



SUGGESTIONS FOR URBAN TRANSFORMATION THROUGH TWO APPLICATIONS IN ANKARA, THE CAPITAL OF TÜRKİYE

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Abstract: Cities resembling living organisms are dynamic places that constantly change, either positively or negatively. Urban transformation is a multifaceted process with economic, social, and cultural impacts, and it should trigger socio-economic change and transformation in a positive direction. This interaction between the city and urban transformation has also been integrated with relevant laws regulating the transformation. Urban transformation, which is a complex process in itself, draws from various related processes that have been ongoing since the past. The aim of the study is to examine the factors that play a role in the change and transformation of cities, their historical development, and legal regulations by analyzing the subject through two urban transformation examples in Ankara. In this context, Altındağ, which is the first region where gecekondu settlements began in Türkiye and the North Ankara Entrance Urban Transformation Projects, which marked the first urban transformation initiated by a law, were examined.

Keywords: Urban transformation, Urban design, Urban space, Urban transformation legislation, Squatting

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1. Introduction

Cities can be thought of as living mechanisms in which human life and activities are woven into their tissues. These mechanisms are the basis for almost everything related to human beings, from commercial and industrial activities to social and cultural activities (Özel and Kılıçaslan, 2021). As activities increase, cities become more complex. The increase in activities is directly proportional to the development of humanity in history and the increase in population. In this context, the phenomenon of migration from rural to urban after the industrial revolution, which has an important place in the development of humanity in Europe, has increased the population of cities. In Türkiye, on the other hand, in parallel with the delay in industrialization, population agglomerations began to be observed in the cities at later times, especially in the Republican Period that started in 1923 and afterwards. In some other developing countries, similar situations started to be seen only towards the end of the last century. Therefore, it is possible to compare the early models of these countries on the subject by analyzing Türkiye and Ankara, the first city where squatting started in Türkiye.

However, this article aims not only to examine urban transformation projects in Ankara but also to provide an international perspective and learn from international experiences. Comparing Ankara with major cities in other countries and understanding different approaches to urban transformation experiences in different geographical regions are important. After all, urban

transformation involves common challenges encountered in many regions of the world. For example, various population censuses conducted at different times in Ghana have shown that the urban population has been steadily increasing since the 1960s. The 1960 population census revealed that out of Ghana's 6.7 million population, 1.5 million lived in urban areas (Oosterbaan et al., 2012). By 2005, the proportion of people living in urban areas had increased to 47.8%, and it is estimated to reach approximately 60% by 2025 (United Nations, 2007). Understanding how different countries with different geographical locations, such as Türkiye and Ghana, have tackled similar problems can provide internationally shareable knowledge. Both Ankara and the capital of Ghana, Accra, face challenges related to their growing populations and urban sprawl. Therefore, both regions require urban transformation projects. Both Ankara and Accra have common issues like infrastructure deficiencies. Urban transformation projects in both regions involve public resources, and both believe that state institutions should support and finance these projects. All of this is also applicable to India's National Capital Territory (NCT), which, in addition to being similar to Ankara in terms of being a major capital region, had a significant rural-urban divide. At the beginning of the century, the NCT with a 62.5% urbanization rate was one of the largest rural-urban regions in the world. While India's gross domestic product (GDP) increased by 52% from 2005 to 2010, the NCT's GDP increased by 67% (NCRPB, 2013). Despite



having a 3.8% share of the population and occupying only 1% of the land area, the NCT contributed 7.1% to India's GDP from 2009 to 2010 (NCRPB, 2013). The NCT is an attractive destination for migrants due to various employment opportunities it offers. A similar situation was true for Ankara, especially in the early years of the Republic. Despite these similarities, Ankara is the capital of Türkiye and is located in the interior regions, while India's NCT is located in the northern part of India. Ghana, on the other hand, is a country in West Africa, and its capital, Accra, is located on the coast of the Atlantic Ocean. These three capitals are situated in entirely different geographical regions. The fact that all these capitals have different cultural and social dynamics may lead to differences in the implementation of urban transformation projects. Project sizes and scopes can also influence differences among projects in each region. However, providing a comparative perspective is beneficial for better understanding urban transformation practices and drawing lessons for future projects. Such comparisons are essential for addressing the universal challenges of urban transformation. Especially the fact that Türkiye's capital, Ankara, played a significant role in solving the "gecekondu" (shanty town) problem with Türkiye's first housing cooperative and urban transformation applications, as well as being the place where the first law on urban transformation was enacted, makes the examination of Ankara on this subject important. These examinations will also be significant for capitals, metropolises, and megacities around the world, which exhibit both similar and different characteristics.

Urban transformation practices, which gained value with the many legal regulations put into effect especially after 2004 in Türkiye, are important in terms of ensuring the peace and welfare of the people and the correct use of the public budget. Land and zoning regulations are needed in terms of legal and technical aspects for urban transformations that will provide solutions to urban problems in Türkiye. Providing economic resources, making applicable zoning plans, equitable distribution and registration of new properties are important for urban transformations (Ülger, 2011). In addition, urban transformation aims to respond to the needs of cities, to use the existing space efficiently, to increase urban welfare, to ensure sustainability and to create social participation for all of these. Urban transformation, which is a multi-actor process, requires the partnership of not only the public and private sectors, but also the local people for the success of a project, together with new technologies and developments in scope. For these reasons, urban transformation is an important phenomenon not only economically, but also socially and culturally.

Since urban transformation projects are supported by both national and international funds, it is necessary to determine the basis of the projects and to determine the needs for transformation correctly. Making these determinations and determinations depends on the deep

assimilation of the city and urban transformation culture. Such an internalization is possible with technically and legally specialized staff who can criticize the relevant issues. Because urban transformation is a multidisciplinary field with important extensions both in social sciences and in various branches and sub-branches. Real success with the least possible mistakes in all reflections can only be achieved by having a complete and clear understanding of the subject. Knowing the history of urban transformation and the relevant legislation makes an important contribution to developing this understanding. In this context, Nigel Taylor (1998) discusses urban planning theories and practices from 1945 to the present day. He provides comprehensive information about the historical development and theoretical foundations of urban transformation. Peter Roberts and Hugh Sykes (1999) aimed to provide a broad perspective on urban renewal and addressed various aspects of urban transformation. This work, composed of chapters by different authors, focuses on the revitalization, transformation, and improvement processes of cities. Topics include urban planning, social issues, economic factors, environmental sustainability, and public policies. The book is designed as a resource for academics, planners, policymakers, and urban development professionals who want to understand the processes from the design to the implementation of urban renewal projects. It explains key concepts, discusses different approaches, and presents real-world examples. It also examines the societal impacts and outcomes of these processes. Hoch et al. (2000) discussed the planning processes of local governments and provided practical applications and examples related to urban transformation projects. Beatley and Wheeler (2004) organized studies focusing on sustainable urban transformation and planning, addressing environmental and social sustainability perspectives. In his work, Moughtin (2007) deals with the physical aspect of urban transformation, urban design. He examines the planning and design of squares and public spaces and provides ideas on how these areas can be rearranged. The work by LeGates and Stout (2011), which includes a compilation of articles on urban planning and urban transformation, serves as a versatile source due to the different perspectives of various authors on the topic. Sclar et al. (2013) examines how urban transformation projects can be related to health, housing, and climate change. Fainstein (2014) addresses the concept of justice in urban planning. She explores how urban transformation projects can affect social justice and how planning processes can contribute to this goal. Leigh and Blakely (2016) focus on the economic dimension of urban transformation, providing information on local economic development strategies and planning. Fawcett (2016) examines the effects of urban transformation on human health and well-being, as well as the relationships between health and planning. Ratcliffe et al. (2021) discuss how urban planning and

real estate development work together and address topics related to the financing and execution of urban transformation projects. Jacobs (2011) focuses on the impact of urban transformation projects on neighborhood life and resident participation.

In the literature, the critical approaches of Jacobs (2011), a prominent scientist who lived between 1916 and 2006, still hold value. Escapes from the city center and the dynamics of change and transformation are her fundamental areas of interest. Jacobs has contributed to urban planning literature with her views on topics such as the organic growth of cities, local economy, community interaction, and street design. By criticizing traditional urban planning approaches, she emphasizes factors such as street design, diversity, and urban density for the healthy growth and sustainability of cities. Jacobs (2011), who has a critical perspective on urban transformation projects, often focuses on how urban planning processes affect local communities and how interventions are made in the organic growth of cities. According to her, urban transformation projects often reduce diversity, negatively impacting the liveliness and sustainability of cities. She emphasizes the need for projects to be planned according to the needs and expectations of the affected communities, and suggests that the active involvement of community members in the process can contribute to the success of projects. Nevertheless, urban transformation projects often hinder organic growth and can artificially shape cities. She highlights the importance of street design and pedestrian-focused planning in urban transformation. She argues that large projects pose the risk of disrupting the local fabric, dispersing communities, and compromising the unique character. The historical and cultural heritage of cities should not conflict with urban transformation projects but should be preserved. Jacobs (2011) views have laid the foundation for modern approaches in urban planning that focus on participation, diversity, and sustainability. However, it is important to remember that each city is unique, and the success of urban transformation projects is possible when approached in accordance with local conditions and community needs.

Contrary to Jacobs (2011) critical perspective, some scholars and experts who advocate for large-scale urban renewal projects have often argued that urban transformation projects can be advantageous for cities by focusing on factors such as urban restructuring, growth control, infrastructure improvements, and economic revitalization. However, it is important to note that urban renewal projects are complex and multidimensional, encompassing various views from different experts and communities. Therefore, there may be many scholars expressing supportive or advocacy views on the subject, but these views generally vary depending on the specific context and goals of the project. For example, Robert Moses, an influential city planner in New York, led major infrastructure projects and advocated for urban

transformation (Caro, 1975). Le Corbusier (1923), a renowned French architect and urban planner, is known for his modernist design and views on large-scale urban renewal projects. Economist and urban planning expert Glaeser (2011) has supported urban renewal projects that promote city growth and economic revitalization. Economist Romer (1990) emphasized city planning and infrastructure projects to encourage urban growth and demonstrated how such projects could contribute to economic development. American economist and urban planning expert Florida (2002) is recognized for his views supporting the attraction of creative classes and encouraging urban renewal in cities. Danish architect and urban planner Gehl (2010) approached urban areas with a perspective highlighting the importance of human-centered planning. Lerner (2014), a Brazilian architect and urban planner, is a pioneering figure in urban renewal projects and sustainable urban designs. Known as a Colombian politician and urban planner, Peñalosa (2012) advocated for urban renewal by emphasizing the importance of public spaces and supporting sustainable solutions such as bicycle lanes. Koolhaas (1997), a Dutch architect and theorist, is known for his views on how large urban projects can contribute to the transformation of cities.

Urban transformation is a process that has direct social and cultural effects. For this reason, legal legislation is shaped by relevant social and cultural influences. Urban transformation is not only limited to rehabilitating existing structures, but also includes the creation of new settlements. In this context, in this study, the relationship between urban transformation and urban planning has been tried to be embodied through the examples in the city of Ankara. The aim of the study is to analyze the historical development and legislation of urban transformation in Türkiye with projects made specifically for Ankara, and to contribute to the assimilation of urban transformation and to increase the understanding of urban transformation. For this purpose, the issues to be considered and done in urban transformation studies have been tried to be summarized in short articles through the projects examined.

In this context, the main aim of this article is to examine the concept of urban transformation, particularly in the context of Türkiye's capital city, Ankara, and to analyze factors such as historical developments contributing to change and transformation in cities and legal regulations associated with urban transformation. Essentially, the article aims to provide insights into the complex process of urban transformation and its multifaceted impacts on economic, social, and cultural aspects. Within this scope, this study emphasizes the dynamic nature of cities, which resemble living organisms and play a central role in various activities, while also addressing the historical background of urbanization in Türkiye, with a focus on the repercussions of population growth in Ankara as an example reflecting global trends. The historical context of urban transformation in Ankara is examined,

emphasizing the emergence of slum issues as a phenomenon and subsequent legal and cooperative initiatives to address this problem. The importance of legal and zoning regulations, as well as proper planning and resource allocation, is significant in urban transformations that have economic and social impacts. Urban transformation exhibits a multidisciplinary nature, drawing contributions from various social sciences and technical disciplines. This study underscores the need for expertise and a comprehensive understanding to grasp the essence of the subject. In this context, the interaction between urban transformation and urban planning is examined, highlighting their interconnectedness and importance in achieving sustainable urban development. Global trends in urban transformation are briefly mentioned, with examples from other countries such as India, Ghana, and China, underscoring the common challenges faced by cities in the Global South and East. The challenges resulting from rapid urbanization encompass issues related to housing, infrastructure, and public spaces. Dealing with urban sprawl requires active participation from individuals, and government institutions often play a critical role in facilitating this participation, particularly in terms of financing and regulation. This study advocates for considering cultural and social aspects alongside market-oriented activities in urban transformation, promoting a holistic approach that respects the spirit and identity of the city. This article focuses on Ankara as a case study while aiming to provide an examination of urban transformation that extracts insights from global experiences. Therefore, it addresses the multidimensional aspects of urban transformation, including legal, economic, social, and cultural factors.

This study analyzes the Atıfbey, Hıdırlıktepe, İsmetpaşa Urban Transformation and Development Projects, as well as the North Ankara Entrance Urban Transformation Project, in Ankara through various parameters and success criteria, aiming to assess the successes and weaknesses of these projects. The selection rationale, similarities, and differences of these projects can be summarized as follows:

Both projects are of great importance because they are carried out in Ankara, the capital and a major metropolitan city in Türkiye, where urban transformation projects hold significant significance. Both projects address the transformation of suburban areas and slum areas, involving common challenges such as infrastructure deficiencies, social issues, and environmental problems. Both projects are fundamentally related to the city's growth and increased housing demand due to rapid population growth and migration in Ankara. Both projects prioritize urban transformation with the aim of revitalizing the city by transforming suburban areas. Both projects involve public resources, with government institutions supporting and financing these projects. While the Atıfbey, Hıdırlıktepe, İsmetpaşa projects are smaller in

scale, the North Ankara Entrance project covers a larger area, representing a significant difference in project size. Although the North Ankara Entrance project covers a larger transformation area, it faces fewer property ownership issues compared to the Atıfbey, Hıdırlıktepe, İsmetpaşa projects. Both projects involve public resources, but the North Ankara Entrance project has more participation from the private sector, making its financing more complex. Public participation and the collection of public opinions differ between the two projects, with the North Ankara Entrance project placing more emphasis on considering public views, resulting in higher public satisfaction. These projects address similar fundamental problems but differ in aspects such as size, property structure, financing approach, and public participation.

Some conclusions drawn from this study can be summarized as follows:

Results of the Atıfbey, Hıdırlıktepe, İsmetpaşa Projects: These projects faced initial problems due to insufficient planning and comprehensive public participation. The absence of private sector involvement and heavy reliance on public funds increased costs and delayed returns on investments.

The projects' lengthy duration and unresolved issues indicate their lack of success.

Results of the North Ankara Entrance Project: This project, initiated by a unique law in Türkiye, aimed to transform the northern entrance of Ankara, significantly improving the city's appearance and infrastructure by reducing the distance between the city and the airport. However, the project's heavy reliance on public funds and limited private sector participation increased costs and delayed returns. The project has been criticized for favoring certain segments of the population and disregarding environmental impacts.

Both projects underscore the importance of urban transformation but also exhibit shortcomings and failures. Factors such as public participation, private sector integration, and consideration of environmental impacts should be taken into account for future urban transformation projects to be more successful.

2. The Transformation of the Urban Concept in the Global South and East

Sennett (2007) defines the city as a human settlement where individuals can come together constructively, proactively and without creating a long-term relationship. Even in this environment, the shyness and indifference displayed by the city dwellers in their relationships can be seen as a way to defend themselves against the demands and expectations of others. (Salomone and Messina 2011). In the Global South and East, people are accustomed to living in small-scale settlements in a tighter web of relationships, influenced by the past rural and nomadic culture. For example, with the new century, rapid growth is observed in small urban

settlements in the Indian state of Delhi. Under the influence of the megacity, small settlements record the highest growth. The growth of small settlements shows that these settlements are not competing, but rather the Capital New Delhi has completed its growth. Due to the high cost of living, people live in neighboring settlements and travel to the Capital to work (Jain 2018). The growth of residential areas close to the state of Delhi complements Delhi's growth by providing cheap land and rental areas. In Ankara, the lands close to the center were not cheap, they were completely free. The first squatters started in the hilly areas close to the city center and formed small settlements of their own. With subsequent amnesties, these lands were donated to the slum owners. The implementation of the Delhi metro in the last fifteen years has further accelerated the pace of developments in these settlements. In Ankara, the occupied areas were already within walking distance of the city center. In Delhi state, the region is also preferred by companies, as there is low taxation compared to other states. Also, the administrative capital is concentrated in this region (Jain 2018). Industrialization had not even begun in Ankara, only being the capital city and being at the center of the administrative mechanism was enough to attract migration.

In Ghana, too, the urban built environment has changed significantly since the country began implementing macroeconomic reform policies in the 1980s. There is extensive conversion of residential units to commercial uses such as service workshops, retail and wholesale stores, especially in city centers and along major roads (Oosterbaan et al., 2012). For today's "fluid society" cities (Mazzette 2006) are reduced to "a place for the organization of individual desires fueled by the market and its rules" (Bauman 2002). As the philosopher Nancy (2002) writes, the city is perhaps the epitome of "liquidity": The city is primarily circulation, transport, oscillation, vibration. It refers from anywhere to anywhere and beyond itself: the outside is the receding, indefinite exterior of the city itself. Every urban space refers to other places and its presence is immanent in its reference. As urban anthropologist Hannerz (2001), the city is precisely for this reason, it is "the place where you find one thing and find another". However, the scarcity of public spaces for socializing in the city only increases the feeling of socialization (Salomone and Messina 2011). This is one of the issues to be considered in urban transformation. The shanty settlements, which started on the peripheries of the city and were outside, gradually began to be inside. These settlements must now be transformed according to the character of the city. However, this transformation cannot be constructed independently of the spirit of the city and the public space needs that will keep this spirit alive. In other words, a successful urban transformation must be able to get in touch with the spiritual realm of the human being. It is essential for the transformation to eliminate the lack of spirit that results from reducing the city to material

elements, to some places.

In reality, the big city offers the opportunity to experience different situations than we are accustomed to every day. Thus, the city enables an educational and cultural exchange of listening and participation (Salomone and Messina 2011). The city is essentially the creativity of homo civicus, whose strong individuality fosters frequent and deep interdependence relations with fellow humans and collective history. It is a living space for individuals who know how to embrace larger temporal gaps (Cesareo and Vaccarini 2006). There is a greater longing for personal fulfillment, for individual self-creation, all over the world today (Salomone and Messina 2011). Creative people love complexity. Therefore, creativity contradicts reductionism; and because it is the ability to find new questions and invent new solutions, it corresponds to a way of thinking that has been defined as the "discovery or invention of problems" (Monceri 2004). For this reason, reducing the transformation of the city to market activities and finance will always have unsuccessful and problematic results.

All areas of social and political governance that directly affect the lives of many people in the developing world have now long been covered by international institutions (Gopakumar, 2015). Today, increasing urban sprawl in most cities in developing countries continues to attract the attention of national and international organizations. However, efforts to control the spread are not fruitful. All strategies for controlling the spread will fail without the participation of people. Therefore, Olujimi (2009) proposed a people-oriented strategy to control urban sprawl in Nigerian cities, expecting it to be facilitated by government planning officials. In addition, it should be reminded that closing the housing deficit and urban transformation activities in Developing Countries are mostly done by borrowing from international organizations. For example, Soederberg (2015) shows how the Mexican state effectively created the mortgage-backed securities market in the early 2000s through a series of legal reforms and emerging institutions. In parallel, many studies point to the state-directed nature of financialization processes. For example, in Brazil, it has been reported that the State is trying to realize urban transformations through the financialization of housing (Klink and Denaldi, 2014; Pereira, 2017). It has been shown that banking activities feed urban renewal projects in Singapore (Lai and Daniels, 2015). It has been argued that the State has become a shareholder with the activities of urban transformation and creating mega-city zones in China (Wang, 2015). According to Yeşilbağ (2020), the state in Türkiye is directly involved in the housing-finance link by undertaking multiple functions. It does this through a public administration endowed with vast land resources and overarching powers. In this respect, the state acts not only as a regulator, but also as a developer and financier in housing markets. As Bayat (2012) says, neoliberalization, unlike its emergence in the West, has emerged through authoritarianism by

“non-liberal states” in many countries of the Middle East. Macroeconomic reforms and open-door policies have significantly impacted the built environments in countries in the Global South and East. This is most evident in the political and administrative capitals, which often serve as the economic centers of these countries (Oosterbaan et al., 2012). For example, the initiation of reform efforts in China accelerated urbanization rates (Zhang, 2002). Since reform programs began in developing countries, major cities have received investments in wholesale, retail and construction to meet the growing demand for commercial space (Oosterbaan et al., 2012). Bangkok's growth has brought with it negative environmental impacts (Setchell 1995). While Lagos, the former capital of Nigeria, grew significantly with the implementation of macroeconomic policies, it had to face sustainability issues (Barredo and Demicheli, 2003). Major cities of the Developing Countries have witnessed a significant physical-spatial expansion with their reform programs including urban renewal projects (Cohen, 2004). Dar es Salaam, the former capital of Tanzania, has grown significantly with land joining urban areas (Kombe, 2005). The major cities of the Middle East witnessed intense urban growth (Mitchell 1999). Bahria Town, the largest real estate development project in Pakistan, provided mass housing to high-income segments of the population. Bahria Town has built new luxury urbanized areas on the peripheries of Pakistan's major cities (Karachi, Lahore, Islamabad, etc.), taking away the livelihoods of local populations (Khan and Karak 2018). Most dispossessed people live in the slums of Karachi. Thus, urban development processes have also created a new class of dispossessed who are self-sufficient, previously engaged in subsistence farming and farming (Khan and Karak 2018). The Indonesian central government has offered local cities and urban areas greater autonomy to formulate their own policy ideas and manage their own natural and financial resources (Tarigan et al., 2016). External organizations such as the Housing Rights and Eviction Center (COHRE) and Human Rights Watch have extensively documented displacement in Chinese settlements (Leon 2021). Gentrification, especially for mega-events such as the 2008 Olympics in the capital Beijing, has led to numerous displacements. Gentrification is a global force. Powerfully revising cities, this planning motif includes unique bursts of public housing construction. It targets the working class or marginalized populations who are reluctantly forced to modernize (Leon 2021).

Throughout this section, examples have been chosen from newly developed and developing countries. The common feature of these examples is the emergence of excessive migrations towards growing centers of attraction in the countries, the informal occupation of land to meet the housing needs arising from population growth, and the initial tolerance of governments due to political and economic concerns, as well as planning and implementation failures. As the situation becomes

increasingly complex and the occupied lands gain value through urban growth, distorted systems consisting of a mixture of gentrification and unjust claims are established, both as a solution and for political or economic gain. In these aspects, these examples parallel the gecekondu development in Ankara that began as early as the 1920s and the subsequent attempts at urban renewal in later years.

Based on the examples examined in this section, the following recommendations and findings can be made to make urban development processes more equitable and sustainable:

In newly developed and developing countries, urban growth planning should be carried out in a sustainable manner. Long-term urban development strategies should be created instead of haphazard urbanization and land occupations. Governments should improve land ownership regulations and reduce uncertainties regarding land ownership. This will help prevent informal land occupations. Social housing projects should be developed to meet the increasing housing demand accompanying population growth. These projects can offer affordable housing options to the poor and disadvantaged groups. Measures should be taken against the unjust consequences of gentrification. It is important to protect and support the local population living in redeveloped areas. The public should be informed about and educated on how urban transformation processes work and how to protect their rights. Therefore, public awareness and education programs should be organized. Participation in urban development planning should be encouraged among the public. Participatory planning processes can better reflect local needs. Governments should implement strict controls against corruption during urban development projects. Corruption can be one of the main reasons for unfair claims. The habit of shanty town construction has become a historical and cultural heritage in some countries. However, it is also true that this necessity or habit is unjust towards citizens who did not participate in shanty town construction. Therefore, instead of granting rights to those who have carried out land occupations for arbitrary or compulsory reasons, states should focus on resolving the problem in a manner consistent with social justice and equality. In this regard, developing countries should share their experiences with other countries facing similar problems and seek solutions through international cooperation, planning, cultural enrichment, and financing from developed countries.

3. An Overview of the History and Legislation of Urban Transformation in Türkiye

During the Republic period, which was established in 1923, priority was given to agriculture and animal husbandry, and farmers were supported with the regulations made in this context. Therefore, in the early

years of the Republic, migration was mainly concentrated in Ankara, primarily due to its status as the capital, and the first shantytowns began to emerge in Ankara as early as the 1920s. Şenyapılı (2004) has described this process in detail in her study. In the first years of the Republic, there was no intense wave of migration from rural to urban areas in Türkiye, except Ankara. In some provinces, urban transformation practices have been carried out in line with the plans prepared for modernization. These practices were aimed at the rehabilitation of buildings damaged and destroyed in the war and the existing infrastructure facilities in the city. The law numbered 5218, published in the Official Gazette in 1948, aimed to address the housing problem in Ankara. It is Türkiye's first law related to shantytowns. With this law, unlicensed structures within the municipal boundaries of Ankara were legalized (Cengiz, 2022). Through the law, treasury lands were transferred to Ankara Municipality at an appropriate cost, and the Municipality, in turn, granted permits free of charge to the structures built by citizens through land occupation. Following this law, a similar law, numbered 5228 in 1948, applicable throughout Türkiye, was enacted. The law encompasses both amnesty and planning. Treasury-owned lands not included in any planning in cities and towns were transferred to municipalities at cheap prices (tax value) to be paid in installments over 10 years (Cengiz, 2022). It can be said that these laws were politically motivated, reflecting the transition to multiparty elections in Türkiye in 1946. Shantytown amnesties will later be seen as a way to gain political support in Turkish politics.

Since the 1960s, an intense migration movement from rural to urban has started, mainly in big cities, with serious industrialization movements and the need for labor force. The said movement has led to some unplanned, inadequate infrastructure, faulty and incorrect constructions in terms of urban planning, and the majority of these buildings have created an unqualified and unprepared building stock for natural disasters and fires due to the insufficient development of the building and material sector (Yenice, 2014). The concept of "slums" emerged with the migration from rural to urban areas, and in 1966, the Gecekondu Law No. 775, which can be considered the first law in the field of urban transformation in Türkiye, came into force in order to solve the problems created by the slums. As it is clearly stated in Article 1 of the law, it is desired to regulate the improvement and liquidation of the slum areas, the prevention of the construction of new slums and the measures to be adapted for this purpose, with a legal framework (Genç, 2014).

The construction and materials sector started to develop with the opening of the construction sector after 1980, and as a result of these developments, the production of durable materials required restructuring and infrastructure changes in the real estate sector (Sür, 2014). In 1984, Amnesty Law No. 2981 came into effect.

In accordance with Article 4 of the relevant law, some principles regarding the buildings that do not comply with the zoning and slum laws have been determined, and as a result of the evaluation to be made according to these principles, the buildings to be protected or improved have been granted a building permit and a building occupancy permit if they fulfill the necessary obligations (Genç, 2008).

After 2004, legal regulations gained momentum in order to ensure that urban transformation is carried out with a fast and effective program, in accordance with the idea that natural disasters and fire risks will cause social, cultural and psychological problems and the principle of social state. In 2004, Law No. 5216 on Metropolitan Municipalities and Law No. 5226 on the Protection of Cultural and Natural Assets entered into force. Thus, municipalities were provided with the opportunity to participate in the practices, albeit partially, and preliminary preparations were made for the Law No. 5366 on the Renewal, Protection and Survival of Worn Historical and Cultural Heritage, enacted in 2005. The purpose of both laws is to continue the improvement practices that have been going on since the Ottoman period by arranging them with a legal framework. Another important law that came into force in 2005 is the Municipality Law No. 5393.

In 2012, the Government of Türkiye enacted the Law on the Transformation of Areas under Disaster Risk in order to determine the procedures and principles for the rehabilitation, cleaning and renewal of urban areas and disaster-prone buildings (Official Gazette, 2012). In Article 1 of this Law No. 6306, which is still in effect and is subject to urban transformation practices, the purpose of the relevant law is clearly defined. According to this; Methods and principles related to rehabilitation, liquidation and renewal in order to create healthy and safe living spaces in accordance with technical and artistic rules and standards, in places where there are risky structures in terms of structural features, even if they were built in disaster risk areas and risk-free areas, are regulated by the relevant law. The cultural and psychological impact of natural disaster and fire risk has an important role in the enactment of the law. After the Van Earthquake, it was understood that the legal regulations were clearly inadequate, and the relevant law came into force. Within the scope of this law, it is clearly stated that the old buildings should be rehabilitated, if they are not in a condition that can be rehabilitated, they should be liquidated, and the procedures and principles on which the new buildings should be built.

The Ministry of Environment and Urbanization, which is an important authority in urban transformation, announced in 2017 that approximately half of 15 million houses are at risk of disaster. Therefore, the government has an ambitious plan to rebuild 500,000 residences annually, 200,000 of which are in Istanbul, within the scope of urban transformation (Habertürk, 2017). As of May 2018, a total of 188 risky areas were declared by the

Ministry of Environment and Urbanization (Hurriyet, 2018). The legal framework and the practices realized so far show that the urban transformation processes in Türkiye consist of three basic steps: (1) declaring areas at risk, (2) evacuation and demolition of buildings, and (3) restructuring. Five main actors play an active role in urban transformation: Ministry of Environment and Urbanization, municipalities or mass housing administration (TOKİ), design and planning teams, residents and contractors (Gün et al., 2021). By law, the Ministry has the authority to regulate urban transformation actions. District municipalities, metropolitan municipalities and special provincial administrations can also carry out urban transformation studies with the approval of the ministry (Gün et al., 2021). Design and planning teams prepare planning and urban design projects that take into account the basic needs of the urban area, and these projects must be approved by the Ministry. Then, negotiations are held between the responsible authorities and the citizens, and when an agreement is reached, the buildings are evacuated and construction is carried out by the contractors (Gün et al., 2021).

4. Material and Method

Within the scope of the study, various urban transformation applications in Ankara were examined in line with the field studies, municipality decision and activity reports. In this section, the Atıfbey, Hıdırlıktepe, İsmetpaşa Urban Transformation and Development Projects and the partially successful Northern Ankara Entrance Urban Transformation Project, which have some deficiencies and shortcomings, are discussed in

terms of being good examples of unsuccessful urban transformation applications. Below, the problems identified after the information given about the historical development, actual problems and urban transformation practices in the areas, which make urban transformation mandatory in the areas, are discussed; and in the "Results, Discussion and Recommendations" section, some suggestions for urban transformation projects are presented within the scope of the lessons learned from these projects.

4.1. Atıfbey, Hıdırlıktepe, İsmetpaşa Urban Transformation and Development Projects

After being declared the capital city on October 13, 1923, Ankara, due to being the center of the country's administration, has received intense immigration compared to other cities in Türkiye and its population has increased rapidly. When this period is examined, it will be seen that sufficient housing has not been built in the face of intense migration. The uncontrolled growth of the city after the Second World War accelerated with the emergence of slum areas (Batuman, 2013). In this period, with the effect of the economic crisis that emerged all over the world, the inability of the contractors such as the state and private sector to make sufficient investments to meet the housing needs, caused the formation of slum areas since the beginning of the 1930s. The housing construction cooperatives that emerged from 1934 could not be effective in solving the problem. Close to the city center; Slum settlements have started in regions such as the steep hills (Altındağ, Hisar) and the creek bed (Bentderesi, Aktaş) next to it (Bostanoğlu, 2008) (Figure 1).

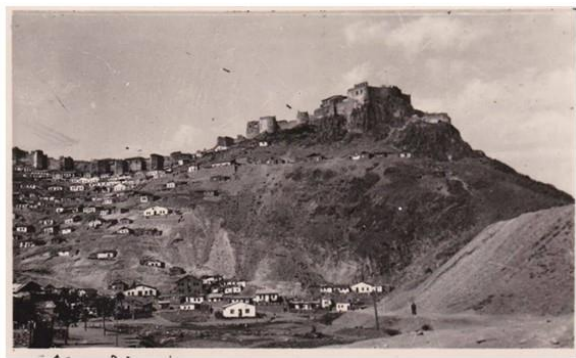
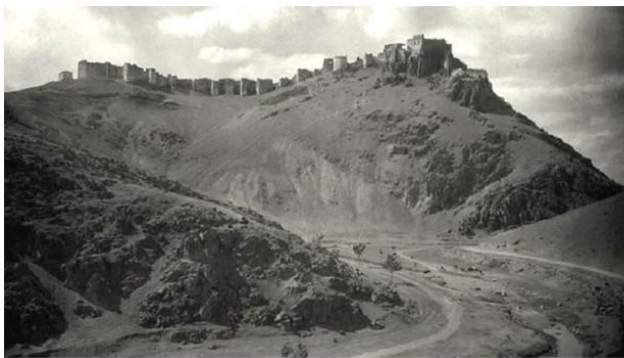


Figure 1. Ankara Castle, 1925 and 1934 (Sonmez, 2020).

At the beginning of the 1930s, the first irregular slums began to form on the steep slopes where the stones used in the Republican period structures were removed, and on the rugged Altındağ Hill and its surroundings. People who came to the region from various parts of Anatolia continued their lifestyles in the regions where they migrated, in this place where they settled. The inability to adapt to city life due to lack of education, ongoing social and technical infrastructure problems have caused the region to become a focus of crime and tension throughout the city. The slums in Altındağ Hill Slum Area

have worn out over time and have been sold or rented to people from lower income groups. The region has turned into a kind of collapse area due to the indifference of the central and local governments in providing the necessary social and technical infrastructure services (Bektaş and Türkün, 2017).

Bektaş and Yücel (2013) examined the social, economic, and spatial inequalities and divisions arising from migration movements in the Ankara-Altındağ Tepesi Gecekondu area. Spatial division was analyzed from both physical and socio-economic dimensions. Migration,

economic disparities, settlement patterns, and socio-economic factors were identified as the main causes of this division. It was emphasized that such divisions could exacerbate social and economic inequalities and deepen urban problems. After the proclamation of the Republic, Ankara became a city greatly affected by the gecekondu problem due to large-scale migrations. Altındağ Tepesi Gecekondu Region is an area where unplanned settlements have emerged, marking the beginning of gecekondu life. According to United Nations data, this region is one of the world's 30 largest mega gecekondu neighborhoods. When population changes in Ankara Province and Altındağ District are examined, it is observed that large-scale migrations occurred, especially during the periods of 1960-1970 and 1970-1980. Altındağ District stood out with its growth rate during these periods (Bektaş and Yücel, 2013). Türkiye, especially between the years 1940-1980, experienced an increase in the gecekondu problem, with Ankara and particularly the Altındağ region being significantly affected. Şenyapılı (2014) indicates that during this period, gecekondu areas grew and significantly influenced the urban space due to economic and political factors. The gecekondu phenomenon evolved over time, providing cheap, mobile, and hopeful labor to the economic space. In Ankara, especially in Altındağ, the adoption of the import substitution model in the early 1960s played a critical role in the transformation of gecekondu population. During this period, the gecekondu population integrated into the city and made economic demands. In 1966, a law was enacted officially recognizing the existence of gecekondu and introducing legal regulations to enable their settlement in the city. Uncontrolled and unjust sharing of rents shaped the urban texture where gecekondu were located,

influencing urban transformation (Şenyapılı, 2014). Physically, the Altındağ Tepesi (Hill) Gecekondu Region is characterized by old and irregular structures. The region faces problems related to infrastructure and services, especially in terms of inadequate drinking water and sewage services. The people living in the area faced problems such as inadequate infrastructure, security issues, unemployment, unplanned development, and transportation problems. Socioeconomically, it was observed that as the income levels of gecekondu owners increased, they moved to other parts of the city, leading to an increase in rental rates in the region. Additionally, crime rates increased. Furthermore, ethnic groups concentrated in different neighborhoods, leading to tensions. Spatial division in the Altındağ Tepesi Region can be associated with factors such as educational inequality, low income levels, changes in the nature of migration, and informal settlement patterns. This division has had a destructive impact on social relations throughout the city, creating a new sense of belonging instead of urbanity and citizenship. Local governments are implementing urban transformation projects to address these issues, but there is a need for projects that go beyond physical improvement and take into account the region's social, economic, and cultural characteristics. Therefore, rehabilitation and renewal efforts in the region need to be designed to address all these factors (Bektaş and Yücel, 2013).

Atıfbey - Hıdırlıktepe - İsmetpaşa settlements in Altındağ- Bentderesi Region were declared as urban transformation zones with the decision of the Metropolitan Municipality dated 17.02.2006, and then the border coordinates of the project area were determined and approved (Figure 2).

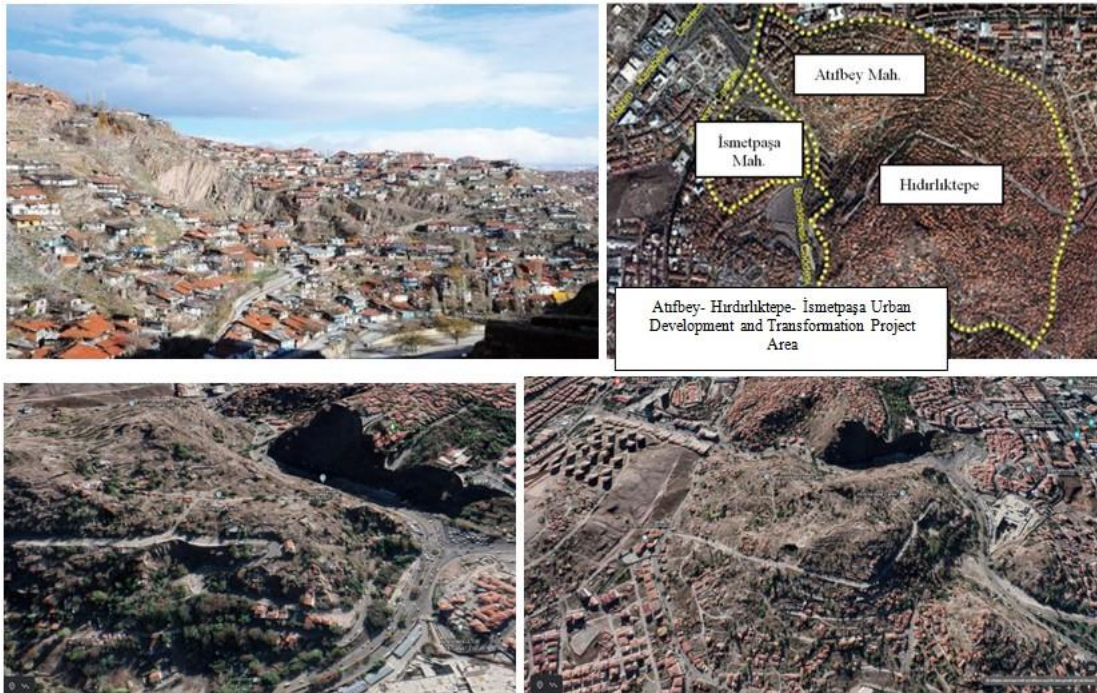


Figure 2. Construction of the region in 2006, project area (Sonmez, 2020) and Google Earth view (October 30, 2021).

103 Ha in Atıfbey – Hıdırlıktepe section. There are 9,947 independent sections in approximately 6,000 buildings covering the area. In İsmetpaşa, there are 1,682 independent sections in 574 buildings covering an area of 13 Ha. The buildings in the Project Area are in private, public and foundation ownership; it is used as residence, workplace, education, public service buildings. The Urban Transformation Project covers the area including Çandarlı, Hacıbayram, Atıfbey, Fatih, Öncüler, Yıldırım Beyazıt, Orhangazi and Yavuz Selim Neighborhoods (Sonmez, 2020).

The process that started with the inclusion of the region in the scope of the urban transformation project in 2006, due to the specific conditions of the said neighborhoods; it could not be completed except for the renovation of some buildings around the Hacı Bayram Mosque. The process is slow due to the fact that many structures in the region have multi-shareholder ownership due to succession and crime security problems. Despite the demolition of the slums in the current situation, the project has not been completed yet as other problems have not been resolved. Another negative aspect regarding the project area is that the entire project has to be implemented with public resources, since the private sector does not see the region as a profitable investment area (Sonmez, 2020).

Before the implementation of the Atıfbey, Hıdırlıktepe, İsmetpaşa Urban Transformation and Development Projects (AHİUTDP), detailed interviews and information, requests and suggestions were not exchanged with the people of the region in a systematic way. However, the participation of the right holders and even the local people in a wider area is the most important element of the urban transformation projects. For example, for the Hiroshima Danbara project, which is one of the successful urban transformation projects in the world, 21 organizations were established by the local people and 12 of them played an active role in the project decisions (Şişman and Kibaroglu, 2009). In addition, in terms of the execution of these projects, the problems of power sharing between the general and local governments were started to be implemented without being resolved from the beginning. Legislation has not been formed by planning the legal infrastructure and municipal decisions from the beginning to the smallest details. The fact that urban transformation project implementations have not reached satisfactory results, even if they have spread over many years, is the most important failure indicator in terms of urban transformation projects. Due to the mentioned determinations in the projects and applications discussed, this is exactly the case. In addition, legal decisions were taken without reaching a full consensus with the right holders, resulting in unsolved grievances. Projects that could ensure the participation of the private sector could not be designed, which, in addition to increasing the public cost, caused the process to be prolonged and the project implementations are still

unfinished.

Urban transformation projects are part of urban plans. The Hıdırlıktepe, Atıfbey, İsmetpaşa Urban Transformation and Development Project were designated as a Risky Area within the scope of Law No. 6306, based on the decision of the Ankara Metropolitan Municipality Council dated 11.09.2012 and numbered 1400. The area was declared a Risky Area by the Council of Ministers on 17.12.2012, in accordance with Law No. 6306, the "Law on the Transformation of Areas under the Risk of Disaster." The removal of derelict structures within the area, as stipulated by Article 39 of Law No. 3194 and Article 7, paragraph z of Law No. 5216, has been approved by the Ankara Metropolitan Municipality Council. However, more importantly, the decision of the Ankara Metropolitan Municipality Council dated 08.06.2023 and numbered 786 outlines all processes related to Hıdırlıktepe. Planning processes related to Hıdırlıktepe are still subject to legal disputes and are among the debated topics within the discipline of planning.

4.2. North Ankara Entrance Urban Transformation Project

Starting from the middle of the 1970s to the end of the 90s, dense slums were built around the Ankara Esenboğa Airport road. The difficult access to the airport from Ankara through a valley, and the uneven landscape during the journey created a negative image, especially when hosting guests from foreign countries. The Protocol Road, which connects Ankara with the whole world, was a winding, winding road and was surrounded by slums scattered on the valley slopes (Figure 3) (Genç, 2014).

For years, these lands were almost completely occupied by slum areas (Çalışkan, 2010). Within the scope of the urban transformation project in the region that includes the Ankara North entrance and its surroundings, it is aimed to increase the urban life standard by improving the current situation, making landscape design and creating a healthier residential area. For this reason, the region has been declared as the North Ankara Entrance Urban Transformation Project (NAEUTP) area with the law numbered 5104 with the approval date of 04.03.2004 (TBMM, 2004). Thus, for the first time in Türkiye, an urban transformation project was implemented with its own law. The law states that the only authority in the region that cannot be restricted by other smaller municipalities with legal rights is Ankara Metropolitan Municipality. In addition, the municipality was allowed to use the central national budget to finance the project. This gave a clear signal that the airport is not a local issue, but a national urban project in terms of entry into the Capital (Çalışkan 2010).

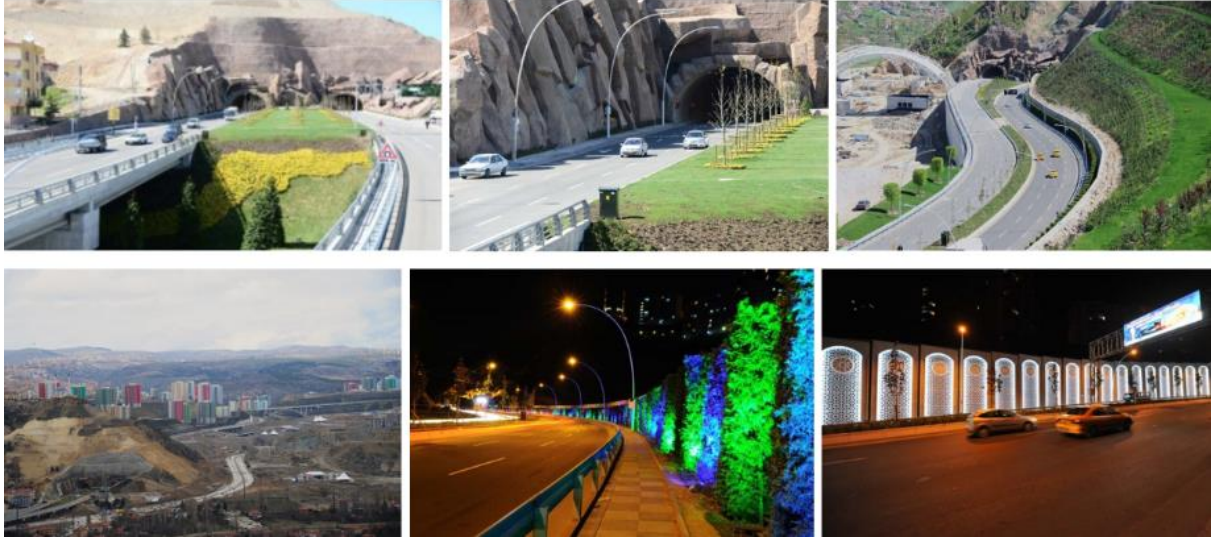


Figure 3. 2005 and 2018 view of the Protocol Road and a view from Kuzey Ankara Project (<https://www.ankara.bel.tr>).

In the project area, the boundaries of which are determined by law, of 10,500 slums, 1,520 Ha. was found on the total area. The Housing Development Administration and Ankara Metropolitan Municipality were assigned to the realization of the project. A part of the monetary resource was transferred to the Municipality and Administration budget with special regulations in the amount specified in the budget laws of the relevant year. In addition, it has been decided in the relevant law to provide the Project with all kinds of project income, including the appropriations and sales revenues to be transferred from the Municipality and the Administration's own resources.

Opening of Esenboğa Airport in the 1950s increased the importance of the northern axis of the city and led to the creation of Protokol Road. The relocation of the Turkish Grand National Assembly (TBMM) to its new building in İnönü Square in 1960 further elevated the significance of this axis. Starting from the 1970s, the rapid construction of shantytowns became concentrated in this area, and in 1983, Esenboğa- Protokol Road was expanded to a dual-lane road, further fueling shantytown construction. Particularly during election periods, zoning laws were enacted, and by the 1990s, there were 9,000 shantytowns covering 60% of this area of the city, diminishing the perceivability of the planned areas. This situation prompted the North Ankara Entry Urban Renewal Project to be proposed as a solution to this problem (İnce 2006).

According to the 2005 North Ankara Entry Urban Renewal Project Priority Project Area (Phase 1) 1/5000 Scale Master Zoning Plan Description Report, the irregular construction in the mentioned area made perception difficult. The presence of the Fruko Factory, resembling a typical Anatolian town, and the 4-story buildings in the Keçiören region, receiving services from Protokol Road, made traffic complex. The same problems, even though regulated in terms of zoning, were also applicable to the Pursaklar settlement, which failed to

provide coherence and a sense of belonging to Ankara. Irregularities in perception elements such as color, texture, and lighting of the buildings caused perceptual confusion. The existing connection form of the intersection point in front of the Fruko Factory and the entry points to the Pamuklar and Senyuva neighborhoods were causing traffic issues and also obfuscating the entrance to the Çubuk Dam recreation area. In this context, the project aimed to define Ankara's existing image and emphasize the concepts of the 21st century, taking into account the unique topography, historical and cultural heritage of the city.

With the project, only in the 1st Stage, in an area of 4 million square meters, social facilities and recreation areas were built. Within the scope of the project, a total of 18,000 residences are planned to be built. The open sale of shops and residences under the ownership of the administration in the completed stages of the project still continues. Owners of slums and unlicensed buildings were accepted as beneficiaries and 2,478 residences were delivered to the owners of illegal buildings from the Karacaören Stage (AMM Annual Report, 2018). For this, it was necessary to benefit from the Law No. 2981 on "Some Transactions to be Applied to Buildings Contrary to the Zoning and Slum Legislation" and the laws numbered 3290 and 3366, which amended some articles of this law. If this could not be achieved, it was sufficient to make use of the Law No. 6785 on the Amendment of an Article of the Zoning Law. If none of them could be used, it was necessary to prove that the shanty house was built before 01.01.2000. A house of a size determined by the Municipal Assembly was given to the beneficiaries who have a title deed or 400 m² land with Title Deed Allocation Certificate within the scope of Law No. 2981 and do not have any land debt. In the allocated lands, for the missing land ratios of the owners whose allocation amount is less than 400 m², the price to be calculated over the construction cost rate of the housing area to be determined by the housing contract and the Municipal

Assembly, by adding the land debt, if any, belonging to the slum, from the total; The cost of debris belonging to the facility and outbuilding was deducted and debited. A total of 8,152 residences were delivered to these beneficiaries from different stages within the project.

Within the scope of the 16- stage project, two five-star hotels, a congress center, a mosque, five trade centers and a 70,000- person recreational facility will be built (Akın 2007). At the end of the project, 12,000 new residences will be built in the same area, including a 25-floor smart housing complex in the former slum. These luxury homes will create a sort of gated community for the approximately 32,000 new residents. The program of the project also includes a hotel building and a recreation center of 650 000 m². Priority in the implementation of the project has been given to the houses located on the outskirts of the site (Metropolitan Ankara, 2005). Jessop (2016) portrays this project as an example of the future-oriented policies of neoliberal regimes. According to the plan, the reclaimed valley will provide a two-way view along the entire highway leading to the airport. The plan envisions the entire area as the 'gate' to the city and aims to transform the old traditional low- rise old and neglected 'rural' environment into a gorgeous modern high- rise urban fabric (Çalışkan 2010). In addition, the owners of the properties used as workplaces in the region have been granted rights from the commercial units in different stages, if their status is compatible with the current legislation, based on their applications. The new route change, consisting of tunnels, bridges, underpasses and crossroads, of the 3.50 km part of the Protocol Road, which passes through the project area, has been completed. With the new route change, the journey from Ankara city center to Esenboğa Airport, which used to take approximately one hour, has decreased to approximately 30 minutes. Within the framework of the urban transformation project implementation studies, the construction of rain water, sewage, drinking water, electricity, telecommunication, natural gas, road and asphalt manufacturing, education, social and commercial equipment in the general infrastructure has been completed.

Urban transformation projects are carried out to plan cities and focus on raising their residents in terms of quality of life, economy and social life, revitalizing and solving the problems (Aydın and Çamur, 2016). From this point of view, the NAEUTP is successful. In addition, rehabilitating an area that has accumulated problems for many years and seriously damaged the physical appearance of the city and making significant contributions to transportation are among the successful aspects of the project. However, the failure of the project stems from the heavy use of public resources and the fact that the return of funds that should be returned to the public is still not fully achieved. The reason for this is the failure to plan proposals and measures that will enable the private sector to be included in project implementations, and the lack of effective, fast and

efficient returns from projects and practices that can replace the resources spent by the public and generate income. However, the most important thing to consider when involving the private sector in urban transformation projects is to make arrangements that will not allow unfair rent. Landscaping and construction activities to be carried out in order to ensure financial recycling that will tolerate public costs should also be carried out with the consent of the local and city people.

NAEUTP, due to its unique law, is structurally different from other projects. Despite this, it has been the subject of Administrative Court Cases several times, and its phases have been canceled. The implementation of the NAEUTP Law (5140) has led to the cancellation of previous zoning plans, and consequently, building permits and occupancy permits, which are related to these plans, have been partially or entirely left to the authority of Ankara Metropolitan Municipality. This situation may have led to the loss of acquired rights and property rights (Ertaş, 2011). Many property owners, including those with title deeds, those with allocated title deeds, or those with adobe shanties, and those with 4-story reinforced concrete houses, have not been satisfied with their residences and have resorted to legal processes (Poyraz, 2021).

The transformation project, taking place in Keçiören and Altındağ districts, also includes Pursaklar and Çubuk districts. Initially covering a vast area of 1583 hectares, the project is divided into three phases: Phase I (Priority Area) 400 hectares, Phase II (Çubuk Dam Basin) 573 hectares, and Karacaören Region 650 hectares. In Phase I, there was land acquisition from roads, bridges, etc., increasing the project area to 1623 hectares. Public-initiated urban transformation in Phase II and Karacaören Phase was canceled by the Council of State Decision on 12.11.2014, mainly due to its proximity to the dam area and its unsuitability for urban transformation. In Phase I, housing was initially built for property owners with title deeds or allocated title deeds, with the condition of exchanging a certain area of land. Later, within the framework of financing these houses, financing houses were built. On the other hand, for those who built shanties on treasury land without title deeds, houses were built in the Karacaören Phase to be sold through credit (ABB Report, 2014).

The project area, being extensive and rugged, faced challenges during the construction and sale of residential units. Before the project, the Esenboğa-Ankara Protocol road passed through the valley. The region had unfavorable settlement areas due to slopes, excavation (stone quarries), especially the steep slopes of the south and east, despite having both planned and unplanned shanties. Much of the region, with limited infrastructure, was designated as a disaster zone unsuitable for construction. Additionally, old stone quarries were present in the field, known locally as Ankara stone. The project area, situated in a valley known as a riverbed, is within the boundaries of Keçiören and Altındağ districts.

According to the geological report of the project area, most of it is not suitable for settlement due to its geological and topographic structure. The region consists of Quaternary-age units, including hilly terrain, slopes, ridges, valleys, low plateaus, high ridges, low ridges, and valley bottom plains. The most common disaster type in the project area is rockfall, attributed to random cooling cracks in andesites. Particularly, in high cliffs and abandoned stone quarries without rehabilitation measures, the risk of rockfall is higher (Poyraz, 2021).

Under Law No. 5104, a new protocol road passing through Altındağ, Keçiören, and Pursaklar districts was constructed, as the previous protocol road financing housing area remained in place. The new protocol road, passing through the project area, was completed with the construction of a 3.5 km-long road consisting of 2 bridged intersections, 2 viaducts, and tunnels, with changes in its route. Moreover, the newly opened protocol road became operational as the only and longest heated road in Türkiye, featuring a substation, panel, and a system that can be controlled 24 hours a day (Poyraz, 2021).

The North Ankara Recreation area, once characterized as the outskirts of Ankara due to having the highest rate of informal settlements before urban transformation (constructed between 2011-2014), undergoes a distinct transformation. This transformation includes not only the necessary recreational resting areas from a topographic perspective but also the addition of greenery, wetlands, and an illuminated system compatible with landscape and residential integration. In such a transformation, the interaction between teams working on architecture and engineering specific to the area and teams from various interactive fields such as biologists, botanists, and landscape designers becomes inevitable. Environmental arrangements create a living texture consisting of greenery, trees, and special plants suitable for the climate and soil structure of the region, imitating natural/nature areas. When delving into the details of the harmony between these green areas and structures, particularly in the North Ankara example, it is noteworthy. While ecological balance often alleviates the heavy concrete appearance, the lack of greenery is supported aesthetically and ecologically by plant species with rapid climate adaptation in the region. Areas that are topographically inclined and unsuitable for settlement have been made suitable for environmental/spatial design through afforestation practices, unlike traditional landscape forms. Each intervention has been designed to provide spatial integrity with ecological data, forming a harmonious style with the created nature. In conclusion, the sample taken integrates city structure with ecological data, reflecting a comprehensive and successful planning approach. However, despite being processed in detail and aestheticized with ecological data, this urban transformation and recreation area does not carry concerns or attitudes towards issues related to ecological

art or environmental art. On the other hand, with its innovative environmental designs and its structure that reinforces the perception of "new nature," the North Ankara example can be considered exemplary in terms of urban ecology, urban aesthetics, and ecological recreation within its own field (Burçin, 2020).

4.3. Comparative Evaluation of Examined Urban Transformation Projects

In this study, urban transformation projects were compared over two basic parameter groups. As the first parameter group, the satisfaction of the projects and implementations in the beneficiaries, the people of the region and the residents of the city who have a relationship with the project area, the residents of other cities or people from different countries, and the possible grievances caused by the projects were taken into account. In all of these parameters, AHİUTDP were unsuccessful and NAEUTP was successful. With this, for NAEUTP, Caliskan (2010) says: "After the state amnesties, the municipality made a contract with the families who bought the title deeds. According to the contract, the shareholders will buy a new house in proportion to their existing land shares (Metropolitan Ankara, 2005). However, it is unlikely that these families will afford to live in such a noble urban environment in the near future." However, it should not be forgotten that the slums in the region were built by their owners without paying for the land. With the amnesty applied by the state, slum owners became land owners. This situation is not compatible with social equality and justice. Because only some people benefit from public goods. In the eyes of other citizens who did not go to squatting on state lands, the situation means unjustified gain. However, with this project, slum owners were given the rights to acquire new housing. Considering multi-faceted, it should be said that the project did not cause grievances.

As the other parameter group, the cost of realizing the projects to public resources and whether this cost can be amortized, whether it can provide additional income to the public and if all these are realized, how long it can take are discussed. According to these parameters, both projects were found unsuccessful. For, according to Topal et al. (2019), the NAEUTP increased the concentration of state power, thus making it the main determinant of rent generation and allocation. This model can be considered as a manifestation of the authoritarian tendencies of the state in the contemporary stage of neoliberalism. However, there should be no problem in the state's ability to generate rent and evaluate it in favor of the society. The problem is that the state can choose to evaluate the rent created by the government in favor of only certain segments. Another important problem is that states can ignore environmental sensitivities in the way of generating rent. In my opinion, these are the 2 important issues that should be supervised by international organizations when necessary in urban transformation projects. Because these two issues are in

positions that exceed the freedom of choice of the rulers of a state in terms of global environmental effects and global problems that will reflect economic injustice. In addition, in the project discussed, the state does not seem to be very successful in generating rent. On the contrary, state resources have been spent for this project and no return has been provided. Various parameters inherent in and related to these two basic parameter groups, 4.1. and 4.2. It is mentioned during the examination of the project applications in chapters. Some suggestions for assimilation of all these criteria in a way to create an urban transformation culture are presented in the section below.

5. Results and Discussion

It can be said that the people of the city provide the blood circulation that provides the vitality of the urban organism and keeps the mechanism alive. Urban transformations are large-scale, important operations to improve the organism. The fact that these interventions can bring considerable satisfaction to the inhabitants of the city is the most important indicator of unequivocal success. Otherwise, as seen in the AHİUTDP, the project may be disrupted, as seen in Ankara and most regions of Türkiye. There may be situations such as the spread of projects over many years, the increase in grievances, the failure of the projects or the interruption of the project. In these cases, the urban transformation project can have the opposite effect on the issues of increasing safety, social life standard, city image and economic benefit. In addition, it is very important to direct the private sector in order to ensure the success of the project with minimum use of public resources. Otherwise, as seen in the NAEUTP, public costs increase and the principle of contributing to the economy, which is one of the objectives of urban transformation, is delayed or cannot be realized. In general, while the construction sector assumed the role of growth engine in the Turkish economy in the 2000s, certain financial mechanisms of housing supply show that it is a debt-based growth regime (Bahçe and Köse, 2016). Such debt-driven housing provision leads to gentrification of the urban built environment on the one hand and further marginalization of the least advantageous on the other (Topal et al., 2019). The recommendations drawn from the projects examined in the study can be summarized as follows:

- 1- Before the actual initiation of urban transformation projects, all details should be planned from the very beginning in terms of legal legislation, local government decisions and especially agreements with citizens residing in the area to be converted, and deficiencies should not be left.
- 2- A consensus should be reached between the public and private sector works and the owners of the land and building in the area to be converted, so that the beneficiaries can be entitled to the new project at an appropriate rate without investing. At this point, the

entrepreneurial support of the private sector gains importance. However, it is necessary to ensure control over the private sector, to adapt the legal regulations and municipal decisions in a way that does not create injustice, and to focus on projects that can achieve the profit target for the private sector. In addition, urban transformation projects should not be seen as a source of income, but should be aimed at solving problems. However, the solved problems should be able to return as a profit to the private sector, which has taken risks in solving these problems. Due to the difficulty of providing all these conditions in harmony, it may be necessary for the beneficiaries and the public to make investment costs at certain levels. In this case, it may be necessary to provide advantages such as interest-free or low-interest loans, especially to beneficiaries. If projects that can create their own resources for the area to be transformed can be developed, the solution of all these problems can be much easier, reducing the costs of the public and right holders and attracting the private sector.

- 3- Projects that will ensure the effective and efficient use of urban transformation areas should be produced; because the need for urban transformation itself is formed by the uncontrolled spread of urban life to the outside of the center and sometimes to the unplanned spaces in the center, as a result of the inability to use the urban areas effectively and efficiently. Therefore, so to speak, treatment should not contradict the diagnosis; the problematic approaches that created the negative situation should not be repeated in the solutions carried out to eliminate the negative situation. The transformation should not only address the physical structure of the city, but also its spirit and spiritual existence, so to speak. The soul of the city is formed by the life of its inhabitants. Therefore, urban transformation requires addressing the residents of the city as well. The real transformation of the city should be in a way that creates satisfaction, not victimization, in the context of the needs, wishes and economic concerns of the residents.
- 4- It is necessary to ensure that not only political forces such as central and local governments, but also social segments such as non-governmental organizations, professional chambers and universities, and the people of the city directly participate in urban transformation projects.

Urban transformation projects may cause significant damage to the environment. With urban transformation projects, only certain segments may be favored. Environmental impacts and economic injustices are practices that can have significant global repercussions. For this reason, it is necessary to provide supervision, suggestions and guidance by internationally competent and impartial organizations.

Author Contributions

The percentage of the author contributions is presented below. The author reviewed and approved the final version of the manuscript.

	V.K.
C	100
D	100
S	100
DCP	100
DAI	100
L	100
W	100
CR	100
SR	100

C=Concept, D= design, S= supervision, DCP= data collection and/or processing, DAI= data analysis and/or interpretation, L= literature search, W= writing, CR= critical review, SR= submission and revision.

Conflict of Interest

In the study, research and publication ethics were complied with. The author report there are no competing interests to declare. The author declares that the manuscript complies with ethical standards. No funding was received to assist with the preparation of this manuscript. The author declares that there are no conflicts of interest (financial or non-financial) in the manuscript. The author is confident that all data and materials as well as software application or custom code support their published claims and comply with field standards.

Ethical Consideration

Ethics committee approval was not required for this study because of there was no study on animals or humans.

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