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Applying Portugal exemplar to Varosha region of Cyprus for the identification of new refunctioning criteria for city spaces

KENTSEL MEKANLARA GETİRİLECEK YENİ DÜZENLEME KRİTERLERİNİN BELİRLENMESİNDE PORTEKİZ ÖRNEĞİNİN KIBRIS KAPALI MARAŞ BÖLGESİNE UYARLANMASI

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Abstract

There is a need for research in the field of re-functionalization of cities and its overall contribution to the economic, social and cultural diversity of a city as well as the international application of projects. The area of Expo' 98 city project in Portugal was chosen as an exemplar due to its design criteria, materials and functional arrangements. Parallel with the project Expo 98, an alternative project would be presented in the re-functioning process of Varosha in Cyprus which is an ongoing hot debate. This alternative will also contribute to the determination of the new regulation criteria in city spaces. Therefore, Varosha was re-organised with these criteria. In this study, observation and comparison were made through the theoretical information gathered from Expo'98 fair held in Portugal. As a result, new regulation criteria were determined in line with the proposed model. Thus, a new urban arrangement was offered for the city of Varosha.

Keywords: urban-suburban relationship, re-functioning, brownfield, Expo'98, Lisbon, Varosha.

Introduction

There are many factors which affect the urban development process. The strategic location of the city, the coexistence of residents who comes from different cultures and different economic backgrounds, changing and developing social

Ozet

Kentlerin yeniden işlevlendirilmesi ve bir kentin ekonomik, sosyal ve kültürel çeşitliliğine genel katkısı ve projelerin uluslararası uygulaması alanında araştırmalara ihtiyaç vardır. Portekiz'deki Expo' 98 şehir projesinin alanı, tasarım kriterleri, malzemeleri ve işlevsel düzenlemeleri nedeniyle örnek olarak seçilmiştir. Expo 98 projesine paralel olarak, Kıbrıs'ta Maraş'ın yeniden işlevlendirilmesi sürecinde hararetli bir tartışma konusu olan alternatif bir proje sunulacak. Bu alternatif, kent mekanlarında yeni düzenleme kriterlerinin belirlenmesine de katkı sağlayacaktır. Dolayısıyla Maraş bu kriterlere göre yeniden düzenlendi. Bu çalışmada Portekiz'de düzenlenen Expo'98 fuarından elde edilen teorik bilgiler üzerinden gözlem ve karşılaştırma yapılmıştır. Sonuç olarak önerilen model doğrultusunda yeni düzenleme kriterleri belirlenmiştir. Böylece Maraş şehri için yeni bir kentsel düzenleme sunulmuştur.

Anahtar Kelimeler: kent-banliyö ilişkisi, yeniden işlevlendirme, kahverengi alan, Expo '98 Lizbon, Kapalı Maras.

relationships, and political changes are among these factors. Thus, it is possible to observe preserved historical texture in some regions of the city and changes and development in others, based on the conditions of the period. Some other

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regions, however, await for renewal in unusable and idle condition. These regions (brownfields), negatively affect the environment and cause social disadvantages in the region (Randolph & Freestone, 2008). Therefore, it is important to restore the functionality of such areas. One of the main concerns of the design is the parallel development of the city, city centre and suburban during the improvement of these areas. Based on this point of view and considering the current development and changes, the idle state of Varosha is a problematic situation which should be dealt with immediately. Varosha once was a tourist destination, however, today it is full of abandoned hotels. Varosha evidences the contradicting political desires and economic expectations and it is involved in negotiations for political reconciliation in Cyprus (Pyla & Phokaides, 2020). Varosha which was internationally recognised before 1974, today creates social and cultural disadvantages with its current idle (brownfield) state. Although a certain area was opened for visitation of the civil population, majority parts of Varosha are still closed. Necessary landscape and infrastructure developments have been completed. Furthermore, certain user groups have usage permits for some of the buildings. Several furnished hotels, entertainment centres, commercial buildings, business suites, libraries and residential structures that are not currently being used are abandoned and problematic spaces. Therefore, it is crucial to redevelop and offer these buildings for public use.

The literature review on abandoned spaces which was conducted within this context, suggests abandoned real estates owned by individuals or commercial spaces. Dominantly, recommendations for these types of spaces have proposed structures with mixed usage opportunities for locals. The examined exemplars have included Boca Raton, abandoned Florida Mizner Park Shopping Mall and Chatanooga, Tennessee Eastgate Shopping Mall in the USA. (Feronti, 2003; Dover & Partners Town Planning, 1998). These examples are unused structures on abandoned plots in functional regions. Contrarily, Varosha is abandoned and unused region. Similar restoration examples include Berlin-Adlershof, Bilbao-Abandoibarra, Dublin-Docklands Development Project (along with International Financial Services Centre), Melbourne-Docklands Project, Viana-Donau City and Lisbon-Expo'98 projects (Swyngedouw et al., 2002). Examination of these projects reveals that usually old industrial and/or harbour areas (with a sea or river shore) are restored. The reason why

Lisbon-Expo'98 was chosen as an exemplar was not only its climate, land structure, user needs, assigned importance of supporting potential tourism activities and other similarities but also its applicability to Varosha. Furthermore, as a successful project, Lisbon-Expo'98 has been adopted by several other country examples before. Thus, Varosha resonates with Expo'98 project which has an international success as a restoration of abandoned brownfield. Therefore, within the context of this study, Varosha has been considered parallel as the abandoned industrial and harbour area that lays along the Tagus River which was restored and acquired a new identity with Lisbon-Expo'98. Although abandoned, there have been recent steps towards to reopen the region of Varosha. Therefore, this study aims to review and reintegrate Varosha with the city in the light of Expo'98 project.

The study methodology consists of an examination of Expo'98 strategies (level of planning, design, finance, development and management) and regional planning which was put forward with the help of identified axes and they will be applied to Varosha. In the renovation process of Varosha, the establishment of a physical relationship with the Mediterranean and coastal settlement and integration with the existing urban texture will be taken into consideration. In addition to its contribution to the projects that will be carried out in the region, the resulting study is expected to be taken as an example for the projects aimed at revitalising the brownfields.

The parts of this article are designed as follows. Next section summarises the literature review. Section 3 explains the materials and methodology; adaptation of Expo'98 project to Varosha region. Section 4 includes the evaluation of criteria which were taken into account during determining project strategies for Varosha. It also puts forwards the assessment of the zoning work and axes which were determined at the planning stage. The last section provides a summative evaluation of the findings of this article based on a review of the existing literature and fieldwork.

Literature review

Varosha, one of the settlements of Famagusta once was a trade and tourism centre. However, this situation had only been sustained for 15 years. From time to time, political and economic factors can create changes in cities and Varosha region is one of the examples that experienced change. The word "Varosha" was used for the first time to identify this region in the archive

documents of dated 28.1.1573. The region, which is still called “Varosha” by Greek Cypriots is known as Maraş (Mustafa Mutlu İbili, 2011). According to different sources, the name Maraş (*Merash*) was used by Richard Pococke for the first time in 1738 (Cobham, 1969). The region

has an area of 450 hectares (Google Earth, 2019). It is also known that the land on which Varosha was settled once belonged to Ottoman foundation and it was transferred to Famagusta Greek Municipality in 1898 during the British Period (Mustafa Mutlu İbili, 2011). (Figure 1.)

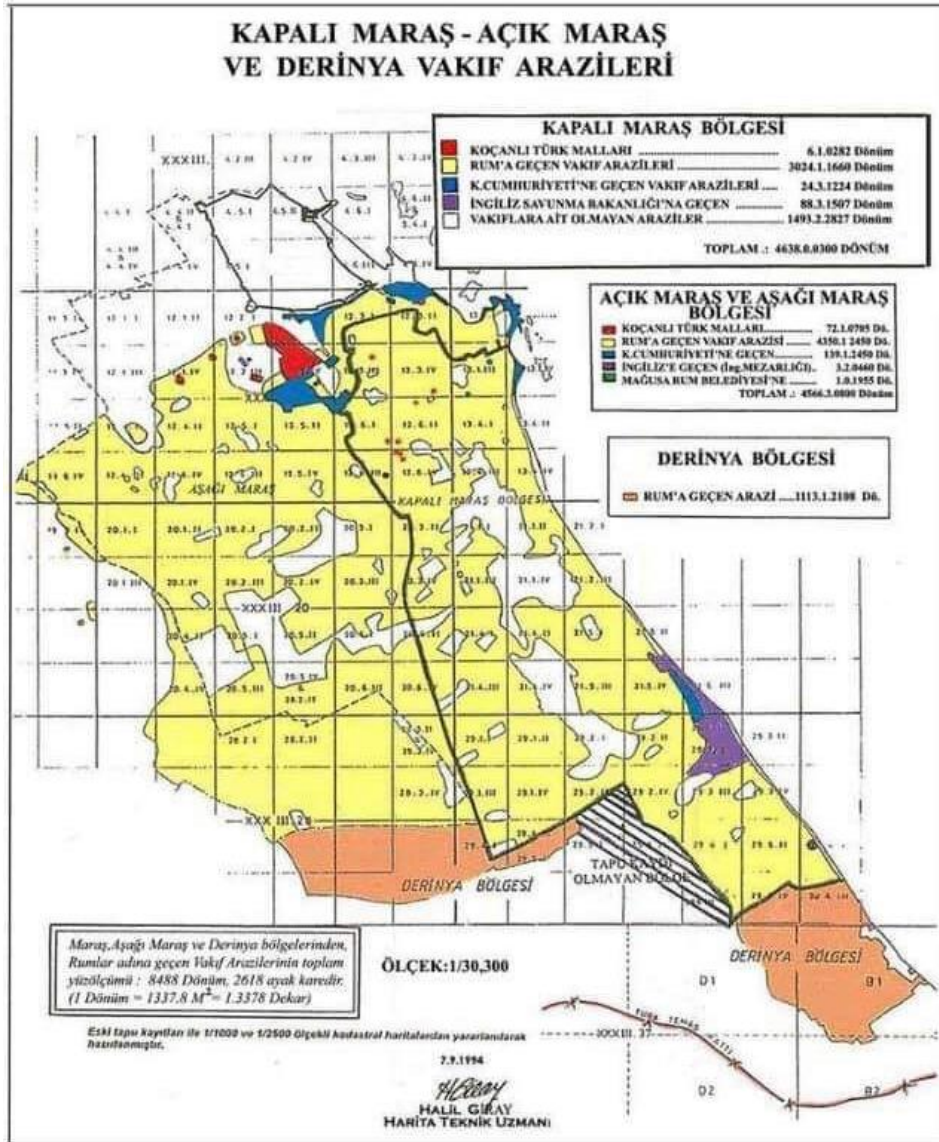


Figure 1. Varosha- Open Varosha Foundation Land (Kapalı Maraş Çocukları, 2019).

The most popular period of Varosha was the first couple of years of the Republic of Cyprus. Varosha continued to develop, although a political conflict was experienced between Cypriot Turks and Cypriot Greeks from 1960 to 1974. However, with the Peace Operation held in 1974, residents of Varosha were evacuated and the region was closed down for civilian use. Initially, it was believed that Varosha was held as leverage during the peace negotiations between Cypriot Greeks and Cypriot Turks. However, later on, it was described as “Ghost Town” by the

international media (Boğaç, 2020). Varosha is located in the buffer zone known as the *Green Line* which divides the island of Cyprus into two sectors, and this zone is under the jurisdiction of the United Nations since 1974. The Green Line (buffer zone), determines the two separate states that exist in Cyprus, Greek Cypriot Administration of Southern Cyprus, and the Turkish Republic of Northern Cyprus (Bueno-Lacy & van Houtum, 2018). Within this context, it is crucial to examine the developments occurred for Varosha before and after 1974.

Condition of Varosha before 1974

During the British Colonial Period, while Turkish Cypriots were living within the Famagusta City Walls, Greek Cypriots were living in the part of Varosha which is closer to

the shore and eventually became West of Varosha today as a result of the expansion of the settlements at the shore towards the East (İbili, 2011). This part of Varosha was never closed down (Figure 2. and Figure 3.).

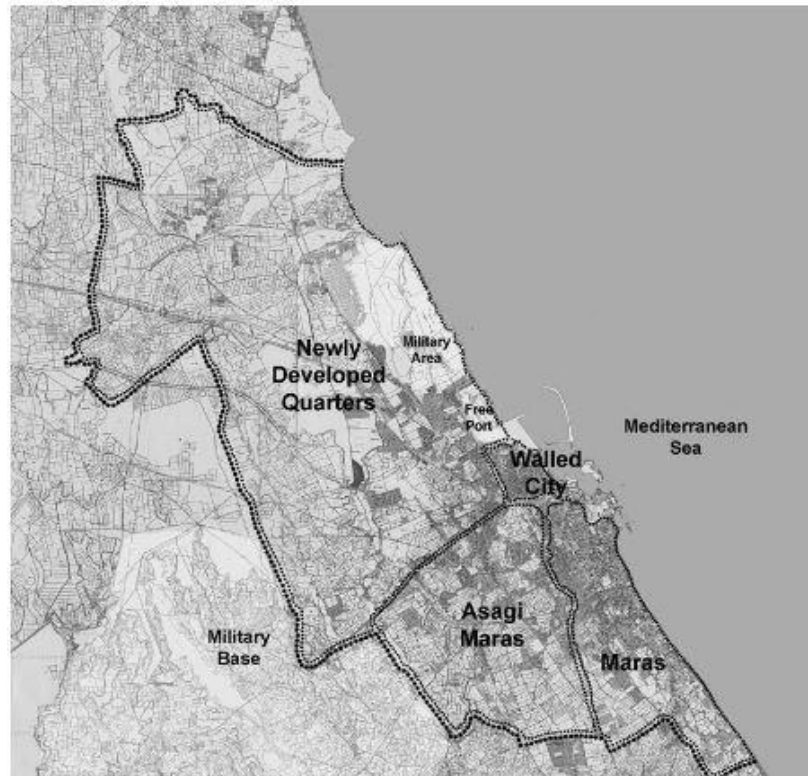


Figure 2. Varosha and the West of Varosha regional borders and their relationship with Famagusta City Centre (Rafiemanzelat, 2014)

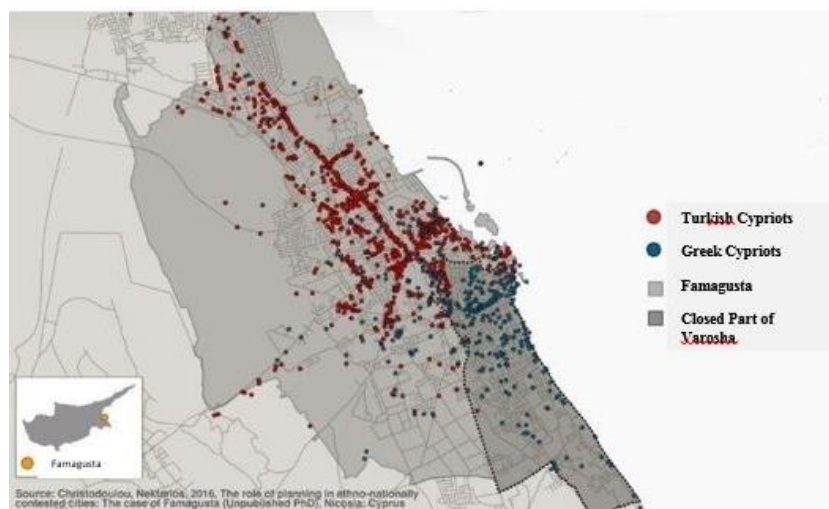


Figure 3. Settlement Regions of Turkish Cypriots and Greek Cypriots in Famagusta and Varosha before 1974 (Christodoulou, 2016)

As a settlement town, Varosha experienced a wave of interest towards the end of 1960s and the

beginning of 1970s from a series of investors who have built hotels (Sterling, 2014). Thus, it

has become one of the most important towns in the Mediterranean. Before 1974, as a town located on the East shore of the island of Cyprus with over 39,000 population, Varosha's importance was attributed to its famous cosmopolitan region which was developing as a tourism and trade centre (Michael, 2011). It is known that the civil war in Lebanon is one of the reasons for the growing interest in Varosha, like Beirut, once, one of the famous tourism and entertainment destinations of the Mediterranean lost its attraction due to the civil war. The other factors for the attraction of Varosha were the location of Cyprus which enables easy access to Europe, its natural beaches, its climate in particular and its attraction for the western Europeans with high income (Akengin & Kayki,

2013). Thus, the region became a dynamically developed and growing settlement.

Varosha has consisted of three areas. Tourism area was located on the coastal part of the region whereas residential area and social-administrative centre were located in the west of Varosha. According to the pre-1974 archive of Famagusta Municipality, the distribution of the buildings in Varosha were as such; 45 hotels with 10,000-bed capacity, 60 apartment type hotels, 3,000 commercial units, 99 entertainment centres, 143 management offices, 4649 private houses, 21 banks, 24 theatres, and cinemas, 1 library and 380 unfinished constructions (Boğaç, 2002).



Figure 4. A picture of Varosha (pre-1974) (Detay, 2019)

Also, it is known that Greek lands were leased to foreign investors by granting long-term investment permits for 50-100 years periods to international companies (Italian, German, British) based on build-operate-transfer contract model (Mustafa Mutlu İbili, 2011).

Based on all these researches, it is possible to conclude that Varosha was an active area until 1974.

Varosha After 1974

Varosha, which experienced its heyday between 1960 and 1974, lost its attraction after 1974. As a result of 1974 occurrences, 4,469 families had to flee from Varosha which still carries the traces of war and since then, it became a completely abandoned town. Today, there are 8,852 buildings in Varosha some of which are 10-15 floored apartment flats, and a majority of the

other buildings are most luxury hotels and casinos. All the commercial and tourism activities were halted as a result of the unfortunate occurrences (Akengin & Kayki, 2013).

Located on the coastal line of Famagusta city, as a tourism area, Varosha surrounded with military fences after 1974 operation. The terms “frozen town”, “urban destruction” and “ghost city” also represent Varosha. The residential area and administrative centre of Varosha (west of Varosha) on the other hand, remained in use where Turkish families from Turkey and South Cyprus were placed for the maintenance of the abandoned agricultural lands and orange groves and the sustainability of the fruit and vegetable production (Önal et al., 1999). Today, there is no sign of life in Varosha but abandoned buildings (Bjorkdahl & Kappler, 2017).



Figure 4. A street view of Varoehsa after 1974 (Akansu, 2020)

Figure 4 represents the scenery that families residing on the unrestricted part of Varoehsa are exposed daily.

Lisbon Expo'98

World's Fair Expo was held in 1851 for the first time in England. The term "Expo" which comes from the word 'Exposition', names the world's fairs. In 1998, in its city of Lisbon, Portugal hosted this fair which regularly operates in different cities of the world. Expo' 98 fair provided an opportunity to create a truly touristic area on a brownfield (Benhamou, 2019). Additionally, this city has been an important commercial place since the 15th century in Europe. Expo'98 fair aimed to revitalise the abandoned Lisbon port and industrial zone. The project was held as part of the 500th anniversary of Vasco de Gama's journey to India with *The Oceans, A Heritage for the Future* theme (Monclús, 2009).

Analysis of Expo'98 Planning Stages

Expo'98 plan is the first prudential urban and architectural plan which is highly accepted among world fairs. This is the first exposition where with a clear strategy, urban planning, urban design, and architecture were assembled with a model on a strong financial budget. Harmonious planning has been made to support the long term use of the city. The plan allows the use of lands and iconic buildings. Vassalo Rasa, the project leader of this plan stated that in public space design, the aspects such as urban appearance, its physical relationship with the river and its surroundings and its coherence with the existing urban texture were taken into consideration (Aelbrecht, 2014).

340 idle hectare used in the planning, were divided into 6 main areas each of which were designed by different designers. The areas were designated as 1. The central zone, 2. Enclosure zone, 3. South zone- residential area and port, 4. North zone- Residential zone, 5. Sacavém zone and 6. Large city park zone located in the north (Akansu, 2016) (figure 5).



Figure 5. Expo'98 the areas of the designed project (Akansu, 2016).

Additionally, four main axes which were designated during the planning stage are determined in figure 3 as the *public axis*. Public axis is a vertical axis along the river where public facilities such as the station, shopping centre, and the main square (Rossio dos Olivais) are found. The main axis is the only axis which enables

pedestrians and vehicles access to the city centre and its neighbourhood. Leisure axis, on the other hand, is a pedestrian axis which lies along the river. Secondary axis is a traffic axis which functions as a backbone that connects the north and south residential areas and central public space (Aelbrecht, 2014) (Figure 6).

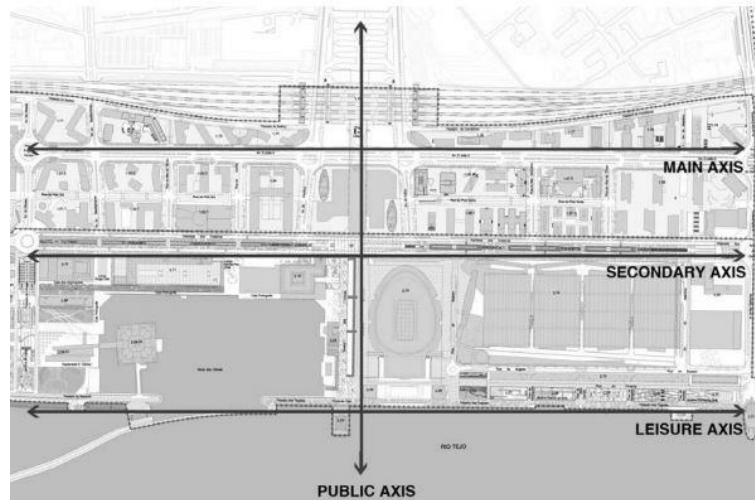


Figure 6. 4 regulatory axis, determined in Expo'98 (Aelbrecht, 2014)

Two important aims were taken into consideration during the planning stage; self-finance of the designated area, and the harmonious reconstruction of the area with its environment (Monclús, 2009). It was necessary to determine the project strategies, during the development stage of these aims. In this regard, Expo'98 strategies emerged as planning, design, development-management and financial stages (Table 1).

Table 1.
Expo'98 project strategies

Expo'98 Project Strategies		
Planning Stage (1)	(2) Design Stage	(3) Development, Management and Financial Stage
<p>Planning activities were initiated before and after expo collectively. Aim: To create a hub and to organise Expo Fair. Pillars: -To enable diversified usage (residential, service areas and commercial units) -To arrange economic resources -To develop the strategic infrastructure</p>	<p><u>Architectural Design:</u> Design of temporary and permanent structures with the intention of reuse. <u>Urban Design:</u> -To design double functional, communal areas with the idea of permanency and functionality</p>	<p><u>Model Development/Management:</u> -To establish a private company, 'Parque Expo' which has the responsibilities to design a world fair, build and disassemble, at the same time can purchase of regional land, develop and sell and has access to public funding. <u>Financial Model:</u> After Expo fair, the sales of the completed project to private investors and developers (land and pavilion).</p>

(Aelbrecht, 2014, adopted by the authors).

In regards to data in table 1, different access strategies were taken into consideration during the planning stage as a first aim. Thus, national and international roads were planned. The second aim, on the other hand, was to enable diversified usage (Aelbrecht, 2014). In this regard, north and

south areas of the expo were mainly separated as residential areas and, public facilities in central were evenly partitioned for commercial, leisure and cultural activities. To ensure diversified usage, a single station was planned for train, bus and metro services. Additionally, Expo'98

accommodates many different facilities such as Lisbon expedition centre, aquarium, and multi-functional pavilion, a variety of public spaces, parks, hospital, and university. Industrial and

port areas which were previously abandoned, were restored for the public use within the context of reconstruction (Figure 7).



Figure 7. Expo'98, before and after states (Instituto Camões-Parque Expo98, 2000. Access date: 06.08.19)

After the implementation of Expo'98, a user satisfaction survey was conducted and it revealed that users were satisfied with the outcome. Furthermore, pavilion and most of the public spaces have received both national and international awards. Parque Expo has been assigned an urban transformation programme as a result of this interest in public space. Since then, Parque Expo became a consulting firm specialising in urban spaces around the globe with a portfolio including Chicomba in Angola, Receife in Brazil, Praia in Cape Verde, and Cairo in Egypt (Aelbrecht, 2014). This is evidence that Expo'98 planning is a very crucial reference for other projects.

Material and method

This study is conducted based on observations of the project presented at Lisbon Fair (Expo'98) and a comparative approach between that project and Varosha. The similarities between Varosha and Expo'98 area contributed to the applicability of the project. The priority was given to the implementation of the project strategies, zoning and axes which were stated at the planning stage to Varosha to enable its functioning.

Accordingly, Expo'98 project strategies, planning stages, design stages and development/management/ financial stages were taken into account in applying these to Varosha. At the planning stage, enabling diversified usage, the arrangement of economic resources, and development of strategic infrastructure were prioritised. At the design stage, both architectural and urban design were considered. Development, management and financial stages would all support the financial model through model development and management. Furthermore, the

axes which are determined at the land description and design helps to decide the regions and the creation of the transportation network.

Case Town: Varosha

Cyprus is an Island located on the East of the Mediterranean with the Mediterranean climate (Delipetrou et al., 2008). Due to the characteristics of its climate, it is one of the important centres of tourism and related commercial activities. In the North of the Island, there are five major cities which are Nicosia, Kyrenia, Famagusta, Trikomo and Morphou. Among these cities, Famagusta is an important port city. Although dominantly port cities are characterised by commercial trade, they also have a tourism function (Kaypak, 2012). According to Famagusta Chamber of Trade and Industry, referring to the period right before 1974, although Famagusta population constituted 7% of the Island's population, the city was providing 10% of the Island's employment. 50% of the hotel accommodation capacity of Island was in Famagusta. Furthermore, 50% of the Island's arrivals through sea-transportation were coming from Famagusta port and 83% of the postal and cargo services were handled at Famagusta Port (Keshisian, 1985).

Determining the Implementation Method of Expo'98 Planning Stages to Varosha

The reason why the Expo'98 project was chosen as the exemplar in determining the method for this study is that there are many similarities and differences between the Expo'98 region and Varosha. These similarities and differences are presented in Table 2.

Table 2.
Comparison of Expo '98 and Varosha

COMPARISON OF EXPO'98 AND VAROSHA		
	Expo'98	Varosha
SIMILARITIES	The land that Expo'98 project has been implemented, used to be a Brownfield.	After 1974, Varosha became a brownfield.
	It is a land that lies along Tagus Riverbank.	It is a land that lies along the Mediterranean shore.
	Due to its location, it has a connection to the historical texture of Lisbon city.	Due to its location, it has a connection to the historical texture of Famagusta city.
DIFFERENCES	It was an abandoned industrial and port region. There was abandoned industrial and port waste.	It is an abandoned commercial and tourism region. There are abandoned lands, existing buildings and unfinished constructions.
	It is 350 hectares of unused land.	It is a ~ 450 hectares of unused land.
	It is at a location where an international railway passes through.	It is ~2 km away from Famagusta Trading Port.
	There was no evidence of flora and fauna.	The region became a living area of flora and fauna densely.

Based on the comparison, it was decided that Expo'98 can be applied to Varosha. Varosha was evaluated based on Expo'98 planning stages. Based on Expo'98 project strategies, identified axes and zoning have been put forward for

planning as a method and have been adapted to redevelop the region. Besides these, the criteria identified for Varosha project based on Expo'98 have been listed in Table 3.

Table 3.
Criteria for Varosha Project based on Expo '98 Project Observations

Varosha Project Criteria
1. Reconstruction activities within the concept of universal design (Social Values)
- Transportation: pedestrian and vehicle transportation
- Circulation: within the town, town centre and others
- Accessibility: Town centre and functions within the town
2. Form-function relationship
-Horizontal-vertical structures
-Usage of different functions together (residential-commercial and similar others)
3. Choosing the material for reconstruction activities (Economic Values)
- Existing materials (Town centre and materials of surrounding buildings)
- Modern materials
4. User Needs
- Previous user needs
- New user needs
5. Design proposals which can self-finance
6. Designs that are environmentally compatible (outdoor, semi-open and indoor space relations)

Within the light of these, the method which emerged has been adapted to Varosha.

Implementing Expo'98 planning stages to Varosha

As a result of observations and research of Expo'98 on Lisbon city, project strategies

identified for Tagus Riverbank have been adapted to Varosha. These strategies have been determined based on two important aims. The first aim is that the designed region can self-finance its inactive fields, and the second one is that the region can revive compatibly with its environment. These strategies are presented in Table 4.

Table 4.
Project Strategies Suggested for Varosha

Project Strategies Suggested for Varosha		
<p>(1) Planning Stage</p> <p>Planning work has been started considering both before and after 1974.</p> <p>Aim: To create a hub and to re-functionalise Varosha so it becomes a commercial and tourism centre.</p> <p>Pillars;</p> <ul style="list-style-type: none"> -To enable diversified utilisation (residential, service areas and commercial units) -To arrange economic resources -To develop the strategic infrastructure 	<p>(2) Design Stage</p> <p><u>Architectural Design:</u> To design new structures in place of abandoned, unused buildings</p> <p><u>Urban Design:</u> To design new buildings which are compatible with existing town centre texture with the idea of permanency and functionality.</p>	<p>(3) Development, Management and Financial Stage</p> <p><u>Model Development/Management:</u> To establish private companies with responsibilities to purchase, develop and sell regional land with access to public funding.</p> <p><u>Financial Model:</u> Once the project is completed, to enable its lease or sale to investors or developers.</p>

(Adopted from Aelbrecht, 2014)

In line with data on table 4, the first aim at the planning stage is to consider different transportation strategies to the region and to plan national and international transportation access. The second aim is to enable diversified usage.

Within this framework, besides balanced distribution of facilities for central, commercial, business, entertainment and cultural activities the northeast and east of Varosha have been allocated dominantly for residential purposes. To enable diversified usage, a single hub for tram and bus transportation has been considered. In addition to this, semi-open, indoor and outdoor art centre, one Mediterranean aquarium, multi-functional pavilion, various public spaces and

parks have been considered with different functions. With this transformation and reconstruction project, Varosha region which has been abandoned can be made available for public usage once again.

Approximately 450 hectares of land which would be used at planning, has been divided into six main zones; 1. Central Zone, 2. Diversified Usage Zone, 3. South-East Zone – Protection Zone (protected zone which is home for endemic fauna and flora) 4. North-West Zone – Integration Zone with Historical Texture and Port, 5. West Zone – West of Varosha and Integration Zone with South Cyprus and 6. Shore Zone – Pedestrian zone.

Table 5.
Zoning Plan for Varosha

VAROSHA ZONING PLAN	ZONE NAMES	SCOPE
	(1) Central Zone	Indoor, outdoor and semi-open arts centre, parks, town square, places for social and public activities.
	(2) Diversified Usage Zone	The zone which has touristic, residential, commercial and administrative building.
	(3) South-East Zone	Protected Zone which is considered as national park area with endemic fauna and flora.
	(4) North-West Zone	This zone consists of residential, entertainment and commercial areas and it integrates with historical texture and the port.
	(5) West Zone	This is an integration zone to West of Varosha and South Cyprus. Bus and tram station is planned for this zone.
	(6) Shore Zone	This is a pedestrian zone. It consists of touristic, commercial, entertainment places (hotels, bars, clubs, restaurants, pedestrian paths and cycling lanes).

As in the case of Expo'98, when new planning criteria were applied, the main axes have been identified. To enable interconnecting access to zones and to support the workability of the transportation-movement-access hub of the zones presented in table 5, four main axes have been identified. These are labelled as the main axis, secondary axis, leisure axis and public axis. As the primary axis, the main axis enables the accessibility of neighbouring zones and connects pedestrian and traffic to the town centre.

Secondary axis is a traffic and pedestrian axis which functions as a backbone that connects areas (residential and public spaces) to each other. Leisure axis is a pedestrian axis which lays along the whole seashore. Vertical to the sea, public axis, integrates West of Varosha and the seashore where it consists of main public facilities such as shopping mall and the town square. The transportation station is located at the junction of the main axis and public axis (Figure 8).

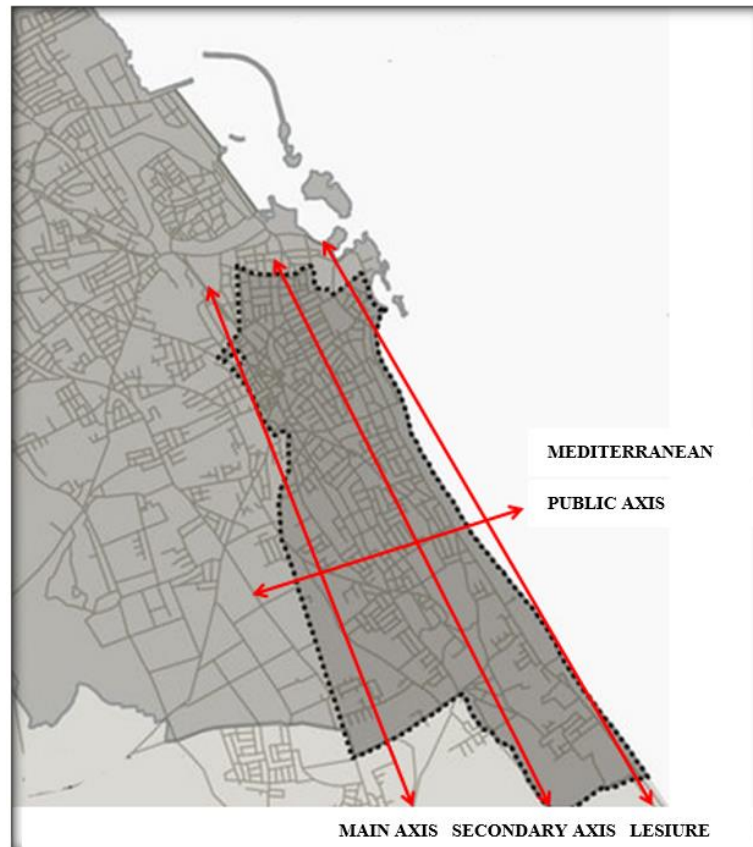


Figure 8. Planning Axis Identified for Varosha

In the light of these studies, planning strategies, zoning criteria and identified axes for Expo'98 have been adapted to Varosha.

Discussion

This section provides an assessment and discussion on the criteria that was taken into account regarding the stages of project strategies

as well as zoning and axes which have been identified during planning for Varosha. Firstly, in the assessment, a table has been created to cross-check the project strategies and project criteria for Varosha (Table 6). With this cross-check, the connection between the project criteria and strategies have been employed for the evaluation of the zones which were identified as part of Varosha reconstruction project.

Table 6.
Cross-Check of Project Criteria and Strategies

PROJECT CRITERIA	PROJECT STRATEGIES		
	(1)Planning Stage	(2)Design Stage	(3) Development, Management and Financial Stages
1. Reconstruction activities within the concept of universal design (Social Values) -Transportation: yaya ulaşımı ve araç ulaşımı -Circulation: within the town, town centre and others Accessibility: Town centre and functions within the town	✓	✓	
2. Form-function relationship -Horizontal-vertical structures Usage of different functions together (residential-commercial and similar others)	✓	✓	
3. Choosing the material for reconstruction activities (Economic Values) -Existing materials (Town centre and materials of surrounding buildings) -Modern materials		✓	✓
4. User Needs -Previous user needs -New user needs	✓	✓	✓
5. Design proposals which can self-finance		✓	✓
6. Designs that are environmentally compatible (outdoor, semi-open and indoor space relations)	✓	✓	

Before initiating the planning and design stage (architectural and urban design), previous user needs have been taken into consideration and new user needs have been identified. Attention has been paid to plan and to create environmentally compatible designs and has outdoor, semi-open and indoor space relations. Furthermore, transportation, circulation and accessibility have been considered in line with the concept of universal design. Importance has been given to interconnectedness of town, its centre and main transportation stations (airport and seaport). The utilisation of different building heights enables the region to develop in a balanced way both horizontally and vertically. This approach provides an opportunity for individuals with different income levels to live in the same neighbourhood. The material for the reconstruction areas have been chosen based on the consideration of existing construction materials (dominantly concrete), financial availability and international commercial agreements, and prioritising the use of new materials. While zones are designed, it is recommended that self-financing designs are created. At planning and designing stages, designers have taken into consideration that the project is beneficial to everyone, it addresses user needs, that it is in harmony with the existing town texture and it is economical. On the other hand,

at development, management and financial stages, it is the potentially financing private companies and public institutions which are responsible for the implementation and the ability of self-financing of the project.

In conclusion, any project that is planned and designed is expected to have the capability of self-financing, addressing all stakeholders' needs and is accessible by all. When the particular project of Varosha is considered as a whole, this reconstruction project is crucial to regain its popularity and its touristic and commercial status in the international arena.

Conclusion

Besides residential areas and greenfield, cities also have abandoned areas and Varosha is one of the examples. In this study, a reconstruction project was proposed for Varosha town which has recently become a hot debate topic once more. Reconstruction of abandoned areas is a trending topic. This study emphasizes the importance of identifying the project strategies and criteria, and their joint-consideration before any project is started on abandoned areas. Therefore, the following diagram has been created (Figure 9).

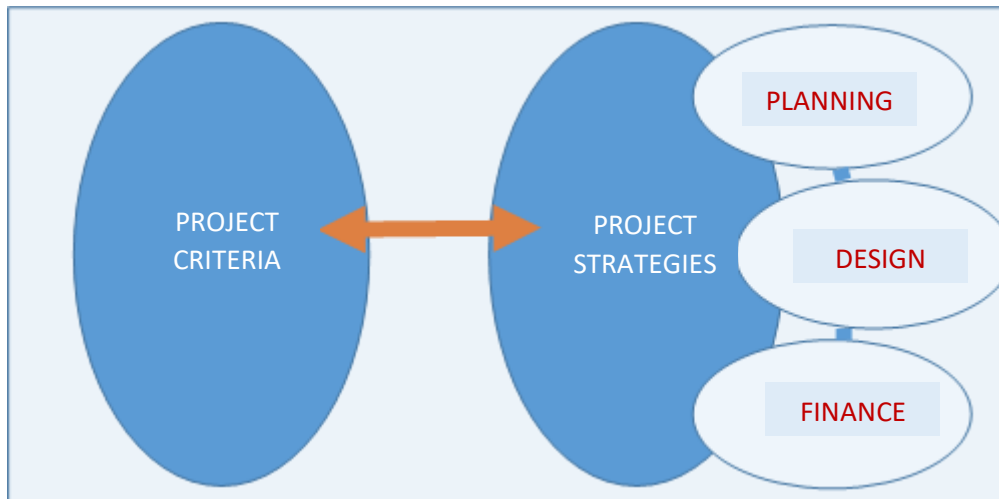


Figure 9. Project scheme for rehabilitation work on abandoned areas

The scheme which has been created as part of this study has been adapted to Varosha region. According to the scheme, before any project work is initiated, strategies and criteria should be identified. This strategy and criteria can be applied to other abandoned areas, should there be a relevant project. With this usage, the confusion that designers experience is expected to be eliminated in terms of creating self-financing designs, old-new usage relationships, material selection, form-function relationship, user needs, transportation-circulation-accessibility which are main problems that a designer faces before the rehabilitation of these type of areas. This study is expected to contribute to the project team who would work in the reconstruction of Varosha as well as architects, engineers, urban planners, financiers, researchers, public institutions that are interested in this type of rehabilitation work.

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