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

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New City Center of Lodz extent - on the left first stage, redevelopment of railway station neighbourhood, on the right - extent of the whole project. Source: EC1 website and introductory presentation
1. planned high speed railways in Poland, 2. area of the proposed rail corridor, partly under the city center - source: Annex to the agreement on financing the feasibility study of a tunnel under the city center, EC1 Lodz City of Culture archives
Figure -ground map of the railway station neighbourhood and city centre. The project extent is marked grey. On the left Lodz main street - ul. Piotrkowska and Plac Wolności - main city square (upper left corner).
The very first sketch by Rob Krier, source: EC1 Lodz City of Culture archives
EC1 - old electric factory currently redeveloped into cultural centre. Photo: M.Hanzl
1. EC-1 East, 2. EC-1 West - Concept of Revitalisation, Northern Western view,
Source: EC1 Lodz City of Culture archives
Schematic drawing showing the general disposition of development in the project area, drawing by Rafał Jóźwiak, quoted after Gałuszka (in press)
Map of the poverty distribution overlaid on the map of the spatial structure. The location of the project area is marked with dark violet. Source: former Study of Conditions and Directions of Lodz Development, Volume IV (Warzywoda-Kruszyńska et al. 2002)
Direct neighborhood of the project area: Kilińskiego Street (on the left) and Tuwima Street. Photo: M. Hanzl
Historical analysis of city structure of 'the New Centre of Lodz', illustration by students of Institute of Architecture and Town Planning of Technical University of Lodz: Kubiak Magdalena, Jarzębska Agata, Bubas Maciej, for European Project Semester project, in cooperation with EC1 Lodz. Source Ginsbert (1962). Project supervisors: Hanzl Małgorzata, Gałuszka Jakub
Part of the analysis of streets sections in region of New Centre of Łódź, illustration prepared by students of Institute of Architecture and Town Planning of Technical University of Łódź: Kubiak Magdalena, Jarzębska Agata, Bubas Maciej, for their project realised as part of European Project Semester work, in cooperation with EC1 Łódź, project supervisors: Hanzl Małgorzata, Gałuszka Jakub
Urban inventory by students of IAiU Pł, supervision : M.Hanzl
1. The scale of the area touched by the railway redevelopment, 2. Different approaches to the redevelopment of the area close to the railway station, source, EC1 Lodz City of Culture archives
CHANGE FOR STABILITY: LIFECYCLES OF CITIES AND REGIONS,  18–20 May 2011, Essen

1. Special Art Zone, 2. Kobro Market, source: EC1 Lodz City of Culture archives
Below: Design by Frank Gehry for the Camerimage Lodz Center, source: archives of Camerimage Łódź Center / Gehry Partners
Mural of Gregor Gonsior (aka Bombalino) in Lodz, Jaracza Street, metaphor of Lodz redevelopment. Photo: M.Hanzl
Factors which influence creation of the milieu favorable for the revitalisation process development, and thus improvement of the environment Zielenbach (2003)

- land use
- demography
- NGO operating in given part of the city
- transportation
- type of construction
- presence of social capital
- characteristics of physical structure
- security
- educational opportunities for people living in the area
- characteristics of ownership
"dimensions of sustainable city" Jenks et al. (2010)

- environment and biodiversity
- social acceptability
- the presence of attractive public spaces
- neighborhood design
- urban form
- energy use
- travel and mobility
- adapting the city (following the former structure patterns)
- sustainable lifestyles
- urban green spaces as providing ecological and psychological values
Spatial conditions influencing the improvement of environment  Jane Jacobs (1992)

spatial structure of the city

dense street network  high density of citizens

heritage preservation  attendance of public spaces

mix of uses  safety

cheaper spaces for developing creative industries/services
### Evaluation matrix - qualities included in the process

<table>
<thead>
<tr>
<th>cultural heritage preservation</th>
<th>spatial structure continuation</th>
<th>ecological issues and sustainability</th>
<th>climate resilience</th>
<th>social revitalisation</th>
<th>process planning, public participation</th>
<th>transportation policies</th>
</tr>
</thead>
<tbody>
<tr>
<td>+</td>
<td>questionable - assumed intensities difficult to achieve with the traditional structures</td>
<td>partly achieved - introduction of new parks and green spaces</td>
<td>-</td>
<td>-</td>
<td>partly realized, started</td>
<td>multimodal node and mass transport assessed in +, overdevelopment of individual transportation: -</td>
</tr>
</tbody>
</table>
spatial structure of the city
culture
type of construction
demography
environment and biodiversity
high density of citizens
dense street network
attendance of public spaces
the presence of attractive public spaces
neighborhood design
heritage preservation
security
urban form
mix of uses
safety
characteristics of physical structure
land use
sustainable lifestyles
transportation
travel and mobility
characteristics of ownership
urban green spaces
as providing ecological and psychological values
Old railway station which is going to be redeveloped and hidden underground. Photo: M.Hanzl
Thank you for your kind attention