

Regulatory Plans for the Western Part of Zagreb Between Two World Wars

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Abstract: In the period between the two world wars, Zagreb did not have a general regulatory basis according to which it would develop. Partial regulatory bases are created for individual areas. The western part of the city, which is bounded by the Republic of Austria Street in the east, Ilica in the north, the railway line in the south and the Črnomerca stream in the west, and which was included in the Regulatory basis from 1887 as an extension of the Lower Town, is being built by interpolating the blocks according to several regulatory bases created for individual regions. Industrial complexes, which at that time had priority over military ones, did not leave a significant urban element in the urban sense, and exceptions are rare, such as the administration building of the Factory "Hinka Francka sinovi d.d.". The construction in the western part of Zagreb between the two world wars was of a lower design and, in terms of construction, of lower quality than the previous era.

Key words: Zagreb, Regulatory basis of Zagreb, Industrial architecture between the two world wars

Regulatorne osnove za zapadni dio Zagreba između dvaju svjetskih ratova

Sažetak: U razdoblju između dvaju svjetskih ratova Zagreb nema generalnu regulatornu osnovu prema kojoj bi se razvijao. Za pojedine predjele izrađuju se parcijalne regulatorne osnove. Zapadni dio grada koji je omeđen Ulicom Republike Austrije na istoku, Ilicom na sjeveru, željezničkom prugom na jugu i potokom Črnomercem na zapadu te koji je bio uključen još u Regulatornoj osnovi iz 1887. godine kao produžetak Donjega grada gradi se interpoliranjem blokova prema nekoliko regulatornih osnova izrađenih za pojedine predjele. Industrijski kompleksi, koji tada imaju prednost pred vojnim, u urbanističkom smislu nisu ostavili značajniji gradotvorni element, a iznimke su rijetke, poput upravne zgrade Tvornice "Hinka Francka sinovi d.d.". Izgradnja u zapadnom dijelu Zagreba između dvaju svjetskih ratova nižih je oblikovnih i u građevinskom smislu manje kvalitetnih dosega od prethodne epohe.

Ključne riječi: Zagreb, Regulatorne osnove Zagreba, Industrijska arhitektura između dvaju svjetskih ratova

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1. INTRODUCTION

Immediately before the First World War, in the western part of Zagreb, the area delineated by today's Street of the Republic of Austria in the east, the railway line in the south and the Črnomerec stream in the west, the complexes of two out of six army barracks (Transport and Equestrian) were urgently extended. Industry was stagnating at that time. Train transport at the time of war was reserved for the army. Food production of the major factories in the western part of town – Hinko Franck Sons j.s.c. Chicory Factory (today Franck j.s.c.) and Zagreb Joint-stock Brewery and Malt Factory j.s.c. (today Zagreb Brewery j.s.c.) was largely adjusted to war needs.

After the war, in the new SHS Kingdom and later in Yugoslavia, ownership structure of most factories changed, mostly the ones owned by German or Austrian industrialists like the Francks, who were now considered to belong to the defeated nations. Because of the new market, which was not in Austrian or German countries anymore, but in the Balkans, the product quality was often reduced, but the Austro-Hungarian heritage brought Zagreb industry some comparative advantages in relation to other countries of the new kingdom. By devising new products in Franck's case, primarily Kneipp, a cheap barley replacement for coffee (Franck produced a chicory coffee replacement in Austro-Hungaria as well, because real coffee like the one produced by Julius Meinl was affordable only to a limited circle of buyers in southern and poorer lands of the Crown, so that the influx of fresh capital because of the socialization of the factory and the modernization of beer production brought notable financial success already by mid 20s. At that time Franck Factory built a representative main office building along the Baron Filipović Access Road. They entrusted Lav Kalda with that task, the last architect who before the First World War designed smaller extensions for Franck. The economic situation in Croatia would develop favorably also after the crisis in the 30s, especially after close economic and political relations between the Kingdom of Yugoslavia and the Third Reich had been established. [1]

Since mid-20s new industries have been founded in the western part of the city: Cotton Industry Factory Zagreb j.s.c., which since 1924 operated at the premises of the former Equestrian Barracks, Kaštel j.s.c. 1928 (after the Second World War Pliva, which also today takes up a huge piece of land in the western part of Zagreb), the Machine Tools Factory and Foundry Ševčik Brothers 1928 (after the Second World War Prvomajska Machine Tools Factory) and other. Šutej Sawmill, founded by the beginning of the 20th century, in the 30s occupied the area between Slovenska Street, Barun Filipović Access Rd. and the southern extension of the new Grahorova Street, staked out during these years. To the west, in Vodovodna St. and along Međimurska St., opposite the Franck Factory, Parquet Factory had been operating since 1873, the City Waterworks south of the railway line since 1878 and outside the city boundary near the Črnomerec stream, north of Ilica St., Adolf Müller's Brick Factory since 1885. Franck Factory and Zagreb Brewery were taken into operation in 1893. Kuno Waidmann, a German architect who moved to Zagreb because of the Vrapče Mental Hospital project, was entrusted with both designs. These were the largest industrial plants in the western part of the town between the two world wars.

Regarding the construction of residential structures, after the First World War in the western part of town, blocks were completed by interpolation. However, the design and construction quality were not at the level of Austro-Hungarian structures (historicism and art nouveau). Until the end of 1920s only in Ilica St. or in its immediate vicinity representative interpolated structures or corner-houses were built (proto-modernist and early modernist). Throughout that entire period there was no general regulatory plan (it had not been effective since 1887); it was attempted to carry out or complete urbanization efforts through partial regulations for particular areas.

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2. THE REGULATORY PLAN FOR THE AREA NORTH OF THE SOUTHERN RAILWAY STATION FROM 1919

The first partial regulation for the western part of the city after the First World War was the Regulatory Plan of the Area North of the Southern Railway Station, drawn up in 1919 at the City Construction Department. The blueprint determines residential blocks A, B, C and D. [2]

Until the First World War in the block A, delineated by the extension of the Čanićeva and Slovenska St. and the Railway Station Rd. (beginning from Fon St.) and Baron Filipović Access Rd. (today the City of Mainz St.) the villa belonging to Ivan Šutej, the owner of the sawmill of the same name on the other side of Slovenska St., as well as the carpentry shop and house Andrašević at the end of Slovenska St. and Railway Station Rd were built. At the Crossroads of Baron Filipović Access Rd. and Slovenska St., the following structures were recorded: Blažeković Carpentry Workshop, a smaller residential structure next to it and the corner house in Slovenska St. At the northern side of Baron Filipović Access Rd., along the extension towards the west, until the First World War only two art nouveau two three-storey structures had been built, of which the corner house in Vodovodna St. is surprisingly sumptuous for a block dominated by industrial plants, craft workshops and lesser commercial structures.

In the D block, south of the Infantry Barracks, one of the two planned twin structures has been built. Namely in the first phase of the Southern Railway Station extension only the eastern building was constructed and it was recorded in the Regulatory Plan from 1919. The B Block between Reljkovićeva and Čanićeva Streets, at that time empty, ended with shorter, "gable" sides of the two buildings of the Battalion Barracks. The initial plan was to extend it and this extension was already recorded in the cadastral plan of 1913.

Between the blocks B and C, a park square was envisaged. Alleys were planned on the northern side of Baron Filipović Access Rd., the northern side of Međimurska St. and Railway Station Rd., also around the Infantry Barracks and the larger part of the D block and around the park square.

The Royal Croatian-Slavonian Regional Government passed that plan with the remark that the depth of the structure complex in the C block could, if needed, be enhanced up to 50 meters (at the cost of the park square). [3]

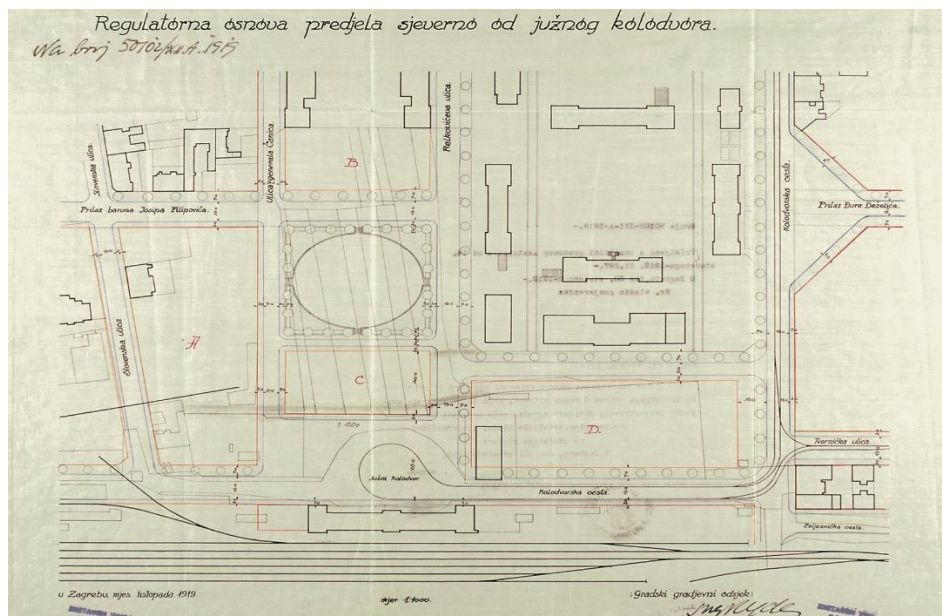


Figure 1. Regulatory Plan of the area north of the Southern Railway Station from 1919

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The blueprint of the city – Zagreb 1926, made at the Construction Office on the scale 1: 10000 records the situation of the city (and its western part) immediately before the organization of an international competition for the General Regulatory Plan of Zagreb.



Figure 2. “Zagreb 1926”, a blueprint of the city from 1926

The situation in the city and its surroundings is shown also by the blueprint made on the topographic map of the Military and Geographic Institute in Vienna before the war, on the scale 1: 25 000, dated to 1930. [4] As it was envisaged as a part of the brief for the mentioned international competition, this blueprint contains no suggestions for the expansion of the city and the already built town areas are marked, as well as the existing streets and roads according to the traffic hierarchy (class I and II roads) and the sewage network. A bridge over the Sava River at the end of the “Old Drainage Canal”, i.e. at the end of the Workers’ Road, in the middle of which the branch point for a new road along the alignment of the existing road towards south-east, down to the Jakuševac Village in the tax municipality of the same name outside the city limits (added in green pencil) was drawn by hand. Two notes have been added by pencil – for a ferry and a wooden bridge along the line of the suggested new road to Jakuševac: “This road, the ferry and the wooden bridge across the river arm today exist with very lively traffic”, as well as the bridge at the end of the Workers’ Road: “The new, permanent road across the Sava River.” The existing wooden bridge is situated on an arm of the Sava River, while the ferry operates on the river itself. The northern extension of the Workers’ Road along the industrial railway line for the supply of Gasworks has also been added and in the

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axis of the area between Draškovićevea and Slaughterhouse St. (later Bauerova). Workers' Rd. was supposed to extend to the "Engine Plant" and south of the Main Railway Station to Savska St. along the southern side of the railway delta at Savska (today Koturaška St.) This street, that is, the network of streets, existed in the form of roads now given the "class I" priority, while the short connecting section to the eastern border of the "Engine Plant" was disputed. It was marked as the new (non-existent) part of the street, which could not be built because of the existing underpass at the end of the Baroš St. (today Branimirova at the crossroads with Marin Držić Avenue).

In the western part, outside the city limits, northern extensions of the Sveti Duh St. and the road along the Čnomerec stream were added, while the street leading to the Mental Hospital in Vrapče (today Vrapčanska) was extended further to the west.

There is an entire network of new roads around Trešnjevka and beneath the Medvednica Mountain. An extension over Savska St. – a street passing along the west of the Engine Plant directly to the Sava River is also included. The railway line is marked as existing and there is no proposal of its reconstruction on the blueprint.



Figure 3. The layout of the city of Zagreb dated 1930

The blueprint "Zagreb 1926" and the blueprint dated to 1930 show that the expansion of residential areas into the military and industrial zone of the western part of the town gained momentum. The "mixed" military, industrial and residential structure by the end of the 20s was also characteristic of the area to the west from Vodovodna St. Industry and had no room for expansion, therefore taking over military structures, for example the Equestrian Barracks. However, military remained in the west (five barrack complexes), the new Marshalling Yard behind the already former Equestrian Barracks, now used by the Cotton Industry Factory

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Zagreb j.s.c., was operational and the new Customs and Public Warehouses j.s.c. as well (since 1921). The new Marshalling Yard was opened in 1920 as the extension of the Southern Railway Line to the west and it became the cargo and marshalling railway station Čnomerec, the first in the town (partly in the town because half of its area was on the right bank of the Čnomerec stream, beyond the western city boundary). This enabled reloading and re-connecting of trains for the industry and customs warehouses in the western industrial zone. Cargo transport has since then been separated from passenger transport and the line Zidani Most-Zagreb-Sisak, during a certain period connected to the Budapest line, became part of the new main corridor to Belgrade.

During the construction of the Čnomerec Marshalling Yard the intention was to reconstruct and expand the Southern Railway Station. Its design was the work of architect Josip Costaperaria, but it has not been built. Between 1923 and 1932, the Eastern Marshalling Yard was opened near today's Heinzlova St. with the aim of helping the development of the eastern industrial zone. These two railway stations carried the burden of the entire cargo traffic until 1978 when a new Marshalling Yard was opened near Buzin. Since in 1924 all railways became state property, the Southern Railway Station was renamed into Zagreb Sava Railway Station and since 1943 into Western Railway Station.

3. THE REGULATORY PLAN FOR THE AREA BETWEEN VODOVODNA AND GRAHOROVA STREETS AND THE REDESIGN OF THE SQUARE IN FRONT OF THE SAVA RAILWAY STATION FROM 1931

The Regulatory Plan for the area between Vodovodna and Grahorova St. as well as the redesign of the square in front of the Sava Railway Station from 1931 was a partial regulation of the area addressed by the Plan from 1919 (fig. 130). The new plan limited the height of four storeys for the blocks A-K and the height of the attic cornice to 16 meters. A park was planned in front of the Sava Railway Station: Keglević Square (after the Second World War and today the Square of the Republic of France). During that same year a decision on the land expropriation for the "newly founded Keglević Square, the redesign of Čanićeva St. and the entire Baron Filipović Access Rd." was passed, which is a proof that until then neither the square, planned back in 1919, nor the streets to the west of it, had been designed or built. In 1931, in comparison to the plan from 1919, Keglević Square was extended to the area in front of the railway station building with a tram turning point.

The block C from 1919 was given up and the eastern administrative railway building (one of the two planned that was actually built) should have been torn down. Keglević Square was still planned as a park square with an alley around it. Between Talovčeva and Hanuševa St. a new block L with new construction i.e. the completion of this block was envisaged.

By extending the Bleiweisova St. to the east and Slovenska St. by a new planned street J, 15 meters wide, two new, unmarked blocks emerged in the area of Ivan Šutej's sawmill. Borderline (block) construction was indicated, same as in the G blocks between Baron Filipović Access Rd., Vodovodna, Bleiweisova and Grahorova St. and within the block H between Bleiweisova, Vodovodna, Međimurska and Grahorova St. However, there was no new parceling within these blocks. With its block H, the Plan entered the area of the Parquet and Steam Sawmill Factory j.s.c., which submitted a request for its drafting in 1931, and indicated additional construction within the block F that encompassed the Franck Factory. This was the first plan for the expansion of the city between the two wars, which situated residential blocks into the areas previously allotted to industrial complexes.

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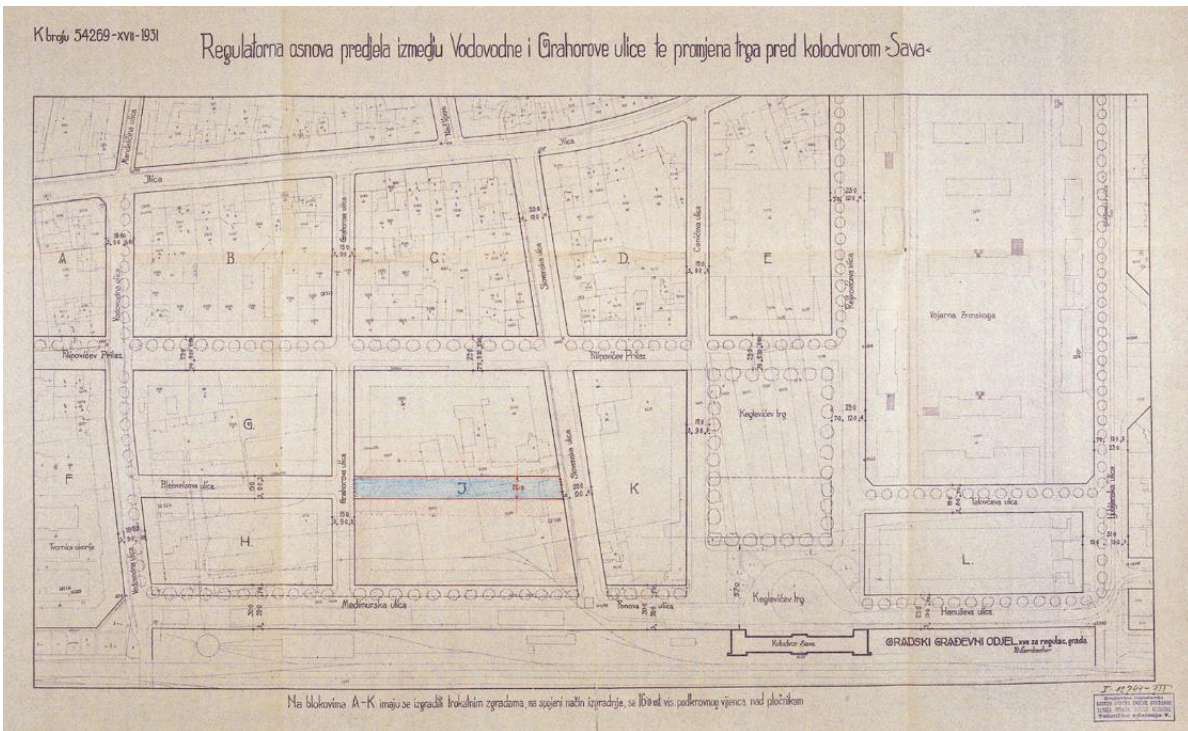


Figure 4. The Regulatory Plan of the area between Vodovodna and Grahorova St. and the redesign of the square in front of the Sava Railway Station from 1931

4. THE REGULATORY PLAN FOR THE AREA BETWEEN ILICA, SELSKA ROAD AND THE FILIPOVIĆ ACCESS FROM 1932

In the Regulatory Plan for the area between Ilica, Selska Road and Baron Filipović Access from 1932, instead of the block at the crossroads of Selska St. and Baron Filipović Access a square of the size 57 x 90 m, where the orthodox garrison church would have been situated, was envisaged. The church was planned along Baron Filipović Access at the most prominent point of the square in terms of traffic, with the access portal turned towards Selska Road. Ground floor area of about 40 x 20 m was envisaged. A belltower located at the regulation line of Selska Road, south of Baron Filipović Access, free of residential blocks was envisaged, so that the view of the tower from the south and from a passing train would be unobstructed.

Between Ilica and Baron Filipović Access a “closed construction mode” was planned: in the block along Ilica four-storey houses and in the block along the Baron Filipović Access Rd. three-storey structures. The same was planned for the block east of the extension of Domobranska St. (today Marčičeva). [5] At the location of the square with the planned church, a park would be laid out and further to the north a multi-storey residential structure in the modest post-war residential standard, with four entrances and two apartments per landing on each of the four storeys.

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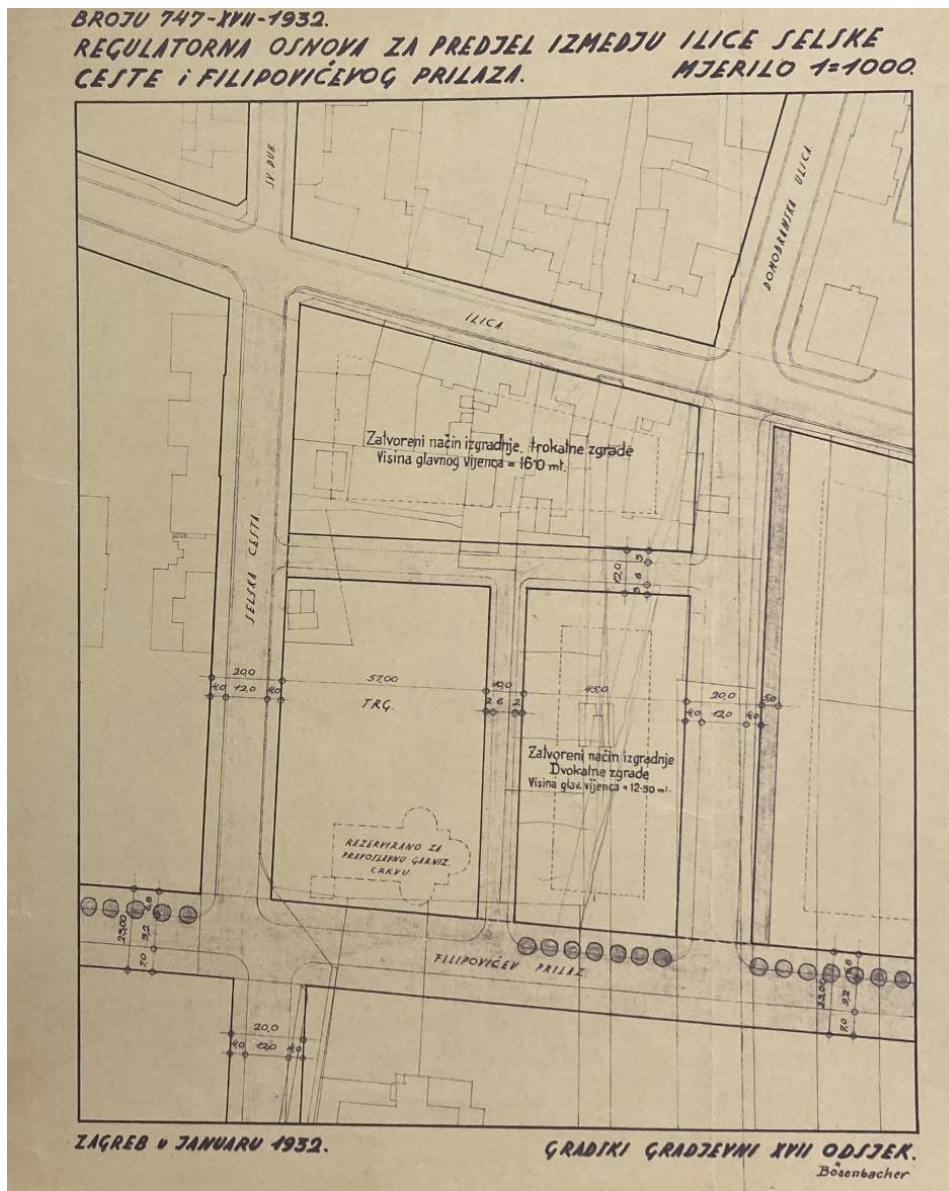


Figure 5. The Regulatory Plan for the area between Ilica, Selska Rd. and the Baron Filipović Access from 1932.

5. INTERNATIONAL COMPETITION FOR A REGULATORY PLAN OF ZAGREB FROM 1930/31 AND THE REGULATION PLAN 1936-1938

In the period between the two wars the furthest-reaching development concept for Zagreb as a modern capital came from the submissions for the International Competition for the Regulatory Plan of Zagreb, announced in 1930/31 and organized by the Committee for the Preparation of the General Regulatory Plan, founded in 1928, presided by the mayor, architect Vjekoslav Heinzl Jr. The most radical proposals or variants envisaged a complete removal of the railway line from the central part of the town. Like the first considerations regarding the reconstruction of the railway junction from 1898 and Lenuci's proposal for the new Regulatory Plan from 1907, the submitted competition entries indicate the urgent necessity of the expansion of the city towards the south and not the west. However, the western part of the city

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regulatory plan and the draft of the directive on its implementation, submitted to the Ministry of Construction in 1933. After that, the General Regulatory Plan for the City of Zagreb with the Directive on the Implementation of the Regulatory Plan for the City of Zagreb and the Regulatory and Preservation Plan for Historic Parts of the City, together with the Directive on the Implementation of the Regulatory and the Conservation Plan for Historical Parts of the City were drawn up in the Construction Department of the City.

Because of the preservation issues connected with the old parts of the town, the new Regulatory and Conservation Plan was presented to the public as late as the summer of 1936; it included the comments regarding the protection of the Upper Town, elaborated by architect Bruno Bauer. The improved proposal of the General Regulatory Plan and the Regulatory Conservation Plan for the Historical Parts of the City with the Directive on Their Implementation were presented and accepted at the meeting of the City Council on Dec. 23rd 1937. However, according to the current Construction Law, the plans had to be presented for public assessment again in 1938, when the final variant of the Regulatory Plan for the City of Zagreb was finally defined. It would be supplemented and passed in its extended variant from 1940. [6]

The new Regulatory Plan from 1936-1938, drafted by the Construction Department of the City, brought some news primarily regarding the traffic. A main transversal from the west to the east on the northern side of the railway line was envisaged continuously stretching from the western to the eastern city limits. According to it, the former Infantry Barracks would be subjected to significant reconstruction. Southern structures would be torn down, as well as the ones along the axis of the Access Road and Baron Filipović Access Rd., which would be finally connected into a continuous traffic line from the Črnomerec stream at the western city boundary to the University Square (today the Square of the Republic of Croatia) and the theater. [7]

For the railway line that would remain in its place, as well as the marshalling zones in the west and the cargo/industrial Eastern Railway Station in the east, the Direction on the Implementation of the General Regulatory Plan for the City of Zagreb introduced some novelties. According to it, the Sava Railway Station would be discontinued and the new railway station would be constructed at the end of the extended Domobranska St. It would have platforms and underpasses for passengers and luggage. The Sava Railway Station would be replaced by a cargo terminus, aligned with the street level. Road traffic underpasses were envisaged as the extension of Reljkovićeve and Domobranska St. At the Keglević Square a market hall and a children's playground were planned. This square was conceived as the center of the future residential area.

4. CONCLUSION

The western part of Zagreb, envisaged as the extension of the Lower Town in the Regulatory Plan from 1887 and conceived through a layout of new streets from the end of the 19th century until the First World War, supposed to cover the needs for traffic communication of the army around the barracks, experienced design and qualitative degradation in the new political entity, first the SHS Kingdom, then Yugoslavia. At that time, the primary target of development was industry, followed by lower quality residential structures, with the exception of Ilica, expanded by more representative residential structures. Throughout that entire period, Zagreb did not have a general regulatory basis or development plan, so that for particular areas in the western part of the city partial regulatory plans were drafted according to which blocks were interpolated. Industrial complexes were built according to site and area plans and in city-building sense they are not a significant formative element. Exceptions are rare, like the Main Office Building of the Hinko Franck Sons Factory j.s.c., along the Baron Filipović Access around which representative parks were laid out, preserved until today.

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The international competition for the new Regulatory Plan of Zagreb from 1930/31 evaluated the traffic role of the western part of town. The Regulatory Plan from 1936 to 1938 envisaged the tearing down of two principal buildings of the former Prince Rudolph Infantry Barracks (at that time already King Alexander Barracks) in order to connect the Access Rd. from the Lower Town with Baron Filipović Access Rd. at its extension in the west. Almost nothing from that plan was actually built because of the Second World War. As a qualitative achievement of city-planning between the two wars for the western part of Zagreb, only partial and partly built regulatory plans can be singled out.

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