

HERMANN JANSEN'S PLANNING PRINCIPLES AND HIS URBAN LEGACY IN ADANA

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1. This study reveals the original drawings concerning the first development plan of the city of Adana for the first time. The author wishes to express her gratitude to Prof. Gunnar Brands and Mehmetcan Akpınar who kindly helped to obtain the drawings from Architekturmuseum TU Berlin.

INTRODUCTION

Foundation of the Turkish Republic in 1923 after the war of independence had been a fresh start for Turkey in the way to build and empower a modern, civilized country in Anatolia (1). The newly established state had required assistance, mostly in fields of architecture and planning in order to achieve Mustafa Kemal Atatürk and his fellow statesmen's objectives, as the Kemalist ideology envisaged Turkish cities to form an anti-thesis in their clarity to the classical Ottoman towns (Doğramacı, 2007), which were shaped spontaneously according to Islamic principles and monarchic rules, characterized with organic, narrow streets and compact chaotic layouts (Aktüre, 1989). Consequently the Turkish Government had begun to invite foreign experts to give advice and assistance on development issues, and in the following decades approximately forty German, Austrian and Swiss architects came to practice in Turkey (Tümer, 1998).

Furthermore, the Turkish Government undertook an international competition in 1927 for the development plan of the newly formed capital city Ankara, in order to constitute a model for the future of the nation and give impulses to many other cities in the country. Amongst the three planners who were invited for the competition (Joseph Brix, Hermann Jansen and Léon Jausseley) Hermann Jansen was the winner and he was entitled to prepare the master plan of Ankara in 1928 (Tankut, 1993). During the period of preparing detailed plans for various parts of Ankara, he was appointed to prepare plans for seven other Turkish cities, of which four (Mersin, Tarsus, Adana and Ceyhan) were located in the Çukurova Region.

This paper, aiming to make a contribution to the research in urban planning approach during the Early Republican period, focuses on the plans Jansen had prepared for the city of Adana and investigates how Jansen's planning principles were reflected in the plans. In order to establish an articulate framework for such an analysis, prevalent planning ideas in Germany during Jansen's education and early years

of his career have been discussed first. Furthermore, two of his earlier development plans (Berlin and Ankara) have been examined aiming to define his planning principles. Finally, with a particular emphasis on the latest development plan, the plans he had prepared for Adana have been examined for the paper in respect to five categories: zoning principles, concern for the historical fabric, the *Siedlung* approach, emphasis on nature and traffic improvements.

ÇUKUROVA REGION AND ADANA IN THE EARLY REPUBLICAN PERIOD

Being an ancient Cilician city situated on the River Seyhan, 30 miles from the Mediterranean Sea, the city of Adana accommodates several civilizations and was a major town in the Region during Roman times and the Ottoman Period. The population of the city consisted of Turks, Armenians and Greeks at the end of the nineteenth century with a total of 45.000 (Cuinet, 2001). Despite the devastation of several neighbourhoods as a result of the conflict between the Turks and the Armenians in 1909 (Köker, 2008, 242), the city had revived by 1915 and the population had increased following the invasion by French and British troops in 1918 and the subsequent immigration of approximately 70.000 Armenians from Syria to the Çukurova Region (Köker, 2008, 242).

The actual urban development of the city started in the second half of the nineteenth century, following the rehabilitation of swamps surrounding the city into agricultural land, where mostly cotton was cultivated (Toksöz and Yalçın, 1999). Since the commencement of the civil war in America, cotton had appeared as one of the prominent items in the returns of exportation from Çukurova Region for the British Government and the first experiment to produce cotton was undertaken in 1862 (Great Britain Parliament, 1866). Tarsus, Adana and Ceyhan were the cities producing cotton and the railway line, which connected these cities to the port city Mersin enabled the cotton to be transported overseas. The cotton production was mechanized in the Region by the end of the 19th century and before the First World War more than 1000 planting machines, 100 steam threshing machines, 25 double steam ploughs and 85 normal steam ploughs were imported in Adana (Quataert, 2008). Following the construction of barriers to control flow of the River Seyhan in 1905, the establishment of a school for agriculture and completion of the İstanbul-Baghdad railway line which passed along the city (Quataert, 2008), Adana became the social and financial centre of the Region in the first years of the 20th century.

Modernization of the city of Adana had started as early as the first decades of the 20th century. During the Second Constitutional Monarchy period of the Ottoman Empire, plans were prepared for Şakirpaşa Belediye Park, and projects were developed for illumination of the streets and houses, and for the establishment of a belt line for tramcar (Cengizkan, 2003, 90). The first development plan for the city was prepared for an area between the newly established railway station and the existing city during the governorship of Cemal Paşa in 1910 (Seyhan Valiliği, 1938, 191). The plan reflected a baroque style consisting of radial roads connecting the new railway station with the city centre and a circular square in the middle of Reşatbey neighbourhood (Figure 1). The plan of 1910 was not implemented except for the highroad connecting the railway station directly to the city centre, possibly because of the financial difficulties caused by the First World War. Consequently, the city still presented an unorganized and chaotic urban

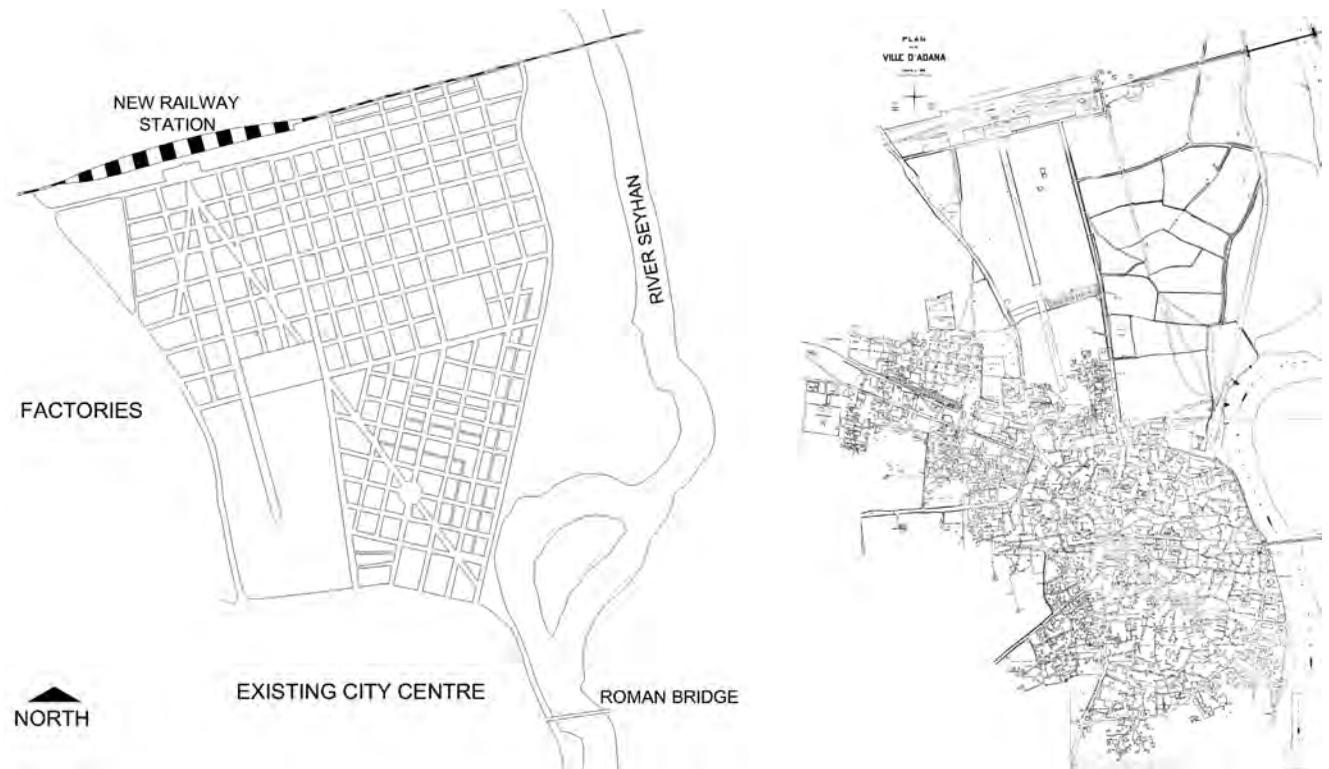


Figure 1. The development plan of the area between the new railway station and the existing city centre prepared in 1910 (redrawn for the paper from the development plans prepared by Jansen which display the plan of 1910 underneath, original copies are at TU Berlin Architekturmuseum, Inv. Nr. 23361 and 23362).

Figure 2. The plan of the city of Adana in 1918 prepared by the French Military Forces (*Plan de la Ville d'Adana*) (reproduced and revised for the paper from the original copies at TU Berlin Architekturmuseum, Inv. Nr. 23370-23381).

form in 1918, along with a large undeveloped area between the newly established railway station and the existing settlement (**Figure 2**).

In 1923 when the Republic of Turkey was founded, 80% of the population consisted of farmers and mechanized farming was undertaken only in the Çukurova and the Aegean Regions (Müderrisoğlu, 2007). The significance of agriculture for national economy had been emphasized by the Government in several speeches (2), as agriculture was considered the most appropriate way of production which could be undertaken by the under educated and war weary citizens. Following the law (no: 682) released in 1925, every kind of young plants and seeds were circulated to farmers free of charge, new nursery gardens were established and furthermore, farmers were educated regarding new techniques of production, in order to develop agriculture in the country (Erkun, 1998).

These improvements had increased the significance and population of Adana and the Çukurova Region, which brought along problems concerning urban development. Despite successful steps taken in Adana by the local authority in the first fifteen years of the Republic, such as the rehabilitation of swamps within the city, establishment of schools, the Community Centre (*Halkevi*: People's House) and factories, and the construction of public facilities (Seyhan Valiliği, 1938), still a development plan to shape the future physical structure of the city was required, which resulted in the appointment of Hermann Jansen in 1932 (Akverdi, 1935).

2. Atatürk's speeches on the occasion of the opening of İzmir Economics Congress (17.02.1923-04.03.1923), addressing the farmers in Adana (15.03.1923-16.03.1923) and addressing the Parliament on the occasion of the opening of the 5th term, 3rd year of gathering (01.11.1937).

HERMANN JANSEN AND THE ORIGINS OF HIS PLANNING PRINCIPLES

Hermann Jansen (1869-1945) was an architect and urban planner who had studied architecture at Technical University of Aachen and continued

his professional life in Berlin between 1898 and 1945 (Reuther, 1974, 341). Due to being the founder and a leader of modern town planning, he had received the degree of Dr. Engineer (Dr. Ing.) in 1919 from Technical University of Stuttgart and one year later he was a professor of town planning at Technical University of Berlin (Reuther, 1974, 341).

During Jansen's education and early years of his career, arguments concerning the effects of the Industrial Revolution on city-form were widespread and several recipes throughout the world were produced. Although the highlighted effects were similar, such as the ugliness, the dehumanization and the fraying of social bonds, the sacrifice of urban values to speculative profit and to traffic, different recipes were born in Europe and the United States against such effects. While City Beautiful was the prevalent movement in the United States, Europeans were mostly concerned with urban living in easy contact with nature, comfortable access within the city, cultural identity and social life (Kostof, 1999). A contextual approach was embraced and two prevalent ideas were promoted in Germany by the end of the 19th century. The first idea was primarily aesthetic, and best represented by Camillo Sitte (1843-1903), while the second was the Garden City Movement and two pioneers of the movement were influential in Germany: Ebenezer Howard (1850-1928) and Theodor Fritsch (1853-1933).

Camillo Sitte

Jansen was a student of Camillo Sitte at Technical University of Aachen (Reuther, 1974, 341) who had advocated a 'picturesque' approach to urban space design in late nineteenth century (Carmona et. al., 2003, 142). Starting with Sitte's book "*Der Städtebau nach seinen künstlerischen Grundsätzen* (City Planning according to Artistic Principles)" published in 1889, "Sittesque" planning principles were promoted in Germany between 1890 and 1910 through lectures, seminars and conferences on city planning at educational institutions (Bachelor, 1969, 197). Sitte's planning approach was defined as "pictorial rather than romantic, which was structured like a picture and possessing the formal values of an organized canvas" (Carmona et al., 2003, 142). He strongly criticized the emphasis on broad, straight boulevards, public squares arranged primarily for the convenience of traffic, and efforts to strip major public or religious landmarks of adjoining smaller structures. He had developed his principles on the basis of the analysis of the visual and aesthetic character of medieval European cities, shaped as a result of organic growth displaying curved or irregular street alignments to provide ever-changing vistas. He also called for T-intersections to reduce the number of possible conflicts among streams of moving traffic and pointed out the advantages of "turbine squares" (civic spaces served by streets entering in such a way as to resemble a pin-wheel in plan) (Sitte, 1965, 91-104).

Sitte's ideas were mostly concerned with the reorganization of existing settlements paying particular attention to the aesthetic components of an urban space and pedestrian friendly environments. He stated that enclosure was the primary feeling of urbanity, and his overarching principle was that "public squares should be enclosed entity", argued that buildings should be joined to one another rather than being freestanding, and recommended supplying a focus in the square, preferably off-centre or along the edge (Carmona et al., 2003, 142-3).

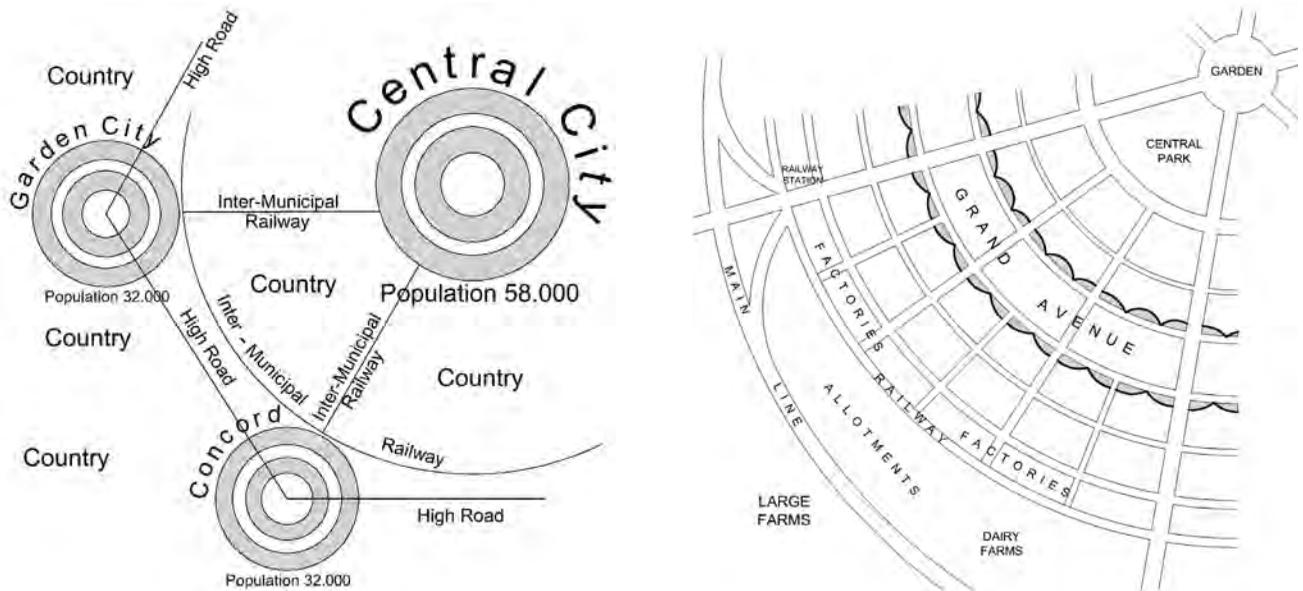


Figure 3. Ebenezer Howard's Proposals for City Development (Howard, 1902).

3a. Correct principle of a City's Growth / 3b. Ward and Centre of Garden City

Ebenezer Howard

Following the promotion of Sittesque principles, Howard's idea of the Garden City came to Germany and it was argued that those two ideas were directly integrated (Batchelor, 1969). The idea of Garden Cities was proposed originally in 1898 in a book titled "Tomorrow: A Peaceful Path to Real Reform" and was developed in a later book "Garden Cities of Tomorrow" dated 1902. Aiming to combine the benefits of the town (such as social life and public services) with those of the country (the silence, the healthful air, greenery, fresh produce), Howard proposed a Three Magnet diagram keeping the Central City with a population of 58,000 (Figure 3a), surrounding it with rural areas and introducing two other settlements accommodating 32,000 inhabitants each that were connected to the Central City and each other via a transit railway system (Howard, 1902). The country magnet, as compared with the town magnet, offered "beauty and wealth, low rents, fresh air, sunlight and health" (Madanipour, 1996, 202), aiming to raise the standards of "health and comfort of all true workers of whatever grade" (Howard, 1902, 14). The Garden City was "large enough to have the benefits of concentration, but small enough to remain close to the countryside" (Abbott, 2006, 71). Six boulevards traversed the garden city from centre to circumference, dividing it into six equal parts or wards (Figure 3b). The garden city was also divided into zones. In the central core there was a circular garden, which was surrounded with public buildings. The second zone was the Central Park. Residential areas were located both between the Park and Grand Avenue (which was a green belt), and also between the Avenue and the outer ring, where factories, warehouses, dairies, markets, etc. were situated.

Howard stressed that Garden Cities were "not suburbs dependent on an old city but self-reliant communities with their own pool of resident jobs and their own apparatus of administration, culture and services" (Kostof, 1999, 76). Although the garden city was criticized because of being a small-scale affair, doomed to be the satellite of the closest metropolis and thus would turn into a mere garden suburb (Kostof, 1995, 680), several successful examples of Garden Cities have been realized throughout Europe.

Theodor Fritsch

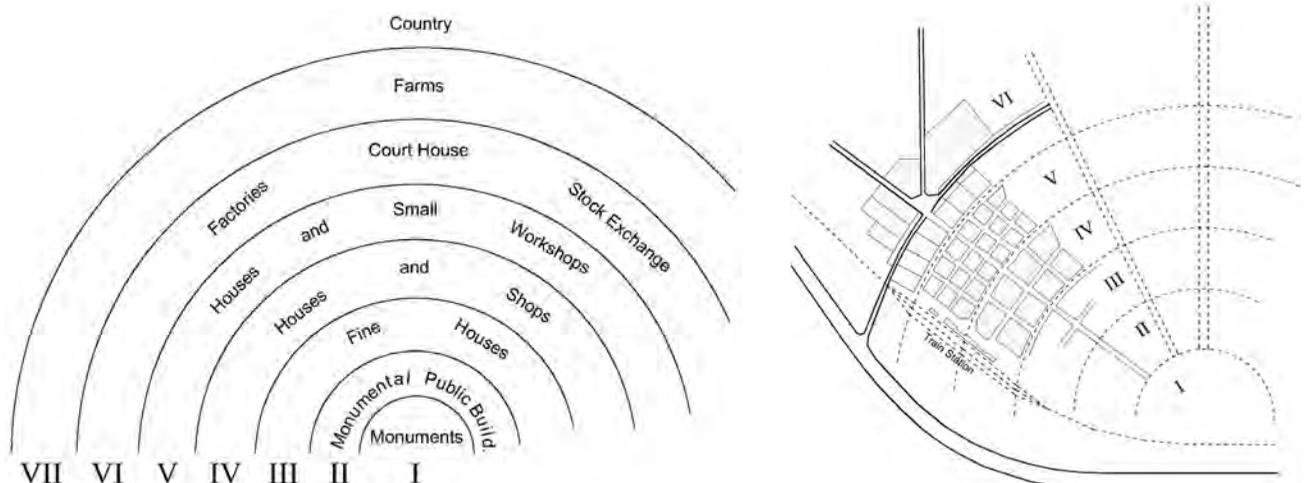
It was claimed that Theodor Fritsch was another important figure who emerged as a possible influence on garden city concept in Germany concurrently (Bachelor, 1969). Fritsch's book titled "*Die Stadt der Zukunft: Gartenstadt* (The City of Future: Garden City)" was published in 1896. As Fritsch noted in the preface to the second edition, it surprisingly had received more attention in England than it did in Germany and had been the true foundation of the garden city (Fritsch, 1912). His proposal consisted of an organic fusion between the older centre of an existing city and its new suburbs by building parallel land-use strips radiating out from a basic radius (Bachelor, 1969). The garden city would be developed in zones (Figure 4) according to Fritsch; where in the central core, monuments and monumental public buildings were situated. Residential areas were located between the monumental public buildings and the outer rings, where factories, court house, stock exchange building and farms were.

Since Fritsch's book was already printed two years prior to Howard's influential work, Fritsch later frequently blamed the Englishman for having copied his ideas without referring to him. Collins and Collins (1965) reported that Fritsch's scheme had anticipated Howard's garden cities, although Fritsch proposed "unlimited growth and did not separate garden city from the city centre" (Bachelor, 1969, 197). The main difference between Howard's and Fritsch's proposals was the social context of their design principles. It is argued that "unlike Howard's progressive and humane reformism, Fritsch's vision reflected an extreme racist perspective that later contributed to National Socialist ideology and caused him to be revered as a prophet of Nazism" (Schubert, 2004, 7). Fritsch regarded the equality of all humans as "a cliché" (Schubert, 2004, 87), developed a hierarchy of residential sections varied from villas for the rich and small houses for the workers, and noted his internal goal as "a new spirit and a new order for the renewal of the Germanic race" (Fritsch, 1906, 5).

In summary, Camillo Sitte's people friendly and picturesque design principles and Ebenezer Howard and Theodor Fritsch's Garden City idea had most certainly influenced Hermann Jansen's planning principles, as they were both promoted in Germany during his education and early years of his career. One might argue that he had developed his own planning principles under the influence of the above-mentioned ideas. The present

Figure 4. Theodor Fritsch's Proposals for City Development (Fritsch, 1912).

4a. Zoning Organization / 4b. Beginning of Land Development



investigation is based on this argument and attempts to examine it through an analysis of his plans for the city of Adana. The planning principles he had developed for Greater Berlin and Ankara are briefly discussed first, because of being the earlier award winning development plans that Jansen had prepared, in order to establish a preliminary framework for the examination of his development plans for Adana.

THE MASTER PLANS FOR BERLIN AND ANKARA

Hermann Jansen's first world wide achievement was the 1st prize he had won in the competition held for the general development plan of Greater Berlin in 1909, with the motto "within the borders of possibility" (Reuther, 1974, 341). The 1st World War prevented the complete implementation of his award-winning plan; nevertheless he was later appointed to produce new plans for Berlin (with his assistant Walter Moest) between 1938 and 1941 (Diefendorf, 1997, 95). His award-winning design in 1909 consisted of a rapid transit railway network, large arterial roads, elongated parks, large green areas, the connection of city centre with nature and settlement cells (*Siedlungs*) for different social groups (Reuther, 1974, 341). Jansen's initial plan for Berlin was argued to be influential on urban development considerably and used as a basis for the insistent safeguarding of open spaces (Scheer et al., 2000, 41). The final plan, on the other hand, included traffic improvements, a street for pedestrians; new settlement cells and the introduction of new green areas (Diefendorf, 1997, 95).

Following the plan for Berlin, Jansen prepared development plans for almost 20 German cities (such as Dresden, Plauen, Leipzig, Emden and Dortmund) as well as for Bergen, Bielitz, Lodz, Pressburg, Prag, Madrid and Budapest in other European countries (Reuther, 1974, 341). However his planning activities in Turkey became most important, as he worked on the plans of Turkish cities until the end of 1939 after winning the competition for the master plan of Ankara in 1928.

The master plan of Ankara (3) consisted of two significant features; establishment of zones and their organization, and formation of a neighbourhood for workers (4). Although it was claimed that Jansen was deeply influenced by the Lörcher Plan prepared for Ankara in 1924-1925 (Cengizkan, 2002), Hermann Jansen's plan reflected "concern for and attention to the historical fabric of the historic city around the citadel" (Bozdoğan, 2001, 70). Nevertheless, as the main principles developed by Lörcher were demanded from the contestants by the local government of Ankara, Cengizkan (2002, 57, 58) claims that Jansen's achievement was to successfully adapt, interpret and eliminate those principles.

The planning decisions for the master plan of Ankara that were emphasized by Jansen in a letter dated 17 October 1927 to the local government were as follows:

- "The new settlement should be attached to the old city in order to be perceived clearly as an addition, and the buildings and the urban form should be reorganized;
- Road traffic within the city should be paid attention;
- A scattered development would be more appropriate rather than a very large city;
- It is compulsory to integrate green areas with the city for a healthy and modern urban environment;

3. For a comprehensive discussion on Hermann Jansen's master plan for Ankara see Tankut (1993), Yavuz (1981), Cengizkan (2002, 2004) and Akcan (2009).

4. The neighborhood for workers (*Amele Mahallesi*) was included in every development plan prepared by Jansen for the Turkish cities, several of which can be found in the archives of Architekturmuseum TU Berlin.

- A stadium and concourses should be built” (Cengizkan, 2004, 105).

Following the aforementioned decisions, Ankara was divided into two parts by Jansen, as the old city and the new city, which were separated with a green belt. Moreover, several zones were established, which were basically an administrative area, a quarter for foreign consulate buildings, a quarter for university, an industrial area and residential areas. Hermann Jansen’s planning principles for the master plan of Ankara were summarized as follows:

- “Urban aesthetics was the primary concern and the Citadel was considered as “the city crown”,
- Roads were designed short, straight, narrow and suitable for the topographical conditions in order to achieve a feasible design,
- A healthy urban environment was secured through green areas, sports grounds, playgrounds for children, parks and recreational areas,
- Residential areas were divided into 18 sections (*Siedlungs*) and different development patterns were introduced for each,
- Houses were designed as either detached or attached and each house had front and rear gardens,
- The location of industrial areas was determined according to transport availability (mainly railway transport) and the dominant wind,
- A commercial area was not included in the plan, rather the existing city centre was considered as the traditional commercial centre, which would continue to function as before,
- Green belts were introduced connecting the old and the new city, which created traffic free routes for pedestrians” (Tankut, 1993, 79-80).

Jansen’s motto for the master plan of Ankara was “Cities are mirror images of the present” (Doğramacı, 2007, 122); however, his approach was regarded contrary to the modernist planning principles which were widely accepted throughout the world in the first half of the 20th century and therefore arguably stood old fashioned in respect to current planning trends of the time. While modernist planning ideology aimed to construct a totally new strategy for urban planning which ignored historic urban contexts, Jansen’s vision was considered “narrow within the possibilities of the 20th century” (Tankut, 1993, 67). As a result of such criticisms and various political reasons, the master plan of Ankara was not fully implemented and was subject to intervention mostly by bureaucrats (Bademli, 1994, 162), which resulted Jansen to declare that his signature could be removed from the plan in 1938 (Yavuz, 1981, 29).

In summary, Jansen’s master plans for Berlin and Ankara consisted of similar concepts in principle: various zones that were separated with green belts, introduction of large recreational areas, residential areas in sections (*Siedlungs*) and connection of the existing city with nature and the *Siedlungs* using green belts. It is possible to find traces of Sitte’s, Howard’s and Fritsch’s influence on his plans for Berlin and Ankara. Firstly, similar to the principles of the Garden City Movement, both of the cities were divided into zones displaying a scattered urban form rather than a large, condensed entity. Secondly, large green areas connecting the existing city with the newly proposed residential areas and nature were also ideas highlighted by the Garden City Movement. And finally Sittesque principles were

reflected in the plans for Berlin and Ankara through traffic improvements and concern for and attention to the historical fabric.

Following the brief discussion of Jansen's plans for Berlin and Ankara, five topics are highlighted for the analysis of his development plans for Adana: zoning principles, concern for the historical fabric, the *Siedlung* approach, emphasis on nature and traffic improvements.

THE DEVELOPMENT PLANS FOR THE CITY OF ADANA

THE EARLIER PLANS

The initial development plan prepared by Jansen was for a limited area between the existing city and the new railway station, which proposed residential areas supported with two parks (Atatürk and Seyhan), a sports ground, three schools and a theatre (Figure 5). The recreational areas were connected to each other with green belts and were also used to connect the existing city with the public square in front of the railway station, which allowed traffic free access for pedestrians within the area. The plan

Figure 5. The first development plan of Adana prepared by Jansen for the area between the existing city and the new railway station, dated 1935 (reproduced and revised for the paper from the original copy at TU Berlin Architekturmuseum, Inv. Nr. 23347).

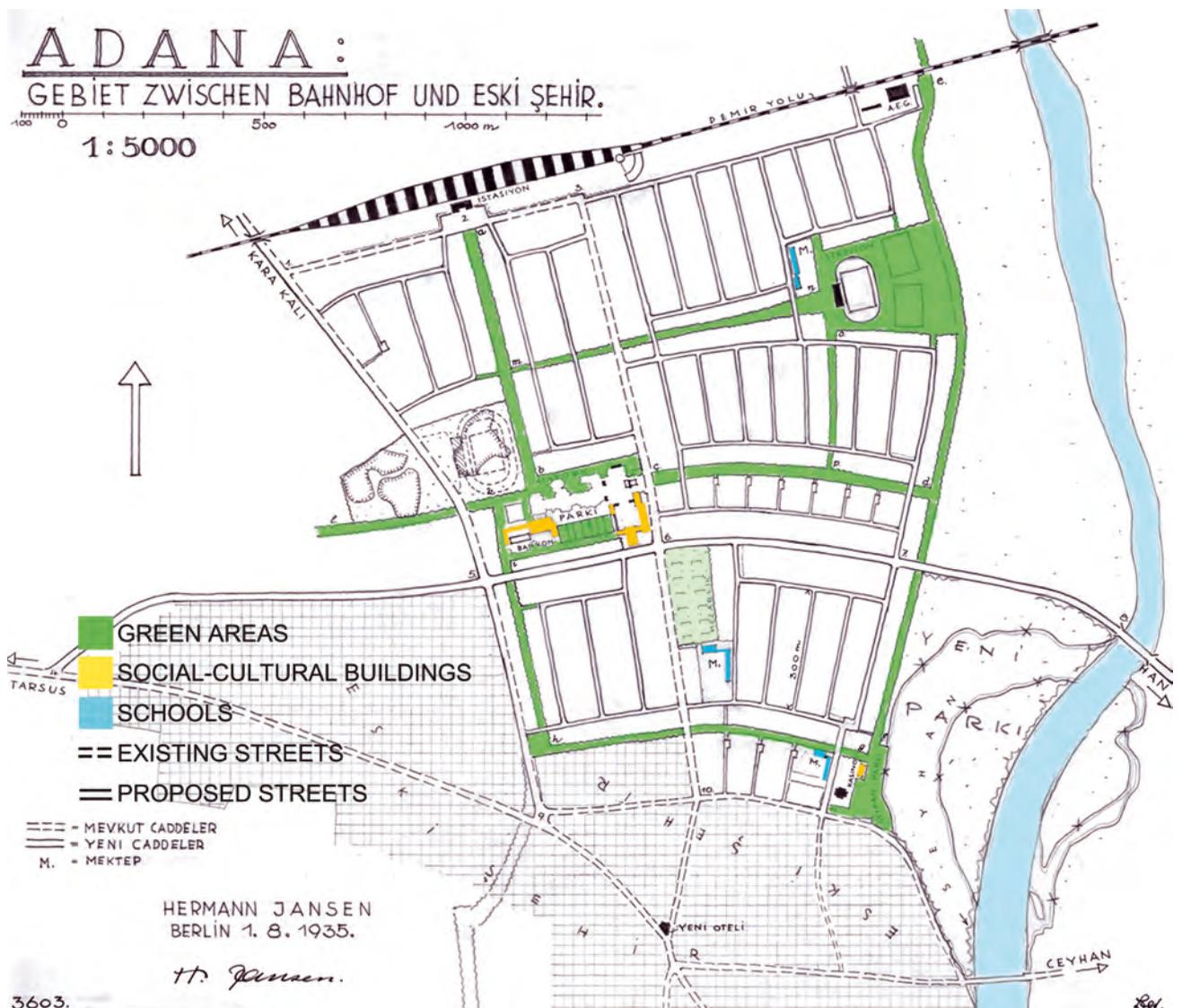


Figure 6. Perspective drawing for the Atatürk Park dated 1935 (reproduced from the original copy at TU Berlin Architekturmuseum, Inv. Nr. 23350).

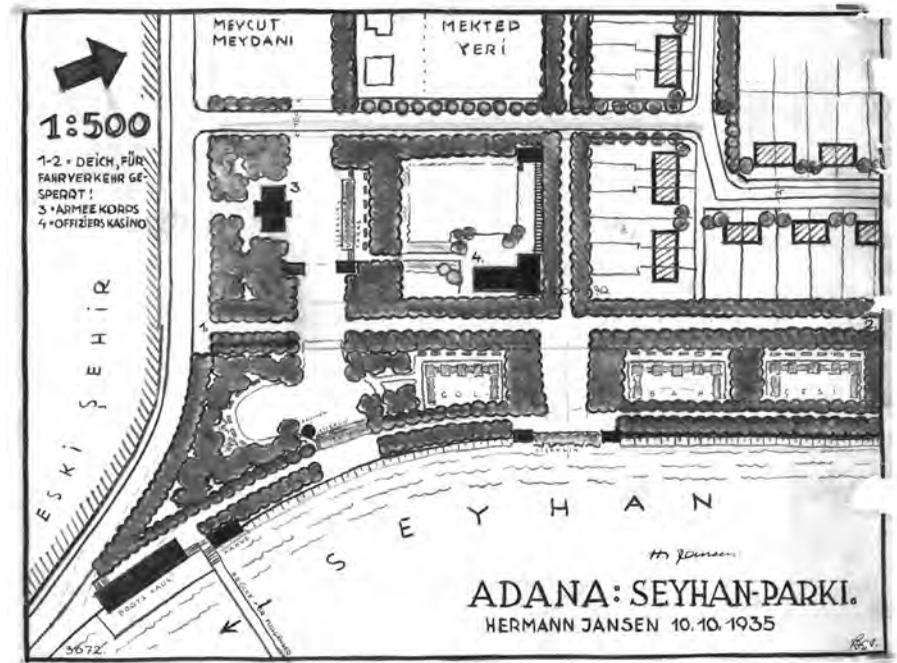


Figure 7. Plan showing the layout of the Seyhan Park (reproduced from the original copy at TU Berlin Architekturmuseum, Inv. Nr. 23353).

displays a totally different layout compared with the plan of 1910, except for the pedestrian road connecting the new railway station with Atatürk Park. While the plan of 1910 divides the area into four sections having different layouts and creates small blocks of houses separated with cross roads, Jansen proposed large blocks of houses consistently placed within the area, T junctions and a new route for intercity highway connecting the city to Tarsus and Ceyhan.

Following the initial development plan, detailed plans for the Atatürk Park, the Seyhan Park and the public square facing the new railway station were prepared reflecting Jansen's efforts to create a healthy urban environment in harmony with the climate and the natural landscape of the city (Figure 6, 7). While the Atatürk Park was planned to include an area for public meetings and a garden for open air concerts supported with social and cultural buildings, the Seyhan Park was on the river bank, including an

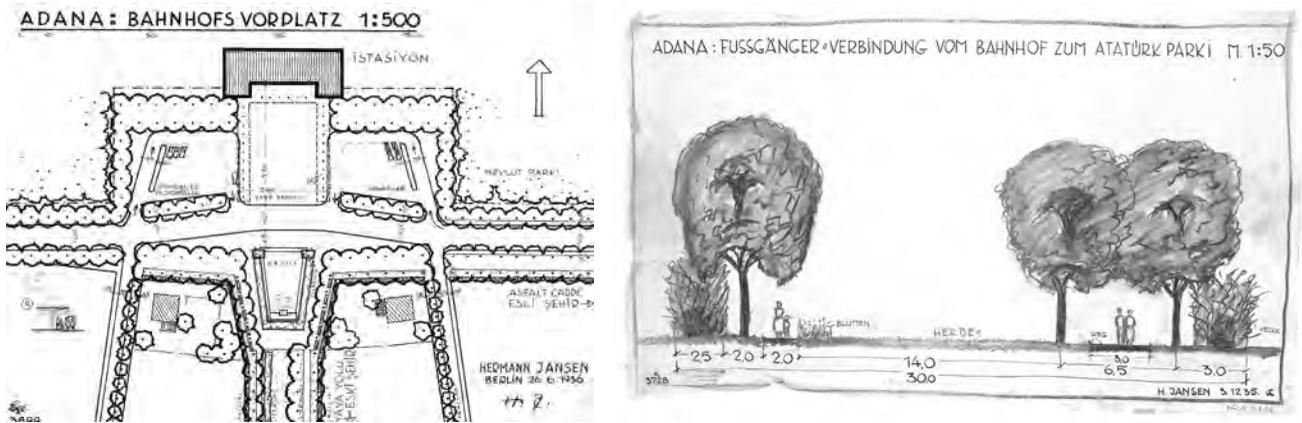


Figure 8. Drawings for the public square in front of the new railway station (reproduced from the original copies at TU Berlin Architekturmuseum, Inv. Nr. 23344 and 23357).

8A. Plan / 8B. Section

5. Jansen included airports in every plan he had prepared for Turkish cities, as the drawings in the archives of Architekturmuseum TU Berlin evidently reveal.

6. Horse races have been organized regularly in Adana since early 1930s and Mustafa Kemal Atatürk usually came to Adana every spring to watch the races with the Prime Ministers. For the race with İsmet İnönü, see *Yeni Adana Gazetesi* (New Adana Newspaper), 27 April 1937.

officer's club, a boat house, a coffee house and rose gardens. The public square in front of the new railway station, on the other hand, was designed to create an open pedestrian area supported with a pool and parking for both automobiles and phaetons (**Figure 8**). Jansen's concern for and attention to the negative effects of sunshine is evident in the drawings, as trees were to be planted on either side of the roads to create shaded pedestrian areas and canopies were used to protect passengers from effective sunshine.

In 1936, Jansen had prepared two plans displaying his plan strategy for the city, which developed both sides of the river. The latter plan (**Figure 9**) included residential areas, industrial areas, an airport (5), a race track (6) and a new route for the intercity highway, which passed along the southern end of the existing city. The plan does not display a distinct planning strategy; rather it defines the possible zoning organization. While residential and industrial areas were located in both western (Seyhan) and eastern (Yüreğir) flanks of the river, the airport and the race track were

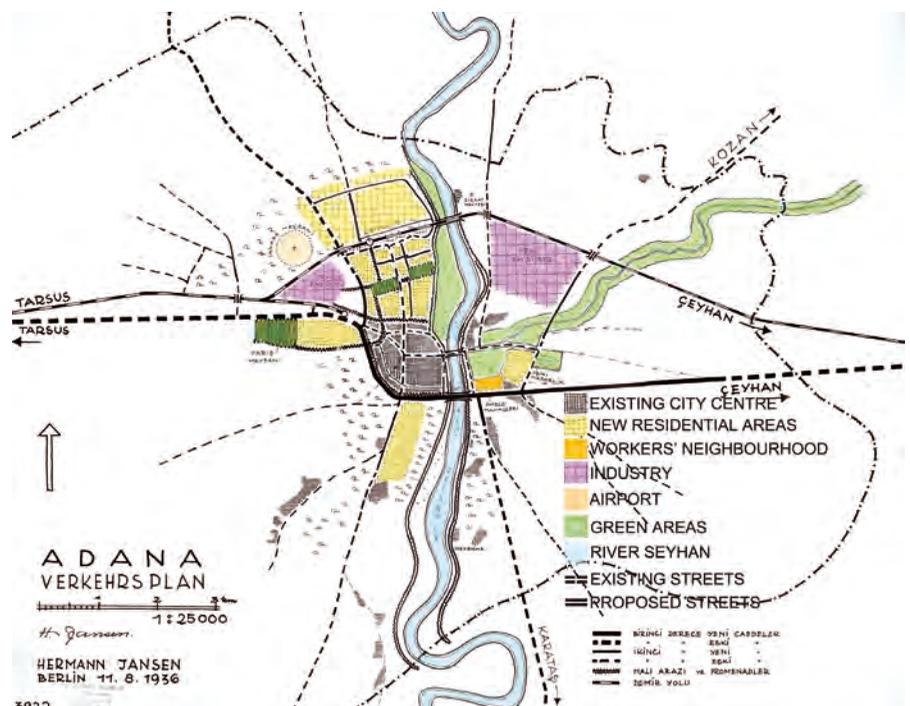


Figure 9. The Planning Strategy for the Development Plan of Adana dated 1936 (reproduced and revised for the paper from the original copy at TU Berlin Architekturmuseum, Inv. Nr. 23358).

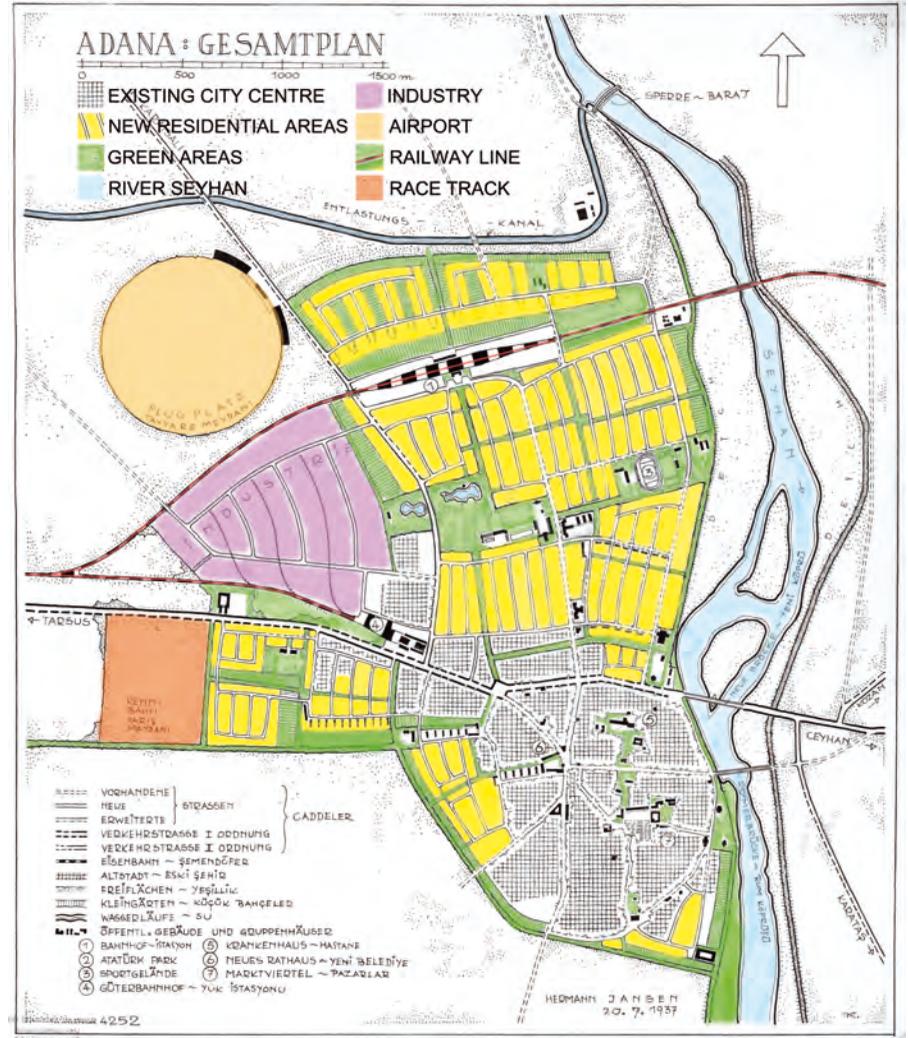


Figure 10. The Development Plan for the western part (Seyhan) of the River Seyhan, dated 1937 (reproduced and revised for the paper from the original copy at TU Berlin Architekturmuseum, Inv. Nr. 23360).

proposed in Seyhan, arguably because of their proximity to the railway stations.

The first general development plan of the city, dated 1937, proposed development only for the Seyhan part, which introduced green belts covering the newly established areas and moved the route of the intercity highway (Figure 10) to the northern end of the existing city. The airport and the race track were retained in their previous locations that were proposed in the general planning strategy, while the regeneration of the existing city centre through introducing new functions, such as a hospital and a new town hall were proposed.

THE FINAL DEVELOPMENT PLAN AND JANSEN'S PLANNING STRATEGY

It is possible to observe Jansen's planning principles in the final development plan of the city of Adana, dated 1940, which proposed development for both flanks of the river. While the surrounding area of the existing settlement (similar to the plan of 1937) was developed in Seyhan, a totally different planning approach in emergent Yüreğir was adapted by Jansen (Figure 11), reminding Fritsch's proposal for the beginning of land

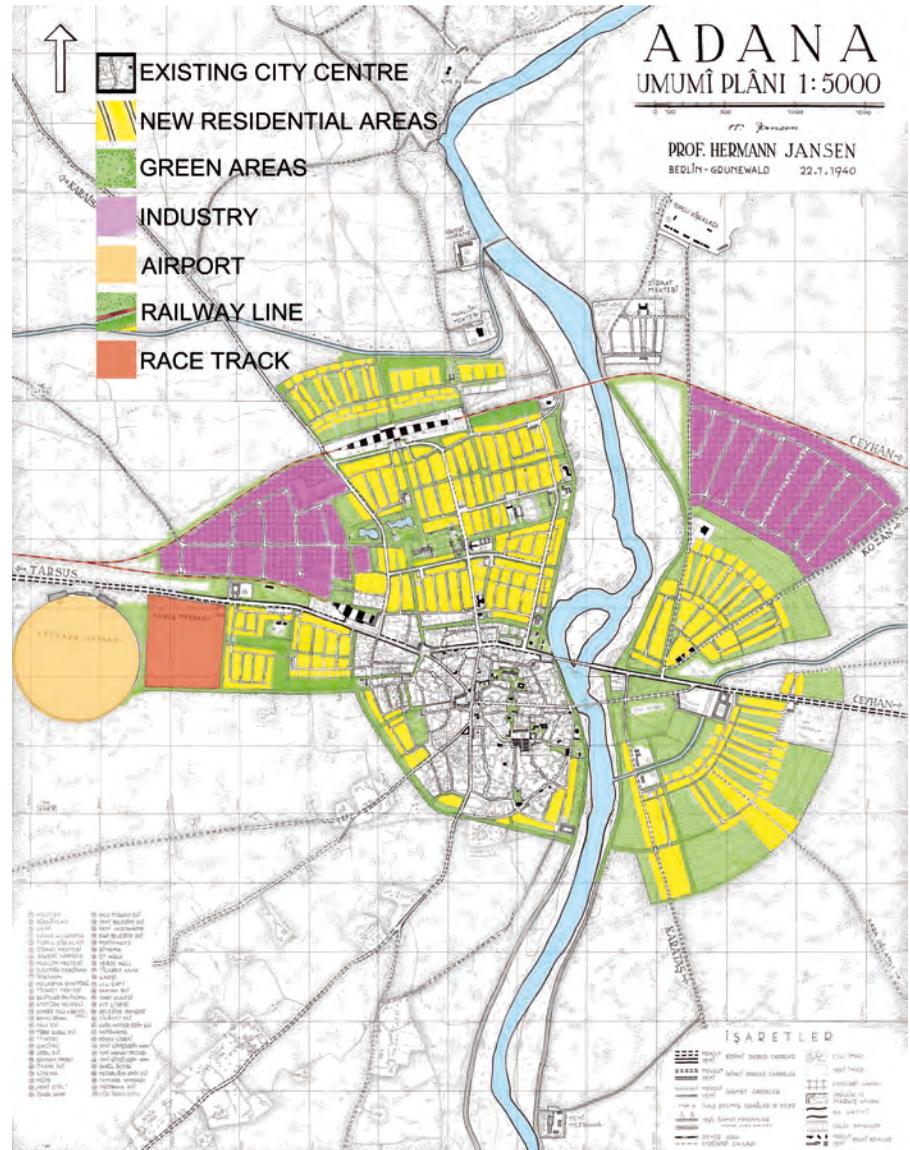


Figure 11. The Final Development Plan of Adana prepared by Hermann Jansen, 1940 (reproduced and revised for the paper from the original copies at TU Berlin Architekturmuseum, Inv. Nr. 23367, 23368 and 23369).

development. His proposal for the development of Yüreğir was in parallel bands, radiating from a green area which was accessible from across the river by two bridges. Although it is evident that the urban form of Yüreğir was in accordance with Fritsch's proposal; neither the zoning organization nor the street system proposed by Fritsch was reflected in the proposal for Yüreğir (Figure 12). Furthermore, Jansen's proposal did not include a social or administrative area in the central core, except for a school and an alms house. It is also possible to find traces of Howard's influence on Jansen's planning principles in the Yüreğir plan. The northern end of the proposed residential area was surrounded with an area for industry, and the railway line was used as the borderline of the new development in the plan, which was in line with Howard's proposal for the ward and centre of the garden city.

Zoning Principles

The major differentiation in Jansen's plan for Adana was between the old, existing city and the newly established areas, similar to his proposals for

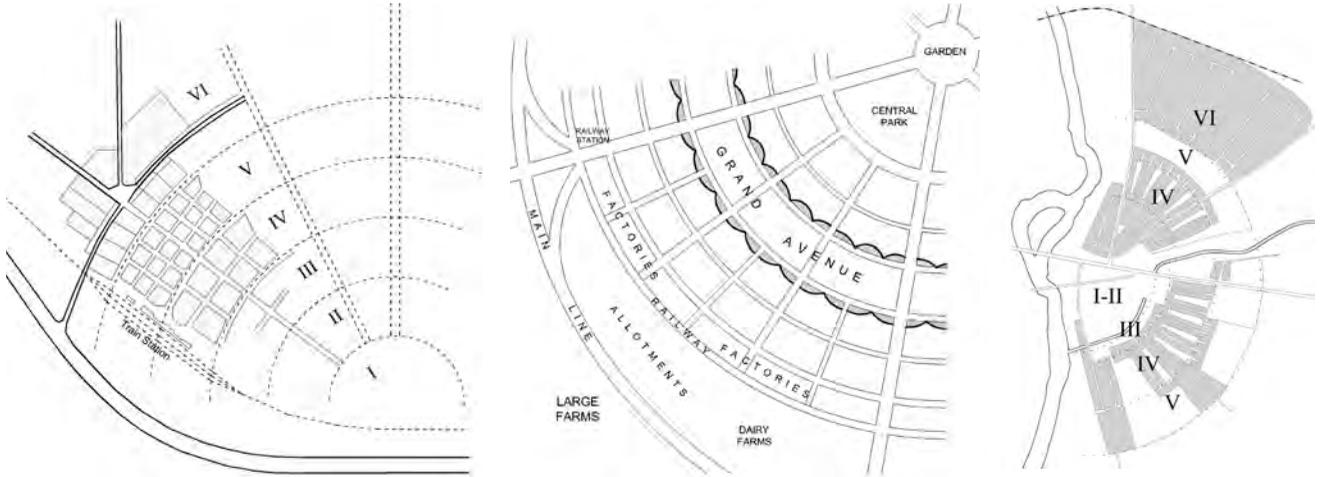


Figure 12. The comparison between Fritsch's, Howard's and Jansen's proposals for land development.

12a. Fritsch's proposal for the beginning of land development,

12b. Howard's proposal for city development,

12c. Jansen's proposal for the land development in Yüreğir part of the city of Adana.

the other Turkish cities in Turkey, stressing "a sterile isolation between areas representing traditional and modern, Ottoman and Republican, and Eastern and Western" (Akcan, 2009, 84). Jansen organized the newly established areas in zones, which consisted of industrial areas on the western and north eastern ends, residential areas situated to the west, north and east parts of the existing city, supported with social and recreational areas, a race track and an airport adjacent to the race track. While Seyhan included residential, commercial, social and cultural areas, Yüreğir was mostly residential with a market place in the centre and an industrial area covering the northern part of the residential area.

The analysis revealed that industrial areas were planned adjacent to railway lines and located near the outer limits of the proposed developments. Furthermore, they were both isolated from residential areas via a railway line or a green belt. Residential areas were also separated from each other using green belts, large arterial roads or parks. Therefore, findings support the idea that Jansen's plans were consistent with Howard

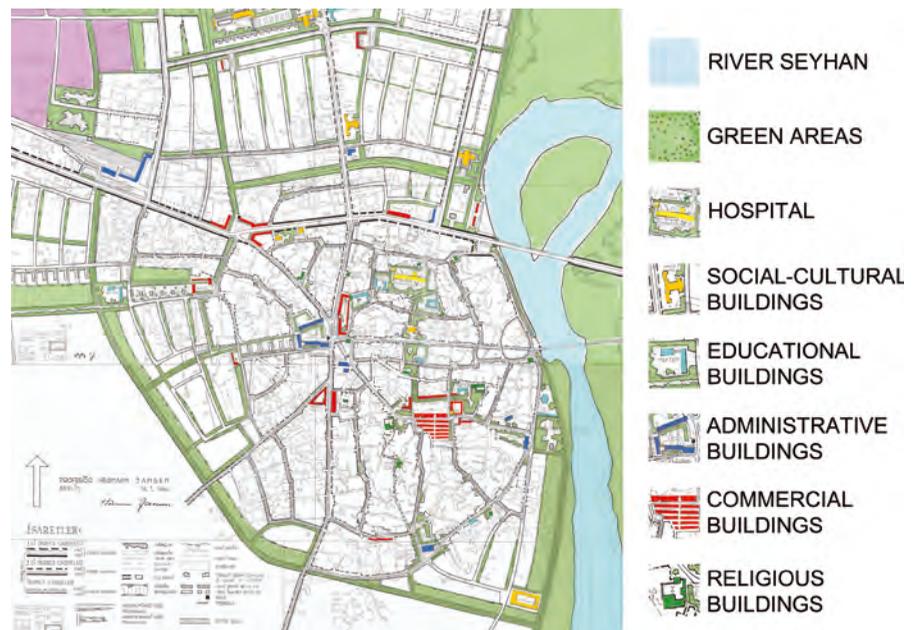


Figure 13. Hermann Jansen's proposal for the existing city dated 1940 (reproduced and revised for the paper from the original copies at TU Berlin Architekturmuseum, Inv. Nr. 23361 and 23362).

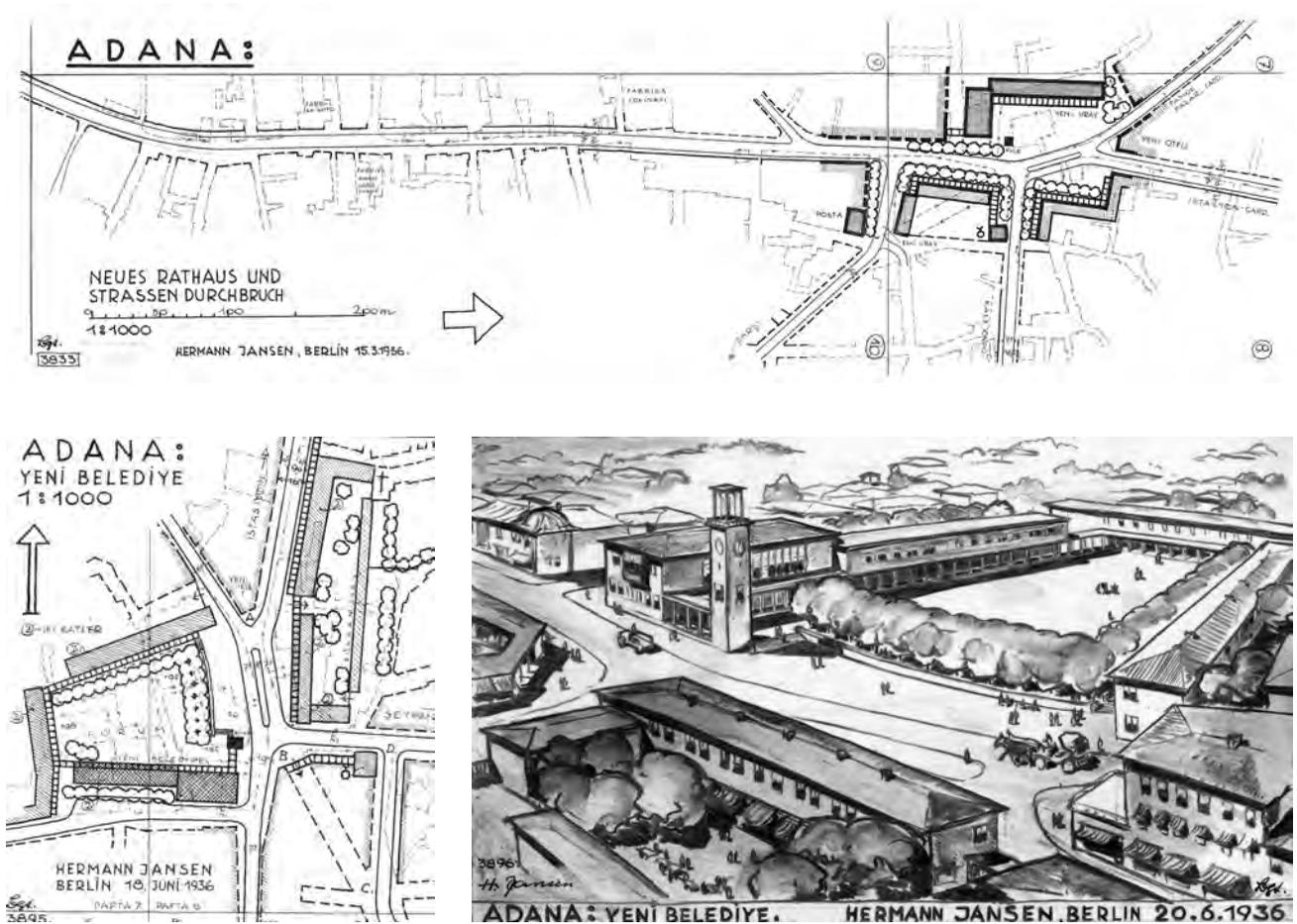


Figure 14. The plans and perspective of the new town hall (reproduced from the original copies at TU Berlin Architekturmuseum, Inv. Nr. 23354(A), 23355(B) and 23356(C))

14a. The new Town Hall and the street system / 14b. Plan / 14c. Perspective.

and Fritsch's proposals in terms of zoning principles. Nevertheless, the form of Seyhan development did not match with the radial form of the Garden City, only the Yüreğir development displays a similar urban form.

Concern for the Historical Fabric

The existing settlement located in Seyhan was retained by Jansen and supported with administrative, commercial and social buildings (**Figure 13**). The surroundings of the monumental public buildings were cleared and the buildings were connected with each other using green areas, which enabled ease of access for pedestrians. The plan included new commercial areas within the existing city in five different locations, as well as the covered bazaar. Furthermore, two major buildings were situated in the existing city; a new town hall and a new hospital. The new town hall was designed around a courtyard, creating an open public space in the middle, which was opened towards the intersection point of four streets. The town hall displayed a modest complex of two storey buildings completed with a tower clock (**Figure 14**). The hospital, on the other hand, was situated on the Tepebağ Tumulus, which was an area of archaeological importance and later registered as a cultural heritage site that needs to be protected (7).

7. Tepebağ Mound was registered by the Council for the Historical Real Estates and Monuments (*Gayrimenkul Eski Eserler ve Anıtlar Yüksek Kurulu, GEEAYK*) in 26.08.1967, decision no: 3637.

Jansen's concern for the historic fabric is evident in his efforts to keep it almost intact, creating traffic free routes for pedestrians, connecting monumental buildings to each other, sustaining its original function and introducing new buildings to support its sustainability (**Figure 15**).

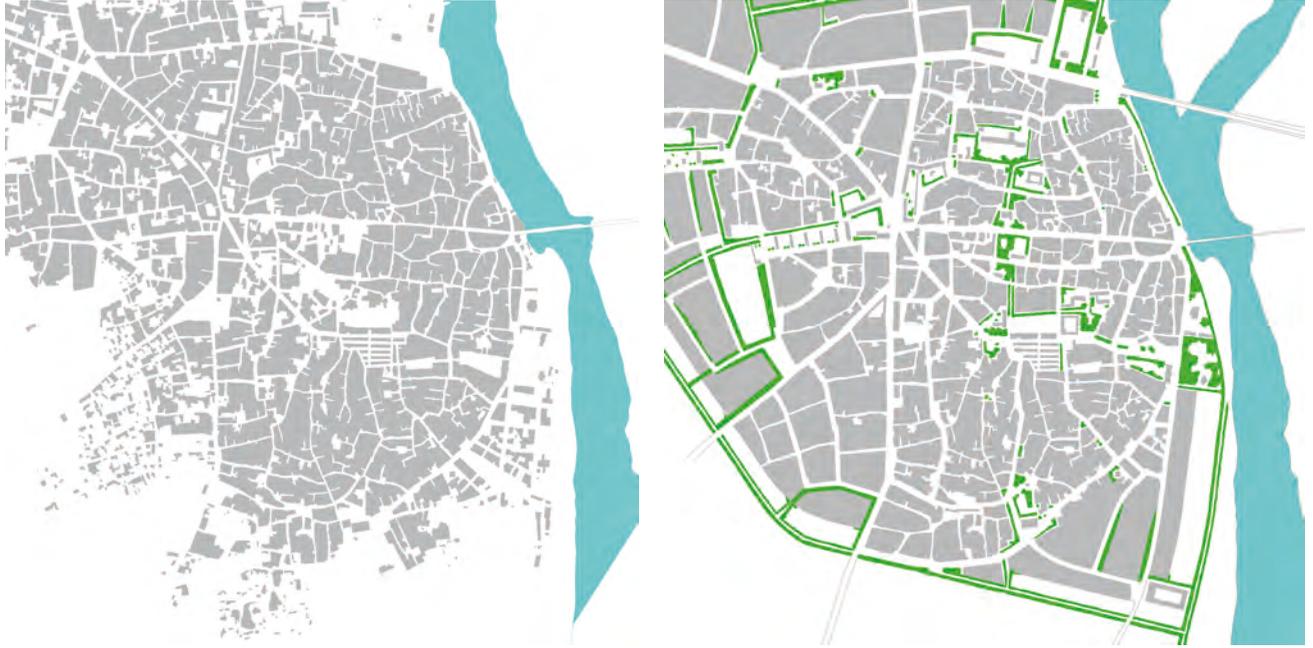


Figure 15. The Sittesque influence in Jansen's proposal for the city centre of Adana.

15a. The city centre in 1918 / 15b. Jansen's proposal for the city centre.

The *Siedlung* Approach

The *Siedlung* approach was unique to Germany, proposing small, defined neighbourhoods for different social groups displaying differing development patterns, supported with commercial, social, cultural and recreational areas. Jansen paid particular attention to using T intersections and separating them from each other using green areas. The analysis reveals that the *Siedlung* approach and the layout of buildings in residential areas in the plan of Adana show similar characteristics with the plan of Ankara. The 1/2000 scaled drawings of the final development plan of Adana introduces Jansen's planning strategy for the sample *Siedlung* in detail, which would constitute a model for the development of the rest of the *Siedlungen*. While houses were proposed either detached or attached, each house would have front and rear gardens and a green area was included in the western sides of housing blocks to protect houses from the effective western sun (Figure 16). All houses in the sample *Siedlung* did not have road access, whereas roads were designed in east-west direction and narrow sides of housing blocks were allocated for parking, arguably because of the inconsiderable amount of automobile ownership.

Akcan (2009, 84) claims that Jansen was not in favour of high rise blocks for the *Siedlungen* and proposed a height limit of two storeys for small towns such as Ceyhan and three storeys for bigger towns such as Gaziantep. Furthermore, while housing blocks for six families were proposed for workers' neighbourhood, for the rest, single family houses with a garden was proposed. Jansen developed a separate residential area for workers in all his plans for Turkish cities, however, in the case of Adana the workers' neighbourhood was not specified in the final development plan, while it was proposed in Yüreğir in his plan dated 1936.

Emphasis on Nature

The plans of Berlin, Ankara and Adana clearly display the emphasis Jansen had given on nature and its connection with urban areas. The newly established *Siedlungen* were supported with green areas to increase

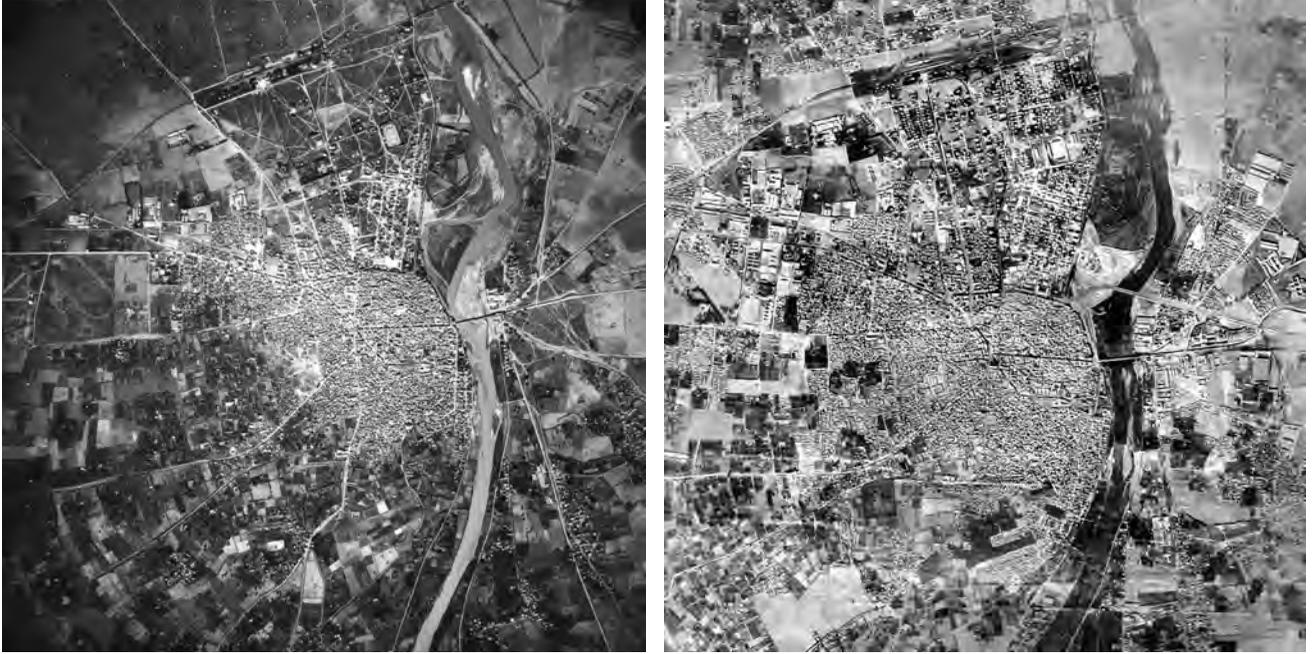


Figure 17. Aerial photos taken in 1940 and 1960 (produced from the original copy in the archives of the author) 17a. 1940 / 17b. 1960.

being a reflection of the Republican ideology, and was implemented once it was received. The Atatürk Park and the stadium were built first while necessary arrangements were made for the full implementation, such as the preparation of the cadastral maps for the newly established areas (Seyhan Valiliği 1938) and the construction of roads. Development of the newly established residential areas started with Reşatbey neighbourhood, because being adjacent to the existing settlement, and continued towards the new railway station (Figure 17). A participatory attitude was shown for the determination of the house types for the sample *Siedlung* and all the architects working in Adana were invited by the mayor to design model houses (9). As a result of financial constraints due to the Second World War, construction of the *Siedlung* was impeded and the local government started to reduce prices for the building plots by half, and to offer house plans free of charge (10). Nevertheless, those precautionary measures were not enough to fully implement the plan in the following years. Today, the area still displays the plan principles of Jansen in the layout of streets, with housing blocks, with recreational areas and neighbourhood units (Figure 18). Yet, most of the traffic free pedestrian routes have been converted into roads and the continuity within recreational areas has been disrupted.

The area between the railway station and the city centre was the only implemented part of the Jansen plan. His proposals for Yüreğir and the city centre were totally ignored, which damaged integrity of the plan. Population growth due to internal migration starting with the 1950s in conjunction with the negligence of the plan resulted in a disordered, unhealthy and motorway dominant urban environment of today.

CONCLUSION

The early Republican years in Turkey witnessed the influence of foreign architects and planners, predominantly from German speaking countries. The most influential of the foreign planners were Hermann Jansen and Ernst Egli, where the former had planned eight cities, amongst which

9. *Yeni Adana Gazetesi* (New Adana Newspaper), 26 Nisan (April) 1940; 2.

10. *Yeni Adana Gazetesi* (New Adana Newspaper), 2 Son Teşrin (November) 1944; 2.

his master plan for the capital Ankara has been most comprehensively investigated. Aiming to make a contribution to the research concerning planning ethos of the early Republican period and Jansen's influence, this paper explored origins of his planning principles, to outline the principles he had developed for his award winning development plans, and to examine how these planning principles were applied in the development plans of the city of Adana. The ideas of Camillo Sitte, Ebenezer Howard and Theodor Fritsch were highlighted in the paper, assuming that they have been influential on Jansen's planning approach. The brief discussion on his development plans for Berlin and Ankara confirms this assumption and draws attention to five topics to examine his plans for Adana.

Findings indicate that Jansen tried to increase the level of urban standards in the city of Adana by introducing new commercial, residential, recreational, industrial and green areas, while preserving the limits to and the urban pattern of the existing settlement. However, he did not aim to plan a garden city separated from the existing settlement in Seyhan, as was proposed by Howard; instead, he tried to connect the existing city with the proposed residential areas with the help of green belts. His concern for and attention to the historical urban fabric became evident in the analyzed plans, as he did not propose radical changes within the existing city centre. His contribution to the historical fabric was in terms of reorganizing the street system, introducing green areas, highlighting historical buildings through clearance of their surroundings and connecting them with each other via pedestrian routes. In short, Jansen displayed a Sittesque planning approach in the existing city centre of Adana.



Figure 18. Aerial photo of the implemented part of Hermann Jansen's development plan (Seyhan Municipality, 2004)

The zoning organization is evident in the plans, although commercial and administrative areas are retained within the borders of the existing city instead of being carried to the newly developed areas. The *Siedlungs*, on the other hand, were organized as self sufficient residential areas supported with social, cultural, educational and commercial buildings. They were separated from each other and the industrial areas with the help of green belts which were extended towards the river and large recreational areas. Overall, it can be suggested that Jansen's proposals for the newly established areas reflect the principles of the Garden City Movement.

In conclusion, the findings show that Jansen's urban legacy in Adana included environment friendly, humanistic and functional planning principles which were in line with Camillo Sitte's, Ebenezer Howard's and Theodor Fritsch's views. It appears that he had successfully adapted his planning principles to the social, financial and cultural environment in Turkey. Despite the criticisms claiming that he had presented "a narrow vision within the possibilities of the twentieth century", the findings of the study show that Hermann Jansen introduced applicable, functional, aesthetic and socially successful urban environments in the city of Adana: Jansen's conservative planning principles were accurately accomplished, focusing on the historical importance of the city and financial constraints which the Turkish Government were faced with in the first decades following the foundation of the Republic.

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Anahtar Sözcükler: Hermann Jansen; Adana; erken Cumhuriyet Dönemi; kent planlaması.

HERMANN JANSEN'İN PLANLAMA İLKELERİ VE ADANA KENTSEL MEKANINDAKİ İZLERİ

Bu çalışma Alman mimar ve şehir plancısı Hermann Jansen'in planlama ilkelerini Adana kenti için hazırladığı imar planları üzerinden tartışmaktadır. Yirminci yüzyılın ilk yarısında Avrupa'daki pek çok kentin planını hazırlayan Jansen, Ankara İmar Planı için açılan yarışmayı kazandıktan sonra 1928-1940 yılları arasında, Ankara dahil olmak üzere

sekiz Türk kentinin planlanmasını üstlenmiştir. Jansen Cumhuriyetin ilk yıllarında Türkiye'de kent planlamasına damgasını vurmuş bir kişidir. Bu yazıda Jansen'in ödül almış Berlin ve Ankara kentleri planlamasında geliştirdiği ilkelerin, 1935-1940 yılları arasında Adana için hazırlanmış olduğu plana ne ölçüde yansıtıldığı araştırılmıştır. İncelememiz sonucunda, Jansen'in tarihi kent dokusunu iyileştirme amacıyla sınırlı müdahaleler yaparak koruduğu, gelişme alanlarını bölgeleme yaparak tasarladığı, farklı sosyal gruplar için mahalle birimleri oluşturduğu, geniş rekreasyon alanlarına yer verdiği ve tarihi kent merkezi ile gelişme alanları ve doğayı birbirine bağlayan yeşil omurgalar önerdiği saptanmaktadır. Bu temel ilkeler doğrultusunda Jansen planının Adana'daki kentsel mirası koruyan, çevreyle barışık ve işlevsel bir planlama anlayışının ürünü olduğu anlaşılmaktadır. Hermann Jansen'in öğrencisi olduğu, Camillo Sitte ve etkilendiği Bahçe Kent Akımının kurucuları olan Ebenezer Howard ve Theodor Fritsch'in ilkeleriyle koşut olan bu planlama yaklaşımının, Türkiye'nin toplumsal, iktisadi ve kültürel ortamına başarıyla uyarlanabildiği ileri sürülebilir.

