



Maciej Motak*

Krakow regulatory plans in the 1920s. The outline of the issues, selected cases by Marian Lenk

Introduction.

Scope and purpose of the study.

Introduction to the subject of regulatory plans in Krakow

The main topic presented in this article is the issue of drawing up regulatory plans in Krakow in the 1920s. The paper discusses three plans that, most likely (to the knowledge of the author of the article), have not been studied or published so far.

The basic temporal scope of the study, determined by the time of the creation of the discussed plans, covers the years 1925–1926. Nevertheless, in many cases it was necessary to discuss or mention the phenomena and problems of earlier (from the end of the 19th century) or later (up to the present) periods. The territorial scope of the study includes selected fragments of areas falling within the administrative boundaries of Greater Krakow, established in 1909–1926.

The main objective of the study is to learn about the issues of urban planning and urban regulation in Krakow in the interwar period, and especially in the mid-1920s. In many respects, this period can be considered the most interesting in the history of Krakow's planning, thanks to a combination of several factors such as the local legislation (developed specifically for Krakow) still in force, the wide autonomy of Krakow's local government (which was only beginning to be limited from 1924), the activities of the professional staff of the City Regulation Office, the recent significant expansion of the city's area under the idea of Greater Krakow. The problem of drawing up regulatory plans in Krakow during this period is presented in the article on three selected examples (Fig. 1), signifi-

cantly different one from another, but developed in a short period (1925–1926), probably by a single planner. An additional purpose of the study was also to confirm the authorship, however probable, of the plans in question.

Krakow's regulatory plans were created on the basis of the local legislation adopted during the time of Galician autonomy (the Building Act for the Royal Capital City of Krakow of 1883, amended in 1905 and 1910) [1] and at the time of independence (the Act on the Effectiveness of the Regulatory Plan of 1923¹). In 1928, the Decree of the President of the Republic of 16 February 1928 on the Law on Building and Development of Settlements, uniform (with minor exceptions) for the entire area of Poland, came into force, amended in 1930 and later [3]. It introduced the obligation to draw up building plans (general or detailed), which took over the role of previous regulatory plans. In turn, the ideological direction of the formation of urban regulation was determined primarily by the results of the 1910 competition for the Greater Krakow regulatory plan².

As a result of the establishment of Greater Krakow between 1909 and 1915 (the last minor enlargements took place between 1924 and 1926), the number of cadastral districts increased from 8 to 22, while the city's area increased nearly eight-fold. This caused a great need for new regulatory plans (and, after 1928, for building plans), especially since it was not until the 2nd half of the 1930s

¹ This law was presented in a study by B. Krasnowolski [2, p. 72].

² The competition was carried out for a significant part of the areas annexed to Krakow in 1909–1910. However, it did not cover the latest annexed districts XXI (Płaszów, 1912) and XXII (Podgórze, 1915), parts of district XIX (Grzegórzki-Piaski, 1924–1926), and some of the competition works (including the board of the awarded work) also omitted a part of the areas covered by the competition, such as district XX (Dąbie).

* ORCID: 0000-0002-5223-9895. Faculty of Architecture, Cracow University of Technology, Poland, e-mail: mmotak@pk.edu.pl

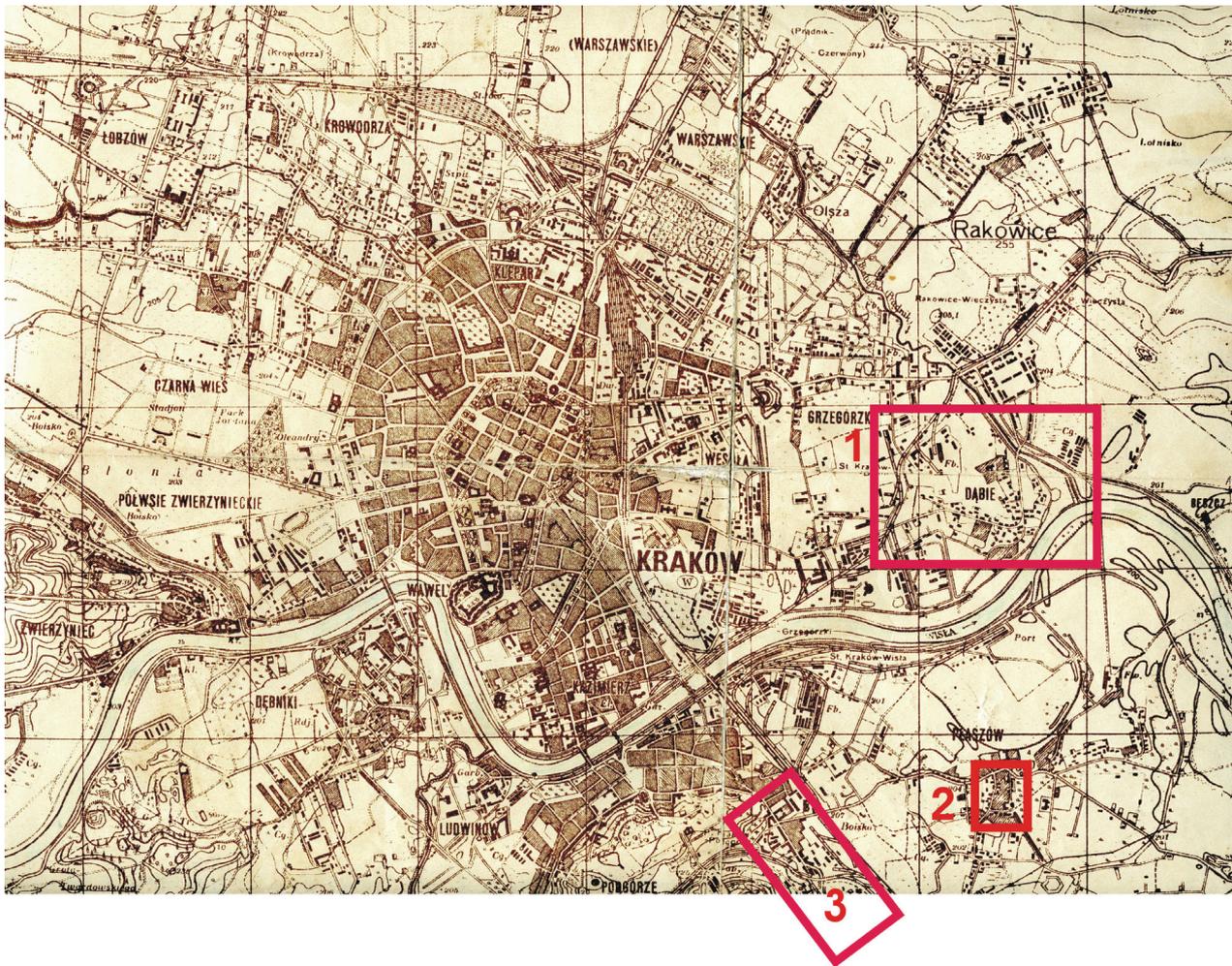


Fig. 1. Plan of Krakow from 1934, indicating (approximately) the areas of the regulatory plans discussed in the article:
 1 – General regulatory plan for part of Dąbie district, 2 – Regulatory plan for post-brickyard land in Płaszów district,
 3 – Regulatory plan for Wielicka Street in Podgórze district (source: M. Motak archives, elaborated by M. Motak)

Il. 1. Plan Krakowa z 1934 r., z zaznaczonymi (w przybliżeniu) obszarami planów regulacyjnych omawianych w artykule:
 1 – Generalny plan regulacyjny części dzielnicy Dąbie, 2 – Plan regulacyjny gruntów pocegielnianych w dzielnicy Płaszów,
 3 – Plan regulacyjny ul. Wielickiej w dzielnicy Podgórze (źródło: archiwum M. Motaka, oprac. M. Motak)

that a comprehensive urban plan for the entire city was able to be developed and enacted³.

Sources and state of research

The primary source for researching the regulatory plans of Krakow are the planning studies themselves. At least several hundred of them have survived, and they date from the period of Galician autonomy and the time of the Second Republic⁴. An important source for research into

³ Within the framework of the “Investment Programme of the Royal Capital the city of Krakow for the period 1937/1938–1943/1944”. The implementation of the programme and plan was soon prevented by the outbreak of World War II.

⁴ The regulatory plans are stored primarily in the National Archives in Krakow (ANK) in the Archive of City Building (ABM) collection, in the “Regulation III” section. Although, a certain number of them, mostly in the form of re-drawings or prints, can be found in other collections, moreover, partly also in the ANK. This is because the regulatory plans were used for many purposes – property divisions and subdivisions, road and other branch projects, study and conceptual work, etc.

the problems of Krakow’s regulatory plans is also the information from different years and months published in the *Dziennik Rozporządzeń Stoł. Król. Miasta Krakowa* [Journal of the Ordinances of Krakow]. References to planning issues in Krakow appeared occasionally in the local press (“Czas”, “Głos Narodu”, “Ilustrowany Kuryer Codzienny”, “Naprzód”, “Nowy Dziennik”) and, even more sporadically, in professional periodicals (“Architekt”, “Architektura i Budownictwo”, “Budowniczy”). In the latter group, one should mention the extremely valuable study by Andrzej Kłeczek – a paper on the regulatory plans of Krakow delivered at the First Conference of Polish Town Planners in 1930 [4].

To date, the state of research and literature on the extensive phenomenon of regulatory plans of Krakow throughout the interwar period is relatively modest, with some exceptions. Scientific publications devoted, to varying degrees, to this topic have appeared relatively recently – in the 2nd decade of the 21st century. The issue of the implementation of the 1912 Greater Krakow plan, throughout the interwar period and for the entire city within its then

boundaries, was characterized by Bogusław Krasnowolski [2]. Among the issues he addressed were regulatory plans, presented in a general way, along with other planning issues of interwar Krakow. The issues of regulatory plans for some parts of Krakow were covered in more detail – this applies in particular to the area of Grzegórzki (Grzegórzki-Piaski) and Olsza (located partly outside the city limits). Regulatory plans for the Officer Estates [Osiedla Oficerskie], so-called Territories, located there, and the Official Estate [Osiedle Urzędnicze] in particular, as well as several smaller areas were presented by Maciej Motak [5]–[8]. Plans for the Officer Estates and the aforementioned “Territories” were also discussed by Małgorzata Baczyńska [9]. The plan for the regulation of Borek Fałęcki (also outside the then borders of Krakow) was noted by Magdalena Woźniczka [10]. All of the above-mentioned authors used source materials, i.e. plans collected in the National Archives in Krakow, and based their findings to a large extent on this.

After all, it is important to note at this point at least some of the numerous studies and publications on Krakow’s urban planning – including in the period not much earlier and immediately preceding World War I – which is primarily related to the issue of the creation of Greater Krakow. They are all the more important because the Austrian legislation remained in force for 10 more years after regaining independence. The structure of the magistrate of Greater Krakow during the autonomous period (1866–1914) – the office where regulatory plans were made – was discussed by Monika Andrasz-Mrozek [11]. The results of the 1910 competition for the regulatory plan of Greater Krakow were immediately presented in the magazine “Architekt” [12], and were later cited in many other studies. The issue of the incorporation of new areas to Krakow in the years 1909–1915 was discussed extremely extensively by Karol Rolle, with the participation of several other authors, in a monumental edition of 1931 – with particular emphasis on the formal, official side of the enlargement of the territory, as well as outlining the problems of further development of the city [13]. A much more recent publication devoted to the problems of the creation of Greater Krakow was compiled by Małgorzata Klimas, Bożena Lesiak-Przybył and Anna Sokół [14]. In turn, the process of attaching another ring of suburbs to Krakow in 1941–1948 was presented by Aleksander Litewka [15]. The problems of planning Polish cities in the interwar period were outlined by Maciej Nowakowski and Barbara Bańkowska [16].

An example of a major regulatory plan. Plan for the Dąbie district

“General Regulatory Plan of Dąbie, distr. XX, between the railway line Kraków–Kocmyrzów and Białucha in Kraków”⁵ was made on a scale of 1:1,000, probably in

⁵ ANK, ABM, Regulation III, ref. 220. Paper color print of original drawing of plan, with descriptive elements, drawn on tracing paper. Total width of the board 143 cm, height 101 cm.

the 2nd half of 1925. It covered an area with maximum dimensions of up to 1,200 × 800 m, therefore close to the area of 1 km². Compared with the area of Krakow at the time (6 km² until 1908, 48 km² since 1915), and the extent of the bulk of the regulatory plans in Krakow, this was a relatively vast area.

The plan was drawn up by engineer Marian Lenk at Department B of City Construction, in the City Regulation Office. His signature (or rather, the signature’s equivalent – “Inż. M. Lenk m.p.”, i.e. “place for the signature of Inż. M. Lenk”) appears on the plan, confirming authorship and completion of the plan on January 23, 1926. Lenk’s signature is accompanied by the approving countersignature of his superior, engineer Andrzej Kłeczek⁶ (“vidi 23/I A. Kłeczek”, also in the form “m.p.”). The tiny signature “rys. Launer” further confirms the significant participation of the draftsman – Adam Launer⁷.

On the basis of the entries in the Journal of the Ordinances of Krakow of 1926, it is possible to determine the further part of the plan approval procedure [17, pp. 15, 16]. On the same day as the plan was formally completed, January 23, a meeting of the city’s Presidium, acting on behalf of the Krakow city council, was held. Government commissioner Witold Ostrowski presided⁸. In addition to him, the meeting was attended by three vice-presidents (deputy mayors) of Krakow Karol Rolle, Józef Sare and Piotr Wielgus, the director of the “M.I.O.” (municipal chamber of accounts) Jan Krzyżanowski, senior magistrate counselor Edward Kubalski, head of the presidium office Tadeusz Przeorski, senior building counselor Andrzej Kłeczek and secretary Franciszek Strasik.

The agenda of the meeting included only one item: “General Regulatory Plan for the Distr. XX Dąbie”. It was recorded that on behalf of the mayor of the city, senior municipal building counselor Eng. Andrzej Kłeczek submits: The General Regulatory Plan of Distr. XX Dąbie is approved according to the plan of City Construction Department B dated January 23, 1926 at a scale of 1:1,000 [17, p. 16]. The meeting began “at 10 o’clock in the morning”, and was closed by the chairman “at 12½ in the afternoon”, with the adoption of the minutes. The content of the minutes (except for the published conclusion) remains unknown, but it can be assumed that in two and a half hours the topic was discussed in depth. In the named group of participants in the meeting, not only engineer Kłeczek, but also several other people had a wealth of knowledge

⁶ Andrzej Kłeczek (1871–1961) was for many years (1923–1934) head of Department B of City Construction (City Regulation Office), where he had worked since 1909, being a person responsible for the preparation and procedure of regulatory plans, author or co-author of several hundred planning studies, an advocate of intensive development of urban spaces.

⁷ Adam Launer (1901–1972) was a full-time employee of Department B and worked with Lenk on many occasions [8, p. 64].

⁸ Witold Ostrowski (1875–1942) held this office for a short time – from July 1925 to June 1926. Nevertheless, unlike the previous government commissioner, he had the knowledge and experience (gained during his many years as a councilman) and the ability to cooperate with the vice-presidents – and he himself became one of Krakow’s vice-presidents in the future (1926–1934).

and extensive experience in the field of construction and spatial development in Krakow. In particular, these were Vice-Presidents Sare and Rolle and Chief Przeorski⁹.

The next stage of the procedure was the Art Council's opinion on the plan, which was to cover all Krakow plans and projects of greater scale and importance. A notation placed directly on the drawing of the plan shows that the Art Council at its February 26 meeting "acknowledged this general plan", as confirmed by its member, architect Medard Stadnicki. Although the Council's powers were not very broad [2, pp. 54, 55], nevertheless its possible objections would probably have resulted in a reconsideration of the plan's assumptions.

The plan concerned one of the less developed areas of Krakow. The former village and municipality of Dąbie became, along with the hamlets of Beszcz and Głębinów, part of Krakow in 1911, as cadastral district XX. Most of the area was occupied by farmland and wasteland, with few buildings. However, the more intensive development of Dąbie had already begun. In 1869 it had 424 residents and 49 houses [18, p. 918], and in 1902 it had 1,499 residents (including 427 military) and 105 houses (exclusively wooden), as well as 3 brickyards and a glue factory, and a small school [14, p. 234]. The population increased to 1,642 in 1910 and to as high as 2,643 in 1927 [4, p. 11]. Due to Dąbie's strategic location, the military function was important, represented by two barracks complexes (including artillery barracks) and the FS16 entrenchment at the mouth of the Białucha River to the Vistula [19, pp. 271, 273]. The transportation function was gaining importance – since 1899 the Kocmyrzowska Railway ran along the northwestern outskirts of Dąbie, the elements of which also included a small station and sidings leading to factories.

The boundaries of the area covered by the study were: the section of the Kocmyrzowska Railway from the west and northwest; the Prądnik River (called the Białucha in Krakow, including on the plan in question) from the northeast; the post-fortress area around the former FS16 entrenchment from the east; the bank of the Vistula River from the southeast; and finally, the conventionally indicated boundary near the automobile barracks from the southwest. It is worth noting that the area covered by the study did not include the entire XX Dąbie district, but mainly its western part (but also truncated by the northern and southern edges), as well as small parts of district XIX Grzegórzki-Piaski adjacent to Dąbie to the west. This meant concentrating planned activities in an area closer to the city center, more heavily developed and with better development prospects.

The plan took into account all the existing land use elements, clearly trying to link at least some of them to the planned elements (Fig. 2). The most significant was the railway, the course of which was intended to be em-

phasized by double tree rows on both sides, on its section dividing Dąbie and Grzegórzki. The gentle curves of the tracks were to become the canvass of a picturesque stretch of tall greenery, while at the same time partially isolating – visually, acoustically and in terms of smell – the onerous (noisy and smoky) railway line.

The new, solid building of the city's People's School, which had been erected in Dąbie according to Jan Zawiejski's design in 1913–1915, was connected with the planned, original, because consciously irregular, strip of sports and recreational areas. The different parts of the strip were dedicated to children, schoolchildren, and older youth. The school was to be located near the northern end of this highly elongated strand, and it was to end in the south with an area for the kindergarten. On the other hand, the school building itself was not exposed compositionally in the plan, being part of one of the planned quarters.

The designer took into account the course of all the existing streets in the district, mainly the former rural and suburban roads of Dąbie: Fabryczna St., Jachowicza St., Miedziana St., and the most important of them Grzegórzecka St. The course of the streets of the planned and newly delineated quarters of the development was adjusted to them. The layout was original, distant both from a simple checkerboard or other orthogonal parceling, as well as from any radial-type solution. Streets with straight and variously curved courses were proposed in a balanced way. Both the shapes and sizes of individual quarters were to be varied. In some quarters, a method of parceling was indicated, mainly taking into account subdivisions and occasional existing buildings. In one of the northern quarters, a highly regular worker colony of the city's gasworks was to be created, with 13 multi-family buildings surrounding a common, large courtyard. Among the newly designed streets, an important role was to be assigned to an arterial street leading straight through the entire project area – from Grzegórzki on the western side up to the vicinity of the fortress on the Białucha River (possibly with the intention of extending the street further to the east). This street was to be planted on one side with a line of trees, as were several other streets. In this respect, Grzegórzecka Street and the axis of the recreation area were to be particularly distinguished – by their lining with tree rows on both sides.

To some extent, the plan also honored the course of the two watercourses – the Wisła [Vistula] and the Białucha. The Vistula – by suggesting a trapezoidal square opening to its gentle curve. The Białucha – by indicating several short frontages of development (with an attractive view of the boulevards along this river, which were the subject of studies and projects at the time¹⁰), as well as by bringing to it the aforementioned, meridional strip of sports and recreational areas for children and young people. The area

⁹ Józef Sare (1850–1929) was an engineer and building councilor, the author of many architectural projects. Karol Rolle (1871–1954) was the main author and editor of the aforementioned monumental work on the expansion of the area of Krakow [13]. Tadeusz Przeorski was the author of one part of this work, as well as several other publications on city development and local government.

¹⁰ The proposal to regulate the meandering Białucha River and to develop its banks into boulevards was developed by Lenk in the regulatory plan of the so-called Territories in 1926 [8, pp. 81, 82]. Cross sections for selected sections of the Białucha, Młynówka and Rudawa rivers were presented by A. Kleczek in 1930 [4, pp. 23–26]. The actual regulation of some sections of the Białucha occurred in 1949–1951.



Fig. 2. General regulatory plan for part of the XX Dąbie district in Krakow, by M. Lenk, 1925–1926 (source: National Archives in Krakow: ANK, ABM, Regulacja III, sygn. 220)
II. 2. Generalny plan regulacyjny części dzielnicy XX Dąbie w Krakowie, aut. M. Lenk, 1925–1926 (źródło: Archiwum Narodowe w Krakowie: ANK, ABM, Regulacja III, sygn. 220)

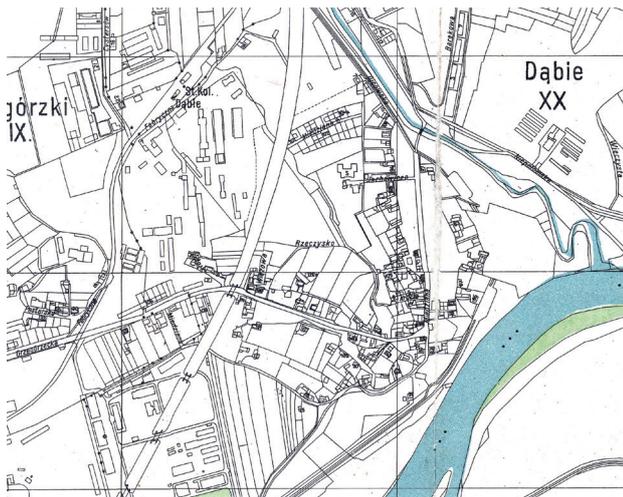


Fig. 3. The area covered by the regulatory plan for the Dąbie district, on the detailed plan of Krakow from 1947 (source: M. Motak archives)

Il. 3. Obszar objęty planem regulacyjnym dzielnicy Dąbie, na szczegółowym planie Krakowa z 1947 r. (źródło: archiwum M. Motaka)



Fig. 4. Fragment of the northern frontage of Grzegorzeczka Street, view from the west (photo by M. Motak, 2022)

Il. 4. Fragment północnej pierzei ul. Grzegorzeczkiej, widok od strony zachodniej (fot. M. Motak, 2022)

located directly at the mouth of the Białucha River to the Vistula remained outside the scope of the study, as it was separated from the planned area by the FS16 fortress area. The Krakow Fortress was abolished in 1918, but some of its facilities continued to be used by the military during the interwar period and were inaccessible to civilian intentions [20].

Along the above-mentioned new rectilinear artery, two district squares were to be located; in addition, it was to intersect the sports and recreational areas described above, also having in part the character of a square interior. Three more squares were proposed by the designer in the course of the existing Grzegorzeczka Street – one on the border of Grzegorzki, another in the central part of the plan, and

the third (already mentioned) on the eastern side, by the Vistula River. The six squares – public spaces of various shapes and sizes – that are well connected to the street network and the layout of the development are a distinguishing feature of the plan. Yet it should be emphasized that this is a feature present in Lenk's designs wherever it was possible, of which two planned sequences of squares in the Officer Estates complex are particularly outstanding examples [8, pp. 70, 71].

The plan for Dąbie was implemented to a very small extent (Fig. 3). So little, in fact, that one could even assume that the plan did not receive formal validity. However, confirmation of the plan's intention to be implemented was provided by its inclusion, along with other regulatory plans for Krakow, in a 1930 conference speech by Eng. Kłeczek, which was subsequently published in the journal "Architekt" [4, p. 29]. Further confirmation is provided by the inclusion of the main compositional assumptions of the plan for Dąbie (albeit in a modernized and simplified form) in the first general plan of Krakow from the late 1930s. Nevertheless, the effectiveness and significance of Krakow's general regulatory plans proved limited [2, p. 72].

The spatial layout of Dąbie, covered by the plan, was initially subject to small and slow changes (Fig. 4), but in the following decades – significant and rapid changes. A complex of buildings of the State Vodka Factory was erected (1927–1931), a new railway line was built (1942–1943) and the previous one was decommissioned. A wide Aleja Pokoju [Avenue of Peace] was delineated in 1959, creating another, after Mogilska Street, connection between the center of Krakow and Nowa Huta. On both sides of this avenue, a large Dąbie housing estate was erected (1966–1975), and in the southern part of the once planned school and recreation area – an elementary school building with sports areas (1969–1971)¹¹. In the area of the former fortress entrenchment, the parish church of St. Stanislaus the Bishop and Martyr was erected (1988–2002), and on the northeastern side of the district the Plaza shopping and entertainment complex (2000–2001), the construction of which was accompanied by the successful reclamation of the nearby water reservoir. In the 21st century, residential development was strongly intensified, including on brownfield sites.

An example of a small regulatory plan. Plan for post-brickyard land in the Płaszów district

"Regulatory plan for the post-brickyard land of Grünberg and Co. in Płaszów, distr. XXI in Krakow"¹² was made on a scale of 1:2,880, probably in the first third

¹¹ Avenue of Peace can be considered, to a limited extent, as an ideological reminiscence of the new main street of Dąbie proposed in the regulatory plan. An analogous remark about the inspiration of the plan can be applied to the mentioned location of the school and sports fields.

¹² ANK, ABM, Regulacja III, ref. 339 Original drawing of the plan, with elements of description, drawn on tracing paper, using color technique. Width of the board 42 cm, height 40 cm. The size of the board on which the plan was drawn is considerable, but only a small central part of it is actually occupied by the drawing.

of 1925. It covered an area with maximum dimensions reaching 280×270 m, with an area of less than 0.07 km^2 . Thus, it was a relatively small area, but its size did not differ significantly from the average size of dozens of other regulatory plans drawn up in Krakow at the time.

The plan for the section of Płaszów was drawn up by Engineer Lenk. His equivalent signature (in the aforementioned alternate form “Eng. M. Lenk m.p.”) on the original plan confirms authorship and completion of the plan on April 16, 1925. This plan, which was smaller in scale and of lesser importance than the Dąbie plan, did not require the approval of a supervisor or the opinion of the Art Council. On the other hand, it is somewhat surprising that it was drawn by as many as two draftsmen – M. Belza and A. Launer, while the much larger plan for western Dąbie was drawn by only the second of them. A few days after its completion, on April 22, the plan was approved in a simplified motion passed by the government commissioner W. Ostrowski, and at least two of the three vice-presidents. The resolution was confirmed by a notation on the plan drawing.

Like Dąbie, Płaszów at the time of its incorporation into Krakow (in 1912) was one of the less developed but economically developing areas. At the beginning of the 20th century it had 163 houses and 1,492 residents, and there were already industrial plants, including five that produced building materials and components, mainly bricks and roof tiles [14, p. 252]. In 1910, there were 2,239 residents in Płaszów, and in 1927 already 3,295 [4, p. 11].

The study covered the area located on the northern side of the confluence of Gromadzka and Krzywda Streets, and at the same time at the southern exit of Sarmacka Street. The latter had a rectilinear, meridional course, while the first two had an irregular course. These features were skillfully combined and used by the designer in the plan. At the southern end of Sarmacka Street he designed a quadrilateral square adjacent to Gromadzka Street. From this square and from Sarmacka Street he led out towards the southwest four streets forming a sectional radial layout – two with a rectilinear course and two with a slightly curved course. One of the rectilinear streets was an extension of Gromadzka Street and retained its name, the other three were given temporary “names” in the form of Roman numerals: Street I, Street II, Street III. In inter-war Krakow, this was not an exceptional phenomenon, although not an overly frequent one either: in some situations, streets were given temporary names (some of these names were not changed later), as well as temporary street naming in the form of numbering¹³.

The regulatory plan for a small part of Płaszów, whose scale (1:2,880) was much smaller than that for a large part



Fig. 5. Regulatory plan for the post-brickyard land of Grünberg and Co. in the XXI Płaszów district in Krakow, by M. Lenk, 1925 (source: National Archives in Krakow: ANK, ABM, Regulacja III, sygn. 339)

II. 5. Plan regulacyjny gruntów pocegielnianych Grünberga i Spółki w dzielnicy XXI Płaszów w Krakowie, aut. M. Lenk, 1925 (źródło: Archiwum Narodowe w Krakowie: ANK, ABM, Regulacja III, sygn. 339)

of Dąbie (1:1,000), was nevertheless much more accurate in terms of detailed solutions (Fig. 5). It included a complete parceling of land and defined the way of development – with individual buildings (5 houses) or semi-detached houses (64 houses in 32 pairs), and only in one case there was to be a short frontage of three houses. In total, the location of 72 houses was indicated, the number of parcels was slightly higher, also including a few parcels with buildings whose existence, as can be assumed, was treated as temporary.

The plan was partially implemented (Fig. 6). Street I (today’s Strycharska St.) and Street III (today’s Koźlarska St.) were laid out in full compliance with the plan, and Street II (today’s Hevelius St.) and Gromadzka Street were laid out in partial compliance. The proposed square did not persist. By the outbreak of World War II, fewer than half of the plots delineated in the plan had been built up. After the war, in the 2nd half of the 20th century there was a replenishment of buildings in a manner similar to the principles of the regulatory plan. As a result, a micro-district close to the initial idea was formed, although with a less regular layout and a higher density of buildings than prescribed in the plan (Fig. 7). Further spatial changes came many years later. An arterial road with four lanes of automobile traffic and tram tracks (the current Kuklińskiego St.), built in the 1st decade of the 21st century, caused the separation of this micro-district from the southern part of Płaszów, also making it peripheral to the main, northern part of Płaszów.

¹³ An example of temporary naming are Pasieczna Street (quickly renamed Olszyny Street) and Nadbrzeźna Street (name unchanged to this day), both in the Official [Urzędnicze] Estate (1929). An example of temporary street numbering is the housing estate of employees of the Municipal Savings Bank in Cichy Kącik (1937), where Street No. 7 (now Beniowskiego St.) and Street No. 8 (now Domeyki St.) appeared. Quite often, and sometimes for a long time, streets were given the name of the neighbouring, main street, with the addition of the word “Boczna”, i.e. “Side”.



Fig. 6. The area covered by the regulatory plan for a fragment of Płaszów, on a detailed plan of Krakow from 1947 (source: M. Motak archives)

II. 6. Obszar objęty planem regulacyjnym dla fragmentu Płaszowa, na szczegółowym planie Krakowa z 1947 r. (źródło: archiwum M. Motaka)



Fig. 7. Strycharska Street, view from the east (photo by M. Motak, 2022)

II. 7. Ulica Strycharska, widok od strony wschodniej (fot. M. Motak, 2022)

An example of a linear regulatory plan. Plan for Wielicka Street

At a similar time to the plans for Dąbie and Płaszów presented above, the “Regulatory Plan of Wielicka Street in distr. XXI and XXII in Krakow”¹⁴ was prepared. It was

¹⁴ ANK, ABM, Regulacja III, ref. 230. Original drawing of the plan, with elements of description, drawn on tracing paper, using color technique. Width of the plan 167 cm, height 34 cm. It may be noted here that the plan included, in addition to Wielicka Street, a large section of

made on a scale of 1:1,000. The study area was characterized in this case by a strongly elongated shape. Its length reached nearly 1,000 m, while its width ranged from 30 to 50 m (although the area shown on the drawing as a context for the actual project was slightly wider in some places and reached nearly 100 m).

The plan was completed on July 23, 1925. Two days later, on July 25, it was passed by the government commissioner and the city’s vice-presidents; the confirming notation was made on the original drawing by the magistrate’s secretary, Władysław Laberschek.

The scope of the plan includes a fragment of Lwowska Street (now Limanowskiego St.) from the outlet of Rękawka Street to its termination at the beginning of what was then Płaszowska Street, as well as the course of Wielicka Street from its beginning (Płaszowska St.) to the outlet of Jerolimaska Street. Lwowska Street, closer to the central area of Podgórze and all of Krakow, with frontages already mostly built up, and the northern part of Wielicka Street were the subject of an earlier regulatory study (passed by the city council in 1921), and only certain corrections and additions were made in the plan in question. Along Wielicka Street there were few residential buildings and, on its eastern side, two barracks complexes. It was diagonally crossed by a section of a busy railway line connecting the nearby Płaszów station (on the Kraków Główny [Krakow Central] – Lwów [Lviv] line) with the equally close Podgórze stop on the line leading to Zakopane.

The nature of the plan for Wielicka Street is different from the two plans discussed above, both combining a variety of issues – the layout of streets and quarters, housing, and in the case of the plan for Dąbie also other functions (military, educational) and greenery. The study for Wielicka Street is mainly focused on the issue of the street’s course, its parameters and connections (Fig. 8). In the southern part, the regulation lines, and thus the maximum 30-meter width of the arterial, have been determined, with a central roadway lane (12.50 m wide), two green lanes (each 5.25 m wide) and two pavements (each 3.50 m wide) along the building line. The project was accompanied by a cross-section of the street showing the planned proportions of its interior. Particularly important was the solution of the two-sided, diagonal and two-level intersection with the railway near Wapienna Street. The levels of the street and the track were connected by flights of stairs. The division of Wielicka Street into two tracts was sanctioned, as well as a small block of buildings located between them.

In the northern part of the plan, closer to the center of Podgórze and Krakow, regulation lines already existed, but some of them were corrected (locally widening the street) or made more specific in the plan. Especially noteworthy is the proposal for a one-side intersection with a new street perpendicular to Lwowska, located between Tarnowskiego and Płaszowska Streets.

The plan was partially implemented (Fig. 9). The street, which was planned to cross the Lwowska Street, was not

Lwowska Street, and almost the entire area covered by the layout was in the Podgórze district (only the southern end – in the Płaszów district).

created. The width of Wielicka Street as a traffic route was maintained, while the character of its frontages was shaped differently in the following decades. The largest, two-level intersection with the railway line was built, but its course was then, in stages, slightly transferred to the north (1943–1956) and which was therefore eliminated along with the viaduct present in the plan (1960–1961) [21, pp. 115, 116]. Its course remains partially legible today in the form of a neglected greenbelt. Three tenement houses of the former “island” of development surrounded by the street’s branches have also survived (Fig. 10). The importance of Wielicka Street as a thoroughfare grew in the interwar, wartime and postwar periods, and today it is one of the longest and busiest streets in Krakow. Its growing importance as an exit road was, moreover, recognized by the City Regulation Office as early as the 1920s [4, p. 21]. The role of the transportation hub at the northern end of Wielicka Street culminated in major road and railway investments: in the 1980s, the construction of Powstańców Śląskich Street, which cut the hill of Krzemionki in two; in the 1990s, the expansion of Powstańców Wielkopolskich Street (former Płaszowska Street); and in recent years, the construction of a railway connector on a high overpass above the intersection of all the aforementioned streets, which strongly dominated the surrounding space.

Author of the plans: Marian Lenk

The author of the regulatory plans discussed above, Marian Lenk, was born in 1878 in the village of Wyczółki in what was then Eastern Galicia. In 1899–1905 he studied at the Faculty of Engineering of Lviv Polytechnic¹⁵. He received high grades, and in 1901 passed the government exam with a progression of “eminently gifted”. Among Lenk’s teachers were prominent scholars and/or practitioners of the engineering profession. He was taught building statics by Prof. Eng. Maximilian Thullie, railway engineering by Prof. Eng. Arch. Jan Lewiński (Ivan Levinskyi), surveying by Prof. Eng. Stefan Widt, geology by Prof. Julian Niedźwiedzki, mechanics by Prof. Eng. Tadeusz Fiedler, civil engineering by Prof. Eng. Arch. Gustaw Bisanz. Around 1902, Lenk took part in compiling Bisanz’s lectures, which appeared as a five-volume publication¹⁶. Lenk’s acquaintances from his student days included Tadeusz Obmiński (a well-known Lviv architect of the 1st third of the 20th century) and road design specialist Artur Kühnel.

From at least 1911, Lenk lived in Krakow. At the Krakow magistrate’s office, he was successively the so-called provisional adjunct of construction and then adjunct of construction in Department B of City Construction (1912),

¹⁵ Information on Lenk’s course of study was presented on the basis of the student record book of the Emperor and Royal Polytechnic School in Lviv, stored in the archives of the National University “Lviv Polytechnic”.

¹⁶ G. Bisanz, *Budownictwo według wykładów prof. G. Bisanza, opracowane przez byłych słuchaczy A. Kühnela, T. Obmińskiego, M. Teodorowicza po raz wtóry wydali i uzupełnili M. Lenk, K. Chmielewski, słuchacze Politechniki Lwowskiej*, Lwów 1903. The publication was reprinted in 1908 and 2017.

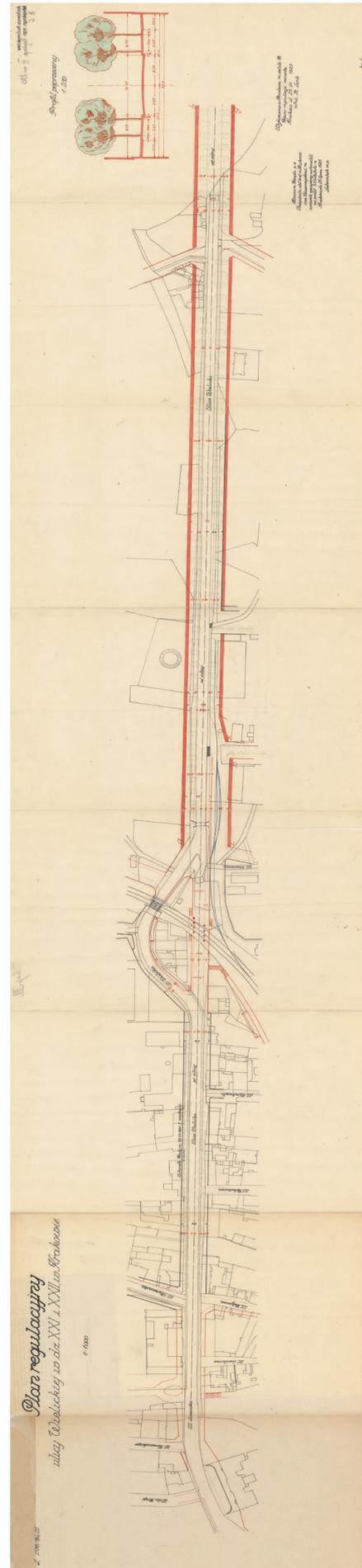


Fig. 8. Regulatory plan for Wielicka Street in the XXII Podgórze district in Krakow, by Marian Lenk, 1925 (source: National Archives in Krakow: ANK, ABM, Regulacja III, ref. 230)

Il. 8. Plan regulacyjny ul. Wielickiej w dzielnicy XXII Podgórze w Krakowie, aut. M. Lenk, 1925 (źródło: Archiwum Narodowe w Krakowie: ANK, ABM, Regulacja III, sygn. 230)

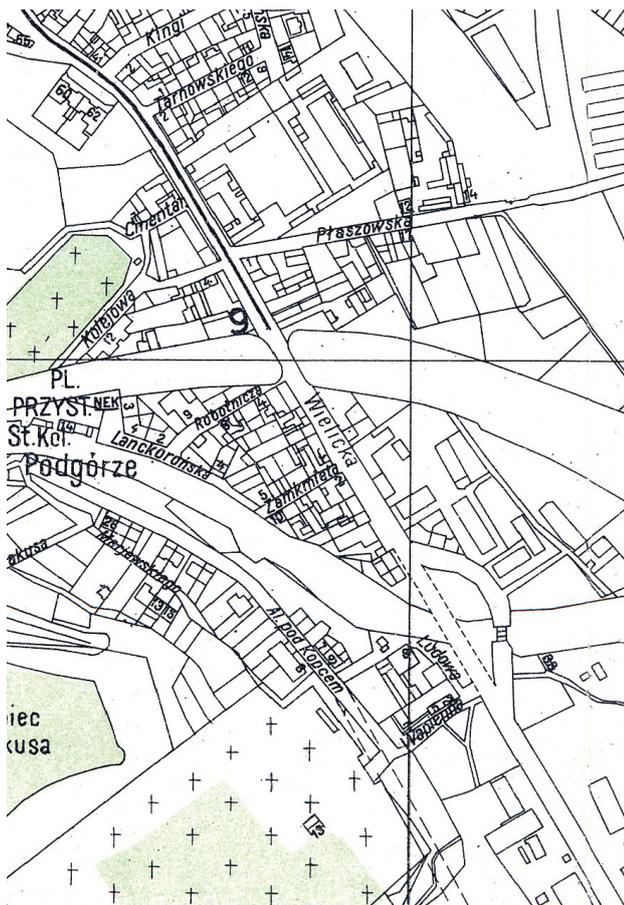


Fig. 9. The area covered by the regulatory plan for Wielicka Street, on a detailed plan of Krakow from 1947.

Railway areas (existing and planned) are not shown on the plan, probably due to censorship stipulations (source: M. Motak archives)

Il. 9. Obszar objęty planem regulacyjnym ul. Wielickiej, na szczegółowym planie Krakowa z 1947 r. Tereny kolejowe (istniejące i planowane) nie zostały pokazane na planie, zapewne ze względu na zapisy cenzury (źródło: archiwum M. Motaka)



Fig. 10. Tenement houses forming a fragment of the characteristic "island" of development in Wielicka Street, view from the west (photo by M. Motak, 2022)

Il. 10. Kamienice tworzące fragment charakterystycznej „wyspy” zabudowy przy ul. Wielickiej, widok od strony zachodniej (fot. M. Motak, 2022)

superintendent of construction (1917), senior commissioner of city buildings (1920), official (as counselor) in Branch B of City Construction, in the City Regulation Office (1932)¹⁷. For many years he was a close associate of the head of this department, Eng. Andrzej Kłeczek, while his direct superior was Eng. Kazimierz Teleśnicki. After the reorganization of the office in 1934, Lenk worked in the Building Department of the Municipal Board, and retired in 1935. He was later director of the Esge Joint Stock Company. He died in 1961 and was buried in Rakowicki Cemetery in Krakow.

Conclusion and summary

Three regulatory plans have been discussed above: for a large part of Dąbie, for a small part of Płaszów, and for almost the entire course of Wielicka Street at the time. These plans dealt with a variety of urban problems, needs and intentions, and the studies covered areas of different sizes. The plan for Dąbie dealt with the vast and multi-functional structure of the emerging urban district, the plan for Płaszów – with a complex of residential buildings, and the plan for Wielicka Street – mainly transportation issues.

The plans for Dąbie and for Wielicka Street were drawn up at a scale of 1:1,000, while that for Płaszów (otherwise the smallest area) was drawn up at a scale of 1:2,880. As this was the opposite of the recommendations for drawing up the plans at the time, it can probably be explained by the easier availability of the basic initial material, which was the cadastral plan base¹⁸. All the plans in question were drawn up at almost the same time, in 1925–1926, and were approved by the same decision-makers, although their circle may have included more or fewer members, depending on the importance of the problem. It is worth mentioning that this was (starting in 1924) a difficult period for Krakow's municipal authorities and institutions – with the appointment of government commissioners, the process of limiting local self-government began. It should also be noted that all the plans in question concerned the peripheral regions of Krakow, which in addition (with the exception of part of Dąbie) were not included in the design competition for the Greater Krakow regulatory plan, due to their slightly later incorporation into Krakow.

The plan for the Płaszów section has been implemented to a large extent, the plan for Wielicka Street on the outskirts of Podgórze has been partially implemented, while the plan for the western part of Dąbie has been implemented to a small extent. Most elements of the contemporary urban structure no longer have much in common with the plans of the 1920s. Also, some of the elements implemented in accordance with the plan have been eliminated or strongly transformed over the past century or so. Nevertheless, realized elements have contributed to

¹⁷ Lenk's career stages are given based on data from the Journal of the Ordinances of Krakow and many other sources. For a detailed summary of the sources, see [8, pp. 73–77].

¹⁸ Cadastral plans in former Galicia were generally made at a scale of 1:2,880. During the period in question, "round", or metric, scale values became widespread.

the sustainable development of the city, while some unrealized elements have inspired subsequent planning concepts. Taken together, this makes it possible to consider Krakow's regulatory plans of the 1920s not only as studies that were reliable and executed in accordance with the art of planning, but also adequate to the needs of the city and its regions. They exerted a definite, albeit limited, influence on the city's development in the interwar period and in subsequent decades.

The designer of these plans was, in light of the research conducted, engineer Lenk. The aforementioned diversity of issues and scale of the plans makes it all the more possible to see the designer's professional artistry in all three plans. Almost in the same period Lenk made, also on his own, a whole set of regulatory plans in the District XIX of Grzegórzki-Piaski and the neighboring suburb of Olsza (later District XLII) – for the Official [Urzędnicze] Estate (in 1924), the three enclaves of the Officer [Oficerskie] Estates (in 1925) and the so-called Territories (in 1926).

The analysis of the three plans discussed in the article, combined with the previously conducted analyses [5], [7], [8] of the three other aforementioned plans by Lenk, allows us to confirm the very high probability that these plans were executed by him (although it does not exclude a certain degree of cooperation with other designers, including, in particular, occasional consultations with his supervisor, Andrzej Kłeczek). As a result of the analyses, moreover, the characteristic features of his designs can be listed:

- solutions that are reliable and realistic, and at the same time original and unique,
- attention to a certain standard and functional-spatial comfort,
- adherence to the applicable legal, location, and functional conditions,
- legibility of the transportation system,

- thoughtful and balanced urban composition,
- as far as possible – introduction of urban greenery and consideration of the role of water,
- combining symmetrical and asymmetrical forms, with the participation of planned picturesqueness,
- combining rectilinear and curvilinear elements,
- combining different forms of development – quarter, detached, mixed,
- skillful combination of the course of individual squares and streets,
- creating unique sequences of squares and other urban interiors of varying sizes and shapes,
- the conciseness, precision and elegance of the presentation of the subject matter, as well as the technical diligence of the project's execution (these depended mainly on the work of draftsmen, which, however, was supervised by the designer).

Lenk is the author or co-author of at least dozens (and probably even hundreds) of planning studies. At the current stage of research, full, independent authorship can be attributed to him in full and without any doubt only with regard to a small group of a dozen or so plans – this group includes, according to the author of the article, the plans discussed above and the plans of the Official [Urzędnicze] and Officer [Oficerskie] housing estates. Some of the difficulties of establishing authorship in the case of co-authored works may not be overcome. However, even this small, unquestionable group of plans independently designed by Lenk allows him to be considered one of the most distinguished and meritorious creators of Krakow urban planning in the years 1911–1935, with particular emphasis on the period of the mid-1920s.

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Maciej Motak*

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Abstract

Krakow regulatory plans in the 1920s. The outline of the issues, selected cases by Marian Lenk

The article presents the issues of drawing up regulatory plans for Krakow in the interwar period, on the areas incorporated into the city (Greater Krakow) between 1909 and 1915. The case studies are three plans made in the City Regulation Office, nearly in the same time (1925–1926). All three selected plans differ substantially one from the other by the size of planned area, various conditions, planned functions. These are: general regulatory plan for the Dąbie district (a vast multifunctional area), regulatory plan for a part of the Płaszów district (medium-sized residential ensemble), regulatory plan for the part of Wielicka Street (road and railway traffic system). Each case was characterized by the plans' conditions, assumptions, features, as well as by the degree of implementation and the further transformations of the plan area. The analyses were carried out on the basis of the original plans, other available archival sources and using the literature on the subject. The main characteristics of the plans are summarized, including their similarities and differences. As a result of the analyses, all three plans were attributed to the same person, engineer Marian Lenk (1879–1961). The basic information on Lenk was provided in the following part of the article. The conclusion contains a comparison of the three discussed plans, which exemplify the phenomenon of regulatory plans in interwar Krakow. The more important features of the author of the plans Lenk's urban creative work are listed, too.

Key words: Interwar Period, Dąbie, Płaszów, Podgórze, Krakow planning

Streszczenie

Krakowskie plany regulacyjne z lat 20. XX wieku. Zarys problematyki, wybrane przykłady autorstwa Mariana Lenka

W artykule przedstawiono, na wybranych przykładach, problematykę sporządzania planów regulacyjnych dla Krakowa w okresie międzywojennym, na obszarach przyłączonych do miasta (Wielkiego Krakowa) w latach 1909–1915. Omówiono trzy plany wykonane w Biurze Regulacji Miasta niemal w tym samym czasie (w latach 1925–1926). Wybrane plany istotnie różnią się pomiędzy sobą wielkością obszaru objętego rozplanowaniem, rozlicznymi uwarunkowaniami, planowanymi funkcjami. Są to: generalny plan regulacyjny dla dzielnicy Dąbie (rozległy obszar o wielu funkcjach miejskich), plan regulacyjny dla fragmentu dzielnicy Płaszów (zespół mieszkaniowy średniej wielkości), plan regulacyjny dla odcinka ulicy Wielickiej (układ komunikacji drogowej i kolejowej). Dla każdego przypadku dokonano charakterystyki i analizy uwarunkowań, założeń i cech planu, a także stopnia jego realizacji oraz późniejszych przekształceń obszaru objętego planem. Analizy wykonano na podstawie oryginałów planów, innych dostępnych źródeł archiwalnych oraz z wykorzystaniem literatury przedmiotu. W wyniku analiz zestawiono podstawowe cechy charakterystyczne planów, w tym dotyczące ich podobieństwa i różnice. Ustalono, że wszystkie trzy omawiane plany zostały opracowane przez tego samego autora – inż. Mariana Lenka (1879–1961). W dalszej części artykułu przedstawiono także podstawowe informacje o nim. W podsumowaniu dokonano zestawienia i porównania trzech omówionych planów jako w znacznym stopniu egzemplifikujących istotne dla rozwoju miasta zjawisko planów regulacyjnych w międzywojennym Krakowie. Wskazano ponadto ważniejsze cechy urbanistycznej twórczości autora planów – Mariana Lenka.

Słowa kluczowe: okres międzywojenny, Dąbie, Płaszów, Podgórze, urbanistyka Krakowa