

HERMANN JANSEN AND HIS URBAN LEGACY IN SOUTHERN TURKEY

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ABSTRACT

Hermann Jansen was a renowned German architect and planner, whose development plans shaped several cities in Europe in the first half of the twentieth century. Furthermore, he was a particularly important figure for the newly established Republic of Turkey. As well as the development plan for the capital Ankara, he had prepared development plans for Izmit, Izmir, Gaziantep, Mersin, Tarsus, Adana and Ceyhan, of which the last four were in Çukurova (Golden Plain) Region located in southern Turkey. This paper discusses Jansen's planning values and whether they were reflected in the development plans he had prepared for these cities. The development plans Jansen had prepared for Mersin, Tarsus, Adana and Ceyhan in 1939 and 1940 are analyzed in respect to main planning principles for this paper. The analysis showed that Jansen's urban legacy in Southern Turkey consisted of conservative, environment friendly and functional design principles which were evident in zoning pattern, establishment of neighbourhood units for different social groups, large recreational areas, preservation of historic city centres and green traffic free areas connecting the city centre with nature. His planning principles were in line with Camillo Sitte's, Ebenezer Howard's and Theodor Fritsch's views; however, Jansen successfully adapted these principles to the social, financial and cultural environment in Turkey.

INTRODUCTION

The foundation of Republic of Turkey in 1923 after a war of independence was a fresh start for citizens of Turkey in the way to build and empower a modern, civilized country in Anatolia. However the newly established country required resources particularly in terms of educated men power, mostly in fields of architecture and planning in order to achieve Atatürk and his fellow statesmen's aspirations. In the early 1930s, the Turkish Government began to invite foreign experts to give advice and assistance on development issues. The German-speaking world was generally preferred, especially in the field of architecture and planning, and approximately forty German, Austrian and Swiss architects came to work in Turkey (Tümer 1998, 12). The foreign architects (for instance Bruno Taut, Martin Wagner, Ernst Egli, Martin Elsaesser, Clemens Holzmeister) were invited particularly in relation to architectural education; moreover they also designed several buildings which were representatives of modernist ideology.

European planners were also invited (such as Le Corbusier, Carl Lörcher and Paul Bonatz) to design cities which reflect Kemalist ideology and transform Ottoman cities into modern ones. Anatolian cities, which were shaped spontaneously according to Islamic principles and monarchic rules, were characterized with organic, narrow streets and compact chaotic layouts. The Republican government however envisaged Turkish cities to form an anti-thesis in their clarity to the classical Ottoman cities, and 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 (Doğramacı 2007). Amongst three planners who were invited for the competition (Joseph Brix, Hermann Jansen and Léon Jausseley) Hermann Jansen won the international competition for the Ankara master plan in 1927 (Bozdoğan 2001, 70), which was the start of an era for both Jansen and the Turkish Government, which resulted in preparation of plans for Turkish cities between 1927 and 1940.

HERMANN JANSEN AND THE ORIGINS OF HIS PLANNING PRINCIPLES

Jansen had studied architecture at Technical University of Aachen and started his professional life in Berlin in 1898. Due to being the founder and a leader of the 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).

His first world wide achievement was the 1st prize he had won in the competition held for the general development plan for Greater Berlin in 1909, with the motto “within the borders of possibility” (Reuther 1974). The 1st World War prevented the implementation of his plan completely; nevertheless he was later appointed to produce new plans (with his assistant Walter Moest) for Berlin between 1938 and 1941. His award-winning design in 1909 consisted of a rapid transit railway network, large arterial roads, elongated parks, large green areas, connection of city centre with nature and settlement cells (Siedlungs) for different social groups (Reuther 1974). Jansen’s initial plan for Berlin influenced urban development considerably and was used as a basis for the insistent safeguarding of open spaces. The later plan, on the other hand, included traffic improvements, a pedestrian street on the Hellweg, new settlement cells (Siedlungs) 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 plans for Bergen, Bielitz, Lodz, Pressburg, Prag, Madrid and Budapest in other European countries. However his planning activities in Turkey became most important, as he worked on the plans of Turkish cities until the end of 1939.

Hermann Jansen was a student of Camillo Sitte (Tankut 1993, 67; Reuther 1974, 341), who advocated a ‘picturesque’ approach to urban space design in late 19th century (Carmona et al. 2003, 142). Sitte’s approach was defined as *pictorial rather than romantic which was structured like a picture and possessing the formal values of an organized canvas* (Collins & Collins 1965). Sitte 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 regarded as encumbering such monuments of the past. He developed his proposal on the basis of the analysis of the visual and aesthetic character of medieval European cities, which were shaped as a result of incremental or organic growth and advocated 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).

Starting with Sitte’s book ‘Der Städtebau nach Seinen Künstlerischen Grundsätzen (City Planning According to Artistic Principles)’ which was 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). Bachelor argues that, when Ebenezer Howard’s idea of the garden city came to Germany, it was directly integrated with Sittesque planning principles (Bachelor 1969, 197). Nevertheless he also argues that *the fundamental principles of Garden City Movement were obscured and it became evident that the movement had not really established itself in Germany* (Bachelor 1969, 197).

Garden City Movement’s origins lie in the conditions of the industrial cities of the nineteenth century, as garden cities were thought to be a remedy for rapid urbanization which gave cause for crime, disease and poverty. Howard’s proposal was a Three Magnet diagram keeping the Central City with a population of 58.000, surrounding it with rural areas and introducing two other settlements with a population of 32.000 which were connected with the Central City and each other via transit railway system (Howard 1902) (see Figure 1A). 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. The garden city was also divided into zones; in the central core there was a circular garden, which was surrounded with public buildings, second zone was the Central Park, between Central Park and Grand Avenue (which was a green belt) residential areas were located which continued between Grand Avenue and the outer ring where factories, warehouses, dairies, markets, etc. were situated (see Figure 1B).

Hermann Jansen was influenced both by Sitte’s planning principles and Garden City Movement which were promoted in Germany starting with the last decade of 19th century. However, it was claimed that another particular figure emerged as a possible influence on garden city concept in Germany, who was Theodor Fritsch (Bachelor 1969, 197). His book entitled “Die Stadt der Zukunft: Gartenstadt” (The City of Future: Garden City) was published at the end of 1895; however it received more attention in England than it did in Germany (Fritch 1912). Fritsch’s proposal consisted of an organic fusion between the older centre of an existing city and its new suburbs by building parallel land-use bands radiating out from a basic radius (Bachelor 1969, 197).

Although Fritsch’s book was published three years earlier than Howard’s, there were certain similarities between their ideas. According to Fritsch’s proposal, a garden city would be developed in zones (see Figure 2A); 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 situated. Fritsch’s and Howard’s proposals were parallel in general; however

a green belt and a central park were not included in Fritsch's plan. Collins claims that Fritsch's plan had anticipated Howard's garden cities, however Fritsch proposed unlimited growth and did not separate garden city from the city centre (Bachelor 1969, 197) (see Figure 2B).

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 (Saban Ökesli 2009), 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 investigation is based on this argument and attempts to examine it through an analysis of his plans for the cities in southern Turkey. The planning principles he had developed for Ankara are briefly discussed first, because of being the earlier award winning plan in order to establish a preliminary framework for the examination of his development plans for the cities in southern Turkey.

THE MASTER PLAN OF ANKARA

In respect to Hermann Jansen's planning principles, major evidence proving that he was influenced by Camillo Sitte and Garden City Movement is the master plan of Ankara, which he had completed in 1932. The plan reflects his concern for and attention to the historical fabric of the historic city around the citadel (Bozdoğan 2001, 70). Although it was claimed that he was deeply affected by the Lörcher Plan prepared for Ankara in 1924-1925 (Cengizkan 2002), still he divided Ankara into two parts (old city and new city) and separated them with a green belt. He composed several zones (Doğramacı 2007,100), which were basically an administrative area, a quarter for foreign consulate buildings, a quarter for university, industrial areas and residential areas (see Figure 3).

Hermann Jansen's planning principles for the master plan of Ankara were summarized as follows (Tankut 1993, 79-80):

- 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 an economical 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 old city centre was considered as the traditional commercial centre, which was considered to function as before,
- Green belts were introduced connecting the old and the new city, which created traffic free routes for pedestrians.

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 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 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).

THE DEVELOPMENT PLANS FOR CITIES IN SOUTHERN TURKEY

Despite criticism against his planning principles, Jansen's approach was widely accepted by Turkish Government, mainly because of his concern for historic urban contexts, rational and humanistic design and most importantly the emphasis given to economical feasibility. As well as the Turkish Republic's capital city Ankara, Jansen was willing to prepare plans for the Ottoman's capital Istanbul (which was planned by Paul Bonatz), however his attempts were unsuccessful. It was claimed that Jansen tried to add a clause to his contract with the Ministry of Development which would guarantee him to prepare plans for every Turkish city, which was also unsuccessful (Tankut 1993, 105). During the period he had prepared detailed development plans for various parts of Ankara (which continued until the end of 1939), he was appointed to prepare plans for seven other Turkish cities (see Figure 4).

The selection of these cities seems interesting, as with the exception of the cities in Çukurova Region (Mersin, Tarsus, Adana and Ceyhan), other cities display differing social, geographical and topographical characters. The earliest among the plans Jansen prepared for cities except Ankara was for İzmir in 1932, which renewed an area that was burnt down during the War of Independence. The remaining plans were master plans of the cities which anticipated development patterns for the whole and therefore could be considered as representatives of Jansen's planning principles. The plans for İzmit and Gaziantep were prepared in the same year, 1938. While İzmit was a small town developed to become an industrial city adjacent to Istanbul, Gaziantep was a traditional Ottoman town to become the industrial centre in the south eastern region. Although Gaziantep was a close city to the ones in Çukurova Region, it was situated on the eastern side of Taurus Mountains which surround the plain, and therefore represented a totally different character.

The Çukurova Region is the largest and most fertile agricultural land in Turkey. It can be argued that the selection of the four cities in Çukurova Region (Mersin, Tarsus, Adana and Ceyhan) to be planned by Jansen was a result of the significance Turkish Government gave to agriculture and production of local goods for national use. In 1923 when the Republic of Turkey was founded, 80% of the population consisted of farmers and machine led agriculture was undertaken only in Çukurova and Aegean Regions (Müdürrisoğlu 2007, 106). Atatürk had emphasized the importance of agriculture for national economy,¹ 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 (number 682) which was 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 in relation to new techniques of production, in order to develop agriculture in the country (Erkun 1998). The Çukurova Region was particularly important for agricultural progress, as Tarsus, Adana and Ceyhan were the cities producing cotton for decades and the railway line which connected these cities to the port city Mersin enabled the cotton to be transported overseas. Since the commencement of the civil war in America cotton appeared as one of the prominent items in the returns of exportation from Aleppo for the British Government and the first experiment to produce cotton in Çukurova Region (mainly in Adana) was made in 1862 (Great Britain Parliament 1866, 428-429). Initially the quantity of cotton produced was 10,000 bales, while it was raised to 70,000 bales in the following year (Great Britain Parliament 1866, 428-429). The Region had a smooth climate and was also rich in fruit and vegetable production, therefore Çukurova was considered as the main production area for agricultural goods and cities of Çukurova were to be developed accordingly.

Jansen had prepared plans for Mersin, Tarsus, Adana and Ceyhan between 1939 and 1940, following a short trip to the cities, from Berlin where he resided. Although the preparation of the plans had started as early as 1935 and there were earlier plans that were reached by the author, this paper considers only the latest approved plans for analysis. The development plans of these cities are analyzed according to their geographical order, starting from the port city Mersin which is located in the western end, for the dates of the plans, demographic and economic characteristics of the cities and their growth rates are all different from each other.

JANSEN'S PLAN FOR MERSIN

Mersin was established at the beginnings of the nineteenth century and developed as a result of the opening of Mersin-Adana road in 1873, formation of Mersin-Adana railway line (which was later connected to Baghdad) in 1886 and the construction of a port in the last decade of the nineteenth century (Develi 2001). Mersin was a small seaside town on the Mediterranean coast until the first major settlement after 1860, mainly in relation to the development of cotton trade and the use of Mersin port to transport timber for the construction of the Suez Canal (Develi 2001, 174). The population of the city increased in the first half of the twentieth century, as a result of the commercial activities and the port. Cuinet reports Mersin's population as 9000 in 1890, (Cuinet 1890) while it increased to 33782 (including the population living within Mersin County) in 1918 (Ramazanoğlu 1920) and to 27620 in 1935 (Develi 2001, 61).

Mersin was considered as a commercial centre for mainly agricultural goods which was highlighted by Atatürk during his visit to Mersin in 1923² and was developed accordingly in the following decades. Jansen's development plan for Mersin reflects this situation, mainly with its emphasis on the port and carrying the railway line towards east, which originally ended in the city centre close to the port (see Figure 5).

Two significant elements for Mersin's future character were identified by Jansen: the commercial activities (which would be developed dependent on the port) and the sea (which gave Mersin the sea side town character) (Ünlü 2007, 428). The old city was protected with its original character reflecting a Sittesque approach (Ünlü 2007, 428), which enabled the cultural heritage to be carried until present. The proposed commercial centre was attached to the existing city, which was situated in the northern side of the port and western side of the proposed industrial area. This enabled the commercial activities and industry to be separated from the residential areas and the creation of a promenade which was prolonged

1. Mustafa Kemal Atatürk's Speech on the Occasion of the Opening of İzmir Economics Congress, 17 February 1923.
2. Mustafa Kemal Atatürk's Speech in Mersin, *Hakimiyet-i Milliye*, 21.3.1923.

along the coast until the western border of the new development (which was determined as the river).

The residential areas were composed in two separate neighbourhoods, one for the merchants or wealthy residents located in the western side of the old city, while the other was in the northern side of the old city for workers. Both of the neighbourhoods included sports grounds, schools and plots for gardens, however sports ground for wealthy residents was larger which connected the old city with the recreational area designed in the west end of the neighbourhood. It was also close to the cultural centre of the city and enabled direct connection with the sea. The workers' neighbourhood, on the other hand, was separated from the old city with the railway line, disconnected from the sea and situated between the hospital and the airport. Nevertheless, he tried to correct this through introducing large plots for gardens and a green belt which reduced the negative impact of the railway line to the neighbourhood.

JANSEN'S PLAN FOR TARSUS

Tarsus is an ancient and historically important town between Mersin and Adana, which hosted several civilizations, witnessed the romance between Mark Antony and Cleopatra and where Saint Paul was born. Despite the history of the town as a port for 3000 years, Tarsus lost its significance as a commercial centre when the delta of the River Tarsus (ancient Cydnus) became a swamp and consequently the city lost its access to the Mediterranean Sea. Tarsus regained power at the end of the 19th century as a result of the railway and highway connection to Mersin and Adana and the rehabilitation of the swamp in the 1920s. The city is located in the fertile agricultural land of Çukurova Plain and therefore is an important agricultural centre for the Turkish Republic.

In 1937 almost 25000 people lived in Tarsus (Cuda 1939, 35). Jansen's development plan for Tarsus proposes various zones leaving the old city intact, mainly consisting of residential, green and industrial areas and an airport (see Figure 6). The plan was shaped according to the railway line which was not adjacent to the old city and an industrial area, an airport and two neighbourhoods (one for the workers) were situated on the western side of the railway. The old city, which consisted of the administrative, religious, commercial and cultural buildings, was bounded with the highway connecting Tarsus to Mersin and Adana. New residential areas were introduced surrounding the old town having the intercity highway as the borderline, which were supported with a sports ground and a recreational area attached to the eastern side of the old town.

The workers' neighbourhood was separated from the old city and the newly established residential areas by way of locating it between the railway line and the airport (similar to the plan of Mersin), which also was adjacent to the industrial area. The neighbourhood between the railway line and the old town, adjacent to the sports ground was probably for the wealthy residents along with the residential area situated between the old town and the river, which consisted of a club house. All the residential areas were connected with the old town and each other through pedestrian routes as well as roads, which enabled a traffic free access within the city.

JANSEN'S PLAN FOR ADANA

Adana is an ancient Cilician city situated on the River Seyhan (ancient Sarus), thirty miles from the Mediterranean Sea, which was a major town during Roman times and the Ottoman Period. Because of being located at the centre of a fertile agricultural land and on trade routes, the city was home for several civilizations. Nevertheless, the development of the city of Adana started with the rehabilitation of swamps surrounding the city into agricultural land in the second half of the nineteenth century. The production of cotton and the establishment of factories which process cotton into industrial and textile goods enabled the city to become one of the major cities of Turkey in the second half of the twentieth century.

Cuinet reports the population of Adana as 15575 in 1890 (Cuinet 1890), while it rose to 102.492 (including the population living within Adana County) in 1918 (Ramazanoğlu 1920) and 105.000 in 1935 (Cuda 1939, 52).

Hermann Jansen started planning the development of Adana as early as 1935 for a limited area between the old city and the new railway station; however he later prepared a plan for the eastern side of the River Seyhan in 1938 and finally the plan which covered both sides of the river in 1940. This paper discusses Jansen's planning principles according to the latest adopted development plan. As he did in the plans for Mersin and Tarsus, Jansen preserved the old city and proposed to develop the city to every direction except south, as southern part of the city was a rich agricultural land (See Figure 7). The plan surrounds the old city with new residential areas and a green belt, which defined the southern border.

The zoning organization is clear in the plan of Adana, which consists of industrial areas at the western and north eastern ends, residential areas situated at the western, northern and eastern parts of the old city supported with social and recreational areas and an airport next to a race track. It can be argued that Jansen included a race track into the plan, as he earlier

did in his plan for Ankara (see Figure 3), as Adana was well-known with stud farms around the city and races were organized traditionally.³

Jansen's plan presents different characteristics for western and eastern sides of the River Seyhan, while the western side (named as Seyhan) included residential, commercial, social and cultural areas, eastern side of the River (named as Yüreğir) was mostly residential with a bazaar in the centre and an industrial area covering the northern part of the residential area. The urban form in the eastern side reminds Fritsch's proposal for the beginning of land development (see Figure 2B), nevertheless despite proposing a development radiating from a centre and dividing zones using parallel bands, Jansen's plan for Yüreğir did not include a social and administrative area in the central core, except for a school and an alms house.

The plan does not identify different areas for different social groups, however the largest residential area in Seyhan part includes a central park next to a school, which connects the railway station, the old city, the sports ground and the riverside with a green belt and enables pedestrians walk comfortably in the neighbourhood. The other residential areas, however, despite including a school within the neighbourhood were planned without sports grounds and common recreational or social areas. Therefore, it can be argued that those residential areas were designed for workers.

JANSEN'S PLAN FOR CEYHAN

Ceyhan is situated on the River Ceyhan in the eastern part of the large Çukurova Plain, 43 km. (27 mi) east of the city of Adana. The city of Ceyhan was not settled in the ancient times; however the history of its surrounding area goes back to 2000 BC and has been an agricultural centre since its foundation. Although Ceyhan gained importance with the construction of Istanbul-Baghdad railway line, it was the smallest of the four cities analyzed in this paper at the time Jansen prepared the plan. The population of the city was recorded as 20.000 in 1918 (Ramazanoğlu 1920) and 10.200 in 1935 (Cuda 1939, 30).

Similar to the earlier plans discussed, Jansen's development plan for Ceyhan included zoning for the old city; residential areas, industrial areas, green areas and an airport (see Figure 8). The old city was located on the eastern side of the river, while the plan developed mainly the area surrounding the old city towards south (until the railway line), east and north. The industrial area was located between the road coming from Adana to Osmaniye and the railway line which connected Adana to Fevzipaşa over Ceyhan, which defined the southern border of the plan. The workers' neighbourhood was situated next to the industrial area, and was connected to the newly introduced residential areas via a pedestrian route. All the residential areas were connected with the old city and each other through pedestrian routes and green areas, one of the two sports grounds, however was designed on the western side of the river with a low density area as a residential suburb. The plan also proposes a bazaar (similar to the plans of Mersin and Tarsus), which is located in the southern part of the airport in between the two residential areas.

CONCLUSION

Hermann Jansen's development plans for cities in Southern Turkey display similar urban attributes that reflect the designer's planning principles. The analysis revealed that Jansen did not plan for a garden city separated from the existing settlement; instead he tried to connect the old city with the proposed residential areas by means of pedestrian routes. It can be argued that this was a result of his efforts to develop cities -which were considerably small compared to the Central City proposed by Howard- through introducing the required minimum urban features. As the cities already existed, Jansen tried to complete them in order to create high quality urban areas in line with contemporary urban standards. This is clear from his proposal for the newly established Yüreğir part of Adana, situated in the eastern side of the river, where he planned a new city in parallel bands, radiating from a green area which was accessed from Seyhan by two bridges. Jansen embraces this area as a common ground and develops the city in the light of Fritsch's proposal; however similar to the proposal of Howard, he ends the northern neighbourhood with an industrial area defined with the railway line (see Figures 1 and 2).

The analyzed plans showed that Jansen applied zoning organization in his proposals; nevertheless commercial areas were not always included in the plan as a separate zone. As the existing cities had commercial areas (bazaars or markets), new ones were proposed for the cities which required new commercial centres, such as the area introduced in Mersin adjacent to the newly established port. A similar case was observed for administrative areas, as they were kept within the borders of the existing city instead of being carried to the newly planned areas.

Jansen's *Siedlung* (settlement) approach for different social groups was acknowledged as a result of the analysis, which was in harmony with the Ankara plan (Tankut 1993, 79-80). Furthermore workers' settlements were introduced by Jansen in the analyzed plans, similar to Ankara. Although a thorough analysis is not undertaken for this paper concerning the housing types, plot ratios and densities, the examination revealed that these settlements

3. *Yeni Adana Gazetesi (New Adana Newspaper)*, 27 Nisan 1937

were all located close to the railway station and mostly next to the industrial area. In terms of social attributes, a school was included in every settlement, mostly supported with a playground and shops. Nevertheless, these settlements were mostly designed without a sports ground or a hospital, probably because of being situated close to the areas which include such urban elements.

The analysis revealed that industrial areas were planned close to railway stations, which were additionally isolated from residential areas via a railway line or a green belt. Compared to the proposals of Howard and Fritsch which placed industrial areas in the outer skirts of the garden city, it is possible to argue that Jansen's plans were consistent with them; on the other hand, Jansen did not design cities in a radial form, except for the Yüreğir part in his plan for Adana.

Every city consisted of large recreational areas including sports grounds, clubs, public houses or restaurants. These areas were connected with the newly established residential areas, as well as the old city through alleys, which provided a secure and friendly environment for pedestrians. These alleys were extended in every possible direction to the countryside, as all the cities were surrounded with orchards and gardens, and the people of Çukurova had traditionally a strong bond with nature. In conclusion, it can be argued that Jansen's emphasis on nature and connecting it with the city was evident in the plans analyzed, which was also reflected in his plan Ankara.

Jansen's concern for and attention to the historical fabric of the cities was evident in the plans, as he did not propose radical changes within the city centres, instead he developed cities by way of keeping the existing city in the centre and left the administrative and commercial buildings in the old city which enabled the cities function as before. His contribution to the historical fabric was in terms of reorganizing the street system, introducing green areas, highlighting historical buildings through clearing their surroundings and connecting them with each other via pedestrian routes. Therefore, it can be argued that Jansen reflected a Sittesque approach in his plans for cities in Southern Turkey. The fact that Jansen organized city traffic using T intersections in newly designed areas also supports this argument.

In conclusion the analysis showed that Jansen's urban legacy in Southern Turkey consisted of conservative, environment friendly and functional design principles which were evident in the zoning pattern, establishment of neighbourhood units for different social groups, large recreational areas, preservation of historic city centres and green traffic free areas connecting the city centre with nature. His planning principles were in line with Camillo Sitte's, Ebenezer Howard's and Theodor Fritsch's views; however, he successfully adapted these principles to the social, financial and cultural environment in Turkey. Although his vision was considered *narrow within the possibilities of 20th century* compared to the modernist planners who ignored historic urban contexts, he introduced applicable, functional, aesthetic and socially successful urban environments in the cities he had planned. Jansen's conservative approach was arguably more appropriate for Turkish cities in relation to the historical importance of the cities and financial constraints which the newly established Republic faced in the 1930s.

FIGURES

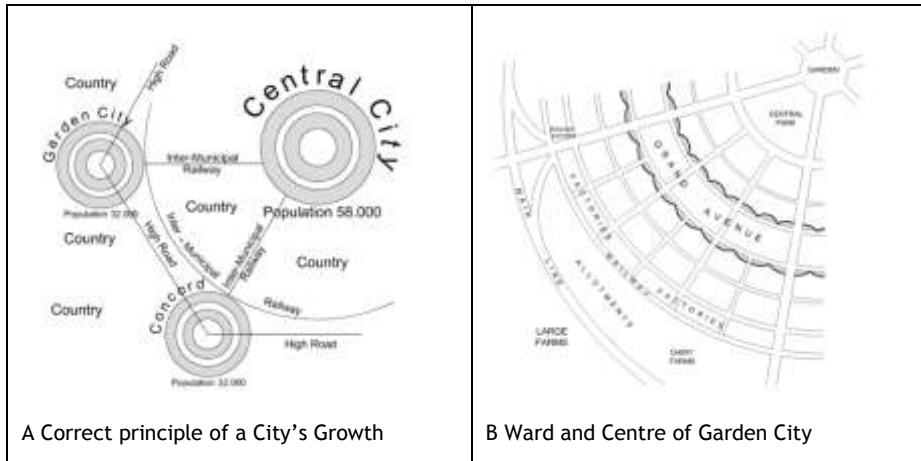


Figure 1: Ebenezer Howard's Proposals for City Development (Redrawn from Howard (1902), Garden Cities of Tomorrow, 120 and 16)

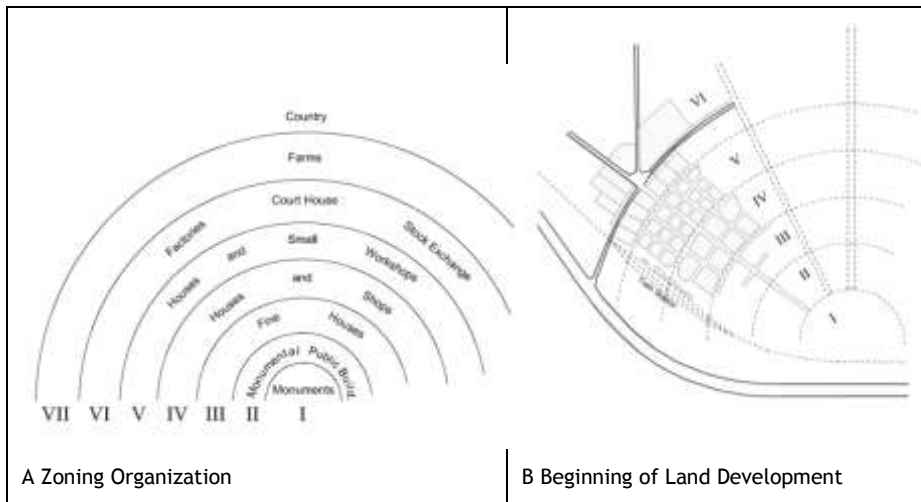


Figure 2: Theodor Fritsch's Proposals for City development (Redrawn from Fritsch (1912), Die Stadt der Zukunft: Gartenstadt, Figures 1 and 3)

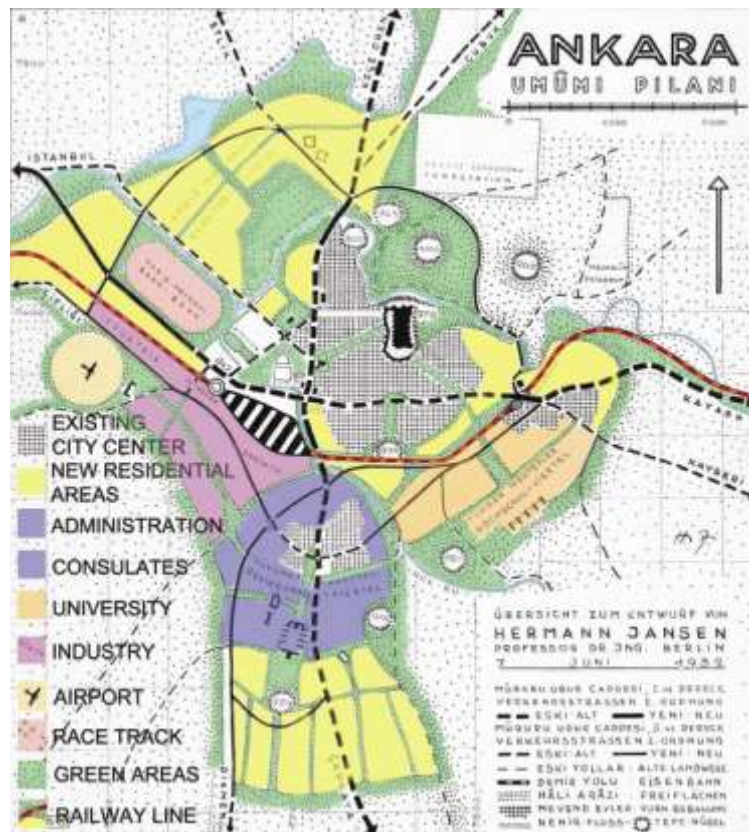


Figure 3: Hermann Jansen’s Master Plan for Ankara (reproduced from the original copy held at TU Berlin Architekturmuseum, Inv. Nr. 22734)



Figure 4: Cities in Turkey that the development plans’ were prepared by Jansen



Figure 5: Hermann Jansen's Development Plan for Mersin, 1939 (reproduced from the original copy held at TU Berlin Architekturmuseum, Inv. Nr. 22455)



Figure 6: Hermann Jansen's Development Plan for Tarsus, 1940 (reproduced from the original copy held at TU Berlin Architekturmuseum, Inv. Nr. 23472)



Figure 7: Hermann Jansen's Development Plan for Adana, 1940 (reproduced from the original copy held at TU Berlin Architekturmuseum, Inv. Nr. 23367, 23368 and 23369)



Figure 8: Hermann Jansen's Development Plan for Ceyhan, 1939 (reproduced from the original copy held at TU Berlin Architekturmuseum, Inv. Nr. 23395)

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