

Western Part of Zagreb in Regulatory Plans from 1865, 1887 and 1907

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Abstract: Western part of Zagreb is delineated by the Street of the Republic of Austria on the east side, Ilica Street in the north, the railway line in the south and the Čnomerec stream in the west. It was enclosed into a masterplan for the first time in the Regulatory Plan from 1887 and envisaged as the extension of the Lower Town to the west. In the first Regulatory Plan of Zagreb from 1865, only the square in front of the railway station was located there, while the rest was not encompassed. Since the opening of the first railway station in 1862, industrial plants have been randomly built into the western part of the city. In 1878 the City Waterworks were put into operation and at that occasion the first Waterworks Road (Vodovodna cesta) was staked out, connecting Ilica, the historical roadway in the north (since the 15th century), with the City Waterworks. In Milan Lenuci's Regulatory Plan from 1907 the western part of the city retained its layout. The only urban planning since the end of the 19th century until the First World War in the western part of Zagreb was implemented with the aim of connecting six army barrack complexes.

Key words: Zagreb, Regulatory Plan from 1865, Regulatory Plan from 1887, Regulatory Plan from 1907, Milan Lenuci

Zapadni dio Zagreba u Regulatornim osnovama iz 1865., 1887. i 1907. godine

Sažetak: Zapadni dio Zagreba omeđen je Ulicom Republike Austrije na istoku, Ilicom na sjeveru, željezničkom prugom na jugu i potokom Čnomercem na zapadu. Prvi je put planiran u nekom urbanističkom planu u Regulatornoj osnovi iz 1887. godine. Predviđen je kao produžetak Donjega grada na zapad. U prvoj Regulatornoj osnovi Zagreba iz 1865. godine tu se smjestio samo trg ispred kolodvora, a ostatak nije bio obuhvaćen regulacijom. Od otvaranja prvog kolodvora 1862. godine u zapadnom se dijelu grada sporadično grade industrijski pogoni. Godine 1878. otvoren je gradski vodovod i tim povodom trasirana prva Vodovodna cesta koja do njega vodi od Ilice, povijesne trase na sjeveru (od 15. stoljeća). U Regulatornoj osnovi Milana Lenucija iz 1907. godine zapadni dio grada zadržava svoju fizionomiju. Jedina planska urbanizacija do Prvog svjetskog rata u zapadnom dijelu Zagreba provodi se radi prometnog povezivanja šest vojarni.

Ključne riječi: Zagreb, Regulatorna osnova iz 1865., Regulatorna osnova iz 1887., Regulatorna osnova iz 1907., Milan Lenuci

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1. INTRODUCTION

Western part of Zagreb, today delineated by the Street of the Republic of Austria in the east, Ilica Street in the north, the railway line in the south and the flow of the partly enclosed Črnomerec stream in the west was encompassed by city planning for the first time by the Regulatory Plan from 1887. It was envisaged as the extension of the Lower Town to the west, all the way to the Črnomerec stream. The railway line to Budapest passed along the southern boundary of the Lower Town – the southern line reached by turn-of-the-century Zagreb, an insurmountable obstacle for a planned development of the city beyond the railway line, towards the Sava River. Because of that and the danger of floods, the area between the railway line and the Sava River was urbanized rarely and only partly until the end of that period (the First World War) and therefore it shows a much lower urbanity grade compared to the Lower Town.

The introduction of the first railway line to Zagreb, the stretch between Zidani Most and Zagreb owned by the Southern Railway Society (full name Imperial and Royal Privileged Southern Railway Society, Ger. Kaiserlich-königliche privilegierte Südbahn-Gesellschaft) and the opening of the Southern (today Western) Railway Station in 1862 were the ultimate triggers for the planning of the Lower Town. However, the new railway station was built far from the center, on the western outskirts of the town, so that the first Regulatory Plan focused on connecting the crucial points of the Lower Town and the new railway station. Using the detour through the new Kolodvorska Road (today the Street of the Republic of Austria), laid out immediately before the opening of the Southern Railway Station, Ilica was the only communication between it and the Lower Town, first of all the new Marketplace at the future University Square (today the Square of the Republic of Croatia). The large square in front of the Southern Railway Station to which, according to the Plan, leads the Prilaz Road, the principal connection to the future cultural and educational center (today Prilaz Gjure Deželića) would be occupied by army barrack complex constructed in 1889. These were the new Prince Rudolph Infantry Quarters.

Simultaneously to the construction of the State (Main) Railway Station, in the course of those years the City Representative Assembly decided to purchase a large piece of land in immediate vicinity, where the Machine Workshop of Hungarian Royal State Railways (MAV) for repair and spare parts production for railway engines would be erected – the “Engine Plant” (later Janko Gredelj Factory). The construction of this complex was completed in 1894.

All circumstances point to the conclusion that the plan for expanding the Lower Town to the west in accordance with the (second) Regulatory Plan (1887) is the only acceptable solution. The new, Prince Rudolph Infantry Quarters are encompassed by the new Regulatory Plan, so the connection of the Prilaz Road with its planned extension to the western boundary at the Črnomerec stream remained unsolved. A continuous extension of the Access Road from the Lower Town to the west, the future Baron Filipović Prilaz Road (today the Street of the City of Mainz and the Prilaz baruna Filipovića Road), were omitted. In this way the Lower Town was surrounded by the railway in the south, the Medveščak Brook in the east and the huge new military complex in the west.

The problem of the Medveščak Brook was solved by the relocation of its bed in the course of building the new sewage system from 1896 to 1898 and already by the beginning of the 20th century plans for the extension of the Lower Town to the east from the Drašković Street were drafted. The western part was yielded to industry, which was already making use of the advantages of railway transport, and the army that carried out the first and only systematic urbanization.

Along with the Royal Hungarian State Railways, which stood in the way of the City's plans for extension and redesign of the town, two general planning documents, the Regulatory Plans from 1865 and 1887, greatly determined its development and the latter Plan, along with the military urbanization, was the mainstay of the urban development of its western suburbs.

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Figure 1. The Prince Rudolph Infantry Quarters by the end of the 19th century

2. THE REGULATORY PLAN FROM 1865

The first Regulatory Plan from 1865 (“The Basis and the Plan for the Expansion and Embellishment of the Town”) defines a “new area”, the Lower Town. “The Basis and the Plan” consisted of a text and a blueprint. The text dated January 1st, 1865, was divided in two sections: the explanation of the Basis (the “commercial and political section”) and the directive part of the Basis (the “technical section”). While the former explains “political relations” in the capital, the latter determines two levels because of which the Basis has been drawn up: the most important works on the reconstruction of the present situation (correction of flaws) and the planning of the new city. For that new city, states the “technical section”, the blueprint is on a small scale for “easier overview”, although it lacks an approved and more detailed land survey accompanied by a topographic survey whose aim is the drawing up of a sewage plan and levelling the streets and squares. [1]

The blueprint encompassed the area reaching from the Southern Railway Station to Laščina and in the south to the “new city gardens”. The cadastral plan reached to Sava and its arms, from where a connection to the port and wharfs was planned. An orthogonal street grid was selected, with blocks reaching the corridor of the announced section of the Budapest railway line, Nagykanizsa – Zákány – Zagreb, for which two variants have been suggested, while the location of the railway station was determined between Petrinjska and Savska Streets (“the new, middle-sized railway station”). The finally accepted variant located more to the south finally marked the southern border of the Lower Town. The western part of the Lower Town, reaching from Savska Street (and the future Frankopanska Street) to the Kolodvorska Road (today the Street of the Republic of Austria) and the Southern Railway Station is determined by two axes: “the state military road d” (later Prilaz Road; today Prilaz Gjüre Deželića), 22 meters wide, because “alleys will be planted” and the road f’ (Klaićeva Street), 15 meters wide. This western part encompasses eleven blocks. South from the road f’ towards the Southern Railway

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Station the “new livestock market” (fair) would be situated. South from the road g', reaching from the Savska Street to the new fair (today Izidor Kršnjavi Street), beginning “along the military logistic center” (at the site of today's Westin hotel) large “new army barracks” were envisaged. It is marked as a red rectangular area with indicated defense towers at the corners and in the middle of longer sides, of the kind fortress-like military complexes featured by mid-nineteenth century for defense, guard organization and averting enemy fire. To the north of the Southern Railway Station, all the way to Ilica Street, a new large square “L” was planned at the point where the southern traffic axis f' ended.

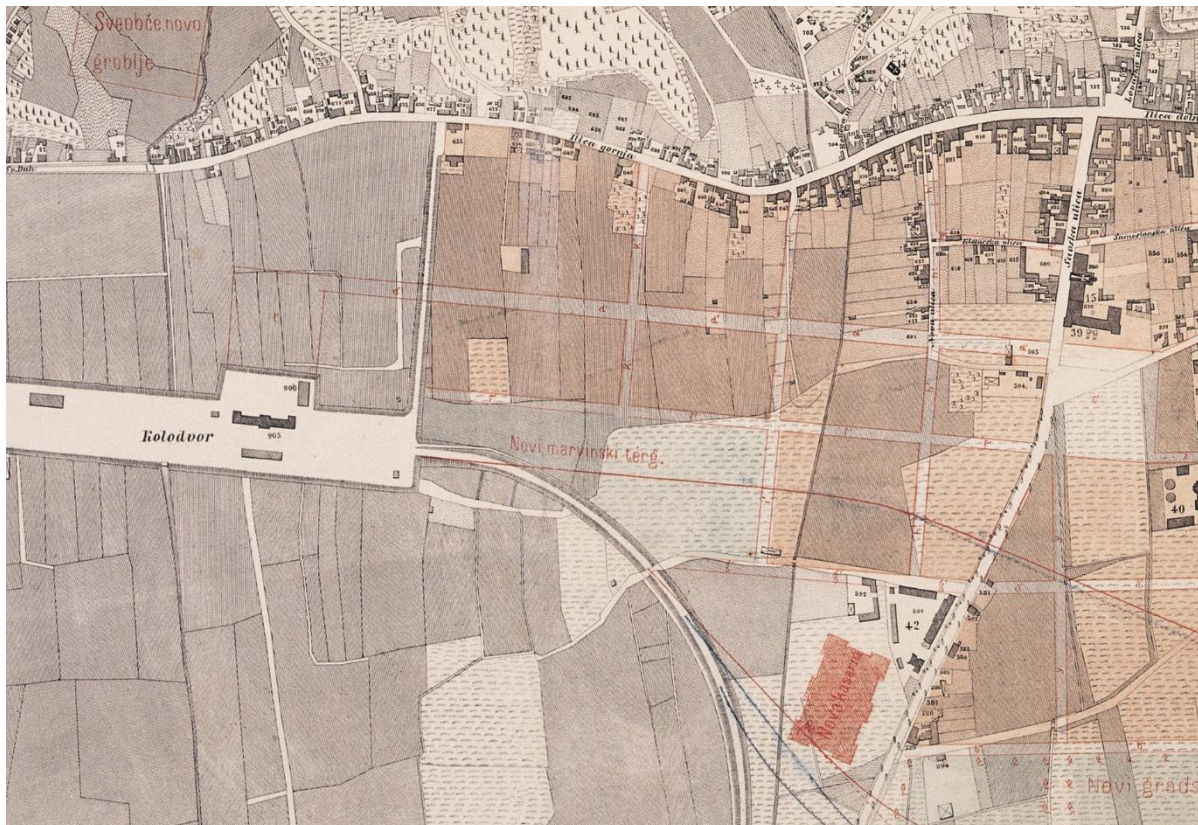


Figure 2. A fragment of the western part of Zagreb from the Regulatory Plan drawn up in 1865

3. THE REGULATORY PLAN FROM 1887

At the time of preparation of the new regulatory plan south of the Kolodvorska Road there was still no city, but there were already built industrial plants: the Brick Factory (1870), the Parquet Factory (1873), the City Waterworks (1878) and the Adolf Müller Brick Factory (since 1885, Črnomerec 288). Shortly before the new plan was adopted, a dispute between the City Administration and the Provincial Government arose, because the Government rejected the location of the Infantry Barracks in the place of the Brick Factory (the Roosevelt Square) and decidedly demanded that a new location for them be found. By the beginning of 1887 this location was confirmed in the larger part of the area reserved for the “L” square (in the first Regulatory Plan from 1865) i.e. “K” as it was termed in the new plan: north of the Southern Railway Station, west from the Kolodvorska Road and south of Ilica Street, it was included into the new Regulatory Plan at the last moment. According to the Plan from 1887, the western part of the town was envisaged as the extension of the Lower Town – an enhancement of the

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Section I from that time's Kolodvorska Road all the way to the western city boundary at the Črnomerec stream.

The Section I encompasses the area of the orthogonal grid of the Lower Town determined by the Regulatory Plan from 1865. In the Plan from 1887 it was defined as follows: "in the south with railway lines from west to east and with railway stations; from the west with the Črnomerec stream; from the east with an ideal line in accordance with the draft, from the Maksimir Street to the Žakanje railway line that descends into the neighboring Lašćinska Municipality, which intends to be integrated into the city; and from the north along the Ilica Street from the western city boundary to Mesnička Street and from there along the last row of Upper Town houses to the crossroads of Mlinarska Road where it touches Jurjevska Street, the crossroads of Mirogoj Road and Nova Ves, along Ribnjak and the northern row of houses in Vlaška Street". [2] The boundaries of the city center, the area of the highest urbanity level or Section I, were therefore the railway lines and because of them the expansion of the Lower Town was planned to the west. South of the railway lines was the Section II, planned to be connected with the Lower Town by extending the existing roads, for example Petrinjska Street as Trnjanska Street in the way that "Trnjanska St. would be arranged, widened and decorated as a street with an alley and gardens in front of houses". In parallel with the Trnjanska St., the eastern road as the extension of the Lower Town over the railway line was the future Strojarska Street or the 63rd Street: "the existing 63rd Street towards the lower part of the Trnje Village should be regulated in straight stretches from the railway line, i.e. the F square to the Sava dam". Railway crossings between Savska and Petrinjska Streets have been temporarily solved by turnpikes. The park stretching between them, an area reserved for the new railway station of the Royal State Railways (MAV) and the port intersect the roads towards the Sava River. On the other hand, the newly regulated existing communications Bolnička (Gajeva) and Svilarska (Preradovićeve) Streets reach the park i.e. the b' street (Mihanovićeve). The principal communication with the southern, still rural area down to the Sava River, would therefore be possible through widened and straightened extensions of Savska and Petrinjska (thus Trnjanska) Streets. Along with these two communication lines, in the area south of the railway line the new "iron road" was indicated along the Sisak railway line. Three longitudinal roads were envisaged: 73, 74 and 75. A detailed regulation for that area was not suggested.

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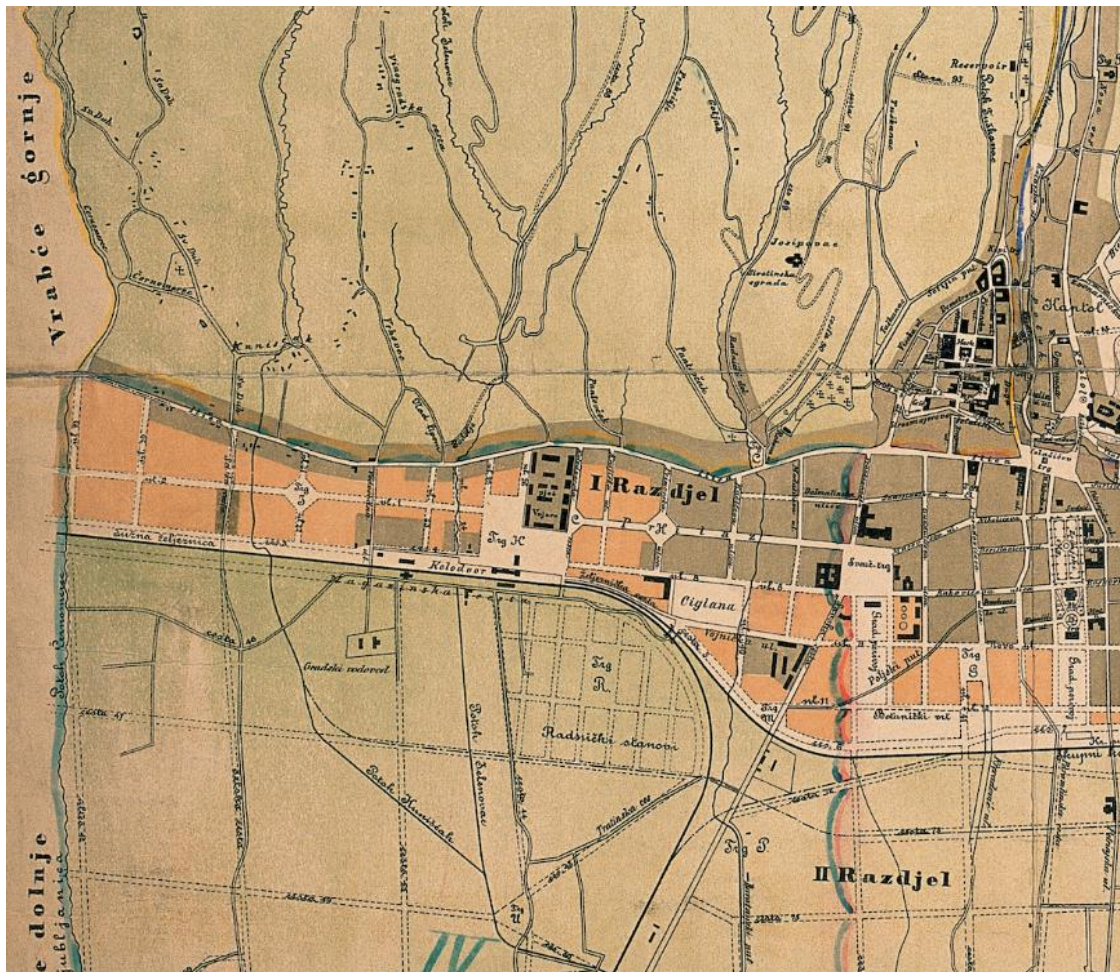


Figure 3. A fragment of the western part of Zagreb from the 1887 Regulatory Plan. The blueprint from 1889 is a printed version of the hand-drawn original from 1887.

At a City Assembly meeting from October 20th, 1890, a resolution was passed that the necessary land lot for the construction of the Machine Workshop of Hungarian State Railways (MAV) should be purchased for the repair of railway engines and the production of parts for them, the so-called “Engine Plant”, because of which the revision of the new Plan was already a subject of discussion. [4] Within the Section II of the new plan, defined in the north from the structure of the new State Railway Station (1892, later the Main Railway Station) and Baroš Street (later Branimirova) in the extension towards the east, north of the railway line to the 63rd Street, and to the east with the extended 63rd Street to the southern boundary formed by the envisaged 75th Street (today the Street of the City of Vukovar) the construction of the new complex was completed on Aug. 26th, 1894. [5]

Although not at the level of the Lower Town and the Section I, the expansion of the city was planned also from the southern side of the railway line as the Section II. The area south of the Southern Railway Station was determined in the Regulatory Plan from 1887 by a dense orthogonal grid of residential streets for a complex intended for the lower (workers’) class. The elaboration of the Plan regarding its Section II states that “in the western part, near the Brick Factory and the railway station, on the other side of the railway embankment, a special area for the construction of workers’ apartments should be laid out”. After the location of the railway station of the (suburban) Samobor railway was confirmed on July 1st, 1899, the area between the Southern and the Samobor Railway Stations gained importance. Apart from

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that, this area had been connected with the utmost southwestern point of the Lower Town through underpasses: since 1862 under the Zagreb-Sisak section of the Southern Railway and since 1892 under the connecting railway line of the Hungarian Royal State Railways from the State (Main) to the Southern Railway Station. Shortly before the Samobor line was put into operation by the beginning of 1901, the area south of the Southern Railway Station was included into the Regulatory Plan of the area between the Southern and the Samobor Railway Station and the Jelenovac Brook from 1900, as an equivalent to the center of the town.

The Plan for widening of the underpasses of the railway lines belonging to the State and Southern Railways with two underpass variants and a suggestion of an avenue comprising a lane for two tram rails, built to the south in the direction of Trešnjevka, originates from that same year. From a large, circular square, immediately behind the underpass and with promenades and alleys on both sides, it would have an overall width of 50 meters. Only in 1912, as a part of a comprehensive solution of a railway junction and in agreement with Hungarian Royal State Railways and the responsible ministry, a plan for underpasses from the Brick Factory to Samobor Road (today Božidara Adžije St.) and a road along the Samobor Railway Station, 21.5 meters wide, was drafted, but downscaled. This plan was a revision of the plan from 1900 and it included a much simpler traffic solution without a semi-circular square immediately after the undercrossing and a profile of Samobor Road with only a half of the original width. This "more modest" variant was drafted after the final rejection of Lenuci's proposal of the new General Plan from 1907. The area between the railway lines of the Southern Railways and the Samobor Railway, which at first was envisaged as a protective belt of the City Waterworks in the southern part and in Lenuci's proposal as a "protective stretch", extended to the entire area within the reach of the mentioned railway lines, has not been fully urbanized until today.

4. REGULATORY PLAN FROM 1907

The proposal for the new Regulatory Plan at the time when the previous one had already been effective for two decades was included into Milan Lenuci's document "The plan for the area and the surroundings of the free royal city of Zagreb. A basis for the future layout of railway regulations in Zagreb" and a detailed textual attachment from 1907. The western part of Zagreb retained its physiognomy in Lenuci's proposal of a new plan.

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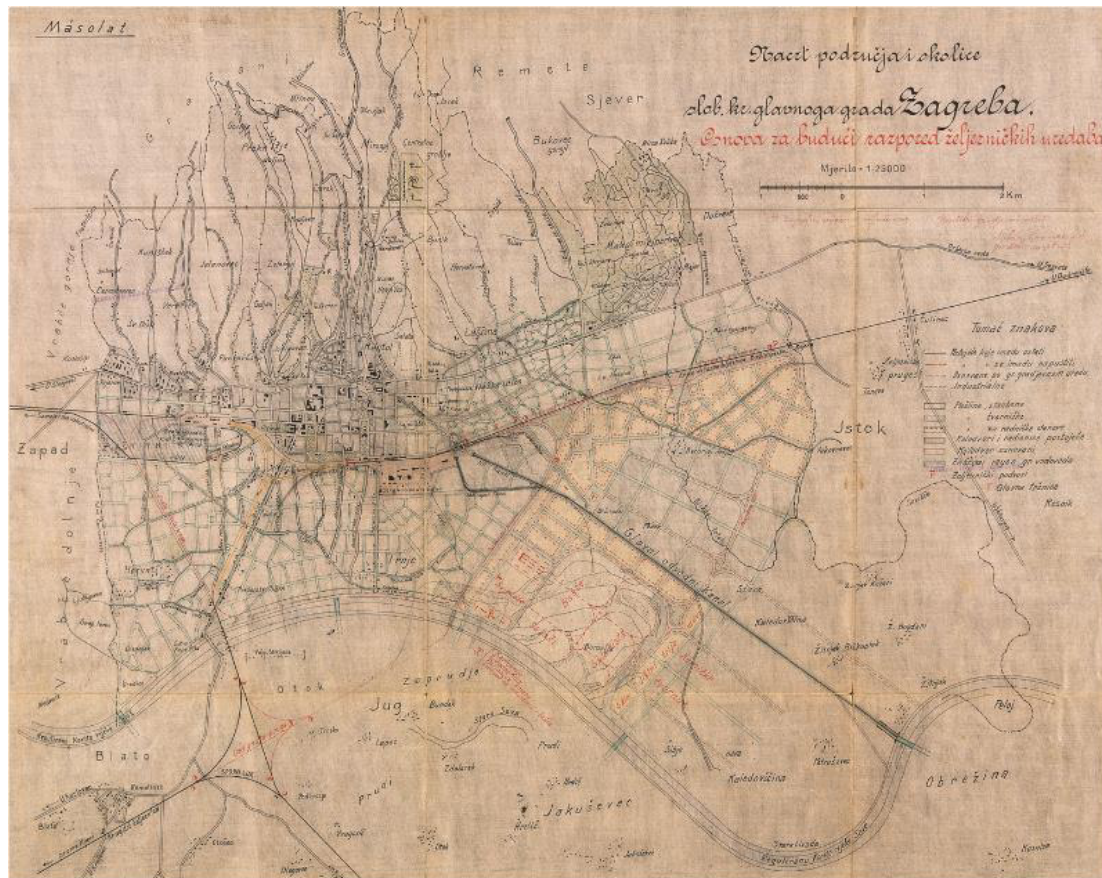


Figure 4. Milan Lenuci: “The plan for the area and the surroundings of the free royal city of Zagreb. A basis for the future layout of railway regulations in Zagreb”

In his plan, Lenuci primarily addresses the problem of the railway junction (railway lines and stations) and suggests an innovative and radical solution as a precondition for a general plan of a much larger and wholesome capital city. He envisages the removal of railway lines from the stretch from the Southern Railway Station to the State Railway Station, the mutual detachment of railway lines with the result that the Southern Railways line would be moved to the west from the Southern Railway Station and the line of the Hungarian Royal State Railways to the east from the State (Main) Railway Station, rejoining them south of the Sava River and not in the urban area (Savska Street). He transformed both railway stations from thoroughfare to termini, liberating the entire stretch in-between from obstacles imposed by railways and their branching – the “delta” at Savska Street, which he moved south from the Sava River, thus enabling the joining of the Lower Town with the areas down to the Sava River, creating a new, “southern” Zagreb. He suggests the construction of the railway line from the State Railway Station to the new marshalling yard on piers, so that in this part of the city, where he envisages a large industrial zone, six road passages can be built. Still, he does not move the large industrial complex of the “Engine Plant” from the center of the planned large city of Zagreb. He does not envisage changes in the western part of the town as well, and the Southern Railway Station would retain its economic function - industrial plants and Customs Public Warehouses joint stock company, founded in the same year south of the Hinko Franck Sons Factory j.s.c. on the other side of the railway line - and the importance for the traffic. The western part of the town would be better connected with its southern part (Trešnjevka) only if three new roads were built: a road along the Črnomerec stream, also planned 1887, now redirected over the Sava bridge, a road along the new railway line planned west of the Southern Railway Station

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and a road along the discontinued line, in parallel to the Savska Street down to the “delta”. Lenuci’s Plan was definitely rejected because of its solution of the railway junction, connected with the extension plan for the Main Railway Station in 1911 when the Railway Company gave up the construction of a marshalling yard at Borongaj (the eastern part of the town will since that point be planned independently of the railway question) and the city allotted its land for a cargo railway station along the Baroš Street (today Branimirova St.).

From the end of the 19th century to the beginning of the First World War, dozens of partial regulatory plans for the western part of Zagreb have been drafted with the aim of establishing a traffic connection between the army barracks. At that time urbanization was carried out for military purposes only.

5. CONCLUSION

At the time when the first Regulatory Plan was drawn up in 1865, the western part of Zagreb was a distant periphery through which immediately before, in 1862, a railway line passed and the first (Southern, today Western) Railway Station was opened. It was for the first time included into city planning in the Regulatory Basis from 1887 when the construction of 12 large blocks after a Lower Town model from the previous Plan (1865) was envisaged. At the time when the railway line was built in that area, the first industrial plants were situated there and in 1878 City Waterworks were opened (south of the railway line) to which Vodovodna Rd. led from Ilica (later, by the end of the 19th century renamed to Vodovodna St.). The industry used the advantage of railway connections and after the decision on the location of the first army complex designed and constructed in the pavilion manner (1887 – 1889), the huge complex of the Prince Rudolph Infantry Quarters, the western part of Zagreb remained cut off from its initial starting point, the Lower Town. The planned extension of the Prilaz Road (today Prilaz Gjüre Deželića), the streets 1 and 2 from the Regulatory Plan from 1887 (later Baron Filipović Prilaz Road, today divided into the Street of the City of Mainz and Baron Filipović Prilaz Road) could not be put to realization continuously because of the location of the new military complex. For that reason, it retained the periphery character for a long time. Until the beginning of the First World War another five complexes of military barracks were built and situated into the blocks of the Regulatory Plan from 1887 envisaged for block construction after the model of the Lower Town. Along with the industrial complexes planned and also built in the pavilion type, only an odd block or two were built in accordance with the Plan from 1887, mostly only partly.

Although formative for the western part of the town, the Plan from 1887, which remained effective for a long time (until the First World War, because a new one was not passed), was put to realization sporadically. In Milan Lenuci’s plan from 1907, the western part of the town retained its physiognomy. The unfinished urbanization because of the war and the collapse of the Austro-Hungarian Monarchy would be continued in the spirit of the Regulatory Plan from 1887 after the First World War (in the SHS Kingdom and then in the Kingdom of Yugoslavia). However, at that time the construction in the western part of the town experienced devaluation in design, quality and function. The only encompassing vision of traffic connections between the western part of the city and the Lower Town in terms of urban planning was proposed by the Regulatory Plan from 1936-1938, according to which the reconstruction of the former Prince Rudolph Infantry Quarters (at that time King Alexander Army Barracks) and the tearing down of its representative buildings with the aim of connecting the Prilaz in the Lower Town and Baron Filipović Prilaz Road in the western part of the town were envisaged.

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6. The Plan was submitted by Milan Lenuci and Snješka Knežević describes it as follows: "The entire area is encompassed by a wide circular road, including the Magazinska Rd. and it follows the direction of railway lines. This almost enclosed area extends towards the west, to at that time open bed of the Jelenovac Brook. It is divided into large blocks: the principal central road, 40 meters wide, leads to the expected new underpass, at that time just a narrow passage to the Jelenovac Brook along which a dashed line suggests a road. Other transversal roads stretch along the axes of the existing paths and roads; the principal one among them, which leads to the Samobor Railway Station structure, stretches along the axis of the Railway Station Road (today the Republic of Austria St.). The width of all these roads is set at 20 meters. At the beginning of the central road a circular square is envisaged. However, dashed lines immediately after the crossing, i.e. future underpasses, indicate a much larger semi-circular square from which a wide road along the railway line, that is, the *Željeznička* and *Klesarska Rd.* of that time emerges." Knežević S. (2020), *Lenucijeve avenije: nove prostorne osi Zagreba*, *Radovi Instituta za povijest umjetnosti*, 2020, 44/2, pp. 143–160, *Ibid.*, p. 152.
7. The Plan was discovered, attributed and dated by Snješka Knežević. Knežević, S., *Regulatorna osnova Milana Lenucija za dio Zagreba od željezničke pruge do rijeke Save iz godine 1907.*, *Radovi Instituta za povijest umjetnosti*, 1992, 16, pp. 169–190, *Ibid.*, pp. 181-188.