The former Borongaj barracks zone is to house a university campus on a total surface of 93 hectares. The campus is to accommodate not only university facilities but also other scientific institutions and will act as a hub of public life with leisure offerings, large park areas, museums and exhibition spaces. The site is directly connected to the railway line. Mobility on the campus will be by electric buses and bikes or on foot. Renewable energy forms will be used extensively, and public transport in the immediate and wider environs of the campus will be stepped up. The objective lies in networking technological and ecological knowledge and creating a model project of sustainable urban development.
Zagreb

OUTLINE OF CITY DEVELOPMENT OVER TIME

Zagreb covers an area of approx. 641 square kilometres and is the third largest city of the Danube region after Vienna and Budapest. It is situated at the foot of the Medvednica Mountains on both banks of the Sava River. The city with currently around 793,000 inhabitants developed from the older settlements Kaptol and Gradec, which today form the old city core called “Upper Town”.

The period of strongest growth took place in the mid-19th century with the construction of the “Lower Town” as a modern city centre following a regular grid pattern. A railway connection to Budapest and the main station were built; landmark buildings and the “Green Horse-shoe”, a U-shaped ensemble of parks, emerged. The city also expanded towards the west, east and south along the main access roads.

In the first half of the 20th century, Zagreb grew further in all directions; however, the railway line continued to bisect the city.

After the Second World War, the rise of the industrial sector in Zagreb attracted many newcomers from rural regions. In the 1950s, the city spread across the Sava River. The intense growth of the peripheral zones continued into the 1980s, inter alia in the form of typically Socialist quarters such as Novi Zagreb.

With the exception of a brief increase after Zagreb’s designation as the capital of Croatia, population figures have been stagnating since the mid-1980s. Urban renewal and the further development of existing settlement areas are key issues of the present.

CURRENT CHALLENGES AND OBJECTIVES OF URBAN DEVELOPMENT

The two central challenges of urban development lie in preparing adequate planning instruments to facilitate decision-making processes and in improving the spatial and functional qualities of the city.

Structurally, the inner city is the historic and cultural core of Zagreb. However, it is faced with dwindling population figures, demographic ageing, an old building stock, a decreasing number of shops and growing traffic problems. These issues require solutions based on strategic measures.

Zagreb is strongly marked by the bisecting effect of the railway line. Suggestions have been voiced to relocate and lower or raise the railway tracks to interlink the city quarters to the north and south.

The Sava River likewise acts as a separator. Large tracts of land close to the river have not yet been developed. Integrating this landscape into the urban fabric and creating a connecting element between the city quarters to the north and south are other major tasks.

A key strategic approach lies in the promotion of sustainable mobility. This calls for a strengthening of public transport and bicycle traffic, the upgrading of walking routes across the city and the reduction of individual motorised traffic.

The Zagreb Riverfront project is to emerge in the zone around Jadran Bridge, at the end of Savska Street, the oldest link between city core and Sava River.

It is planned to build residential and office buildings on an extensive area along the southern riverbank. A small number of high-rises are to strike visual accents. The city is thus brought closer to the river, which in its turn is better integrated into the life of the local population.

Overview of current urban development areas

ZAGREB RIVERFRONT PROJECT

On the northern riverbank, an intermodal terminal is to emerge in a zone already today occupied by a transport hub. This terminal will enable passengers to change easily from one means of transport to another (railway/tram/bus/taxi), thus giving greater prominence to public transport.

Overview of current urban development areas

Zagreb city centre

Zagreb Riverfront, conceptualisation of development concept, southern bank of Sava River

Zagreb Riverfront, intermodal terminal, northern bank of Sava River

Zagreb Riverfront, conceptualisation of development concept, southern bank of Sava River