

1917 – Development plan for Łódź

Map scale: 1: 20 000.

Developed by the Łódź Town Hall under the supervision of Chr. Ranck and Armtz, engineers.

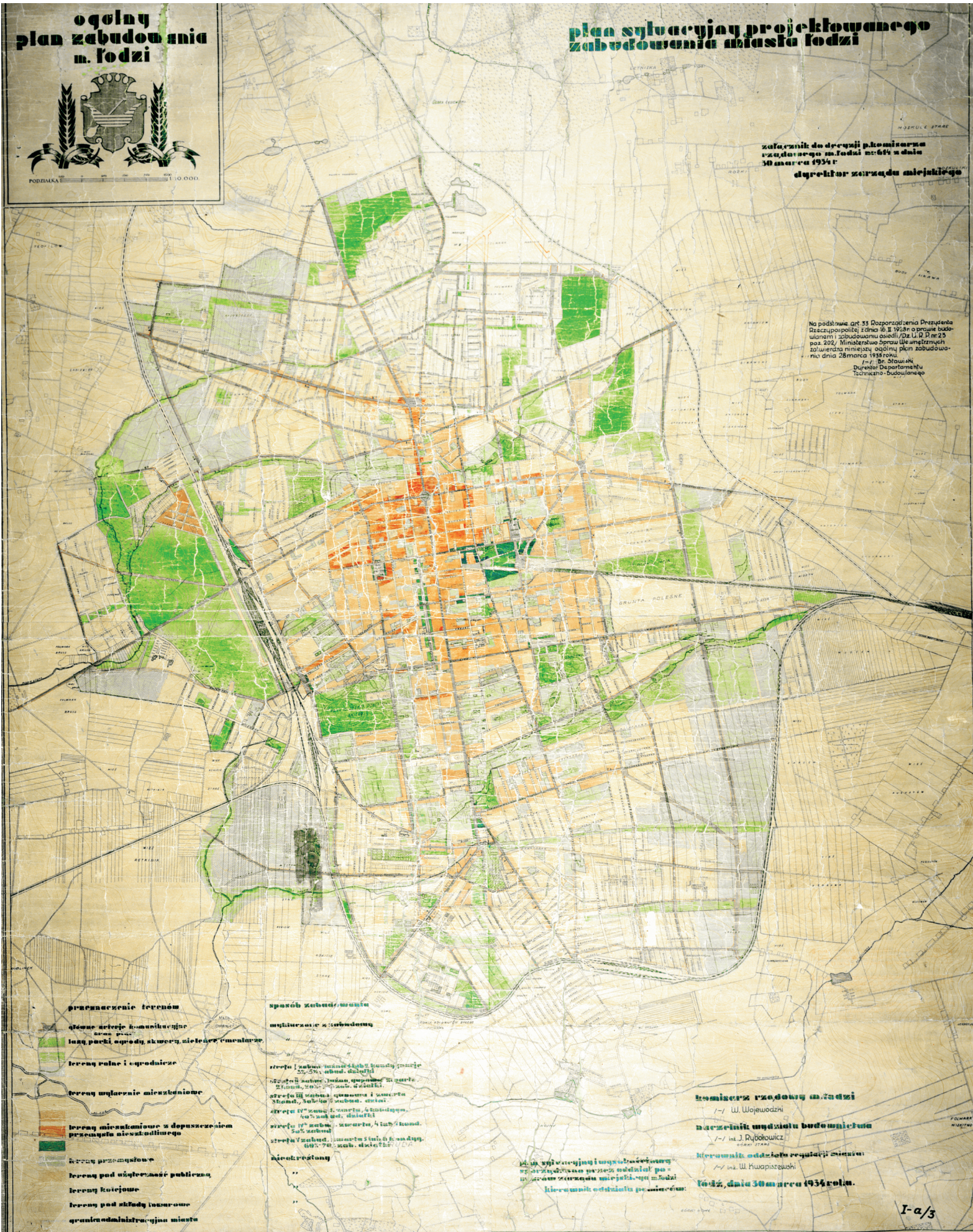
The mapped area encompasses the land within the 1915 city limits together with exurban areas to be urbanised.

The surviving original drawing of the plan in colour is described in German and Polish. The planning issues considered include: delimitation of sites for high and low buildings, industry, public utilities, as well as projected monumental structures and green areas.

One innovative urban planning element was the introduction of a fast city railway beyond the ring railroad and delimitation of the city's development areas on either side of the track. Also, a cross-city railway connecting Łódź Fabryczna and Łódź Kaliska stations was designed in Narutowicza Street.

Another distinctive element was that the primary compositional axes, including a system of public squares, were designed to run from Bałucki Market along Piotrkowska St. to Niepodległości Sq., and along Zielona St./Narutowicza St., and in another strip along Główna St. to culminate in proximity to Łódź Kaliska station.

Characteristically, the assumed road configuration is circular in nature, with diagonal routes that mainly connect public squares and streets.



1935 – General development plan for Łódź

Map scale: 1: 10 000.

Developed by the City Regulation Department in cooperation with Prof. Tadeusz Tołwiński.

The mapped area encompasses land within the 1915 city limits.

Approved under the decision of the Ministry of Home Affairs of 28 March, 1935.

The plan defines the intended land use by dividing the city into building zones and indicating their respective functions and floorspace ratios. The spatial layout shows a detached compact downtown development zone with a concentration of general urban services between Piotrkowska St. and Kościuszki Ave. and at the locations that stretch this zone in the east-west direction, i.e. Sienkiewicza St. and Barlickiego Sq. The plan also indicates the regulating lines of public streets and the general communication system, legibly divided into a system of city arteries and a network of local streets. In addition to the existing parks, new green areas are designed in the water course valleys of the rivers Sokołówka, Bałutka, Łódka, Karolewka, and Jasień.

The industrial sites configuration is located within the ring railroad, likewise in the previous versions of the plan. New locations are found in Dąbrowa and in the areas adjacent to Łódź Kaliska station.

The plan, approved in 1935, was the first legal document representing the formal basis for spatial planning in Łódź since the planned urban regulations in the 19th c.

1949 – Spatial development plan for Łódź – synthetic plan

Map scale: 1: 10 000.

Developed by the Spatial Development Department – authors: architects Cyprian Jaworski and Zbigniew Wyszacki, et al.

The mapped area encompasses the land within the 1945 city limits and its proposed enlargement in the south.

The plan is a study in nature, not subject to the approval procedure.

The plan sustains the spatial shape of the city in the north-south directions and distinguishes three primary districts: northerly (Bałuty), central downtown, and southerly district (Chojny, Ruda), as well as the lands assigned for the projected extensive development in the west (Retkinia, Złotno) and in the east (Stoki, Widzew). One characteristic of the central zone is the so-called axis that organises the city along the midsections of Piotrkowska St. and Zachodnia St./Kościuszki St. with prevalent commercial function. Next to it, a separate commercial and office district is projected in proximity to Łódź Fabryczna railway station.

The plan defines the projected land use in breakdown into housing and industrial development zones, assuming that difficult plants would be removed from the central zone to the projected new industrial sites (Dąbrowa, Zabieniec, Nowe Sady). The existing parks and greenery along the water courses are accompanied by large forest complexes, including the adaptation of Łagiewnicki Forest. With respect to the railway communication, the design envisages two cross-city lines: between Bałuty and the downtown zone in the section between the Old Town and Bałucki Market, and between the downtown zone and Chojny at Niepodległości Sq.

1961 – General spatial development plan for Łódź. Directional plan – 1980.

Map scale: 1: 10 000.

Developed by the Municipal Urban Planning Studio – authors: architects Cyprian Jaworski, Zbigniew Wyszacki, Eugeniusz Budlewski, et al.

The mapped area encompasses the land within the 1945 city limits and its proposed minor enlargement in the west.

Approved under the decision No. 48/U/61 passed by the Committee for Building, Urban Planning, Architecture on 04.04.1961 based on the Resolution No. 429/60 of 15.12.1960 adopted by the Ministers Council's Economic Committee.

The plan is characterised by the spatial layout defined as a loose concentric arrangement. It envisages improving the overpopulated downtown zone by reducing its population and developing hitherto undeveloped sites. The plan identifies four major housing districts in Bałuty, Górna, Polesie, and Widzew, including service centres. The largest housing microdistrict with multifamily structures is concentrated in Retkinia and Brus. Within the downtown zone delimited has been the so-called red quadrant, i.e. a centrogenic area limited by Narutowicza St., Targowa St., Główna St., and Kościuszki Ave. In connection with the increasing population and employment, a heavy stress in placed on public transport. The concentric layout of the city is to be best serviced by modern tramways and a number of bus services. Additionally, the city and commuter traffic is planned to be serviced by utilising the ring railroad. Unlike the previous plan, this design sustains one cross-city railway track between the downtown zone and Bałuty, with a new central railway station.

Poszczególnym dzielnicom mieszkaniowym towarzyszą wyodrębnione zespoły przemysłowe.

1972 – General local spatial development plan for Łódź – prospects

Map scale: 1: 10 000.

Developed by the Municipal Urban Planning Studio – general designers: Waclaw Bald, MEng Arch., Kazimierz Bald, MA, Grenadiusz Baslyk, MEng, Zygmunt Nowak, MEng.

The mapped area encompasses the land within the 1945 city limits and its proposed enlargements in the west, south, and east.

Approved under the Resolution No. 109/113 of 27.06.1972 adopted by the Łódź National Council's Presidium.

The plan's underlying idea is the assumption that Łódź would be the conurbational and regional centre whose impact would reach beyond their boundaries, and many functions would have a national impact. Therefore, the authors defined the city's spatial shape as the so-called open arrangement that would prospectively develop into a radial/multiband layout. The plan envisages a far-reaching redevelopment of the 19th c. downtown zone of Łódź. It also determines the necessity to balance the existing lengthened southerly urban layout by extending the large microdistricts in the east and west, i.e. the Retkinia-Smulsko band and the Koluszkki band. Within the urban structure distinguished were 5 districts: iródmieście, Bałuty, Widzew, Górna, and Polesie, each with its own service centre. Additionally, iródmieście was fitted out with an independent centre of all-city services – the city and conurbation centre.

The plan delimited new housing districts with accompanying industrial complexes, as well as campus districts, essential elements of the transport, railway, and airline communication system, and green areas.

1977 – General local spatial development plan for Łódź – prospects.

Map scale: 1: 25 000.

Developed by the Łódź Development Programming and Design Bureau.

General designer: Kazimierz Bald, MA, et al.

The mapped area encompasses the Municipal Łódzkie Region (Województwo Miejskie Łódzkie) within its 1975 administrative boundaries.

Approved under the Resolution No. 5/31/77 of 28.03.1977 adopted by the Łódź National Council, following the approval from the Ministry of Administration, Land Management, and Environmental Protection, as the spatial development plan of the region and the general plan of the Łódź Conurbation (Łódzki Zespół Miejski).

This is the first plan that is inclusive of Łódź's functional impact area. The plan delimits the urbanised and external zones. Within the urbanised zone the projected layout is characterised by strong development in the north-south directions from Zgierz via Teofilów, Złotno, Retkinia, Lublinek, Chrzew, Chocianowice, Ksawerów, through Pabianice, and in the east direction forming the Koluszkki band.

The central area fulfils the integrative function for the entire layout, including the regional and conurbational centre. Each band is accompanied by communication systems: road, rail, and fast urban railway. The new arrangement of north-south motorways brings their key junction closer to Łódź. Within the external zone prevalent are agricultural lands with extensive urbanisation concentrated in the towns of the rural-urban fringe. Within this zone delimited was a forest complex which largely helps improve Łódź's local climate.

