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## FINAL REPORT

### INTRODUCTORY REMARKS

In the original brief, the aim of the competition was defined as to obtain preliminary ideas on the development of the site and the character of urban space and architecture, to enhance the contemporary image of the city and create a new city center around the port area in the emerging international status of İzmir. The projects submitted and selected are considered as representing ideas and images and containing suggestions to be worked upon by the planners of the Municipality. The Jury wants to emphasize that the projects presented by the participants are not finalized plans. Some of the entries are only suggested sketches. With this understanding the deliberation of the Jury consisted of a comprehensive discussion of the potentials of the site through the interpretations of the participants. While the participants sometimes failed to fulfill certain formal requirements, all of them answered the basic aims of the competition, namely spatial and architectural character of the site, image for the future İzmir and directions for land use and planning.

In addition to the multiple requirements of the brief, the Jury has considered possible economic viability of the proposals, which included both the potential of the built up area, and the remunerating activities proposed in the area. Since the urban development of the area will take decades to be completed, the possibility of phasing the development of built areas and the flexibility of proposals to allow this long-term development have also been considered. Since the site will gradually take shape in the context of the city of İzmir, the concept of contextuality in all its dimensions, physical, social, economical and cultural as well as historical (in both forward and backward looking) was an important point in the evaluation. In this context, the conservation of the historical buildings and the symbolic and cultural significance of the future of Old Smyrna was expected to be evaluated by the participants.

The projects needed to carry ideas for a twenty first century city. The urban form suggested by the projects pointed out to the middle of the twenty first century. These physical features will correspond to a period in which Turkey will be a member of European Community and a major component of the Mediterranean. Thus all aspects of the site's development have to be related to this vision of the future and not to the coming years with myopic local expectations.

### 1. ELECTION OF THE CHAIRMAN

The Jury met after a tour of the Competition Area and elected Doğan Kuban as the Chairman of the Jury.

The Chairman announced that Jordi Farrando and Romi Khosla have been appointed as the Jury members in place of Charles Correa and İsmail Serageddin.

All jury members declared that they have not seen or been involved in the projects before the day of adjudication.

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## THE COMPOSITION OF THE JURY MEMBERS

### JURY MEMBERS

CHAIRMAN	Architect, Professor of Architectural and Urban History, Emeritus
DOĞAN KUBAN	Architect, Professor
AHMET GÜLGÖNEN	Architect, Professor of Urban Planning, Emeritus
HANDE SUHER	Architect
JORDI FARRANDO	Architect, Planner, UIA REPRESENTATIVE
KOK LEONG CHIA	Urban Planner, Professor of Urban Planning
RACİ BADEMLİ	Architect
ROMI KHOSLA	

### DEPUTY JURY MEMBERS

İSMET OKYAY	Architect, Professor of Urban Planning,
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### CONSULTANT MEMBERS

CEMAL SÜMENGEN	Urban Planner
GÜNGÖR KAFTANCI	Architect
MURAT KATOĞLU	PhD. History of Art
RAUF BEYRU	Professor of Urban Planning
SEZAI GÖKSU	Professor of Urban Planning

### THE TECHNICAL CONSULTANT

CENGİZ TÜRKSOY	Urban Planner
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### REPORTERS

AHU DALGAKIRAN	Urban Planner, Researcher
BERİL ÖZALP	Urban Planner
GÜL ŞENER	Architect
HASAN TOPAL	Architect
ŞEBNEM G. DÜNDAR	Urban Planner, Researcher

This new jury panel was approved by the UIA representative.

## 2. THE PRESENTATION OF THE TECHNICAL CONSULTANT

The technical consultant reported that 4 projects have been received after November 20, 2001, the deadline for submission. The jury agreed unanimously to disqualify these projects.

The technical consultant Cengiz Türksöy reported that after disqualification of the 4 projects, 136 projects would be presented for evaluation.

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#### 4. SCHEDULE OF EVALUATION

A schedule for the evaluation of the projects has been discussed and adopted as follows:

afternoon 13 <sup>th</sup> of December .....	individual evaluation
morning of 14 <sup>th</sup> .....	the first selection of acceptable projects (or the first elimination) by the Jury
days from afternoon of 14 <sup>th</sup> to morning of 16 <sup>th</sup> .....	gradual elimination
afternoon of 16 <sup>th</sup> .....	selection of the winners
day of 17 <sup>th</sup> .....	report writing

#### GENERAL CRITERIA FOR EVALUATION

The Jury members deliberated at some length to establish the criteria for evaluation.

The agreed general criteria for evaluation was discussed as follows:

1. Public use must be stressed and underlined.
2. Identity through public space, but not necessarily by buildings
3. Appropriate complexity in the land use of the area, which is difficult to understand in the context of the project
4. Centrality versus being center: the central position of the area, whether it is a city center or a regional center
5. Urban versus suburban characteristics
6. Elements of contextuality: continuity of texture (eg. Continuity of Karşıyaka and Alsancak districts)
7. Formal images and aspects of the projects are quite important.
8. Problem of continuity around the Bay, whether there is any provision to complete this continuity or not.
9. Messages: to the mayor, to the planners, to the city, to the people have to be given
10. Potentials of the site have to be evaluated.
11. A vision of future expected. This vision has to be linked to technological discourse
12. Contextual attitude has limits. The context of the economics or the culture or the political culture of the city has to be thought about.
13. Use and role of the city.
14. Shaping the shoreline
15. Problem of scale.
16. Symbolical issues, like the situation of Bayraklı
17. Nature of green: whether it is a forest, a park, a recreational area or an idea applicable. The reference to climatic issues should be considered.
19. Problem of silhouette of the coastline.
20. High profile panoramic arrangements.
21. Problems of traffic, pedestrian movement and parking.
22. Problem of adaptive re-use (old industrial buildings etc.).
23. Preservation problem.
24. Problem of climatic considerations.

#### PROJECTS ELIMINATED IN THE FIRST ROUND

On December 13, 2001, after the first round, **25 projects** were eliminated.

The eliminated projects are:

8, 15, 22, 24, 70, 104, 105, 107, 108, 109, 114, 117, 118, 119, 121, 122, 123, 125, 126, 128, 129, 131, 132, 134, and 136, making up a total of **twenty-five** projects.

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## PROJECTS ELIMINATED IN THE SECOND ROUND

On December 14, 2001, after the second round evaluation, **70 projects** were eliminated.

The eliminated projects are:

3, 6, 9, 10, 11, 12, 13, 14, 16, 17, 18, 19, 21, 23, 25, 27, 28, 29, 30, 32, 33, 35, 36, 37, 38, 39, 40, 41, 43, 44, 45, 47, 50, 51, 54, 56, 59, 60, 61, 62, 65, 66, 67, 68, 69, 73, 74, 75, 76, 77, 80, 82, 83, 84, 85, 91, 92, 94, 96, 99, 101, 103, 110, 112, 113, 115, 116, 120, 127 and 133 making up a total of **seventy projects**.

As a result of the evaluation made, a total of **41 projects** have been recommended for presentation to the 3<sup>rd</sup> round.

## PROJECTS ELIMINATED IN THE THIRD ROUND

On December 15, 2001, the evaluation was made with special emphasis given to the following criteria:

1. Economical viability
2. Flexibility
3. Contextuality
4. Quality of space
5. Regional potential

All **41 projects** were evaluated for their general merits as well as their ability to meet these five criteria and they were marked accordingly.

On December 16, 2001, the below-stated projects were discussed.

The projects are as follows:

### Project No. 1

Presence of income-generating activities is positive. The project is criticized in terms of having used every bit and piece of land such that there is no public open space left. The waterfront hotels imply a very dense urban character, which is found positive. Architecture has a futuristic language. Tramway stations might constitute feasible activity generating points. The Marina activities might also constitute an economical activity. But the way it is dispersed does not make it convincing. There is a search in architectural quality. The zone between the governmental center and the triangle is left on its own, without decision. That is the weak pint of the scheme. Convention center by the sea, however, would be one of the centers of Izmir, a unique one.

### Project No. 2

The project is schematic. It has very formalist approach. It has a potential for using green space. The project proposes to transform the existing infrastructure. It interferes too much with the existing infrastructure.

### Project No. 4

The project has zones, which are separated by green and are clearly defined. It is interfering with the coastal line. All the energy seems to be spent for shaping the coast like this. Contextuality of the project is difficult to justify in

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this sense. The scheme is one that is composed of fragmented parks. Connections/parks with each other seem to be questionable. There is no major generator activity in the project.

#### **Project No. 5**

This project has certain merits. The Bayraklı – Kadifekale axis can be given as an example of this as it provides for a certain definition of the given problem and extends beyond the boundaries of the area. However, there are some deficiencies: Definition of the green is not morphological. Investment generating activities lack. There is no strong element, which suggests meaningful priority in phasing. In terms of scale, the spaces and elements are not consistent with each other. All are out of scale.

The distances between the different activities require vehicular circulation. This contradicts with the green texture of the scheme.

#### **Project No. 7**

The historical axis is well characterized. The location of the passenger port is evaluated as unrealistic and inappropriate.

#### **Project No. 20**

The competitor solves what is proposed. The project subsidizes itself. There is no further intention to solve the transportation problems etc. So it is a very simplistic idea. It has a very refined language. The relationship of the edge: the statement of the project is very sensitive for the development on the edges and the continuity of the connections. The project has permeability. It shows how this edge does not become a "wall". This is an important concept. The project attaches character to the green public spaces. It has an avant-garde approach. The forest concept is considered as a metaphor.

#### **Project No. 26**

The project has committed itself to a major park idea. The idea is recommendable, but the way it is handled is questionable. It may be considered flexible, yet there is no strong point to start investing.

#### **Project No. 31**

The coastline is too monotonously designed. Hiding roads in parks is not a bad idea. There are peripheral questions, which are not clearly solved. The proposal appears more as a housing design than an urban plan. There is no attracting point to start with.

#### **Project No. 34**

The projects can be considered in terms of connectors, axes, spaces, or squares instead of just buildings. The coastal area is a leftover strip taken from the sea. It is not an inspiring project to generate future activities. Bayraklı axis may be an attractive point. The proposal creates a series of independent units. Fragments, however, do not create an urban character.

#### **Project No. 42**

The project does not combine proposals with the existing historical building stock. It just starts the design and goes on. The coastline is negatively handled.

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**Project No. 48**

The connections with the neighbouring districts are well-done. The coastline divides the area into two. The question is the quality of such a park. There are no activity poles at the coastline. The street pattern is extended in a positive way. Articulations with the neighbouring tissue is not satisfactory. There are no dominant greens.

**Project No. 49**

There are the pedestrian crossings over the vehicular road and greens are in corridors though they are too weak. Connections with the existing city are insufficient. The proposed building blocks look out of scale. It is a clear scheme.

**Project No. 52**

Connections with the existing urban tissue is negative. The quality of the green space is not satisfactory.

**Project No. 53**

It is a project with low rise, but high density. The scheme is clear. The waterfront development is found positive.

**Project No. 55**

It has clarity defining the development. The zones of building are clearly structured. Coastline has a certain linear park characteristic. Not just a left-over place. Green continuity is another merit. The project keeps seafront free. The location of the marina is positive. It has continuity problems with the existing tissue in terms of scale of blocks and infrastructure.

**Project No. 58**

The project has a sensitive approach. It allocates space for the waterfront. The seafront – green – other uses make up a very clear structure. The public spaces provide space for the perceivability of the historical buildings. A pleasant place of pedestrians has been provided. There is insufficient volume of buildings for the structuring of the site. The volume of building may not make the project viable. Intervention of the coastline is too costly and unjustified. The project lacks any treatment of the entire bay to include an energy-generating function that is to make the area a vibrant place.

**Project No. 63**

This project takes the area as a park. The imagery of the whole thing is positive. The frequency of the spaces in between is interesting. The built-up area as a wall between the park and the city is poorly designed.

**Project No. 64**

The elements are just presented in the project as signs. Built forms correspond to the strategies of urban design in terms of continuities, directions and openings toward the sea. There is successful integration with the existing structure.

**Project No. 79**

The project has tried to put a layer of time into a scheme. But this is more of a policy and strategic scheme and does not necessarily correspond a spatial development. The key element is the structure of the public space. It tries to integrate the old and the new public space, and it is a good idea. The idea is there, but only as a strategic drawing.

**Project No. 81**

A lot of area has been allocated to the Port area. There is successful articulation with the direction to Bayraklı. There also is a sufficient density to support the economical viability of the project. The urban park is fragmented with no attractivity. Commercial development seems to be weak along the metro line.

**Project No. 86**

The green areas form corridors towards the inner areas. The only originality is the axis towards the sports area. Articulation with the existing city is negative and out of scale.

**Project No. 88**

It looks more of a site plan than an urban design project where the urban strategies are expressed. One problem is to allocate all the pier area into an open green area. This is found non-realistic since it lacks a generating- and attracting-activity.

**Project No. 89**

Good points of flexibility. A positive cultural approach. The images provide for an acceptable Mediterranean environment. There is no major park. All greens are leftover spaces. Articulation with the existing tissue is not satisfactory.

**Project No. 98**

The connections to the inner areas of the city are strong, but not all in the right scale. The green area lacks a unifying role and quality.

**Project No. 100**

The project is concerned with the street idea. There is an eccentric strong idea. Though the developments are mechanic, the spaces have been designed very eccentric. Image of the future is interesting. It is more of a directing plan, showing a system that might be adapted. It suggests a tissue of urbanity. It may constitute one of the projects to be reconsidered.

**Project No. 102**

It is an expensive project filling the sea in an excessive way. Therefore, it is economically unfeasible. The scheme is geometrically over-simplified.

**Project No. 106**

The project is flexible. Its architectural ambitions are acceptable but lack strong points with a regional impact. The park between the sea and the areas on the back is well-designed. The densities are consistent. The nature of design is the same for every part of the project. Different functions with the same morphology.

**Project No. 111**

The project does not have a very rigid zoning. All elements of space are sufficiently organized. The sizes are not very huge. The distribution of green is well. It has an urban village garden quality. The visual attractivity is well-designed. There is a scale problem for there are too many vast areas. But is more realistic than the other projects. The project proposes some positive solutions for the traffic movement. It is also feasible.

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#### Project No. 124

Not economically viable, but has a radical image. A completely radical project that changes everything. Giving the park to the citizens of Izmir and making them pay for the city. The implication of making a park is very clear here. It is an absolutely new image. The connection to Bayraklı and the forest idea are the two issues that deserve some thought.

#### Project No. 130

The project is an elegant utopia. The project has the character of a resort place. The logic is to build a core. It would work financially though it is a dream. In its present state it is undeveloped. In contextual terms, it is a beginning. It is out of scale. In terms of building form, it takes all sides as the park and leisure area. It is an alternative built form of an urban park project. It has a local character. There is quite a skill in terms of volume and buildings etc.

#### Project No. 135

The quality of urban development is interesting. If the urban implications are analyzed, they can provide a quality of space. The expression is different, but there is a little bit beyond. There is a shock, kind of taking Izmir to a different destination. It proposes a certain homogeneous tissue. There are different possibilities of extension to different nodes, so there is flexibility. But it is a non-realistic project. It is clearly explained in the report. It is highly futuristic, generating future ideas for Izmir. To produce totally radical things is a tradition of in architectural thinking.

### THE FINAL ROUND PROJECTS

As a result of the evaluations made, the Jury voted and selected **9 projects** for the final round. The projects are as follows:

Projects numbered as **1, 20, 48, 53, 55, 64, 81, 106, and 111**.

### THE PRIZE-WINNING PROJECTS

From the 9 projects, the Jury voted and selected the three prize-winners as follows:

Project **no.111** was awarded the first prize.

Project **no.64** was awarded the second prize.

Project **no.53** was awarded the third prize.

The remaining 6 projects (projects numbered **1, 20, 48, 55, 81 and 106**) have been awarded Honourable Mentions.

The Jury comments on the prize-winning projects are as follows:

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## JURY'S COMMENTS

### ENTRY 111

The entry 111 opens the way for the realization of a model site for the future of Izmir. It creates a vision of viable density of building with high-rise development and also providing large open spaces for public use. This building development will alleviate the pressure on the historical city core by attracting building activity to this area.

The second and very important contribution of the project is the development around the archeological site of Bayraklı (old Smyrna). The 111<sup>th</sup> entry offers the opportunity of a starting point for the urban development of a symbolic site, which, by emphasizing Bayraklı, has an important status in the Archeology of Western Anatolia. Here, the potential is to be realized easily.

Besides these two points, there is a network of pedestrians and cyclists and parks of a larger communication system. Buildings are directed towards the prevailing wind direction.

The existing sport facilities and the new facilities at their extensions are composed as an Olympic park.

All the administrative functions are composed around a forum, which, as a representative place, is connected with Bayraklı both physically and symbolically.

Entry 111 has professionally presented these ideas and has been selected as the first prize-winner.

### ENTRY 64

This project proposes to provide a scheme of reference for the transformation of the city, consisting of structural network, constituents, elements, selection of communal zones and proper space organization. Theme parks as urban activity centers are designed to create the continuity of open spaces, such as nature parks, archeological parks, and technoparks. The park system is found as a feasible organization of space. The prevailing wind was a decisive factor.

The project has a good sense of scale. It also displays necessary flexibility to absorb the future changes in the programme.

In the orientation of building blocks, the industrial archeological park is where the major conservation area stood. The freight port also called as sea park, is organized as leisure and touristic area.

Entry 64 judiciously and professionally presented these ideas and has been selected as the second prize-winner.

### ENTRY 53

This project has a strong urban character. Dense, yet low-rise urban developments suggested for the Port and Salhane districts are evaluated positively. The quality of public open spaces, concern for rehabilitation and conservation of cultural heritage are other attributes.

Particular emphasis on "Old Smyrna" by providing an adjacent public open space (park) is a valued strategy. The lack of significant public investment that would contribute to the economic viability at the docks, however, is a weakness. The clear definition of parts and the simplicity of organizing principle of the whole contributing to the overall flexibility of the scheme are recommendable.

Entry 53 has therefore been selected as the third prize-winner.

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## ENTRY 1

It is a project, which develops the inner traffic system as activity generating goals.

The project is criticized in terms of having used every bit and piece of land such that there is no public open space left. The waterfront hotels imply a very dense urban character, which is found positive. The Marina activities might also constitute an economical important potential. But the way it is dispersed does not make it convincing. There is a search in architectural quality and futurist architectural language. The zone between the governmental center and the triangle is left on its own, without decision. That is the weak pint of the scheme.

Entry 1 has been awarded the honorary mention.

## ENTRY 20

The project has a very refined urban design language. The relationship of the edge: the statement of the project is very sensitive for the development on the edges and the continuity of the connections. The project has permeability. It shows how this edge does not become a "wall". This is an important concept. The project attaches character to the green public spaces. It has an avant-garde approach. The forest concept is considered as a metaphor. Although the project has a poetical dimension, it is found simplistic and schematic to tackle the complexity of the problem.

Entry 20 has been awarded the honorary mention.

## ENTRY 48

The project is characterized by two distinct zones, which are separated by the park. This clarity is appreciated by the Jury. The question is the quality of such a park. There are no activity poles at the coastline. The street pattern is extended in a positive way to the existing streets, though in terms of spaces and uses it is not fully satisfactory. Articulations with the neighbouring tissue are not satisfactory as well. There are no dominant greens.

Entry 48 has been awarded the honorary mention.

## ENTRY 55

In this project, what is appreciated is the unifying role of the coastline. It has a certain linear park characteristic. Not just a left-over place. The project keeps seafront free. The location of the marina is positive. The scale of the blocks and the spaces with the existing tissue is not very satisfactory. On the other hand, the treatment of the existing historical buildings with the buildings, their connections with arcades and architectural language is positive. The traffic proposal made needs to be developed. Relationship with the Bayraklı site is negative.

Entry 55 has been awarded the honorary mention.

## ENTRY 81

This project is appreciated by the quality of its solution in terms of orientations and scale. A lot of area has been allocated to the Port area. There also is a sufficient density to support the economical viability of the project. The negative point is that the park has no unifying as a generator of activities. The urban park is fragmented with no attractivity. Commercial development seems to be weak along the metro line. Articulation with the existing tissue is not very satisfactory. The connection to the Bayraklı site is positive.

Entry 81 has been awarded the honorary mention.

## THE ENTRY 106 - HONORARY MENTION

This project is appreciated by its three morphological units. It applies a kind of activity zoning. Each zone is flexible in itself, but the overall flexibility is questionable. Its architectural ambitions are acceptable but lacks strong points with an activity generating force. The park between the sea and the areas on the back is well-designed. Connection with the Bayraklı site lacks force.

Entry 106 has been awarded the honorary mention.

## JURY MEMBER'S NOTE OF DISSENT BY ROMI KHOSLA International Jury Member

*"The democratic principle of selecting the prize-winners by majority vote has been well established by the jury proceedings. This note of dissent therefore, does not in any way question the majority decision of the jury. On the contrary, it simply records my personal disagreement with awarding the first prize to entry no 111. It is my contention that the first prize should have been awarded to entry no 1.*

*This contention is based on three fundamental aspects, which determine the future potential of the site:*

- 1. İzmir could use the potential of the site to transform itself from a Turkish city to a European regional level urban centre that makes it an important trading and cultural centre for the future European Union. No other city in the Aegean has this historic opportunity of having 500 hectares of vacant land in its heart.*
- 2. There is a need to address the future of urban development in İzmir with a boldness that breaks away from the past in a significant way.*
- 3. The level of urban density that is required to sustain this sort of development precludes any form of a garden city on the coast.*

*It is my view that entry 111 does not adequately address these three aspects and that entry no 1 addresses them all.*

*Entry 111 creates a major focus on the archaeological site, it proposes extensive land fill in the bay and places its islands of urban development within a background of a green tone that implies tower blocks set within gardens. However it is not very clear how this green background will be affected once the roads and large parking places are provided on the ground to service the multi-storey blocks.*

*Entry no 1 on the other hand visualizes an international future for İzmir, providing spaces for international institutions, a modern transport system as well as dense urban development. Its proposals for developing the coast line with a wide range of cultural and commercial facilities recognizes the live potential of the bay and its architectural language is clearly addressing the future."*

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## THE AUTHORS' STATEMENTS

After the Jury's award the envelopes containing the identities of the participants were opened and the authors of the awarded projects are as follows:

1<sup>st</sup> Award – Project no. 111  
Jochen Brandi from Germany

2<sup>nd</sup> Award – Project no. 64  
Bünyamin Derman and Dilek Topuz Derman from Turkey

3<sup>rd</sup> Award – Project no. 53  
Ertur Yener - Erdoğan Elmas - Zafer Gülçur from Turkey

Honorary Mention No. 106  
David Haseler Raia - Angela Rheinlaender from Australia

Honorary Mention – Project No. 81  
Nevzat Sayın – Can Çinici - Çağlayan Çağbayır – Ebru Tabak from Turkey

Honorary Mention – Project no. 48  
Mehmet Kütükçüoğlu – Burcu Kütükçüoğlu – Elif Kendir – Ertuğ Uçar – Evren Aysev – Tansel Dalgacı from Turkey

Honorary Mention – Project no. 20  
Yasemin Balkan – Fırat Aykaç from Turkey

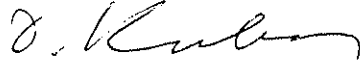
Honorary Mention – Project no. 1  
Maria Aiolova and Tunch Gungor from Bulgaria and USA

Honorary Mention – Project no. 55  
Zeki Şerifoğlu and Ali Herkül Çelikkol from Turkey

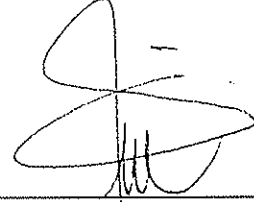
## RECOMMENDATIONS

- The international jury emphasizes the importance of the vision of İzmir as an internationally competitive commercial, cultural, technological and tourism center not only in Turkey, but also in the Eastern Mediterranean Region. The port area and its surroundings offer great potential for urban transformation and development on this score, besides providing for the more immediate social and economic needs of the metropolitan area.
- The port area and its surroundings should be defined, assured the status of and managed as a high priority urban transformation and development project area with regional, national and international significance. The Metropolitan Municipality of İzmir should consider forming public-private partnerships as well as seeking national and international funds.
- The results of the international competition should not be taken as the "solution", but interpreted as the suggested framework of visions, goals, strategies (both social/economic and spatial) and priorities; i.e., ideas for the project area.
- In this connection, the results of the international jury do not mark the end, but signal the beginning of a new process: formulating and implementing projects that would shape the port area and its surroundings in line with the results of the international competition. Indeed, the management of this process requires particular emphasis, in and of itself.

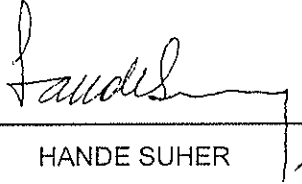
- The international jury recommends that the Metropolitan Municipality of İzmir appoints and authorizes a "project management unit", and that this unit begins public negotiations on pressing issues in the light of the framework of visions, goals, strategies and priorities suggested in the international competition, in order to prepare the planning documents necessary for implementation.



DOĞAN KUBAN




RACİ BADEMLİ



HANDE SUHER



AHMET GÜLGÖNEN



JORDI FARRANDO



ROMI KHOSLA



KOK LEONG CHIA