

RESOLVING THE HISTORIC URBAN TISSUE BY TRACING THE CHANGES AS A BASIS FOR ITS  
CONSERVATION: SAMSUN FROM 20<sup>TH</sup> CENTURY UNTILL TODAY

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## ABSTRACT

### RESOLVING THE HISTORIC URBAN TISSUE BY TRACING THE CHANGES AS A BASIS FOR ITS CONSERVATION: SAMSUN FROM 20<sup>TH</sup> CENTURY UNTILL TODAY

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This thesis identifies the causes and the process of the change of the historic city center of Samsun since the beginning of the 20th century by the role of the development and conservation activities. Because of rapid urban growth and the lack of conservation principles in city plans, most of the city centers have been subjected to growth-conservation contradiction. As a result of this, the historic city centers lose their unique characteristics and cultural heritage while they change rapidly.

The city of Samsun became an important trade and transport center since the middle of the 19<sup>th</sup> century and significantly improved in economic, physical and cultural aspects. As the tobacco production has developed, tobacco factory has been founded and the port of Samsun has become the most important port of the Black Sea by the middle of the 19<sup>th</sup> century, the Non-Muslim traders began to settle in Samsun. Hence, Samsun became an important center of the Black Sea region with its commercial activities and multicultural social structure. However, after the middle of the 20<sup>th</sup> century, as a result of the rapid urban growth, Samsun started to lose its unique urban tissue and cultural heritage increasingly. Today the urban fabric of the city does not reflect its historical importance. The remaining cultural heritage of the city belonging to early 20<sup>th</sup> century is not legible within today's urban tissue. By identifying the change in urban tissue, the thesis aims to present the current situation of the cultural properties within today's urban fabric and prepare a basis for conservation.

Keywords: Conservation, Urban fabric, Cultural Heritage, Urban Growth, Change

## Öz

### KORUMAYA TEMEL OLARAK DEĞİŞİMLERİ İZLEYEREK TARİHİ KENTSEL DOKUYU ÇÖZÜMLEMEK: 20. YY.DAN BUGÜNE SAMSUN

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Bu tez Samsun tarihi kent merkezinin imar ve koruma faaliyetlerinin rolü ile 20. Yüzyılın başından itibaren değişiminin sebep ve sürecini tanımlamaktadır. Hızlı kentsel büyüme ve kent planlarında koruma ilkelerinin eksikliği sebebiyle birçok kent merkezi büyüme-koruma ikilemine maruz kalmaktadır. Bunun sonucunda tarihi kent merkezleri hızlı bir değişim geçirirken özgün dokularını ve sahip olduğu kültürel mirası kaybetmektedirler.

Samsun kenti 19. Yüzyılın ortalarından itibaren önemli bir ticaret ve ulaşım merkezi olmuş ve ekonomik, fiziksel ve kültürel açıdan önemli ölçüde gelişmiştir. 19. Yüzyılda, tütün üretiminin gelişmesi, tütün fabrikasının açılması, Samsun limanının karadenizin en önemli limanı haline gelmesiyle gayrimüslim tüccarlar Samsun'a yerleşmeye başlamıştır. Böylece, Samsun ticari aktiviteleri ve çok kültürlü sosyal yapısıyla karadeniz bölgesinin önemli bir merkezi olmuştur. Fakat, 20. Yüzyılın ortalarından itibaren, hızlı kentsel büyümenin sonucunda Samsun özgün kent dokusunu ve kültürel mirasını artan bir oranda kaybetmeye başlamıştır. Bugün kent dokusu tarihi önemini yansıtmamaktadır. Kentin 20. Yüzyıldan günümüze kalan kültürel mirası bugünkü kent dokusunun içerisinde okunamamaktadır. Tez, kent dokusundaki değişimi saptayarak, kültürel mirasın bugünkü kent dokusu içerisindeki durumunu ortaya koymayı ve korunmaları için bir temel oluşturmayı amaçlamaktadır.

Anahtar kelimeler: Koruma, Kültürel Miras, Kent dokusu, Kentsel Büyüme, Değişim

To my family and friends...

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## CHAPTER 1

### INTRODUCTION

The cities are dynamic and they are open to change and growth as a natural process. However, the change and development happens usually by destroying the existing urban tissue. This leads an important loss in the historical identity of the cities as the historic urban tissue has been damaged and destroyed. Just like many other cities, Samsun has been experiencing the same problem in the process of change and growth.

Samsun is a city of the Middle Black Sea coast of Northern Turkey. The city has been an important trade and transport center of its region since the middle of the 19<sup>th</sup> century. Due to its regional importance, the urban structure of the city carried a unique character at the end of the 19<sup>th</sup> century. However, this character and its physical traces had been partly lost by the development activities throughout 20<sup>th</sup> century. So, it is important to see the causes of the changes in the city since the beginning of the 20<sup>th</sup> century and find the traces of its history. Therefore, this thesis analyses the process of change and the role of the development and conservation activities on this change. After defining this process the important thing is finding out what is left after all these changes and examine the existing situation of the historic tissue within today's city.

#### 1.1. Definition of the Problem

The city of Samsun had been at an important point throughout history in terms of its geographical location. Especially after the middle of the 19<sup>th</sup> century, the city began to develop in maritime trade and transportation. As the city provide access for the Black sea coast cities and inner Anatolia to the Black Sea coast by the trade routes, the city became trade and transport centre of an extensive region. Hence, the population of the city increased, the cultural structure had become diversified and the city began to gain unique characteristics with its physical and social features.

The city reserves an important historical and cultural heritage of 20th century; however, under the pressure of the mass urban growth, Samsun has lost its cultural heritage significantly today. Historical urban fabric of the city had been damaged and changed by the development approach which does not take into consideration of the historical tissue. By this process of urban growth, as the city has been subjected to an important change in the urban tissue, today, the physical structure of the city does not present its historical importance. As a result of all these changes in the city, the problem is the loss of the cultural heritage within the urban fabric and illegibility of the traces of the past.

Understanding the past is crucial for shaping the future of the city. Therefore, the basic question of this thesis is to identify the process which leads to a significant loss in the historic urban tissue and cultural heritage of the city and by stating the existing situation to identify the traces of the history within the today's urban tissue.

#### 1.2. Aim and Scope of the Study

The aim of the thesis is to examine the process of the changes in the structure of the historical centre of Samsun since the beginning of the 20<sup>th</sup> century, to find out the losses and to define the remaining traces of the past. By defining the traces of the past, it is intended to provide a basis for the strategies and actions that could be developed to increase the legibility of the traces contributing to the identity of Samsun. Consequently, the thesis also aims at defining the principles and proposals for the sustainability and conservation of the remaining traces.

On the other hand, by this study it is intended to make a contribution in constituting an urban memory and urban archive of Samsun by reviving the historical space. Rereading the city with its historical background and development dynamics based on the visual documents by which its physical structure can be observed, provides a better understand of the urban identity of the city. Hence, it makes an important contribution to develop an accurate base for the conservation of the city.

The study area is the city centre of Samsun consisting of the boundaries of the 1905 plan. This is because the city had been suffered a great fire in 1869 and 1905 plan is the oldest visual document in city scale after the fire from which the change of the city could be observed. The study area is in the boundaries of İlkadım Municipality today including the districts of Hançerli, Selahiye, Pazar, Saitbey, Kale, Ulugazi, Kadıköy, 19 Mayıs, Hürriyet, Zafer, Çiftlik, Karadeniz, İstasyon and Kılıçdede.



Figure 1: Location of the study area within Samsun Province  
Photograph is retrieved from googleearth

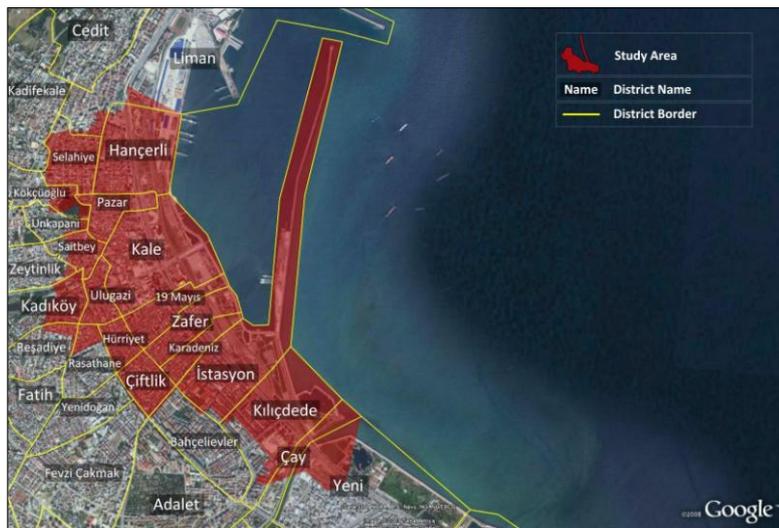


Figure 2: Districts that are in the boundaries of the study area  
Photograph is retrieved from googleearth

In order to provide a basis for the study, firstly the historical development of the city is analysed to define the evolution of urban space in historical continuum. In chapter 3, the positive and negative impacts of development and conservation activities in Samsun city since 19<sup>th</sup> century is analysed in order to see their affects on the change of the physical structure of the city. So, the causes that led the city grow inharmoniously with its historical tissue could be determined. In chapter 4, the change in the urban tissue is analysed in detail under the heading of street system and open areas, physical structure and functional use. After the determination of the change in urban tissue, the parts that are confirmed as not-changed and remaining today are synthesized. So, the remaining traces of the historic urban tissue of Samsun city are presented.

### **1.3. Methodology**

The methodology of the thesis comprises of 4 phases. The first one is the literature survey consists of the written sources of history of Samsun, planning history of Samsun and planning history of Turkey. The second phase is the gathering visual data from the relevant institutions. The third phase is the field survey held on in the study area. The last phase is the formation of the thesis base on the compiled data of the first three phases.

For the construction of the thesis, the visual documents as plans, plan reports, maps, old aerial photographs, old pictures and postcards have been in vital importance. So, in order to obtain these visual documents, relevant institutions had been visited in Ankara, Samsun and İstanbul. The institutions visited in Samsun are Greater Municipality of Samsun, Provincial Directorate of Environment and Forestry, Cultural and Natural Heritage Conservation Board of Samsun, Provincial Culture and Tourism Directorate of Samsun and Bank of Provinces in Samsun. Master and Development Plans of Samsun in different periods, cultural inventories, registration sheets and on-going projects had been obtained from these institutions. The institutions visited in Ankara are Ministry of Culture and Tourism, Bank of Provinces and General Command of Mapping. The documents obtained from Ankara are the master plan of Samsun in 1965s, Conservation Plan of Samsun and old aerial photographs. Additionally Ottoman Bank Archives, Ottoman Archives of Prime Ministry and Atatürk Library in İstanbul had provided important old documents as plans and plan reports which construct the basis of the study.

To observe the current physical situation of the city and in order to understand the change in the physical character, field survey had been held on June 2012. Survey contains the land use study which is about analysing the urban pattern, analysis of new buildings and traditional buildings, open areas and their relations in urban context.

The base map of the field survey is the plan of Samsun drawn in 1905. The cause of that is it is the oldest document in city scale after the great fire in 1869. So, it is possible to understand the change in the city in terms of urban interventions, planning and conservation during the 20<sup>th</sup> century. On the other hand, as 1905 plan has been drawn with different techniques than today, and it is both showing the existing situation and proposals, the analyses have been done by comparing the plan with old photographs and with the data gathered during the field survey.

As a base map of the field survey, the 1905 plan and today's base map are superposed in order to see the differences in urban tissue between the year 1905 and today. Because the scales and drawing techniques of 1905 plan and current base map are different, it could not be possible to superpose them in one piece. So, the 1905 plan and current base map are divided and overlaid in 10 parts as seen in figure 3. Hence, the field is studied in 10 parts according to these maps.

During the field survey, all the study area is studied by comparing the today's situation of the urban space with the base map. According to this comparison, the changes in the streets and open areas are photographed and noted on the basemap. The location of the registered buildings, traditional buildings and compatible buildings are determined and their location are marked on the map and photographed.

The last phase of the thesis is to overlay the data of the first three phases and form the thesis study. The data used and the methodology carried on to constitute the stages and subsections of the study are comprised of:

**1. Historical Development of Samsun:**

- Literature survey supported with old maps and old photographs

**2. Development and Conservation Activities since 19th century:**

- Analyses by the visual data gathered from the relevant institutions:
  - Examined under the periods according to the planning activities
  - Plans are chronologically classified and analysed
  - Aerial photos are used for examining the current situation of their period
  - Old photographs are used to understand the physical structure of the period

**3. Understanding the change:**

- Cultural inventory and registration sheets are analysed to show the current situation of cultural properties
- To examine the change in streets, open areas, and buildings the base map used in the field survey is used to compare the situation in 1905 and today.
- Aerial photographs and plans are analysed to show the process of change.
- To examine the change in the floor numbers: floor numbers on the current base map are compared with the registered buildings
- To examine the change in function: current land use is compared with the functions on the 1905 plan and the information gained from historical data.

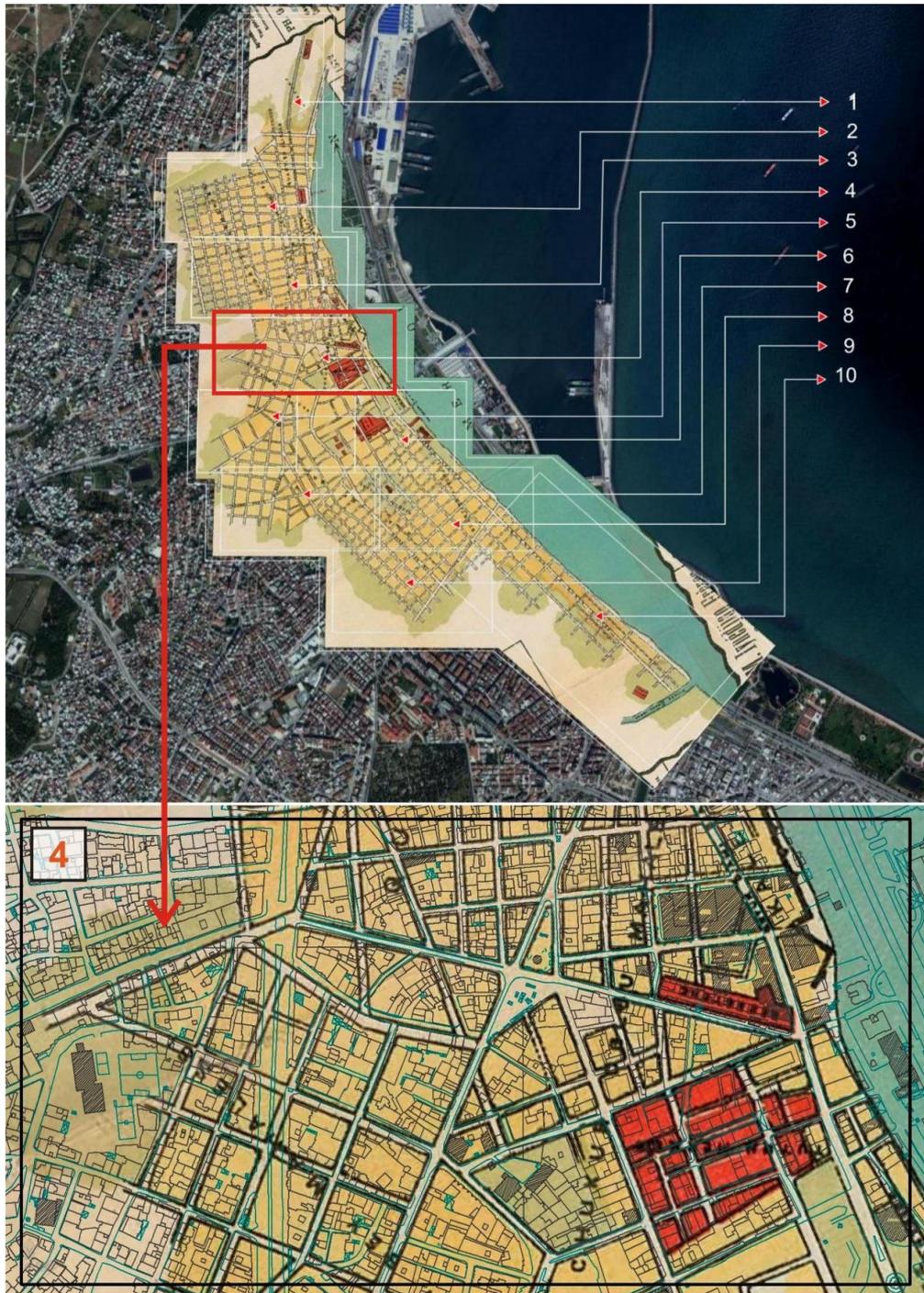


Figure 3: An example of the base map used in the field survey



## CHAPTER 2

### GENERAL CHARACTERISTICS OF SAMSUN

#### 2.1. Location, Geography and Climate

Samsun is a coastal city of the Middle Black Sea Region of Turkey and is the biggest port city in Black Sea region.<sup>1</sup> It is located in the middle of the deltas of Yeşilırmak and Kızılırmak Rivers.<sup>2</sup> The geographical location of the city is 40 ° 50 '- 41 ° 51' north latitude, 37 ° 08 'and 34 ° 25' east longitude. It is surrounded by Amasya and Tokat in the South; Ordu in the East and Sinop in the West.<sup>3</sup> Samsun has the surface area of 9364 km<sup>2</sup> and is equivalent to 1.2% of the surface area of Turkey.



Figure 4: Location of Samsun-1  
Photograph is retrieved from googleearth

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<sup>1</sup> Türk Ansiklopedisi, 1980. Cilt XXVIII, Milli Eğitim Basımevi, Ankara, pp. 102-107

<sup>2</sup> <http://www.samsun.gov.tr/samsun-sehri.asp?ContentId=21>

<sup>3</sup> Türk Ansiklopedisi, 1980. Cilt XXVIII, Milli Eğitim Basımevi, Ankara, pp. 102-107



Figure 5: Location of Samsun-2

Map is retrieved from [http://fr.wikipedia.org/wiki/Fichier:Latrans-Turkey\\_location\\_Samsun.svg](http://fr.wikipedia.org/wiki/Fichier:Latrans-Turkey_location_Samsun.svg)



Figure 6: Samsun and its neighbouring cities<sup>4</sup>

Map is retrieved from <https://maps.google.com/>

The topography of the city is plain on the Black Sea coasts and the inner parts are covered with mountain ranges that are not so high. The region is located between extending from the Black Sea coasts and high mountains run parallel along coastline. Samsun shows three different characteristics in terms of geographical formations.<sup>5</sup> First, the southern mountainous part, second, plateaus between the mountainous part and coast line, and third, the plains between the Black Sea coast and the plateaus.

The two major rivers in Samsun are the Kızılırmak and Yeşilirmak rivers. These rivers provide Samsun a high potential of agriculture by the Çarşamba and Bafra plains located on the river deltas.

<sup>4</sup> Map is organized by author

<sup>5</sup> [http://www.samsun.gov.tr/ContentDownload/%C4%B0statistiklerle\\_Samsun\\_2010.pdf](http://www.samsun.gov.tr/ContentDownload/%C4%B0statistiklerle_Samsun_2010.pdf)

Samsun has the mild Black Sea Climate. In the coastal zones the summers are usually hot and the winters are mild and rainy. The average annual rainfall is 676.5 mm and it is above the average of Turkey. The rainfall is at maximum in October and November.

Samsun is one of the most crowded cities in Turkey because of its fertile lands, industry and location.<sup>6</sup> According to the population census of 2011, the population of Samsun is 1.251.729. The urban population of Samsun is 827 796 whereas the village population is 423 933.<sup>7</sup>

## 2.2. Historical Development of Samsun

Throughout history three different settlements were established in Samsun (Uzuneminoğlu, 1992). The first of these was established by Gaskas, in 3500 B.C; the second one by colonists from Miletus in 562 B.C. and the third was established by the Seljuks in 13 A.C.



Figure 7: Three settlements established in Samsun<sup>8</sup>  
Photograph is retrieved from googleearth

### 2.2.1. Samsun in Antiquity

According to the first investigations about Samsun started in 1940, the earliest settlement was founded in about 3500 BC (Calcholic Period/Early Bronze Age) by a branch of Proto-Hittites named

<sup>6</sup> Türk Ansiklopedisi, 1980. Cilt XXVIII, Milli Eğitim Basımevi, Ankara, pp. 102-107

<sup>7</sup> [http://www.samsun.gov.tr/ContentDownload/%C4%B0statistiklerle\\_Samsun\\_2010.pdf](http://www.samsun.gov.tr/ContentDownload/%C4%B0statistiklerle_Samsun_2010.pdf)

<sup>8</sup> Drawings are prepared by author based on the information retrieved from Atasoy, 1997 and Sarısakal, 2002

Gasgas (Sarisakal, 2002). This community was settled near the Mert River, on 3 km southeast of the city which is called Dündar Tepe today.

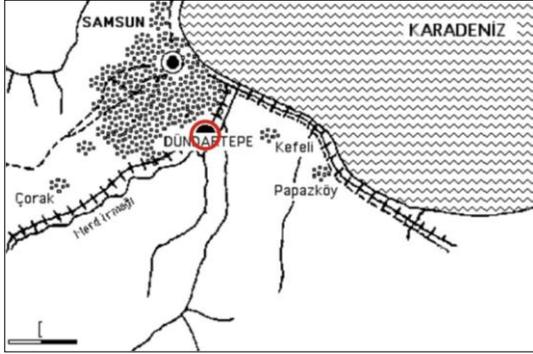


Figure 8: Location of Dündar Tepe

Map is retrieved from

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YerlesmeNo=795andhtml=maps\_t.html&layout=web

Figure 9: Photograph of Dündar Tepe today

Photograph is retrieved from

[http://tayproject.org/TAYmaster.fm\\$Retrieve?](http://tayproject.org/TAYmaster.fm$Retrieve?YerlesmeNo=795andhtml=masterDetail.html&layout=web)

YerlesmeNo=795andhtml=masterDetail.html&layout=web

Beside Dündar Tepe, there are also other settlements of this period founded around Samsun as Tekeköy, Kale Doruğu Höyüğü and İkiztepe. According to the excavations held on these settlements, five layers of different periods were found which are Chalcolithic Period, Bronze Age, Hittite, Iron Age and Hellenistic Era. According to some resources, as well as the date is not known, Amazons, known as the woman warriors, was founded a settlement called Thermadon around Terme today (Yolalıcı, 1998).

In the enlargement era of Hittites in Anatolia, in the period of the king Murşil the 1st, Samsun has been invaded and became the city of Hittites (Sarisakal, 2002). After the Hittites, Phrygians established dominance in the region.<sup>9</sup> Then, Cimmerians conquered the region and put an end to the hegemony of the Phrygians. In around 1200 B.C., the city of Dündar Tepe was fired by the Phrygians (Yolalıcı, 1998). The Cimmerians domineered the East Black Sea coasts and damaged many cities in this region. The Lydians defeated the Cimmerians and have dominated the region for a period.<sup>10</sup> After the demolishing of the city of Dündar Tepe in 1182 BC by Phrygians, a new city was founded in Southwest in the ridge of the Toraman Tepe and Cedit today (Sarisakal, 2002). According to some resources, this city is called Enete and its founders are not known (Atasoy, 2007). Based on this argument, in 562 BC, the Milesians were settled in the city of Enete and called it Amisos. However, some resources claim that the city of Amisos was founded by Milesians in that period.

In 546 BC, Amisos was invaded by the Persians and became the part of the Cappadocia Principality. The domination of the Persians continued until 331 BC, and then the city passed under Alexander the Great, King of Macedonia.<sup>11</sup> By the death of Alexander, the Macedonian kingdom was torn, thereupon, the governor of Persia officiating around Samsun, declared his independence.

Mihridates, not obeying the kingdom of Persia, founded the kingdom of Pontus in the region including Amasya, Samsun and Sinop in 225 B.C.

<sup>9</sup> *Atatürk'ün Şehri Samsun*, 2004. Samsun Valiliği İl Özel İdare Müdürlüğü, Samsun

<sup>10</sup> *Atatürk'ün Şehri Samsun*, 2004. Samsun Valiliği İl Özel İdare Müdürlüğü, Samsun

<sup>11</sup> *Atatürk'ün Şehri Samsun*, 2004. Samsun Valiliği İl Özel İdare Müdürlüğü, Samsun

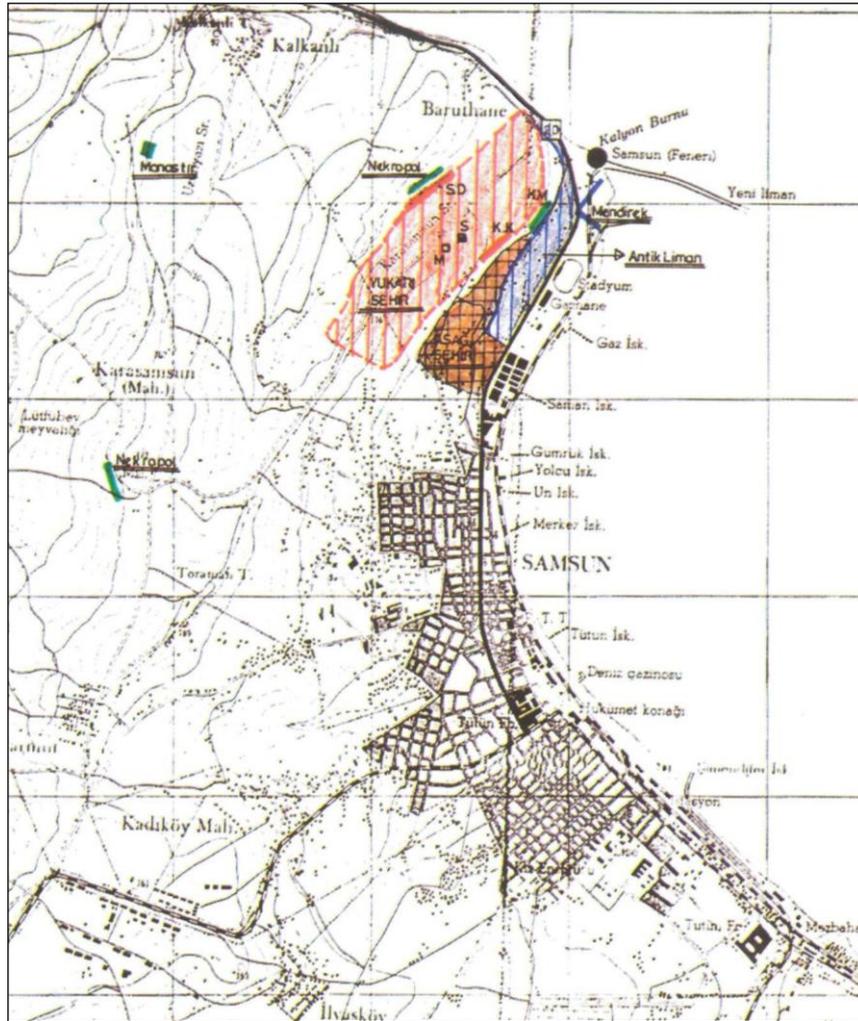


Figure 10: The settlement of Amisos and its location within the city of Samsun  
Map is retrieved from Atasoy, 1997

### 2.2.2. Samsun in Late Antique Period

In 64 B.C., Pompeius, the king of Rome put an end to the kingdom of Pontus, and conquered the city. As he invaded the city, General Pompei the Great changed its name as Pompeipolis (Sarisakal, 2002). During the Roman period, the city became richer as trade began to develop (Yolalıcı, 1998). By means of harbour, merchandise exportation was improved and the goods were exported from Asia to Black Sea coasts and Italy. Also in this period, Christianity began to spread in the city of Amisos. After the division of Roman Empire, Amisos came under the domination of Byzantium and its name changed to Aminosos. In this period, the city became a diocese and until the conquest of the Turks it stayed as a Byzantine city.

### 2.2.3. Beginning of Turkish Period: Principalities and Seljukid Period

After the Malazgirt War in 1071, Turks began to conquer the cities in Anatolia but they couldn't take Amisos. Thereon near Amisos, they founded a new city known as "Muslim Samsun". Until that period, the name of this city was recorded as Samsun in Eastern resources and as Sampson in Western resources.

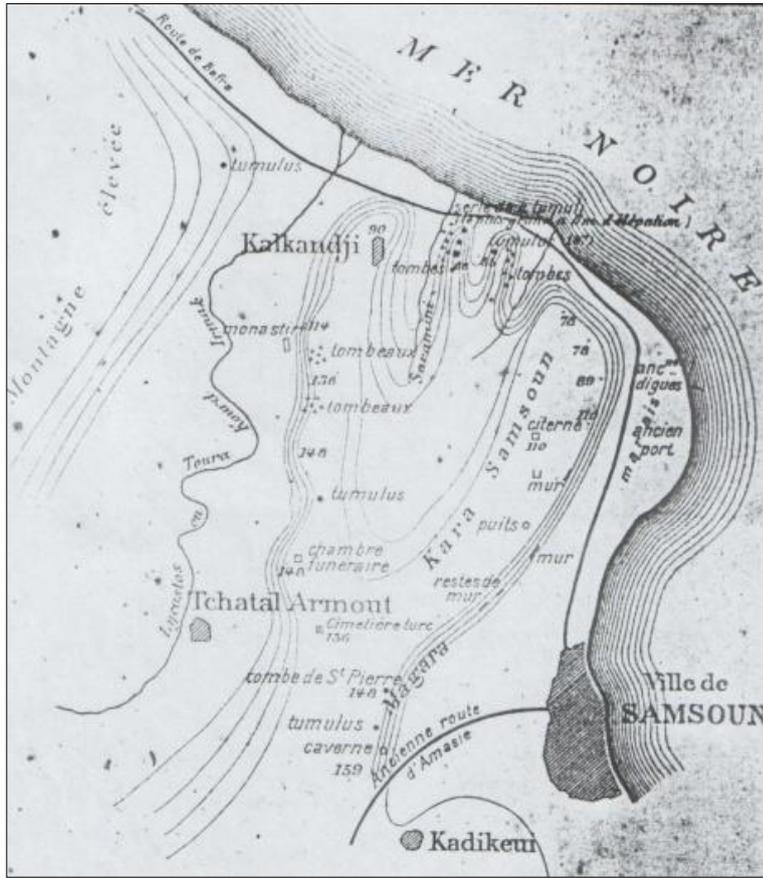


Figure 11: Location of Amisos and Samsun  
Map is retrieved from Sarısakal, B., 2007.

Amisos at that time was dominated by the Byzantine and Genoese.<sup>12</sup> In that period, there were two settlements in Samsun which are Muslim and Infidel Samsun as called by Turks. The Christian City of Amisos had lived 230 years more after the foundation of the Muslim city (Yolalıcı, 1998). Muslim and Christian Cities had benefited each other in terms of trade and shipping.

Amisos was then joined to the Greek Empire of Nicaea which was one of the two states founded in the territory of the Byzantine by the conquest of the Byzantine by the Latins in 1204. Afterwards, it became a protectorate of the Genoese in the first half of the 14th century.

The city of Samsun which is established by the Seljuks was starting from the shore and stretching away to the hillside. The city of Samsun and Amisos were both have city walls and were in close distances. Samsun has become an important port and trading center.

Because the Seljuks lost power, Muslim Samsun, which was established by the Seljuks, came under the rule of the Kubadoğulları Principality.

In 1398, in the period of the Beyazıd the 1st, Samsun fell under the hegemony of the Ottomans for the first time; but after the Ankara War in 1402, it was again came under the rule of Kubadoğulları and İsfendiyoğulları. In 1419, the Genoese burned the city when they realized that the Ottomans will encompass the city. Therefore, the Turks called this city as "Black Samsun".

<sup>12</sup> Atatürk'ün Şehri Samsun, 2004. Samsun Valiliği İl Özel İdare Müdürlüğü, Samsun

#### 2.2.4. Ottoman Period

When Samsun was under the hegemony of the İsfendiyaroğulları Principality, the two cities, Muslim and Infidel Samsun, came under the rule of Ottomans as a center of Canik Sandjak in Sivas Province in 1425.<sup>13</sup>

Because the Genoese left the region, Samsun began to weaken commercially. Samsun which was attacked by the Cossacks in 17th century was able to survive economically due to the safety of the castle.

In 15<sup>th</sup> and 16<sup>th</sup> century, Black Sea became an inland sea; hence the Foreign-flagged ships were banned to enter the Black Sea (Yolalıcı, 1998). In addition, until 1774 the Crimea was not under the hegemony of the Ottomans, so, Samsun which had dense commercial relations with Crimea, was declined in terms of trade. Thereupon, in the period of Ottomans, until the middle of the 19<sup>th</sup> century, Samsun remained as an insignificant port.

Samsun has an important role in Black Sea trade since the early ages.<sup>14</sup> The lighthouse ness which is located in the western end of the Samsun bay was a safe shelter for the ships as it was blocking the heavy storms (Uzuneminoğlu, 1992).

In the period of Seljuks, Sinop and Samsun were prominent in Black Sea trade. Samsun was mostly in trade relations with the Crimean.<sup>15</sup> In the Ottoman period, Samsun port continued to function as a commercial port but port of Sinop and Trabzon has become more important.

Samsun was an advantageous region in terms of its geographical structure. Its location and geography was suitable for settlement. The continuity of the ongoing mountains in east-west direction along the coast of the Black Sea was cut in Samsun region and provides the passage to the inner parts of Anatolia (Uzuneminoğlu, 1992). For this reason, the historic trade route starts from Samsun in Black Sea coast and goes to Diyarbakır and Baghdad through Sivas. Samsun had access to trade routes from Anatolia to the Black Sea coast.<sup>16</sup> The trade routes of Basra, Baghdad, Urfa, Diyarbakir, Harput, Malatya, Sivas, Tokat, Amasya ends up in Samsun and through the harbor in here, they reach Istanbul and the Black Sea coasts.

In 15th and 16th century, as the Black Sea became an inland sea of the Ottoman Empire, the Black Sea ports lost their connection with Europe. Hence they lost the property of being interstate transit port and started to transport goods within the country.

In Samsun, which was an important port city in Seljuk period, there were 10 neighborhoods in 1485 which one of them was Greek; the other nine were Muslim neighborhood (Yolalıcı, 1998). The number of neighbourhoods was increased to 13, whereas it decreased in Ottoman period. In this period, by the decline of the city in terms of trade, the population was decreased and the number of neighbourhoods was reduced to 7. This shows that the number of neighbourhoods have almost fallen by half the number.

We can learn from the notes of the travelers that Samsun was a small town until the middle of the 19th century. In 1645, Evliya Çelebi had come to Samsun and he told about a stone citadel and pier. He described the city as; "there is an old castle and mosques, baths and a market in the castle.

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13 Atatürk'ün Şehri Samsun, 2004. Samsun Valiliği İl Özel İdare Müdürlüğü, Samsun

14 Kodaman, B., 1990. *XVIII. Yüzyıl Sonunda Samsun Gümrüğü*: İkinci Tarih Boyunca Karadeniz Kongresi Bildirileri: Uluslararası I, 1-3 Haziran 1988, T.C. Ondokuz Mayıs Üniversitesi, Samsun

15 Kodaman, B., 1990. *XVIII. Yüzyıl Sonunda Samsun Gümrüğü*: İkinci Tarih Boyunca Karadeniz Kongresi Bildirileri: Uluslararası I, 1-3 Haziran 1988, T.C. Ondokuz Mayıs Üniversitesi, Samsun

16 Kodaman, B., 1990. *XVIII. Yüzyıl Sonunda Samsun Gümrüğü*: İkinci Tarih Boyunca Karadeniz Kongresi Bildirileri: Uluslararası I, 1-3 Haziran 1988, T.C. Ondokuz Mayıs Üniversitesi, Samsun

Neighborhoods were formed by blocks built in by combining a few houses.”<sup>17</sup> British traveler J. Macdonald Kinneir tells that Samsun was a sweet town surrounded by woodlands which has a population approximately 2000 people in 1813-1814. Moltke, came in 1838, described the city of Samsun as a small town surrounded by olive groves. (Yolalıcı, 1998).

In 19th century, the districts in Samsun were Saidbeğ, Hançerli, Pazar, Cami-i Kebir, Mekde, Hacı Hatun and İç Kale districts (Yolalıcı, 1998). One of the oldest districts in Samsun is Saidbeğ (Sadibeğ) District, besides Pazar, Cami-i Kebir and Mekde districts are also the old districts. According to some sources, Hançerli district was known as Armenian District. By the end of the 19th century, as the trade began to develop in Samsun, the population increased and the number of districts rised to 10.

Due to the Haznedarzedeler family which was in the office of vizier and settled in Çarşamba, Samsun has started to establish a direct relationship with the capital Istanbul since 1790. <sup>18</sup> As can be understood from the grave stones around Samsun in the years 1700-1800, Iranian traders settled in the region and the region became a center between east and west. However, gravestones show that many people died due to epidemics during this period.

Samsun, as it is settled on a relatively flat area than the other Black Sea coastal cities, it has the most suitable geography to develop in this region.<sup>19</sup> Until 19th century, because the steep and rugged geography is advantageous in terms of defense, Samsun has been not much preferred as a settlement. However, by the 19th Century, as maritime trade became important with developing technology, the geographical location of Samsun turned into an advantage.

The port of Samsun which fell behind Sinop and Trabzon ports until 19th century, has gained increasing importance in 19th century.<sup>20</sup> The city of Samsun has developed rapidly in terms of population growth, production and trade because, The European-flagged ships had been allowed to enter the Black Sea again; Greeks, Armenians, European merchants and emigrants from the Caucasus had started to settle in Samsun and the tobacco industry had improved (Yolalıcı, 1998). Samsun became an important port city of the Black Sea again and became a centre of trade and transport.<sup>21</sup>

Since the middle of the 19th century, the city’s population began to increase again because of its importance (Yolalıcı, 1998). Due Samsun had become a major port city of the region, the trade based economy was improved; and it led many non-Muslim population of Anatolia to settle down in Samsun. Until the middle of the 19th century, as the city gained importance again, the population began to increase. Because Samsun became an important port city, the trade has developed and it led many non-Muslim population of Anatolia to settle in Samsun.

Non-Muslim and European traders engaged in trade began to settle in Samsun and they owned large part of trade here. During this period, Samsun has become a center of trade in its vicinity. As British traveler J. Macdonald Kinneir said that the population of Samsun was approximately 2000 in 1813-1814; J. Brant indicated the population in the center of Samsun was approximately 10.000 in 1836.

At that time, due to the lack of common use of highway network but use of maritime transport, Samsun became a safe harbor for immigrants from the Caucasus.<sup>22</sup> By these migrations started in

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<sup>17</sup> Atatürk’ün Şehri Samsun, 2004. Samsun Valiliği İl Özel İdare Müdürlüğü, Samsun

<sup>18</sup> Atatürk’ün Şehri Samsun, 2004. Samsun Valiliği İl Özel İdare Müdürlüğü, Samsun

<sup>19</sup> Erler, M.Y., *Bir Kentin Yeniden Doğuşu: Samsun (1865-1875)*, Barış Yayınları, Samsun

<sup>20</sup> Kodaman, B., 1990. *XVIII. Yüzyıl Sonunda Samsun Gümrüğü: İkinci Tarih Boyunca Karadeniz Kongresi Bildirileri: Uluslararası I*, 1-3 Haziran 1988, T.C. Ondokuz Mayıs Üniversitesi, Samsun

<sup>21</sup> Kodaman, B., 1990. *XVIII. Yüzyıl Sonunda Samsun Gümrüğü: İkinci Tarih Boyunca Karadeniz Kongresi Bildirileri: Uluslararası I*, 1-3 Haziran 1988, T.C. Ondokuz Mayıs Üniversitesi, Samsun

<sup>22</sup> Erler, M.Y., *Bir Kentin Yeniden Doğuşu: Samsun (1865-1875)*, Barış Yayınları, Samsun

1859, Caucasian immigrants were joined into Armenian, Greek and Turkish population in Samsun. Immigrants that are placed in the inner parts until 1862 began to settle in Canik Sanjack since 1863 and largely increased the population by the year 1865. 42 000 immigrants came until the end of 1864 to Samsun which has 10,000 inhabitants before the year 1864. Immigrants are firstly located in agricultural areas. Immigrants that are placed in Bafra, Çarşamba, Kavak, Terme districts between 1863-1864, cause a significant increase in rural population of Canik. This also let to an increase in population of Samsun which is the center of Canik Sanjak.

The economy of Samsun began to recover since 1848, when the city became the center of tobacco cultivation.<sup>23</sup> In 19th century, tobacco industry was common in the center of Samsun, Bafra and Çarşamba and became the basic activity in Samsun (Yolalıcı, 1998).

Cited from Evliya Çelebi, Sarısakal says that the cultivation of tobacco in Samsun has become widespread in the period of Murad the 4th (Sarısakal, 2003). When Murad the 4th banned tobacco, due to the difficulty in control, Samsun and its vicinity has become a suitable region for the cultivation of tobacco. Then, with the opening of the French tobacco factories, tobacco-based economy further developed.<sup>24</sup>

In 1883, by an agreement of Ottoman Empire with Vienna and Berlin, a state joint company is founded in the name of “Devlet-i Aliye-i Osmaniye Duhanları Müşterekü’l Menfa Reji Şirketi”, called “Reji of tobacco”. Tobacco-related production and trading rights were given to the company for a period of 31 years.

Cigarette Factory in Samsun was founded in 1867 by the French *Reji* Company (Sarısakal, 2003). When it is founded, this factory was the second most important factory in the country then the factory in Istanbul.

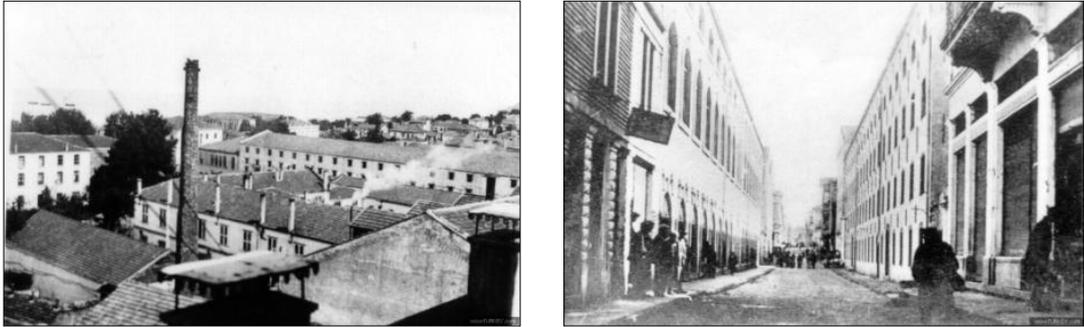


Figure 12: “Reji” Tobacco Factory and Depots  
Photograph is retrieved from samsun.gov.tr

By the foundation of the “Reji” Company, 4 tobacco factory which of 3 are L’Abeille(Melisa), Georghopoulos, Plemix Zissiadis and which of one belongs to Yuvan Boduroğlu in Samsun in that period had been closed (Sarısakal, 2003).

The tobacco produced in the Sanjak Canik and its surroundings was distributed to inlands and exported to foreign countries from the port of Samsun (Yolalıcı, 1998). By the opening of the tobacco factory in Samsun, produced tobacco started to be processed in the city.

<sup>23</sup> Atatürk’ün Şehri Samsun, 2004. Samsun Valiliği İl Özel İdare Müdürlüğü, Samsun

<sup>24</sup> Atatürk’ün Şehri Samsun, 2004. Samsun Valiliği İl Özel İdare Müdürlüğü, Samsun

Many workers and officers began to work under the cigarette factory established by the French “Reji” Company.<sup>25</sup> In 1923, 341 people were working in the factory of *Reji* including 235 women and 106 men (Sarisakal, 2003). In addition to this, *Reji* Company made a significant contribution to the city in terms of urban economy and culture. Many theaters and cinemas began to open in the city.<sup>26</sup> It is thought that *Reji* Company brought a European culture to the city (Sarisakal, 2003). In addition to the tobacco production, it provided contributions to the city's infrastructure needs. As the Customs Administration and its pier were a bit far from the city, in 1891, *Reji* Company wanted to construct a pier at the connection point of the Cigarette Factory with the sea.



Figure 13: Workers of the Tobacco Factory  
Photograph is retrieved from wowturkey.com



Figure 14: “Reji”-Tobacco Pier-1  
Photograph is retrieved from wowturkey.com

<sup>25</sup> *Atatürk'ün Şehri Samsun*, 2004. Samsun Valiliği İl Özel İdare Müdürlüğü, Samsun

<sup>26</sup> *Atatürk'ün Şehri Samsun*, 2004. Samsun Valiliği İl Özel İdare Müdürlüğü, Samsun

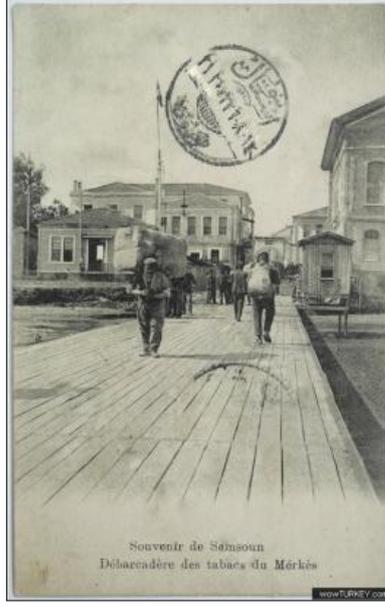


Figure 15: "Reji"-Tobacco Pier-2  
Photograph is retrieved from wowturkey.com

In 1913, the authority of the "Reji" administration was extended for another 15 years. In 1925, the authority of the company was terminated and tobacco enterprises were transferred to the government.

By the expansion of tobacco production, the need of tobacco stores was emerged and in the 1870s, by the request of tobacco merchants a Tobacco Market was established at the place called Haci Mehmet Aga garden. Tobacco market was a four-gate field, built as covered, in order to protect tobaccos from weather conditions.

Until the 1970s, the Cigarette Factory in Samsun was the most important factory in the country after the factories in Istanbul and Izmir, but in 1980s, the importance of the factory began to decline. In 1997, by the opening of the Samsun Ballica factory, the "Reji" factory was closed and its buildings have been transferred to Samsun Metropolitan Municipality.

By the Crimean War in 1853-1856, Trabzon and Sinop which are important port cities of the Black Sea lost their importance, however, port of Samsun which has a safe location started to gain importance.

Samsun port was located at the point where Yeşilirmak and Kızılırmak valleys protruded to sea and at the reaching point of the important centers of cotton textile industry in the Ottoman Empire; Tokat, Zile, Amasya and Merzifon to the Black Sea.<sup>27</sup> During this period, most of the trade in the Black Sea was made in the port and customs of Samsun.

The increase in the functioning of the port of Samsun was the most important element in the development of trade (Yolalıcı, 1998). The harbour was connecting the sanjaks in the province of Trabzon to Sivas and it became a centre of exports and imports. Having increased activities in the port of Samsun was the most important factor in the development of trade activities. This port

<sup>27</sup> Kodaman, B., 1990. *XVIII. Yüzyıl Sonunda Samsun Gümrüğü: İkinci Tarih Boyunca Karadeniz Kongresi Bildirileri: Uluslararası I*, 1-3 Haziran 1988, T.C. Ondokuz Mayıs Üniversitesi, Samsun

connected the sanjaks in the province of Trabzon to Sivas; it also became the center of import and export activities with the foreign countries.

Until the 19th century, Samsun which was a rich commercial city, damaged terribly by a great fire in 1869 and a large part of the city was destroyed. Rebuilding of the city of Samsun became a current issue.<sup>28</sup> This construction will be on the model of Europe and Samsun will be the first Ottoman city to be built with the European city system. Thus, Samsun was in the first place between Anatolian cities in terms of infrastructure and city planning.

Thereupon, a French architect was commissioned to plan the city and it was regenerated (Yolalıcı, 1998). In this plan, the city's macro-form was planned as grid system with intersecting roads, civil and public buildings were partly masonry was planned.

### 2.2.5. Republican Period

During the First World War, Samsun had experienced a commercial decline.<sup>29</sup> Russian warships have opened artillery fire in the year 1915 to Samsun. Piers, Hançerli, Greek and Armenian Districts, Buğday Pazarı [Wheat Market] and Harbour damaged.<sup>30</sup> The city was occupied by British forces after the Treaty of the Mondros, and this occupation continued until the development of national struggle.

On 19 May 1919, Mustafa Kemal arrived in Samsun by a ferry boat named Bandırma and came of the city from the tobacco pier (Sarcan, 1966). This date is counted as the beginning of the national struggle to establishment of the Republic of Turkey instead of the Ottoman Empire fragmented after the World War I.<sup>31</sup> Today, the monument of honour located in Gazi Park symbolizes this period.

At the end of the national struggle, by the Greek population in Samsun were exchanged of Macedonian and Thracian Turks.<sup>32</sup> In the population census of 1927 the city population was 30 372, consisting of Muslims only. This indicates an increase in a small amount according to the population at the beginning of the 20th century. In the later population census it is seen that the city population increased slowly until the 1960s. The population of the city is 32.482 in 1935, 37.216 in 1940, 38.725 in 1945 and 44.019 in 1950. After these years the population began to increase rapidly. In 1955 the population was 62.629, increased to 87.688 in 1960. This increase is related to the economic development of Samsun with the construction of the railway and the port.

The railway construction project that will connect Samsun to Sivas existing since the middle of the 20th century, interrupted due to World War and took place after the proclamation of the Republic. The first 50km part was opened in 1926 and it was completed up to Sivas in 1932. In 1933 a railway line was constructed between Samsun-Çarşamba. The city of Samsun, which is at an important location geographically, further strengthened in terms of accessibility by the construction of railway lines.

Road and rail transportation policy in the 1950s is changed from railway to highway and the construction of highways began rapidly throughout the country (Uzuneminoğlu, 1992). The road connecting Samsun to Ankara was completed in 1953. By the construction of these road, Samsun became a point of departure for the journey from Middle and Eastern Black Sea cities to Ankara.

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<sup>28</sup> Atatürk'ün Şehri Samsun, 2004. Samsun Valiliği İl Özel İdare Müdürlüğü, Samsun

<sup>29</sup> Darkot, B., İslam Ansiklopedisi, İslam Alemi Tarih, Coğrafya, Etnografya ve Biyografya Lugatı, 10. Cilt, Mili Eğitim Basımevi, İstanbul pp. 172-178

<sup>30</sup> Sarısakal, B., 2008. *Samsun'da Unutulmayan Olaylar*, Samsun Araştırmaları 9, Samsun Büyükşehir Belediyesi Kültür Yayınları 9, Samsun

<sup>31</sup> Darkot, B., İslam Ansiklopedisi, İslam Alemi Tarih, Coğrafya, Etnografya ve Biyografya Lugatı, 10. Cilt, Mili Eğitim Basımevi, İstanbul pp. 172-178

<sup>32</sup> Darkot, B., İslam Ansiklopedisi, İslam Alemi Tarih, Coğrafya, Etnografya ve Biyografya Lugatı, 10. Cilt, Mili Eğitim Basımevi, İstanbul pp. 172-178

The city, which started to grow by the opening of the railway, began to develop more rapidly and the population began to increase by the construction of the highway. The increasing rate of the annual population of the city between the years 1950-1955 is 70%.

The city which was strengthened in terms of accessibility was in need of a modern port in order to use its potential more effectively.<sup>33</sup> The port of Samsun was opened in 1960.

Today the port of Samsun is an important collecting and distributing center in domestic trade. It has an impact area including Çorum, Yozgat, Amasya, Tokat and Sivas (Uzuneminoğlu, 1992). In 1963, the fair area of Samsun was opened on the fill area constructed on the sea.<sup>34</sup>

The city of Samsun which has a developed transportation network by its port, railway and highway network is the center of the middle and eastern Black Sea region (Uzuneminoğlu, 1992).

By the expansion of the railway and highway network in Turkey, the impact area of Samsun has become smaller in Middle Anatolia, and by the construction of roads along the coast of the Black Sea, the impact area has shifted to the Black Sea coasts.

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<sup>33</sup> Darkot, B., İslam Ansiklopedisi, İslam Alemi Tarih, Coğrafya, Etnografya ve Biyografya Lugatı, 10. Cilt, Mili Eğitim Basımevi, İstanbul pp. 172-178

<sup>34</sup> Darkot, B., İslam Ansiklopedisi, İslam Alemi Tarih, Coğrafya, Etnografya ve Biyografya Lugatı, 10. Cilt, Mili Eğitim Basımevi, İstanbul pp. 172-178



## CHAPTER 3

### DEVELOPMENT AND CONSERVATION ACTIVITIES SINCE THE BEGINNING OF THE 20<sup>TH</sup> CENTURY IN SAMSUN: THEIR ROLE IN CHANGING THE STRUCTURE OF THE CITY

#### 3.1. The Physical and Socio-Cultural Structure of the City at the end of the 19<sup>th</sup> Century

The port of Samsun, which began to gain importance by the allowance of the Black Sea to foreign trade since the beginning of the 19th century (Yolalıcı, 1998), had become a transport center of the Black Sea where the export and import activities of Black Sea Region and inner Anatolia were undertaken.<sup>35</sup>

Besides, as the non-Muslim and European traders have settled in Samsun, the city has become the trade center in the Black Sea Region since the middle of the 19th century.

Again in this period, by the beginning of the tobacco production in the city<sup>36</sup> and the foundation of the tobacco factory in 1867 (Sarsakal, 2003), the economy of the city of Samsun further developed<sup>37</sup> and Samsun became a tobacco center (Yolalıcı, 1998).

Hence, the population of Samsun had risen rapidly since the middle of the 19th century.

With the population datas from the notes of the travelers and Annuals of Trabzon Province, we can reach a population table as seen in table 1.

It is seen that the information about the population are given in two different ways. Some sources give the population of the whole city while the others give the population of the city center only. According to this table, British traveler J. Macdonald Kinneir said that the population of Samsun city center was approximately 2000 in 1813-1814 whereas J. Brant indicated the population of Samsun city as approximately 10.000 in 1836. In 1860, the population of city centre of Samsun was 3000. It shows that from 1814 to 1860, in 45 years, the population of the city centre had increased by the ratio of 50%. The Annual of Trabzon Province in the years 1869, 1872 and 1881-1882 classifies the population according to the ethnical groups. Accordingly, the Greek population was twice the population of Muslims in the year 1869 in Samsun city. In 1872, the Greek population is again more than the Muslim population. However in the years 1881-1882 the Muslim population had seem to be increased and became equal to the Greek population. It can be thought that this is the result of the Caucasian immigrants settled in Samsun during these years.

We can learn the population of Samsun city centre towards the end of 19<sup>th</sup> century. Accordingly, in the years 1890-1891 the population of the city centre was 11.000 which of 2/3 consisted of Greeks and Armenians while the rest of the population was Turkish. According to V.Cuinet, the population of the Samsun city center was 16.000 at the end of the 19<sup>th</sup> century which 5000 of them were muslim, 6000 of them were Greek, 3.000 of them were Armenian, 2000 of them were probably the European traders that are defined as "other". From this data, it is seen that the population of the Samsun city centre had increased in the ratio of 400% from 1860 to the end of the 19<sup>th</sup> century. Besides, at the end of the 19<sup>th</sup> century most of the population consisted of Greek and Armenian people. Also, while the population of the muslims had increased in the years 1881-1882, most of the population in the city centre consisted of the non-muslims.

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<sup>35</sup> Kodaman, B., 1990. *XVIII. Yüzyıl Sonunda Samsun Gümrüğü: İkinci Tarih Boyunca Karadeniz Kongresi Bildirileri: Uluslararası I*, 1-3 Haziran 1988, T.C. Ondokuz Mayıs Üniversitesi, Samsun

<sup>36</sup> *Atatürk'ün Şehri Samsun*, 2004. Samsun Valiliği İl Özel İdare Müdürlüğü, Samsun

<sup>37</sup> *Atatürk'ün Şehri Samsun*, 2004. Samsun Valiliği İl Özel İdare Müdürlüğü, Samsun

Table 1: Population distribution of Samsun city in 19th century<sup>38</sup>

			THE PLACE OF GIVEN POPULATION		
	YEAR	POPULATION		CITY	CITY CENTER
J. Macdonald Kinneir	1813-1814	TOTAL			<b>2000</b>
J. Brant	1836	TOTAL		<b>10.000</b>	
	1860s	TOTAL			<b>3000</b>
Annual of Trabzon Province	1869	MALE	MUSLIM	6.379	
			GREEK	12.677	
			ARMENIAN	61	
			TOTAL	19.117	
		FEMALE	TOTAL(ESTIMATED)	19.117	
		TOTAL		<b>38.234</b>	
Annual of Trabzon Province	1872	MALE	MUSLIM	8.478	
			GREEK	13.601	
			ARMENIAN	293	
			TOTAL	22.372	
		FEMALE	TOTAL(ESTIMATED)	36.266	
TOTAL		<b>58.638</b>			
Annual of Trabzon Province	1881-1882	TOTAL	MUSLIM	33.419	
			GREEK	32.925	
			ARMENIAN	1.275	
			JEWISH	10	
		TOTAL		<b>67.629</b>	
Yolalıcı, M.E.	1890-1891	TOTAL	GREEK		7.333
			ARMENIAN		
			TURKISH		3.667
			TOTAL		<b>11.000</b>
V. Cuinet	END OF 19TH CENTURY	TOTAL	MUSLIM		5.000
			GREEK		6.000
			ARMENIAN		3.000
			OTHERS		2.000
			TOTAL		<b>16.000</b>

Briefly, the population of Samsun had increased rapidly since the middle of the 19<sup>th</sup> century and the city had become an important trade and production centre with its multicultural social structure consisting of non-muslim, European and Turkish population.

We can see the physical structure of the city in this period from a map drawn in 1850s in figure 17. There is not any information if the map shows any planning decision of that period. The map generally shows the boundaries of the city, street system, borders of the citadel and the locations of some buildings mostly public and religious. Accordingly, it can be said that the city had been located

<sup>38</sup> The data of J. Macdonald Kinneir is gained from Kinneir, J. M., *Journey Through Asia Minor, Armenia and Koordistan, in the Years 1813 and 1814 With Remarks on the Marches of Alexander, and Retreat of the Ten Thousand*, 1818, London. The rest of the data is compiled from Yolalıcı, M. E., 1998. *XIX. Yüzyılda Canik Sancağının Sosyal ve Ekonomik Yapısı*, Türk Tarih Kurumu, Ankara

within the boundaries of the citadel that was established on the shore and had grown to the north and west outside the boundaries whereas the south part outside the citadel had not been settled.



Figure 16: The map of Samsun drawn in 1850s<sup>39</sup>

<sup>39</sup> The map is retrieved from; Erkul, K. Füsün., 2002. *A Comparative Analysis on Two Squares in he City Center Of Samsun: Urban Place, Architectural Quality and City Life*, MS Thesis, Middle East Technical University, Natural and Applied Sciences, Ankara

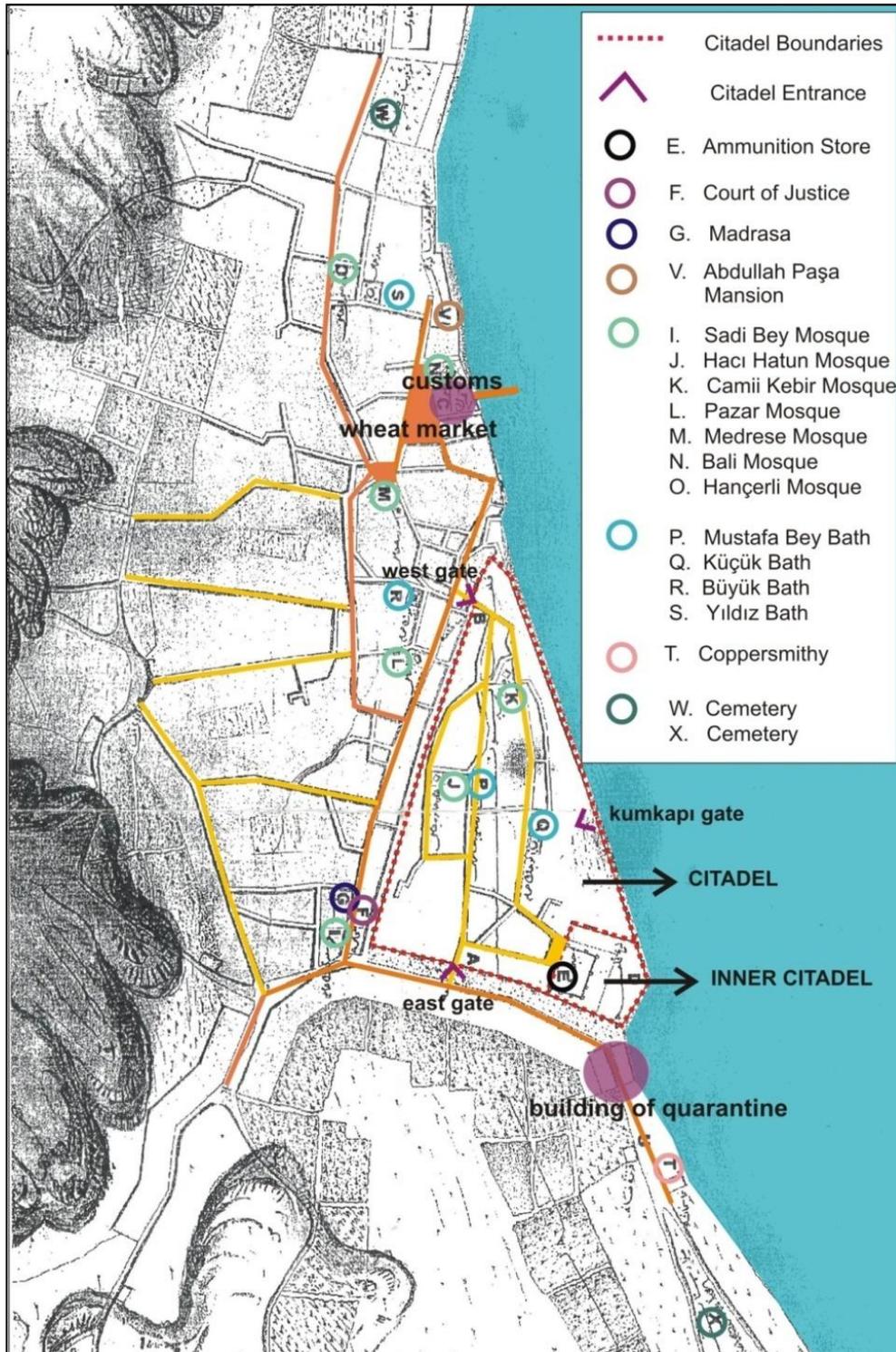


Figure 17: The organization of the city in 1850s<sup>40</sup>

<sup>40</sup> Drawings are prepared by author based on the informations about the location of the buildings that are shown on the map is gained from Erkul, 2002

According to the study of Erkul, the buildings shown in this map are: Inner Citadel and two citadel entrances which of one is on the South and the other is on the northeast; an Ammunition Store in the inner citadel; 2 mosques (Hacı Hatun Mosque, Camii Kebir Mosque) and 2 baths (Mustafa Bey Bath, Küçük Bath) inside the citadel boundaries; a market place (Wheat Market), a madrasa building, Customs, , Court of Justice, 5 mosques (Sadi Bey Mosque, , Pazar Mosque, Medrese Mosque, Bali Mosque, Hançerli Mosque) 2 baths (Büyük Bath, Yıldız Bath) Abdullah Paşa Mansion outside the citadel boundaries on the west and north direction; a Coppersmithy and Building of Quarantine outside the citadel boundaries on the south direction and two cemeteries on the northern and southern edges of the city. In addition according to Sarısakal there was also a third gate of the citadel on the coast, called Kumkapı gate.<sup>41</sup>

The map shows that the city was in organic street form with squares and dead end streets. The road passing the south of the city connects the Quarantine to the east gate of the citadel and the road on the north-south direction continues to buğday pazarı [wheat market] and the customs by passing the west of the citadel wall. The roads inside the citadel connects to these roads through the east and west gates. The south axes connect the city to the outside, while the north axes connects the citadel with the settlement outside the citadel borders.

As it is understood from this road system, as there was not a settlement at the south of the citadel, it can be said that the eastern gate was an entrance gate to the city. However, the western gate was probably connecting the citadel with other sides of the city and Kumkapı was providing the direct entrance to the city from the shore.

The information about the Samsun Citadel can be reached from the notes of the travelers and from the studies of Samsun history. These informations gives the information of the location, extension and the entrances of the citadel which could make possible to further define the plan of the city in this period.



Figure 18: Citadel of Samsun  
Photograph is retrieved from wowturkey.com



Figure 19: The citadel and surrounding  
Photograph is retrieved from <http://samsun.gov.tr/>

The earlier definition of the citadel can be reached from Evliya Çelebi and Katip Çelebi according to their visit to Samsun in the mid 17<sup>th</sup> century. Evliya Çelebi in 1640, tells about citadel of Samsun as its periphery was 5000 steps and had 70 towers, 2000 loopholes and 4 gates (Sarısakal, 2003). In 1648, Katip Çelebi describes the citadel of Samsun as a ruined castle having mosque, bath and a market.

<sup>41</sup> Sarısakal, B., Samsun Kalesi, Samsun Araştırmaları; Retrived from <http://www.bakisarısakal.com/>, in April 2012

The British Commander J. Macdonald Kinneir who came to Samsun in the years 1813-1814, tells that the city has the population of 2000 and surrounded by a fortress which appears to be a Turkish building due to its door trim and reliefs; and another fortress on the sea shore that was partially submerged.

According to Sarisakal; the citadel that underlies today's Samsun was established at the sea shore.<sup>42</sup> It was established on the area extending from Saathane Square to Bedesten and on the seashore on the area extending from Special Transaction Center of Ziraat Bank to the Maarif coffee house located a bit ahead of Great Mosque. The castle which was repaired several times, survived until 1869 fire. Sarisakal also claims that the citadel had 3 gates which were West Gate, East Gate and Kumkapi that was opening to the coast. The west gate was located at the place of Kale Mosque (Small mosque of Kalekapısı) today. This mosque had been established just on the inner side of the gate. East gate was near the Bedesten gate one of which was opening to the district. Kumkapi was on the left side, a bit further of the Ottoman Bank.

Additionally, according to the information cited by Erler, the inner citadel was 3 cornered and includes 173 houses; the height of the walls towards the sea is 6-8 meters and the thickness is 2 meters.<sup>43</sup>

The map of Samsun drawn in 1850s is the oldest base document of this study. In 1869, a big fire happened in Samsun and the city had a serious damage. The map of Samsun drawn in 1850s is the only document that shows the structure of the city before the great fire in 1869, so it is important that it provides the information of the first change in the city by the fire.

### **3.1.1. The Great Fire: An Important Milestone in the Restructuring of the City**

An important factor that was effective in the physical change of the Ottoman cities in 19<sup>th</sup> century was the structure of the cities in that period (Tekeli, 2010). The residential areas were mostly constructed with timber, so big fires were occurring in the cities. After the fire, large areas had being exposed to development activities.

Similarly, In August 1869, Samsun has undergone the largest fire of the history (Sarisakal, 2007), which is one of the most important milestones that causes the loose of continuity of the urban fabric. As a result of the spread of fire from the Suleyman Pasha Madrasa, which is located across today's City Hall, to the street of Hançerli Mosque, the city was heavily damaged (Sarisakal, 2007). While the timber buildings burned in a short period of time, the outer walls of Tashan and Bedesten, which were built of stone, remained but the shops inside were completely destroyed.<sup>44</sup>

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<sup>42</sup> Sarisakal, B., Samsun Kalesi, Samsun Araştırmaları; Retrived from <http://www.bakisarisakal.com/>, in April 2012

<sup>43</sup> Erler, M.Y., *Bir Kentin Yeniden Doğuşu: Samsun (1865-1875)*, Barış Yayınları, Samsun

<sup>44</sup> Erler, M.Y., *Bir Kentin Yeniden Doğuşu: Samsun (1865-1875)*, Barış Yayınları, Samsun

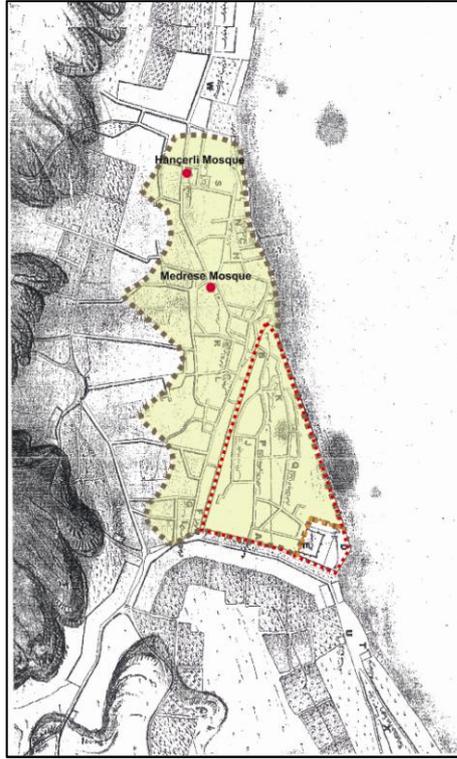


Figure 20: Map showing the approximate area that is affected by fire<sup>45</sup>

According to the report declared from the French Consulate in Samsun to the French Embassy in İstanbul, beside 10 mosques and 5 khans, due to the fire exceeded the city walls, 500 houses were completely burned in the Citadel in Kale District (Sarisakal, 2007). The fire was kept under control before it splash to the Ammunition Store which was located in the place of today's post office building in the inner citadel, so the buildings in the inner citadel could survive.<sup>46</sup> It is considered that the inner citadel and 173 houses in it could survive due to the height and thickness of the walls (Sarisakal, 2007).

Mr. Briyo, the Chief Engineer of Trabzon Province, came to Samsun and examined the fire zone with the engineer Mr. Hirsan (Sarisakal, 2007). According to their report, an area of 125 000 square meters is primarily affected by the fire and shops and houses in this area are completely burned.

According to this observation, 718 khan, households, stores and shops were damaged due to fire. According to official records, 8 mosques, 8 baths, 3 great khans, 1 bedestan, and 700 shops and households burned. In addition, the Military Pavillions in Samsun built in 1864 significantly damaged beyond repair.

Towards the informations above, it is seen that the settlement in the citadel of Samsun and its surrounding have seriously damaged after the great fire happened in 1869. This fire effected in the urban scale, caused many things in urban tissue of the core of the Samsun city to disappear. As a result, the fire in 1869 is an important milestone in the conservation history of Samsun.

<sup>45</sup> Drawings are prepared by author based on the informations of Sarisakal, 2007

<sup>46</sup> Erler, M.Y., *Bir Kentin Yeniden Doğuşu: Samsun (1865-1875)*, Barış Yayınları, Samsun

After the fire, studies have been made to restructure the fired zone of Samsun. The first attempt was made by the architects Mr. Briyo and Hirsan.

### **3.1.2. Mr. Briyo and Mr Hirsan in the 1870s: from 1870 to 1905 Development Activities**

In this period, the development activities of the Ottoman cities were affected by the European planning system (Tekeli, 2010). The city of Samsun which was destroyed largely after the great fire has been noted to be rebuilt.<sup>47</sup> It would have been reconstructed by the model of European cities and the first Ottoman city that constructed by this model of city system would have been Samsun. Thus, Samsun would become the first rank city among the Anatolian cities in terms of infrastructure and urban regulatory system.

According to a report, Samsun would have been reconstructed by Mr. Briyo who was the French master architect of Trabzon city, and Mr. Hirsan was one of the architects living in Samsun would have assisted to him.

Since 1870, the infrastructure and construction activities have begun in the region that had been damaged by the great fire.<sup>48</sup> The rebuilding attempts and implementations have been done according to a plan prepared before. These implementations in Samsun were the first in the Ottoman urban planning history.

With Mr. Briyo and Mr. Hirsan's works, a new transportation network for the city was planned, and some parts of the existing roads were expanded and new axes were added. In Anatolia, it was the first time that the roads were built according to a plan in a city. For the roads and the squares that would have been rebuilt in the fire disaster region, the people owned land in the region, were asked to abandon 10 % of the land for the public weal for the construction of roads.

In 1870-71 subsequent to the great fire, new roads were planned by Mr. Briyo and Mr. Hirsan after the existing roads in the city had been determined (Sarisakal, 2007). 4 new roads which were 255 meters long totally and 3 meters wide; as well as, one road which was 45 meters long and 2 meters wide were added to the existing road system.

In the period of Mr. Briyo and Mr. Hirsan, during the reconstruction of Samsun after the great fire, there were dead ends due to the castle walls, and this situation was thought to have an adverse effect on urban traffic. Similar to other Ottoman cities like Vienne and Bagdat (Tekeli, 2010), the citadel walls were destroyed in Samsun due to the thought of their preventing effect on urban growth. Although it was the most important trade center in the Black Sea, by claiming that the city's development was prevented and it was remained a small town due to the city walls; that's why, the walls of the fortress were destroyed (Sarisakal, 2007). Thereupon, it was told that the stones remained from the ruins of the city walls would have been used to reconstruct the city.

Moreover, in the same period, in order to modernize the city, important buildings, open areas and roads began to be constructed.

Accordingly, the construction of a tobacco market, a new Government House and the City Hall had been added to the agenda (Sarisakal, 2007). Due to the lack of tobacco warehouses in Samsun, the work that was started by the tobacco traders in 1866 to build a tobacco market and to establish a Custom Board next to the Samsun Quarantine was completed in 1870.<sup>49</sup> In 1930s, Pervititch prepared an insurance map of this tobacco center which will be told in later chapters.

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<sup>47</sup> *Atatürk'ün Şehri Samsun*, 2004. Samsun Valiliği İl Özel İdare Müdürlüğü, Samsun

<sup>48</sup> Erler, M.Y., *Bir Kentin Yeniden Doğuşu: Samsun (1865-1875)*, Barış Yayınları, Samsun

<sup>49</sup> Sarisakal, B., Samsun Tütün Pazarı, Retrived from <http://www.bakisaridakal.com/>, in April 2012

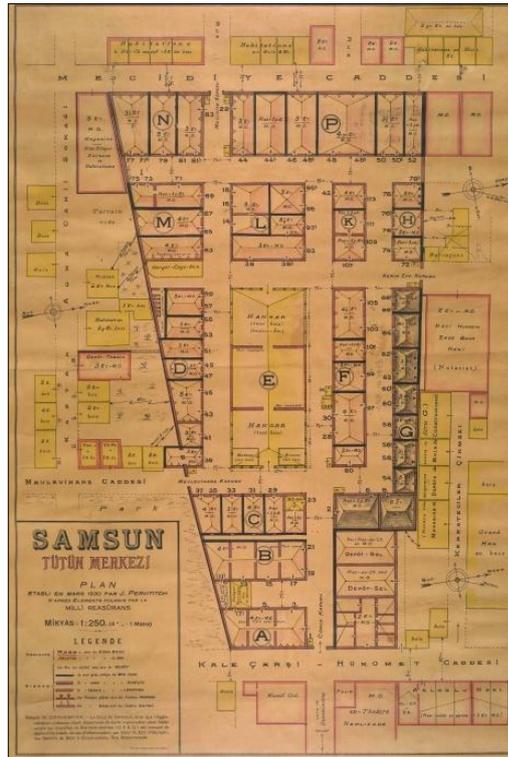


Figure 21: 1930 map of the Samsun Tobacco Center drawn by Pervititch  
The map is retrieved from Ottoman Bank Archives in March 2012

Additionally, between the years of 1883-1885, The Baghdad Road connecting Samsun to Sivas was built.

In the place of today's Ataturk Park, there were a cemetery and a mausoleum opened in the beginning of the 1800s (Sarisakal, 2008). The cemetery was located by the sea, starting in front of the Government House, with the street passing in front of Tekel Head Office Building, including the entire of today's Republic Square, The Ziraat Bank and The Vidinli Hotel.

Firstly, Kazım Pasha-Hukümet Road was opened over the cemetery. After the opening of this road, the coffee houses, hotels and the first Senior High School (Independence Trade School - Independence Elementary School) were established. Government House was built in the later years (Sarisakal, 2007). Then, in the place of today's Republic Square, a square was built by removing some of the remaining part of the cemetery and large warehouses were built in the place of today's Ziraat Bank and The Vidinli Hotel.

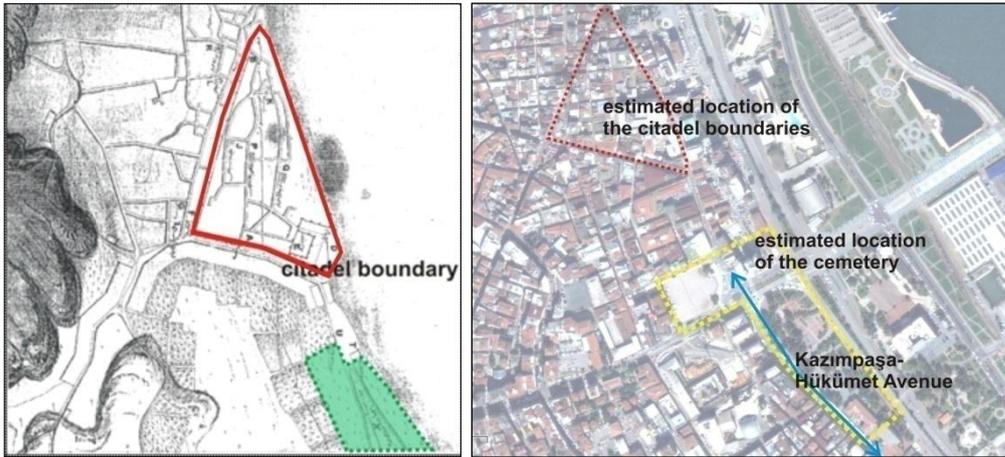


Figure 22: Estimated location of the old cemetery on the map of 1850s and today's aerial photo<sup>50</sup>  
 Photograph on the right is retrieved from googleearth



Figure 23: Kazım Paşa Hükümet Road with "Gazi" Park and Tobacco warehouses  
 Photographs are retrieved from wowturkey.com

<sup>50</sup> Drawings are prepared by author based on the informations retrieved from Sarısakal, 2007



Figure 24: Kazım Paşa Hükümet Road with buildings along it  
Photographs are retrieved from wowturkey.com

To make an assessment of these implementations, it can be said that the newly built areas of the city had been shifted to the south of the old city. By building of these new roads, open areas and parks, the city had been gaining a modern appearance towards the end of the 19<sup>th</sup> century. However these new areas were built by removing the cemetery. This leads to a change in urban tissue and in the silhouette of the city as the cemetery was located on the shore. This shows that the city began to grow towards the south of the citadel boundaries and the cemetery was in the city boundaries so far.

Other attempts that have been made to improve and beautify the city after the great fire were constructing bazaar areas, planting trees, landscaping and building a park in the city<sup>51</sup>. The following data inform us about the names and sizes of the Bazaars in the city in that period.

Table 2: The area of bazaars and roads in 1870s  
The table is retrieved from Eler

Bazaar's Name	Bazaar's Total Area
Buğday Pazarı [Wheat] Bazaar	510 m <sup>2</sup>
Saman Pazarı [Straw Bazaar]	910 m <sup>2</sup>
Meyve Pazarı [Fruit Bazaar]	1150 m <sup>2</sup>
Odun Pazarı [Timber Bazaar]	605 m <sup>2</sup>
Tobacco Square	1280 m <sup>2</sup>

<sup>51</sup> Eler, M.Y., *Bir Kentin Yeniden Doğuşu: Samsun (1865-1875)*, Barış Yayınları, Samsun



Figure 25: Fruit Bazaar (Saathane Square)  
Photograph is retrieved from wowturkey.com

According to the table, there were 5 different bazaars in the city. Tobacco Market had the largest area. The second largest area is the Fruit Bazaar.

In that period, Great Mosque, one of the most important mosques in Samsun was rebuilt as it was fully destroyed in 1869 fire. It was originally built by a Seljuk Commander Hızır Bey in 1300 and today's Great Mosque was built in its place in 1884 (Sarısakal, 2008). Because it was repaired by the mother of Sultan Abdülaziz, the mosque is also called as "Valide" mosque.



Figure 26: Great Mosque in 1870s  
Photograph is retrieved from wowturkey.com

During this period, due to the trade relation of the city with Anatolia, a railway project became a current issue (Sarisakal, 2007). However, this project could be realized in the Republican Period.

In the years 1872-1875, one of the busiest avenues of the city was the avenue passing behind the Hançerli Mosque where shops and trading houses are located along (Sarisakal, 2007). There were shops, warehouses, insurance and ferry agencies around the passenger and custom pier. During the building of the Bafra Avenue, starting from the City Hall and continuing behind the Hançerli Mosque, the Hançerli Cemetery was removed. Besides, the oldest cemetery of Samsun built in 1584 and located in the Citadel is removed and Saathane Square was built in the place of it.

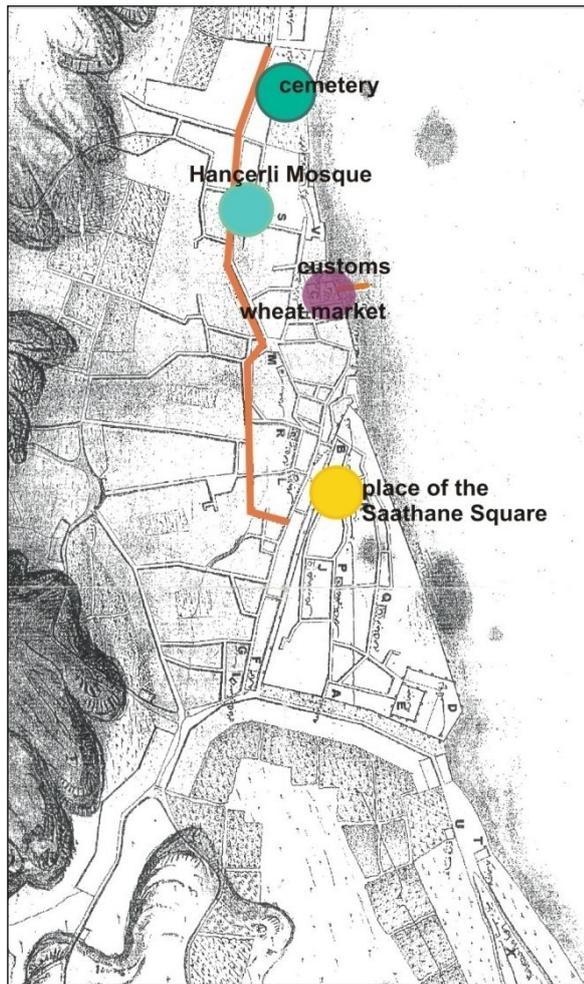


Figure 27: The place of the Hançerli mosque, the road passing behind, the cemetery and the place of the Saathane Square<sup>52</sup>

Before the construction of the Clock Tower, which is built in 1886-1887 by a French architect commissioned by Abdülhamit the 2nd, the square was known as Pier Avenue or Fruit Market. Clock tower was damaged in 1944 earthquake and removed. There has been no clock tower in the square since 1977. The new clock tower was built by the Samsun Municipality according to the project of an

<sup>52</sup> Drawings are prepared by author based on the informations retrieved from Sarisakal, 2007

architect from Samsun. In the year 2001, while the square was reorganized by the municipality, a new tower was built similar to the first one.

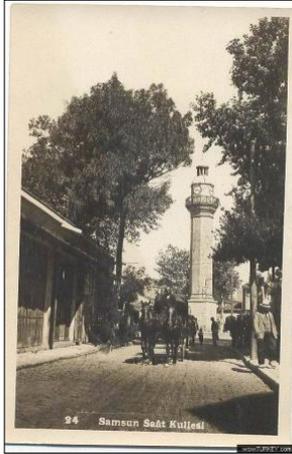


Figure 28: The first Clock Tower of Samsun  
Photograph is retrieved from wowturkey.com



Figure 29: Saathane Square in 1953  
Photograph is retrieved from wowturkey.com



Figure 30: Saathane Square in 1990  
Photograph is retrieved from wowturkey.com



Figure 31: Saathane Square in 2012 (Author, June 2012)

It can be said that during the period from the 1870s to the 1900s, which include the studies of Mr Briyo and Hirsan, Samsun underwent some significant changes. First of all, the fact that the planning which was done in this period was the first of its kind among Anatolian cities in the Ottoman era shows that Samsun was a very important city at that time. Mr Briyo and Hirsan's approach towards reorganizing the city after the fire resulted in the loss of parts of the city that had escaped the fire. Since Samsun was considered an important center of trade, that was developing and growing at the time, it was subjected to urbanization changes and the texture of the city began to change. When we take a look at the city from this point of view, the fire was considered advantageous for Samsun

towards becoming a growing city with wide roads and open spaces. The approach towards the inner castle after the fire was to install new roads and to widen the roads rather than to try and regain the historical texture that was lost. One of the biggest damages that occurred at this time resulted from the citadel walls being seen as dead end streets that prevented the city's growth and consequently being demolished.

The map of C. Perron, drawn in the year 1885, gives the physical information about the city approximately 15 years after the fire. It stands in the middle of the fired city and planned city in 1905. The map shows the settlement area of Samsun with its geography around. There are two rivers on the north and south of the city. From those, the river on the south is the Mert River, the south boundary of the study area. It is seen from the map that the settlement area of the city is located on the coast and its surrounding and small neighbourhoods located on the west and southwest slopes of the city. Kadıköy District, which is named as the Greek District is also located on the southwest of the city as a small district. There are bastions and lantern appear on the north. Also, the wall shown on the coast belongs to the bastion in the place of Gazi Park today.



Figure 32: The lantern of Samsun  
Photograph is retrieved from wowturkey.com



Figure 33: Defence bastions in the ness of the galleon  
Photograph is retrieved from wowturkey.com



Figure 34: Bastions in 1870s in the place of Gazi Park today  
Photographs are retrieved from wowturkey.com

Fig. 115.—SAMSUN.

Scale 1 : 1,750,000.

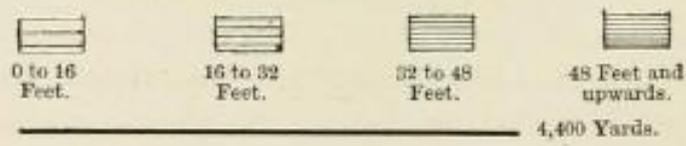
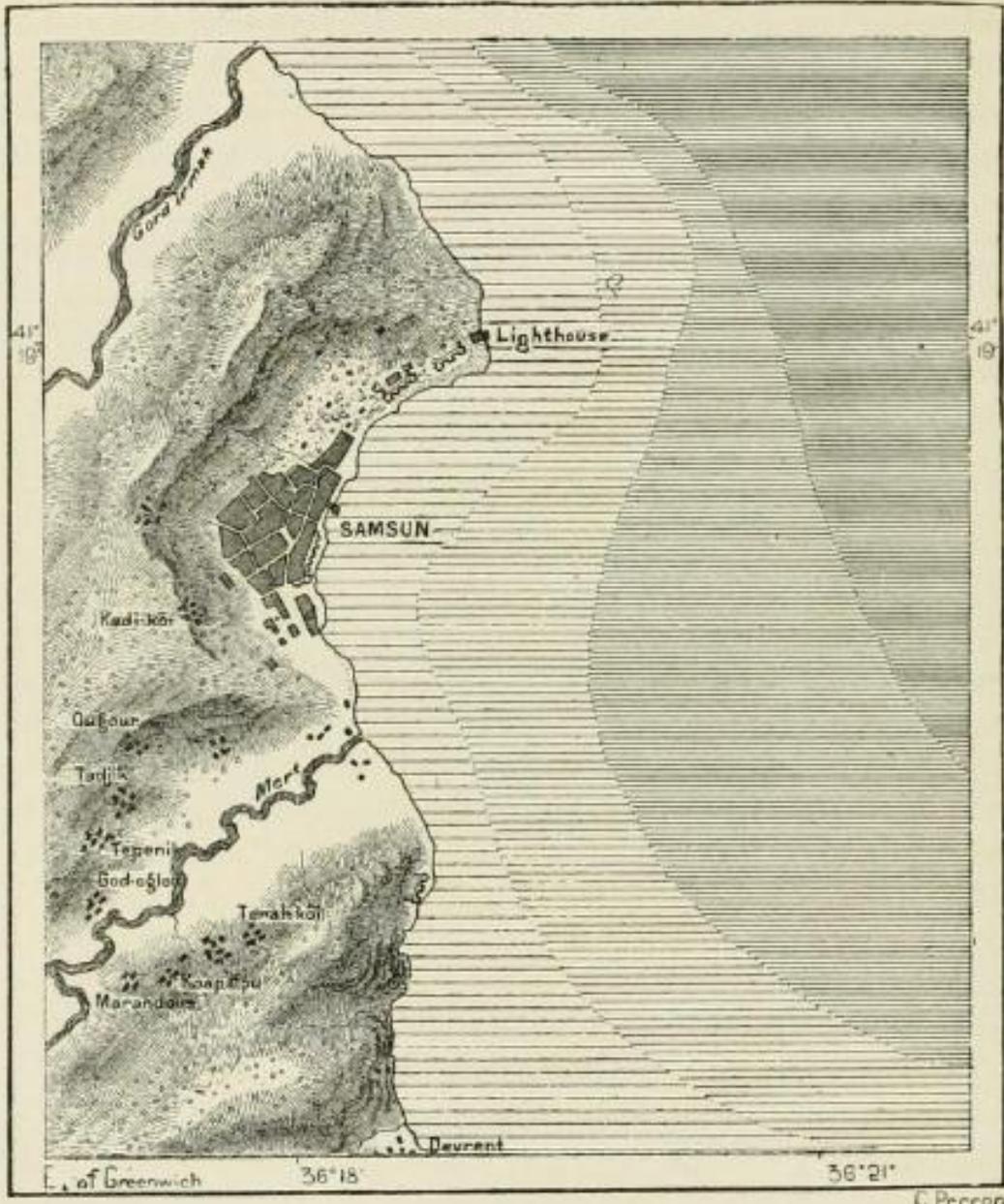


Figure 35: Map of Samsun drawn by C. Perron in 1885  
Map is retrieved from Reclus, E., *The Earth and Its Inhabitants*, The Universal Geography, Vol. IX South-Western Asia, London, pg. 298

To see the change in the city form since 1850s, the map of 1885 is superposed by the map of 1850. It is seen that in about 35 years, the city has rapidly grown which can be explained by the development implementations of Mr. Briyo and Hirsan. The boundaries of the citadel covered a small part of the city in 1885. The borders of the city in 1850 are on the north of the city in 1885. The city seems to develop to the south and southwest and extended about 3 times of its area.

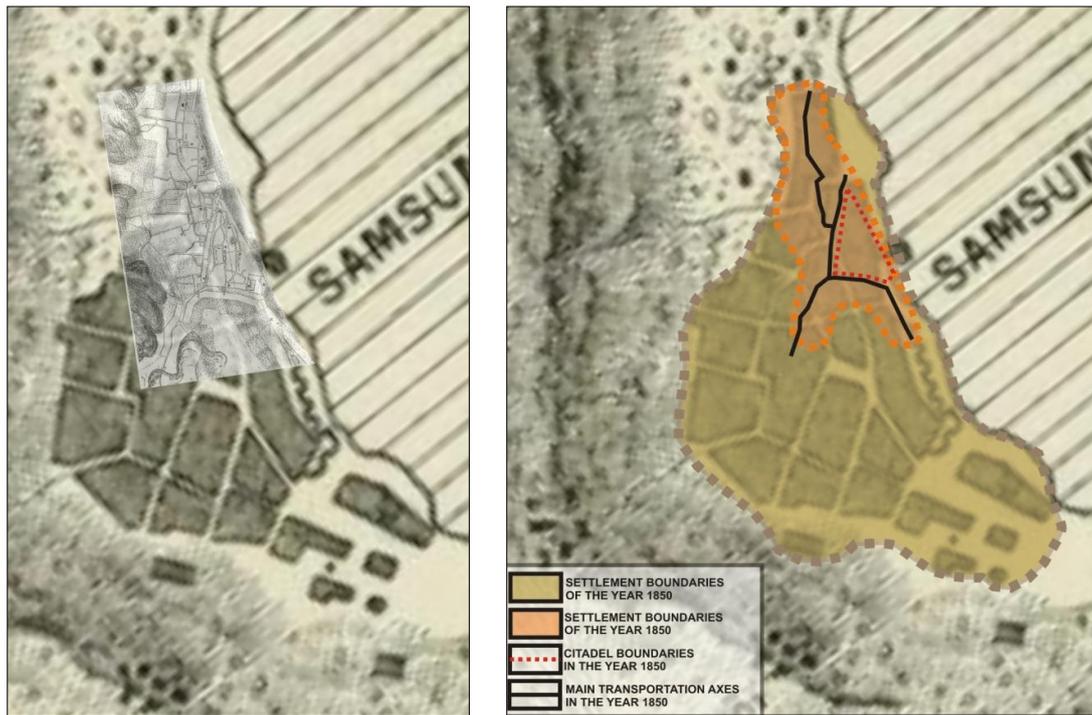


Figure 36: Superposition of the map of 1850s and map of 1885<sup>53</sup>

### 3.2. The First Planning Activity in Samsun: The Plan of 1905

In the 19<sup>th</sup> and the beginning of the 20<sup>th</sup> century, the mapping and planning studies in Ottoman cities were started by foreigners (Tekeli, 2010). Samsun was one of these cities that was planned by a French Architect in 1905 (Sarisakal, 2007). This was the first plan of Samsun which can be considered as the most important attempt that was made after the big fire in 1869 to redevelop the city. As the great fire was a big milestone in changing of the urban tissue, this plan is important in terms of being the base of today's Samsun city. By taking this plan as a baseline for the physical features of the city in the beginning of the 20<sup>th</sup> century, it is possible to observe the changes until today. This plan presents important data for the physical and socio-cultural structure of the city in these years and the development axes since 1905.

When the plan is examined in terms of the form of presentation, important information has been provided about the social structure of the city as well as the physical structure at that time. The expression "The Annuaire Oriental and Printing" in the heading section of the map shows that the commercial activities in the commercial centers conducted under the name of the Annuals of Eastern Trade within the Ottoman boundaries and the introduction of traders were done within the

<sup>53</sup> Drawings on the right are prepared by author based on the informations retrieved from the map of Samsun in 1850s

scope of the <sup>54</sup>“Annuaire Oriental”. This is also proof that Samsun was an important commercial center at that time. It can also be considered that the information given about the traders and commercial activities of Samsun on the map section are advertisements done within the capacity of this event. This information is significant in terms of providing important data about the social structure of the city at the end of the 19<sup>th</sup> century. In these business advertisements it is apparent that the important tradesmen of that period in Samsun were comprised of a Turkish and non-muslim population. These points to the fact that the city had a multicultural structure at the time. Also, information is provided about the types of trade. While the majority of businesses are tobacco warehouses and tobacco exporters, there is also a maritime insurance agency, agricultural products export and import agencies, textile and dry goods warehouses, a liquor factory and photographers advertised.

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<sup>54</sup> <http://www.obarsiv.com/dokumantasyon.html>



The plan also shows the name of the districts as; Greek, Armenian, Turk, Kutchuri, SadiBey, Şüküroğlu, Hançerli and Ilica Districts. The Selahiye neighborhood of today, located in the northeast of the city, is mentioned as an Armenian region while the Kadıköy neighborhood in the northwest and a portion of Çiftlik are indicated to be Greek regions.

The most important change that was brought with the plan for the city was the reorganization of the city with a grid system. It appears that the grid system was integrated with the old texture of the city to reorganize the seaside area where the old settlement was and its surroundings and the areas that would be newly developed towards the perimeters were also planned according to the grid.

Open areas and important streets are shown in the plan. Some of the open areas that are shown in the plan by name are the Saathane Square, the saman pazarı [straw market] and the buğday pazarı [wheat market]. When the proximity of these squares to the Custom area in that period is considered, it is clear that these were places where there was a concentration of commercial activity. There are also some open square areas that do not have their names written in the plan. Additionally there are 2 cemetery areas shown in the plan. The cemetery area that was located at what is known today as Gazi Park appears to be within the city while the other cemetery appears to be in the custom area to the north of the city.



Figure 38: Open areas and cemeteries shown in 1905 plan<sup>55</sup>

The names of important streets that are mentioned in the plan are as follows:

The Great Çarşamba Avenue that connects Samsun to Çarşamba in the West, passes in front of the government hall as Hükümet Avenue and connects to the Saathane square by passing by the cemetery, the tobacco center and the bedesten. The current Lise Avenue on the West-North axis and the Çiftlik Avenue that intersects this street perpendicularly, Bağdat Avenue that passes in front of the church in the north and connects to the Saathane square, the Great Bafra Avenue that goes from the saman pazarı [straw market] through custom and continues on the east axis and Karantina Avenue on the east of Hükümet Avenue.

<sup>55</sup> Drawings are prepared by author



Figure 39: Transportation network shown in 1905 plan<sup>56</sup>

In the year 1914, the busiest avenue of the city was Şüküröğlü Avenue which is along the Subaşı Mosque to the Tobacco Factory (Sarısakal, 2007). The avenue is named as Mecidiye Avenue after the proclamation of the republic and as Gazi Avenue today. There were one or two storey buildings and many shops located along the avenue and it was the liveliest avenue of the city. According to this it appears that the urban activities which were concentrated on the road that passed behind the Hançerli Mosque and continued towards Bafra and in Gümrük before shifted later to the south when the city started developing in this direction.



Figure 40: Şüküröğlü Avenue<sup>57</sup>

In the plan legend, the residential areas are shown in yellow, the park areas that are described as “gardens” are indicated in green and the red areas indicate public buildings. The buildings shown in red that are mostly concentrated in the heart of the city can be considered areas that are significant in the city. The fact that the citadel walls are shown in the plan indicates that the remains of the city walls were still visible in that period. These public buildings shown in the map are; Government Hall with Arsenal and Penitentiary beside, tobacco factory, tobacco market, military post, bedesten, 2 churches(Greek Orthodox Church and Italian Catholic Church), Great Mosque, Pazar Mosque, Clock Tower, custom and a mill on the west edge by the Mert River and an oil depot on the east edge of the city. It is seen

<sup>56</sup> Drawings are prepared by author

<sup>57</sup> Drawings are prepared by author

that the buildings of tobacco production have high portion in the city which proofs that the city was a tobacco center in that period. Apart from that, as there are 2 mosques and 2 churches shown in 1905 plan as religious buildings shows the multicultural structure of the city in that period.



Figure 41: The public buildings shown in 1905 plan

- |  |                 |
|--|-----------------|
| 1. Penitentiary, Government Hall and Arsenal | 8. Great Mosque |
| 2. Tobacco Factory and Depots                | 9. Pazar Mosque |
| 3. Tobacco Market                            | 10. Clock Tower |
| 4. Bedesten                                  | 11. Customs     |
| 5. Military Post                             | 12. Oil Depot   |
| 6. Greek Orthodox Church                     | 13. Water Mill  |
| 7. Italian Catholic Church                   |                 |



Figure 42: Penitentiary, Government Hall and Arsenal  
 Photograph is retrieved from wowturkey.com

The three buildings, Government Hall, Penitentiary and Arsenal, located on the coast in the plan, were effective on the city silhouette in the year 1905 as it is seen from the postcard above. Also as it is thought that the postcards and souvenirs show the important pieces of the cities, it means that these three public buildings were important buildings of that period.

The picture below shows the two different period of this area. The picture at the top probably shows the beginning of the 1900s because in that picture it seems that a part of cemetery has been removed and the arsenal still exists. However the picture at the bottom called “new Samsun” shows that the cemetery was completely removed with the arsenal and penitentiary and the park was built in the place of the cemetery. This picture is important as it presents an image of the city defined as “old” and “new”. The new Samsun shows a clean and organized picture with cars on the paved road, designed parks and the Government Hall, however the old Samsun presents an image of untidy city.

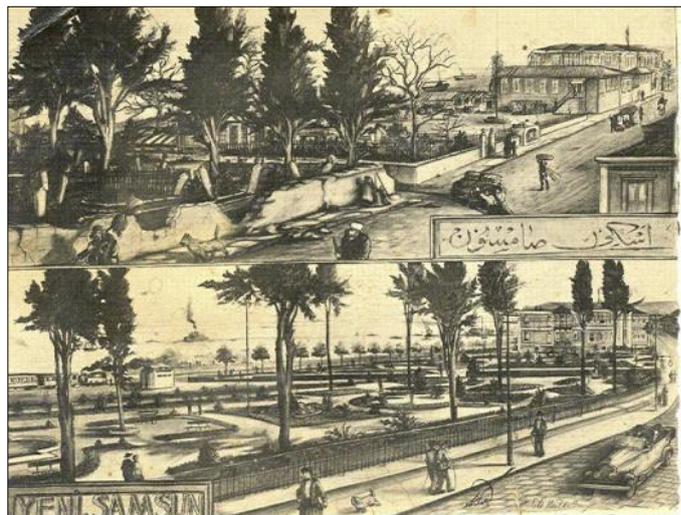


Figure 43: Hükümet Road and Gazi Park  
 Picture is retrieved from wowturkey.com

Other important buildings of Samsun were the tobacco factory and tobacco market. They were also the symbol of Samsun as the city was a tobacco center in the region. Tobacco factory had been the production center of Samsun since the middle of the 19<sup>th</sup> century. The factory was located in the city centre consisting of a big complex with production units and depots. Tobacco market was also an important complementary of the tobacco production in the city.

Bedesten was the trade and shopping centre of the city located near the southern wall of the citadel boundaries. The military post which is shown in the plan in the middle of a green area called “Kichla Tchairi” was located in the city center.

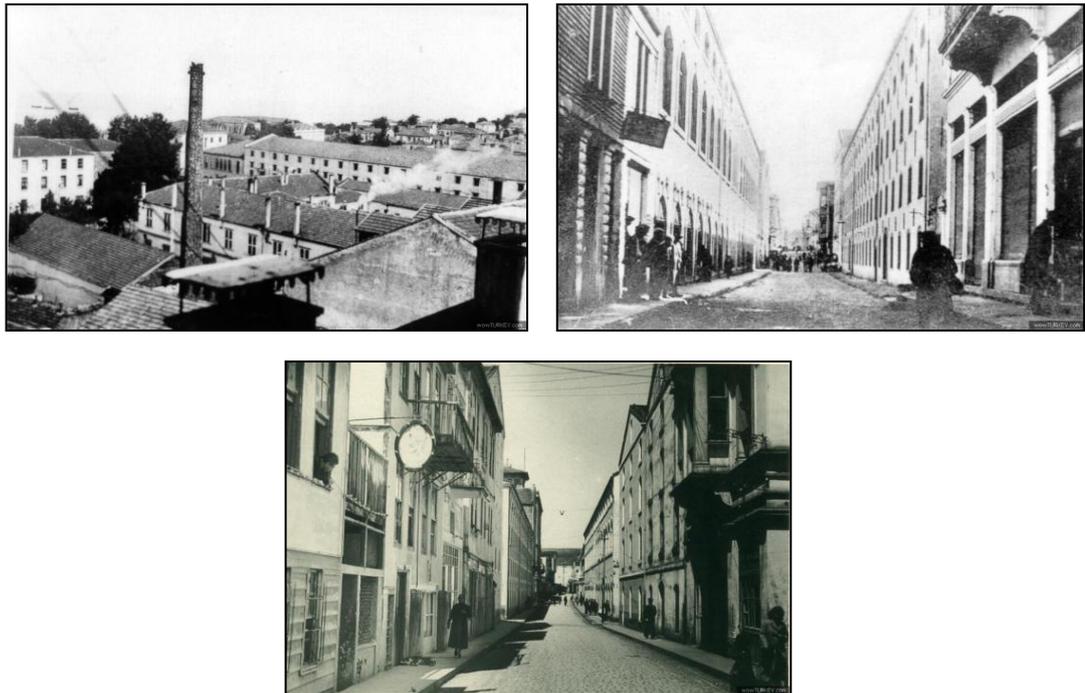


Figure 44: *Reji* Tobacco Factory and Depots  
Photographs are retrieved from wowturkey.com

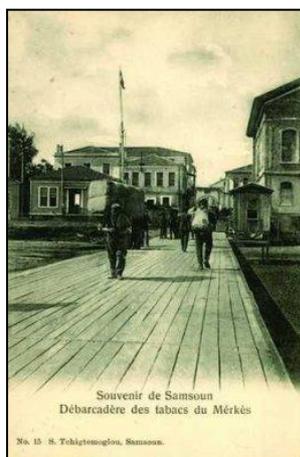


Figure 45: Tobacco Pier and “Cümle” Gate of the Tobacco Bazaar  
Photograph is retrieved from wowturkey.com



Figure 46: Bedesten  
Photograph is retrieved from wowturkey.com

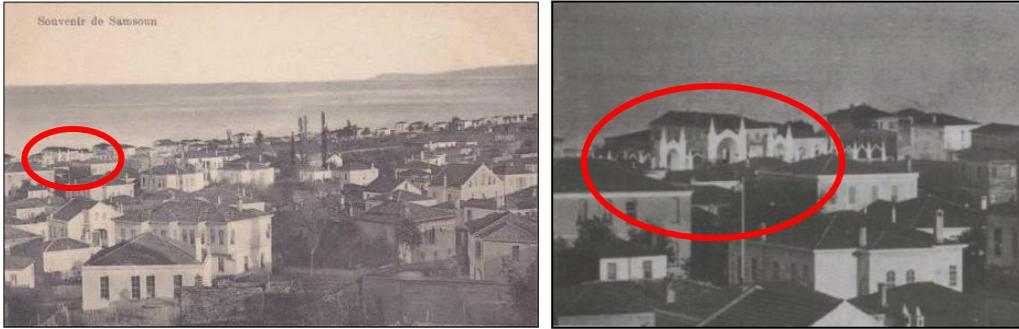


Figure 47: A view of the Samsun through the *Çiftlik* today and the Military Post  
 Photograph is retrieved from wowturkey.com

The Greek Orthodox Church which is located on today's İstiklal Street presents a character of a landmark with its physical features. Two photographs below, taken from different points which of one is from the backyards of the *Çiftlik* today and the other is from the seashore, proofs that it is visible from different parts of the city and it is on an important location in terms of the city silhouette. Besides, the Italian Catholic Church, the Great Mosque and the Clock Tower are important landmarks of the city. Great mosque which is located on the shore is also a part of the city silhouette.



Figure 48: Greek Orthodox Church  
 Photograph is retrieved from wowturkey.com

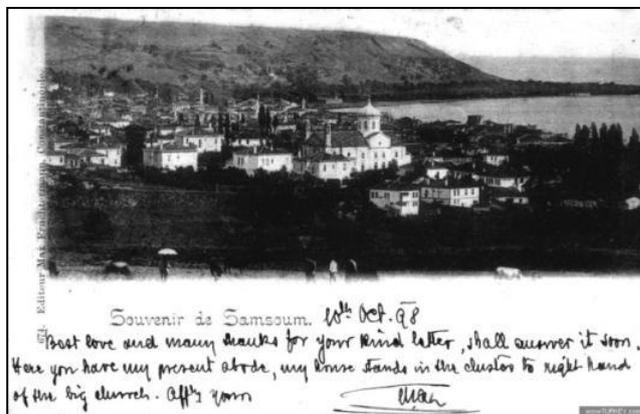


Figure 49: A postcard from 1898 showing a view through the *Çiftlik* today and the Greek Orthodox Church  
 Photograph is retrieved from wowturkey.com



Figure 50: A view from the playground through the *Çiftlik* today and the Greek Orthodox Church  
 Photograph is retrieved from wowturkey.com



Figure 51: Italian Catholic Church  
 Photograph is retrieved from wowturkey.com

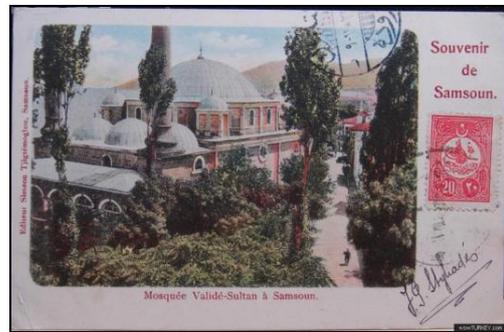


Figure 52: The Great Mosque  
 Photograph is retrieved from wowturkey.com



Figure 53: Clock Tower  
 Photograph is retrieved from wowturkey.com



Figure 54: The postcard sent in 1899 showing a view of Samsun with the Greek Orthodox Church and the Clock Tower in detail  
 Postcard is retrieved from wowturkey.com



Figure 55: The coast of Custom



Figure 56: Photograph taken from the Custom Pier through the Great Mosque

Photographs are retrieved from wowturkey.com



Figure 57: The Water mill  
Photograph is retrieved from wowturkey.com

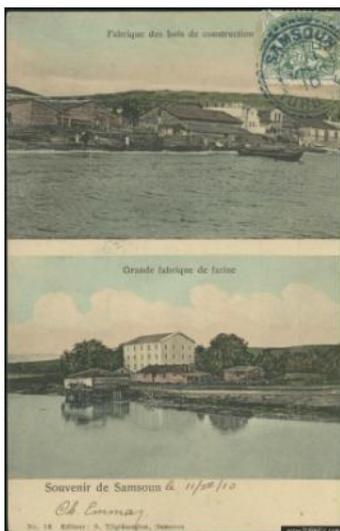


Figure 58: Postcard sent in 1910 showing the timber factory and mill



Figure 59: Postcard showing a view of Kadıköy District at the top and hippodrome at the bottom

Postcards are retrieved from wowturkey.com



Figure 60: Greek District<sup>58</sup>



Figure 61: Çiftlik in 1900s at the photograph below<sup>59</sup>

The view of Samsun taken in 1900s shows the southern part of the city that had been developed after 1870s. It shows the urban tissue of the city in that period. It can be seen that the buildings were one to three storey constructed with traditional architecture. Also, the Greek Orthodox Church is seen as a landmark.



Figure 62: The shooting angles of figure 68

<sup>58</sup> Photograph is retrieved from *Geçmişten Geleceğe Samsun Albümü I, Osmanlı Dönemi*, 2011. Samsun Büyükşehir Belediyesi Kültür Yayınları, Samsun

<sup>59</sup> Photograph is retrieved from *Geçmişten Geleceğe Samsun Albümü I, Osmanlı Dönemi*, 2011. Samsun Büyükşehir Belediyesi Kültür Yayınları, Samsun

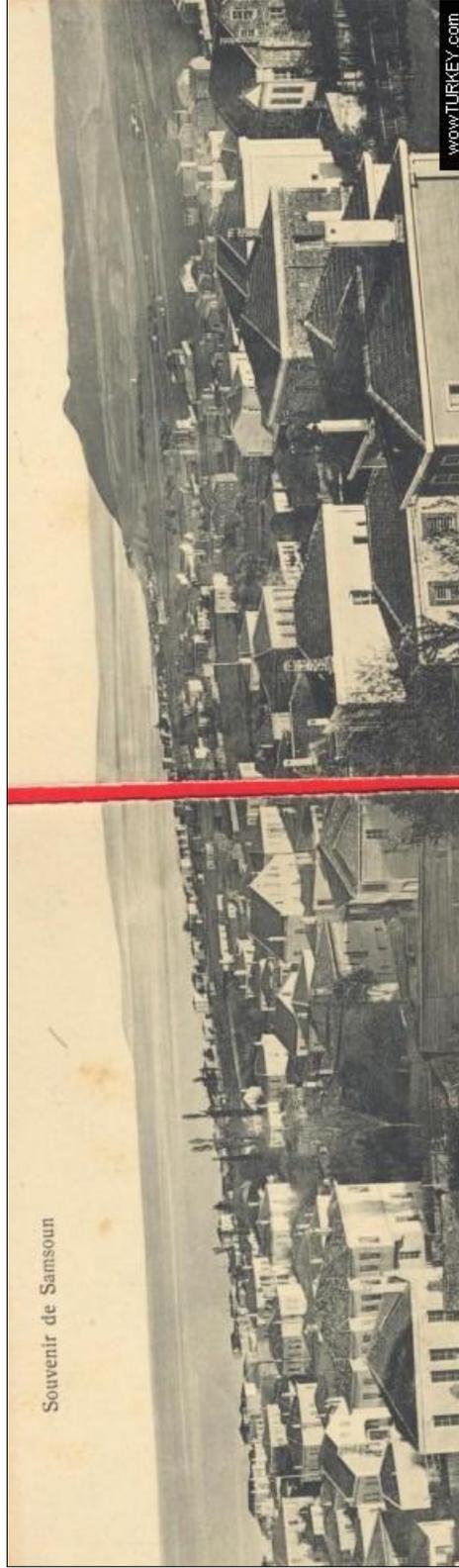


Figure 63: View of the Samsun in 1900s  
Photograph is retrieved from wowturkey.com

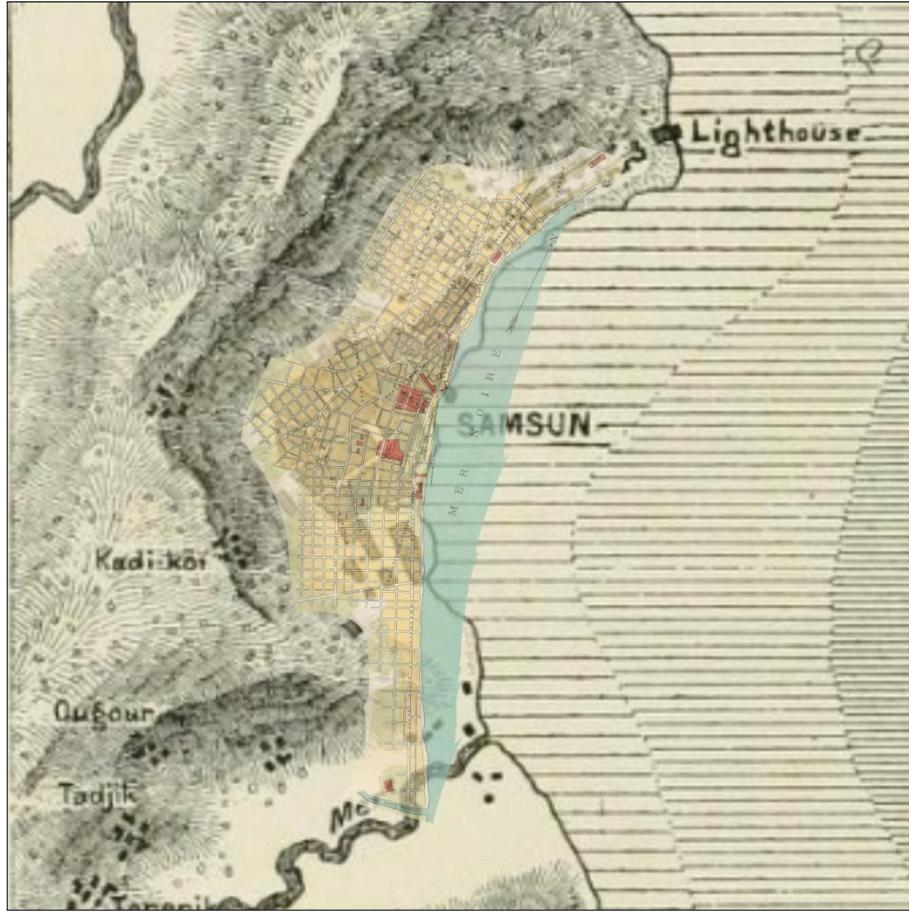


Figure 64: Superposition of the map of 1855 and 1905 plan

To see the change in the city form since 1885, the plan of 1905 is superposed by the map of 1885. It is seen that the city has been grown to the northwest and south and the seashore is almost the same.

### 3.3. The First Vision of the City After the Foundation of the Republic: The Decision of the Municipal Council in the Year 1923

To implement the development and infrastructure operations, Municipality of Samsun was in need of maps and plan of the new settlement areas (Sarısakal, 2007). Hence an engineer from Samsun was commissioned by the Municipality of Samsun to prepare a plan and the plan was completed in late 1923. In this plan, the new districts and suitable areas for development are shown.

In 1926, a new map of Samsun is prepared and in this map the settlement borders of the city is shown. According to the decisions of the city council, the borders of the city of Samsun is indicated as Fener and Toraman Hill in the North, Derbent and Çinilioğlu Farm in the south, the sea in the east and Kadı District and military pavilions in the west.

These attempts can be considered as to organize the city that has gained a symbolic importance by the foundation of the Republic.

### 3.4. The Insurance of the Economic Center of Samsun: 1930 Plan of Tobacco Center By Pervititch

Tobacco Center was an important place for Samsun because tobacco production was the main source of income. The tobacco center was a closed market area with divided with streets and it was constructed due to the protection of tobaccos from the weather conditions.

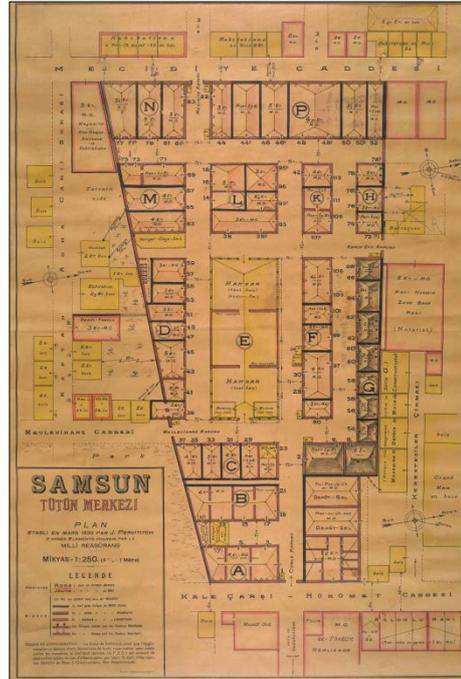


Figure 65: 1930 map of the Samsun Tobacco Center drawn by Pervititch  
The map is retrieved from Ottoman Bank Archives in March 2012

This map is drawn by Jacques Pervititch, for the insurance of the tobacco center. This shows us the importance of the tobacco center for the city because it is the only insurance map drawn for Samsun.

By the opening of the tobacco market, new streets were built in the area and the market was connected to the surrounding roads with gates (Sarısakal, 2007). These are; The Cümle Gate opening to Bankalar Road, The Mevlevihane Gate opening to Mevlevihane Road, The Kerimefendi Gate opening to Bedesten (The Covered Bazaar) and The Mecidiye Gate opening to Mecidiye Road.

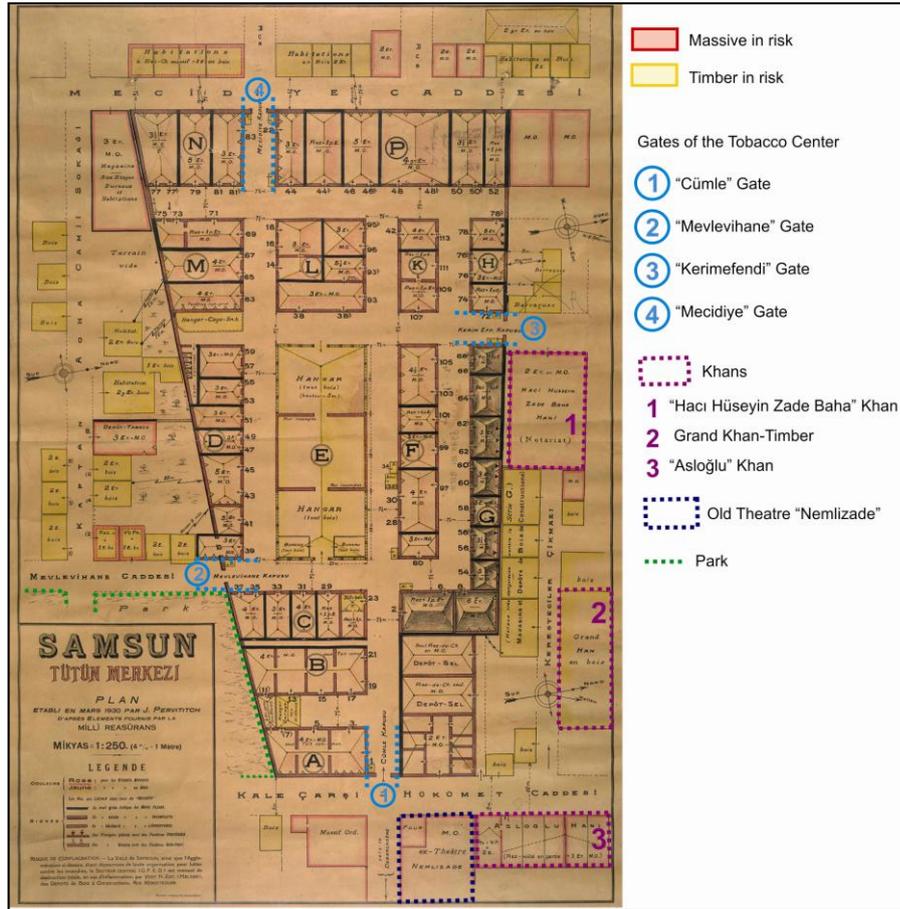


Figure 66: Gates of the tobacco market and the functions around<sup>60</sup>

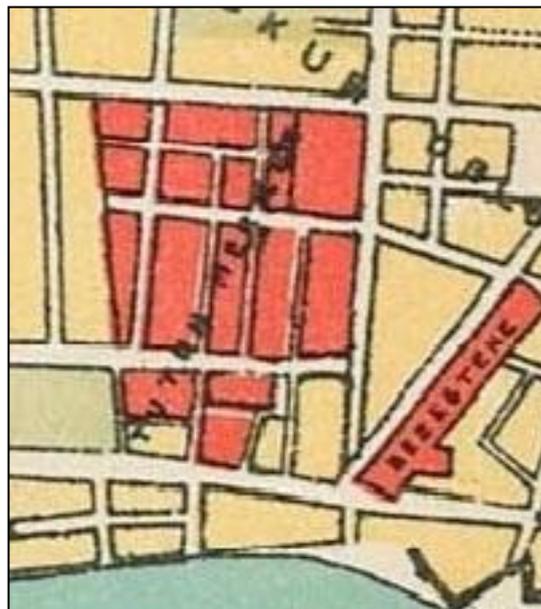


Figure 67: Tobacco center shown in 1905 Plan

<sup>60</sup> Drawings are prepared by author



Figure 68: Tobacco Pier, Nemlizade Theatre on the right and Asloğlu Khan beside  
Photograph is retrieved from wowturkey.com

The photograph above was taken from the tobacco pier, towards the entrance of the Cümle Gate. It shows a view of the seashore at the point of the entrance to the tobacco market. It shows Nemlizade Theatre which is the oldest theatre in Samsun on the right and Asloğlu Khan beside.

### 3.5. Conservation in the Planning Agenda: 1941 Samsun Report of Development Plan

In 1936, “The Public Regulations on the Organization of the Development Plans” are accepted by the Council of Ministers in order to bring a format in city plans (Tekeli, 2010). By this regulation, in order to plan a city, the informations about the development of the cities are taken into consideration beside the basemaps of the city. So, for the city that would be planned, the regulations proposed meetings of the development commissions to prepare a report. This report would contain the assets of the city that should be conserved, the increase of the city population, the development potential in the industry, the infrastructure and climate conditions of the city.

To make an assessment in terms of conservation, these regulations are important that it brings the importance of the assets of the cities going to be planned. Similarly, the 1941 Samsun report of development<sup>61</sup> plan includes a part showing “the buildings to conserve”. So, this report is an important data for the conservation history of Samsun.

Besides, according to the regulations, the floor numbers of buildings in the city are calculated according to the city population (Tekeli, 2010). In the settlements having population less than 8000, the maximum floor number would be 2, the settlements having population between 8000 and 50.000, the maximum floor number would be 3. This rule can be considered as a tool for the conservation of the urban tissue in the third dimension.

The report of Samsun development plan prepared in the year 1941, reflects the issues stated in the public regulations. Besides, the report is the first comprehensive study in urban-scale after the plan of 1905. This report both defines the physical and economic structure of the city in the year 1940 and shows the thought of the future city by defining the needs of the city. This report is an important document in terms of the conservation history of the city. This is because as stated in the Regulations taken in 1936, it is the first time that conservation issues have been taken into consideration. Accordingly, the report can be analyzed in three parts as the definition of the city in 1940s, planning approaches and conservation approaches.

<sup>61</sup> The original name of the report is Samsun Şehri İmar Planı Raporu and retrieved from Atatürk Library, İstanbul

The Definition of the City in 1940s:

In 1940 Samsun Report of Development Plan the boundaries the city is described.

Accordingly, in 1940, the city is surrounded by the Black Sea in the north and east, by Mert River in the south and south-east and by Toraman hill and Amisos which also known as Kara Samsun.<sup>62</sup> This shows us that the city still had the boundaries shown in the 1905 plan.

The report also gives us the information about the topography and geology of the city. In the report, the terrain of the town center is divided into two parts as "lower and flat" and "slope" in terms of soil structure; the "lower and flat" parts in the coast was described as alluvium. This information shows that the coastal area of the city is not suitable for the settlement which is an important data in that period for the Samsun city having amount of fill area.

The harbor is indicated as "consisting of a flattened ridge" about 1 miles south of the lantern ness which is located in the west side of the coast. This shows that the port of the city seem to be insufficient in that period.

In the report under the heading of "industrial movements" industrial buildings in the city are listed. These structures respectively;

Tobacco Factory of İnhisarlar Administration, Electric Factory of Municipality, Locomotive and Wagon Garage of State Railways, Nafia Cylinder and Machine Garage, City Printing House, Aksisada Printing House, Ahali Printing House, Güneş Printing House, Ulus Printing House, Flour Plant of Ceritoğulları, Soap and Vegetable Oil Factory of Çehrelıoğulları, Cold Storage Depot and Ice Factory of Rüstem Mes'ut, Güneş Pasta Factory of Rıveyde Uğurlular, Iron Garage and Foundary OF Ali İsmailoğlu, Coachwork Factory of Bedrettin Birol, Canik Candy Factory and Candy Factory of Atif Şekercioğlu, 2 Mineral Water Factory, Iron Atelier of Ekrem Koşar, 2 Copper Factory, Car Factory of Mustafa Kutlu family and Leaf Tobacco Factory. This shows that there were also many workshops and factories except the tobacco factory in the city.

In the report, the city of Samsun is discussed in terms of trade under the heading of "Commercial Information". Samsun, which has always shown a characteristics of a trade city is said to be the only trading pier and transit passage in the Black Sea coast for the North Anatolia. Also it is mentioned that with the construction of railway, the trade relation of Samsun between central Anatolia had been intensified and the importance of Samsun had been increased in terms of trade. It is predicted that the city of Samsun would develop as a "Transit and Trade Center" from now on.

The trade relation of Samsun is mentioned as:

1. Import and export directly to foreign countries
2. Exchange of the goods with İstanbul;
  - a. To import goods coming to İstanbul from foreign countries and to export goods to foreign countries which are sent to İstanbul from Samsun.
  - b. To make the distribution of goods throughout Turkey via İstanbul and Turkish production goods from İstanbul to neighboring provinces.
3. To send and receive goods cities of the Black Sea coast

This shows that the port was very important for Samsun because the city was thought as a trade and transit center and the future vision of the city was constructed on that. The trade facilities were emphasized rather than the industrial facilities.

It is stated that agriculturally, tobacco production has the highest proportion in the city. Also, it is said that 2500 of the city population works in the tobacco factory.

This shows that the city had been still the tobacco production centre in that period.

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<sup>62</sup> *Samsun Şehri İmar Planı Raporu*, 1941. Hüsniyat Basımevi, İstanbul

In the report, under the heading of “Examination in Terms of Sanitary”, beside the diseases seen in the city with the numbers and the capacity of the hospitals, the topography and the settlement are evaluated in terms of wellness stated as:

*The landscape of the city of Samsun is seen as an amphitheater from the seaside. The city is in the form of a large arc along the coast and extended from the west to the east. The North is completely open. South, southeast and east winds are not much strong. Although the city is surrounded by mountains at the back side, it can always more or less benefit from the sunshine because the city is built with large roads and buildings not higher than 10metres. Therefore sanitary condition is well.*

Under the heading of “Sanitary Condition”, the physical features of the city in that period are given. Accordingly, it is stated that the city was a healthy city built according to its geographical and climatic conditions. The buildings that are not higher than 10 meters shows that the maximum floor number of the buildings were 3 in that period.

In the report, under the heading of “Examination of the City in Terms of its Development”, The construction materials of the buildings in the city are mentioned and it is stated that in the past the buildings were partly masonry, partly timber, after the buildings are started to be built as masonry outer walls, brick or bağdadi inner walls, concrete or timber floors and timber roofs. Official and commercial buildings are constructed as completely masonry. This shows the construction materials in that period and their change in time. It is seen that concrete had begun to be used as a construction material but the traditional materials were still predominate.

Planning Approach:

In the report, the priority tasks of the municipality are mentioned and they are indicated as; slaughterhouse, a marketplace, a new cemetery, sewer, city hotel, children's playground, nursery, public toilets, fire garage and extension and arrangement of the republic square.

The buildings and facilities which the city needs are listed by the description of the places that are appropriate to build. These buildings are:

Court House (Near the Government Hall), Custom (dependent on the harbour), Trade House (dependent on the harbour), High School (Around the City Hall), Second Middle School (In Çiftlik Avenue), Institute for Girls (Across the Middle School ), Primary Schools (In various districts according to needs of the city), Art School (Around railway station), Airport (in the place of course), Course (Around Nümune Plantation), Stadium (Behind the Lantern at the Galleon Ness), Prison (Around Çiftlik), Museum (Around People's House or Government Hall), Life Saving in the Harbour and Harbour Defence Command (dependent on the harbour), Tobacco Factory (Kılıçdede District), Slaughter House (at the Çarşamba direction of Mert River), Wholesale Fish Market (the fishmarket is near Saathane square now, but it will be moved to around harbor when it is built), Market Place (At the fire place around Bedestan), New Cemetery (In Dündartepe at Çiftlik direction), Cinema, Theatre (Around Cumhuriyet Square and City Hall), Playgrounds (where necessary), City Hotel and City Casino (Around Cumhuriyet Square at the seaside), Transport Store (dependent on the harbour), Recreation areas (where necessary).

Finally, in the report the direction of development of the city is described. The city which has residential area of 230 hectares is said to be available to develop around Çiftlik and Bağdat Avenues and behind the New Police Station, around the abandoned cemetery, at empty lands until the railway, towards Kadıköy and at the ridge of the Memleket Hospital, Toraman Hill and Zeytinlik. It is stated that the present commercial are will shift to the area that will be obtained by the sea embankment which will be done after the construction of the harbor.

This shows that the proposed direction of development is similar with the directions in the 1905 plan.

### Conservation Approach:

In the report, Samsun is discussed as two cities in terms of its history as Amisos and Samsun. Another important issue that is discussed in terms of history of Samsun is the date of Atatürk's arrival to Samsun which is 19th May 1919. Mıntıka Palas (CHP building in 1940) where Atatürk stayed was mentioned and Gazi pier which Atatürk came to Samsun is said to be very important in the history of revolution. This shows that these republican buildings are seen as assets for the history of the city. So this shows that the buildings of historical memory had been considered as important assets and this approach can be a data for conservation.

Under the heading of "Examination of the City in Terms of its Development", it is stated that the avenues are around 10-12-15 meters and Necipbey, Bağdat, Kadi, İstiklal, Çiftlik, Lise, Kasımpaşa, İrmak, Gümrük, Osmaniye, Kışla ve Gazi Avenues are to be conserved. This shows that the important avenues are written and they have been taken into consideration in terms of conservation. The most important thing about this report in terms of conservation is that it has a section on conservation and it defines some buildings to conserve.

In a section of the 1940 Samsun Report of Development Plan 23 structures are listed under the heading of "monuments to be protected". These structures are, respectively:

Gazi Statue, Gazi Pier, Building of Republican People's Party (The building which Atatürk first stayed), Clock Tower, Hacı Hatun Mosque in Kale District, Great Mosque in Saathane Square, Yalı Mosque in Buğday Pazarı [Wheat market] (Belongs to Seljuk period and built by Mimar Hayrettin), Meydan Mosque across the City Hall, Hançerli Mosque, Kurşunlu Mosque, Kılıçdede Mosque, Government Office, City Hall, Post Office, Building of Turkish Air Association, Tobacco Warehouse of İnhisarlar Administration, New People's House, New Station Building, Memleket and Military Hospital, City Museum; Buildings of High School, Middle School, 30 Ağustos, 19 Mayıs, Cumhuriyet, 23 Nisan, İsmetpaşa, İnönü, İstiklal, Dumlupınar, Akşam Kız Sanat, Fazılkadı, Gazi, Sakarya Schools; Banks, The house of (Hacı) Hikmet oğulları (The oldest house of Samsun that is built in Turkish Architecture).

The buildings to conserve that are mentioned in the list are mostly public buildings. There is one residential building that is described as the oldest house in the city built in Turkish architecture. The conservation approach of this report is not based on a value or criteria. The buildings that are seen to be conserved are probably the mostly used buildings seen as important in that period. Although conservation approach is not similar to today's conservation principles, it is an important document of its period because the conservation issue had firstly taken into consideration.

### 3.6. Re-Planning of Samsun in 1950s

In 1950s, by the ending of the World War II, Turkey, like whole world, experienced new phenomenas in the planning of the cities (Tekeli, 2010). By the increasing on the car usage and the change of Turkey's economic programme from railway to the highway, urbanization rate began to increase.

According to the population census results, the population of the city of Samsun was 38.725 in the year 1945 and 1950 (the report of 1965 Samsun master plan). However, in 1955 the population had increased to 62.648.

After the re-planning of the city by the plan of 1905, the most comprehensive planning study in urban scale was the 1940 plan. However, the physical structure of the city after 1905 can be firstly seen from an aerial map of the year 1953. This aerial map of the year 1953 is an important document that shows the physical change of the city of Samsun since 1905. This photograph shows the city in the year 1953 and gives important information of the development of the city until 1905.

We can see in 1953 aerial photograph, the Ankara road as the alternative of the railway. When comparing with the 1905 plan, it is seen that the city has not been grown much since 1905. The edges of the city in 1905 and 1953 are almost similar. The street system is also similar when it is

compared with the system of the 1905 plan. So, this picture shows that in 1953, the city had not been grown and changed yet.

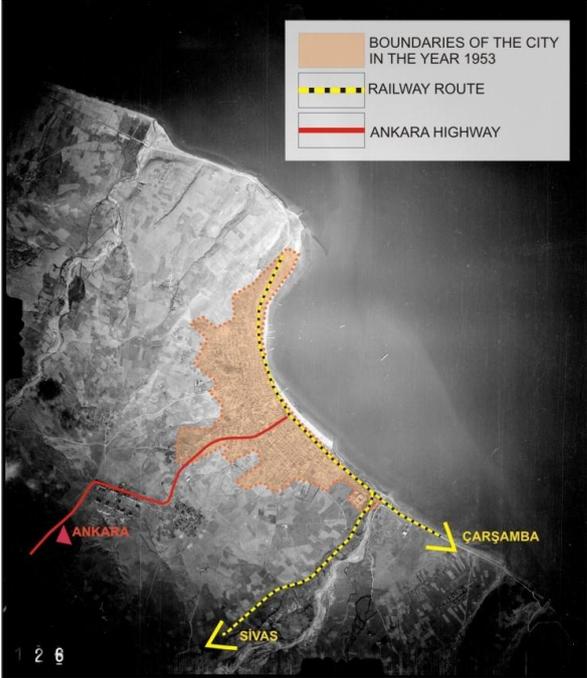


Figure 69: The railway and Ankara road seen in Aerial Photo of Samsun in 1953<sup>63</sup>  
Retrieved from General Command of Mapping



Figure 70: Superposition of the 1953 aerial photo and 1905 Plan<sup>64</sup>

<sup>63</sup> Drawings are prepared by author

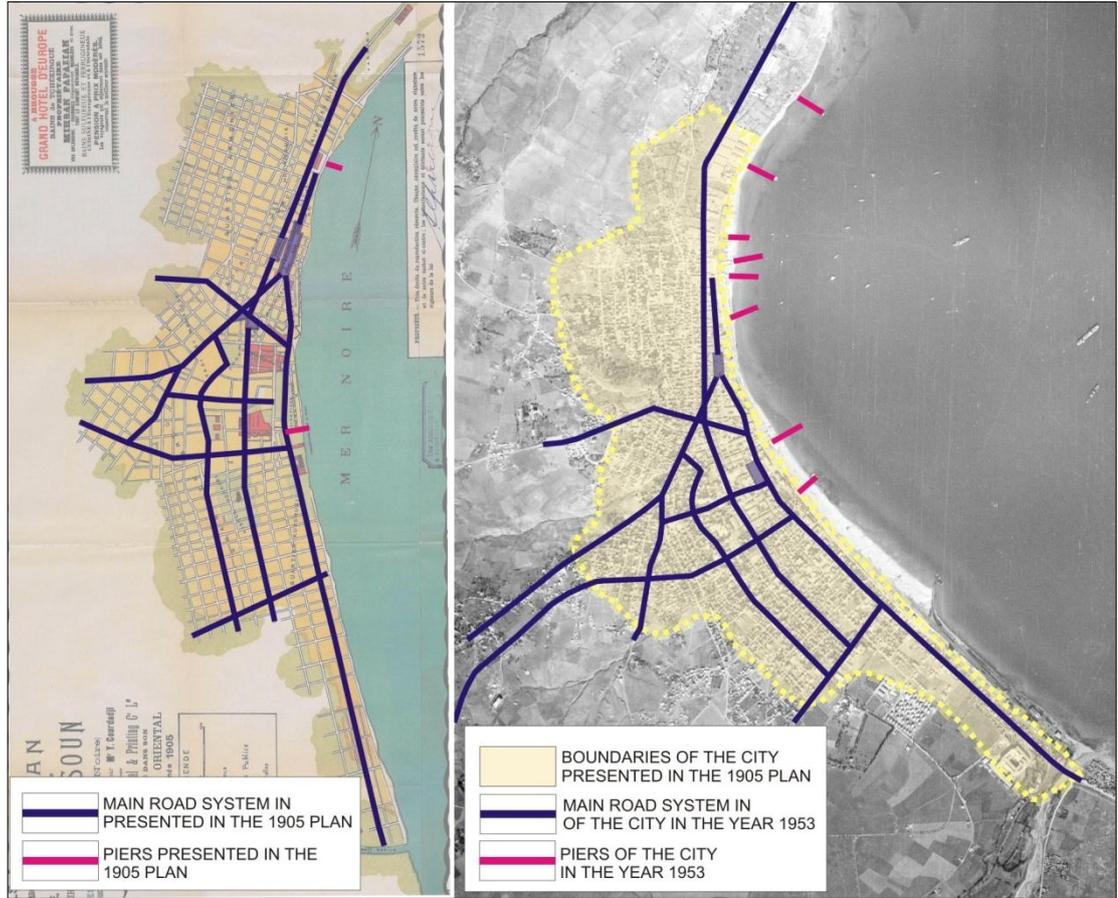


Figure 71: Comparison of the street systems in 1905 and 1953<sup>65</sup>

In 1950s two studies had been undertaken due to the development of the Samsun city. First one is a development programme prepared by the municipal council in 1954 and the second one is the report of Samsun Development Commission in the year 1957.

### 3.6.1. 1954 Samsun Development Programme

In 1954, the Municipal Council has prepared a 5-year development program for the city (Sarisakal, 2007). From the decisions that are undertaken in this program, the most important ones which can affect the urban tissue and functional use in the city are as follows:

- Opening of the dead end streets in the city and building of these streets, sidewalks and sewers.
- Building of the Lise, Ümraniye, Letafet, Gürbüz avenues according to the subdivision plans, construction of the roads and sewers, expansion of the Lise Avenue by cutting of the trees along the Avenue.
- Asphalting the main avenues; Bağdat, Çiftlik, Saadet, Necipbey, Sahil and Hastane avenues and the crossroads that both connects these avenues and organize the traffic.
- To obtain modern market places in Kılıçdede, Kale and Cedit Districts.
- To obtain green areas (public parks, playgrounds, promenades) in the city where necessary and transforming the Cemetery of Seydi Kutbeddin to a green area.

<sup>64</sup> Maps are superposed by author

<sup>65</sup> Drawings are prepared by author

- To prevent increase in the city population, building an industrial area in the place of the gardens near the lantern and transferring the industry in the city centre to this new area.
- To build a modern theatre and cinema (the land near the building of Financial Office on Gazi Avenue is suitable).
- To organize the lands that are expropriated to extend the Cumhuriyet Square; as road, square and green area.
- To expropriate the junction of Arasta, Cephane, Gazi, Bağdat avenues and Müftü Street because of the necessity to organize the traffic.
- To build the roads to the new industrial area that is planned to be established.

In the development programme of 1954, the proposals were mostly in order to modernize the city and to adapt the city for car usage. For this purpose, the main avenues and junctions had been expanded and asphalted. So, these implementations could help to regulate the traffic. On the other hand, the proposals of organizing the green areas, removing the cemeteries show the changing structure and image of the city. As the city had been growing, the location of the cemeteries had become an unwanted part of the city. Also the increase of population in the city is not wanted so the industry in the city is decentralized.

Briefly, this report shows that the development visions of the city is mostly on the car usage and modernizing in terms of the functional usages. However, different from the 1941 report, this report does not include any emphasis or sensibility on the issue of conservation. This shows that the development decision was distinguishing from the conservation.

### **3.6.2. 1957 Development Commission Report of the City of Samsun**

In 1957, Development Commission of Samsun<sup>66</sup> had prepared a report to define the direction of development and needs of the city. According to the report, the city's residential area is designated as 350 hectares and is defined as Çiftlik and Bağdat Avenues, back of the New Police Station, around abandoned cemetery and underside of the hospital, except the landslide site (Sarısakal, 2007). 9.5 hectares of the residential area is being used as garden. This definition of the residential area shows that the city had begun to expand just towards its boundaries so far. The city had not been directed outside the city center yet.

For the new settlements, the lands on the slopes are proposed and indicated that although these lands on the slopes are not appropriate to settle geologically, they are more stable than the sea embankment along the seaside. It is emphasized that the ground of the sea embankment is dangerous for the buildings and the harbor facilities that will be built.

It is mentioned that Mert and Kürtün Rivers are giving damage to the environment due to the floods and Mert River to be rehabilitated as soon as possible.

It is stated that especially Irmak, Kazımpaşa, Çiftlik, İstiklal and Gazi Avenues should be extended, Cumhuriyet and Subaşı Squares should be expropriated and Saathane, Belediye and Buğday Pazarı [Wheat Market] should be developed.

The needs of the city are stated as;

Closed Sport Center, Terminals and hal, Bazaar area in Cumhuriyet Square, Adliye Sarayı in the place of penitentiary, the penitentiary should be removed outside the city, Hotel near harbor, Hospital, Green areas, a playground and fair area on the sea embankment, college and university, museum and cemetery.

It is also mentioned that the railway prevents the relationship of the city with the sea; the route will be changed along the Kürtün River.

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<sup>66</sup> The original name of the report is Samsun Şehri İmar Komisyonu Raporu and retrieved from Sarısakal, 2007

To make an assessment this report, similar to the 1954 development programme emphasizes on the extending the streets and organizing the open areas. The penitentiary had also taken in the list that should be “removed outside the city” with the cemeteries and the industry mentioned in the 1954 programme. It shows that these functions had been thought as inappropriate for the city centre as the city centre had been growing and modernizing. This report also does not mention any assets of the city and is not emphasizing any issue on conservation. So, any removing and extending implementations could give harm to the urban tissue and cultural assets.

### **3.7. The Period of Urban Growth: 1960-1970**

Increase in car usage, the change in the economy policies of Turkey from railway to highway brought rapid increase in city population, so rapid urbanization (Tekeli, 2010). By the rapid urbanization, the land prices increased which led owning a building on a lot non-affordable for the middle class. So, in 1954, the legislation of the land register had been changed to enable flat ownership.

By the land acquisition act approved in 1955, in order to expropriation according to the development plans, an extra decision for the public benefits was not being needed.

It can be said that all these politic and legal process lead to change cities rapidly. By changing the politics from railway to highway, the new roads began to constructed, the floor numbers in cities are increased by enabling the flat-ownership and by the land acquisition act, the obstacle of building the roads on the development plans had disappeared.

#### **3.7.1. 1960 Samsun Development Plan**

The most significant change of the urban character of Samsun can be seen from the 1960 development plan. In this plan, large boulevards are built, like *Atatürk, 100. Yıl and 19 Mayıs* Boulevards. Many buildings are demolished due to the construction of these boulevards and along these boulevards high-rise buildings began to be constructed.



Figure 72: 1960 Samsun Development Plan in 1/1000 Scale



Figure 73: The boulevards and fill area that are proposed in 1960 plan<sup>67</sup>

Three main boulevards are proposed in 1960 development plan. The first one is Atatürk Boulevard, shown in 50 metre width, passing along the coast between the fill area and the city; the second one is the 100. Yıl Boulevard, shown in 30 meters, passing parallel to the Atatürk Boulevard; and the third one is the 19 Mayıs Boulevard, shown in 30 meters, connecting the Atatürk and 100.yıl Boulevards. Atatürk Boulevard with the fill area on the coast separated the city and the shore, so the relation of the city with the sea had weakened. As seen in the plan, especially 100. Yıl Boulevard caused many buildings to demolish on its axes and divide the neighbourhoods.

The other important issue in the plan is the increasing of the floor numbers along the boulevards and main avenues. The map below shows the floor numbers that are proposed in the plan. Accordingly,

<sup>67</sup> Drawings are prepared by author

the floor numbers along the 100.yil and 19 Mayıs Boulevards are 9 storeys; along the İstiklal and Mecidiye avenues 7-6 storeys and along the roads intersecting these avenues and boulevards are 5-4 storeys. This shows that the urban tissue consisting of maximum 3 storey buildings would be subjected to an important change until that period.

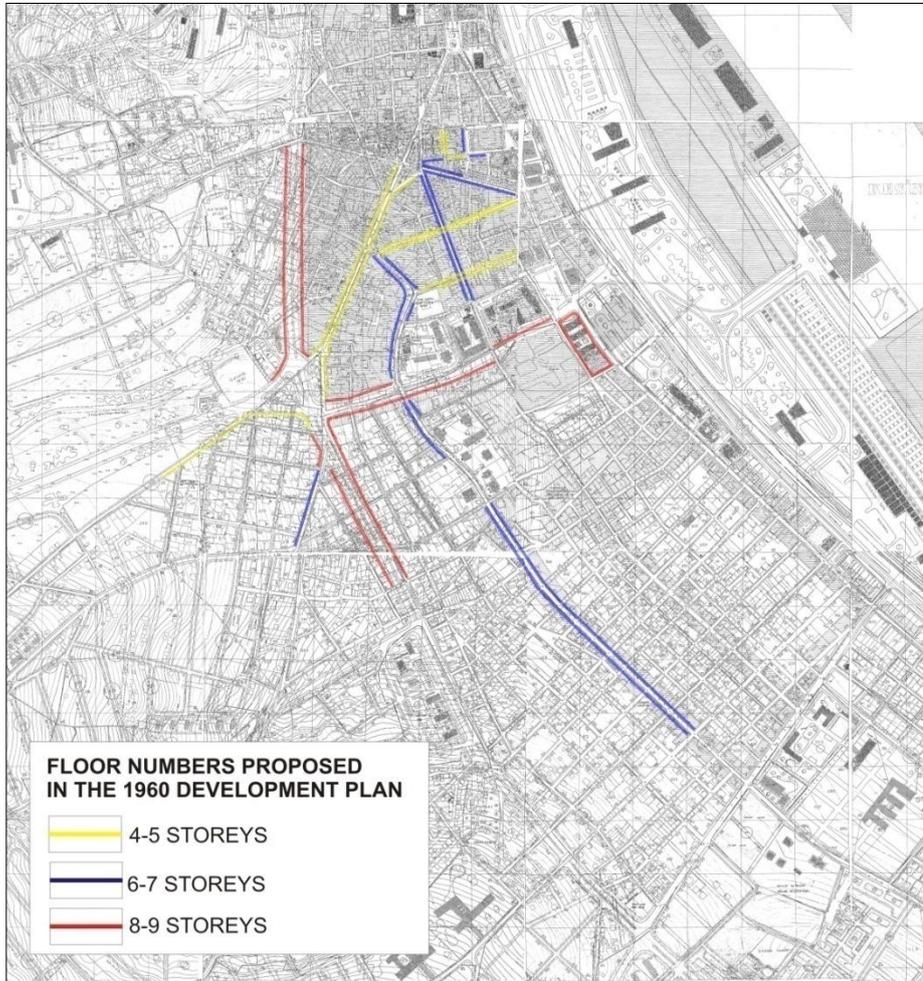


Figure 74: The floor numbers proposed in the 1960 development plan<sup>68</sup>

The photographs above show the change of the urban character after the implementations of the proposals in this plan. The first two pictures show the change in the floor numbers along the 19 Mayıs Boulevard. The next two pictures show the Kurşunlu Mosque on the axes of 100. Yil Boulevard before the Boulevard was constructed and its situation today. The last two pictures also show the 100. Yil Boulevard and its relation with the historic tissue.

<sup>68</sup> Drawings are prepared by author



Figure 75: Change on the 19 Mayıs Boulevard  
Retrieved from wowturkey.com



Figure 76: Change on the 100. Yıl Boulevard  
Photograph on the left is retrieved from wowturkey.com and the photograph on the right is taken by author in June 2012



Figure 77: 100.yil Boulevard today (Author, June 2012)

By the superposing of the boundaries of the city shown in 1953 aerial photograph with the 1960 plan, it can be seen that the proposed city had grown outside its boundaries with an important size. On the other hand, by the fill area on the coast, the boundaries of the shore completely changed, the relation of the city with the sea had weakened and the city silhouette had been changed.



Figure 78: Superposition of the 1960 plan with the borders of the city in 1953<sup>69</sup>

### 3.7.2. Samsun Masterplan in 1965s

In 1/25.000 master plan and plan notes of Samsun drawn in 1965s, the development axes and the visions of the city had been determined.

Firstly, the settlement area of the city in 1965s can be seen in the plan which shows that the boundaries of the city had not much changed yet.

The new settlement area of the city is shown as the empty areas around the city centre and along the north-west direction. Accordingly, the city would be grown towards the north-west direction. Besides, the surrounding of Mert River on the south-east is shown as the industrial area. Kale, Hançerli districts and the upper sides of the Government Hall is shown as trade center. It is seen that the trade area is expanded a bit by the plan. Additionally, the harbor, depot area across the harbor, railway and the new Ankara road are shown in the plan. The new Ankara road built on the north of the old Ankara road also shows that the city is tending towards to the north.

<sup>69</sup> Drawings are prepared by author

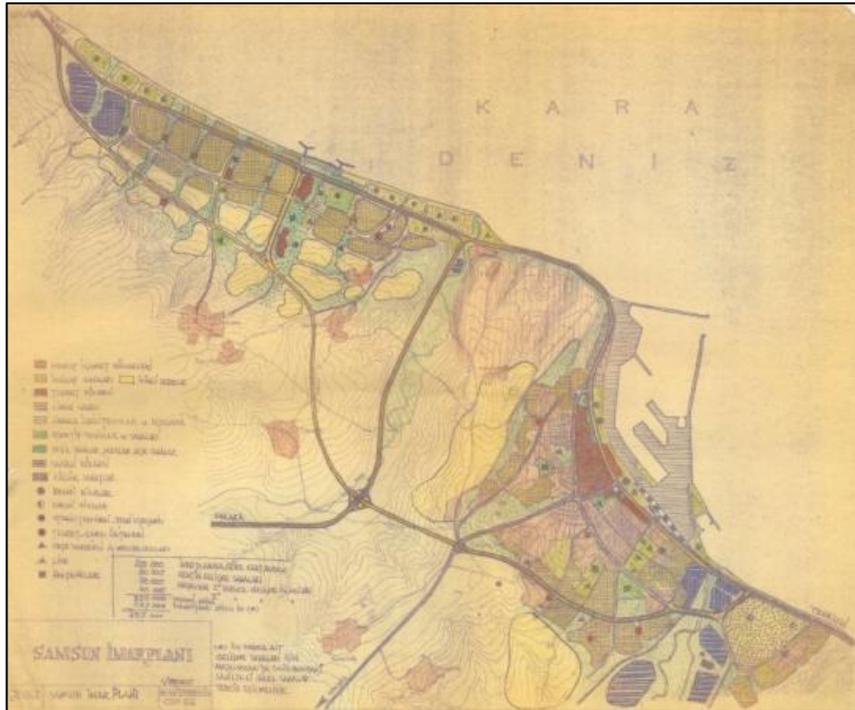


Figure 79: Samsun 1/25.000 master plan  
Retrieved from Bank of Provinces in Ankara

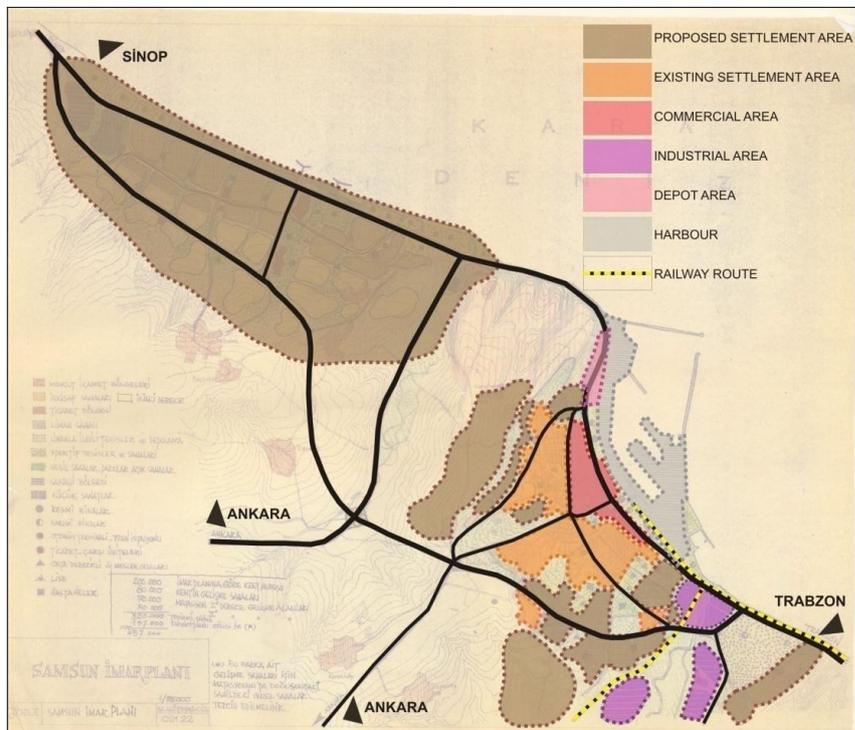


Figure 80: The areas shown in Samsun 1/25.000 master plan<sup>70</sup>

<sup>70</sup> Drawings are prepared by author

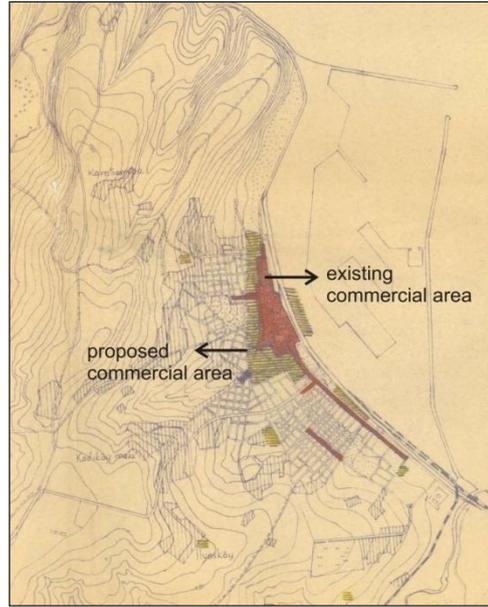


Figure 81: Existing and proposed commercial area shown in the commercial map of the plan

The plan notes of the Samsun 1/25.000 master plan are analyzed in order to understand the approach of the plan more clearly. The plan notes bring explanations about the functional dağılım in the city, transportation, development directions, population, economic activities and the vision of the city.

In the plan notes, it is said that the industrial area of the Samsun city would be located near Mert River on the south and stated that Samsun is a city of harbor and should not be an industrial city. Hence, this statement shows the vision of the city brought by the plan. The industrial functions are not desirable in the city centre; however the harbor carries an important mission for the vision of the city.

A fair area and playground is proposed on the fill area near harbor. In the notes it is stated that, although Samsun is a coastal city, most of the shore had been closed by the harbor. So, in order to benefit from the sea, a part of the harbor should be planned as a marina. Additionally, the beach usage is proposed on the north of the city around "Matasyon". It is stated that the Atatürk Boulevard and the railway prevent the relation of the city with the sea which is an important problem for the city, so the Matasyon on the north would be a suitable place for new settlements. Accordingly, it can be said that the implementations of the previous plans have become a problem in terms of the relation of the city centre with the sea. This plan states the fill area, railway and the boulevard as a problem for this relation. So, in order to increase this relation and also to modernize the city, the plan proposes a fair area and playground on the fill area. Besides, the beaches and new settlements are directed to the north-side of the city above the fill area.

In the notes, it is said that the transport network of Samsun is high with the cities around, so the trade had improved in the city and it became as a door of its neighbouring cities which also led the increase in population. It is stated that the trade would further improve by the harbor that is started to be constructed in 1954 and finished in 1960. It is stated that an airport had being constructed in order to develop the connection of Samsun with İstanbul, Ankara and Trabzon. Marine, airway and subway network of Samsun make the city suitable to settle. It is said that the most important transportation means that connect Samsun with its environs is the Samsun-Sivas and the Samsun-Çarşamba railway route. It shows that Samsun is has been an important centre and this has being developed by the improving of the transportation network.

The most important avenues of Samsun are stated as Necipbey, Bağdat, Kadı, İstiklal, Çiftlik, Lise, Kazımpaşa, İrmak, Gümrük, Osmaniye, Kışla, Gazi avenues.

The population dynamics of Samsun city had been explained in the plan notes. According to the population census results, the population of Samsun city is 654.602 in 1960, whereas it is 752.701 in the year 1965. So the annual rate of the population is 0.28%. The population of the city centre is 87.688 in 1960 and 106.921 in 1965. According to this, in 1960, Samsun is the 12<sup>th</sup> between the cities of Turkey in terms of population, whereas it increased to 2<sup>nd</sup> in the year 1965.

To compare with the year 1950, the city population had risen in the rate of 0.30% in 1955 and in the rate of 0.70% in 1960. It is stated that the most important factors of this increase in the population are the migration from villiages to city centre and migration from the surrounding cities to Samsun for the economic factors. The reasons for the migration to Samsun city are mentioned as the high employing capacity comparing with surrounding cities, harbor facilities, developed transport network and having a large hinterland.

The population census results from the year 1945 to 1965 are shown in table 3:

Table 3: Population census from the year 1945 to 1965  
Retrieved from the plan notes of the 1965 plan

Year	Population of the city centre	Population of the city
1945	38.725	407.541
1950	38.725	475.660
1955	62.648	551.125
1960	87.688	654.602
1965	106.921	752.701

It is stated that the increasing rate of the population of the city and city centre of Samsun is higher than the rate of Turkey. This means the city and the city centre of Samsun are being migrated.

Population density of the Samsun had risen in the years shown in table 4:

Table 4: Population density from the year 1945 to 1965  
Retrieved from the plan notes of the 1965 plan

Year	Density (population for a km2)
1945	42
1950	49
1955	57
1960	68
1965	78

It is stated that this increase can be explained by the rate of working population. The rate of working population in Samsun is 50,8% whereas this rate is 49,5% in Turkey.

The table below shows the sectoral distribution of the working population in the city:

Table 5: Sectoral distribution of the working population  
Retrieved from the plan notes of the 1965 plan

Year	Sectors%		
	Agriculture	Industry	Service Sectors
1955	14.4	40	45.6
1960	7.3	41.4	49.4

From the year 1955 to 1960 the working population in agriculture had decreased, whereas the working population in industry and service sector had increased. Accordingly, it is stated that this sectoral change shows that the rapid urbanization process had begun and the city centre is in the process of being the centre of its region.

The planning approach for the settlement areas are described in the notes as:

The existing settlement area is remained as it is and built areas are not subjected to big changes. In development areas, neighbourhoods are proposed with 4000-5000 population. These neighbourhoods are separated with green axes and these axes are used as social infrastructure and the settlement thought to be in organic form. It

is stated that the apartment blocks would be constructed on the hillside which would give the city a modern silhouette. Accordingly, this shows that the development decisions had been shifted to the new axes and the existing settlement in the city centre had begun to become stable in terms of the master plan decisions. Besides, the new silhouette of the city would be constructed by the apartment blocks on the hill which had been thought to be provided by apartment blocks. This shows the desire to build a modern city without any consideration of the conservation issues.

The planning approach for the commercial areas is described in the notes as:

The industrial functions had increased in last years and the types of industry in the city are stated as; flour factory, macaroni factory, candy production, shoes factory, medicine factory, soap and mineral water factory and copper factory.

The Cigarette factory is discussed under a different title than other industrial facilities which proves its importance for the city. It is stated that most of the workers are women with the number of 675 and 265 of the workers are male. This shows that the factory had been still working as a production center in that period.

In order to make an assessment of the planning approach, it can be said that the planning and development visions have been analyzed to create an image of a modern city without taking into consideration of any values coming from the past or any conservation issues.

After this planning process in 1960s, the aerial photograph of 1972 shows the physical structure of the city in that period. It can be seen that city boundaries in 1953 had grown in 1970s. The Atatürk Boulevard had been constructed but 100. Yıl and 19 Mayıs Boulevards had not been built yet. The city began to grow to the north but not densely settled yet. The industrial areas had been located near Mert River and an airport had been constructed by the old Ankara Road.

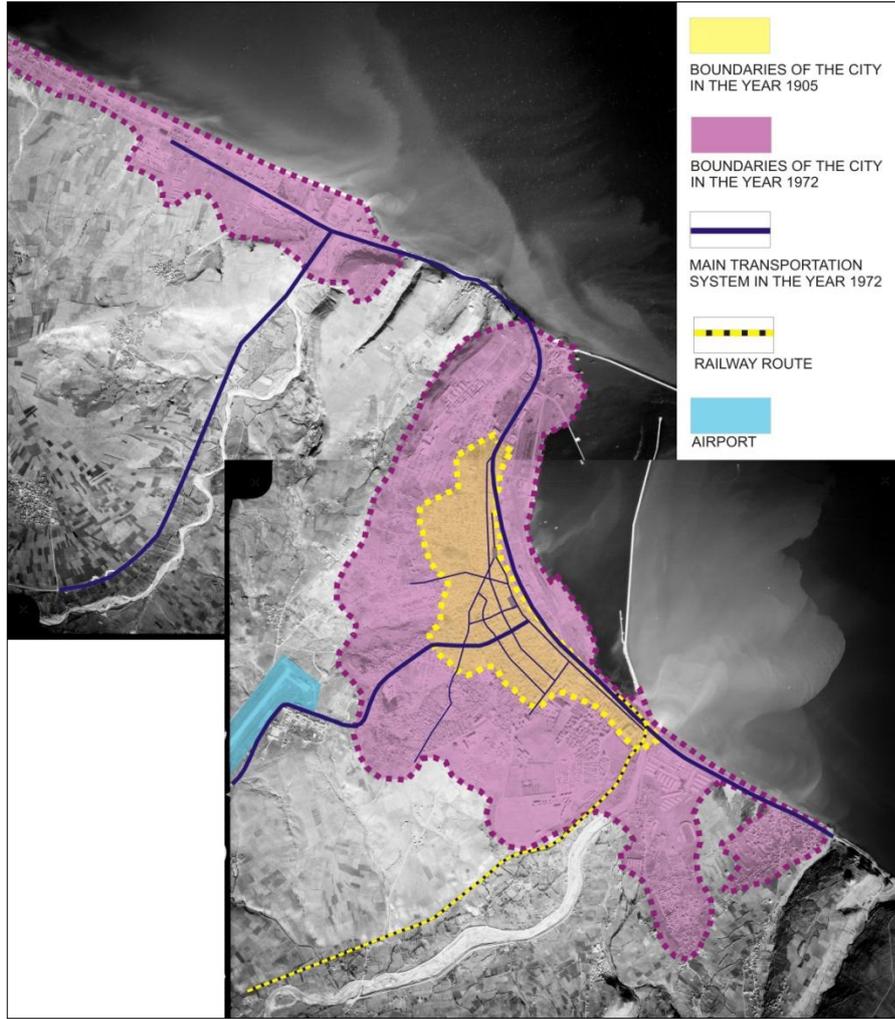


Figure 82: Aerial Photo of Samsun in 1972<sup>71</sup>  
Retrieved from Genaral Command of Mapping

### 3.8. The First Registrations and Site Decisions

The most important attempt in terms of conservation of the historic centre of Samsun had been the registration of the buildings and urban conservation sites. The first registrations in Samsun have started in 1978 and there are 133 registered cultural properties today. 57 of the registered buildings are residential, 72 of them are non-residential and 4 of them are natural properties.

By the “Law of the Antiquities” numbered 1710 enacted in 1973, the concept of conservation site had been brought and conservation had been carried to area scale from building scale.<sup>72</sup> Thereupon, the decisions on urban conservation sites in Samsun have been taken in 1978 by High Board of Antiquities and Monuments and they were grouped firstly in 1979 by High Board of Antiquities and Monuments and secondly in 1985 by Trabzon Board of the Conservation of the Natural and Cultural Assets. According to this grouping, there are 3 different urban historic sites. The first and second urban conservation sites are in the commercial area today and third one is in residential area in Selahiye District which was called Armenian District in the past.

<sup>71</sup> Drawings are prepared by author

<sup>72</sup> <http://www.korumakurullari.gov.tr/belge/1-89997/tarihce.html>



Figure 83: Urban Conservation Sites in Samsun<sup>73</sup>

The first urban conservation site in the south contains the Tobacco Factory and depots, the old military hospital and a part of residential area that are used in commercial and public functions today.

The second urban conservation site is located on the Banks Avenue to the west containing the commercial area and bedesten.

By the registrations of the buildings and urban conservation sites, the cultural properties of Samsun had been taken under protection of the legislations against the damages of development. However, in order to criticize, the registration of the urban conservation sites in three different parts of the city can weaken their relation with each other. When it is considered that the city centre of Samsun is the historic centre, the rest of the urban conservation sites could be proposed at least as conservation impact area to strengthen the relation of the whole historic center. Nevertheless, for the conservation of the city, these registrations can be considered as an important attempt in its period.

### 3.9. The Period of Urban Growth: 1980s

In 1980s the city of Samsun had been growing outside its boundaries through the axes of the new boulevards constructed.

In 1980s two masters plan were prepared for Samsun which of one is in the year 1980 and the other is in 1988. In both of these plans it can be observed that the city had been expanded on the northwest and southeast direction. Beside, the city centre had not been exposed to big changes by this plan. Different from the other plans prepared before the 1980s, the archeological and urban historic sites are shown in these plans as the site decisions are began to taken in 1970s. However, the plan does not bring any proposal or an approach for these sites in order to integrate each of them or integrate with the other parts of the city. The plan only shows the boundaries and stated in

<sup>73</sup> Drawings are prepared by author based on the informations retrieved from 1992 Samsun Conservation Development Plan

the plan notes that applications or any decisions would be made according to the Trabzon Board of the Conservation of the Natural and Cultural Assets.

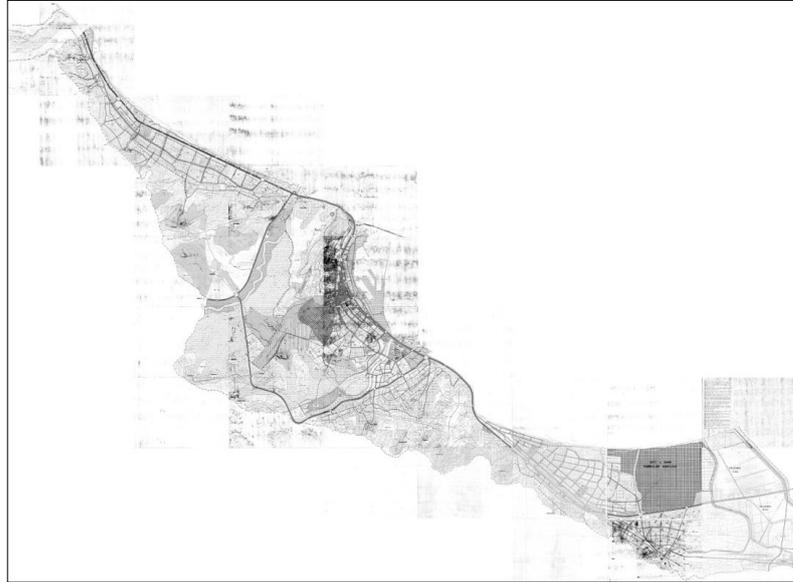


Figure 84: 1980 Master Plan of Samsun



Figure 85: 1988 Master Plan of Samsun

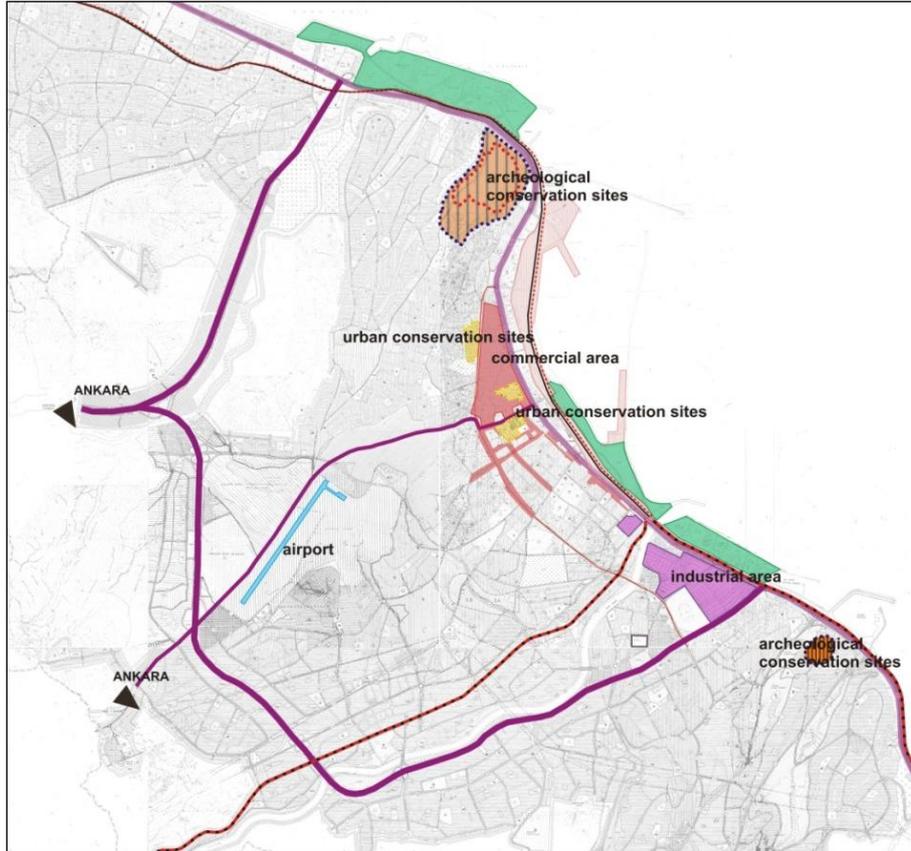


Figure 86: Urban conservation sites and some functional uses shown in the 1988 master plan<sup>74</sup>

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<sup>74</sup> Drawings are prepared by author

### 3.10. Conservation Planning in the Planning Agenda in 1990s

Considering conservation, the most important study after the registrations and site decisions in Samsun is the Conservation Development Plan. The plan had been approved by the Trabzon Board of the Conservation of the Natural and Cultural Assets in 1992 and consist of plan and plan notes.



Figure 87: 1992 Samsun Conservation Development Plan<sup>75</sup>

In the legend of plan; “the boundaries of urban historic sites”, “special project area”, “registered buildings”, “the buildings that would be regenerated by conserving the traditional characteristics”, “facade to conserve”, “street to conserve with its facade and pavement”, “conservation impact area” and “building that its location would be changed” had been shown.

<sup>75</sup> The plan is retrieved from the Ministry of Culture and Tourism and drawings are prepared by author

In the plan, beside the three urban historic sites, tobacco factories are shown as a special Project area and the function given as cultural and commercial center. Besides, the North-east of the Saathane square shown as the conservation impact area. In addition, the registered buildings are shown both in and outside the urban conservation sites. There are facades to conserve and streets to conserve with its facade and pavement shown in the urban conservation site of Selahiye district and in the urban conservation site containing the tobacco factories. Additionally there is one building shown as the building that its location would be changed.

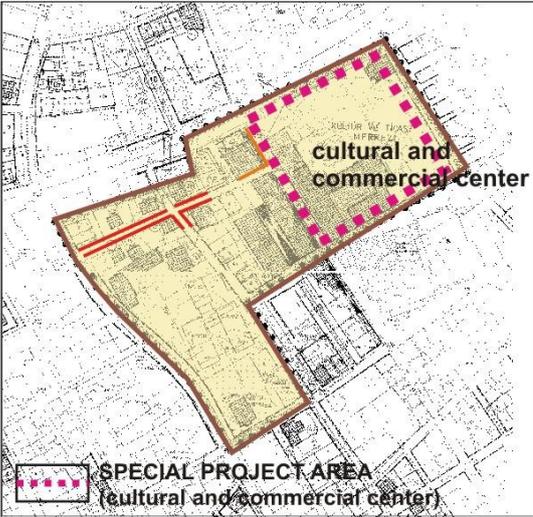


Figure 88: Tobacco Factories shown as the special project area<sup>76</sup>

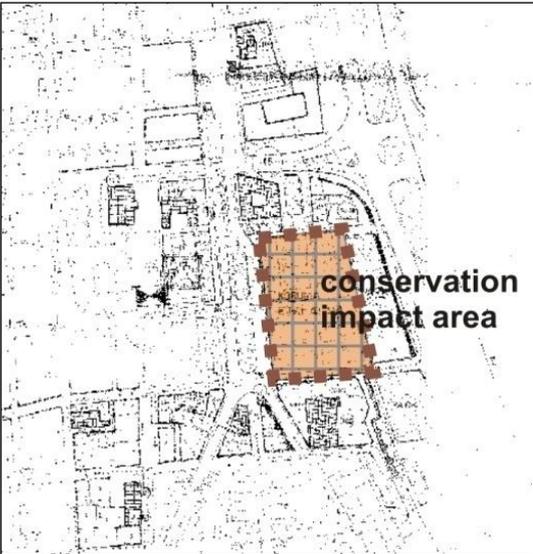


Figure 89: Conservation impact area<sup>77</sup>

<sup>76</sup> Drawings are prepared by author

<sup>77</sup> Drawings are prepared by author



Figure 90: Street to conserve by its facade and pavement, facades to conserve and stairways shown in the conservation plan



Figure 91: The building shown in the plan that its location would be changed

Changing the location of a registered building as a decision of the conservation plan can be thought as a contradictory decision that is not compatible with the conservation principles. When the location of the building is changed, the street-lot relation is changed, so it means the urban tissue is not conserved. Besides, as there is only one building that is moved, it shows this decision does not reflect the approach of the plan. So, this is a special implementation that can be considered to be against of the unity of the plan.

Plan notes consist of 4 main parts. These are; General decisions, decisions related to conservation and repair, decisions concerning the new buildings and decisions related to conservation areas.

In the first part, under the heading of general decisions, beside the aim and scope of the plan, the descriptions used in the plan are mentioned. Additionally, destruction, addition, repair and constructing new building activities in all the lots and buildings within the boundaries of urban conservation sites and in the lots of cultural properties and their surroundings outside boundaries of the urban conservation sites would be done according to decisions of High Board of Antiquities and

Monuments and Trabzon Board of the Conservation of the Natural and Cultural Assets with the act 2863/3386.

In the second part, under the heading of “Decisions Concerning the Conservation and Repair”, the decisions had been taken on the conservation and repair of the registered buildings. Accordingly, it is stated that the registered buildings should be conserved with their gardens, walls, garden doors and other extensions. About the roads, it is mentioned that aisles and streets, except the collector roads, in the boundaries of the conservation plan would be conserved with their cadastral paths, slopes and pavements unless there is a mandatory condition. In the case of their renewal, they would be built with the same or similar tissue and material. About the garden walls, it is stated that the wall of courtyards, garden doors and extensions would be conserved as it is. About the trees, it is mentioned that all the mature trees in the boundaries of the conservation plan would be conserved and the implementation on the trees that are shown in the plan as trees to be conserved, would be done in accordance to the Trabzon Board of the Conservation of the Natural and Cultural Assets.

In the same part, it is stated that for the maintenance, repair, alteration and restoration projects of registered residential buildings, it is a necessity to take an implementation permission from the Trabzon Board of the Conservation of the Natural and Cultural Assets. The original situation of the registered buildings and adjacent lots would be determined for the maintenance and alterations and they should change to its original situation by taking permission from Trabzon Board of the Conservation of the Natural and Cultural Assets. For repair, alteration and renewal of the registered buildings in and outside the urban historic sites, modern construction materials could be used but the applications should be compatible to the traditional architecture and originality of the building.

In the third part of the plan notes, decisions about the new construction are taken into consideration. Accordingly, new housing could not be built on the lots less than 100m<sup>2</sup> and minimum parcelling would be 250m<sup>2</sup> in the empty lots. The implementations on facade conservation and the buildings adjacent to the registered buildings should be done by modern materials but compatible to the traditional architecture, the facade characteristics and the colour should be in harmony with the surrounding. The floor numbers and subbasement level of the new buildings that are adjacent to the registered buildings would be compatible with the registered buildings.

In the plan notes, in order to be compatible with the traditional tissue some restrictions are taken for the roofs, eaves, windows, projections, balconies, facade dressing, colour, basements, extensions, garden walls and new buildings in the urban conservation sites.

Besides, it is stated that the electric and telephone networks in the squares and pedestrian ways would be taken under the ground, the existing trees in the green areas would be conserved, new buildings could not be built on the conservation area of the monumental buildings, the maintenance and development of the parks and green areas should not be inharmonious with the surrounding. For the street tissue, it is mentioned that the stairways should not be flatten, stone and parquet pavements should not be changed with the concrete pavements and advertisement boards should not be placed on the routes of the pedestrian view.

The buildings that reflects and compatible with the traditional construction characteristics should be repaired and conserved; but in the case of their renewal, the floor space of the new buildings should not be more than the previous building and the solid-void ratio should not be changed.

In the case of the renewal of the inharmonious buildings with the traditional buildings, the new building should be adapted to the traditional tissue.

In the fourth part of the plan notes the conservation areas other than the urban conservation sites are taken into consideration which are the registered lots and their adjacents. In these areas, the projects should be prepared and should be applied by the approval of the Trabzon Board of the Conservation of the Natural and Cultural Assets and the municipality. This application also valid for the special Project area of the Tobacco factories.

In order to make an assessment, the conservation development plan serves an important role to define “how to conserve” the cultural properties and urban conservation sites. The plan brings restrictions in order to conserve the originality of the registered buildings and urban tissue and to provide the built environment in the surrounding to be in harmony with the traditional tissue. The plan brings tools for the conservation of the urban tissue in an integrity, both buildings, green areas, facades and pavements. However, in terms of the comprehensive planning, the conservation plan could have brought proposals to integrate the urban conservation sites with the archeological conservation sites and with the entire city.

### 3.11. Planning in 2000s and Regeneration as a New Tool and Approach for the Cities

Looking at the planning process of Samsun in 2000s, it is seen that the environmental plan is taken into agenda. The environmental plan of Samsun in 1/50.000 scale was prepared by the Ministry of Public Works and Settlement in 2004. Besides, in 2000s a new master plan of Samsun in 1/5000 scale was prepared. According to the meeting by the Greater Municipality of Samsun, the latest master plan of Samsun prepared in 2006, is a kind of digitizing of the 1988 masterplan, bringing almost no new proposals.

#### 3.11.1. Environmental Plan of Samsun in 2004

According to the report of the plan, the aim of the 2004 Samsun environmental plan is mentioned as; to develop Samsun city in unity and accordance with the public housing laws, to take under dcypline the growth of the city and applying the infrastructure implementations in a unity.

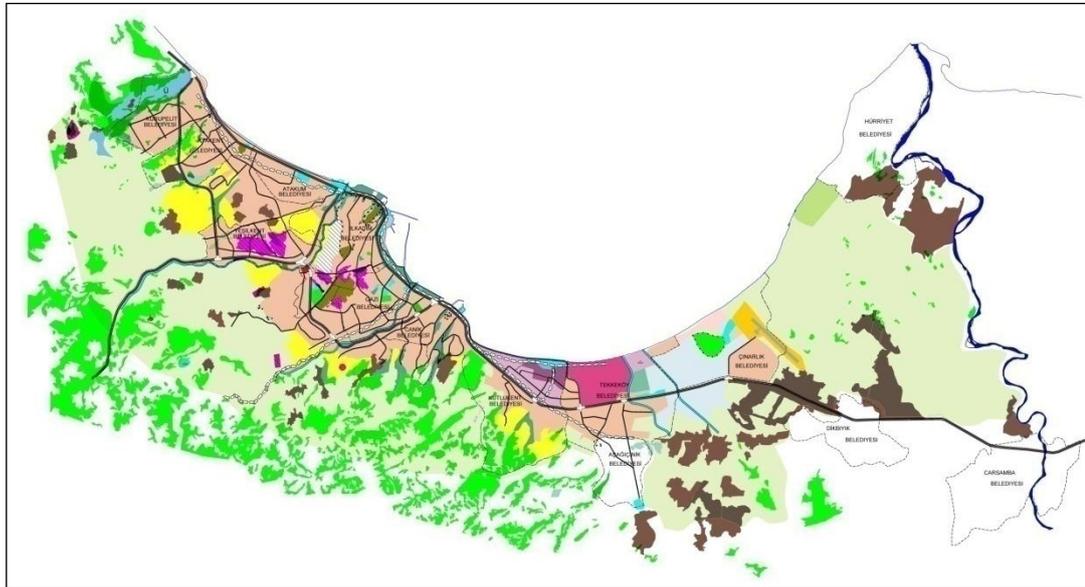


Figure 92: 2004 Samsun Enviromental Plan in 1/50.000 Scale

In the report of the plan, it is seen that conservation issue is included in the aim of the plan. It is stated that the plan aims to conserve the cultural and natural properties and the shore of the city according to the legislations.

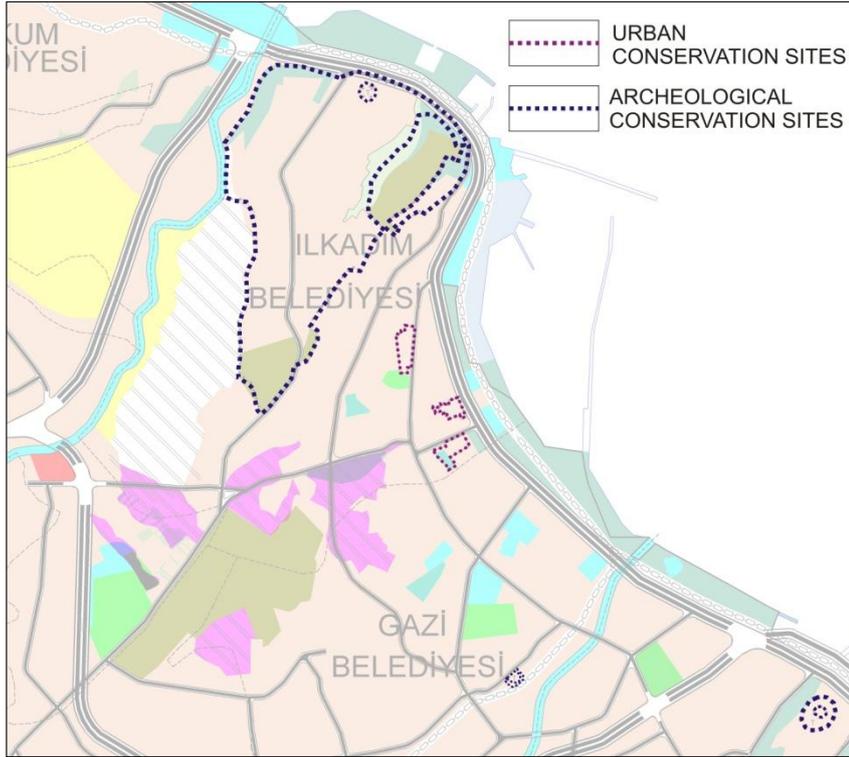


Figure 93: Urban and archeological conservation sites shown in the environmental plan<sup>78</sup>

In the report, the city center which is İlkadım District is generally described in terms of settlement and working areas. It is mentioned that İlkadım is the commercial centre of Samsun and the existing settlement is mainly residential and commercial. The area between the 100.Yıl Boulevard and 19 Mayıs Boulevard is developed as commercial, the other parts are developed as residential area. All the working areas of the city coming from the past are located in İlkadım District.

The important transportation axes of the city is stated as 100.Yıl Boulevard, Barış Boulevard, 19 Mayıs Boulevard, Necipbey Avenue, Bağdat Avenue, İstiklal Avenue, Bankalar Avenue, 30 Ağustos Avenue and Old Bafra Avenue.

In the plan report, it is stated that the city of Samsun is one of the important urban centres in Turkey. This is because the city is on an important transportation axes, and have the different transportation means as seaway, harbor, railway, airway and subway. So, the commercial activity in the city is high. The city centre is the 5<sup>th</sup> level regional centre in Turkey and all the Black Sea region is under the influence of the city.

The core of the city is between the Mert and Kürtün River. Samsun city which is settled between these two rivers until 1970s influenced the countrywide changes and began to grow. Residential areas began to be located in Atakum on the north-west direction of the city centre and the foundation of the university supported this growth. Besides, by the summer houses on the coast a rapid growth occurred on this axes.

To make an assessment, this plan does not propose any planning decision about the conservation sites except showing the borders on the plan. Besides, İlkadım District which is the city centre has

<sup>78</sup> Drawings of the urban conservation sites are prepared by author

been held only by defining its importance as being the core of the city, including mass commercial activities coming from the past.

### 3.11.2. 1/5000 Master Plan in 2006

The master planning process of Samsun in 2000s has being held with local revisions and the last master plan of Samsun in 1/5000 scale is a digitized version of the 1988 master plan according to the informations gained from the Samsun Greater Municipality.

The plan below shows that the city had expanded to north-west and south-east direction with new neighbouring areas exceeding the boundaries of the core of the city.

The core of the city is not exposed to an important change as the new axes of the city had been taken into consideration in terms of development.

To make an assessment on the conservation approach of the plan, it can be said that, there is not any emphasis or proposal for the conservation sites except showing the boundaries of the urban and archeological conservation sites in the plan.



Figure 94: 2006 master plan of Samsun in 1/5000 scale

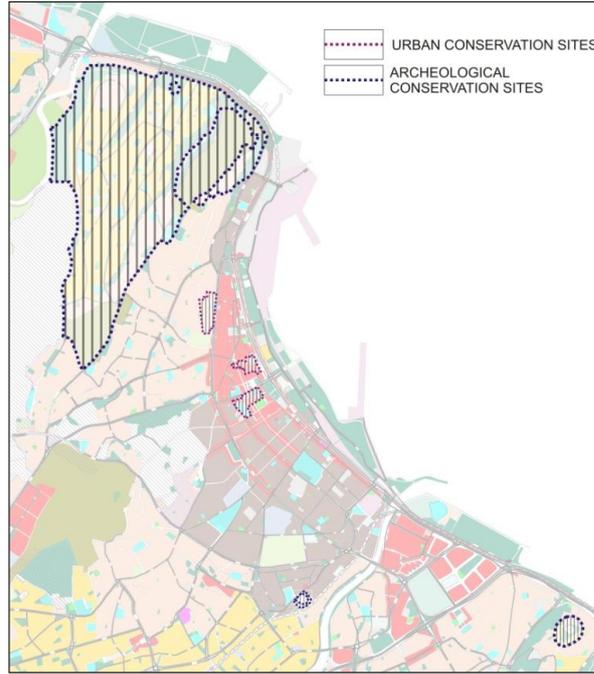


Figure 95: The detail of the 2006 Master Plan showing the city centre and conservation sites<sup>79</sup>

### 3.11.3. Urban Regeneration

In the year 2006, a part of urban historic site of Samsun including the Tekel factories and depots are declared as regeneration area by the Ministry Council<sup>80</sup>.

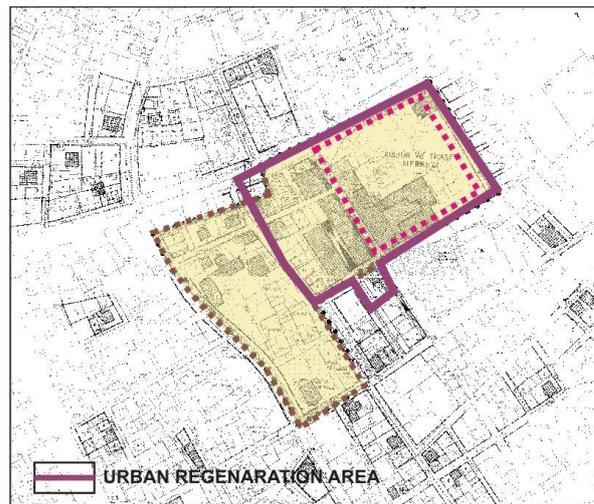


Figure 96: Boundaries of the urban regeneration area<sup>81</sup>

<sup>79</sup> Drawings of the urban conservation sites are prepared by author

<sup>80</sup> <http://www.resmi-gazete.org/rega/2006-11265-samsun-ilinde-bulunan-bazi-alanlarin-yenileme-alani-olarak-belirlenmesi-hakkinda-karar-18093>

<sup>81</sup> Drawings are prepared by author

The land of the regeneration area is allocated to a private company, and the restoration studies of the tobacco factories and depots had started in 2010 in order to transform them as a shopping center. The buildings are opened in the summer of 2012.



Figure 97: Tobacco factory transformed to shopping center  
Photograph on the left is taken by author in June 2012; the photograph on the right is retrieved from <http://www.bulvarsamsun.com.tr/>

The buildings of Tekel Tobacco factory and depots are located in the core of the city of Samsun. They are the symbol buildings and document of the urban memory and production history of Samsun as the city has been served as a tobacco center since the middle of the 19th century. By the closing of the factory in 1990s, the production had finished in city center and the buildings have remained empty.

By this project, the buildings have been restored and their functions had changed as shopping mall. In order to look from the positive perspective, the restoration of the buildings is an important attempt for the conservation of the physical structure of the buildings in the case of the restoration is applied in accordance with the rules. However, considering urban memory and history of the city, the new function does not reflect the importance of the buildings. Besides, when it is considered that the buildings are valuable that they are the production centre of the city, transforming them to shopping mall convert this function to a consuming center.

#### **3.11.4. Urban Transformation**

Another project held by the Greater Municipality of Samsun that will have an effect on the historic urban tissue is the urban transformation project of the Saathane Square and its surrounding area. The project includes the area from the Municipality Building to Atatürk Boulevard and its surrounding area with Saathane Square and Buğday Pazarı [Wheat Bazaar]<sup>82</sup>. The project aims to make the historic tissue apparent by organizing the surrounding area. Taşhan will be made apparent and will be made a tourism area rather than the trade center. The first stage of the project will be applied to the area of 7.900 m<sup>2</sup> between the municipality building and Atatürk Boulevard including a part of the conservation impact area.

The implementation of this project has not been started yet by the Greater Municipality of Samsun. So, it is not possible to evaluate the results of the transformation. However, considering that the project area is containing the historic centre of Samsun, it is vital to make a sensitive and detailed study.

<sup>82</sup> <http://mehmet-urbanplanning.blogspot.com/2011/11/sehir-planlamasi-koruma-kentsel>

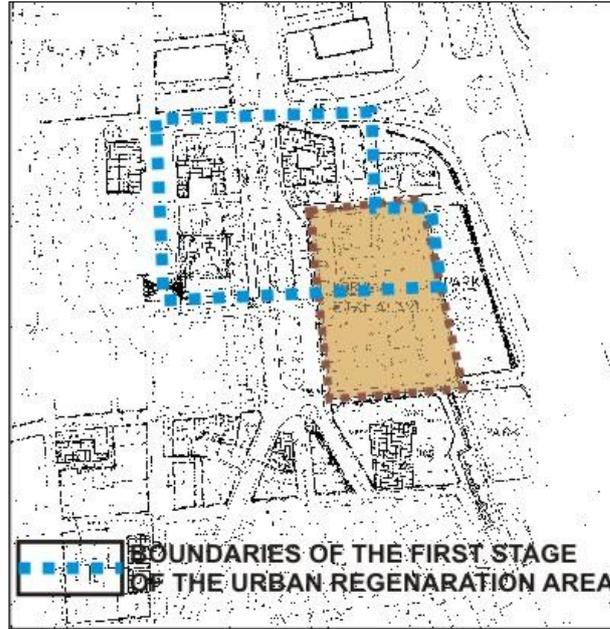


Figure 98: The first stage of the transformation project shown on the conservation development plan<sup>83</sup>



Figure 99: Project of the urban regeneration area

Retrieved from <http://www.haberler.com/saathane-meydani-donusum-projesi-3345090-haberi/>



Figure 100: The area subjected to the urban transformation project

Retrieved from <http://www.haber50.com/saathane-meydani-donusum-projesi-659810h.htm>

### 3.12. An Evaluation: The Role of Development and Conservation Activities in Changing the Structure of the City

As in many other cities in the 19<sup>th</sup> century fire damaged a large portion of the urban fabric in Samsun. A fire that took place in 1869 caused the first big change to take place in the urban tissue. After this fire the area of the city that was damaged went through a process of being re-planned. During this process, some features of the city and especially the city walls sustained serious damage. The city borders that are shown in the 1905 plan were maintained through to the 1950s. The planning activities that took place during the 45 year period up to the 1950s did not bring radical changes to the urban tissue. In fact, the 1941 development commission report specified the structures that would be conserved and therefore served as the first emphasis on conservation in the planning history of Samsun. Decisions made on the adaptation of city roads to automobile traffic

<sup>83</sup> Drawings are prepared by author

and the modernization of the city are included in the 1954 and 1957 reports. These reports indicate signs of the city's transformation process.

The most dramatic change in the city character came with the 1960 plan. The 1960 city plan brought with it new boulevards followed by high rise structures. This created a city installation that was completely out of harmony with the city's historical texture and caused damage to this texture. The physical features of today's Samsun carry the traces of this plan. Major transformations took place with this plan since 1970s. The historic urban tissue was largely damaged and destroyed and new portions of city that were not harmonious with the historical features were developed.

During this process the first decisions to register structures started to be made towards the end of the 1970s when the historic urban tissue began to disappear. Thus an important step had been taken for the city of Samsun concerning conservation. The decisions to register structures were followed by decisions to form protected areas in the 1980s, in which 3 areas in central Samsun were declared as urban conservation sites.

In the 1980s a significant amount of the historical tissue had been lost. When we take a look at the planning efforts in these years it is apparent that development was directed outside of the city center. Big decisions were no longer being made for Samsun central. The decisions that were made regarding historical features went only as far as pointing out the conservation areas.

The current plan for Samsun is actually an extension of the plan in the 80s. The decisions regarding historical features are currently being made with urban renewal and transformation projects. The tobacco factories and warehouses in Samsun have been transformed into shopping centers through urban renewal projects. The Saathane square has also been the subject of reorganization through an urban transformation project.

All of these process concerning planning and conservation show that the city's historic urban tissue has been lost to a significant degree. In order to take a closer look at the transformation that took place, the 1905 plan and the current situation have been compared under the headings of open areas, physical structures and functions. Thus the change and continuity of historical features have been determined.



## CHAPTER 4

### ASSESSING THE CHANGES IN THE STRUCTURE OF THE CITY SINCE THE BEGINNING OF THE 20<sup>TH</sup> CENTURY TILL TODAY AND TRACING BACK THE REMAINING CULTURAL PROPERTIES

The objective in this section of the study is to document the current state of the city center, where the historical tissue of Samsun is located, in order to understand and assess the changes in the physical and functional structure of the city. In this context, first the 1905 plan, on which the study is based, has been overlaid on the current map showing the existing state of the city in order to comprehend the transformation that has taken place. In the field study that was done on this overlaid analysis map, to better understand the transformation, the Samsun that was described in the 1905 plan has been compared to its current state with all streets, open areas and structures included. In addition to this data, old aerial photographs of the city, plans and old pictures were analyzed in comparison to track the transformation process in terms of streets, open areas, physical structures and functionality. Secondly, after the transformation process that the city had undergone was revealed, the analysis on the change are changed vice versa to find out what is left from the historical tissue after all the changing process. In this context, first the areas that have been specified from a legal standpoint to have historical significance in the city have been determined. These are urban conservation areas where there is a concentration of traditional buildings and registered buildings that have endured to our day. After that the continuity of the physical structure of the city is searched out in terms of buildings, open areas, street system and function. Finally, the proposals for the conservation of the remaining cultural heritage and traces of the historical tissue have been brought forth to maintain their continuity.

#### **4.1. The Changes in the Physical Structure of the City Based on the Development and Conservation Activities**

In this part of the study, the changes in the physical structure of the city are analyzed by concerning the changes in the public open areas, built-up areas and functional structure. The changes in the main road system and shoreline, street system and squares are considered in the change of public open areas. Under the heading of the changes in the built-up areas, the important buildings which have lost and buildings that have remained until today are determined. The change in the building heights are also evaluated in terms of change in built-up areas. Lastly, functional change is analysed based on the comparison of today's land use and the functional distribution of the year 1905.

##### **4.1.1. The Changes in the Public Open Areas**

In this study, as the main components of the public open areas, the road system, the squares and the seaside together fill area are considered. In this regard, the changes concerning the boulevards, the streets, and the areas that have been filled at the seaside and the city squares are regarded as significant factors that affected the transformation of the city. Other than these big changes, when the 1905 plan is overlaid on the map showing the current state of the city it is observed that there are not very significant changes in the general street systems of the area. The traces of today's Samsun streets carry the same traces as those in the 1905. Some minor differences were detected however these differences were not handled as changes. One of the reasons for this may be that some recommendations were made on the street system in the 1905 plan but were not put into application. Thus since rows of old structures have been detected in some of the traces of streets that show differences, the possibility that these streets didn't actually change is evident. This shows us the possibility that maybe some of the areas of streets that had been structured before the 1905 plan were arranged in a grid system with this plan. Also the fact that the drawing technique and scale of that time is different then the drawing technique and scale we use now also presents the possibility that some streets were not shown in the plan. Since minor differences do not provide us

with definite information for all of these reasons, they have not been taken into account in terms of transformation.

#### 4.1.1.1. The Changes in the Main Road System and the Shoreline: The Boulevards and the Fill Area

The biggest changes that are evident when the 1905 plan and the current state of the city are compared are the boulevards and the fill area. In Figure 101, 3 different boulevards are shown on the 1905 plan. The no. 1 100. Yıl boulevard is 30 meters, the no.2 Atatürk Boulevard is 50 meters and the no. 3 May 19 Boulevard is 25 meters wide. When we consider the widths of these roads it is obvious that the boulevards which have been built within the historical tissue have caused a significant amount of destruction and damage in the tissue. The axis that the 100. Yıl Boulevard is on does not have any traces of the traditional tissue and this axis passes over residential areas. According to this it can be said that the 100. Yıl Boulevard has caused a lot of damage to the historical fabric of the area and destroyed many traditional structures. It has split neighborhoods and become a threshold. The no 2 Atatürk Boulevard passes through the coastline of the city and, for the length of the road's axis, no areas that were developed in the 1905 plan can be seen. The Atatürk Boulevard has cut the city off from the coast. The no 3 19 Mayıs Boulevard connects the 100. Yıl and Atatürk Boulevards to each other. A big part of the 19 Mayıs Boulevard axis is shown in the 1905 plan. Therefore the axis of this road was widened to become a boulevard. It can be said that developed areas along this road axis have been damaged during this widening.

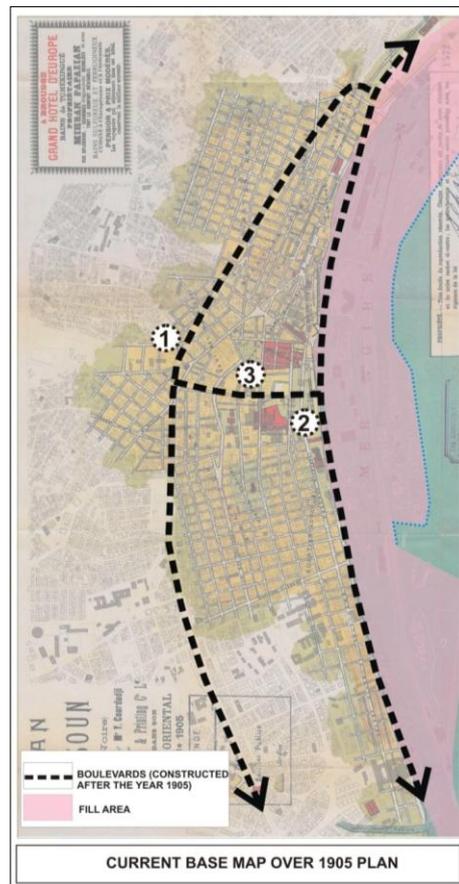


Figure 101: Superposition of the Boulevards and Fill Area with the 1905 plan<sup>84</sup>

<sup>84</sup> Drawings are prepared by author

The fill area has cut off the city's connection with the coast and the sea and caused the silhouette of the city that can be seen from the sea to change completely. In addition the piers that have historical importance proving the trade activities of Samsun which are the gas pier, straw pier, custom pier, passenger pier, flour pier, central pier, tobacco pier and *Reji* pier shown in figure 102, are demolished. From those, the tobacco pier also serves a symbolic importance of the Republican Period as Atatürk had arrived to Samsun from this pier during the National Struggle.

Today the arrival of Atatürk and his friends to Samsun is monumentalized by the symbolic pier and sculptures made by Municipality of Samsun shown in figure 103. However, this symbolic pier is not in the place of the tobacco pier today. So, in case of urban memory, it serves an important problem by changing the historical data.

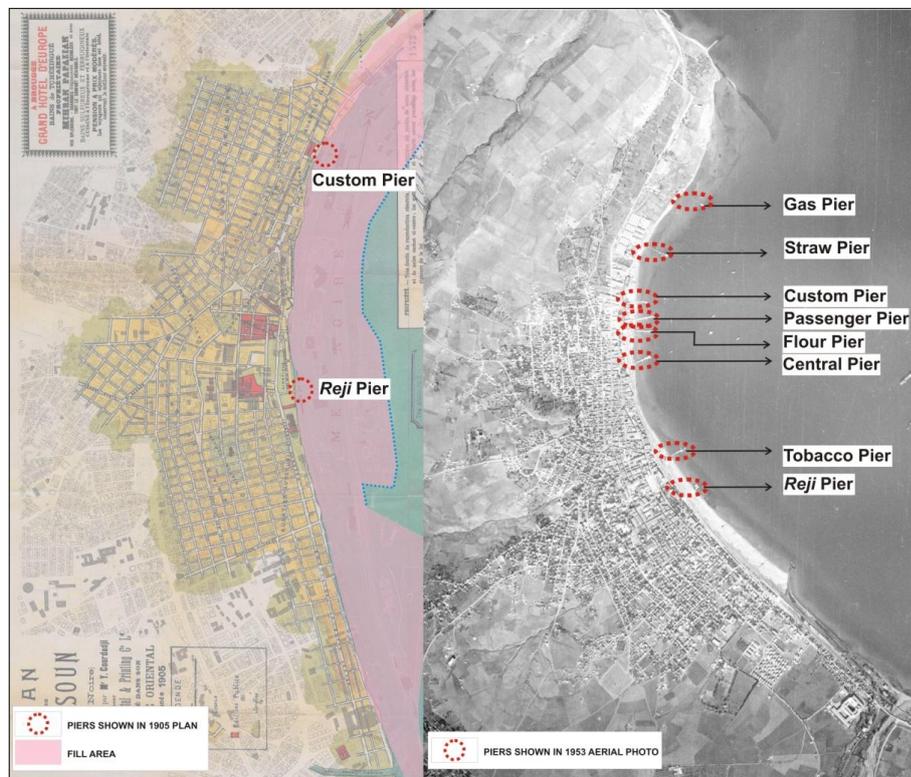


Figure 102: Location of the piers in 1905 plan on the left and 1953 aerial photo on the right<sup>85</sup>

<sup>85</sup> Drawings are prepared by author based on the informations on the map retrieved from Atasoy, 2007



Figure 103: Symbolic pier and sculpture of the Atatürk's first arrival to Samsun



Figure 104: Boulevards and fill area since 1953 to 1972<sup>86</sup>

As it is seen on the aerial photograph belongs to the year of 1953; boulevards and the fill area haven't been built yet. After 3 boulevards and the fill area that were seen in 1960 development plan, were planned, the change of urban fabric was begun. On the aerial photograph belongs to the year of 1972, it is seen that Atatürk Boulevard and coastal fill area had been constructed. Accordingly, only one of the 3 boulevards which was proposed in the 1962 development plan, was completed until 1972, and the other 2 proposed boulevards haven't started to constructed yet. And this shows us that the urban fabric was getting started to deteriorate in those years due to these implementations.

Before and after photos of the 100 Yıl Boulevard (see Appendix A- Figures 184, 186), Atatürk Boulevard and the fill area( see Appendix A- Figures 185, 187), when they are compared, shows that the urban fabric has changed significantly. The urban fabric usually consisting 2-storey traditional buildings before the construction of the Boulevard, has turned into high-rise blocks layout by the construction. Besides, the boulevard has caused to the division of the local districts on its way and it

<sup>86</sup> Drawings are prepared by author

has separated completely these important components of the urban fabric with the high-rise blocks layout. By the construction of the Atatürk Boulevard and the fill area it is seen that, the silhouette of the city visible from the sea seems to be changed mostly. The new and the high-rise blocks were built, large spatial gaps and roads on the fill area have led the urban silhouette to be completely lost.

#### 4.1.1.2. The Changes in the Street System

Except the boulevards proposed after the 1960 development plan, when it is compared past and today's main transport system of the city, as shown in the figure 105, the main axes of the year 1905 can be said to continue today. At the beginning of the 20th century the main axes had constituted the structure of the city transport system, exist today as major roads. In this respect, it can be said the traces of the city's main road system is preserved today.

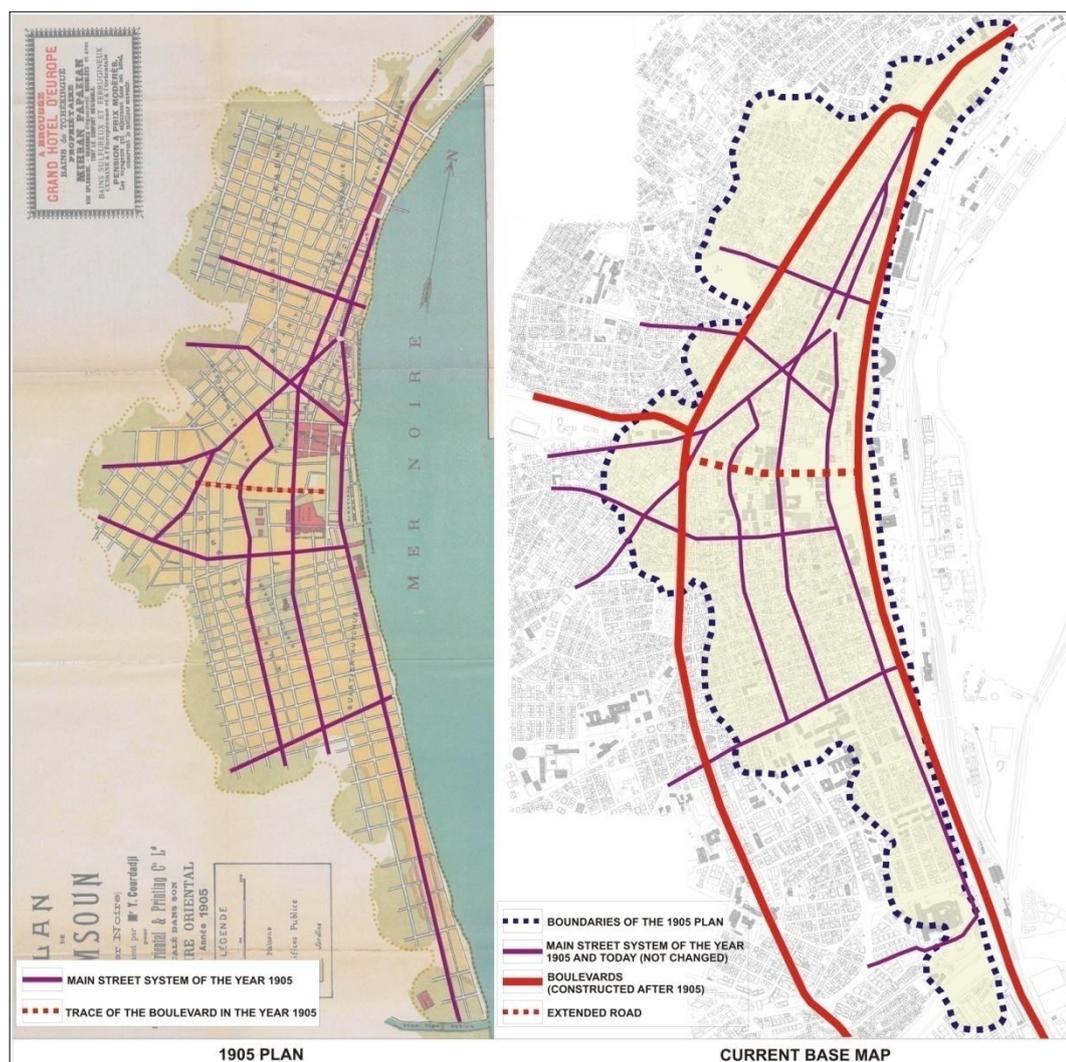


Figure 105: Main Street System of the year 1905 and today<sup>87</sup>

<sup>87</sup> Drawings are prepared by author

#### **4.1.1.3. The Changes in the Squares**

In this study, referred to as open areas, are squares shown in the 1905 plan, market areas, green areas and cemeteries. By overlapping with the current land use and the 1905 development plan together, the present status of the open space areas are identified and the change are discussed through this. In the 1905 development plan, 16 different open space areas were shown. 2 of these open space areas are cemeteries, 3 of them are green areas, 2 of them are the squares used as a market area and 9 of them are squares. These open space areas shown in the 1905 development plan, compared to the present situation, it seems them to change in 4 different ways.

According to this, some of the open space areas are preserved without any changes even in their form; some of them have changed with some adjustments but are still open space areas, thirdly, the change in some of them are related to their forms but not the function; lastly, some of them have lost their function of being an open space area by construction. These open space areas are shown in Figure 106 as numbered. In Figures 107, 108, 109 and 110, to understand the process of change in the open space areas, the situations of them in the old aerial photos and in the old plans are examined. The aerial photographs and the plans are ranked in chronological order, but, in some cases, one change existing in the 1960 development plan is observed that it hadn't been reflected in the 1972 aerial photograph yet. This is a result of the delays in the implementation of the decisions of the plan.



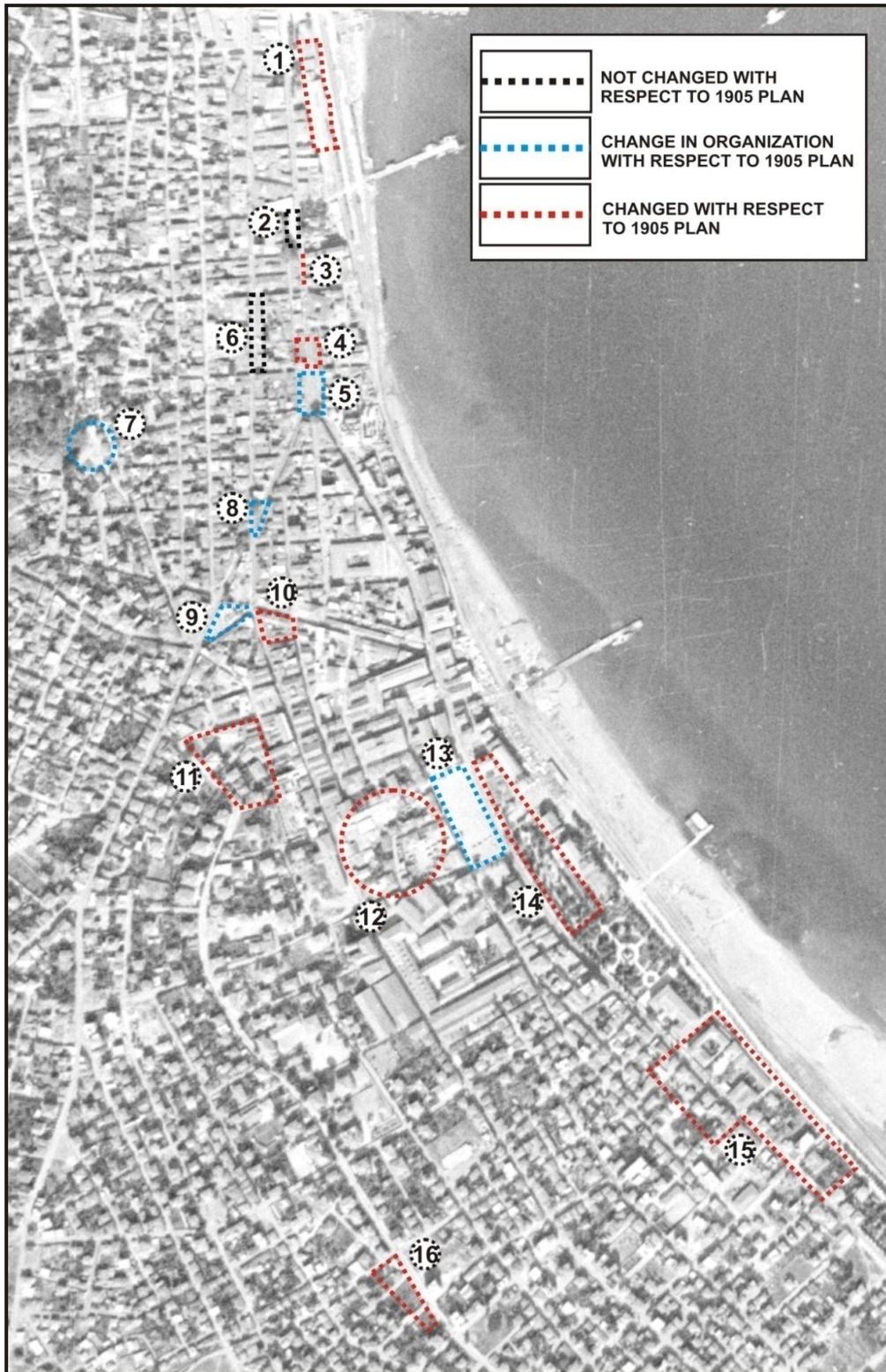


Figure 107: Change in open areas of the year 1953 with respect to the plan of 1905<sup>89</sup>

<sup>89</sup> Drawings are prepared by author

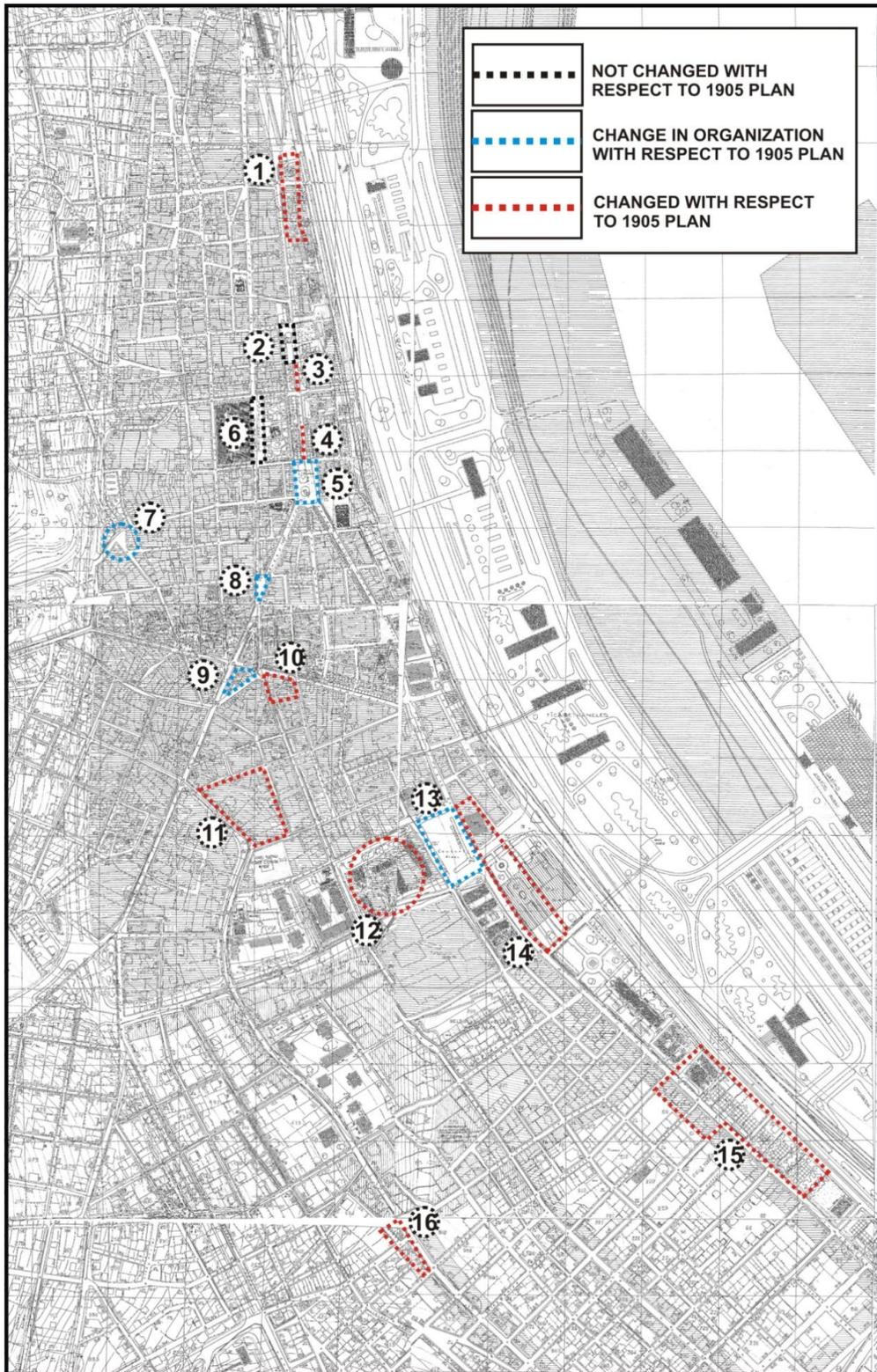


Figure 108: Change in open areas shown in the plan of 1960 with respect to the plan of 1905<sup>90</sup>

<sup>90</sup> Drawings are prepared by author

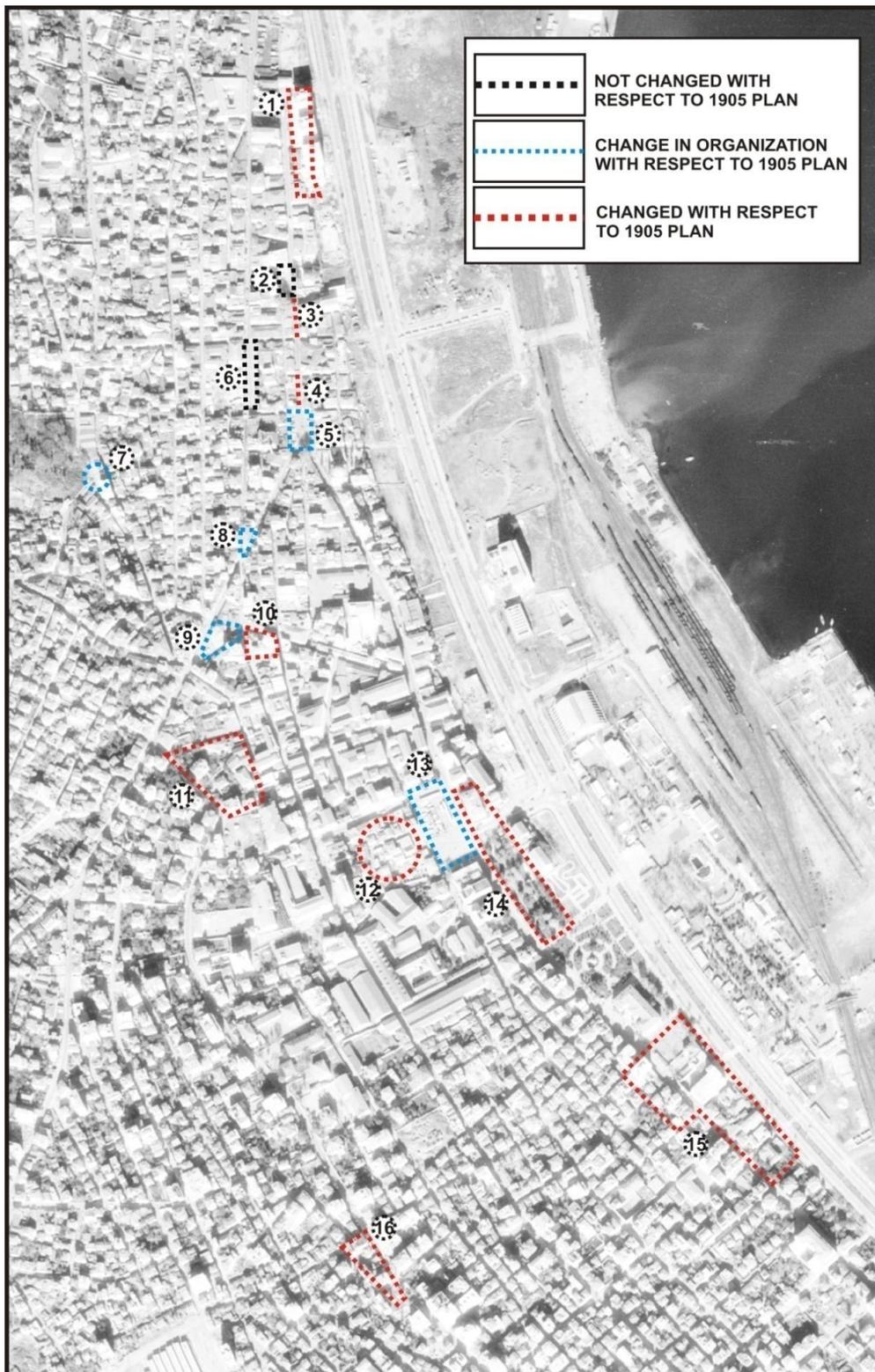


Figure 109: Change in open areas of the year 1972 with respect to the plan of 1905<sup>91</sup>

<sup>91</sup> Drawings are prepared by author

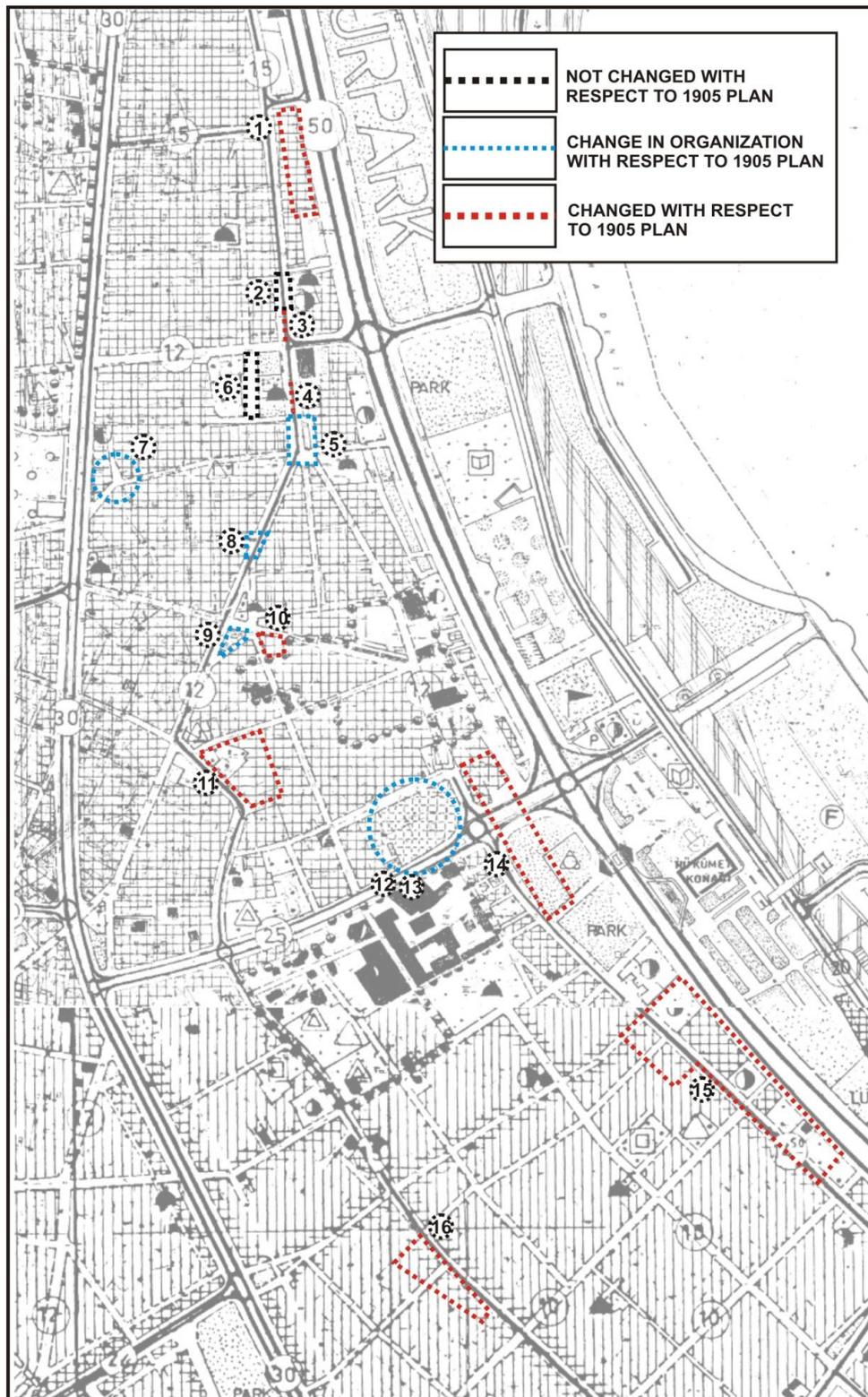


Figure 110: Change in open areas shown in the plan of 1988 with respect to the plan of 1905<sup>92</sup>

<sup>92</sup> Drawings are prepared by author

While the area no 1 in Figure 106 was shown as a cemetery area in the 1905 plan, it has lost its function as an open area and now appears as a built area. The area appears to be developed in the 1953 aerial photo, the 1960 plan and the 1972 aerial photo as well as being included in the commercial area in the 1988 plan. Figure 111 shows the state of the area today.



Figure 111: Existing situation of the cemetery shown in 1905 plan (Author, June 2012)

The area no 2 in Figure 106 is the buğday pazarı [wheat market]. This area maintains its function as an open area in our day as well. However, its function as a market area has been discontinued and, as seen in Figure 113, it is under the dominance of car parks.



Figure 112: An old photograph of Buğday Pazarı [Wheat Market] Retrieved from wowturkey.com



Figure 113: Buğday Pazarı [Wheat Market] today (Author, June 2012)

The increasing development around the square area no 3 shown in the 1905 plan have made the area narrower and caused it to lose its square feature. The area that appears to be transformed into traces of a street in the 1953 aerial photo has remained the same in our current day. When the existing situation is compared to the 1905 plan, it is apparent that the development on the right as seen in Figure 114 has reduced the area.



Figure 114: Square numbered 3 turned into street today (Author, June 2012)

It appears that the area no 4, shown in the 1905 plan as a square area, has been reduced in size and turned into a street due to the buildings going on around it just like in area no 3. The form of the square which started changing in the 1953 aerial photo is shown as a street in the 1960 plan and the 1972 aerial photo. As seen in Figure 115 this area is still a street currently.



Figure 115: Square numbered 4 turned into street today (Author, June 2012)

The area no 5 in Figure 106 is the Saathane square. This area still maintains its function and form as a square. As shown in the 1905 plan, there is a clock tower in this square. The change that is evident in this area today is that some rearranging has been done around the clock tower. Also the clock tower itself has gone through some structural changes since 1905, in some periods it is removed from the square, and in other period a new clock tower has been rebuilt for the square.<sup>93</sup> While it appears that the square has maintained its form in the 1953 aerial photo, there is no clock tower. In the 1960 plan reorganization was set forth to take place while maintaining the form of the square. In the 1972 aerial photo there is still no clock tower. The arrangement that was planned for the square has not been applied yet. The square still maintains its form in the 1988 plan. In Figure 116 the clock tower can be seen as it is today, with its surrounding arrangements.



Figure 116: Saathane Square today (Author, June 2012)

The area no 6 in Figure 106 is shown as the Saman Pazarı [Straw Market] in the 1905 plan. This area has made it to our current time with its original form intact. It appears in the same form in the 1953 aerial photo, the 1960 plan, the 1972 aerial photo and the 1988 plan. However, the area has lost its function as a square and market. The area is located in front of the municipal building and continues to function as a road that is open to traffic. While it appears in Figure 117 and Figure 118 that the area maintains its function as a square in the old pictures, it is seen in Figure 119 having lost this function and become a road that is open to traffic.

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<sup>93</sup> Detailed information about the transformation of the Clock Tower is given in the pages 31 and 32 of the chapter 3 of this thesis



Figure 117: Saman Pazarı [Straw Bazaar]-1  
Retrieved from wowturkey.com



Figure 118: Saman Pazarı [Straw Bazaar]-2  
Retrieved from wowturkey.com



Figure 119: Bazaar turned into street today (Author, June 2012)

Area no. 7, which appears in Figure 106, is shown as an open area in the 1905 plan and still has this feature today but has changed in form. The 1953 aerial photo, the 1960 plan, the 1972 aerial photo and the 1988 plan show this area as a square that has constantly changed form in line with the development that has gone on around it. The state of the area in its current form is shown in Figure 120 where it appears to maintain its square feature and yet be open to traffic.



Figure 120: Existing situation of the square numbered 7 (Author, June 2012)

The no 8 area that can be seen in Figure 106 maintains its function and form as a square today. The registered plane tree located in the area is an element of the square that has reached our current times. The 1953 aerial photo, the 1960 plan, the 1972 aerial photo and the 1988 plan show that the form of the area has not changed. However, as seen in Figure 121, a number of structures have been made in the area including a kiosk and a bus stop. Also since the area and surroundings are open to traffic it has lost its square area feature to a certain extent.



Figure 121: Existing situation of the square numbered 8 (Author, June 2012)



Figure 122: Existing situation of the square numbered 9 (Author, June 2012)

Area 9 shown in Figure 106 appears as a square area in the 1905 plan. This area has also maintained its form to our current day as a square area. However, some arrangements have been made on the square. The 1953 aerial photo, the 1960 plan, the 1972 aerial photo and the 1988 plan show that there are arrangements and developments that have been made in the area. As see in Figure 122, the area is being used as a tea garden therefore taking away, somewhat, from its perception as a square.

Area 10, which is seen in Figure 106, was shown in the 1905 plan as a square area. In our current day this area has lost its square feature and become a built area. This area appears in the 1953 aerial photo, the 1960 plan, the 1972 aerial photo and the 1988 plan as a built area.

Area 11, which is seen in Figure 106, was shown in the 1905 plan as a park area but has turned into a built area today. This area appears in the 1953 aerial photo, the 1960 plan, the 1972 aerial photo and the 1988 plan as a built area.

The area 12 square and area 13 park region seen in Figure 106 make up the Cumhuriyet square of our day. The number 12 square has widened and portions of the number 13 park area have been added to the square and the boulevard section. The 1953 aerial photo, the 1960 plan and the 1972 aerial photo show area 12 as a built area and the number 13 area contains the Cumhuriyet square. When we take a look at Figure 123, which shows the Cumhuriyet square in the 1950s, the region in which area 13 remains is shown as a square and to the left where the area number 12 remains appears as a built area. The square has taken on its form of today by encompassing areas 12 and 13 in the 1988 plan. In Figure 124 which shows the current state of the Cumhuriyet square, it is apparent that the built area on the left has been demolished along with the traditional structures seen in Figure 123 and the square has been widened. The Cumhuriyet square is one of the important symbolic areas of Samsun, a city that is significant in the foundation of the republic.



Figure 123: Cumhuriyet Square in 1950s  
Retrieved from wowturkey.com



Figure 124: Cumhuriyet Square in 2012 (Author, June 2012)

The area number 14 that is seen in Figure 106 appears as a cemetery in the 1905 plan but has lost this function in our day. As seen in Figure 130 and Figure 125 a portion of the area has been built and included in the boulevard road and another portion remains within the borders of today's Gazi Park. This area appears in the 1953 aerial photo, the 1960 plan, the 1972 aerial photo and the 1988 plan in its current state. Today's Gazi Park, as described in Chapter 3, is a park area that started to be built in the end of the 19<sup>th</sup> century<sup>94</sup>. The number 14 cemetery area started to be removed in connection with this structuring towards the end of the 19<sup>th</sup> century as described in Chapter 3.

Later on, as seen in Figure 106, it was completely removed with the expansion of the park. The Gazi Park has the feature of being an important square area belonging to the Republic era with a Monument of Honor in it.



Figure 125: Existing situation of the cemetery in 1905 plan (Author, June 2012)

While area number 15 shown in Figure 106 appears as a park area in the 1905 plan it is currently in a developed area. This area appears in the 1953 aerial photo, the 1960 plan, the 1972 aerial photo and the 1988 plan as having lost its park area feature and become a built area. Figure 126 shows the state of this area today.

<sup>94</sup> Page 31 of the chapter 3 of the thesis



Figure 126: Existing situation of green area in 1905 plan (Author, June 2012)

Area number 16, shown in Figure 106, appears in the 1905 plan as a square which has been transformed into a built area in our day. While it is apparent in the 1953 aerial photo that this area was included in the building lots, no building is apparent yet but it is included in the 1960 plan residential area. In the 1972 aerial photo the area appears built. It has also been included in the 1988 plan as a residential and commercial area.

#### 4.1.2. The Changes in the Built-up Areas

The differences between the 1905 plan and today's state, the information presented by the old plans, the field study assessment, the old photographs of the city and historical data has been taken into account in the examination of the physical transformation of built areas. Initially this data was used to determine structures that had not remained to our day and those that had undergone transformations. Then the floor height differences were determined to better understand the changes in the city's physical structures in general.

##### 4.1.2.1. The Changes Concerning the Buildings

The change in buildings was taken into account first in the determination of changes in physical structures. This change is first apparent in the differences between the 1905 plan and the base map showing the current situation. In terms of what is displayed in the 1905 plan, the residential areas are shown as areas while the public structures are shown in building scales. This is why old photographs and field study comparisons have also been used in the determination of physical transformations.

These physical changes indicated below the data are shown in figure 127. In order to be able to analyze the change in greater detail, the buildings on the northern and southern boundaries and the area that the change of the buildings is intensified are shown separately. The conditions of the buildings numbered 1-16 in 1953 aerial photo, 1960 plan, 1972 aerial photo and 1988 plan are shown in the figures 128, 129, 130 and 131 respectively. The building numbered 17 in the north and the building numbered 18 in the south are shown once again in the aerial photograph and the plans in figure 165.



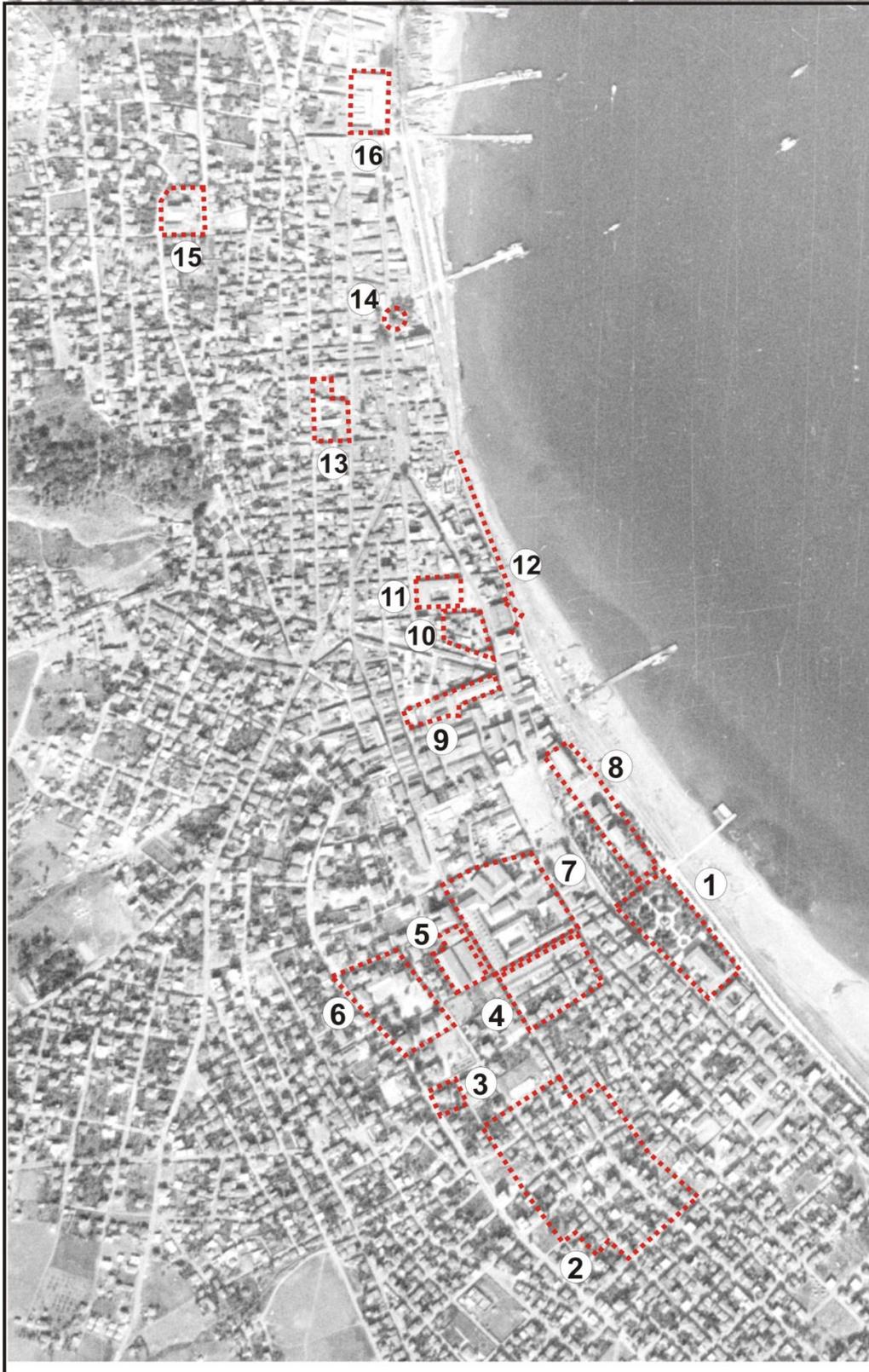


Figure 128: Change in buildings of the year 1953 with respect to the plan of 1905<sup>96</sup>

<sup>96</sup> Drawings are prepared by author

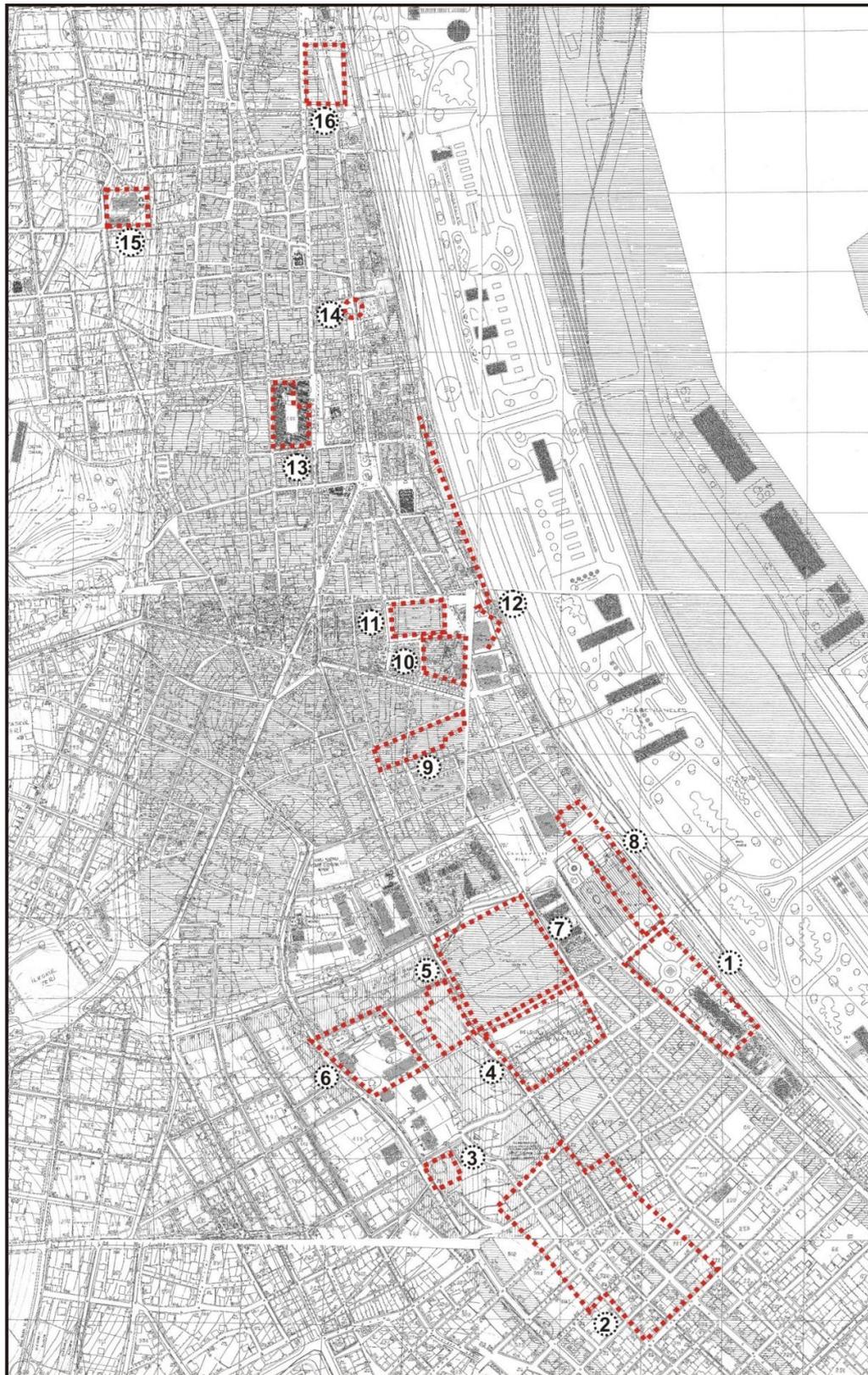


Figure 129: Change in buildings shown in the plan of 1960 with respect to the plan of 1905<sup>97</sup>

<sup>97</sup> Drawings are prepared by author

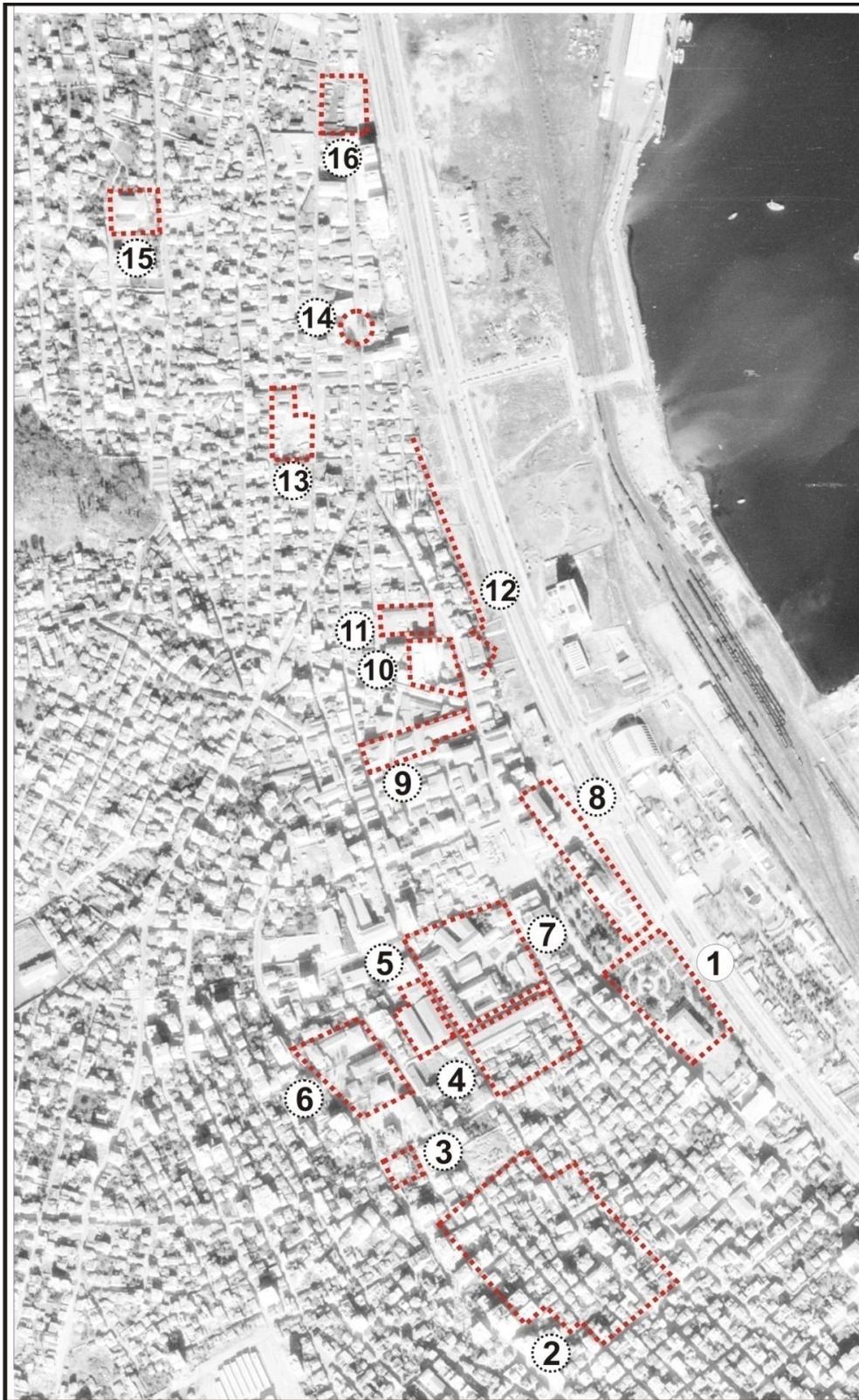


Figure 130: Change in buildings of the year 1953 with respect to the plan of 1905<sup>98</sup>

<sup>98</sup> Drawings are prepared by author

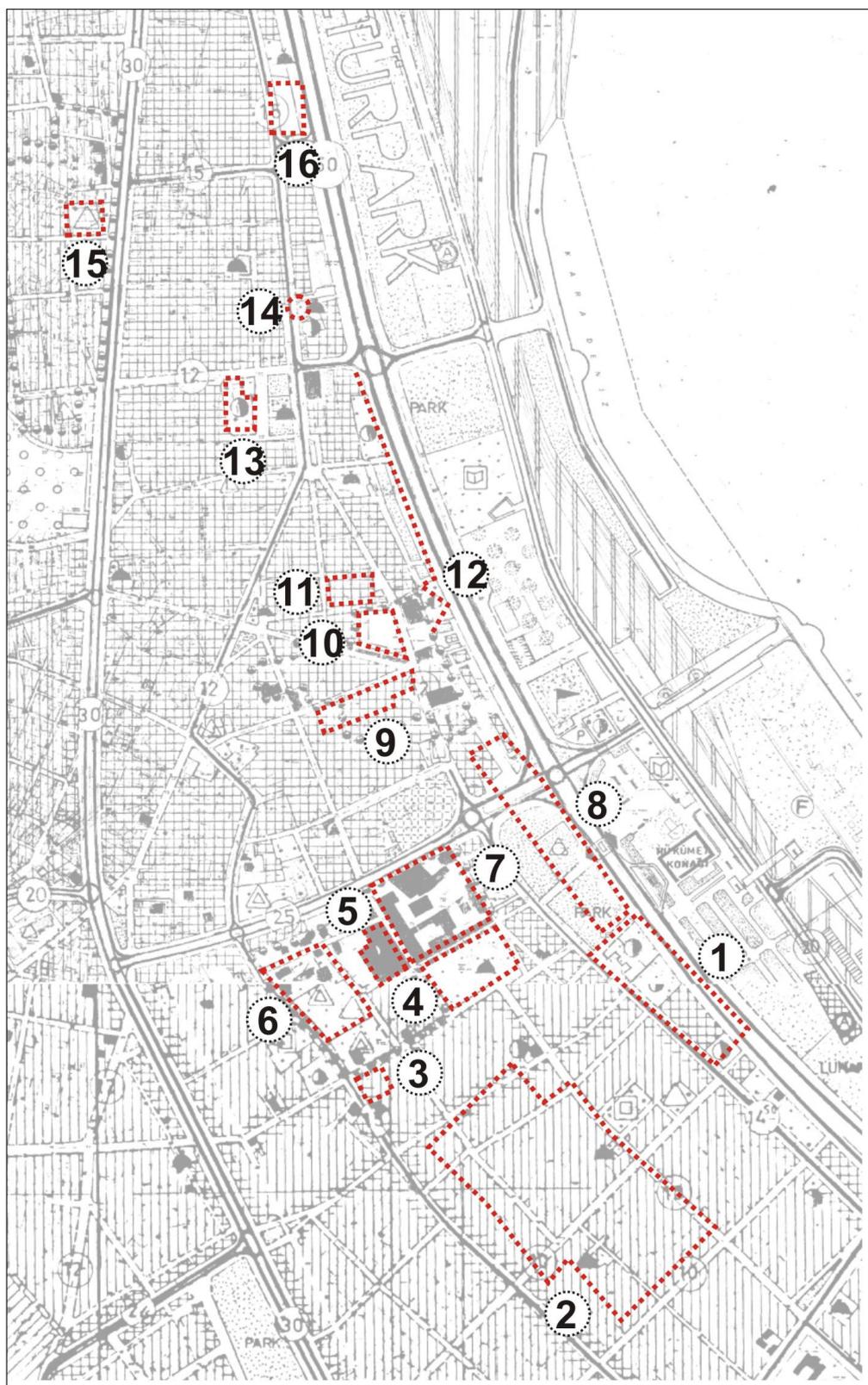


Figure 131: Change in buildings shown in the plan of 1988 with respect to the plan of 1905<sup>99</sup>

<sup>99</sup> Drawings are prepared by author

Three structures are shown in area no. 1 of the 1905 plan, in figure 127. As can be understood given that these are old photographs of the city, the structures are the government hall, the penitentiary, and arsenal. Out of these structures the government hall has survived into today, but the penitentiary and the arsenal have not. In the structures shown in figure 132, the building appearing in the middle is the government hall, the one on the left side the penitentiary, and the one on the right side the arsenal. Today the location of the arsenal building is occupied by Gazi Park, and the court house has replaced the penitentiary.



Figure 132: Penitentiary, Government Hall and Arsenal  
Retrieved from wowturkey.com

The government hall and Gazi Park off to its side are shown in area no. 1 in the 1953 photograph, in the 1960 plan, the 1972 aerial photograph, and in the 1988 plan. So, it is seen that it was before the 1950s, when it was torn down.

Gazi Park, which has replaced the arsenal, is shown in figure 133, which dates back to 1935. The government hall as it is today appears in figure 134, the court house located next to the government hall appears in figure 135, and in figure 136 Gazi Park appears on the other side of the government hall.



Figure 133: Gazi Park in the place of the Arsenal in the year 1935  
Retrieved from wowturkey.com



Figure 134: Government Hall today (Author, June 2012)



Figure 135: Court house in the place of the penitentiary (Author, June 2012)



Figure 136: Gazi Park and Monument of Honour today in the place of Arsenal (Author, June 2012)

Area no. 2 in figure 127 has been named the military post in the 1905 plan. The building shown here in the area is the military post building, and the surrounding green field is the garden of the military post. The military post and its garden have not survived to this day; there is a residential area in the place of the military post. The military post appears in figure 137. The residential building which has today replaced the military post is shown in figure 138. The street on which the military post's last remaining trace is situated is called Talimhane Avenue.



Figure 137: Military Office  
Retrieved from wowturkey.com



Figure 138: Residential Area today in the place of Military Office (Author, June 2012)

A multistory building has replaced a traditional house belongs to a tobacco trader which was torn down, and is located in area no. 3 shown in figure 127. This structure also appears in the 1953 photograph, the 1960 plan, and the 1972 aerial photograph. It also shows the structure to have been torn down after 1972. In figure 139, the building is shown in its state before being torn down. The building situated to the right in figure 140 has replaced the building shown in figure 139.



Figure 139: The house numbered 3  
Retrieved from wowturkey.com



Figure 140: The buildings today in the place of the house numbered 3 (Author, June 2012)

Area no. 4 in figure 127 appears partially as a residential area as well as a tobacco depot. As it is seen in the current base map, residential area and tobacco depots have been torn down, and today a mosque and financial office building have been constructed on this site. In the 1953 aerial photograph the residential building and tobacco depot appear as in the 1905 plan. In the 1960 plan, this area appears as belonging to the municipality, with the boundaries for the then as yet to be built mosque delineated. In the 1972 aerial photograph the residential and tobacco storage facilities appear, whereas in the 1988 plan the site appears as a mosque. Figure 141 shows the Site Mosque today.



Figure 141: Site Mosque today in the place of the residential area (Author, June 2012)

Area no. 5 in figure 127 differs from the 1905 plan, with new buildings added alongside the tobacco depot. This building, appearing with the additions in the 1905 plan, has today been developed entirely into a registered tobacco depot. These structures appear in the 1953 aerial photograph. In figure 142 the tobacco factory appears on the right side, and the tobacco depot appears on the left side. The same buildings are shown in their current condition in figure 143. In figure 144 the tobacco depots are shown which are built after the 1905 plan.



Figure 142: Tobacco factory (right) and tobacco depot (left)  
Retrieved from wowturkey.com



Figure 143: Tobacco factory and tobacco depots today (Author, June 2012)



Figure 144: Tobacco depots constructed after 1905 (Author, June 2012)

In area no. 6 in figure 127, the red-colored structures shown in 1905 plan, belong to Greek Orthodox Church. The structure on the right side is the church, and the structure on the left side is also a Greek school shown in figure 145. The church has not survived to this day. Only the school building on the left has been conserved to this day, and is a registered building. There are school buildings in the place of Church today and the registered building, the old Greek College also functions as school.



Figure 145: Greek Orthodox Church and Greek College beside  
Retrieved from wowturkey.com

The church building appears in figure 145, along with the college building situated to the left. In figure 146, the Greek school is shown in its current condition. The school building situated today on the place of the church is in figure 147. The area is shown as the school area in plans drawn up later on.



Figure 146: Greek College today (Author, June 2012)



Figure 147: School in the place of the church (Author, June 2012)

Area no. 7 in figure 127 is the location of the tobacco factory. When the 1905 plan and current base map are overlaid, some additional structures appear to have been built. It is understood that there are additional buildings different from today's buildings in 1953 and 1972 aerial photos and they have torn down. Later on as 19 Mayıs Boulevard was being constructed, these structures were torn down. The tobacco factory has changed during this time, with some additions made to it and other parts of it have been demolished. The structure is registered in its current condition. In figure 148, the buildings of the tobacco factory appear in their current condition.



Figure 148: Tobacco factory today (Author, June 2012)

The tobacco depots to be seen in old photographs of the city as well as aerial photographs, in area 8 of figure 127, do not exist today. A children's playground has been built on the place of those buildings, as an extension to the Gazi Park. The tobacco depots can be seen in the 1953 and 1972 aerial photographs. However, they appear in the 1960 and 1988 plans, partially within a park area, commercial area, and partially overlapping into the path of the boulevard. A view of the structures appears from the park on the left and from the sea on the right in figure 149. The area is shown in its current condition in figure 150.



Figure 149: Tobacco depots  
Retrieved from wowturkey.com



Figure 150: Playground today in the place of Tobacco depots (Author, June 2012)

The present-day tobacco factory and depots, the torn-down tobacco buildings, the residential building and the tobacco depots on the place of the Site mosque, are shown in figure 151.

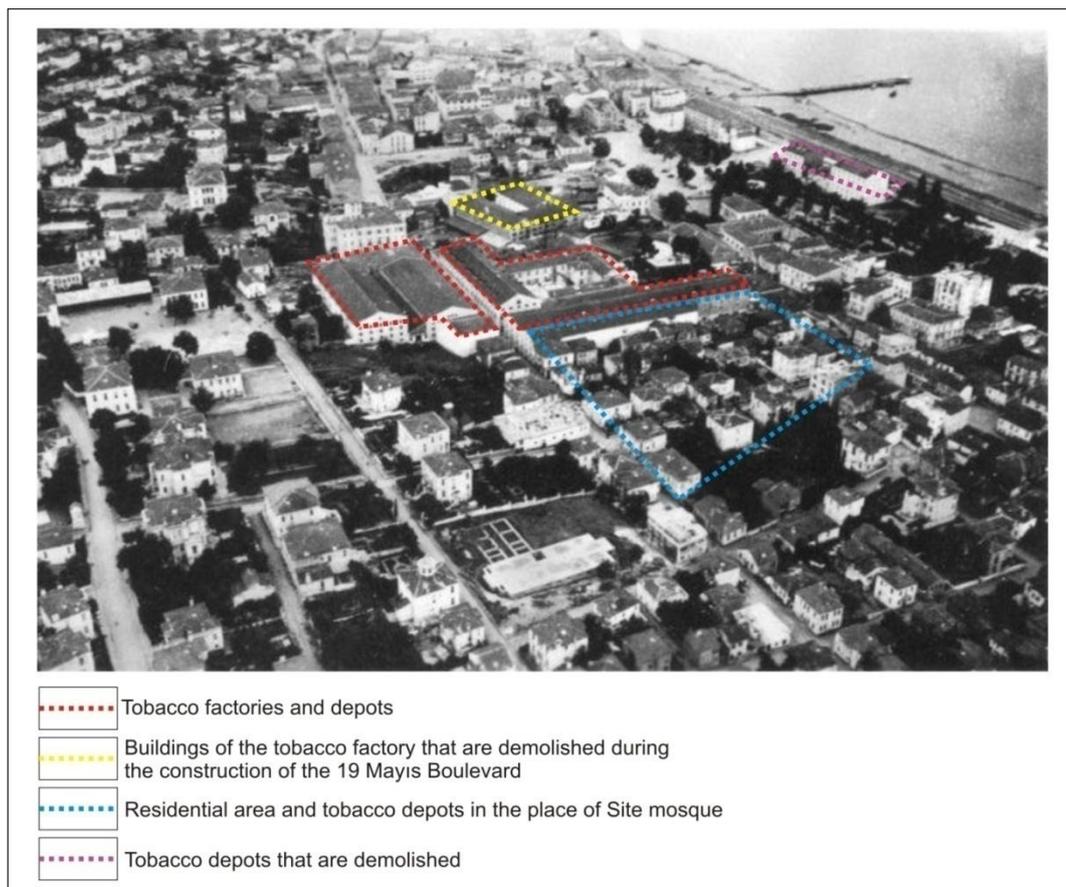


Figure 151: Aerial view of the tobacco factories and surrounding  
Retrieved from wowturkey.com

In area no. 9 of figure 127, the site of the tobacco market appears in the 1905 plan. Some additions as well as modifications appear to have been done buildings of the market today. The building additions appear to the left, and massive structures disrupting the fabric of the site appear to the right side, in figure 152.



Figure 152: Alterations in the tobacco market (Author, June 2012)

In areas 10 and 11 of figure 127, there are buildings behind the bedesten that are incompatible with the tissue of 1905 plan. As appears in figure 153, these buildings are not harmonious with the traditional tissue In terms of physical proportion.



Figure 153: Buildings incompatible with the historic tissue (Author, June 2012)

In area 12 shown in figure 127, citadel walls appear in the 1905 plan. It is only with the work done in very recent times that a part of the citadel walls have been excavated. Apart from this, as shown in the 1905 plan, no continuous wall can be found. The part of the wall found in front of the Great mosque appears on the left and another part situated within a car park appears on the right in figure 154.



Figure 154: Remains of the citadel walls today (Author, June 2012)

In area 13 shown in figure 127, the buildings once located next to the old municipality building have been torn down, and a new municipality annex has been constructed. This information is recorded in old photographs, with a comparison of the current condition of the buildings. Two story buildings appear next to the municipality building in figure 155. The current condition of the area appears in figures 156 and 157, where the buildings next to the municipality building appear to have been torn down.



Figure 155: The buildings beside the Municipality building  
Retrieved from wowturkey.com



Figure 156: New Municipality Building (Author, June 2012)



Figure 157: Municipality building and its surrounding (Author, June 2012)

In area 14 shown in figure 127, along with a comparison with old photographs, a fountain is shown. The Abdullah Pasha fountain was located in the buğday pazarı [wheat market], has not survived to the present day. The Abdullah Pasha fountain is shown in front of the Yali mosque located in the buğday pazarı [wheat market], and appears in figure 158. The current condition of the buğday pazarı [wheat market] is shown in figure 159, and the fountain is missing.

As shown in figure 159, the fountain does not appear in the wheat market today. In the aerial photographs and plans shown in figures 128, 129, 130, and 131, the location of the fountain has been marked, but due to the scale of the image it has not been able to be determined precisely.



Figure 158: Abdullah Paşa Fountain in Buğday Pazarı [Wheat Bazaar]

Retrieved from wowturkey.com



Figure 159: Buğday Pazarı [Wheat Bazaar] today with no fountain (Author, June 2012)

The Armenian Catholic church is shown in area 15 of figure 127 with comparisons from old photographs. A school is situated in the location of this church, which has not survived to this day. The school building appears in the 1953 aerial photograph, the 1960 plan, and the 1972 aerial photograph, and in the 1988 plan the area is shown in the educational function. The church appears in figures 160 and 161, while the school which has today replaced the church appears in figure 162.



Figure 160: Armenian Catholic Church  
Retrieved from wowturkey.com



Figure 161: A view from the Selahiye District  
Retrieved from wowturkey.com



Figure 162: School Building in the place of the Armenian Church today (Author, June 2012)



Figure 163: The place of Custom Building today (Author, June 2012)

The custom building shown in area 16 in figure 127 does not exist today. As it can be seen in figure 127, a road had been passing in the place of the custom building. The current situation of the place of the custom building is shown in figure 163.

An oil depot appears in area 17 and 18 shown in figure 127, with a mill present in area 18 as well. The condition of the buildings can be seen in aerial photographs and plans, shown in figure 165. According to them, the oil depot shown in field 17 no longer exists today, and appears neither in the 1953 and 1972 aerial photographs, nor in the 1960 and 1988 plans. The mill in area 18 does not exist today. The edifice appears in the 1953 photograph. The area, which was plotted in the 1960 plan as an industrial location, also appears in the 1972 aerial photograph. In the 1988 plan, it is shown as a residential location. The building of the mill, which has not survived to this day, can be seen in figure 164.

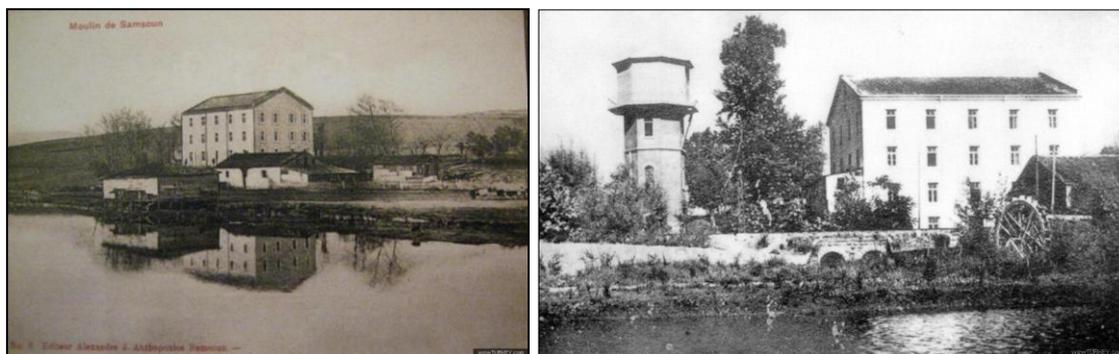


Figure 164: Mill of Samsun  
Retrieved from wowturkey.com

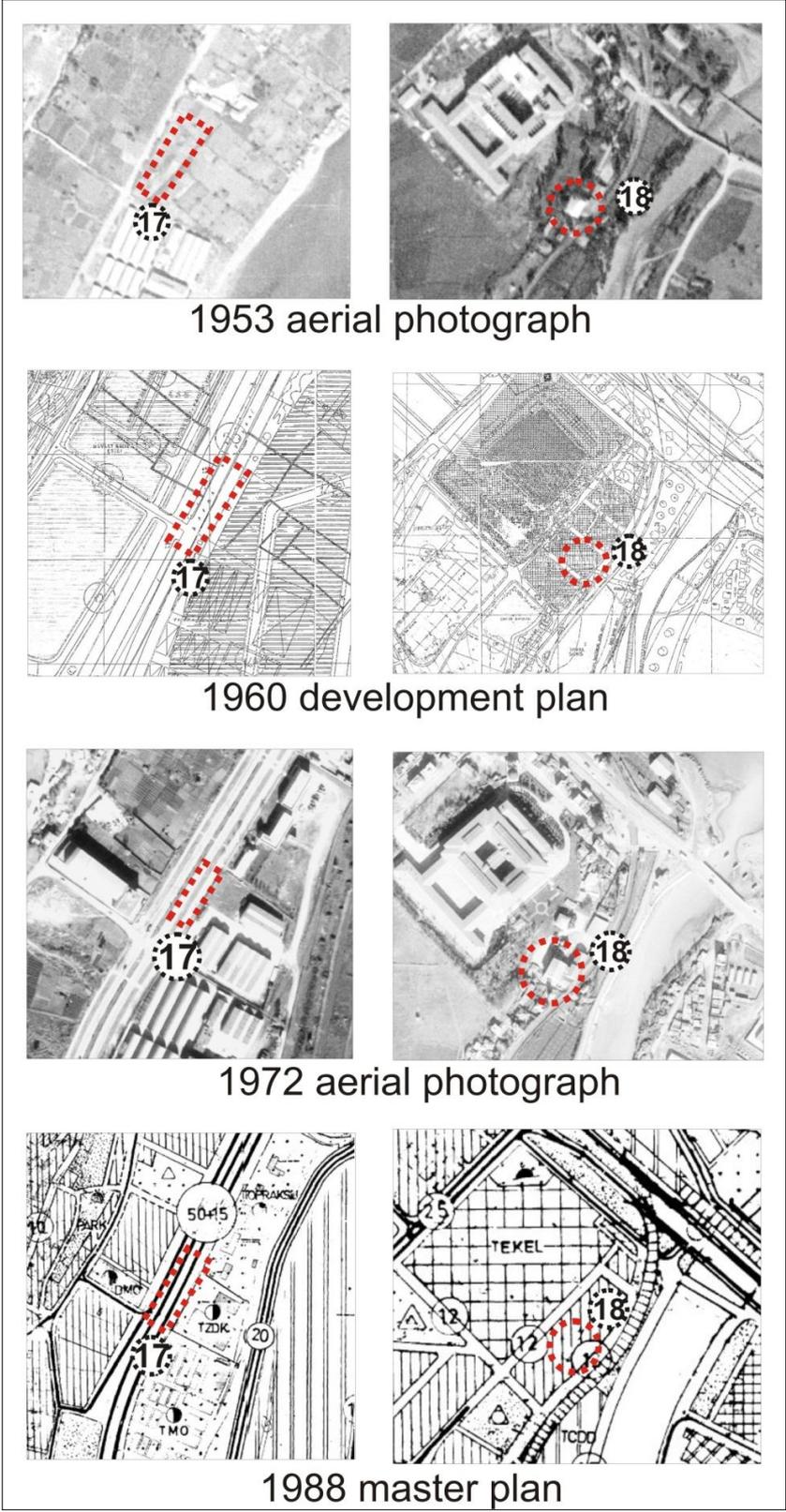


Figure 165: Oil depot and Water Mill presented in aerial photos and plans<sup>100</sup>

<sup>100</sup> Drawings are prepared by author

#### 4.1.2.2. The Changing Building Heights

The change in the number of storeys is examined in the second phase in the determination of the change in the physical structure. For this, firstly the building heights of today are determined. After that, the map showing the building heights is superimposed by the map of registered buildings. The structures registered on the building storey sheets obtained later on were then superimposed on the sheets. Because the registered buildings are part of the current urban fabric extending from the traditional tissue, they give us the average story height of the traditional tissue.

As can be understood from the map in the figure 166 showing the building heights, today the buildings found in the city are between 1 and 13 stories high. Registered buildings vary in height between 1 and 5 stories. In the 1941 development report discussed in chapter 3, moreover, mentions that the height of the buildings in the city did not exceed 10 meters, which means that the buildings in the city were maximum three stories. From this perspective, the heights of the newly developing city are not in harmony with the historic tissue of the city. As has been seen, this also becomes most clearly evident through the 100. Yıl Boulevard and the main axes. Especially around 100. Yıl Boulevard, buildings with 9 and more stories have been built up. As can be understood from chapter 3, this situation came about through the proposals in the 1960 plan. The tall multistory buildings predicted along the new streets and their junction points in the 1960 plan are as they are today. The effect of the proposals of the 1960 plan on today appears as in figure 166. The 3-D images in figure 167, shows that the perceptibility of the traditional tissue is very low in the today's urban fabric because of the high stories.

The figures 188-196 in Appendix B, shows the change in the general view of the city since the early 20<sup>th</sup> century to today. The scale of the physical structure of the city has been significantly changed through the century. The 2-3 storey buildings seen in the pictures belong to the early 20<sup>th</sup> century seems to survive till 1960s. However since 1970s the floor numbers began to increase and today the silhouette of the city has been completely changed.

In the figures 197-204 in Appendix B, the photographs of the city are separated into two as the photographs of early 20<sup>th</sup> century till 1960s and photographs of late 20<sup>th</sup> century and today. As seen in the photographs, the physical structure of the city has been almost conserved till 1960s; however after the 1960s the physical structure of the city has been mostly changed. This change based on mostly the plan decisions brought with the 1960 development plan. The new transportation system integrated the city, the seashore has been filled, the floor numbers has been increased by the plan. The proposals of this plan began to be implemented by the 1970s and the change has begun in parallel.

Hence, today, the sanitary condition of the city mentioned in the development report of the year 1941 has been completely destroyed. In the report, it is stated that the city is comprised of buildings that are not higher than 10 meters, placed to circulate the wind into the city to create a healthy and livable urban environment. However, this physical structure is not conserved and the new development is not based on this sensibility.

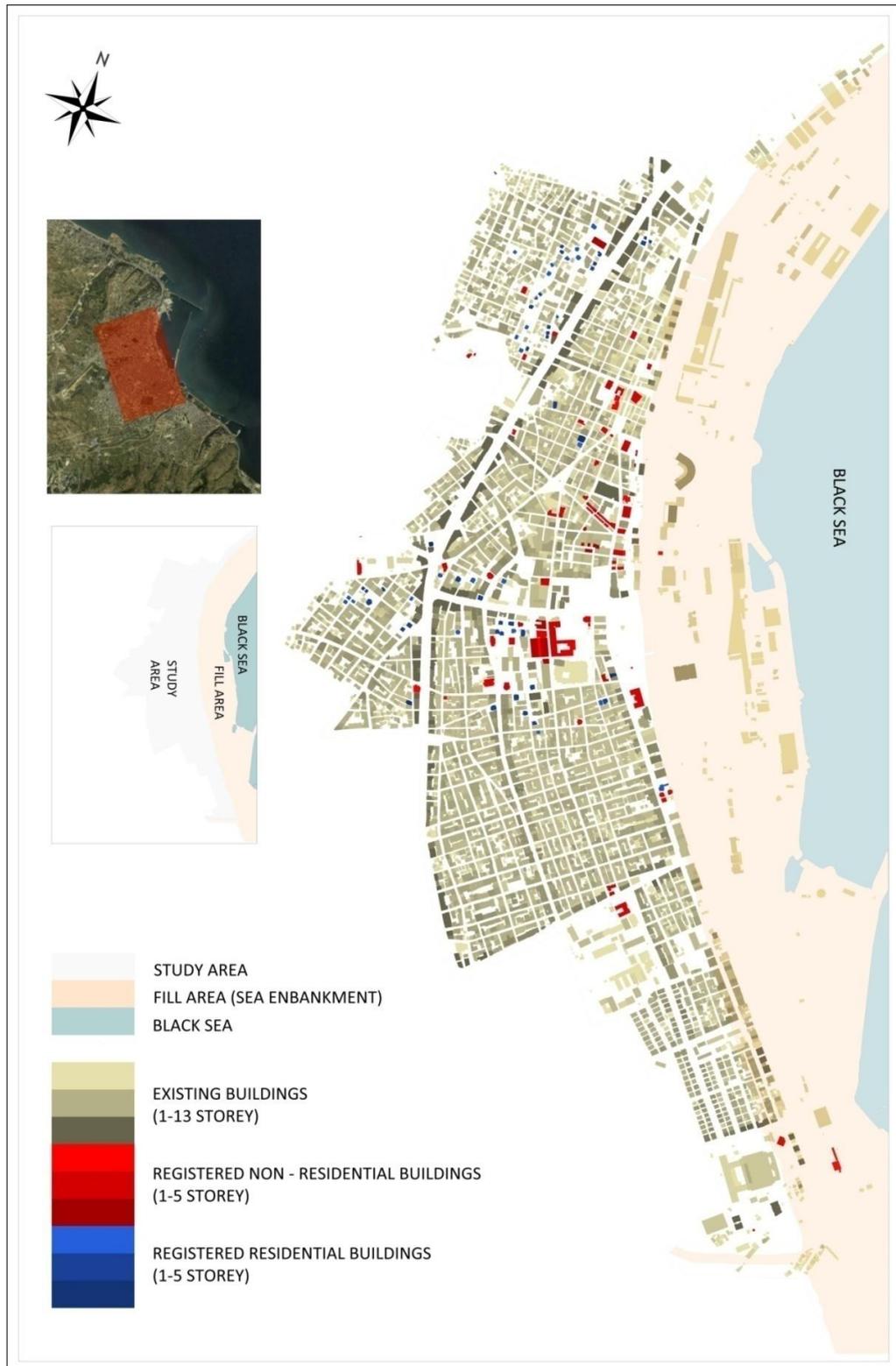


Figure 166: Map showing the number of storeys<sup>101</sup>

<sup>101</sup> Prepared by author based on the informations retrieved from the current base map for the number of storeys and based on the informations retrieved from cultural inventory for the registered buildings



Figure 167: 3D view of the number of storeys<sup>102</sup>

#### 4.1.3. The Changes in Functional Structure of the City

In order to determine the changes in functional use, 1905 plan and current land use are taken as basis. However, in 1905 plan there are only three main functions as residential area, public buildings and green areas. Commercial areas or other detailings does not take place. Because of that, the functional use shown in 1905 plan is detailed by the help of historical informations of 19th and 20th century. Besides, the avenues that their names are remarked on 1905 plan are considered as the important avenues of that period. Accordingly, important avenues and axes based on the historical

<sup>102</sup> Prepared by author based on the informations retrieved from the current base map for the number of storeys and based on the informations retrieved from cultural inventory for the registered buildings

informations and the data from the 1905 plan are accepted as the commercial areas of the city in terms of functional use.

According to this, the axes that are accepted as commercial areas are:

Bağdat Avenue that connects Samsun to Sivas, Hükümet Avenue that passes in front of the Government Hall and continues to Saathane Square from the Banks area along (Sarisakal, 2007). The other one is stated as the busiest avenue in the years 1872-1875 passing behind the Hançerli Mosque where shops and trading houses are located. The Şüküroğlu- Mecidiye- Gazi Avenue stated as the busiest avenue in the year 1914.

Besides, the great Çarşamba road, Hamdi Bey Avenue which is the İstiklal Avenue today, Lise Avenue, Great Bafra Avenue which of names are stated in 1905 plan are considered as the commercial axes. In addition, the market areas and squares shown in plan, the tobacco market and oil depot are indicated as commercial areas.

On the other hand, from the buildings shown in 1905 plan, the Government Hall and the buildings beside and the Custom accepted as administrative, churches and mosques accepted as religious, tobacco factory and the watermill are accepted as industrial and the military post is accepted as military area. Additionally, cemeteries and green areas are shown. The other areas apart from these are accepted as residential areas because there is not more detailed information about that period and they are shown as residential area in 1905 plan.

When today's functional distribution is compared to the functional distribution in the city during the beginning of the 20<sup>th</sup> century, it is observed that commercial areas gathered around the same regions. The commercial axes maintain their continuity today. Also when the transformation in open areas is observed, it is apparent that some squares have lost their form and turned into streets and some have maintained their forms but no longer function as market areas. It is for this reason it can be said that the squares shown in the 1905 plan no longer have a commercial function. On the other hand the tobacco market still maintains commercial function. However, when it is considered that the tobacco market was a place that specialized in the tobacco trade in the end of the 19<sup>th</sup> century, the trade heading should be detailed as tobacco trade, when the functional transformation is being examined. From this perspective, this area is still functioning as a commercial area but instead of tobacco it has been transformed to an area of furniture sellers. Therefore it is necessary to say that its function has changed. On the other hand while Bedesten continues to maintain its shopping area function today, since the oil depot structure in the northern part of the city no longer exists it is not possible to speak of its functional transformation.

When we take a look at religious structures, the Great Mosque and Pazar Mosque that are around the Saathane Square and the Mater Dolorasa church to the west continues their original function. The Greek Orthodox Church no longer exists in our day. The area where the church was located is currently being used as a school area as seen in the figure.

When we take a look at the industrial structures it is observed that the tobacco factory in the center of the city now has a commercial function. The factory was restored to become a shopping center and therefore the function has been changed. The watermill to the south no longer exists.

When administrative structures are observed it is seen that the administrative function of the government offices building continues. However it is no longer used as a government office. The structures next to the government offices have been destroyed. The Customs building to the north no longer exists in our day. The military post no longer exists in our day and the area where the building and its courtyard were located, have been transformed into residential areas. The graveyard areas have been removed and new structures and open areas have been put up in their place. Again, park areas have been opened up for development. The residential area continues its function in general.



Figure 168: Functional use at the beginning of the 20th Century<sup>103</sup>

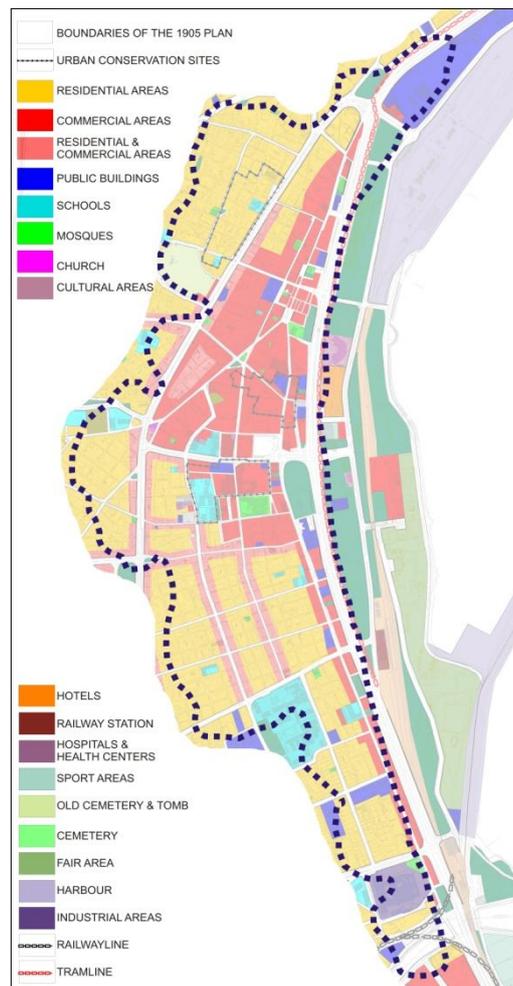


Figure 169: Current Functional Use<sup>104</sup>

#### 4.1.4. An Evaluation: The Changes in the Physical and Functional Structure of the City

When the city of Samsun has been analysed in terms of its physical transformation, it is apparent that there are important parts that have been lost and changed during the 20<sup>th</sup> century. Some of the important monumental and public buildings which were also the landmarks of the city had been lost in this period. Some of the important buildings have changed in functional use today and lost their identity. Some of the open areas have been turned to built areas, cemeteries had been removed and squares have been occupied by the vehicular traffic. However, the most significant change in the physical structure of the city had been realized in 1960s and 1970s. During these years, by the new transportation axes, large fill areas on the sea and construction of multistory buildings, the scale of the physical structure of the city had changed completely. When the change of the city is examined in terms of the effects of the planning and conservation activities, it can be clearly seen that the 1960 development plan of Samsun is the primary cause of this significant change. Taking 1960 plan as a milestone, when the planning process before 1960s is examined it can be seen that there are not radical decisions taken on the physical structure of the city. Even, in that period a more

<sup>103</sup> Drawings are prepared by author based on the informations from the 1905 plan

<sup>104</sup> Drawings are prepared by author

conservative approach was existent in the plan decisions. The most obvious example of this is the 1940 development report.

In 1940 Samsun development report, it is mentioned that the physical structure of the city was well in terms of sanitary condition. It means that the city is a healthy place to live in as a settlement compatible with the topographical and climatic structure of the city with a reasonable scale. The report is important as it can be accepted as the first attempt in conservation of the city because it proposes some buildings in the city to be conserved. It is seen that most of these buildings proposed to be conserved in this report have remained till today except the ones on the shore as tobacco warehouses and pier. This shows that this report has become ineffective with the plan of 1960. By the fill area proposed in the plan these structures on the shore have been demolished. Additionally, the sanitary condition based on the scale and settlement form, mentioned in the report, has been completely destroyed by the 1960 plan.

The second attempt in the conservation of the cultural heritage of the city had become after the period 1960s which is the decisions on registration and urban conservation site. However, the first registrations have started in 1978, after the big transformation of the city by the 1960 plan. So, the registrations had taken on what is left after this transformation period.

The third attempt on conservation is the conservation development plan in 1992. This plan brings conservation decisions in the urban conservation sites in detail. However, as the urban conservation sites are fragmented in the city, their integration and unity with the whole city is a critical issue. Hence, this plan provides the conservation within the urban conservation sites but does not bring any design projects or proposals for the integration of the conservation sites with the whole city. Hence, it can be said that holistic planning approach is a vital issue for the conservation of the historic cities.

When the transformation process of the city is observed it is apparent that the conservation attempts could not been effective against the development and growth. It can be said that when the planning decisions do not follow the previous decisions but bring completely different proposals destroying the one before, the conservation cannot be possible. Also, conservation tools should be developed and integrated with the whole planning period in order to be effective.

#### **4.2. Finding Out What is Left: Continuities in the Structure and Components of the City**

When the whole transformation period in the city of Samsun is examined it can be said that significant losses and transformations have taken place in the traditional tissue. However, it is still possible today to find traces left from the past in the city. The registered buildings that have survived to our day make up the most prominent portion of these traces. The intention has been to deepen and increase these traces in order to render the historical features of the city of Samsun more visible. In order to do this the first task has been to determine, during field work, the traditional structures that are not registered and not visible and structures that are compatible with the traditional tissue in scale and material base. Additionally the continuances of the historical tissue in terms of open areas, streets and functional use have been designated in order to bring into view the traces of the historic city and to prepare a basis for the conservation.

##### **4.2.1. Tracing Back the Continuities in the Physical Structure of the Public Open Areas**

As can be concluded from the section of changes where the open areas and street system are analyzed, there are still areas endured in our day which conserve the open area characteristics. Today, these areas are one of the important traces of the historic tissue of the city. Apart from this, the main street system appears unchanged today from the way it was in the 1905 plan. This is also an important element of the historic tissue of the city which has survived to this day. The areas which continue the open space characteristic, as well as the main street system which also continues, are shown in the figure.

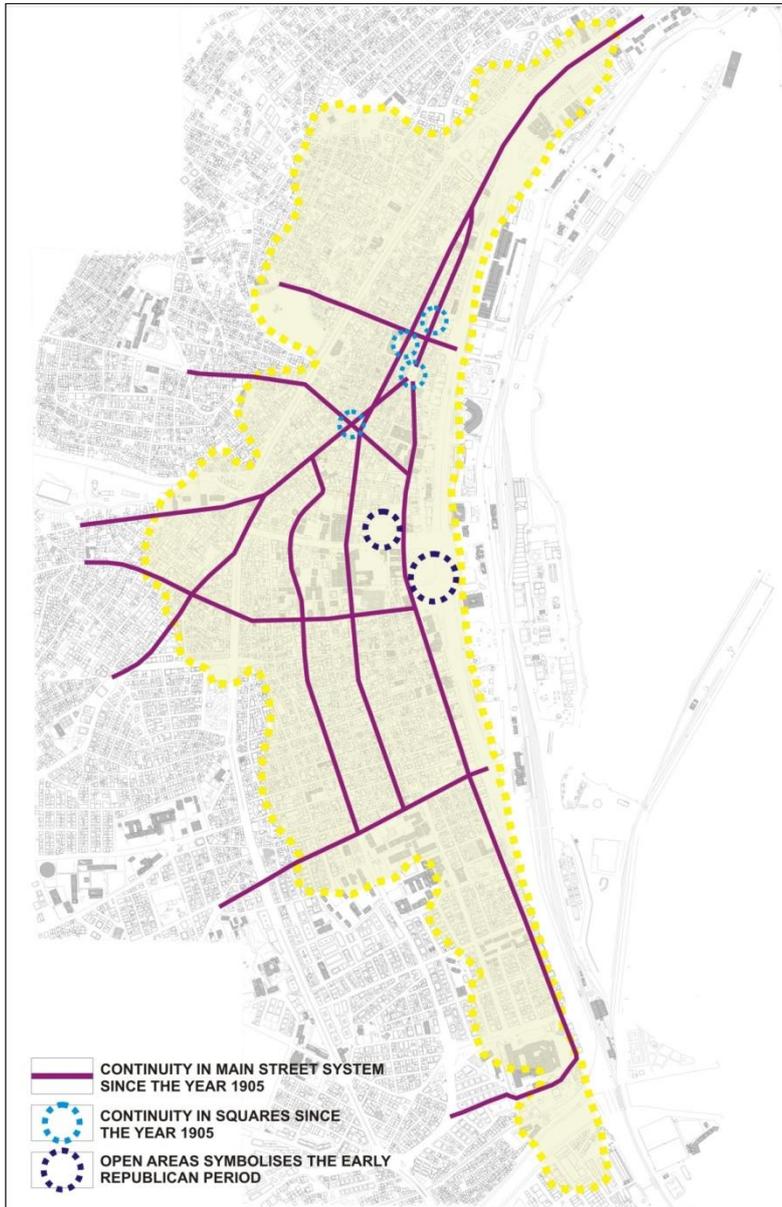


Figure 170: Continuity in open areas and street system<sup>105</sup>

<sup>105</sup> Drawings are prepared by author

#### **4.2.2. Tracing Back the Continuities in the Physical Structure of the Built-up Areas: The Remaining Buildings**

By the field survey held on for this study, traditional buildings that have been remaining today are found out. There are 305 buildings that are ascertained as traditional and 4 monumental trees are determined. Also, 55 of the buildings are decided as compatible buildings with the traditional tissue.

Based on the registration sheets and cultural inventory of Samsun, some of these buildings are determined as registered buildings. Accordingly, the remaining traditional buildings of the city can be grouped in two as registered and not registered.

The cultural properties in Samsun city centre had begun to be registered in 1978 by High Board of Antiquities and Monuments and the areas that contain high number of registered buildings had been declared as urban conservation sites.

In study area, Samsun city centre, there are 3 urban conservation sites. The first conservation site shown in figure 171 is located in the commercial center of the city, containing tobacco factories and depots beside civil architecture. Urban conservation site numbered 2, is located in the traditional commercial center, and usually consists of commercial and administrative buildings. The 3rd urban conservation site is located in the historical residential area, within the Selahiye District today, on the northwest of the commercial centre. The area contains residential buildings, school and religious buildings. The registered buildings and urban conservation sites in the study area are shown in figure 171.

The registered buildings in the study area are determined from the informations in the registration sheets and cultural inventory gathered from Samsun Conservation Board of Cultural Heritage and from the informations in the inventory of cultural assets prepared by the Samsun Special Provincial Administration. The buildings are grouped according to the classification of the cultural inventory and classified as residential and non-residential. The non-residential buildings contain the cultural, religious, administrative, industrial and commercial and monumental buildings. Also, there are registered natural monuments in the study area.

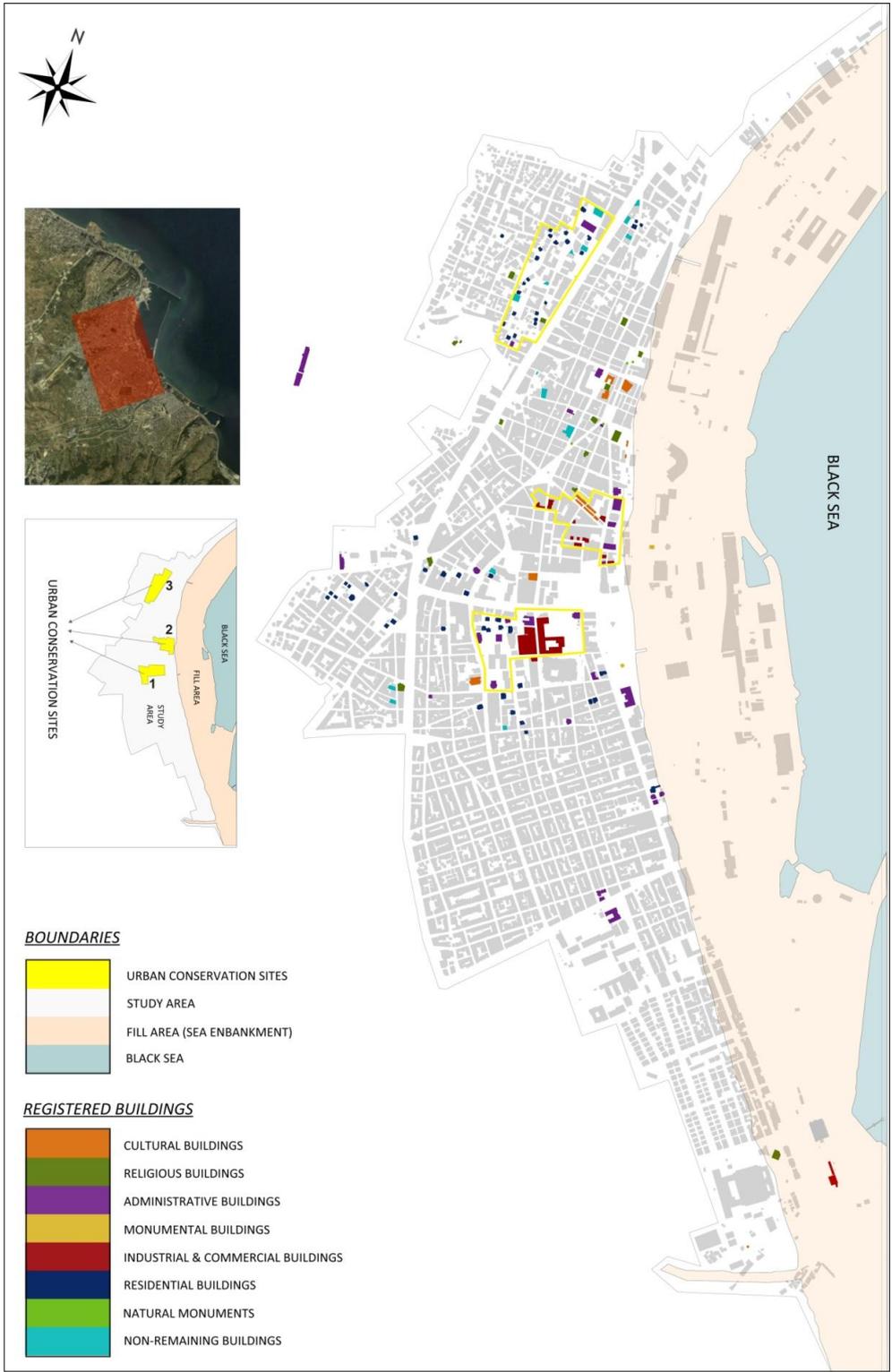


Figure 171: Urban Conservation Sites and Registered Buildings<sup>106</sup>

<sup>106</sup> Prepared by author based on the informations from the registrarion sheets and cultural inventory of Samsun retrieved from Samsun Board of the Conservation of the Natural and Cultural Assets

In order to analyse the registered buildings of the study area in detail, the study area is divided into 6 sub-regions as shown in figure 172. Accordingly, as it is seen from the table 6, there are 133 registered cultural properties in the study area which of 57 are residential, 72 are non-residential and 4 are natural monuments. The 8 of the non-residential buildings are cultural, 14 of are religious, 19 of are industrial and commercial, 29 of are administrative and 2 of are monumental buildings. In addition, there are 33 registered buildings that are not remaining today. The locations of 16 of non remaining buildings could be determined but locations of 17 of them could not be determined.

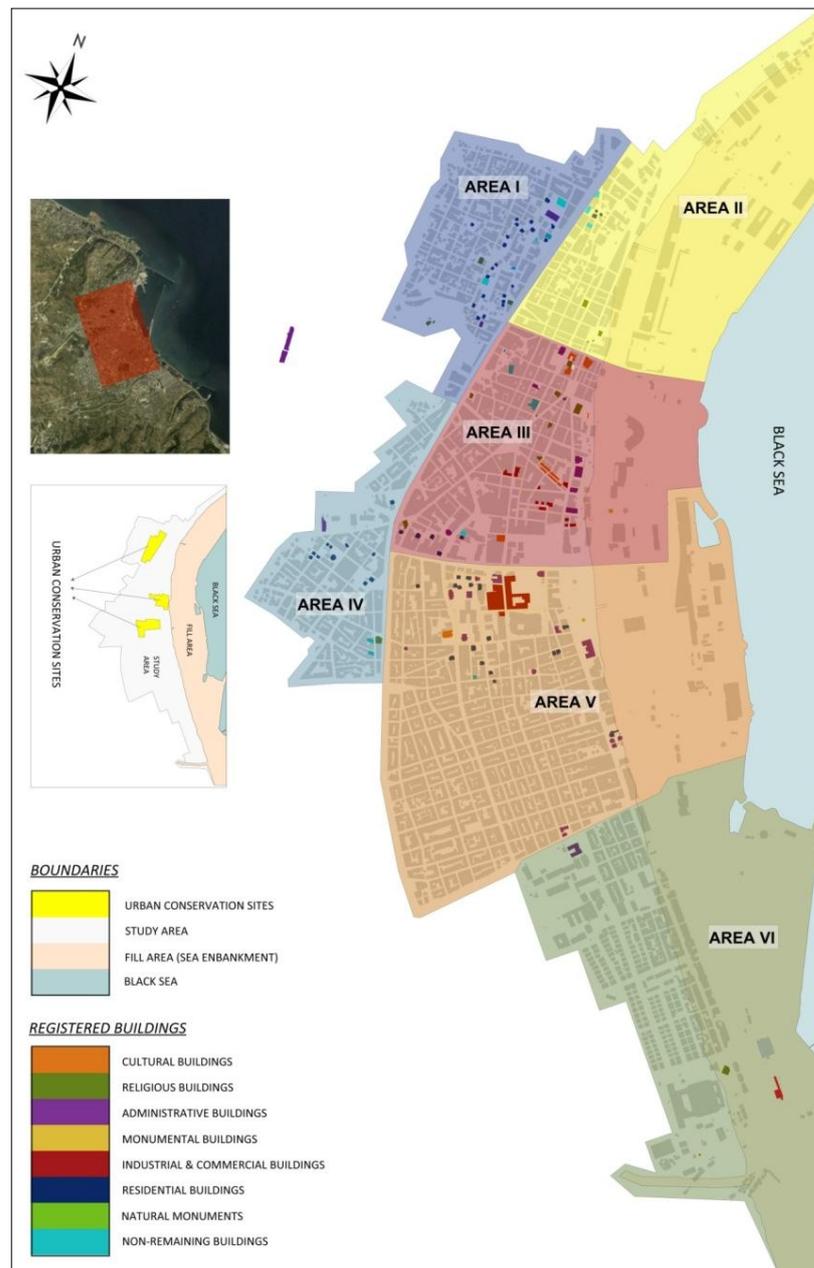


Figure 172: Sub-regions of the study area<sup>107</sup>

<sup>107</sup> Prepared by author

Table 6: Registered buildings in the study area<sup>108</sup>

	GROUP OF REGISTERED BUILDINGS	AREA I	AREA II	AREA III	AREA IV	AREA V	AREA VI	TOTAL	
	RESIDENTIAL B.	22	3	5	10	17		57	57
NON-RESIDENTIAL B.	CULTURAL B.	0	0	6	0	1	1	8	72
	RELIGIOUS B.	3	2	7	1	0	1	14	
	INDUSTRIAL & COMMERCIAL B.	0	0	12	0	5	2	19	
	ADMINISTRATIVE B.	2	0	9	1	16	1	29	
	MONUMENTAL B.	0	0	1	0	1	0	2	
	NATURAL MONUMENTS	0	2	2	0	0	0	4	4
	<b>TOTAL OF REGISTERED CULTURAL PROPERTIES</b>								133

The locations of the registered buildings are defined in sub-regions according to their groups (see Appendix C- Figures 205-210). Also the photographs, names, original and current functions and construction date of the registered buildings are determined according to the sub-regions (see Appendix C- Figures 205-210)

Besides, there are 4 registered buildings outside the boundaries of the study area. These are the İsa Baba Mosque, hospital, old military building and fountain (see Appendix C- Figure 211).

During the field work, a determination has been made of traditional buildings that are not registered and those that are compatible with the traditional texture. Thus the objective has been to emphasize the traces of traditional tissue in the city that have continued into the present. During the determination of traditional buildings that are not registered, the similarity of construction materials and techniques to registered structures as well as physical and proportional similarities have been taken into account. Also some residential structures with modern architectural features and repeating certain similar physical characteristics and other non residential structures that have landmark features have been recommended for registration.

While determining structures that are compatible with the traditional fabric, the compatibility in materials, physical structure and floor heights were taken under consideration and buildings of traditional characteristics that have damaged and changed excessively were also evaluated within this category.

According to the study held on during the field survey, 176 buildings have been determined as traditional buildings that are not registered and 55 buildings as compatible buildings with the traditional tissue. The location of all the determined traditional buildings and compatible buildings are shown in figure 173. Besides in figure 174, some of the examples of these buildings can be seen.

<sup>108</sup> Table is prepared by author based on the informations from the registrarion sheets and cultural inventory of Samsun retrieved from Samsun Board of the Conservation of the Natural and Cultural Assets

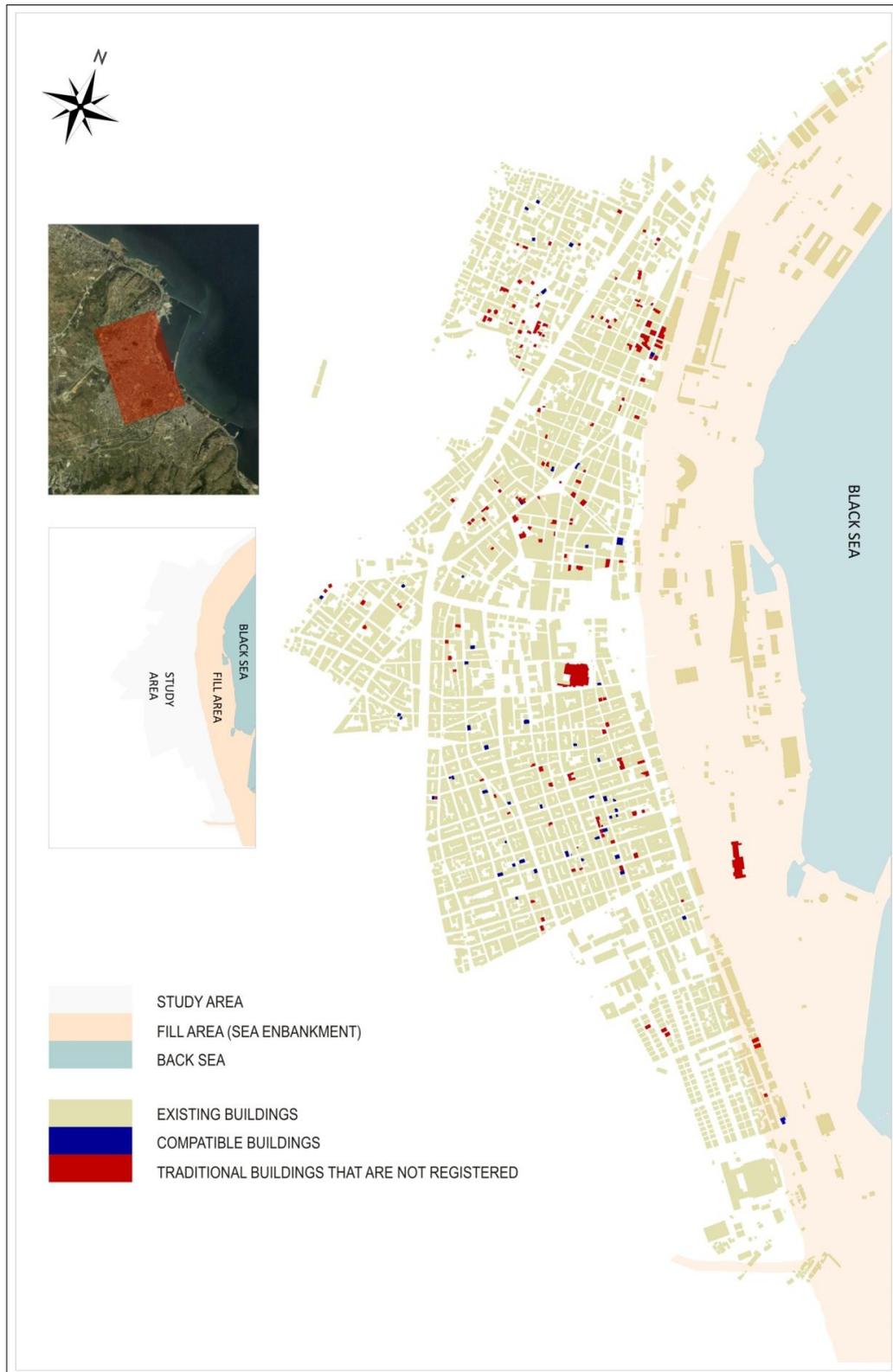


Figure 173: Traditional Buildings that are not registered and Compatible Buildings<sup>109</sup>

<sup>109</sup> Prepared by author



Figure 174: Examples of Traditional Buildings that are not registered and Compatible Buildings (Author, June 2012)

### 4.2.3. Tracing Back the Continuing Functions

It is recorded in the section of functional change that a part of the functional uses of the early 20<sup>th</sup> century shown in 1905 plan continues today. Accordingly, the areas shown in the figure 175 are areas which functionally provide continuity in the city. The area shown in red is the traditional commercial center, with the Saathane square, the buğday pazarı [wheat market], and the saman pazarı [straw market] also included in the commercial center. This area continues to retain its commercial function today. Through the red axes, as in the early 20<sup>th</sup> century, commercial function continues. The single space which continues as a green area is the Seyyid Kutbeddin cemetery. As analyzed from an areal perspective, the areas which continue to have residential functions are shown in yellow.

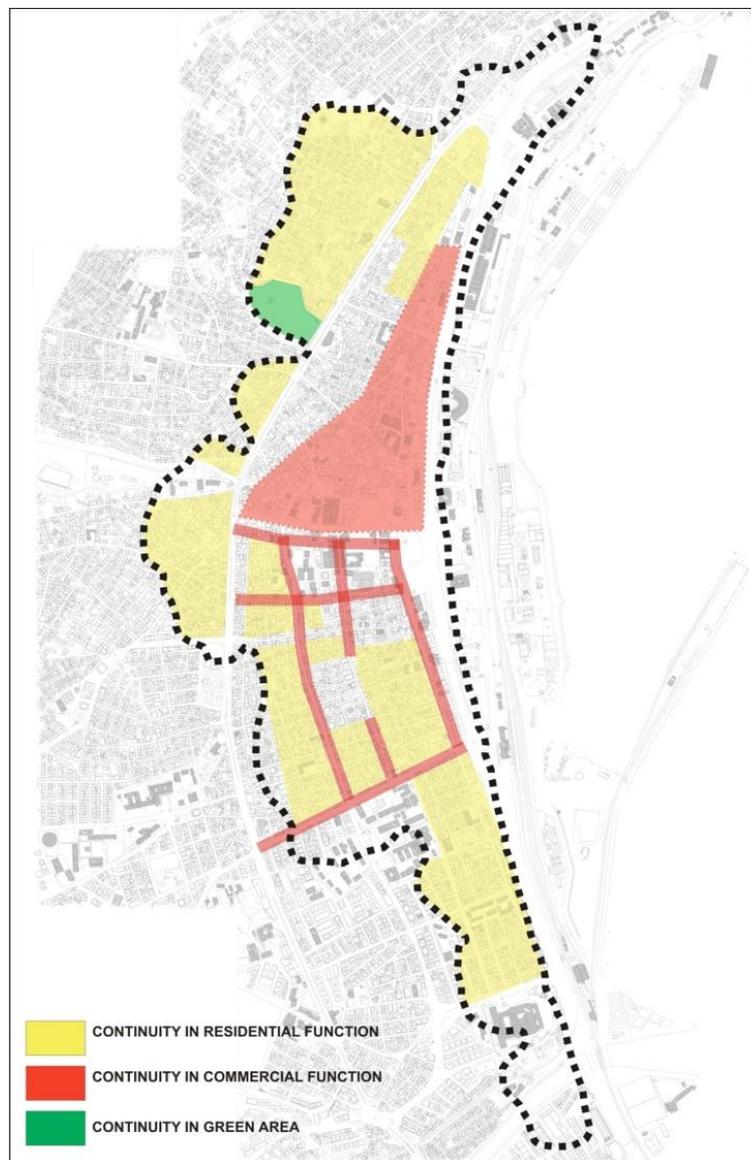


Figure 175: Continuity in Function<sup>110</sup>

<sup>110</sup> Drawings are prepared by author

#### **4.2.4. An Evaluation: Continuities in the Structure and Components of the City**

Although it is apparent that the city of Samsun underwent a major change after the 1970s and lost a significant amount of its historical characteristics, traces of these characteristics are still existent in the city today. By the field survey held in the study area, a significant number of traditional buildings have been found out except from the registered buildings. It shows that the number of remaining traditional buildings is much more than what is visible today.

Besides, the continuity in main street system shows that the general macroform of the city center has been conserved although the scale of the physical structure has changed dramatically. There are also important bazaar areas and squares that still exist today. Some of them belong to Republican Period and some of them are important market places of the 19<sup>th</sup> and early 20<sup>th</sup> century. These remaining market areas provide the continuity of the historical character of the city and help to understand the commercial circulation in the city in early 20<sup>th</sup> century. The squares of Republican Period constitute an important part of the urban memory of the city of that period.

The functional distribution of the city continues on a large scale in the commercial and residential districts. The traditional commercial areas are still functioning as commercial areas today.

When all these continuities are brought together by overlaying, an inventory carrying the city's historical characteristics come up. By this inventory it is apparent that the city actually contains a lot more historical character than what can be seen. So, what should be done is to prepare projects to make more visible of these traces of historical fabric that still exist today and develop tools for their conservation. In this case, this inventory provides a basis to direct these studies for conservation.

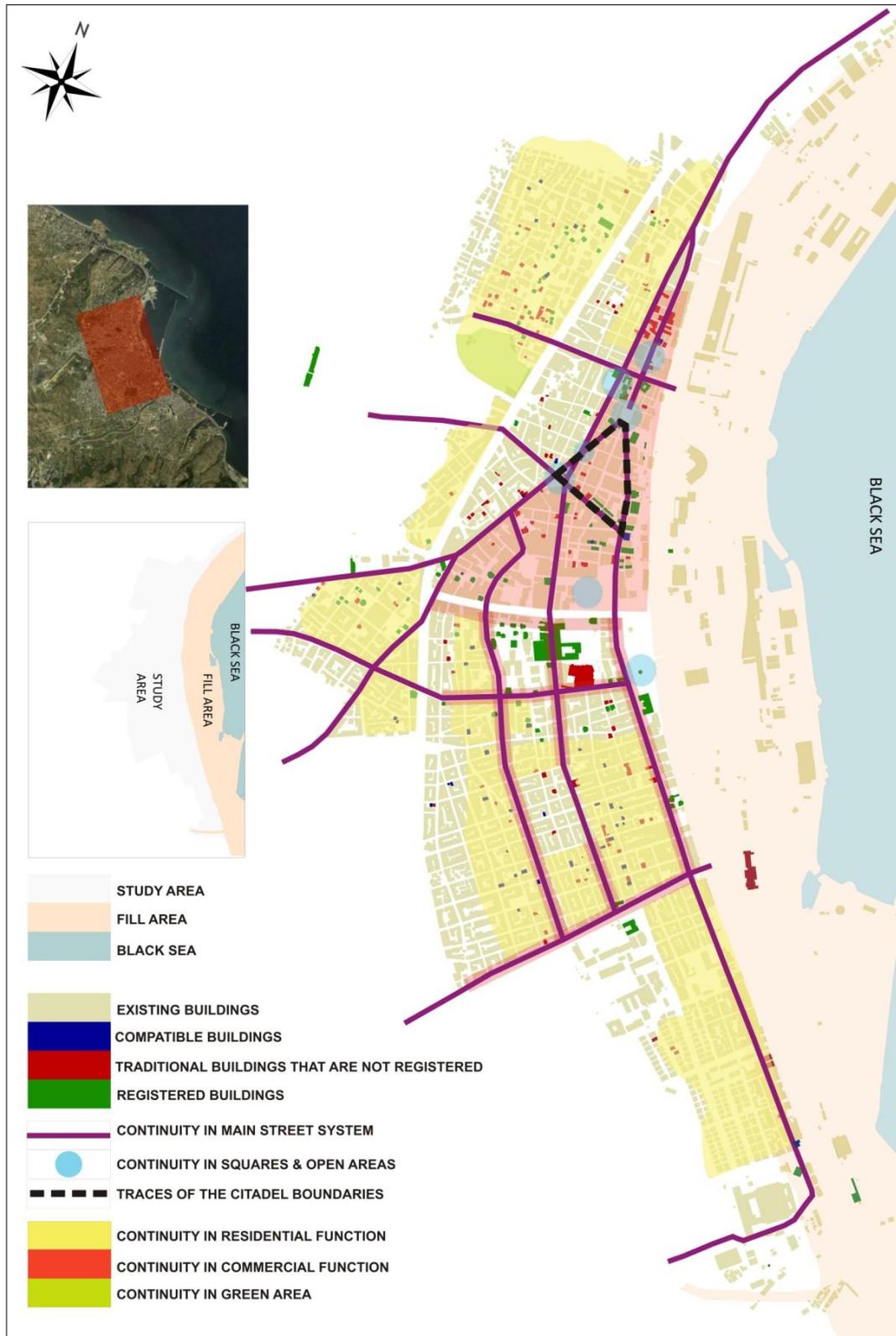


Figure 176: Superposition of the continuousness<sup>111</sup>

<sup>111</sup> Prepared by author

### 4.3. Proposals for Future: Principals for Sustaining and Conserving the Remaining Traces of the Past

After all the development activities took place during the 20<sup>th</sup> century, it is visible that the historical tissue of Samsun has been subjected to a significant change. Especially, the construction of new transportation axes triggered the rapid change in the physical structure of the city. Still, despite the negative impacts of the development approach to the city, the traces of the past city exist. However, as a result of the analyses it is obvious that the remaining cultural heritage of the city is not visible within the new development. This invisibility prevents the conservation of the cultural heritage and let them to be lost. So, for the conservation of the cultural heritage in the city effectively, firstly they should be brought into view.

Hence, some proposals are brought forward in three topics for the conservation of the remaining cultural heritage of the city of Samsun.

Firstly, the proposals have been determined concerning the legal status as registration and conservation of the buildings and open areas, and proposal of the urban conservation site.

Besides the registered buildings in the area traditional buildings that are not registered have been determined during the field survey as mentioned in the section 4.2.1.2 of the thesis. In addition of the traditional buildings, compatible buildings are determined which are in harmony with the traditional tissue. In order to provide the conservation of these buildings, so to prevent them to be lost, the traditional buildings should be registered. Likewise the scale and proportion of the compatible buildings that are determined in this study should be conserved. This means the floor numbers and base area of these buildings should be conserved as they are similar in proportion with the traditional buildings.

Therefore 176 traditional buildings should be registered and 55 compatible buildings should be conserved in scale base. These buildings are shown in figure 177. In order to examine the structures that were proposed for registration and compatible with the traditional characteristics, the study area have been separated into 6 sub regions (see Appendix-D). As seen in table 7, in area I there are 34 buildings proposed for registration, and 6 compatible buildings; in area II there are 36 buildings proposed for registry, and 1 compatible building; in area III there are 49 buildings proposed for registry, and 7 compatible buildings; in area IV there are 7 buildings proposed for registry, and 4 compatible buildings; in area V there are 42 buildings proposed for registry, and 34 compatible buildings; in area VI there are 8 buildings proposed for registry, and 3 compatible buildings.

Table 7: Number of Buildings Proposed for Registry and Number of Compatible Buildings<sup>112</sup>

	BUILDINGS PROPOSED FOR REGISTRY	COMPATIBLE BUILDINGS
AREA I	34	6
AREA II	36	1
AREA III	49	7
AREA IV	7	4
AREA VI	42	34
AREA VI	8	3
TOTAL	176	55

<sup>112</sup> Prepared by author

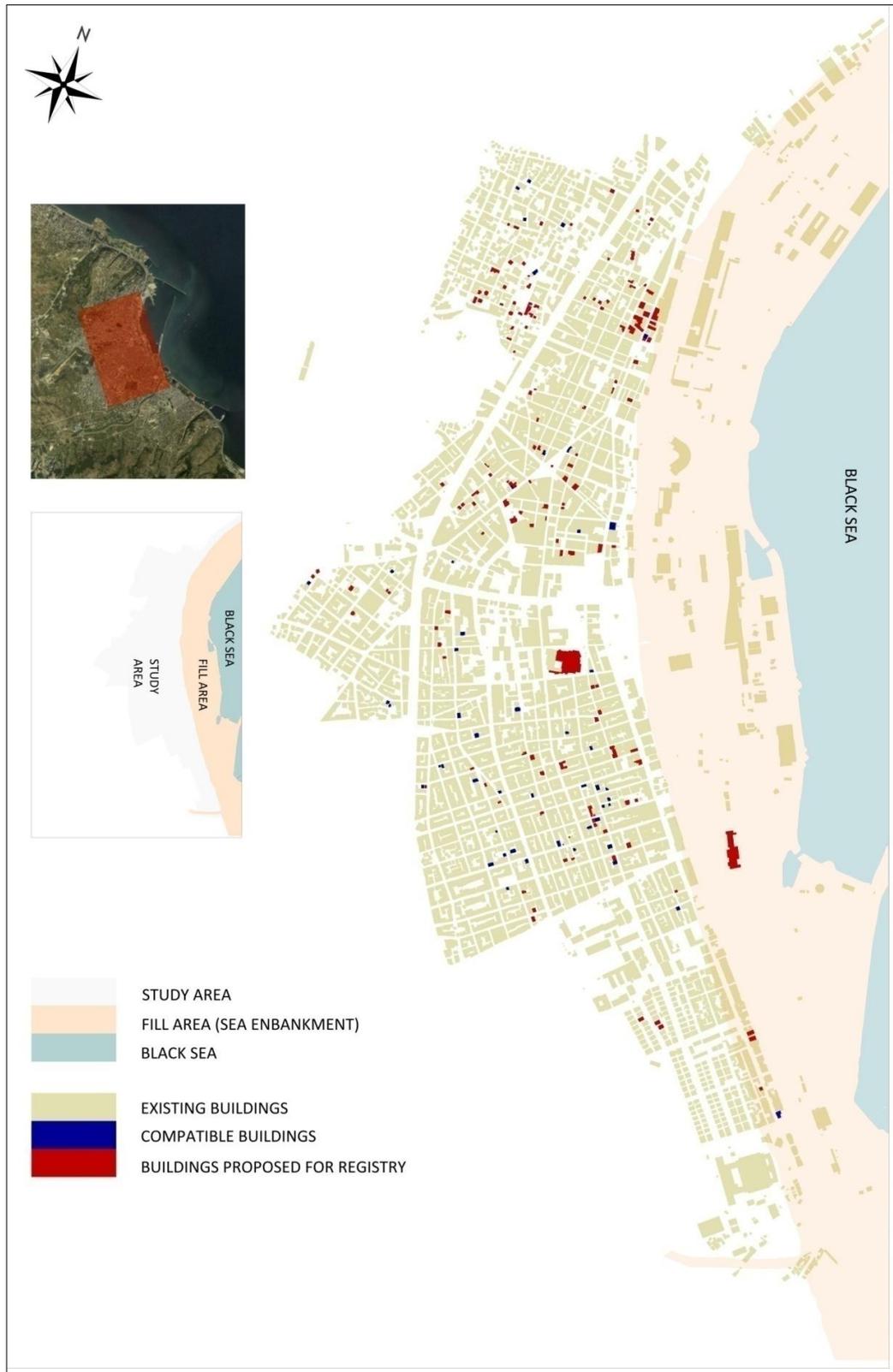


Figure 177: Location of the buildings proposed for registry and compatible buildings<sup>113</sup>

<sup>113</sup> Prepared by author

The main street axes that are endured to our day shown in figure 178 should be conserved. By the conservation of these axes, the macroform of the city at the beginning of the 20<sup>th</sup> century and the traces of the trade routes will be maintained.

The open areas and squares shown in figure 178 should be conserved. The occupation of the cars and traffic should be removed from the areas so the open area characteristics could be revealed.

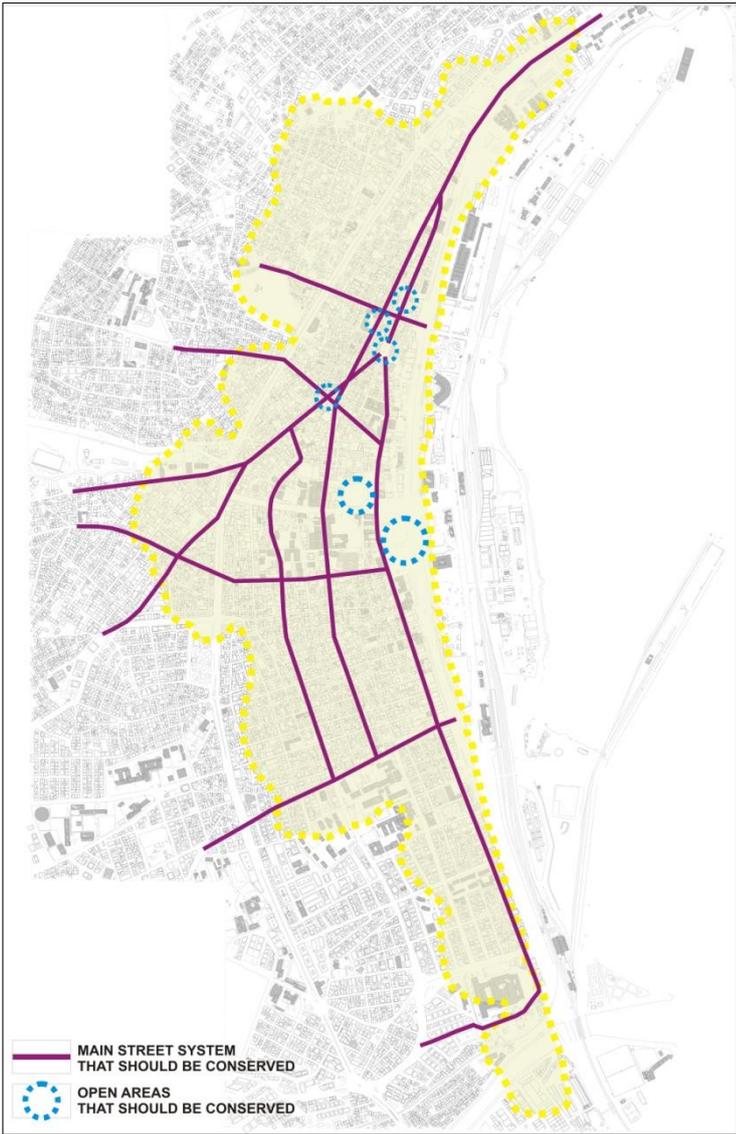


Figure 178: Streets and open areas to be conserved<sup>114</sup>

<sup>114</sup> Drawings are prepared by author

Today, there are three different urban conservation sites in the city center of Samsun. One of them contains the tobacco factories and residential area beside, the second one is in the commercial center and the last one on the northwest is in the residential area of Selahiye District today. However, the studies held on by this thesis show that a much larger area contains important traditional buildings, open areas and traces of the historic city. According to the determinations of this study, the urban conservation site should be extended as follows:

- Cumhuriyet Square and Gazi Park which are the open areas having important symbolic meaning of the Republican Period,
- The boundaries of the citadel,
- The area of the traditional commercial center including the Saathane Square, bazaar areas (Saman Pazarı [Straw Bazaar], Buğday Pazarı [Wheat Bazaar]), Taşhan, Madrasah and Municipality building,
- The area containing traditional commercial buildings on the north of the Buğday Pazarı [Wheat Bazaar] which are determined to be registered by this study,
- The Catholic Church on the west including the traditional trade route of Baghdad Road should be included in the urban conservation site.

Also the boundaries of the urban conservation site in Selahiye District should be widened due to the traditional buildings determined in this study.

Therefore, based on these determinations the new boundaries of proposed urban conservation site are shown in figure 179.

It is apparent that fragmental urban conservation sites in Samsun today cause a limited conservation in small pieces of areas, so weaken the relation of these areas with the rest of the city. A holistic approach to the traditional centers would be more effective in terms of conservation and unity in the whole city. So, this could be possible by defining the traditional centers as a single conservation area by transition zones if necessary.

The proposed urban conservation site is comprised of two pieces which are the commercial center with the tobacco factories and residential area in Selahiye District. Because of the boulevard passing within these areas separating them sharply, it could be possible to combine them with a transition zone. So, the proposal of the urban conservation site comprises of two parts combined with the transition zone.

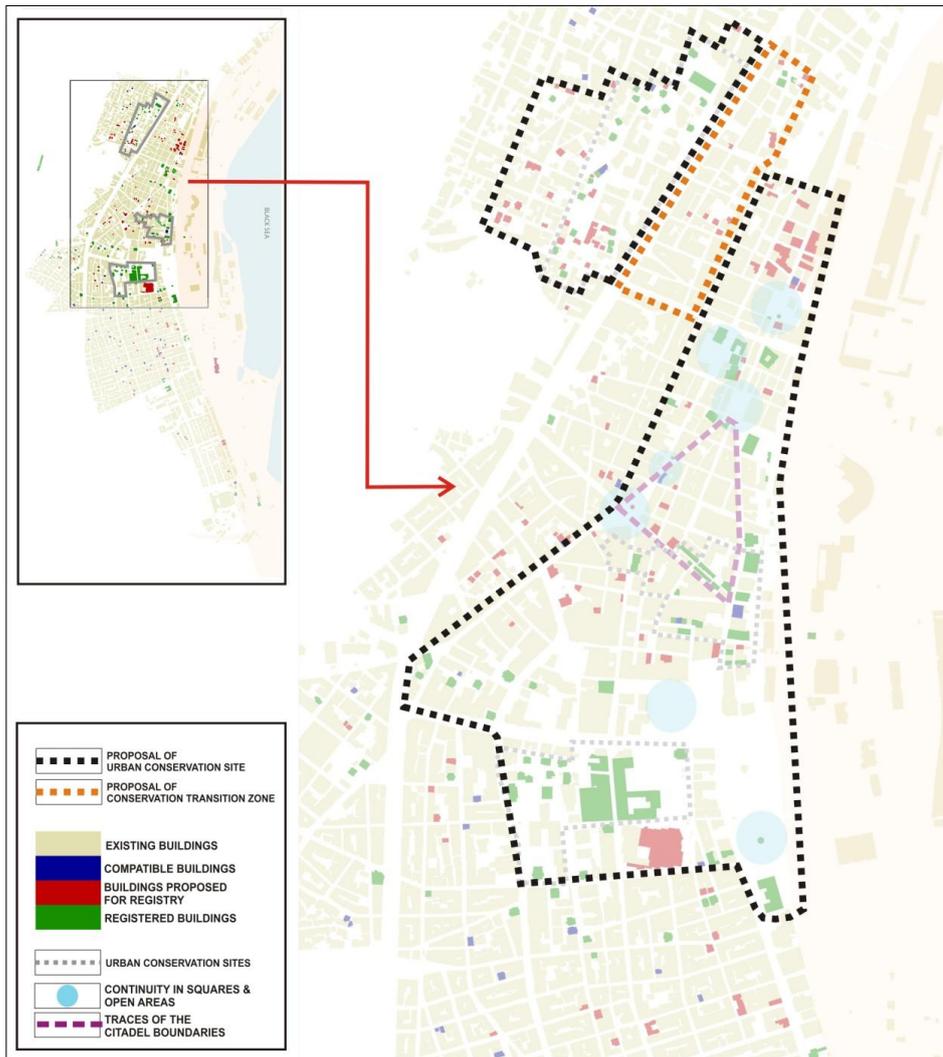


Figure 179: Boundaries of the proposed urban conservation area<sup>115</sup>

The continuity in functional use should be conserved. Firstly, it should be mentioned that the conservation of the continuity in the commercial areas is very important because these areas are the traditional commercial center of Samsun from which the historical background of the city can be perceived. Besides, the continuity of the residential area function is also substantial. Although the scale in the residential areas is almost completely changed which means that the traditional buildings are lost and the new residential areas comprise of the high-rise apartment blocks, the continuity in function in residential areas will serve a role as a part in the feeling of the historic city. Also, the continuity in residential function will help to conserve the street system, or else the change in function can bring a significant change in the physical structure, so causes loss and alteration in the street pattern.

<sup>115</sup> Prepared by author

When the current situation of the remaining cultural properties in the city is evaluated, there occur different zones containing important potentials of cultural heritage. In this respect, three sub-regions are specified as shown in figure 180 for the emphasis of the importance of their conservation. These areas should be evaluated in detail and urgently as they generate the vital zone of the historic city of Samsun. Besides, paying attention that the city of Samsun is an important coastal city that is distinctly separated by the sea the integration of these zones with the sea again is a vital issue. Hence, proposals have been made for the special design projects that should be developed for these areas.

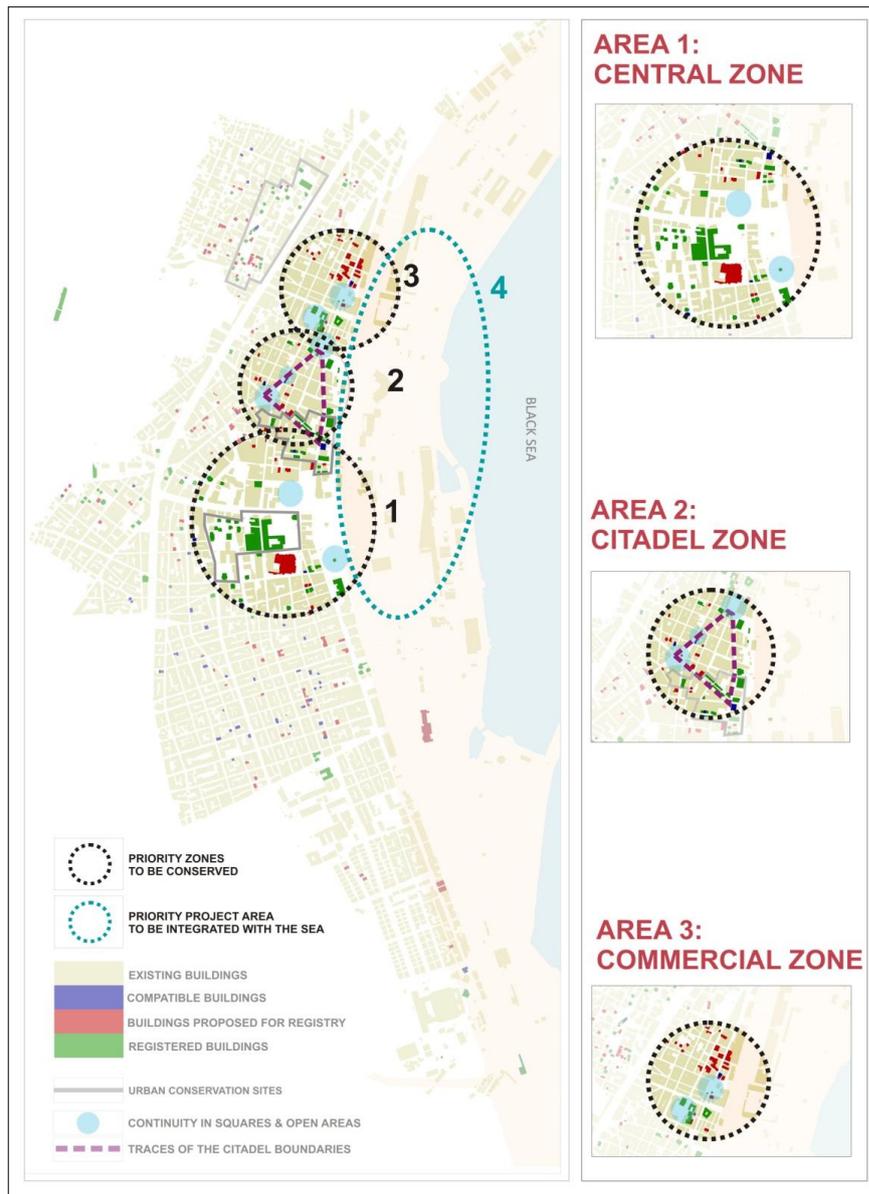


Figure 180: Three sub-regions for the special design projects<sup>116</sup>

**Area 1:**

<sup>116</sup> Prepared by author

The area 1 which is at the heart of the city today is an intersection point of buildings and open areas of 19<sup>th</sup> century and republican period. The area contains the tobacco factory and depots, tobacco center and tobacco pier which are significantly important in the urban identity of Samsun. Also Cumhuriyet Meydanı [Republican Square] which is important in the urban memory of Samsun of the Republican period is located in this zone. Gazi Park in this area is also an important open area with the Onur Anıtı [Honour Monument] of the republican period. Tobacco pier is also the symbolic place of the republican period where Atatürk came to Samsun from during the period of National Struggle. Besides, on the left of the tobacco factories there are registered buildings that are the single example of the cultural properties remained along a street.

The zone is very rich in cultural heritage of urban memory. Also, the only street that is conserved as a whole with the buildings along is located in this zone. However;

- The zone is fragile as it is at the heart of the city today, so, excessively exposed to mass development activities.
- The zone, although it contains important symbolic areas of urban memory, does not present its importance today.

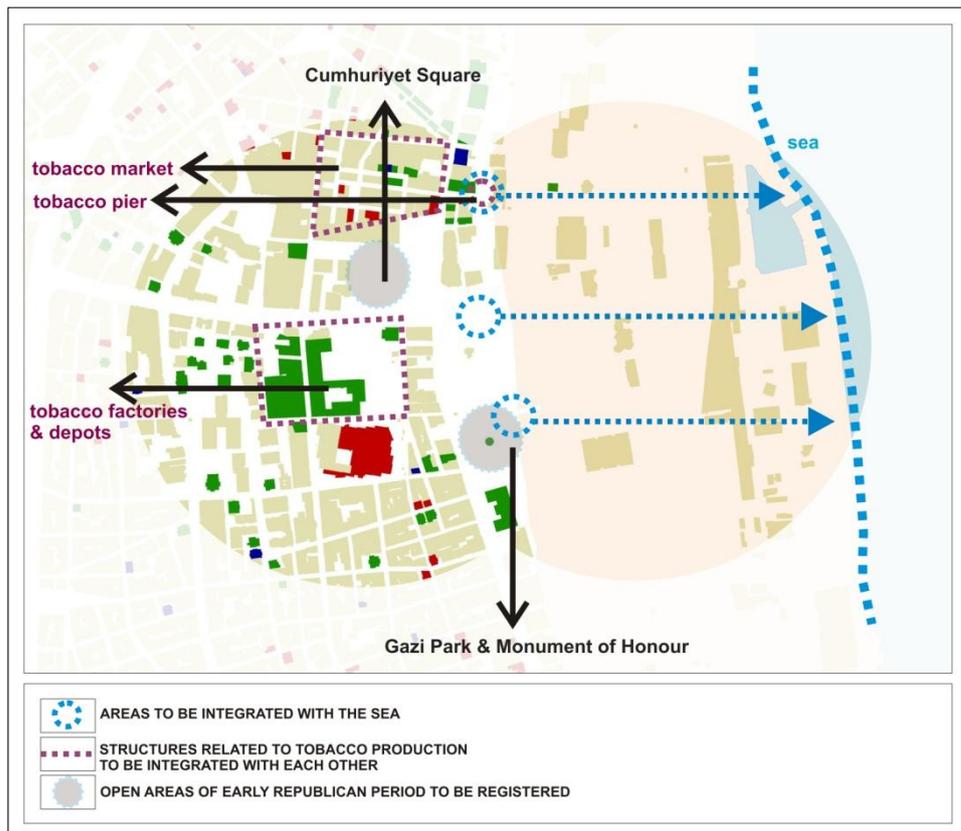


Figure 181: Special project area - Zone 1 <sup>117</sup>

The area 1 is at the center of the city today, where the identity of the city can be perceived. Hence, an urgent intervention is necessary to highlight its importance. For that;

<sup>117</sup> Prepared by author

- The places related with the tobacco production (tobacco factories, depots, tobacco center and pier) should be integrated with each other by the tools of presentation, so the area could give the feel of tobacco identity of the city.
- The squares should be registered for their conservation.
- Design projects should be developed to integrate the area with the sea at three points (Gazi Park, Cumhuriyet Square and Tobacco Pier).

**Area 2:**

The area 2 is the core of the city where the city of Samsun is founded. The citadel, the first settlement of Samsun city founded by the Turks, was located in this area of which the traces are shown in figure 182.

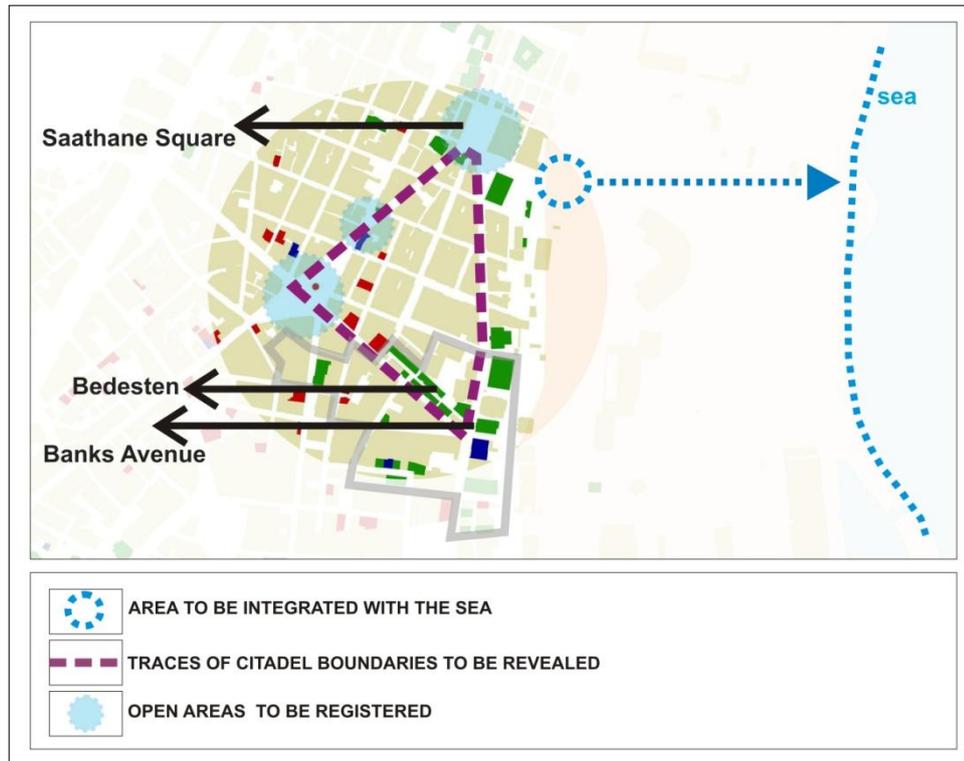


Figure 182: Special project area - Zone 2<sup>118</sup>

<sup>118</sup> Prepared by author

This area had been the center of the old town in the middle of the 19<sup>th</sup> century containing the Bedesten, the Great Mosque and Saathane Square. Special design projects should be developed to present the history of the city in this area. For that;

- Designs should be developed to make legible of the traces of the citadel. This could be done by using different pavements and information boards following these traces.
- Squares should be registered for their conservation.
- Design projects should be developed for Saathane Square in order to improve its integration with the monumental structures around and the commercial axes extending to buğday pazarı [wheat bazaar] and beyond.
- In addition, integration of the Bedesten, Banks Avenue, squares, Saathane Square and around with the traces of the citadel should be vital to present the importance of the area as the core of the city and commercial area.
- The area should be integrated with the sea at least one point from Saathane Square, near the Great Mosque.

### **Area 3:**

The area 3 is the historic commercial center of the city following the area 2. It contains two important commercial squares which are the Buğday Pazarı [Wheat Bazaar] and Saman Pazarı [Straw Bazaar], with the important number of commercial buildings. Also the area contains important cultural properties as the madrasah building, bath and the Taşhan. However the area is invisible and does not present its importance within the new development. Most of the commercial buildings remains original and forms a commercial zone. However important number of these buildings are abandoned today and are not registered.

- The commercial buildings in the area 3 should be registered urgently and should be revived. Bazaar areas should be registered and should be arranged in order to be used as squares.
- The car park occupancy in the Buğday Pazarı [Wheat Bazaar] should be removed.
- The pavements could be changed for the emphasis of the squares and presentation tools should be developed to show their place in the commercial activities of the city.
- The area should be connected with the sea at the point near the Yalı Mosque.

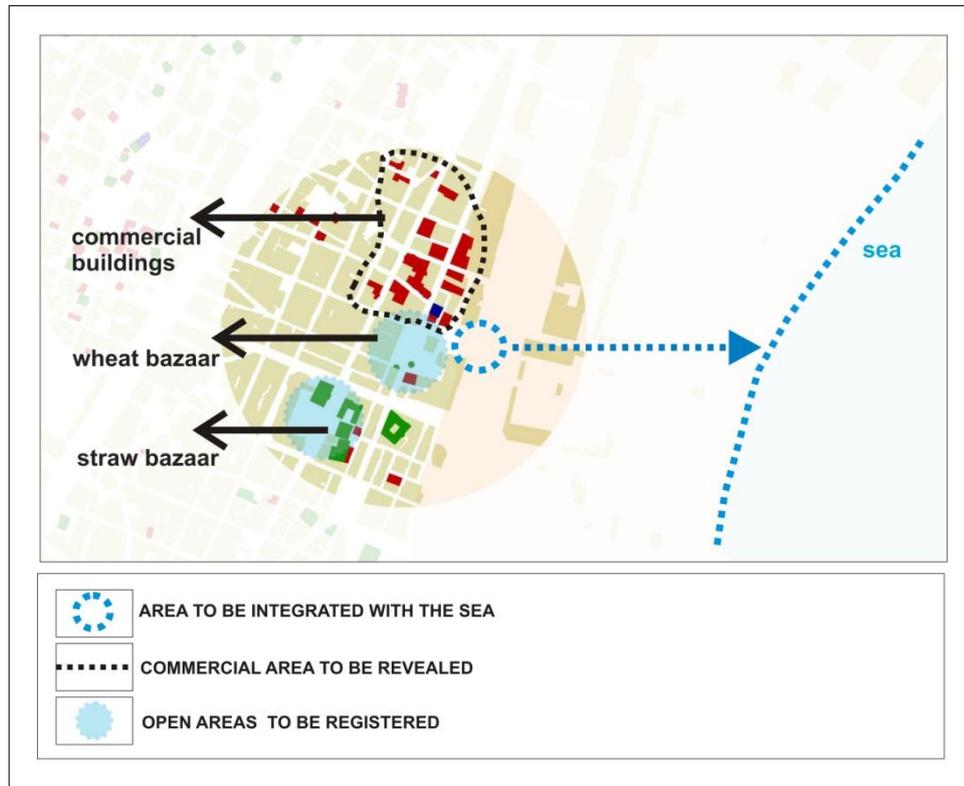


Figure 183: Special project area - Zone 3<sup>119</sup>

The conservation of these three areas is in vital importance to regain the historic characteristics of the city of Samsun which are reserved and hidden within today's urban tissue. Detailed design projects should be prepared by the support of Greater Municipality of Samsun and district municipalities in coordination with the Samsun Cultural Heritage Conservation Board.

<sup>119</sup> Prepared by author



## CHAPTER 5

### CONCLUSION

The cities have always been subjected to change in their physical structure as a result of the development and growth. Moreover, the centralized cities where the capital flow is high live this process of growth and change more intensely. The city of Samsun, which had been an important trade and transport center since the middle of the 19<sup>th</sup> century, is one of these cities that have undergone a rapid change in its physical structure.

In the thesis the city centre of Samsun, which is also the traditional centre, is studied in order to define the changing process of its historical tissue since the beginning of the 20<sup>th</sup> century. For this, firstly, the historical development of Samsun is analysed in order to define the evaluation of the city throughout history and to see the effect of this evaluation on the physical structure of the city. Secondly, in order to identify the causes and the process of the change in the historic tissue of the city, the plan decisions and development implementations throughout 20<sup>th</sup> century which are the tools to direct this change are examined.

After the determination of the planning and development process throughout 20<sup>th</sup> century, the 1905 plan of Samsun has been used as a basis for the definition of the change in the physical structure of the city since the beginning of the 20<sup>th</sup> century. The borders of the study area are comprised of the settlement borders that are shown in this plan. Accordingly, the physical presentation of the city in the plan of 1905 is compared with today's physical structure determined in the current base map and by the field survey. The study is detailed with the old aerial photographs and old pictures of the area and also with the photographs taken during the field survey. This comparison of the city in 1905 and today has given the changed parts of the city and this change is analyzed in terms of streets and open areas, built environment and functional use. At the same time, with the study of comparison, the unchanged parts of the physical structure has come out which is analyzed in this thesis under the heading of "continuity". So, the remaining parts of the traditional tissue has been brought out under the headings of built environment, streets and open areas and functional use.

By this thesis study it is seen that the physical structure of Samsun city at the beginning of the 20<sup>th</sup> century had been changed significantly today. Important milestones have been determined that has accelerated this changing process. Especially the planning activities took place throughout the 20<sup>th</sup> century have been the most effective tools that direct the development and change in the city.

It is seen that while the physical structure of the city is maintained until the end of the 1950s, the city began to experience significant changes since the 1960s. The plan decisions until 1950s have not brought radical changes in the physical structure of the city. Besides, in 1940s, the conservation issue had entered in the planning agenda and a more sensitive approach had developed to the traditional fabric of the city. The settlement of the border at the beginning of the 20<sup>th</sup> century still remains till the beginning of the 1950s. However, since 1950s, the city began to be adapted to vehicular traffic and this started the first indications of the change in the physical structure. The most important milestone that causes the change of the physical structure of Samsun is the 1960 development plan. By this plan, the transportation system had gone through a radical change and multistory buildings had been placed along the avenues. This led the change in the scale and proportion of the physical environment and causes a significant lose in cultural heritage. Thereupon, important studies regarding conservation have been hold on by the decisions taken on registration of buildings and urban conservation sites at the end of the 1970s, and conservation plan in 1990s, though; they have not been very effective in the conservation of historical texture. The main cause of the ineffectiveness of the conservation decisions and attempts can be based on the partial approach in the conservation decisions and plans. As the urban conservation sites are partial and dispersed in the

city, the relation of these areas with each other and the rest of the city remain weak. Also, the partial planning approach distinguishes the plans of the historic part of the city as conservation plans and the new development areas as development plans, prepared by different planners, by different approaches. All of this partial approach to the city causes disintegrity in the city. Like many cities, the cultural heritage and historical tissue of Samsun had been lost significantly today and the remaining has lost their visibility as a result of this process.

By this thesis, in addition to the presenting the change in the physical structure, the determination is made on the remaining cultural heritage today. Apart from the registered buildings and urban conservation sites, a significant number of traditional buildings that are not registered have been determined in this study. Besides, the continuity in street system, open areas and function has been set forth.

Despite the big transformation of the city by the decisions of the 1960 plan, it is ascertained by this study that the remaining cultural heritage is much more than what is visible today. It can be said that the visible part of the remaining cultural heritage in the city comprises of the registered buildings, have been conserved by means of their legal status. Except these structures, the other part of the remaining cultural heritage has been sustained by means of different reasons. The definition of the new development axes by the plans held on after 1980s directed the development activities to the periphery and slowed up the change in the city center. Although this let some parts of the city abandoned, it eliminated the interventions that would cause the change. Besides, not bringing radical changes about functions in the plans provide the functional continuity in the large part of the city. Despite the physical change, the continuity in function provides the continuity in the macroform of these areas which also provides the street system to remain until today.

Therefore, proposals have been brought forward for increasing the visibility and conservation of the continuities in the historic tissue of the city determined in this thesis. The important intersection zones have been defined containing significant number of cultural heritage and pre-definitions are generated for the special design projects for the conservation of these areas. What is necessary now at this point that has been reached by Samsun at the end of the physical transformation process is to make the historical characteristics that exist today more prominent in the existing physical surroundings. Thus the significance of Samsun as an historical city and its memory will be able to live on in our current day.

This thesis constitutes a basis for the further studies of making visible, conservation and reviving the cultural heritage of the city of Samsun. By taking the determinations of the thesis as a base, the studies should be done to reveal the urban memory and identity of the city and special design projects should be developed for the vital zones.

Besides, this thesis directs the further studies by presenting the urban memory and urban identity of Samsun. This will make an important contribution to the studies of local administrations. Especially the city marketing has become widespread in recent years and for that local governments are inclining to constitute an identity for cities which causes the creation of fake identities. New identities have being built for the cities by constructing new buildings given historical appearance. Instead of these, the local governments should direct their studies to reveal and conserve what is left from the historic tissue and present them in a unity by integrating them with the city.

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APPENDIX A

BEFORE and AFTER PHOTOGRAPHS OF THE CONSTRUCTION OF BOULEVARDS AND FILL AREA

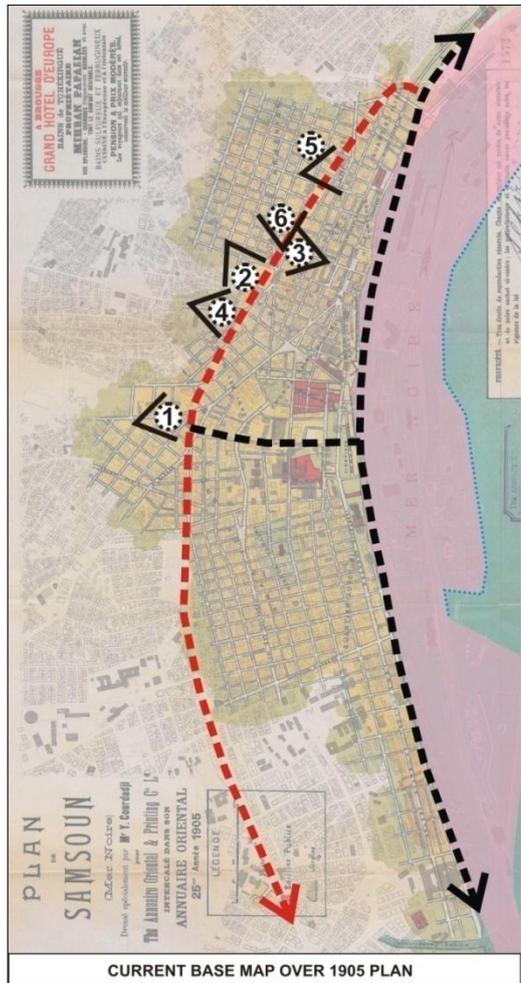


Figure 184: Location of the photographs taken around 100. Yıl Boulevard<sup>120</sup>

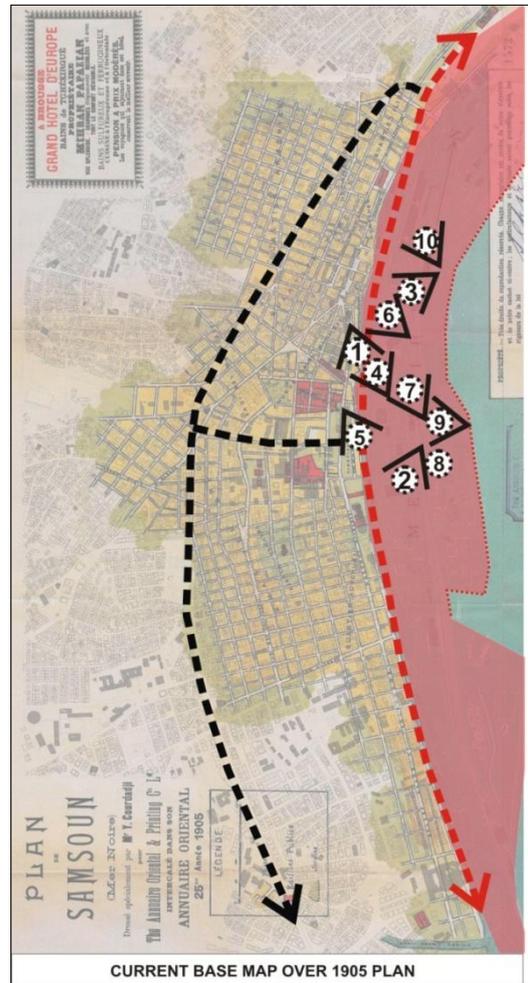


Figure 185: Location of the photographs taken around Atatürk Boulevard and Fill Area<sup>121</sup>

<sup>120</sup> Drawings are prepared by author

<sup>121</sup> Drawings are prepared by author

**BEFORE THE CONSTRUCTION OF THE 100. YIL BOULEVARD**



**AFTER THE CONSTRUCTION OF THE 100. YIL BOULEVARD**



Figure 186: Photographs around 100. Yıl Boulevard<sup>122</sup>

<sup>122</sup> The first four photographs are retrieved from wowturkey.com and the rest are taken by the author in June 2012

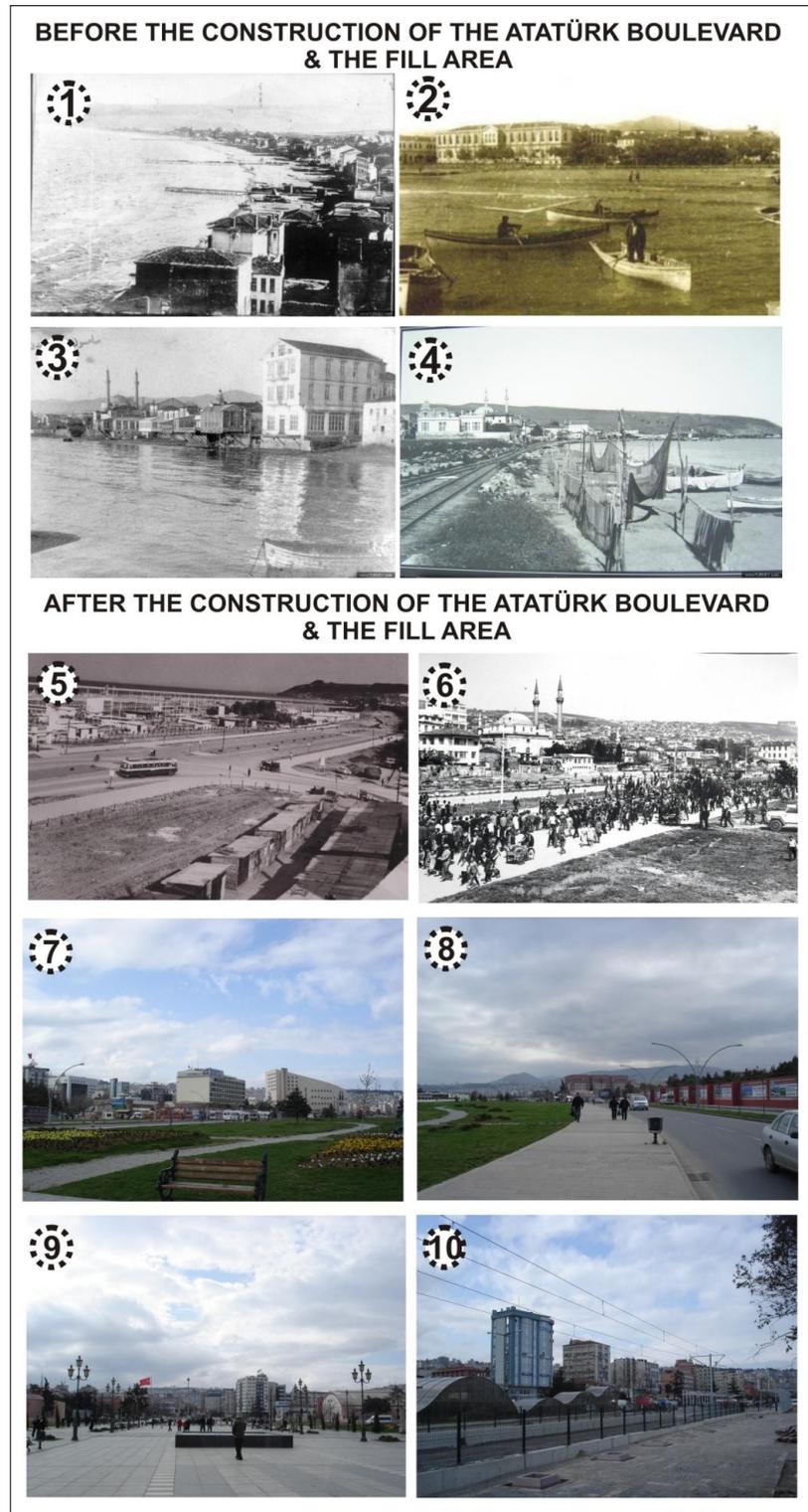


Figure 187: Photographs around Atatürk Boulevard and Fill Area<sup>123</sup>

<sup>123</sup> The first six photographs are retrieved from wowturkey.com and the rest are taken by the author in June 2012

APPENDIX B

PHOTOGRAPHS SHOWING THE CHANGE IN GENERAL VIEW OF SAMSUN IN DIFFERENT YEARS



Figure 188: General view of Samsun in early 20<sup>th</sup> century-1  
Retrieved from wowturkey.com

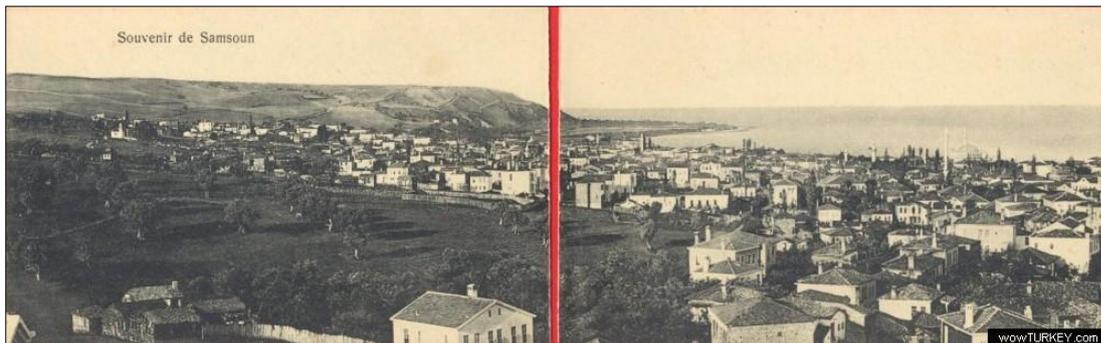


Figure 189: General view of Samsun in early 20<sup>th</sup> century-2  
Retrieved from wowturkey.com

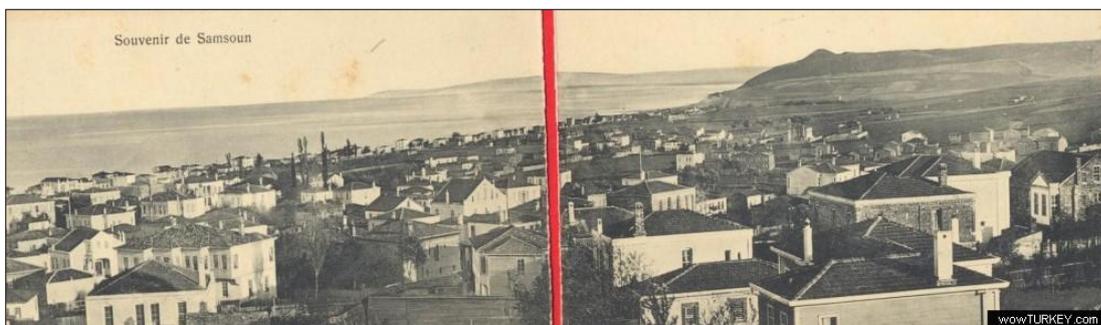


Figure 190: General view of Samsun in early 20<sup>th</sup> century-3  
Retrieved from wowturkey.com



Figure 191: General view of Samsun in 1960s  
Retrieved from wowturkey.com



Figure 192: General view of Samsun in 1970s  
Retrieved from wowturkey.com



Figure 193: General view of Samsun in 1970s-2  
Retrieved from wowturkey.com



Figure 194: General view of Samsun in 1980s  
Retrieved from wowturkey.com



Figure 195: General view of Samsun in 1990s  
Retrieved from wowturkey.com



Figure 196: General view of Samsun today  
Retrieved from <http://turkiyetanitim1.blogcu.com/samsun/11272555#.UQJdCcvRdw>



Figure 197: Mapping of the photographs since early 20<sup>th</sup> century to today<sup>124</sup>

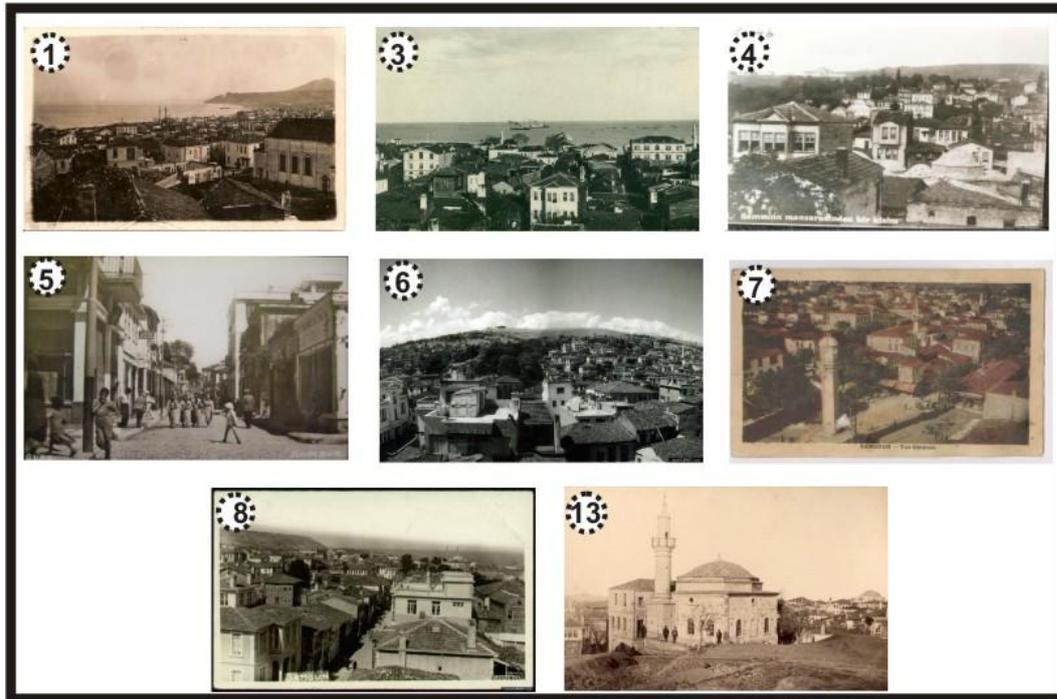
<sup>124</sup> Drawings are prepared by author



Figure 198: Mapping of the photographs since early 20<sup>th</sup> century to today-area 1<sup>125</sup>

<sup>125</sup> Drawings are prepared by author

## PHOTOGRAPHS OF EARLY 20TH CENTURY TILL 1960s



## PHOTOGRAPHS OF LATE 20TH CENTURY & TODAY



Figure 199: Photographs of early 20<sup>th</sup> century to today-area 1<sup>126</sup>

<sup>126</sup> The photographs from 1 to 13 and the second photograph of late 20<sup>th</sup> century is retrieved from wowturkey.com; rest of the photographs are taken by the author in June 2012



Figure 200: Mapping of the photographs since early 20<sup>th</sup> century to today-area 2<sup>127</sup>



Figure 201: Photographs of early 20<sup>th</sup> century till 1960s-area 2<sup>128</sup>

<sup>127</sup> Drawings are prepared by author

<sup>128</sup> Photographs are retrieved from wowturkey.com

## PHOTOGRAPHS OF TODAY

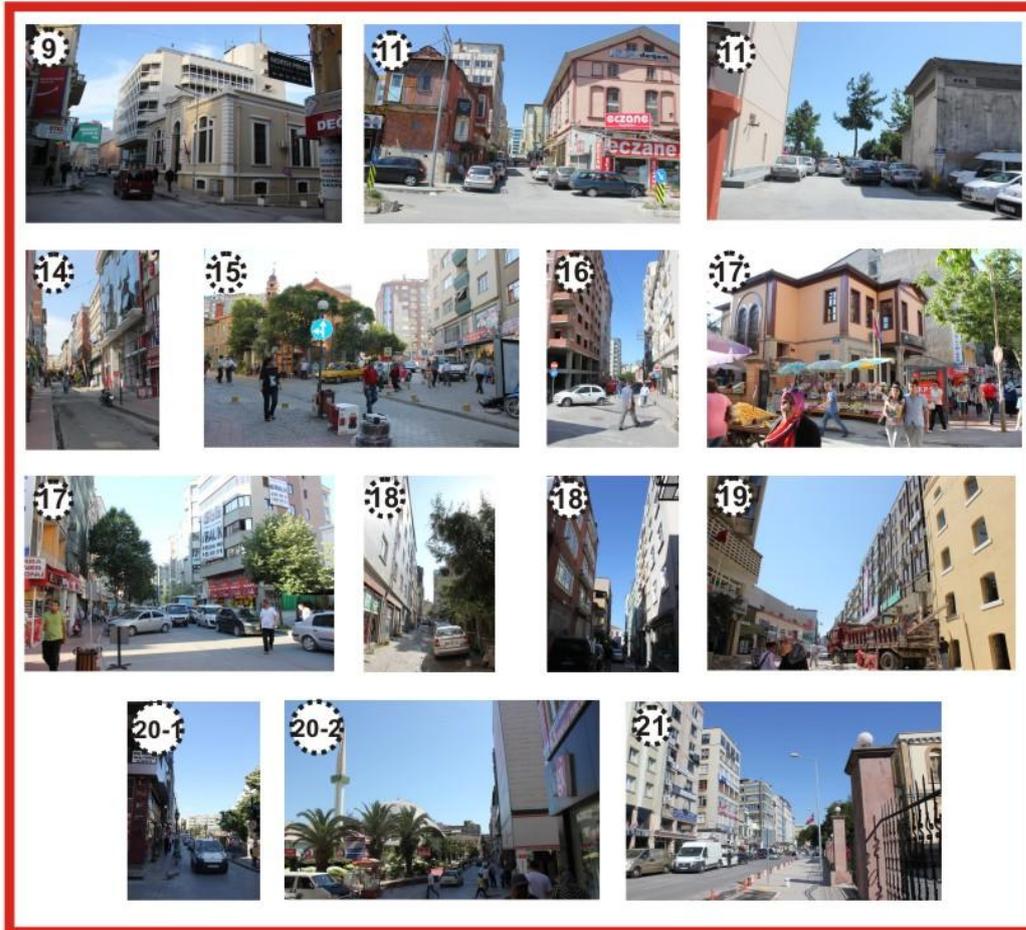


Figure 202: Photographs of today-area 2<sup>129</sup>

<sup>129</sup> Photographs are taken by the author in June 2012



Figure 203: Mapping of the photographs since early 20<sup>th</sup> century to today-area 3<sup>130</sup>

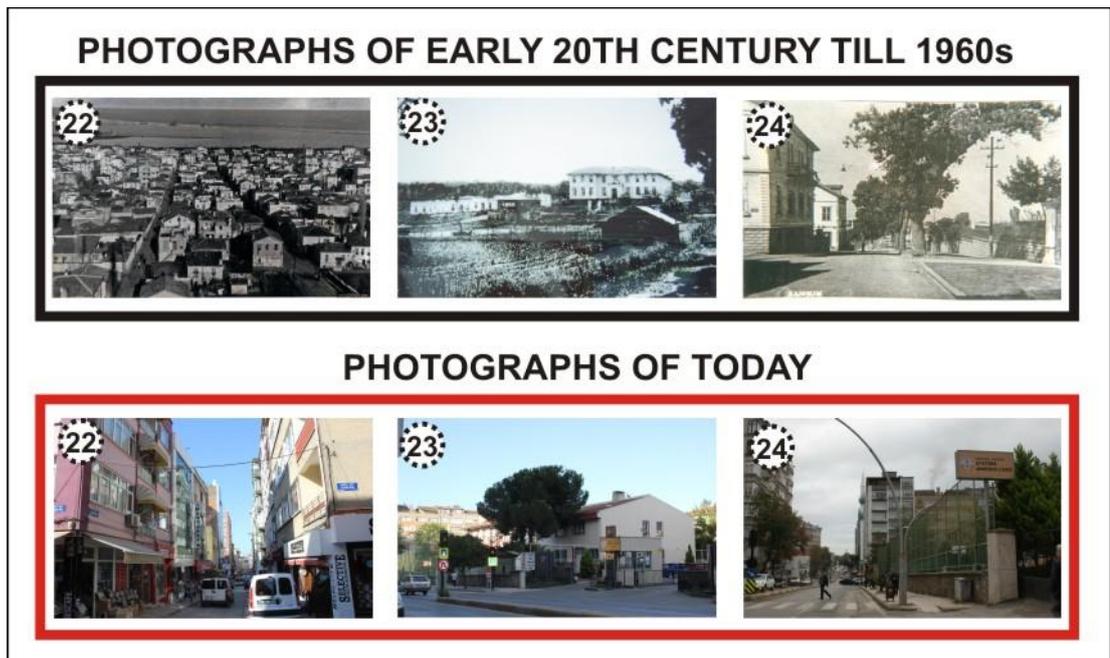


Figure 204: Photographs of early 20<sup>th</sup> century to today-area 3<sup>131</sup>

<sup>130</sup> Drawings are prepared by author

<sup>131</sup> The photographs numbered 22-23-24 are retrieved from wowturkey.com and the rest are taken by the author in June 2012

## APPENDIX C

### REGISTERED BUILDINGS IN THE STUDY AREA<sup>132</sup>

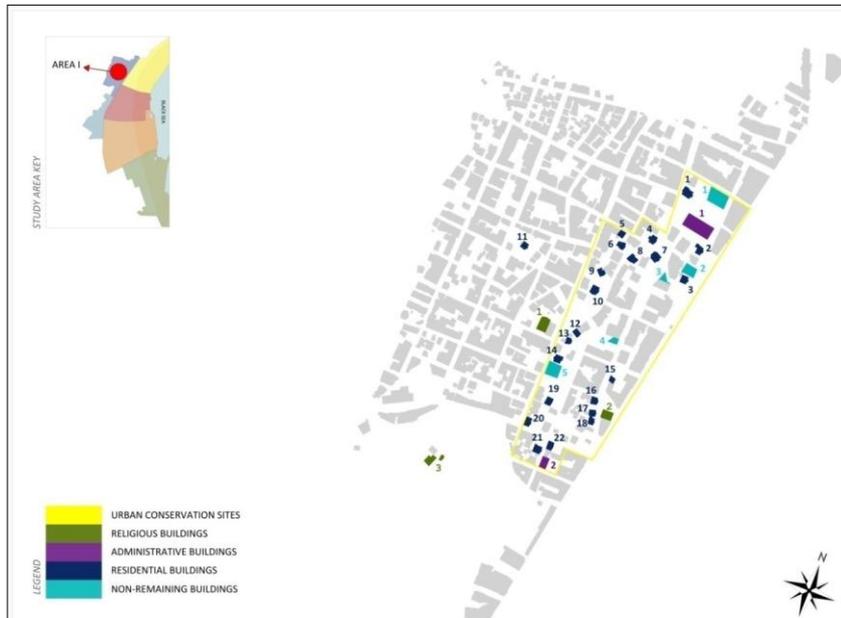


Figure 205: Location of the Registered Buildings of Area I



Figure 206: Location of the Registered Buildings of Area II

<sup>132</sup> The figures in Appendix C are prepared by the author based on the informations from the registrarion sheets and cultural inventory of Samsun retrieved from Samsun Board of the Conservation of the Natural and Cultural Assets

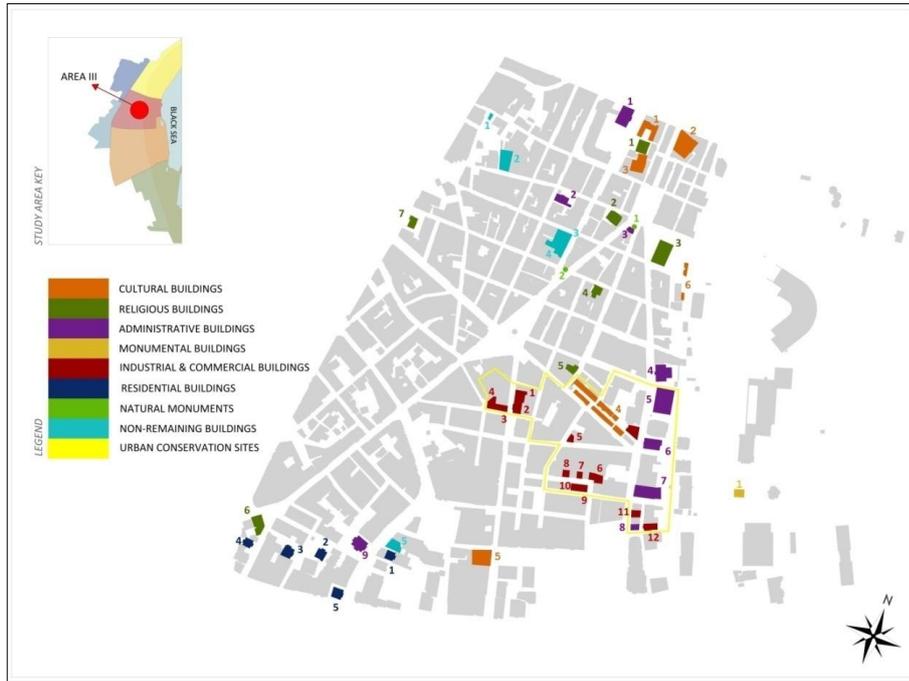


Figure 207: Location of the Registered Buildings of Area III



Figure 208: Location of the Registered Buildings of Area IV

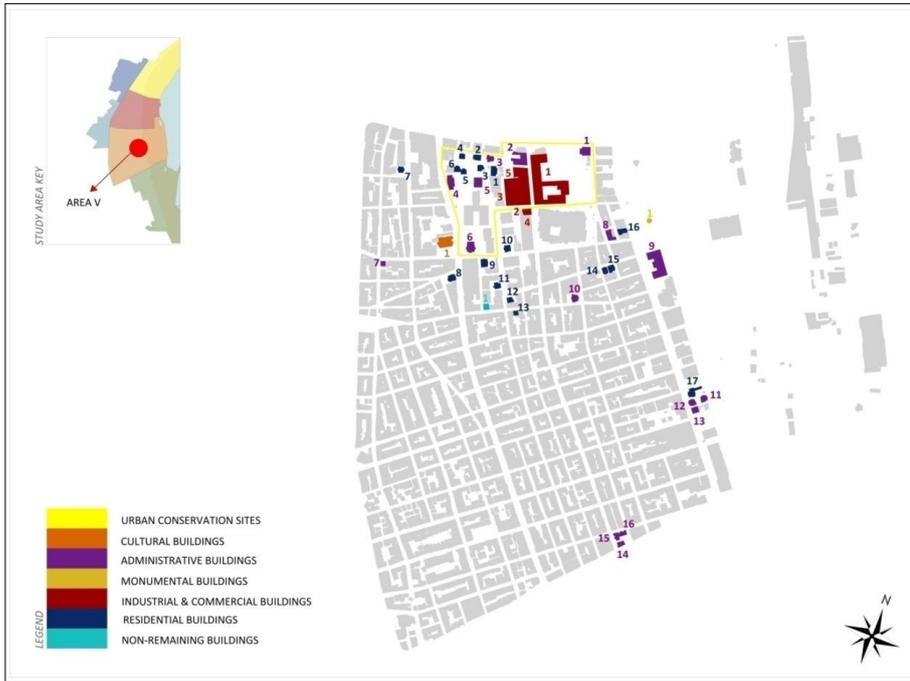


Figure 209: Location of the Registered Buildings of Area V



Figure 210: Location of the Registered Buildings of Area VI

REGISTERED NON-RESIDENTIAL BUILDINGS OF AREA I						
GROUP	NO	PHOTOGRAPH	BUILDING NAME	ORIGINAL USE	CURRENT USE	DATE OF CONSTRUCTION
ADMINISTRATIVE BUILDINGS	1		Gazi Primary School	Guest House of the Church	School	Used as school since 1930
	2		Bozkurt Primary School	School	School	Estimated 1898
RELIGIOUS BUILDINGS	1		Selahiye Mosque	Mosque	Mosque	Unknown
	2		Acem dervish lodge	dervish lodge	Commercial	Unknown
	3		Seyyid Kutbiddin Mosque, Tomb and Cemetery	Mosque, Tomb and Cemetery	Mosque, Tomb and Cemetery	Mosque: 1292, Tomb: 1404

Figure 211: Registered Non-residential Buildings of Area I

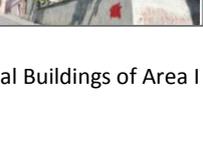
REGISTERED RESIDENTIAL BUILDINGS OF AREA I							
NO	PHOTOGRAPH			NO	PHOTOGRAPH		
1		BUILDING NAME	Residence	2		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Residence
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
3		BUILDING NAME	Residence	4		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Residence
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
5		BUILDING NAME	Residence	6		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Residence
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
7		BUILDING NAME	Residence	8		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Residence
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
9		BUILDING NAME	Residence	10		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Residence
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
11		BUILDING NAME	Residence	12		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Residence
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
13		BUILDING NAME	Residence	14		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Residence
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
15		BUILDING NAME	Residence	16		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Residence
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
17		BUILDING NAME	Residence	18		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Residence
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
19		BUILDING NAME	Residence	20		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Residence

Figure 212: Registered Residential Buildings of Area I

21		BUILDING NAME	Residence	22		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Residence
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown

Figure 212 (continued): Registered Residential Buildings of Area I

REGISTERED NON-RESIDENTIAL BUILDINGS OF AREA II						
GROUP	NO	PHOTOGRAPH	BUILDING NAME	ORIGINAL USE	CURRENT USE	DATE OF CONSTRUCTION
RELIGIOUS BUILDINGS	1		Hançerli Mosque	Mosque	Mosque	Unknown
	2		Yalı Mosque	Mosque	Mosque	1312-period of Ottoman- İlhanlı
NATURAL MONUMENTS	1		Plane Tree	Plane Tree	Plane Tree	Unknown
	2		Plane Tree	Plane Tree	Plane Tree	Unknown

Figure 213: Registered Non-residential Buildings of Area II

REGISTERED RESIDENTIAL BUILDINGS OF AREA II							
NO	PHOTOGRAPH			NO	PHOTOGRAPH		
1		BUILDING NAME	Residence	2		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Commercial
		CURRENT USE	Residence			CURRENT USE	Commercial
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
3		BUILDING NAME	Residence				
		ORIGINAL USE	Commercial				
		CURRENT USE	Commercial				
		DATE OF CONST.	Unknown				

Figure 214: Registered Residential Buildings of Area II

REGISTERED NON-RESIDENTIAL BUILDINGS OF AREA III						
GROUP	NO	PHOTO	BUILDING NAME	ORIGINAL USE	CURRENT USE	DATE OF CONSTRUCTION
ADMINISTRATIVE BUILDINGS	1		Municipality Building	Unknown	Municipality Building	1913
	2		Fazıl Kadı Primary School	School	School	1884
	3		Old Bazaar Police Station	Unknown	Commercial	Unknown
	4		Old Ottoman Bank	Unknown	Bank	1891
	5		Central Bank	Bank	Bank	1938-1940
	6		Ziraat Bank	Unknown	Bank	Unknown
	7		Old Management Building of Tekel Tobacco production	Theatre	Commercial	Unknown
	8		Public House of Financial Office	Unknown	Administrative and Commercial	Unknown
	9		Yol-İş Syndicate	Residence	Syndicate	Unknown

Figure 215: Registered Non-residential Buildings of Area III

RELIGIOUS BUILDINGS	1		Madrasa Mosque	Mosque	Mosque	Unknown
	2		Pazar Mosque	Mosque	Mosque	15th century
	3		Great Mosque	Mosque	Mosque	1884
	4		Hacı Hatun Mosque	Mosque	Mosque	Unknown
	5		Citadel Mosque	Mosque	Mosque	Unknown
	6		Mater Dolorasa Church	Church	Church	1846
	7		Kurşunlu Mosque	Mosque	Mosque	Unknown
CULTURAL BUILDINGS	1		Süleymanpaşa Madrasa	Madrasa	Commercial	1813
	2		Şifa Bath	Bath	Bath	Ottoman Period
	3		Taşhan	Khan	Commercial	17th Century

Figure 215 (continued): Registered Non-residential Buildings of Area III

INDUSTRIAL & COMMERCIAL BUILDINGS	4		Bedesten	Bedesten	Commercial	1807-1818
	5		Gazi Museum	Hotel	Museum	Unknown
	6		Citadel Walls	Citadel Wall	Ruin	Unknown
	1		Working Place	Residence	Commercial	Unknown
	2		Working Place	Unknown	Commercial	Unknown
	3		Working Place	Bank	Commercial	Unknown
4		Sümerbank Depot	Unknown	Depot	Unknown	
5		Working Place	Unknown	Commercial	Unknown	
6		Working Place+Depot	Working Place+Depot	Working Place+Depot	Unknown	

Figure 215 (continued): Registered Non-residential Buildings of Area III

	7		Working Place+Depot	Working Place+Depot	Working Place+Depot	Unknown
	8		Working Place+Depot	Working Place+Depot	Working Place+Depot	Unknown
	9		Working Place+Depot	Working Place+Depot	Working Place+Depot	Unknown
	10		Working Place+Depot	Working Place+Depot	Working Place+Depot	Unknown
	11		Ayla Hotel	Hotel	Bank	Unknown
	12		Sahi Palas Hotel	Hotel	Commercial	Unknown
NATURAL MONUMENTS	1		Plane Tree	Plane Tree	Plane Tree	Unknown
	2		PLANE TREE	PLANE TREE	PLANE TREE	Unknown
MONUMENTAL BUILDINGS	1		MONUMENT OF FIRST STEP	MONUMENT OF FIRST STEP	MONUMENT OF FIRST STEP	1981

Figure 215 (continued): Registered Non-residential Buildings of Area III

REGISTERED RESIDENTIAL BUILDINGS OF AREA III							
NO	PHOTOGRAPH			NO	PHOTOGRAPH		
1		BUILDING NAME	Residence	2		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Commercial			CURRENT USE	Bank
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
3		BUILDING NAME	Residence	4		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Office of Mufti			CURRENT USE	
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
5		BUILDING NAME	Residence of Church				
		ORIGINAL USE	Residence				
		CURRENT USE	Empty				
		DATE OF CONST.	Unknown				

Figure 216: Registered Residential Buildings of Area III

REGISTERED NON-RESIDENTIAL BUILDINGS OF AREA IV						
GROUP	NO	PHOTOGRAPH	BUILDING NAME	ORIGINAL USE	CURRENT USE	DATE OF CONSTRUCTION
ADMINISTRATIVE BUILDINGS	1		Military Office	Unknown	Military Office	Unknown
RELIGIOUS BUILDINGS	1		Yeni Karakol Mosque	Mosque	Mosque	1948

Figure 217: Registered Non-residential Buildings of Area IV

REGISTERED RESIDENTIAL BUILDINGS OF AREA IV							
NO	PHOTOGRAPH			NO	PHOTOGRAPH		
1		BUILDING NAME	Residence	2		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Residence
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
3		BUILDING NAME	Residence	4		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Residence
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
5		BUILDING NAME	Residence	6		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Residence
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
7		BUILDING NAME	Residence	8		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Residence
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
9		BUILDING NAME	Residence	10		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Residence
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown

Figure 218: Registered Residential Buildings of Area IV

REGISTERED NON-RESIDENTIAL BUILDINGS OF AREA V						
GROUP	NO	PHOTO	BUILDING NAME	ORIGINAL USE	CURRENT USE	DATE OF CONSTRUCTION
ADMINISTRATIVE BUILDINGS	1		Head Office of Tekel	Head Office of Tekel	Empty	Unknown
	2		Military Hospital	Military Hospital	Administrative	Unknown
	3		Military Polyclinic	Unknown	Administrative	Unknown
	4		Cumhuriyet Primary School	Hospital	High School	Unknown
	5		Dumlupinar Primary School	Unknown	School	Unknown
	6		Provincial Culture and Tourism Directorate	Residence	Provincial Culture and Tourism Directorate	Unknown
	7		Police Station	Residence	Police Station	Unknown
	8		Old Constabulary	Unknown	Administrative	Unknown
	9		Government Hall	Government Hall	Administrative	Unknown

Figure 219: Registered Non-residential Buildings of Area V

10			Society for the Protection of Children	Residence	Society for the Protection of the Children	Unknown
11			Public House of State Railway	Residence	Empty	Unknown
12			Public House of State Railway	Residence	Empty	Unknown
13			Public House of State Railway	Residence	Empty	Unknown
14			Conservatoire of Municipality	Residence	Conservatoire of Municipality	Unknown
15			Conservatoire of Municipality	Residence	Conservatoire of Municipality	Unknown

Figure 219 (continued): Registered Non-residential Buildings of Area V

INDUSTRIAL & COMMERCIAL BUILDINGS	1		Tekel Tobacco Factory	Tekel Tobacco Factory	Shopping Center	Unknown
	2		Tobacco Depot	Tobacco Depot	Shopping Center	Unknown
	3		Tobacco Depot	Tobacco Depot	Shopping Center	Unknown
	4		Tobacco Depot	Tobacco Depot	Shopping Center	Unknown
	5		Tobacco Depot	Tobacco Depot	Commercial	Unknown
CULTURAL BUILDINGS	1		City Club	City Club	City Club	1931
MONUMENTAL BUILDINGS	1		Monument of "Honour"	Monument of "Honour"	Monument of "Honour"	Unknown

Figure 219 (continued): Registered Non-residential Buildings of Area V

REGISTERED RESIDENTIAL BUILDINGS OF AREA V							
NO	PHOTOGRAPH			NO	PHOTOGRAPH		
1		BUILDING NAME	Residence	2		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Administrative
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
3		BUILDING NAME	Residence	4		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Commercial			CURRENT USE	Commercial
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
5		BUILDING NAME	Residence	6		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Commercial
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
7		BUILDING NAME	Residence	8		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Commercial
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
9		BUILDING NAME	Residence	10		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Empty
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
11		BUILDING NAME	Residence	12		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Empty
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
13		BUILDING NAME	Residence	14		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Administrative
		DATE OF CONST.	Unknown			DATE OF CONST.	Unknown
15		BUILDING NAME	Residence	16		BUILDING NAME	Residence
		ORIGINAL USE	Residence			ORIGINAL USE	Residence
		CURRENT USE	Residence			CURRENT USE	Commercial
		DATE OF CONST.	Unknown			DATE OF CONST.	
17		BUILDING NAME	Residence				
		ORIGINAL USE	Residence				
		CURRENT USE	Administrative				
		DATE OF CONST.					

Figure 220: Registered Residential Buildings of Area V

REGISTERED NON-RESIDENTIAL BUILDINGS OF AREA VI						
GROUP	NO	PHOTOGRAPH	BUILDING NAME	ORIGINAL USE	CURRENT USE	DATE OF CONSTRUCTION
ADMINISTRATIVE BUILDINGS	1		Atatürk High School	School	School	Unknown
RELIGIOUS BUILDINGS	1		Kılıçdede Mosque	Mosque	Mosque	Unknown
CULTURAL BUILDINGS	1		Water Tower	Water Tower	Empty	Unknown
INDUSTRIAL & COMMERCIAL BUILDINGS	1		Locomotive Depot	Locomotive Depot	Empty	1926
	2		Atelier of Maintenance and Repair of Wagons	Atelier of Maintenance and Repair of Wagons	Empty	1944

Figure 221: Registered Non-residential Buildings of Area VI

NO	PHOTOGRAPH	BUILDING NAME	ORIGINAL USE	CURRENT USE	DATE OF CONSTRUCTION
1		İsa Baba Mosque	Mosque	Mosque	15th century
2		Hospital	Hospital	Hospital	Unknown
3		Old Military Building	Unknown	Empty	Unknown
4		Fountain	Fountain	Not in Use	Unknown

Figure 222: Registered buildings outside the boundaries of the study area

APPENDIX D

BUILDINGS PROPOSED FOR REGISTRY IN THE STUDY AREA<sup>133</sup>



Figure 223: Location of buildings proposed for registry and compatible buildings in Area I

<sup>133</sup> The figures in Appendix D are prepared by the author



Figure 224: Buildings proposed for registry in Area I



Figure 224 (continued): Buildings proposed for registry in Area I



Figure 224 (continued): Buildings proposed for registry in Area I



Figure 224 (continued): Buildings proposed for registry in Area I



Figure 225: Compatible Buildings in Area I

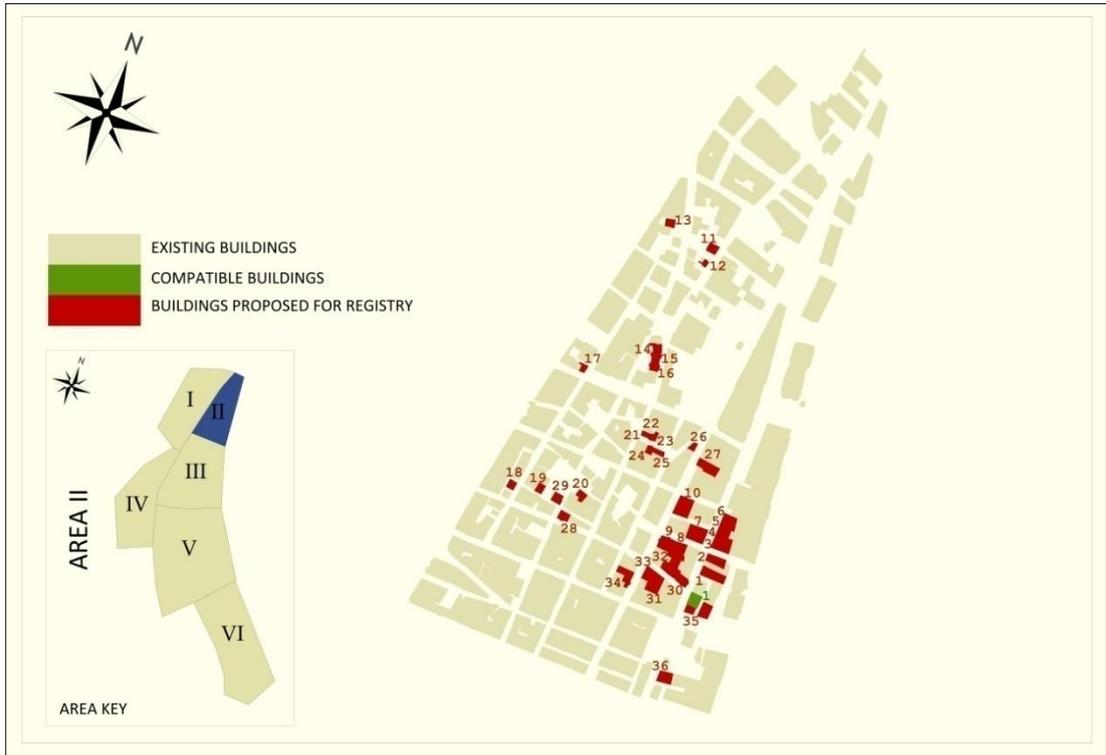


Figure 226: Location of buildings proposed for registry and compatible buildings in Area II



Figure 227: Buildings proposed for registry in Area II



Figure 227 (continued): Buildings proposed for registry in Area II



Figure 227 (continued): Buildings proposed for registry in Area II



Figure 228: Compatible Buildings in Area II



Figure 229: Location of buildings proposed for registry and compatible buildings in Area III



Figure 230: Buildings proposed for registry in Area III



Figure 230 (continued): Buildings proposed for registry in Area III



Figure 230 (continued): Buildings proposed for registry in Area III



Figure 230 (continued): Buildings proposed for registry in Area III



Figure 231: Compatible Buildings in Area III



Figure 232: Location of buildings proposed for registry and compatible buildings in Area IV



Figure 233: Buildings proposed for registry in Area IV



Figure 234: Compatible Buildings in Area IV

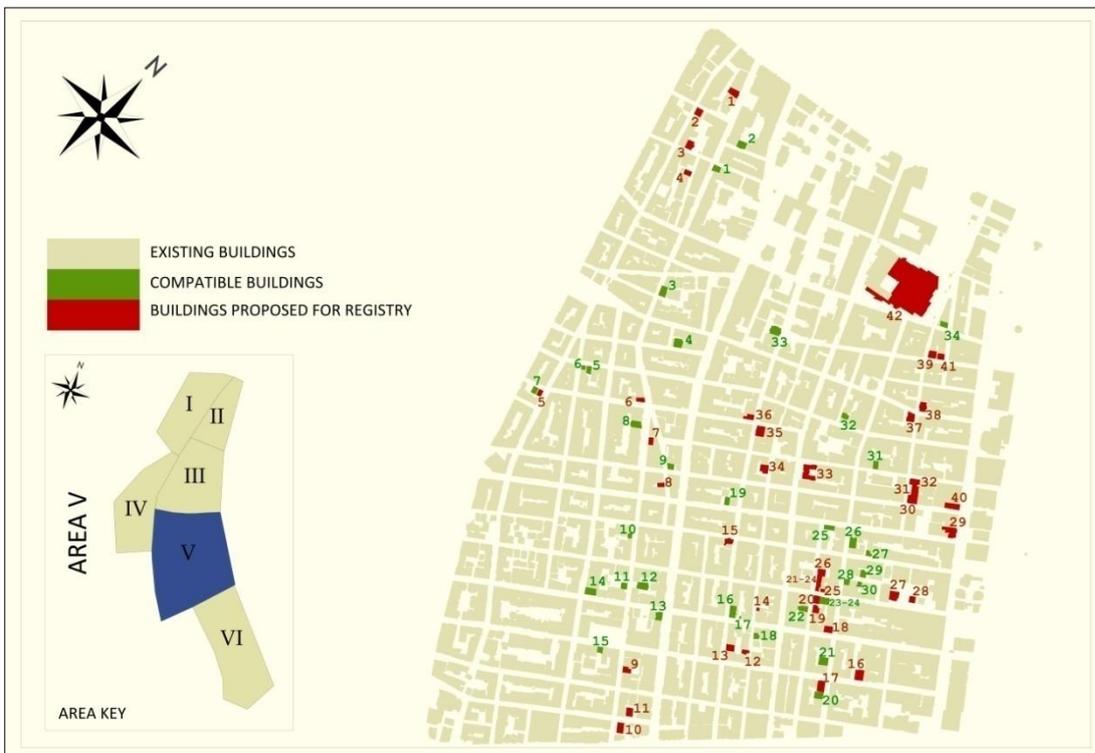


Figure 235: Location of buildings proposed for registry and compatible buildings in Area V



Figure 236: Buildings proposed for registry in Area V



Figure 236 (continued): Buildings proposed for registry in Area V



Figure 236 (continued): Buildings proposed for registry in Area V



Figure 236 (continued): Buildings proposed for registry in Area V

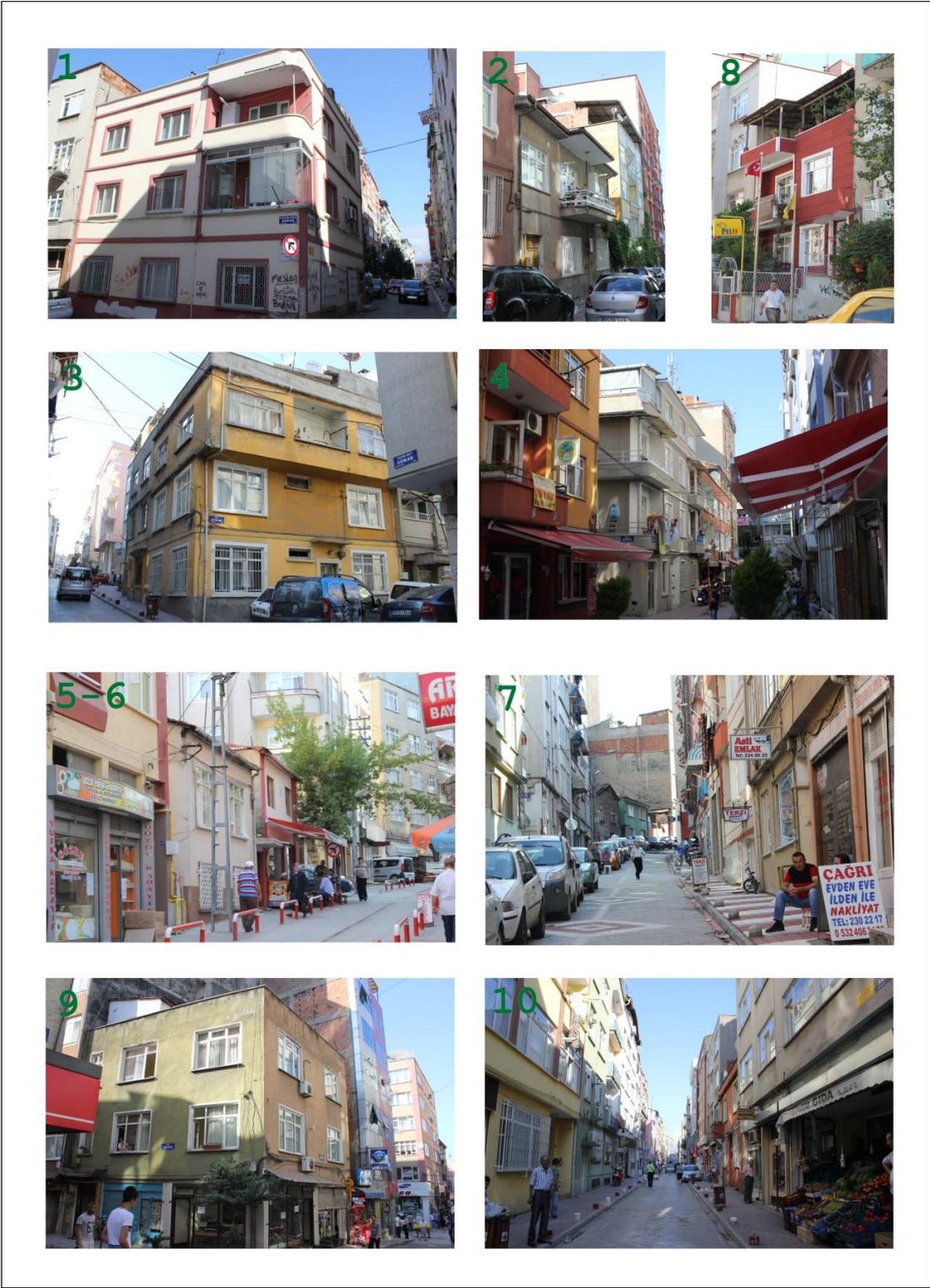


Figure 237: Compatible Buildings in Area V



Figure 237 (continued):Compatible Buildings in Area V



Figure 237 (continued):Compatible Buildings in Area V

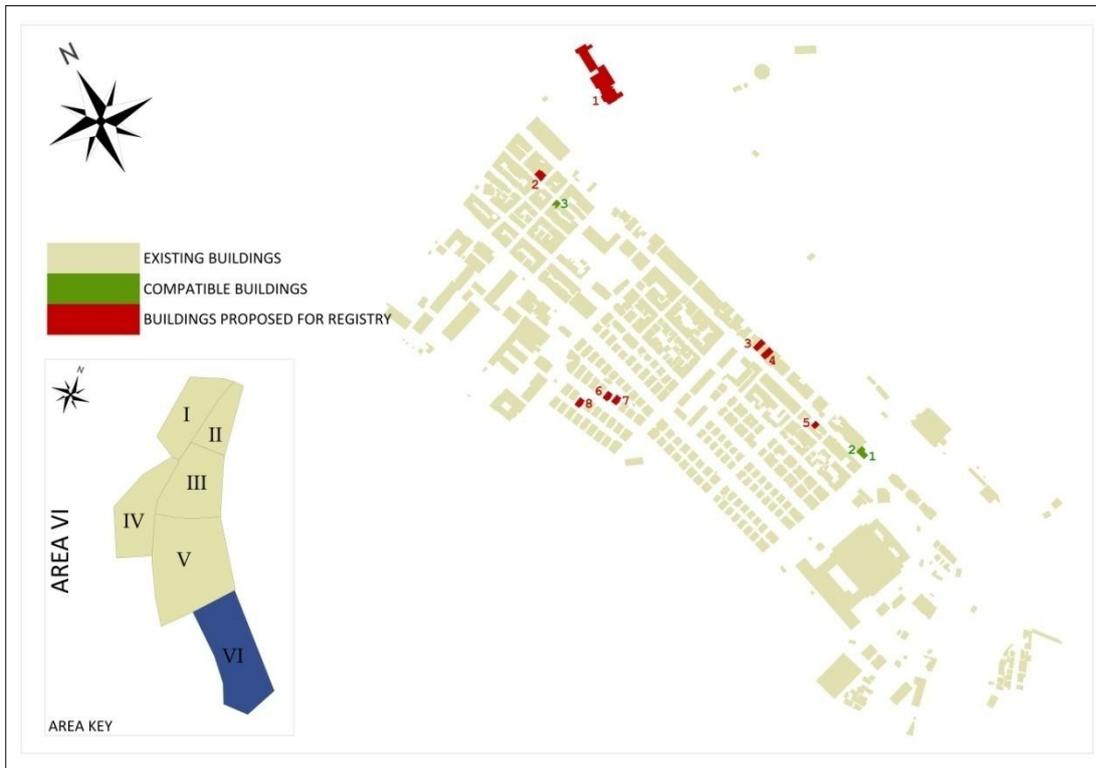


Figure 238: Location of buildings proposed for registry and compatible buildings in Area VI



Figure 239: Buildings proposed for registry in Area VI

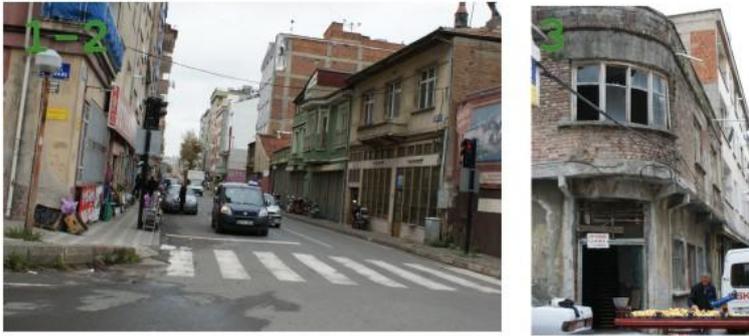


Figure 240: Compatible Buildings in Area VI