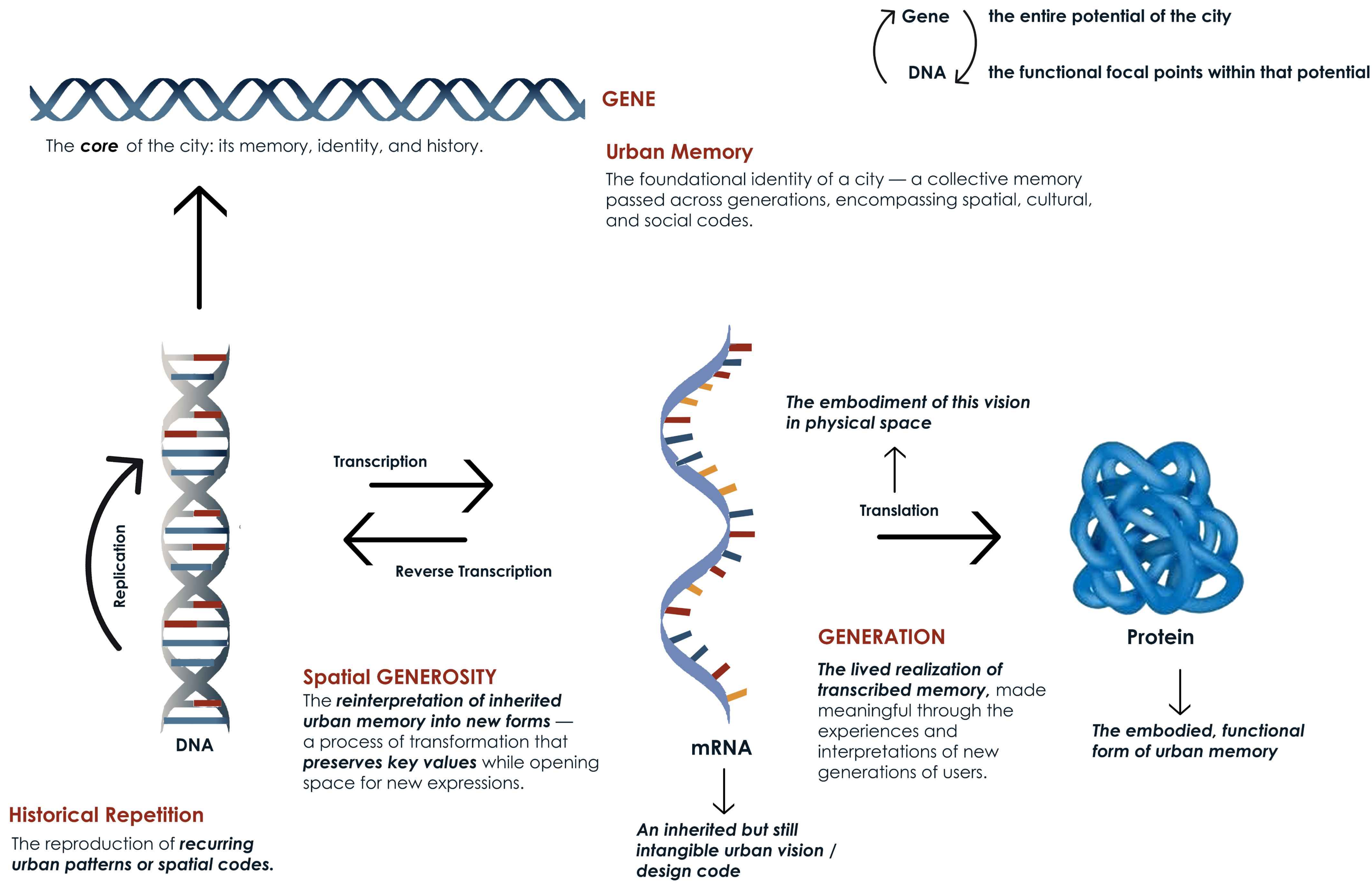


GENEROSITY.

ISKENDERUN.



GENEROSITY AS AN URBAN MEMORY



CITY OVERVIEW



1 City Center



2 Port



3 University (İSTE)



4 İskenderun State Hospital



5 Train Station



6 Military



İskenderun is **a vibrant coastal city** in southern Turkey, situated between the Mediterranean Sea and the Amanos Mountains. Its geography creates a linear urban form, shaped by the narrow land between mountain and sea. The city expanded over former marshlands, which still influence its topography and infrastructure today.

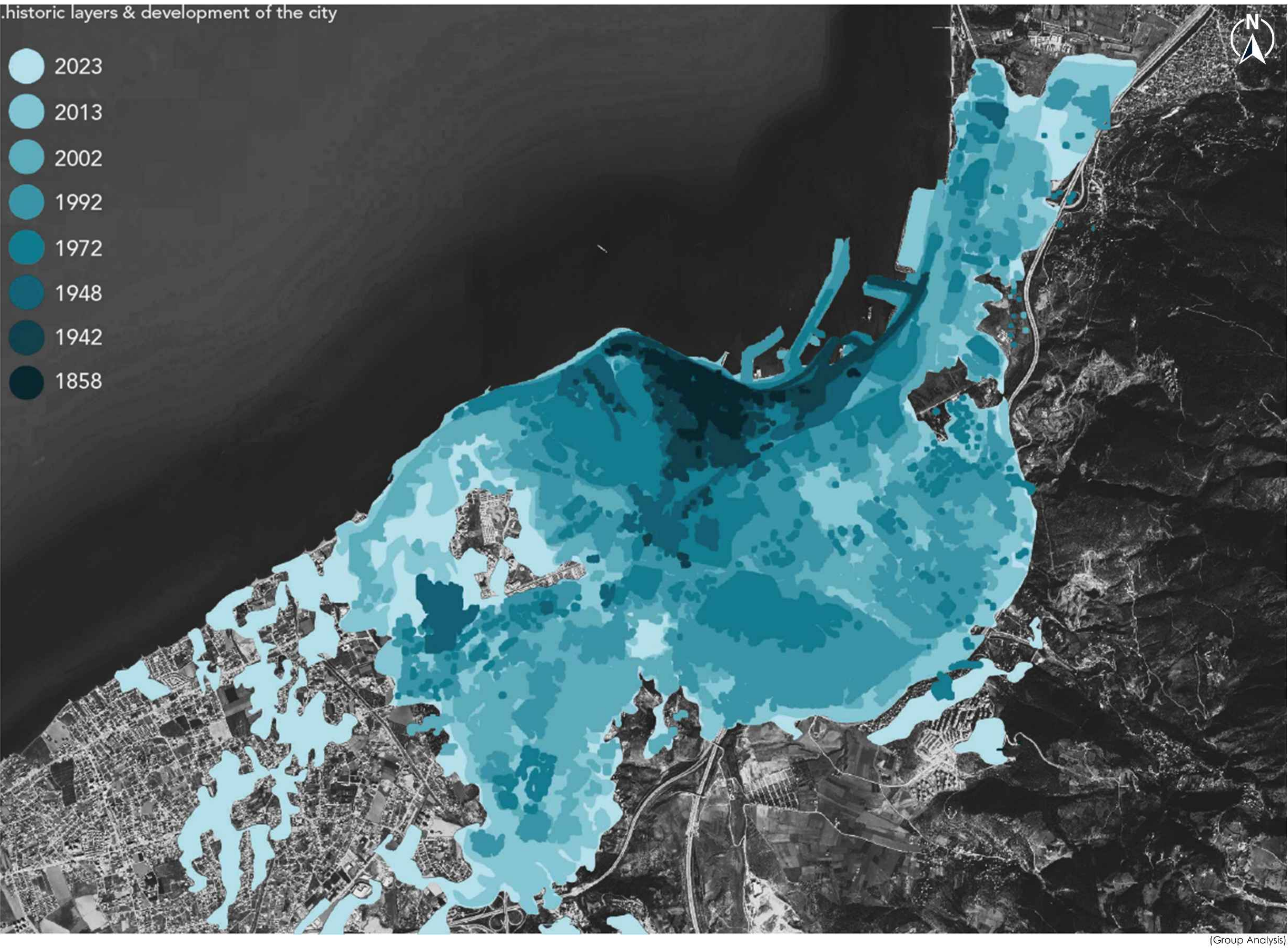
The urban fabric follows an east–west coastal line, intersected by mountain-to-sea axes. However, military zones, ports, and railway lines fragment the waterfront, limiting public access. As a logistics hub, the city includes industrial zones, a free port, and institutions like İskenderun Technical University — **supporting its polycentric and dynamic growth**.

Historically, İskenderun carries a multicultural identity shaped by diverse cultural and ethnic layers. Today, **population growth and urban pressure challenge this memory, placing the city in constant tension between preservation and transformation**.

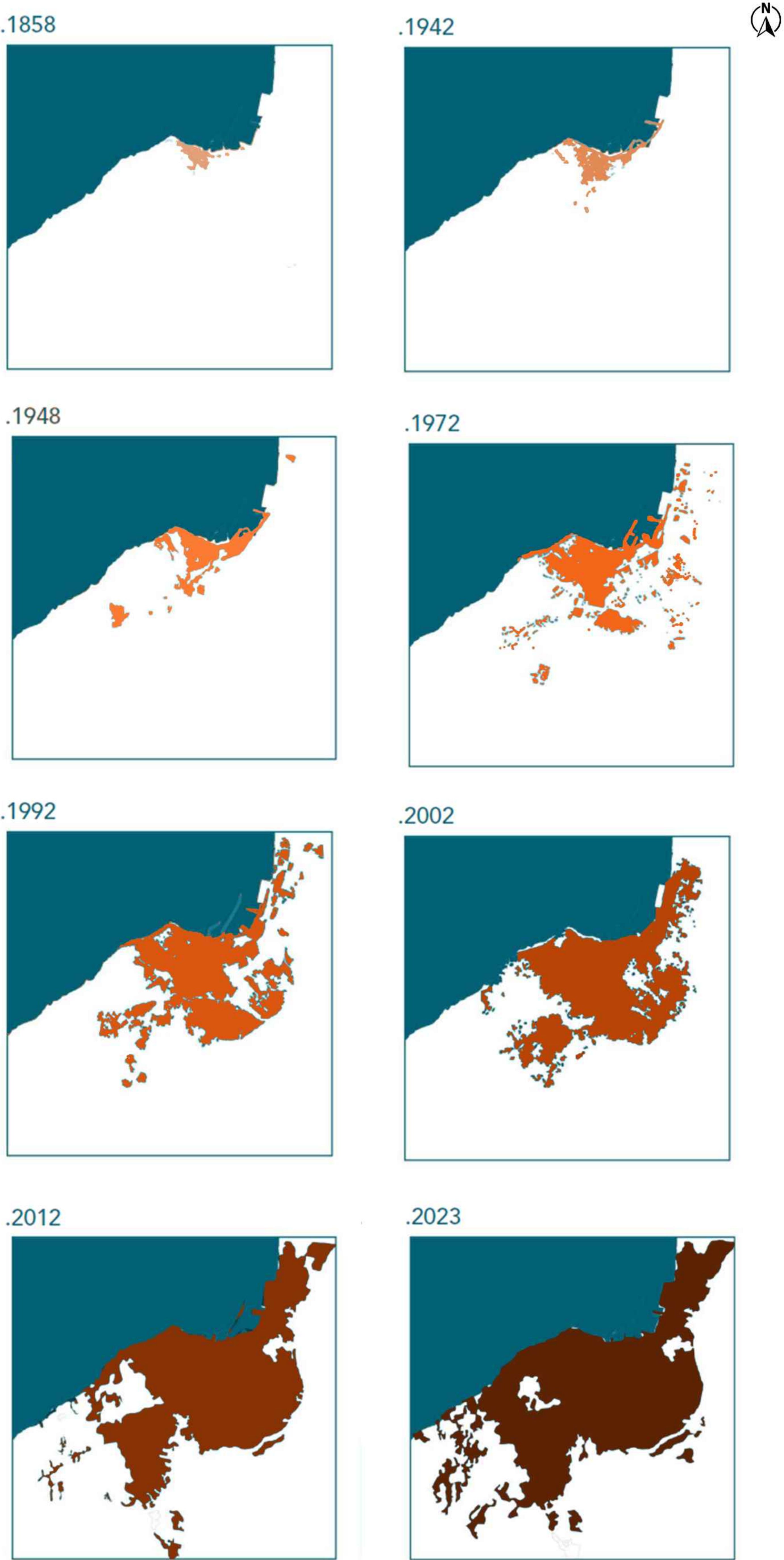
Photos from the City Archive



HISTORIC LAYERS & DEVELOPMENT OF ISKENDERUN

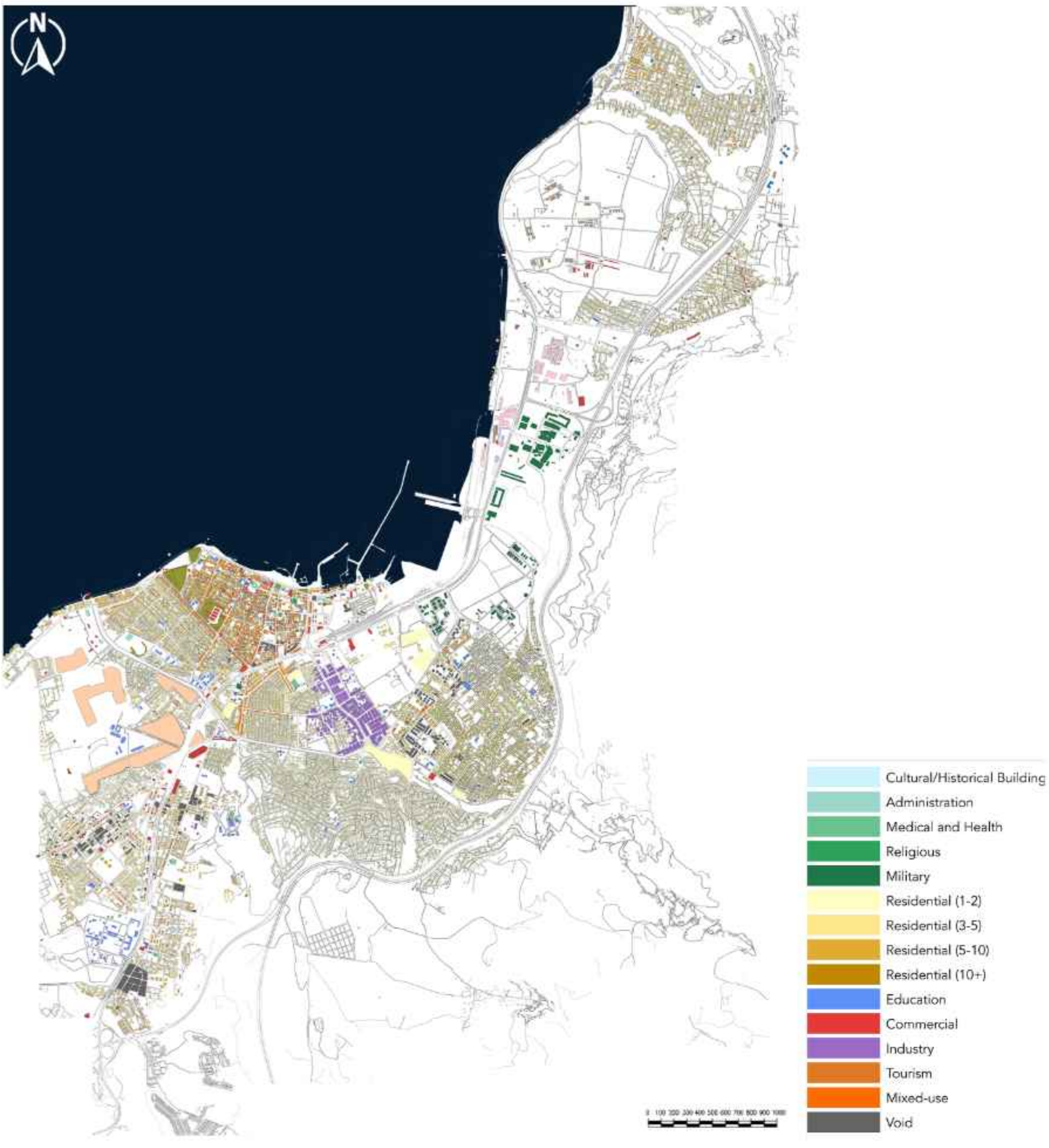


- development between 1858 - 1948 > the development of the port, and the rise of industrial investments
- development between 1948 - 1972 > the expansion of port, improved transport links, rising accessibility
- development between 1972 - 1992 > rapid industrial and urban growth
- development between 1992 - 2002 > increasing employment and migration
- development between 2002-2013 > new residential and commercial areas developed
- development between 2013-2023 > Iskenderun Technical University (ISTE), founded in 2015, boosted education and innovation



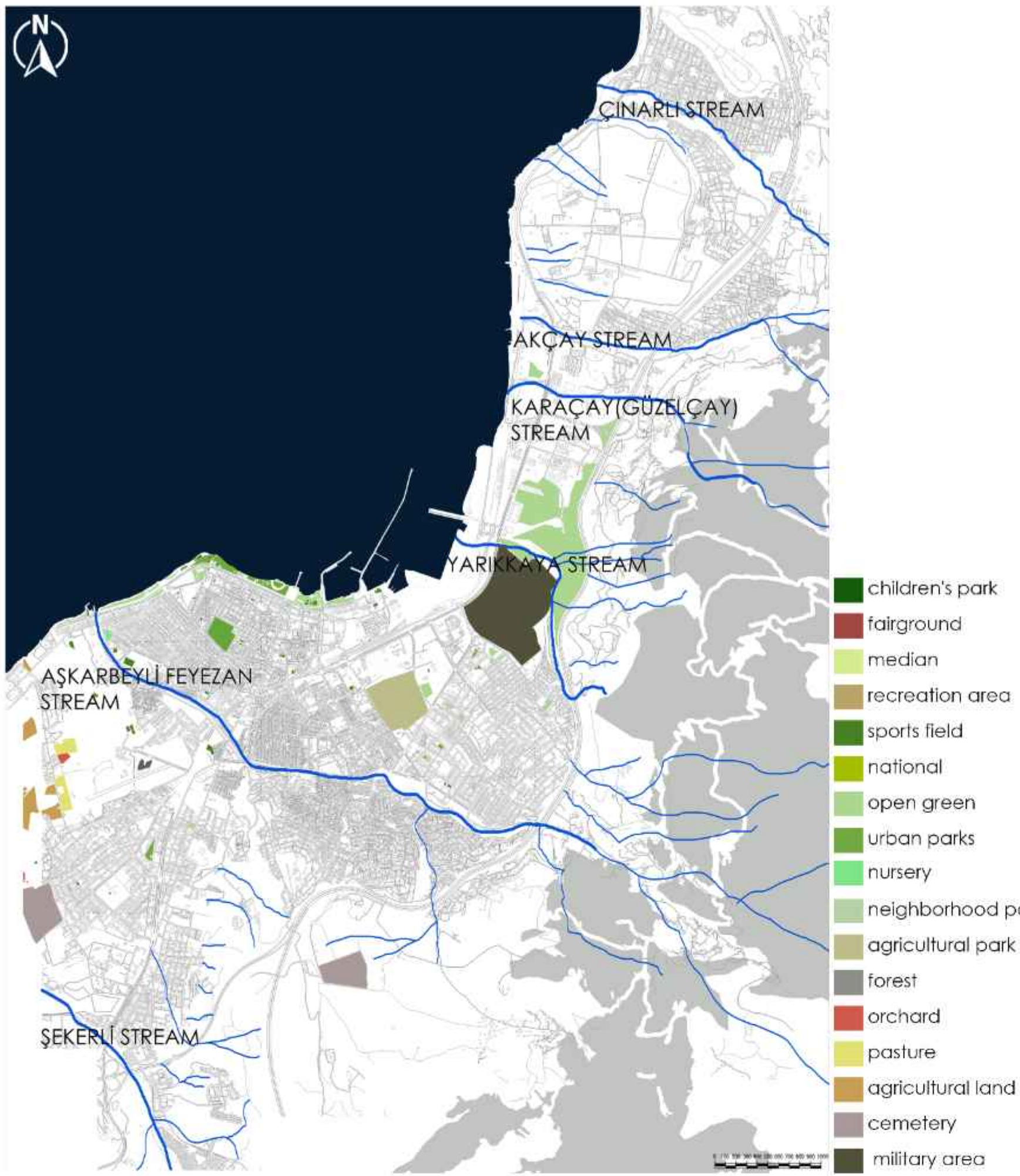
ANALYSIS

Land Use



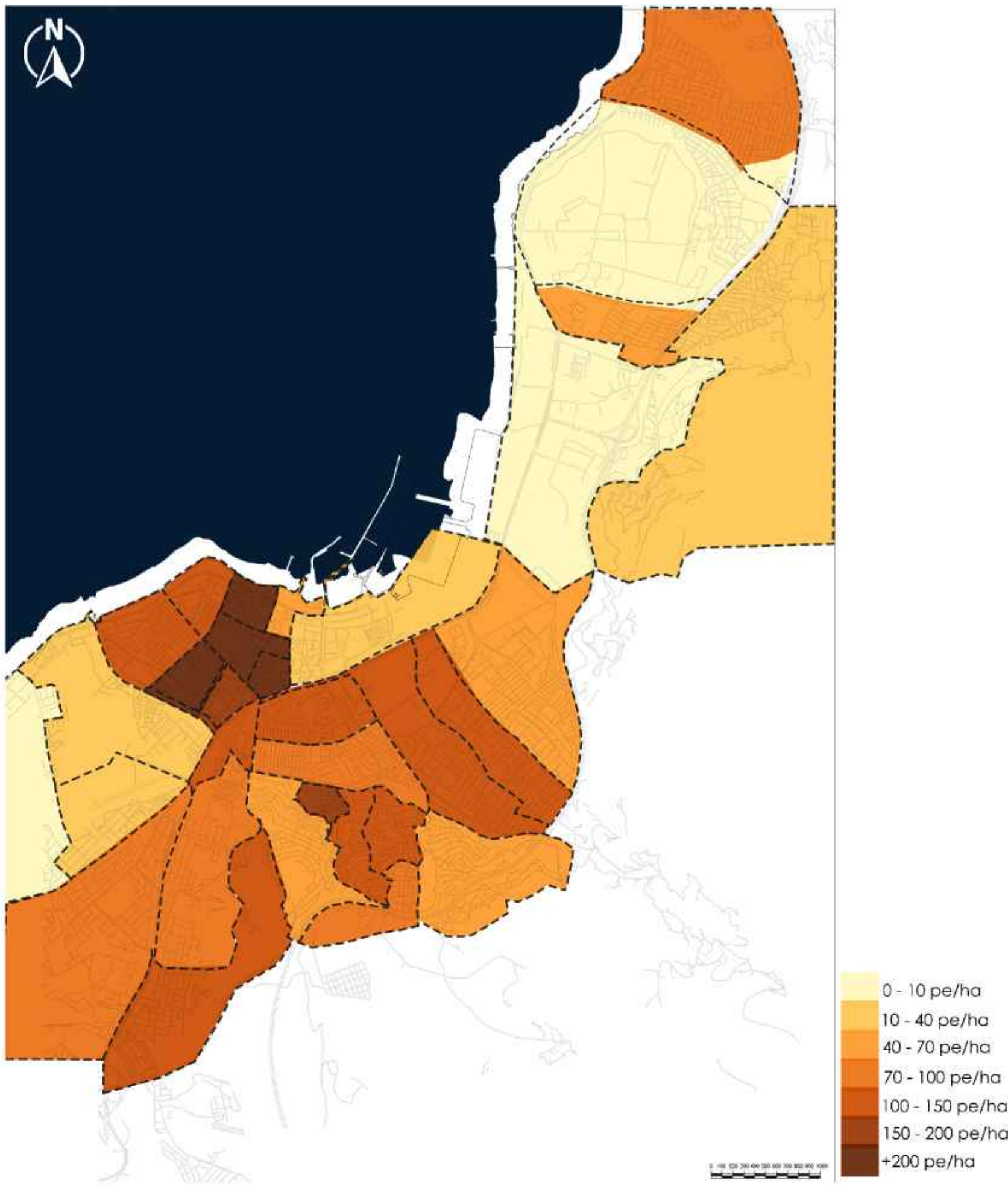
This analysis highlights the complex relationship **between land use and user dynamics** in contemporary urban settings. In the project area, this is reflected through a wide range of functions and users — from port workers and local residents to foreign expatriates and tourists arriving via the train station. While this diversity adds vitality to the urban fabric, the absence of coordinated planning leads to spatial fragmentation. A more **integrated approach** is essential to connect these varied uses and foster inclusive, accessible public spaces.

Green-Blue Network



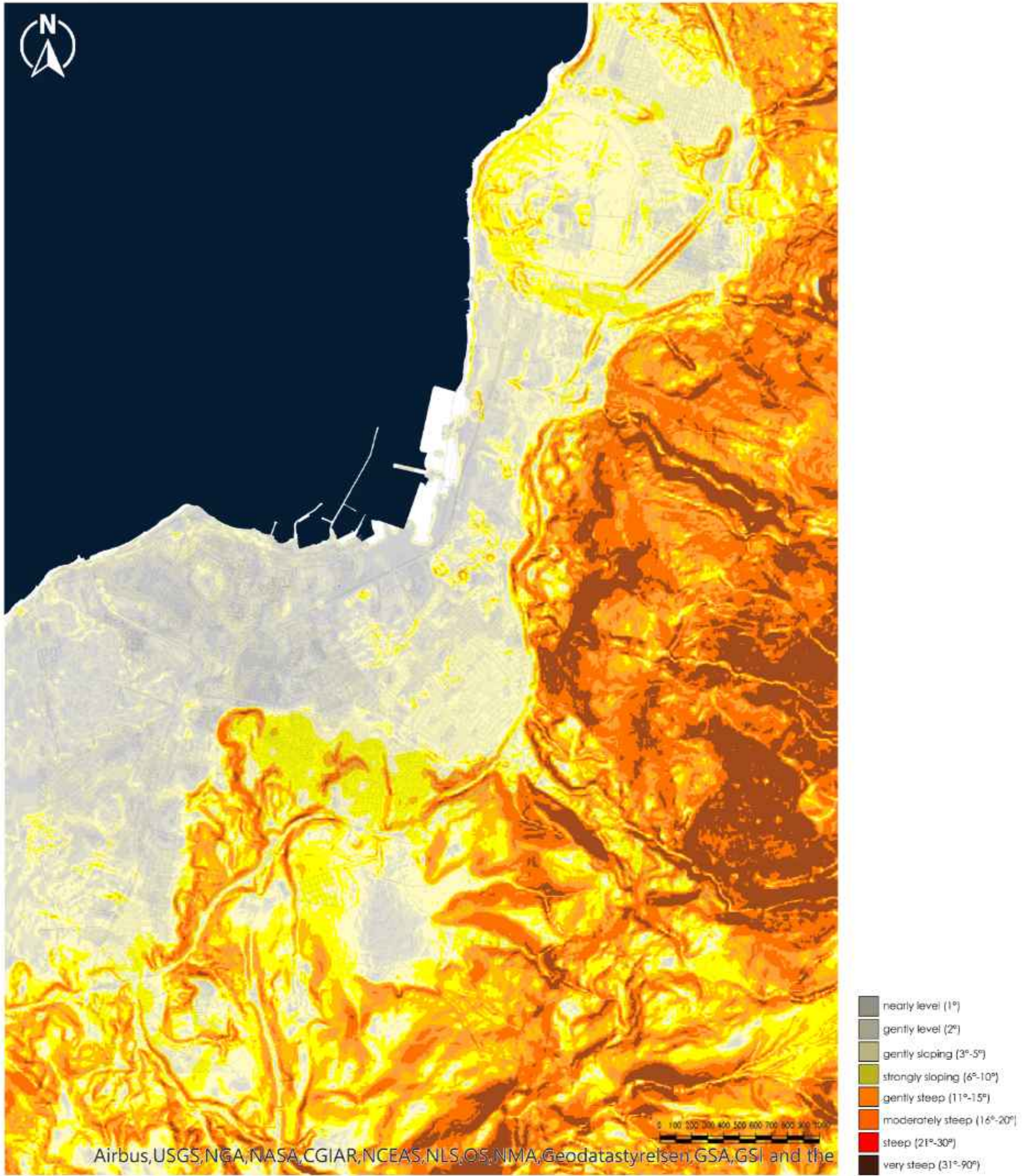
This analysis, highlighting the distribution of streams and green spaces, reveals a noticeable **absence of an organized green network** in Iskenderun. Despite the presence of significant opportunities, such as the Feyezan Canal, which holds **the potential to serve as a strong ecological and social corridor**, these spaces remain underutilized and disconnected. The lack of integration between natural elements and urban planning highlights the need for a cohesive approach to green infrastructure development.

Population Density



The population density analysis reveals a significant **concentration in the city center**, creating considerable **pressure on its infrastructure and resources**. This concentration not only strains the urban core but also emphasizes the urgent need to **redistribute population density more evenly across the city**. This approach aims to ease the pressure on the city center while promoting a more equitable and resilient urban growth.

Slope



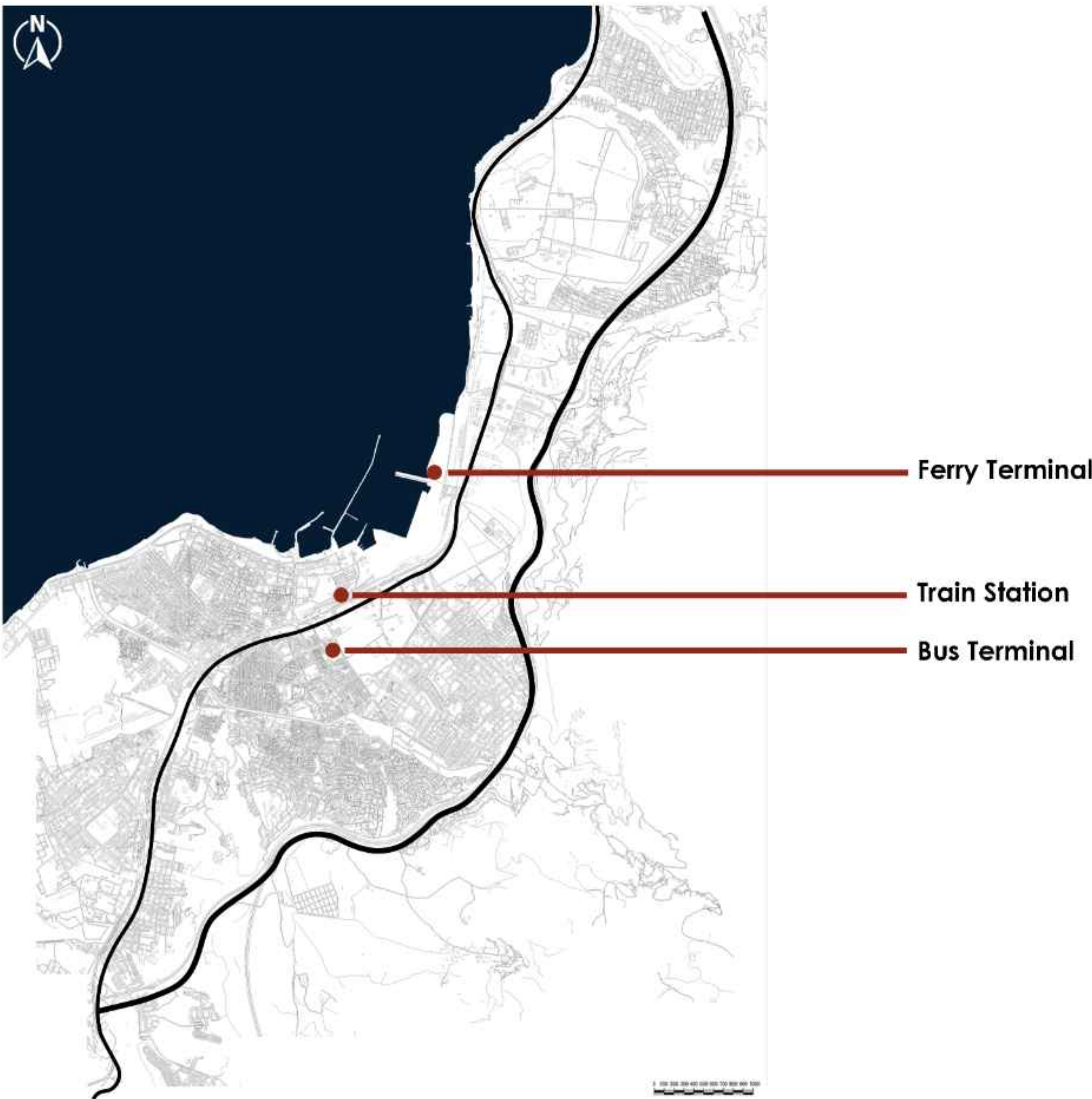
The slope analysis reveals that certain areas close to the city center are **more suitable for settlement**, as their elevation provides natural advantages in terms of accessibility and construction feasibility. These elevated regions offer more stable ground for development, making them **prime locations for future urban growth**.

Road Hierarchy



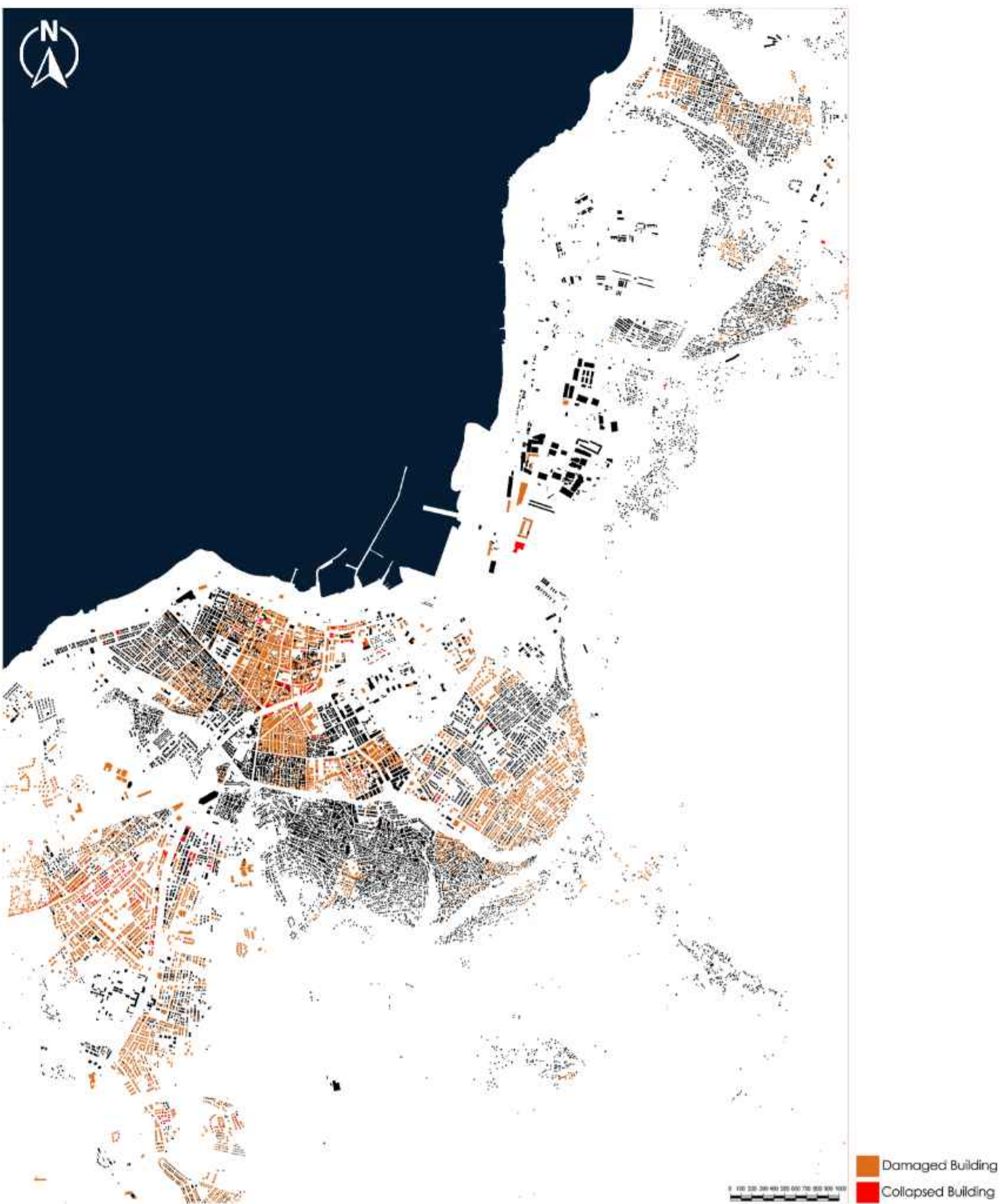
The street hierarchy analysis reveals two strong horizontal axes extending towards the northeastern direction of the city. Additionally, the coastal area plays a significant role as a defining factor, creating **vertical axes that extend towards the waterfront**. This structure highlights the interplay between the city's internal zones and its coastal edge, emphasizing the importance of **integrating these axes** to enhance connectivity and urban flow. **Strengthening the connections leading to the waterfront and increasing the linkages between the horizontal axes** can further improve accessibility, create a more cohesive network, and enhance the overall urban mobility framework.

Connectivity



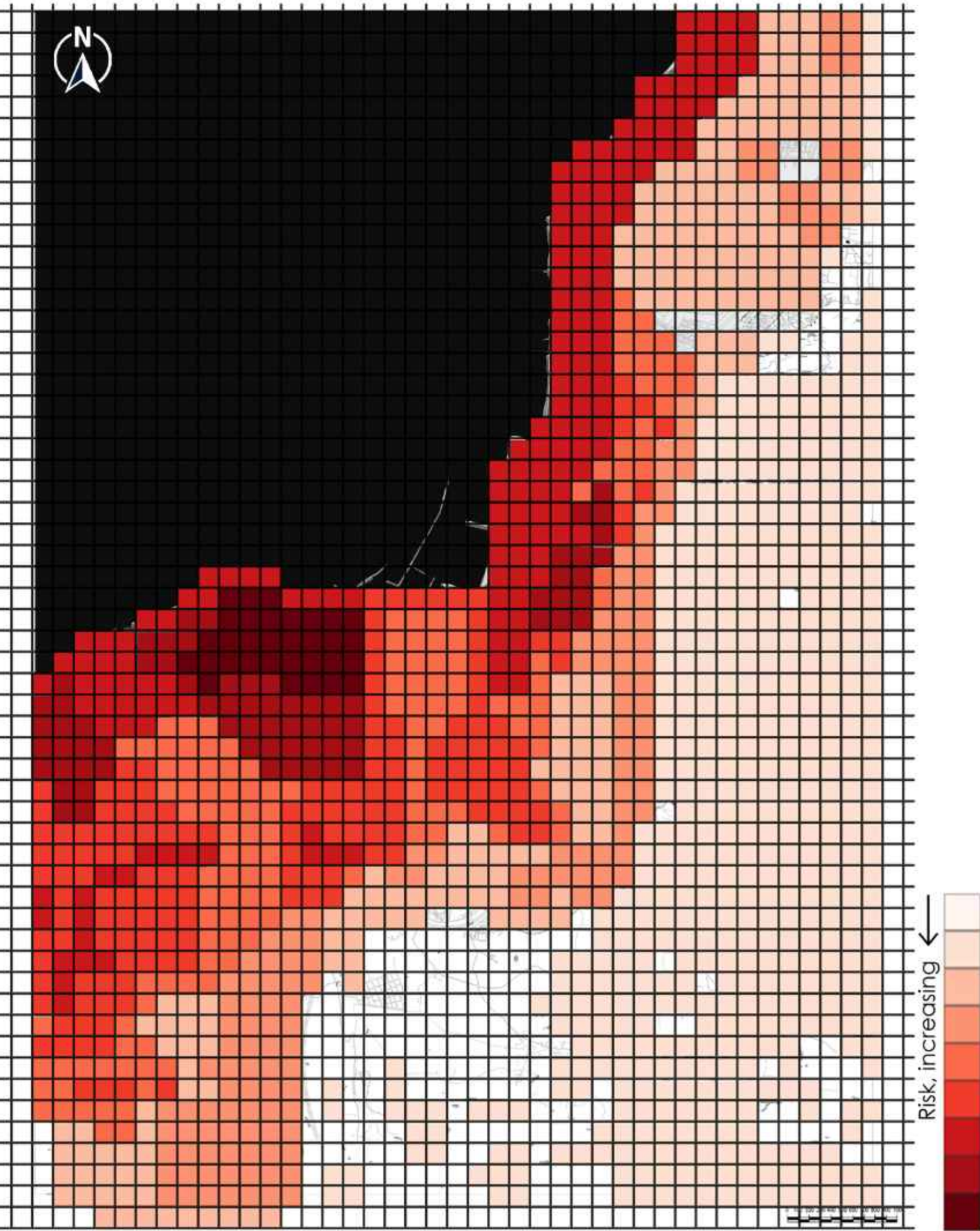
This connectivity analysis highlights **the strategic location of the project site, situated between key transportation nodes — the ferry terminal, the bus station, and the train station**. This positioning **ensures strong accessibility at both local and regional scales**, making the area highly suitable for integrated urban development. The site's proximity to multimodal transport options supports efficient movement of people and services, **reinforcing its potential as a dynamic urban hub**.

Damaged & Collapsed Buildings



This analysis highlights that the highest concentration of structural damage is located in areas **with dense urban development, especially within the city center**. This correlation suggests that the city's most vulnerable zones are also its most densely built, underscoring the need for targeted interventions and resilient design solutions in these high-risk areas.

Risk Analysis - Ecotope



The ecotope analysis highlights that although the coastal areas face significant risks, **the city center emerges as the most vulnerable area**. This is a result of **the combination of high population density, environmental risks, and other factors**, which amplify the potential hazards in this region. The concentration of these risks within the city center makes it a critical area.

CORE GENERATOR: A BRIDGE BETWEEN GENERATIONS



Project Area

İskenderun exists in a state of tension between its historical legacy and the demands of contemporary urban life. It is a city **where layers of memory intersect with rapid change**, resulting in fragmented public spaces, disrupted axes, and limited access to the waterfront. These spatial conditions reveal a gap between inherited codes and current urban performance.

The selected site lies within this tension — near the historic core, close to the coast, and framed by major components such as the military zone, train station, and main arteries. It is not just a location, but **a convergence point between past and future — a threshold** where transformation can be both respectful and forward-looking.

Within this context, the site is read as part of **the city's urban genome** — a structure of inherited spatial codes that can be transcribed, translated, and reimagined. The project aims to engage with these embedded layers through a spatial intervention that is not imposed but evolved — **one that holds space for memory while allowing for new uses, meanings, and urban generations.**



CORE GENERATOR: A BRIDGE BETWEEN GENERATIONS

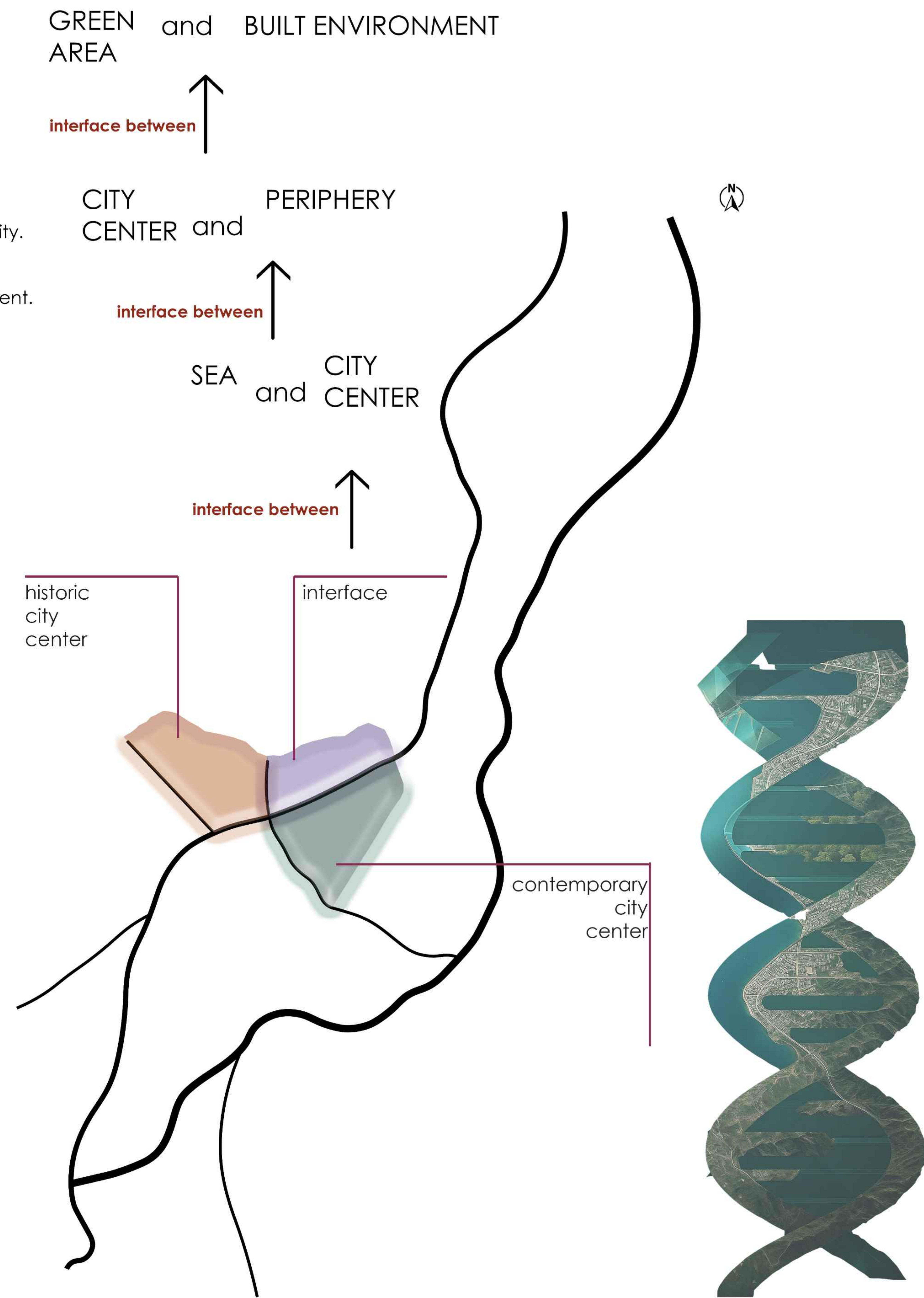
Why a New Urban Center for Iskenderun?

- **Vulnerability to Natural Risk**
Rising sea levels, coastal erosion, and industrial pollution threaten both the environment and quality of life.
- **Impacts of Climate Change**
Lack of green areas worsens heat islands; limited water resources and weak infrastructure reduce climate adaptability.
- **Urban Disorder and Planning Deficits**
Street chaos and unplanned growth create mobility issues and fragment the urban fabric. Public spaces are insufficient.
- **Overpopulation and Density Problems**
High population density overwhelms infrastructure, causing traffic and public service bottlenecks.
- **The Need for Resilience and Modernization**
The current city center is not future-proof. A new core is needed to drive innovation, flexibility, and sustainability.

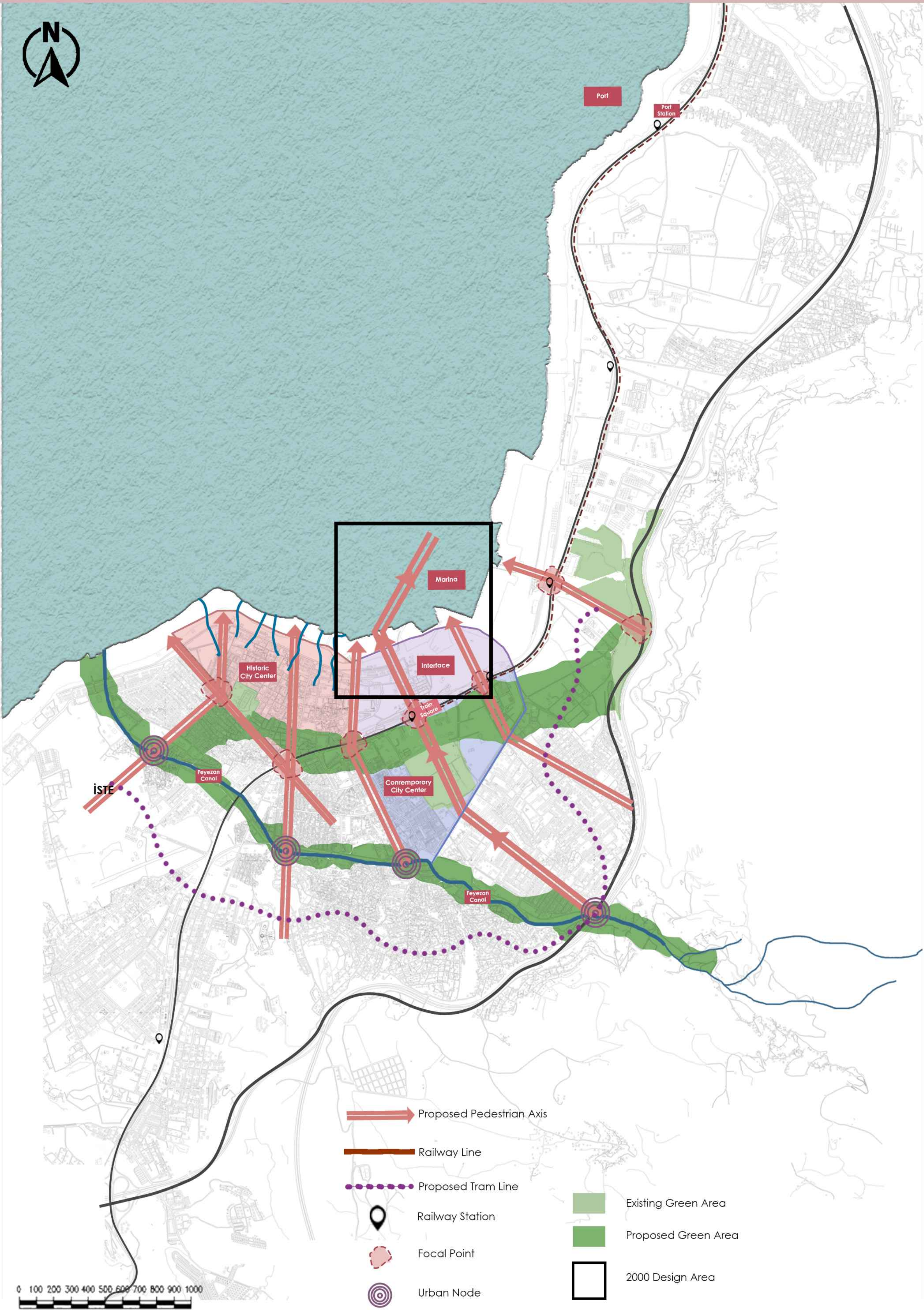
How Will Iskenderun’s New Urban Center Transform the City?

- **Rehabilitation and Renovation**
Historic buildings will be repurposed to serve modern functions while preserving identity.
- **Sustainable and Smart Infrastructure**
Green roofs, solar panels, and smart systems will reduce the environmental footprint.
- **Resilient Design for Natural Risks**
Flood-resistant materials, elevated structures, and adaptive facades will mitigate climate and seismic threats.
- **A Vibrant, Future-Ready City**
Walkable areas, green corridors, and improved public transport will foster a vibrant, sustainable urban life.

The **interface** area plays a critical role in connecting the old and new urban centers, creating a dynamic space where historical preservation meets contemporary innovation. This area not only serves as a physical and functional bridge but also fosters social and technological interactions, enabling the seamless integration of old and new elements.



1:10000 CONCEPTUAL DIAGRAM



Design Strategies

1. Integrated Pedestrian Network: A network of pedestrian pathways will be developed across the entire city to improve walkability and spatial continuity. These axes will establish legible and accessible routes linking cultural, commercial, and residential areas.

2. Green Axes and Focal Points: Green axes will be integrated into the city's design to create a network of green spaces that extend throughout both the old and new city centers. Focal points will be established at key intersections along these green axes which will serve as vibrant public spaces for social interaction and cultural exchange.

3. From Terminal to Urban Destination: The final railway station will generate a major transit plaza — a hub that connects mobility, public space, and urban life. This new focal point will support seamless transfers, while also becoming a lively civic space shaped by walkability and social activity.

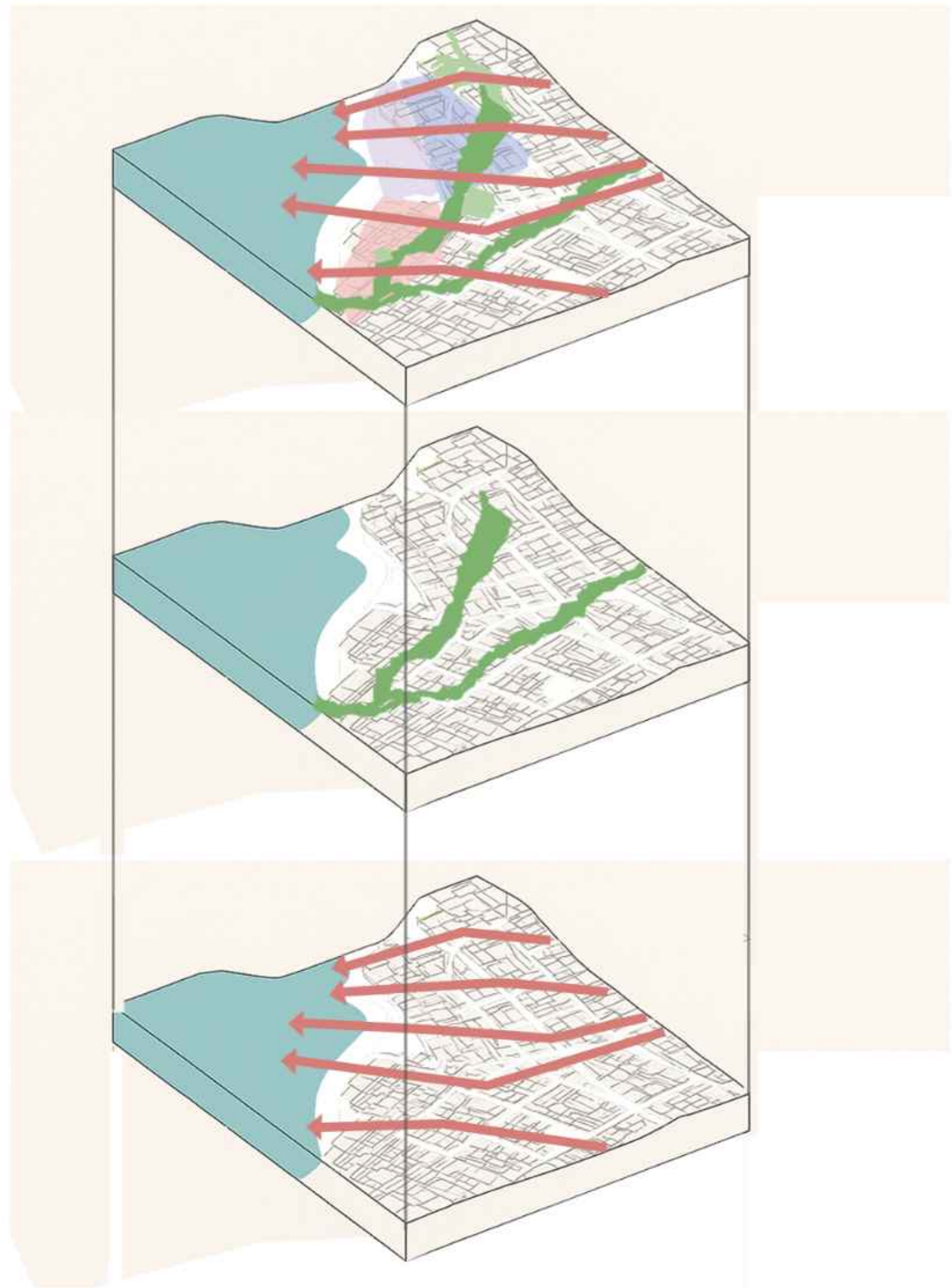
4. Introduction of Tram Lines to Key Nodes: Tram lines will be introduced along strategic routes connecting critical urban nodes. This mode of transport will reduce congestion while contributing to a more sustainable urban mobility network.

5. Interface Zones: The interface zone, where the historic and contemporary city centers converge, will be carefully designed to serve as a bridge between the past and the future. This area will incorporate both social and technological elements, creating a dynamic space that fosters interaction and coexistence between historical heritage and modern innovation. The interface will function as a catalyst for integrating cultural preservation with futuristic development, ensuring a smooth and harmonious transition between the contrasting characteristics of the two areas.

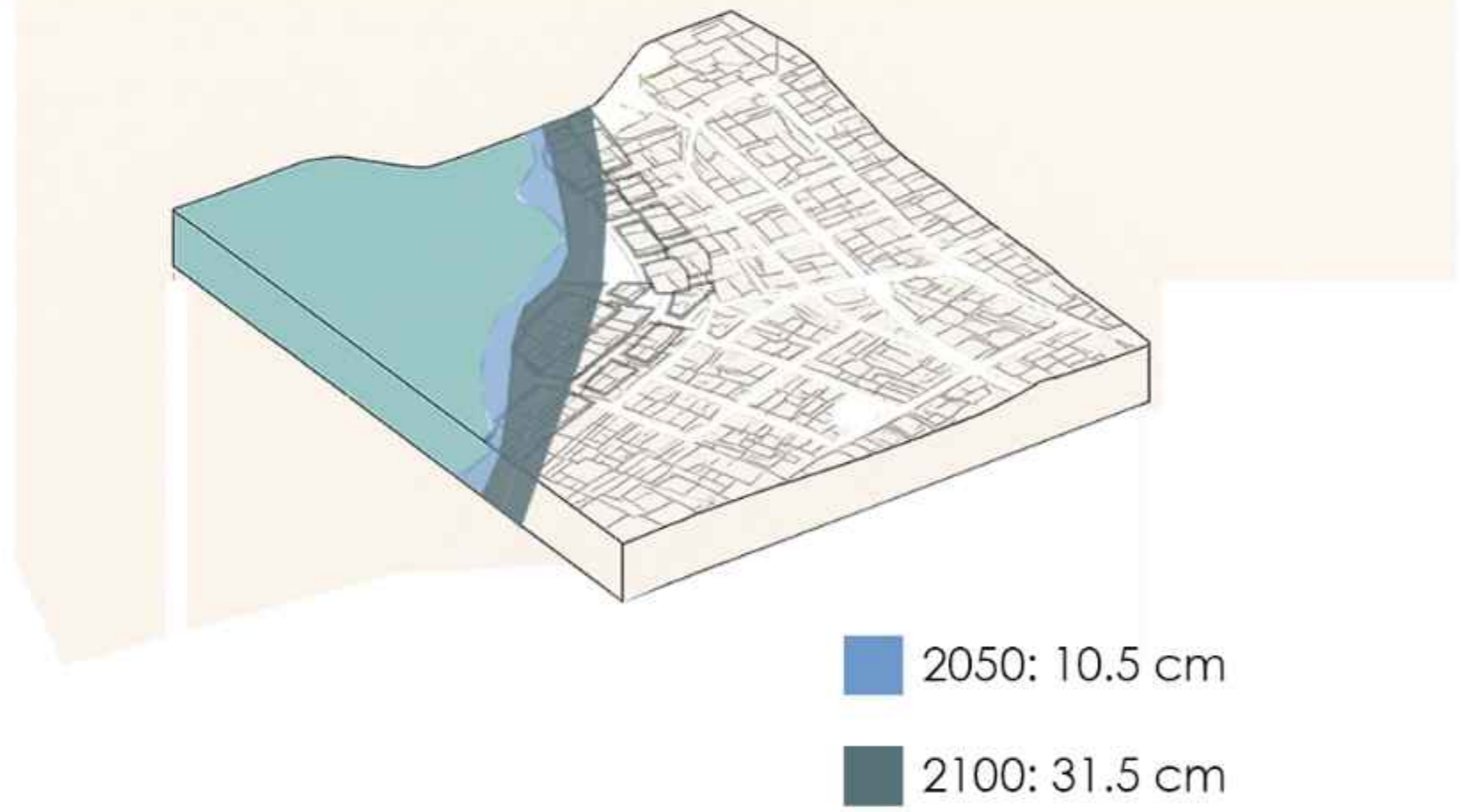
6. Marina as a Commercial Hub and Interface: The proposed marina will serve as a vibrant commercial hub, attracting businesses, tourists, and locals. Located strategically, it will act as an interface between the old and new city centers, blending historical and modern developments. It will also enhance connectivity, creating a seamless link between the waterfront and the city, contributing to the area's revitalization and overall urban transformation.

7. Adaptive Retreat Strategy in Response to Sea Level Rise With the average sea level rising at a rate of 0.42 cm per year, projections indicate a 10.5 cm rise by 2050 and 31.5 cm by 2100. Considering this, alongside the vulnerability of the old city center to earthquakes and climate-induced hazards, a proactive strategy of selective retreat and spatial adaptation becomes necessary.

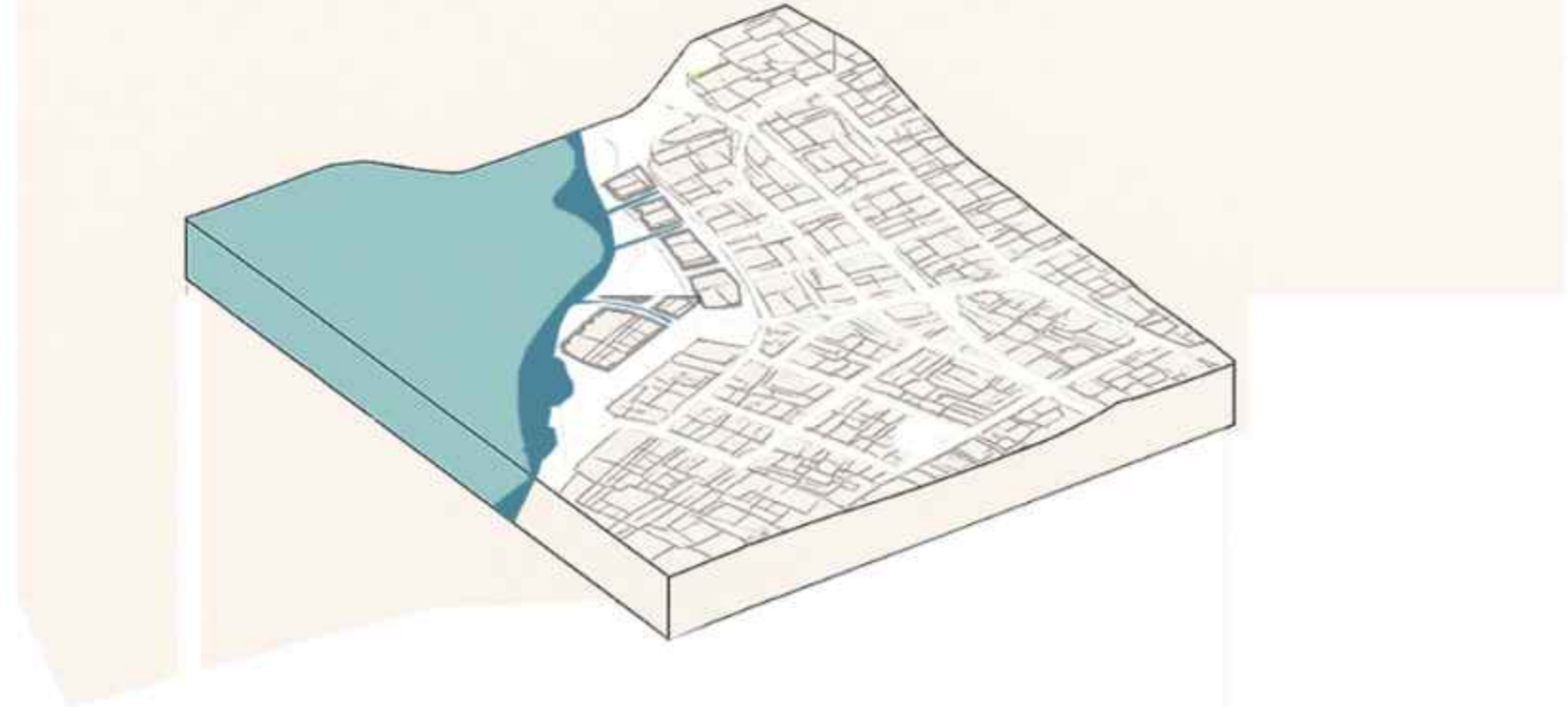
Instead of resisting water entirely, certain low-lying parts of the old center will be intentionally opened to sea ingress by removing high-risk or obsolete buildings. This approach not only increases climate resilience but also creates opportunities for ecological and public waterfront spaces. Meanwhile, the new city center will be developed with full preparedness for future sea level conditions, incorporating elevated structures and flood-resistant infrastructure from the outset.



current scenario



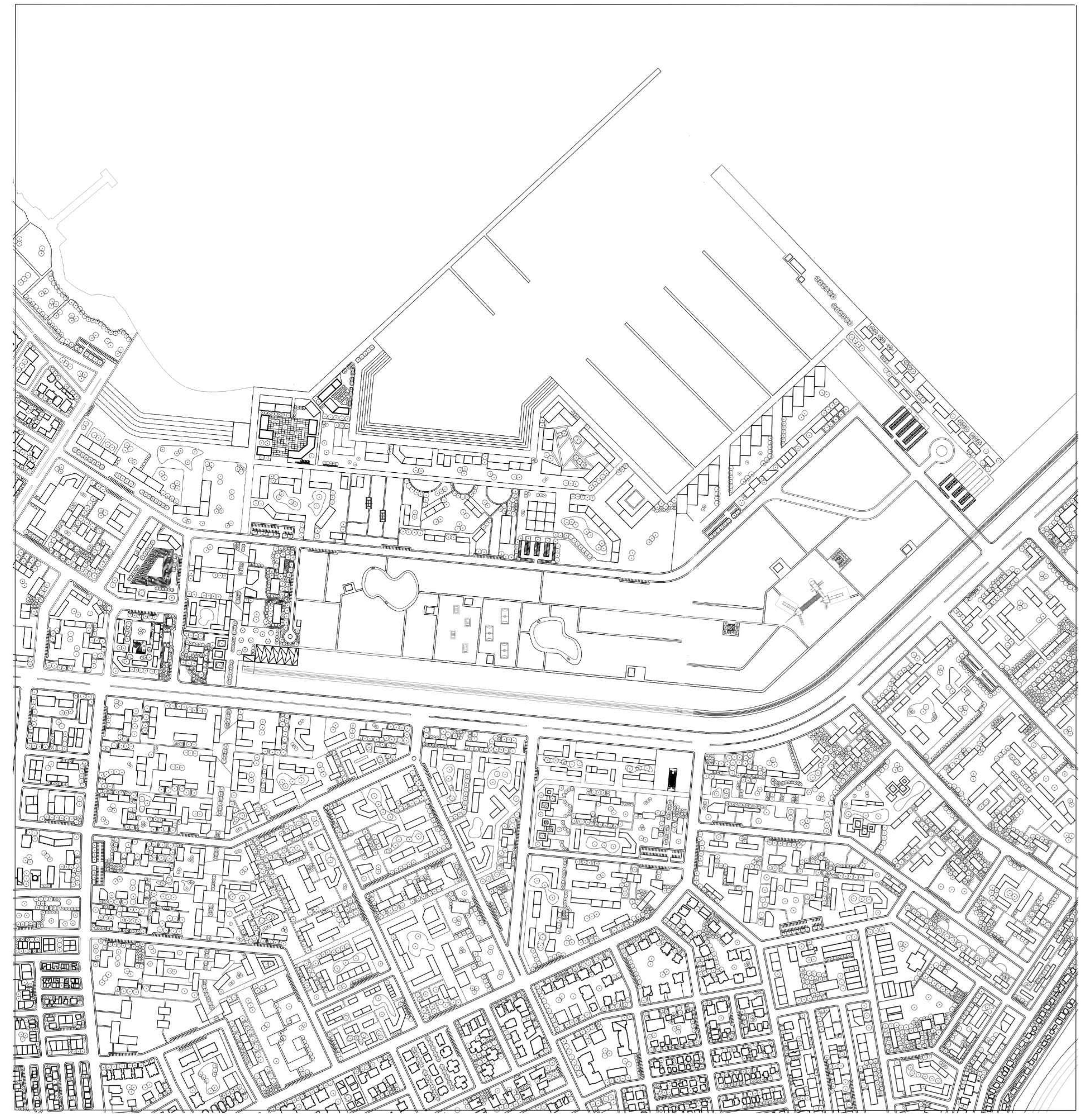
proposed scenario



current



proposed



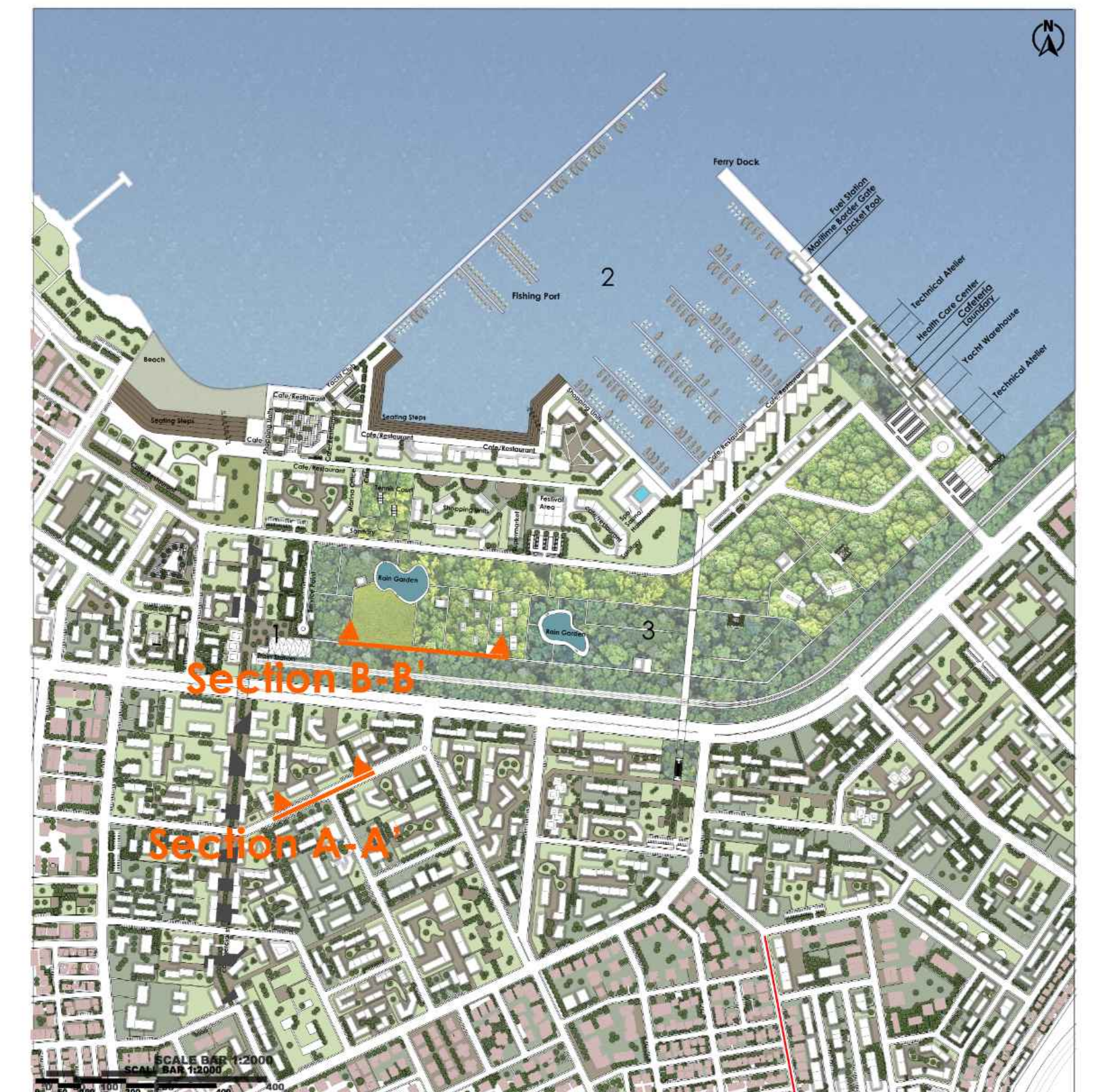
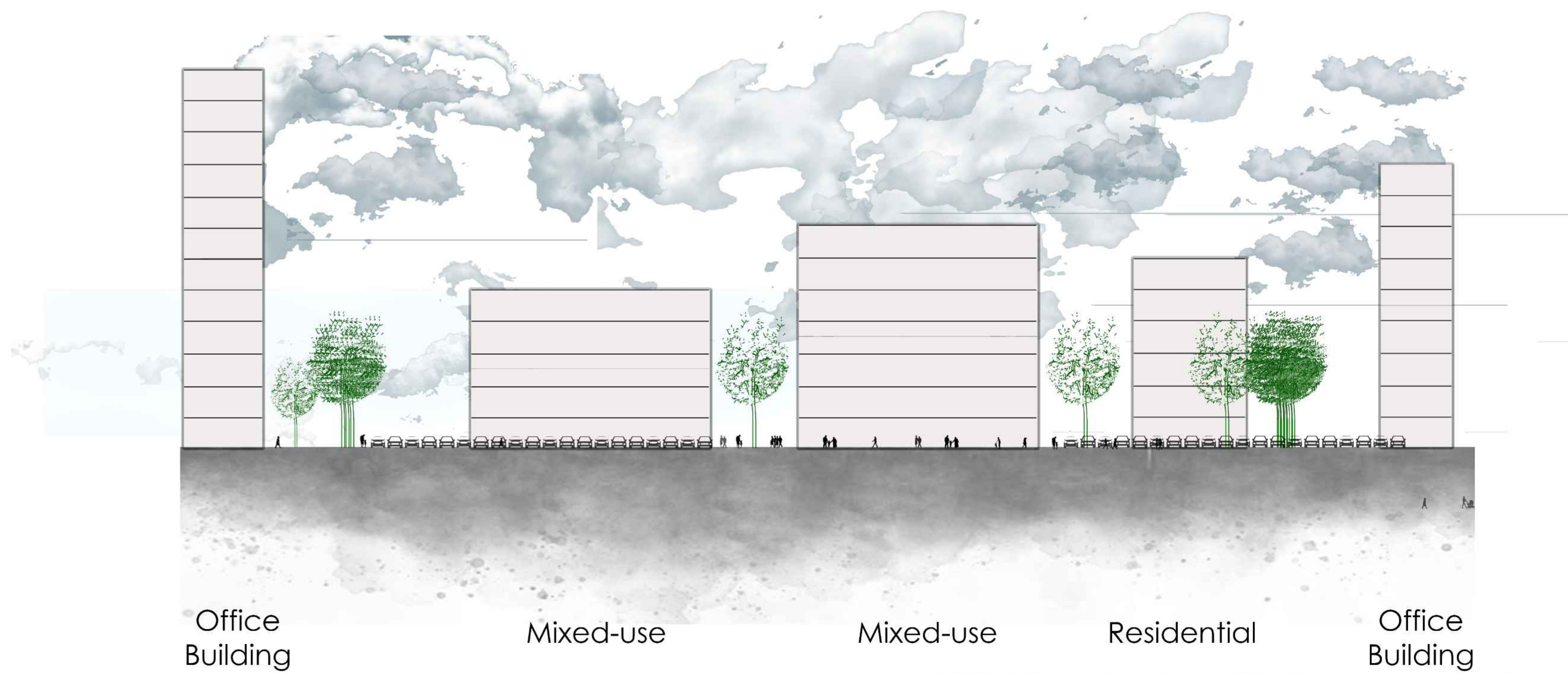
1:2000 DESIGN AREA



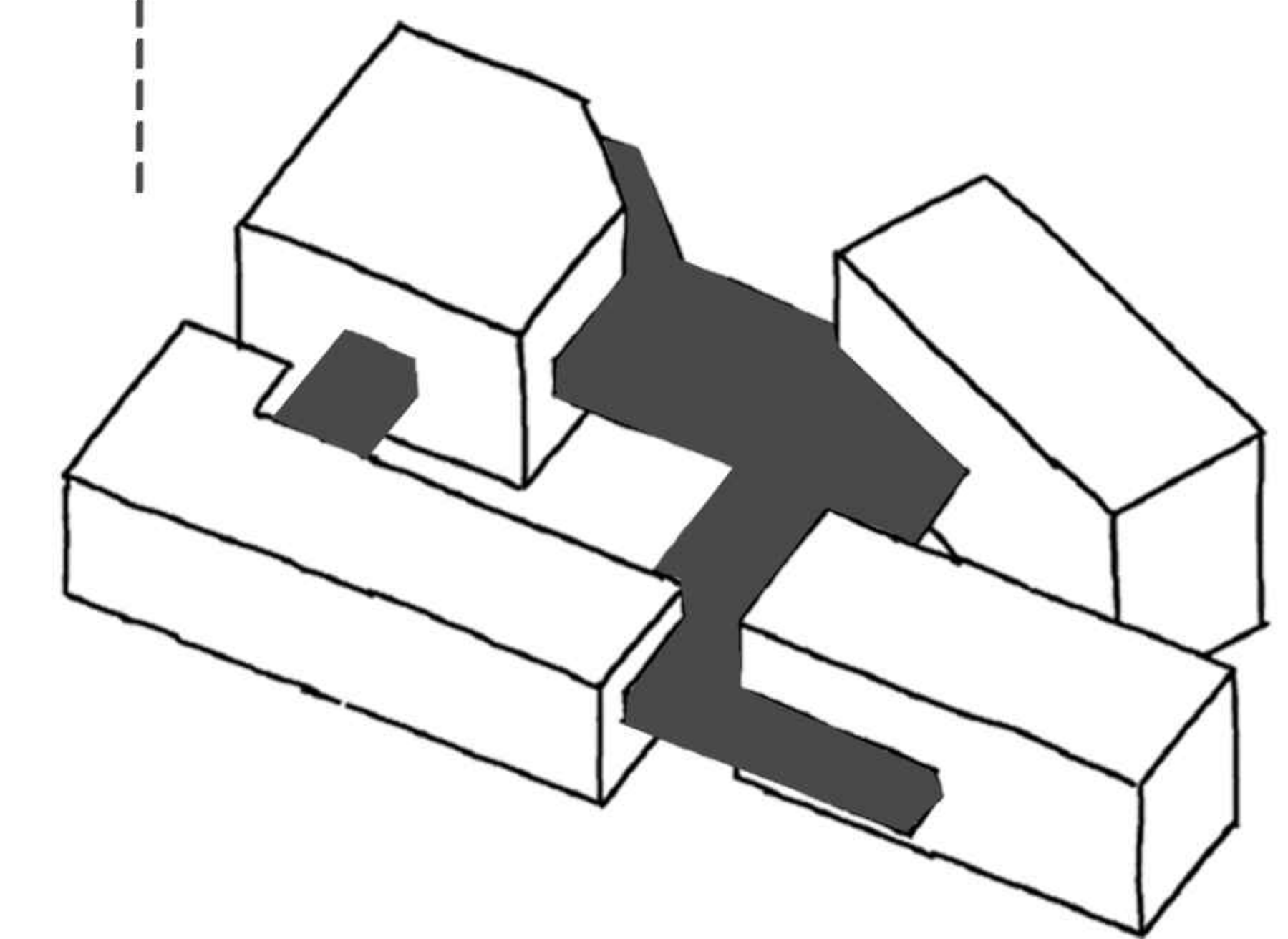
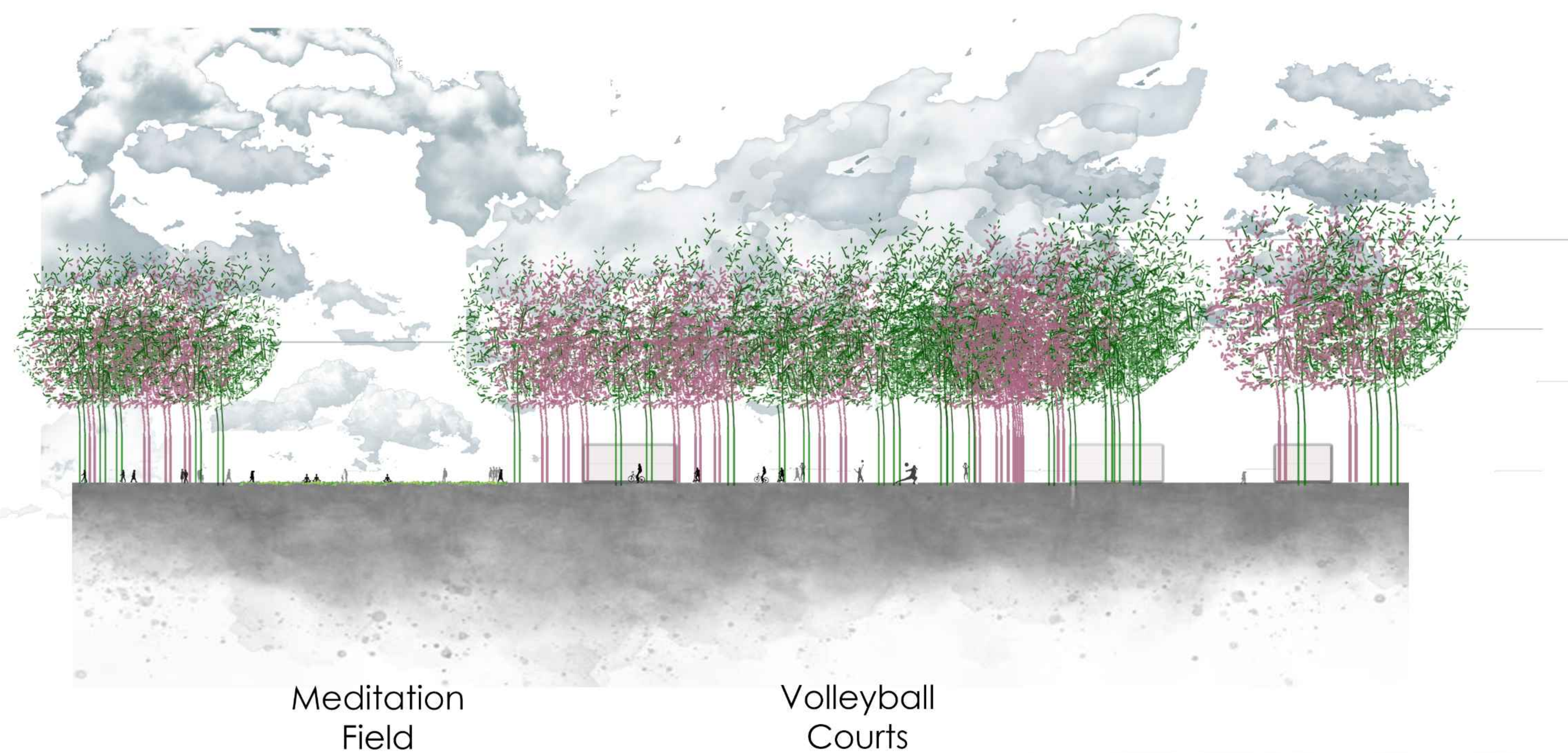
1. Station Square
2. Marina
3. Recreational Area
4. Commercial Street

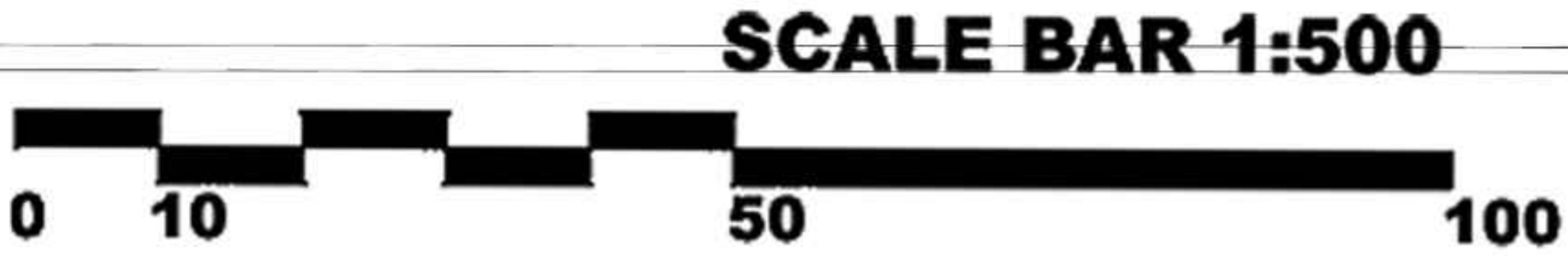
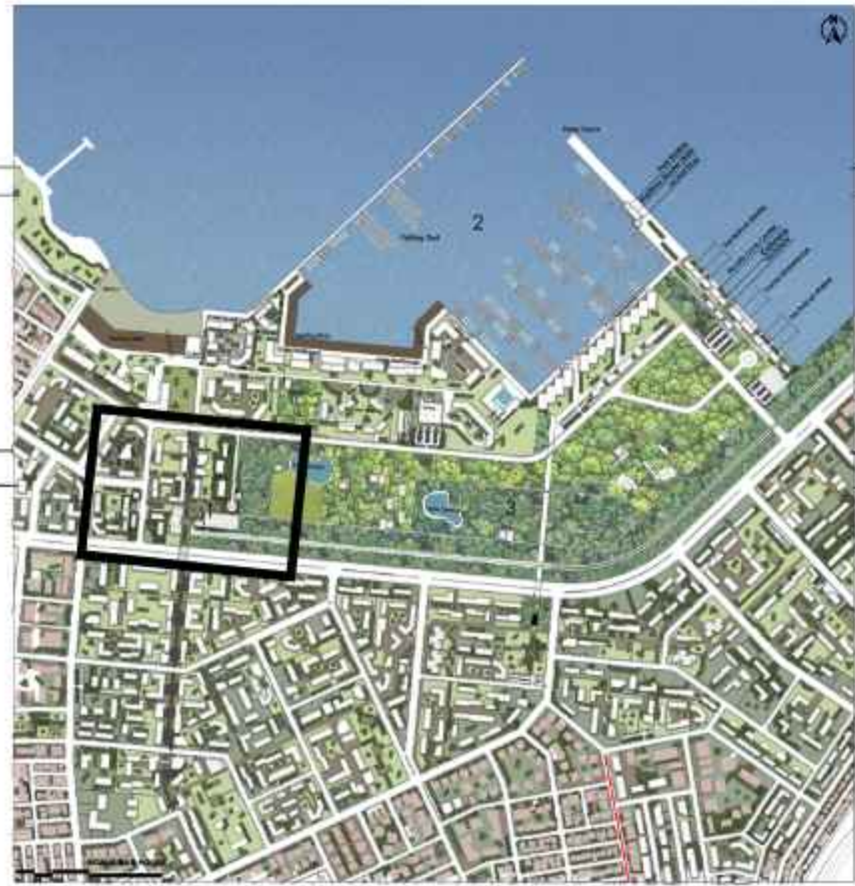
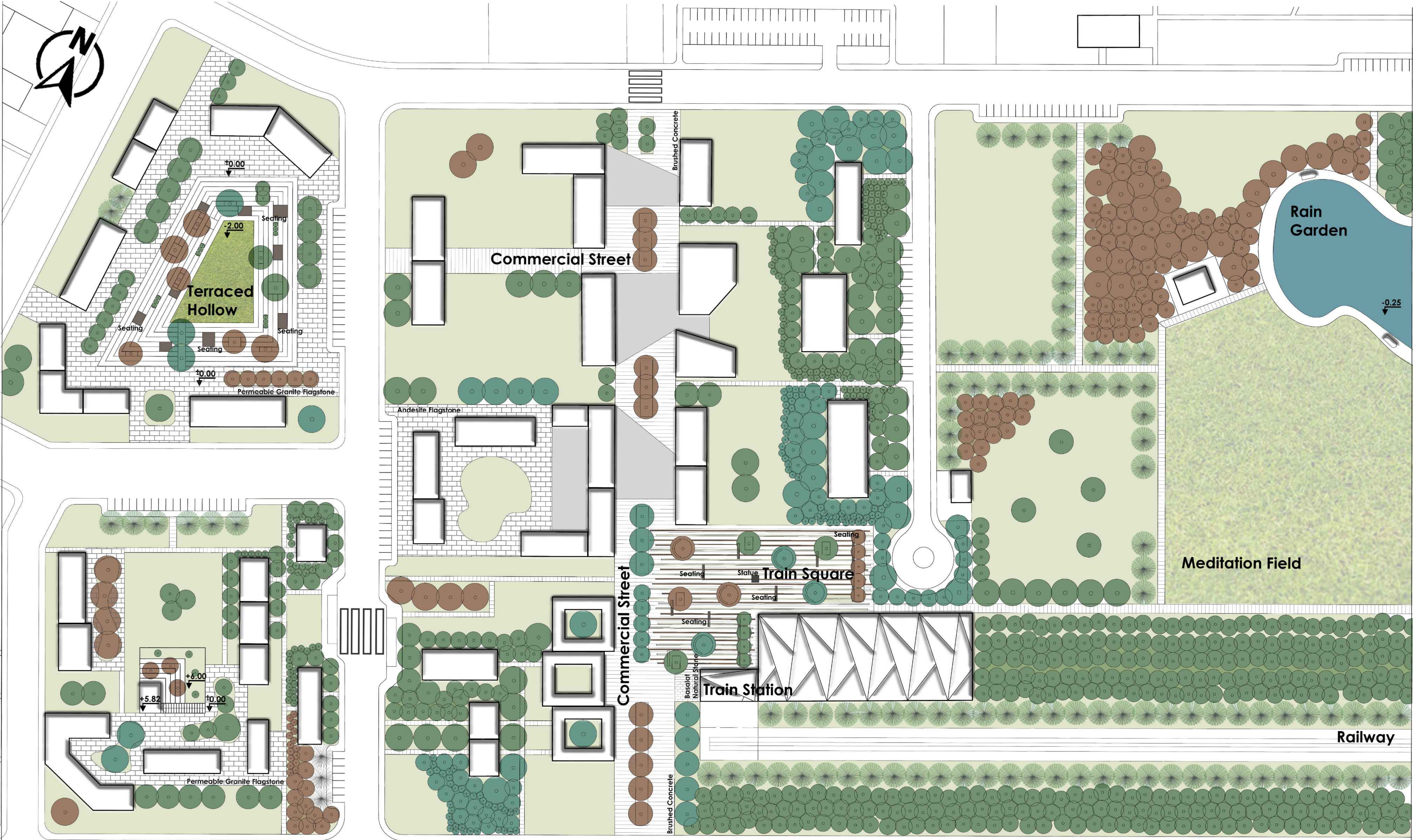
- Private Green
- Public Green
- Existing Building
- Proposed Building
- Pedestrian Road

Section A-A'

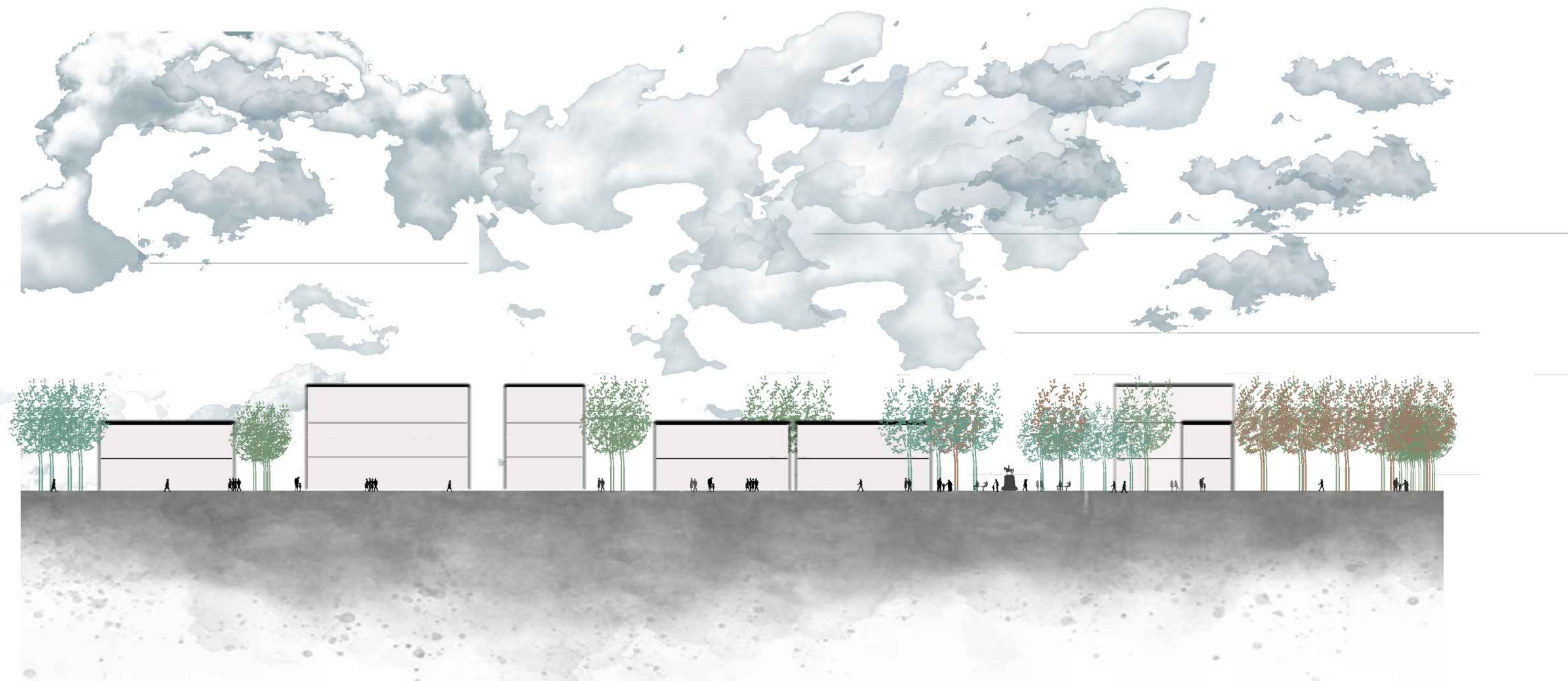


Section B-B'





Section C-C'

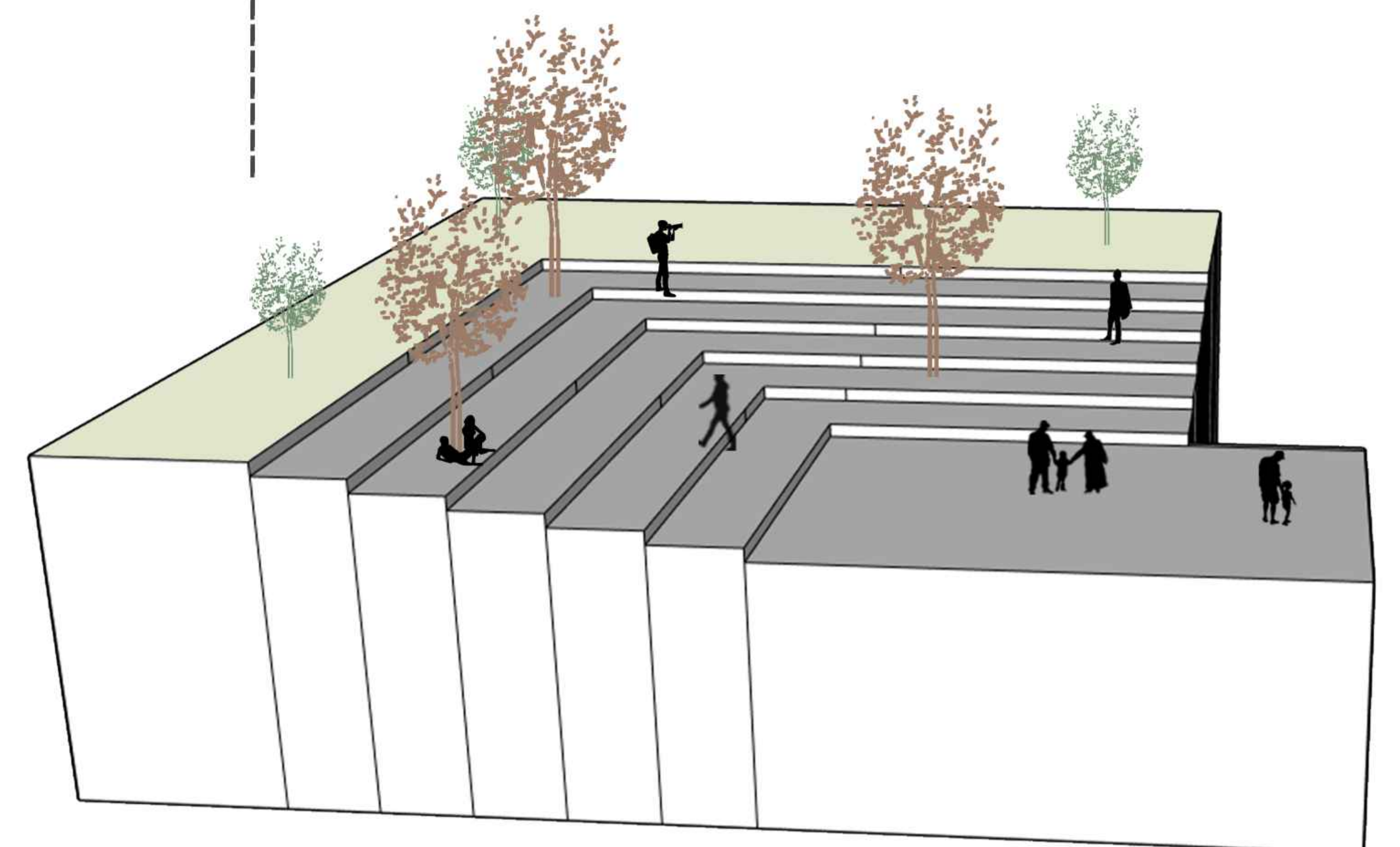
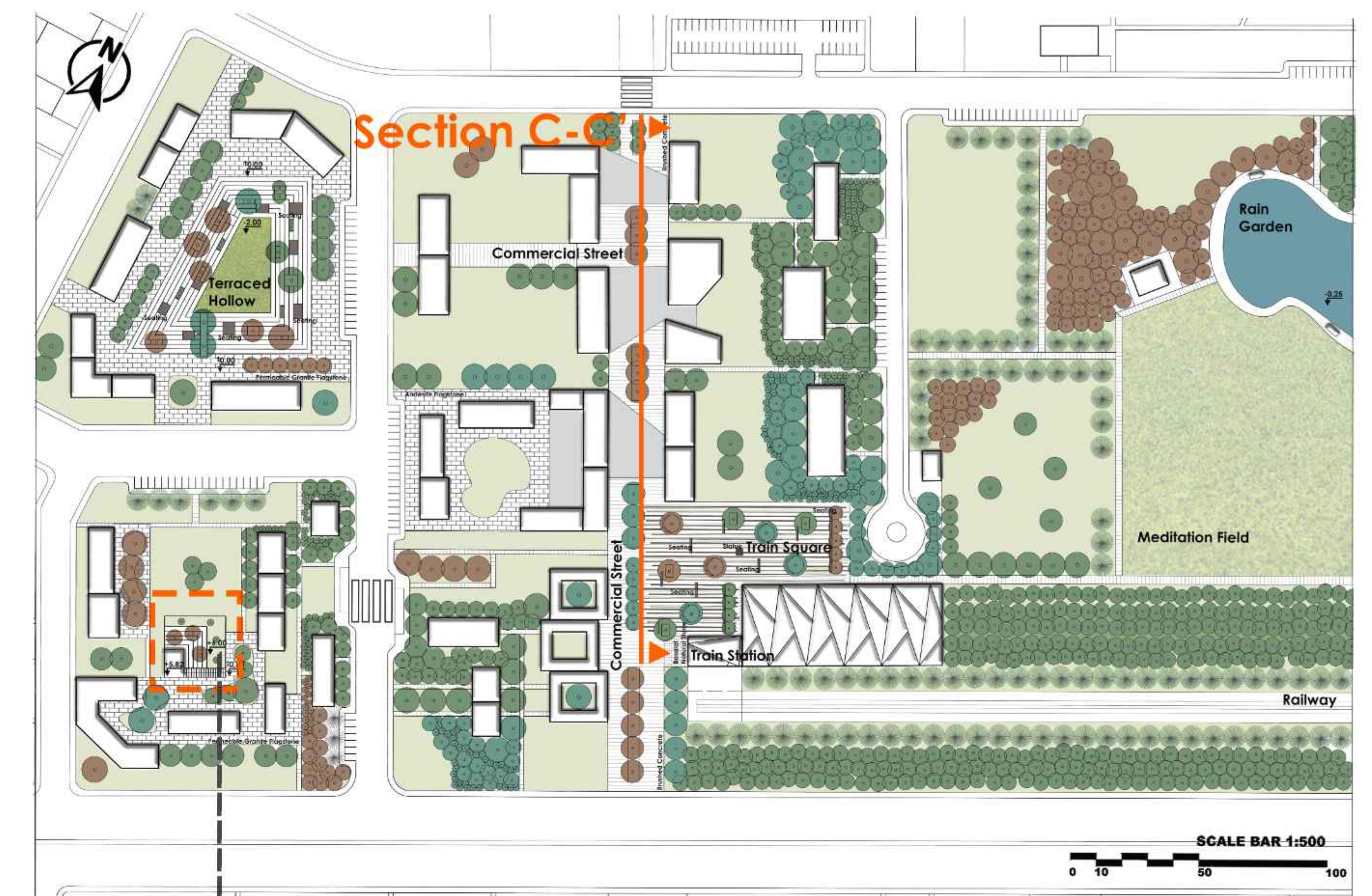


Commercial Street

Station
Square

Old Train
Station

New Train
Station



1:200 DESIGN AREA



Plant List

- Pinus pinea
- Albizia julibrissin
- Ceratonia siliqua
- Phoenix canariensis Chabaud
- Olea europaea
- Cercis siliquastrum
- Lagerstroemia indica
- Prunus cerasifera
- Cotinus coggygria
- Citrus limon
- Cupressus sempervirens
- Kerria japonica
- Cestrum nocturnum
- Cyperus papyrus
- Gaura lindheimeri
- Thymus vulgaris
- Lavandula angustifolia
- Jacobaea maritima

1:200 DESIGN AREA

