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Construction of residential buildings in Ilica Street in Zagreb between the Infantry Barracks (Archduke Rudolf Barracks/Zrinjski Barracks) and the Črnomerec stream between the two world wars

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Abstract: Construction of residential buildings in Ilica Street from the Infantry Barracks (since 1918 the Zrinjski Barracks) to the Črnomerec stream intensified between the two world wars It was a period without general urban regulation in force: the Regulatory Plan of the City of Zagreb would only be adopted in 1938–1940. In the 1920s, Art Deco and proto-modernist style buildings were added to Ilica by infilling gaps, and modernism emerged from the beginning of the 1930s. All barracks were in operation: six in the western part of the city (three of which in Ilica; all of them were renamed in 1918). To the west of the Cavalry (then "Duke Mišić") Barracks, which was adapted for a cotton factory in 1924, "Kaštel JSC" (from 1946 to the present PLIVA) operated from 1928 and expanded its area on several occasions. In Ilica, the Zagreb Brewery was being expanded, but there were no new industries, so the street remained an attractive residential area for the construction of residential buildings. Of the unrealized residential building projects in Ilica, the still unknown project by Drago Ibler from 1928/1929 is one of the most intriguing.

Key words: Zagreb, Ilica Street, western part of Zagreb, residential buildings between the two world wars, Drago Ibler

Izgradnja stambenih zgrada u Ilici od Pješačke vojarne (Vojarne nadvojvode Rudolfa/Zrinjskoga vojarne) do potoka Črnomerca između dvaju svjetskih ratova

Sažetak: Izgradnja stambenih zgrada u Ilici od Pješačke vojarne (od 1918. „Zrinjskoga vojarne”) do potoka Črnomerca intenzivirala se između dvaju svjetskih ratova. To je doba bez generalne urbanističke regulacije na snazi: Regulacioni plan grada Zagreba donosit će se tek 1938.—1940. U Ilici se 1920-ih interpoliranjem dograđuju zgrade u stilu art décoa i protomodernističkom stilu, a od početka 1930-ih prodire moderna. U funkciji su sve vojarne: 6 u zapadnom dijelu grada (od toga 3 u Ilici; sve 1918. mijenjaju nazive). Zapadno od Konjaničke (tada „vojvode Mišića”) vojarne, koja se od 1924. adaptira za tvornicu pamuka, od 1928. posluje i u više navrata širi svoj areal „Kaštel d.d.” (od 1946. do danas PLIVA). U Ilici se dograđuje Zagrebačka pivovara, no nema novih industrija pa je ta ulica i dalje rezidencijalni potez atraktivan za izgradnju stambenih zgrada. Od nerealiziranih projekata stambenih zgrada u Ilici do danas nepoznat projekt Drage Iblera iz 1928./1929. jedan je od najintrigantnijih.

Ključne riječi: Zagreb, Ilica, zapadni dio Zagreba, stambene zgrade između dvaju svjetskih ratova, Drago Ibler

1. INTRODUCTION

After the first and formative period from the adoption of the 1887 Regulatory Plan until World War I, the construction of the stretch of residential buildings in the western part of Ilica was not completed. After the war, new residential buildings were added by interpolation between the existing ones. All barracks remained in operation and were given new names. Since 1918, the Infantry (Archduke Rudolf) Barracks (Ilica 123/Kolodvorska) was called the "Zrinjski Barracks", the Home Guard (Ilica 224) "King Aleksander Barracks", the Transport (Ilica 207/Selska 2) "Jelačić Barracks", the Artillery (Ilica 256) "King Petar Barracks", the Cavalry (Prilaz Baruna Filipovića 23) "Duke Mišić Barracks", and the Home Guard Company Hospital (Kuniščak 50) became the Hospital of the 4th Military Region [1]. In 1924, the Zagreb Cotton Industry Factory JSC moved into the Cavalry Barracks, then named "Duke Mišić Barracks." In the following years, the factory expanded, occupying the entire area of barracks and the Home Guard Artillery Depot, both of which were adapted for the new purpose [2].

Across from the Home Guard Barracks in Ilica, where the construction of the Art Nouveau business and residential complex of the "Wieland – Guthard" bakery (Ilica 191) was planned in 1911, the First Yugoslav Ink Factory was to be built in the early 1920s [3]. The Zagreb Brewery and Malt Factory JSC was still the largest industrial complex in Ilica, and along with the Chicory Factory Hinko Franck's Sons JSC (until 1910 Hinko Franck and Sons JSC), it was the largest in the western part of the city.

The second half of the 19th century left a key urban heritage of historicism—the Regulatory Plans from 1865 and 1887. These plans initiated the construction of the Lower Town and its western extension, a process that would continue after World War I. This was a time without general regulation in force. The Regulatory Plan was being developed for a long time based on the results of an international competition from 1930/1931, and was not adopted until 1938–1940. The construction of residential buildings west of the Lower Town (the area between Kolodvorska Street and the Črnomerec stream included in the 1887 Regulatory Plan as an extension of the Lower Town), which culminated in Ilica at the end of the era, in the early 20th century, was now characterized by the degradation of these first and founding urban development principles.

Numerous residential buildings from the proto-modernist and early modernist periods brought the Lower Town almost to the level of Central European metropolises. Such are the buildings of Viktor Kovačić from the “proto-phase” of modernism (for example, the residential and business building of Wood Exploitation JSC at Fascism Victims Square No. 3 from 1922/1923), and subsequent buildings such as the Foundation Block (the residential and commercial building by Franjo Bahovac and Antun Ulrich on the corner of Ilica 1A and Petrićeva 1 from 1932/1933), the skyscraper by Slavko Löwy (the residential and commercial building Radovan at Masarykova 22 from 1933/1934) and Planić’s Napredak skyscraper (the residential and commercial building of the Napredak cooperative at Bogovićeva 1 from 1936/1937), which were created at a time after modernism had already established itself on the Zagreb architectural scene as a reflection of the progressive cultural and social influence of the Bauhaus and the so-called *Neues Bauen* (new construction), or International Style. However, there were no projects of this level west of the Lower Town. Neither were there any of them in Ilica, the most representative residential street. One unrealized design of a residential and commercial complex by Drago Ibler from 1928/1929, which attracts attention with its avant-garde concept, has remained unknown to this day. A four-story residential building with a commercial ground floor according to another and substantially more conventional Ibler's design from the same years was built instead.

As a result of political changes after 1918, the ownership and capital structure of large factories in Ilica and its vicinity changed significantly. After problems in adjusting their

operations in the new Kingdom (SCS and then Yugoslavia), Brewery and Franck entered a business renaissance. Both factories were given the opportunity to place their products on new markets, where, despite lower purchasing power, there was incomparably less competition than before; both factories were expanded and production was modernized [4].

Part of the streets and squares around Ilica were given new names. Kolodvorska cesta (Station Road/Street) became Ljubljanska, the square in front of the former South Station (from 1924 the "Zagreb – Sava" Station; from 1943 to the present the West Station) became Keglević Square, and to the south of it were Talovčeva, Hanuševa, Fonova and Međimurska Streets. Gradišćanska Street ("designed road 99" in the layout plan of the Home Guard Artillery Depot from 1913) was constructed north of the railway line. The street from Ilica to Prilaz Baruna Filipovića Street along the western side of the "Jelačić Barracks" (formerly Transport Barracks) was named Cankarova Street. South of Prilaz Baruna Filipovića Street (today's the City of Mainz Street) the street between Vodovodna and Grahorova was named Bleiweisova Street. Originally a "nameless street", Graharova Street was opened in 1926 between Ilica and Prilaz Baruna Filipovića Street.

2. ILICA WEST OF THE FORMER KOLODVORSKA STREET (LJUBLJANSKA STREET) IN THE DETAILED REGULATIONS AND REGULATORY PLAN FOR THE CITY OF ZAGREB 1938–1940

Two of the three detailed interwar regulatory plans for the area west of the former Kolodvorska Street—the Regulatory Plan for the Area North of the South Station from 1919 and the Regulatory Plan for the Area between Vodovodna and Grahorova Streets, as well as the modification of the square in front of the "Sava" Station from 1931—did not address the development of Ilica. Both plans defined the residential blocks between the South Station and Ilica, and between the former Infantry Barracks and Slovenska Street [5]. The third interwar detailed plan for the western part of the city, the Regulatory Plan for the Area Between Ilica, Selska Street and Prilaz Baruna Filipovića from 1932, was the only one dealing with a block in Ilica. Instead of the block at the intersection of Selska and Prilaz Baruna Filipovića, this Plan envisaged a square measuring 57 × 90 m, where an Orthodox garrison church would be located. The church was planned next to Prilaz Baruna Filipovića Street, at a prominent point in the square with the entrance facing Selska Street and the bell tower close to Prilaz Baruna Filipovića visible in the prospect of Selska Street from Ilica, or from the corner of the "Jelačić Barracks" (former Transport Barracks). The view of the bell tower would also open from the south (if Selska Street had been routed over the railway) and when passing by the railway. As for residential buildings, a "closed construction method" was planned between Ilica and Prilaz Baruna Filipovića: four-story buildings in a block along Ilica, and three-story buildings in a block along Prilaz Baruna Filipovića. This confirmed that even in its westernmost part, Ilica was intended for somewhat more exclusive housing than other streets. The same applies to the block east of the extension of Domobranska (Home-Guard) Street (today Maričićeva)—the buildings in Ilica were higher than the others [6].

The Regulatory (Master) Plan for the City of Zagreb 1938–1940 was the only interwar general urban regulation (the plan that deals with the entire city area) that included the area defined in the 1887 Regulatory Plan as the western extension of the Lower Town. It was developed by the City Construction Department years after conducting the international competition (1930/1931). In the western part, it specified the final solution for the extension of the Approach (today Prilaz Gjure Deželića Street) from the Lower Town, in the continuation of streets 1 and 2 from the 1887 Regulatory Plan, or the then Prilaz Baruna Filipovića Street (today City of Mainz Street and Prilaz Baruna Filipovića Street), which was interrupted by the construction of the main building of the Infantry Barracks in the axis of the Lower Town

Approach, as well as another large building out of a total of 13 buildings of that complex, located on the other side, in the axis of the "extended Approach". In this regard, the interwar Regulatory Plan envisaged a radical reconstruction of the barracks, and so by removing both buildings: the main one in the axis of the Approach from the Lower Town and the building on the other side in the axis of the "extended Approach". The new buildings would be organized along the section connecting the end of one and the beginning of the other Approach. If it had been constructed in this way, Ilica would have had an alternative in a straight avenue leading from the western entrance to the city to King Aleksandar I Square (formerly University Square, and today Republic of Croatia Square). In Ilica, the Plan registered the existing state and degree of completion of the blocks. At the very end, in the area across from the “King Petar” (formerly Artillery) Barracks, where the 1907 Key Plan for the regulation of Ilica had specified a square, the construction of a new cassette with four solitary residential buildings (buildings that do not form a block), separated from Ilica by the width of a narrow block with existing residential and commercial buildings, was now planned. The Plan defined Gradišćanska Street as a wide road on the north side of the railway line in continuity from the western entrance to Savska Street (and further to the east). This was the second traffic alternative to Ilica, which according to this plan remained a historical communication with the tram (Fig. 1) [7].

Figure 1. Construction plan for the western part of the city from the Regulatory Plan of the City of Zagreb; approved variant from 1938.

3. MANUFACTURING PLANTS

There were no new industries in Ilica between the two world wars. The Zagreb Brewery was being expanded according to the design of the construction company "Pollak and Bornstein" [8]. The "Zagreb 1926" plan and the plan dated 1930 [9] show the expanded infrastructure (primarily the railway) and the advancement of construction south of Ilica (between Ilica and “Station Sava”, formerly the West Station). Rural-type family estates, which continued to be

built, were partly replaced by smaller residential buildings. In Ilica west of Vodovodna Street to the "King Aleksandar" Barracks and "Jelačić Barracks" (previously Home-Guard and Transport Barracks), rural-type estates were also being added. This part of Ilica still retained its suburban character. At the very end along the Črnomerec stream, in 1922, Stjepan Halambek's single-story courtyard house was constructed, with a tavern and a butcher's shop on the ground floor, and a carpentry workshop in Ilica, which was extended in 1938 according to the design of the office "Freudenreich and Deutsch", when it became the carpentry workshop of the First Yugoslav Carpentry Cooperative in Zagreb [10].

In 1920, the new marshalling yard, extending west from the South Station, was put into operation. That was the first freight and marshaling railway station in the city. Since then, freight transport was separated from passenger transport, and the Zidani Most - Zagreb - Sisak railway, commissioned in 1862–1868 as a section of South Railways, which had formerly been connected to the Budapest railway, was now becoming part of the new main corridor towards Belgrade. Opened on the south side of the railway in 1921, the Customs and Public Warehouses JSC, combined with the new freight station, enabled industries to ship raw materials and products to new markets. This provided an impetus for new production plants to be established south of Ilica. The Power Plant ("Munjara"), founded in 1907, was also expanded next to the City Waterworks, which opened in 1878. The Zagreb Cotton Industry Factory JSC was operating in the "Duke Mišić" Barracks (previously Cavalry Barracks) since 1924 and in the following years it expanded to the former Home Guard Artillery Depot. In the block between Ilica, the "nameless street" (since 1926 Grahorova), Slovenska and Prilaz Baruna Filipovića (today City of Mainz Street), the machine factory and metal foundry "Ševčik Brothers" was founded in 1928 (City of Mainz Street 16 and Grahorova 6). In the same year, the Chemical and Pharmaceutical Preparations Factory "Kaštel JSC" (since 1946 PLIVA) purchased the building of the hardware store "Delta JSC" in Cankarova Street (then at Cankarova No. 28, today No. 25), in order to move its head office from Karlovac to Zagreb. The new production plant was located in the adapted warehouse of "Delta JSC" in the following year. The area along Prilaz Baruna Filipovića Street west of Cankarova Street was not developed and, in 1929, "Kaštel JSC" purchased plots there from the Zagreb Cotton Industry Factory JSC and constructed new plants and warehouses as early as 1931, expanding several times until World War II [11]. Franck built the first Administration Building from 1923 to 1928 (until 1918, the administration was in Linz), according to the design of Lav Kalda.

4. RESIDENTIAL DEVELOPMENT

The western part of Ilica from Vinogradska Street to Vodovodna Street was built up with residential buildings almost entirely, and somewhat more sparsely further to the west. Four- and five-story buildings (rarely three-story buildings) were fitted into blocks between pre-war buildings. South of Ilica towards the industries and the railway, as before, more modest construction took place, with housing intertwined with existing and new production facilities and workshops. In Ilica, at the intersection with Vinogradska Street, in 1929, the building contractor and investor Dragutin Šikatanc constructed the eastern corner building, and in 1931, the building contractors Otto and Ervin Sorg constructed the western corner building for Emil Bačok, each as a four-story building (present addresses: Ilica 160 and Vinogradska 1) [12]. In the late 1920s and 1930s, smaller and lower residential buildings were built on the northern side of Ilica, west of Vinogradska Street; for example: at number 188, building contractor Vladimir Cerin constructed a three-story building of Nikola Mužek in 1928, at number 194, building contractor Gjuro Simon constructed a four-story building of Ana Grgić in 1930, at number 180, building contractor B. Dujmović (construction company "B. Dujmović and Associates") constructed a four-story building of Sejid Husedjinović in 1937, etc., so that

stretch was completed harmoniously by the end of the 1930s, although not in a representative manner [13]. Several undeveloped plots to the west towards Nad Lipom Street would only be built on from the 1980s.

The southern side of Ilica was completed by the 1930s. In 1928, the construction company "B. Dujmović and Associates" constructed the four-story building of Josipa Kladarin (present address: Ilica 135) next to the three-story building of Hinko Rieszner (Gašparinčić) [14]. The intersection of Ilica and Slovenska Streets was developed in the same years, and two similar corner buildings for Mirko and Magdalena Krušlin and Josip Monjac were designed and constructed in 1930 by construction company "Monjac, Krušlin and Behrmann" (present addresses: Ilica 139 A and Slovenska 1, and Slovenska 2; Fig. 2). The western corner building (Slovenska 2) was constructed on the site of the demolished two-story house of the Oseks from 1895, and next to it in Ilica, on the rest of the former Osek property, the building contractors "Kačić and Gyiketta Brothers" constructed a five-story building of the Weinbergers in 1931 (present address: Ilica 143). The Osek family was left with a plot in Slovenska Street at number 4, where the same construction company constructed a four-story building for them in 1931. Until 1930, sheds and small outbuildings were at the site of the eastern corner building (Ilica 139 A and Slovenska 1) [15].

The residential and commercial building Eisenstädter by Vladimir Šterko from 1930/1931 (Ilica 186), designed and constructed as an insertion, was the first implementation of modernism in the western part of Ilica. In 1933, Stjepan Planić designed the Grilec building at Slovenska Street 5, which was constructed in the following year. This building also indicates the penetration of modernism into Ilica and the surrounding streets. Compared to Šterko's building, its design was somewhat simpler (in its floor plan, not only facade) and it lacked commercial facilities on the ground floor (Slovenska is exclusively a residential street) [16].

Figure 2. Construction company Monjac, Krušlin and Behrmann: corner building Monjac – Krušlin at Ilica 139 A / Slovenska Street 1 and at Slovenska Street 2 from 1930.

Before the first modernist buildings in the western part of the city, a four-story residential building was constructed on Adolf Müller's pre-war property in 1929 according to a design by Drago Ibler (Figs. 3 and 4; present address: Ilica 168 A). The investor of the building completed in the following year was Dr. Svetozar Rittig, parish priest of St. Marko's parish, politician of the Croatian Party of Rights and representative in the City Council from 1917 to 1932. The building permit from 1929 was issued based on Ibler's design for a building with four apartments per floor (12 apartments) and a ground floor with a car entrance and commercial spaces, according to which the building was constructed in 1930 as an infill with a gable roof.

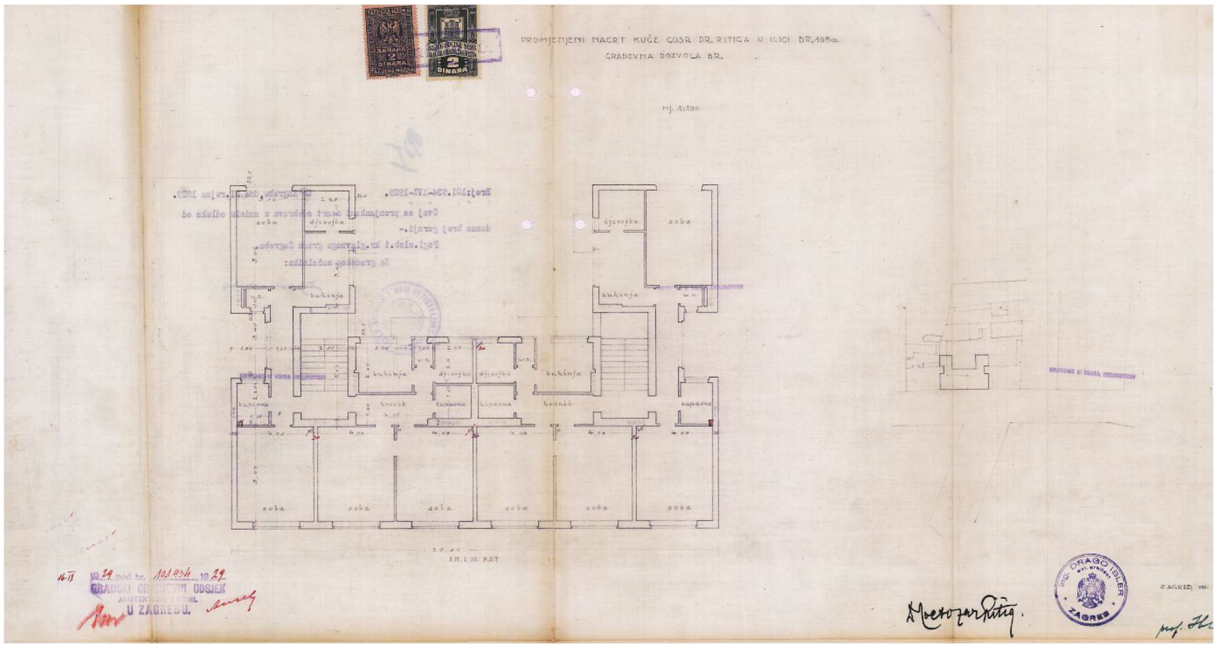

Figure 3. Drago Ibler: Rittig building at Ilica 168 A—plan of a typical floor (1st-3rd floor) from the design for the building permit from 1929 (constructed).

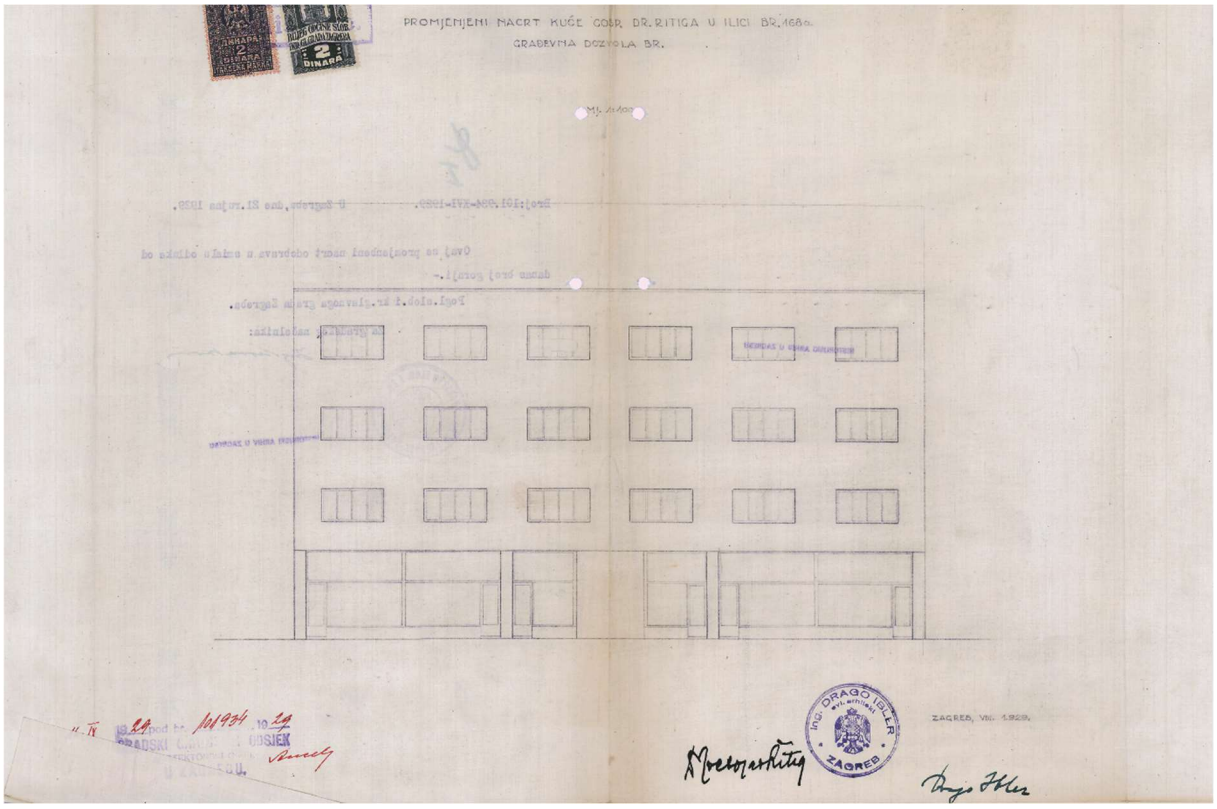

Figure 4. Drago Ibler: Rittig building at Ilica 168 A—street facade from the design for the building permit from 1929 (constructed).

In 1928/1929, Ibler developed the first, more avant-garde design, significantly different from the one according to which the building was constructed, for the same location and the same investor. In this unrealized design, very early he introduced new and avant-garde relations as opposed to traditional block construction. He opened to Ilica two wings of the three-volume U-shaped composition, and instead of a pitched roof, he designed a common roof terrace. The narrow facades of the two wings placed perpendicular to Ilica reach the Ilica boundary line, and the central part is a "hole" through which a pedestrian enters the rear wing, positioned parallel to Ilica. Ibler placed the building "back to front" in relation to the practice that had been established up to that time. The building was to have three entrance staircases (one for each wing), six apartments per floor—two in each of the longer wings positioned perpendicular to Ilica, and two smaller apartments per floor in the smaller (set back, rear) wing—a total of 18 apartments. The facades were shaped with long windows due to the construction with transverse load-bearing walls, which allowed the commercial ground floor to be completely open (Figs. 5, 6, and 7). Rittig abandoned the project for reasons that are unknown for the time being [17].

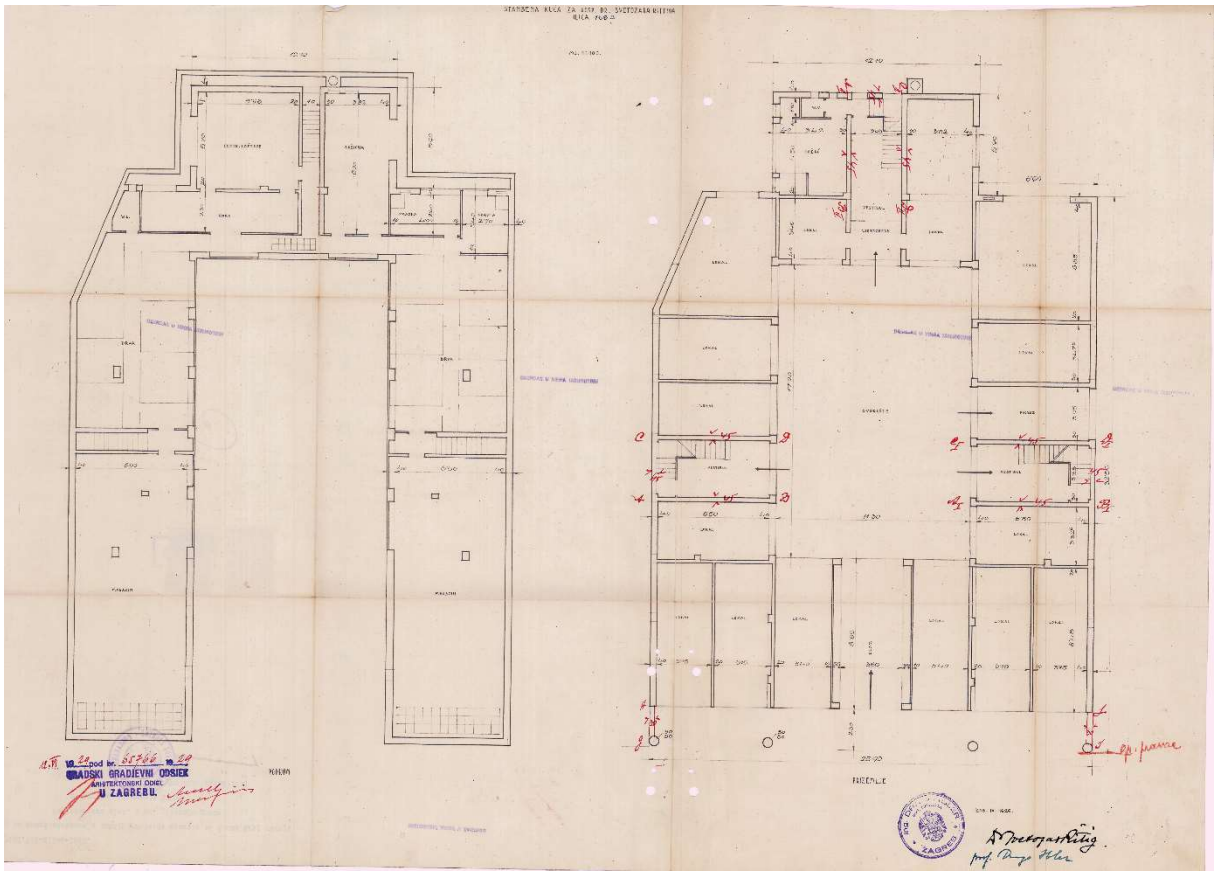

Figure 5. Drago Ibler: Rittig building in Ilica 168 A—plan view of the basement and ground floor from the first, unrealized design from 1928/1929.

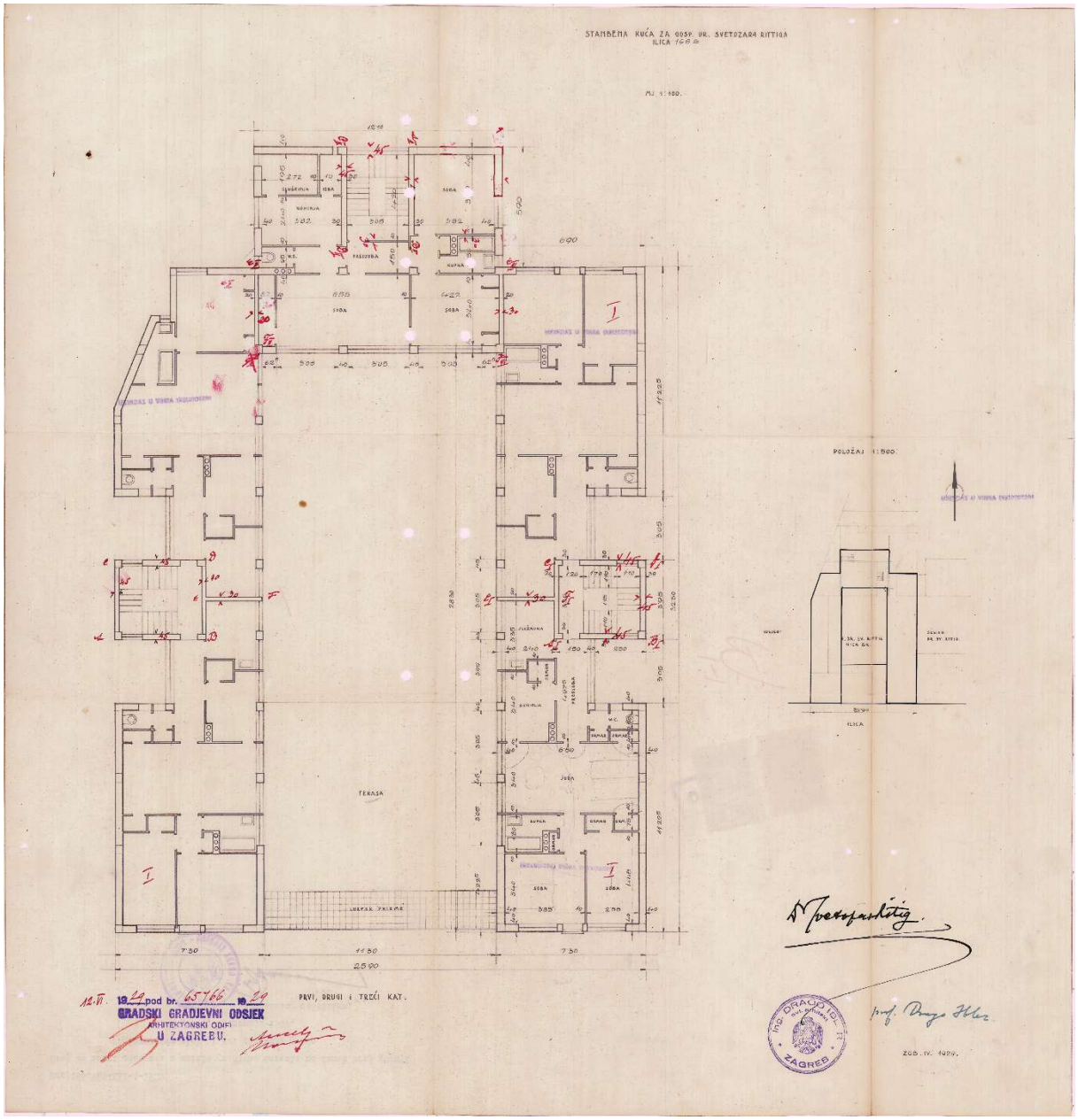

Figure 6. Drago Ibler: Rittig building in Ilica 168 A—plan view of the typical floor (1st–3rd floor) from the first, unrealized design from 1928/1929.

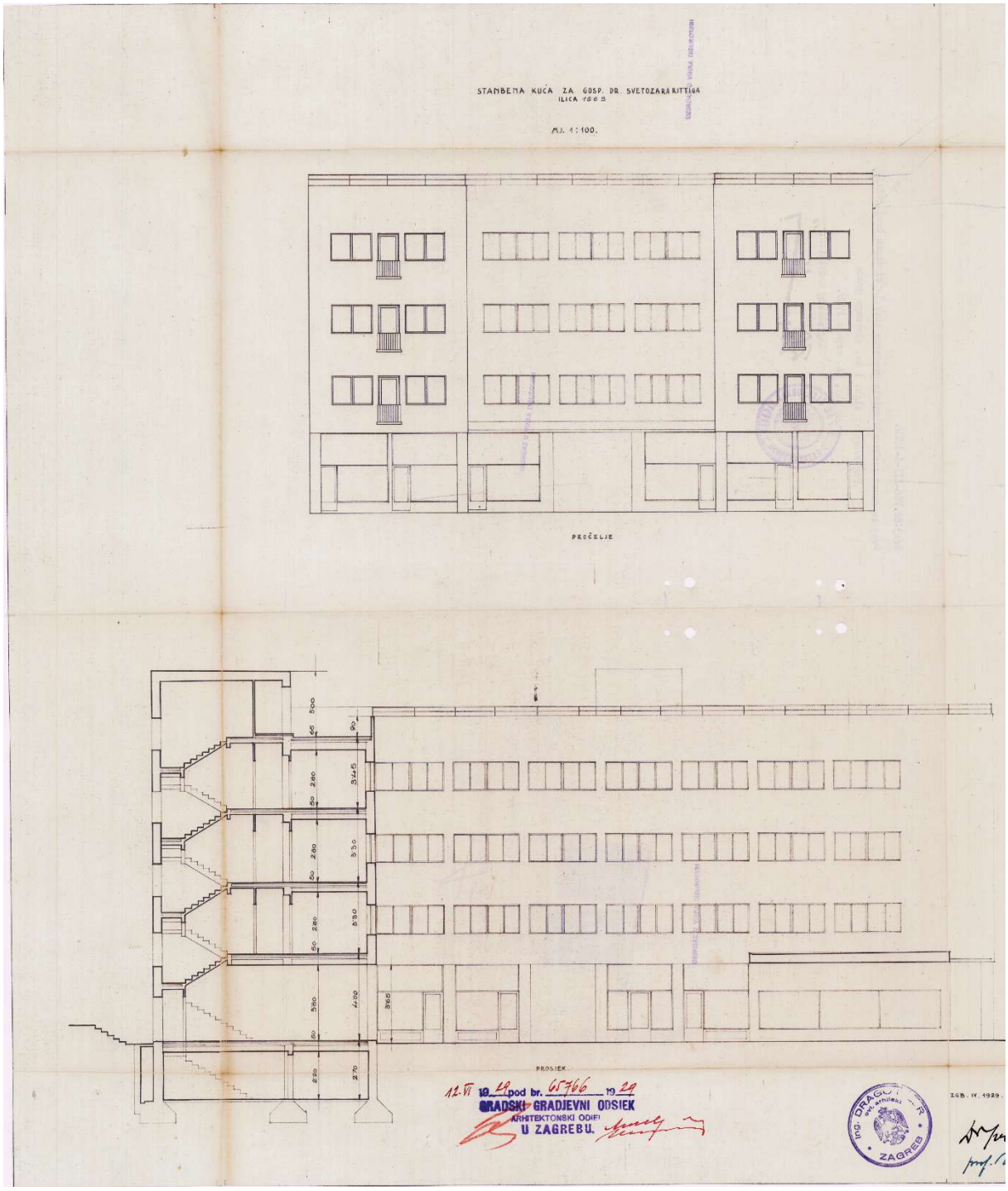

Figure 7. Drago Ibler: Rittig building in Ilica 168 A—facades from the first, unrealized design from 1928/1929.

The five-story corner residential building for Gustav and Bela Ormuth, designed by architect Zlatko Neumann in 1932/1933, was the only more representative residential building in the westernmost part of Ilica (Cankarova 1). The only other larger and more representative building was the four-story building of Franjo Gračner, located a little further to the west of the

intersection with Cankarova Street, constructed in 1938 by the building contractor Stjepan Kuzminski (present address: Ilica 217). At the end of Ilica, across from the complex of the "King Petar" Barracks (former Artillery Barracks), only one two-story building was built for Sigmund König in 1927 (building contractor A. Friedmann; present address: Ilica 231) and one three-story building with a workshop was built for Ivan Hönigsman in 1931 (building contractor Josip Rukoš; present address: Ilica 227). According to the approval of the Royal Ban's Administration from 1938, the same builder added to Hönigsman's buildings a cinema hall for storing and rewinding films (since 1964, the "Kalnik" cinema) [18]. The rest were all family houses with accompanying outbuildings: there were no residential buildings at the end of Ilica.

South of Ilica, only three more exclusive buildings were built on the northern side of Prilaz Baruna Filipovića Street (today City of Mainz Street). In 1931, the construction company "Monjac, Krušlin and Behrmann" designed and constructed a four-story residential building for Marko Behrmann (present address: City of Mainz Street 32). A few years later, a four-story building was constructed next to it for Ivan Gojtan (present address: City of Mainz Street 30). Gojtan was a lawyer with an address in Gospić known as the founder of the Starčević parish and the Starčević club in Gospić. In the same year, the building contractor Ivan Wolf constructed a four-story building for Ivan Krevedl next to Gojtan's building (current address: City of Mainz Street 28) [19]. The southern side of Prilaz Baruna Filipovića was developed more modestly. This stretch was in direct contact with production facilities—sawmills that were in operation. A large number of buildings constructed in Ilica and the surrounding streets were used by their owners for rent, and apartments in Ilica were generally of a higher design and construction standard.

5. CONCLUSION

The construction of the residential stretch of apartment buildings in Ilica west of Kolodvorska Street (present Republic of Austria Street, which was renamed to Ljubljanska after World War I) was largely completed between the two world wars. What remained at the periphery level was the westernmost part, from Holy Spirit Street and "Jelačić Barracks" (previously Transport Barracks) to the Črnomerec stream, where more exclusive residential buildings appeared only exceptionally, and where the former Austro-Hungarian barracks were still the only carriers of urban identity. With their architectural and construction quality, the new buildings, like before, stood out from others constructed in that part of the city—Ilica was just as attractive for housing in the interwar period as before.

The Regulatory Plan for the City of Zagreb 1938–1940 was the sole interwar general urban regulation, and it also addressed the western part of Ilica. However, that plan brought no new developments for Ilica itself. It registered the existing state and the degree of completion of the blocks. Only the westernmost part of Ilica, across from the "King Petar Barracks" (previously Artillery Barracks), was planned for the construction of four buildings according to the new principles of the so-called functionalist urbanism. The priority of the interwar Regulatory Plan (Development Plan for the City of Zagreb) in the western part of the city was to solve the extension of the Approach from the Lower Town to the west. This involved connecting it with its "continuation"—Prilaz Baruna Filipovića Street—which is why a radical reconstruction of the "Zrinski Barracks" (previously the Infantry Barracks) was planned. The goal was to achieve a straight avenue as a counterpart to the winding Ilica. The second traffic artery would be Gradišćanska Street (“Street 3” from the 1887 Regulatory Plan), which was now extended to the east in the full profile width. The accompanying effect of routing these two traffic alternatives to Ilica would be the partial alleviation of its traffic load.

During the long period of absence of regulation in force, Ilica was developed according to the principles of the period before World War I. The designers of larger residential buildings

include exceptionally well-known names of Zagreb's interwar modernism, such as Vladimir Šterk and Stjepan Planić (at Slovenska 5). Most of the larger buildings in Ilica, especially the corner ones, were not constructed in the then advanced modernist style. However, some of them mark the entrances from Ilica to the surrounding streets with their urban placement and uniform shape, size and decorations on the facades (which evoke the principles of the earlier historicist era). In this way, they complete the construction plan of the earlier era that left the most significant mark on Ilica. Such corner buildings are present at the intersection of Ilica and Slovenska Street.

The unrealized 1928/1929 design of a residential and commercial building in Ilica created by Drago Ibler for Dr. Svetozar Rittig indicates a very early introduction of avant-garde tendencies into Zagreb's interwar modernism. Namely, Ibler took a different position in relation to the inherited block and placed the building "back to front". His design for Dr. Svetozar Rittig changed the pattern of priorities of individual investors regarding the selection of locations for the construction of larger and more exclusive residential buildings between the two world wars. This confirmed, once again, that Ilica was and remained a desirable location for the construction of such buildings. A comparison with other Ibler's designs and recent architectural developments could supplement the critical hierarchy of priorities in his work, and perhaps even more broadly, and once again reaffirm the thesis that Drago Ibler was one of the first proponents of the new and avant-garde style of Zagreb's interwar modernism.

Further south of Ilica, where new industries and smaller businesses were established and existing ones developed, more exclusive housing was the exception. The rare modernist projects in Ilica realized at a time when an international competition for a new regulatory plan was being held were preceded by a "heroic" period of establishing new principles on the European architectural scene: the construction of the first settlements such as Weissenhofsiedlung in Stuttgart in 1927 or the Cité Frugès in Pessac completed in the same year, etc. In Zagreb, the organization of an ambitious international competition for a new master plan began as early as 1928. The following year, a competition for the Foundation Block at the start of Ilica was announced. At that time, Ibler's very early avant-garde design for a residential and commercial complex in the western part of Ilica also joined these events, indicating the awareness of advanced European trends.

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2. Demolished during the preparation of the construction of the western part of the former Zagreb Cotton Industry Factory JSC (after World War II “Tvorpam”, or, the Zagreb Textile Complex) for a residential and commercial building at the corner of Cankarova and Gradišćanska streets.
3. During the war, Viktor Heiber constructed a large craft workshop on that site. After the war, Heiber's workshop was removed for the construction of the IKOM factory ("Industrija i kovnica Orešković Marko" / "Industry and Mint Orešković Marko"). The factory remained until the early 2000s, when it was demolished to build a modern residential building.
4. More details in: Kolar–Dimitrijević (1992), Zagrebačka tvornica kavinih proizvoda Franck do 1945. godine, in: Časopis za suvremenu povijest, 24 (2), Zagreb; Kolar–Dimitrijević (1992), Presjek kroz rad Zagrebačke pivovare d.d. do 1945. godine, in: Časopis za suvremenu povijest, 24 (2), Zagreb
5. Documentation of Snješka Knežević; Knežević, S. (2025), Rudolfova vojarna i Trg Franje Tuđmana — park 21. stoljeća?, in: Baština i transformacija. Zagrebački slučajevi, pp. 95–99.

6. After World War II, a park would be developed on the site of the square with the planned Orthodox garrison church, and a residential building with modest post-war housing standards would be constructed slightly further north. Ivanković, V. (2025), Zapadni dio Zagreba. Planiranje, izgradnja i transformacije povijesne industrijske i vojne zone, ArTresor, p. 119.
7. Croatian State Archives in Zagreb, City Government of Zagreb, Construction Department (HR-DAZ-10, GPZ, GO), folder 13, sign. 108.
8. Ivanković, V. (2025), Zagreb Brewery: the genesis of construction from its founding in 1892 to the present day, e-ZBORNIK 29/2025, pp. 22–24.
9. Zagreb City Museum (MGZ), sign. 66457 and Croatian State Archives, Technical Department - Sava Banovina (HR-HDA, TO-SB), sign. 905.
10. The buildings designed by the office "Freudenreich and Deutsch" were demolished in 1947 for the construction of the cardboard and paper factory "Državna kartonaža Zagreb"/"State Cardboard Production Zagreb" (later "Grafokarton"; present address: Ilica 235). In the mid-1960s, a twelve-story residential skyscraper for PLIVA workers was built next to the "Grafokarton" factory (present address: Ilica 231). Ivanković, V. (2025), Zapadni dio Zagreba. Planiranje, izgradnja i transformacije povijesne industrijske i vojne zone, ArTresor, pp. 142–143, 218. Croatian State Archives in Zagreb, Collection of Construction Documentation (HR-DAZ-1122, ZGD), sign. 1598/1, 1599/1, 1560/1, 1561/1, 1562/1 and 1563/1.
11. Ibid., pp. 87, 88, 116, 117, 120–127. HR-DAZG-1122, ZGD, sign. 3244/5 and 3244/6.
12. Ibid., p. 128. HR-DAZ-1122, ZGD, sign. 1565/3 and 3201.
13. Ibid. HR-DAZ-1122, ZGD, sign. 1571/3, 1577/3 and 1569/7.
14. Ibid., p. 129. HR-DAZ-1122, ZGD, sign. 1560/4.
15. Ibid. HR-DAZ-1122, ZGD, sign. 2825 and 1562/1.
16. Ibid., pp. 129–130. HR-DAZ-1122, ZGD, sign. 1571/2 and 2825.
17. Ibid., pp. 130–133. HR-DAZ-1122, ZGD, sign. 1567/6.
18. Ibid. pp. 142–143. HR-DAZ-1122, ZGD, sign. 558/1, 1582/4, sign. 1597/1, 1596/1 and 1592/3.
19. Ibid., p. 134. HR-DAZ-1122, ZGD, sign. 2333/3, 2333/1 and 2330/6.

SOURCES OF ILLUSTRATIONS

Figure 1: Archives of the Institute of Physical Planning of the City of Zagreb
Figure 2: photo by V. Ivanković (2025)
Figures 3–7: HR-DAZ-1122, ZGD, sign. 1567/6.