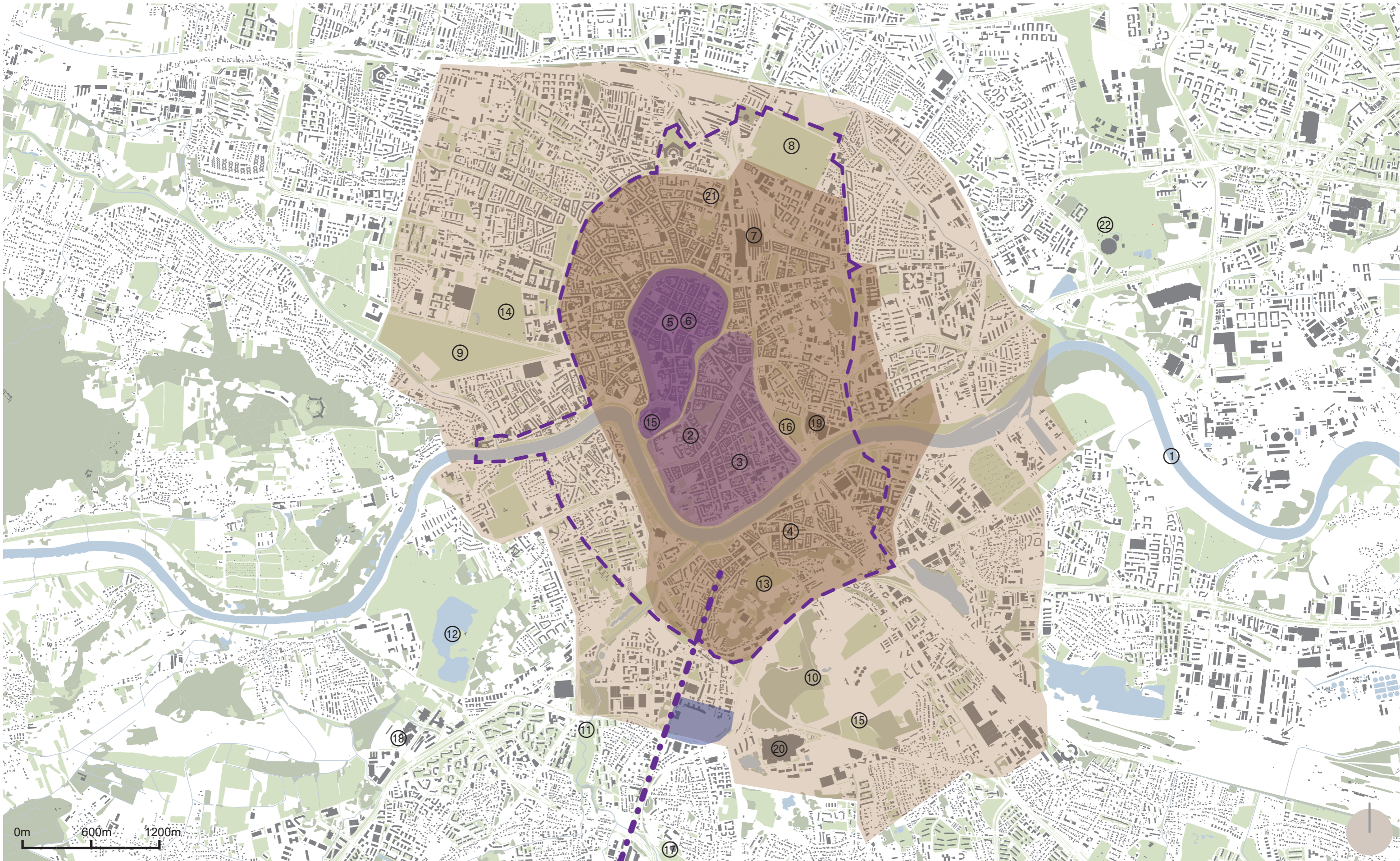
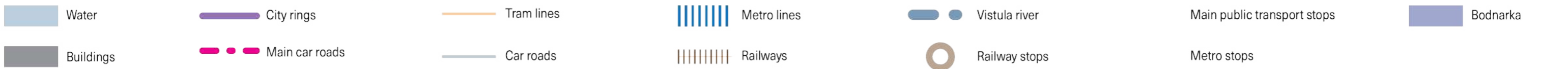
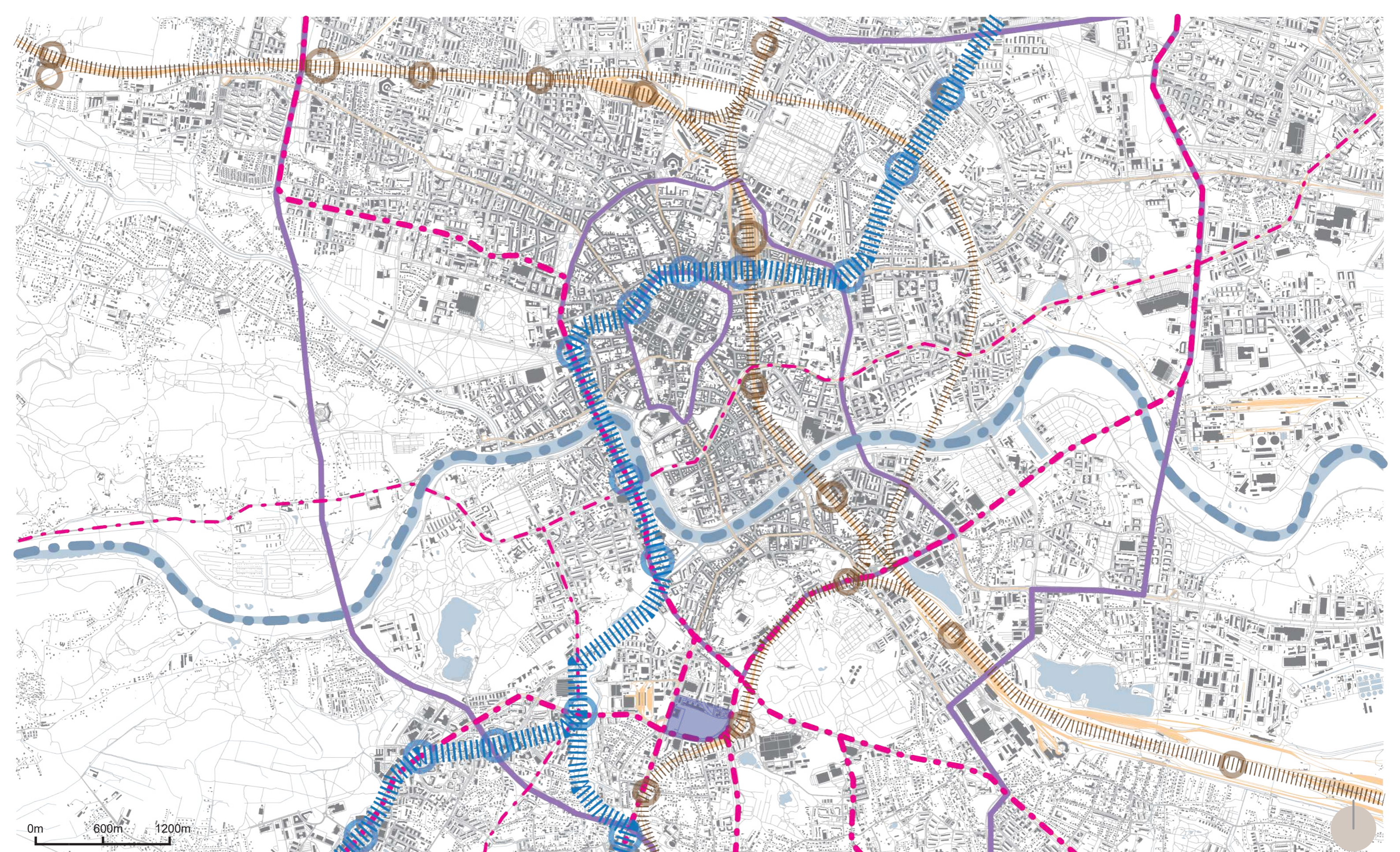


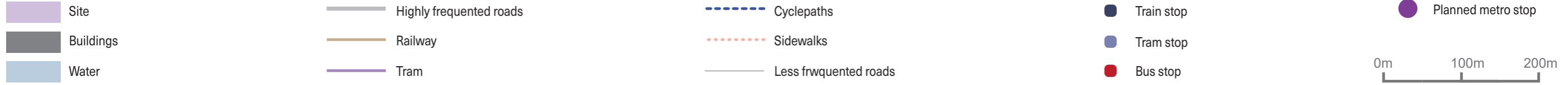
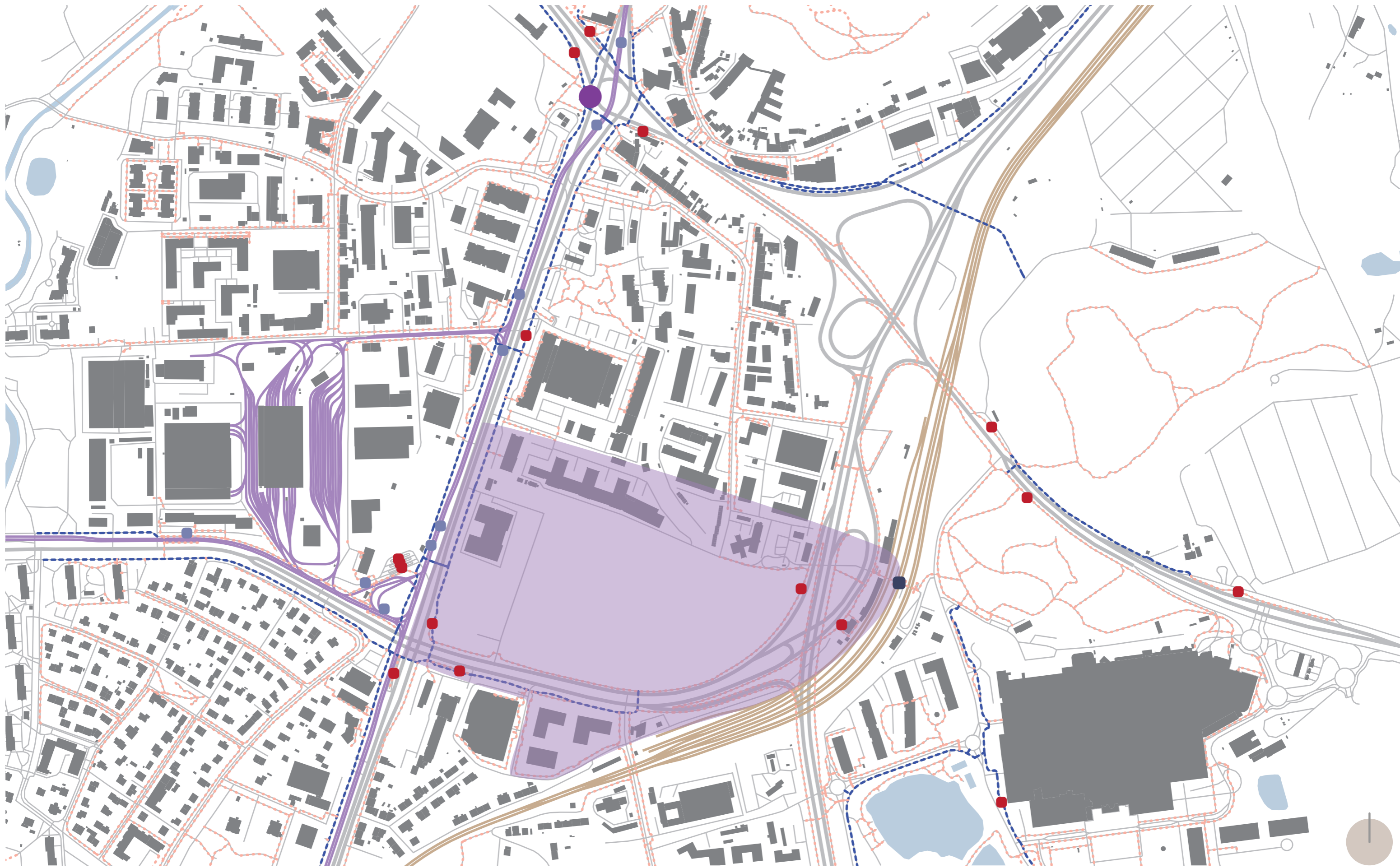


BONARKA - THE LIVE URBAN CENTRE



Public greenery	Kazimierz + Stradom	Water	① Vistula river	⑤ Rynek Główny	⑨ Blonia w Krakowie	⑬ Park im. Wojciecha Bednarskiego	⑰ Lagiewniki sanctuary	⑳ Politechnika Krakowska
Inner city	Old town	Buildings	② Stradom	⑥ Bazylika Mariacka	⑩ Krakus mound	⑭ Park im. Henryka Jordana	⑱ Jagiellonian campus	㉑ Tauron Arena + Park Lotników Polskich
City center	Bonarka	UNESCO	③ Kazimierz	⑦ Kraków Główny + shopping mall	⑪ Wilga river	⑮ Bodnarka nature reservoir	㉒ Galeria Kazimierz	
			④ Stare Podgórze	⑧ Rakowicki cemetery	⑫ Park Zakrzówek	⑯ Jewish cemetery	㉓ Bodnarka City Center	Important axis



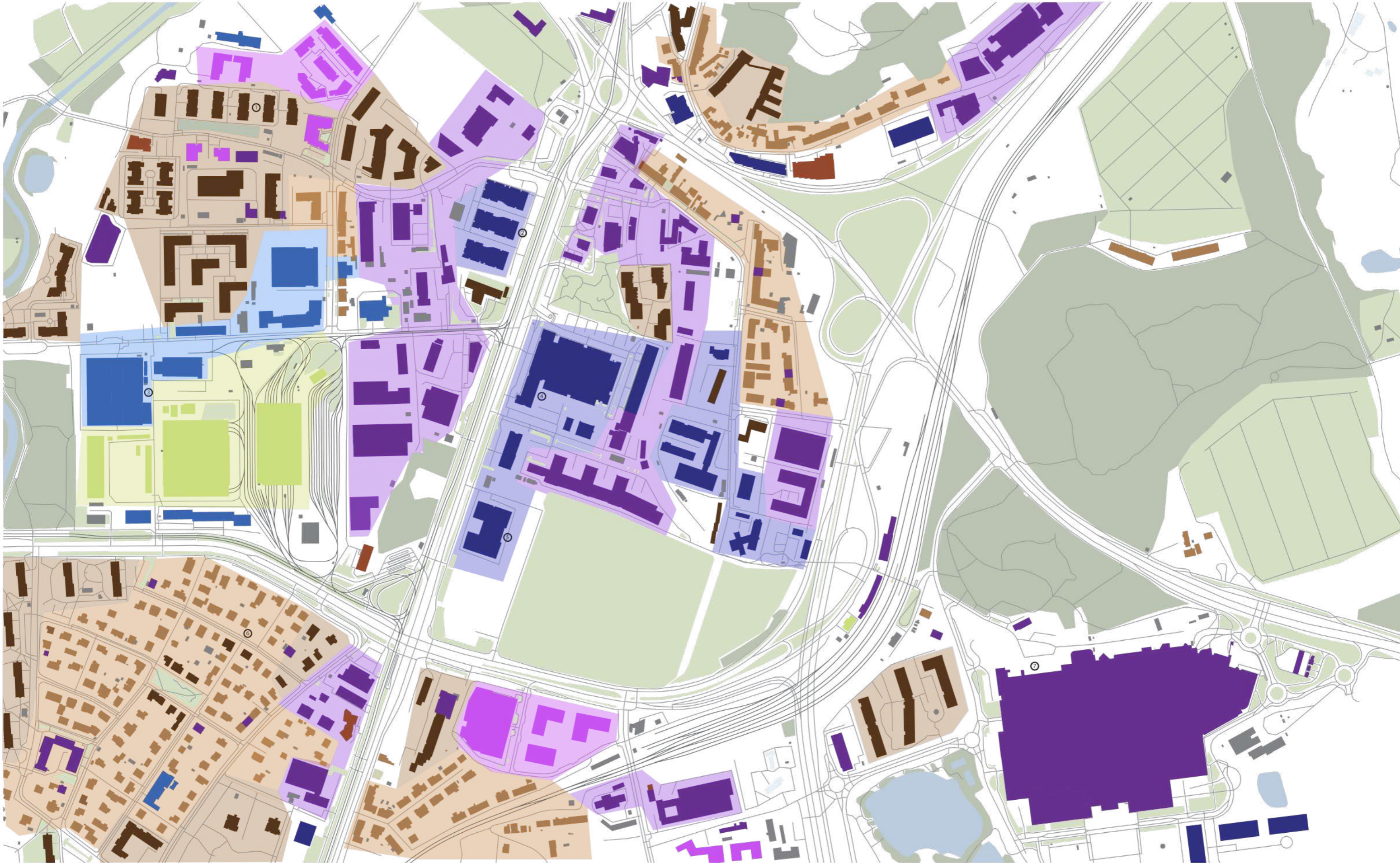




- Meadow
- Forest/ park
- Public greenery
- Private greenery
- Water

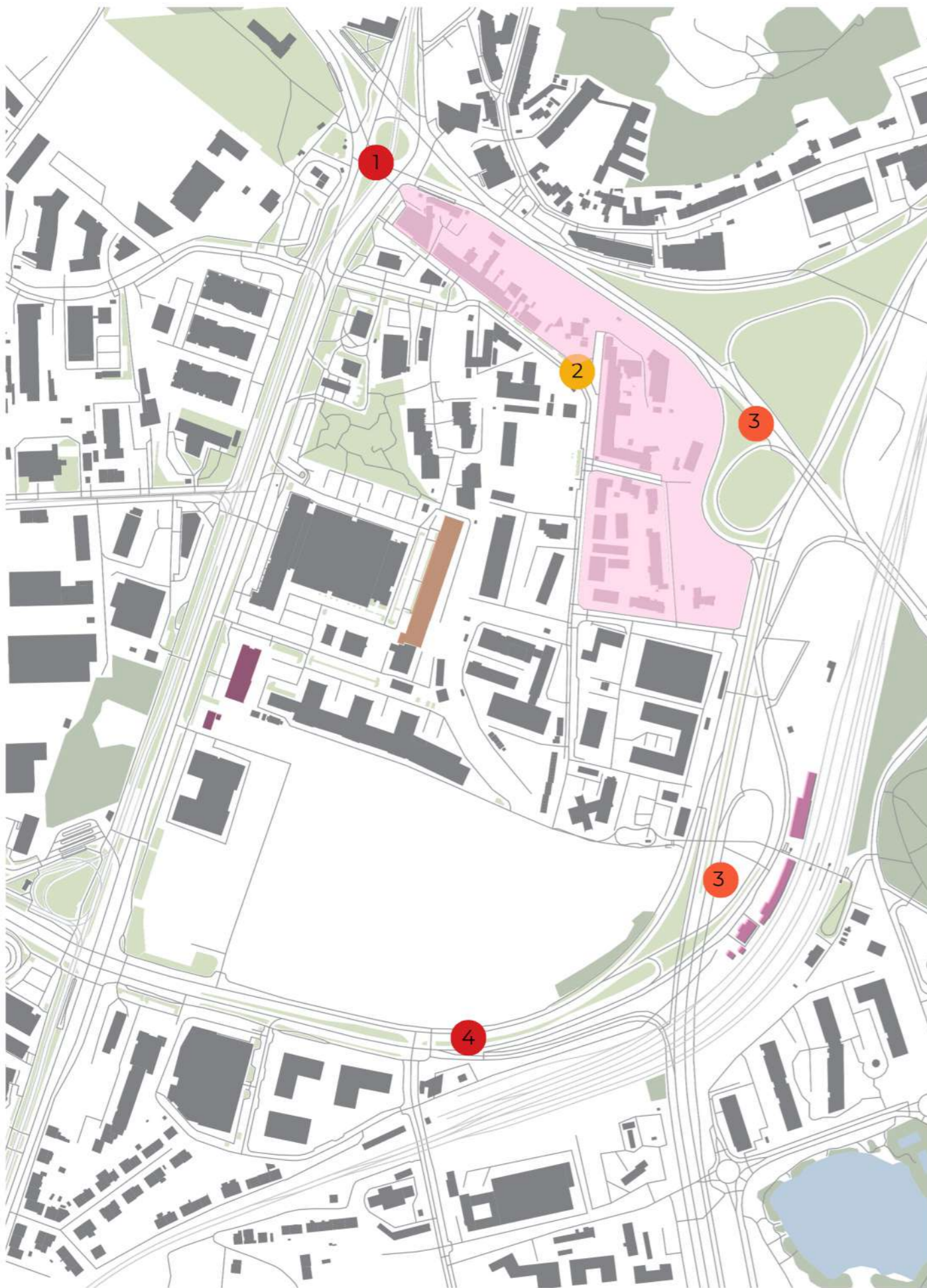
0m 100m 200m





Hospitals/ healthcare	Educational/ cultural services	Technical infrastructure	Public greenery	Buildings heights	18m
Office buildings	Single - family housing	Others	Water		35m
Shopping / service	Multi - family housing	Construction	Undefined	30m	10m
				10m	15m





WEAKNESSES

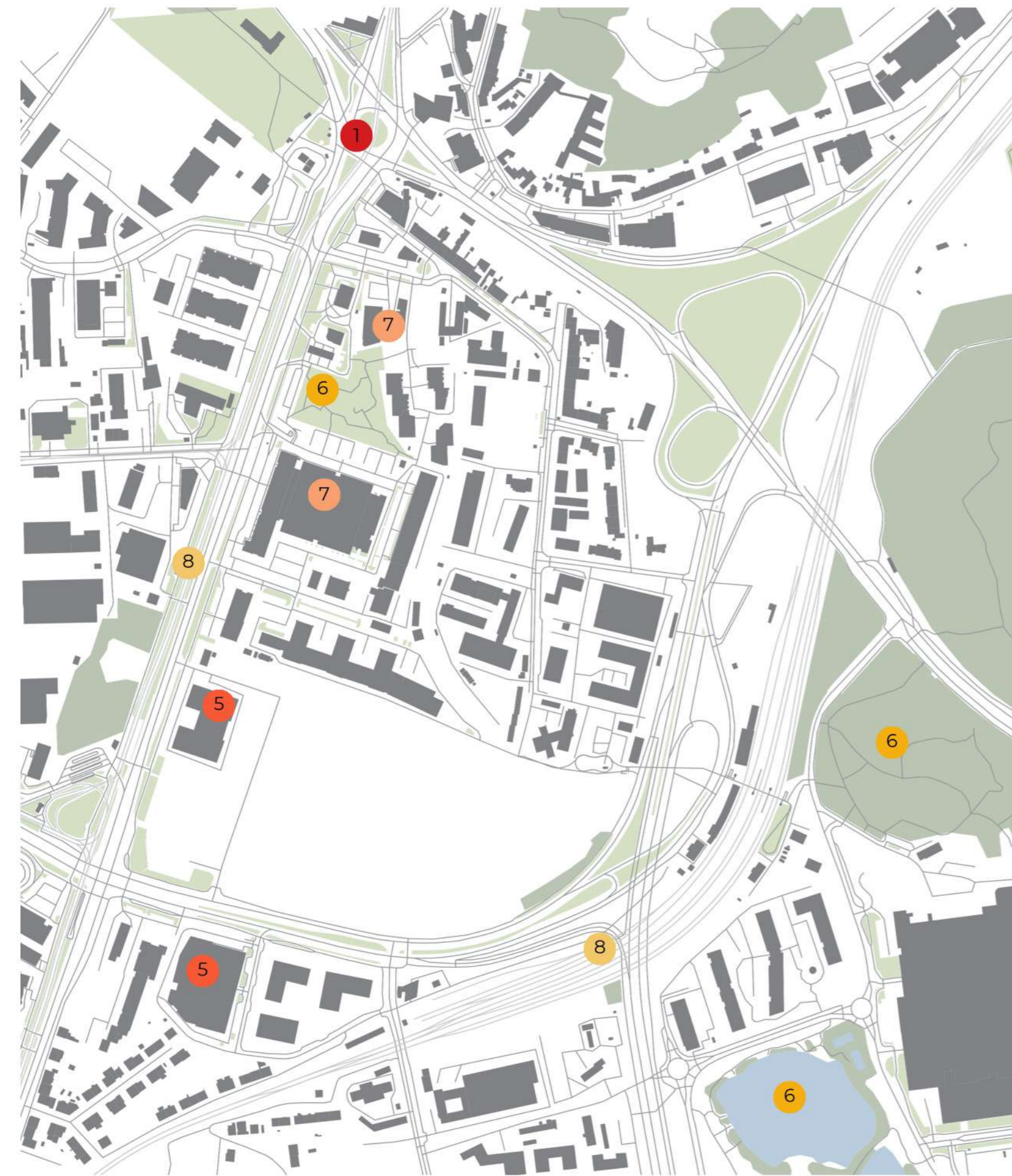
- 2 Trash and dirt in some zones.
- 1 ● 4 Noisy streets with heavy traffic.
- Old, unused, or deteriorated buildings.
- Small train station, not functional or properly renewed.
- Low buildings (unifamiliar houses)
- Cars parking in the street

THREATS

- Persistent traffic and noise, reducing quality of life.
- Unfinished or abandoned constructions degrading the urban image.
- Contrast between renovated and degraded zones, causing urban fragmentation.
- 3 Difficult street crossings, poor pedestrian accessibility.

0m 100m 200m





STRENGTH

- 1 Good connections with the city center.
- 5 Presence of new buildings and modern office spaces.
- 6 Green areas and natural surroundings, used by children, interactive zone.
- 7 Existence of shops and services that support daily life.

OPPORTUNITIES

Renovation of old buildings for new functions

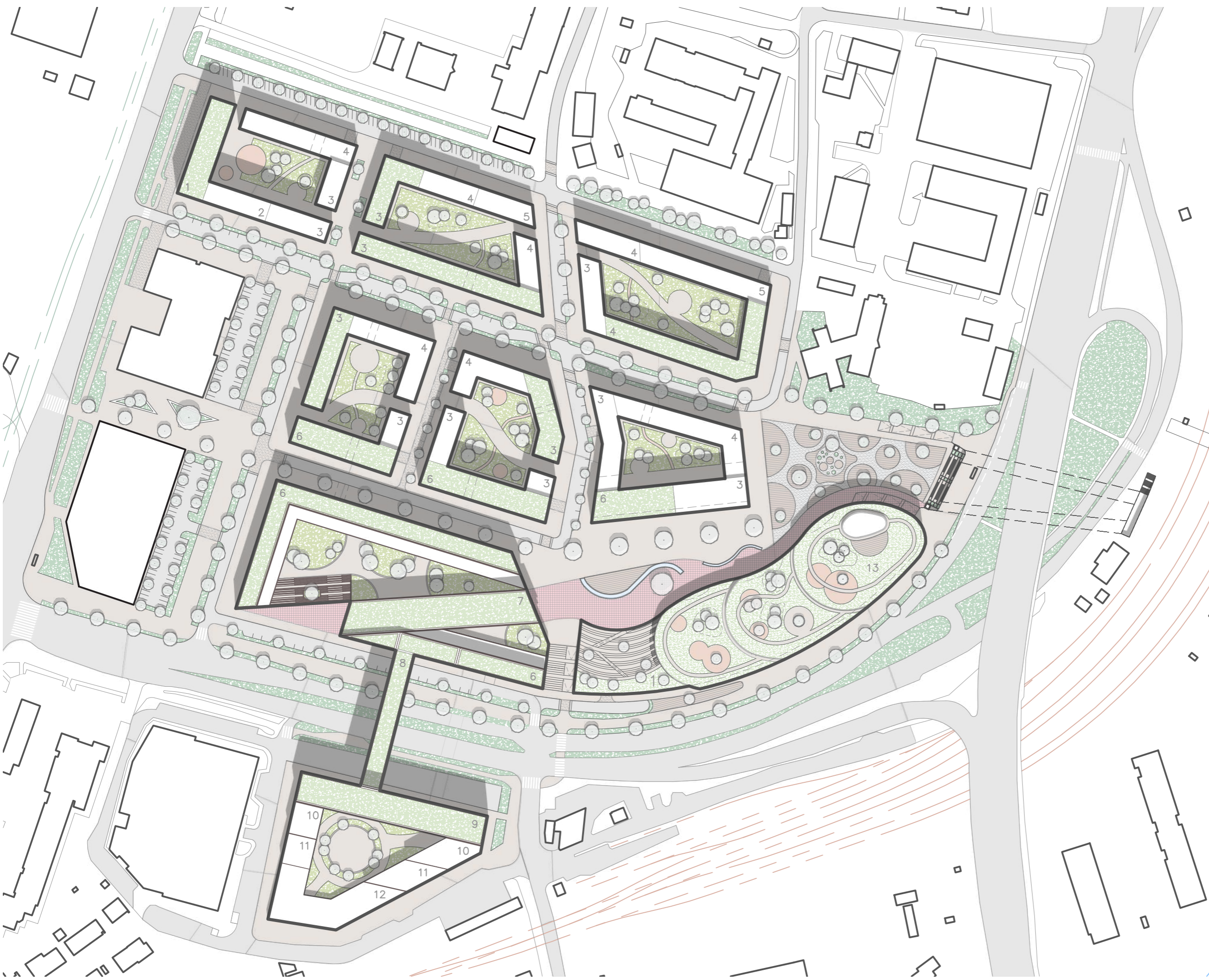
Future urban projects that could strengthen integration with the city center.

Expansion of green zones linked to the surrounding natural environment.

- 8 The roads provide strong transport and connection potential, improving accessibility and mobility within the area.

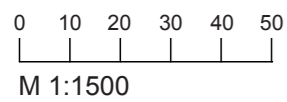
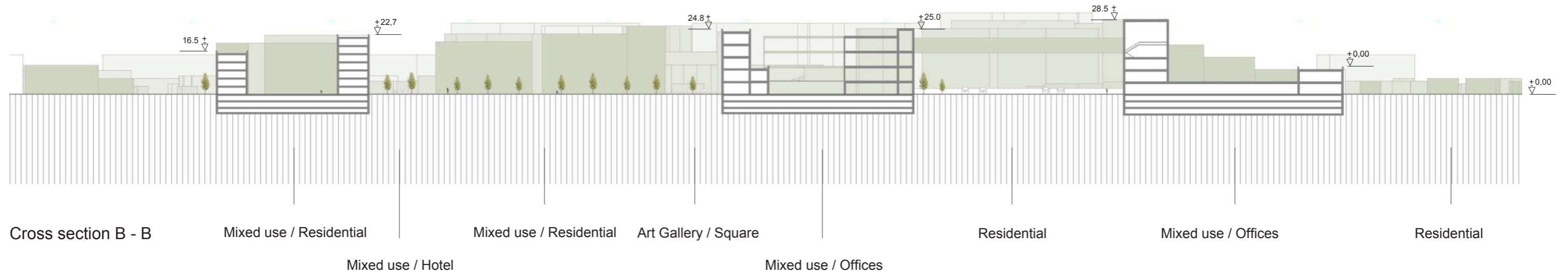
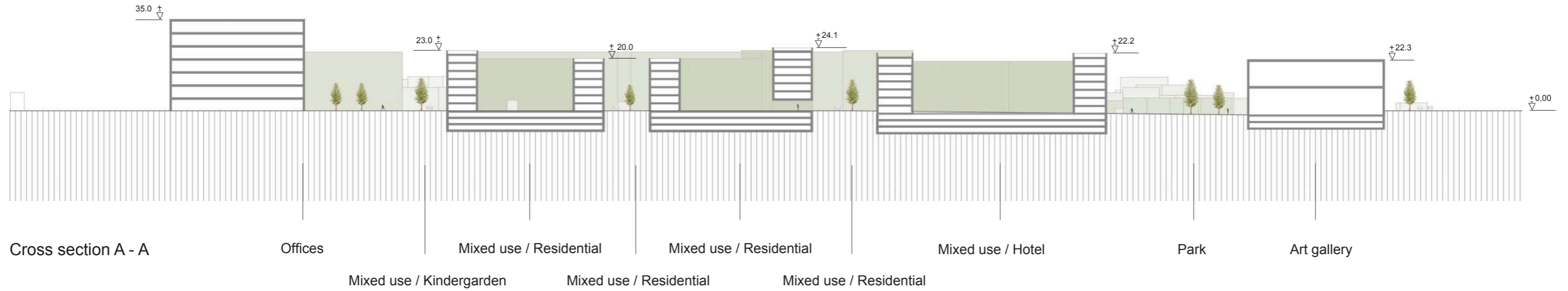
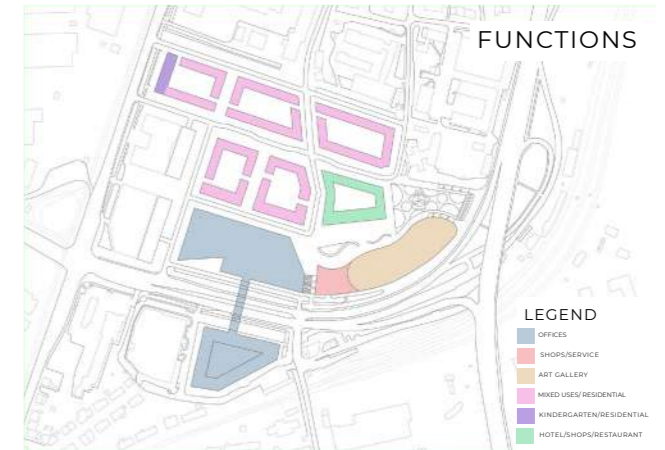
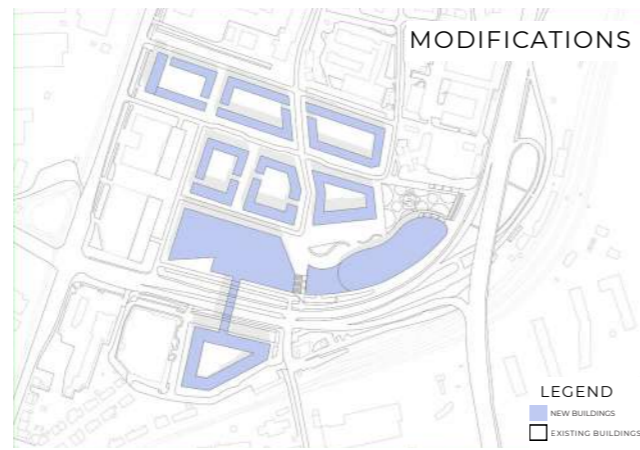
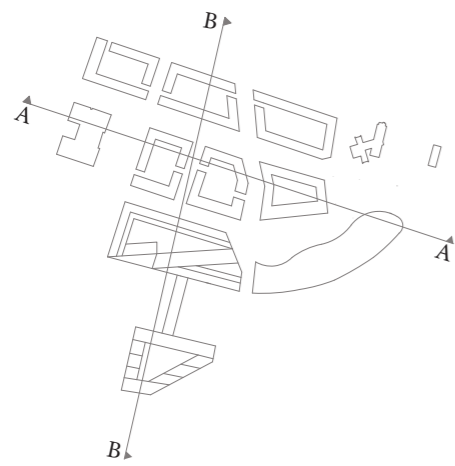
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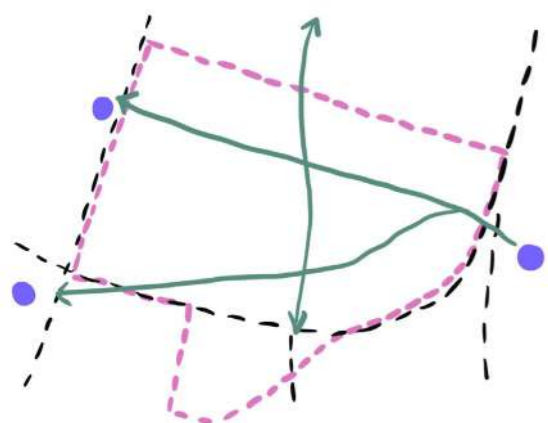




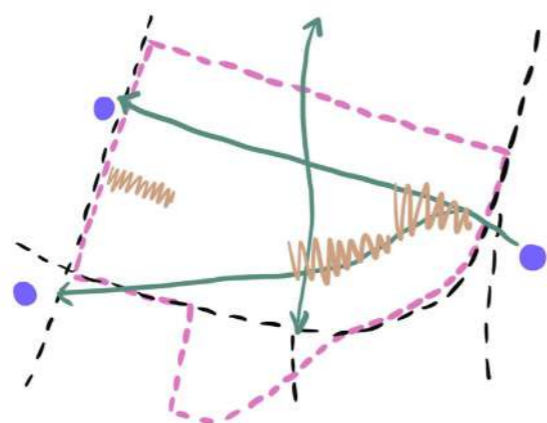
-  Designed buildings
-  Existing buildings
-  Public greenery
-  Private greenery
-  Green roofs
-  Pavement
-  Road
-  Driveable pavements
-  Concrete pavement
-  Wooden pavement
-  Crushed stone path
-  Tiled pavement
-  Water
-  Railway
-  Tram rail
- 1 Kindergarten + residential building, 9 storeys
- 2 Residential building + mixed use, 8 storeys
- 3 Residential building + mixed use, 7 storeys
- 4 Residential building + mixed use, 6 storeys
- 5 Residential building + mixed use, 5 storeys
- 6 Residential building + mixed use, 8 storeys
- 7 Administrative building, 5 storeys
- 8 Glass passage
- 9 Administrative + mixed use, 5 storeys
- 10 Administrative + mixed use, 4 storeys
- 11 Administrative + mixed use, 3 storeys
- 12 Administrative + mixed use, 2 storeys
- 13 Gallery
-  Tree



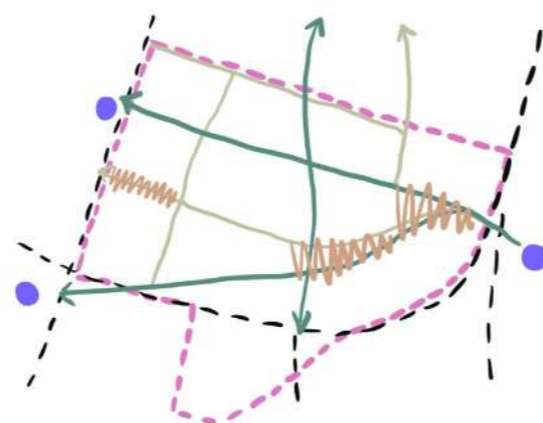




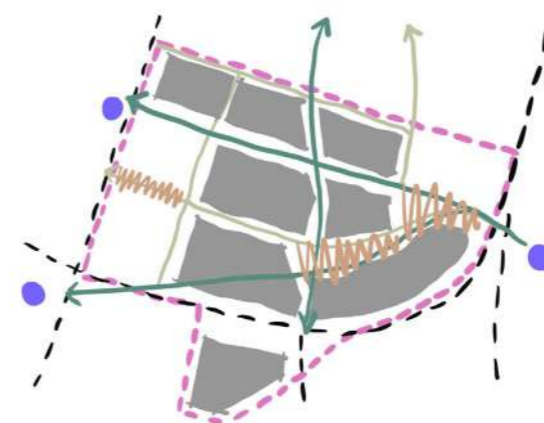
1. Connecting the main points



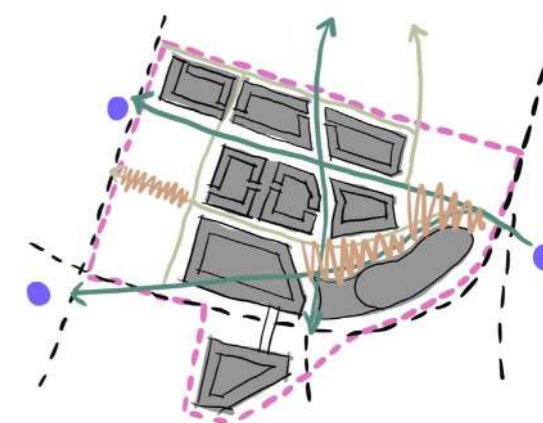
2. Creating public spaces



3. Creating additional connections



4. Creating building blocks

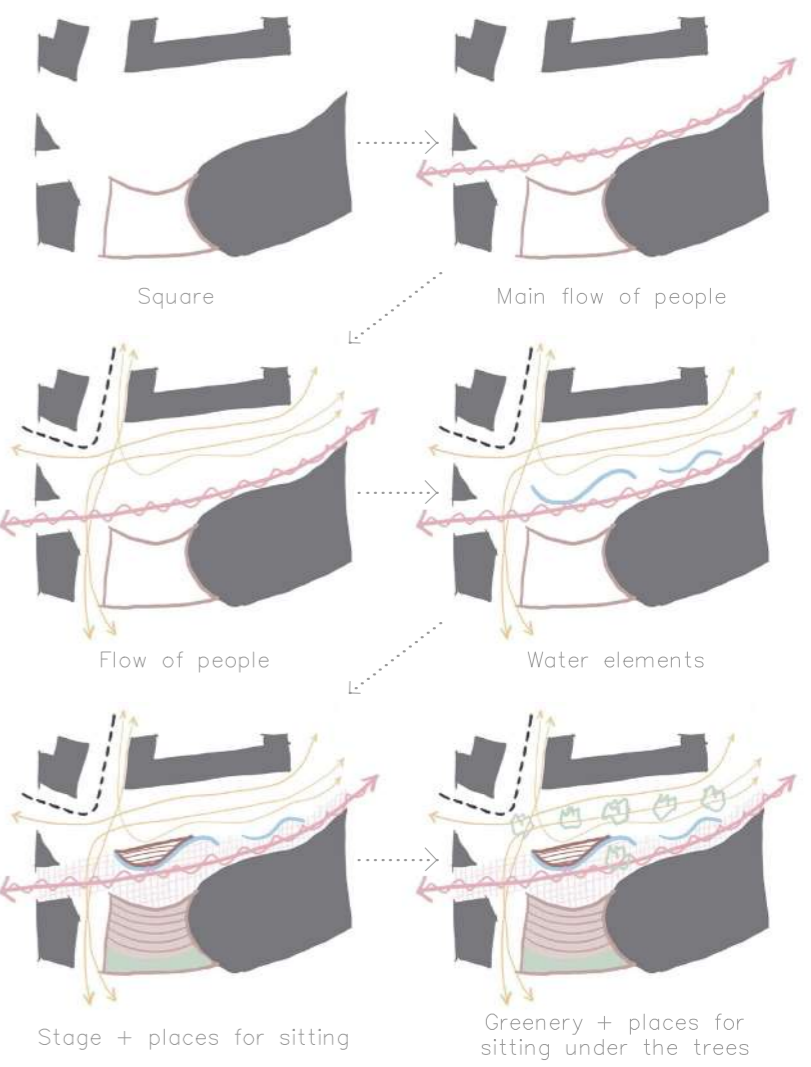


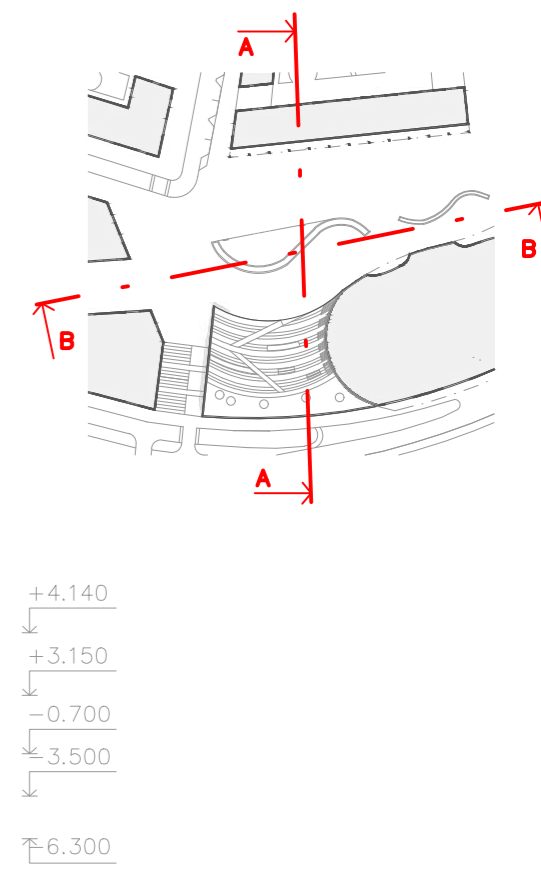
5. Creating building structures

INDIVIDUAL PARTS



- Public greenery
- Green roofs
- Pavement
- Road
- Driveable pavements
- Concrete pavement
- Wooden pavement
- Crushed stone path
- Tiled pavement
- Water
- Tree
- Pergola (with fabric shade)
- Benches under trees
- Low greenery
- Bicycle stand
- Outdoor furniture
- Lamp
- Trash bin
- In-ground linear lights
- Stage canopy





Cross section A-A'

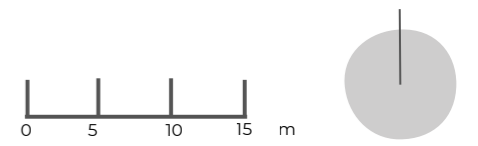
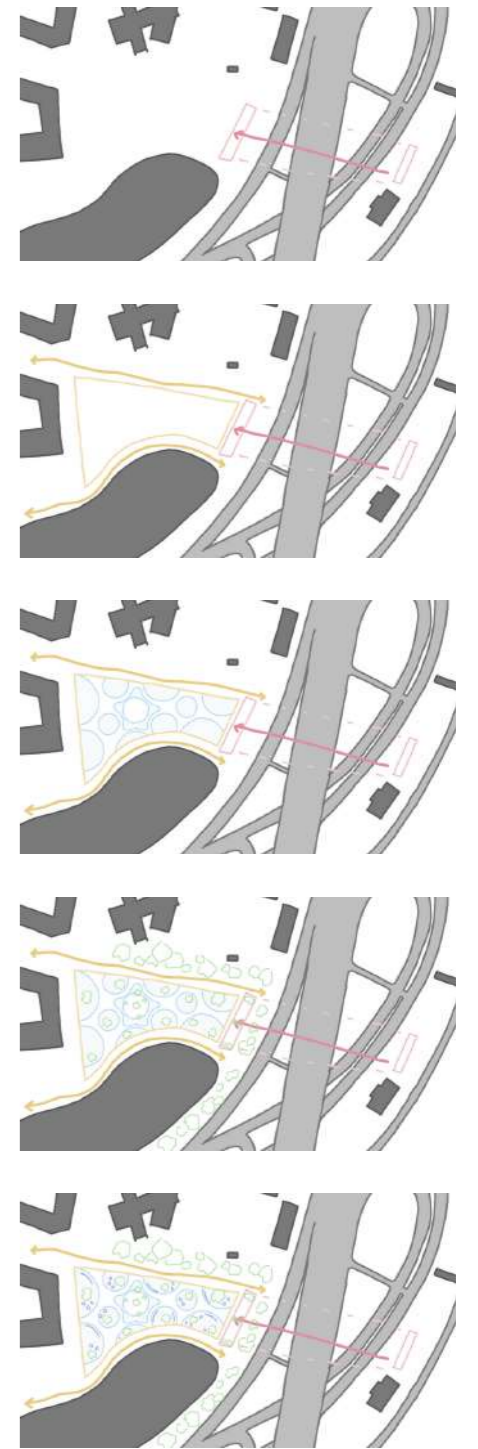



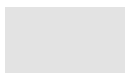




Cross section B-B'



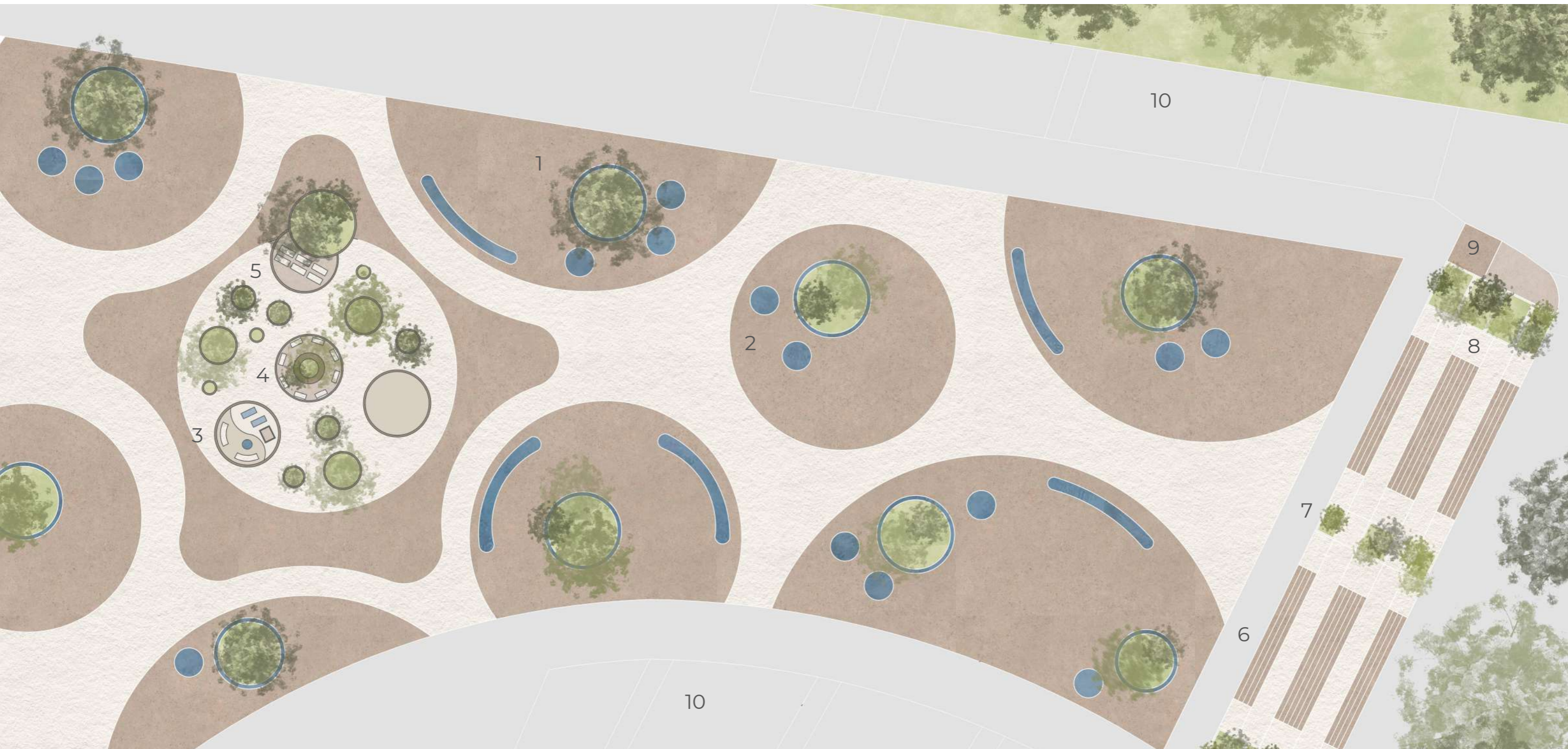
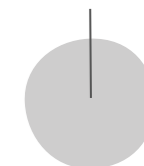
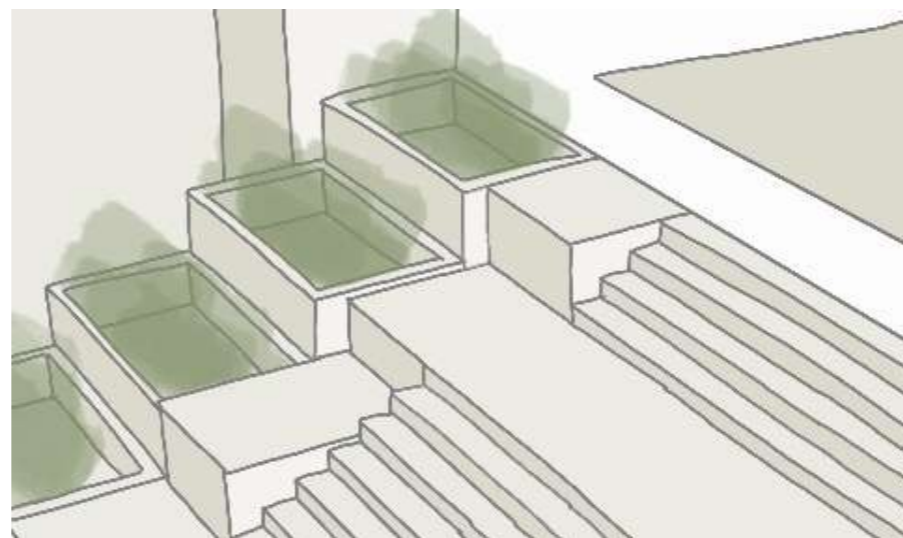


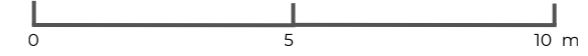
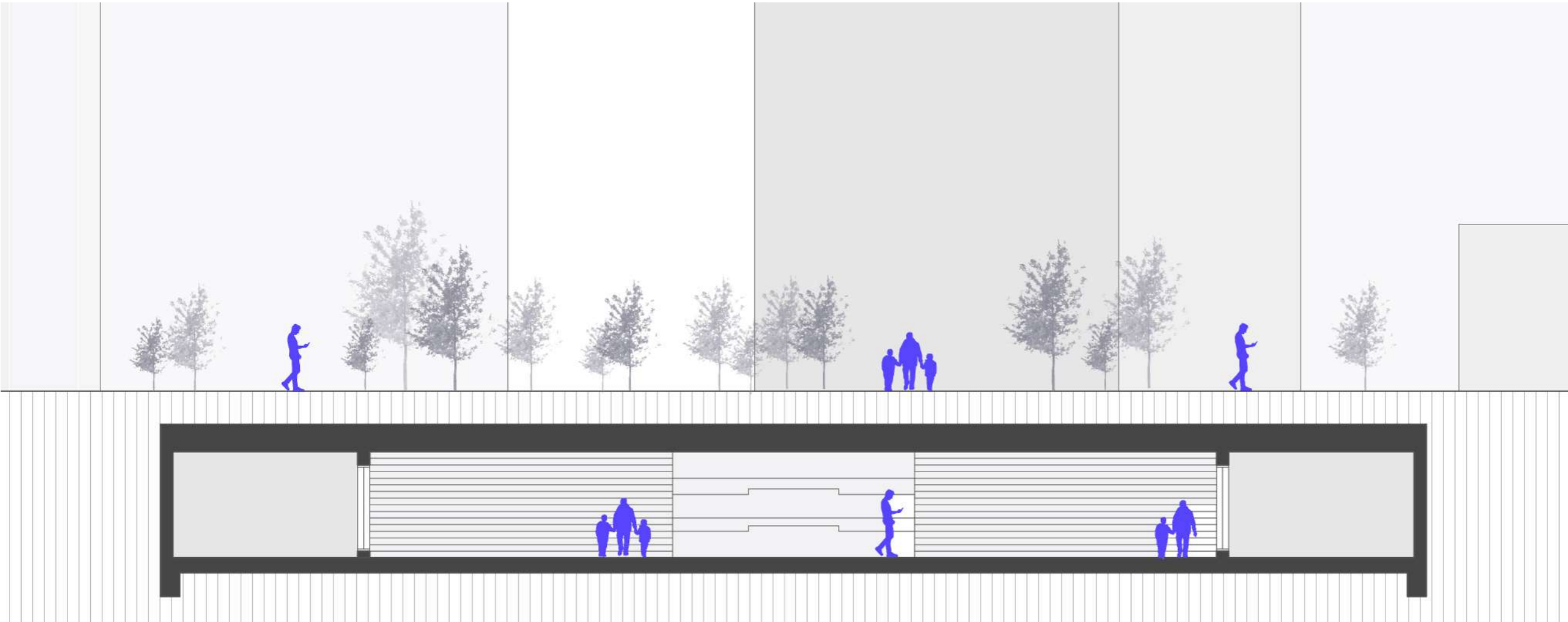
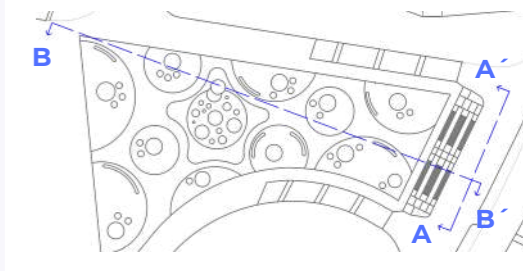
-  Road
-  Pavement
-  Wooden pavement
-  Public greenery
-  Concrete pavement
-  Buildings



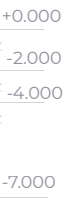
-  Road
-  Pavement
-  Wooden pavement
-  Public greenery
-  Concrete pavement
-  Buildings

1. Raised tree planters
2. Benches
3. Children´s play area
4. Benches under trees
5. Rest area with benches
6. Stairs
7. Low greenery
8. Seating steps
9. Lift
10. Ramp

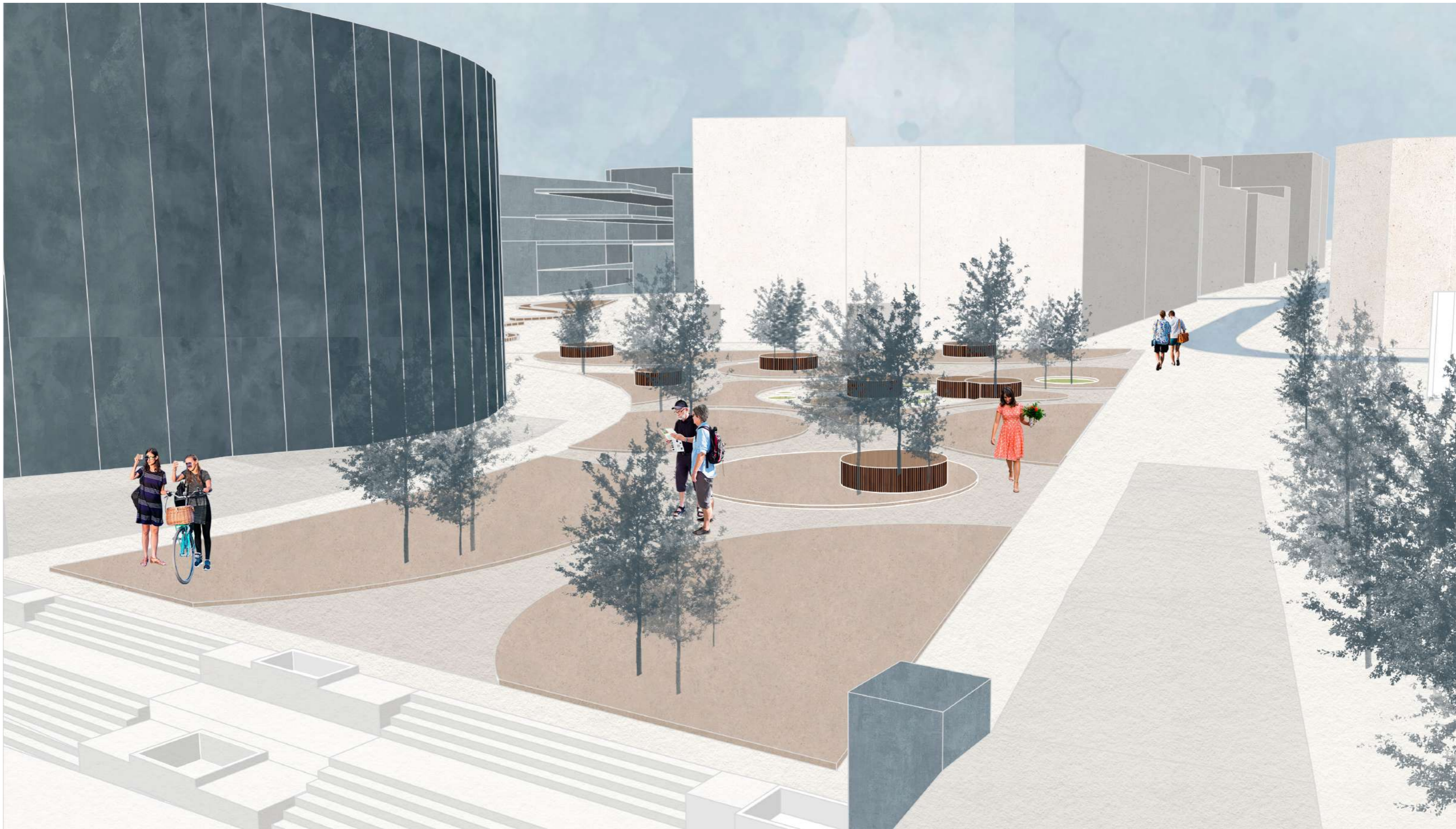


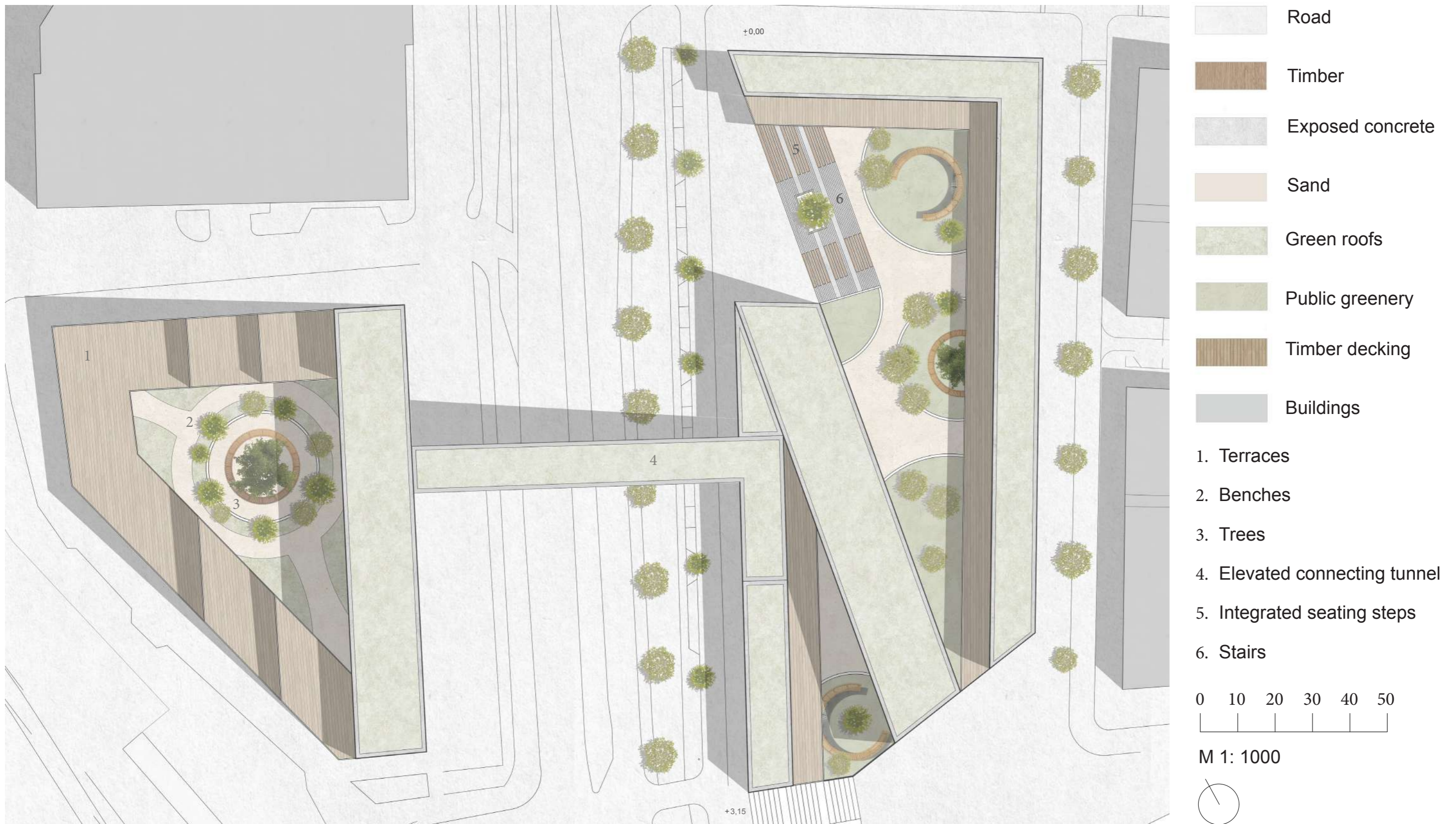


Cross section A-A'



Cross section B-B'



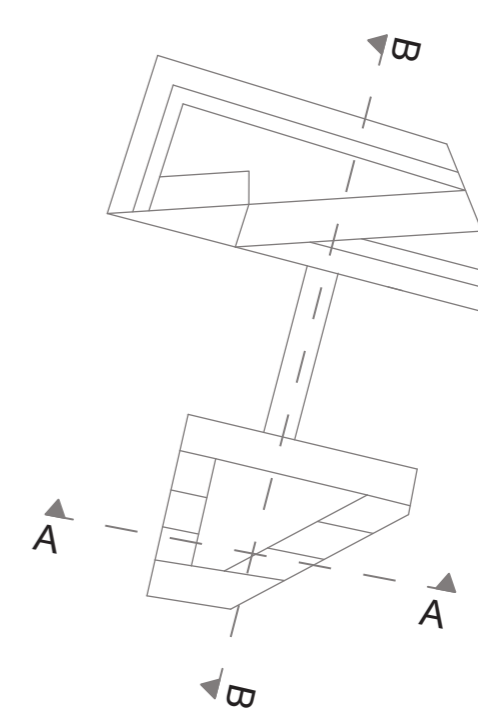
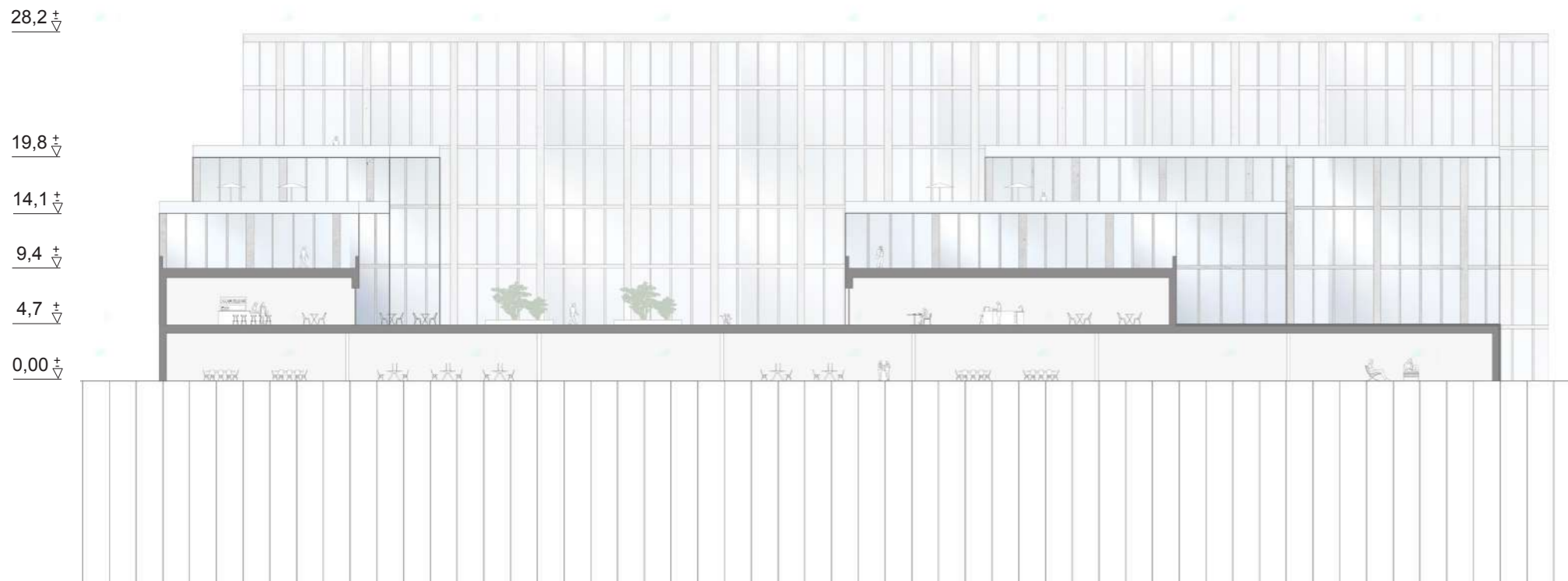


The Link - Officecomplex

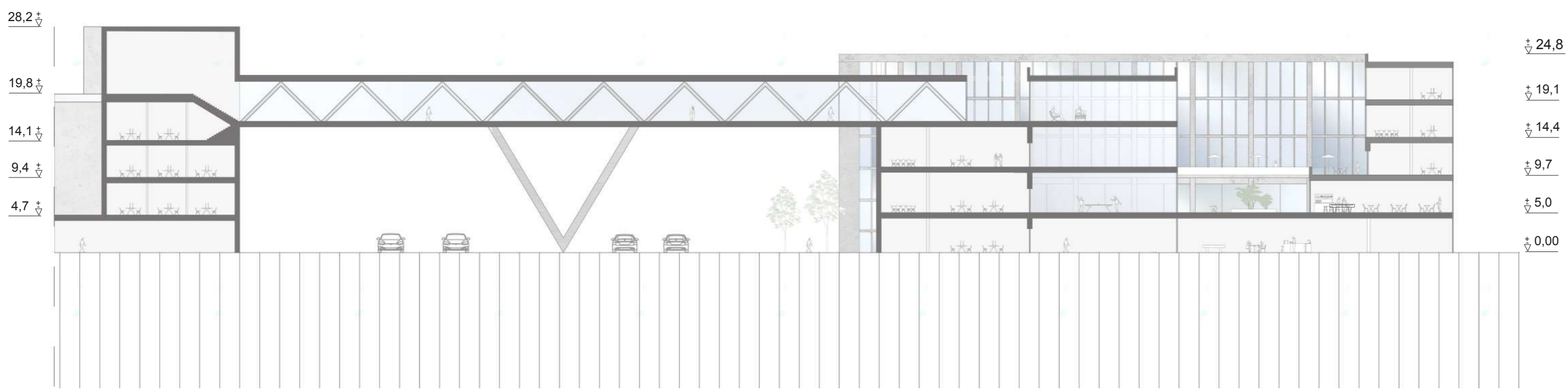
The office complex serves as a key connector within the new city center, linking one of the main entrances directly to the central square. It creates an inviting pedestrian route with shops, cafés, and open terraces, activating the ground floor and urban life. A large staircase leads into a green inner courtyard that functions as a social and recreational hub for both visitors and office users. Transparent structures and bridges connect the different building parts, forming a cohesive system of movement, openness, and interaction.

Qualities

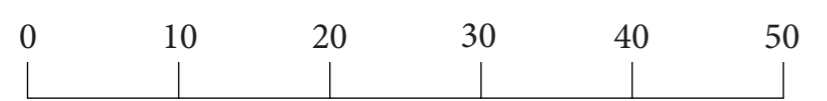
High permeability
 Active ground floor
 Green and social open spaces
 Visual and spatial openness



Cross section A - A



Cross section B - B



M 1: 500



Context of the city - Analyses of the Bonarka area

Kraków is one of Central Europe's most historically rich and complex cities. As Poland's former royal capital and a UNESCO World Heritage Site, it represents a unique combination of medieval urban structure, cultural heritage, and modern development.

Bodnarka is located in the southern part of the inner city, which ensures excellent accessibility to the city centre—approximately 3 km away, or about 15 minutes by tram from the historic core of Kraków, the Stare Miasto. The Old Town preserves a medieval street grid centred around the Main Market Square (Rynek Główny) and St. Mary's Basilica. This area remains the city's social and economic heart, featuring pedestrian streets, cafés, and shops that foster a vibrant public life and provide numerous employment opportunities.

Surrounding the Old Town, districts such as Kazimierz and Stradom have evolved into cultural hubs that blend residential living, tourism, and creative industries. Across the Vistula River, Stare Podgórze offers a quieter, more residential atmosphere while still supporting local communities through small-scale cultural and creative activities. Kraków's polycentric urban structure also includes major educational areas, such as the Jagiellonian University and the Cracow University of Technology campuses, as well as recreational zones like Park Lotników Polskich near Tauron Arena.

Bodnarka also serves as an important link between residential neighbourhoods and larger ecological corridors and parklands, offering both environmental and social benefits. The nearby Bodnarka Nature Reservoir functions as a small but significant node within Kraków's wider green system—helping regulate water, support biodiversity, and provide recreational opportunities for local residents. Other natural areas nearby include the green spaces along the Vistula River and Park Zakrzówek, known for its beautiful natural lake. The Bodnarka site also enjoys convenient access to the local Bodnarka Shopping Centre and a wide range of nearby shops and services.

Transport - Analyses of the Bonarka area

Bonarka occupies a strategic position within Kraków's transport network. It is enclosed by major arterial roads—Wadowicka on the west and Ks. Józefa Tischnera on the east—that connect directly to the inner city and to national highways. These routes make the site highly accessible by car and play a key role for commuter and delivery traffic.

Public transport around the district is extensive. Numerous bus and tram lines form a continuous ring around Bonarka, yet none of them enters the site itself. Most stops are positioned along the surrounding main roads. In total, several bus and tram routes serve the area, offering good connections to the city center and nearby districts. However, due to limited entry points and internal dead ends, the stops are difficult to reach from within the site. Pedestrians often have to take long and indirect routes to reach them, which reduces the overall usability of the public transport network.

A railway line runs along the eastern border with a station named Bonarka. This connection extends the mobility options beyond local travel, linking the area to regional and national destinations. Nevertheless, Tischnera Street forms a physical barrier between the station and the neighborhood, making pedestrian access inconvenient and unsafe.

Inside the district, the street system is dominated by individual car use. Large surface parking areas and wide internal roads emphasize vehicular access, while pedestrian and cycling routes are secondary. The dominance of car infrastructure leads to fragmented public space and discourages walking or cycling as daily modes of movement.

Despite these internal weaknesses, Bonarka's external connectivity remains one of its strongest assets. The main roads and public transport corridors ensure efficient access from different parts of the city. Yet the contrast between external accessibility and internal permeability is striking. The area functions more as a traffic destination than as a connected urban quarter.

To enhance the transport structure, future interventions should aim to improve internal connections, create continuous pedestrian and cycling routes, and establish direct, barrier-free links to the surrounding tram, bus, and railway stops. Integrating these elements would strengthen multimodal mobility and support a more sustainable urban environment.

Greenery - Analyses of the Bonarka area

The greenery structure within the study area is defined by a mix of different types and scales of green spaces. The main categories include meadows, park or forest areas, public greenery, and private greenery. Together, they create a system that influences both the spatial layout and the environmental quality of the area. The larger park and forest zones form the main green framework. They provide continuity and ecological stability but are mostly concentrated in certain parts of the site. Meadows work as transition areas between the built-up zones and the open landscape, creating softer edges and improving spatial permeability. Public greenery is smaller in scale but more evenly distributed. It connects the larger green spaces and supports accessibility and everyday use. Private greenery, mostly within residential blocks, contributes to the overall green character but remains disconnected from the public network.

Overall, the relationship between the different types of greenery shows a clear hierarchy but limited integration. Strengthening the links between the fragmented elements could improve ecological performance and create a more coherent urban green system.

Functions - Analyses of the Bonarka area

The functional structure of the Bonarka area and its surroundings shows a clear spatial hierarchy and a mix of complementary uses. The district is characterized by a strong concentration of commercial and service functions, which are framed by various residential and institutional zones.

The commercial and office buildings are mainly located along the main traffic corridors, especially Wadowicka and Ks. Jozefa Tischnera Streets. These areas form the most active parts of the district and serve as important local centers of employment and services. The shopping and service facilities attract daily visitors and create a clear urban edge toward the main roads.

In contrast, the residential areas are situated further away from these main routes. Multi-family housing dominates in the denser parts near the commercial zones, while single-family houses are found mostly on the outer edges, forming a softer transition toward the surrounding landscape. This distribution results in a clear gradient from high-density, mixed-use zones to quieter, low-density residential neighborhoods.

Educational and cultural functions are scattered within the wider area and play a supporting role for the local community. They provide important public services but are not strongly connected to the commercial core. Healthcare and hospital facilities are also present, located in proximity to major roads to ensure accessibility.

Smaller areas of public greenery and technical infrastructure complete the functional system, improving environmental quality and supporting daily urban operations. However, despite the variety of uses, the overall structure remains somewhat fragmented. The clear separation between functions leads to limited interaction between different zones, especially between residential and commercial areas. A more integrated functional mix could help strengthen local identity and reduce dependency on car-based mobility. Connecting residential, service, and cultural uses through better spatial links and shared public spaces would increase urban vitality and create a more balanced and sustainable neighborhood structure.

SWOT Analysis

The analysis of the Bonarka area reveals a district full of contrasts and potential. Despite its strategic location and good connection to the city center, the area still suffers from several urban challenges. On one hand, the presence of new buildings, offices, green spaces, and nearby public transport create a positive framework for future development. These elements strengthen the district's attractiveness and offer opportunities for urban revitalization.

On the other hand, issues such as traffic noise, poor maintenance, unfinished construction, and neglected buildings reduce the overall quality of the environment. Accessibility remains limited, especially for pedestrians, and some spaces lack a clear identity.

Nevertheless, Bonarka's mix of natural surroundings, existing infrastructure, and available vacant areas provides significant opportunities for transformation. With proper renewal and integration strategies, the district can evolve from a fragmented area into a coherent, vibrant, and sustainable urban space.

Conclusion

Bonarka is a district of Kraków with significant strategic advantages. It is close to the city center, has strong external connectivity, and features a mix of commercial, residential, and natural areas. Its location near major roads, public transport, and key urban amenities makes it a potentially vibrant and accessible part of the city. The area benefits from green spaces such as the Bodnarka Nature Reservoir and nearby parks, which support both ecological quality and recreational opportunities. Future plans for a metro station nearby will further improve transportation options. Other important features include the Bonarka Shopping Centre, the local train station, tram and bus stops, and the nearby Łagiewniki pilgrimage site.

Despite these advantages, Bonarka also faces several challenges. Internal connectivity is limited, particularly for pedestrians and cyclists, which creates a fragmented urban layout and discourages walking. The site is bordered by noisy streets, and many existing buildings are underused or poorly maintained. The functional structure is also fragmented, with residential, commercial, and cultural zones poorly integrated, which weakens neighborhood cohesion and reduces urban vitality. Issues like traffic noise, unfinished construction, and neglected spaces further affect the quality of life in the area.

Overall, Bonarka has strong potential for transformation. By improving internal mobility, creating better connections between green spaces, and integrating mixed-use functions, the district could develop into a more coherent, lively, and sustainable urban environment.

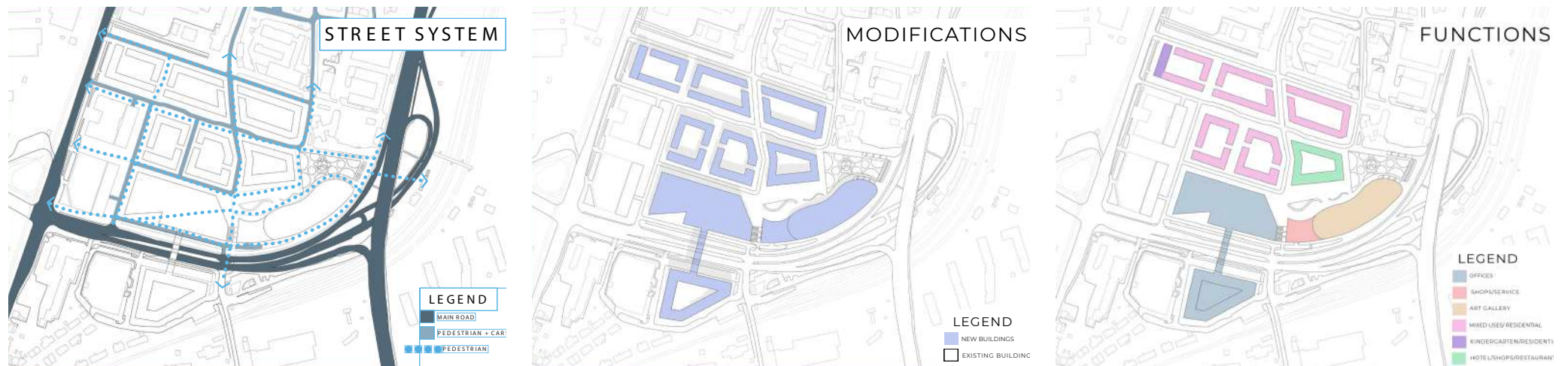
Bonarka - The live urban Centre

Concept

The design concept focuses on enhancing the spatial and functional connectivity of the Bonarka district while creating new urban spaces that encourage active public life. At the heart of the development is a central main square, providing a multifunctional open space for social interaction, everyday activities, and events. An art gallery complements this public realm, introducing a cultural program that fosters communication and exchange among visitors. The site is organized through a dense network of pedestrian connections, increasing permeability and activating the urban fabric. A grade-separated pedestrian underpass directly links the railway station to the city center, ensuring safe and uninterrupted access without crossing the expressway. From this point, the circulation system extends in four directions, efficiently connecting surrounding neighborhoods, commercial areas, and key transit nodes.

A central aspect of the design was to connect major points of interest – the train station, tram and bus stops, Bonarka shopping center, Lidl, and the Łagiewniki pilgrimage site – so pedestrians can access them via the most direct routes. Public spaces along these axes serve as places for rest and waiting for public transport. Noise from surrounding streets has been mitigated by moving primary public areas toward the center of the site and screening the busy roads with a line of trees. Vehicle traffic is minimized through a variety of street typologies and driveable pavements designed to slow cars, creating a safer environment for pedestrians. Green roofs and pedestrian overpasses further enhance connectivity and greenery across the site.

The development is characterized by mixed-use buildings: ground floors host shops, cafes, and services, while upper floors accommodate offices or residential units. The plan also includes a kindergarten and a hotel, catering to pilgrims and tourists visiting Kraków. The gallery serves as the site's focal point, while an adjacent garage features rooftop shops and stepped seating that functions both as a casual chill space and an auditorium for events on the square.



Main Square

Location and Accessibility

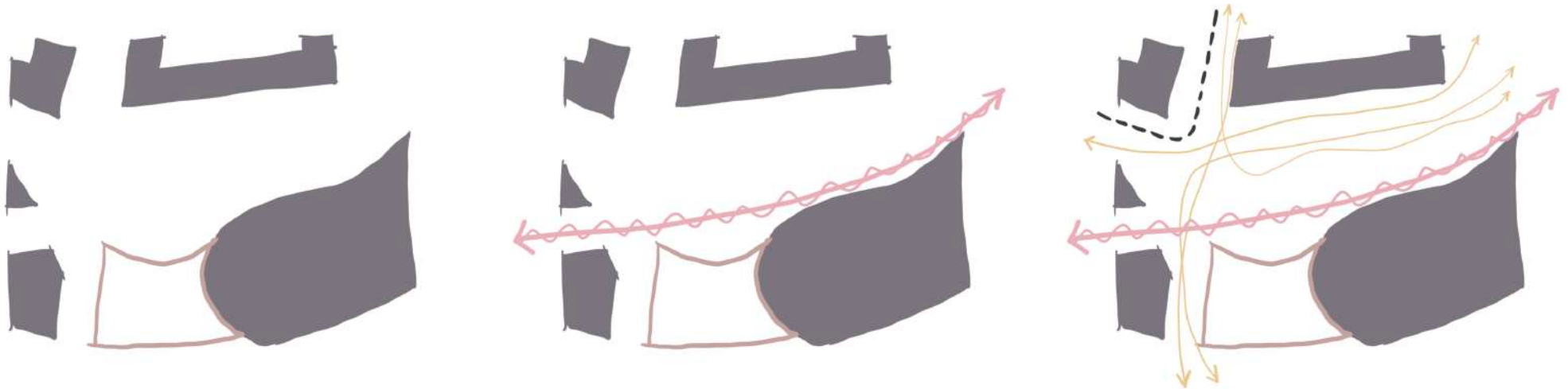
The site is located in Kraków, very close to the city centre, which makes it highly accessible and well connected to many everyday activities. One of the main advantages of the location is the proximity of the Bonarka train station, which is situated to the east of the site and can be reached in approximately a five-minute walk. The square lies on an important axis that leads from the Bonarka train station towards the road in the direction of Łagiewniki, which is about a fifteen-minute walk away. Another important element is the nearby Bonarka shopping centre, which provides many services and facilities and is very convenient for future users of the square. Public transport is also easily accessible, with tram and bus stops located close to the site. The main problematic aspect of the location is the surrounding traffic, as the site is bordered by busy roads that create a high level of noise.

Context and Identity

The square plays an important role as both a transit space and a place to stay. Many people pass through it on their way to public transport, the shopping centre, or towards Łagiewniki, but it also offers opportunities to stop, rest, and spend time. It is a place where people can have a coffee, wait for a train or bus, or simply relax. Before the intervention, the area lacked a clear public space where people could gather, spend time, or participate in cultural activities. The design responds to this by creating a square that can host concerts, exhibitions, and events, which can also be connected to the program of the gallery located on the square.

Another important building is the hotel, which can serve tourists as well as pilgrims travelling towards the Sanctuary in Łagiewniki.

On the ground floor of the surrounding buildings there are cafés and small shops that activate the square and support everyday use. A garage and retail structure with a green roof is also part of the context; its roof functions as an informal sitting area and contributes to the public character of the space.



Main Square

Composition

The composition of the square is based mainly on pedestrian movement. The main pedestrian flows lead towards the tram stop on the western side and the busy bus stop on the south-western side of the site. Another important direction leads south, towards the Bonarka shopping centre, which is frequently used by visitors.

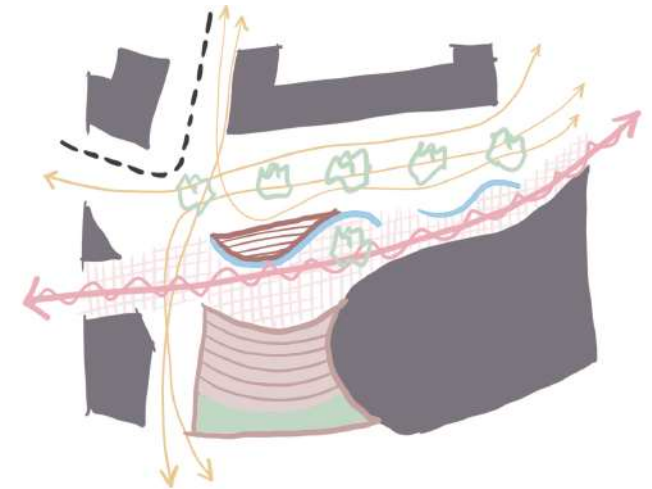
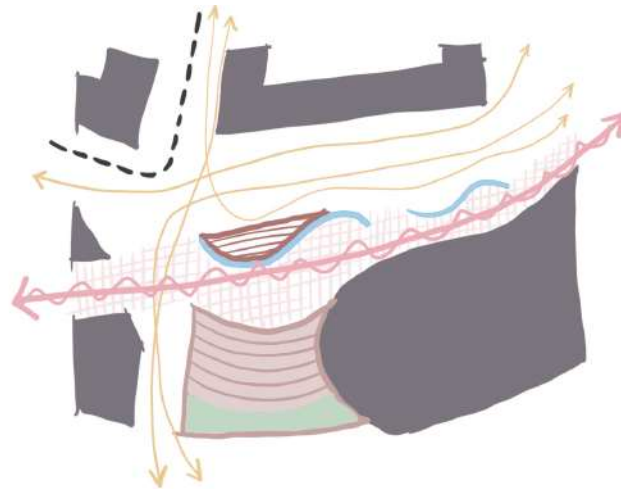
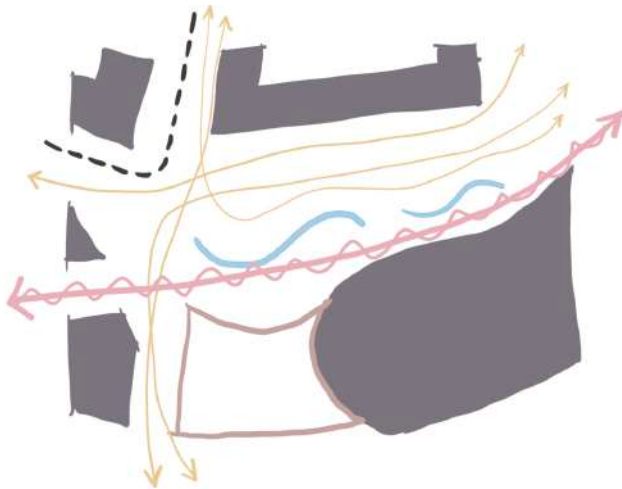
The square is divided into two main parts by different pavement surfaces. One of them forms the main axis leading towards Łagiewniki, while the other directs movement towards the west. These surfaces help to clearly define movement and orientation within the square. Several areas for sitting, resting, and waiting are integrated into the design, responding to the needs of people passing through or staying for a longer time.

Design

The square is designed as a multifunctional public space that serves people in different ways. It functions as a transit area, a place for rest and meetings, and a space for cultural events and social activities. The division into two main parts with different pavement materials helps to organise movement and use.

Next to the gallery, a building is placed with the main purpose of shielding the square from the surrounding traffic noise. This building contains shops and an underground garage. On its roof, a distinctive stepped structure is designed, which can be used for sitting, resting, or watching events and concerts taking place in the square.

In the centre of the square, two water fountains are located, creating white noise that helps reduce the impact of traffic sounds. A raised wooden platform serves as a small stage for events, with seating provided on the stepped roof structure. Pergolas are placed near the cafés to create shaded outdoor seating areas and extend the ground-floor activities into the public space. Trees with circular benches underneath offer additional places to sit and relax, while the edges of the fountains also function as informal seating. Thanks to the nearby tram and bus stops, the square is also an important waiting space for people using public transport, making it an active and lively part of the Bonarka area in Kraków.



Park

Program

The area is conceived as a functional and attractive space, designed both for travellers and for people who wish to enjoy their free time. The central square, with circular benches and green areas, acts as a place for rest and social interaction, with direct access from the train station. The surrounding buildings accommodate complementary uses: a mixed-use building with offices, shops, a restaurant and a hotel; a cultural building with an art gallery; and a tree-lined promenade to the north that connects the complex with green spaces. All buildings are oriented toward the square, which functions as the heart of the project and as the main entrance to both the gallery and the hotel.

Overall, the design integrates culture, leisure and accommodation in a balanced way, encouraging social interaction and activating the area. The square serves as a connecting element that facilitates circulation and consolidates the space as an active, accessible and welcoming urban environment.

Location and Access

Bonarka is a key area for the city's future development, with strong transport connections and a strategic location within one of the city's busiest traffic zones. The project focuses on transforming the existing structure into a more pleasant and functional environment capable of becoming a new urban center.

The design concentrates on the access area from the train station and on spaces for resting and waiting, located in the southeast of the complex and framed by a cultural center and a mixed-use building with a hotel. While the area is accessible by various modes of transport, the design prioritizes pedestrians by reducing traffic dominance and improving connectivity through safe pedestrian routes and an underpass beneath the railway tracks.

As a result, the space functions not only as a transit area but also as a place that encourages social interaction, connecting the entire complex and reinforcing its character as an active, accessible, and welcoming urban environment.

Park

Composition

1. The main axis

The space is structured around a main axis that connects directly with the train station, which is the point of arrival for the highest number of users. This axis plays a key role in guiding people into the project area and concentrating movement toward the central square, ensuring a clear, legible and direct connection between the station and the heart of the complex.

2. The two secondary axes as pedestrian flows

In addition to the main axis, two secondary axes organise the primary pedestrian flows through the site, corresponding to the two main streets of the area. One of these axes allows both pedestrian and limited vehicular access, linking residential and office areas with the central square and surrounding public functions. The other axis is mainly pedestrian, with restricted access for taxis, and is designed to prioritise comfort, safety and continuity of movement.

3. Different pavement

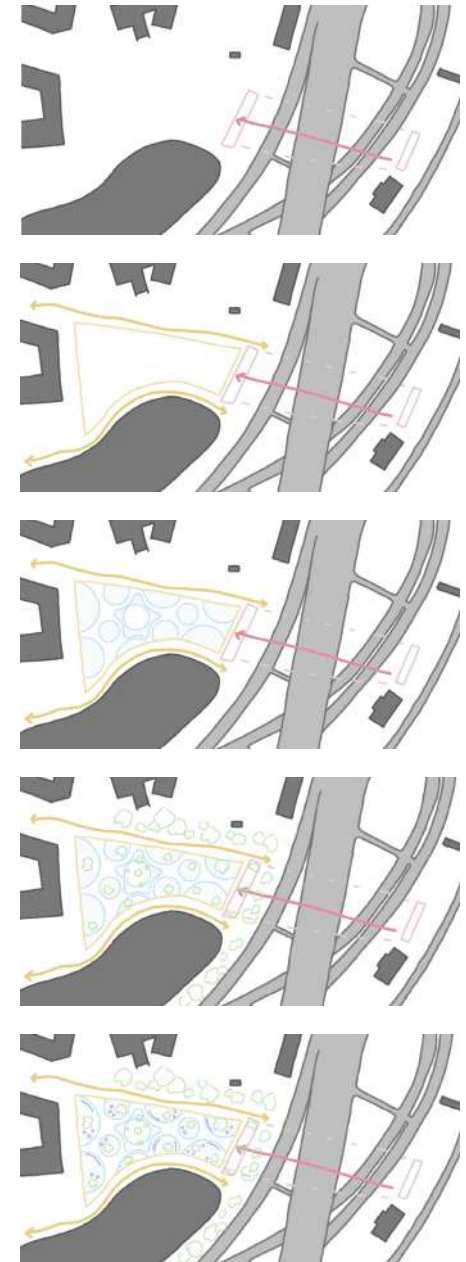
The central square is defined by a variety of paving materials that help to differentiate uses and guide circulation. These changes in pavement reinforce the hierarchy of spaces, clearly distinguishing movement areas from zones intended for rest and social interaction, while also enhancing the overall identity of the square.

4. Green areas as structuring elements

Green spaces are integrated throughout the project and play a fundamental role in organising the environment. Tree lines, urban planters and landscaped areas accompany the main pedestrian routes, improving environmental quality, providing shade and acting as a natural buffer against surrounding traffic. These green elements soften the urban landscape and contribute to a more pleasant atmosphere.

5. Circular benches as social and resting spaces

At the centre of the square, circular benches combined with green areas create dedicated spaces for rest and socialisation. These elements invite visitors to stop, sit and interact, reinforcing the square's role as a place to stay rather than just a transit area. Together, they contribute to a more human-scale, welcoming and active urban environment.



Office complex - The Link

Concept

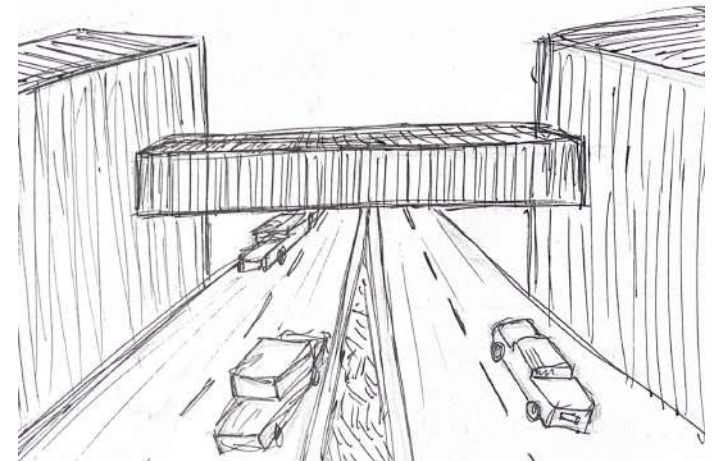
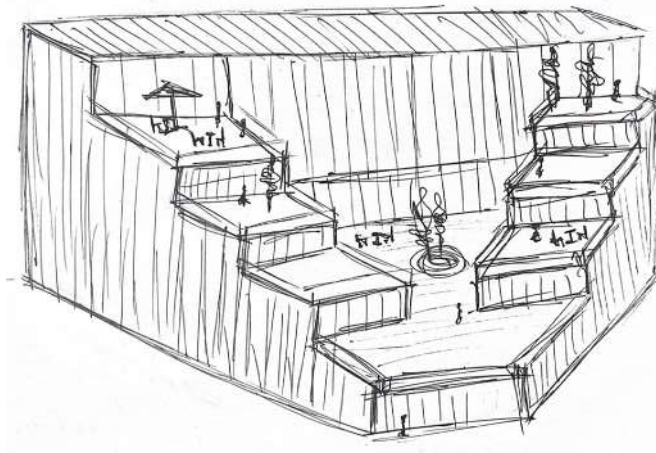
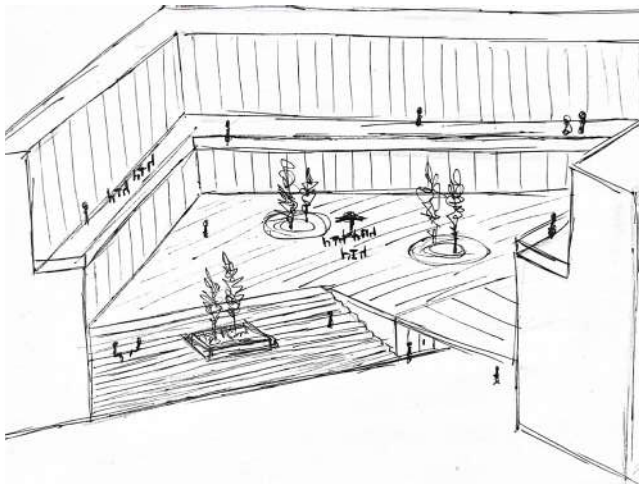
The project develops an office complex as an integrated component of the city center, where urban circulation, public life, and working environments form a cohesive spatial system. A clearly defined pedestrian axis connects a main entrance of the city center directly to the main square, allowing people to naturally pass through the site while activating the ground level with retail functions along the route.

This axis expands into a generous staircase that functions both as circulation and as a place of stay, leading into a green inner courtyard that serves as the social heart of the project. Cafés and restaurants address this courtyard and are accessible to both passersby and office workers, creating a strong interaction between public and semi-public uses.

The building system is organized around this courtyard, with office spaces arranged above and around the public programs. Terraces above the retail units provide direct access to fresh air and visual connections between workplaces and the inner courtyard. At its center, a three-story glass structure introduces a flexible, weather-protected space for social activities, relaxation, and informal use, while maintaining visual openness toward the surrounding greenery. Horizontal and vertical connections, including the staircase, courtyard, glass pavilion, and a suspended bridge connecting to the adjacent building, link the different building volumes into a continuous architectural ensemble. The stepped typology of the neighboring building and its additional green courtyard further reinforce the overall system of permeability, connectivity, and spatial quality within the city center.

Public space system

Public space is conceived as a continuous sequence extending from the surrounding urban fabric through the pedestrian passage into the inner courtyard. The pedestrian axis acts as an urban connector, while the staircase and courtyard become places for pause, interaction, and social exchange. Retail, gastronomy, and the central glass pavilion activate the space throughout the day. Greenery, terraces, and visual connections enhance the spatial experience and establish the courtyard as a vibrant and accessible heart of the city center.



Office complex

Terraces

The terraces run along the building facades facing the inner courtyard, forming an extended elevated zone that connects distant parts of the building along a continuous edge. While they do not provide direct access to the courtyard, the terraces establish strong visual connections to the green interior and allow users to experience the courtyard from multiple points along their path. This linear terrace system enhances spatial orientation and reinforces the courtyard as a central reference space within the office complex.

Greenery

Greenery is used as a key spatial and atmospheric element throughout the project, with planted inner courtyards and green roofs enhancing the microclimate and visual quality of the city center. The inner courtyard functions as a green core, providing a calm and inviting contrast to the surrounding urban density. Green roofs contribute to environmental performance, stormwater management, and thermal regulation while reinforcing the overall relationship between architecture and nature.

Wayfinding & Accessibility

The project is structured around a clear and intuitive pedestrian circulation system that guides users through the city center and into the building complex. A direct pedestrian axis connects major urban points and ensures easy orientation across the site. Changes in level are resolved through generous stairs and barrier-free access, creating a legible and inclusive system that supports both movement and stay.

