



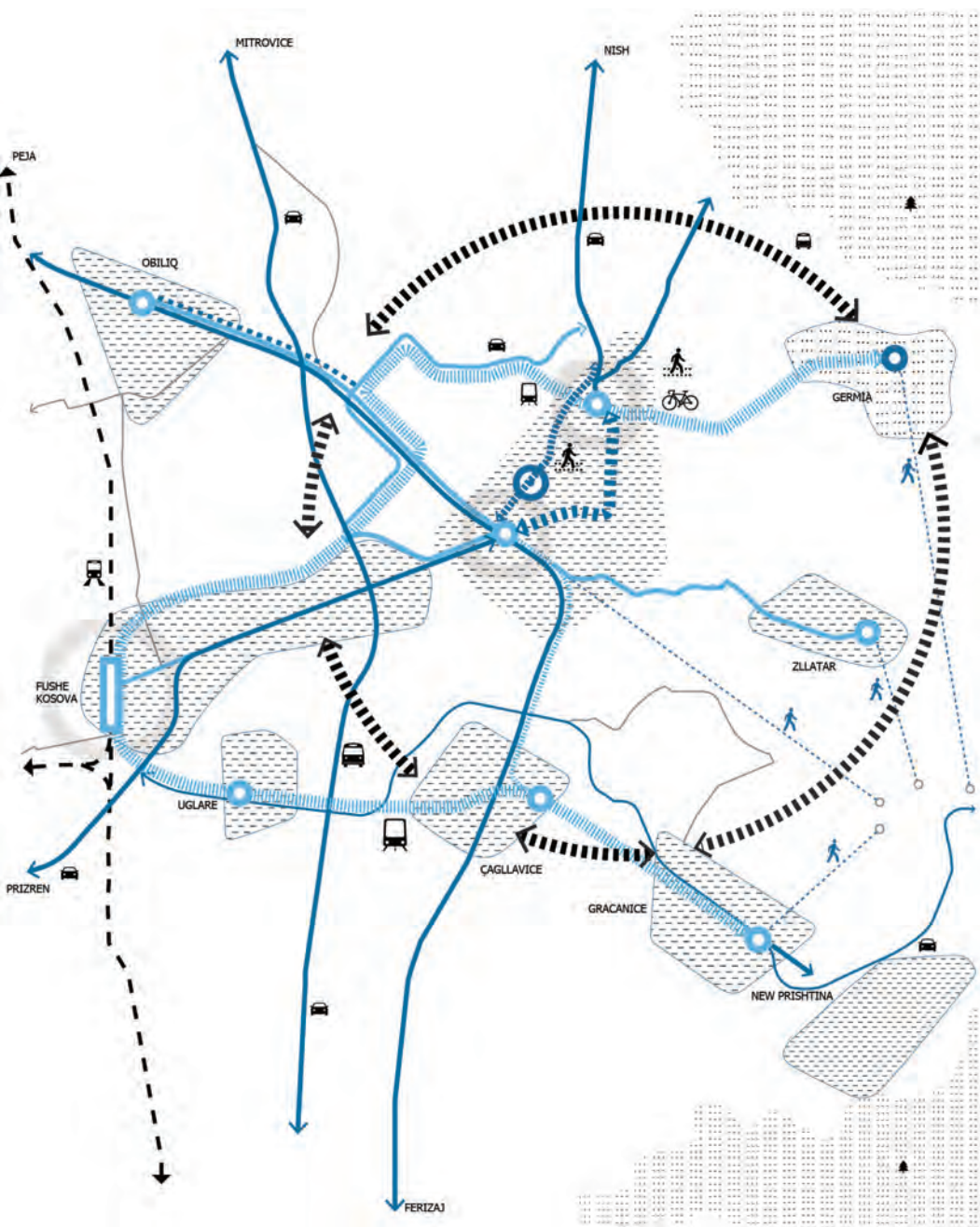
Observatory of the Mediterranean Basin

Prishtina New European Capital

Images of a city to be discovered

A Project of the
Joint International PhD Program IDAUP

POLIS University Albania / University of Ferrara Italy





Università
degli Studi
di Ferrara

DA Dipartimento
Architettura
Ferrara

ISBN / 978-9928-4459-8-8 (OMB series) / 978-9928-4563-0-4 (V. 5)

Published by /POLIS press, November 2019, Tirana, Albania

A project of the International Doctorate in Architecture and Urban Planning (IDAUP).
POLIS University, Albania / University of Ferrara, Department of Architecture DA, Italy

Editors / Prof. Dr. Besnik Aliaj, Adj. Prof. Dr. Loris Rossi

Besnik Aliaj, Loris Rossi are the scientific responsible developed as result of the PhD workshop organized in the frame of the IDAUP - International Doctorate in Architecture and Urban Planning programme between POLIS University of Tirana and the Department of Architecture of Ferrara University, Italy. The publication collects practical and theoretical experiences elaborated within the context of the Applied Research Department, the research unit Observatory of the Mediterranean Basin (OMB). In this publication Besnik Aliaj and Loris Rossi have also contributed in terms of contents in the introduction, interventions in some chapters, conclusions and in the elaboration of the index structure.

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Note / The all book has been revised by an external international peer-reviewed. The chapter 3 collects the IDAUP PhD researchers' contributions, which have undergone a process of double-blind review. All the contributions of this book have adopted the Harvard Quote System.

The OMB book series is deposited at the Library of Congress, Washington D.C., U.S.A.
<https://catalog.loc.gov/>

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A project developed in the framework of the
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The book "Prishtina new European Capital, the image of a city to be discovered" to improve the state of art on urban planning and the work is very precious because taking case study of Prishtina and Kosova region ten years after independence, revealing a territory that is still unpublished in Europe. The multidisciplinary and multi-scale approach is important allowing different visions of the case study and restoring the strong historical stratification of the city that faces with a new protagonist in the Balkan area. This book represents significantly contribute of OMB to the international debates of planning and design for resilient cities.

Prof. Nicola Martinelli
Polytechnic of Bari, ITALY

Antonello Stella describes Prishtina as a city that is anything but dense and devoid of a single polarity but with different and multiple internal polarities, in many cases more connoted as empty than full urban ones. Prishtina can be very inspiring because it is a city that has never been made, a place where every beginning ended up in failure before ever reaching its accomplishment.

All the attempts in this book make a point on what is Prishtina as a city and what could or should be done. This could be like Dorina Papa 's attempt to shape the future of Prishtina with the idea that large-scale event-buildings and experience-spaces can be a tool for revitalisation or biophilic design of Sara Pouryousefzadeh as natural landscape restoration. Other writings explore large-scale strategies or micro possibilities for Prishtina.

Prishtina being a city of contradictions, through the writings that follow make us question how this city of impossibilities could become a city of possibilities.

Arch. Gëzim Paçarizi

Preface

I belong to the generation of Albanians born and raised in Albania during the years of self-isolation and extreme centralized economy. Kosova has been always a very popular theme among us, not only because of what we heard in the media, in schools, or what we read in books of history and ideology, but it was highly attractive for the fact that it was the second country with the biggest number of Albanian habitants. Imagination was projecting: well, it could have been one country, and for us imprisoned in self-isolation, it meant that one could travel, visit and move there, if things were different. However, for some reasons, on both counts, fate decided it should end in two different states. Practically we could not exchange or travel among ourselves, even those that had families and relatives there. For us, the border in Kukës city, up in northeastern Albania, seemed to be the end of the world, part of the "iron curtain" and the Berlin wall.

By the early 90's Albania entered in a phase of transformation and freedom, but we still could not travel to Kosova. Often tensions were raising there, which also produced tension in Albania as well. Both countries were like twins that never met together, up to the spring of 1999 when NATO troops intervened to stop another escalating bloody war for the Balkans. I still remember NATO airplanes flying over above the capital, Tirana, and heading towards Kosova. Soon we faced waves of 1 million war refugees that suddenly entered Albania via Kukës and Macedonia. At that moment, 1 in 4 people living Albania, was a newcomer from Kosova. We practically met each other in the most difficult time for both countries: the war in Kosova, and the collapse of pyramid schemes in Albania. However, it was a time of survival, great solidarity and national upgrade. Mine and my friends' immediate reaction, today colleagues at POLIS University and Co-PLAN Institute, was how to help these war refugees to settle.

End of June 1999 brought the liberation of Kosova and a great opportunity for me to enter for the first time in the "forbidden" country. A dream that became true! This time as an expert of the Co-PLAN Institute, and on behalf of FAO and World Bank, we undertook a 6-months

countrywide survey on war damage assessment, which later on helped the international donor community to channelize first-ever aid and finances for post-war Kosova. This is a work I am highly proud of. It gave my Co-PLAN colleagues and me the possibility to see for the first time Kosova's reality, the same way they saw Albania during the escapes from war massacres. I visited every city and village, almost all communities and minorities, working passionately with more than 300 students and professors of the University of Prishtina, which I praise for joining us in very difficult but inspiring moments of post-war. I still cannot forget my first contact with organic-modernist Prishtina. That was my highlight. We entered from Kacanik to Lipjan and to the hills of Cagllavica. I could clearly see the silhouette of the small beautiful capital, nowadays swallowed by the growth of radical urbanization. At that moment, I had a vision that one day I would be working to envision Prishtina as the newest European capital, a dream that any city planner would have in such specific moments in history.

Twenty years later, together with our students and staff of POLIS University, as well as with the researchers of our International Double Degree Program of PhD (jointly organized in cooperation with UNIFE, University of Ferrara, Italy), we prepared this vision through a 1-year research project focused on such inspiring theme. The coordinators of the project have been also cooperating and exchanging information and ideas with many local professionals, intellectuals and (municipal central) institutions in Kosova to whom we are grateful. Such exchange symbolizes the real liberation of Kosova and Albania from the dark days of our pasts. We strongly believe that it is also the way to lead for a useful regional cooperation and Europeanization in the near future. It is the moment to reconsider the re-foundation of Prishtina, now as the newest European capital. We must all contribute and prepare for that!

Prof. Dr. Besnik Aliaj
Rector of POLIS University, Tirana

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Multi-scale reading of a city's
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Loris Rossi

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introduction

Multi-scale reading of a city's resilience

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PhD. Laura Pedata / OMB / Polis University / Tirana, Albania.

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Introduction

In this fifth book of the OMB series, we aim to address the argument 'city and its image' a highly-debated topic that remains a relevant argument in several Eastern European cities. Our example is the new Kosova capital—Prishtina—which presents the opportunity for a paradigmatic case study. A new cycle of 33 PhD students has focused on developing research strategies around the concept of 'Images of a city to be rediscovered'. We are aware that this is an over discussed topic, but this collection of issues seeks to avoid being considered a banalisation of research that was developed during the 1960s (LYNCH, 1960). Rather, it seeks to represent an additional piece of a mosaic that investigates the cities of the new generation.

The book is structured into five main chapters. The first is the introduction, which offers an overall exposition about the main purpose of this fifth OMB book, including a focus on the research background that was previously addressed by POLIS University and the Observatory of the Mediterranean Basin. The second chapter—'Interdisciplinary exchanges'—collects a series of multidisciplinary thoughts that reflect on certain workshop issues,

as elaborated by professionals and academics. Therefore, the meaning of a 'city's image' is explored through the lenses of history, sociology and architecture to stimulate a deeper critical discussion between the PhD students and a group of professors and architects. The third chapter, which is the heart of the book, explores the workshop's process through four main fields of investigation, which were selected by the PhD students, including infrastructure, unused spaces, culture parches and significant environmental issues. Four work groups (one for each field) were created to address these topics. In addition, at the conclusion of one year of work, each PhD student wrote an investigative scientific paper on an area of his/her own research interest in connection with the workshop objectives. The fourth chapter—'Prishtina City Lab'—attempts to reassume the work that was elaborated during one year of studio courses concerning possible architecture and urban crises in the city's urban patterns. The goal was to develop a synergetic platform between the Studio in Architecture and Theory course and the Urban Planning and Thesis Lab, which were developed during the academic year

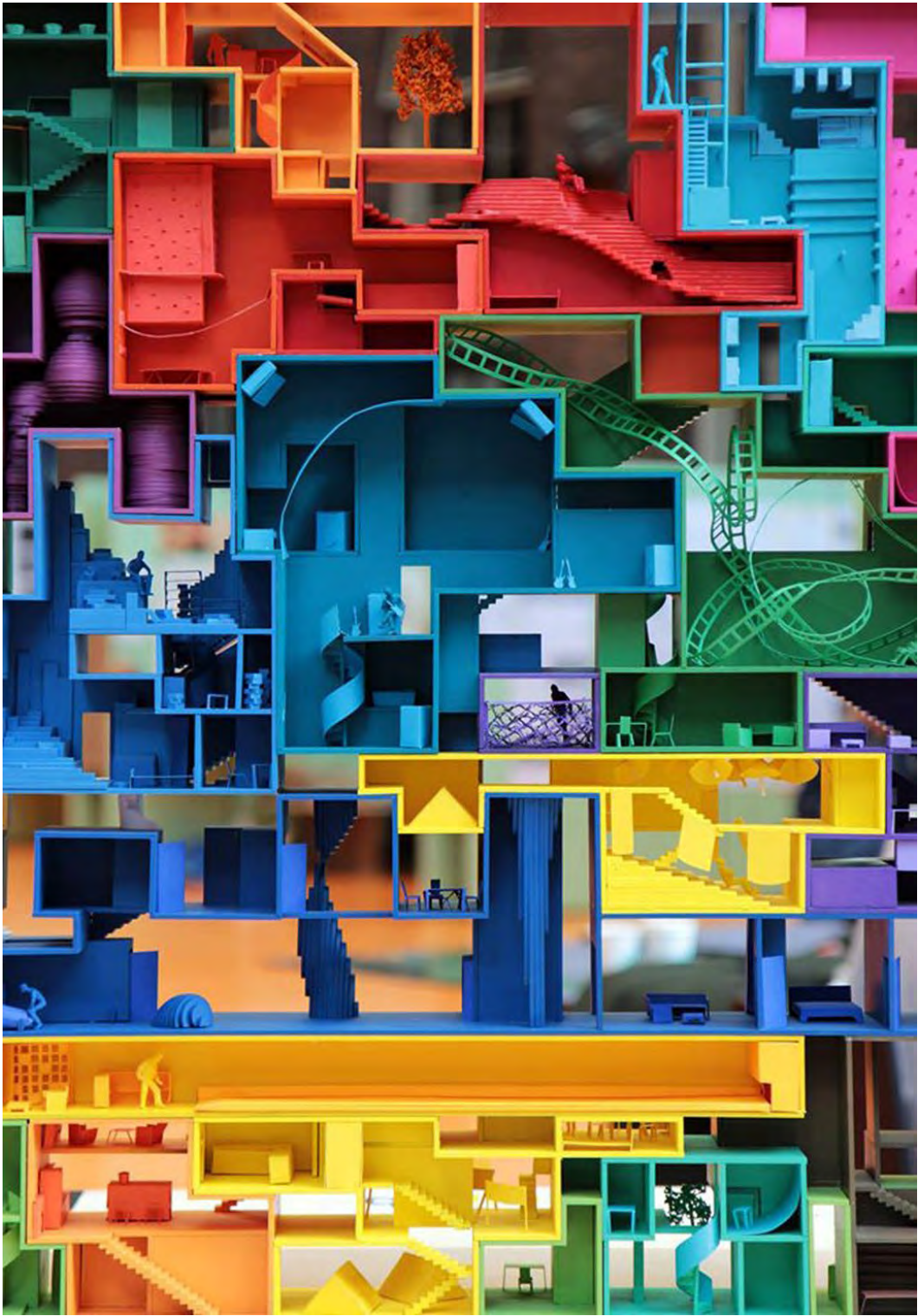


Fig1 / The Why Factory (T?F) TU Delft is a global think tank founded by Winy Maas MVRDV office. source: <https://thewhyfactory.com/news/from-wego-to-barba/>

2017/18 at POLIS University. The city of Prishtina was studied and designed from different perspectives, giving priority to all areas with discontinuity of both their functions and their urban structure. The last chapter not only draws conclusions but suggests new trajectories for future research activities.

Building construction in the city during the last twenty years has created

a multidimensional relationship between the city and the architectural scales. Using the multi-scale concept in Prishtina allows for the discovery of a new sustainable design approach concerning the relationship between architecture and urbanism. It is exactly within this frame of investigation that the city of Prishtina releases the best urban tools, which have remained hidden. The instruments that we

are looking through are wrapped in a controversial past that is full of uncertainty and urban discontinuity (PRUTHI, et al., 2013).

By observing these city patterns for the first time, one can learn how to read Prishtina through a non-linear approach. Such an approach can allow for a double interpretation: 1) underlining the possibility of incorporating architecture's meaning within urbanism and 2) using a multi-scale approach to establish new and important relationships between the different scales of architecture that aim to build a sustainable environment. The estrangement that is generated by each building has diversified the social experience. However, the discontinuity of the city's character offers us a relevant opportunity to find resilience through a heterogeneous patchwork. A contemporary theory of the city's image is portrayed as a sort of 'recombinant urbanism'. This is an added value that, for some architects, can be considered a design tool rather than a simple speculative vehicle. For David Grahame Shane, many cities today lack a clear overall urban structure. One of the main characteristics of contemporary urban patterns is the capacity to generate architectural autonomies through operative urban tools, such as the case in which he mentioned 'the enclave, the armature and the Heterotopia' (SHANE, 2005). Shane, through Kevin Lynch's theories, tried to investigate the possibility of figuring out a new image of future cities as the result of the three abovementioned urban devices. Simple recurrent structures or organisational patterns, such as the one defined by Lynch (LYNCH, 1981), can amplify the sense of the city image. Therefore, one of the main objectives of this fifth publication is to collect urban exception from the existing patterns that, from the past until today, have created a concept of an interrupted object, which was meant as its original function, as well

as from the relationship with the city scale. An urban exception is definable as a persistent object that acts within the city's patterns as recognisable and autonomous architecture. In many examples, important city landmarks, such as the case of administrative buildings, religious buildings, sports arenas, cultural buildings and ex-socialist buildings, have persisted in Prishtina as multi-scale objects that react from a small to a very large scale of intervention.

However, we must explore the ways in which multi-scaled architecture can be considered resilient. Cities like Prishtina continually change their shape in the manner of a sort of self-efficient organism; they try to produce an antibody every time they differ in compliance with the different types of urban demands. The work that was elaborated through the workshop experience and the subsequent scientific papers investigated the existing conditions within the city settlement in which urban reality can be considered self-efficient objects within the visual and functional meanings. Therefore, the best choice of models of cities to use as background experience was not immediately visible; rather it was discerned through shifting our investigation into different organised patterns.

Given the possibility to investigate a new approach in the rediscovery of a new image for the city of Prishtina, the effect of a single architecture or urban settlement must be explored as a mechanical component that behaves like a flexible tool. The selection of Urban Exceptions within existing city patterns releases an effect of multi-scale complicity; each urban element—independently of its own morphology—creates a contagious influential area that is reacting within the main shape of the city. All the objects and city parts that were analysed by the PhD students must be read under this frame; the intention as well as the responsibility of this scientific work is

to develop a multidisciplinary approach that reintroduces the relevance of architectural scale as an essential component of managing the city and its image.

Within this frame of the discussion, the city as a self-efficient organism is no longer a predefined element that is designed and manipulated by a small group of politicians and specialists; rather, it mirrors the evolution of a society. The city is an abstract representation of contemporary crises as well as patterns of operative urban instruments that are waiting to be rediscovered.

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Llazar Kumaraku

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interdisciplinary exchanges

Reflection of sociopolitical developments in the architecture of Prishtina during 1945-1990

Arch. Arbër Sadiki

Lecturer at UBT - Higher Education Institution, Prishtina, Kosova

Abstract

Reflection of social and political circumstances in architecture is something that has trailed Prishtina in all its periods of development. This study aims to highlight this impact in the architectural development of the city of Prishtina in the period 1945-1990. This timeframe has been determined based on important social events which were directly manifested in Prishtina's general urban development. Lower borderline relates to the end of Second World War, out of which Prishtina emerged an underdeveloped center with distinguished oriental features. Upper borderline (1990), coincides with revocation of autonomy of Kosova (28 March 1989) by the Republic of Serbia and commencement of a dark period for Kosova society.

Within this timespan, Kosova society has been subject to significant political and social changes, constitutional amendments among the most important. First, amendments of 1963, and later those of 1974 changed positively the position of the then Socialist Autonomous Province of Kosova, within former Yugoslav Federation.

Immediate influence of both amendments is easily readable, especially in the architecture of public buildings of the time, which clearly dominate also in the contemporary architectural identity of Prishtina, despite the striking damage of emblematic buildings of this period.

Introduction

It is of no coincidence that the Italian architect, theoretician and professor, Bruno Zevi among four components which mostly influenced the emergence of modernization, along with natural evolution of taste, scientific and technical development in construction, new theories on aesthetic perspectives, he also ranks essential social changes (Zevi, 2012:3).

French sociologist, Henri Lefebvre considers that urban space emerges as a result of social relations and as such it is a material and symbolic manifestation of a society (Grbin, 2013: 475-491). Urban space is a

complete projection of the society in space (Vujović i Petrović, 2005: 16). Lefebvre notes that space as a product is not an independent material reality which comes and exists "by itself", but it is produced and it is constantly interrelated with time. Therefore, according to him there is "social space" and "social time". Based on this, time and space are not purely material factors but they are social products and as such they can only be understood as undivided elements of social experience.

This makes space not only dependent on historical events, but fundamentally historic, which in turn binds us into an analysis which

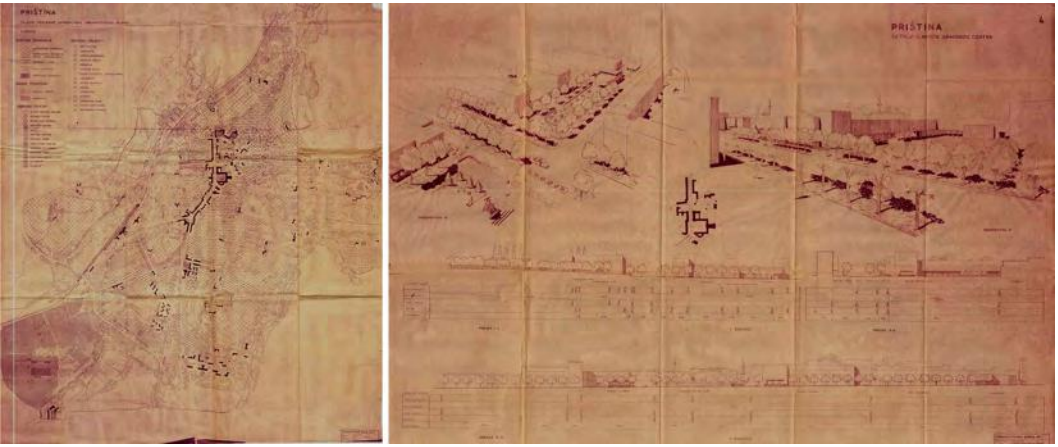


Fig1 / Prishtina GUP . Zoning (left). Detail of the city centre, (right). 1953, arch. Dragutin Partonić
 Source / Prishtina Municipal Archive, Stock: SO-KK, Box: 1(1-21) 2(1-14), No. 587)

captures historical conceptions and decision-taking power in every specific situation (Goonewardena, 2008: 29)¹. Circumstances which Prishtina had been through by the end of the nineteenth century and first half of twentieth were unfavorable for the city to excel with its architectonic performance.

Immediately after the World War Two, in 1946, Prishtina became an administrative center of the former Autonomous Province of Kosova and Metohija, within Socialist Federal Republic of Yugoslavia².

In different time periods, there are different statistics on the number of population of Prishtina. These statistics begin with various defterler³ of Ottoman Empire in the fifteenth century, guides and reports of diplomats, to ecclesiastical statistics. Nevertheless, from the first official registration of 1948 conducted by former Yugoslav Federation, up to the last one of the same administration in 1981, the population of Prishtina from 19.631 increases to 108.083

inhabitants.

Manifestation of social development in the city's architectural identity.

Urban development of the pre-World War Two Prishtina reflects a spontaneous evolution of a town, a characteristic of oriental cities⁴.

In certain circumstances, immediately after WWII, an immediate need for structuring and planning of city development rose up. The new social order deemed this, among other things, a good opportunity to introduce its values to a population which being the only non-Slavic entity within a Slavic federation, was generally sceptic about the benefits that this order could bring. Therefore, in 1953, "General Urban Plan" the first spatial document of post WWII was drafted by Belgradian architect and Professor Dragutin Partonić⁵.

The most important element of this plan was the proposal of southwest – northeast axis, a type of boulevard style street with avenues on the sides along which principal administrative

¹ / From 1879- 1893 Prishtina was capital of Kosova Vilayet. After 1912 it became the centre of the then Province of Kosova, until the new administrative division of Yugoslav Kingdom, where it remained only a District Centre within Vardar Banovinje. During the War Word Two it was under Mussolini's regime when within the Albanian state under the fascist occupation, included majority of territories inhabited by Albanians, including most of the territory of today's Kosova. Upon capitulation of fascist Italy, control over the city was taken by Nazi Germany.

² / See: Constitution of the Federal People's Republic of Yugoslavia, Article 2. Approved on 31 January 1946 in Belgrade

³ / A type of register in Ottoman Empire

⁴ / The basic unit was the neighbourhood, or so-called mahalla, consisting of low residential houses, mostly one or two-storied, which were interconnected by narrow alleys without any planned urban structure and order. The only common public space was the space in front of religious buildings: mosques that were generally accompanied by a fountain in front, churches, and the traditional covered bazaar, the bezistan, positioned in the central part of the residential quarters.

⁵ / The plan, for the first time, defined the main functional units, such as: individual housing, combined housing, multi-dwelling housing, administrative area, hospital centre, etc. It was dimensioned for a population of up to 50,000 within an urban area of 223 hectares.



Fig2 / Lluqaqi's Mosque (left). Stakaj's catholic church (right). Source / Kosova Archives



Fig3 / Boulevard "Marshal Tito", 1963. Source / Kosova Archives

and cultural buildings, such as: Culture House, People's Theatre, Palace of Press, Palace of People's Army of Yugoslavia, Palace of Technics, and also the first communal residential blocks, were foreseen.

As to how focused on the central part of the town the plan was, is indicated also by the fact that this axis is processed in the level of Regulatory Plan where dimensions, volumes and urban landscapes are defined, despite the fact that according to legislation of the time General Urban Plans did not include such level of processing. Therefore, one can notice the hurriedness to establish as fast as possible the legal

infrastructure to initiate construction of first administrative buildings, which manifested the values of the "new social order".

By concentrating this development in the heart of current Prishtina, only for the execution of few buildings set out by this plan, objects of architectural importance from pre WWII period, such as Lluqaqi's Mosque nearby the present-day National Theatre, the church of Stakaj opposite to current Grand Hotel, and the only Hebraic synagogue which was at the town's bezistan, near the current Parliament building, had to be demolished (Fig.2). Soon this axis began to establish the

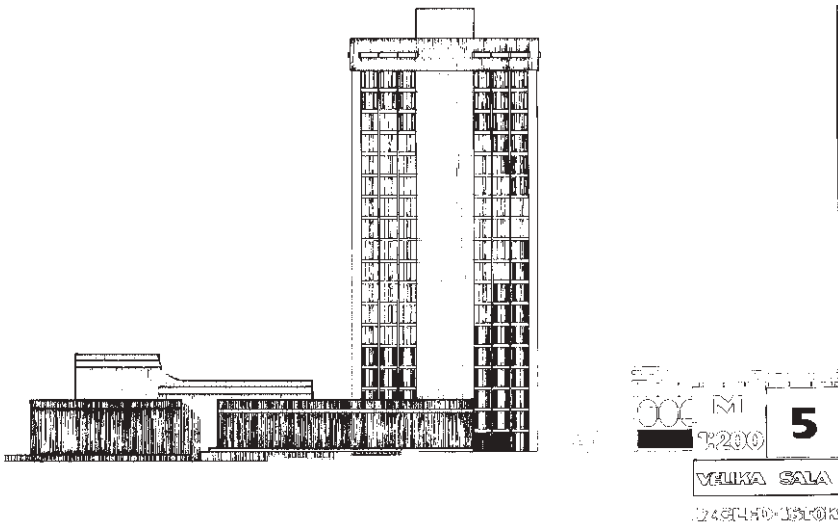


Fig4 / "Print House Rilindja". East view. Source / private archive of Prof. Georgi Kontantinovskit

urban silhouette foreseen by the plan. From the beginning of the '60s of the twentieth century, the axis became the principal boulevard of the town where main events, not only cultural but also daily human interaction were taking place, which had a considerable impact in the inception of formation of the modern civic structure in the sense of modernity in general.

Besides its direct impact in structuring the town, the plan laid down the immediate need to establish professional institutions which would deal with its processing into more detailed planning documents, but also its implementation⁶.

This initially resulted in establishing of the Department for Technical Services at the municipality of Prishtina, and a little later also of the Agency for Urban Planning and Design of Prishtina⁷.

The early stages of positive changes in the status of Kosova within former Yugoslav Federation began in the '60s, namely constitutional amendments of 1963, which regardless of the fact that were not substantial, yet resulted in positive changes such as openings of some faculties in Albanian language, and later, in 1970, foundation of University of Prishtina.

However, what changed substantially the position of Kosova within the Federation, were the constitutional amendments of 1974 when Prishtina received considerable political and executive rights within Yugoslav judicial system.

This was manifested with a multifaceted developmental boom; it was directly manifested in the constructions that were to come in the succeeding decade. Factors that influenced the most and buildings resulted as their outcome can be grouped as follows:

- As a result of political and administrative changes:
 - Building of former Executive Council of Autonomous Province of Kosova (today the building of the Assembly of the Republic of Kosova) designed by Arch. Bogdan Nestorović (1948), reconstruction 1960 by Arch. Juraj Neidhardt.
 - The administration tower "Print House Rilindja", designed by Georgi Konstantinovski, (1972-78). (fig.4)
 - Institute of Albanology, Arch. Miodrag Pecić (1974).
 - Technical Faculty, Arch. Edvard Ravnikar (1976).

⁶ / See the letter of architect Partonić, dated 09 April 1957, in relation to the first four-year plan implementation addressed to "People's Council of Prishtina municipality". (Prishtina Municipal Archive, Stock: 50-KK, Box: 1(1-21)2(1-14) No. 587)

⁷ / Agency for Urban Planning and Design of Prishtina under the lead of Professor Bashkim Fehmiu, in the coming years developed into the principal institution of not only implementing and monitoring urban plans but also in planning in the level of the entire Kosova territory.

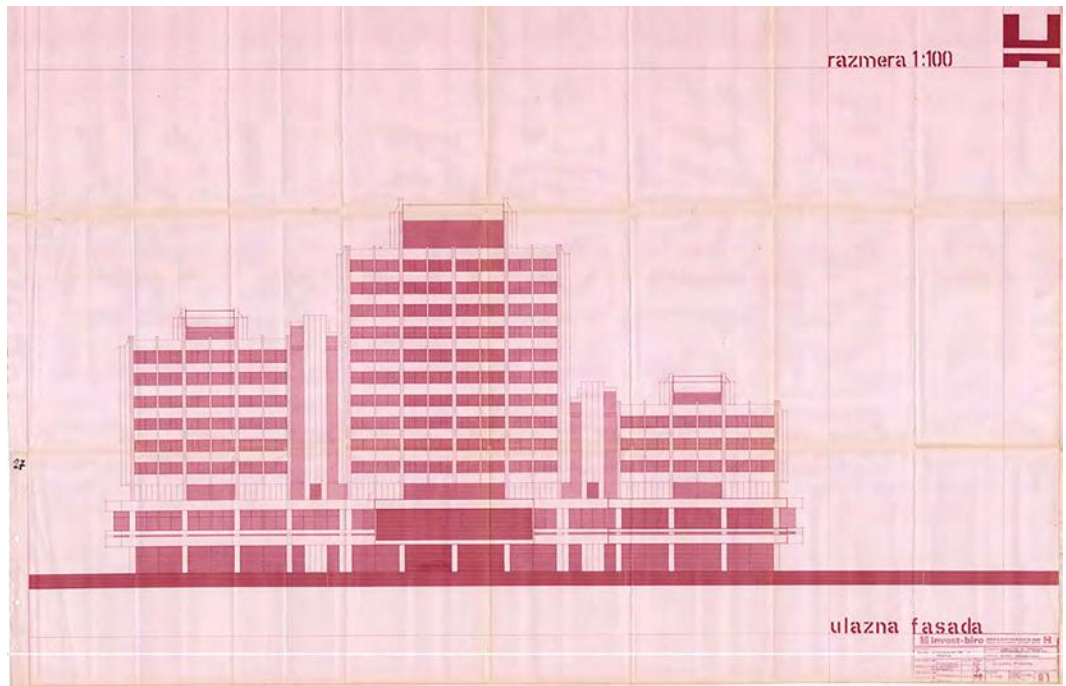


Fig5 / "Grand" Hotel. Front view.

Source / PMA, Stock, SO-KK, Grand H. Year 1973-1986, Box 1-4, No. 565).

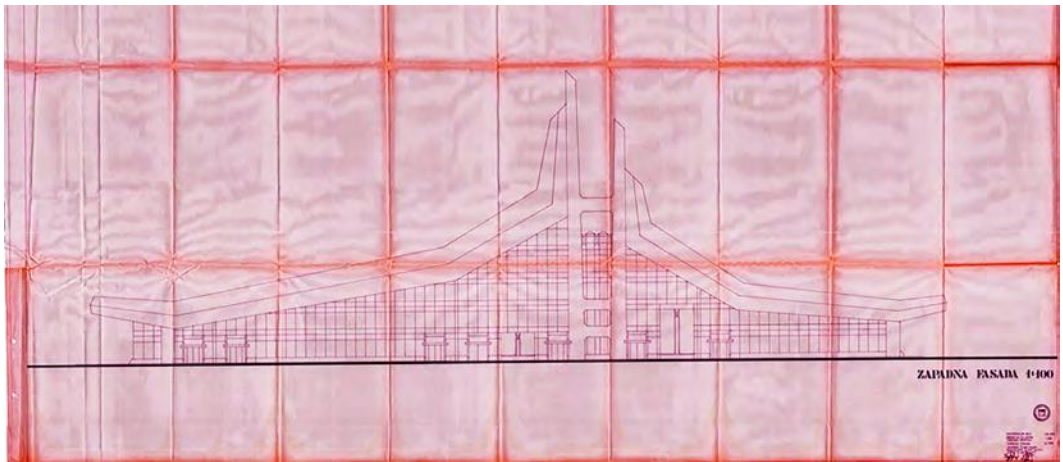


Fig6 / Universal Centre "Boro dhe Ramizi" Western facade.

Source / PMA. Stock SO-KK, DSPK Boro e Ramizi, year 1977, Box 1-4, No. 1303

- National and University Library, arch. Andrija Mutnjaković, (1971-82).
- As a result of economic development:
 - "Bozhuri" Hotel Eng. B.Pozanjakov, Arch. Dragan Kovačević (1974.-78.). (fig.5)
 - "Lubljana Bank" Arch. Zoran Zakić (1984.).
 - "Grand" Hotel, Arch. Bashkim Fehmiu, Arch. Dragan Kovačević (1974.-78.). (fig.5)
 - "Grmia" House of merchandise, Arch. Ljiljana Rasevski (1970-72).
 - "Kosova" Bank, Arch. Milan Tomić, Arch. Milan Pavlović and Arch. Svetla Putić, (1972.).
 - The administration of pharmaceutical factory "Farmed", Arch. Trajko Dimitrijević (1979.)
- New Post Office Building Arch. Halid Muhasilović, Arch. Izet Mulaosmanović (1983).
- The administration of "Elektrokosva", Arch. Zoran Zakić (1984).
- As a result of cultural development:
 - Universal Centre "Boro dhe Ramizi", Arch. Živorad Janković, Arch. Halid Muhasilović, Arch. Sretko Ešpek (1976). (fig.6)
 - Film Centre "Kosovafilm" Arch. Sali Spahiu (1981).
 - "TV Prishtina" Arch. Oton Gaspari. Adaptimi: Arch. Sali Spahiu, Arch. Hamdi Binakaj, (1965).

Delving into the development of Kosova society during 1945-1990, best manifested in its capital centre, one can see that almost all important political, social and economic events were fully expressed also in its urban and architectural development. Architectonic layers of the city, those present-day as well, clearly demonstrate it. Although social changes in Kosova were part of a tendency package for a general modernisation of the society within a socialist federation of post-World War Two, nonetheless due to specific Kosova circumstances, they often took idiosyncratic local directions.

The fact that the majority of the population was of Albanian ethnicity, of a different language and generally also of religion, historical past, culture, etc. as the only non-Slavic entity within the united federation of the Slavs of the south, made Kosova society resist even more, melting its identity with the others. In fact, the Yugoslav state in its core was not oriented in emphasizing cultural values of its peoples individually, which in essence corresponded with principles of modernity. This state intended a fusion of all its nations into "universal values" on which it claimed to have been founded and ought to be functioning. This made Kosova society in principal to be positioned against the changes of post-World War Two, habitually resisting them even though they could have often brought tangible changes in the practical sense of concrete life benefits.

Therefore, the plan of Professor Partonic, was initially eyed as plan aiming to destroy the vernacular past of the town. This partly proved to be true after the demolitions that took place in the heart of the existing town. However, in spite of all the shortcomings, one cannot deny the fact that the plan for the first time divided Prishtina into functional zones

and laid out the required development infrastructure. The first public spaces, in the aforementioned central boulevard section, were particularly an outcome of this plan. Social interactions, entirely new to Kosova society up then, were manifested in these spaces. Execution of this plan required establishment of local institutions to implement it, thus in addition to aforesaid benefits it can as well be claimed that it contributed also in setting up planning and management institutional capacities in the area of city development.

Constitutional amendments of 1963, and especially those of 1974, in addition to changing Kosova position within Yugoslav Federation, they changed the position of Prishtina itself within the former province. Due to its administrative status but also economic development, Prishtina experienced a demographic boom, where people from all parts of Kosova moved towards it. Most of the newcomers were from rural areas, and continued keeping strong attachments with their place of origin even years after, thus inducing the urbanisation of rural centres, in one hand, but also ruralising of the urban capital centre on the other. Consequently, this made Prishtina, even today, to exemplify yet another typical Balkan case of unfinished or possibly distorted modernisation.

In any case, urban or architectonic development of particular buildings of this period left an indelible mark in the development of the city. Even today, irrespective of their damage, many of significant buildings of the time, represent a dominant layer of city's' identity. Most of the main events, whether of everyday or institutional life, take place in the outer or inner spaces created during this period.

One can love, or hate, but one cannot remain indifferent to the buildings of this period. They are there, and it is there they should be, with their beauty

and ugliness, recounting themselves, time, history, the city...

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From the global city to the city by parts. A reflection on the meaning of the contemporary city starting from the case of Prishtina

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26

The opportunity to reflect on the city of Prishtina is inspired by my participation as a visiting professor at the workshop organized within the course Study and Theory of Architecture 3, at the Polis University of Tirana¹, dedicated to its regeneration through some focused urban recovery projects in strategic areas of the city. However, this particular occasion gave me the opportunity to reflect on one of the issues that I believe are currently the most debated among architects and experts dealing with reading and interpreting the contemporary city, or the now decreed impossibility on the part of the same to understand it in its complexity. This "impossibility" brings with it as a direct consequence the end of every possible generalizing theory on the city and on the possible rules to be put in place in order to be able to govern a coherent future development, or coherent with a premise-based theory for its future development. On the other hand, the signs of this situation had long been under the eyes of all of us: the last real text of Theory of urban transformations still remains the unsurpassed "Architecture of the city" by Aldo Rossi (Rossi A, 1966) Only Rem Koolhaas twelve years later

(Koolhaas R.1978) opposed to the full-bodied and well-founded studies of the Milanese architect, a similar and in many ways opposite Theory of the city. In essence, the Dutch architect, drawing inspiration from the lack of planning in a city like New York, drew, instead of a weak point, a strength in the construction of the image of a city. To these two texts. long gone, they did not actually follow the same systematic studies on the city and on possible theories of its future development as if to sanction in fact the impossibility of being able to systematize any theory of urban development, leaving to the single architectural event the responsibility in defining the quality of the future city.

On the other hand, if it is true that post-modernity has sanctioned the end of the possibility of "great stories" replaced by the sum of small stories that reassembled together should restore the meaning of contemporary man's life, it is equally true that the "city "Was and especially in modernity, one of the most incisive and great stories in human history, so that, starting from the 1980s, topical years of the post-modern thrust, that the

¹ / The course was led by Loris Rossi and Dorina Papa. for more details see chapter 4.



*Fig1 / Genova
Source / author*

great story of the city, in post-modern society, was theoretically abandoned in favor of a fall back on the city seen as a simple summation of architecture (small stories). If the man of post-modernity is no longer able to face and conceive a new great story, unlike his modern predecessor, the architect of post-modernity is no longer able to understand and govern the processes of transformation of the city as a whole and coherent organism.

Here, then, that while the most structured metropolises of the Western world, especially the developed European and North American (the Japanese metropolis deserves a reflection apart from the present writing) they had somehow metabolized the profound transformations due to the first industrial revolution and to the advent urban infrastructures, primarily the railway, today pose questions related to the recovery / transformation of partial areas, which can therefore be solved with partial architectural narratives that do not affect the general meaning of the city. Other cities, such as the cities of the former communist bloc in Europe and those in Asia and more generally those of the so-called "third world" in development, have instead suffered

a strong demographic acceleration and therefore also spatial precisely in the historical moment in which even the best-equipped city theorists could no longer devise strategies for the coherent development of large urban agglomerations. The results of this lack of strategy are visible to everyone: just think of today's cities like Mexico City, the large African conurbations, the huge Chinese cities.

Then face a theme like that of the city of Prishtina, like other cities that like the Kosovar capital now face a new season of total rethinking of the urban structure also in relation to the ever more pressing demographic growth, in a historical moment like that current it must necessarily start from the assumption that any reflection on the rethinking of individual urban fragments will have to rely on a more general critical reflection on the strengths and weaknesses of the current state. So the method used in this occasion of work on the city of Prishtina is very welcome: to put the most strictly architectural phase, a first step of analysis of its urban structure where students have practiced reading what Aldo Rossi would have called the "Urban facts". An exercise that is certainly difficult due to the issues



discussed above, but necessary in order to be able to establish the specific projects that have been developed specifically in the second part of the course that is the subject of this review. Indeed, to maintain that the contemporary architect is no longer able to dominate the city as a whole from a theoretical point of view, necessarily having to take refuge in the project of its singularity, reducing in some way the scale with which to face urban complexity, does not mean giving up the reading of "urban phenomena", again to use a Rossi's category.

It is the gaze and the perspective that change: giving up global understanding only means adapting the tools of analysis to the reality of one's own time, the post-industrial modern city grafted, for the first time in urban growth, elements extraneous to the history of the city for the first time moment like industries and railways, the machine was for the first time in urban history its entry into the physical space of the city, nothing could be as before. For these reasons the urban planners of the modern set themselves a problem of re-founding. The contemporary city, as well as

the epoch we are experiencing, does not have and cannot have any need and prospect of re-foundation, if, as Zygmunt Bauman claims on the basis of Lyotard's original post-modernist theses, ours is a liquid society, and the contemporary city reflects this state of liquidity: a sort of indefinite magma ever more physically extended that regenerates itself by wounding its wounds (dismissals) from time to time and sporadically. Its general meaning is given by the individual episodes of urban recovery.

The ideal city of modernity, starting chronologically from the Cité Industrielle of Tony Garnier (Garnier T. 1917) to the Plan Voisin of Le Corbusier (Le Corbusier, 1945) to finish the extremism of the vertical city of Hilberseimer, beyond its visionary and intrinsic utopian aspect, actually wanted to present itself as a model also achievable by parts, something that really happened but that has really established its failure as an urban theory. That idea of the city could probably have a meaning, and we say probably because it has always remained on paper, only if made in its entirety.



*Fig3 / La Corricella , Procida (Napoli,Italia)
Source / author*

The city excerpts made according to the dictates of these great examples of modern cities, especially in the case of Le Corbusier and Hilberseimer, (Hilberseimer L. ,1927) have indeed given the impetus, with their failure, to the final renunciation of the modernist ideal and it is no accident that the post-modernity in architecture is emblematic starting from a precise event concerning the demolition of the residential complex of Pruitt Igoe built between 1954 and 1955 according to the dictates of the ideal cities mentioned above, by one of the

masters of the modern movement, Minoru Yamasaki (the same as the Twin Towers in New York), demolished between 1972 and 1974 exactly from March 16, 1972, when the historian Charles Jenks (Jencks C. 1977) decided to definitively kill modern architecture. Today we can certainly say that modern architecture has not died on that date and has risen several times and on several occasions, as opposed to the parable of post-modern architecture, as interpreted by Jenks and others, which instead has shown a breath very short, but just as certainly we



*Fig4 / Le treport (Francia)
Source / author*

can say that the idea of an ideal city, feasible even for parts like this, was no longer "thinkable" and probably won't be for a long time yet, unless we discover a new paradigm at the moment not yet on the horizon. After the first hard impact with the "foreign body" of the machinic reality, the city, as the human body reacts with its own metabolism and antibodies in rejecting the foreign body and regenerating itself, has reacted in recent decades (one could say to starting from the end of the Second World War in the Western world) starting right from

the regeneration of its internal parts, renouncing any kind of totalizing vision. The strategy implemented in the exercise on the city of Prishtina, is therefore completely inserted in this vision of urban regeneration that starts from the analysis of the local context without any globalistic bias, to then entrust the individual projects developed in the areas that are strategic from the preliminary analysis, the task of providing ideas, in some ways of the "microvisions" of what could be the Prishtina of the future.



*Fig5 / New York
Source / author*



*Fig6 / Pechino
Source / author*

In this sense the case of Prishtina is certainly a city that could well represent, in a translated and metaphorical sense, the "liquidity" of which Bauman treats. This is due to its characteristics of a city that is anything but dense and devoid of a single polarity but with different and multiple internal polarities, in many cases more connoted as empty than full urban ones, think for example of the library area, which they make it an excellent testing ground for this new approach to urban regeneration and transformation.

If urban planning intended as an operational tool for the organic control of growth and urban transformation seems to be definitively set to make room for the regeneration of city pieces by the tools of the architectural project in its various scales of intervention, a possible new frontier for In my opinion, the formulation of a new "urban theory" will have to go beyond the technical instrumentation of an "urban science" as it has been considered up to now, to take on more human and social science instruments, the only real field of understanding and



*Fig7 / Pitigliano (Italy)
Source / author*

global direction of future development of our cities.

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Envisioning the future of Prishtina An image shaped by the spatial experience

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Prishtina, the youngest capital city in Europe, since the early communist era has been formed through a piecemeal process of juxtaposition of new units and large scale architecture landmarks (Jashari-Kajtazi, Jakupi 2017) almost spatially autonomous from each other, but having a strong character of space formation.

The first fragment of this complex image is a remained part of the old picturesque ottoman city, which survived the destruction policies of Milosevich under the Yugoslavian regime during the 50th, not without losing important monuments such as the main Mosque, the catholic church and the Synagogue, the old ottoman bazaar and a large number of houses (IKS, ESI, 2006).

Between the 60s and the 70s the city was developed in by separate neighborhoods: the unitary residential neighborhoods such as "Ulpiana", "Dardania", "Bregu i diellit", and during the 80s new functional islands emerged; the University center with the library as the main object; the youth sport center and the stadium area recently identified as New Born, the main boulevard and the parliament, the Gërmia Park, the hospitals and the industrial area, etc.

During this period, Prishtina grew up through the layout of large scale building or areas which constitutes specific units in the city easily recognizable. Then, after the war starting from 1999, an informal buildings boom affected the city structure (Sadiki 2015) both from inside and outside, creating an extensive mass of insignificant buildings in which the historical landmarks were hardly identifiable. Still, despite this visual complexity, the image of Prishtina can be read through single objects or parts that appear repeatedly along a path which constitute visual and functional episodes that emerge in the shapeless city and recompose the image of the Prishtina as a whole. The space resulted contaminated by these heterogeneous objects and today in many cases degraded because of the decay of this large scale islands dominating the city.

This idea of contaminated space by unexpected juxtapositions that creates ambiguity and continuous contrasts between horizontal and vertical, flat and depth, changes of scale etc., has been object of interest of Colin Rowe who finds interesting precisely this attribute of space (fig.

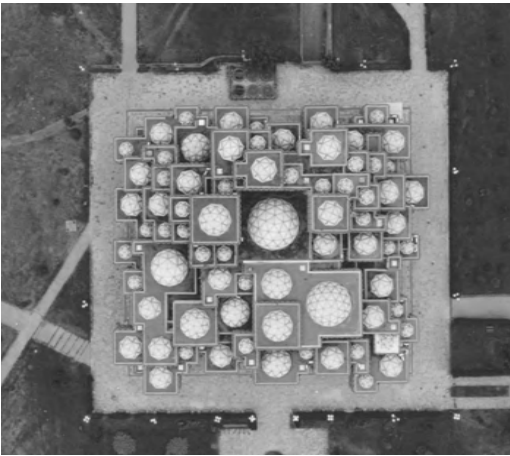


Fig1 / Old Ottoman neighborhood, National Library, Sport youth center, Dardania neighborhood, Prishtina
 Source / available online on <https://zeri.info/dosier/183776/prishtina-e-vjeter/>, accessed on 10 may 2019) b. National Library, Prishtina (available online: <https://es.wikiarquitectura.com/edificio/biblioteca-nacional-Prishtina-nulk/> accessed on 10 may 2019), c. Sport youth center, Prishtina (photo by Afrim Spahiu, available online: <http://www.piranesi.eu/the-undiscovered-modern-architecture-of-Kosova/>, accessed on 10 may 2019), Dardania neighborhood, Prishtina (source: available online on <http://info-komuna.com/m/sq/lajme/-lagjja-dardania-i-kerkon-komunes-shtylla-antiparkim>, accessed on 10 may 2019)

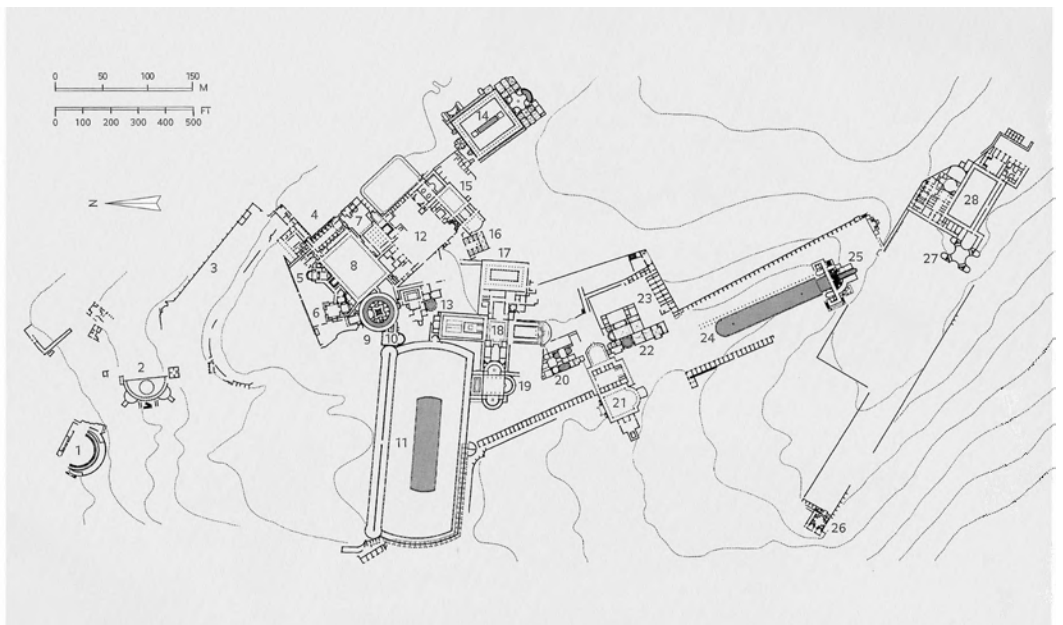


Fig2 / Plan of Villa Adriana. Source / Sapelli ragni, 2010

2). In this conception of space unity is given by the sequence created along the path which works as a system made of elements in contrasts and interruptions (Rowe 1977). The image of a certain path in this case depends on the composition of frames along a

path. This idea of visual unity in an urban scenery made of heterogeneous objects has been developed since the 70s by Gordon Cullen (1971), in his seminal book "Concise Townscape", in terms of sequential narration of space

perceived by a pedestrian. Following the landscape traditional artistic approach in city design, he pointed out a series of physical and visual elements characterizing the aesthetics quality of the urban scene addressing human-oriented sensitive aspects related to their aesthetics satisfaction. In his studies, urban landscape vision exceeds the existing concept of visually pleasing static frame through which the city was perceived, by considering human perception as a dynamic experience, in movement, which lead to a serial vision or space sequences. In this sense, Cullen was one of the first who highlighted a picturesque approach in urban design based on an articulated and interconnected system of spaces and elements that contribute in the definition of the urban environment such as buildings, trees, roads, water, urban furniture, etc. (fig. 3,4)

This architectural spatial composition achieved by grouping of buildings perceived along the walking, creates a continuous and coherent walkscape. Caperi (2002), in *Walkscapes* used this term to manifest the pleasure and adventure of walking in certain environments. Views become at the same time stimulant to the sight to be explored as they offer a variety of vistas characterized by different spatial configurations. The image of the city in this case is built by a spatial concept referred to a larger project made up of various buildings. In the urban structure as a whole, the various episodes defined were determined by singularities and peculiarities of place related to a particular object, a particular spatial configuration, a particular point of attraction etc., which simulate and please the view step by step. Nevertheless, being connected to each other in a formal continuity as urban patterns, they contribute to the formation of the image of the city as a whole. Accordingly, from the human perspective "the whole city becomes

a plastic experience, a journey through pressures and vacuums, a sequence of exposures and enclosures, of contrast and relief" (Cullen 1971). In fact, the visual variety is achieved by the sum of different patterns and the singularity of the urban episodes, which are linked in a sort of continuous promenade within the urban space, with the intent to evocate aesthetical feelings.

These perceived images of human experience were used by Cullen as tools to read and interpret the spatial dimension of the city. On one hand, buildings are grouped to create an architectural composition at the urban level, on the other hand they define a space in which to penetrate and which vision is designated by human perception.

This idea of a composition sequence along a path was further developed in Luigi Moretti methods of composition, highlighting the role of volumes and tridimensional forms in space.

In this case, the sequence is highlighted by the insertion of contrasting volumes in scale, dimensional and proportion, similar to the effect of Palazzo Ducale in Urbino, commissioned by Federico da Montefeltro, which created a strong visual surprising effect in the old medieval road, through a change in scale and proportion of space. In this view urban enclaves, outdoor rooms, silhouettes as well as space characteristics of the sequences such as ambiguity, visual graduations, gradients, mystery and different contrasting patterns: open space - intimacy, continuity - apparent interruption reveal the essence of the city beyond the individuality of the single part. As a result, the methods of urban design should be based on the perception in movement and on the visual effects of volumes in space. Considering his method, the city becomes more permeable, open and objects are more interconnected through the public layer.



Fig3 / Urban space of Gjirokastra. Episodes related to nodal points. Source / author's PhD thesis (2018), p 220,222

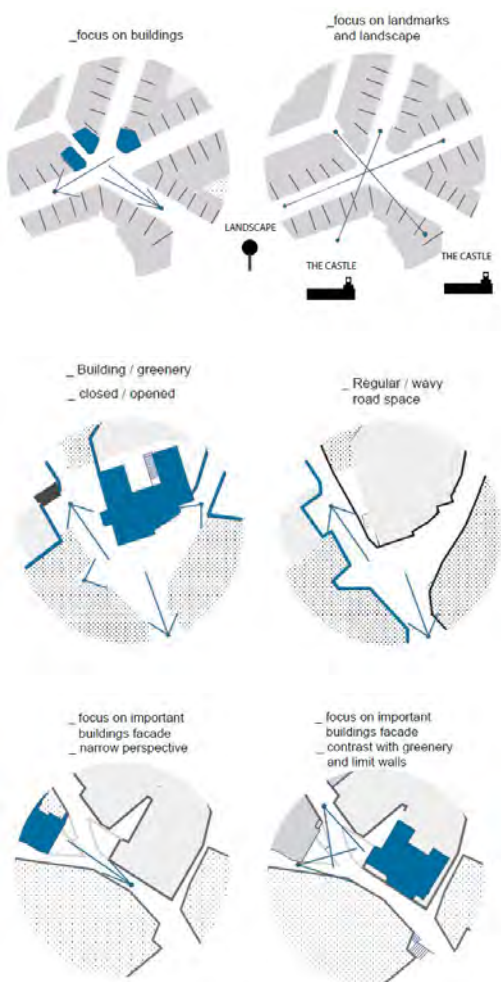


Fig3.1 / Urban space of Gjirokastra. Episodes related to nodal points. Source / author's PhD thesis (2018), p 220,222

Despite formal aspects of image and volume composition related to visual architecture, the experience of urban space is also identified with the functions and activities happening along the path as well as temporal events (fig. 5). The naked city map illustrated by Guy Debord expresses an idea of the city as an experience which does not affect simply the built forms (buildings) but also events (the life of citizens) (Sadler, 2017) (fig. 6).

In this regard, Bernard Tschumi highlighted the role of "events" and "actions" in the dynamic perception of space. In his essay "Sequences" (Tschumi 1983) he introduced the concept of narration to interpret space as a combination and overlap of events (fig. 6,7). The sequences usually emphasize a path made of quiet spaces, spaces of uncertainty and dynamic spaces in which activities and events happen. Contemporary cities nowadays are identified through major programs buildings or spaces such as business centers, railway station, art center, multimedia center, sport



Fig4 / Walkscape of Gjirokastra. Source / author's PhD thesis (2018), p 198, 199

centers etc. Hence, their event-architecture becomes emblematic and its inclusive character and strong symbolic significance define the nature of urban reality.

This dimension can be further enriched by the concept of episode if we consider moving through the urban space. Episodes are a separate event or a

group of events occurring in isolation, but also being part of a sequence suggesting emotions or memory along with the experience of space. In this sense "episodes constitute a method of space composition based on the placement of functions and actions in a moving image" (Molinari 2018, pg.81). Events and experiences can be

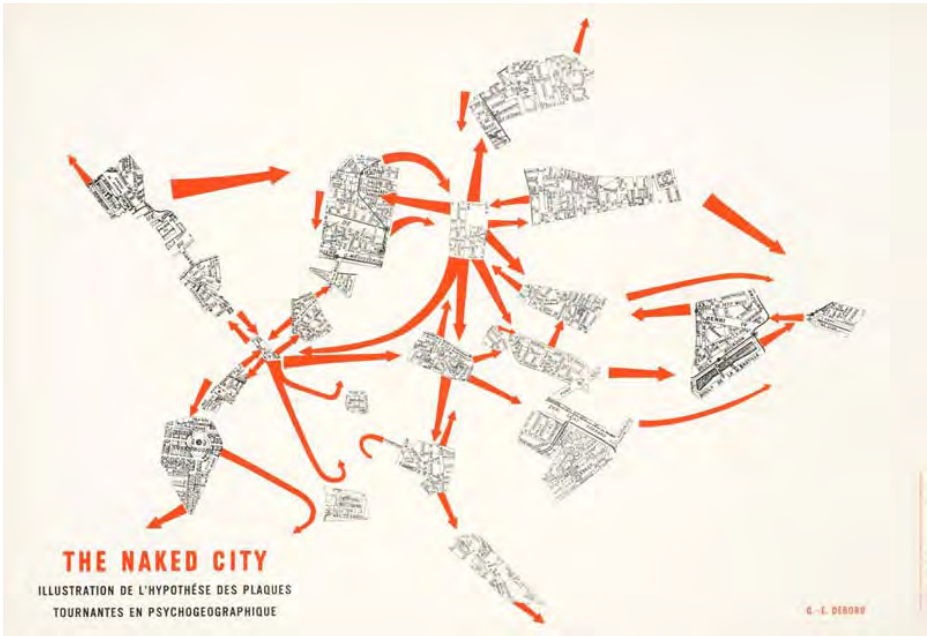


Fig5 / The naked city, Guy Debord. Source / <http://urbantick.blogspot.com>

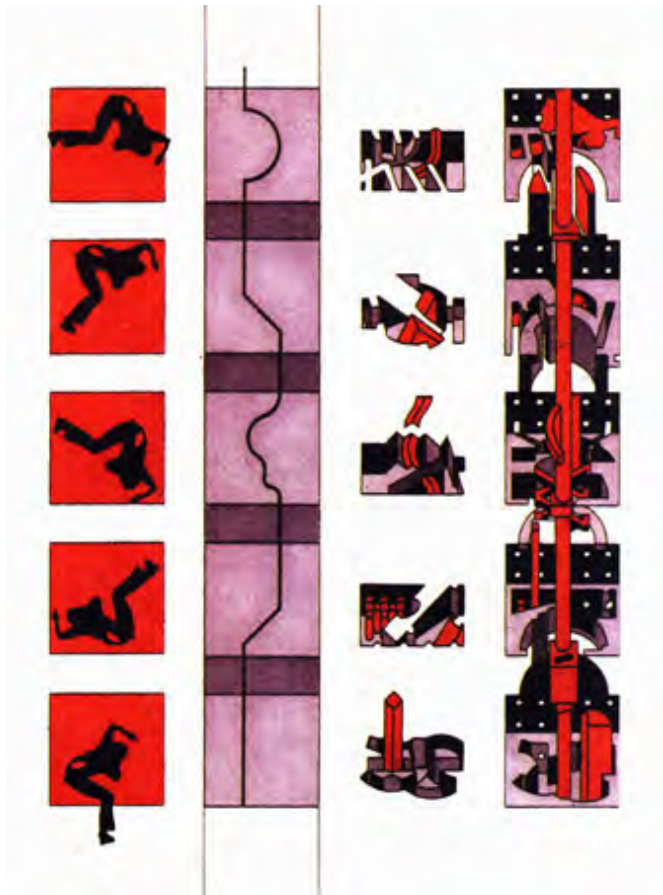


Fig6 / Manhattan Transcript. Source / Tschumi, 1981, p 42, 43

considered as important fragments that rebuilt the image of the city in movement. Hence, they can be considered as a method of design and interpretation of the city and can be used as a new way of planning and building the future of urban space in Prishtina, which due to the informality is impossible to be planned as a

continuous and unitary whole. The idea of large scale event-buildings and experience-spaces can be a tool to be used to revitalize the emergency fragments of the city of Prishtina. This conception of urban scale promoted the development of certain potential areas changing their function and architectural regime and

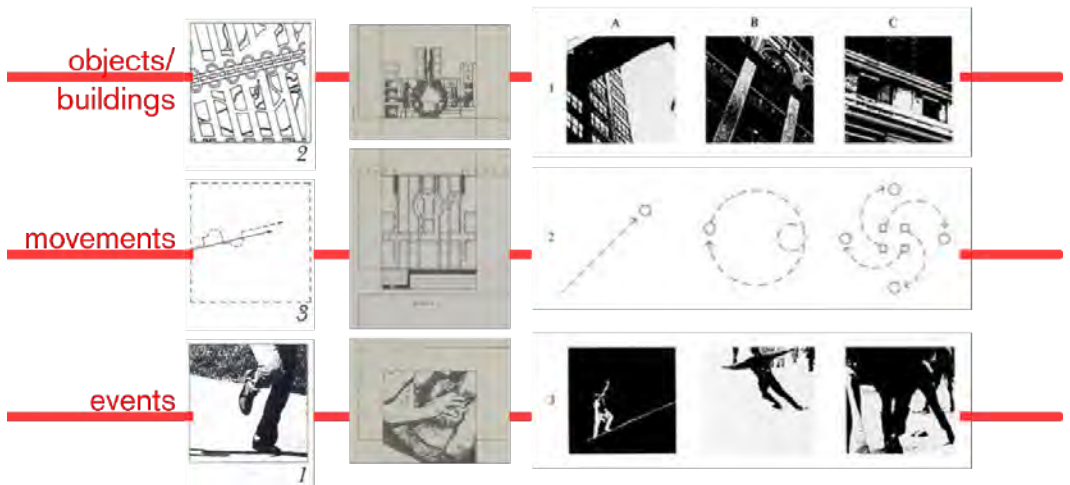


Fig7 / Elements of space composition according to Bernard Tschumi (1983). Source / Tschumi, 1981, p 46

transforming them in attractive areas, not only visually but also in terms of activities that take place.

Each of those event-buildings/ experience-spaces can promote diversity and multiplicity and can give impulses to the development of the surrounding areas. More precisely, parliament complex and municipality, sport center, rail station, library and main city square, art galleries and museums can be some of the large scale complexes that can build up a new image of Prishtina capital city. They are separate entities, but still are strongly interconnected into a unified scheme relate to movement inside the urban structure, through which is possible to think about unity in the complex urban space of Prishtina.

In addition, considering the public layer, it's possible to think about continuous sequences of interconnected space in a wide scale permeated by human fluxes that put together existing voids to be requalified, existing activities, landmarks, and newly designed buildings.

This idea of permeability given by interconnected sequences of space on one side absorbs fluxes into event-buildings and on the other side distribute them in different activities and experiences in the surrounding space.

In conclusion, Prishtina can be thought with a similar public layer to merge the

urban experience of space with that of the single architecture.

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The Image of the architecture in the City

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Abstract

The city is built over time on the stratification of events and transformations, that define its distinctive aspect. During this time, some monumental buildings have become a symbol of the city, able to give them a meaningful image that remains in time. Urban theories of the '60s have identified in the large scale architecture one of the main elements for the construction of the city image. The authors of these theories, even if they share the bond with the city of Florence, come to different interpretations of the urban image.

In 1960, Kevin Lynch published "The Image of the City", which would have become a milestone for urban space perception theory. In his text the image of the city is identified with the result of a process of interaction between the urban scene and the observer, who develops his perception according to his own direct experience of space, his own personal disposition and culture.

By focusing on a subjective perception, the building of an urban image can considerably change from one observer to the other and, at the same time, it is not immediately attributable to a canonical representation, but to a topological map.

Lynch tries to reconstruct a collective image of the city, starting from a mental framework that a large part of the population carries with them, detecting some socially recognized variances.

Therefore, perception takes a relevant role with relation to the city and its image ability, which he defines as "the form, the color or the disposition

which facilitate the creation of vividly detected, powerfully structured, highly functional environmental images" (Lynch, 1964). From this statement it seems clear that the elements which contribute to the creation of the image of the city are varied and their detection can only happen if they can convey a clear and readable identity.

The city gives itself to the eye of the observers through signs and elements that make it a memorable subject matter. Moving around and finding one's bearings with confidence in the body of the city allows to establish a relationship with the places and, it also unveils the potential of its being iconically representable, and, for this reason, transmittable in its appearance.

The relationship between the form of the city and its image is analytically clearly stated by the breakdown of its elements: PATHS, EDGES, DISTRICTS, NODES and LANDMARK. (Lynch, 1964) The author's theory explains that these five elements, if taken singularly

do not allow for a representation of an image of the city; they have to be analyzed and superimposed: this way the form characteristics cooperate to the making of the image of the city.

A few years later, in 1966, Aldo Rossi, formulated his urban theory, with the book *L'Architettura della Città*, in which the author addresses the theme and which can be summarized in this statement: "The city, which is the subject of this book, is here to be intended as an architecture. Talking about architecture I do not only refer to the visible image of the city and to the totality of its architectures; but rather of architecture as construction. I refer to the building up of the city in the course of time" (Rossi, 1999).

This statement by the author clearly defines his approach to the discipline and studies on the city which are totally distinct from Lynch's, since the former interprets the reading and representation of the urban space, not as a perceptive experience, but through an inquisitive action to detect its constructive essence.

In his renowned essay Aldo Rossi reformulates the city as proposed by the modernist thought and by the CIAM also restoring themes often considered as outdated such as: memory and monumental character.

The theory articulated by Aldo Rossi in this text is based on three main concepts:

1. The city is made up of parts, which can be brought back to autonomous facts and they evolve in time, thus the city is constantly changing.

2. The parts of the city called urban fragments are the so called urban facts, of which a principle of individuality can be established. They are the product of a community and each one of them is the result of a decision that has taken into account the full complexity of the city. He called the parts of the city, urban fragments and so these constitute his theory of "individuality of urban facts".

3. The "theory of permanence, through which Aldo Rossi investigates the role of the old buildings inside the city. Having survived through the Second World War, they appear to Aldo Rossi as a dramatic dimension, since they evoke "a past we can still experience". The city grows, and it has to do so, on the foundations built by a collective memory and by the primordial idea which remains in its urban facts and its monuments: "the city for its own sake" (Rossi, 1999).

The theories exposed in the works of both Kevin Lynch and Aldo Rossi, outline an idea of the city that is somewhat different from the one formulated by modern thought, which dominated in the first half of the 20th Century, falling into the functionalist trend.

Kevin Lynch puts man at the centre of the urban system, i.e. the observer who is able to find his bearings inside the space, clearly and readably structured according to the interrelation among the five elements, as described in his text.

The result is a very physical, absolutely concrete, kind of city, in which the relationship among the buildings, the distances among them and the role of some strategic elements, like nodes and landmarks, become central to the creation of an enjoyable and well organized urban environment.

Aldo Rossi's city develops itself starting from the physical entities too, the so called urban facts, which make up the essence of the city and of life inside of it. "[...] architecture is an essential part of man; it is its own construction. Architecture is a fixed scene on human happenings, [...]" (Rossi, 1999).

In order to express this, Rossi resorts to a number of existing cases such as, the Palazzo della Ragione of Padua, to give you an example (Garbin, 2014).

It is interesting how both authors see Firenze as an example of their theoretical views, although being

set on different postulates. Kevin Lynch sees the capital of Tuscany as a model of figurability and readability (Lynch, 1964), as the images evoked by the city in the casual observer or in the citizen can be brought back to the ideal city.

The city is identified in its natural aspect, among the hills "in a mutual visual relationship", and from it, the dome of the Duomo stands out, sided by its steeple, making it "an orientation point" from every part of the city, but also visible from outside the city for miles and miles. This steeple is the symbol of Florence (Lynch, 1964). Brunelleschi's dome works in Florence's system as a landmark and at the same time as a node, since the lanes and streets all come together to the square facing the Duomo, which is the centre of the city's economic and social life.

In the introduction of "The Architecture of the City", Aldo Rossi cites Firenze, though a "concrete city" (Rossi, 1999), as the place where the memory of its past is ever present, and so are the values that overlap on the substance of the city, in its physical character, enhancing its understanding and its experience. Aldo Rossi welcomes Lynch's contribution, who was his contemporary, by confirming the empirical importance of the way in which men find their bearings and move inside the city; yet, after a first reading of the essay, from the point of view of the Italian author Lynch's theory of the city may appear as shallow and rather unsatisfying. Actually, the real essence of the urban substance lies above all in its history.

Monuments, fixed points in urban dynamics, become a fundamental element in Aldo Rossi's understanding. We can thus affirm that monuments are the human artifacts par excellence, since they are the centre of social life and through their persistence they embody a city's shared system of values. They make the distant

past become present through the coexistence of history and memory.

Although Lynch aims at the creation of the image of the city, through appearance, whereas Rossi deals with the historical-constructive essence, both find a common ground in the monument, as a constituent value in order to build an image of the city.

Still in the 60s, right in Firenze, groups like Superstudio and Archizoom, who were the protagonists of the so called Radical Architecture, start formulating their theoretical provocations about the condition of the city, ironically exacerbating monument value of architecture in the building of new dystopian scenarios and putting "an end to the idea of classical modernity" (Pettena, 1996).

The city is not scrutinized through analytical or perceptive studies, to reveal its appearance or its essence, but through graphical experiments trying to capture its transcendent nature. In the images produced by Superstudio, the city and architecture are not seen as construction art, tangible and factual works, but as shapes of thought, able to offer theoretical and figurative solutions to the issue of the relationship among men, the environment and the built landscape (Gargiani R, Lampariello B. 2010).

The image of the city is built through significant architectural superimpositions which take a territorial dimension, aiming to become global. The fact that the photomontages are made on the portraits of urban landscapes, cut out from magazines and published books, leaves out the possibility of a direct experience of the places involved in their project. The urban space and its monumental peculiarities, as landmarks of the place, are seen as already existing representations, in which the layers of new signs, characterized by pure forms, exalt their figurative value, generating visual

suggestions and existential questions. The first project by Superstudio, that would bring them to international fame, is the "Monumento Continuo" (Superstudio, Mastrigli G, 2015), which proposes an architectural model of total urbanization: a titanic modular wall that repeats itself, always the same, in every region of the planet, from New York to Rome, even reaching Mecca. Obviously, it was an ironical project, to make a statement: "un'architettura tutta ugualmente emergente in un unico ambiente continuo: la terra resa omogenea dalla tecnica, dalla cultura e da tutti gli altri imperialismi" (Superstudio, 2016).

This was presented by a storyboard for a movie storyboard and photomontages and posters, also published on Casabella.

With their written and conceptual architecture, Superstudio show a feature that produces visions and sceneries connected to the condition of impasse of contemporary life. Large scale architecture not only has a conceptual value, but also becomes a figurative device which allows to question oneself on the future of the city.

An example are the photomontages that accompany the texts on the rescue of Italian historic centres (Superstudio, 2016).

The urban theories developed by radical groups are not structured according to scientific postulates, as those by Lynch and Rossi, but through visual suggestions and conceptual elaborations, which create a new imaginary of the city as a critique and the drift of modernist views.

The evocative force of these images deeply influenced the young architect Rem Koolhaas, who, in those years, met Adolfo Natalini, in Firenze and that later would conceive his dissertation thesis at the Architectural Association of London with a project named EXODUS.

In this work he exposed his critique to both the urban outcomes of modernist functionalism and to the neo-avant-garde myth of mass utopia, culminating into the proposal of a visionary, hedonistic megastructure – indebted with the contemporary research by the Italian radical group Superstudio – controversially superimposed to the texture of the metropolis of London, as an oasis of individual desires, where the citizens are free to take refuge (Koolhaas, R., Mau, B., 1995).

The image of the existing city is almost deleted by the overlapping of a new city that transfigures it and, at the same time, exalts it. The city is inextricably tied to its drifting away or to its rebirth. The body of the city is marked by the greatness of the new monument of itself and it acquires a new awareness. From this excess of imaginative prediction that impresses a form in the city, Rem Koolhaas develops his urban theory, that will be the scientific subject matter of his book "Delirious New York", a representation of the city that does not originate from the urban structure, but from its architectures and, in particular, from the psychology of those who built them.

In the words of the architect, in his book: "New York has managed to produce a gridlock culture. It has managed to express the technology of the fantastic, an ideal that has little to do with the rules of architectural composition, yet, it manages to produce building manufactures which are certainly not less interesting than those coming from the academies, old or new, and from our architecture schools" (Koolhaas, R., 2001).

In this text, Rem Koolhaas, makes an analytical survey of the various neighborhoods of the city through a psychological X-ray of those who conceived and built them. He provides an approach to the creation of the image of the city, beginning from its more hidden aspects, revealing its



Fig1 / Alluvione di Firenze

Source / http://www.literary.it/occhio/dati/degl_innocenti/a_45_anni_dallalluvione.html



Fig2 / Canaletto, Capriccio con edifici palladiani 1756-1759. Source / http://www.artearti.net/magazine/articolo/VICENZA_E_PALLADIO_un_architettura_a_colori/

most obscure and mysterious nature. The Dutch architect affirms that the architectural grid of the city should not be analysed through the study of the buildings which constitute it, but by investigating on the psychology of the people who built them. That so called "manhattanism" that takes life

in fantasy and then, at a later stage, in reality, where the urban space becomes fascinating and conquering by virtue of its disorder, finally flowing into hallucination.

His urban studies, which originate from the breakdown into parts and



Fig3 / Boston 1955, from *Perceptual Form of the City*, research project by Kevin Lynch.
 Photographer Nishan Bichajian
 Source / <https://failedarchitecture.com/kevin-lynch-and-the-gps-predicting-the-culture-of-navigation-in-1960/>



Fig4 / Superstudio, *Salvataggi di centri storici italiani (Italia vostra)*, Firenze, 1972.
 Source / <https://www.maxxi.art/en/events/superstudio-50/>

neighborhoods, exalt the imaginative and delirious aspect of the buildings that make up the city, where the absence of any scheduled planning becomes the real drive for the development of the urban scenery. The building takes on an importance that goes beyond the form of the city itself and that will find in the theory of Bigness its highest celebration.

The author states that the generic city, freed from its centrality, in which no identity or writing is recognizable (and also its image), is therefore incomprehensible, yet this "does not mean that there is no writing; it could just be that we have developed a new kind of illiteracy, or a new kind of blindness" (Koolhaas, R., 2006). Therefore, he redrafts a theory, that



Fig5 / OMA-Rem Koolhaas, CCTV headquarters, Pechino 2002-12
 Source / <https://www.archdaily.com/775327/av-monographs-178-179-rem-koolhaas/56114a1be58eacad21000157-av-monographs-178-179-rem-koolhaas-image>

starting from these conditions of widespread vagueness and from the impossibility of detection of an identity code, substantiates itself through the concept of Bigness: "Bigness no longer needs the city, it competes with the city, it represents the city, it pre-empt the city, or better still, it is the city" (Koolhaas, R., 2006).

Therefore, the image of the city appears so entirely assimilated inside an enclosure which rewrites itself and rebuilds itself, revealing the immanent character of the urban space and taking significance on the becoming of the city.

For all these authors, the value taken on by significant buildings in creating the image of the city can be thus summarized:

Landmark for Lynch: apparent image of the city.

Monument for Rossi: essential image of the city.

Megastructure for Superstudio: transcendent image of the city.

Bigness for Koolhaas: Immanent image of the city.

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From Ottoman to Modern - Transformation of Prishtina 1945-1990

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Abstract

This paper deals with the transformation of the city of Prishtina from an ottoman to a modern city, the capital of Kosova . A short overview of the ottoman city and its parts is presented and the context in which transformation began in the beginning of the 20th century when Ottoman Empire was defeated in the Balkan wars 1911-1913 and in particular after the World War 1, when the Kingdom of Yugoslavia was established after 1920

The research tries to give an insight to different phenomena of the development of architecture and the city of Prishtina - such as decadent transformation of the historic core of the city and construction of the new city areas planned in the spirit of modernism, through mass production and typical housing architecture, often through architectural offices throughout the former Yugoslavia. In these developments regional variations of modernism are possible to trace, expressed also through the influence on the Prishtina school of Architecture by the teachers coming from the respective schools - Belgrade, Sarajevo, Skopje, to the social position of architectural profession today and its presence in the media.

A combined research methodology/strategy involving interpretative historical research was used in this paper. Since it covers different political, economic and social contexts, it was necessary to use the combined strategy at different levels. In the research the basic arguments are found in the literature and archived documents with a common context.

Introduction

After the World War II, the Ottoman city of the western Balkans faced larger transformations and changes. Most of the cities were under the pressure of reconstruction by the new social forces coming out from the liberation from the Nazi-occupation.

These changes came also as a result of a long decline of cities in the second part of the 19th century and the aftermath of the independence from Ottoman Empire.

Architecture and urbanism of this period presents direct outcomes of the transformations and development based on which, our cities have

acquired a 'socialist/modernist identity'. Modernist actions in the socialist period occurred in the context of a wider urbanization in the region, often with conflicting ambitions expressed mainly through the plans and projects that demonstrate the utopian idea of building a spatial framework for a new society of which were affected by entirely pragmatic requirements.

Ottoman City

The main morphological feature of the Ottoman city is the division into two parts. A centre where economic, religious, cultural and other public activities took place, and the residential areas – a number of mahalles or

residential neighbourhoods¹. The morphological structure was bounded by a street network with mainly two types of streets - wider in the centre and narrow streets and alleys - dead end streets or coul-de-sacs for local use. As in all 'eastern cities', it is difficult to trace a hierarchy of the streets².

The chief device of Ottoman city-making was külliye. The word derives from the Arabic word meaning "the whole". A külliye was the functional centre of a well-defined neighbourhood, identified by family bonds, profession, or place of origin. It consisted of an interrelated group of buildings round a mosque installed and endowed by the sultan as the public nexus of obedient subjects. It is to be distinguished from the administrative center of the town, usually citadel, and the commercial centre of bazaars and haats, which were placed next to the Friday mosque³.

The core area of the centre was the

bazaar or çarşı in Turkish, a commercial area consisting of bezistan, caravanserais and shops where crafts, trade and other transactions were carried out. These buildings belonged to waqfs and provided the larger part of the urban commercial facilities. Because such buildings were rented by waqfs to merchants and artisans, the waqf system was directly related to urban economic activity such as artisanal production, trade and services⁵.

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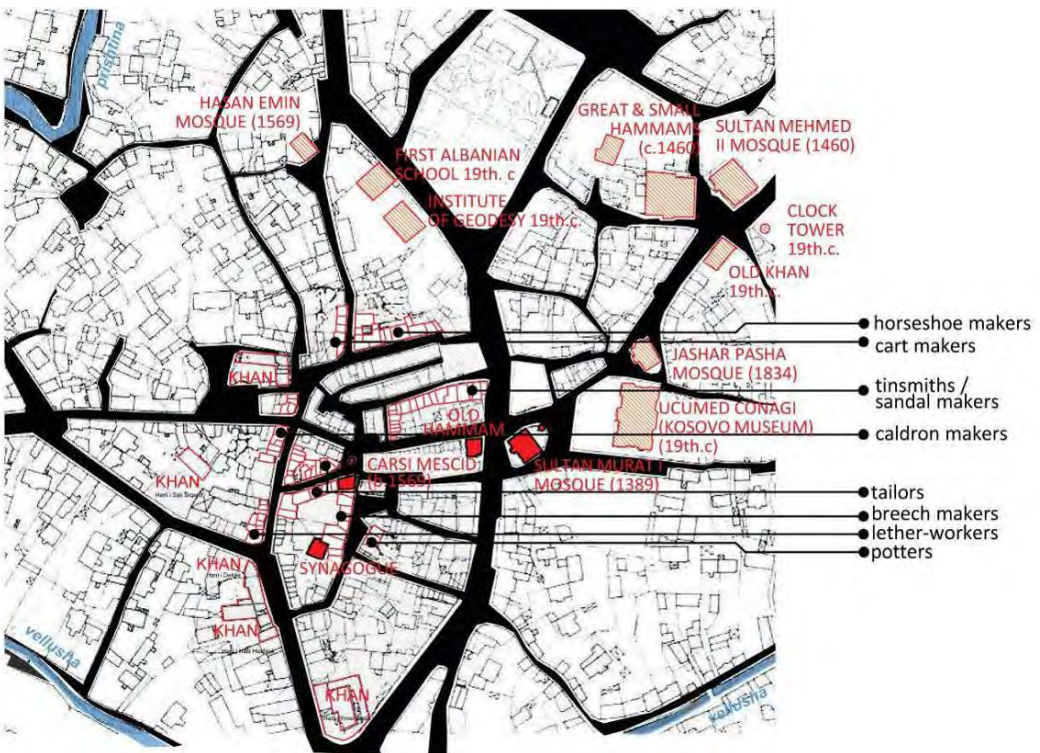


Fig1 / Prishtina Old Bazar in 1937
 Source / Prishtina Reinterpreted- Interrogating heritage-memory-identity triad in the contemporary context - PhD Thesis, Faculty of Architecture, University of Sarajevo, Jerliu, F. (2013)

¹ / A portrait of the Ottoman Cities, Muslim Worlds 92, no 3/4 Fall 2002, The H.W Wilson Company. Acun F. (2002)
² / The Ottoman city of the Balkans, The City in the Islamic World (2 vols), Edited by Salma K. Jayyusi Renata Holod, Attilio Petruccioli and André Raymon, Pinon, P. (2008).
³ / The history of Architecture-Settings and Rituals, Oxford University Press, Oxford, Kostof, S. (1992).

production, trade and services⁴.

The New Socialist City 1945-1970

After the World War II, the Ottoman city of the western Balkans faced larger transformations and changes. Most of the cities were under the pressure of reconstruction by the new social forces coming out from the liberation from the Nazi-occupation. These changes came also as a result of a long decline of cities in the second part of the 19th century and the aftermath of the independence from Ottoman Empire.

After the war the city was a polygon where political power intended to show the progress of the new society by destroying the old – capitalist/bourgeoisie system represented by the old ottoman buildings and public spaces. So-called liberation of Kosova came in November 1944. For most of Albanians it was considered reestablishment of the Serbian rule over a territory where they were majority.

In the first post-war decade (1945-55) Kosova cities didn't experienced significant changes in terms of administrative functions. The exception is Prishtina, which turned to the capital of the Kosova Province in 1947. Changes became obvious due to the fact that main cities became administrative district centres.

The transfer of property was ideologically motivated and was more often conceived as a long-term ideological postulate of the socialist revolution than as a short-term economic proposition addressed to the problem of how the war-shattered economy of Yugoslavia could best be organized. The forms by which transfer of private property to the state sector took place were: sequestration, land reform, nationalization, confiscation, expropriation and gifts⁵.

The property ownership transformation caused a massive migration to Turkey

as a result of the constant pressure on Albanian population by the Serbian authorities. In the towns, beside the expropriation and confiscation of the properties from the wealthy city families, the pressure came through advantages that Serbian population got in employment, education and social housing.

The modest industrial production plants were developed immediately after the war. Some of the stronger guilds were transformed into state cooperatives to establish the first production facilities such as leather production, silver and gold accessories manufacturing, food production and clothing. The artisan production in this period experienced a decline. Due to state control, trade was mainly conducted in a controlled way by the socially owned enterprises. While in 1950's the process of industrialization was very slow, it took a very intensive form during 1960's and 1970's. New industrial areas were developed in the city fringes, sometimes arbitrary decided by the politicians. New economies of modern society such as tourism, education, health and culture soon became big employers. In this period an extensive infrastructure was developed, both technical and social. New modern paved roads connected cities. New schools and hospitals were built all around Kosova. The university education began the 1960 and soon in 1970 Prishtina University was established.

Planning System and Instruments

With the new social ruling system came the propaganda on the new modern city for the labour class of New Yugoslavia. A new planned city was introduced, but instead of preserving the existing structure, the authorities decided to build the 'new city' over the old city patterns.

According to many authors, scholars, in former Yugoslavia could be classified

⁴ / Acun F. (2002) *A portrait of the Ottoman Cities, Muslim Worlds* 92, no 3/4 Fall 2002, The H.W Wilson Company

⁵ / Bicanic, R. (1973), *Economic Policy in Socialist Yugoslavia*, Cambridge University Press, New York.

into three main periods⁶:

- Centralized-directive planning 1947-1952;
- The decentralized and socialist self-management planning from 1953 to 1967
- Democratized polycentric planning model from the 1967 to 1990

More specifically, the planning system

in Kosova could be summarized in the following table⁷:

In the first post war period the established way of doing things was to demolish the old houses and built the new housing estates. Massive demolitions might also be attributed to the old damaged structures that in some cases were difficult to preserve

PERIOD	TYPE OF PLANNING ACTIVITIES	TYPE OF PLANNING DOCUMENT
1947 - 1965	Central command planning (Controlled development, urban growth and city limits/ public interest over the private / focused on technical solutions)	Regulation and detailed plans
1965 - 1987	New system of voluntary planning, "social self-management planning"/ Communication and coordination of different bodies at all levels through agreements and commitments, with no hierarchical approval system.	1. Top down master plans as goal formulations from - (land use) 2. Regulatory and detailed plans as solution bottom-up driven (5 years plans).
1974 - 1990	Decentralized - Provincial level and local planning. Spatial planning at the Provincial government level. Municipal and urban planning, regulatory and detailed urban planning.	1. Spatial Plan of Kosova 2. Regional spatial plans 3. General urban plans 4. Regulatory Plans 5. Detailed Urban Plans

Tab1 / Planning system in Kosova

in both technical and financial terms.

of the national holidays.

The most drastic case in Kosova was the destruction of Prishtina Çarshia – The bazaar with more than 600 shops - including the covered market - the bezistan. In this way the century old bazaar disappeared to leave space for the new 'Brotherhood and Unity Square'. The new public spaces came as a need to create places for the monuments of glory to the new socialist system. The authorities used these spaces also for political meetings where party officials would give speeches in the celebration

Brotherhood and Unity Square was built over the ruins of the bazaar. A rectangular square with a fountain, a sculpture and a monument with triple columns should become the symbol of the long-term battle for human rights and equality between Kosova nationalities – Albanians, Serbs and Turks.

In term of visual dimension, the square is totally out of scale and the triple column got in some kind of competition with three minarets of the oldest

⁶ / Hoxha, E. (2006) PRISHTINA ESCAPE-Challenges for Urban Development-MSc Thesis, Katholieke University of Leuven
⁷ / Loc. cit



Fig2 / Prishtina General Urban Plan 1953. Source / Prishtina Municipal Archive

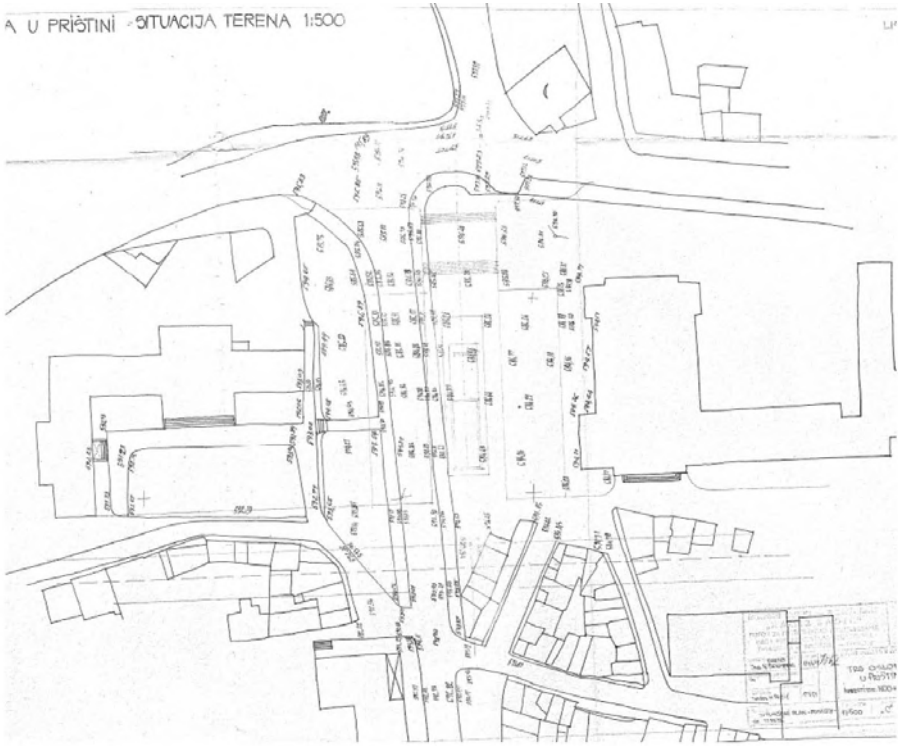


Fig3 / Two pictures: Demolition of Prishtina bazaar and actual situation - Brotherhood and Unity square (1960). Source / Prishtina Municipal Archive)

mosques of the city, which stands in a perfect harmony in regard to their heights and distances between them. In terms of functional dimension, it is passing square because it was placed in the crossroads of Divanyollu in the

East- and Nazim Gafurri in the west West Street and North-South street. With no public facilities around it, socially, it produced a public space with no interest for being there. And since the fountain was not maintained, after

A U PRIŠTINI - SITUACIJA TERENA 1:500



TRGOŠLOBODENJA U PRIŠTINI - CENTRALNI PLATO

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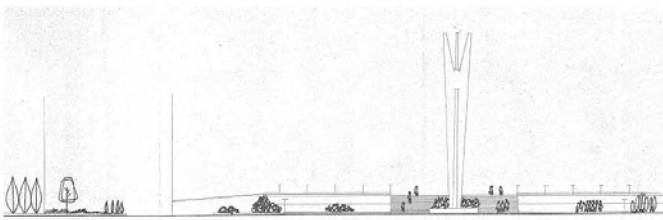
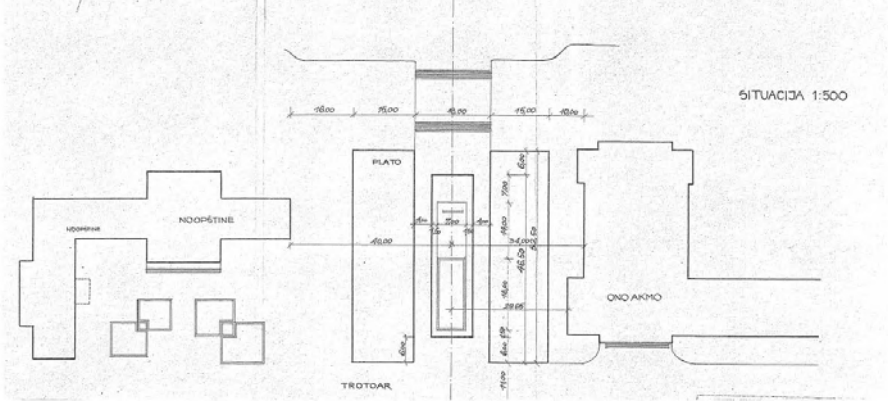


Fig4 / Brotherhood and Unity Square - initially Liberation Square - Above: the plan form 1960
Source / Prishtina Municipal Archive



Fig4.1 / Brotherhood and Unity Square - initially Liberation Square / view from the West
Source / author



Fig5 / Left - Mother Theresa Boulevard in 1970. Source / Prishtina Municipal Archive; on the right pedestrianized Boulevard, September 2015. Source / author

some years it was filled up with the earth and planted with greenery.

Mother Theresa Boulevard or Marshal Tito Street was first planned intervention in terms of urban design. Planned over the existing core street of Lokac Neighbourhood. The widening of the street required demolishing many houses of the Lokac neighbourhood, including Lokac Mosque and the Catholic Church.

A new modernist street emerged with the national theatre, hotel Bozhur, modernist housing blocks, green alley and small squares between blocks. The shops in the ground floor, although with limited supply of goods, presented a kind of substitution of the bazaar, but the offer of the shops were very poor in the first decades.

One of the planners, Professor Novakovic, a late professor of planning at Belgrade University, while he was teaching as a visiting professor at Prishtina University, had admitted that they made a big mistake when they decided to transform the whole neighbourhood for creating the boulevard.

Fortunately, the Boulevard became really the most vital public space in the city.

During 1980's it was turned to pedestrian area, but Serbian authorities in 1991, reclaimed the cars in the street until after the war when it firstly became pedestrian street from 18.00 to 24.00 and finally in 2007 it became a pedestrian boulevard named after Mother Theresa.

The Modern City 1970-1990

The Kosova's new autonomous status within Yugoslavia, in 1974, created the opportunities for developing the new institutional urban planning and public architecture. The autonomy became a backbone for city centre transformation in Prishtina as a capital including institutional buildings and public spaces.

The most notable developments were the Youth and Sport Center, Palace of Media 'Rilindja', Prishtina Radio and Television building, National Bank of Kosova, University Clinical Centre, National library, Institute for Albanology, Kosovafilm, Grand Hotel. All these buildings were characterised by the public spaces around them and in terms of public life these buildings present symbols of prosperity and emancipation of Kosova citizens.

In this period Architecture studies began in 1978. Department of Architecture was established within Faculty of Technology, University of Prishtina. The study programme started as a combination of courses from other faculty programmes in the former Yugoslavia.

In the beginning of 1980, decline of economy followed by the decline in social relations especially amongst the Yugoslav nations culminated with the dissolution of SFRY and the wars in period 1991-1995 and than in Kosova 1998-1999.

New Modernist Neighbourhoods

Modern urbanism came to Kosova in the 50', when first architects graduated



*Fig6 / Ulpiana Neighbourhood - aerial photo 1972.
Source / Prishtina Municipal Archive)*

at the schools of Architecture in Belgrade, Sarajevo and Skopje. Change of political status 1966-1974, high rate of population growth and migration to Prishtina characterized growth of the city as it became industrial and a university city.

The migration was mainly from the other cities of Kosova, but migration from the western Macedonia, South Serbia and Montenegro should not be underestimated.

From 1961 - 1971 Prishtina population almost doubled. As a capital, planning of

large scale neighbourhoods according to the Athens Charter founded an appropriate ground, in appropriate time in Prishtina.

In the late 1960's in Prishtina the new modernist neighbourhood started to develop. 'Ulpiana' plan came as a result of a national competition won by prof. Bashkim Fehmiu.

If the plan was considered a good example in the former Yugoslavia, the architecture built, was very poor, probably because of the low capacity

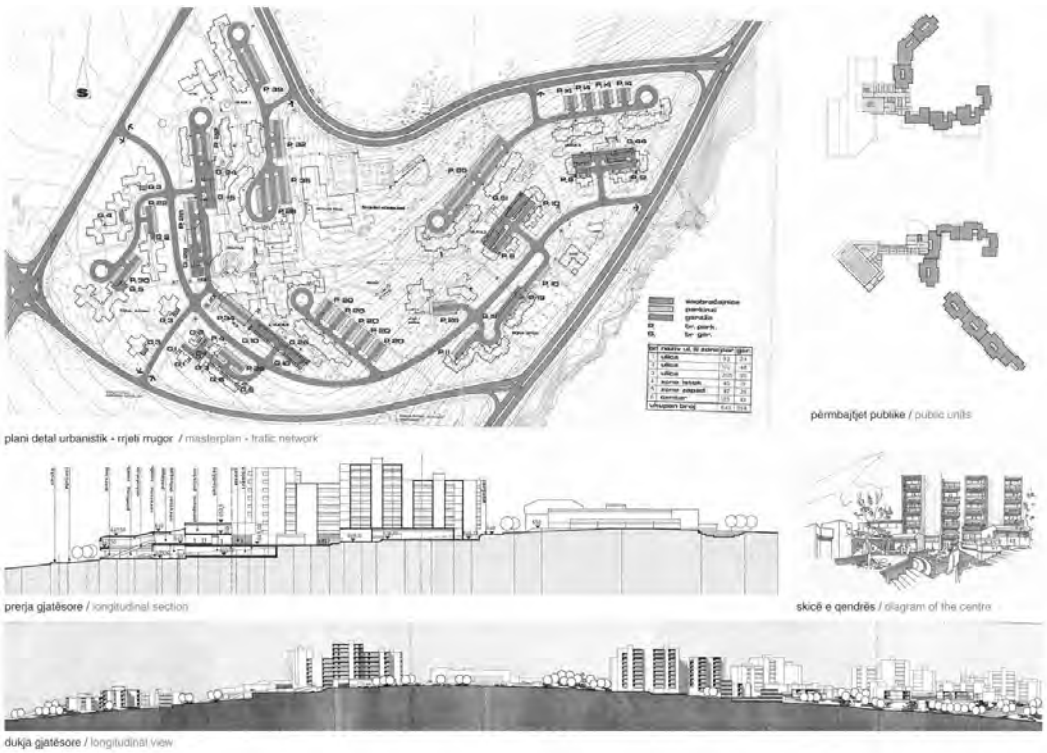


Fig7 / APZ Plan Zagreb- Sunny Hill Neighbourhood - 1976-1988. Source / Prishtina Municipal Archive.

of the city management to deal with such a big project. In contrary the public space was very well developed and it can be still considered an example how a residential neighbourhood should be equipped with public space, green and recreational areas.

From the mid 1970's to the end of 1980's, two other neighbourhoods were developed, Sunny Hill and Dardania. These housing estates were also modernist planning exercises of the urban planners from Zagreb, Croatia.

Transformations - The Landmarks of the new Capital

The Kosova autonomy became a backbone for city centre transformation in Prishtina as a capital including institutional buildings and public spaces. It was the right time for development of the most remarkable modernist public buildings. The architecture of these buildings conveyed the transformation and progress of the new capital in the socialist Yugoslavia.

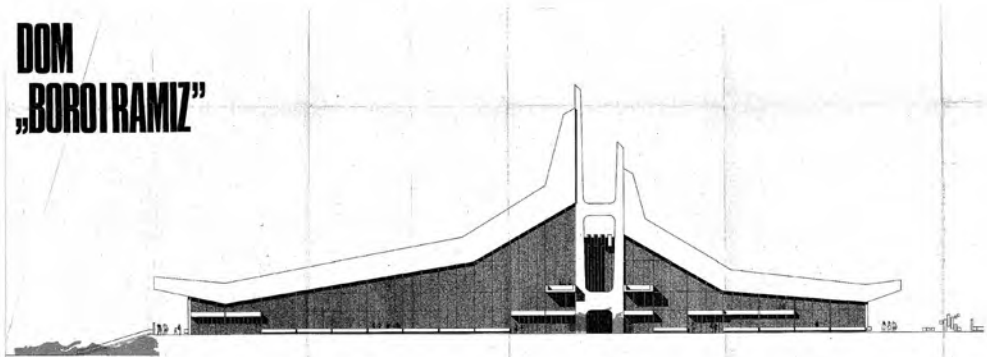
The most remarkable buildings were the Youth and Sport Center, Palace of Media 'Rilindja', Palace of Radio

and Television, Grand Hotel. National Bank of Kosova , National library, Institute for Albanology, Kosovafilm. In terms of public life these buildings present symbols of prosperity and emancipation of Kosova citizens, a new emerging republic in the former Yugoslavia.

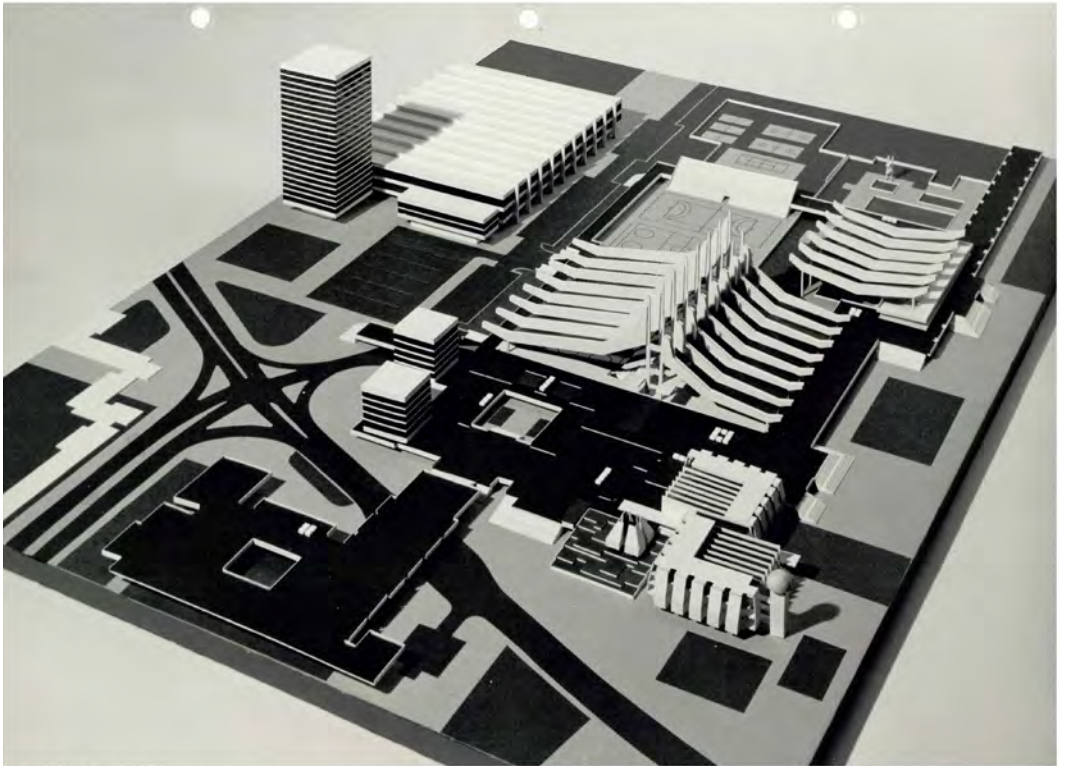
These buildings, although some of them completely transformed due to transformation of the property ownership still present the landmarks of Kosova capital. As building were completed and used ever since, the public space around were never completely designed and cultivated for a proper use by the public. It seems that this was due to poor city management of the public spaces, which continued until recent years. As Florina Jerliu notes, "...modernist landmarks in Prishtina are quite dispersed in spatial terms. A system of public space that would allow for spatial integrity, and unhindered mobility between landmarks located in close vicinity, was never considered.

Adding to this the lack of public square, which the modernist urbanism had genuinely developed in 20th century cities, the perception about landmarks

**DOM
„BORO RAMIZ“**



fasada lindore / eastern façade

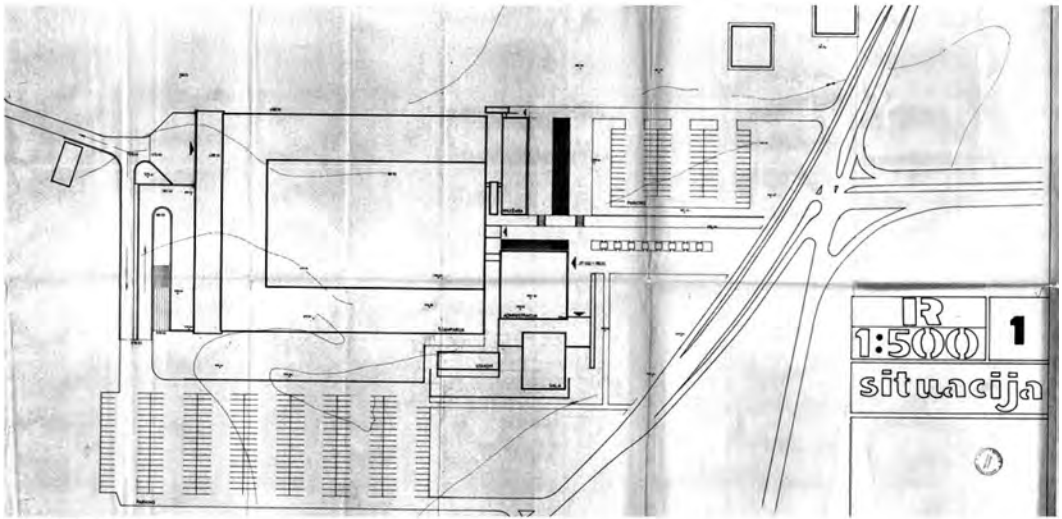


modeli / model

Fig8 / Jankovic Z. - Youth and Sport Centre 1974-1982.
Source / Prishtina Municipal Archive



Fig9 / Youth and Sport Centre
Source / author



situazioni / site plan

Fig10 / Konstantinovski G. Media Building RILINDJA 1978. Source / Plan: Prishtina Municipal Archive



Fig11 / Konstantinovski G. Media Building RILINDJA 1978. Source / Photo Afrim Spahiu.

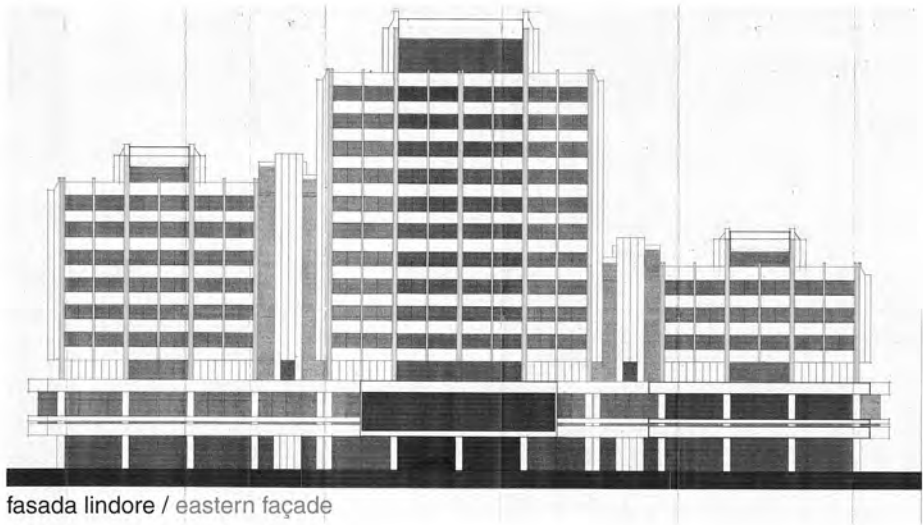
in Prishtina is that of isolated islands"⁸. From 1985 - 1988, the planning department at Prishtina municipality drafted the General Plan 1988-2000, with the local planning experts. It was for the first time that the local planning experts, architects and engineers worked together in a planning document. Due to circumstances in Kosovo in the years to come, this plan remained a blue print to mark the

history of urban planning in Kosovo .

Conclusion

For Kosovo , the period of the so-called 'socialist modernism' in former Yugoslavia, has not only been a transformation in terms of the development of architecture and the city, but it marks the beginnings of the architectural and urban profession in an organized way led by professionals,

⁸ / Jerliu, F. (2013) Prishtina Reinterpreted- Interrogating heritage-memory-identity triad in the contemporary context - PhD Thesis, Faculty of Architecture, University of Sarajevo



modeli / model

Fig12 / B. Fehmiu, M. Jevremovic, D. Kovačević - Grand Hotel Prishtina 1978.
Source / Facade: Prishtina Municipal Archive)



Fig13 / B. Fehmiu, M. Jevremovic, D. Kovačević - Grand Hotel Prishtina 1978.
Source / Photo Afrim Spahiu, Facade: Prishtina Municipal Archive)

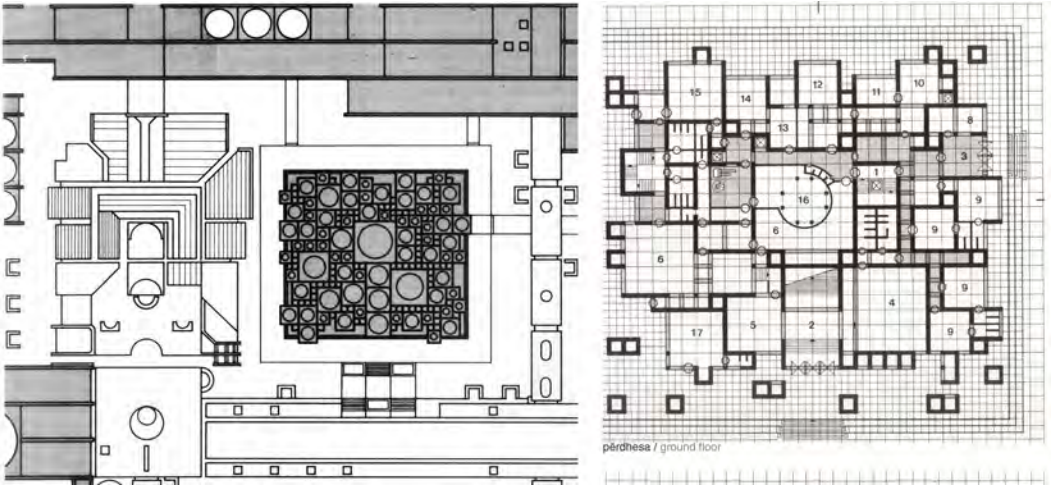


Fig14 / Mutnjakovic A. - National Library 1982.
Source / Plan: A. Mutnjakovic's personal archive



Fig14.1 / Mutnjakovic A. - National Library 1982. Source / author

including education of architects at the architectural schools in the former Yugoslavia as well as establishing of the school of architecture in Kosova in the late 70's of 20th century.

It is a fact that, under certain circumstances, modernisation of Kosova did happen after the World War 2.

Architecture cannot be valorized on the quantitative aspect alone. With all its uncertainties, the time of modernity was also expressed in its spatial relationships. Despite huge changes in Kosovar society in the last few decades, these relationships are still here because most of the public

spaces in Kosova were constructed in the period of 1945-1990⁹.

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⁹ / Gjinolli, I., Kabashi, L. (2015) Kosova Modern-An Architecture Primer, Kosova National Gallery, Prishtina

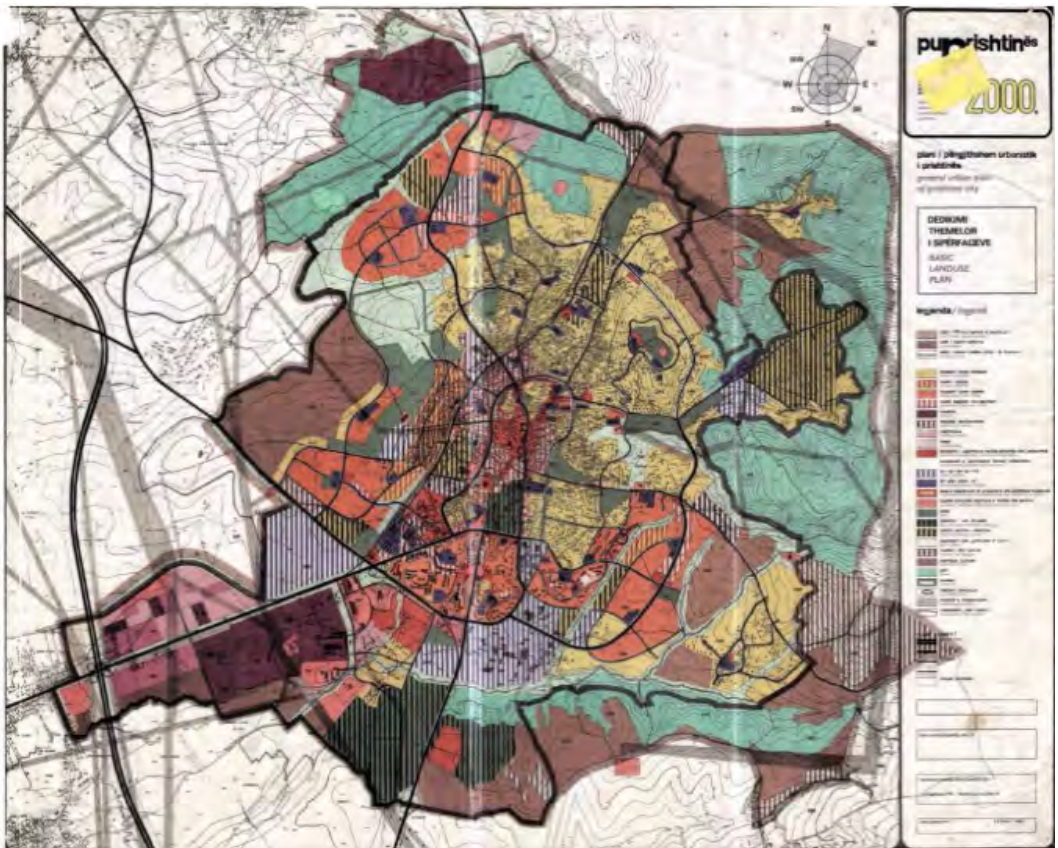


Fig15 / Prishtina General Plan 2000 - 1988. Source / Municipality of Prishtina Archive

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Ulpiana: A historical potential for the new Prishtina

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Abstract

This article is based on studies conducted at Polis University of Tirana on the "Urban Planning Theory and Laboratory" course organised during the academic year 2017-2018.

This research aims to treat the historical analysis of one of the peripheral settlement of Prishtina: Old Ulpiana. The work aims to underline the influence that can have the old Ulpiana in the city of Prishtina, and on the same time the objective is to open a possible point of view on which the future development of Prishtina can be based on the historical culture that is found in his periphery.

The purpose of the article is to emphasize the potential of Prishtina as a new capital not so much in the content of the city itself, but in its "periphery" made up by elements of historical value and archaeological finds on the surrounding of the city. These "satellite cities" can be the devices that can increase a touristic economy and can, also, make the inhabitants aware of an operational schedule of architectural and urban elements.

The methodology is based on emphasizing the geographical, historical, cultural and traditional potentials of the historic settlement of Ulpiana. Starting from this case, further studies can be deepened on all the other old settlements that surround Prishtina in order to highlight the historical and cultural potential of the entire Prishtina's region.

Introduction

According to the categorization made by Kosova's Ministry of Culture, Ulpiana is a locality in the vicinity of Gračanica, in the Prishtina Region, belonging to the Roman period and the late antiquity. The discovery of Ulpiana's ruins started at the beginnings of XX-th century. This settlement and its discovery have a great influence on the history of Prishtina as well as all over Kosova. It points to the early history of these areas and to the culture that surpasses the national influence as it

is a settlement where important traffic flows cross in the Roman period and beyond.

Until a few years ago, Ulpiana was only part of academic discussions or experts in the archeology field. It never, even now, has been part of a broad political, economical, social or urban discussion. The attention, in this moment, not only of the academic world, aims to emphasize the potential that Ulpiana can give to Prishtina a global potential that makes it able to compete with the other capitals on the European or

¹ / The subject of "Urban Planning Theory and Laboratory" was developed with the third year of the master classes in Architecture and Urban Design and Urban Planning and Management. During the academic year 2017-2018 the course was led by Prof. Dr. Besnik Alij and Dr. Llazar Kumaraku assisted by Msc. Ermal Hoxha and Msc. Eranda Janku. The subject of the course is changed every academic year and on this year was chosen the study of Prishtina with the aim to construct a new architectural image for the newest capital city in Europe. Student David Pemaj assisted in the graphic conception of the schemes used by the author for illustrations.

global level. Nowadays, in a period of rampant globalization, where the narrowing of time and history is a fact (AUGE, 1995), it becomes increasingly important to emphasize some of the long-lasting values that are able to save the rampant consumption of history and of its representation. Emphasizing some of the key values that are capable of resisting time and transitional modes and their proposal as permanent realities becomes most important in the period that we are living. Today. In contrast to three decades ago, where the intellectuals thought that globalization would homologate all realities in a single, it is always clear that only what is really local can become global. In this stands the value of this writing that requires, by emphasizing the geographical, historical and cultural values of Ulpiana, to make a contribution for the internationalization of the city of Prishtina.

Kosova and Ulpiana

In addition to what we have just explained about increasing the identity of a settlement based on its specifics, we can write that one of the main aspects of Prishtina deals with the great historical and archaeological richness that is found around it. The

aim is to emphasize this character and to avoid the premodern vision of the city focused in a single-center, and to guide this vision to a territorial scale that touches the entire region and its surroundings. This action shifts the attention from the urban settlement of Prishtina to its surroundings to show that the values of this city are not only inside its boundaries but are widespread throughout the territorial area of the region.

From a certain point of view Prishtina, as the biggest city can be equivalent to Kosova, and in this sense when we write about Kosova we write about Prishtina, too. Kosova has historically been traversed by two main roads, which today are two of Europe's most important corridors. These two corridors are near, almost all of the historic settlements that are positioned along these roads. (fig.1)

The study shows that most of the historic settlements are located along the two main historic roads Lezha - Nish (Lissus - Naissus) and Thessaloniki - Skopje - Belgrade. In the Lissus-Naissus axis, we find settlements like Vlashnje, Sopi, Ulgar, Ulpiana, Vindenis, while in the other axis Thessaloniki - Skopje - Belgrade we find the settlements of Paldenica,

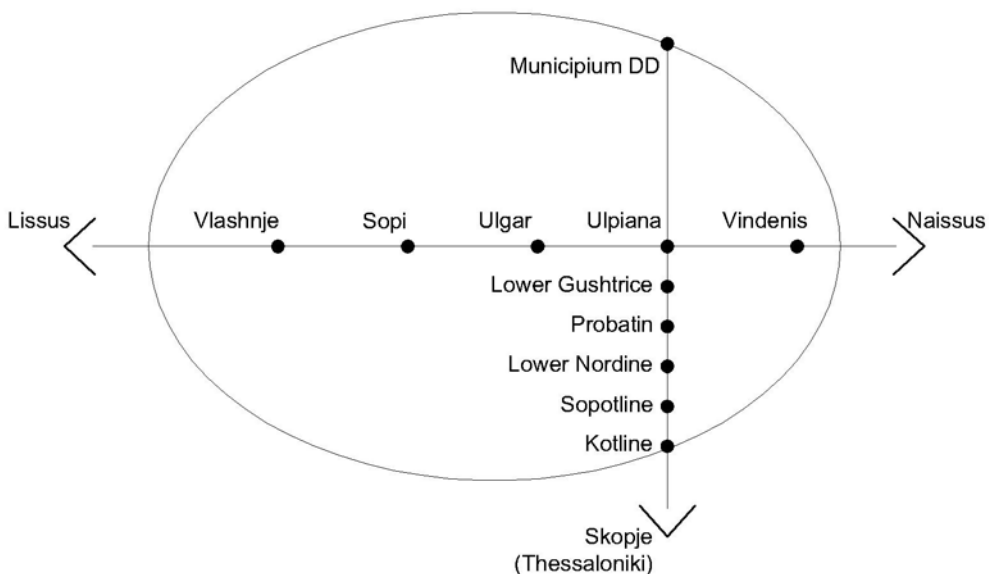


Fig 1 / Scheme of the two main roads that meet in Ulpiana during which the main ancient settlements are found. Source / author

Kotlina, Pobratin, Lower Gushtericë, Ulpiana, Pestovo, Municipium DD. It is clear that when it comes to the intersection of the two main axes, Ulpiana becomes the most important historical settlement of the Roman period.

We also note that these archaeological settlements are a very valuable asset in the development of archaeotourism. These settlements can be grouped into 5 groups listed in 1) Prishtina, 2) Laposavic-Mitrovica, 3) Peja-Klina, 4) Gjakova-Prizren, 5) Ferizaj-Gjilan (fig.2).

All of these clusters are located in the

airline not far from fifty kilometres apart. This finding, related to the fact that Prishtina appears as a node from which directly connected all these settlements appears as a great potential capable of influencing the rapid and further development of archeotourism. At this point, Prishtina appears as a very important node able to provide guests structures accessible from every corner of Kosova's archaeological site, in 90 minutes maximum. This fact affects the urban development of the city of Prishtina, but it also expresses the risk of the impoverishment of other settlements. The historical background of Prishtina,

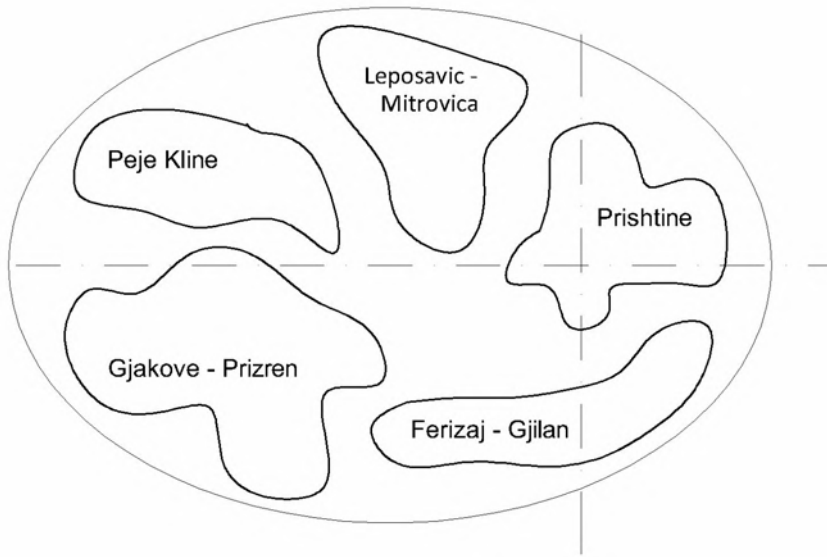


Fig2 / Scheme of groupings of Kosova's main historical settlements on a distance ranging from 5 to 50 km. Source / author.

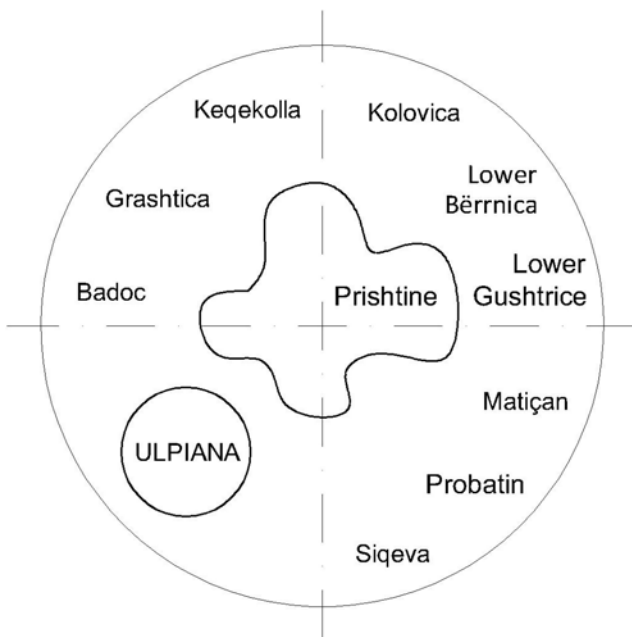


Fig3 / Scheme showing the main points with a historical heritage to be explored in a way to highlight the historical values of the Prishtina Region. Source / author.

which is in its surroundings, include Badoc, Lower Bërrnica, Grashtica, Keqekolla, Kolovica, Matiçan, Siqeva and Ulpiana (fig.3).

The archaeological findings in the entire Prishtina region emphasize the great historical heritage and increase the territorial integrity of Prishtina from the cultural point of view. From all these cases, the case of Ulpiana will be analyzed in its details by defining in this way a possible methodology for analyzing other cases in order to emphasize all the historical and archaeological riches in its surroundings.

Prishtina - Ulpiana

The settlement of Ulpiana, as we mentioned earlier located in the intersection of the two main axes, was discovered at the beginning of the last century. Ulpiana is a settlement of ancient origin, but the maximum development is set by historical researchers between the second half of the third century and the first half of the fifth century. At urban level, Ulpiana appears as a *Castrum Romanae* formed by two main axes *Cardo Maximus* and *Decumano Maximus* (fig.4).

Within the enclosing walls of the settlement, near the north gate is located the second sector with the church and the Bishop Basilica Sector that is thought that represents the centre of the city where *Cardo Maximus* is crossed with *Decumano Maximus*, forming a forum according to this type of settlement.

According to Fidanovski, in the mid-third and fourth centuries, Ulpiana had the statute of *Municipum Ulpiana Splendissima* (FIDANOVSKI, 1990, p.8 cited in BERISHA M. 2014, p. 296). This status indicates the high level reached in that period by Ulpiana settlement. In this period, Ulpiana's urban structure appears built over a *Cardo-Decumano* roman plant.

According to studies at Çetinkaya

(2016), the main constructions that are currently discovered in Ulpiana shows a clear Christian character of the settlement from the third century and later. In Ulpiana we are in the presence of the four main ruins: the Basilica, the Baptistery, the church near the northern gate of the city and the church outside the walls called *Memoria* because of the cemetery. These ruins demonstrate an exercise of Christian faith brought to Ulpiana by the Roman soldiers that had their own martyrs represented by *Ss. Flouri and Lauri*.

Based on the map worked from Çetinkaya (2016), the territory of Ulpiana represents more or less a square form that tends towards a trapezoidal shape (fig.5).

Strange, according to this plan, is the presence of the surrounding towers only in the south and west of the city walls. Different authors based on the archaeological findings shows that these walls have a thickness of three meters. Always according to the analysis of the plan of Çetinkaya (2016), the fortified area of the Ulpiana settlement is approximately 36 hectares.

This area does not mean the maximum extension of the city of that period, because there are other ruins of buildings outside the walls, such as *Memoria*, *Western Necropolis* or *Tuma* in the North. Although, they are mainly funerary constructions, we can construct a hypothesis which must be verified in other researches that Ulpiana may have been extending beyond the fortified walls, since it is known that in the ancient times the cemeteries were not built outside the city but inside, as Sitte points out in his book *Der Stadtbau* (SITTE, C., & STEWART, C. T. 1945). The tradition of extracting cemeteries outside the city was practiced in Europe after the order of Napoleon in the early 19th century. This confirms the fact that the city of Ulpiana in the 4th century had a greater

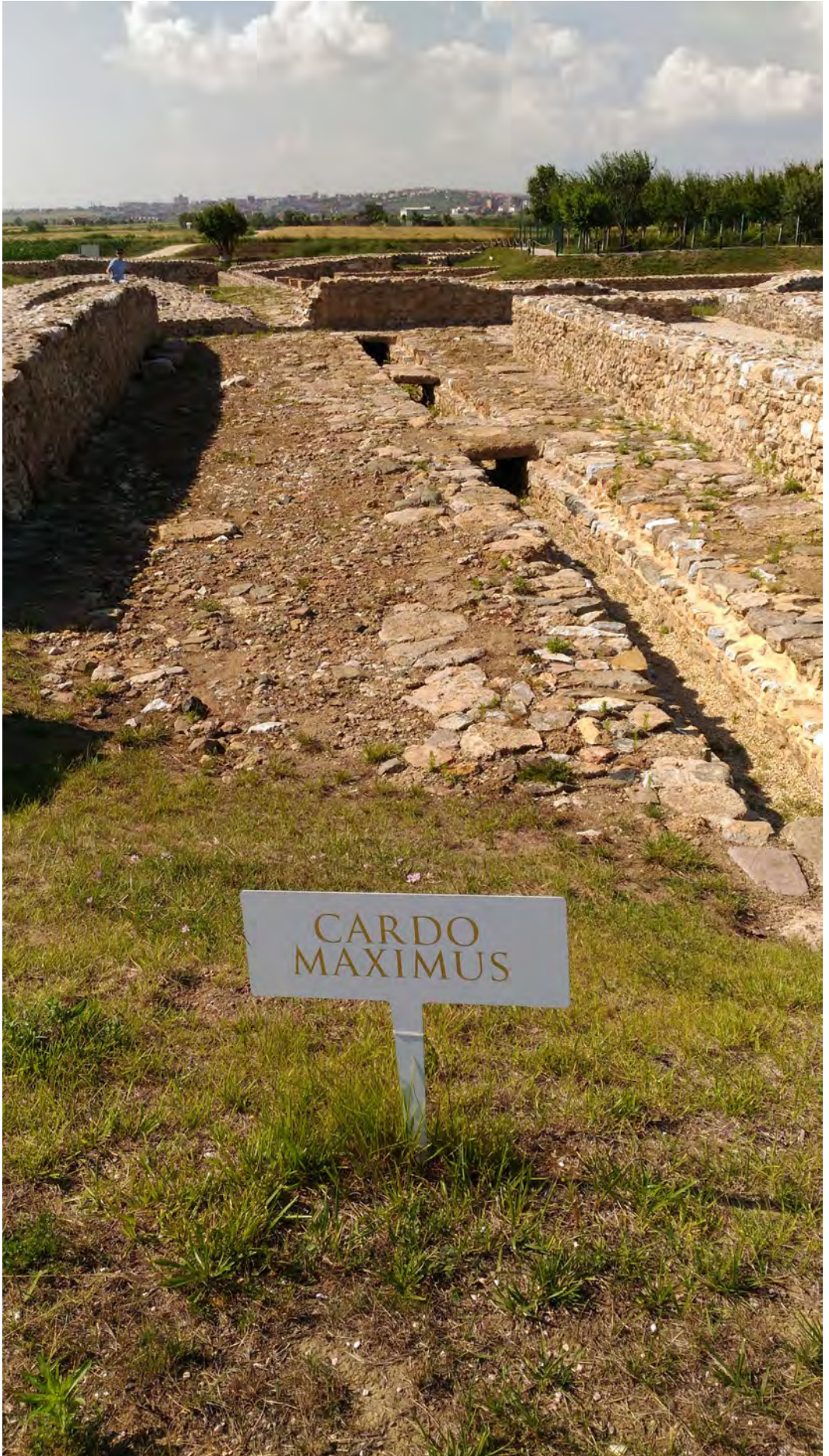


Fig4 / Photo of the Cardo Maximus. Photo by the author (June 2019)

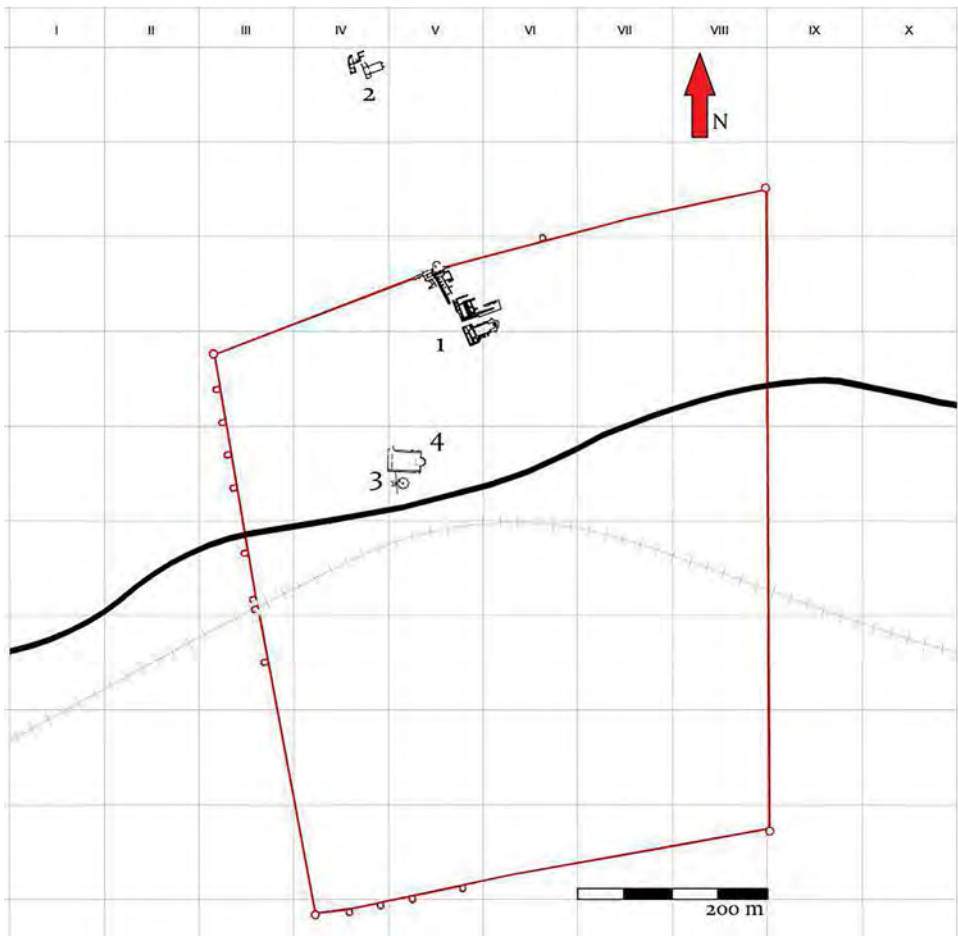


Fig5 /Planimetry of archaeological finds in the Ulpiana settlement. There are clearly distinguished three sectors found since now and the walls surrounding the settlement. According to the drawing, the walls appear to be reinforced with towers in the west and south of the city. Design from Çetinkaya H. 2016.

extent of thirty six hectares. According to the Ulpiana Archaeological Park guide, many researchers confirm Ulpiana's maximum reach may have gone up to one hundred twenty hectares.

Another characteristic highlighted by some of the most prominent authors like Hoxhaj (2006) and Çetinkaya (2016) is the spread and presence of the Christian faith in the Ulpiana settlement. While Hoxhaj (2006) highlights the phenomenological origins and phenomena of Christianity Çetinkaya (2016), describes the archaeological constructions found in Ulpiana's settlement by giving them a strong religious character that is related to Christianity but recognizing their pagan origins, as in the case of Memory. Perhaps this construction is also the pagan temple for which it is said that they built it and turned the two saints Lauri and Flouri into the Christian church, but to prove this hypothesis there is no complete

documentation.

On the architectonic side the three Christian churches according to Çetinkaya (2016), are composed of a central nave and two of them - the basilica adjacent to the baptistery and the church near the northern gate - are closed in their eastern extremity by an apse, while the church the so-called Memory has no apse. According to Çetinkaya (2016), the church near the northern gate (Fig.6) was built with stones that were reused from the Basilica (fig.7) in the center of the city. This hypothesis may be true if we speak only about the building of the absid of the church near the North Gate because it is clearly distinguished that the absid of this church has been added to a second period to the initial construction (fig.8).

The Church near the North Gate has morphological similarities and even the same geographic orientation with

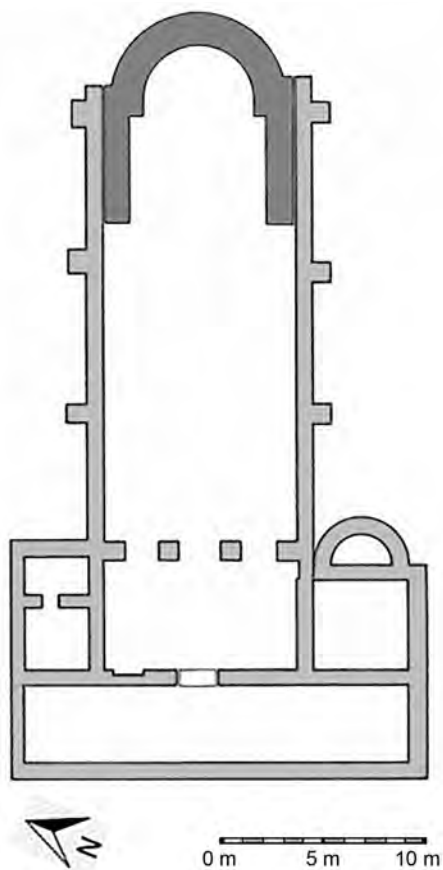


Fig6 / Redrawing of the plan of the church inside the city walls, near northern gate. With dark gray the church's apsidie that may have been added to a second historical moment. From the tipological point of view the plan of the church appears similar with Memoria. Source / author

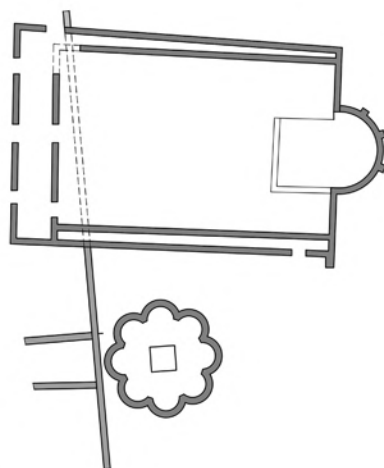


Fig7 / Redrawing of Memoria and the position of the white marble Sarcophagus. Memory is the earliest construction of the three Christian buildings of Ulpiana. Source / author



Fig8 / Photo taken from the end of the absid of the church near the Northern Gate. Source / author (June 2019)

Memoria (fig. 9) for which Berisha (2014) and Çetinkaya (2016) agree that it is one of the oldest in Ulpiana. It should be noted that the orientation of both of the above-mentioned churches is parallel to the direction of the northern wall of the settlement, while the orientation of the central

Basilica (fig.10) is entirely oriented towards the east by the longitudinal axis passing from the entrance and the absides.

The common aspects between Memoria (Fig.9); (Fig.11) and the church near the northern gate (fig.06), orientation put aside, is the formal

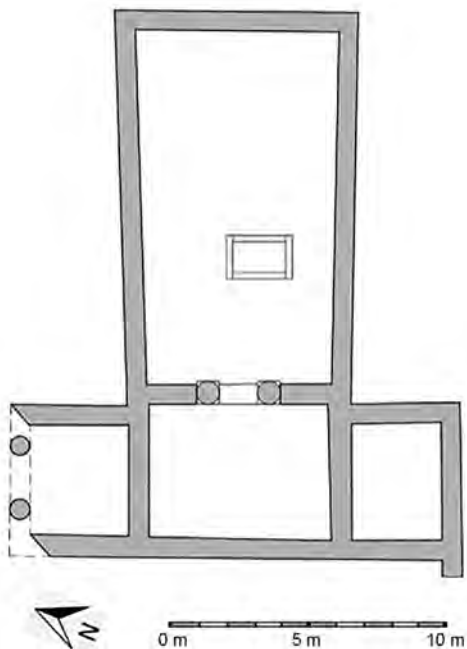


Fig9 / Redrawing of the Christian Basilica and the Baptistery located at the intersection between *Cardo Maximus* and *Decumano Maximus*. The basilica was built over the walls of a Roman villa.
Source / author



Fig10 / Photo of the Christian Basilica and the Baptistery in the background.
Source / author (June 2019)

typology. Both appear with a central nave and a narthex at the entrance. Narthexes in both constructions are composed by two side chambers. Particularities are that according to plans at the church near the North Gate, one of the side volumes closes with an apse, while in Memoria the north room of the Narthex may have had the function of entrance.

This typology shows us that both constructions may have been born as pagan temples and after the conversion of society to the Christian

religion may have been transformed into churches. As far as the Bishop Basilica in the center of the city, many researchers conclude that it is built on the ruins of urban villa transformed into a basilica.

Ulpiana's values as a historic settlement among the oldest in the Balkans are not important only for the Albanian context, but for the entire world heritage, as Ulpiana proves through construction discoveries a great historical and cultural period that



Fig11 /Photo that shows Memoria, so called because of the many tombs that are there. It features white marble Sarcophagus. Source / author (June 2019)

can be useful for the Prishtina's history. The future Prishtina, in a global competition circuit with other European capitals, needs to emphasize its historical assets such as Ulpiana, in a way to emphasize its specifics. The work done since now demonstrate that the surrounding of Prishtina, not yet explored, is ready to be examined on all its potential to link with each other all the historical and cultural potentials.

Ulpiana represents one case of permanent reality that with its archaeological findings, together with the other findings surrounding Prishtina, can give to the city a new historical dimension based on the history of these places.

From the foregoing, it is clear that Ulpiana was at the center of large flows that have affected the culture, history, and traditions of this settlement. From the typological and architectural point of view, appears clear that the settlement of Ulpiana has been characterized by the stratification of different cultures that have influenced the image of the settlement.

The pagan temple that is transformed into a Christian church; the temple to which an absid is added; the footprint of the ruins of an Urban Roman villa on which a Christian Basilica is built, all of these cases demonstrate the way Ulpiana's settlement has been

expanded but this strategy may well function as a large-scale strategy for the entire region. Prishtina, where the archaeological property mentioned at the beginning of this article, holds great potential for the assertion into a European city.

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3.1

Prishtina New European Capital
OMB, Prof. Besnik Aliaj, Prof. Vezir Muharremaj, Doc. Sotir Dhamo, Dr. Loris Rossi, Prof. Domenico Pastore, Dr. Llazar Kumaraku.

3.2

Improving Energy Efficiency, reducing air pollution. Intervening in Public Service Areas to save energy and reduce gas emissions.
*Aguljeln Marku
PhD researcher / POLIS University*

3.3

The Road to change, transformation through infrastructure. The development of Prishtina city through infrastructure.
*Amanda Terpo
PhD researcher / POLIS University*

3.4

Prishtina as part of main Transport Corridors
The role of Route 6 and Route 7 for the city
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3.5

Prishtina Cultural Patches
Re-evaluation of Ulpiana's "late modernist" heritage through interrelated cultural interventions.
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3.6

Survival and Sustainability
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Visual assessment of structural and architectural configuration towards a more distinct urban image.
*Ilda Rusi
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Abandoned Buildings and Memory
The importance of the buildings of the past in the identity of the City.
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3.9

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*Laura Abbruzzese
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3.13

Strategies connecting a city
Case study of singapore, a model for Prishtina.
*Sim Kai Li
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3.14

Landscape Ecological Urbanism: Effective Strategy for Resilient Cities
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*Vittoria Mencarini
PhD researcher / University of Ferrara*

3 workshop

Prishtina New European Capital

Images of a city to be discovered

report edited by Besjana Qaja / PhD researcher POLIS University

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Introduction

The international PhD POLIS/Ferrara in Architecture and Urban Planning, organizes for the 33rd cycle a new Workshop trying to explore more in depth one of the most not yet explored city in the Eastern Europe. The case of the city of Prishtina, capital of Kosova, shows today an image of a city without hierarchies and points of reference. In this frame of study the case of Prishtina can be seen within some of the recent research fields already active in the previous years within the Department of Applied Research (OMB) Observatory of the Mediterranean Basin FKHZ Faculty at POLIS University.

The base of the discussion for this year will be the idea to develop the critical and analytical capacity of each PhD student to find, within a given morphological analysis of the city, tools able to generate new architecture and design processes for the future development of the city.

Following the previous experiences within the framework of the joint PhD POLIS/Ferrara – e.g. Albania 2030 (2014), Durana project (2014), Albanian Riviera

(2015), When the River Flows (2016) and Projecting Shkoder (2017) - now it's the moment to investigate the city of Prishtina through a strategic vision able to link, existing Urban Exceptions within a disorder city patterns, with new landmark. During the course of the last year Prishtina has been very little studied, therefore this PhD workshop is considered as one of the first research acts to open new debates and an operative design approach for the municipality of Prishtina. The entire urban development is today located in a particular geographic spot, where the main characteristic is in its metropolitan area defined by spontaneous settlements following the main roads infrastructure.

The workshop will be organized through: Theoretical lectures on methodologies and contributes by expertise from the city of Prishtina. Intermediate discussions will be organized during the workshop, with the scope of sharing comments and opening critical debates.

As a final result, the PhD students will provide graphical material that describes their concept project proposals.

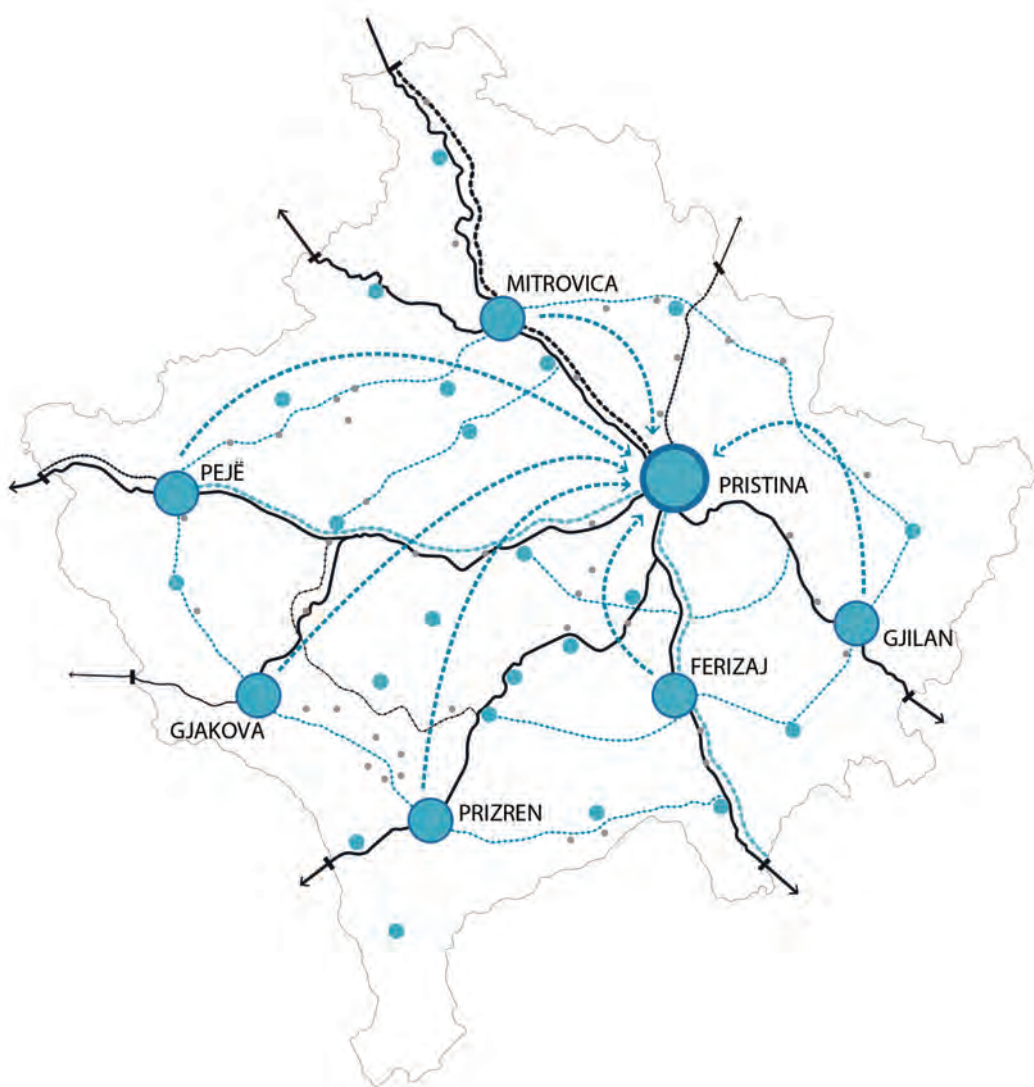


Fig1 / "Pristina Capital" Kosova main infrastructure
Source / PhD students



Legend

1 / Infrastructure

Besjana Qaja, Ilda Rusi, Laura Abbruzzese

2 / Unused Spaces

Aguljeln Marku, Keti Hoxha, Sara Pouryousefzadeh

3 / Cultural Parches

Amanda Terpo, Ermal Hoxha, Silvia Imbesi

4 / Environment

Fiona Imami, Malvina Istrefaj, Sim Kai Li, Vittoria Mencarini

1 / Infrastructure

Besjana Qaja, Ilda Rusi, Laura Abbruzzese

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Kosova has a good geographical position in the Balkan Peninsula, through which pass two international roads, Route 6 of East, Europe, which starts at Corridor VIII in Skopje, goes through Ferizaj, Prishtina and then separates into two directions. One goes towards Mitrovica and crosses the border in Ribariq in Montenegro and connects to the Route 4, and the other direction goes through Peja, then passes through Cakorr and into Montenegro. South East Europe - Route 7 which starts in Durres and passes through Morine border and through Prizren, Suhareka, Prishtina - Merdare border, then passes in Serbia and connects with Corridor X.

The non-electrified network originally consisted of two lines crossing at Fushe Kosova Railway Station. A main line going from Kraljevo in western Serbia via Mitrovica and Polje to Skopje Macedonia and a branch line in east-west direction from Nish in southern Serbia via Prishtina railway Station with one branch leading to Pec and another leading to Prizren. Of these lines, the one from Prishtina to Pec and the one from Kosova Polje to Macedonia are still served by passenger trains. Some more parts of the network are occasionally served by freight trains, like Kosova Polje-Obiliq, the other parts of the network are currently unused. For years, there have been plans to extend the branch to Prizren across the border to Albania, to create a link to the network of the Albanian Railway Network.

Railway transport in Kosova is at very low level. This is as a result of an under-

developed railway infrastructure. Railway lines, except the ones that are in some railway station, are single-lined railways. Kosova Railways are slow, as a result of the lack investment in them. The maximum speed in some parts of the railway is 80 km per hour, while in other parts it is even lower. There are lacks of railway maintenance, and the railway is being damaged by illegal level crossings, by illegal construction along the railway line and garbage disposal closely.

In a statement made by European Union referring to mobility and transport, it was declared the 2018 as year of multimodality, in terms of bringing a sustainable and integrated transport system within the European Members. In this context it was stressed the promotion of active mobility as integrated tool with other modes in particular in urban and smart cities.

Prishtina works as the main attraction and polarity in people's movement for working and studying, as important intersection of infrastructures and connection for the countries surrounding

Kosova and a great collector of services in comparison with the other main centers of the recently independent country. The infrastructural planning can be stressed in order to take advantage of the main corridor between Europe and Balcans, which Prishtina belongs to, and make this city a new European capital outlining an accessibility, human-scale and clean energy strategy related to the infrastructural and transport facilities development.

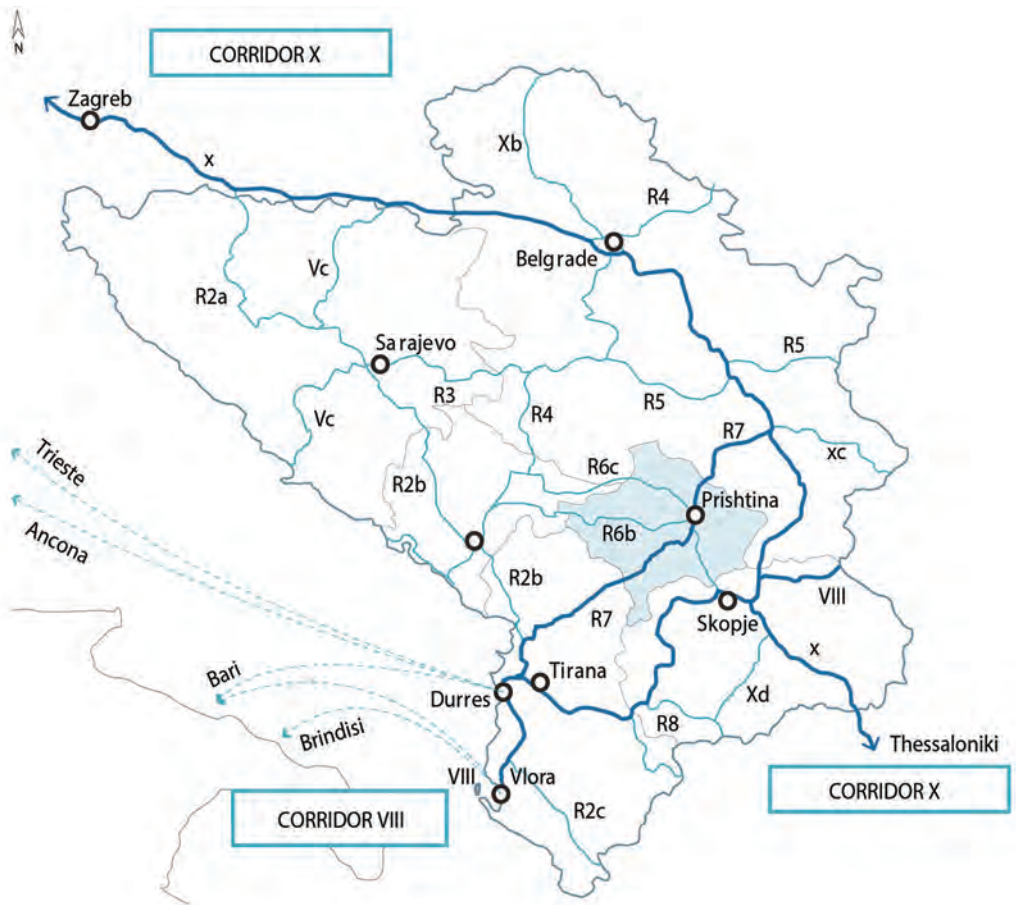


Fig1 / Tyre Transport Network
 Source / Besjana Qaja, Ilda Rusi, Laura Abbruzzese

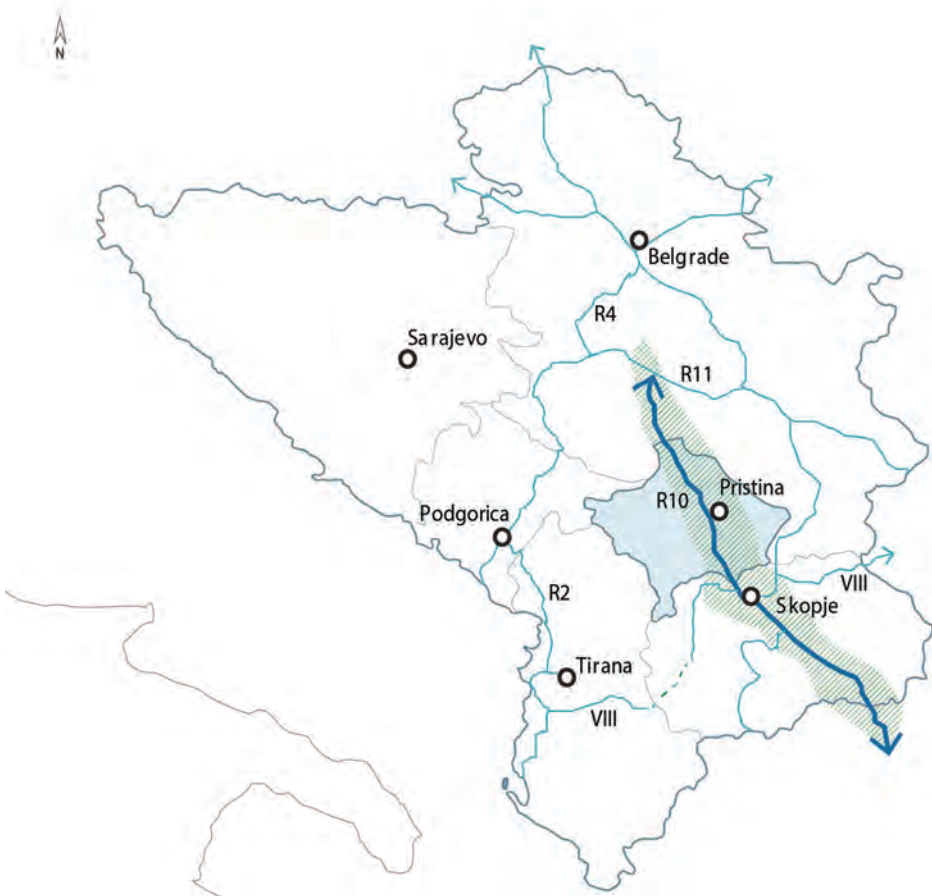
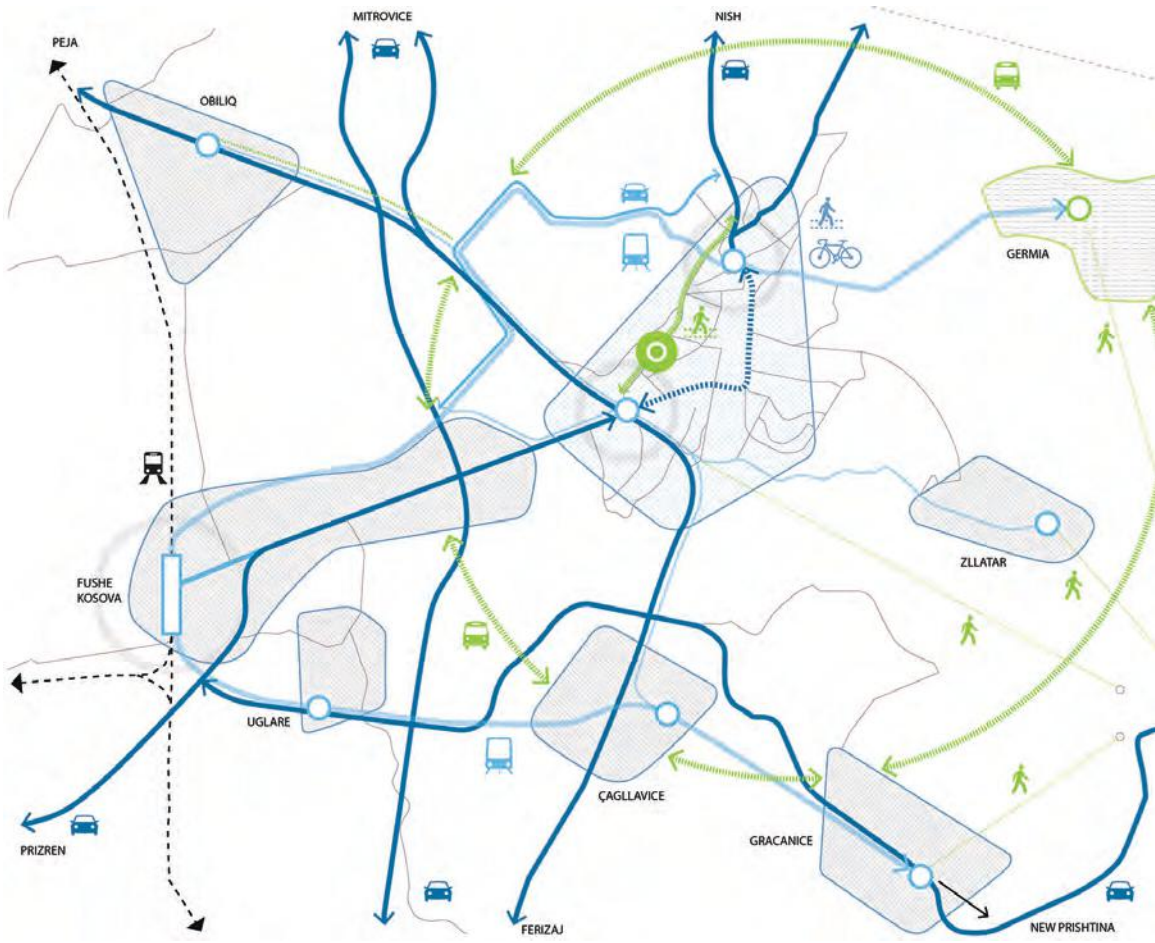


Fig2 / Railway Network
 Source / Besjana Qaja, Ilda Rusi, Laura Abbruzzese



Strengths



Connection to the European corridors, attraction inside the region for working and studying services and proximity to a dense natural area

Weaknesses



Pollution, great impact and footprints of the infrastructures as physical barriers and main axis of traffic on the environment and the urban fabric.

Opportunities



Advantage of the high-speed railway and highways' connections and benefits of a light rail and pedestrian system.

Threats



Marked urban scars and divisions between different regions of the city and creation of voids.

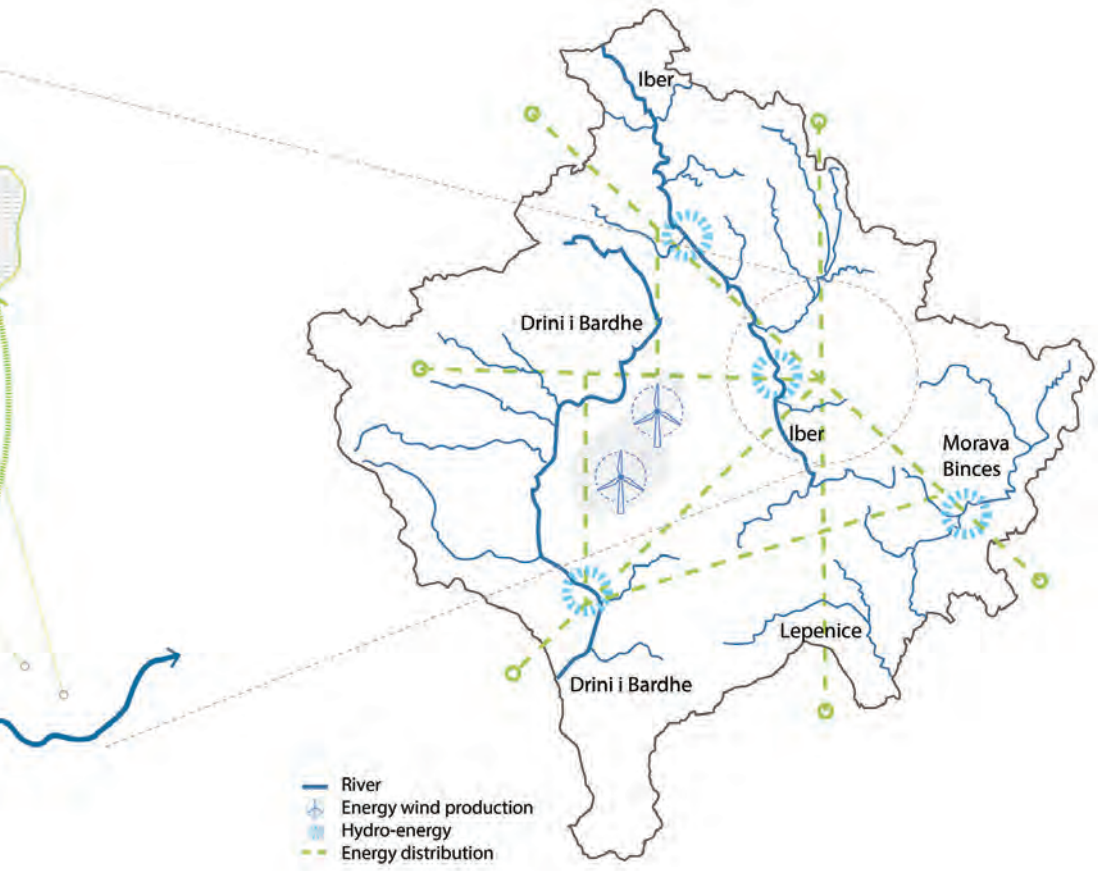


Fig3 / Strategy | Prishtina as a Multimodal Transport Hub for the South-East Europe, National Scale Proposal | Energy Source / Besjana Qaja, Ilda Rusi, Laura Abbruzzese

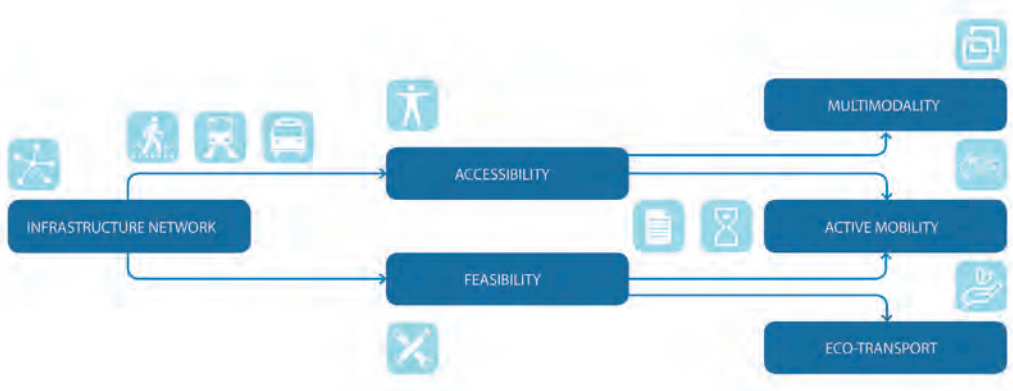


Fig4 / Scheme of Eco-Transport Infrastructure Planning Source / Besjana Qaja, Ilda Rusi, Laura Abbruzzese

STRATEGY 1 | REGIONAL SCALE

Prishtina as part of the European transport corridors system in railway and highway network.

Development of Renewable energy resources in the transport sector

OBJECTIVE | ACTION

Improvement of the national transport network focus on the main station of Fushe Kosova , conceived as an intermodal station for the intersection of different public transport facilities.

STRATEGY 2 | CITY SCALE

Accessibility and feasibility on "movement" through the public transport.

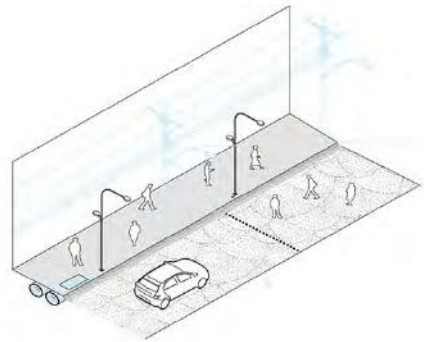
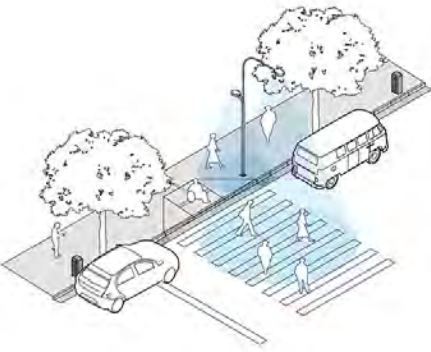
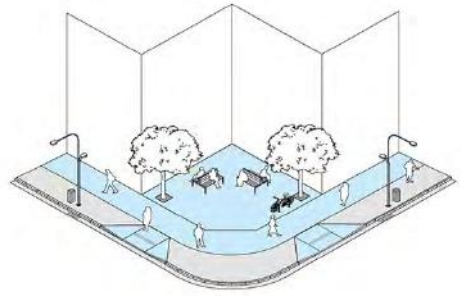
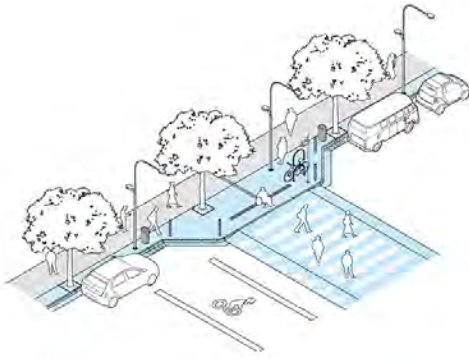
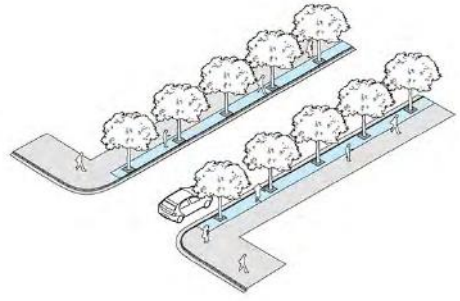
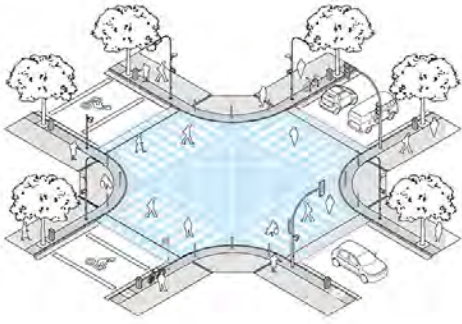
OBJECTIVES | ACTIONS

Realization of the connection of the inner centres (polycentric system) through pedestrian path for a human-scale city.

Different parts of the city will be pedestrian in different time of the day.

Application of a new public transport network system, including the satellite settlements around Prishtina (Gërmia, New Prishtina, Obiliq, Gracanic, Fushë Kosova).

Construction of Tram line base on the model of urban public transport (light rail), from Gërmia to Administrative Area.



Abacus / Planning Tools

Fig5 / Crossings and Pedestrian Safety
Source / Besjana Qaja, Ilda Rusi,
Laura Abbruzzese

Fig6 / Greenery and Public Spaces
Source / Besjana Qaja, Ilda Rusi,
Laura Abbruzzese

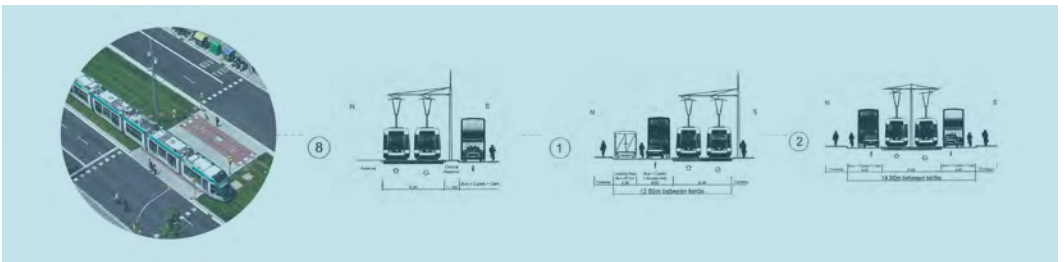


Fig7 / Model
Source / Besjana Qaja, Ilda Rusi, Laura
Abbruzzese

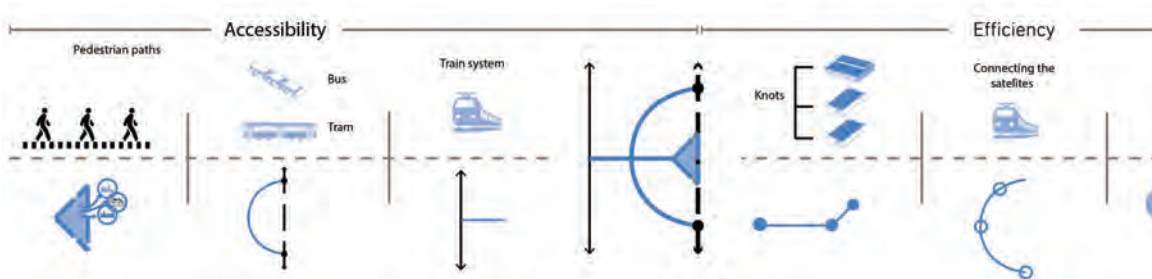




Fig8 / Prishtina has a Plan | Strategy for the City Centre
Source / Besjana Qaja, Ilda Rusi, Laura Abbruzzese

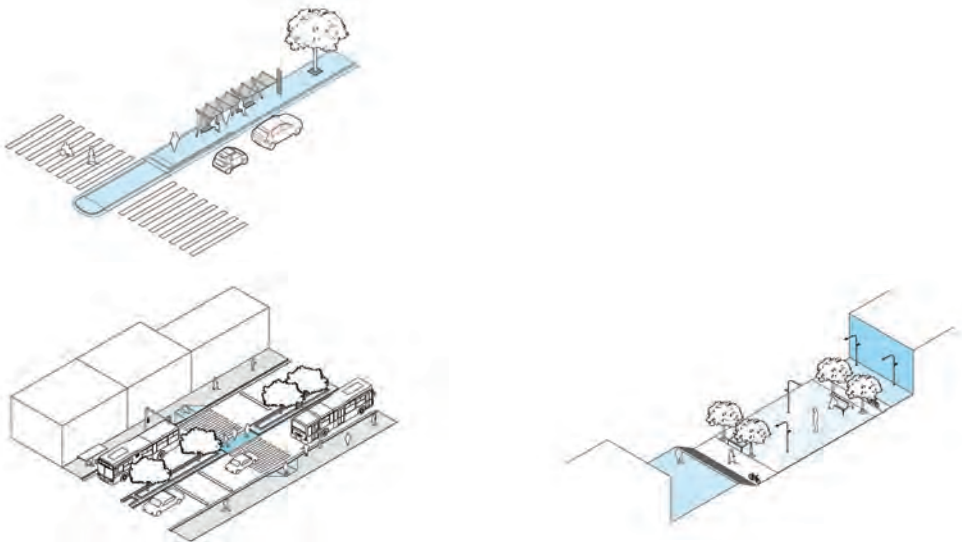


Fig9 / Main Connections and Corridors
Source / Besjana Qaja, Ilda Rusi, Laura Abbruzzese

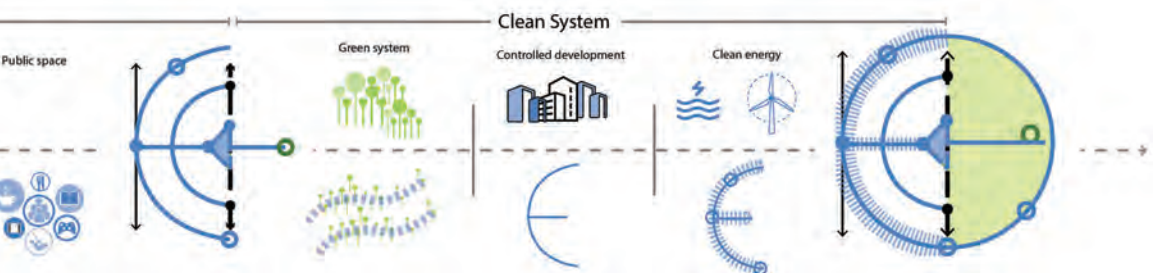


Fig10 / Work Packages | Steps of Intervention
Source / Besjana Qaja, Ilda Rusi, Laura Abbruzzese

2 / Unused Spaces

Aguljeln Marku, Keti Hoxha, Sara Pouryousefzadeh

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Urban protected areas

What they are?

Urban protected areas are protected areas situated in or at the edge of larger population centers.

How they are distinctive?

Receive large numbers of visitors, including many who visit frequently, even daily. Many of these visitors lack experience of wilder forms of nature. They tend to be much more diverse ethnically and economically than visitors to more remote protected areas;

Relate to numerous actors in the urban area, including government decision-makers, communications media, opinion leaders, and key educational and cultural institutions;

Are threatened by urban sprawl and intensification of urban development;

Are disproportionately affected by crime, vandalism, littering, dumping, light and noise pollution;

Are subject to such urban edge effects as more frequent and more severe fires, air and water pollution and the introduction of invasive alien species.

Why they have a crucial role?

Regular contact with nature is good for people. A side from the benefits of outdoor exercise, there is growing scientific evidence to support the idea that spending time in nature improves physical and mental health.

Urban people are crucial for nature conservation, nationally and globally. Towns and cities are where are based. Political leaders are under ever greater pressure to listen to what their electorate tells them is important. Conservation depends on support from urban voters, donors and communicators. Yet people living in cities have less and less contact with nature. Reconnecting them with nature is important, if they are to tell their leaders that nature conservation is a priority.

Ecosystem Recovery



Agricultural Pasture



Native Plant



Waterflows Recovery



Wildlife Protection



Forest Protection



Rivers Recovery

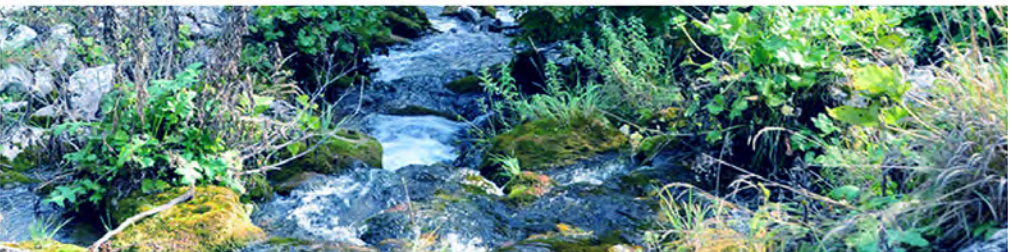


Fig1 / Natural Landscape Analysis
Source / Aguljeln Marku, Keti Hoxha, Sara Pouryousefzadeh



Fig2 / Natural corridor inside the city connecting two green regions
Source / Aguljein Marku, Keti Hoxha, Sara Pouryousefzadeh





Fig2.1 / Natural corridor inside the city connecting two green regions
 Source / Aguljeln Marku, Keti Hoxha, Sara Pouryousefzadeh



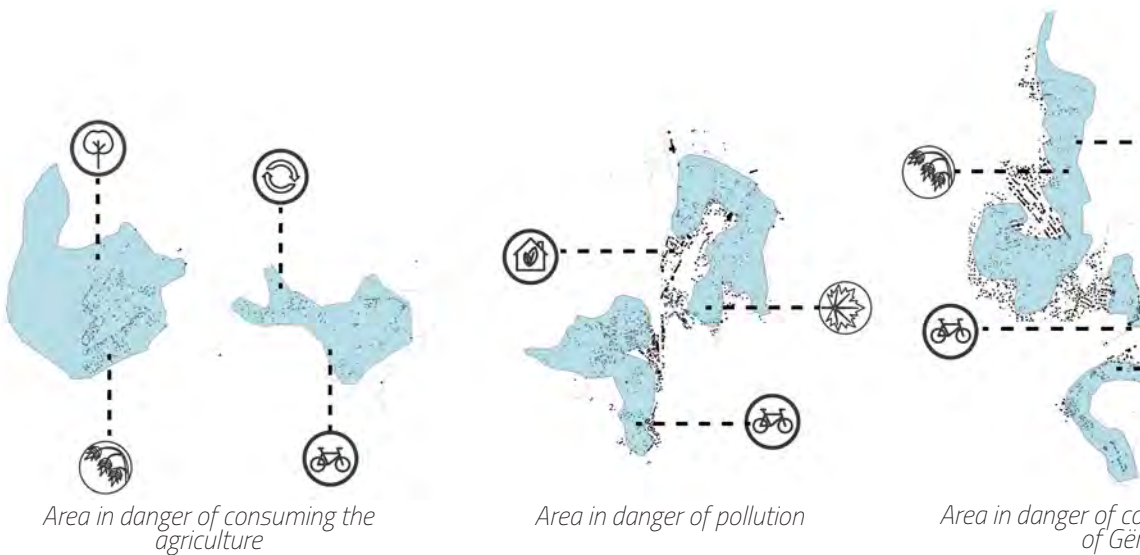
Fig3 / Natural Landscape
 Source / Aguljeln Marku, Keti Hoxha, Sara Pouryousefzadeh



Fig4 / Rehabilitation of the Natural Landscape to protect the forest and city peripheral regions
 Source / Aguljeln Marku, Keti Hoxha, Sara Pouryousefzadeh



Fig5 / Rehabilitation of the Natural Landscape to protect the forest and city peripheral regions
 Source / Aguljeln Marku, Keti Hoxha, Sara Pouryousefzadeh



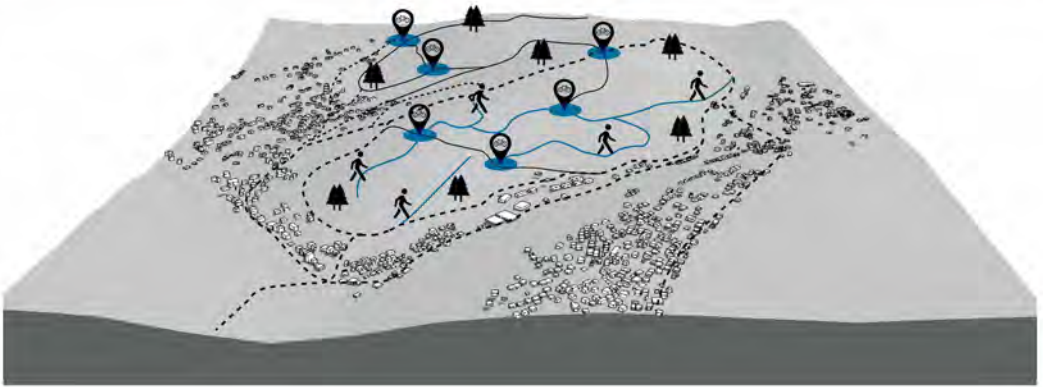
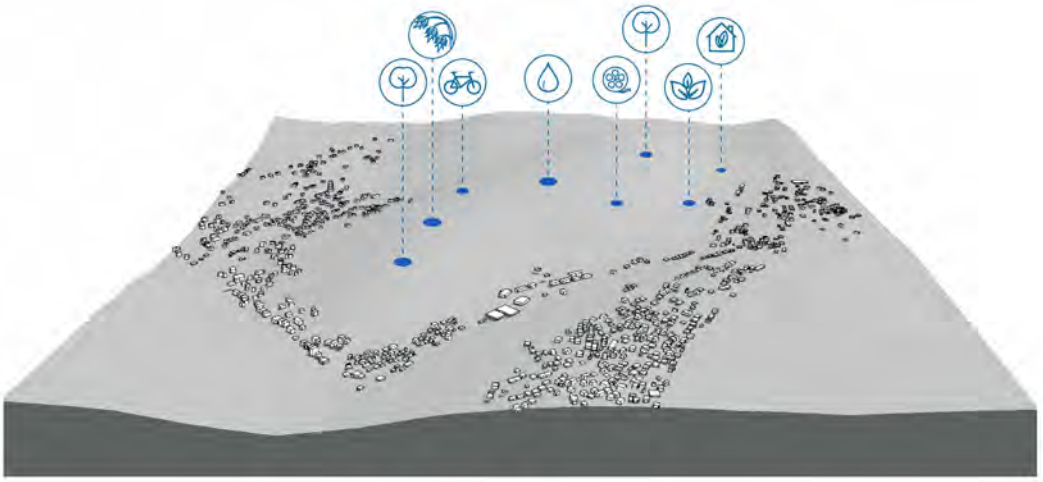


Fig6 / The Rehabilitation of the peripheral Vulnerable Spaces
Source / Aguljeln Marku, Keti Hoxha, Sara Pouryousefzadeh

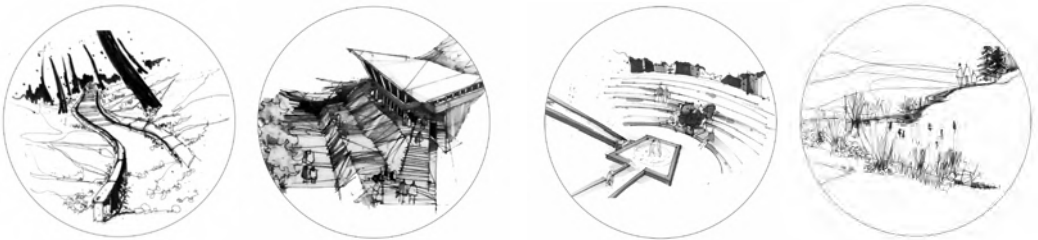
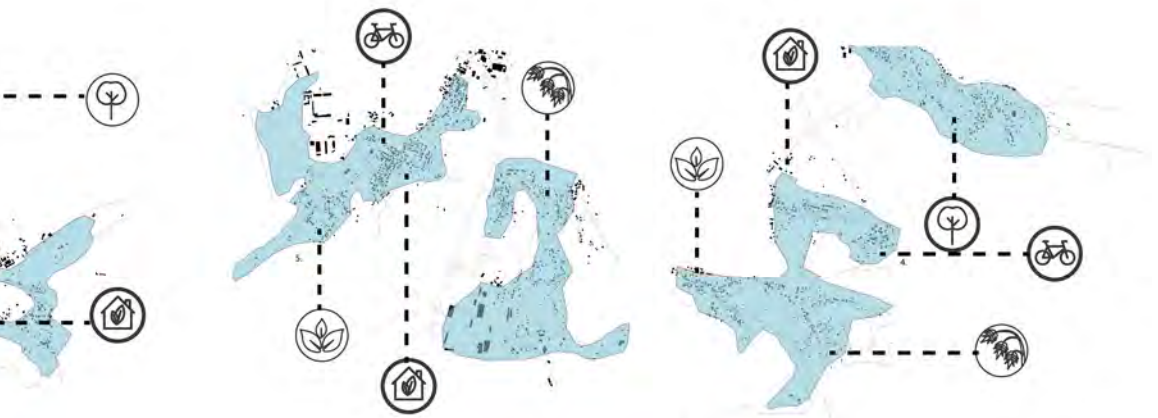


Fig7 / Rehabilitation of the peripheral Vulnerable Spaces
Source / Aguljeln Marku, Keti Hoxha, Sara Pouryousefzadeh



Consuming the park
Thermia

Area in danger of over-building

Area in danger of pollution

3 / Cultural Patches

Amanda Terpo, Ermal Hoxha, Silvia Imbesi

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Prishtina is a complex and vivid city; strategically located it has been the economic and cultural center of the country long before it was its capital. Its diversity fostered great cultural potential. With a domination of young population, the city is a vibrating center for innovation and experimentation. The project is concentrated into building communities through sustainable development approaches. The aim of the project is to extenuate the cultural diversity promoting social inclusion, building cultural bridges and increasing the sense of belonging in the city. These aims are all achievable through a set of objectives that considers interventions that are tangible and intangible, creating common platforms of communications, enhancing community living and sustainable community living

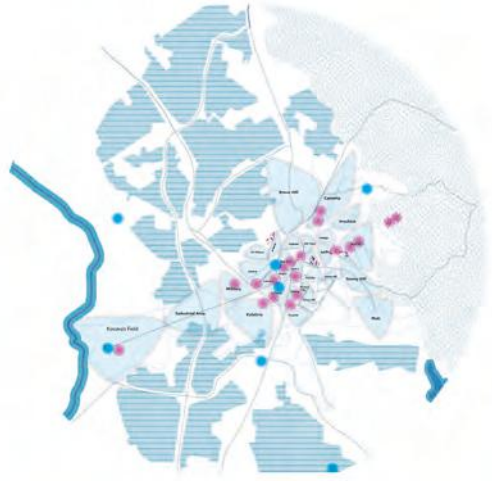
with focus in sports activities, educational institutions fostering activities, art, music and crafts interventions, bring back historical reminisce, rethinking open spaces, connecting the city and increasing social inclusion. In terms of tangible interventions, the project is concentrating in a very important path that cuts across the city center, the intervention suggest that the path spreads to include important open spaces and unofficial landmarks in the city, merging the cultures through simple art interventions such as, pavement, lights and road signs. These interventions are going to be a simple tool to bring a new image to some of the formerly most important areas in the city, bring them together with areas that have a newly gained appeal.



Fig1 / Connecting the city
Source / Amanda Terpo, Ermal Hoxha, Silvia Imbesi, Kai Li Sim



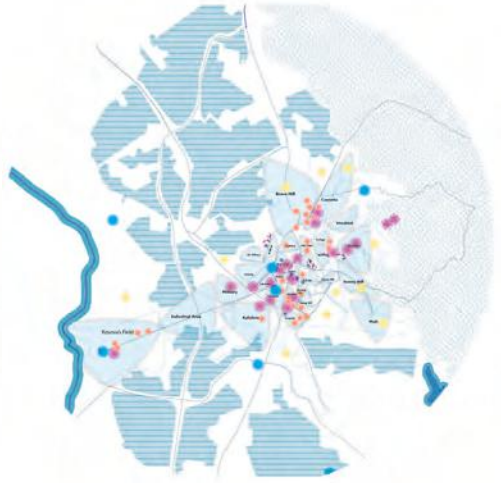
Strong infrastructure



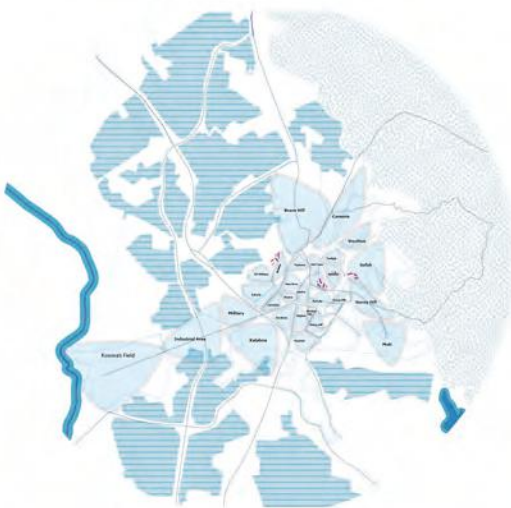
Education and sport focal points



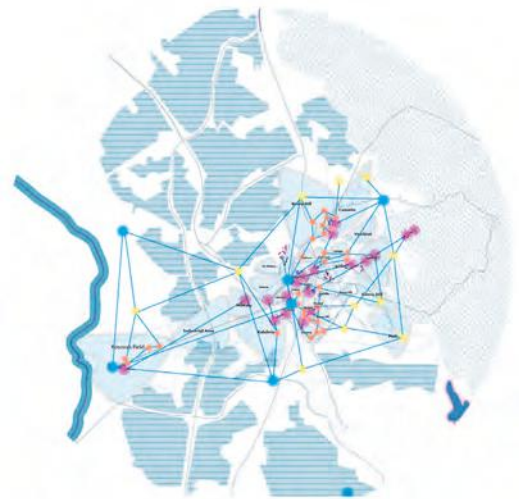
Sprawl



Building and spaces



Cultural neighborhoods



Cross connection points



*Fig2 / Palace of Youth and Sports
Source / What to see in Prishtina – Prishtina Tourist Attractions*



*Fig3 / National Library of Kosovo
Source / <http://www.monumentalism.net/Prishtina-national-library/>*



Fig4 / Map of the city points of interest
Source / Amanda Terpo, Ermal Hoxha, Silvia Imbesi, Kai Li Sim

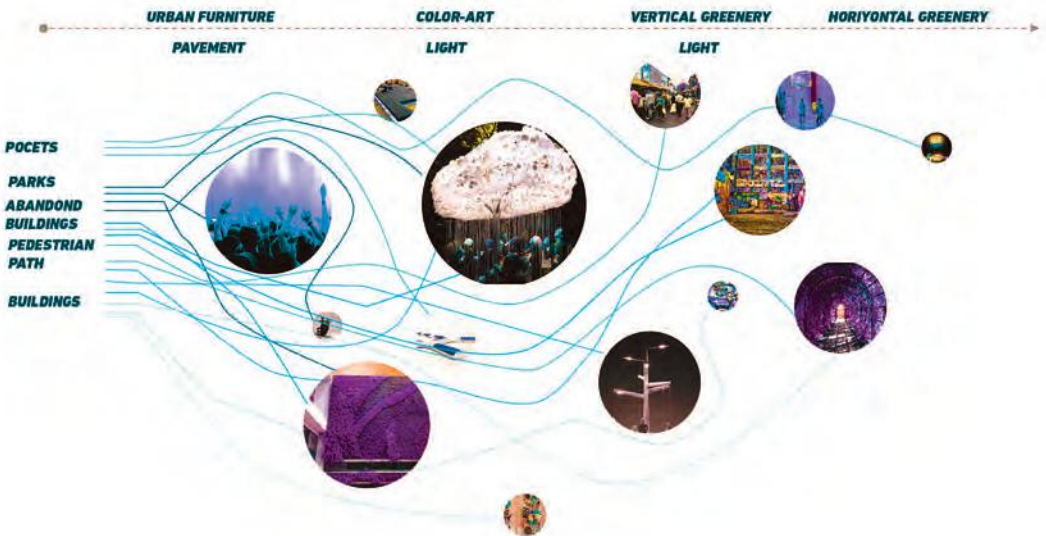


Fig5 / Types of Potentials
Source / Amanda Terpo, Ermal Hoxha, Silvia Imbesi, Kai Li Sim

1. FORMER INDUSTRIAL
2. ABANDONED HOUSES
3. "EMIN GJIKU" HOUSE MUSEUM
4. "SAMI FRASHERI" HIGH SCHOOL
5. HAMAM
6. CLOCK TOWER
7. ACADEMY OF SCIENCES
8. NATIONAL MUSEUM
9. FOUNTAIN
10. PARKING LOT
11. MUNICIPAL BUILDING
12. MONUMENT
13. "HIVZI SYLEJMANI" BIBLIO
14. "METO BAJRAKTARI" SCHOOL
15. KINO ABC
16. PEDONAL AREA
17. SKANDERBEG STATUE
18. NATIONAL THEATRE
19. "DODONA" CITY PARK
20. CIVIL SOCIETY FOUNDATION
21. "SMALL COFFE SHOPS"
22. STADIUM
23. PALACE OF SPORTS
24. "NEW BORN" MONUMENT
25. KINO ABC
26. MINISTRY OF CULTURE
27. MARTYR'S MONUMENT
28. ART ACADEMY
29. FACULTY OF ARTS
30. "RILINDJA" PRESS
31. NATIONAL LIBRARY
32. FACULTY OF EDUCATION
33. ARTS GALLERY
34. PHILOSOPHY AND LINGUISTICS FACULTY
35. "FEHMI AGANI" PHILOSOPHER MONUMENT
36. ALBANOLOGICAL INSTITUTE
37. STUDENT CANTEEN
38. "I TETORI" SPORTS ARENA
39. FORMER INDUSTRIAL
40. "DARDANIA" KURRIZI
41. PLAYGROUNDS
42. ARCHITECTURE FACULTY
43. OPERA HOUSE

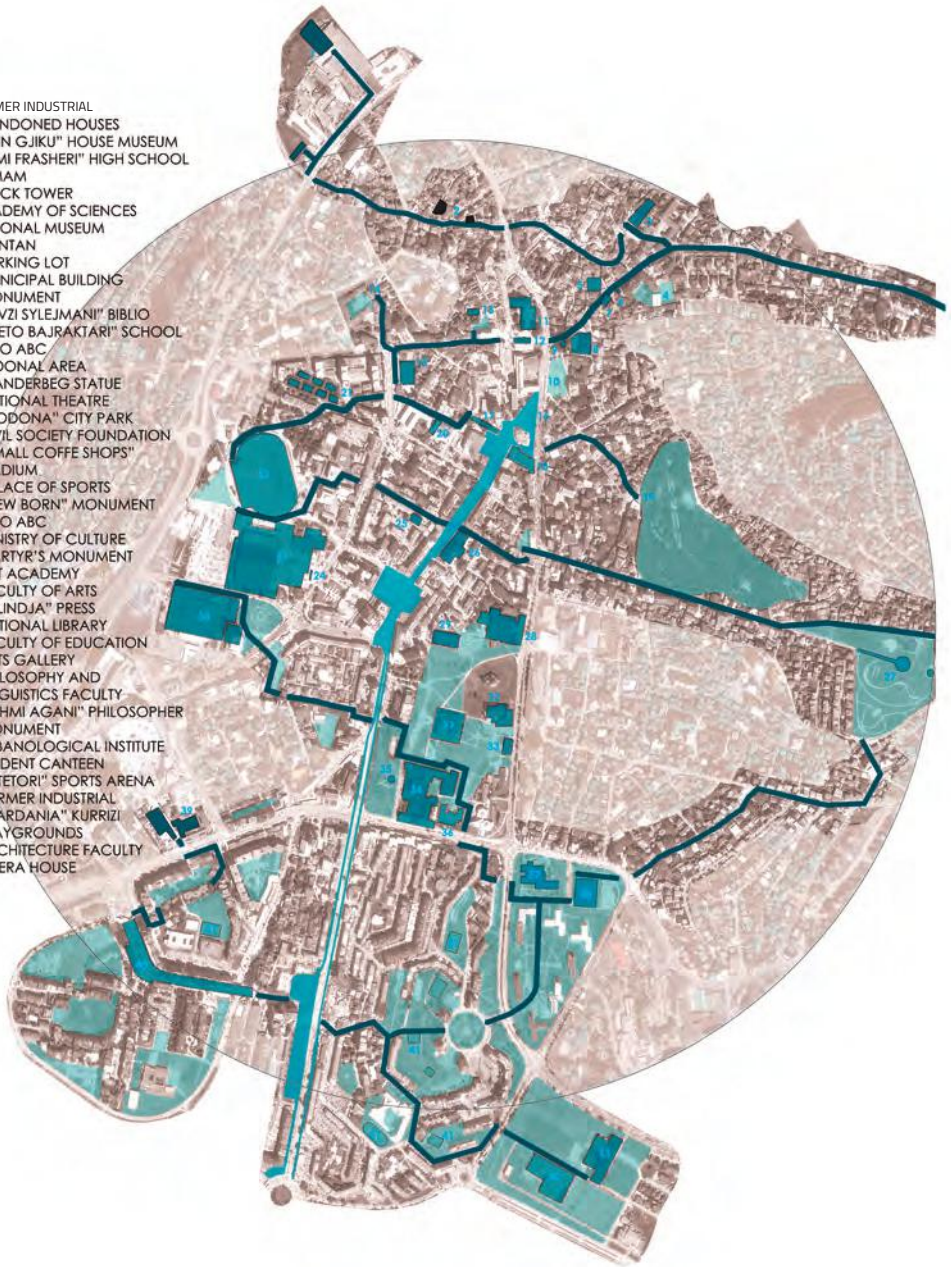


Fig6 / The list of interest buildings
 Source / Amanda Terpo, Ermal Hoxha, Silvia Imbesi, Kai Li Sim



<p>Museums and Heritage Artifact preservation workshop Artifact-handling opportunities Historic food, crafts, and games Collaborative pop-up museum Walking tours of historic neighbourhoods, historic plaques Back-of-house tours Active participation in exhibit development Social media posts from local historical figures or statues Collect oral histories</p>	<p>Visual Arts and Craft Show your process Create collaborative works with the public Demos of techniques Classes for different ages and skill levels Artist talks Matting & framing workshops Makers fairs 'Make & Take' art swap Studio tours Knit-ins and yarn bombing Walking or bike-tours of public art 'Plein Air' workshops Explore traditional art forms and techniques</p>	<p>Theatre Make a prop workshop Try on costumes Back-of-house tours Improv workshops/fheatre sports Play readings Open rehearsal or workshoping Q & A with directors, actors, producers, etc. Tech workshops and demos Workshops for aspiring actors - i.e. audition prep Actor for a Day Stage combat workshop Sneak peek of your forthcoming season</p>	<p>Literature, Libraries and Spoken Word Six-word story contest Book debates with local authors Human library Genealogy and family tree-activities Open rehearsals Sing-a-longs / sing-ins Master classes Webcast concert and hold a tweet chat with conductor, composer, etc. Open mics Jam sessions Songwriting workshops Recording sessions, sound engineering demos</p>	<p>Music Conduct Ujd - Invite the public to conduct your choir, orchestra or symphony Instrument petting zoos Open rehearsals Sing-a-longs / sing-ins Master classes Webcast concert and hold a tweet chat with conductor, composer, etc. Open mics Jam sessions Songwriting workshops Recording sessions, sound engineering demos</p>
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Fig7 / Calendar of activities
 Source / Amanda Terpo, Ermal Hoxha, Silvia Imbesi, Kai Li Sim

Fig8 / Actual Situation

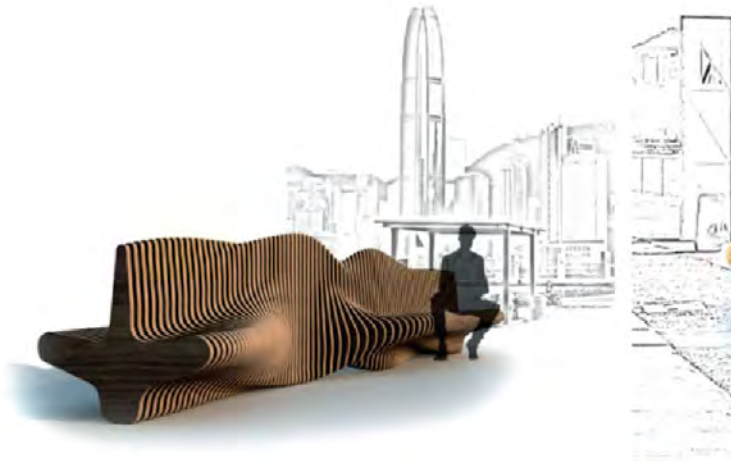
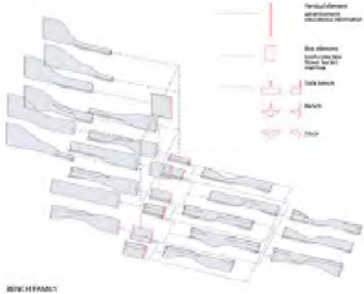
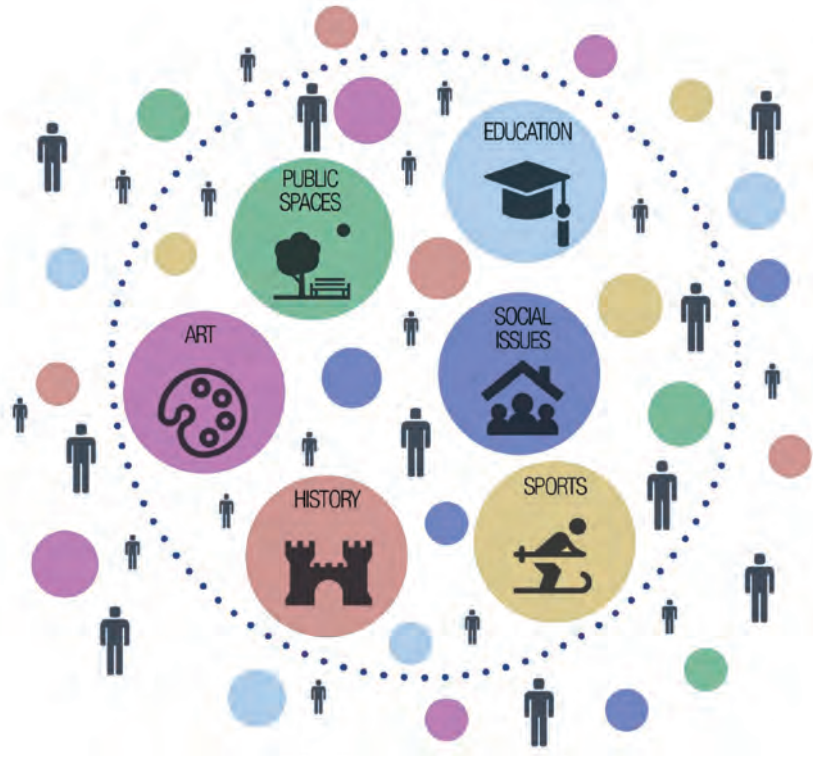




Fig9 / Conceptual Proposal



Fig10 / Example of Urban Furniture that can Characterize the Public Space

Location: Hong Kong
 Designer: Rocker-Lange Architects
 Design year: 2009
 Type: Exhibition Contribution
 Client / Organization: Hong Kong & Shenzhen Biennale

4 / Environment & Pollution

Fiona Imami, Malvina Istrefaj, Sim Kai Li, Vittoria Mencarini

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Almost every capital in Balkan has encountered major changes during the last decades. The political system transitions are followed by institutional progress and failures, urban transformations, environmental challenges and of course social and economic dynamics.

The subject of national identity, public memories and foundations of a capital have been one of the main challenges for Kosova and Prishtina, especially after the political conflicts (1999).

The extensive migration from rural to urban areas, was accompanied with a lot more economic activity, especially towards construction, to foster these newcomers to the city. In this context main urban hubs of Kosova have been developed chaotically, freely and obviously without a settled regulation, with Prishtina becoming the main centre where urbanization and informality have manifested themselves in a much greater level. As such the following can be said for Prishtina:

- Its peripheral agricultural lands, have been occupied and developed (sometimes illegally), significantly reducing the agricultural production in the region.
- Considered the main economic industrial pole, combined with the extensive construction activity in the last decade, Prishtina consequently has resulted to be one of the most polluted capitals in Europe.

- On the environmental aspect, the Thermos Central Obiliq, the only coal power station which provides energy for the entire state, has its own direct impact in air and water, directly reflecting the health quality of Prishtina citizens

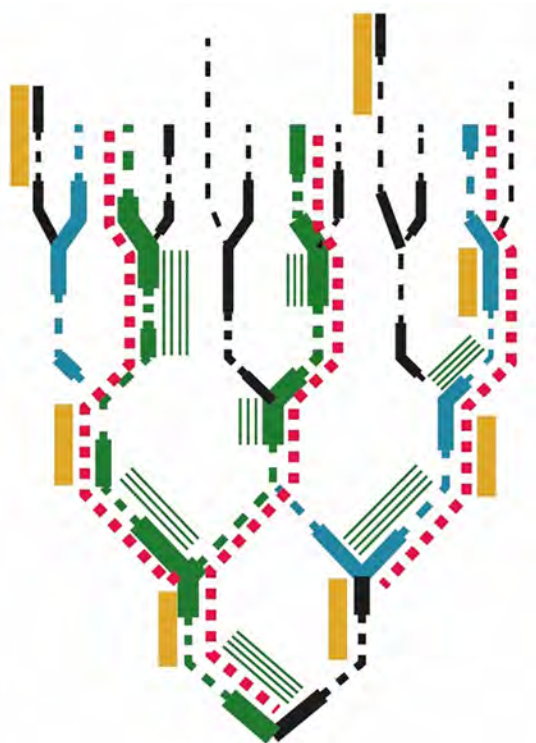
- The transformed landscape, has no identity, neither any feature of a welcoming city

Experiencing this recent urbanization, Prishtina reveals the need to connect with the nature, improve the environment and preserve the green/open spaces in the city.

In this regard landscape improvements and greenery situation are some of the issues analysed by the project. Conceptual projections, and recommendations are given in the following project schemes.

Green Infrastructure is considered an adequate intervention in Prishtina territory, as a response to pollution, health issues, urban and environmental problems. The complexity and flexibility of this strategy, can be a useful instrument in the planning process and the implementation phase, by using short, medium and long term interventions.

Addressing this strategy in several layers, tackles and contributes to the urban infrastructure, ecology and biodiversity, landscape and public space, while affecting also the agriculture sites and the general public health.



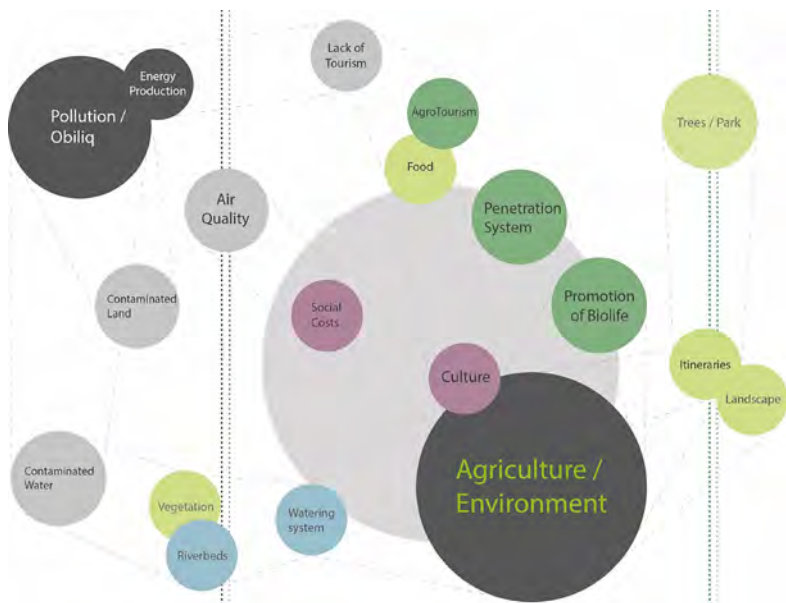


Fig1 / Area to Get Rid of Pollution / Green Natural Area



Fig2 / Barcelona green infrastructure & biodiversity plan



Fig3 / Greenery in the Area



Fig3.1 / Infrastructure in the Area

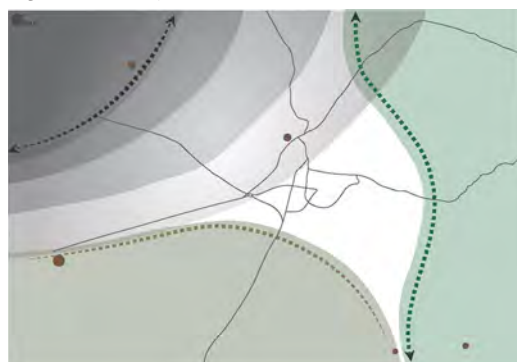


Fig3.2 / Pollution in the Area

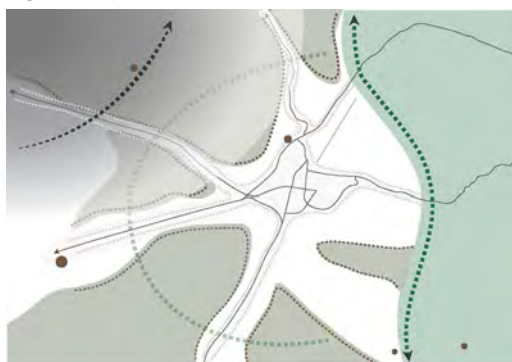


Fig3.3 / Overlapping



Fig4 / Greenery in Prishtina



Fig5 / Pollution in Prishtina



Fig6 / Intervention



Fig7 / Barcelona's Green Infrastructure and Biodiversity Plan
 Source / <https://www.iucn.org/content/barcelonas-green-infrastructure-and-biodiversity-plan>



Fig8 / Metabolism of the urban fabric in terms of green infrastructure & biodiversity
 Source / Barcelona green infrastructure and biodiversity plan 2020. Summary

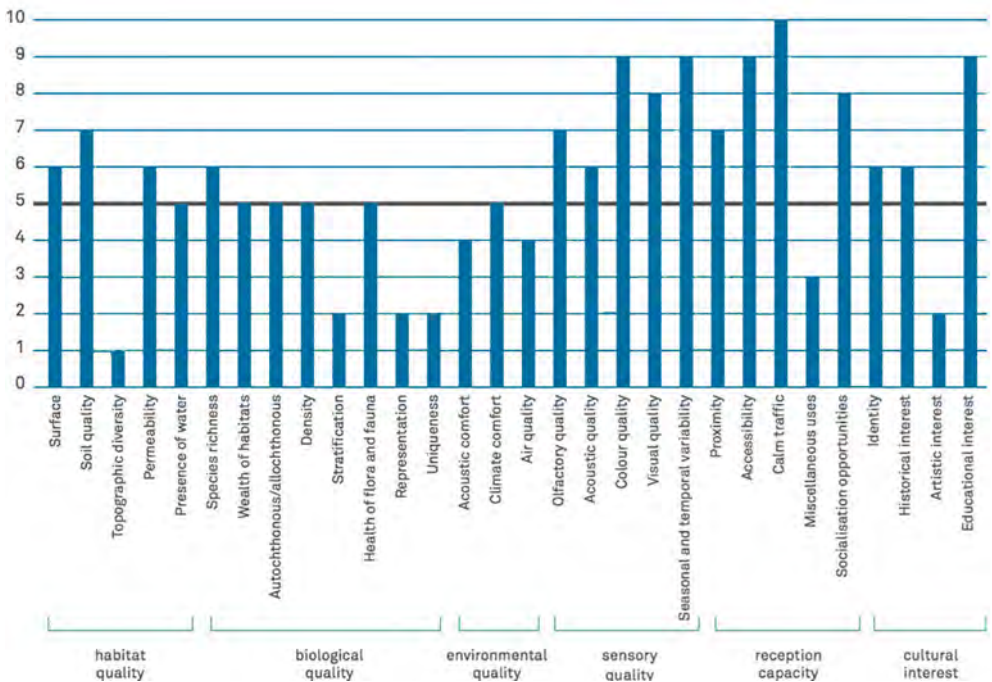


Fig9 / Assessment of features & foremost contributions
 Source / Barcelona green infrastructure and biodiversity plan 2020. Summary



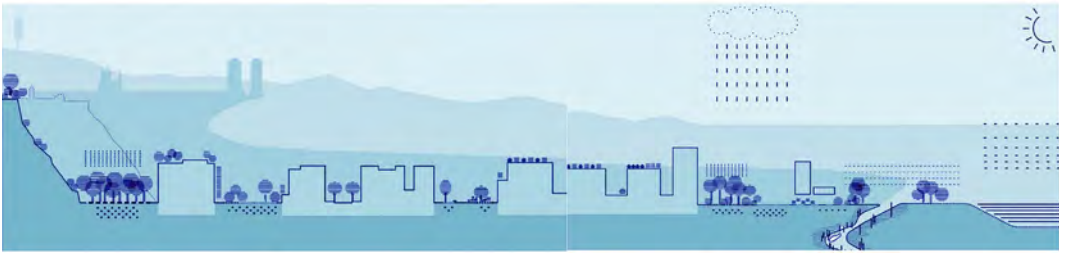
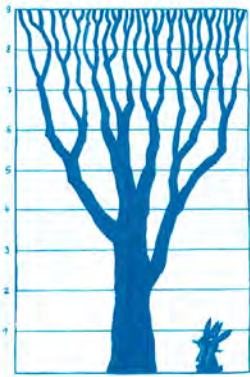


Fig. 10 / Barcelona Green Infrastructure and Biodiversity Plan
 Source / Barcelona green infrastructure and biodiversity plan 2020. Summary



**B-TREE
 INFORMATIC**

In computer science, a B-tree is a self-balancing tree data structure that keeps data sorted and allows searches, sequential access, insertions, and deletions in logarithmic time.

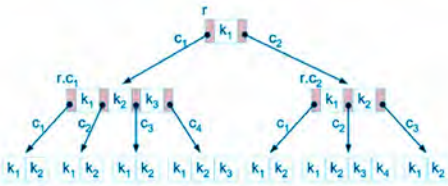
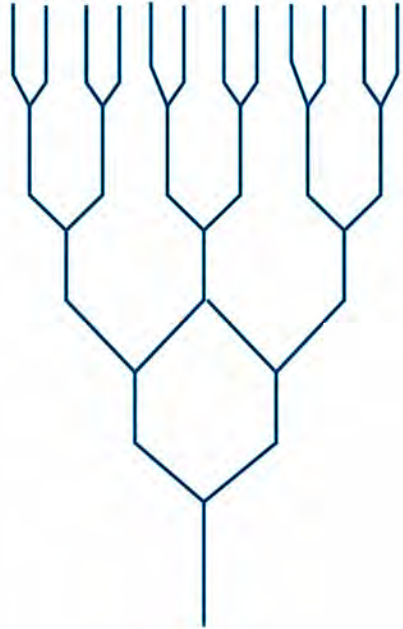


Fig11 / Fibonacci Trees Growth

Fact *Strategy* *Vision*



Connection
 Urban settlement
 Infrastructure
 Ecological corridor
 Green spaces



Adding layers
 Agriculture
 Public spaces
 Public transport

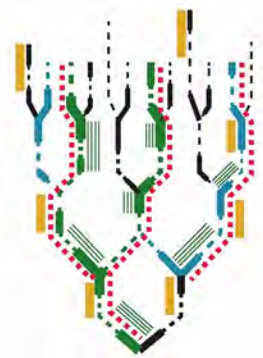


Fig12 / From Fragment to Frame



Source / <https://inhabitat.com/paris-allows-anyone-to-plant-an-urban-garden-anywhere/>



Fig13 / Photo Renderisngs
 Source / Fiona Imami, Malvina Istrefaj, Sim Kai Li, Vittoria Mencarini



Fig14 / Photo Renderisngs

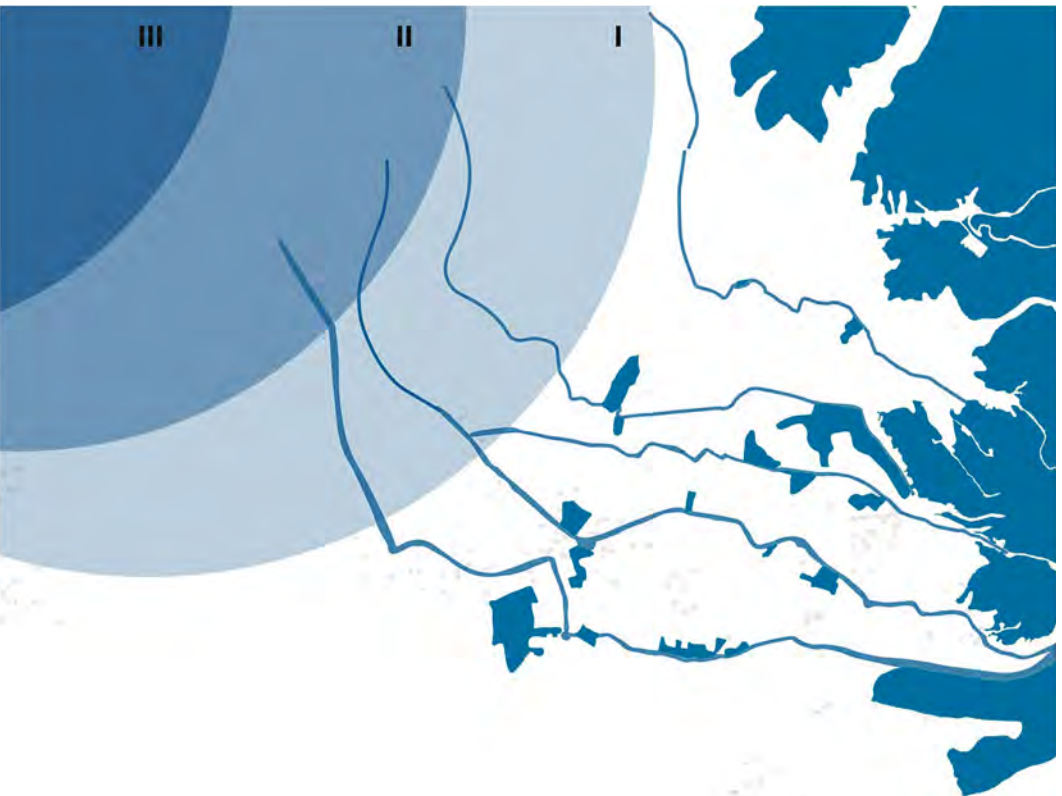
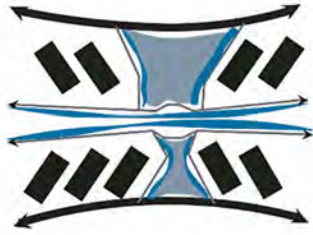
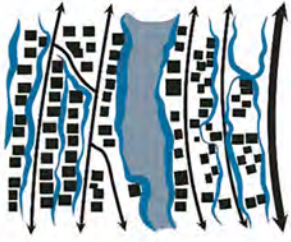


Fig15 / Sprawl of greenary (categories)
 Source / Fiona Imami, Malvina Istrefaj, Sim Kai Li, Vittoria Mencarini



Fig16 / Typologies of Landscape



GREEN FORMS



GREEN SPACES

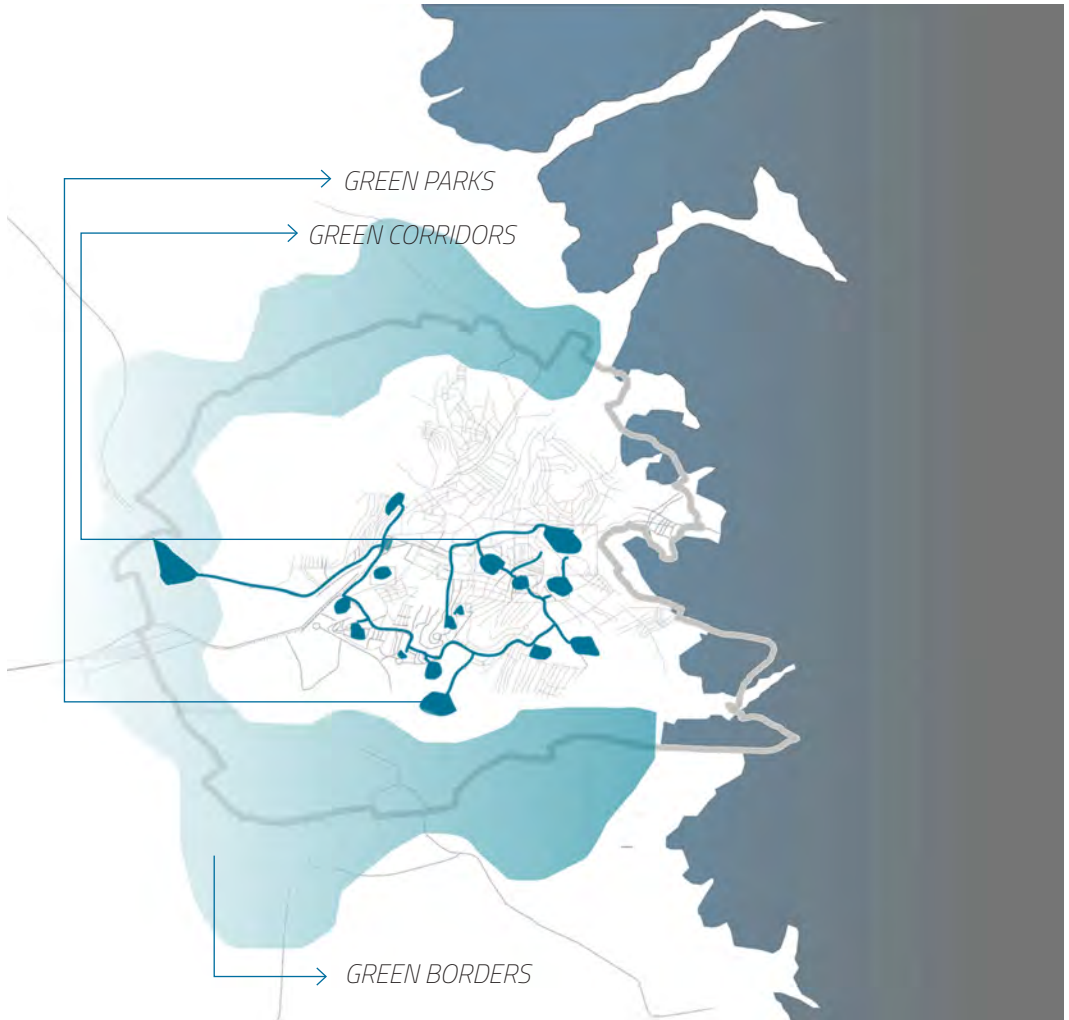


GREEN CORRIDORS





Fig17 / Barcelona Green Infrastructure and Biodiversity Plan



"Come to the parks" Programme

"Transform your house into a garden"

In 2010, the programme comprised 7 workshops with a specific theme – bulbous plants, rosebushes & the domestic vegetable garden – which were attended by 500 people.



Fig18 / Environmental Education Programme



A Vision for Greener Prishtina

In Prishtina, pollution is a major problem, both for health and for the protection of the environment and consequently the economy, especially agricultural. The problem must be tackled in political and economic terms.

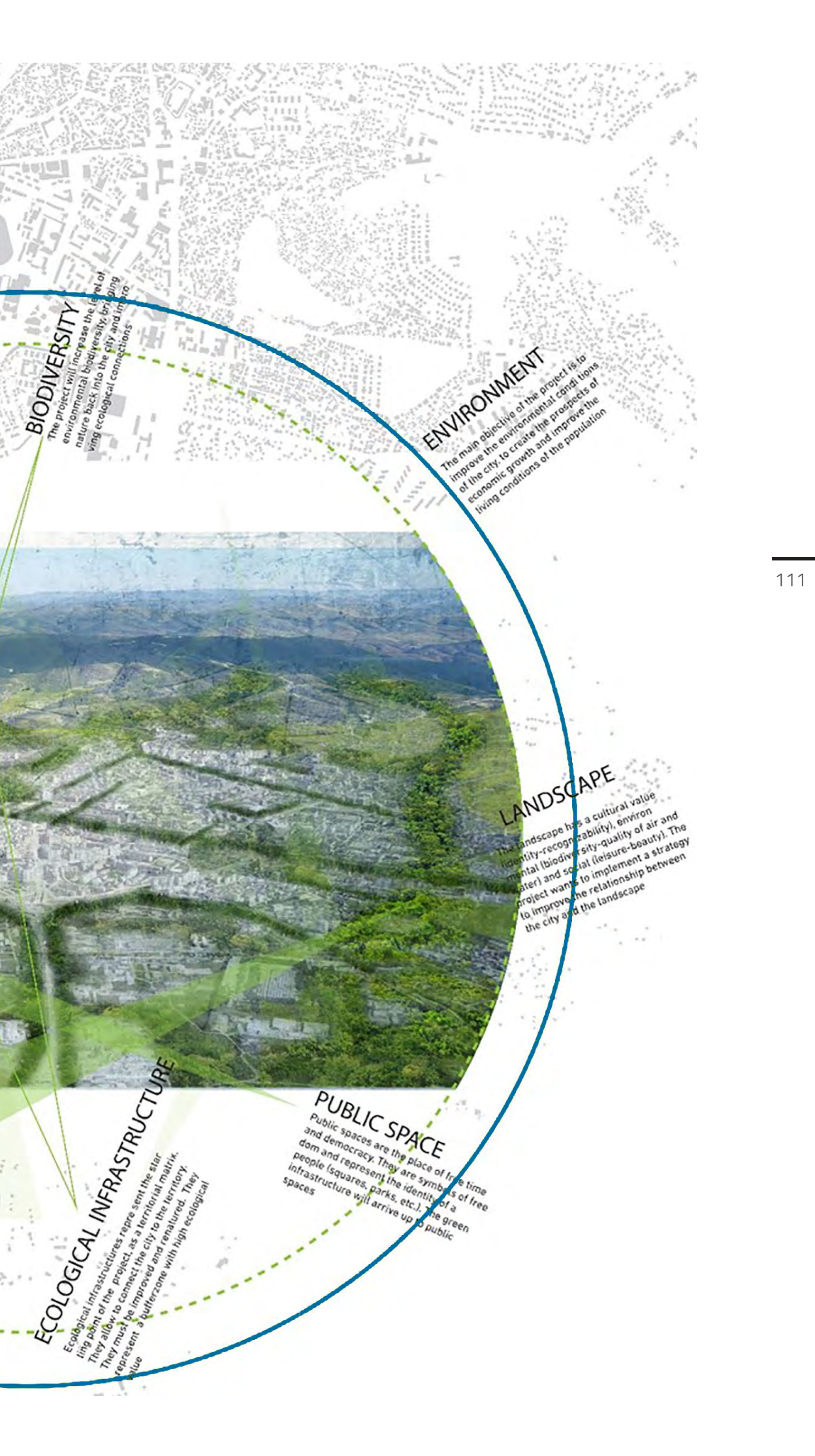
But the implementation of green represents an opportunity to solve part of the problem in a short, medium and long term vision and at different scales of intervention. In a city where informality and disorder prevail, "green" represents an infrastructural element capable of giving order, recognition and identity to places.

AGRICULTURE

Agriculture is a great opportunity for Prishtina. In the future vision, the conditions will be created to allow its development. Non-edible products will be grown in the most polluted areas, but destined for the bioplastics or clothing or forestry industries.

URBAN INFRASTRUCTURE

Ecological infrastructures represent the starting point of the project, as a territorial matrix. They allow to connect the city to the territory. They must be improved and renovated. They represent a buffer zone with high ecological value.



BIODIVERSITY

The project will increase the level of environmental biodiversity by bringing nature back into the city and improving ecological connections

ENVIRONMENT

The main objective of the project is to improve the environmental conditions of the city, to create the prospects of economic growth and improve the living conditions of the population

LANDSCAPE

The landscape has a cultural value (identity-recognizability), environmental (biodiversity-quality of air and water) and social (leisure-beauty). The project wants to implement a strategy to improve the relationship between the city and the landscape

ECOLOGICAL INFRASTRUCTURE

Ecological infrastructures represent the starting point of the project, as a territorial matrix. They allow to connect the city to the territory. They must be improved and renewed. They represent a bufferzone with high ecological value

PUBLIC SPACE

Public spaces are the place of freedom and democracy. They are symbols of a people (squares, parks, etc.). The green infrastructure will arrive up to public spaces

Improving Energy Efficiency, reducing air pollution Intervening in Public Service Areas to save energy and reduce gas emissions.

keywords / Energy Efficiency, Thermal Comfort, Energy Retrofit, Reduce Gas Emissions

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Abstract

It is no longer possible to ignore the Climate Changes we are facing and that carbon emissions are the responsible for them. Carbon emissions are mainly caused by the use of energy and its production. Energy efficiency measures offer many opportunities to help rapidly growing cities achieve energy security, energy savings, and reduce costs and emissions. Energy savings, nowadays is a high-priority concern in many countries. Therefore energy-efficient measures are being increasingly implemented in all sectors.

Rapid urbanization has led to massive demand for energy to power economic activity, expand basic infrastructure, and deliver municipal services. Cities now consume about two-thirds of the world's energy, and are responsible for about 70 percent of the world's GHG emissions. Energy efficiency can play a key role in helping meet growing energy demand in cities; it can offer practical, cost-effective solutions to expand and improve urban services, while contributing to cities' efforts to be more competitive and address climate change.

Prishtina faces steady population and economic growth, which requires an expansion of reliable energy and delivery of municipal services. Also the city is one the most polluted capital cities in Europe and that is because of Obiliq Power Plant. Its emissions are about 74 times above the European standard. About 15% of energy in Prishtina is produced by Obiliq Power Plant. Improving the energy efficiency would reduce the energy loss, so the need for energy and by that, for Obiliq, would be lower. Reducing the Obiliq emission will cause the reduction of air pollution.

The methodology used for the energy retrofits comprises three steps, namely assessment of the energy performance, prioritization of sectors having the highest energy savings potential, and giving recommendation for the EE plan. This EE plan must be in line with the strategies and targets set at the national and local level to reduce energy consumption and improve performance in most sectors, including public services.

The priority areas of Intervention will be the public building, street lighting and urban public transport since the public administration has high control of these areas.

Recent studies such as the assessment of the energy performance of Astana and Almaty (Kazakhstan) found that targeted interventions in energy-efficiency in municipal service sectors - including public buildings, district heating, transport, street lighting, waste and water supply – can lead to significant energy savings annually, including 43% savings (3,7 billion kWh) in Astana and 34% savings (3,1 billion kWh) in Almaty.

The aims of this study will be the retrofit for improving the energy efficiency; how much can we save energy from service areas and what effects will it have in reducing gas emissions.



Fig1 / Obiliq Power Plant
Source / www.insajderi.com

Introduction

Prishtina faces a constant population and economic growth which requires an expansion of the energy and municipal service delivery. Most of the city's infrastructures, such as central heat supply network, water pipes or the residential and public buildings stock are old, with high energy intensity and incur losses. In addition to recent initiatives to improve the capacity and performance in public transport and some retrofit programs for central heating and potable water sector, there is still a huge demand to modernize the infrastructure and meet the future needs with regard to energy and municipal services.

As of now, Prishtina incurs high energy losses for district heat and electricity generation, as well as in the energy distribution for the end-users, mainly in the residential sector. Due to the increase in the mobility of the city residents, private and commercial transport has reached critical levels in terms of density, congestion and GHG emissions. The country is likely to face a difficult road ahead in terms of increasing electricity supply, which no longer meets domestic demand as a result of years of inadequate and weak management. Despite

local and international investment, Kosova lives in a continual energy crisis characterized by pollution-producing lignite power generation, an old and inefficient transmission and distribution grid. The country has two lignite fired thermal power plants, Kosova A and Kosova B, located in the municipality of Obiliq and is only a few kilometers from Prishtina. These two power plants have a combined installed capacity of 1,400 MW, though both are out-of-date and run far below installed capacity. Serious pollution is emitted from the two functioning power plants and they release 25 tons of dust and ash per hour, which is 74 times the EU standard for power plant emissions.

Energy related activities are a major source of the emissions of greenhouse gases that contribute to global warming. At a more localized level, energy production and consumption are major causes of environmental pollution that has negative consequences for human health and well-being. Different actors, stakeholders and technologies are directly engaged in each of these consumption-related applications. For example, household members select and use appliances and vehicles, while

companies and municipal authorities install and maintain boilers, water treatment plants, street lighting, collection, transportation and disposal of solid waste, etc. Therefore, different policy instruments would be needed to address each area.

As global demand for energy grows and prices rise, a city's energy consumption becomes increasingly tied to its economic viability (Troy, 2014). A city with a high "urban energy metabolism"—that is, a city that needs large amounts of energy in order to function—will be at a competitive disadvantage in the future. He explores why cities have different energy metabolisms and discusses an array of innovative approaches to the problems of expensive energy consumption (Troy, 2014). It looks at dozens of cities and to understand the diverse factors that affect their energy use: behavior, climate, water supply, building quality, transportation, and others. He then assesses some of the most imaginative solutions that cities have proposed, among them green building, symbiotic infrastructure, congestion pricing, transit-oriented development, and water conservation. To conclude, the author addresses planning and policy approaches that can bring about change and transform the ideas into real solutions (Troy, 2014).

There is a significant connection between the role of the building sector on energy consumption and greenhouse gas emissions, international technical standards, laws and regulations, building energy efficiency and zero energy consumption buildings (Desideri, Asdrubali, 2018).

Khalil addresses the macroscale of urbanism from the perspective of city dwellers' quality of life, and explores the microscale of buildings and the perspective of ensuring indoor air quality within the boundaries of energy efficiency. It presents energy-efficient urban planning as a tool for improving city energy performance (Khalil, 2015)

The principles of eco-design have much to contribute to the planning and management of human communities, industrial parks and networks, architectural practice, and products, and need to make rapid and tangible progress towards a sustainable human economy (Stitt, 1999). This is the primary far reaching manual for the best in class in green plan. This exceptional accumulation of "green" compositions - from fundamental figures, for example, Paolo Soleri and Buckminster Fuller, to overlooked pioneers of elective materials and trial strategies, to specialists around the globe - makes feasible out of the blue an amazing outline of natural structure in design and arranging. It's additionally an unparalleled wellspring of much-required motivation, work streamlining subtleties, and how-to's for this present reality structures and plans that are an everyday part of your work

Methodology

Under the pressures of rapid industrialization and urbanization, Prishtina is facing the challenge of reducing air pollution and CO2 emissions simultaneously while maintaining their economic growth. Under such a circumstance, a growing attention is focused on successful implementation of co-benefit policies that are designed to improve energy efficiency and reduce both air pollutants and CO2 emissions. However, the concept of co-benefit policies must be developed further in order to identify its quantitative and qualitative validity, which can be assessed using a reliable methodology for the estimation of co-benefits and through clarification of the importance of this approach for stakeholders in urban environmental policy-making.

There are several areas in which we can intervene for improving energy efficiency such as: urban transport, municipal public buildings, residential buildings, commercial and industrial

sector, street lighting, power system, urban transport, private transport, district heating, water and wastewater and solid waste. Based on level of control by the Prishtina city administration we are going to focus this study in the areas which are in high control by the Prishtina city administration: municipal public buildings, district heating and street lighting. For these areas we will determine how much energy consumption can we reduce and the corresponding reduction of gas emissions. There are a few software that are useful for these calculations such as: Wattics, Eniscope, ProcessMAP, TRACE, etc. These softwares are specialized for only some kind of calculation mentioned above. TRACE is the one that calculates the data that we want in all these areas of intervention. TRACE has been used and had good result also in implementation for other cities such as Sarajevo, Tbilisi, Astana, etc. Cities that are similar to Prishtina.

So the assessment for Prishtina will be done by TRACE¹.

The statistical information used in this study has been extracted from different edition of databases published by the government organizations. Energy and cost savings potential are assessed through a relatively simple benchmarking process. Basically, the

indicators selected for Prishtina are compared with similar indicators from other cities included in the TRACE database. For comparison purposes, cities can be selected based on the level of development, based on climate, or based on population. The cities that do better than Prishtina on a particular indicator become a benchmark that Prishtina itself can aspire to. For example, if several cities have a lower energy consumption for public buildings, it is an indicator that local authorities in Prishtina could achieve energy savings in the 'Public Building' sector. If the specific heat consumption per area of municipal public buildings for a selected number of similar municipalities performing better than Prishtina is $X \text{ kWh/m}^2$, and the buildings in Prishtina consume in average $Y \text{ kWh/m}^2$, then its relative energy intensity is $(Y-X)/Y = Z\%$. The energy and cost savings potential is calculated for each of the four service areas.

Municipal Public Buildings

The City of Prishtina manages a stock of 112 municipal buildings, of which the majority are educational and health buildings. Most of these buildings were built in the communist years, and as such tend to be relatively energy inefficient.

			Electricity Consumption		Heating Consumption	
	Number	Area (m ²)	(kWh/year)	(kWh/year/m ²)	(kWh/year)	(kWh/year/m ²)
Educational	61	155417	4681021	30.1	16879240	108.6
Administrative	19	17633	1112685	63.1	287284	16.3
Cultural	8	3120	178458	57.2	0	0
Health	24	17483	1687189	96.5	1417730	81.1
TOTAL	112	193653	7659353	39.6	18584254	96

Tab. 1 / Energy consumption in municipal buildings in Prishtina
Source / www.esmap.org

¹ / The Tool for Rapid Assessment of City Energy (TRACE) was first developed in 2008 by ESMAP's Energy Efficient Cities Program to help cities expand their municipal services through energy efficiency. It was designed to give city authorities a quick and easy way to assess their energy use and to identify cost-effective and feasible measures they can take to improve energy efficiency in a variety of public sectors including lighting, water and wastewater, buildings, transportation, solid waste, and power and heating. It guides users through the process of data collection and sector prioritization —considering key constraints such as technical capacity and finance— to generate specific and integrated recommendations cities can use to improve and expand their energy efficiency efforts. TRACE's benchmarking function allows a city to compare its energy use against a range of peer cities and show the potential energy efficiency improvement the city may realize if it were to match the average of better-performing cities. For each of these service areas, TRACE requires the collection of a number of indicators.

As shown in the table 1, the total energy consumption for municipal public building is 26'243'607 kWh/year.

When we calculate the energy performance according to the benchmarking made by TRACE 2.0, Prishtina is an efficient city among peers with similar condition in the database for the heating consumption, but for electricity consumption Prishtina has high consume.

The saving potential calculated by TRACE is 27.84%. That means that we can save 7'306'220 kWh/year by making interventions in municipal

public building in Prishtina.

In addition, improved energy efficiency codes can ensure that all new municipal buildings are good energy performers.

District Heating

District heating in Prishtina is provided by Termokos, a local public utility company. Termokos was established in 1970 with a small capacity, and with a network of steel pipes with classic insulation.

Over time, the system has continuously expanded, with more and more buildings added. The total distribution network is 77 km in length. Termokos

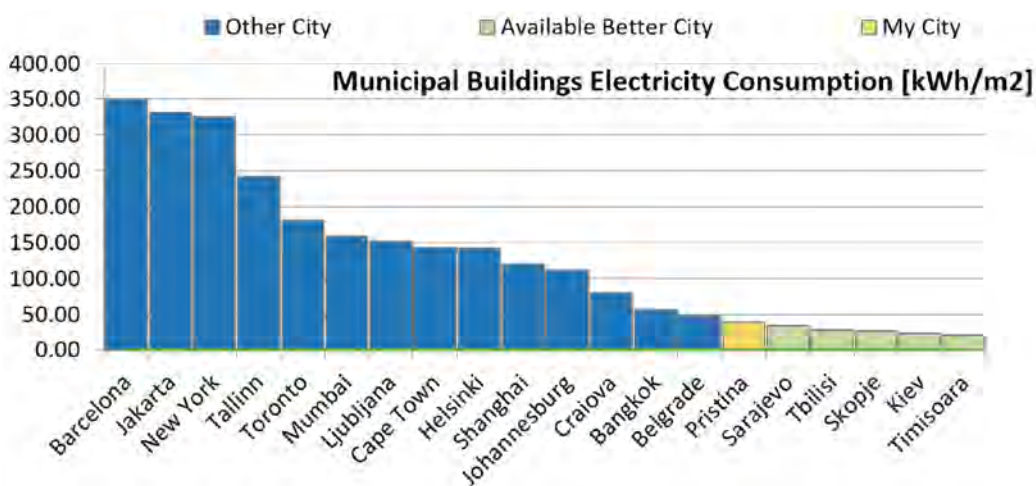


Diagram 1 / Peer City Benchmark for Municipal Building Electricity Consumption

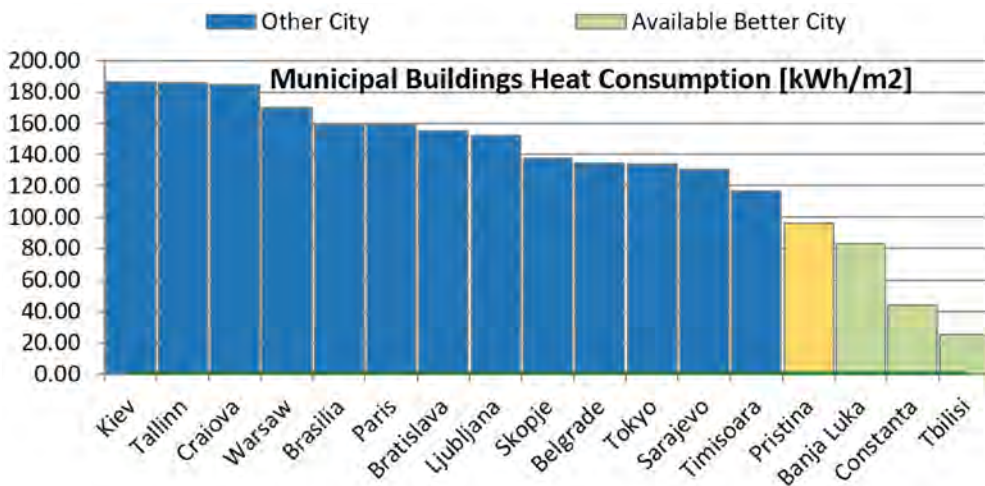


Diagram 2 / Peer City Benchmark for Municipal Building Heat Consumption

is responsible for the primary distribution network, from the district heating plant to the substations, while end-consumers are responsible for the secondary network, from the sub-stations to the radiators. Heat

is delivered 6 months per year, from October 15th through April 15th.

In the 2015/2016 heating season, the amount of heat delivered by Termokos was around 165 GWh.

The saving potential calculated by

TRACE is 26.37%. That means that we can save 52'393 MWh/year. To achieve this target district heating network

frequently maintenance is needed and also replacing some of the old pipes with new ones.



Fig2 / Termokos main building
Source/ termokos.org

	Produced Heat (MWh)	Delivered Heat (MWh)	Distribution Losses (MWh)	Distribution Losses (%)
Oct-15	9179	7508.42	1670.58	18.2
Nov-15	30405	24932.1	5472.9	18
Dec-15	40627	33314.12	7312.88	18
Jan-16	43169	36032.22	7136.78	16.53
Feb-16	33832	28224.05	5607.95	16.58
Mar-16	34581	29278.21	5302.79	15.33
Apr-16	6893	5798.33	1094.67	15.88
Total 2015/2016	198686	165087.45	33598.55	16.91

Tab.2 / Performance of Prishtina District Heating System
Source / ero-ks.org

Public Lighting

The street lighting sector in Prishtina has underwent significant improvements in recent years. With financial and technical assistance from donors, the municipality has started an ambitious program to improve the performance of the network. In 2011, for example, 20% of all light poles in Prishtina were equipped with state of

the art LED technology.

As shown on the table the total consumption of public lighting is 844 kWh/year.

Consequently, local authorities plan to replace the remaining stock of inefficient mercury vapor bulbs (52% of the entire stock) with LED technology. Such solutions have been successfully tested by some of the

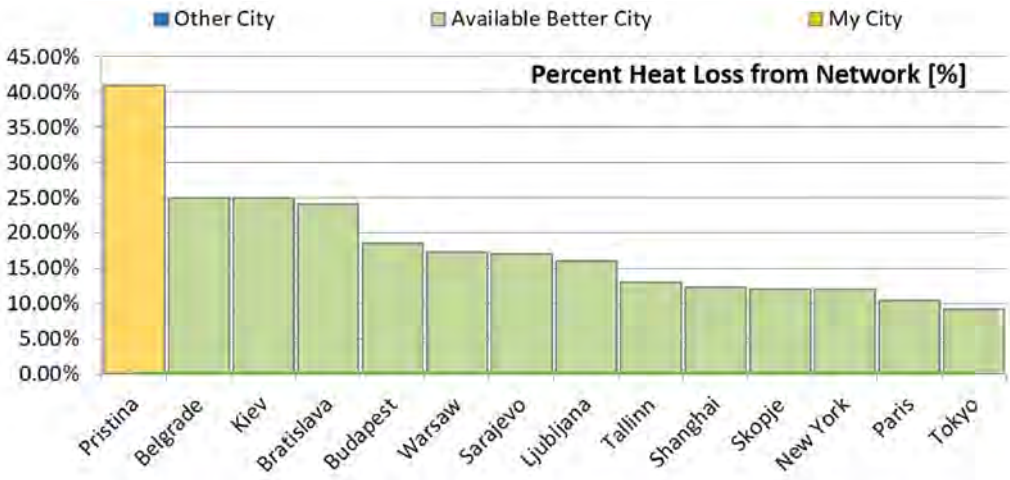


Diagram3 / Peer City Benchmark for Percent Heat Loss from Network

Type of Bulb	Power of Bulb (Watt)	Number of Lighting Bodies
LED-90W	90	700
LED-60W	60	150
LED-30W	30	385
Mercury Vapor-150W	150	299
Mercury Vapor-125W	125	2094
Mercury Vapor-125W in parks and squares	125	881
CFL-Flourescent Bulbs	60	108
High Pressure Sodium	250	892
High Pressure Sodium	150	761

Tab.3 / Distribution of Street Light in Prishtina
Source/ www.esmap.org

municipalities around Prishtina, and they are considered to be a solution for the extension of the public lighting

network in the city.

The saving potential calculated by TRACE is 28.78% or 238 kWh/years.

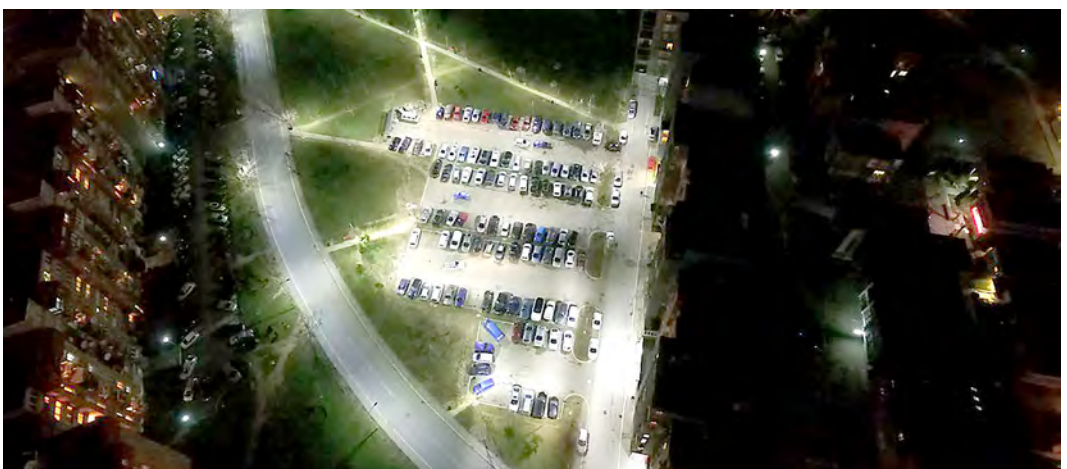


Fig3 / Public lighting in Prishtina
Source / altradeholding.eu

The measures we can take are replacing the non-efficient bulbs with a system that runs on energy efficient LED and high pressure sodium bulbs. And some

of street lights can be equipped with-photo sensitive devices that only turn on the lights when it's sufficiently dark outside.

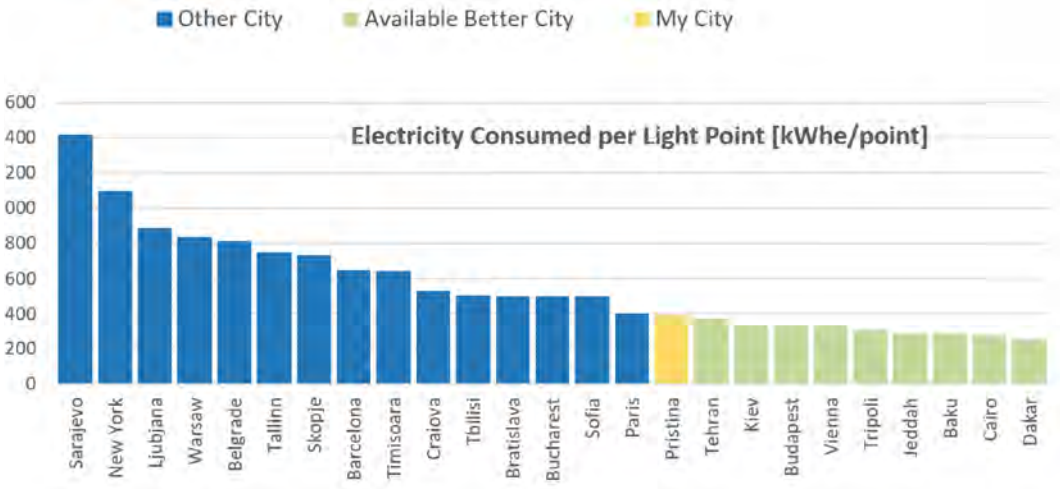


Diagram4 / Peer City Benchmark for Electricity consumed per Light Pole

Conclusion

Considering that electricity is generated from power plants with an obsolete technology, designed at a time when there weren't significant environmental protection requirements, Kosovo is in a dire situation in terms of environmental protection.

In Kosovo, 97% of Production capacities per energy source is from coal power plants (www.worlddata.info).

That is the reason why the reduction of coal consumption is particularly important to diminish the GHG emissions in order to improve the air quality in the city. 1 kWh of electricity, when produced from a coal burning power plant, will generate 0.94 kg of CO2 emissions to the atmosphere

(Carbon Neutral Charitable Fund).

At the table below we can determine how much can reduce CO2 emission from the energy savings that we calculate before.

Benefits

There is now a growing awareness that energy efficient buildings provide a range of benefits beyond simple financial savings, depending on the measures introduced and their occupancy and utilization patterns of the building involved. Hence, the implementation of EE measures in Kosovo is driven by a wide range of factors and can be expected to deliver a wide range of benefits, including the following:

	Energy savings (kWh/year)	CO2 emission reductions (t/year)
Municipal Public Building	7306220	6867.9
District Heating	52393000	49249.5
Public lighting	844	0.8
TOTAL		56118.2

Tab.4 / CO2 Emission Reductions

Air pollution

As we can see, just by intervening on the areas that consume 12.6% of the total energy in Prishtina (ask.rks-gov.net), we can reduce CO2 emission by 56118.2 tons. What if we make the interventions for the other areas that we didn't study here? How much could the reduction of gas emission be?...

Economic Benefits

Improving EE costs significantly less than investing in new generation and transmission equipment, so EE measures make energy more affordable for households and reduce operating costs for business. Energy efficient buildings also boost the local property market, as they enjoy higher

resale and leasing values and are easier to market.

Environmental Benefits

On the demand-side, EE measures reduce energy consumption and therefore mitigate environmental damage by lowering emissions of greenhouse gases and other pollutants, as well as reducing water use.

Social Benefits

By enhancing the quality of a building's environment, EE measures bring about improved health, well-being and social development. In the work place, an improved working environment results in productivity gains.

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The Road to change, transformation through infrastructure

The development of Prishtina city through infrastructure

keywords / Infrastructure, Institutional Change, Spatial Planning, Transport Instruments, Strategic Development

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Abstract

Prishtina is experiencing a boom of development and the city is expanding rapidly. The new development is creating new residential neighborhoods with no planning standards and no quality spaces for its citizens. The cities connection through infrastructure has played a big role in the expansion process orienting the sprawl towards the main axes creating new economic areas.

Infrastructure can be a vector connection within the cities system. This vector connection can be an activating agent into connecting spaces, improving mobility and social spaces. Infrastructure is vital not only to the cities inner connection but to the development of economies and cultural connection.

For cities investing in infrastructure and development is a complex task involving many actors. The planning process is strategically oriented toward best scenarios and best practices. There are many models and instruments that help cities to introduce these transformations in the best way for the context.

Instrument and models of transport are different for every context, but the process of planning for the city of Prishtina is a challenging scene, since the city has no previous planning in motion and the rapid development process is continuing to happened, using instruments to develop a transport vision might be the only way for the city to manage its needs.

The main aim of this research is to comprehend the role of infrastructure for the city of Prishtina, evaluating the impact of this infrastructure to current expansion and future development that the city will face.

Introduction

Kosova is one of the newest countries in the world. Declaring its independence in 2008, Kosova has adopted a "Newborn ideology" with the motto of young Europeans¹. But urban development and expansion is a rather new concept for Kosova, even though most of the cities have a long history, tradition and culture. Until WWII only 10% of Kosova citizens lived in the cities. From 1948 to 80's their cities increased in number from

5 to 30 with also mixed typologies of cities and villages. The 1999 conflict in Kosova started to cause the destruction of urban environments. This situation created a perfect ground for the development of new informal neighborhoods. The lack of regulations, control and urban management had a positive effect on Prishtina by providing open opportunities for investment. After the 1999 the phenomena of sprawl was a big problem for Prishtina, which was unable to respond to the

¹ / This means both that the country is new in establishment and that their dominating population is youth.

growth process, stretched along the main infrastructures and agricultural land. And during this time of transition Prishtina was facing a rapid growth of the population that demanded housing and services. Until this time Kosovo only had city plans and regional plans that were rigid and not prepared for this growth. (B.Gollopeni, 2016)

The Infrastructure development of Prishtina was very poor in the industrialized economy of the former Socialist Federal Republic of Yugoslavia. During the 70's Yugoslavia adopted an investment plan to develop infrastructure in service of Industry and Energy. Prishtina gained a lot of this investment for two main reasons, the Industrial production located there and the power plant that provided significant energy supply. During the 90's the investments and infrastructure interventions were limited or completely missing. Prishtina is located in the western part of the country, surrounded by medium to high mountains, making infrastructure access and communications more difficult. (W.Bank, May 2001).

Prishtina faces many challenges, because of the rapid population growth and inner migration trends. The changing of the regime from the centralized control and top-bottom approach to a market oriented development with inclusive approach is Prishtina's biggest challenge.

Methodology

This Research has collected data from censuses, Orthophotos and mapping materials by previous studies, reports and various publications. The methodology is mainly focused in literature review and Quantitative data collection. By using Geographic Informational systems, we can measure some physical parts of the urban growth of Prishtina. Also analytical, historic and statistical information was collected used by comparative methods. The study aims to portray a picture of the development

of Prishtina, with a focus on the role that infrastructure can play in the future.

During the first part of this paper we will consider a literature review on the political, economic and urban influences of the transport development in Kosovo focusing on the city of Prishtina, establishing a timeline of development.

The Second part of this paper will use statistical data, future plans and legislation in a comparative method to understand the impact of this development in the current development of the city.

The third and final part will consider case studies to draw a comparison, in order to establish a pattern of development for the future of the city influenced by transport.

The brief urban development history of Kosova


Prishtina is the capital of Kosova and the most urbanized city of the country. Prishtina has forty-eight villages and the city. The results of the 2011 census showed that the population of Prishtina has 198,897 inhabitants. (I2UD, March, 2013) Kosova is one of the youngest countries in Europe, where 50% of the population is under the age of 25 with Prishtina's population of over 65%, between 15-64 years old. (Statistics, February 2013)

After the war Prishtina started to reconstruct and rebuild the country, in the 2000 a new system was implemented changing from the top-down previous approach. This new planning system had two levels of spatial planning: the local level and the national level. Many cities had the local municipality plans, but no attempts were made to put them into motion. Prishtina had an urban development plan, but this plan did not cover all the territory, just the central part. Since after the war the movement of people was free, inner migration started with people moving from the villages to the main cities, a very similar phenomenon



1937



16.000 inhabitants

 destruction of core part of old town



until **1953**






24.000 inhabitants

 new city center
 unplanned expansion of the residential on the north



until **1964**






50 inhabitants

 new administrative center
 emergence of medical center
 emergence of planned districts
 emergence of industrial areas
 unplanned expansion of the residential on the north



until **1969**

no data available

 development of university center
 development of sports center
 planned residential neighborhoods to the south
 destruction of the cemeteries
 unplanned expansion of the residential on the north



until **1999**

250.000 inhabitants

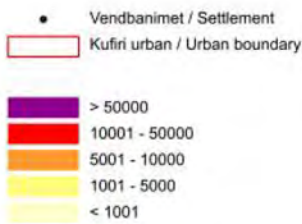
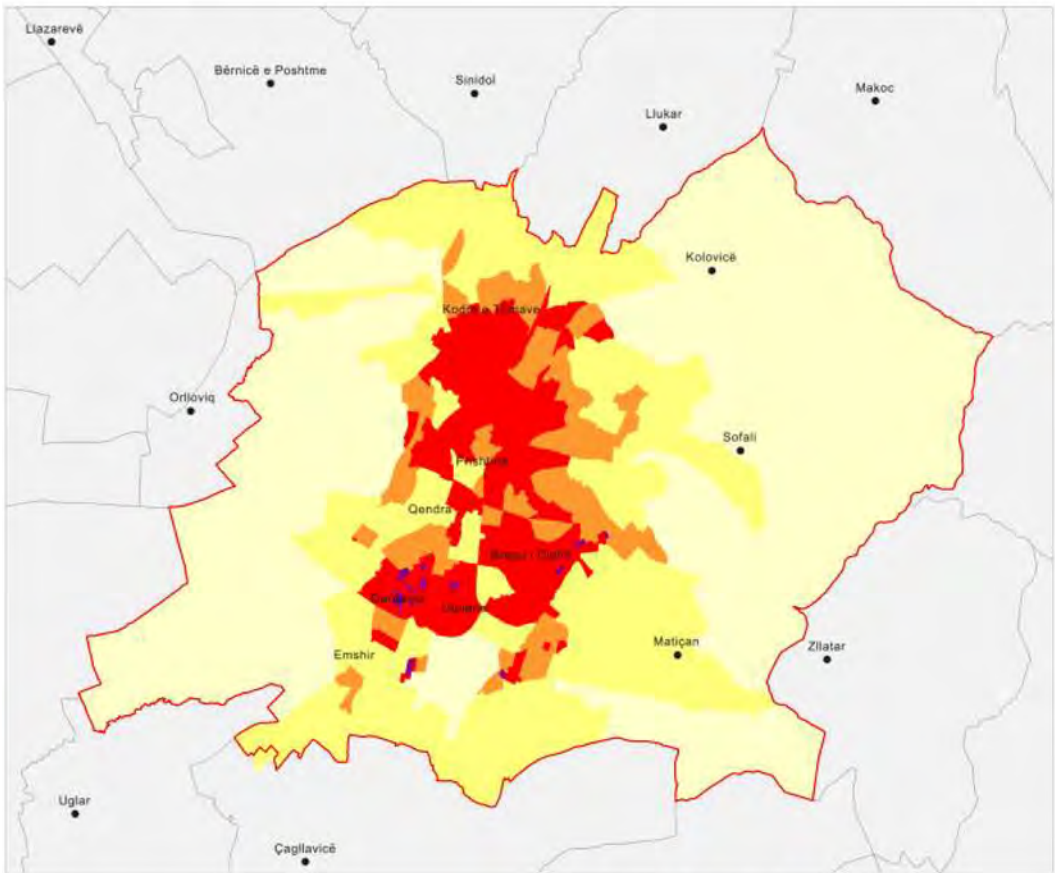
construction of residential districts
 upgrade of special functions
 unplanned expansion of the residential on the north, south and south-east directions

Fig1 / This map it shows the extent of the urban areas of Prishtina during years till 1999 census
 Source / <https://kk-arkiva.rks.gov.net/prishtina/getattachment/Sherbime/Tema/Vleresimet-e-planit/Vleresimi-i-planit-zhvillimor-Urban-Prishtine.pdf.aspx>

with Albania after the regime change that concentrated more than 56% of the population in the main cities. Prishtina was unprepared for this increase of density, leading to urban and sub urban

chaos of building without criteria and parameters (Regjepaj, June,2016). Prishtina, including the new parts of the city² started to be open to the capitalist economy, with a late

² / New "part developed by the inner migration and high demand for housing.



Dendësia e Popullsisë:
Numri i banorëve për hektarë.

Population Density:
Number of persons per hectare.

Fig2 / This map it shows population density. By enumeration Area Prishtina 2011
Source / <http://ask.rks-gov.net/media/2009/Kosova-census-atlas-2011.pdf>

industrialization developed mainly along the infrastructure accesses. The development expanded to the improvement of economic development, education and health system that furthered more the migration trend (B.Gollopeni, 2016).

The Institutional change

After the 1999 conflict, Kosovo was under the UN interim administration and KFOR³ reinforced the security. Until 2008 UNMIK helped Kosovo on administrative matters such as the police, customs, justice system etc. The land use development was left in the supervision of PISG⁴ in the

municipal and central level, as this was perceived a less critical issue at the time. Fleeing from the conflict more than 8000 (Statistics, February 2013), Albanians left their homes. Once the situation had passed, they returned to their houses only to find them occupied by Serbs, leaving them homeless. This was one of the first reasons of squatter and informal development. This also started the informal housing market, since people started not registering their properties, leaving room for informal transactions (Cordial, 2009).

Pristina has gone through some big transformations in urban and political

³ / NATO-led peacekeeping force

⁴ / Provisional Institutions of Self Government

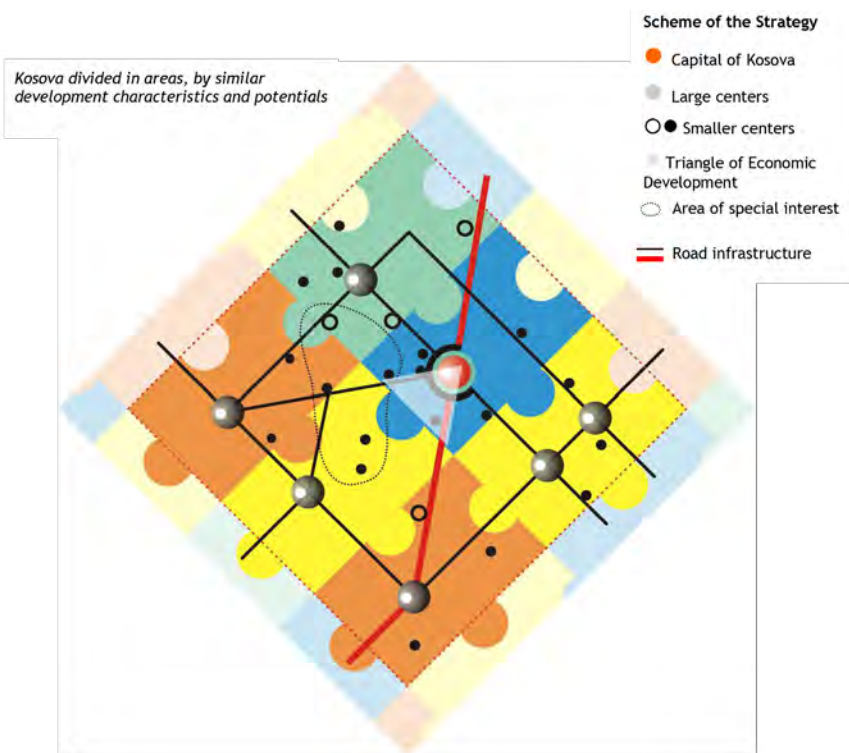


Fig3 / Kosova diamond/Spatial Plan

Source / http://www.kryeministri-ks.net/repository/docs/Plani_Hapesinor_i_Kosoves_2010-2020_shq.pdf

specters, the change from a social regime to an open market economy has been a large political and institutional shock for the countries organization. The main factors that rapidly impacted this city were the tabula rasa and urban reconstruction needed after the war, that were an evidence of the political ideology and the post-war rapid urbanization, informal development and sprawl. The phenomenon could not be solved. The attempts started from the organization and decision-making process, adopting a large decentralization reform the general government tried to prepare the municipalities to deal with the rapid urbanization. Extensive institutional reforms and support programs, to prepare and build the capacities for local, detailed plans and issuing building permit, construction inspections and zoning plans⁵. (Boussauw, 2011)

Population

As mentioned above after the independence, citizens were free to

move and relocate. Prishtina was one of the first cities to experience the impact of inner migration. The reasons for the migration and informal development were related to the new institutions and improvements in health, education, security and economy. Prishtina municipality has 43 settlements, organized in 16 counties⁶. In this urban part of Prishtina live 40.528 households and only 6.420 households in the rural part. With a population of 207.708 according to the 2015 CENSUS statistical report, followed only by Prizren with a population of 189.058. (Agency of statistics, 2017)

New planning approaches

During the communist era the urban destruction was a deliberate policy aiming to "destroy the old, build the new". Since then Kosova is trying to change its planning approach from the top-down towards an inclusive and cohesive way of planning. To be able to offer services and draw legislations

⁵ / In the 2000 the cadaster Agency was established to restore the property register and document the new property changes. In 2003 the PISG presented a new law for planning, the "law on spatial planning". The law defined the organization of central and municipal planning authorities and establish that the spatial plan should be drawn in both levels. (Boussauw, 2011)

⁶ / Local communities, smaller than cities.

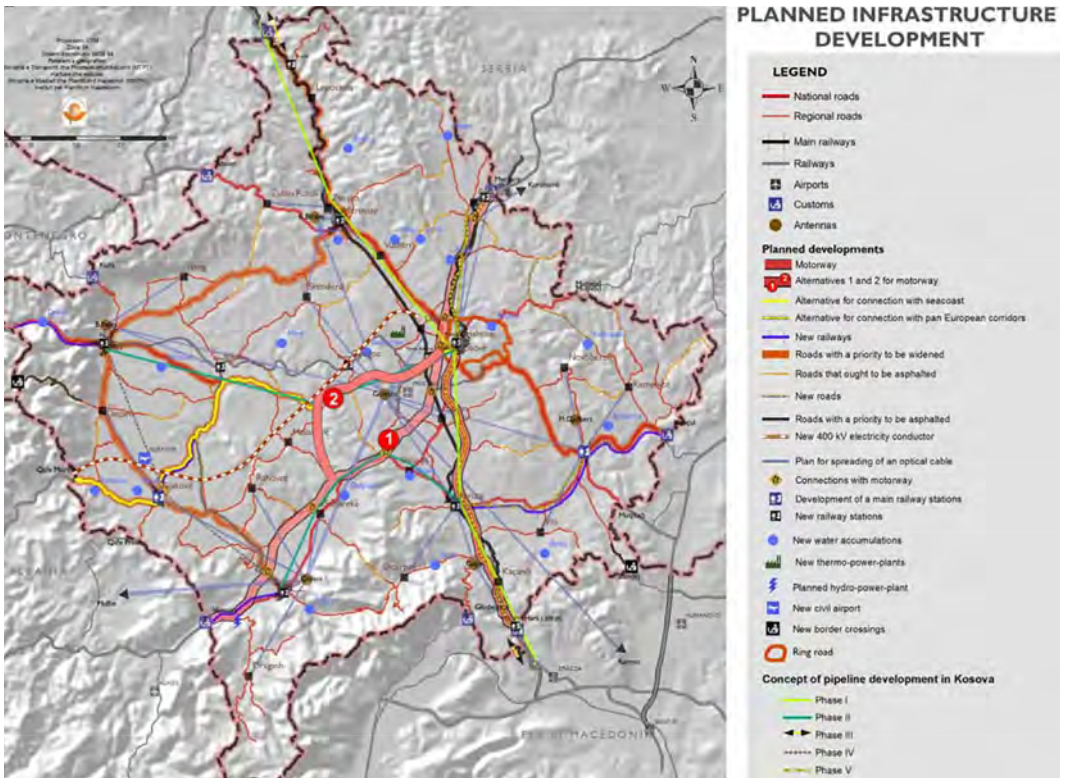


Fig4 / Transport Development / Spatial plan of Kosova. Source / http://www.kryeministri-ks.net/repository/docs/Plani_Hapesinor_i_Kosoves_2010-2020_shq.pdf

the central and local government started a series of capacity training, in order to focus on the urban, social and economic issues. After the war the infrastructure of Prishtina was in a very bad state. Since before the infrastructure was key to transport industrial good in the regions around. To be able to offer secure and good infrastructure for its citizens in 2007 the central government created a planning unit within the Ministry of Infrastructure to write the legislation and regulations of transport, which was reorganized in the 2011 as The Ministry of Infrastructure and Telecommunications.

Kosova has 30 Independent institutions, with two of them reporting directly to the assembly of Kosova. These institutions coordinate, control and make decisions about development of the territory and economy development. (Iniciative, 2008)

Prishtina/Kosova Spatial Plan

Kosova spatial plan had the

intention of being a future guideline for Prishtina's development. In the 2010-2020 spatial plan the country was represented by diamond shape, dividing the territory into development characteristics and potentials: Called the Kosova diamond. Promoting a polycentric sustainable future development this plan put Prishtina in the center of gravitation followed by the economic triangle. (Prishtina, 2013) The areas were divided by color⁷, Prishtina the metropolitan areas and capital were represented by blue, which covers 7 cities and has the characteristics of dense urban and rural development, good use of agricultural land, important archaeological and cultural areas and objects⁸. In terms of Transport Prishtina is strategically located in the main road, rail and energy corridors as a future strategic connection point, giving Prishtina the most important role in terms of national transport corridor connection (Planning, June,2010).

Overall of transport policies

⁷ / Local communities, smaller than cities.
⁸ / To represent their common characteristic and potentials.

Transport and Infrastructure are very important sectors for the economic development of Kosovo .

The transportation in the region and beyond is a crucial matter for exchange in a country like Kosovo with no self-accesses to the sea. This would increase the investments and accessibility in the country. Several policies and documents were drafted to develop this sector.

In 2003 the ministry of transport and communications through the "Program for development of transport policy in Kosovo " and later on in 2005 with the "The Draft Kosovo Transport Policy and Plan" supported the link of Kosovo with European Transport Networks to increase the economic potential for development. This policies will be possible by linking the routes 6 and 7 of Kosovo to the SEE road network and corridors X AND VIII of the Trans-European Network⁹. Infrastructure has always been a priority for the central government, but lack of investments has deteriorated the current situation of infrastructure in the country. Prishtina as the metropolitan center¹⁰ area of the country is where all the infrastructure and important corridors collide.

The city itself was more than 189.3 km of inner infrastructure that covers the center of the metropolitan area. Being the center of economic and government institutions the city was to endeavor a great flux of daily transport. The rapid informal development of the city and the little to non-interventions in infrastructure during the years have made mobility very struggling. In 2002-2007 the municipality increase investments in improving the infrastructure in the city intervening in

163 new road and improvements.

Still city center is only connected with main infrastructure to the suburbs and new neighborhoods of the city, creating big social and economic challenges for its citizens¹¹. Prishtina as displaced above is an important stage for the development of the country. The main objective of infrastructure is to connect people, facilitate the exchange of food, of goods, urban products and mainly improve the quality of life. (O'Sullivan, 2012).

The deterioration of Infrastructure affiliated with urban sprawl and individual increased motorization are damaging cities. Strategic and long-term planning policies can help coordinate the transport of the cities by infrastructure renovation and expansion, De-concentration of services and comprehensive management.

But improving cities is not a concrete science, cities have their own way of evolving and adapting the interventions for a city vary from its specifics. To be able to answer to specific situations requires a collective and comprehensive vision, shared objectives and civil society involvement to see the vision. (Bank, August 2002)

Developing through Transport

The city of Prishtina, like similar southeastern cities was extended and developed as a result of the infrastructure overlapping and the strategic location¹² in which the city is located. After the country declared its independence, the development rate multiplied instantly. With the increase of housing demand, inner migration trends and the need for larger individual housing, sprawl emerged by creating completely new residential areas.

⁹ / They also link Prishtina and other important centers.

¹⁰ / As was defined in the spatial plan of Kosovo .

¹¹ / In the strategic document of the city of Prishtina infrastructure and mobility scenarios generated the three rings of Prishtina, with the idea that this rings would be able to connect the newly formed neighborhoods and the historic center of the city. Connection would be made by multimodal nodes of transport that would include all the city. See National Background Report On Transport for Kosovo .

¹² / Strategic location in relation to resources was one of the main influencers in the development of the city during the socialist period (conclusions drawn by the historical development review of the first part of this paper).

The struggle of Prishtina as a new independent city, created an unprepared situation for the public administration in providing Infrastructure and services into these new areas. As a result, the connection between the city center and the new peripheries of the city is weak and provides little to no developed infrastructure.

The National Spatial plan of Kosova highlights Prishtina as an Infrastructure hub, by strengthening the connection of Prishtina to the country and in relation to the European corridors. This NSP contributes into defining the role of the city and main axes at the National level, but gives no indication into the Transport development of the overall current or future development. Cases such as Macedonia, Bulgaria or even Montenegro translated National directives and Plans at the local level by supporting Sectorial Transport plans in the case of Montenegro, breaking these policies and instruments further into SUMP¹³ like in the case of Bulgaria (Sofia). These Plans aim to have a horizontal approach with the central government and a city approach into current and future development. (Ministry of Transport, 2012)

The city itself composed by a central ring aims to improve and preserve the center from traffic jams, orienting it in the periphery. This would help the safety and improve mobility in the inner city for citizens and tourist. The plan accentuates three main development paths: The infrastructure towards the Southwest in connection with the airport, the Government institutions agglomerating in the South of Prishtina creating a second center and connecting the city with the natural resources, parks and open areas of the Northwest. (Archis Foundation, 2009) For the purposes of this paper, the instruments for the development of infrastructure are divided into two categories, many other instruments

exist but for the purpose of this study, only two main categories were selected. In the transport planning legislation of Kosova there are no specific instruments used, but there is space to introduce them during the detailed plan. Instruments help push the transport sector towards specific goals to achieve a vision.

Strategic Instruments

Strategic Instruments aim to reduce impact and to support environmental, economic and urban strategies. These strategies connect with all levels of decision-making including transport planning. Many aspects of transport policies may influence economic, social or urban development policies. The local government should always cooperate with the general government to implement urban infrastructure and improve mobility. However, improving transport and mobility is one of the higher costs for a city. The regulatory and legislative instruments are effective tools to minimize the financial burden of the local government.

Regulatory and Legislative Instruments

The local government should always cooperate with the general government to implement urban infrastructure and improve mobility. However, improving transport and mobility is one of the higher costs for a city. The regulatory and legislative instruments are effective tools to minimize the financial burden of the local government and provide the support that "new-est" cities such as Prishtina need.

Policies and Instruments to achieve an integrated transport planning must be part of an integrated policy. Integrated policy refers to integration across different ways of transport, different government objectives (such as the economy, health and the environment),

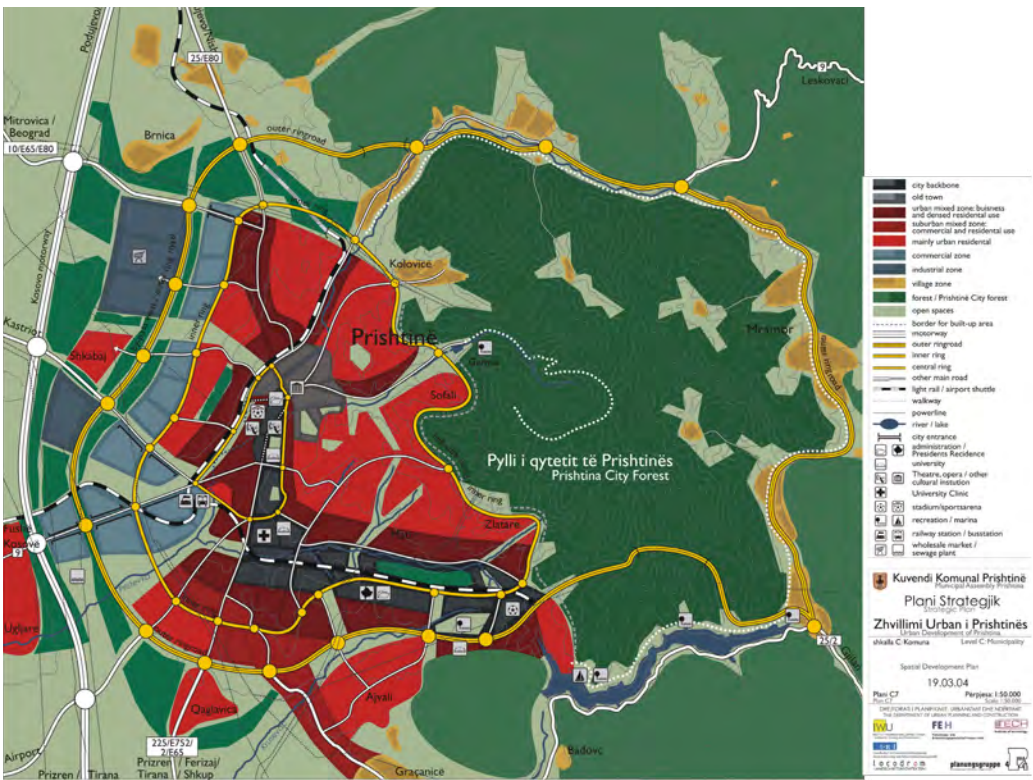


Fig5 / Prishtina 2004 Local Development Plan
 Source / [http://prishtinaonline.com/uploads/prishtina_pzhk_2012-2022_shqip%20\(1\).pdf](http://prishtinaonline.com/uploads/prishtina_pzhk_2012-2022_shqip%20(1).pdf)

considering the needs of different social groups, and coordinating action between the relevant government institutions.

Conclusion

Kosova has a complex history. The rapid urbanization of the main cities has made it hard for local authorities to respond. Prishtina is the capital and the most urbanized area of Kosovo and its development has affected the quality of urban life. This dense concentration has further led to sprawl and loss of agricultural land. Using Infrastructure this density has spread to the main corridors of connection and created new residential areas with limited infrastructure and services access. Prishtina is a territory composed by 43 villages with Prishtina at the center. The population of this city has grown tremendously, partly because of the inner migrations after the war and the agglomeration of people towards the main cities. After the war Kosovo was unprepared and going through a political transition with no proper institutions to support decision-making. These institutions were restored with the help of UNMIK that

provided support and capacity building for the new country's administrative matters such as the police, customs, and justice system.

The special plan of Kosovo was drafted in 2010 and was a plan shared by two levels: the local and central level. This plan defined the growth strategy and development of the country, with Prishtina being the center of it as the metropolitan area and capital of the country. Prishtina was defined as an administrative center that provides good agriculture, services and better quality of life.

A special focus was put in Infrastructure and the need for the county to connect in terms of infrastructure. The main of 2005 "The draft of Kosovo transport policy and plan", aimed for Kosovo to be a part of the European transport networks, since it has no direct access to the sea the country needs a good infrastructure connection to exchange good and services.

The city of Prishtina suffered from rapid urbanization new neighborhoods with no infrastructure or standards lack of investment in infrastructure. The deterioration of infrastructure was crippling the city with traffic jams and

pollution.

Developing the city of Prishtina through infrastructure is an important paradigm to renovate the city, prevent further sprawl and provide better quality of life. Developing strategies for transport planning would help reduce traffic jams in the center and redefine the center as a pedestrian area. As the 2002-2007 planning approach of investing and renovating infrastructure showed, integrating the new residential areas through transport and services closer to the citizen would improve the quality of life.

To be able to successfully implement this planning approach we need instruments for strategic and legislative planning. However, an infrastructure policy paper within the national strategic plan is indispensable, in addressing the above mentioned obstacles. This would help the center to be connected to the economic area and reinforce the connections with Skopje and their economic areas.

There is a need for regulations and policies, but to implement these policies we must rely on planning instruments. We divided these instruments on two categories: Strategic instruments and Legislative instruments. These instruments will help guide infrastructure development and transport planning towards strategic goals and visioning.

The successes in using these instruments is the cooperation and collaboration of the local and central government giving a top-down approach to the planning of this sector. Including this approach would help developing in a sustainable way including transport policies, economic, social and urban development to achieve the special planning goals.

The streets of urban Prishtina do not meet the requirements for a capital, infrastructure and street hierarchy, need improvement in order to overcome the traffic and jam in

the center of the city. The new ring around the city would help orient the transitory traffic out of the center. The improvement in the connections of the city and the new neighborhoods would help to distribute and even reduce traffic¹⁴. Traffic management tools should be introduced, to prevent the use of the center for transit traffic.

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¹⁴ / This according to the Strategic Plan and Public transportation measures.

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Prishtina as Part of Main Transport Corridors. The Role of Route 6 And Route 7 for the City

keywords / Transport Corridors, Route 6 and 7, Regional position, Connection.

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Abstract

In the region of South-Eastern Europe in the last decade major investments have been done in the field of road transport among other investments, which contributed in the rise of quality for the citizens. These investments of course, influence required standards by the European Union. Kosova, as part of this region, is doing its part to be closer to meeting the standards. After the war (1999) Kosova has made significant investments in road infrastructure in rise of the quality through widening in different sections, financed by international organizations. Kosova has a good geographic position in the Balkan Peninsula through which two international roads pass. Route 6 of East Europe, which starts at Corridor VIII in Skopje, goes through Ferizaj, Prishtina and then separates into two directions: one towards Mitrovica and the other through Peja. Southeast Europe, Route 7 starts in Dures and passes through Morine border and through Prizren, Suhareka, Prishtina, Merdane border, then passes in Serbia and connects with Corridor X.

Apart from these two routes that have an international character, Kosova with neighboring countries is connected with national, regional and local roads. Kosova and Albania are linked via three roads, two national roads and a regional road. Kosova connects with Montenegro through two roads, one of them is regional (Vitomerice-Rozhaje). With Serbia it connects through six national roads and with Macedonia it is connected through two national roads, one with destination Skopje and the other with destination Tetovo.

Kosova until now has very well dispersed the national and regional road network. The plans of Ministry of Infrastructure until 2025 are defined by the Multimodal Transport Strategy. In this strategy the road projects have come out as a result of the traffic which is surveyed in the road network of Kosova. Route 6 and Route 7 has a big importance for Kosova and especially for Prishtina. Route 6 passes near Prishtina and connects it with Ferizaj and Peja, then it connects Kosova with Corridor VIII in Skopje.

Route 7 connects it with Prizren and Podujeva, this road is very important because it links many parts of Albania and Kosova with national Corridor X in Nish of Serbia. The purpose of this paper is to analyze the importance of the Route 6 and Route 7 for Prishtina as a new European capital and the public transport and mobility integration to avoid the issues in the city.

Furthermore, it is necessary to create a full meaning of the position of Prishtina in relation with Corridor X and Corridor VIII as part of them in indirect way, but very important for both. Particularly at the end of the paper will be mentioned why the achievement of the quality of these main arteries for Kosova and Prishtina should be started from the lowest level to be integrated in the international network.

Introduction

Transport and its integrated system is part of the economic and social activities that human society generates, and in this way it is necessary to provide fast and quality services. The Balkan Peninsula has an important geostrategic position, it represents important crossroads for connecting European countries with Africa, Asia etc. Appropriate geographical position gives the Balkan countries the advantage of transit of goods not only with European countries, but also with the World countries.

Pan-European transport corridors and transport areas were created by three Pan-European Transport conferences, in Prague 1991, in Crete 14-16 March 1994, and in Helsinki 1997 (Alb-Shkenca, 2012).

The Pan-European transport strategy in Southeast Europe consists of Pan-European Corridors (PECs) and Areas (PETRAs) for European territories outside the EU were defined at the Pan-European Transport Conferences of Crete (1994) and Helsinki (1997). The Crete Corridors running the region of SEE (including Bulgaria, Romania and Slovenia) are Corridors IV, V, VII (Danube), VIII and IX. (M.Miltiadou, C.Taxiltaris, G. Mintsis, S.Basbas, 2012).

Later, at the Helsinki Conference, PECX and four PETRAs were defined. The Prague Declaration on All Europe Transport Policy (1st Pan-European Transport Conference, 1991), foresaw the indication of the most important transport routes linking the European countries and regions to be considered for improvement and modernization, while more decisively, in Crete (2nd Pan-European Transport Conference, 1994), it was declared that a starting point for future work on coherent infrastructure corridors for the various transport modes. Furthermore, the overall objective of the Helsinki Declaration (3rd Pan-European Transport Conference, 1997)

was to promote sustainable, efficient transportsystems – taking into account technical and interoperability aspects in order to facilitate movements at border crossings, which meet the economic, social, environmental and safety needs of European citizens, help to reduce regional disparities and enable European business to be competitive in the world markets (M.Miltiadou, C.Taxiltaris, G. Mintsis, S.Basbas, 2012).

The development of globalization and the advancement of Information and Communication Technology, as well as communication improvement networks have contributed to major changes in transport, facilitating communication and access.

In the focus of this last one, to improve mobility, Kosova today has a road network, consisting of 630 km of main roads, which has been largely rebuilt in recent years, with the addition of some completely new roads. In this regard, mention building of a highway linking Albania and Serbia directly through Kosova, becoming an important gateway to the corridor linking the Adriatic with Western Europe. (Ministria e Puneve te Jashtme, Republika e Kosoves, 2018). Finding more environmentally friendly alternatives to public transport like in European cities and in Kosova (Prishtina), expands the focus of improving the infrastructure system, so important for the country.

Objectives

The focus of this study is the importance of "Route 6" and "Route 7" for Kosova. To give an answer to this hypothesis, the first objective is the full meaning of Prishtina's position regarding Corridor X and Corridor VIII (where Route 6 and Route 7 are respectively part of them). In addition, this first objective aims to help the next response to the second objective which is related to the importance of achieving European



Fig1 / South East Europe Core Network
Source / SEETO

standards for these main areas for Kosova and Prishtina starting from the lowest level to integrate into the international network mobility and accessibility.

Methodology

For the realization of this writing, an alternate methodology has been pursued between the theoretical research and the practical approach and field visits.

The methodology firstly refers mainly to the literature review, which has helped to examine the theoretical view of the key concepts addressed, such as transport corridors, geographic position, accessibility, etc.

Secondly, the reports and documents written before, thus understanding the analysis done in this regard. Also, are included practical methods by conducting visits to better familiarize the country's situation and to create realistic impressions.

Analysis Transport in Southeast Europe

The development of the South East European Transport Network (SEETO) is a regional transport organization established by the Memorandum of Understanding on the Development of the Regional Transport Network, signed

on 11 June 2004 by the Governments of South East Europe. Albania, Bosnia and Herzegovina, Croatia, the former Yugoslav Republic of Macedonia, Montenegro, Serbia, and UNMIK on behalf of Kosova (SEETO, 2012).

The central road and rail network consists of corridors and roads. Corridors are defined and are trans-European, Corridors are: V, VII, VIII, IX, X, which offer international links with the European Union. Roads, seven of which are road network and six are railroads, complements the central network to connect the capitals within the region and neighboring countries. The goal is the free movement of people, goods and services, thus enabling the development of regional economies (Alb-Shkenca, 2012).

In view of developed EU countries, other European countries (central and eastern Europe) and the Balkans, economic development requires the introduction and development of transport at a higher rate. Developed and modern transport has the advantages of speed, availability, accessibility, reliability, security, stability, transparency and its orientation towards the users by offering people one of the most important services (Alb-Shkenca, 2012). Transport development is one of the advantages of a country, thus



Fig2 / The map of the two main roads in the SEE Region
 Source / ROUTE 6: HIGHWAY PRISHTINA – SKOPIE. Graphic edition by author.

making it possible to engage in the international network of mobility between different countries (Balkan, European and world).

Kosova, its connection with its neighbors and Europe
 Improving transport in South East Europe and its connection with Western Europe has been considered as a very important project for the economic development of this region (the Balkans in general) but also for its integration into the European common market. To achieve these goals, the European Union (EU) together with South Eastern Europe (SEE) countries established in 2004 the South East European Transport Organization

(SEETO) in order to coordinate strategies and transport development projects in these countries. In particular, Kosova, initially represented by UNMIK, has become a member of this organization and has been part of its plans since that time.

Kosova Government (KG) in recent years has focused the majority of capital investments on the construction of two major roads (motorways), specifically on constructing the "Route 7" (Merdare-Morina) and the "Route 6" (Prishtina- Hani i Elezit) (A. Zogaj, L.Abdixhiku, A. Hashani, V. Vokri, 2015).

The construction of these two roads, in addition to linking Kosova /Prishtina with Albania/Tirana and Macedonia/



Fig3 / The map of the two main roads (route 6 and route 7) which connect Prishtina with Tirana and Skopje. Source / ROUTE 6: HIGHWAY PRISHTINA – SKOPJE. Graphic edition by author.

Skopje respectively, in fact includes Kosova as part of the main transport networks in South East Europe. While the Route 7 (Prishtina - Morinë) has been built and is fully functional, Street 6 (Prishtina - Hani i Elezit) is contracted in 2014 and is expected to be completed in the end of 2018, but remains part of Macedonia (Alb-Shkenca, 2012).

Route 6 and 7 connect roads and important corridors in the Balkans, connecting Pan-European corridors and corridors with centers and sea ports in the Balkan region, in the Adriatic Sea with the port of Durres and Shëngjin in Albania, as well as with the Black Sea in Bulgaria with the port of Varna.

Route 7 connects Kosova and its neighbor's countries like Albania and Montenegro, with Corridor X, while Route 6 connects Kosova, Serbia, etc. with Corridor VIII. Because of the socio-economic importance that these two

major capital projects have, they have become a major topic of discussion in Kosova society not only for the role that they will play in the transport of goods and people, but also for high costs to funding that constitutes an important discussion for citizens (A. Zogaj, L.Abdixhiku, A. Hashani, V. Vokrri, 2015).

Kosova Government (KG) in line with the SEETO plans set as its infrastructure priority in 2005/2006 the construction of two main roads that connect Prishtina with main regional centers, such as Tirana and Skopje, which at the same time also link the main centers inside Kosova. One of the projects is "Route 6", which includes Prishtina – Hani i Elezit (to border with Macedonia) road segment, 65 kilometers in length, and the other one is "Route 7", which includes Morina-Prishtina-Merdare road segment, 118 kilometers in length.



Fig4 / Geographic map of Kosova.
Source / Kosova -article. Graphic edition by author.

Route 6, consists of two very important parts. The first, the northern part, which connects with "Route 7", located in the north of Lipjan and continues to Kaçanik, at a distance of about 40 km. Second, the southern part, which continues from Kaçanik, through Hani i Elezit, to the border with Macedonia. This part is foreseen to have a distance of 15.5 km (A. Zogaj, L.Abdixhiku, A. Hashani, V. Vokri, 2015).

Route 6 is considered to be of particular regional importance. As it can be seen from Figure 3 (below), this road connects Prishtina with Skopje, but on the other hand it is also one of the high priority roads in the plans of SEETO. Route 6, among others, is also roadway with Corridor VIII in Skopje, which is thought and expected to connect Prishtina with Montenegro in the future, respectively with Route 4 (Podgorica - Belgrade), (A. Zogaj, L.Abdixhiku, A. Hashani, V. Vokri,

2015).

On the other side, Route 7, or the "Ibrahim Rugova" highway has been one of the most important priorities of the Government of Kosova, which is also fully in line with the European Union (EU) and SEETO plans, and as such was contracted and completed within the deadline. Route 6 and Route 7 have had an investment of 1.5 billion Euro (830 million Euros route 7 and 660 million Euros Route 6). The route 7 project ended before route 6. Works on "Route 7" started in 2010 and their inauguration was completed in November 2013, while in July 2014 construction of "Road 6" began and is expected to be completed by the end of 2018 (Riinvest, 2011).

The project as a whole was financed by the public budget, despite the fact that the public opinion consistently recommends the Government to use other forms of funding (Riinvest, 2011).



Fig5 / Route 7 in Kosova .
Source / <https://www.bechtel.com/projects/Kosova-motorway/>



Fig6 / Route 6 in Kosova .
Source / <https://www.skyscrapercity.com/showthread.php?t=713858&page=88>

Financing these two major projects has been one of the main problems of the Kosova Government.

The International Monetary Fund (IMF) has also come forward with continuous remarks about the form of financing, in addition to the local public opinion. The IMF report for Kosova (2012), among other things, points out that "Route 7" has made "great pressure" on the Kosova Budget and this pressure would be released only with deeper budget deficits and cuts in other expenditures capital (education, health, and local infrastructure).

Investments made in these two projects have had relatively high costs for the country by comparing Kosova's budget with those of European countries.

According to Doll and Essen (2008), who have published a major study on the construction of highways (and their costs) in European countries, comparing eight European countries, Austria is the country with the highest cost in road construction. The report shows that the cost of constructing highways in Austria is about 13 million EUR per kilometer, on average.

The next most expensive country in the construction of highways comes from Hungary, with over EUR 11 million per kilometer. Meantime, on the other hand, in Denmark, the average cost of construction of the highway is only about EUR 6 million per kilometer.

Top Croatia and Slovenia are listed at a cost of about 7 million EUR per kilometer, while in Germany the average cost of building highways is about 8 million EUR per kilometer. If Kosova were to be included in this list, it would rank second, after Austria, with over EUR 11 million per kilometer of roads built.

Of course, these construction costs vary depending on the terrain conditions as they land or rise depending on the difficulty and often in the case of Germany or Austria in the mountainous terrain it has a figure of 26 million EUR / km.

Routes role in the capital and suggestions

According to the World Bank (2010), only two of the nine parts of "Route 7", those close to the capital (Prishtina) may be economically feasible.

This is because in 2014 there were about 290,000 motor vehicles registered in Kosova, where only one in six Kosova people is the owner of a motor vehicle, which is one of the lowest ratios in Europe (Alb-Shkenca, 2012).

As these investments have had a greater impact on Prishtina's capital city, despite the costs that the government has to pay, we can conclude that Prishtina should make use of this strong point to strengthen its role as a new capital with the aspiration to be part of the European Union. But besides this, it needs to analyze its position in relation to these access points in order to improve the public and private transport services, to preserve its values and to avoid the problems caused by these movement fluxes that come in these two the main "artery" of the city.

Therefore, this is the reason to walk in line with the European programs for the transport sector launched and with the statement made by the European Union for Mobility and Transport, which announced the year 2018 as the year of multimodality, in terms of bringing a sustainable and integrated transport system within the European members. In this context, the promotion of 'active mobility' as an integrated tool with other modes was stressed, in particular in urban and smart cities.

As a result of these changes with the desire for development, Prishtina as the center of Kosova has attracted many citizens to live there and this has led to population growth and expansion of the settlement. These changes in demography require increasing the provision of services and facilities in mobility, among others.

Based on this, the public transport in the municipality of Prishtina, should be redesigned to be more efficient and friendly with the environment. This would help Prishtina itself to improve the quality of air by reducing pollution from transport, but also by creating the accessibility and feasibility on "movement" through the public transport.

To represent a city close to the standards of Europe, the city should consider the realization of the connection of 3 inner city centres (polycentric system) through pedestrian path (human scale). Different parts of the city could be pedestrian in different times of the day.

Application of a new public transport network system, which will include the satellite settlements around Prishtina (Gërmija, New Prishtina, Obiliq, Gracanice, Fushe Kosova). The bus line can be conceived in two forms like, in linear form and ring form. Station of bus transport of course are important for the mobility functioning. In this case, to be more environmentally friendly bus may be powered by electricity (in city centers) and in diesel (in rural environments).

Another alternative for public transport like in European cities is the construction of Tram line base on the model of urban public transport (light rail), from Gërmija to Administrative Area (with are neighbourhoods of Prishtina).

Light Rail transport is an environmentally sustainable way of transport and now it is considered even more environmentally friendly. This new transport route may be considered as a bypass for the regional scale, which avoids the traffic accumulation in the city centres and sometimes gives new direction of connection between satellite settlements.

So if, policy maker of the city takes in consideration these alternatives to contribute to the good of their city they

may include the tram line and stations, road lane, taxi/bus lane and sidewalks. This would increase the efficiency, variety, facilities and transport opportunities and would bring Prishtina closer to the model of European cities. A very positive case that can be followed is that of the city of Vienna, which combines several types of transport and then through the main roads becomes part of the international network in corridors 4 and 7 (Danube corridor).

Hereby, as the national roads for Kosova, such as Route 6 and Route 7, besides the positive values that bring to the city of Prishtina, it is necessary to understand that they need to be integrated with transport at city level to avoid problems such as traffic, pollution of the air, health problems and damage to the environment.

With a very positive view, we must combine and integrate the two levels together to bring a positive value to this sector so it is important that connects people and countries.

The integration of environmental ways of transport in the city with the national and international network will bring potential and sensitive improvements to the Prishtina and at the same time will increase its standard in providing this service. Thus, by achieving these improvements, Prishtina and Kosova are close to the standards of European cities.

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Prishtina Cultural Patches

Re-evaluation of Ulpiana's "late modernist" heritage through interrelated cultural interventions

keywords / cultural issues, heritage, interrelated interventions, community.

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Abstract

The topic of this paper deals with aspects, both cultural and spatial, of the new image that the new capital of Kosova, Prishtina, wants to establish in the European context. After 10 years of independence from the state of Serbia and the gradual consolidation of Kosova's government structures, time has come for the capital to consolidate (or perhaps still to create) its image. The new state of Kosova already has a National Spatial Plan (yet to be approved), but Prishtina, as the capital, still remains without any real vision for the future and still without any strategy at the territorial level.

The paper is based on outcomes from the workshop "Prishtina, a new European capital. Images of a city to be discovered", attended by PhD students (DA Ferrara and Polis University) and 3rd year of architecture and urban planning students (Polis University, Tirana). The purpose of the workshop was to give a basic structure in order to develop future guidelines for a contemporary vision for Prishtina, orienting its development for the next 20 years.

This vision was based on four main issues: infrastructure, environment, unused space, and culture. This paper will focus exclusively on the cultural issues and attempt to clarify first the existing situation, and later propose hypothetical interventions.

According to the work done in the workshop, to structure such vision for the capital of Prishtina, the process was the following: preliminary study of the proposed national spatial plan for Kosova and further consultation with available information sources; field visit to compare the cartographic information with actual field condition; on field survey and interviews with residents and other actors operating in the city; outcomes from the analysis, brainstorming and the first proposals related to the strategies; final workshop to detail the urban scale strategy for each specific context and to overlay all the strategies together into a general vision at a territorial level.

What was found from the initial analysis, field visits and interviews, was that many different cultural realities exist in Prishtina, but not all of them are reflected in space. So, the chosen strategy to build the new cultural image of the capital of Prishtina, was to define at the urban scale all the spaces and buildings which can play an important role in Prishtina's cultural life, and then to re-evaluate that heritage through some interrelated interventions (some physical/tangible, some not) which emphasize the need to promote social inclusion and a sense of belonging in each socio-cultural community.

Hence, the aim of the paper is to reflect upon the workshop process and to apply its outcomes – even through small urban interventions - to a series of patches (in the Ulpiana district context) contributing to the creation of Prishtina's new image, even though small urban interventions.

Introduction

Prishtina represents the city with the largest population in Kosovo and the largest economic and social center of the province. Therefore, before addressing this topic in its specifics, it is necessary to present a territorial and cultural background of the region.

Kosovo, the youngest country in Europe - who declared its independence from Serbia in February 2008 but is still unrecognized by some states for geopolitical reasons - is also the newest state in terms of population age according to the Spatial Plan of Kosovo (Kosovo Ministry of Environment and Spatial Planning, 2010, p.21-22).

Kosovo has the highest natural growth in Europe (around 16%) and is one of the countries with the largest ethnic mix.

These communities are: Albanians (the largest community), Serbs, Turks, Bosnians, Roma, Ashkali, Egyptians and Gorani. Also, referring to the Kosovo Agency of Statistics, religious beliefs are mainly three: Muslim (with the largest number of believers), Catholics and Orthodox (ASK, Kosovo Agency of Statistics, 2018).

Although, in the past there have been ethnically-based conflicts between Kosovo Albanians and Serbs (especially in the border areas of Mitrovica), there have never been any religious-based conflicts within the territory of Kosovo. To this respect, a specific issue should be considered: Kosovo residents have always called themselves "Albanians of Kosovo" (always referring to their ethnic and territorial roots) and not "Kosovars" (related to a new concept that detached them from their ethnic Albanian roots). This concept, which has been changing over time, is currently under transformation as Kosovo is building, little at a time, its complex identity under the emblem of its new flag (6 stars, representing the

6 mayor ethnic groups, and Kosovo's territorial map).

Over the past 10 years, Kosovo has become known outside the Balkan territory due to some of its achievements in the fields of art and sports. International singers from Kosovo or cinematic festivals like the DokuFest in Prizren or the Prishtina International Film Festival are already internationally recognized. Also, several medals in the Olympic and European Games speak for a sporting manifestation of this new identity under the symbol of the new Kosovo flag.

In terms of education, the main indicators that show comparatively the relative level of development in the field of education are two: the average educational level of the population and the attendance rate in primary education. Based on UNFPA and IOM household research, elaborated for the Spatial Plan of Kosovo, the level of illiteracy in Kosovo in the year 2000 was 6.5% (Kosovo Ministry of Environment and Spatial Planning, 2010, p.107). There is a large difference between the education of the population in the villages and in the urban centers. Also, the percentage of young people who continue the studies is not high. As in both the Spatial Plan and the Development Plan, special emphasis is given to the challenges related to the level of education in Kosovo.

Kosovo's urban centers rank first in Europe by population density. In fact, lack of infrastructure and long distance from health and education centers have been the main reasons why Kosovo's rural population moved from rural to urban areas.

The population density was also influenced by the last conflict¹ that Kosovo suffered. After the destruction

¹ / *Kosovo conflict (1998–99), conflict in which ethnic Albanians opposed ethnic Serbs and the government of Yugoslavia (the rump of the former federal state, comprising the republics of Serbia and Montenegro) in Kosovo. The conflict gained widespread international attention and was resolved with the intervention of the North Atlantic Treaty Organization (NATO).* Wallenfeldt, J. (2008). *Kosovo conflict.* [online] Available at: <https://www.britannica.com/event/Kosovo-conflict> [Accessed: May 2018].

of many houses in the villages, residents were forced to abandon their lands and to concentrate in the big cities where the services were in better conditions.

The most important infrastructural axes of Kosova which can be interpreted as a *Cardo-Decumano* are: Shkodra - Gjakova - Prizren - Prishtina - Nish; and Belgrade - Mitrovica - Prishtina - Ferizaj - Skopje.

The intersection of these axes in Prishtina strongly emphasizes why this city was also designated as the capital of Kosova .

All key points discussed above are intended to provide a brief overview of the current socio-cultural condition in Kosova , in support of the project choices that will be reflected in the conclusions of this paper.

Background

The theme of a city's image is certainly not a new one. Already 40 years since Kevin Lynch's landmark book *Image of the City* (1960), professionals are still at odds with the challenges of this topic, the form of a "good city" (Lynch, 1960, p.6-13).

But, especially nowadays, challenges don't deal just with the formal aspects of the city. The issues about "city imagining" that Lynch raised with force are becoming more and more important, as are those dealing with visually-based narratives about the potential of a country.

So a place should not only aim at formal quality but also (and primarily) reflect economic potential or a strong environmental awareness. This topic becomes even more important if we consider that certain places or areas are now abandoned due to major changes in the economic sphere. We can mention here the famous Bilbao case, also analyzed by Charles Landry in terms of creativity and innovation (Landry, 2011, p.13-18), as a city

which chose to invest in art and culture (Guggenheim Museum Bilbao) during a post-industrial crisis, reclaiming the economy and regenerating a rather large former industrial area.

It is also the case of the Zecche Zollverein industrial complex in Essen, Germany, which is now protected by UNESCO as industrial archeology and functions as a museum area that houses exhibitions and concerts. It suffices to understand that the traditional approach to planning leaves some gaps in this process. Gaps that should be exploited by local actors.

This "policy niche" actually offers plenty of opportunities for urban designers who are looking for new tools aimed at changing public perception about urban spaces.

Focusing now on Prishtina, we can say that despite the chaotic state, it offers to each visitor great energy in his/her first impact with the urban life. What emerges from each report on the spatial and development plans is the great potential that Prishtina's youth carries.

As mentioned above, in 1999, after the end of the war as administrative and service center Prishtina had a large population influx, which, over time, also turned into the greatest potential for this city. A mixité of ethnicities, beliefs and cultures. This is its real richness, which must be wisely highlighted and properly assessed in the analyzed contexts (fig.1).

Prishtina recognizes three major transformation moments in the city. Originally it was born as an ottoman-oriental Kasbah. Later on came: the post-war reconstruction (the 1945-'60s), the socialist period ('60s-'89s), and the post-war urban transformations ('99 to today).

In the scheme and the ortho-photo image below, this distinction between the old city, the city of the socialist

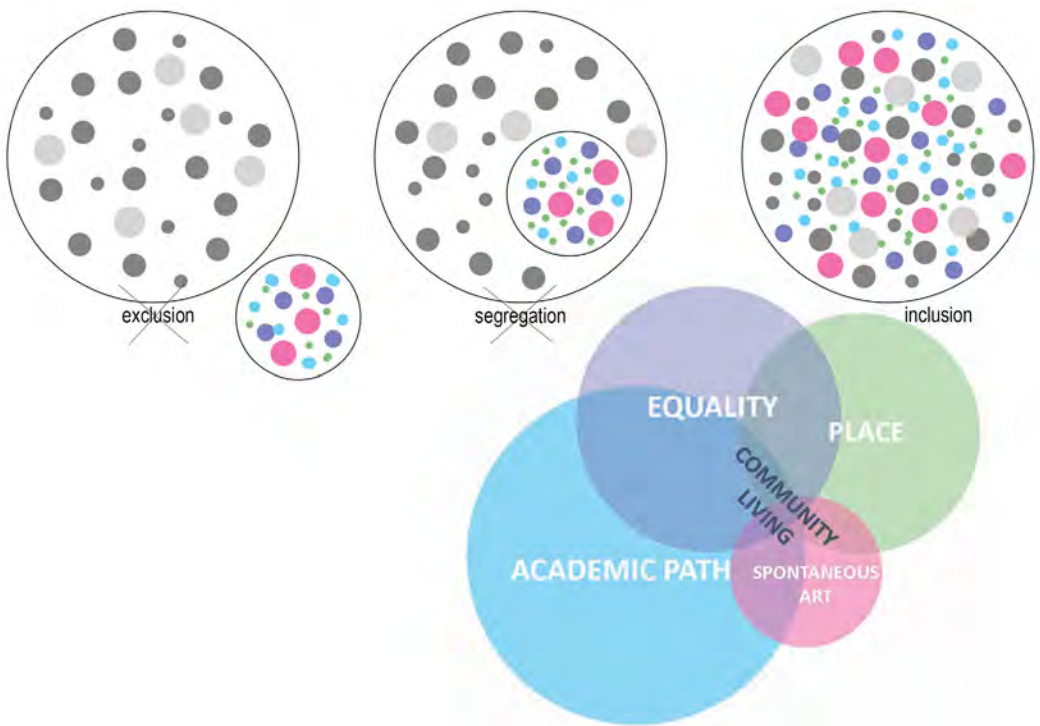


Fig1 / Schematic diagram of Prishtina mixité and its potential to create examples of equal community living spaces. Source / author

period, and the new peripheral areas (which mostly follow the axes of the main roads), is clearly distinguishable (fig.2-4). As described in Prishtina is everywhere, by Vöckler and Archis (Vöckler, 2008, p.34-54), analysis of urban development shows that the economic changes and the boom of the post '99 constructions transformed rashly the existing urban fabric.

But this had negative consequences on certain rationalistic objects, such as the Grand Hotel or the actual Hotel Diamond, which lost their integrity. The architectural heritage that came from the socialist period - actually designed not only by former Yugoslavian but also Kosovar architects - was not considered as Kosova 's fortune, so it was not protected from these kind of interventions.

But this situation seems to have changed during the last decade. The spatial and development plans for Prishtina envisage the preservation of this architectural and urban heritage.

Residential blocks like Ulpiana and

Dardania are the representative cases and are becoming "living proof" of this wealth (not only as architectural heritage of a "late modernism", but also as a "model" of a more "livable" urban space). Hence, the final proposals for hypothetical interventions will focus precisely on the Ulpiana district (images of Ulpiana)².

Report of the process

Our method of work (workshop with PhD students and 3rd year students of architecture and urban planning) started from the confrontation of data found in the Kosova Spatial Plan of 2010 (yet to be approved) about issues related with the cultural aspects of Kosova 's society.

The Spatial Plan also poses important questions related to the preservation of cultural heritage, but also its potential to generate a contemporary image of urban reality.

"Apart from known cultural heritage, what views, landscapes, neighborhoods, constructions, and buildings we consider to be of special Kosova value and quality? What is the image, the identity and the values that

² / GYLER, M., *The urban development of Prishtina and its public spaces*, Milan, November 2013, Pg. 17-18; (May 2018). <https://commongroundlaboratory.files.wordpress.com/2013/11/lecture-prishtina-28-nov.pdf>

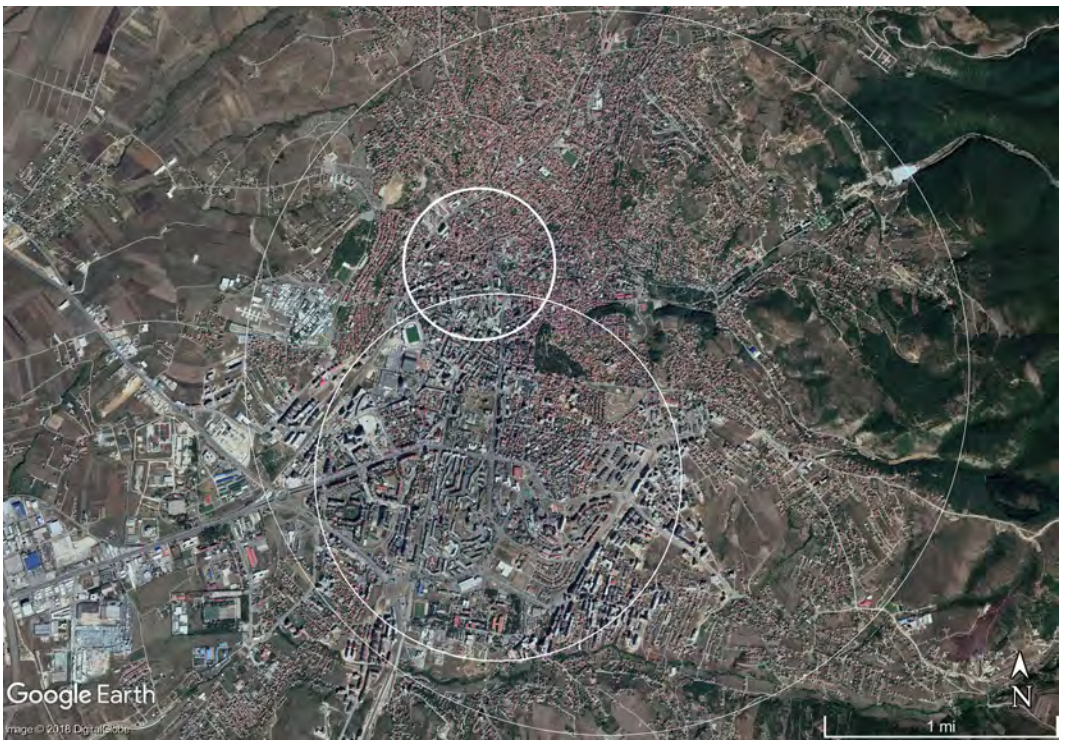


Fig2 / Ortho-photo image of the city of Prishtina and its constituent parts. Source / Google Earth 2018

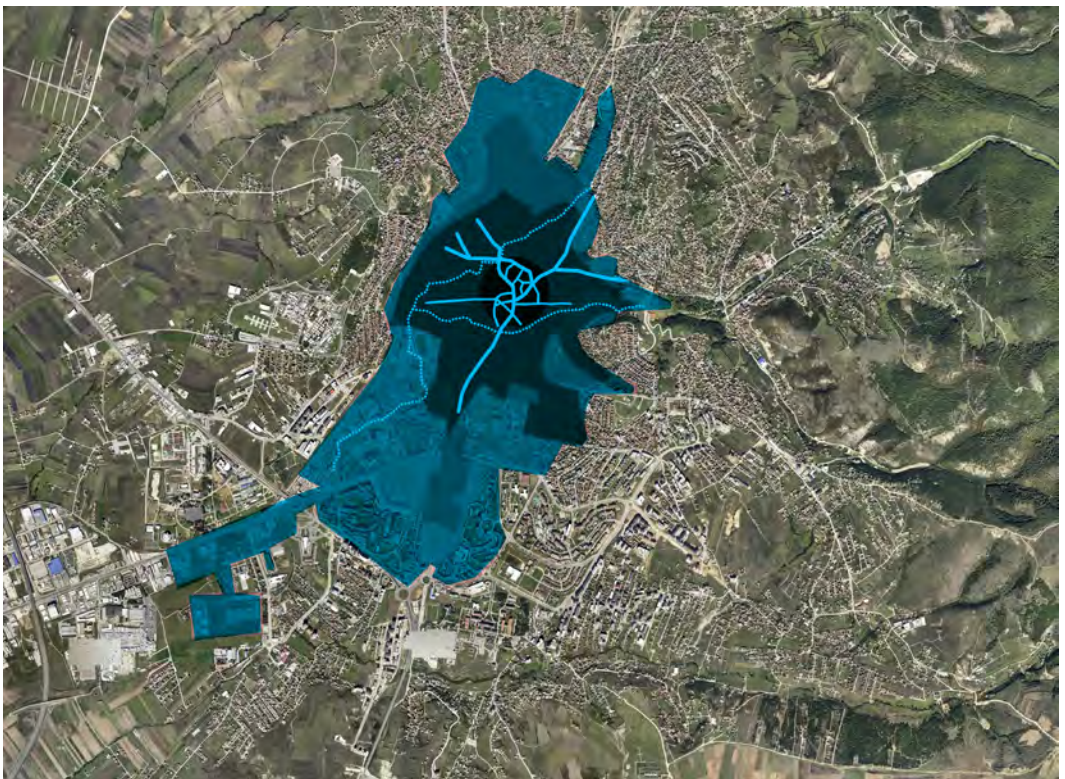


Fig3 / Scheme of different phases of Prishtina's growth and its constituent parts. Source / author

you would like to promote?
 Tourism depends much on qualitative open and built environments; it generates jobs and offers leisure opportunities with short range of each of the regions. So how can we validate those values and how should we manage them?
 Where can the communities take care of?" (Spatial Plan of Kosova , 2010,

p.101).
 It should be said that in all sources of information (Local Administration, Urban Development Plan, Municipal Development Plan or Spatial Plan), also reviewed by the students of architecture and planning of the third year of the POLIS University during the months of October-November 2017, important issues related to socio-



Fig4 / Prishtina and its historical layers. Source / author

cultural aspects (including architectural heritage) and education were raised, but this was only done superficially and the issues were never addressed in the details of the strategy.

The second step in our method of study was the confrontation with the maps and with information collected from previous work. The field visit reconfirmed the chaotic situation that emerged in cartographic material and even highlighted the real difficulties we had to face in terms of orientation inside the city.

It also highlighted the lack of clear points of reference (with perhaps as singular exception the mosques in the historic center, which thanks to the minarets defines a very clear itinerary in the city) or lack of hierarchical infrastructural networks in the urban tissue.

According to architect Arbër Sadiki, the only parts of the city which still retained a relatively clear urban structure were the Ulpiana neighborhood, the



Fig5 / Ulpiana district with late modernist buildings, '70-'80-s. Source / photo by Xhelil Nezir³

Dardania neighborhood, and the University Campus (all of them built during the '60s and '80s).

The field visit helped us to understand the real dangers that threatened those urban areas and what difficulties had been passed to maintain in time their architectural integrity (fig. 5).

The visit to the municipality of Prishtina revealed once again the

³ / Early pictures of Ulpiana area. http://xk.geoview.info/prishtina_e_vjeter_dikure_nje_pamje_nga_lagjia_ulpianakomuna_e_prishtines_republika_e_kosoves,60044255p (May 2018).

embryonic state of the work of the urban department, which did not yet follow (and did not anticipate) a development vision based on clear and coherent strategies. Their work at this stage was based on the introduction of a single system of maps with different themes, thus revealing the inconsistencies between them.

So far, none of the strategies nor the vision of the Spatial Plan or the Urban Development Plan are reflected or seem to have any impact on the work of the department.

Discussions and interviews with different professionals directly related to the urban-social life of Prishtina reveal some very interesting aspects, which are difficult to capture except by acknowledging the near reality. One of the issues that was discussed at length was the new Kosovar identity. Kosova is one of the newest states, but the province of Kosova has an ancient history.

From a long political and equally violent military conflict with Serbia, how does Kosova's youth feel today? Captured in the past, or ready for a new European story? In Prishtina's social life everyone feels the energy of youth everywhere. Bars, pubs, music, art, and sports. This is the new reality of Prishtina, regardless of political or economic problems. Youth probably carries the right potential to break the problems between ethnicities and religions, thus creating a new European identity.

This very important step was followed by the brainstorming phase in the classroom, where the first ideas about the focus of the research were also made. Discussions always revolved around a topic: on the one hand, the cultural wealth found in the context, and on the other hand the ambiguity to give every piece an image and a certain physical location. Despite the very poor state of local finances, the idea of intervention was elaborated mainly at micro scale, where the everyday life of the Prishtina is directly affected, but still structuring through it a macro

scale at the city level, where patches are connected to a clear and distinct system.

The final workshop, in collaboration with the first year PhD candidates of the University of Ferrara, served as the final step for physically drawing maps (scale 1:5000) on the proposals from the previous brainstorming phase.

Outcomes and final proposals of urban intervention

The work described in the report section showed that the vision should be based on these three strategic points:

1. Preservation of some urban structures / architectural objects which still clearly provide authenticity in this aspect;
2. Identification of representative spaces (in the form of squares) for all;
3. Necessity to increase the infrastructure and educational programs related to culture and innovation.

Based on the three above-mentioned points (three strategies within a single vision) the most appropriate urban context representative of the synthesis of these points was selected.

The most suitable area (based on the field visit and on consultations with architect Arbër Sadiki) providing appropriate parameters to enable such intervention, was the Ulpiana context. Initially, a list of monuments, objects of architectural value (or spiritual values / memory), cultural institutions, abandoned objects, spaces with potential for re-cultivation, etc., was made (fig. 6-7).

As it was noticed that most of them were gravitating around the current pedestrian area, the idea of bringing them into an interconnected relationship to create a distinctive cultural system was immediately born. What was noteworthy was that the spaces carrying the greatest potential to engage in this vision / system were those that defined Ulpiana's neighborhood, designed in the '60s by



Fig6 / Examples of cultural "objects/pieces" of relevant importance that should be connected to the city-system. Source / 3rd year student elaborations on Prishtina workshop; numbers refer to the list of "cultural-pieces" on figure 7)

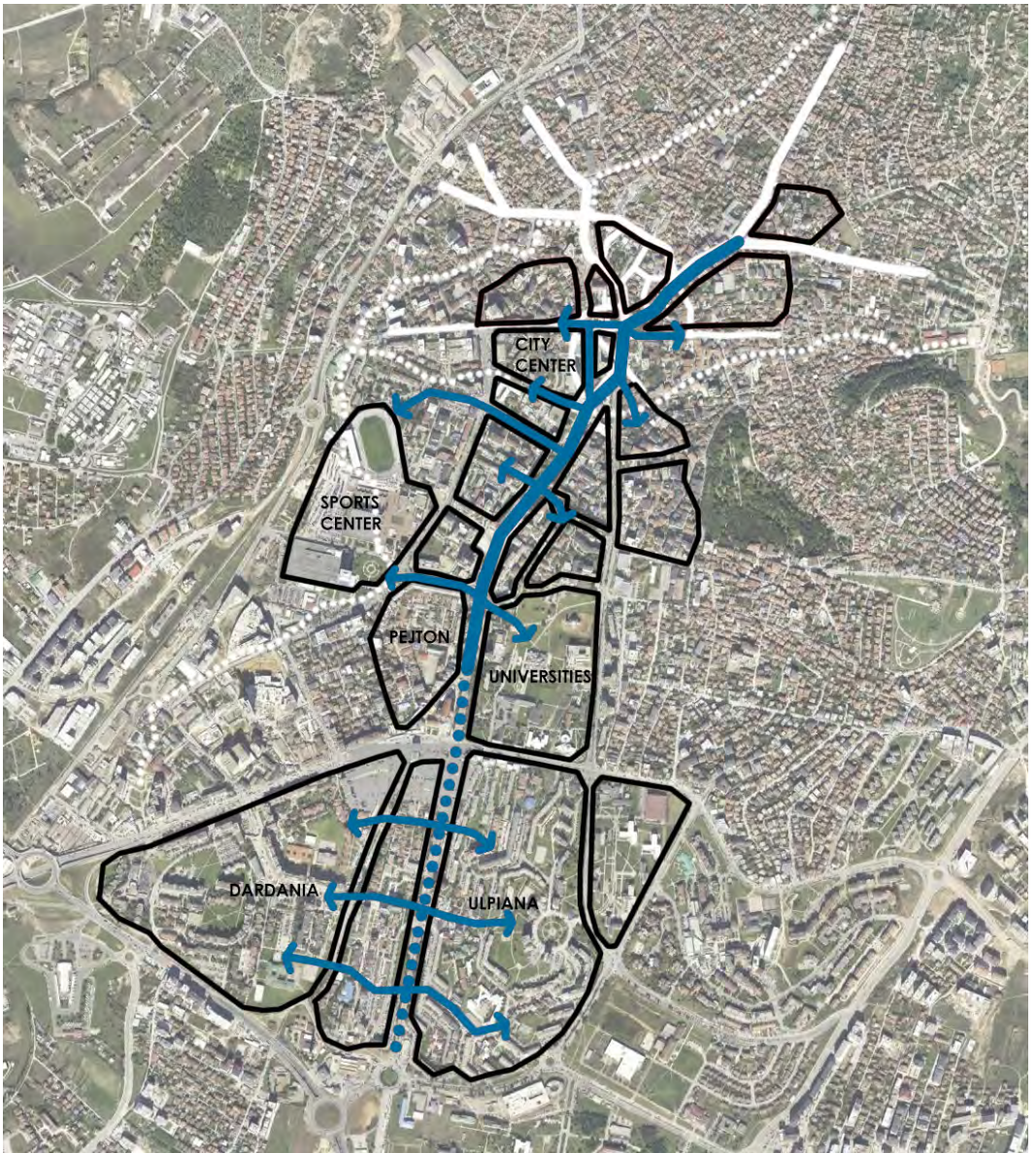


Fig7 / The existing pedestrian axis (on the central area), its extension (north-south) up to Ulpiana and Dardania districts and the "horizontal" connections of other cultural areas/districts with this central axis. Source / author

the architect Bashkim Fehmiu. The urban tissue of this neighborhood was further highlighted by "aligned" typologies (collective housing), built in Prishtina in the '60s and '70s, during the socialist influence on housing

typologies. According to a study of architect Sadiki for the "International Conference of Applied Sciences" in Tetovo, he says: "Those two settlements [Ulpiana and Dardania] designed and realized based

DARDANIA

MAHALLA

NEW BORN

OLD TOWN

ULPIANA

LAKRISHTE

KOSOVA'S FIELD

Fig8 / Diagram of different parts of Prishtina connected by a main axis. Source / author.

on parameters that derive from this program, even today represents two settlements with best living comfort in the city" (Sadiki, 2015, p. 5-6).

The ability of these two parts of the city to be connected was also underlined by the Urban Development Plan of Prishtina 2012-2022 (Municipality of Prishtina, 2013, p.152), where the idea of extending the pedestrian zone to the end of the Ulpiana neighborhood was also conceived. As also noted in the publication Archis Interventions in Prishtina (AIP Archis Interventions Prishtina, 2013, p.12), since Prishtina does not actually have a representative center (not an urban center, but a pedestrian longitudinal axis), the potential to place in Ulpiana some of

the representative buildings of a new image of the capital is great.

Therefore, the pedestrian zone, along with its extension to the Ulpiana area, will serve as an axial fulcrum that starts from the old city (north) and ends in the Ulpiana neighborhood (south), and where all cultural and recreational itineraries will converge (fig. 8-9).

Once the cultural axis (north-south) is defined, the objects, areas, and potentials related to culture and innovation are defined, which will in turn define transversal (east-west) itineraries joined to the central axis (fig. 10).

In the list of these "points" there are also the Gërmia Park (a natural

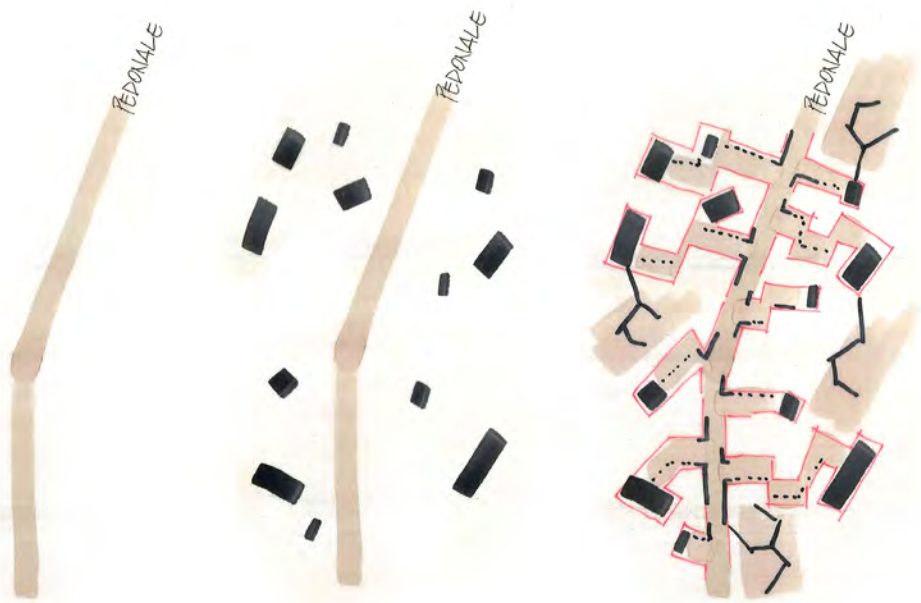


Fig9 / Diagram of the pedestrian axis connecting strategic buildings/spaces. Source/ author

/ recreational area where you can observe the entire historical center), a number of abandoned buildings (which are refurbished and included in the program), cultural institutions, educational institutions, monuments, sports halls, etc.

In terms of design details the project proposes a number of urban furniture elements, which play a threefold role: a) vertical or horizontal visual elements which call attention to a cultural event, b) "interactive" technological elements that interact with the visitor and inform about cultural events at the same time, c) urban furniture elements that formally assist in defining a space while offering sitting areas and lighting fixtures. In the Ulpiana area where possible, these elements become more consistent, creating amphitheaters, performance platforms, expo panels or even passages in different levels.

In the Ulpiana area spaces and surfaces can also be highlighted by "urban-graphic-art" as a spontaneous artistic form giving everyone the opportunity to use a common urban element or space. This would be a good way to re-evaluate and connect architectural heritage and, at the same time, create a new dynamic image of the city.

Conclusions

In Prishtina there are 6 different ethnic communities (the biggest one being Albanian), several religions (the most diffused one being the Muslim religion), and very different social layers (for example, there is a significant difference between the educated layer and uneducated). All of these realities are mixed in an urban conglomerate, which rarely clearly shows its cultural belonging. This, in essence, is a positive aspect, but is difficult for each of these communities to be equally represented in this urban space.

These issues guided the main topic of this paper: creating a new image for Prishtina (from the cultural point of view) by connecting cultural pieces from the old town with new re-evaluated pieces of the "late modernist" period.

The conclusions drawn from the outcomes of the workshop and various consultations with residents and professionals, are that the fastest and most efficient way to create this new image is the inclusion of the new generation of Prishtina (open minded and ready for a cultural evolution) and the use of some urban spaces for the development of cultural activities, recovering parts of the architectural and urban heritage of Prishtina, such as the Ulpiana's case and its "late

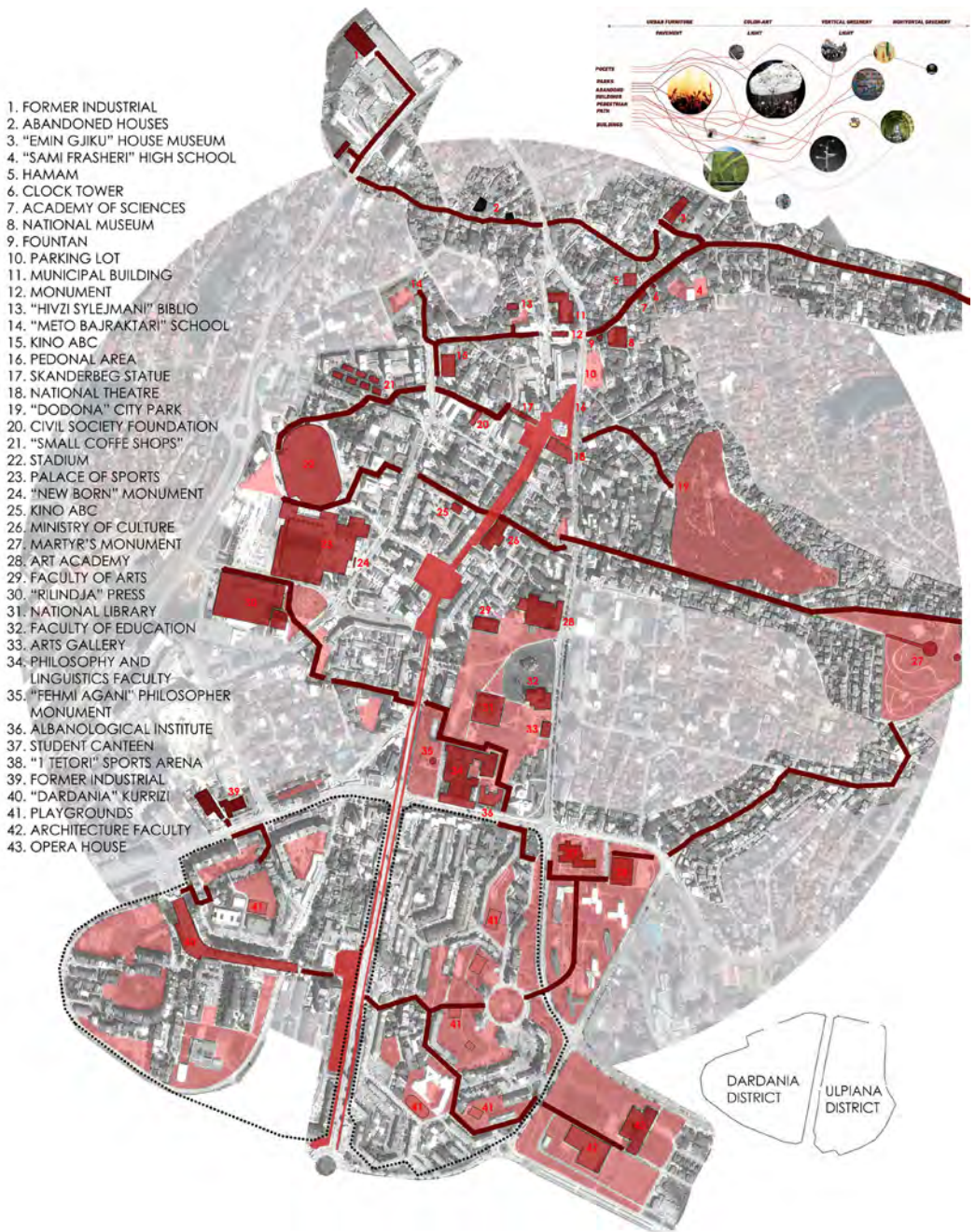


Fig10 / Map of interventions (and type of intervention) extended to the entire axial center.
Source / author

modernist" design.

The urban intervention is based on three strategic points: preservation of some urban structures / architectural objects; identification of representative spaces; increase of the infrastructure and educational programs related to culture and innovation. The elements that can be used are: vertical or horizontal visual elements to spot cultural events; "interactive" technological elements to inform about cultural events; urban furniture elements to define space and also serve as a seating platform.

The proposed approach seeks to attract the attention of local professionals in

this field with regard to this category of interventions. In this paper is given a modest contribution to the retrieval and re-evaluation of some objects / spaces that carry architectural or spiritual values - their installation on a hierarchy - how the art, visual arts, music, performances, exhibits and so on, can build a new image for a contemporary city, where different cultural communities can easily find themselves, and where everyone can be equally represented.

Despite the broader context, some small spaces can be gained naturally by the inhabitants, especially artists, and contributing to the definition

of a dynamic image for the city and transforming it in a contemporary European capital.

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Survival and Sustainability.

Local Finance Concerns in Prishtina, the new capital of Europe

keywords / Local finance, Development, Efficient, Financial performance, innovative instruments

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Abstract

Uncontrolled urban expansion, or as academically known as sprawling, isn't just bad for the environment, human health, and quality of life; it's also bad for budgeting. Municipalities all over the world are struggling with the fiscal burden of expenditures for infrastructure and services, which tend to be much higher than necessary in cases of inefficient planning. Imagine this challenge in developing countries, where even the necessities¹ are higher.

While reading 'The Guardian'² article by Claudia Megele, written in 2012:

'There are a host of challenges that face local governments in the 21st century; delivering services; lack of finance; managing staff; engaging citizens; forming new partnerships; and rapidly evolving technologies and socio-economic demographics'; a really big issue arises.

Mostly today, we see the relevance of the above mentioned issue, and yet have the urge to answer to those issues, while trying to give a new image and a set of new approaches to the youngest developing city in the EU (Prishtina, the capital of Kosova).

Introduction

Kosova is Europe's youngest country, both in terms of history and demographics. Being recognized by 106 UN member states including 23 out of 28 EU members, Kosova is the new potential candidate for European Union membership³. With an average population of 1.8 million inhabitants and an enormous number of diaspora, Kosova has taken great strides to rebuild an economy destroyed during the 1998-99 war and public and private investments have made large contributions toward economic growth over the last five years.

But the challenges to build a new European capital of Prishtina, while the normal process of development

is taking place, and the private market is playing by its own rules, are faced everyday by the governments of Kosova and Prishtina itself. With a construction sector in Kosova currently in transition, shifting from the supply-driven and poorly regulated market to a more demand-driven market in which clients are increasingly looking for quality and better services, new tools on how to make new approaches to better service deliveries and satisfied local governments should be introduced.

In this specter, this article, tries to explore, and to propose some of the main tools with which local governments in Kosova and especially in Prishtina can adopt to better

¹ / Be here need for schools, hospitals, sewage and clean water etc.

² / The Guardian is a British daily newspaper, dating since 1821.

³ / Kosova is currently negotiating a Stabilization and Association Agreement (SAA) with the European Commission

increase their revenues for service financing, enhance social economy and invite private providers to contribute to a sustainable economic future and increase citizenship and participative governance by the 2020.

These trends challenge local government to review its current planning codes and experiment with new ideas that will allow mixed and flexible use of its assets and structures, respond quickly to changing needs, and try out new approaches to energy production, transportation and service delivery.

Theoretical framework / State of the Art

How to better finance / co-finance?

State and local governments usually provide a range of public services that contribute substantially to raising living standards and growth. These include basic health and education; street lighting and cleaning; water, sewerage, and power; public markets and refuse collection; major transport networks; and land development for business and residential purposes. Subnational government must decide how much to spend for these public services and how to finance them. Ideally each subnational government provides both the level and mix of public services, and the means of financing these services that most closely meet the preferences of individuals in its jurisdiction. In this way decentralization promotes efficiency by allowing a close match between public services and the multiplicity of individual preferences, and it promotes accountability and equity by clearly linking the benefits of services with their costs. Strengthening local government finance can improve the efficiency of the public sector and reduce the need for transfers from central to local government, particularly in urban areas.

But before stating the above hypothesis as the ultimate truths, below are listed some of the criteria for efficiency in raising local revenues

1. The cost of providing local services should be recovered, to the extent possible, from charges on the beneficiaries. Such charges should be related to individual consumption or, where this is not possible, to a measure of individual benefit received.

2. Services whose costs cannot be recovered from charges can be financed from general taxes, property taxes, business taxes, and sales taxes levied within the relevant jurisdictions.

3. If the benefits of local services spill over into other jurisdictions or produce nationwide benefits, then grants from higher level governments should finance such services in proportion to their outside benefits.

4. Borrowing is an appropriate way to finance at least some local capital investment, provided macroeconomic fiscal balance is maintained.

In the mindset, it seems that, generally speaking, all local governments in developing countries support most of their income from the central government. Borrowing, though, one of the ways to increase revenue locally, is still seen with skepticism. This is also due to the fact that newly created municipalities fail to provide the necessary credibility in central or bank institutions.

However, the local level may explore a number of alternative ways to increase their income. Even in some cases, the local level should simply be a good process manager and make the citizens pay for additional benefits from local government 'spending'.

Analysis – Where it is and where it will be in 2020?

Space plays a crucial role in the development of a society and influences the definition of investment priorities, which cannot be imposed overnight, so we consider it is the time to start such a planning process in Kosova

The above statement, swapped by the Spatial Plan of Prishtina, is in fact the most inappropriate word for speech

not only in this article, but for all the efforts that Kosova has been doing in recent years towards a better planning and territorial development, and the improvement of the quality of its citizens.

Without the war in 1999, which had a huge mass of wreckage of infrastructure-demolished cities, many illegal constructions were in Kosova, especially in Prishtina, to be recovered in the wake of the war. This problem, which is most evident in the Kosova capital, with a population of

two compared to pre-war, is multi-directional and linked not only with governance, but it is also the technical, property and infrastructure problem which can be listed as follows:

Kosova's surface is 10,907 km², in which 2.4 million people live (according to OSCE in 2000), represents a large population density (220 inhabitants per km²).

With this political situation and the difficult social and economic difficulties of post-conflict and the lack of policies for sustainable development

Institutional / Legal aspects	Financial Aspect	Spatial Aspects
Lack of policies, laws and regulations in the area of residence (not their approval);	Lack of funds for housing development;	Informal settlements, in urban and outside areas
Lack of harmonization of housing needs in relation to requirements;	Lack of funds and fiscal policies for service providing	Expansion of settlements along the main roads
		Irrational use of space, individual and collective housing ratio in urban areas;

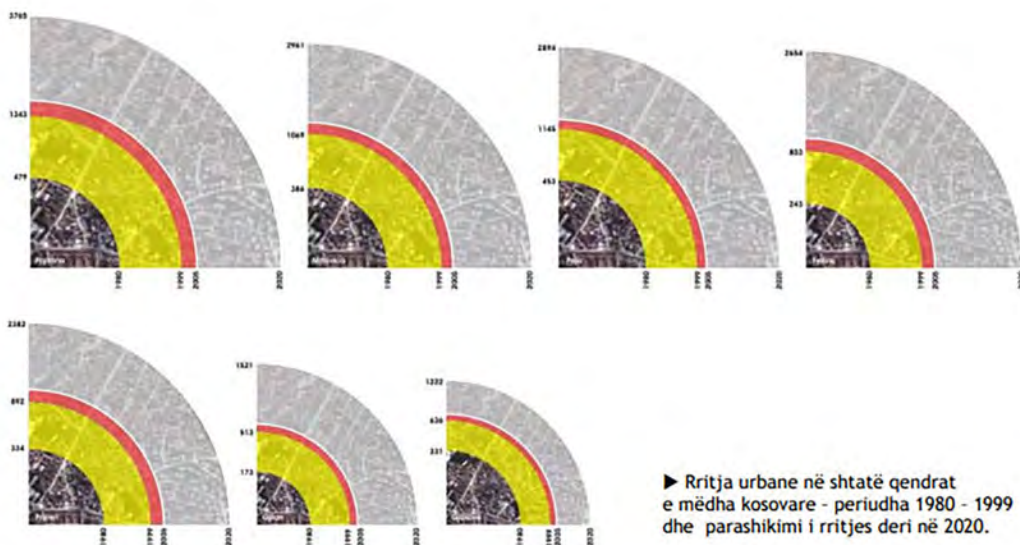


Fig1 / Urban expansion in 7 main centers in Kosova (1980-90 and growth predictions till 2020)
Source / Kosova's Spatial Plan 2010 -2020

in all aspects, Kosova and especially Prishtina as the country's capital faced a number of difficulties and above all an immediate increase and uncontrolled urbanization (as can be read in the graph above, the first left).

And just because of the urbanization, as one of the key causes, there is a variety of local and civic needs and interests that challenge planning by showing interest on shifting from a particular function in the multiple use

of land. In this framework, not just the pressure on agricultural resources, but also the change of character and quality of the neighborhoods, is one of the key challenges to be faced by both the planning and the financial burden of covering the costs.

In response to these challenges, Kosovo broke down one step ahead to set up the right legal framework to tackle the latter. The Law on Spatial Planning, adopted by the Assembly of Kosovo on 10 September 2003, defines the Ministry of Environment

and Spatial Planning as the entity responsible for drafting the Spatial Plan of Kosovo, which will set the main directions of development throughout the country.

Following this plan, urban plans are currently being updated in order to provide spatial responses to current social and demographic developments in Kosovo in order to be able to cope with the phenomenon on a real and more effective basis.

Similar to other developments in Europe, but with a more intense form

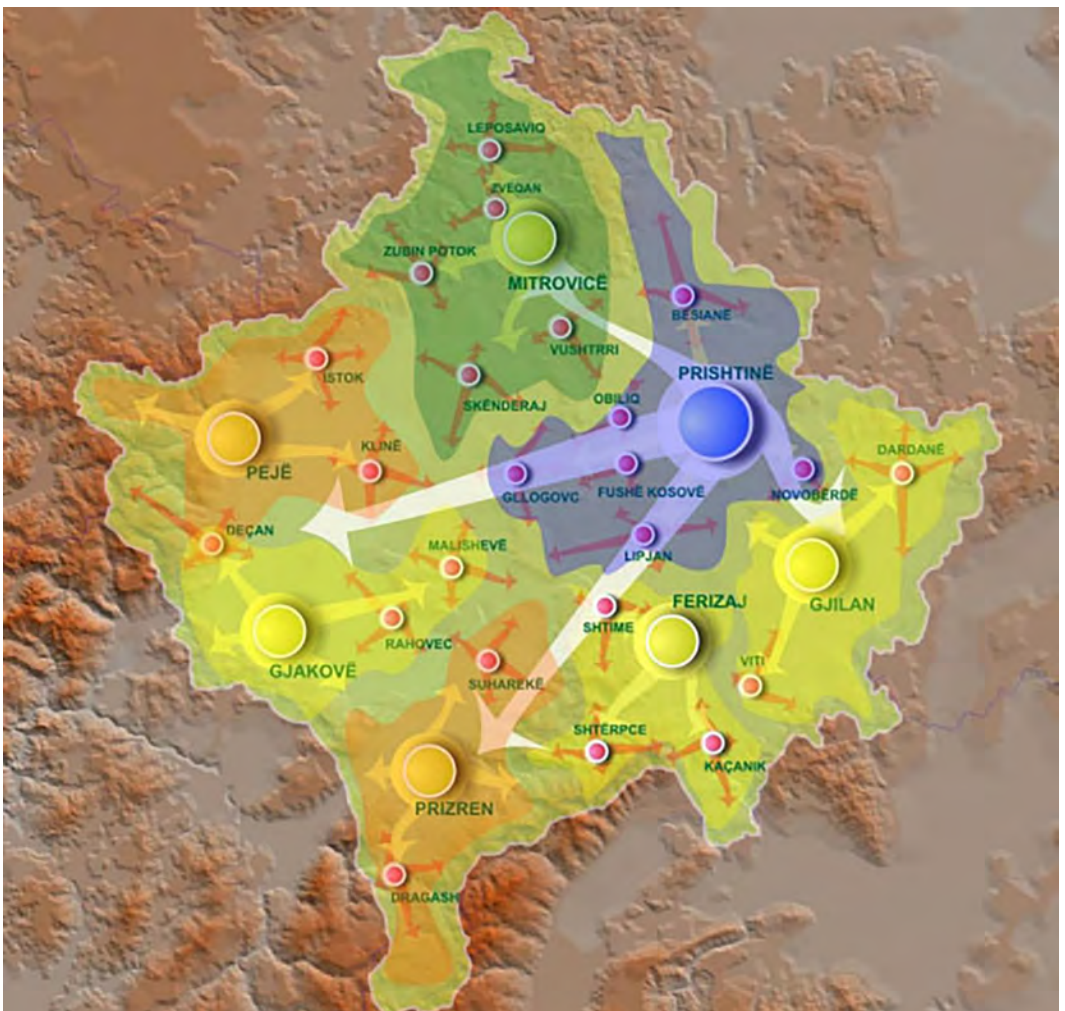


Fig2 / Kosovo's development strategy, 2010 – 2020 (Emphasis on Prishtine as the Capital)
Source / Kosovo's Spatial Plan 2010 -2020

here, plans are slowly beginning to take off.

From the concept of spatial planning for the future, Kosovo Spatial Plan divides the state into four areas, which are planned based on their characteristics. These features represent diversity and at the same time are unique.

Prishtine, the capital, is involved in the blue zone, and its vision is structured

as follows:

“A vibrant and prosperous area, where cities are aiming for continuous modern and planned development, with a high quality of life and a desire to live and work in this city, an increase in income, services and economy of Kosovo. Prishtine is the administrative, political, economic, health, educational, cultural center

foreseen by the laws of Kosova with a metropolitan role, distinguished for economic development, contemporary urbanism and efficient and quality services”.

But what was the financial performance of Prishtina in achieving its vision?

In the period 2008 - 2012, Prishtina Municipality budget revenues have shown a tendency of continued growth to 61.7% as a result of increased government contribution and its own revenues. About one third of budget revenues are supported by its own resources, while $\frac{3}{4}$ have support from government grants. This increase in participation reflects the business, investment and consumer power of the Municipality of Prishtina in relation to the country. Under the pressure of population growth and migration from other parts of Kosova, the Municipality of Prishtina since 2008 started implementing important projects of basic infrastructure, education, health and social services. This is supported by the breakdowns considered by budget revenues for financing public projects. Thus, the share of capital expenditure has moved from 44.4% (2008) to 54.3% (2012 estimate).

The participation of Prishtina's capital investments in those of the country is disproportionate in comparison to participation in demographic indicators. No major changes to the financing structure should be expected in the coming period. We estimate that a greater increase will mark the means from external donations and the approval of the Law on Prishtina can increase investment capacities. From this we can conclude that in the next period we will have a more diversified structure of financing the development priorities of the Municipality of Prishtina. It is to be expected that the role of public-private partnership in the realization of some capital projects will be enhanced, as well as the more

pronounced involvement of private sector investments in education, health, hotel and sport projects funded by its own sources of income from municipality of Prishtina.

Enhancing social economy – towards better planning and living

From the 1980s onwards, the idea that local communities can serve their own needs through social economy organizations has gained momentum globally, as it has become clear that economic and social development cannot arise solely from the growth of investor-owned enterprises. In many countries, organizations of citizens have emerged as an important player in addressing the needs of local communities. In Europe, they have mainly developed to produce welfare services; in developing countries they have emerged in various fields such as the construction of infrastructure, and the supply of community services thanks to the mobilization of local communities or the support of external actors.

Different conceptual approaches have been adopted to describe this type of citizens' mobilization. In Europe, there has been a revival of the “social economy” concept, which stresses the implementation of democratic management models. In the search for innovative paths of economic development that can support social inclusion, better living costs and balanced economic growth, the social economy is an extremely compelling development paradigm.

The government of Kosova has adopted the Government Programme 2015 -2018 in which the policy priorities for the future years have been laid out.

The programme has five pillars:

1. Sustainable economic development, employment and welfare;
2. Rule of law;
3. European Agenda and foreign policy;
4. Education, science, culture, sports

and youth developments;

5. Modern healthcare;

Kosova has been one of the very few countries in Europe and the region of the South Eastern Europe that had positive growth rates in every single year in the period since 2008 global financial crisis. This strong resilience to the external shock was a consequence of limited trade and financial linkages Kosova had with countries in crisis, and of the country's rather specific development model.

Conclusion

Toward a more efficient local government ...

The structure of government in many developing countries is still inefficient. Often fiscal relations are opaque because of political expediency, rather than lack of knowledge or skills. This makes reforms much more difficult. Nonetheless, more open and transparent systems are urgently needed. Responsibility for many services can be devolved to local government. Local government should rely on the revenue sources that they are best equipped to use, such as property taxes and user charges.

Local governments must be held responsible for their use of public resources to those who provide them: for user charges, the beneficiaries; for locally raised revenue, the general public.

World Bank Group, 2014

The Republic of Kosova, and especially the Prishtina municipality, as the youngest capital in Europe and with the vision of being a part of the European Union, will need to properly develop and develop its financial resources into its local resources. In addition to this, they will be able to capture the challenges of the present and address the potential risks in the future ...

Western experience lists a number of innovative instruments for better land management, more prudent financial planning, and what is more important is the increase in local revenues,

in order to stimulate spending and provide better quality services in the future.

Referring to the Kosova context, and simultaneously to Albanian experiences as Kosova's sister in similar territorial and financial processes (to some extent), below are listed a series of instruments that would help local units offer better services in the future without being constrained by financial situations in them.

Property Tax

The property tax has several advantages as a local revenue source. First, all municipalities have some taxable real estate within their boundaries. Unlike taxes on business and trade, whose bases are concentrated in major cities, the property tax can produce revenue in small outlying local governments as well as in large cities. Second, within small towns (as Prishtina or even Tirana) the property tax base is broad; thus the burden of such a tax can be distributed across a large segment of the population, and significant revenue can be raised at low tax rates.

Third, because property values are enhanced by the provision of local government services, property taxation based on accurate property valuation can recover the cost of services directly from the beneficiaries. The last point, however, is one of the most important issues to be discussed in the context of the property tax in Kosova. Unlike Albania, which until 2017 calculated the real estate value based on the square footprint of the building, Kosova is on a European model, by comparing the value of the property through the calculation as follows:

Taken from the Official Website of the Property Tax Department:

The value used each year when the tax is calculated is the value of the property that is calculated on 31 December of the previous year. Property valuation is done every three to five years.



Fig3 / Investments from the property tax in 2017
Source / Department of taxation in the Ministry of Finance – Kosova , 2017



Fig4 / Investments from the property tax in 2017
Source / Department of taxation in the Ministry of Finance – Kosova , 2017



Fig5 / Investments from the property tax in 2017
Source / Department of taxation in the Ministry of Finance – Kosova , 2017

The calculated value for property tax is influenced by these factors:

- The square meters of the object
- Category of facility
- Evaluation area
- Quality (after completing the survey)

So it seems that the real estate tax is one of those innovative ideas that has worked best in Kosovo by making possible a lot of spending or improvements in local services. For illustration below, a revenue table for 2017 is presented on the property tax, and a list of expenditure incurred by the collection of this take.

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Building typologies of Prishtina neighborhoods. Visual assessment of structural and architectural configuration towards a more distinct urban image

keywords / building typologies, visual assessment, architectural and structural configuration, integrated urban district, Prishtina neighborhoods

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Abstract

A structural typology classification may help structural engineers, architects and urban planners to understand a building's behavior and response to any type of natural hazard as well as further assists in defining improvement techniques and long-term sustainable regional planning. All part of Prishtina city, referring here mainly to neighborhoods, have to be well integrated, functional and attractive to its citizens and visitors.

This paper attempts to categorize the main Prishtina existing building stock into building typologies based on extensive field investigation of different neighborhoods of the city. In addition to this, it will be presented the potential criterion for judging through residential buildings typologies, the urban image in case of Prishtina main neighborhoods (Ulpiana, Dardania, Bregu i Diellit), etc.

The aim of this work deals in revealing the assessment methodologies used on the survey of residential buildings of Prishtina neighborhoods, through the building typologies as a case study. Such evaluation is done in order to specify the architectural form as the primary perceptible feature and its visual characteristic of the district to be in line with the degree of urban sustainability and functionality.

The following methodology divides this study in two main parts: the first will be in theoretical background referring to building structure types in terms of architectural configuration and structure assumptions; the second will be in more practical terms describing in detail about three chosen building typologies. While analysing an architectural form the following factors play a crucial role: a) Building design interpretation of surfaces configuration, internal space distribution and solar orientation, b) Texture and colour which are perceptible impressions and finishes linked to material usage, c) Composition of architectural elements and structural parts etc., which may be regular or complex. The investigated case studies and the analysis conducted based on those models will lead to the main results, presented in the paragraph of the conclusions.

Introduction

The contribution to a better understanding of Prishtina's neighborhoods architecture and design history, with emphasis on one of the most important and dynamic periods of the 20th century, will be in focus while assessing the visual aspect.

From the architectural and engineering viewpoint, design intends to follow technological advance. Consequently, some specific buildings are related to different types of characteristics. This leads towards possibilities for transforming architectural styles, but only to a certain degree that

lets the contemporary play the major role. However, even with all the contemporary way of thinking, the traditions and other regional aspects were not entirely disregarded. Comparison styles and structures elsewhere in Europe, designed and constructed during similar years and period of time, will intend to give an argument of inline or aligned architectural developments (K. Aysha Jennath, 2016).

In this study is presented an analysis of building structural typologies of main neighborhoods in Prishtina with the focus to further combine the strategy of urban development and construction industry of this future European city. Typologies of built environment offer a consistent set of predefined representative buildings and building blocks with typical architectural properties and structural configuration. (Andreas BLUM) Building typologies support rapid assessments of specific object elements. On the other hand, typologies of urban structures support different models of the urban built environment for the city as a whole, as well as micro scale screening of stocks and flows on neighbourhood level. Research on the built environment deals with a complex and interdisciplinary subject. Especially with the objective of sustainable development multi-criteria approaches are needed.

The aim of this study is to identify the range of typical housing neighbourhoods in Prishtina from design and function perspective. As a shared representation of the physical object for this interdisciplinary investigation, four urban structure types of housing areas were defined, to a large extend by using a visual approach. The building typology served as a framework for the collection and presentation of different architectural and structural configuration. For this purpose, there have been conducted empirical investigation on site representative the neighbourhoods chosen in Prishtina city. Finally for the analysis and interpretation of disciplinary results, the typology provided a synoptic projection screen of disciplinary results.

From a design related and functional perspective building structures (sustainable, functional, quality structure), were analyzed. As a result, it is shown that the internal structure of the buildings and flats is favorable for flexible uses and refurbishment. On the other hand open structure apartment block developments have relatively favorable environmental conditions like green spaces, while structural homogeneity and monotony like identical flats with uniform design are often perceived as shortcomings. Sustainable development requires that the building provide healthy

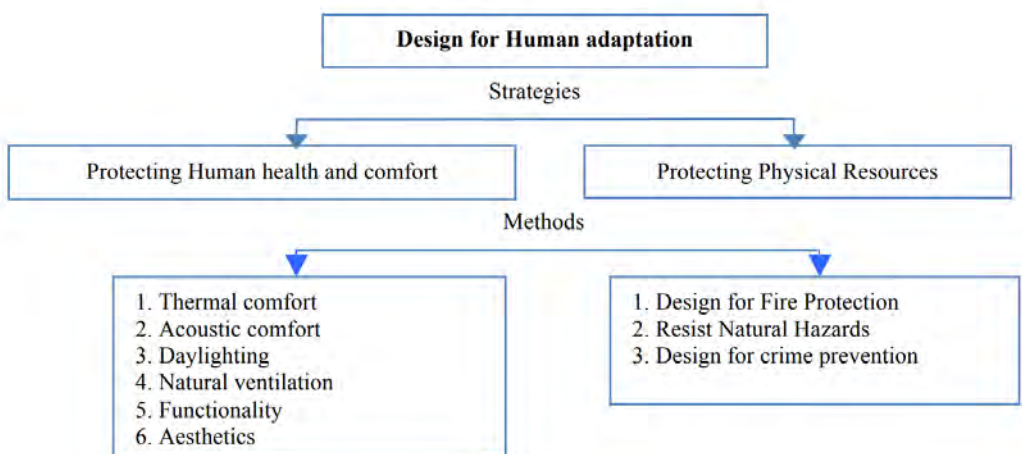


Fig1 / The proposed of two design method with the main focus to promote and enhance human adaptation. Source / Peter O. Akadiri, 2012

and comfortable environments for human activities. A building must accommodate the activities it is built for and provide floor-space, room volume, shelter, light and amenities for working and living. In meeting these basic requirements, the building should also be structurally stable and fire safe.

Referring to architectural design theories, there are two main building classification. The first is based on occupancy which in this paper were selected the residential buildings (multi-family building) and the second is based on type of construction and in this case is referred to ordinary buildings (Type 3A, 3B). Older constructions may have unreinforced masonry and have conventionally framed roof, while newer houses have light roof systems, supported by R.C.C masonry or concrete frame (Peter O. Akadiri, 2012).

Construction Type identifies the type of materials utilized for constructing a building and fire resistance associated with the building elements of a structure. These building elements include the primary structural frame, exterior and interior bearing and non-bearing walls, and the floor and roof construction elements. Patterns of settlement are often formed around types of houses. Sizes of homes vary widely from small homes to residential dwellings in which domestic architecture creates patterns of urbanization and density. Buildings often line both sides of a street and offer multi-story living. Duplexes and triplexes offer housing for two families to four families.

In a sustainable building, the architecture itself is expected to provide comfort for the occupants. Thermal comfort is a key to occupant's satisfaction and productivity. The environmental parameters which constitute the thermal environment are: Temperature, humidity, air velocity

and the personal parameters: clothing together with activity level. A building that optimizes daylighting and natural ventilation would be shaped so that more of the floor area is close to the perimeter. While a narrow shape may appear to compromise the thermal performance of the building. Effective daylighting depends on apertures of appropriate size and orientation. Building envelope considerations, such as reflective roofing, low-E windows, window tinting and solar shading are some of the tools that enable designers to optimize thermal comfort as well as improving energy efficiency. Siting the building according to seasonal heat gain and use is another key to thermal comfort, as is landscaping.

The orientation has also direct effect with the ventilation or wind speed. For instance, Meir, et al.(1995) has concluded that the correct orientation of buildings can improve their thermal comfort; however, orienting them irrespective of solar angles and wind direction may create thermal discomfort. Daylighting involves designing buildings for optimum use of natural light and provides numerous benefits over artificial lighting. Generally it is understood to be beneficial both to health and well-being. Therefore maximising good daylight in housing is an important consideration.

On the other hand, natural ventilation is the process of replacing air in any space to provide high indoor quality without the use of mechanical means. Ventilation conditions inside a space have a direct influence on the health, comfort and well-being of the occupants. Natural ventilation has become an important strategy in building designs. It can be used to supply outside air, reduce odours and pollutants, and remove heat from spaces, people and mass. Designing for natural ventilation also has potential to reduce construction and operational costs associated with the purchase

and use of mechanical equipment, and the increased productivity of building occupants due to improvements in the indoor environment and connection with the outdoors. The climate suitability, window orientation and operable windows are the key factors for natural ventilation. Examples include providing cross-ventilation to make use of wind chimneys to induce stack ventilation, and using water evaporation systems in hot dry climates to induce air movement. Building functionality should be planned to enable the smooth operation of the activity for which the building is designed. The capacity of a building to absorb future functions should be studied at the outset, in the event of an expansion, and to reduce the additional material and building waste disposal costs. The consideration of low-maintenance and durable constructive elements is of special importance, even where it may not be strictly necessary in the long term.

Prishtina at present - Architectural configurations of buildings

Since 1999, Prishtina was slowly transformed into a dynamic city, mainly characterized by unauthorized construction, erecting or extending structures which has affected the urban structure of the entire city. In more specific areas like in the main neighborhoods, it was given rise also to different problems such as infrastructural, building safety or even social aspect. It was due to the lack of law enforcement, and the absence of mandatory planning and building standards.(PRISHTINA, 2009)

The work consists in developing a key concept by analyzing Prishtina's neighborhoods potential and identify structural building typologies and architectural configuration as the key factors for future development. The paper later is focused on a new visual aspect that gives rise to future urban development of these areas. The analysis is focused on small scale, the urban built environment of the selected areas of study. The first focus is on structures along categories like residential buildings or villas due to construction periods and types.

An analysis of urban areas in seven largest centres of Kosova presented in the report of 2010 year by Institute of Spatial Planning, it is clearly stated that the largest developments in space were those of housing facilities. The average urban growth for the last 20 years (1980-1999) or the area of each centre has grown for 2.7 times. An estimate may be given only for the Prishtina Municipality: in 1980 Prishtina used to have 450 ha coverage, and after 20 years, it has grown into 1500 ha or at least 1000 hectares more. These methods would promote better use of urban land through a higher population density like in case of Prishtina city. (Institute of Spatial Planning, 2010)

The importance of the architectural configuration is enormous for the image of the City in general and for the specific areas like neighborhoods. It sometimes influence in boosting tourism as an economic factor. Therefore Prishtina shall improve the existing architectural potentials, and in this respect, the residential areas

No.	Settlement / name	Urgency			Applicable plan			Size			Urban/rural context		
		ST	MT	LT	MDP	UDP	URP	S	M	L	U	UR	R
1	Bregu i Diellit	X					X	X			X		
2	Kolonia "R. Sadiku"	X					X	X			X		
3	Kodra e Trimave	X					Partly		X		X		

ST - short term;
MT - medium term;
LT - long term

MDP - Municipal development plan
UDP - Urban development plan
URP - Urban regulatory plan

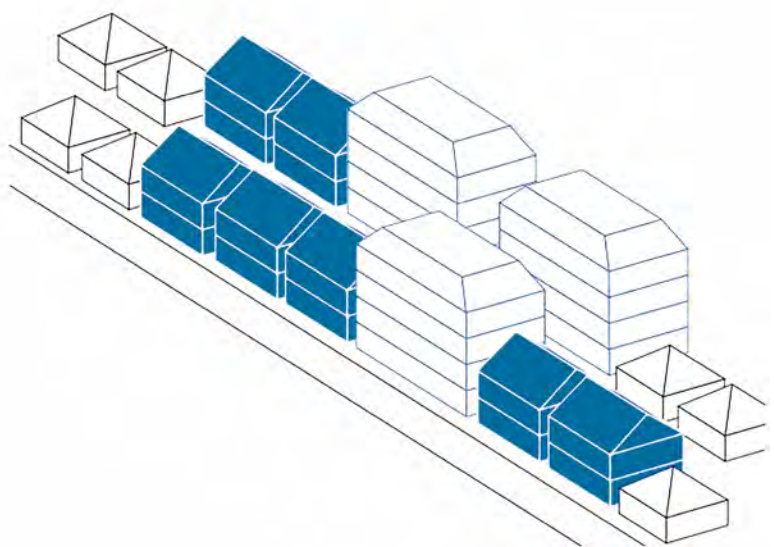
S - small
M - medium
L - large

U - urban
UR - urban rural
R - rural

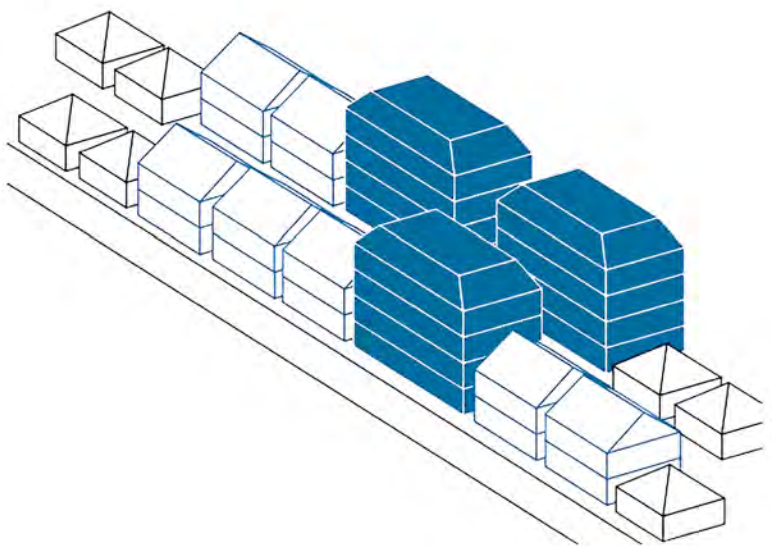
Fig2 / Informal settlements in Prishtina neighborhoods

Source /author's redesign from Ministry of Environment and Spatial Planning Report of Kosova , October 2005

1



2



3

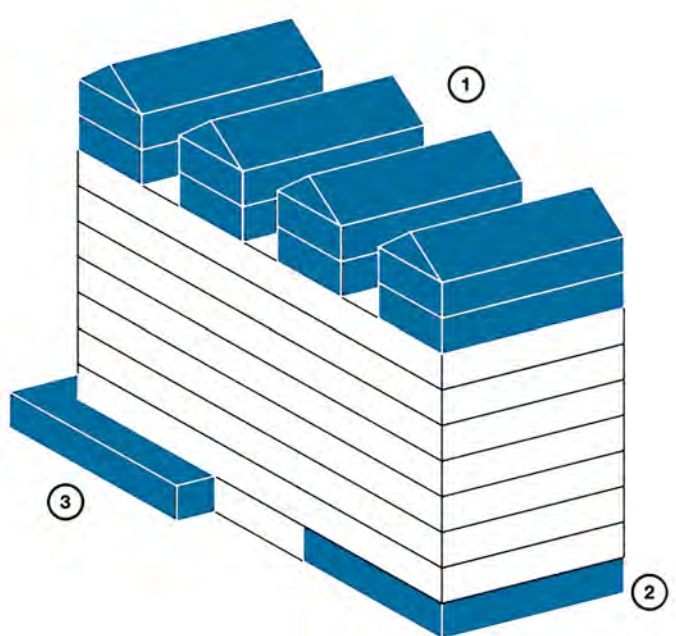


Fig3 / Prototype 1 – buildings up to two-story high; Prototype 2 – buildings up to 4-5 story high; Prototype 3 – extensions to existing buildings
Source / Prishtina, A. i. (13-15. March 2009)

such is Dardania, Ulpiana or other well known neighborhoods in order to highlight the city's specific values and increase its competitive edge in the region. Prishtina should clearly identify urban areas for improvement and development of neighborhoods which shall improve the image of the city in general. Such urban areas should be developed with standards and should have strong connections within the city and robust perspective. (PRISHTINA, 2009).

Structural typologies

In this part there will be analysed the main structural typologies explaining in three main headings; prototype 1, 2 and 3, in the selected neighborhoods. So the prototype 1 refers to buildings up to two-story high. (Prishtina, Manual on the legalization of structures built without permission, 2009)

Prototype 2 refers to buildings up to 4-5 story high which from the structural point of view, the buildings should comply to main criteria: building static and building dynamic. In this context, each building should be structurally safe, in terms of its static calculation in order that its static complies with the applicable norms and standards. So for main building blocks, the following visual assesment consist of the following:

- a) Verification of the structural safety of the building;
- b) Technical aspects of existing building in terms of the stability of the building suggesting also interventions or proposals for structural additions due to the overall static calculation.

On the other hand, referring to building's dynamic (earthquake hazard), each building should be structurally safe in terms of its dynamic calculation. A rapid visual assesment will be done in this respect in order to check the structure of the building in terms of its earthquake resistance. The evaluation begin first with the verification of building's current status, and conclude whether their dynamic aspect comply

with the applicable norms and standards. In this regard for several building blocks, the most problematic issue is the 'soft story' phenomena especially in the ground floors. It is recommended that further analysis should be done to ensure the dynamic aspect of the building.

Prototype 3 refers to high rise buildings which under this division are covered the buildings with extensions to existing ones: a) roof extensions, b) in basements and c) annexes. The issue to be discussed for all the categories, is the assessment of the structural safety of the building (the building's static and dynamic). If findings regarding the stability of the building suggest interventions in its structure, the technical documentation should include proposals for structural additions or other interventions, and the overall static calculation.

Methodology

The impact of the construction industry on the expansion of urban areas show the importance of land as a vital indicator of sustainability with the potential to become an absolute indicator of sustainable construction. Land can be conserve by adaptive reuse of an existing building, thereby eliminating the need for new construction. In addition, placing sustainable building project within easy access of public transportation, medical facilities, shopping areas and recreational facilities, would prevent the expansion of built environment and occupation of eco-sensitive areas. These methods would promote better use of urban land through a higher population density that would make better use of infrastructure services and transport systems. (Peter O. Akadiri, 2012)

With the next step the building typology was further developed along physical and spatial criteria related to construction. This kind of typefication, can build on existing predefined

typologies of urban structure with integrated building types. However, the structural typologies can only be a starting point and have to be adapted to the local situation and context. In a second step the certain structure types would be able to absorb future specific land use demands like enclosed residential block or detached single family house.

As a methodology, structural typologies can be used for a modeling and fast screening of characteristics of the chosen neighborhoods by representing relevant elements of this system with typical characteristics. Given empirical objects (building blocks within a neighborhood) can then be classified and quantified along the system under investigation. In spatial research typology approaches are used to describe or analyze and monitor the built environment with respect to buildings, infrastructure and the urban structure. Typologies of the built environment offer a consistent set of representative buildings or building blocks, resource consumption for renovation or demolition. Building typologies as an example classify buildings along construction periods and technologies. Building typologies support large scale inventories as well as micro scale rapid assessments and may even provide quick info on easy to apply good practice solutions (Dominik H. LAng, January 2018). The chosen cases attend to present in more detail the neighbourhoods dominated by single-detached family homes, open structure apartment block or residential concrete slab buildings.

As above, it ought to initiate pilot projects or monitoring programs undertaken for implementation of new and recent initiatives such as Low Impact Development or Winter City design, as in the case of Edmonton's Strategy (Council, 2013). Projects could also be undertaken for other alternative development and engineering standards to explore new ideas and applications prior to

their formal adoption. In addition to this, Design and Construction Standards may also require review and re-evaluation over time based on new or improved knowledge to enable alternative and adaptive design in pre-setting the neighbourhood infrastructure (lighting, landscaping, servicing, etc.), neighbourhood's character, public art, community focal points, and new landmark buildings and features used to address this principle in a new neighbourhood.

Aesthetic vocabulary of buildings of the chosen neighborhoods

The importance of dealing with the aesthetic vocabulary is that the four neighbourhoods should be used as a main reference point in the city, although the extent of relevant local context will vary from site to site. Relationship is achieved by establishing visual links with the context, particularly its primary characteristics. When reference is made to existing characteristics, even though it may be in some abstract form, the result should be clearly seen and understood from the street. While relationship is important, this does not mean stylistic consistency or replication of the detail of neighbouring buildings. New buildings may relate successfully in a number of ways while also introducing new elements. Contrast can create a focus of attention. The extent to which this is appropriate depends on the public significance of the proposed development and its function. It also depends on the heritage or cultural value of the setting. Where a street or neighbourhood is valued for its complexity and diversity, design solutions that contribute to that diversity and largely remain within its boundaries will maintain those qualities. Such places are usually more able to accept diverse forms and contrasting building types. Particularly in areas characterized by diverse character and complexity, new building types, for example

apartments, may be appropriate. Where the area is characterised by consistency and unity, then the design response should aim for similarity. The collective quality of such a group of buildings could be degraded if new development did not visually relate to it in important ways. This does not imply replication, nor that the style of new buildings should match existing. It is often possible for a well-designed building of contemporary form and style to complement an existing area with a few key references, particularly to the primary characteristics of its neighbour. Conversely, where an area is characterised by diversity, the general limits of that diversity should be identified. This will be the range of design responses and elements that will reinforce a link with the area.

The Facade articulation refer to existing patterns and use of secondary and tertiary forms to achieve a complementary level of visual relief and formal complexity. This means comparable levels of visual complexity and intensity and quality of detail, and entrances and windows that relate in scale, proportion and percentage of wall surface to local patterns.

Materials are proposed to be plastered, which is more typical for facades of local buildings, as well as natural stone, bricks and cement fibers. Exceptionally, wood and exposed concrete can be used. Windows should be double or triple glasses due to the energy efficiency and comfort of the residents. Depending on the type of façade, balconies should be solid or glazed. Natural colors should be used for the main façade parts, highlighted colors used mainly in logs and balconies, in some cases for the entire facade. Flat roofs are applied to all buildings. They avoid slipping snow on the streets and sidewalks and can be used for private roofs or terraces. The roofs defined as unavailable can be filled with green roofs. Green roofs contribute to reducing urban reflection and enhance the protection

of non-penetration of heavy rainfall. In situations characterized by consistency of materials, finishes, textures or colours, it is noticed the integration of complementary materials into new developments, considering both texture and colour. The goal is in combining uncharacteristic materials with typical materials, ensuring that they emphasise the visual impact of the typical. Such materials might be used where they provide a significant improvement in building performance that cannot be achieved in any other way.

Referring to adding to existing building, it was maintain a general consistency of character of the existing structure. This include consistency of form, alignment, window type and proportions, and overall quality of materials and detail. Contrast is possible, but this requires design skill for successful integration. The emphasis should be on the new elements fitting in, rather than an arbitrary contrast just for contrast's sake. Instead a similar level of visual quality, and common materials, forms, proportions and alignments may be used. A new building may be contemporary in style, but if it is to be in keeping with the existing, it should relate in significant ways to that building. Optimising sun exposure and natural lighting is another design concern. The main recommendation is orientation of main living rule for all dwellings to receive midwinter sun for at least 4 hours at mid-winter. Sunlight access must be considered for reasons of amenity and energy efficiency. In addition to complying with rules for sunlight access for neighbours, sunlight access within the development is also an important consideration. The location and the building form is very important in avoiding unnecessary or unreasonable shading of private outdoor living spaces or windows to main rooms in dwellings.

Attention should be paid to balancing the effects of screens located for visual privacy and the sunlight

access that they may block. In this regard, it is crucial to provide visual interest on new façades, articulating or eliminating wall surfaces that are featureless or plain. This is particularly important at the street edge or where a facade is conspicuously larger, higher or more prominent in view than others around. The following paragraphs would better describe the above elements and characteristics for each of the neighborhoods taken into consideration.

Bregu i Diellit, it may be considered a typical modern neighbourhood with new residential building complex. It can be distinguished two main blocks; the white buildings and red buildings. They content vertical layer in order to close a building opening and a unit like a volume added to the building at the top floor. Those three types of informal structures can be found on the top, on the facade and on the bottom of the building. Since it is a new constructed area, the buildings seem to optimize daylighting and natural ventilation by their orientation.

Dardania is a typical socialist - modern architecture neighbourhood in south Prishtina built during 80's. It is a triangular-shaped site marked at its borders by three streets: two high traffic roads and a secondary connection road. After the war of 1999, this site went through a period of urban densification increase. New informal structures started to be built illegally and individually above all on the building's flat roofs and also many terraces were closed in order to increase the dimension of the inhabited units to allow a higher number of people to live in.

The building structures in Dardania neighborhood are of 3 main typologies which can be found on the top, on the facade and on the bottom of the building: layer (a vertical element is erected in order to close a building opening, usually a balcony), unit (a

volume is added to the building) and linear (an entire floor is built on the previous building). The main known site of the area is the so called Kurrizi, in which it is located a well known underground shopping mall. It is almost a dense constructed area that seems to compromise the thermal performance of the buildings.

Kalabria, during the site visit and survey in Calabria neighbourhood, the lack of public spaces was easily perceived. This part of the city of Prishtina is characterized by its division into two parts: one part constituted with small private houses, which maintains, its original shape and the other part is with new high rise buildings. The part of the old city remains the most regulated and more functional than the rest recently built. Among these two parts of the neighbourhood there is the city park, which is hidden between the high-rise buildings and is difficult to discover. The building structures in Calabria neighborhood are composed of prototype 1 and 2.

The prototype 1 is referred to the existing buildings and the prototype 2 to the new constructed residential complex. There is also a third typology of private houses converted into multi-story buildings which on the other hands had impacted to the entire urban area of the neighborhood with narrow streets, without sidewalks, damaged sewage structures, etc. Referring to the daylighting and orientation, the narrow shape appear to compromise the thermal performance of the buildings.

Ulpiana, neighbourhood is characterized mainly by new constructed high-rise buildings. There do exist another typology which is that of private houses converted into multi-story buildings, composed by vertical layers using mainly to close balconies. So it can be said that the main building prototype in this neighborhood is the second one, high rise buildings. As explained above the buildings should



Fig4 / Bregu i Diellit – “Sunny Hill” neighborhood
 Source / <http://wikimapia.org/15329164/sq/Bregu-i-Diellit#/photo/1344400>



Fig4.1 / Bregu i Diellit – “Sunny Hill” neighborhood
 Source / <http://wikimapia.org/15329164/sq/Bregu-i-Diellit#/photo/1344399>

comply to main criteria: building static and building dynamic. This area seems to have an effective daylighting depending on apertures of appropriate size and orientation of the new building blocks.

Boosting visual simulation through public art intervention

Below it is represented an intervention that use zero volume by adding value to existing building elements.

This intervention is called public art intervention and is done using colored paint lines that visually link them between parasite and public spaces. The lines are drawn on the vertical building facades and on the horizontal public grounds: sometimes coloring the pre-existing elements. On the other hand these measures thorough public art intervention increase the peoples awareness on common tools and devices of the common public space.



Fig5 / Dardania – "Kurrizi" neighborhood. Source / <http://wikimapia.org/#lang=en&lat=42.651321&lon=21.161213&z=15&m=b&show=/29333541/Dardania-Kurrizi&search=Ulpiana>



Fig6 / Configuration of buildings in Kalabria neighborhood
Source / <http://wikimapia.org/15295710/sq/Kalabria#/photo/1498492>



Fig7 / Configuration of buildings in Ulpiana neighborhood
Source / Googlemaps.

To better explain the intervention it is described an example of Tirana city, in 2000-2003, the municipality of Tirana presented the public art project "Return to Identity". https://issuu.com/whsp/docs/whsp_book_def
The aim was giving an expressive free

state of the city and the society too. This was achieved on some buildings through wild patterns of stripes, plaids, and polka dots which add visual stimulation to the building facade. So following the same example by applying this kind of intervention,



Fig7.1 / Configuration of buildings in Ulpiana neighborhood

Source / https://l.facebook.com/l.php?u=https%3A%2F%2Fwww.flickr.com%2Fphotos%2Fgentibehramaj%2F25081549293%2F%3Ffbclid%3DIwAR2uNL4i3xD_nBL4-_SSz0lB5hVdZSDCDkrApJV-WtZEJS8JPWtM4nfDhFrY&h=AT14muX5eofAYsj5tL4Kr8HRVreEH82tcgahP3G67JYT2CBJGPOvyxL9KER30Y-GS-Nfykcu9iJEepOSk6LOOIa-qZemaRtHfuxbNpDAOQc8iVcUUqbV2pLhBgFSlagYwko7yg

it may give positive result to the four study neighbourhoods of Prishtina city by revitalizing the buildings facade and their common public spaces. So this structural typologies create a model to better understanding the inner city potential regeneration.

Conclusions

Visual aspect may be achieved in a number of ways including three-dimensional modelling to create contrast between foreground and background elements, layering architectural elements, use of contrasting surface finishes, colours or patterns, or by emphasising part of a building's frontage to create a visual hierarchy. The image and character of new development should respond to the best traditions of residential and mixed-use architecture in the area. In this regard, it is important to recognize the dwelling as the basic element of a neighborhood. Neighbourhoods should be connected to regional patterns of transportation and land use, to open space, and to natural systems. Neighborhoods ought to be compact, pedestrian-friendly and mixed use with many activities of daily life available

within walking distance.

New development should help repair existing neighbourhoods because unique suburban neighbourhoods add character and value to Prishtina City in celebrating cultural and historical contexts to establish an authentic identity.

The goal for the city of Prishtina, as future metropolitan city, within cities in the Balkans and in Europe, is the need to be proper integrated within its main neighborhoods. Furthermore they have to be functional and attractive to citizens and visitors. The work with typology approaches offers several opportunities. First it offers theoretical aspect. Structure assumptions about the relation of specific buildings and the surroundings. And then it offers empirical aspect. Structural types in different architectural configuration support empirical inventory. They can be empirically identified on-site. This qualitative research, conducted in two parts, theoretical and practical, begins with the hypothesis that the four neighbourhoods of Prishtina do not offer an visual expression of themselves and also for the entire city as they are not integrated in it.



Fig8 / Example of public art intervention on building facade, city of Tirana

The work consisted in developing a key concept by analyzing Prishtina's neighborhoods potential and identify structural building typologies and architectural configuration as the key factors for future development. Also it was focused on a new visual aspect that gives rise to future urban development of these areas. The analysis is conducted on small scale, the urban built environment of the selected areas of study and also along categories like residential buildings or villas due to construction periods and types.

The example presented in the case of Tirana city for actions taken to revitalize the buildings and space may appear similar also for the neighborhoods of Prishtina but may also differ significantly because of different characteristics of the built environment. Further investigations should be done in these cases.

Understanding the fundamental needs of Prishtina using qualitative and comparative methodology to catch up with the actual European trends of sustainable urban development, trigger the question raised by the study to analyse the construction

industry development versus rapid urban growth in Prishtina and give recommendations on feasible actions to comply with international standards.

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Functional Shift in Public Buildings

The Case of The Sport and Recreation Centre 'Boro and Ramiz'

keywords / Symbolic Buildings, Cultural Building, Collective Memory, Identity, Functional Shift.

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Abstract

It is evident that public buildings are crucial and inseparable elements for a society. While people perform in these spaces their everyday life activities, they get connected to each other as a community. Through these activities an emotional bond is created with these objects, becoming a meaningful presence for the city. All of these public spaces not only have a vital importance for people, but are closely associated with the society's identity. In cities where fast urban growth and development has happened; several public buildings, once considered as monumental, have been left non-functional, partially unused or even converted their functional activity due to historical, political, social and economic changes. This phenomenon has negatively affected the overall condition of the city and its image. Such types of structures are evident in the central areas of Prishtina, which are considered as important identifying areas for the cultural and historical background of Kosova. The research takes in consideration the functional conversion of public buildings of the past in relation to the image of a city; also their importance to the society, represented by one of the most monumental structures located in Prishtina, "The Sport and Recreation Centre 'Boro and Ramiz'". Through analyzing the relation of this specific public building with the society, culture and memory, the importance of such building typology for maintaining the identity of a culture, and the necessity of these buildings to remain public and to maintain their function is expounded.

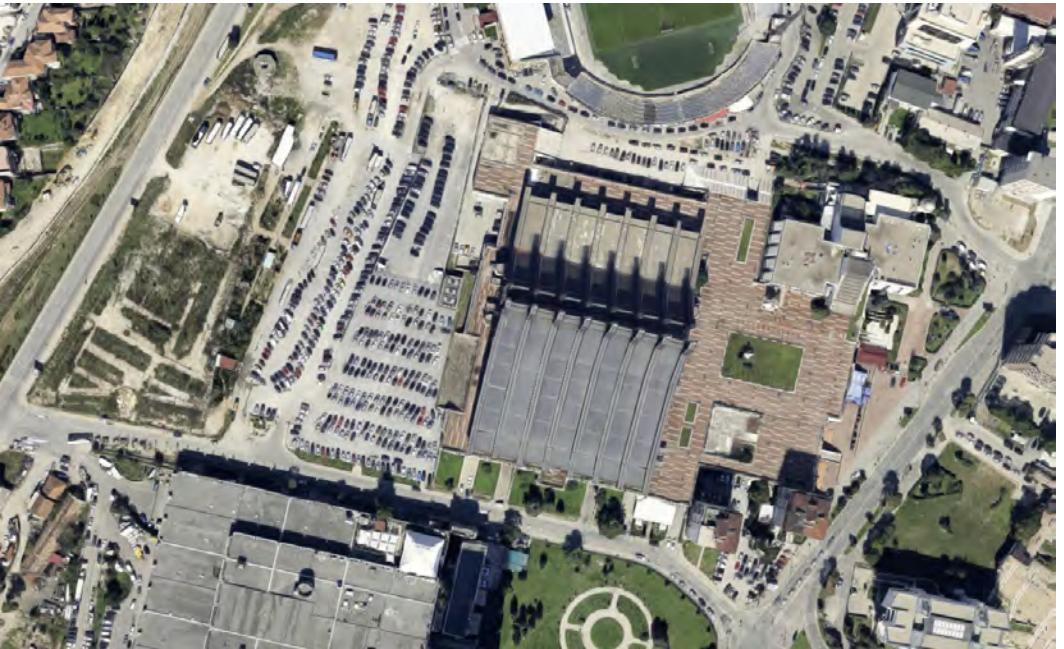
Introduction

Due to the political, social and economic changes that Prishtina experienced in the past, numerous buildings were left abandoned or changed their typology from public to private. In the case of the functional activity shift, in most cases the buildings stopped providing full accessibility and public functional activities dedicated to the public. Some of the most important public buildings were not preserved and were partially privatized, allowing the private investors to invade and change the configuration of its spaces. This phenomenon deformed the image of the city, giving an unclear spatial and

functional definition of what is public and what is private. The research analyzes the phenomenon of the functional shift of public structures that were considered as iconic public objects and as identifying elements of a culture, into private buildings. The research gives an understanding of the importance of the presence of the public buildings in the society by taking in consideration a very representative public building, "The Sport and Recreation Centre 'Boro and Ramiz'".

The Sport and Recreation Centre 'Boro and Ramiz'

"The Sport and Recreation Center"



*Fig1 / The complex of The Recreation and Youth Center
Source / Google Maps 2018*

was designed as a complex for sports activities, cultural activities and a youth center, as part of the competition launched in 1974, during the Yugoslav Communist system in Kosovo. This complex was named after the heroes from the Second World War, Boris Vukmirovic and Ramiz Sadiku, who together were leaders of the partisan resistance to Fascist occupation. The name symbolizes the brotherhood and unity between Serbians and Albanians. After the war, in 1999, the most vibrant parts of the complex were taken to use by KFOR and UNMIK. The great sports hall at the beginning of 2000 was mysteriously burned in a fire. It was partially reconstructed, such as the roof and the facades. Nevertheless, the main parts of the building remained destroyed or changed its purpose. The area that was formerly used as the Center for Youth and Cultural Activities, with a salon for concerts, conferences and amphitheater, is now largely used for business purposes. The building has a monumentality that can hardly be ignored. Firstly, because of the position it has and the connection with the important nodes of the city. It is located in a symbolic space for Kosovo, close to the "NEW BORN" installation, which is a representation of the rebirth

of the city of Prishtina, a very significant symbol for the society of Kosovo. The Sport Center is situated close to the Recreation Center, which provides a perfect possibility for the space and buildings to work as a complete complex. But, the connecting space is an unused space, which indicates that the buildings do not work as a whole mechanism.

Secondly, the monumentality of the building is provided from the used built scale that differentiates it from the rest surrounding buildings. This is provided through the mounting of the building at a higher level through several stairs and through the use of the repetitive vertical elements and fragmentations in the volume. These are typical architectural methods applied in totalitarian systems. The building is articulated through its ground floor, which works as a basement for expanding the main circulations. The façade was designed in order to provide several opportunities for accessibility, but actually, none of them is available to the public. The only main entrance provided is the one with a signage or sign board that does not correspond to the function of the Palace of Sport, but to a private business. This is the first sign of privatization, which



*Fig2 / The Recreation and Youth Center of Prishtina,
Source / Diego Delso, 2015*

leads to the big misunderstanding of the exact purpose of the building. The interior of the building offers a variety of spaces and construction solutions to be considered as design elements.

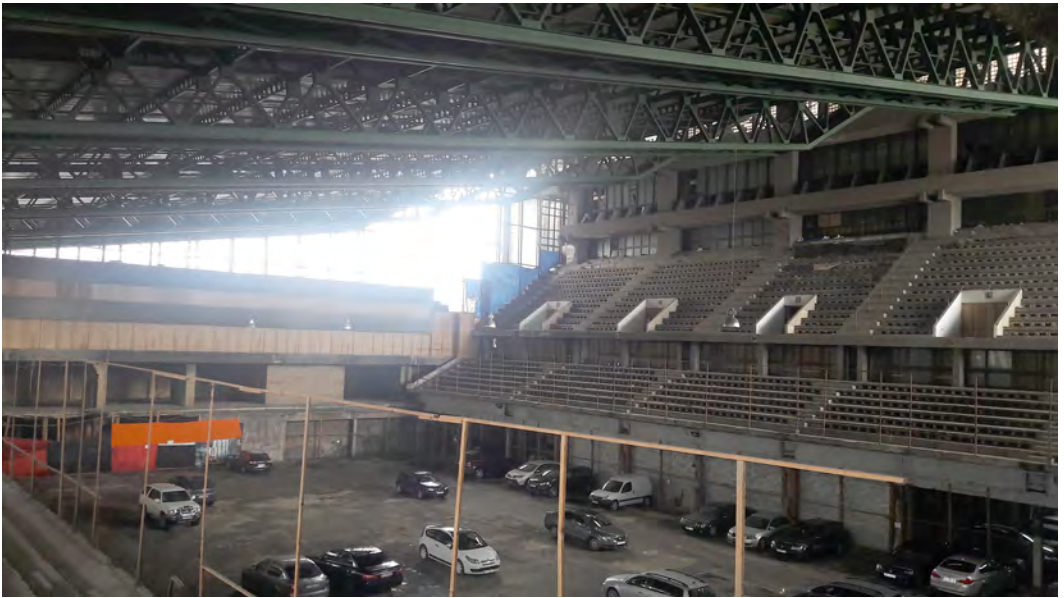
The attachment of the horizontal and diagonal elements to the vertical monumental elements is visible even in the interior of the building, so there is a strong continuity from the exterior to the interior. The condition of this building is quite consumed. This is visible not only from the used materials and the presence of the humidity, but even in spaces supposed to be in use for the well-functioning of the building as a whole structure, but that actually have become dead or dangerous areas where structural degradation has started to happen. Only one sports hall is used nowadays for the public. The other sports hall, which was burnt because of the fire incident, is left in the exact same condition. This has led to the invasion of this empty space from the public as an occasional parking area. On the other levels of the buildings, private businesses have invaded the spaces of the building, not allowing the possibility for the public to use all the spaces provided by it.

Anti-Spaces

Trancik was one of the first pioneers

to discuss the issue of misuse and abandonment of spaces. In the book "Finding lost spaces" he defines them as "lost spaces" or "anti-spaces". These are places with no shape, no definition, planned incorrectly, hardly measured, undefined and useless or used in a wrong way with low human activity that make the place a meaningless one. (Trancik, 1986) Because of the radical changes in economy, in political structures and being a post-war country, in the cities of Kosova the appearance of lost spaces has become very common.

Trancik speaks about the presence of these types of spaces in the urban tissue. They interrupt its continuity, leaving the urban configuration incomplete. The built structures are elements that contribute in composing this tissue. The unclear character of the building "Boro and Ramiz", by the means of what types of functions it offers, characterizes it as a lost space or anti-space, since it makes no contribution to the public users and fails to connect it through activities with other elements of the city in a coherent way. The functional shift from public to private interrupts the public activities, because when privatization of such building occurs, other options should be offered for the public to perform their recreational activities,



*Fig3 / The non-functional Sports Hall used as parking area
Source / author, 2018*

which in the case of “Boro and Ramiz” building is not done so.

In a city it is vital for the society to perform all the functional activities that are crucial for their well-being, so the city should provide all the structures to realize these activities. The term of “function” in psychology is defined as “ability” or “mode of action”. De Buijn defines four different functions. (Zeeman, 1980) Protective function: protection against influences and dangers; Domain or territorial function: Buildings that provide privacy, safety and security; Social function: Buildings that provide spaces of optimal activities for people; Cultural function: A building that satisfy the requirements relating to the form and character of the spatial environment and includes the notion of civilization. According to the architectural critics Hiller and Learman (1976) there are four main functions of a building divided in a different way from Buijn: Spatial organization of activities: The building must provide the availability of performing the activities through arranging the available space: for instance, the correct way of sitting configuration in a common space to provide an efficient communication between users; Climate regulation: Insuring the optimum interior climate for the user, his activities and property.

The interior climate of spaces should follow the efficient performance of the activity intended; Symbolic function: The material embodiment of ideas and expectation for the users, making it a cultural object, with a social and symbolic significance and meaning; Economic function: A building requires investments in its maintenance and management. An investment object has economic value, and as a result, an economic function.

By these two ways of classification of buildings, we can summarize them in two main function activities: the utility functions and the cultural functions. This type of categorization is defined through the social activity that is provided, giving to it a social meaning. A building can also represent something cultural, perhaps something religious or philosophical. The combination of a building as a piece of social environment and its cultural symbolism can be referred as a “symbolic environment”. (Norberg-Schultz, 1965) This functional quality and architectural quality of a building is closely related to its utility value. It involves the ability of the building to perform all kinds of different activities, perceptual qualities, cultural values and meanings. Cultural Buildings should provide the social function and if not,

it loses its purpose and meaning to a society. It remains only an aesthetic symbol.

This shift of functions from public to private is a result of several factors.

1. Political factors: Poor land and property management, lack of coordination among decision makers create the right conditions for this functional shift of such spaces. Ignoring the importance of symbolic buildings with a public purpose from responsible actors leads to the misuse and degradation of such buildings.

2. Economic factors: Kosova is one of the newest country for gaining and declaring its independency in 2008.

Being faced with economic difficulties, resulted in the creation of empty spaces in the urban tissue, partly used buildings and abandoned ones. This resulted in reshaping of the city's configuration physically and in its activities. To maintain its economical function, The Sport and Recreation Center, has partially shifted its function from public to private.

Such privatization may occur in cultural buildings by impacting only some functions or phases, but the primary purpose of this action is the maintenance of the intended purpose. Privatization is closely related to the political structure through its meaning, origins and objectives. The word privatization may evoke different interpretations in different contexts. It is the change of ownership of public assets, through the partial or total transfer of an enterprise from public to private ownership (Bos, 1992). It is a reaction to political or ideological reasons, but that may improve the economical quality of a building in the case when the government's budget is not capable of maintaining it. It is clear from the inside spaces that the building is not maintained, but completely left deteriorated, making it a possible future element of a total privatization. This would cause not only the change of function from public to private, but

the change of the original architectural quality of the building because of the private business actions. The main issue for Prishtina nowadays is the disappearance of the spaces and buildings that provide public activities. This phenomenon endangers the well-being of the society.

Buildings and Memory

Buildings are the demonstration of human's existence. Philosophy has tried to explain the essence of the existence, precisely, existentialism focused in the way humans find themselves existing in the world. Martin Heidegger is one of the few philosophers that explained the existential aspect in connection to architecture. According to him, buildings locate the human existence and configure the human presence through the configuring of the activities for the presence of time. The figure of building deals with the presence and absence of an inhabitant. First, it is built for the needs of people and then it shapes his life, and vice versa.

Buildings have a dual character of presence and absence. For Heidegger, building configures physically over time how people measure their presence in the world. They set out the particular character of the builder and dweller. Like our own shadow, buildings of the past remain a trace of a presence that is there and that has been under a process of transformation. When they are left deteriorated they evoke a fear to human as a testimony of the human powerlessness and the fear of not having in control over such aggravation. (Sharr, 2007) These type of places, primly, are understood by use and existence. For an investor, economically, it is easier to demolish a building and rebuild a new one. This seems a simple action, but quite drastic for a city and its society. If this kind of action would have been taken continuously, no testimony for the history of a city and no identity for a culture and a society would have been left.

According to Kevin Lynch, there are three components that create the image of a city: Identity, Structure and Meaning. The image of the city is created through the identification of a specific object, which distinct them from other elements. These are the tools of creating the identity of a city and tend to have a meaning for the observer, whether practical or emotional. (Lynch, 1990) Public buildings, such as The Recreation and Youth Center of Prishtina, are a reflection of the identity of the community and society of Kosova gained from the past. They reflect the beliefs and aspirations of an era that has had an important indication in the present Kosova. Places trigger individual and social memories, which are defined with the term "collective memory".

Cultural memory connects three poles: memory, culture and society. Buildings play a significant role to collective memory, since there are places where personal histories and individual experiences happened deriving into collective history and collective experiences. Places serve as mnemonic aids, which means that they remind us of memories, individual and collective ones, and also stimulate people to investigate social memories they do not know. Urban reminders, the leftovers from previous inhabitants of a place, may influence memory of places either directly, by conveying historical information, or indirectly by arousing curiosity and increasing motivation to discover the place's forgotten past. (Nora, 1989).

Places of the past contribute to the sense of continuity, giving to people a coherent identity as a national narrative. They concretize the identity through functioning as elements of storing the historical and cultural knowledge. Man lives historically, which means that he recalls the past and has the capacity to reconstruct the past through cultural memories, which

are fixed in immovable figures of memory, such as buildings. This way of crystallization and communication of a collective knowledge serves to stabilize and convey the society's self-image. Upon such collective knowledge each social group relates itself in different ways, such as appropriation, criticism and sometimes preservation or transformation. (Assmann & Czaplicka, 1995)

Memory and identity are often an object of argument. There are different approaches about places of the past. Their history may be interpreted and reinterpreted differently through different historical contexts. Demolishing or conserving a memorial building is a very delicate discussion which has various positions from different groups of society.

Memory is a way of how humans relate to time, and the capacity to remember and recreate past events. It is the ability to separate the past from the present, and to relate his identity with the objects that correspond to different periods. 2) The second type of persons are those who don't know or have not been taught how to see. The past, the present and the future are the three layers to be present in a city.

Due to an unwanted past, the objects built in an era that is not preferably remembered, as its representative, in order not to be reminded of the past, these objects should be avoided. (Sharr, 2007) These arguments highlight the importance of a place of the past. Various points of view about memory happen about a place. The continued existence of a place allows new memories to be created, but even when a place stops existing the memories survive. Memory recalls visions of the lost.

Conclusions

In a city in transition, in-between the past and the future, several building typologies are found

which are representative for each corresponding era of the creation and development of a city. Buildings of the past are broadly found in the city of Prishtina as identifying objects of a history and its society. Their condition explains the present political, historical, financial and cultural situation a city is going through. The Building of Sports and Recreation Center of Prishtina, is left partially unused and partially privatized, making it vulnerable to the future distortion of its configuration. It is considered as a "lost space" because of the unclear functional definition. Buildings that are meaningless to a society are those that are misused by not contributing to the life of a whole community and society.

Buildings with a public purpose are an important element for defining the image of a city. They concretize their identity as elements of conserving the historical and cultural knowledge. This type of building is important for the public character that it provides. Through shared activities, they begin to function as a community. There is no strategy declared for the future that provides all the necessary qualities to meet the many cultural needs of the capital Kosova. The predictable future for the building of Sport and Recreation Center is its invasion from private investments, and a complete change of function. Along with this transformation will come the desecration of the building, the loss of its monumentality and symbolism, which will partially remain on its facades. The object is related to people's identity and memory.

The image of the memory will be distorted, while not having a specific function dedicated to the public. Prishtina today has no active representative cultural center, although there is an unused object in the center of the city that is over 10 thousand square meters.

An emergency action should be taken, which consists in its rehabilitation and restoration, providing cultural and public activities in order to re-establish its glory. If the building will be constantly borrowed, structural and architectural changes will happen not in tune with the original design of the building, and in the future the reuse and restoration to its primary form and shape will be an impossible operation, because it will have lost its identity and symbolism.

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Renew-moving Prishtina

The Kosova Capital as a multimodal transportation hub returning obsolete facilities to people

keywords / Neglected Infrastructures, Identity, Urban Renewal, Social Inclusiveness

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Abstract

The impact of infrastructures within regional geographies, settlements and environmental issues is crucial for neighbourhood integration and social inclusiveness, especially in “drive-through-cities”, where uncontrolled growth up to progressive abandonment affected regions deprived of development direction. Bearing in mind main renewal policies, the investigation focuses on the case study of Prishtina as a national polarity for Kosova and its internal structure, according to the core international corridors and the rational spatial development planning as a European capital.

Prishtina has undergone a role of connection for South-East Europe, energy exploitation and a sequence of domains and regimes, worsened by a total absence of planning. As the capital of a newly recognized country, its current unsolved condition of chaos and instability is producing debates in the European framework: the existing inefficient, contaminated and congested infrastructures up to the detriment of land consumption, greenery and accessibility between districts leave the region in a state of emergency.

Prishtina as a multimodal transportation hub (re)shaped as a liveable city is a feasible long-term goal, starting from the recovery of infrastructures as a connective network: accessibility, multimodality and appropriation processes could identify challenges and opportunities towards a “Sustainable Renewal Movement” as a future metropolitan city. Likewise, the perspective of (re)using the obsolete facilities as a resource leads to the discussion of possible overlapping strategies proposed by a low environmental impact approach and a human-scale vision of the city, avoiding, minimizing and managing the urbanization in compliance with international agreements.

Moving into chaos

Living a “drive-through-city” in Kosova and the places of regimes.

The image of Prishtina is apparently far from identity, due to its traumatic transition from rural structure economy to uncontrolled growth post 1999 and the constant contention of its strategic regions for the Balkans’ equilibrium. A bridge-crossing city between territories is recognizable as a sequence of spaces for passage, a settlement on the edge – both in the verbatim and metaphorical sense

of “limit” – made of contrasting features and disorder, based on exploitation of land and resources along main transport connections. Prishtina historically rose as an attractive core intersection for trades and mobility surrounding Kosova’s regions and a great employment, education and service hub for the recently independent country: a “drive-through-city” in terms of goods and people movement, non-human scale dimension, uncertain policies and transformations, miscellaneous

landscape compromised by regimes interests and informal construction, striving to reach the western Europe average of forward-looking progress since the independence of Kosova was possible¹.

The Kosova favourable geographical position in the Balkan Peninsula made the region attractive for land trade routes, making the commercial system strictly related to the identity of urban settlements like Prishtina, developed as a trade and transport connection in the Eastern Europe since the Medieval Age. For the same strategical reasons, the Yugoslavian regime before and the Serbian interests later left limited powers to Kosova as a province under control of central governments.

The post-war modernization slogan according to the principle "Destroy the old, build the new" describes the ideological climate: the new socialist Yugoslavian doctrine based a centrally driven process of industrialization and urbanization, within a visionary city planning² embodying progress and prosperity (1945-1980³) with main avenues and modernist administrative buildings, a low urban profile and modest layout of public spaces to keep community life under control.

The infrastructures were the routes of power's landmarks connecting socialist regions: the new image and

identity for Prishtina reflected the Yugoslavian values, demolishing the old centre even if the radical urban plan was never completed⁴.

The later conflict Albanians-Serbs, culminated in the war of Kosova⁵ (1996-1999) and the NATO-led intervention, abolished any tradition of urban planning and, since then, a barely controlled and uncorrected liberalism seems to have grasped the development of the built environment.

Nowadays, often completely uncontrolled and purely privately initiated urban expansions (as informal settlements) and Prishtina's attempts to regulate urban development were exacerbated by ineffective post-war governance that allowed squatting and usurpation of public and private property by informally dominating gangs.

The UNMIK recalled a flood of foreign masters (ruling officially) and workers of international organizations, followed by a real estate boom for rental properties.

The architect Rexhep Luci had tried in vain to prevent Prishtina's uncontrolled development and to shape citizens awareness, also organizing the elusive conference "Vision for Prishtina, 2000-05" focused on new ordered planning opportunities for the capital:

¹ / Most of the socialist modernism in Yugoslavia replaced a former set of Ottoman settlements concentrated in the southern Balkans, organized around the core function of the mosques surrounded by services and trading spaces along historical routes. The public sphere and the civil society were based on crafts and commerce, where the bazaars, çarshias and the streets corresponded to the community's space, urban dwellings were based on rural-Albanian patterns and the water was linked to mobility and economy as a blue transportation infrastructure. The later industrialization process led to exponential urbanization, and the interventions of urban (re)shaping justified widespread demolitions for main transport axes organized in regular grids: the small-size and organic urban system was replaced by the communist system, running the pre-war destructions against cities like Prishtina, with a strong Ottoman identity aiming at flourishing.

² / The post-world war communist period led to the General Urban Plan (1953) by Dragutin Petrovic (Belgrade) for the construction of a "new city", guiding the destruction of most of the urban fabric to create open spaces and the first residential blocks through wide demolitions. Unaware of the consequences but enthusiastic for the change towards a new era, the people took part to the demolition of the city. The next urban plans and interventions are all isolated proposals without a unique vision for the image of a city, that grew up as a collection of different architectural influences (modernism, brutalism...) and political powers.

³ / 1945: post-war period; 1980: death of Marshal Tito.

⁴ / A Brotherhood and Unity socialist square was developed as part of the new urban core of Prishtina, combined with a network of perpendicular streets and landmark architecture buildings, replacing the old centre and leaving only few historical buildings, like the mosque and the hammam.

⁵ / Prishtina and Kosova came out of a gruesome war burdened by the Serbian domination with the land's post-Ottoman imperial rules, reclaiming these regions as part of the Old Realm's rightful heritage after the fall of Yugoslavian socialism, by direct colonization by Serbs and Montenegrins. Belgrade governed the newly conquered Kosova, engaging a series of policies for expulsion of Muslim Albanians and Turkish speakers as unwanted elements, with the cooperation of Kosova's Albanian land-owning elite.



Fig1 / Some views of the scattered abandoned spaces of Prishtina: (from the top) the Adem Jashari square and the monument to Brotherhood and Unity; the view of the urbanized hills from the Youth and Sports Centre; the inner spaces of the Palace of Youth and Sports (2018)
Source / author, Prishtina PhD International Workshop

his death marked the end of an era followed by a “wild” expansion and massive disruption in the urban fabric. This disturbance was worsened by the tidal wave of people from rural areas escaping from homes destroyed by the war and local economies ruined by cheap, imported food undermining agriculture.

Former industrial engines, as Mitrovica and Gjakova, collapsed causing the ruin into deep poverty of Kosova’s other urban centres.

People from Kosova carry the marks of a chaotic and suffered urbanization:

the obsolete and dismissed infrastructures in Prishtina – one of the core centres of protest, activism and education of masses against imposed powers – are mostly part of a *damnatio memoriae* since Kosova gained its independence⁶, throughout an abandonment phenomenon concerning buildings, services and spaces symbolizing imposed political regimes (fig. 1).

The city centre has a rather modern disordered urban core, based on an overcrowded road network, lacking in pedestrian pathways, fragmented green, and some communist and ottoman landmarks close to each other: such broken collection of elements throughout a city grown along trade routes and transportation infrastructures creates a confused spatial order, calling the identity into question (fig. 2).

New perspectives

The National Spatial Plan for a European comparison.

The Sustainable Urban Development

approach⁷, concerning Kosova’s further vision of taking part to the European round table discussions, is based on an integrated, cross-sector and user perspective to work in a complex urban context in compliance with the 2030 Agenda⁸.

The National Spatial Plan for Kosova 2010-2020 is the first step towards the goal: is a key document for the country’s planning strategies, made by cooperation between local and international actors, leading independently to the development, regulation, protection and rational use of its regions.

Essentially, the Vision Statement of the NSP is based on four specific and transversal aims:

- Integration of the country in the European Union as a democratic State;
- Sustainable socio-economic, infrastructural and technological development, education opportunities and decentralized health accessibility for all, qualified labour force capacity for growth and competitiveness;
- Resources awareness in agriculture and industry, preservation of natural and cultural heritage of its regions and neighbourhoods for sustainable and well-balanced urban development;
- Promoting diversity, exchange of ideas and respect of communities’ rights within an open society.

Inside this development concept, Kosova is spatially organized in qualified and differentiated functional regions, leaded by Prishtina as a politic-administrative “harbour”, within a network system and corridors of transportation facilities development, to make Kosova closer to Western

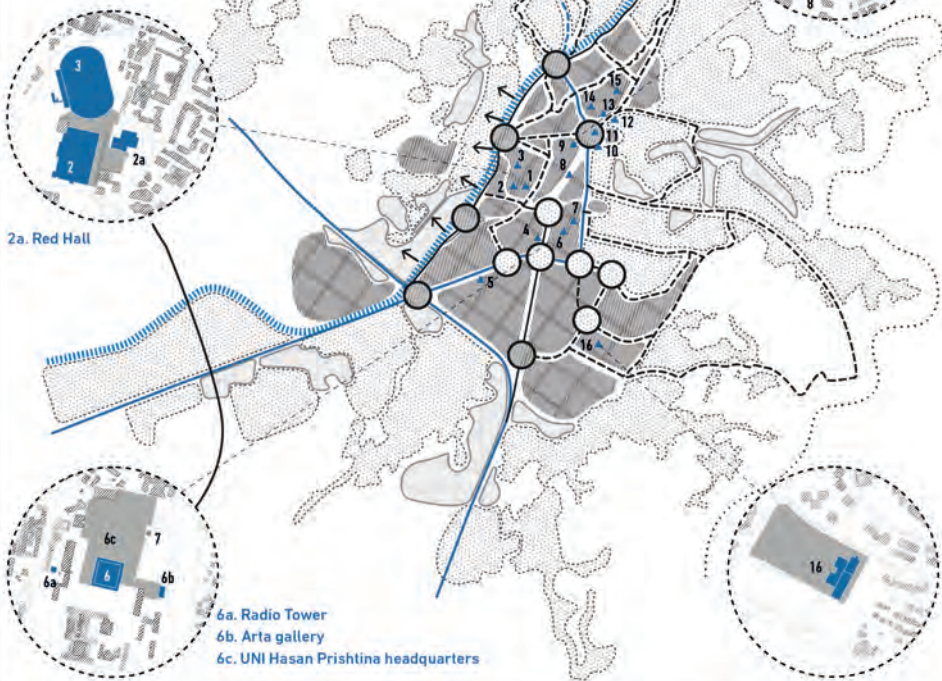
⁶ / The withdrawal of Serbian armed forces and the establishment of United Nations Interim Administration Mission in Kosova in 1999 lead to the election of Prishtina as the capital city of the newly self-determining Republic.

⁷ / It is referred to as a multi-, trans- or interdisciplinary method working by sensing the city, designing metropolitan solutions and integrating and testing results in urban settings.

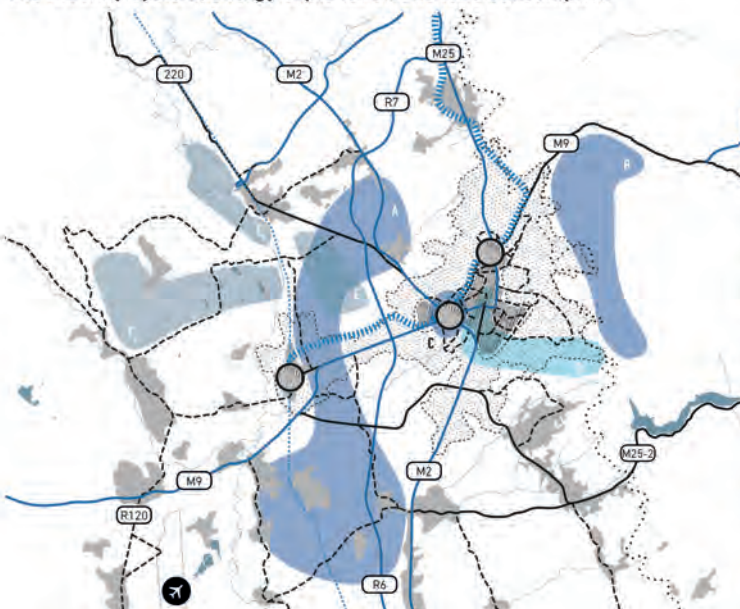
⁸ / The UN international agreement approved in September 2015, based on 17 objectives (OSS/SDGs, Sustainable Development Goals) and 169 sub-goals, aims at ending poverty, fighting inequality, enhancing social and economic development, tackling climate change and building peaceful societies by the year 2030. Among the strategies to be developed, a specific position is given to the Stand-Alone Goal on Cities, focusing on “Make cities and human settlements inclusive, safe, resilient and sustainable” (source: <https://unhabitat.org/un-habitat-for-the-sustainable-development-goals/>).

The image of Prishtina and Socialist architecture

1. Newborn monument
2. Youth and Sports Center
3. City Stadium
4. Mother Teresa Cathedral
5. Clinton statue
6. National library
7. Orthodox church
8. Mother Teresa Boulevard
9. Monument of Brotherhood and Unity
10. Carshi mosque
11. Kosovo museum
12. Clock tower
13. Sultan Mehmet Faith mosque
14. Green market
15. Ethnological museum
16. Faculty of Engineering



The mobility system, energy exploitation and land consumption



- A. Economic development zone/direction
- B. Development of rural economy
- C. Highrise economic development area (Regulation Plan "Ulpiana")
- D. Backbone zone from Strategic Plan 2004

- E1. Coal plant Kosova A
- E2. Coal plant Kosova B
- E3. Kosova B power plant depot

- ▲ Landmark
- Main motorway
- - - Main road
- ▬ Abandoned railway / urban scar
- ⋯ Railway connection
- Traffic corridors
- ⋯ Natural boundary
- Core districts
- ▨ Urban sprawl
- Voids / green areas
- Rural settlements
- Main node
- Secondary node
- Major development areas
- Urban backbone zone
- Zones of energy exploitation



Fig2 / The image of Prishtina and its structure built as a mental map. Source / author

European countries (fig.3)⁹.

The attention to the concept of accessible, connected city and multimodal mobility system comes in parallel with the present debates in the European Commission, especially concerning the Sustainable Urban Mobility Planning (SUMP) as one of the tools for a forward-looking development of a city: the experiences of Lisbon (Portugal) for its public space available to pedestrians; Malmö (Sweden) and its main focus on bicycles as sustainable means of transport; or Skopje (Macedonia) choosing the car-pooling system for residents' savings and environment protection (to mention a few).

In fact, the possibilities for livable habitats in Prishtina and other Kosova urban regions are already compromised by war damages, dangerous emissions and noise pollution, fragmentation of natural areas or public spaces and land exploitation. On the one hand, traditional models of infrastructure based on single-layered flows of people and goods on autonomous paths are gradually showing their

inability to cope with environmental pressures and growing demands, defining the anachronistic paradigm of modern development. On the other hand, it is even clearer the need to rethink urban development patterns of Kosova as catalysts of value and prosperity, starting from the impact given by existing infrastructures and facilities.

The paradigm changes in the design of infrastructure and public space according to the "green-blue" system¹⁰ could make the difference in the image (and urban life) of Prishtina and Kosova .

Actually, the existing local pollution is an effect of energy production with highly polluting systems, impacting on air, water and consequently soil quality. Before talking about possible (re) infrastructure interventions through these Low Impact Development systems¹¹, it is necessary to modify the energy paradigm of the whole country. The exploitation of hydroelectric, wind or geothermal energy could build the vision of a more sustainable and

⁹ / According to the strategic point of the Blue Area of development and the city of Prishtina as a "harbor", the capital should go forward specific objectives as follows:

- Enhance the development of the city in relation to the region, tending to achieve the level of regional and European capitals, creating a functional vehicle and railroad system;
- Aim the construction of a ring road to support development of links, and simultaneously linking this zone with the region, through Corridor VIII and X.
- Urban regeneration must be considered as a mean for solving economic and social problems, for improvement of built spaces in unplanned area. These actions should bring quality physical changes, in the manner of making Prishtina comparable with other regional capitals in the sense of life quality.
- Define precise boundaries of municipal territory.

Development and integration of infrastructure and communication means integration into regional and European network of transport (TEN), improving transportation within the territory of Kosova , sustainable supply of electricity for local and regional requirements and provide sufficient quantity of drinking water, agriculture and industry. Development of infrastructures will affect into reduction of unemployment, will contribute to more equitable development in different regions of Kosova and will offer a better quality in rural development and infrastructure to enable access of all.

¹⁰ / Within the context posed by these two pathways, a three-year international research project "Green Blue Infrastructure for Sustainable, Attractive Cities" in the framework of Join Programming Initiative Urban Europe Projects is being developed by a consortium of European universities, led by TU Delft. It focuses on the development of knowledge and tools required to seize the opportunities arising from future challenges and sustainable development of cities. The aim is to manage water resources to create strong, synergistic and multi-functional green urban infrastructure. The so-called "green-blue solutions" are regenerative systems or technologies that make use of or mimic nature such as constructed wetlands and corridors. They can be integrated into urban areas to achieve potential economic profit from recycling and prosperity for all citizens with better living conditions closest to nature.

¹¹ / The term low impact development (LID) refers to systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of storm water in order to protect water quality and associated aquatic habitat. EPA currently uses the term green infrastructure to refer to the management of wet weather flows using these processes, and to refer to the patchwork of natural areas that provide habitat, flood protection, cleaner air and cleaner water. At both the site and regional scale, LID/GI practices aim to preserve, restore and create green space using soils, vegetation, and rainwater harvest techniques. LID is an approach to land development (or re-development) that works with nature to manage storm water as close to its source as possible. LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treat storm water as a resource rather than a waste product. There are many practices that have been used to adhere to these principles such as bioretention facilities, rain gardens, vegetated rooftops, rain barrels and permeable pavements. By implementing LID principles and practices, water can be managed in a way that reduces the impact of built areas and promotes the natural movement of water within an ecosystem or watershed. Applied on a broad scale, LID can maintain or restore a watershed's hydrologic and ecological functions'. (source: United States Environmental Protection Agency, <https://www.epa.gov/nps/urban-runoff-low-impact-development>)

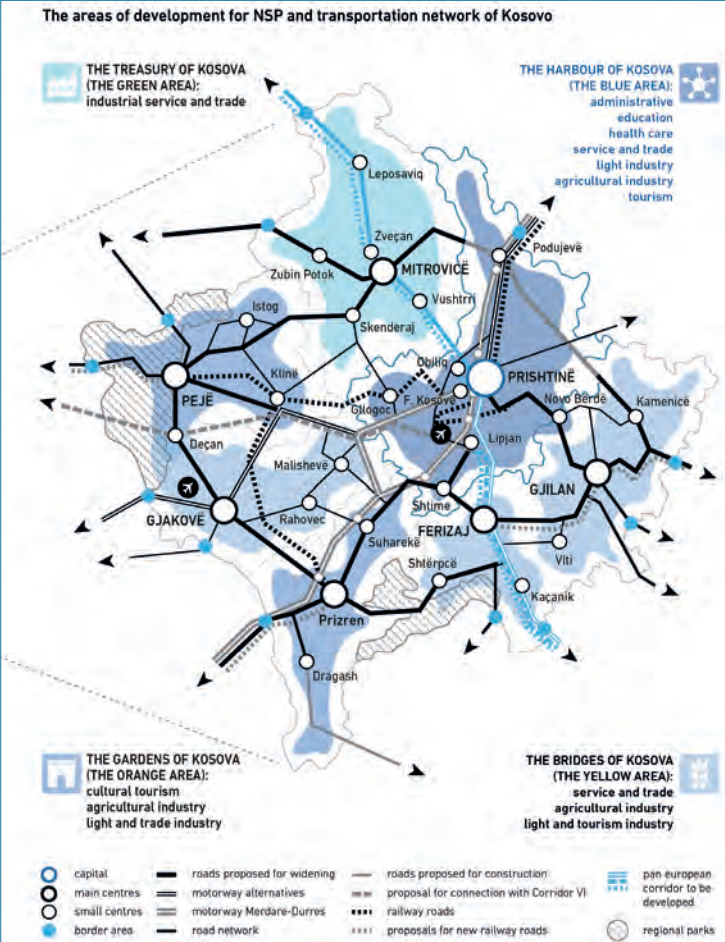
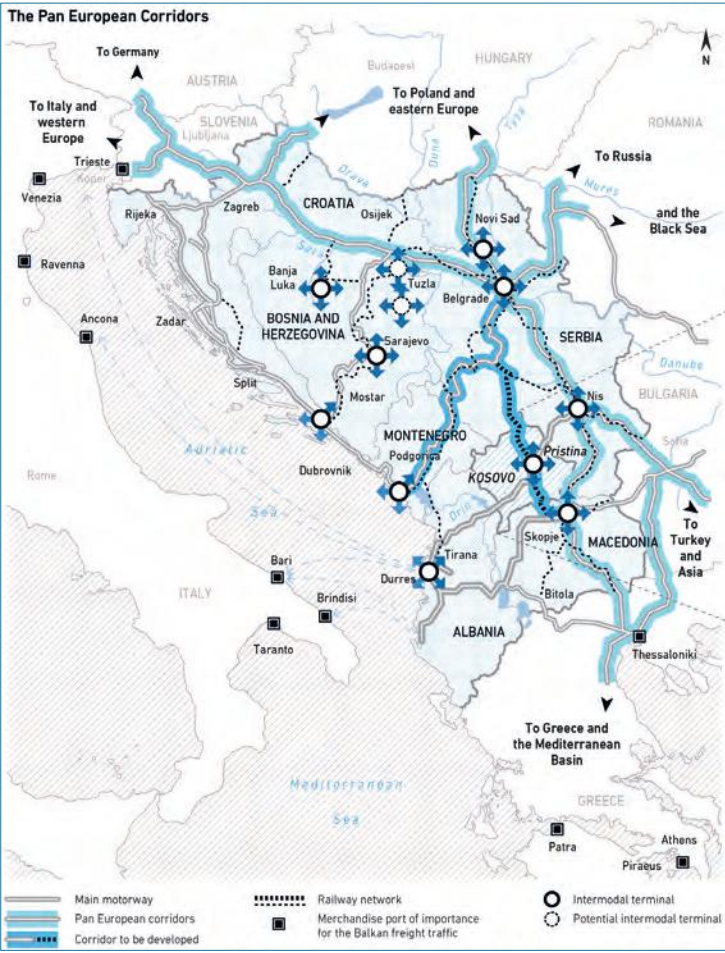


Fig3 / West Balkan major freight corridors. Source / author, developed from: the Western Balkans intermodal study (Study on Orient / East-Med TEN-T CNC 2nd Phase – Final Western Balkan Report of the European Commission); REBIS (Regional Balkans Transport Infrastructure Study. A report for the European Commission, 2003); The Spatial Plan of Kosova (2010)]

pollution-sensitive city, in compliance with the main international agreements on climate, environment, health and economy.

Concerning the mobility infrastructure development in Kosovo, the road network is aligned to the local economic progress, the European corridors and strongly linked to the districts' urban sprawl¹².

While most of the investments concerned the main road connections since Yugoslavian domain, making the region one of the main "channels" for trade and mobility throughout Balkan Peninsula towards Europe, the railway system¹³ of Kosovo is a result of an under-developed infrastructure: mostly single and slow lines (maximum speed in some parts is 80 km/h), with lack of maintenance, damages by illegal level crossings, illegal construction along the lines and garbage disposal close by.

Main mobility infrastructures in Prishtina's region create barriers, boundaries and "grey axes" along which municipality's land is developed

in an unsustainable way, evading the requirements and the expectations for a capital city defined by the Prishtina Strategic Development Plan 2004, in terms of the mobility hierarchy and connections needed to overcome the congestion, especially in the core zone of the city (fig. 4)¹⁴.

Left-apart infrastructural spaces

An opportunity for landscape and people. In a newly recognized-country, renewed opportunities offered by dismissed infrastructures could assume a strong meaning of redemption, basing the future development of the city on a more efficient metabolism, accessibility and closeness of people as a community, making the citizens active part of a transformation process. Restoring certain artefacts as resources rather than barriers – creating corridors for soft mobility, linear parks and public-service paths – is the present political and planning challenge¹⁵.

Apart from the Germia city park, scarce green areas in the collective

¹² / Kosovo is crossed by two main international highway corridors, both passing by the capital: Route 6 - Eastern Europe, from Corridor VIII in Skopje through Ferizaj, Prishtina and separated into two directions: one towards Mitrovica and the border of Ribariq in Montenegro, connected to Route 4; the other direction goes through Peja, then Cakorr in direction of Montenegro. Route 7 - South East Europe, from Durres through Morine border, Prizren, Suhareka, Prishtina, Merdare border in direction of Serbia and connected to Corridor X.

¹³ / The non-electrified network connecting Prishtina originally consisted of two lines crossing in Fushe Kosova Railway Station: a main line goes from Kraljevo, in western Serbia, via Mitrovica and Polje to Skopje, in Macedonia, and a branch line in east-west direction goes from Nish, in southern Serbia, to Prishtina railway Station, with one branch leading to Pec and another to Prizren. Of these lines, the Prishtina-Pec and Kosova Polje-Macedonia connections are still served by passenger trains. A few parts of the network are occasionally served by cargo trains, as Kosova Polje-Obiliq, while the others are currently unused. For years, there have been plans to extend the branch from Prizren to Albania, to link the Kosova network to the Albanian Railways.

¹⁴ / -An incomplete central ring road should be concluded, creating a belt to direct the traffic towards the peripheral urban zone and solve the big traffic jams of the main axes crossing the centre;

-Connections of the satellite neighbourhoods, as new economic developing districts, with the central ring road should be improved in order to secure better distribution of traffic flows. The main connecting streets, planned with Regulatory Plans developed for each district should be implemented;

-Introduction of exchanger parking spaces within strategic points and traffic management tools should prevent the vehicular accessibility to certain areas of the central zone;

-It is highly needed to improve main connections from the centre to the ring road for a better distribution of traffic flows throughout the city;

-The pedestrian and cycle accessibility, compared to the European perspective of slow mobility systems, providing choice of transport and enhancing public mobility, is lacking the most since Prishtina had recently been mainly developed according to tire transport system;

-Public transport is scarce and fragmented. Since the explosion of urbanization from the rural areas, the "new-born" city days reaches 200.000 residents and commuters during the working, suffering in catching the needs of mobility;

-There is a need to regulate by law (and plan) the protection of the natural resource of Regional Park Germia (East hillsides) and create a green belt around the inner ring road in order to protect the City boundaries and the agricultural lands for developing rural economy.

¹⁵ / The possibilities of conversion for neglected infrastructures are expected in a wider international discussion for structural urban transformation opened in the 1970s, due to the tertiary and post-industrialization process in developed countries. Over the last forty years, the role of transportation facilities in urban morphology and functional-quality asset has also been redefined, for growing needs of urban environmental quality. In response to these issues, sustainable design provides an alternative way to conceive next-generation infrastructure and the built form, essentially defined by a greater sensitivity to the context. Environmental and urban resources – in terms of energy, environment, functional containers and goods/people's flows – are shared across different systems and, as a result, costs are reduced and benefits extended following two pathways: the first recalibrates the existing infrastructure, redefining spatial strategies to retrofit soft technologies in the existing urban fabric capable to metabolize



Fig4 / Some views of the streets of Prishtina: (from the top) the Medresa neighbourhood; the "NEW-BÖRN" site (2018). Source / author, Prishtina PhD International Workshop]

residential neighbourhoods, small squares adjacent to public buildings and the pedestrian boulevard "Mother Teresa" in the administrative area – a few chances inside an archipelago of inaccessible islands surrounded by traffic jam –, the development of other potential spaces throughout the city

is necessary to enhance the values of Prishtina as a young capital:

- Existing scattered abandoned spaces/ buildings should be regenerated and maintained as public spaces of high quality, in order to provide better accessibility for citizens and soften

the high-density problem wherever possible in the city (e.g. the Adem Jashari square, the Youth and Sports Centre or the generic constructions, parking lots and voids in Quendra, Lakrishtë and Dardania);

- New public spaces should be created including tools of tax incentive or relief for landlords in order to provide parks/squares in privately owned properties, especially in the central areas and high-density regions covered by regulatory plans according to a proper distribution between the districts (e.g. from Medresa, Tophane or Qafa neighbourhoods up to the new developing regions in the city outskirts);

In terms of physical impact, strong connections through pedestrian paths and public transportation is important to make those spaces qualitative.

For instance, and immediately identifiable, the inner abandoned railway creates a border between the western residential zones of the city and the urban centre to the East, the dense fabric of the Ottoman quarter to the North and the agricultural areas opposite to the regional park.

The track in direction of Serbia is a linear extended "buffer zone" surrounded by unmaintained open spaces, between the controlled centre of the international organizations, the main facilities as symbolic places of domain and the residential uncontrolled development expanding between the

main roads and the farmland. The opportunity of a systematic connection between the existing neighbourhoods and the "Palace of Youth and Sports" gives new pedestrian and cycle pathways throughout the abandoned railway, which could become a central node for leisure time and practicing sport activities and a linear route crossing different realities.

The streets themselves become the new common ground for local and elective community, making people part of the process out of the socialist and post-capitalistic rhetoric¹⁶.

Even though a shared strategy to recover dismissed transportation facilities still is not developed, it is clear that action plans on urban mobility had already been used for a neighbourhood scale action of renewal around Europe. They return space to the community, converting urban scars that divide people and places rather than connect them.

"Sustainable renewal movement"

A step-by-step integrated process. The sustainable changes asked by international agreements are not a matter of fashion: is a matter of making cities liveable and accessible in facilities to everybody, respecting the land as primary resource and the community needs.

Accessibility, multimodality and appropriation processes could identify challenges and opportunities for Prishtina towards a "Sustainable Renewal Movement" as a future

flows and their management costs for greater climate resilience and liveability; the second takes the opportunity of a new city master plan to advance research and practice, designing new spatial processes where natural areas and the built form are systematically integrated, offering higher levels of social and ecological performances and urban resilience according to climate changes.

- cities should be reconfigured to ensure multimodal and active movement, with the least possible use of the private vehicles, and decentralized polarities for spread and accessible services;

- new uses and functions can be given to obsolete structures, according to a sustainable urban perspective of (re)using the existing as a resource;

- the urban recovery of infrastructure axes could offer corridors of services, spaces and greenery, especially in contexts where public spaces are lacking the most;

- shared guidelines in a wider region turn isolated cases into a new paradigm of good practice, bringing people closer to forgotten areas of the city, providing a valid alternative to what they are deprived of.

¹⁶ / *A possible strategy shows the path of the socialist architecture in Prishtina, mostly located in the city centre, as Adem Jashari Square, the Stadium, the Cultural and Sports Centre, the National Library and the Electrotechnic faculty. Some socialist buildings are used for governmental purposes, cultural and other institutions and provide much unused public and green space. The many building sites suggested that more and more of the public space will be asphalted, while at the same time people are asking for more green spaces. The green spaces that are present now are not well maintained and need some extra care.*



PHASE 0: APPROPRIATION Deactivation / Recovery

temporary regulated concessions of obsolete spaces/buildings

integration of professionals and associations for events/activities



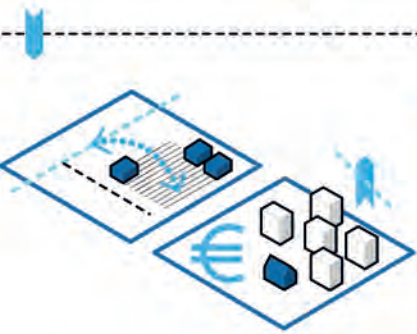
PHASE 1: STITCHING Connections / Accessibility

road system set up according to a human scale accessibility

choice of strategic transition areas connecting neglected spaces

definition of the specific uses for the obsolete structures

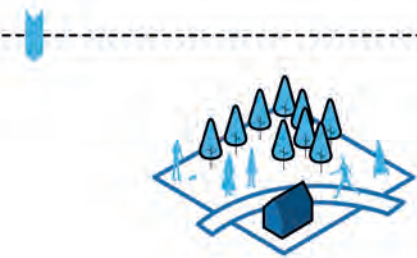
use of the "green" and "water" elements as fixed features of the renewed system



PHASE 2: EXPANSION Neighbourhood / Public spaces

recovery of the further degraded elements affected by a specific neglected infrastructure

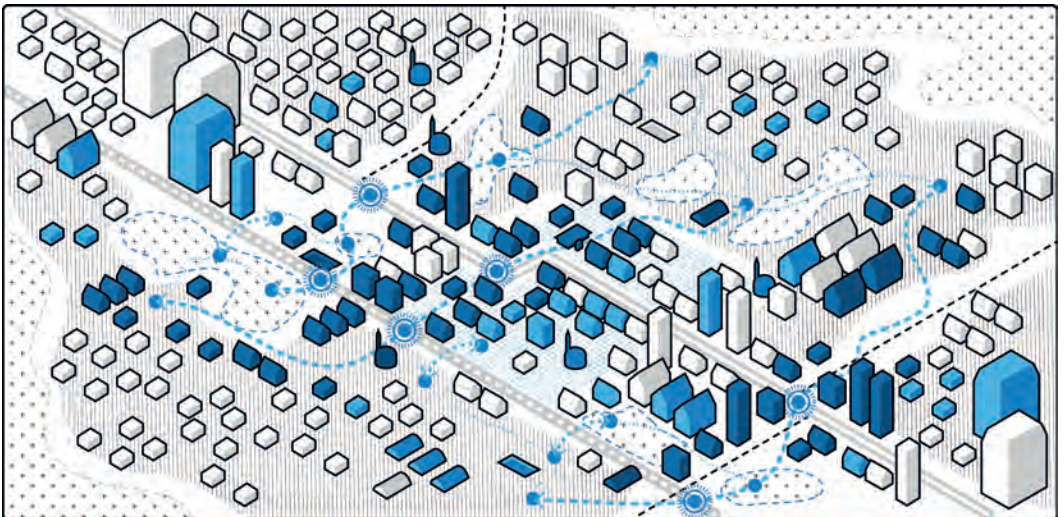
moderation of the property speculation effects in renewed districts



PHASE 3: ATTRACTION Promotion / Uses

creation of thematic paths fostering a continued use of the renewed infrastructures

Fig5 / Concept and Phases of the "Sustainable Renewal Movement" strategy.
Source / author



metropolitan city¹⁷. In fact, the priority for citizens is not for Prishtina to become a worldwide success (as it may be for its administration), but a place where everyday life favours those conceiving urban space as a dialectic between domestic and public besides democracy as physicality, as proximity, staying above all functions as “urban laboratories”¹⁸ (La Cecla, 2014).

As a young capital, Prishtina needs to innovate its identity for future perspectives and reevaluate its underdeveloped potentials for a stronger sustainable ground and competitiveness, throughout site-specific urban planning processes able to make Prishtina a unique and liveable city.

A shared strategy, a cross-sector method of approach and flexible tools must be chosen, coordinated by a supranational program through specific funding and awards assigned to virtuous governances. Within this vision and following the international agreements, participative instruments are essential to make people protagonists of an appropriation process, giving a new image of the city starting from the formal or informal uses of non-defined public spaces.

The Renewal Agenda suggested for Prishtina is based on regaining the abandoned infrastructures and transforming unused areas to create neighbourhood public spaces, within an osmotic system that exceeds the urban scared edges – as infrastructural axis, void and building in state of obsolescence – involving the surrounding districts. The urban strategy is defined from the opportunities and local needs, identifying the critical issues and

opportunities to be evaluated, to find actions promoting the (re)use and urban renewal of neglected areas, according to a Low Impact Development approach (fig. 5-6):

- Formalize an appropriation process through deactivation/recovery phases for obsolete infrastructures (starting from the abandoned railway system and the most compromised spaces and buildings such as the Palace of Youth and Sports), introducing temporary regulated concession of its spaces to integrate professionals and associations for events, workshops or any other activity. This process could be attained per phases, integrating the metropolitan public transport to enhance the networks between the site and its surroundings;

- Create as many physical connections as possible between the site’s margins and its surroundings. While redesigning the road system according to a human scale strategy, it is necessary to choose transition areas in strategic points of the route joining neglected spaces (including multimodal transportation hubs), in order to deal with the “stitching process”.

Once the specific uses for the obsolete structures are defined, the “green” and “water” elements become fixed features of the renewed system as a whole, based on green-blue infrastructures, conservation and implementation of on-site natural features;

- Through an expanding process, it is important to recover the further degraded elements affected by a specific neglected infrastructure, as a secondary project level for neighbourhood public spaces (including unused lots, parking areas and inadequate public spaces between

¹⁷ / The promotion of strategies useful for better urban livability requires a planning that goes from the public administrations – main interlocutors of a shared program at national and supranational level – to the specialists of the sector interested in the realization, as well as to the providers of services for the mobility and private (especially builders) interested in triggering a virtuous process on a territorial scale. Utilities that make use of such structures are additional beneficiaries to consider, and with respect to this target, both the project and the communication of its intentions must be calibrated (in a broader vision of a healthier, more active, accessible and sustainable city).

¹⁸ / The social aspect and the users are considered to be fundamental in the process of creating the idea of redevelopment of an infrastructure obviously creates very strong real estate interests. It is necessary to consider a social mix, as well as the importance of maintaining as much as possible the pre-existing communities within the redeveloped area, which risks being expelled from a possible gentrification of the site.

Scattered abandoned spaces and facilities | Urban scale strategy

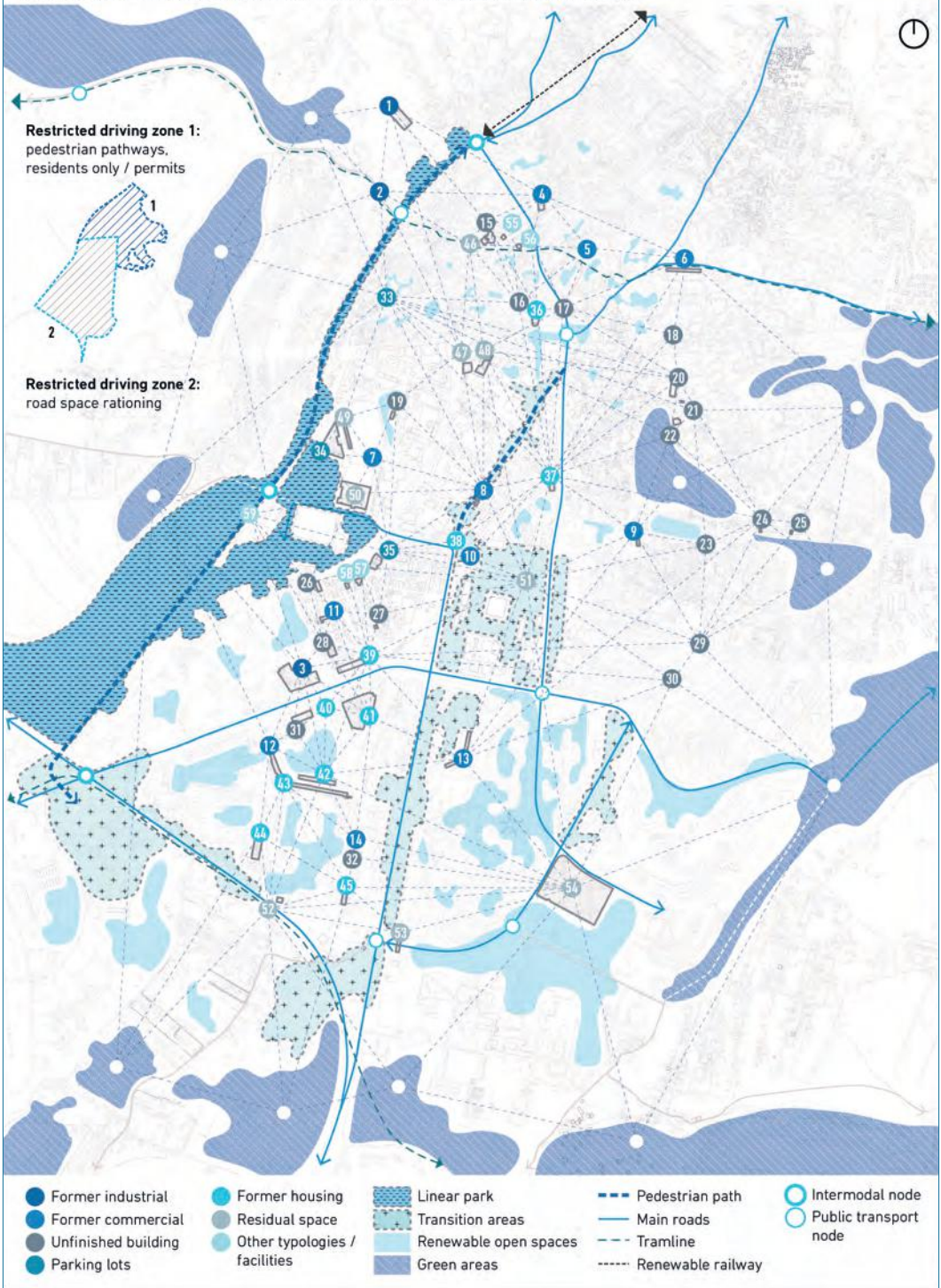


Fig6 / Urban scale strategy for a "Sustainable Renewal Movement": starting from the abandoned and compromised spaces inside the city.

Source / author, developed from: Prishtina – Dynamic city (Archis Interventions, 2009); Common Ground Laboratory Prishtina. Town Planning Design Workshop (PoliMi and University of Prishtina, 2013-2014); What Happens to the Streets of Prishtina? Prishtina International Summer University (PoliMi and University of Prishtina, 2013)]

residential blocks). At the same time, it is necessary to moderate the possible effects of property speculation in renewed districts, according to the incentives and benefits attracting private investment and support actions.

This turn-based expanding process could go as far as the need of

decontamination and conversion exists inside the districts;

- Promote the attractive function of the renewed infrastructure, by creating thematic paths that allow its continued use during the day starting from sport and leisure uses, starting from the prior qualities of the sites (for instance, the sport activities could be enhanced

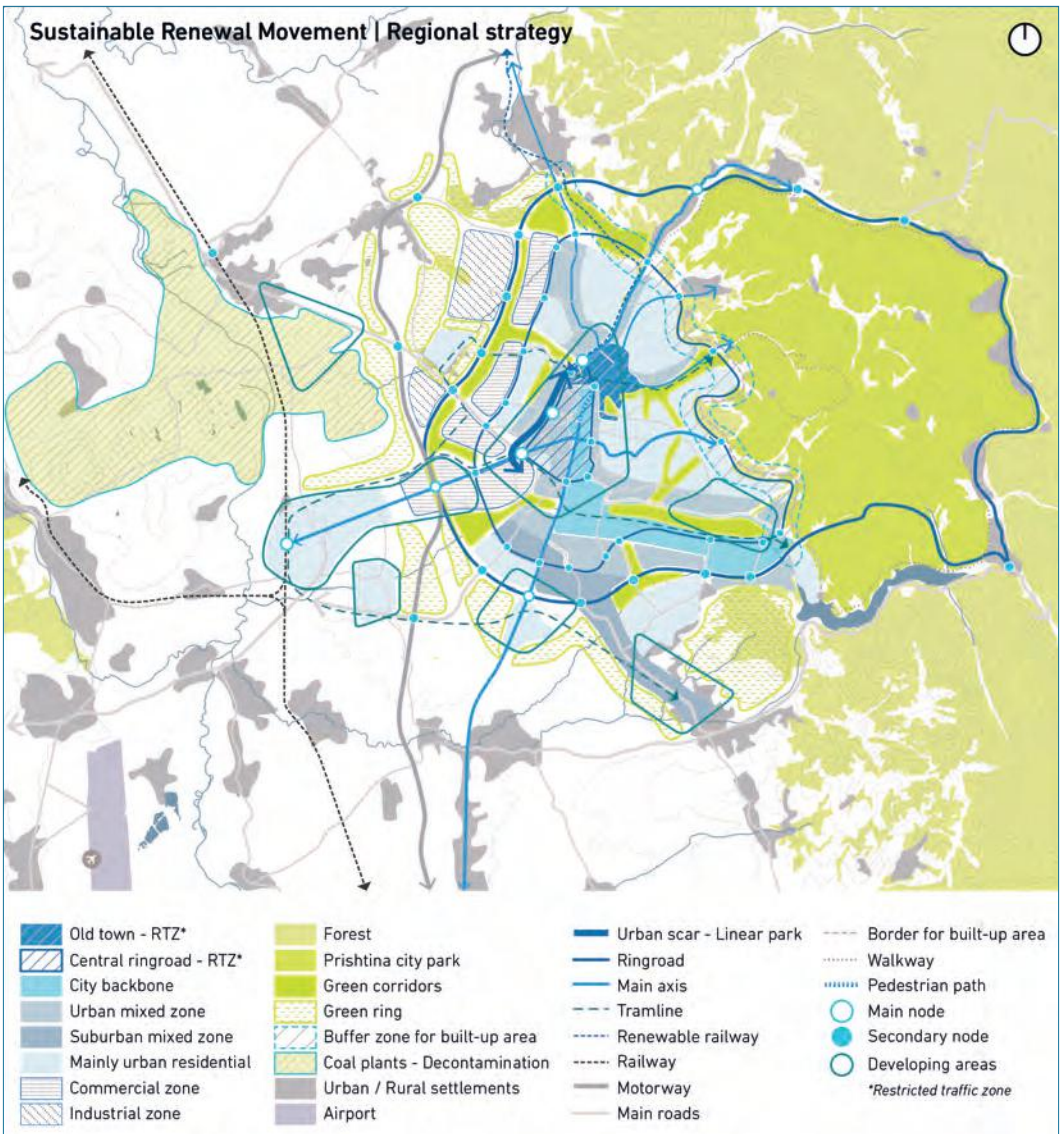


Fig 7 / Regional scale strategy for a "Sustainable Renewal Movement": a new relationship between infrastructures, land consumption and broader connections
 Source / author, developed from: Prishtina – Dynamic city (Archis Interventions, 2009); Common Ground Laboratory Prishtina. Town Planning Design Workshop (PoliMi and University of Prishtina, 2013-2014); What Happens to the Streets of Prishtina? Prishtina International Summer University (PoliMi and University of Prishtina, 2013).

even outside the buildings of the Youth and Sports Centre along new planned pathways and renewed green spaces). The whole strategic plan can be stressed at regional level (fig. 7) in order to take advantage of the main corridor between Europe and Balkans, which Prishtina belongs. Therefore, this city can be a new European capital outlining a system which would be accessible, multi-modal, human-scaled and energy-cleaned according to an appropriate infrastructural development.

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A green infrastructure paradigm for Prishtina. Learning from Best practice, identifying systems and key components for approaching Green Infrastructure Strategy

Key words / Green Infrastructure, Sustainable Spatial Planning, Green Network, Multi Functionality, Landscape Conservation

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Abstract

In the global world, Green infrastructure is being a highly suggested framework, as a successful strategy for dealing with smart development and a necessity application towards sustainable spatial planning.

Implementing Green Infrastructure in the cities, has resulted with benefits in several aspects regarding the environment, image of the city, population health and also biodiversity conservation.

The impact of the Green Infrastructure, especially in the cases of cities dealing with urban sprawl, air pollution, land waste, as well as social and economic chaos, is considered a great potential for addressing most of these issues.

Green Infrastructure is achieved through application of processes and policy themes which constitute the principles of Green Infrastructure, as an approach to promote and contribute to the quality of life and resilient cities.

This paper argues for a critical and local approach of Green Infrastructure in Prishtina, in order to initiate and facilitate the adaption of this framework in planning processes and implementation phases. The research aims to provide a framework for conceptualizing further applications of GI¹ in the level of municipality territory.

First, the research aims to understand the principles and concepts of Green Infrastructure systems during the literature review, focusing in the assessment of green systems in the local, national and international policies.

Mapping the territory of the city and evidencing the main issues; land use, natural assets as well as agricultural sites, pollutant elements and green urban spaces, is considered an indispensable phase for the elaboration of this study.

A further understanding of other cities experience is accomplished by conducting a comparative analysis of GI principle applications in three case studies, to conceptualize successful interventions in green spaces in urban environments.

Hence, to generate an outcome of local elements, as proposals and recommendations for approaching Green Infrastructure in Prishtina, these layers are overlapped with the concept of GI as a system of links, hubs and sites. This concept is elaborated by Benedict and McMohan, two researches who have significantly contributed to the understanding, defining and approaching GI and which would be cited in the following parts of the article.

The research finally aims to give in site-recommendations for comprehending, approaching, and implementing the GI Strategy in the specific context of Prishtina Municipality, as a result of researching phase.

¹ / Hereafter, GI would be used as an acronym for Green Infrastructure

Defining Green Infrastructure

The term Green Infrastructure (hereafter as GI), is certainly a broad concept. Technically, it is thought to have originated sometime in the mid-1990s, whilst the definition also varies from the context. "For example, some people refer to trees in urban areas as green infrastructure because of the 'green' benefits they provide, while others use Green Infrastructure to refer to engineered structures" (Benedict, Mark A., McMahon, Edward T., 2012, p. 5). The first effort on integrated green infrastructure design, was born in 1990, in US, when Maryland began an initiative of greenways planning, which paved the way for green infrastructure (Benedict, Mark A., McMahon, Edward T., 2012, p. 35).

However, the first initial attempts to identify the GI as systems, are considered to have originated much earlier by Frederic Law Olmsted, with the 'concept of connected system of parks' (Martin, 2011, p. 376) and by Howard (1902) in (NATURA Environmental Consultants, David O'Connor, 2008, p. 12) who sustained the idea of satellite communities, defining the limits of the city by greenbelts.

In the European Level, European Commission has presented the main principle of GI, dedicated to 'protecting and enhancing nature and natural processes' (E.C., 2013, p. 2), but trying to define GI, is important to understand it as 'a strategically planned network of natural and semi-natural areas with other environmental features designed and managed to deliver a wide range of ecosystem services; in terrestrial, aquatic, coastal & marine environments; (E.C., 2013, p.3).

This definition includes three important aspects: the idea of a network, the planning and management component

and the concept of ecosystem (Hartig, T., Mitchell, R., De Vries, S., Frumkin, H., 2014).

The GI term is certainly captured in a wide perspective as "an interconnected network of natural areas and other open spaces that conserves natural ecosystem values and functions, sustain clean air and water and provides a wide array of benefits to people and wildlife" (Benedict, Mark A., McMahon, Edward T., 2002, p. 5).

Despite the flexibility of the theoretical concepts or policies guidelines, practical applications have been relevant in the development of the GI concept in specific contexts. In any case, what the scholars have agreed about GI, are the main principles represented by connectivity, multi-functionality and integrating networks. Moreover, it is necessary to understand that GI represents a holistic system which requires a long-term commitment, participation of many stakeholders and the engagement of the community (Benedict, Mark A., McMahon, Edward T., 2002, p. 24).

Green Infrastructure has become significantly important in spatial and environmental planning. It has been presented as a potential answer to address multi challenges, therefore it has gained special attention in the overall spatial policies in national².

Research shows "that access to decent green space, alongside access to housing, health and education, is a basic requirement for a good quality of life" (CABE, 2010, p. 44). While Benedict and McMahon (2012, p.5) refers to protection of natural system as a necessity, not an amenity.

The diversity of scale approach

Considering the effectiveness of GI and the adaption with smart

² / *The impact of the external environmental factors in our wellbeing and general health has been accepted by various researches and established by evidences. "Eventually, GI features contributes in several health benefits related with physical health, psychological/emotional and socio-economic benefits which are easily identified at both individual and community level". (E.C., 2012).*

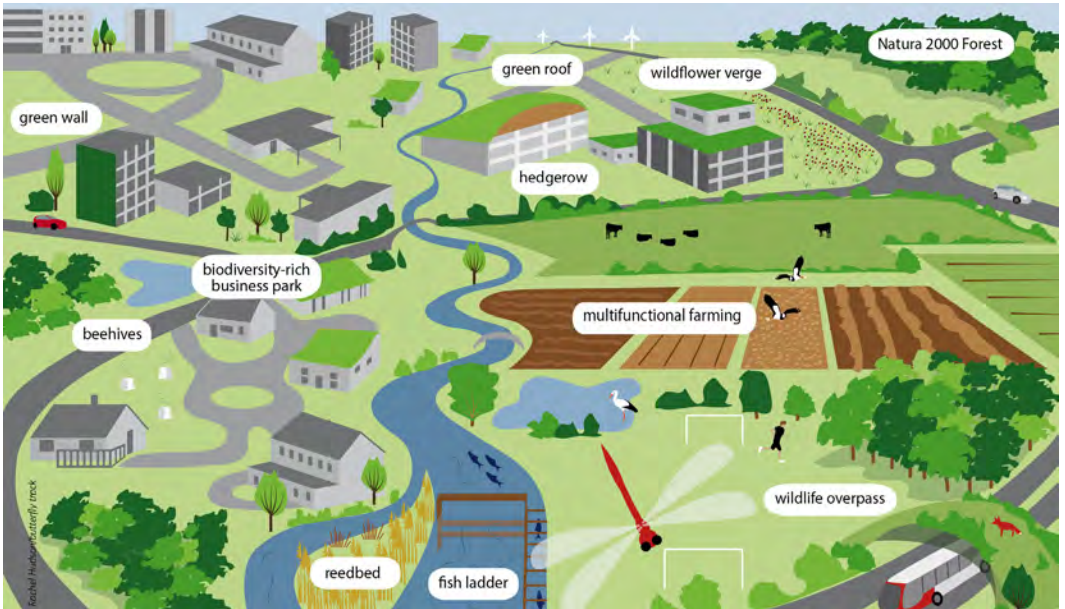


Fig 1 / Potential Components of a Green Infrastructure.
 Source / https://www.eea.europa.eu/themes/sustainability-transitions/urban-environment/urban-green-infrastructure/green_infrastructure_infographic_EC.png/image_view_fullscreen

and sustainable development, the presence of Green Infrastructure has been positioned in the International Policy.

“At a European level, green infrastructure policy is promoting a systems approach to integrated and strategic investment/management. Within these debates the European Union proposed that “Green Infrastructure [GI] can contribute significantly to achieving many of the EU’s key policy objective” (Danielle S., Nick S., and Sarah B., 2016, p. 111)³.

Mell (2013), in (Danielle S., Nick S., and Sarah B., 2016, p. 106) has stated GI as an evolving concept which regardless evidence of the main principles, it also discusses the proactive perspective and the discourse of what green infrastructure should deliver in the local context. Moreover, Benedict and McMahon discuss the concept of implementing green infrastructure in different scales: the individual parcel, the local community, the state or even multi-state region.

At a community level, green infrastructure address and capitalize the community needs and mainly visualized by greenways, contributing to the sustainability and resilience for the community. At the regional level, it can be considered as an establishment of widening landscape links, connecting forests, natural parks or other natural areas, also taking into consideration the animal’s habitat (Benedict, Mark A., McMahon, Edward T., 2012, p. 14)

While in the sub-national and local scales, according to (Beatley, 2000; 2012; Mell, 2010, in (Danielle S., Nick S., and Sarah B., 2016, p. 112) the definition becomes significantly broader and it reflects the national characteristics and place-specific goals⁴.

Considering these overviews, it can be agreed that the knowledge and awareness for the GI has defined its inclusion as a primer factor in the municipal or regional plans as well as in the national policies.

³ / For the purpose of facilitation this process, The European Commission has elaborated legislation, manuals and several strategies for sustaining urban green and blue spaces; the Biodiversity Strategy (E.C., 2011) like the Habitats Directive (E.C., 1992), Interpretation Manual of European Union Habitats (E.C., 2013c) Green Infrastructure (E.C., 2013b) Natura 2000 Network (E.C., 2017) and the more inclusive programme Horizon 2020 (E.C, 2014).

⁴ / UK have significantly incorporated advocating organizations which has conducted on site-specific investigations, and assisted in the conceptual development of green infrastructure thinking while USA has applied a narrower policy-deliver focus, according to Benedict & McMahon in (Danielle S., Nick S., and Sarah B., 2016, pp. 112-113) addressing water management and land conservation.

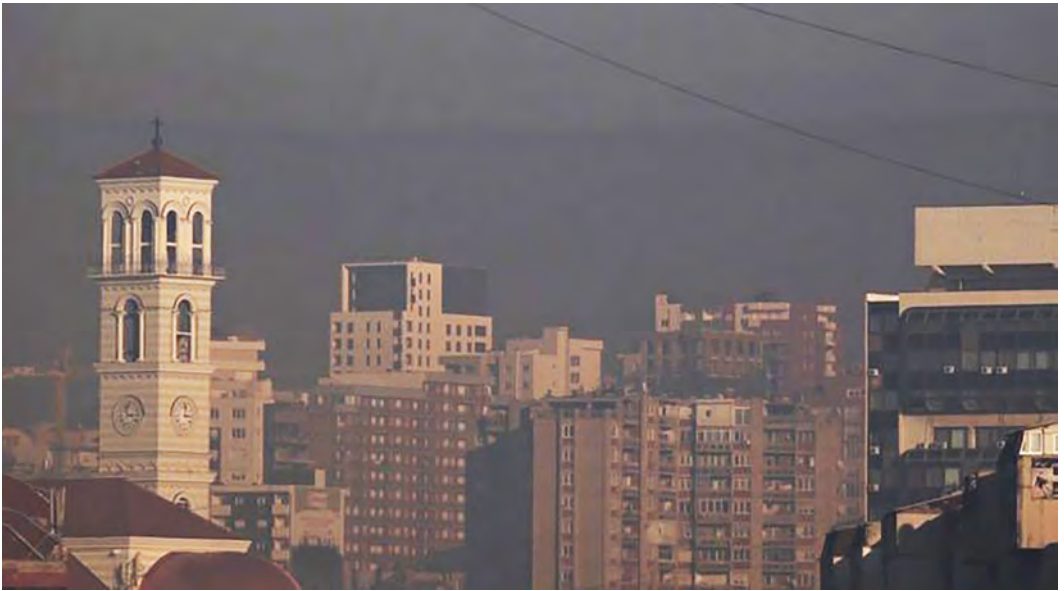


Fig2. / Polluted Air in Prishtina, 31.1.2018. Source / kallxo.com/prishtina-qyteti-ndotur-ne-bote



Fig2.1 / Action against pollution. 29.01.2018, Source / <https://balkaneu.com/Kosova-continues-to-register-high-levels-of-air-pollution/>

Methodology and Results

To demonstrate the need and importance for a GI strategy in Prishtina, as well as to acknowledge the character and specific elements for its application, the proposed methodology is based in a mix-method. For the purpose of this research, the following steps were undertaken:

1. Desk review of the public documents and studies regarding spatial planning, by focusing in determining: a) The viewpoint of Planning Strategies towards possible GI aspects and b) National data for Green Spaces, Forestry, Agriculture, Pollution, Environment, Public Health, aiming to

evidence the main issues.

2. Case Study examination for green cities which has prosperously implemented green strategies.

3. Field Study through mapping methodology and highlighting Hubs, Links and Sites as essential parts of the GI system.

Review of National and Local Documents

Prishtina is the newest capital in Europe. Having positioned the main economy, connecting infrastructure and producing industry in its territory, has at the same time reflected negative emissions in the environment proving the fragility of Prishtina municipality



Fig2.2 / Obiliq Station. Source / Photo by Arselda Brahim

to deal with the urges of the present growth⁵.

In the Spatial Development Strategy of Kosova (ISP, 2010, p. 121) the whole territory is designated to be divided in four main areas, according to their characteristics and potentials. Prishtina and its precincts compound the 'Harbor of Kosova' evidenced as the Blue Area with mainly the characteristics of administrative, service and trade, agriculture, industry and tourism.

The plan also accentuates the fact that the energy sector, is one of the great polluters in Kosova, especially in the Prishtina Region, which generates high pollution in air, soil and water, up to 40 million tons of ash, in 150 hectares of land⁶ (ISP, 2010, p. 35). In Prishtina, the energy sector pollution represented by TCA and TCB, located in Obiliq, is followed by household use of lignite and wood, industry and mines, transport and furnaces for incineration

of hospital waste (TWB, 2013, p. 17).

- In the Spatial Strategy of Kosova, there is no evidence to address pollution issues towards specific provisions, even though the authorities have identified pollution as a priority. The responsible institutions take periodic actions to measure the impact of these factors in the environment, by providing important data on the environment⁷, but they are limited to data collection and interpretation, rather than providing specific recommendations for reducing the impact of pollution.

- On the other view, the natural resources of Prishtina, like hills, the regional Park, lakes and rivers on the Annual Green Reports or Strategy for Biodiversity Conservation are only highlighted as assets to be restored, conserved and regulated by law, rather than included in an inclusive strategy on management with multi-dimensional benefits.

⁵ / To approach the challenges, the government of Kosova, has undertaken Strategies of Development in the country and city level, as well as analysis and reports to maintain awareness of actual problematic.

⁶ / The Energy sector in Kosova use coal as a primary source without sustention of renewable sources, which beside providing limited coverage with energy, results with high levels of gas emissions, concentration of acid materials and coal dust.

⁷ / Some of the revisions, measures and reports regarding environmental impact are disseminated in: Environmental Analysis of Kosova, Annual Reports of Environment in Kosova, Air quality reports for Kosova, Strategic Environmental and Social Evaluation or Air quality reports for Prishtina.

The Development Plan of Prishtina (DPP) is the essential document for the further development of the Municipality. The main challenges addressed in this document regards the following: "a) Prishtina as an urban metropolitan region, functional and integrated; b)city of knowledge economy; c)city of culture, art, history and diplomacy; d)green city; e)city administered with good governance, with numerous regional collaborations". (Hidroing-DK, 2013, p. 121). Going further into the concept of 'green city', it can be realized that the interventions regarding these objectives are only limited in the topics of: quality of life and social development, green public spaces, management of urban waste, energy and heating; and management of water source (drinking and polluted water) (Hidroing-DK, 2013, pp. 136-137).

This research has evaluated that

- The DPP has only identified the existing potentials for a future GI, included in the 'green city' section, but treating them individually and not aiming for a whole system.
- The concept of urban parks, agricultural space, natural park, green corridors, water resources and

recreational areas (Hidroing-DK, 2013, pp. 208-209) are defined but are treated separately as well without a concept of a system.

- Proposals for intervening in these urban aspects are presented in the general recommendation level, but not resulting in concrete objectives or actions to be undertaken.
- The Land use incorporated in this plan has taken in consideration only the preservation of Germia Natural Park and the regeneration of existing urban parks, therefore without localizing sensitive, potential or new areas which can lead to a base contribution for identifying the main elements of a possible GI.

Learning from Best Practises

The Methodology used in this phase is based on the investigation of the GI application and comparison of three green cities which has prosperously implemented green strategies based on Green Infrastructure as a sustainable tool for unraveling urban and environmental issues.

Detroit City was chosen as a model for having simultaneously managed the main issues of the city and addressed them in a unified strategy. Whilst the

Case Study	Needs and Demand Factor Drivers	Approach for GI	Tools and Actions Adopted	Implementations
Detroit City (USA)	Problem Suffered after 2000, the reduction of population, which affected the economy and the urban environment	Levels Detroit Future City is presented in a) Land Use Plan and b) Image of the City. Proposed interventions in the residential layer, neighborhood, district, industrial layer, city center and green areas.	<ol style="list-style-type: none"> 1. Innovation Productive - an established to convert vacant land to productive uses. 2. Innovation Ecological - A concept for transformation of the landscape where predominated by ecological development 3. Large Parks - at least 4 acres space, perceived as urban green islands, offering recreational opportunities in the open nature. 	Pilot projects and immediate interventions has taken place after the endorsement of the plan, Urban agriculture, Vacant Land Adaptation and Innovative Forest Creation are some of the first pilot projects implemented. The interventions are based in the precedent experience of German Regions or Emerald Necklace Project in Boston, conceived with ecological principles.
	Potential Land resources are a major asset	City's GI Strategy Future Green City Vision: Main aim is creating a green city where landscapes contribute to a healthy environment, clean water, air and soil, by boosting the local economy.		
Almada (Portugal)	Problem Almada City belongs to Metropolitan area of Lisbon. The construction of the bridge connecting Lisbon and Almada, during 60's led to unregulated growth, illegal constructions and social	Levels Portuguese state authorities conduct planning in three levels: national, regional and municipal.	<ol style="list-style-type: none"> 1. Municipal Ecological Network - main instrument which combines areas for environmental protection and re-establishes ecological connectivity in natural, rural and urban environments. 2. Ecological restoration of dunes and streams, based on ecological engineering technique for coastline erosion. 3. Network allotment gardens combines Ecological corridors + smaller spaces as parts of the system which, promotes multifunctionality. 	Sobreda Multi-use Park. This park is a 7 hectares, multi-use park, designed to be a meeting place, including a large playground, skate park, picnic area and a circuit training area. The main objective: to develop a green community space where the people would establish a sense of belonging. Costa da Caparica Urban Park was generated by transforming an illegal urban for a 14 hectares park space.
	Potential The city, was driven towards industry during the 19th century	City's GI Strategy The municipal strategy addresses the protection and enhancement of ecological features, their connectivity in natural, rural and urban environments and promotes coordination with grey infrastructure planning.		
Lodz (Poland)	Problem The city is recognized from the 19th century for the textile industry , but in the last 20 years, it has been faced with constant population decline.	Levels The documents that focus on environment at regional level are: a) The Environmental Protection Programme and b) Spatial Management Plan which are responsible for the environmental protection and green network management.	<ol style="list-style-type: none"> 1. Blue-Green Network - key factor to influence the quality of life by improving the micro-climate and providing public space for recreation. 2. Green Circle of Tradition and Culture (GCCTC) - an instrument which consists in the protection of green spaces affected by cultural heritage. 3. Linkage between Green and Grey Infrastructure is the third main tool towards a successful GI for Lodz City. 	The city of Lodz, has artfully managed to turn post-industrial into recreational spaces , with studios, ateliers and new festival centers. The rehabilitation of the Sokolowka river valley was the first major project carried out to implement the Blue-Green Network, based in the restoration of the river to support stormwater management and increase water retention capacity and biodiversity.
	Potential The city has undertaken significant revitalization processes which has given a new image.	City's GI Strategy The confrontation of environmental issues in the city level, are integrated in the Development Strategy of Lodz 2020+.		



Fig4 / Analysis of the actual land use and green spaces in Prishtina. Source / author's drawing.

city of Almada, Portugal and the city of Lodz, Poland are considered valuable models not just for their nearest scale to Prishtina, but also as best practices, included in Green Surge Guide⁸.

The case studies are compared and evaluated according to the following four indicators:

Needs and Demand Factor Drivers

a. Approach for GI

b. Tools and Actions Adopted

c. Implementations

The selection of case studies, has taken into consideration the nature of their context, the relevant undertaken strategies and their successful experience in implementation.

The three case studies have undertaken actions to integrate the GI in the planning plans and policies according to the planning structures and alternatives, including the national level, regional and municipal-city level. The implementation projects in a smaller scale has confirmed the importance of beginning the conceptualization of GI in the city level

or neighborhood.

The conclusions regarding the evaluation of the case studies are based on the concept of local issues, or potentials influence, which has generated the argument that GI is generated by local inputs. In the national level, the GI strategy is generally marginalized within the environmental policies or spatial plans, while in the region or city level the approach is more focused on the resources and investments itself. The municipality or city GI strategy in the three cases is represented by: a) Chosen Tools and b) the implementation of the investments. The 'adopted tools and actions' are dedicated to concepts, networks, connected spaces or even innovative proposals which has been tested by the local authorities in public projects, whilst the implementation phase has evidenced a pilot-project regarding the proposed tools.

Field Analysis represented by mapping.

As previously stated, the Land Use Plan and a strategy for managing the

⁸ / Green Surge Guide, is a guide for practitioners, towards urban green infrastructure planning, based on research on European Cities, as part of the EU FP7 project GREEN SURGE.

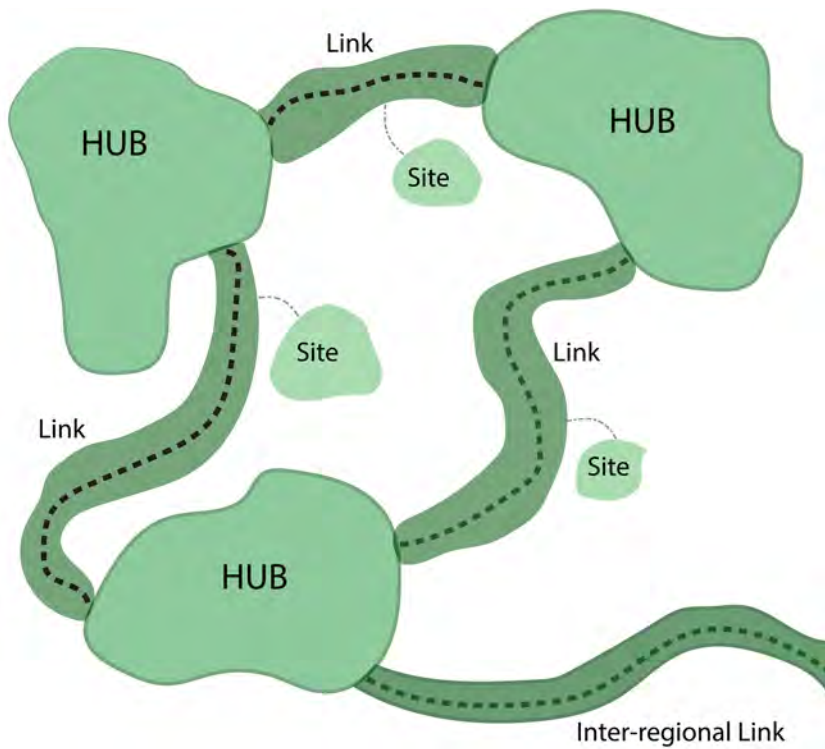


Fig5 / Green Infrastructure System connected with hubs, links and site.
 Source / Re-drawing of the author, according the Fig 1.5 in (Benedict., McMahon, 2012, p. 13)

urban landscape is missing in the DPP. This enhances the need for viewing on site and mapping the main green areas, free spaces, natural resources and problems, in order to address the corresponding issues to planning and implementing⁹.

The information generated by this research through mapping, provide the main inputs for articulating a spatial concept of GI structure, by concluding in a visualization of the territory in seven main land use components: a) urban area, b) agricultural land, c) vacant/wasted land, d) polluted soil, e) green urban areas, f) natural park, g)urban forestry area¹⁰.

According to Benedict and McMahon (2012, pp. 13-14) a GI system should connect landscape and ecosystems by incorporating in the spatial configuration of the city, three

main components: hubs, sites and links. Hubs are considered the main units of the green infrastructure which represent considerable space, attributing to natural reserves, protected areas, forests, farmlands and even recreational sites, frequently related with the peri-urban surfaces. In the idea of sites, all the features of hubs are included but considering the smaller size of sites, they can be easily introduced in the urban and community level. Whereas links are understood as landscape linkages which hold the system together, often identified with greenways, greenbelts or green corridors¹¹.

Recommendations for Approaching a Strategy of GI in the Region of Prishtina and Implementing GI in the urban area

The results of the conducted study

⁹ / During the International PhD Workshop "Prishtina, New European Capital, Images of a City to be discovered" a preliminary analysis phase has taken place which is further elaborated for the purpose of this research.

¹⁰ / The territory of Prishtina Municipality is dominated by a mountain landscape on east, north and south-east, while on the western side it extends to Field of Kosova. The main natural assets of Prishtina are: Gërmija Park, Badovci Lake, agricultural lands, whilst the city, within its urban space contains few urban parks and urban forestry, visible also in the map. The Gërmija Park is a natural park positioned in the western part of Prishtina Territory which constitute the main natural eco-system of the municipality, with 115.05 km², while Badovci Lake is an artificial lake built for water supply purposes.

¹¹ / The sustainability and the effectiveness of the GI system is obviously associated with strategically planned system, initiating with mapping and management of resources, conservation and restoration of natural assets, evidencing needs and issues, which makes the implementation of GI components a long-term commitment.

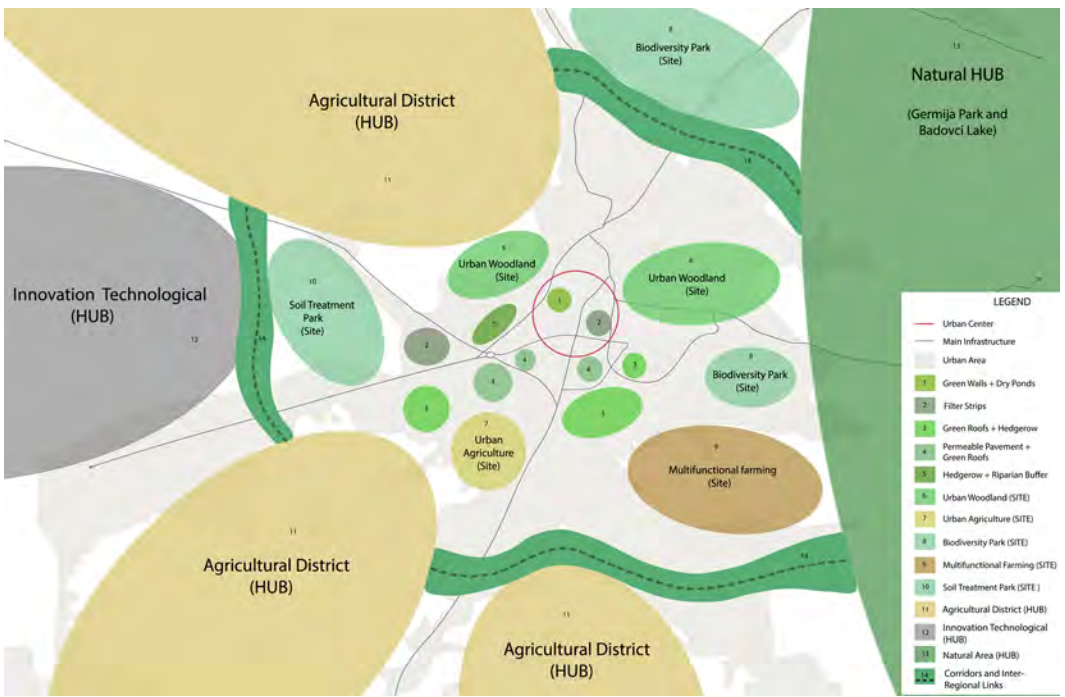


Fig6 / Proposal of GI System in Prishtina. Identification during mapping and proposal for applying the system of hubs, links and sites. Source / author

are a straightforward product of the outcome derived from the three steps-methodology for Prishtina city. These outcomes can be understood in two levels:

- a) Recommendations for approaching and implementing GI in a formal strategy as an active part of Spatial Planning Policies (national and local level)
- b) Mapping and identifying the main components to be complemented in a green strategy. These two results are identified in accordance with the methodologies followed by the case studies and by using the system-elements: hubs, links and sites.

- Since there is an absence of GI concept in the Kosova Planning Framework, it is crucial to recommend the inclusion and adaption of the Green Strategy in the Spatial Development Policies.
- Mapping the territory by searching ways to adapt to GI is a powerful tool for identifying features, prioritize lands, insulate natural and protected areas, to generate the proper diversification on implementing Green Infrastructure and in these terms, laying the

foundation for sustainable growth. Returning to the actual situation in Prishtina, the research concluded that; air quality, soil state and gas emission are some of the most relevant 'needs and factors' to address the GI.

- Following the experience of the case studies¹², Kosova must simultaneously work on the implementation of green infrastructure at the three levels: international, national and local which is a practice used also in the case studies, in the 'Approach for GI'
- The 'Tools and Actions' phase should follow the identification in the territory and rely on a concrete concept, furthermore relating and overlapping the results with the model proposed by Benedict and McMahon on the system of GI, the system of hubs, links, and sites as the next measure to undertake towards an effectuation of a GI. In the case of Prishtina, the previous analysis on the territory has led to a proposal which identifies three types of Hubs: Natural, Agricultural, Innovation-Technological; three main links relating the system together by green corridors and belts and a

¹² / The practice used by the case studies, can be considered applicable in Prishtina context, based on the four phases explained in the methodology.

system of small and medium size of sites within the urban area of the city, subsequent by an in-site analysis for problematics evaluation.

- The 'Implementation' phase is recommended to start in the city level. Participation of the community is a key point during implementation, the awareness of which is captured mostly in the local level.
- The main objective leading the GI Strategy, sustaining the urgent issues, should be elaborating GI components as a response for pollution impact reduction.
- In this case it is recommended to initiate with short term phase, which doesn't require much investments like: developing proposals for projects of Soil Treatment (East) and restoring Urban Woodlands. By Mid-term implementation phase, in this study is considered the elaboration of Agricultural Hubs and other internal thematic sites in the city, including urban agriculture. In the long-term implementation phase: the focus could be shifted to Biodiversity Parks, Multifunctional Farming and Innovation Technological which require larger investments.

The above mentioned phases, based on the revision and analysis of the national documents, field analysis, concepts evaluation and best-practices evaluation, are considered relevant initiators proposals for approaching GI in the context of Prishtina.

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Biophilic design

Prishtina natural landscape restoration according to IUCN categories in Urban protected areas

Key words / Biophilic city, landscape restoration, IUCN, ecology, Prishtina, Urban protected areas

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Abstract

Prishtina is the capital and the most populated city of Kosova with high air pollution and water contamination. Landscape restoration as a sustainable strategy in management and rescue the ecology and environment in this area is a fundamental approach and has various benefits in social, economic and environmental categories. Landscape restoration strategies cause to drive responsible environment for future generation, and set out goals, and implementation strategies as design approaches to further effective sustainable image of Prishtina.

This paper first addresses the meaning of Biophilic design as a paradigm shift approach in urban design and reasons of the significance of this innovative strategy in sustainable design. It discusses the core concept of biophilic design and its various advantages by the scrupulous literature review that was carried out, in order to incorporate the theoretical and empirical outcomes, of biophilic design. On the other hand, by analysing and developing the IUCN principles in urban edge of Prishtina, the practical methods due to achieving a biophilic design in this region is sketched out. The International Union for Conservation of Nature (IUCN) is a membership Union uniquely composed of both government and civil society organizations and it is the global authority on the status of the natural world and the measures needed to safeguard it. Although Conservation of protected environments was launched in late 1950s in Kosova, nowadays there are tremendous testimonies about degradation of the natural landscapes that cause to lose the image of nature in country and cause the crucial circumstances in Prishtina that threaten the people's public health. Illegal actions like constructions around the peripheral regions of city, industry sites with high air and water pollutions, deforestation and hunting, make environmental issues as the most critical concern in this capital city. This paper applied mixed research methodologies, regarding the interdisciplinary content of the studies that related to the subject, the descriptive-analytical and comparative research method has been applied to present and codify the strategies in this region. This paper follows two linked objectives: firstly: emphasising on the importance of nature and wildness in Prishtina urban lives by Biophilia design approach that suggests the natural landscape restoration is not optional for future urban planning but essential. Secondly: ecological protections and its acceptance by an array of biodiversity and evaluation through review landscape, according to IUCN guidelines in this region is analysed in more depth. Suggestions specify two results: 1) revitalization of ecological, social and cultural values of the city 2) restoration the natural landscapes for the future need. These outcomes provide the context for human well-being and promoting spiritual, scientific and educational value in the urban landscape. Furthermore, decrease in biodiversity loss and climate change, recreational and tourism opportunities are the other critical advantages of this approach.

Defining detailed planning requires interdisciplinary studies in ecological layers, and patterns of landscape mosaic, to protect and rehabilitate nature that consider the processes through the ecological assessments and analysis that is far from framework of this paper. In addition, comprehensive studies in wide range of disciplines from national to international technical analysis about legislations and development policies are beyond the scope of this paper.

Introduction

Nowadays, according to issues of sustainable development, poverty reduction and livelihoods cities the most approving trend in urban planning is regenerating the nature that adaptively rehabilitate the natural features of cities.

"We don't lack tools and strategies for bringing nature back into cities, and there is an increasing number of compelling stories and examples of cities successfully doing just this. In some cases, it is about looking for opportunities to let nature re-establish itself, while in others more aggressive urban interventions are required." (Beatley, 2011) "Examine and discuss this trend is already having profound consequences, for the environment and for people. Everywhere nature is being squeezed and people are losing contact with it. The implications are many and diverse, but they make the conservation of nature ever more urgent and often more difficult to deliver. It is this that makes urban protected areas a matter of crucial concern." (Dudley, N. (eds.) 2008.)

Reconnecting communities to ecosystems have a diversity of irreplaceable effects on improving human health, mitigating climate change, and managing resources for a sustainable society. According to IUCN reports, restoring degraded forest landscapes could create several billion dollars of annual economic activity for the global economy. This achievement narrates the changing in the sense of planting a tree to recreating ecosystem and the difference between reforestation and restoration.

"Today the idea of the forest network (the "Wood Wide Web") is gaining prominence over the dominant view of the last half century, that "... plants [are] individuals... to be studied with neat statistical precision, as if they were atoms" (Benyus in Hawken 2017). Applying restoration policies

and protection guidelines in natural landscapes is different in any region and government around the world, that refers to culture, politics and economy, competence in any society. It's an undeniable fact that with disregarding to the linkage between natural landscape and urban development, the cost of socioeconomic drawbacks of this unsustainable approach is countless. Today, for lack of management institutions in protecting and regenerating the natural layers in Prishtina Kosova faces a number of challenges in different disciplines in society. Applying "Biophil design" is a necessity approach and moral responsibility for urban planning and decision making in this city. If we choose not to consider this priority, then at least we do not proceed uninformed.

According to IUCN (The International Union for Conservation of Nature) categories "Urban protected areas are protected areas situated in or at the edge of larger population centers," (IUCN,2008) urban protected areas around Prishtina city can play a crucial role in maintaining the nature in peripheral regions and reduce many challenges in this city.

Environmental hotspot challenges in Prishtina

Lack of sustainable management, Land use planning laws and policies:

"Natural resources are abundant in Kosova . Kosova is mainly rich in lignite and mineral resources such as: coal, zinc, lead, silver and chromium but also productive agricultural land. "(Uberti, Sahit, 2013) "Kosova is also rich in forests, rivers, mountains and soil; it is among the richest countries regarding natural resources in Europe, based on surface."(Sahit, 2013) protected areas in "Kosova within its small territory are rich in high natural values. Conservation of the natural areas in Kosova through the network of protected areas was initially regulated in the late 1950s." (Veselaj&Mustafa2009). "While in



Fig1 / Prishtina, historical urban context. Source / author 2017

terms of conservation of protected areas a significant progress has been achieved, stagnation is seen in the conservation of rare and threatened species of flora and fauna. Although envisaged by legislation, the Red List of Kosova of rare and threatened species has not been adopted yet. Also, there is a small progress in the implementation of practical conservation and management measures contained in the legislation." (Veselaj & Mustafa 2013). "There are also evident and visible cases of degradation in the territory of national parks such as: illegal constructions, legal and illegal

forests lodging, forest fires, wild animal shootings etc. Constructions in the protected areas and particularly in national parks are not following any of the legal rules. (Veselaj et al. 2012).

Development and construction without reference to the national and international policies and guidelines in protected areas and natural landscapes in Kosova cause to threat exceptional natural values and in Prishtina as a capital city the pressure of unsustainable development is more tangible in many aspects of the city image. Hade, located in the municipality

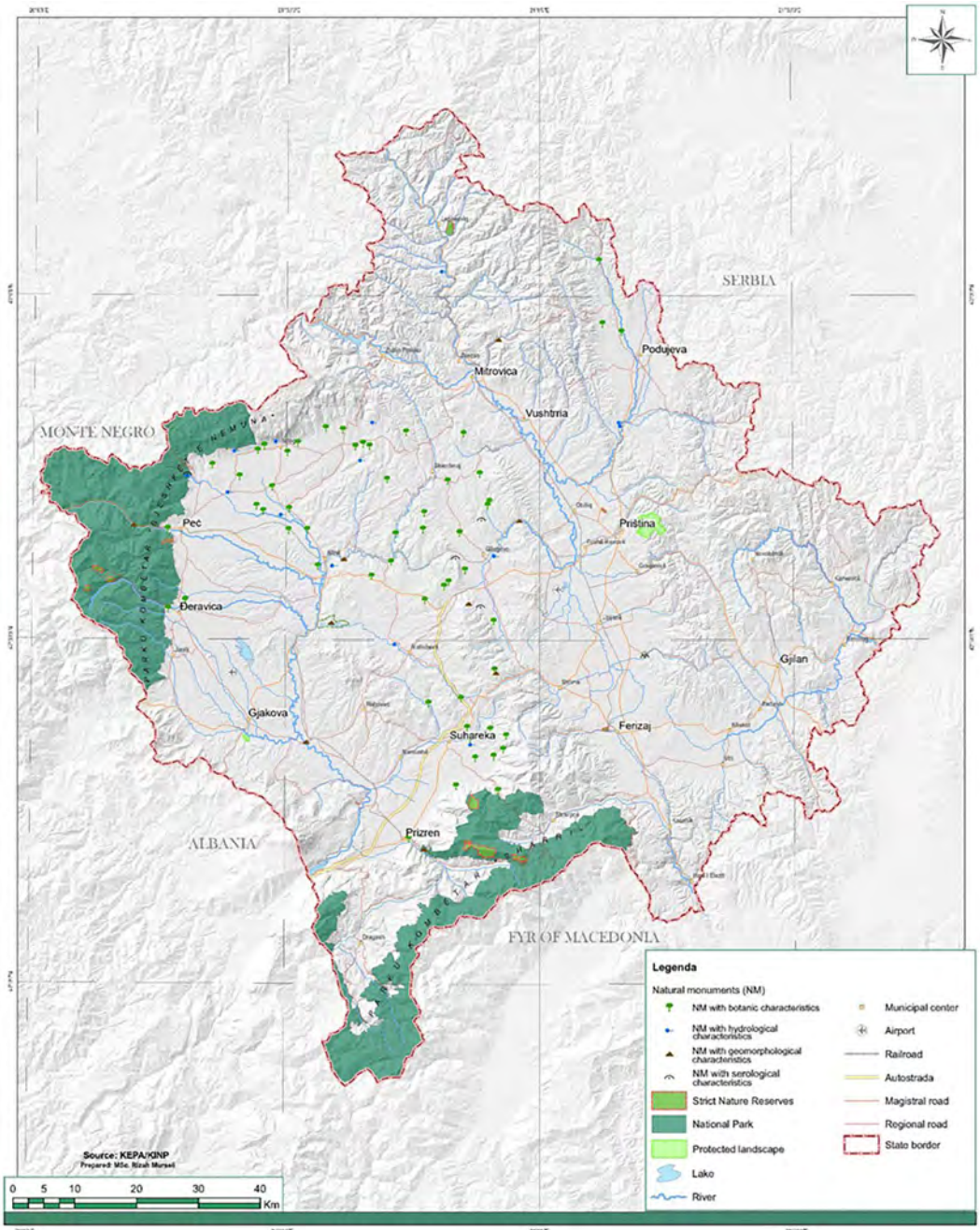


Fig2 / Map of protected areas network in Kosova . Source / Kosova Environmental Protection Agency

of Obiliq, Prishtina District, that includes three coal mines operating on the territory of Obilić: Belačevac, Miraš and Sibovc. "Hade is again being threatened with destruction. This time, villagers and their advocates say, the threat to their homes is coming from their own country's government and the World Bank." (Michael Hudson, 2015)

"Regional Park of Germia is under management of the municipal company Horticulture" whose main responsibility is to maintain green spaces in Prishtina, the capital city. Marble Cave of Gadime so far has had a type of "private" management, but

without legal basis for privatization." (Veselaj & Mustafa 2013).

Drastic environmental pollution

Water bodies contamination: "The protection, conservation and monitoring of the quality of water resources is one of the biggest environmental challenges facing our society. Industrial development, urbanization, intensive agriculture is just some of the factors that affect water pollution. Despite continued engagement, uncontrolled use of water resources and damage to river beds still remains one of the forms of degradation of our water resources.



Fig3 / Kosova , Obilic power plant. Source / Wikipedia, 2014

Other precipitation pressures are the irrigation of agricultural lands and other contaminants.

Among the biggest pressures on water bodies are industrial discharges of various activities. Soil pollution: "Soil pollution is considered to be the presence of hazardous waste, which is usually not a product of normal pedogenic processes and which causes soil functions to collapse."

(The annual environmental report on the state of Environment in Kosova , 2016) "Land degradation in Kosova occurs especially along the main roads and is one of the most widespread and threatening forms of damage to land and the environment. Various reports indicate land occupation by construction, land degradation for economic activities, improper land-use decision-making, indicating a negative trend of land conservation for future generations. (Annual Report State of the Environment in Kosova , Prishtina, 2017). Air pollution: This situation contributes discharge of pollutants from sources, such as industry, transport, and the consumption of solid fuels, used for heating, as well as, unfavorable conditions for distributing the pollution emitted into air. "existing

coal plants in Kosova cause a total health cost between 70 and 169 million euros per year to the region. Due to long-distance travel of pollutants in the air, Kosova power plants cause a total health cost between 144 and 352 million euro per year to Europe. Plants in Kosova generally operate with low environmental standards, generating high levels of polluting emissions" (J. Xharra .2016). "The electricity sector of Kosova relies on coal-fired power plants (97%)." (Government of Kosova . 2014).

"Prishtina's transport forms the hub of road, rail and air networks in Kosova . Analysis of Traffic Police have shown that from 240.000 cars registered in the Republic of Kosova , around 100.000 cars or 41% of them are from the region of Prishtina." (Sylejmani, 2014). Additionally, the environmental reports about Prishtina appear deficiency of scientific data and integrated environmental monitoring and weakness in legal basis and other institutional and sustainable integrated approach.

Biophilic design core concept, Integrating Nature into Urban Design and Planning



Fig4 / Hade, Prishtina. Source / Visar Kryeziu ,International Consortium of Investigative Journalists, 2015

"Among many recent books on urban nature, *Biophilic Cities: Integrating Nature into Urban Design and Planning* (2011), by Timothy Beatley, professor of sustainable communities at the University of Virginia, stands out as authoritative, practical and concise. ('Biophilic' refers to the term 'biophilia' that was invented by E.O. Wilson to describe the extent to which humans are 'hardwired' to need connection with nature.)" (IUCN, Trzyna, T. (2014). *Biophilic design: about the Importance of Nature and Wildness in Our Urban Lives*. "Our access to wild places and "nature" is shrinking and so is our will to get to those places. As we continue to select urban places to live, the impetus to embed nature, and specifically urban biophilic acupuncture, is paramount." (Jonce Walker, 2015) "Biophilic design can reduce stress, enhance creativity and clarity of thought, improve our well-being and expedite healing; as the world population continues to urbanize, these qualities are ever more important... in Context looks at the evolution of biophilic design in architecture and planning and presents a framework for relating the human biological science and nature." (Browning, W.D., Ryan, C.O., Clancy, J.O.

(2014).) "The conceptual framework for biophilic design that was first laid out by Cramer and Browning in *Biophilic Design* (2008), which established three categories meant to help define biophilic buildings – Nature in the Space, Natural Analogues and Nature of the Space – and a preliminary list of "biophilic conditions" (J.O. Clancy, S.L. Andrews, N.B. Kallianpurkar ,2014)) " Biophilic urbanism and design must occur at all scales, from room or rooftop to region. And it is multi-layered, with biophilic features at different scales reinforcing our biophilic sensibilities." (T. Beatley. 2011) "A biophilic city is a green city, a city with abundant nature and natural systems that are visible and accessible to urbanites. It is certainly about physical conditions and urban design-parks, green features, urban wildlife, walkable environments, but it is also about the spirit of a place, its emotional commitment and concern about nature and other forms of life, its interest in and curiosity about nature, which can be expressed in the budget priorities of a local government as well as in the lifestyles and life patterns of its citizens".(C.O. Ryan, W.D. Browning, 2014) "



Fig5 / Coal-fired power plant, Prishtina. Source / Visar Kryeziu, International Consortium of Investigative Journalists. 2015.

CLIMATE POSITIVE DESIGN



Fig6 / Climate Positive Design / Pamela Conrad, ASLA, CMG Landscape Architecture

A Biophilic city, is even more than simply a biodiversity city: it is a place that learns from nature and emulates natural systems, incorporates natural forms and images into its buildings and cityscapes, and designs and plans with nature. " (T. Beatley. 2011) Although there are many social, cultural, legal,

economic and regulatory obstacles embedded in the Biophilic design approach, but it could find its way in nowadays innovative urban design.

Additionally, Biophilic city core concepts can associate with urban agriculture policies that will produce



Fig7 / Biophilic design: Rua Gonçalo de Carvalho in Porto Alegre, Brazil, is a stunning example of a natural urban Eco link. Source / Wikipedia, 2018



Fig8 / Biophilic city core concepts. Landscape Architect: dwg. Source / Website: studiodwg.com, Austin, Texas, USA, 2017)

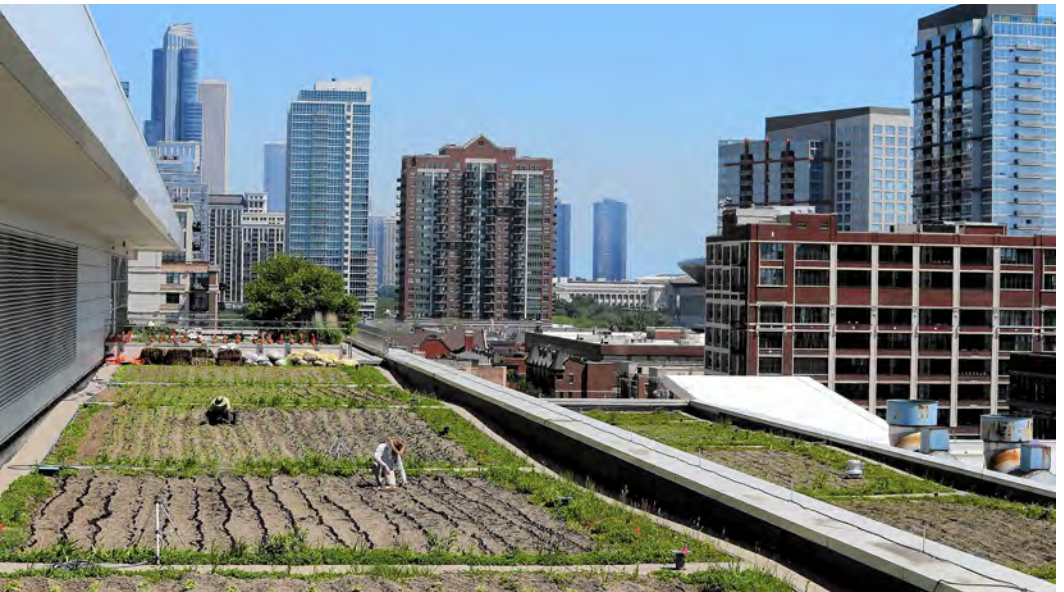


Fig9 / City Farms grows in view of the Chicago skyline

edible natural vegetation in modern cities. Urban agriculture has a variety of sustainable advantages in economic, social, environmental, nutrition and quality of food.

“Modern cities almost exclusively rely on the import of resources to meet their daily basic needs. Food and other essential materials and goods are transported from long-distances, often across continents, which results in the emission of harmful greenhouse gases. As more people now live in cities, rather than in rural areas and all future population growth is expected to occur in cities, the potential for local self-reliance in food for a typical post-industrial city was determined.” (S.Grewal. 2011)

IUCN practical guidelines for protecting urban natural landscape:

The Cities and Biodiversity Outlook, published in 2012 by the Secretariat of the Convention on Biological Diversity, speculates that “globally more than 60 per cent of the area projected to be urban by 2030 has yet to be built. The total urban area may triple between 2000 and 2030, while urban populations could nearly double. ‘In other words, urban areas are expanding faster than urban populations. ...Most of this urban expansion will occur in places with low economic and human capacity to protect biodiversity. ... Moreover, many of the world’s cities are located in biodiversity-rich areas such as floodplains, estuaries, and coastlines. ... Urban expansion and habitat fragmentation are rapidly transforming critical habitats that are of value for the conservation of biodiversity across the globe—so-called biodiversity hotspots” (SCBD, 2012). “As our cities continue to grow, we must not abandon the protection of natural areas to the pressures of urbanization, but should instead defend such places, and indeed try to create new space for nature within the urban fabric—even within the

centers of cities urban protected areas are distinctive in two fundamental ways: they offer experiences in nature to the large numbers of people who live near them; and they build urban constituencies for nature conservation.” (IUCN,2014)

Regarding natural restoration of protected areas, conforming with the Land Use Laws is the most important issue in many protected areas in underdeveloped regions. “land use laws from countries on each continent that attempt to achieve sustainable development. Since 1992, when one hundred seventy-two nations met in Riode Janerio, Brazil, and adopted a 300-page plan for sustainable development (Agenda 21), the need for effective legal reform has become more and more evident.” (John R. Nolon,2006)

“The first principle of the Rio Declaration is that “human beings . . . are entitled to a healthy and productive life in harmony with nature.” (Organization of African Unity, 1982) Land use planning laws and policies must emphasize with the other categories of urban landscape like suburban, exurban, and rural more comprehensively. Regarding the national legal laws and international consortiums about protected lands is the priority step to urban planning in these vulnerable landscapes.

Urban protected areas as peripheral regions of populated cities have these distinctive characteristics:

- “They receive large numbers of visitors, including many of them who visit frequently, even daily.
- They relate to numerous actors in the urban arena, including government decision-makers, communications media, opinion leaders, and key educational and cultural institutions;
- They are threatened by urban sprawl and intensification of urban development;
- They are disproportionately affected by crime, vandalism, littering, dumping, and light and noise pollution;



Fig10 / Construction on the natural landscape around Prishtina city. Source / author 2018



Fig11 / Prishtina map. Source / Aguljeln,M. Hoxha,K .Pouyousefzadeh,S .Sulaj,E. Sali,E. Lieshaj,K.2018.

- They are subject to such urban edge effects as more frequent and more severe fires, air and water pollution, and the introduction of invasive alien species." (Dudley, N. (eds.) 2008.) Urban protected areas are significant for a variety of profits for society, regarding the strategic situation of urban protected areas around the cities they provide unique opportunities

far from other categories of remote natural landscapes. The highest social-economic benefit of restoration of protected areas that is more crucial for edge regions of Prishtina is Poverty relief with Urban protected areas restoration: Investing in natural restoration and ecosystems offers a high positive impact on regional economic development "Experience



Fig12 / BIOPHILIC Design Elements. Source / author

has shown that restoring degraded and deforested landscapes can replace expensive engineered infrastructure, create economic growth, and offset global emissions." (IUCN ,2014)

Biophilic design policies in Prishtina protected area:

Establishing distinct patterns is not an attempt to create cookie-cutter solutions for human-centric design, but rather to provide a framework through which any variable, with the appropriate care, could be adapted with locally appropriate and user-centred biophilic design. Appropriate solutions will result from understanding what suits the unique programmatic needs of a space and its intended user group (R. Kaplan et al., 1998) Considering Biophilic design and IUCN practical guidelines for protected areas and on the other hand, environmental challenges that Prishtina confronts set out above, it could be suggested to draw principles in natural restoration of this region according to the following table:

SCALE	BIOPHILIC Design Elements	IUCN guidelines
BUILDING	Green rooftops for commercial and high-rise residential building. Sky gardens and green atria. Rooftop garden. Green walls to cover neglected facades Daylight interior spaces	Demonstrate, facilitate and promote the health benefits of contact with nature and of good eating habits. Monitor and manage water
BLOCK	Green courtyards Clustered housing around green areas Native species yards and spaces	Demonstrate, facilitate and promote good environmental behaviour. Control encroachment. Reduce impacts of noise and artificial night time light; keep aware of research on electromagnetic radiation.
STREET	Green streets Sidewalk gardens Urban trees Low-impact development Vegetated swales and skinny streets Edible landscaping High degree of permeability	Provide access for all; Breaking down the cultural barriers between the 'natural' and the 'urban' For example, accommodate disabled people and choose words and symbols for compliance signs carefully
NEIGHBORHOOD	Stream daylighting, stream restoration. Urban forests Ecology parks. Community gardens. Neighbourhood parks and pocket parks. Greening grey fields and brownfields.	Engender a local sense of ownership. Engage writers, artists and other creative people and draw on their works and ideas. Promote appreciation of cultural, as well as natural assets. Reduce human wildlife interaction and conflict; keep aware of emerging infectious diseases/ Control invasive species of animals and plants/Cast a wide net for advocates and allies.
COMMUNITY	Urban creeks and riparian areas/Urban ecological networks/Green schools/City tree canopy/Community forest and community orchards/ Greening utility corridors	Communicate carefully and use a range of communication technologies/Cooperate with agencies that have shared or adjoining jurisdictions/Learn from others' experience with collaboration; pay careful attention to structure and process, as well as substance/Seek funding from a wide range of sources.
REGION	River systems and floodplains. Riparian systems. Regional greenspace systems. Greening major transport corridors.	Promote connections to other natural areas/Monitor and manage water/ Cooperate with institutions that have complementary missions/Cooperate with universities in training managers for urban protected areas; facilitate use of these areas for academic research and advanced learning/Take advantage of international organizations and exchanges Promote and defend urban protected areas/Work to make urban protected areas national and global conservation Priorities/ Create and expand urban protected areas./Promote rules and organizational cultures that respect the differences/between urban and more remote protected areas/ Improve urban protected areas through research and evaluation.



Fig13 / Kosova capital - Prishtina city. Source / Wikipedia,2016.



Fig14 / Prishtina city lack of green public spaces. Source / author 2018



Fig15 / Prishtina city lack of green public spaces. Source / author 2018

Conclusions

As more of the world's population shifts to urban settings, the need for biophilic design will become more important (C.O. Ryan, W.D. Browning 2014) Biophilia design suggests that there is an evolutionary and biological need for contact with nature that is not optional but essential in city lives, from this perspective cities are not a combination of senseless buildings and streets, city breaths and grows like an alive creature in the nature. Despite the holistic approach of Biophilic design, there are "Some aspects of biophilia that are inherently difficult to quantify, and due to the relative infancy of the field of biophilic design, we recognize there is a significant need for additional research." (Bilotta & Evans, 2007). Furthermore, monitoring and measuring efficacy of biophilic patterns needs interdisciplinary studies and experts in variety factors create the image of a city from tangible aspects to hidden and intangible values. As this review of evidences about environmental challenges in Prishtina shows, this capital city suffers from many crucial issues that root to unsustainable approach to development and human ignorance in this city. The body of literature cited in this paper is part of efforts to study about integrated design strategies in vulnerable environment in Prishtina. By gathering reports and evidence recording during visit of the peripheral regions of this city in February 2018 and research about innovative and proper approaches in protecting areas in under developed cities, the main guidelines for confront to challenges are declared in this paper.

For Prishtina to create a new image as a European capital city, it requires to follow environment laws from International Union for Conservation of Nature (IUCN) and apply its guidelines. By considering biophilic design and implementation of its patterns could help re-focus the design process

approach to protect and regenerate the natural layers and socio-cultural expectations from inside to city image.

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User centered methodologies in design for social improvement: The case study of Prishtina

Key words / Social Innovation, Design for Social Improvement, Design for communities, User Centered Design, Design Methodologies

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Abstract

User Centered Design, also known as UCD, allows designing solutions that are able to satisfy the requirements expressed by the users, intended as people that have to do with the product in every stage of its life. This specific approach can be also useful in the design of services and processes that need to consider the user experience as a fundamental stage of the project. UCD was therefore considered a proper method to be applied to public administrations' work, to provide inclusive and effective services and facilities to citizens, in order to improve their wellbeing.

The city of Prishtina, the new capital of Kosova, was considered an interesting example of a city with unsolved issues that could get a great advantage applying a User Centered approach to the design of public services, because of its social and multicultural identity that makes UCD suitable to answer to users' needs.

In this chapter the author proposes some topics on which it would be necessary to design and apply new innovative development strategies.

Introduction

The world is changing very fast, people are discovering new needs, technologies are developing faster and faster, the Internet of Things and smart devices are opening new scenarios for the design of new ways of living and managing people's wellbeing. This condition makes it necessary to question about traditional design methodologies and to think of new ways of designing services, strategies and processes besides products.

This chapter aims to investigate the possible ways of applying User Centered Design methodologies to bring social innovation in new communities.

An analysis will be made on how this kind of approach is successfully applicable to the design of innovative

public services for communities with unsolved issues: in particular, the city of Prishtina, in Kosova will be analyzed as a case study.

Social innovation in complex systems

Nowadays, the word "innovation" is used so frequently and in so many different fields, that it is quite difficult to associate it with something practical. We can try to define it in the specific field of social issues, in order to define "social innovation" in a way that makes it easier to figure out how to make this innovation tangible. Obviously, there is not a correct definition, but we can quote the European Commission describing social innovation as "something that concerns social problems, and how to create effective tools and solutions to

issues that can impact on a significant part of the population, enhancing their quality of life" (Caulier-Grice, Davies, Patrick, Norman, 2012). Another definition is the one that describes social innovation as the circumstance where new ideas simultaneously meet social needs and create new social relationships or collaborations; in other words, "there is innovation when there are both something good for the society and an enhancement of society's ability to act" (Murray, Caulier-Grice, Mulgan, 2010).

Social problems that we can try to solve using a design approach are various, but the ones we are interested in are related to dynamics between different groups of people, with different necessities and different aims, sometimes in conflict. Furthermore, social problems are a natural consequence of the complexity of our society; the context we are analyzing concerns social innovation within complex systems, mainly characterized by two important features (Westley, Zimmerman, Patton, 2006): the first one is that there are so many variables in the system just like citizens, regulations, resources... with peculiarities that are so different that is hard to describe them in a common scheme; the second feature generating a huge amount of consequences, more significant than the previous one, is that those elements are interacting with each other so much and in so many different ways and perspectives that the system's complexity goes out of control.

However, it's important to point out that, at the end, every system has order in its structure: sometimes, we are able to understand fragments of its pillars, other times to recognize patterns, but we are never able to interpret and describe the relationships between causes and effects in a complex system: one cause may have many effects, maybe in different fields that don't seem to be related; and one effect may have been generated by a

concurrence of causes that makes it difficult to define which ones have the most effective impact on the whole system.

There are some methodologies, belonging to the design field, that can help us to interpret more effectively the system we are referring to, to guess part of its hidden structure and create a connection with people belonging to that community.

User centered design (UCD), Approach and inclusive Administrations

The User Centered Design approach allows developing solutions focused on people's needs and requirements (ISO 13407, 1999): the user of the service is no longer intended only as a final user, but more generally as a person who is in contact with the product or service during one or more phases of its life cycle (Mincoelli, 2008). Based on this perspective, the output of the process also changes: it will not consider only final products or services anymore, but the total experience that the user enjoys at each stage of the project's life cycle will be designed, from ideation to realization, use and disposal.

The added value in applying User Centered Design is that it facilitates users not requiring them to adapt their attitudes and behaviors in order to learn how to use the service, but the service itself is conceived to support and encourage the user to accomplish tasks, giving him a more efficient, satisfying and user-friendly experience (Goodman, Langdon, Clarkson, 2007).

The European Union set to its countries a strategic goal for the year 2020: all administrations and public institutions in the European Union will need to be inclusive in an efficient way, and provide end-to-end digital public services, personalized and intuitive for all citizens and businesses¹.

The use of innovative design approaches makes it possible to

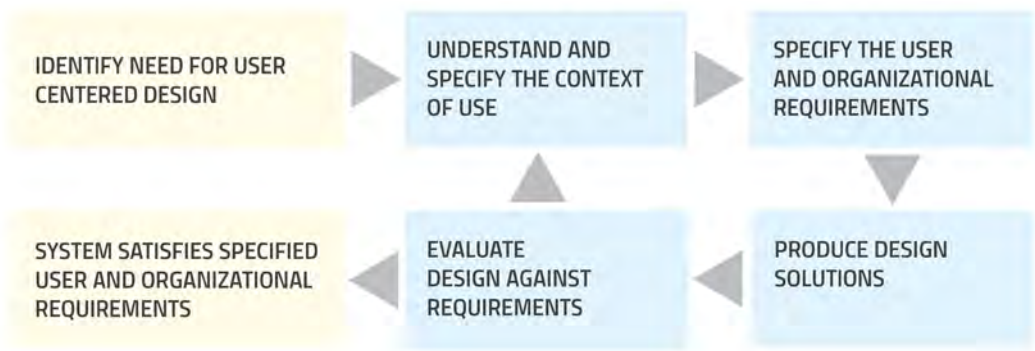


Fig1 / The different stages of the User Centered Design process. Source / author

provide better services, in line with the needs of citizens. Public administrations can take advantage of the opportunities offered by the new digital environment, to interact easily with the actors involved in the process. Some European countries already begun to design public services applying this approach, and applications are demonstrating how effective can be this multidisciplinary way of working, to develop shared solutions with a significant impact on communities (Agenzia per l'Italia Digitale, 2018).

The public service offered to the citizen must concern the fulfillment of real needs, which can improve people's life and the relationship with institutions, to avoid unnecessary and repetitive interactions preserving and collecting the information provided in a safe and transparent way. The strategy that the European Union has currently adopted for the public administration, aims to provide accessible and inclusive services, so simple and intuitive services that citizens get to prefer them to traditional ones.

Case study: Prishtina

Designing efficient public services considering users' requirements and feedbacks, using the UCD approach,

can be even more effective if adopted by countries with unsolved issues that need over all to create a sense of belonging and a sense of community between citizens.

A good example of country that could take a great advantage from this approach is Kosova, which gained its independence only 10 years ago after a long troubled period of uncertainties and disorders.

On 17th of February 2008, the assembly of Kosova announced the independence of the country publishing the Declaration of Independence of Kosova and formalizing the new flag². The flag has a blue background on which the shape of the state in yellow is represented, and there are six white stars that represent the different ethnic main groups that live in the country: Albanians, Serbs, Turks, Roma, Bosnians and Gorans³. At present the self-proclaimed independence of Kosova, after various events, is recognized by several UN member states.

The city of Prishtina, as a young capital of the new independent country of Kosova, needs to create its development strategies, apply effective tools, reinvent its identity as a Capital City and discover its own

¹ / The European Digital Agenda, signed by all Member States and endorsed by the European Commission in 2010, sets out the objectives for developing the digital economy and culture in Europe under the EU 2020 strategy. http://www.europarl.europa.eu/atyourservice/en/displayFtu.html?ftuld=FTU_2.4.3.html

² / The Declaration of Independence of Kosova was promoted and signed by the members of the Assembly of Kosova, the 17th of February 2008.

³ / The history of the Kosovar flag is described by Kosova Unity Team in the Competition for the Flag and Emblem of Kosova, Prishtina, 2007.



Fig2 / Installation in the city center of Prishtina for the 10th anniversary of Independence of Kosova .
Source / author



Fig3 / Installation in the city center of Prizren for the 10th anniversary of Independence of Kosova .
Source / author

potentials towards the creation of an inclusive and sustainable future perspective, becoming a competitive capital of the Balkans region. Indeed, Prishtina has a great underdeveloped potential, which shall be identified and used as the base for cultural, social, urban and economic development (Archis, 2010). Some of the potentials identified by the author are:

1. Young population

Nowadays, the average age of Kosova people is 23: it means that this country has the youngest population all over Europe. It's easy to understand how deeply the future of this country is related to the viable opportunities that it will be able to offer to the population, and how this huge amount of youths is a priceless resource for a sound right growth of the country, establishing a

new identity of Kosova as an innovative European country.

2. Cultural facilities

The improvement of the cultural tangible and digital network is actually essential and indispensable for a capital city. Prishtina needs to focus on the peculiarities that can distinguish it from the other Kosova cities, developing the cultural aspects that are part of its tradition and folklore, in order to gain two objectives: to encourage inhabitants to identify themselves as Kosova citizens, and to transmit people out of the country that Kosova is reborn with a new interesting personality, that deserves to be known all around Europe, with the aims of attracting tourism related to cultural events and enhancing the academic training network thanks to agreements and relationships with foreign institutes and relevant personalities.

3. Architectural heritage

The architectural heritage in Kosova is another extremely important resource, both to build the identity mentioned before, and to empower tourism to give it an economic relevance. Historical and archeological sites need to be preserved and to be available for Kosova and foreign visitors, in Prishtina there are several interesting modern architectures that need to be valorized because they have a significant role in the process of independence of Kosova. There are even several buildings used for sports and winter sports activities that are very popular in that region and can represent another attractive pole in Prishtina hosting international events.

These potentials are great opportunities to be developed and supported by sharing with the population the ideation of development guidelines for the country, to choose how to invest in order to have the best impact on overall future development.

Designing Prishtina

User Centered Design would be useful to identify the first needs to be satisfied to improve citizens' quality of life; a set of main topics could be established on which it is possible to apply design methods to find concrete shared solutions to apply.

These topics could be:

Environment:

The numerous young people living in Prishtina, and more generally in Kosova, identifiable as the new Kosovar generation, deserve a better and healthier environment where to live. The most important problem is related to water pollution, especially in rivers and basins, and air pollution is mainly concentrated in urban areas; it's generated largely by industries and now there's a lack of regulation applicable to avoid this situation.

Local Development

The Kosova territory is unique and needs to be preserved from the uncontrolled growth of infrastructures of poor quality of design and realization, and unplanned buildings. It's absolutely necessary to invest on urban planning and landscape to catch the opportunity to drive the development in the best direction. Also, local economy needs to be encouraged and promoted to raise employment rates and give to people the chance to have a satisfying employment in their own country.

Public Facilities

The government of Kosova has a lot of work to carry out in the next future to manage the growth of the state planning strategies and development; it's important to define priorities and then to focus on strategies of application.

Firstly, it's necessary to improve the existing education network in order to increase programs and education facilities at every level of the education system. Children need to enjoy stimulating school programs



Fig4 / First suburbs of Prishtina, the city is expanding without an effective urban planning.
Source / author



Fig5 / The public library of Prishtina. Source / author

to be encouraged in continuing studies; young students need to have international experiences at high levels and university needs more space, funds, facilities and professors to make Prishtina an important center for research and academic education. Even the healthcare system needs to be improved to face problems related to pollution and to give a better living to the population.

Urban improvement

In Kosovo, cities are growing in a fast and uncontrolled way: especially in Prishtina lots of people are moving from the countryside

to the urban area, generating a request of accommodations that is currently satisfied by the unplanned construction of entire neighborhoods like dormitory districts. The city needs to be planned wisely before it will be too late, providing a solution for a long term development and preserving the relevant architectural heritage.

Inclusive social growth

Young generations are the first users of the product "new state of Kosovo". It's necessary to improve their user experience in growing there and becoming smart citizens of Europe, aware of their cultural origin and able to



Fig6 / Palace of Youth and Sports, Prishtina, Kosova . Source / author

enrich the cultural heritage of Kosova . Other categories of users that need a special support are elderly, disabled persons, and all people needing special assistance; the public administration has to provide them appropriate services, facilities and public spaces.

International relationships

For Kosova being part of the international scene is significant, it really has many points of interest maybe not valorized properly. There is a lack of international exchange programs for students and professionals, although there are people visiting Prishtina for personal interest, research purposes... this needs to be institutionalized and promoted for a significant international growth of the country.

Skilled professionals

Everything said before, to be feasible, needs to be designed by multidisciplinary teams of skilled and experienced professionals, with capabilities in team working methods. These groups will share the project with the community, to be sure that the final services, or development guidelines, or social initiatives will really fit the requirements of the biggest part of the community. For all the ideated solutions it will be possible to use the User Center Design methodology,

focusing on the single solution that is going to be analyzed, designed, prototyped, tested with people, and then repeating the iterative process again and again until the result is satisfying.

Conclusions

The UCD methodology is supposed to involve citizens and operators in every moment of the design process, in order to understand their needs, generate ideas and validate design choices during construction; modeling digital services based on concrete needs and existing resources; designing and developing clear interaction flows, which effectively respond to the needs of different users, generating a positive user experience; structuring the contents in a simple way, with a coherent communication style and a sustainable editorial strategy over time.

The city of Prishtina in Kosova is a young capital that has many potentials and resources but has not yet the strategies to drive effectively the growth of the country. This city would be a positive case study of applying UCD to involve the community in the design of regulations, plans, guidelines and strategies for the strategic development of the country.

Some topics related to social

development have been described, just to provide a useful basis for reflection on future solutions. Kosovo is facing a great challenge for its future and this could be a unique opportunity to experiment new design methodologies and new ways of applying smart technologies to public services, with the aim of creating a united community, and provide to citizens worthy services for their best

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Strategies connecting a city.

Case study of Singapore, a model for Prishtina

Key words / Best Practices, Success Factors, UrbanPlanning, Infrastructure, Policies

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Abstract

It is easier to replicate the success stories of another than to start with fresh ideas, whether it is on micro or macro scale. This is no exception regarding the case of developing a city. Replicating best practices of a developed county to a developing city will be an effective approach, though no model can be applied in totality to any circumstances.

At the time of its independence in 1965, Singapore was lacking in infrastructure and natural resources, had poor sanitation and housing, high unemployment, education concerns, and was urgently in search of strategies to connect its people to the country.

Believing in its people and public spaces to connect the country, Singapore started investing in physical infrastructure, developing large public housing estates and putting emphasis on public education. It worked on a combination of government initiatives, public policies and private sector participation.

Singapore is a unique multi-racial society with a culture of self-reliance and mutual support which the government strongly advocated. Faith between government and the people were built over the years through upholding of meritocracy, pragmatism and honesty. Once the expectation of basic food, shelter, health, education and employment were taken care of, Singapore proceeded to engage culture and heritage to connect its citizens and thereafter to promote tourism.

Similarly, in order to transform a developing city, it may be worthwhile to adopt the key primary factors Singapore has relied on. The strategies discussed may be applicable to Prishtina, capital of Kosova, where there are plans to develop it to another capital city of Europe. Prishtina has a land size of 572km² which is almost similar to Singapore. It is also a multi-ethnic country, rich in history, heritage and monuments.

The objectives of this paper are to examine the success factors of Singapore in its development roadmap since independence and to apply the relevant factors in molding Prishtina as the upcoming capital of Europe.

State of art

City Profile

Singapore's land size was 587km² before its land reclamation efforts which started 20 years ago. A size which was very close to that of Prishtina. Singapore was a British colony and part of the Federation of

Malaysia.

On 31st August 1963, the Federation of Malaysia gained independence from Britain, and on 9th August 1965 Singapore separated from Malaysia.

Prishtina became the capital of Kosova after WWII and Kosova was declared independent on 17th February 2008. It is the central spot for politics, media, student life and the international



Fig1 / Map of Singapore
 Source / Statistical Yearbook of Singapore



Fig2 / Map of Kosova
 Source / Republic of Kosova 2017

community. (Kosova Info Prishtina, 2018)

Observation of Prishtina in february 2018

There were many abandoned buildings and spaces. Iconic churches and historical buildings such as schools

were left “abandoned” without any restoration efforts. Infrastructure was not effectively maximized. Railway station was in place, but it was not put to its best use.

The Youth Centre Building which is deemed one of an eventful venue, was not put to its effective use as well. There

were areas that needed urgent repairs. If efforts are put in to refurbish it, the building, with its strategic location and the events that it can host, could be fully utilized to promote Prishtina.

Many residential buildings are in a dilapidated state and building maintenance evidently absent or not well carried out. Air pollution was quite apparent, and it appeared that efforts taken in waste management were at its minimum.

Singapore urban planning

At the time it gained independence, Singapore had no natural resources, no industrial and public infrastructure, and a population split among ethnic groups that shared no common language. As Singapore developed and the population grew, it increasingly faced congestion, poor sanitation and over-crowding. High unemployment and ethnic conflicts. Such situations that Singapore faced back then are similarly faced by third world countries today.

In 1958, with the assistance of the United Nations, the Singapore government came out with the first statutory Master Plan for urbanization. The 1st Master Plan was developed not only for the purposes of optimization of land use for the citizens, but its objectives were also to attract foreign

investment and business, especially in the manufacturing and finance sector.

The Master Plan guided Singapore's development in the medium term over the following 10 to 15 years and it is reviewed every 5 years and translating the broad long-term strategies of the Concept Plan into detailed plans to guide the development of land and property. (Master Pan: Urban Redevelopment Authority, 2018) The Master Plan is supported by Special and Detailed Control Plans (SDCP).

The Concept Plan maps out the long-term plans for strategic land use and transportation. Its main aim is to ensure there is sufficient land to meet the long-term needs, while ensuring that the citizens continue to enjoy a quality living environment. (Concept Plan: Urban Redevelopment Authority, 2018) It is a strategic land use and transportation plan that guides Singapore's development over the next 40-50 years.

Singapore offers a case analysis of a single, central land use planning authority that handles every aspect of planning from strategic long-term planning to day-to-day development control. (Yuen, 2007)

Different countries and cities are

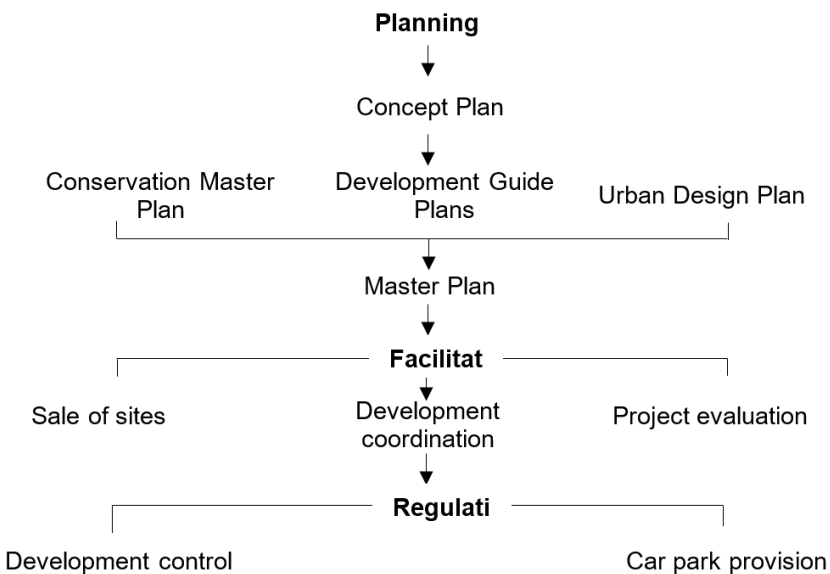


Fig3 / Function of Singapore's National Planning Authority
 Source / Urban Redevelopment Authority website, <http://www.ura.gov.sg>



Fig4 / A map tracing the Singapore government's export of developmental knowledge to other governments. Source / Singapore Cooperation Enterprise website: <http://sce.org.sg/our-reach.aspx>

faced with different challenges and complexities which are unique to their respective history and stage of development. Hence, no two cities would exactly be the same. However, "best practices" could be extracted for others to adopt.

Singapore's urban development "models" have increasingly served as a learning model for cities looking at master planning, public housing, urban transport and some other social initiatives. (Chye, 2018) Examples include development of Amaravati, a new capital city in the Indian state of Andhra Pradesh, and the Tianjin Eco-City, a bilateral Sino-Singapore collaboration in China. The master plan¹ for Rwanda's capital city of Kigali that included planned systems of transportation and affordable housing was also an evidence of replicating Singapore's success in Central Africa.

Puerto Rico is also modeling itself after Singapore's example. (Singapore's Economic Success - A Model to Emulate, 2017)

Urban planning in Prishtina

It was only after Year 2000 that Kosova has two levels of planning (local and national level). Prishtina, at its local level, has an urban development plan, but it does not have a municipal development plan (until July 2013), which covers all the territory of Prishtina.

There was high density of population in Prishtina after the 1999 Kosova war and with the changing landscape of urban planning in Kosova in a post-conflict context, there were great changes in the development trends in the cities. Loose control by the authorities, with a lack of municipal development plan, caused expansion of the city in an uncontrolled manner. This gave rise to problems in the areas of environment, infrastructure and property rights. Illegal construction was evidenced.

After the Kosova war in 1999, there was a high level of instability in the administrative environment. Prishtina lacked a proper legal framework. (The Lawless Municipality, 2017) The public spaces and sidewalks were un-utilized, there were damaged streets, absence of parking lots and green spaces. There was air pollution and the waste disposals were done illegally. The housing market was not regularized, and many apartments and houses were built illegally. The sports stadium was not properly maintained, and its amenities were not complete.

Organizations of ministries in singapore and municipal departments in Prishtina

Prishtina is the administrative, political, economic and cultural center of Kosova. The municipality has 11 departments and close reference could

¹ / Kigali City Master Plan was drawn by Surbana Jurong Group, an infrastructure consultancy firm, established in Singapore.

be drawn with respect to Singapore's various Ministries bodies which govern the respective field.

From the table above, we could deduce that there was no existence of departments for communications, defense, law and manpower in

Prishtina.

Singapore as a role model for Prishtina methodology.

Drawing references from how Singapore urban management had taken place, the below table outlines

SINGAPORE	PRISHTINA: MUNICIPAL PROFILE ²
Ministry of Culture, Communication and Youth (MCCY)	Culture, Youth and Sports
Ministry of Education (MOE)	Education
Ministry of Finance (MOF)	Finance and Property
Ministry of Foreign Affairs (MFA)	Economy and Development
Ministry of Health (MOH)	Health and Social Welfare
Ministry of Home Affairs (MHA)	Public Services, Protection and Rescue
Ministry of National Development (MND)	Finance and Property + Urbanism, Construction and Environment protection + Cadastre
Ministry of Social and Family Development (MSF)	Health and Social Welfare
Ministry of Environment and Water Resources (MEWR)	Urbanism, Construction and Environment protection
Ministry of Trade and Industry (MTI)	Economy and Development
Ministry of Transport (MOT)	Local infrastructure
Prime Minister's Office (PMO)	Administration
Ministry of Communications and Information (MCI)	
Ministry of Defence (MINDEF)	
Ministry of Law (MINLAW)	
Ministry of Manpower (MOM)	

Tab 1 / Organizations of Ministries in Singapore and Municipal Departments in Prishtina

the various factors at different stages.

Primary level: hard factors

Infrastructure

Infrastructure improvements are important in any economic development. This would include high standards of housing, buildings for commerce and retail, and health and sanitation systems among other infrastructure needs.

There were debates that the main destruction of Prishtina took place after the war through unregulated construction. Situations of conflicts

arose from balancing reconstruction efforts with general infrastructure, social institutions and housing. For international expertise that came forward, housing and office complexes became the priority. This international presence contributed to the rise of prices for both housing and general consumption and it became a situation of power suppression for individual benefits.

With the existence of the Department of Finance and Property; Urbanism, Construction and Environment protection; and Cadastre, the relevant Municipality could assist

² / Source / Organisation for Security and Co-operation in Europe, Mission In Kosova (September 2015)

	Hard Factors	Soft Factors
PRIMARY LEVEL	Infrastructure - Housing - Transport - Utilities Sanitation	Employment Education Social Spaces Legislation Anti-Corruption
INTEGRATION & ENHANCEMENT	 Public Private Partnership Information and Communication Technology	
SECONDARY LEVEL	Green Mark buildings Sustainable Development	Cultural & Heritage Foreign investment

Tab2 / Consideration factors in developing a city at the various levels

in drafting a long term roadmap for the city/ country development. The transportation network should be taken into consideration when drafting a Master Plan for Prishtina.

In Singapore, more than 80% of the citizens own their own homes, built by the government and bought at government-set prices, often with grants.

Affordable and decent housing provides citizens with a sense of ownership and security, which in turns forms the basis for social cohesion. This would avoid giving rise to slums and incidences of homelessness, situations which plague many other developing countries.

Sanitation

Singapore's transformation from a developing country with poor sanitation to one of the world's cleanest countries is a model that others can all adopt for better environmental quality and public health. (50 years of sanitaiton in Singapore: World Toilet Organization, 2015)

Emphasis placed on public health based on a "clean and green" policy is one of the important factors that contributed to Singapore's advancement.

It took Singapore 10 years to clean up the polluted Singapore River from heavy boat traffic and untreated animal and human waste. By the 2000s, Singapore advancement in water treatment technologies and innovative water management turned the rivers into reservoirs for sustainable water supply.

In Prishtina, there are still villages of the capital that are not linked to the water supply system. It would be important for the municipal to increase efforts to do research on developing drinkable water supply systems.

Primary level: soft factors.

Connecting the city embraces social inclusions which would include social protection, healthcare, education, and provision of basic needs, social engagement and human rights observation policies.

Whilst addressing the concerns of a developing country, it would also be worthwhile to engage in "soft factor" at the same time to connect people in the process.

Employment

Unemployment was one of the main challenges for Singapore in its early years. The Ministry of Manpower

was set up in 1959 to formulate and implement labor policies related to the workforce.

After independence, about two-fifths of the Kosova labor force was unemployed, with rural areas significantly affected and about one-third of Kosova's citizens lived below the poverty line. ("Kosova". Encyclopaedia Britannica, 2018)

Based on the 3rd quarter of the Labor Force Survey 2017, 29.8% of the unemployed in Kosova were young people (aged 15-24 years). In Prishtina, the unemployment rate remained high. Welfares of the people were low and many live in poor conditions. The group who benefitted was the international construction tycoons who were opportunists; and corruption was not unusual. Nepotism could be one of the reasons that attributed to the unemployment rate.

From the summary tabulated in table 1, there was no department of law and manpower in Prishtina. To address this, the municipal could step in to set up a department to administer the manpower/ employment issues. This would be akin to the Ministry of Manpower in Singapore.

Education

Before Singapore gained independence, there was a diverse range of spoken languages and dialects due to the presence of multi-ethnic groups namely Chinese, Malay and Indian.

When the Peoples' Action Party³ (PAP) was elected to power in 1959, a policy was introduced to use of English as the first and common language of Singapore. Mandarin for the Chinese, Malay for the Malay community and Tamil for the Indians, these are known as the mother tongue languages and students can take them as second

languages which are meant to foster an individual's values and sense of cultural belonging to their respective ethnic group. This bilingualism policy was implemented and enforced primarily through the education system.

In Prishtina, most of the schools and institutions provided lectures in Albanian language only.

Given its importance as a common tool for interaction at international level, English could be cultivated as a compulsory subject and gradually becoming a teaching language at all educational levels. A common knowledge and use of English would enable people to connect and communicate with one another. At national level, the use of English as a common language would also help in bonding the different ethnic groups. This would be an important strategy in shaping Prishtina as a European Capital.

Integration & enhancement platform between the hard & soft factors

Public Private Partnership (PPP).

An effective partnership between the public and private sectors is crucial to bring together the hard factors and soft factors. These will determine the livability and sustainability of the city. (Koh M., 2017).

For long term infrastructure projects, besides funding, it would be practical and sensible to tap on the expertise and knowledge of private companies. PPPs combine the skills and resources of both the public and private sectors through sharing of risks and responsibilities.

A good example of a PPP infrastructure project in Singapore is the Singapore Sports Hub⁴. Singapore has also engaged PPP in the water sector and the partnerships have delivered water at a cost-effective price to the residents.

³ / PAP, a political party who has been the ruling party since then till today

⁴ / This is a 25 year contract between the private Sports Hub and the Government's Sport Singapore to design, build, finance and operate the sports complex.



Fig4 / BCA Green Mark Criteria Overview
 Source / https://www.bca.gov.sg/GreenMark/others/Green_Mark_NRB_2015_Criteria.pdf

In its 1st Annual Investment Conference 2016, The Municipality of Prishtina set the following as a priority for infrastructure investment through PPP (Investment: PrishtinaOnline, 2016):
 "Olympic swimming pool" behind the palace of youth
 "Underground parking" close to the faculty of philology
 "Old bazaar" in the center of Prishtina
 "Housing and business complex" on "B" street
 "Central station" at the city entrance.
 Till to-date, none of the above have seemed to be accomplished. Concerted efforts are needed to fulfil the above vision.

Information and communication

Ensuring transparencies and readily available information would give potential local and foreign investors the confidence level in their investment. In Singapore, clear legal framework and a reliable judicial system have contributed to its rapid economy growth. A data sharing platform made available among the various agencies would be beneficial for productivity.

Secondary level

Green buildings / green mark scheme

In Singapore, the Public sector is

taking the lead by undergoing major retrofitting works to achieve Green Mark Platinum rating, and at the same time, incentivizing the private sector to do like-wise.

Singapore's criteria for Green Mark has been structured into 5 sections, with 16 criteria and 52 sustainability indicators, as illustrated in the diagram above.

On a similar note, Prishtina could adopt a rating system to encourage initiatives from both the public and private sectors.

Barely 10 years into independence, Prishtina has already embarked into energy savings initiatives by installing a system of LED streetlights. At the same time, many municipal buildings has undergone major retrofitting to achieve energy efficiency. Institutions such as schools, hospitals, cultural centers have been retrofitted with new materials and energy efficiency appliances.

By adopting best practices of other cities, Prishtina could speed up the growth of its building and infrastructural sectors compared to

the past.

Cultural & heritage

As a British colony in the 19th and 20th centuries, Singapore attracted many immigrants from India, China and all around the Malay Archipelago. Even though it is a place with a wide variety of cultures, ethnicities and religions, Singapore celebrates the respective festivals as one.

Besides Singapore, from a case study (Koh, 2017) of the Spanish city of Bilbao, we learnt that a city can be successfully regenerated through the use of art and culture. Social issues and quality of life should be focused instead of focusing just on economic growth. To date, more than 50 cities across Europe have been designated as the European capital of culture. A successful city provides adequately for its citizens' basic needs.

For Prishtina, as the cultural center of Kosova, it would be an easier task to tap on its current status and maximize it to bring people together.

The objectives will be to connect the city, promote inclusion, create a sense of belongings and build cultural bridges. With this being achieved, tourism would be a by-product.

Arts, music and crafts could be tools to bring the people together. Organizing concerts and art exhibitions at nominal or no costs to the people, would be a good way to bring the people together at a common venue.

Restoration of significant historical buildings and monuments and promoting them would bring pride in them to its people. Historic buildings will help to make a city's urban landscape distinctive and monuments reflect the history and the identity of a city. Physical and social spaces within historic districts could be created for people to gather.

Events/ activities could be held at the various public open spaces and this would create a sense of belonging in them. Community spaces could be used for all sorts of activities. Shared public spaces will encourage interactions that nurture a thriving communal life and social integration. Organizing festivals, art markets and heritage trails in the historic districts would also help to build up awareness and a sense of community.

Conclusions

Singapore experienced a major transformation over the past three decades of its existence. Its model covers growth at different stages of development which would be relevant to various countries at different levels of political and economic advancement. (Rastin, 2003)

Although Singapore gained its independence more than 4 decades before Kosova, there are many basic lessons and considerations that could be applicable in the aspect of urban planning for a long-term development of Prishtina. In fact, Prishtina will have an added advantage in learning from proven factors which are relevant to its development.

Generally, housing, infrastructure, education, legislation and employment would be keys to a strong foundation of city development. This is in line with Global Competitiveness Index and its framework, where institutions, infrastructure, education form three of the most important basic requirement sub index.

Having said that, political factors appear to be a main impediment. Stable politics provided clear developmental direction in Singapore after independence, but unstable politics in Kosova after independence may be an impediment. Still, Kosova can learn from Singapore, specially Urban Planning, Singapore's Urban planning policies would be a good model for Prishtina to emulate. From there, employment opportunities

would also be created to build the infrastructure boundary. Further, as Prishtina has already embarked on energy savings initiatives in some of its buildings, the process could be accelerated by adopting Singapore's various Green Mark schemes and criteria to encourage such initiatives. Policies formulation does not happen overnight, henceforth, soft factors such as culture and heritage, could be the immediate focus to connect the people in the city to bring about political stability. Prishtina could adopt the same mind-set as Singapore in believing in its people and public spaces to connect the city.

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Landscape ecological urbanism: effective strategy for resilient cities

How can landscape design be integrated in urban planning, reshaping urbanity and creating a new scenery? Strategic Proposal for the city of Prishtina

Keywords / Landscape, Ecology, Urbanism, Resilience, Climate Change

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Abstract

The objective of the contribution is to understand how landscape design can be integrated in the urban planning, through a multiscale approach able to remodel the city, and by creating a new urban scenery that comes from the territorial and cultural uniqueness of the intervention's context, being at the same time able to fulfil the global challenges (for example, how cities adapt to climate changes) that contemporary cities are called upon to give urgent answers to, in terms of urban resilience's improvement through actions of adaptation and mitigation. The present debate on the settlement of agreements, guidelines and Best Management Practices to reduce the negative relapses of the anthropic development orients the strategies of redesigning cities starting with the integration of landscape ecological design in the urbanized space's planning. The goal is to avoid, minimize and better manage the environmental impacts brought by urbanization, following a process of sustainable planning and guarding the ecology and the specificities of the landscape, in response to the goals established by international agreements. This consciousness makes us orient the debate towards the possible overlap and application of means offered by the guidelines of international programs, shared and well-established, and towards seeing Prishtina as an ecological and resilient city with the aim to becoming a new capital of Europe. Generally speaking, the actions involved that can have positive incomes regarding the ability to create a synergic and symbiotic relation between man-made and natural space. Specifically speaking, these actions can be translated into: restraining the urban expansion, protecting the natural resources (air and water), protecting and implementing biodiversity, reducing the soils consumption, restraining the environmental risk factors (landslides, flood), improving the environmental quality and the urban microclimate (reduction of the UHI phenomenon).

Starting with some considerations on many international cases of land and city management, European directives, integrated landscape ecology urbanism planning, and green-blue infrastructures' design, the focus is on the chances of intervention in the city of Prishtina, in relation to the recent allocation of an instrument of national planning that requires the definition of a far-sighted urban plan that is able to compare Prishtina to the other European capital cities. Today Prishtina gives us a chaotic and fragmented picture of itself. Its present, unresolved condition of chaos is creating considerations about the image of the city to be approved in the European confrontation. A study on the possibilities for Prishtina to delineate strategic actions is to increase the urban resilience emerged, facing the high level of pollution and congestion of a city that had an important urban growth without a planning. Starting from here, we have evaluations on the importance of healing what's there and developing new connections, on the principle of a reduced environmental impact, able to connect the fragments into a framework. It will be essential to pursue an integrated approach between territorial, urban and architectural scales, with specific interventions in the urban tissue, able to build step by step a picture of Prishtina as a new European capital city, with an improved environmental welfare and life quality.

Preamble: Resilient cities as a new paradigm for planning human habitat in the Anthropocene Era

The world's level of sustainability in the 21st century depends for the most part on the level of sustainability of the cities and on the land management, understood as a symbiotic ecosystem able to have osmotic relations with the contest. Today, global warming is widely studied and debated in the scientific community because of its many implications on the environment, the ecosystems and the life of every living thing. Important climate variations and consequent alarming and catastrophic events are strictly connected to global warming.

The studies have been focusing on this topic for at least thirty years, and now it is widely known as a problem of political interest, because of the catastrophic implication that it is already generating in economic and social terms. The problem is of a global concern, and as such it must be faced on a global scale, acting on the causes and finding solutions to fight and attenuate it. Climate changes have always existed, linked to natural causes, but now they're happening a lot quicker than what humans have experienced in their history, and related to anthropic activity (Folke, Berkes and Colding, 2003)¹.

Tab1. Risks related to climate change²

Tab2. Main influence factors on climate change linked to the anthropic action³

From this perspective, urban planners are beginning to look into different

aspects of urban climatic parameters and principle of landscape ecology, and to incorporate them and the so called geography of the risk as the design parameters, so that the urban settlements return to have a physical and functional connection with their own territorial context. The goal is to combat the causes of the phenomenon (mitigation)⁴, but also reorganizing to reduce our vulnerability to the risk factors (adaptation). Here comes into play the concept of urban resilience⁵, the new paradigm for planning human habitat in the Anthropocene era.

Fig1.Green Resilience: Adaptation + Mitigation Synergies⁶

The ability to adapt and to change shape depends also on the ability to translate political intentions into concrete project actions, capable to find an answer to the problem on many different scales of intervention⁷. Given the complexity of the problem, what's required is a multidisciplinary approach in which various professionals can systematize skills from different sectors to find local answers to global problems.

This synthesis is important, given the global trends in urbanization, population growth, climate change, energy use, and water availability finding integration of different scales of restoration planning and design and the establishment of long-term monitoring and adaptive management. Architects, landscapers, planners, civil and environmental engineers maintain

¹ / Berkes, F., Colding, J., Folke, C., (2003) *Navigating social-ecological systems: Building resilience for complexity and change*. Cambridge: Cambridge University Press

² / Source: elaborated by the author from Mastrodonardo, L., Manigrasso, M., (2014) *A.R.M.I. Adattamento Resilienza Metabolismo Intelligenza*. Gorizia: EdicomEdizioni

³ / Ibid.

⁴ / *Adaptation and mitigation options by IPCC (Intergovernmental Panel on Climate Change) https://www.ipcc.ch/publications_and_data/ar4/syr/en/spms4.html*

⁵ / *Resilience is the capacity of a social-ecological system to absorb or withstand perturbations and other stressors such that the system remains within the same regime, essentially maintaining its structure and functions. It describes the degree to which the system is capable of self-organization, learning and adaptation (Holling 1973, Gunderson & Holling 2002, Walker et al. 2004)*

⁶ / (Source: elaborated by the author from <https://www.ctc-n.org/calendar/webinars/ctcnccap-webinar-green-resilience-adaptation-mitigation-synergies>)

⁷ / *Recent studies have defined a set of seven principles that have been identified for building resilience and sustaining ecosystem services in social-ecological systems, such as: maintaining diversity and redundancy, managing connectivity, managing slow variables and feedbacks, fostering complex adaptive systems thinking, encouraging learning, broadening participation, and promoting polycentric governance systems (Biggs et al. 2012). by Resilience Alliance: <https://www.resalliance.org/resilience>*

VARIATION LINKED TO CLIMATE CHANGE	PROBLEM/RISK	TEMPORAL PROJECTION
Spatial and temporal distribution and intensity of precipitation and change of wind structure	Drought and Desertification in some areas Floods, Tsunami	Medium/long term Short term
Elevation of sea level	Coastal erosion	Long term
Increased temperature of the atmosphere	.. Increased temperature and CO2 level and variation of salinity in the oceans with consequences on marine and terrestrial ecosystems. .. Heate wave – cyclon – fire .. Melting glaciers	Medium/long term Short term Medium/long term

Tab.1 / Risks related to climate change

MAIN INFLUENCE FACTORS ON CLIMATIC CHANGE LINKED TO THE ANTHROPICAL ACTION		
CAUSES	CONSEQUENCE	ROLE
Deforestation	Radiative Forcing ²	Passive negative
Agriculture	Radiative Forcing	
Climatizing gas emission	Greenhouse effect	Active negative
Energy production	Greenhouse effect	
Urban settlement	Urban shape: - Albedo effect - Urban Heat Island - Urban canyon effect	
	Artificially waterproof areas: - Acceleration in water conveying (Increase in surface runoff and at the same time reduce delay time) - Increased volumes of water to the manifold (sewer / gray infrastructure)	

Tab.2 / Main influence factors on climate change linked to the anthropic action

Green Resilience ADAPTATION+MITIGATION SYNERGIES

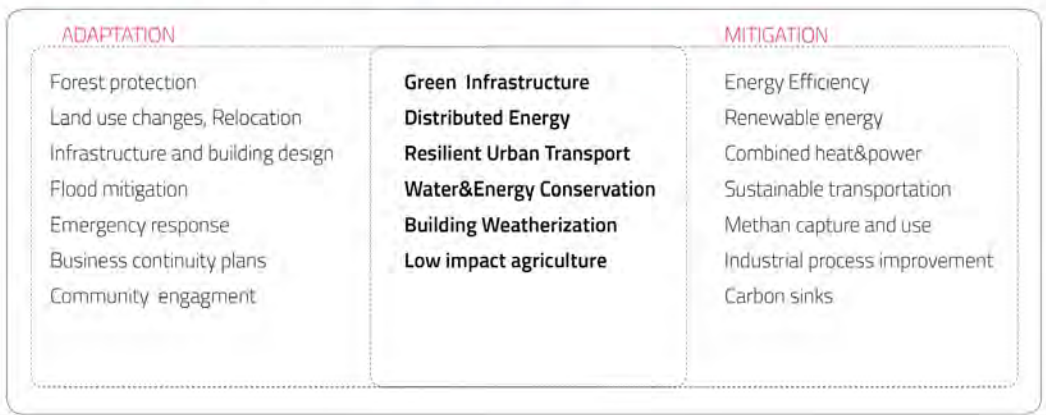


Fig1 / Green Resilience: Adaptation + Mitigation Synergies. Source / author

each a sizable stake in the discourse. The role of the landscape architect⁸ appears to be prominent in this emerging dialogue, for their competence to translate territorial and environmental parameters in design option that can be reflected on several project scale.

Methodology: Landscape ecology⁹ urbanism as an adaptive design

Landscape gives us an elaborated way of seeing, understanding and shaping environments, by adapting cultural and natural processes to create a new territory. The evolution of urban ecology and landscape urbanism create

⁸ / ASLA (American Society of Landscape Architects) Smart Policies for a Changing Climate <https://www.asla.org/climatepolicies.aspx>

⁹ / "Landscape ecology is the study of the pattern and interaction between ecosystems within a region of interest, and the way the interactions affect ecological processes, especially the unique effects of spatial heterogeneity on these interactions." Principles of Landscape Ecology by William R. Clark (Department of Ecology, Evolution and Organismal Biology, Iowa State University) in Clark, W., (2010) Principles of Landscape Ecology, Nature Education Knowledge 3(10):34 <https://www.nature.com/scitable/knowledge/library/principles-of-landscape-ecology-13260702>

new possibilities for restructuring ecosystem, understanding and designing city, able to generate a new image of urban settlement.

For thousands of years, shared and working landscapes were the base of human settlement; this would bring to the creation of a new economic, political and recreational relationship with their natural ecosystems, generating in many cases what we call today cultural landscapes entered in the collective imagination. But now, as we have seen through several of Corner's, Belager's, Sjimons' and many others' examples, landscape design is moving away from this ancient, controlled and arcadic image and it's embracing this new process-framework of design.

Corner says that in working landscapes (or, as he calls them, "Terra Fluxus") "operational logic is employed, over compositional design" (Corner 2005, 31). What he means is that the landscape is not a passive scene anymore, but is in fact an active working system connected to the human habitat, which it also supports. This interaction happens among many different fields and every project requires a lot of diversification because of their complexity.

Right now, what's most important to regenerate a city is the landscape. "As a process of discovery, design implies intentional shaping, manipulation and (re)creation. In the urban ecological context, it also means recovery of something that has been lost – if not

the precise forms of ecologies' past, then an attachment to landscape, to nature's rhythms, to place." (Lister 2007, 48).

The goal is to understand how architects, landscapers and urbanists can contribute to the emerging methodologies: they must, along with urbanists, learn to work in the new attachment to landscape and territory and their peculiarities, understanding the processes of nature and championing the ecology's role in making a place as the infrastructure for a reformulated landscape. This methodological approach can respond to global challenges in terms of the mitigation of anthropogenic factors and the adaptation of the city to risk factors.

Tab3. Landscape Urbanism Principles¹⁰
Fig2. Landscape Ecology principles example¹¹: Ecological networks, stepping stones¹² and wildlife corridors¹³

Tools: A systematic vision reframing spatial planning and territorial development through multiscalar approach

To make this approach effective, it is essential to have a systemic vision, made of visible and invisible connections.

It is necessary to overcome the geometrical funds and parcelizing urbanistic logic that characterized Europe in the last century, which allowed urban settlements to develop by interrupting the natural flow of some

¹⁰ / Source: elaborated by the author from <https://www.slideshare.net/chalisseryj/landscape-urbanism-52573976>

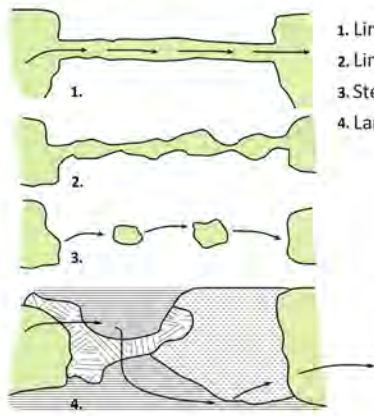
¹¹ / To be effective, in this process one must keep in mind elements of landscape ecology.

The changes in land use and climate are disintegrating habitats and rearranging the species' optimal areas, with wide impacts for biodiversity. Habitats that are small have limited resources for wildlife and support fewer species than larger patches. When a habitat is fragmented, the population in it may become isolated, and that can lead to inbreeding and declines in genetic diversity. We can reduce these negative impacts with appropriate conservation strategies: we can use, for example, stepping stones and 'wildlife corridors' (Foreman, 2008, 108- 109, 123) to help connect different habitat's areas, allowing species to move and so reducing the effects of fragmentation.

¹² / Saura, S., Bodin, Ö., & Fortin, M.J. (2014). Stepping stones are crucial for species' long-distance dispersal and range expansion through habitat networks. *Journal of Applied Ecology* 51: 171- 182. DOI:10.1111/1365- 2664.12179 see also: "Stepping stone patches of habitat help reduce effects of fragmentation" by EU Science for Environment Policy (3 April 2014) available from: http://ec.europa.eu/environment/integration/research/newsalert/pdf/368na5_en.pdf

¹³ / Source: elaborated by the author from <http://www.set-revue.fr/comparative-analysis-formulation-techniques-national-and-regional-ecological-networks> and <http://www.set-revue.fr/establishment-national-ecological-network-serve-biodiversity-pros-and-cons-ecological-corridors>

Typology of corridor



1. Line Corridor
2. Line Corridor with nodes
3. Stepping Stone Corridor
4. Landscape Corridor

It is a simple system consisting of:

- . core area
- . buffer zones
- . corridors
- . restoration areas

Elements of ecological networks

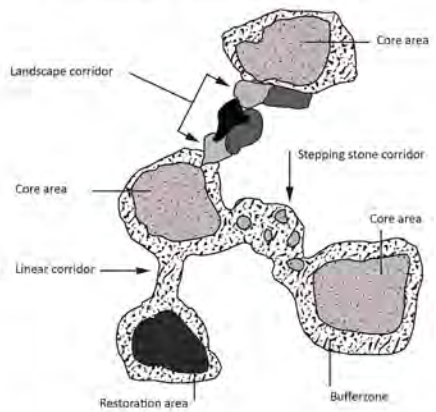


Fig2 / Landscape Ecology principles example: Ecological networks, stepping stones and wildlife corridors. Source / author

LANDSCAPE URBANISM		
PRODUCTIVE LANDSCAPE FOR HUMAN	ECOLOGY LINKAGE	
	WATER MANAGEMENT	BIODIVERSITY
<ul style="list-style-type: none"> . Transportation networks . Land Use Readjustment for Landscape Zone . Identity . Urban Agriculture . Public Space 	Water Sensitive Design	<ul style="list-style-type: none"> . Rain Garden . Detention Pond . Porous Pavements . Green Belt . Riparian Zone Filter . Bioswale
	Flood Water Management	<ul style="list-style-type: none"> . Dam . Polder . River Management . Deeping River . Dike . Straightening River

Tab.3 / Landscape Urbanism Principles

cycles that are an essential support of human and ecosystem habitats¹⁴, bringing to the fragmentation of many habitats with high ecological values.

For example, the natural water cycle in urban environments has a fundamental role. It's being acknowledged in many countries around the world. In Australia the practice is known as Water Sensitive Urban Design (WSUD) and Sustainable Drainage Systems (SuDS) in the UK, in Canada and USA Low Impact Development (LID)¹⁵.

Water management addresses the challenges of storm water through a network of decentralized BMPs

(Best Management Practices) and green infrastructures. The BMPs maintain the execution of natural hydrological processes (i.e. biological treatment) on undisturbed landscape, and reintroduce them in developed communities and sites.

In order to decentralize management at the site scale, the LID uses site areas that normally are not included in conventional stormwater management systems. For example, rooftops, paved areas, and linear landscape buffers distributed around in a site all have storm water management potential; a series of BMPs strategically selected, sequenced and located.

¹⁴ / Such as the water cycle, air quality and natural ventilation, etc.

¹⁵ / LID is a conventional US name. The Low Impact Development center is a no-profit water resources research organization, formed in 1998 to work with government agencies and institutions. <https://lowimpactdevelopment.org/>

It is a multiscalar approach able to give timely and detailed design answers, maintaining a systemic vision: it is inspired on nature-based solutions that have the objective of creating Green Blue infrastructures, which represent a possible solution to the mitigation of the negative effects of anthropic pressure linked to urban settlement (cleaning of air and soil) and can be a form of adaptation of the city to the problem of climate change.

To make this possible, this vision must be translated into a political will, both locally and on a global scale through international deal, which encourages a renovated image of the city, reconnected to the territory starting from the landscape fragmented elements and peculiarities, fitting them to territorial matrix, in order to define a systematic strategy.

World urban settlements are called to incorporate this vision in their policies as a systematic vision able to give answer to the global challenge we told about, in order to be part of international deal.

The matter is even more important for cities where there had been no vision of growth over time and who want to play a role in an international debate and aspire to be recognized as members of political and economic agreements. This is the case of Prishtina, which aspires to become a new European capital, through an image yet to be discovered. This approach can only represent an opportunity to be aligned with the contemporary debate,

incorporating in itself the uniqueness and peculiarity of its context.

Climate adaptation and green infrastructure¹⁶:

Nature-based solution in european guide lines and policies

The EU also promotes the use of nature-based green infrastructure¹⁷ solutions as effective strategies for Climate Adaptation^{18,19}. "Green Infrastructure "is a strategically planned network of natural and semi-natural areas with other environmental features designed and managed to deliver a wide range of ecosystem services. It incorporates green spaces (or blue if aquatic ecosystems are concerned) and other physical features in terrestrial (including coastal) and marine areas. On land, GI is present in rural and urban settings."²⁰

The report of EU Environmental Program²¹ "Green Infrastructure and Climate Adaption" says:

"Climate change adaptation actions are closely linked to Green Infrastructure as often Green Infrastructure can serve as an adaptation measure, e.g. floodplain restoration, urban Green Infrastructure to counter-act the urban heat island effect, etc.

The EU Strategy on Adaptation to Climate Change aims to strengthen Europe's resilience to the impacts of climate change by: Promoting action by Member States: the Commission encourages all Member States to adopt comprehensive adaptation strategies and will provide guidance and funding

¹⁶ / *Green Infrastructure in policy*, by EU Environment, available from: http://ec.europa.eu/environment/nature/ecosystems/policy/index_en.htm

¹⁷ / *The Natura 2000 network is the backbone of the EU green infrastructure and green infrastructures can provide environmental, economic and social benefits through natural solutions, helping to reduce the dependence on 'grey' infrastructure.*

¹⁸ / <http://ec.europa.eu/environment/integration/research/newsalert/archive/climate-change-energy.htm>

¹⁹ / "Green Infrastructure and Climate Adaptation" by EU Environment, available from: http://ec.europa.eu/environment/nature/ecosystems/pdf/Green%20Infrastructure/GI_climate_adaptation.pdf

²⁰ / EU Science for Environment Policy publications <http://ec.europa.eu/environment/integration/research/newsalert/archive/climate-change-energy.htm>

²¹ / *As Green Infrastructure can make a significant contribution to many sectors and EU policy objectives, it is being integrated into many funding streams including Structural Funds (the European Regional Development Fund (ERDF); European Social Fund (ESF)), the Cohesion Fund(CF), the European Maritime and Fisheries Fund(EMFF), the European Agricultural Fund for Rural Development (EAFRD), LIFE+ and Horizon 2020 project funds and the Natural Capital Financing Facility (NCFF) of the European Investment Bank (EIB).*



Fig3 / Planned Urban Green Corridors
Source / City of Barcelona.

to help them build up their adaptation capacities and take action²²” The main goal of this strategy is to ensure that protecting, restoring, creating and enhancing green infrastructures become a major part of spatial planning and territorial development when it offers a better alternative, or is complementary, to standard grey choices²³. Green infrastructure also includes built or restored landscapes²⁴: here, natural hydrologic processes are reintroduced into urbanized areas through the integration of tree canopy, pervious surfaces, and other landscape

features designed to absorb, infiltrate, retain, and treat storm water. Citizens, too, can benefit of this network of green (land) and blue (water) spaces, and it also supports a green economy, creating job opportunities and enhancing biodiversity.

Case study: Barcelona greenery and biodiversity plan for 2012-2020

A recent and concrete example of the application of European policies is the Barcelona Green Infrastructure and Biodiversity Plan is a strategic instrument that indicated the long-

²² / EU highlight three good practices on the topic:

- Agroforestry: agriculture of the future: the case of Montpellier (France, 2014)_ Climate resilient agroforestry; <http://www1.montpellier.inra.fr/safe/english/agroforestry.php>

- Rotterdam climate resilient city: flood protection (the Netherlands)_Rotterdam climate resilient city; <http://www.rotterdamclimateinitiative.nl/en>

- Lower Danube Green Corridor: floodplain restoration for flood protection (Bulgaria, Romania, Ukraine and Moldova, 2014)_ Lower Danube Green Corridor: floodplain restoration for flood protection <http://climate-adapt.eea.europa.eu/>

²³ / Conventional grey infrastructure —concrete channels, piped drainage systems, and treatment plants— tend to be single purpose, whereas green-blue infrastructure are multifunctional and offer a resilient, decentralized storm water network

²⁴ / Such as urban parks, cemeteries, and waterfronts, open space within master planned projects and infill development, greenway corridors, community gardens, and green schoolyards, plazas, and streetscapes.

term actions that are needed to have a green infrastructure that can serve a number of ecological, environmental and social functions. The goals are:

1. Bringing nature into the city with all the life forms it houses;
2. Achieving connectivity between the city and the broader territory and, lastly;
3. Making the city more fertile and resilient in order to face up to the very pressures and challenges it exerts.

For this purpose, the Green Infrastructures and Biodiversity Plan has been developed, defining the municipal administration's challenges, goals and commitments, in relation with the conservation of green and biological diversity in the city. To achieve this in a systematic manner, it has been composed setting out what the municipality aims to reach and various lines of action embark in with the mean to reach said goals²⁵. The greenery is conceived as green infrastructure forming part and parcel of the city, serving as an environmental and a social function. Green corridors connect far-away natural areas with urban ones and form a base for the city's ecological infrastructures to bloom by incorporating green spaces and cultivating biodiversity.

The network of urban green corridors in Barcelona's metropolitan area connects the green spaces within the city to the four major natural areas surrounding it: Collserola mountain range, the coastline, the river Besòs and the river Llobregat. What's essential is to realize that once we've enhanced urban green infrastructures, their bearing have been extended far beyond the city's

borders. The plan concords with the EU Biodiversity Strategy to 2020 and with the strategies that the EU has laid out along these lines by means of the Aichi targets for 2011-2020.

Fig3. Planned Urban Green Corridors²⁶
From fragment to framework: green infrastructure as integration of strategic planning in Prishtina
Cities lacking effective planning tools, as Prishtina, have grown over time and in space, often responding to some requests able to temporarily satisfy specific and circumscribed needs, but citing structural and permanent changes in an urban fabric that over time are configured as fragments of a mosaic. The result is the absence of organic and stable connections, reflecting the lack of a structural vision, which can be translated into weak hierarchies and poor urban quality.

Today Prishtina gives us a chaotic and fragmented picture of itself. Its present, unresolved condition of chaos is creating considerations about the image of the city to be approved in the European confrontation. A study on the possibilities for Prishtina to delineate strategic actions to increase the urban resilience emerged, facing the high level of pollution²⁷ and congestion of a city that had an important urban growth without a planning. In the last decades the city acquired means of urban and land planning (Prishtina Strategic Plan 2004-2020; Spatial Plan of Kosova Spatial Development 2010-2020) that represent today efficient tools to structure the city and put it in relation with the territory. The guidelines underline the need to protect and preserve the environment (this would improve air and water's

²⁵ / In the document they state: "It is vital to strive towards a city where nature and urbanity converge and enhance one another, where green infrastructure attains connectivity and where green heritage achieves continuity with the natural area surrounding it. The aim is not for nature in the city to form a map of isolated spots; rather, seeking to forge a genuine network of green spaces."

²⁶ / Source: Barcelona green infrastructure and biodiversity plan 2020, Ajuntament de Barcelona <http://ajuntament.barcelona.cat/ecologiaurbana/en/what-we-do-and-why/green-city-and-biodiversity/green-and-biodiversity-plan>

²⁷ / REUTERS AGENCY: Bytyci, F. (2017) Reuters. Air quality in Prishtina unhealthy, cold winter bites Available from <https://www.reuters.com/article/us-balkans-pollution-Kosova/air-quality-in-Prishtina-unhealthy-cold-winter-bites-idUSKBN15S1MC> [accessed 01 May 2018].

Bytyci, F. (2018) Reuters. Kosova 's pollution draws protesters as city bans cars from town center Available from <https://uk.reuters.com/article/us-Kosova-pollution-protests/Kosova-s-pollution-draws-protesters-as-city-bans-cars-from-town-center-idUKKBN1FK1ZW> [accessed 01 May 2018].



Fig4 / Strategic Guidelines for Green Infrastructures in Prishtina
Source / author

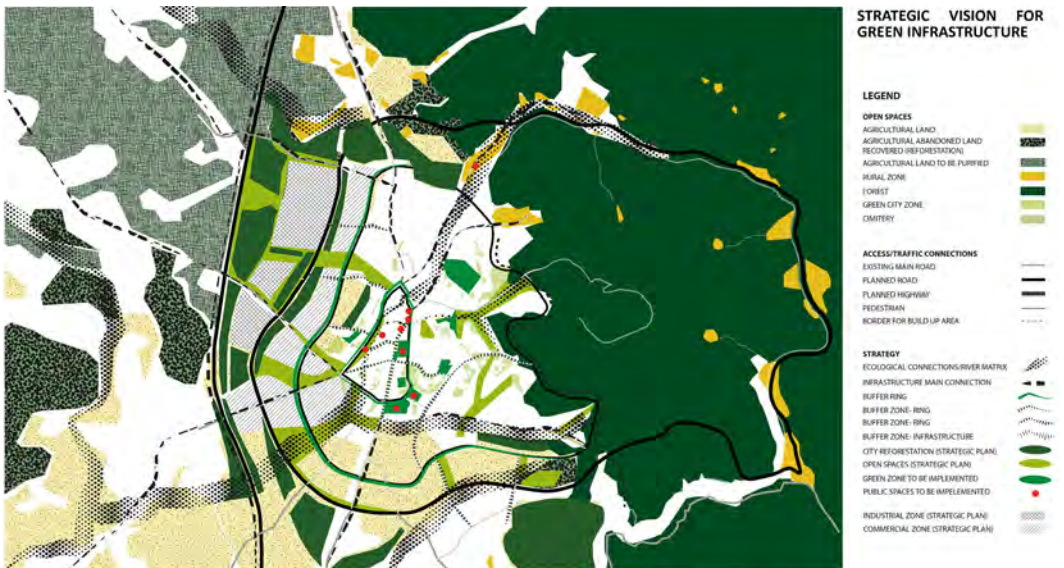


Fig5 / Strategic Vision for Green Infrastructures in Prishtina
Source / author

quality and avoid erosion and flood), to adopt new infrastructures and linking, to promote a sustainable use of the soil, to relaunch the agriculture as an economic engine, and also to imagine new, more sustainable ways to produce energy. The result of urban transformations should work as new relevant spatial and territorial configurations, in order to figure out a new image of a city understood as a system and not as the sum of fragments.

Because of this we find many considerations on why it is so important to integrate principles of landscape design ecology in Prishtina's urban planning, pursuing an integrated approach between territorial, urban

and architectonic scales, with specific interventions in the urban fabric that take account of the Spatial Plan of Kosova's guidelines and adhere to the spatial configuration of the Prishtina Strategic Plan. The goal is to connect all the fragments in a framework that is able to build step by step a picture of Prishtina as a new European capital city, with improved environmental welfare and life quality.

In such a complex and fragmented scenario, the first step consists in identifying the existing catalyst elements and understanding the energy that they are able to release in the urban system and defining its role in the urbanity. In the meantime,

we have to identify the territorial matrix to create the macrostructure of Green Infrastructures. Once these landing points have been defined, we proceed with understanding the level of hierarchies and connections that can be generated, starting from a critical analysis already addressed to a specific vision, which reflects the will to transform the city.

The specific actions concern:

- Integration of the territorial matrix in the spatial planning of the city: enhancing and redeveloping riverbeds that also act as an ecological corridor and strengthen the structure of Green Infrastructure; reshaping and reforesting the embankment, as a form of adaptation to flooding and erosion.
- Identification of public spaces within the city, which are catalyst elements and at the same time allow conversion into green areas of ecological value (stepping stones and storm water management). Specifically, reference is made to: Public Library, University of Prishtina, Youth and Sport Center.
- Creation of green diaphragms along the road infrastructures through the integration of trees, bioswales and lamination basins.
- Countering and rehabilitating the negative effects of coal-power plants in the north-west part of the city, through the strengthening of the green diaphragms in that direction; managing productive agricultural zone in non-edible agriculture (bioplastics, forest industry, textile industry, etc.) until the land has been purified from harmful substances; reforestation of non-productive agricultural land.
- Integration of agriculture in the peri-urban system and connection with the river and forest matrix, through the reintroduction of drains and water management (flooding and erosion prevention).

The fragments become elements of a matrix able to generate connections, constituting a framework, which strategically translates as level of

infrastructures necessary to create the presuppositions of an organic vision of the city that can continue to develop in time and space, defining a direction and a dimension of change.

In this way, Prishtina can unveil an image of itself that is a response to environmental and urban problems, and is aligned with the international trend of adapting the city to new global challenges, starting from its own peculiarities and environmental and urban features, which become matrixes and catalyst elements involved in the renewal and changing process.

Conclusions

Many cities are engaged in adaptation processes with the same purpose, but the results are always different. The factors that influence the results are certainly linked to the nature of the places, but above all to the ability to translate the will to change into a vision. In this case, politics and all stakeholders play a key role.

The tools and techniques for making up a change exist and have already been verified in several cities. The change must certainly be implemented step by step and with a multi-scale approach.

This means physically identifying the places in which to operate, deciding what kind of technologies to use and planning interventions and investments over time, bearing in mind that every intervention must be included in a programmatic and systemic vision, through the definition of hierarchies and priorities.

In this process the designers are called to advance proposals, solutions, to give answers to the problems that have emerged. But the choices are up to others.

The decision-making and management process entrusted to governance must be considered a very important part of the framework that composes the concept of sustainability and urban

resilience.

The city of Prishtina has the characteristics and the possibilities of how to design landscape and integrate landscape design in urban planning, reshaping urbanity and creating a new scenery. Those who govern must share this vision and translate it in reality.

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4

Prishtina City Lab.

Urban exceptions

The interruption of consolidated urban logics as an opportunity to regenerate public space in Prishtina

Loris Rossi, Dorina Papa

Studio and Theory of Architecture 3, 2017/18

Introduction

The following chapter gathers some of the Architecture and Urban research activities developed during the 2017/18 academic year of Design Studios at POLIS University in Tirana. The idea was to push forward the topics initially explored within the PhD workshop trying to investigate new Architecture and Urban strategies for the future development of Prishtina as a new European Capital. Prishtina City LAB has been conceptualized as a multidisciplinary platform in which different scale of design projects shared the same issue regarding the city of Prishtina, focusing on specific applied research activities.

Prishtina has been studied and conceptualized as a laboratory of Urban Experiments; in order to enrich the capacity of the students to manage urban complexity, Architects, Planners and external professionals have been engaged during one year of academic work. The Urban Planning Studio led by Besnik Aliaj and Sotir Dharmo with Llazar Kumaraku, Enrico Porfido, Eranda Janku; the Studio in Architecture and theory 3rd year led by Loris Rossi and Dorina Papa with the external consultation of Antonello Stella from the Department of Architecture in Ferrara (IT) and some of the work elaborated during the Thesis Studio led by Ledian Bregasi and Saimir Kristo has been stressed the idea of Prishtina City Lab as didactic experiments useful to produce new research topics for the Municipality of Prishtina and the academic environment of POLIS University.

The urban complexity of Prishtina is generated by an accumulation of buildings, which throughout history have favored the occurrence of micro and macro-urbanities, persistent elements and what, in time, have become "exceptions" in the urban texture of the city. Urban exceptions occur each time the natural evolution of consolidated urban logics is interrupted, making room for new ways of inhabiting space and rebalancing public and private realms.

In the context of the Studio and theory of architecture course we refer to urban exceptions as, gaps, weaknesses in the urban pattern, vacuums, ambiguities,

interruptions, contrasts and urban fragments, in which each time the relationship between public and private domain is challenged. They can be of different kinds: exceptions which are characterized by persistent elements in the urban fabric (buildings, entire blocks or neighborhoods); exceptions characterized by a latent potential that is waiting to emerge or re-emerge; or they can be identified in urban voids and areas that are permanently or semi-permanently devoid of any programmatic or representative meaning.

Exceptions identifiable in the urban texture of Prishtina is an excuse to

investigate the relationship between architecture and the city, between public, private and threshold space and to operate speculations and proposals aimed at organically reintegrating these "islands" into the city.

The fast-urban growth which many former Socialist cities are witnessing, is causing an interruption in the organic development of the urban fabric. Prishtina, a city which offers numerous interesting urban peculiarities, but totally lacks a clear morphology, is used as an example of this phenomenon.

The above topic has been explored investigating on specific fragments within the city of Prishtina:

Sport activities:

Historically, sports activities and green areas in Prishtina were focused in two main locations: the area between the Palace of Youth and Sports and the stadium. Actually, the Palace of Youth and Sports has been fused with a shopping center in the main front. In addition to the NEWBORN sculpture, posed in its front, a tribute to Kosovo's declaration of independence in 2008, has obscured its role in the city. Moreover, the roof over the shopping area is converted to a public meeting space. It also serves as an entrance to a conference center used for town meetings, debates, concerts, parties, fairs and other social gatherings. Today the sport hall within the youth center is frequently used as a public parking area. On the back of the palace other activities are placed, such as a theatre, a couple of nightclubs and the stadium is located close by. However, this all-in-one ground is intensively used, is very degraded, as all the activities are mixed up together without any congruence. Therefore, this area has been identified as an interruption in the urban texture which can create room for new public functions.

Administrative and institutional buildings:

The most important existing administrative and institutional area is the parliament and city hall area which

is surrounded by important squares and constitutes the ending point of the main pedestrian boulevard. The parliament building was adapted to this new function after Prishtina became the new capital city, but still the area results highly disconnected considering the existing public and the institutional layer of the city. In this view, this part of the city was selected as an important fragment which not only needs to be posed in connection with important public spaces around, but can be completely rethought in terms of physical structure, public activities, functions, circulation, infrastructure and landscape, considering its new representative role for Prishtina as a new capital city.

Education areas and public facilities:

One of the most prominent areas of Prishtina is the University zone, dominated by the presence of the University Library of Kosova, an atypical regionalist architecture characterized by a combination of domes. Although it houses a variety of educational, art buildings and recreational facilities, the public space between the buildings still results as a vacuum, not displaying its full potential. The various landmark inside this "island" are distant and separated, and the public space in between does not have the power to make them communicate with each other. Hence, here we discovered another gap in which to envision university life in relation to the landscape, to urban life and possibly to contribute in the urban renewal of the surrounding areas.

Former industrial areas:

Not far from the city center, there are dormant former industrial areas which with the growth of the city are seen as vacant territories with a lot of potential. One of the selected areas is the former brick factory in the northeastern part of Prishtina. It was abandoned in the early 2000s and since then it is used as a warehouse point. This factory is positioned near an important road that connects the city of Prishtina

with Podujeva and is surrounded by a residential neighborhood. Today it's considered as a weak part of the neighborhood, being only partially and occasionally used in the existing state of degradation, but it can become a new pole for the area, that can promote the development of new functions in this almost dormitory neighborhood.

The above mentioned list of possible interventions will be intended as Urban exceptions already persistent in the Prishtina city patterns.

Methodology will address the topic of exceptions in the urban fabric considering three main aspects: ecology, typology and public space.

The goal of the project is two-fold:

To explore urban elements and processes, through observation, analysis and morphological investigations, addressing issues of the ecology of organized complexity;

To operate speculations and generate urban design proposals for the public domain, aimed at organically integrating, or re-integrating, the urban exceptions into the urban fabric. Students studied the selected exceptions and understand their existing and potential role in the city, identifying the hotspots inside and outside the area, the public and green space. Such process guided them in the elaboration of a project at the urban scale, enriching the design strategy with a vision of the area.

The Architectural Design studio intends to deepen the topics of architecture design in relation to the surrounding space and the character of the city. In this sense, it will benefit of the contribution of the "Integrated urban planning studio" which structured the complex design experience in different territorial scales, national, regional and urban. In order to achieve this objective, the laboratory proposes

integrated method of interpretation, starting from a multi-scalar vision. The primary outcome of the studio was a multi-scalar design proposal for public space or a more general strategy to exploit the potential of the specific urban exception identified by each student. One of the main objectives is to reestablish a strong connection with the city, healing not only the site, but a wide system of public infrastructure and services in the city. This system is meant to build a qualitative urban space which is set in the relation with the landscape and the city.

The second step is the elaboration of an architectural scale project, developed starting from the dialog with the surrounding. The proposed topic is a public building as a meeting place. Through the design of a complex building for public use, it is intended to highlight the conditions that allow for the requalification and clear recognition of a place in the city. The design of the project will start from the definition of an idea, a structuring form, and the choice of a function based on the needs of Prishtina as a new capital city and the general vision built in the previously defined scales.

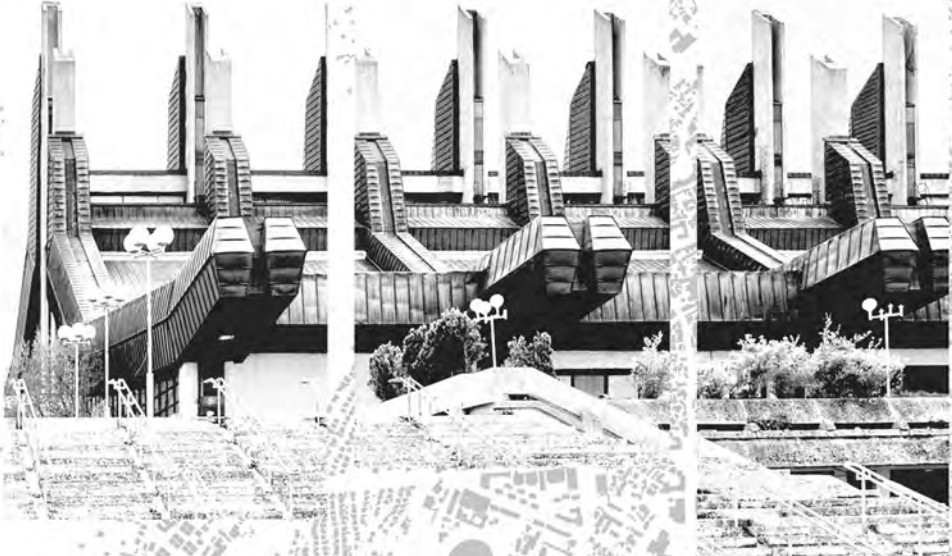
The final outcomes are expected to be elaborations in different levels and scales of interventions:

1. In territorial and urban scale: territorial vision in 1:10000, urban vision in 1_5000 including the selected area,
2. In landscape scale including the masterplan of the project area in 1:1000/2000 in which the relations with the surrounding are highlighted,
3. In architectural scale including drawings in 1:500/1:200 represented through digital techniques, models and axonometric / prospective views. In this scale students are expected to also show the collective layer of public space.

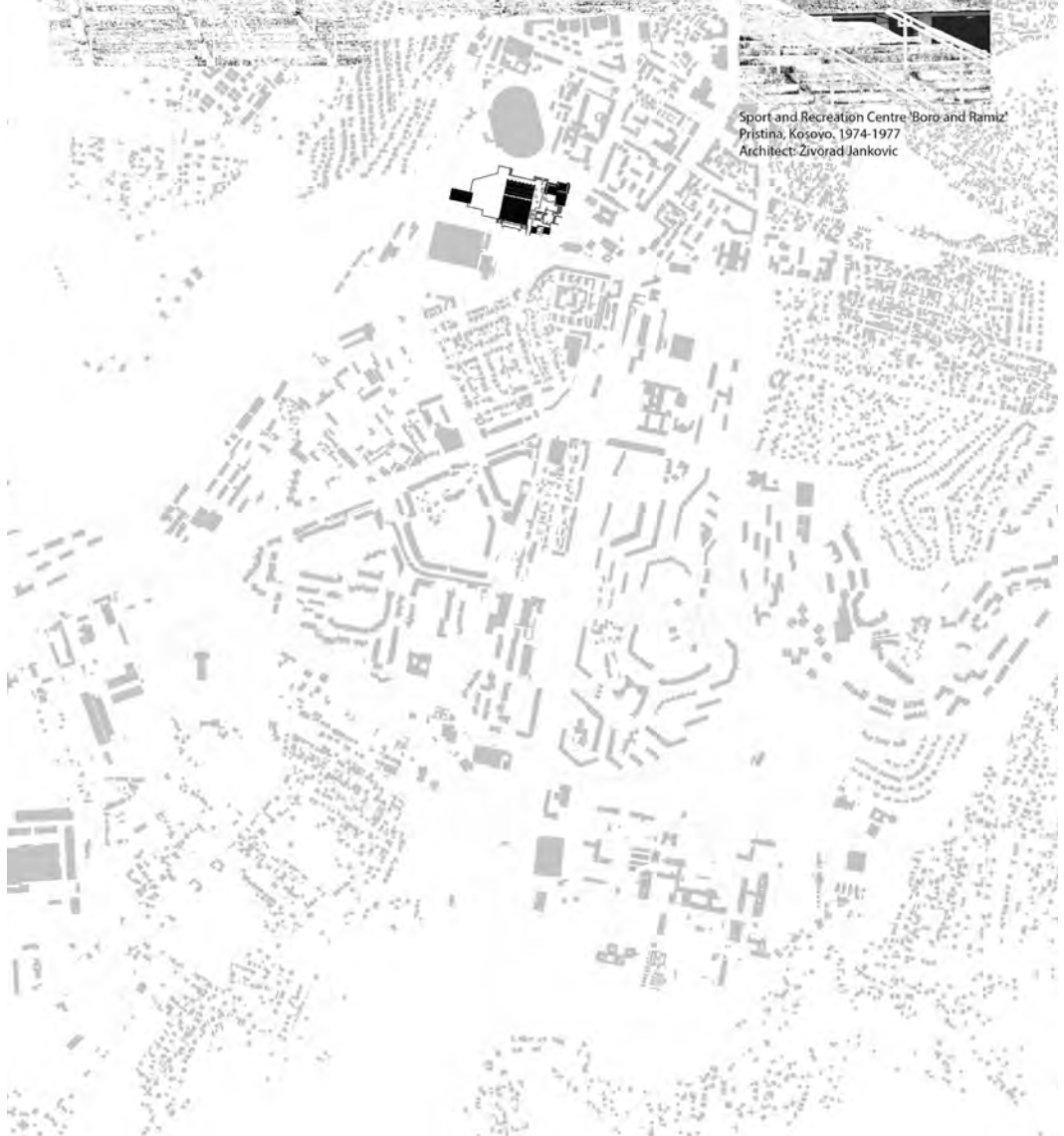
The Palace for Youth and Sports was originally named "Boro and Ramiz" after two World War II Yugoslav Partisans and People's Heroes of Yugoslavia - Boro Vukmirovic and Ramiz Sadiku. As such the name was to symbolize brotherhood and unity between Serbs and Albanians who constituted the majority of the population in Kosovo.

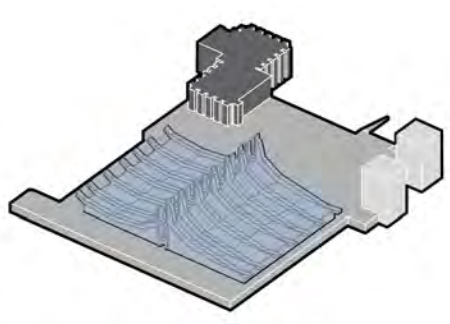
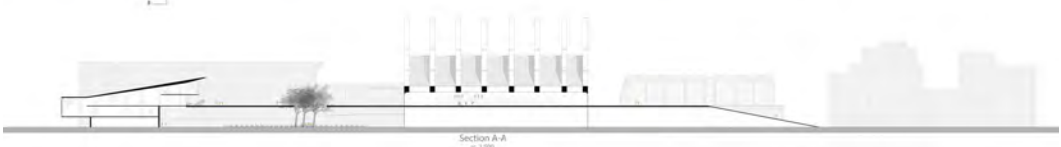
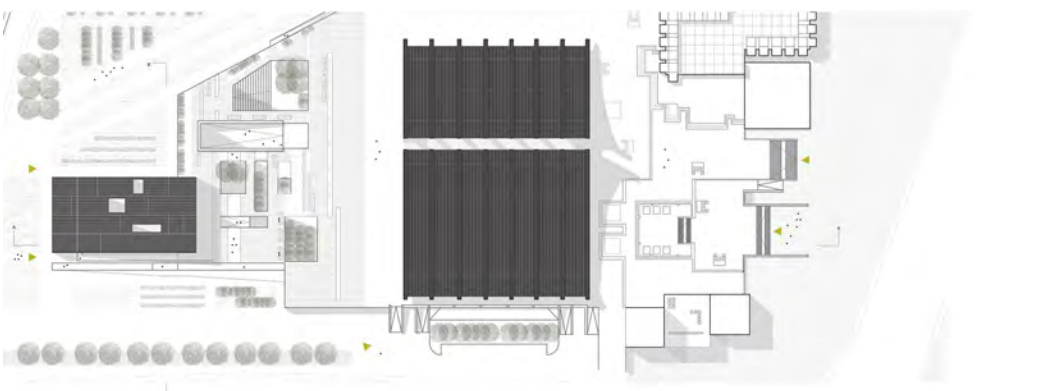
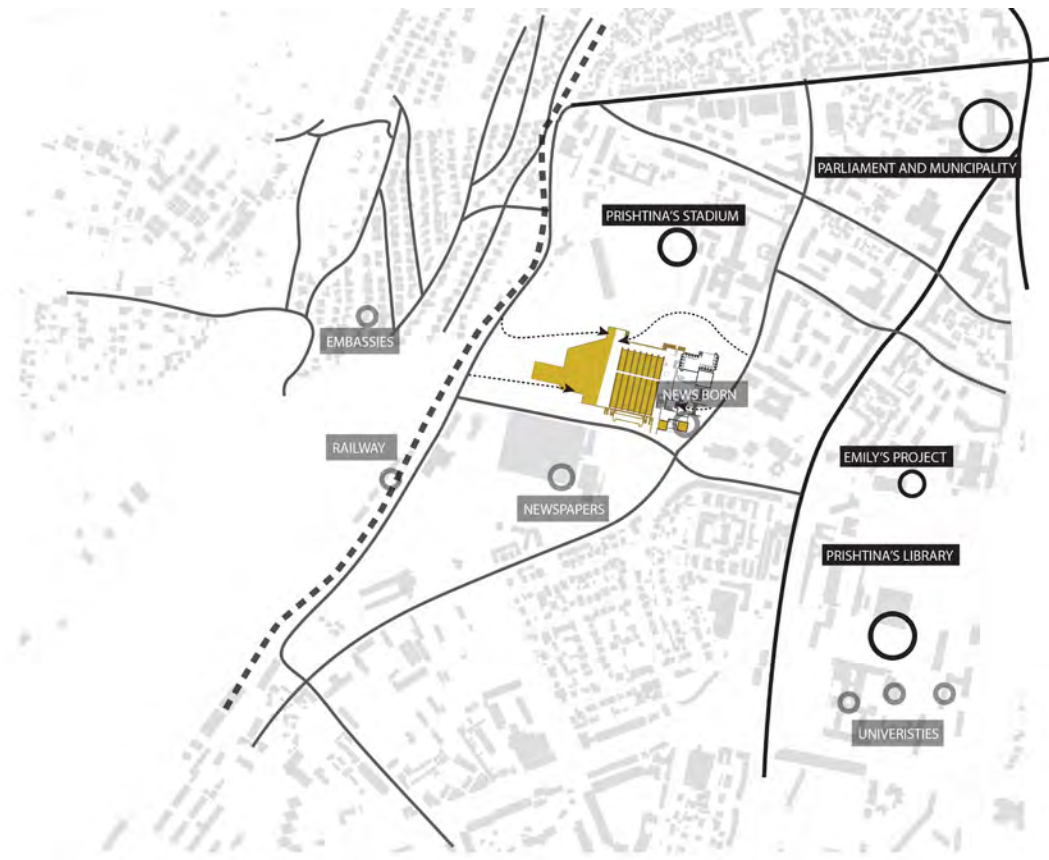
In 1974, during the Yugoslav Communist system in Kosovo, an architectural competition was launched in Pristina to build a new large sport centre near the city centre. Five architectural offices presented their proposals. Moreover, the Institute of Architecture at the Skopje Faculty of Architecture submitted another two proposals. The jury decided to award the first prize to the architecture studio DOM, which was directed by Zivorad Jankovic, Halid Muhasilovic and Strecko Espak.

Half of the building nowadays is burned so this is where the idea of my project is based in revitalising this building. The project consists in building a new "device" for Boro Ramiz and this "device" is a sport museum which makes the existential object more important and more valuable.

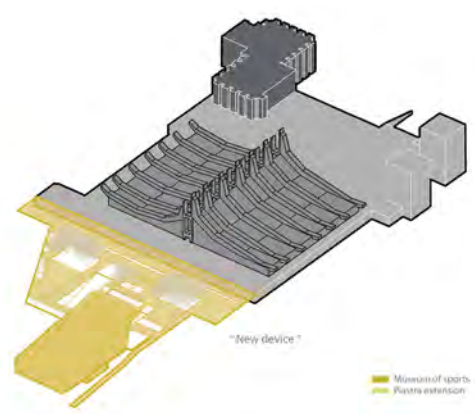


Sport and Recreation Centre 'Boro and Ramiz'
Pristina, Kosovo, 1974-1977
Architect: Zivorad Jankovic





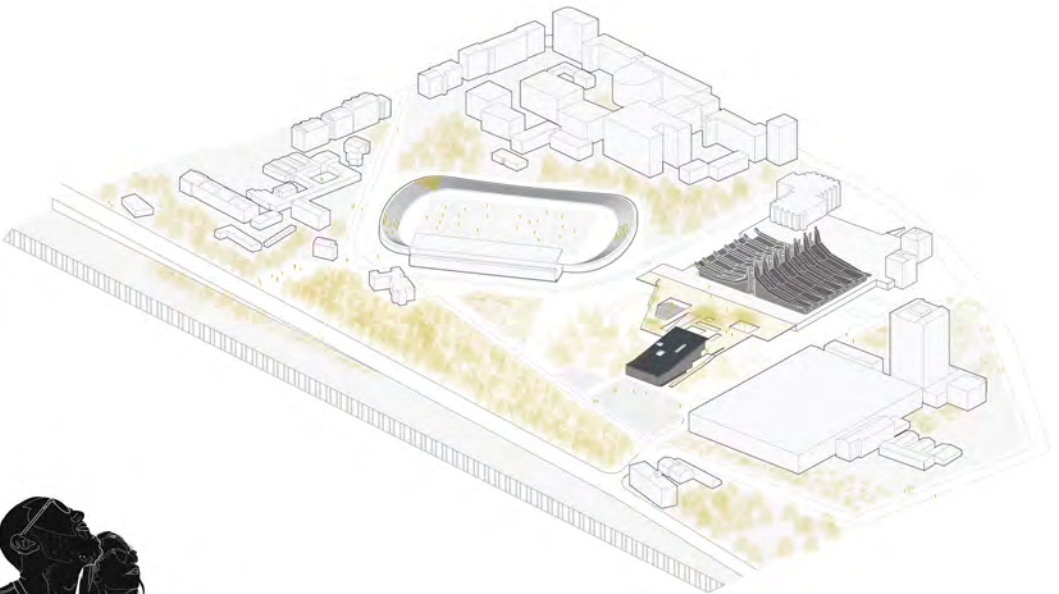
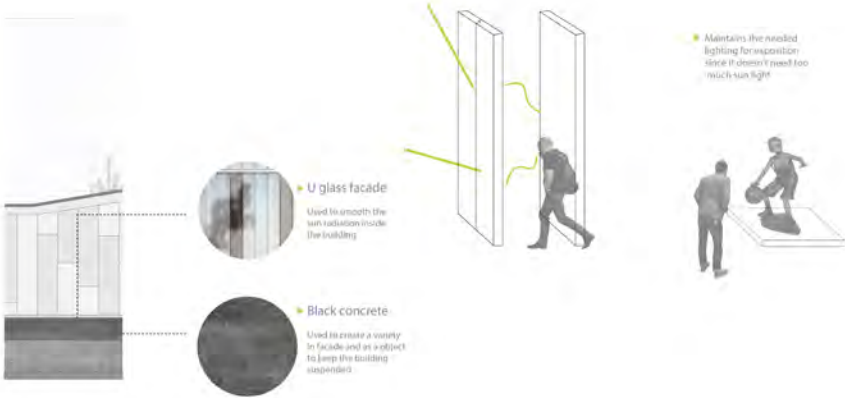
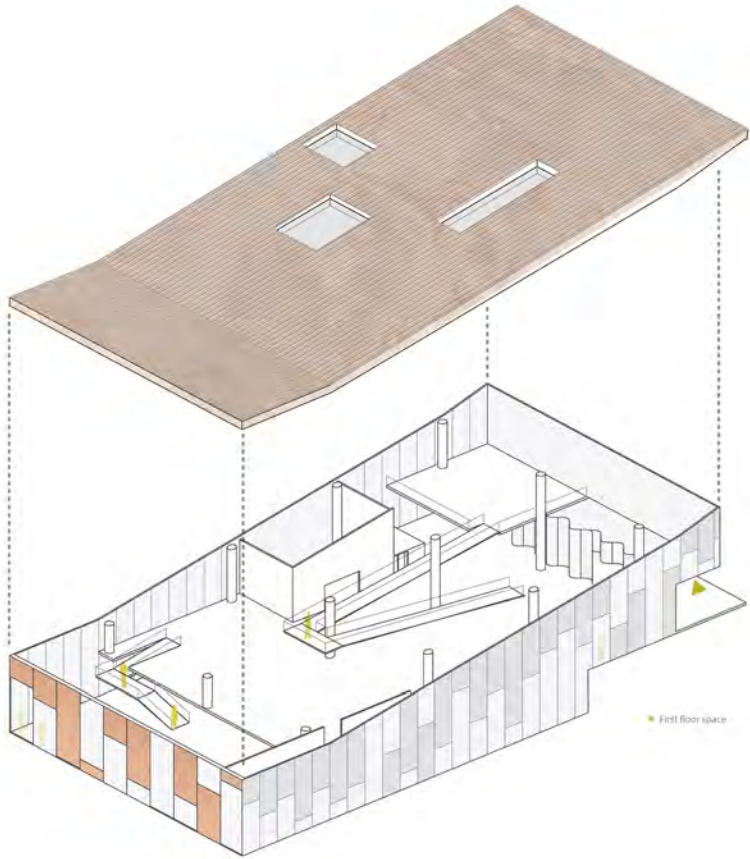
facilities



"New device"

- American school of Prishtina
- Shop and housing
- Sport palace "Borë Ramisi"
- Patra - shops and parking

- Museum of sports
- Patra extension





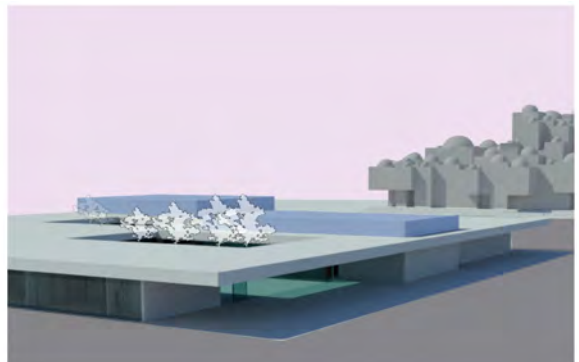
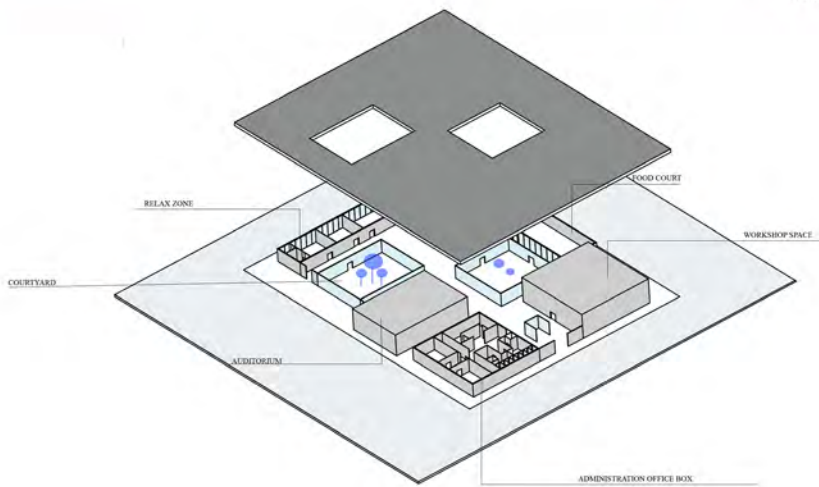
ANALYSIS THAT AFFECTED THE CONCEPT OF THE PROJECT
1 : 2 0 0 0

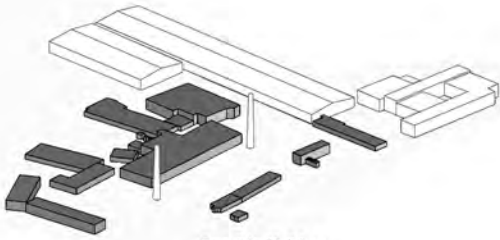


1:500 PLAN IN RELATION WITH THE SITE SURROUNDINGS.

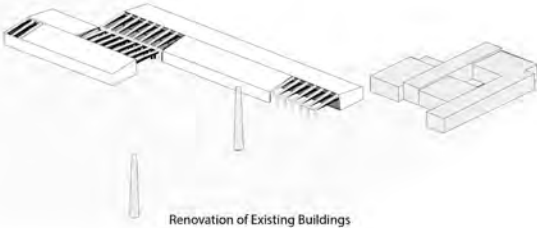


FACADES 1:500

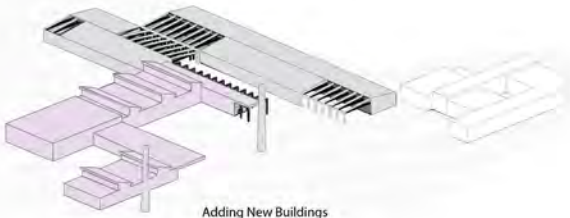




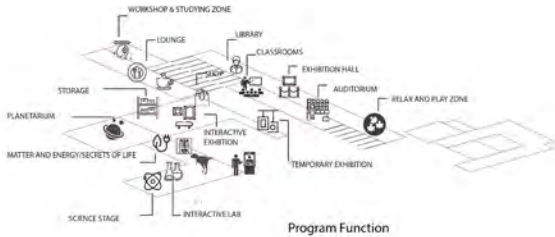
Demolished Buildings



Renovation of Existing Buildings



Adding New Buildings



Program Function





Section A-A'



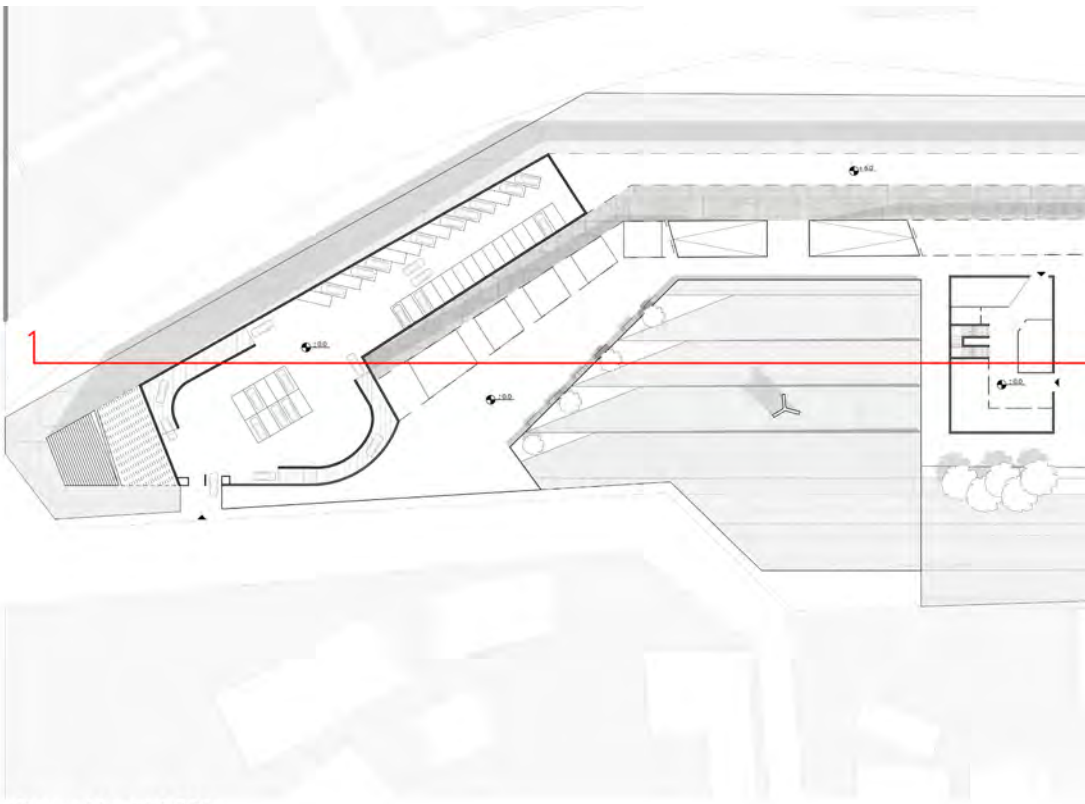
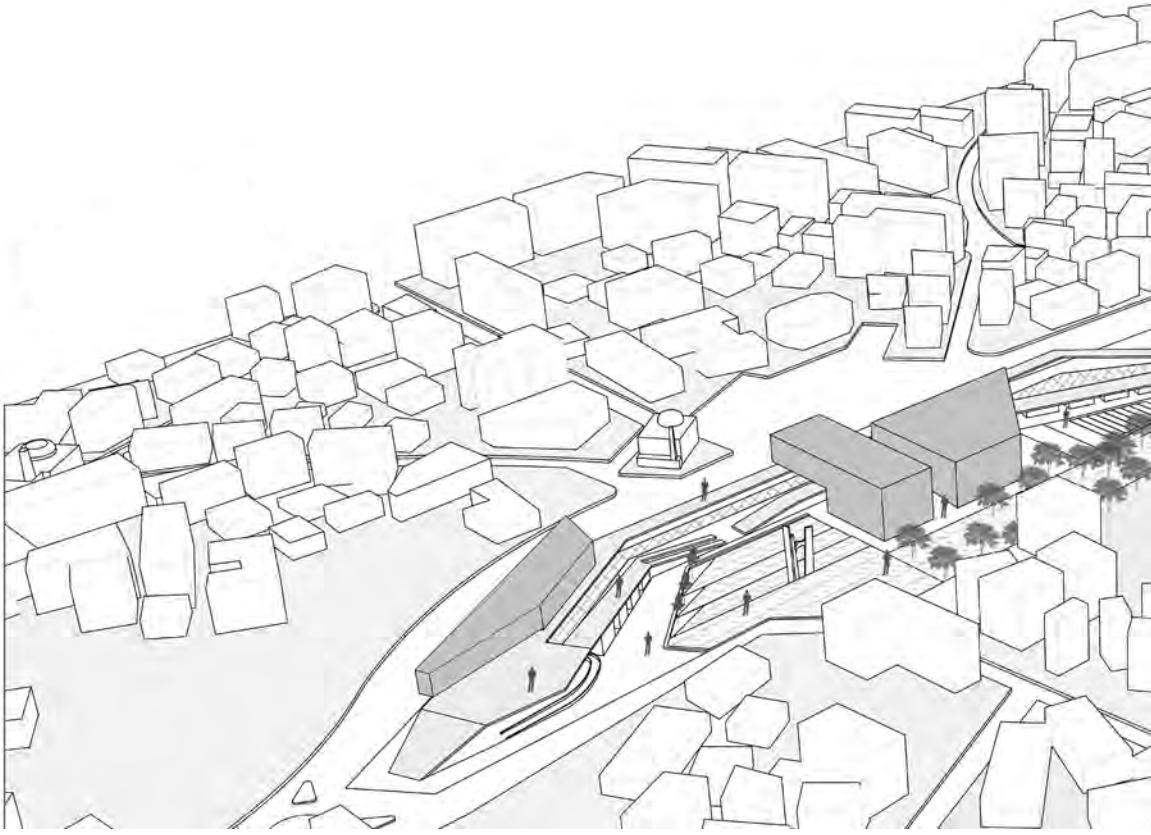
East Facade



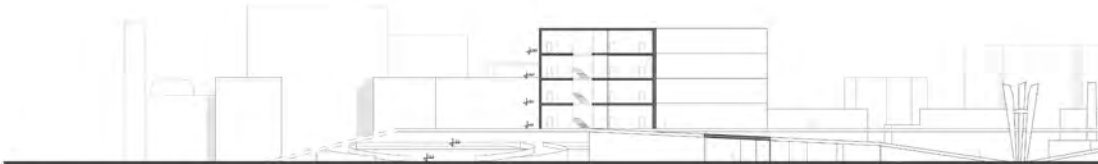
North Facade



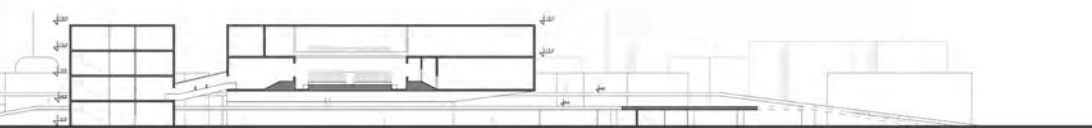
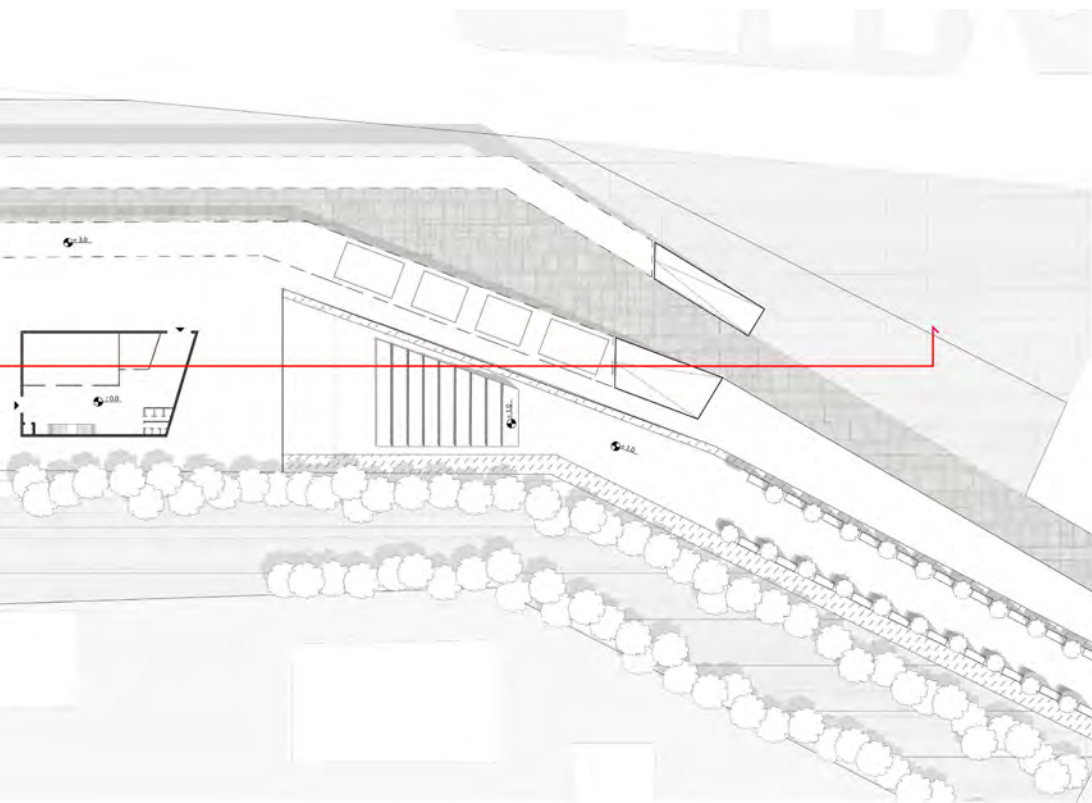
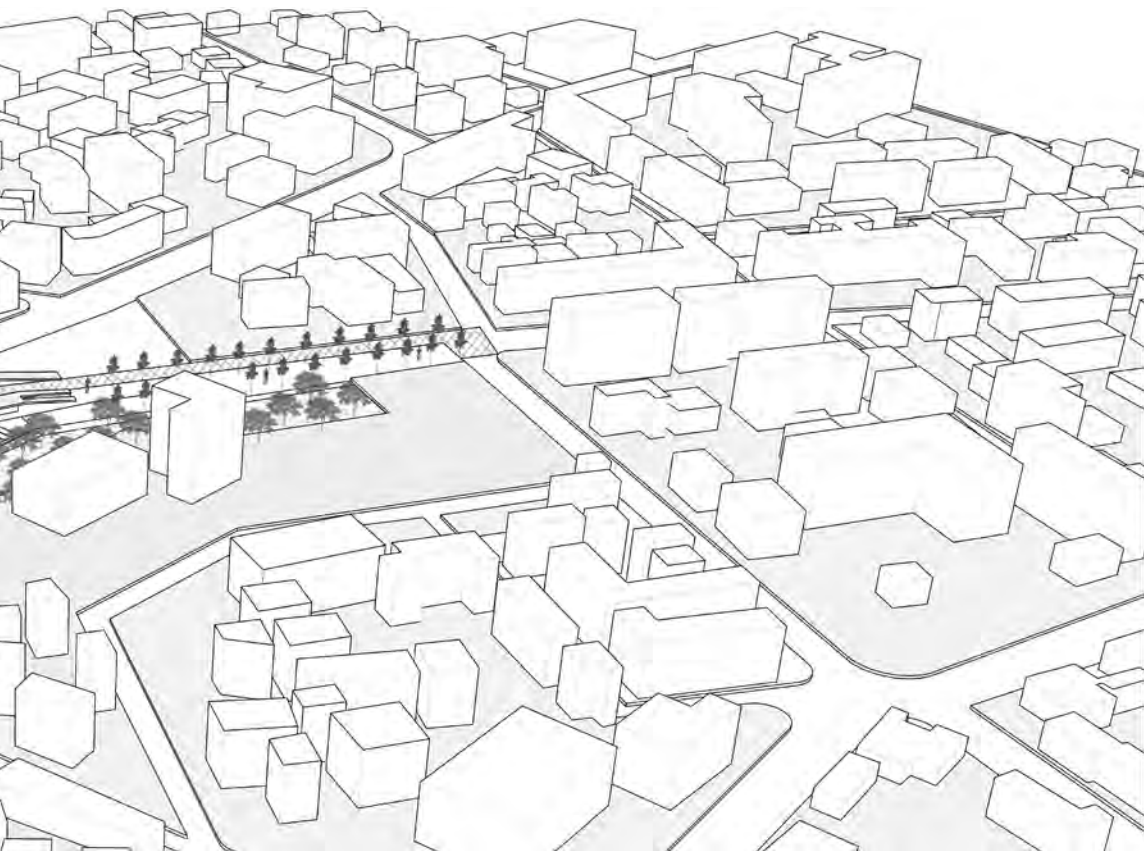
*Student / Ledia Gjergji and Redita Isaku
Museum of art and science / SCIENTARY*



Ground Level 1:500



Section 1:500



The ripple effect

An official state residence, retreat, and protocol center for the Sovereign Republic of Kosova

Asdren Sela

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Thesis Tutor / Ledian Begasi and Saimir Kristo

Thesis Title / The ripple effect

As a newly accepted country, after numerous rounds and formats of discussions, Kosova leadership unilaterally declared independence from Serbia in 2008, making it the currently one of the youngest European nations. The road ahead to a stable and successful sovereignty although, once thought of as promising, proved to be a difficult one to manage for Kosovar politicians.

The presentation as Kosovars is difficult, since this nation did not exist before and its inhabitants still struggle to define themselves as such, in contrast to their historic ties to either Serbia or Albania. A distinct Kosovar identity has not developed 10 years into statehood, and the odds are, it will take a while before it will.

Trying to find some sort of identity through architectural work for Kosova is one of the ways this diploma thesis seeks to help in this situation. Since the early 2000s, Kosova's Government has been trying to establish an administrative protocol center, which serves as a rather secluded public building to host elites and delegates since the early 2000s. Hosting international delegations and

establishing a representative space to perform protocol procedures has been the main reasoning behind these efforts. For a place such as Kosova, so dependent on international support and recognition, the establishment of a protocol center can be considered an imperative issue.

However, offering superb hospitality so as to establish good relationships with international allies is only half the story. As the youngest country in Europe, which is trying to persuade political and economic support and investment, leaving a good impression is crucial. Moreover, a brand-new country also needs to establish its identity.

This "façade" of any entity, not just architecture is the focal point of judgment when going into anything new. In the development of Kosova as a country, now more than ever it makes sense to develop its "façade" more. The stories of international success achieved by world-renowned artists such as Dua Lipa, and Sislej Xhafa, and invincible athletes such as Majlinda Kelmendi show that the young country has what it takes, but needs a better home that represents the good that

is in Kosova and in Kosovars. The country needs a place where it can respectfully and proudly discuss and host its achievements and set-backs, to further progress its future as a country for its citizens and visitors.

The nature of the project furthermore, does not imply a specific architectural typology that comes with a strict set of rules and standards (as for example a designing a hospital, or a school would), thus offering freedom of architectural expression and the opportunity to experiment without design constraints in the form of the building. However, the function itself, the location chosen for it, and the cultural expectation of trying to make something "kitsch" just because it is government-related (like some of Kosova's neighbors infamously have demonstrated) as well as the challenges that come with a politically-charged building have presented more than enough constraints.

The lack of a protocol center in Kosova to this point mainly can be traced to the fact of the lack of independence and state-authority Kosova has had over the past centuries, being under Ottoman then Yugoslav rule. The first

time the issue a protocol center was discussed on a more public level in Kosova was in 2004 (Gazetaexpress.com, 2016), when former Chairman of Kosova Assembly, Nexhat Daci, brought the issue to Assembly and ended up issuing the construction in the first half of 2005. The project ended up being much discussed by public opinion and was stopped, mainly due to the location it was set in, namely the Germia National Park.

Because of its natural heritage and values, this park, and closest spot of nature in the municipality of Prishtina, was declared protected area by the assembly of the municipality of Prishtina in 1987, as a regional national park of 1.126ha (Ammk-rks.net, 2018). Although the construction was stalled, the issue came up several times since, as the case was yet not dismissed or finalized by Kosova prosecution (Sylejmani, 2013).

A more recent public dialogue with regards to the protocol center was initiated by current Chairman of the Kosova Assembly, Kadri Veseli, who is proposing to build the venter in the national reserve park of Blinaja, an area further west of the international



Fig1 / Current State of Protocol Center in Germia Park. Source/ AMMK



Fig2 / Model of Proposed Protocol Center In Blinaja National Park. Source/ KlanKosova



Fig3 / Gërmia National Park. Source/ Kosova kosova.wordpress



Fig4 / Blinaja National Reserve Park. Source/ Arben Llapashtica

airport of Prishtina and closer to the region of mid-Kosova and Drenica. Aside the fact that Blinaja National Park is not close enough to any city or the capital of Prishtina, it would also impose the same, if not a more conflicting process of approval, given that the national reserve park has been closed to public for decades and hosts a number of wild protected animals.

Even though 1 million euros have already been set aside in the budget, given the experience with the former case in the Germia National park, the outlook on success of this initiative looks grim. While Germia park is a landmark of Prishtina and at least offered a connection to the people, Blinaja, with its forest beauty is not much representative of Kosova, its culture or its people. The park was closed in reserve during Yugoslav rule and used only by high-up heads of the party for hunting deer, wild hogs and the occasional bear. (Behrami and Hasimja, n.d.)

Agreeing with the decisions and initiatives of the local government to take the beginning steps in creating an Official State Residence, Retreat, and Protocol Center; I disagreed with them in the terms of the locations they so far decided upon. Both Gërmia Park and Blinaja National Reserve Park have statures that clearly do not allow for the

building of developmental properties for locals, so why should these rules be broken for the government. The environmental, physical, and overall status quo of the two mentioned parks should be kept as is; one, a green center for the city of Prishtina; and the other, a national protected park reserve for the state.

As a response to the misguided locations, I counter argue the decisions to be developing properties in these areas by bringing forward another similar park in Kosova, one that resembles and partakes in the same advantages as the previous proposals (that of being located on the outskirts of the city, a green-zone, and land that represents Kosova's overwhelming natural beauty). My counter-proposal for developing this much-needed function in Kosova's series of governmental institutions is to construct this building in the very well known and publicly adored Batllava National Park and Lake.

Batllavë is a settlement in the municipality of Besiana, Kosova (also known as Podujeva), north of Prishtina. The village also includes Batllava Lake, used during summer by residents for leisurely activities. The village composes of about 500 homes and about 1600 residence. Batllava Village



Fig5 / Batllava Lake and Park. Source/ Bess Hamiti

also hosts its own primary school, hospital, as well as two independent (small) markets.

These facts favor the construction of the Official State Residence, Retreat, and Protocol Center in the area because as opposed to Blinaja National Reserve (which is rid of civilization), this area of Kosova is already populated and has up-and-coming settlements that might even benefit economically when the constructions of a high-level institution takes place in the areas near it. In the architecture world, we have seen this type of phenomenon take place, for example with the Bilbao effect.

The Bilbao Effect deals with the popular and critical success of the Guggenheim Museum in Bilbao, Spain, by Frank Gehry, in which a rundown area of a city in economic decline brought in huge financial growth and prestige (Temel, 2014).

Linking the construction of a protocol center in Batllava Park compared to the Guggenheim Museum in Bilbao, Spain might be a stretch; but then again, no one predicted the initial phenomenon in Bilbao, Spain that started it all, to occur either. What they do share in common cannot be denied, both locations were critical locations in the state that were ignored but full of potential growth, and both are proposed to create a needed-function with architectural significance.

With Lake Batllava already being valued for its pristine natural landscape and environment, already containing the proper existing infrastructure, and already hosting and present and lively villages, I believe it would make for a great counter-proposition for the building of Kosova's next governmental instituting; the official state residence, retreat, and protocol center.

The project titled, "The Ripple Effect",

lies in the northwestern district of Kosova, more specifically, right on the border of the Prishtina-Podujeva Municipality. There lies Lake Batllava and the park surrounding it. It is technically part of the Podujeva Municipality, but being so close to the border of Prishtina, much of the residence of the capital come to use and love the area.

This relation to Podujeva and Prishtina can benefit the country as a whole, as Podujeva is known as a "sister-city" of Prishtina having many economic relations with one another (workers going to and from), and this project could act as a catalyst for boosting up more economic activities, and therefore boost up both municipalities instead of just the one where the capital city is located; a benefit for the country as a whole.

The challenge I approached was a difficult one to deal with. The political and governmental aspect of the building brought a lot of elements and obstacles to the forefront to overcome.

How to would one go about the creation of a building that gives an identity and statement for a country yearning for exactly that?

How does one design something in the Balkan regions, as a public institution, and not include the elements of kitsch? How does one address and reason to the public and respect the fact that a building will be made off of their finances, but will seldom be open to the general public?

How does one create such a building of architectural importance and physical greatness, in an environment so delicate to the natural elements?

How does one watch out for all these questions, and still be able to be innovative and incorporate new elements and tools of design?

These were the questions I attempted to answer with the result of my architectural design.



Fig6 / Kosova in relation to the world. Source/ authot

Administration Level Podujeva vs Prishtina

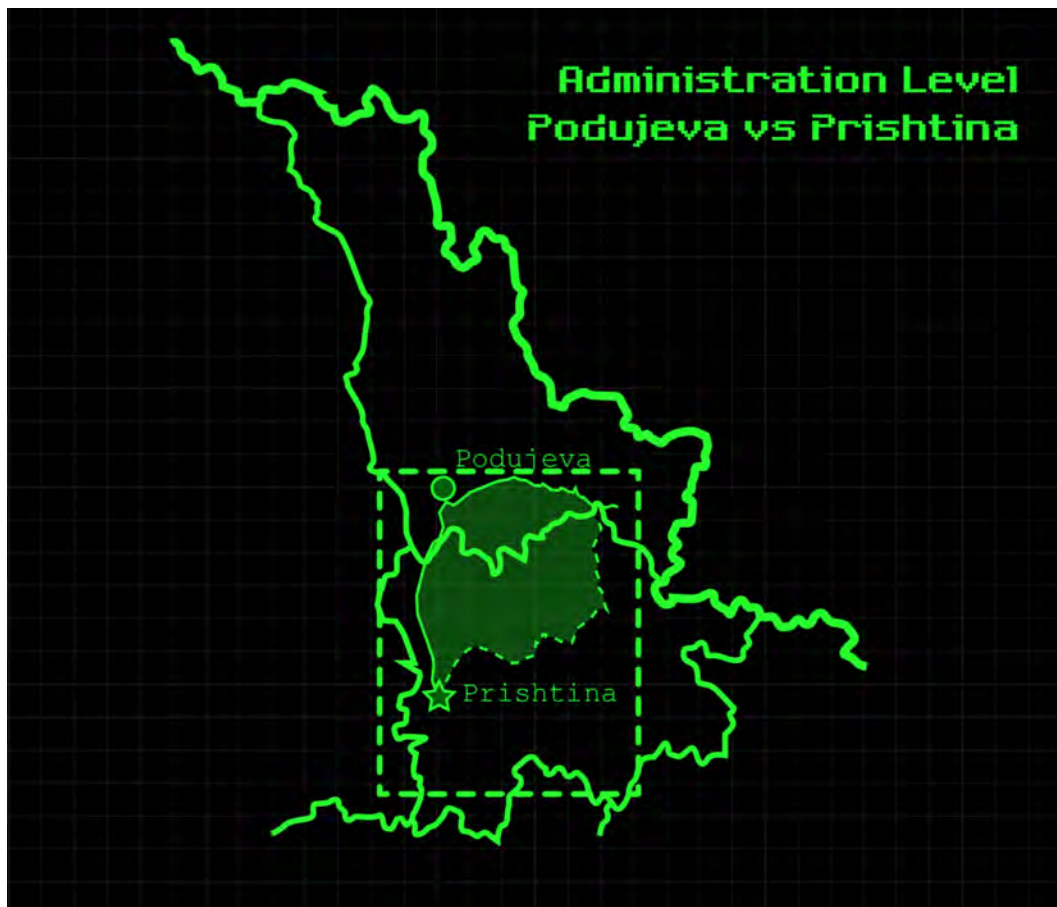


Fig7 / Municipalities of Prishtina and Podujeva. Source / author

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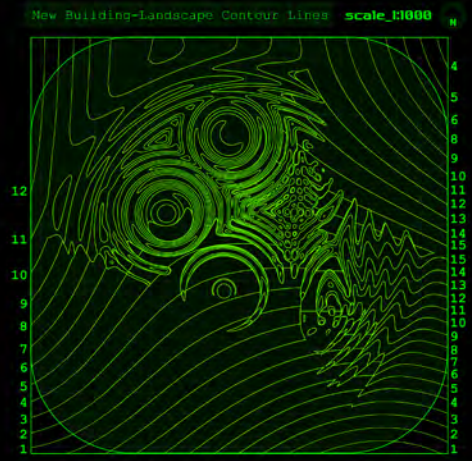
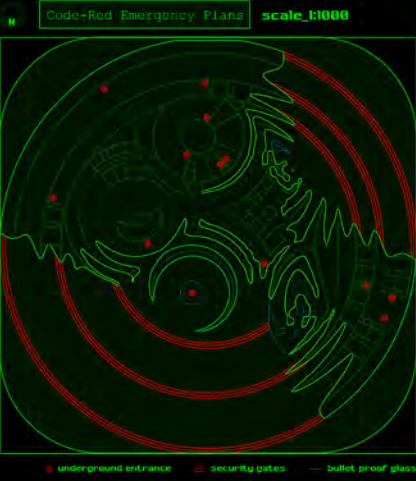
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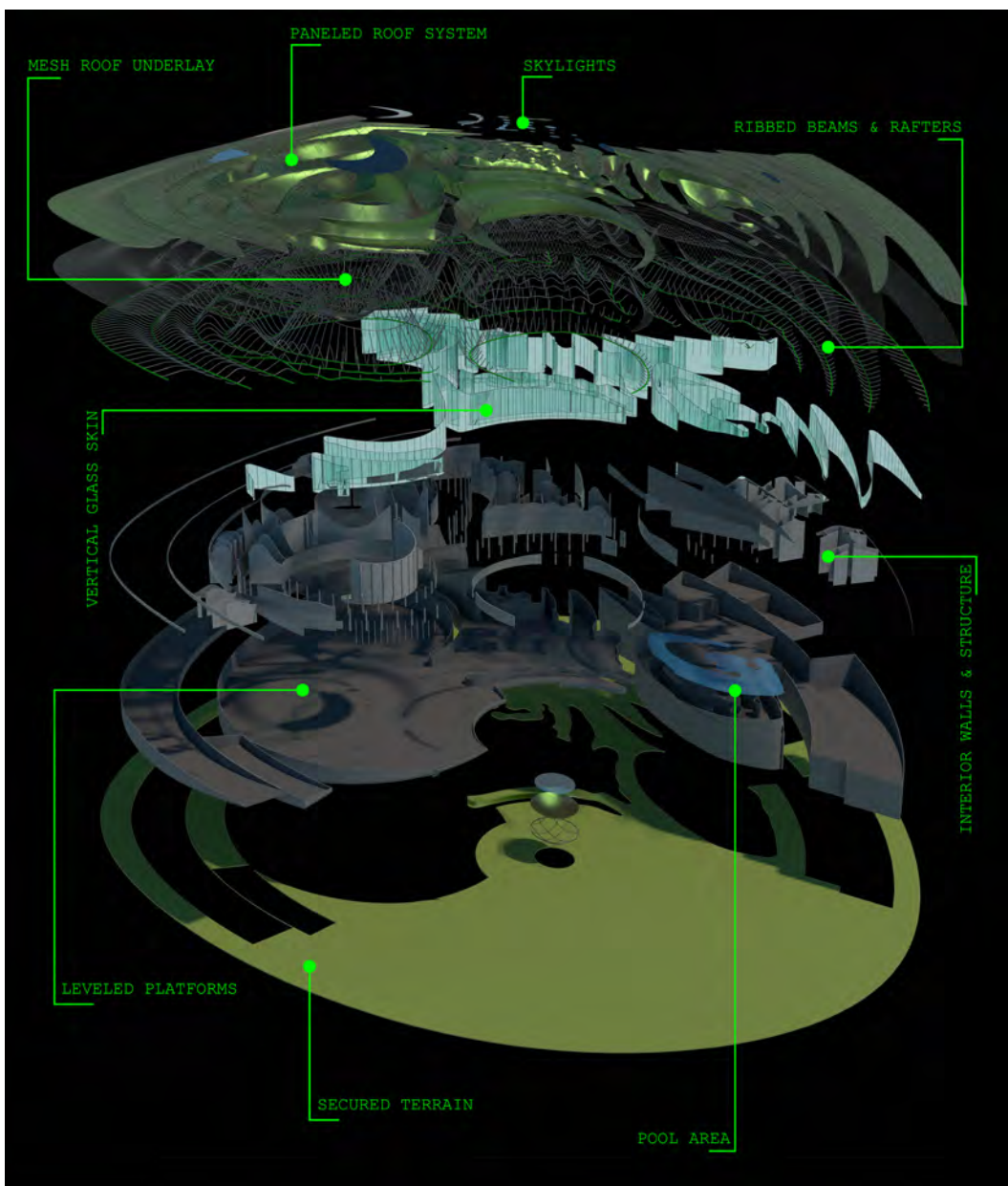


Fig10 / Source / author

A new market in the "Historic Center" of Prishtina

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Thesis Tutor / Loris Rossi

Thesis Title / A new market in the 'Historic Center' of Prishtina

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There is nothing greater in Prishtina than walking in the narrow roads of the Old City. You might get lost sometimes, but the enjoyment you get from exploring this part of the city when trying to find the way out, is the most interesting part of the journey.

"God is in the details" said van der Rohe, and he couldn't describe it better. Every wall and every window has its own story to tell, every mosque has its own prayers that have been made through the years and every museum preserves testimonies of the past lives of our ancestors.

Architecture is more than form and esthetics, it manifests a society's image of itself. The language of architecture evokes the past and articulates the present at the same time.

The protection of our cultural heritage is an essential part of protecting our identity. It describes who we are, how we got here and it guides us to the future. Nowadays, with the development of the world, the greatest challenge is protecting the heritage. Our cultural heritage is not just a set of cultural objects or traditions from

the past, it is the result of a selection process. This process happened through the years where every human society decided what is worthy to be preserved and protected for the future generations.

"Old Prishtina" is losing its identity. During the early communism period, the urban development was established under the motto "Destroy the old, build the new". Until the end of the World War II, Prishtina was a typical oriental city. After this period, the Ottoman Bazaar and a large part of the historic center were destroyed to be replaced with "modern" architecture. At this time, the city's small shops, streets, religious and other public buildings were destroyed for the sake of the new.

This area is located in the center of Prishtina and serves as an important connection between some strategic points of the city. The Green Market¹ is one of the most problematic parts in this urban chaos because it is demountable but in poor conditions for pedestrians and cars.

This thesis is focused in the Old City of

¹ / Green Market is called the largest market in Prishtina. It is located in the old part of the town behind the Sultan Fatih mosque and it is a place full of vegetables, odds and ends. The Green Market is a place you can go to buy your vegetables or just to walk around. It is known as one of the best markets in Prishtina.



Fig1 / Existing situation on the Market of Prishtina



Fig2 / Existing situation on the Green Market of Prishtina

Prishtina, one of the most interesting parts of the city. It is important to acknowledge that Kosova people as a society need to become aware of the values embodied in our cultural heritage. These existing buildings are evidence of the past centuries and it is our obligation to preserve them for the next generations. In this context, this thesis is intended to serve as a call to

awaken and to contribute more in the improvement of this situation.

The Green Market

Theoretical and philosophical analysis of case studies

This study introduces and explains one of the main problems in the urban context in the city of Prishtina. The designed project for this particular



Fig3 / Analysis of the city

part of the city which is located in the "Historic Center" aims to create a new perception for the capital city of Kosova . Moreover, this project has the potential to be a landmark for the city. During the process of designing this project, some case studies are selected based on its urban and architectural characteristics. A research on the plans and philosophies of John Hejduk is made regarding to its Diamond Houses in order to understand better the flexibility he archived and to use it for the new Market in Prishtina. Atelier Bow-Wow; Hanamidori Cultural Center is another project taken as a case study.

The experience you get through walking inside the market is similar in almost every market in Prishtina and other cities of Kosova . The original location of the market is not being used now by traders who instead are invading the streets around and creating chaos in the city.

The concept

The concept derived from the analysis and it embraces the idea of flexibility. The idea of this project is to create a useful space for the community. This space is a multifunctional area with different functions included inside its perimeter which at the same time co-exist with each other. The idea is to create various atmospheres inside the site, to promote social interface, to attract a larger community inside the city, to make more enjoyable the trading process and to give a landmark to the city. The walking lines treated with

different pavements from the main entry of the market lead to the market, which is designed in a way to connect and in the same time to separate the two environments. One line goes behind the structure of the market to a very linear and quiet public space created for the inhabitants around this area and continues with the ramps that guide to the rooftops. The roofs of the market are projected to be mini-squares with various functions; the first one is a garden, the second is an amphitheater, the third is a playground for the children and the last one is a little square. On the other side takes place all the chaos and people fluxes. The inside spaces of these structures are designed in a flexible way, the stalls of the market are transformed into sliding panels which make possible for the traders to create their own spaces. These panels are arranged differently in every fragment of the market so this space can be experienced from people in many ways. Moreover, the market is divided in five fragments:

- Open air market
- The food corner
- Arts and crafts market
- Clothes market
- Food market.

Structure of the market

The fragments of the market are independent from each other and connected at the same time. In terms of constructions, each fragment is an independent structure. All of them are covered spaces with different uses inside and on the top. Each of them is

contoured by its pavement and its cover. Inside these perimeters are the traders sliding stalls. The flexibility is created by these sliding panels and traders can move them along their sliding lines to create the space that they need. There are three typologies of stalls: linear, circular and a combination of both. Stalls inside the market are planned to be made of wood and the covers with steel and concrete. The pavements are also treated with various materials in order to create the feeling of division of the outer spaces so each of them can be experienced differently. The aim of this proposed concept is to understand how people will respond to this new way of thinking, meaning the traditional public market in a historic site. The proposal of implementing a contemporary structure in a muddled environment which is configured as part of a Historic Center demonstrates the importance of architecture and urban design in terms of the city and its citizens. Although it is a contemporary

intervention, the market doesn't interrupt the morphology of the historic center, rather it becomes a part of it by adding more people flows and events on the area.

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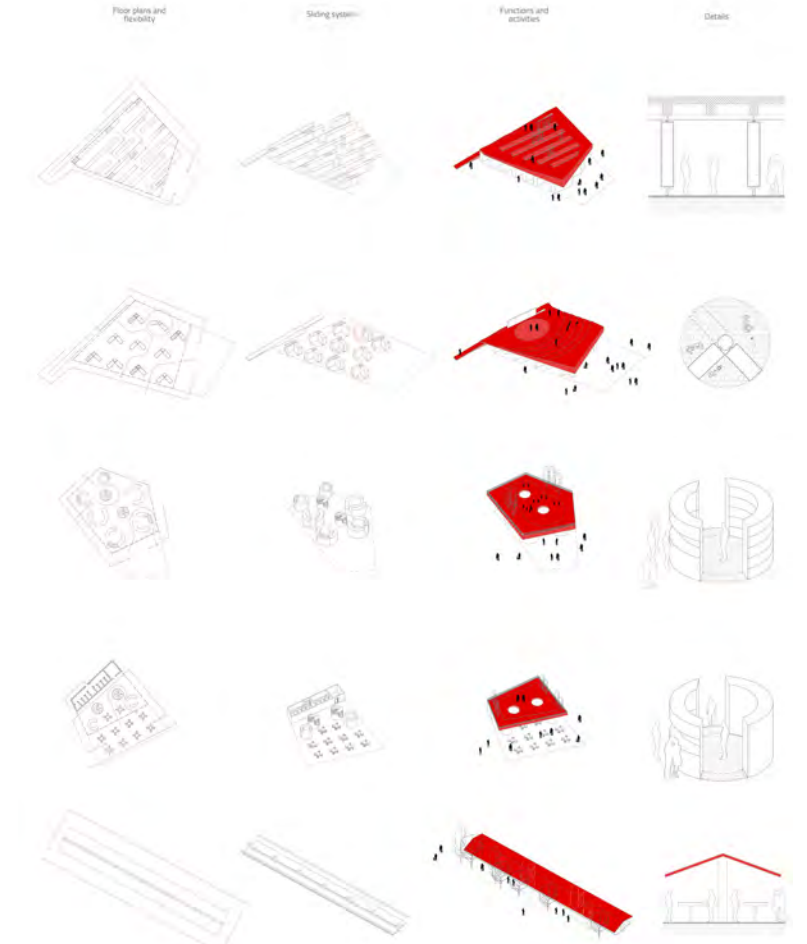
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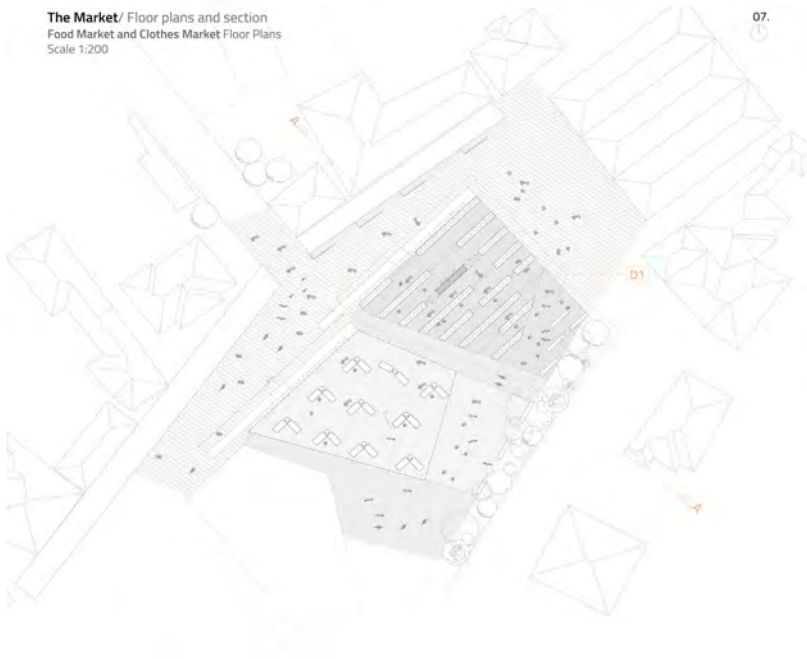


Fig4 / Prishtina analysis/ City structure. Historic center/ Relations with the city. Scale 1:5000



The Market/ Floor plans and section
Food Market and Clothes Market Floor Plans
Scale 1:200

07.



The Market/ Section "A-A"
Scale 1:200



Axometric view of the Market
Functions and activities

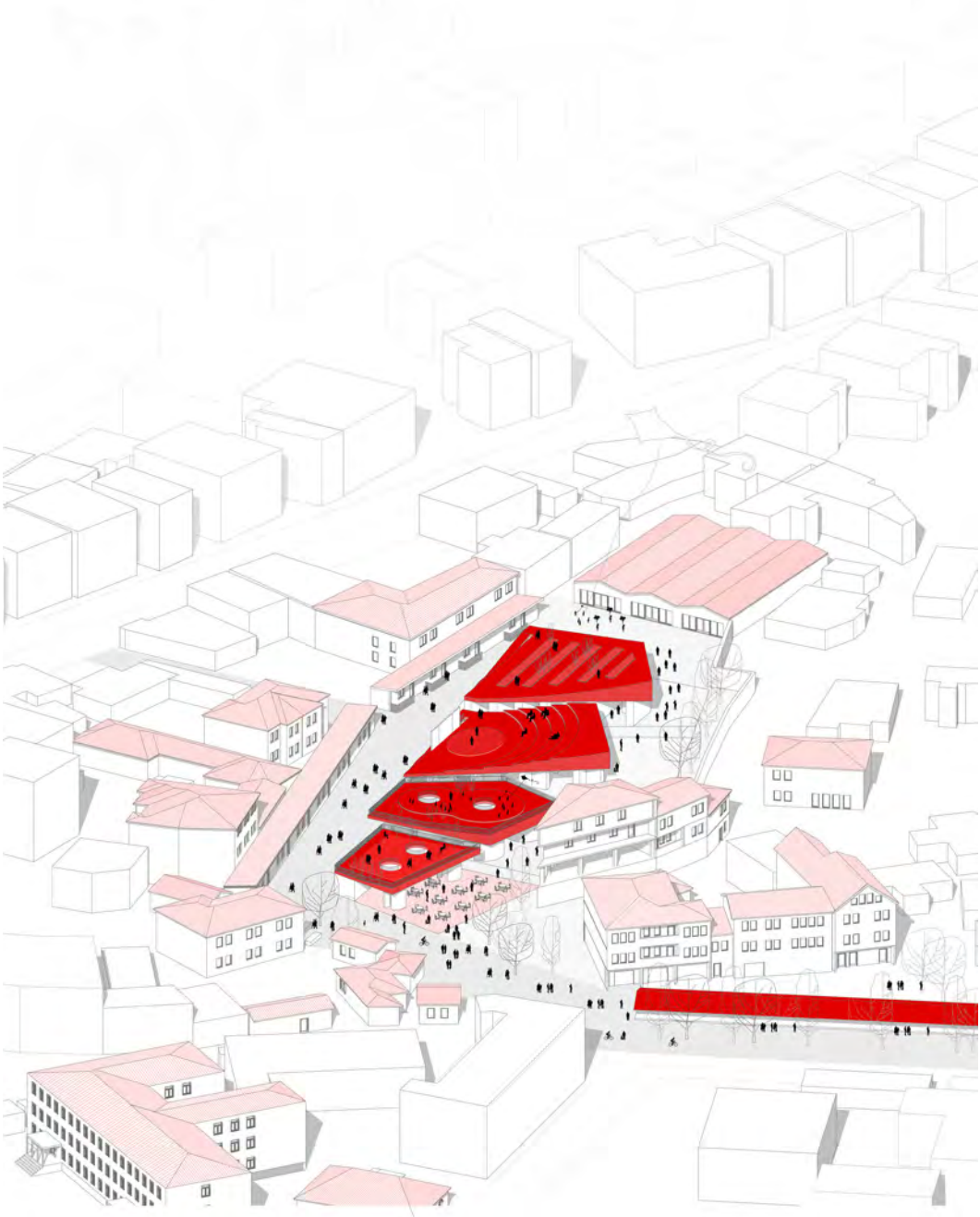


Fig7 / Source / author

5.1

Prishtina – A New European Capital

Prof. Dr. Besnik Aliaj

Rector / POLIS University

5 conclusions

Prishtina – A New European Capital

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300 “Prishtina – A new European capital” has been an inspiring experience but a complex project in itself. Although it had a good basis because of the interaction experiences of Co-Plan Institute and Polis University staff with Kosova institutions and professionals over last 2 decades, it has been never enough to take a position towards the future of a city or a country in itself. However, using well-structured ‘external’ research sometimes works better in an emotional post-war context like Prishtina where memories related to war of the past are still fresh and often blocking the decision-making processes related to future city development. Adding here also the exploding urbanization and a vivid - almost informal- market economy, makes it here even more difficult to correctly read the city in a short time. However, cooperation with local professionals and a strict methodological approach based on the experiences coming from POLIS/ UNIFE and Co-PLAN, made possible for our students, staff and PhD researchers to further elaborate their ideas and concepts over three main lines: i) the intensive visits and field-work in Kosova and Prishtina; ii) specialized studios and workshops in

Tirana and Ferrara; iii) and independent individual research. Such volume of work coordinated over more than one year by our academic team concludes successfully with a tangible product such as this publication that helpfully might be useful to Kosovar authorities, people, academics, researchers and professionals there.

Initially Loris Rossi and Laura Pedata (Italy) try to introduce the logic of ‘multi-scale reading’ in favor of the resilience of certain city, meaning its own capacity to absorb and digest positively different kind of shocks that can come from many diverse perspectives or a combination of factors, such as: economic, social, political, religious, natural, demographic, environmental, financial, etc. They emphasize the need to “rediscover the image of the city”. But this does not mean repeating old researches developed between 60s-90s, rather than reconsider it as additional pieces of mosaic investigating in a city of new generation, and by reinterpreting it to the present day conditions. So instead of a classical approach plan for Prishtina, we (POLIS/UNIFE) introduce by this publication an acupunctural program for Prishtina. with e set of alternative actions and conceptual

projects to be developed further on by authorities. Therefore the book has five chapters: i) exposing the reasons for such research; ii) undertaking interdisciplinary exchanges; iii) exploring the process of city reading via infrastructure, unused spaces, cultural parches and environment thanks also to the specialized individual research and articles; iv) elaborating ideas form Prishtina City Lab (@ Polis); v) conclusions and new trajectories for future research activities.

After that Arber Sadiki makes certain reflections on the socio-political aspects of Prishtina' architecture during 1945-1990. Author aims to highlight the political impact over the architectural developments of Prishtina during the centralized economy. Such a timeframe is based on important social events that were directly manifested in the capital city development. Lower borderline relates to the end of World War II, out of which Prishtina emerged underdeveloped and maily inheriting oriental features. Upper borderline coincides with revocation of autonomy of Kosova (28 March 1989) and commencement of a dark period for Kosova . Within such timespan, local society has been subject to significant political and social changes and constitutional amendments. First, amendments of 1963 and 1974 changed positively the position of the then 'Socialist Autonomous Province of Kosova', within the former 'Yugoslav Federation'. Immediate influence of both amendments are easily readable, especially the architecture of main public buildings which still dominate the architectural identity of Prishtina. Ilir Gjinolli (Kosova) elaborates the origin of the city, especially during Ottoman period, and sees it in relation with the modern and contemporary phases of development. A short overview of the ottoman city is presented, including the context in which transformation began at the beginning of the 20th century. The research gives insights to different architectural

development phenomena of Prishtina - such as decadent transformation and damaging of the historic city core, because of the development of the new city areas, planned with the spirit of modernism, via mass production principles and standardized housing architecture of the former Yugoslavia. Analyzing throughout such federal developments, regional variations of modernism are traced in Kosova as well, thanks to the influence on Prishtina' school of architecture. A combined research methodology/strategy - involving interpretative historical research - has been applied. Basic argument and conclusions of the paper are drawn thanks to the literature and archived documents as well as fieldwork and projects of common context. The main conclusion is that development in Prishtina architecture and city planning has been comparable to what one could see also in other modernist/progressive capitals of time like Skopje, Sarajevo, Podgorica, etc, although Prishtina in the political/administrative aspects was classified lower.

Antonello Stella (Italy) elaborates theoretically the meaning of contemporary city starting from the case of Prishtina and its sub-units. He does it by confronting features of global city to the local subunits of the local capital. Stella refers to Aldo Rossi (Italy 1966) and Rem Koolhaas theories (Holland, 1978). The theory of urban transformations (in the first case), or the theory of the lack of city planning which can draw not only weak points but also strengths for the city image building (in the second case), seems to be logical also in the case of Prishtina. He concludes by underlining that the city of Prishtina - as a new/national capital - faces the need for a total rethinking of the urban structure in relation to the pressing demographic growth and its historical moment of independence and international recognition. This means Prishtina as

capital might necessarily start its own reformatting from the assumption that any reflection on the rethinking of individual urban fragments will have to rely on a more general post-modern critical reflection on the strengths and weaknesses of the current state, rather than from the perspective of a classical planning exercise of modernity era.

Dorina Papa (Albania) discusses the envisioning of Prishtina by considering the methodology of an image shaped by the spatial experience. The idea of visual unity in an urban scenery made of heterogeneous objects has been developed since the 70s by Gordon Cullen (1971), in terms of sequential narration of space perceived by a pedestrian. Following the landscape traditional artistic approach in city design, Cullen pointed out a series of physical and visual elements characterizing the aesthetics quality of the urban scene addressing human-oriented sensitive aspects related to their aesthetics satisfaction. This means for Prishtina that a new urban landscape vision must exceed the existing concept of visually pleasing static frame through which the city has been perceived so far, by considering human perception as a dynamic experience, in movement, which leads to a serial vision or space sequences. In this sense, Prishtina might highlight a picturesque approach in urban design based on an articulated and interconnected system of spaces and elements that contribute in the definition of the urban environment such as buildings, trees, roads, water, urban furniture, etc.

Both Domenico Pastore and Francesca Sisci (Italy) elaborate the fact that city is built over time based on the stratification of events and transformations, which define its distinctive aspect. Prishtina as well in each of such events has its own monumental buildings that become a symbol of the city able to give them

a meaningful image that remains in time. Urban theories between the 60s and 90-s (Lynch, Superstudio, Rossi, Koolhaas) identified in the large-scale architectural complexes the potential of the main elements for the (re-)construction of the city image. Therefore authors suggests for Prishtina as a new capital, the use of some of these theories. They illustrate it with the case study of the city of Florence, where such methodologies helps to bring forward different interpretations of the urban image. For all these authors, the value taken by significant buildings in (re-) creating the image of the city can be thus summarized as: i) Landmark for Lynch: apparent image of the city; ii) Monument for Rossi: essential image of the city; iii) Megastructure for Superstudio: transcendent image of the city; iv) Bigness for Koolhaas: Immanent image of the city. Prishtina might also benefit out of such logical evolution.

Llazar Kumaraku (Albania) focuses on the case of Ulpjana as a historic potential for the new capital Prishtina. The article is based on the academic studios of urban planning conducted at Polis University Tirana, aiming the historical analysis of the ancient Prishtina settlement known as "Ulpiana". It underlines the influence can have such historic settlements for the city of Prishtina. In the same time, it opens a possible window on the future development of Prishtina, which might be based exactly on such heritage as stimulus for resilient developments in the periphery. In other words, the article emphasizes the potential of Prishtina becoming a new European capital, not so much in the content of the existing city in itself, rather than based on its "periphery" made up by elements of historical/archaeological values in the surroundings of the city. These "satellite cities" can be the devices that can increase the touristic economy and can, also, make the inhabitants

aware for an operational schedule of architectural and urban elements. Starting from this case, further studies can be deepened on all other historical and territorial elements that surround Prishtina in order to highlight the historical and cultural potential of the entire region.

Peter Nientied (Holland) and Besnik Aliaj (Albania) elaborate together the nowadays struggle of the broad public in the capitals of Balkans (Prishtina, Tirana, Skopje, Podgorica) in search for a new identity and new symbolism in urban spaces. They study the central squares of 4 Balkan capitals (including Prishtina) from a design and anthropological perspective with useful conclusion for Kosova capital as well. There is a desperate local need for integration to EU and global economy that must go in line with a new image where design and planning has a special role.

All these theoretical contribution are than elaborated in a specially designed international workshop with PhD researchers and staff of POLIS University, Tirana Albania; and UNIFE, University of Ferrara, Italy; under the name: Prishtina New European Capital - Images of a city to be discovered!

Than the "Prishtina New European Capital" Project is organized in 4 working groups/themes:

Besjana Qaja, Ilda Rusi, Laura Abbruzzese – worked on "Infrastructure" theme.

Aguljeln Marku, Keti Hoxha, Sara Pouryousefzadeh – worked on "Unused Spaces" theme.

Amanda Terpo, Ermal Hoxha, Silvia Imbesi – worked on "Cultural Parches" theme.

Fiona Imami, Malvina Istrefaj, Sim Kai Li, Vittoria Mencarini – worked on

"Environment and Pollution" theme. Students of Polis University, 3rd year Architecture and City Planning programs – worked on concrete "action plans" and "details projects", as well.

Each of them elaborates individually a specific strategies and recommendations for Prishtina as a new European capital:

Aguljeln Marku (Albania) elaborates the importance of improving energy efficiency, by intervening in public service areas to save energy and reduce gas emissions.

Amanda Terpo and Besjana Qaja (Albania) elaborates a path to change and transform the city via infrastructure, both at local and national/Balkan level.

Ermal Hoxha (Albania) elaborates Prishtina cultural patches by using the example of Ulpjana urban/architectural complex through interrelated cultural interventions.

Fiona Imami (Albania) elaborates on survival and sustainability, via local/municipal finances for Prishtina as a next generation European capital

Ilda Rusi (Albania) elaborates on the building typologies of Prishtina's neighborhoods, by focusing on the visual assessment of their structural/aesthetic configuration as tools for distinct urban image.

Keti Hoxha elaborates functional shifts in public buildings, by using the example of the central sport and recreational center "Adem Jashari" (formerly known as "Boro and Ramiz" center).

Laura Abbruzzese (Italy) elaborates on renewing circulation in Prishtina by promoting it as a multimodal transportation hub to return services and facilities to people.



Source / Arton Krasniqi
<https://www.skyscrapercity.com/showthread.php?p=161077226>

Malvina Kolic (Albania) elaborates the paradigm of green infrastructure for Prishtina, via other best practices, and by identifying key components to approach such strategy

Sara Pouryousefzadeh (Iran) elaborates on the theme of biophilic design in the context of local natural landscape

proposing restoration according IUCN categories for urban protected areas.

Silvia Imbesi (Italy) elaborates on 'user centered' design methodologies as an instrument for social improvement in Prishtina.

Sim Kai Li (Singapore) explores

strategies connecting a city by confronting Prishtina's context with the case study of Singapore.

Vittoria Mencarini (Italy) elaborates the ideas of landscape ecological urbanism, as an effective strategy for a resilient future of Prishtina.

Loris Rossi (Italy) and Dorina Papa (Albania) and their architecture/planning studio students at Polis University Tirana, discuss on urban exceptions looking into the possibility for regenerating public space in Prishtina by interrupting existing consolidated urban logics.

Asdren Sela (Kosova) talks on the ripple effect as an official design instrument of image building in favor of the local sovereignty, in the case of the (re-) development of new state properties and headquarters.

Liridonaj Blakaj (Kosova) elaborates the case of redeveloping a new market/bazar along the historic center of Prishtina.

**CIP Katalogimi në botim BK Tiranë
Universiteti "Polis"**

Prishtina new European capital : images of
a city to be discovered: a project of the joint
international PhD program / Universiteti "Polis" ;
ed. Besnik Aliaj, Loris Rossi
Tiranë: Universiteti "Polis", 2019
V. 5, 306 f. : me il.; 16.5 x 29.5 cm.

Bibliogr.

ISBN 978-9928-4459-8-8 (Kolana)

ISBN 978-9928-4563-0-4

I.Rossi, Loris

- 1.Kryeqytete
- 2.Arkitektura
- 3.Planifikimi i qytetit dhe ligji i zhvillimit
- 4.Prishtinë
- 5.Kosovë

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published in November 2019
by POLIS press
Tirana, Albania

ISBN: 978-9928-4563-0-4



9 789928 456304

