



**USEAct**  
**Urban Sustainable**  
**Environmental**  
**Actions**

\* Editorial by  
Gaetano Malloro  
Lead Partner  
USEAct Network

\*\* Focus on the theme  
by Vittorio Torbianelli  
USEAct Lead Expert

\*\*\* Special contribution  
on "Reuse" interventions  
by Adolf Sotoca

> Next activities

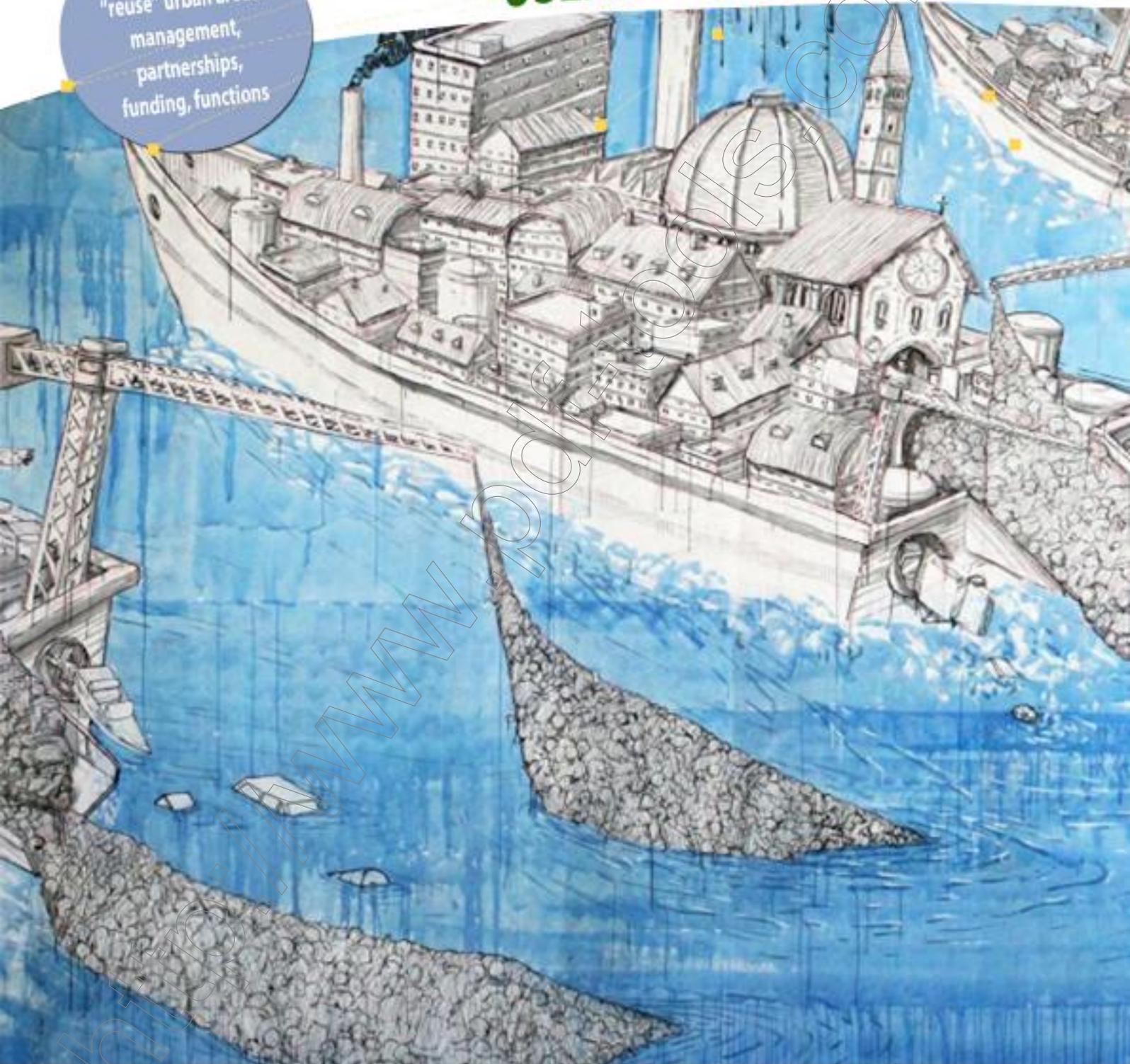
> Next Outputs

\*\* Focus on the USEAct  
Network  
by Pauline Geoghegan  
USEAct Thematic Expert

\*\*\* Special focus on the city  
by Nuray Zeren Gulersoy

# USEAct Newsletter issue #3

Interventions to  
"reuse" urban areas:  
management,  
partnerships,  
funding, functions





## Lead Partner City of Naples

Urbact Project Unit

### USEAct Lead Partner Team

#### **Gaetano Mollura**

USEAct Project coordinator

#### **Anna Arena**

Finance officer

#### **Maria Luna Nobile**

Communication officer

#### **Vincenzo Fusco**

ULSG Coordinator

#### **Contacts:**

phone +39 081 7958932 - 34 - 17

email [gaetano.mollura@comune.napoli.it](mailto:gaetano.mollura@comune.napoli.it)

[urbactnapoli@comune.napoli.it](mailto:urbactnapoli@comune.napoli.it)

#### **Lead Expert**

#### **Vittorio Alberto Torbianelli**

USEAct Project Lead Expert

#### **Contacts:**

phone +39 040 5582749

email [vittorioalberto.torbianelli@arch.units.it](mailto:vittorioalberto.torbianelli@arch.units.it)

#### **Thematic Expert**

#### **Pauline Geoghegan**

USEAct Project Thematic Expert

#### **Contacts:**

email [paulinegeoghegan@hotmail.com](mailto:paulinegeoghegan@hotmail.com)

[www.urbact.eu](http://www.urbact.eu)

[www.urbact.eu/useact](http://www.urbact.eu/useact)

The Project Newsletter is produced by the Lead partner team with contribution of Experts and Partners of the USEAct Network and URBACT Programme. Edited by Maria Luna Nobile

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#### Images:

Cover: The image of the cover is a work of the Italian artist Blu, in Messina - <http://www.whudat.de/>

pag.5-6 The image are photos taken during the Third USEAct Seminar in Istanbul ph. M.L. Nobile

pag.7 The table is contained in the author article.

pag.8 The image is taken by the ppt presentation of the guest expert Adolf Sotoca (Metro TOD plan)

pag.10 The images are photos taken during the Third USEAct Seminar, partners LAP presentations, in Istanbul ph. M.L. Nobile

pag.11 The images is taken by one of the analysis of the Case study presented by Adolf Sotoca (Oregon Case Study)

pag.12 The images represents the Barcelona 22@Plan experience (Adolf Sotoca ppt)

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**The USEACT Partners**

-  City of Naples (Italy) *Lead Partner*
-  Baia Mare Metropolitan Area (Romania)
-  City of Barakaldo (Spain)
-  Buckinghamshire Business First (UK)
-  City of Dublin (Ireland)
-  City of Nitra (Slovak Republic)
-  Østfold County (Norway)
-  Riga Planning Region (Latvia)
-  City of Trieste (Italy)
-  City of Viladecans (Spain)

**Observer Partners**

-  BITMAŞ Istanbul Metropolitan Municipality (Turkey)

**USEAct Kick off Meeting**

27th 28th May 2013, Viladecans (Spain)

**USEAct Second Thematic Seminar**

1st 2nd October 2013, Nitra (Slovak Republic)

**USEAct Third Thematic Seminar**

25th-27th February 2014, Istanbul (Turkey)

next meeting:

**USEAct Fourth Thematic Seminar**

27th 28th May 2014, Østfold County (Norway)



**Gaetano Mollura** is an Italian architect, project manager of the Urban Planning Council Department of Naples and expert in Urban Integrated Approach Development, Gaetano has been involved since 1994 in major European Programmes promoted by the European Commission in the framework of the Urban Development Policies (URBAN I and URBACT I and II). As expert attached to the URBACT I French Secretariat (freelance position) he provided expertise to the cities of new Member States in the framework of the Support for Cities project. Currently he is the coordinator of the USEAct Thematic Network.



**Vittorio Torbianelli** is Professor in Applied Economics at the University of Trieste. He is the Lead Expert of URBACT II USEAct network. His research is focused on urban and regional economics, transport economics, maritime economics. Expert in planning and evaluating complex forms of intervention aiming at urban and territorial management and development.



**Pauline Geoghegan**, thematic expert with the URBACT USEAct Thematic network, specialises in social inclusion, urban policy and anti discrimination, with 20 years' experience of transnational collaboration with European networks and projects of NGOs and cities. Now Paris-based, she has worked and lived in the UK, Dublin and Brussels, after qualifying in architecture from Bristol and Newcastle Upon Tyne universities. In Ireland she worked as architect and community development worker in Dublin's inner city, and carried out research on housing in urban and rural areas. Within URBACT Pauline has also been thematic expert with the CTUR network, and expert attached to the programme Secretariat, providing support to the creation and animation of thematic networks and the capitalisation process, and within EAPN, The European Anti Poverty Network, she coordinated the coalition of European social NGOs during 2010, the European Year for Combating Poverty and Social Exclusion.



**Adolf Sotoca** is Professor. PhD. Architect and Urbanist. He teaches at UPC\_BarcelonaTECH since 2002 and he is currently Visiting Professor at the University of Illinois at Urbana-Champaign, USA. He has been invited to teach in several prestigious universities in Europe, such as ETH Zürich, Berlage Institute Rotterdam or the IUA di Venezia, among others. He is also panelist or board member of several international institutions on Urbanism, such as the European Postgraduate Master of Urbanism, the International Forum of Urbanism and UN-Habitat. His field of expertise is the regeneration of obsolete and declining residential areas. He is lead researcher of several EU funded programs and author of a vast number of publications. Prof. Sotoca is also co-principal of CSArchitects, an acknowledged architectural firm based in Barcelona.



**Nuran Zeren Guler soy** graduated as an architect from Istanbul Technical University (ITU) in 1974. She received her master's degree (1977) and her doctorate (1981) in urban planning at the same University. Presently she is the professor of the Department of Urban and Regional Planning at ITU Faculty of Architecture. Her major areas of interest are urban conservation, designing development strategies for the historic part of the urban areas.



## Editorial

**Gaetano Mollura**  
USEAct Lead Partner  
Project coordinator

I am really happy and grateful to our friends from Istanbul for hosting, as observer partners, the third USEACT seminar “Interventions to “reuse” urban areas: management, partnerships, funding, functions”. Istanbul is one of the most beautiful cities in the world: its uniqueness makes it a top destination. Thus, the USEACT seminar allowed us not only to discover this wonderful town but also to explore and better learn its complexity, in particular with regards to the challenges of “governance” in the reuse of urban areas, which was the main topic of our meeting.

Unlike Europe, Turkey is still recording economic growth and decision makers are rightly looking for the best available and most sustainable investments to pursue social and cultural development goals. These concerns were discussed during preliminary meeting that I have had in Istanbul, with the local representatives, in order to present the USEAct project and consider their participation as “observer partner”. Territorial Cooperation Programmes like URBACT, and European projects like USEAct are deemed interesting and useful to tackle the above mentioned challenges by sharing knowledge, building capacity and enhancing the skills of local authorities towards high quality urban policies in the Country.

The interest of the city of Istanbul in Territorial Cooperation projects is proved, among others, by its participation to many URBACT I (SUDEST, Sustainable Urban Development Sea Towns), and URBACT II projects (CTUR, Cruise Traffic and Urban Regeneration and USEACT, Urban Sustainable Environmental Actions). Furthermore, Mr Cengiz Gungor, representative of the Metropolitan Municipality, personally confirmed that the participation to the SUDEST project (URBACT I) contributed to integrated urban regeneration projects and sustainable urban development policies in that it tackled governance from a wide perspective and positively affected the organisation of human resources in the new Taksim Planning Office of the Istanbul Metropolitan Municipality .

Hence, I take this opportunity to point to the importance of supporting the participation of candidate and neighbouring countries to Territorial Cooperation Programmes, including URBACT, through the appropriate



funding measures. In this sense, the 10.000 EUR co-financing allocated for non-EU partners under URBACT I was a very positive experience: not only non-European local authorities were encouraged to join EU partnerships, but also it proved the EU interest in developing a common urban culture beyond its borders. Unfortunately the URBACT II Programme did not provide any funding for non-EU countries. I hope that this trend will be upturned within the URBACT III Programme.

I would like to thank once again the representatives of BIMTAŞ Istanbul Metropolitan Municipality - Metin Canci, Assistant Professor, Advisor of General Director, BIMTAŞ IMP Metropolitan Planning Centre, Ulas Akin, City Planner, Chief of the International Projects Unit of the BIMTAŞ IMP Istanbul Metropolitan Municipality - for their cooperation in the organization of the seminar and their contribution to the debates. Moreover, the contribution of the partner from Istanbul was enriched by the participation of Evren Vural Korkmaz, City Planner, BIMTAŞ IMP Istanbul Metropolitan Municipality (International Projects), Arch. Murat Vefkioglu, Prof. Gülsün Sağlamer, from the Istanbul Technical University ITU, Prof. Nuran Zeren Gulersoy, Istanbul Technical University ITU.

*“Istanbul is a very fast growing city, so the USEAct theme is all the more relevant in this context. The focus is on Public Private Partnerships – (but not only!). It is difficult to define strict rules. It also depends on the ability and capacity of the municipality to manage the Public Private Partnerships. With reference to the urban development/regeneration sector, there is some ambiguity in defining Public Private Partnerships, since many (and very different) forms of Public Private Partnerships are possible. Each situation has its own distinctive area of scope, its drives and the expected outputs. In spite of a widespread rhetoric of the Public Private Partnerships (presented as an innovative tool universally suitable to support PA for reaching targets and reducing the public financial burden), many real urban re-development “PPP experiences” are not so satisfactory from the “outcome” point of view. In many cases Public Private Partnerships structures are set up without meeting the EU “basic requirements” for Public Private Partnerships, such as adoption of project financing methods, the relevant role of the economic operator, or an adequate share of risks between public and private partners. The meeting aims to examine how to tackle issue based on experiences drawn from across Europe and from the United States. [...]” v.t.*

*Introduction to the Third Meeting*





## PPP between effectiveness and democracy: against the “pre-packaged PPP formulas” for urban interventions. Learning from USEAct Case Studies

Vittorio A. Torbianelli  
USEAct Lead Expert

The Istanbul seminar has been the occasion to focus on the role played by PPP in integrated policies aimed at “reducing land take”.

In spite of the “PPP mantra” (PPP as a “panacea” for overcoming public finance shortages – see e.g. the 2004 EC Green Paper on public-private partnerships and Community law on public contracts and concessions) PPP does not always appear to be a “user friendly” tool for urban regeneration. Remo Dalla Longa, in his important books on PPP in urban interventions, clearly has showed that PPP has often been underperforming as a solution for the urban redevelopment sector.

Another research carried out by Codecasa and Ponzini on PPP in Italy allowed the authors to highlight “those instances of PPP that substantially hold no promises for the achievement of cost reduction and content innovation”. Problems are not only managerial and case-specific: many experiences would show how easily even a consistent approach to strategy-making and deal-setting leaves room for shifting involvements, which delay or even threaten the delivery of the operation agreed upon. Such conclusions could lead to a general question: “to what extent are private sector organizations capable of significant contributions in urban policy-making?” However, what seems to be more relevant is the recurrent ambiguity in defining PPP, since many and very different forms and models of PPP can exist. Different local legal/cultural/business contexts tend to “produce” different approaches to PPP. Situations and contexts can be very different – as affirmed by Codecasa and Ponzini – and PPP often “translate into advanced forms of concession and procurement in some cases, or, at the opposite end, a private business could intervene to stand in for a weak and unresolved local government, assembling the sparse and contradictory requests issued by the public authorities concerned in an all-encompassing frame for action”.

Looking, for instance, only at “institutionalized forms of PPP, developed through “special purpose vehicles” - e.g. joint venture companies, as in the French Société d’Economie Mixte model - should absolutely be avoided.

As described in the Barakaldo case study presented in Istanbul (see the article “Going for cases study in Istanbul), the Anglo-Saxon PPP (“UE”) model, based on a PPP special purpose vehicle, appears not to be useful on a legal, social and cultural basis for Spain and citizens do not understand or share such notion.

Further empirical findings indicate that, in Germany, in the field of urban development, the usefulness and “profitability” of public-private companies (“institutionalized PPP model”) are about the same as that “public” corporations, meaning that this form of PPP is not to be considered as a generally “preferable” solution. In fact, conflicts of aims within the PPP-companies often reduce operational efficiency and efficacy of these companies that, in Germany, are barely used.

PPP purchaser model	The client (Public Administration – P.A.) plans to acquire ownership of the buildings immediately after the construction phase
PPP FM leasing model	P.A. wishes to rent the buildings and want to secure the possibility of acquisition through a “purchase option” (future involvement of the third part is uncertain)
PPP letting model	
PPP contracting model	The main emphasis is on the refurbishment or on partial construction of assets already owned by the P.A.
PPP owner model	
PPP concession model	Construction and operations can be “refinanced” by fees paid by (future) third party users
PPP company (institutional) model	P.A. requires close involvement in decisions taken by the private subjects

As in the USEAct L.E. presentation “The municipality-owned real estate development company as key PPP control platform - three cases from Germany” showed, the “German way” to urban regeneration usually is based on strongly public-controlled “vehicles”. The Municipality of Hamburg developed – during the seventieths - HaGG, a “specialized” organization aimed at supporting brownfields redevelopment and facilitation of the reuse of vacant properties in suitable locations for business uses compatible with adjacent neighborhoods. The existence of a strong public steering of the “vehicle” does not exclude, however, the involvement of other partners, anyway. HaGG is today a consortium of public shareholders as well as members from the business and trade communities (60% municipality-owned - through a municipal “Holding”, HGV, 40% owned by the chambers of commerce/craft). The re-development of the so-called “Hafen City” in Hamburg, now in progress, is also controlled by a public owned company (“Hamburg GmbH”). Hamburg GmbH is a 100 percent subsidiary of the City of Hamburg” and develops HafenCity at Hamburg’s behest. The supervisory board of HafenCity Hamburg GmbH – chaired by the first mayor – consists of members of the city senate.

In that way, the Municipality strongly controls the redevelopment process, with relationships with the private sector mainly of a “contractual” nature.

However, as validated by a recent experience developed in

Figure 4: Block sizes in transit communities



Buckinghamshire, in some specific contexts (such as the UK one) PPP joint ventures among different authorities (included a development agency) aimed at providing effective development for the area, can be a solution to overcome "conflicts".

On the other hand, in many Italian "institutionalized PPP" cases, the involvement of private partners into a company was foreseen upon setting up the company, without any real involvement after the initial phase: public authorities often have been forced to recapitalize the company, with severe difficulties. But, the frequent hitches of the "Institutionalized PPP model" should not bring to the conclusion that other forms of PPP – such as those described in the table – have to be avoided too. The very broad and varied field of possible PPP frameworks induced the UseAct partners to face the issue of PPP from a rather flexible point of view: this approach has been also reflected in the cases studied presented during the Istanbul meeting by the experts.

Adolf Sotoca, UseAct Guest Expert, in his presentation on the different approaches to PPP developed in the Barcelona "22@ TECHNOLOGICAL DISTRICT IN BARCELONA" Project (2000-10), highlight how different conditions and targets, in different zones of the district (public initiative plans, not determined private initiative plans, etc) required different partnership models and "incentives".

A second case-study presented by Adolf Sotoca referred to an extra-European case (Oregon State - U.S.A.) the role played

by public administration to "boost" private sector has been clearly displayed. Oregon, a relatively small U.S.A. State, shaped a clear and "trusted" vision for the Oregon "metropolitan area" based, among other, on an effective regional transit network and clear public investment priorities. The schemes are aimed at improving the efficiency of the land use in the whole State through densification of towns and re-using vacant/ brownfield sites. Tax incentives, streamline regulatory framework and "build capacity" tools allowed to induce positive expectation on value and involve private entities, without any specific need to develop other PPP vehicles.

**OREGON Transit network:** The prerequisite to set up – as in the Oregon case - wider spatial frameworks, extended outside single municipalities, to develop opportunities for private involvement into effective "land management" approaches, has been stressed by Mr. Ivan Tosics as well. His presentation pointed out the need to take in consideration PPP for each different spatial level (city, functional urban area, larger economic zone). As affirmed by Mr Tosics, the involvement of the private sector and public participation are both crucial, but on metropolitan area level the trade-off between efficiency and democratic control has to be handled. The best model is to create strong democratic legitimation on metropolitan level. If this is not possible, transparent indirect governance is needed (even more transparent than the normal government in a city)".



## USEAct Partners Local Action Plan Overview

**Pauline Geoghegan**  
USEAct Thematic Expert

**The USEAct meeting in Istanbul** brought the partners to a city which, unlike many European cities, is in full development: with a population of almost 14 million (which has grown from 1.5 million in 1965) the question of urban growth management is crucial. Placed at the intersection between Europe and Asia, where the Bosphorus Strait binds the two continents together, the city is a key cultural and economic interface, with at its heart a unique and fragile cultural heritage which has to withstand, and coexist with, the demands of a modern city. Partners learnt how the city is encroaching on surrounding green areas, the 'lungs' of the high density city centre, and how this expansion is being tackled by the city authorities.

Among many initiatives that render the city centre more attractive to residents and visitors alike is the modern transportation system which facilitates movement throughout the city, unlocking formerly isolated neighbourhoods, and allowing car free access to the many attractions of the city of world heritage status.

On the specific focus of this event, that is interventions to "reuse" urban areas: management, partnerships, funding, functions, the USEAct partners not only shared their experience and good practices, but also benefitted from inputs on urban growth in the USA (The Metro Portland), growth management initiatives in Germany, and public-private partnerships (PPP) in urban regeneration interventions in Catalonia, presented by Guest Expert Adolf Sotoca of the Universitat Politècnica de Catalunya. Iván Tosics, URBACT Thematic Pole Expert, shared his expertise on governance aspects of steering suburban development in European metropolitan areas, notably through the Functional Urban Area approach.

**USEAct Partners Local Action Plans Overview.** As they move forward with their Local Action Plans, USEAct partners now have a wealth of international experience on which to draw to tackle the challenges of urban growth.

- Baia Mare is moving forward on a plan to analysis the land structure/ problems/ facilities in the metropolitan area (industrial / agricultural land; Greenfield/ Brownfield) with a view to creating an improved land-use policy, leading to the creation, amongst other things, of an industrial park , thanks to the better use of land policy.

- Barakaldo is focusing on regeneration strategies and instruments for no soil consumption, focusing on one of these regeneration areas, the Burtzeña neighbourhood. With this Local Action Plan they expect to apply and check the new urban intervention tools for the existing city, to define a valid pilot case for future urban intervention areas definition and to establish an alternative public participation model, based on shared decision-taking and responsibilities strategies.

- In Buckinghamshire, in order to get a common vision, concerning housing, transport etc... local authorities are working with the natural environment organisations, to develop tools, referring to the politicians' four year time frame, and to explore how to organise finance.

- In Dublin the Local Action Plan concerns the LUAS Red Corridor (tramline) which crosses the city centre along a line of derelict sites. Moving forward involves a ten point plan which will be the focus of the Local Action Plan, enhanced by the experiences and practices arising from the USEAct exchanges.

- The objectives of the Naples Local Action Plan are to promote strategies to attract investors for the realization of new architecture in the historical centre, reducing the energy consumption, the rehabilitation of the private/public housing giving new functions to the real estate assets of the UNESCO historical centre and to promote economic and social development.

- In Nitra the challenges/expectations are to achieve a functional City Centre for residents and visitors alike. The main goal is avoiding the further land take by searching for the spatial reserves in existing fabric of the urban area of the City Centre. The aim is to produce both short term and long term solutions.



- The expected outcomes of the Østfold Local Action Plan are to create a toolkit for densification and transformation for use in all municipalities, using cases as examples of how it can, should or should not be done, and to create an active city-development network in Østfold.

- In Riga the Local Action Plan entails in particular a focus on interventions to “reuse” urban areas: management, partnership, funding, functions, designing, managing and funding successful Public Private Partnerships, improving public administration ability on controlling and managing “high quality” and reuse interventions and inducing “local added value” in reuse innovations.

- Among the expected outcomes of the Trieste Local Action Plan are planning and building code models in order to minimize the use of resources and further urban growth, to promote the reuse of existing buildings and areas, greater energy efficiency of buildings, and participation models.

- Viladecans’ Local Action Plan will be to promote economic activities, studying the possibilities of current legislation, fostering public-private partnership, analyzing new urban models fitting for the future, and opening the minds for sustainability investments.



## **URBACT programme news and next USEAct activities**

In Istanbul the partners also heard the latest update on the programme and its future, and a timely reminder of the outputs expected by the URBACT community. Melody Houk, Capitalisation Manager of the URBACT programme, pointed out that the meeting occurred at an important point in the life of the network, at the midpoint of the project. In order to ensure that the remainder of the work within USEAct comes as close as possible to the initial objectives of the project and its partners, the programme secretariat has put in place a Mid Term Review, which all the partners are invited to take part in. As well as providing pointers to the best ways to complete the programme, the Review can also lead to changes in the allocation of the project budget to better match with the reality on the ground.

The next meeting of the USEAct network will be hosted by Østfold on May 27th- 28th 2014, again on the topic of interventions to “reuse” urban areas: management, partnerships, funding, functions.





### On Boundaries and Contents: Two International Case- Studies on Urban Land Optimization.

Adolf Sotoca  
USEAct Ad hoc Expert

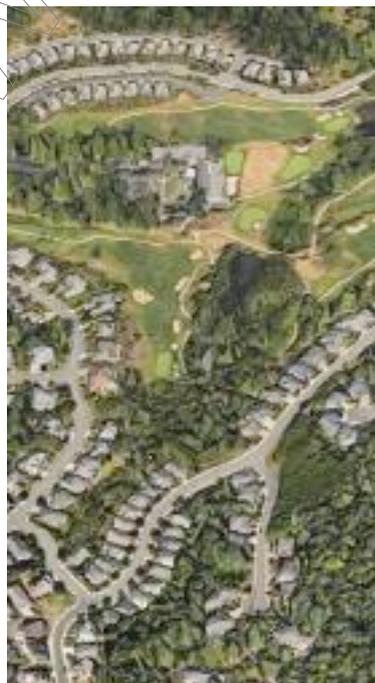
The reuse of urban land optimization of urban areas, being the core topic of the Third Seminar of USEACT, calls for an holistic approach where, not only tools, but also scales should be considered comprehensively. International case studies with the ultimate goal of urban land optimization were discussed during the seminar.

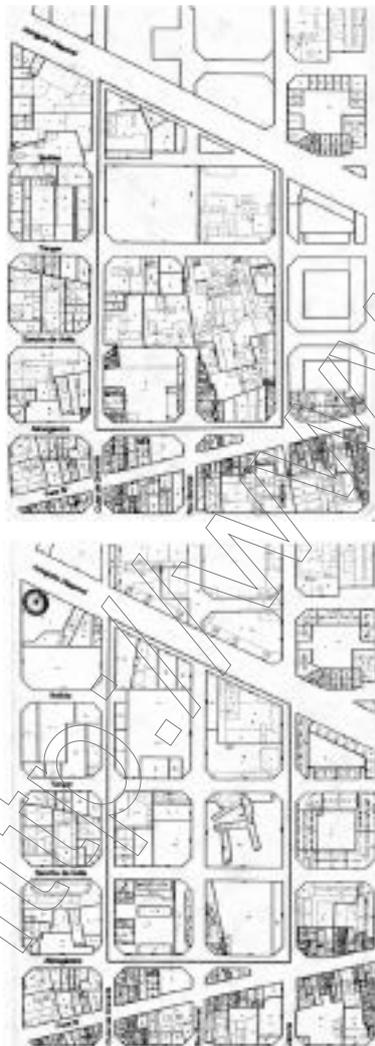
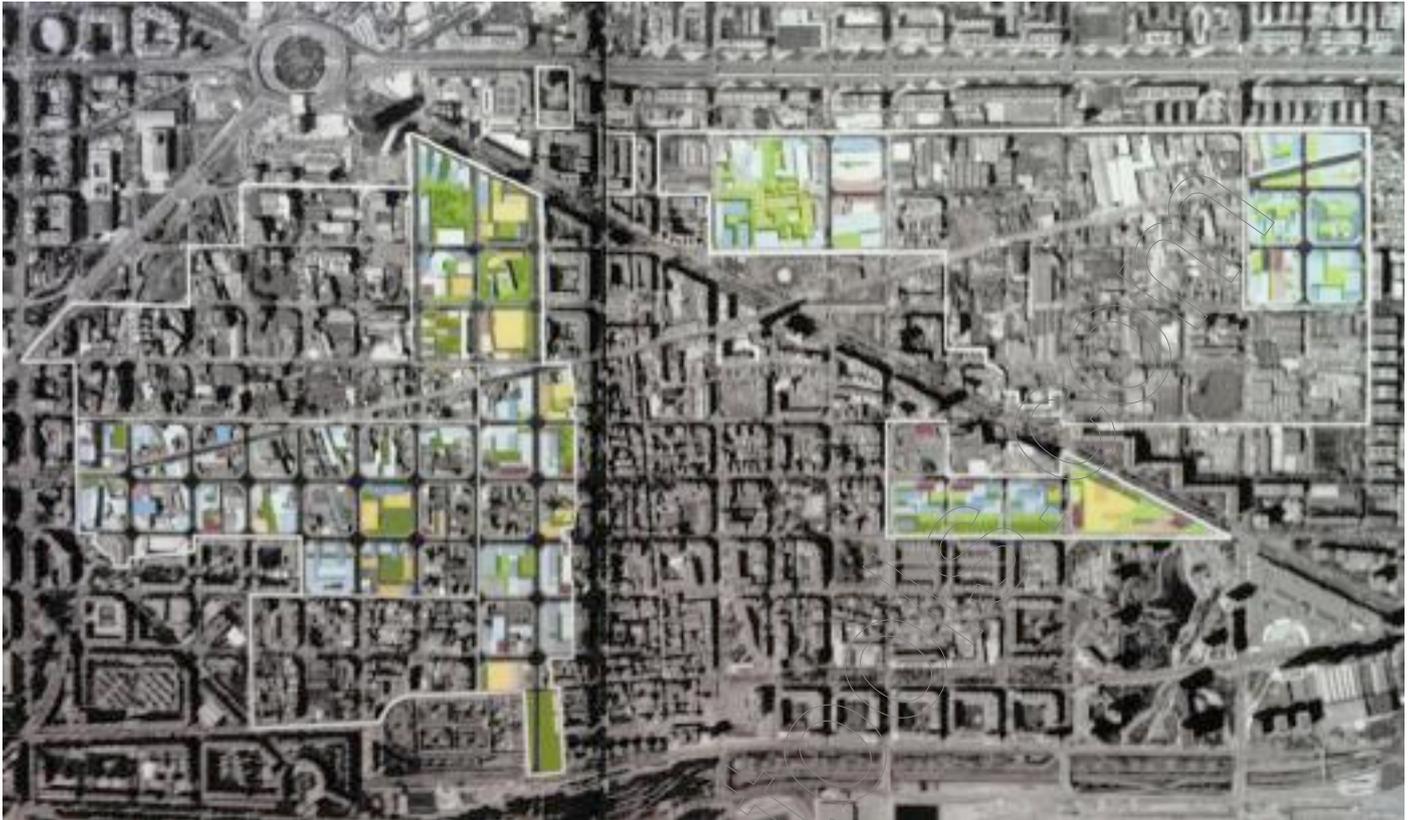
As for the large-metropolitan scale the urban growth boundary in Portland-Oregon (USA) was praised as a long-term vision able to address land consumption through a set of consistently planned tools and initiatives. Regarding the local-city scale the still ongoing regeneration of the 22@ District in the city of Barcelona was also shown as an example of a long-term plan of urban redevelopment within a vivid and vibrant urban area.

The origins of the urban growth boundary in Portland date from the late 70s. The boundary controls urban expansion onto farm and forestlands. Land inside the urban growth boundary supports urban services such as roads, water and sewer systems, parks, schools and fire and police protection that create thriving places to live, work and play. The urban growth boundary is one of the tools used to protect farms and forests from urban sprawl and to promote the efficient use of land, public facilities and services inside the boundary. The urban growth boundary was not intended to be static. Metro, the metropolitan authority created by voters in 1979, is required by Oregon law to assess the capacity of the region's urban growth boundary every five years to determine whether it can accommodate the next 20 years of residential growth. Metro also evaluates capacity needs for expected job growth. This analysis forms the basis for decisions by the Metro Council about how to best manage growth, including any expansion of the boundary. The presentation held in the frame of the Third Thematic Seminar focused on three of the strategies developed by Metro in order to manage urban growth boundary: urban regeneration through transit oriented developments, revitalization of urban centers and restructuring of existing brownfields.

## URBAN GROWTH IN THE USA

### FROM BOUNDARY TRACING TO A COMPREHENSIVE MANAGEMENT THE METRO OREGON CASE STUDY





The 22@ Plan was approved in 2000 by the Barcelona City Council. It aimed the transformation of old industrial area of Poblenou, with obsolete factories that had long ago been abandoned or were simply not productive, into a magnet for new activities. The 22@ plan, meaning 115 blocks in the Eixample, foresees new buildings, more public spaces and social housing as long as the previous industrial activity is replaced by offices or other business services and equipment related to new technology and knowledge economy. The goal is to encourage land owners to update obsolete building stock from the end of the 19th and beginning of the 20th centuries while maintaining economic activity. The Plan promotes compacity based on the coexistence of R&D companies with research, training and tech transfer centers, as well as housing (4,000 social housing units), facilities (145,000 m<sup>2</sup> of land) and green areas (114,000 m<sup>2</sup>). The new proposed city encompasses the existing industrial heritage, which is preserved by an Industrial Heritage Protection Plan that protects more than one hundred buildings of architectural interest. Both the components as well as the tools of the Plan were widely discussed in the frame of the seminar.

A vivid and compelling discussion among participants are used from the presentation of the international case studies. Although direct application on their specific contexts might need reconsideration, the presented strategies and tools across a wide range of scales served as a valuable instrumental corpus from where to infer future interventions.



## Istanbul and its specific situation

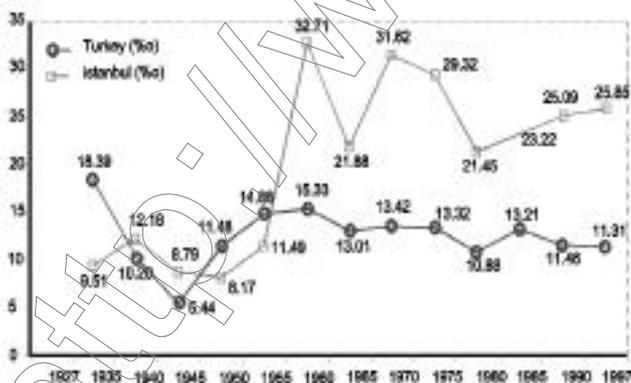
**Nuran Zeren Guler soy**  
Istanbul Technical University  
ITU

Strategically located on the two sides of Bosphorus between the Balkans and Anatolia, the Black Sea and the Mediterranean, Istanbul has been associated with major political, religious and artistic events for more than eight thousand years of history. It was an administrative, commercial and cultural center of Roman Empire, Byzantium, and it continued to be so under the Ottoman rule. Today the city has been experiencing a process of fast and haphazard spatial development and social change. Skyscrapers, high office blocks, hotels, banks and holdings have been introduced to Istanbul since the 1980s.

Istanbul, as the demographic and economic heart of Turkey has gone through enormous changes since 1950. This metropolitan city of about 15 million (14.160.467-2013) inhabitants has seen its population increased more than tenfold since 1950. Being the industrial, financial and logistics centre of the country, Istanbul produces almost one-third of the national output and absorbs the bulk of foreign direct investment. On the international scale, Istanbul ranks among the fastest growing OECD metro-regions and is known Eurasian hub for finance, logistics, culture and tourism.

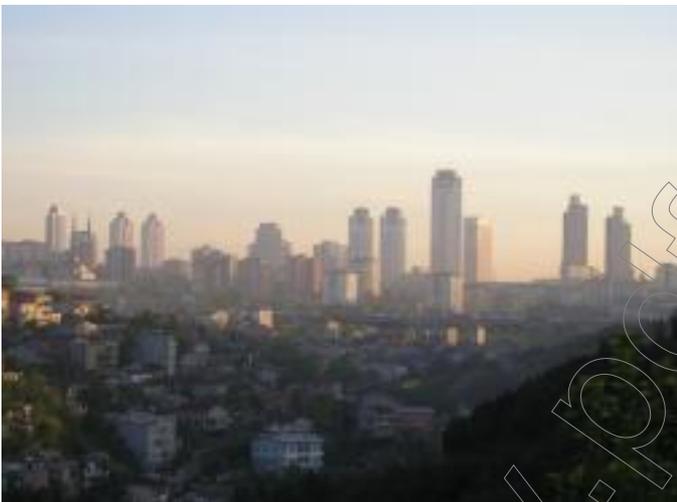


Increasing Rate of Population in Turkey and Istanbul





Although the city has a unique geographical location and diversity of historical, cultural and natural values and has experienced success on economic growth, productivity, trade and tourism; it faces several problems and challenges to be overcome. Rapid urbanisation and growth, a large amount of internal and foreign migrants to Istanbul are the main issues threatening Istanbul's sustainability and social cohesion. Transport congestion, uncontrolled land use development, informal settlements are the main problems among them. Informal settlements, housing around 50% of the population, sprawling towards water reserves and preserved forest areas, are the main concerns for the future of the metropolitan city. Informal settlements, traffic congestion and ineffective transportation facilities, and industrial waste have caused serious environmental problems such as air, water and soil pollution. Another important threat for the future of Istanbul, is the expected earthquake in the next 30 years, after the 1999 earthquake which was one of the most damaging earthquakes in Istanbul.



In recent years, Istanbul has been experiencing several major transformation projects not only planning and urban development aspects, but also its legal and institutional framework. Many new laws have been passed in recent years that are pointing towards the new planning, administrative and financial context, such as Urban Renewal Law, Urban Transformation Law, The Law for the establishment of Ministry of Environment and Urbanism. In addition to this, many big projects have been proposed in recent years, such as a 3rd Bridge, Canal Istanbul and a 3rd Airport. But unfortunately most of them are very far from solving the problems of Metropolitan Istanbul's fast and haphazard spatial development and social change.



**USEAct Fourth Seminar**  
**27th 28th May 2014**  
**Ostfold County (Norway)**

*Intervention o reuse uban areas:  
management, partnerships, funding, functions*

**USEAct Fifth Seminar**  
**25th 26th September 2014**  
**Riga Planning Region (Latvia)**

*Refitting and regenerating inhabited buildings  
and areas*

**Capitalization and MA's meeting**  
**January 2015**  
**Buckinghamshire (UK)**

*Capitalization of the project results and  
Managing Autorities Workshop*

**Final Seminar**  
**April 2015**  
**Naples (Italy)**

*USEAct Final Event and Local Action Plan  
Exhibition*

**First Bilateral Meeting**  
**3rd 4th April 2014 London**

**Second Bilateral Meeting**  
**25th June 2014 Viladecans**

**Third Bilateral Meeting**  
**26th June 2014 Viladecans**

**Fourth Bilateral Meeting**  
**15th 16th July 2014 Naples**

**Fifth Bilateral Meeting**  
**4th 5th November 2014 Dublin**

**Sixth Bilateral Meeting**  
**5th 6th November 2014 Dublin**

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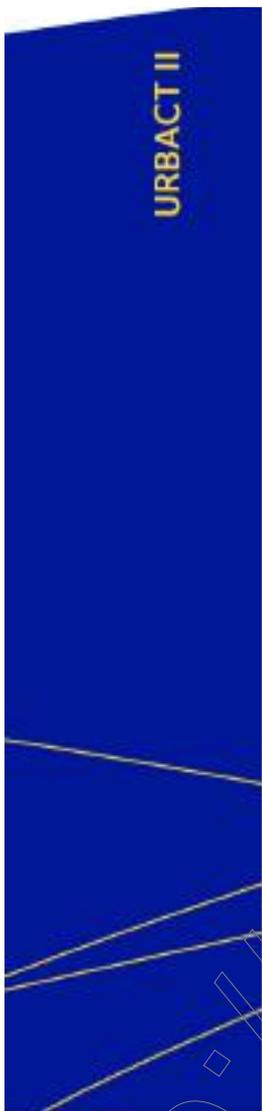
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The logo for URBACT II is a vertical blue rectangle with the text "URBACT II" written in yellow, oriented vertically from bottom to top.

URBACT II

URBACT is a European exchange and learning programme promoting sustainable urban development.

It enables cities to work together to develop solutions to major urban challenges, reaffirming the key role they play in facing increasingly complex societal changes. URBACT helps cities to develop pragmatic solutions that are new and sustainable, and that integrate economic, social and environmental dimensions. It enables cities to share good practices and lessons learned with all professionals involved in urban policy throughout Europe. URBACT is 500 cities, 29 countries, and 7,000 active participants. URBACT is jointly financed by ERDF and the Member States.

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