

## Urban planning experience in Kayseri in the 1940s: 1945 Oelsner – Aru City Plan

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### Abstract:

Kayseri's city plan, in the Post-Republican Period, demonstrates a typically modernized Anatolian city. Today Kayseri is considered as one of the most well organized cities in Turkey and reached its current spatial order as a result of five city plans (1933, 1945, 1975, 1986, 2006). The first city plan was prepared in 1933 by Burhanettin Çaylak and the second plan, approved in 1945, was prepared by the German architect and urban planner Gustav Oelsner and the Turkish architect and urban planner Kemal Ahmet Aru. The plan remained in use for 30 years and indisputably affected the arrangement of the city until it was replaced by the Yavuz Taşçı Plan in 1975; while in 1986 the Taşçı Plan was replaced by the Topaloğlu and Berksan Plan.

This paper will analyze the 1945 Oelsner - Aru City Plan experience for Kayseri. The aim of the study is to evaluate the planning discourse of Gustav Oelsner and Kemal Ahmet Aru over the Kayseri plan, which is considered to be amongst their most important works. Accordingly, this paper examines both the 1945 city plan and the "*Report on Kayseri*" which was written by Oelsner in 1944. The initial phase of the 1945 plan, the suggestions of the Oelsner Report, and its reflections on the city plan of Kayseri were studied.

It is worth noting that the Ministry of Public Works Urban Planning Science Committee (the central authority in Turkish urban planning) used the Kayseri city model, in the years 1936-45, for the planning process of more than sixty cities.

The year 2012 was announced as "Kemal Ahmet Aru Year" by UNESCO and it was included in the celebration program. Thus, the analysis of the Kayseri plan, which Aru described as "*My first urban plan*", has a distinctive value in terms of Turkish urban planning history. The findings and conclusions of the present study are expected to shed light on unknown aspects of Kayseri's urban planning and to correct misinformation about the Oelsner - Aru plan. Thus the study contributes to understanding of the planning approaches of Oelsner - Aru who prepared urban plans for many cities in Turkey.

**Keywords:** *Urbanism, urban planning, urban growth, change, Kayseri, Kemal Ahmet Aru*

## 1. Introduction

Before the Tanzimat reforms, for five hundred years, Ottoman cities were shaped according to the rules of Islamic Law and Ottoman traditions and customs. After the Tanzimat, this formation was influenced by western urban development rules and the new urban institutions. In this period although certain development applications were realized in Ottoman cities through newly established governorships and municipalities, these were only limited to cosmopolitan cities such as Istanbul, Cairo, İzmir, Bursa, Edirne, Salonika and Mersin which developed commercial relationships with Europe (Aktüre, 1978; Çelik, 1998; Baran, 2003; Anastassiadou, 1998; Ünlü, 2007). On the other hand, the physical landscape of the old trade centers of Anatolia such as Ankara (Tankut, 1993), Gaziantep, Konya, Kayseri, Diyarbakır and Erzurum underwent a delayed, slower and more limited transformation until the Republic.

During the early years of the Republic, as in many Anatolian cities, the economic and social structures of Kayseri collapsed. In 1915 the city lost the Armenian community who were highly skilled in handcrafts, and in 1924 the Orthodox Greek community left the city (Kars, 1993; İmamoğlu, 1996). During those years the spatial structure of the city was in ruins. In this respect, the city of Kayseri reached its current level of development in the Republican Period. The borders of the city were expanded and the population increased. In 1926 a plane factory was established; a year later the Ankara-Kayseri railway line came into use; in 1932 the rail connection between Kayseri and Ulukışla was established; and by 1935 the Sümerbank Cloth Factory was built.

On the other hand, an analysis of Kayseri in 1932 revealed that the houses were in ruins, monumental structures were neglected or demolished, water was supplied from fountains, there was no sewage system, and half of the neighborhoods were deprived of electricity. The roads in Kayseri were also inadequate and needed urgent development. In 1932 Seyfi Ekrem, a columnist in Kayseri Gazetesi, a newspaper, expressed his expectations for the development of the city in an article entitled "Smuggling goods from Oktorva".

*"All of the sons and daughters of this country of course feel sorry to see Kayseri in this ruined condition and to see that this ruined condition prevails. We all want Kayseri to be reconstructed like other cities and to have a prosperous city..."*

(Seyfi Ekrem, February 2, 1932)

Although since the Tanzimat period there was an expectation that Kayseri would modernize, this was not realized until the reforms made by Nazmi Toker; the mayor and governor of Kayseri between 1932 and 1936. The first urban plan of Kayseri was drawn by a Turkish urban or development engineer named Burhanettin Çaylak in 1933. This was a 1/8000 scaled schematic plan. At the same time a 1/2000 scaled plan was prepared in 1935. It was approved by the Ministry of Interior on 22 April 1936. The Çaylak Plan was particularly criticized for its decisions regarding the existing urban fabric, for causing unnecessary expropriation, and creating tensions between the institutions. Despite these criticisms the Çaylak Plan was implemented until 1944 (Çabuk, 2012).

The second city plan for Kayseri was prepared in 1944 and was approved in 1945. The plan was prepared by the German architect-urban planner Gustav Oelsner (23 February 1879 – 26 April 1956) and the Turkish architect-urban planner Kemal Ahmet Aru (10 July 1912 – 20 December 2005). Gustav Oelsner and Kemal Ahmet Aru started the urban planning education within the architecture discipline in Turkey and prepared urban plans for many cities in Anatolia. More importantly, it was Oelsner who trained Aru as an urban planning expert and enabled him to become a prominent urbanist within Turkey. In 1943 the first planning trial was conducted in Isparta which is a small city (Oelsner, 1942). Due to the success of this collaboration, the planning of a large and historical city like Kayseri was assigned to Oelsner and Aru in 1944-45.

After research in the archives the Oelsner-Aru Kayseri Plan and a nine-page document that was written by Oelsner on 12 May 1944, titled “Report on Kayseri”, was found (Oelsner, 1944). Thus the present study examines the emergence of the 1945 Oelsner-Aru Plan, which had an irreversible impact on the spatial organization of the city and remained in use for a long time. The principle decisions of the Oelsner Report and its reflections on the Kayseri plan are also explored.

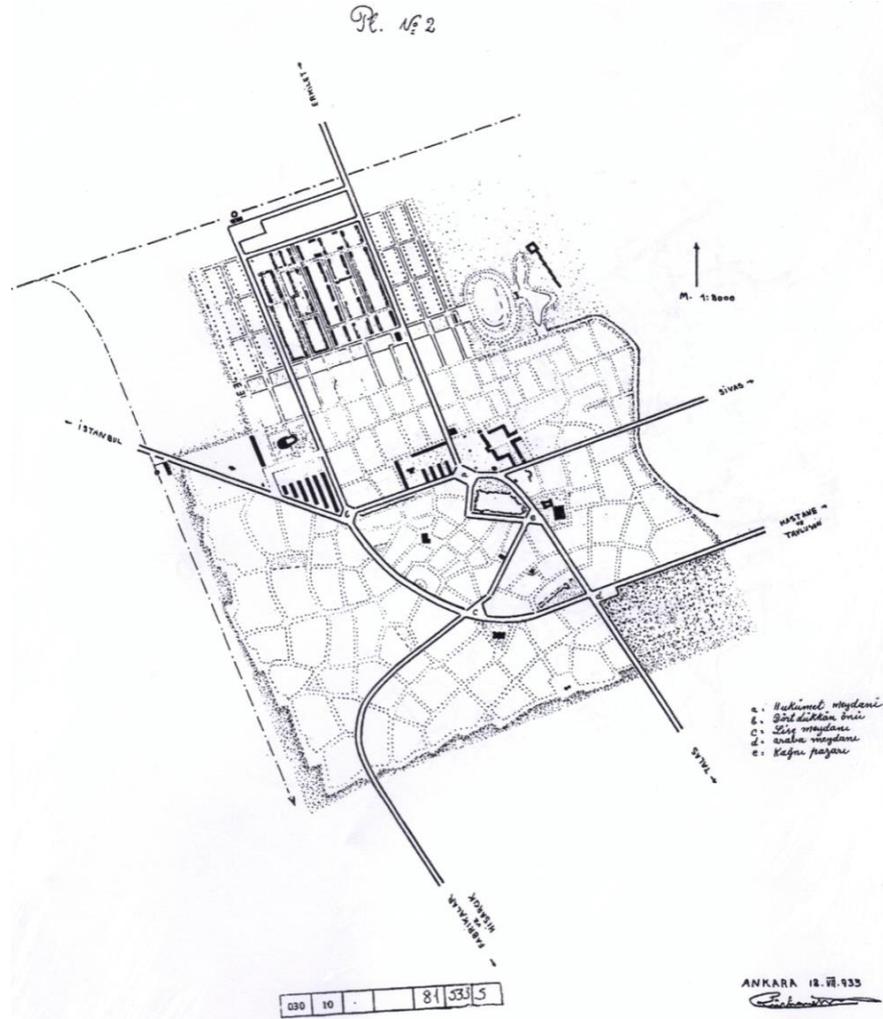
The findings and results of this study are expected to shed light on the unknown aspects of Kayseri’s urban planning history, and to correct the misinformation about the Oelsner-Aru plan based on the documents. At the same time, the study contributes to an understanding of the planning approaches of Oelsner-Aru who prepared the development plans for many cities in Turkey. Furthermore, the year 2012 was announced as “Kemal Ahmet Aru Year” by UNESCO and was included in the celebration program. In this context, analysis of the Kayseri plan, which Aru described as “*my first urban plan*”, has a distinctive importance in Turkish urban history.

## **2. Preparation process of the Oelsner-Aru Kayseri Plan**

In the Early Republican Period, similarly to other Anatolian cities, Kayseri underwent a period of development and modernization. During this period, large state investments such as the Ankara-Kayseri Railway, Kayseri-Ulukişla Railway, the Plane Factory and Sümerbank Cloth Factory were established in Kayseri. Despite these economic investments, in the 1930s the physical landscape of the city was criticized on the grounds that it had a Middle Age appearance (Çabuk, 2012).

It was under these circumstances that Nazmi Toker was appointed as the Governor of Kayseri on 25 August 1932. During his four years as governor of Kayseri and his three years as mayor he initiated the “Development Movement” which left a lasting legacy in Kayseri (Çalışkan, 1995).

Nazmi Toker based the Development Movement on the 1/8000 scaled “*Future Plan of Kayseri City*” which was prepared and completed by Burhanettin Çaylak in July 1933 and was approved by the City Council on 7 November 1933. Together with this plan, Çaylak submitted “A Brief Explanation of Avant-Project” which became the principal guidelines for the Development Movement (Figure 1).



**Figure 1.** “Future Plan of Kayseri City” (Avant- Project) of Burhanettin Çaylak dated 1933 (TCBCA, 1933).

The Çaylak Plan led to the following developments (Çabuk, 2012) (see Figure 2):

1. The city developed in the direction of the station.
2. Sivas, İstanbul, Talas, İstasyon and Kazancılar avenues were expanded.
3. Atatürk and İnönü Boulevards were opened.
4. A green belt and a ring road were formed around the city walls.
5. Commercial areas were expanded in the bazaar area.
6. Artisanship was concentrated in the Hacı Saki Quarter.
7. A new cemetery location was determined.
8. Cumhuriyet, Kışıkapı, Düvenönü and İstasyon squares were arranged.
9. Building heights were limited to two-floors until 1945.
10. Parcel sizes remained unchanged in the existing fabric.

With these decisions, the Çaylak Plan extensively affected Kayseri city structure. Furthermore, the modified plan was used to determine the locations of eight official buildings (Institute for Girls, Governor’s Residence,

Post Office, Monopoly, Community Center, Government Office, State Hospital, Vocational High Institute for Males) between the years of 1938-1944 (Çabuk, 2012) (see Figure 2).

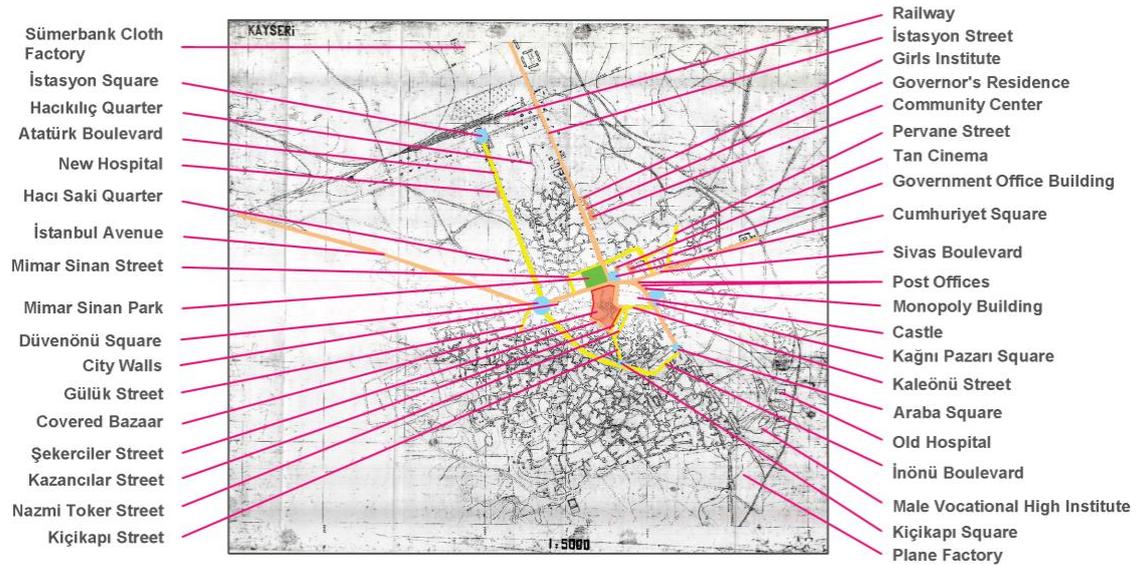
On the other hand, some of the decisions of the Çaylak Plan were not implemented. These were (Çabuk, 2012):

- The concentration of the administrative facilities in a single location.
- The reconstruction of the “Old City” and the creation of the “New City”.
- The arrangement of green areas in the northeast of the city.
- The formation of an industrial zone in the south.
- The establishment of an exhibition house.
- The demolition of the Kayseri Covered Bazaar.

The land use and reconstruction decisions of the Çaylak Plan, when considered together, were influenced firstly by road direction plans before 1930 and secondly by Jansen’s Ankara Plan. In addition to classical Haussmannism, the Çaylak Plan used the principles of functional zoning and the Neighborhood Unit within the framework of the Garden City approach (Çabuk, 2012).

The Development Movement initiated with this schematic plan caused conflicts between institutions and provoked public reaction. However, to avoid disruption to the pace of applications sometimes excessive state authority was used. The well-known architect and urban planner of the time, Asım Kömürcüoğlu was invited to Kayseri to produce solutions for the problems that occurred during the implementation of the Çaylak Plan (Anon, 1936-1941). Later, upon the request of the Governorship of Kayseri, Celal Ulusan and Fikri Alpay, engineer and architects from the Ministry of Public Works and Urban Planning Science Committee, were assigned. Ulusan and Alpay’s three-page report dated 5 August 1939 (Ulusan and Alpay, 1939) emphasized that the decisions regarding main roads in the 1/2000 scaled development plan should remain the same but that modifications should be made to the other decisions. The report also suggested that a 1/500 scaled application plan should be prepared and the existing plan, in the form of a schema, should be revised according to the characteristics and actual situation of the city. In addition, they reported that a map consisting of contour lines should be produced and the future development area of the city should be indicated on the current topographic map and the development plan.

Necmettin Feyzioğlu, who was elected as mayor on 9 September 1939, initiated the preparation process of the new city plan with the support of the Governor Şefik Soyer. On 5 May 1941 the Municipality of Kayseri made an announcement in Kayseri Gazetesi regarding the preparation of the current topographic maps. Avni Par, the cartographer who previously served in the military, prepared 1/5000 (2 pieces), 1/2000 (8 pieces), 1/1000 (24 pieces) and 1/500 scaled maps. Approximately 16,000 Turkish Liras were spent from the municipal budget for the preparation of these maps (Arıkan, 1944). The maps, which were arranged for an overall site of 950, consisting of 260 ha of residential and 690 ha of nonresidential lands were approved by the Municipality of Kayseri on 12 January 1944. Thus the maps for Kayseri were prepared in the time of Necmettin Feyzioğlu, and were completed in the time of Emin Molu (see Figure 2).



**Figure 2.** 1/5000 scaled Kayseri map prepared by Avni Par in 1944 and development applications on the urban fabric of Kayseri before the Oelsner-Aru Plan.

On 15 February 1944, under the chairmanship of Governor Cavit Ünver, the well-known people in the city including engineers, architects and experts on development and water works convened in the city club. It was concluded that the old development plan of the city should be cancelled and a new plan should be prepared. Thus it was declared that a new city plan would be prepared, and immediately implemented, based on the reports of urban planners who came to Kayseri in April (Kayseri Gazetesi, 17 February 1944). On 23 April 1944 German architect-urban planner, Gustav Oelsner, a senior advisor of the Ministry of Public Works came to Kayseri to prepare the new development plan for the city. Muzaffer Berberoğlu, an engineer with a MSc in architecture, accompanied Oelsner to assist and translate for him. In an article titled "Urban Plan is under Preparation", on 24 April 1944, Kayseri Gazetesi announced the following:

*"The guests visited the sights of the city on Monday and analyzed the layout of Kayseri by climbing the hills around Eskişehir, Köşkdığı and Çifte Kümbetler. The group will stay in Kayseri until Saturday as the guests of the municipality and after making investigations they will return to Ankara and begin to prepare the city development plan."*

(Kayseri Gazetesi, 24 Nisan 1944)

The report, which was prepared by Oelsner after his visit to the city, was sent to the Governorship of Kayseri on 27 May 1944 by the Ministry of Public Works. In another letter sent to the Governorship on 23 June 1944 the 1/5000 scaled "Development Plan Avant Project", prepared by Oelsner, was attached. The letter requested that the plan should be analyzed by the City Council and administrative chief, and be sent back with the "approved decisions". In the light of this information, it is understood that Oelsner prepared the report in approximately fifteen days and within the space of a month he prepared the 1/5000 scaled avant project.

### 3. Gustav Oelsner's Kayseri report

The first document about the second plan of Kayseri was the “*Report on Kayseri*” (Oelsner, 1944) prepared by Oelsner on 12 May 1944 after his investigations in Kayseri. The report was written in German and was translated into Turkish by Muzaffer Berberoğlu who accompanied him in Kayseri. Oelsner, who called himself an urban planning expert, wrote his nine-page report in Ankara. The report, which was written in 15 days following a one-week investigation in Kayseri, demonstrates how well the city was analyzed.

The report defined three important elements of Kayseri's urban identity including Mt. Erciyes, historical monuments, and the stone houses of the city. His notes on Mt. Erciyes were as follows: *Erceyiş (Erciyes) overlooks the city with all its grandeur, and even embraces it and nourishes it- I request you to be in harmony with this beauty, which the nature bestowed upon us and consider it as the unit of our life just like Mount Fuji in Japan*”. These sentences clearly indicate that he took into account the nature and environmental data while planning. In the next section of the report the necessity of excluding buildings that would block the view of Erciyes was emphasized:

*“So the principal idea is that the construction of residences which are not in harmony with Erciyes and its landscape should not be allowed. Among the residences, which were built until today, this view was not disrupted. Even the summer houses (vineyard houses) constructed in Hisarcık are quite appropriate and their architecture is quite suitable. A big house, with a high roof, is not suitable for this land and can damage all the beauty.”*

(Oelsner, 1944)

Furthermore, the report emphasized that the historical monuments in Kayseri added to the richness of the city, and that they were suitable for re-use in a modern age.

Oelsner, who traveled widely in Anatolia, declared that the Kayseri Castle was a rare example of a well-preserved historical castle in Turkey. He wanted to transform the open ground in the interior of the castle into a bazaar where vegetables, fruit and flowers could be sold, or into an amphitheatre. With regards to the other old buildings in Kayseri Oelsner stated *“All of the old buildings should be conserved. If repair is not possible, then they should be conserved as they are”* (Oelsner, 1944). This sentence suggests that Oelsner adopted a way of thinking that was beyond his time. He stated the following about Kayseri houses: *“Even the houses resided by the smallest, poor families add to the grandeur of Erceyiş with massive bases as if they were made by the hands of architects”* (Oelsner, 1944).

Oelsner reported that the plain topographic structure of Kayseri would make planning works easier. In addition, he made suggestions for the two development problems of the city. The first one involved the condition of the Hacıkılıç quarter which is in the north of city. The Çaylak Plan in 1933 highlighted the Hacıkılıç quarter as the key development area of the city. However the reports of architects, Ulusan and Alpay who worked for the Ministry of Public Works, demonstrated that the location was inappropriate due to liquefaction of the soil. Oelsner recommended three methods to solve this problem. The first method was the elevation (1.50 m from soil level) of the new roads built in this area. The second method involved reducing the

water level, by about 20-30 cm, by planting trees in the area and the third method involved decreasing water levels, by about 70-90 cm, by opening channels. In addition, as an alternative method he recommended the building of a basement with a low ceiling which was water resistant.

The second problem, which was expected to be solved by Oelsner, was that the stone houses created an impediment for road-expansion works. He pointed out that the techniques used for the opening of the Atatürk Boulevard in Kayseri could also be used to solve this problem.

To provide a comprehensive understanding of the report this article will use seven subtitles; these are the development areas of the city, industrial sites, transport, squares, bazaar area, green areas, and other plan issues.

### **3.1. Development areas of the city**

One of the most controversial issues surrounding Kayseri's urban planning is Oelsner's decisions about the growth of the city. There are many non-documented comments on this matter, largely based on rumors. Firstly, Oelsner suggested that the city should develop in an eastern direction along Sivas Avenue. However the city council disagreed with the idea. As explained below this comment was not entirely true.

When Oelsner came to Kayseri he traveled all over the city and conducted detailed observations in a short space of time. In his report, he did not make estimates about the population; however he pointed out that a significant number of people would be living in Kayseri in the future.

Oelsner considered that the Ankara-Kayseri-Sivas railway to the north and the secondary line leading to the Plane Factory to the east could be a boundary for the plan. He revealed his ideas about the Sümerbank Kayseri Cloth Factory<sup>ii</sup>, which was located on the north side of the railway, in this section. According to Oelsner, the location of the factory was appropriate and its residential quarter was "*perfect*". Nevertheless, he suggested that the factory's residential area should be transformed into a "*real worker quarter*" and worker residences should be separated with green areas.

Oelsner considered Talas as an important recreational place with abundant water and green areas, but expected it to become a residential area in Kayseri in the future. He suggested that the main growth area of Kayseri should be in south and in the southwest direction through Hisarcık and Mt. Erciyes. He gave an explanation and said "*Unfortunately it is currently not possible to say how long the city can go forward towards Eskişehir (Mazaca).*" He emphasized that the land of this region was more "beautiful", and that the connection to modern avenues was "easier". In addition, with regards to choosing this direction he said: "*The most important aspect is that it is proximate to the city and on the way leading to Erciyeş. It makes good use of cool wind coming from the mountains*".

He criticized the Plane Factory located on Hisarcık Road, which he determined as the development area of the city, saying "*Unfortunately the Plane Factory is like a giant stone on the road*". To solve this problem, he suggested arranging squares between the factory and residential areas, to open avenues on the sides of these squares, and to make arrangements with green areas<sup>iii</sup>. He proposed that if industry developed, through the Flour

Factory on Istanbul Avenue, a new worker quarter should be established in the south and southwest direction of the region<sup>iv</sup>.

### **3.2. Industrial sites**

Although Oelsner's report outlines his ideas for industrial sites, it does not develop them. He suggested that the area between Istanbul Avenue, the Flour Factory, and the railway line should be spared for large industrial foundations and small industrial sites<sup>v</sup>. He gave two reasons for selecting the area as an industrial site. The first one was the high water level on the site that would cause diseases such as malaria and typhoid. The second was to guard against the risk of air bombardment. Due to these considerations, Oelsner decided it would be more appropriate to use this empty space as an industrial site rather than a residential area.

### **3.3. Transport**

Oelsner's first recommendation about transport was that the city needed a ring road and that transit transport should not pass from the city center. In his view *"An avenue passing from the city center with all modern vehicles cannot be considered as a transit avenue. We need a second large avenue passing from the periphery of the city"* (Oelsner, 1944). For this reason, it was planned to form ring roads passing through the south and northern directions of the city. The suggestion was for these ring roads to be combined in the boundaries of the city and thus to form an external ring as in western cities.

The first ring road surrounded the city, from the Flour Factory on Istanbul Avenue to the southern and eastern directions, and formed a junction with Talas Avenue. As for the second ring road, it was suggested that after passing Station (Istasyon) Avenue in the eastern direction (parallel to the railway in the north of the city), it should run in parallel to the secondary railway line leading to the Plane Factory and should join the first ring road on Talas Avenue.

Oelsner reported that the inner ring, which was started and completed in the time of Nazmi Toker and excluded Yoğunbuç Avenue, was *"good and appropriate"*. On the other hand, he suggested that a large avenue should be opened from the Kurşunlu Mosque towards the station through the organic fabric. Furthermore, he recommended that a pedestrian refuge should be constructed in İnönü Boulevard to the southwest of the castle. Oelsner reported that "buses" should be supplied for mass transport. He said that these buses could operate in a ring route from the city center to the Plane Factory, Hisarcık and Talas.

### **3.4. Squares**

As regards Republic (Cumhuriyet) Square, which was implemented by Nazmi Toker, according to the Çaylak Plan, Oelsner said *"This cannot be called a square with its current status"*. When the Turkish bath next to Sinan's Kurşunlu Mosque was demolished he reported that the mosque remained very small in the center of the square and that the building failed to downsize the square optically. For this reason, he suggested that the square should be separated into sections with green areas and open columns should be placed along Istanbul Avenue (see Figure 3). He also recommended that the buildings near the city walls, in the south of the avenue, should not exceed the height of a shop in order to avoid blocking the image of Mt. Erciyes. He supported the idea of constructing a building for

cultural purposes (exhibition, congress, concert etc) between the columns in such a way as to be in harmony with them.

He recommended that the buildings on the northern side of the square should have four-floors and that the top floor should be a penthouse. He especially announced that local architects should construct buildings according to the rules mentioned above.



**Figure 3.** The Open Columns along İstanbul Avenue, suggested by Oelsner, and the Kurşunlu Mosque.

Oelsner considered that the location and base of the Atatürk statue, which was uncovered on 1 March 1935, in the square was wrong. He proposed that the statue should be located in front of the coffee house next to the castle.

It is understood that Oelsner did not agree with the idea of Mayor Emin Molu as to the extension of Cumhuriyet Square to Atatürk Boulevard, and to create a larger square. Oelsner emphasized that this proposal should be considered with other decisions in the plan.

He pointed out that, aside from Cumhuriyet Square, Hükümet Square, Hunat Square and Düvenönü Square should be separately arranged on the plan. He proposed that Düvenönü Square should be transformed into a bazaar and be arranged in such a way to satisfy the needs of the local people.

### **3.5. Bazaar area**

Oelsner not only included the Covered Bazaar but also its surroundings within the scope of the Kayseri Bazaar. Regarding the Covered Bazaar he said “Although it is an old place, I found this place very interesting. Its connectedness and the valuable buildings inside make it difficult to do any intervention there” (Oelsner, 1944). In the report, he mentioned that transferring ownership of the Kayseri Bazaar to the municipality, as in the case of Konya Bazaar, would be an example to other cities. It would also make development easier when the administration of the bazaar was under

a single authority. Thus, he reported that these areas could be considered as modern avenues in the future, their values could be increased by constructing shops on the sides, and that an important source of income could be obtained for the city. He stressed that since the craftsmen and tradesmen did not look after their shops in the bazaar they looked neglected. Consequently, he suggested that the ownership and administration of the Covered Bazaar should be under in one authority and this problem should be solved with a 30-year contract.

### **3.6. Green areas and cemetery**

Oelsner's first idea about green areas was to create a green belt surrounding the city, as in the Isparta Plan. However, he observed that all the green areas of the city (cemetery, park and sport areas) were concentrated in the eastern direction. Oelsner suggested collecting the green areas in a certain location rather than distributing them throughout the city, as they could be "*a perfect group*".

Although the decisions of the Çaylak Plan and the Health Committee were available in 1934 to solve the problem of the cemetery, this was not solved until 1944. Oelsner believed that the green area in front of Old Kayseri (Mazaca) was perfectly suitable for this function. If a second cemetery was needed, this should be located to the north next to the old slaughterhouse. As for the Seyyid Burhaneddin Cemetery on Talas road, Oelsner had the idea of turning this place into a park and keeping a distance between ordered houses to supply a perspective from Talas Avenue from three points.

Oelsner suggested that a sports area (square) should be arranged on Sivas Road on the edge of Deli Çay, and that the site should be 70-105m or 50-80m in size.

### **3.7. Other plan issues**

The municipality required sufficient sources of income in order to implement the above plans. Oelsner noted that the city and municipality had inadequate sources of income.

However, the main problem for Kayseri, since the early 1930s, was the location of the new slaughterhouse. In order to solve this problem an architectural competition was held in 1937. Oelsner summarized the existing condition as "*the local people complain about the shortage of water*" (Oelsner, 1944). Since the location of the slaughterhouse, to the east of the city, was selected without considering the prevailing wind direction, Oelsner predicted the odor would reach residential areas. Instead Oelsner suggested that the slaughterhouse should be constructed to the north of the city because during his research he was informed that there was abundant water there.

When Oelsner came to Kayseri, the ruling Republican People's Party (CHP) was about to complete all the official buildings that were required by the city. In this respect, Oelsner only made suggestions for the locations of two official buildings. The first involved the use of the old hospital building, which was used by the gendarmery (the military police); he suggested that this should serve its previous function. The second one involved the construction of the new Municipality Building, on the corner parcel, to the west of Sahabiye Madrasah. Furthermore, he recommended that a modern hotel

should be constructed next to this building. For aesthetic reasons, Oelsner wanted these buildings to have two-floors and to be constructed one meter above ground level.

#### 4. Drawing and approval of the Kayseri city plan

There has been a controversy about the authorship of the Kayseri Plan which was approved in 1945. In other words, did this plan actually belong to Gustav Oelsner or to Kemal Ahmet Aru? A book on the life of Aru titled “Kemal Ahmet Aru; 80th Year of the Life of a University Lecturer” explained this as follows:

*“Prof. Oelsner also wanted me to practice urban planning. He asked me to make detailed plans for the 1/2000 (1/5000) plan he prepared for Kayseri. I made numerous travels to Kayseri in 1945 and completed the Kayseri zoning plan in 1946 after consultations with the municipality. The Kayseri city plan was my first development plan.”*

(Aru, 2001)

Until today, a 1/5000 scaled “avant project” prepared by Oelsner in 1944 could not be found in public or private archives. However, the 1/5000 scaled Kayseri development plan, approved in 1945, is inscribed with “Assoc. Prof. Kemal Ahmet Aru”. In addition, these inscriptions are found on the bottom right hand corner of the approved 1/1000 scaled application plan and the 1/500 scaled details plan. However, there is no “Plan Explanation Report” written by Aru.

It is also important to note that an article in the Kayseri Gazetesi titled “Towards the Arrangement of the Development Plan” gave the following information:

*“Ministry of Public Works, urban planner Professor Oelsner, prepared 1/5000 scaled new urban plan for our city. This plan was presented to the public committee, in the final meeting of the city council, and was unanimously approved after long negotiations. Since it was found to be thoroughly acceptable, it was sent to the Ministry of Public Works for approval. On the other hand, urban planner Kemal Ahmet Aru came to Kayseri to prepare 1/2000 scaled basic development plan of the city; on the basis of the same principles and immediately began investigations...”*

(Kayseri Gazetesi, 31 Temmuz 1944)

Thus Gustav Oelsner submitted his report, titled “*Report on Kayseri*”, on 12 May 1944 and then prepared the 1/5000 scaled “avant project”. Since Prof. Oelsner wanted to train Aru, who served as an assistant in the College of High Engineering (after ITU) as an urban planner, he included him in the preparation of the Isparta plan in 1943 and in the Kayseri plan in 1944. While the Isparta Plan signifies Kemal Ahmet Aru’s first step into urban planning, the Kayseri Plan symbolizes his maturation.

An architectural bureau was formed under the Municipality of Kayseri. In this bureau, 1/2000, 1/1000 and 1/500 scaled plans were drawn under the supervision of Kemal Ahmet Aru (Arıkan, 1944)<sup>vi</sup>. The 1/2000 scaled plan which was drawn by Aru is lost today. However, the 1/5000, 1/1000 and 1/500 scaled plans, of which there are 31 in total, were pasted on to

cardboard and are currently kept in the Department of Development in Kayseri Metropolitan Municipality (Figure 4).

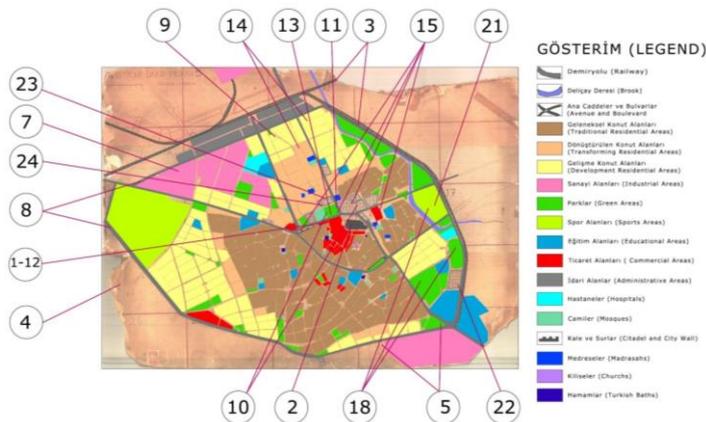


**Figure 4.** Oelsner-Aru 1/1000 scaled 'Kayseri Development Plan' approved in 1945.

The analysis of approvals and stamps on the 1/1000 scaled map (see Figure 4 above) showed that the plans were accepted by the Kayseri City Council on 1 August 1945. It was also approved by the Chief of Construction in the Ministry of Public Works on 17 September 1945. Accordingly, the plan preparation works which started on 23 April 1944 were completed on 17 September 1945.

### 5. The reflections of the oelsner report on the Kayseri development plans

Oelsner put forward a total of thirty two suggestions in his nine-page report. These suggestions are presented in Table 1 and are marked on the plan according to their numbers in the table (Figure 5).



**Figure 5.** Reflections of Oelsner's Suggestions on the Kayseri Development Plan (See Table 1).

**Table 1. Reflections of the Oelsner Report's Suggestions on the Kemal Ahmet Aru Plan.**

	Number in the Plan	Suggestions in the Oelsner Report	In the Approved Plan		Implemented After the Plan
			Reflected	Not Reflected	
Spatial Suggestions Within the Boundaries of Plan	1	New buildings should not disrupt the view of Erciyes	X		
	2	Inner castle should be a fruits and flowers bazaar			X
	3	Boundaries of the plan should be the railway to the north and to the east	X		
	4	The main development direction of the city should be south and southwest		X	
	5	Road arrangements should be made between the Plane Factory and residential areas	X		
	6	A new workers quarter should be created in the south and southwest of Flour Factory			X
	7	Industrial zone should be arranged between the Flour Factory and the station	X		
	8	Ring roads should be arranged to the north and the south for the second ring road surrounding the city	X		
	9	A new avenue should be opened from Kurşunlu Mosque to the station	X		
	10	The square should be divided into sections with green areas	X		
	11	Open columns should be formed along Istanbul Avenue	X		
	12	The building in the south of Istanbul Avenue should have the height of a shop	X		
	13	A City Hall should be constructed in the center of open columns	X		
	14	Buildings to the north of the square should have four-floors and the fourth floor should be a penthouse	X		
	15	Cumhuriyet, Hükümet, Hunat and Düvenönü Squares should be specially designed	X		
	16	The Atatürk Statue should be moved to in front of the castle		X	
	17	A bazaar should be arranged in Düvenönü Square		X	
	18	Green areas should be concentrated to the east of the city	X		
	19	Seyit Burhanettin Cemetery should be turned into a park		X	
	20	A space should be left between the parcels to prove a perspective to the park from three points		X	
	21	Sports areas should be arranged along Deliçay	X		
	22	Old hospital building, which was used by the military police, should be turned into a hospital building	X		
	23	A new municipality building should be constructed across from Sahabiye Madrasah	X		
	24	A modern hotel should be built next to the new municipality building	X		
Suggestions Outside the Boundaries of the Plan	A	Modern functions should be given to monumental buildings			-
	B	Four methods were proposed for liquefaction of soil problem experienced in Hacıkılıç region			-
	C	Existence of stone houses will not be a problem for the expansion of roads			-
	D	A real workers' quarter should be arranged in Sumer			X
	E	Buses should be used for the intercity transport			X
	F	Kayseri Bazaar should be under the authority of municipality			-
	G	Cemetery areas should be formed in the area in front of Mazaca			X
	H	Slaughterhouse should be constructed in the north of the city			X

It is understood from the above table that, of these suggestions, twenty eight, were about spatial organization. Four of the suggestions for spatial organization were outside the boundaries of the development plan. Aru, who undertook the drawing of the plan, reflected seventeen of the twenty four suggestions made by Oelsner. However, Aru changed five suggestions during the drawing of the plan. Although Oelsner's two suggestions (turning the inside of the castle into a local bazaar, and transforming it into a workers' quarter for the Sumer district) were not adopted initially; they were implemented by Osman Kavuncu<sup>vii</sup>, Mayor of Kayseri, after 1950. Oelsner's four suggestions (see Table 1- D, E, G, H) that were outside the boundaries of the plan were also implemented.

An analysis of the Kayseri city plan that was approved in 1945 and the Oelsner Report shows that the following characteristics of the city were determined by Oelsner:

- City vision.
- Principal components.
- Macro form.
- Functional regions (dwelling, working, recreation and transport).
- Ring roads externally surrounding the city.
- Locations of industrial sites.
- Concentration of green areas in the eastern part of the city.
- Conservation of historical buildings and the landscape values of the city.

Furthermore, the decision to use grid forms to renew the traditional fabric in the northern part of Istanbul Avenue and Cumhuriyet Square, excluding the monumental buildings, was based on the Oelsner Report.

## 6. Conclusion

German architects and urban planners in the early 20th century were educated in the “*Stadte-Bau*” (Urban Construction/Architecture) school, under the influence of Camillo Sitte's 1889 book titled “*Der Stadte-Bau nach seinen künstlerischen Grundsätzen*”. In addition, architects who followed the British Garden City movement in those years provided the first examples of the “*garden city*” in Germany. Gustav Olesner was one of those German architects-urban planners who trained under the influence of these two movements. Like other architects and urban planners in the “*Stadte-Bau*” school, Oelsner was a functionalist urban planning expert who was enthusiastic about natural landscape and supported the idea of enlarging the green areas in the city. He specialized in the arrangement of new residential areas with gardens in the city, and supported the idea of giving importance to pedestrians. He also believed the city should be furnished with modern means of transport, supported the conservation of historical monuments for aesthetical reasons, and wanted important consideration to be given to the designing of squares. Furthermore, Oelsner reacted against classical ‘Hausmannizm’ and boulevards not only in the Kayseri Plan but in the other plans that he prepared for Turkey.

In order to explain the Kayseri planning process in the 1940s and the development applications of 1950-1975, two documents in the archives should be thoroughly analyzed. These are the “*Report on Kayseri*” which was prepared by Oelsner on 12 May 1944, and the Kayseri city plan that was approved on 17 September 1945. The 1945 Kayseri Plan and the

Oelsner Report are so intertwined that they cannot be considered separately. Thus, the 1945 plan does not belong solely to Gustav Oelsner or Kemal Ahmet Aru, although the latter's name is written on it. This plan is the product of a harmonious collaboration between Aru and Oelsner, and the 65 year old Oelsner's wish to train a young urban planner in Turkey. In this respect, Aru spent almost a year attempting to reflect Oelsner's ideas in the 1/2000, 1/1000 and 1/500 scaled development plans. In 1945 he drew the 1/5000 scaled draft plan prepared by Oelsner in 1944. The 1/1000 scaled plan, drawn by Kemal Ahmet Aru, manifests a drawing technique which overlaps both the development plan and the urban design approach.

An analysis of Oelsner's report shows that he considered the following factors in developing his urban plans:

1. Health (use of empty areas with a high ground water level for industry rather than residences, arrangement of edge of Deliçay as green areas and arrangement of sports areas etc).
2. Aesthetics (special design of squares, conservation of historical buildings and new location of Atatürk Statue etc).
3. Transport (external ring, expansion of avenues in the city etc).

The Çaylak Plan organized an intercity transport system for Kayseri and it was planned that radial boulevards would move from the center towards the exterior on the inner ring. On the other hand, in the Oelsner-Aru plan the boulevards and avenues forming the skeleton were expanded slightly and the transport structure was re-arranged by forming the outer ring. In other words, consistent with Oelsner's suggestions, an integral urban macro form was created by surrounding the city with an outer ring parallel to the railway.

Oelsner-Aru re-arranged the urban space to draw attention to the monumental buildings of historical Kayseri. While the Kayseri plan gave special consideration to the conservation of single monuments, it showed a highly intervening approach to the urban fabric in the northern side of Istanbul Avenue in terms of modernization.

Although the pressure for growth was not a problem affecting the 1945 plan, the population of Kayseri was slowly growing. In this respect, determining the development direction became a problem for Kayseri. Determining the development direction and the structure of the city was of paramount importance as Kayseri had the same boundaries as in the Seljuk and the Ottoman periods.

The factories founded by the state and the railway line connecting Kayseri to the country in general were factors which made the expectation of growth valid. Oelsner's statements in the report suggest that he was aware of the possibility of growth: "*A considerable mass of people can be concentrated in Kayseri... Unfortunately it is currently not possible to say how long the city can go forward in the Eskişehir direction*". Oelsner's suggestion that the city should develop in the south and southwest directions was partially applied in the plan. The development areas were handled by filling the space between the outer ring and the existing fabric with rectangular building parcels. However, the decision for a totally new development area was not put forward.

It was understood that, during the drawing process, Aru made a considerable effort to the conserve the traditional fabric on the south of Istanbul and Sivas Avenues. He also ensured that the drawing was consistent with the road width templates of the Municipality Building and Roads Law. The Oelsner-Aru plan was accepted by the local authorities and the people of Kayseri because it did not alter the existing urban fabric and lead to unnecessary expatriation and ownership problems. While the urban image was modernized with the Oelsner - Aru Plan, the aim was not to reflect a modern European city. A modernism respecting the natural landscape and historical values of Kayseri was manifested.

It was understood that the municipality also made certain suggestions during the preparation of the Oelsner report and the arrangement of Aru's plan. In his report, Oelsner summarized this with the following statement: *"Mr. Mayor (Emin Molu) wishes this square to be extended to Atatürk Boulevards and turned into a large square"*. However, this idea was not adopted when the plan was being drawn. As a result, Oelsner and Aru prepared a plan which took into account urban planning principles rather than the wishes of the municipality.

On the other hand, the Oelsner - Aru Plan was used as a resource by the mayor, Osman Kavuncu, in the second development movement after the 1950s. It resulted in the structural transformation of the city with the aim of modernization. The way in which Kavuncu implemented the plan later became a source of inspiration for Prime Minister Menderes's Istanbul development operations.

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#### **Kayseri'de 1940'lı yıllarda kent planlama deneyimi: Oelsner-Aru 1945 Kayseri İmar Planı**

Osmanlı kentleri, Tanzimat öncesinde yaklaşık beş yüz yıl boyunca İslam Hukuku başta olmak üzere geleneklere ve adetlere dayalı imar kurallarına göre biçimlenmiştir. Tanzimat sonrasında bu biçimlendirmeyi, Batı tipi imar hukuku kuralları ve yeni kent kurumları yönlendirmiştir. Bu dönemde, yeni kurulan mutasarrıflıklar ve daha sonra kurulan belediyeler ile Osmanlı kentlerinde birtakım imar uygulamaları gerçekleştirilmiş olmakla birlikte, bunlar daha çok kozmopolit yapıya sahip ve Avrupa ile ticari ilişkiye geçmiş kentler ile sınırlı kalmıştır. Diğer taraftan Cumhuriyet'e kadar Ankara, Gaziantep, Konya, Kayseri, Diyarbakır ve Erzurum gibi Anadolu'nun eski ticaret merkezlerinin fiziki peyzajı, daha geç, daha yavaş ve daha sınırlı değişim geçirmiştir.

Cumhuriyet ilan edildiği günlerde, pek çok Anadolu kenti gibi Kayseri'nin de ekonomik ve sosyal yapısı çökme noktasına gelmiştir. Kent, 1915 yılında el becerileri en üst seviyede olan Ermeni toplumunu, 1924 yılında da yine önemli toplumsal zenginliklerinden biri olan Ortodoks Rum toplumunu kaybetmiştir. Kayseri I. Dünya Savaşı'na 56.000 nüfusla girmiş, 1927 yılına 39.134 nüfusla çıkmıştır.

Cumhuriyet'in ilan edildiği günlerde kentin mekânsal yapısı ise tam bir harabe görünümündedir. 1932 yılında kentin mevcut durumu incelendiğinde; evlerin bakımsız durumda olduğu, anıtsal yapıların yıkılma durumuna geldiği, suyun çeşmelerden sağlanabildiği, kanalizasyon sisteminin hiç bulunmadığı, mahallelerin yarısının elektrikten yoksun bulunduğu ve sadece doğu-batı istikametinde İstanbul-Sivas caddeleri ile kuzey-güneybatı istikametinde İstasyon-Talas caddelerinin genişletilebildiği bir Kayseri ile karşılaşılmaktadır.

Bu açıdan bakıldığında, Kayseri kentinin bugünkü gelişmişlik düzeyine Cumhuriyet Dönemi'nde kavuştuğu söylenebilir. Bu doğrultuda ilin sınırları genişletilerek nüfusu büyütülmüş, 1926 yılında Tayyare Fabrikası kurulmuş, 1927 yılında Ankara-Kayseri demiryolu hattı hizmete girmiş, 1932 yılında Kayseri'nin Ulukışla demiryolu ile bağlantısı sağlanmış ve 1935 yılında da Sümerbank Bez Fabrikası kurulmuştur.

Kayseri, Cumhuriyet sonrasında Anadolu kentlerinin imar planları aracılığıyla modernleştirilmesinin en tipik örneklerinden biridir. Günümüz Türkiye'sinin düzenli kentlerinin başında gelen Kayseri, bu mekânsal düzenine ilki 1933 yılında hazırlanan

beş ayrı kent planı (1933, 1945, 1975, 1986, 2006) ile kavuşmuştur. Kayseri’de modernleşme adına ilk imar operasyonu 1933-1936 yılları arasında Vali-Belediye Başkanı Nazmi Toker zamanında gerçekleşmiştir. İmar operasyonu başlamadan önce yayınlanmış olan imar ile ilişkili kanunlar (Belediyeler, Yapı ve Yollar, Hıfzı Sıhha kanunları), Nazmi Toker’i bir kent planı hazırlatmaya zorlamış olmalıdır. Kayseri’nin ilk kent planı İmar Mühendisi Burhanettin Çaylak tarafından hazırlanmıştır.

Çaylak Planı, kentin istasyon yönünde gelişmesini, Sivas-İstanbul-Talas-İstasyon-Kazancılar caddelerinin genişletilmesini, Atatürk ve İnönü bulvarlarının açılmasını, surların çevresinde yeşil kuşak ve ring yol oluşturulmasını, ticaret alanının çarşı bölgesinde genişlemesini, zanaatların Hacı Saki Mahallesi’nde yer almasını, yeni mezarlık yerinin belirlenmesini, Cumhuriyet-Kiçıkapı-Düvenönü-İstasyon meydanlarının oluşmasını, 1945 yılına kadar kat yüksekliğinin iki kat ile sınırlı kalmasını ve mevcut dokuda parsel büyüklüklerinin sabit tutulmasını sağlamıştır. Ayrıca üzerinde tadilat yapılan plan, 1938-1944 yılları arasında sekiz resmi binanın (Kız Enstitüsü, Vali Konağı, PTT, TEKEL, Halkevi, Hükümet Konağı, Devlet Hastanesi, Erkek Sanat Enstitüsü) yerinin belirlenmesinde kullanılmıştır. Bu kararlarıyla Çaylak Planı, Kayseri kent strüktürü üzerinde önemli etkiler bırakmıştır.

15 Şubat 1944 tarihinde Vali Cavit Ünver başkanlığında kentin ileri gelenleri bir araya gelmişlerdir. Toplantıda Çaylak Planı’nın iptal edilmesi ve yeni bir imar planı hazırlanması kararına varılmıştır. Kentin yeni imar planını hazırlamak amacıyla 23 Nisan 1944 Pazar günü Nafia Vekaleti Şehircilik Fen Heyeti baş danışmanı ve Yüksek Mühendis Mektebi (İ.T.Ü.) Şehircilik Profesörü Alman Mimar Gustav Oelsner Kayseri’ye gelmiştir.

Gustav Oelsner 12 Mayıs 1944 tarihinde “*Kayseri Hakkında Rapor*” başlıklı plan raporunu vekalet sunmuş ve daha sonra 1/5000 ölçekli “Avan Proje”yi hazırlamıştır. Prof. Oelsner, Yüksek Mühendis Mektebi’nde (İ.T.Ü.) yıllarca asistanlığını yapmış olan Aru’yu şehircilik uzmanı olarak yetiştirmek istediğinden, 1943 yılında Isparta imar planının, 1944 yılında da Kayseri imar planının hazırlık sürecine dâhil etmiştir. Isparta planı, Kemal Ahmet Aru’nun şehircilik uzmanlığı yolunda ilk adımını, Kayseri planı ise olgunlaşmasını simgeler.

Bu kapsamda Kayseri Belediyesi, Fen Heyeti’ne bağlı olarak bir mimari büro oluşturulmuştur. Bu büroda 1/2000, 1/1000 ve 1/500 ölçekli planlar Aru’nun başkanlığında çizilmiştir. Çizilen planlar 1 Ağustos 1945 tarihinde Kayseri Belediye Meclisi’nde kabul edilmiş ve 17 Eylül 1945 tarihinde Nafia Vekâleti Yapı ve İmar İşleri Reisliği’nde onanmıştır. Dolayısıyla 1945 planı ne sadece Gustav Oelsner’in planı, ne de plan üzerinde ismi yazılı olsa da Kemal Ahmet Aru’nun planıdır. Bu plan, ikilinin uyumlu birlikteliklerinin ve 65 yaşındaki Oelsner’in Türkiye’de genç bir şehirci yetiştirme kararlılığının bir ürünüdür. Bu anlamda Aru, Oelsner’in fikirlerini 1/2000, 1/1000 ve 1/500 ölçeklerinde imar paftalarına en uygun şekilde aktarabilmek için yaklaşık bir yıl Kayseri’ye gidip gelmiştir.

Oelsner-Aru Kayseri imar planı kentin en uzun süre yürürlükte kalan (1945-1975) ve fiziksel mekânın biçimlenmesinde geri dönülemez etkiler bırakan planıdır. Oelsner-Aru Planı kentin ulaşım omurgasını oluşturan bulvar ve caddeleri biraz daha genişletmiş, kentin makroformunu belirleyen dış ringi oluşturarak ulaşım strüktürünü yeniden biçimlendirmiştir. Başka bir deyişle, Oelsner’in önerisi doğrultusunda kuzeyde ve doğuda demiryolu hatlarının sağladığı yapay sınırlar içinde, kent raylara paralel bir dış ringle kuşatılarak bütüncül bir kent makroformu oluşturulmuştur.

Oelsner-Aru ikilisi, tarihi Kayseri’nin anıtsal yapılarını öne çıkaran bir anlayışla, kentsel mekânı yeniden düzenlemiştir. Hazırlanan planda Kayseri planında anıtların korunmasına özel bir önem verilirken, kentin İstanbul Caddesi’nin kuzeyinde kalan dokusuna karşı modernleşme adına son derece müdahaleci bir yaklaşım sergilenmiştir.

Oelsner’in “Eski Şehir” olarak nitelendirdiği geleneksel dokunun İstanbul ve Sivas caddelerinin güneyinde kalan kısımlarında dokuyu koruyabilmek ve Belediye Yapı ve

Yollar Kanunu'nun yol genişlikleriyle ilgili şablonlarına uyumunu sağlayabilmek için Aru'nun çizim aşamasında ciddi çaba harcadığı anlaşılmaktadır.

Oelsner-Aru Planı; Kayseri'nin mevcut kentsel dokusunu çok fazla yıkmaması, gereksiz kamulaştırmalarla mülkiyet sorunlarına yol açmaması ve kente modernizmin imgelerini taşıması nedeniyle gerek yöneticiler gerekse Kayseri kamuoyu tarafından olumlu karşılanmıştır.

Diğer taraftan Kayseri'nin gelişme yönünün belirlenmesi bir problem olarak ortadadır. Selçuklu ve Osmanlı dönemlerinden beri aynı sınırlar içinde kalmış olan kentin, gelişme yönünün ve şeklinin belirlenmesi, kentin geleceği açısından oldukça önemliydi. Devlet tarafından kurulan fabrikalar (uçak ve bez fabrikası) ve kentin tüm ülkeyle bağlantısını sağlayan demiryolunun varlığı, büyüme beklentisini diri tutan yatırımlardı. Oelsner Raporu'ndaki kentin güney ve güneybatı yönlerinde gelişmesi şeklindeki düşünce, planın çizimi aşamasında kısmen farklı şekilde gerçekleşmiştir. Gelişme alanları dış ring ile mevcut doku arasında kalan boşlukların dikdörtgen yapı adalarıyla doldurulması şeklinde ele alınmış, bunun ötesinde tamamen yeni bir gelişme bölgesi kararı ortaya konulmamıştır.

Oelsner'in rapor hazırlaması ve Aru'nun planları düzenlemesi sırasında belediyenin de çeşitli düşünler geliştirdiği anlaşılmaktadır. Ancak Oelsner ve Aru, belediyenin isteklerini karşılayan bir plan değil, o günlerin şehircilik ilkeleri ve planlama esaslarını dikkate alan bir plan hazırlamışlardır. Oelsner-Aru Planı ile kent imgesi modernize edilirken, modern bir Avrupa kentini yansıtmamasının da önüne geçilmiştir. Planda Kayseri'nin doğal peyzajına ve tarihi değerlerine saygılı davranış sergilenmiştir.

Bu makalede özetle, Kayseri kenti 1945 Oelsner-Aru İmar Planı deneyimi incelenmektedir. Çalışmanın amacı Gustav Oelsner ve Kemal Ahmet Aru ikilisinin planlama söylemlerini, en önemli çalışmalarından biri sayılan Kayseri planı üzerinden ele almaktır. Bu doğrultuda hem 1945 planından hem de 1944 yılında Oelsner tarafından kaleme alınmış olan "*Kayseri Hakkında Rapor*" başlıklı belgeden yararlanılmıştır. Çalışma kapsamında 1945 imar planının ortaya çıkış süreci, Oelsner Raporu'nun önerileri ve bu raporun imar planına yansımaları irdelenmiştir. Ayrıca 1936-1945 yılları arasında altmıştan fazla kentin planını hazırlatan ve Türk kent planlamasının merkezi konumunda olan Nafia Vekaleti Şehircilik Fen Heyeti'nin planlama sürecini yönlendirme biçimi, Kayseri örneği üzerinden ortaya konulmuştur. Öte yandan, 2012 yılı UNESCO tarafından "Kemal Ahmet Aru Yılı" ilan edilerek kutlama programına alınmıştır. Aru'nun "*İlk şehir planım*" dediği Kayseri imar planının irdelenmesi, Türk şehircilik tarihi açısından ayrı bir değer taşımaktadır. Bu araştırmanın bulgu ve sonuçlarının Kayseri kent planlama tarihi açısından karanlıkta kalan konulara ışık tutması, bugüne kadar Oelsner-Aru Planı ile ilgili yanlış bilinenleri düzeltmesi ve Türkiye'de çok sayıda kentin planını hazırlayan Oelsner-Aru ikilisinin planlama yaklaşımlarının öğrenilmesine katkı yapması beklenmektedir.

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### Notes

<sup>i</sup>We would like to thank our former students and colleagues Mehmet Çaldıran and Fatma Eligül for making a copy of this report available to us.

<sup>ii</sup>In the Oelsner - Aru Plan, the area north of railway line, namely the vicinity of Sümerbank Cloth Factory, was excluded from the boundaries of the plan.

<sup>iii</sup>This area which is currently known as Kartal Square must have appeared as a result of his idea.

<sup>iv</sup>This workers' quarter was realized after the 1960 period with local zoning plans and residences for low income groups were constructed in the Hürriyet and Aydınlikevler neighbourhoods.

<sup>v</sup>The Kayseri Small Industrial Site began to be established in 1949 in the area suggested by Oelsner and which was arranged in the plan by Kemal Ahmet Aru.

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- <sup>vi</sup>Aru, who often came to Kayseri to draw the Kayseri plan, lived in Istanbul with his wife. He worked in Istanbul Technical University's Department of Architecture teaching students of architecture urban planning courses with Oelsner. During the drawing of this plan in the bureau, Aru took Gündüz Özdeş, who was his student and later his colleague, to Kayseri with him (Aru, 2001, pp. 53).
- <sup>vii</sup>The 30-year application adventure of Oelsner - Aru Plan will be analyzed in a separate paper.