

Construction of residential buildings in Ilica Street from the Infantry Barracks (Archduke Rudolf Barracks) to the Črnomerec stream in the late 19th and early 20th centuries

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Abstract: The construction of residential buildings in the western part of Ilica from Kolodvorska (Station) Street, opened in 1862 on the eve of the commissioning of the South (today West) Station, to the Črnomerec stream, to which the city boundary in the west extended since the end of the 19th century, followed the 1887 Regulatory Plan. According to it, this part of the city was planned in 12 new blocks as an extension of the Lower Town. Before the adoption of the 1887 Regulatory Plan, the western part of Ilica was developed with rural-type buildings. The residential stretch of apartment buildings was built in the following decades, but the most exclusive buildings and complexes, such as the corner building of Jaroslav Kralik and the residential and business complex of Adolf Müller, were not constructed. The highest-quality period of architecture was from the end of the 19th century until World War I, with buildings and designs of Historicist (and later Art Nouveau) era. Construction companies "Kralik and Associates" (Jaroslav Kralik) and "Bösenbacher & Brkić", with Hinko Rieszner as the designer, played a leading role in the design and construction of residential buildings in terms of quality and quantity.

Key Words: Zagreb, Ilica Street, Upper Ilica, western part of Zagreb, Jaroslav Kralik, Adolf Müller, Hinko Rieszner, "Bösenbacher & Brkić"

Izgradnja stambenih zgrada u Ilici od Pješačke vojarne (Vojarne nadvojvode Rudolfa) do potoka Črnomerca krajem 19. i početkom 20. stoljeća

Sažetak: Izgradnja stambenih zgrada u zapadnom dijelu Ilice od Kolodvorske ceste, otvorene 1862. uoči puštanja u promet Južnog (danas Zapadnog) kolodvora do potoka Črnomerca, do kojeg od kraja 19. stoljeća seže gradska međa na zapadu, slijedi plan Regulatorne osnove iz 1887. Prema njoj je taj dio grada planiran u 12 novih blokova kao produžetak Donjeg grada. Prije i uoči donošenja Osnove iz 1887. zapadni dio Ilice izgrađen je zgradama ruralnoga tipa. Rezidencijalni potez stambenih zgrada gradi se u narednim desetljećima, ali najekskluzivnije zgrade i kompleksi poput uglovnice Jaroslava Kralika i stambeno-poslovnog kompleksa Adolfa Müllera nisu realizirani. Realizacije i nerealizirani projekti historicističke epohe (kasnije i secesije) od kraja 19. stoljeća do Prvoga svjetskog rata najkvalitetnije su graditeljsko razdoblje. Kvalitativno i kvantitativno u projektiranju i izvedbi stambenih zgrada prednjače građevinska poduzetništva „Kralik i drugovi” (Jaroslav Kralik) i „Bösenbacher & Brkić”, u kojem je projektant Hinko Rieszner.

Ključne riječi: Zagreb, Ilica, Ilica gornja, zapadni dio Zagreba, Jaroslav Kralik, Adolf Müller, Hinko Rieszner, „Bösenbacher & Brkić”

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1. INTRODUCTION

The first Regulatory (Master) Plan of Zagreb (1865) in the western part of the city registered Ilica Street, Kolodvorska (Station) Street (today Republic of Austria Street), developed in 1862 shortly before the opening of the South (today West) Railway Station as a connection between Ilica and the new station, Vinogradska Street and the path along the route of the Jelenovac stream, which, following intensive appeals from citizens since 1885, was to be channeled for the development of the "Middle Road" (later Slovenska Street) in the early 20th century. This was done in order to shorten the way from Ilica to the South Station and the factories located along the railway for employees of the South Railways and pedestrians. Outside the scope of the 1865 Regulatory Plan, the Waterworks Street (Vodovodna cesta) was laid out as a connection between Ilica and the City Waterworks (1876-1878). The Kuniščak stream runs from the northern slopes of Medvednica to the south. The Črnomerec stream in the far west, far beyond the area of intensive urbanization of the Lower Town, was the western city boundary since the end of the 19th century. Fields and arable land were prevalent up to the western perimeter of the planned Lower Town (in the 1865 Regulatory Plan), or to Kolodvorska Street. Ilica—in the 1865 Regulatory Plan "Lower Ilica" from Savska (later Frankopanska) Street to the east, and "Upper Ilica" to the west—was the only connection with the horse-drawn (since 1910 electric) tram between the western suburbs and the center (Harmica; since 1866 Ban J. Jelačić Square).

From the end of the 19th century, the construction of barracks was key to the urbanization of the western suburbs, and industry settled there spontaneously, due to the proximity of the first railway, a modern and efficient form of transport. Out of a total of six barracks, three were built in Ilica. Representative buildings were constructed along that street, along with one large industrial complex—the Zagreb Joint Stock Brewery and Malt Factory JSC (1892). However, in addition to the military complexes and the Brewery in Ilica between Kolodvorska Street (along which four of the thirteen buildings of the Infantry Barracks would be built in 1889) and the Črnomerec stream, residential buildings were also being constructed. Their construction intensified after the adoption of the new Regulatory Plan (1887) and reached its peak in the early 20th century. Unlike buildings of a lower (rent) standard or those intended for workers of factories (and South Railways), representative residential buildings west of Kolodvorska Street, in the area envisaged by the 1887 Regulatory Plan as an extension of the Lower Town, were built exclusively along Ilica. For that part of Ilica, the 1887 Regulatory Plan specified construction identical to the blocks of the Lower Town. The buildings along the roads constructed for access to the barracks were generally more modest. These roads included "Street 1" and "Street 2" from the 1887 Regulatory Plan or the "extended Approach" (now City of Mainz Street and Prilaz Baruna Filipovića Street), which was planned as an extension of the Approach (Prilaz) from the Lower Town (*state military road d'* from the 1865 Regulatory Plan; today Prilaz Gjure Deželića Street). Modest buildings were also located in Vodovodna Street and in "Middle Road" (later Slovenska Street).

The military and industrial complexes of the *fin de siècle* are characterized by a representative historicist style and it is they, not residential buildings, that give the former suburb the first characteristics of a city. The army, as a rigorous and self-sufficient organism within the Monarchy, determined the locations for its accommodation without much regard for the needs of the city. Since 1786, Zagreb was the center of the Imperial-Royal Military Command for Croatia and Slavonia and a garrison town that had only three barracks at the beginning of the 19th century. In such circumstances, the housing of soldiers was resolved provisionally, and the situation was particularly difficult after the entry into force of the Legal Act on Housing of the Army in 1879, which regulated the housing of soldiers at the expense of citizens. Therefore, in 1880, the city prepared a program for the placement of new barracks for

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the Ministry of War, which it approved the following year. The question remained of how the construction of new barracks would be financed, which was not resolved due to unfavorable credit conditions and the lack of support from the Ministry of Finance, so the plan for the construction of new barracks was temporarily abandoned in 1885. The entire controversy took place at the time of the integration of the Croatian Military Border into civilian Croatia, which dominated all the social and political life of the then Croatian crown lands. "Discussions about city development visions begin and end in a general mood of bitterness and disappointment due to the inability to meet dominant political and economic expectations, while investment programs are reduced to realistic possibilities" [1]. Consequently, the once ambitious program of building barracks was initially reduced to just the construction of the Infantry Barracks, which was included in the new Regulatory Plan (1887) at the last minute. The artillery and cavalry barracks, for which locations east of Draškovićeve Street had been established back in 1883, remained in the east in that plan. After the Medveščak stream was regulated as part of the construction of the city sewage system between 1896 and 1898, the area east of Draškovićeve Street was identified as a potential for the future expansion of the Lower Town [2]. This encouraged the city and the army to locate the other barracks, after the Infantry Barracks, in the western extension of the Lower Town, or along Ilica, as an already existing communication.

The construction of the Infantry Barracks prevented the continuous westward extension of the Lower Town Approach, forcing traffic to flow around the barracks, and keeping the planned western extension of the Lower Town from being integrated with the center. Thus, Ilica was unrivaled in terms of representativeness and traffic connections, key determinants for the construction of residential buildings.

The most representative neo-Romanesque buildings of the Infantry Barracks constructed along Kolodvorska Street marked the beginning of the construction of the western extension of the Lower Town at the level of urban development that is identical to the center (Fig. 1). With one larger building with a *cour d'honneur* layout, which was located in Ilica, the Infantry Barracks marked that part of Ilica as well, and initiated the beginning of its transformation with the construction of representative historicist buildings.

Before the first residential buildings were constructed in Ilica west of Kolodvorska Street, only smaller, individual residential structures were built—single-story houses with ancillary outbuildings: stables, storehouses, and workshops. With no signs of planned urbanization yet, the street had a rural character. The rare and typically small villas or summer houses in the most remote part, near the Črnomerec stream, and one large summer house of Antonio Bertani located at the far end of the Lower Town also indicated that the area was a suburb.

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Figure 1. The main building of the Infantry Barracks (Archduke Rudolf Barracks) in Kolodvorska Street, constructed in 1889 in the axis of Approach (today Prilaz Gjüre Deželića Street)—a postcard from the end of the 19th century

2. URBANIZATION OF THE WESTERN PART OF ILICA AND THE STATE OF DEVELOPMENT UNTIL WORLD WAR I

The layout plan of the tram line in Ilica from Kolodvorska Street to Vodovodna Street from 1894 shows the buildings constructed up to that time, in the period immediately before the location of the new barracks and after the opening of the Zagreb Joint Stock Brewery and Malt Factory JSC. These are four buildings on the south side of Ilica, west of the Jelenovac stream, one to the east, and an entire row on the north side (Fig. 2) [3]. At that time, there were no residential buildings yet, except for the corner building owned by Ivan Gašparinčić, which was constructed in 1887, but was not registered in the Tram Line Layout Plan.

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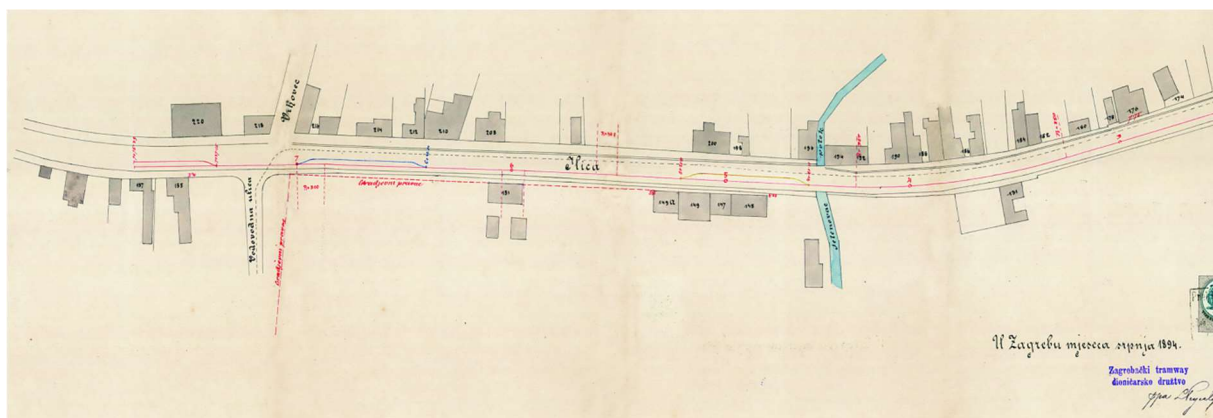


Figure 2. The Layout Plan of the Tram Line in Ilica from Kolodvorska Street to Vodovodna Street, 1894.

The plan of Zagreb from 1900 with the regulation elements of the City Construction Office shows all constructed public, military and industrial buildings, landscaped garden squares, existing and planned (in the 1887 Regulatory Plan) traffic infrastructure and the network of drainage channels (Fig. 3). The plan presents key development elements from the 1887 Regulatory Plan. A stretch with a higher level of urbanity (at the level of the Lower Town) was established along Ilica, and the western part of Zagreb was planned as an extension of the Lower Town with 12 blocks west of Kolodvorska Street, as in the 1887 Regulatory Plan. A new development was the western side of Vodovodna Street, also designated as the Lower Town. This new urbanity zone included the Hinko Franck and Sons Chicory Factory, specifically its representative buildings constructed by the end of the century on the corner of Vodovodna Street and the planned "Street 3", which the 1887 Regulatory Plan envisaged along the railway on its northern side, from the western city boundary to Vodovodna Street (Gradišćanska Street laid out in a smaller part after World War I). Further towards the station square ("K Square"), due to the width of the station complex, "Street 3" was planned as a connecting road with a narrower profile (present Međimurska Street). Due to the deficiency of this narrowing section that did not have the traffic capacity like west of Vodovodna Street, and therefore could not ensure continuous traffic, and due to the location of the Infantry Barracks, which prevented a straight extension of the Approach from the Lower Town, Ilica remained the only street for transit, residential and supply traffic (for barracks and industry) directly connected to the center.

The plan from 1900 shows the military and industrial complexes constructed in Ilica: the Infantry, Battalion, Home-Guard Barracks, the Brewery and Janko Grahor's brick factory in the part of Ilica between Vodovodna Street and the Jelenovac stream ("Middle Road", the future Slovenska Street), and a construction site was reserved for the Artillery Barracks in the far west on the north side of Ilica along the Črnomerec Stream. A path was drawn along Ilica from the future barracks to Selska Street, then along Selska Street across the railway to Trešnjevka to the Military Training Ground (*Exerzierplatz*; today, in a small northern part, the Park of the Righteous Among the Nations, and to the south, the perimeter of the "Ericsson Nikola Tesla" Factory). The plan also documents the existing smaller rural-type buildings.

A novelty compared to the 1887 Regulatory Plan was the fairgrounds area east of Draškovićeva Street, through which the Medveščak stream, channeled between 1896 and

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1898, passed, and where the location of the artillery and cavalry barracks complex was no longer planned. This was the area for the future extension of the Lower Town to the east.



Figure 3. A plan of Zagreb from 1900

The electrification plan for the Prilaz Baruna Filipovića Street from the beginning of the century indicates that the planned construction of the traffic axis of the Lower-Town Approach to the boundary on the Črnomerec stream was never completed. Records were made of the western barracks building on the axis of Prilaz Baruna Filipovića Street and construction of blocks with residential buildings, and in Ilica, the first residential building of the Gašparinčić family and three other buildings that had been built by that time (Fig. 4). The names of all the streets from Reljkovićeve to Selska Street were indicated, except for Grahorova, which was not regulated until World War I, and the planned extension of Vukasovićeve Street, which was laid out along the eastern perimeter of the Home Guard Barracks at the turn of the century. This was Tomićeva (later Vukovićeva) Street, which was to be extended further, over the perimeter of the Franck factory to the intersection with the planned Gradišćanska Street ("Designed Road 99" from the 1913 Home Guard Artillery Depot Layout Plan), or to the railway. The plan also specified Domobranska (Home Guard) Street laid out along the western boundary of the Home Guard Barracks [4].

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The 1907 key plan for the regulation of Ilica by Milan Lenuci dealt with the regulation of Ilica in detail (Fig. 5). The width of Ilica was determined to be 17 m from the intersection with Kolodvorska Street to Selska Street, and 25 m from Selska Street to the Črnomerec stream. Lines of trees were planned in this section of Ilica between the Artillery Barracks and Transport Barracks—that is where Ilica had the widest profile in its entire length from Ban J. Jelačić Square to the Črnomerec stream [5].

The state of development of the western part of Ilica before World War I is recorded in cadastral maps from 1913 (Fig. 6) [6].

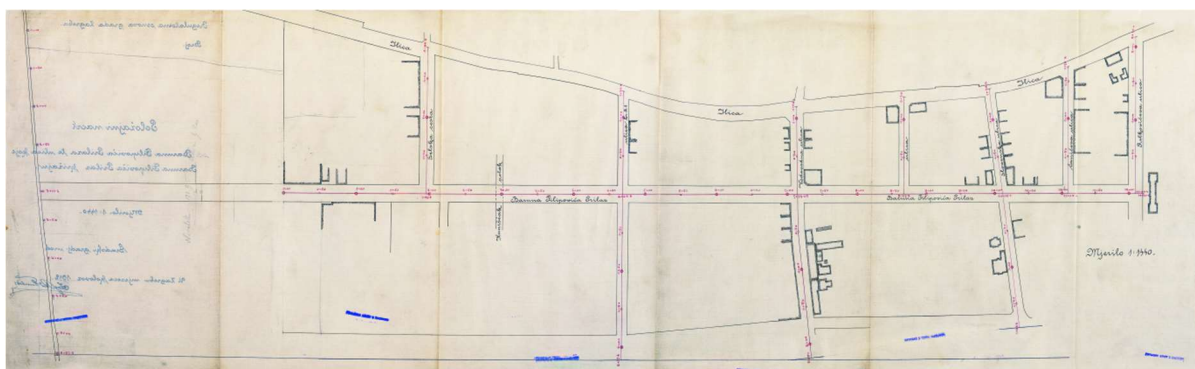


Figure 4. Electrification plan for Prilaz Baruna Filipovića Street, early 20th century

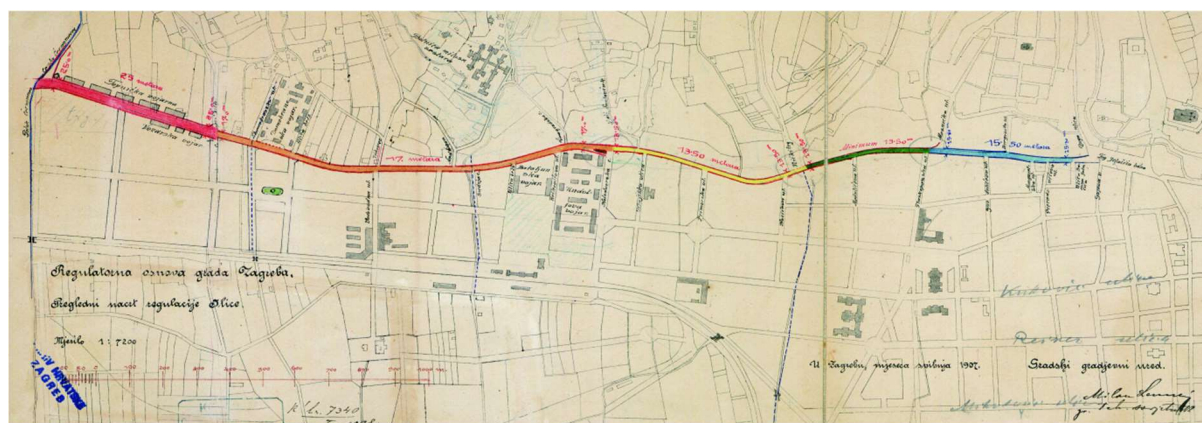


Figure 5. Key plan for the regulation of Ilica (Milan Lenuci), 1907.

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Figure 6. Combination of cadastral maps for the area of Ilica From Kolodvorska Street to the part between the Artillery and Transport Barracks, 1913.

3. MANUFACTURING PLANTS

Construction of the large complex of the Zagreb Joint Stock Brewery and Malt Factory JSC (1892) began before the three barracks in Ilica were built. The brewery was commissioned in 1893, and most of the complex was constructed by the beginning of the 20th century. Construction of the Art Nouveau commercial and residential complex of the associated bakeries "Wieland – Guthard" (Ilica 191) was planned across from the Home Guard Barracks, in 1911. The design signed by architect Viktor Gross was not realized, and from the ambitious plan only the yard workshop and warehouse were built in 1913. The layout plan specifies the "Newly established street No. 21", the extended Vukasovićeve, (or Vukovićeve) Street, and the adjacent plots against that street and the planned extension of Approach owned by the Hirschl family. Founded in 1921, the new company "Vjekoslav Wieland and Associates" intended to build the First Yugoslav Ink Factory on that location, but that project was also not realized [7].

South of Ilica, the oldest Parquet Factory and Steam Sawmill, founded in 1872, was located along the railway at the place where Vodovodna (Waterworks) Street would pass over the railway after the construction and opening of the City Waterworks (1876-1878). In 1881, the factory was expanded with a furniture production plant, and across the street from it in Vodovodna Street, the Chicory Factory Hinko Franck and Sons JSC was operating since 1893 (since 1910, Hinko Franck Sons; from 1943 to 1945, and today Franck JSC). A number of smaller plants opened in the neighborhood, including those south of the railway (on Trešnjevka): in 1892, the silk factory – Royal State's *Bubara*; in 1896, the Zagreb Soap and Chemical Products Factory (in Selska Street 28); in 1898, the Mechanical and Electrical Engineering Factory "E. Eisenhut and Comp." (in Magazinska Street 13); in 1902, the Soap Factory "Farkaš and Weiss" (in Vodovodna Street); in 1906, Samoborka, artificial stone and cement goods industry, (in Samoborska Street); and others. The Parquet Factory and Steam Sawmill were taken over by Guido Pongratz in 1878 and expanded on two occasions. The first expansion was carried out in 1886 by Janko Grahor's construction company "Grahor and Sons" (before 1886, the construction company "Grahor and Klein"). The second expansion was performed in 1904 by architect Martin Pilar, or "Construction company architect, engineer and builder: Pilar, Mally and Bauda". At that time, this company also designed and managed expansions for the Franck factory and the Zagreb Brewery [8]. South of Ilica, several other smaller complexes of workshops and warehouses were built. The "Šutej Sawmill" was also in operation since the beginning of the 20th century. It was located in the block between

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Slovenska, Magazinska, Vodovodna and Prilaz Baruna Filipovića (today City of Mainz Street), along the railway on the eastern side of the Parquet Factory and Steam Sawmill, The Iron Foundry [9] operated since the beginning of the 20th century, located in the area enclosed by the tracks of the South and Samobor railways. This area was specified in the 1887 Regulatory Plan for the construction of workers' apartments (as part of Section II, designated south of the tracks of the South and Royal Hungarian State Railways for the future development of the city).

The area south of western Ilica was a mix of industrial and military complexes, wood processing and other craft plants and business-related family houses. Three brick factories were also located there. In addition to its primary industrial and military purpose, this gave it the character of a suburban zone for workers and craftsmen, where residential buildings were rarely constructed for workers or for rent, and were only exceptionally built for housing.

4. RESIDENTIAL DEVELOPMENT

The oldest design for a representative building intended for housing in Ilica west of the planned Lower Town dates back to 1875. At that time, only the South Station had been built and Kolodvorska (Station) Street was being laid out in the western suburbs. However, it was a summer house, not a residential building. It belonged to Antonio Bertani and was located on a large estate on the north side of Ilica, east of Vinogradska (Vineyard) Street. The preserved drawing of the approved design, signed by Franjo Matijašić (?), confirms that the summer house was once situated in a large park and had access from Ilica (present address: Ilica 154; Fig. 7). In the 1887 Regulatory Plan, the foothills of Medvednica north of Ilica were designated as Section III or the rural zone. Designed by Kuna Waidmann, a small, single-story summer house of Stjepan Kosovac was built in the far west of Ilica in 1897. It was located on the city boundary, across from the site where the Artillery Barracks would be constructed in the early 20th century (today Ilica 223—City Red Cross Society of Zagreb). This was before the plan to expand Ilica for new barracks, so Kuna Waidmann's summer house confirms the status of the westernmost part of Ilica as a rural suburb [10].

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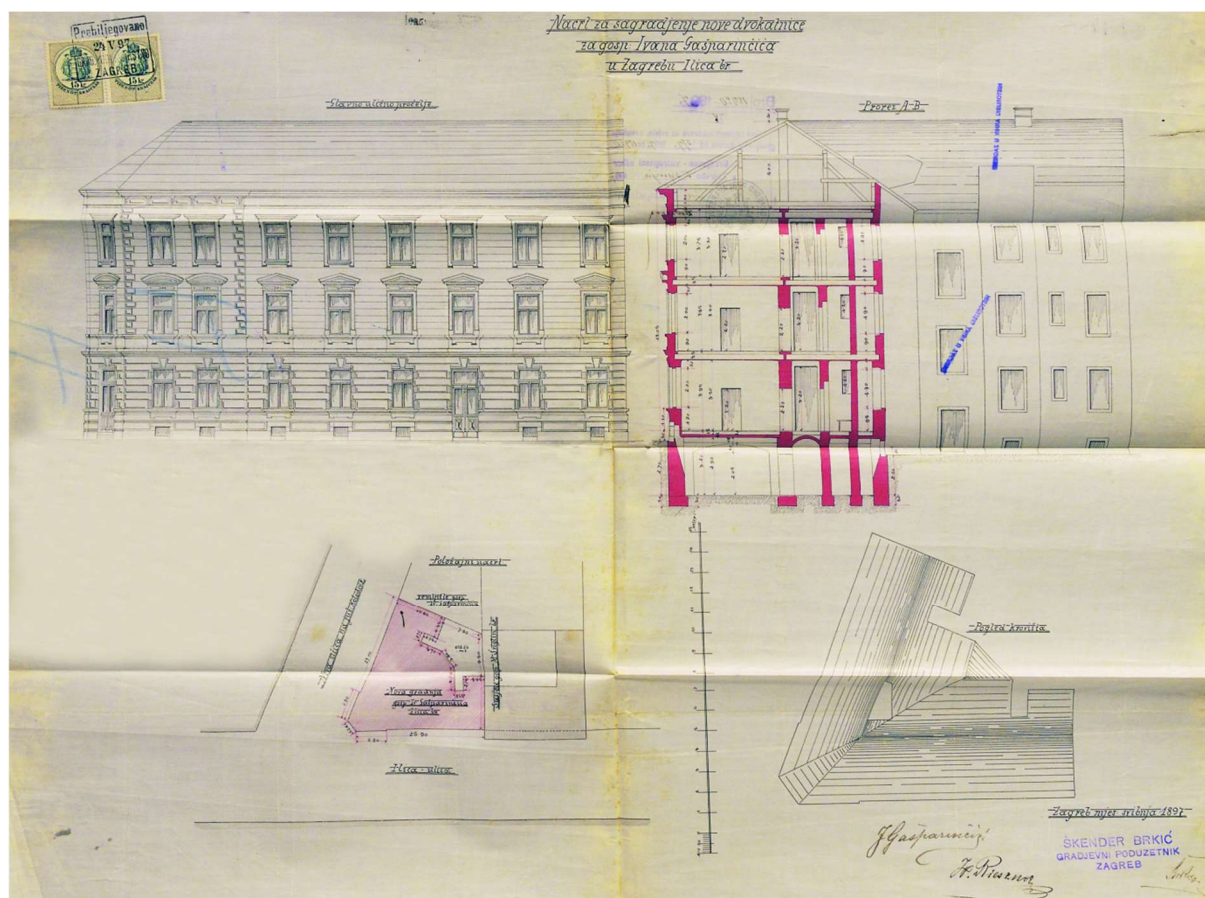


Figure 8. Hinko Riesznar and "Bösenbacher & Brkić": residential building for Ivan Gašparinčić at Ilica 133, 1887.

In the late 19th century, increasingly representative and larger buildings in this part of Ilica were designed and constructed by the construction company "Bösenbacher & Brkić" with Hinko Riesznar: the two-story corner house of Josip Pongratz (1890) at the intersection of "New Street" (since the end of 1928 Grahorova Street; present address: Ilica 153 and Grahorova 1), the three-story building of Ivan Peršić from 1895 on the western corner of Nad Lipom Street (Ilica 198), the two-story corner house of Ivan Osek from the same year on the western corner of "Middle Road" (later Slovenska Street; Slovenska 2) and the two-story house of Mirko and Marija Kellek (1898) at Ilica 170. In the late 1880s, Josip Pongratz purchased from Janko Grahor a part of the large estate that extended from Ilica over the planned corridor of the future Prilaz Baruna Filipovića Street (today City of Mainz Street) to the south, and built the mentioned corner house on a part of the purchased estate [12].

The Oseks' corner house at the intersection of Ilica and "Middle Road" was built in two parts, similar to Pongratz's. The 1894 layout plan for this corner house shows the road laid out along the Jelenovac stream, or the route of the future "Middle Road", and a plan for the division of the Oseks' property. Built in 1895, the Oseks' corner house had modest historicist facade decorations and an interior divided into smaller rooms. It was demolished between 1929 and 1930 to allow the construction of a new corner building (today at Slovenska 2) funded by the company "Monjac, Krušlin and Behrmann" [13].

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Designed by the licensed engineer Ivan Stražnický in 1911, a three-story Art Nouveau building of Pavle Vidović was constructed before World War I in Ilica west of "Middle Road" (present address Ilica 145) [14].

In 1895, a three-story building was constructed for Pavle and Ana Saulik at Ilica 152 in the axis of Kolodvorska Street. The design was developed by architect Martin Pilar from "Construction company architect, engineer and builder: Pilar, Mally and Bauda" which constructed the Sauliks' building (Fig. 9).



Figure 9. Martin Pilar and "Pilar, Mally and Bauda": residential building for Pavle and Ana Saulik at Ilica 152 (constructed next to the summer house of Antonio Bertani at No. 150), 1895.

In 1903, the Sauliks had another representative three-story building constructed (Ilica 150). The building was designed and constructed by the construction company "Ivan Osek" [15].

In the late 19th century, more modest two-story buildings were built on larger plots a little further west in Ilica, and in 1895, Hinko Rieszner and "Bösenbacher & Brkić" designed and constructed the two-story house of Josip and Judita Uršić (present address: Ilica 169; then 157). The layout plan of the Uršić building shows the structure and surrounding rural construction on the plots in that part of Ilica. On the rest of the Uršić property up to Vodovodna Street, the descendants of Josip and Judita would build a representative three-story corner house (present address: Ilica 165) after World War I [16].

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Hinko Rieszner and "Bösenbacher & Brkić" also designed and built in Ilica during the first decade of the 20th century. By then, they had constructed a number of multi-story buildings in the part of Ilica towards Ban J. Jelačić Square, becoming one of the leading construction companies based on the number residential buildings they had built in that street. From 1905 to 1907, they designed and constructed a second corner three-story building in Ilica for the Lipovščak family. This building was located at the intersection of Nad Lipom Street (present address: Nad Lipom 4). Earlier, Rieszner had signed two other designs. In 1899, he designed a three-story building for Nikola and Ljubica Smetiško at Ilica 137, and in 1900, he designed a narrow three-story building for Mrs. Walburga Breber (Strmski-Breber) at Ilica 127. The three-story Strmski-Breber house had a smaller single-story outhouse, which was a carpentry workshop located in the yard facing the property of the military estate, or the recently constructed Battalion Barracks. In 1910, Walburga Strmski-Breber ordered from Jaroslav Kralik (construction company "Kralik and Associates") a design for a large four-story two-part residential back building. A building permit was issued in the same year, but construction did not begin until World War I, and after the war the project was abandoned. For the heirs of the Breber family, the construction company "Josip Gereš" built two back buildings in 1929: a four-story carpentry workshop and an exhibition hall (atelier) [17].

At the beginning of the century, Josip Prettner constructed a three-story residential building at Ilica 159, designed by architect Vjekoslav Heinzl, Sr. In those years, construction was also carried out in a new style—Art Nouveau. In 1906, Mijo Goršek constructed a four-story Art Nouveau building according to a design by Vjekoslav Alois Bastl, (present address: Ilica 166) [18].

In 1907, Jaroslav Kralik ("Kralik and Associates") constructed a four-story Art Nouveau building attached to a smaller four-story building of Valburg Šoneber (on the eastern side) on the site of a smaller house with auxiliary outbuildings. As the owner of the construction company "Kralik and Associates", Kralik with his wife Katarina was the investor, designer, and builder. He also lived in the new four-story building in Ilica. His property extended to street No. 23, and along street No. 23 (later Čanićeva), where he intended to continue construction. In 1909, he began construction of a four-story corner building and a back building, which were completed the following year, but the project was substantially reduced from the original design (present address: Čanićeva 1). Instead of a large corner building with three sections and wings extending into Ilica and street No. 23 (Fig. 10), only the central (corner) section was built as a separate building. The completed building was more modest than specified by the design: it was smaller and without large oval corner balconies on all three floors and instead of a domed vault, an oval parapet wall was constructed.

The following year, Kralik constructed a building on the site of the designed section of the large corner building in Ilica, positioned next to his building at number 127 (present address: Ilica 131). Finally, in 1912, he constructed the last, slightly more modest three-story building in Čanićeva Street [19].

By World War I, representative historicist (and Art Nouveau) multi-story buildings had already been constructed in Ilica between Kolodvorska Street and "Middle Road", but the largest ones were not realized. The largest residential and business complex that was not realized was to be built in 1911 for the owner of the Brick Factory in Črnomerec, Adolf Müller, by Otto Munder, who founded his own civil engineering office that same year after many years of practice with Hermann Bollé and Janko Holjac. The complex was to be constructed based on a design by Jaroslav Kralik, or the construction company "Kralik and Associates", or in collaboration with him [20]. Müller's property consisted of several plots (present addresses would be: Ilica 168 and 168 A and Vinogradska Street 17) and it was planned to build four five-story buildings on it. The largest of them, a back building, would have two wings and would be located on the part of the property towards Vinogradska Street. The building in Ilica would be constructed as a large five-story street building next to the existing two-story building at number

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170, which was designed and constructed by Hinko Rieszner and "Bösenbacher & Brkić" for Mirko and Marija Kellek in 1898 (Fig. 11). A smaller building, slightly set back from Ilica, also planned as a five-story building, would be built on the boundary of the plot of the Art Nouveau four-story building by Alois Bastl (constructed at number 166 for Mijo Goršak in 1906).



Figure 10. Jaroslav Kralik and "Kralik and Associates": Jaroslav Kralik's unrealized residential building on the corner of Ilica and Čanićeva Street, 1907.

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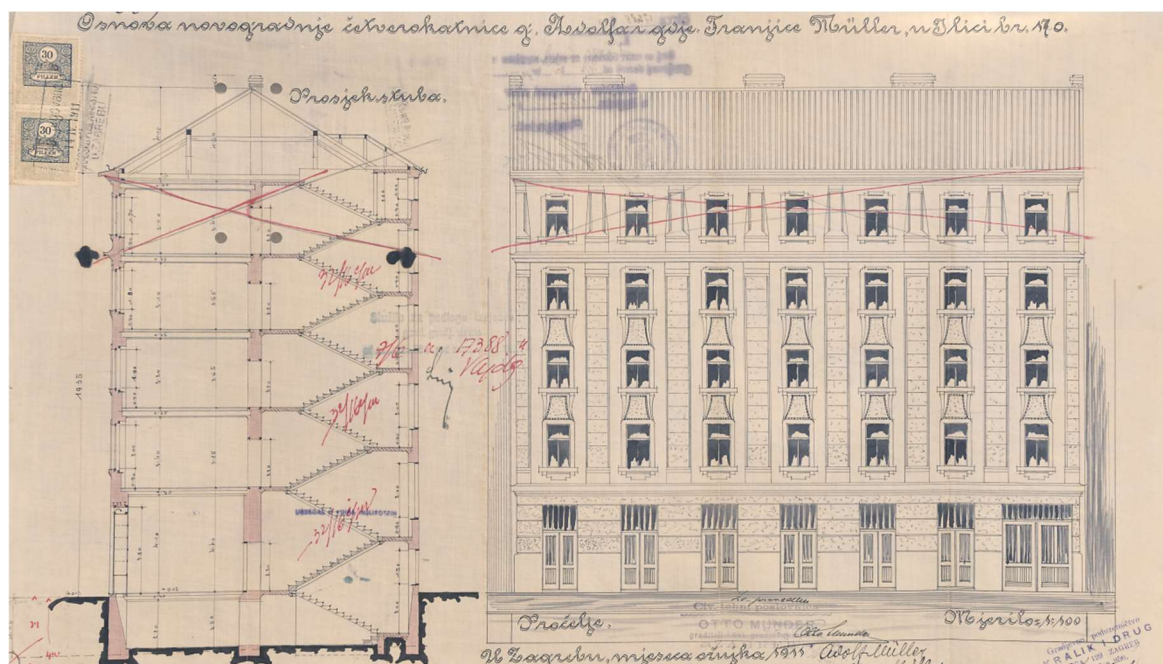


Figure 11. Jaroslav Kralik and Otto Munder: an unrealized multi-story residential and commercial building or Adolf Müller's hotel in Ilica, 1911.

Dated June 1911, the building permit for all four of Adolf Müller's buildings required changes to the design, such as lowering the buildings by one floor and aligning them with Alois Bastl's four-story building, the tallest constructed one in that section of Ilica by then. The western building located in Ilica was to be oriented towards the unfinished block Ilica – "New Street to South Station" (street No. 23, later Čanićeva) – "Extended Approach"/Prilaz Baruna Filipovića Street (today City of Mainz Street) – street No. 22 (later Reljkovićeva). It was intended for rent or for a hotel, and on the ground floor facing Ilica it would have glass entrances at street level, and a structure with steel crossbars without transverse load-bearing walls, so that it could accommodate a public, social or service activity that was lacking in that part of the city: a café or a hotel café and a restaurant. The smaller, eastern building, set back from Ilica, would have only one apartment on each of the four floors. The largest building, completely set back within the block towards Vinogradska Street, as a two-winged building, would contain apartments facing both sides. According to the unrealized design, the entire Müller's estate was designed so as to put to maximum use the potential of several plots of land owned by Müller, and thus generate the highest possible profit. The project was not realized although a building permit was issued, maybe precisely because of the overdevelopment and height, which the investor did not want to give up.

5. CONCLUSION

The 1894 layout plan of the tram line in Ilica from Kolodvorska Street (today Republic of Austria Street) to Vodovodna Street shows buildings constructed before and at the time of the location of the new barracks and immediately after the opening of the Zagreb Joint Stock Brewery and Malt Factory (1893). These are four buildings on the south side of Ilica, west of the Jelenovac

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stream, one to the east, and an entire row on the north side. At that time, only one residential building was constructed in Ilica west of the Infantry Barracks, on the south side of the street—the corner building of Ivan Gašparinčić—which was constructed in 1887, shortly before the adoption of the new Regulatory Plan. The corner building of the Gašparinčić family was the first residential building in Ilica on the stretch from Kolodvorska Street to the Črnomerec stream.

The state of development of Ilica at the turn of the century is shown in the 1900 Plan of Zagreb. This plan presents regulatory elements from the 1887 Regulatory Plan, but also introduces changes compared to the Plan that was still in force: alongside Ilica, the western side of Vodovodna Street, including the Hinko Franck and Sons Chicory Factory, was granted the status of the highest degree of urbanity as the Lower Town; to the east, a huge area for the future extension of the Lower Town east of Draškovićeve Street was registered for the first time, where the construction of artillery and cavalry barracks was no longer planned north and south of the fairgrounds.

The 1913 cadastral map documents the state of development of Ilica and the surrounding streets just before World War I. In the early 20th century, there were no representative residential buildings south of Ilica. Except for the Brewery in Ilica, a number of smaller production plants operated further south along the railway line, in addition to the Franck factory (since 1892). The oldest of these was the Parquet Factory (later also Steam Sawmill), founded in 1872. In addition to numerous wood processing plants, there was another larger one, "Šutej Sawmill", from the beginning of the 20th century. It was located east of the Parquet Factory and Steam Sawmill in the western part of Zagreb. Furthermore, there were three brick factories, one of which, Janko Grahor's brick factory, operated in Ilica between the Jerenovac stream (from the beginning of the 20th century "Middle Road", later Slovenska Street) and Vodovodna Street, and the largest one was Müller's brick factory located to the west outside the city boundary. A number of smaller artisan estates, which most often included the owners' houses, would remain after World War I, primarily west of Vodovodna Street to the Črnomerec stream, where they were mostly expanded. Therefore, since the end of the 19th century, Ilica, as the key connection between the western suburbs and the center (Harmica; since 1866, Ban J. Jelačić Square), where new barracks complexes with representative historicist buildings were located, was the only attractive street for the construction of representative residential buildings.

After the construction of the first residential building of the Gašparinčić family, a number of new residential buildings were constructed (in place of existing single-story rural houses), with Hinko Rieszner and the construction company "Bösenbacher & Brkić" being the leading designers and contractors in terms of quantity. By World War I, this office had designed and constructed 7 buildings, and by the end of the 19th century it had already become one of the leading design and construction offices specializing in residential buildings, some of which were also constructed in Ilica east of Kolodvorska Street. Along with Jaroslav Kralik and his construction company "Kralik and Associates", "Bösenbacher & Brkić" also designed and constructed the highest-quality buildings. The most representative corner building constructed by Jaroslav Kralik, the investor, designer and constructor, or the construction company "Kralik and Associates", was not constructed according to the design. It was planned on Kralik's property on the corner of Ilica and street No. 23 (later Čanićeve). However, the construction of a large representative building was abandoned, and three four-story residential buildings were constructed instead. While typical for that part of Ilica and for the early 20th century, these buildings nevertheless stood out for their exclusivity compared to the others. In 1909, a smaller corner building was constructed first, which was completed already the following year without large oval corner balconies on all three floors and without a domed vault, that had been specified in the design for the large corner building. The following year, 1911, Kralik constructed a building in the place of the wing that was originally planned in the design of the

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large corner building in Ilica. The new building was attached to the corner building constructed a year earlier. Finally, in 1912, he constructed the last and somewhat more modest three-story building in street No. 23 (Čanićeva).

The largest residential and business complex that was to be constructed in 1911 for the owner of the Brick Factory in Čnomerec, Adolf Müller, by Otto Munder based on a design by Jaroslav Kralik (or in collaboration with him) was never realized. The western building located in Ilica was supposed to be an exclusive rental building or a hotel with a public ground floor for a café or a hotel café and restaurant. If it had been constructed next to the restaurant of the Zagreb Brewery, it would have been the only public point in the western part of Ilica.

The construction of residential buildings in Ilica between Kolodvorska Street and the Čnomerec stream intensified in the late 19th and early 20th centuries. During this period, the highest-quality and most luxurious layer of construction was created, executed at a level comparable to the central part of the Lower Town, as specified in the 1887 Regulatory Plan. However, the transformation of the western part of Ilica into a city street was not completed by World War I. The period between the two world wars was marked by the degradation of the city development principles of the first and formative period from the adoption of the 1887 Regulatory Plan to World War I. Larger and more exclusive buildings would also be built between the two world wars, when Ilica remained the main transport connection with the center and when its construction would be largely completed.

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2. Knežević, S. (2025), K. U. K. Vojarne u Zagrebu. Urbanističko planiranje — stil i arhitektura — zaštita, in: Baština i transformacija. Zagrebački slučajevi, p. 127.
3. Documentation of Snješka Knežević.
4. Ibid.
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6. Documentation of Snješka Knežević.
7. The design of the First Yugoslav Ink Factory complex in the Art Deco style was signed by architects Dionis Sunko and Rudolf Jungmann (construction company "Sunko and Jungmann"), and the construction was to be led by Jaroslav Albert, or the construction company of the same name. Unlike the one before World War I, the complex was planned to be significantly set back in relation to Ilica. At that time, the neighbors on the eastern side were no longer the Hirschl family, because the Zagreb Joint Stock Brewery and Malt Factory had purchased plots from them a little before and expanded its property on the western side of "Street 21", and, like in the block towards the Franck factory, planned investments in housing construction there too. The project was not realized, and only a single-story house in the courtyard was constructed in 1921. At the time of the Independent State of Croatia (NDH), the estate became the property of Viktor Heiber, who constructed a large craft workshop in 1944 according to the design of architect Bogdan Petrović. After the war, Heiber's workshop was removed for the construction of the mint IKOM ("Industrija i kovnica Orešković Marko" / "Industry and Mint of Orešković Marko"). The IKOM complex was demolished in the 2000s for the construction of a residential building (present address: Ilica 191). Ivanković, V. (2025), Zapadni dio Zagreba. Planiranje, izgradnja i transformacije

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- povijesne industrijske i vojne zone, ArTresor, pp. 210–211; Croatian State Archives in Zagreb (HR-DAZ), Collection of Construction Documentation (1122, ZGD), sign. 1573/1.
8. Ibid., pp. 73–74.
 9. A combination of cadastral maps for the area between Kolodvorska Street and the Črnomerec stream from 1913; Documentation of Snješka Knežević.
 10. A drawing of Antonio Bertani's summer house was found on a cardboard with location information. Due to the dating (1875), it is not certain whether this is the Rijeka architect Francesco Mattiassi or Franjo Matijašić (or Mattiassić). His signature is below the drawing of the summer house, but Franjo Matijašić attended his advanced training only in the mid-1880s with Vilmos Freund in Budapest, and then participated in the project for the Rijeka palace "Jadran" (today "Jadrolinija", Riva 16), for which he is best known. Today, the remains of Antonio Bertani's former summer house have been incorporated into the later surrounding residential construction from the late 19th and early 20th centuries. In the far west of Ilica, a smaller summer house of Kuna Waidmann, constructed for Stjepan Kosovac, also had a landscaped garden with an added chamber for housing sensitive plant species, which is a rare example of a country-style, rather than rural, architecture in the westernmost part of Ilica. Ivanković, V. (2025), Zapadni dio Zagreba. Planiranje, izgradnja i transformacije povijesne industrijske i vojne zone, ArTresor, p. 64, 67, 56; HR-DAZ-1122, ZGD, sign. 1563/4, HR-DAZ-1122, ZGD, sign. 1592/3.
 11. Ibid., p. 49; HR-DAZ-1122, ZGD, sign. 1559/1.
 12. Ibid., pp. 49–50; HR-DAZ-1122, ZGD, sign. 1563/3, HR-DAZ-1122, ZGD, sign. 1577/6, HR-DAZ-1122, ZGD, sign. 2815, HR-DAZ-1122, ZGD, sign. 1568.
 13. Ibid., pp. 50–51; HR-DAZ-1122, ZGD, sign. 2825.
 14. Ibid., p. 62; HR-DAZ-1122, ZGD, sign. 1562/3.
 15. Ibid., p. 51; HR-DAZ-1122, ZGD, sign. 1563, HR-DAZ-1122, ZGD, sign. 1562.
 16. Ibid., p. 55; The building by Hinko Rieszner, constructed in 1895 for Josip Uršić, was demolished for the construction of six-story buildings in the early 1980s (present addresses: Ilica 167, 167 A, 169 and 171). HR-DAZ-1122, ZGD, sign. 1568/1.
 17. Ibid., pp. 59–60; HR-DAZ-1122, ZGD, sign. 2671/2, HR-DAZ-1122, ZGD, sign. 1560/6, HR-DAZ-1122, ZGD, sign. 1559/4.
 18. Ibid., p. 60; HR-DAZ-1122, ZGD, sign. 1565/2, HR-DAZ-1122, ZGD, sign. 1567/3.
 19. Ibid., p. 61; HR-DAZ-1122, ZGD, sign. 1558/1, HR-DAZ-1122, ZGD, sign. 654/1.
 20. Ibid., pp. 63–64; HR-DAZ-1122, ZGD, sign. 1567/5.

SOURCES OF ILLUSTRATIONS

Figures 1–6: Documentation of Snješka Knežević.

Figures 7; 8; 10; 11: HR-DAZ-1122, ZGD, sign. 1563/4; 1559/1; 1558/1; 1558/2

Figure 9.: photo by V. Ivanković (2025)