

MODERN PERIOD URBAN HERITAGE SITES AS FRAGMENTED
CONTEXTS: CONSERVATION PRINCIPLES AND STRATEGIES
FOR THE EXISTING TRACES AND COMPONENTS OF HERMANN
JANSEN'S ADANA PLAN

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ADANA PLAN**

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ABSTRACT

MODERN PERIOD URBAN HERITAGE SITES AS FRAGMENTED CONTEXTS: CONSERVATION PRINCIPLES AND STRATEGIES FOR THE EXISTING TRACES AND COMPONENTS OF HERMANN JANSEN'S ADANA PLAN

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Conservation of the heritage of modern movement is a relatively recent issue, where the focus is mainly on the particular buildings more than the urban tissue as a whole. As a consequence, urban tissues of modern movement are destructed by various interventions, which make them highly fragmented or even lost totally. Thereupon, it becomes important to deal with the problem of fragmentation of the urban tissues of modern movement, re-trace their existing and lost components and conserve the existing ones by defining conservation principles and strategies.

Following the establishment of the Turkish Republic in 1923, in order to have a planned 'modern' country, plans were prepared for a number of major cities of the country, while only a few of them were implemented. In that period, a German architect and urban planner Hermann Jansen (1869-1945), appears to be a significant planner in Turkey.

He prepared the plans for the major cities of the country: Ankara, the Capital City (1932), İzmir (1932), İzmit (1938), Mersin (1938), Gaziantep (1938) and Adana (1940).

The plan prepared between 1935-1940 by Jansen for Adana, an important city in the southern Turkey, is an important example of his plans, following the urban planning approaches and attitudes of the period, i.e. modern movement period. It is also important for being one of few implemented plans. For Adana, an important city with fertile agricultural lands and large industrial zones, Jansen designed a city plan comprising factory sites with accommodation for workers, governmental and public buildings as well as residential and recreational areas.

Adana is taken as a case study in this research because of the implementation of the plan in the city and for the situation that it is under threat of destruction currently. Because the project implementation site is located in the city centre, the area comprising modern architectural heritage became a focus of interest and after the act that allowed construction of high-rise blocks was put into force, it became threatened by demolishment and replacement with new buildings constantly. Hence, a process of rapid and extensive change in the city form and components occurred which resulted in the partial loss, deformation and fragmentation of the urban tissue of modern period that was developed according to Jansen Plan. Today, the urban tissue and components of the modern period are highly fragmented and thus, can be hardly observed within the contemporary city.

Focusing on this case study, a comprehensive spatio-temporal analysis based on data coming from visual and written archival and current documents, literary sources, aerial photos and site surveys was carried out.

The aim of this thesis is to re-trace Hermann Jansen's plan in the existing urban tissue; reveal the existing components of the plan; and define conservation principles and strategies for different types of existing components in such a fragmented context.

Keywords: Modern Movement Heritage, Fragmentation, Urban Tissue, Spatio-temporal Analysis, Hermann Jansen, Adana

ÖZ

PARÇALANMIŞ BAĞLAM OLARAK MODERN DÖNEM KENTSEL MİRAS ALANLARI: HERMANN JANSEN' İN ADANA PLANI' NİN MEVCUT İZLERİ VE BİLEŞENLERİ İÇİN KORUMA PRENSİPLERİ VE STRATEJİLERİ

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Modern dönem mirasının korunması, odak noktasının dokunun bir bütün olarak korunmasından çok binalarda bulunduğu, nispeten yeni bir konudur. Modern döneme ait kentsel dokular çeşitli müdahaleler sonucu ya büyük oranda parçalanmış ya da tamamen kaybolmuştur. Bu nedenle, modern dönem kentsel dokularının parçalanmışlık problemiyle ilgilenmek, var olan ve kaybolmuş bileşenlerinin izini sürmek ve mevcut olanları koruma prensipleri ve stratejiler tanımlayarak korumak önem taşıyan bir konudur.

1923 yılında Cumhuriyet 'in ilanını takiben planlı 'modern' bir ülke yaratmak amacıyla, birkaç ana şehir için planlar hazırlanmış, bu planların bazıları uygulanmıştır. Alman mimar ve şehir plancısı Hermann Jansen (1869-1945) Türkiye' de dönemin önemli plancılarındandır. Ülkenin başlıca büyük kentleri için planlar hazırlar: Başkent Ankara (1932), İzmir (1932), İzmit (1938), Mersin (1938), Gaziantep (1938) ve Adana (1940).

Jansen'in Türkiye'nin g neyinde yer alan Adana i in 1935-1940 tarihleri arasında hazırladıđı plan, sonrasındaki kentsel planlama yaklařımları ve modern d nem tutumları a ısından Jansen'in plan  alıřmaları arasında  nemli bir  rnektir. Bu plan ayrıca nadir uygulanmıř  rneklerden oluřu nedeniyle de  nemlidir. Tarıma dayalı  retim i in verimli toprakları ve buna bađlı end striyle  nemli bir kent olan Adana i in Jansen, fabrika alanları, bu fabrikalarda  alıřacaklar i in konaklama alanları, idari ve kamusal yapılar, konuta dayalı alanlar ve rekreasyon alanları ile bir plan tasarlamıřtır.

Adana bu  alıřmada, planın uygulanmasından ve modern mimari mirasın řu anda tehdit altında oluřundan  t r   rnek vaka olarak ele alınmıřtır. Planın uygulama alanının kent merkezinde bulunması nedeniyle, modern d nem miras alanı ilgi odađına d n řm ř ve y ksek katlı blok inřasına izin veren yasa ile s rekli olarak yıkım ve yerini yeni binalara bırakma tehdidi altına girmiřtir. Bunun sonucu olarak, kent formunda ve bileřenlerinde hızlı ve geniř  apta deđiřimler meydana gelmiř ve bu durum kısmi kayıplar, g r n ř deđiřiklikleri ve Jansen Planı'yla uygulanan modern d nem kentsel dokunun par alanmasına sebep olmuřtur. G n m zde, modern d nem kentsel dokunun bileřenleri olduk a par alanmıřtır ve buna bađlı olarak modern kentte zar zor takip edilebilmektedir.

Bu vaka  alıřmasına odaklanarak, g rsel ve yazılı arřivlerden, g n m z belgelerinden, yazılı kaynaklardan, hava fotođraflarından ve alan  alıřmalarından gelen bilgilere dayanarak karřılařtırmalı bir mekansal-zamansal analiz  alıřması yapılmıřtır.

Bu tezin amacı, Hermann Jansen'in planının mevcut kentsel dokudaki izini s rmek, planın g n m ze gelmiř bileřenlerini ortaya  ıkarmak ve b yle b l nm ř bir dokuda var olan farklı tip bileřenler i in koruma prensipleri ve stratejiler belirlemektir.

Anahtar Kelimeler: Modern D nem Mirası, Par alanmıřlık, Kentsel Doku, Hermann Jansen, Adana, Mekansal-Zamansal Analiz

*to my family
and
in dear memory of my grandmother*

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CHAPTER 1

INTRODUCTION

1.1 A Conservation Problem: Conservation of Modern Urban Environment

Conservation of modern heritage is a relatively new issue when compared to other fields of conservation. It started in 1950s and 1960s in Europe as an effort to conserve the modernist buildings as heritage symbols.¹ Establishment of international organizations such as CIAM (Congrès Internationaux d'Architecture Moderne) (1928), UNESCO (United Nations Educational, Scientific and Cultural Organization) (1945), World Monuments Fund (1965), ICOMOS (International Council on Monuments and Sites (1965) and its ISC20C (International Scientific Committee on Twentieth-Century Heritage) and DoCoMoMo (Documentation and Conservation of Buildings, Sites and Neighbourhoods of the Modern Movement) (1988) made an important influence on this subject. In addition to these international organizations, there are also local and regional organizations such as the MARS Group (Modern Architecture Research Group (1933) which is focused on British Modernism or mAAN (Modern Asian Architecture Network) (2000) that, as its name suggests, concentrates on modern Asian architecture.

There are a lot of examples for modern movement buildings which were registered/listed/conserved individually around the world. The Rietveld Schröder House which was built in 1924, is considered as an icon of Modern Movement architecture, was inscribed in 2000 in the UNESCO World Heritage List. The Sydney Opera House, after being selected as the winner of the international design

¹ (Prudon, 2008, 577:7)

competition in 1957, was inaugurated in 1973, was included in the National Heritage List and was inscribed in 2007 in the UNESCO World Heritage List is also one of the earliest examples of awareness of modern architecture's significance.

The Architectural Work of Le Corbusier, an Outstanding Contribution to the Modern Movement includes 17 sites around the world comprising Le Corbusier's work and has been an example for inventing new architectural techniques to respond to the needs of society, was inscribed in 2016.

Berlin Modernism Housing Estates which consist of six housing estates is an exceptional example of new urban and architectural typology and constitute the term of 'environment' better than the previous examples. It was inscribed in 2008. Construction of Brasilia, which was a landmark in the history of town planning was finished in 1960 and was inscribed only 27 years later in 1987. White City of Tel-Aviv which was constructed between 1930s and 1950s was accepted as an outstanding architectural ensemble of the Modern Movement, was inscribed in 2003.

In Turkey, the number of registered urban sites is 282 and the number of the examples of civil architecture is 66815 by the end of 2016.^{2 3}

Failures in conservation of the modern heritage for example the cases of the Bank of Provinces, Ankara Gas Factory happen not just in our country but also in other countries; Pruitt-Igoe Housing Complex (USA), Orange County Government Central (USA), Hotel Okura (Japan) or Les Halles (France).

As it is seen, conservation of the modern heritage has been a problem for a lot countries in the world, but some of them acted early and some of them dealt with the problem better than the others. Since it is a current problem in our country today, it will be discussed over a case study.

²<http://www.kulturvarliklari.gov.tr/TR,44798/turkiye-geneli-korunmasi-gerekli-tasinmaz-kultur-varligi-.html>, last accessed on September, 2017

³<http://www.kulturvarliklari.gov.tr/TR,44973/turkiye-geneli-sit- Alanlari-istatistikleri.html>, last accessed on September, 2017

1.2 Definition of the Problem

Rapid and unregulated urbanization has always been a threat to cultural heritage, to its existence, its continuity and integrity. What is meant by ‘unregulated’ here is not ‘not being supervised by regulations or laws’, in fact, in today’s practice what is even more threatening is that, this process is conducted in accordance with the law.

This situation refers another threat that is the legal framework. At the present time there are two main laws that deal with conservation of cultural heritage in Turkey, which are the Law On the Conservation of Cultural and Natural Property no:2863 and the Law On Renovating, Conserving and Actively Using Dilapidated Historical and Cultural Immovable Assets no:5366. When compared with the international charters and regulations, these laws fail to create sufficient awareness of cultural heritage. They do not offer information about key subjects such as the classification of cultural heritage or, management organizations. They even do not define what to protect when it comes especially to modern heritage.

The changes in managerial staff at municipalities and their authorities is another problem as it prevents continuity in decisions, development plans and urban practices. In addition to that, planning decisions that are included in development plans allow the high-rise block construction according to the boulevard/street width and cause a rapid destruction and loss of cultural heritage and unrecognizable change in the urban tissue. When the previous urban tissue becomes more and more fragmented, it becomes harder even to notice remaining ones and in the end they are usually lost to individual urban renewal projects.

Adana is selected as the case of this study because it was a good example of planned and implemented city during Republican Era, as well as for its current situation of being under the threat of rapid urbanization and having existing but fragmented components of the plan. Moreover, the main selected area (Seyhan county, mainly Kurtuluş, Cemalpaşa, Reşatbey and Çınarlı Quarters) is located in the modern city centre and due to being a center of interest and increasing value of land property made it a priority among investors’ choice. The area covers approximately 285 hectare area and involves around 2000 buildings. It is crucial to state that the selected

area was included in all plan proposals prepared by Hermann Jansen between 1935 and 1940 and it today covers the implementation area of Hermann Jansen's Plan.

It is also important to mention about Adana's importance and significance as a 'place'. What 'place' means is more than a location, as well as tangible components, it also consists of intangible ones such as character and atmosphere.⁴ When it comes to Adana, it can be said that even though its fragmentation, it still has quality, spirit and character as a 'place' which all are based on its planned infra-structure.

It should not be forgotten that an environment can only be a 'true place' with the meanings and connections that are assigned by the people to it.⁵ The selected area has this aspect of being the center of attention coming from the inhabitants and made an impression in their memories.

Another reason for decision on Adana is relatively scarcity of written sources and studies on the other Anatolian cities, because the academic attention is paid on the three major cities of Turkey, İstanbul, Ankara and İzmir. Urbanization, modern movement heritage and the modern nation building project of the Republican Period are mostly told and discussed over these cities. Being untold and ignored do not make these cities' heritage less important but without their deserved significance, it would be hard to make them survive to the future generations.

1.3 Aim and Scope of the Thesis

First of all, this thesis aims to re-trace Hermann Jansen's Plan in the existing urban tissue of the present day Adana. Secondly, it seeks to reveal the existing components of the Hermann Jansen Plan, define conservation principles and suggest methods for different types of fragmented components in the context. By doing these, the main goal to be established is to connect these components, strengthen the connections between them and to make the users and/or inhabitants to feel and recognize that they are the pieces of a whole.

⁴ (Norberg-Schulz, 1979:6)

⁵ (Jencks and Kropf, 2006:20)

This thesis also aims to have a methodological contribution the conservation of modern heritage urban tissues of similar cases in Turkey. While revealing out the existing components, it also aims to mention those that lost throughout the history. In addition to making tangible/practical suggestions about the case study, the thesis also aims to offer an intangible/digital method to the field of modern heritage conservation.

As to the case study, the main focus of the thesis is not to come up with a conservation development plan for the selected area. However, defined conservation principles and suggested methods are intended to offer a theoretical and methodical base for the conservation practices and a guideline for the public works that may take place in the study area in the future.

Finally, in order to raise the public awareness about the modern heritage and its components in Adana, this thesis suggests an exhibition as a final outcome that would consist of the written and visual documentation which are used as sources in the study.

1.4 Methodology and Structure of the Thesis

This thesis study consists of four main phases; literature review and archival studie; site surveys; structuring of ‘‘GIS Database’’; and analyses and their evaluation.

To begin with, in order to understand the concept of the modern architecture, urbanization, Republican Period and its impacts in Turkey, related written sources are retrieved and studied.

Conservation of modern heritage is relatively a new topic in our country. Therefore, in order to provide a wider comprehension on the issue, international charters, related publications and thesis studies are searched.

In order to examine and understand Hermann Jansen's studies in Turkey and in Adana, original plans and drawings were retrieved from Architekturmuseum TU Berlin website.⁶

The article "*Hermann Jansen's Planning Principles and His Urban Studies in Adana*" written by Duygu Saban Ökesli (Saban Ökesli, 2009) has been the main reference in this thesis to understand Hermann Jansen's Adana studies. Also the book "*Çeviride Modern Olan Şehir ve Konutta Türk-Alman İlişkileri*" written by Esra Akcan (Akcan, 2009) was studied for a wider analysis of the urbanization movements, their reflection in the Republic of Turkey as well as Hermann Jansen's and other German architects' and town planners' works in Turkey during Republican Period.

Regarding Adana's cultural heritage, it is evident that the academic studies (master and PhD theses) usually cover the traditional town centre, historic urban tissue, Tepebağ Mound and its industrial heritage etc.

Related theses are; '*Adana Geleneksel Konut Mimarisinin İncelenmesi ve Ulucami Çevresi İçin Koruma Amaçlı Bir Çalışma*' (Durmuş Karaman, 1992), Master thesis, '*XVI. Yüzyılda Adana Kentinin Fiziksel Yapısı*' (Oral, 1996), Master thesis, '*Adana Tepebağ Bölgesindeki Tarihi Yerleşim Dokusunun 98' Depremi Sonrası İncelenmesi ve Koruma-Geliştirme Önerisi*' (Payaslı Oğuz, 2002), Master thesis, '*The Historical Formation of the Traditional/Commercial Center of Adana and A Financial and Institutional Model for Preservation*' (Akar, 2002), Master Thesis, '*Adana Tarihi Kent Dokusundaki Geleneksel Konutların Yapım Teknikleri*' (Soygün, 2003), Master thesis, '*Adana Tepebağ Höyüğü ve Çevresinin Tarihsel Süreç İçindeki Gelişiminin ve Bölgenin Günümüze Yeniden Kazandırılması*' (Reel, 2006), Master thesis, '*Adana Kenti Tarihi Endüstri Yapılarının Yapısal Analizi ve Korunmaları İçin Yöntem Araştırması*' (Tülücü, 2007), PhD thesis, '*Adana Tepebağ-Kayalıbağ Kentsel ve Arkeolojik Sit Alanı Koruma Projesi*' (Umar, 2010), Master thesis,

⁶ <http://architekturmuseum.ub.tu-berlin.de/index.php?p=51&SID=1499714396520000>, last accessed on March, 2017

‘Kentsel ve Arkeolojik Sit Alanında Adana/Tepebağ Höyüğü ve Planlama Sürecinde Kentsel Arkeoloji, Kentsel Dönüşüm Rehabilitasyon ile Arkeopark Kavramı’ (Yıldırım, 2010), Master thesis,

‘Adana’da Dokuma Sanayi Yapılarının Endüstri Mirası Kapsamında İncelenmesi’ (Özüdoğru, 2010), Master thesis,

‘Adana İli, Seyhan İlçesi, Sarıyakup Kentsel Sit Alanının Dokusal ve Yapısal Analizi’ (Abdolahadi Moghaddam, Anvar, 2013), Master thesis.

There are only two theses retrieved that focus on modern architecture and planning; these are, *Cumhuriyet Dönemi Mimarlık Akımları ve Adana’daki Yansımaları* written by Ayşe Durukan Kopuz (Durukan Kopuz, 1999) and *Housing Cooperatives As A Tool of Urban Development in Adana* written by Cüneyt Kamil Erginkaya (Erginkaya, 2012), both of them are Master thesis.

Moreover, the articles on remaining or lost buildings and interviews with the local architects that were published in the volumes of ‘Güney Mimarlık Dergisi’ a periodical of Chamber of Architects Adana Office, were used as references.

The documents that were needed for the thesis study such as base map drawings of Seyhan county and inventory records of registered buildings were obtained from the Seyhan Municipality. In order to examine changes in the period between the implementation of Hermann Jansen’s Plan and the present time, the plans which were retrieved from the Bank of Provinces Ankara Office were used.

Within the scope of the study, two site surveys were carried out; the first on September, 2014 and the second on May, 2017. During these site surveys, the base maps were used to trace the existing components of the Jansen’s Plan and to identify the lost ones. In addition to that, information about the buildings were gathered in order to use in the analyses and photos were taken to document the current situation of the buildings, parks, boulevards and built environment.

During the the second site survey, it became possible to reach personal photo archive of Ali-Silvia Özler. Related photos in diapositive format were picked and scanned by Silvia Özler and then shared with the author. Thanks to Ali Özler’s markings and

labelings on the current drawings of the area, it also became possible to identify the location of the lost buildings.

During the interval between these site surveys, the ‘‘GIS Database’’ was started to be structured and it was finalized after the second site survey. The GIS software has many appliances such as conservation of archaeological heritage, conservation of historic buildings and urban conservation. Although it is mostly used in archaeological sites, this study is an example of its utilization in urban conservation in the modern context.

The aerial photos of the study area dated to 1940, 1950, 1953 1955, 1961, 1973, 1975, 1976, 1977, 1985, 1987 and 1992 were obtained from General Command of Mapping. In the beginning, all of the aerial photos were linked to their original coordinates with the help of GIS georeferencing tool. After examining photos and gathering the information via the literature review, turning points were identified to first digitize and then narrate the change in time. These turning points are the years indicating beginning or end of a period, therefore Hermann Jansen’s Plan constitutes the starting point and each decade 1940s, 1950s, 1960s, 1970s, 1980-90s and 2000s to current day are periods. The built environment, streets, green areas and buildings for every period were drawn and overlapped in the map. The data retrieved from the site surveys and written sources were entered to the database to use in the analyses.

Evaluations were made and maps were produced utilizing of ArcMap, Photoshop and AutoCAD programmes. To re-trace the Hermann Jansen’s Plan, every period was overlapped with the digitalized version of Hermann Jansen’s plan and after that the components which belonged to Jansen’s plan were identified and converted to a map. In addition to demonstrating the change through the time, number of floors and periods of building construction were examined and turned into maps. For the buildings in the area, the construction dates and architects of which are known were marked respectively. In addition to that lost buildings were also indicated and converted into maps to make a contribution to general documentation works in the area.

Finally, during all these studies, the social media was used as a tool. Facebook groups such as '*Adana'nın Eski Fotoğrafları*'⁷, '*Adana Mimari Envanter Komisyonu*'⁸ and '*Reşatbeyliler*'⁹ which were founded to share old photos of Adana, reached 55,000 members in total and with the people sharing their old family photos, memories and informations; the groups turned into a oral-collective memory group.

Lots of photos were retrieved from these groups. The comments, notes with the photos and discussions showed the landmarks in the area from the inhabitants perspective.

This thesis is structured in five chapters. In the introduction chapter, after a brief information about the modern urban tissue as conservation problem, the definition of the problem, aim and scope of the thesis as well as its methodology and structure are presented.

In the second chapter, general aspects of Adana are given. Its historic, geographical and economic features are briefly mentioned. Following this, while Adana's planning history is presented in a detail, Hermann Jansen is mentioned shortly at this point. General information about his other plans for İzmir, Gaziantep, Mersin, İzmit, Bursa, Ceyhan and Ankara are offered.¹⁰ Finally, in the end of this chapter, Hermann Jansen's Adana Plan is explained thoroughly.

The third chapter covers analyses which were made by the author to track the change and to demonstrate the current situation in the study area. Built up areas, streets and buildings were compared through the years. In order to do this, aerial photos, old photos and plans are used. In addition to Hermann Jansen's Plan, Cemalpaşa Plan dated to 1910 and the French Map dated to 1918 were also used. The decades of 1940s, 1950s, 1960s, 1970s, 1980-90s and 2000s were decided as the periods of the analyses in order to make them more comprehensible.

⁷ <https://www.facebook.com/groups/495586090482780/>, last accessed on December, 2017

⁸ <https://www.facebook.com/groups/135734393112928/>, last accessed on December, 2017

⁹ <https://www.facebook.com/groups/1654532441434646/>, last accessed on December, 2017

¹⁰ His plan studies for Tarsus were not retrieved.

In addition to surviving components of the plan, lost components were also dealt with in this chapter. The information sheets about lost components are presented in the Appendices section.

In the fourth chapter, with the aid of the data gathered from analyses, field surveys and literature studies; strategies, policies and principles are defined for conservation of the cultural heritage in the study area. Additionally, planning decisions and proposals for sub-project area are determined.

In the conclusion chapter, the whole thesis study is reviewed and assessed briefly. The importance of conservation of the modern heritage is mentioned and main aims of the thesis are stated.

CHAPTER 2

ADANA AS A PLANNED CITY IN THE MODERN PERIOD

2.1 General Aspects of Adana

2.1.1 Brief History of the City

Adana first became important in Byzantine period because of being in the commerce network and had been revived with prosperity works such as construction of aqueducts, forts (hisar), public baths and hospitals. Its famous Stone Bridge was constructed between 117-136 AD over the Seyhan River during Emperor Hadrianus's reign and is still in use today.

Adana had lived its heyday on account of urban development during Ramazanoğlu period which can be seen in then times waqf's archives such as construction of mosques, masjids, madrasahs, schools, pensions, social and health facilities.

Adana was made a prefecture in 1608 and province in 1867. Between 1918 and 1922, Cilicia Region was occupied by French military forces. After the declaration of Republic in October 29th 1923, Adana started to develop and finally became an important city in Turkey.

2.1.2 Geographical Aspects of Adana

Adana is located in the Mediterranean region of Turkey. It is bordered with Kayseri, Niğde, Mersin, Kahramanmaraş, Osmaniye¹¹ and Hatay. Adana is a both fertile province because its lands where the Taurus Mountains meets with plain are rich in alluvial deposits and a connection point because it is located in the junction of important highways connecting the east to the west (E-5 highway) and the north to the south (E-24 highway). Its altitude is 23 meters above the sea level.

Adana's population is 2.183.167 (2015) and its surface area is 14.125km². Adana has 15 counties and 16 municipalities under its metropolitan municipality. Its central municipalities are Seyhan, Yüreğir, Çukurova, Sarıçam and Karaisalı.¹²



Figure 1: Adana's location in Turkey (Source: author)

Adana's geographical location have always had effect on its agricultural activities and hence its industrial development. These aspects made Adana a center of attention

¹¹ Osmaniye, together with Kadirli was separated from Adana and made a new city in 1996.

¹² <http://www.adana.gov.tr/#>, last accessed on September, 2017

for both foreign countries (England, France, Germany) before Republican period and for rural people during its industrial development, resulting in a city that received a great number of migration.

2.1.3 Economical Aspects of Adana

Being located at the junction point of important roads made Adana a trade center since its early times. With the arable fertile lands, it became the center of Cilicia Region. In the 16th century, its economy was based on agriculture, stockbreeding and industry.¹³

When England started to look for a suitable area to grow cotton which was essential for its textile industry in 1860s, they realized that Cilicia Region (Adana, Tarsus, Ceyhan) had the most potential. Adana was close to Mersin and in order to export and transport cotton through overseas, Mersin had developed as a harbour city.¹⁴

Following England, France and Germany also became interested in the area and made investments. When Germans bought the railway line in Adana, they constructed new lines as part of İstanbul-Baghdad railway.

Due to cotton plantations, Adana's industrial development started to be improved by its agricultural products used as raw material. Cotton, peanut, soya, citrus fruits and vegetables were cultivated in the fields of Adana and then transformed into textile, oil, food, thread, liquor and woods in its industrial facilities.

As a result of these agricultural and industrial developments, Adana started to receive immigration of workers who were seasonal in the beginning. Later these workers became permanent and Adana was almost invaded by rural people coming for jobs. By the 1960s and 1970s urban population was twice as rural population. This uncontrolled population increase caused formation of squatters where the people live without any kind of infra-structure.

¹³ (Akar, 2002)

¹⁴ (Saban Ökesli, 2009)

Adana was an investment area and the provisions of National Economy Policy 1927, 1930 and 1947 supported its developments.

Adana was connected Van through Kurtalan and Muş via Adana-Malatya-Diyarbakır line. This was due to the transportation policy of the Republican Era, which was based mainly on railways. This policy came to an end when Turkey started to receive funds under the Marshall Plan of the United States. Unlike what was been done during the first 15 years of Republican era, railways construction in all over Turkey were stopped and they were replaced with highway constructions. Between 1949 and 1951, 351 million 700 thousand dollars were taken from the United States Government and were spent mostly on agricultural machinery and highway constructions. The main problem of this was that the expenses for maintenance, repair and spare parts of these machinery were so high and these services were usually unavailable. Therefore, in the end they either need to be bought or supplied from America. The other reason why this fund was not useful in the long term was that the implementation fields and planning of Turkish economy was left to American authorities' opinions and assistances. Even though Adana became a major cultivator of wheat in the world in 1953, it is hard to say that reality met the expectations about the aid.

Today, Adana has the biggest Organized Industrial Site in Turkey and has lots of industrial estates making production in various fields.

2.2 History of the Urban Development of Adana

Adana's urban development started around at the end of the nineteenth century. It was an important city throughout the history but the main occasion which put Adana on the map was the American Civil War and the need for the fertile lands to grow cotton.

Adana, Ceyhan and Tarsus became the main cotton production centers and with the Adana-Mersin railway line which was constructed in 1886, cotton was started to be transported first to Mersin and then overseas through Mersin harbour.

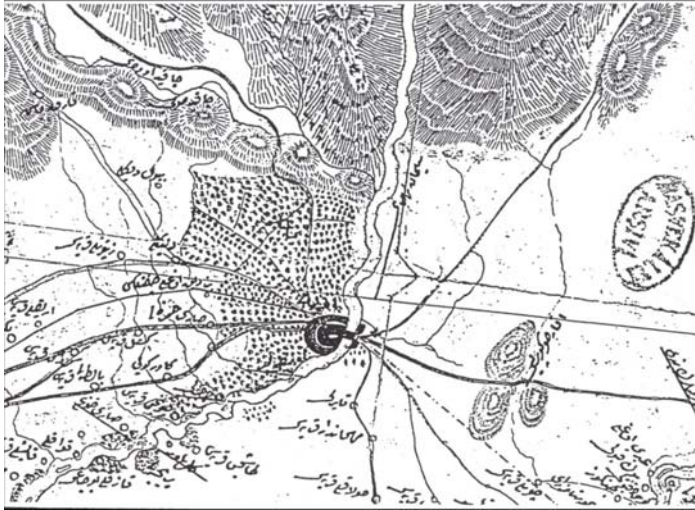


Figure 2: Map of Adana showing the historical town center and city gates, 1872

(Source: Reel, 2006, Master thesis, Premiership Ottoman Archive)



Figure 3: Map of Adana, 1892 (Source: Reel, 2006, Master thesis, Premiership Ottoman Archive)

With the twentieth century, a progress in the modern urban life started. In this period Şakirpaşa Belediye Park's plan (Figure 4 and 5) was prepared, projects for lighting the streets and houses were proposed and construction of a belt line for tramcar was started.^{15 16}

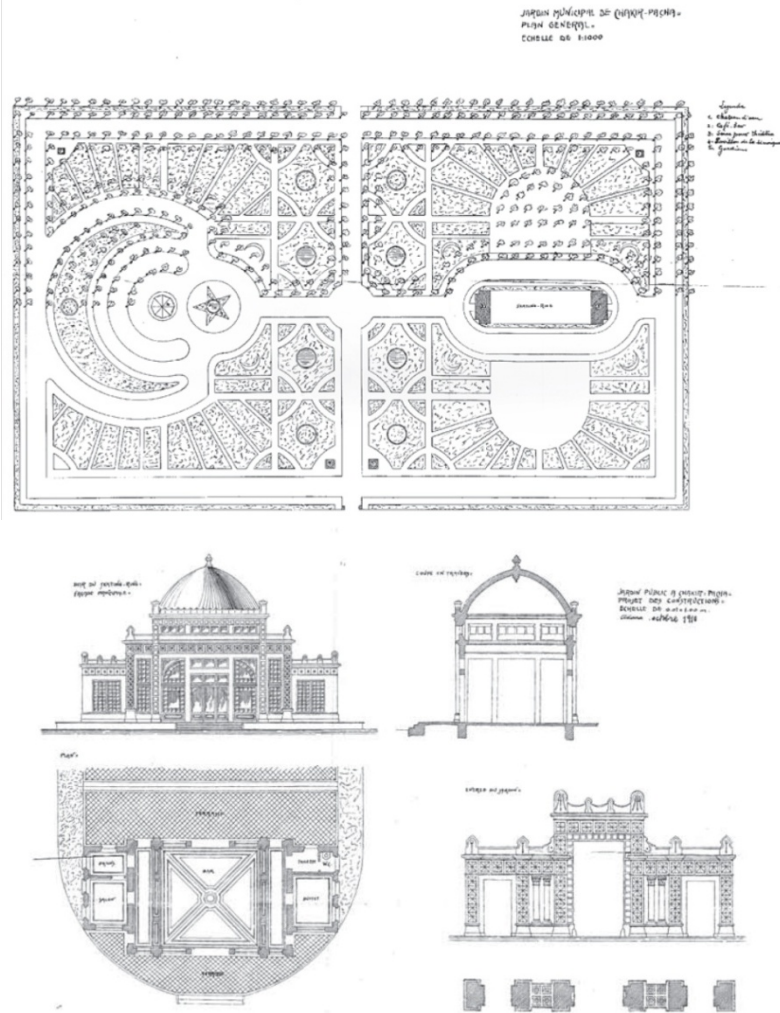


Figure 4 and Figure 5: Şakir Paşa Municipality Park, 1/1000 Plan (top) and Şakir Paşa Municipality Park 1/100 Building Plan and Facades (bottom), (Source: Cengizkan, 2010:41)

¹⁵ (Cengizkan, 2003:90 quoted by Saban Ökesli, 2010:46)

¹⁶ Detailed information about Adana Şakir Paşa Park can be found in '1910'da Modernleşme Arayışları ve Adana' (Cengizkan, 2010, pp 40-45), Chamber of Architects Adana Office' publication Güney Mimarlık Dergisi vol.2.



Figure 6: Adana City Plan 1/2500, 1910 (Source: Cengizkan, 2010:42)

This plan shows the quarter which corresponds to the historic city centre at present day, Stone Bridge over the river, train station at the time (which became the freight station after the construction of the new train station in 1911) and some public and governmental buildings such as Hamidiye Hospital, Municipality Theatre, Courthouse, Prison, Municipality and the Post Office.

Rehabilitation of the swamps, construction of dam to control flow of the Seyhan River, establishment of a school for agriculture and completion of İstanbul-Baghdad Railway which passed along the city can be counted in Adana's urban development progress.

As it can be seen in the Figure 7, the city was established in today's historic town center at the west side of the Seyhan River, in the boundaries of today's Seyhan county. After that, it first developed around the historic town center, then to the north of the city and eventually to the east side of the Seyhan River, today's Yüreğir county.

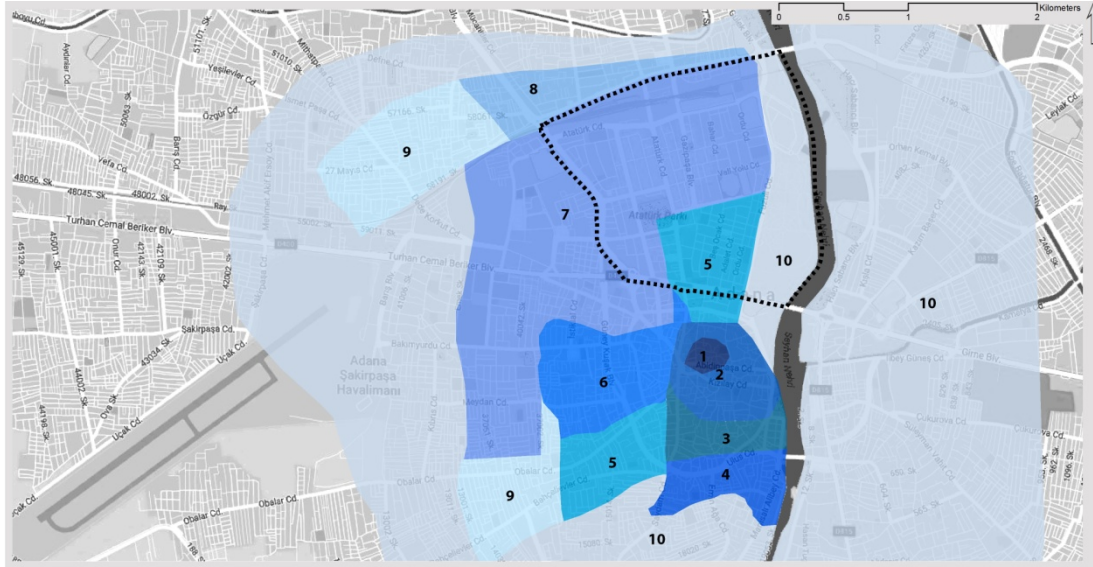


Figure 7: Development through the time, 1 means the oldest, 10 means the newest settlement close to current day (Source: Umar, 2010:15, Master thesis, redrawn by author)

Although development and regional plans were prepared for the city in time, irregular developments damaging the historical town center, such as opening of Kızılay and Cemal Gürsel streets have also occurred.¹⁷

2.3 Planning History of Adana

Adana became the center of the Cilicia Region because of the agricultural and industrial development. The first development plan for the city was prepared in 1910 during the mayorship of Cemal Paşa (Figure 8). It consisted the area between the new railway station and existing city centre.

¹⁷ (Akar, 2002, Master thesis)

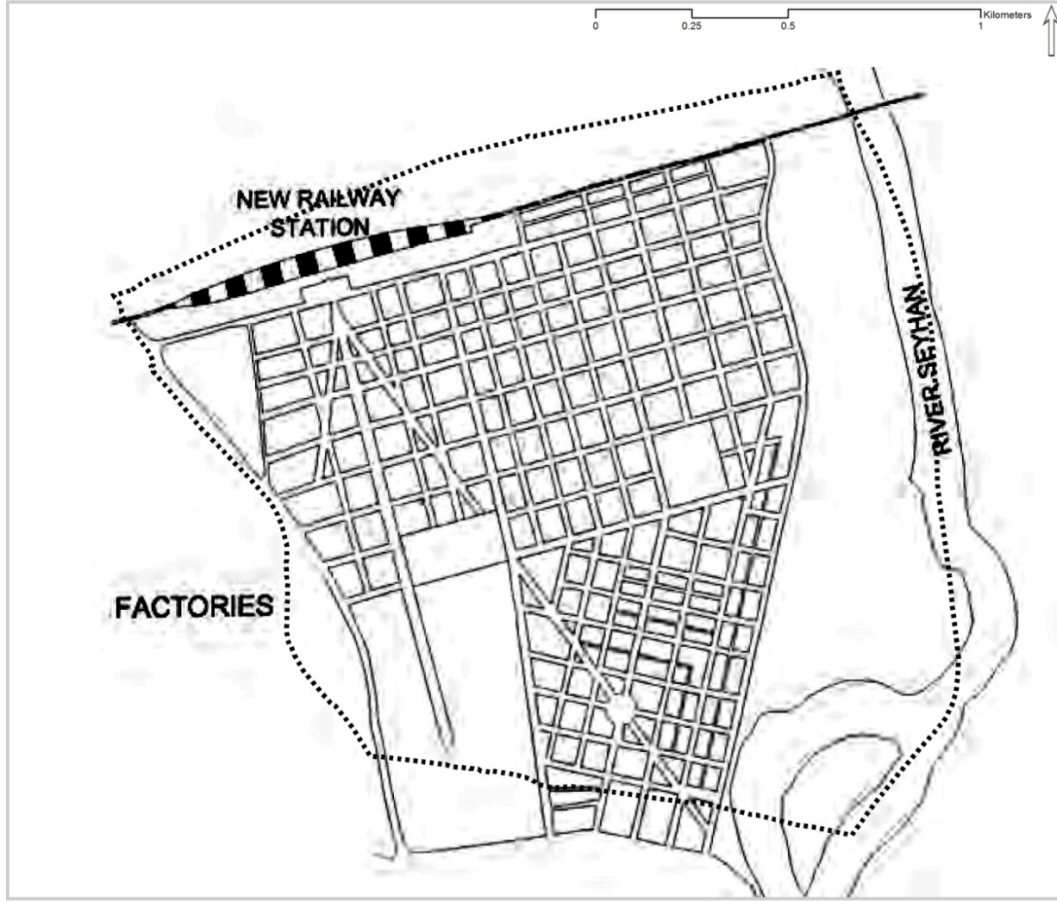


Figure 8: Development Plan which was prepared in 1910 during the mayorship of Cemalpaşa. The black dots indicating the study area. Redrawn from original by Saban Ökesli. The original copies are kept in TU Berlin Architekturmuseum archives with Inv.Nr.23361 and 23362 (Source: Saban Ökesli, 2010:47)

During the period when this plan was prepared, ‘Ebniye Law’ of 1892 was in act and it had regulations for road making them orderly and larger. Besides dead-ends were prohibited and a grid plan system was introduced in the Law. So it can be said that the plan fits to the law. Possibly due to the financially struggling atmosphere of the First World War’s, this plan was not implemented except for the street connecting the station to the city (today’s Ziyapaşa Boulevard) possibly due to financially struggling.

Adana had been occupied by French Military Forces from December 18th 1918 to January 5th 1922. During the occupation, every county got a French military officer as a deputy district governor.

French forces took the control of communication, municipality organizations, police forces. Some judges and district attorneys had been dismissed. During this period, French had become mandatory language and French schools were established.¹⁸

French also worked on urban development and prepared a plan (Plan de la Ville d'Adana) in 1918, which shows the situation at that time because it was not a development plan and did not proceed due to the withdrawal and evacuation of French Forces in 1922. (Figure 9)

This map shows the situation at the time in block-street manner, buildings are rarely indicated. As it can be seen in the plan, there was almost nothing in the study area, except for a Turkish cemetery, a Protestant cemetery, an Armenian cemetery and just the beginnings of settlements in today's Çınarlı Quarter. Today's historical town center was shown with the Stone Bridge. Today's Döşeme Quarter was shown with its grid block system, German Factory, Tırpani Factory and Simonoğlu Factory (also known as National Textiles Factory) are other edifices indicated in the plan. There was also another cemetery; Greek cemetery near the Tırpani Factory. Train Station of the period (today's Old Station) is shown below the Döşeme Quarter. Generally names of the neighbourhoods and the main roads are given in the map.

¹⁸ (Durmuş Karaman, 1992:27, Master thesis)



Figure 9: Plan de la Ville d'Adana prepared by the French Military Forces in 1918. Red painted part shows the study area, combined from the original copies at TU Berlin Architekturmuseum Inv.Nr.23370-23381

After the foundation of the Republic of Turkey on October 29th 1923, a huge effort was made for progress all around the country. It is likely to say that Adana took its share from this progress with the establishments of schools and factories.

The Municipalities Act no:1580 which was enacted on April 14th 1930, brought the obligation for municipalities to conduct reparation interventions on historical edifices unless it is done by the property owners. In addition to that, the Municipality Act for Buildings and Roads no: 2290 which was acted on June 10th 1933 contained the provisions for preparation of development plans, their application and also some regulations for new building.¹⁹ Due to aforesaid advantages it had in agriculture and industry, Adana could make some progress between 1923 and 1930, but in the absence of previously mentioned laws and a development plan, the city became a big village rather than a modern city.

For this reason Hermann Jansen was invited to Adana and he prepared the development plans for the city between 1935 and 1940.²⁰

The plan's implementation period was constrained but, both local government and the citizens were excited about the plan. Atatürk Park, Stadium, People's House and Airport were the first implemented components of the plan. The race track was also implemented but later in the end of 1950s it was removed outside of city.

At this point, it is important to emphasize that the People's House is also important not just for Adana but also because of its architect Seyfi Arkan, being one of few existing people's houses, its project and construction process, its design and architectural characteristics.^{21 22}

Bozdoğan (2001:112) states that the importance of People's Houses was expressed through their location which were located either on the most important street or at the

¹⁹ (Madran, Özgönül, 2005:4)

²⁰ Detailed information about Hermann Jansen's studies is given in the following section.

²¹ People's House was registered on 22.11.2002.

²² Detailed information about Adana People's House can be found in '*Adana'da Cumhuriyet Dönemi Mimarisi Adana Halkevi: 'Parti'nin ve Halkın Evi'*' (Cengizkan, 2010, pp 52-59), Chamber of Architects Adana Office' publication Güney Mimarlık Dergisi vol.1.

governmental square. Besides, the quality of the materials and meticulous work in the details also confirm their importance.

There are two other projects that Seyfi Arkan prepared for Adana; Cheap Houses Neighbourhood (1939)²³ and Adana Municipality Hotel (1939).²⁴ Both of them were studied according to Hermann Jansen's Plan but former one was not implemented. On the other hand, the scope of the project for Adana Municipality Hotel's was minimized and instead of Seyfi Arkan's project, Muhittin Güreli's project was built. After the construction, the building was never used as a hotel and it was demolished during renewal of Atatürk Park in 1993, leaving only the hall building behind, which have been used as an art gallery since then.

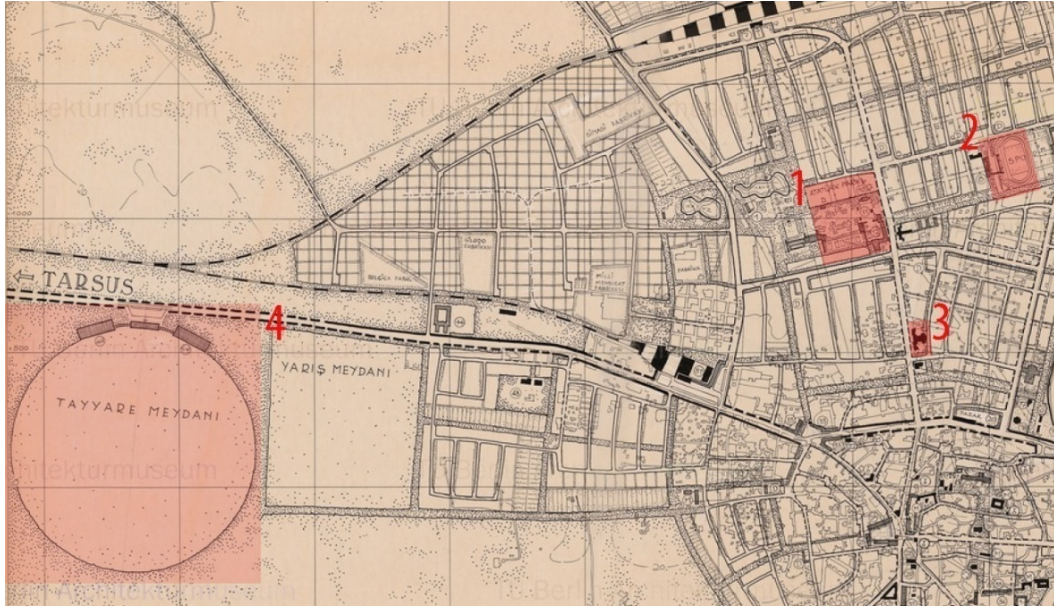


Figure 10: The implemented components of the plan, today's Atatürk Park(1)- Stadium(2)- People's House(3) and the Airport(4), in Final Development Plan 1940 (closely) (Source: TU Berlin Architekturmuseum, Inv. Nr. 23368)

²³ Detailed information about Cheap Houses Neighbourhood can be found in '*Adana'da Cumhuriyet Dönemi Mimarisi Seyfi Arkan Adana'da Ucuz Evler Mahallesi*' (Boyacıoğlu Dündar, 2011, pp 49-52), Chamber of Architects Adana Office' publication Güney Mimarlık Dergisi vol.5.

²⁴ Detailed information about Adana Municipality Hotel can be found in '*Şehir Otelinden Sanat Galerisine...Bir Yapının Serüveni Adana Belediye Otel'i*' (Akar, 2013, pp 69-71), Chamber of Architects Adana Office' publication Güney Mimarlık Dergisi vol.12.

The project for the Stadium's ²⁵ or with its current name 5th January Fatih Terim Stadium²⁶ was designed by Apdullah Ziya Kozanoğlu in 1931 and published in the 'Mimar' magazine in 1932. Because the construction was conducted in three periods, it was completed in 1938.²⁷

There were about 160 houses in the plan but implementation was a neighbourhood with two storey 100 houses. Construction of the houses were carried out with the fund received from the Estates and Orphans Bank²⁸ and the neighbourhood was named after the houses 100 Houses.^{29 30 31}

Estates and Orphans Bank was established in Ankara in 1926 to provide loans to construction and especially for housing. Later other branches were opened in İzmir, İstanbul (1928) and Bursa (1934).³²

²⁵ Detailed information about Stadium can be found in 'Modernleşme Projesinin Temsili Mekanları;Adana Şehir Stadyumu' (Durukan Kopuz, 2017, pp 26-29), Chamber of Architects Adana Office' publication Güney Mimarlık Dergisi vol.23.

²⁶ 5 Ocak Fatih Terim Stadyumu.

²⁷ Stadium photos can be found in the third chapter.

²⁸ Emlak ve Eytam Bankası

²⁹ (Adana Mimarlık Rehberi 1900-2005, 2006:4)

³⁰ (Erman, Karaman, Saban, Durukan, 2007:20)

³¹ 100 Evler Mahallesi.

³² (Aslanoğlu, 2001:40)

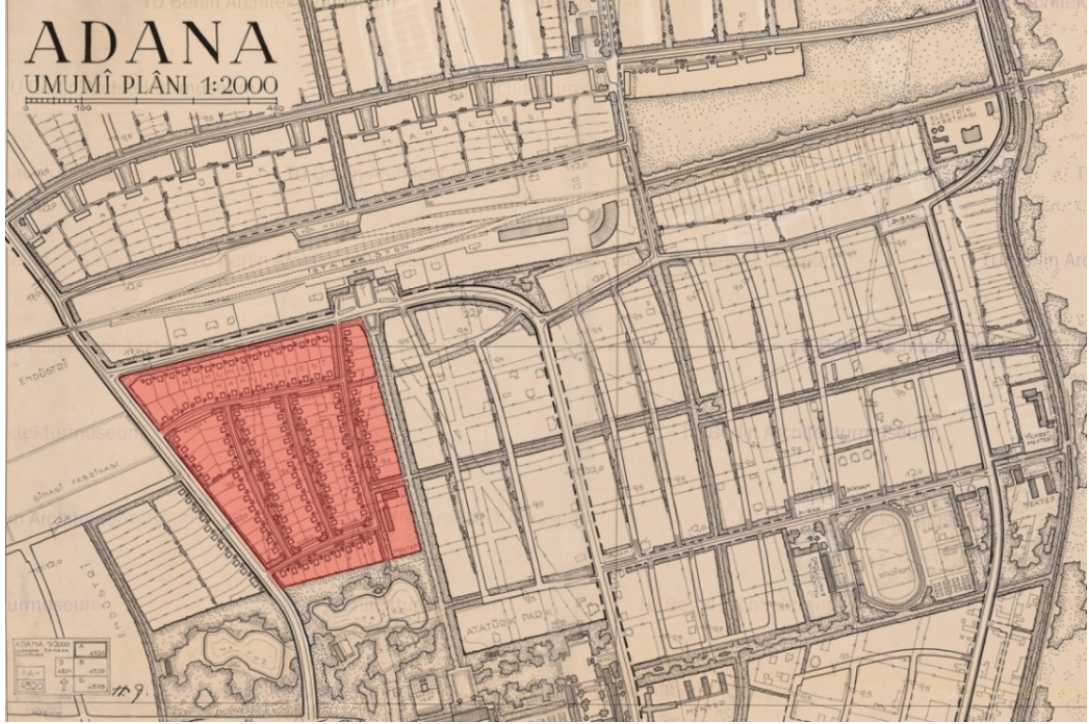


Figure 11: The implemented hundred houses area in the Final Development Plan,1940 (Source: TU Berlin Architekturmuseum, Inv. Nr. 23361)

When the development started in the area, mayor invited the all architects working in Adana to establish a design model for the houses.³³ They were usually two-storey but also a few three-storey houses in Cemalpaşa, Reşatbey and Kurtuluş quarters. The settlement in Cemalpaşa Quarter was named Teacher Houses³⁴ and Kurtuluş Quarter's was named Hundred Houses.³⁵

This area was also surrounded with eucalyptus trees which were planted earlier when there were swamps in the area but constituted as green areas later. Properties in 100 Houses had been sold to private contractors and replaced with small scaled family apartments or bigger multi storey apartments which were built in Built and Sale way. Meanwhile these trees were cut down to make room for car parks and road-boulevard enlargements during the rule of Democratic Party.

³³ (Saban Ökesli, 2009:62)

³⁴ Öğretmen Evleri.

³⁵ 'Adana'da Cumhuriyet Dönemi Mimarisi Adana'da Mimarlık Ortamı ve Mimarlar (1940-1980)', (Saban Ökesli, 2011, pp 89-93), Adana Office's publication Güney Mimarlık Dergisi vol.3.

Apart from these plan implementations, there were bigger settlements accumulated in Karşıyaka Quarter which developed independent from the provisions of the Final Development Plan. Only today's Modern Cemetery which was named 'Yeni Mezarlık' in the plan, was implemented according to the plan.

A 1/1000 scale development plan was prepared for a 113 hectare area by Necmi Ateş in 1943, but it was not implemented.

In 1948, housing demand was even bigger and beyond control. Therefore, a new plan was prepared for a bigger area (183 hectare) for Yüreğir, east side of the Seyhan River by Asım Kömürcüoğlu. (Figure 12) But this plan wasn't enough to meet the demand and as a result, it was not implemented either.

Considering this implementation process of Hermann Jansen' plan and its aftermath; during expropriation of the lake when the Seyhan Dam was constructing, the villages around the lake were expropriated and then inhabitants of these villages came to Adana which caused a rapid population increase and formation of unplanned settlements with poor quality.³⁶

It is mentioned that Ziyapaşa and Gazipaşa Boulevards were afforested with big eucalyptus tree and they were cut down in 1958.³⁷

³⁶ Adana Office's publication Güney Mimarlık Dergisi vol.2, '*Adana'da Cumhuriyet Dönemi Mimarisi Adana'da Mimarlık Ortamı ve Mimarlar (1940-1980)*', (Saban Ökesli, 2010, pp 77-81).

³⁷ *Ibid.*

At this point Tekeli (2009:95) explains the problem by saying that ‘depeasantization’ have happened in different stages; from the beginning of the Republican Period to the Second World War and after the Second World War to the present.

In order to provide jobs for these people flooding into the cities, a huge amount of investments should have been made to the industry and services. But Turkey’s capital funds were not sufficient to make that happen.

On the other hand, these newcomers were failed to fit the urban life since they were coming from villages and thus had a different cultural background and lifestyle. Sending these people back to their villages would be the easiest solution at that time but this was not possible because urbanization is an irreversible process. Finally, these people came up with their own solution, that is the ‘squatter houses’.

Also, in 1948, Seyhan River flooded for several times in Adana causing destruction. This problem was solved with the construction of Seyhan Dam in 1956.

As a result of the rapid population growth due to migration, south and west sides of the city center and fertile agricultural lands in the east side of the river have been overbuilt since 1950s.³⁸

In order to form base maps which were to be used for future development plans for Adana, General Command of Mapping started aerial photo works for 17 000 hectare area in 1961 for future plans. Previous plan was prepared on the basis of cadastral maps. Because of the use of aerial photography, the new plans were more realistic.

Until 1966, Adana did not have an applicable and valid development plan compared to Hermann Jansen’s plan yet and the city have already expanded out of its boundaries. In order to fill this gap, The Bank of Provinces organized a competition. The group of the three architects; Bülent Berksan, Mehmet Ali Topaloğlu and Melahat Topaloğlu won the competition. They started to work on the plans which were finally they were approved in 1969 for an area of 7.084 hectares. (Figure 13)

³⁸ (Erman, Karaman, Saban, Durukan, 2007:9)

In this plan, a core around the main center, with residential areas to the north and northwestern side of the city and an organized industry area to the northeastern side of the city were proposed. The aim of the plan was to forecast developing and expanding areas within the frame of order. It also proposed that the areas by the river should be either green area or park.



Figure 13: Berksan Plan; the area marked in red shows the study area (Source: Can Durmuşoğlu)

In this plan, the study area comprises the ‘regions which the density and building types will remain the same’³⁹, ‘existing industrial areas’⁴⁰ and ‘municipal adjacent area’⁴¹. Historical town center is shown as ‘area with historical value’⁴².

³⁹ Yoğunluğu ve yapı nizamı aynen kalacak bölgeler.

⁴⁰ Mevcut sanayi alanları.

⁴¹ Mücavir alan.

⁴² Tarihi değer taşıyan alan.

The plan also indicates the areas with changing density and building types⁴³, residential areas with different densities as well as different uses in the areas such as: governmental offices, light industry, organized industry, hospitals, university area, touristic areas, areas to be afforested and non-housing areas.

At this point, brief mention of the ‘Law of Property Ownership’⁴⁴ that was enacted in 1965 should be made. As a result the increase of in the production of construction materials since 1960s, apartment buildings became widespread in most cities of Turkey. In Adana, municipality gave permission to construction of 375 apartment buildings between 1960 and 1965. Besides, different from the previous practice that the apartment blocks were the property of who carried out the construction, this time different share holders could have ownership over them.^{45 46}

Another important law which was enacted in 1966 was ‘The Law for Abolishment of Squatter Houses’ no:775. Besides being a repentance law, it aimed to supply inhabitants of squatter houses with assurance in the city life.⁴⁷

After this plan, Çukurova University was established in 1973 to the north of the city in the bank of the Seyhan Lake.

Adana E-5 Highway which is named D400 today, was opened in 1975. It connects Mersin and Tarsus to Adana in the west and Ceyhan in the east. This highway proposal was first brought forward in Hermann Jansen’s development plans in 1936 and 1940. In addition to this, first steps for light rail system were taken during these years.

The single family houses that were constructed within the borders of the study area (Kurtuluş, Cemalpaşa, Reşatbey and Çınarlı quarters) between the years of 1960 and 1970 followed the provisions in Jansen Plan. However, they differed from the those that were constructed between 1940 and 1950s in that they were fashioned

⁴³ Yoğunluğu ve yapı nizamı değişen bölgeler.

⁴⁴ Kat Mülkiyeti Kanunu.

⁴⁵ (Erman, Karaman, Saban, Durukan, 2007:24)

⁴⁶ (Erman, Karaman, 2012:50)

⁴⁷ (Tekeli, 2009:127)

according to a local interpretation of the ‘International Style’ and more modest than previous ones.⁴⁸

Four revisionary Master Development Plans were prepared between 1974 and 1985 in order to meet the changing needs of the city which developed faster than expected.



Figure 14: 1972 map, the study area is painted in red (Source: The Archive of the Bank of Provinces)

The 1972 map shows the areas in Seyhan county and the riverside in the east. Ziyapaşa Boulevard’s width was shown as 30 meter as it was proposed in Hermann Jansen’s Plan. The residential area that is located in Kurtuluş (Hundred Houses)

⁴⁸ (Erman, Karaman, Saban, Durukan, 2007:23)

Quarter also fits Hermann Jansen's proposal for this area (Figure 11). Atatürk Park, People's House, Stadium, Airport and Hippodrome are also indicated in the map. Hippodrome was moved to the outside of the city in a later period. Merkez Park area (west bank of the river) is labelled as 'entertainment facilities' and 'amusement park' is indicated in the east side of the river in the map. Apartment blocks that faced to Ziyapaşa and Atatürk Boulevards are also shown in the map. Additionally Cemalpaşa Quarter (Teacher Houses, upper right) is labelled as residential area.

The last plan which was prepared in 1985 became a milestone in the planning history of Adana, since it proposed opening of the agricultural lands and multipurpose green areas to development. Housing with high intensity tower blocks were also introduced in this plan.⁴⁹

After 1980s, the urban development in Adana intensified in the northern part of the city, in barren lands. However, since the development increased rapidly especially after 1990; infrastructure, public transportation and social environment fell short.⁵⁰

Although the urban tissue was conserved to a certain level in the implementation area of Hermann Jansen's Plan (which corresponds to the study area), its architectural characteristics were changed due to the new development regulations allowing the construction of 15-18 storey buildings instead of existing 2-8 storey buildings.⁵¹

There had been two more revision plans in 1992 focusing on the developing areas in the northeast and northwest. Another plan on newly developing urban areas was started to be prepared in 1996.

In 1996, Çukurova University Department of Architecture, in cooperation with the Ministry of Culture, General Directorate of Cultural and Natural Assets, Adana Metropolitan Municipality and Seyhan Municipality and started a study on the

⁴⁹ T.R. Ministry of Environment and Forestry, Provincial Environmental Condition Reports Guide, Adana Provincial Directorate of Environment and Forestry, 2007

⁵⁰ (Erman, Karaman, Saban, Durukan, 2007:10)

⁵¹ (Erman, Karaman, Saban, Durukan, 2007:27)

historical town centre, and completed with a Conservation Development Plan in 1998 (Figure 15).

This plan comprised a ‘Protocol Area’ (which was identified in 1968), and 1st and 3rd degree archaeological sites (identified in 1983) (Figure 16).

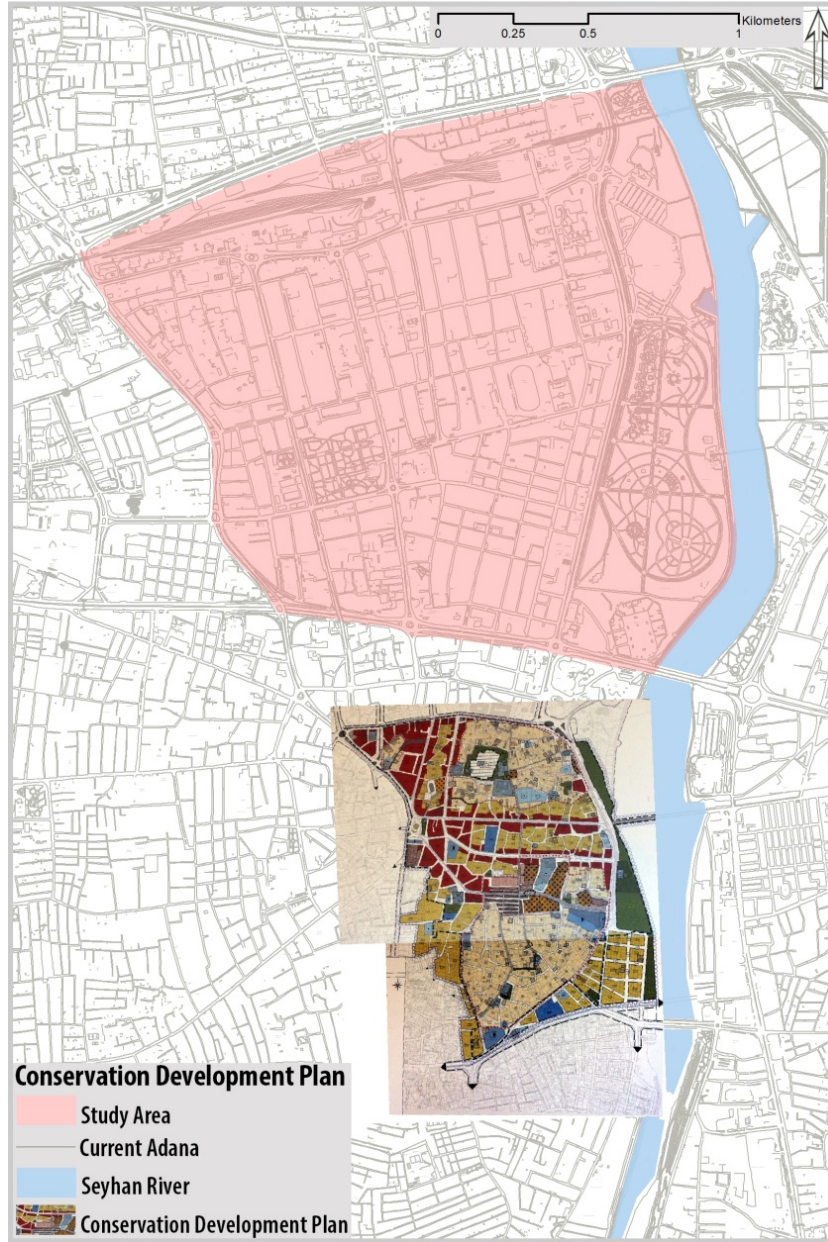


Figure 15: Conservation Development Plan, 2017 (Source: Seyhan Municipality)

In the plan, the area was divided into three sections and eleven Special Project Areas for which it brought with specific solution proposals and intervention decisions. It

was also aimed in the plan to rehabilitate the area and the urban pattern as well as the cultural heritages that it contains.⁵²

Unfortunately, when the plan was about to be approved, on June 27th 1998, an earthquake magnitude 6.2, damaged the historic town centre severely. This incident interrupted plan works and conservation studies in the area. Lots of buildings either collapsed or damaged seriously that they needed restoration or repair more than before. Today, some of the empty lots which belong to collapsed buildings are being used as car parks with the permission.⁵³

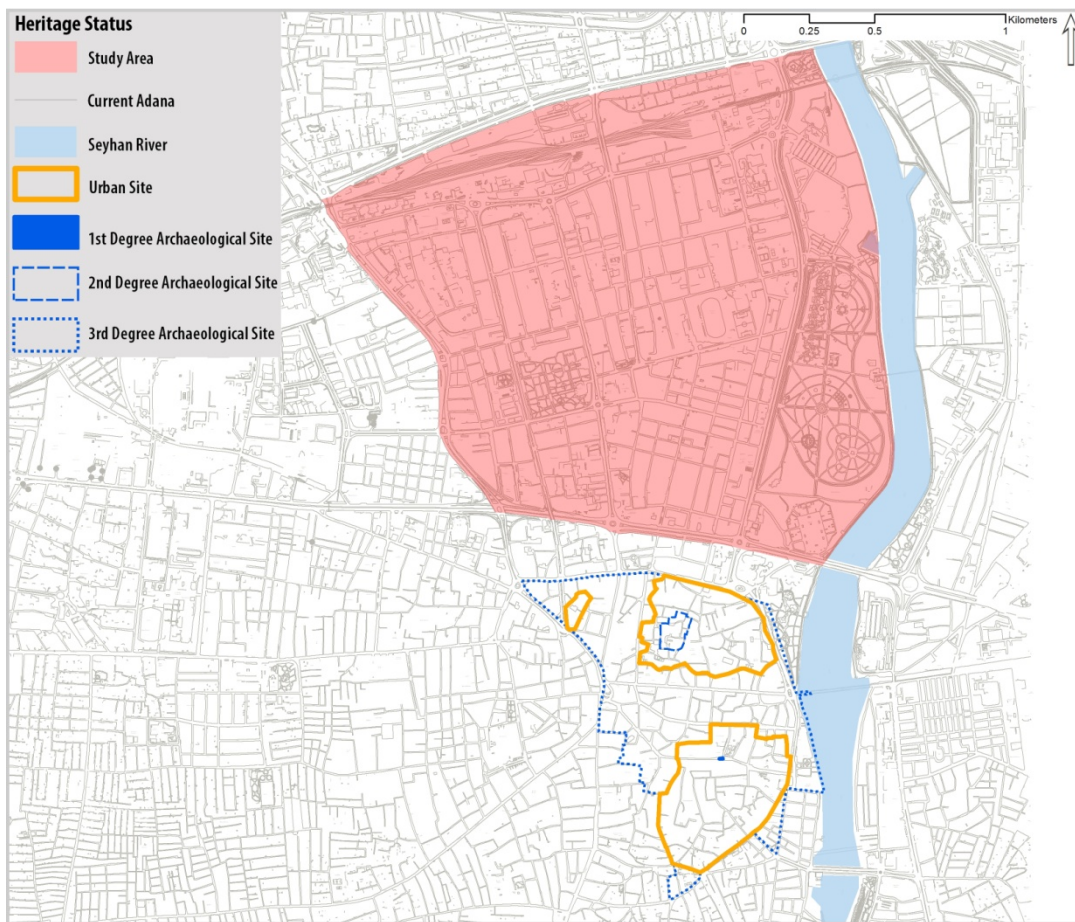


Figure 16: Heritage Status, 2017 (Source: Seyhan Municipality)

⁵² (Payaslı Oğuz, 2002, Master thesis)

⁵³ (Reel, 2006, Master thesis)

As it can be seen in the Figure 16, both archaeological sites and urban site focus on the historical part of the city, leaving the modern period heritage and the study area unsaid.

According to the decision no: 3135 of Adana Regional Board of Conservation of Cultural and Natural Assets which was taken on July 24th 1998, to prevent the earthquake's destructive effects to destroying civil architectural samples. On September 26th 1998, Chamber of Architects Head Office organized a panel with its Adana Office titles 'Earthquake and Cultural Heritage in Adana' which destructive effects of the earthquake and solutions were discussed.

The Urban Cultural Heritage Inventory of Adana was prepared by İpek Durukan, Figen Karaman, Duygu Saban and Onur Erman between 2004 and 2005. As documenting city's heritage holistically; that is, traditional buildings, Republican buildings and buildings from the recent period and mentioning of its modern heritage for the first time, this inventory is valuable for Adana.

To sum up, neither squatter houses and build and sell system nor housing cooperatives could solve the housing problem in an effective way such as improving the quality of life or creating qualified environments. The city grew in the shape of 'grease spot' until 1970s. This growth caused the loss of cultural and historical heritage, constant rise in density and decrease of the green areas.⁵⁴

To this day, it still is unclear how municipalities apply the regulations. Building codes are interpreted in different ways so the outcomes differ from each other. Chamber of Architects Adana Office has been aware of this problem and set up a committee to discuss the problems and came up with solutions along with the municipalities for a better architectural context and environment.

⁵⁴ (Tekeli, 2009:123)

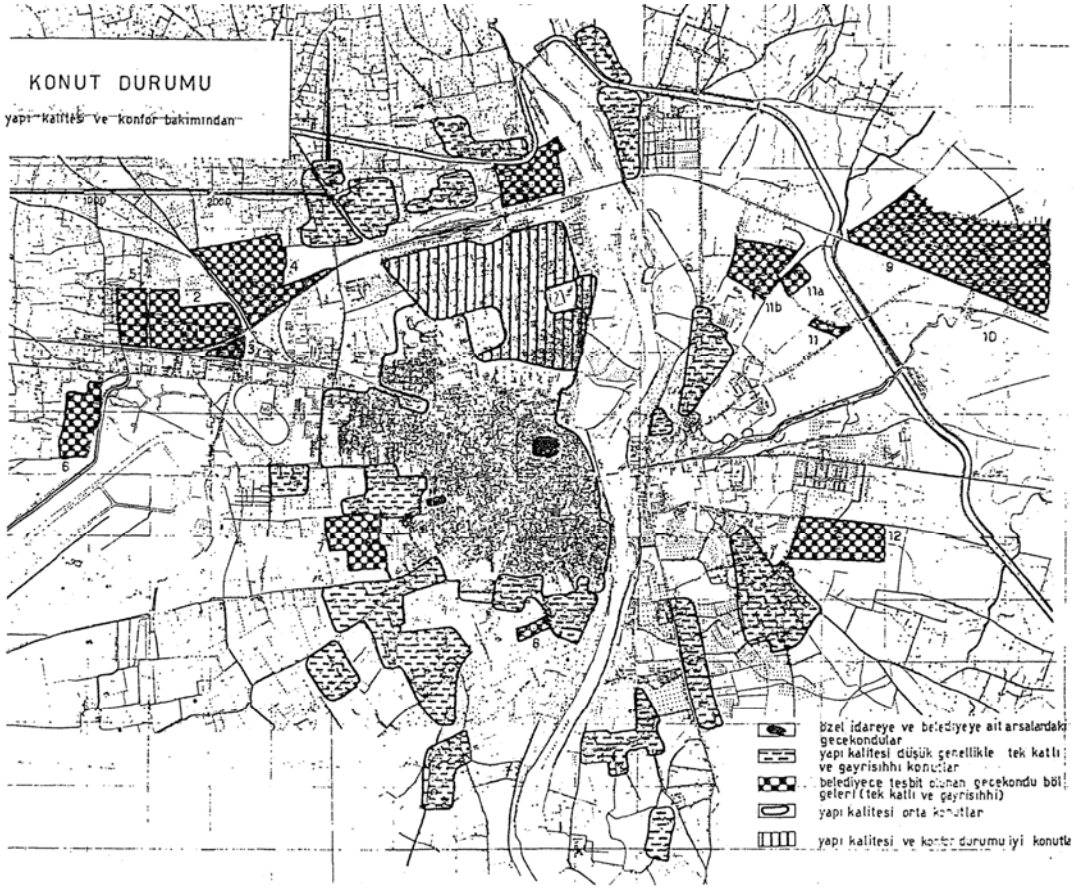


Figure 17: Situation of the housing in terms of quality and comfort (Source: Durmuş Karaman, 1992:82, Master thesis)

As it can be seen in Figure 17, the study area is shown as ‘housing with good structural quality and comfort’⁵⁵ and ‘housing with medium structural quality and comfort’⁵⁶. Areas that are shown as ‘usually one storey squalid houses with poor structural quality’⁵⁷ and ‘shanty houses detected by municipality-one storey and squalid’⁵⁸ are mostly located in the periphery of the city.

⁵⁵ Yapı kalitesi ve konfor durumu iyi konutlar.

⁵⁶ Yapı kalitesi ve konfor durumu orta konutlar.

⁵⁷ Yapı kalitesi düşük genellikle tek katlı ve gayrisihhi konutlar.

⁵⁸ Belediyece tespit olunan gecekondu bölgeleri-tek katlı ve gayrisihhi konutlar.

2.4. Hermann Jansen's Plans

There are only a few cities which have an infrastructure plan in Turkey and even fewer ones have those plans implemented. Adana is one of the rare cases which suit both categories. Adana Plan which was prepared by Hermann Jansen between 1935 and 1940 was functional and applicable. In order to comprehend the importance and the effects of this plan, it is necessary to know its aims and decisions.

Hermann Jansen (1869-1945) was an architect and urban planner. He prepared many German cities' plans such as; Dresden, Plauen, Leipzig, Emden and Dortmund as well as other European cities such as Bergen, Bielitz, Lodz, Pressburg, Prag and Budapest. Although not implemented, his plan for Berlin (1910) and Madrid (1929) are very famous ones.

Hermann Jansen was influenced by the aesthetic movement which was represented by Camillo Sitte (1843-1903) and Garden City Movement which was represented by Ebenezer Howard (1850-1928) and Theodor Fritsch (1853-1933).

Garden City Movement emphasized the importance of having a garden for not just only growing food but also for its physical and psychological positive effect on inhabitants. People's House (Volkhaus) was also an important component of this movement.⁵⁹

His first housing estate Streiffeld Workers' Colony (Arbeiterkolonie) which was published in 1905 demonstrates that he was in favor of workmen's communities to provide healthy environments even before the garden city model became widespread in Germany.⁶⁰

Akcan (2009:69) states that Hermann Jansen practiced both architecture and urban planning during his studies and had thought that he had a control power over other architects and they should fit in with his plan.

⁵⁹ (Akcan, 2009:57)

⁶⁰ (Akcan, 2009:146)

2.4.1 Hermann Jansen's Other Plans in Turkey

In addition to Adana (1940), Hermann Jansen prepared urban plans for İzmir (1932), İzmit (1938), Ankara (1932), Mersin (1938) and Gaziantep (1938). There are works of Hermann Jansen showing he designed a house in Bursa. Jansen also worked on the plans of Ceyhan and Tarsus but these settlements are not included in this study as they are not cities now but counties of Adana and Mersin.

Hermann Jansen also prepared a plan for Taksim, İstanbul in 1930, but the assignment for preparing a development plan was not given to him in the end.⁶¹



Figure 18: Provinces that were studied by Hermann Jansen (source: author)

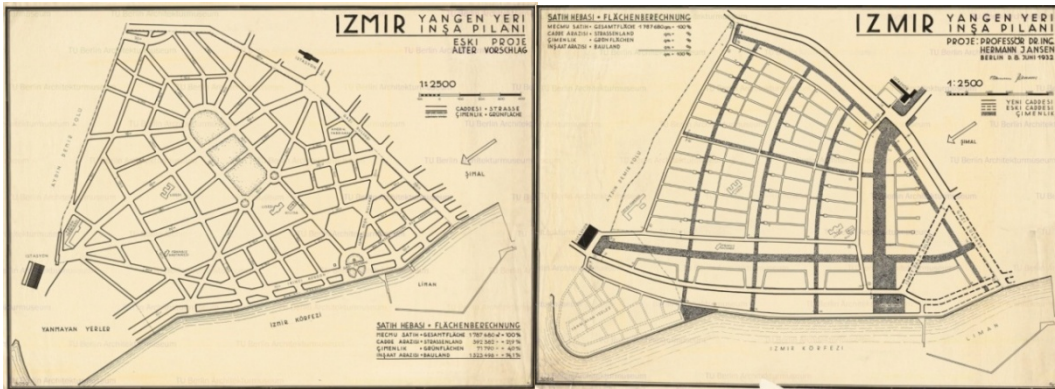


Figure 19 and Figure 20: Hermann Jansen's comparison drawing for old plan of İzmir and Hermann Jansen's comparison drawing for new plan of İzmir (Source: TU Berlin Architekturmuseum, 2016, Inv. Nr. 23433(left), Inv. Nr. 23434(right))

⁶¹ (Tankut, 1993:105)

Jansen's İzmir Plans are dated to 1932 and 1933. A similar comparative study with drawings was also made for Adana (Figure 19 and 20). Jansen made a comparison between the 'Eski Proje' and the new one proposed by himself. It can be seen in the drawings that he proposed greenways with cul-de-sacs.

He placed existing buildings in the plan but there isn't any example for neither studies nor drawings in housing scale for İzmir. He also prepared drawings for 'Gazi Square' which he proposed for almost every city he had worked on.

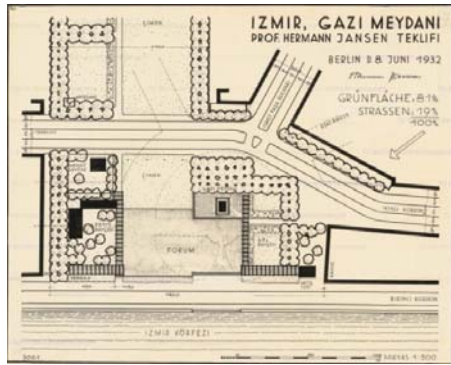


Figure 21: Hermann Jansen's drawing for Gazi Square (Source: TU Berlin Architekturmuseum , 2016, Inv. Nr. 23437)

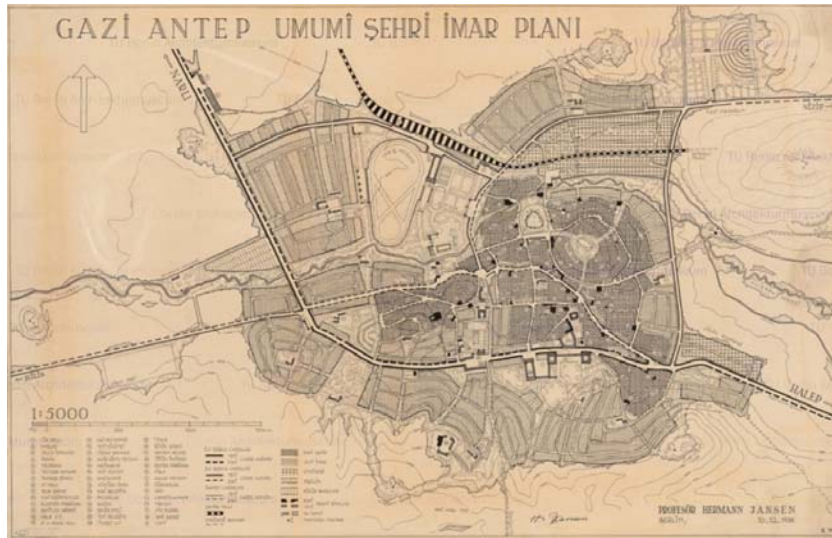


Figure 22: Hermann Jansen's drawing for Gaziantep (Source: TU Berlin Architekturmuseum , 2016, Inv. Nr. 23414)

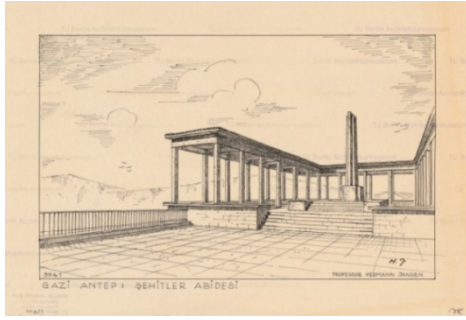


Figure 23 and Figure 24: Hermann Jansen's drawing for Şehitler Abidesi(left), Hermann Jansen's drawing for city plan (right) (Source: TU Berlin Architekturmuseum, 2016, Inv. Nr. 23411 and 23417)

Jansen prepared Gaziantep Plans between 1936 and 1939. In his development plan (Figure 22) he proposed new roads, green areas, residential areas, a racing track, airport and public open places for which he also made perspective drawings. Unlike Adana, he kept the old town in the centre and placed the new development areas around it, separating them with green areas or sport facilities. He used green belts in this plan too. He located the industrial zone in the north of the old city and suggested a new cemetery at the northeastern corner of the city. He prepared several drawings and perspective drawings for monument of martyrs and buildings.

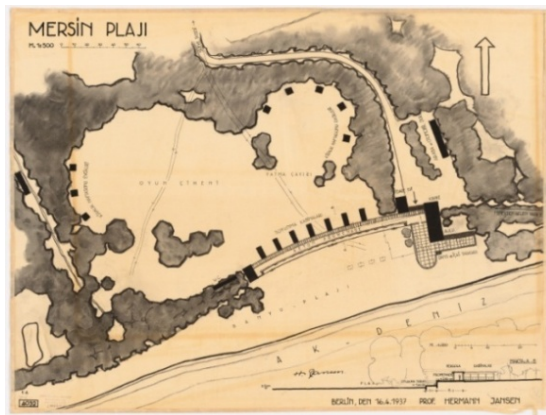
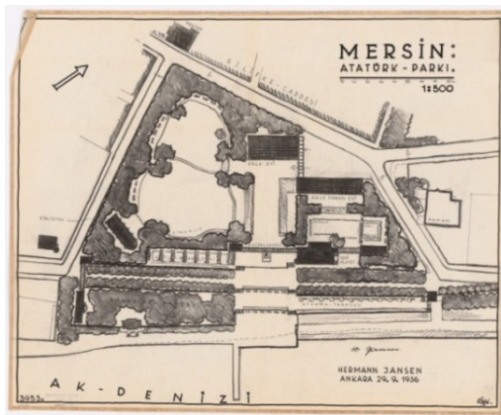


Figure 25 and Figure 26: Hermann Jansen's drawing for Atatürk Parkı (left), Hermann Jansen's drawing for Mersin Plajı (right)

(Source: <http://architekturmuseum.ub.tu-berlin.de/index.php?p=79&Daten=158018>

<http://architekturmuseum.ub.tu-berlin.de/index.php?p=79&Daten=158017>, last accessed on May, 2017)

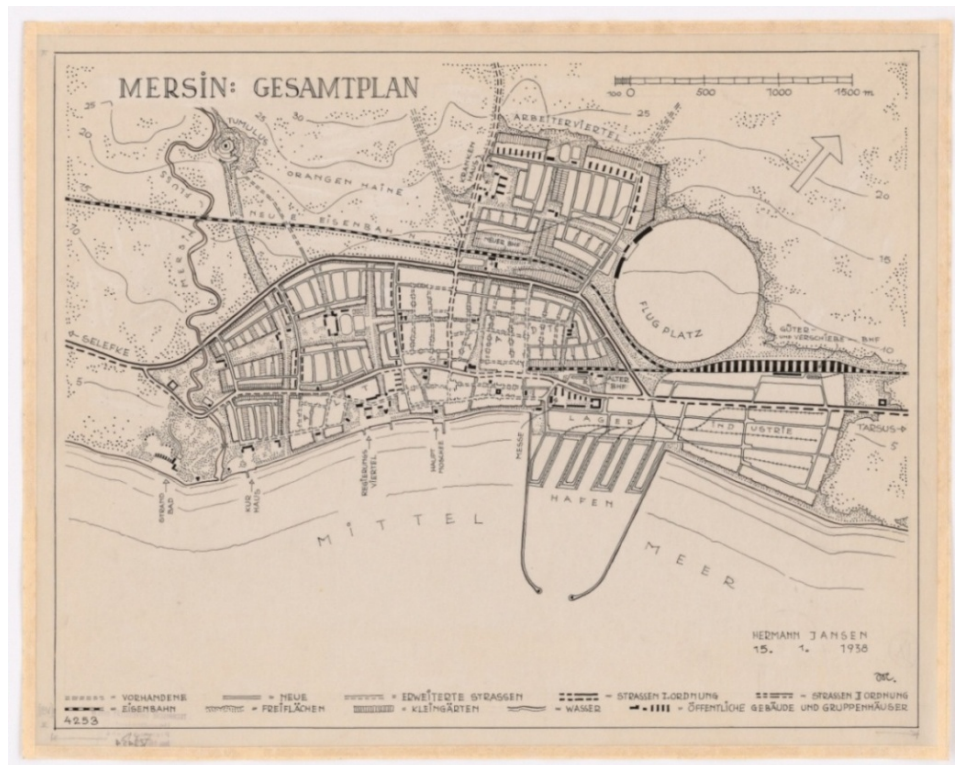


Figure 27: Hermann Jansen's for development plan for Mersin,

(Source : <http://architekturmuseum.ub.tu-berlin.de/index.php?p=79&Daten=157805>, last accessed on May, 2017)

Jansen worked on Mersin between 1936 and 1938. In his development plan proposal, he placed new development areas to the north and the west of the old town, which was located between new train station and the sea. An airport was proposed to the east of the old town and industrial areas to the southeastern side of the city by the sea and the port. There are also drawings that he prepared for Atatürk Park and Mersin Beach. In Atatürk Park drawings, People's House, House of the People's Party, Library (Bibliotek), Governor's Office and the Atatürk Statue were indicated.

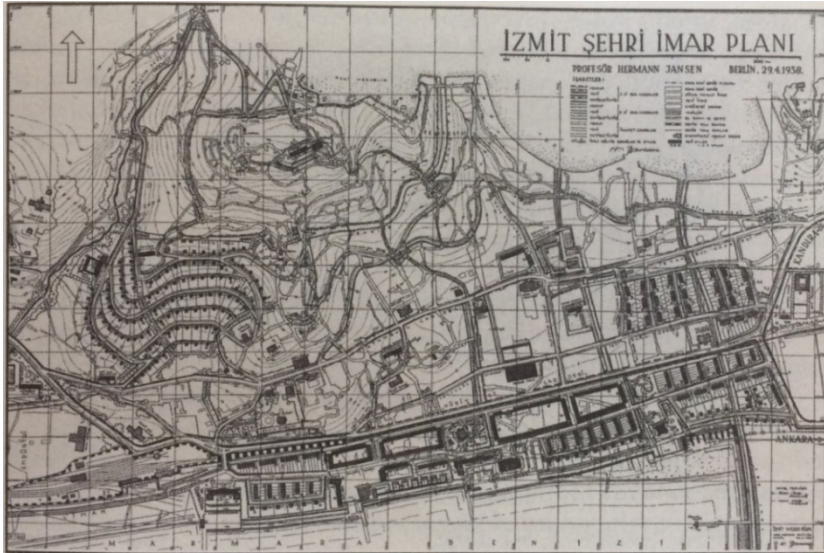


Figure 28: Hermann Jansen's development plan for İzmit, 1936-1938 (Source: Akcan, 2009:83)



Figure 29: Hermann Jansen's section drawings for İzmit (Source: <http://architekturmuseum.ub.tu-berlin.de/index.php?p=79&Daten=154514>, last accessed on May, 2017)

Jansen worked on İzmit between 1936 and 1938. He prepared a development plan for the city. And he also studied street sections as in Adana.

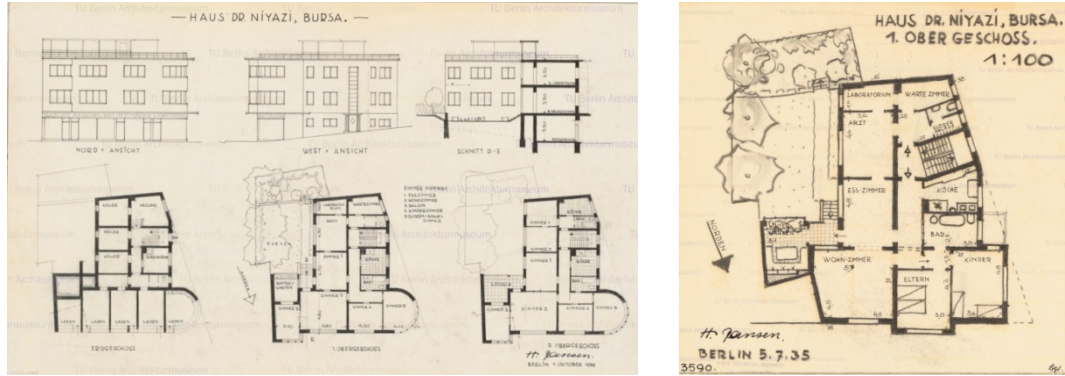


Figure 30 and Figure 31: Hermann Jansen's drawings for Dr. Niyazi House (Source: TU Berlin Architekturmuseum, 2016, Inv. Nr. 23384 and 23385)

Hermann Jansen studied a single house in Bursa in 1935. There is not any drawing showing his work for this city.

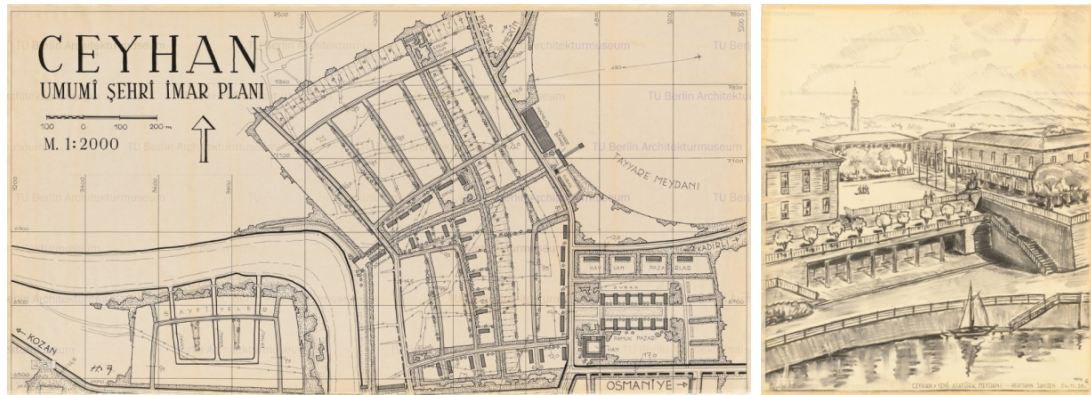


Figure 32 and Figure 33: Hermann Jansen's drawing for Development Plan (left), Hermann Jansen's drawing for Atatürk Square(right) for Ceyhan (Source: TU Berlin Architekturmuseum, 2016, Inv. Nr. 23392- Inv. Nr. 23397)

Hermann Jansen usually proposed a height limit for the residential areas and avoided high rise blocks. He suggested two storey height limit for Ceyhan and three storey for Gaziantep since it was a bigger city.⁶²

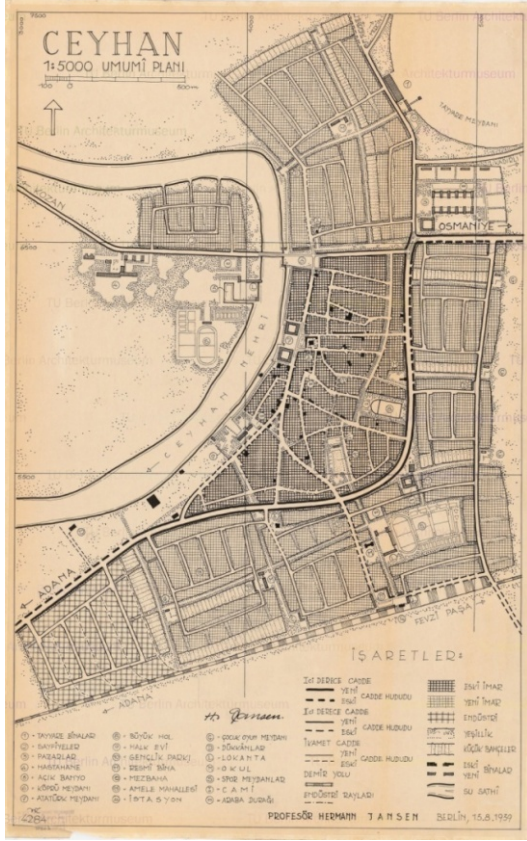


Figure 34: Hermann Jansen's drawing for Development Plan for Ceyhan (Source: TU Berlin Architekturmuseum, 2016, Inv. Nr. 23395)

Hermann Jansen worked on Ceyhan between 1938 and 1939. He prepared a development plan and placed the new development areas around the old town which was by the Ceyhan River. He proposed construction of an airport at the border of new development areas even though Ceyhan was a smaller settlement compared to the others. He also prepared plans and perspective drawings for Atatürk Square.

⁶² (Akcan, 2009:84)

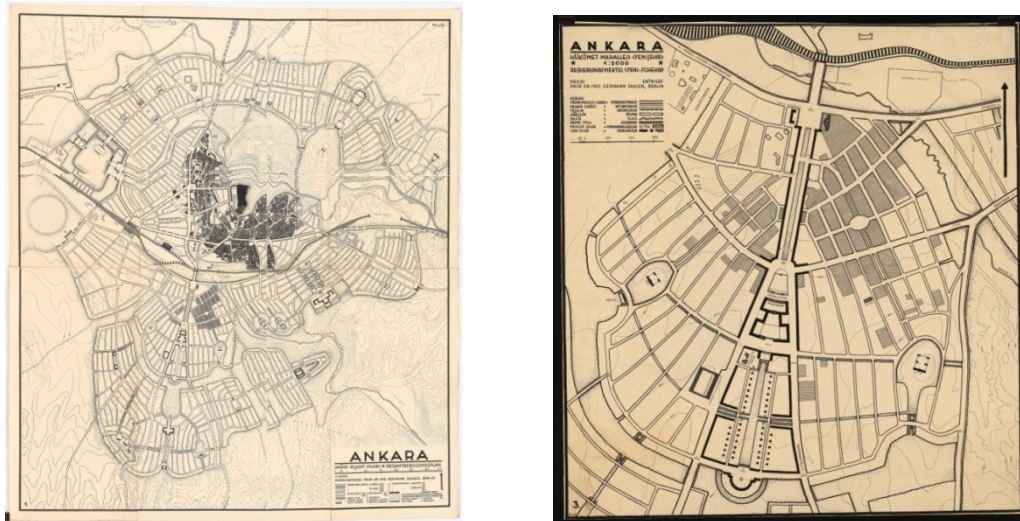


Figure 35 and Figure 36: Hermann Jansen's drawing for Development Plan (left), Hermann Jansen's drawing for Hükümet Neighbourhood (right) for Ankara

(Source: <http://architekturmuseum.ub.tu-berlin.de/index.php?p=79&Daten=153603>

<http://architekturmuseum.ub.tu-berlin.de/index.php?p=79&Daten=153605>, last accessed on May, 2017)

Hermann Jansen prepared Ankara Plan between 1932 and 1936. In this plan he emphasized the distinction between the old city and the newly developing area. As he considered it was an important monument for Ankara, he proposed to conserve the Citadel which would not be turned into a living space but constitute a nice silhouette for the new city.⁶³

He also stated that *'one of the goals of new urban building is the single family house'* in his Ankara report and proposed low density residential areas with two or three-storey houses.⁶⁴

According to Akcan (2009:83) it was possible to see the same routine in his reports that were prepared first for Ankara such as first a briefly written part about existing city, then aspect and problems of the city and finally, explanations about new development areas and zonings of it.

⁶³ (Akcan, 2009:46)

⁶⁴ (Akcan, 2009:72)

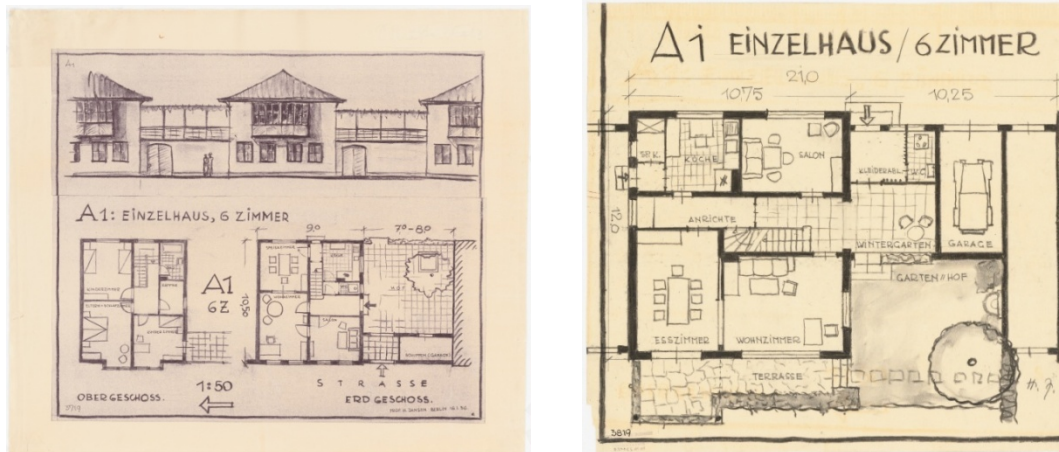


Figure 37 and Figure 38: Hermann Jansen's drawing of a house (left), Hermann Jansen's drawing in housing scale(right)

(Source: <http://architekturmuseum.ub.tu-berlin.de/index.php?p=79&Daten=158867>

<http://architekturmuseum.ub.tu-berlin.de/index.php?p=79&Daten=158866>, last accessed on May, 2017)

In comparison with the other projects in the design competition for Ankara, timidity of the government, being financially feeble, without the know-how and experience in urban practice made it the mediocre project that was looked for.⁶⁵

When itemized the resemblances and common decisions in these studies;

- Dividing the land into smaller blocks is the same practice for all examples. Jansen prefers to separate the blocks from each other by means of crossroads and keep each block as a green area with housing units.
- Jansen mostly proposes an airport, big parks, sports areas, public and commercial buildings in the city, as well as residential areas and neighbourhoods for workers. He also proposes opening of new streets and removal of forestation in the development plans.
- In all plans, Jansen always proposes large green areas, either parks mostly named 'Atatürk Parkı' or squares named 'Cumhuriyet Meydanı' or 'Gazi Meydanı'. It is

⁶⁵ (Tankut, 1993:82)

possible to see there was an effort to establish a Republican city pattern in these proposals.

- He also proposes an area or a monumental building particular to the city; Monuments of Martyrs for Gaziantep and Mersin Beach for Mersin.
- Ankara is the only example for both urban and housing scale planning.
- There is not any evidence of urban planning studies for Bursa. There are only drawings for Dr. Niyazi House.

In compliance with Jansen's Ankara Plan, Bahçelievler developed as a small garden suburb with its cooperative housing during 1940s and 1950s. But today almost none of these original houses remains, due especially to the 1957 Development Plan allowing five-storey buildings alongside the main roads, four-storey buildings in the streets. As a result, most of these houses were demolished and replaced with high rise buildings and the neighbourhood have become more dense than proposed.⁶⁶

Unfortunately the loss of civil architecture components to development plans is another common point that Ankara and Adana examples have in common. Yet, Adana has a few of these examples left which are mentioned in the analyses.

As Akcan (2009:82) states, Ankara could not grow in accordance with Hermann Jansen's Plan and therefore Howard's Garden City movement as it reached to the upper limit of population earlier before the plan's anticipations. But she also questions if the Garden City was the right model for the developing countries which have to deal with rapid urbanization and massive population growth, and asks if another model would be more suitable.

It is also noticeable that Hermann Jansen prepared development plans for almost every city in Çukurova plain; Adana, Mersin, Tarsus and Ceyhan except for Antakya and İskenderun. Antakya and İskenderun plans were prepared by French architect Rene Danger. Beyhan and Uğuz (2012:13) mention that it might be the result of local

⁶⁶ (Akcan, 2009:169)

government's choice which reflected the negative thoughts against France because of the region's invasion during the First World War.

2.4.2 Hermann Jansen's Planning Process for Adana

In 1927, Adana's population was over 50.000 and it was anticipated that the prepared plan would have served to a population of 105.000, but by the time of 1935, Adana had already reached 76.473-people population.⁶⁷

As a growing and developing city, Adana needed factory sites and accommodation for those to work in these factories as well as residential areas for others and public buildings. Recreational areas were also needed in the city.

It is likely to say that Hermann Jansen understood these needs of the city, and came up with solutions in his plans.

Jansen's planning studies for Adana comprised two phases:

The first phase consisted of a development plan for a smaller area (than the second phase), studies on public places and basic decisions for the planned area.

The second phase follows the decisions taken in the first phase and adds new ones with the zoning organizations for a larger area.

The first plan that Hermann Jansen had prepared in 1935 covered the area composed of today's Reşatbey, Kurtuluş, Cemalpaşa and Çınarlı quarters. This area also corresponds to the main selected area for this thesis study. These quarters were both connected to the train station and the city center at that time. In this plan, Hermann Jansen proposed residential areas which were connected with green axes. Three school buildings, two parks, one sports area and a theatre building were also offered. (Figure 46)

⁶⁷ (Saban Ökesli, 2010:46)

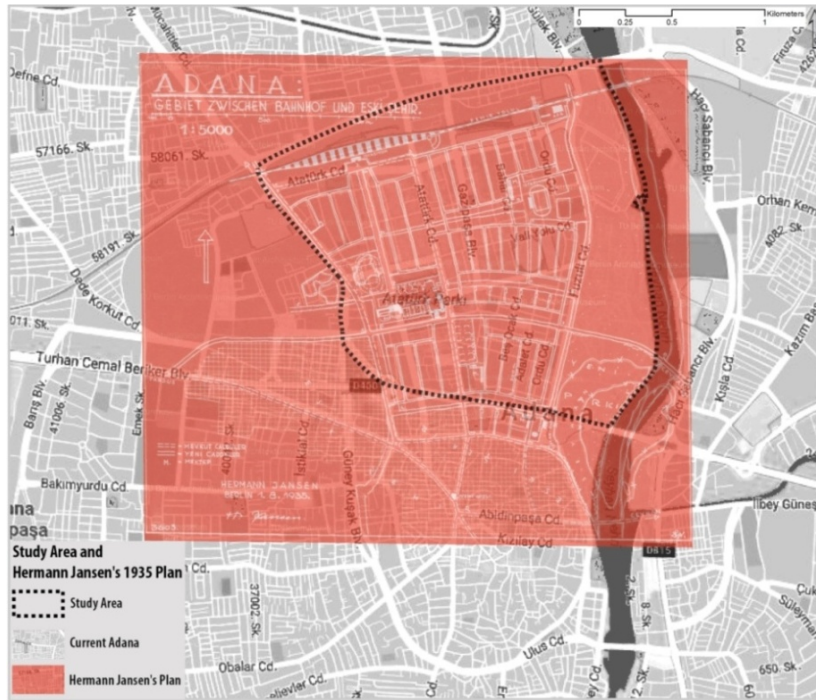


Figure 39: Overlapping the Study Area with Hermann Jansen's 1935 Plan, made by author

As it can be seen in Figure 39 and the following ones in this chapter, the study area was included in all of Jansen' Plans and it has always been considered as the main development area in the planning studies.

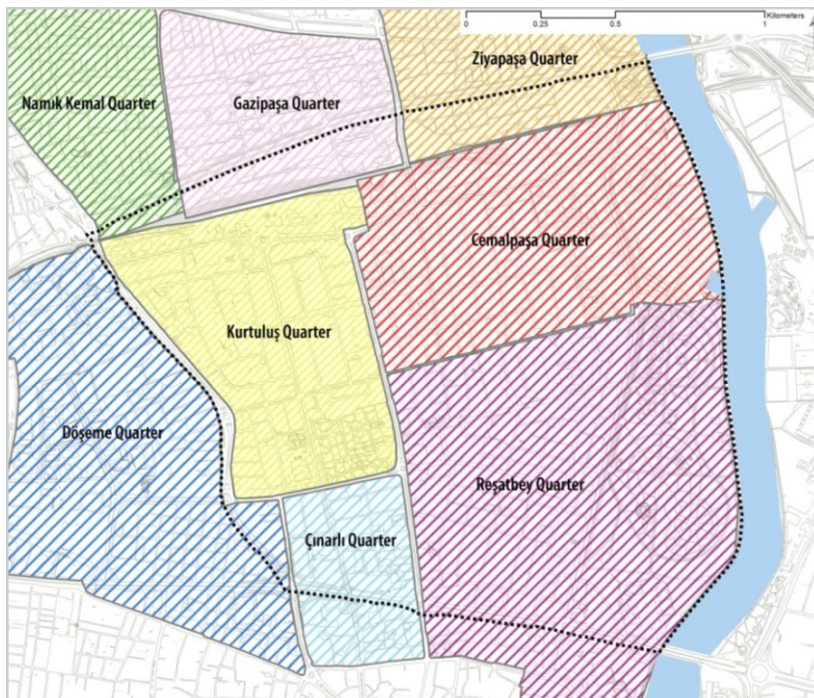


Figure 40: Quarters in the Study Area made by author

Different than the plans for Bahçelievler, Ankara, there is no information on the architectural organization of the residences in these plans. But he prepared sections, drawings for the green areas, parks and even for the pool that he proposed to be located in front of the train station.

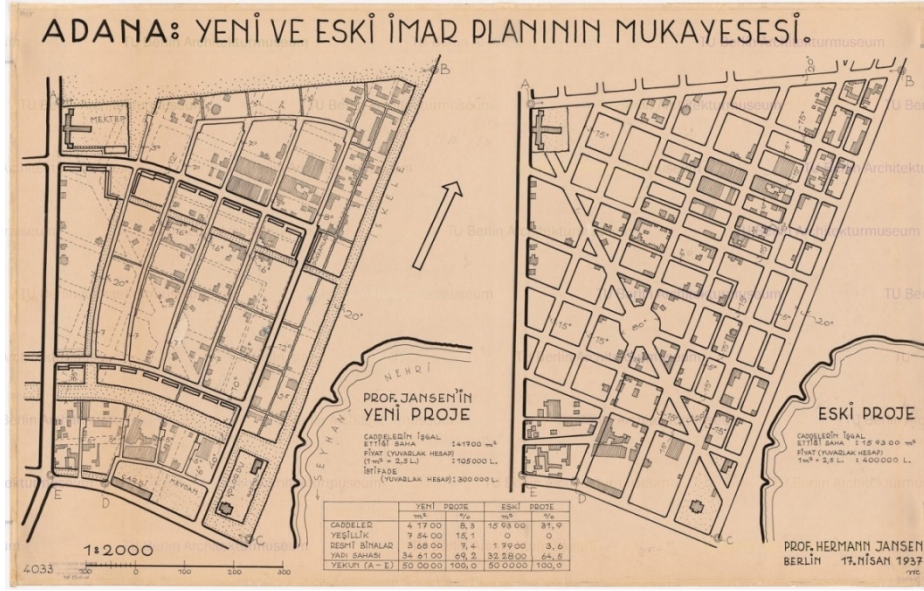


Figure 41: Hermann Jansen's comparison drawings for the old and the new plans (Source: TU Berlin Architekturmuseum , 2016, Inv. Nr. 23365)

The plan dated to 1910 (Eski Proje – right) divides the area with a main diagonal road and crossroads into small house blocks. Hermann Jansen's plan (Yeni Proje – left) divides the area with fewer crossroads into larger house blocks. Basing on his calculations roads, green areas and building areas, he asserts that his proposal is better in terms of land use.



Figure 42: Hermann Jansen's Atatürk Park drawing (Source: TU Berlin Architekturmuseum, 2016, Inv.Nr.23350)



Figure 43 and Figure 44: Drawings for Atatürk Park and Ziyapaşa Boulevard (Source: TU Berlin Architekturmuseum, 2016, Inv.Nr.23357, Inv.Nr.23348)

Just like he did for almost all other cities he worked, Jansen prepared plans and perspective drawings for an ‘Atatürk Park’ in Adana. He proposed this park to be both a green area and recreational/sports area with required facilities. He proposed tennis courts and swimming pools, a city hotel, a concert hall and garden, an Atatürk statue and parade area in the Park.

The section drawing he drew for Ziyapaşa Boulevard (connecting Atatürk Park to Train Station) shows that he aimed a 30 meter width for the road. He thought it would be a green pedestrian axis with flowers, lawn, shrubbery and trees.



Figure 45: Hermann Jansen's Seyhan Park drawing, 1935 (Source: TU Berlin Architekturmuseum, 2016, Inv. Nr. 23353)

In Seyhan Park drawings he proposed green areas with facility buildings. It is a fact that public places were important components of a city for Hermann Jansen. He suggested an officer's club, a boat house, a coffee and rose gardens in Seyhan Park which was located by the river.

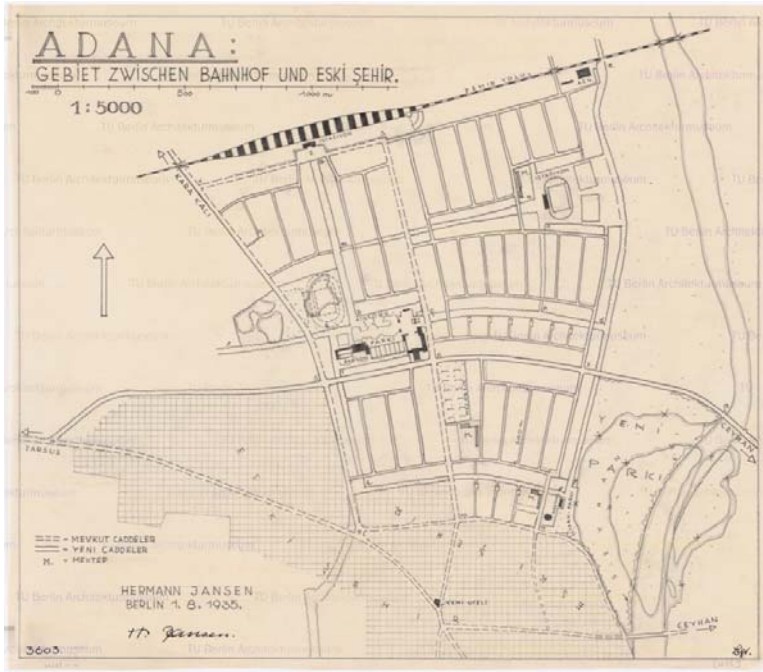


Figure 46: Hermann Jansen's plan for residential areas, 1935 (Source: TU Berlin Architekturmuseum, 2016, Inv. Nr. 23347)

In his 1935 plan (Figure 46) Jansen did not draw the existing old town pattern, instead he indicated it with a texture. The only component of the old town that he highlighted was 'Yeni Otel' which was the highest building of Adana at that time. This building was important to him and later he proposed a square for this intersection.

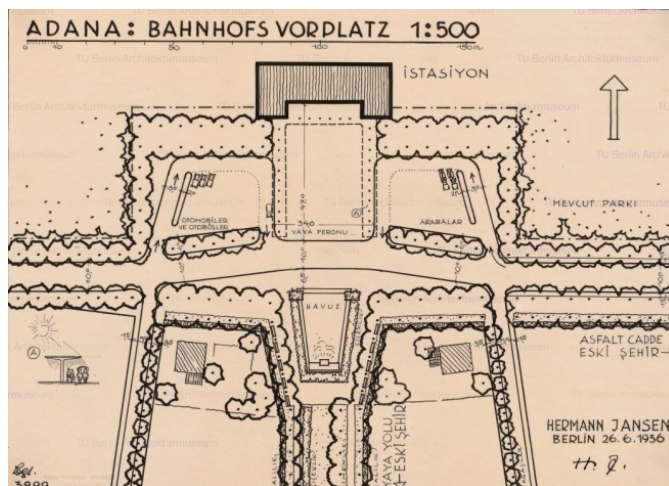


Figure 47: Hermann Jansen's plan for train station square, 1936 (Source: TU Berlin Architekturmuseum, 2016, Inv. Nr. 23344)

He proposed to constitute a public square in front of the railway station in which he also suggested a pool, a pedestrian area and parking places.

The second plan shows zoning decisions for the area which consists Seyhan (western side of the river) and Yüreğir (eastern side of the river) districts. Residential areas, a race track and an airport were proposed for the Seyhan district, while for Yüreğir district, a workers neighbourhood and a cemetery were planned. For both districts he proposed industrial areas and green areas.

Jansen prepared two other plans in 1936 which we consider as the **second phase**, showing his development strategies for the both sides of the river, a much larger area than the **first phase**.

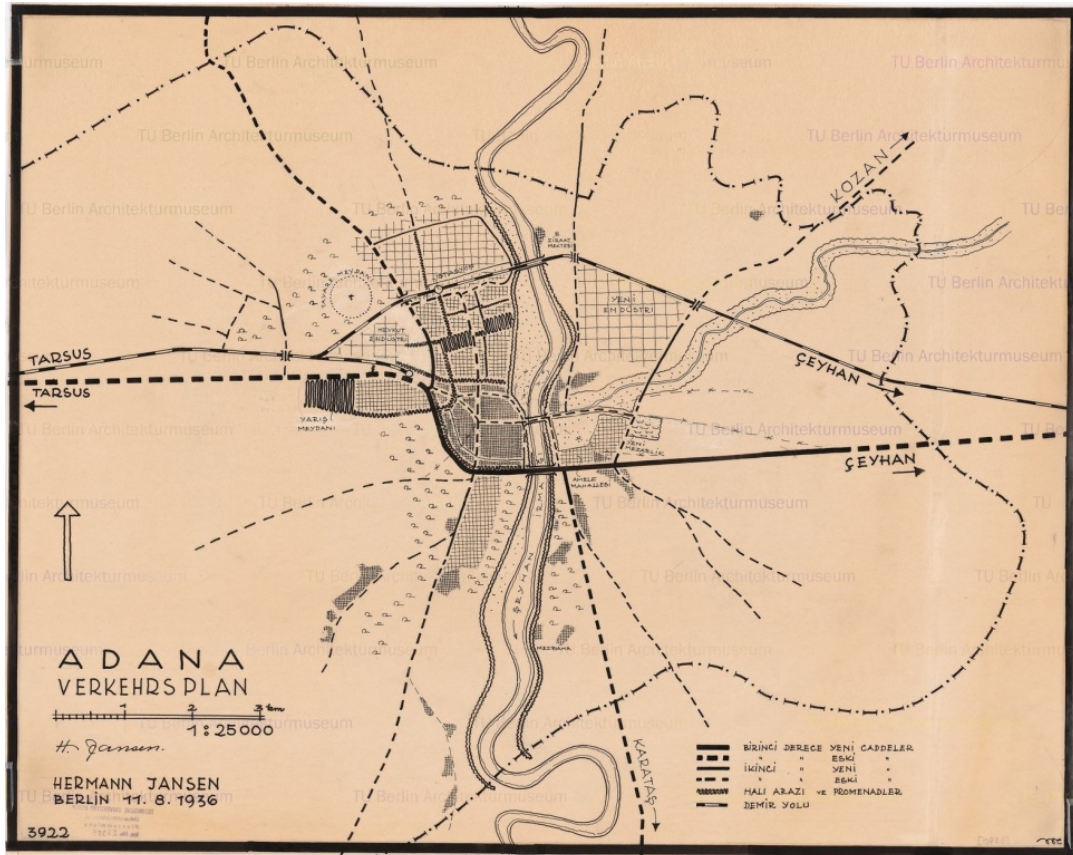


Figure 48: The Traffic Plan of Adana, 1936 (Source: TU Berlin Architekturmuseum, 2016, Inv. Nr. 23358)

An agricultural school which was located on the Yüreğir side facing to the river was established before Jansen. Jansen also proposed a highway which would run through the city centre, southern side of the old town (existing city), connecting the city to

Tarsus in the west and Ceyhan in the east. This plan was a traffic plan rather than a development plan. In the plan primary and secondary roads are shown and the areas were separated as old, new and industrial ones. Buildings are not shown in this plan and the airport is located in the northwest side of the city, just beside the existing industrial area.

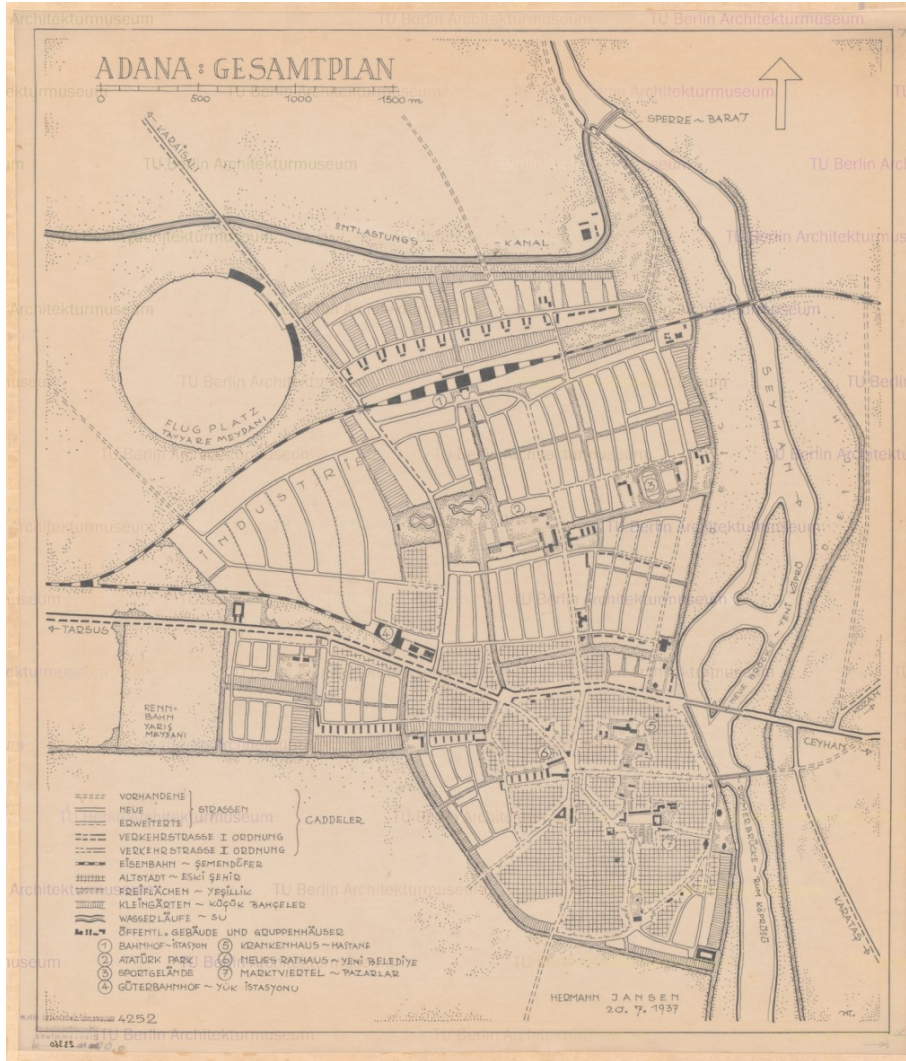


Figure 49: The Development Plan for the western part (Seyhan district) of the Seyhan River, 1937 (Source: TU Berlin Architekturmuseum, 2016, Inv. Nr. 23360)

In 1937, Jansen prepared the first development plan of Adana which consisted only Seyhan district in the western side of the river. The main difference between this development plan and the other one dated to 1936 was the highway that run through

the city, was proposed to be located in the northern side of the old town (existing city) in the development plan.

The race track, the airport and the industrial area were in the same locations. Greenways were suggested and more visible in the development plan. There were small residential blocks proposed for the western and south eastern sides of the existing city. A canal is which was to be located behind the airport and residential areas behind the station was also proposed in the development plan.

The Stadium (sports area) was moved to the south, to its current location. Only public buildings such as Train Station, facilities in Atatürk Park, People's House, School and facilities in Seyhan Park were shown in the new development area.

Old town was shown with texture again but this time streets and existing important buildings like 'Pazarlar' and 'Yeni Oteli' were also indicated. In addition to these, Jansen also drew his additions to the old pattern such as the Hospital and New Municipality Building which would be located in the same square with 'Yeni Oteli'.

In the last plan he prepared in 1940, he brought development proposals for both Seyhan and Yüreğir sides of the river like he already did in the 1936 dated plan. While the proposals for Seyhan side were similar with those made in 1936 and 1937, a different development organization was suggested for Yüreğir side.

The main difference in this final development plan was the location of the airport. It was removed from the northern side of the highway to its south, to the west of the race track.

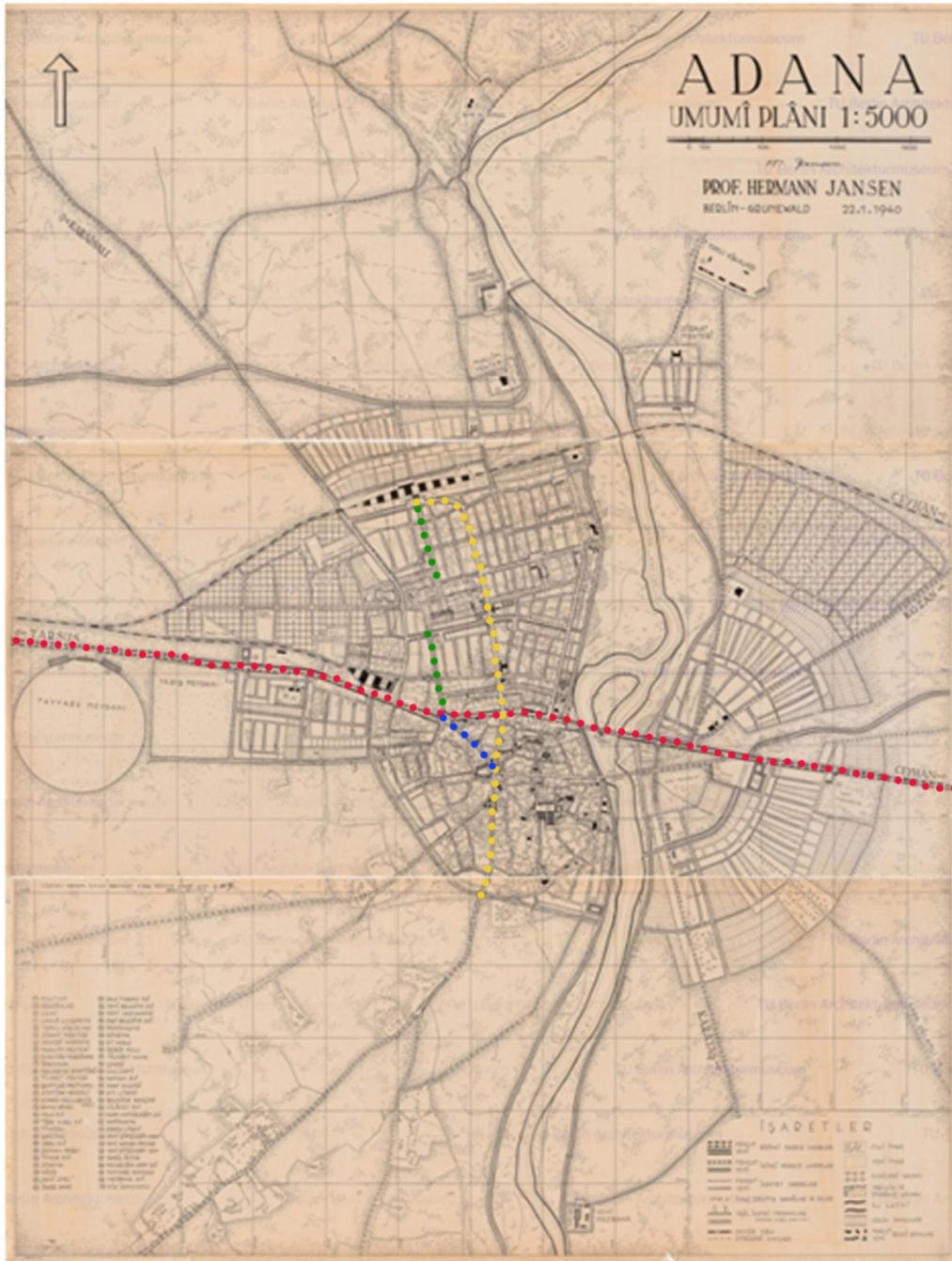


Figure 50: The Final Development Plan, 1940 (Source: TU Berlin Architekturmuseum, 2016, Inv. Nr. 23368)

A radial block organization with a large green area in the center and outer boundary was proposed for Yüreğir district. An industrial area was proposed to the same location which was made in the 1936 plan. The Agricultural School was also indicated.

There is neither social nor administrative area proposals in the plan, except for a school and an alms house in the centre.

Hermann Jansen's planning principles emphasise on forming 'a sterile isolation between the areas representing traditional and modern, Ottoman and Republican, Eastern and Western' which can be seen in all of his works for cities in Turkey.⁶⁸

In his planning studies for Adana, Jansen always proposed areas with zoning organization. He placed residential areas to the western, northern and eastern sides of the existing city; industrial areas to the western and north eastern parts and separated these two with green belts or green areas. He always proposed an airport, mostly closer to the station, and a race track.

The 1940 dated plan is the first one that old town is visible with all of its streets and land borders. Hermann Jansen's additional buildings are also visible. It is also another first that he drew the 1910 dated plan underneath his suggestions.

It can be said that Seyhan side of the river consisted residential and commercial areas which were supported by social and cultural areas, while Yüreğir side was reserved for a residential area with a market place and industrial areas.

In addition to these, existing factories such as Milli Mensucat Factory, Şinasi Factory, Gilodo Factory and Belgium Factory were indicated in this plan.

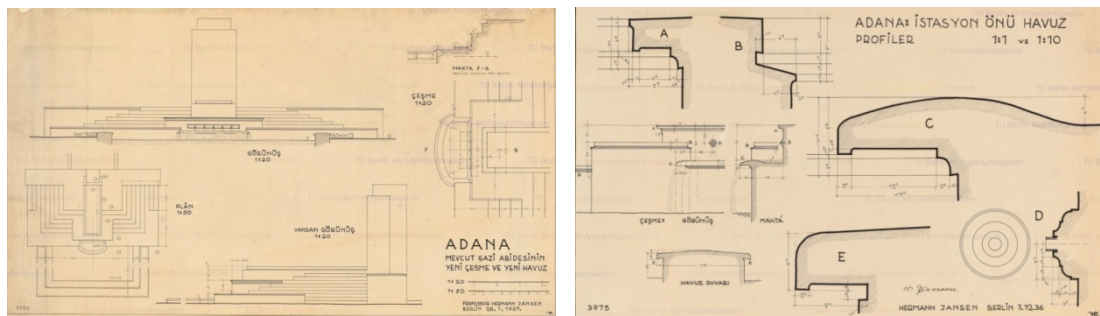


Figure 51 and Figure 52: Drawings of the new fountain and drawings of the pool, 1937(Source: TU Berlin Architekturmuseum, 2016, Inv. Nr. 23351 and Inv. Nr. 23346)

⁶⁸ (Akcan, 2009:84 quoted by Saban Ökesli, 2010:58)

Basing on details given in the drawings, it can be said that Herman Jansen proposed public open areas with carefully designed components. He even drew the sections of the pool proposed for the square in front of the train station.

Hermann Jansen's planning studies for Adana always included the existing city centre and it was seen that his suggestions were aimed to keeping it intact. He proposed supporting the existing city area with administrative, commercial and social buildings. He proposed a new municipality building and hospital within the existing city area.

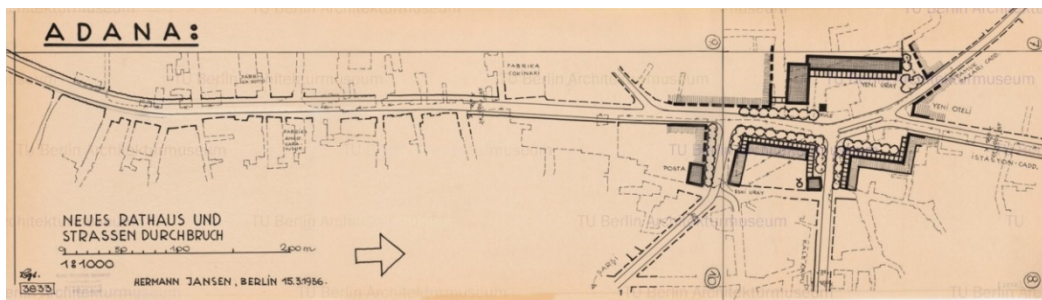


Figure 53: The plan for the new municipality building in the existing city centre, 1936 (Source: TU Berlin Architekturmuseum, 2016, Inv. Nr. 23354)

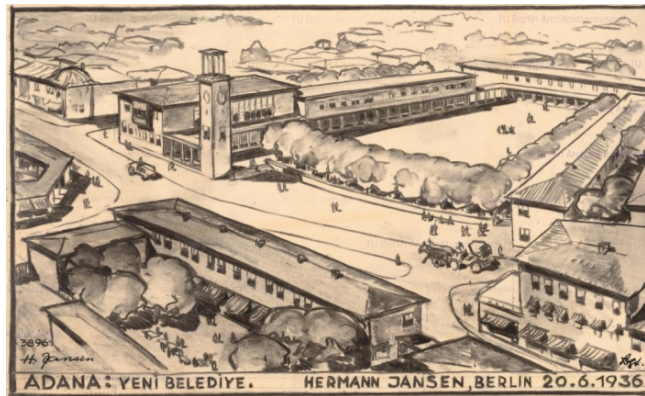
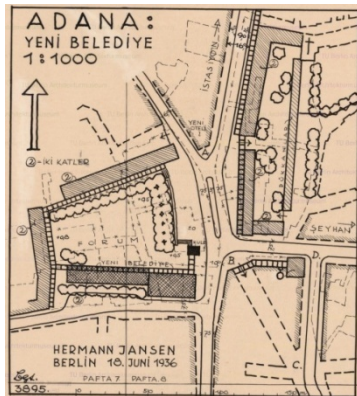


Figure 54 and Figure 55: The plan for the new municipality building in the existing city centre, 1936 (Source: TU Berlin Architekturmuseum, 2016, Inv. Nr. 23355- Inv. Nr. 23355)

He proposed an administrative square including the existing ‘Yeni Oteli’ and the new municipality building which he proposed earlier but this proposal was not implemented.

It can be seen that he cleared the area around the monumental buildings and instead proposed greenways making a connection between them. New commercial areas, as it can be seen in the plan, were spread into the existing city.

Tepebağ Mound⁶⁹ is located on the spot where Hermann Jansen proposed the hospital building in the existing city area. It is an archaeological site giving very important information about Adana’s historical background. It is known that an archeological test excavation reaching to the depth of 4 meters was made in Tepebağ Mound in 1936.⁷⁰

This shows that it Tepebağ Mound was a known archaeologic site during this period and it remains as an enigma why Hermann Jansen proposed the hospital building on this site as he was known to be in favour of protecting the existing city. Saban Ökesli explains that it might be due to the lack of information on Adana’s heritage and documentation at that time.

Hermann Jansen aimed to preserve the existing city’s pattern, its curved and angular street organization but also change its monotonous street facades with his new propositions.

Hermann Jansen proposed only small changes for residential areas located in the existing city, on the western and south eastern sides of it. He also aimed to create routes without traffic for the pedestrians. He did not propose a new type of use or function except for these, and tried to maintain the existing city’s continuity.

⁶⁹ Tepebağ Mound was declared as ‘archaeological site’ with the decision no: 8115 of the Superior Council of Immovable Ancient Properties and Monuments’ taken on December 14th 1974 and twenty years later, on April 21st 1994 it was included in the ‘urban site’ with the decision no:1807 of the Board for Conservation of Cultural and Natural Assets. The site was registered in line with the decision no:3637 of the Superior Council of Immovable Ancient Properties and Monuments taken on August 26th 1967 and approved with the decision no:15816 taken on January 11th 1977.

⁷⁰ (Umar, 2010:66, Master thesis)

His proposal for Döşeme Quarter was also aimed to conserve the site as it was a significant quarter. It also can be seen in the French Map of 1918.⁷¹

Regarding Jansen's proposal for sample neighbourhood named 'Numune Mahallesi' (today's Kurtuluş Quarter) in the plan, it is obvious that he suggested building lots that were separated from each other either with greenways or roads and not all of the houses had a road access. There were areas for parking on the latitudinal sides of the building lots. He proposed these single family houses to be located in either northwestern or southwestern sides of the lots. By this way the house would have front and side yards.



Figure 56: The layout of the sample neighbourhood closely, 1940 (Source: TU Berlin Architekturmuseum, 2016, Inv. Nr. 23361)

It also can be seen that he still proposed separating these residential areas from industrial areas on the west side with either a road or a green area. It is also an important fact that he avoided intersections and instead he preferred T junctions.

⁷¹ Detailed information about Döşeme Quarter can be found on Chamber of Architects Adana Office' publication Güney Mimarlık Dergisi vol.22, '*Döşeme Mahallesi Tarihçesi, Dokusu, Mimarisi*' (Saban, 2017, pp 36-38).

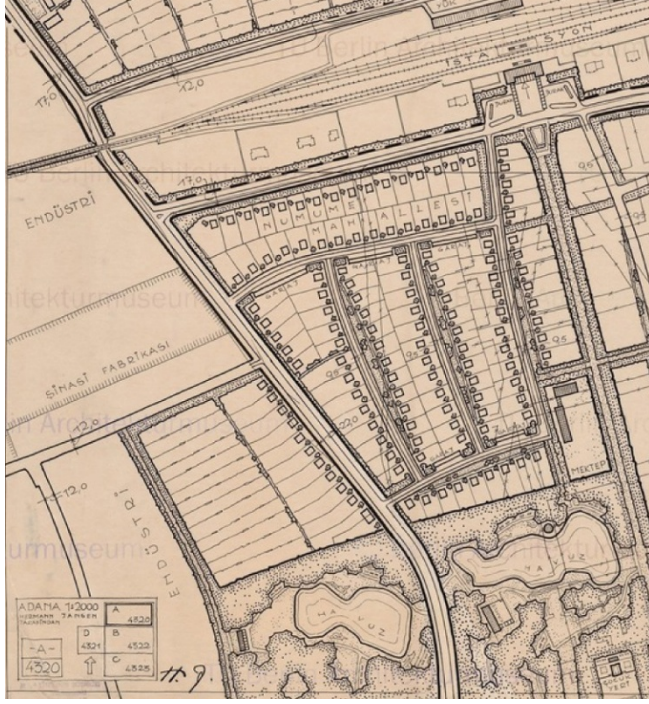


Figure 57: The layout of the sample neighbourhood closely, 1940 (Source: TU Berlin Architekturmuseum, 2016, Inv. Nr. 23361)

2.4.3 Architectural and Urban Components of Adana According to Jansen's Plan

As it can be seen in his studies, Hermann Jansen paid attention to the components of his plans, either architectural or urban ones. It is revealed in his multiple drawings that he considered these components in three dimensions, reflected this vision with perspective and detail drawings.

For instance, he begins with the Train Station as a starting point in most of his plans like those he prepared for Adana. Constructed in 1911, Adana's Train Station was already in use when Jansen started his work on Adana Plan. But he remarked its importance for a city which was in progress, he chose to place the new development areas between this Train Station and old town. His made designs for the square in front of the Station and proposed a type of welcoming spot for those who arrived the city by train. This square was the beginning of Ziyapaşa Boulevard which was another urban component.

Hermann Jansen thought that the people would reach Atatürk Park and from there to the city either by walking via Ziyapaşa Boulevard or by car via Atatürk Boulevard. These boulevards would also provide access to the residential areas around them. Hermann Jansen drew only the Yüz Evler Area's (Kurtuluş Quarter) settlement in building scale. (Figure 57) But he specified a three-storey limit for these houses and the ones which were built in that can be counted as architectural components of the plan. When reached to Atatürk Park, it was either green/sports areas or Atatürk Statue that would greet people in the first place. Tennis courts and swimming pools as well as the city hotel and the concert hall can be considered as the urban components of the plan.

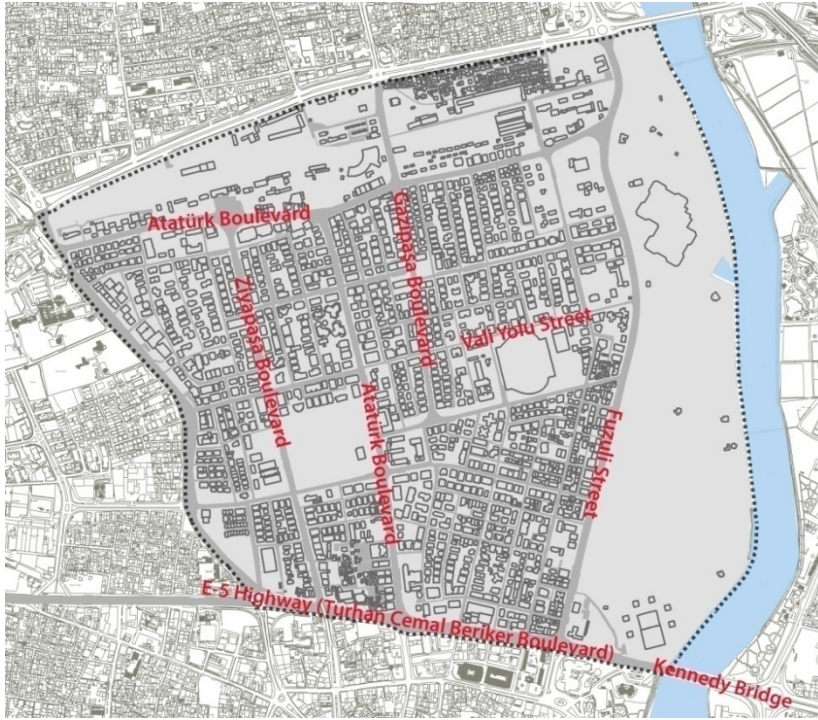


Figure 58: Key map for street-boulevard names in the area made by author

After crossing the street through Atatürk Boulevard and following the road which was proposed as a greenway in the plan, one would come across with the Stadium and sports areas, other urban components.

There were two other architectural components on Atatürk Boulevard; the School⁷² and People's House.

On the road that separated new city and old town, Jansen placed a 'Market place'⁷³ and 'Officers' Club' and the 'Theatre' in the bank of the Seyhan River. This road was also suggested by Hermann Jansen. The bridge which connected the two sides of the river (today, Kennedy Bridge) was also seen in the plan as 'Yeni Köprü.'

In the old town, besides two architectural components he newly proposed, namely Hospital and Municipality Building, he also indicated the existing ones: 'Mektep'⁷⁴, 'Otel'⁷⁵, 'Gazi Paşa'⁷⁶, 'Yeşil Mescit', 'Kemeraltı Cami', 'Yağ Cami', 'Ulu Cami', 'Vilayet', 'Jandarma', 'Hayvan Pazarı'.

Consequently, in this chapter, information about Hermann Jansen, his thoughts on urbanism, his other studies in Turkey, his suggestions for Adana and their implementation were presented. In the next chapter, his plan is studies from its beginning to the current day.

⁷² İsmet İnönü Kız Meslek Lisesi

⁷³ Pazar.

⁷⁴ Erkek Lisesi

⁷⁵ Yeni Oteli

⁷⁶ Tepebağ Anadolu İmam Hatip Lisesi

CHAPTER 3

SEARCHING BACK HERMANN JANSEN’S PLAN

3.1 Analyzing the Change in the Area

In this chapter, traces of Hermann Jansen’s Plan are looked for and compared with today’s urban components in the study area. In order to do that, both Hermann Jansen’s Plan and current status drawings were digitalized in GIS platform. After that, in order to understand the change in time, a similar process was carried out with the aerial photos.

In addition to that, since the situation before Jansen Plan is known with the aid of the 1910 Cemalpaşa Plan and 1918 French Map, Jansen’s Plan is compared with these plans in order to reveal which components he newly proposed and which of the existing ones he decided to maintain.

To make the analyses more comprehensible, built-up areas, green areas, streets and buildings are compared separately.

To start with, today’s urban tissue is given in the Map 1 and Map 2 in the following pages. Map 1 shows the street network with building blocks and Map 2 shows buildings and green areas.

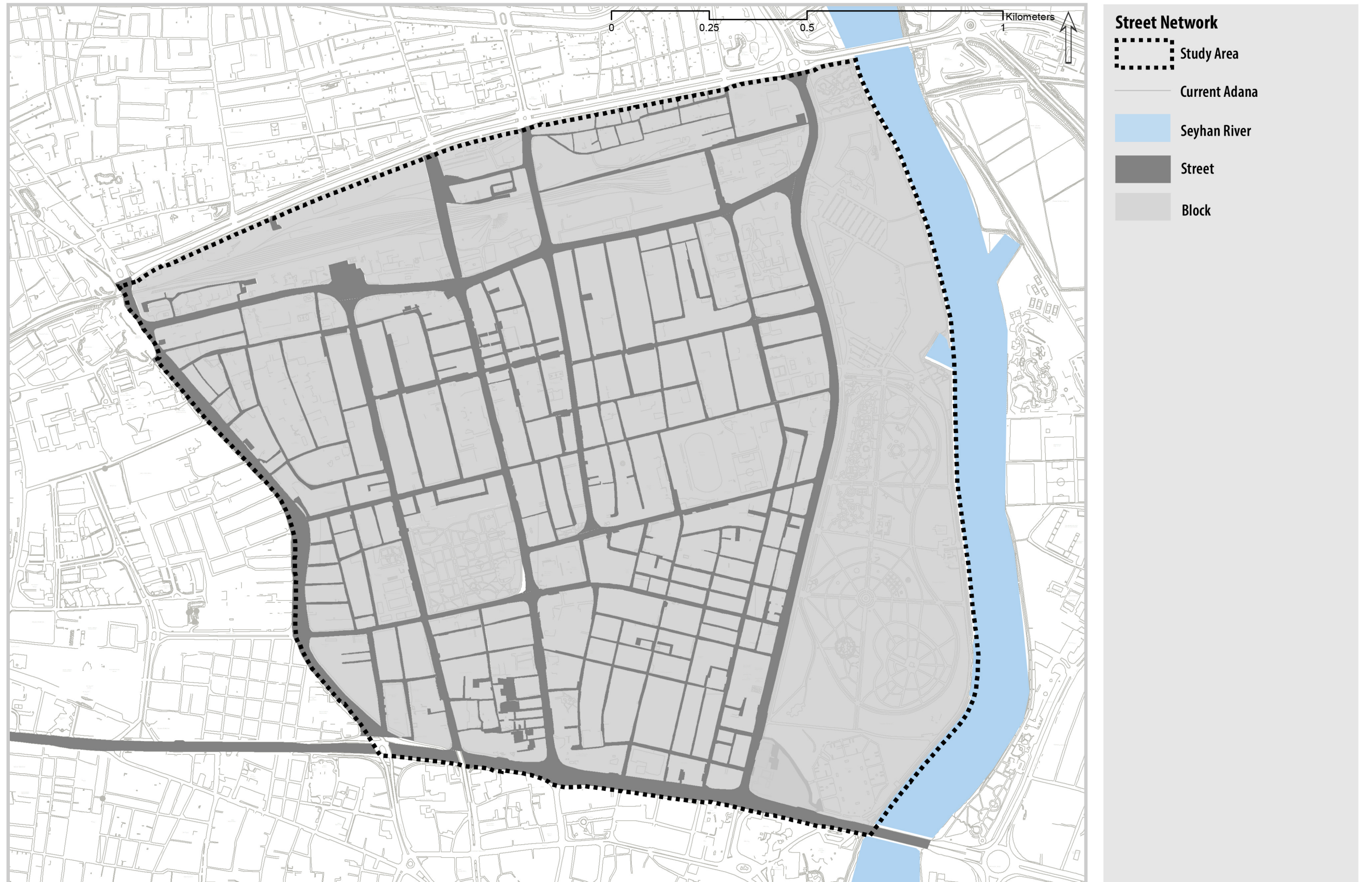
As it can be seen in Map 1, the study area is located nearby the Seyhan River. The area is divided into blocks longitudinally by main boulevards in and both longitudinally and latitudinally by streets. Ziyapaşa, Atatürk and Gazipaşa

Boulevards and Vali Yolu Street are very important for providing access between the north and south of the study area as well as its east and west.

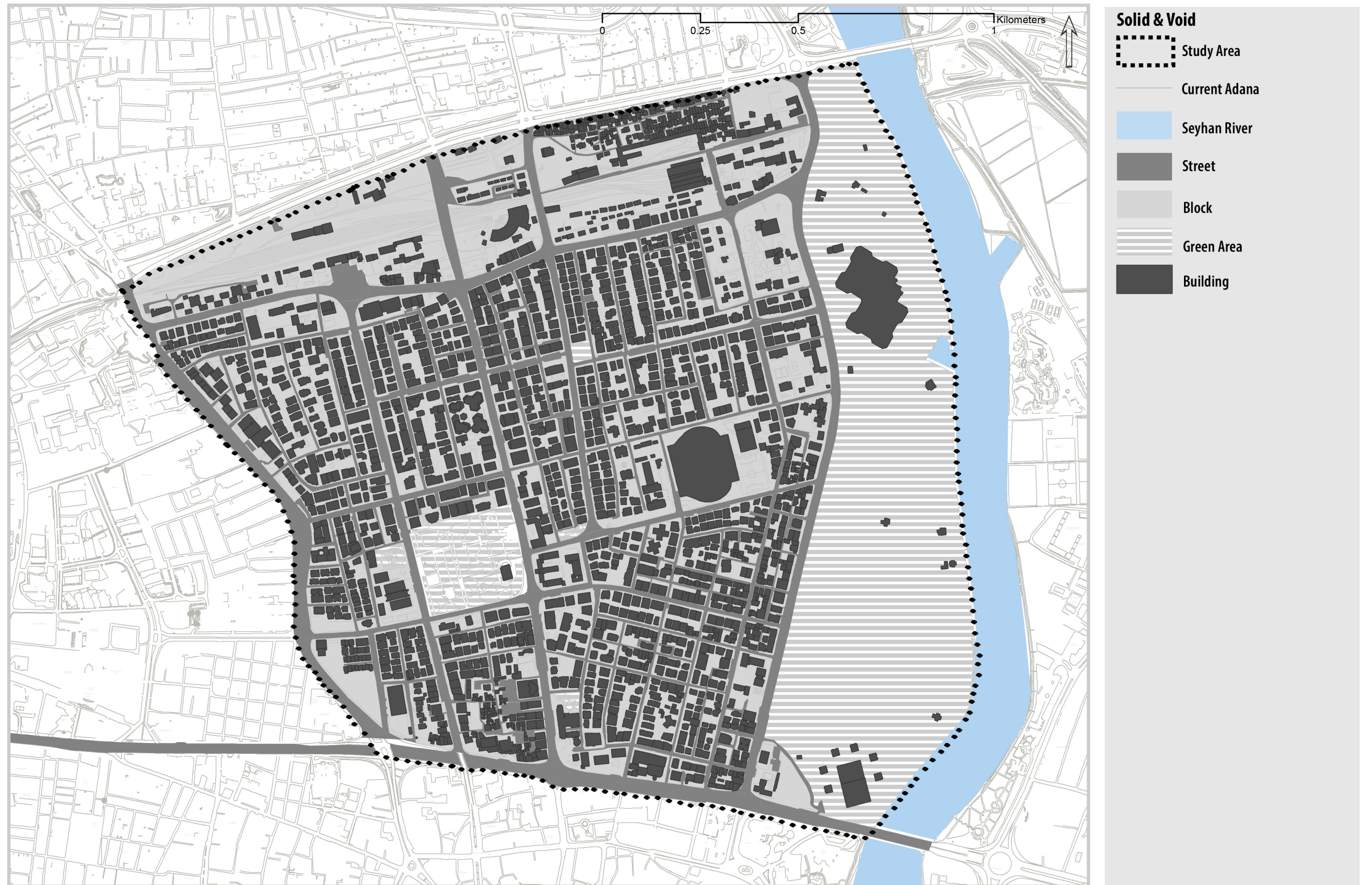
The larger blocks either serve as facility areas such as; Train Station, its maintenance areas and lodgements, Stadium area, Regional Directorate of State Hydraulic Works and Lodgements or used as parks such as; Atatürk Park and Merkez Park. Other blocks except for the ones that are located in the northeast and southwest side of the study area are in a straight order and shape. These two areas (northeast and southwest side) are formed in an irregular way compared to the rest of the area.

Map 2 shows the buildings in the area and except for the blocks that are mentioned above, placement of the buildings in the blocks are mostly dense. The buildings in these two irregular areas' are also located in an irregular way and adjacent to each other. This adjacent order in buildings can also be seen in the boulevard blocks and some other blocks in the study area.

There are a few buildings in Atatürk and Merkez Park areas. These are 75th Year Gallery (previously Adana Municipality Hotel) and Galleria Shopping Mall (at the north of the park), Sabancı Mosque (at the south of the park) and a few buildings serving to labour unions and societies.



Map 1: Map of street network made by author



Map 2: Map of solid & void status made by author

To describe the current urban tissue in better terms, number of floors is examined in the Map 3. Since it is known that Jansen proposed three-storey houses for bigger cities⁷⁷, it was taken as a separation point.

After that, from buildings with 4 to 20-storey are grouped by their quantity in the area. As seen in Map 3 it is a dense area in terms of number of floors.⁷⁸ Range distinction for floors was made according to the existence and quantity of the buildings for a certain floor number in the area and then grouped according to the closest value. They are divided into six groups besides unknown ones; 1-3, 4-5, 6-9, 10-12, 13-17 and 18-20. 1-3 floor range covers the train station area, the irregular area behind the train station, singular houses in the study area and a few public buildings. 4-5 floor range covers apartments from the early period in the area. The buildings which are on the Ziyapaşa and Atatürk Boulevards vary between the ranges of 6-9 and 10-12 floors. The buildings in Gazipaşa Boulevard and Vali Yolu Street are mostly in the range of 6-9 floors. It is visible that Reşatbey Quarter is the least dense spot in terms of building height. 13-17 and 18-20 floor ranges cover the recently made apartments and business centers and when compared to the rest of the area, they are the most rare in terms of quantity.

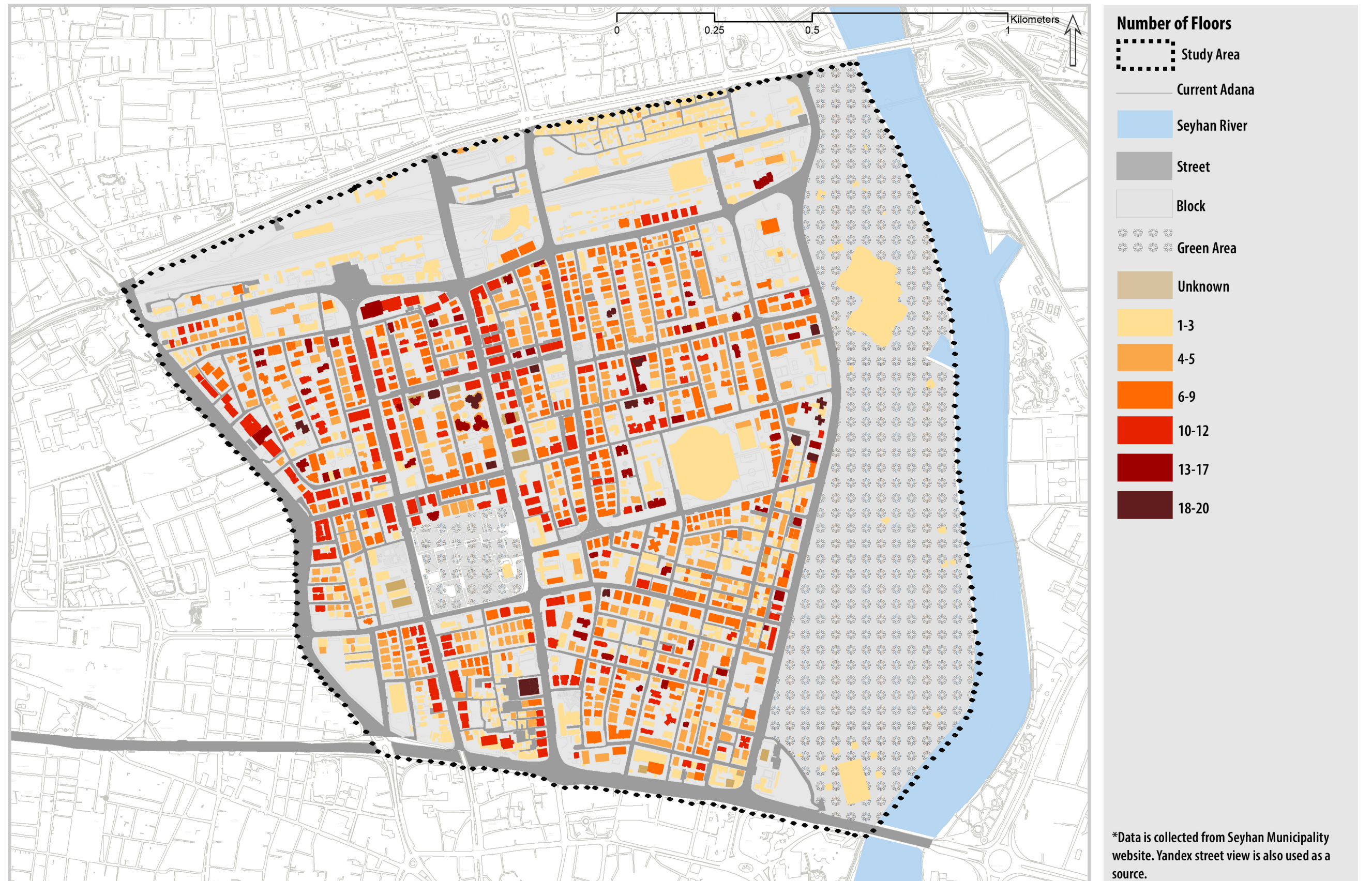
In Map 4, known architects and exact construction dates are paired with the relevant buildings.⁷⁹ There are many other buildings which that their construction dates are known but their architects are unknown. The construction period for all the buildings in the area are indicated in another map in the following pages.

As it can be seen in the map, there are two existing buildings the architects of which are recognized nationally: The People's House that was designed by 4-Seyfi Arkan-1940 and Talip Aksoy House by 6-Ertuğrul Arf-1952-57. Both of the buildings are in use and registered as cultural assets. 29-Kaya Yeneni-1991 is Galleria Shopping Center and 31-Necip Dinç-1998 is Sabancı Mosque which have taken place in Merkez Park area.

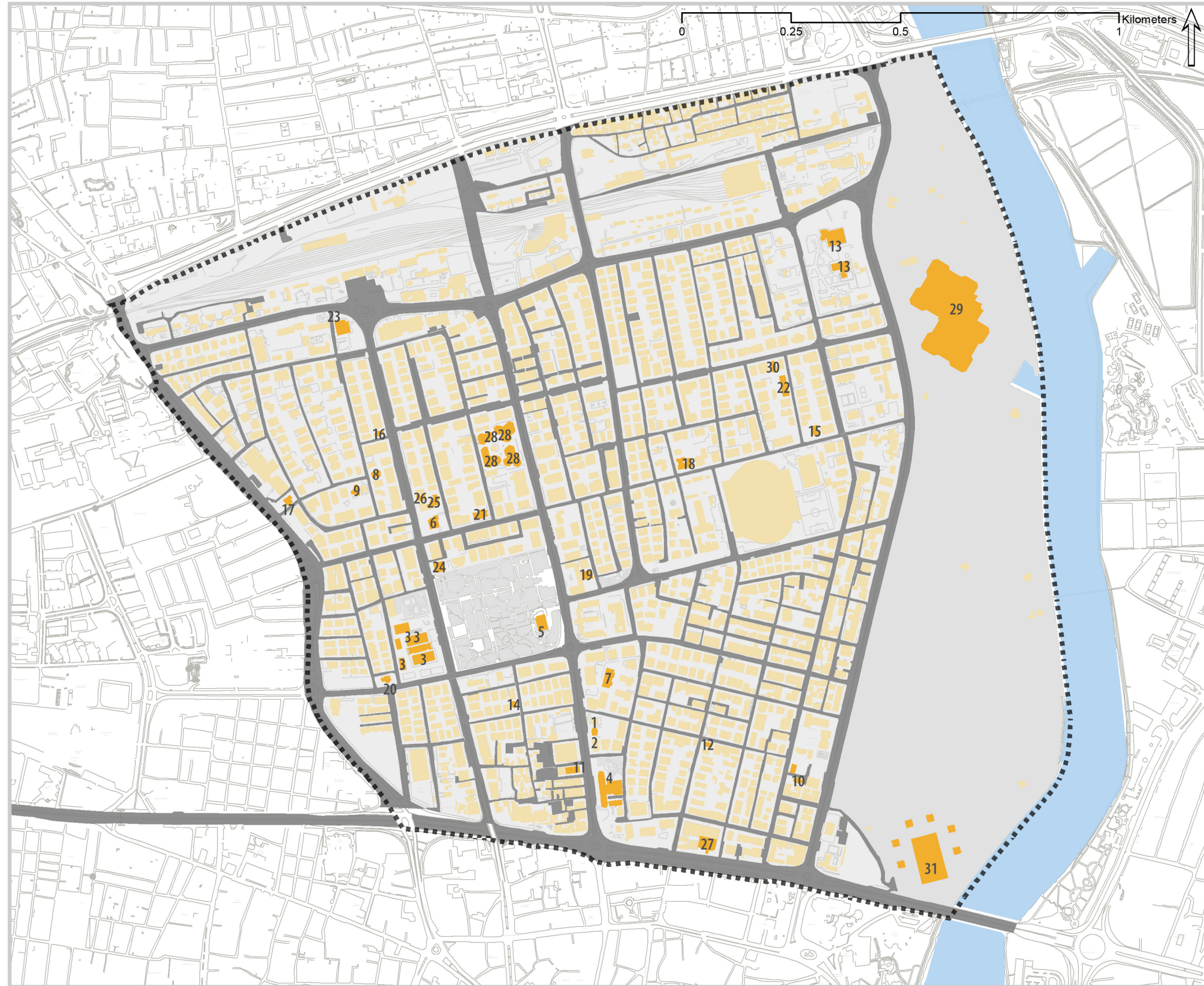
⁷⁷ (Akcan, 2009:84)

⁷⁸ Relevant data comes from the site surveys and <http://keos.seyhan.bel.tr/HARITA/> website.

⁷⁹ (Adana Mimarlık Rehberi 1900-2005, 2006)



Map 3: Map indicating the number of floors made by author



Architects in the Study Area

- Study Area
- Current Adana
- Street
- Block
- Green Area
- Seyhan River
- Unknown
- 1-2 Semih Rüstem-1930-1931
- 3 Ali Ayhan Erdoğan-1938/1962
- 4 Seyfi Arkan-1940
- 5 Muhittin Güreli-1944-45
- 6 Ertuğrul Arf-1952-57
- 7 Orhan Akverdi-1953
- 8 Melahat Öngen-1958
- 9 Ertuğrul Arf-1960s
- 10 Orhan Akverdi-1960
- 11 Zeki Yüzüak-1961
- 12 Demirtaş Ceyhun-1962
- 13 İlhami Nural-1963
- 14 Mustafa Kayalıoğlu-1963
- 15 Zeki Yüzüak-1963-65
- 16 Nevzat Kurtuluş-1968
- 17 Coşkun Erdal-1968
- 18 Zeki Yüzüak-1968
- 19 Özer Karagenç-1971
- 20 Fethi Dağlık-Metin Eren-1974
- 21 Kadri Erkman-1976-77
- 22 Nezahat-İlhan Arıkoğlu-1976
- 23 Özdere Mühendislik-Mimarlık-1977
- 24 İlhan Arıkoğlu-1980
- 25-26 Serpil-Bülent Çerçi-1986
- 27 Cengiz Eruzun-1990
- 28 Erol Kulaksızoğlu-1990
- 29 Kaya Yenen-1991
- 30 Ali Özler-1997
- 31 Necip Dinç-1998

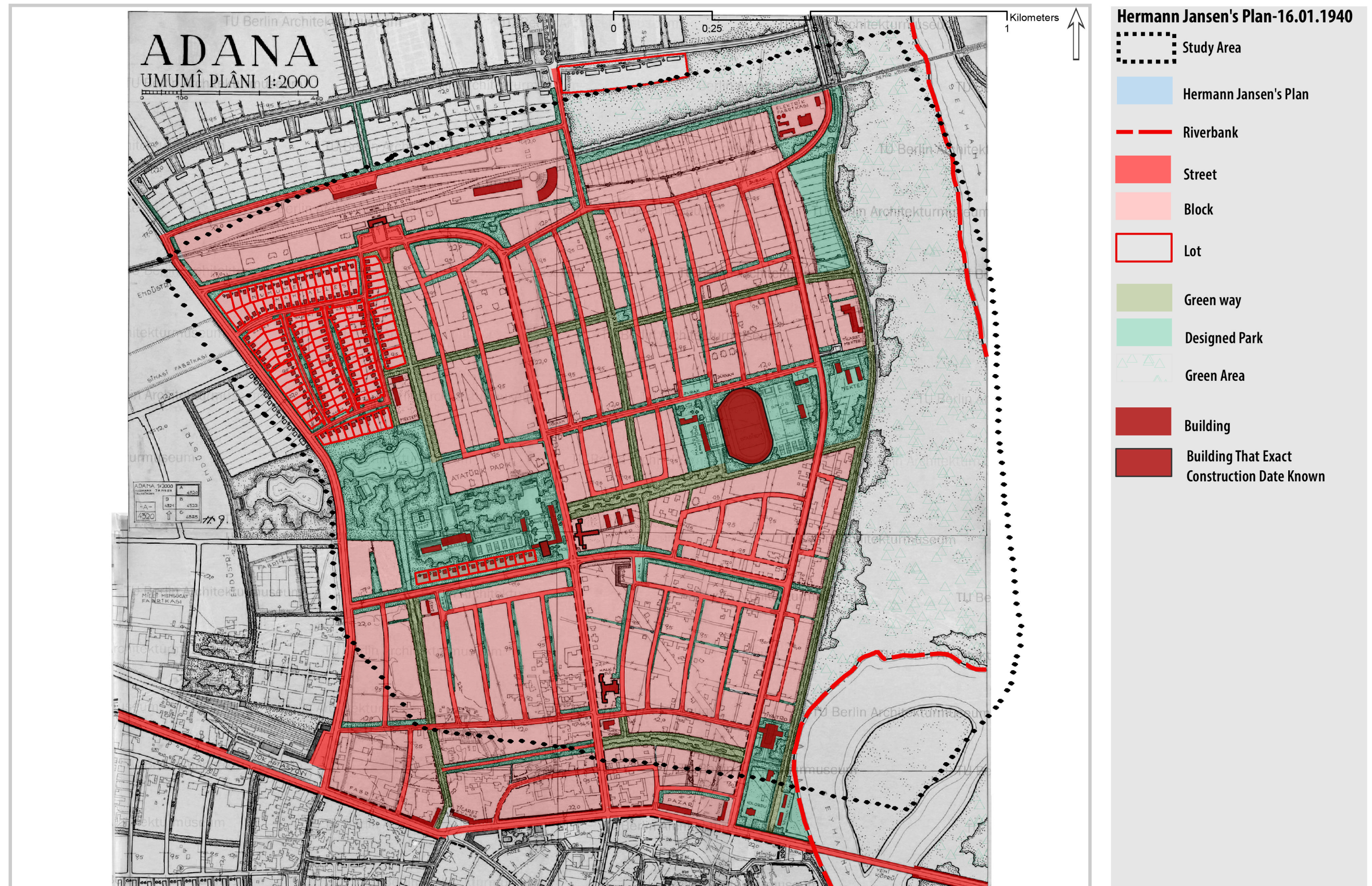
Map 4: Map indicating architects and construction years made by author

The digital version of Hermann Jansen's Plan presented in Map 5. As a base plan, his 1:2000 scale drawing dated to 16.01.1940 and covering the study area is taken. It is a piece of drawing divided into four parts showing his final proposals for the study area. The map shows streets, blocks and green areas. To avoid confusion about the green areas, they are grouped under some titles; designed park refers to what he proposed to be a green area with a certain purpose like Atatürk Park or the Stadium area. Meanwhile green area means what he explained in the plan as 'green area without zoning'⁸⁰ which was left empty especially due to the floods of the river.

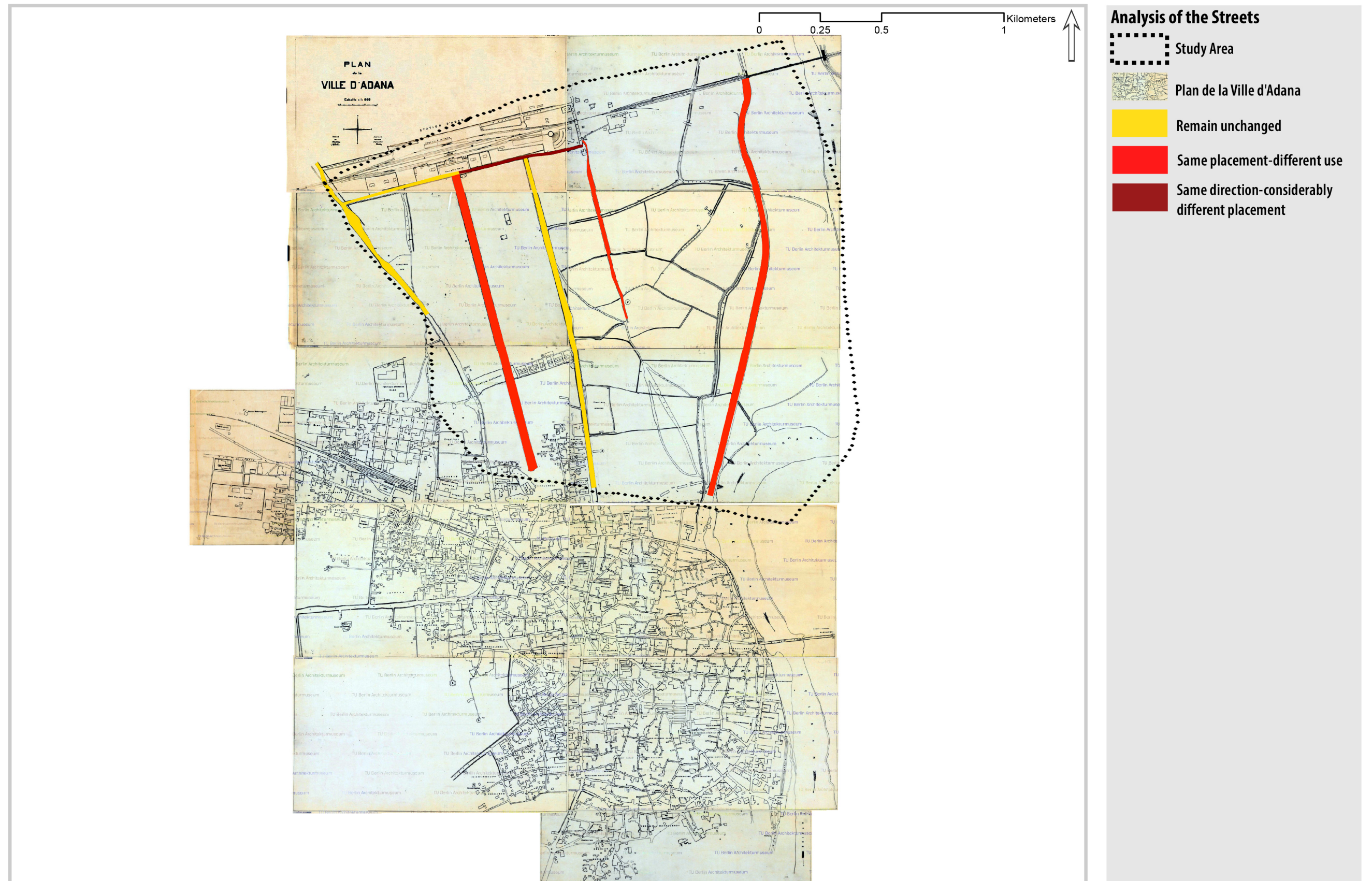
The map also shows the buildings and the allotment in the Numune Mahallesi (Yüzevler- Kurtuluş Quarter today). Buildings that were implemented according to his plan are marked if the construction date is known. As it was mentioned before, visible buildings are the Train Station, Stadium, People's House, Municipality Hotel, and the School.

In the previous chapter, Cemalpaşa Plan dated to 1910 was shown and it was stated that only Ziyapaşa Boulevard was implemented according to the written sources. But regarding Map 6 showing the French Map dated to 1918, it can be seen that other streets also took shape and were sustained in Hermann Jansen's Plan. When compared to the French Map, it can be said that Hermann Jansen proposed preservation of the Atatürk Boulevard and its use as a road. He also kept Ziyapaşa Boulevard, Gazipaşa Boulevard and Fuzuli Street but proposed new functions of greenways. There is also a small part of Atatürk Boulevard in front of the Train Station, which was also kept but its placement was different from the French Map.

⁸⁰ Yeşillik ve imarsız sahası.



Map 5: Map Hermann Jansen's Plan 16.01.1940 made by author



Map 6: Map for analyses of the streets according to comparison between Plan de la Ville d'Adana and Hermann Jansen's Plan made by author

3.1.1 Comparing Aerial Photos to Understand the Change

Map 7 shows the situation in the beginning of the 1940s. This aerial photo is important as it demonstrates that the implementations started quickly and some had already been applied.

The Train Station, People's House, Semih Rüstem House, Sait Bey House and although its superstructure wasn't finished, the Stadium area as well as Atatürk Park are the landmarks of this period.

In addition to that, another component in the aerial photos is the radial roads (Partially Implemented Street) and it shows the efforts for implementation of the 1910 dated Cemalpaşa Plan but they were left half finished and finally disappeared in the 1950s. It can be seen only Atatürk Boulevard, Vali Yolu Street and some streets in Reşatbey Quarter were implemented.

As it can be seen in the aerial photos, there were few buildings and none of the blocks were filled completely with houses/buildings. The development has just begun in this period. Kurtuluş Quarter was almost empty except for a few houses on the Ziyapaşa Boulevard. There were slightly more houses in Cemalpaşa Quarter some of which were on the Vali Yolu Street. Reşatbey Quarter is the most populated area during the period before arrival of Jansen. Çınarlı Quarter also had a few buildings but these were also belonged to the period before Hermann Jansen. Today's Merkez Park area was empty as well as a few trees in the middle.

In contrast to the aerial photo of 1940, there is a big difference in Reşatbey Quarter in terms of the built environment and number of buildings in the 1950s. Another important development took place in Yüzevler Area (Numune Mahallesi in the plan, today's Kurtuluş Quarter) during this period. It can be seen in the aerial photos that the implementations following Hermann Jansen's provisions started. The Swimming Pool behind Atatürk Park is more legible in comparison to Map 7. It can be seen Atatürk Park area was not as big as Hermann Jansen had suggested in terms of area. Many buildings were constructed in Cemalpaşa Quarter and Regional Directorate of State Hydraulic Works and Lodgements area (in the northeast) is also more visible.

As mentioned before, there are no tracks of radial streets anymore. It can be seen in the aerial photos that the buildings have started to appear, roads and streets were also formed clearly in the area. The area in west side of the river became more green which in later periods filled with many trees.



Map 7: Map showing the situation in the 1940s made by author



Map 8: Map showing the situation in the 1950s made by author

Map 9 shows the situation in the beginning of the 1960s. In addition to Reşatbey Quarter, Kurtuluş and Cemalpaşa Quarters improved and built-up areas became more legible. Municipality Hotel (*Konser Holü ve Şehir Otel*i in the plan) is visible in Atatürk Park. It is also important to notice that even though the development was still in progress and the density was growing, there were a lot of gardens/green areas around the housing units/buildings.

Pattern of the trees (which were orange yards) are more visible in this period in the green area on the west side of the river. The irregular area at the northeast of the study area developed in this period instead of what Hermann Jansen suggested as green area. It also can be said that street organization proceeded according to Hermann Jansen's drawings in a great deal.

Map 10 shows the difference of rapid urbanization with almost full built-up areas. Even though the development almost reached to its limits, gardens/green areas continue to exist throughout the 1960s. It seems there was only one block was left empty, the one in front of the Train Station.

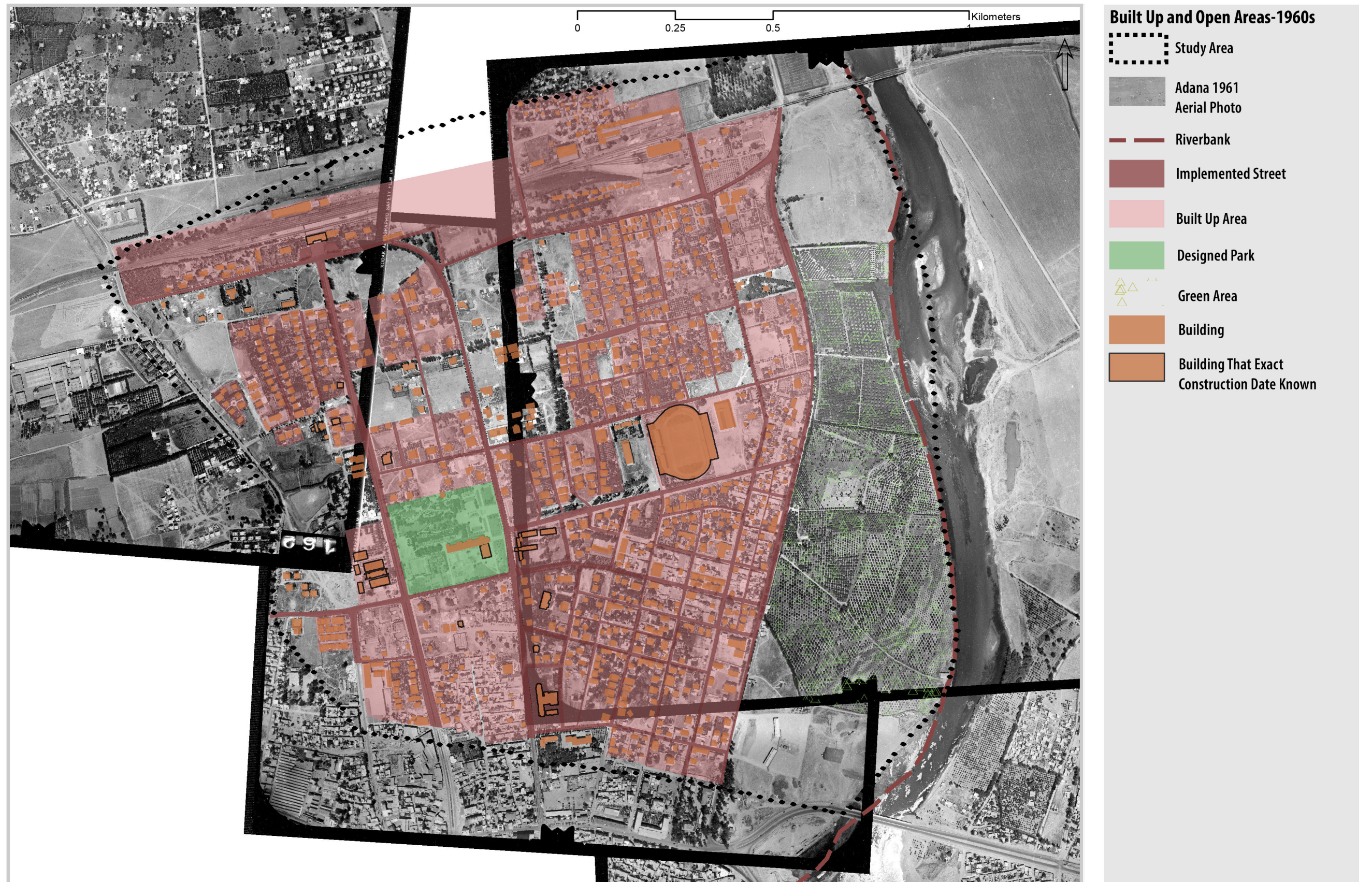
Another important aspect of this period was the development in the green area in the west side of the river which was against the development plan and also unsuitable due the river's flooding. The southern part of this area was occupied by bus station while its northern side was full of squatter houses.

This period is also notable due to the opening of the E-5 Highway in 1975. This road was proposed first in Hermann Jansen's Plan. Its location was changed for few times in the later revisions and in the end it was proposed to be located in the south of the implementation area. It was important to connect both sides of the river with Ceyhan in the east and Tarsus in the west.

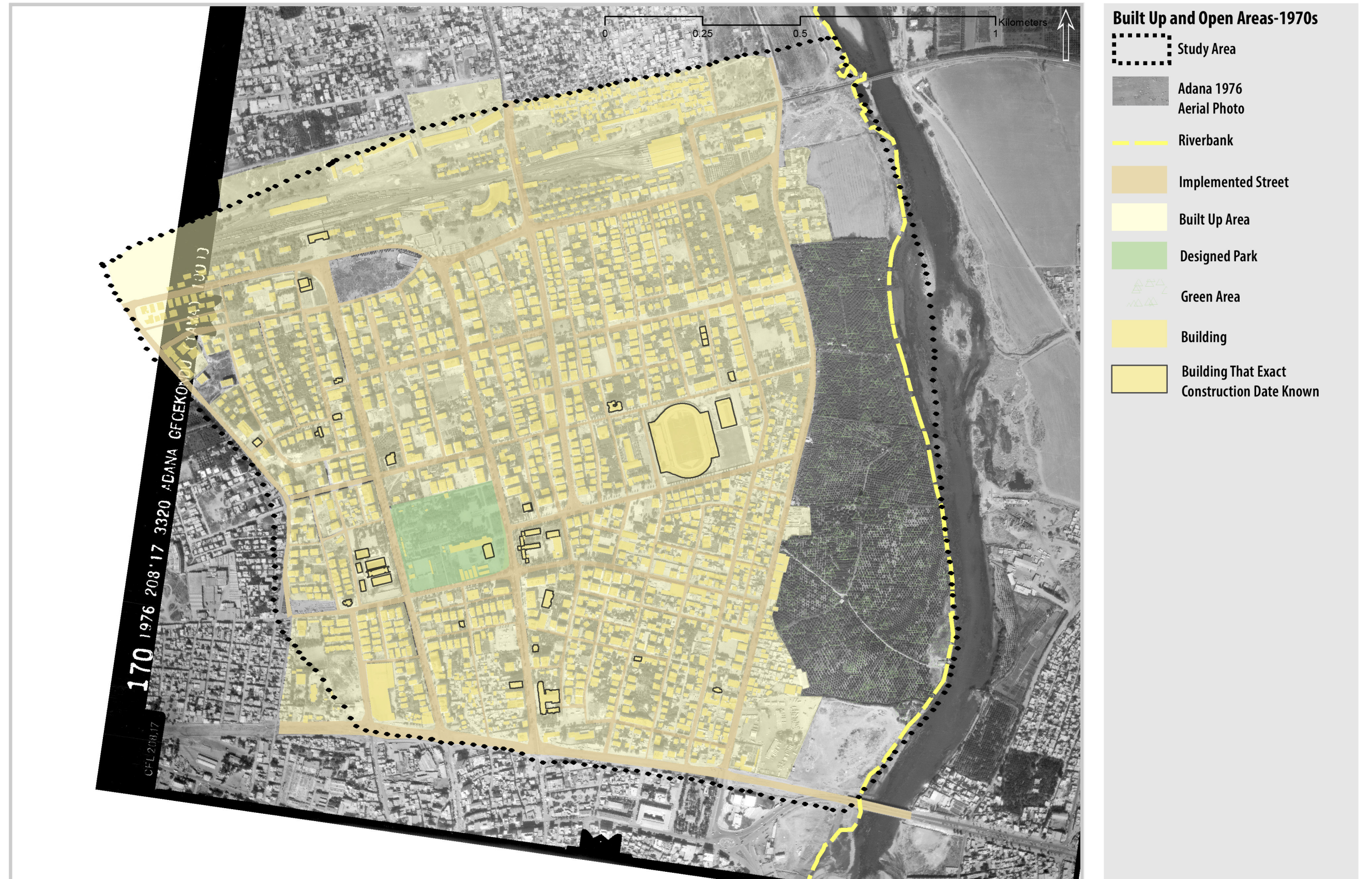
Lastly, open-air cinemas can also be seen nearby the train station and Atatürk Boulevard but they disappeared after this period.

Map 11 shows the situation in the 1980s and 1990s together since there was not any major difference during these decades. In the map, the built-up areas were full at last and gardens/green areas' existence was still visible. Road/street organizations, opening and use were set which continued until today. It is known from written sources and the old photos that there is not a big difference in the number of the buildings but newer and higher ones started to be constructed in the places of two and three-storey single family houses.

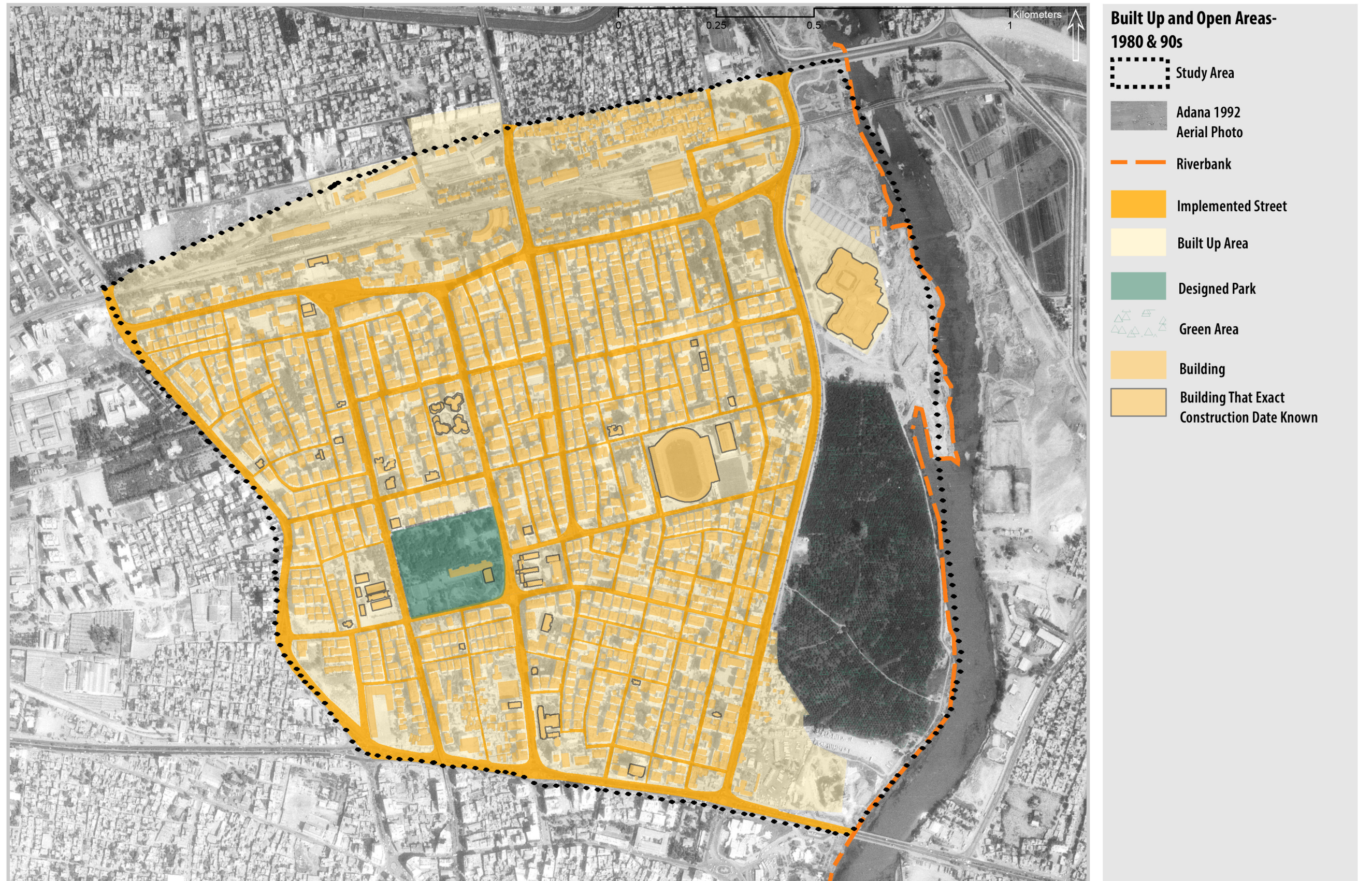
In this period, Galleria Shopping Mall was constructed while the construction of Sabancı Mosque's was started in the south of the today's Merkez Park area. In the southern part of the map, bus station and squatter houses are still visible.



Map 9: Map showing the situation in the 1960s made by author



Map 10: Map showing the situation in the 1970s made by author



Map 11: Map showing the situation in the 1980s and 90s made by author

After these digitalized aerial photos, all periods were overlapped with Hermann Jansen's Plan to see the development through the time.

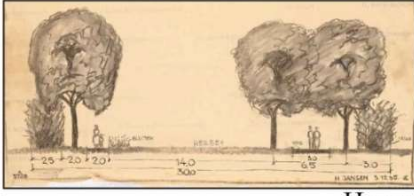
In the following maps, final analyses on built up areas, green areas, streets and buildings are indicated separately.

3.1.2 Comparing Photos to Understand the Change

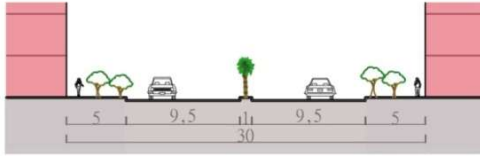
Before the photos, a section drawing showing the change in Ziyapaşa Boulevard is studied (Figure 59). Ziyapaşa Boulevard was chosen for this comparison due to being the only street that Hermann Jansen also prepared a section drawing. His original drawing, situation after the implementation of the plan and current condition are compared.

As it can be seen in the drawing, Hermann Jansen proposed Ziyapaşa Boulevard to be a greenway with pedestrian way together with flowers, shrubbery and lawn. Between 1940 and 1960 two and three-storey houses were constructed on this boulevard and trees were planted alongside the wide pedestrian ways.

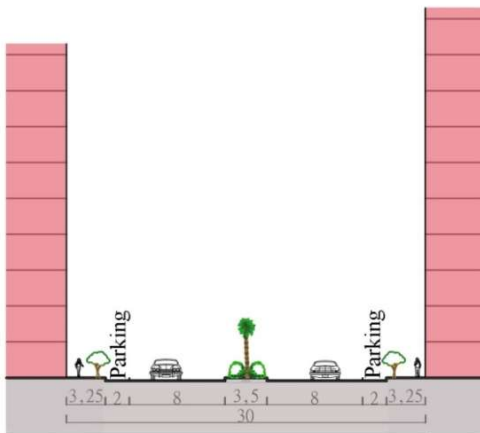
But today, this situation has changed and the area has become occupied with nine, ten-storey buildings, the boulevard and pedestrian ways have become narrow than before as a result of expanding the width of the boulevard to make room for parking spaces.



Hermann Jansen's section-1935



Section 1940-1960



Section 2017

Figure 59: Change in the section of Ziyapaşa Boulevard (Source: author)

After that, in order to show the current condition of the boulevards photos were taken from the both sides of the streets continuously during the site surveys and they were put together in Adobe Photoshop software. The streets that are documented in this method are Atatürk Boulevard, Ziyapaşa Boulevard, Gazipaşa Boulevard and Vali Yolu Street. The components of the streets that were constructed according to Hermann Jansen's Plan are highlighted with red colour. (Figure 60, Figure 61, Figure 62, Figure 63)

Figure 60 shows the two sides of Atatürk Boulevard. As it can be seen, buildings are generally 10-12-storey high today. There are a few components in the boulevard

which have survived to this day which can be seen in silhouette 1; a house from the 1930s, the School, Sait Bey House, Rüstem Bey House and the People's House. On the other side of the boulevard which can be seen in silhouette 2; only Atatürk Park have reached to present day. It can be said that street's appearance has got changed a lot through the time mostly because of the buildings. Nevertheless, trees that have been on the refuge island and on the side walks are also important components of the boulevard that reached today.

After that, Ziyapaşa Boulevard is examined in Figure 61. The buildings on the Ziyapaşa Boulevard are lower than the ones in the Atatürk Boulevard. The important components that have reached today are Talip Aksoy House and Atatürk Park which can be seen in Silhouette 2. The green elements in the street pattern have also survived except for some changes in its section. (Figure 59)

Considering the Gazipaşa Boulevard, it can be seen that there are not existing components of the plan. This might because Gazipaşa Boulevard's came fourth in terms of popularity and development after Atatürk Boulevard, Ziyapaşa Boulevard and Vali Yolu Street. That is why, by the time Gazipaşa Boulevard became important as an axis, construction of high-storey buildings have already been allowed and therefore it would be unlikely to have two-three storey houses built in the area. But today, Gazipaşa Boulevard is also an important street in transportation network and has the similar green elements in its section.

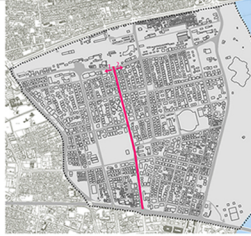


Atatürk Boulevard Silhouette 1



Atatürk Boulevard Silhouette 2

Figure 60: Today's Atatürk Boulevard (Source:author)

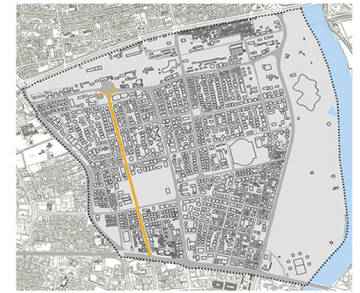


Ziyapaşa Boulevard Silhouette 1



Ziyapaşa Boulevard Silhouette 2

Figure 61: Today's Ziyapaşa Boulevard (Source:author)



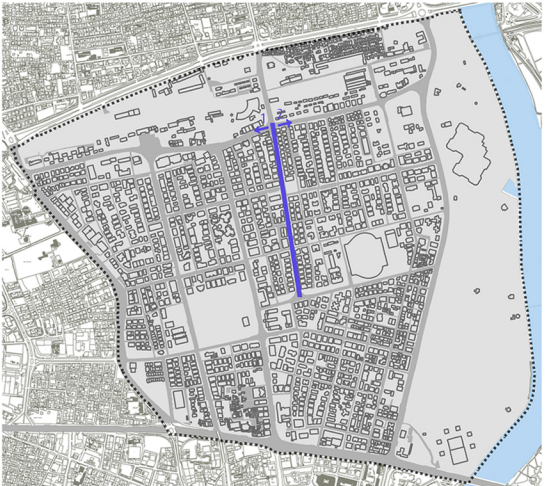


Gazipaşa Boulevard Silhouette 1



Gazipaşa Boulevard Silhouette 2

Figure 62: Today's Gazipaşa Boulevard (Source:author)

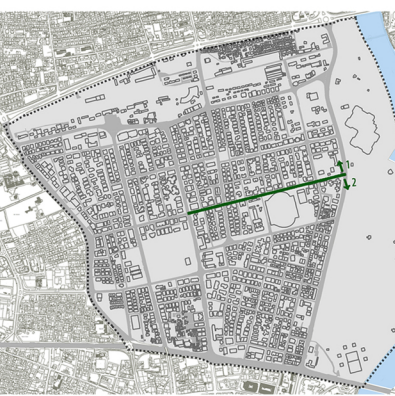


Vali Yolu Street Silhouette 1



Vali Yolu Street Silhouette 2

Figure 63: Today's Vali Yolu Street (Source:author)



Vali Yolu Street is examined in Figure 63 and it can be seen that only the Stadium, the house from the 1930s (silhouette 1) and Paksoy House (silhouette 2) are the surviving components. It also can be seen that even though it is a street not a boulevard, it has kept its green elements as well as the other roads.

The change that these boulevards/streets have been undergone would be seen more evidently with the old photos in the following chapter. These photos are presented in a chronological order.

3.1.2.1 Boulevard/ Street

Ziyapaşa Boulevard

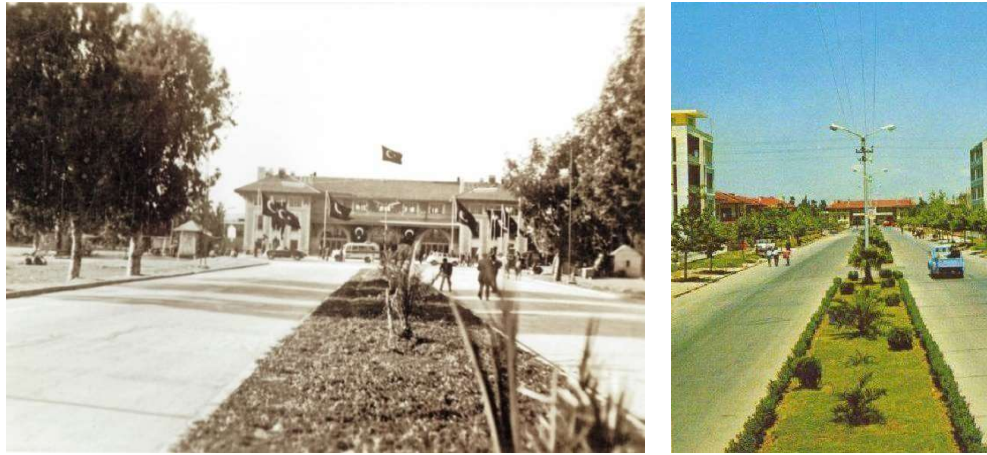


Figure 64 and Figure 65: Ziyapaşa Boulevard towards the Train Station, 1956(left) (Source: Adana With Old Photos (1833-1960)) and Ziyapaşa Boulevard towards the Train Station(right) (Source: Can Durmuşoğlu)

When Figure 64-65 and 66, which show the part of Ziyapaşa Boulevard towards the Train Station, are examined, it can be seen that the green refuge and trees on the both sides of the boulevard continue their existence. It is known from the old photos (Figure 66) and aerial photos that there were also trees in the station square but they are not present today.



Figure 66: Ziyapaşa Boulevard towards the Train Station (Source: Adana'nın Eski Fotoğrafları Facebook Group)

There was not any car park in the past which probably due to the rarity of the motorized vehicles at the time. Besides, houses had their own parking spaces within their own parcel. Lack of parking area became a problem after these houses were replaced with high storey apartments.



Figure 67: Ziyapaşa Boulevard 1980s (Source: Adana'nın Eski Fotoğrafları Facebook Group)

Figure 67 shows the other side of Ziyapaşa Boulevard which was still green by the time 1980s and as it is noticable in the photo, in addition to the apartments which have already started to be constructed, there were still a few houses on the boulevard.



Figure 68: Ziyapaşa Boulevard towards the Train Station, 1993 (Source: Adana With Old Photos (1833-1960))

Even though it was not implemented and used as a green corridor like Hermann Jansen suggested, the boulevard had a green look around 1990s with high storey apartments which unfortunately already took hold in the boulevard.

Atatürk Boulevard



Figure 69: Today's Atatürk Boulevard, 1930s (Source: Adana With Old Photos (1833-1960))



Figure 70: Today's Atatürk Boulevard, 1930s (Source: Adana With Old Photos (1833-1960))

Atatürk Boulevard which was named as 'Yeni İstasyon Caddesi' (Figure 69), 'İstasyon Asfalt Caddesi' (Figure 72) and 'Asfalt Cadde' (Figure 75) in the past, has always been an important element of the city. Photos of the boulevard's were taken by the photographers and photographic studios in Adana such as; Gaston Mizrahi (Figure 69), Foto Rekor (Figure 74) and Foto Venüs (Figure 75) and some of these photos were used in the postcards of the city which can be seen in Figure 78-79-80-81.

It can be seen even in the early photos (Figure 60 and 70) that the boulevard was already in use as it was mentioned with Map 6 and there were the first modern houses on it.



Figure 71: Today's Atatürk Boulevard (Source: Adana With Old Photos (1833-1960))

Figure 71 shows the two most important housing examples on the boulevard which still exist today; Semih Rüstem House in the front and the second one on its right, Sait Bey House. These houses are just the two examples of few registered modern buildings in the study area and Adana, although Sait Bey House has been reconstructed recently.⁸¹



Figure 72: Today's Atatürk Boulevard (Source: Adana'nın Eski Fotoğrafları Facebook Group)



Figure 73: Atatürk Boulevard, the area on the left before the house is today's Atatürk Park, before 1937 (Source: Adana With Old Photos (1833-1960))

⁸¹ Sait Bey House's case will be mentioned in the following pages in the chapter.



Figure 74: Today's Atatürk Boulevard, 1938 (Source: Adana With Old Photos (1833-1960))

Figure 73 shows the Atatürk Park area which was opened in 1937 and still exists today. It is also another component which implemented in accordance with Hermann Jansen's Plan. Even though the boulevard was opened and in use already in the early 1930s, it was formed with side walks on its two sides and it was paved with asphalt in the end of the 1930s.



Figure 75: Atatürk Boulevard and Park (Source: Adana'nın Eski Fotoğrafları Facebook Group)



Figure 76 and Figure 77: Atatürk Boulevard (Source: 1930'dan Günümüze Adana Fotoğrafları 2, 2006:88)

Atatürk Boulevard has been the space for corteges and celebrations on occasions such as Republic Day possibly because of its location in the city center, as a wide boulevard allowing assembling of the crowds and its popularity in use.

As it is indicated in the photos, the boulevard served as a single wide road in the past but today it is divided with the refuge island in the middle into two separate roads working in opposite directions.



Figure 78: Atatürk Boulevard, house at the right Semih Rüstem House and Sait Bey House (Source: Adana'nın Eski Fotoğrafları Facebook Group)

Figure 78 shows a remarkable period of the boulevard. Semih Rüstem House and Sait Bey House are on the right; although there are multi-storey apartments, other houses are also visible in the back. It is important that even though development movements were still going on and apartments were started to be built in the area,

there are many green areas, trees that were as high as houses and apartments in the area. Unfortunately, this green image lost substantially, especially in the neighbourhoods on the right.



Figure 79: Atatürk Boulevard (Source: Ali-Silvia Özler Archive, scanned from postcard)

Figure 79 shows Atatürk Park section of the boulevard which was also green at the time. Buildings on the left were Municipality Hotel which was constructed in 1939 also according to Hermann Jansen's Plan, but after several use changes and interventions, the rectangular block on the back was demolished and today the block on the front is used as 75th Year Gallery. The second building on the right was possibly Bossa Apartment which was constructed around 1940s and was demolished around the 1990s.



Figure 80: Atatürk Boulevard, the first apartment on the right, Sapmaz Apartment (demolished in 2016), house behind the apartment on the right Fikret Gökçeli House (demolished around 2000s), green area on the left is today's Gülbahçesi Blocks' location (Source: Can Durmuşoğlu)

Figure 80 is also an important photograph as it shows the architectural components and green areas that have not reached today. It was taken possibly around the 1980s, before multi-storey blocks were constructed on the Gülbahçesi area on the left. In addition to several multi-storey apartments, there were also individual houses and early apartments in the area. Unfortunately, none of them exists today.

It is also visible that boulevard was divided with refuge in that period.



Figure 81: Atatürk Boulevard is on the right (Source: Ali-Silvia Özler Archive, scanned from postcard)

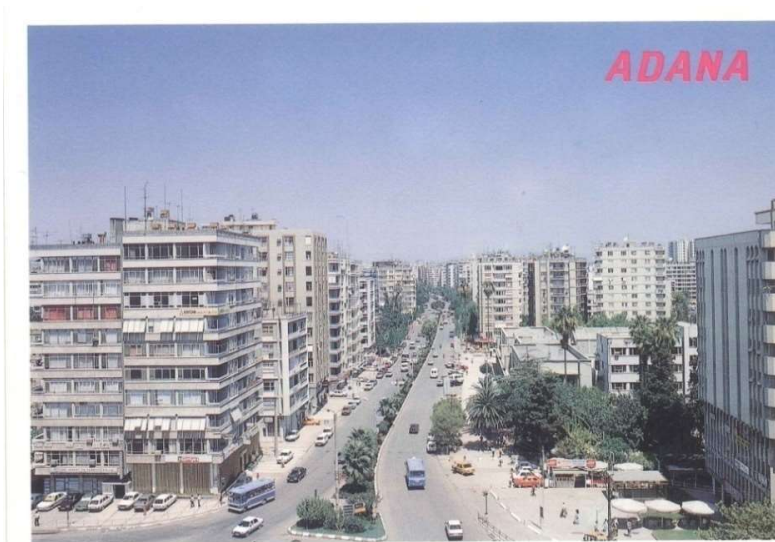


Figure 82: Towards Atatürk Boulevard. The People's House is on the right (Source: Ali-Silvia Özler Archive, scanned from postcard)

Figure 82 shows the intersection where Atatürk Boulevard and E-5 Highway meets during the period when there was not any individual houses or early apartments left. This is very similar with the current situation of the area.

Gazipaşa Boulevard



Figure 83: Towards Gazipaşa Boulevard, the house in the middle row on the left(white one) was Türker House, the architect was Şevki Vanlı (Source: Ali-Silvia Özler Archive, scanned from postcard)

The photo of Gazipaşa Boulevard, which is presented in Figure 83, is possibly from around the 1970s when there were individual houses, early apartments and multi-storeyed blocks together in the area.

The house on the left in the middle row was Türker House. It was one of the most exquisite examples of modern architecture in Adana and it was demolished around the 1980s. Unfortunately, this look of the boulevard and the neighbourhood has also been disappeared and replaced with 6 to 10-storey buildings until today.

E-5 Highway (Turhan Cemal Beriker Boulevard)



Figure 84: E-5 highway, 1970s (Source: Adana With Old Photos (1833-1960))

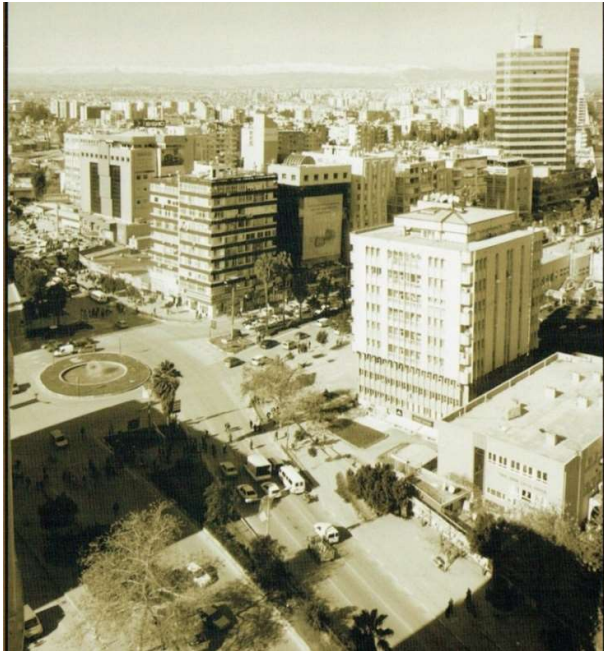


Figure 85: E-5 highway (Turhan Cemal Beriker Boulevard today), the road on left is Atatürk Boulevard, 2010 (Source: Adana With Old Photos (1833-1960))

Having been implemented according to Hermann Jansen's Plan, E-5 Highway is one of the important main arterial roads of Adana. While its northern side has been the site for modern development, its southern side has been the border of the traditional old town. However, today both sides are filled with mostly multi-storey blocks.

3.1.2.2 Building

The Train Station

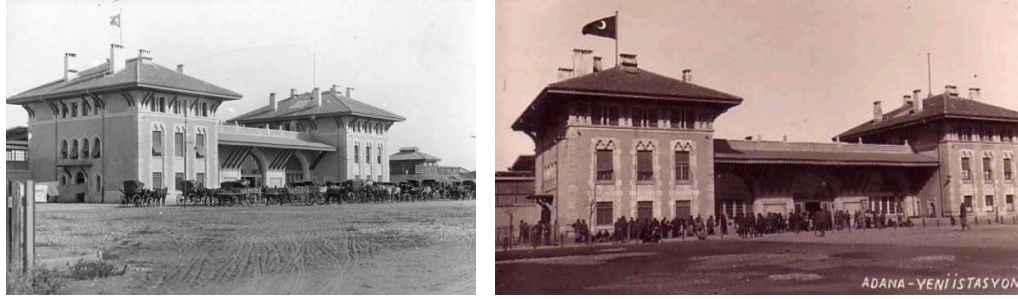


Figure 86 and Figure 87: The Train Station (Source: Adana'nın Eski Fotoğrafları Facebook Group)

The Train Station which was constructed in 1911, has always been a landmark for Adana and it was a determinant point in Hermann Jansen's Plan. The original condition of the building can be seen in its early photos, but it was altered later with the additional floor in the middle. In the old photos, horse carts which are similar to those that were drawn by Hermann Jansen, can be seen.

The square in front of the Train Station was constructed with the pool, yet with the details different from the ones Hermann Jansen drew. At the present time, there is no pool but only a roundabout on the square.



Figure 88: The Train Station, today's Uğur Mumcu Square (Source: Ali-Silvia Özler Archive, scanned from postcard)

The People's House



Figure 89 and Figure 90: The People's House on Atatürk Boulevard and the People's House, 1940s (Source: Adana with Old Photos (1833-1960))

The first People's House was opened in 1932 in Ankara in Turkish Association Headquarters⁸². Later on, new people's houses were constructed in all cities and some bigger counties. They aimed social integration and education of people in various topics such as literature, history, fine arts, theatre, sports, social aid etc and therefore they were important for reforms to reach the society.⁸³

Even though the environment and neighbourhood around the People's House have changed in time, it has remained intact. It was registered in 2002 and restored recently and has been used by Adana Metropolitan Municipality City Theatre Opera and State Symphony Orchestra.

It is an important component also for its architect Seyfi Arkan. It is one of the few examples of his works with its architectural features, its architectural quality and value and representing the style of its period.

⁸² Türk Ocağı Merkez Binası.

⁸³ (Aslanoğlu, 2001:53)

Stadium

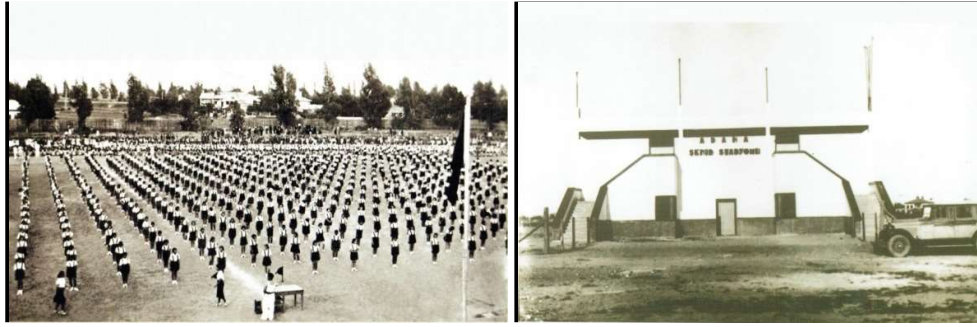


Figure 91 and Figure 92: Today's Stadium Area, on a May 19th Youth and Sports Day celebration and Adana City Stadium, 1933(Source: Adana With Old Photos (1833-1960))



Figure 93 and Figure 94: Adana City Stadium, on April 23rd, 1952 and Stadium and neighbourhood around it, 1963 (Source: Adana'nın Eski Fotoğrafları Facebook Group)

Photos of the Stadium show the three phases of its construction and its completed situation. It was also proposed in Hermann Jansen's Plans. In the beginning, it was started just as a field/ an open area and then, the tribunes were constructed. Even though being one of the first sports buildings in Turkey, it is not registered as a cultural heritage. But it has been a gathering and celebration point and left its mark in collective memory of those who live in Adana. Today, it also serves to the football matches which take place in Adana.

The Swimming Pool



Figure 95, Figure 96 and Figure 97: The Swimming Pool (Source: Adana'nın Eski Fotoğrafları Facebook Group)

Also known as Atatürk Swimming Pool, the swimming pool was constructed in 1938 after and then its facilities were added in the 1960s. It is still in use today and it is another component of the collective memory of Adana.

The Malaria Institute



Figure 98: One of the first institutes in Turkey (Source: Adana'nın Eski Fotoğrafları Facebook Group)

Constructed in 1928, it is the first building of the Malaria Institute. It still exists today and used as a healthcare facility.

3.1.2.3 Green Area

Atatürk Park



Figure 99 and Figure 100: Atatürk Park was opened by Atatürk himself, 1937 and Atatürk Park and Boulevard, 1940 (Source: Adana with Old Photos (1833-1960))



Figure 101 and Figure 102: Atatürk Park, in the end of 1940s (Source: Adana with Old Photos (1833-1960) and Adana'nın Eski Fotoğrafları Facebook Group)

Being implemented according to Hermann Jansen's Plan and opened in 1937 by Atatürk himself, Atatürk Park has been one of the most important public open places in Adana. It is the only planned green area in the city and it kept its boundaries throughout all these years. There have been changes in the buildings inside the park but Atatürk Statue also remained intact. It is not registered as a heritage but when its natural value as well as its historical value, commemorative value and documentation

value are considered, it is indisputably one of the most important places in Adana. Today, it serves as a public park with 75th Year Gallery in it and it should be protected against development activities, misuse and natural disasters.

3.1.2.4 Other Photos

The Quarters

Reşatbey Quarter



Figure 103 and Figure 104: Houses in Reşatbey Quarter, 1933(Source: Adana with Old Photos (1833-1960))

Being located in the study area, Reşatbey Quarter already had individual one-storey houses with gardens. It was also the first quarter that modern houses were started to be built. This was possibly because it was the closest neighbourhood to the old town/existing city, and after that development spread to the other quarters in the area.

Numune Quarter (Yüzevler-Kurtuluş Quarter)



Figure 105: Numune Quarter (Yüzevler-Kurtuluş Quarter) (Source:Adana'nın Eski Fotoğrafları Facebook Group)

Numune Quarter (today's Kurtuluş Quarter) was one of the two neighbourhoods that developed as a group settlement according to modern standards. Houses in that quarter were mostly constructed with the funds supplied by the Estates and Orphans Bank and their total number was 100 after which the area came to be named as 100 Houses. Even today majority of the modern era buildings are located within the border of Numune Quarter.

Cemalpaşa Quarter



Figure 106: The view towards Toros Street, Cemalpaşa Quarter (Source: 1930'dan Günümüze Adana Fotoğrafları 2, 2006)

Another quarter that it developed in forms of groups was Cemalpaşa Quarter which is also known as Teacher Houses. Today, there are a few modern buildings left in the neighbourhood.

Other Places



Figure 107: An entertainment place around today's Sabancı Mosque (Source: Adana With Old Photos (1833-1960))

Before it was turned into a park and Sabancı Mosque was constructed in its borders, the area was used as an entertainment place full of many ‘Saz Evi’, a type of restaurant stating live music bands.



Figure 108: Küçüksaat Square for which Hermann Jansen proposed new municipality building(which was not implemented), 1953 (Source: Adana With Old Photos (1833-1960))

Figure 108 shows the area where Hermann Jansen suggested new municipality building in the old town/existing city. The building at the corner was ‘Yeni Oteli’ which was mentioned before. Different from his other proposals, this proposal of Hermann Jansen was not implemented. ‘Yeni Oteli’ was demolished and replaced with a multi-storey building later.

Finally, Figure 109 shows the Stadium area and its close vicinity, which is called Cemalpaşa Quarter today. The photo above belongs to year 1975 and the bottom one to 2011. As it can be seen in the photos, there were apartments in 1975, but there were also green areas/open spaces with individual houses. However, until 2011, these houses have been lost to multi-storey apartments.



Figure 109: Stadium and neighbourhood around it, 1975(top), Same location, 2011(bottom)
(Source: Adana With Old Photos (1833-1960))

3.2 Analyzing Current Situation of the Area

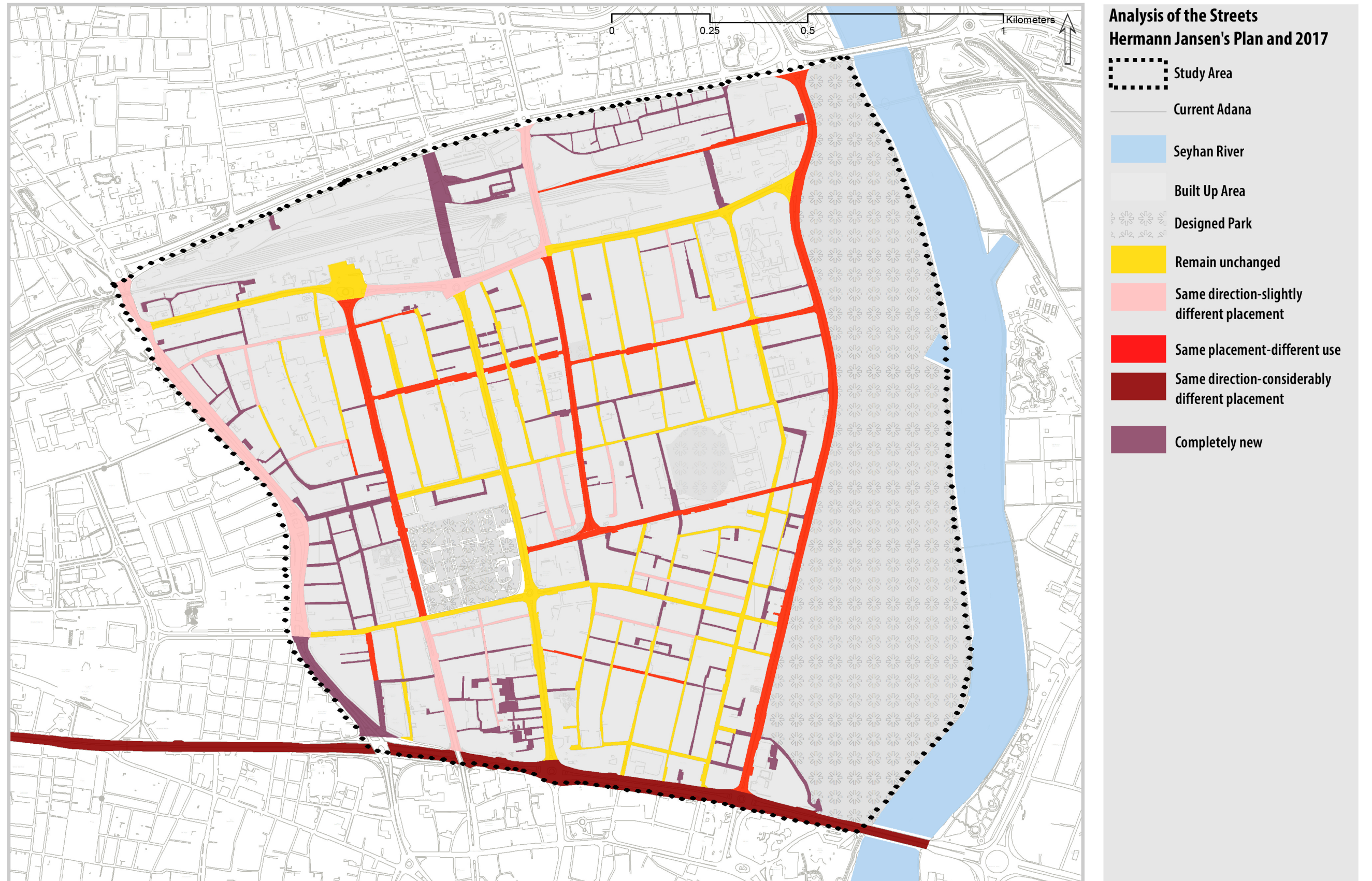
After examining the photos showing the change through the time, some maps were produced to analyze the current situation. The aim here was to assign each the components of the urban tissue to a time, a period or a plan. Additionally, since the main aim of this study is to re-trace Hermann Jansen's Plan, these components were classified into groups of the ones that were introduced in Hermann Jansen's Plan and remained intact and those that are completely new and incompatible with his provisions about the tissue. The level of change between these two is classified separately for each aspect.

First of all, Map 12 shows the analysis of the streets made on the basis of the comparison between Hermann Jansen's Plan and current situation of the area. As it can be seen in the map, yellow means 'remain unchanged' and mostly located in Reşatbey, Cemalpaşa and Kurtuluş Quarters. What 'same placement-different use'

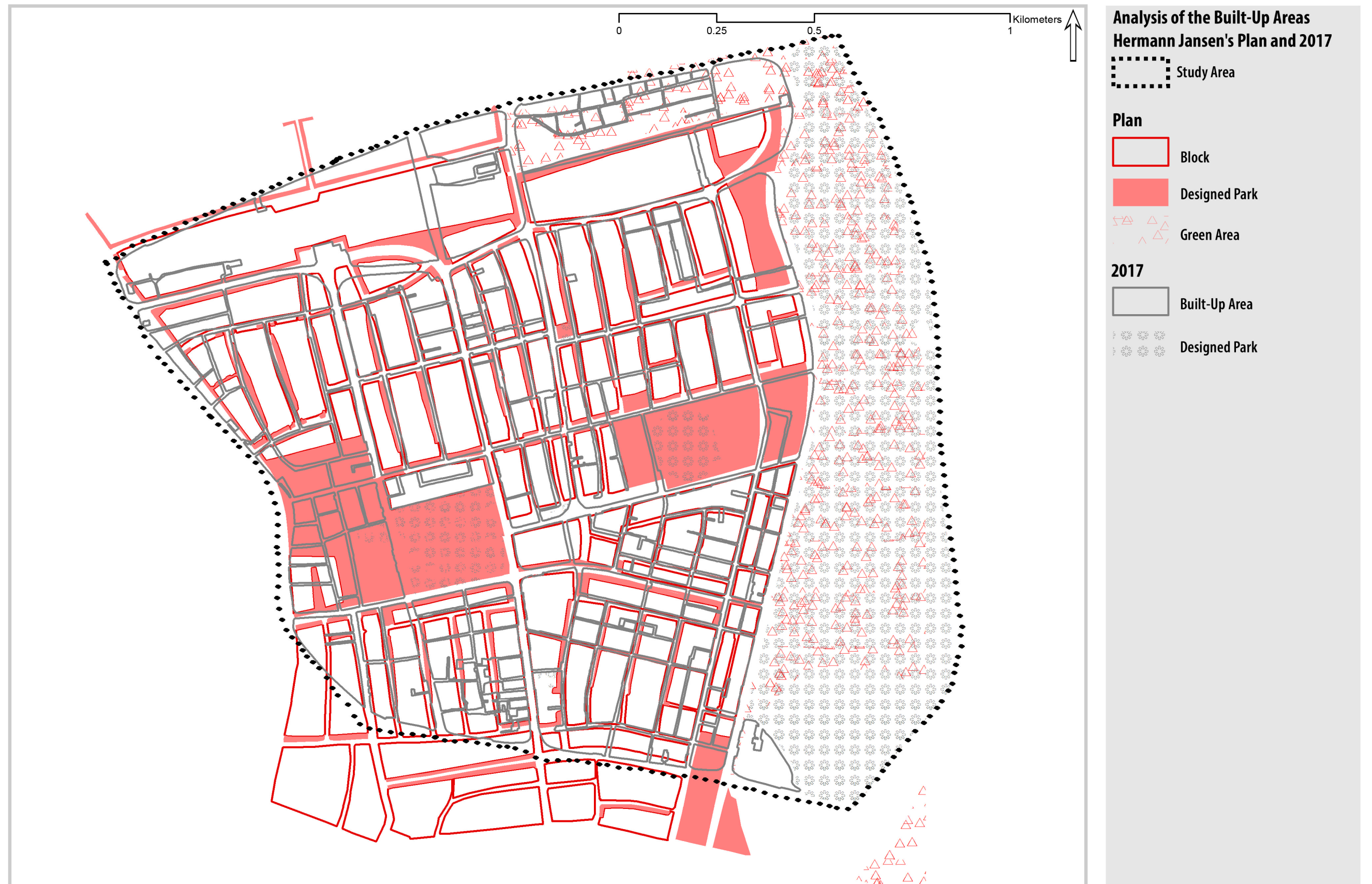
means is that these streets were proposed to be as greenways in the plan but in the implementation, they were constructed as vehicular streets in the same locations.

The category ‘completely new’ refers to the streets that were not considered in the plan. These streets also created different divisions of the blocks which are presented in the following maps. But at this point it should be mentioned that the category ‘completely new’ involves the components located in the north of the study area and the Çınarlı Quarter and the others in other quarters. The area in the north of the study area is developed with a different purpose and use from those identified in the plan. Same situation also applies for most of the streets in Çınarlı Quarter. On the other hand, there are some streets in Reşatbey and Cemalpaşa Quarters that were not introduced in the plan, but today they exist and divide the blocks into smaller ones. It should be kept in mind that even though none of these components were introduced in the plans, the first group components are completely different from those in the close vicinity and distributed randomly while the components in the second group are compatible with the other streets and follow either the same pattern or the direction.

Map 13 shows the first sheet of the analysis of the built up areas. It is important to notice that as mentioned in the previous map, greenways that Hermann Jansen proposed were turned into vehicular streets in the implementation phase. In addition to that, the green area that he proposed together with the longitudinal sides of the blocks were included within the borders of present zoning area. When Kurtuluş and Cemalpaşa Quarters are examined thoroughly, it can be seen that Hermann Jansen proposed green areas alongside the blocks but since it was shown in the plans it is named as ‘designed park’ in the map. Even though his proposal for residential area was implemented, these green areas were not implemented alongside the blocks but instead within the blocks.



Map 12: Map showing the comparison between Hermann Jansen's Plan and 2017 for streets made by author



Map 13: Map showing the comparison between Hermann Jansen's Plan and 2017 for blocks and green areas made by author

In the Map 14 current built up areas are analyzed in comparison with Jansen's Plan. As it can be seen, 'Same placement but different division/joining' which means that these are positioned in the locations that were proposed in Hermann Jansen's plan, covers most of the blocks but their blocks differ because they are divided by the street or they are merged with another block. Their residential use also fits to the plan's provisions.

'Remain unchanged' covers the blocks which are located in the places proposed in the plan and also follow the proposed use.

'Emplacement instead of designed park' is for the blocks that were suggested as parks in the plan but today they are blocks that are in use for different purposes and belong to different stakeholders. The red area in the north nearby the Merkez Park is the campus of the Regional Directorate of State Hydraulic Works and Lodgements and even though it does not fit to the plan, the area is quite green and has valuable buildings in it. The red area below covers the Stadium area and close residential blocks. As the Stadium became an important public and sports area, it is likely to say that it serves to habitants' benefits. But the same thing can not be said for the nearby blocks. The red area behind Atatürk Park is another residential area which was not introduced in the plan. As it can be seen in the previous pictures of the Hermann Jansen's Plan, he proposed a much larger area for Atatürk Park and since it was implemented within today's borders, rest of the area have turned into residential blocks in time.

'Designed park instead of green area' only stands for today's Merkez Park area in the west of the river, which was orange yards until the beginning of the 2000s, when all of the trees were cut down to turn an already green area to a designed park which was opened in 2004. The only positive outcome of this step might be removal of squatter houses and the bus stop from the area as it was not suitable for construction. But ironically, a shopping centre (Galleria) to the north and a mosque (Sabancı Mosque) to the south, were constructed in the same green area.

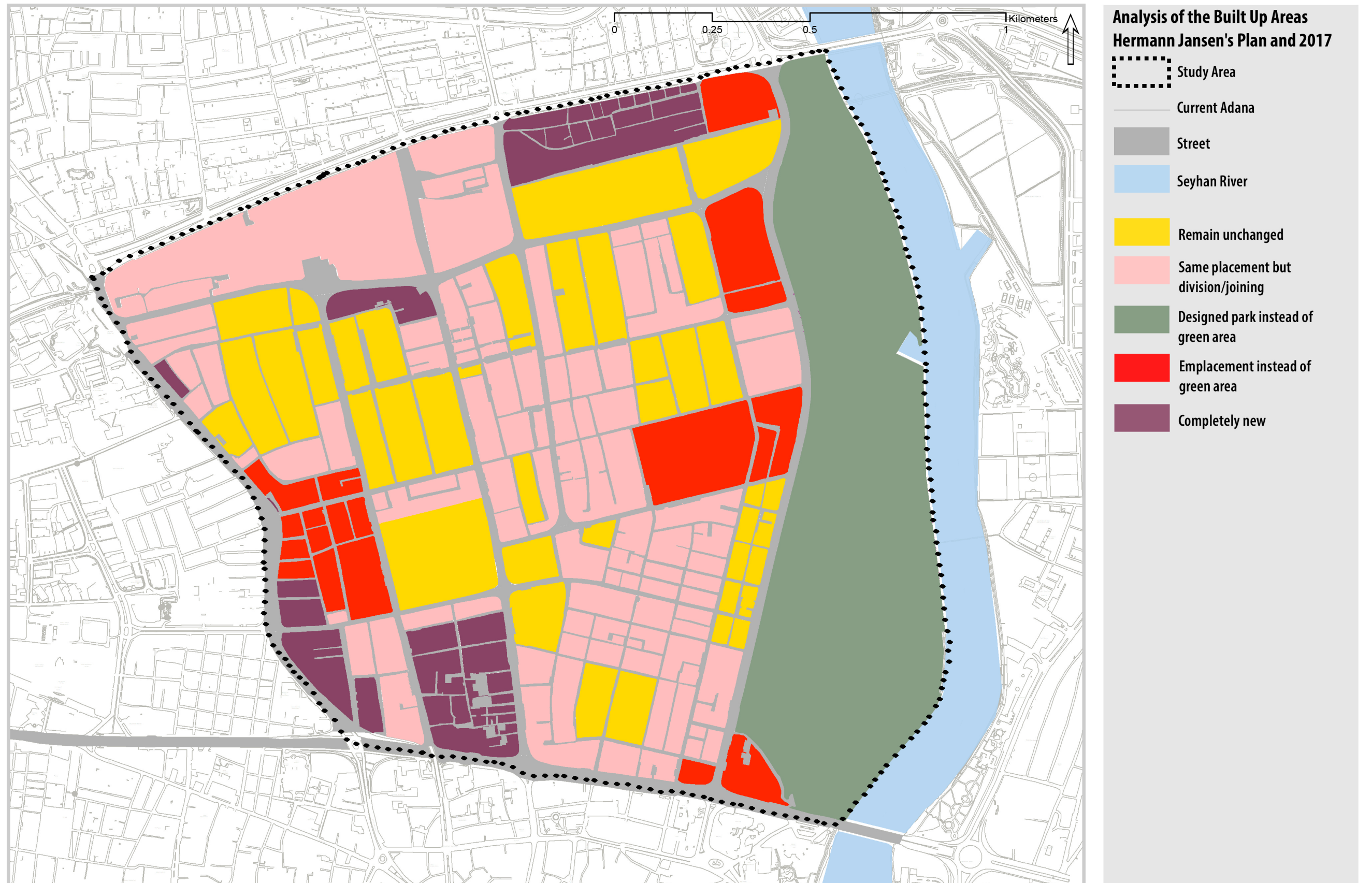
'Completely new' areas are totally incompatible with the plan. The areas in the north of the study area have a different pattern and housing manner when compared to the rest of the study area. (Figure 110-111-112) Those in the south of the study area

include most of the areas with problems such as parking areas and areas which do not have proper plotting organization or street pattern.



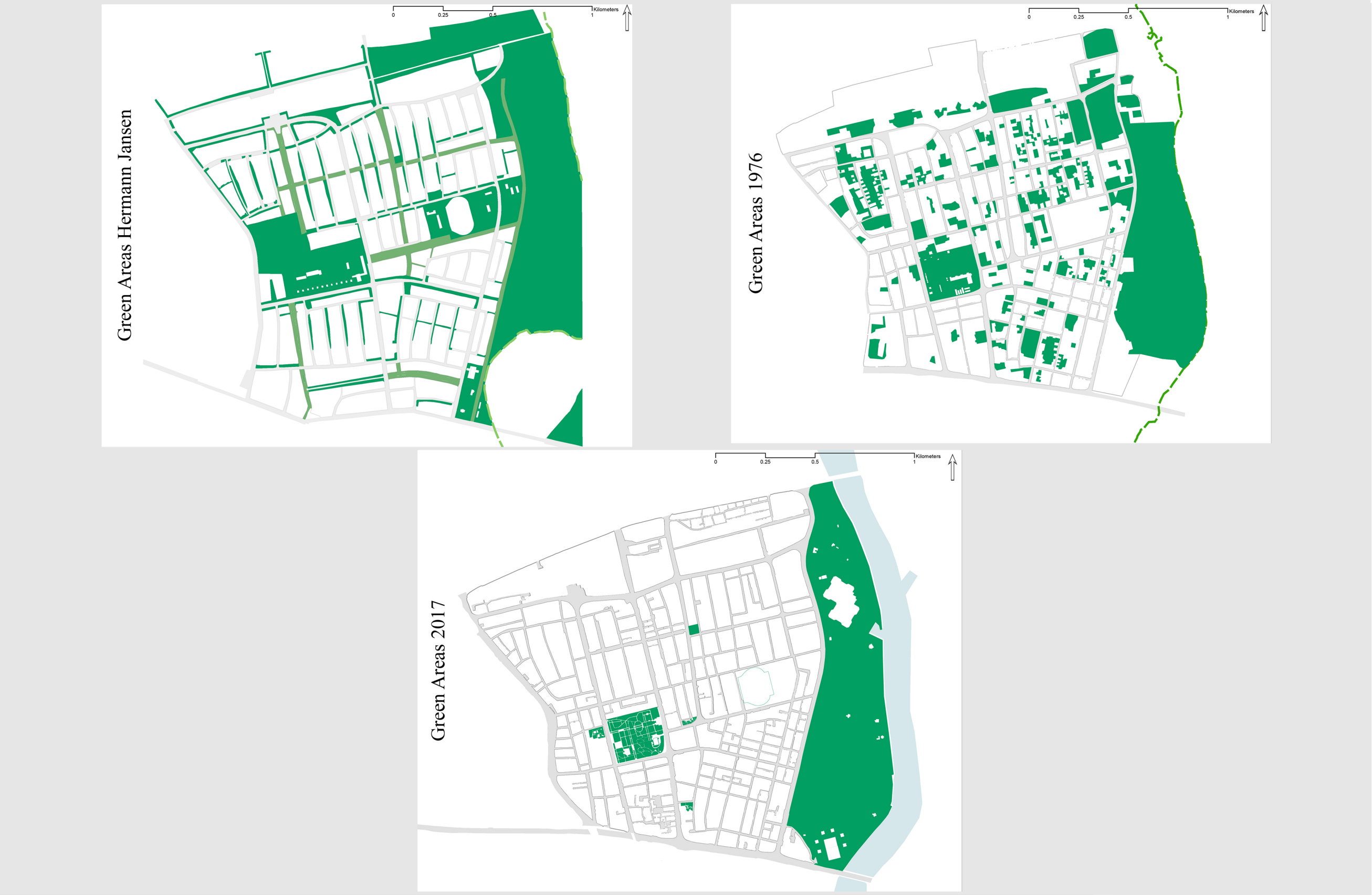
Figure 110, Figure 111 and Figure 112: Photos from the study area, 2017(Source: author)

In the Table 1, change for the green areas that are in the study area is shown. To compare the situations between now and then, three periods are selected. First, Hermann Jansen's suggestions in his plan, secondly the year of 1976 and thirdly the year of 2017. All of the green areas are drawn and digitalized from the original plan and the aerial photos to compare. To begin with, it is visible that none of Hermann Jansen's suggestions for neither greenways nor green corridors are implemented. Atatürk Park is implemented not accordingly its suggested size in the plan but for a smaller area at the same location. Merkez Park is located where Hermann Jansen suggested a green area which was orange yards in 1976, later turned into a public park after the cut down of the trees. It is also remarkable that in 1976, almost every block had its own green area and they were spreaded equally in the area. But in 2017, these green areas do not exist anymore which is the result of high density and construction of bigger and higher apartment blocks in the area.



Map 14: Map showing the analysis based on comparison between Hermann Jansen's Plan and 2017 for built up areas made by author

Table 1: Change for green areas in the area



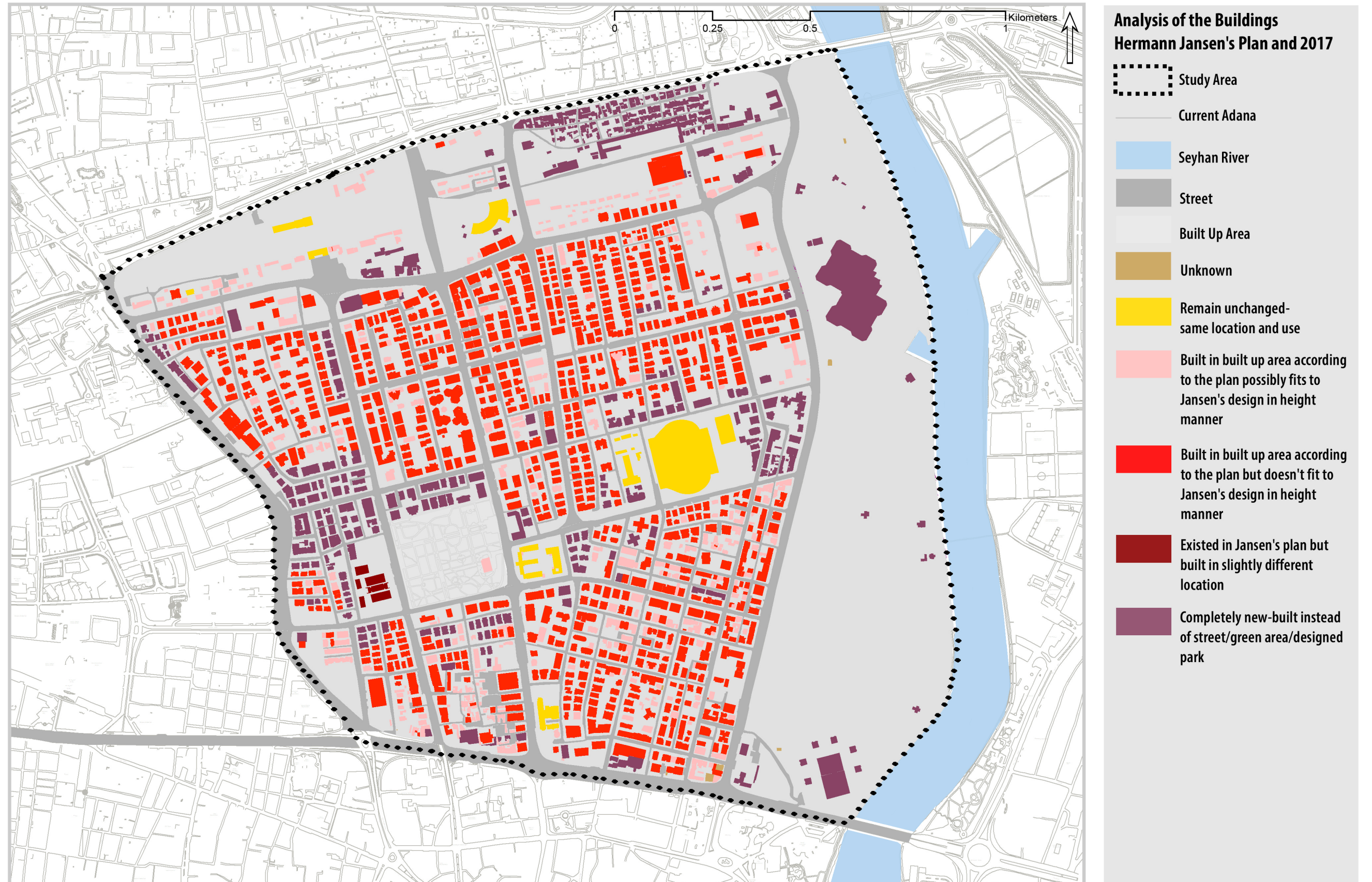
Map 15 shows the same analysis on building manner. ‘Remain unchanged-same location and use’ covers surviving public buildings as expected due to not knowing the suggested residential settlement or orientation, in single family houses manner. But it is known that these areas were reserved for residential function and Hermann Jansen proposed a maximum limit of three-storey for houses in big cities, and thus a separation was made on the basis of it the proposal about the number of floors was followed. The analysis shows that areas, in line with the plan, are being used for residential purposes but their density is much higher than the proposed one.

‘Built in built up area according to the plan possibly fits to Jansen’s design in height manner’ covers the buildings that are both constructed in suggested residential areas and have one to three stories.

‘Built in built up area according to the plan but doesn’t fit to Jansen’s design in height manner’ involves all the buildings that were constructed in proposed residential areas but this time they have more stories than Hermann Jansen proposed which covers all of the buildings in the range of four to twenty stories in the area.

‘Existed in Hermann Jansen’s Plan but built in slightly different location’ only stands for the Swimming Pool Facility which was proposed to be located in Atatürk Park in Jansen plan but implemented just across the Ziyapaşa Boulevard and have been in use since then.

‘Completely new-built instead of street/green area/designed park’ covers the buildings that are located in the north of the area which do not have a regular pattern; the buildings that are nearby to the Stadium area; the buildings that are located in the blocks which was originally proposed for Atatürk Park; and the ones that are located in today’s Merkez Park area.



Map 15: Map showing the analysis based on comparison between Hermann Jansen's Plan and 2017 for buildings made by author

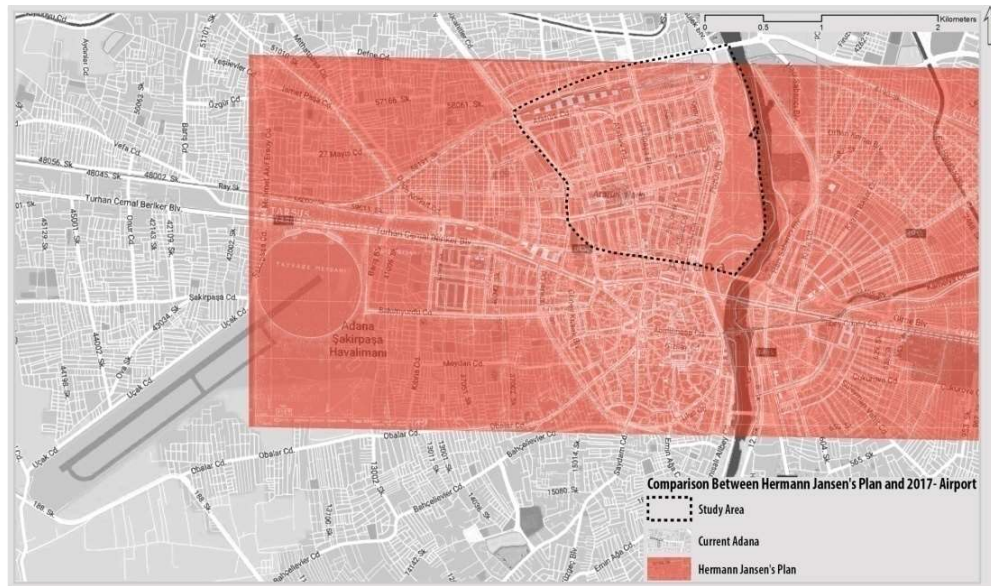


Figure 113: Comparison between Hermann Jansen's Plan and 2017- Airport, made by author

Figure 113 and 114 show the same analysis made for the Airport area. It is not in the boundaries of the study area but as an important component of Hermann Jansen's Plan, was examined within the scope of this study. The analysis shows it was implemented in the same place which was proposed in the plan.

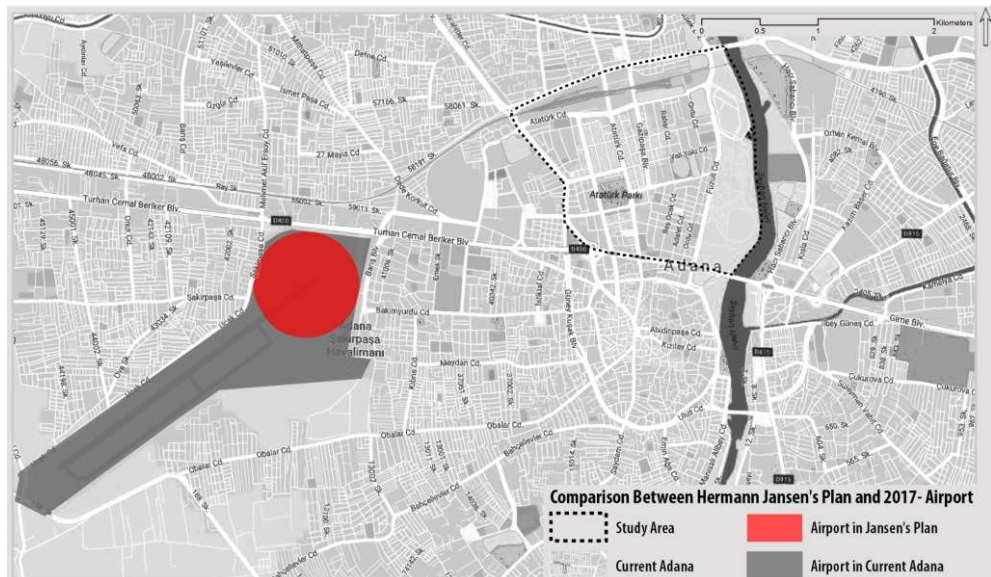


Figure 114: Comparison between Hermann Jansen's Plan and the situation in 2017- Airport area, made by author

Figure 115 shows the registration status and the registration dates of the buildings. As it is seen in the figure, only seven buildings are registered in the study area. These buildings are listed according to their registration dates as following: 1-House (Civil Architecture Sample), 2-House (Civil Architecture Sample), 3-Train Station, 4-Adana Metropolitan Municipality City Theatre Opera and State Symphony Orchestra (People's House), 5-Sait Bey House, 6- Semih Rüstem House and 7-Talip Aksoy House.



Figure 115: Registration statuses and dates, made by author



Figure 116: 1-House (Source: Registration sheet)



Figure 117: 2-House (Source: Registration sheet)

There are also few buildings that exhibit features of modern architecture. These buildings are also registered and located out of the study area. These buildings are: Central Ziraat Bank, Government Office Seyhan District Governorship, Gazipaşa Elementary School, Justice Palace, Officer's Club Guesthouse, Adana High School for Sciences, Slaughter House, Agricultural Insects Laboratory, Adana Boys' High School.

Later, to see the change in the names of the places and buildings, a comparison was made between Hermann Jansen's Plan and existing names.

At this point, the importance of the names of the places and buildings are emphasized, since they are the facts that habitants come into contact in everyday life and the main tools for social belonging and continuity. They also carry and pass over the memories and stories of the places/buildings and keep the collective memory alive.

As it can be seen in the Table 2, names of the places have changed through the time mostly because of the change of use or local government's decisions for naming.

Table 2: Change and continuity in the names (Source: author)

	Hermann Jansen 1935 Plan *	Hermann Jansen 1940 Plan *	2017
1	Yaya yolu		Ziyapaşa Boulevard
2	İstasyon Caddesi-Asfalt Cadde		Atatürk Boulevard
3	Atatürk Parkı	Atatürk Parkı	Atatürk Park
4	Yeni Parkı	yeşillik ve imarsız sahası	Merkez Park
5		Numune Mahallesi	Yüzevler
6		Atatürk Mahallesi	Namık Kemal & Gazipaşa Quarter
7	Stadyon	sportgelände	5th January Stadium
8		Halk Fırkası Evi	5th January Fatih Terim Stadium
9		Konser Holü ve Şehir Oteli	T.R. Adana Metropolitan Municipality City Theatre Opera and State Symphony Orchestra
10		Yeni Köprü	T.R. Adana Metropolitan Municipality 75th Year Art Gallery
		Girne Bridge	Kennedy Bridge

*to avoid from the change in translation, original names are written for Hermann Jansen 1935 and 1940 plans.

3.2.1 Determining the Surviving Components of the Jansen's Plan

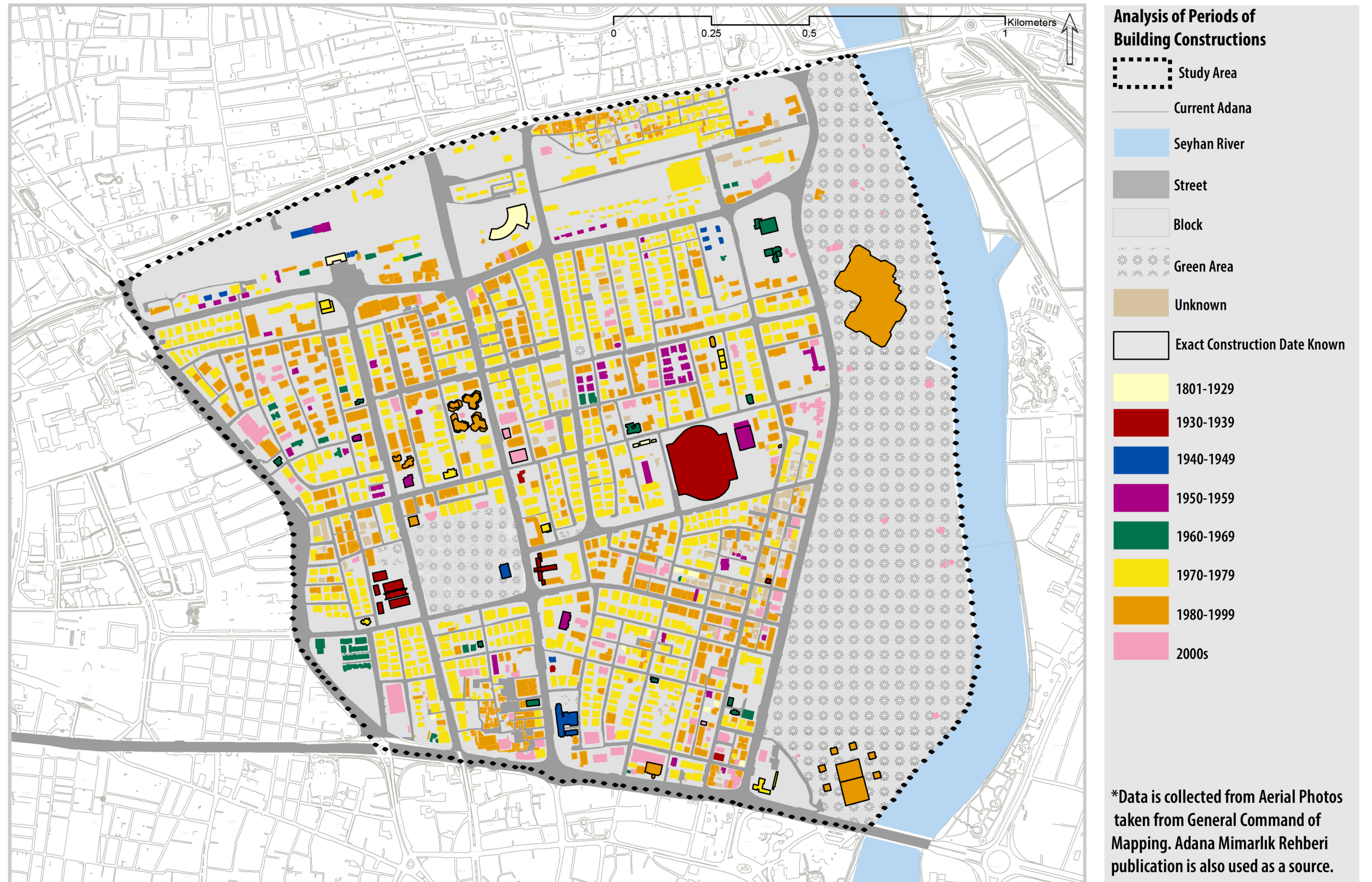
Following the analyses on streets, blocks and buildings, another one was made on the buildings to reveal out their construction date or period. In order to do that the aerial photos were examined and buildings were grouped under decades. The information retrieved from the written sources were put together for the ones with the exact construction date.

As indicated in Map 16, the 1970-79 period prevails over the others in the area. This range might be considered as a turning point because in this period most of the buildings were constructed in place of already existing buildings. And the buildings that were constructed in the earlier periods were generally the first constructions in their locations. For this reason, the buildings that were constructed before the 1970s

and exhibit the characteristics of modern architecture can be assumed as surviving components today.

3.2.2 Searching the Lost Components of the Jansen's Plan

Map 17 shows the buildings which are known to be lost in time. When the old photos and existing pattern of the study area are compared, it reveals out that so much more than what is shown in the map has been disappeared in the past. This map only shows the exact location of known components. In addition to this map, related photos and information about these buildings are presented in the Appendices section.



Map 16: Map showing the analysis of periods of building constructions made by author



Map 17: Map showing the lost buildings made by author

3.3 Values and Problems

3.3.1 Values

The components should be conserved due to their importance and significance which were mentioned in the Washington Charter as ‘qualities to be preserved include the historic character of the town or urban area and those material and spiritual elements that express this character’ which listed as;

- a) Urban patterns as defined by lots and streets;
- b) Relationships between buildings and green and open spaces;
- c) The formal appearance, interior and exterior, of buildings as defined by scale, size, style, construction, materials, colour and decoration;
- d) The relationship between the town or urban area and its surrounding setting, both natural and man-made; and
- e) The various functions that the town or urban area has acquired over time.

Age Value

Being a planned and implemented city in the 1940s makes Adana and therefore the study area gain a certain age value. In addition to being located in one of the few planned and implemented cities that date back more than seventy years, the study area itself has other components that are even older than that such as; the Train Station, registered houses (Figure 116 and 117) and Sait Bey and Rüstem Bey Houses.

Age value is embedded to the with historic value, according to the Burra Charter;

“...a place may have historic value because it has influenced, or has been influenced by, a historic figure, event, phase or activity. It may also have historic value as the site of an important event. For any given place the significance will be greater where evidence of the association or event survives in situ, or where the settings are substantially intact, than where it has been changed or evidence does not survive. However, some events or associations may be so important that the place retains significance regardless of subsequent treatment.”

Therefore, because of being influenced by Hermann Jansen and being exposed to the urban activities as a part of the efforts for building of a modern nation, study area also has historic value.

Document value

The study area constitutes the centre where modernization started in both urban and building scale in Adana. Therefore, the existing components of this planned urban tissue hold the feature of being the evidence of this period which in turn adds them the document value. In addition to that some of these places and buildings bear witness to important events and people visited Adana. (Figure 118)



Figure 118: Adana, 19th November 1937

(Source: <http://www.arkitera.com/gorus/734/modern-bir-yerleske-olarak-adana-tren-istasyonu>, last accessed on August, 2017)

Adana Train Station, Atatürk Park and Sait Bey House are especially important places as they were visited by Atatürk.

Moreover, Madran and Özgönül (2005:57) point that these immovable cultural assets constitute important tangible documents as giving us information about the past. They give us the primary information about the lifestyle, sense of aesthetics as well as the building and decoration techniques in the past.

Therefore, these witnesses should be protected for learning the past, benefitting from the experience and transferring this information to the future generations as documents.

According to the Burra Charter **Aesthetic value** *includes aspects of sensory perception for which criteria can and should be stated. Such criteria may include consideration of the form, scale, colour, texture and material of the fabric; the smells and sounds associated with the place and its use.*

The components of Hermann Jansen's plan were implemented with a sense of aesthetic value. When the plans, façades, details of the places and the buildings are examined, it can be seen that they were local examples of the international style at that time. Even today, this aesthetic concern can be seen in the material use and proportions of the form in the existing components.⁸⁴

Social value *embraces the qualities for which a place has become a focus of spiritual, political, national or other cultural sentiment to a majority or minority group as stated in the Burra Charter.*

The study area carries a social value for not only being influenced by the movement of building of a modern nation around the country but also for being a gathering and living space in daily life of the inhabitants of Adana. The components of the area have for both spiritual and cultural meanings for those who see the change in the area because of urban development occurring at the time.

Identity value

Before Hermann Jansen's studies and their implementation in Adana, the city's identity was based on being an important city due to its location and fertile lands.

⁸⁴ For the detail photos of lost and existing buildings, see appendices.

Because the waqf properties and traditional houses which were located in the center of the city at that time, the city looked like a big village rather than a developed city.

The implementation of a modern city provided Adana with a new identity, a modern city, which reached to the present day even though some of its components disappeared in time.

Commemorative value

As mentioned in the social value, the study area has always been a public place with its living places and buildings. Therefore, besides social value, the components also have commemorative value due to the memories of their users. The ‘‘Adana’nın Eski Fotoğrafları’’ Facebook Group was a major source referred when assigning the commemorative value to the study area. Personal photos and memories that were shared in this group show people’s thoughts and feelings about specific buildings and places in the study area.

As Madran and Özgönül (2005:140) state, raising the awareness of citizenship, sense of fellow townsmen and sense of belonging instead of self-interest among the inhabitants, helps to embrace the cultural assets of the city.

It is also stated in Valetta principles that urban areas consist of tangible and intangible elements. Urban structure, architectural elements, the landscapes within and around the town, archaeological remains, panoramas, skylines, view-lines and landmarks sites are included to the tangible elements. Activities, symbolic and historic functions, cultural practices, traditions, memories, and cultural references are examples for the intangible ones. It is defined that an urban area is a spatial structure that shows the evolution of a society and of its cultural identity.

Use/functional value

The study area has always been a center of attention since its implementation and there is an ongoing use of its components. This aspect also brings along continuity in use value which is important to maintain the area’s physical and social integrity.

In the end, it comes to end on two basic criterias to decide to offer official recognition either nationally or internationally; significance and integrity. But today, as well as how much remains of the original materials being important, how much of the original design is distinguishable or visually connected.⁸⁵ And when Hermann Jansen's designs and current situation are compared, his decisions in the study area can be re-traced.

3.3.2 Problems

Problems Caused by Legislative Regulations

Law No: 2863 Article 3, in which the term 'cultural assets' (kültür varlığı) described as:

“those which belong to prehistoric and historic eras, related to the science, culture, religion and fine arts or have the unique value of scientifically or culturally happen to be the subject of social life in prehistoric or historic eras, any kinds of moveable of immovable assets that take place on the ground, underground or underwater.”

Law No: 2863 Article 6, in which the term described as:

- a) Natural assets that should be protected and immovables that were structured until the end of 19th century,
- b) The immovables that were structured after this date and need to be protected due to their importance and characteristics from Culture and Tourism Ministry,
- c) Immovable cultural assets that take place in site area,
- d) The buildings that had witnessed a great deal of historical events in our national history such as National Struggle and foundation of Turkish Republic are counted without a time period or registration and houses that were used by Mustafa Kemal.

⁸⁵ (Prudon, 2008, 577:158)

But immovables that were decided that they aren't in need of protection by Preservation Boards due to their architectural, historical, aesthetics, archaeological and other significance and characteristics do not count as cultural assets that should be protected.

Rock tombs, rocks with writings, pictures and reliefs, caves with pictures, mounds, tumulus, archaeological sites, acropolis and necropolis; castle, citadel, bastion, wall, historical barracks and guns and ruins that take place in them, caravansary, inn, bath and madrasa, tombs, inscriptions, bridges, aqueducts, cisterns, historical road ruins, obelisks, altars, shipyards, docks, historical palaces, mansions, pavilions, halls, mosques, prayer rooms, fountains, Islamic monasteries, graveyards, covered bazaars, synagogues, basilicas, churches, monasteries, old edifices and wall ruins, frescos, reliefs, mosaics and fairy chimneys are examples for cultural immovable assets. Historical caves, rock sanctuaries, tree and tree group that have characteristics etc. are examples for immovable cultural assets.



Figure 119: Deconstruction of The Bank of Provinces, 2017

(Source: <http://www.arkitera.com/haber/28935/iller-bankasi-yikildi>, last accessed on August, 2017)

High Council of Preservation of Cultural and Natural Heritage's 660 numbered principal decision handles the individual buildings that should be protected into two main groups. First one is 'the ones that have historical and aesthetic values on their

own'', the second one is ''the ones that are components of urban sites that constitute the historical identity of the cities''. The first group is named as 'monumental buildings', the second one is named 'environmentally valuable buildings'.⁸⁶

Problems Caused by Wrong Practice in Conservation

Adana's current Train Station which was constructed in 1911, had been a landmark through the time and was an important point in Hermann Jansen's Plan.

Besides being an active transportation facility, it became a public place with its square in front of it. This place has been hosting celebrations, public speeches and social gatherings all these years. In addition to main station building, its lodging houses and service buildings compose a modern campus.

The building has been registered since 1992, before it registration another floor was added around the 1970s to its middle terrace part. Original version and added version can be seen in Figure 86 and 87. This part was used as management office at first, then served as a lodging floor. When looked at the whole, it is a 'preserved' heritage example but was the added floor crucial? Was it not possible to supply the needed office space without adding a whole floor, changing its façade and proportion? Would it make a difference if the building were registered at the time? The following case gives the hint that it probably wouldn't.

Problems Caused by Development Activities

Mimar Semih Rüstem Business Center's construction is an example for this action. Starting with the change of the owners of Sait Bey House and Semih Rüstem House in 2006, first, their backyards were turned into a lot and then project for existing and new buildings were submitted to Adana Council of Preservation of Cultural and Natural Heritage.

⁸⁶ *Ibid.*

And the Council's decision allows the construction of Mimar Semih Rüstem Business Center which has 10.000 square meters and reconstruction of Sait Bey House. Reconstruction of Sait Bey House was also based on its location which was overlapping in Atatürk Boulevard that was widened at the time. Its structural condition at the time and due to rising road level being kept down were also other reasons for its reconstruction.

Even the reconstruction was inevitable, this does not justice its faults in implementation; changing its details, height, adding new artifacts. And this practice happened when the houses were registered an another report was requested from DoCoMoMo.

Eventually, current condition of the area; two Republican Period houses (one of them reconstructed) and a ten-storey business center just behind them.



Figure 120: Before the construction of Business Center (Source: Saban Ökesli, 2011:41)



Figure 121: After the Construction of Business Center (Source: Saban Ökesli, 2011:41)

Arguing design process and project details aside, this case exemplifies preservation does not occur with only physical existence. And in the end, the question should be asked; is there any difference between building in an empty lot and next to a cultural heritage in the practice? ⁸⁷

⁸⁷ Detailed information about Semih Rüstem project can be found on Chamber of Architects Adana Office' publication Güney Mimarlık Dergisi vol.3, '*Mimar Semih Rüstem İş Merkezi*' (Saban, 2011, pp 39-44)

CHAPTER 4

CONSERVATION OF A FRAGMENTED MODERN CONTEXT

4.1 Strategies, Policies and Principles for the Conservation of the Fragmented Modern Urban Tissue of Adana

In the light of these evaluations, this study comes up with different strategies for different types of components of the study area, respectively existing, altered and lost ones.

4.1.1 Strategies, Policies and Principles for the Existing Components of Adana

The main aim of the study is to conserve the existing components and prevent the disintegration to get worse.

First of all, valuable buildings in the study area should be registered and they should be ensured to be preserved in line with the Law No:2863 Article 3, in which the term described as:

“...shall be cities and remains of cities that are product of various prehistoric to present civilizations that reflect the social, economic, architectural and such characteristics of the respective period, areas that have been stages of social life or important historical events with a concentration of cultural property and areas the natural characteristics of which have been documented to require protection.”

At this point, it should be mentioned that these buildings are proposed to be registered and therefore conserved not only for their individual architectural manners

and aspects but more importantly for being a part of a whole which is very fragmented today. As Batur states (2005:47);

‘‘... The understanding that architecture did not begin or end with a single building and that it should be handled on the urban scale became prominent...’’

Moreover, to provide that kind of conservation in the area, Atatürk Boulevard, Gazipaşa Boulevard, Vali Yolu Street, Toros Street and Mithat Saraçoğlu Street should also be conserved with their components. These roads' evolutions are shown in the images that belong to different periods (Chapter 3). Regarding Hermann Jansen's Plan, it is seen that they were implemented accordingly but have changed through the time. For this reason, these roads should be protected with their trees, pavements and street sections.

In addition, it should be kept in mind that streets and pavements are vital for a city and its appearance. They directly affect the city's mood and reflection.⁸⁸

According to Cultural and Natural Heritage Preservation Board's 'description and preservation of tree of natural assets that should be protected' titled principle decision, 'trees that have monumental qualities due to their nature, size and other characteristics ' are defined as monumental trees. Domestic and alien tree types that are related with historical events, the ones that have an aesthetic appearance or differ from their natural outlook radically, the ones that are about to extinct or those completing the urban tissue or having the effect on urban image should be protected against any kind of intervention except for those made with the permission of the preservation boards, on condition with the report and opinion taken from the related institution or specialist.⁸⁹

The main aim here is to prevent the loss of green look which is a characteristic aspect of the boulevards and to keep the roads walkable with their current wide pavements.

⁸⁸ (Jacobs, 1993)

⁸⁹ (Madran, Özgönül, 2005:9)

In addition to these buildings and roads, Atatürk Park is also suggested to be registered due to its importance for both the study area and the city. This park which was opened in 1937, has existed for eighty years and witnessed to construction and demolition of buildings that were located within its boundaries. For this reason, it should be conserved for the integrity of the trees and for controlling the massive additions to the park.

For Ziyapaşa Boulevard and Stadyum Street (Prof. Dr. Nusret Fişek Street), a different kind of strategy is proposed. Since they are the connections from Train Station to Atatürk Park and from Atatürk Park to Stadium and Merkez Park, they are suggested to be converted to green corridor which would be close to vehicular traffic and be used as walking trail. That kind of revitalization suggestion is thought to be necessary due to the highly fragmented tissue of the area. (Map 18)

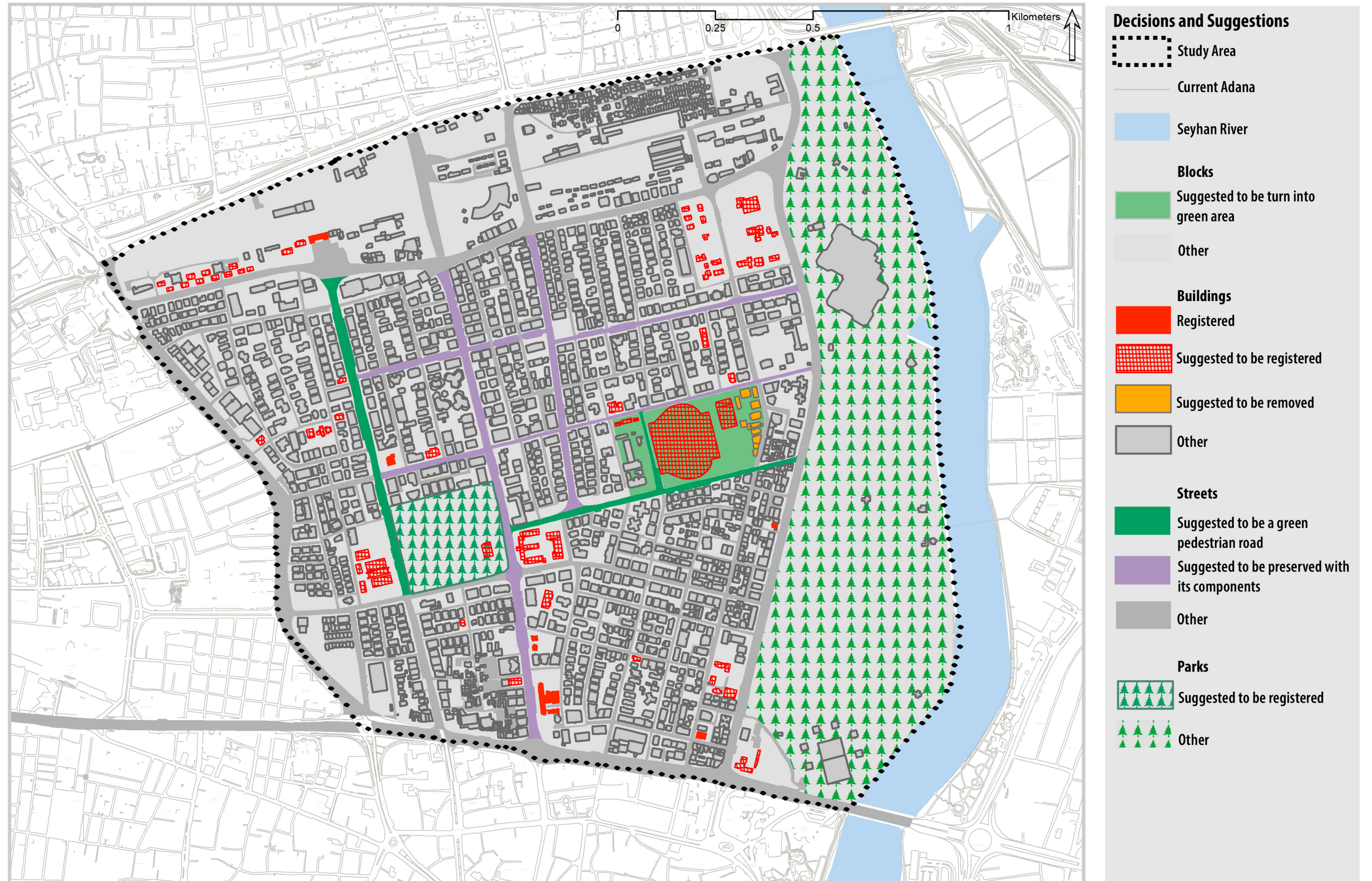
These boulevards were also proposed as green corridor in Hermann Jansen's Plan but there is no ulterior motive in proposing the same use rather than providing a better living space for the inhabitants and make the existing components more sensible by connecting them.

In this study, retracing Hermann Jansen's Plan does not mean yearning for the past and giving effort to bring it back. As Tekeli states (2009:84);

“... For a place, having an identity can not be explained with neither buildings' location according to each other, these buildings' forms nor the landscape features of the space between them. Activities that take place, the human density that is caused from these activities and the meaningfulness that interaction forms create also make contribution to formation of the identity. In other words, identity is a qualification related to integrity of activities and physical environment. Forming the identity of a place is basically a historic fact. It happens through the time. It will continue its historical formation in the future too. What needs to be accomplished, during its progress, being with identity must to be produced constantly, over and over again... If not being handled well with historical formation, a place that used to have identity could lose it, happen to become disidentification (kimliksizleşme). In that case, what to come out of disidentification (kimliksizleşme) should be explicated. If activities that happen in a place change their qualification, building lose their function and wear off, that place lose its feature to make positive sense for the inhabitants and its contribution to quality of life, it means that place became disidentified (kimliksizleşmiştir). It wouldn't appeal to people, make them in comfort etc. The way to reproduce of a place's lost identity in a city, successfully; does not

pass from trying to reproduce the place's nostalgic memories. Because stopping the time running does not make the identity preserved. The solution is to come up with new identities that would be related to the past in the future's circumstances. The solution in only can be found not with freezing the time but keeping it ensure to go on."

This statement brings the altered ones to the mind since they have changed in time and their identity has evolved too.



Map 18: Map showing decisions and suggestions made by author

4.1.2 Strategies, Policies and Principles for the Altered Components of Adana

First of all, Ziyapaşa Boulevard, Atatürk Boulevard, Gazipaşa Boulevard, Vali Yolu Street, Toros Street and Mithat Saraçoğlu Street are also examples for the altered components since the façades on both sides of them have changed considerably in time.

The School⁹⁰ is another component that has altered in time mostly due to addition of other buildings in its back and façade coating applications which make the original building and its period illegible today.

Merkez Park's situation is different from the others due to its undetermined state in the plan which was 'yeşillik ve imarsız sahası'. As it can be seen with the previous maps, the area was first turned into a green area with various kinds of trees, but then occupied by squatter houses and bus stop. Later, all of the trees were cut down, the houses and bus station were removed from the area and finally it was turned into a designed park and Galleria and Sabancı Mosque were constructed within its borders. Even though the reason for the change in the area is incomprehensible, at least most of the area is still in public use today and it is not the aim of this study to erase the ones that were not in Hermann Jansen's Plan but introduced in later periods.

For this reason, in addition to the suggestions that were made for the boulevards in the previous park, the School is suggested to be registered due to its age value, use value, commemorative value and the need to prevent a possible demolition. Another suggestion is that to put information boards in these places which show the old photos of them and give the related information to the community. Even though their physical existence is not suggested to be returned to the past/original version, it is aimed to be reminded with this study.

4.1.3 Strategies, Policies and Principles for the Lost Components of Adana

The main aim behind the previous strategies, is to conserve the existing components, to maintain the altered ones'. However, lost components should also be reminded.

⁹⁰ İsmet İnönü Kız Meslek Lisesi.

As they can not be brought back physically, information boards about these components at locations where they used to stand it past are suggested. Besides that, information sheets which can be seen in Appendices, were prepared for written documentation of the study. Moreover, digital conservation which is explained in the following part is proposed.

Table 3: Methodology for the conservation suggestions

	Street	Lot	Green Area	Building	actual conservation legislation re-consider its past and contemporary meaning proposals to connect them	virtual conservation contemporary virtual tools
Physically existing registered / not registered	+	+	+	+	example: People's House Train Station Talip Aksoy House Semih Rüstem House Stadium	
Physically existing function / meaning changed	-	-	+	+	example: Sait Bey House School	
Physically changed boundary / place reserved	-	+	-	-		
Nothing exists	-	-	-	+	example: Türker House Özgür House Fikret Gökçeli House Bossa Apartment Köymen Apartment	

4.2 Planning Decisions and Proposals for Sub-project Areas

In addition to turning Ziyapaşa Boulevard and Toros Street (Prof. Dr. Nusret Fişek Street) into green corridor, a revitalization proposal is brought for the Stadium area. This stadium is currently in use today but there has been discussions about its demolition and Chamber of Architects Adana Office held a ‘Transformation for City National Architectural Idea Competition’⁹¹ in 2013. Being non-registered, the Stadium will always be under threat, and for this reason it is one the buildings that should be registered in the study. To maintain its existence and strengthen its connections with the public realm, it is suggested to be converted into a green/sports area with its close boundary. In order to accomplish that, twelve buildings that are shown in Map 24 are suggested to be demolished for a period of time in the future and the area will be turned into a green space. This green area should be thought as a recreational area and should be designed by a team consisted of landscape architects and specialist.

It was also one of the main aims of this study to contribute to the documentation of the modern period of Adana. Especially due to the lack of information and visual documentation about the lost buildings, this study tries to gather all of the sources even they are not much. As it can be seen in the social media, there are a considerable number of people who are interested in Adana’s traditional and modern heritage. Therefore, in order to support this attention, raise cultural awareness in the city and make its historical and physical aspects more comprehensible, an exhibition is suggested. It is thought that this exhibition would cover records, analyses and visual documentations of the study and constitute an archive which is open to public access in the future. This exhibition is thought to be organized in 75th Year Gallery which is currently in use for these kinds of activities in Atatürk Park. It is also appropriate for its location, in the study area and its architectural significance for modern Adana.

⁹¹ Kent İçin Dönüşüm Ulusal Mimarlık Fikir Yarışması.

As Tekeli (2009:84) also states, it would increase the inhabitants' sense of belonging in the area and the city, therefore create an atmosphere that they would be eager to contribute to the conservation of the cultural heritage.

In addition to the exhibition which would be visual and tangible, this study tries to introduce with a new way to include in the inhabitants, tourists, students and those who are concerned with the conservation issue, in the process. For this reason, a website is developed which constitutes again visual but intangible/digital side of this conservation study. The research was done about pros and cons of applications and websites during the thesis study and in the end, website option is chosen and is decided to be designed for mobile devices also, as it is thought that people might use it while walking around the study area. The website basically uses the data and the photos that were gathered for the thesis study, gives basic information about buildings, boulevards and open spaces both existing and lost ones and offers a route to the users to see the reference points in the area. (Map 19)

There are some websites and applications that gave ideas and provided guidance for the preparation of the website such as; Werkbundsiedlung Wien and Kentin Hikayeleri-Yenişehir applications and the website that was prepared by software engineers to map all the buildings in the Netherlands.⁹²

The main tabs of the website are Home, Hermann Jansen's Plan, Tracing Jansen and About titles. Home gives the basic information about the site, its background and formation process. Hermann Jansen's Plan hosts his plans for Adana as they were also used in this thesis.

Tracing Jansen has four sub-categories which are Buildings, Streets, Green Areas and Trace Route. Buildings, Streets and Green Areas have related photos from the area and in the Buildings title, there are identity cards for the buildings giving information about their name, architect, date of construction, date of deconstruction,

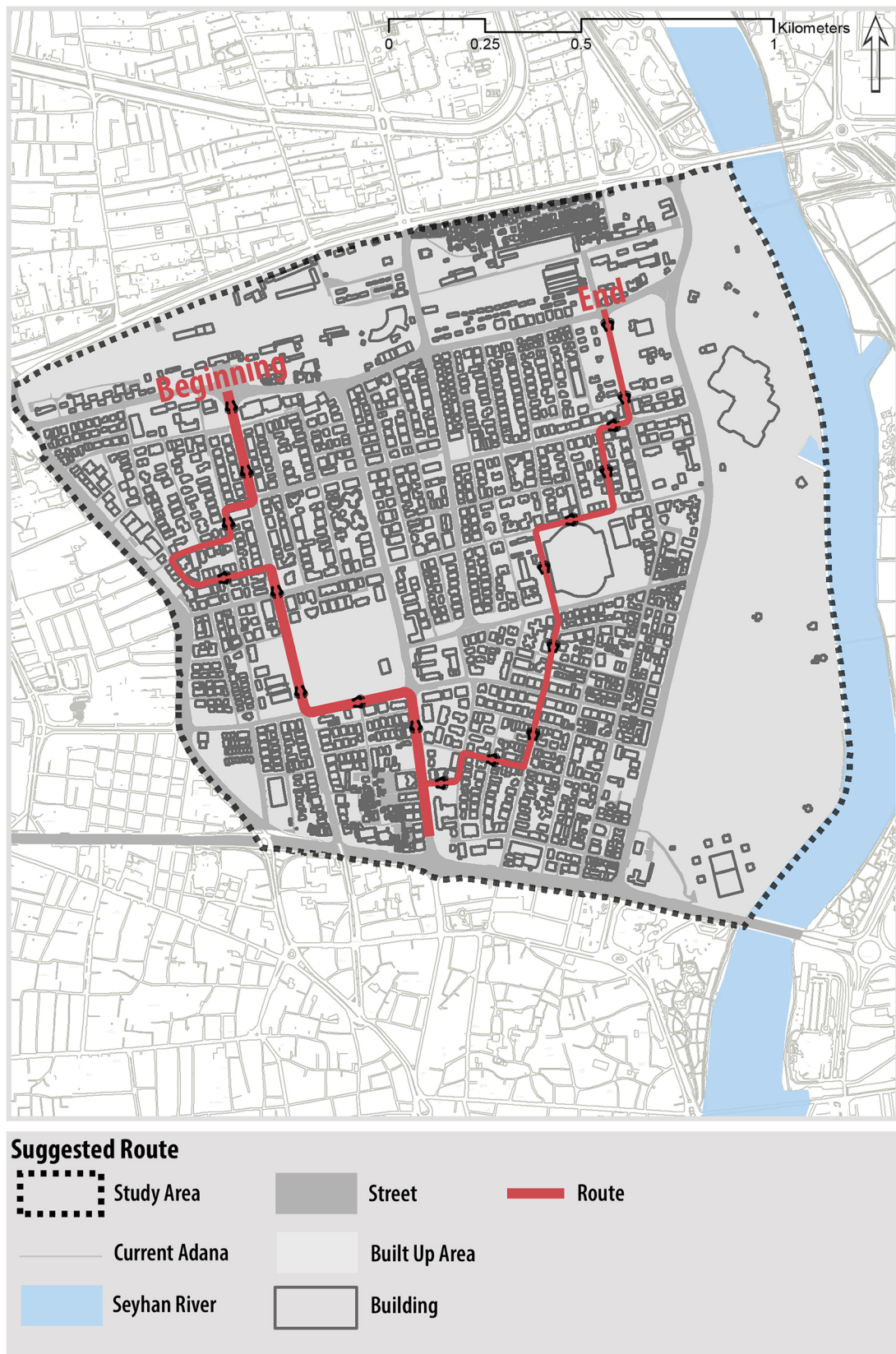
⁹² <https://www.archdaily.com/424750/the-netherlands-software-engineers-create-data-map-of-all-buildings>, last accessed on October, 2017

location, category, registration status and current use. And finally About gives the information about those who contributed to the thesis and website study.

In order to develop the website, technical support was received from an engineer in software field. To use the website please see: www.janseninadana.net⁹³

These strategies, decisions and proposed areas might be a base to the conservation works which would be managed by metropolitan municipalities and municipalities, since it is their responsibility to conserve and restore the natural and cultural assets.

⁹³ Interface images can be seen in Appendices.



Map 19: Map showing the route made by author

CHAPTER 5

CONCLUSION

The heritage that belongs to the modern period is at risk in our country, even though there are laws and legislations to protect them. In our day, due to being under threat which is caused from several aspects, modern heritage gets lost quickly. And once they got lost physically, they start to be deleted from the minds, memories and stories which results opening gaps in the identity of the city.

As well as legal gaps, financial interests in the lands of property market, lacking of conservation experts during decision and planning processes, rapidly done and applied urban renewal/transformation projects cause this heritage loss.

This study focuses on this problem over Adana as a case. Besides being a planned and implemented city during the Republican Period, its spirit and sense of the place make Adana an important city. The study area's location, general spatial configuration and character constitute a strong place. There has been so many changes and interventions in the area which result altered and lost components of the plan besides existing ones remaining in a fragmented environment present day. But in spite of these loss and fragmentation, the place still has its quality and significance.

At the beginning of the study, a research is done consisting of archival and written sources. Hermann Jansen's plans are retrieved and studied. The implementation process of the plan and its afterwards are studied and mentioned. With the data coming from the two site surveys that were done in the study area and with the use of GIS programme, analyses are made to understand the current situation today, for every component of the plan; blocks, streets, green areas and buildings. They are traced through the time and categorised according to being existing, altered and lost today. After that, two types of conservation methods are suggested; actual and

physical conservation for the existing and the altered components of the plan, and visual and digital conservation for the lost components of the plan.

In order to prevent the loss, to document the existing ones, to gather the information about the lost ones, to raise the awareness and build a caring society, to strengthen the bonds between them and to make a contribution to their conservation works; this thesis study came up with solution suggestions.

First of all, in order to prevent the fragmentation and individual loss of the components of the tissue, the importance and the significance of the area should be assigned and cultural awareness should be imposed to the public and the authorities.

It should be embraced that preserving physical existence comes with sustaining integrity when the cultural heritage in question is part of a whole. It is also necessary to understand that every city has its differences, significances and identities that is why every one of them should be treated as individual places instead of discrete places left alone to the effects of economy and politics. It shouldn't be forgotten that loss of a place starts with the loss of its spatial structures.

In this thesis, it is also another aim to emphasize that not only the existing components designate the cultural significance of a place but also its lost and altered items have an impact on defining it. That is why this thesis tries to show the lost ones in Adana. And since they are different from each other, different strategies, policies and principles were suggested for the existing, altered and lost components of the modern period in the study area. In order to keep the commemorative memory alive, gathered and organized information was offered to the public access with an exhibition and sharing and passing on that information were aimed.

It is known from the analyses that the place got changed through the years which resulted its components' fragmentation today. Unfortunately the damage is done in the place and it is not the aim of this study to stop the time, turn the place into a state that it was back then and expect it to be sustainable in the future. But this thesis aims to offer consumers and/or inhabitants the opportunity of having the experience of the time when the place was not fragmented and had its integrity in the past.

To provide that kind of experience, the study comes up with a new way which is also integrated to today's technological lifestyle. This study interacts with a website named www.janseninadana.net and hopes to spread the information about the study area, modern movement heritage, conservation of the fragmented context and raise the awareness through the website.

Developing conservation strategies, principles and offering decisions for the modern heritage of Adana within the limits of national laws and framework of international charters to strengthen the context of its components are the main aims of this study.

Finally, the study emphasizes on the further research topics such as; Hermann Jansen's other plans in Anatolia, designation their implementation status; existing, altered and lost components of the plans. It is also underlined that studies for conservation in urban scale should also be improved and they should be carried out and done with an interdisciplinary way. It is thought that the website that is developed for this study can be improved with that kind of practice in the future.

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Appendix A

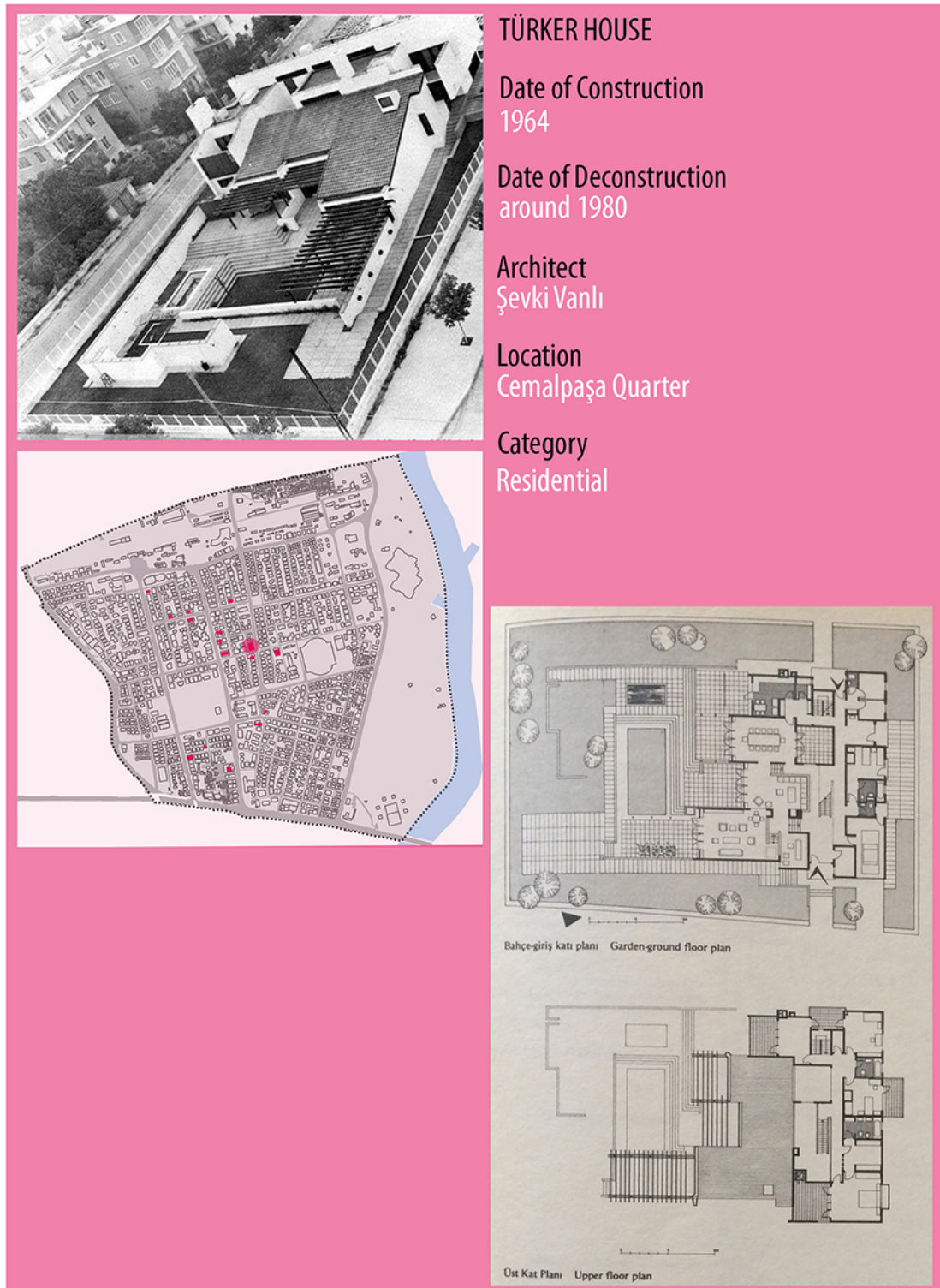


Figure 1: Buildings are known to be lost

Appendix A

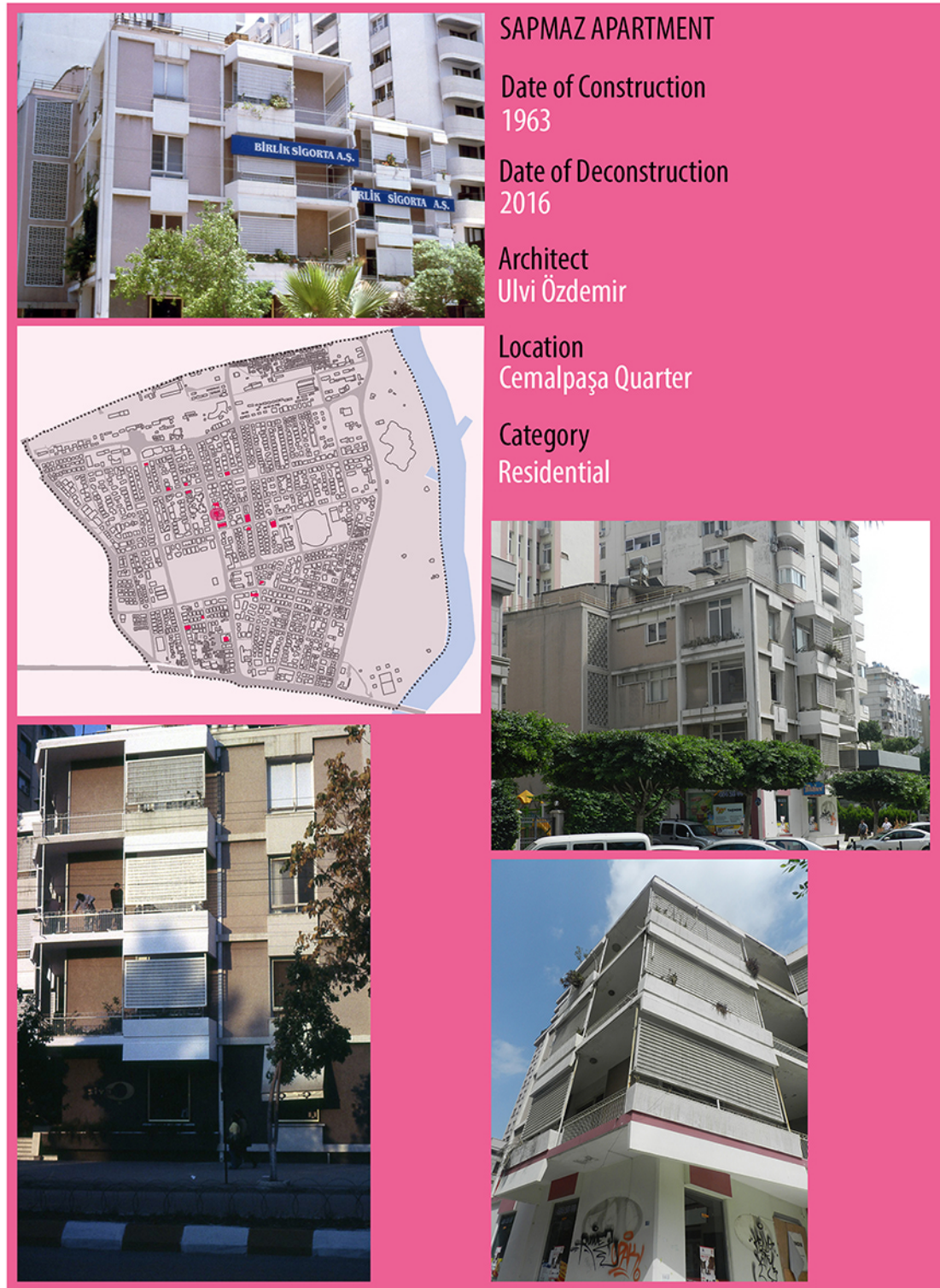


Figure 2: Buildings are known to be lost

Appendix A

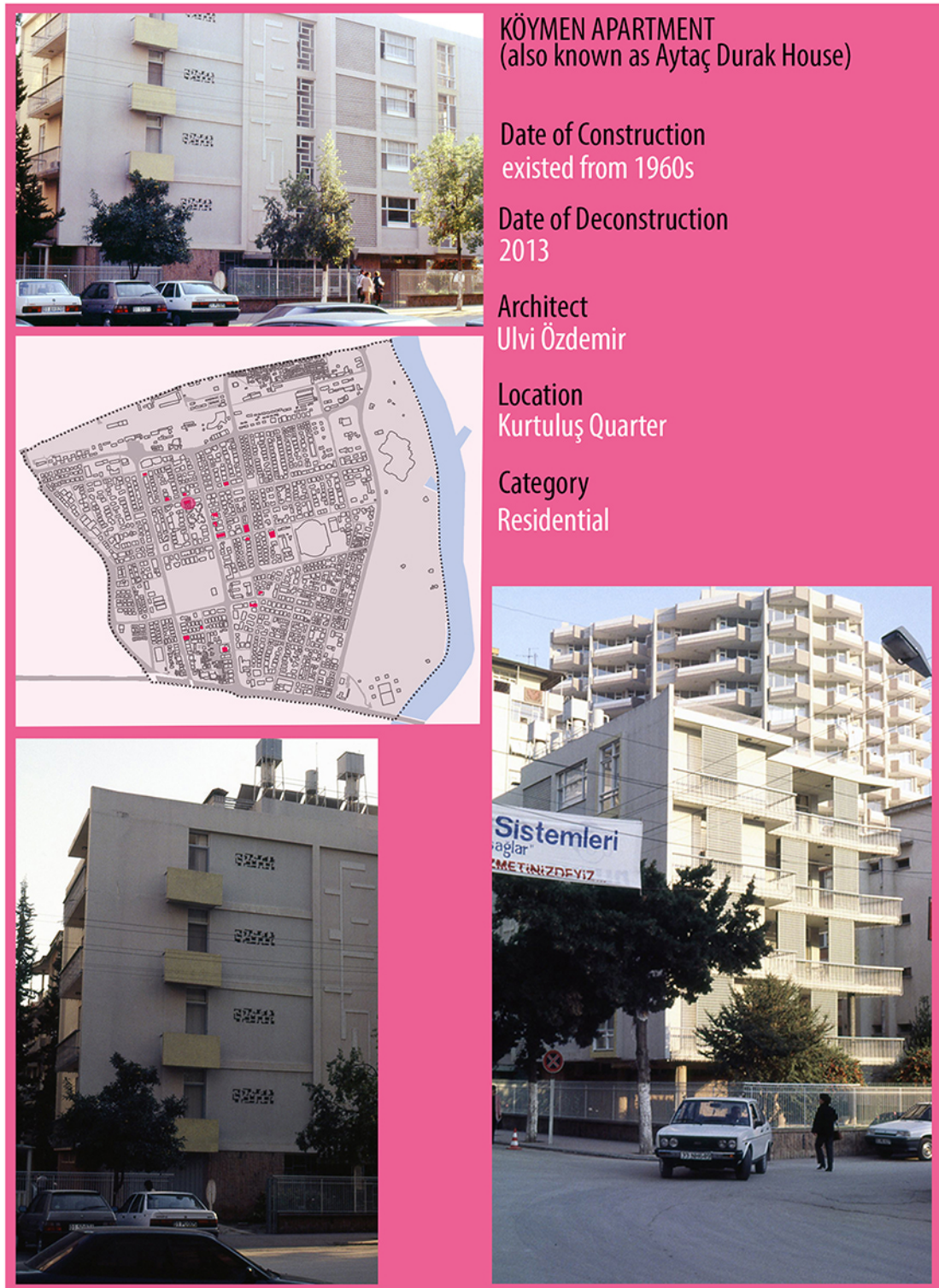


Figure 3: Buildings are known to be lost

Appendix A

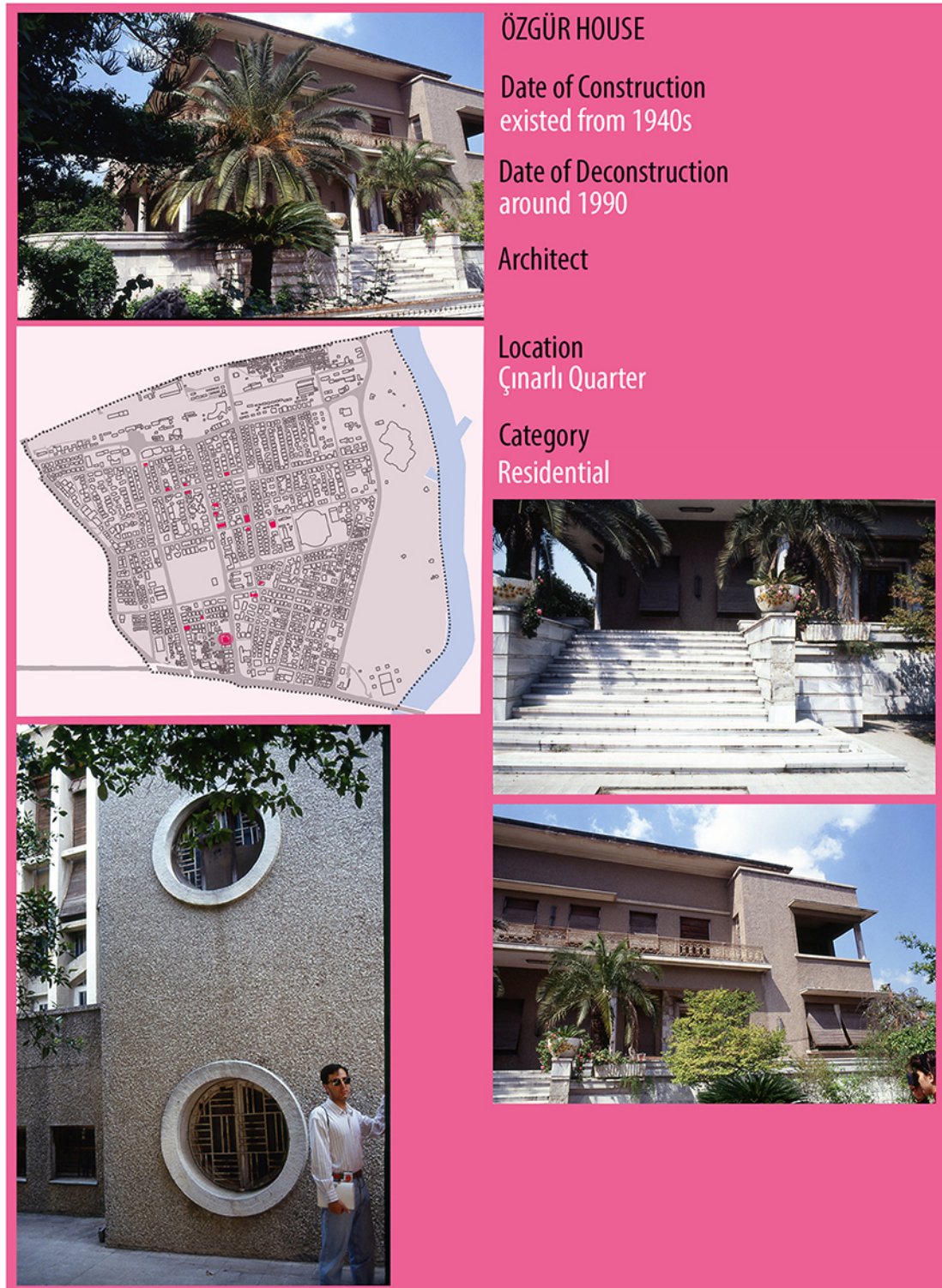


Figure 4: Buildings are known to be lost

Appendix A



Figure 4a: Buildings are known to be lost

Appendix A



Figure 5: Buildings are known to be lost

Appendix A



Figure 5a: Buildings are known to be lost

Appendix A



Figure 5b: Buildings are known to be lost

Appendix A

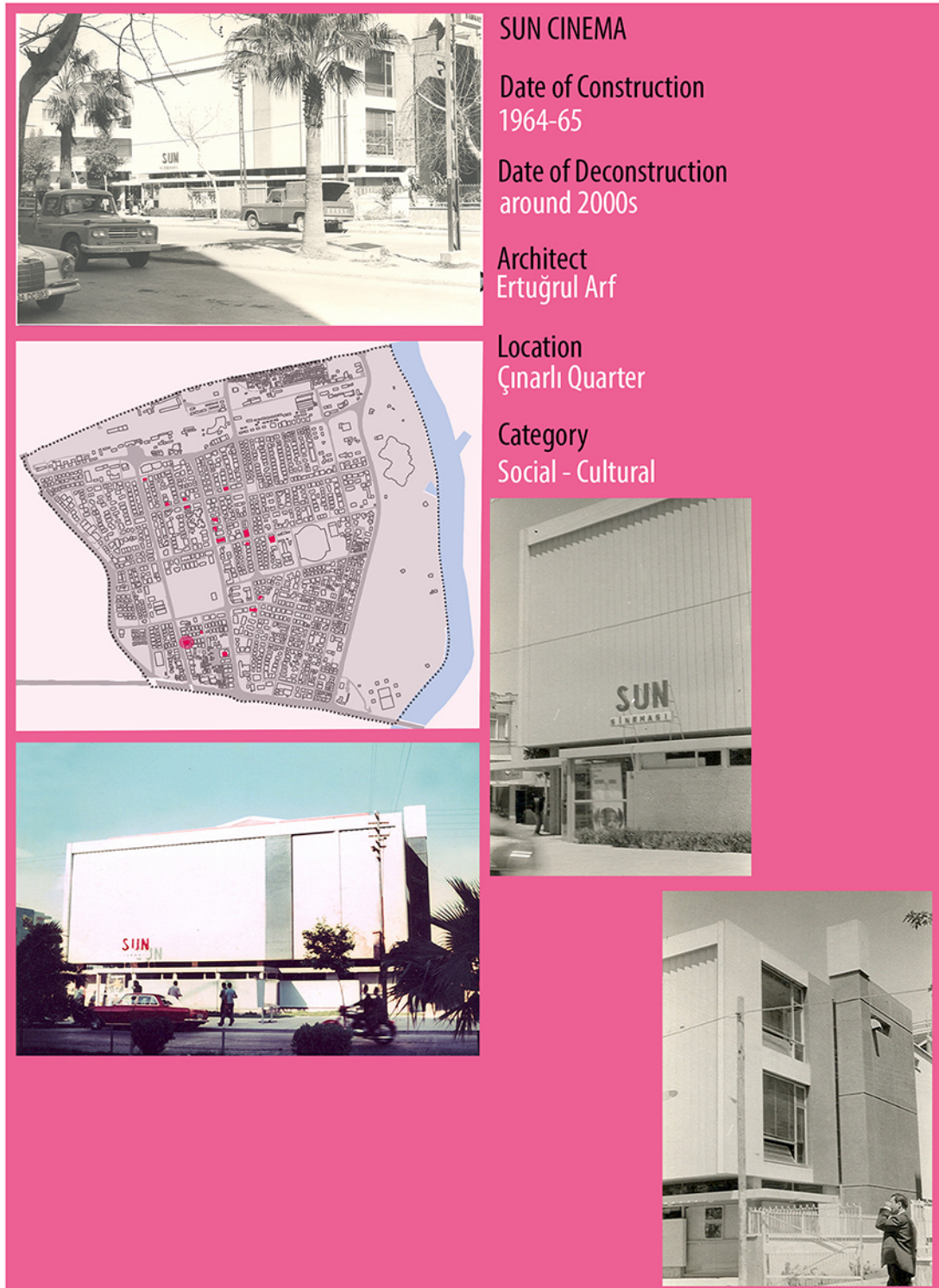


Figure 6: Buildings are known to be lost

Appendix A



Figure 7: Buildings are known to be lost

Appendix A



Figure 7a: Buildings are known to be lost

Appendix A



Figure 8: Buildings are known to be lost

Appendix A

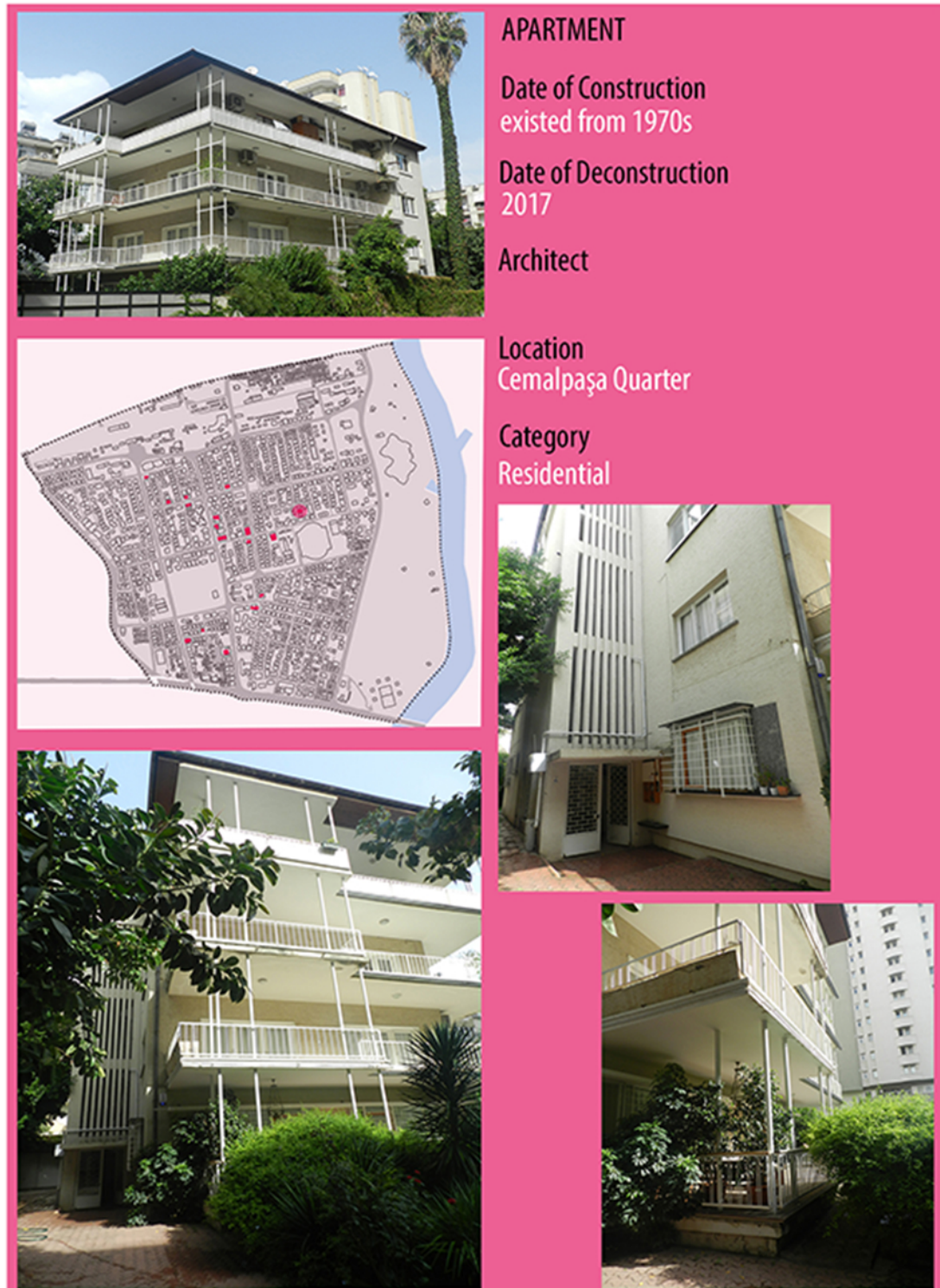


Figure 9: Buildings are known to be lost

Appendix B



Figure 10: Buildings are known to be lost

Appendix B



Appendix B



Figure 12: Buildings are suggested to be registered

Appendix B



Figure 13: Buildings are suggested to be registered

Appendix B



Figure 13a: Buildings are suggested to be registered

Appendix B



Figure 14: Buildings are suggested to be registered

Appendix C



Figure 15: Registered buildings

Appendix C



Figure 15a: Registered buildings

Appendix C

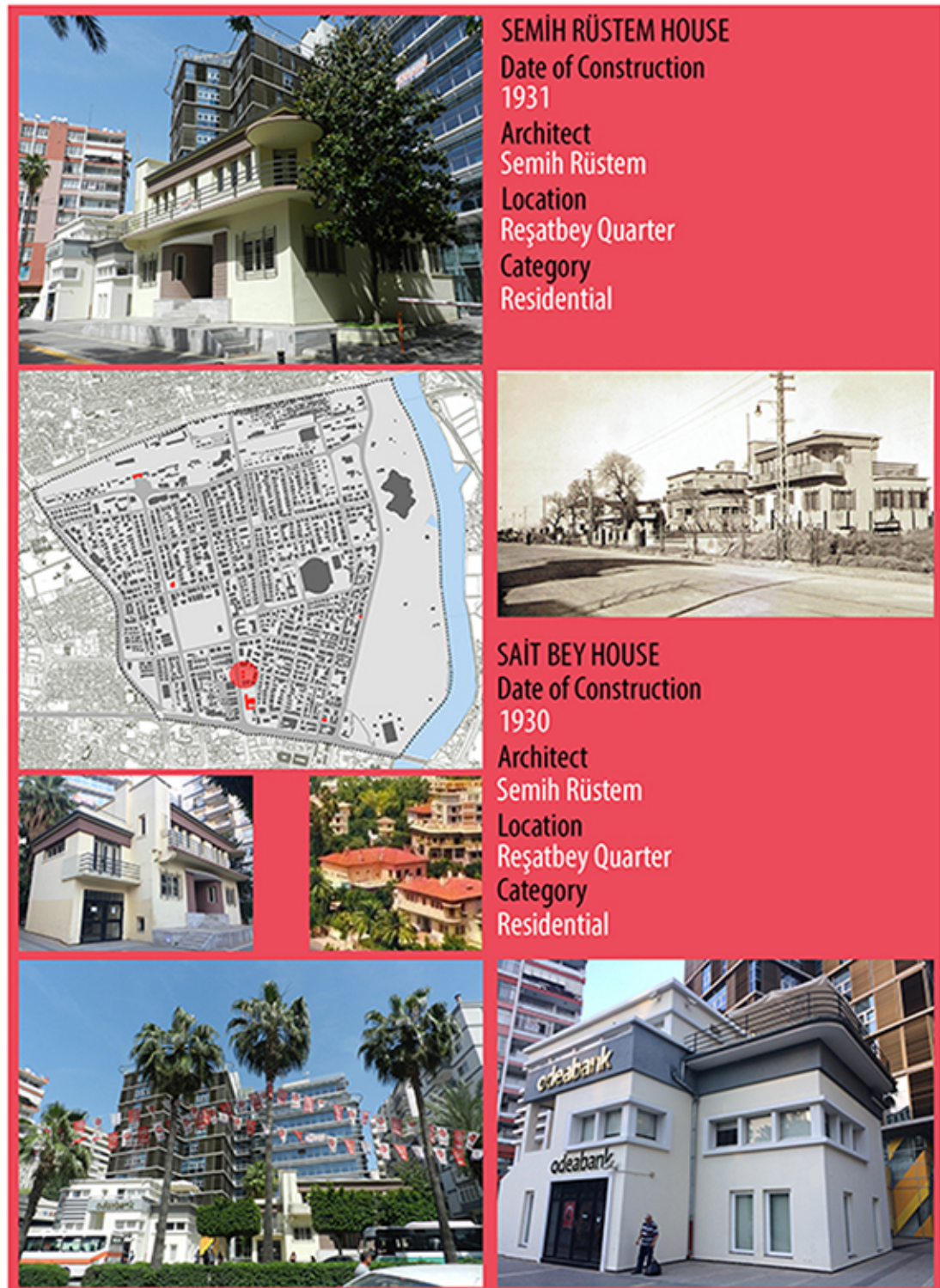


Figure 16: Registered buildings

Appendix D

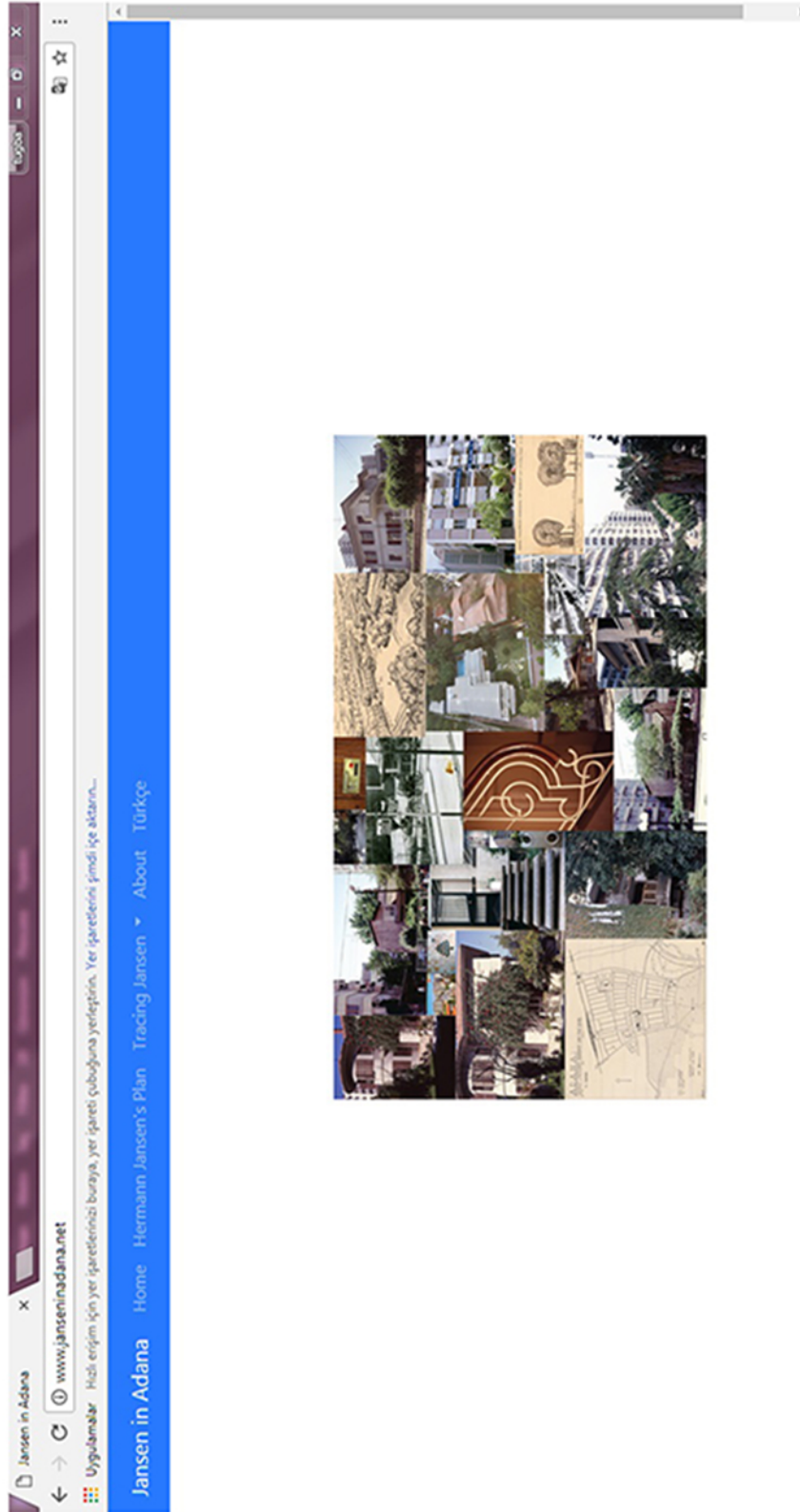


Figure 17: Interface photos from the website

Appendix D

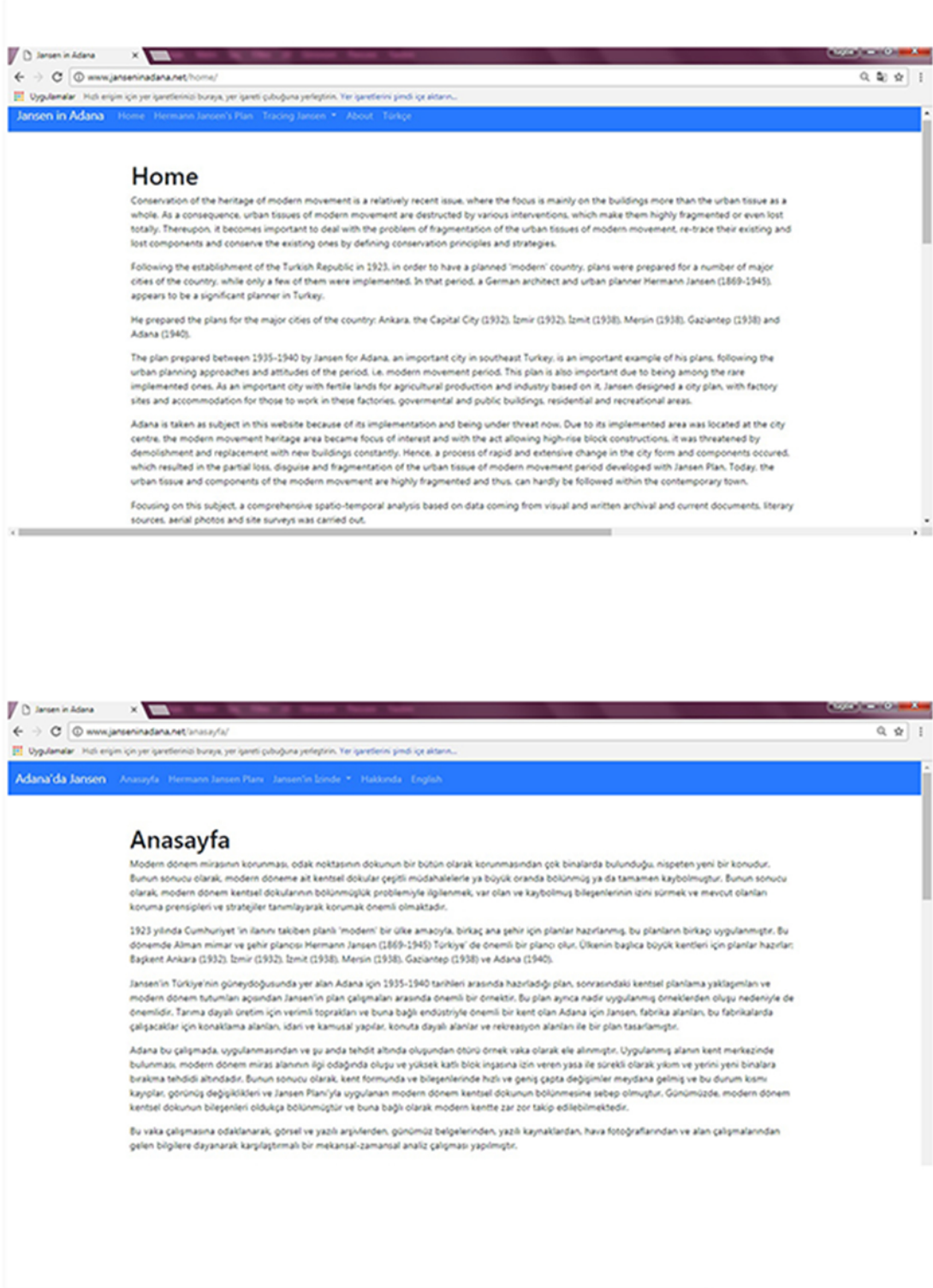


Figure 18: Interface photos from the website

Appendix D

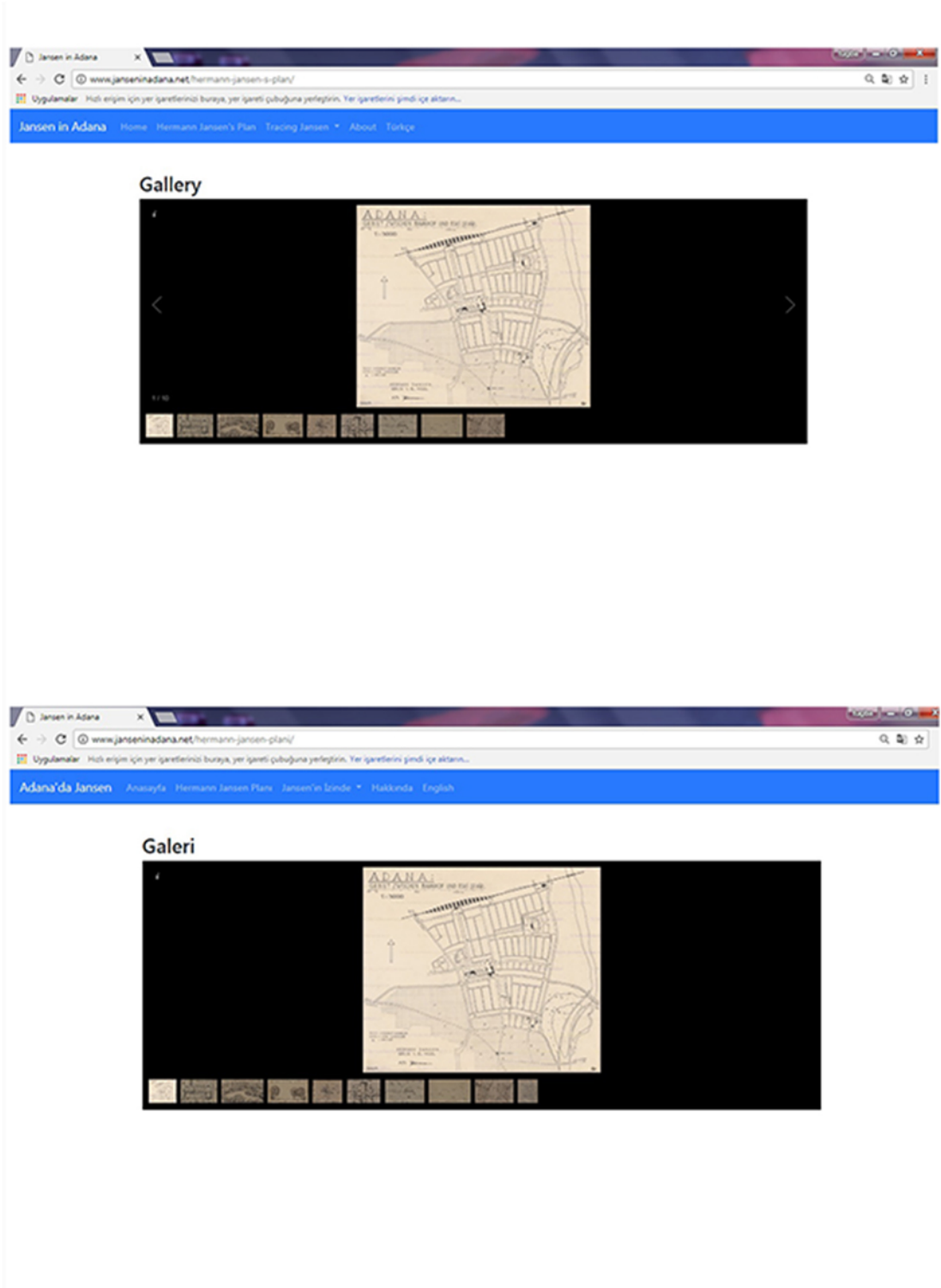


Figure 19: Interface photos from the website

Appendix D

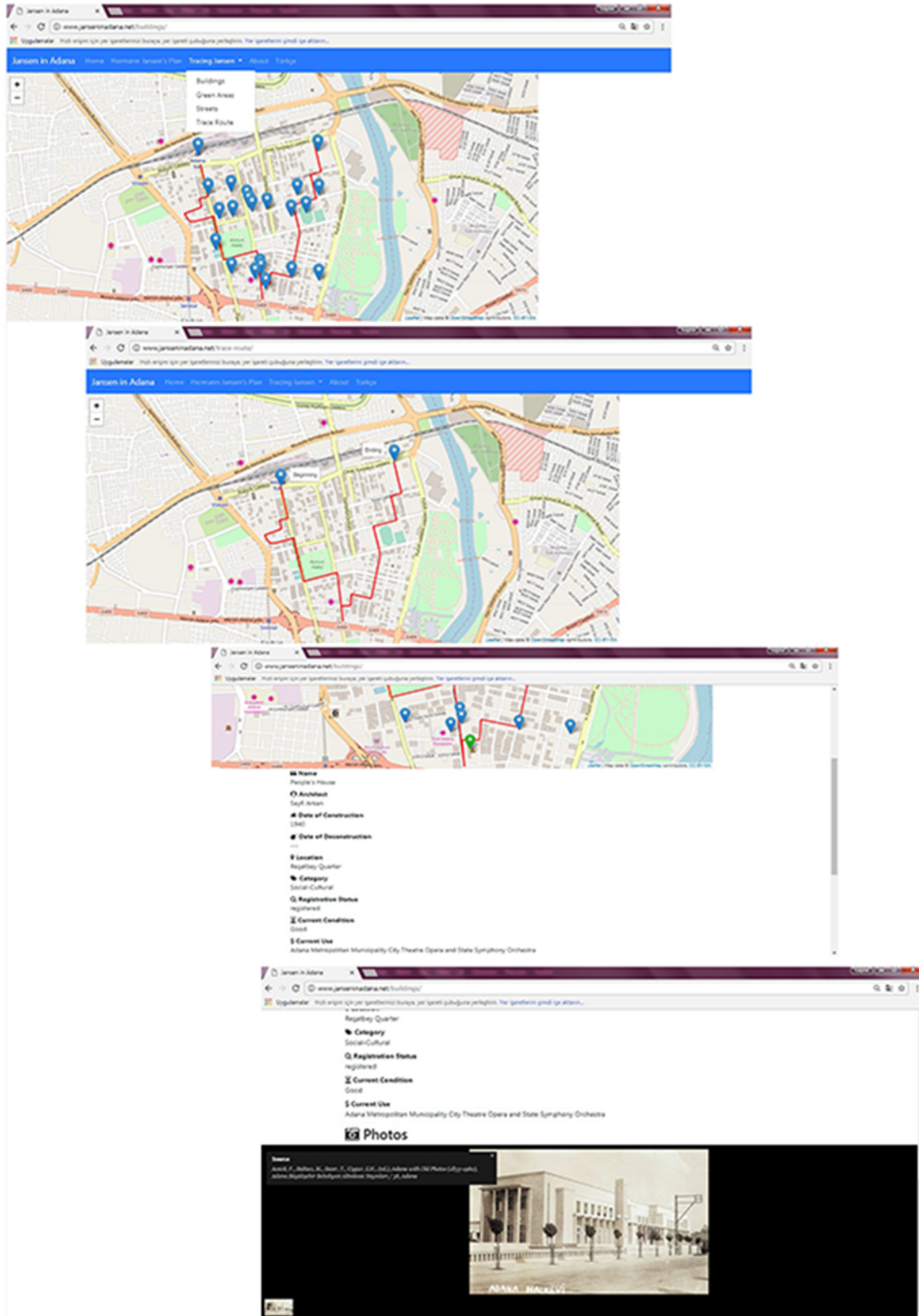


Figure 20: Interface photos from the website

Appendix D

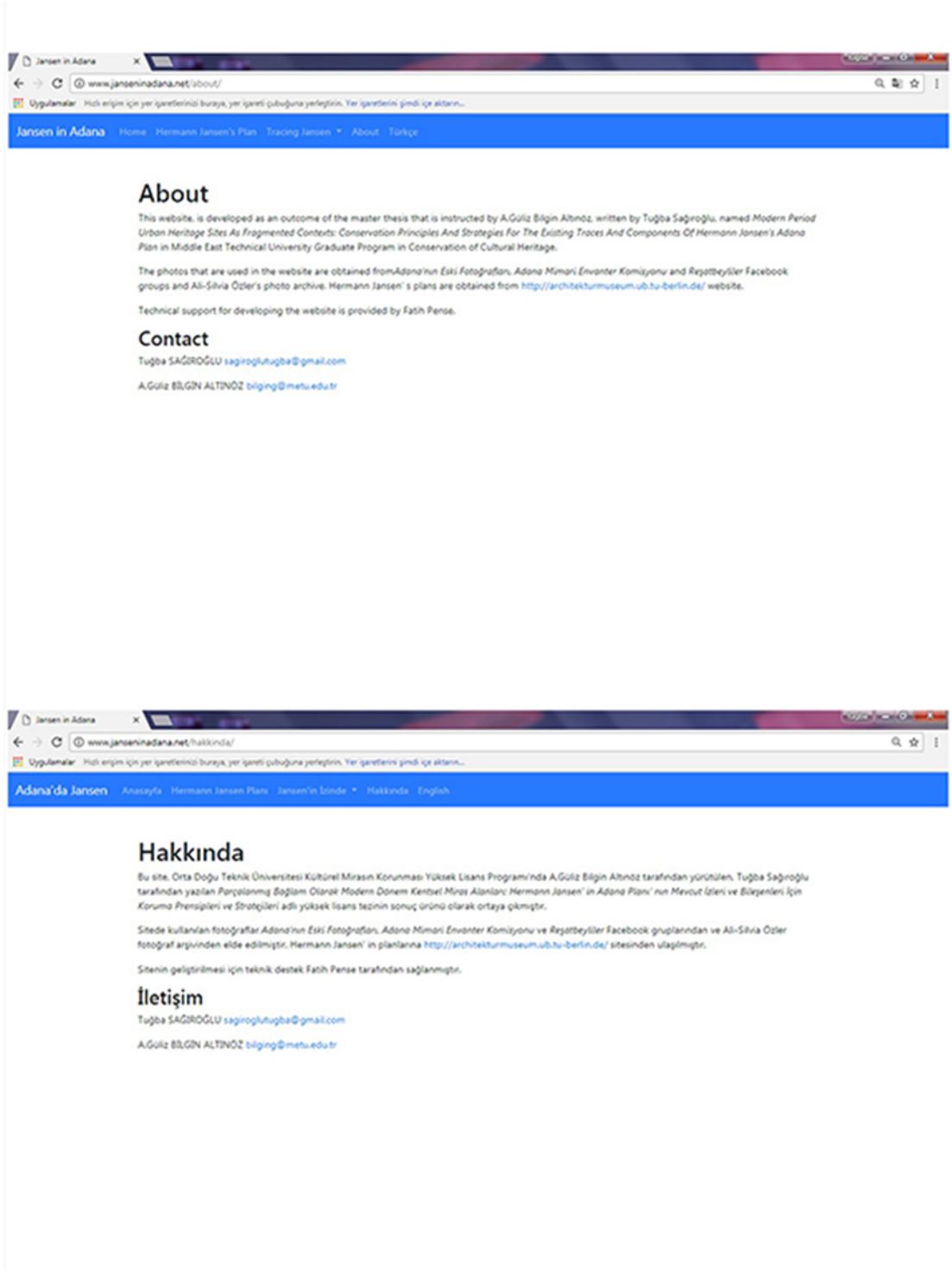


Figure 21: Interface photos from the website