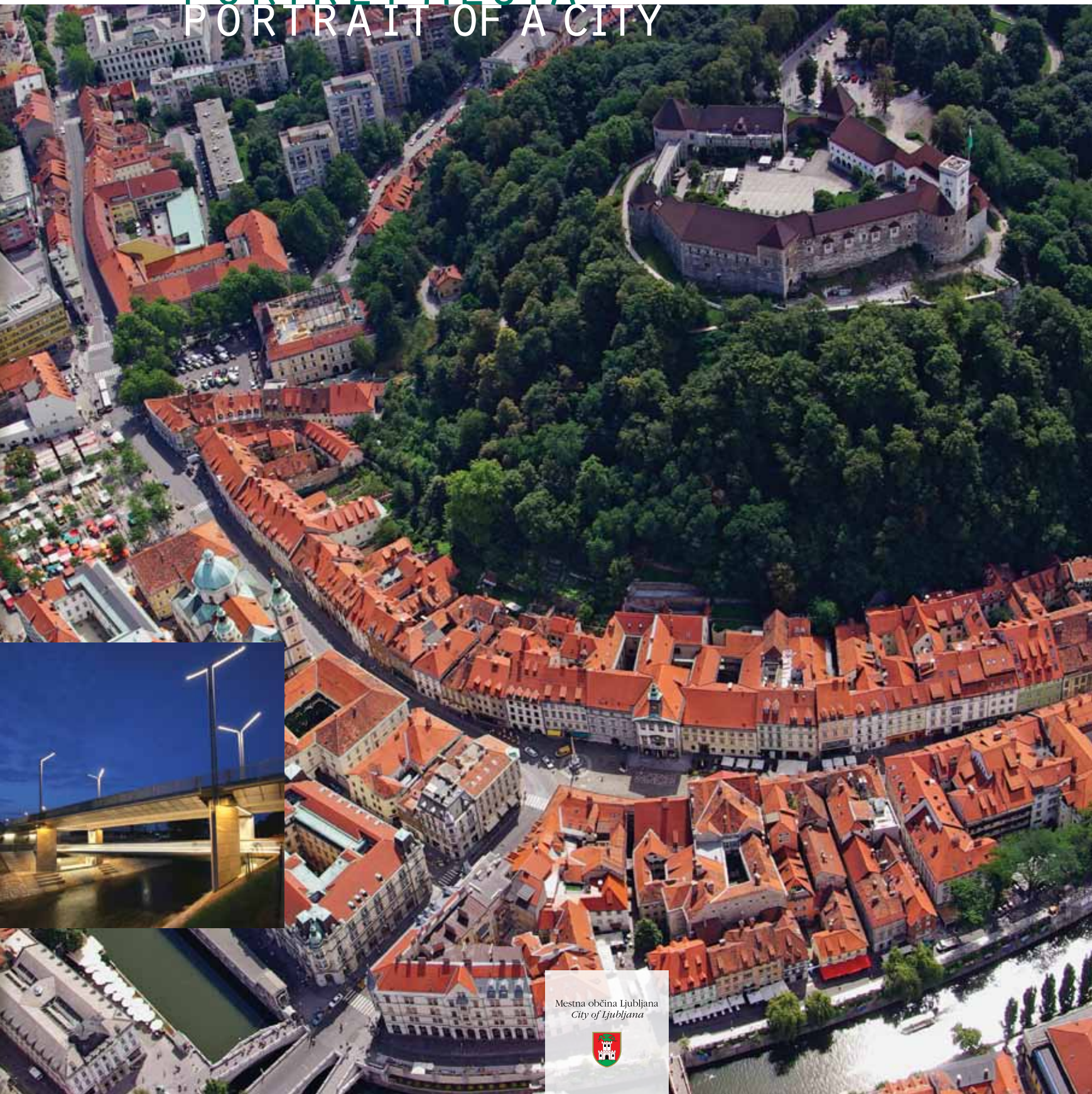


LJUBLJANA

PORTRET MESTA PORTRAIT OF A CITY



Mestna občina Ljubljana
City of Ljubljana





PORTRETT MESTA
PORTRAIT OF A CITY

LJUBLJANA

LJUBLJANA

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ZBIRKA
PORTRET MESTA

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PORTRET MESTA
PORTRAIT OF A CITY



Draga Ljubljana!

Ljubljana je zame najlepše mesto na svetu. Vsakodnevno si prizadevamo k izboljšanju kakovosti življenja naših meščank in meščanov in k boljšemu počutju naših obiskovalcev. Prepričan sem, da si zaslužijo le najboljše.

S spoštovanjem naše skupne zgodovine – letos obujamo spomin in praznujemo 2000. letnico prve urbane naselbine na tem območju, rimske Emone – gradimo prihodnost, ki temelji na trajnostnem razvoju, prijaznem do narave, v katero vpenjamo urbanost in zagotavljamo boljše življenje na vseh področjih in za vse generacije. Temu smo se pred osmimi leti zavezali tudi v viziji Ljubljana 2025, ki jo uspešno izvajamo, saj smo v tem času uresničili že več kot 1.500 projektov.

Da je ta pot prava, nam dokazujejo tudi številna prejeta mednarodna priznanja in nagrade. Ponosen sem na svoje sodelavce, ki so zaslužni, da je Ljubljana prejela prestižni naziv »Zelena prestolnica Evrope 2016«, najvišje priznanje Evropske komisije na področju trajnostnega razvoja mest. Komisija je v svoji obrazložitvi izpostavila, da smo v Ljubljani z doslednim uresničevanjem vizije Ljubljana 2025 naredili največ v najkrajšem času. Poleg tega smo edino mesto, ki je kar dvakrat prejelo nagrado Evropski teden mobilnosti, leta 2012 pa smo s projektom »Preureditve nabrežij in mostovi na Ljubljani« prejeli prvo nagrado za urbani javni prostor v konkurenci 347 projektov iz 36 evropskih držav. Ta projekt je po mnenju žirije ustvaril enotni javni prostor in omogočil celovito dostopnost, saj prenovljena nabrežja vzdolž Ljubljani skupaj s prenovljenimi in na novo postavljenimi mostovi zdaj povezujejo ključne točke mestnega jedra. Nagrada je toliko bolj pomembna tudi zato, ker je bila ravno prenova mestnega središča in omejitev motornega prometa, s tem pa tudi odpiranje tega prostora živahnemu dogajanju na javnih površinah, eden od uvodnih velikih projektov vizije Ljubljana 2025, ki je zaradi velikega odziva tako meščank in meščanov, kot tudi strokovne javnosti, dala dodaten zagon trajnostnemu razvoju Ljubljane.

Spoštovani!

Prva iz serije publikacij *Portret mesta* vas bo popeljala skozi zgodovino Ljubljane, vas seznanila s trajnostnim razvojem mesta in vam med drugim predstavila najpomembnejše projekte, ki smo jih izvedli v zadnjih letih. Lahko rečem, da smo z njimi korenito spremenili naše mesto in počutje naših meščank in meščanov, hkrati pa so jo odkrili tudi tuji obiskovalci, ki se jim je Ljubljana vtisnila v spomin kot zeleno, čisto, varno in prijazno mesto.

Publikacija *Portret mesta Ljubljana* bo ostala večer pomnik naše vizije, načrtov ter uresničenih idej, s katerimi Ljubljano vodimo na sam vrh sveta!

Srečno, Ljubljana!

Zoran Janković
župan Mestne občine Ljubljana



Dear Ljubljana,

For me, Ljubljana is the most beautiful city in the world. Every day we work hard to improve the quality of life for the people living here and to make sure our visitors have a great experience here. I'm convinced that they deserve only the best.

With respect for our shared history – this year we're celebrating the 2,000th anniversary of the first urban settlement in this location, Roman Emona – we're building a future based on sustainable development and friendly to the natural environment, integrating urban features into it and ensuring a

better life in all areas and for all generations. We pledged ourselves to this eight years ago in the Ljubljana 2025 vision, which we're carrying out successfully, having completed more than 1,500 projects during this time.

The fact that we're on the right path is also confirmed by many international recognitions and awards. I'm proud of my colleagues, who are responsible for Ljubljana winning the prestigious 2016 European Green Capital Award, which is the European Commission's highest recognition for sustainable urban development. In its statement, the Commission highlighted that Ljubljana has done the most in the shortest time by consistently carrying out the Ljubljana 2025 vision. Moreover, Ljubljana is the only city that has won the European Mobility Week Award twice, and in 2012 our project Ljubljana Embankment Renovation and Bridges received first prize for urban public space in a competition against 347 projects from thirty-six European countries. In the jury's opinion, our project created a uniform public space and provided full accessibility because the renovated embankments along the Ljubljana together with the renovated and newly built bridges now connect key points in the city centre. This award is all the more important because renovating the city centre and restricting motorised traffic, accompanied by opening this area to vibrant activity in public spaces, was one of the initial big projects of the Ljubljana 2025 vision. The enthusiastic reception it enjoyed from both residents and the professional community provides new impetus to Ljubljana's sustainable development.

This first volume in the series *Portrait of a City* will take you through the history of Ljubljana, acquaint you with the town's sustainable development, and also present the most important projects that we've carried out in recent years. These have fundamentally changed our city and the way its residents feel about it, and visitors from abroad have also discovered the city, creating lasting memories of Ljubljana as a green, clean, safe and friendly town.

The publication *Ljubljana: Portrait of a City* will remain a permanent reminder of our vision, plans and ideas that were carried out, helping us take Ljubljana to a top-notch position at the global level.

All the best to you, Ljubljana!

Zoran Janković
Mayor of the City of Ljubljana

Beseda urednika

Ljubljana ni London, Pariz niti Dunaj, vendar ni zaradi tega nič manj zanimiva. Ima namreč bogato zgodovino, ki je izjemno pestra, saj sega več kot dva tisoč let nazaj, njene sledi pa sestavljajo njeno današnjo podobo.

Ljubljana je bila pomembno rimsko mesto na poti med Panonsko nižino in Apeninskim polotokom. Skoraj 600 let habsburške oblasti je mestu dalo tipično podobo avstrijskih imperialnih mest, kakršno imajo tudi Gradec, Salzburg, Praga in številna druga mesta nekdanjega cesarstva. »Severnjaškemu« nemškemu značaju je Plečnik med obema vojnoma vdahnil »južnjaški« mediteranski značaj, s čimer je preprečil nadaljnji nemški vpliv in v slovensko arhitekturo vnesel oblikovni svet prednikov ter ji dal novo slovensko kulturno fiziognomijo. Ljubljana je ohranila tudi človeško merilo, ki ga pogosto znajo bolj ceniti tujci kot domačini. O tem je že leta 1954 arhitekt Edvard Ravnikar zapisal: »O Ljubljani imamo predstave, ki niso vedno enake. Sami si želimo hrupnega velemera z močnim prometom in gosto, visoko zazidavo. Tujci, ki prihajajo k nam, nam odpirajo oči za njeno manjše merilo, mir, bujno zelenje, lepo tradicionalno arhitekturo, ki je mnoga mesta nimajo. Ti vidijo tudi okolico z malimi mesti in gosto mrežo zanimivih in lepih krajev v izredno lepi pokrajini s svežim zelenjem, bistrimi vodami, zanimivimi cestami in zelo kulturnim prebivalstvom. Kako naj torej bo? Prav bi bila neka srednja mera.«¹ Ljubljana je na neki način res ubrala pravo sredinsko pot, saj se je po eni strani razvila v moderno mesto z vsemi atributi velemera – od visokih stolpnic do gostega prometa –, hkrati pa je ohranila značaj zelenega mesta in tesno povezavo z zelenim zaledjem.

Že leta 1989, ko so se začele priprave za Svetovni kongres oblikovalcev (ICSID) v Ljubljani, je Mestna občina Ljubljana začela akcijo *Ljubljana – moje mesto*, v katero je vložila pomembna sredstva za prenovu, ureditev javnih površin mesta in prilagoditev javnih mestnih prostorov za gibalno ovirane z odpravljanjem arhitekturnih ovir. Od tedaj pa do danes je bilo obnovljeno več kot 400 stavbnih lupin (fasad in strešin), prenovljena so bila nabrežja Ljubljanice in številni mestni trgi.

Z obnavljanjem pročelij in streh, urejanjem odprtega mestnega prostora – trgov, ulic in nabrežij – ter odpravljanjem arhitekturnih ovir sledi Ljubljana pobudam večjih in bogatejših evropskih mestih, ki vlagajo velika sredstva v »olepševanje mesta«. Z večjo stopnjo urejenosti postaja mesto ne le prijaznejše, temveč tudi privlačnejše za tuje investicije, razvoj turizma, kongresno dejavnost itd. Prenova mesta pri prebivalcih izostruje čut za urejenost okolja in prostora, spodbuja zavest o pomenu in vrednotah kulturne in naravne dediščine ter spoznanje o nujnosti ohranjanja in vzdrževanja mestnega prostora in arhitekture.

Leta 2010 je Ljubljana dobila nov prostorski načrt, rezultat znanja, izkušenj in triinpolletnega dela več kot 200 strokovnjakov s področja prostorskih ved in sodelova-

Foreword by the Editor

Ljubljana may not be London, Paris or Vienna, but it is no less interesting. It has a rich and exceptionally diverse history, stretching back more than two thousand years, with its traces contributing to the city's character today.

It was an important Roman town on the route between the Pannonian Plain and the Apennine Peninsula. Nearly 600 years of Habsburg rule gave the city its typical pattern, characteristic of imperial Austrian cities such as Graz, Salzburg, Prague and many other urban centres in the former empire. During the interwar period, architect Jože Plečnik added a "southern" or Mediterranean flair to the city's "northern" or German character, preventing further German influence and introducing the design features of Slavic predecessors into Slovenian architecture. He gave the city a new Slovenian cultural physiognomy. However, Ljubljana has also retained its human scale, which visitors often appreciate more than locals. In this regard, architect Edvard Ravnikar wrote in 1954: "We have these notions of Ljubljana that aren't always the same. We want a noisy metropolis with heavy traffic and dense high rise construction. Those that come to us from abroad are opening up our eyes to appreciate its smaller scale, peace and quiet, lush vegetation and attractive traditional architecture that many other cities don't have. They also see and appreciate its surroundings with the small towns and a dense network of interesting and beautiful places with fresh vegetation, crystal clear waters, attractive roads and extremely well mannered people. So how should it be then? A middle road would be most appropriate."¹ In some ways, Ljubljana did in fact take a middle road because it has developed into a modern city with all the attributes of a metropolis (i.e., from high-rises to heavy traffic), while also preserving the character of a green city and the close links to its surrounding green countryside.

Already back in 1989, when preparations began for the congress of the International Council of Societies of Industrial Design (ICSID) in Ljubljana, the City of Ljubljana launched the campaign *Ljubljana – moje mesto* (Ljubljana: My City), into which it invested major funds for renovating and redeveloping the city's public areas and adapting them to the needs of the physically disabled by removing architectural obstacles. Since then, more than 400 building exteriors (i.e., facades and roofs) have been renovated in addition to the banks of the Ljubljanica River and many city squares.

By renovating facades and roofs, redeveloping urban open space (i.e., squares, streets and river banks) and removing architectural obstacles, Ljubljana is following the initiatives of bigger and richer European cities, which invest important funds into the "beautification of cities." These improvements mean the city is becoming not only more friendly, but also more attractive for foreign investment, tourism development, convention activities and so

nja z občani, ki so se s številnimi pobudami in vprašanji aktivno vključili v pripravo načrta. S tem je Ljubljana dobila najpomembnejši dokument dolgoročnega razvoja (2010–2027), s katerim se je zavezala, da se bo razvijala po trajnostnih načelih. V prostorski načrt je vključena tudi zahteva po trajnem spremljanju okoljskih kazalnikov, še posebej politike trajnostne mobilnosti. Opredeljene so površine za parke, gozdove s posebnim namenom in javno zelenje. Prvič so opredeljeni tudi celotno omrežje kolesarskih poti, obvodni svet in območja za vrtičke.

V množici različnih turističnih publikacij se je Mestna občina Ljubljana odločila, da začne izdajati publikacijo *Portret mesta*, ki bo namenjena zahtevnejšim bralcem. V njej bodo pomembne informacije o mestu in njegovih aktivnostih predstavljene strokovno, toda še vedno poljudno. Večinoma bo izhajala enkrat letno, v posameznih številkah pa bodo obravnavane tematike, ki jim mesto posveča posamezno leto.

Prva številka prinaša celovito predstavitev mesta s podarkom na njegovi fizični, urbanistično-arhitekturni podobi. Razdeljena je na štiri večja poglavja. V prvem je predstavljena današnja Ljubljana in njena vloga v širšem evropskem prostoru, v drugem je pregled zgodovinskega razvoja od rimskega obdobja do danes, tretje poglavje govori o viziji mestnega razvoja, v četrtem pa so kronološko predstavljena izbrana arhitekturna dela od rimske dobe do danes in najkakovostnejši sodobni arhitekturni dosežki, vsi ponazorjeni s fotografijami, risbami in načrti. Projekt je nastal v sodelovanju Mestne občine Ljubljana in Urbanističnega inštituta Republike Slovenije. Pri pripravi, zlasti pri zbiranju gradiva, so pomagale mnoge ustanove, arhivi, muzeji in galerije, ki hranijo gradivo, in številni posamezniki, ki se jim na tem mestu najlepše zahvaljujemo.

Breda Mihelič

on. Urban renewal enhances strivings for a clean environment among the residents, stimulates their awareness of the importance and values of cultural and natural heritage, and makes them realize that it is vital to conserve and maintain the urban space and architecture.

In 2010, Ljubljana received a new spatial development plan, which was the result of the vision, expertise, experience and three and a half years of work by more than 200 experts specialising in spatial studies and cooperation with residents, who actively participated in preparing the plan by presenting a host of initiatives and questions. Ljubljana thus received the most important document on its long term development (2010–2027), in which it committed itself to developing in line with principles of sustainability. The spatial development plan also requires ongoing monitoring of environmental indicators, especially with regard to the sustainable mobility policy. It defines the areas of parks, special purpose wooded areas and public green areas. For the first time ever, the plan also defines the entire network of cycle paths, waterside areas and garden plot areas.

In the myriad of various tourism publications, the City of Ljubljana decided to begin issuing a publication *Portret mesta* (Portrait of a City) for more demanding readers, in which important information on the city and its activities is presented in a professional yet accessible manner. It will generally be issued once a year, with individual issues addressing topics that the city is focusing on in a particular year.

The first issue before you features a comprehensive presentation of the city with an emphasis on its physical, urban planning and architectural character. It is divided into four major sections. The first presents Ljubljana as it is today and its role in Europe in general, the second provides an overview of its historical development from the Roman period to the present, the third focuses on the vision of the city's development and the fourth presents a chronological list of selected architectural works from the Roman period until today and the highest quality modern architectural achievements, illustrated by photographs, sketches and plans.

This project was carried out through cooperation between the City of Ljubljana and the Urban Planning Institute of the Republic of Slovenia. A wide variety of institutions, archives, museums and galleries that preserve various material as well as individuals have helped prepare this publication and especially collect the material for it. We would like to take this opportunity to thank them for all their help.

Breda Mihelič

¹ Edvard Ravnikar: Ljubljana čez 50 let, Tedenska tribuna TT, Ljubljana, 1954 (4. 11.), št. 44, str. 7.

¹ Edvard Ravnikar: Ljubljana čez 50 let, Tedenska tribuna TT, Ljubljana, 1954 (4 Nov.), no. 44, p. 7.

Ljubljana – glavno mesto

NA STIČIŠČU
SREDOZEMLJA,
ALP, SREDNJE
EVROPE IN
BALKANA

Regulacija mesta začela se je po gotovem načrtu, ki se je na predlog inženirja Hraskega naročil takoj po potresu.

Nasveti glede regulačnega načrta prišli so od raznih strani; vendar je občinskemu svetu najbolj ugajal načrt arhitekta Maksa Fabianija z Dunaja. Ta načrt se je vzel za podlago ter je posebna komisija potem določila končno redakcijo.¹

Alternatively, I preferred a right handed movement from the north of Italy, using the Istrian peninsula and the Ljubljana Gap, towards Vienna.²

Ljubljana: A Capital City

AT THE INTERSECTION
OF THE MEDITERRANEAN,
THE ALPS, CENTRAL
EUROPE AND THE
BALKANS

"The city's urban development began based on a completed plan that was commissioned immediately after the [1895] earthquake at the proposal of the engineer [Jan Vladimír] Hráský. Advice on the urban development plan came from various sides, but the municipal council favoured the design prepared by the architect Max Fabiani in Vienna. This design served as the basis and a special committee then approved the final version."¹

"Alternatively, I preferred a right handed movement from the north of Italy, using the Istrian peninsula and the Ljubljana Gap, towards Vienna."²





Geostrateška lega Ljubljane

Ljubljana ima edinstven geografski položaj ter pomembno strateško in prometno lego na prehodu med Srednjo Evropo, Italijo in Balkanom, kjer se prepletajo neposredni kulturni, gospodarski, socialni in politični vplivi Sredozemlja in Alp, Srednje Evrope in Balkana. Vse to daje Ljubljani in njenemu zaledju izjemno vrednost in potencial ter izziv za razvoj v prihodnosti.

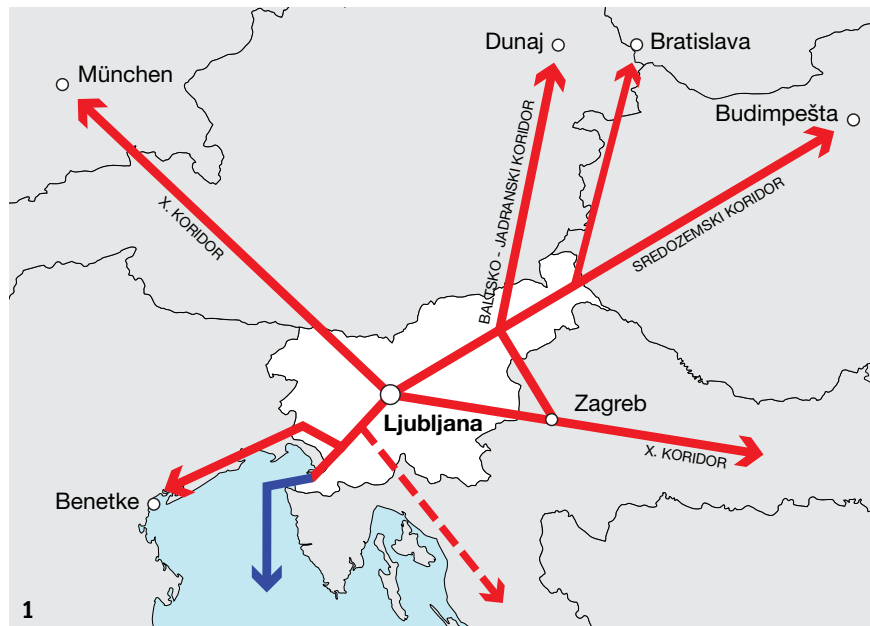
Strateški pomen Ljubljane oziroma tako imenovanih Ljubljanskih vrat v svojem monumentalnem delu *Druga svetovna vojna* večkrat omenja tudi Winston S. Churchill. V njem je zapisal, da je zaradi strateške lege Ljubljane zaveznikom predlagal, da bi se namesto v Normandiji izkrcali nekje med Trstom in severno Istro, od tam pa skozi Ljubljanska vrata prodrli proti severu v Avstrijo in Nemčijo in tako končali vojno. Churchill je namreč menil, da bi po tej najkrajši in najugodnejši poti od severnojadranskih pristanišč skozi Ljubljanska vrata najlažje prodrli v Srednjo Evropo. O tem, kot piše, so razpravljali na konferencah v Teheranu in na Jalti, vendar niso dosegli soglasja, proti sta bila tako predsednik Roosevelt kot tudi Stalin, zato njegov predlog ni bil sprejet in nazadnje so se zavezniki izkrcali v Franciji ter prek nje končali vojno.

Ljubljana leži na križišču pomembnih prometnic v bližini večjih srednjeevropskih mest, približno 140 kilometrov zahodno od Zagreba, 250 kilometrov vzhodno od Benetk, 350 kilometrov jugozahodno od Dunaja in 400 kilometrov jugozahodno od Budimpešte.

Na prostoru Slovenije, natančneje, na prostoru Ljubljane se stikajo štiri evropske makroregije: Jadransko-jonska, Alpska in Srednjeevropska oziroma Donavska in Jugovzhodnoevropska oziroma Balkan. Te so v zadnjih desetletjih postale pomembno orodje strateškega načrtovanja v Evropski uniji, ki naj bi omogočilo boljše povezovanje mest in regij preko državnih meja.

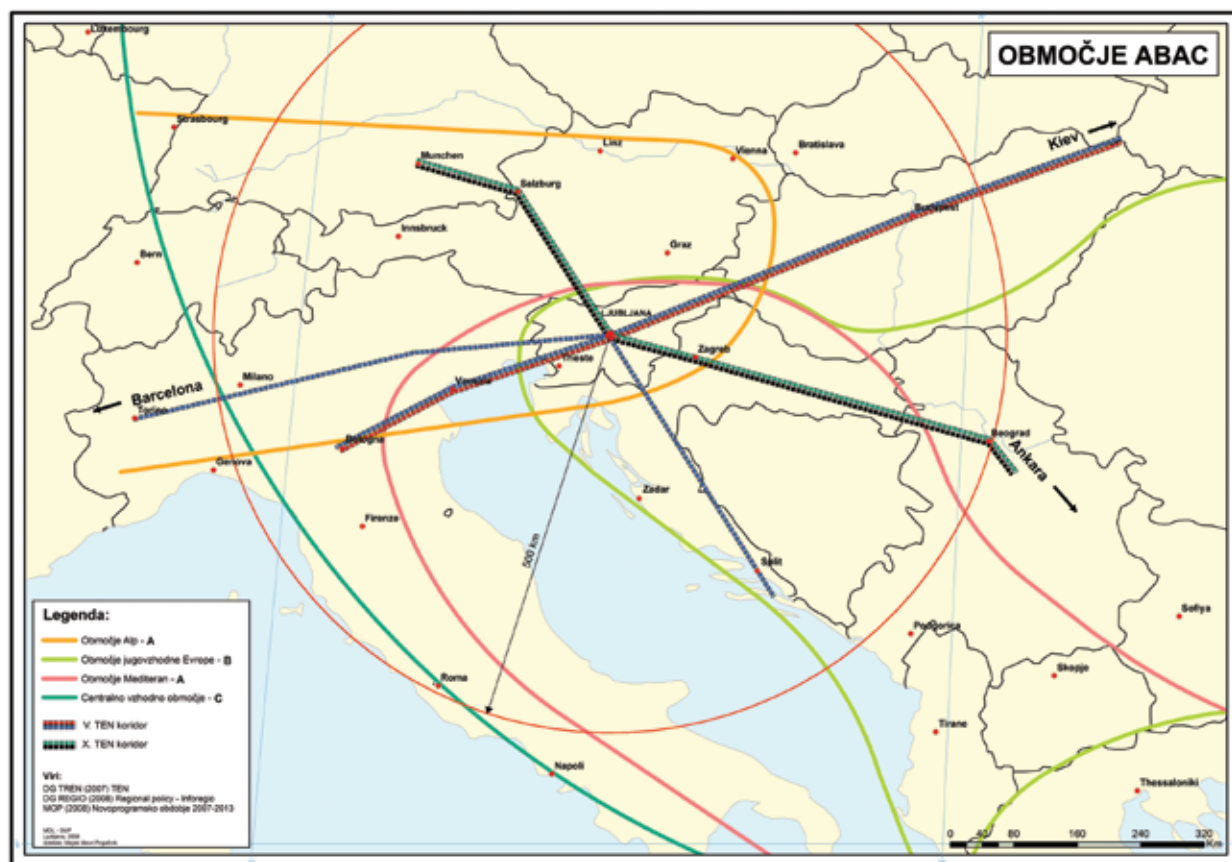
Ljubljana's Geostrategic Location

Ljubljana has a unique geographic location and an important strategic and transport position at a passage be-



tween central Europe, Italy and the Balkans, where direct cultural, economic, social and political influences of the Mediterranean, the Alps, central Europe and the Balkans meet. All of this gives Ljubljana and its surrounding countryside exceptional value and potential, and presents a challenge for its future development.

The strategic importance of Ljubljana, or the Ljubljana Gap, is mentioned several times in Winston Churchill's monumental work *The Second World War*. In it, Churchill writes that due to Ljubljana's strategic location he suggested that the Allies should land somewhere between



2

1 Geostrateški položaj Ljubljane v Srednji Evropi
Ljubljana's geostrategic position in central Europe

2 Položaj Ljubljane na stičišču štirih evropskih regij
Ljubljana's position at the intersection of four European regions

3 Položaj Slovenije v Sredozemskem in Baltsko-jadranskem prometnem koridorju v novi razvojni perspektivi EU 2014–2020
Slovenia's position in the Mediterranean and Baltic-Adriatic transport corridors in the new EU development strategy (2014–2020)

Izdelava Jadransko-jonske strategije se je začela v letu 2013. Njen cilj je boljše povezovanje regije, spodbujanje inovativne morske in pomorske rasti, ohranjanje, zaščita in izboljšanje kakovosti okolja ter povečanje privlačnosti regije, izgradnja odličnih cestnih, železniških in pomorskih povezav v regiji. Luka Koper in Ljubljana sta v tej strategiji ključni mesti v prometnem omrežju Evropske unije.³

Leta 2011 je bila sprejeta odločitev o pripravi osnutka *Strategije Evropske unije za Alpsko makroregijo*, katere osrednji cilji so izboljšanje sodelovanja na področju gospodarstva, transporta, turizma, raziskovanja in varstva okolja.

Makroregija Srednja Evropa je sestavni del večje Donavske regije, za katero Evropska unija že od 2009–2010 pripravlja ambiciozen strateški načrt po zgledu Baltske regije. Cilj te strategije je poglobljanje sodelovanja med državami in drugimi akterji v Podonavju (Nemčija, Avstrija, Češka, Slovaška, Madžarska, Slovenija, Romunija, Bolgarija, Hrvaška, Srbija, BiH, Črna gora, Moldavija in Ukrajina) za krepitev trajnostnega razvoja in konkurenčnosti tega dela Evrope. Regija zajema celotno porečje Donave – od Schwarzwalda na zahodu do Črnega morja na jugovzhodu.⁴

Četrto makroregijo predstavlja Jugovzhodna Evropa oziroma Balkan. Ta prostor, na katerem se Evropa fizično stakne z Azijo in Afriko, je zelo kompleksen, tako kulturno in zgodovinsko kot tudi politično in gospodarsko. Evropska unija za to območje še ni začela pripravljati makroregionalne strategije, zato se zdi, da je še vedno bolj ali manj prepuščeno samo sebi. Za Slovenijo je prioriteto območje interesa in delovanja predvsem Zahodni Balkan, s katerim jo vežejo skupna zgodovina, kultura in jezikovna sorodnost. Pomembno vlogo pri krepitevi regionalnih povezav imajo različne nevladne pobude, med njimi tudi letna konferenca Ljubljana Forum.

Preko Ljubljane potekata pomembna evropska prometna koridorja, ki bosta povezala Baltik z Jadranom v smeri S–J in mediteranski prostor v smeri V–Z⁵. Ta koridorja, ki bosta vključevala cestni, železniški in vodni transport, sta vitalnega pomena za Evropo in bosta pripomogla k večji evropski koheziji, krepitevi trgov, bolj tekmovalnemu gospodarstvu in odpiranju delovnih mest, zmanjšala bosta obremenitve cest in emisije strupenih plinov ter povečala prometno varnost.



Trieste and northern Istria instead of Normandy, from where they could easily penetrate towards the north to Austria and Germany through the Ljubljana Gap, thus ending the war. Churchill believed that taking the route leading from the northern Adriatic ports through the Ljubljana Gap would be the shortest and most convenient way to reach central Europe. According to him, this option was discussed at the Tehran and Yalta conferences, but no consensus was reached. Both Roosevelt and Stalin were against it, and so his proposal was rejected. The Allies ended up landing in France, from where they advanced to end the war.

Ljubljana lies at the crossroads of important traffic routes in the vicinity of major cities in central Europe: it is approximately 140 km west of Zagreb, 250 km west of Venice, 350 km southwest of Vienna and 400 km southwest of Budapest.

Four European macro-regions come together in Slovenia, specifically, in the Ljubljana area: the Adriatic–Ionian region, the Alpine region, the central Europe or Danube region, and the southeast Europe region or the Balkans. In recent decades, these macro-regions have become an important EU strategic planning tool, which should improve the international links between cities and regions.

The EU strategy for the Adriatic–Ionian region began to be developed in 2013. Its objective is to better connect the region, promote innovative sea and maritime growth, conserve, protect and improve the quality of the environment, enhance the region's appeal, and build excellent road, railway and sea communications within the region. The strategy considers the Port of Koper and Ljubljana as the key points within the EU transport network.³

In 2011, a decision was made to prepare a draft EU Strategy for the Alpine Region, whose main goals include enhanced cooperation in business, transport, tourism, research and environmental protection.

The central Europe macro-region is part of the larger Danube region, for which the EU has been preparing an ambitious strategic plan since 2009–2010, following the model of the Baltic region. The goal of this strategy is to enhance cooperation between the countries and other actors in the Danube River Basin (Germany, Austria, the Czech Republic, Slovakia, Hungary, Slovenia, Romania, Bulgaria, Croatia, Serbia, Bosnia and Herzegovina, Montenegro, Moldova and Ukraine) in order to strengthen the sustainable development and competitiveness of this part of Europe. The region encompasses the entire Danube River Basin from the Black Forest in the west to the Black Sea in the southeast.²

Southeast Europe or the Balkans makes up the fourth macro-region. This area, where the European, Asian and African continents come together, is extremely complex in terms of culture, history, politics and economics. The EU has not yet begun working out a macro-regional strategy for this area and so it still seems more or less left on its own. Slovenia's priority interest and operation area is the western Balkans, with which it shares history, culture and a related language. Various nongovernmental initiatives, such as the annual Ljubljana Forum conference, play an important role in strengthening the regional links. Two important EU core transport corridors run through Ljubljana, connecting the Baltic Sea with the Adriatic in a north-south direction and the Mediterranean in an

Izboljšanje prometnih povezav je za Evropski unijo prioriteta naloga, zato znatno povečuje investicije v promet. Med ključnimi projekti, ki jih mora realizirati Slovenija, so tudi drugi in tretji pomol v Luki Koper, rekonstrukcija železnice za doseganje hitrosti 160–200 km/h vzdolž obeh koridorjev, izgradnja ljubljanskega železniškega vozlišča, Potniškega centra Ljubljana, Logističnega terminala Ljubljana idr.

Ljubljana – glavno mesto države in regionalni center

Čeprav je Ljubljana kot državna prestolnica relativno majhna, ima vse, kar premorejo velika mesta – je politično in kulturno srce države, pomembno evropsko trgovsko, poslovno, kongresno in sejensko mesto ter tudi prometno, znanstveno in izobraževalno središče Slovenije.

Ljubljana se po velikosti uvršča med srednje velika evropska mesta. V začetku leta 2014 je po statističnih podatkih v Ljubljani živelo 285.850 prebivalcev in njihovo število počasi narašča. Poleg stalnih prebivalcev živi v Ljubljani še 12.000 začasnih prebivalcev in 56.000 študentov ljubljanske univerze. Problem Ljubljane je staranje prebivalstva, zlasti v mestnem središču. Po statističnih podatkih je indeks staranja prebivalstva nad slovenskim povprečjem in znaša 127,2. Večji od slovenskega povprečja je tudi delež starejših od 80 let, in sicer znaša 5 %. To je skupina prebivalstva, ki potrebuje največ oskrbe, storitev in prilagoditev v prostoru, zato ji Mestna občina Ljubljana (MOL) v zadnjem času posveča posebno pozornost.

Ljubljana je razdeljena na 17 četrtnih skupnosti, ki predstavljajo temelj policentričnega razvoja mesta. Je močno gospodarsko središče, ki ima tretjino gospodarskega potenciala celotne Slovenije, dobro tretjino gospodarskega prometa in čistega dobička, četrtno vseh zaposlenih v državi in s svojimi funkcijami vpliva na dinamiko celotne

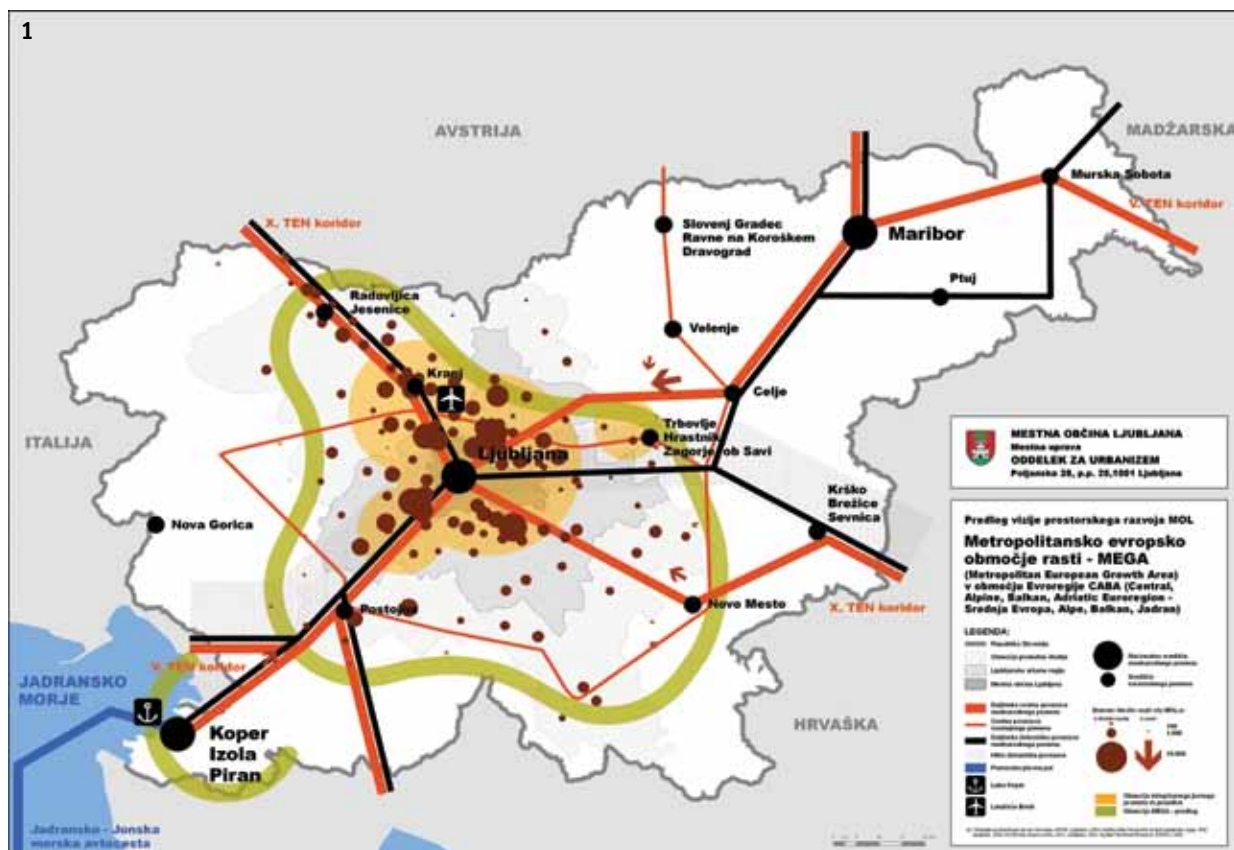
east-west direction.⁵ These two corridors, which will combine road, railway and water transport, are of vital importance to the EU and will contribute to greater EU cohesion, stronger markets, a more competitive economy and new jobs, while reducing the pressure on the roads and noxious gas emissions, and increasing traffic safety. Improving communications is a priority task for the EU and therefore it is considerably increasing its investment in transport. Key projects that Slovenia must carry out include the second and third piers at the Port of Koper, reconstruction of the railway to reach speeds of 160 to 200 km/h along both core corridors and construction of the Ljubljana railway node, the Ljubljana Passenger Centre and the Ljubljana Logistics Terminal.

Ljubljana: Slovenia's capital and a regional centre

Even though Ljubljana is a relatively small capital, it has everything one can commonly find in large cities; it is the political and cultural heart of the country, an important European trade, business, congress and fair city, and the transport, scholarly and educational centre of Slovenia.

In terms of size, it is ranked among medium-sized European cities. According to statistical data, Ljubljana had a population of 285,850 in early 2014, and the number is slowly increasing. In addition to the permanent residents, 12,000 temporary residents and 56,000 university students live in Ljubljana. Ljubljana's main problem is the ageing of its population, especially in the city centre. Statistical data show that the population ageing index is above the Slovenian average, standing at 127.2. The share of people older than 80 (i.e., 5%) is also above the Slovenian average. This population group needs the most care, services and spatial adaptations, which is why the City of Ljubljana has been dedicating special attention to it lately.

1 Gravitacijsko območje Ljubljane v širši regiji – območje MEGA (Metropolitan European Growth Area)
Ljubljana's gravitational area within the wider region: the Metropolitan European Growth Area (MEGA)



2 Palača slovenskega parlamenta, 1959, arh. Vinko Glanz
Slovenian parliament building, 1959, Arch. Vinko Glanz

3 Sedež ljubljanske univerze v palači nekdanjega deželnega dvorca iz leta 1902
 Kongresni trg 12
Seat of the University of Ljubljana in the Palace of the former Provincial government building from 1902

ga slovenskega gospodarstva. Struktura gospodarstva v MOL je precej drugačna od slovenske, ima precej nižji delež industrije kot nekatera druga slovenska mesta. Kar tri četrtine dodane vrednosti ustvari storitveni sektor, dobro polovico pa tržne storitve. Zelo razvite dejavnosti so trgovina, promet in zveze, finančne in poslovne storitve. V mestu so tudi največje gospodarske družbe – najpomembnejša slovenska podjetja, kot so Petrol, Eles, Mercator, Telekom, Slovenske železnice, Lek idr. Ljubljana ima središčno vlogo v državi tudi na področjih izobraževanja, znanosti in kulture.

Kot glavno mesto je Ljubljana v gospodarskem smislu primerljiva z drugimi evropskim prestolnicami, zlasti s srednje- in vzhodnoevropskimi ter tudi s sosednjimi mesti, kot so Zagreb, Trst, Gradec, Celovec in Reka. Prednost njene lege je tudi bližina izjemno atraktivnih in svetovno znanih turističnih destinacij (npr. Benetke, Jadransko morje itd.) in bližina trgov Jugovzhodne Evrope, s katerimi tradicionalno dobro sodeluje na gospodarskem področju in tudi na drugih.⁶



Ž. Okorn



Ž. Okorn



H. Suzuki

4 Gospodarska zbornica Slovenije, 1999, Sadar & Vuga
 arhitekti
 Dimičeva 13
Slovenian Chamber of Commerce, 1999, Sadar & Vuga arhitekti

Ljubljana je središče Ljubljanske urbane regije (LUR), ki povezuje 26 občin, v katerih živi četrtina slovenskega prebivalstva. Obsega dobro desetino ozemlja Slovenije, je najgostejše naseljena in v njej je največja koncentracija kakovostnih človeških virov, znanja, podjetnosti in razvojnih potencialov. Ljubljana je že pred vstopom v Evropsko unijo dosegala kar 85 % povprečja razvitosti držav EU-15 in je bila razvitejša od vseh regij v Grčiji, od večine regij na Portugalskem, od številnih regij v Španiji in na jugu Italije ter posameznih regij na vzhodu Nemčije.

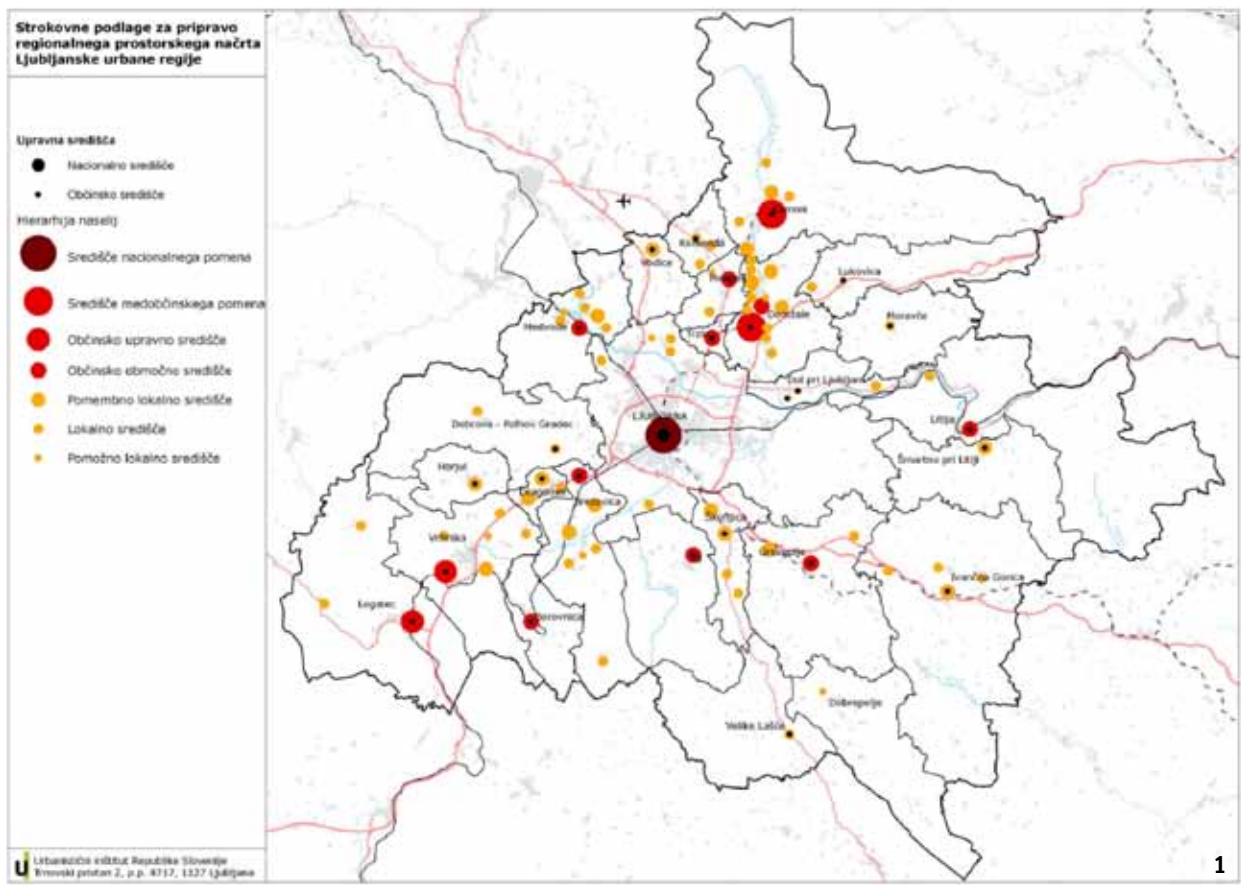
Razvoj LUR usmerjata in povezujeta z evropskimi regijami Svet regije in Regionalna razvojna agencija LUR, ki je tudi nosilec regionalnih razvojnih programov. Temeljni strateški in programski dokument, ki določa razvojne cilje v LUR ter instrumente in vire za njihovo uresničevanje, je *Regionalni razvojni program 2014–2020*.⁷ V njem zapsani cilji razvoja regije so rast konkurenčnosti regijskega gospodarstva, ohranjanje okolja, trajnostna raba virov in ustvarjanje ljudem prijazne regije.

Generalni urbanistični plan 1965

Ljubljana je prvi celovit urbanistični dokument po drugi svetovni vojni dobila leta 1965. Osnova za njegovo pripravo so bile številne študije, ki so potekale od osvobo-

Ljubljana is divided into seventeen districts, which form the basis of the city's polycentric development. It is a strong economic centre, which accounts for a third of Slovenia's entire economic potential, has just above a third of the country's trade and net profit and a quarter of all Slovenian employees, and its functions influence the dynamics of the entire Slovenian economy. The economic structure in the City of Ljubljana differs considerably from elsewhere in Slovenia and has a significantly lower share of industry than some other Slovenian cities. A full three-quarters of added value is generated by the service sector, of which a good half is generated by market services. Trade, transport and communications, and financial and business services are especially well developed. The city is also the seat of the largest and most important Slovenian companies, such as Petrol, Eles, Mercator, Telekom, Slovenske Železnice, Lek and others. Ljubljana also plays a central role in education, research and culture. As a capital, Ljubljana is comparable to other European capitals in terms of economics, especially to central and eastern European capitals as well as neighbouring cities such as Zagreb, Trieste, Graz, Klagenfurt and Rijeka. The advantage of its location is also the proximity of exceptionally attractive and world-famous tourist destinations (e.g., Venice, the Adriatic Sea, etc.), and the markets of southeast Europe, with which it has been traditionally cooperating well in business and other areas.⁶

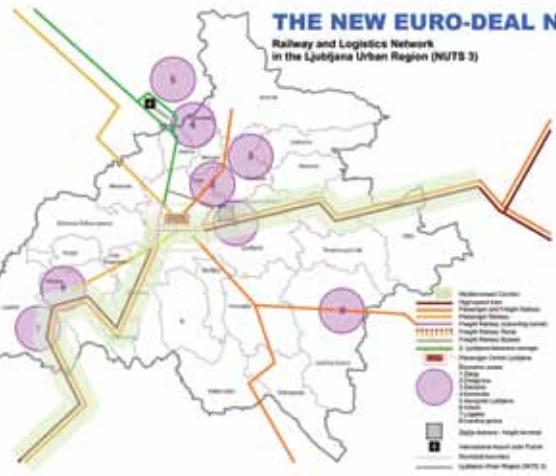
Ljubljana is the centre of the Ljubljana Urban Region (LUR), which connects twenty-six municipalities that are home to a quarter of the entire Slovenian population. It covers a full tenth of Slovenia's territory; it is the most densely settled region and has the largest concentration of high-quality human resources, expertise, entrepreneurship and development potential. Even before Slovenia joined the EU, Ljubljana had reached 85% of the average development in the EU-15 and was more devel-



1 Območje Ljubljanske urbane regije (LUR)
Area of the Ljubljana Urban Region (LUR)

2 Najpomembnejši transportni koridorji in načrtovane gospodarske cone v LUR
Most important transport corridors and planned business zones in the LUR

3 Generalni urbanistični plan Ljubljane, 1965, Ljubljanski urbanistični zavod
Comprehensive Urban Development Plan for Ljubljana, 1965, Ljubljana Urban Planning Institute



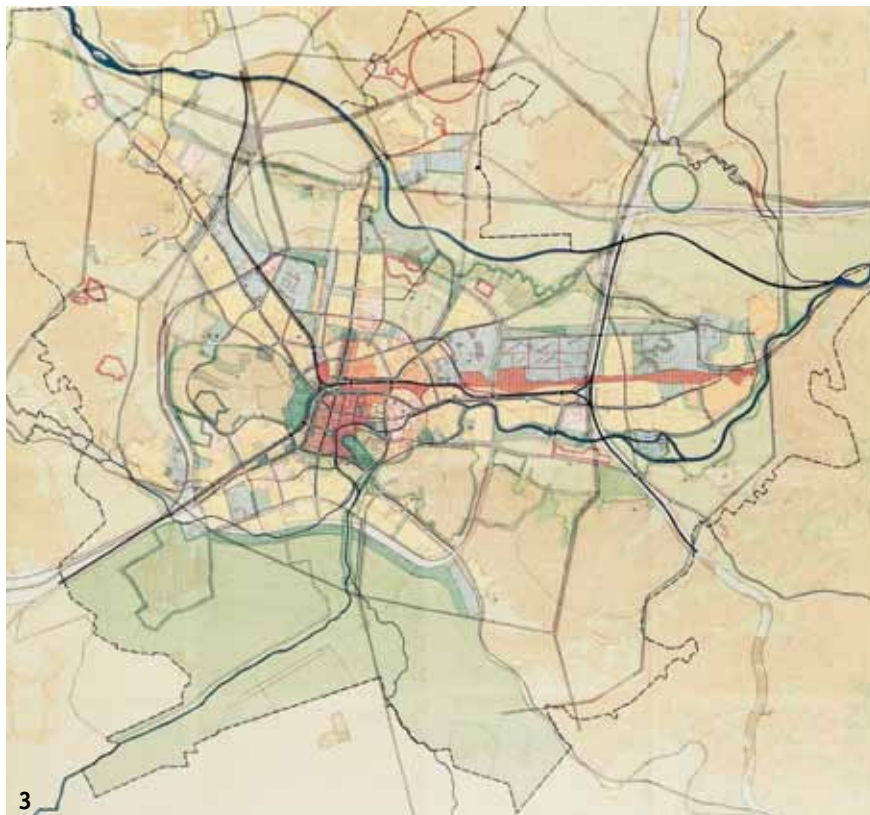
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oped than any region in Greece, the majority of regions in Portugal, many regions in Spain and southern Italy, and individual regions in eastern Germany. The LUR's development is directed and connected with EU regions by the Regional Development Council and the LUR Regional Development Agency; the agency is also the coordinator of regional development programmes. The basic strategic and programme document defining the LUR's development objectives and instruments and resources for their implementation is the 2014–2020 Regional Development Programme.⁷ The regional development objectives defined in this programme include the growth of the regional economy's competitiveness, environmental conservation, sustainable use of resources and creating a people-friendly region.

The 1965 Comprehensive Urban Development Plan

Ljubljana received its first comprehensive urban planning document after the Second World War, in 1965. It was based on numerous studies that had been carried out practically from the liberation onwards, partly in Edvard Ravnikar's classes at the Faculty of Architecture and, after 1962, also at the newly established District Urban Planning Institute. The *Comprehensive Urban Development Plan* (CUDP) adopted and further improved the geographically conditioned star-shaped morphological model of the city, which developed organically practically since the Middle Ages, when the city began to spread through the five city gates (the Eastern or Karlovac Gate, the German Gate, the Governor's Gate, the Hospital Gate and the Monastery Gate) along the main roads towards the countryside and the wider region. The CUDP was directly modelled on the comprehensive urban development plan for Stockholm; it

ditve naprej, deloma v seminarju prof. Edvarda Ravnikarja na Fakulteti za arhitekturo, od leta 1962 naprej pa tudi na novoustanovljenem Okrajnem zavodu za urbanizem. Generalni urbanistični plan (GUP) je prevzel in nadgradil geografsko pogojen krakast morfološki model mesta, ki se je organsko razvijal tako rekoč od srednjega veka naprej, ko se je mesto začelo širiti skozi pet mestnih vrat (Vzhodna ali Karlovska vrata, Nemška vrata, Vicedomska vrata, Špitalska vrata in Samostanska vrata) ob glavnih cestah proti zaledju in v širšo regijo. Neposredni vzor za GUP je bil prevzet način zazidave vpadnic z nizanjem stanovaljskih sosek in lokalnih središč ob postajah javnega mestnega prometa, z ozkimi preduhi v obliki zelenih pasov med gosto strnjeno zazidavo in v mestno središče segajočimi zelenimi jeziki med pozidanimi kraki. Po vzoru stockholmskega plana in v skladu z merilom Ljubljane je bila v tem planu ob petih mestnih vpadnicah predvidena gosta visoka zazidava v globini 400 metrov z višinsko



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poudarjenimi manjšimi lokalnimi centri ob postajah mestnega javnega prometa. Od visoke občestne zazidave pa se po planu gabarit znižuje proti zelenim površinam med kraki v zaledju.

Občinski prostorski načrt 2010

Po osamosvojitvi Slovenije leta 1991 so se temeljito spremenile družbene in ekonomske razmere in koncept lokalne samouprave, kar je zahtevalo pripravo novega prostorskega načrta, ki bi dal temeljne usmeritve za kompleksen razvoj mesta. MOL je začela dokument pripravljati leta 2000. V prvi fazi je naročila 19 ekspertnih študij, ki so obravnavale različna probleme mestnega prostorskega razvoja. Na osnovi teh študij sta bili leta 2002 izdelani *Prostorska zasnova MOL* kot neformalni urbanistični dokument in podlaga za pripravo podrobnejšega občinskega prostorskega dokumenta in *Strategija trajnostnega razvoja mesta Ljubljane*.

Po večletni prekinitvi je bila v letu 2007 pripravljena *Vizija Ljubljane 2025*, ki je na novo postavila temelje urbanističnega plana MOL.

Na osnovi teh dokumentov je Oddelek za urbanizem mestne občine v sodelovanju z Urbanističnim inštitutom RS, Ljubljanskim urbanističnim zavodom, širšo strokovno javnostjo in prebivalci nato postopoma več let pripravljala občinski prostorski načrt. Načrt, ki je bil sprejet leta 2010⁸ ter obsega strateški in izvedbeni del, je določil smernice razvoja mesta do leta 2027 na mednarodni, regionalni in lokalni ravni. Izhodišče in temeljni koncept občinskega prostorskega načrta Ljubljane je bila nadgradnja obstoječega modela mestnega razvoja ob vpadnicah, ob katerih se dejavnosti iz mestnega središča radialno širijo navzven. Vpadnice so sočasno tudi najpomembnejše nosilke mestnega javnega prometa. Krakasti razvoj zagotavlja dobro funkcioniranje mesta, visoko kakovost življenja in ohranitev sorazmerno velikih naravnih zelenih površin. Zazidani koridorji ob vpadnicah in zeleni klini med kraki so značilen sestavni del mestne podobe in zagotavljajo največ od 10 do 15-mi-

included the star-shaped urban form, the development of the city along the main radial roads and green wedges between the built-up corridors extending all the way to the city centre. Following the model of the Stockholm plan, but adapted to the scale of Ljubljana, this plan envisaged dense high-rises along main roads within 400 m wide corridors and minor local centres at public transport stops accentuated by high-rise buildings. According to this plan, the building profile drops from the high-rises along the roads towards the green areas between the corridors on the city edges.

The 2010 Municipal Spatial Development Plan

After Slovenia's independence in 1991, social and economic conditions changed dramatically, as did the concept of local government; this called for the preparation of a new spatial plan that would provide the basic guidelines for the city's complex development. The City of Ljubljana began drafting this document in 2000. In the first stage of the project, it commissioned nineteen expert studies on various issues connected with the city's spatial development. Based on these studies, the *City of Ljubljana's Spatial Plan* and the *City of Ljubljana's Sustainable Development Strategy* were produced in 2002.

After several years of interruption, the document *Vizija Ljubljane 2025* (Vision of Ljubljana, 2025) was prepared in 2010. This document represents a new foundation for the City of Ljubljana's spatial development plan.

The first served as an informal urban planning document and a basis for drafting a more detailed municipal spatial planning document. Based on these documents, the City of Ljubljana's Urban Planning Department gradually prepared the municipal spatial development plan over the course of several years after that in cooperation with the Urban Planning Institute of the Republic of Slovenia, the wider professional community and residents. The plan, which was adopted in 2010⁸ and comprises a strategic and implementing part, defined the guidelines for the city's development at the international, regional and local levels up until 2027.

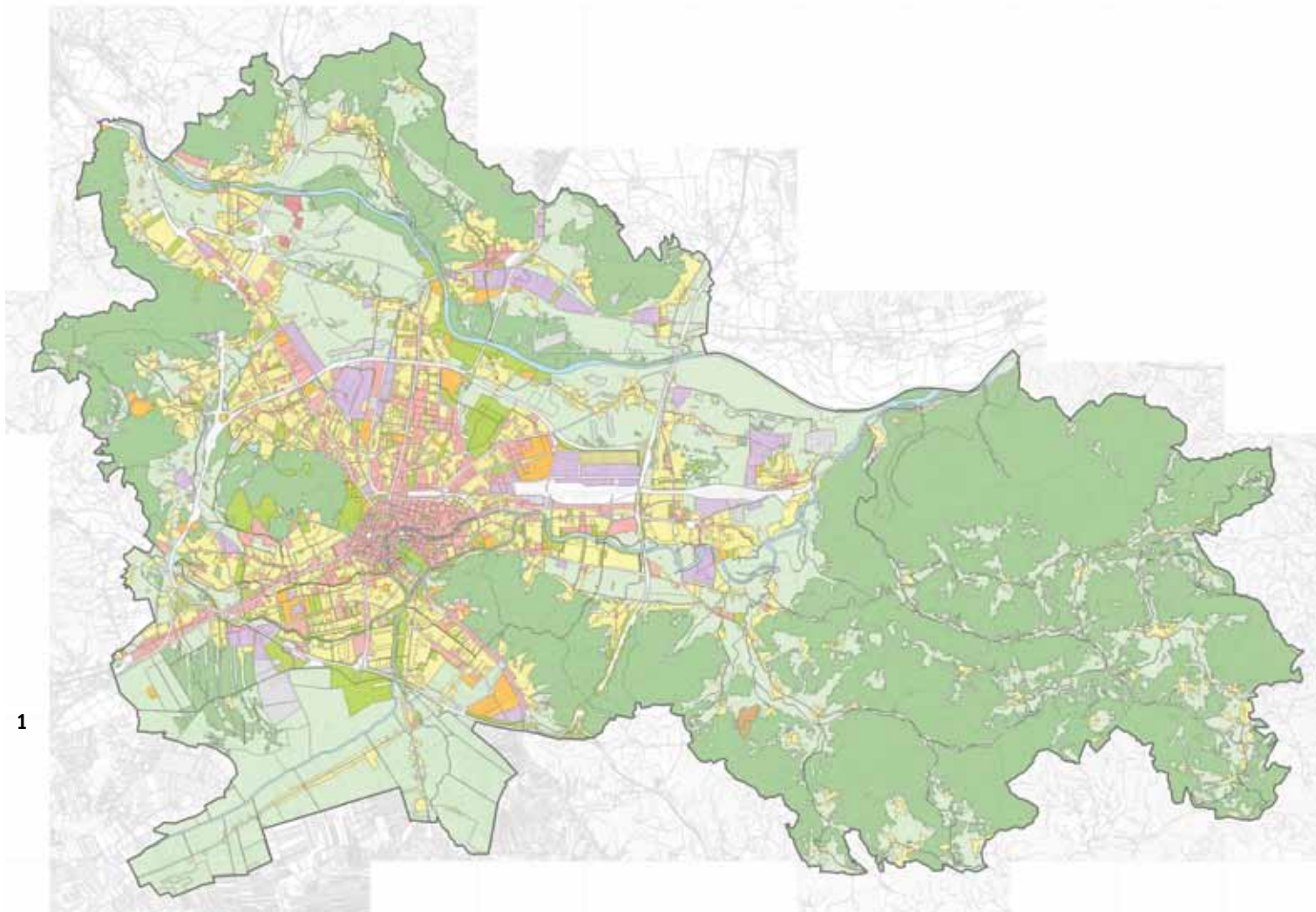
The premise and basic concept of Ljubljana's municipal spatial development plan was to improve the existing model of the city's development along the radial streets, along which services spread radially from the city centre towards the outskirts. At the same time, the radial streets are the most important bearers of urban public transport. The star-shaped development enables good functioning of the city, a high quality of life and the conservation of relatively large natural green areas. The built-up corridors along the radial streets and the green wedges between them are a characteristic component of the cityscape, which make it possible to access the green landscape on foot in a maximum of ten to fifteen minutes from the densely built-up urban areas.

In line with the City of Ljubljana's new traffic policy, the municipal spatial development plan envisaged the transformation of the main radial streets into avenues with a characteristic image, a livelier urban beat and more diverse activities. The radial streets are to have a more attractive design with established public spaces and activity centres, which should prevent any further dispersed development without suitable utilities.

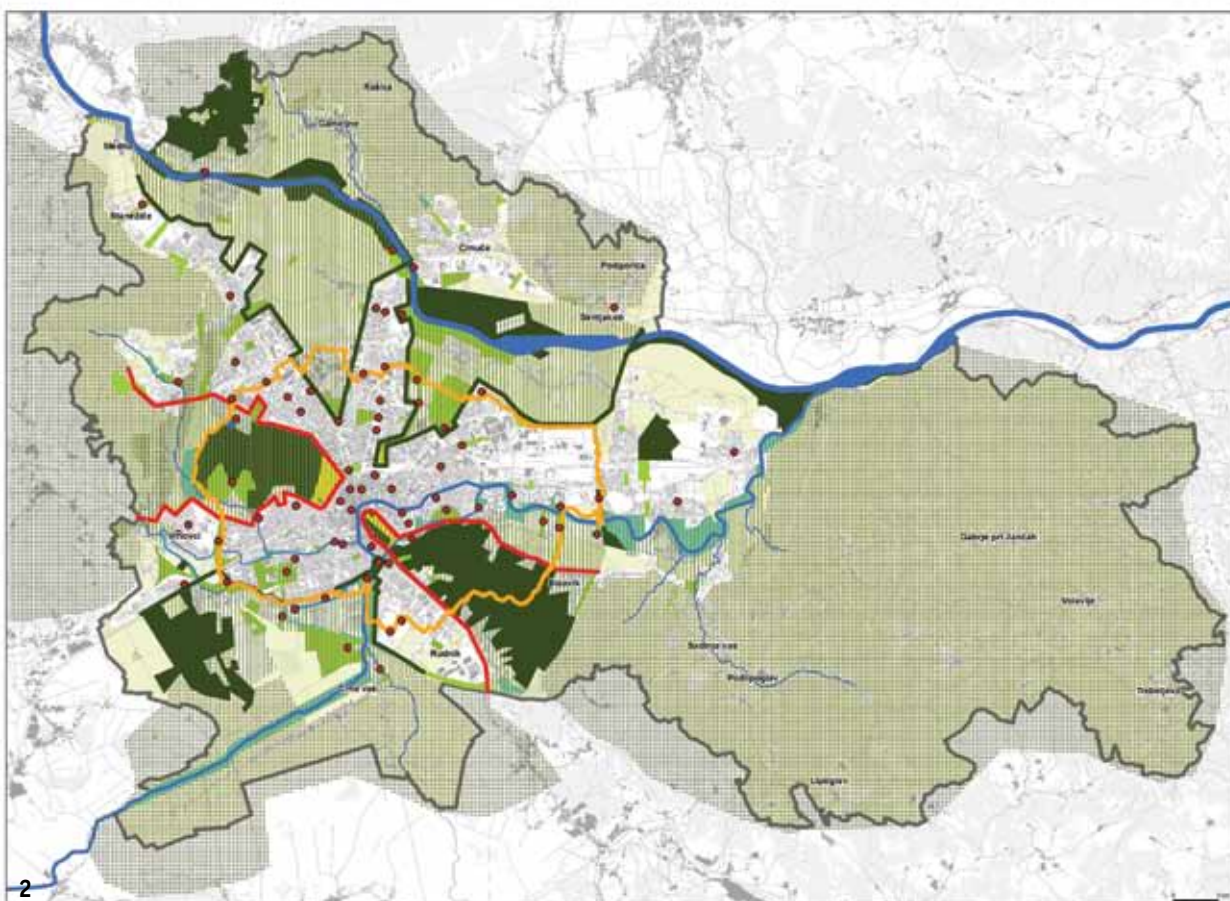
Zasnova prostorskega razvoja Ljubljane, 2001, UIRS, MOL
City of Ljubljana's Spatial Plan, 2001, UIRS, MOL



Strategija trajnostnega razvoja Ljubljane, 2002, UIRS, MOL
City of Ljubljana's Sustainable Development Strategy, 2002, UIRS, MOL



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- 1 Občinski prostorski načrt MOL – izvedbeni del: Podrobna namenska raba, 2010, LUZ, MOL
Municipal Spatial Development Plan – Implementation Part: Detailed Land Use Allocation, 2010, LUZ
- 2 Občinski prostorski načrt MOL – strateški del: Zasnova zelenih površin, 2010, UIRS
Municipal Spatial Development Plan – Strategic Part: Green Area Concept, 2010, UIRS
- 3 Kristalna palača v BTC, 2011, arh. Brane Smolej in Denis Simčič
Ameriška ulica
Crystal Palace, BTC City, 2011, Arch. Brane Smolej and Denis Simčič



arhiv BTC

4 Mednarodni natečaj za regeneracijo območja Šmartinske ceste, 2004, 1. nagrada: Hosoya Schaffer arhitekti
International competition for the regeneration of Šmartinska area, 2004, awarded project by Hosoya Schaffer architects

5 Poslovni hotel Plaza v BTC, 2012, arh. Sandi Trajkov, Studia d.o.o.
Bratislavská ulica 8 Plaza Business Hotel, BTC City, 2012, Arch. Sandi Trajkov, Studia d.o.o.

nutno pešdostopnost iz gosto pozidanega mestnega prostora v zeleno krajino.

Občinski prostorski načrt je v skladu z novo prometno politiko MOL predvidel preoblikovanje mestnih vpadnic v avenije s prepoznavno podobo, živahnejšim mestnim utripom in bogatejšo vsebino. Vpadnice naj bi postale oblikovno privlačnejše, imele bi izoblikovane javne prostore in vsebinska jedra, kar bi preprečilo nadaljevanje razpršene pozidave brez ustrezne komunalne opremljenosti.

Tržaška avenija, prek katere se mesto povezuje z Jadranskim morjem, dobiva novo identiteto z dvema projektoma: projektom Jadranska vrata na začetku Tržaške in projektom Tobačna mesto na stiku Tržaške z notranjim mestnim obročem. Celovška avenija, ki je usmerjena proti Koroški in Alpam, pelje preko kakovostnega nosilnega terena, ki omogoča višje gostote in zazidavo v višino, bo uokvirjala vizure proti Julijskim, Kamniškim in Savinskim Alpam. Prek Celovške ceste je mesto povezano z ljubljanskim letališčem Jožeta Pučnika, največjim mednarodnim letališčem v Sloveniji, ki ima potencial, da postane tudi pomembno regionalno letališče za Jugovzhodno Evropo. Šmartinska avenija je nov razvojni pol Ljubljane 21. stoletja, ki je od magistrale prevzela funkcijo štajerskega kraka. Ob njej se je leta 2007 začel največji razvojni projekt urbane prenove in javno-zasebnega partnerstva v Sloveniji – Partnerstvo Šmartinka. Skupaj s projektoma Potniški center Ljubljana in Prometno logistični terminal

Tržaška avenija (Trieste Avenue), which connects the city with the Adriatic Sea, is gaining new identity with two new projects: the *Jadranska vrata* (Adriatic Gate) project at the beginning of *Tržaška cesta* (Trieste Street) and the *Tobačna mesto* (Tobacco Factory City) project at the junction between *Tržaška cesta* (Trieste Street) and the inner city ring. *Celovška avenija* (Klagenfurt Avenue), which is directed towards Carinthia and the Alps, runs through high-quality building land, which allows higher density and high-rise construction. The avenue will frame the views towards the Julian Alps and the Kamnik–Savinja Alps. *Celovška cesta* (Klagenfurt Street) also connects the city with Jože Pučnik Airport. This is Slovenia's largest international airport, which also has good potential for becoming an important regional airport for southeast Europe. *Šmartinska avenija* (Šmartno Avenue) represents Ljubljana's new twenty-first-century development axis, which assumed the function of a Styrian corridor from the main road. The largest urban renewal and private-public partnership project was launched here in 2007: *Partnerstvo Šmartinka* (the Šmartinka Partnership). Together with the Ljubljana Passenger Centre and the Ljubljana Traffic Logistics Terminal projects, this project provides an optimal opportunity for implementing the new EU cohesion policy instrument (i.e., Integrated Territorial Investment), which focuses on urban or rural areas and connects various partnership projects. *Dolenjska avenija* (Lower Carniola Avenue) connects Ljubljana with Lower Carniola and southeast Europe. The Rudnik shopping and business district, essential for the



J. Koželj

Ljubljana predstavlja optimalno možnost za implementacijo novega instrumenta evropske kohezijske politike EU (*Integrated Territorial Investment*), ki se osredotoča na območja v mestih ali na podeželju in povezuje različne partnerske projekte.

Dolenjska avenija povezuje Ljubljano z Dolenjsko in naprej z Jugovzhodno Evropo. Ob njej se razvija nakupovalna in gospodarska cona Rudnik, bistvena za gospodarski razvoj mesta.

V skladu s strateškim načrtom MOL in tudi Strategijo prostorskega razvoja Slovenije⁹ se Ljubljana na mednarodni ravni razvija v evropskem urbanem omrežju kot mednarodno konkurenčno glavno mesto države, članice EU, OECD in NATO in prevzema aktivno vlogo v okviru velikih evropskih makroregij.

Na državni ravni Ljubljana krepi svojo vlogo glavnega mesta države z ohranjanjem ter krepitvijo prepoznavnosti mesta in njegove identitete, s prenovo in revitalizacijo mestnega središča, z dograditvijo omrežja osrednjih dejavnosti državnega pomena, kot so univerza, Univerzitetni klinični center, Narodna in univerzitetna knjižnica, Potniški center Ljubljana, Logistični terminal Ljubljana, Športni park Stožice, Partnerstvo Šmartinka, Tobačna mesto itd., ter s privabljanjem evropskih in drugih mednarodnih organizacij, družb, programov in dogodkov v mesto.

Na lokalni ravni so temeljni cilji prostorskega razvoja MOL:

- razvoj Ljubljane kot glavnega mesta države,
- modernizacija mesta ob hkratnem celovitem ohranjanju, varovanju in prenovi njegove bogate zgodovinske in kulturne dediščine,



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Z. Okorn

- krepitev prepoznavnosti Ljubljane kot mesta kulture, umetnosti in znanja,
- ohranjanje mesta po merilu človeka, dvig kakovosti življenja in bivanja,
- povečanje privlačnosti ter krepitev urejenega in inovativnega mesta,
- varovanje ter izboljšanje stanja okolja za krepitev varnega in zdravnega prijaznega mesta,
- smotna raba prostora za spodbujanje notranjega razvoja mesta in mestne prenove namesto širitve,
- trajnostni razvoj.

Sklep

Današnja identiteta mesta in vloga Ljubljane na mednarodni, državni in lokalni ravni je rezultat turbulentne mestne zgodovine in prizadevanj pomembnih osebnosti, ki so de-



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Z. Okorn

city's economic development, is developing along this avenue.

In accordance with the City of Ljubljana's strategic plan and Slovenia's Spatial Development Strategy,⁹ within the EU urban network Ljubljana is developing as an internationally competitive capital of an EU, OECD and NATO member state, taking on an active role within the major European macro-regions.

At the national level, Ljubljana is strengthening its role as the capital city by maintaining and enhancing the city's profile and identity, renewing and revitalising the city centre, expanding its network of central activities of national importance (e.g., the university, University Medical Centre, National and University Library, Ljubljana Logistics Terminal, Stožice Sports Park, Šmartno Street Partnership, and Tobacco Factory City) and attracting EU and other international organizations, companies, programmes and events to the city.

At the local level, the basic goals of the City of Ljubljana's spatial development include the following:

- Developing Ljubljana as the Slovenian capital;
- Modernising the city, while preserving, protecting and renovating its rich historical and cultural heritage;
- Strengthening the profile of Ljubljana as a city of culture, art and knowledge;
- Maintaining a human-scale city and improving the quality of life;
- Increasing the city's appeal and enhancing the image of a clean and innovative city;
- Protecting the environment and improving its state in order to enhance the image of a safe and health-friendly city;
- Economical use of space in order to stimulate the city's internal development and urban renewal instead of urban sprawl;
- Sustainable development.

Conclusion

Ljubljana's present identity and role at the international, national and local levels is the result of its turbulent history and efforts by important individuals that have lived and worked in the city since time immemorial and been involved in politics, research, culture, arts and other areas of social life. After nearly seven hundred years, during



1 Prenova Brega, 2006, Matej Vozlič
Renovation of the Breg embankment area, 2006, Matej Vozlič

2 Mesarski most čez Ljubljanico, 2010, arh. Jurij Kobe
Butcher's Bridge across the Ljubljanica, 2010, Arch. Jurij Kobe



Naziv evropske zelene prestolnice, 2011

lovale v mestu od najstarejših časov do danes na političnem, znanstvenem, kulturnem in umetniškem področju ter na drugih področjih družbenega življenja. Po skoraj sedemsto letih, v katerih je bila provincialna prestolnica Habsburške monarhije (1335–1918), po kratkem obdobju francoske zasedbe, v katerem je bila pomembna prestolnica Ilirskih provinc (1809–1813), po obdobju Avstro-Ogrske monarhije (1867–1918), obdobju kraljevine Jugoslavije (1918–1941), v katerem je bila prestolnica Dravske banovine, in skoraj petdesetih letih SFRJ (1945–1991), v katerih je bila glavno mesto Republike Slovenije, je leta 1991 postala državna prestolnica, ki se po pomenu lahko primerja in tekmuje z drugimi svetovnim prestolnicami v okviru EU in zunaj nje. Od tedaj je izjemno napredovala, v mesto so se naselile pomembne mednarodne ustanove, zgrajeno je bilo veliko pomembnih poslovnih, športnih, stanovanjskih in drugih objektov (Svetovni trgovinski center, Športni park Stožice in drugi), mestno središče je bilo prenovljeno v območje za pešce, številni trgi in ulice so bili na novo tlakovani, zgrajeno je bilo osem novih mostov, prenovljena je bila kulturna dediščina, iz mestnega središča je bil izločen promet, urejeni so bili novi mestni parki in zelene površine. Vse to prispeva k boljšemu in bolj zdravemu okolju, kar so potrdile tudi številne mednarodne nagrade in priznanja, zlasti laskavi naziv *Zelena prestolnica Evrope 2016* – naziv, ki ga podeljuje Evropska komisija mestom z visokimi okoljskimi standardi ter zavezanosti k ambicioznim ciljem za nadaljnje okoljske izboljšave in trajnostni razvoj –, in tudi dejstvo, da je bila prepoznana kot ena najprivlačnejših turističnih destinacij.

Opombe

- ¹ Ivan Hribar: *Moji spomini*, I. knjiga, Ljubljana, 1928, str. 271.
- ² Winston S. Churchill: *The Second World War: Closing The Ring*, 5. knjiga, London, 1951, str. 304.
- ³ Pomena regionalnih povezav na območju Jadrana so se zavedali že v času Jugoslavije, zato sta bila že leta 1968 in leta 1972 izdelana regionalna načrta za južni in severni Jadran.
- ⁴ Že leta 1953 je o nujnosti strateškega pristopa k razvoju tega prostora razmišljal slovenski pravnik in politik Bogumil Vošnjak, ki je predlagal, da bi po vzoru v času velike depresije ustanovljene *Tennessee Valley Authority* za območje Donave ustanovili posebno upravo (*Danube Valley Authority*), ki bi na podlagi celovitega strateškega načrta skrbela za poplavno varnost, izgradnjo hidroelektrarn, rečno plovbo in gospodarski razvoj. Predlog žal tedaj ni bil sprejet. Za več podrobnosti glej Vošnjak, Bogumil: *World Affairs*, let. 116, št. 2, New York, 1953.
- ⁵ Evropska komisija: *DG Regional and Urban Development: The Revision of TENs*, Bruselj, 2014.
- ⁶ Nataša Pichler Milanović: *Primerjalne ali konkurenčne prednosti Ljubljane v procesu evropskih integracij*, Urbani izziv, 2001, št. 2, str. 69–85.
- ⁷ Regionalna razvojna agencija LUR: *Regionalni razvojni program Ljubljanske urbane regije 2014–2020*, 1. delovni osnutek, Ljubljana, 2014.
- ⁸ Občinski prostorski načrt MOL, Odlok o občinskem prostorskem načrtu – strateški del (OPN MOL SD), Odlok o občinskem prostorskem načrtu – izvedbeni del (OPN MOL ID), Uradni list RS, št. 78/2010.
- ⁹ Odlok o strategiji prostorskega razvoja Slovenije, Uradni list RS, št. 76/2004.

which it was a provincial capital in the Habsburg Monarchy (1335–1918), after a short period of French annexation in which it was an important capital of the Illyrian Provinces (1809–1813), after the period of Austria-Hungary (1867–1918), royal Yugoslavia (1918–1941), during which it was the capital of the Drava Province, and nearly fifty years of socialist Yugoslavia (1945–1991), during which it was the capital of the Yugoslav Socialist Republic of Slovenia, in 1991 Ljubljana became independent Slovenia's capital, which can be compared to and can compete with other world capitals within and outside the EU. It has made tremendous progress since then; important international institutions have moved to the city, many important business, sports, residential and other buildings have been built (e.g., the World Trade Centre, the Stožice Sports Park and others), the city centre has been redeveloped into a pedestrian zone, many squares and streets have been newly paved, eight new bridges have been built, the city's cultural heritage has been renovated, traffic has been removed from the centre, and new city parks and green areas have been arranged. All of this contributes to a better and healthier environment, which has also been confirmed by numerous international awards, among which the 2016 European Green Capital Award is especially flattering – the European Commission presents this award to cities with high environmental standards and a commitment to ambitious goals in order to achieve further environmental improvements and sustainable development – and by the fact that it has been recognised as one of the most attractive tourist destinations.

Notes

- ¹ Ivan Hribar: *Moji spomini*, vol. I, Ljubljana, 1928, p. 271.
- ² Winston Churchill: *The Second World War*, vol. 5: *Closing the Ring*, London, 1951, p. 304.
- ³ The importance of regional connections in the Adriatic was already acknowledged in the former Yugoslavia, with regional plans for the southern and northern Adriatic produced as early as 1968 and 1972.
- ⁴ The Slovenian lawyer and politician Bogumil Vošnjak contemplated the necessity of using a strategic approach to this area's development as early as 1953. He suggested that a special Danube Valley Authority be established following the model of the Tennessee Valley Authority, which was established during the Great Depression. This authority would use a comprehensive strategic plan to ensure flood protection, hydroelectric plant construction, inland navigation and economic development. Unfortunately, his proposal was rejected even then. For more information, see Bogumil Vošnjak, *World Affairs*, vol. 116, no. 2, New York, 1953.
- ⁵ European Commission: *DG Regional and Urban Development: The Revision of TENs*, Brussels, 2014.
- ⁶ Nataša Pichler Milanović: *Primerjalne ali konkurenčne prednosti Ljubljane v procesu evropskih integracij*, Urbani izziv, 2001, no. 2, pp. 69–85.
- ⁷ Regionalna razvojna agencija LUR: *Regionalni razvojni program Ljubljanske urbane regije 2014–2020*, 1st working draft, Ljubljana, 2014.
- ⁸ Občinski prostorski načrt MOL, Odlok o občinskem prostorskem načrtu – strateški del (OPN MOL SD), Odlok o občinskem prostorskem načrtu – izvedbeni del (OPN MOL ID), *Official Gazette of the Republic of Slovenia*, no. 78/2010.
- ⁹ Odlok o strategiji prostorskega razvoja Slovenije, *Official Gazette of the Republic of Slovenia*, no. 76/2004.

Zgodovina Ljubljane

OD PRAZGODOVINE
DO MODERNE DOBE

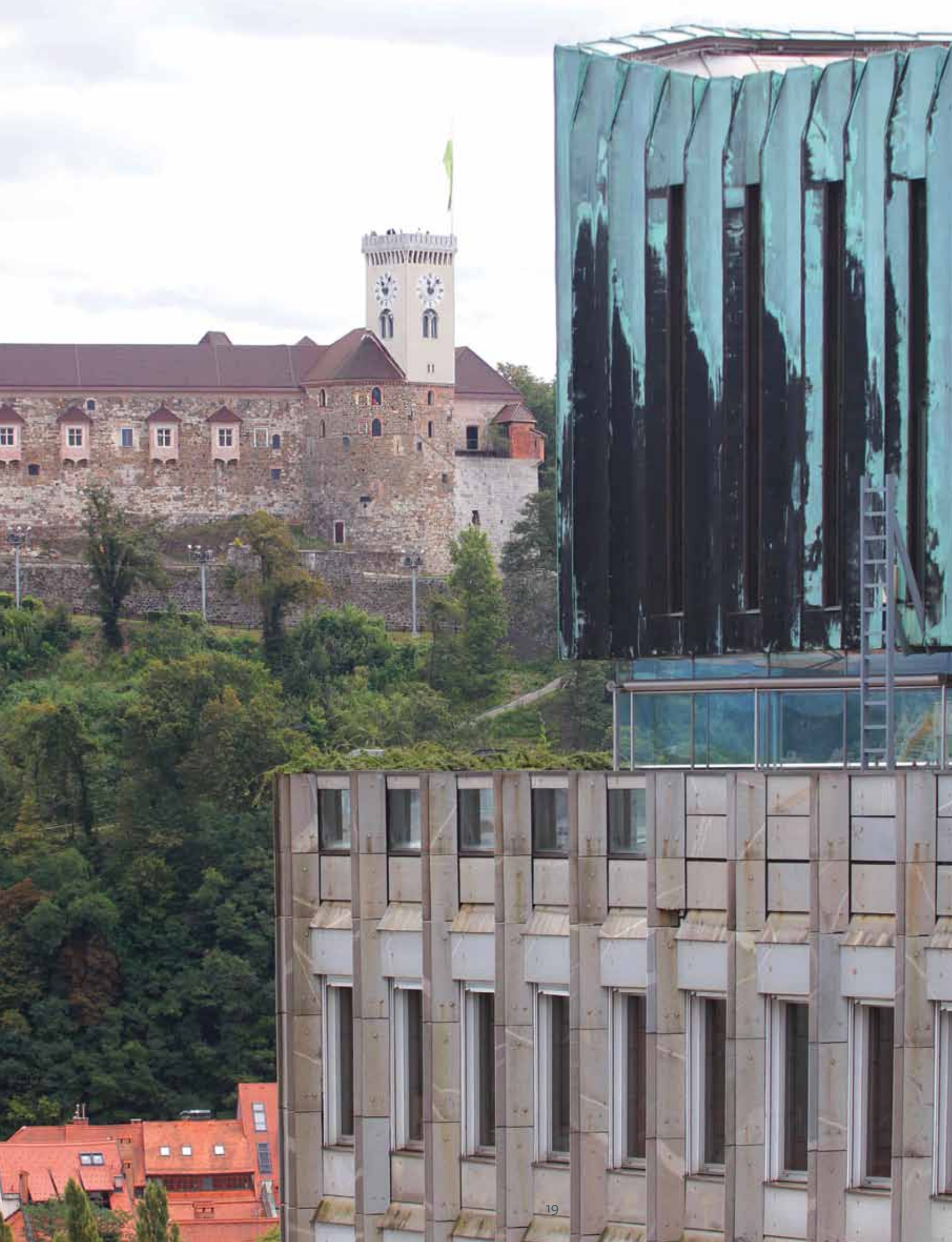
Arheološke najdbe dokazujejo, da je bila Ljubljanska kotlina naseljena že v prazgodovinski dobi. Skozi Ljubljanska vrata je že tedaj vodila stara jantarjeva karavanska pot ter tudi trgovske poti med Baltikom, Balkanom in Apeninskim polotokom. Na Ljubljanskem barju so arheologi našli dokaze o mostiščarskih naselbinah s konca mlajše kamene dobe, na Grajskem griču so odkrili ostanke najstarejše naselbine na prostoru današnje Ljubljane.

The History of Ljubljana

FROM PREHISTORY
TO MODERN TIMES

Archaeological evidence shows that the Ljubljana Basin was already settled in prehistoric times, when the ancient Amber Road and other trade routes between the Baltic Sea, the Balkans and the Italian Peninsula led through the Ljubljanska vrata (Ljubljana Gap). Archaeologists have found evidence of pile dwelling settlements from the end of the Neolithic in the Ljubljansko barje (Ljubljana Marsh) and remnants of the oldest settlement in what is now Ljubljana on Grajski grič (Castle Hill).





Rimska Emona

Prazgodovinske poti so vplivale tudi na kolonizacijo Ljubljanske kotline v rimski dobi. Na glavni poti, ki je povezovala vzhod in zahod rimskega cesarstva, je v času cesarja Avgusta, med letoma 14 in 15 našega štetja, na prostoru današnje Ljubljane že stala rimska naselbina z imenom *Colonia Iulia Emona*. To dokazuje napis, ki so ga našli leta 1887 na območju današnjega Trga francoske revolucije

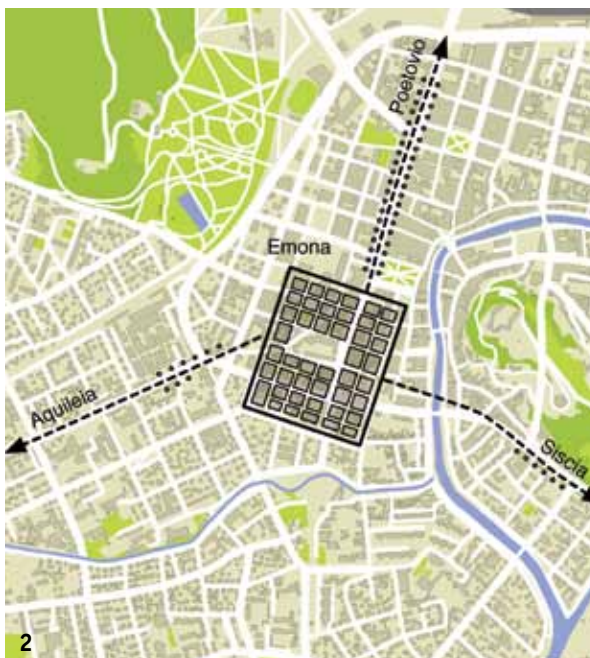


Arhiv URS

in je bil verjetno vzidan nad vzhodnimi mestnimi vrati, danes pa je ohranjen v lapidariju Narodnega muzeja v Ljubljani. Mesto je bilo zgrajeno po vzoru rimskih legijskih taborišč – *castrumov*. Imelo je pravokotni tloris in bilo je utrjeno s 6 metrov visokim obzidjem kot močna trdnjava. Emona je obstajala do srede 6. stoletja, ko so jo zavzeli Vzhodni Goti. Z uničenjem mesta je bilo pozabljeno tudi njeno ime.

Še vedno sta ohranjena del južnega rimskega zidu in severna mestna vrata pod sedanjo Slovensko cesto, v dveh muzejih na prostem pa so *in situ* predstavljene najdbe starokrščanskega središča in ene od rimskih hiš. Rimska dediščina je ohranjena tudi v pravokotni ulični mreži zahodnega dela mestnega središča, naslednici glavnih rim-

Roman Emona



Prehistoric routes also influenced the colonisation of the Ljubljana Basin during the Roman era. Along the main route that connected the eastern and western part of the Roman Empire, a Roman settlement called *Colonia Iulia Emona* was built under Emperor Augustus between AD 14 and 15 in what is now Ljubljana. This is proven by an inscription found in 1887 in today's *Trg francoske revolucije* (French Revolution Square). It was probably built into the wall above the eastern city gate and it now forms part of the collection of stone monuments displayed at the *Narodni muzej* (National Museum) in

1 Napisna plošča, ki je bila vzidana nad vzhodnimi mestnimi vrati Emone, izvira iz 14–15 n. št., na njej pa je domnevno opisana izgradnja emonskega obzidja. Inscription located above the eastern gate into the Roman city, originates from AD 14–15 and probably describes the construction of the city wall.

2 Tloris Emone na karti današnje Ljubljane. Layout of Emona on the map of today's Ljubljana

3 Južni del obzidja Emone na Mirju, prenovljen po načrtih arhitekta Jožeta Plečnika med letoma 1926 in 1938. Southern part of the Roman wall on Mirje, renovated based on Plečnik's plans between 1926 and 1938



Arhiv URS

4 Dokument iz Ogleja s prvo omembo Ljubljane iz 1112–1125. Document from Aquileia, in which Ljubljana was first mentioned

5 Tloris srednjeveškega mesta pod gradom. Layout of the medieval city below the castle hill

6 Pogled na Ciril-Metodov trg. View of Sts. Cyril and Methodius Square

skih ulic – *cardo maximus* in *decumanus maximus* – pa sta današnji Slovenska in Rimska cesta.

Srednjeveška Ljubljana

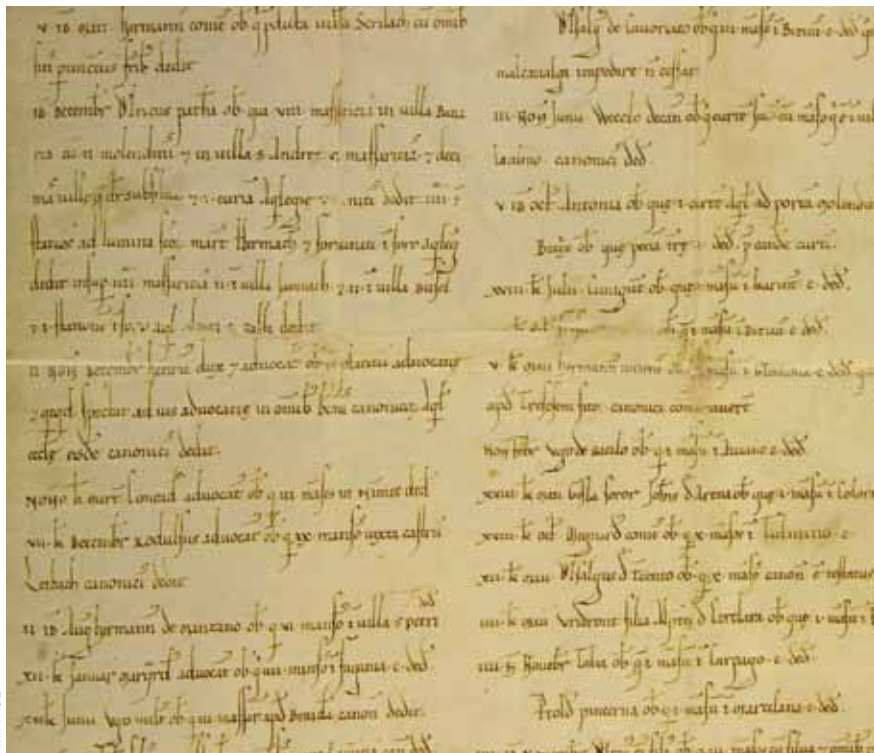
Grad je v virih prvič omenjen z imenom *Leibach* v dokumentu iz Ogleja, ki je nastal med letoma 1112 in 1125¹ in so ga našli v Kapiteljskem arhivu v Vidmu. Omenjen je v povezavi z »odvetnikom Rudolfom«, ki je podaril 20 kmetij okrog Ljubljanskega gradu oglejski cerkvi. Sre-

Ljubljana. The city was built following the model of Roman castra (legionary encampments). It had a rectangular layout and was protected with six-metre walls like a fortress. Emona existed until the mid-sixth century, when it was conquered by the Ostrogoths, who destroyed the city, and its name gradually slipped into oblivion. Part of the southern Roman wall and the northern city gate (under today's *Slovenska cesta*, Slovenia Street) have been preserved, and the remnants of an early Christian centre and a Roman house are displayed in situ in two outdoor museums. The Roman legacy is also evident in the rectangular street network in the western part of the city centre. The heritage of the two main Roman streets, the *cardo maximus* and the *decumanus maximus*, are present-day *Slovenska cesta* (Slovenia Street) and *Rimska cesta* (Rome Street).

Medieval Ljubljana

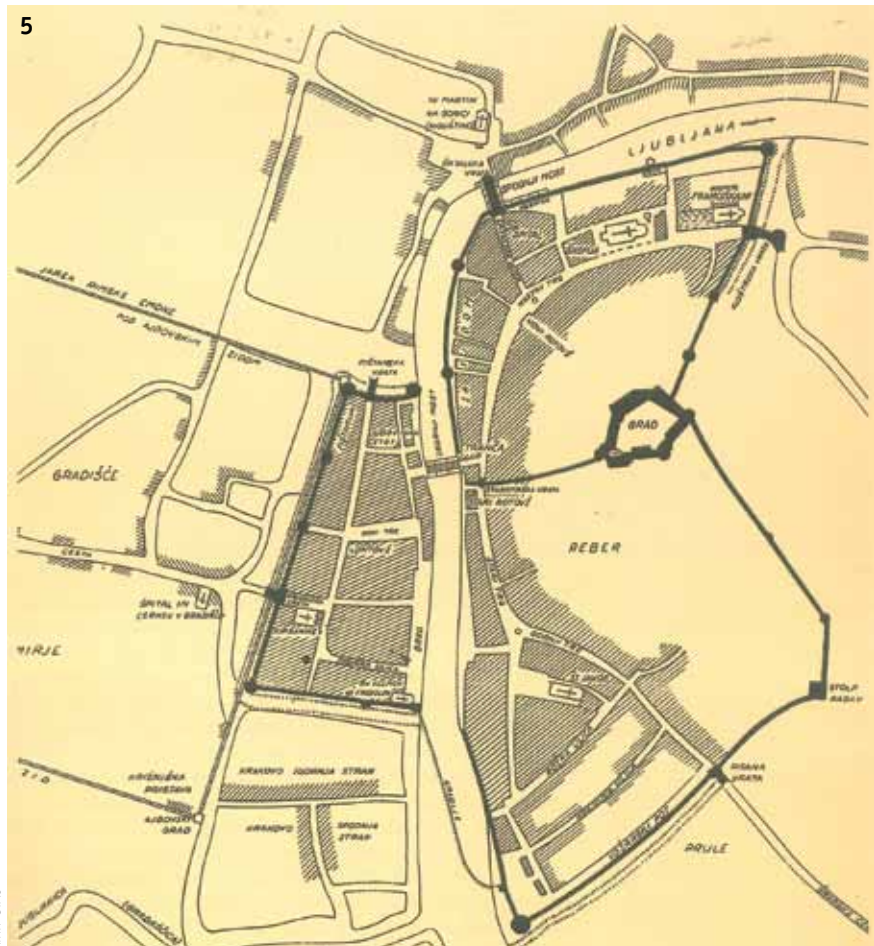
Ljubljana Castle was first mentioned as *Leibach* in an Aquileian document from 1112–1125¹ that was found at the Chapter Archive in Udine, Italy. It is mentioned in connection with a lawyer by the name of Rudolf, who donated twenty farms around Ljubljana Castle to the Church of Aquileia. The medieval city below the castle hill was established in the twelfth century by the

4



Arhiv MOL

5



Arhiv URS



Arhiv URS

Carinthian dukes of the House of Spanheim. The city arose next to the ruins of the former Roman town and was protected by the castle and the Ljubljana River. It was elevated to the capital of Carniola as early as the mid-thirteenth century. At that time, three core settlements already existed below the castle: at *Stari trg* (Old Borough), *Mestni trg* (Town Borough) and *Novi trg* (New Borough). They were surrounded by walls that connected them to the castle. Five gates led into the city and the entry along the Ljubljanica River was protected by the *Vodna vrata* (Water Gate), also known as *grblje* (the trash rakes). All three core settlements were also connected by a gate.² Despite later modifications and expansions, the medieval city layout in the shape of a half-moon wrapped around Castle Hill has been preserved to the present day.

In 1335, the city was conquered by the Habsburgs, who continued to rule the Slovenian lands until the collapse of the Habsburg Monarchy after the First World War. During the more than six hundred years of Habsburg rule,

dnjeveško mesto pod Gradom so v 12. stoletju ustanovili koroški vojvode Spanheimi ob ruševinah rimskega mesta, v zaledju Gradu in reke Ljubljanice. Že sredi 13. stoletja so ga povzdignili v prestolnico dežele Kranjske. Takrat so pod Gradom že obstajala tri naselbinska jedra, Stari trg, Mestni trg in Novi trgi, obzidana in z obzidjem povezana z Gradom. V mesto je vodilo 5 mestnih vrat, vstop v mesto po Ljubljanici pa so varovala Vodna vrata ali grablje. Z vrati so bila med seboj povezana tudi vsa tri mesta.² Srednjeveška zasnova mesta, v obliki polmesečca ovitega okrog Grajskega hriba, se je kljub poznejšim prezidavam in širitvam ohranila vse do danes.

Leta 1335 so mesto osvojili Habsburžani, ki so nato vladali slovenskim deželam do propada habsburške monarhije po koncu prve svetovne vojne. V več kot šeststoletnem obdobju habsburške vladavine je bila Ljubljana sorazmerno majhno in nepomembno provincialno središče Kranjske. Kljub temu pa so iz nje izšle številne osebnosti, ki so pomembno sooblikovale evropsko družbeno, znanstveno, kulturno in umetnostno zgodovino, po katerih obdobja mestnega razvoja pogosto tudi poimenujemo.

Trubarjeva Ljubljana

V 16. stoletju je bila Ljubljana središče protestantizma. Ključna oseba je bil Primož Trubar (1508–1586), protestantski duhovnik, prevajalec in avtor prvih slovenskih tiskanih knjig – Katekizem in Abecedarij (1550) –, s katerima je postavil temelje slovenskemu knjižnemu jeziku. Po zaslugi



reformacijskega gibanja so bile v mestu ustanovljene stanovska latinska šola, prva tiskarna in prva javna knjižnica. V umetnosti je bilo to obdobje renesanse, ki v mestu ni pustilo pomembnejših sledi. V renesančnem slogu so bili



Ljubljana was a relatively small and insignificant provincial capital of Carniola. Nonetheless, it generated many important figures that shaped European social, scientific, cultural and art history, and whose names are often used to refer to individual stages of the city's development.

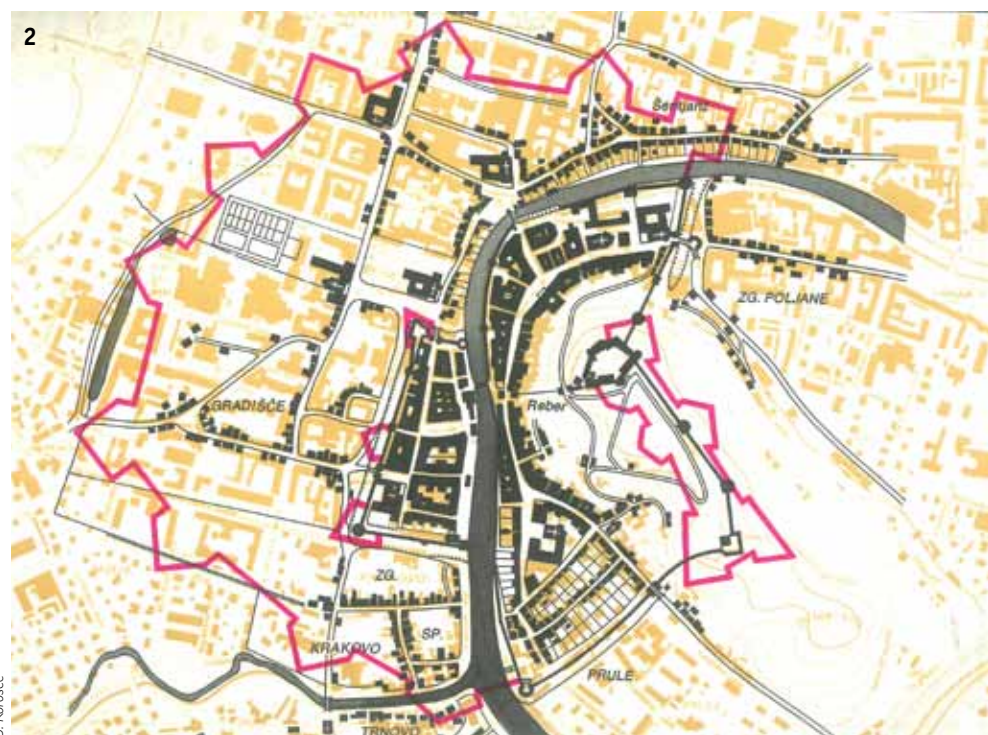
Trubar's Ljubljana

In the sixteenth century, Ljubljana was a centre of Protestantism. The key figure was Primož Trubar (1508–1586), a Protestant clergyman, translator and author of the first two Slovenian printed books (i.e., *Catechismus* and *Abecedarium*, 1550), with which he laid the foundations for the development of standard Slovenian. Thanks to the Reformation movement, a church-run Latin school, the first printing house and the first public library were established in the city. In terms of art, this was the Renaissance, which did not leave any major traces in the city. The castle's residential structures were built and some houses owned by wealthier town residents and nobility were renovated in the Renaissance style, and the city obtained new, continuous street fronts. In 1654, the Austrian mili-



Jakob Lederlein, Portret Primoža Trubarja, lesorez, 1578
Portrait of Primož Trubar
by Jakob Lederlein, woodcut, 1578

- 1 Ljubljanski grad, renesančni palacij
Ljubljana Castle, residential part of the castle in Renaissance style



tary engineer Martin Stier designed plans for new city walls following the model of Renaissance city fortifications. However, the walls were not built because in the meantime the immediate threat of Ottoman attacks had ceased to exist.

Baroque Ljubljana

The beginning of the Baroque period was linked to the Counter-Reformation and the Catholic restoration. The Jesuits, who settled down in the city around 1600, built the first Baroque church of St. James following the model of the *Il Gesù* (Church of Jesus) in Rome. In the seventeenth and eighteenth centuries, during the Baroque period, the city experienced significant cultural and artistic progress and was thoroughly renovated in the Baroque style. The most credit for this went to the *Academia operatorum Labacensis* (Academy of the Industrious), which was established in 1693 following the model of modern

- 2 Martin Stier, načrt novega mestnega obzidja, 1554
Martin Stier, plan for new city walls, 1554

- 3 Jezuitska cerkev sv. Jakoba, 1613–1615, prezidana 1701, pročelje prenovljeno po potresu 1895
Saint James' Jesuit Church, 1613–1615, rebuilt in 1701, renovation of the facade after the earthquake in 1895



4 Vodnjak treh kranjskih rek, tudi Robbov vodnjak, delo beneškega kiparja Francesca Robbe, 1743–1751
Fountain of the Three Carniolan Rivers by Venetian sculptor Francesco Robba, 1743–1751

5 Stolnica sv. Nikolaja, 1701–1706, arh. Andrea Pozzo
Saint Nicholas' Cathedral, 1701–1706, Arch. Andrea Pozzo

6 Mestna hiša, 1717–1719, arh. Gregor Maček
Mestni trg 1
Townhall, 1717–1719, Arch. Gregor Maček

zgrajeni grajski palačiji ter prezidane nekatere meščanske in plemiške palače, mestne ulice pa dobile nove sklenjene ulične fasade. Po vzoru renesančnih mestnih utrdb je leta 654 avstrijski vojaški inženir Martin Stier napravil načrte za novo mestno obzidje, ki pa ga niso zgradili, saj je medtem neposredna turška nevarnost minila.

Baročna Ljubljana

Začetek baroka je bil povezan s protireformacijo in katoliško versko obnovo. Jezuiti, ki so se v mestu naselili okrog leta 1600, so zgradili prvo baročno cerkev sv. Jakoba po vzoru rimske cerkve *Il Gesù*. V obdobju baroka, v 17. in 18. stoletju, je mesto kulturno in umetniško zelo napredovalo in bilo temeljito prenovljeno v baročnem slogu. Za to je imela največ zaslug *Academia operosorum Labacensis*, ustanovljena leta 1693 po vzoru sodobnih italijanskih akademij. Njeni člani so si zelo prizadevali za razvoj ter širjenje znanosti in umetnosti. V krogu akademikov, med katerimi sta bila posebej aktivna brata Anton in Gregor Dolničar, je nastala tudi pobuda za zidavo nove stolnice in škofijskega semenišča ter prezidavo mestne hiše. Na povabilo akademije so pri baročni prenovi me-



Italian academies. Its members were strongly committed to the development of the sciences and arts. The circle of academy members, among whom the brothers Anton and Gregor Dolničar were especially active, provided the impetus for the construction of a new cathedral and episcopal seminary, and the renovation of the town hall. At the academy's invitation, a number of important Italian artists, such as the architects Andrea Pozzo, Carlo Martinuzzi and Candido Zuliani, the sculptors Angelo Pozzo and Francesco Robba, and the painter Giulio Quaglio, took part in the city's Baroque renovation, converting Ljubljana into the Slovenian centre of Baroque art by the end of the century. Thanks to these artists, the town square with its Fountain of the Three Carniolan Rivers in front of the town hall became one of the most beautiful Baroque sites in central Europe. In the suburbs outside the city walls, various prominent structures were built based on the designs of Italian architects, such as the Franciscan and Ursuline churches (Carlo Martinuzzi), St. Peter's Church (Giovanni Fusconi), Visitation Church on Rožnik Hill (Candido Zulliani) and a number of attractive houses for the nobility and wealthier town residents.

D. Sipo

B. Kladrnik

D. Wiedom

1



sta sodelovali številni pomembni italijanski umetniki, med njimi arhitekti Andrea Pozzo, Carlo Martinuzzi, Candido Zulliani, kiparja Angelo Pozzo in Francesco Robba, slikar Giulio Quaglio in drugi, ki so do konca stoletja Ljubljano spremenili v središče baročne umetnosti na Slovenskem. Po njihovi zaslugi je Mestni trg pred mestno hišo z vodnjakom treh kranjskih rek postal eden najlepših baročnih ambientov v Srednji Evropi, v predmestju zunaj obzidane mesta pa so bile po načrtih italijanskih arhitektov zgrajene tudi frančiškanska in uršulinska cerkev (Carlo Martinuzzi), cerkev sv. Petra (Giovanni Fusconi), cerkev Marijinega obiskanja na Rožniku (Candido Zulliani) ter številne plemiške in meščanske palače.

Valvasorjeva Ljubljana

Na znanstvenem področju se je v drugi polovici 17. stoletja doma in v tujini posebej uveljavil Janez Vajkard Valvasor (1641–1693), zgodovinar in geograf, kartograf, naravoslovec, zbiratelj, risar, založnik, tudi član angleškega kraljevskega društva v Londonu. V Topografiji vojvodine Kranjske (*Topographia Archiducatus Carinthiae antiquae et modernae completa*, 1688)³ je objavil 320 bakrorezov mest, trgov, samostanov in gradov na Kranjskem, v Slavi vojvodine Kranjske (*Die Ehre dess Hertzogthums Crain*, 1689), prvem sistematičnem prikazu slovenske zgodovine, ozemlja in načina življenja, pa je natančno opisal in grafično predstavil tedanjo Ljubljano. Njegove risbe me-

Valvasor's Ljubljana

In the second half of the seventeenth century, Johann Weikhard von Valvasor (1641–1693), a historian, geographer, cartographer, scientist, collector, draftsman, publisher and member of the London Royal Society, rose to local and international scholarly prominence. In his *Topographia Archiducatus Carinthiae antiquae et modernae completa* (Topography of the Duchy of Carniola, 1688),³ he published 320 copperplate engravings of Carniolan towns, market towns, monasteries and castles, and in his *Die Ehre deß Hertzogthums Crain* (*The Glory of the Duchy of Carniola*, 1689), which was the first systematic presentation of Slovenian history, territory and lifestyle, he described in detail and graphically presented the Ljubljana of that time. His bird's-eye-view drawings of the city and graphic presentations of the street fronts still serve as the basis for the city's urban and architectural history at the end of the seventeenth century.

In the second half of the eighteenth century, Anton Tomaž Linhart from the Enlightenment circle continued Valvasor's research on Carniola in his *Versuch einer Geschichte von Krain und den übrigen Ländern der südlichen Slaven Österreiches* (An Attempt at a History of Carniola and Other South Slavic Lands of Austria, 1788 and 1791), but he did not finish the book.

Napoleon's Ljubljana

During the Napoleonic Wars, Ljubljana was the seat of the governor-general and the capital of the Illyrian Provinces from 1809 to 1813. The Illyrian Provinces spanned the area between the *Hohe Tauern* (High Tauern) in today's Austria and the Bay of Kotor in today's Montenegro. The short-lived French annexation encouraged the development of the city and Slovenian culture. The French introduced Slovenian into the administration, the school system and cultural life in the city. They established the first *École centrale* (university college) and a botanical garden along *lžanska cesta* (Ig Street) as part of it. The French also introduced the idea of a green city to Ljubljana. They planted the first tree-lined avenue along the Ljubljanica River behind the high school on *Vodnikov trg* (Vodnik Square), and their engineer Jean Blanchard designed the plans for the Tivoli Park avenues, which were planted by the Austrians after they recaptured the city.



Portret barona Janeza Vajkarda Valvasorja, Iconoteca Valvasoriana
Portrait of Johann Weikhard von Valvasor

1 Schweigherjeva hiša z grbom lastnika, 1748–1749, arh. Candido Zulliani Stari trg 11a Schweigher House with the owner's coat of arms, 1748–1749, Arch. Candido Zulliani

2 Janez Vajkard Valvasor, Veduta Ljubljane, bakrorez, 1679 Johann Weikhard von Valvasor, Panorama of Ljubljana, copper engraving, 1679

2



sta iz ptičje perspektive in grafična predstavitev mestne fasade še danes predstavljajo osnovo za raziskovanje mestne urbanistične in arhitekturne zgodovine ob koncu 17. stoletja.

V drugi polovici 18. stoletja je Valvasorjevo raziskovanje Kranjske nadaljeval Anton Tomaž Linhart iz kroga razsvetljencev. Rezultate je objavil v delu Zgodovina Kranjske in drugih južnoslovanskih dežel v Avstriji (*Versuch einer Geschichte von Krain und den übrigen Ländern der südlichen Slaven Österreiches*, 1788, 1791), ki pa je ostala nedokončana.

Lojze Dolinar, Napoleonova maska z Ilirskega spomenika na Trgu francoske revolucije, 1929

The masque of Napoleon from Illyrian monument at the French revolution square by Lojze Dolinar, 1929



Napoleonova Ljubljana

Med Napoleonovimi vojnami je bila Ljubljana nekaj let (1809–1813) sedež glavnega guvernerja in glavno mesto Ilirskih provinc, ki so segale od Visokih Tur (*Hohe Tauern*) v današnji Avstriji do Boke Kotorske na območju današnje Črne gore. Kratkotrajna francoska okupacija je spodbudila razvoj mesta in slovenske kulture, Francozi so v upravo, šolstvo in kulturno življenje uvedli slovenščino, ustanovili prvo visoko šolo (*École centrale*), v njenem okviru pa tudi botanični vrt ob lžanski cesti. Francozi so v Ljubljano prinesli idejo o zelenem mestu. Zasadili so prvi drevored ob Ljubljanici za licejem na Vodnikovem trgu,



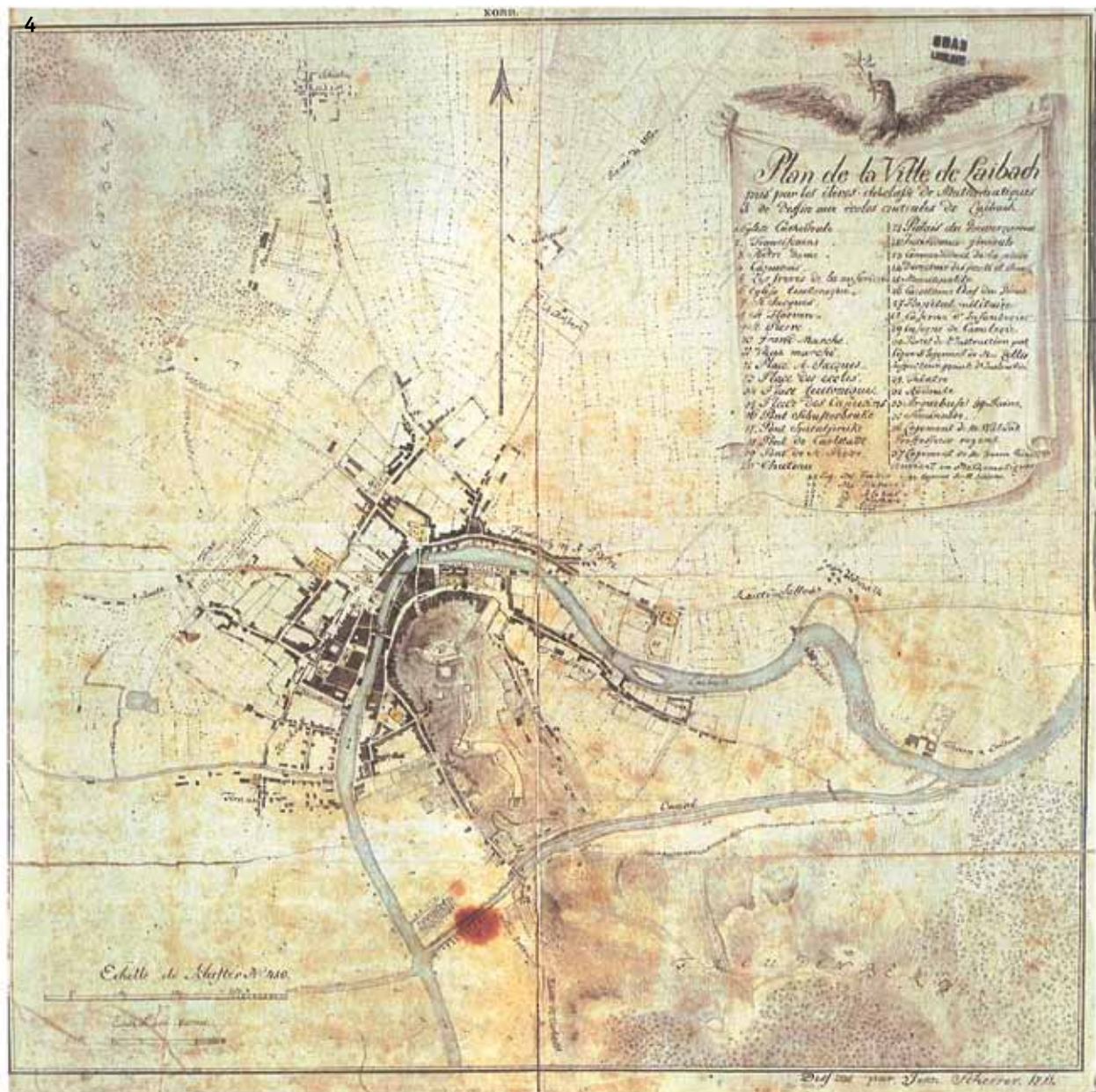
L. Boycon

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3 Botanični vrt (ustanovljen 1885)
Botanical garden (founded in 1885)

4 Jean Scherrer, Plan de la ville de Laibach, 1811
Jean Scherrer, Plan of the City of Ljubljana, 1811

5 Tivolski drevoredi, detajl iz situacijskega načrta Ljubljane, 1829
Avenues in Tivoli Park, detail from map of Ljubljana, 1829



njihov inženir Blanchard pa je napravili načrte za Tivolske drevorede, ki so jih po ponovni zasedbi mesta zasadili Avstrijci.

Prešernova Ljubljana

Po francoskem porazu je Ljubljana ponovno prišla pod avstrijsko oblast in ostala le provincialno središče Kranjske in Koroške. V mednarodno zgodovino se je še enkrat vpisala leta 1821, ko je gostila kongres Svete alianse, zveze držav zmagovalk nad Napoleonom, na katerem so sodelovali najpomembnejši evropski vladarji, avstrijski cesar Franc I., ruski car Aleksander I., neapeljski kralj Ferdinand IV., modenski vladar Franc IV., poleg njih pa še okoli 500 ministrov in drugih političnih predstavnikov sodelujočih držav.

Prva polovica 19. stoletja je povezana z osebnostjo Franceta Prešerna (1800–1849), romantičnega pesnika, ki je prvič v zgodovini slovensko literaturo dvignil na primerljivo mednarodno raven. Njegove Poezije (1847) ga postavljajo ob bok velikim evropskim pesnikom, kot sta bila pri Čehih Karel Hynek Mácha ali pri Poljaki Adam Mickiewicz.

Prešeren's Ljubljana

After the French defeat, Ljubljana again became part of Austria and remained only the provincial centre of Carniola and Carinthia. It re-entered international history in 1821, when it hosted the Congress of the Holy Alliance (i.e., the coalition of countries that defeated Napoleon), which was attended by the most important European sovereigns (Austrian Emperor Francis I, Russian Tsar Alexander I, Ferdinand IV of Naples and Francis IV of Modena) and around 500 ministers and other political representatives of the participating countries.

The first half of the nineteenth century is connected with the personality of France Prešeren (1800–1849), the Romantic Slovenian poet that elevated Slovenian literature to a comparable international level for the first time in history. His poetry (Poems, 1847) places him at a level alongside the great European poets, such as Karel Hynek Mácha among the Czechs and Adam Mickiewicz among the Poles. This was the period of great social changes, national conflicts, the development of national awareness among the intelligentsia, and interest in linguistic, ethnographic and historical issues, which ended with the 1848 March Revolution and the fall of Metternich's absolutist government.

In general, until the mid-nineteenth century Ljubljana's economy was poorly developed. The city had only three major industrial plants (two sugar refineries and a cotton mill). In the early nineteenth century, the city began to grow beyond its old, formerly walled town core. New streets were built where the former city walls and moats used to be, new squares were laid out at the location of the former city gates, and new quays were constructed on the banks of the Ljubljanica River. However, it was



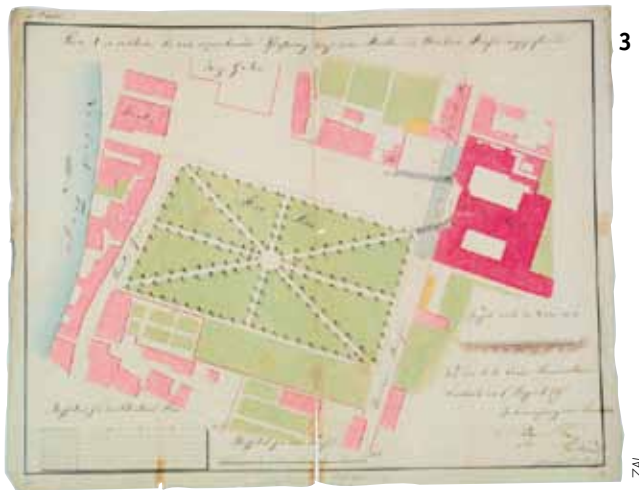
Franz Kurz zum Thurn und Goldenstein, Portret Franceta Prešerna
Portrait of France Prešeren by Franz Kurz zum Thurn und Goldenstein



1 Cukrarna kot zbirališče meksikajnarjev, litografija, 1860
Sugar refinery, meeting place of volunteers going to Mexico, lithography, 1860

2 Cukrarna (Sladkorna rafinerija) na Poljanskem nasipu, načrti Mateus Pertsch, 1834
Sugar refinery on Poljane embankment, architectural plans by Mateus Pertsch, 1834





3

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3 Načrt Kongresnega trga in parka Zvezda, 1929

Project for the Congress Square and Zvezda Park, 1929

4 Jurij Pajk, Kongresni trg v Ljubljani, litografija, 1836

Jurij Pajk, Congress Square, lithography, 1836

5 Narodni dom, danes Narodna galerija Slovenije, 1893–1896,

arch. František Škabrouč
Cankarjeva 15
Slovene National Community hall, today's National Gallery of Slovenia, 1893–1896, Arch. František Škabrouč

cz. To je bil čas velikih družbenih sprememb, nacionalnih nasprotij in oblikovanja narodne zavesti med izobraženci, zanimanja za jezikovna, narodopisna in zgodovinska vprašanja, čas, ki se je končal leta 1848 z marčno revolucijo in padcem absolutistične Mettemichove vlade.

Sicer pa je bila Ljubljana do srede 19. stoletja gospodarsko slabo razvita. Imela je le tri pomembne industrijske obrate (dve sladkorni rafineriji ter bombažno tkalnico in predilnico). V začetku 19. stoletja se je začela širiti iz starega, nekdanj obzidanega mestnega jedra navzven. Na prostoru porušenega mestnega obzidja in obzidnih jarkov so tedaj uredili nove ulice, na mestu nekdanjih mestnih vrat nove trge, ob Ljubljanici pa nabrežne ulice. Kljub temu je šele železniška proga, zgrajena leta 1847 od Dunaja do Ljubljane in deset let pozneje od Ljubljane do Trsta, mesto bolj povezala s svetom, pospešila pretok ljudi in novih idej ter spodbudila gospodarski razvoj mesta.⁴

Industrijska Ljubljana

V drugi polovici 19. stoletja je mesto začelo hitreje rasti, kljub temu pa je po statističnih podatkih še leta 1900 šte-



4

ZAL

Der Congressplatz in Ljubach.

only the railway – built in 1847 from Vienna to Ljubljana, and from Ljubljana to Trieste ten years later – connecting the city with the rest of the world that accelerated the exchange of people and new ideas, and stimulated the city's economic development.⁴

Industrial Ljubljana

In the second half of the nineteenth century, the city began to grow more quickly. However, the statistical data show that, even in 1900, it had only 36,547 residents, which was hardly more than a large district in Vienna. It lagged behind Trieste, Graz, Linz, Pilsen and even Pula in terms of population (i.e., behind cities that it significantly surpasses today).

Urbanisation began in the areas between the old suburbs and the railway. The land in the western part of the city was purchased by the Carniolan Construction Company, founded in 1873, which designed an urban development



5

Arhiv ZVKOS

5672. Ljubljana Narodni Dom



1



Heinrich Wettach, Deželni muzej, akvarel okrog 1900
Heinrich Wettach, Provincial museum, watercolour around 1900

D. Wedem

lo komaj 36.547 prebivalcev oziroma nekaj več kot večji dunajski okraj. Po številu prebivalcev je zaostajala za Trstom, Gradcem, Linzem, Plznom in celo za Puljem, torej tudi za mesti, ki jih danes močno prehiteva.

Urbanizacija je tedaj zajela območja med starimi predmestji in železniško progo. V zahodnem delu mesta je takrat zemljišča kupila leta 1873 ustanovljena Kranjska stavbna družba, naredila regulacijski načrt in jih do konca stoletja že bolj ali manj pozidala. Po njenih načrtih so bile tu med drugim zgrajene palača Kranjske hranilnice, Deželni muzej ter številne moderne stanovanjske hiše in meščanske vile. Leta 1888 je mestni stavbni urad izdelal tudi regulacijski načrt za severni del mesta med Šempetrskim predmestjem in železniško postajo, ki pa so ga začeli izgrajevati šele po potresu leta 1895.

V mestu so bili v drugi polovici stoletja zgrajeni tudi pomembni industrijski obrati (pivovarna, tobačna tovarna, klavnica, strojne tovarne, livarne itd.) in infrastrukturi



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1 Deželni muzej (Rudolfinum), danes Narodni muzej Slovenije, 1882–1888, idejni načrt Wilhelm Rezori, izvedbeni načrti Viljem Treo Prešernova 22 Provincial Museum (Rudolfinum), today National Museum of Slovenia, 1882–1888, outline scheme Wilhelm Rezori, architectural project, Vilhelm Treo

2 Tobačna tovarna, razglednica iz začetka 20. stoletja, 1871–1890, gradila gradbena podjetja Samek, Gustav Tönnies, Filip Supančič Tobačna 5 Tobacco factory, postcard from early twentieth century, 1871–1890, built by construction firms Samek, Gustav Tönnies, Filip Supančič

3 Tobačna tovarna, fotografija iz začetka 20. stoletja Tobacco factory, photo from early twentieth century

4 Postaja tramvaja na Marijinem trgu, danes Prešernov trg, 1901 Electric tram stop at St. Mary Square, today's Prešeren Square, 1901

5 Mesto po potresu, 1895 Ljubljana after the earthquake, 1895



objekti (mestna plinarna, električna centrala), mestni vodovod, kanalizacijsko omrežje, urejena je bila tudi mestna drevnina. Mesto je dobilo javno razsvetlavo, tlakovati so začeli mestne ulice, ustanovili so javne kopeli, organizirali odvažanje smeti, leta 1901 pa so odprli tudi prvo progno mestnega tramvaja, ki je povezala dolnji kolodvor z glavnim. Vse to je prispevalo k večjemu gospodarskemu pomenu mesta, boljšim zdravstvenim in higienskimi razmeram ter tudi k bolj reprezentančnemu videzu.

Kljub temu pa je Ljubljana do konca 19. stoletja ohranila bolj podeželski videz. Pravi zagon je dal modernemu mestnemu razvoju šele potres, ki je leta 1895 razdeljal mesto. Porušil je več kot desetino hiš in večino preostalih močno poškodoval. V izjemno kratkem času in z močno finančno podporo cele monarhije si je mesto kmalu opomoglo, se začelo hitro spreminjati in dobivati attribute moderne narodne prestolnice.

plan and built up most of this land by the end of the century. Among other things, the building of the Carniolan Savings Bank, the Provincial Museum, and many other modern residential houses and mansions were built according to this company's designs. In 1888, the city building department designed an urban development plan for the northern part of the city between the *Šempetrsko predmestje* (Saint Peter District) and the railway station, but the construction work only began after the 1895 earthquake.

In the second half of the nineteenth century, important industrial facilities (e.g., a brewery, a tobacco factory, a slaughterhouse, machine factories and foundries) and infrastructure (e.g., the city gasworks, power plant, the city water supply system and the city tree nursery) were also built in the city. Ljubljana also got a street lighting system, its streets began to be paved, public baths were established, waste collection was set up, and in 1901 the first city tram line connected the main railway station with the railway station on *Dolenjska cesta*. All of this contributed to greater economic importance of the city, better health conditions and hygiene, and greater prominence.

Nonetheless, up until the end of the nineteenth century, Ljubljana retained a more rural appearance. It was only the earthquake that devastated the city in 1895 that provided the real impetus for modern urban development. It destroyed more than one-tenth of the houses and heavily damaged most of the rest. With major financial support from the entire monarchy, the city recovered in a relatively short time and began changing rapidly and acquiring the attributes of a modern national capital.



ZAL

TRI DOBE MODERNEGA LJUBLJANSKEGA URBANIZMA

Razvoj modernega mesta v 20. stoletju je bil tesno povezan s tremi ključnimi osebnostmi, arhitekti Maksom Fabianijem (1865–1962), Jožetom Plečnikom (1872–1957) in Edvardom Ravnikarjem (1907–1993), po katerih posamezna obdobja modernega mestnega razvoja pogosto tudi poimenujemo.

Fabianijeva Ljubljana

Do konca prve svetovne vojne je bila Ljubljana kot avstrijsko provincialno središče politično, gospodarsko in kulturno močno navezana na cesarsko prestolnico. Dunaj, ki je bil četrto največje mesto na svetu, prestolnica države, največje trgovsko, industrijsko, univerzitetno in umetniško središče, je vplival na vsa področja družbenega, političnega, gospodarskega, kulturnega in umetniškega življenja v celotni monarhiji. Privlačil je prebivalce iz vse monarhije, še posebej študente, saj je šolanje na dunajski univerzi zagotavljalo uspešno kariero.

Na Dunaju je študiralo tudi veliko Slovencev, saj vse do konca prve svetovne vojne kljub skoraj polstoletnim prizadevanjem niso imeli svoje univerze. Med študenti so prevladovali medicinci in pravniki, med umetniki literati in slikarji. Med prvo generacijo slovenskih študentov arhitekture so bili na Dunaju Maks Fabiani, Janez Jager, Jože Plečnik in Ivan Vumik. Plečnik in Fabiani sta tam tudi dosegla višek svoje kariere in se uvrstila med najvidnejše predstavnike dunajske moderne.

Po velikonočnem potresu leta 1895 se je mestni svet z županom Petrom Grasselijem na čelu takoj lotil velikopoteznega načrta obnove mesta, ki je vključeval tudi izdelavo splošnega regulacijskega načrta. K sodelovanju pri njegovi izdelavi je na predlog dunajskega društva inženirjev in tehnikov povabil Camilla Sitteja, enega od najuglednejših dunajskih urbanistov tistega časa. Sitte je bil avtor knjige *Umetnost graditve mest*⁵ (*Der Städtebau nach seinen Künstlerischen Grundsätzen*, 1889), ki je imela izjemen vpliv na urbanizem avstrijskih mest ob koncu 19. in v začetku 20. stoletja. V njej je zagovarjal kulturalističen, estetski pristop k oblikovanju mesta, ki je bil po njegovem značilen za predindustrijska, zlasti srednjeveška in renesančna mesta in kritiziral »brezkrvne, anemične in agorofobične modernizacije«, podrejene prometnim potrebam.

Svoj predlog regulacijskega načrta je mestnemu svetu po potresu predložil tudi Maks Fabiani, ki je prav tedaj na Dunaju sodeloval z Ottom Wagnerjem pri projektu električne cestne železnice. Wagner je bil predstavnik

THREE PERIODS OF MODERN URBAN PLANNING IN LJUBLJANA

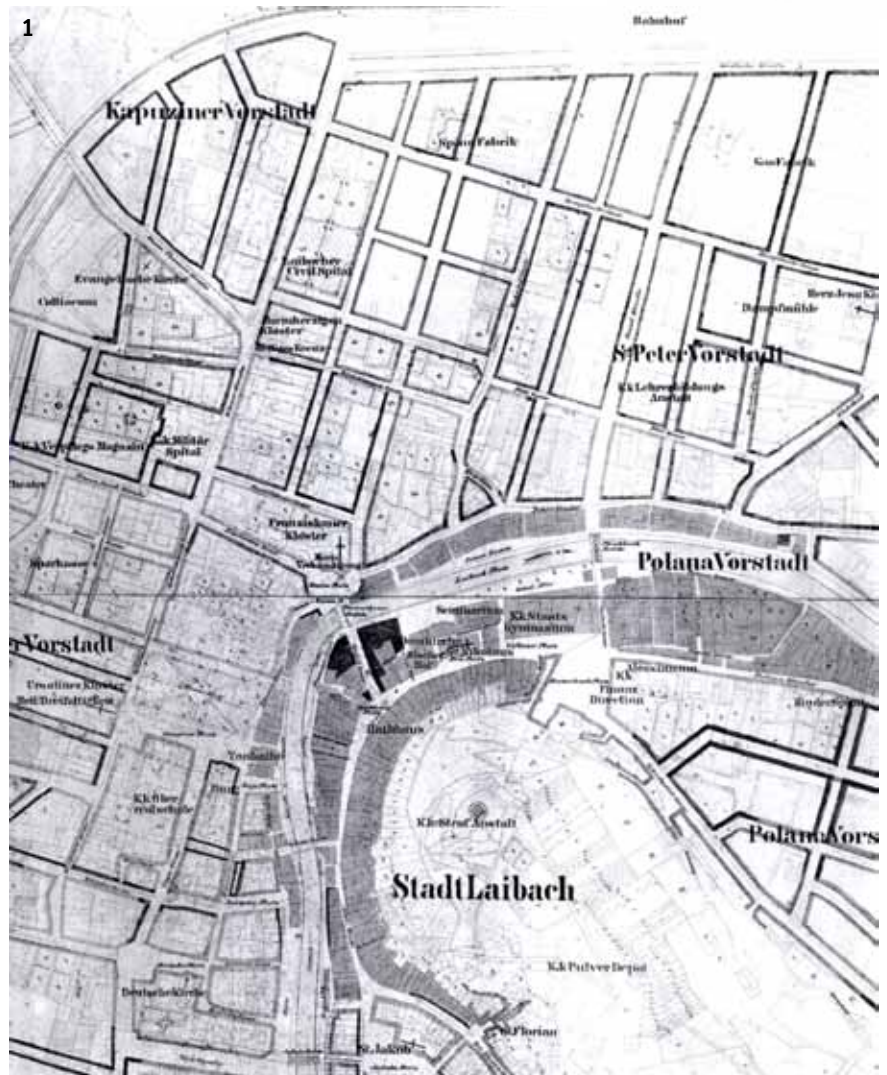
The modern development of the city in the twentieth century was closely connected with three key personalities, the architects Max Fabiani (1865–1962), Jože Plečnik (1872–1957) and Edvard Ravnikar (1907–1993). Their names are often used to refer to individual stages of the city's modern development.

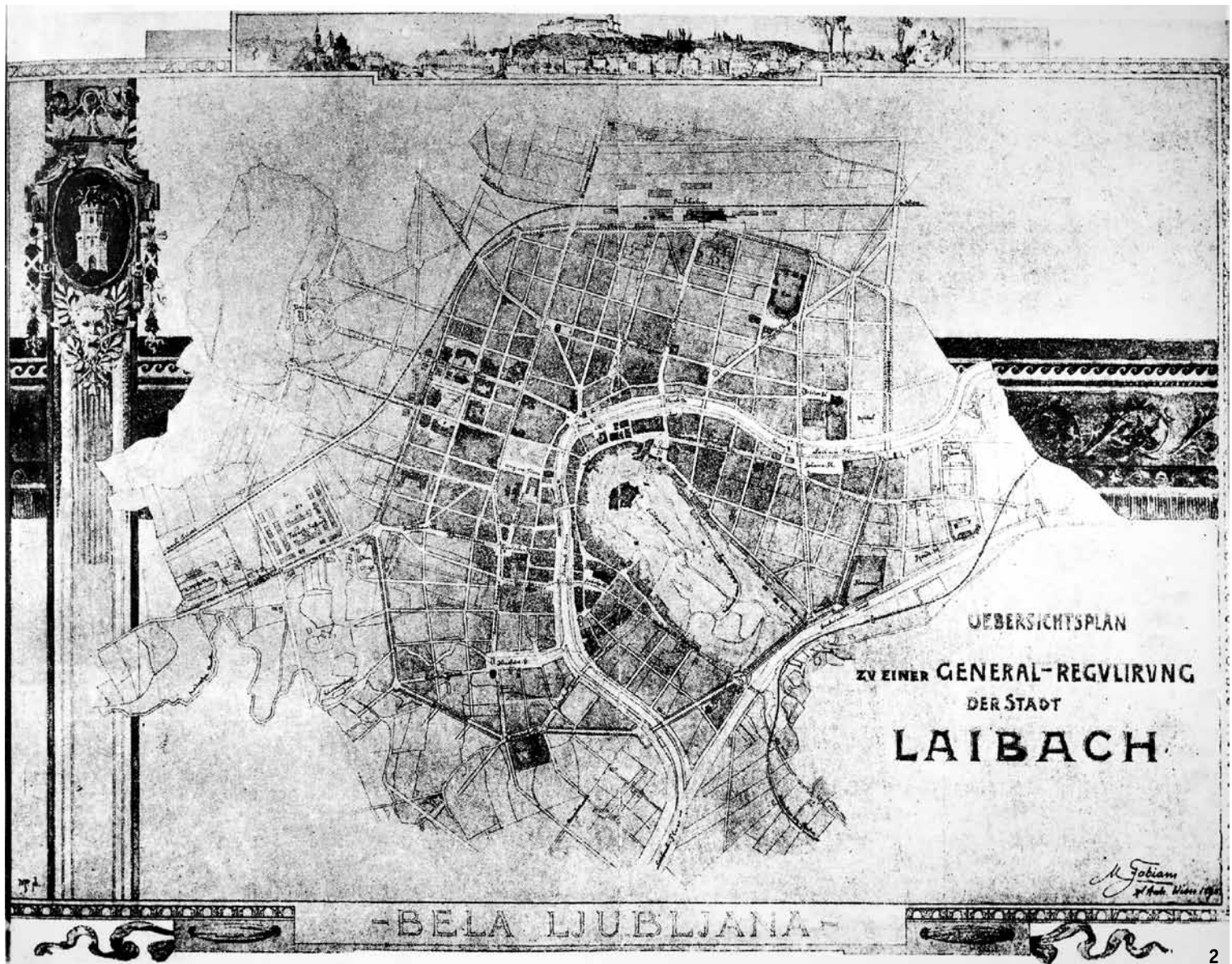
Marjan Mušič, Portret Maksa Fabianija, 1957
Portrait of Maks Fabiani by Marjan Mušič, 1957



Fabiani's Ljubljana

As an Austrian provincial centre, Ljubljana was politically, economically and culturally strongly attached to the imperial capital up until the end of the First World War. Vienna was the fourth-largest city in the world, the capi-



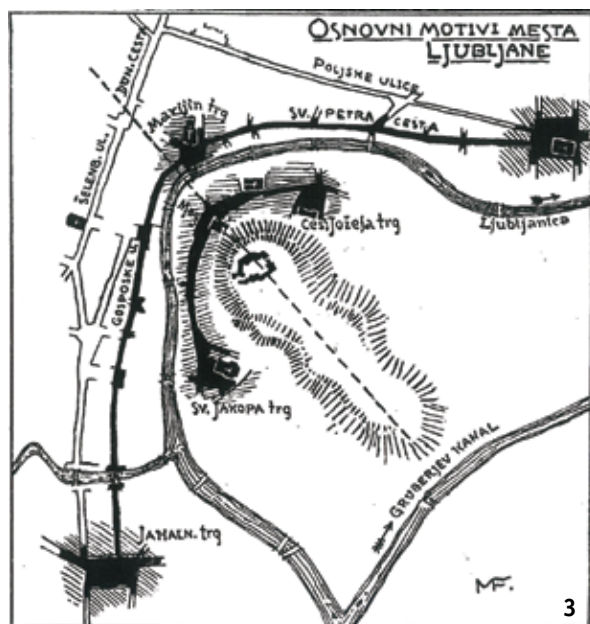


progresistične smeri v urbanizmu. Poudarjal je, da mora načrtovanje mest predvsem slediti zahtevam in potrebam sodobnega časa, njegov moto je bil *artis sola domina necessitas* (umetnosti lahko vlada le potreba). Fabiani je Wagnerju pomagal tudi pri njegovem teoretičnem delu,

1 Camillo Sitte, Regulacijski načrt za deželno stolno mesto Ljubljano, 1895
Camillo Sitte, Urban development plan for Ljubljana, 1895

2 Maks Fabiani, Regulacije deželnega stolnega mesta Ljubljane, 1895
Maks Fabiani, Urban development plan of the provincial capital of Ljubljana, 1895

3 Maks Fabiani, Temeljni motivi mesta Ljubljane, 1895
Maks Fabiani, Basic urban features of Ljubljana, 1895



of the monarchy and the largest commercial, industrial, university and arts centre that influenced all areas of social, political, economic, cultural and artistic life in the entire monarchy. Vienna attracted people from all over the monarchy and especially students because a degree from the University of Vienna was a guarantee for a successful career.

Many Slovenians also studied in Vienna because, despite nearly half a century of efforts, Slovenia did not receive its own university until the end of the First World War. Medical and law students predominated, and writers and painters among the artists. The first Slovenian architecture students in Vienna were Max Fabiani, Janez Jager, Jože Plečnik and Ivan Vurnik. Plečnik and Fabiani also reached the apex of their careers there and are ranked among the most important representatives of Vienna modernism.

After the Easter earthquake of 1895, the city council headed by Mayor Peter Grasselli immediately began developing a large-scale plan for the city, which also entailed the production of a general urban development plan. At the proposal of the Society of Engineers and Technicians in Vienna, the council invited one of the most prominent Viennese urban planners at that time, Camillo Sitte, to prepare the plan. In 1889, Sitte wrote the book *Der*



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pri pisanju knjige *Moderna arhitektura (Moderne Architektur, 1895)*, na njegovo povabilo je napisal tudi uvodnika k prvi in drugi številki glasila *Iz Wagnerjeve šole (Aus der Wagner Schule)*, ki je izhajalo kot dodatek k reviji *Architekt (Der Architekt)* med letoma 1895 in 1910.

Fabiani je zagovarjal Wagnerjeve ideje, jih uporabil in predeloval v svojih urbanističnih načrtih, še posebej v regulacijskem načrtu za Ljubljano in regulacijskem načrtu za poljsko mesto Bielsko. Podobno kot Wagner je razumel lepoto mesta kot popolno harmonijo funkcije in oblike in poudarjal, da je pri urejanju mest nujno potrebno »v enaki meri paziti na estetska in na praktična vprašanja«. ⁶ Po drugi strani pa je kot Sitte, ki ga je visoko cenil, tudi sam verjel, da je mesto izrazito umetniško delo, pri katerem morata arhitekt in urbanist upoštevati krajevne tradicije – *genius loci* –, čeprav želita biti sodobna. V uvodu v knjigo *Vicenza* ⁷ je zapisal: »Glede nazora, poznavanja in znanja smo svoje prednike presegle, glede lepote izražanja pa se bomo morali še dolgo, če že ne za vedno, od njih učiti.«

Fabianijev osnutek regulacijskega načrta Ljubljane lahko razumemo kot sintezo sittejevskih in wagnerjevskih urbanističnih idej. V njem je Fabiani združil Sittejevo metodo morfološke analize mesta z Wagnerjevim načrtovalskimi načeli, predvsem pa je mesto obravnaval v treh dimenzijah. Fabiani si je prizadeval ohraniti značaj mesta, ki se je izoblikoval skozi zgodovino: »Vse, kolikor sem spreminjal pri trgih in cestah, prilagodil sem principijalno, kolikor se je le dalo tradicionalnemu značaju mesta«, ⁸ je zapisal v poročilu k osnutku regulacijskega načrta Ljubljane.

Ogrodje njegovega regulacijskega načrta sestavljajo Grad z Grajskim hribom, proti kateremu se stekajo radialne mestne vpadnice, in dva koncentrična ulična loka na obeh straneh Ljubljanice, vzdolž katerih so nanizani najpomembnejši mestni trgi. To ogrodje je dopolnil tako, da je nekatere radialne ceste podaljšal do samega mestnega središča in po vzoru dunajskega ringa po robu tedaj zidanega mesta ob železniški progi zarisal novo krožno cesto, širok bulevar, ob katerem je načrtoval pomembne javne palače.

Uradni regulacijski načrt, ki ga je po naročilu mestnega magistrata izdelal mestni inženir Jan Duffé, je upošteval večino Fabianijevih zamisli, ki so bile bolj kot Sittjeve prilagojene mestnemu značaju in potrebam.

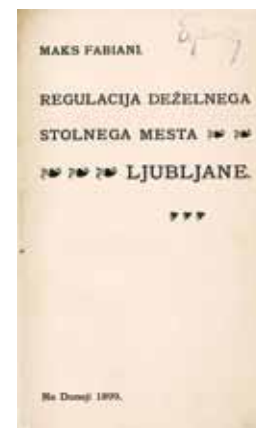
Po Fabianijevem načrtu je bil urejen del mestnega cestnega obroča med Prešemovo in Masarykovo. Leta 1961, torej 60 let pozneje, je bila po njegovem načrtu povezana Zoisova z Dolenjsko cesto skozi Rožno ulico, leta 2012,

Städtebau nach seinen künstlerischen Grundsätzen (City Planning According to Artistic Principles, 1889), ⁵ which had an exceptional impact on the urban planning of Austrian cities around 1900. In it, he advocated a culturalist and aesthetic approach to urban planning, which he believed was typical of preindustrial, especially medieval and Renaissance, towns, and criticised “bloodless, anaemic and agoraphobic modernisations” subordinated to traffic needs.

Max Fabiani also submitted his own draft urban development plan to the city council after the earthquake. At that time, Fabiani was working on the project for the tram system in Vienna together with Otto Wagner, who was known for his progressive urban planning ideas. Wagner emphasised that, first and foremost, planning must follow the requirements and needs of modern times, and his personal motto was *artis sola domina necessitas* (necessity is the only master of art). Fabiani helped Wagner with his theoretical work; he helped him write the book *Moderne Architektur (Modern Architecture, 1895)* and at Wagner's request wrote the editorials for the first two issues of *Aus der Wagner Schule (From Wagner's School)*, which was published from 1895 to 1910 as a supplement to the journal *Der Architekt (The Architect)*.

Fabiani supported Wagner's ideas, and he used and reworked them in his urban designs, and especially in his urban development plan for Ljubljana and the Polish town of Bielsko. Like Wagner, he considered the beauty of a city to be a perfect harmony of form and function, and emphasised that in urban planning it is absolutely necessary to “pay equal attention to aesthetic and practical issues.” ⁶ On the other hand, he agreed with Sitte, whom he highly respected, that a city is a pure work of art, in which the architect and urban planner must take into account the local traditions (*genius loci*), even though they want to be modern. In the introduction to his book *Vicenza*, ⁷ Fabiani wrote: “We have surpassed our ancestors in terms of principles, professional skills and expertise, but we will still have to learn from them about the beauty of expression for a long time, if not even forever.” Fabiani's draft urban development plan of Ljubljana can be understood as a synthesis of Sitte and Wagner's urban planning ideas. In this plan, Fabiani combined Sitte's method of the morphological analysis of the city with Wagner's planning principles and, what is most important, he treated the city in three dimensions. He strove to preserve the city's character that had been shaped through history. “I have in principle adapted anything that I changed in squares and roads to the city's traditional character as far as I could,” ⁸ he wrote in the report accompanying his draft urban development plan for Ljubljana.

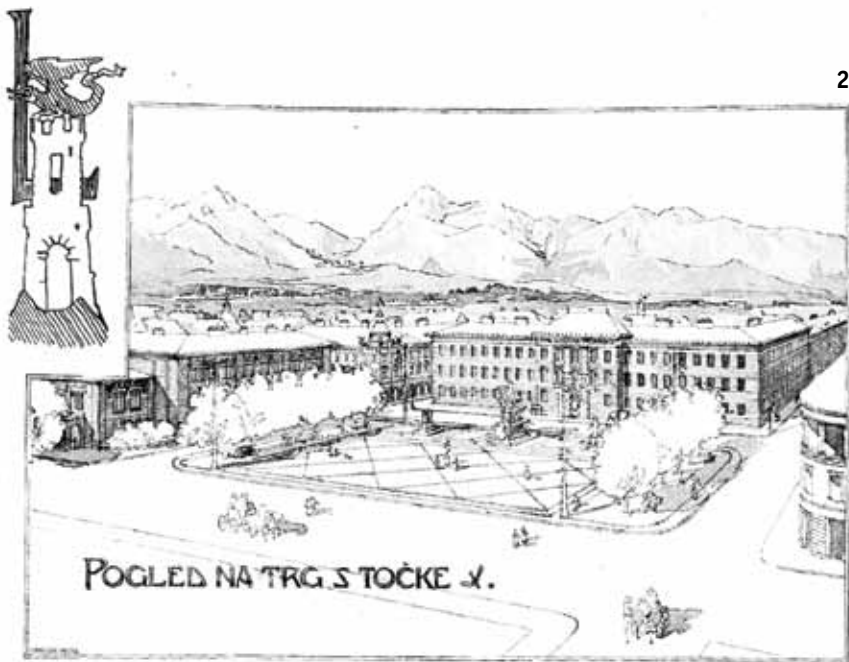
The framework of his urban development plan consists of the castle with Castle Hill as a focal point towards which the main radial roads run, and two concentric streets arching on both sides of the Ljubljanica River along which the major town squares are laid out. Fabiani expanded this framework by extending some radial roads all the way to the city centre and by designing a new ring road or a wide boulevard on the edges of the built-up city along the railway, following the model of the Ring road in Vienna. He envisioned prominent public buildings along this ring road.



Maks Fabiani: Poročilo k načrtu občne regulacije deželnega stolnega mesta Ljubljane, druga izdaja, Dunaj, 1899.

Max Fabiani: Report on the Urban Development Plan of the Provincial Capital of Ljubljana, 2nd edition, Vienna, 1899.

1 Pogled na del Fabianijevega ringa, fotografija iz okrog 1925
View of a part of Fabiani's ring, photo from around 1925



2



ZAL



Der Architekt

torej več kot sto let pozneje, pa sta bili povezani Roška in Njegoševa cesta, ki ju je Fabiani v svojem načrtu narisal kot del notranjega cestnega obroča. Fabianijev regulacijski načrt je bil med obema vojnoma tudi osnova Plečniku pri njegovih intervencijah v mestno tkivo.

Fabianijev osnutek regulacijskega načrta Ljubljane velja za prvi urbanistični načrt mesta v modernem pomenu besede. Poročilo k načrtu, ki ga je izdal v knjižici, je bilo prvo strokovno besedilo o urbanizmu v slovenščini. Z njim je Fabiani postavil tudi temelje slovenske urbanistične terminologije.

Po naročilu mestne občine je Fabiani naredil tudi načrt za ureditev trga pred sodno palačo. Zasnoval ga je kot nekoliko dvignjeno ploščad, naravnano na pročelje sodne palače, tlakovano v kombinaciji asfalta in belega kamna in z dveh strani obdano z dvojnimi drevoredom. Predlagal je, da bi na ploščad postavili več spomenikov, monumentalnih rimskih izkopenin z muzejskega dvorišča in kleti. Predvidel je tudi enotno zazidavo trga s stavbami enake višine, poudarjenimi z vogalnimi stolpčki po vzoru Prage, kar je bila zamisel tedanjega župana Ivana Hribarja. Sam je napravil načrt za hišo ljubljanskega odvetnika Valentina Krisperja na vogalu Tavčarjeve in Miklošičeve ulice, ki je bila tudi merilo vsem drugim, Regallijevi hiši južno od nje in stanovanjskim hišam na zahodni strani trga, ki so bile zgrajene po načrtih mestnega arhitekta Cirila Metoda Kocha. Trg je bil s treh strani obzidan v manj kot desetih letih, južna stranica pa je bila delno zaprta po prvi svetovni vojni s palačo Vzajemne zavarovalnice (1922), dokočno

The official urban development plan that was designed by the city engineer Jan Duffé on a commission from the municipal council took into account the majority of Fabiani's ideas, which were more adapted to the city's character and needs than those of Sitte.

The section of the ring road between *Prešemova cesta* (Prešeren Street) and *Masarykova cesta* (Masaryk Street) was constructed based on Fabiani's plan. Sixty years later, his plan was used to connect *Zoisova cesta* (Zois Street) and *Dolenjska cesta* (Lower Carniola Street) through *Rožna ulica* (Rose Street). More than a hundred years later, *Roška cesta* (Rog Street) and *Njegoševa cesta* (Njegoš Street), which Fabiani envisaged as part of the inner ring road, were connected. During the interwar period, Jože Plečnik used Fabiani's urban development plan as a basis for modifying the urban fabric. Fabiani's draft urban development plan is considered the first modern urban development plan of the city. The report accompanying the plan, which Fabiani published in the form of a booklet, was the first technical text on urban planning in Slovenian. With it, Fabiani laid the foundations for Slovenian urban planning terminology.

On a commission from the Municipality of Ljubljana, Fabiani also designed the square in front of the courthouse. He designed it as a slightly elevated platform oriented towards the courthouse front, paved in a combination of asphalt and white stone, and flanked on two sides by a double tree-lined avenue. He suggested that several statues or excavated monumental Roman fragments from the National Museum's yard and basement should be placed on the platform. He also envisaged surrounding uniform buildings of the same height accentuated with corner towers resembling those in Prague, which was the idea of Ljubljana Mayor Ivan Hribar. He designed the house on the corner of *Tavčarjeva ulica* (Tavčar Street) and *Miklošičeva cesta* (Miklošič Street) for the Ljubljana lawyer Valentin Krisper, which provided the model for all the other buildings around the square: the *Regallijeva hiša* (Regali House) to the south and the residential buildings on the west side of the square that were built based on designs by the city architect Ciril Metod Koch. The square was built up from three sides in less than ten years. The south side was partly closed off after the First World War by the Mutual Insurance Building (1922) and only completely closed off after the Second World War with the Trade Union House designed by architect Edo Mihevc (1966).

2 Maks Fabiani, Načrt za ureditev trga pred sodno palačo, 1899
Maks Fabiani, Project for the square in front of the courthouse, 1899

3 Slovenski trg pred sodno palačo na razglednici iz začetka 20. stoletja
Slovene square in front of the courthouse on a postcard from early twentieth century



M. Kambič

pa po drugi svetovni vojni z Domom sindikatov arhitekta Eda Mihevca (1966).

Fabiani je po potresu v Ljubljani zgradil še druga pomembna poslopja; ob Miklošičevem parku še Bambergovo hišo, ob Slovenski cesti hišo za župana Ivana Hribarja, na Gornjem trgu šentjakobsko župnišče, ob Prešernovi cesti dekliški licej, v Tivoliju pa je na pobudo slikarja Riharda Jakopiča zgradil prvo umetnostno galerijo in slikarsko šolo pri nas, ki je bila ognjišče slovenskih umetnikov do šestdesetih let 20. stoletja, ko so jo zaradi prestavitve železniške proge podrli. Fabianijev ljubljanski opus kaže njegov umetniški razvoj od čiste dunajske secesije (Krisperjeva hiša) do modernizma (Bambergova hiša, Mladika), ki že nakazuje prehod v novo funkcionalistično fazo arhitektume razvoja.

Po potresu se je mesto tudi upravno razširilo. Leta 1896 je bil v njegove administrativne meje vključen Vodmat, leta 1905 pa je mestna občina kupila Ljubljanski grad, ki je bil prej v deželni lasti. Gradbena dejavnost je zajela predmestja med starim mestnim jedrom in železniško progo, mestna občina pa je začela načrtovati tudi širitev mesta severno od železniške proge. Leta 1898 je za ureditev tega območja pri Fabianiju naročila tudi regulacijski načrt. Fabiani ga je po Wagnerjevem vzoru dunajskih okrožij (bezirkov) zasnoval kot samostojni mestni okraj z vso potrebno infrastrukturo in službami, ki bi zagotavljale njegovo samostojno življenje. Hrbtenico novega dela mesta, radialno povezavo z novim pokopališčem pri sv. Križu, je usmeril proti Gradu, v središču nove četrti, na križišču med radialno in diagonalnimi cestami, pa je oblikoval velik



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After the earthquake, Fabiani also designed some other important buildings in Ljubljana, such as the Bamberg House on the southeast side of *Miklošičev park* (Miklošič Park), Mayor Hribar's house along *Slovenska cesta* (Slovenia Street), St. James' rectory on *Gornji trg* (Upper Square) and the girls' high school on *Prešernova cesta* (Prešeren Street). At the initiative of the painter Rihard Jakopič, he designed the first Slovenian art gallery and painting school in *Park Tivoli* (Tivoli Park), which provided a home to Slovenian artists up until the 1960s, when it was demolished due to relocating the railway line. Fabiani's Ljubljana oeuvre shows his artistic development from pure Vienna Secession (the Krisper House) to modernism (the Bamberg House, Mladika), which already indicates a transition to a new, functionalist phase of architectural development.

The city also expanded administratively after the earthquake. In 1896, the Vodmat District came under its administration, and in 1905 the Municipality of Ljubljana purchased Ljubljana Castle, which was previously owned by the provincial government. Construction was carried out in the suburbs between the old town and the railway, and the municipality also began planning the city's expansion north of the railway. In 1898, it commissioned an urban development plan for this area from Max Fabiani. Following Wagner's model of the Vienna districts, Fabiani designed it as an autonomous city district with all the necessary infrastructure and services that ensured its independent functioning. He directed the main line of this new city district, the radial road leading to the new cemetery at *Cerkev svetega Križa* (Holy Cross Church), towards the castle, and designed a large square with a church, school and swimming pool as the centre at the intersection of the radial and diagonal roads. He connected the district with a rectangular network of streets that narrows a little towards the city, with diagonal roads linking important points. He connected the streets of the new part of the city north of the railway with the streets of the old town south of the railway. Fabiani was among the first to draw attention to the fact that the railway would have to be removed or rearranged through grade



Arhiv MGWL

- 1 Krisperjeva hiša, 1900–1901, arh. Maks Fabiani Miklošičeva 20 Krisper House, 1900–1901, Arch. Maks Fabiani
- 2 Bambergova hiša, 1906–1907, arh. Maks Fabiani Miklošičeva 16 Bamberg House, 1906–1907, Arch. Maks Fabiani
- 3 Jakopičev paviljon v Tivoliju, prva umetnostna galerija v Ljubljani, 1909, arh. Maks Fabiani, porušen 1960 Jakopič pavilion in Tivoli Park, first art gallery in Ljubljana, 1909, Arch. Maks Fabiani, demolished in 1960

4 Maks Fabiani, Načrt za osnovo in preosnovo severnega dela Ljubljane, 1898
Maks Fabiani, Urban development plan for the northern part of Ljubljana beyond the railway line, 1898

5 Grand hotel Union, 1903–1905, arh. Josip Vancaš Miklošičeva 1
Grand Hotel Union, 1903–1905, Arch. Josip Vancaš

6 Ljudska posojilnica, 1907, arh. Josip Vancaš Miklošičeva 4
People's Loan Bank, 1907, Arch. Josip Vancaš



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trg s cerkvijo, šolo in kopališčem. Okraj je povezal s pravokotno ulično mrežo, ki se proti mestu nekoliko zožuje, in diagonalnimi cestami med pomembnimi točkami. Ulice novega mestnega predela severno od železniške proge je v načrtu povezal z ulicami starega mesta južno od nje in prvi opozoril, da bo treba železniško progo kot oviro za razvoj mesta odstraniti ali rešiti zunajmestno. Poleg Fabijanija je pri popotresni prenovi mesta sodelovala tudi cela vrsta arhitektov z Dunaja, iz Gradca, Budimpešte in drugih delov monarhije, ki so zgradili pomembne javne in stanovanjske hiše v novih mestnih delih. Posebej številni so bili arhitekti iz različnih slovanskih dežel, Češke, Moravske, Hrvaške, Dalmacije, ki jih je v mesto vabila mestna občina na čelu s panslovansko usmerjenim županom Ivanom Hribarjem.⁹ Nekateri od njih so se v mestni

separation because it represented an obstacle to city development.

In addition to Fabiani, a number of architects from Vienna, Graz, Budapest and other parts of the monarchy also helped with the post-earthquake reconstruction of Ljubljana. They built important public and residential buildings in the new parts of the city. Many architects from various Slavic lands, such as Bohemia, Moravia, Croatia and Dalmatia, were invited to the city by the municipality and Mayor Ivan Hribar, an ardent supporter of the pan-Slavic movement.⁹ Some of them even found employment with the Municipality of Ljubljana (e.g. the architects Jan Duffé and Jan Vladimír Hrásky, and the city gardener Vaclav Heinic). It was also thanks to all of these architects that a new style (i.e., Secession) became established in Ljubljana after the earthquake, giv-



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občini tudi zaposlili (npr. arhitekta J. Duffé in J. V. Hrasky, mestni vrtnar Vaclav Heinic). Tudi po njihovi zaslugi se je v Ljubljani po potresu uveljavil nov slog – secesija, ki je zaznamoval arhitekturo celotne četrti med starim mestnim jedrom in železniško progo ob Miklošičevi in Miklošičevem parku. Tu so bile v prvem desetletju 20. stoletja zgrajene najkakovostnejše secesijske stavbe v mestu, prva moderna veleblagovnica po načrtih Friedricha Sigmundta (1903), prvi moderni hotel po načrtih Josipa Vancaša (1903–1905), pomembne bančne ustanove, Mestna hranilnica in Ljudska posojilnica po načrtih Josipa Vancaša, pozneje po prvi svetovni vojni pa še Gospodarska banka Ivana Vurnika in številne stanovanjske hiše.

Leto po potresu je bil sprejet nov stavbni red za mesto,¹⁰ ki je predpisal širine novih ulic, način zazidave in višine stavb za posamezna mestna območja. Do začetka prve svetovne vojne je bilo mesto znotraj krožne ceste, ki jo je načrtoval Fabiani, že bolj ali manj pozidano.

Plečnikova Ljubljana

Po prvi svetovni vojni, ko so se Slovenci vključili v novo državo SHS, poznejšo kraljevino Jugoslavijo, je Ljubljana poslala upravno in politično središče Slovenije. Vezi z nekdanjo prestolnico so se bolj ali manj prekinile, še posebej ko je bila leta 1919 v Ljubljani ustanovljena slovenska univerza s teološko, pravno, filozofsko, tehnično in nepopolno medicinsko fakulteto, ki je omogočala šolanje doma. Posebej pomembna je bila šola za arhitekturo, ustanovljena v okviru tehnične fakultete, katere glavni pobudnik je bil arhitekt Ivan Vurnik, ki je k sodelovanju povabil Maksa Fabianija in Jožeta Plečnika. Fabiani je ponudbo zavrnil, ker se je po vojni odločil vrniti na Goriško, da bi sodeloval pri povojni prenovi, Plečnik pa je povabilo sprejel in se iz Prage vrnil v Ljubljano ter prevzel mesto profesorja. V svojem seminarju, ki ga je organiziral po vzoru Wagnerjeve šole na Dunaju, se je s študenti ukvarjal pretežno z umetniškimi, estetskimi, prostorsko-plastičnimi problemi arhitekture, medtem ko se je Vurnik bolj posvečal tehničnim problemom arhitekture in stanovanjski arhitekturi in uvedel urbanizem kot študijski predmet. Iz šole je leta 1929 izšla prva generacija slovenskih arhitektov, ki so že pred začetkom druge svetovne vojne, zlasti pa po njej, prevzeli pomembne arhitekturne in urbanistične naloge.

Plečnik je dal najpomembnejši pečat medvojni Ljubljani s svojimi urbanimi intervencijami in svojstveno arhitekturo. Bil je Wagnerjev učenec in je tudi sam nekaj časa sodeloval z njim v njegovem studiu. Podobno kot Fabiani je tudi Plečnik Wagnerja dobro poznal, prav tako njegov predlog za razširitev Dunaja ter njegove teoretične študije o arhitekturi in mestu. Wagner ga je zelo cenil in ga celo predlagal za svojega naslednika na šoli za arhitekturo, vendar so v času nacionalnih napetosti pred prvo svetovno vojno njegove slovanske korenine imenovanje preprečile.

Po vrnitvi v Ljubljano je Plečnik tesno sodeloval z načelnikom mestnega gradbenega urada Matkom Prelovškom pri prenovi in izgradnji mesta. Na njegovo pobudo je leta 1926 izdelal osnutek regulacijskega načrta Ljubljane. Ljubljana je namreč po prvi svetovni vojni hitro rastla in se širila navzven, na območja onkraj železnice. Urbanizacija je zajela že bližnje vasi, ki so v začetku tridesetih let postale tudi administrativno del mesta. Plečnik je načrt sestavil, kot je sam zapisal,¹¹ iz že obstoječih projektov za

ing an art nouveau character to the architecture of the entire quarter between the old town and the railway line along *Miklošičeva cesta* (Miklošič Street) and *Miklošičev park* (Miklošič Park). The best examples of Secession buildings were built here in the first decade of the twentieth century, including the first modern department store by Friedrich Sigmundt (1903), the first modern hotel by Josip Vancaš (1903–1905) and important banking institutions, such as the City Savings Bank and the People's Loan Bank by Josip Vancaš, and the Cooperative Bank by Ivan Vurnik after the First World War, as well as a number of residential buildings.

A year after the earthquake, new building regulations for Ljubljana were adopted,¹⁰ which defined the width of the new streets, the construction and the building heights for individual areas of the city. By the First World War, the city inside the ring road planned by Fabiani had already been largely built up.

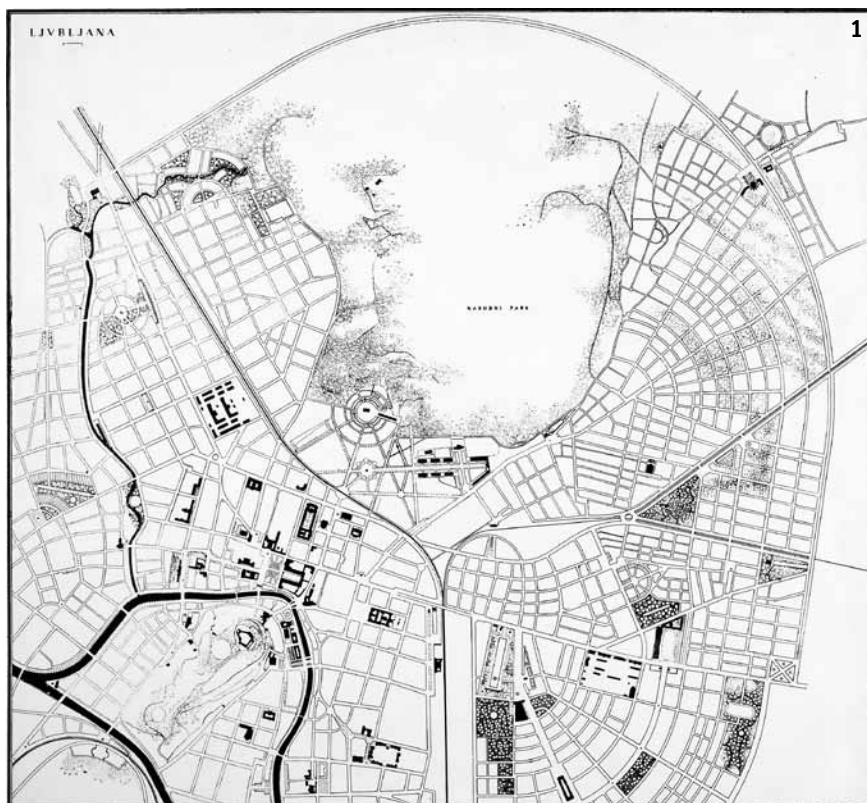
Plečnik's Ljubljana

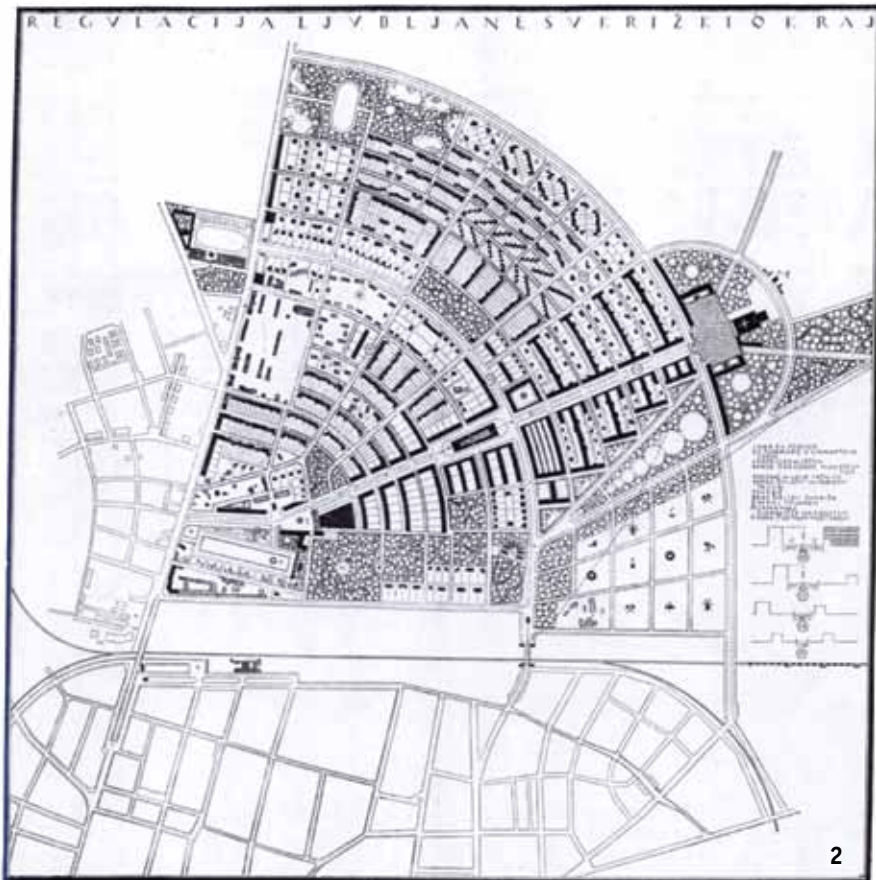
After the First World War, when Slovenia became part of the new Kingdom of the Serbs, Croats and Slovenes (later the Kingdom of Yugoslavia), Ljubljana became the administrative and political centre of Slovenia. The links with the former capital were more or less broken, especially when the Slovenian university was established in Ljubljana in 1919, which made it possible for Slovenians to study in their home country. The university comprised the faculties of theology, law, arts and technology, and a preparatory faculty of medicine. An especially important role was played by the school of architecture that was established as part of the Faculty of Technology at the initiative of architect Ivan Vurnik. He invited Max Fabiani and Jože Plečnik to teach there. Fabiani declined the offer because he decided to return to the Gorizia region after the war to help with post-war reconstruction, whereas Plečnik accepted the invitation and returned from Prague



Maks Fabiani, Portret Jožeta Plečnika, akvarel, 1895
Portrait of Jože Plečnik by Maks Fabiani, watercolour, 1895

1 Jože Plečnik, Študija regulacije Ljubljane in okolice, objavljena v reviji *Dom in svet* leta 1928
Jože Plečnik, Study for the urban development plan of Ljubljana and its surroundings, published in the magazine *Dom in svet* in 1928



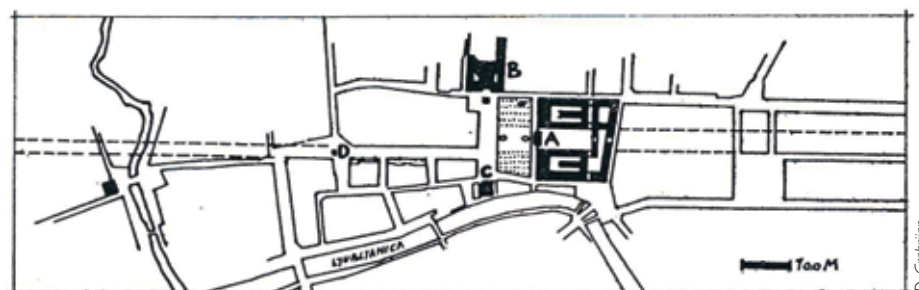


2 Jože Plečnik, Študija regulacije severnega dela (Svetokriški okraj), objavljena v reviji Dom in svet leta 1929
 Jože Plečnik, Study for the urban development plan of the northern part of Ljubljana (the Holy Cross district), published in the magazine Dom in svet in 1929

posamezne mestne predele ter jih dopolnil s predlogi za natančnejšo ureditev trgov in mestnih prostorov, posebej v območju znotraj železniškega obroča. Ljubljano je zasnoval kot strnjeno mesto znotraj cestnega obroča, ki ga je zarisal daleč zunaj pozidanega mesta, okrog novo priključenih vasi in Rožnika. Znotraj tega obroča je po vzoru Wagnerjevega velemesta nova naselja načrtoval kot polavtonomne mestne četrti, opremljene z vsemi potrebnimi javnimi objekti in infrastrukturo, ter jih z radialnimi cestami dobro povezal z mestnim središčem. Kot študijski primer je tudi on natančno obdelal Svetokriški okraj oziroma južni del današnjega Bežigrada kot reprezentativno stanovanjsko četrt za od 30.000 do 40.000 prebivalcev. Ulično mrežo je zarisal v obliki pahljače, ki se zožuje proti Dunajski in po njej četrt povezuje z mestnim središčem. Središče četrti je zarisal ob široki monumentalni aveniji, ki bi povezala pokopališče pri Svetem Križu z Dunajsko cesto. Ob njej je predvidel izgradnjo gledališča, občinske hiše, cerkve in šole. Četrt bi bila pozidana z meščanskimi vilami in najemniškimi stanovanjskimi bloki v zelenju. Plečnikov načrt je banska uprava leta 1930 potrdila. Kljub poznejšim spremembam se je ta del mesta vse do druge svetovne vojne in še celo po njej izgrajeval bolj ali manj v skladu z njegovim načrtom.

3 Ureditev »zelene avenije« od Trnovske cerkve do južnega trga, 1929–1942, arh. Jože Plečnik
 Arrangement of the "green avenue" from Trnovo church to Južni trg (South Square), 1929–1942, Arch. Jože Plečnik

Skica ljubljanske osi
A Južni trg s propilejami
B Nunska cerkev
C Filharmonija
D Ilirija



to work as a professor at the school. His class followed the model of Wagner's school in Vienna. He predominantly discussed artistic, aesthetic and spatial-plastic issues of architecture with his students. In contrast, Vurnik focused more on technical issues of architecture and on the problems of residential architecture, and he also introduced urban planning as a university course. In 1929, the first class of Slovenian architects graduated from this school. Before the Second World War and especially after it, these graduates took on important architectural and urban planning tasks.

With his urban projects and unique architecture, Plečnik left the most important mark on interwar Ljubljana. He was Otto Wagner's student and worked with him in his studio for a while. Just like Fabiani, Plečnik knew Wagner very well and his proposal for Vienna's expansion, as well as with his theoretical studies on architecture and cities. Wagner held Plečnik in high esteem and even proposed him as his successor at the school of architecture, but his Slovenian roots prevented his appointment in the context of ethnic tensions before the First World War.

After returning to Ljubljana, Plečnik worked closely with the head of the city building department, Matko Prelovšek, on the city's renovation and construction. At Prelovšek's initiative, he designed a draft urban development plan of Ljubljana in 1926. Namely, after the First World War, Ljubljana grew rapidly and expanded towards the area beyond the railway. Urbanisation even expanded to the nearby villages, which became an administrative part of the city in the early 1930s. Plečnik himself wrote¹¹ that he based the plan on existing projects for individual parts of the city, which he expanded with his own suggestions for detailed designs of squares and urban areas, especially inside the railway ring. He envisaged Ljubljana as a compact city within a ring road that he placed far beyond the built-up area of the city, around the newly incorporated villages and Rožnik Hill. Following Wagner's model of a metropolis, he envisaged the new settlements within this ring as semi-autonomous urban quarters outfitted with all of the necessary public facilities and infrastructure, and used radial roads to establish good connections with the city centre. As a case study, he created a detailed plan for the *Svetokriški okraj* (Holy Cross District) or the southern part of what is now the Bežigrad neighbourhood, as a typical residential quarter for 30,000 to 40,000 residents. He designed the street network in the shape of a fan that narrows down towards *Dunajska cesta* (Vienna Street) and connects it with the city centre. He placed the centre of this quarter along a wide monumental avenue connecting the Holy Cross Cemetery with *Dunajska cesta* (Vienna Street). He envisaged a theatre, district administrative office, church

3

D. Grabrijan



1

1 Trnovski most pred Trnovsko cerkvijo, 1932, arh. Jože Plečnik
Trnovo Bridge in front of Trnovo Church, 1932, Arch. Jože Plečnik

2 Napoleonov spomenik na Trgu francoske revolucije, 1929
Monument to Napoleon at the French Revolution Square, 1929

N. Goršič



2

N. Goršič

and school along this avenue. The quarter was to be built up with mansions and apartment buildings surrounded by green areas. The provincial administration approved Plečnik's plan in 1930. Despite later changes, this part of the city developed up until and even after the Second World War more or less based on his plan.

On a commission from Matko Prelovšek, Plečnik designed a series of extremely beautiful urban public spaces in the inner city inside the railway ring, linked along several axes: for example, a "green avenue" along the axis running from the Saint John the Baptist Church in Trnovo to *Južni trg* (South Square), and the route to the castle running from *Zoisova cesta* (Zois Street) via *Levstikov trg* (Levstik Square); along the Ljubljanica River he developed the quays on both sides of the Prule neighbourhood to the sluice near the sugar refinery and connected them with new bridges across the river.

Plečnik designed the section between the Trnovo church and *Južni trg* (South Square) as a dynamic sequence of intimate public spaces in a vibrant dialogue between natural and artificial elements, and between the old and new; he reshaped these spaces with simple architectural and natural elements, such as trees, memorial plaques, statues, fountains, lights and so on. This is how he created new urban spaces, axes and views. He designed the bridge across the Gradaščica River in front of the Trnovo church as a square and planted it with trees. He placed an Illyrian pillar on *Trg francoske revolucije* (French Revolution Square), remodelled the walls of the Monastery of the Teutonic Knights and added windows to them, and placed a statue of Simon Gregorčič below a wooden pergola on the opposite side. He designed a maple-lined avenue on *Vegova ulica* (Vega Street) and a raised longitudinal park on the foundations of the medieval walls on the east side, in the area between the university library and the university building. He placed herms of Slovenian composers on the edge of the park in front of the Music Society building. He repaved *Kongresni trg* (Congress Square), moved the statue of the Holy Trinity from the Ajdovščina neighbourhood in front of the Ursuline

Plečnik je po naročilu Matka Prelovška v notranjem mestu znotraj železnške proge oblikoval več izjemno lepih ambientov in jih povezal v več oseh: npr. v osi od Trnovega do Južnega trga je uredil tako imenovano zeleno avenijo; od Zoisove preko Levstikovega trga pot na Grad, vzdolž Ljubljanice pa je preoblikoval nabrežja med Prulami in jih povezal z novimi mostovi preko reke.

Urbanistično potezo od Trnovske cerkve do Južnega trga je Plečnik oblikoval kot dinamičen prostor, v katerem se v živahnem dialogu med naravnim in umetnim, med starim in novim vrstijo intimnejši mestni ambient, ki jih je preoblikoval s preprostimi arhitektonskimi in drugimi

3 Pergola z Gregorčičevim spomenikom na Trgu francoske revolucije, 1929, arh. Jože Plečnik in kipar Zdenko Kalin
Pergola with the monument to Simon Gregorčič at the French revolution Square, 1929, by Jože Plečnik and the sculptor Zdenko Kalin

4 Pogled na Vegovo ulico
View of Vegova ulica

5 Pogled po Zoisovi cesti proti Zoisovi piramidi in cerkvi sv. Jakoba
View from Zoisova cesta (Zois street) towards the Zois Pyramid and St. Jacob's church

sredstvi: zasaditvami dreves, namestitvami spominskih plošč, spomenikov, kipov, vodnjakov, luči itd. Tako so nastali novi mestni prostori, nove osi in novi pogledi. Most čez Gradaščico pred Trnovsko cerkvijo je oblikoval kot trg in ga celo zasadil z drevesi. Na Trg francoske revolucije je postavil Ilirski steber, na novo obdelal zidovje križevniškega samostana in odprl okna v njem, okolico zasadil z zelenjem, na drugi strani pa postavil Gregorčičev spomenik pod leseno pergolo. Vegovo ulico je zasadil z drevoredom javorjev, na vzhodni strani je od narodne univerzitetne knjižnice do palače univerze uredil dvignjen vzdolžni park na temeljih srednjeveškega obzidja. Na rob parka pred Glasbeno matico je postavil herme slovenskih skladateljev. Kongresni trg je na novo tlakoval, spomenik sv. Trojice, ki je prej stal na Ajdovščini, je prestavil pred uršulinsko cerkev, pred cerkveno fasado pa postavil dvignjen podest, na katerega vodijo stopnice z balustrsko ograjo. V osi Vegove je postavil vremensko hišico, v parku Zvezda pa so po njegovi zamisli postavili spomenik in vodnjak.

Kot zaključek zelene avenije je načrtoval monumentalni trg znotraj stavbnega bloka med Slovensko, Čopovo, Wolfovo in parkom Zvezda, ki bi bil kot grška agora novo središče Ljubljane, namenjeno javnemu mestnemu življenju in javnim manifestacijam. V osi Vegove si je zamislil slovesen vhod na trg v obliki propilej, pod katerimi je leta 1937 načrtoval postavitve konjeniškega spomenika kralja Aleksandra, vendar ta njegov načrt kot tudi načrt



N. Gosšič

church and designed a raised platform with a balustrade in front of the church. He placed a weather house at the end of Vegova ulica (Vega Street), and a statue and a fountain in Park Zvezda (Star Park).

Plečnik designed a monumental square inside the urban block between Slovenska cesta (Slovenia Street), Čopova ulica (Čop Street), Wolfova ulica (Wolf Street) at the end of the "green avenue". Like a Greek agora, it would be the new centre of Ljubljana intended for public urban life and public events. He envisaged a monumental entrance to the square in the form of propylaea, under which he planned to place an equestrian statue of King Alexander in 1937. This plan as well as his plan for Južni trg (South Square) was never executed. Nonetheless, ideas of setting up a square in this area in one form or another are still alive.

Architect Dušan Grabrijan recognised a desire in Plečnik's project of the "green avenue" to create something magnificent in Ljubljana, something that he admired in the Paris of Louis XIV or the Rome of Pope Sixtus V. As shown by Plečnik's letters, the Renaissance and Baroque art that he got to know during his travels in Italy and France had truly made a great impression on him. Grabrijan even recognised specific parallels with the distinctive Parisian cityscape, from Place de l'Étoile via Avenue des Champs-Élysées and the Tuileries Palace to the Louvre, in Plečnik's plan which was of course adapted to the scale of Ljubljana at that time.



N. Gosšič

Južnega trga ni bil izveden. Kljub temu so ideje, da bi trg v taki ali drugačni obliki na tem prostoru vendarle uredili, še vedno žive.

Dušan Grabrijan je v projektu zelene avenije od Trnovske cerkve do Južnega trga prepoznal Plečnikovo željo, da bi v Ljubljani ustvaril nekaj večnega, nekaj, kar je občudoval v Parizu Ludvika XIV. ali v Rimu papeža Siksta V. Renesančna in baročna urbana umetnost, ki jo je Plečnik spoznal na svojem potovanju po Italiji in Franciji, je, kot pričajo njegova pisma, nanj naredila resnično globok vtis. Grabrijan je v Plečnikovem projektu videl celo konkretne vzporednice z znamenito pariško perspektivo od Place de l'Étoile prek Champs-Élysées in Tuileries do Louvra, seveda prilagojene merilu tedanje Ljubljane.



N. Gosšič

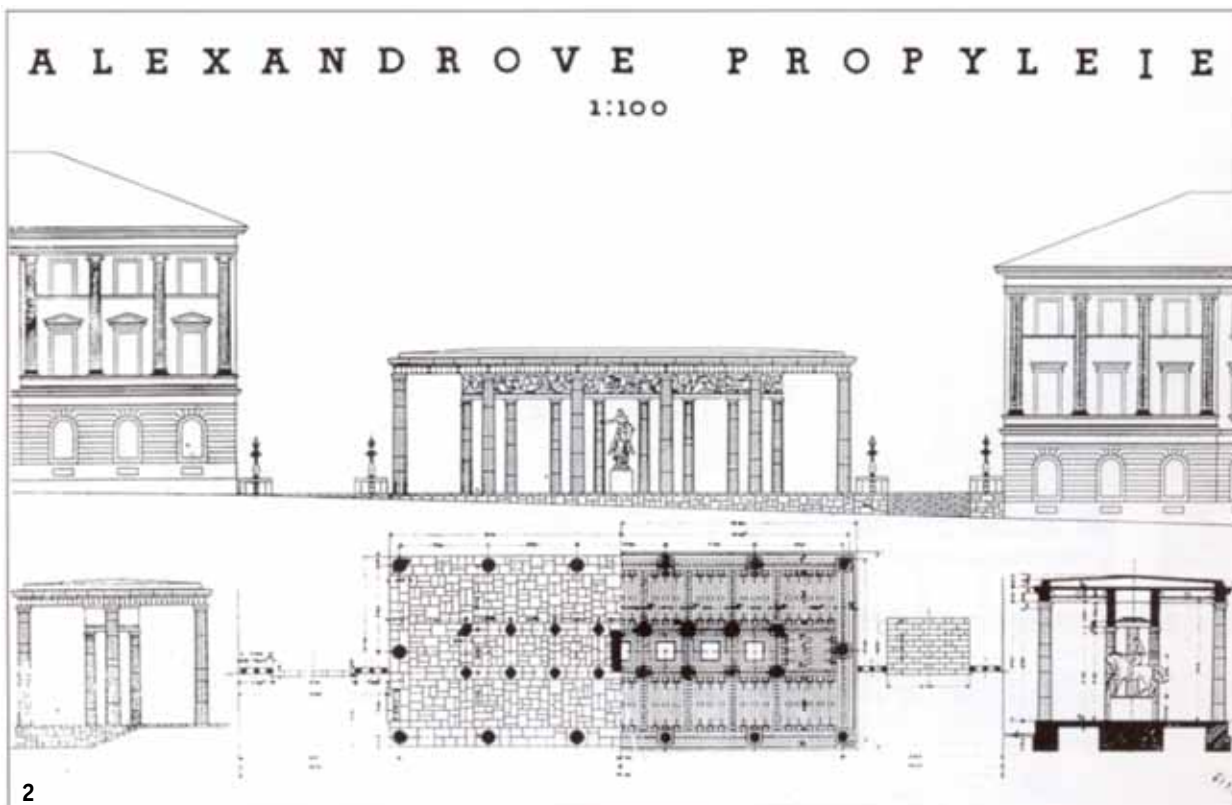


1 Preureditev Kongresnega trga, 1926–1932, arh. Jože Plečnik
Rearrangement of the Congress Square, 1926–1932, Arch. Jože Plečnik

2 Načrt Alexandrovih propilej v parku Zvezda, 1936, arh. Jože Plečnik
Project for the Crown Prince Alexander's propylaea in Zvezda Park, 1936, Arch. Jože Plečnik

Zoisovo cesto s stavbo arhitekturne fakultete je Plečnik povezal s potjo na Grad. Na novo jo je zasadil s hrastovim in javorjevim drevoredom, preuredil obzidje križevniškega samostana, ob izteku Križevniške soteske vanj vgradil star portal in spominsko ploščo s porušene Smoletove hiše na Ajdovščini, pred obzidjem in hrbtnimi fasadami hiš ob Križevniški pa uredil vzdolžen dvignjen park. Na izteku Zoisove je v os Šentjakobske cerkve postavil piramido – spomenik gospodarstveniku, naravoslovcu, mecenu in literatu, ključni osebnosti razsvetljenskega gibanja pri nas,

Plečnik connected *Zoisova cesta* (Zois Street) and its faculty of architecture with the route to the castle. He planted oaks and maple trees along the street, he rearranged the walls of the Monastery of the Teutonic Knights, built an old door frame and the memorial plaque from the razed *Smoletova hiša* (Smole House) in the Ajdovščina neighbourhood into the monastery walls at the end of *Križevniška soteska* (Teutonic Knights Alley), and added a raised longitudinal park in front of the walls and the backs of houses along *Križevniška ulica* (Teutonic Knights



3 Tromostovje,
1931–1932,
arh. Jože Plečnik
Triple bridge,
1931–1932,
Arch. Jože Plečnik

4 Tržnice, 1939–1945,
arh. Jože Plečnik
Market halls on
the Ljubljana
River, 1939–1945,
Arch. Jože Plečnik



D. Weidom



G. Murn

Street). He placed a pyramid along the axis between the end of *Zoisova cesta* (Zois Street) and *Šentjakobska cerkev* (St. James' Church) as a monument to the industrialist, natural scientist, Maecenas and man of letters Sigismund Zois (1747–1819). He separated the square in front of the church from the road with spherical concrete bollards and low, round maple trees, and placed a fountain and a statue of Mary on a 9.5-metre pillar on the square. He designed a new facade for *Cerkev svetega Florijana* (St. Florian's Church) at the beginning of *Ulica na grad* (Castle Street), moved its main entrance, and built a set of steps and a landing in front of it. From here he paved the street anew with decorative stone and trees planted alongside the street. Plečnik planned to turn the castle into the central city monument and proposed adding a new tower to the castle building and converting the castle into a museum. After the war, he envisaged the new Slovenian parliament on Castle Hill, which would be connected to the city with monumental stairs behind the town hall and a scenic path leading up from the cathedral. Plečnik also reshaped the banks of the Ljubljana River between the Tmovo neighbourhood and the sluice gate next to the old sugar refinery building, and connected both riverbanks with new bridges. He built the *Čevljarski most* (Cobbler's Bridge) where the old *Mesarski most* (Butcher's Bridge) used to stand and designed it as a large square covered with a pergola – which, however, was never built. He added two separate pedestrian bridges to expand the oldest bridge that led to the walled city from today's *Prešernov trg* (Prešeren Square) and had become too narrow due to increasing traffic. All three bridges together function as a funnel-like square before the entrance into the old town. He designed steps on both lateral bridges leading down to the river banks, which he turned into a promenade. He added balustrades to all three bridges, which gives a Venetian flair to the whole.



Arhiv URS

Žigi Zoisu (1747–1819). Trg pred cerkvijo je od ceste ločil s konfini v obliki betonskih krogel in z nizkimi kroglastimi javorji, nanj pa postavil vodnjak in Marijino znamenje na 9,5 metra visokem stebru. Na začetku Ulice na Grad je na novo uredil pročelje cerkve svetega Florijana, prestavil glavni vhod in predprostor oblikoval kot stopniščni podest. Od tu je na novo tlakoval Ulico na Grad z dekorativno kamnito preprogo in ob njej zasadil drevesa. Grad je Plečnik nameraval preoblikovati v osrednji mestni spomenik, predlagal je nadzidavo grajske stavbe z novim

Plečnik designed market halls on the left bank of the Ljubljana River between the *Tromostovje* (Triple Bridge) and the *Zmajski most* (Dragon Bridge). On the river side, the market halls indicate where the city walls used to run, and on the inner side they close *Vodnikov trg* (Vodnik Square) towards the river in the form of a monumental classical colonnade. He left room in the centre for a new covered bridge that would connect *Vodnikov trg* (Vodnik Square) with *Petkovškovo nabrežje* (Petkovšek Quay) and *Kolodvorska ulica* (Railway Street) further up via *Prečna*



S. Rancov

1 Zapornica na Ljubljani, 1939–1945, arh. Jože Plečnik
Sluice gate on the Ljubljana River, 1939–1945, Arch. Jože Plečnik

2 Čevljarški most, 1932, arh. Jože Plečnik
Cobbler's Bridge, 1932, Arch. Jože Plečnik



3 Vurnikov seminar, Idejne rešitve k novi regulaciji Velike Ljubljane, 1935
Vurnik's students, Design proposals for the urban development plan of Greater Ljubljana, 1935

4 Nebotičnik Pokojninskega zavoda, 1930–1933, arh. Vladimir Šubic
Štefanova 1 Skyscraper of the Pension Fund, 1930–1933, Arch. Vladimir Šubic

stolpom in preureditev stavbe v muzej. Po vojni pa si je na Gradu zamislil nov slovenski parlament, ki bi ga z mestom povezoval monumentalne stopnice za mestno hišo in panoramska pot izpred stolnice navzgor.

Plečnik je preoblikoval tudi nabrežja Ljubljanice od Trnovega pa vse do zapornice pri Cukrarni in oba rečna bregova povezal z novimi mostovi. Na mestu starega Mesarskega mostu je zgradil Čevljarški most ki si ga je zamislil kot razširjen trg, prekrit s pergolo, ki pa ni bila nikoli zgrajena. Stari most, ki je vodil v obzidano mesto z današnjega Prešemovega trga in je postal preozek zaradi naraščajočega prometa, je razširil z dvema ločenima brvema za pešce. Vsi trije mostovi skupaj tako delujejo kot lijakast trg pred vhomom v staro mesto. Z obeh stranskih mostov je speljal stopnice navzdol na rečna bregova, ki ju je preuredil v rečno promenado, vse tri mostove pa je oblikovno povezal z balustrskimi ograjami, ki dajejo celoti benečanski videz.

Na levem bregu Ljubljanice med Tromostovjem in Zmajskim mostom je zgradil pokrite tržnice, ki na zunanji rečni strani ponazarjajo potek nekdanjega mestnega obzidja, na notranji strani pa v obliki monumentalne antične kolonade zapirajo Vodnikov trg proti reki. V sredini je pustil prostor za nov pokrit most, ki bi povezal Vodnikov trg s Petkovškovim nabrežjem in naprej po Prečni ulici s Kolodvorsko. Na tem prostoru je bil namesto Plečnikovega mostu leta 2012 zgrajen moderen most po načrtih arhitekta Jurija Kobeta.

ulica (Transverse Street). However, instead of this, a modern bridge designed by architect Jurij Kobe was built here in 2012.

Even though Plečnik did not carry out all of his ideas in Ljubljana, he nonetheless managed to connect the artistic heritage of the previous centuries and give the city a personal touch, just like a painter gives one to his canvas or a sculptor to his statue. Therefore, "Plečnik's Ljubljana" is a synonym for the city that developed during the interwar period. "His work can be admired in every square, on every street corner and in every park in Ljubljana because its gives the structures and their surroundings a characteristic look . . . Plečnik's name already radiates beyond the borders of his home country, but it must achieve increasing recognition throughout the world because he should be ranked among the best of his period,"¹² which happened only at the end of the twentieth century.

Other architects were also active in the 1930s in addition to Plečnik. They followed more modern directions in architecture and urban planning under the influence of German functionalists, Le Corbusier and the CIAM (International Congress of Modern Architecture). An important role in this regard was played by Ivan Vurnik,



D. Wedem

Čeprav Plečnik vseh svojih zamisli v Ljubljani ni uresničil, mu je vendarle uspelo povezati umetniško dediščino prejšnjih stoletij in dati mestu osebni pečat, kot ga ima slikarsko platno ali kiparski izdelek, zato je *Plečnikova Ljubljana* sinonim za mesto, ki se je izoblikovalo med obema vojnoma. »Na vsakem trgu, na vsakem ulične voglu, v vsakem parku mesta Ljubljane, lahko občudujemo dela njegovih rok, katera dajejo objektu in njegovi okolici svoje karakteristično lice [...] Ime dr. Plečnika sveti že preko meja njegove ožje domovine, mora pa v vsem inozemstvu doseči rastoče priznanje, kajti treba ga je prišteti k najboljšim njegove dobe.«¹²

Ob Plečniku so v tridesetih letih delovali tudi drugi arhitekti, ki so bolj sledili sodobnim tokovom v arhitekturi in urbanizmu in se zgledovali pri nemških funkcionalistih, Le Corbusieru in načelih CIAM (Mednarodni kongres moderne arhitekture). Pomembno vlogo je pri tem imel Ivan Vumik, ki se je že v drugi polovici dvajsetih let usmeril v moderni funkcionizem (Kopališče Obla gorica v Radovljici), raziskoval nove oblike in tipe stanovanjske arhitekture (delavska stanovanjska kolonija v Mariboru) in o tem tudi pisal ter predaval o urbanizmu. Moderno gibanje je vse bolj zanimalo tudi mlajše Plečnikove učence, zlasti po tem, ko so leta 1925 obiskali pariško razstavo dekorativnih umetnosti in modernih industrij (*L'Exposition internationale des arts décoratifs et industriels modernes*) in videli Le Corbusierov *Pavillon de l'esprit nouveau*. Pod vplivom sodobnih avstrijskih in nemških vzorov ter CIAM je bila že pred vojno zgrajena povsem nova četrt funkcionističnih meščanskih vil in blokov na Vrtači (Josip Costaperaria, Vladimir Šubic), po vzoru dunajskih dvorcev (*Höfe*) pa velike socialne stanovanjske palače, Meksika in Delavska zbornica (Vladimir Šubic, 1922 in 1927–1929) ter Rdeča hiša (Vladimir Mušič, 1927–1929). V središču mesta je ob Slovenski cesti zrastle nova trgovsko poslovna četrt s prvim nebotičnikom kot simbolom medvojne prosperitete mesta (Vladimir Šubic, 1933).

Med obema vojnoma so se okrepile vezi med jugoslovanskimi arhitekti. Slovenski, hrvaški in srbski arhitekti so med letoma 1931 in 1934 skupaj izdajali revijo *Arhitektura*. V njej so predstavljali svoja dela številni slovenski arhitekti in oblikovalci ter njihovi hrvaški in srbski sodobniki, ki so se večinoma še šolali v tujini. Revija je poročala tudi o dogajanju na področju arhitekture in urbanizma v tujini, o novih tujih knjigah in revijah. Kot referenčno revijo za to področje v Jugoslaviji so jo omenjali celo v francoski reviji *L'Architecture d'Aujourd'hui*.¹³ Povezave s Francijo so bile v tridesetih letih prejšnjega stoletja nasploh zelo tesne. Leta 1931 so mladi jugoslovanski arhitekti sodelovali na



who was already focusing on modern functionalism by the second half of the 1920s *Obla gorica* Pool in Radovljica, explored new forms and types of residential architecture (the working-class residential area in Maribor), wrote about this and delivered talks on urban planning. Plečnik's younger students were also increasingly interested in the modern movement, especially after they visited the *L'Exposition internationale des arts décoratifs et industriels modernes* (International Exposition of Modern Industrial and Decorative Arts) in Paris in 1925 and saw Le Corbusier's *pavillon de l'Esprit nouveau* (Pavilion of the New Spirit). Under the influence of modern Austrian and German architecture, and the CIAM, a completely new quarter of functionalist mansions and residential buildings was built in the Vrtača neighbourhood (Josip Costaperaria, Vladimir Šubic), and large social residential buildings, such as the Meksika and the Chamber of Labour buildings by Vladimir Šubic (1922 and 1927–1929), and the Red House by Vladimir Mušič (1927–1929), were built following the model of the *Höfe* (large-scale Vienna social housing). A new central business district with the first skyscraper as a symbol of the city's interwar prosperity was built along *Slovenska cesta* (Slovenia Street) by Vladimir Šubic (1933).

The links between Yugoslav architects grew stronger during the interwar period. From 1931 to 1934, Slovenian, Croatian and Serbian architects published the journal *Arhitektura* (Architecture). A number of Slovenian architects and designers, and their Croatian and Serbian contemporaries, the majority of whom had earned their degrees outside Yugoslavia, published their works in it. The journal also reported on developments in architecture and urban planning abroad as well as on new books and journals published abroad. The journal was even mentioned as the reference journal for architecture and urban planning in Yugoslavia in the French journal *L'Architecture d'Aujourd'hui*.¹³ In general, connections with France were very close in the 1930s. In 1931, young Yugoslav architects participated at the international exhibition of modern architecture in Paris, and some of them, including Edvard Ravnikar and Marjan Tepina, even worked in Paris towards the end of the 1930s.¹⁴

Young Slovenian architects already had the opportunity to test new ideas before the war, when competitions for the design of *Prešernov trg* (Prešeren Square, 1935) and

1 Stanovanjski blok Meksika, 1926–1927, arh. Vladimir Mušič Njegoševa 4 Social housing block, called Meksika, 1926–1927, Arch. Vladimir Mušič

2 Stanovanjske vile na Levstikovi ulici, 1931–1932, arh. Josip Costaperaria Residential villas on Levstik Street, 1931–1932, Arch. Josip Costaperaria



Naslovnica revije *Arhitektura*
Cover of the journal *Arhitektura*

3 Edvard Ravnikar, Natečajni projekt za regulacijo Ljubljane, odkup, 1939 Edvard Ravnikar, Competition entry for the urban development of Ljubljana, purchase prize, 1939



B. Zupancič

mednarodni razstavi sodobne arhitekture v Parizu, proti koncu tridesetih let pa so nekateri nekaj časa v Parizu tudi delali, med njimi tudi Edvard Ravnikar.¹⁴

Priložnost za preizkušanje novih idej se je mladim arhitektom ponudila že pred vojno, ko sta bila v Ljubljani razpisana natečaj za ureditev Prešemovega trga (1935) in natečaj za Kongresni trg (1937) predvsem pa natečaj za regulacijo Ljubljane, ki ga je mestna občina razpisala leta 1939.

Ravnikarjeva Ljubljana

Med devetimi Slovenci, ki so pred drugo svetovno vojno delali v Le Corbusierovem ateljeju na *rue du Sevres* v Parizu, je bil nekaj mesecev tudi Edvard Ravnikar, ki je v drugi polovici 20. stoletja imel najpomembnejšo vlogo v arhitekturnem in urbanističnem razvoju Ljubljane. Bil je Plečnikov učenec, vsestransko izobražen in aktiven na različnih področjih, od urbanizma, arhitekture, oblikovanja in slikarstva do teoretičnega raziskovanja, publicistike in pedagoškega dela. Od 1946 do upokojitve leta 1980 je bil profesor na Fakulteti za arhitekturo Univerze v Ljubljani. Pri njem so se šolali najpomembnejši arhitekti druge polovice 20. stoletja. V njegovem seminarju so se razvijale ključne ideje in koncepti povojnega urbanizma in arhitekture ter najpomembnejši arhitekturni in urbanistični projekti, ki so spremenili podobo Ljubljane ter tudi drugih slovenskih in jugoslovanskih mest.

Izkušnja Le Corbusierovega ateljeja je na Ravnikarja naredila močan vtis in je vplivala na njegovo delo že pred vojno, zlasti pa po njej. Prvič je Le Corbusierjeve ide-

Kongresni trg (Congress Square, 1937) were announced, and especially in 1939, when the Municipality of Ljubljana announced the competition for designing an urban development plan for Ljubljana.

Ravnikar's Ljubljana

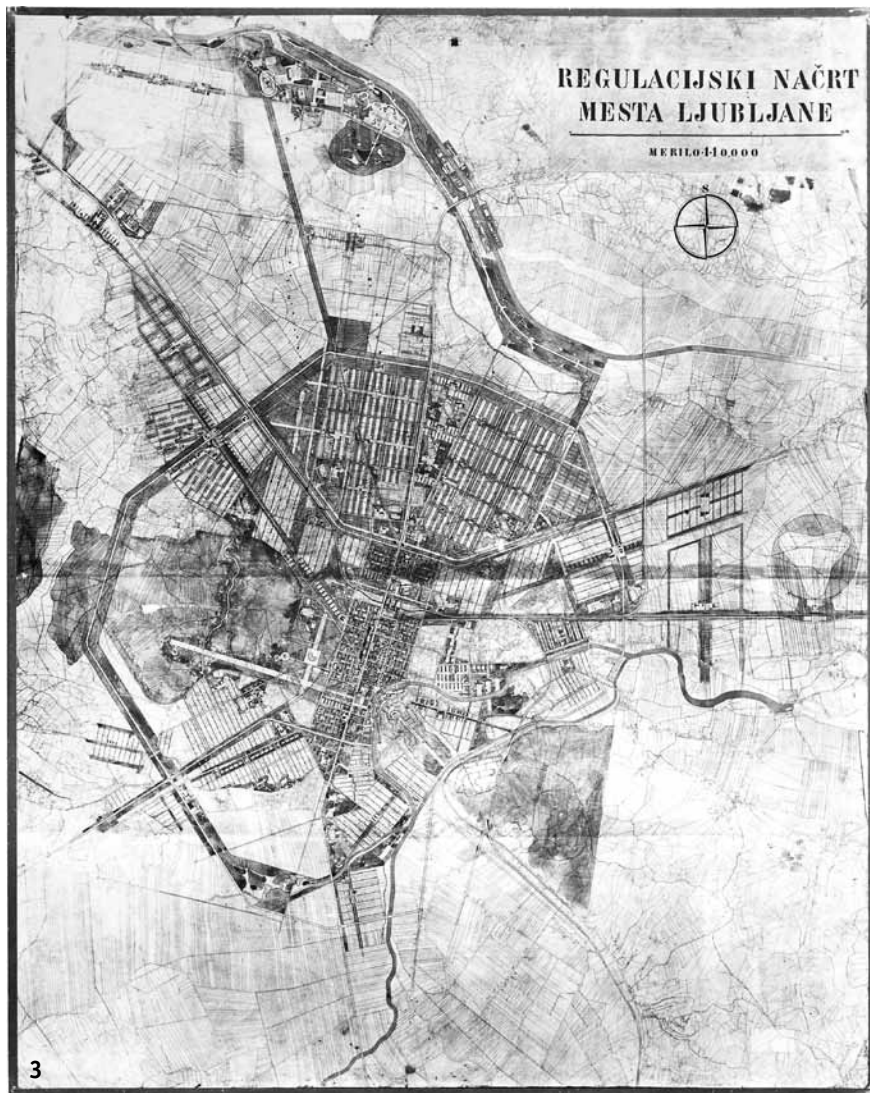
Edvard Ravnikar was among the nine Slovenians that worked in Le Corbusier's studio on *Rue de Sèvres* (Sèvres Street) in Paris for a few months before the Second World War. He played the most important role in Ljubljana's architectural and urban-planning development in the second half of the twentieth century. Ravnikar was a student of Jože Plečnik, was highly educated, and was active in a range of fields, from urban planning, architecture, design and painting to theoretical research, journalism and teaching. He worked as a professor at the University of Ljubljana's Faculty of Architecture from 1946 until his retirement in 1980. He taught the most important Slovenian architects from the second half of the twentieth century. The key ideas and concepts of post-war urban planning and architecture were created and developed in his classes, as well as the most important architectural and urban-planning projects that changed the image of Ljubljana and other Slovenian and Yugoslav cities.

The experience of working in Le Corbusier's studio left a strong impression on Ravnikar and influenced his work before and especially after the war. He first used Le Corbusier's ideas in his entry for the competition for the urban development plan for Ljubljana (1939), in which many other young architects also participated. In line with Le Corbusier's urban-planning principles, in his design proposal Ravnikar systematically divided urban areas according to their predominant functions into a city centre built as a city-in-the-park, residential areas north of the railway built up largely with long narrow apartment buildings and industrial zones along the railway lines. He proposed running a motorway through the city centre, splitting it into two branches in the form of a double Y in the north and south. He extended the green recreation areas between the corridors to the city centre itself and surrounded the city with an outer ring road. After the war, Ravnikar further developed his concept of a star-shaped city, which even today continues to serve as the basis for urban spatial development.

The key renovation and construction projects in the city after the war were carried out by a group of young architects, headed by Ravnikar. Even though they first had to tackle completely new architectural and urban-planning tasks, after the war the young architects continued to develop the ideas and projects that they had started before the war. Socialist realism did not have a decisive impact on architecture and urban planning in Yugoslavia. After the war, architects remained in contact with international development and with architects in other countries. As Ravnikar wrote in 1950, "after the liberation a new period of urban planning began . . . the urban-planning work passed to younger architects that advocated more progressive views on the discipline immediately before the war. What was regarded as utopian and unrealistic before the war has now been completely legalised."¹⁵ That same year, architects attended the conference of the *Union internationale des Architectes* (International Union of Architects or UIA), and during the 1950s they presented



Borut Pečar, karikaturna Edvarda Ravnikarja
Caricature of Edvard Ravnikar, by Borut Pečar



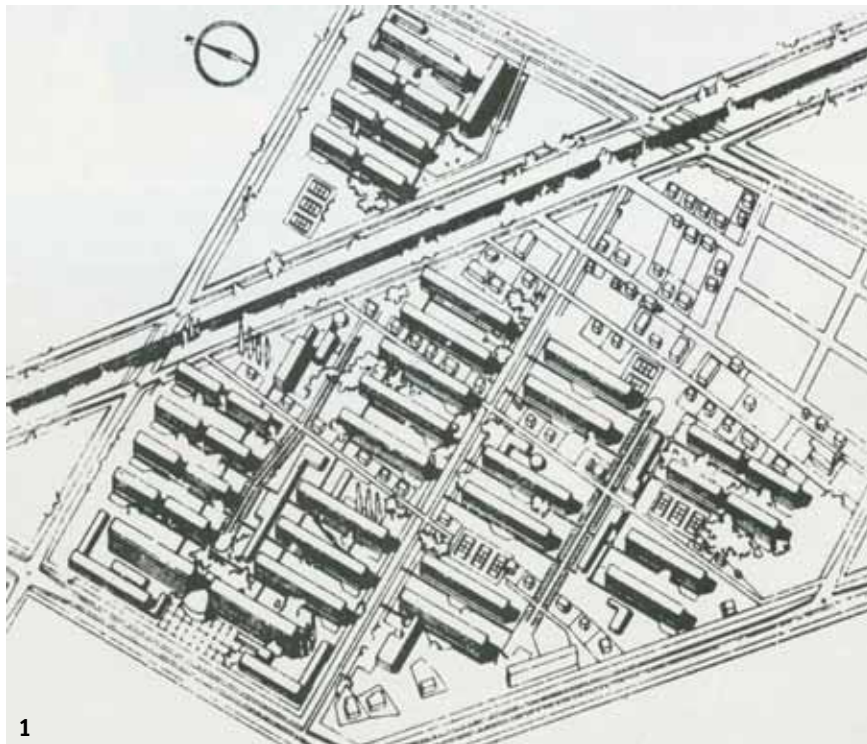
je uporabil v natečajnem projektu za regulacijo Ljubljane (1939), ki se ga je udeležila tudi vrsta drugih mlajših arhitektov. Ravnikar je v svojem predlogu v skladu z Le Corbusierovimi urbanističnimi principi mestne površine sistematično razčlenil na osnovi prevladujoče funkcije v mestno središče, zazidano kot mesto v parku, stanovanjska območja severno od železniške proge, pozidane pretežno z dolgimi lamelnimi bloki, in industrijske cone ob železniških progah. Skozi mestno središče je speljal avtocesto, ki se v obliki dvojnega Y na severu in jugu razcepi v dva kraka. Med kraki je zelene rekreacijske površine speljal v mestno središče. Mesto je obdalo z zunanjim cestnim obročem. Koncept krakastega mesta je po vojni Ravnikar razvijal naprej in je še danes osnova za usmerjanje mestnega prostorskega razvoja.

Po vojni je ključne naloge prenove in izgradnje mesta prevzela mlada generacija arhitektov z Ravnikarjem na čelu. Čeprav je bilo treba najprej reševati povsem nove arhitekturne in urbanistične naloge, so mladi arhitekti po vojni nadaljevali delo, ki so ga začeli že pred vojno. Socialistični realizem v Jugoslaviji ni odločilno vplival na arhitekturo in urbanizem. Arhitekti so po vojni ohranili stik z mednarodnim razvojem stroke in tujimi arhitekti. »Po osvoboditvi,« je zapisal Ravnikar leta 1950, »se začne novo obdobje urbanizma [...] urbanistično delo preide na mlajše arhitekta, ki so tik pred vojno zastopali naprednejše nazore v stroke. To, kar je še pred vojno veljalo za utopistično in nestvarno, je s tem dobilo popolno legalizacijo.«¹⁵ Že istega leta so se arhitekti udeležili kongresa Mednarodne zveze arhitektov (*Union internationale des Architectes*, UIA), v petdesetih letih so se predstavili na številnih razstavah v Oslu, Köbenhavnu, Stockholmu, Varšavi, Londonu, Liverpoolu, Glasgowu, na raznih mednarodnih sejmih itd., leta 1956 pa so v Dubrovniku organizirali tudi kongres CIAM, kar je bilo zanje pomembno priznanje. Dogajanje v tujini so spremljali posredno prek tujih revij in časopisov in tudi z neposrednimi stiki s priznanimi tujimi arhitekti, ki so jih vabili, da so predavali pri nas in objavljali v reviji *Arhitekt*, ki je začela izhajati leta 1951.

Ravnikar je na fakulteti za arhitekturo svoj studio organiziral po zgledu Le Corbusierovega v Parizu. Le Corbusiera je študentom in širši publiki predstavil leta 1951 tudi z razstavo v Moderni galeriji. Od leta 1946 naprej je s študenti raziskoval različne prostorske, urbanistične, arhitekturne in oblikovalske probleme, se ukvarjal s problematiko mestne rasti, razvoja podeželja, z različnimi oblikami in tipi stanovanjske gradnje, s prometnim načrtovanjem, raziskoval je funkcionalne in tehnološke probleme arhitekture, bral sodobno strokovno literaturo in tudi sam veliko pisal ter svoje študente spodbujal k branju, teoretičnemu raziskovanju in kritičnemu razmišljanju. »Učiti se arhitekture«, je zapisal v reviji *Arhitekt*,¹⁶ »pomeni predvsem spoznavati se s svetom funkcije, svetom gradiva in konstrukcij, s svetom form, istočasno pa doseči sposobnost in pogum za reševanje konkretnih arhitekturnih nalog«.

V njegovem seminarju so kmalu po vojni nastali zazidalni načrti za nova stanovanjska naselja (naselje Mestnega ljudskega odbora v Šiški v Ljubljani), natečajni projekt za Novi Beograd, urbanistični načrt Nove Gorice ...

V šestdesetih letih so ga začele zanimati skandinavske izkušnje v arhitekturi in urbanizmu. Skandinavija je bila



their works at a number of exhibitions in Oslo, Copenhagen, Warsaw, London, Liverpool and Glasgow, and at various international fairs. In 1956, they also hosted a CIAM conference in Dubrovnik, which was an important recognition for them. They kept abreast of developments abroad indirectly via foreign journals and newspapers, and through direct contacts with recognised foreign architects, whom they invited to deliver talks in Slovenia and publish their articles in the journal *Arhitekt* (Architect), which they launched in 1951.

Ravnikar set up his studio at the Faculty of Architecture following the model of Le Corbusier's studio in Paris. He presented Le Corbusier's works to his students and the general public in a special 1951 exhibition at the *Moderna galerija* (Museum of Modern Art). From 1946 onwards, he explored various spatial and urban-planning problems and architectural and design issues together with his students, focused on urban growth, rural development, various forms and types of residential architecture, and traffic planning, studied the functional and technical problems of architecture, read contemporary literature, wrote a great deal himself and encouraged his students to read, engage in theoretical research and think critically. As he wrote in the journal *Arhitekt*,¹⁶ "to learn architecture primarily means to get to know the world of function, material and constructions, and the world of forms, while developing the ability and courage to solve concrete architectural tasks."

The development plans for new residential areas (e.g., the residential area of the *Mestni ljudski odbor*, City People's Council, in the Šiška neighbourhood in Ljubljana), the design proposal for *Novi Beograd* (New Belgrade), the morphological plan for Nova Gorica and so on were created as part of his university classes immediately after the war.

In the 1960s, Scandinavian architectural and urban-planning experience aroused Ravnikar's interest. At that time, Scandinavia played a leading role in urban planning, having rapidly cleaned up after the war and begun tackling complex problems of urban and regional development and



Naslovnica revije *Arhitekt*
Cover of the journal *Arhitekt*



1 Ljubljanski urbanistični zavod, Generalni urbanistični plan Ljubljane, 1965
Ljubljana Urban Planning Institute, Master plan of Ljubljana, 1965

3 Stanovanjske stolpnice v Savskem naselju, 1959–1960, arh. Milan Mihelič, Ilija Arnautović
High rises in the Savsko naselje neighbourhood, 1959–1960, Arch. Milan Mihelič, Ilija Arnautović

2 Stanovanjska soseka BS/7, 1967, arh. Vladimir Mušič, Marjan Bežan, Nives Starc
Residential neighbourhood BS/7, 1967, Arch. Vladimir Mušič, Marjan Bežan, Nives Starc



2

M. Kambič

Nove zamisli, ki jih je prinesel iz Skandinavije, je potem razvijal s študenti v svojem seminarju ter tudi preizkušal v svojih urbanističnih in arhitekturnih projektih. V njegovem seminarju je že leta 1955 nastala študija krakastega razvoja Ljubljane, ki povzema ideje iz njegovega predvojnega natečajnega projekta za Ljubljano in jih nadgrajuje z novimi, z zamislijo köbenhavnskega generalnega urbanističnega načrta »Pet prstov« in generalnega urbanističnega plana Stockholma. V teh študijah predlaga pozidavo mestnih krakov v širini 400 metrov z nizom stanovanjskih sosek, ki so ločene z ozkimi zelenimi preduhi; ob cesti predlaga visoko zazidavo, ki je višinsko poudarjena zlasti ob postajah javnega mestnega prometa, od središča proti robu pa zniževanje gabaritov do enodružinskih nizkih hiš. Med kraki ohranja dolge jezike nepozidanih zelenih površin, ki

tional housing research, together with his students between 1956 and 1958 he developed a model of a residential neighbourhood as a basic organisational unit of urban planning. The sample model neighbourhood unit for 5,000 residents was designed by his students Mitja Jemejec, Majda Dobravec, Janez Lajovic and Janja Lap, and was presented at the exhibition *Stanovanje za naše razmere* (Housing for Our Circumstances) in Ljubljana in 1956 and at the exhibition *Porodica in domačinstvo* (Family and Household) in Zagreb, and published that same year in the journal *Progres*.¹⁸ The first residential neighbourhoods in Ljubljana were built in the 1960s in the Bežigrad area (BS5), and became the basic type of organised resi-



3

N. Gosič

4 Terasasti bloki
Koseze, 1968–1974,
arh. Viktor Pust,
Tomaž Štrukelj
Apartment blocks
in the Koseze
neighbourhood,
1968–1974,
Arch. Viktor Pust,
Tomaž Štrukelj

5 Stanovanjski
kompleks Ferantov
vrt, 1964–1969,
arh. Edvard Ravnikar
Housing complex
Ferant Garden,
1964–1969,
Arch. Edvard
Ravnikar



4

M. Nikšič

segajo v mestno središče. Te Ravnikarjeve študije krakastege mestnega razvoja so bile osnova za izdelavo generalnega urbanističnega plana Ljubljane, ki ga je leta 1965 na novoustanovljenem Okrajnem zavodu za urbanizem pripravljala skupina mlajših Ravnikarjevih učencev. Ravnikar se je intenzivno ukvarjal tudi s problemi stanovanjske gradnje. Pod vplivom švedskih izkušenj in tujih stanovanjskih raziskav je med letoma 1956 in 1958 s svojimi študenti razvijal model stanovanjske soseske kot osnovne organizacijske enote mestnega prostorskega razvoja. Vzorčni model enote soseske za 5.000 prebivalcev, ki so ga zasnovali njegovi študenti Mitja Jernejec, Majda Dobravec, Janez Lajovic in Janja Lap, je bil predstavljen na razstavi Stanovanje za naše razmere v Ljubljani leta 1956 in na razstavi Porodica i domačinstvo v Zagrebu leta 1958 ter istega leta objavljen tudi v reviji Progres.¹⁸ Prve stanovanjske soseske so v Ljubljani zgradili v šestdesetih letih

dential construction in the 1970s and 1980s. The initial urban-planning concept of residential neighbourhoods, in which high-rises and free-standing long narrow apartment buildings and tower blocks surrounded by green areas predominated, kept changing. In the 1980s, more traditional urban forms were introduced, such as streets and squares, under the influence of postmodernism. In parallel, a residential typology ranging from simple long apartment buildings to tower blocks to terraced apartment buildings was developed; for single-family homes, the concept developed from free-standing houses via terraced houses to houses with interior courtyards, and the construction technology developed from traditional brick to prefabricated construction. In addition to teaching and theoretical work, Ravnikar also participated in design competitions in Slovenia and abroad, and produced many designs and buildings



Naslovnica revije Progres
Cover of the journal Progres



5

M. Nikšič

za Bežigradom (BS5), potem pa so v sedemdesetih in osemdesetih postale osnovna oblika organizirane stanovanjske gradnje. Od prvih stanovanjskih sosesk, v katerih so prevladovali prostostoječi dolgi lamelni bloki v zelenju in stolpnice, se je urbanistični koncept sosesk spreminjal, dokler ni v osemdesetih letih pod vplivom postmodernizma začel posnemati tradicionalne mestne oblike, kot so ulica in trg, vzporedno pa so razvijali tudi stanovanjsko tipologijo od preprostega dolgega bloka, preko stolpnice do terasastega bloka, pri enodružinski hiši pa od prostostoječe samostojne, preko vrstne do atrijske hiše, in gradbeno tehnologijo od klasične opečne do montažne gradnje.

Ob pedagoškem in teoretičnem delu je Ravnikar sodeloval na natečajih doma in v tujini, veliko projektiral in gradil v Sloveniji in zunaj nje. V Ljubljani je sodeloval na natečajih oziroma pri izgradnji tako rekoč vseh pomembnih mestnih območij in objektov: po njegovih načrtih so bili zgrajeni gozdarski inštitut, študentsko naselje v Rožni dolini, palača Ljudske pravice, fakulteta za gradbeništvo, stanovanjske bloki na Prulah, stanovanjske stolpnice na Štefanovi, Pražakovi in Hrvatskem trgu, stanovanjski kompleks Ferantov vrt, sodeloval je na natečajih za severni del mestnega središča, južni del mestnega središča, Delo, sosesko Ruski car itd.

Ravnikarjevo življensko delo v Ljubljani je bila nedvomno izgradnja Trga revolucije, ki je nastajal več kot 20 let. Prvi predlog zanj je izdelal leta 1958, ko so se začele prve razprave o postavitvi osrednjega spomenika revolucije v Ljubljani. Tedaj je predlagal, da bi spomenik postavili na reprezentativni trg v obliki grške agore, ki bi bil namenjen republiški upravi. Trg je načrtoval na prostoru nunskega vrta pred palačo slovenskega parlamenta. Tudi v načrtu, s katerim je leta 1960 zmagal na natečaju, je celoten kompleks novega središča zasnoval kot monumentalen



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in Slovenia and elsewhere. He participated in the design competitions for or the construction of practically all important urban areas, building the forestry institute, the student dorms in *Rožna dolina*, the *Ljudska Pravica* Newspaper Building, the faculty of civil engineering, the apartment buildings in the Prule neighbourhood, the residential high-rises on *Štefanova ulica* (Štefan Street) and *Pražakova ulica* (Pražak Street) and on *Hrvatski trg* (Croatia Square), and the *Ferantov vrt* (Ferant Garden) housing complex were built based on his plans. He also participated in design competitions for the northern and southern parts of the city centre, the *Delo* Newspaper Building, the *Ruski car* (Russian Tsar) neighbourhood and more. Ravnikar's lifetime achievement in Ljubljana was undoubtedly the construction of *Trg revolucije* (Revolution Square), which took place over more than twenty years. He produced the first design proposal for it in 1958,

1 Edvard Ravnikar, Natečajni projekt za Trg revolucije, 1960
Edvard Ravnikar, Competition entry for Revolution Square, 1960

2 Trg revolucije in Cankarjev dom, 1961–1974, 1975–1982, arh. Edvard Ravnikar, IZTR
Revolution Square and Ivan Cankar Cultural and Congress Centre, 1961–1974, 1975–1982, Arch. Edvard Ravnikar, IZTR



2

B. Zupancič

3 Stanovanjski blok Kozolec, 1953, arh. Edo Mihevc
Slovenska cesta 51-53
Kozolec apartment block, 1953, Arch. Edo Mihevc

4 Litostrojsko stanovanjsko naselje, 1947–1951, arh. Edo Mihevc
Housing estate of the Litostroj industrial company, 1947–1951, Arch. Edo Mihevc

5 Fakulteta za gradbeništvo in geodezijo, 1969, arh. Edvard Ravnikar
Faculty of Civil and Geodetic Engineering, 1969, Arch. Edvard Ravnikar



Arhiv UJPS



Arhiv UJPS

trg pred palačo parlamenta, ki bi dajal okvir osrednjemu spomeniku zmagi in revoluciji. Na trgu je načrtoval dve visoki stolpnici za republiško upravo in gospodarska predstavništva, ki bi simbolizirali slovensko politično in gospodarsko moč. Iz ekonomskih razlogov je bila gradnja sredi šestdesetih let prekinjena. Nadaljevala se je šele v sedemdesetih po spremenjenem načrtu. V novem načrtu je Ravnikar stolpnici znižal za polovico, kupili sta jih Ljubljanski banka in podjetje Iskra commerce, na trgu pa je bila zgrajena tudi veleblagovnica. Celoten kompleks se je iz upravnega spremenil v trgovsko poslovno središče, spomenik revolucije pa je bil premaknjen na rob trga. V osemdesetih letih je bil po Ravnikarjevih načrtih zgrajen kulturno-kongresni center Ivana Cankarja, najpomembnejša kulturna palača v Sloveniji po vojni.



M. Nikišič

when the first discussions began about erecting a central monument to the communist revolution in Ljubljana. At that time he suggested that the monument be placed in a prominent square in the form of a Greek agora that would house a state administrative office building. He envisaged the square at the location of the convent garden in front of the Slovenian parliament building. His winning 1960 design also envisaged the entire complex of the new centre as a monumental square in front of the parliament building, which would provide a backdrop for the central monument to victory and revolution. He designed two high-rise buildings, one for the state administration and another for business offices, which would symbolise Slovenian political and economic power. Construction was interrupted in the 1960s due to financial problems, and only resumed in the 1970s based on a modified plan. In the new plan, Ravnikar lowered the two high-rises by half. They were then purchased by *Ljubljanska banka* and *Iskra commerce*, and next to them a department store was built in the square. The entire complex thus changed from an administrative centre into a commercial business centre and the monument to the revolution was moved to the edge of the square. In the 1980s, the *Kulturno-kongresni center Ivana Cankarja* (Ivan Cankar Cultural and Congress Centre) was built based on Ravnikar's plans. This was the most important cultural building in post-war Slovenia.

As the Belgrade-based architect Mihajlo Mitrović wrote in his article dedicated to Edvard Ravnikar, this project by Ravnikar had an impact throughout Yugoslavia: "If one has to point a place in the country in which the greatest urban-architectural result has been achieved in post-war Yugoslavia, this is definitely *Trg Revolucije* (Revolution Square) in Ljubljana. It is a completely new part of the city, based on modern designs, and entirely executed. It features several important structures with many functions . . . The entire complex was designed by the master architect Edvard Ravnikar."¹⁹

In addition to Ravnikar, Edo Mihevc also taught a class at the School of Architecture from 1946 onwards. He gave lectures on residential and industrial buildings, and focused more on practical architectural projects. He built the Litostroj industrial complex and a residential area next to it immediately after the war, and later on he built several key buildings in the city centre; for example, the Kemija Impex office building (1953–1955), the Kozolec residential and office building (1953–1957) and the Met-

1



M. NIKŠIČ

1 Tiskarna Mladinska knjiga, 1966, arh. Savin Sever
Dunajska 123
Mladinska knjiga printing house, 1966, Arch. Savin Sever

2 Univerzitetni klinični center Ljubljana, 1968–1977, arh. Stanko Kristl, Zaloška 2
Ljubljana University Medical Centre, 1968–1977, Arch. Stanko Kristl

Kot je v svojem članku v spomin na Ravnikarja napisal beograjski arhitekt Mihajlo Mitrović, je ta Ravnikarjev projekt odmeval v vsej državi: »Če je v državi treba pokazati na kraj, na katerem je bil dosežen največji urbanistično-arhitektonski rezultat v povojni jugoslovanski arhitekturi, potem je to gotovo Trg Revolucije v Ljubljani. To je popolnoma nov del mesta, sodobno zasnovan in realiziran v celoti. Na njem je zbranih več pomembnih objektov z mnogimi funkcijami [...] Vse je projektirala mojstrska roka arhitekta Edvarda Ravnikarja.«¹⁹

Poleg Ravnikarja je po vojni svoj seminar na šoli za arhitekturo od leta 1946 vodil tudi Edo Mihevc, ki je predaval o stanovanjskih in industrijskih zgradbah in se bolj posvečal praktičnim arhitekturnim nalogam. V Ljubljani je takoj po vojni zgradil Litostroj in stanovanjsko naselje ob njem, pozneje pa nekaj ključnih objektov v mestnem središču, med drugim poslovno stavbo Kemija Impeks (1953–1955),

alka commercial business building (1959–1963). He also worked in the Littoral (i.e., Gorizia and Trieste) throughout this time, where he developed a specific regional Mediterranean version of modernism. In 1959, he was commissioned to prepare a regional plan for the Slovenian coast from *Debeli rtič* to Sečovlje, which covered the entire Slovenian coast and its countryside in great detail at the level of a morphological scheme.

In addition to the teachers Edvard Ravnikar and Edo Mihevc, their students also shaped the Ljubljana cityscape through their work in the second half of the twentieth century. The most important representatives of the first group of students included Savin Sever (the *Učne delavnice*, Study Workshops Building, 1962–1963; the *Tiskarna Mladinska knjiga*, Mladinska Knjiga Printing Office, 1963–1966; the Astra Building, 1963–1970; the Merkur Department Store, 1968–1970), Milan Mihelič (the *Go-*

2



M. NIKŠIČ



M. Krambič

3 Mednarodna avtomatska telefonska centrala, 1978, arh. Milan Mihelič
Cigaletova ulica 15
International Telecommunication Centre, 1978, Arch. Milan Mihelič

4 Svetovni trgovinski center, 1993, arh. Andrej Černigoj, Jadranka Grmek, Dejan Bevc, Janez Kuzman, Dunajska 156
World Trade Centre, 1993, Arch. Andrej Černigoj, Jadranka Grmek, Dejan Bevc, Janez Kuzman

5 Kompleks Kapitelj, 2000, arh. Andrej Černigoj, Jadranka Grmek, Andrej Mlakar
Kapitelj (Chapter) housing and Business Complex, 2000, Arch. Andrej Černigoj, Jadranka Grmek, Andrej Mlakar



Arhiv Genus Loci

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spodarsko razstavišče, Ljubljana Exhibition and Convention Centre, 1958–1980; Konstrukta, 1965–1966; Slovenijales Department Store, 1974–1980; international telecommunications centre ATC, 1972–1978; high-rise S2 at Bavarski dvor, 1969–1980), Ilija Arnautovič, Stanko Kristl, Miloš Bonča, Danilo Furst, Majda and France Ivanšek, Janez Lajovic and Grega Košak. The most important representatives of the second group were Vojteh Ravnikar, Janez Koželj, Jurij Kobe and others. However, this already extends to the twenty-first century.

stanovanjsko poslovni blok Kozolec (1953–1957) in poslovno trgovsko stavbo Metalka (1959–1963). Vseskozi je delal tudi na Primorskem, v Gorici in Trstu, kjer je razvil nekakšno regionalno mediteransko obarvano različico modernizma. Leta 1959 je dobil nalogo, da pripravi regionalni načrt slovenske obale od Debelega rtiča do Sečovelj, v katerem je podrobno, na ravni zazidalnega načrta, obdelal celotno slovensko obalo z zaledjem. Ob učiteljih so v drugi polovici 20. stoletja podobo Ljubljane s svojim delom oblikovali tudi Ravnikarjevi in Mihevčevi učenci. Med prvo generacijo zlasti Savin Sever (Učne delavnice 1962–1963, tiskarna Mladinska knji-



M. Nikšič

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ga 1963–1966, Astra 1963–1970, veleblagovnica Merkur 1968–1970 idr.), Milan Mihelič (Gospodarsko razstavišče 1958–1980, Konstrukta 1965–1966, veleblagovnica Slovenijales 1974–1980, mednarodna ATC centrala 1972–1978, stolpnica S2 Bavarski dvor 1969–1980), Ilija Armutovič, Stanko Kristl, Miloš Bonča, Danilo Furst, Majda in France Ivanšek, Janez Lajovic, Grega Košak, med drugo generacijo pa Vojteh Ravnikar, Janez Koželj, Jurij Kobe in drugi. Vse to pa je že zgodba 21. stoletja.

Sklep

Ljubljana se je razvijala več kot dva tisoč let na križišču med severom in jugom, vzhodom in zahodom. Vsako obdobje od prazgodovinske dobe naprej je v mestni podobi pustilo sledi, ki so izoblikovale njeno današnjo identiteto. Z Ljubljano so povezane osebnosti, katerih pomen daleč presega slovenske meje, od Trubarja, Valvazorja, Zoisa, in Prešerna do Fabianija, Plečnika in Ravnikarja, ki so mesto, vsak v svojem obdobju, postavili na evropsko sceno.

V zadnjih sto letih je Ljubljana preživela 4 različne države, od Avstro-Ogrske monarhije, kraljevine Jugoslavije, socialistične Jugoslavije do samostojne republike Slovenije in se iz nepomembnega provincialnega središča spremenila v moderno nacionalno prestolnico, ki se kljub sorazmerni majhnosti lahko primerja ter kosa z mnogo večjimi in pomembnejšimi evropskimi mesti. Mesto 20. stoletja ima tradicijo, ki se je oblikovala od Sitteja in Fabianija prek Plečnika do Ravnikarja. Osnovno idejo modernega mesta je oblikoval Fabiani, Plečnik ji je dodal simbolični pomen, Ravnikar pa se je na to tradicijo navezal in speljal ideje svojega predhodnika v tokove najsodobnejšega dogajanja v povojni arhitekturi.

Prihodnost Ljubljane je Ravnikar videl tako: »Ne bo vlemesto, na njenih današnjih tleh ne bomo imeli npr. slovenskega satelita za TV, ne bo svetovni center znanosti in kulture itd., pač pa bo zelo verjetno učinek vsote pravih in zgrešenih dejanj in posegov [...] Med idealom in urbanistično realnostjo bo vedno dovolj velika vrzel, ki se da zmanjšati samo z resnim in trajnim prizadevanjem ...«²⁰ In to, kar je Ravnikar napisal leta 1979,²¹ še vedno velja. Tudi v prihodnje bo treba iskati kompromise med željami in resničnostjo, napredkom in tradicijo. In taka je tudi vizija mestnega razvoja v prihodnosti.

Opombe

¹ Faksimile dokumenta, ki je nastal med letoma 1112 in 1125 in ga je odkril Peter Štih v Kapiteljskem arhivu v Vidmu v Furlaniji; Peter Štih: *Castrum Leibach*, Ljubljana, 2010.

² Na mestnem trgu je bila leta 1484 zgrajena mestna hiša. Pročelje sta krasila imenitna kipa Adama in Eve v naravni velikosti. Meščani so bili nanju zelo ponosni in so vsakega tujca, ki je prišel v mesto, najprej napotili pred mestno hišo, da si ju ogleda.

³ Založnik W. M. Endter, Nürnberg, 1688.

⁴ Kako so pričakali Ljubljančani zgraditev železniške proge, je v svoji pesmi *Železna cesta* lepo predstavil France Prešeren: »Bliža se železna cesta/nje se ljub'ca veseli/iz Ljubljane v druga mesta/kakor ptiček poleti ...«

⁵ Camilo Sitte: *Umetnost graditve mest*, Ljubljana, 1997.

⁶ Maks Fabiani: Poročilo o splošnem regulacijskem načrtu za Bielsko, v: *O kulturi mest*, ur. Marco Pozzetto, Trst, 1988, str. 63.

⁷ Maks Fabiani: Vicenza, v: *O kulturi mest*, ur. Marco Pozzetto, Trst, 1988, str. 23.

⁸ Maks Fabiani: Poročilo k načrtu občne regulacije deželnega stolnega mesta Ljubljane, druga izdaja, Dunaj, 1899.

Conclusion

Ljubljana developed at the intersection between north and south, and east and west for more than two thousand years. Every period from prehistory onwards left traces in the image of the city that shaped its present identity.

Ljubljana is connected with important historical figures whose impact extends far beyond the Slovenian borders: Primož Trubar, Johann Weikhard von Valvasor, Sigismund Zois, France Prešeren, Max Fabiani, Jože Plečnik and Edvard Ravnikar. Each of them made a contribution in his own time to raising the city's European profile.

Over the past one hundred years, Ljubljana was part of four different countries: from the Austro-Hungarian Empire, the Monarchy of Yugoslavia and socialist Yugoslavia to the independent Republic of Slovenia. It changed from an insignificant provincial centre into a modern national capital, which despite its small size can rival many larger and more important cities in Europe. The twentieth-century city reflects a tradition that was shaped through the works of Camillo Sitte, Max Fabiani, Jože Plečnik and Edvard Ravnikar. The basic idea of a modern city was developed by Fabiani, to which Plečnik added a symbolic meaning. Ravnikar then relied on this tradition and directed the ideas of his predecessor to the most modern developments in post-war architecture.

Ravnikar envisioned Ljubljana's future in the following manner: "There won't be a megacity here, we won't have a Slovenian TV satellite and it won't serve as a world centre of science and culture and so forth, but it will most likely be a sum of the right and wrong actions and projects . . . There will always be a large enough gap between ideals and the urban-planning reality that can only be reduced through serious and long-lasting effort . . ."²⁰ What Ravnikar wrote back in 1979²¹ still applies today. Compromises between desires and the reality, and between progress and tradition, will have to continue to be sought in the future as well. And this is also the vision of future urban development.

Notes

¹ Facsimile of a document from 1112–1125 that Peter Štih discovered at the Chapter Archive of Udine in Friuli, Italy; Peter Štih: *Castrum Leibach*, Ljubljana, 2010.

² The town hall was built on *Mestni trg* (Town Square) in 1484. Its facade featured two magnificent life-sized statues of Adam and Eve. The town's residents were very proud of them and they recommended anyone that visited the town to go see the town hall and the two statues.

³ Published by W. M. Endter, Nuremberg, 1688.

⁴ France Prešeren nicely described how Ljubljana residents awaited the construction of the railway in his poem "Železna cesta" (The Iron Road): "The iron road is drawing nigh, / My darling looks forward to this day, / From Ljubljana to other towns she'll fly, / Like a little bird on its way."

⁵ Slovenian edition: Camilo Sitte: *Umetnost graditve mest* (Slovenian translation of the *Der Städtebau* . . .), Ljubljana, 1997.

⁶ Max Fabiani: Poročilo o splošnem regulacijskem načrtu za Bielsko, in: Max Fabiani, *O kulturi mest*, ed. Marco Pozzetto, Trieste, 1988, p. 63.

⁷ Max Fabiani: Vicenza, in: Max Fabiani, *O kulturi mest*, ed. Marco Pozzetto, Trieste, 1988, p. 23.

⁸ Max Fabiani: Poročilo k načrtu občne regulacije deželnega stolnega mesta Ljubljane, 2nd edition, Vienna, 1899.

⁹ At the invitation of the municipal council, a draft urban development plan was also submitted by one of the best-

- ⁹ Osnutek regulacijskega načrta je na povabilo občinskega sveta predložil tudi eden tedaj najbolj znanih dunajskih urbanistov, Camilo Sitte (1843–1903), poleg njega pa tudi Maks Fabiani (1865–1962), slovenski rojak, arhitekt in urbanist ter eden najuglednejših slovenskih strokovnjakov na tedanjem Dunaju. Ta osnutek je bil osnova za popotresno prenovno mesta.
- ¹⁰ Stavbinski red za občinsko ozemlje deželnega stolnega mesta Ljubljane, Deželni zakonik za Vojvodino Kranjsko, 21, 1896.
- ¹¹ Jože Plečnik: Študija regulacije Ljubljane in okolice, Dom in svet, 1928, priloga 4. Jože Plečnik: Študija regulacije severnega dela Ljubljane, Dom in svet, 1929, str. 91.
- ¹² Maks Fabiani: O umetnosti Jožeta Plečnika, v: O kulturi mest: Spisi 1895–1960, ur. Marco Pozzetto, Trst, 1988, str. 178.
- ¹³ »Arhitektura«, L'architecture d'Aujourd'hui, 1932, št. 6, str. 101.
- ¹⁴ V Fondation Le Corbusier v Parizu hranijo podatke o dvanajstih jugoslovanskih arhitektih, Bogo Zupančič pa omenja sedem Plečnikovih učencev, ki so delali v Le Corbusierovem ateljeju: Miroslav Oražem, Milan Sever, Hrvoje Brnčič, Marjan Tepina, Jovan Krunic, Edvard Ravnikar in Marko Župančič. Bogo Zupančič: Plečnikovi diplomanti v Le Corbusierovem ateljeju, Ljubljana, 2007, str. 99–118.
- ¹⁵ Edo Ravnikar: Kratak oris modernega urbanizma v Sloveniji, referat na I. posvetovanju jugoslovanskih arhitektov v Dubrovniku 1950, Zbornik referatov, Ljubljana, 1950, str. 8.
- ¹⁶ Vzgoja arhitektov: Študijske prakse na fakultetah za arhitekturo, Arhitekt I, 1951, št. 1, str. 48.
- ¹⁷ Martina Malešič: Pomen skandinavskih vplivov za slovensko stanovanjsko kulturo, doktorska disertacija na Oddelku za umetnostno zgodovino Filozofske fakultete Univerze v Ljubljani, 2013.
- ¹⁸ Revija Progres, Zagreb, 1958, številka posvečena razstavi Porodica i domačinstvo.
- ¹⁹ Mihajlo Mitrović: Edvard Ravnikar – spomini, v: Hommage à Edvard Ravnikar 1907–1993, ur. France Ivanšek, Ljubljana, 1995, str. 270.
- ²⁰ Ljubljana čez 50 let, Tedenska tribuna TT, Ljubljana, 1954 (4. 11.), št. 44, str. 7.
- ²¹ Edvard Ravnikar: Ljubljana 2000, AB, 1979, št. 44–45, str. 7.
- known Vienna urban planners, Camilo Sitte (1843–1903), as well as by Max Fabiani (1865–1962), a native Slovenian architect and urban planner, and one of the most prominent Slovenian experts in Vienna at that time. Fabiani's plan formed the basis for the city's post-earthquake reconstruction.
- ¹⁰ Stavbinski red za občinsko ozemlje deželnega stolnega mesta Ljubljane (Building Regulations for the Municipal Territory of the Capital of Ljubljana), Deželni zakonik za Vojvodino Kranjsko, 21, 1896.
- ¹¹ Jože Plečnik: Študija regulacije Ljubljane in okolice, Dom in svet, 1928, appendix 4. Jože Plečnik: Študija regulacije severnega dela Ljubljane, Dom in svet, 1929, p. 91.
- ¹² Max Fabiani: O umetnosti Jožeta Plečnika, in : Max Fabiani, O kulturi mest: Spisi 1895–1960, ed. Marco Pozzetto, Trieste, 1988, p. 178.
- ¹³ "Arhitektura", L'architecture d'Aujourd'hui, 1932, no. 6, p. 101.
- ¹⁴ The Le Corbusier Foundation in Paris keeps data on twelve Yugoslav architects, among them seven of Plečnik's students. Bogo Zupančič: Plečnikovi diplomanti v Le Corbusierovem ateljeju, Ljubljana, pp. 99–118.
- ¹⁵ Edo Ravnikar: Kratak oris modernega urbanizma v Sloveniji, paper presented at the First Conference of Yugoslav Architects in Dubrovnik in 1950, conference proceedings, Ljubljana, 1950, p. 8.
- ¹⁶ Vzgoja arhitektov: Študijske prakse na fakultetah za arhitekturo, Arhitekt I, 1951, no. 1, p. 48.
- ¹⁷ Martina Malešič: Pomen skandinavskih vplivov za slovensko stanovanjsko kulturo (The Significance of Scandinavian influences for Slovenian Housing Culture), Doctoral Thesis, Faculty of Arts, Department for Art History, University of Ljubljana, 2013.
- ¹⁸ Journal Progress, Zagreb, 1958, issue dedicated to the exhibition Porodica i domačinstvo.
- ¹⁹ Mihajlo Mitrović: Edvard Ravnikar – spomini, in: Hommage à Edvard Ravnikar 1907–1993, ed. France Ivanšek, Ljubljana, 1995, p. 270.
- ²⁰ Ljubljana čez 50 let, Tedenska tribuna TT, Ljubljana, 1954 (4 Nov.), no. 44, p. 7.
- ²¹ Edvard Ravnikar: Ljubljana 2000, AB, 1979, nos. 44–45, p. 7.

Vizija Ljubljane

NA POTI
K TRAJNOSTNEMU
MESTU

Potenciali mesta

Ljubljana, glavno mesto Slovenije, leži v središču narodnega in državnega ozemlja v vratih, ki nudijo že tisočletja najprimernejši naravni prehod med Jadranskim morjem in Srednjo Evropo. Današnja Ljubljana je s svojimi 283.000 prebivalci regionalno mesto, njeno somestje šteje 650.000 prebivalcev in prispeva več kot eno tretjino k bruto nacionalnemu dohodku.

The Vision of Ljubljana

ON THE WAY
TO A SUSTAINABLE
CITY

City potentials

Ljubljana, the capital of Slovenia, lies in the centre of Slovenian ethnic and state territory, at a natural gate that has provided the most convenient natural passage between the Adriatic and central Europe for millennia. With a population of 283,000, today's Ljubljana is a regional city and its conurbation with a population of 650,000 produces more than a third of Slovenia's GDP.





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1 Mesto na stiku med dvema ekosistemoma in dvema rekama Ljubljana between two ecosystems and two rivers

2 Zvezdasta oblika mesta z gosto zazidavo ob petih mestnih vpadnicah in zelenimi jeziki med njimi
Star-shaped urban form with dense construction along the five main avenues, and green wedges between them

3 Trgovsko središče BTC – največje trgovsko središče v regiji
BTC commercial centre – the largest in the region

Ljubljana is a green city: half of the municipal territory is urbanised, and the other half comprises rural land with fields, meadows, forests, marshes and nature parks. The city developed at a nexus between two ecosystems, the Ljubljana Plain and the Ljubljana Marsh, and between the Ljubljanica and Sava rivers, in a star-shaped urban layout with wedges of open landscape between the branches of dense construction along the main roads.

Transition

In the process of the city's adaptation to the capitalist system and freemarket economy following Slovenia's independence in 1991, the city centre began emptying out and the suburbs began spreading without control. Because development moved to the edges of the city, many infrastructure and other development projects that were of great strategic importance to the city fell through. Since 1995, more than 20,000 people have moved out of the city, mostly to neighbouring municipalities. The consequences of this emigration are still evident today, with more than 100,000 daily commuters driving to the city in their cars to get to work, run errands or shop. Because of the concentration of retail activities and services in large shopping centres in the suburbs, retail in the city centre began to gradually decline. In addition, industry also began moving from the city centre to the outskirts.

Ljubljana je zeleno mesto, polovica teritorija občine je urbanizirana, druga polovica je dežela s polji, travniki, gozdovi, močvirji in krajinskimi parki. Mesto se je razvilo na stiku ekosistemov Ljubljanskega polja in Ljubljanskega barja, med rekama Ljubljanico in Savo, v obliki zvezde, s klini odprte krajine, med kraki strnjene zazidave vzdolž glavnih cest.

Tranzicija

Po osamosvojitvi leta 1991 se je v procesu prilagajanja mesta kapitalistični ureditvi in liberalnemu modelu tržnega gospodarstva začelo mestno središče prazniti na račun stihijskega širjenja predmestja. Zaradi preusmeritve razvoja na obrobje mesta se niso izvedli številni infrastrukturni in drugi razvojni projekti, ki so bili zelo pomembni za mesto. Od leta 1995 se je iz mesta izselilo, po večini v sosednje občine, več kot 20.000 prebivalcev. Posledice izseljevanja se čutijo še danes, ko več kot 100.000 dnevnih migrantov prihaja z avtomobili v mesto na delo, po opravkih in nakupih. Zaradi koncentracije trgovskih in storitvenih dejavnosti v velikih nakupovalnih središčih v predmestju je začela postopoma propadati trgovina v mestnem središču. Prav tako se je začela tudi industrija zaledja mestnega središča seliti na obrobje mesta.



3

Vir: MOL

Vir: MOL

Preusmeritev razvoja

Mestna občina se je leta 2007 odločila, da začne preusmerjati negativne razvojne težnje mesta. S ciljem, da začne koristiti primerjalne prednosti mesta in njegove regije, si je začela prizadevati, da bi čim bolj aktivirala razpoložljive načrtovalske instrumente, ki bi spodbudili bolj trajnostne alternative nastajajočemu generičnemu mestu. Po vzoru naprednih evropskih mest se je odločila dati razvojnim načrtom jasno vizijo in začeti brez oklevanja uveljavljati trajnostna načela v uresničevanju postavljenih ciljev.

Vizija mesta »Ljubljana 2025«

V viziji »Ljubljana 2025«, ki jo je mestna občina oblikovala, da bi jo vgradili v planske dokumente, je bilo zapisano, kam se bo mesto širilo, kje bo prostor za gradnjo, kakšno

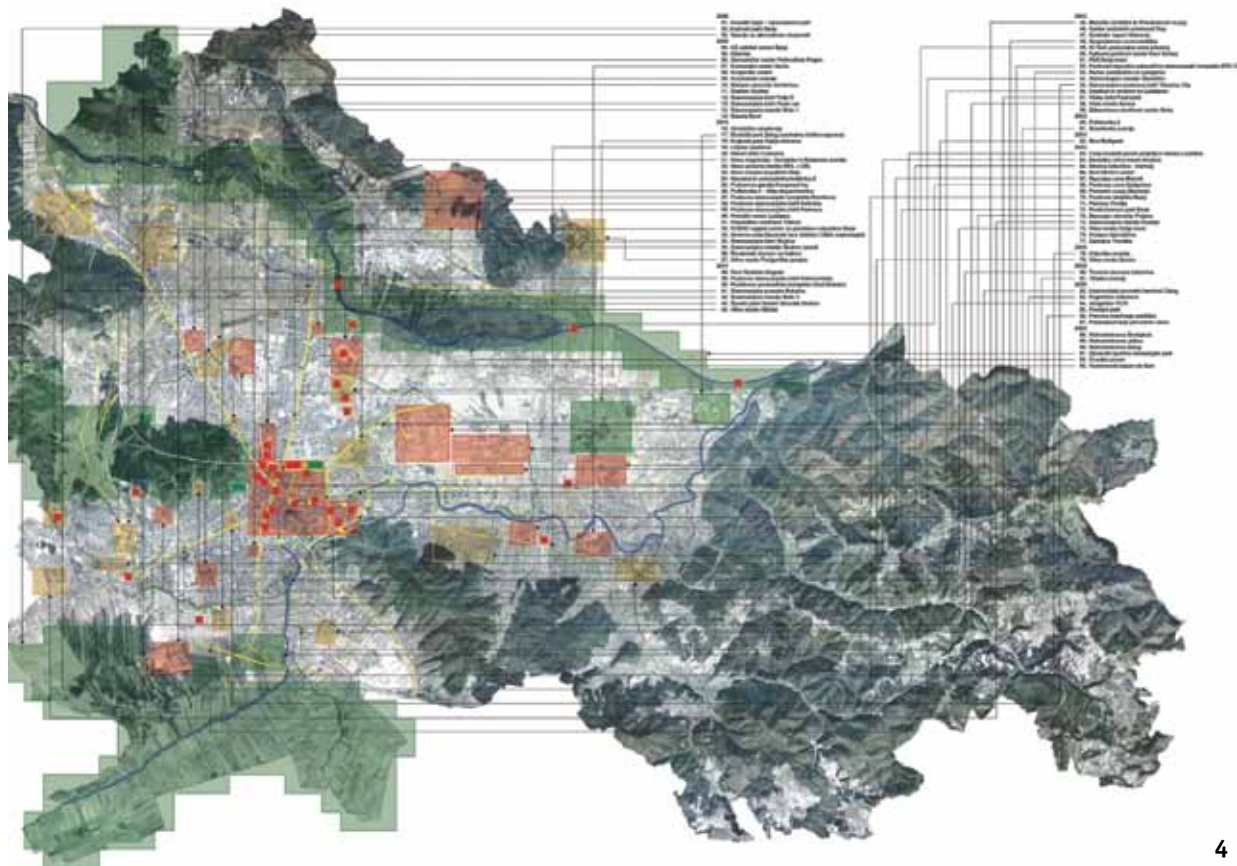
Redirecting the development

In 2007, the City of Ljubljana decided to redirect the city's negative development trends. In order to start making good use of the competitive advantages of the city and its region, the city government has been striving to activate the available planning instruments as best as possible to promote more sustainable alternatives to the emerging generic city.

Following the model of advanced European cities, it decided to give the development plans a clear vision and to immediately start implementing sustainable principles while carrying out the goals set.

The "Ljubljana 2025" Vision

The "Ljubljana 2025" vision, which the City of Ljubljana developed in order to make it part of the planning docu-



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vlogo bo imela Ljubljana v Evropi, državi in regiji, katere spremembe bo doživela ter kateri bodo ključni cilji in prioritete mestnega razvoja v prihodnosti:

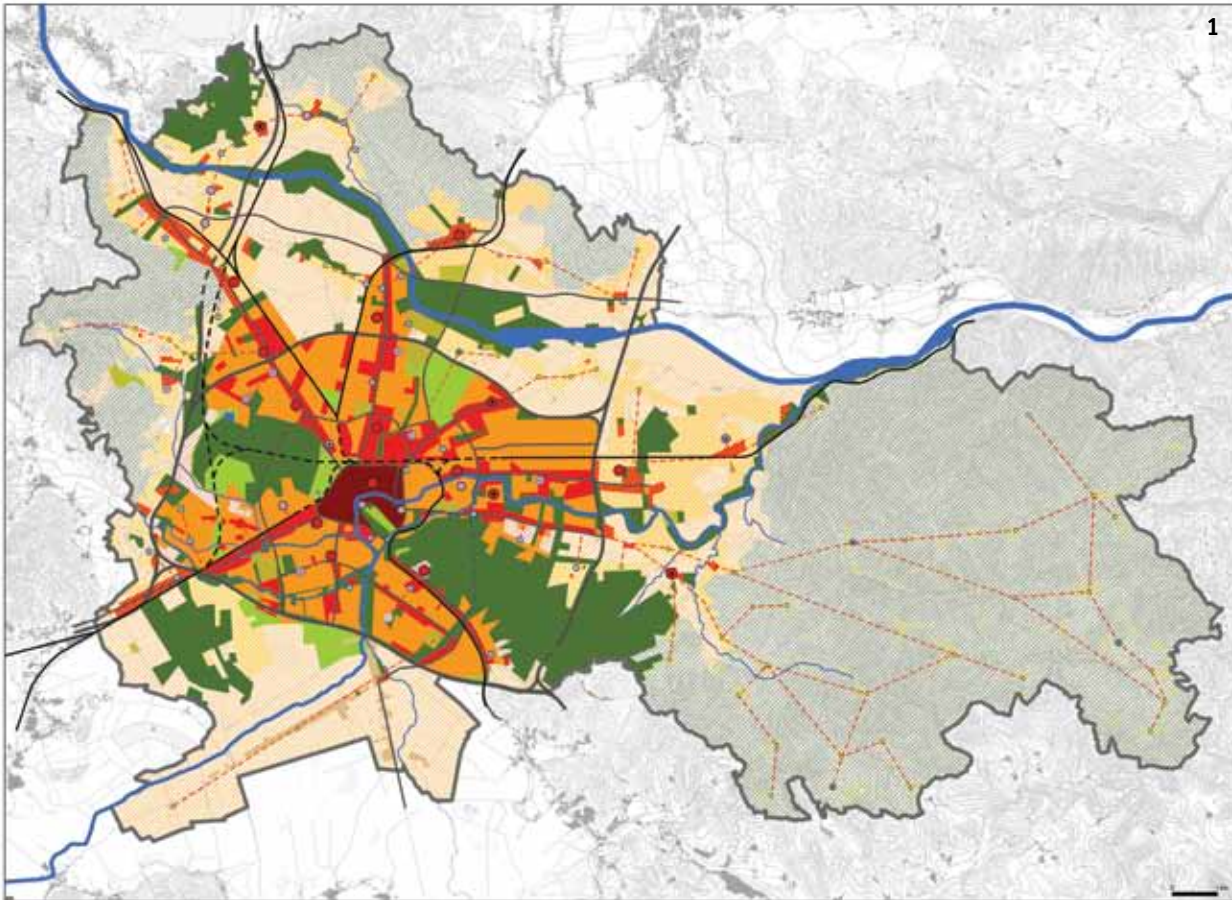
Trajnostni razvoj mesta bo zagotavljal neposreden dostop do odprtega prostora v povezanem krajinskem sistemu. Razvoj mesta bo upošteval omejitve, ki izhajajo iz še razpoložljive okoljske zmogljivosti prostora. Vsak delni poseg v prostor bo preverjen v odnosu do naravnih omejitev in dolgoročnih ciljev. Mesto bo zadržalo zvezdasto obliko poselitve z vmesnimi zelenimi klini in prezračevalnimi preduhi. Nova stmnjena zazidava bo zapolnjevala prostor znotraj obroča avtoceste, razpršena pozidava na podeželju se bo zgoščevala in navezala na večje centre.

Staro mestno jedro se bo postopoma v celoti prenovilo, v ožje mestno središče se bodo doseljevali mladi in aktivni prebivalci, ki bodo spremenili njegovo demografsko sliko in z ustavili njegovo praznjenje. Ob novem centru za oblikovanje in arhitekturo v prenovljeni tovarni Rog se bo razvila živahna

ments, specifies where the city will spread to, where new development will be able to take place, what role the city will play in the EU, Slovenia and the local region, what changes it will experience and what the key urban development goals will be in the future:

“The city's sustainable development will provide direct access to open space within an interconnected landscape system. The city's development will take into account the limitations arising from the available environmental capacity of the area. Any partial spatial project will be checked in terms of natural limitations and longterm objectives. The city will retain its starshaped pattern of settlement with interspersed green wedges and ventilation corridors. New compact construction will fill up the space inside the highway ring, and dispersed construction in the countryside will become denser and attach to larger centres.

“The historic centre will gradually be fully renovated, and young and active residents will move into the city centre,

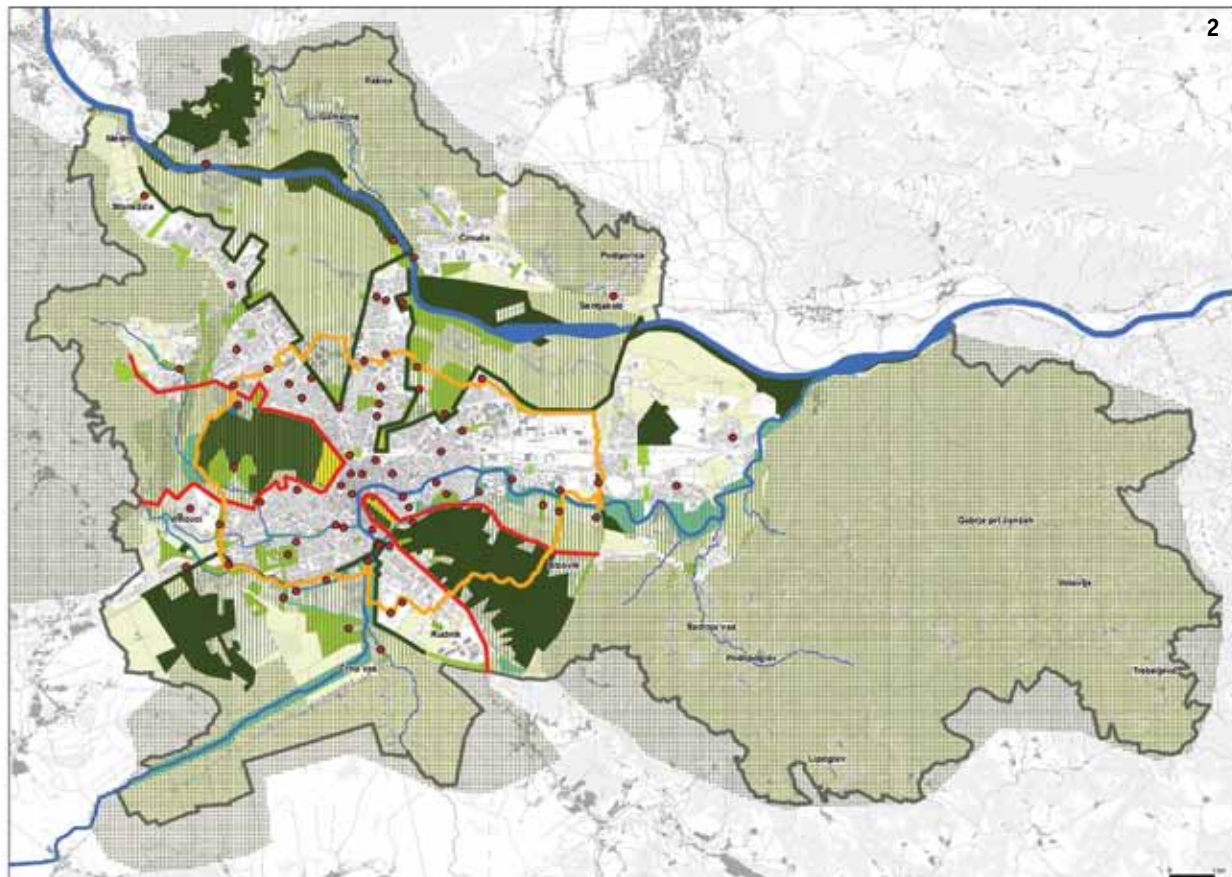


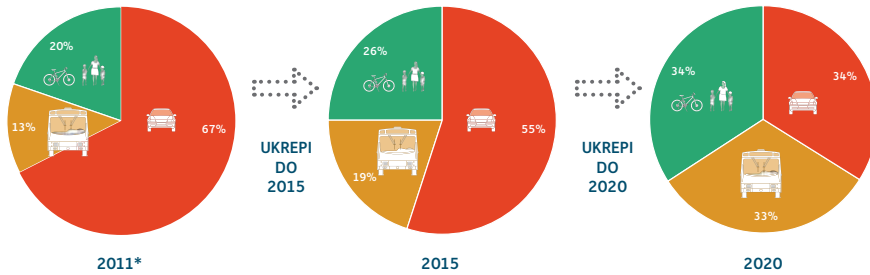
1 Zasnova prostorskega razvoja MOL, 2010, UI, MOL
 Concept of Spatial Development of the Municipality of Ljubljana, 2010, UI, MOL

2 Občinski prostorski načrt podaja smernice za notranji razvoj mesta, razpršeno koncentracijo predmestij in prenovo podeželja, 2010, MOL
 The municipal spatial plan (2010) defined the guidelines for inner city redevelopment, dispersed concentration of suburbs and renewal of countryside, 2010, MOL

umetniška četrt, ki bo povezovala umetniške akademije z muzejskim centrom in centrom alternativne kulture na Metelkovi. Z izgradnjo novih večnamenskih stanovanjskih stavb na praznih parcelah se bo v mestnem središču ohranila urbanost in zvišal delež aktivnega prebivalstva. V avenije preoblikovane mestne vpadnice bodo dobile lepo

changing its demographic structure and stopping its depopulation. A vibrant artistic quarter will develop next to the new design and architectural centre and will link arts academies with the museum centre and the alternative culture centre on *Metelkova Ulica* (Metelko Street). The construction of new multipurpose residential buildings in





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3 Prometna politika Ljubljane, 2012, MOL
Municipal Sustainable Traffic Policy, 2012, MO

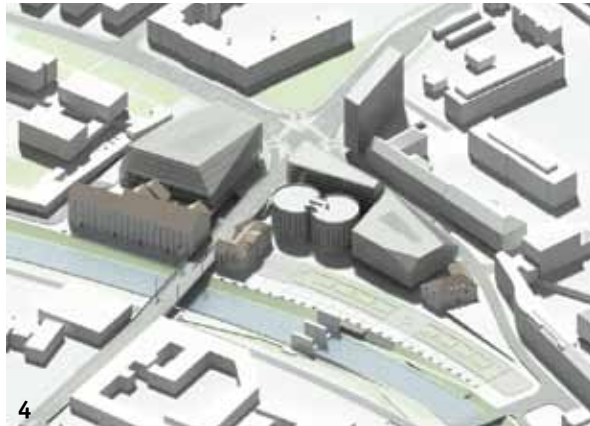
4 Načrt novega upravnega središča združuje dvorano za upravne storitve z novo umetniško galerijo v prenovljeni Cukrarni, 2009, SCAPELAB, arh. Studen idr.
The project of the new city hall in the old sugar factory, combining civic services and new art gallery, 2009, SCAPELAB, Arch. Studen et al.

5 Načrt za prezidavo Cukrarne v umetnostno galerijo, 2009, SCAPELAB, arh. Studen idr.
Project for refurbishment of the old sugar factory to the gallery for visual arts, 2009, SCAPELAB, Arch. Studen et al.

6 Natečajni projekt Severnih mestnih vrat na Slovenski cesti ob vstopu v mestno središče, 2007, arh. B. Podrecca in Sandi Pirss
Project for northern town gate on the Slovenska cesta at the entrance to the city centre, 2007, Arch. B. Podrecca and Sandi Pirss

in celostno oblikovano ulično opremo. Mestni parki in javno zelenje bodo prenovljeni po sodobnih načelih krajinskega oblikovanja. Celovito preurejena nabrežja Ljubljanice bodo z novimi mostovi, brvami in splavi razširila javni prostor mesta in ga povezala z reko. Obstoječe rekreacijske poti se bodo podaljšale do turističnih in kolesarskih poti v zaledju mesta in na podeželju.

Biološko središče in ekološki park bosta promovirala najnovije tehnologije, ki zagotavljajo sklenjeno kroženje snovi in okoljsko vzdržnost v ravnanju z odpadki in naravnimi viri.



4



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6

Arhiv Boris Podrecca

empty lots will preserve the urban character of the city centre and increase its share of active population.

“The main radial roads will be converted into avenues and will obtain pleasant and comprehensively designed street infrastructure. City parks and green areas will be remodelled following the principles of modern landscape design. With new bridges, footbridges and rafts, the comprehensively renovated banks of the Ljubljanica River will expand the city’s public space and connect it to the river. Recreational trails will be extended to the tourist trails and cycling paths in the countryside surrounding the city. “The biological centre and ecological park will promote the latest technology that ensures an unbroken cycle of resources and environmental sustainability in managing waste and natural resources. A new regional waste management centre will be built and the existing dump in the Ljubljana Marsh will be renaturalised. Sufficient high-quality groundwater will be available in protected water-supply areas. Rainwater runoff through the sewage system will be replaced by managing rainwater as a water

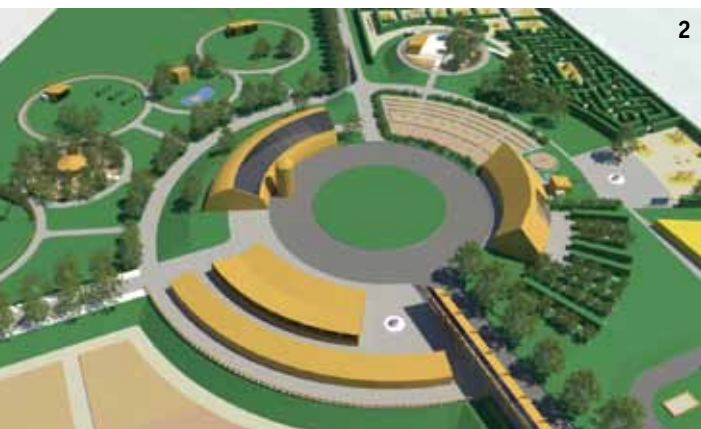
Zgrajeno bo novo regionalno odlagališče odpadkov, obstoječe odlagališče na Barju bo renaturalizirano. Na zavarovanih vodonosnih območjih bo na zalogi dovolj kvalitetne podtalnice. Odvajanje padavinske vode po kanalizacijskem omrežju bo zamenjalo gospodarjenje z deževnico kot vodnim virom, ki bo temeljilo na zadrževanju, ponikanju in koriščenju padavinske vode v naseljih.

Stanovanjske soseske iz obdobja povojne izgradnje industrijskega mesta bodo energetske prenovljene, celovito bo prenovljena tudi stanovanjska krajina. Gradnja novih fakultet, akademij in centra za promocijo znanosti bo sledila modelu univerze v mestu.

Z načrtovanjem območij mešane rabe vzdolž vpadnic se bodo zmanjšali promet in obremenitve okolja v gosto zazidanih predelih. Z novo zazidavo bodo reaktivirana velika



1



2

degradirana območja opuščene industrije v Šiški in za Bežigradam po razvojnih projektih Partnerstvo Šmartinska in Partnerstvo Celovška. Strnjene stanovanjske četrti in soseske raznih oblik se bodo gradile dosledno po načelih trajnostne gradnje in mešane rabe. Nove oblike nizkogoste zazidave v zelenju bodo obudile zamisel vrtnega mesta na temelju okoljske etike. Gradila se bodo stanovanja za najbolj ogrožene prebivalce, nastajale bodo stanovanjske skupnosti mladih družin in starih ljudi.

Ljubljana bo postala kolesarsko mesto, mreža kolesarskih stez in poti se bo podvojila, površine za pešce se bodo širile po vsem mestu. V mestu in regiji bo deloval sistem integriranega javnega prometa in enotne vozovnice, ki bo povezan s prestopnimi postajami P&R, parkiraj in prestopi. Na območju stare železniške postaje bo zgrajen nov potniški center z avtobusno postajo, v Mostah je načrtovana izgradnja novega intermodalnega logističnega centra. Gostoto in odvijanje motornega prometa bodo uravnavali pametni senzorski sistemi, uvedena bo posebna taksa za vstop v mesto.

resource, based on storage, filtering and use of rainwater in settled areas.

"The residential neighbourhoods from the postwar construction of the industrial city will be modernised to become more energy efficient, and the residential landscape will also be fully redeveloped. The construction of new faculties, academies and a science promotion centre will follow the model of a university in the city.

"The planning of mixed-use areas along the radial roads will reduce traffic and the environmental impact in densely built-up areas. Redevelopment carried out as part of the development projects *Partnerstvo Šmartinska* (the Šmartno Street Partnership) and *Partnerstvo Celovška* (the Klagenfurt Street Partnership) will reactivate the large brownfield sites in the Šiška and Bežigrad neighbourhoods. Compact residential quarters and neighbourhoods of various shapes will be built strictly in line with the principles of sustainable construction and mixed use. New forms of low-density construction surrounded by trees and green areas will revive the idea of the garden city on the basis of environmental ethics. Housing will be built for the most vulnerable groups of the population and residential communities will be established for young families and elderly people.

"Ljubljana will become a bicycle-friendly city; its cycling route network will increase by twofold, and the number of pedestrian areas will increase throughout the city. A system of integrated and single-ticket public transport linked to park-and-ride terminals will be put in place in the city and its surrounding area. A new passenger centre with a bus station will be built where the old railway station stands, and a new intermodal logistics centre is planned in the Moste neighbourhood. Motorised traffic density will be regulated by smart sensor systems and a special tax will be charged for entering the city centre.

"The City of Ljubljana will continue to promote the introduction of natural gas-fuelled buses and, with the help of the technological centre for alternative energy sources, it will set up electrical charging stations with fuel cells that will supply power to important institutions. An efficient urban rail transit system will be gradually set up along the main radial roads.

"The city will use increasingly more renewable sources of energy. The set of three power stations on the Sava River dams north of the city will improve the city's self-sufficiency in energy. An extensive sports and recreation park will be developed in water and park areas to allow the development of horse-riding and flatwater sailing and rowing. Large water reservoirs will recharge the aquifers and serve for irrigation purposes. Water retention and discharge facilities will be built in the southern part of Ljubljana to protect the city against catastrophic floods. In the Ljubljana Marsh Regional Nature Park, farmers will manage the cultural landscape and ensure the preservation of biodiversity of endangered animal and plant species, especially in the wetlands. The residents of the Ljubljana Marsh will take an active part in managing the park, which will offer alternative forms of eco- and bio-tourism. Controlled nature protection in the recreational areas surrounding the city will be provided in the newly established *Šmarna gora* and *Polhov Gradec Hills* nature parks.

"The farms in the rural areas surrounding the city will continue to switch to sustainable farming, which also in-

1 Projekt Ekološkega parka – izobraževalnega centra za zelene tehnologije, 2009, arh. R. Böhm, Fakulteta za arhitekturo Eco Park Project, educational centre for green technologies, 2009, Arch. R. Böhm, Faculty of Architecture

2 Projekt Mestne kmetije v sklopu Ekoparka, 2009, arh. R. Böhm, Fakulteta za arhitekturo City farm Project as a part of the Eco Park Promotion centre, 2009, Arch. R. Böhm, Faculty of Architecture

3 Projekt za novi regionalni center za ravnanje z odpadki (RCERO), STRABAG AG & STRABAG Umweltanlagen GmbH
Project for the new regional waste management centre, STRABAG AG & STRABAG Umweltanlagen GmbH

Mestna občina bo še naprej podpirala uvajanje mestnih avtobusov na metan, s pomočjo tehnološkega centra za alternativne vire energije bodo postavljene električne napajalne postaje z gorivnimi celicami za oskrbo pomembnih ustanov. Na glavnih vpadnicah bo postopoma urejen zmogljiv timi javni promet.

Mesto bo v vedno večjem deležu uporabljalo obnovljive vire energije. Veriga treh elektram na zajeztivah Save severno od mesta bo izboljšala energetska samooskrbo mesta, na vodnih in parkovnih površinah bo nastal prostran športno-rekreacijski park, ki bo poleg konjeniškega športa omogočil tudi razvoj jadralskih in veslaških športov na mimih vodah. Velika vodna zajetja bodo bogatila podtalnico in služila za namakanje. Na južnem delu Ljubljane bodo zgrajeni zadrževalniki in razbremenilniki, ki bodo varovali mesto pred katastrofalnimi velikimi poplavami. V regijskem krajinskem parku Barje bodo kmetje upravljali kulturno krajino in skrbeli za ohranjanje pestrosti biotopov ogroženih živalskih in rastlinskih vrst, še posebej na mokriščih. Prebivalci Barja bodo dejavno sodelovali pri upravljanju parka, ki bo ponujal alternativne oblike eko in bioturizma. Nadzorovano varovanje narave v rekreacijskem zaledju mesta bo zagotovljeno v novih krajinskih parkih Šmama gora in Polhograjski Dolomiti. Kmetije v zaledju mesta se bodo še naprej preusmerjale v



cludes maintaining the cultural landscape and protecting the natural landscape. Greenhouse vegetable and fruit production will ensure the city's selfsufficiency. New rural development and renewal programmes will promote various forms of coexistence between the city and its surrounding countryside. Centres for developing new supplementary activities on farms and shared tourism products will be established. The city will support the development of new forms of community gardening and establish a model farm that will become an education centre for integrated production of high-quality and healthy food."

Based on the guidelines presented in the long-term vision for the city, a municipal general plan was formulated in 2010. Its strategic section clearly set down that in the future the city will develop on the inside through densification of the existing built-up areas, and its implementing section defined a series of operational sustainable development tactics referring to:

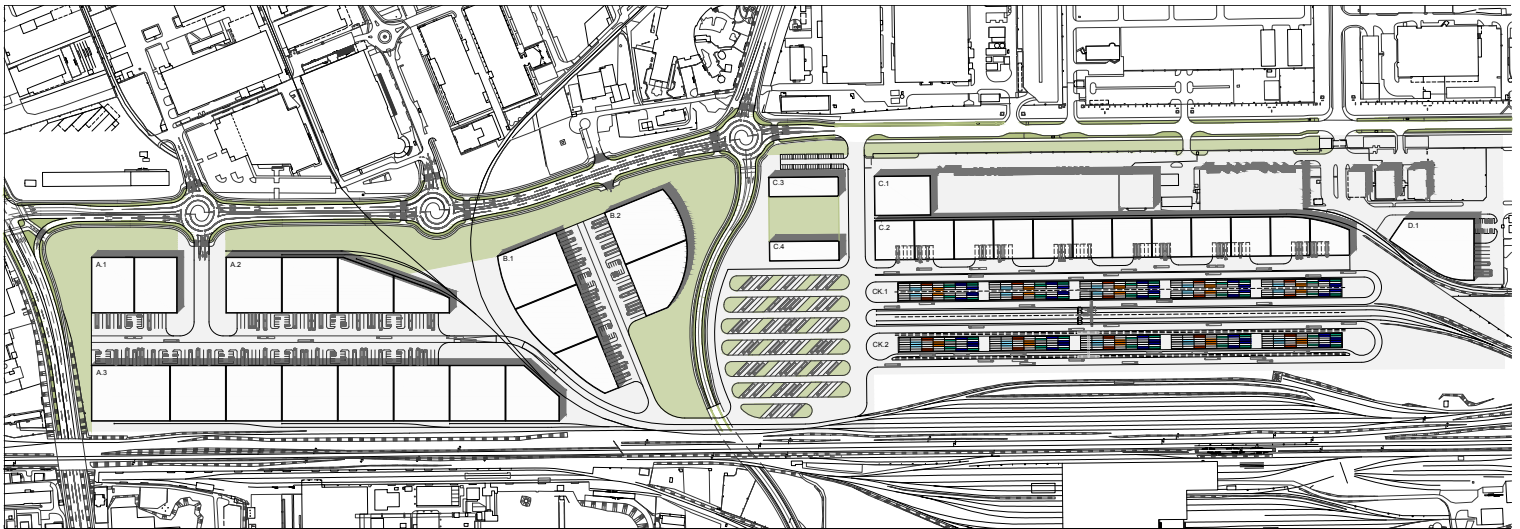
- Renewal of the city centre and sustainable mobility;
- Redevelopment of already urbanised and brownfield sites;
- New urban development along public transport lines;
- Redevelopment of large residential neighbourhoods;



4 Načrti za nov potniški in komercialni center Emonika z novo železniško in avtobusno postajo, 2008, Real Engineering Ljubljana
Emonika and the new railway and bus station, Project for the new passengers and commercial centre, 2008, Real Engineering Ljubljana

5 Regeneracija območja Stare Šiške na zemljiščih opuščene industrije, 2010, MOL
Regeneration of Old Šiška on disused industrial land, 2010, MOL





1

sonaravno kmetovanje, ki vključuje vzdrževanje kulturne in varovanje naravne krajine. Samooskrbo mesta bo zagotavljala pridelava zelenjave in sadja v steklenjakih. Novi programi razvoja podeželja in prenove vasi bodo spodbujali različne oblike sožitja med mestom in podeželjem v regiji. Ustanovljala se bodo jedra za razvoj novih dopolnilnih dejavnosti na kmetijah in oblikovanje skupnih turističnih proizvodov. Mesto bo podpiralo razvoj novih oblik skupnostnega vrtičkarstva in ustanovilo vzorčno kmetijo, ki bo postala izobraževalno središče za integrirano pridelavo kakovostne in zdrave hrane.

Na podlagi usmeritev iz dolgoročne vizije mesta je bil leta 2010 pripravljen občinski prostorski načrt, ki je v strateškem delu jasno opredelil, da se bo mesto v prihodnosti razvijalo navznoter z zgoščevanjem obstoječe zazidave, v izvedbenem delu pa določil več operativnih taktik trajnostnega razvoja, ki se nanašajo na:

- prenovo mestnega središča in trajnostno mobilnost,
- gradnjo na že urbaniziranih in degradiranih zemljiščih,
- gradnjo mesta vzdolž linij javnega prometa,
- prenovo velikih stanovanjskih sosesk,
- zgoščevanje razpršene zazidave v predmestju in obmestju,
- varovanje zelenih preduhov in zelenih klinov ter
- varovanje mokrišč in mestnih gozdov.

Začetki trajnostne prenove mesta

Glede na to, da se trajnostno urbanistično oblikovanje dokazuje z ravnovesjem med razvojem in varovanjem,



2

Vir: MOL

- Densification of dispersed development in the suburbs and the periphery;
- Protection of greenways and greenbelts;
- Protection of wetlands and urban forests.

The beginnings of sustainable urban renewal

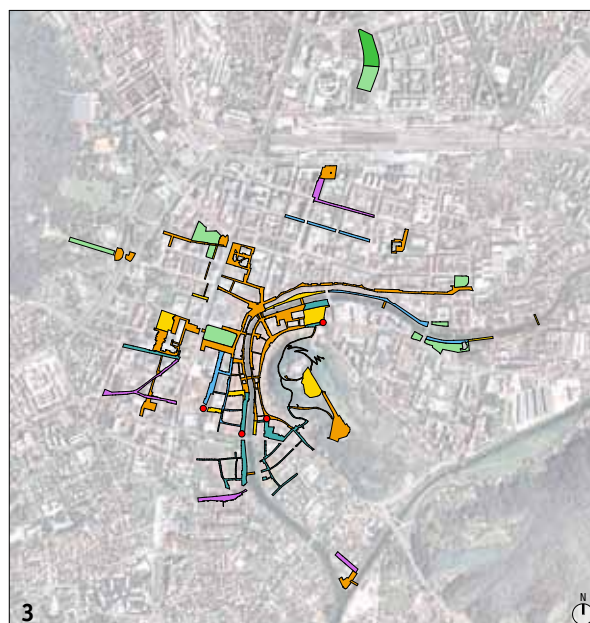
By definition, sustainable urban design involves an appropriate balance between development and conservation, which has a direct effect on public health and public well-being. Therefore, the City of Ljubljana started by converting the public spaces in the old town into pedestrian zones. It renovated and refurbished the squares, streets and river banks, which is expected to gradually encourage comprehensive environmental, monument, economic and social renewal of the entire city centre. In order to expand the pedestrian zones, it began to redesign the river banks and continued to remodel the parallel streets and squares along the river. The city restricted motor traffic in the old town and moved the parking areas from the squares and streets to the central parking garage under *Kongresni trg* (Congress Square).

Restricting the use of cars was of key importance for beginning the city's sustainable transformation. Consistent

1 Načrt za nov multimodalni logistični terminal v Mostah, 2013, LUZ
Project of the new multimodal logistics terminal in Moste, 2013, LUZ

2 Preureditev nabrežij Ljubljane
Rearrangement of river banks along the Ljubljanica River

3 Razširjeno omrežje pešpoti in območij za pešce v zadnjih 5 letih, 2012, MOL
Network of extended pedestrian areas in the last five years, 2012, MOL



LJUBLJANA PUBLIC SPACE REARRANGEMENTS

- Existing Car-free Pedestrian Area
- New Car-free Pedestrian Area
- Existing Car-limited Pedestrian Area
- New Car-limited Pedestrian Area
- Shared Space Traffic Calming Area
- Existing parks
- New parks
- Delivery spots

0 0.25 0.5 0.75 1km

4 Novi mostovi na Ljubljani bogatijo obrežno krajino
New bridges contributed added value to the cityscape

5 Preurejena ploščad Kongresnega trga z osrednjo podzemno javno garažo za prebivalce starega mestnega središča
The re-arrangement of the the Congress Square incorporates an underground garage for local residents and visitors

6 Prenova nekdanje tiskarne za pravno fakulteto in dozidava stavb mešanih dejavnosti, 2000, arh. A. Mlakar, A. Černigoj, J. Grmek, 2010, arh. B. Podrecca
Regeneration of the old printing works for the Faculty of Law and addition of the new mixed-use building complex, 2000, Arch. A. Mlakar, A. Černigoj, J. Grmek, B. 2010, Arch. B. Podrecca

7 Preurejanje nabrežij Ljubljane ter sosednjih ulic in trgov v območja za pešce in kolesarje
Pedestrianisation of riverbanks, extended into the closest streets and squares along the river



Z. Okorn



M. Kambič

concentration of housing and social and service activities along the public transport routes stimulates walking, cycling and using city buses to make daily trips. A higher density of settlement and activities in the city also reduces utility costs and saves people time and energy.



Vir: MOL



Vir: MOL



Vir: MOL



Vir: Delo

1 Izgradnja stanovanjske soseske s trgovinami na območju stare mestne klavnice
Redevelopment of abandoned central slaughterhouse land into a mixed use neighbourhood

2 Gosta stanovanjska zazidava ob novem Šmartinskem parku
High-density housing close to the new Šmartinski park



B. Zupancič

3 Prenova degradiranega območja Koseškega bajerja v park in stanovanjsko območje nizke goste zazidave, 2010, arh. R. Žnidaršič, M. Kajzelj
Regeneration of a derelict area of Koseze Pond into a park and the construction of a low-density residential neighbourhood, 2010, R. Žnidaršič, M. Kajzelj

4 Celovski dvori – soseska socialnih stanovanj na območju nekdanje tovarne karoserij
Celovski dvori – Social housing neighbourhood on the former car factory land



Vir: MOL

5 Opera in balet, prenova in izgradnja prizidka, 2011, arh. Jurij Kobe
Opera and Ballet House, renovation and extension, 2011, Arch. Jurij Kobe

6 Prenova in dozidava nekdanje vojašnice za muzejski center in državno upravo, 2004–2009, Groleger arhitekti
Refurbishment of old military barracks for museums and state administration, 2004–2009, Groleger arhitekti



- 7** Severno poslovno središče s pisarniškimi, trgovskimi, hotelskimi in stanovanjskimi stavbami
Northern central business district (CBD) with high density bussines, office, residential and hotel buildings

- 8** Projekt za preoblikovanje srednjega dela Slovenske ceste v skupni prometni prostor za pešce, kolesarje in vozila javnega prevoza
Project for refurbishing of the central part of the Slovenska cesta into a shared space for pedestrians, bicyclista and a public transportation hub

območja za pešce je začela s preurejanjem nabrežij ter nadaljevala s preurejanjem vzporednih ulic in trgov ob reki. Promet motornih vozil v starem mestu je omejila, parkirišča je s trgov in ulic premaknila v osrednjo javno garažo pod Kongresnim trgom.

Za začetek trajnostne preobrazbe mesta je bila zelo pomembna omejitev uporabe osebnih avtomobilov. Dosledno zgoščevanje stanovanj, družbenih in storitvenih dejavnosti vzdolž linij javnega potniškega prometa je spodbudilo hojo, kolesarjenje in uporabo mestnih avtobusov za dnevna potovanja. Večja gostota poselitve in dejavnosti v mestu zagotavlja tudi zmanjšanje stroškov za komunalno opremljanje ter prihrani ljudem čas in energijo.

Nadaljevanje trajnostne preнове mesta

Urediti trajnostno mesto je dolgoročen in težko dosegljiv cilj, do katerega vodi dolgotrajen proces zahtevnega prestrukturiranja, ki ga mora mestna občina sistematično usmerjati in poganjati. Zgoščevanje mesta in omejevanje osebnega motomega prometa sta le dva od mnogih ukrepov, ki morajo v razvoju mesta sovpadati in součinkovati. Trajnostna politika zahteva sinergijo med trajnostnim prometnim sistemom, trajnostno gradnjo, trajnostno infrastrukturo, trajnostnim energetske sistemom, trajnostnim gospodarstvom, trajnostno skupnostjo in trajnostnim upravljanjem mesta.

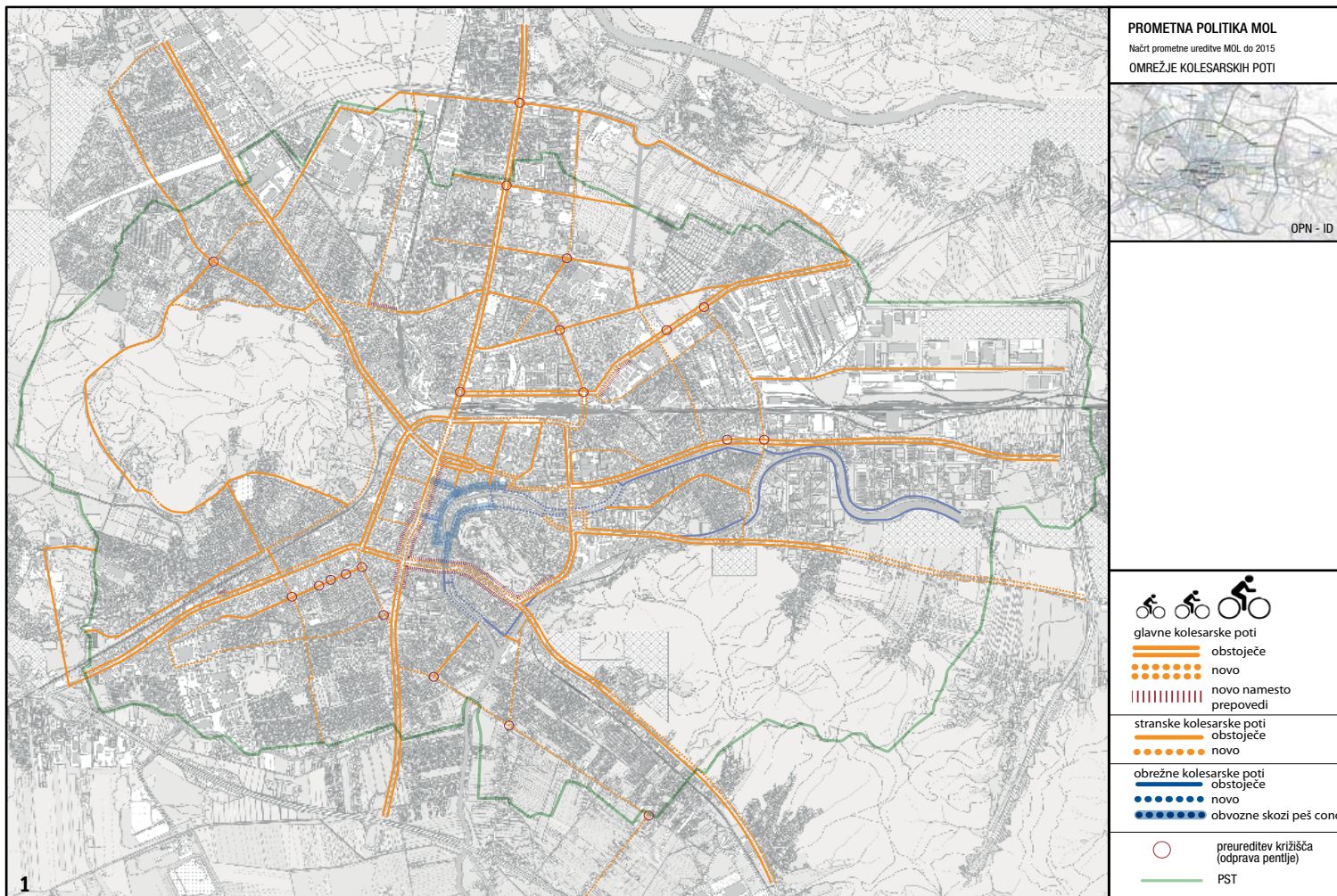
Izvajanje trajnostne preobrazbe mesta, še posebej preнове javnih prostorov, že kaže pozitivne spremembe. Naložbe v infrastrukturo in preurejanje javnih prostorov



Further sustainable urban renewal

Designing a sustainable city is a long-term goal that is difficult to attain. It requires a long-lasting process of complex restructuring, which the urban municipality must systematically direct and drive. Densifying the city and reducing motor traffic are only two of many city development measures that must overlap and coincide. Sustainable policy demands synergy between a sustainable transport system, sustainable construction, sustainable infrastructure, a sustainable energy system, a sustainable economy, a sustainable community and sustainable urban management.

Transforming the city in a sustainable manner, especially redeveloping public areas, is already showing positive changes. Investing in infrastructure and converting public areas into pedestrian zones have halted degradation of the historical centre despite strong competition from large shopping centres in the suburbs. A number of projects for densifying the development and mixing the activities in degraded areas within the built-up parts of the city have already been carried out; some are still underway and some have been put on hold. The pro-



v območja za pešce so ustavile propadanje mestnega središča kljub konkurenci velikih trgovskih središč v predmestju. Že do zdaj so bili izvedeni številni projekti zgoščevanja zazidave in mešanja dejavnosti na degradiranih območjih znotraj strmjenega mesta, nekateri so začeti, ven-

cess of implementing sustainable measures continues and awareness of the necessary densification of the city is growing. How to promote sustainable development so that people will accept it as a new lifestyle remains a future challenge for the city administration.



1 Omrežje novih kolesarskih stez in poti ter dostopen sistem izposoje spodbuja kolesarjenje po mestu, 2012, MOL
 A network of cycling lanes and paths within the city and an affordable bicycle rental system have been introduced

2 Bicikelj – sistem izposoje koles s 360 kolesi na 36 postajah z več kot 54.700 registriranimi uporabniki
 Bicikelj: A rent-a-bike system with 360 bicycles and 600 parking spots, available at 36 stations with more than 54,700 registered users

3 Športni center Stožice s športno dvorano in nogometnim stadionom, zgrajen na degradiranem območju opuščene gramoznice ob priključku na severno obvoznico, 2009, Sadar & Vuga arhitekti

Stožice Sports Centre with the arena and stadium built on the derelict land of the former gravel pit near the northern highway junction, 2009, Sadar & Vuga arhitekti

4 Šmartinski park – nov mestni park, urejen na degradiranem območju, 2009, kraj. arh. Maja Simoneti s sod. Šmartinski park, a new urban park in a former degraded natural area, 2009, Landsc. Arch. Maja Simoneti and team



Vir: MOL

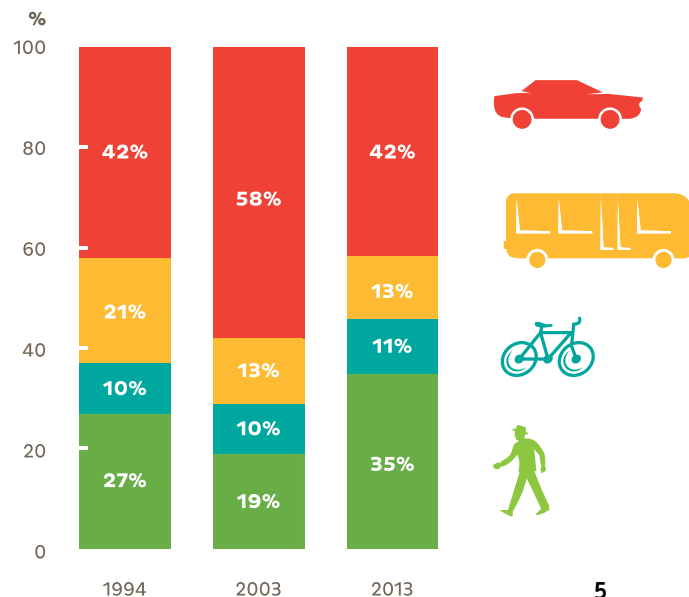


4

Vir: MOL

5 Analiza prometnih navad v obdobju 1994–2013 kaže zmanjšanje uporabe osebnih avtomobilov v korist povečanja pešprometa in kolesarskega prometa, kar je pomemben pokazatelj trajnostnega razvoja mesta. Analysis of traffic patterns between 1994 and 2013 indicates a decrease in private vehicle usage in favour of pedestrian and bicycle traffic, which is an important indicator of the city's sustainable development.

dar še niso dokončani, ali pa so začasno odloženi. Proces uvajanja trajnostnih ukrepov se nadaljuje in prepričanje o nujnosti zgoščevanja mesta se širi. Kako pa promovirati trajnostni razvoj, da bi ga ljudje sprejeli za svoj novi življenjski slog, ostaja izziv za vodstvo mesta v prihodnosti.



5

Sprehod

PO LJUBLJANI

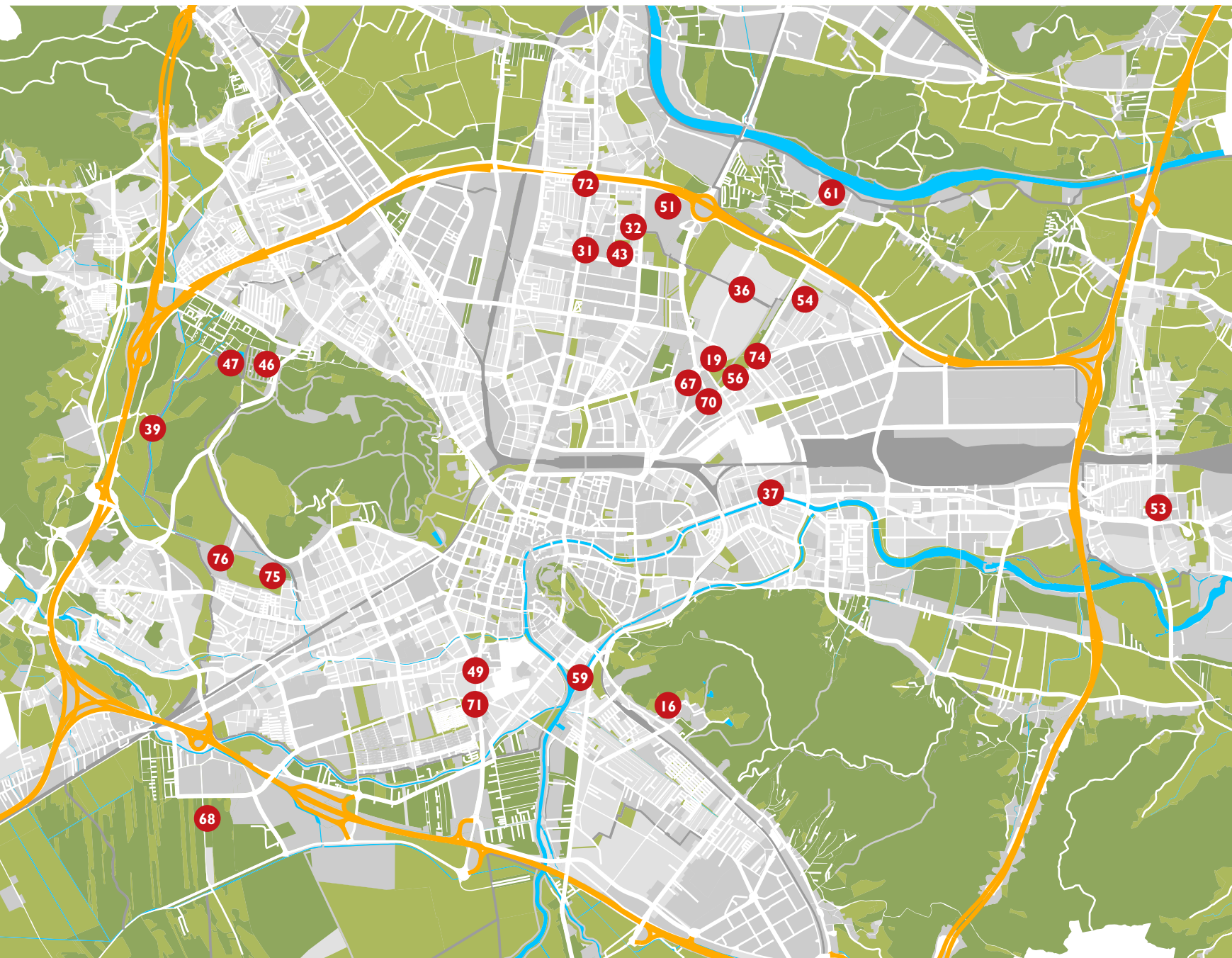
Izbor 76 arhitekturnih objektov in urbanističnih ureditev, ki so urejeni po obdobjih in označeni s številkami. Za identifikacijo objektov v prostoru so številke prikazane tudi na dveh zemljevidih – manjši prikazuje mestno središče, večji pa mesto do avtocestnega obroča. Ob vsaki sliki je napis s poimenovanjem objekta, letnico načrta oz. izgradnje, imenom arhitekta ali gradbenika in naslovom, na katerem se objekt nahaja.

A Walking Tour

OF LJUBLJANA

A selection of seventy-six architectural structures and urban planning projects listed in chronological periods and labelled with numbers. To help identify these structures on the ground, the numbers are also displayed on two maps: a smaller one that shows the city centre and a larger one that shows the city layout within the motorway ring road. Each photo comes with a caption featuring the name of the structure, the year of its plan and construction, the name of the architect or construction company, and the address.

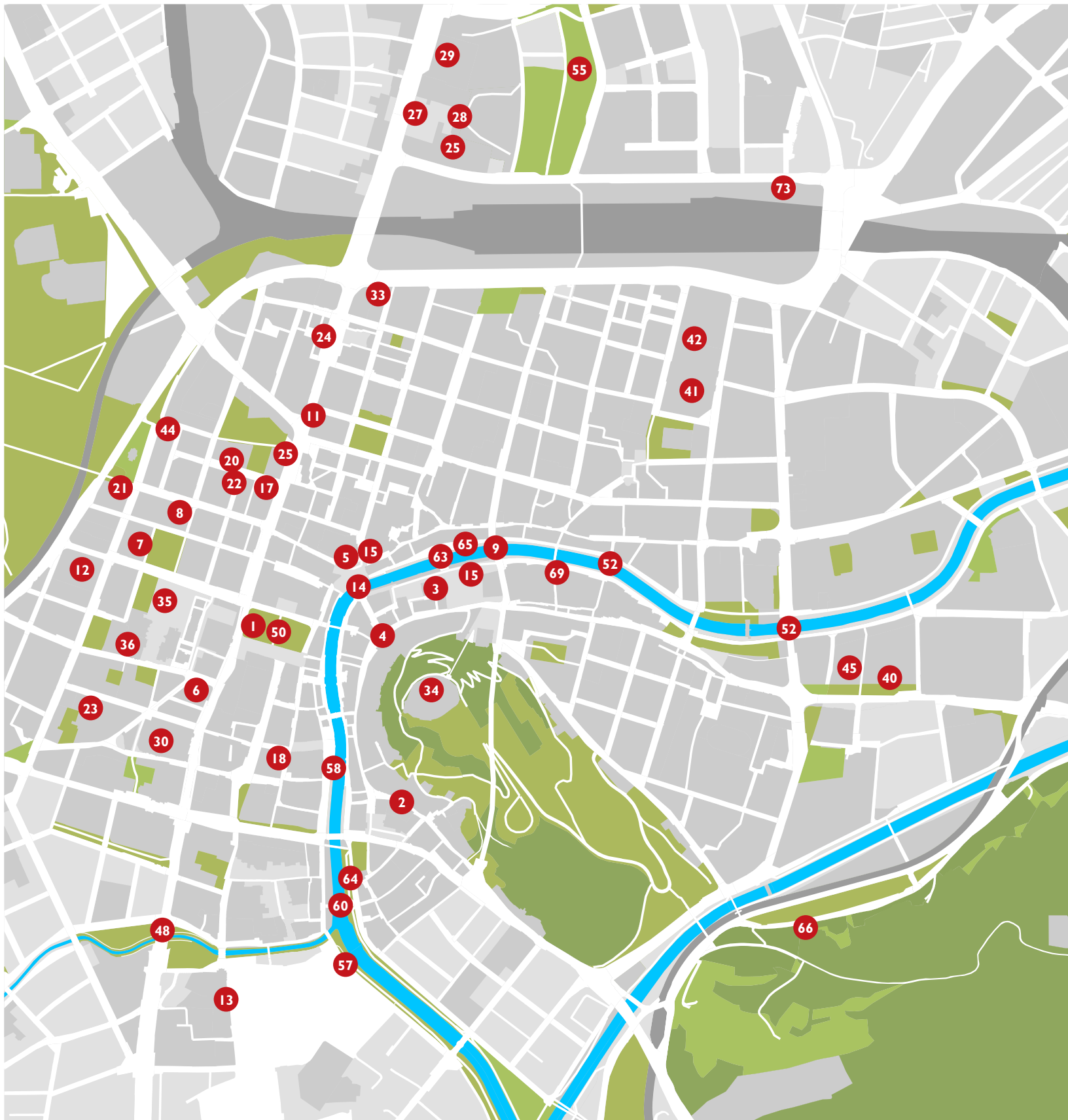




Mesto znotraj avtocestnega obroča
The City Inside the Ring Road

Mestno središče

The City Centre





1

D. Wiedem

1 Emonec, kip emonskega meščana, ki so ga leta 1835 našli ob gradnji stavbe Kazina na severni strani Kongresnega trga. Emona Citizen, statue of a citizen of Emona, found during construction of the Kazina building on the northern side of the Congress Square in 1835.

2 Srednjeveško mesto, pogled na Gornji trg Medieval city, view of Upper Square



2

M. Tomčič

Rimsko in srednjeveško mesto

Roman and Medieval City



3

E. Kose

3 Portal semenišča, 1714, Angelo Putti, delavnica Luke Misleja Dolničarjeva ulica 4 Portal of the seminary, 1714, statues by Angelo Putti, Luka Mislej's workshop.

4 Mestni trg z mestno hišo in Robbovim vodnjakom, 18. stoletje Town Square with town hall and the Robba Fountain, eighteenth century



4

D. Gale

18. stol.
18th century

5 Frančiškanska cerkev Marijinega oznanjenja, 1646–1660, fasada 1700, Prešernov trg
Franciscan Church of the Visitation, 1646–1660, facade 1700

6 Nemško gledališče, danes Slovensko narodno gledališče Drama, 1909–1911, arh. Aleksander Graf Erjavčeva cesta 1
German Theatre, today's Drama Slovenian National Theatre, 1909–1911, Arch. Alexander Graf



D. Weddam

5



A. Zolotar

*Spet terte so rodile,
Prijetli! vinge nam gladko,
Ki nam oshirlya shile
Suzje rasjafi in oko,
Ki vtopi
In podert dje sherbis
Defelo upanje budi*

7 Deželni muzej, danes Narodni muzej Slovenije, 1885, arh. Viljem Treo in Wilhelm Resori, Prešernova cesta 20
Provincial Museum, today's National Museum, 1885, Arch. Viljem Treo and Wilhelm Resori

8 Deželno gledališče, danes Opera in balet, 1892, arh. Jan Hruby in Jan Vladimír Hrasky, prenova in izgradnja prizidka, 2011, arh. Jurij Kobe
Provincial Theatre, today's Opera and Ballet House, 1892, Arch. Jan Hruby and Jan Vladimír Hrasky, renovation and extension, 2011, Arch. Jurij Kobe



M. Kambič

6



D. Weddam



D. Prelošek

8



1900-
1920

9



9 Zmajski most čez Ljubljanico, 1900–1901, arh. Jurij Zaninovič
Dragon Bridge across the Ljubljanica River, 1900–1901, Arch. Jurij Zaninovič

10 Urbančeva veleblagovnica, 1903, arh. Friedrich Sigmundt, prenova v Galerijo Emporium, 2010, arh. Matjaž Pangerc
Trubarjeva cesta 1
Urban Department Store, 1903, Arch. Friedrich Sigmundt, renovation for Emporium Galleria, 2010, Arch. Matjaž Pangerc



10



11

11 Hribarjeva hiša, 1902–1903, arh. Maks Fabiani, Slovenska cesta 46
Tavčarjeva ulica 2
Hribar House, 1902–1903, Arch. Maks Fabiani

12 Dekliški licej Mladika in internat, licej: 1906, arh. Maks Fabiani; internat: 1912, internat, arh. Ciril Metod Koch; prenova za ministrstvo za zunanje zadeve, 2000, arh. Jurij Kobe
Prešernova cesta 25
Mladika girls' high school and boarding school, high school: 1906, Arch. Max Fabiani; boarding school: 1912, Arch. Ciril Metod Koch; renovation for the Ministry of Foreign Affairs, 2000, Arch. Jurij Kobe

M. Kombič

M. Kombič



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13 Plečnikova hiša, preurejena v muzej, 1921–1930, arh. Jože Plečnik
Karunova ulica 4
Plečnik House, converted in museum, 1921–1930, Arch. Jože Plečnik

M. Kombič

Arhiv MGWL

14 Tromostovje,
1929–1930,
arh. Jože Plečnik
Triple Bridge,
1929–1930,
Arch. Jože Plečnik

15 Tržnice, 1929–1942,
arh. Jože Plečnik
Market Halls,
1929–1942,
Arch. Jože Plečnik

16 Vila Oblak,
1931–1933,
arh. France Tomazič
Rakovniška ulica 5a
Oblak residential
villa, 1931–1933,
Arch. France
Tomazič



D. Weddm

14



Arhiv URS

15



S. Benik

16

17 Nebotičnik
Pokojninskega
zavoda, 1930–1933,
arh. Vladimir Šubic
Štefanova 1
Skyscraper of the
Pension Fund,
1930–1933,
Arch. Vladimir Šubic

18 Narodna in
univerzitetna
knjižnica,
1930–1941,
arh. Jože Plečnik
Turjaška ulica 1
National and
University Library,
1930–1941,
Arch. Jože Plečnik



D. Weddm

17



B. Juske in S. Juske

18

1920–1940



19 Pokopališče Žale, 1938–1940, arh. Jože Plečnik
Na Žalah
Žale Cemetery, 1938–1940, Arch. Jože Plečnik

19

B. Jolše in S. Jeršič



Ž. Okorn

20

20 Stanovanjski kompleks Dukičevi bloki, 1932–1933, arh. Jože Sivec
Župančičeva ulica 12
Štefanova ulica 10–12
Dukič apartment buildings, 1932–1933, Arch. Jože Sivec

21 Moderna galerija, 1940–1951, arh. Edvard Ravnikar
Tomšičeva ulica 14
Museum of Modern Art, 1940–1951, Arch. Edvard Ravnikar

22

S. Bemik



22 Poslovna stavba Kemija Impeks, 1953–1955, arh. Edo Mihevc
Beethovnova ulica 1
Kemija Impex office building, 1953–1955, Arch. Edo Mihevc

23 Palača državnega sekretariata za gospodarstvo, danes palača Vlade RS, 1947–1949, arh. Stanislav Rohrman
Gregorčičeva ulica 25
Secretariat for Economy of the Socialist Republic of Slovenia, today's government building, 1947–1949, Arch. Stanislav Rohrman

24

J. Kozelj



Arhiv Moderna galerija

21



S. Bemik

23



24 Poslovno-stanovanjski blok Kozolec, 1953, arh. Edo Mihevc, prenova zunanjščine, 2009
Slovenska cesta 51–53
Kozolec (Hayrack) residential and office building, 1953, Arch. Edo Mihevc, renovation of the exterior, 2009

1940–1950

25 Poslovna palača
Zadružne zveze,
1954–1956,
arh. Emil Medvešček
Slovenska cesta 19
Cooperative
Association office
building, 1954–
1956, Arch. Emil
Medvešček



26 Gospodarsko
razstavišče,
Hala A (Kupola),
1958–1959,
arh. Branko Simčič
in sodelavci,
prenova celotnega
kompleksa, 2007,
API arhitekti d.o.o.,
Uroš Birsa
Dunajska cesta 18
Ljubljana Exhibition
and Convention
Centre, Hall A
(Dome), 1958–1959,
Arch. Branko
Simčič and team,
renovation of entire
complex, 2007,
API arhitekti d.o.o.,
Uroš Birsa



27 Gospodarsko
razstavišče, okrogli
paviljon Jurček,
1960, arh. Marko
Šlajmer
Dunajska cesta 18
Ljubljana Exhibition
and Convention
Centre, Jurček
(Boletus) – Round
Pavilion, 1960,
Arch. Marko Šlajmer

Arhiv UIRS

26

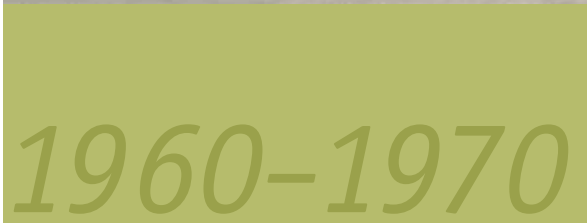
U. Birsa

27

28 Gospodarsko
razstavišče,
Paviljoni C
(Steklena dvorana),
1965–1967,
arh. Milan Mihelič
Dunajska cesta 18
Ljubljana Exhibition
and Convention
Centre, C Pavilions
(Glass Hall),
1965–1967,
Arch. Milan Mihelič



M. Kambič



29 Veleblagovnica
Slovenijales,
1974–1980,
arh. Milan Mihelič
Dunajska cesta 22
Slovenijales
Department
Store, 1974–1980,
Arch. Milan Mihelič



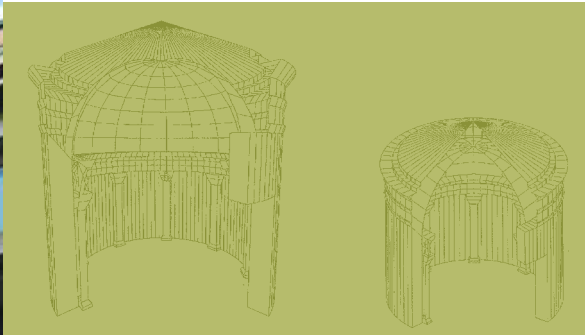
M. Kambič

1960–1970



N. Božič

30



30 Stanovanjski kompleks Ferantov vrt, 1964–1969, arh. Edvard Ravnikar
Ferant Garden housing complex, 1964–1969, Arch. Edvard Ravnikar

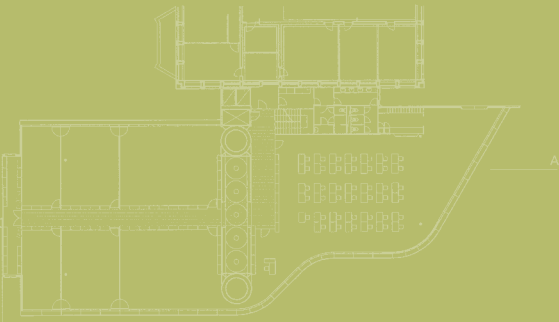


31

S. Bernik

31 Tehnični center Avtomoto zveze Slovenije, 1967–1968, arh. Savin Sever
Dunajska cesta 128 Automobile Association of Slovenia Technical Centre, 1967–1968, Arch. Savin Sever

1970–1980



32

B. Župančič

32 Stanovanjska soveska BS3, 1970, arh. Mitja Jernejc
BS3 housing development, 1970, Arch. Mitja Jernejc



33

M. Kambič

33 Mednarodna avtomatska telefonska centrala, 1978, arh. Milan Mihelič
Cigaletova ulica 15 International Telecommunication Centre, 1978, Arch. Milan Mihelič



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- 34** Ljubljanski grad,
prenova in oživitev,
1975–2013,
arh. Miha Kerin,
Majda Kregar, Edo
Ravnikar ml.
Ljubljana Castle,
complete renewal
and revitalisation,
1975–2013,
Arch. Miha Kerin,
Majda Kregar, Edo
Ravnikar Jr.



Četrti pogled na Grad.

- 35** Trg republike,
1974–1983,
arh. Edvard
Ravnikar
Republic Square,
1974–1983,
Arch. Edvard
Ravnikar



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- 36** Kulturni kongresni
center Cankarjev
dom, 1983,
arh. Edvard
Ravnikar
Prešernova cesta 10
Ivan Cankar
Cultural and
Congress Centre,
1983, Arch. Edvard
Ravnikar



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- 37** Kulturni dom
Španski borci,
1980–1981,
arh. Oton Jugovec
Zaloška cesta 61
Spanish combatants
Cultural Centre,
1980–1981,
Arch. Oton Jugovec



37

S. Bernik



38 Pokopališče Nove Žale, 1982–1988, arh. Marko Mušič
New Žale Cemetery, 1982–1988, Arch. Marko Mušič

39 Pot spominov in tovarništva, urejena leta 1985 po načrtih arh. Janeza Koželja, Vlasta Kopača in Mitje Omerse
Path of Remembrance and Comradeship, arranged in 1985 on the design by Arch. Janez Koželj, Vlasto Kopač and Mitja Omersa

40 Srednja zdravstvena šola, 1998, arh. Jurij Kobe, Milena Todorič
Toplišek
Poljanska cesta 61
Medical Secondary School, 1998, Arch. Jurij Kobe, Milena Todorič
Toplišek

38

Ž. Okorn



39

M. Nikšič



32,5 km dolga rekreacijska pot okrog Ljubljane po trasi bodeče žice, s katero so Italijani med drugo svetovno vojno (1942–1945) obdali mesto.

A 32.5 km recreational trail on the route of the barbed-wire fence that surrounded the city during the Second World War (1942–1945).

1990–
2000



40

Atelier Arhitekti

41 Muzejska četrt
Metelkova na
prostoru nekdanje
vojašnice na
Taboru, 1995–2010,
Groleger arhitekti
Metelkova 1–3
Museum Quarter
Metelkova at former
barracks in the Tabor
neighbourhood,
1995–2010,
Groleger arhitekti



M. Krambič

41

42 Mladinski hotel
Celica, prenovljen
zapor stare
kasarne na Taboru,
arh. Janko Rožič,
Ira Zorko, 2004
The cell youth
hostel, old prison
of the barracks at
Tabor converted into
a hostel, 2004



Ž. Okorn

*V prenovljenih poslopijih
nekdanje vojašnice imajo
prostore Etnografski muzej,
študijska zbirka Narodnega
muzeja Slovenije, Muzej sodobne
umetnosti in Zavod RS za
varstvo kulturne dediščine.
Renovated barracks house the
Ethnographic Museum, National
Museum of Slovenia, Museum of
Contemporary Art and Slovenian
Institute for the Protection of
Cultural Heritage.*

43 Gospodarska
zbornica Slovenije,
1999,
Sadar & Vuga
arhitekti
Dimičeva 13
Slovenian Chamber
of Commerce,
1999, Sadar & Vuga
arhitekti



H. Suzuki

43



44

44 Narodna galerija, prizidek, 1992–1993, arh. Edvard Ravnikar, Puharjeva ulica 9; povezovalni trakt, 2002, arh. Sadar & Vuga arhitekti
Prešernova cesta 24
Addition to the National Gallery, 1992–1993, Arch. Edvard Ravnikar; connecting wing, 2002, Arch. Sadar & Vuga arhitekti

45 Študentski dom Poljane, 2006, Bevk & Perović arhitekti, d.o.o. Poljanska cesta 59
Poljane Student Dorm, 2006, Bevk & Perović arhitekti, d.o.o.

46 Stanovanjska soseska Mostec, 2002, urbanizem: Janez Vrhunc, Urša Vrhunc in Tomaž Mächtig; arhitektura Špela Videčnik in Rok Oman, Vasa Perović, Aleš Vodopivec, Janez Koželj in Janez Pirš
Mostec housing development, 2002, urban planning: Janez Vrhunc, Urša Vrhunc and Tomaž Mächtig; architecture: Špela Videčnik and Rok Oman, Vasa Perović, Aleš Vodopivec, Janez Koželj and Janez Pirš

Ž. Okorn

45



M. Kambič

47 Park Koseški bajer, 2012, arh. Miha Kajzelj, Rok Žnidaršič, Etbin Tavčar, Iztok Kavčič
Koseze Pond Park, 2012, Arch. Miha Kajzelj, Rok Žnidaršič, Etbin Tavčar, Iztok Kavčič



46



47

M. Kambič

2000-2014

48 Barjanski most čez Gradaščico, 2007, arh. Jurij Kobe, Arhé, d.o.o.
Marsh Bridge across the Gradaščica River, 2007, Arch. Jurij Kobe, Arhé, d.o.o.



48

J. Kobe

49 Center starejših občanov Trnovo, 2009, arh. Robert Potokar, Sabina Colnar, Ajdin Bajrović, Mateja Šetina in Carlos Graca
Devinska ulica 1 Trnovo Retirement Home, 2009, Arch. Robert Potokar, Sabina Colnar, Ajdin Bajrović, Mateja Šetina and Carlos Graca



49

JSS MOL

Za prenovo kongresnega trga in revitalizacijo arheoloških parkov je Mestna občina Ljubljana leta 2012, v italijanskem mestu Gubbio, prejela prestižno mednarodno arhitekturo nagrado Gubbio.
In 2012, the City of Ljubljana received the prestigious Gubbio international architectural award in Gubbio, Italy, for the renovation of Congress Square and the revitalisation of archaeological parks.

50 Kongresni trg in park Zvezda, prenova tržne ploščadi in izgradnja podzemne garaže, 2012, IZTR, arh. Gregor Rihar
Congress Square and Star Park, renewal of the square platform and construction of the underground garage, 2012, IZTR, Arch. Gregor Rihar



Ž. Okorn

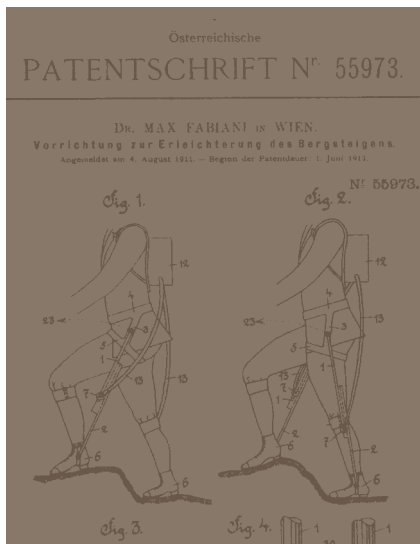
50

51 Športni center Stožice, športna dvorana in stadion, 2010–2011, arh. Jure Sadar in Boštjan Vuga, Goran Golubič, Miha Čebulj, 2012; park: Studio AKKA, d.o.o., 2010
Vojkova cesta 100 Stožice Sports Centre, sports hall and stadium, 2010–2011, Arch. Jure Sadar and Boštjan Vuga, Goran Golubič, Miha Čebulj, 2012; park design: Studio AKKA, d.o.o., 2010



arhiv. Sadar&Vuga, arhitekti

51



52 Fabianijev most čez Ljubljanico med Roško in Njogoševo cesto, 2012, arh. Jurij Kobe
Fabiani Bridge across the Ljubljanica River between Rog Street and Njogoš Street, 2012, Arch. Jurij Kobe

52

J. Kobe



53 Stanovanjska soseka Polje I, 2005, arh. Matija Bevk in Vasa Perović
Polje I housing development, 2005, Arch. Matija Bevk and Vasa Perović

54 Vrtec Kecec v soseski Jarše, 2011, arh. Jure Kotnik
Ulica Hermana Potočnika 15
Kecec Kindergarten in the Jarše neighbourhood, 2011, Arch. Jure Kotnik

54

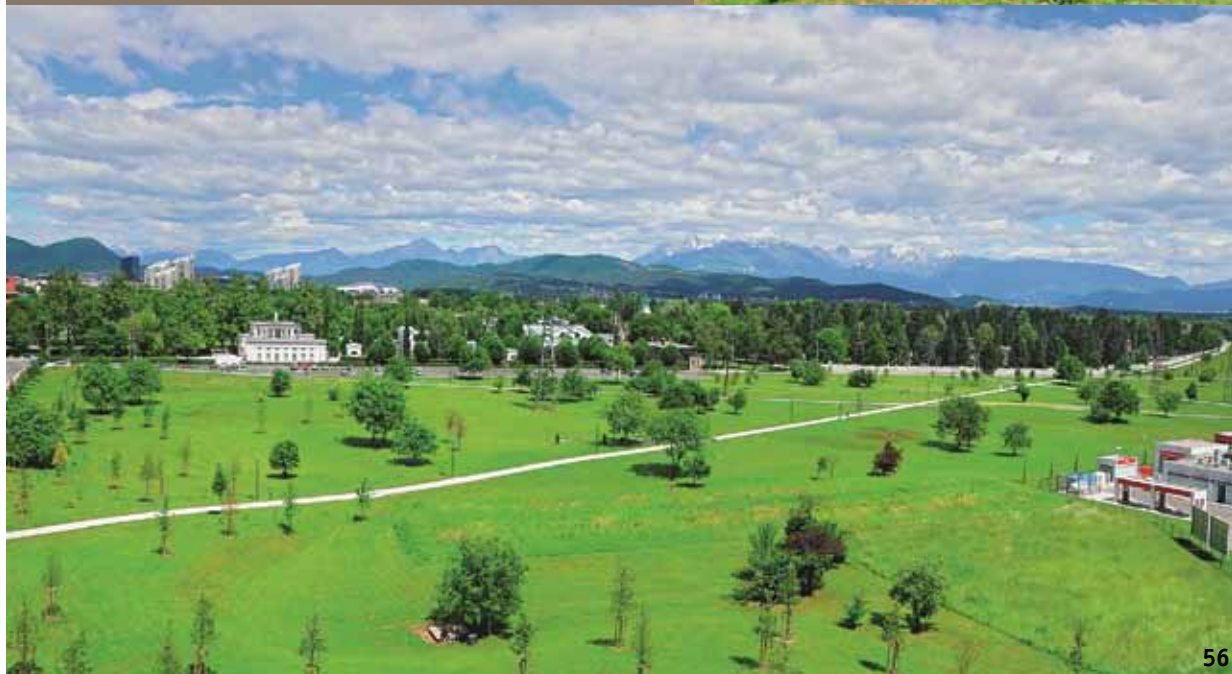
M. Krambič



55 Severni park Navje, 2010, kraj. arh. Ina Šuklje in arh. Andrej Erjavec
Navje Northern city park, 2010, Landsc. Arch. Ina Šuklje and Arch. Andrej Erjavec

55

D. Wedam



56 Šmartinski park, 2009, kraj. arh. Maja Simoneti, Tanja Maljevac, Dušan Stupar, Urška Krajnc in Maša Šorn
Šmartinski Park, 2009, Landsc. Arch. Maja Simoneti, Tanja Maljevac, Dušan Stupar, Urška Krajnc and Maša Šorn

56

D. Wedam

57 Prenova Trnovskega
pristana, 2009, Biro
Trije arhitekti
Refurbishment of
Trnovo Quay, 2009,
Biro Trije arhitekti



*Evropska nagrada
za preureditve
nabrežij in mostov
na Ljubljani,
2012, Mestna
občina Ljubljana,
arh. Boris Podrecca,
ATELIER arhitekti,
BB arhitekti,
DANS arhitekti,
TRIJE arhitekti,
MEDPROSTOR*

*European Prize for
Urban Public Space,
2012 bridges,
footbridges and
rearrangement
of banks of the
Ljubljanica River,*

*2012, Municipality
of Ljubljana,
Arch. Boris
Podrecca,
ATELIER arhitekti,
BB arhitekti,
DANS arhitekti,
TRIJE arhitekti,
MEDPROSTOR*



57

D. Wedem

58 Prenova Brega,
2010, arh. Vesna in
Matej Vozlič
Renovation of Breg,
2010, Arch. Vesna
and Matej Vozlič

59 Hladnikova brv
na Špici, 2009,
arh. Miha in
Katarina Dešman
Hladnik Footbridge
at Špica, 2009,
Arch. Miha and
Katarina Dešman



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D. Wedem



59

D. Wedem



60 Hrdeckega most, 1867; prestavljen v Krakovo, 2011
Hradecky Bridge across the Ljubljana River, 1867; relocated to the Krakovo neighbourhood in 2011

60

K. I. Novak



J. Kozelj

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62

D. Wedam

61 Rekreacijski in izobraževalni center Sava, 2012
Sava Recreational and Education Centre 2012

62 Žitni most čez Ljubljano med Poljanskim nasipom in Petkovškovim nabrežjem, 2010, arh. Boris Podrecca
Grain Bridge over Ljubljana River between Poljane and Petkovšek embankments, 2010, Arch. Boris Podrecca

63 Mesarski most čez Ljubljano med Vodnikovim trgom in Petkovškovim nabrežjem, 2010, arh. Jurij Kobe
Butcher's Bridge across the Ljubljana River between Vodnik Square and Petkovšek embankment, 2010, Arch. Jurij Kobe

64 Prenova Grudnovega nabrežja, 2011–2012
Redevelopment of Gruden embankment, 2011–2012



Ž. Okorn

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V. Kontič

65 Prenova
Petkovškovega
nabrežja, 2013,
arh. Jurij Kobe,
ATELIER arhitekti
Redevelopment
of Petkovšek
embankment, 2013,
Arch. Jurij Kobe,
ATELIER arhitekti

66 Hiša Hospic, 2010,
arh. Miha Dežman
Hradeckega cesta 20
Hospic palliative
care centre, 2012,
Arch. Miha Dežman

67 Poslovni kompleks
Modri kvadrat, 2008,
arh. Andrej Černigoj,
Genius Loci
Davčna ulica 1
Modri kvadrat
(Blue Square)
office building,
2008, Arch. Andrej
Černigoj, Genius
Loci

68 Soseska neprofitnih
stanovanj ob Cesti v
Gorice, 2007, Bevk
Perović arhitekti
Nonprofit rental
housing complex
on Gorice Street,
2007, Bevk
Perović arhitekti



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Vir: ATELIER arhitekti



66



JSS MCL



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68

D. Amigler



69

D. Arngler

69 Stanovanjsko poslovna stavba Vila urbana, 2009–2010, arh. Boris Podrecca in Jadranka Grmek Barvarska steza 6 Vila Urbana office and residential building, 2009–2010, Arch. Boris Podrecca and Jadranka Grmek



70

Arhiv Genius Loci

70 Poslovni kompleks davčne in carinske uprave Zeleni trikotnik, 2008, arh. Andrej Černigoj, Genius Loci Davčna ulica 1 Zeleni trikotnik (Green triangle) office building, seat of the tax and customs administration, 2008, Arch. Andrej Černigoj, Genius Loci



71

M. Poljč

71 Stanovanjsko poslovni kompleks Trnovska vrata, 2005, arh. Dejan Bevc, Andrej Černigoj in Janez Kuzman Barjanska cesta 54–58 Trnovska vrata (Trnovo Gate) business and residential complex, 2005, Arch. Dejan Bevc, Andrej Černigoj and Janez Kuzman



72

D. Arngler

72 Poslovna palača Rotonda, 2009, arh. Andrej Černigoj, Genius Loci Dunajska cesta 167 Rotonda office building, 2009, Arch. Andrej Černigoj, Genius Loci

73 Poslovno-
-stanovanjski
kompleks Situla,
2013–2014,
arh. Matija Bevk,
Vasa Perović,
Andrej Ukmar
Vilharjeva cesta 22
Situla office and
residential building,
2013–2014,
Arch. Matija Bevk,
Vasa Perović, Andrej
Ukmar



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M. Kambič

74 Večnamenska stavba
Šmartinka, 2002,
arh. Miloš Florjančič,
Matej Blenkuš
Jarška cesta 10a/b
Šmartinka
multifunctional
building, 2002,
Arch. Miloš
Florjančič, Matej
Blenkuš



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M. Kambič

75 Biotehniška
fakulteta, 2010,
arh. Lena Krušec,
Tomaž Krušec in Vid
Kurinčič
Jamnikarjeva
ulica 101
Biotechnical
Faculty, 2010,
Arch. Lena Krušec,
Tomaž Krušec and
Vid Kurinčič



75

M. Kambič

76 Fakulteta za
računalništvo
in informatiko
ter Fakulteta za
kemijo in kemijsko
tehnologijo,
2014, arh. Mladen
Marinčič, Boštjan
Kolenc in Mojca
Švigelj
Večna pot 111 in 113
Faculty of Computer
and Information
Science and Faculty
of Chemistry
and Chemical
Technology, 2014,
Arch. Mladen
Marinčič, Boštjan
Kolenc and Mojca
Švigelj



76

J. Koželj

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Junija 2014 je Evropska komisija razglasila Ljubljano za Zeleno prestolnico Evrope 2016. Mesto si je ta naziv priborilo z »okoljskim ozaveščanjem prebivalcev, izvajanjem strategije trajnostnega razvoja *Vizija 2025*, številnimi zelenimi ukrepi v zadnjem desetletju in zavidanja vrednim prometnim omrežjem«.

»Žirijo so navdušile pomembne spremembe, ki jih je Ljubljana v zadnjih desetih oziroma petnajstih letih naredila na področju trajnostnega razvoja ... Po njenem mnenju bo Ljubljana vzor ter bo navdihovala tudi druga mesta in še naprej širila koncept Zelene prestolnice Evrope.«
(Poročilo žirije, Zelena prestolnica Evrope 2016, junij 2014)

In June 2014, the European Commission named Ljubljana the European Green Capital 2016 for “its raising environmental awareness amongst its citizens, for its sustainability strategy *Vision 2025*, its implementation of a range of urban green measures over the past decade and its impressive transportation network.”

“The Jury was impressed by the significant transformation in sustainability made by Ljubljana over the previous 10–15 years ... the Jury concluded that Ljubljana will be a role model to inspire other cities and spread the European Green Capital model further.”
(Jury Report European Green Capital Award 2016, June 2014)

