

Prishtina New European Capital Images of a city to be discovered

report edited by Besjana Qaja / PhD researcher POLIS University

Coordinators / Prof. Besnik Aliaj, Prof. Vezir Muharremaj, Doc. Sotir Dharmo, Dr. Loris Rossi, Prof. Domenico Pastore, Dr. Llazar Kumaraku.

PhD students / Aguljeln Marku, Amanda Terpo, Besjana Qaja, Ermal Hoxha, Fiona Imami, Ilda Rusi, Ketj Hoxha, Laura Abbruzzese, Malvina Istrefaj, Sara Pouryousefzadeh, Silvia Imbesi, Sim Kai Li, Vittoria Mencarini

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 act 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.

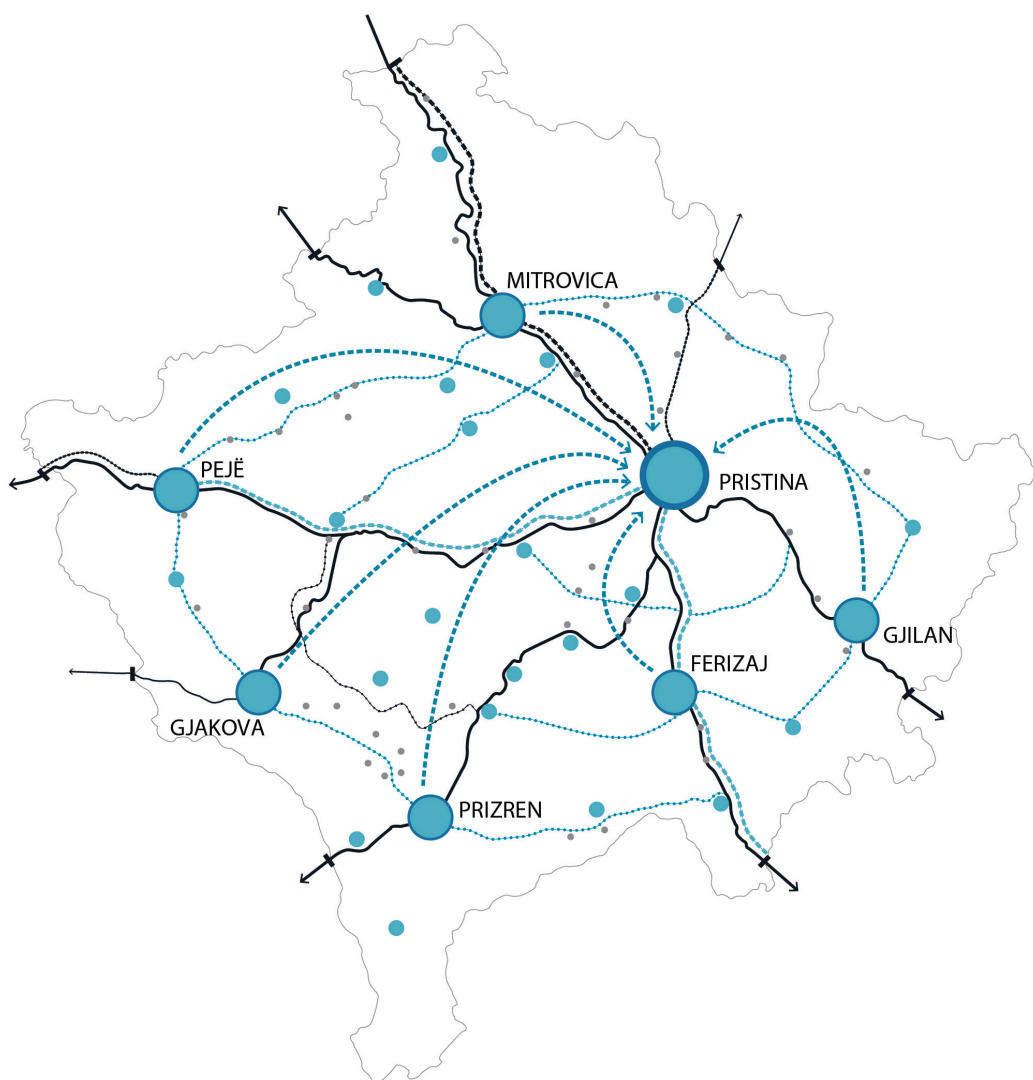
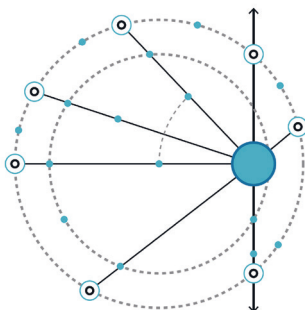


Fig1 / "Prishtina Capital" Kosova main infrastructure
Source / PhD students



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

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 Balkans, 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.

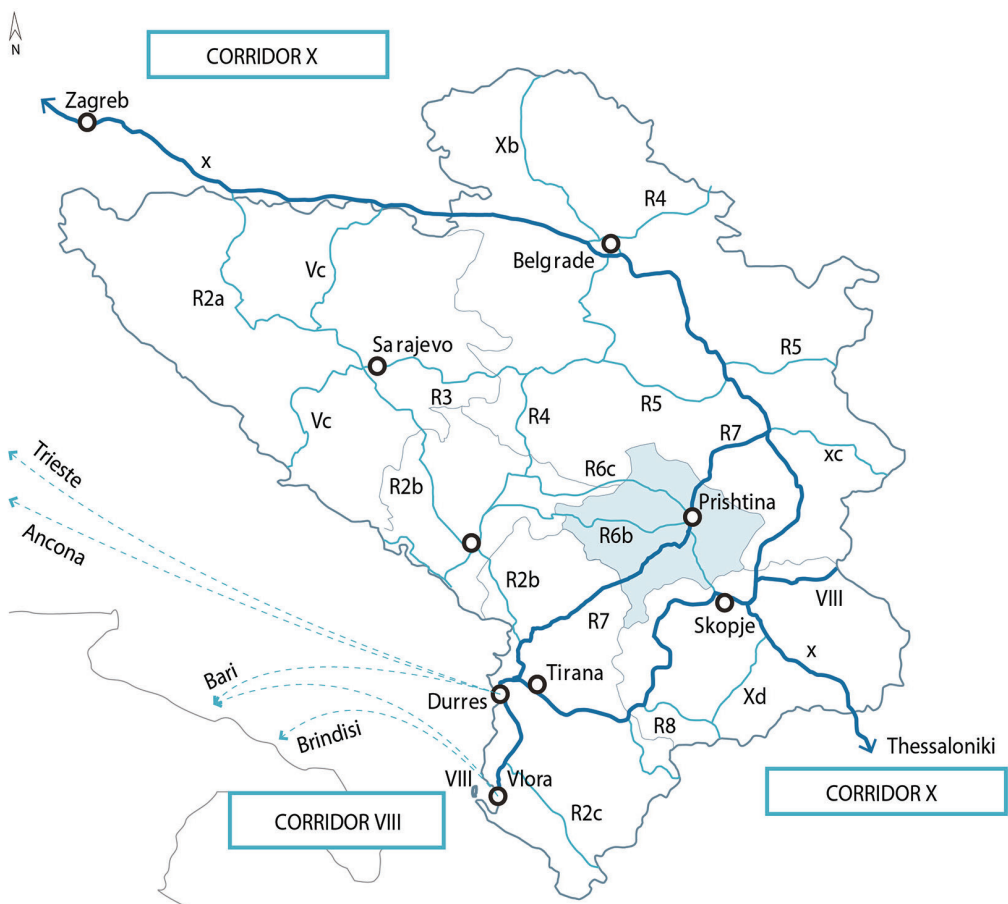


Fig1 / Tyre Transport Network
 Source / Besjana Qaja, Ilda Rusi, Laura Abbruzzese

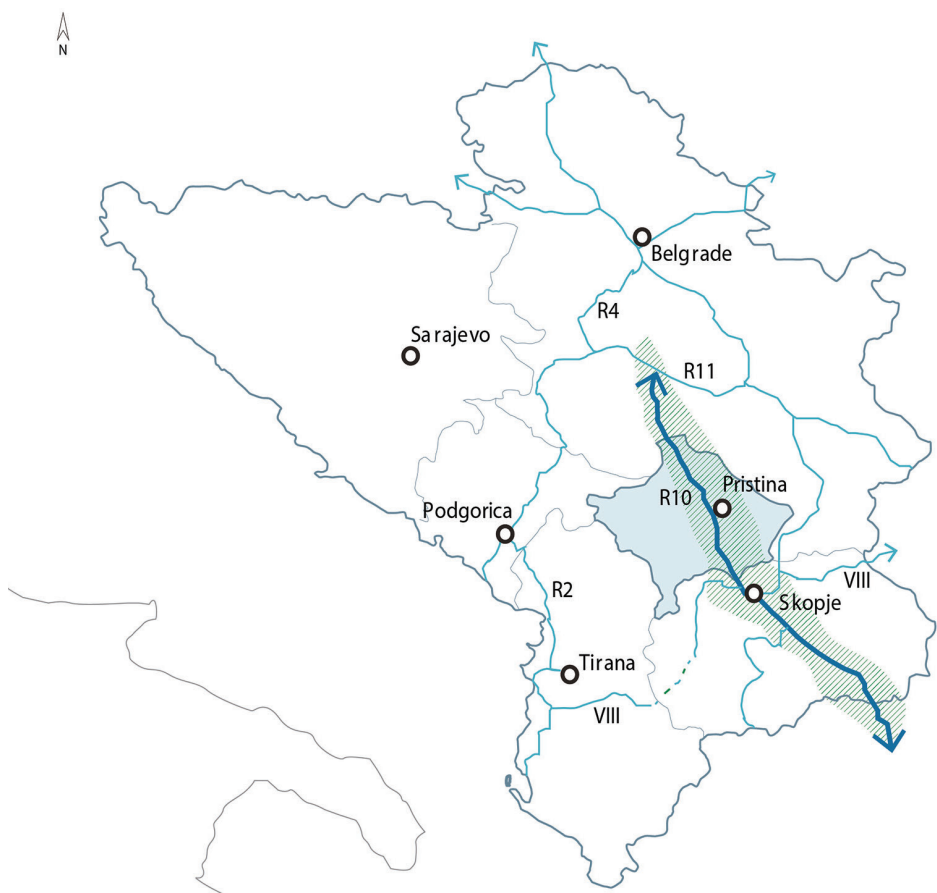
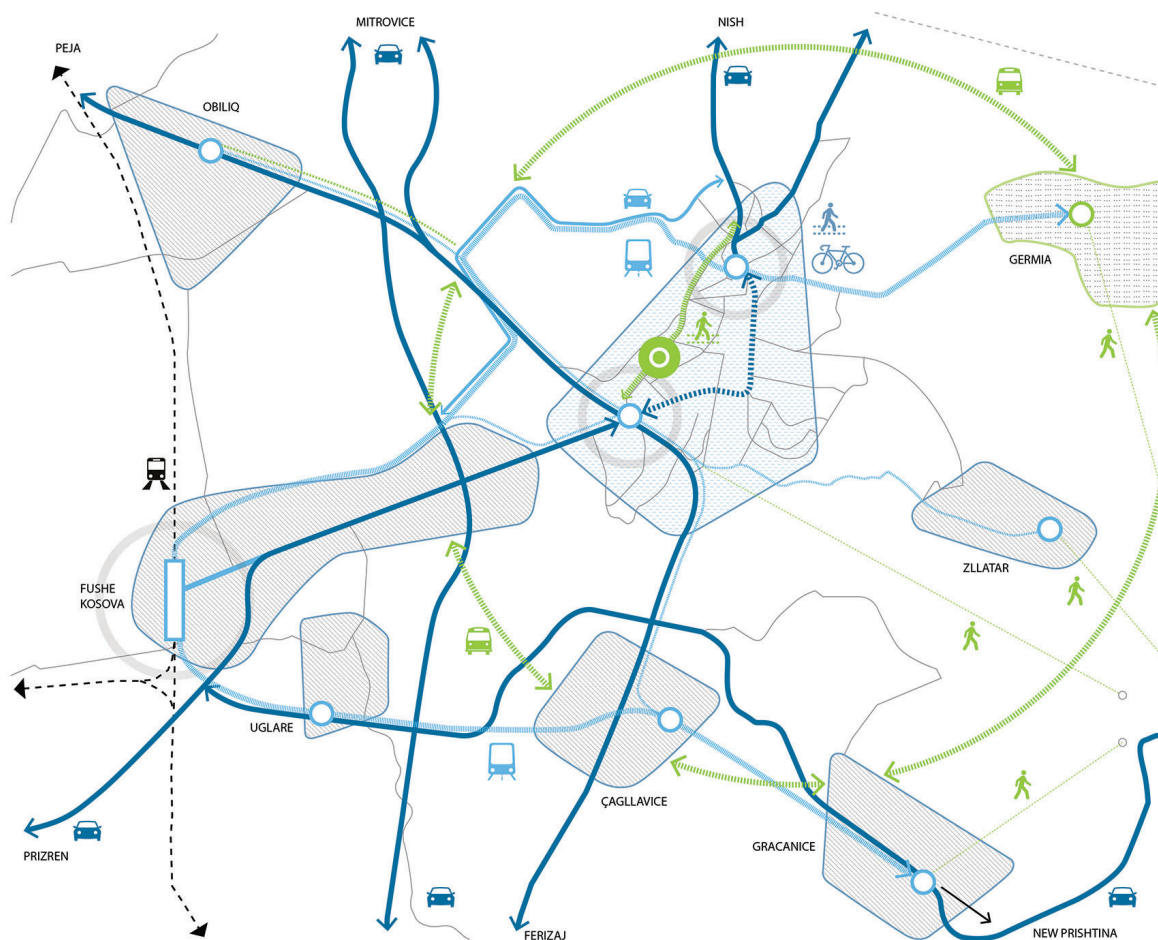
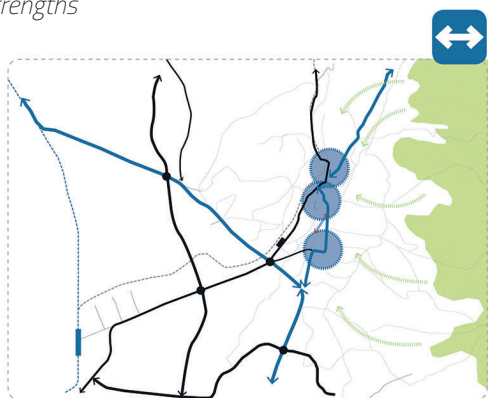


Fig2 / Railway Network
 Source / Besjana Qaja, Ilda Rusi, Laura Abbruzzese

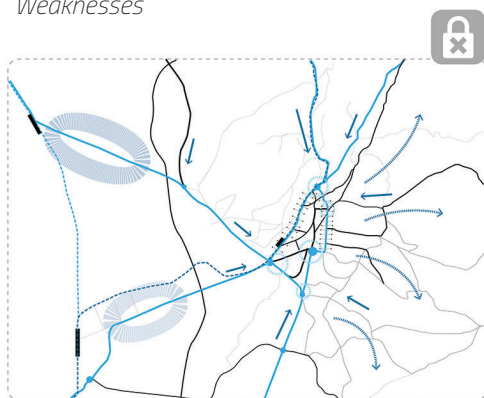


Strengths



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

Weaknesses



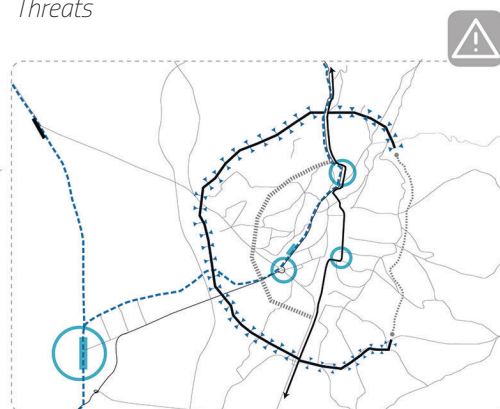
Pollution, great impact and footprints of the infrastructures as physical barriers and main axis of traffic on the environment and the urban fabric.

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.

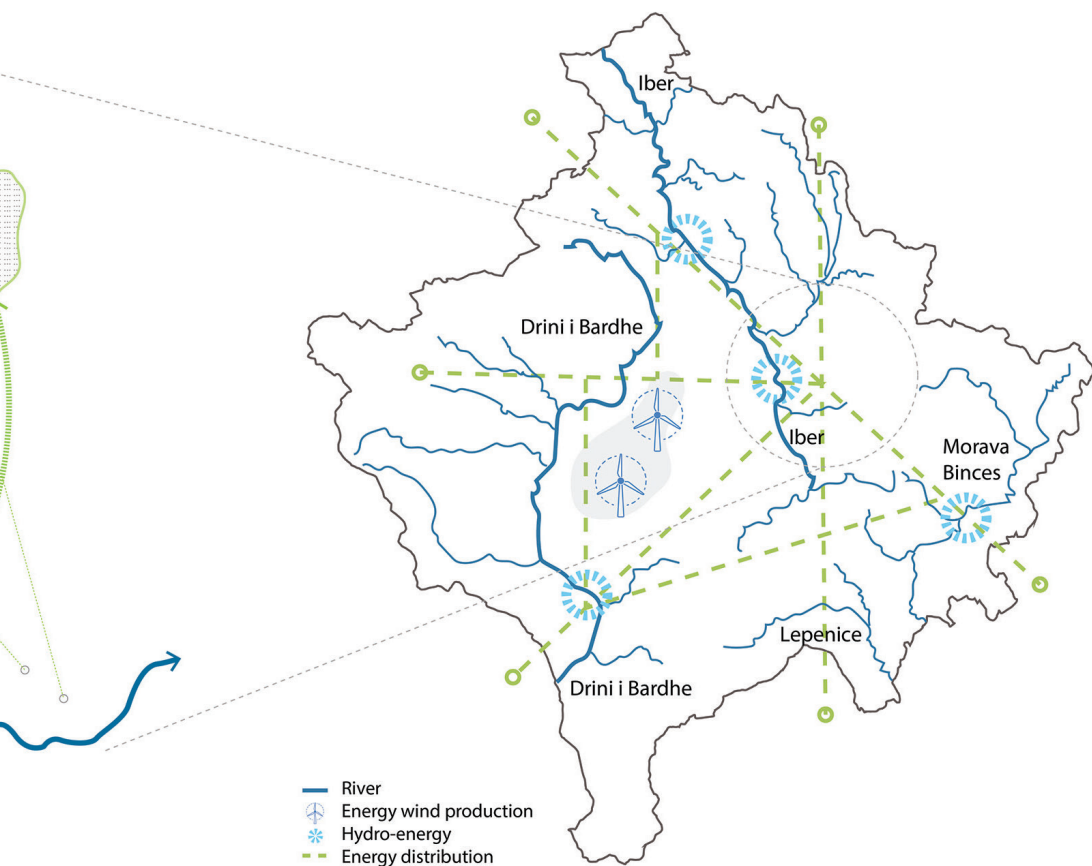


Fig3 / Strategy | Prishtina as a Multimodal Transport Hub for the South-East Europe, National Scale
Proposal | Energy
Source / Besjana Qaja, Ilda Rusi, Laura Abbruzzese

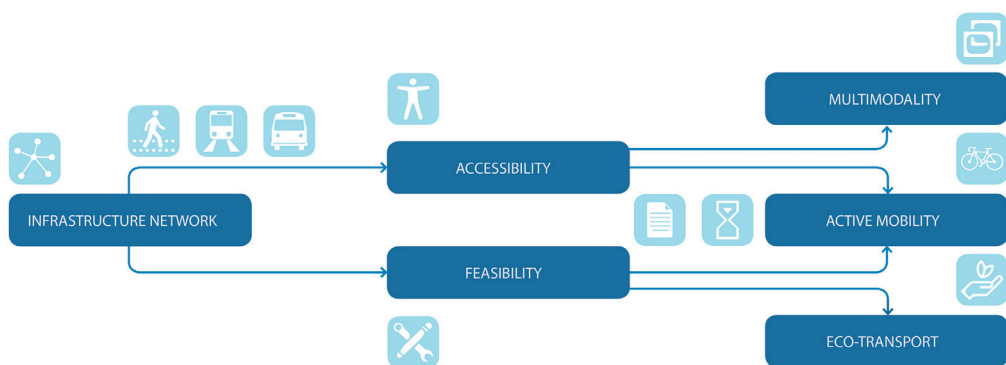


Fig4 / Scheme of Eco-Transport Infrastructure Planning
Source / Besjana Qaja, Ilda Rusi, Laura Abbruzzese

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.

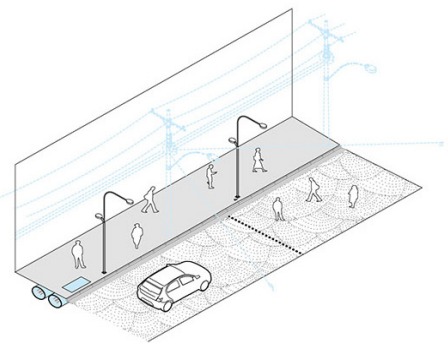
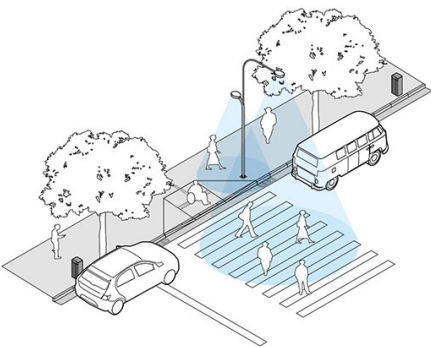
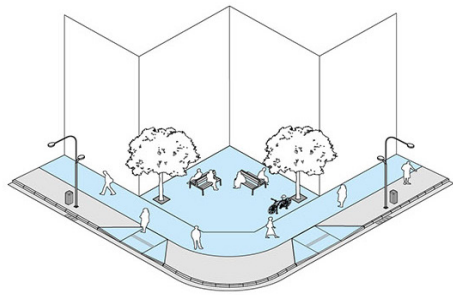
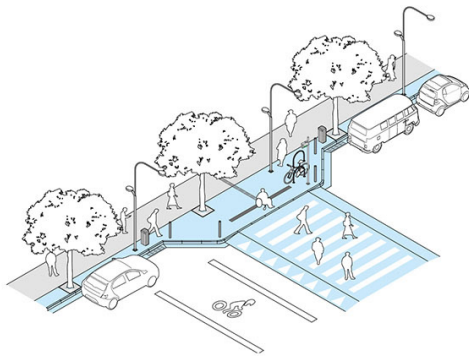
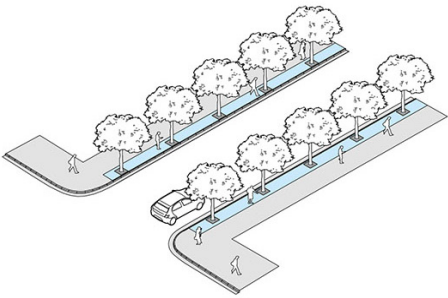
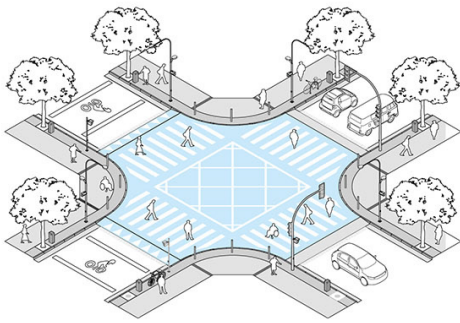
OBJECTIVES | ACTIONS

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, Gracanica, 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

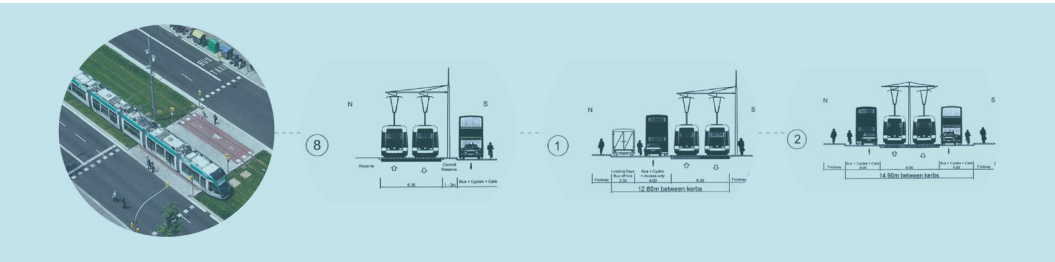


Fig7 / Model
Source / Besjana Qaja, Ilda Rusi, Laura
Abbruzzese

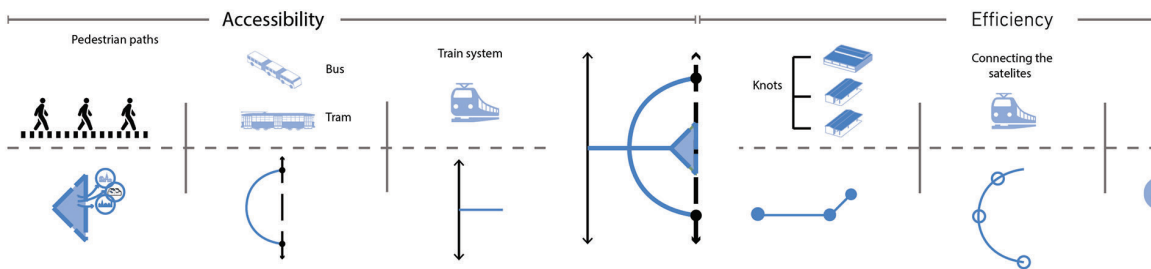




Fig8 / Prishtina has a Plan | Strategy for the City Centre
Source / Besjana Qaja, Ilda Rusi, Laura Abbruzzese

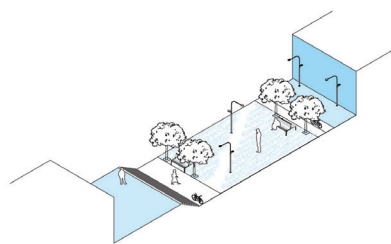
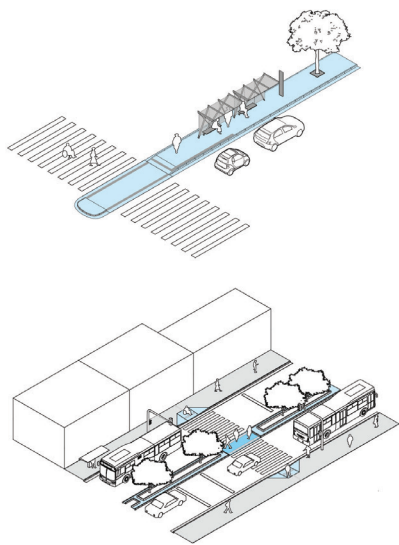


Fig9 / Main Connections and Corridors
Source / Besjana Qaja, Ilda Rusi, Laura Abbruzzese

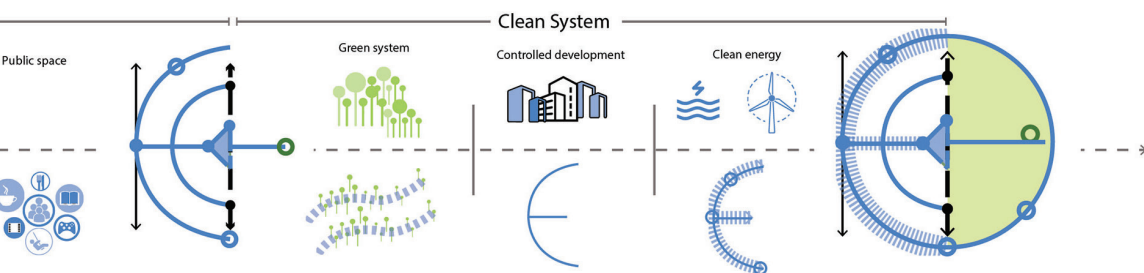


Fig10 / Work Packages | Steps of Intervention
Source / Besjana Qaja, Ilda Rusi, Laura Abbruzzese

2 / Unused Spaces

AguljelN Marku, Ketil Hoxha, Sara Pouryousefzadeh

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.

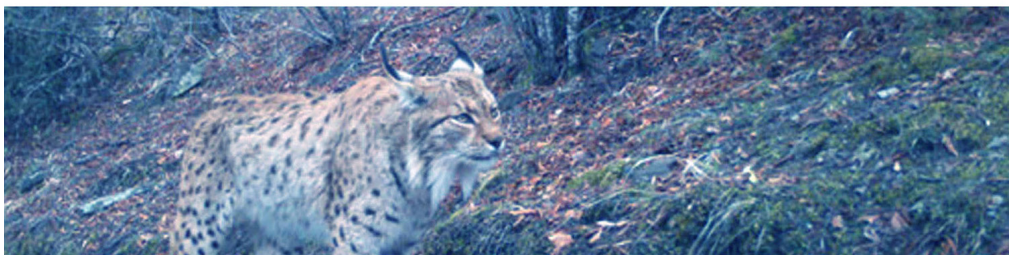
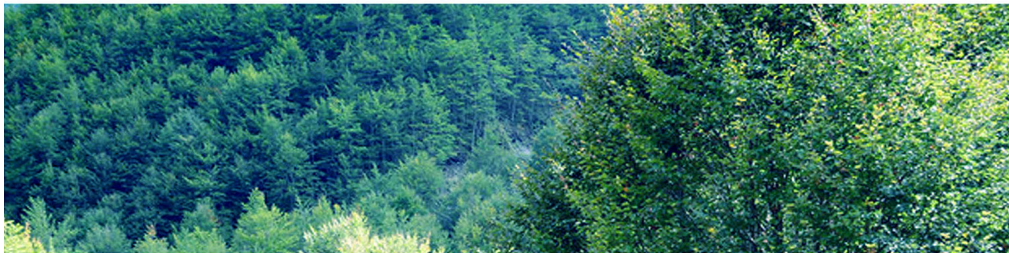
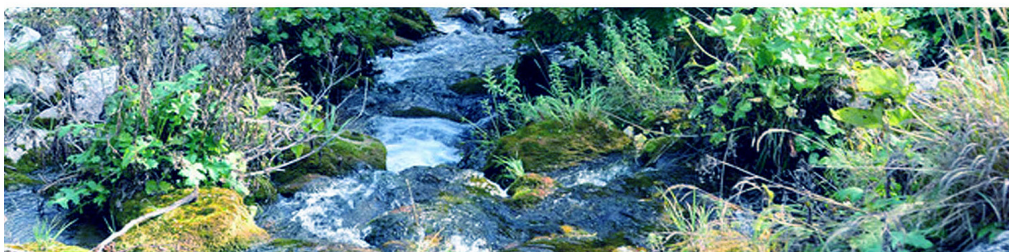
Ecosystem Recovery*Agricultural Pasture**Native Plant**Waterflows Recovery**Wildlife Protection**Forest Protection**Rivers Recovery*

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

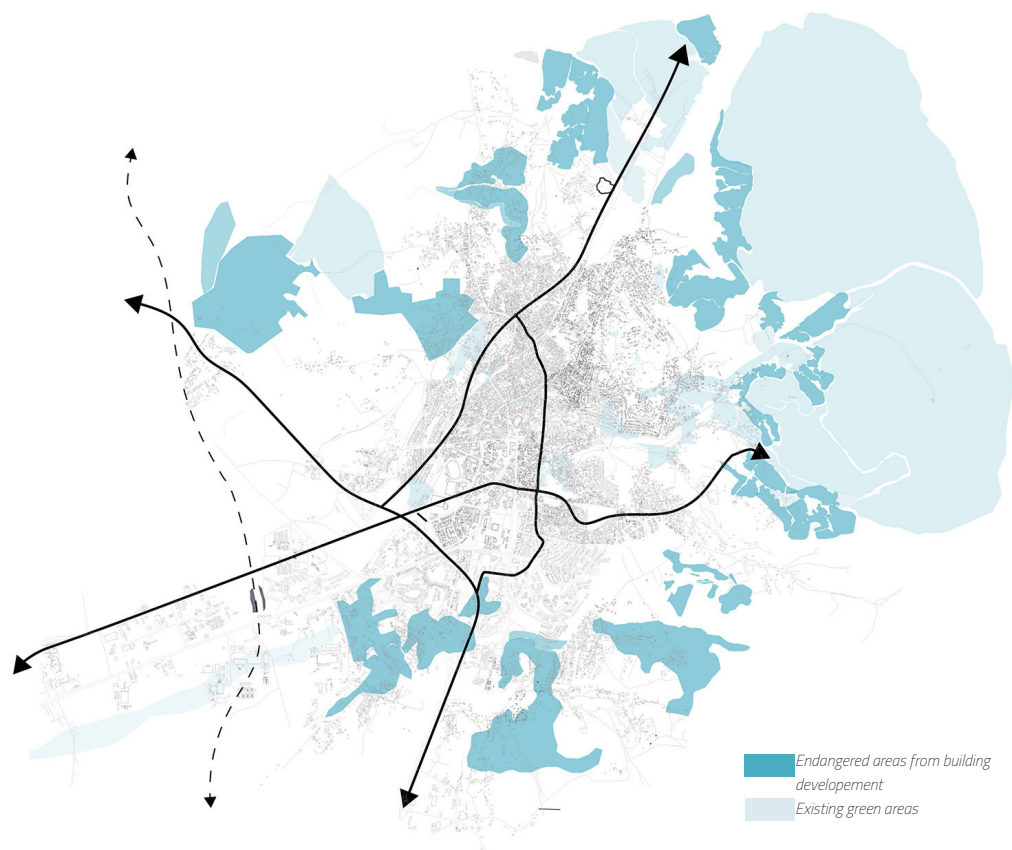


Fig2 / Natural corridor inside the city connecting two green regions
Source / Aguljeln Marku, Ketil Hoxha, Sara Pouryousefzadeh





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



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

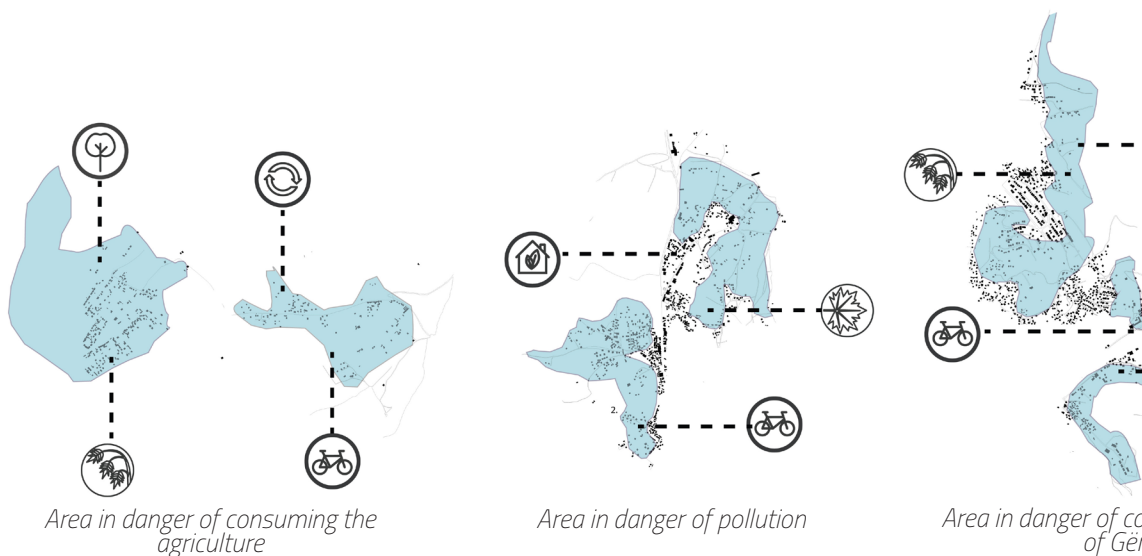


Fig4 / Rehabilitation of the Natural Landscape to protect the forest and city peripheral regions
Source / Aguljeln Marku, Ketj Hoxha, Sara Pouryousefzadeh

90



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



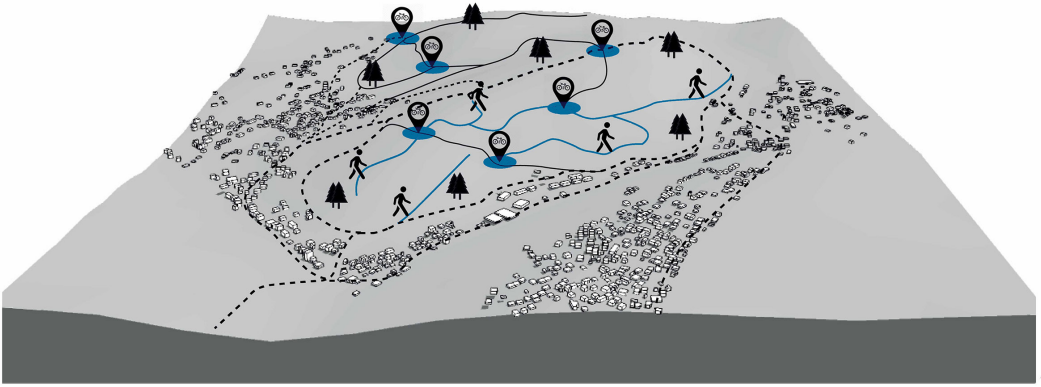
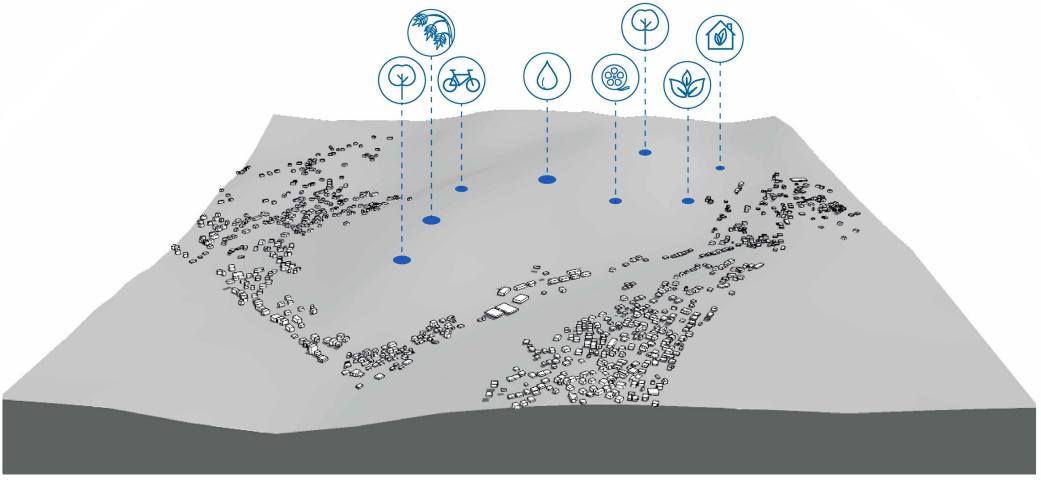


Fig6 / The Rehabilitation of the peripheral Vulnerable Spaces
Source / Aguljeln Marku, Ketj Hoxha, Sara Pouryousefzadeh

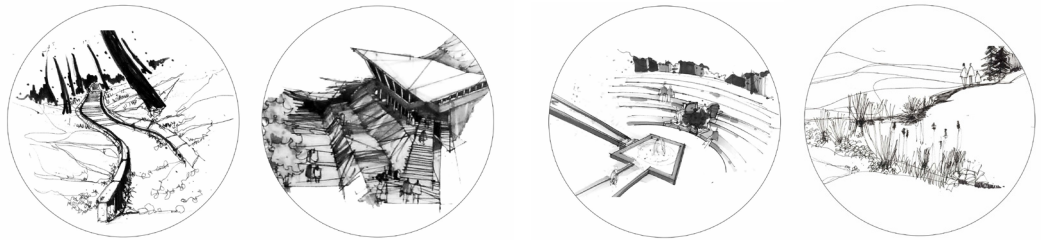
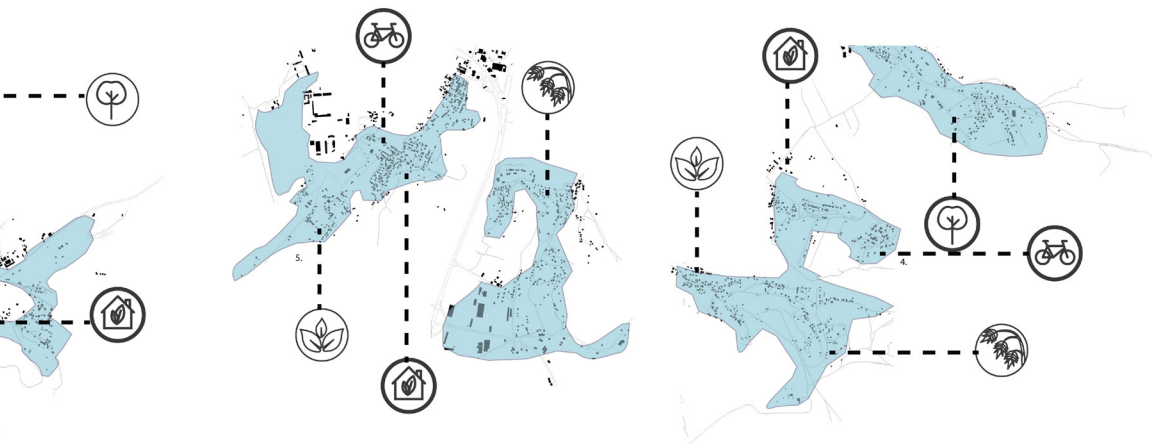


Fig7 / Rehabilitation of the peripheral Vulnerable Spaces
Source / Aguljeln Marku, Ketj Hoxha, Sara Pouryousefzadeh



Consuming the park
mia

Area in danger of over-building

Area in danger of pollution

3 / Cultural Parches

Amanda Terpo, Ermal Hoxha, Silvia Imbesi

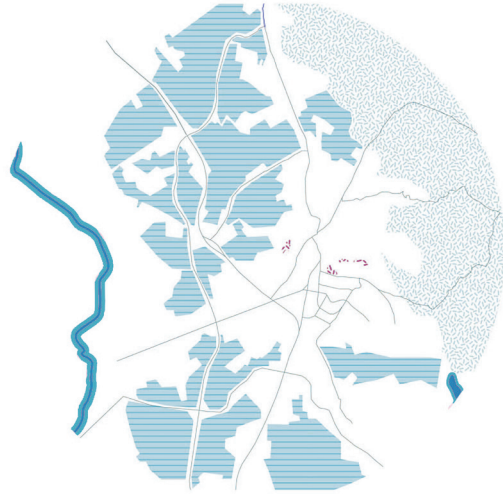
92

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

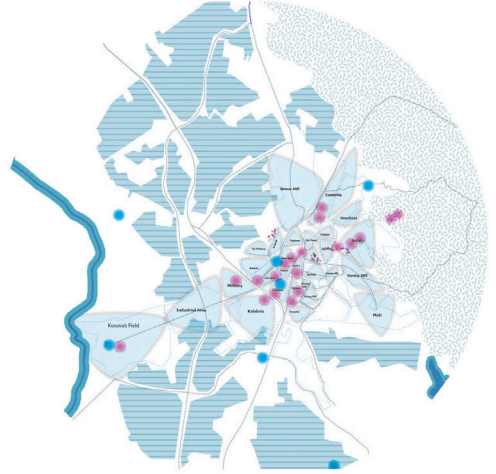
with focus in sports activities, educational institutions fostering activities, art, music and crafts interventions, bring back historical reminiscence, rethinking open spaces, connecting the city and increasing social inclusion. In terms of tangible interventions, the project is concentrating in a very 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



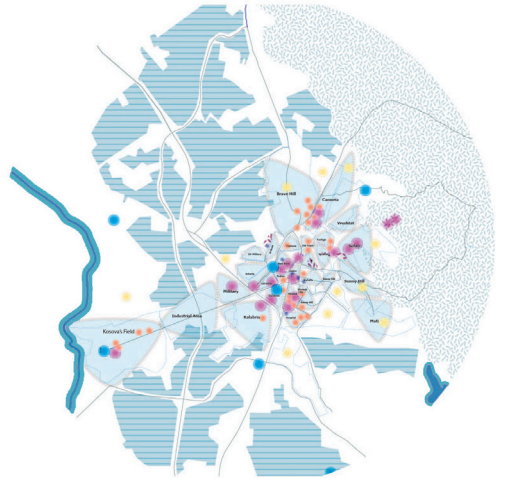
Strong infrastructure



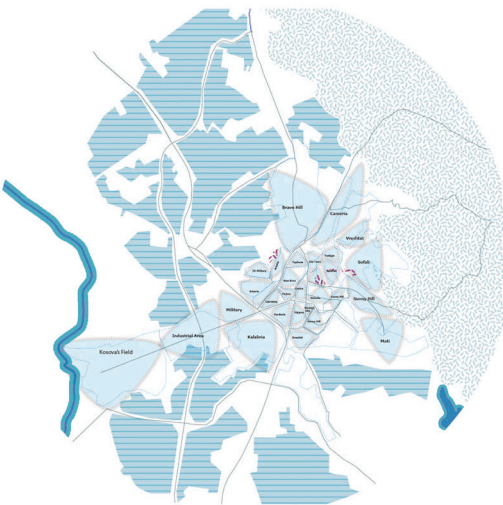
Education and sport focal points



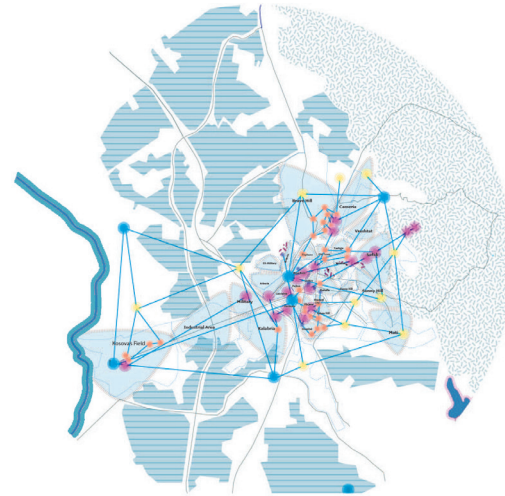
Sprawl



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

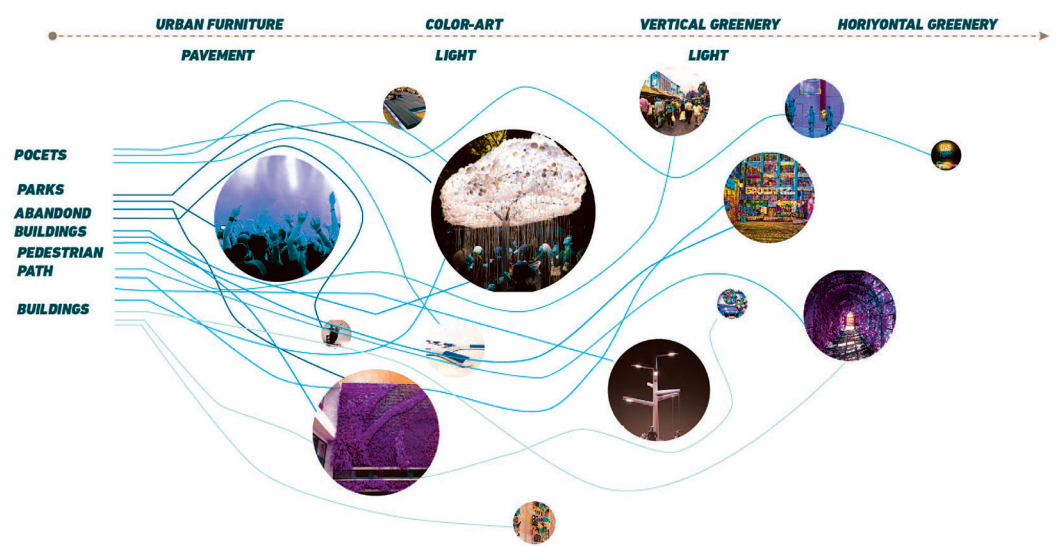
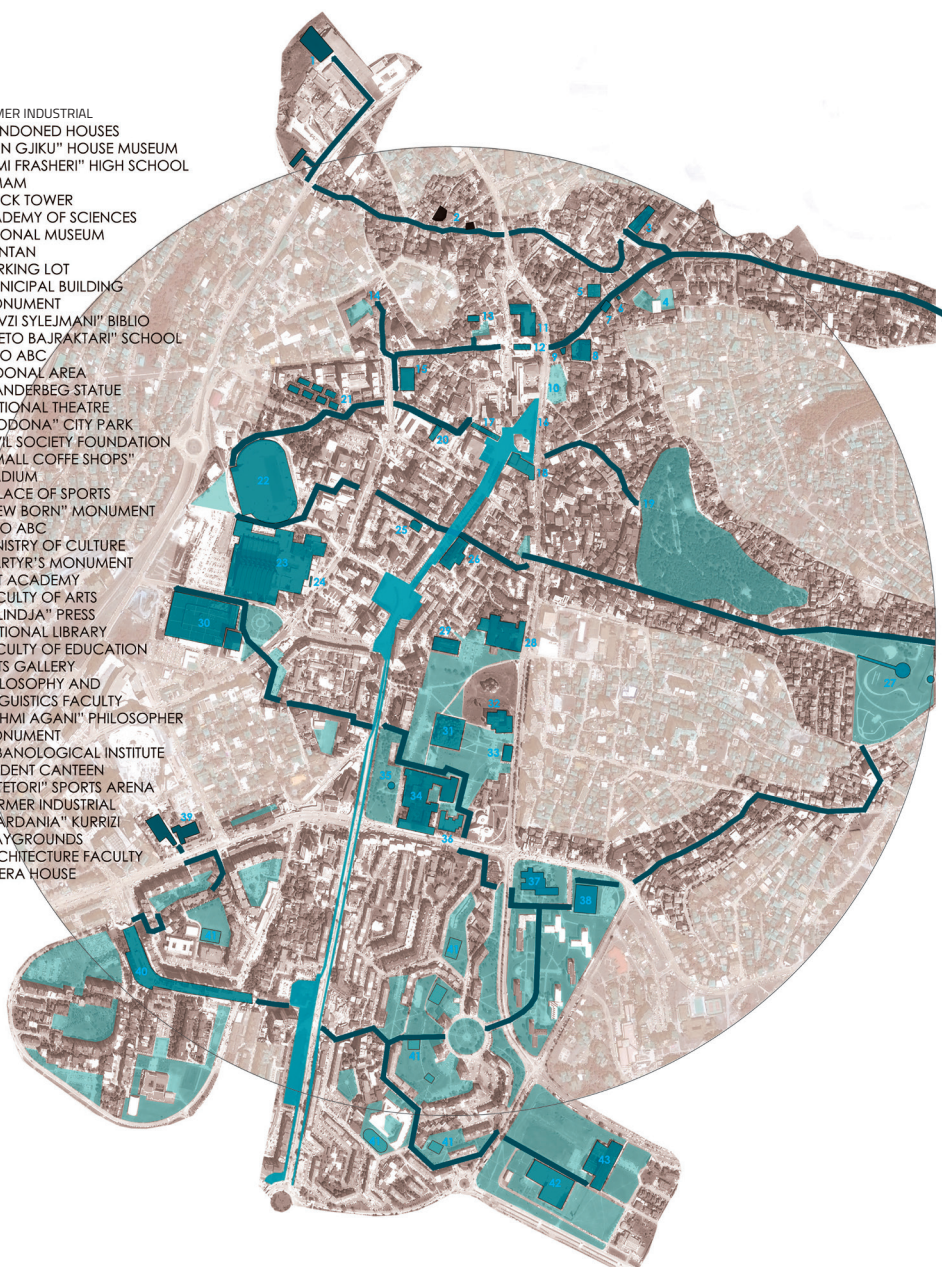


Fig5 / Types of Potentials
Source / Amanda Terpo, Ermal Hoxha, Silvia Imbesi, Kai Li Sim

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



97

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

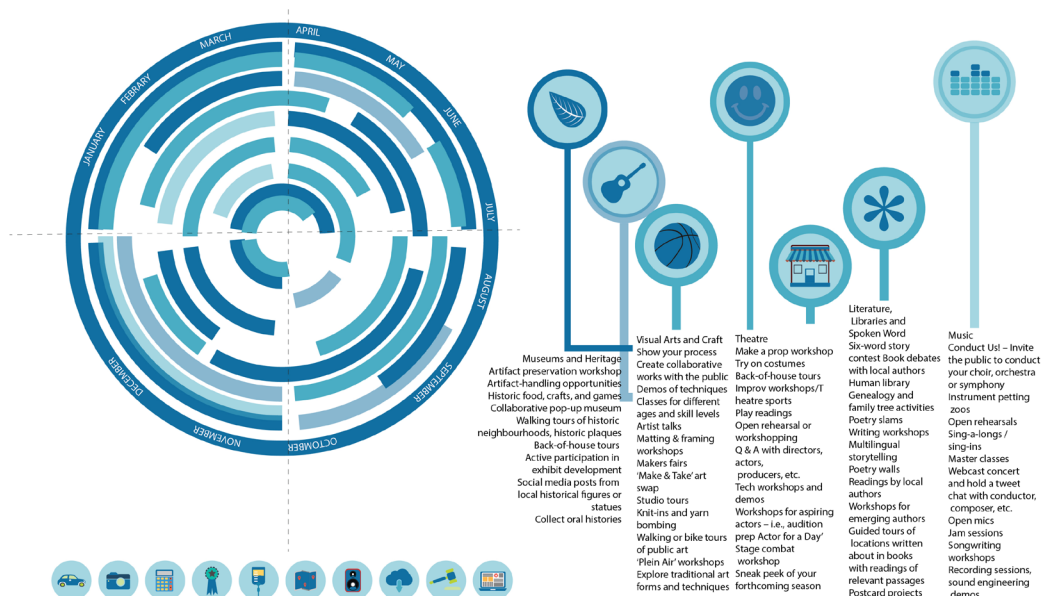


Fig7 / Calendar of activities
Source / Amanda Terpo, Ermal Hoxha, Silvia Imbesi, Kai Li Sim

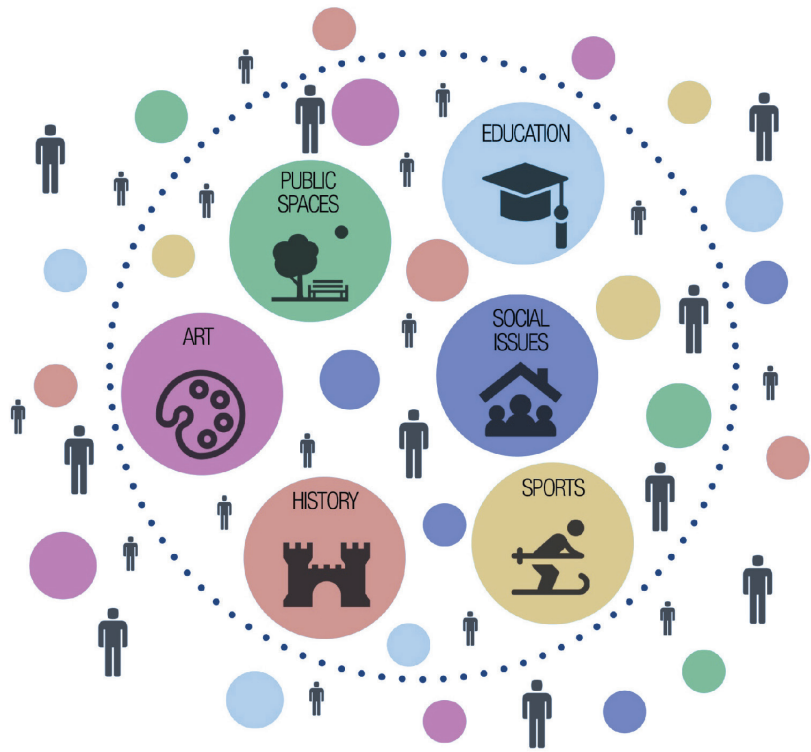


Fig8 / Actual Situation

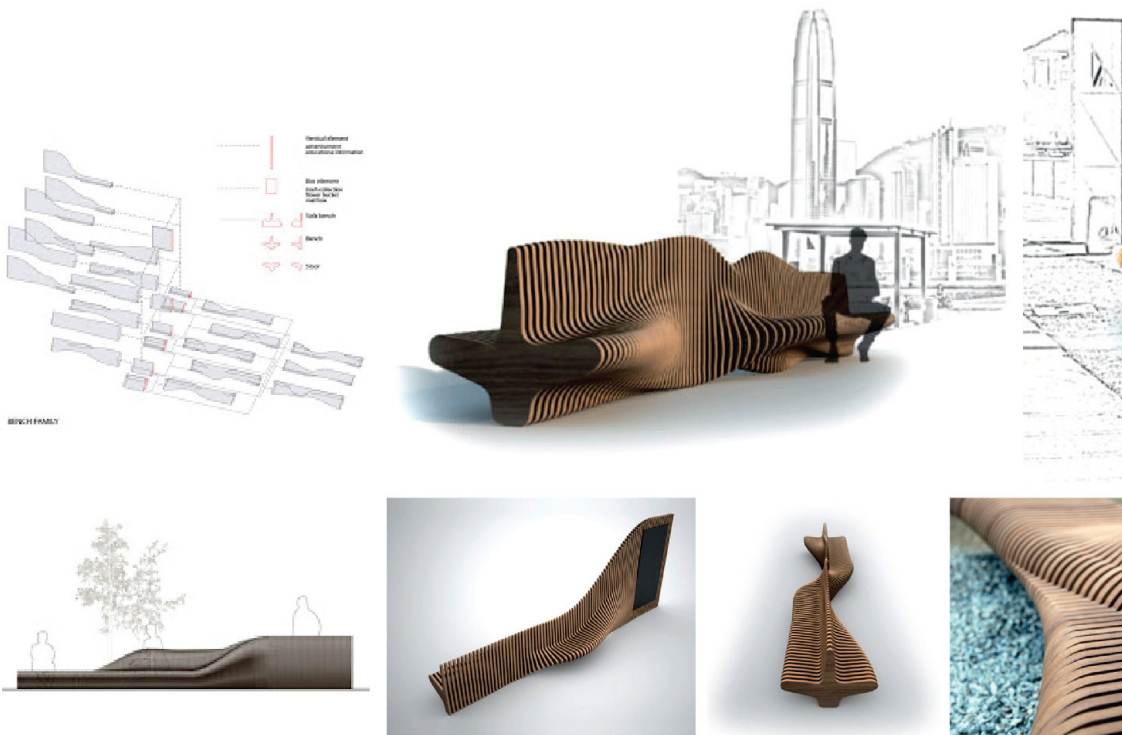




Fig9 / Conceptual Proposal

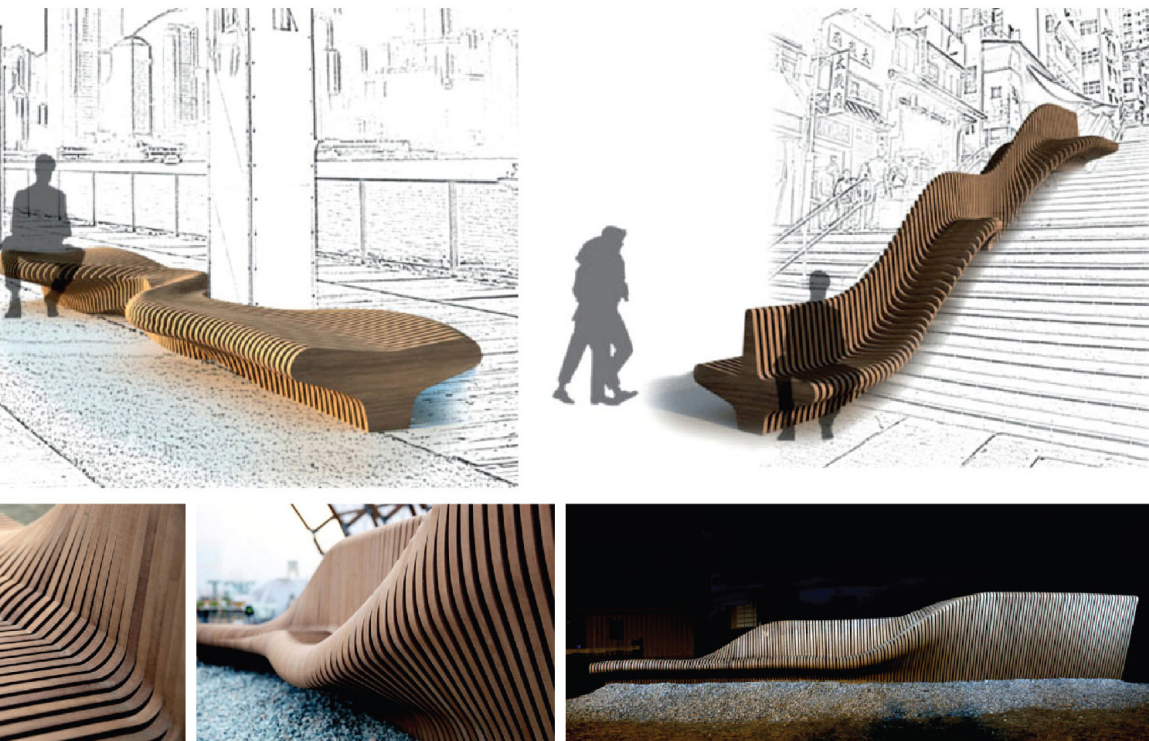


Fig10 / Example of Urban Furniture that can Characterize the Public Space

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

4 / Environment & Pollution

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

100

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

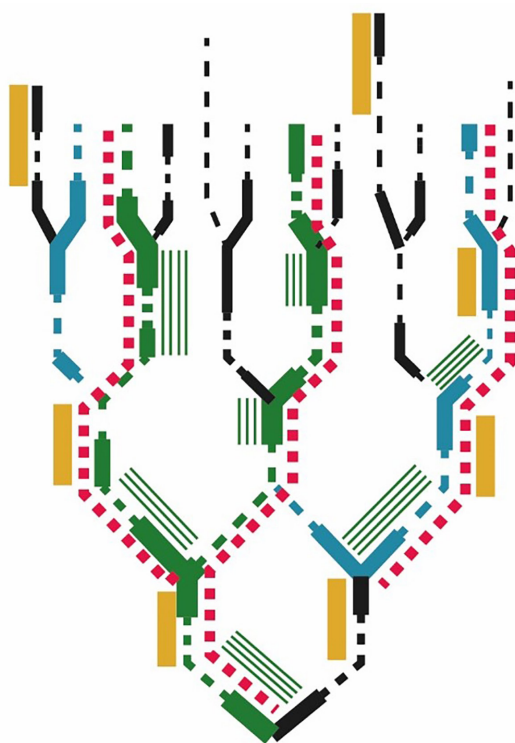
- The transformed landscape, has no identity, neither any feature of a welcoming city

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.



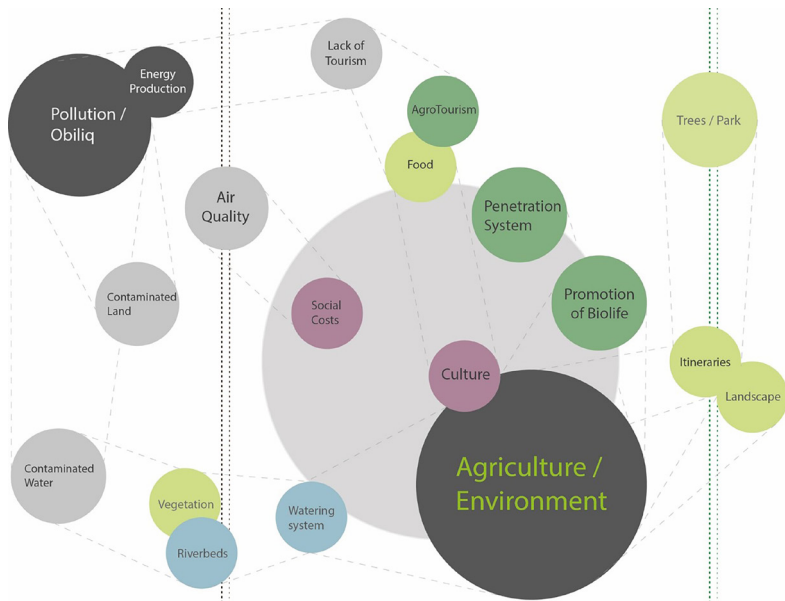


Fig1 / Area to Get Rid of Pollution / Green Natural Area



Fig2 / Barcelona green infrastructure & biodiversity plan



Fig3 / Greenery in the Area



Fig3.1 / Infrastructure in the Area

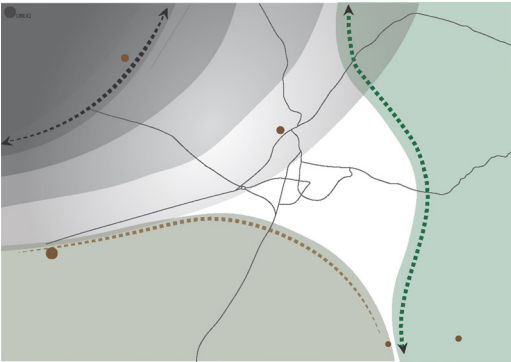


Fig3.2 / Pollution in the Area

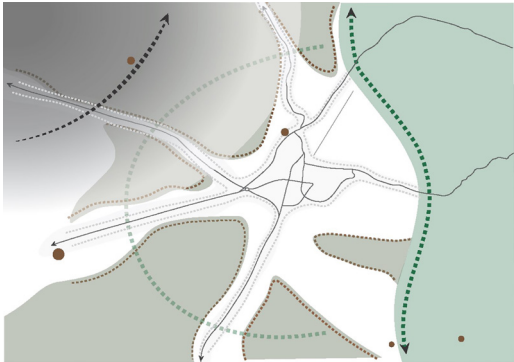


Fig3.3 / Overlapping



Fig4 / Greenery in Prishtina



Fig5 / Pollution in Prishtina



Fig6 / Intervention

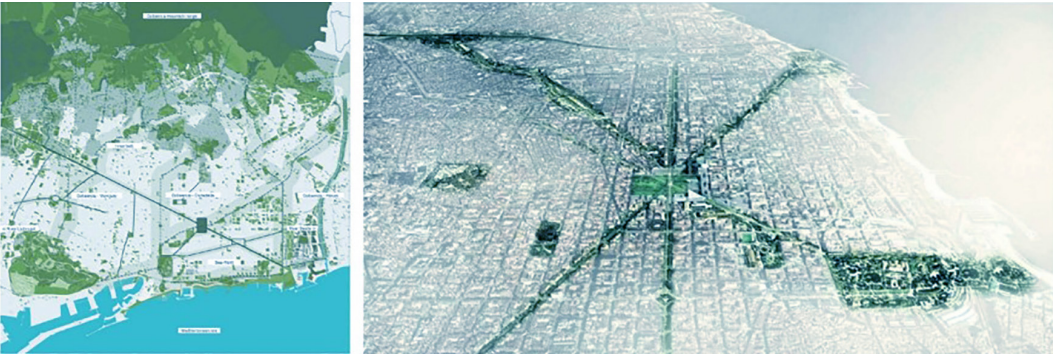


Fig7 / Barcelona's Green Infrastructure and Biodiversity Plan
 Source / <https://www.iucn.org/content/barcelonas-green-infrastructure-and-biodiversity-plan>



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

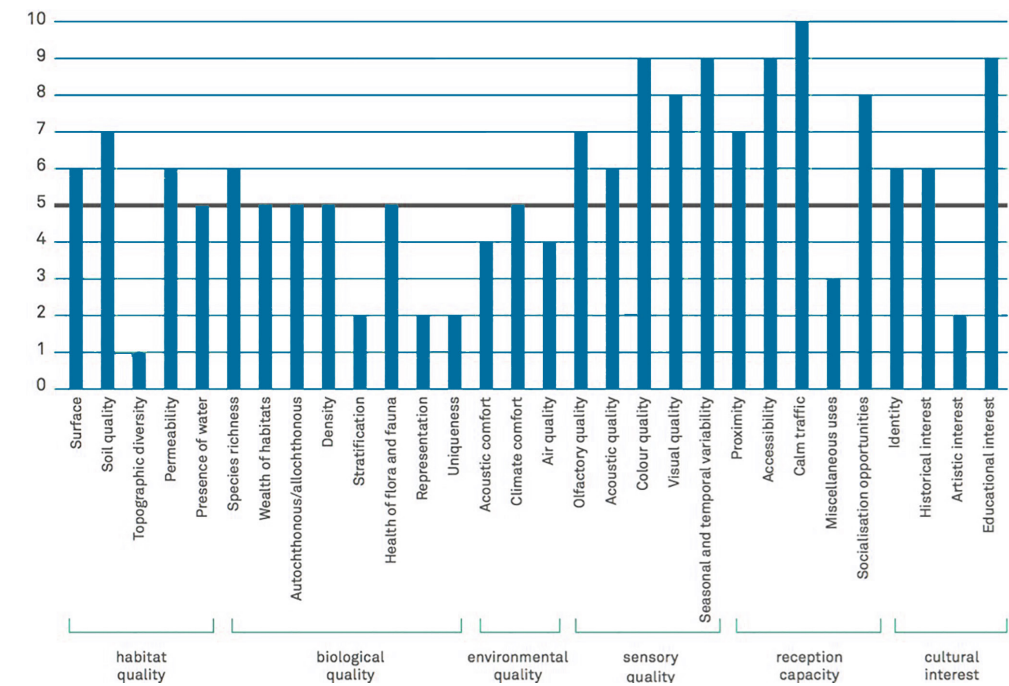


Fig9 / Assessment of features & foremost contributions
 Source / Barcelona green infrastructure and biodiversity plan 2020. Summary



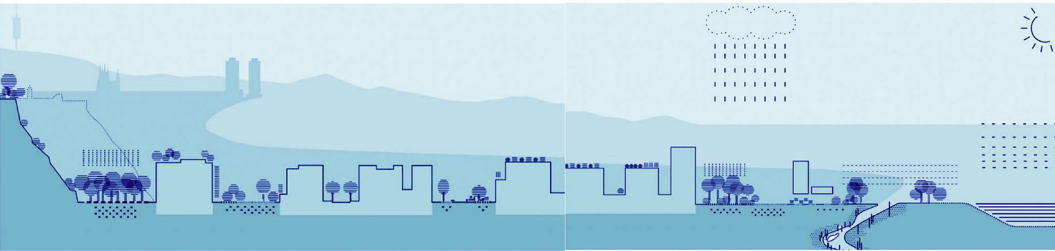
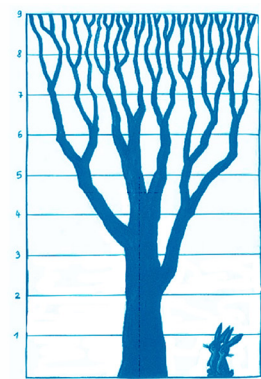


Fig.10 / Barcelona Green Infrastructure and Biodiversity Plan
 Source / Barcelona green infrastructure and biodiversity plan 2020. Summary



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.

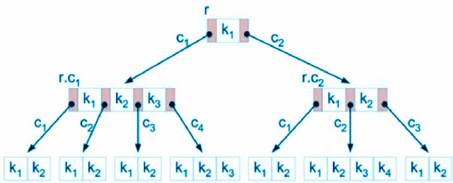
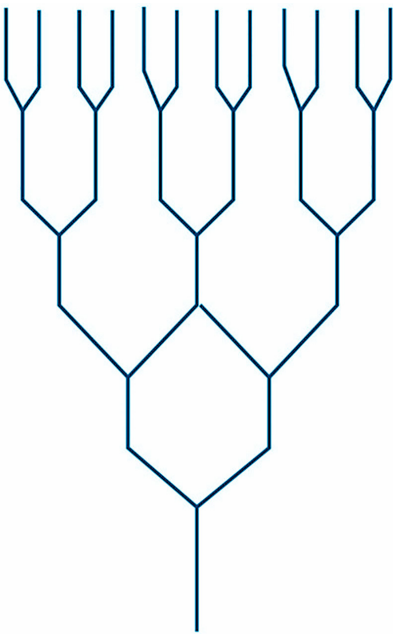
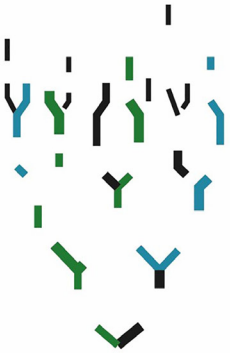
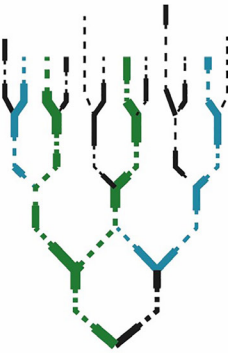


Fig11 / Fibonacci Trees Growth

Fact Strategy Vision



Connection
 Urban settlement
 Infrastructure
 Ecological corridor
 Green spaces



Adding layers
 Agriculture
 Public spaces
 Public transport

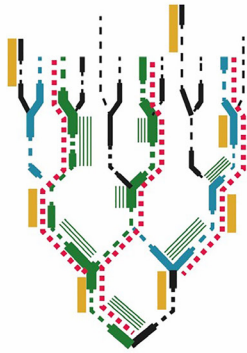


Fig12 / From Fragment to Frame



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

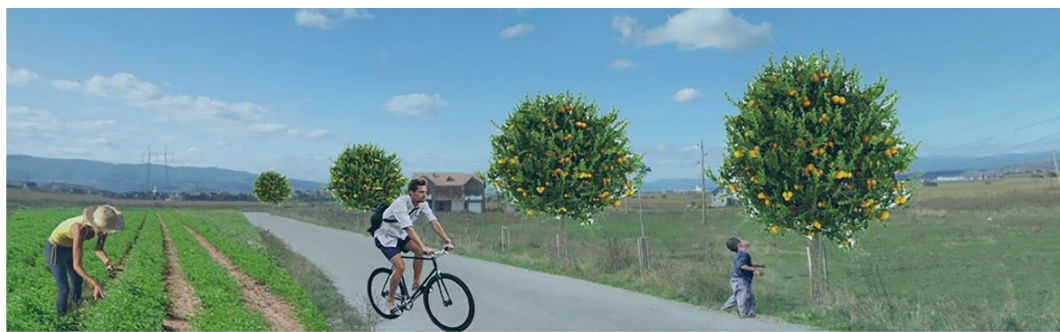


Fig13 / Photo Renderisngs
Source / Fiona Imami, Malvina Istrefaj, Sim Kai Li, Vittoria Mencarini



Fig14 / Photo Renderisngs

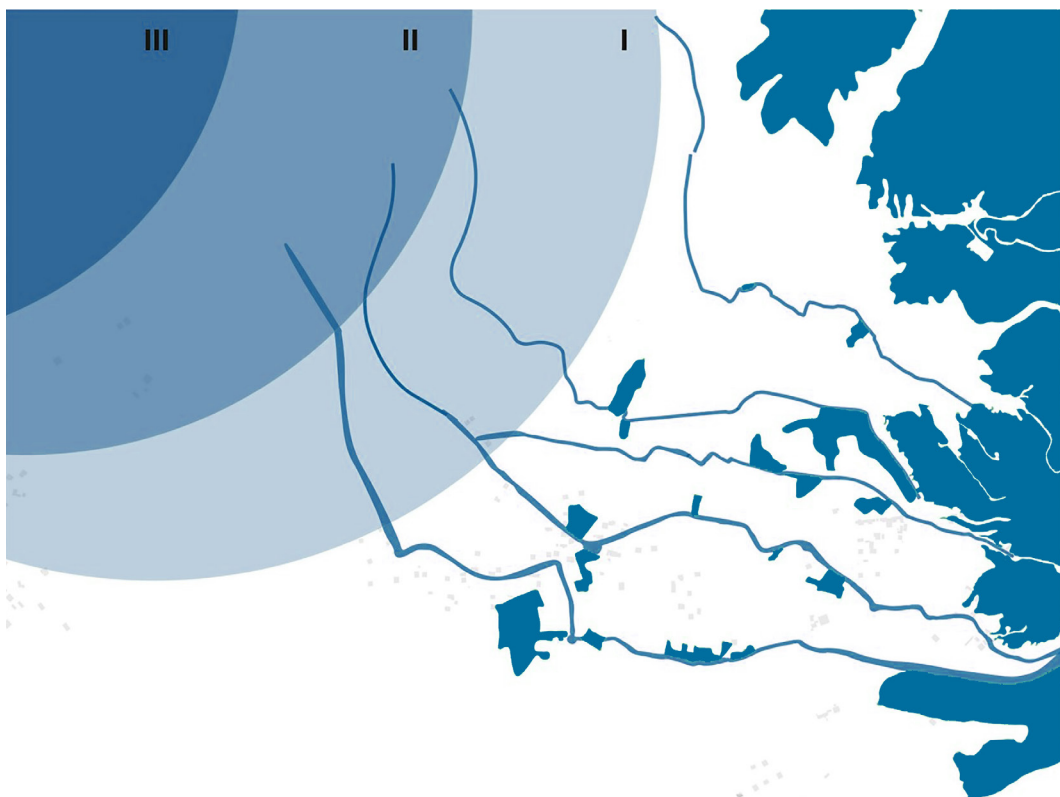


Fig15 / Sprawl of greenary (categories)
Source / Fiona Imami, Malvina Istrefaj, Sim Kai Li, Vittoria Mencarini

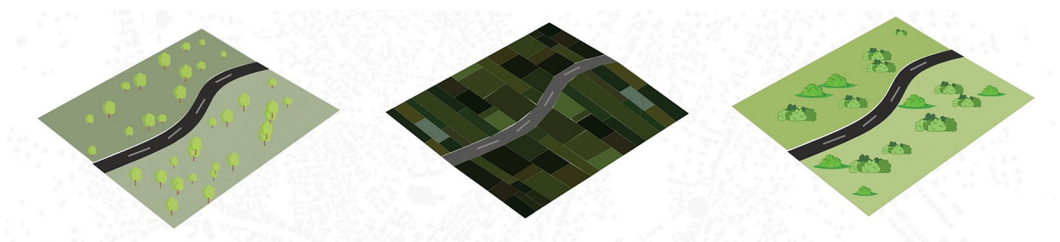
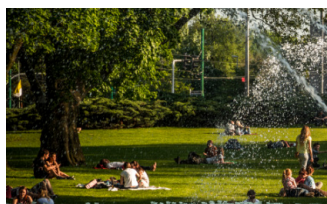
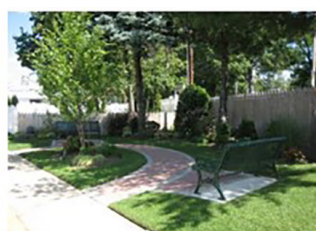
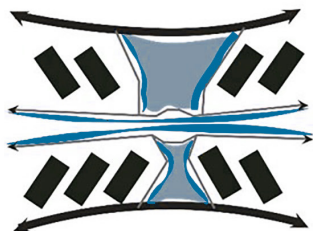
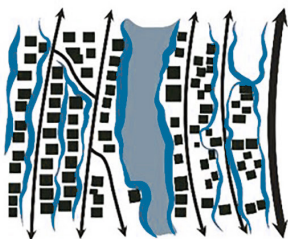
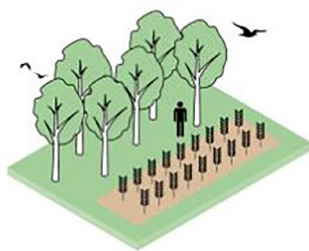


Fig16 / Typologies of Landscape



GREEN FORMS



GREEN SPACES

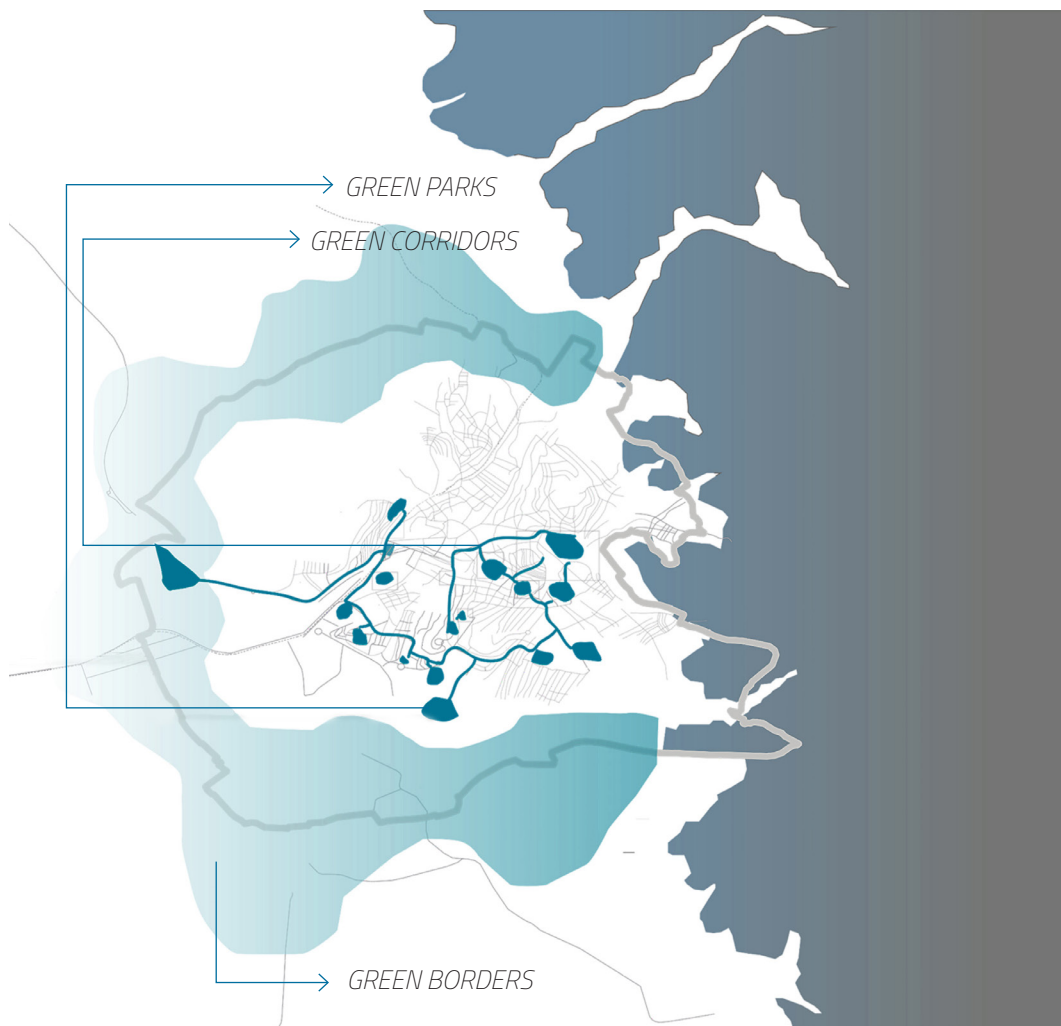


GREEN CORRIDORS





Fig17 / Barcelona Green Infrastructure and Biodiversity Plan



109

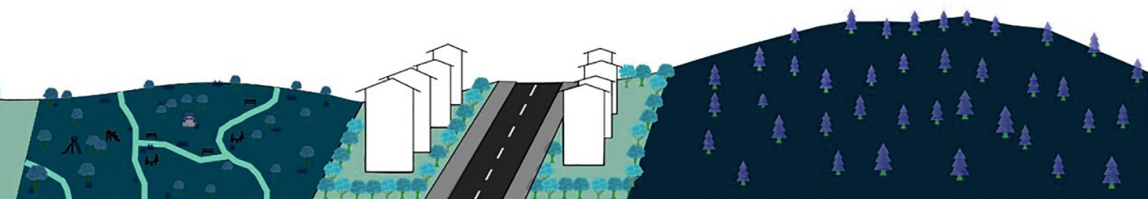
"Come to the parks" Programme

"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 renewed. They represent a buffer zone with high ecological value.

BIODIVERSITY

The project will increase the level of environmental biodiversity, 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.

PUBLIC SPACE

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

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.