused the planning study not to be implemented.



Fig.3.37: Planning study of the municipality for Suadiye in 1911. ¹⁶⁵ (Juxtaposed by the author)

Analysis of the street network and land plots in 1913/1914 displays that the coastal side and land side of Suadiye was developed with different pattern. While the coastal side was developed with a regular street network, the land side was developed with irregular streets which were developed accordingly with the existing land plots. Comparison of the maps from 1892 and 1913/1914 indicates that the initial streets in Suadiye were formed according to the former property divisions such as the development of the street at the east of Suadiye Mosque which followed the property division of a large land plots. (Fig.3.39)

¹⁶⁴ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 25/Ra/1332 (1914). Dosya No:2. Gömlek No: 94. Fon Kodu: DH.İ.UM.EK. "İçeren köyünden ayrılarak Bostancı ve Suadiye isimleriyle iki yeni mahalle teşkili." Sabuniş Dölen states the constitution date of the Suadiye neighborhood as 1908. (Sabuniş Dölen, 1994: 49)

¹⁶⁵ It is noted on the map that the street network and parcels were copied from the property registrations in 1911/1912 (1328 H.). İstanbul Atatürk Library, Map no: Hrt_005609 Date: 1943 "Kadıköy - Bostancıbaşı arazisinin Kokarınar, Çatalçeşme ve Yalıboyu mevakilerine havi haritasıdır. Map no: Hrt_005275, Date: 1937 "Kadıköy - Gülşen sokağı ve civarı haritasıdır."

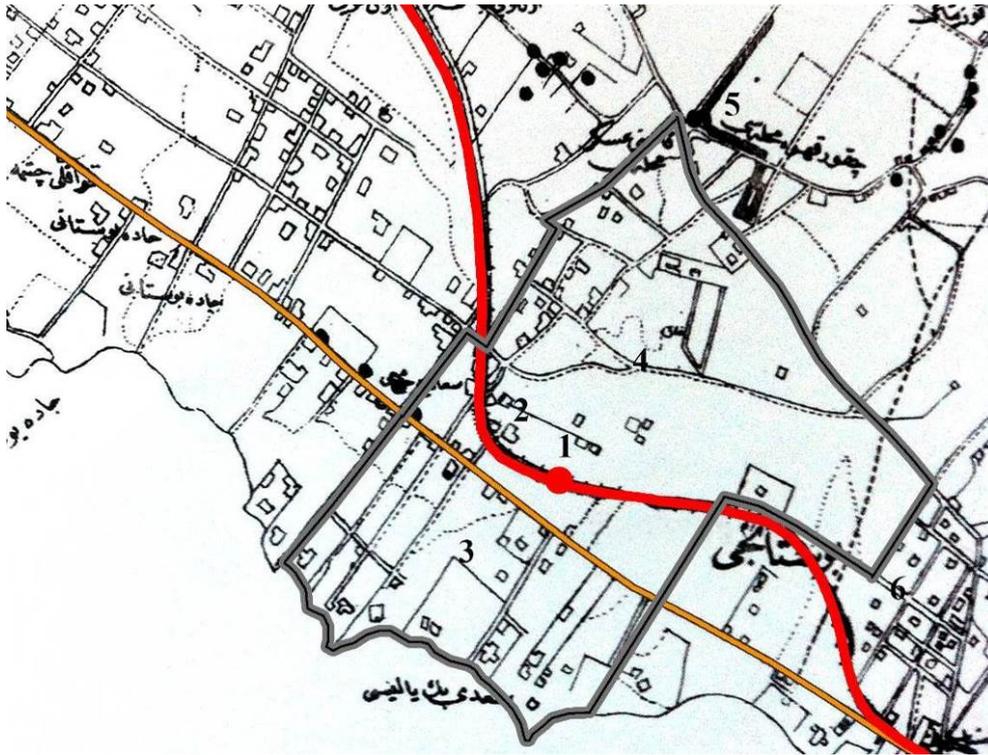


Fig. 3.38: Suadiye district marked on the map of Arseven in 1913/1914.
 (1) Station, (2) Suadiye Mosque, (3) Coastal side, (4) Land side, (5) Kazasker, (6) Bostancı.
 (Source: Arseven, 2011) (Colored by the author)

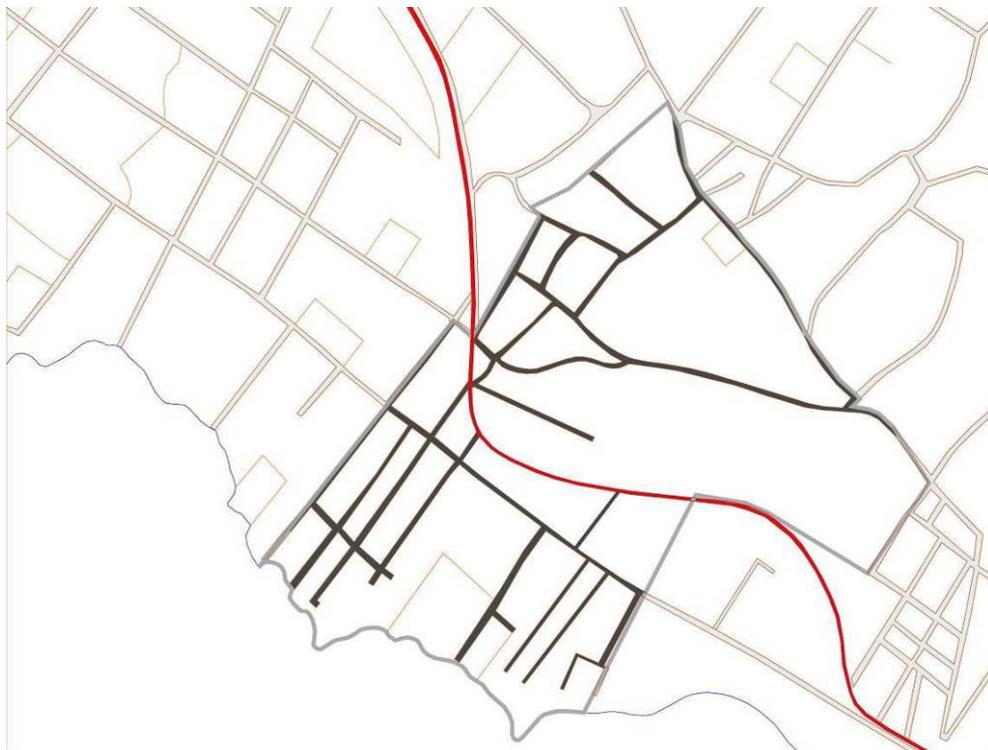


Fig.3.39: Suadiye: street network, railways and land plots in 1913/1914.
 (Produced by the author based on the map of Arseven, 1913/1914)

BOSTANCI

Bostancı is estimated to be the settlement named Poleaticon in the Byzantium period. There existed the ruins of a Byzantium church around Bostancı Station and the Byzantium port where Bostancı Stream flowed. At the Ottoman period, Bostancı Stream marked the metropolitan territory of the Anatolian side where Bostancıbaşı¹⁶⁶ Control Point (*Bostancı Derbendi*) was founded near Bostancı Bridge to control the entrances to İstanbul. (Eyice, 1994: 301-302) The environs of the bridge were used as gathering place for the supplies of the army in the Ottoman period. A police station was built in place of the control point to the west of Bostancı Bridge at the early nineteenth century.¹⁶⁷ There existed a fountain near the police station and the rear of the police station was used as open-air praying space (*namazgah*). (Eyice, 1994: 303) There was not a considerable settlement in Bostancı during the Ottoman period except the foundations surrounding Bağdat Street. The land side of the district to the north of Bağdat Street was composed of *bostans*. The land on the two sides of Bostancı (Çamaşırcı) Stream was the waqf lands of the maşjid of Çamaşırcıbaşı Kuloğlu Mustafa Bey located in Beyoğlu built in 1602. (Eyice, 1994: 302) Thus, before the development of the Anatolian Railways, the environs of Bostancı were formed depending on the functions of the land route of Bağdat Street.¹⁶⁸ Koçu states that the permanent residents of Bostancı were composed of the fishermen and gardeners. Before the development of railways, there was not a considerable settlement in Bostancı. There existed *large bostans* at the area which extend from Bostancı until Pendik following the route of the railways. (Koçu, 1963: 2975)



Fig.3.40: The map of Bostancı district in 1892.¹⁶⁹

¹⁶⁶ *Bostancıbaşı* was the head of *Bostancı Ocağı* which was responsible for the security and maintenance of the royal palaces and gardens, particularly Topkapı Palace. (Koçu, 1963: 2976) *Bostancı Ocağı* was divided into service sectors that were also responsible for the maintenance of coastal palaces and open fields of the sultan. *Bostancı Ocağı* on the Anatolian side were divided into *Bostancıbaşı Bridge and Control Point* (*Bostancıbaşı Köprü ve Derbendi*), *Büyük Çamlıca*, *Küçük Çamlıca*, *Merdivenköyü*, *Kadıköy*, *Fenerbahçe*, *Çiftehavuzlar*, *Erenköy*, *Alemdağ*, *Bulgurlu*, *Tokat Kasrı* and *Kızıl Adalar*. *Bostancıbaşı Bridge Control Point* was significant due to being the control point of the entrance to the city. The people who desired to enter the city had to acquire a permission of entrance from their hometown to enter İstanbul from Bostancı Bridge on the Anatolian side and *Çekmece Bridge* on the European side. (Koçu, 1963: 2978-2979)

¹⁶⁷ The official document which states the repair of the police station dates from 1884. Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives Date: 22/S /1303 (1884) Fileno: 969 Gömlek No: 76588 Fon Kodu: İ.DH. "Bostancıbaşı karakolhanesiyle süvari hayvanlarına mahsus ahırın tamiri."

¹⁶⁸ As stated earlier, Bağdat Street functioned as the land route of the caravans and the Ottoman army.

¹⁶⁹ İstanbul Atatürk Library, Map no: Hrt_005551, Date: 1892 "Kadıköy - Erenköy ve civarı haritasıdır."

The map from 1892 displays that the road connecting the settlements in Merdivenköy with Bostancı was not developed at the late nineteenth century. It was after the development of the Anatolian Railways in 1872 that the district started to develop as a *sayfiye* settlement with the construction of *köşks* and *yalis* owned by middle-level bureaucrats and wealthy families. At the preliminary suburban development of Bostancı district, the status of the land was not clear which is understood from the official document stating that the tax was collected both as agricultural (*öşr*) and real estate (*emlak*) tax.¹⁷⁰ Thus, the land in Bostancı was governed both as agricultural land and *mahalle* at the same time in the late nineteenth century. Bostancı became an important district of Kadıköy at the early twentieth century.¹⁷¹ In 1907, there had been a need to prepare a map of the area starting from Bostancı to Erenköy, Kozyatağı, Başbüyük, Maltepe, Kartal, Yakacık and Pendik due to the area becoming popular with the construction of many *köşks*.¹⁷² Bostancı district was shaped with the hands of upper and middle class Ottoman bureaucrats. The *köşks* in Bostancı were concentrated on the main streets connecting the inland to the station area. Sadı Bey¹⁷³ – an upper class bureaucrat- demolished the police station near Bostancı Bridge and built his *köşk* in 1902.¹⁷⁴ Cavid Paşa¹⁷⁵ built a *köşk* with Art Nouveau style on Bağdat Street in Çatalçeşme. (Alus, 1995: 205) Eyice states that the families who lost their houses due to the fire in Cihangir migrated to Bostancı. (Eyice, 1994: 302)

During the preliminary foundation of the municipal organization of İstanbul, Bostancı Stream was accepted as the metropolitan border of İstanbul. In urban administration, while the area on the west of the stream was connected to Kadıköy, the eastern part was connected to Kartal district. (Ayyıldız, 1963: 2974)¹⁷⁶ The western part of Bostancı was developed as a *mahalle* in 1914.¹⁷⁷ The case study in Bostancı district is the western part which is bordered by Emin Ali Bey Street on the north and Bostancı Stream on the east.¹⁷⁸ (Fig.3.43)

Bostancı Station is located to the north of the railways. Erkan states that Bostancı Station¹⁷⁹ - built in 1910- is exceptional with its architectural style resembling Haydarpaşa Terminal. (Erkan, 2007: 87) The officer's house on the south of the railways was built in 1874 which was possibly the former station building similarly with the case in Göztepe. In addition to public transportation by railways, Bostancı was a transit node located at the intersection of transportation routes. Bostancı located at the closest point for the connection to Prince Islands in addition to the juxtaposition of the railways and land routes guided to develop a steamboat pier in Bostancı. It is understood from the official

¹⁷⁰ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman ArchivesDate: 21/S /1314 (1896) Fileno: 819 Gömlek No: 61404 Fon Kodu: BEO. "Kartal kazasının Bostancıbaşı nam mahalde ifraz edilen arazi-i muayyeneden ebniye inşa olunan mahallerinden hem mukataa ve öşr ve hemde emlak vergisi tahsil edilmekte olduğu. (Maliye)"

¹⁷¹ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman ArchivesDate: 16/S /1320 (1902) Fileno: 511 Gömlek No: 6 Fon Kodu: DH.MKT. "İstanbul'da, Bostancıbaşı mevkiinin önem kazanması ve düzenlenmesi işinde gayretleri görülen İmamzade Cemal Efendi'nin Mecidi ve Sarraf Misak Efendi'nin Osmanî nişanı ile taltifi."

¹⁷² Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman ArchivesDate: 21/Ra/1325 (1907) Dosya No:1165 Gömlek No:58 Fon Kodu: DH.MKT. "Bostancı'dan itibaren Erenköy, Kozyatağı, Başbüyük, Maltepe, Kartal, Yakacık ve Pendik tarafları halk tarafından rağbet görerek birçok hane inşa edildiğinden; buralarının bir haritasının tanzimi hususunda gerekli muamelenin yapılması."

¹⁷³ Alus states that the popularity of Bostancı originates from the settlement of Sadı Bey- the accountant of Ministry of Public Works - in the district. (Alus, 1995: 215)

¹⁷⁴ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman ArchivesDate: 20/R /1311 (1902) Fileno: 12 Gömlek No: 43 Fon Kodu: Y.PRK.ZB.. "Nafia Mektupçusu Said Bey'in Bostancı'da jandarma süvari karakolhanesini yıkarak köş inşa. Sadı Bey'in Londra'dan istimbol getirişi. Sadı Bey'in devlet erkanından bazı zevatı misafir edişi."

¹⁷⁵ Cavid Paşa was the son of Mahmut Şevket Paşa who was a famous commander and minister of military affairs in the reign of Abdülhamid II.

¹⁷⁶ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman ArchivesDate: 02/Ş /1323 (1905) Fileno: 2677 Gömlek No: 200733 Fon Kodu: BEO. "Kartal kazasının İstasyon, Kokarpınar, Çatalçeşme ve Bostancıbaşı mahallesi mevkiilerinde bulunan altı kıtada altı bin küsur arazinin dahil-i kasaba ise Şehremaneti'ne haric-i kasaba ise Defter-i Hakani Nezaret'i'ne ait olduğu. (Defter-i Hakani, Dahiliye)"

¹⁷⁷ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman ArchivesDate: 26/C /1328 (1910) Fileno: 3774 Gömlek No:283032 Fon Kodu: BEO. "İçeren köyünden ayrılarak Bostancı ve Suadiye isimleriyle iki yeni mahalle teşkili."

¹⁷⁸ Due to the limitation of the study area as the suburban development around Anatolian Railways in Kadıköy, the eastern part of the district is not included in this dissertation. The eastern part of Bostancı connected to Kartal district was governed differently than the western part. The land on the eastern part is stated to be governed with the system of *bedel-i öşr* which is the rent obtained from *miri* land. Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman ArchivesDate: 11/N /1324 (1906) File no: 18 Gömlek No:1324/N-03 Fon Kodu: İ.DFE. "Kartal kazasına bağlı Bostancı adındaki yerin arazisinin parselenerek bedel-i öşre bağlanmasına ve haritasını yapmak için gönderilen memur ve katiplere verilecek maaşa dair."

¹⁷⁹ Erkan states that Bostancı Station was a significant station of Anatolian Railways due to Huguenin - the general manager of Anatolian Railway Company- living at the area. (Erkan, 2007:87)

documents that a wooden pier was constructed in Bostancı in 1888.¹⁸⁰ The pier was constructed on the alignment of the railway station. The steamboat that operated to Erenköy, Moda Kalamış and Bostancı by *İdare-i Mahsusa* did not fulfill the demand of the population in 1892 which indicates that Bostancı was developed as an important settlement in the 1890s.¹⁸¹ The port of Bostancı was transferred to the municipality in 1909¹⁸² and the ferry service building was constructed in 1912/1913 (1331 H.). (Eyice, 1994: 303)



Fig.3.41: The view of Bostancı Kuloğlu Mosque and school in the early twentieth century. (Source: Anonymous)



Fig.3.42: The view of the mansion of Huguenin in Bostancı. (Source: Ekdal, 2008: 336-337)

It was after the development of the settlements in Bostancı at the late nineteenth century that there had been a need for a mosque at the district. (Eyice, 1994: 303) The state organization which was responsible for waqf properties (*Evkaf Nezareti*) constructed Bostancı Mosque on the waqf land of Kuloğlu Mustafa Bey in 1913.¹⁸³ It is stated at the official documents that the mosque was built due to the demand of the residents of Bostancı.¹⁸⁴ In addition, the construction of a police station is also

¹⁸⁰ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman ArchivesDate: 24/Za/1305 (1888) Fileno: 1092 Gömlek No: 85643 Fon Kodu: İ.DH “Bostancıbaşı adındaki yerde ahşap bir iskele yapılmasına dair.”

¹⁸¹ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman ArchivesDate: 23/Z /1309 (1892) Fileno: 83 Gömlek No: 53 Fon Kodu: Y.PRK.ASK. “İdare-i Mahsusa’ca mübayaa ve Erenköy, Moda Kalamış Bostancı hattına tahsis olunan vapurun ahalinin ihtiyacını karşılamadığı.”

¹⁸² Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman ArchivesDate: 29/Ş /1327 (1909) Fileno: 10/-1 Gömlek No: 51 Fon Kodu: DH.MUİ. “Bostancı Limanı’nın Belediye’ye terk edilmesi.”

¹⁸³ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman ArchivesDate: 25/Ra/1332 (1914) File no: 2 Gömlek No:94 Fon Kodu: DH.İ.UM.EK. “Bostancı’da beyne’l-ahali iane ile küşadına teşebbüs edilen mekteb-i ibtidai için, orada bulunan ve icar edileceği istihbar olunan jandarma karakolhane ve müstemilatının terk ve teberru edilmesi istidası. (Maliye)”

¹⁸⁴ Bostancı Mosque also known as Kuloğlu Mosque was built to replace the masjid of Çamaşırcıbaşı Kuloğlu Mustafa Bey which was demolished due to the construction of Üçüncü Vakıf Khan in the early twentieth century.

stated in the document. The mosque was designed by Mimar Kemaleddin Bey - the head architect of *Evkaf Nezareti* - in 1911. (Arlı, 1994c: 304) A primary school was constructed at the rear of the courtyard of the mosque. (Eyice, 1994: 303) (Fig.3.41)

M. Edouard Huguenin, the Swiss general manager of the Anatolian Railway Company (1908), had 13 dunams of land in Bostancı to the south of the station. He settled in İstanbul in 1890 as the vice manager of the Ottoman Anatolian Railways where he became the director in 1908 and stayed in İstanbul until 1917. (Ekdal, 2008: 335) Huguenin built a mansion in the architectural style of European castles; in addition a pier was built on the coastal side of the land. (Fig.3.42) During the summer months Huguenin commuted between Haydarpaşa and Bostancı with his private steamboat (*çatana*) from the sea; in the winters he commuted with a private wagon to Bostancı Station. (Eyice, 1994: 304) Before the purchase of the land by Huguenin in 1903, there existed the ruins of a monastery of Jesuit priests. (Ekdal, 2008: 335) Alus states that Huguenin brought three steamboats¹⁸⁵ from Germany in 1914 to accelerate the ferry services between Haydarpaşa and Köprü. (Alus, 1995: 87) In addition to the ferry services between Haydarpaşa and Köprü, there were steamboats operating between Köprü and the piers along the Marmara Sea as Moda, Kalamış, Caddebostan, Bostancı and Prince Islands.

The commercial area in Bostancı was developed around Vükela Street which was developed as a street that connected the inland road of Merdivenköy-Bostancı to the center of the district. Eyice states that the commercial area was developed on the land of Bostancı Mosque before its construction. (Eyice, 1994: 304) It is understood that Bostancı was developed as an important settlement with a considerable commercial area and social spaces. Koçu states the existence of a coffee house near the railway station in addition to open-air leisure spaces to the coastal side. The popularity of Bostancı district also originated from the existence of sea baths (*deniz hamamı*) on the coast of Bostancı.¹⁸⁶ (Koçu, 1963: 2975)

The case study area in Bostancı district is divided into two parts based on its urban pattern; the land side to the north of the railways and the coastal side to the south of the railways. The southern part of the district had a gridiron street network developed parallel to Bağdat Street. The map displays the former railway station constructed to the south of the railways. The preliminary police station at the area was constructed to the east of the railway station near Bostancı Stream. The area to the west of the police station is marked as *bostan* on the map of 1892 which indicates that the area was not settled in 1892. After the construction of the new station to the west of the railways in 1910, the settlement initially developed to the north of the railways. Comparison of maps from 1892 and 1913/1914 indicates that one of the main streets that developed after the construction of the railways was Vükela Street as the continuation of Merdivenköy-Bostancı Road which was connected to the station area. As mentioned earlier, the commercial area was developed on Vükela Street which was a typical development pattern around the stations. The main street that connected the settlements to station was typically developed as the commercial area as the case of Kızıltoprak, Göztepe and Erenköy. The comparison of the maps from 1892 and 1913/1914 also displays the rapid development of settlement at the area in two decades. Another main street is Çatal Çeşme Street which connected Merdivenköy-Bostancı Road to the fountain in Çatalçeşme. The street network between Çatal Çeşme and Vükela streets was developed parallel to Bağdat Street. The land plots between Taşlı Çeşme Street and Vükela Street were ranging 4 to 12 dunams. Although, the streets on the north of the railways displayed a regular street network, it might be commented that the street network and land plot organization was developed spontaneously instead of the planning activity of the municipality. The *köşks* were constructed on smaller parcels between Taşlı Çeşme and Vükela streets compared to the other parts of the district. The station area composed of the mosque, school and police station in addition to the surrounding commercial area and social spaces indicate that the railway station created a focal point at the district and generated the suburban development of the district around the railway station. (Fig.3.44)

¹⁸⁵ The steamboats purchased by *İdare-i Mahsusa* was named after the cities on the route of Baghdad Railways as Halep, Basra and Bağdat.

¹⁸⁶ The coast of Bostancı and the sea baths were popular recreational places on the Anatolian side. The Ottoman painter Halil Paşa (1857-1939)- famous for his landscape paintings - portrayed the sea baths in Bostancı (1906, 1913) and the coast of Bostancı in his paintings.

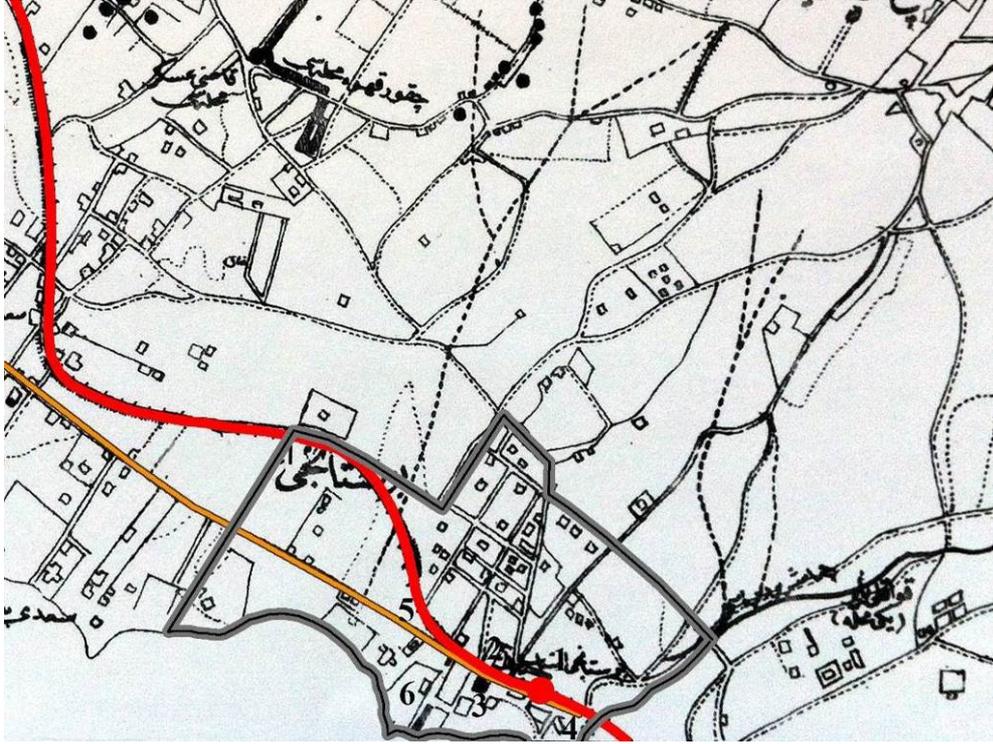


Fig. 3.43: Bostancı district marked on the map of Arseven in 1913/1914.
 (1) Station, (2) Bostancı Mosque and School, (3) Police Station, (4) Bostancı Bridge,
 (5) Fountain in Çatalçeşme, (6) The land of Huguenin.
 (Source: Arseven, 2011) (Colored by the author)



Fig.3.44: Bostancı: street network, railways and land plots in 1913/1914.
 (Produced by the author based on the map of Arseven, 1913/1914)

3.5.2 ARCHITECTURAL TYPOLOGY OF SAYFIYE SETTLEMENTS

In this part of the chapter, the architecture in *sayfiye* settlements will be discussed under two categories; firstly the public buildings that introduced new building types such as railway stations, ferry stations and police stations, and secondly private buildings including residential functions. The urban fabric of *sayfiye* settlements along the Anatolian Railways was mainly composed of the *sayfiye* compounds including *köşks* built in different architectural styles. While some of the *köşks* were built with the imported Western styles incorporated into traditional Ottoman residences, some of them sustained their traditional Ottoman style. The foreign architects assigned for the design of large-scaled buildings in İstanbul¹⁸⁷ also planned residences for the high-level state officials in the suburbs of Kadıköy. Some of the significant foreign architects of the period who also designed residences in this area were the French architect Valluury¹⁸⁸, the Prussian architect August Carl Jachmund¹⁸⁹ and the Italian architect Raimondo Tommaso D'Aronco¹⁹⁰. The designs of the foreign architects incorporated Western architectural styles to the traditional Ottoman house model. Çelik (1986) analyzing the architecture on the European side, states that the upper-class Muslim residential architecture also underwent a transformation after the mid-nineteenth century. This was manifested by an interesting usage of Western applique facades on traditional interiors. (Çelik, 1986: 137) However, there existed also the *köşks* of middle-class at the suburbs of Kadıköy which were planned as traditional Ottoman houses. Most of the *sayfiye* compounds were composed of multiple buildings as *haremlik* (women's part), *selamlık* (men's part) and auxiliary structures where *haremlik* constituted the main building of *sayfiye* compounds. Depending on their function as *sayfiye* residences inside large gardens, these residential buildings were small-scaled compared to the apartment buildings on the European side. The architecture of the public and private buildings was the manifestation of Europeanized life style and social practices of the Ottoman society. Therefore, the discussion on the architecture in *sayfiye* settlements is seen valuable to understand the suburban landscape of *sayfiye* settlements in the late Ottoman period.

PUBLIC BUILDINGS

Before the development of the Anatolian Railways, the buildings at the environs of Kadıköy were composed of the houses at the small villages of Merdivenköy and Erenköy with no significant or outstanding public buildings. By the development of the Anatolian Railways, the first public buildings emerged at the area as the railway stations. The former station in Göztepe exemplifies the architecture of the preliminary station buildings which was built in 1870s. The two-story building was constructed as masonry on the ground floor and wood on the upper floor. (Erkan, 2007: 79) (Fig.3.45) The railway stations were later replaced by the construction of masonry (*kargir*) buildings in 1910s by the Germans. The new stations introduced contemporary Western architecture to the suburbs of Kadıköy. The railways stations except Fenerbahçe Station were planned with a symmetrical layout composed of a central hall in addition to ticket office and lounges on two sides. The stations included a hall reserved for women named as *harem*. The upper floor reached from the ticket office was commonly used as officer's house. (Erkan, 2007) The latter station in Göztepe was built on a tunnel which was composed of two floors. The entrance from the street was from the upper floor where the passengers reached to the platform through the stairs. (Fig.3.46-3.47) The symmetrical plan layout was reflected on the facades of the building. The architectural style of the stations of the Anatolian Railways was similar to each other. Among the railways stations, Bostancı Station was exceptional with its architectural style resembling Haydarpaşa Terminal. (Erkan, 2007: 87) Eyice states that Bostancı Station is designed in the style of Prussian architecture. (Eyice, 1994: 303) (Fig.3.48-3.49) Haydarpaşa Terminal was planned after the concession given to Deutsche Bank for Baghdad Railways in 1903. The architectural project of Haydarpaşa Terminal was acquired by a competition which was awarded to the architects Otto Ritter and Hellmuth Cuno¹⁹¹ who were the employees of the German

¹⁸⁷ The French originated Levantine architect Antoine Valluury designed the Banque Ottomane in Karaköy in the 1890s which was described as the largest building in the city. (Çelik, 1986: 129)

¹⁸⁸ Valluury designed the *köşks* of Cemil Topuzlu Paşa in Çiftehavuzlar in the 1900. (Ekdal, 2008: 238)

¹⁸⁹ Jachmund designed the *köşks* of Ragıp Paşa in Caddebostan in the 1907/1908. (Yavuz, 2008: 193)

¹⁹⁰ D'Aronco designed the *köşks* of Cemil Bey in Erenköy and Sadık Bey in Feneryolu in the 1900s. (Barillari, Diana & Di Donato, Marzia, 2006)

¹⁹¹ Otto Ritter was the general manager of Phillip Holzmann&Co during the construction of Haydarpaşa Terminal. (Erkan, 2007: 59) Hellmuth Cuno was a German architect who started working for Phillip Holzmann & Co. in 1904. Cuno was employed in the construction of Baghdad Railways and therefore moved to Moda in 1905 where he lived until WWI. (http://de.wikipedia.org/wiki/Hellmuth_Cuno)

company Philipp Holzmann&Co. The company not only constructed Haydarpaşa Terminal but also Baghdad Railways.¹⁹² The architect or construction company of the railway stations between Kızıltoprak and Bostancı are not identified. However, it is most probable that the railway stations built after 1910 were constructed by Philipp Holzmann & Co. that realized Baghdad Railways whose design reflected the influence of Prussian architecture.¹⁹³ Apart from the railway stations built after 1910, Fenerbahçe Station was exceptional among the other stations due to its development as a byline that operated solely in the summers. The wooden building resembled a pavilion which was built as two floors. The building was constructed by an Austrian company in 1872. (Ekdal, 1987: 229) While the ground floor included a hall, the upper floor was used as officer's house. (Erkan, 2007: 76) (Fig. 3.50)

¹⁹² Significant projects of the company included Amsterdam Centraal railway station built in 1882, central station in Frankfurt am Main and Baghdad Railways. In Turkey, the company also constructed the building of the Ottoman Bank in Ankara where the construction works started in 1926.

¹⁹³ The architecture of the stations resemble the early works of Turkish architect Kemaleddin Bey. Kemaleddin Bey working together with Prussian architect Jachmund was sent to Germany in 1895 for further education to improve his architectural skills. Kemaleddin Bey was commissioned to design the stations of Baghdad Railways in Plovdiv(Filibe), Thessalonica, Edirne and Sofia in 1910s. The architect also designed the guesthouse of emigrants (*Muhacir Misafirhanesi*)in Haydarpaşa. (Tekeli, 1997: 244)



Fig. 3.45: Former railway station in Göztepe, 2012 (Personal Archive)



Fig.3.46: Street façade of Göztepe Station, 2012 (Personal Archive)



Fig.3.47: Platform facade of Göztepe Station, 2012 (Personal Archive)



Fig.3.48: Platform facade of Bostancı Station, 2012 (Personal Archive)



Fig.3.49: Street facade of Bostancı Station, 2012 (Personal Archive)



Fig. 3.50: Fenerbahçe Station (Source: Ekdal, 1987: 229)

At the preliminary stage of the suburban development around railways, the station area was primarily developed through the public works as the construction of mosque, police station and school. The construction of police station and school around the stations also depended on Article 16 of Building Law 1882 which required leaving a space for police station and school for the constitution of a *mahalle*. The traditional Ottoman model of facilitating settlement development was also adopted through the construction of mosques and schools in addition to shops as endowments. Zühtü Paşa Mosque in Kızıltoprak, Tütüncü Mehmed Efendi Mosque in Göztepe, Zihni Paşa Mosque in Erenköy, Suadiye Mosque in Suadiye and Kuloğlu Mosque in Bostancı were built as a result of this approach. The mosques were designed with square plan layout covered by a single dome. The mosques in Kızıltoprak and Göztepe are modest in decorative features compared to the mosques in Erenköy and Bostancı. The mosques in Erenköy and Bostancı designed after the 1900s are the works of significant Turkish architects Vedad Tek and Kemaleddin Bey who are known as the pioneers of I. National Architecture Movement¹⁹⁴. Zihni Paşa Mosque located to the east of Erenköy Station was designed by architect Vedad Tek in 1901. (Fig.3.51-3.52) The mosque with classical plan layout displayed decorative features on the facades found in classic Ottoman architecture. Kuloğlu Mosque also known as Bostancı Mosque was located to the west of Bostancı Station which was designed by Kemaleddin Bey in 1913. Arlı states that the mosque displayed eclectic features compared to the mosques of I. National Architecture Movement. (Arlı, 1994c: 305) (Fig.3.53)

In addition to mosques, schools were also planned at the environs of the stations during the foundation of the mosques mostly as endowments of the mosques. In Erenköy, a primary (*iptidai*) and a middle (*rüşdi*) school were planned as the endowment of Zihni Paşa mosque. (Arlı, 1994b: 559) In addition to the schools developed with the mosques, there were also schools built independently at the districts. The schools developed as a result of the reforms in the education system after Tanzimat also indicate the implementation of Article 16 of Building Law. The middle schools (*rüştiye*) in Kızıltoprak are examples of the modern schools built after 1900s. (Fig.3.54) The primary (*iptidai*) school in Göztepe (*Göztepe Mektebi*) is an example of education buildings of Kemaleddin Bey which was designed in 1914. (Fig.3.55) The design of primary school in Göztepe displays similar features with Bostancı primary school which was also designed by Kemaleddin Bey between 1911 and 1913. (Fig.3.56) The architecture of both buildings resemble the other education buildings¹⁹⁵ of the architect designed during the 1910s. The facades of the buildings are divided into three horizontal parts; while the windows on the ground floor are designed with lancet arch, the windows on the upper floor are designed rectangular.

Another transportation building at the suburbs of Kadıköy was the ferry station buildings. Bostancı ferry station was built in 1912/1913 (1331 H.) on the former wooden pier which was constructed in 1888. The architect of the building is not identified.¹⁹⁶ The building is stated as an example of I. National Architecture Movement with decorative features of national architectural approach. (Anonymous, 1994d: 305)

As conclusion, the public buildings introduced new architectural styles in addition to new building types to the *sayfiye* settlements. Although these public buildings at the suburbs of Kadıköy were small-scaled compared to European side; the public buildings particularly built after 1900s were the preliminary representatives of I. National Architecture Movement at the suburbs of Kadıköy.

¹⁹⁴ I. National Architecture Movement is defined as the period that fostered at the late Ottoman period and continued in the first decade in the Republican period. The trend towards nationalism that followed the proclamation in 1908 of the 2nd Constitution brought about new research in architecture. In Turkish architecture, the period known as Neoclassic Turkish Style or a National Renaissance in Architecture, which began at this time, was headed by the architects Kemalettin Bey and Vedat Bey. This new form of architecture tended to use a great number of the decorative features found in classic Ottoman architecture. (www.mimarlikmuzesi.org)

¹⁹⁵ Kemaleddin Bey designed various education buildings as *Eyüp Reşadiye Mektebi* in 1911, madrasah of qadis (Medreset-ül Kuzat) built in 1913 and madrasah of Yavuz Selim in 1917.

¹⁹⁶ Some sources state the architect of the ferry station in Bostancı as Vedad Tek who designed the ferry station buildings in Haydarpaşa in 1915 and Moda in 1916/1917.

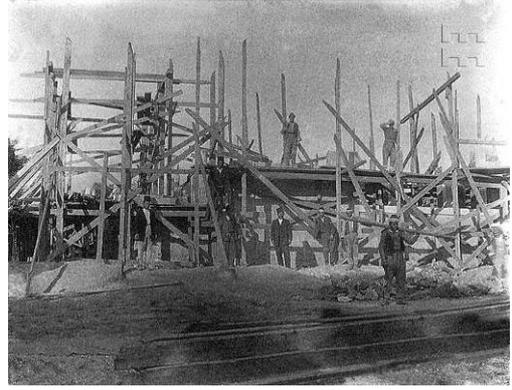


Fig. 3.51: Views from the construction of Zihni Paşa Mosque in 1901.
(Source: www.mimarlikmuzesi.org)



Fig.3.52: Zihni Paşa Mosque in Erenköy, 2012 (Personal Archive)



Fig.3.53: Kuloğlu Mosque in Bostancı, 2012 (Personal Archive)

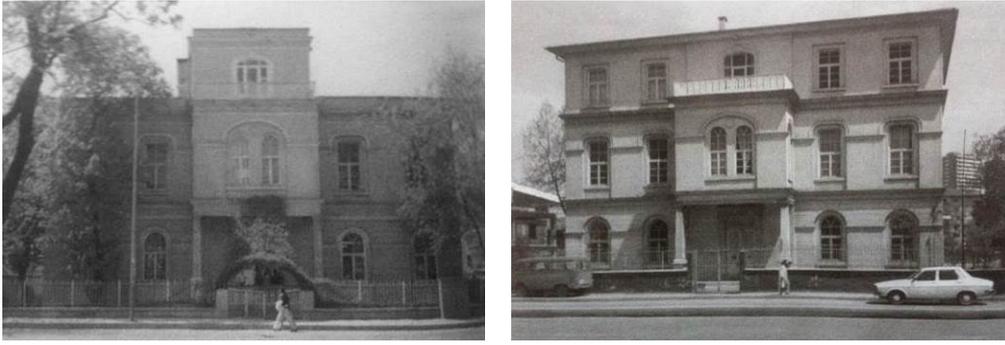


Fig. 3.54: Middle (*rüştiye*) schools in Kızıltoprak. (Source: Ekdal, 1996: 190)

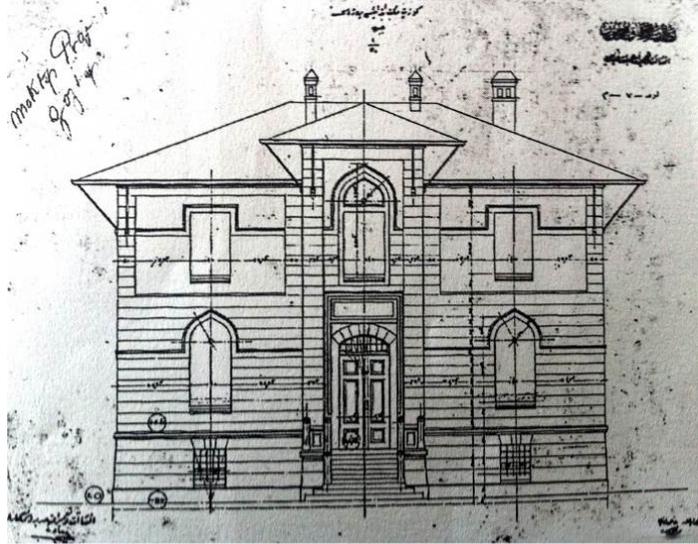


Fig.3.55: Front façade of primary school in Göztepe by Kemaleddin Bey, 1914. (Source: Yavuz, 1994: 416)



Fig.3.56: Bostancı primary school by Kemaleddin Bey. (Source: Batur, 2008)

RESIDENCES AT SAYFIYE SETTLEMENTS

Apart from the existence of public buildings at the area, the urban fabric of *sayfiye* settlements was mainly composed of residential buildings. At the *sayfiye* settlements, the ideal house was transformed from an introverted domestic dwelling into a *sayfiye* house defining a greater relationship between the domestic dwelling and its surrounding landscape. At the preliminary stage of suburban development, the Ottoman upper-class built their houses on large land plots opening up to the immense rural area and landscape. The *sayfiye* houses along the Anatolian Railways represented a shift due to transformation of the relationship between buildings and landscape. While, some of the *köşks* built between 1870s and 1890s reflected the traditional Ottoman architectural style, some of the *köşks* particularly owned by significant high-level state officials of the period reflected the emerging European influence through their classical facades. After 1900s a new house model emerged at the case study area which displayed the influence of European architectural style of the period. Eldem points out the emergence of a new house type namely “Erenköy” which had little in common with the traditional Turkish house. The traditional vernacular form had fulfilled its role by the end of the nineteenth century, and when such areas as Göztepe and Erenköy began to be developed as Istanbul’s new resorts, a new type merged which combined elements of Swiss Chalet and the English country house with the Turkish dwelling. (Eldem, 2007: 205) “Erenköy” type house constructed with wood had with a large number of galleries ornamenting the frontals, pediments and walls, and the facades were enriched with lace-like work. Eldem considered the emergence of this type as a reaction to the serious, no-nonsense houses of the Sultan Aziz period. They were called pavillions-khiosk and no part of the structure was left without some form of decoration. (Eldem, 2007: 205)

Thus, the *sayfiye* houses differed from the traditional Ottoman house of the period not only in terms of plan and facades, but also in terms of defining a new relationship between the dwellings and their surrounding landscape. The *sayfiye* houses were generally part of a compound including several buildings distributed to the large gardens according to their functions. The development of *sayfiye* compounds were supported by the existence of large-scaled land plots which were also regulated with the new building laws that required the land sizes to be composed of at least one dunam.

The agents of the development of *sayfiye* were mainly the Ottoman upper-class, which was composed of high-level state officials, the new wealthy, in addition to foreigners and non-Muslims who practiced a European life style. The suburbs of Kadıköy supplied the empty ground that the residents sculpted their cultural values and social practices on the land. The architectural style of the *sayfiye* houses functioned as the representation of the life style and cultural values of their owners. While some of the *sayfiye* houses were built in traditional Ottoman house model, some were built as the incorporation of Western architectural style with Ottoman house with an extroverted approach.

While the permanent residences of the upper class were named as *konak*, the summer residences at *sayfiye* settlements were named as *köşks* (khiosks). Artan states that the residences of high-level state officials particularly above the rank of pasha in the eighteenth century was usually a large complex consisting of men’s and women’s quarters, a belvedere, a privy, a stable, a bakehouse, a bath, a shed, an arbour, a storehouse, a cool room (*serdab*), a mill, quarters for servants or slaves, a hen-coop, a pleasure garden, a well, a fountain, a *çerağlık* (a fire kept constantly burning) as well as *mescid*, a school and hospices serving the neighbourhood. (Artan, 1989: 96) Similar with the permanent residences, the *sayfiye* compounds of high-level state officials usually consisted of multiple buildings composed of *haremlik* and *selamlık köşks*, referring to the traditional values of the Ottomans based on the separation of domestic life and public life, in addition to its auxiliary structures such as baths, kitchens, barns, coach house and servants’ houses in addition to garden structures. The *haremlik* building generally constituted the main building of the compound and functioned as private space used by the women. *Haremlik* building was generally surrounded by an interior garden (*harem bahçesi*) which was separated from the *selamlık* building. *Selamlık* building used by men functioned as a semi-private space of the compound where the owner met with his guests. The auxiliary structures were the service buildings of the compound such as baths, kitchens, barns, coach houses that were mainly used by the servants of the compound. Additionally, most of the *sayfiye* compounds had special structures as wooden pavilions and gazebos that were used as leisure spaces. Thus, the functions were distributed to the land as individual buildings at the *sayfiye* compounds. However,

there were also the *sayfiye* houses of the upper-class which encompass *haremlik* and *selamlık* parts in a single *köşk*.

As mentioned earlier, most of the high-level state officials as viziers, ministers, pashas, municipals and bureaucrats owned *sayfiye* compounds at the suburbs of Kadıköy around the railways. The *sayfiye* compound of Zühtü Paşa was located to the east of Kızıltoprak Station on 50 dunams of land. (Ekdal, 2008: 113) As mentioned earlier, Zühtü Paşa built public buildings as a mosque and a primary school at this area. The *sayfiye* compound of Zühtü Paşa to the north of the mosque had a *köşk* composed of four floors located on the main street. While the *haremlik* part was located across the main entrance, the *selamlık* part was located to the west of the entrance. While the first floor housed the living rooms and dining rooms, the bed rooms were planned on the upper floors. The *köşk* having a base area of 450 m² had a total area of approximately 1,500 m².¹⁹⁷ Additionally, Zühtü Paşa built a small *köşk* and a cascaded pool on the small hill to the west of the railways. The auxiliary building consisted of barns, coach houses, kitchen and servant rooms located to the north of the land plot. The garden consisted of many pine trees and a large section of the land was used as *bostan*. (Ekdal, 1996: 328-329) Based on the map from the 1935s, it is probable that while the north of land plot near the auxiliary buildings was used as *bostans*, the area between the main *köşk* and small *köşk* was the garden of the compound. (Fig.3.57&3.58) The *köşk* of Zühtü Paşa displayed the architectural style of the period characterized by plain forms which Eldem interprets as giving architecture a new sense of proportion and monumentality. (Eldem, 2007: 204) The *köşk* of Zühtü Paşa manifested this style with features such as symmetrical façades pierced with rows of windows and horizontal partitions.

In Feneryolu district, two adjacent *sayfiye* compounds owned by significant high-level state officials were accessed from the same street passing under the railways. Ahmet Muhtar Paşa built a *sayfiye* compound on 63 dunams of land on the north of the railways. The compound was composed of an inner (*harem*) garden including the three-story main building (*haremlik*) which was built between 1875 and 1877 by a Greek contractor. The *köşk* with 12 rooms and 3 major living rooms had entrances from two sides. While the ground floor was used for guests, the family lived in the first floor. The inner garden housed the bath, harem kitchen, green house, laundry and a large library building of the pasha.¹⁹⁸ At the outer garden, there existed a large green house (*limonluk*) where citrus trees were cultivated. The pasha built a gazebo on a hill to the north of land, which was replica of a model that he had seen in Vienna. The rest of the garden was composed of *bağs* composed of vines and fruit trees.¹⁹⁹ (Ekdal, 2008: 194-203) Compared to the other *köşks* of the ministers, Ahmet Muhtar Paşa's *köşk* was built with a traditional architectural style of Ottoman house. (Fig. 3.59&3.60)

To the south of Ahmet Muhtar Paşa's land, Ahmet Eyüp Paşa purchased the land of Cemile Sultan who had built a wooden *köşk* at the center of the land. Since the pasha purchased the land in 1890, it is probable that the *köşk* was built before that date. The three-story *köşk* which was named as *iç selamlık* had symmetrical facades. The *köşk* was located inside *harem* garden which was separated from the outer garden by a wall. The *selamlık* building was located at the outer garden which was accessed from the street leading to the station. The area between the first entrance of the compound and railways was composed of *bağs* and orchards. The auxiliary buildings composed of kitchen, coach house, barns and servant rooms were located to the north of the second entrance. (Ekdal, 2008: 188-191) (Fig.3.61&3.62)

The mentioned *sayfiye* compounds of the high-level states officials in Feneryolu had similar features in their site plans as being planned with multiple buildings distributed to the land accordingly with their functions. While *haremlik* building was located inside the inner garden, *selamlık* building was located inside the outer garden which was mostly composed as *bağs*. *Selamlık* building was modest in size compared to *haremlik* building which constitutes the main building of the compound. However, the architectural style of the *köşks* differed significantly.

¹⁹⁷ Calculated by the author based on the map from the 1935s. (source: İstanbul Atatürk Library)

¹⁹⁸ Ekdal states that the family and servants of Ahmet Muhtar Paşa were composed of around 40 people who lived in the *sayfiye* compound during the summers and moved to Egypt during the winters. (Interview with Ekdal, 17 December 2009)

¹⁹⁹ Ekdal states that the products of the *bağ* of Ahmet Muhtar Paşa were sold by an auction every year. (Interview with Ekdal, 17 December 2009)

One of the significant *sayfiye* compounds was owned by Rıdvan Paşa who was the municipal (*şehremini*) of İstanbul between 1890 and 1906. Rıdvan Paşa purchased the land composed of 18 dunams between Göztepe and Erenköy from Süleyman Efendi where two wooden houses already existed. (Ekdal, 2008: 290) Rıdvan Paşa built a *köşk* with three floors, a wooden pavilion in addition to a bath. (Şehsuvaroğlu, 1969: 43) It is understood from the official document that the *köşk* was built during 1894.²⁰⁰ While the main building was built with an extroverted design approach with large balconies and colonnades influenced by Western style, the modestly scaled pavilion was a single-story wooden structure. The pavilion built by Rıdvan Paşa for his daughter Nuriye Hanım is stated to be built between 1895 and 1905. The extensively decorated pavilion was used as music room and library. (Uluengin&Uluengin, 1976: 76-77) The plan of *sayfiye* compound indicates that the buildings were concentrated to the north of the land plot. The *köşk* was planned with a base area of approximately 600 m² and a total area of approximately 1,800 m² which was one of the largest residences at the area. The wooden pavilion was located inside a large garden separated from the other buildings of compound by a wall. It is probable that the pavilion was built to enjoy the pleasure of nature though its landscaped garden. Şehsuvaroğlu states the existence of age long pine trees in addition to an ornamental pool. (Şehsuvaroğlu, 1969: 43) (Fig.3.64-3.66)

²⁰⁰ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman ArchivesDate: 11/S /1312 (1894) File no: 5 Gömlek no: 20 Fon Kodu: Y..PRK.ŞH.. “Yapacağı hane için şehreminin para isteği.”

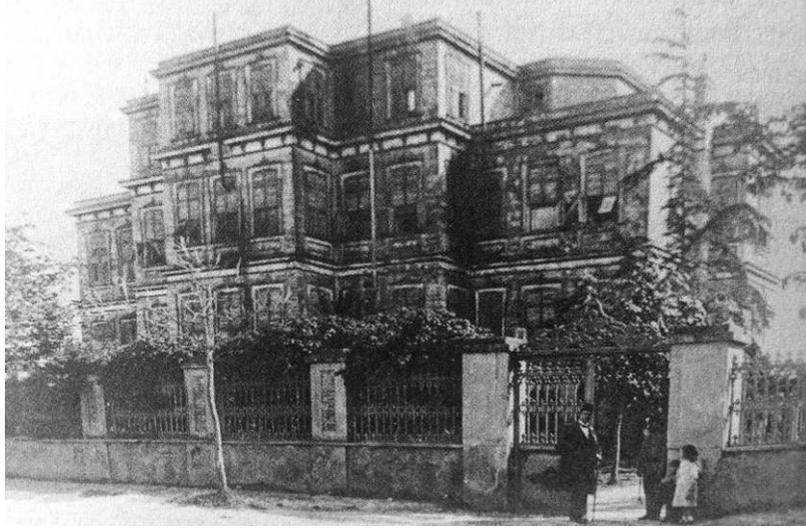


Fig.3.57: *K şk* of Z ht  Pa a in Kızıltoprak. (Source: Ekdal, 2008: 112)

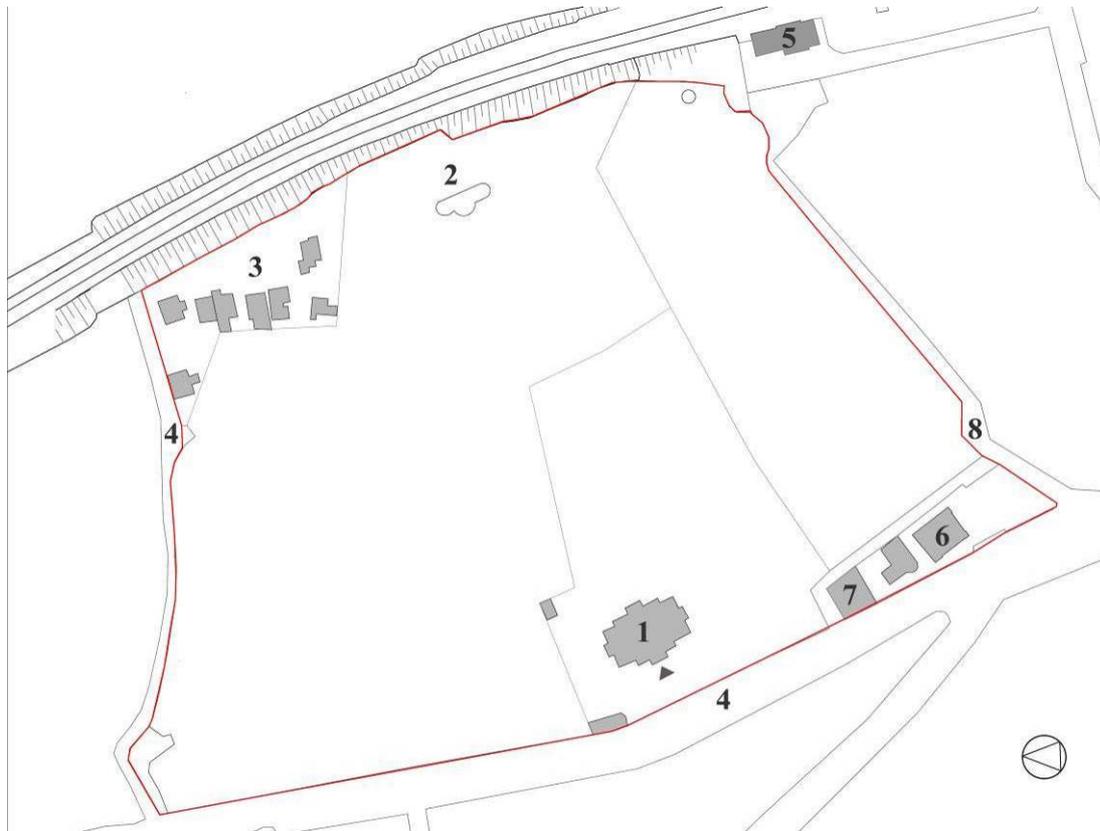


Fig.3.58: The site plan of Z ht  Pa a compound.
 (1) *K şk*, (2) Cascaded pool, (3) Auxiliary buildings, (4) Entrance,
 (5) Station, (6) Mosque, (7) School, (8) Fountain.
 (Produced by the author based on the map from the 1935s)



Fig.3.59: *Köşk* of Ahmet Muhtar Paşa in Feneryolu. (Source: Ekdal, 2008: 202)

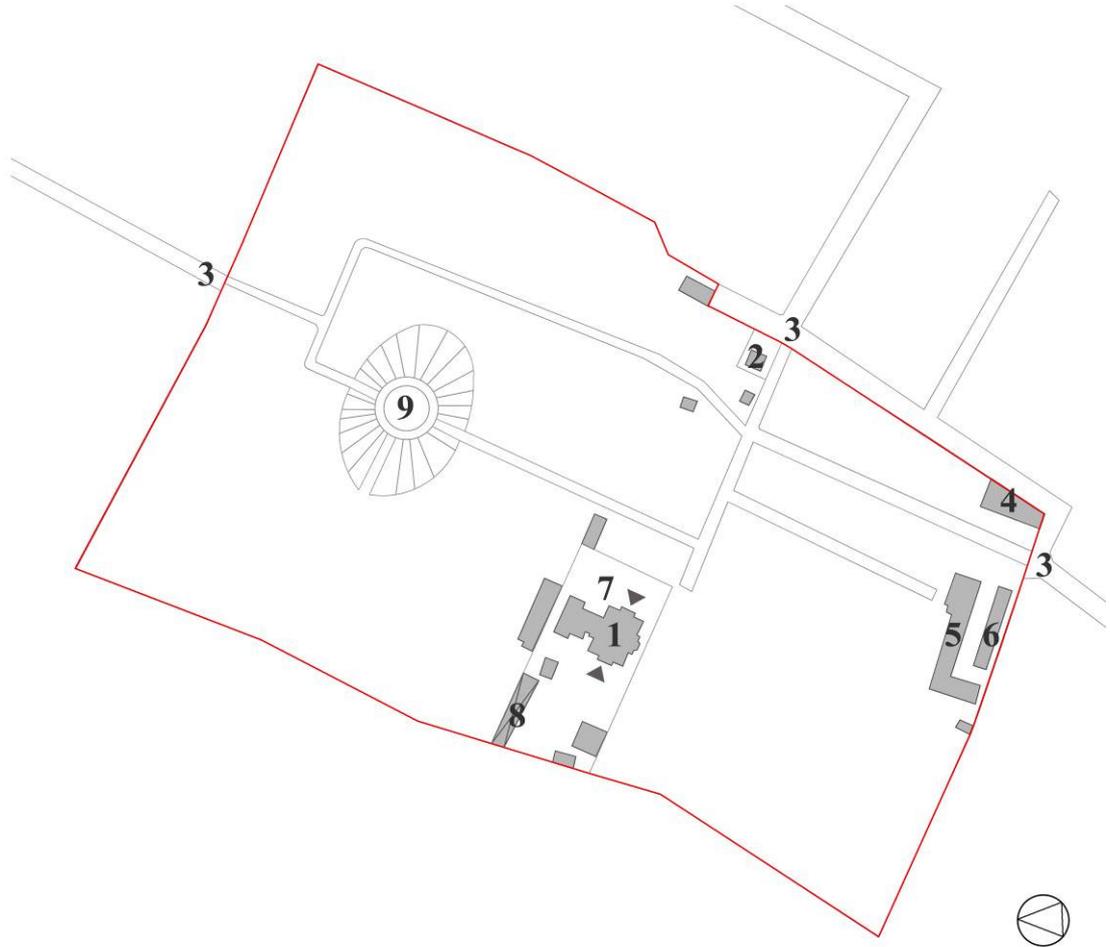


Fig.3.60: The site plan of Ahmet Muhtar Paşa compound.
 (1) *Köşk*, (2) *Selamlık*, (3) Entrance, (4) Lantern (*fener*) room, (5) Kitchen, (6) Gardeners rooms,
 (7) *Harem* garden, (8) Green house, (9) Gazebo.
 (Produced by the author based on the map from the 1935s)

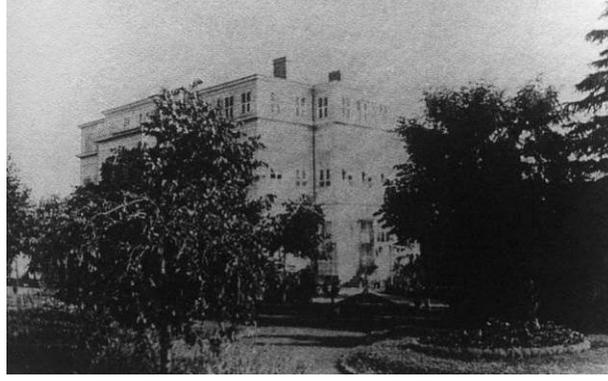


Fig.3.61: *Köşk* of Ahmet Eyüp Paşa in Feneryolu. (Source: Ekdal, 2008: 189)

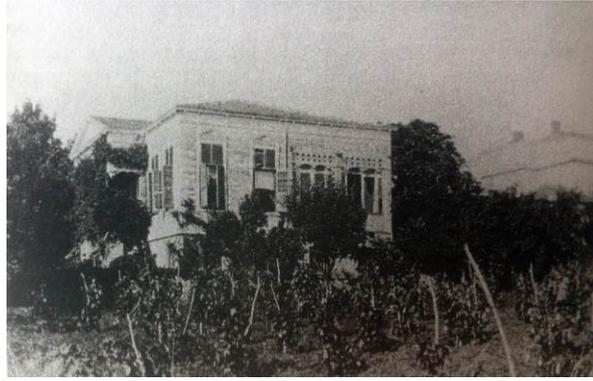


Fig. 3.62: *Selamlık* building of Ahmet Eyüp Paşa. (Source: Ekdal, 2008: 190)

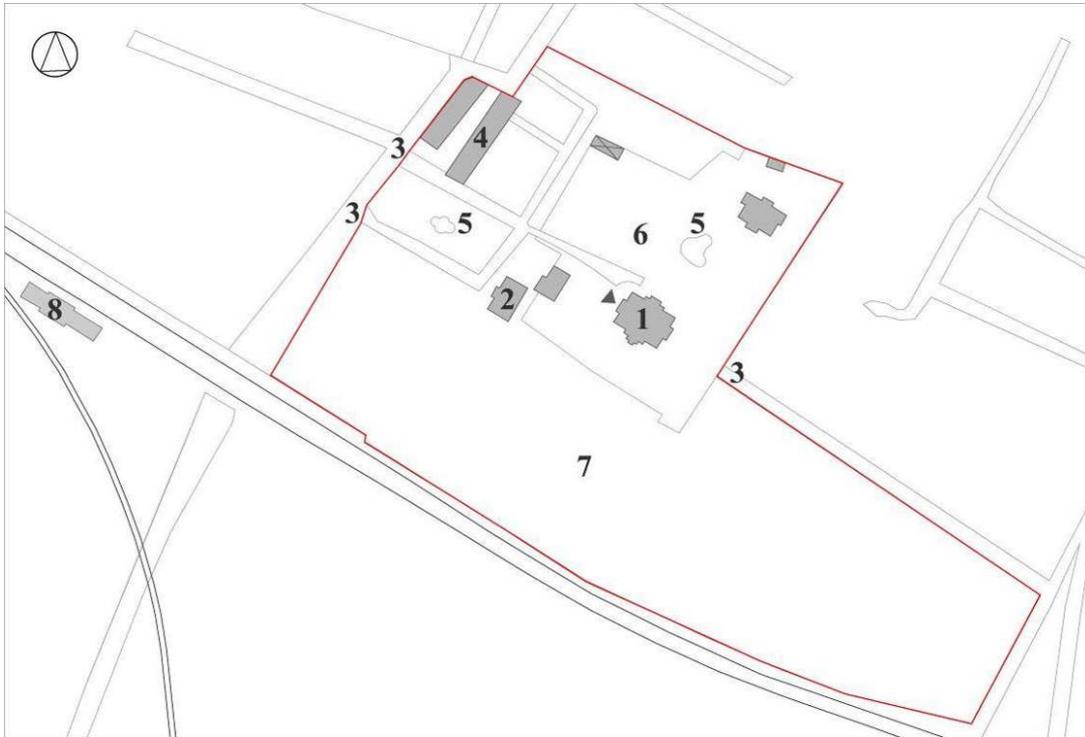


Fig.3.63: The site plan of Ahmet Eyüp Paşa compound.
 (1) *Köşk*, (2) *Selamlık*, (3) Entrance, (4) Auxiliary buildings, (5) Pool, (6) *Harem* garden, (7) *Bağ*, (8) Station.
 (Produced by the author based on the map from the 1935s)



Fig. 3.64: *Köşk* of Rıdvan Paşa. (Source: Ekdal, 2008: 289)

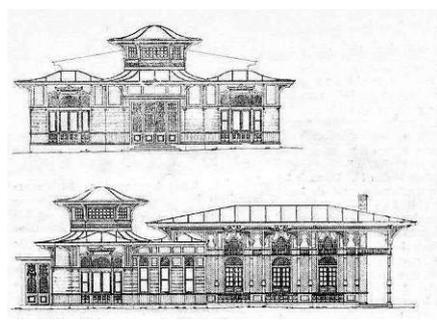
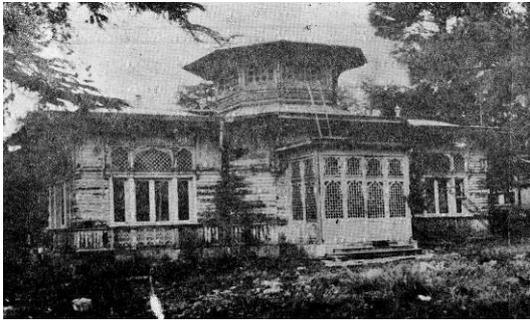


Fig. 3.65: View and facades of wooden pavilion of Rıdvan Paşa.
(Source: Uluengin&Uluengin, 1976: 77)

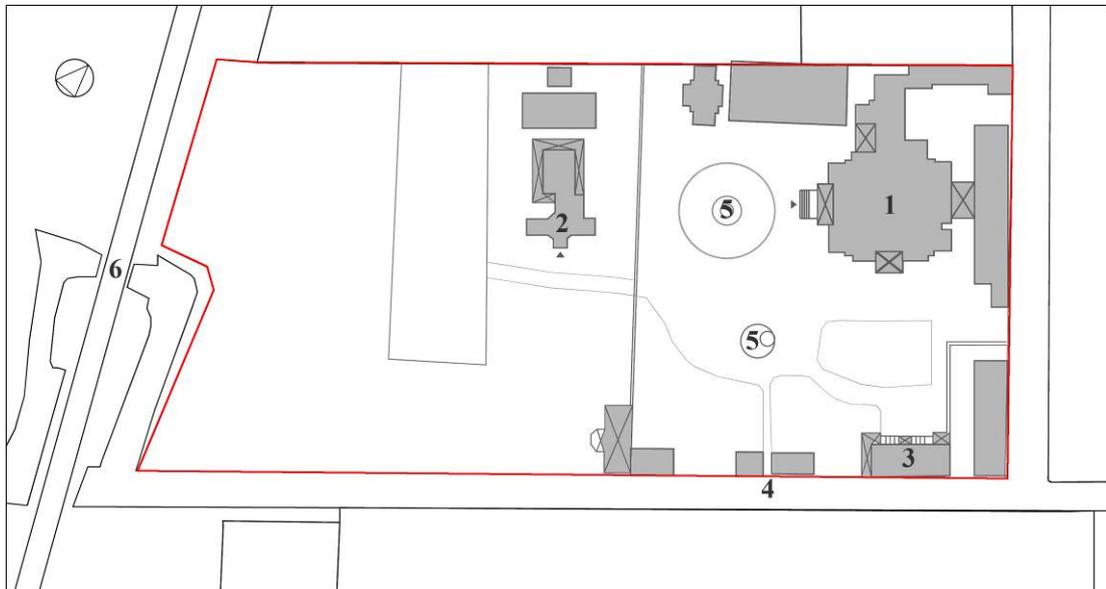


Fig. 3.66: The site plan of Rıdvan Paşa compound.
(1) *Köşk*, (2) Pavilion, (3) Bath, (4) Entrance, (5) Pool, (6) Railways.
(Produced by the author based on the map from the 1935s)

The European influence on Ottoman architecture was also introduced to the *sayfiye* settlements through the designs of the *köşks* by foreign architects after the 1900s. Cemil Paşa, the municipal (*şehremini*) of İstanbul between 1912 and 1914, built a *sayfiye* compound on 30 dunams of land in Çiftehavuzlar on the coastal side of Göztepe district.²⁰¹ The *köşk* with four-story is stated to be designed by the Levantine architect Alexandre Vallaury in 1900.²⁰² Vallaury graduated from Paris Ecole Nationale des Beaux-Arts was a well-known architect in İstanbul particularly with his residential projects designed for the royal family and high-level state officials where he interpreted traditional Ottoman architecture with Beaux-Art approach.²⁰³ The design of the *köşk* reflected the European influence on its design by raised first floor, grand entrance and staircase, asymmetrical windows, corner tower in addition to extensive ornaments on the facades. (Fig.3.67) (Ekdal, 2008: 238-239)

Another *köşk* on the coastal side of Göztepe is also significant with its European architectural style. Ragıp Paşa²⁰⁴ built his *köşk* in 1906 on 23 dunams of land in Caddebostan. The architect of the *köşk* is stated as Jachmund. (Ekdal, 2008: 252-254) The *köşk* with four-story was planned by a raised first floor which was connected to the ground level by a staircase and ramparts. Each façade of the *köşk* was designed with different features which resembled the architecture of royal palaces. The eastern façade was highlighted by two polygonal towers and a large terrace on the upper floor. The façade facing the sea stand out with the balconies crowned by a pediment. The northern façade on the street side was divided by the placement of a square plan tower at the center. The facades displayed decorative features as balustrades, pillars, pediments and iron railings. The building constructed as masonry was covered with wood. At the end, the building was designed with an eclectic style incorporating European architectural style and neoclassical features in Ottoman house. Apart from the details of the *köşk*, its monumental proportions put European signature on the coastal side of Göztepe. (Fig.3.68)

Art Nouveau becoming a favorite style in the capital²⁰⁵ generated the spread of the style to the *sayfiye* settlements. The origins of Art Nouveau in İstanbul are rightfully attributed to the Italian architect Raimondo D'Aronco, the outstanding practitioner of Stile Floreale. (Çelik, 1986: 146) D'Aronco who was invited to İstanbul by the Ottoman State in 1893 for designing the pavilions of the National Exhibition of the Ottoman Agricultural and Industrial Products, designed a number of *köşks* for the high-level state officials. D'Aronco redesigned the *köşk* of Cemil Bey - director of the Agricultural Bank- in Erenköy in 1904. (Fig.3.69) The new addition to the existing structure - designed as a traditional Ottoman house with *sofa* model - is separated by a tower dominated by a triangular geometry. (Barillari&Di Donato, 2006: 261) The traditional plan scheme of the *köşk* was transformed into asymmetrical plan scheme with the incorporation of Art Nouveau style. Additionally, D'Aronco redesigned the entrance of the *köşk* highlighted by a canopy with a balcony on the upper floor. D'Aronco designed another *köşk* for Cemil Bey in Erenköy in 1905. (Fig.3.70) The plan of this *köşk* reflects the influence of the "free ground plan" based on the Saxon tradition. He interpreted the Ottoman influence in many ways which is particularly reflected on the wooden facades. (Barillari& Di Donato, 2006: 269) The former *köşk* of Sadık Bey in Feneryolu, is revised by D'Aronco in 1904 through the addition of projections and asymmetrical arrangement of the roof. (Fig. 3.71) The new style was reflected on the facades and decorative features of the *köşk* incorporated with the traditional forms of residential architecture. The traditional symmetrical configuration of the facades was changed with the addition of canopies, balconies and towers in addition to wooden floral decorations. The redesign of the traditional Ottoman *köşks* by D'Aronco represents the desire of the Muslim upper-class for European architectural style.

²⁰¹ Şehsuvaroğlu states that Cemil Paşa was proposed to be the municipal of İstanbul by Ahmet Muhtar Paşa who was impressed with the architecture of his *köşk*. (Şehsuvaroğlu, 1969: 113) It is stated that Ahmet Muhtar Paşa was impressed by the *köşk* due to its European style. Ahmet Muhtar Paşa: "Evinin içinde ve dışında küçücük bir Avrupa yaratan adamı şehremini yaparsam İstanbul'u imar eder." (Ekdal, 2008: 238)

²⁰² The architect of the building is stated as French originated Levantine architect Vallaury although the building is also listed in the works of Turkish architect Vedat Tek.

²⁰³ www.mimarlikmuzesi.org

²⁰⁴ The apartment buildings, defined as merchant apartments by Yücel, of Ragıp Paşa in Beyoğlu known as Anadolu, Rumeli and Africa Han were also designed by foreign architects during the 1870s which reflected the architectural approach of the period. In addition, the *konak* of Ragıp Paşa was located in Taksim which was later transformed into Maksim Club. (Yücel, 1996)

²⁰⁵ Çelik, 1986: 148



Fig. 3.67: *Köşk* of Cemil Pasha in Çifhavuzlar. (Source: www.mimarlikmuzesi.org)



Fig.3.68: *Köşk* of Ragıp Paşa in Caddebostan. (Source: Şehsuvaroğlu, 1969: 114-115)



Fig. 3.69: D'Aronco, *Köşk* of Cemil Bey in Erenköy, 1904. (Source: Barillari& Godoli, 1997: 112)

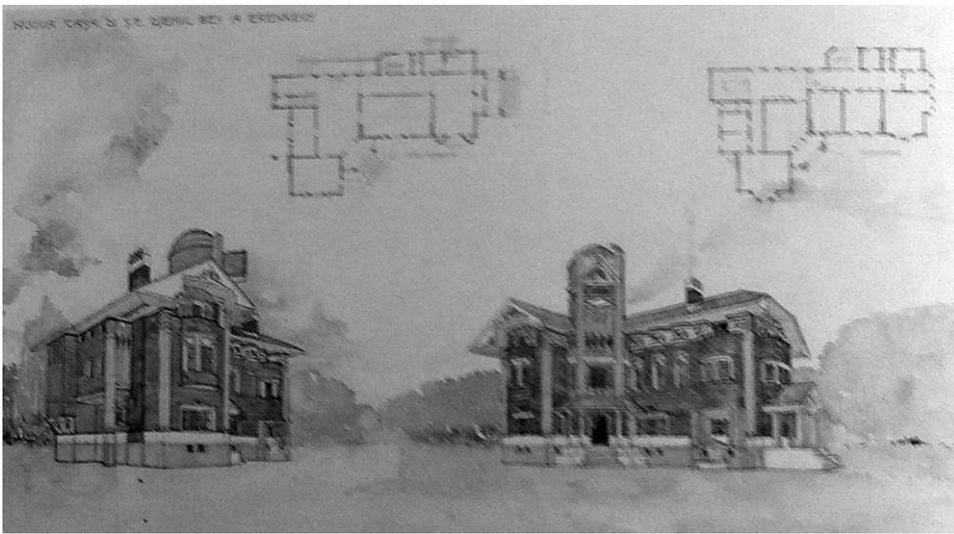


Fig. 3.70: D'Aronco, New *köşk* of Cemil Bey in Erenköy, 1905-1906. (Source: Barillari& Godoli, 1997: 116)

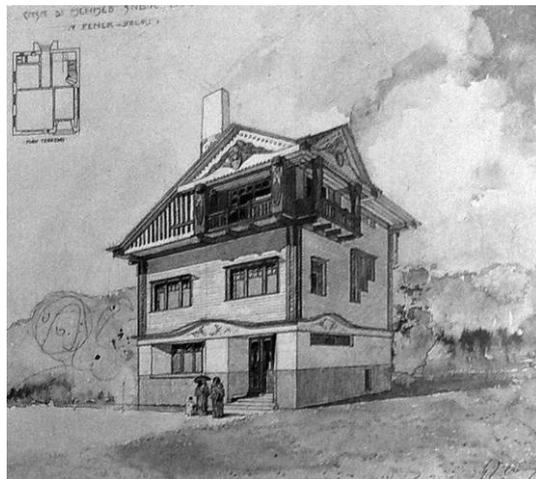


Fig. 3.71: D'Aronco, *Köşk* of Mehmet Sadık Efendi in Feneryolu, 1904-1907. (Source: Barillari& Godoli, 1997: 114)

Villa Mon Plaisir located in Fenerbahçe also displayed Art Nouveau style features. The *köşk* owned by French originated Levantine Jean George was built in 1906 on the parcel composed of two dunams purchased from Oppenheim. The *köşk* with four-story including a basement floor was built masonry on the ground floor and wood on the upper floors. The ground floor is divided by a longitudinal corridor where the living and dining rooms are planned on the right and kitchen, bathroom and a room are planned on the left. The upper floor houses four bedrooms, a living room and a bathroom. The large balcony designed on the first floor has iron railings with floral themes. (Ekdal, 1987: 121-132) (Fig.3.72) Art Novoeau style is seen on the decorations of the *köşk* through four ceramic panels located next to the windows of the front façade. The panels which depict four seasons are designed by French artist J.A.Arnoux are ordered in 1908.²⁰⁶ (Barillari&,Godoli, 1997: 158) (Fig.3.73)

In Fenerbahçe, Botter family constructed four houses on the land adjacent to *Villa Mon Plaisir* which was purchased from Oppenheim in 1884. Three of the houses were built masonry while one was a wooden structure. The first *köşk* built in the land was planned with a ground floor divided by a longitudinal corridor opening to the garden. (Ekdal, 1987: 91) This *köşk* designed with a large balcony on the upper floor displayed similar façade configuration with *Villa Mon Plaisir*. The entrance was designed by glass panels with arched windows. Additionally, three *köşks* were built for the daughters of Jean Botter in the later years. (Fig.3.74-3.75) The architects of two *köşks* are not identified however the *köşks* displayed European architectural features at their design through arched windows and wooden decorations. Jean Botter commissioned D'Aronco for the design his daughter's house in 1906. D'Aronco had already designed an apartment house for Botter in Beyoğlu in 1900.²⁰⁷ (Batur, 1994: 312) The wooden *köşk* of Marie Botter was composed of four floors including a basement floor. (Ekdal, 1987: 105) The asymmetrical façade configuration, polygonal corner tower, glass panels on the first floor, arched windows and wooden decorations represented the Art Nouveau approach of the architect. (Fig.3.76)

²⁰⁶ The panels similar with the ones in Markiz Patisserie in Beyoğlu are ordered to the same artist.

²⁰⁷ Çelik states the construction date of the building as 1907. (Çelik, 1986: 148)



Fig. 3.72: *Villa Mon Plaisir* in Fenerbahçe. (Source: Barillari&,Godoli, 1997)



Fig. 3.73: Panels of *Villa Mon Plaisir*. (Source: Ekdal, 1987: 123-126)



Fig. 3.74: *Köşk* of Jean Botter in Fenerbahçe. (Source: Ekdal, 1987: 95)



Fig.3.75: *Köşk* of Louisa Botter in Fenerbahçe. (Source: Ekdal, 1987: 98)



Fig.3.76: D'Aronco, *Köşk* of Marie Botter in Fenerbahçe, 1906. (Source: Ekdal, 1987: 104)

As conclusion, *sayfiye* residences at the suburbs of Kadıköy displayed different architectural styles which can be categorized mainly into two; firstly the *köşks* that were shaped by the traditional Ottoman house model mostly built at the late nineteenth century; and secondly the European style *köşks* which were mostly built after the 1900s. While the European style *köşks* were designed by European trained architects, the traditional *köşks* were designed by the building foremen with Ottoman architectural style and construction techniques. As construction technique, the *köşks* were mostly built as wooden houses at the *sayfiye* settlements. Although Article 79 of Building Law required the new buildings to be constructed with the technics of masonry (*kargir*); the new houses at *sayfiye* settlements were mostly constructed as wooden buildings referring to Article 81 which permitted to construct wooden buildings inside *bağs* and gardens. Thus, the architecture of the *köşks* represented the cultural values and life styles of their owners which represented the Ottoman elite class composed of the high-level state officials and new wealthy class. The transformation of architectural style of the houses in the 1900s signifies the increasing infusion of Western style architecture to the suburbs of İstanbul. The main design principle of *sayfiye* houses was to integrate with the landscape and open up to the gardens which was created through the terraces and balconies in addition to opening of the facades through the planning of numerous windows.

Even the architectural style of the suburban houses differed; the predominant characteristic of the houses was their formation as detached houses diffused inside spacious gardens. At the *sayfiye* settlements, the demand for different privacy levels required the development of separate buildings as *haremlik*, *selamlık* and auxiliary structures placed inside the garden accordingly with their function. The *köşks* at the *sayfiye* settlements were related with the private space of the garden more than the public street. In addition, garden pavilions were common structure of the *sayfiye* compounds which were designed accordingly with the cultural and social practices of their owner.

3.6 REPRESENTATIONS OF SUBURBAN LANDSCAPE IN SAYFIYE

An important motive of the movement of people to the suburbs was their desire to enjoy the pleasures of nature which was facilitated through the gardens and public spaces at the *sayfiye* settlements. The suburbs of Kadıköy were portrayed as European style settlements with *köşks* opening up to the immense rural area and landscape at the novels and paintings at the late Ottoman period. The novels described the area with its extensive landscape, natural beauty, scenery, its social atmosphere and being away from the city life. The area became a popular subject also for the painters who portrayed the *sayfiye* settlements with their recreational areas and rural landscape.²⁰⁸

The *sayfiye* settlements along the Anatolian Railways represented the evolution of the concept of nature in the Ottomans transformed by the changing cultural values and life style influenced by European models. Turkish word *bahçe* (garden) originates from *bağçe* which means small *bağ*. In Ottoman culture, *bağ* not only meant vineyard but also encompassed the fruit gardens. (Anonymous, 1994b: 533) In traditional Ottoman culture, the garden functioned both as entertainment and leisure ground in addition to supplying the fruit and vegetable needs of the house through *bağs*, *bostans* and orchards. Thus, the traditional Ottoman gardens represented the fusion of pleasure and utility. The Turkish gardens were the combination of beauty and functionality with their composition of *bağ*, *bostan*, orchard and grove. (Evyapan, 1972: 54) The traditional Ottoman gardens were designed with minimum intervention to nature where garden was a space that was lived rather than a picturesque view to be looked at. (Artan, 1994c: 544) Hence, the design of the gardens embraced nature instead of regularizing it with formal designs with dominating axis or viewpoints. In this context, the buildings also formed an organic whole with the garden.

After the eighteenth century, the European influence was evident in the Ottoman gardens with their formal designs emphasizing the picturesque qualities more than functionality. “Sa’dabad is the first example of a decorative garden where nature has been reorganized by human hands.” (Işın, 2001: 206) Western-style garden model transformed garden from a space to be lived in into a spectacle to be viewed from a distance. In this sense, the changing cultural values and life style of the Ottomans was also reflected at the design of the gardens. The significant examples of Western-style gardens in İstanbul were the gardens of Çırağan, Beylerbeyi and Dolmabahçe palaces built in the nineteenth century. (Artan, 1994c: 545) Işın states that while palace culture was turning towards a concept of aestheticized nature, the middle class was still attached to a functional concept of nature. (Işın, 2001: 207)

Similar with the architectural styles of *köşks*, the gardens at *sayfiye* settlements displayed different design approaches. However, it can be stated that the gardens at *sayfiye* settlements were the combination of formal and informal designs which sustained the traditional approach of integrating pleasure with utility. At the *sayfiye* compounds, the garden was commonly composed of an inner garden (*harem bahçesi*) which served for the domestic sphere of the compound; and an outer garden of *bağs*, *bostans* and orchards which was developed for functional use. While the inner garden was usually designed with the concept of aestheticized nature through decorative features as flower beds, trees and pools; the outer garden preserved the functional concept of nature. Thus, the gardens of *sayfiye* compounds were developed through the integration of aestheticized and functional nature. Eldem differentiated between the naturalistic garden and architectural garden defining the inner garden as architectural garden. While there existed smoothness and coherence with nature, the architectural garden was dominated with geometry and artificial lines. (Eldem, 1976: 277) Eldem stated the characteristic features of the architectural garden are stated as being axial and symmetrical; having parterres and flower beds. The inner garden was separated from the outer garden by a wall securing the private space of the *köşks*. It is stated that the area around Göztepe and Erenköy was famous for its *bağs* with different kinds of grapes. The *bağs* of Ahmet Muhtar Paşa and Tahsin Paşa were well-known examples of *bağs* in Feneryolu. Grape festivals were organized at the *bağs* between Göztepe and Maltepe which took place during August and September. (Anonymous, 1994b: 533)

²⁰⁸ Refer to Appendix C for the paintings from the suburbs of Kadıköy.

The gardens generally included special structures such as pavilions and gazebos which were used as leisure spaces that reflected the life style of their owners. (Fig.3.77) While the wooden pavilions were commonly located at the inner garden, the gazebos constructed as wood or iron were located at the *bağ* section of the garden. The *sayfiye* compounds located at the inland made use of water element through the development of pools. At the late nineteenth century, the trend was the naturalist pools which were like miniature lakes with islands and bridges. (Eldem, 1976: 150) The large pools were designed with fountains and cascades; in addition they were decorated with bridges and artificial rocks where boats were ridden. (Artan, 1994c: 545) Some of the pools in *sayfiye* compounds were planned as artificial lakes where people could ride boat such as the *sayfiye* compounds of Munif Tahir Paşa²⁰⁹ in Erenköy and Abdülkadir Efendi²¹⁰ in Feneryolu.²¹¹ (Fig.3.78)



Fig. 3.77: The pavilion of Şehzade Abdülkadir Efendi which was used as music room. (Source: Ekdal, 2008: 173)



Fig. 3.78: View of the pool at the garden of Munif Tahir Paşa. (Source: Ekdal, 1996: 449)

²⁰⁹ The *köşk* was also known as *Zürafalı Köşk* which was attributed to the existence of a giraffe sculpture at the garden. (Ekdal, 1996: 449)

²¹⁰ Abdülkadir Efendi - the son of Abdülhamid - purchased the land located between Feneryolu and Kızıltoprak in 1910. He built a wooden pavilion in the garden for his music studies. (Ekdal, 2008: 170-175)

²¹¹ The existence of large pools is clear at the maps from the 1935s.

The garden of Fuad Paşa in Fenerbahçe is a significant example of Western-style garden at the *sayfiye* settlements around the Anatolian Railways. Fuad Paşa, a high-level state official, started to construct a *sayfiye* compound on 100 dunams of land near Fenerbahçe byline in 1900. The *sayfiye* compound was designed as a “pleasure garden”. The view of the garden from the north displays the incomplete masonry building at the center and Fenerbahçe byline on the left in 1902. (Fig. 3.79) A French landscape architect and assistants were employed to arrange the garden. The garden had a symmetrical composition with formal flower beds with circular compartments and large trees. A large pool was planned to the south of the land with an artificial island at the center where the family rode motor boat. At the later years, a *köşk* composed of four floors was constructed for the daughter of Fuad Paşa located to the west of the railways. The compound also included auxiliary buildings as barns, servant houses and a projection tower for lighting. (Ekdal, 2008: 396-401) (Fig. 3.80) The garden of Fuad Paşa separates from the traditional Ottoman approach with its display-oriented design. The incomplete building is placed at the axis of the garden where the landscape could be enjoyed from a view point. The Western-style garden of Fuad Paşa created the possibility of viewing nature from a distance instead of functional use of the nature.



Fig. 3.79: The garden of Fuad Paşa before the construction of the *köşk*, 1902. (Source: Ekdal, 1987: 244)

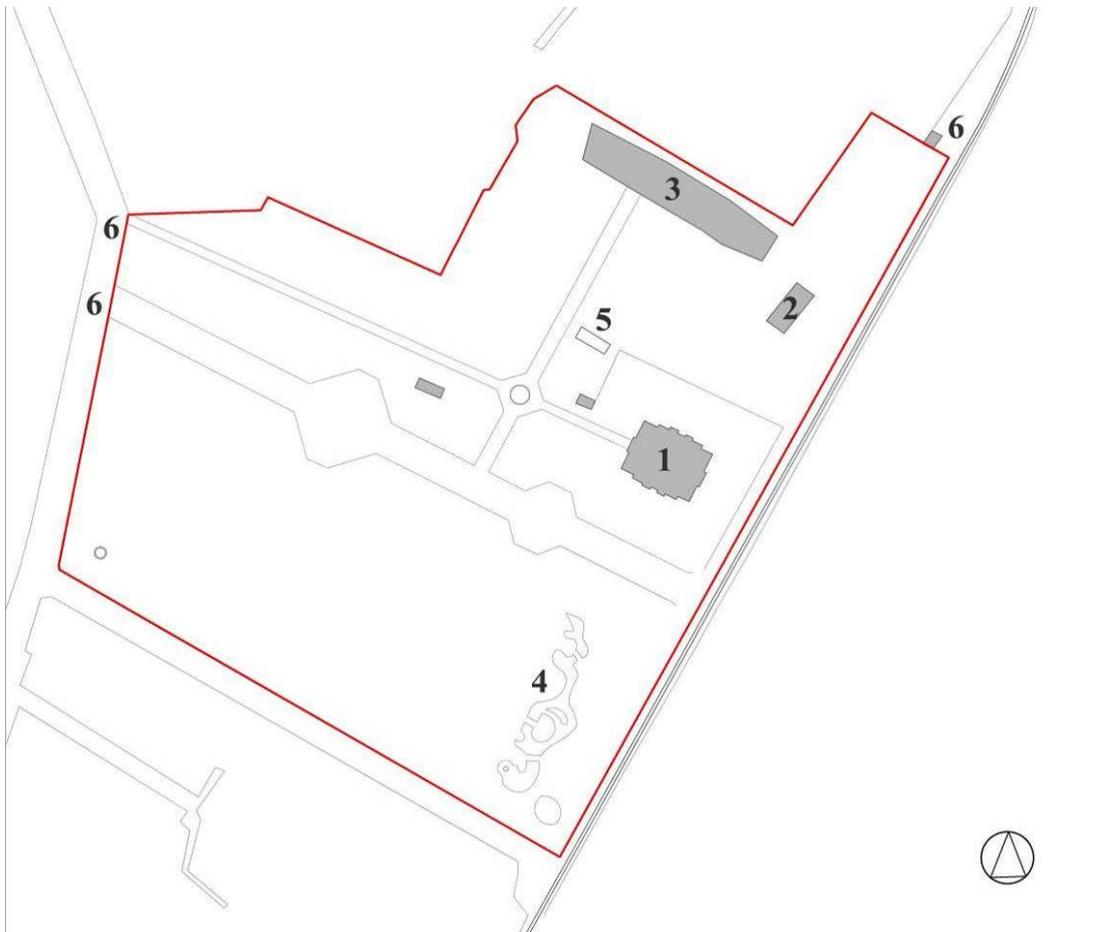


Fig.3.80: The site plan of garden of Fuad Paşa.
 (1) *Köşk*, (2) Incomplete building, (3) Barns, (4) Pool, (5) Projection tower, (6) Entrance.
 (Produced by the author based on the map from the 1935s)

Along with private gardens of *sayfiye* compounds, there existed common grounds (*mesire*) used for recreational and leisure purposes at the suburbs of Kadıköy. The vogue for common grounds (*mesire*) started in Tulip Period (1718-1730) was expanded in the reign of Abdülmecid (1808-1839) and was spread to the all classes of the Ottoman society in the reign of Abdülhamit II. (1839-1861) (Göktaş, 1994: 407) With the development of ferry services and railways, the rural area at the suburbs of Kadıköy became popular common grounds of İstanbul. The meadow of Kuşdili located to the west of Kurbağalı Stream was used by the foreigners for recreational purposes.²¹² The official document from 1898 stated that the residents of Beyoğlu, Moda and British used the meadow of Kuşdili for playing football during the summers.²¹³ As mentioned earlier, *Fenerbahçe Mesiresi* was also a popular common ground used both by the foreigners and Muslim upper class particularly on Fridays and Sundays. The recreational areas in Kuşdili and Fenerbahçe represented the social life in Kadıköy.²¹⁴

Apart from the existing common grounds at the area, in 1913/1914 the municipal department in Kadıköy proposed to develop a modern park at the empty field known as the meadow of Yoğurtçu located to the west of Kurbağalı Stream.²¹⁵ The idea to develop a public park by the municipality signals the penetration of western idea of landscape into public recreational spaces. The plan of Yoğurtçu Park named as Garden Project (*Projet de Jardin*) was signed by the French architect Adolphe Thiers.²¹⁶ The design of the park displayed the features of formal western garden which was planned on a longitudinal axis lined with trees connected to the square planned at the center of the park. The existing street on the west was extended to the shore of the stream and a terrace was created overlooking the stream highlighted by a kiosk. Contrasting with the geometric layout of the park at the western side of the stream, the eastern side was designed in a free style form with the creation of a small lake in addition to curving walkways. Two sides of the park were connected through a pedestrian bridge planned to the south of the park. (Fig. 3.81-3.82) The design reflected the western approach of landscape which emphasized the observer's view point that turned landscape from a space to be lived in into a spectacle to be viewed. In traditional Ottoman concept of landscape, there was the participation of people, however in westernized landscape of the park the people were interpreted as spectators that were detached from the landscape. The project was not implemented during the Ottoman period however the design of the park reflected the westernization of the concept of landscape for the Ottoman institutions.

Based on the analysis of the private gardens and public spaces, the *sayfiye* settlements displayed juxtaposition of different concepts of landscape. It is observed that the traditional Ottoman approach sustained its existence at the gardens of *sayfiye* compounds through the integration of pleasure and utility particularly built at the end of nineteenth century. However, after the 1900s the Western landscape idea started to spread to the *sayfiye* settlements which were mainly developed by the agents of the state as the municipality and the high-level state officials. The new landscape idea represented the westernization ideals of the Ottomans facilitated through the design of gardens and public spaces. In addition to the development of a public park, the municipal department at Kadıköy proposed to develop the coastal side of Kadıköy as a pedestrian promenade which would resemble the coasts at the south of France. (Arseven, 2011: 98) Thus, at the late Ottoman period the landscape at the *sayfiye* settlements represented a hybrid form which was shaped by the traditional and newly emerging cultural codes.

²¹² Fenerbahçe Stadium is later built on on this area formerly used for playing football. "Kurbalıdere'nin Kalamış Körfezi'ne dokulduğu yerin doğu yakasında yeralan, daha eski zamanda "Silandaraga" denilen bu çayırdı Modalı İngiliz ve Rum gençler futbol oynarlardı." (Tanyer, 2010: 5)

²¹³ Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 17/R/1316 (1898) File no: 21 Gömlek no: 119 Source code: Y..PRK.ZB.. "Beyoğlu ve Moda sakinleri ile İngiltere ileri gelenlerinden kadın ve erkek bir grubun Kuşdili Çayırı'nda lastik top oynadıkları."

²¹⁴ Alus portrayed the social life in Kadıköy at his book Pembe Maşlahlı Hanım. Alus, Sermet Muhtar (1933) Pembe Maşlahlı Hanım

²¹⁵ Ekdal states that Yoğurtçu Meadow was a swamp area at the late Ottoman period. (Interview of Müfid Ekdal, 17 December 2009)

²¹⁶ The architectural works of Adolphe Thiers include mansions, the compound of *Montmartre aux Artistes* (1930) composed of the artists workshops in addition to *Le Moulin Rouge* (1933) in Paris. The author could not find further information on the possible other projects of the architect in İstanbul.

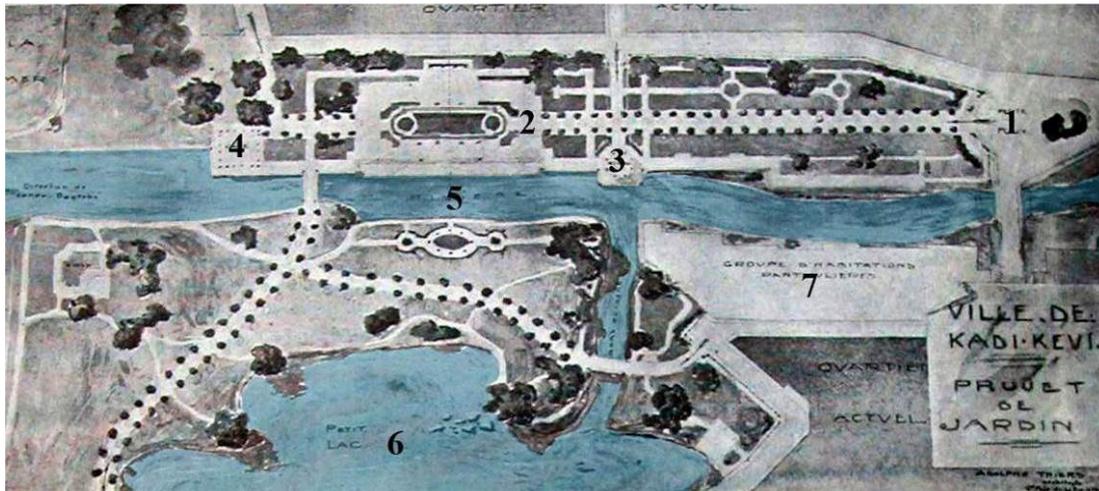


Fig.3.81: Plan study of Yoğurtçu Park in Kadıköy. (1) Small Square, (2) Public square, (3) Kiosk, (4) Cafe, (5) Stream, (6) Small lake (7) Group of houses (Colored by the author) (Source: Arseven, 2011: 99)



Fig.3.82: View of Yoğurtçu Park from the east. (Source: Arseven, 2011: 100)

3.7 EVALUATION

Lefebvre states that the production of space cannot be separated either from the productive forces, including technology and knowledge, or from the social division of labour which shapes it, or from the state and the superstructure of the society. (Lefebvre, 1991: 85) In this sense, the production of the suburban landscape of *sayfiye* was essentially related with the productive forces where the Ottoman state formed the superstructure by developing railways, regulating property relations and building codes; in addition the social relations of the society which transformed the land into landscape through spatial practices.

Suburban landscape of *sayfiye* settlements hides the relationship that go into its making namely the political, economic and ideological structure of the period; in addition to social and cultural practices of the inhabitants that go into making of this particular landscape. The agricultural land at the suburbs of Kadıköy was transformed with the construction of railways which was the main dynamic that generated the development of *sayfiye* settlements along its route, in addition to the social groups which were the high-level bureaucrats who were the agents of this development through acquiring land from the environs of the railways. Anatolian Railways functioned as the major force that generated the suburban development on its route through opening the surrounding countryside composed of agricultural land into new settlements and as a result causing the transformation of rural space into urban space.

From the point of view of power relations, the development of *sayfiye* settlements along the Anatolian Railways was generated by the Ottoman state's political, economic and military demands for constructing railways. In this sense, landscape is *produced* as a result of the political and economic dynamics. On the other hand, the Ottoman upper-class moving to the countryside for recreational and leisure purposes caused the development of suburban settlements which were formed as *sayfiye* at their initial development. The settlement type of the case study area formed as *sayfiye* which was resort settlement used during the summers hides the approach of the Ottoman elite class to nature and landscape as well as the economic dynamics that go into transformation of land into landscape.

Until the mid-nineteenth century, the enjoyment of nature by the Ottomans was through the excursion grounds outside the city which were generally defined as common grounds as *mesire*. In the late nineteenth century, the tranquilizing and sanative influences of nature were introduced to the domestic life of the Ottomans as a result of the development of new settlements dispersing over the countryside. The preliminary suburban development along the Anatolian Railways is a significant example of the fusion of rural and urban space through *sayfiye* settlements. These settlements also reflect the evolution of modern recreation and domestication of nature in urban space. *Sayfiye* settlements brought the advantages of nature to the urban life through easy railway access. By the construction of railways, the countryside's pleasure was opened to the public but at the same time was limited to the Ottoman elite class by privatization of land through obtaining land at the environs of the railways and stations. *Sayfiye* settlements enabled the Ottoman upper-class to enjoy the pleasures of the country life and at the same time to attend business in town. Apart from the influence of the railways to make countryside accessible, their construction generated the transformation of agricultural land into urban land. In this context, their development also symbolized the privatization of countryside through development of *sayfiye* settlements.

Even though the urban pattern of *sayfiye* settlements was not planned based on the new concepts of city planning developed in America like the ideas of Olmsted and Vaux that promoted the separation of compact business districts and residential area with "rural spaciousness", the result around the Anatolian Railways was the development of *sayfiye* settlements characterized as residential settlements where the beauties of the natural landscape and rural spaciousness can be experienced.²¹⁷ Thus, *sayfiye* marks the preliminary form of the infusion of urban space into the countryside by transforming agricultural land into suburban landscape. Consequently, the suburban landscape of *sayfiye* was formed by the Ottoman upper-class sculpting their social formation on land which was reflected on the physical landscape through the development of *sayfiye* compounds. In addition to the

²¹⁷ For more information about the urban and rural space relation in America, refer to David Schulyer (1988) [The New Urban Landscape: The Redefinition of City Form in Nineteenth-Century America](#). Baltimore and London: John Hopkins University Press.

physical landscape, the suburban landscape of *sayfiye* is also reflected on the representations of landscape through the architecture of the buildings and design of the gardens.

The urban morphology of the *sayfiye* settlements was primarily shaped by the railways which formed the “spine” of the new settlements where railway stations were the nodes of circulation. At the same time, the railway station accompanied with the construction of mosque, police station and school nearby constituted the center of the neighborhoods. The main street of the neighborhoods was the street that connected the railway station to other circulation routes at the same time which was developed as the commercial area. While railways generated the development of new settlements, the building law of the period acted as the guidelines that shape the urban morphology. The *sayfiye* settlements were not developed according to a master plan prepared by the state; however their development were supported by the Building Law 1882 highlighting the conservation of the *sayfiye* character of Kadıköy. For this aim, Article 18 of the law restricted the divisions of the land into parcels smaller than one dunam. At the preliminary development stage of the *sayfiye* settlements, the streets were developed according to land plots which were defined by property ownership. Thus, the irregular street network of Kızıltoprak, Feneryolu, Fenerbahçe and Erenköy are reflections of the property ownership at the urban morphology of the case study area. On the other hand, the gridiron street network of Göztepe district reflects the development model of the district by the planning of the municipality according to building law which adopted Western planning approach. (Fig.3.83) It was after the constitution of *mahalles* that the streets were developed according to Building Law which defined the width, categorization, and geometry of the streets. While the size of land plots ranged between 20-100 dunams at the preliminary stage of their development, it was after the 1905s that the land plots started to be divided into smaller parcels not at least that one dunam.



Fig.3.83: Urban morphology of the case study area in late Ottoman period, 1913/1914. (Produced by the author)

The architectural type and style of *sayfiye* compounds reflected the gradual infusion of European architectural style and neoclassical features in Ottoman house through decorative features as balustrades, pillars, pediments and iron railings. Even the architectural style of the houses built between 1870s and 1900s and after 1900s differed, the common characteristics of the houses were based on their relation to the environment. The houses were designed with row windows to open the facades to the environment. “Erenköy” type house defined by Eldem (2007) was introduced to the cases study area designed with a large number of galleries ornamenting the frontals, pediments and walls, and the facades were enriched with lace-like work where no part of the structure was left without some form of decoration. The houses of Cemil Topuzlu in Çiftelahavuzlar, Ragıp Paşa in Caddebostan and houses designed by D’Aronco are some examples of the houses built after 1900s at the case study area. Even though European influence was reflected at the residential typology after 1900s, the architecture of the public buildings reflected the emerging national architectural style through the architecture of mosques (Zihni Paşa Mosque in Erenköy by Vedat Tek), pier buildings (Bostancı) and schools (Göztepe School by Mimar Kemaleddin Bey). Thus, the architecture of the public buildings reflected the nationalization policy of the period guided by the ideology of *İttihad ve Hareket Cemiyeti* (Committee of Union and Progress) which generated 2nd Constitution in 1908.

At the preliminary stage of their development, the suburbs around the railways were composed of *sayfiye* compounds built inside large land plots used as *bağs* and *bostans*. In this sense, the formation of the settlements depended on the use value of the land. However, the *sayfiye* character of the area started to transform with the popularity of the area, the desire of the middle-class for living outside the city in new settlements resulted in the subdivision of land plots into parcels for construction of further *köşks*. At the *sayfiye* settlements, the building activity which started after the development of the railways was intensified between 1890 and 1910, and then was slowed down during World War I (1914-1918), however as stated by Alus the significant development of case study area was during the period of Independence War between 1919 and 1922.

To conclude, the modernization attempts of the Ottoman State during the nineteenth century not only influenced the urban space but also had major impacts on the development of suburban settlements outside the city which influenced the relationship between the city and countryside. In the late nineteenth century, the suburban landscape around the Anatolian Railways characterized as *sayfiye* was based neither on the city alone, nor on the countryside alone, but rather on the dialectical relationship. However, after 1900s the further suburban development at the area signals the transformation of settlement type from temporary residential settlement used at summers into permanent residential settlement facilitated through the movement of the people to the area which generated the subdivision of land into parcels and construction of new *köşks*. Thus, the *sayfiye* character of the case study area started to transform at the 1910s. Even though, the Ottoman authorities tried to stop the suburban development at the area by new declarations, the transformation process of the case study area into permanent residential settlements continued after the foundation of Turkish Republic in 1923.

CHAPTER 4

BANLIEUE: SUBURBAN DEVELOPMENT DURING THE EARLY REPUBLICAN PERIOD

The case study area which signaled the transformation of *sayfiye* settlements into permanent residential settlements at the 1910s changed particularly after the foundation of Turkish Republic in 1923. This chapter will focus on the transformation of case study area into permanent residential settlement which is defined as *banlieue* in this dissertation during the early Republican period. The word *banlieue* is the product of two French words: *ban* (to forbid) and *lieue* (league, or about four kilometers). The term refers to a belt of residential neighborhoods surrounding the city core. While "periphery" can refer to both rich and poor neighborhoods, *banlieue* has become a pejorative euphemism for neighborhoods with low-income housing projects, predominantly for immigrant families, that are characterized by widespread poverty, unemployment and violence. (Angelil&Siress, 2012: 57) However in the context of this dissertation, the term *banlieue* is used to define the permanent residential settlements of the upper-class that are formed around the Anatolian Railways at the early twentieth century.

This chapter will discuss the suburban development of the case study area at the early Republican period starting from the foundation of Turkish Republic in 1923 until the beginning of World War II. The foundation of Turkish Republic after Independence War marked a shift in political, economic and social dynamics which were generated by the revolutions and reforms in social and cultural spheres.

During the early Republican period, the *köşks* were rented or sold out and the large plots composed of *bağs* and *bostans* started to be divided into parcels which leded the transformation the *sayfiye* character of the area from a temporary settlement used for recreational and leisure purposes during the summers into permanent residential settlements. Akbulut states that before WWI, Kadıköy had become an important residential settlement of İstanbul. (Akbulut, 1994: 335) However, it was particularly during the period of Independence War that the suburbs of Kadıköy became an important permanent residential settlement of İstanbul. In the early twentieth century, construction of railways had been complete for many years and commuter trains acted as the main transportation for the connection of the area with the city center. However, after the 1930s, the focus of planning approach was shifted from railways to roads which also influenced the suburban development of the case study area.

At the first part of the chapter, the urban planning proposals for İstanbul in the early Republican period will be discussed focusing on their impacts on the Anatolian side as well as Kadıköy and its suburbs. At the second part, the urban morphology and architecture of the case study area will be analyzed depending on the methodology proposed in chapter 2. The impacts of planning proposals, urban transformation of the case study area will be evaluated at the final part of the chapter.

4.1 URBAN DEVELOPMENT OF ISTANBUL DURING THE EARLY REPUBLICAN PERIOD

The foundation of Republic of Turkey in 1923 marked the beginning of a new era that restructured the political, economic and social sphere within the ideology of newly founded Republic. The development of nation-state represented Turkish modernization which was also reflected on the urban development of the Turkish cities. Due to the declaration Ankara as the new capital, the administrative and governmental functions in İstanbul were transferred to the new capital which was followed by the change in the demography of İstanbul. By 1927, the city's population declined to 690,857, half its pre-war size. (Gül, 2009: 88) The report of 1923 prepared by İstanbul Chamber of Commerce and Industry analyzed the economic impacts of the transfer of the capital on İstanbul. The report stated

that there was a decrease in commercial activities as a result of the contraction of the hinterland and recession of production and consumption amounts accompanied with the impacts of the departure of the non-Muslims who were formerly dominant in the commercial activities. (Tekeli&İlkin, 2004: 57) In addition, the report also portrayed İstanbul at the late Ottoman period that was developed with the hand of the foreigners and non-Muslims in addition to the high-level state officials of the Ottomans who had capital through the construction of apartment buildings, commercial and business buildings at central districts in addition to construction of *köşks* and *yalıs* at *sayfiye* settlements. (Tekeli&İlkin, 2004: 56) Hence, the construction activity had changed hands after the foundation of the Republic. After the foundation of the Republic, the government focused on the development of commercial and industrial activities in İstanbul accompanied with the urban development of İstanbul.

During the first decade of the Republican period, the Municipality of İstanbul focused on the implementation on infrastructural projects and increasing the income of the municipality. During the period of Haydar (Yuluğ) Bey - the first mayor and municipal of İstanbul after the foundation of the Republic – emphasis was given to reorganization of slaughterhouse and foundation of modern fire-fighting services in addition to reorganization of Beyazıt Square and opening of new roads. (Tekeli&İlkin, 2004: 50) At the period of the municipal Emin Erkul between 1924 and 1928, the urban development works of the municipality included the reorganization of Taksim Square, development of Üsküdar-Beykoz Road, foundation of animal hospital, development of wharf at Heybeliada and Akaretler Park. (Kayra, 1990: 39) Thus, the early urban development works of the municipality reflected the ideals of the new government through developing modern infrastructure for healthy and modern cities. However, the works of the municipality were piecemeal developments which were not developed according to a master plan of the city. Cemil Topuzlu, the former municipal of İstanbul at the late Ottoman period described the city as being in ruined and confused state during these years. (Topuzlu, 1937: 40) It was during the municipal Muhittin Üstündağ's period between 1928 and 1938 that the planning attempts of İstanbul had accelerated. Even though the urban development attempts for İstanbul started at the early years of the Republican period, it was not until 1939 that the master plan of İstanbul was approved and execution works started. The next part of the chapter will discuss the attempts of the Turkish government for acquiring the master plans of İstanbul and planning studies for the Anatolian side.

4.1.1 PLANNING PROPOSALS FOR ISTANBUL AT EARLY REPUBLICAN PERIOD

Due to the proclamation of Ankara as the capital, the government focused on the urban development of the new capital and invited foreign planners for the preparation of master plans at the early years of the Republican era. The first planning attempt for the development of the new capital was designed by German architect Dr. Carl Christoph Lörcher between 1924 and 1925.²¹⁸ (Cengizkan, 2004) In 1927, an international master plan competition for the planning of Ankara was held by the government. The entry of German planner Hermann Jansen²¹⁹ was selected and the master plans prepared between 1927 and 1932 namely “Jansen Plan” was implemented during the early years of the Republican period.

The initial planning attempts for İstanbul -similarly with Ankara- were realized through the urban development schemes prepared by foreign planners. The planning attempts for İstanbul started with the preparation of master plans for Üsküdar and Kadıköy by Carl Lörcher between 1926 and 1928 who also worked on the urban development plan of Beyoğlu in 1922. (Kuban, 2010: 77) Thus, the planning proposal of Lörcher is seen significant for the approach of the Republic to İstanbul which is

²¹⁸ Cengizkan considered the two plans designed by Lörcher; first “Old City” and second “New City”, as designating the development of the new settlement of Ankara for the following five years; hence delimiting and guiding “Jansen Plan”. (Cengizkan; 2004, 39) It is understood from the plans of Lörcher that the architect gave special importance to the railway station through the planning of main streets connecting the station to the city parts in addition to planning of the urban fabric radiating from the station. Besides, the railways divided the city consisting of the old city and new city (*Yeni Şehir*) planned to the south of the railways. Thus, railways and station were seen as the most important elements that shaped the master plan of Ankara. The linear axis configured by Lörcher as Station-Assembly-Citadel represented the relationship between the settlement and modern transportation. (Cengizkan, 2004)

²¹⁹ Jansen stayed as the advisor of Municipality (*Belediye İmar Danışmanı*) until 1939. (Cengizkan, www.goethe.de)

dominantly stated as a neglected city by the Turkish government until the planning competition in 1933.²²⁰

In 1933, the government organized an international competition to acquire the Master Plan of İstanbul, and invited three planners for the preparation of Master Plans of İstanbul namely Donat Alfred Agache²²¹, Hermann Elgötz²²² and Henri Prost. Due to Prost's ongoing work in the planning of the Paris metropolitan area at that period, he had declined the invitation. Hence, the municipality invited French planner Jacques-Henri Lambert²²³ with the recommendation of French Ministry of Internal Affairs. Between 1936 and 1938, a German planner Martin Wagner also prepared a plan for the city. In 1936, Sabri Oran - the advisor of İstanbul municipality - prepared a plan study for Kadıköy and environs. In this part of the chapter, the planning proposals will be discussed in relation to the development of case study area in terms of their relation with the Anatolian side, Kadıköy and the railways.

4.1.1.1 PLANNING SCHEMES OF LÖRCHER (1926-1928)

Between 1926 and 1928, the German planner Carl Lörcher worked on the master plans for Üsküdar and Kadıköy. The plans included decisions about zoning, density, green areas and streets. While Lörcher did not intervene to the existing urban fabric at the center of Üsküdar and Kadıköy except stating the building density and heights, the planner proposed the development of a green belt that extended from the rear of Haydarpaşa and surrounded the settlements at Üsküdar. The environs of the green belt were marked as countryside.

Another important proposal of the plan was to develop a large boulevard that connected the public square designed at the rear of Haydarpaşa Terminal and the second square designed to the east. The street network and urban fabric around the boulevard were planned radiating from the station square which resembled his plan proposal for Ankara. Based on his master plan studies for Ankara and the Anatolian side, it might be commented that Lörcher considered railway station as a significant landmark which designated the growth direction of the new settlements. While the urban fabric around the boulevard was planned as single-story buildings, the area between the new settlement and Kurbağalı Stream was planned as private gardens. The public park was extended to the new settlement through a curving band which formed the backbone of the new settlement. In addition, the green zone was continued at the environs of Kurbağalı Stream and the coastal side Moda. Lörcher planned a sports area near Haydarpaşa which was accessed from the public square. (Fig.4.01)

Lörcher planned a vehicular road parallel to the public park for solving the problem of connecting the settlements in Üsküdar with the Haydarpaşa Terminal. The new road was marked in red as the most important road at the area. In addition, a secondary road was planned perpendicular to the main road that connected the inner traffic of Üsküdar with the main road. (Fig.4.02)

Hence, the planning proposal of Lörcher for Üsküdar-Kadıköy area was developed reflecting the garden-city approach such as zoning for different uses, the integration of nature into cities and green belting. In addition, Üsküdar and Kadıköy represented the development of a self-contained settlement outside the crowded central part of İstanbul with extensive green areas and open spaces. Although it remained on paper, the master plan of Lörcher represented the introduction of modern planning approach to İstanbul similarly with Ankara. The approach of Lörcher for the planning of two cities was the creation of main axes that connected the land marks that were highlighted with public squares,

²²⁰ Apart from the general approach of researchers for interpreting the early planning works for İstanbul as a secondary importance for the Turkish government, Akpınar points out that Turkish government gave importance to the planning of İstanbul for secularization of Turkish society which she analyzed through the planning works of Henri Prost. (Akpınar, 2010: 107-124)

²²¹ Agache won the second prize in the urban planning competition held for the urban planning of Australian capital Canberra and realized the urban planning of two major cities in South America, namely Buenos Aires and Rio de Janeiro. (Bilsel, 2010: 157)

²²² German planner Elgötz had designed the urban plans of various cities in Germany and he was recognized for his outstanding work in the planning of the industrial city of Essen. (Bilsel, 2010: 157)

²²³ Lambert participated in the planning of New York, Chicago and was then collaborating on the master planning for the Paris metropolitan area. (Bilsel, 2010: 157)

in addition to formation of green zones where possible. The public park at the master plan of Üsküdar-Ankara reflected the utilization of green for the transformation of the city which was done through the creation of a green zone at the periphery of Üsküdar and continuation of it inside the settlements at Kadıköy.²²⁴ In this sense, the proposal of Lörcher for İstanbul is seen significant for planning Üsküdar and Kadıköy area with similar principles with the planning of Ankara.

²²⁴ See Cengizkan (2004) for a detailed survey on the planning decisions of Lörcher for Ankara.

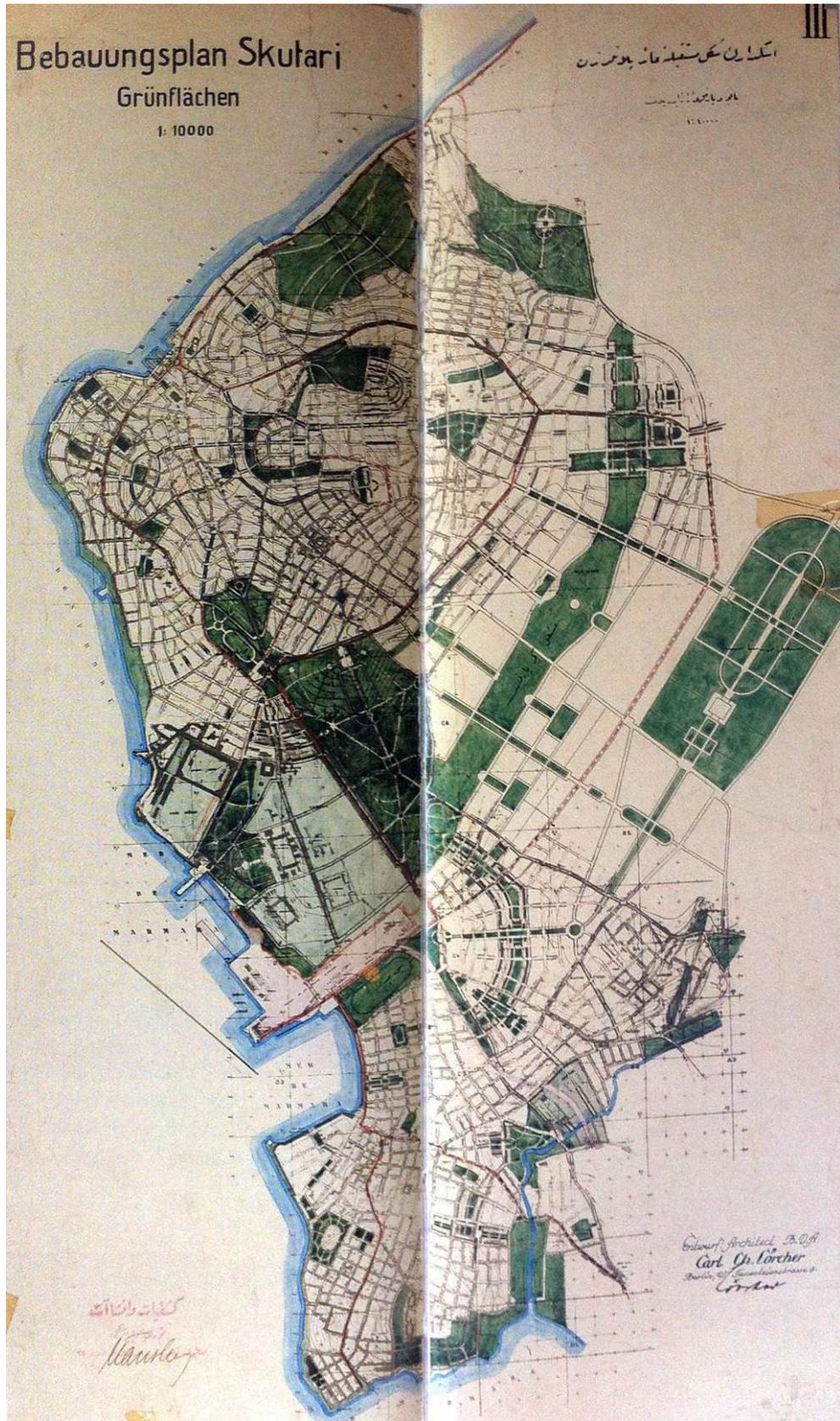


Fig 4.01: Master Plan of Üsküdar-Kadıköy by Lörcher, green areas (1926-1928).
(Source: Kayra, 1990: 32-33)

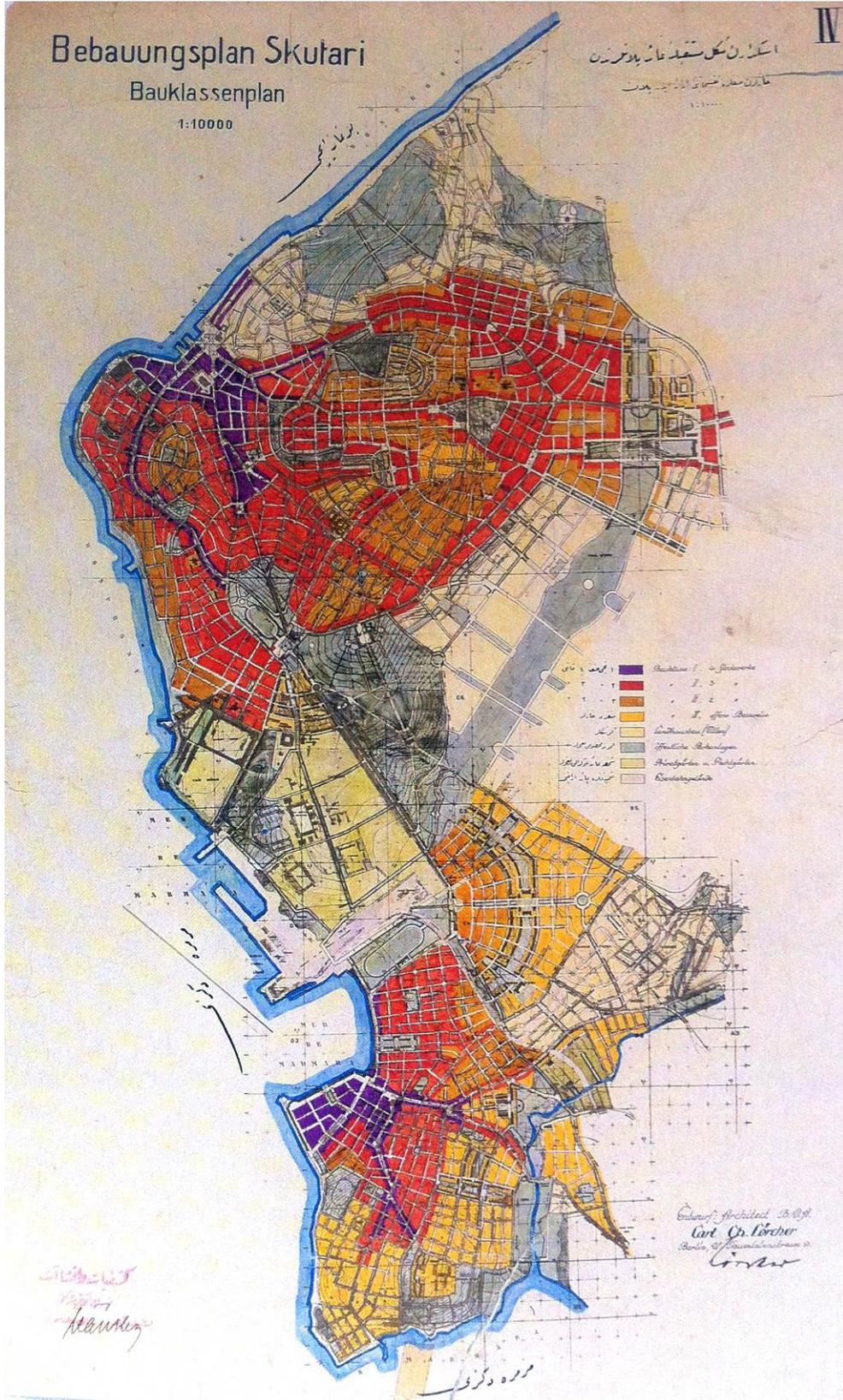


Fig 4.02: Master Plan of Üsküdar-Kadıköy by Lörcher, buildings (1926-1928).
 (Source: Kayra, 1990: 32)

4.1.1.2 PLANNING COMPETITION FOR ISTANBUL (1933): PROPOSALS OF AGACHE, ELGÖTZ AND LAMBERT

The municipality organized an urban planning competition by the invitation of German and French planners in 1933.²²⁵ Rather than a “competition,” this can in fact be regarded as a process of consultancy in which the Municipality demanded the invited urbanists to present their plan proposals on the future of the city of İstanbul with a report. (Bilsel, 2010: 104) Agache, Elgötz and Lambert stayed in İstanbul for one month and prepared reports about the future development of the city. The foreign urbanists prepared their reports outlining their planning approach under headings projecting the city’s development for 50 years. A commission composed of seven members evaluated the reports of the participants and awarded Elgötz’s proposal as the first prize.²²⁶ Although the proposal of Elgötz was not implemented, the reports of the urbanists and commission are seen important.

The proposals on the location of the port are significant in their relation to the Haydarpaşa and Anatolian Railways. Although the planners proposed different locations for the port - except Elgötz’s proposal to develop the port in Yenikapı or Haydarpaşa - the commission decided the location of the port as Haydarpaşa for easy development and enabling access to Anatolia with its relation to the Anatolian Railways. Based on this decision, the commission evaluated Haydarpaşa as the main transportation node for İstanbul.

The second heading to be examined is about the zoning decisions for the city. While Agache proposed to develop the area between Kadıköy and Harem pier as an industrial site in addition to development of commercial zone in Haydarpaşa, Elgötz proposed to develop business and commercial areas in Haydarpaşa and Kadıköy in addition to development of industrial area at the rear of the Anatolian Railways near Kurbağalı Stream. These proposals reflect that the area around Haydarpaşa and Kadıköy were seen as potential sites that the commercial and industrial sites could be developed.

About the transportation infrastructure, only Lambert proposed roads on the Anatolian side which was to extend Bağdat Street to Üsküdar in addition to the extension of the coastal road of the Bosphorus to Üsküdar, Haydarpaşa, and Kadıköy until Yoğurtçu Park. For railways and stations, Agache proposed to connect the railways on the European and Anatolian sides through a bridge built between Arnavutköy and Vanıköy. Elgötz proposed to connect the railway terminals through ferry services in addition to development of a rail line for the connection of the industrial site near Kurbağalı Stream to the Anatolian Railways. The commission supported the proposal of Elgötz for developing piers in Sirkeci and Haydarpaşa thus sustaining the connection of the terminals through ferry services.

The proposals for the location of the port and the extension of the railways reflect that there had not been significant development proposals for the Anatolian side. The proposals focused on the transportation infrastructure by the development of air, sea and rail transport in addition to the zoning of the city where Haydarpaşa and Kadıköy were interpreted as commercial and industrial sites. Thus, the proposals of foreign planners did not include the development of the suburbs of Kadıköy.

4.1.1.3 REACTIONS OF “NATIONAL ARCHITECTURE”

Duranay, Gürsel and Ural stated the reactions of national architecture (*milli mimari*) for organizing a limited competition with the invitation of foreign planners rather than Turkish planners. Even before the organization of the planning competition, there were critiques of Turkish architects for foreign planners.²²⁷ According to Turkish architect Burhan Arif,²²⁸ “it would be a mistake to plan İstanbul like

²²⁵ Turkish Republic Directorate of the Archives of the Prime Ministry-Republic Archives. Date: 8/2/1933, File no: 835, Source code: 30.10.0.0, Location no: 81.533..5. “İstanbul için yaptırılacak imar planının müsabaka yoluyla tesbiti amacıyla hazırlanan kanun teklifi.”

²²⁶ The report prepared by the commission was partly published in Duranay, Gürsel and Ural’s article. “Cumhuriyet’ten bu yana İstanbul Planlaması” in the Cumhuriyet Dönemi İstanbul Planlama Raporları 1934-1995. Mimarlık, V.7. 1972.

²²⁷ Turkish architect Faruk Galip stating the visit of Jansen to İstanbul, criticized the desire of the government for working with foreign planners even for small projects. Additionally, Galip proposed the urban development of İstanbul through the local planning studies of the municipal departments that would be brought together. (Galip, 1931: 285-286) “Hemen her zaman en ufak ihtiyaçlar karşısında Avrupadan mütehasıs getirtip yarım yamalak bir tetkikle ortaya çıkan acayip projeler, elimizden giden yüz binlerce liralara rağmen işimize yarasaydı yine bugün bizim için bir kazançtı.”

French, German or American cities”; thus the plan of İstanbul had to be prepared by Turkish planners. The critiques of Arif reflected the architectural approach of the period as promoting national architecture instead of an imported architecture and planning. Arif proposed to plan İstanbul like the planning model of Rome by founding a commission composed of the local architects and planners which made site surveys. (Arif, 1933a: 155, 160) Arif stated the characteristics of traditional Turkish planning which were highlighted as planning accordingly with the natural characteristics of the land and topography in addition to integration of nature and architecture rather than the regular planning approach of the nineteenth century European planning. In addition, he proposed to design the residential settlements, particularly the area between the large gardens like nature. (Arif, 1933b: 178) Arif described the characteristic of Turkish cities at his publication being spacious with organic streets developed accordingly with natural features of the site.²²⁹ He criticized the new developments in Beyoğlu which were in contrast with the historical peninsula.

After the announcement of the urban development of İstanbul in five years plan of the municipality, Arif published an article where he stated the planning principles about the urban development of İstanbul. He proposed that planning of public squares and gardens had to be taken into consideration at the urban development of İstanbul.²³⁰ Arif prepared plans for the new developments of İstanbul in Küçüksu and Yeşilköy. (Arif, 1931: 152-153) In Küçüksu, he planned a recreational zone at the coastal side composed of a stadium, tennis courts, hotel and hippodrome in addition to planning of residential settlements at the inland composed of garden houses. (Fig. 4.03) Arif proposed the development of the industrial zone of İstanbul at Yeşilköy where he planned the commercial and social center of the district at the area between the railway station and pier considering all buildings to open up to the sea view. (Fig.4.04) At the new developments, he planned the new residential settlements as garden houses inside large land plots with regular street network. The planning proposal of Arif remained in small scale and did not include solutions for major problems as transportation infrastructure; however his proposals are seen important for highlighting the preservation of historical area and planning new settlements outside the city walls where he adopted classical Turkish planning approach as composed of large land plots with gardens.

Turkish engineer Galip Alnar²³¹ also criticized the proposal for the location of the port as Golden Horn. (Alnar, 1935: 325-326) After describing the technical problems of positioning the port at Golden Horn, Alnar proposed the location of the port between Salacak and Bostancı on the Anatolian side.



Fig.4.03: Arif, planning proposal for Küçüksu. (1931) (Source: Arif, 1931: 152)

²²⁸ Burhan Arif published articles about the planning of İstanbul at the journal *Arkitekt* which criticized the competition and proposed the urban development of İstanbul to be planned according to Turkish planning approach.

²²⁹ Arif (1932) *Türk şehirlerinin bünyesi*.

²³⁰ “Bahçe ve meydanların şehrin umumî hayatile sıkı münasebettar olduğunun kabulü ve buna bilhassa Beyoğlu cihetinde fazla ehemmiyet verilmesi, mevcut veya islâh edilecek veya yeniden açılacak yolların arzına nazaran bina katlarının tahdidi: bina yapmak, yol yapmak kadar yeşillığe ehemmiyet verilmesi lâzımdır.” (Arif, 1931: 149)

²³¹ Director of Department of Bridge and Roads at Municipality of İstanbul.



Fig.4.04: Arif, planning proposal for Yeşilköy. (1931) (Source: Arif, 1931: 153)

4.1.1.4 WAGNER'S PLANNING PROPOSAL FOR ISTANBUL (1935-1938)

The competition reports of 1933 were not seen sufficient for guiding the urban development of İstanbul; hence German planner Martin Wagner²³² was invited by the Municipality of İstanbul in 1935. Wagner was appointed as an advisor for the Department of Public Works in 1937. (Gül, 2009: 95) The planner particularly focused on solving the problems of financial resources, transportation and the relationship of the city center with its hinterland. Wagner stated the increasing dispersion of the city due to its natural topography and the distance of the business and residential areas which caused the increase in traffic routes, cost and time. An analysis of the travel habits of İstanbul in 1931 displayed that the suburban trains of the Anatolian Railways were used by 3,073,000 people and the ferry services²³³ between İstanbul and the Anatolian side on the shores of Marmara Sea was used by 11,563,000 people. (Wagner, 1936b: 252) From these analyses, Wagner concluded that the residents of İstanbul tended to travel and reside in new settlements which would cause increase in travel coats and decrease the real estate prices in new settlements. Therefore, the future development of İstanbul should be considered within this hinterland and a comprehensive transportation infrastructure had to be developed. Wagner emphasized the importance of railways particularly between İstanbul and Florya and Haydarpaşa and Pendik. He projected that the importance of Rumeli and Anatolian railways that connect the city center with the residential settlements along Marmara Sea which are interpreted by Wagner as the model for residential settlements due to their natural features and beauties.²³⁴ In addition, he stated that the shores of Marmara Sea around the Anatolian Railways would be residential settlements of the upper-class due to high travel cost added by ferry services. Based on the existing transport infrastructure, Wagner proposed the urban development of İstanbul around the Rumeli and Anatolian railways.

In addition to development of settlements along railways, Wagner proposed to divide İstanbul as Band-Cities (*şerit-şehirler*) according to the transport infrastructure of roads. İstanbul was divided into nine bands according to the topography and historical development which are created along the old and new transport routes namely: Eminönü-Eyüp band, Beyazıt-Edirnekapı band, Beyazıt-Topkapı band, İshakpaşa-Florya coastal band, Karaköy-Sütlüce coastal band, Üsküdar-Beykoz coastal band and lastly the band from Kadıköy to Pendik. All of the Band-Cities were developed on the route of main transports as road and railways that are developed on one side or both sides of the band in 300-400 meters wide. (Fig.4.05)

²³² Martin Wagner a prominent urban planner, architect and theorist, was director of the Planning Department and Building Control Office of Berlin in 1926.

²³³ In 1933, the ferry services of İstanbul was reorganized and the ferry services between İstanbul and the Anatolian side on the shores of Marmara Sea was named as Akay which was named after the destinations as Anadoldu-Kadıköy, Adalar-Yalova.

²³⁴ "Her iki hat ta Marmara sahillerinde ikamet mahallerine işlemekte olup bu yerler hem tabii durumları ve hem de güzellikleri dolayısıyla İstanbulun örnek ikamet mahalleleri olmak için yaradılmıştır, diyebiliriz." (Wagner, 1936b: 253)

Based on the decreasing income of the Anatolian Railways for goods transportation²³⁵, Wagner projected that the importance of the Anatolian Railways would decrease further in the future years due to the emergence of intercity roads. (Wagner, 1936d: 334) In these terms, the proposal of Wagner for the urban development of İstanbul was mainly based of transport infrastructure accompanied with residential and industrial zones planned according to this transport infrastructure.



Fig 4.05: Wagner's Band-Cities proposal for İstanbul. (Colored by the author) (Wagner, 1936)

4.1.1.5 PLANNING PROPOSAL FOR KADIKÖY BY SABRI ORAN (1936)

Turkish architect Sabri Oran²³⁶ prepared a plan scheme for Kadıköy and its environs in 1936. After describing the features of the settlements in Kadıköy and its environs, Oran pointed out the need for a plan of the area as a result of the increase of construction activity at Kadıköy-Haydarpaşa and its hinterland. Oran stated that:

The urban density of the neighborhoods which were initially developed as residential and *sayfiye* settlements were the increased to the movement of the people. Hence, most of these settlements lost their *sayfiye* character and started to develop as commercial and industrial areas. The residents leave these settlements and move to new settlements at Suadiye, Bostancı and Marmara shores.²³⁷

The aim of the plan was stated as connection of the new settlements at the rear of Haydarpaşa with the piers and to each other. For this aim, Oran planned the expansion of the streets between Moda pier and Kadıköy pier in addition to planning of an urban square at Altıyol which was interpreted as the most important cross road that connect the center of Kadıköy with its hinterland. Similarly with the

²³⁵ The products transported by Anatolian Railways which were 8,600 tons in 1934 decreased to 4,200 tons in 1935. (Wagner, 1936: 334)

²³⁶ Advisor of Department of Planning of Municipality of İstanbul.

²³⁷ Translated by the author. "İlk zamanlarda sırf mesken ve sayfiye mıntakaları olarak tessüs eden mahallelerin son senelerdeki rağbetten dolayı kesafetleri artmıştır. Bundan dolayı İbu mahallelerden birçokları sayfiye karakterlerini kaybederek daha ziyade ticaret ve sanayileşme şekillerini almağa başlamışlardır. Halk bu semtleri terk ederek Suadiye, Bostancı ve daha ileride Marmara sahillerinde yeni semtler aramağa başlıyor." (Oran, 1938: 352)

proposal of Arseven in 1913/1914, Oran also proposed to plan the coastal side of Moda as a promenade street connected to Kadıköy pier. The railways at the rear of Haydarpaşa divided the settlement land side and coastal side in addition to disrupting the connection of the vehicular traffic between Üsküdar and Bosphorus with Kadıköy side. Thus, Oran proposed to construct a bridge over the railways that would sustain the connection of the vehicular traffic on two sides. Considering the increase of the population in the future, a new residential settlement composed of garden houses was planned on the unfilled land in Acıbadem district between Bağdat Street and Çamlıca. A green zone was designed between the residential settlements in addition to connecting the green area at the south with Karacaahmet Cemetery. It is interesting to note that Oran proposed to develop the residential settlement at the same location that Arseven proposed to develop garden city (*garden-siti*) in 1913/1914. In addition, Oran proposed to develop a residential neighborhood for the officers of the railways at the land owned by State Railways. (Fig.4.06)

The planning proposal of Oran is modest compared to the proposals of the foreign planners. The objective of the plan proposal was primarily the improvement of the road infrastructure which would support the ongoing urban development at the area. Secondly, the creation of new residential settlements on empty sites would meet with demand of the increasing population. It is understood from the planning proposal of Oran that Kadıköy started transforming from a *sayfiye* settlement into a residential settlement of İstanbul at the 1930s.



Fig. 4.06: Plan Proposal for Kadıköy by Sabri Oran (1936). (Source: Kayra, 1990: 36)

4.1.2 HENRI PROST'S PLANNING WORKS IN İSTANBUL (1936-1951)

Henri Prost²³⁸ who was invited to the international competition for the Master Plan of İstanbul did not attend the competition due to his ongoing planning works for Paris in 1933. In a letter Prost wrote to the governor and mayor of İstanbul stated that:

“...the grant for the planning of the Paris metropolitan area was approved by the French Parliament and that because he was appointed to the direction of the planning works by the Interior Minister of France, he would not be able to travel to İstanbul in the immediate future. Nevertheless, Prost expressed his interest in the planning of İstanbul.” (Bilsel, 2010: 158)

In early 1934, Henri Prost was invited “to study the planning of Yalova Thermal Station” and he consequently arrived in İstanbul in the summer of 1935 and prepared a plan characterized by garden-city approach.²³⁹ (Bilsel, 2010: 106-107) In 1935, Prost was invited for planning of İstanbul which he accepted to work as the urbanist consultant of İstanbul Municipality. The prerequisites of the Turkish authorities were the establishment of a planning office within the Municipality and the appointment of the French urbanist as a consultant to this office. (Bilsel, 2010: 108) A two-year contract was signed in 1936 between Prost and the mayor of İstanbul which was followed by the renewal of contracts until 1951. However, Prost departed from İstanbul with his resignation in 1950.²⁴⁰

In 1936, Prost began working on the planning of İstanbul in collaboration with the Directorate of Public Works founded within the Municipality. Due to incomplete state of the maps, Prost developed the master plan of İstanbul by making use of aerial photographs in addition to the researches conducted on the issues such as transportation, industry, commerce, property distribution, development of districts, modern construction and archeological assets. Prost presented the Master Plan of the European Side of İstanbul accompanied with the explanatory report in 1937. Besides, Prost prepared a document as a proposal for an urban law that would facilitate the implementation of the plans. The Master Plan of the European side was approved by the Ministry on Public Works in 1939.²⁴¹

Akbulut states that Prost displayed a conservationist and modernist approach in his planning works of İstanbul.²⁴² (Akbulut, 1994b: 286) The Master Plan of the European side was centered on three main principles, namely “environmental hygiene,” “traffic/transportation” and “aesthetics.” (Bilsel, 2010: 116) Based on the former planning proposals of the foreign planners in addition to the planning works of Prost, connection of the city parts through uninterrupted transportation network was one of most significant concern of the planners which guided the planning of İstanbul. Prost stated that the transport infrastructure that he proposed for İstanbul was more modern than his proposal for Paris where he proposed development of new roads that would avoid land expropriation and land speculation as much as possible through the construction of tunnels, viaducts and bridges. (Akbulut, 1994b: 286) In addition to road infrastructure Prost worked on the development of a subway system planned to be started at Yedikule Station and connected to Eminönü and passed to Karaköy-Taksim. (Bilsel, 2010: 338) The expansion of the city due to the development of new residential settlements at the suburbs was seen as a problem to Prost who proposed to center the master plan approach on “urban concentration plan” rather than “urban expansion plan”. The Master Plan of the European Side of İstanbul was organized “around a spine” that would connect the newly developing settlements areas in the north to the old city and the central business district. (Bilsel, 2010: 116) Atatürk Boulevard constituted the historical segment of the spine which extended to the new center with the opening of

²³⁸ Henri Prost is an internationally renowned urbanist-architect who is recognized for his works on the regional planning studies of the metropolitan area of Paris. (Bilsel, 2010: 101) The planner also worked on the planning of Moroccan cities where he planned with an approach that respected the picturesque features and cultural values, but planning modern infrastructure for the cities. (Akbulut, 199b: 286)

²³⁹ Turkish Republic Directorate of the Archives of the Prime Ministry-Republic Archives, Date: 5/3/1935, File no: 243-188, Source code: 30..18.1.2, Location no: 52.17..1. “Yalova kaplıcaları için uzman Hanry Prost'un getirilmesi.”

²⁴⁰ Bilsel states that the resignation of Prost was related with the changing political circumstances which were reflected to the relationship of the urbanist with the government. (Bilsel, 2010: 150)

²⁴¹ See Bilsel (2010) for a detailed analysis of the planning process and master plans of İstanbul prepared by Prost.

²⁴² During his researches conducted at Medicis Villa in Rome between 1902 and 1907, Prost studied on the historical monuments in İstanbul such as Hagia Sofia. Prost stated that his studies during this period had influenced his interest and approach to İstanbul. (Akbulut, 1994b: 285)

new roads to Taksim. (Fig. 4.07) Even Prost proposed to develop the new port and industrial zone on the Marmara shore²⁴³; the port remained at its present location in Karaköy and Sirkeci in addition to the remaining of industrial zone along the shores of Golden Horn.

About the existing neighborhoods around Rumeli Railways on the coast of Marmara, Prost proposed to transform these neighborhoods into new settlement area of high standard housing blocks due to the beautiful view of Marmara Sea from the area. The creation of a promenade and a belvedere by submerging the railway line and confining the line-reaching the new International Station to be located in Yenikapı-merely to commuter trains is one of the reorganizations that Prost developed out of the Master Plan and strongly insisted upon. (Bilsel, 2010: 121-122) It might be commented that similar with the proposal of Lörcher for the Anatolian side – planning of a large boulevard extending from the railway station surrounded by new residential settlements, Prost planned the new railway station in Yenikapı at the end of the main boulevard where the coastal side is surrounded with new residential area. (Fig. 4.08) In addition, the French planner proposed to open new expansion areas along the Taksim-Büyükdere road and the seaside road along the Bosphorus for new residential settlements.

²⁴³ Similarly with Prost, the Turkish architect proposed to develop the industrial zone on the shore of Marmara. Arif planned the industrial zone in Yeşilköy.



Fig. 4.07: İstanbul European Side Plan by Prost.²⁴⁴ (Source: Bilsel, 2010: 119)

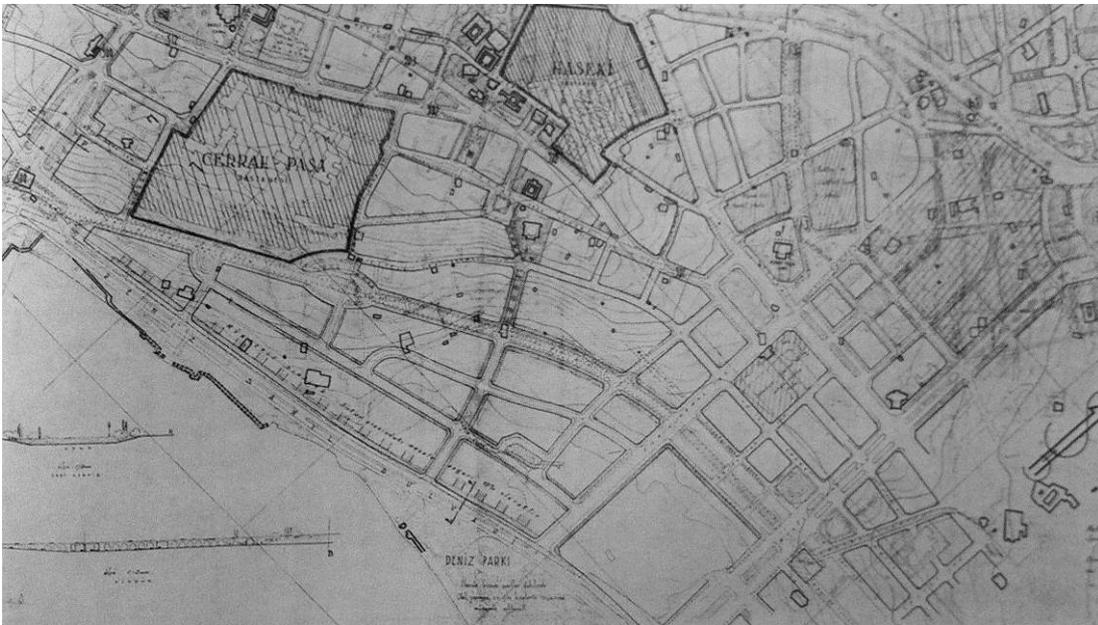


Fig. 4.08: Planning of Yenikapı area by Prost. (Source: Bilsel, 2010: 123)

²⁴⁴ Photograph taken from the 1/2000 scale model.

MASTER PLAN OF THE ANATOLIAN SIDE OF ISTANBUL (1939)

In 1939, Prost submitted the Master Plan of the Anatolian Side of İstanbul (*Anadolu Sahili Nazım Planı*) with the report explaining the planning principles. Similar with European side, Prost complained about the existing maps lacking information about the newly forming streets and avenues and an integrated version of the plot plans, which were being approved piecemeal. Thus, the detailed maps of Kadıköy side had been prepared before the submission of the master plan studies.

According to the planner, the Anatolian side displayed three different patterns: firstly the historic Üsküdar that had a rural character, secondly Kadıköy-Moda with new settlements and urban and *sayfiye* settlements that extended on the shore of Marmara, thirdly Haydarpaşa area which could not developed as an industrial zone due to the existence of military barracks, high school and hospital. (Prost, 1940: 3)

The principles of master plan of Anatolian side were based on the development of transport infrastructure through uninterrupted roads, the conservation of existing urban pattern, and the development of the coastal side of Marmara. Prost emphasized the importance of reorganizations that would facilitate transportation across the “Üsküdar-Ankara-Bağdat” road. Similarly with the master planning of European side, Prost gave importance on creation of a “spine” that would connect the settlements of Üsküdar and Kadıköy.²⁴⁵ This spine was developed through the extension of Bağdat Road to Üsküdar by the construction of an overpass bridge at the intersection of railways and roads. Bilsel states that Prost made no major interventions on the existing urban fabric, but merely confined his undertakings to the improvement of road infrastructure. (Bilsel, 2010: 134) The intervention in Üsküdar was the reorganization of the wharfs and the construction of the ferry landing for providing the connection of the European and Anatolian sides through car ferry services between Kabataş and Üsküdar. Prost described Üsküdar as rural in character and proposed the conservation of the existing green area and open spaces at the area which included Karacaahmet Cemetery, Fethi Paşa Woods and green coastal area between Salacak and Harem in Üsküdar. (Fig.4.09)

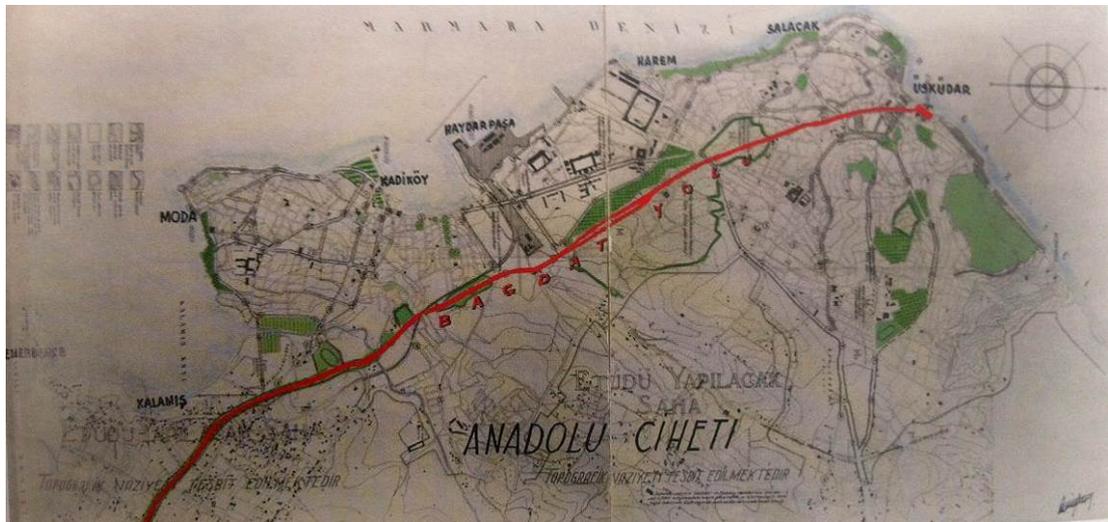


Fig. 4.09: Photograph from the study of the Master Plan of the Anatolian Side. (Source: Bilsel, 2010: 134)

²⁴⁵ In the plan study of the Anatolian side by Lörcher, the planner also proposed the connection of Baghdad Street to Üsküdar through existing roads in Üsküdar. Additionally, Lörcher proposed the development of a main road cutting through the extension of Baghdad Street for the connection of Haydarpaşa Terminal to the settlements of Üsküdar. The main road was developed parallel to the green belt surrounding the settlement of Üsküdar.

Prost stated that there were several open spaces (*espaces libres*) and recreational areas on the shores of Marmara. Based on the description of Prost of the Marmara shore, it appears that Prost appreciated the residential and *sayfiye* character of the settlement which might have guided the French planner not to make major interventions at the area, but to connect the existing settlements with the coastline of Marmara through the development of recreational areas at the shores. His proposals for the coastal side were concentrated at Fenerbahçe peninsula and the coastline of Suadiye.

Prost stated at the report of Master Plan of the Anatolian side that a detailed master plan of Fenerbahçe was prepared and a yacht club was planned at the area with the demand of the Ministry of Internal Affairs.²⁴⁶ However, the planner adds that the demand of the ministry for developing a tourism hotel should be avoided at Fenerbahçe that might harm the natural beauty of the area. The planner proposed to plan the hotel to the west side of the bay. (Prost, 1940: 3) (Fig. 4.10) The idea of Turkish government for developing Fenerbahçe peninsula as tourism and recreational area had its roots before the planning studies of Prost for İstanbul.²⁴⁷ It is understood that the government had appointed Hermann Jansen for planning a recreational area including yacht club and sports area at Fenerbahçe peninsula in 1935.²⁴⁸ (Fig. 4.11) In addition, Prost prepared a plan that included a hotel project on Fenerbahçe peninsula in 1938 before the submission of the Master Plan of the Anatolian Side. (Fig.4.12) However, it appears that the planner convinced the Turkish authorities not to develop a hotel at the end.

The final planning works of Prost for Fenerbahçe peninsula was signed by Theo Leveau and approved by Prost in 1940. A circular road was designed at the peninsula that resembled the former road at Fenerbahçe *Mesiresi* which indicates that the planner conserved the natural features at the area.²⁴⁹ The plan of Prost included a restaurant planned at the center of the peninsula, a yacht club located to the west of the peninsula near the marina in addition to placement of a wooden café and kiosk to the east of the peninsula. The plan also stated the demolition of the railways at the site which had stopped operation since 1928 and occasionally used for the transport to the armory at the military zone during the 1930s. (Ekdal, 1987: 230) (Fig.4.13)

At Fenerbahçe, Prost proposed to develop a *sayfiye* settlement (*sayfiye mahallesi*) including green areas at the land of military zone which was approved to be removed and developed as a settlement by the government. (Prost, 1940: 3) Based on the plan study in 1935 and the proposal of Prost for developing *sayfiye* settlements in Fenerbahçe in 1939, it might be commented that the development of garden houses at Fenerbahçe was also generated by the demand of the government. In addition, a stadium was planned on the former sports field of *İttihad* Sports Club in Fenerbahçe which had been rented to Fenerbahçe Club for ten years in 1931.²⁵⁰ Thus, it appears that the development of Fenerbahçe as a resort and sports area was also guided by the desire of the government.

At the explanation report, Prost stated one of the characteristics of the Master Plan of Anatolian side as the reorganization of Fenerbahçe and Suadiye districts separately from Kadıköy-Moda and the other districts. (Prost, 1940: 4) This statement of Prost indicates that the planner gave special emphasis on planning of these two districts as recreational areas. In addition to recreational area at

²⁴⁶ The construction of hotel, club and other facilities at Fenerbahçe was also stated at the Ottoman documents dated 1907 which indicates that Fenerbahçe which was seen as recreational area and preserved its character at the early Republican period. Turkish Republic Directorate of the Archives of the Prime Ministry-Ottoman Archives. Date: 27/R/1325 (1907), File no: 298, Gömlek no:159, Source code: Y..MTV., "Kadıköy, Fenerbahçe dolaylarına otel, gazino ve sair tesisler inşası."

²⁴⁷ Giz states the visit of Mustafa Kemal Atatürk to Fenerbahçe Club who wrote his appreciation and congratulation to the notebook of the club in 1918. (Giz, 1988: 129) Another visit of Atatürk to Fenerbahçe is stated by Ekdal which was in 1936. Ekdal states that Atatürk was proposed to built a köşk in Fenerbahçe which he refused declaring the use of the area by public. (Ekdal, 1987: 226) Depending on there statements, the development of Fenerbahçe as a resort area for public use was also supported by Atatürk.

²⁴⁸ It is understood that Turkish government appointed the urban planners who worked on the urban development of Ankara for studying development plans for İstanbul too. Akbulut states that Jansen was requested to prepare a plan for Fenerbahçe during his planning studies for various Anatolian cities. (Akbulut, 1994b: 336-337)

²⁴⁹ The map of Kadıköy prepared by Arseven in 1913/1914 displayed the road at Fenerbahçe peninsula which was used to stroll around by carriages. (Giz, 1988: 63-64)

²⁵⁰ As mentioned earlier, the *miri* land owned by the sultan was rented as sport field to Union Club which was transformed into *İttihad* Sports Club in 1915. The *miri* land transformed to state property was rented to Fenerbahçe Club in 1931. Turkish Republic Directorate of the Archives of the Prime Ministry-Republic Archives. Date: 7/1/1931, File no: 10472, Source code: 30..18.1.2, Location no: 17.1..17. "Kadıköyü İttihat Spor Sahası'nın 10 yıl süreyle Fenerbahçe Kulübü'nekiraya verilmesi."

Fenerbahçe, Prost proposed the reorganization of the Marmara coastline with the development of a promenade that would provide free access to the shore from any given point. It is probable that the planner chose to develop the coastal side of Suadiye as a recreational zone referring to the natural beauty of the area accompanied with the existence of Suadiye Beach and Suadiye pier at this location in addition to the development of modern residences at the area by the elite class of Turkish society. Akpınar relates the dominant principle of planning of “espaces libres” (*serbest sahalar*) at İstanbul to the approach of Republic to urban space and public space. Akpınar comments that “espaces libres” were the physical and visual representation of secularization of Turkish society in urban space rather than an approach of beautification of the city. (Akpınar, 2010: 110) The plan study of Suadiye draws the limits of the promenade at the coastal side at the alignment of railway station. The plan proposed the development of a belvedere and opening of streets that would connect the promenade to Bağdat Street. (Fig.4.15) Thus, the coastal side would be opened for public use through modern recreational spaces which also represented the modern republican public space. The traditional sea baths (*deniz hamamları*) which were developed as wooden structures reserved for women in the Ottoman period was replaced by the modern beaches that also reflected the secularization of Turkish society. The plan study of Fenerbahçe by Prost in 1938 stated that the sea baths would be removed from the area. The famous beaches of the period were developed in Suadiye on the Anatolian side and Florya at the European side.²⁵¹

²⁵¹ The initial development of beaches was generated by the social practices of Russians who emigrated to İstanbul after 1917.



Fig. 4.10: A picturesque view form Fenerbahçe. (Source: Bilsel, 2010: 138)

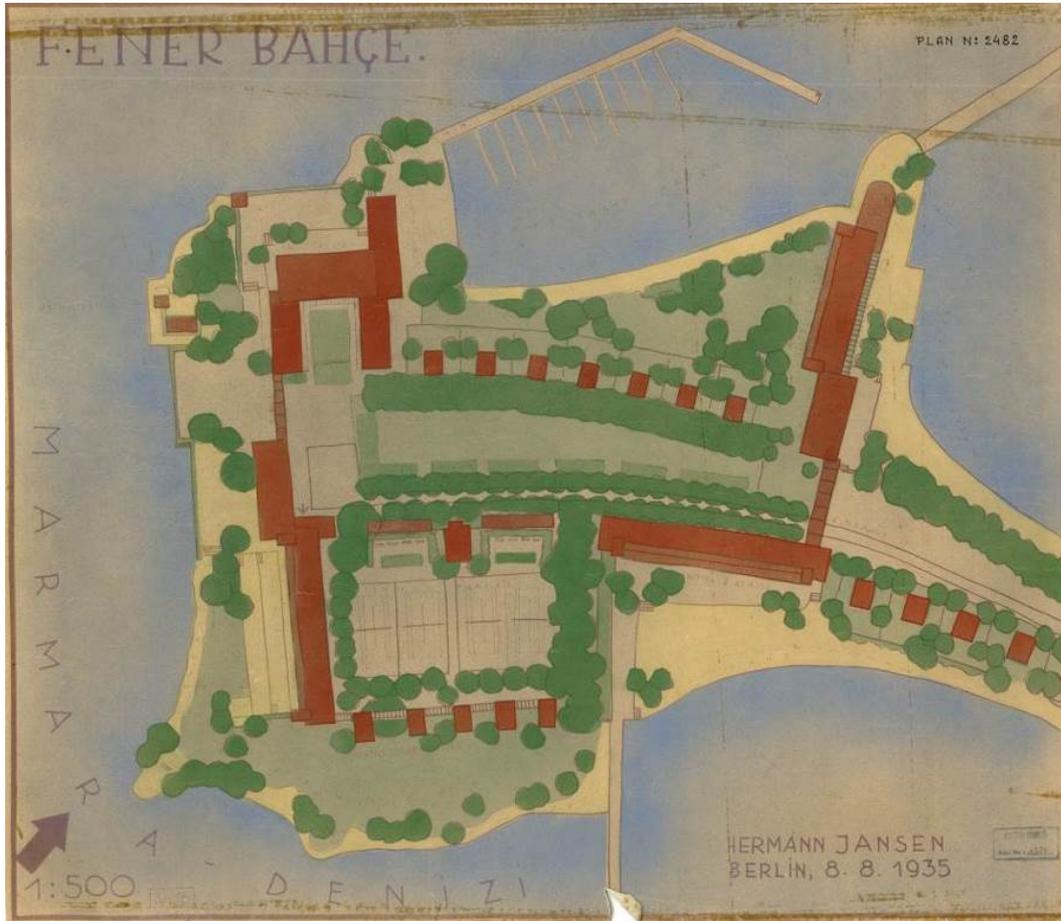


Fig. 4.11: Plan of Fenerbahçe peninsula by Jansen. (1935)²⁵²

²⁵² İstanbul Atatürk Library, Map no: Hrt_006539, Date: 1935 “Kadıköy - Fenerbahçe haritasıdır. Plan No: 2485 / Hermann Jansen”

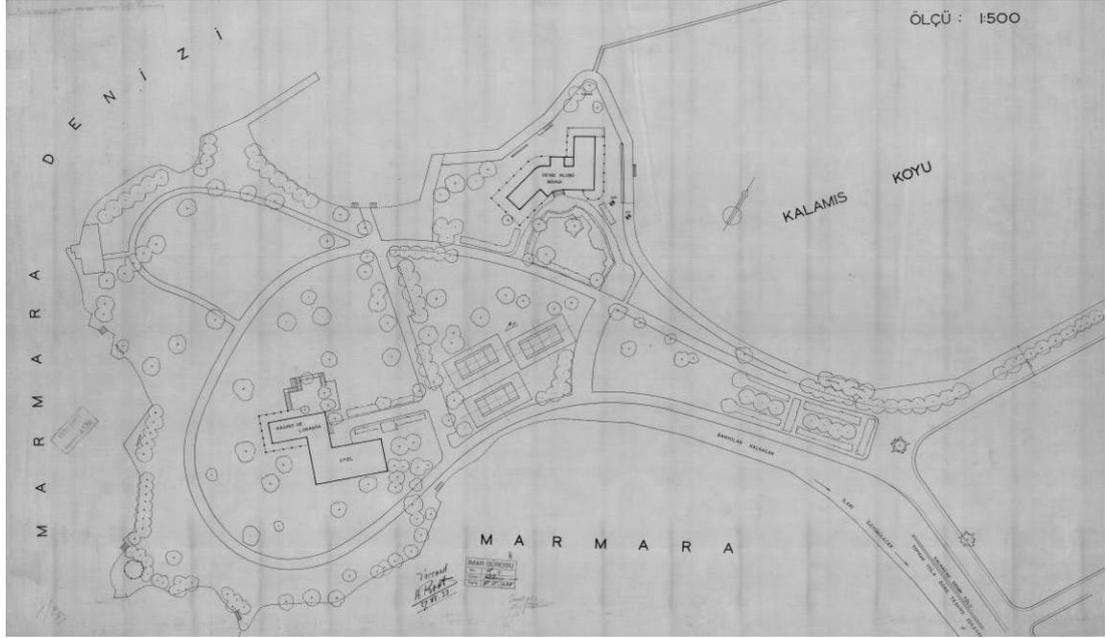


Fig. 4.12: Plan study of Fenerbahçe peninsula by Prost. (1938)²⁵³

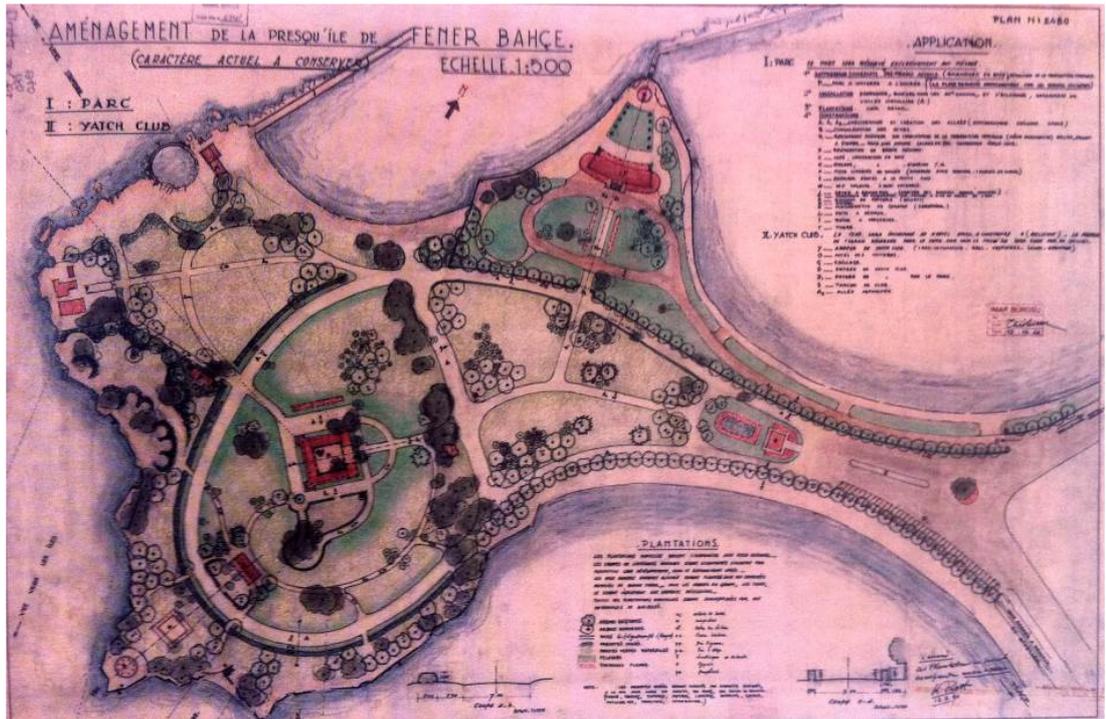


Fig. 4.13: Plan of Fenerbahçe peninsula by Prost. (1940)²⁵⁴

²⁵³ İstanbul Atatürk Library, Map no: Hrt_006534_01, Date: 1938 "Kadıköy - Kalamış koyu ve civarı haritasıdır. / Henri Prost"

²⁵⁴ "Kadıköy - Aménagement de la presqu'île de Fener Bağçe: Plan No: 2480 / Henri Prost" (source: Bilsel, 2010: 137)

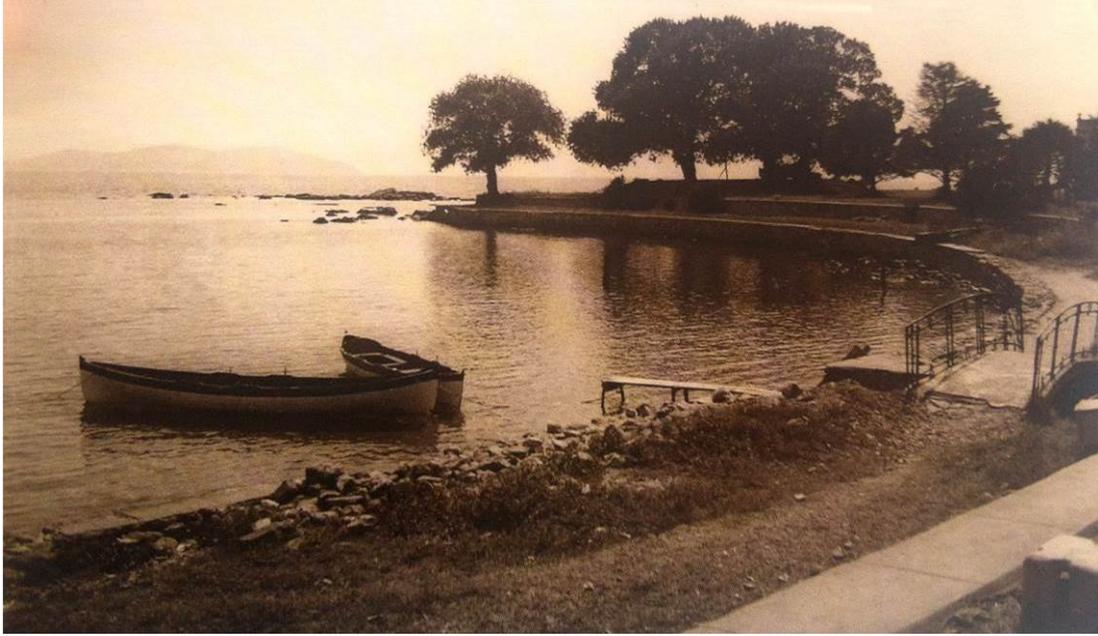


Fig. 4.14: A view from the Suadiye shore. (Source: Bilsel, 2010: 136)

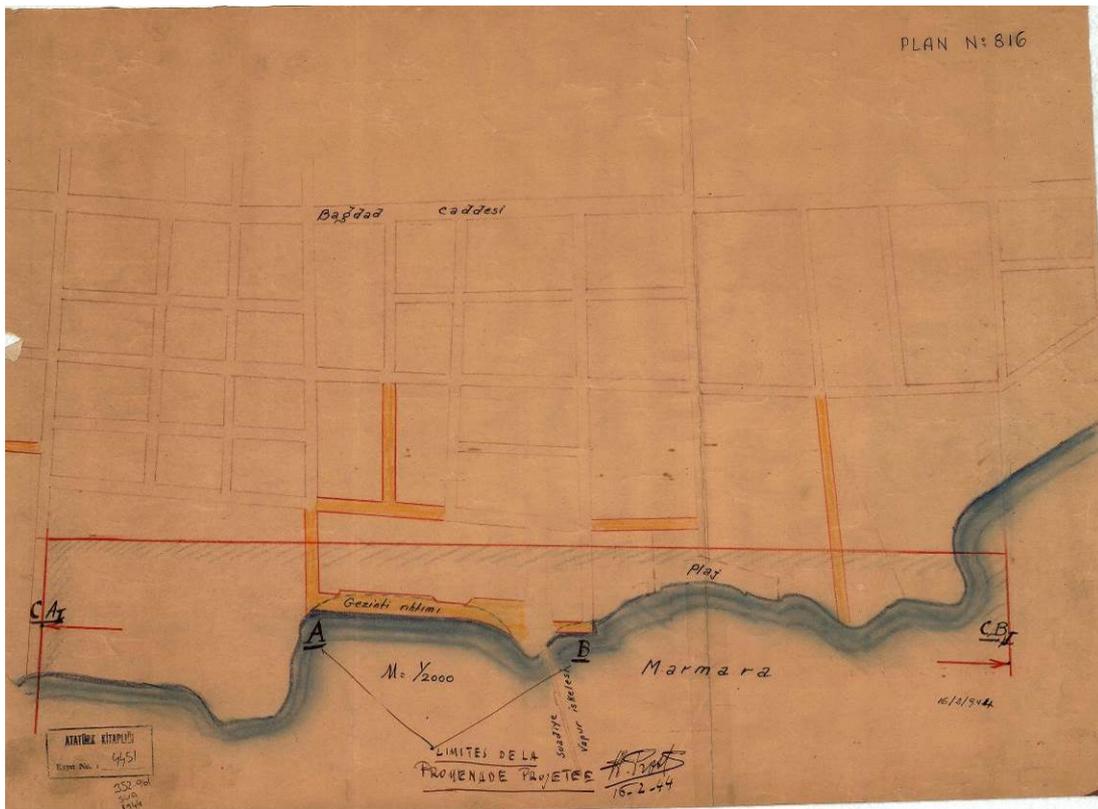


Fig. 4.15: Map displaying the limitations of promenade project in Suadiye. (1944)²⁵⁵

²⁵⁵ İstanbul Atatürk Library, Map no: Hrt_004451, Date: 1944, "Kadıköy - Limites de la Promenade Projete = Bağdad caddesi ve civarını gösteren haritadır. Plan No: 816 / Henri Prost"

For zoning decisions, Prost identifying the rural and residential character of the Anatolian side proposed to preserve the low density residential settlements composed of garden houses rather than developing a commercial or industrial zone on the Anatolian side. Prost stated that no industrial zone should be developed at any point on Bağdat Road. (Prost, 1940: 5) The planner planned the commercial functions to be developed within the residential settlements. In addition to residential settlements, Prost also proposed the development of *sayfiye* settlements composed of separate or adjacent villas.²⁵⁶ (Prost, 1940: 5) New residential areas were proposed to be developed at the hills overlooking the sea. In addition, the planner proposed to develop the environs of Üsküdar-Şile Road as residential settlements with garden houses. Recreational zones with spectacular views and sports fields were also planned on this road. (Prost, 1940: 7) Even though Prost was directed to plan the Haydarpaşa Port with the demand of the government in Ankara, but he nonetheless conceived it as one of the two ports that would complement to one another. (Bilsel, 2010: 137) Prost proposed to develop sports and leisure spaces at the unfilled land at the rear of Haydarpaşa. (Prost, 1940: 10)

Overall transportation approach of Prost's planning works for the Anatolian side reflected the planner's emphasis on the planning of the city depending on road infrastructure which was also supported with the changing circumstances and technological developments of the period. As Wagner pointed out earlier, there needed to be made improvements on commuter train services for accelerating the speed of the trains. (Wagner, 1936b: 252) The increase on the automobile ownership accompanied with the direct car ferry services to European side put roads on an advantageous position compared to train services. Thus, the role of railways which were the main transportation mode at the late Ottoman period was shifted to road infrastructure which also influenced the urban development of the case study area at the early Republican period. In addition, the construction activity at the case study area was concentrated around Bağdat Street and the coastal side, particularly in Suadiye district at the early Republican period. In addition, during the planning works of Prost, Kadıköy started to develop as a modern city center on the Anatolian side with the construction of public buildings and apartment buildings. Thus, the construction activity which was formerly concentrated around the railways was shifted to the shores of Marmara and around Bağdat Street which also caused the change in the people's relationship with land. The large land plots at the surrounding of railways that developed at the late Ottoman period continued to be divided into smaller parcels, but this time the parcels were developed with the construction of modern "villas" that reflected the architectural approach of the period. The development of the Anatolian side in this period was generated by parceling out the entire area and building two-story dwellings by the Municipality which disregarded the Master Plan for the Anatolian Side. Bilsel states that this approach of the municipality for Anatolian side accompanied by the others was one of the reasons behind Prost's resignation in 1950. (Bilsel, 2010: 150) Thus, the case study area pursued to be developed by the initiative of the municipality and residents rather than developing according to a master plan. Neither the plans for Fenerbahçe nor for Suadiye were implemented. On the Anatolian side, the works executed in this period was limited to the construction of a large square in Üsküdar, a new road between Üsküdar and Kısıklı in addition to upgrading of some of the main existing roads in Kadıköy, Göztepe and Bostancı districts. (Gül, 2009: 118)

²⁵⁶ "Münferit veya muttasıl Villalardan mürekkep sayfiye mahalleri" (Prost, 1940: 5)

4.2 THE PRODUCTION OF SUBURBAN LANDSCAPE IN *BANLIEUE*

There had been modern infrastructural developments at Kadıköy and its environs at the early years of the Republican period. These were the arrival of electricity in 1928 and the development of tramway services of Üsküdar - Haydarpaşa and Bağlarbaşı-Haydarpaşa in 1929²⁵⁷ which were followed by the opening of new tramway lines as Haydarpaşa-Altıyol-Kadıköy in addition to Kadıköy-Altıyol-Kızıltoprak-Ihlamur-Feneryolu-Suadiye-Bostancı in 1934. (Akbulut, 1994: 336) Accordingly with the nationalization policy of the Republic, the Anatolian Railways and Haydarpaşa Port were purchased by the state in 1928.²⁵⁸ The private company for water infrastructure namely *Üsküdar ve Kadıköy Türk Anonim Şirketi* was also nationalized by the state in 1937.²⁵⁹ In addition, the ferry services to the shores of Marmara was reorganized and renamed as Akay in 1933. During the period of municipal Emin Erkul between 1924 and 1928, Yoğurtçu Meadow was also reorganized as a public park in addition, a vegetable market hall was constructed as the first modern market hall of İstanbul located at the urban square in Kadıköy pier.²⁶⁰ (Kayra, 1990: 39-40) Thus, at the first years of the Republican period, Kadıköy was restructured accordingly with the ideology of the newly founded Republic for Turkish modernization with its focus on the restructuring the urban space through infrastructural projects, urban development schemes and new urban regulations. After the foundation of the Republic, new building law was declared which was contextually based on the former Ottoman building law. In 1933, a new building law was declared which also regulated the urban development of Kadıköy at the early Republican period. The new law declared the development of maps of the existing urban pattern in addition to the preparation of urban development plans by the municipal departments in five years.²⁶¹ The building law designated the division of land plots and parcels in addition to regulations on street development which acted as one of the main dynamics that shaped the urban development of Kadıköy and its suburbs during the early Republican period.

In 1930, Kadıköy was declared as an administrative district (*ilçe*) composed of two subdistricts (*bucak*) namely Kızıltoprak and Erenköy. The area between Yeldeğirmeni on the north and Moda on the south at the center of Kadıköy was filled with construction of buildings after ten years of the foundation of the Republic. (Akbulut, 199b: 336) At the center of Kadıköy, one of the significant developments was the construction of a cinema building by the initiative of Süreyya Paşa²⁶² on Bahariye Street in 1927. The building was further developed with the addition of a concert hall in 1933.²⁶³ Another important development was realized by the initiative of the state through the construction of Kadıköy People's House (*Kadıköy Halkevi*) on Bahariye Street as an architectural representation of Turkish modernization. During the early years of the Republican period, the center of Kadıköy further developed with the construction of apartment buildings which represented the introduction of modern architectural styles at the area. Most of the new apartment buildings were constructed on Bahariye Street which was the main street that connected the center of Kadıköy with Moda. The environs of Kadıköy pier was reorganized as an urban square which was also proposed to be developed as an urban square at the master plan of Prost. Hence, at the early years of the Republican period, Kadıköy constituted the center of the residential settlements at the shores of

²⁵⁷ There had been proposals to develop the tramway services at Üsküdar, Kadıköy and Erenköy and environs by the private companies since 1896. For these proposals, refer to Republic Archives at Appendix B. Turkish Republic Directorate of the Archives of the Prime Ministry-Republic Archives. Date: 19/2/1928, File no: 163-48, Source code: 30..18.1.2, Location no: 75.47..14. "Üsküdar-Kısıklı-Alemdağı Halk Tramvayları TAŞ'nin kurulmasına izin verilmesi."

²⁵⁸ After the foundation of the Republic, the government aimed to nationalize the railways and founded a directory namely *Anadolu-Bağdat Demiryolları Müdüriyeti Umumiyesi* attached to Ministry of Public Works in 1924. The railways that were operated by foreign companies were purchased by the state between 1928 and 1948. Turkish Republic Directorate of the Archives of the Prime Ministry-Republic Archives. Date: 12/12/1928, Source code: 30..18.1.2, Location no: 1.8..2. "Anadolu Demiryolu ile Mersin-Tarsus Demiryolu ve Haydarpaşa Limanı tesisatının ve bu şirketlere ait borç senetleri ve tahviller ile menkul ve gayrimenkul malların satın alınması."

²⁵⁹ Turkish Republic Directorate of the Archives of the Prime Ministry-Republic Archives. Date: 2/6/1937, Source code: 30..18.1.1, Location no: 27.81..17. "Üsküdar-Kısıklı-Alemdağı Halk Tramvayları TAŞ'nin kurulmasına izin verilmesi."

²⁶⁰ During the consultancy of Kemalettin Bey to Municipality of İstanbul, the architect proposed the development of market halls in İstanbul for supplying the vegetable and fruit needs of the city. (Tekeli&İlkin, 1997: 22) Thus, the construction of market hall in Kadıköy might be a result of the continuation of the approach of the municipality for developing market halls.

²⁶¹ The author used these detailed maps which reflected the existing urban pattern during the 1935s for the urban morphological analysis of the case study area.

²⁶² Süreyya Paşa is stated as the founder of the tramway company of Üsküdar-Kadıköy and environs. He also developed a sanatorium in Maltepe and a beach in İdealtepe. (Akbulut, 1994b: 336)

²⁶³ Süreyya Paşa stated that he was inspired from Champs-Elysee Theater in Paris for the general configuration of the building and the entrance hall; in addition the interior design of the concert hall was inspired from the German theaters. (Aydemir, 2007: 14)

Marmara with the newly developing public and social spaces accompanied by the development of additional business and commercial functions concentrated at the area between Altıyol and Kadıköy pier.

At the early years of the Republican period, the settlements around the Anatolian Railways characterized by urban pattern composed of *köşks* inside large land plots preserved their *sayfiye* character which were used during summers and partially during the winters. However, the area becoming a popular settlement by the emerging modern Turkish society reinforced with Building Law of 1933 generated the division of the large land plots into smaller parcels which resulted in the condensation of the urban pattern of the area.²⁶⁴ In addition, the opening of tramway services between Kadıköy and Bostancı in 1934 which operated through Bağdat Street marked the shift of the urban development form the environs of the railways to the environs of Bağdat Street at the early Republican Period. At the late Ottoman period, Bağdat Street was paved until Selamiçeşme, the part between Selamiçeşme and Bostancı was composed of unpaved road which was not used considerably for transportation. It was particularly after the redevelopment of Bağdat Street between Selamiçeşme and Bostancı in 1935 that Bağdat Street gained importance as a main transportation route. The railways started to become a secondary transportation mean for the area around Bağdat Street particularly for Suadiye and Bostancı districts. Thus, the construction activity at the area was concentrated around the route of Bağdat Street at the early Republican period.

At a conference in Paris, Prost also pointed out the results of the emergence of the modern Turkish society highlighting the revolutions of Atatürk about women. Prost stated that the reasons of the shores of the Anatolian side becoming more popular were related with the revolutions of Atatürk particularly about women who abandoned the old houses and moved to modern apartments or villas. "The upper-class moved to European style districts, such as Beyoğlu and to the new districts at the shores on the Anatolian side and Prince Islands."²⁶⁵ (Prost, 1948a: 84-85) Suadiye district which was highlighted by Prost at the master plan study of the Anatolian side became one of the most popular residential and *sayfiye* settlements of Kadıköy suburbs with the construction of modern houses opening to spectacular view of sea and emergence of social life at public beaches and restaurants. The continuation of *sayfiye* character of the case study area was particularly at Fenerbahçe and Suadiye districts.

Although, Prost's Master Plan of the Anatolian Side was not implemented, his proposal for the development of the shores of Marmara through the preservation of the residential character of the area was realized as a result of the construction of garden houses which were identified as ideal house model at the early Republican period. The report on the construction activity in İstanbul between 1928 and 1934 indicated that 831 buildings were constructed at Kadıköy during these years. Kadıköy was rank fourth after Fatih with 2221 buildings, Beyoğlu with 1941 buildings and Eminönü with 1233 buildings. Thus, there had been intensive construction activity in Kadıköy compared to the other suburban residential settlements of İstanbul such as Bakırköy with 116 new buildings and Sarıyer with 239 buildings. In Kadıköy, the number of residential buildings constructed at this period was stated as 630 composed of 592 garden houses and 38 apartment buildings.²⁶⁶ Thus, the urban development of the suburbs of Kadıköy during the 1930s was dominated by the construction of garden houses. The population of Kadıköy with its environs composed of 57,000 in 1937 made Kadıköy a significant suburban residential settlement of İstanbul. (Sayar, 1937: 199) The social structure of the case study area, initially developed as a *sayfiye* settlement by the upper-class, was transformed with the

²⁶⁴ One of the early works of the municipality at the center of Kadıköy was the division of the land plot of Rıza Paşa in Mühürdar into smaller parcels ranging between 200 m² to 250 m² in 1931. Turkish architects Zeki Selah, Faruk Galip and Sırrı Arif designed buildings on the new parcels of Rıza Paşa. (Selah, 1934: 131, Galip, 1933: 170, Arif, 1933: 165) Galip stated that the area which was initially planned to be developed as garden houses were later transformed with the construction of apartment buildings. Galip relates this situation to the deficiency of regulations on building heights until 1933. (Galip, 1933: 170)

²⁶⁵ "Atatürk'ün kadınların peçesini kaldırması ve bir daha kullanılmasını sureti kat'iyede men edilmiştir. Bu son inkılâp İstanbulun şehircilik durumu üzerine icra ettiği tesir ve akisler hakikaten pek büyüktür. Türk kadınları bundan böyle kafesli eski evlerini istememekte, servetlerin azolması, adam tedariki hususunda karşılaşılan müşkülât önünde, bazıları asansörlü, kaloriferli ve her mevsimde sıcak suyu temin edebilen apartmanları aramış, diğerleri de Marmara ve Boğaz sahillerinde, büyük bahçeler içerisinde muhteşem villâlar yaptırmışlardır. Bu suretle eski İstanbulun, hali vakti yerinde olan halk, Avrupaî mahallelere, Beyoğlu ve hâlihazırda Anadolu yakasında deniz kenarında ve adalarda günden güne terakki eden yeni semtlere taşındılar." (Prost, 1948a: 84-85)

²⁶⁶ İstanbul'da Yapılar: 1928-1934, 1935: 153-154

introduction of upper-middle class of Turkish society during the early Republican period. Additionally, the inheritors of the large land plots and *köşks* divided their lands and sold or rented their houses or part of their houses to the newly emerging society. The suburban landscape of the environs of Kadıköy preserved its *sayfiye* character until the end of 1940s which marked a turning point for the transformation of the urban pattern of the area. During the early Republican period, urban development of the suburbs of Kadıköy was modest in scale, however the planning studies for the division of parcels were started at this period. The construction activity accompanied with the development of the center of Kadıköy and reorganization of building law and subdivisions of parcels caused the transformation of the suburban landscape from *sayfiye* settlements into permanent residential settlements at the early Republican period which accelerated after the 1950s.

4.3 TYPO-MORPHOLOGICAL ANALYSIS OF *BANLIEUE*

After presenting the significant urban developments in Kadıköy and its suburbs at the early Republican period, this part of the chapter will discuss the physical form of the suburban settlements through the analysis of urban morphology and architecture of the case study area. The analysis of urban morphology of the case study area will be used for understanding the transformation of *sayfiye* settlements into permanent residential settlements as *banlieue* and the evolution of the suburban landscape over time.

4.3.1 URBAN MORPHOLOGY OF *BANLIEUE*

The urban pattern of the case study area, which was mainly guided by the Anatolian Railways and the construction activity of *sayfiye* settlements around the railway stations at the late Ottoman period, gradually transformed at the early years of the Republican period. For analysis of the transformation of the urban pattern of the case study during the early Republican period, the urban morphology of the area will be discussed through the analysis of the plan unit, solid/void relationship, movement system, property organizations and buildings. The maps that display the existing urban pattern at the 1935s are used for morphological analysis.²⁶⁷ (Fig.4.16) Additionally, the partial plans prepared by the municipality including the land plot and parcel organizations and the opening of new streets will be included to analysis for understanding the morphological development of the area during the early Republican period. The evolution of the urban fabric of the case study area will be analyzed through the comparison of the maps from 1913/1914 and the 1935s.

The urban morphology of the case study area during the early Republican Period was mainly shaped by the planning studies of the municipality which was regulated by the Building Law of 1933. As mentioned earlier, the Building Law of 1933 declared the preparation of the maps of the existing urban pattern of the city by the municipal departments. One of the significant regulations of the building law was on the streets through the prohibition of opening of cul-de-sacs in addition to declaration on the street widths that would be not less than 9,5 meters including the pavements. The width of the streets would be planned with the addition of 2,5 meters to 9,5 such as 12, 14,5 and 17 meters.²⁶⁸ The planning study of the municipality proposed the reorganization of Bağdat Street from Selamiçeşme until Bostancı widening it into 25 meters in 1935. The plan study also included the setback distance of the buildings that would be constructed on Bağdat Street. It is stated on the document that the plan was approved by the municipality in 1936.²⁶⁹

The building law also stated that the subdivision of lands would be planned by the municipality accordingly with the development plan of the area which was designated to be prepared by the municipal departments. It is understood from the planning studies that the subdivision of parcels during the late Ottoman period was perpetuated by the municipality during the early Republican period. Even though, the Ottoman building law of 1882 declared the division of land plots into parcels

²⁶⁷ The maps of Kadıköy and environs acquired from İstanbul Atatürk Library are not dated. However, the planning proposals of the municipality during 1935 indicate that the maps of the area were prepared before 1935. Thus, the author stated the date of the maps as the 1935.

²⁶⁸ Belediye Yapı ve Yollar Kanunu, Date: 10.06.1933

²⁶⁹ İstanbul Atatürk Library, Map no: Hrt_004990, Date: 1935, "Kadıköy - Fener Yolu'nda Selami Çeşmesi'nden Bostancı'ya kadar Bağdat caddesinin istikamet haritasıdır."

not less than one dunam at the environs of Kadıköy, it is understood from the planning studies during the 1910s that the parcels were developed smaller than one dunam. However, the subdivision of parcels was not executed during the late Ottoman period which was restricted in 1916 by the municipality which had prevented further suburban development of the area during the early twentieth century. However, the approach of the Ottoman authorities for limiting suburban development was not sustained by Republican authorities, which resulted in the suburban development of the area as *banlieue*. The planning studies of the Ottoman municipality before 1910s for subdivision of land plots were adopted by the Republican municipality. The planning studies between 1934 and 1940 illustrate the approach of Republican municipality for suburban development of the area.²⁷⁰ A contribution of the Republican municipality to planning approach was the regulation of setback distances of the buildings. One of the significant declarations of the building law of 1933 was about the setback distances of the buildings from the street and the distances between the buildings. While the parcel divisions formerly planned at the Ottoman period were preserved, the new buildings were planned accordingly with the setback distances regulated by the municipality. In addition, the building law of 1933 also regulated the building heights in İstanbul which would not exceed 9 meters except Fatih district.²⁷¹

²⁷⁰ The plan studies from this period state that the subdivision of parcels during the late Ottoman period was copied and approved.

²⁷¹ "Şehrin İstikbal Planı Tanzim Edilinceye Kadar Yapı ve Yollar Kanununun Tatbikâtı Hakkında Bazı İzahlar" (1933)



Fig.4.16: Map of the case study area in the 1935s. (Source: İstanbul Atatürk Library) (Juxtaposed by the author)

KIZILTOPRAK

The comparison of maps of 1913/1914 and the 1935s indicates that the large lands plots including *sayfiye* compounds and *bostans* were transformed with the division of the land plots into smaller parcels and construction of the additional buildings early Republican period. However, changes had been limited concerning the street network in the 1935s. One of the significant developments in street network was the extension of the street on the south of Zühtü Paşa Mosque –which was the commercial area of the neighborhood- to the shore of Kalamış Bay on the west, in addition to the extension of the street to the railway station on the east. Secondary streets had been inserted into urban pattern in small increments, particularly at Tuğlacıbaşı neighborhood. The irregular street network shaped by spontaneous development guided by the land plots was also reflected on the formation of parcel divisions particularly at Tuğlacıbaşı neighborhoods. The parcels between Bağdat Street and railways were developed as rectangular plots perpendicular to the street and railways. The parcel sizes were 30 or 40 meters wide and 120 or 150 meters deep.

While the shores of Kalamış Bay sustained their urban pattern composed open area, the majority of the buildings were concentrated at Tuğlacıbaşı neighborhood at the east of the railways. As mentioned earlier, a stadium was proposed to be planned by the municipality at the open field owned by the state which was rented to Fenerbahçe Club in 1931 for ten years.²⁷² The land owned by state on the south of the stadium was rented to Altınordu Sports Club for three years in 1932.²⁷³ The *bostan* of Zühtü Paşa which covered the area between the mosque and the shore was still used for agricultural purposes. An airplane hangar was constructed to the southern part of the *bostan* which was also marked on the map from the 1935s.²⁷⁴ Thus, the coastal side of Kızıltoprak formed the open area of the district contrary to the residential developments at the inland of the district.

Although the large land plots were divided into smaller parcels, the parcels in Kızıltoprak during the 1935s were composed of considerably large areas which differed between 1,5 and 5 dunams. As mentioned earlier, the *bostan* of Zühtü Paşa located to the west of his *sayfiye* compound was planned to be divided into parcels by the municipality in 1905/1906. The streets were planned with 9.5 meters width and perpendicular to each other, and the average area of the parcels was approximately 250 m². (Fig.3.19) The plan study was not implemented during the late Ottoman period; however in 1934 the municipality approved the plan study which signifies the continuation of the planning approach at the early Republican period. The planning study was implemented after 1940s which formed the current parcel divisions and streets at the area. The plan diagram of streets, parcels, buildings and green areas display the urban morphology of Kızıltoprak district. The agricultural land is marked as green areas at the plan diagram which was mainly located at the shores and along Kayışdağı Road to the north of the district. It appears that the agricultural function of the land retained its function partially during the early Republican period. The plan diagram also indicates that compared to the other districts at the suburbs of Kadıköy, Kızıltoprak was developed as a permanent settlement with relatively small parcels and condensed street network which was probably due to the proximity of the district to the center of Kadıköy and the early settlements in Tuğlacıbaşı neighborhood before the development of the railways. (Fig.4.18)

Compared to the other districts at the area, Kızıltoprak district housed many public buildings including a mosque, police station and education buildings which continued to function at the early Republican period. The *rüştiye* schools of the Ottoman period were transformed into high schools at Republican period. One of the significant *köşks* of Kızıltoprak district owned by Zühtü Paşa was transformed into secondary school in the early Republican period. (Ekdal, 2005: 112) In addition, to the former public buildings, an electricity transformation center was developed at the crossroad of Bağdat Street and Fener-Kalamış Street after the arrival of electricity to Kadıköy in 1928. As mentioned earlier, Kadıköy was divided into two subdistricts as Kızıltoprak and Erenköy in 1930. The directorate of subdistrict of Kızıltoprak was located on Rüştiye Street, across the airplane hangar.

²⁷² İstanbul Atatürk Library, Map no: Hrt_Gec_001003, Date: unknown (1935?), “Kadıköy Fenerbahçe Stadı vaziyet planı etüdü. Plan no: 2376”

²⁷³ Turkish Republic Directorate of the Archives of the Prime Ministry-Republic Archives. Date: 31/1/1932, File no: 148-35, Source code: 30..18.1.2, Location no: 25.5..20. “Altınordu İdman Yurdu'na kiraya verilmiş olan Kadıköy'ndeki vakıf arazisi olan Yoğurtçu Çayırı'nın 3 yıl müddetle İdman Yurdu'na tekrar kiralınması.”

²⁷⁴ Ekdal states that the airplane hangar was owned by Vecihi Hürkuş who constructed the first airplane of Turkey. Hürkuş constructed airplanes at Kızıltoprak and opened an aviation school at a house close to the hangar. (Ekdal, 1996: 20)

As conclusion, Kızıltoprak majorly preserved its street network formed with irregular street pattern at the early Republican period. One significant transformation of urban pattern in Kızıltoprak was shaped by the division of land plots and erection of new residential buildings which changed the solid and void relationship of the district. However, the approach of the planning authorities which started in the 1905s was sustained at the early Republican period through the division of land plots into smaller parcels and development of regular streets which was executed after the 1935s. Neyzi states that the transformation of Kızıltoprak which started moderately in the 1940s accelerated in the 1960s with the replacement of *bostans* with apartments buildings. (Neyzi, 1994: 15)



Fig. 4.17: Urban pattern of Kızıltoprak in the 1935s.
(Produced by the author based on the map from the 1935s)²⁷⁵



Fig.4.18: Plan unit diagram of Kızıltoprak district: streets/parcels/buildings/green areas.
(Produced by the author based on the map from the 1935s)

²⁷⁵ İstanbul Atatürk Library, Map no: Hrt_001907, Date: unknown (1935?), "İstanbul: Kadıköy ciheti. Pafta No: 164"
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FENERYOLU

Apart from the development of secondary streets as cul-de-sacs, the street network in Feneryolu preserved its form at the early Republican period which was initially formed by the streets that connected the large land plots with the main streets as Bağdat Street on the south and Kayışdağı Road on the north. It is observed from the maps of the 1935s that the large land plots of Ahmet Muhtar Paşa, Ahmet Eyüp Paşa and Tahsin Paşa preserved their form. Ekdal states the köşks of Ahmet Muhtar Paşa was demolished in 1937 and the land composed of 133 dunams was divided into parcels. In addition, the private street that passed from the center of the land plot was transformed into a public street. (Ekdal, 2005: 203) The *köşk* and auxiliary buildings of Ahmet Eyüp Paşa were rented with the departure of the family to abroad after the foundation of the Republic.²⁷⁶ (Ekdal, 2005: 191) Ekdal states that the *bağ* of Ahmet Eyüp Paşa was divided into parcels in 1928; however the map from the 1935s displays that the parcel divisions were not executed during these years. (Ekdal, 2005: 191) As mentioned earlier, the triangular land of Tahsin Paşa located to the north of railways was purchased by Ottoman state and transformed into vine plantation area in 1889. Hence, the nationalization of properties of Ottoman state after the foundation of the Republic resulted in the preservation of the former vine plantation area. At the later years, the vine plantation area was transformed into public park which still constitutes the green area of the district. In 1929, Göztepe Meteorology Station was founded in the vine plantation area. (Şehsuvaroğlu, 1969: 55) The neighboring land to the north of vine plantation area was composed of the stone quarry which retained its function in the 1935s. In addition, the area on the south of the railways was an open field without any building. Hence, while the urban pattern of the eastern part of Kızıltoprak was dominantly developed as open areas, the western part of the district was developed with construction of residential buildings. (Fig.4.19)

The plan diagrams which display the buildings at the district indicates that majority of the buildings were constructed on the parcels along the route of railways. Thus, the environs of Yaverağa Street were densely populated compared to the other areas of the district. The parcel area on Yaverağa Street differed between 1 and 2 dunams. In addition, new buildings were constructed on Feneryolu Street which was the main street connecting Bağdat Street with Kayışdağı Road. The building density in Feneryolu district was 0.020 which also reflects the existence of open and agricultural fields at the district. The majority of the rectangular parcels on Feneryolu Street were composed of 8 dunams. As mentioned earlier, Feneryolu was famous for its *bağs*. The green area diagram displays the vine plantation area on the former land of Tahsin Paşa in addition to the bostans located to east of the district. The preservation of vine plantation area during the Republican period resulted in the continuity of the land use and urban pattern at the eastern part of the district. (Fig.4.20)

²⁷⁶ After the foundation of the Republic, a new law was declared that stated the abolishment of the caliphate and the departure of the members of the Ottoman royal family to abroad. The son of Ahmet Eyüp Paşa was married to a sultan of Ottoman royal family which resulted in the departure of inheritors of the estate of Ahmet Eyüp Paşa.



Fig. 4.19: Urban pattern of Feneryolu in the 1930s. (Produced by the author based on the map from the 1930s)²⁷⁷



Fig.4.20: Plan unit diagram of Feneryolu district: streets/parcels/buildings/green areas.
(Produced by the author based on the map from the 1930s)

²⁷⁷ İstanbul Atatürk Library, Map no: Hrt_001901, Date: unknown (1935?), "İstanbul: Kadıköy ciheti. Pafta No: 165"
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FENERBAHÇE

The plan diagrams of the streets, parcels, buildings and green areas indicate that Fenerbahçe district preserved its urban pattern with no significant changes during the early Republican period. Comparison of the maps of 1913/1914 and 1935s exhibits that the primary and secondary street network had been preserved. A minor change is observed at the form of the pedestrian road leading to peninsula. In contrast to the other districts at the case study area, the land plots in Fenerbahçe preserved their forms without any significant parcel divisions during the early Republican period. It is observed that the parcel divisions were executed at the central part of the district between İgrip and Gülşen streets which had parcel area ranging between 200 m² to 800 m². The residential buildings which were concentrated along Fener-Kalamış Street and on the shores of Kalamış Bay had not changed considerably during the early Republican period. The analysis of solid void proportion indicates that the building density was 0,023 in the 1935s. The plan unit diagram on green areas display that the agricultural land at the shores of Kalamış Bay were conserved in the 1935s. (Fig.4.22)

The houses of Botter family had been preserved, but had been purchased by Turkish businessmen during the 1930s. (Ekdal, 1987: 106) Thus, the houses owned by the foreigners in Fenerbahçe started to change hands and were purchased by the Turkish society during the early Republican period. Belvü restaurant and hotel located on the shore of Kalamış Bay continued to be one of the most popular leisure space of Kadıköy during the early Republican period. The former public buildings at the area composed of the churches and schools were also preserved, but the French school was used as hotel during the early Republic period. The area to the east of Fenerbahçe peninsula which was developed as a military zone during the late Ottoman period had retained its function during the early Republican period which is marked as restricted zone on the map from the 1935s.²⁷⁸ The byline of Fenerbahçe stopped operation since 1928 and was occasionally used for the transportation to military armory during the 1930s. The station was demolished in 1936. (Hür, 1994b: 284)

Despite the plan study of the municipality in 1911/1912 which proposed the division of the land of Fuad Paşa into parcels and opening of new streets, the garden of Fuad Paşa was preserved, but the buildings were rented at the early Republican period.²⁷⁹ (Fig.3.26) The official document from Republican Archives also stated the division of land of Fuad Paşa into parcels in 1939 which illustrates the continuity of approach for the division of parcels during the early Republican period.²⁸⁰ Furthermore, in 1937 the municipality prepared a planning study that proposed the division of the *bostan* of Fuad Paşa - located near the shore of Kalamış Bay - into twelve parcels whose area ranged between 600 m² to 2000 m². The planning study also proposed to demolish the existing irregular street leading to Kalamış pier, and rather develop a new street parallel to Fener-Kalamış Street which was planned 9,5 meters wide. However, it is observed from the aerial photographs from 1946 that subdivision of the *garden* and *bostan* of Fuad Paşa was not executed until 1950s.²⁸¹ Another planning study of the municipality at the area was the subdivision of the land plot adjacent to the land of Fuad Paşa. The plan was prepared by the municipality and signed by Prost in 1940. The plan study proposed the opening of a street of 9,5 meters wide which was extended to the nearby street. The plan also displays the extension of the cul-de-sac to Fener-Kalamış Street. All the new streets are planned 9,5 meters wide. In addition, the plan also regulated the setback distances of the buildings as 10 meters from the street. The area of the parcels ranged between 1200 m² and 2400 m². The plan study is seen significant for illustrating the removal of cul-de-sacs, regulating the setback distances of the buildings and proposing the development of detached buildings at the area. (4.23)

After the foundation of Republic, the government focused on the development of Fenerbahçe peninsula as a resort and recreational area where the municipality prepared a plan study in 1935. The plan study included the development of garden houses surrounding the pedestrian street at the peninsula in addition to the development of a yacht club on western side of the peninsula. (Fig.4.24)

²⁷⁸ The military zone at Fenerbahçe peninsula was later developed as the officer houses of State Railways in addition to the recreation area of İstanbul Revenue Office. (Giz, 1988: 64)

²⁷⁹ The land of Fuad Paşa was later purchased by Mehmet Beyazıt and divided into parcels which caused the transformation of the urban pattern after the 1950s. (Ekdal, 2005: 401)

²⁸⁰ Turkish Republic Directorate of the Archives of the Prime Ministry-Republic Archives. Date: 7/6/1939, File no: 14921, Source code: 30.11.1.0, Location no: 131.18..20. "İstanbul Kadıköy'deki Fuat Paşa arsası adıyla bilinen arazinin ifraz muamelesi."

²⁸¹ For aerial photographs of the area refer to www.sehirrehberi.ibb.gov.tr.

As mentioned earlier, Prost's planning studies included the development of Fenerbahçe peninsula as a resort and recreational area which was generated by the desire of the government. However, neither the plan study of the municipality nor the planning study of Prost for Fenerbahçe peninsula was executed.²⁸² However, the plan study of the municipality in 1935 is seen significant for displaying the approach of the municipality for the development of Fenerbahçe peninsula composed of garden houses. Fenerbahçe peninsula was developed as a resort area through the transformation of the former sea baths into Fenerbahçe Beach which was accessed by a road constructed in 1936. The yacht port in Fenerbahçe was constructed in 1938 and Yacht Club, Kalamış Sports Club and Fenerbahçe and Galatasaray Club were founded after the development of the port. Hür stated that Fenerbahçe preserved its urban pattern composed of *köşks* inside large gardens and open fields until the 1960s. (Hür, 1994b: 285)

²⁸² Giz states that vehicle entrance to Fenerbahçe peninsula was prohibited during the early Republican period. However, the area was neglected and not regulated at the later years. (Giz, 1988: 64)



Fig. 4.21: Urban pattern of Fenerbahçe in the 1935s.
(Produced by the author based on the map from the 1935s)²⁸³



Fig.4.22: Plan unit diagram of Fenerbahçe district: streets/parcels/buildings/green areas.
(Produced by the author based on the map from the 1935s)

²⁸³ İstanbul Atatürk Library, Map no: Hrt_001902, Date: unknown (1935?), "İstanbul: Kadıköy ciheti. Pafta No: 168"
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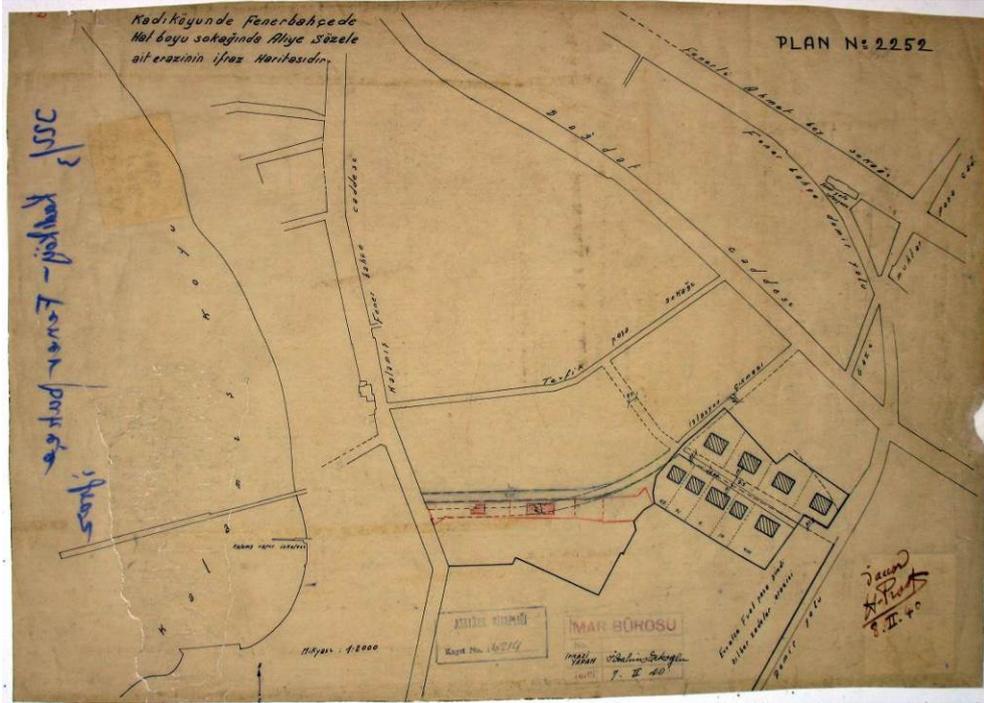


Fig. 4.23: Plan study for parcel divisions adjacent to the land of Fuad Paşa (1940).²⁸⁴

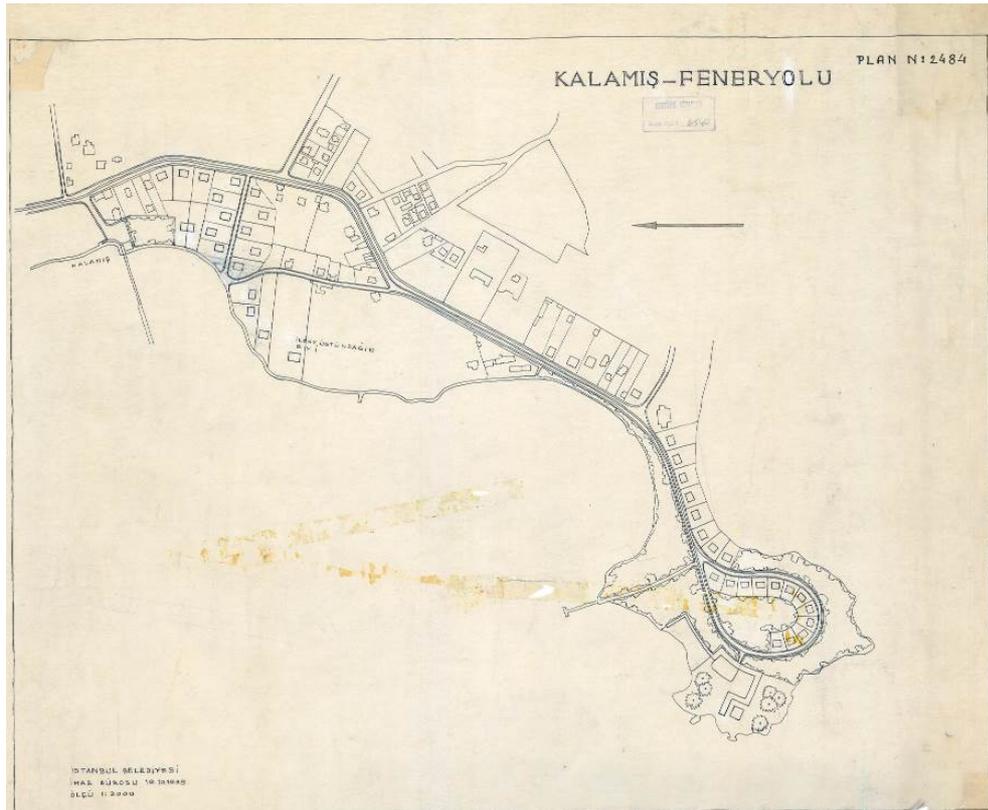


Fig. 4.24: Plan study of Fenerbahçe peninsula (1935).²⁸⁵

²⁸⁴ İstanbul Atatürk Library, Map no: Hrt_006214, Date: 1940, "Kadıköy'ünde Fenerbahçe'de Hatboyu sokağında Aliye Sözel'e ait arazinin ifraz haritasıdır. / Henri Prost; çiz: İbrahim Erkoğlu"

²⁸⁵ İstanbul Atatürk Library, Map no: Hrt_006540, Date: 1935 "Kadıköy - Kalamış - Fenerbahçe istikamet haritasıdır. Plan No: 2484"

GÖZTEPE

At the early Republican period, the station area composed of the station, mosque, police station and shops in Göztepe preserved its urban pattern and retained its function as constituting the center of the district. Similar like Kızıltoprak, an electricity transformation center was developed in Göztepe which was located at the station area. The change of the social structure during the Republican period was also represented in the case study area which was reflected through the change of the property ownership from the Ottoman upper-class into the emerging modern Turkish society. The transformation of social structure was reflected in Göztepe district by the change of ownership of the *köşks*. The map from the 1935s displays that the *köşks* at the surrounding of the station area were owned by member of parliament²⁸⁶, engineers, lawyers and physicians, in addition to ownership of a building by Peoples Party (*Halk Fırkası*). The public buildings composed of firefighting station and schools as two primary schools and a high school as *Erenköy Kız Lisesi* retained their function at the early Republican period. In addition, a telephone station was developed on Ömer Paşa Street close to Bağdat Street. (Fig.4.25)

As mentioned earlier, Göztepe district was developed by constitution of a *mahalle* by Tütüncü Mehmet Efendi accordingly with the planning study of the municipality at the late nineteenth century. Hence, the street network was developed with gridiron scheme forming rectangular urban blocks composed of 35, 55 and 75 dunams. The blocks and street network of the Ottoman period were preserved during the early Republican period. Comparison of the maps from 1913/1914 and the 1935s indicate that the planning study of the municipality in 1911 was executed as the opening of streets on the west of Tütüncü Mehmet Efendi Street. (Fig.3.31)

During the early Republican period, the urban pattern of Göztepe had not changed considerably apart from the planning studies for the division of parcels into smaller sizes. The official document from Republic Archives states the division of parcels in Göztepe was regulated according to Building Law.²⁸⁷ Another official document in 1936 states the division of empty fields in Göztepe according to the existing plans.²⁸⁸ However, the *sayfiye* character of Göztepe was preserved until the end of 1950s. It was after the reorganization of Bağdat Street that the environs of Göztepe started transform with the construction of apartment buildings. (Göztepe, 1994: 415) While the parcel area inside the blocks ranged between 5 and 20 dunams at the late Ottoman period, the parcels were further divided and the parcel area decreased to less than one dunam at the early Republican period. The planning study of the municipality in 1937 displays this process. The municipality divided the parcel composed of 8 dunams into smaller parcels whose area ranged between 850 m² to 2040 m². The rectangular parcels were planned with 25,50 meters wide and 36,50 meters deep.²⁸⁹ Another planning study of the municipality was the subdivision of a *bostan* in Çiftehavuzlar located to the coastal side of Göztepe. The plan study prepared in 1937 divided the land composed of 35 dunams into parcels whose area ranged between 1800 m² to 4800 m². The rectangular parcels were planned 20 meter wide and 90 meters wide. The planning study also regulated the setback distances of the buildings from the streets in addition to the distances between the buildings. According to the plan, the setback distance of the buildings was planned 20 meters for the central axis of Bağdat Street and the setback distance from the adjacent parcel was planned 3 meters. The irregular form of the land resulted in the formation of a parcel at the rear part of the land that was accessed from the pedestrian streets. The plan study of the municipality was implemented at the later years where the pedestrian streets were transformed into cul-de-sacs.²⁹⁰

The plan unit diagram of Göztepe in the 1935s displays the gridiron street network in addition to dense parcel divisions in the area. In addition, analysis of the plan unit diagram on buildings indicates that the buildings density in Göztepe district was 0.030 which is a relatively high density compared to

²⁸⁶ Mebus Ali Bey, Mebus Halit Bey.

²⁸⁷ Turkish Republic Directorate of the Archives of the Prime Ministry-Republic Archives. Date: 26/1/1939, File no: 14590, Source code: 30..11.1.0, Location no: 128.2..13. "İstanbul Göztepe'deki Halil Sedes,Hayri ve Tevhide İpar'a ait tarlalardan yol açılmasına Ebniye Kanunu gereğince izin verilmesi."

²⁸⁸ Turkish Republic Directorate of the Archives of the Prime Ministry-Republic Archives. Date: 24/1/1936, File no: 11928, Source code: 30..11.1.0, Location no: 101.3..9 "İstanbul Göztepe'de boş bulunan arsaların mevcut planlara uygun olarak bölünmesi."

²⁸⁹ İstanbul Atatürk Library, Map no: Hrt_003682, Date: 1935 "Kadıköy - Göztepe ifraz haritasıdır."

²⁹⁰ İstanbul Atatürk Library, Map no: Hrt_Gec_001037, Date: 1937 "Kadıköy - Erenköy - Sahra-yı Cedit - Bağdat caddesi ve civarı haritasıdır."

the neighboring district of Feneryolu. The map from the 1935s marked the area to the north of the station as sports field which constituted one the open fields in the district in addition to the agricultural land at the south of the district. (Fig.4.26)



Fig. 4.25: Urban Morphology of Göztepe in the 1930s.
 (Produced by the author based on the map from the 1930s)²⁹¹



Fig.4.26: Plan unit diagram of Göztepe district: streets/parcels/buildings/green areas.
 (Produced by the author based on the map from the 1930s)

²⁹¹ İstanbul Atatürk Library, Map no: Hrt_001888, Date: unknown (1935?), "İstanbul: Kadıköy ciheti. Pafta No: 169"
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ERENKÖY

Erenköy district was one of the most popular *sayfiye* settlements of Kadıköy at the late Ottoman period preserved its urban pattern during the early Republican period. The station area composed of the station, mosque, school, police station and commercial area formed the centre of the district. In addition, a Comparison of the maps of 1913/1912 and the 1935s indicates that the urban pattern of the district had not changed considerably apart from the development of streets during the early Republican period. Change had been limited as the spontaneous development of an irregular street between Tellikavak Street and Merdivenköy-Bostancı Road in addition to the extension of a street from Suadiye to the streets adjoining the railways. The street development indicates that the neighborhood of Kazasker located to the north of Suadiye used Erenköy station rather than Suadiye station. It appears that the street network developed between 1913/1914 and the 1935s were spontaneously developed rather than a planning study at the area. (Fig.4.27)

The plan unit diagram on parcels indicates that similarly with the neighboring Göztepe district, the parcels were divided into smaller sizes particularly around Tüccarbaşı Street and Tellikavak Street—main streets leading to the station. However, compared to the parcel sizes at the other district, the parcels in Erenköy were relatively large composed of at least one dunam. The parcels on Ethem Efendi Street – the main street connecting Erenköy with Bağdat Street- retained its function as being the commercial axis of the area. It is observed from the map of 1935s that the parcel sizes were preserved at the surrounding of Ethem Efendi Street. The land of Cemile Sultan composed of 120 dunams located to the north of the railways still constituted the largest land plot at the area. The building density at Erenköy which was 0.032 in the 1935s was a relatively high solid and void proportion compared to other districts at the area. This was probably due to popularity of the district as a residential settlement in addition to the absence of open fields and green areas at the district. (Fig.4.28)



Fig. 4.27: Urban pattern of Erenköy in the 1935s. (Produced by the author based on the map from the 1935s)²⁹²



Fig.4.28: Plan diagrams of Erenköy district: streets/parcels/buildings/green areas.
(Produced by the author based on the map from the 1935s)

²⁹² İstanbul Atatürk Library, Map no: Hrt_001882, Date: unknown (1935?), "İstanbul: Kadıköy ciheti. Pafta No: 170"
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SUADIYE

Compared to the other districts at the area whose urban pattern was developed particularly at the late nineteenth century, Suadiye district developed significantly during the early twentieth century after the foundation of railway station and mosque. Comparison of the maps from 1913/1914 and the 1935 indicates that the district developed considerably by the opening of new streets and subdivision of lands. It is observed from the map of the 1935s that the plan study of the Ottoman municipality in 1911/1912 was implemented at the coastal side of the district which gave way to the condensation of the urban pattern at the coastal side. In addition, the urban pattern on the north of the railways was changed with the development of regular streets which were developed parallel to Bağdat Street. The street network on the north followed the property divisions that was marked on the map from 1892, hence it appears that the street network to north of the railways were developed through subdivision of land plot for constitution of a mahalle similarly in the case of Tütüncü Mehmet Efendi in Göztepe in the late Ottoman period. (Fig.4.29) In 1938, the municipality prepared a plan study at the land located to the north of the station which proposed the extension of the existing streets to the south by gridiron scheme.²⁹³

As mentioned earlier, Prost proposed the planning of the coastal side of Suadiye as *espaces libres* (*serbest sahalar*) at the shores of Marmara. Prost's plan study proposed the development a belvedere and promenade at the coast of Suadiye. However, his plan study was not executed and the urban pattern of Göztepe developed accordingly with the planning studies of the municipality which adapted from the planning approach of the late Ottoman period. Thus, Suadiye further developed with the constitution of *mahalles* during the early Republican period. Even though Prost's plan was not implemented, Suadiye developed as one of the most popular *sayfiye* settlement of Kadıköy during the early Republican period particularly after the opening of Suadiye Beach and Club. Dölen states that Suadiye became the most popular *sayfiye* settlement of elite class who rented houses during the summers. (Dölen, 1994: 49) In addition, the modern houses of the upper-class of the Republican period were concentrated at Suadiye district which started to be constructed after 1930s. The map of the area from the 1935s illustrates the existence of a building owned by People's party located to the south of the mosque on Bağdat Street. Due to the settlement character of the district, no significant public or commercial buildings were formed at the district except the police station on Bağdat Street.

The plan unit diagram of Suadiye displays that the settlement in Suadiye was concentrated on the coastal side of the district and the environs of the mosque. In addition, Suadiye was significant as the initial suburban settlement at the shores of Marmara in the territory of Kadıköy which was mainly generated by the railways. The area of parcels was composed of not less than one dunam. While the parcels were mostly developed as rectangular on the coastal side, the parcels at the surrounding of the mosque were developed with irregular forms. Even though Suadiye was composed of agricultural land before the development of railways, the green area analysis indicates that there was no significant open field or agricultural land during the early Republican period. The building density at Suadiye was 0.027 which was a relatively high proportion for a district that was developed later than the other districts at the area. (Fig.4.30)

²⁹³ İstanbul Atatürk Library, Map no: Hrt_004605, Date: 1938, "Kadıköy - Suadiye istasyonu ve civarı haritasıdır."



Fig. 4.29: Urban pattern of Suadiye in the 1935s. (Produced by the author based on the map from the 1935s)²⁹⁴

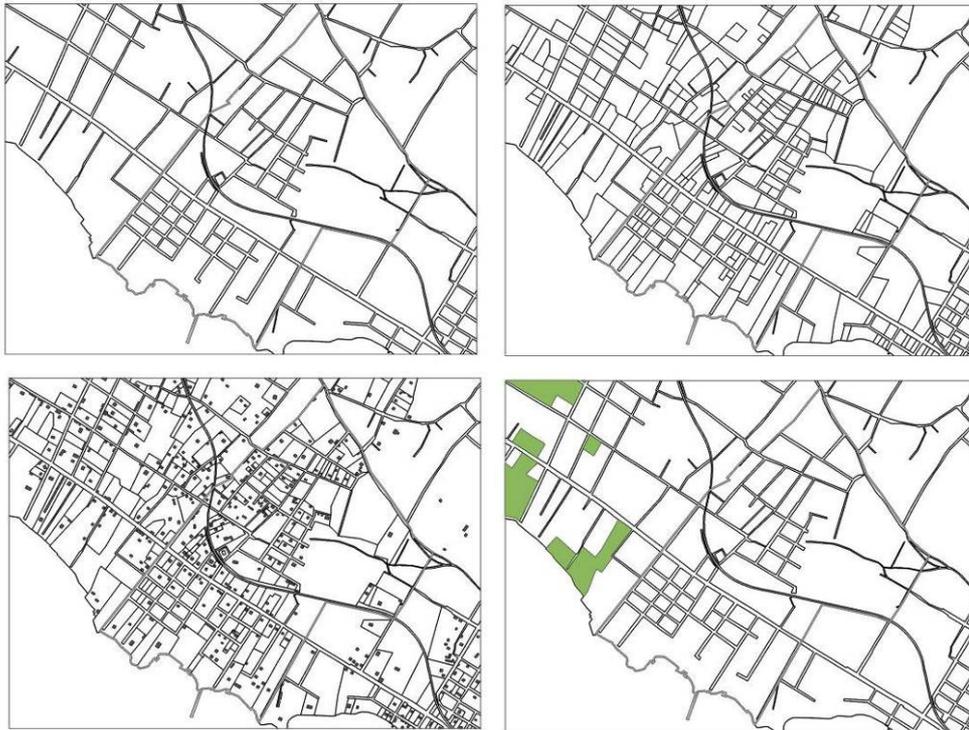


Fig.4.30: Plan diagrams of Suadiye district: streets/parcels/buildings/green
(Produced by the author based on the map from the 1935s)

²⁹⁴ İstanbul Atatürk Library, Map no: Hrt_001885, Date: unknown (1935?), "İstanbul: Kadıköy ciheti. Pafta No: 175"
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BOSTANCI

Bostancı as one of the earliest settlements at the area preserved its urban pattern during the early Republican period. Eyice states that the development of tramway services to Bostancı in the 1930s accelerated the development of the area in the early Republican period. The tramways operated between Kadıköy and Bostancı through the lines on Bağdat Street. The commercial area of the district which was developed around the mosque and along Vükela Street was shifted to the environs of police station which was near the tramway station and the pier in the 1940s. The area around the police station was reorganized as a public square in 1940. The *köşks* and *yahıs* which were constructed by the middle-level bureaucrats and wealthy Ottomans were purchased by the notables of the Republican period. The residence of Huguenein which was a significant building at the late Ottoman period was purchased by a Russian family in 1926. (Eyice, 1994: 304) Thus, the changes in Bostancı were comprised of the changing hands of the buildings in addition to the redevelopments generated by the tramway services.

Comparison of the maps from 1913/1914 and the 1935s indicates the development of new streets were at the environs of the mosque around Bağdat Street. The new streets were developed with regular street pattern parallel to Bağdat Street. Thus, the unfilled land at the coastal side was transformed into settlement with the construction of *yahıs* at the area. The parcels were developed as rectangular forms with an area not less than one dunam. The building density of Bostancı was 0.025 in the 1935s. The green areas composed of *bostans* were preserved particularly at the environs of Bostancı Stream in addition to the bostan composed of 12 dunams at the coastal side.



Fig. 4.31: Urban pattern of Bostancı in the 1935s. (Produced by the author based on map from the 1935s)²⁹⁵



Fig.4.32: Plan diagrams of Bostancı district: streets/parcels/buildings/green
(Produced by the author based on the map from the 1935s)

²⁹⁵ İstanbul Atatürk Library, Map no: Hrt_001911, Date: unknown (1935?), "İstanbul: Kadıköy ciheti. Pafta No: 178"
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4.3.2 ARCHITECTURAL TYPOLOGY AT *BANLIEUE*

In this part of the chapter, the architecture in the case study area will be discussed for understanding the transformations in the architectural approach generated by the revolutions after the foundation of the Republic. Even the new regime depended on foreign planners for the urban planning of İstanbul; the government supported the architecture style of I. National Architecture Movement headed by the architects Kemaleddin Bey and Vedat Tek for the architecture of public buildings. Arseven stated that:

Almost all architects walked this path which was forged by Mimar Vedat and Kemaleddin (two leading architects of the Ottoman Revivalist style). The government also supported this, and insistently requested that schools, barracks, train stations and such kind of buildings be built in the national style. Furthermore, an Act was passed to force even private owners to construct their buildings in this style. (Arseven, 1955: 435)

The public buildings built in the early Republican period in Kadıköy were concentrated at the center of Kadıköy rather than the suburbs. Kadıköy Market Hall built in 1927 is an example of architectural approach of the early Republican period until the 1930s which was the continuation of national architectural style developed at the late Ottoman period.²⁹⁶ The buildings of market hall, pier and municipality displayed a similar architectural style shaped by I. National Architecture Movement. The main façades of the building were designed with lancet arched windows on the first floor and lancet arched apertures on the ground floor were planned as the shops. Kadıköy Market Hall was the first modern vegetable and fruit market structure in İstanbul. The support of the Republican government for I. National Architecture Movement which was founded after 2nd Constitution at the Ottoman period resulted in the continuation of the architectural approach at early years of the Republic.

Aslanoğlu states that modernization of Turkish architecture started with turning away from national architectural style which was the repetition of Ottoman features, hence contrasting with the ideology of the new Republic and criticized extensively. The new architectural approach was through the adaptation of the international style which was fostered at the West between 1922 and 1932. (Aslanoğlu, 2010: 26) Thus, it was after the 1930s that the new buildings, particularly at the new developing areas, started to be designed with the new architectural style.

A significant public building representing the new architectural style in Kadıköy was Kadıköy People's House (*Kadıköy Halkevi*)²⁹⁷ located on Bahariye Street. The foundation of people's house at the early Republican period aimed for the cultivation of a modern Turkish society accordingly with the principles of Republican principles. The people's house functioned as the cultural, educational and social centers which included theater halls, sports halls, meeting rooms, art studios in addition to administration offices. Kadıköy People's House which was founded in 1933 by the endowment of the residents of Kadıköy rented a building in Bahariye in 1933.²⁹⁸ An architectural competition was held in 1937 to develop a building for Kadıköy People's House in 1938. The committee²⁹⁹ of the architectural competition awarded the project of Rükneddin Güney with first price. (Fig.4.33) At the explanation report of the competition, it is stated the functions of the building was planned in separate structures which were divided as the main building mass composed of the theater hall and sports hall, the middle mass housing the art studios, and the linear structure that included the administration offices. The architect stated that the building was set back from the street and a courtyard was planned at the entrance which could also function as a meeting place.³⁰⁰ (Fig.4.34) The architecture of the building was planned with a rationalist approach which was reflected on the plan layout and the facades of the building. The construction of the building was completed and opened in 1943.

²⁹⁶ Comparison of market halls built in the early Republican period displays the different architectural approaches during this period. While Kadıköy Market Hall was designed in I. National Architecture style, market hall in historical peninsula displayed the architectural approach of international style of the 1930s. Refer to Erkal (2010) for discussion on Municipality Market Hall in historical peninsula.

²⁹⁷ "Kadıköy Halkevi Proje Müsabakası" (1938) *Arkitekt*, V. 86, p.43-56.

²⁹⁸ Malkoç, Şahin, Malhasyan, Solgun, Sertaç (2006) "Kadıköy Halkevi ve Faaliyetleri 1935-1951"

²⁹⁹ Celal Esad Arseven, the former municipal of Kadıköy at the late Ottoman period, was the jury member of the competition who was the director of Kadıköy People's House between 1933 and 1937.

³⁰⁰ Kadıköy Halkevi Müsabakası, 1938: 43

The building activity accelerated at the center of Kadıköy with the construction of new commercial and residential buildings during the 1930s. Electric House in Kadıköy designed by Rebiî Gorbon in 1936 was a significant example of the architectural approach of the period. The building located across the municipality functioned as the collection agency of electricity and gas works. The two-story building with a triangular plan layout housed the sale office and showroom on the ground floor and the first floor was planned as open office divided by glass partitions. The façades emphasized horizontality with the design of vitrine on the ground floor and band windows on the first floor in addition to the design of terrace roof. (Gorbon, 1936: 1-2) (Fig.4.35)



Fig.4.33: Photograph from the model of Kadıköy People's House (1938).³⁰¹

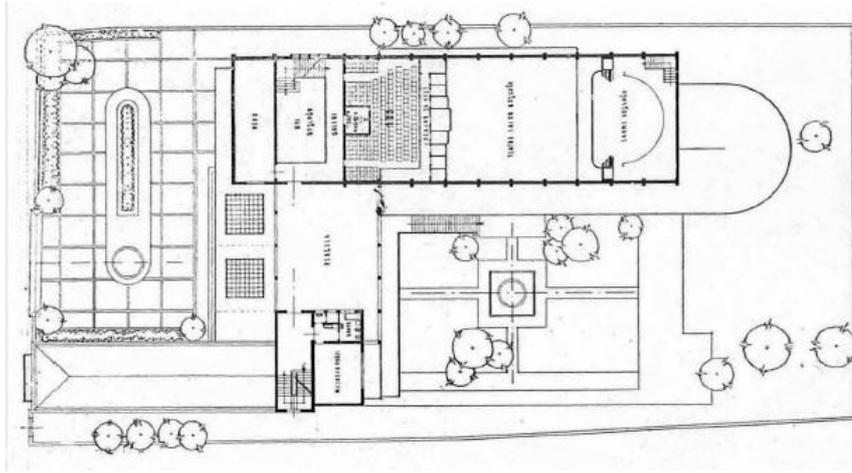


Fig.4.34: Ground plan Kadıköy People's House (1938).³⁰²

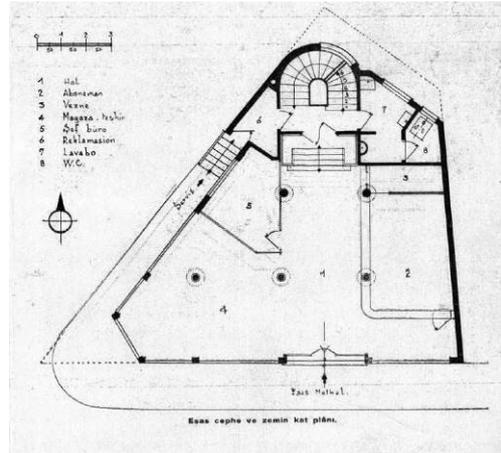


Fig.4.35: Façade and ground floor plan of Electric House by Rebiî Gorbon (1936).³⁰³

³⁰¹ Kadıköy Halkevi Müsabakası, 1938: 43

³⁰² Kadıköy Halkevi Müsabakası, 1938: 44

³⁰³ Gorbon, 1936: 1-2

The modern apartment buildings identified as *Kira Evleri* which were developed with the new architectural style also spread to the center of Kadıköy after the 1930s. The construction of apartment buildings in Kadıköy was concentrated on Bahariye Street and the former land of Rıza Paşa. The apartment buildings on Bahariye Street were constructed as three-story or five-story buildings housing a flat on each floor. The apartment building designed by Zeki Selah for a physician was composed of four floors including the basement floor. While the ground floor was planned as the clinic, the upper floors included the flats. The flats were planned in three functional parts as the living area composed of the saloon and dining room; dwelling area composed of three bedrooms and a bathroom, and service area including kitchen, servant room, toilet and office. The flats had two entrances; the main entrance in addition to the service entrance opening to the service area. (Fig.4.36) The architect stated that the facades were formed accordingly with plan layout and were designed with horizontal surfaces and volumes. The architect also stated that no decoration or ornament was used on the facades. (Selah, 1933: 231)

Zeki Sayar who had designed various buildings at the area planned an apartment building in 1940 in Moda. The apartment building was composed of five floors including a basement floor and roof floor. Each floor housed a flat composed of 230 m². The plan layout displayed similar features with *Röntgen* Apartment housing a large saloon, dining room, and a small saloon. The bedrooms were located to the south with large terraces which opening to the view of Çamlıca and Prince Islands. The service area was planned composed of kitchen, cellar, servant room and toilet. A guest room was also planned opening to the entrance hall. The facades were formed with horizontal features highlighted by the concrete floor slabs and the large canopy. (Fig.4.37)

The subdivision of the land of Rıza Paşa located at the center of Kadıköy resulted in the construction of houses and apartment buildings at the area. The buildings built between 1932 and 1935 were developed with different architectural types composed of two-story garden houses and five-story apartment buildings. Galip stated that even the buildings had unique architectural features, the composition of low-rise and high-rise buildings constituted a poor view. (Galip, 1933b: 170) Thus, the new apartment buildings represented the new architectural style of the period at the center of Kadıköy.

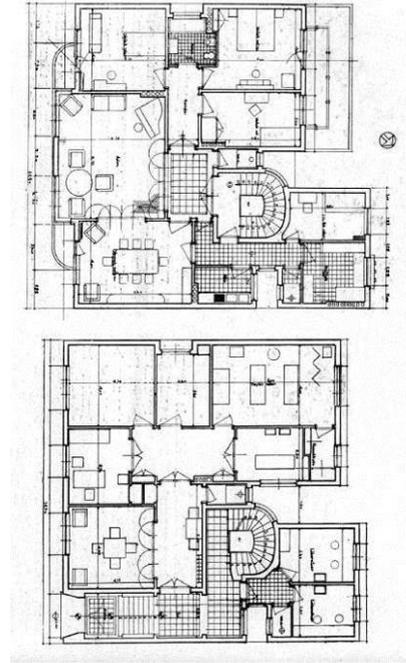


Fig.4.36: Façade and floor plans of *Röntgen* Apartment by Zeki Selah (1933).³⁰⁴

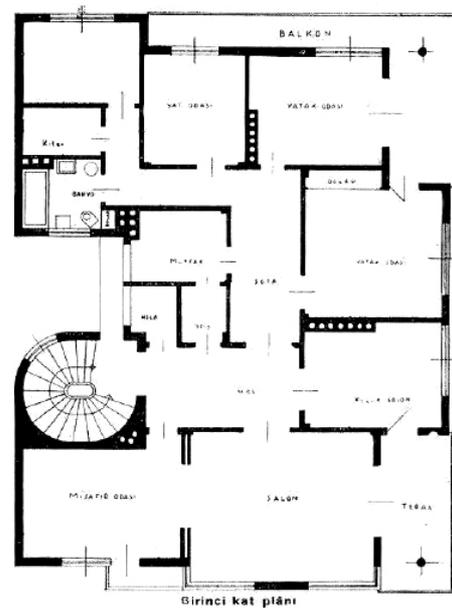
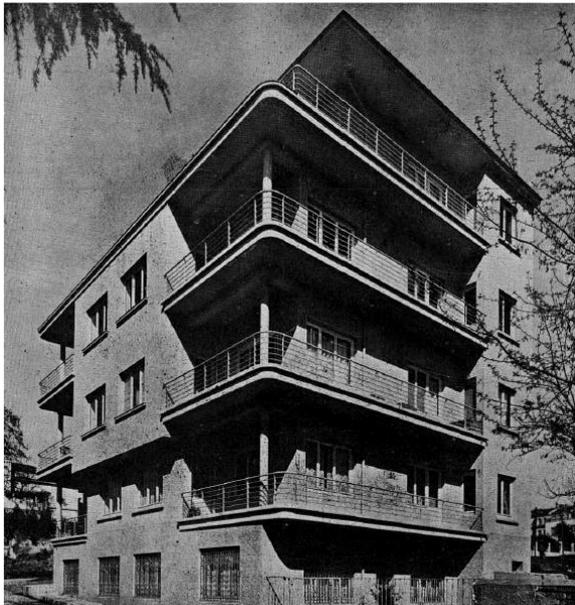


Fig.4.37: Façade and first floor plan of apartment building by Zeki Sayar (1940).³⁰⁵

³⁰⁴ Selah, 1933: 232&234.

³⁰⁵ Sayar, 1940: 241-242.

RESIDENCES AT THE SUBURBS

During the early Republican period, the *köşks* of the late Ottoman period were preserved, yet most of them changed hands at the suburbs of Kadıköy. The social structure of the case study area which was composed of high-level state officials of the Ottomans was transformed with the divisions of land plots which also gave way to the construction of new houses by the upper-class of Turkish society during the early Republican period. Significant bureaucrats of newly founded Republic also started residing in the area such as Fevzi Çakmak in Göztepe³⁰⁶, Kazım Karabekir³⁰⁷ in Erenköy and Salih Bozok in Suadiye.

The research on the architectural journals of the period such as *Arkitekt* indicates that modern houses developed at the suburbs of Kadıköy between 1930 and 1940 were designed by the significant architects of the period such as Seyfi Arkan, Zeki Sayar, Zeki Selah, Rebii Gorbon and Vedat Tek. The construction of modern houses at the area was concentrated particularly Fenerbahçe and Suadiye. The architecture of the houses built during the 1930s reflected the new architectural style of the period through their functional planning approach and construction with modern techniques as steel and concrete.

The transformation of the residential architecture from *köşks* to modern houses also represents the shift of social and cultural codes during the Republican period. Bozdoğan states that “the Republican discourse on the modern house was, before everything else, an extension of the nationalist emphasis on the nuclear family.” (Bozdoğan, 2001: 197) In contrast to the *sayfiye* compounds of the former period which housed in some cases 40-50 people including the servants of the compound, the modern houses built in the Republican period were developed as individual houses planned for nuclear family. The modern houses were planned as family houses composed of two or three-story buildings whose site layout and height was determined by the building law. The building law of 1933 stated that the height of the buildings that would be built in *sayfiye* settlements in İstanbul on parcels composed of more than one dunam should not exceed 9 meters.³⁰⁸ As mentioned earlier, the building law also regulated the setback distances of the buildings from the street and property boundaries. Thus, during the early Republican period, it was not only the architectural style that shaped the architecture of the houses, but also the regulations of the building law.

At the suburbs of Kadıköy, a significant example of a modern family house was designed by Zeki Sayar in 1937 on Kalamış Bay. (Sayar, 1937a: 33-40) The plan layout was formed according to the triangular shape of the parcel, the side streets and the sea view on the west. The building was planned as three-story including a basement floor. The ground floor included the living area composed of a living room, dining room, saloon and study room in addition to service area composed of kitchen and service office accessed from a service door. The first floor was formed around a sofa surrounded by three bedrooms, a guest room with a toilet, a bathroom and a servant room. Large terraces were designed on the western façade which opened to the view of Kalamış Bay. The modern architectural approach of the building was sustained at the interior design and furniture of the building. (Fig.4.38-4.39) Thus, the house displayed the features of modern architecture with its functionalist and rationalist approach with its form, simplicity of mass and facades clarified from any ornaments. While the garden at the street side was designed as a decorative garden with a formal flower bed, the garden at the sea side was planned as a fruit and vegetable garden including a green house. (Fig.4.40) Thus, the garden at the street side formed integrity with the architecture of the building representing the rationalist approach; nevertheless the garden at the sea side displayed the continuity of functional use of land. The composition of the front garden as a decorative garden and the rear garden as a fruit and vegetable garden was a common feature of the residences at the suburbs of Kadıköy. The residence designed by Zeki Sayar in 1937 in Suadiye was also developed with this landscape approach. The front garden was planned as a formal garden including a decorative pool surrounded by a flower bed; yet the rear garden was designed as a vegetable garden. (Fig.4.41-4.42) The architect stated that “the building has the impression that a villa should attain with its simple design integrated with its landscape.” (Sayar, 1937c: 274) The house also displays a common feature of the modern houses at

³⁰⁶ Giz, 1988: 130

³⁰⁷ Kazım Karabekir purchased the köşk of Münir Tahir Paşa after the WWI which was located at the environs of Erenköy Station. (Ekdal, 2005: 301)

³⁰⁸ “Şehrin İstikbal Planı Tanzim Edilineceye Kadar Yapı ve Yollar Kanununun Tatbikatı Hakkında Bazı İzahlar” (1933)

the suburbs of Kadıköy through the planning of a winter garden located at the ground floor. (Fig.4.43) Even though winter garden was an imported element from the West³⁰⁹, the integration of winter garden to the architectural programme of the houses overlapped with continuation of the functional use of the land at the suburbs of Kadıköy.

The house designed by Mimar Nazif in 1933 in Suadiye was another example of this landscape approach. While the front garden was designed a picturesque landscape, the rear garden was reserved for vegetable garden. (Nazif, 1933: 201-203) Based on this landscape pattern, it appears that the architects identified the front garden with the architecture of the building; however the rear garden represented the *sayfiye* character of the area. In addition, the social and cultural practices of the owners possibly influenced the continuity of functional use of land as vegetable garden during the early Republican period.

Kalamış continued to be used as *sayfiye* during the early Republican period. However, the use pattern of *sayfiye* differed from the former use at the late Ottoman period which was also reflected at the architecture of the *sayfiye* houses. While *sayfiye* represented an area or place that was emigrated by the whole family and servants during the summer months for the Ottoman elite class, the concept of *sayfiye* transformed into a place that is used as a resting place and escape from the city at the weekends for the modern Turkish family. Thus, the plan layout of the modern *sayfiye* house formed as a compact house serving for the nuclear family. These *sayfiye* houses also represent “the modern Turkey in which families built weekend retreats or decided to move out of the city to the suburbs (*sayfiye*). (Bozdoğan, 2001: 210) The residence of Cemil Filmer in Kalamış was designed by Rebiî Gorbon in 1938 as a *sayfiye* house of the family composed of three floors including a basement floor. The residence displayed the international architectural style through its form shaped by the concrete structure which enabled the design of large overhangs and terraces. (Gorbon, 1938: 327) Thus, at the suburbs of Kadıköy, the *sayfiye* residence and family house for permanent use had developed simultaneously at the early Republican period. Yet, the common architectural characteristic of the *sayfiye* and family houses was their design approach with the international architectural style of the period.

In addition to development of family and *sayfiye* houses at the suburbs of Kadıköy, some of the houses were planned as *kira evi* where each floor housed a flat that could be rented separately. *Kira evi* at the suburbs which were composed of three-story designated by the building law differed from the apartment buildings at the center of Kadıköy with their scale. The *kira evi* designed in 1936 by Mimar Adil in Feneryolu, and *kira evi* designed in 1939 by Nazif Asal in Suadiye were examples of this type developed during the early Republican period. (Fig.4.44&4.46) Even though all of the functions of *kira evi* were constituted on a singular floor in contrast to three-story family houses, *kira evi* displayed similar functional programme which were composed of living room, dining room, bedrooms, guest room, bathroom, toilet in addition to service area composed of kitchen and service room. More importantly, the relationship with environment was sustained by the development of large terraces and balconies at the flats similarly with the family houses. (Fig.4.44)

As mentioned earlier, Suadiye became the most popular elite *sayfiye* settlement of Kadıköy during the early Republican Period. Hence, various modern family houses had developed at the area during the 1930s. Most of the residences designed during this period were concentrated around Bağdat Street and the coastal side of the district. An early example of a family house was planned by Vedat Tek, the preminent representative of I. National Architecture style, in Suadiye in 1932. The building was located on a land plot at the rear of Suadiye Beach. (Tek, 1932: 137) The house composed of two floors was designed with identical floor plans where the ground floor was planned to be rented. The floor plans included a living room, dining room opening to a wide terrace, in addition to three bedrooms and a service area composed of kitchen and servant room accessed from the service door. The house designed for Lamber family reflected the architectural approach of the architect with its arched windows, pillars and pediments. (Fig.4.47-4.49) The view from the terrace displays the unfilled land at the environment except the few houses at the surrounding with Marmara Sea and Prince Islands at the background. (Fig.4.48)

³⁰⁹ Çetin, 2010: 239

The family house designed by Seyfi Arkan³¹⁰ in 1933 for Dr. İhsan Sami displayed the characteristics of international architectural style with horizontal windows, terrace roof, extensive overhangs, and mass articulation. (Fig.4.50) Yet, the most distinguished feature of the project was raising the building from ground with columns influenced from Le Corbusier.³¹¹ The residence located on Bağdat Street on a large land plot was composed of two floors; while the ground floor included the living area composed of the living room and dining room opening to the wide terrace, in addition a service area composed of kitchen, cellar, servant room and bathroom was planned on this floor. The first floor housed the bedrooms and bathroom.³¹² (Fig.4.52) Arkan stated that “the rooms took advantage of the surrounding nature and environment through the wide terraces embracing the view.” (Arkan, 1934: 335) The view of the house displays the presence of the Ottoman *köşk* and modern family house side by side which illustrates the suburban landscape of the area during the 1930s. (Fig.4.51)

The residence designed by Seyfi Arkan in Suadiye in 1939 differentiated from the others not only with its architectural style but also with the identity of its owner. The villa was designed for Salih Bozok who was the *yaver* (aide de camp) of Atatürk and a high-level bureaucrat during the early Republican period. The design of the villa coincided with the significance of its owner through its new architectural style. Batur states that Arkan directed towards different sources than his colleagues at the beginning of a trend towards local/national approaches in the late 1930s. (Batur, 1997: 129) Batur states that the villa of Salih Bozok reflected the understanding which resembles Wright’s early works with its roofing highlighted by double eaves, the partition of the façades, the planning of the windows and the shaded terraces set backed from the two-story columns. (Batur, 1997: 129) On the ground floor, a large terrace with concrete pergolas was designed which overlooked to the view of the sea and the landscaped garden. The floor plans were designed with a symmetrical layout, a spacious hall constituting the center. While the reception hall, saloon and dining hall were planned on the ground floor at the sea side, the first floor housed the bedrooms planned around a gallery. The design of the garden corresponded with the architecture of the building with formal and symmetrical design. The building planned at the center of the rectangular land plot divided the garden into two as the front garden at the street side and the rear garden at the sea side. The architecture of the building resembling monumentality was also reflected at the landscape design of the garden. (Fig.4.53-4.55)

³¹⁰ Seyfi Arkan a prominent architect of the period designed President’s Florya Summer Residence (1935-1936) in addition to various presidential buildings which made him known as the architect of Atatürk. (Batur, 1997:129)

³¹¹ Batur, 1997:129

³¹² Ekdal states that the house was demolished in 1967 and an apartment building was constructed instead. (Ekdal, 2005: 327)

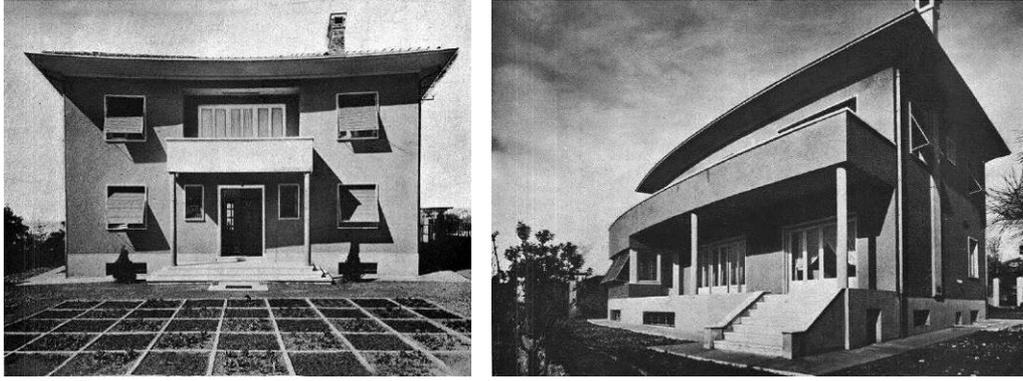


Fig. 4.38: Main facades of the house in Kalamış by Zeki Sayar (1937).³¹³

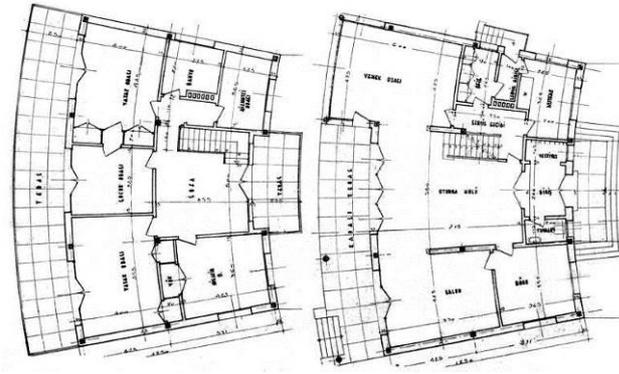


Fig. 4.39: Floor plans of the house in Kalamış by Zeki Sayar (1937).³¹⁴

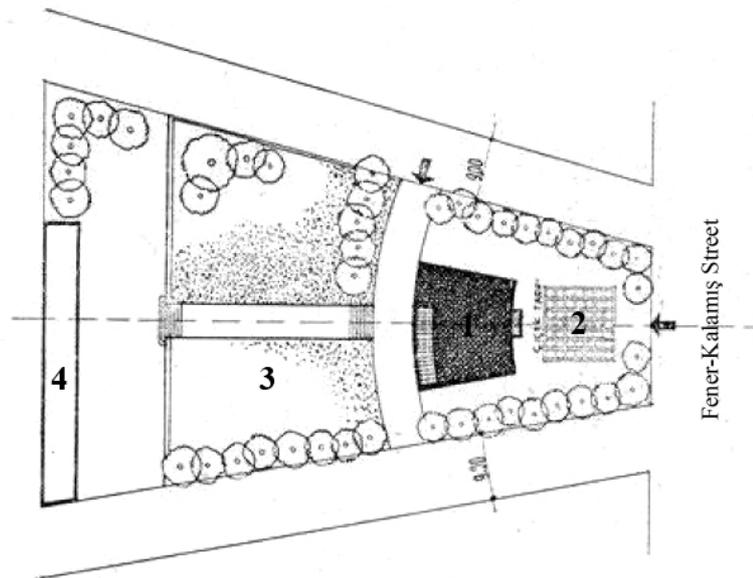


Fig. 4.40: Site plan of the house in Kalamış by Zeki Sayar (1937).³¹⁵
 (1) House, (2) formal garden, (3) fruit&vegetable garden, (4) green house.

³¹³ Sayar, 1937b: 33&35.

³¹⁴ Sayar, 1937b: 33.

³¹⁵ Sayar, 1937b: 34.

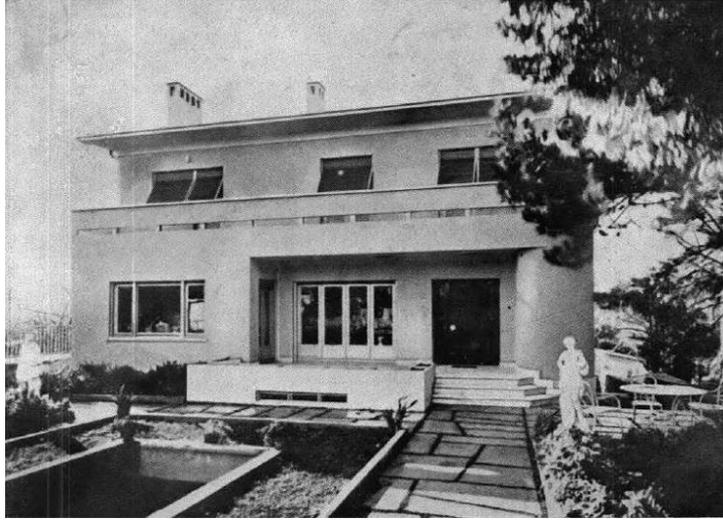


Fig. 4.41: Street facade of the house in Suadiye by Zeki Sayar (1937).³¹⁶

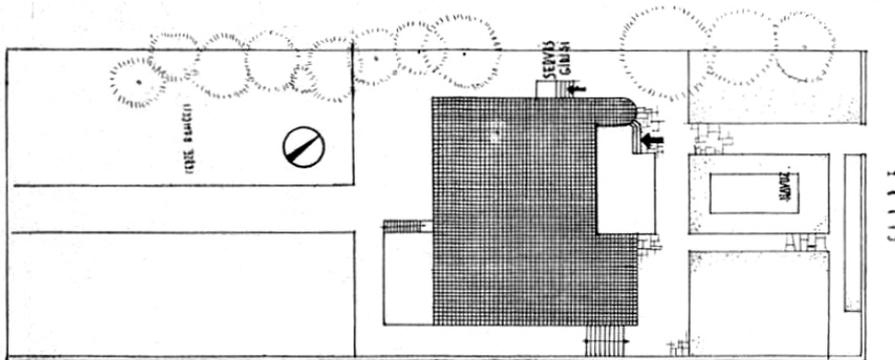


Fig. 4.42: Site plan of the house in Suadiye by Zeki Sayar (1937).³¹⁷



Fig. 4.43: Winter garden in Suadiye by Zeki Sayar (1937).³¹⁸

³¹⁶ Sayar, 1937c: 269.

³¹⁷ Sayar, 1937c: 270.

³¹⁸ Sayar, 1937c: 271.



Fig. 4.44: Facade of the house in Feneryolu by Adil (1939).³¹⁹

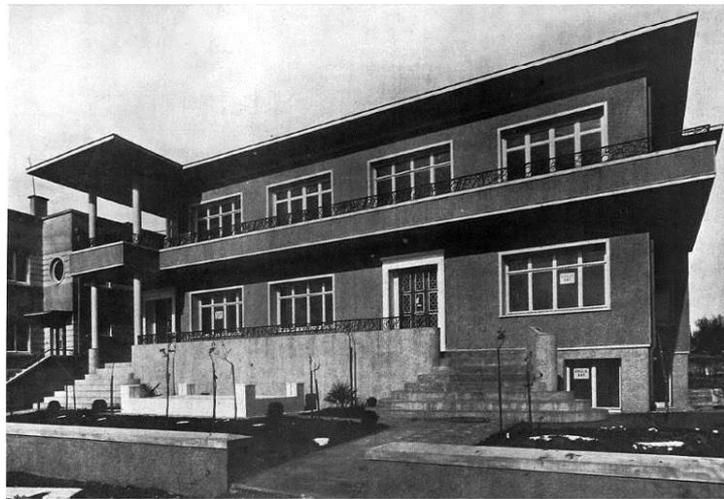


Fig. 4.45: Rear facade of the house in Suadiye by Nazif Asal (1939).³²⁰

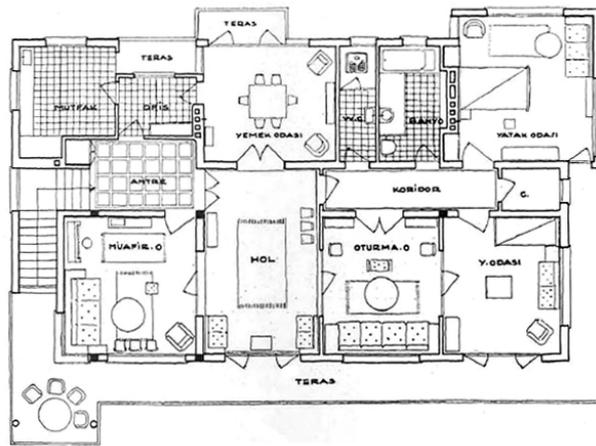


Fig. 4.46: Floor plan of the house in Suadiye by Nazif Asal (1939).³²¹

³¹⁹ Adil, 1936: 34.

³²⁰ Asal, 1939: 5.

³²¹ Asal, 1939: 6.



Fig. 4.47: Street façade of the house in Suadiye by Vedad Tek (1932).³²²



Fig. 4.48: View of from the terrace of the house in Suadiye by Vedad Tek (1932).³²³

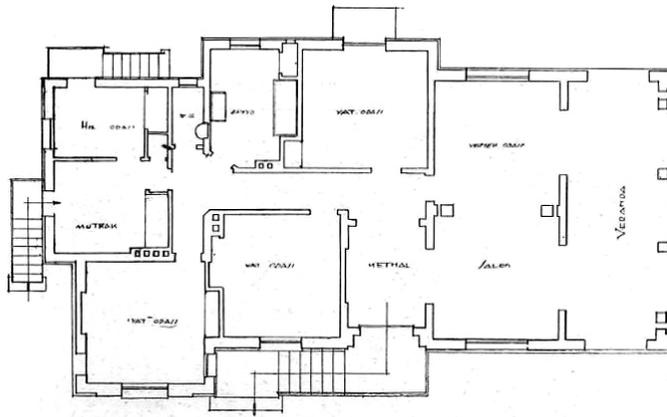


Fig. 4.49: Floor plan the house in Suadiye by Vedad Tek (1932).³²⁴

³²² Tek, 1932: 137.

³²³ Tek, 1932: 139.

³²⁴ Tek, 1932: 138.



Fig. 4.50: View of Dr. İhsan Sami house in Suadiye by Seyfi Arkan (1933).³²⁵

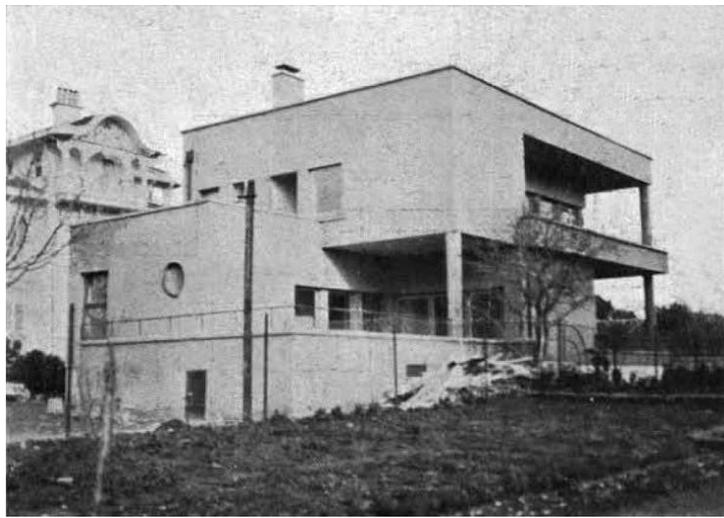


Fig. 4.51: View of Dr. İhsan Sami house in Suadiye by Seyfi Arkan (1933).³²⁶

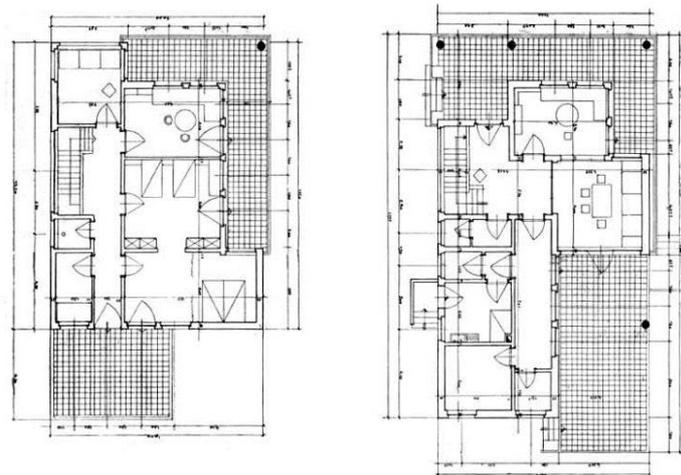


Fig. 4.52: Floor plans of Dr. İhsan Sami house in Suadiye by Seyfi Arkan (1933).³²⁷

³²⁵ Erkan, 1934: 335.

³²⁶ Erkan, 1934: 337.

³²⁷ Erkan, 1932: 338.



Fig. 4.53: View of Salih Bozok villa in Suadiye by Seyfi Arkan (1939).³²⁸



Fig. 4.54: View of Salih Bozok villa in Suadiye by Seyfi Arkan (1939).³²⁹

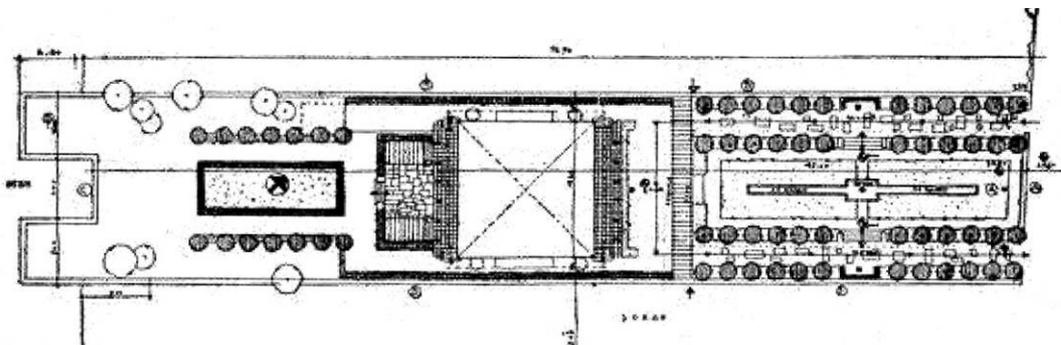


Fig. 4.55: Site plan of Salih Bozok villa in Suadiye by Seyfi Arkan (1939).³³⁰

³²⁸ Arkan, 1940: 102.

³²⁹ Arkan, 1940: 102.

³³⁰ Arkan, 1940: 102.

As conclusion, the changing social practices and cultural values during the early Republican period were reflected on the house typology and architectural styles at the suburbs of Kadıköy. The result was the emergence of *kira evleri* and family houses with their modern architectural style which marked a rupture from the former house typology of the Ottoman *köşks*. The modern houses with their new architectural typology and style were the representations of the ideology of the Republic for modernization and civilization in addition to the changing cultural values of the modern Turkish society.

While the construction of modern *sayfiye* houses was concentrated in Fenerbahçe - particularly in Kalamış, and Suadiye; family houses were also constructed at the area between Kızıltoprak and Bostancı. As stated earlier, while some of them were developed as *kira evleri*, family house was the common type developed at the area. Even though their scale differed, both house types were shaped with similar plan programme composed of living area, residing area and service area planned for the nuclear family.

In addition to the houses planned by distinguished Turkish architects of the early Republican period discussed until now, the architectural pattern of the area was also shaped by the construction of houses with the hands of contractors and owners. Tek stated that the intensive construction activity around Bağdat Street between Göztepe and Bostancı resulted in the composition of tasteless buildings shaped by the hands of the owners and contractors in addition to the orderly houses planned by architects.³³¹ (Tek, 1932: 137) Therefore, the suburban landscape of the area during the early Republican period was created with the initiative of the land owners which resulted in the production of a diversified house typology at the area. Even though, their architectural style differed from each other, the common characteristic of the houses was depended on their individual and singular production method which resulted in the creation of houses reflecting the cultural values and ideology of the period which highlighted single-family dwelling within a garden as the idealized house model.

As mentioned earlier, most of the *köşks* developed during the late Ottoman period were preserved in the early Republican period, as a consequence of the addition of modern houses with different architectural approaches resulted in the creation of a mixture of architectural styles and typologies at the area. The result was the creation of a diversified architectural pattern neither completely traditional nor completely modern during the early Republican period. The existence of a *köşk* with Ottoman house model side by side with the modern family house was a typical characteristic of the architectural pattern at the area.

4.4 REPRESENTATIONS OF LANDSCAPE IN BANLIEUE

Not only the urban morphology and architectural pattern at the case study area had changed during the early Republican period, the relationship of the people with the environment and meaning of landscape had also transformed. The change was reflected at the functional use and design of the land which resulted in the creation of gardens of the houses. The former relationship with land which majorly depended on the functional use of the land with the creation of *bağ* and *bostans* in the large land plots started to transform with the design of modern landscape designs in the gardens. However, the examples also illustrate that this transformation was practiced partially which was mostly implemented at the front gardens of the residences which constituted the public image of the buildings.

Furthermore, the former relationship of the buildings with land which was depended on the integration of the buildings with the environment was transformed with a new understanding of the planning of the buildings in relation to land and environment. The decreased parcel sizes and the new regulations on setback distances of the buildings accompanied with the new architectural approach resulted in the transformation of the relationship of the buildings with land. The pleasures of nature experienced through the wooden structures such as gazebos and pavilions at the Ottoman gardens were replaced

³³¹ “Göztepe ile Bostancı arasında Bağdat Caddesi üzerinde iki senedir kısmen kiralık, kısmen hususi evler halinde birçok inşaat yapılmaktadır. Bu hususta sarfedilen paranın kısmı âzaminin yalnız mal sahibi bilgisile, kalfa ve usta zevkile meydana gelmiş her çeşit tatsız binalar vücutte getirdiğini görmekle müteessiriz. Buna mukabil muntazam mimari projelerle yapılan düzgün eserler nazarı dikkati celbetmektedir.” (Tek, 1932: 137)

with the large terraces and winter gardens mostly directed towards the sea view. Thus, the landscape as a living space was replaced with landscape as a spectacle. It is possible to interpret this transformation as a result of the changing private sphere where domestic life was opened to public sphere. In this context, the residential typology composed of multiple structures integrated with the land at the late Ottoman period was transformed with the assembly of functions in a compact building form.

In public sphere, the former common grounds of the Ottoman period were transformed as a consequence of changing social practices and cultural values of the Turkish society. The sea baths of the Ottoman period were replaced with the public beaches during the early Republican period. Fenerbahçe ve Suadiye beaches were the most famous social spaces of Kadıköy suburbs which represented the changing life style of the people. The novels of the 1930s portray the social life in Göztepe and Erenköy with the newly opened cinemas, restaurants, beaches, parties in the gardens and with few apartment buildings. In the novel of Alus, Amcabey (1943), it is stated that Bağdat Street newly paved with asphalt was crowded with buses, automobiles and bicycles riding while the tramway line was under construction. People construct new houses in Suadiye while selling their inherited lands and *köşks* in Kızıltoprak, Feneryolu, Göztepe and Erenköy. (Seven, 2006: 200) The new republican bourgeois also looked after renting houses in Suadiye. In these descriptions, it is understood that the area continued to be one of the most popular settlements of the Anatolian side, particularly Suadiye during summers, with its new social and leisure spaces.³³²

Another important landscape development was the reorganization of the meadow of Yoğurtçu as a public park during the period of municipal Emin Erkul between 1924 and 1928. The planning of the park differed from the the project prepared by Kadıköy Municipality in 1914. (Fig.3.81&3.82) While the project in 1914 proposed to develop the park on both sides of Kurbağalı Stream, Yoğurtçu Park was developed solely on the western side of Kurbağalı Stream with the organization of pathways and landscape completely different than the project of 1914. The eastern side of the meadow was rented to sports club at the early Republican period.

4.5 EVALUATION

The foundation of Turkish Republic in 1923 signaled radical transformations in political, economic and social dynamics as well as spatial practices and cultural values of the society. The city of İstanbul, including the case study area, was aimed to be developed as a modern city which was intended to be developed by the invitation of foreign planners for master plan studies. The urban planning approaches during the early Republican period are outlined at Table 4.01 which summarizes the master plan studies for the case study area at the early Republican period. The early master plan studies for İstanbul introduced similar ideas for the settlements on the shores of Marmara which appreciated the *sayfiye* and residential character of the area and proposed the future development of the area as a residential zone which was supported by the approach of the Turkish authorities such as the development of Fenerbahçe as a resort area with the development of recreational buildings and garden houses at the area. The Master Plan of the Anatolian Side prepared by Prost in 1939 was developed accordingly with this idea proposing the development of a recreational and resort area at Fenerbahçe in addition to the development of promenade at the coast of Suadiye. Apart from the planning studies of Prost for Fenerbahçe and Suadiye, it is observed at the planning studies of the municipality during the early Republican period that the subdivision of land and opening of new streets at the area were approved by Prost such as the planning study of the municipality in Fenerbahçe in 1940 signed by Prost.

Even though Prost's planning studies and building law of 1933 regulated the future urban development of the area at the early Republican period, the planning studies prepared by the municipality at the early Republican period display that the municipality adopted the planning approach of the late Ottoman period particularly after 1905 for subdivision of land such as the planning study in Kızıltoprak in 1934 which was originally prepared by the Ottoman municipality in 1905/1906.

³³² Suadiye was popular for its leisure places during the early Republican period with restaurants and night clubs. In addition, Göztepe was also popular for its night clubs such the as *Bakkalköylü Yani Gazinosu*.

Table 4.01: Imagining suburbs: Urban planning approaches in the early Republican period.

Period	Actor	Planning Approach
1926-1928	Carl Lörcher	<ul style="list-style-type: none"> - Garden city model - Preservation of existing urban fabric - Functional zoning - Building density - Public spaces: public squares and avenues - Green belt around Üsküdar - Green areas, open spaces
1935-1938	Martin Wagner	<ul style="list-style-type: none"> - Connection of dispersed city parts - Transport infrastructure - Band cities model (Şerit şehirler) - Road infrastructure: Bağdat Street from Kadıköy until Pendik
1936-1950	Henri Prost	<ul style="list-style-type: none"> - Transportation (Bağdat Street) - Preservation of rural character of the area - Preservation of <i>sayfiye</i> character of the area - Development of coastal side of Marmara - Open spaces (<i>espaces libres</i>) - Public space integrated with leisure

To conclude, the urban development of the case study area at the Republican period was mainly shaped by the planning studies of the municipality through the subdivisions of land which reflected the continuation of late Ottoman approach for the area. Thus, at the early Republican period it is observed that the urban development was through the subdivisions of land and construction of individual residences, yet the intervention was limited and had not changed the urban morphology considerably during the early Republican period. Even though a master plan study was prepared for the area, the modernization and civilization attempts for the area were realized through the infrastructural projects such as the development of electricity, tramways in addition to the construction of residences with modern architectural styles. Thus, the modernization ideal had not gone beyond the architectural styles of the buildings where the urban planning practices and architectural practices had not overlapped. In spite of the extensive transformation of social practices through Republican revolutions and reforms, the transformation of urban pattern had been limited.

It was stated that the planning studies of the municipality for the Anatolian side was one of the reasons of the resignation of Prost in 1950. The Municipal Council disregarded the Master Plan of the Anatolian Side by parceling out the entire area and declared building two-story dwellings at the area. (Bilsel, 2010: 149) Thus, the subdivision of parcels which started before the planning studies of Prost had continued during the period of Prost which was one of the most important reasons for the unrealisation of Prost's plan studies for the area. Prost complained about the lack of a special legislative framework for implementation of the master plan. Hence, the approach of the municipality and legislative framework did not correspond with the ideas of the master plan. Therefore, after 1950s it is observed that the planning approach of the municipality resulted in the transformation of the area. Hence, the former appreciation of land for use value was replaced by exchange value which transformed the land into a commodity. Thus, even though the implementations of planning studies was limited in size at the early Republican period, it is important to note that this period represented the origins of future transformation of the area to a dense urban settlement. At the early Republican period, the case study area was not completely transformed into a *banlieue*, however the early Republican period signals the formation of *banlieue* realized through the continuation of the planning

approach of the late Ottoman period. In conclusion, the early Republican period can be interpreted as a transition period before the rupture of the *sayfiye* character of the area in the 1950s.

Another important urban development at the case study area was the development of tramways through Bağdat Street which shifted the construction activity from the inland to the surrounding of Bağdat Street and the coastline which also influenced the urban development of the area. During the early Republican period, the architectural typology of the case study area was the juxtaposition of the *köşks* of the late Ottoman period and the modern residences designed with international style at the early Republican period. After the foundation of Turkish Republic as a modern-nation state, the meaning of landscape was transformed as a result of the changing cultural values but more importantly with the codes regulated by the state through the building law and the planning activity of the municipality. The result was the emergence of an understanding of land which is appreciated for exchange value which was formerly appreciated for use value. Even though, the implementation of this understanding was limited during the early Republican period, the early Republican period is seen significant for representing the preliminary development of *banlieue* settlements in the area. In conclusion, the suburban landscape of the suburbs of Kadıköy during the early Republican period was a juxtaposition of social practices of the late Ottoman period and early Republican period.



Fig.4.56: Urban morphology of the case study area in early Republican period, 1935s. (Produced by the author)

The urban morphology of the case study was primarily shaped during the late Ottoman period after the development of railways and settlement of high-level bureaucrats to the environs of railways. At the early Republican period, the urban morphology of the case study area was in general terms preserved but however the large land plots were started to be divided into smaller parcels which was prohibited at the late Ottoman period. The development of the case study area as a suburban settlement was supported by the Republican state and the Building Law 1933 facilitated the further development of the area by the subdivisions of land. The comparison of the urban morphology in 1913/1914 and 1935s indicates that the irregular street network of Kızıltoprak, Feneryolu, Fenerbahçe and Erenköy

districts were conserved and gridiron street network was developed particularly at Suadiye and Bostancı districts. In addition, the gridiron street network of Göztepe district which was developed during the late Ottoman period was preserved. (Fig.4.56) The size of land plots ranging between 20-100 dunams at the preliminary stage of their development in the late Ottoman period started to be divided into smaller parcels at the early Republican period. It has to be noted that the Republican period supporting to the development of the case study area as a suburban residential settlement did not develop a particular urban planning approach for the area but conserved the ownership pattern of the case study area. This approach of the authority resulted in the continuation of the ownership pattern starting from the late Ottoman period which was depending on the ownership pattern of agricultural land composed of *bağs* and *bostans* to the contemporary urban pattern which can be traced at the urban morphology of the case study area.

The architectural typology of the case study area had changed considerably during the early Republican period. The former *köşks* at *sayfiye* compounds was preserved but a new residential typology was introduced to the case study area as family house which was individual house designed with international architectural style that resembled the European villa. The architectural style of the family houses was a manifestation of changing cultural values of the society which was modernized and civilized with the Republican reforms. The modern family house and traditional *köşks* of the Ottoman period were juxtaposed at the case study area which formed the suburban landscape during the early Republican period. The design of the gardens was the continuation of the modern architectural style of the houses particularly at the front gardens. However, the traditional approach to nature and landscape was preserved at the rear gardens which were composed of *bostans*.

To conclude, the suburban landscape in the early Republican period was shaped by the social formation of the period which was an intermediate landscape neither solely traditional nor solely modern. The preservation of urban pattern, the architecture of *köşks*, landscape approach, and urban planning approach represented the continuation of the suburban landscape during late Ottoman period. However, the introduction of modern architecture through the family houses and apartment buildings, the support of the authority for the development of the area as *banlieue* contributed to the transformation of the suburban landscape of the area. The early Republican period which marked the depopulation of İstanbul did not considerably influence the development of suburbs which was generated by the new high-level bureaucrats of the Republican era and the newly emerging bourgeois class. The city of İstanbul that had not experienced any spatial pressure on suburbanization was rather suburbanized by the choice of the society for living in the suburbs.

CHAPTER 5

CONCLUSION

The main argument of this dissertation is about landscape as the manifestation of the relationship between social formation and land. Landscape is understood as both a social space that is constructed out of the struggles and debates between the power groups that regulate land through its institutions, legislations, codes, planning models and the individuals that directly live and give meaning to land and physical space. In this context, landscape represents a certain social formation that transforms land into landscape accordingly with its historical, cultural and social setting. This dissertation exposes that the social formation that turns land into landscape can be traced from the physical landscape through the analysis of urban pattern, architecture, and landscape in relation to political, economic and social dynamics. This study discussed the idea of landscape focusing on suburban settlements which is defined as suburban landscape. From the conceptual and theoretical perspective of this dissertation, the production of suburban landscape is a social process shaped by the forces of production including the power groups, agencies and social actors in addition to spatial practices and cultural values of the inhabitants, which are manifested in the urban, architectural and landscape pattern of the suburban settlements.

This dissertation discussed the concept of suburban landscape focusing on the suburban settlements around Anatolian Railways in İstanbul through the trilogy of agriculture-*sayfiye-banlieue* starting from late nineteenth century until early twentieth century. The environs of the Anatolian Railways in İstanbul transformed from agricultural land into suburban settlements in line to the changing political, economic and social dynamics which were mainly generated by modernization ideals of the power groups. The dissertation discussed the suburban development around the Anatolian Railways in Kadıköy through the analysis of urban morphology, architecture and landscape pattern, which exposed the gradual infusion of modernization into Ottomans institutions and society through the implementation of westernization ideals. The western ideology was replaced by the movement towards modernization and civilization ideology of the Republican period, while still preserving the remnants of the Ottoman period.

Regarding transportation and suburban development, the historical survey of the case study area reveals that the railways (the most important transportation means at the late Ottoman period) generated the development of suburban settlements along their routes and in particular around stations. Railway stations were important transportation nodes at the same time places which constituted the central area of the districts and generated the development of commercial area, social and public spaces at their immediate surroundings. When analyzing the underlying causes of suburbanization of İstanbul, we must look not just to transportation technology and the development of railways but also focus on the social formations that shape up the suburban landscape. During the early Republican period, the railway station was an important reference point for the urban planning of the cities such as the development of station square and station boulevard as the main street. However, the case study area displayed a different development pattern because these railway stations were suburban stations, which were planned to connect the suburbs to the city center rather connect with other intercity stations.

The Anatolian Railways generated the development of settlements along its route and in particularly around its stations. By this way, the settlement trend began to shift away from the waterfront, such as the *yalis* of the upper class on the Bosphorus and the royal gardens at the waterfront, to inland areas near the environs of the railways. This dissertation puts forward that Anatolian Railways not only caused the development of suburbs in İstanbul but also shifted the settlement trend from waterfront to inland areas. Therefore, railways also contributed to the formation of a new relationship between people and land. The former agricultural land that the railways passed through provided the medium

that the new inhabitants of suburbs can sculpt their culture on the land. This was also supported by the new spatial practices of the Ottoman elite class which depended on the integration of *bağ* culture with residential settlement. Even though the early suburban settlements on the Anatolian side of İstanbul developed around the Anatolian Railways, similar to the Western examples that developed around new transportation routes, the suburbs of Kadıköy present a unique suburban development model that is different from the West. The preliminary development of settlements around the railways was the *sayfiye* settlements which were residential settlements used during the summers for recreational purposes. The development of these *sayfiye* settlements also represented the invasion of agricultural land in the countryside by urban space forming a new kind of cultural landscape which is defined as middle landscape in this dissertation. The *sayfiye* settlements were neither urban nor rural but a combination of the two, which was the fusion of agriculture with residential settlements. Thus, the inhabitants of the *sayfiye* settlements combined the agriculture culture with recreational and residential functions which resulted in the formation of a unique suburban landscape. In addition, the settlement pattern of the case study area formed by the fusion of agriculture with residential settlement played a crucial role at the production of the suburban landscape of the case study area during its preliminary development. Although Western urban planning models were adopted starting from the mid-nineteenth century; the cultural values, spatial practices and the society's approach to nature and landscape manifested itself in the distinctive urban, architectural and landscape pattern of Kadıköy suburbs.

In this dissertation, the suburbs of Kadıköy are discussed in terms of two different periods; first the late Ottoman period starting from the mid-nineteenth century until the foundation of Turkish Republic in 1923 and then the following early Republican period from 1923 until the World War II. The development of suburbs was shaped according to the ideology of different time periods along with the changing social formations. Even though, the case study area is analyzed based on political periods, the suburban landscape of the case study is conceptually divided into three periods as the early development period starting from the development of railways in the 1870s until the end of the nineteenth century which is defined as the *sayfiye* period; the second period marked a shift in the planning and architectural approach starting in the 1900s and until the 1920s, which is defined as an intermediate period; and the third period a different ideology starting in the 1930s until the 1940s, which is defined as the *banlieue* period. The discussion on the political, economic and social dynamics of the different periods influenced the superstructure on the production of suburban landscape of the area. The methodological and conceptual framework developed through the analysis of the relationship with the landscape as a form, meaning and representation served to understand the changing social formations in different periods.

The case study area around the Anatolian Railways is analyzed by dividing the case study area into seven districts that initially developed around the railways stations at Kızıltoprak, Feneryolu, Fenerbahçe, Göztepe, Erenköy, Suadiye and Bostancı. Table 5.01 summarizes the findings of the analysis of the seven districts which are categorized under headings as land use, settlement type, urban morphology, architecture, landscape and urban pattern. The findings are the physical traces of the differences of the suburban landscape of the case study area during the late Ottoman and early Republican period.

Table 5.01: Spatial analysis of the case study area.

		Kızıltoprak	Feneryolu	Fenerbahçe	Göztepe	Erenköy	Suadiye	Bostancı
Land Use	Late Ottoman Period	- Residential - Agricultural	- Residential - Agricultural	- Residential - Agricultural	- Residential - Agricultural - Commercial	- Residential - Agricultural	- Residential	- Residential - Agricultural - Commercial
	Early Republican Period	- Residential - Commercial - Sports	- Residential - Agricultural	- Residential - Recreational	- Residential - Commercial	- Residential - Commercial	- Residential - Recreational	- Residential - Commercial
Settlement Type	Late Ottoman Period	- <i>Sayfiye</i>	- <i>Sayfiye</i>	- <i>Sayfiye</i>	- <i>Sayfiye</i>	- <i>Sayfiye</i>	- <i>Sayfiye</i>	- <i>Sayfiye</i>
	Early Republican Period	- <i>Banlieue</i>	- <i>Banlieue</i>	- <i>Sayfiye</i> - <i>Banlieue</i>	- <i>Banlieue</i>	- <i>Banlieue</i>	- <i>Sayfiye</i> - <i>Banlieue</i>	- <i>Banlieue</i>
Urban Morphology	District Area(dunams)	1057	1375	1014	1921	1145	1095	868
	Solid/Void (1935s)	0.027	0.020	0.023	0.030	0.032	0.027	0.025
	Street Network	- Irregular	- Irregular	- Irregular	- Gridiron	- Irregular - Gridiron	- Gridiron	- Gridiron
	Parcel Form	- Irregular - Rectangular	- Irregular - Rectangular	- Irregular - Rectangular	- Rectangular	- Irregular - Rectangular	- Rectangular	- Rectangular
	Open Space	- Sports Field	- Stone quarry	- Military - Recreational Area	- Sports field	-	- Recreational Area	-
Architectural Typology	Public buildings	- Station (1871) - Mosque (1883-1884) - School (1888-1889) - Police Station	- Station (1872)	- Church - School	- Station (1872) - Mosque (1889) - School - Police Station	- Station (before 1890) - Mosque (1902) - School - Police Station	- Station (1910) - Mosque (1907/1908) - School	- Station (1874) - Mosque (1913) - School - Police Station
	Private Buildings (1935s)	- <i>Köşks</i> - Family House - <i>Kira Evi</i>	- <i>Köşks</i> - <i>Sayfiye</i> compounds - Family house - <i>Kira evi</i>	- <i>Köşks</i> - Villa - Family House	- <i>Köşks</i> - <i>Sayfiye</i> Compounds - Family House - <i>Kira Evi</i>	- <i>Köşks</i> - <i>Sayfiye</i> Compounds - Family House	- <i>Köşks</i> - <i>Yalis</i> - Family House - <i>Kira evi</i>	- <i>Köşks</i> - Family House
Landscape	Late Ottoman Period	- Sports field - Gardens - <i>Bostans</i>	- Gardens - <i>Bağs</i>	- Common Grounds - Gardens - <i>Bostans</i>	- Gardens - <i>Bostans</i> - <i>Bağs</i>	- Gardens - <i>Bağs</i>	- Gardens	- Sea Baths - Gardens - <i>Bostans</i>
	Early Republican Period	- Sports Field - Gardens	- Gardens	- Recreational Area - Public Beach - Gardens	- Gardens	- Gardens	- Public Beach - Gardens	- Gardens - <i>Bostans</i>
Urban pattern	Late Ottoman Period (1913/1914)							
	Early Republican Period (1935s)							

During the late Ottoman period, the settlement type around the Anatolian Railways is defined as *sayfiye* settlements used particularly during the summers by the Ottoman upper-class. The settlement type defined in this dissertation as *sayfiye* was a combination of the former land use of the area which was agricultural land with the residential settlements. Thus, the settlement type *sayfiye* was also a result of the continuation of the agricultural landscape of the area. The settlement type (as shown in Table 5.01) consisted of an urban and architectural pattern constituted of a diffused settlement type dominated by *köşks* and their auxiliary structures inside large land plots and extensive open spaces composed of *bağs* and *bostans*. *Sayfiye* settlements differ from the Western suburbs because of the Ottoman's approach to nature and landscape which manifested itself through the functional use of landscape by the cultivation of the land as *bağ* and *bostan*. One of the reasons for the development of *bağs* was the popularity of the *bağ* culture among the Ottoman royal family and upper-class during the nineteenth century. This tradition continued in the case study area through the practice of carrying on the *bağ* culture on the former land use of the area which was also composed of *bağs* and *bostans*. As well as the presence of *bağs* and *bostans* inside the large land plots, the use of the land just for agricultural purposes also continued simultaneously in the area during the late nineteenth century.

The preliminary development of the *sayfiye* settlements was the result of the acquisition of the land at the environs of railways by the Ottoman high-level bureaucrats. The bureaucrats, composed of pashas, viziers, ministers of the period, built *sayfiye* compounds on large land plots composed of *bağs* and *bostans*. Thus, the case study area not only represents the early suburbanization of İstanbul, but also represents the power of bureaucracy to obtain and transform land. While the picturesque suburbs at the West were primarily developed as a result of the desire of the emerging bourgeois class to separate themselves from the other social classes and define their own space, the *sayfiye* settlements in the case study area were mainly developed by the high-level bureaucrats who were then followed by the wealthy class. The case of Zihni Paşa is an interesting example of this type of suburban development. Zihni Paşa, the minister of finance, commerce and public works who owned a large land plot in Erenköy, signed a contract with the Germans for the further development of the Anatolian Railways in 1899. Zihni Paşa developed a mosque with his name around Erenköy Station in 1902 which indicates that Zihni Paşa was aware of the future development of the railways and might have purchased his land at the area for this reason. It is stated that the high-level bureaucrats moved to the suburbs to escape from the control of the state, but it might also be said that the high-level bureaucrats were the early entrepreneurs of the period who envisaged the increase of land value due to the development of railways and obtained land in the environs of railways and stations.

The case study area was mainly shaped by the large land plots and the public works carried out by high-level bureaucrats such as: Kızıltoprak which was developed after the the public works of Zühtü Paşa (the minister of public works, finance and education), the domination of land in Feneryolu by the large land plots³³³ owned by Ahmet Muhtar Paşa (the grand vizier), Ahmet Eyüp Paşa (the *yaver* of Abdülhamid II) and Tahsin Paşa (the first secretary of Abdülhamid II), Erenköy by the public works of Zihni Paşa (the minister of finance, commerce and public works) and the development of Suadiye district after the construction of a mosque by Ahmed Reşad Paşa (the minister of finance). Thus, the early suburbs in İstanbul differ from the development of the early suburbs in Europe which were developed by the private entrepreneurs and developers in Europe and particularly in United States, the environs of the Anatolian Railways was developed by the high-level bureaucrats, which were the main actors in the development of the suburbs of Kadıköy. Therefore, the environs of the Anatolian Railways also represent the power of bureaucracy in obtaining land which resulted in the development of the urban pattern based on the land ownership of the high-level bureaucrats. The case study area also displays that the ownership patterns as the essence of urban morphology had impacts on the development of the urban pattern. The superimposition of the maps from 1913/1914 to the contemporary situation shows that the underlying structure of the urban pattern was based on the ownership pattern of the case study area which was formed according to the large land plots owned by high-level bureaucrats. Hence, the suburban development around the Anatolian Railways displays that the urban morphology of the case study area was mainly shaped by the power of the bureaucracy to obtain land and shape the morphology of the case study area. The ownership pattern was also reflected in the urban morphology of the case study area through the implementation of the building laws which

³³³ The total area of the land plots of three pashas were composed of 300 dunams which was 20% of the total area of Feneryolu district.

regulated the development of street network and parcels according to the ownership pattern. Different than the development of suburbs by the hand of the authority, the case study area was primarily shaped by individual developments and the guidance of the land market. The role of authority was to develop railways, and the consequence of the development of railways was to open the agricultural land into land market. Thus, the development of railways by the state authority accompanied with the land reforms that recognized private property ownership facilitated the transformation of the environs of railways from *miri* land into private property owned by the high-level bureaucrats which also shaped the urban morphology of the case study area.

Another important feature of suburban settlements around the Anatolian Railways was their urban development model. The suburban settlements around the Anatolian Railways were developed spontaneously with the formation of individual and singular land plots rather than a planned development composed of regular plan plots of similar sizes and shapes. This particular urban development model started in the late Ottoman period was continued into the early Republican period, which also reflects the contemporary urban development model of the case study area. The street pattern consisting of irregular streets and cul-de-sacs was developed according to the land plot organizations and property ownership rather than a planned development. As shown in Table.5.01, the irregular street network in Kızıltoprak, Feneryolu and Fenerbahçe represents the unplanned development of the districts during their preliminary development phase. Thus, the urban pattern of the suburban settlements around the Anatolian Railways represents the spontaneous development model manifested in the irregular street network and gradual development of the case study area. The irregular street network in Kızıltoprak, Feneryolu, Fenerbahçe districts reflect spontaneous urban development of the suburban settlements around Anatolian Railways.

Kızıltoprak district was one of the earliest suburban settlements that was developed in the case study area, which was probably due to the proximity to the center of Kadıköy. Kızıltoprak was primarily developed through the public works of Zühtü Paşa, who worked as the minister of public works, finance and education and built a *sayfiye* compound on 50 dunams of land. Thus, the urban morphology of Kızıltoprak district was shaped according to the land plot of Zühtü Paşa and the large land plots to the west of the railways. The east of the railways was already developed as a neighborhood as the neighborhood of Tuğlacıbaşı before the development of railways. Thus, the urban morphology of the district reflects the spontaneous urban development model. The urban pattern of the district was guided by the ownership pattern during its preliminary development, which was followed during the early Republican period and inherited by the contemporary urban morphology.

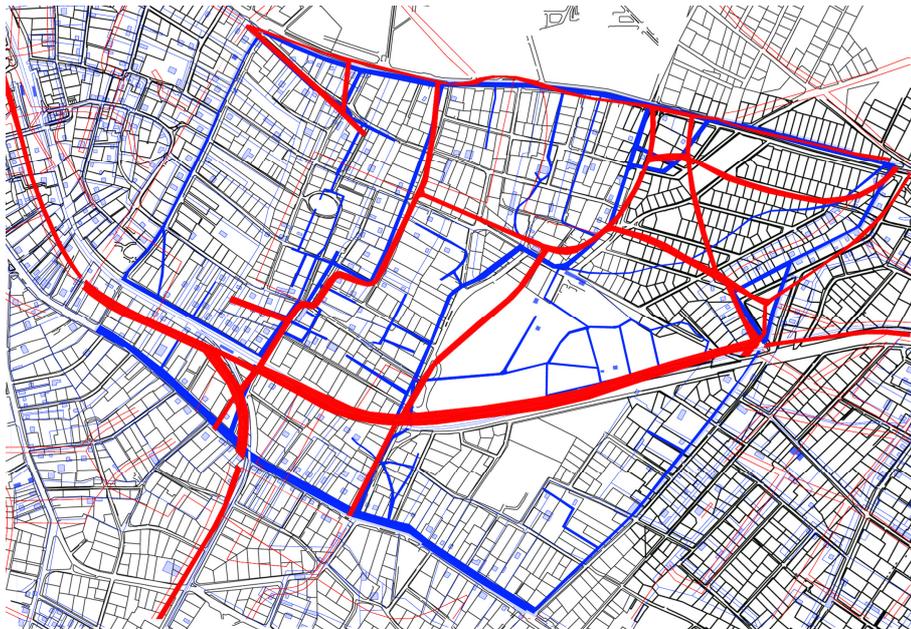


Fig.5.01: Superimposition of maps from 1913/1914 (red), 1935s (blue) and 2009 (black) in Kızıltoprak district.
(Produced by the author)

The continuation of the relationship between ownership pattern and urban morphology is displayed by the superimposition of urban pattern of Feneryolu district in 1913/1914, 1935s and 2009. (Fig.5.01) The figure shows that the urban morphology was guided by the ownership pattern of the large land plots composed of *bostans* and resulted in the formation of the irregular street network, formation and direction of land plots and division of parcels. The results are also visible today through the irregular development of land plots, particularly in Kızıltoprak, Feneryolu (the lands of Ahmet Muhtar Paşa, Ahmet Eyüp Paşa, Tahsin Paşa) and around the mosque in Suadiye. The ownership pattern was the main factor that shaped the urban morphology of the case study area, which continued to dominate the contemporary urban morphology of the case study area. The large land plots of the environs of railways that were owned by the high-level bureaucrats defined the street network, which developed with an irregular pattern based upon the borders of the land plots in addition to the private pathways inside the land plots. The land plots of Ahmet Muhtar Paşa, Eyüp Paşa and Tahsin Paşa in Feneryolu illustrate the formation of the urban morphology based on ownership pattern. (Fig.5.02) The continuity of urban morphology of Feneryolu district, which was developed accordingly with the land plot organizations, represents the dominance of land ownership on the formation of the urban pattern. The private streets that lead to the gazebo and the circular street around the gazebo within the land plot of Ahmet Muhtar Paşa are transformed into public streets in the contemporary urban pattern. The transformation of private streets inside the land plots into public streets is also visible at the land plot of Ahmet Eyüp Paşa. The pathway leading to main building known as Ahmet Eyüp Paşa's *haremlik* is transformed into a public street and is extended to the east. In addition, the traces of the land ownership is evident in the streets that go through the land plots because they are named after the owners, such as Gazi Muhtar Paşa Street and Ahmet Eyüp Paşa Street in Feneryolu.

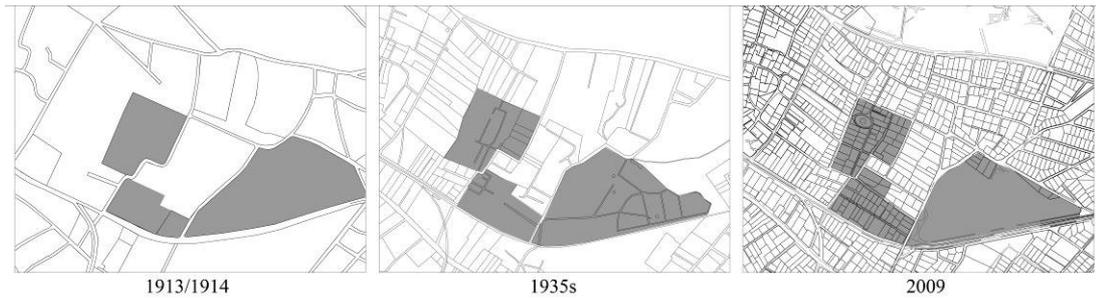


Fig. 5.02: The relationship between ownership and urban morphology in Feneryolu district.
(Produced by the author)

In addition to the bureaucracy's power to obtain land around the Anatolian Railways, the development of Göztepe district signals an early land speculation of the case study area, which was facilitated by the purchase of 1000 dunams of land by a private entrepreneur named as Tütüncü Mehmed Efendi. Different than the other districts at the case study area, the suburban development of Göztepe district displays a noteworthy urban development model because it was created through a planned urban development rather than a spontaneous urban development. The urban pattern of the district with gridiron street network and rectangular land plots was developed according to the building law of 1882 which was implemented by the municipality. This urban development model also represents the infusion of Western planning models into the Ottoman institutions. This urban development model reflected on the gridiron street network imported from West, which contrasted with the irregular street network of the neighboring districts that developed spontaneously based upon existing land plots. In contrast to the urban development model in Kızıltoprak, Feneryolu and Fenerbahçe districts, the land plot organization was determined by the planning of the streets rather than the development of streets based upon land plot organization. After the urban planning of Göztepe district by the municipality, Tütüncü Mehmed Efendi sold the land plots to the high-level bureaucrats. The superimposition of the urban pattern in 1913/1914, 1935s and 2009 illustrates that the contemporary urban pattern of Göztepe district is based on the planning study in 1889. (Fig.5.03) Consequently, Göztepe is an important instance of a planned urban development in the environs of the Anatolian Railways.

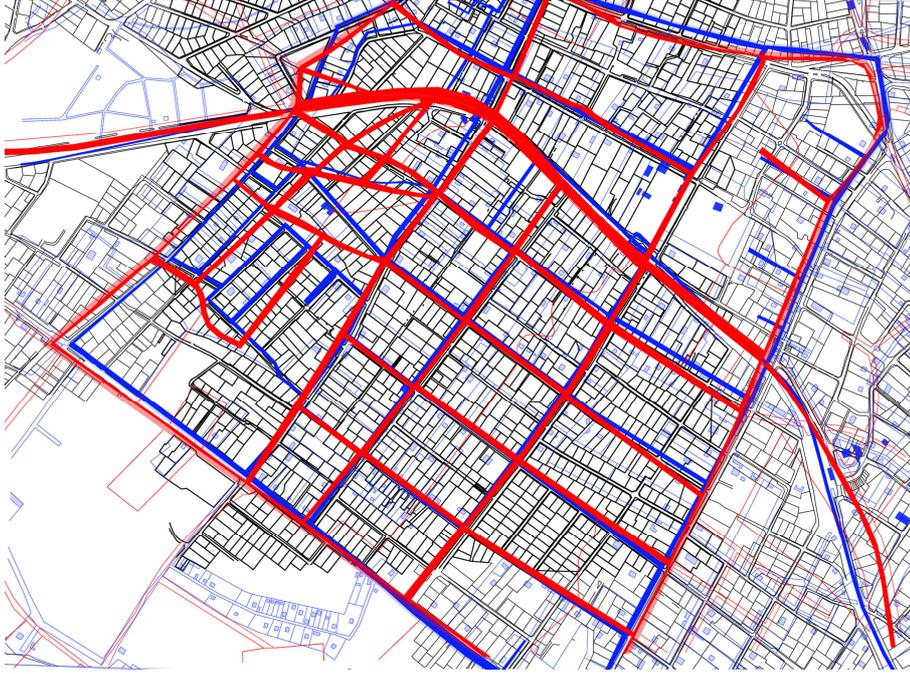


Fig.5.03: Superimposition of maps from 1913/1914 (red), 1935s (blue) and 2009 (black) in Göztepe district.
(Produced by the author)

Fenerbahçe district presented a different social formation from the other districts in the case study area. The purchase of the 100 dunams of land by foreigners in Fenerbahçe in 1870s generated the differentiation of the urban and architectural pattern of the district which was reflected at the architectural style of the houses and landscape pattern. While the houses were designed with European style architecture, the foreigner's gardens didn't include *bağs* and *bostans*. In addition, the environs of the railway station which forms a particular urban typology comprised of the station, mosque, and police station did not exist in Fenerbahçe. Rather the district included the public buildings such as churches and foreign schools. One of distinctive land uses in Fenerbahçe that differs from the other districts was the presence of recreational areas and leisure spaces, which were developed according to European cultural and social values, examples include Belvü Restaurant and Hotel in addition to common grounds of *Fenerbahçe Mesiresi*. The recreational and leisure spaces in the district embodied the debate between the Ottoman institutions (which tried to regulate the Ottoman society according to traditional Islamic values) and the Ottoman society (which adopted European lifestyle and cultural values). Contrary to British middle class attitudes regarding privacy for family and domestic sphere in the suburbs, the Ottoman society traditionally valued the private sphere. Instead of the rise of privacy in the suburbs, the suburban settlements around the Anatolian Railways gave way to the emergence of a public sphere through the development of public spaces such as common grounds, theaters, sea baths and social clubs in the case study area. Even though the Ottoman authorities tried to dominate the public space through police control, the Ottoman society who adopted European lifestyle continued to practice their cultural values in these new public spaces. The development of the Fenerbahçe peninsula as a resort area with modern leisure facilities which was not permitted by the Ottoman institutions represented the desire of the Ottoman state to preserve the traditional social and cultural values of the Ottoman society. Consequently, the desire of the Turkish Republic to develop the Fenerbahçe peninsula as a modern and civilized recreational area was not a coincidence, rather represented the changing approach of the regime to social practices and cultural values of the society.

Similarly with Göztepe district, the gridiron street network in Erenköy, Suadiye and Bostancı districts represents the introduction of Western planning models, which were reflected in the planning of the newly constituted neighborhoods in the suburbs. Even through the Ottoman authorities recognized the *sayfiye* character of the case study area, as mentioned in the building law of 1882, the urban planning

agencies did not develop a unique planning approach for the area, yet regulated the size of the land plots to be no less than one dunam for *sayfiye* settlements. Nevertheless, the size of the land plots during the late nineteenth century were composed of large land plots which ranged between 5-130 dunams, which corresponds to the functional use of the land for agriculture.

Another example that illustrates the dominance of ownership patterns on the formation of the urban morphology can be seen in Suadiye district. The earliest map of the area is dated from 1892. The ownership pattern in 1892 displays that the environs of the railways were composed of agricultural land with large land plots. The agricultural pattern in Suadiye district is marked on the 2009 map, which displays the continuation of the ownership pattern particularly in the parcel divisions and street network. The ownership boundaries are marked in red which illustrate the continuation of ownership pattern from 1892 to 2009. Comparing the maps from 1892, 1913/1914, 1935s and 2009 illustrates that the urban morphology of Suadiye district depended on the ownership pattern. The urban morphology around Suadiye shows that the formation of streets and the shape and division of parcels was formed based on the ownership pattern dating from the late nineteenth century. In addition, the comparison of the maps from 1892 to 1935s shows that the land plot east of Suadiye Station preserved its ownership pattern without a subdivision of land plot into parcels. (Fig.5.04) It should be noted that the building law of 1882 also facilitated the formation of urban morphology based upon the ownership pattern. This approach was also continued into the early Republican period, which resulted in the continuity of irregular street patterns and irregular land plots in the case study area.

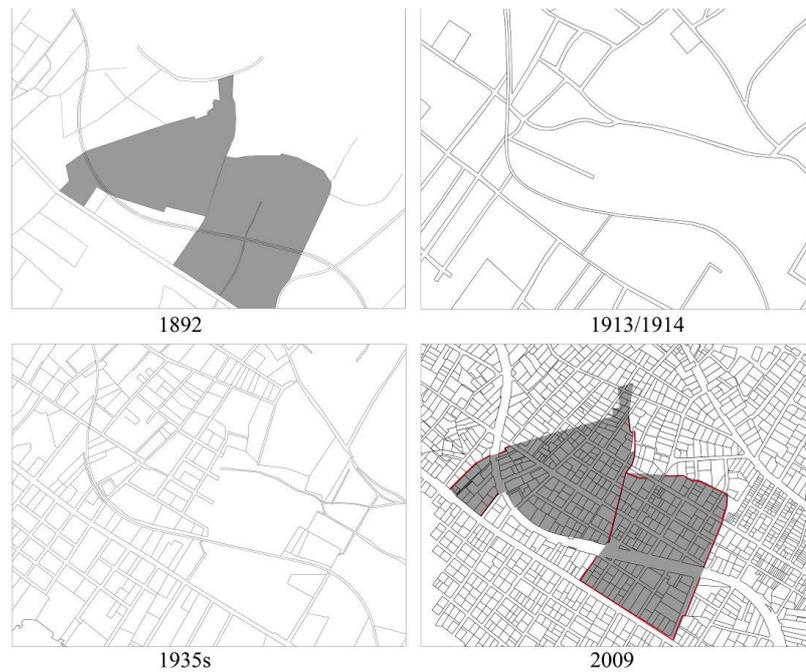


Fig.5.04: The relationship between ownership and urban morphology in Suadiye district.
(Produced by the author)

The planning studies for land divisions (*ifraz planı*) developed by the Ottoman institutions after the 1900s reflects the Western planning approach for the development of urban parcels as well as the increasing trend towards living in the suburbs, which supported the transformation of the case study area into *banlieue*. The process of transformation into *banlieue* was facilitated through implementation of Article 16 of the Building Law of 1882, which enabled the subdivision of land into parcels in order to constitute *mahalles*. The archive documents illustrate that the land owners desired to subdivide their agricultural land into parcels through the application to the municipality to implement Article 16 of the building law. This process signals the transformation of the *sayfiye* character of the case study area and also signifies the transformation of the status of land from agricultural land into urban land. This process is primarily seen in the districts of Kızıltoprak,

Fenerbahçe, Göztepe and Suadiye. This approach also signals the shift of the land value from use-value into exchange-value. After the 1900s, the case study area started to be used simultaneously as permanent residential settlements as well as *sayfiye*.

The initial development of the case study area as *sayfiye* settlements was also reflected in the architectural typology of the houses. Different than the row houses and detached villas that constituted the residential typology of the early suburbs of West, the houses at *sayfiye* settlements, which are defined as *sayfiye* compounds in this dissertation, consisted of multiple structures that were diffused in the large land plots. The *sayfiye* compounds mostly consisted of a main building namely a *haremlik köşk* located in the inner garden, a *selamlık köşk* close the street and the auxiliary structures such as a bath, kitchen, servant rooms, barn and coach house that serve the main *köşks*. The Ottoman's approach to nature and landscape was also manifested in the architectural structures in the landscaped gardens, such as garden pavilions and gazebos. The early *köşks* developed at the late nineteenth century, contrary to the Western counterparts, were developed with traditional Ottoman house model which represents the continuation of the traditional social and cultural practices of the upper class Ottomans living in the early suburbs. Thus, the architectural typology and style of the houses was a reflection of the living patterns and social structure of the Ottoman society.

The *sayfiye* character of the case study area was mostly manifested in the gardens of the *sayfiye* compounds. Apart from the few examples of development of picturesque gardens (such as garden of Fuad Paşa), the dominant feature of the gardens was their division into two parts according to their function; first the inner garden, also known as *harem* garden, surrounding *haremlik köşk* and then the outer garden composed of *bağs* and *bostans*. The inner garden constituted the private sphere of the compound where domestic life took place. The outer gardens composed of *bağs* and *bostans* represented the continuation of the agricultural use of land. The gardens of the *sayfiye* compounds built during the early phase of suburban development were shaped by the traditional Islamic values regarding levels of privacy. Differing from the picturesque suburbs of the West that were created with romantic landscapes, the landscape of the gardens in the *sayfiye* compounds was the fusion of pleasure and utility, where the landscape was to be lived in rather than just a picturesque view to be looked at. Thus, the gardens during the initial phase of suburban development in the case study area represented the traditional Ottoman approach to nature and landscape. In addition, since the suburbs represented an escape from the denouncement of the Ottoman state, *sayfiye* compounds inside large gardens enabled the owners to form their private space in the gardens which freed them from the authority of the state.

Tab.5.02: Architectural style and typology of the case study area.

Period	Architectural Style of Residences	Architectural Type of Residences	Architectural Style of Public Buildings	Architectural Type of Public Buildings
1870s-1900s	- Traditional Ottoman Architecture - European Influence	- <i>Köşk</i> - <i>Sayfiye</i> Compound	- Traditional Ottoman Architecture	- Station - Mosque - Police Station
1900s-1923	- European Influence - Art Nouveau	- <i>Köşk</i> - Villa	- Prussian Architecture	- Station
			- National Architectural Style	- School - Mosque - Pier Building
1923-1930	-	-	- National Architectural Style	- Market Hall
1930s-1940s	- International Architectural Style	- Family House - Apartment Building (<i>kira evi</i>)	- International Architectural Style	- People's House

After the 1900s, the architecture of the *köşks* reflected the infusion of Western cultural values into the Ottoman elite class. This process was manifested in the architecture of the new *köşks* through the incorporation of European architectural style and neoclassical features in the Ottoman house with decorative features such as balustrades, pillars, pediments and iron railings. Eldem (2007) defined this new residential type as “Erenköy” type house designed with a large number of galleries ornamenting the frontals, pediments and walls, and the facades were enriched with lace-like work in which no part of the structure was left without some form of decoration. The houses of Cemil Topuzlu in Çiftehavuzlar, Ragıp Paşa in Caddebostan and houses designed by D’Aronco are some examples of this type in the case study area. Even though the European influence was reflected at the residential typology after the 1900s, the architecture of the public buildings reflected the emerging national architectural style through the architecture of mosques (Zihni Paşa Mosque in Erenköy by Vedat Tek), pier buildings (Bostancı) and schools (Göztepe School by Mimar Kemaleddin Bey). Thus, the architecture of the public buildings reflected the nationalization policy of the period guided by the ideology of *İttihad ve Hareket Cemiyeti* (Committee of Union and Progress) which generated 2nd Constitution in 1908. The national architectural style was continued particularly in the public buildings during the early Republican period until the 1930s. Thus, the architectural pattern during this period can be interpreted as a transition period which was reflected through the juxtaposition of different architectural styles that resulted in the creation of architectural pluralism at the area. (Tab.5.02)

The foundation of the Turkish Republic caused radical transformations in the political, economic and social structure as well as spatial practices and cultural codes as a result of the reforms and revolutions to modernize and civilize the Turkish nation. The new government aimed to develop İstanbul as a modern city that reflected the ideology of Republic, and invited foreign planners to prepare master plans of the city. However, the master plan studies could not be implemented in the case study area; rather, the implementation of these master plans focused on the European side. The dominant characteristic of the master plan studies for the case study area was their principle to develop the area as a residential and *sayfiye* settlement with garden houses of low density. While Ottoman authorities saw the development of suburbs as a threat to the city, the early Republican period supported the development of suburbs in Kadıköy. During the Republican period, a suburb was seen as an ideal place for a retreat from the busy working hours and a resting place during the weekends. The modern Turkish family would own a house in the suburbs, which would be a rest and retreat place for the family. The trend of living outside the city, which started at the late Ottoman period through the development of *sayfiye* settlements, was advocated by the Republican ideology. Hence, the ownership of a second house as a *sayfiye* house in the suburbs of Kadıköy by the elite class during the Ottoman period was spread to the middle class during the early Republican period. Although the ownership of a resort house as *bağ* house, *yayla* house or *mountain* house was a common practice in Turkish cities, the *sayfiye* houses in the suburbs of Kadıköy and Prince Islands represented the modern resort houses reflecting the Republican ideology.

Regarding the urban planning of the Kadıköy suburbs, the Republican authorities adopted the former planning approach of the Ottoman institutions that was based on Western planning models for regulating the urban pattern of the streets by developing gridiron street network, rectangular land plots and public works. Even though a master plan study for the area was prepared by Prost, the suburban development of the area was shaped based on the urban planning studies of the Republican municipality by the subdivisions of land plots into smaller parcels. During the early Republican period, the urban planning works in the case study area focused on the subdivision of land plots into parcels and the planning of new streets that further accelerated the transformation of the case study area into *banlieue*. Thus, the unique suburban landscape of the case study area, which was fusion of agricultural land with residential settlement was not taken into consideration; instead a partial version of the Western planning approach was implemented through the subdivisions of land plots. Hence, the Western planning approach adopted during the late Ottoman period and carried on to the early Republican period resulted in the transformation of the urban pattern of the case study area into an urban pattern consisting of regular street network and rectangular land plots similar with the urban pattern of the city center. It is important to note that the power of bureaucracy to acquire land in the environs of the railways by the Ottoman high-level bureaucrats was replaced by Republican bureaucrats who owned land plots in the case study area, which was also illustrated by the party building (*fırka binası*) in Suadiye district. Thus, the urban development of the case study area shaped

by individual and singular development according to ownership patterns continued during the early Republican period.

Tab.5.03: Conceptual analysis of suburban landscape of the case study area.

Period	Settlement Type	Land Use	Planning Approach	Status	Land	Landscape
Before 1870s	Countryside	Agriculture	Traditional	<i>Miri</i> Land	Use-Value	As Functional Use
1870s-1900s	<i>Sayfiye</i>	-Agriculture -Recreation -Residential	Westernization	Private Property	Use-Value	As Lived
1900s-1923	<i>Sayfiye-Banlieue</i>	-Recreation -Residential	Westernization		Exchange-Value	-As Lived -As Commodity
1923-1940s	<i>Banlieue</i>	-Residential -Recreation	Modernization	Private Property	Exchange-Value	-As lived -As commodity -As a Way of Seeing

Another important factor that shaped the development of the case study area was the shift in the modes of transportation during the early Republican period such as the tramways and the redevelopment of Bağdat Street, which shifted the settlement development towards the environs of the new transportation route. Through the development of suburban settlements, the agricultural land of the environs of the city transformed into urban land, which resulted in the transformation of land from use-value into exchange-value. The suburban landscape of the case study area had changed during the early Republican period as a consequence of the subdivisions of land into smaller parcels by the planning activities and emergence of new residential typologies. While the building codes had regulated the setback distances of the buildings, at the same time it had framed the relation of the buildings to land. Therefore, the case study area was transformed physically, it also gained new meanings by the transformation of the value of land from use-value into exchange-value as a result of the subdivision of land plots. Basically, the land lost its agricultural purpose and transformed into urban land, which opened the door to land speculation. The transformation process from the agricultural land into suburban settlement, starting from late Ottoman period until early Republican period, is outlined in Table 5.03.

During the early Republican period, the urban development of Suadiye accelerated through the development of tramways as well as the implementation of planning studies for the subdivision of land plots which transformed the pre-existing urban pattern into a regular street network along with the development of rectangular parcels which are illustrated in Table 5.01. The accelerated urban development of Suadiye was also generated by the movement of the upper-class Turkish society in the area and forming an elite *sayfiye* settlement, which resulted in the infusion of modern urban planning along with modern architectural approach to the district. This was reflected particularly at the development of gridiron street network which continued to the coastal side of Bostancı. The changing cultural codes of the period manifested itself at the architecture of the houses and emergence of new residential types such as family houses and apartment buildings (*kira evi*). The *köşks* of the late Ottoman period were accompanied by the modern family houses that were designed with International Architectural Style. This shift represents the departure from the former house models at the late Ottoman period as well as the opening of the domestic sphere to public space. The architectural program of the Ottoman *köşks* which was divided into *haremlik* and *selamlık* parts and service areas was replaced with the modern planning program of the family houses. In addition, the pavilions and gazebos in the gardens were abandoned; the relationship with the environment and landscape was replaced by the formation of large terraces in the new house model. In this sense, the house model of

the suburbs during the early Republican period became closer with the Western suburban house model, such as the detached villa. The gardens of these new house models, which represent a departure from tradition, illustrate a partial continuation of the landscape approach in the area. Even though the front gardens of the houses were designed to be the continuation of the architectural style that represented the new cultural codes of the Republic and Western models, the rear gardens were developed as *bostans* which represent the continuation of the Ottoman landscape tradition.

In this context, the suburban development produced in line with twentieth century Western urban planning and architectural models during the early Republican period resulted in the formation of a unique suburban landscape based on new social formation. The transformation of cultural codes is reflected particularly in the social and leisure spaces. The *mesire* and sea baths were replaced by modern public parks and public beaches during the early Republican period. During the early Republican period, *sayfiye* practices were continued, particularly at the social spaces of Fenerbahçe and Suadiye districts. During this period, the process to transformation of the *sayfiye* to *banlieue* is also observed through the emergence of a new residential typology in the area known as apartment building (*kira evi*) which represented the rupture of people's relationship with land. The lease of the *köşks* which started during the late Ottoman period was replaced by the lease of flats in the apartment buildings during the early Republican period.

To conclude, the suburbs around the Anatolian Railways represent a unique development model that is defined as *sayfiye* during its preliminary development stage in the late nineteenth century. The development of the *sayfiye* settlements was based on the fusion of traditional and modern approach by the Ottomans to space and landscape. The modernization ideals of the Ottomans after Tanzimat transformed the people's relationship with nature. The Ottoman modernization project gave way to the production of new social and cultural practices and resulted in the production of a new landscape. It generated the formation of suburban settlements such as *sayfiye*, which was the synthesis of agricultural land and urban space. The countryside, which was used as agricultural land and a recreational area including common grounds (*mesire*) since the sixteenth century in Ottoman İstanbul, was transformed into *sayfiye* settlements, which symbolized the spatial archetype of the Ottoman modernization at the countryside. The second phase of the suburban development was after the 1900s, which was generated by the trend for living in the suburbs, that was caused the transformation of the case study area into permanent residential settlements. During this period, the Ottoman authorities considered suburban development as a threat to the city and tried to restrict the transformation of the area into permanent residential settlements. It is observed that the Ottomans had not produced particular urban planning approach for the suburbs apart from the preservation of the *sayfiye* character of the area. The Ottoman authority considered the suburban space similar with the urban space at the city center. Hence, the urban planning of suburbs was based on the urban planning models adopted from the West, which illustrates the infusion of Western ideology to the suburbs that abolished the unique cultural landscape of the case study area. During the early Republican period, the suburban development of the area was supported by the state and society, which resulted in the emergence of *banlieue* character of the area. The urban planning model for suburbs during the Republican period was also the continuation of the Ottoman planning models adopted from the West, which contributed to the transformation of the suburban landscape of the area that used to be a dispersed residential settlement integrated with functional use of the land for agriculture. Such a suburban typology can be defined as an intermediate suburban landscape neither urban nor rural which makes the preliminary suburban landscape as a unique case.

In conclusion, the suburban landscape of the case study area was the result of the relationship between social formation of the period and the land. Within the context of the case study, the suburban landscape was shaped by the combination of traditional and westernized models which were directed by the institutions and regulations of the power groups as well as the changing spatial practices and cultural values of the Turkish society. For this reason, the Kadıköy suburbs display a unique case that differentiates itself from elite picturesque suburbs of the West. In this sense, the early suburban development around the Anatolian Railways which drove a different suburbanization model, is seen as important regarding the theories on suburbanization. The suburban landscape around the Anatolian Railways was shaped by the struggles and debates between the state authority for restricting and controlling the suburban development and the high-level bureaucrats that acquired land in the environs

of the railways as well as the transformation of the land into settlements based on the spatial practices of the society.

The discussion on the early suburbanization is also a discussion on urban environmental history of the city. This dissertation discussed the urban environmental history of the case study area by the analyzing the transformation of the natural environment of the countryside into an urban space in the context of cultural landscape theories. In the traditional city and countryside relationship, the countryside is used as agricultural land that supplied the fresh vegetable and fruit needs of the city. However, with the transformation of mode of production through the reforms and developments, which were adapted from the Western models, the relationship between city and countryside transformed. The countryside was invaded by urban space through the high-level bureaucrats' acquisition of the environs of railways. The traditional role of the Ottoman city to organize the life in countryside, which was formerly by producing the fruit and vegetable needs of the city, was transformed by the change of the function of the countryside into residential settlement that is a form of urban space. Thus, the development of suburbs broke the relationship between the city and countryside and redefined their relationship. In this context, the suburb became the representation of the urban space at the countryside. By the late nineteenth century, the city center of İstanbul lost its value due to the movement of the populous to suburbs in the countryside along Bosphorus and around the railways on the Marmara shores. Thus, the development of suburbs signaled the decline of the importance of the city center. This process was recognized by the state which attempted to prevent the formation of suburbs at the countryside. The city and countryside was no longer binary oppositions, rather the city and countryside became similar while the countryside lost its function. The Ottoman elite class, who were the leading pioneers of the movement to the countryside, formed a new relationship with the countryside transforming the agricultural landscape of the countryside into suburban landscape, which was initially developed as *sayfiye* settlements to be used during the summers. Although the movement of people to countryside has been in practice since the Byzantine times, it was not until the development of *sayfiye* settlements by Ottoman elite class that the landscape of the countryside was permanently transformed. The transformation of the landscape in the countryside was a gradual process. The Ottoman elite class bringing their peculiar cultural values and practices sculpted their social formations on the land resulted in the formation of a unique cultural landscape in the *sayfiye* settlements. The Ottomans' approach to nature and landscape was also manifested in the formation of cultural landscape in *sayfiye* settlements which depended on the combination of functional use and beauty of the land. In addition, the existing agricultural land supplied the medium for developing such a cultural landscape. Thus, the social formation of a particular cultural group working together with the land formed the particular the unique cultural landscape in the *sayfiye* settlements.

During the late nineteenth century, the shift from the traditional mode of production into a capitalist mode of production transformed the understanding of land in the countryside from a place that is lived in into a capitalist commodity. The introduction of the Western urban planning models into the Ottoman's not only changed the urban form, but also represented the introduction of the capitalist mode of production to the urban planning models, which was introduced to countryside through the urban planning studies by the municipality, such as the planning of Göztepe district. While the implementation of the Western urban planning model with the gridiron street network and rectangular land plots in the city center aimed to enhance fire prevention, modernize the urban pattern and regularize the urban pattern; the implementation of the Western urban planning model in the countryside meant to open the agricultural land into a land market for the benefit of land owners. In this way, the land owners were turned into land developers such as Tütüncü Mehmed Efendi and other land owners that applied to municipality for the subdivision of their land plots into parcels. Thus, the Western urban planning model adopted by the Ottomans in order to regulate the urban fabric facilitated the transformation of agricultural land into a commodity in the environs of the Anatolian Railways. The districts such as Kızıltoprak, Feneryolu and Fenerbahçe, which were developed according to the traditional urban development model of the Ottomans (the formation of urban pattern based on the land plot organization) preserved the functional use of land integrating agricultural land with residential use. However, the trend of living in the suburbs facilitated the transformation of the agricultural land in the environs of the Anatolian Railways into urban land that is valued as a commodity. Therefore, early suburbanization not only represents the invasion of the countryside by urban space but also by reshaping of the countryside as a capitalist land system. In fact, the

development of the Anatolian Railways was one of the earliest signs of the introduction of the capitalist land system to the countryside. The construction of the Anatolian Railways was directed by the Ottoman state which had financial difficulties during that period. Consequently, the Ottoman state chose to develop the railways based on the availability of land in the area. Hence, the route of the railways was shaped by the donation of land by the inhabitants of Merdivenköy, which resulted in the continuation of the route inland near Merdivenköy. This type of railway development was based on land market rather than technical, topographical and geographical features. Consequently, while the route of the railways was shaped based on the available land in the countryside, the development of railways in turn transformed the land at the countryside.

Parallel to changing modes of production, the shift in the cultural sphere, which was dominated by modernism, also influenced the people's relations with land and meaning of the landscape. For these reasons, the discussion on land and landscape constitutes the central theme for understanding the formation and transformation of the suburbs in addition to the social formation that shaped the landscape. The findings of the case study supported that the landscape is a process of continual interaction in which nature and culture both shape and are shaped by each other. In the context of Ottoman suburbs as *sayfiye*, while the agricultural landscape was shaped by the spatial practices of the Ottoman upper class through the *bağ* culture, the agricultural land supplied the medium for spatial practices of the cultural group. The political and technological revolutions, development of railways, land reforms, urban planning approach and change in social structure define the social formation of late Ottoman period which is contextually based on the ideals of Westernization and modernization of the Ottoman state. With the foundation of the Turkish Republic, there had been a radical shift in social formation basically depended on the modernization and civilization of the Turkish nation. While the Ottoman state aimed to modernize the political and economic mediums, the Republican state also aimed to modernize the society. During the early Republican period, people were detached from the land and formed a different cultural landscape from the former cultural landscape of the Ottoman period.

During the early Republican period, the shift in the meaning of landscape from a lived space into a commodity resulted in the transformation of the cultural landscape of the case study area. The shift of the social formation with the Republican period also represented the modernization ideology of the state which manifested itself through the ways of seeing the landscape. The landscape was no longer a space to be lived in, instead landscape was a spectacle to be looked at, which detached the people and spatial practices of the society from the land. The meaning of landscape was changed through the detachment of people from the land, which also contributed to the transformation of landscape into a capitalist commodity. The suburban landscape during the early Republican period was also shaped by the changing ownership of the land from rural ownership patterns into urban patterns with regular urban land plots. This process also indicates the opening of the suburbs to land speculation through the recognition of the ownership pattern of the previous period by the Republican regime.

This study can be included among the studies conducted on suburbanization and cultural geography. This study contributes to the theories on suburbanization which is discussed in the context of the production of suburban landscape. The discussion on suburban landscape is seen valuable in providing new viewpoints to decode and understand the urban space from the perspective of the land and landscape. The dissertation aimed to discuss the suburban space from the perspective of cultural landscape as the subfield of cultural geography. Cultural landscape is not about the everyday practices, cultural codes or cultural values of a social group. Cultural landscape is the interrelations of a social formation with land/space, which as a consequence transforms and shapes the space accordingly with its social and cultural codes. Cultural landscape is a manifestation of the social formations of the cultural group on land/space. In this context, cultural landscape embraces the power groups along with its actors, institutions, agencies which set the superstructure of the social formation through regulating the codes of what is to be lived and how is to be lived and the society that practices its particular social and cultural codes. In the context of this dissertation, cultural landscape of the suburbs, which are defined as suburban landscape, is the result of the struggles between the power groups represented through urban developments, planning studies, political and technological revolutions and codes regulated by the state and the inhabitants of the suburbs who sculpt their particular cultural values and spatial practices on the land. Therefore, cultural landscape cannot be

reduced to a cultural situation or practice of a cultural group isolated from the social formations and space. Cultural landscape is directly related with space, thus with urban and suburban space.

Landscape is understood both as a physical and social construction that is produced by the relationship of social formation and space. The transformation of the agricultural land into suburban settlements is discussed based on conceptualizing landscape idea as suburban landscape, which the term refers to the cultural landscape of the suburban settlements. A study on early suburbanization from the view point of cultural landscape enables the decoding of the relationship between social formations and urban space. In this context, suburban landscape opens up a new perspective for discussing the transformation of land into landscape and formation of suburbs from the view point of cultural geography. This study integrating the viewpoint of cultural landscape into urban studies is capable of describing the conditions of suburbanization in relation with the social formations either in historical context or contemporary urbanism.

This dissertation that discusses urban space from the view of cultural landscape forms a multi-disciplinary field of study both in urban studies and cultural geography. The contribution of this dissertation to the field of cultural landscape lies in the combination of different views of landscape under cultural landscape. The studies on cultural landscape developed at Berkeley school highlight the study of morphology of landscape which is more related with the physical form of the landscape. The studies on representations of landscape such as the studies of Cosgrove and Duncan focus on the idea of landscape represented through other mediums such as paintings, poetry and other arts for understanding the symbolic meaning of landscape. This dissertation aimed to create a new view point and methodology in discussing cultural landscape by combining the materiality, representation and social formations of landscape. In this context, this methodology is discussed in terms of the production of suburbs to understand the suburban landscape. For understanding the materiality of landscape, an integrated spatial analysis method is developed by analyzing the urban, architectural and landscape pattern of the suburbs. The representations of landscape are decoded from symbolic meaning of landscapes in the public landscapes as public parks and common grounds as well as private landscapes such as gardens at the suburbs. Thus, the integrated methodology on the physical, meaning and social formation of landscape served for decoding the cultural landscapes of the suburbs in Turkish context.

Therefore, this dissertation is not only a contribution to the studies on historical urban development of İstanbul and Kadıköy; it is also a contribution to methodological and theoretical field about decoding and understanding urban space. In this dissertation, the study of cultural landscape of the suburbs serves for opening a new perspective for theories on urban spaces and suburbs. The study of the cultural landscape through the methodology integrating materiality, meaning and social formations of landscape not only serves for describing the development of suburbs but also serves as means for understanding the social formations that gave shape to suburban landscapes by discussing the background dynamics such as the political, economic and social structure of different time periods. Thus, this dissertation is developed with the understanding that the suburban landscape is a social space that is formed by the particular modes of productions of the society and period. In this way, the methodology developed for studying suburban landscape is seen as a valuable tool also for understanding the urban space and social formations.

This study on decoding the cultural landscape of suburbs in different social formations is seen significant not just for the field of cultural geography but also for urban environmental theories by providing a different perspective for decoding the production of urban space through the introduction of the concept of suburban landscape. This dissertation contributes to the discussions on production and transformation of a natural environment into a built environment in terms of discussing the transformation of agricultural land into urban space through the methodology developed within a multi-disciplinary approach. In the case of the suburban landscape around the Anatolian Railways, the hinterland of the city, which was composed of agricultural land that served the city, was transformed into urban space through the development of railways and power of bureaucracy to reshape the land by private interventions instead of state intervention in the development of suburbs. As mentioned earlier, the Ottoman authorities tried to prevent suburbanization which was seen as a threat to the city; however, the state bureaucrats generated the development of the suburbs. In the context of urban environmental history discussion, this dissertation focused on the concept of

landscape for understanding the transformation of the relationship between the city and the countryside. After the development of the railways, the agricultural land on the Anatolian side was transformed into suburban settlements, where land was transformed into suburban landscape. In this context, the development of suburbs around the Anatolian Railways not only represented an escape from the city and retreat in the countryside but also facilitated the opening of the land into the land market, which was later transformed into *banlieue*. Starting in the late nineteenth century, the urban space of İstanbul spread to the countryside through the dispersed suburbs on the shores of the Bosphorus and around the railways on the European and Anatolian sides. Even, the city was depopulated during this period; the society's preference for living in the suburbs reshaped the city structure from a compact urban form surrounded by city walls into a dispersed suburban space in the countryside where there was no spatial pressure for suburbanization. In the case of İstanbul, the trend towards living in the suburbs was generated by the life-style of the inhabitants depending on the relationship between the people and nature as well as the economic dynamics and changing status of land from use-value into exchange-value facilitated by the private interventions of the land owners. In these terms, this dissertation can be categorized under the studies on urban environmental history from the Turkish context. This dissertation showed that the development of the railways, the social formation, and the people's approach to landscape were the main factors that caused the development of suburbs around the railways, which as a consequence fundamentally changed the relationship between the city and countryside. The result was a middle landscape neither city nor country but defining a particular suburban landscape shaped mainly by the struggles between state authority and the inhabitants through spatial practices and cultural values. The contribution of this dissertation to urban environmental history lies in the understanding that urban and rural space are fundamentally associated with each other and the study of urban environmental history should be conducted by combining the study on urban space with the study on natural space. The study on the suburban landscape around the Anatolian Railways supports this view point in the context of looking at the case study area both as an urban space and a landscape. This dissertation is also an important contribution to the studies on urban and environmental history in the context of discussing the impacts of technological innovations such as railways, suburban development and spatial practices of the people in the countryside.

This study can be further developed by the analysis of the suburban landscape of the area starting from the 1940s until today which could expose the change of suburban landscape at the case study area reflecting the social formation of the various time periods. In addition, a similar research can be conducted for the suburban development at the environs of the Rumeli Railways in İstanbul by making use of the methodology and contextual framework of this dissertation. Bakırköy district located on the shores of the Marmara on the European side was developed during Byzantium period and eventually transformed into Makriköy, a small Greek village during the Ottoman period, and transformed into a suburban settlement after the development of the Rumeli Railways during the late Ottoman period. Yeşilköy is along the route of the Rumeli Railways and also displays a similar development pattern as Bakırköy. Hence, the comparison of the findings about the settlements around the Rumeli Railways and the Anatolian Railways in İstanbul could provide different perspectives on the suburban landscape of İstanbul and contribute to the discussions on urban environmental history. In addition, the findings on suburban development around the Rumeli Railways would contribute to the statement of this dissertation, which is based on the impact of railways on the formation of urban space and suburbanization. The suburban settlements around the Anatolian Railways were developed as a result of the initiative of individuals rather than by a comprehensive planning study of the state authority. The development of suburban settlements such as Levent district by Emlak Bank in 1949, is a significant example of the development of suburbs based on the initiative of the state authority. The comparison of Levent district with suburbs of Kadıköy would also demonstrate the shift of suburban development from the shores of the Marmara to the northern part of İstanbul. The comparison of suburban landscape around the Anatolian Railways and Levent district has the potential to draw an overview of the suburban landscape of İstanbul.

From a different perspective, the analysis of the case study area can be further developed through the evaluation of the findings from economic dynamics such as the relationship between the depopulation of İstanbul after 1880s, the impacts of wars, the placement of emigrants in the environs of the railways during the late Ottoman and early Republican period. After Independence War, the emigrants from Yanya, Thessalonica and Manastır was placed at the environs of the stations in Maltepe, Kartal and

Pendik which is also another example of the transformation of the countryside of İstanbul during the early Republican period. A question that can be asked is how the depopulation of İstanbul after the Independence War and the foundation of Turkish Republic influenced the case study area? In addition, the case study area can be further discussed in relation to the concessions given to foreign companies for the development of the Anatolian and Baghdad Railways. The economic dynamics are not limited to the railways but also comprised of the concessions given to foreigners through capitulations. Thus, the discussing the case study area relation to the economic dynamics can contribute to the understanding the suburban landscape around the Anatolian Railways.

The research conducted on the suburban landscape of the case study area can be further developed by the analysis of the representations of the landscape in the written and visual mediums such as texts, novels, paintings and images. Many of the poets and authors of the late Ottoman period were settled in Kadıköy in 1918 and 1922. In addition, Kadıköy, and its environs, were a popular subject for landscape painting during the late Ottoman period. The examples of paintings from the late Ottoman period are presented in Appendix C. The discussion on the representations of landscape based on the written and visual documents would complement to the understanding of the suburban landscape of the case study area.

This dissertation focused on the suburban development around Anatolian Railways in İstanbul by comparing the suburban landscape of the case study area during different historical time periods. Further research could be conducted surveying the early suburban developments in the late nineteenth and early twentieth centuries in the other geographies such as the work of Cengizkan (2002) on Keçiören district in Ankara where he discusses the transformation of urban residential typology from *bağ* houses into villa. The study can be further developed through a comparative research on the Mediterranean cities where the countryside was composed of agricultural land, where *villeggiatura* tradition was practiced as a retreat from the city life in the countryside. Thus, such a study would demonstrate the transformation process of the countryside and the characteristics of early suburban landscape in different geographies. In addition, the concept of *sayfiye* is seen as an important theme for the study of landscape and urban space which the author would like to further investigate in the Turkish context.

Further research can be also conducted by focusing on the residential architecture in the city center and in the suburbs during the late Ottoman period by comparing the *köşks* at the *sayfiye* settlements and *konaks* at the permanent residential settlements. Such a research could display spatial practices and cultural values of the Ottoman elite class through the similarities and/or differences of the architectural style and symbolic meanings inherited in the architecture of the houses. In addition, such a research could show the relationship between the city center and the countryside from the perspective of urban and environmental history. Ragıp Paşa's houses including his *köşk* in Caddebostan and his *konak* and apartment buildings in Beyoğlu could be used for such a study.

This dissertation discussed the suburban landscape around the Anatolian Railways through by analyzing seven districts in Kadıköy. The author would like to express her desire to continue to conduct research on the suburban landscape around the Anatolian Railways by focusing on individual districts and discussing the formation of these districts in relation to other factors, such as the relationship between the formation of Bostancı district with Prince Islands, the relationship of districts with the waterfront and with their relationship to the access to the islands. Another district that could be studied is Sahray-ı Cedid, which was developed during the late Ottoman period to the north of Erenköy Station. The formation of Sahray-ı Cedid district can be evaluated with regard to the impacts of the development of the Anatolian Railways. Thus, focusing on individual district can further develop the study and understanding on the suburban landscape in a different context.

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APPENDIX A

LIST OF MAPS FROM ISTANBUL ATATÜRK LIBRARY

Table A.01: List of maps from İstanbul Atatürk Library

Date	Category / location	Map no	Name
1268 H. (1851/1852)	956.101.563 MOL	Hrt_000041	Daru'l-hilafetü'l-aliye ve civarı haritasıdır. / Moltke
1290 H. (1873/1874)	352.961 KAD	Hrt_005608	Kadıköy - Haydarpaşa çayırı merasında kâin Emlak-ı Hümayun olup Saadetlü İsmail Efendi hazretleriyle İzzetlü Kamil Ağaya ihsan buyurulan Tayfur Paşa ve Besim Ağa bağları demekle arif araziden ancak iki kıt'a tarlasının vuku'bulan sera' üzerine tersim kılınan haritadır.
1892	352.961 KAD	Hrt_005551	Kadıköy - Erenköy ve civarı haritasıdır.
1310 H. (1892/1893)	352.961 KAD	Hrt_003550	Kadıköy - Kızıltoprak haritasıdır.
1311 H. (1893/1894)	352.961 KAD	Hrt_005388	Kadıköy - Erenköy arazisi ve civarı haritasıdır.
1313 H. (1895/1896)	352.961 KAD	Hrt_003743	Kadıköy - Göztepe istasyonu ifraz planıdır.
1320 H. (1902/1903)	352.961 SAH	Hrt_003682	Kadıköy - Sahray-ı Cedit - Kayışdağı caddesiyle Merdivenköy durum haritasıdır.
1327 H. (1909/1910)	352.961 KAD	Hrt_004449 Hrt_004450	Kadıköy Bostancı'dan İç Erenköy'üne giden tarik üzerinde Çınar mevkiinde İngiltere Devleti teb'asından Mösyö Tomson beyin mutasarrıf olduğu ve dönümlerle ifraz edeceği araziye 5 Şubat sene 326 ve 198 numaralı Şehremâneti âliyesinden şeref-tevârüdeden tezkereye nazaran Bostancı arazisini gösterir harita-i asliyesinin mikyasından kopya edilen haritadır.
1329 H. (1911)	352.961 KAD	Hrt_005345	Kadıköy - Göztepe'de tütüncü Mahmud Efendi mahallesinde Göztepe caddesi istikâmet haritasıdır.
1329 H. (1911)	352.961 KAD	Hrt_004363	Kadıköy - Erenköy caddesi [Kayışdağı] ve civarı haritasıdır.
1329 H. (1911)	352.961 KAD	Hrt_003551	Kadıköy - Erenköy haritasıdır.
1330 H. (1911/1912)	352.961 KAD	Hrt_005067 Hrt_005068	Kadıköy - Erenköy'ünde Eski İstasyon civarında yapılmakta olan fevkani geçitten dolayı tarafî-hükümetten hedm ile hâl-ı sabıkta inşa edilecek olduğu ashabi tarafından bildirilmiş dükkanların ve fevkani geçidin [haritasıdır.]
1330 H. (1911/1912)	352.961 KAD	Hrt_006010_01	Kadıköy - Kadı karyesinde Zühdü Paşa mahallesinde Fener caddesinde evvelce Fuat Paşa Konağı bahçesi el-eyvm Dilberzâde Hacı Abdurrahim ve Mehmed Sarım Beylerle sâirenin mutasarrıf oldukları araziye tarik küşadıyla bi'l-ifraz ahire firağ edecekleri hakkında vuku'bulan müracaâtları üzerine tanzim kılınan haritasıdır.

Table A.01: Continued

1332 H. (1913/1914)	352.961 KAD	Hrt_005346	Kadıköy - Göztepe'de Mahmud Efendi mahallesinde 78 numara ile murakkam devletlü, necâbetlü Salahaddin Efendi hazretlerinin damad-ı şehriyârî Mahmud Bey ve Abdi Bey mösyö Aspro [?] ve Borgakin'in [?] mutasarrıf oldukları mahallin derunundan tarik küşadıyla dönüm üzerine ifrazı üzerine vukubulan müracaatları üzerine tersim edilen haritadır.
unknown	352.961 CEL	Hrt_005347	Kadıköy - Bostancı ile Erenköy arasında müntehi Celal Bey tarafından tersim edilen Kokarpınar haritasının suretidir.
unknown	352.961 KAD	Hrt_002180	İstanbul : Bostancı havalisi haritaları anahtar paftası
unknown (Ottoman)	352.961 KAD	Hrt_003552	Kadıköy - Feneryolu haritasıdır.
unknown (1918)	912.563 NED	Hrt_000437	Guide de Constantinople plan General VIII plan / Nedjib
unknown (1918)	912.563 NED	Hrt_000422	Guide de Stamboul, III. Feuille partie de la Cote D'Asse 1. Partie / Nedjib
unknown (1918)	912.563 NED	Hrt_000423	Guide de Stamboul, III. Feuille partie de la Cote D'Asse 2. Partie / Nedjib
unknown (Ottoman)	352.961 KAD	Hrt_004793	Kadıköy - Fenerbahçe durum haritasıdır.
1922	912.563 PLA	Hrt_000821	Plan general de la Ville de Constantinople, feuille 2, Skutarici-inclus Haidar-pacha, Kadıköy - Moda
1930	912.563 PER	Hrt_001547	İstanbul: Haydarpaşa 2: Acıbadem - Gazhane - index general plan d'assurances / Jacques Pervititch
1934	352.961 KAD	Hrt_005696	Kadıköy - Tahta Köprü caddesi [ve civarı] haritasıdır.
unknown (1935s?)	352.961 KAD	Hrt_005354	Kadıköy - Bostancı havalisi haritaları anahtar paftası.
unknown (1935s?)	912.563 İST	Hrt_001907	İstanbul: Kadıköy ciheti. Pafta No: 164
unknown (1935s?)	912.563 İST	Hrt_001901	İstanbul: Kadıköy ciheti. Pafta No: 165
unknown (1935s?)	912.563 İST	Hrt_001909	İstanbul: Kadıköy ciheti. Pafta No: 166
unknown (1935s?)	912.563 İST	Hrt_001902	İstanbul: Kadıköy ciheti. Pafta No: 168
unknown (1935s?)	912.563 İST	Hrt_001882	İstanbul: Kadıköy ciheti. Pafta No: 169
unknown (1935s?)	912.563 İST	Hrt_001888	İstanbul: Kadıköy ciheti. Pafta No: 170
unknown (1935s?)	912.563 İST	Hrt_001890	İstanbul: Kadıköy ciheti. Pafta No: 174

Table A.01: Continued

unknown (1935s?)	912.563 İST	Hrt_001885	İstanbul: Kadıköy ciheti. Pafta No: 175
unknown (1935s?)	912.563 İST	Hrt_001879	İstanbul: Kadıköy ciheti. Pafta No: 176
unknown (1935s?)	912.563 İST	Hrt_001911	İstanbul: Kadıköy ciheti. Pafta No: 178
unknown (1935s?)	912.563 İST	Hrt_001884	İstanbul: Kadıköy ciheti. Pafta No: 179
1935	352.961 JAN	Hrt_006539	Kadıköy - Fenerbahçe haritasıdır. Plan No: 2485 / Hermann Jansen
1935	352.961 KAD	Hrt_006540	Kadıköy - Kalamış - Fenerbahçe istikamet haritasıdır. Plan No: 2484
1935	352.961 KAD	Hrt_004990	Kadıköy - Fener Yolu'nda Selami Çeşmesi'nden Bostancı'ya kadar Bağdat caddesinin istikamet haritasıdır.
1937	352.961 KAD	Hrt_005275	Kadıköy - Gülşen sokağı ve civarı haritasıdır.
1937	352.961 KAD	Hrt_Gec_001037	Kadıköy - Erenköy - Sahra-yı Cedit - Bağdat caddesi ve civarı haritasıdır.
1937	352.961 GÖZ	Hrt_003683	Kadıköy - Göztepe ifraz haritasıdır.
1937	352.961 KAD	Hrt_005553	Kadıköy'de Zühtü Paşa mahalesinde Fenerbahçe sokağında Mareşal Fuat veresesine ait bostanı gösteren haritadır.
unknown (1935?)	352.961 KAD	Hrt_Gec_001003	Kadıköy Fenerbahçe Stadı vaziyet planı etüdü. Plan no: 2376
1938	352.961 PRO	Hrt_006534/01	Kadıköy - Kalamış koyu ve civarı haritasıdır. / Henri Prost
1938	352.961 PRO	Hrt_006211	Kadıköy - Küçük Moda ifraz projesidir. Plan No: 2277/ Henri Prost
1938	352.961 KAD	Hrt_004605	Kadıköy - Suadiye istasyonu ve civarı haritasıdır.
1944	352.961 PRO	Hrt_004451	Kadıköy - L'imites de la Promenade Projete = Bağdat caddesi ve civarını gösteren haritadır. Plan No: 816 / Henri Prost
1940	352.961 PRO	Hrt_006541	Kadıköy - Aminagement de la presqu'île de Fener Bahçe: Plan No: 2480 / Henri Prost
1940	720.284 PRO	Hrt_Gec_001723	Kadıköy iskele meydanı umumi mağazalar perspektifi. Plan no: 1817 / Henri Prost, Behçet Ünsal
1940	352.961 PRO	Hrt_006214	Kadıköy'ünde Fenerbahçe'de Hatboyu sokağında Aliye Sözel'e ait arazinin ifraz haritasıdır. / Henri Prost; çiz: İbrahim Erkoğlu
unknown	352.961 KAD	Hrt_004712/01	Kadıköy - Suadiye ile Bostancı arasında bir zidlunk projesi.

Table A.01: Continued

unknown (1939?)	352.961 KAD	Hrt_006500	Kadıköy - Anadolu ciheti Kızıltoprak, Feneryolu, Kalamış, Göztepe civarı imar planıdır. Plan no: 2340
unknown (1939?)	352.961KAD	Hrt_006539/01	Kadıköy - Fenerbahçe tanzim planıdır. Plan No: 3100
1943	352.961 KAD	Hrt_005609	Kadıköy - Bostancıbaşı arazisinin Kokarpınar, Çatalçeşme ve Yalıboyu mevakilerine havi haritasıdır.
unknown (1965?)	352.961 TEO	Hrt_Gec_00003 6	Kadıköy ilçesi planıdır / Teoman Zeki

APPENDIX B

LIST OF DOCUMENTS FROM TURKISH REPUBLIC DIRECTORATE OF THE ARCHIVES OF THE PRIME MINISTRY

Table B.01: List of Documents from Ottoman Archives on Anatolian Railways

Tarih: 11/1/1871 (Miladî)	Dosya No:470	Gömlek No:10	Fon Kodu: HR.TO..
Anadolu Demiryolu İdare Meclisi azasının eserini mübeyyin bir kıta defter ile harita ve cetveldir.			
Tarih: 12/1/1871 (Miladî)	Dosya No:474	Gömlek No:38	Fon Kodu: HR.TO..
Anadolu kıtasında iki hat demiryolu inşası imtiyazına dair mukavelenamenin tercümesidir			
Tarih: 28/6/1873 (Miladî)	Dosya No:471	Gömlek No:19	Fon Kodu: HR.TO..
Anadolu demiryollarına dair başmühendis Mösyö Presel tarafından Sadaret'e takdim kılınan layıha.			
Tarih: 09/S /1272 (Hicrî)	Dosya No:125	Gömlek No:6257	Fon Kodu: İ..HR..
Demiryolu hakkında sefaretlerin görüşleri.			
Tarih: 13/Ra/1287 (Hicrî)	Dosya No:613	Gömlek No:42714	Fon Kodu: İ..DH..
Üsküdar'dan İzmit'e kadar demiryolu inşa olunması.			
Tarih: 07/M /1289 (Hicrî)	Dosya No:43	Gömlek No:1756	Fon Kodu: İ..MMS.
İzmit demiryolunun başlangıç noktası olan Haydarpaşa'da inşa olunacak istasyon, rihtim ve saire masraflarının ödemesine dair.			
Tarih: 29/Ca/1289 (Hicrî)	Dosya No:654	Gömlek No:45528	Fon Kodu: İ..DH..
Anadolu Demiryolu için Haydar Paşa'da inşa olunan mevki mahallinin kapısı üzerine konulacak tarihlerinin arzı.			
Tarih: 02/C /1289 (Hicrî)	Dosya No:655	Gömlek No:45564	Fon Kodu: İ..DH..
İzmit demiryolundan Fenerbahçe'ye bir şube yapılmasına dair.			
Tarih: 04/Ş /1289 (Hicrî)	Dosya No:658	Gömlek No:45752	Fon Kodu: İ..DH..
Demiryolundan dolayı Pendik ve Merdivenköy ahalisinin teşekkürnamelerinin arzı.			
Tarih: 06/Za/1289 (Hicrî)	Dosya No:445	Gömlek No:1	Fon Kodu: A.}MKT.MHM.
İstanbul'da demiryolunun geçeceği yerlerdeki emlakın satın alınması için gerekli paranın hazineden karşılanması.			
Tarih: 12/Za/1289 (Hicrî)	Dosya No:445	Gömlek No:31	Fon Kodu: A.}MKT.MHM.
Mösyö Schneider'in İzmit demiryolu güzergahında bulunan miri ormanlardan kereste kesmek için ruhsat talebi.			
Tarih: 25/Za/1289 (Hicrî)	Dosya No:661	Gömlek No:46060	Fon Kodu: İ..DH..
Haydarpaşa'da demiryolu hattı haricindeki sed ve namazgahnın tamiri.			
Tarih: 29/Za/1289 (Hicrî)	Dosya No:662	Gömlek No:46080/01	Fon Kodu: İ..DH..
İzmit Demiryolu güzergahında bir şube olmak için Fenerbahçe'de yaptırılmış olan hattın gördüğü rağbete dair.			

Table B.01: Continued

Tarih: 24/Z /1289 (Hicrî)	Dosya No:448	Gömlek No:1	Fon Kodu: A.)MKT.MHM.
Haydarpaşa demiryolunun Fenerbahçesi'ne de bir şube yapılmasından dolayı teşekkürün bir lokomotif takdim etmek isteyen Herman Opnaha'ya nişan verilmesi.			
Tarih: 26/S /1290 (Hicrî)	Dosya No:664	Gömlek No:46254	Fon Kodu: İ..DH..
Haydarpaşa'dan Fenerbahçe'ye mümted olunacak demiryolu kısmının açılış töreni.			
Tarih: 13/Ra/1290 (Hicrî)	Dosya No:454	Gömlek No:7	Fon Kodu: A.)MKT.MHM.
Haydarpaşa'dan İzmir'e kadar olan demiryolunun resmi açılışı ve İzmir'den Ankara'ya, Mudanya'dan Bursa'ya yapılacak olan demiryolu inşasının başlamasından dolayı ahali ve memurlarca teşekkür yazısı gönderildiği.			
Tarih: 17/Ş /1290 (Hicrî)	Dosya No:466	Gömlek No:23	Fon Kodu: A.)MKT.MHM.
Haydarpaşa'dan İzmir'e gidip gelen demiryolu arabalarının ve şimendiferlerin gece vakti Haydarpaşa'daki vapurların kalkış vakitleriyle uyumlu hale getirilmesi.			
Tarih: 08/Z /1290 (Hicrî)	Dosya No:473	Gömlek No:44	Fon Kodu: A.)MKT.MHM.
Haydarpaşa-İzmit arasında işletilen demiryolunun gelirlerinin artırılması.			
Tarih: 01/S /1291 (Hicrî)	Dosya No:475	Gömlek No:91	Fon Kodu: A.)MKT.MHM.
Anadolu demiryolu hattında yapımı planlanan on kilometrelik mahallin tesviyesinin; kaynak temin edilinceye kadar bekletilmesi.			
Tarih: 03/S /1292 (Hicrî)	Dosya No:51	Gömlek No:2234	Fon Kodu: İ..MMS.
Haydarpaşa-İzmit demiryoluna ait borçlar ile masrafların ödenmesi için yapılacak borçlanmaya dair.			
Tarih: 21/N /1292 (Hicrî)	Dosya No:53	Gömlek No:2357	Fon Kodu: İ..MMS.
Rumeli ve Anadolu taraflarında inşasına başlanılmış olan demiryolu için yapılan harcamalara dair.			
Tarih: 17/Ra/1297 (Hicrî)	Dosya No:2	Gömlek No:66	Fon Kodu: Y..PRK.A...
Haydarpaşa demiryolunun icarına ait mukavelename sureti üzerinde yapılan tetkikatta tadil ve tashihi lüzumlu görülen maddelerin beyanı.			
Tarih: 18/8/1878 (Miladî)	Dosya No:464	Gömlek No:53	Fon Kodu: HR.TO..
Haydarpaşa demiryoluna dair Mösyö Hanson ile Mösyö Şifild taraflarından makam-ı Sadaret'e arıza.			
Tarih: 14/R /1297 (Hicrî)	Dosya No:66	Gömlek No:3099	Fon Kodu: İ..MMS.
Haydarpaşa demiryolunun icarı hakkında.			
Tarih: 26/Ş /1297 (Hicrî)	Dosya No:67	Gömlek No:3161	Fon Kodu: İ..MMS.
Üsküdar'dan Bulğurlu ve Erenköyüne kadar bir demiryolu inşası.			
Tarih: 18/Ş /1298 (Hicrî)	Dosya No:1295/2	Gömlek No:101936	Fon Kodu: İ..DH..
Haydarpaşa Demiryolu'nun Mösyö Heminson'a icarı için tanzim edilen mukavelenamenin tasdikli bir suretinin arz ve takdimi.			
Tarih: 13/L /1298 (Hicrî)	Dosya No:44	Gömlek No:146	Fon Kodu: Y..EE..
Osmanlı ülkesinde demiryolu inşası hakkında Saffet Paşa'nın arızası.			
Tarih: 14/S /1299 (Hicrî)	Dosya No:169	Gömlek No:38	Fon Kodu: Y..A...HUS.
Haydarpaşa Demiryolu hattını tamir ile işletmek üzere teşkil edilecek Osmanlı Anonim Şirketi'nin dahili nizamnamesi hakkında hazırlanan mazbatanın takdim kılındığına dair.			
Tarih: 30/Ra/1299 (Hicrî)	Dosya No:169	Gömlek No:88	Fon Kodu: Y..A...HUS.
İstanbul'dan Bağdad'a kadar demiryolu inşası için istenilen imtiyaza aid layihaya dair.			

Table B.01: Continued

Tarih: 2 /Z /1300 (Hicrî)	Dosya No:1	Gömlek No:42	Fon Kodu: Y..PRK.TNF.
Demiryolu, liman ve sair inşaat-ı nafiaya ait mukavelename. a.g.tt			
Tarih: 18/Ca/1303 (Hicrî)	Dosya No:980	Gömlek No:77421	Fon Kodu: İ..DH..
Haydarpaşa demiryolu hakkında.			
Tarih: 15/Ra/1306 (Hicrî)	Dosya No:1110	Gömlek No:86911	Fon Kodu: İ..DH..
Haydarpaşa Demiryolu'ndan dolayı Hükümet-i Seniyye ile Sefelder? şirketi arasında hesaplar ve ihtilafların görüşülerek giderilmesi.			
Tarih: 20/Ra/1306 (Hicrî)	Dosya No: 98	Gömlek No:69	Fon Kodu: A.}MKT.MHM.
Haydarpaşa Demiryolu hattının icarının feshi konusunda ilgili kumpanya yetkilileri ile yapılan müzakereler.			
Tarih: 25/Ra/1306 (Hicrî)	Dosya No:13	Gömlek No:63	Fon Kodu: Y..PRK.TKM.
Times gazetesi muhabiri Mösyö Gavaraçinov'un Haydarpaşa demiryolu hakkındaki mütalaası.			
Tarih: 02/R /1306 (Hicrî)	Dosya No:9	Gömlek No:4	Fon Kodu: Y..PRK.ML..
Haydarpaşa-İzmit Demiryolu muamelatı ile ilgili malumat ve bu konuda Mösyö Şarl Hanson Kumpanyası ile yapılan mukavelename.			
Tarih: 05/Ca/1306 (Hicrî)	Dosya No:1119	Gömlek No:87496	Fon Kodu: İ..DH..
Haydarpaşa Demiryolu.			
Tarih: 18/R /1307 (Hicrî)	Dosya No:	Gömlek No:2155	Fon Kodu: HRT h..
İstanbul, İzmit, Ankara demiryolu haritası. Fr. (Ölçek 1/1000000)			
Tarih: 07/R /1308 (Hicrî)	Dosya No:117	Gömlek No:5019	Fon Kodu: İ..MMS.
Anadolu Demiryolu Şirketi tarafından Haydarpaşa demiryolu hattının Üsküdar'a kadar temdidine müsaade verilmesi talebi.			
Tarih: 07/R /1308 (Hicrî)	Dosya No:1783	Gömlek No:27	Fon Kodu: DH.MKT.
Haydarpaşa demiryolunun Erenköy kısmının tahvili için ilgili arazinin istimlak edilmesi.			
Tarih: 06/Ca/1308 (Hicrî)	Dosya No:1793	Gömlek No:59	Fon Kodu: DH.MKT.
Haydarpaşa demiryolunun Sahra-yı Cedid nam mahaldeki Erenköy namı verilmiş olan istasyonu için demiryolu arazisine ilavesi gerekli arazinin istimlakı hususunda teşkil edilen komisyona memur tayini.			
Tarih: 20/Ca/1308 (Hicrî)	Dosya No:1796	Gömlek No:117	Fon Kodu: DH.MKT.
Erenköy civarında Haydarpaşa demiryolu için satın alınacak arazi sahipleri ile şirket arasındaki ihtilafın temini maksadı ile Defter-i Hakani ve Meşihat'ca birer memur gönderilmesi gerektiği.			
Tarih: 01/C /1308 (Hicrî)	Dosya No:1799	Gömlek No:20	Fon Kodu: DH.MKT.
Haydarpaşa demiryolunun Erenköy durağında yapılacak değişiklik için demiryolu arazisine ilave olunacak arazinin istimlakı zımında kurulacak komisyona Meclis-i İntihab Hükm-i Şeri Başkatibi Esad ve Gelibolu Naib-i sabıkı Tevfik efendilerin tayin olunarak kendilerine bilgi verildiği.			
Tarih: 14/N /1309 (Hicrî)	Dosya No:1940	Gömlek No:89	Fon Kodu: DH.MKT.
Haydarpaşa'dan İzmit'e kadar bir yol ilave olunarak güzergah üzerindeki Erenköy, Maltepe, Kartal, Gebze, Hereke ve Darıca istasyonlarında birer telgraf ve posta merkezi kurulması ve masraflarının bütçeye ilaveten tesviyesi.			
Tarih: 23/M /1310 (Hicrî)	Dosy No:52	Gömlek No:3847	Fon Kodu: BEO
Haydarpaşa'dan İzmit'e kadar bir telgraf hattı ilavesiyle Haydarpaşa, Erenköy, Maltepe, Kartal, Gebze, Hereke ve Derince'de birer posta ve telgraf merkezi açılması. (Posta Telgraf; 1749)			

Table B.01: Continued

Tarih: 14/S /1310 (Hicrî)	Dosya No:2596	Gömlek No:26	Fon Kodu: ŞD.
Haydarpaşa'dan İzmir'e kadar bir telgraf hattı ilavesiyle Erenköy, Maltepe ve sair mevkilere açılmasına lüzum görülen birer telgraf ve posta merkezleri için verilmesi lazım gelen, Demiryolu Şirketi'nce itasına mani olunan odalar. (Dersaadet 12)			
Tarih: 18/R /1311 (Hicrî)	Dosya No:283	Gömlek No:23	Fon Kodu: Y..A...HUS.
Haydarpaşa Demiryolu işine dâir tanzim olunan muhtıra ile evrâkının takdimi.			
Tarih: 01/Ra/1313 (Hicrî)	Dosya No:127	Gömlek No:16	Fon Kodu: Y..MTV.
Haydarpaşa ile Kadıköy arasında bir liman yapılmak üzere Anadolu Demiryolu Şirketi'nin keşif talebine dair Şehremaneti'nin mütalaası.			
Tarih: 26/B /1314 (Hicrî)	Dosya No:	Gömlek No:373	Fon Kodu: HRT.h..
Reseau ferre de l'asie Mineure. Hazırlayan: Wilhelm Von Pressel, İstanbul. Bağdad demiryolu hattı ile diğer ulaşım yollarını gösterir haritadır. Osmanlı Devleti Asyası haritası. a.g.y.tt, Fr. (Ölçek 1/500000)			
Tarih: 07/Ra/1314 (Hicrî)	Dosya No:826	Gömlek No:61918	Fon Kodu: BEO
Anadolu Osmanlı Demiryolu Şirketi'nin Kızıltoprak'ta inşa ettirdiği istasyon arsasının muamele-i ferağının ikmalıyla Sened-i Hakani'sinin tanzim ve itası. (Nafia; 61918)			
Tarih: 28/Ra/1314 (Hicrî)	Dosya No:835	Gömlek No:62615	Fon Kodu: BEO
Anadolu Osmanlı Demiryolu Şirketi tarafından Kızıltoprak'da inşa olunan mevkif arsasından harc-ı intikal alınmaması. (Defter-i Hakani; 61918)			
Tarih: 23/Z /1315 (Hicrî)	Dosya No:95	Gömlek No:27	Fon Kodu: MV.
Anadolu Demiryolu Şirketi'nin Haydarpaşa'da liman ve rıhtım yapımı imtiyazı istizanına dair.			
Tarih: 26/Z /1315 (Hicrî)	Dosya No:5	Gömlek No:84	Fon Kodu: Y..PRK.TNF.
Haydarpaşa'da inşası imtiyazı Anadolu Demiryolu Şirketi tarafından istida olunan limanın mukavelename layihası üzerindeki müzakereler.			
Tarih: 08/C /1316 (Hicrî)	Dosya No:2122	Gömlek No:68	Fon Kodu: DH.MKT.
Haydarpaşa'da Anadolu Demiryolu İstasyonu'na kadar uzanıp imarına mübaşeret olunan Koşuyolu Caddesi'nin İbrahimağa Mahallesi'nde kain Asakir-i Şahane karakolhanesi arkasında kargir köprü üzerinde mevcut kaldırımdan istasyona kadar yolun bozuk olan şosesinin tamiri için gerekli keşif defteri ve munakasasının bildirilme-i neticesi inşaat ve Tamirat-ı Umumiye Tertibi'nden tesviyesi.			
Tarih: 04//1316 (Hicrî)	Dosya No:3	Gömlek No:1316/Za-1	Fon Kodu: İ..İMT.
Haydarpaşa'da yapılacak rıhtım, liman ve mağaza ve müştemilatı için Anadolu Demiryolu Kumpanyası'na imtiyaz verilmesi. (Onaltı kıt'a melfuf'dan 11 Mart 1315 tarihli iki kıt'a mukavelenamenin biri Divân-ı Hümayun Kalemince hıfz edilmek üzere Hazine-i Evrak'tan alınmıştır.) 5.Ca.1319 tarih ve Müsteşar-ı Esbak Mehmed Ali Paşa imzasıyla ba-sened-i resmi hazine-i evrak'dan ahz olunan balada muharrer 2744 numaralı irade-i seniyye melfûfâtından on adedi noksan olarak Yıldızdan müdevver evrak meyanında zuhûr etmekle bi'z-zarûre hâl-i hâzırıyle kabûl ve mahalli mahsûsuna vaz' edilmiştir.			
Tarih: 05/R /1318 (Hicrî)	Dosya No: 82	Gömlek No:108	Fon Kodu: DH.MKT.
İmtiyazı Anadolu Demiryolu Şirketi'ne verilen Haydarpaşa liman ve rıhtımının inşası için gereken taşların Rum Patrikhanesi'nin raporunda gösterilen yer hariç Adalar'dan çıkarılmasına engel olunmaması.			
Tarih: 10/B /1319 (Hicrî)	Dosya No:7	Gömlek No:13	Fon Kodu: Y..PRK.TNF.
Haydarpaşa'dan İzmit'e kadar olan demiryolu için Mösyö Lorando ile yapılan sözleşme.			
Tarih: 12/B /1321 (Hicrî)	Dosya No:13	Gömlek No:1321/B-03	Fon Kodu: İ..TNF.
Haydarpaşa İstasyonu tarafında vaki olub Anadolu Demiryolu Şirketi tarafından mübayaa olunan mahallin muamele-i feraiyesinin icrası.			

Table B.01: Continued

Tarih: 09/N /1321 (Hicrî)	Dosya No:253	Gömlek No:70	Fon Kodu: Y..MTV.
Haydarpaşa rıhtım bitişiğindeki emlak-ı hümayunun Anadolu Osmanlı Demiryolu Kumpanyasına icarı.			
Tarih: 21/R /1322 (Hicrî)	Dosya No:56	Gömlek No:1322/R-19	Fon Kodu: İ..AZN.
Kadıköy ve Haydarpaşa'da ikamet eden Almanya tebeasıyla demiryolu memurin ve müstahdemini etfali için Kadı karyesi Osman Mahallesi'nin Rıhtım İskelesi'nde mezkur Demiryolu Müdürü Yoken uhdesinde bulunan arsalar üzerine bir aded mekteb inşasına ruhsat itası.			
Tarih: 04/Ra/1323 (Hicrî)	Dosya No:274	Gömlek No:21	Fon Kodu: Y..MTV.
Haydarpaşa Rıhtımı ittisalindeki Emlak-ı Hümayun'a ait mahallin Anadolu-Osmanlı Demiryolu Kumpanyasına icarı.			
Tarih: 13/R /1323 (Hicrî)	Dosya No:275	Gömlek No:106	Fon Kodu: ..MTV.
Haydarpaşa Rıhtımı ittisalindeki Emlak-ı Hümayundan bir kısmının Anadolu-Osmanlı Demiryolu Kumpanyasına icarı için mukavele tanzim olunduğu.			
Tarih: 26/M /1324 (Hicrî)	Dosya No:284	Gömlek No:120	Fon Kodu: Y..MTV.
Haydarpaşa Demiryolu ittisalindeki arsanın Demiryolu Komisyonuna icarı.			
Tarih: 05/S /1324 (Hicrî)	Dosya No:140	Gömlek No:1324/S002	Fon Kodu: İ..HUS.
Anadolu Osmanlı Demiryolu Şirketi marifetiyle Haydarpaşa rıhtımı üzerinde inşa edilmiş olan askeri karakolhanenin teslim ettirilmesi.			
Tarih: 24/Ca/1324 (Hicrî)	Dosya No:288	Gömlek No:101	Fon Kodu: Y..MTV.
Haydarpaşa Rıhtımı ittisalindeki Emlak-ı Hümayu'ndan Anadolu Osmanlı Demiryolu Kumpanyası'na icar edilecek mahal.			
Tarih: 28/Za/1325 (Hicrî)	Dosya No 04	Gömlek No:207	Fon Kodu: Y..MTV.
Haydarpaşa Rıhtımı civarındaki Emlak-ı Hümayun'un Anadolu Osmanlı Demiryolu Kumpanyasına icaresi.			
Tarih: 13/R /1326 (Hicrî)	Dosya No:309	Gömlek No:97	Fon Kodu: Y..MTV.
Anadolu Demiryolu Memuru Mösyö Mihail'in Haydarpaşa'daki evinin İbrahim Ağa çayırına tecavüzatı ve görülen dava.			
Tarih: 14/Ca/1326 (Hicrî)	Dosya No:167	Gömlek No:1326/Ca078	Fon Kodu: İ..HUS.
Haydarpaşa'da Anadolu Demiryolu Şirketi'nin yaptığı rıhtımın haricinde kain arazide tersane inşasının önlenmesi.			
Tarih: 06/C /1326 (Hicrî)	Dosya No:119	Gömlek No:82	Fon Kodu: MV.
Anadolu Demiryolu Şirketi'nin Haydarpaşa'da mutasarrıf olduğu arazisinden bir kısmını kiralamasına engel olunmaması gerektiği.			
Tarih: 03/Ş /1326 (Hicrî)	Dosya No:313	Gömlek No:4	Fon K u: Y..MTV.
Anadolu Demiryolu Memurlarından Almanyalı Mösyö Mihail Karis'in Haydarpaşa'daki Emlak-ı Hümayun'dan bir mahalle tecavüzü.			
Tarih: 03/Ş /1326 (Hicrî)	Dosya No:79	Gömlek No:26	Fon Kodu: Y..PRK.BŞK.
Anadolu demiryolu memurlarından Almanyalı Mihail Kris'in Haydarpaşa İbrahim Ağa çayırındaki vakıf araziye tecavüzü hakkında Hazine-i Hassa Nezareti tezkiresinin hülasası.			
Tarih: 06/R /1327 (Hicrî)	Dosya No:33	Gömlek No:38	Fon Kodu: Y..EE..
Haydarpaşa demiryolunun hükümetçe ne suretle geri alınabileceğine dair notlar.			

Table B.01: Continued

Tarih: 04/Ar/1327	Dosya No:84	Gömlek No:48	Fon Kodu: HR.HMŞ.İŞO.
Kadıköy ve Haydarpaşa'da mukim Almanya tebeası ile Anadolu Demiryolu memur ve hizmetlilerinin çocukları için kurulan Haydarpaşa Alman Mektebi'nin tanınması ve vergileri.			
Tarih: 07/L /1329 (Hicrî)	Dosya No:7	Gömlek No:1329/L-008	Fon Kodu: İ..MBH.
Emlak-ı Hakaniye'den ve Haydarpaşa Çayırı merbutatından bulunan eski istasyon mevki karşısındaki arsadan bin üç yüz doksan iki zirra mahallin devletce bir mahzur olmadığı halde münasip bir bedel mukabilinde Anadolu Demiryolu Kumpanyası namına ferağı keyfiyetinin tedkikiyle neticesinin arz-ı atabe-i ulya kılınması.			
Tarih: 1331 (Hicrî)	Dosya No:230	Gömlek No:95	Fon Kodu: MV.
Anadolu Demiryolu Şirketi'nce Haydarpaşa İstasyonu, limanı ve rıhtımının genişletilmesi için emlak-ı hümayundan istimlak edileceği.			
Tarih: 22/C /1331 (Hicrî)	Dosya No:12	Gömlek No:11/C-025	Fon Kodu: İ..MBH.
Anadolu Demiryolu Şirketi'nce Haydarpaşa durağıyla rıhtım ve limanının genişletilmesi için istimlakine lüzum gösterilen mahallerin kıymetinin takdiri zımında Defter-i Hakani, Şehremaneti ve Hazine-i Hassa'dan tayin olunacak memurlardan karışık bir heyet teşkili.			
Tarih: 12/L /1331 (Hicrî)	Dosya No:191	Gömlek No:2	Fon Kodu: DH.İD..
Haydarpaşa Pendik çifte demiryolu hattı için yapılan istimlake ait masrafın ödenmesi için gerekli tahsisatın gönderilmesi.			
Tarih: 18/L /1331 (Hicrî)	Dosya No:231	Gömlek N 305	Fon Kodu: MV.
Haydarpaşa-Pendik çifhat demiryolu için istimlak edilecek yerlerin masrafları olarak Nafia Nezareti'nin 1329 senesi bütçesine bir miktar meblağın ilavesi hakkında tanzim olunan kanun maddesinin muvakkaten yürürlüğe konulmasının arzı.			
Tarih: 20/Z /1331 (Hicrî)	Dosya No:230	Gömlek No:97	Fon Kodu: MV.
Anadolu Demiryolu Şirketi'nce Haydarpaşa İstasyonu ile liman ve rıhtımının genişletilmesi için bedel mukabilinde gereken istimlakın icrası.			
Tarih: 22/Z /1331 (Hicrî)	Dosya No:172	Gömlek No:1331/Z-07	Fon Kodu: İ..MMS.
Anadolu Demiryolu Şirketi'nce Haydarpaşa mevki ile liman ve rıhtımının tevsi için arazi istimlakının icrası.			
Tarih: 08/C /1332 (Hicrî)	Dosya No:22	Gömle No:53	Fon Kodu: DH.EUM.VRK.
Haydarpaşa-Pendik çifte demiryolu hattı için Göztepe'de istimlak olunan arazinin bedelinin ödenmesi.			
Tarih: 14/R /1332 (Hicrî)	Dosya No:208	Gömlek No:1	Fon Kodu: DH.İD..
Anadolu Demiryolu Şirketine Haydarpaşa mevki liman ve rıhtımın genişletilmesi Pendik çifte hattının inşasında istimlak olunacak mahallerin bedellerinin takdiri için Şehremaneti, Hazine-i Hassa ve Defter-i Hakani Nezareti'nden tayin olunacak kişilerden mürekkep bir komisyon teşkiliyle, ictima zamanının tesbiti ve istimlak muamelesinin teşrii lüzumu.			
Tarih: 02/R /1333 (Hicrî)	Dosya No:196	Gömlek No:99	Fon Kodu: MV.
Haydarpaşa Demiryolu İstasyonu ve Rıhtımı nakliyat-ı askeriye ve ticariyeye kafi gelmediğinden genişletilmesiyle demiryolu ve yeni müessesenin inşası.			
Tarih: 29/Z /1341 (Hicrî)	Dosya No:	Gömlek No:431	on Kodu: HRT.h..
Anadolu-ı Osmanlı Demiryolu. İzmid-Ankara hattının civarını ve güzergahını belirtir harita, elle yapılmış. a.g.y.tt, EHT (Ölçek 1/1500000)			

Table B.02: List of Documents from Ottoman Archives on Kadıköy and Urban Reforms

Tarih: 13/L /1272 (Hicrî)	Dosya No:77	Gömlek No:3823	Fon Kodu: C..BLD.
Kadıköy'de yangın yerlerinin tesviye ve tanzimi.			
Tarih: 14/L /1308 (Hicrî)	Dosya No:52	Gömlek No:129	Fon Kodu: Y..EE..
Kadıköy-Moda-Haydarpaşa-Kızıltoprak-Fenerbahçe tramvay imtiyazında hizmeti geçen zata nakit veya hisse senedi vermeyi taahhüt eden Mihran Şirinyan mühürlü ahidname.			
Tarih: 23/Z /1309 (Hicrî)	Dosya No:83	Gömlek No:53	Fon Kodu: Y..PRK.ASK.
İdare-i Mahsusa'ca mübayaa ve Erenköy, Moda Kalamış Bostancı hattına tahsis olunan vapurun ahalinin ihtiyacını karşılamadığı.			
Tarih: 10/M /1312 (Hicrî)	Dosya No:434	Gömlek No:32503	Fon Kodu: BEO
Adalar, Kızıltoprak, Erenköy ve emsali mevakide nisvan-ı İslamiye'nin şa'air-i İslamiye'den olan tesettüre riayet etmemekte oldukları istihbar kılındığından açık-saçık gezmemeleri zımında iktiza edenlere münasip vechile vesaya-yı mukteziye ifası. (Zabtiye, Şehremaneti)			
Tarih: 27/Z /1313 (Hicrî)	Dosya No:791	Gömlek No:59306	Fon Kodu: BEO
Üsküdar ve Kadıköy ile Erenköy cihetlerine gaz ile muharrik tramvay hattı inşası. (Dahiliye, Nafia)			
Tarih: 07/B /1314 (Hicrî)	Dosya No:632	Gömlek No:5	Fon Kodu: A.}MKT.MHM.
Dersaadet'te Üsküdar'dan Şile'ye ve Haydarpaşa'dan Bostancı'ya kadar olan mevkiilerde inşa edilecek karakollarla buralara tayin ve tezyidi gereken vesait ve inzibat memurları.			
Tarih: 11/B /1314 (Hicrî)	Dosya No:24	Gömlek No:97	Fon Kodu: DH.TMIK.M..
Deniz güvenliğinin takviyesi için Üsküdar'dan Şile'ye ve Haydarpaşa'dan Bostancı'ya kadar olan mevkiilerde inşasına lüzum görülen karakolhanelerin yerlerinin Şehremaneti'nin sorumluluğu altında olan bölgelerde olduğu.			
Tarih: 12/B /1314 (Hicrî)	Dosya No:24	Gömlek No:99	Fon Kodu: DH.TMIK.M..
Haydarpaşa'dan Bostancı'ya, Üsküdar'dan Şile'ye kadar olan bazı bölgelerde inşasına lüzum gösterilen karakolhaneler ile tayin ve artırılması gerekli memur ve inzibat vasıtaları hakkındaki rapor cetvellerinin gönderildiği.			
Tarih: 17/R /1316 (Hicrî)	Dosya No:21	Gömlek No:119	Fon Kodu: Y..PRK.ZB..
Beyoğlu ve Moda sakinleri ile İngiltere ileri gelenlerinden kadın ve erkek bir grubun Kuşdili Çayırı'nda lastik top oynadıkları.			
Tarih: 29/Ra/1319 (Hicrî)	Dosya No:1690	Gömlek No:126709	Fon Kodu: BEO
Edvar Şirbenyan'ın Kadıköy iskelesinden Moda, Haydarpaşa, Kızıltoprak ve Fenerbahçe'ye bir tramvay hattının işlettilmesi imtiyazının uhdesine ihalesi talebi. (Nafia)			
Tarih: 06/R /1324 (Hicrî)	Dosya No:1085	Gömlek No:42	Fon Kodu: DH.MKT.
Ham arazi ile bağ ve bostan üzerine binalar inşasıyla mahalle teşkili için parça parça satılması irade-i seniye ile mümkün olabileceği; Kadıköy, Çamlıca ve Boğaziçi taraflarında dönüm üzerine ifrazlı mahallere sened-i hakani ile mutasarrıf olanların bir köşkle müştemilatını inşaya müsaade edilebileceği, daha küçük parçalara bölünemeyeceği.			
Tarih: 21/Ra/1325 (Hicrî)	Dosya No:1165	Gömlek No:58	Fon Kodu: DH.MKT.
Bostancı'dan itibaren Erenköy, Kozyatağı, Başbüyük, Maltepe, Kartal, Yakacık ve Pendik tarafları halk tarafından rağbet görerek birçok hane inşa edildiğinden; buralarının bir haritasının tanzimi hususunda gerekli muamelenin yapılması.			

Table B.02: Continued

Tarih: 18/S /1326 (Hicrî)	Dosya No:1241	Gömlek No:80	Fon Kodu: DH.MKT.
Çamlıca, Erenköy, Bostancı cihetleriyle Edirnekapı ve Topkapı cihetleri haricinde olup sahipleri tarafından parça parça satılarak mahalle şekline sokulan arazilere yapılacak lağım ve kaldırım masraflarının Ebniye Kanunu gereği arsa sahiplerinden alınması gerektiğinin Şehremaneti'nden bildirildiği.			
Tarih: 22/M /1337 (Hicrî)	Dosya No:49/-1	Gömlek No:10	Fon Kodu: DH.KMS.
Operatör Cemil Paşa'nın Şehremanetini kabul edip etmeyeceğinin sorulması.			
Tarih: 09/N /1330 (Hicrî)	Dosya No:1	Gömlek No:75	Fon Kodu: DH.MTV.
Şehremaneti'ne Doktor Cemil Paşa'nın tayin edilmesi.			
Tarih: 13/Za/1330 (Hicrî)	Dosya No:1	Gömlek No:86	Fon Kodu: DH.MTV.
İstanbul Valisi İbrahim Bey azledilerek yerine Şehremini Cemil Bey'in vekaleten tayin edildiği.			
Tarih: 22/L /1332 (Hicrî)	Dosya No:218/-1	Gömlek No:22	Fon Kodu: DH.İD..
Kadıköy'de Kuşdili deresi mevkiinde gazino inşasına ve Yoğurtçu çayının park haline ifrağına Şehremaneti'nce müsaade edilmeyeceği.			
Tarih: 14/L /1333 (Hicrî)	Dosya No:87	Gömlek No:5	Fon Kodu: DH.UMVM
Şehremaneti Kadıköy Şube Müdürü Celal Esat Bey'in hazırladığı belediye kitaplarından bir kaç adet gönderilmesi isteği.			
Tarih: 14/Ca/1336 (Hicrî)	Dosya No:1232	Gömlek No:95	Fon Kodu: MF.MKT.
Havasının temiz olmasına binaen Heybeliada bir sanatoryum tesisine müsaade edilmesi.			
Tarih: 28/Ş /1336 (Hicrî)	Dosya No:1234	Gömlek No:62	Fon Kodu: MF.MKT.
Heybeliada'da inşa edilen sanatoryum binasının hizmete açılması.			
Tarih: 27/C /1337 (Hicrî)	Dosya No:89	Gömlek No:34	Fon Kodu: ŞD.
Boğaziçi'nde Anadoluhisarı'nda ve Kadıköy ile Altunzade arazisi dahilinde ve kısmen Erenköy ve havalisinde bulunan arazi-i mevkufeyi vaktiyle ashabı şayian ferag ederek mutasarrıfları tarafından hisseleri nisbetinde aralarında bir dönümden aşağı olarak taksimi icra ile ebniye inşa edilen mahaller hakkında müracaat vukuunda senedinin tebdilen müstekillen tanzimi, talep olunan mahallin haritası tersim ve vergice başka başka mukayyed olan kıymetlerinden herbirine ait miktar tahakkuk ettirilerek vaktiyle istifa ettirilmemiş olan ifraz-ı kaydiyesinin ahziyle mumale-i matlubenin ifası. (Defter-i Hakani 3)			
Tarih: 07/C /1338 (Hicrî)	Dosya No:100	Gömlek No:59	Fon Kodu: DH.UMVM
Anadoluhisarı, Kadıköy, Altunzade ve Erenköy'de kanun hilafına bir dönümden küçük hisseler bölünüp belediyeden ruhsat alınarak üzerine bina yapılan arsalarla müstakil tapularının verileceği, ancak bina ruhsatı veren memurlar hakkında soruşturma açılmasının Şehremaneti'ne bildirildiği.			
Tarih: 24/C /1339 (Hicrî)	Dosya No:90	Gömlek No:34	Fon Kodu: ŞD.
Kadıköy, Çamlıca ve Boğaziçi havalisinde üzerinde birden fazla köşk veya hane bulunupda müstekillen veya maa ebniye şayian tasarruf olunan ve etrafı mahallat ile mahdud olmayan mahallerin dönümden küçük olarak ifrazı caiz olup olmayacağı. (Defter-i Hakani 3)			
Tarih: 29/R /1342 (Hicrî)	Dosya No:101	Gömlek No:12	Fon Kodu: DH.UMVM
Kadıköy Kuşdili Caddesi'nde mutasarrıflarınca ifrazı istenen hane arasasının bölünen kısmına da hane yapılabileceği ve mahalle haline gelmemiş mahallerde ise bölünen arsanın dönümden küçük olan kısmına ev yapılamayacağı.			

Table B.03: List of Documents from Ottoman Archives on Kızıltoprak and Feneryolu districts

Tarih: 10/L /1289 (Hicrî)	Dosya No:659	Gömlek No:45898	Fon Kodu: İ..DH..
Kadıköy civarında Kızıltoprak'ta Hacı Mustafa Efendi'nin teşkil edeceği mahalleye ve teferruatına dair.			
Tarih: 18/N /1302 (Hicrî)	Dosya No:4	Gömlek No:20	Fon Kodu: MV.
Kızıltoprak'taki bağlarda görülen filoksera hastalığının önlenmesi için alınacak önlemler. (2 sayfa)			
Tarih: 03/S /1303 (Hicrî)	Dosya No:31	Gömlek No:33	Fon Kodu: Y..A...RES.
Kızıltoprak bağlarında ortaya çıkan floksera hastalığının yayılmasına meydan verilmemesi hakkında.			
Tarih: 06/R /1313 (Hicrî)	Dosya No:688	Gömlek No:51526	Fon Kodu: BEO
Kadıköy'ünde Zühtü Paşa Mahallesi'nde vaki mektebin şosesinden Fenerbahçe'sine mürur eden şimendüfer hattına kadar harap olan Bağdad Caddesi kaldırımlarının tamiri hakkında. (Dahiliye)			
Tarih: 03/B /1313 (Hicrî)	Dosya No:15	Gömlek No:24	Fon Kodu: Y..EE..
Kızıltoprak sakinlerinden Murat oğlu Mıgırdıç adındaki Ermeninin sabık Hakan Murad Efendi'ye mensub olduğuna, halkın efkârını hükümet aleyhine ve Murad Efendi lehine çevirmeye çalıştığına, Ermeni komiteleriyle Türk komiteleri arasında ittifak ve ittifak temini için gayret sarfettiğine dair jurnal.			
Tarih: 29/Z /1315 (Hicrî)	Dosya No:1	Gömlek No:47	Fon Kodu: Y..PRK.DFE.
Defter-i Hakani Nazırı Ali Rıza'nın, hastalığı devam eden harem cariyeleri ve taallukatının, doktor tavsiyesi üzerine tebdil-i hava için, Kızıltoprak civarında bir yerin kiralanması istirhamı. (y.a.g.tt)			
Tarih: 08/Z /1317 (Hicrî)	Dosya No:780	Gömlek No:11	Fon Kodu: ŞD.
Kadıköy'de Zühdü Paşa Mahallesi'nin Kızıltoprak mevkiinde Ahmed Muhtar Paşa'nın köşküne kadar olan tarik-i hassın temdidıyla Merdivenköy'e rabtı hakkında tezkire. (Şehremaneti 5)			
Tarih: 10/R /1327 (Hicrî)	Dosya No:2797	Gömlek No:85	Fon Kodu: DH.MKT.
Kadıköy'de Zühdüpaşa Mahallesi Fener Caddesi'nde Kartallı Bostan denilen arazinin mutasarrıfları arasında paylaşılması, parça parça satılması ve mahalle haline getirilmesi karakol ve okul açılması suretiyle bir harita tanzimi için gerekli muamelelerin yapılması.			
Tarih: 29/R /1327 (Hicrî)	Dosya No:1121	Gömlek No:41	Fon Kodu: MF.MKT.
Kadıköy'de Zühdü Paşa veresesinin mutasarrıf oldukları bostanın mahalle şekline çevrilmesi için harita çalışması sırasında bir okul ve karakolhane yeri ayrılması hususundaki talebin bölgede bir karakolhane ve mektep olması sebebiyle kabul olunmadığı.			
Tarih: 27/S /1328 (Hicrî)	Dosya No:215	Gömlek No:18	Fon Kodu: ŞD.
Hazine-i Hassa'ya ait olup Kadıköy'de Bağdad Caddesi üzerinde bulunan çayırılıktan müfrez mahalle inşa olunacak mekteb-i rüşdi masarifinin tesviyesi. (Maarif 2)			
Tarih: 29/B /1330 (Hicrî)	Dosya No:92	Gömlek No:1330//B-10	Fon Kodu: İ..ML..
Kadıköy'ün Zühdüpaşa Mahallesi'nin Kalamış sokağında Nikola ile Tanaş'ın mutasarrıf oldukları arazinin üzerine bina inşa edilmek üzere ifrazı. (Belge tarihi: 1330.B.30)			
Tarih: 02/Za/1333 (Hicrî)	Dosya No:1211	Gömlek No:70	Fon Kodu: MF.MKT.
Göztepe ve Feneryolu arasında bulunup Erenköy Zükür Numune Mektebi yapılmış olan Topçu Feriki Hüseyin Paşa Köşkü'nün askeriye tarafından işgalinden vazgeçilmesi talebi.			
Tarih: 25/M /1337 (Hicrî)	Dosya No:49/-1	Gömlek No:20	Fon Kodu: DH.KMS.
Kadıköy'den Kızıltoprak'a giden cadde üzerindeki çınar ağaçlarının kesiminin engellenmesi.			

Table B.03: Continued

Tarih: 25/L /1340 (Hicri)	Dosya No:62	Gömlük No:45	Fon Kodu: DH.İ.UM.EK.
Rum mekatibi talebelerinin muzika ile Yunan marşını terennüm ve ellerinde Yunan bayrağı Kadıköy'den geçerek Kızıltoprak Yunan İttihatspor kulübüne gelip tekrar akşam aynı nümayişle geri döndükleri hakkında.			
Tarih: 15/S /1341 (Hicri)	Dosya No:10/-3	Gömlük No:2//67	Fon Kodu: DH.İ.UM
Kızıltoprak'da Zühdü Paşa mahallesinin iki mahalleye ayrılması hakkında yazışmalar.			

Table B.04: List of Documents from Ottoman Archives on Fenerbahçe district

Tarih: 08/Za/1261 (Hicrî)	Dosya No:1	Gömlek No:45	Fon Kodu: A.}TŞF.
Fenerbahçe'de icra olunacak talim-i umumiyye ve katılacak devlet erkanının protokol listesi.			
Tarih: 14/M /1284 (Hicrî)	Dosya No:573	Gömlek No:25718	Fon Kodu: İ..MVL.
Fenerbahçe İskelesi ile Haydarpaşa İskelesi'nin tamiri.			
Tarih: 02/C /1289 (Hicrî)	Dosya No:655	Gömlek No:45564	Fon Kodu: İ..DH..
İzmit demiryolundan Fenerbahçe'ye bir şube yapılmasına dair.			
Tarih: 29/Za/1289 (Hicrî)	Dosya No:662	Gömlek No:46080/01	Fon Kodu: İ..DH..
İzmit Demiryolu güzergahında bir şube olmak için Fenerbahçe'de yaptırılmış olan hattın gördüğü rağbete dair.			
Tarih: 24/Z /1289 (Hicrî)	Dosya No:448	Gömlek No:1	Fon Kodu: A.}MKT.MHM.
Haydarpaşa demiryolunun Fenerbahçesi'ne de bir şube yapılmasından dolayı teşekküren bir lokomotif takdim etmek isteyen Herman Opnaha'ya nişan verilmesi.			
Tarih: 26/S /1290 (Hicrî)	Dosya No:664	Gömlek No:46254	Fon Kodu: İ..DH..
Haydarpaşa'dan Fenerbahçe'ye mümted olunacak demiryolu kısmının açılış töreni.			
Tarih: 22/C /1299 (Hicrî)	Dosya No:2441	Gömlek No:16	Fon Kodu: ŞD.
Almanyalı Emil Müller'in Fenerbahçe'de mutasarrıf olup muvazaaten zevcesi müteveffa Maria namına kaydettirdiği mülk arsa hakkında bazı ifadeye dair Hariciye tezkiresi.(Dersaadet 6)			
Tarih: 21/N /1302 (Hicrî)	Dosya No:955	Gömlek No:75527	Fon Kodu: İ..DH..
Fenerbahçe Liman Dairesi'nin tamiri.			
Tarih: 03/L /1306 (Hicrî)	Dosya No:1141	Gömlek No:89031	Fon Kodu: İ..DH..
İtalyanların yevm-i mahsus münasebetiyle Dersaadet'te bulunan İtalya tebasının Fenerbahçe'de taam ve teferrüç etmelerine müsaade olunduğu.			
Tarih: 10/L /1308 (Hicrî)	Dosya No:8	Gömlek No:31	Fon Kodu: Y..PRK.ZB..
Almanya sefiriyle İngiltere sefirinin zevcesinin Fenerbahçe'de piknik yaptıkları.			
Tarih: 06/C /1310 (Hicrî)	Dosya No:62	Gömlek No:29	Fon Kodu: Y..A...RES.
Kadıköy'de kapucu rahiplerinin inşa edeceği kiliseye ruhsat i'tası.			
Tarih: 07/Z /1310 (Hicrî)	Dosya No:225	Gömlek No:16869	Fon Kodu: BEO
Kadıköyü'nde Fener Caddesi'nde Fransa tebasından Madam Antonya'nın Kapoçin Rahibleri'ne terk ettiği arsaya inşa edilecek kilise hakkında. (Adliye, Hariciye)			
Tarih: 10/B /1311 (Hicrî)	Dosya No:58	Gömlek No:35	Fon Kodu: DH.MKT.
Kadıköy'de sakin Madam Antuvan Openhaym'ın mesken olarak inşasına ruhsat verilen binasının, kiliseye çevrildiği ihbarı üzerine, kununen dahili muayenesinin yapıp gerekli görülürse inşaatın durdurulması.			
Tarih: 30/M /1316 (Hicrî)	Dosya No:21	Gömlek No:14	Fon Kodu: Y..PRK.ZB..
Kadı Karyesi Fenerbahçe civarında kain Fransız Kilisesi'nde Gül Panayırı münasebetiyle tertip edilen merasimde herhangi bir vukuat olmadığı.			

Table B.04: Continued

Tarih: 17/R /1316 (Hicrî)	Dosya No:21	Gömlek No:106	Fon Kodu: Y..PRK.ZB..
Dersaadet Fransa sefiri ile Bank-ı Osmanî müdür muavini Panciri ve Duyun-ı Umumiye müdürü ve eşleri Fenerbahçe'de Otel Belova'da yemek yedikleri ve gece geri döndükleri.			
Tarih: 18/Ra/1317 (Hicrî)	Dosya No:2	Gömlek No:1317/Ra-1	Fon Kodu: İ..ZB..
Müslüman kadınların tesettüre uymayarak açık ve saçık mesirelerde gezinmekte ve eşleriyle açık arabalara binerek geç vakte kadar Fenerbahçesi'nde kalmak gibi bazı münasebetsizlikde buldukları işitilmiş olduğundan bunun engellenmesi için Zabtiyye Nezaretine tebligat yapılması.			
Tarih: 21/S /1319 (Hicrî)	Dosya No:170	Gömlek No:28	Fon Kodu: Y..PRK.ASK.
Frenklerin Gül Bayramı münasebetiyle Moda'daki kilisede ayin yaptıkları, Fenerbahçe ve Kuşdili Panayırlarında eğlendikleri esnada vukuat olmadığı.			
Tarih: 18/Ra/1319 (Hicrî)	Dosya No:171	Gömlek No:33	Fon Kodu: Y..PRK.ASK.
Fenerbahçe Mesiresi, Çiftelhavuzlar ve Moda cihetlerine, hazret-i şahanedan sivil olarak ümera, zabitan, resmi daire memurları ve ahalinin eğlence için gittiği, Mekteb-i Sanayi'den Hasan bin Hüseyin'in Haydarpaşa'daki denize girdiği ve vefat ettiği, başka vukuat olmadığı.			
Tarih: 23/R /1319 (Hicrî)	Dosya No:172	Gömlek No:55	Fon Kodu: Y..PRK.ASK.
Fenerbahçe, Çiftelhavuzlar'da çayırar ve oyun mahallerinde halktan ve resmi zevattan pek çok kimsenin toplanıp eğlenmeleri esnasında bir vukuat olmadığı.			
Tarih: 25/R /1319 (Hicrî)	Dosya No:28	Gömlek No:127	Fon Kodu: Y..PRK.ZB..
Fenerbahçe ve çevresinde dörtüyz arabayı aşkın sivil ve memur toplandığı ve asayişin mükemmel olduğu.			
Tarih: 01/Ra/1323 (Hicrî)	Dosya No:228	Gömlek No:99	Fon Kodu: Y..PRK.ASK.
Rûz-i Hızır olması münasebetiyle Haydarpaşa, Kuşdili, Fenerbahçe, Çifte havuzlar, Kurbağalıdere, Çamlıca vs. yerlerde toplanan halk arasında herhangi bir vukuat olmadığı.			
Tarih: 03/Ca/1323 (Hicrî)	Dosya No:984	Gömlek No:9	Fon Kodu: DH.MKT.
Kadıköy'nden Kalamış, Fenerbahçe, Haydarpaşa, Üsküdar ve Erenköy'e kadar Omnibus arabaları işletilmesine imtiyaz verilmeyip ancak ruhsat verilebileceği ve bu hususun Şura-yı Devlet'te görüşülerek karara bağlanması.			
Tarih: 19/R /1325 (Hicrî)	Dosya No:298	Gömlek No:77	Fon Kodu: Y..MTV.
Emlak-ı Hümayun'dan olup Söğüdü Çeşme ile Fenerbahçesi arasına yapılan şose inşaatına hizmeti geçenlerin taltifi.			
Tarih: 27/R /1325 (Hicrî)	Dosya No:298	Gömlek No:159	Fon Kodu: Y..MTV.
Kadıköy, Fenerbahçe dolaylarına otel, gazino ve sair tesisler inşası.			
Tarih: 07/L /1325 (Hicrî)	Dosya No:22	Gömlek No:1325/L-02	Fon Kodu: İ..ŞE..
Fenerbahçe'den Çiftelhavuzlara ve Bağdad Caddesi'ne bitişen caddenin düzenlenmesiyle şose olarak tanzimi ve sair yolların tamiriyle masraflarının ödenmesi.			
Tarih: 19/Za/1325 (Hicrî)	Dosya No:304	Gömlek No:133	Fon Kodu: Y..MTV.
Üsküdar'dan Çamlıca ve Alemdağı'na Kadıköy'den Moda ve Fenerbahçe'sine ve Üsküdar'dan Kuzguncuk'a kadar tramvay hattı inşası.			
Tarih: 18/Ca/1327 (Hicrî)	Dosya No:2835	Gömlek No:20	Fon Kodu: DH.MKT.
Eski Emlak-ı Hümayun'dan bulunan Fenerbahçe sahilindeki deniz hamamlarının Hazine-i Hassa'ya ait olduğunun, kiracılarına müdahale edilmemesinin Şehremaneti'ne bildirilmesi.			

Table B.04: Continued

Tarih: 12/Ca/1328 (Hicrî)	Dosya No:95	Gömlek No:87	Fon Kodu: İ..ML..
Fenerbahçe mesiresinin düzenlenerek ve imar edilerek kiraya verilmesi tasavvur edildiğinden durumun hükümet açısından da tetkiki.			
Tarih: 04/Ş /1328 (Hicrî)	Dosya No:120	Gömlek No:41	Fon Kodu: DH.MUİ.
Fenerbahçe'deki İslam Kabristanı'na lokanta ve saire inşasıyla vuku'bulan tecavüzün men'i.			
Tarih: 30/Ra/1330 (Hicrî)	Dosya No:4017	Gömlek No:301270	Fon Kodu: BEO
Fenerbahçe mesiresinin, mesire-i umumi halinde imar ve tezyini zımnında müddet-i muayyene ve şerait-i mukarrere dahilinde Celal Esad Bey ile ortağına icarı. (Ticaret ve Ziraat; 301076)			
Tarih: 07/Ş /1331 (Hicrî)	Dosya No:4194	Gömlek No:314527	Fon Kodu: BEO
Fenerbahçe mesiresinde yapılacak Torpido İstasyonu için ihtiyaç duyulan mahallin terkine, mesire müstecirlerinin muvafakatleri alındığından, daha sonra hak iddia edip itirazda bulunanların şikayetlerinin dikkate alınmaması gerektiği. (Ticaret ve Ziraat; İD/4-11)			
Tarih: 28/Ca/1334 (Hicrî)	Dosya No:4406	Gömlek No:330432	Fon Kodu: BEO
Kadıköyü'nde Fenerbahçe'de kain on beş atık dönüm bin iki yüz yetmiş dokuz zira' mahallin üstüne torpido istasyonu ve tayyare hangarı inşa edilmek üzere nezaretten icra-yı ferağı hususunda Meclis-i Vükela kararı. (Bahriye, Maliye; İD/4-11)			
Tarih: 12/C /1336 (Hicrî)	Dosya No:1233	Gömlek No:16	Fon Kodu: MF.MKT.
Fenerbahçe'deki Çini Fabrika-i Hümayunu Mektebi'nin hastahaneye dönüştürülen kısmının tahliyesinin mümkün olmadığı.			
Tarih: 02/Ra/1338 (Hicrî)	Dosya No:39	Gömlek No:41	Fon Kodu: DH.EUM.SSM.
Fenerbahçe'de İngilizlerin işgal ettiği Fuad Paşa'nın köşkünde büyük inşaatlar yapmakta oldukları, Hindistan ve Mısır'da Osmanlı Hükümeti lehinde ihtilaller yapıldığı, Dersaadet'e gelen ve giden vapurlar, Rumeli treniyle gelip giden yolcular ve Şark siyasetinde Fransa'nın Amerika'ya muhalefeti hususlarında raporlar.			
Tarih: 22/C /1340 (Hicrî)	Dosya No:59	Gömlek No:47	Fon Kodu: DH.EUM.AYŞ.
Fenerbahçe'deki Fuad Paşa arsasındaki İngiliz barakalarının hastane kısmındaki çıkan yangında barakaların yandığı ve sebebinin anlaşılamadığı.			
Tarih: 24/1/1915 (Miladî)	Dosya No:2405	Gömlek No:75	Fon Kodu: HR.SYS.
Assomotion papazları tarafından dini hizmetleri yürütülen Fenerbahçe Katolik Kilisesi'nin kapatılması ve Monseigneur Doici'nin Roma ile şifre telgrafla haberleşmesine engel olunmasının Papalık Devleti ile kurulacak diplomatik ilişkileri olumsuz etkilemesi. (FR.)			
Tarih: 03/5/1923 (Miladî)	Dosya No:18	Gömlek No:112	Fon Kodu: HR.İM..
Fenerbahçespor bina ve bahçesinin son kanun mucibince hilafetle alakası kalmadığından keyfiyetin defterdarlığa tebliği. (Osm.)			

Table B.05: List of Documents from Ottoman Archives on Göztepe and Erenköy districts

Tarih: 02/R /1292 (Hicrî)	Dosya No:702	Gömlek No:49157	Fon Kodu: İ..DH..
Ahırkapı'da yaptırılacak mabed ve Bedel-i Şimendifer Komisyonu'nda mevcut akçe ile Erenköy'de bina olunacak cami.			
Tarih: 24/Ra/1294 (Hicrî)	Dosya No:683	Gömlek No:7	Fon Kodu: ŞD.
Kadıköy ve Erenköy ile sair bazı mevkilerde bağ ve bahçe derununda yapılacak ebniyenin istisnasıyla geri kalanlarının kargir inşası. (Şehremaneti 1)			
Tarih: 23/B /1296 (Hicrî)	Dosya No:63	Gömlek No:2957	Fon Kodu: İ..MMS.
Bulgaristan ve Şarki Rumeli muhacirlerinin Anadolu cihetine iskanı ve Yunan meselesine dair bazı mütalaa.			
Tarih: 09/S /1298 (Hicrî)	Dosya No:9	Gömlek No:47	Fon Kodu: Y..A...RES.
Erenköy'de ahali tarafından yeniden teşkili istenen belediye dairesiyle burada istihdam edilecek memurların fahri olarak çalışacakları, hademe ve amelenin ücretlerinin fazla masrafların bağ ve köşk sahipleri tarafından verileceği.			
Tarih: 21/L /1306 (Hicrî)	Dosya No:1630	Gömlek No:26	Fon Kodu: DH.MKT.
Nerdiban karyesinin Göztepe mahallinde mutasarrıf oldukları kireç ocağı arazisine muhacirin tarafından kurulan barakaların kaldırılması talebiyle Osb ve Kigork tarafından verilen arzuhalin gerekenin yapılması için Muhacirin Komisyonu'na gönderildiği.			
Tarih: 27/Z/1306 Hicrî)	Dosya No:1650	Gömlek No:103	Fon Kodu: DH.MKT.
Merdiven karyesinin Üsküdar'da Sultan Camii Vakfı dahilindeki arazi-i mevkufeden, Erenköy'ünse Karye-i Viran denilen timar dahilindeki arazi-i emiriyeden olduğundan bina inşası yada karye teşkili için irade-i seniyye gerektiği beyanıyla buraların haritasının yeniden tanzimi.			
Tarih: 03/Z /1306 (Hicrî)	Dosya No:1644	Gömlek No:125	Fon Kodu: DH.MKT.
İrade-i seniyye olmadıkça miri arazi üzerine bina inşa edilemeyeceğinden Merdivenköy ve Erenköy dahilindeki Sahra-yı Cedid'de mahalle teşkili hususunda Arazi Kanunnamesine göre muamele olunması.			
Tarih: 22/S /1307 (Hicrî)	Dosya No:1667	Gömlek No:145	Fon Kodu: DH.MKT.
Merdiven karyesinin Göztepe adlı mahallindeki kireç ocağı arazisine barakalar inşa etmekte olan muhacirinle ilgili gerekli tahkikatın yapılması.			
Tarih: 23/Za/1308 (Hicrî)	Dosya No:1845	Gömlek No:127	Fon Kodu: DH.MKT.
Erenköy mevkiinin tahvilinden dolayı istimlakı gereken arazi hakkında nasıl muamele olunacağı.			
Tarih: 28/Z /1308 (Hicrî)	osya No:1855	Gömlek No:80	Fon Kodu: DH.MKT.
Erenköy'de istimlak edilen arazinin sahibi ile şirket arasındaki anlaşmazlığın belirtilen şekilde giderilmesi.			
Tarih: 11/N /1308 (Hicrî)	Dosya No:1829	Gömlek No:68	Fon Kodu: DH.MKT.
Erenköy İstasyonu'nun mevkiinin değiştirilmesinden dolayı istimlak edilmesi gereken arazinin istimlak muamelelerinin yapılması.			
Tarih: 17/B /1308 (Hicrî)	Dosya No:1813	Gömlek No:24	Fon Kodu: DH.MKT.
Erenköy Demiryolu İstasyonu'nun mevkinin değiştirilmesi için istimlak olunacak arazinin muameleleri hakkında bilgi istenmesi.			
Tarih: 11/S /1312 (Hicrî)	Dosya No:5	Gömlek No:20	Fon Kodu: Y..PRK..ŞH..
Yapacağı hane için şehreminin para isteği.			
Tarih: 26/Ra/1313 (Hicrî)	Dosya No:	Gömlek No:2019	Fon Kodu: HRT. ..
Erenköy arazisi haritası. EHT (Ölçek 1/5000, 1 adet zarf)			

Table B.05: Continued

Tarih: 08/Ş /1316 (Hicrî)	Dosya No:429	Gömlek No:19	Fon Kodu: MF.MKT.
Göztepe'de Merdivenköy mevkiinde parça parça satılacak araziden okul için Şehremaneti'nce bir yer ayrılıp çapının bildirilmesi gerektiği.			
Tarih: 20/N /1319 (Hicrî)	Dosya No:596	Gömlek No:23	Fon Kodu: MF.MKT.
Göztepe'de Merdivenköy civarında bazı şahısların tasarrufunda olup satılacak olan araziden okul yeri ayrılıp haritasının da gönderilmesinin Şehremaneti'ne bildirilmesi			
Tarih: 20/Ra/1320 (Hicrî)	Dosya No:530	Gömlek No:35	Fon Kodu: DH.MKT.
Kadıköy Göztepe'de Mehmedefendi namıyla bir mahalle teşkili.			
Tarih: 29/Z /1320 (Hicrî)	Dosya No:46	Gömlek No:105	Fon Kodu: Y..PRK.AZJ.
Erenköy ciheti Göztepe mevkiinde Hazine-i Hassa'ya ait ziraate elverişli arazinin ihsanı isteği.(tt)			
Tarih: 26/Ca/1320 (Hicrî)	Dosya No:1911	Gömlek No:143305	Fon Kodu: BEO
Ticaret ve Nafia Nazırı paşa hazretlerinin Erenköy'de inşaa ettirdiği Mescid-i Şerifin, Cülus-ı Hümayun-ı Hazret-i Padişâhiye müsadif rûz-ı firûz da küşadı. (Evkaf)			
Tarih: 18/Za/1321 (Hicrî)	Dosya No:34	Gömlek No:2	Fon Kodu: Y..PRK.ZB..
Şehremini Rıdvan Paşa'nın Göztepe'deki köşküne gidişi.			
Tarih: 02/Ca/1321 (Hicrî)	Dosya No:743	Gömlek No:74	Fon Kodu: DH.MKT.
Göztepe'de Mamada Todori Efendi'nin tiyatrosuyla Kadıköy papazının bahçesi Mesire Tiyatrosu'nda idarece tasdik edilmemiş oyunların icrası için hazırlık yapıldığı ve ilanlar asıldığı anlaşıldığından gerekli tedbirlerin alınması.			
Tarih: 07/Ke/1324	Dosya No:329	Gömlek No:22	Fon Kodu: ZB.
Erenköy ve Göztepe taraflarında yapılan hırsızlıkların önlenmesi için Sahra-yı Kebir'de bir karakolhane ihdası.			
Tarih: 06/S /1324 (Hicrî)	Dosya No:501	Gömlek No:50	Fon Kodu: Y..A...HUS.
Rıdvan Paşa'nın katili ve lempaları.			
Tarih: 21/N /1327 (Hicrî)	Dosya No:1	Gömlek No:34	Fon Kodu: DH.EUM.VRK.
Göztepe'de Muhacirin Mahallesi'nde müste'ciren oturan Bolulu Hasan imzasıyla verilen arzuhal.			

Table B.06: List of Documents from Ottoman Archives on Suadiye and Bostancı districts

Tarih: 22/S /1303 (Hicrî)	Dosya No:969	Gömlek No:76588	Fon Kodu: İ..DH..
Bostancıbaşı karakolhanesiyle süvari hayvanlarına mahsus ahırın tamiri.			
Tarih: 15/M /1304 (Hicrî)	Dosya No:1005	Gömlek No:79439	Fon Kodu: İ..DH..
Başbüyük ve civarında kain bazı hastahane ile Bostancıbaşı civarında vaki karakolhanenin tamiri.			
Tarih: 22/Ş /1305 (Hicrî)	Dosya No:709	Gömlek No:8	Fon Kodu: ŞD.
Kartal kazasına tabi Başbüyük ve Erenköyü'nde Bostancı nam mahallerde kain olup eshabı taraflarından üzerlerine ebniye inşasına ruhsat verilmiş olan arazi icare-i müterakimesinin dahi beş kuruştan istihali hakkında. (Şehremaneti 3)			
Tarih: 24/Za/1305 (Hicrî)	Dosya No:1092	Gömlek No:85643	Fon Kodu: İ..DH..
Bostancıbaşı adındaki yerde ahşap bir iskele yapılmasına dair.			
Tarih: 28/Z /1309 (Hicrî)	Dosya No:1976	Gömlek No:67	Fon Kodu: DH.MKT.
Kartal belediyesine bağlı Eren (Erenköy), Nerdüban ve Küçükbakkal köyleriyle Kozyatağı ve Bostancı'nın temizliğine özen gösterilmesi talebi.			
Tarih: 06/R /1310 (Hicrî)	Dosya No:2015	Gömlek No:114	Fon Kodu: DH.MKT.
Kartal kazasındaki Bostancıbaşı köyünden bazı kişilerin resmi izin olmaksızın Cısr-i Derbend karyesi adında bir ihtiyar meclisi kurarak dolandırıcılık yoluyla halktan vergi toplamaya cüret ettikleri, bunun önlenmesi.			
Tarih: 20/R /1311 (Hicrî)	Dosya No:12	Gömlek No:43	Fon Kodu: Y..PRK.ZB..
Nafia Mektupçusu Said Bey'in Bostancı'da jandarma süvari karakolhanesini yıkarak köş inşası. Sadi Bey'in Londra'dan istimbol getirişi. Sadi Bey'in devlet erkanından bazı zevatı misafir edişi.			
Tarih: 21/S /1314 (Hicrî)	Dosya No:819	Gömlek No:61404	Fon Kodu: BEO
Kartal kazasının Bostancıbaşı nam mahalde ifraz edilen arazi-i muayyeneden ebniye inşa olunan mahallerinden hem mukataa ve öşr ve hemde emlak vergisi tahsil edilmekte olduğu. (Maliye)			
Tarih: 16/S /1320 (Hicrî)	Dosya No:511	Gömlek No:6	Fon Kodu: DH.MKT.
İstanbul'da, Bostancıbaşı mevkiinin önem kazanması ve düzenlenmesi işinde gayretleri görülen İmamzade Cemal Efendi'nin Mecidi ve Sarraf Misak Efendi'nin Osmanî nişanı ile taltifi.			
Tarih: 22/C /1320 (Hicrî)	Dosya No:583	Gömlek No:72	Fon Kodu: DH.MKT.
Kartal'da Bostancı adlı mahallin karye şekline tebdil edilmesiyle buradaki arazilerin sahiplerine ait senetlerin değiştirilmesi gerektiği ancak bu senetlerin değiştirilebilmesi için Kartal Belediye Mühendisliği'nden azledilmiş olan Kigork'un yanında bulunduğu bildirilen evrak ve defterlerin alınarak Defter-i Hakani Nezareti'ne gönderilmesi.			
Tarih: 02/Ş /1323 (Hicrî)	Dosya No:2677	Gömlek No:200733	Fon Kodu: BEO
Kartal kazasının İstasyon, Kokarpınar, Çatalçeşme ve Bostancıbaşı mahallesi mevkiilerinde bulunan altı kıtada altı bin küsur arazinin dahil-i kasaba ise Şehremaneti'ne haric-i kasaba ise Defter-i Hakani Nezareti'ne ait olduğu. (Defter-i Hakani, Dahiliye)			
Tarih: 11/N /1324 (Hicrî)	Dosya No:18	Gömlek No:1324/N-03	Fon Kodu: İ..DFE.
Kartal kazasına bağlı Bostancı adındaki yerin arazisinin parsellenerek bedel-i öşüre bağlanmasına ve haritasını yapmak için gönderilen memur ve katiplere verilecek maaşa dair.			
Tarih: 21/Ra/1325 (Hicrî)	Dosya No:1165	Gömlek No:58	Fon Kodu: DH.MKT.
Bostancı'dan itibaren Erenköy, Kozyatağı, Başbüyük, Maltepe, Kartal, Yakacık ve Pendik tarafları halk tarafından rağbet görerek birçok hane inşa edildiğinden; buralarının bir haritasının tanzimi hususunda gerekli muamelenin yapılması.			

Table B.06: Continued

Tarih: 26/L /1325 (Hicrî)	Dosya No:3198	Gömlek No:239802	Fon Kodu: BEO
Kartal'a tabi Bostancıbaşı namındaki mahalde Kavaklı Bayır'da yetmiş sekseni mütecaviz Hıristiyan tebea-i şahanenin taht-ı tasarruflarında bulunan araziye dair. (Defter-i Hakani, Şehremaneti)			
Tarih: 11/M /1327 (Hicrî)	Dosya No:1098	Gömlek No:20	Fon Kodu: MF.MKT.
Mekteb-i Mülkiye mezunu Hüseyin Sami Bey ile Bostancı Mahallesi İmamı Asitaneli Ali Efendi'ye zükur ve inasa mahsus "Bostancı Keleş Hürriyet Mektebi" açmaları için ruhsat verildiği.			
Tarih: 29/Ş /1327 (Hicrî)	Dosya No:10/-1	Gömlek No:51	Fon Kodu: DH.MUİ.
Bostancı Limanı'nın Belediye'ye terk edilmesi.			
Tarih: 26/C /1328 (Hicrî)	Dosya No:3774	Gömlek No:283032	Fon Kodu: BEO
Bostancı'da beyne'l-ahali iane ile küşadına teşebbüs edilen mekteb-i ibtidai için, orada bulunan ve icar edileceği istihbar olunan jandarma karakolhane ve müştemilatının terk ve teberru edilmesi istidası. (Maliye)			
Tarih: 20/Ş /1328 (Hicrî)	Dosya No:1483	Gömlek No:1328/Ş-18	Fon Kodu: İ..DH..
Kartal kazasına merbut Kavakbayırı nam mahalde teşekkül eden mahallenin Başbüyük karyesinden ayrılarak Bostancı Yenikarye namıyla isimlendirilmek üzere ayrıca bir karye yapılması.			
Tarih: 10/S /1330 (Hicrî)	Dosya No:3997	Gömlek No:299703	Fon Kodu: BEO
Merkezi Dersaadet'te olarak Maltepe ile Bostancı arasında kain ve şimendifer boyunda ve deniz kenarında vaki arsada bir fabrika tesisiyle tuğla ve kiremit imal ve fûruht etmek üzere Maltepe'de Kiremit ve Tuğla Fabrikası Osmanlı Anonim Şirketi ünvanı altında bir şirket teşkiline ruhsat itası. (Ticaret ve Ziraat)			
Tarih: 25/Ra/1332 (Hicrî)	Dosya No:2	Gömlek No:94	Fon Kodu: DH.İ.UM.EK.
İçeren köyünden ayrılarak Bostancı ve Suadiye isimleriyle iki yeni mahalle teşkili.			

**LIST OF DOCUMENTS FROM TURKISH REPUBLIC DIRECTORATE OF THE
ARCHIVES OF THE PRIME MINISTRY
REPUBLIC ARCHIVES**

Table B.07: List of Documents from Republic Archives

Tarih: 9/12/1890	Sayı:	Dosya: 34Su2	Fon Kodu: 230..0.0.0	Yer No: 62.1..2.
Kandilli'den Erenköy'e kadar olan yerlere su verilebilmesi için kurulacak olan Anonim Şirket'e ait nizamnamenin kabul edildiği.				
Tarih: 20/6/1895	Sayı:	Dosya: 345	Fon Kodu: 230..0.0.0	Yer No: 115.16..5.
Erenköy ve civarının kanalizasyon planları.				
Tarih: 10/6/1896	Sayı:	Dosya: 34T363	Fon Kodu: 230..0.0.0	Yer No: 95.39..1.
Üsküdar, Kadıköy ve Erenköy cihetlerinde gazla çalışan tramvay tesisine dair yazışmalar.				
Tarih: 4/4/1897	Sayı:	Dosya: 34Su10	Fon Kodu: 230..0.0.0	Yer No: 62.3..4.
Üsküdar-Kadıköy Su Şirketi tarafından Erenköy civarına dönecek su borularına ait proje.				
Tarih: 13/4/1897	Sayı:	Dosya: 34Su11	Fon Kodu: 230..0.0.0	Yer No: 62.3..5.
Üsküdar-Kadıköy Su Şirketi tarafından, Erenköy yakınından geçen demiryolunun sol tarafındaki sokaklara dönecek su borularını gösteren haritalar hakkında.				
Tarih: 14/9/1916	Sayı:	Dosya: 34Su86	Fon Kodu: 230..0.0.0	Yer No: 64.15..6.
Haydarpaşa'dan maltepe ve Bostancı'ya kadar dönecek su borularına ait haritaların tadilat için Bayındırlık Bakanlığına gönderildiği.				
Tarih: 4/4/1922	Sayı:	Dosya: 34T372	Fon Kodu: 230..0.0.0	Yer No: 95.41..1.
Üsküdar-Kadıköy, Kadıköy-Suadiye-Fenerbahçe, Üsküdar-Kısıklı-Alemdağ tramvay hatlarına ait yazışmalar.				
Tarih: 28/6/1923	Sayı: 2546	Dosya:	Fon Kodu: 30..18.1.1	Yer No: 7.22..7.
Üsküdar-Kadıköy Su Şirketi temsilcisi ile Nafia Vekaleti arasında yapılan görüşmelerde varılan anlaşmanın tasdiki.				
Tarih: 10/6/1923	Sayı: 2505	Dosya: 250-6	Fon Kodu: 30..18.1.1	Yer No: 7.20..6.
İstanbul ve Anadolu sahillerinde bir tramvay şirketi kurmak isteyen Omniyum Doantrpriz Şirketi'nin hiçbir müktesep imtiyaz hakkı olmadığı, imtiyaz için yeniden başvuru yapılması.				
Tarih: 5/8/1923	Sayı: 2639	Dosya:	Fon Kodu: 30..18.1.1	Yer No: 7.26..20.
Üsküdar-Alemdağ elektrikli tramvay hattını kuracak şirketle, Nafia Vekaleti arasında kararlaştırılan şartname ve sözleşmenin tasdiki.				
Tarih: 11/10/1923	Sayı: 2839	Dosya: 84-4	Fon Kodu: 30..18.1.1	Yer No: 7.37..2.
24.10.1298 tarihli Ebniye Kanunu'nun 16. maddesindeki arsa satışları ile ilgili maddenin değiştirilmesi.				
Tarih: 23/1/1924	Sayı: 187	Dosya:	Fon Kodu: 30..18.1.1	Yer No: 8.48..11.
İstanbul Belediyesi ile Üsküdar ve Kadıköy Havagazı Şirketi arasındaki sözleşmenin yeniden onaylanması.				

Table B.07: Continued

Tarih: 28/4/1924	Sayı: 495	Dosya:	Fon Kodu: 30..18.1.1	Yer No: 9.24..12.
Üsküdar-Kadıköy Su Şirketi'yle Nafia Vekaleti arasında 18.6.1339 tarihinde yapılan anlaşmaya bazı maddelerin eklenmesi.				
Tarih: 27/8/1924	Sayı: 850	Dosya:	Fon Kodu: 30..18.1.1	Yer No: 10.42..6.
Üsküdar ve Kadıköy havagazı ek sözleşmesiyle, elektrik sözleşmesi ve şartnamesinin kabulü.				
Tarih: 30/12/1926	Sayı:	Dosya: 1623	Fon Kodu: 30..10.0.0	Yer No: 157.102..3.
İstanbul Havagazı ve Elektrik Şirketi ile İstanbul Belediyesi arasındayapılan anlaşma.				
Tarih: 1/1/1928	Sayı: 6016	Dosya:	Fon Kodu: 30..18.1.1	Yer No: 27.72..6.
Üsküdar-Kısıklı ve Kısıklı-Ademdağı tramvay hattı imtiyazının İstanbul Şehremaneti'ne devir işleminin tasdiki.				
Tarih: 19/2/1928	Sayı: 6202	Dosya:	Fon Kodu: 30..18.1.1	Yer No: 27.81..17.
Üsküdar-Kısıklı-Alemdağı Halk Tramvayları TAŞ'nin kurulmasına izin verilmesi.				
Tarih: 30/11/1928	Sayı:	Dosya: 34Su247	Fon Kodu: 230..0.0.0	Yer No: 67.37..8.
Erenköy ve Göztepe'ye muntazam olarak su verilmesi için, yüksek bir hazine veya tulumba ile su tazyikinin artırılması gerektiği.				
Tarih: 12/12/1928	Sayı: 7412	Dosya:	Fon Kodu: 30..18.1.2	Yer No: 1.8..2.
Anadolu Demiryolu ile Mersin-Tarsus Demiryolu ve Haydarpaşa Limanı tesisatının ve bu şirketlere ait borç senetleri ve tahviller ile menkul ve gayrimenkul malların satın alınması.				
Tarih: 12/6/1929	Sayı: 8103	Dosya:	Fon Kodu: 30..18.1.2	Yer No: 4.33..11.
Üsküdar-Kadıköy ile Beykoz ve Anadolu Fenerine kadar elektrikli tramvay hatlarının inşaatı ve işletilmesine ait sözleşmenin kabulü.				
Tarih: 18/8/1930	Sayı: 9842	Dosya: 84-17	Fon Kodu: 30..18.1.2	Yer No: 13.56..7.
1580 sayılı Belediye Kanunu'nun İstanbul Belediyesine de tatikine dair hazırlanan tüzüğün yürürlüğe konması.				
Tarih: 7/1/1931	Sayı: 10472	Dosya:	Fon Kodu: 30..18.1.2	Yer No: 17.1..17.
Kadıköyü İttihat Spor Sahası'nın 10 yıl süreyle Fenerbahçe Kulübü'ne kiraya verilmesi.				
Tarih: 31/1/1932	Sayı: 12183	Dosya: 148-35	Fon Kodu: 30..18.1.2	Yer No: 25.5..20.
Altınordu İdman Yurdu'na kiraya verilmiş olan Kadıköy'ndeki vakıf arazisi olan Yoğurtçu Çayırı'nın 3 yıl müddetle İdman Yurdu'na tekrar kiralanması.				
Tarih: 21/8/1932	Sayı:	Dosya: 34E911	Fon Kodu: 230..0.0.0	Yer No: 53.87..6.
01.10.1932 tarihinden 01.08.1932 tarihine kadar Kadıköy-Göztepe arasında tesis edilen alçak gerilimli kablo ve hava-i hat planı.				
Tarih: 8/2/1933	Sayı:	Dosya: 835	Fon Kodu: 30..10.0.0	Yer No: 81.533..5.
İstanbul için yapılacak imar planının müsabaka yoluyla tesbiti amacıyla hazırlanan kanun teklifi.				
Tarih: 13/3/1933	Sayı:	Dosya: 35E40	Fon Kodu: 230..0.0.0	Yer No: 119.14..6.
Göztepe'de Cavit Paşa sokağı elektrik hava hattı projesi.				

Table B.07: Continued

Tarih: 30/4/1933	Sayı: 14300	Dosya: 243-130	Fon Kodu: 30..18.1.2	Yer No: 36.32..3.
İstanbul'un imar planının yapılması için uzmanların getirilmesi ve bunlar için 25 000 liralık döviz harcamasına izin verilmesi.				
Tarih: 5/6/1933	Sayı:	Dosya:34E448	Fon Kodu: 230..0.0.0	Yer No: 36.48..4.
Fenerbahçe'de Sent Oğüst Kilisesi bahçesindeki 540 numaralı trafo merkezinin planı.				
Tarih: 5/6/1933	Sayı:	Dosya:34E715	Fon Kodu: 230..0.0.0	Yer No: 45.69..7.
Feneryolu Yaverağa sokak hava-i hat planı.				
Tarih: 5/6/1933	Sayı:	Dosya:34E716	Fon Kodu: 230..0.0.0	Yer No: 46.70..1.
Kurbağalıdere Nazıfbey sokak hava-i hat planı.				
Tarih: 5/6/1933	Sayı:	Dosya:34E720	Fon Kodu: 230..0.0.0	Yer No: 46.70..5.
Kadıköy Yoğurtcu ve Çayır sokakları hava-i hat planı.				
Tarih: 5/6/1933	Sayı:	Dosya:34E721	Fon Kodu: 230..0.0.0	Yer No: 46.70..6.
Suadiye Arapzade mntıkası hava-i hat planı.				
Tarih: 15/3/1934	Sayı: 10334	Dosya:	Fon Kodu: 30..11.1.0	Yer No: 85.6..16.
İstanbul'un Küçükbakkal Köyünün Erenköy nahiyesine bağlanması.				
Tarih: 28/4/1934	Sayı:	Dosya: 2289	Fon Kodu: 30..10.0.0	Yer No: 191.310..9.
Akay İdaresinin satınaldığı 69 ve 70 numaralı Vapurlara Göztepe ve Erenköy isimlerinin verilmesi.				
Tarih: 6/4/1935	Sayı:	Dosya: 8433	Fon Kodu: 30..10.0.0	Yer No: 82.537..1.
Şehircilik uzmanı Jacques H. Lambert'in, İsmet İnönü'ye Paris'ten gönderdiği İstanbul'un şehir planı için rapor.				
Tarih: 5/3/1935	Sayı: 21242/	Dosya: 243-188	Fon Kodu: 30..18.1.2	Yer No: 52.17..1.
Yalova kaplıcaları için uzman Hanry Prost'un getirilmesi.				
Tarih: 24/1/1936	Sayı: 11928	Dosya:	Fon Kodu: 30..11.1.0	Yer No: 101.3..9.
İstanbul Göztepe'de boş bulunan arsaların mevcut planlara uygun olarak bölünmesi.				
Tarih: 27/1/1937	Sayı: 59132/	Dosya:	Fon Kodu: 30..18.1.2	Yer No: 71.6..20.
İstanbul şehir planını yapacak olan uzman Prost'a 150 000 franklık döviz verilmesi.				
Tarih: 2/6/1937	Sayı: 67422/	Dosya: 163-48	Fon Kodu: 30..18.1.2	Yer No: 75.47..14.
Üsküdar ve Kadıköy Türk Anonim Su Şirketi'nin satın alınması.				
Tarih: 7/4/1938	Sayı: 84492/	Dosya: 243-305	Fon Kodu: 30..18.1.2	Yer No: 82.25..10.
İstanbul'un imar planını yapan Fransız tebasından Prost'un bu planın uygulanması işlerinde çalıştırılması.				

Table B.07: Continued

Tarih: 26/10/1938	Sayı: 97582/	Dosya: 158	Fon Kodu: 30..18.1.2	Yer No: 84.90..13.
İstanbul Tramvay ve Tünel Şirketi ile Havagazı ve Elektrik Teşebbüsatı Sınaiye TAŞ'nin Yedikule ve Kadıköy Havagazı Müesseselerinin satın alınması için Nafia Vekaleti'ne yetki verilmesi..				
Tarih: 26/1/1939	Sayı: 14590	Dosya:	Fon Kodu: 30..11.1.0	Yer No: 128.2..13.
İstanbul Göztepe'deki Halil Sedes, Hayri ve Tevhide İpar'a ait tarlalardan yol açılmasına Ebniye Kanunu gereğince izin verilmesi..				
Tarih: 21/4/1939	Sayı:	Dosya: 13.BÜRO	Fon Kodu: 490..1.0.0	Yer No: 1723.1006...
İstanbul'un Yeşilköy, Emirgan, Küçüküsu, Alemdar, Suadiye, Cerrahpaşa, Göztepe, Kumkapı ve Şehzadebaşı semtlerinde bulunan, Partiye ait gayrimenkuller.				
Tarih: 7/6/1939	Sayı: 14921	Dosya:	Fon Kodu: 30..11.1.0	Yer No: 131.18..20.
İstanbul Kadıköy'deki Fuat Paşa arsası adıyla bilinen arazinin ifraz muamelesi.				
Tarih: 28/3/1940	Sayı: 15702	Dosya:	Fon Kodu: 30..11.1.0	Yer No: 138.11..7.
İstanbul-Suadiye'deki Melek'e ait arazinin mahalle haline getirilmesiyle ilgili kararın tasdiki.				
Tarih: 3/4/1940	Sayı: 132092/	Dosya: 46-329	Fon Kodu: 30..18.1.2	Yer No: 90.32..9.
İstanbul Bostancı'da yaptırılacak iki adet cephaneliğin pazarlıkla yaptırılması.				
Tarih: 16/12/1946	Sayı: 3/5084	Dosya: 10-257	Fon Kodu: 30..18.1.2	Yer No: 112.79..9.
İstanbul-Erenköy Sahra Yapı Kooperatifinin kurulmasına izin verildiği.				

APPENDIX C

REPRESENTATIONS OF SUBURBS OF KADIKÖY IN THE PAINTINGS DURING THE LATE OTTOMAN PERIOD



Figure C.01: *Erenköy'den Görünüm* by Şeker Ahmet Ali Paşa (1841-1907).
(source: Tansuğ, 2008: 57)



Figure C.02: *Erenköy'den Köşk* (1909-1911) by Hüseyin Zekai Paşa (1860-1919).
(source: Sabancı Museum Collection)



Figure C.03: *Bostancı Deniz Hamamı* (1906) by Halil Paşa (1857-1939)



Figure C.04: *Bostancı Deniz Hamamı* (1913) by Halil Paşa (1857-1939)



Figure C.05: *Bostancı'da Aile* by Halil Paşa (1857-1939)



Figure C.06: *Bostancı Sahilde Gezinti* by Halil Paşa (1857-1939)

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Master of Science, 2005
Middle East Technical University, Faculty of Architecture, Department of Urban Design, Ankara
Bachelor of Architecture, 1999
Gazi University, Faculty of Engineering and Architecture, Department of Architecture, Ankara
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WORK EXPERIENCE

Architect, Öncüoğlu+ACP Architecture-Planning, İstanbul
2007-2012
Research Assistant, “Environmental History of Turkish Modernization: Ankara 1923-1960”, Project Supervisor: Prof. Dr. G. A. Sargın, Ankara
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Student Assistant, “Reconstruction Project of Information and Documentation Center” (BAP.), Project Supervisor: Prof. Dr. G. A. Sargın, Faculty of Architecture, Middle East Technical University, Ankara
2005
Project Member, Urban Design Studio, Middle East Technical University, Ankara
2001-2002
Architect, Karaaslan Office of Architecture, Ankara
1999-2001
Intern Architect, Karaaslan Office of Architecture, Ankara
1998-1999

FOREIGN LANGUAGES

Advanced English; Basic Russian

AWARDS

Honourable Mention, 1999
Archiprix, National Competition of Graduation Projects, “Mixed-use Center in Ankara”

PUBLICATIONS

- 2013 “*Sayfiye: Reconceptualizing the Transformation of Nature into the City on the Anatolian Side of İstanbul*”, International Association for Aesthetics Conference Proceedings.
- 2010 “*Gayrimenkul Projelerinin Kent ve Mimarlık İlişkisindeki Rolü: İstanbul Büyükdere Caddesi*”, Türkiye’de Kent ve Rant. Sargın.G.A. (ed) Mimarlık Bülten / Dosya 10.1, p. 10-15.
- 2009 “*Contemporary Retail Space: Hybrid Shopping Centers*”, Yeni Mimar Gazetesi.

2006 “Hyper-tourism on the Mediterranean Riviera of Turkey”, Re-Imagining Architectural Practice, AlSayyad, N. (ed), IASTE Conference Working Paper Series, vol. 192.

1997 Aras, E. and Esen, S., “Yamaçevler Sitesi”, Yapı Dergisi, vol.191.

CONFERENCE PRESENTATIONS

2012 “*Sayfiye*: Reconceptualizing the Transformation of Nature into the City on the Anatolian Side of İstanbul”, International Association of Aesthetics Conference (IAA) Bologna-Italy, June 30th -July 2012.

2010 “Historical Cities and Modernization: Urban Morphology and Identity of Aleppo”, 17th International Seminar on Urban Form (ISUF) Hamburg-Germany, August 20th -23th 2010.

2006 “Hyper-tourism on the Mediterranean Riviera of Turkey”, 10th International Conference of International Association for the Study of Traditional Environments (IASTE), Hyper-traditions, Bangkok-Thailand, December 15th -19th 2006.

EXHIBITION

İstanbul: Urban Costume, İstanbul Design Biennale, 2012

Participating Project at İstanbul Design Biennale, organized by İstanbul Foundation for Culture and Arts, İstanbul-Turkey, October 13th –December 12th 2012.

HOBIES

Yoga, Acrylic Painting