



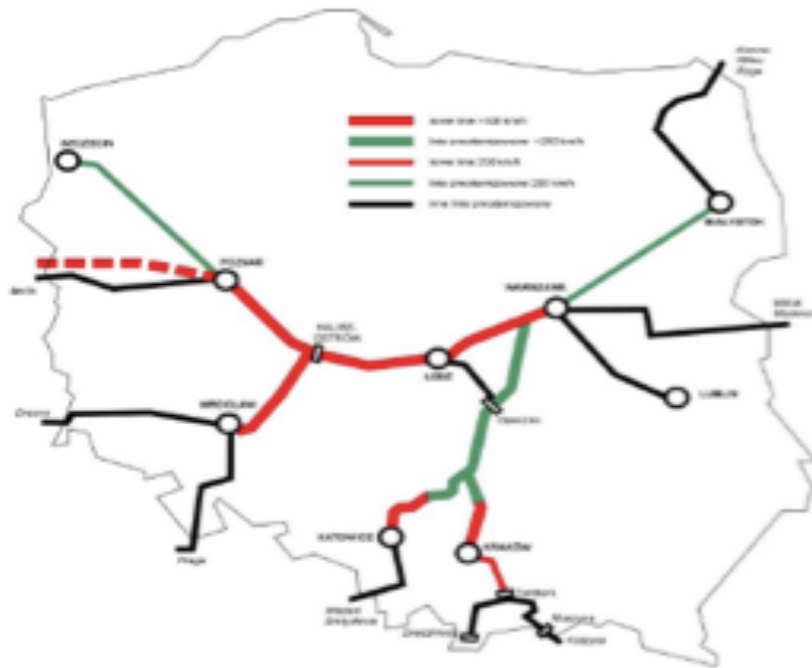
# Redeveloping the city structure – the case of Lodz ‘New City Center’

*dr inż. arch. Małgorzata Hanzl*  
Institute of Architecture and Town Planning  
Technical University of Lodz, Poland





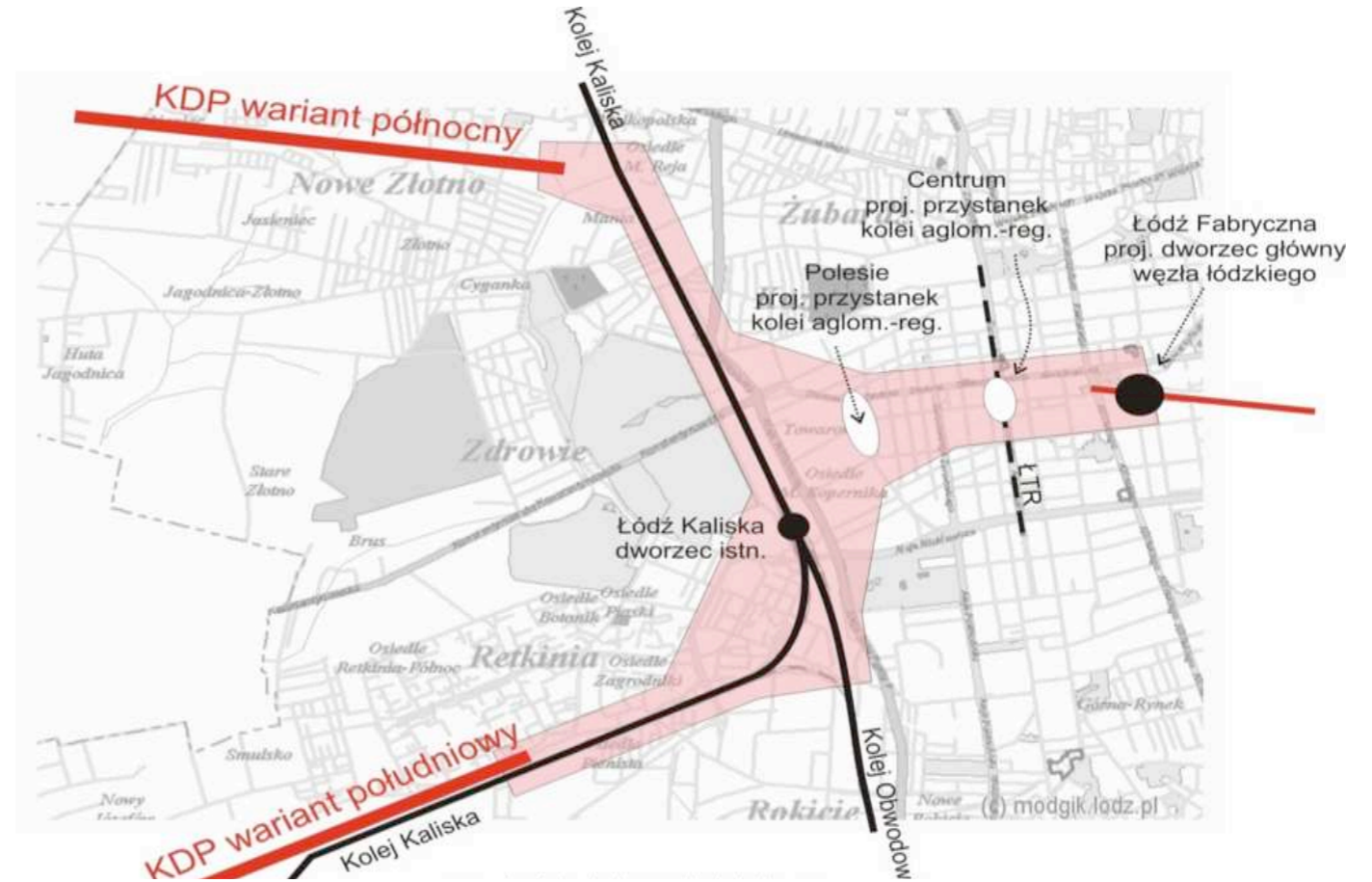
New City Center of Lodz extent - on the left first stage, redevelopment of railway station neighbourhood, on the right - extent of the whole project. Source: ECI website and introductory presentation



Mapa 13. System połączeń międzynarodowych w wykorzystaniu planowanych w Polsce linii dużych prędkości

Tabela 3. Potencjalne połączenia Łodzi z innymi dużymi miastami w państwach sąsiednich

Miasto	Możliwy rodzaj połączenia	Orientacyjny czas przejazdu [h]
Berlin	Bezpośrednie	3
Drezno	Bezpośrednie	4
Praha	Bezpośrednie	4
Wiedeń	Z przesiadką w Katowicach lub potencjalnie bezpośrednie	6
Bratysława	Z przesiadką w Katowicach lub potencjalnie bezpośrednie	6
Budapeszt	Z przesiadką w Katowicach lub potencjalnie bezpośrednie	7
Kosowo/Wino	Bezpośrednie	6



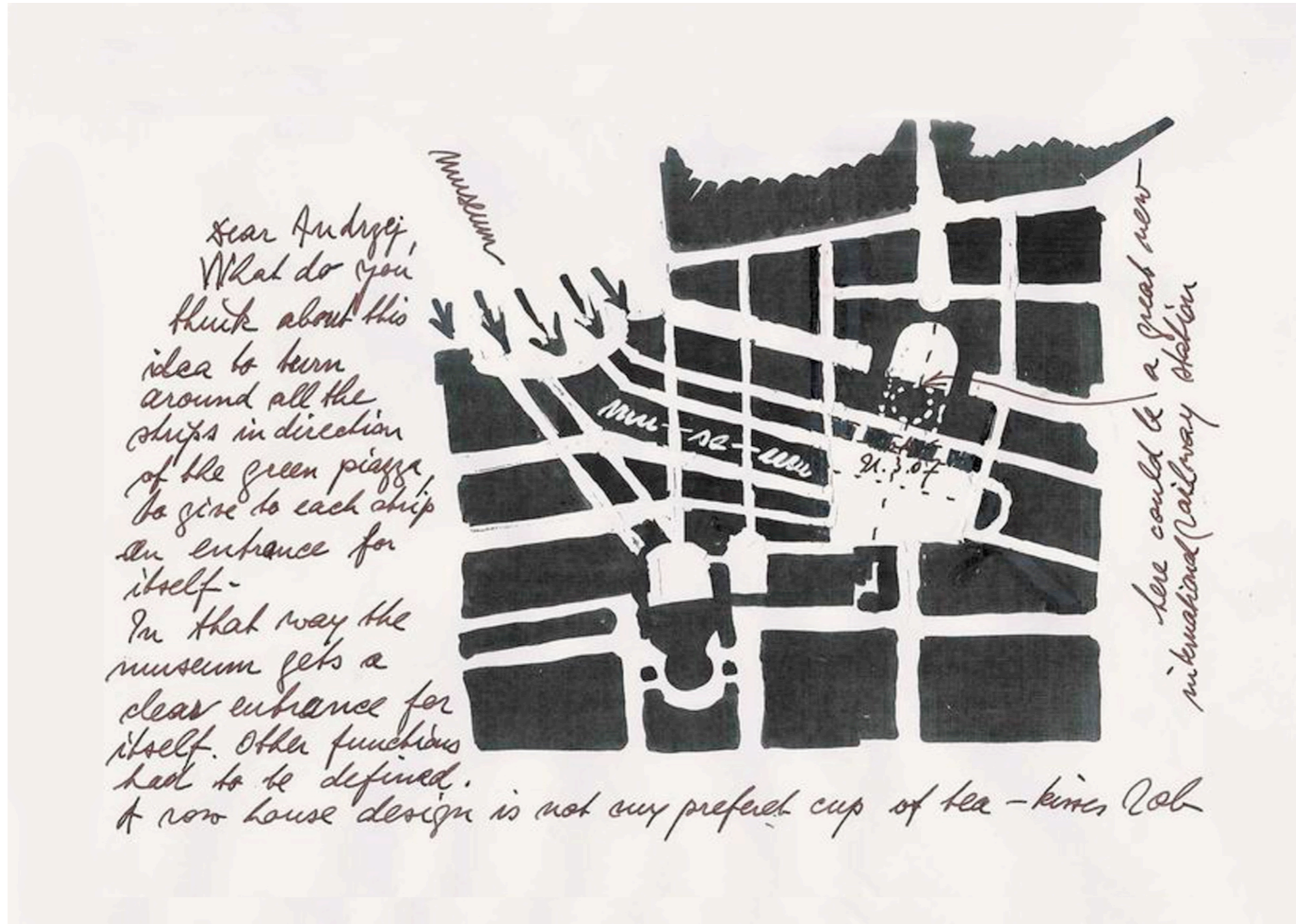
1. planned high speed railways in Poland, 2. area of the proposed rail corridor , partly under the city center - source: Annex to the agreement on financing the feasibility study of a tunnel under the city center, ECI Lodz City of Culture archives



Visualisation of new railway station by SYSTRA/AREP/BBF, source: <http://lodz.gazeta.pl/lodz/51,35136,9569857.html?i=2>

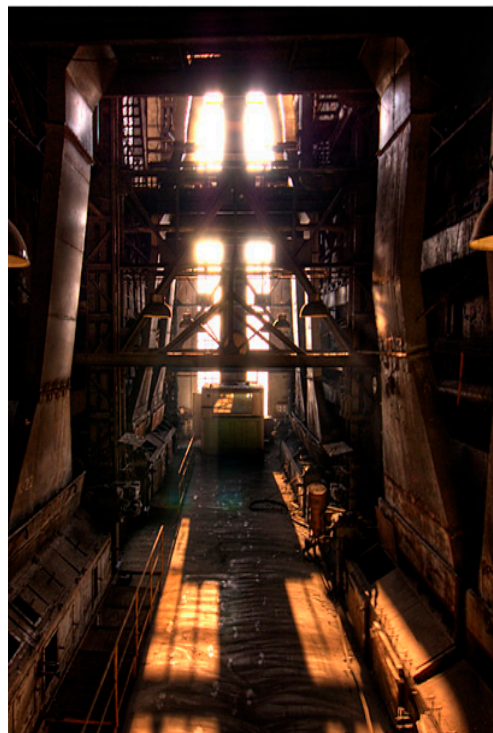


Figure -ground map of the railway station neighbourhood and city centre. The project extent is marked grey. On the left Lodz main street - ul. Piotrkowska and Plac Wolności - main city square (upper left corner).



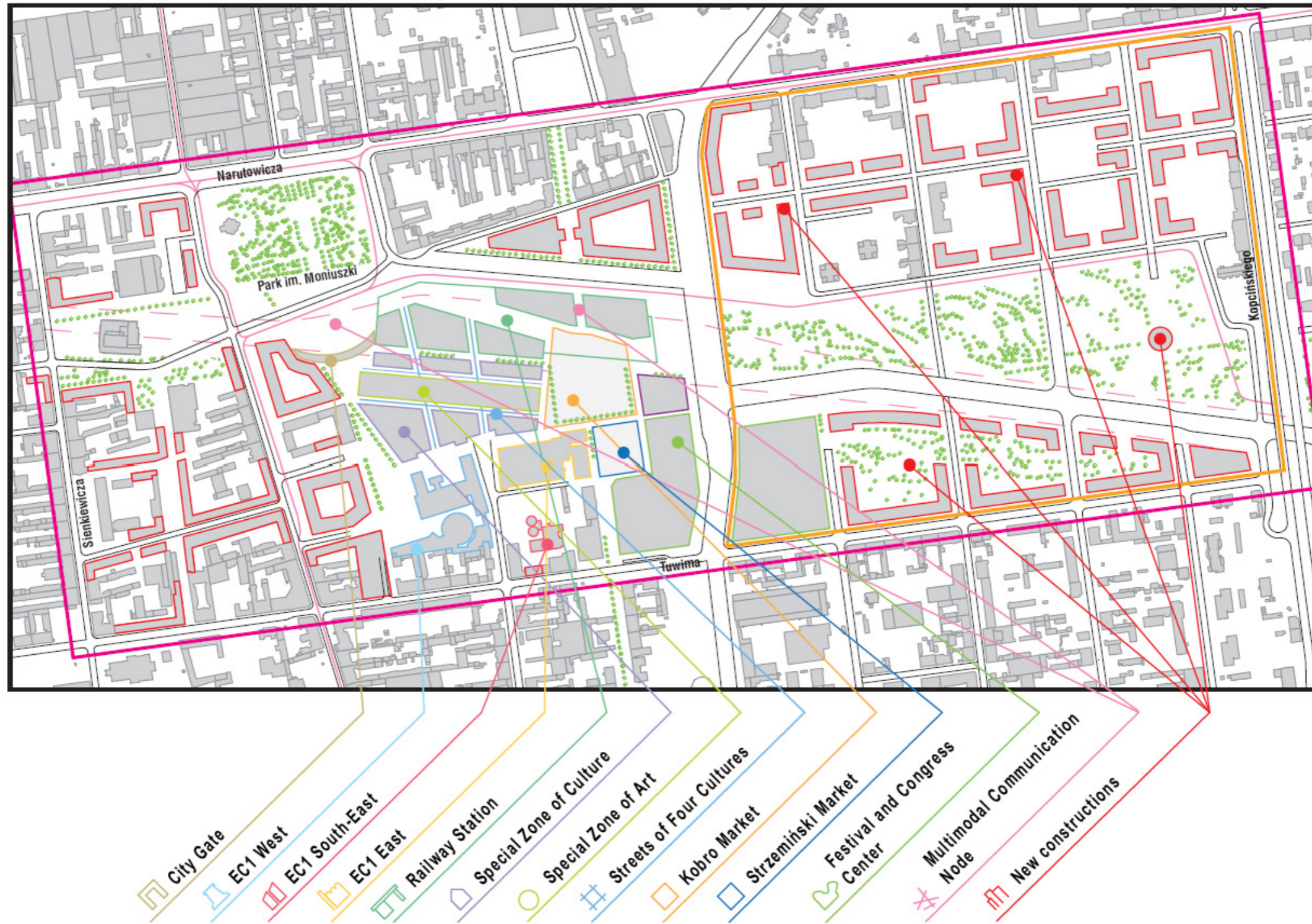


ECI - old electric factory currently redeveloped into cultural centre. Photo: M.Hanzl

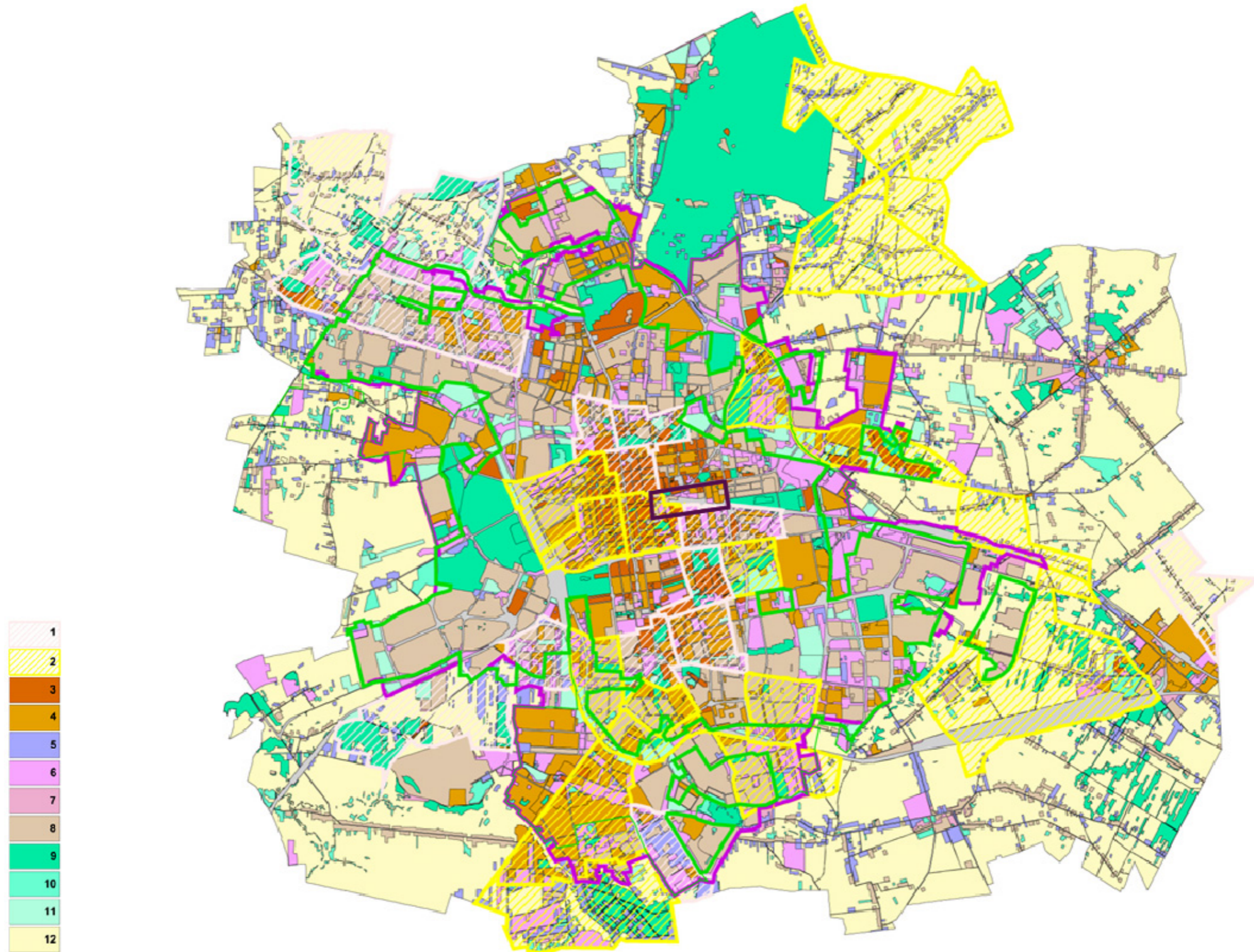


1. EC-I East, 2. EC-I West - Concept of Revitalisation, Northern Western view,  
Source: ECI Lodz City of Culture archives





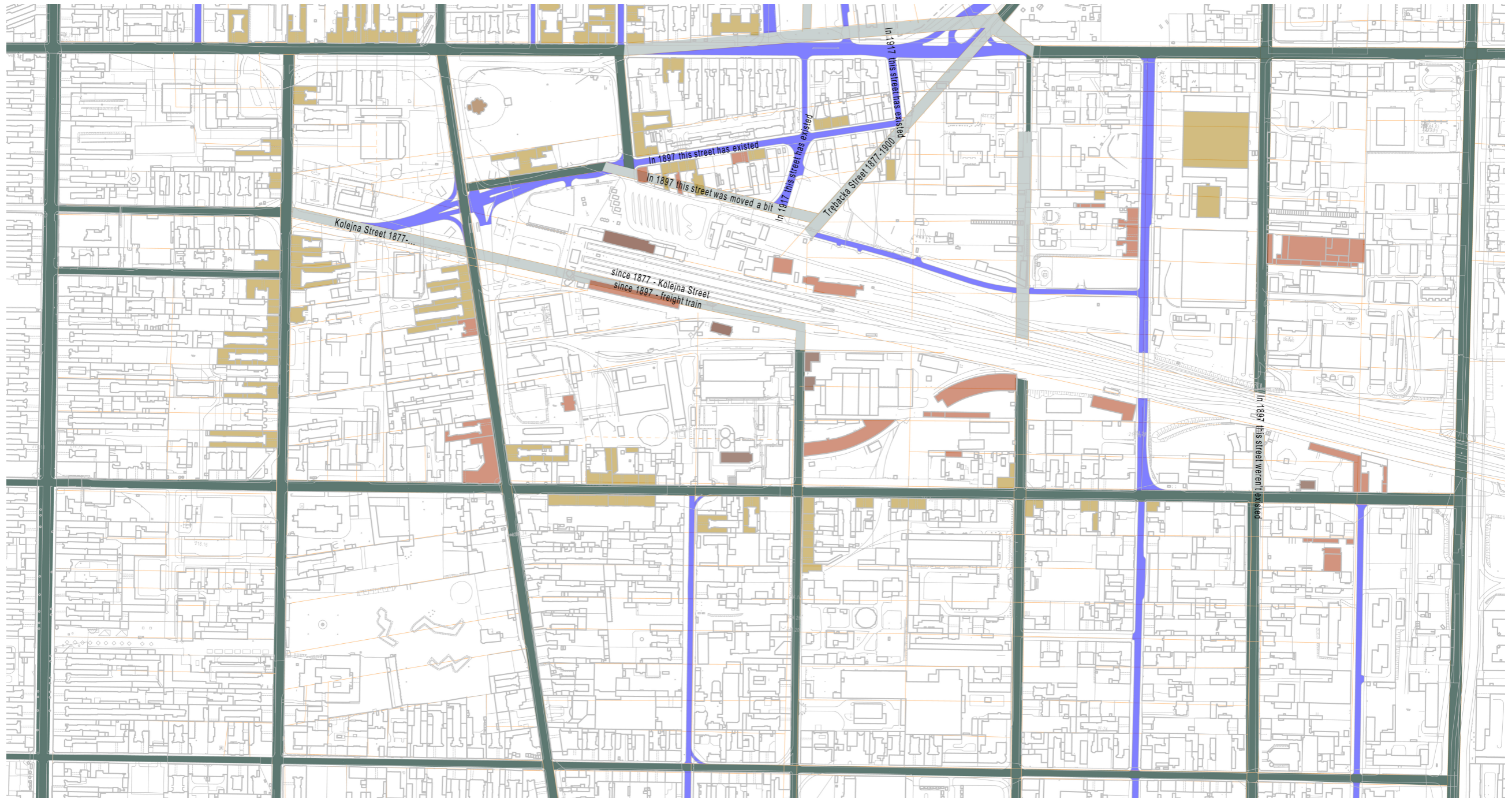
Schematic drawing showing the general disposition of development in the project area, drawing by Rafał Józwiak, quoted after Gałuszka (in press)



Map of the poverty distribution overlaid on the map of the spatial structure. The location of the project area is marked with dark violet. Source: former Study of Conditions and Directions of Lodz Development, Volume IV (Warzywoda-Kruszyńska et al. 2002)



Direct neighborhood of the project area: Kilińskiego Street (on the left) and Tuwima Street. Photo: M. Hanzl



Streets created before 1877 - not existing  
Streets created before 1877 - existing

Streets created after 1877 - existing

Buildings erected before 1877  
Buildings erected before 1897

Buildings erected before 1900  
Buildings erected before 1917

Historical analysis of city structure of 'the New Centre of Lodz', illustration by students of Institute of Architecture and Town Planning of Technical University of Lodz: Kubiak Magdalena, Jarzębska Agata, Bubas Maciej, for European Project Semester project, in cooperation with ECI Lodz. Source Ginsbert (1962). Project supervisors: Hanzl Małgorzata, Gałuszka Jakub



NORTH FRONTAGE OF NARUTOWICZA STREET



- variety of architecture and details
- equal width of plots
- ground floor always exhibited in facade
- balconies
- marked windows

SOUTH FRONTAGE OF NARUTOWICZA STREET



viewable dominants of height which attract the sight of observers

NARUTOWICZA STREET TOWARDS THE EAST



good proportions between heights of the buildings and the width of the road

VIEW FROM NARUTOWICZA STREET TOWARDS THE SOUTH



- typical courtyard of Łódź with three annexes
- horizontal divisions made by windows and cornices

LINDLEY STREET TOWARDS THE SOUTH



- narrow built street with unique character
- variety of heights of the buildings
- equal number of storeys
- good proportions between heights of the buildings and the width of the road

TRAMWAJOWA STREET TOWARDS THE NORTH



wall of the greenery- Staszic Park as the spatial dominant closed the street

WIERZBOWA STREET TOWARDS THE SOUTH



- good proportions between heights of the buildings and the width of the road
- street with double- sided strip of greenery

UNIWERSYTECKA STREET TOWARDS THE NORTH

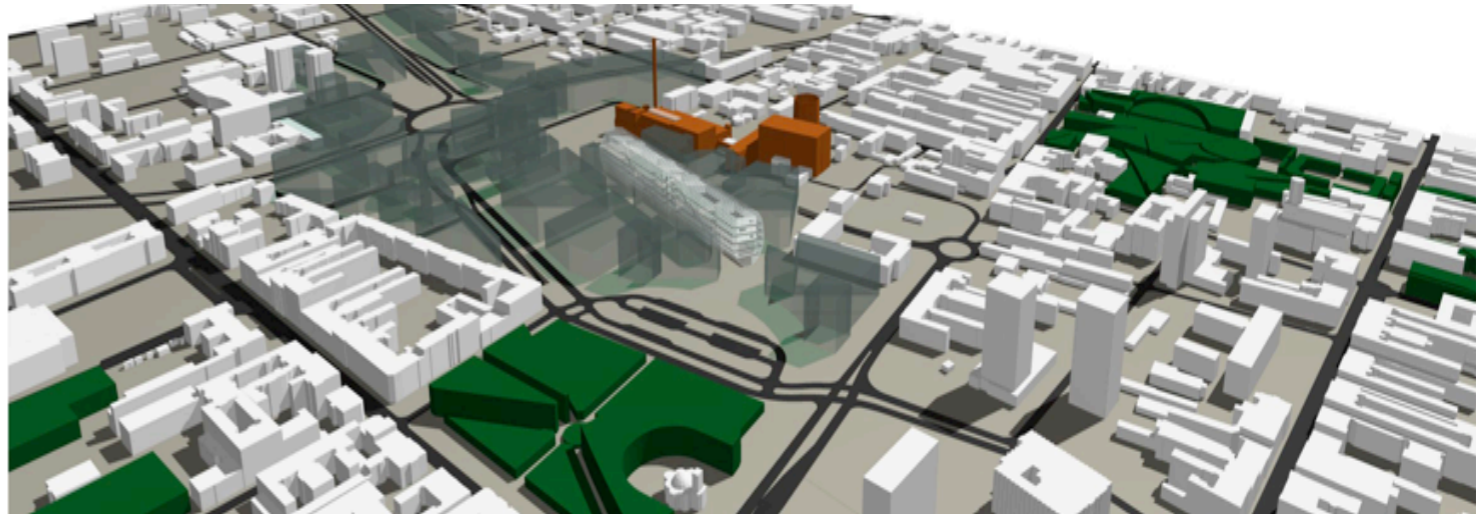
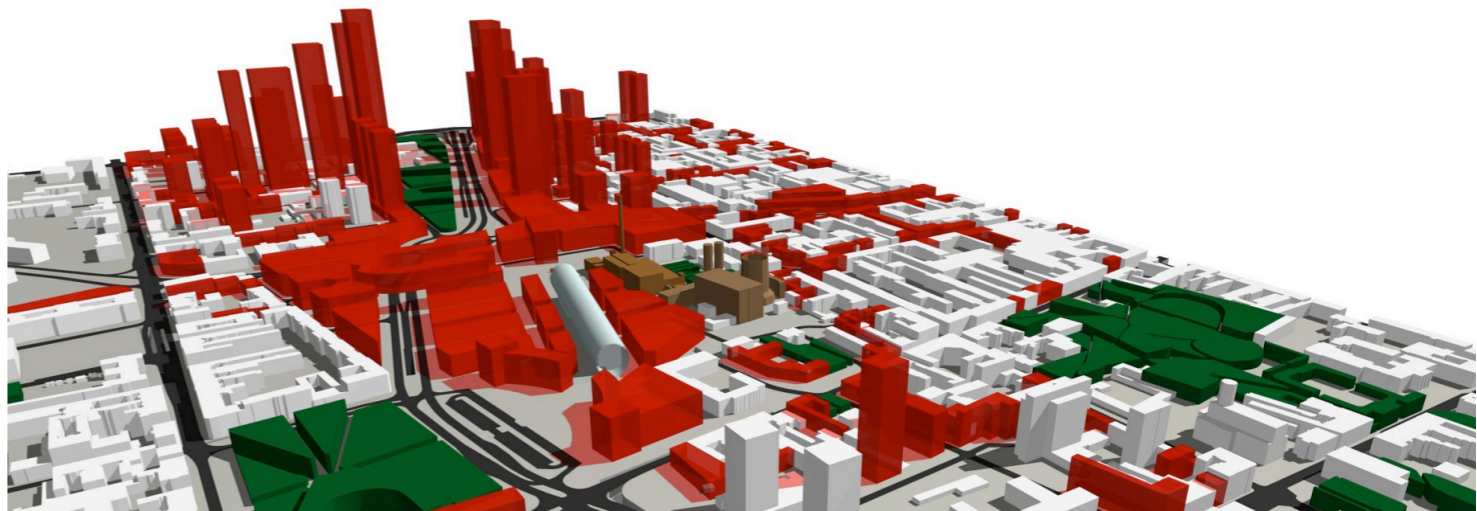
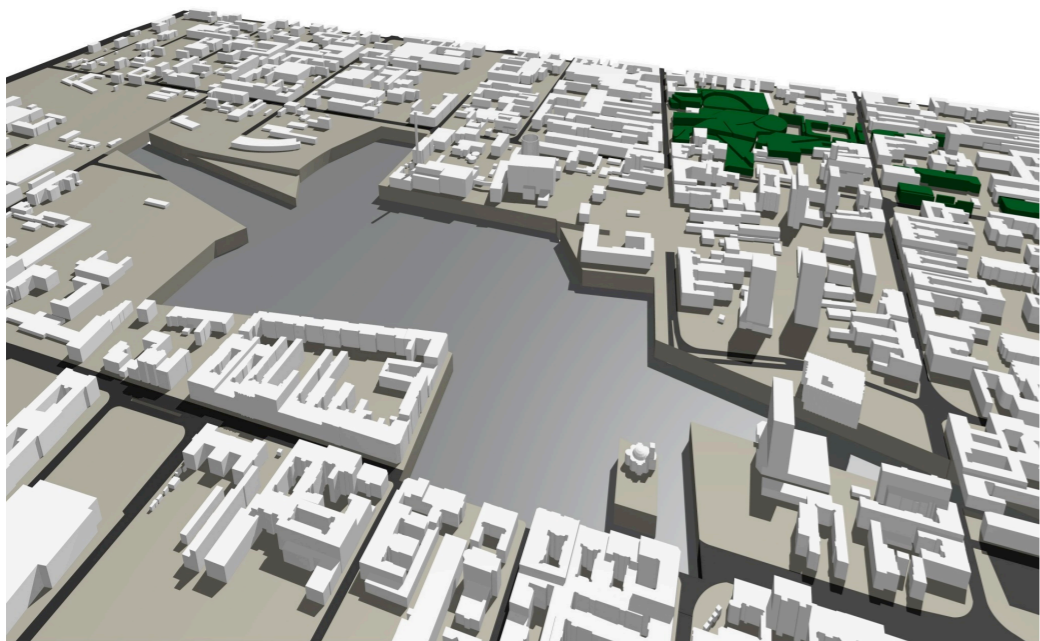


wall of greenery which adds variety to the street

Part of the analysis of streets sections in region of New Centre of Lodz, illustration prepared by students of Institute of Architecture and Town Planning of Technical University of Lodz: Kubiak Magdalena, Jarzębska Agata, Bubas Maciej, for their project realised as part of European Project Semester work, in cooperation with ECI Lodz, project supervisors: Hanzl Małgorzata, Gałuszka Jakub



Urban inventory by students of IAIU PŁ, supervision : M.Hanzl



1. The scale of the area touched by the railway redevelopment, 2. Different approaches to the redevelopment of the area close to the railway station, source, EC1 Lodz City of Culture archives



development: SYSTRA/AREP/BBF  
Source: ECI Lodz City of Culture archives





1. Special Art Zone, 2. Kobro Market, source: ECI Lodz City of Culture archives  
Below: Design by Frank Gehry for the Camerimage Lodz Center, source: archives of Camerimage Łódź Center / Gehry Partners



Mural of Gregor Gonsior (aka Bombalino) in Lodz, Jaracza Street, metaphor of Lodz redevelopment. Photo: M.Hanzl





*“dimensions of sustainable city”* Jenks et al. (2010)

environment and biodiversity      social acceptability  
the presence of attractive public spaces      neighborhood design  
urban form      energy use      travel and mobility  
adapting the city (following the former structure patterns)      sustainable lifestyles  
urban green spaces as providing ecological and psychological values



Spatial conditions influencing the improvement of environment Jane Jacobs (1992)

## spatial structure of the city

dense street network

high density of citizens

heritage preservation

attendance of public spaces

mix of uses

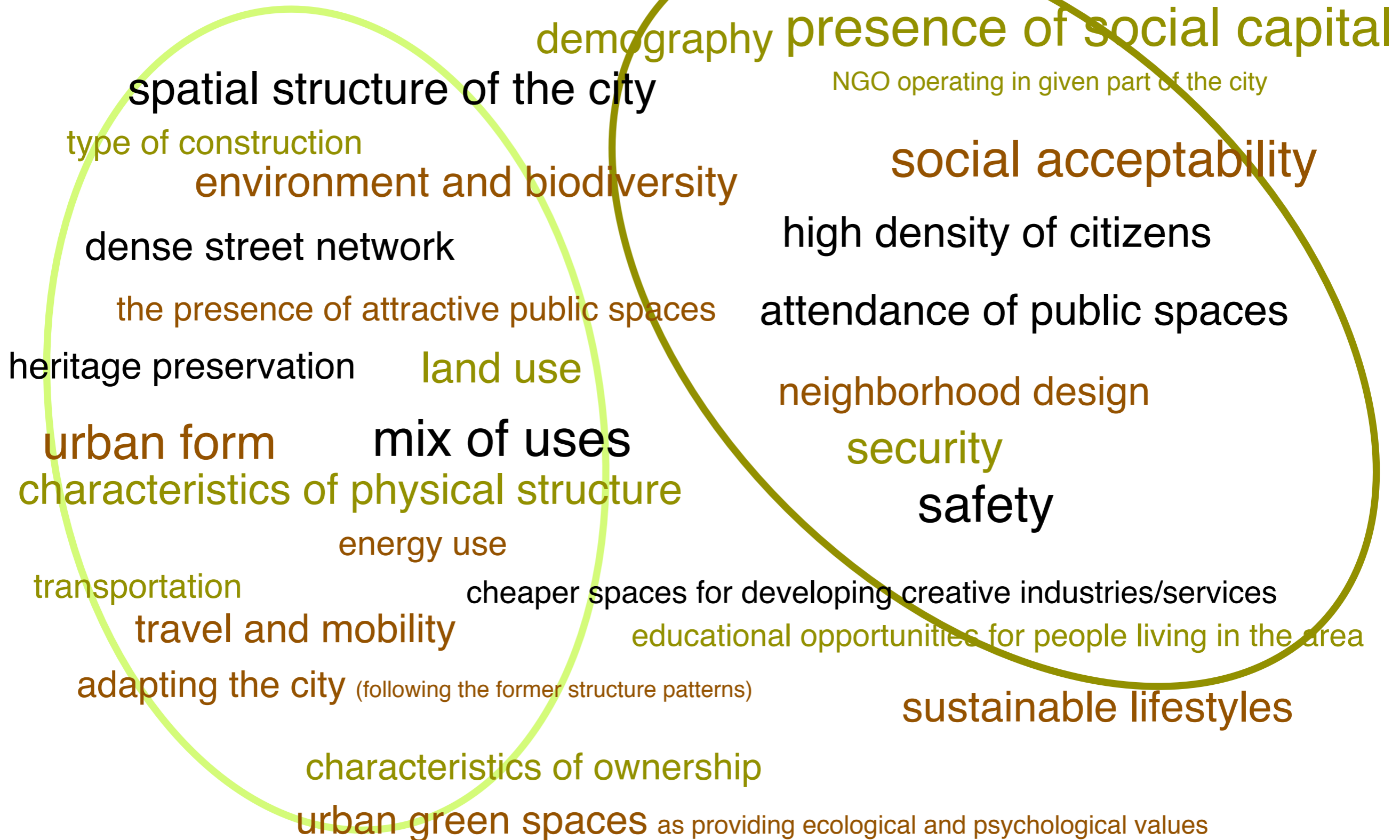
safety

cheaper spaces for developing creative industries/services



Evaluation matrix - qualities included in the process

cultural heritage preservation	spatial structure continuation	ecological issues and sustainability	climate resilience	social revitalisation	process planning, public participation	transportation policies
+	questionable - assumed intensities difficult to achieve with the traditional structures	partly achieved - introduction of new parks and green spaces	-	-	partly realized, started	multimodal node and mass transport assessed in +, overdevelopment of individual transportation: -





# culture

spatial structure of the city

type of construction

demography

environment and biodiversity

dense street network

high density of citizens

the presence of attractive public spaces

attendance of public spaces

heritage preservation

land use

neighborhood design

urban form

mix of uses

security

characteristics of physical structure

safety

# transportation

## travel and mobility

characteristics of ownership

sustainable lifestyles

urban green spaces as providing ecological and psychological values





Old railway station which is going to be redeveloped and hidden underground. Photo: M.Hanzl



*Thank you for your kind attention*

