Scientific Journal of the Observatory of Mediterranean Basin.
Polis University / Ferrara University /
UNECE Center of excellence / Co-PLAN Institute.

Renew-moving Prishtina
The Kosova Capital as a multimodal transportation hub returning obsolete facilities to people

keywords / Neglected Infrastructures, Identity, Urban Renewal, Social Inclusiveness

Laura Abbruzzese
PhD researcher / Ferrara University

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 metaphoric 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 possible[1].

The Kosova favourable geographical position in the Balkan Penninsula 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 planning[2] embodying progress and prosperity (1945-1980[3]) 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 completed[4].

The later conflict Albanians-Serbs, culminated in the war of Kosova [5] (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 leaded 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 independence[6], 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 approach[7], 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 Agenda[8].

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
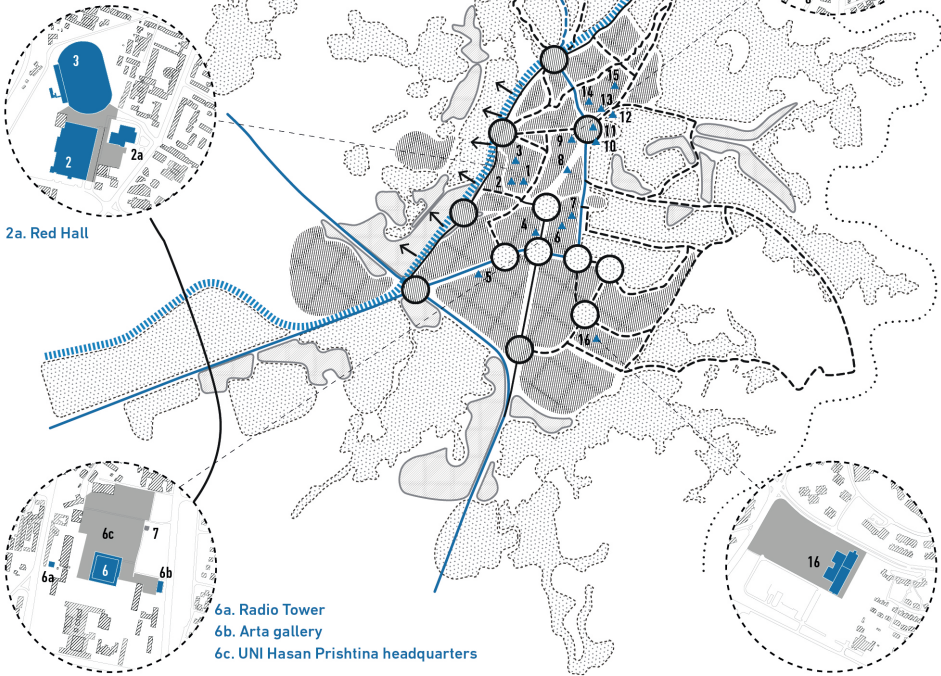
191

[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.
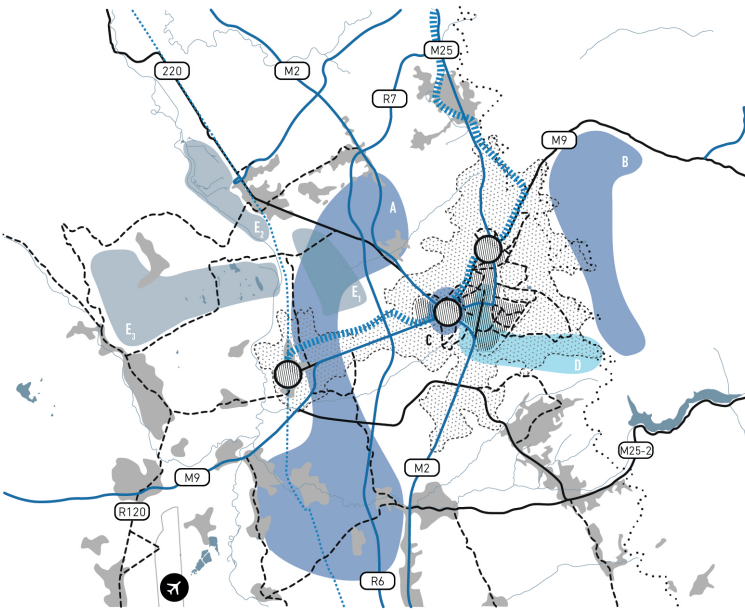[8] / The UN international agreement approved in September 2015, based on 17 objectives (OSS/SDGs, Sustainable Development Goals) and 169 sub-goals, aims at ending poverty, fighting inequality, enhancing social and economic development, tackling climate change and building peaceful societies by the year 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

9a. Municipality

2a. Red Hall

6a. Radio Tower
6b. Arta gallery
6c. UNI Hasan Prishtina headquarters

192

The mobility system, energy exploitation and land consumption

Air + soil pollution

Traffic congestion

Identity / Identities

Land consumption

Lacking accessibility

A. Economic development zone/direction
B. Development of rural economy
C. Highrise economic development area (Regulation Plan "Ulpiana")
D. Backbone zone from Strateic 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

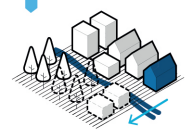*Fig2 / The image of Prishtina and its structure built as a mental map. Source / author*

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" system [10] 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 systems[11], 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

193

[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, leaded 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)

The Pan European Corridors

To Germany
AUSTRIA
Budapest
HUNGARY
N

To Italy and western Europe
SLOVENIA
Ljubljana
To Poland and eastern Europe
Trieste
Koper
ROMANIA
Venezia
Rijeka
Zagreb
CROATIA
Osijek
Novi Sad
To Russia
Ravenna
Ancona
Zadar
Banja Luka
Tuzla
Belgrade
SERBIA
and the Black Sea
BOSNIA AND HERZEGOVINA
Sarajevo
Danube
BULGARIA
Split
Mostar
Nis
Sofia
MONTENEGRO
Podgorica
KOSOVO
Pristina
Adriatic
Dubrovnik
Drin
Skopje
MACEDONIA
To Turkey and Asia
Sea
Bari
Tirana
Durres
Bitola
Brindisi
ITALY
ALBANIA
Thessaloniki
Rome
Taranto
To Greece and the Mediterranean Basin
GREECE
Mediterranean Sea
Patra
Athens
Piraeus

194

Main motorway — Railway network — Intermodal terminal
Pan European corridors — Merchandise port of importance for the Balkan freight traffic — Potential intermodal terminal
Corridor to be developed

The areas of development for NSP and transportation network of Kosovo

THE TREASURY OF KOSOVA (THE GREEN AREA): industrial service and trade

THE HARBOUR OF KOSOVA (THE BLUE AREA): administrative education health care service and trade light industry agricultural industry tourism

Leposaviq
Zveçan
Podujevë
Zubin Potok
MITROVICË
Vushtrri
Istog
Skenderaj
Obiliq
PRISHTINË
Klinë
F. Kosovë
Novo Bërdë
Kamenicë
PEJË
Gllogoc
Deçan
Lipjan
Malishevë
GJILAN
GJAKOVË
Rahovec
Shtime
Suharekë
FERIZAJ
Viti
Shtërpcë
Kaçanik
Prizren
Dragash

THE GARDENS OF KOSOVA (THE ORANGE AREA): cultural tourism agricultural industry light and trade industry

THE BRIDGES OF KOSOVA (THE YELLOW AREA): service and trade agricultural industry light and tourism industry

capital — roads proposed for widening — roads proposed for construction — pan european corridor to be developed
main centres — motorway alternatives — proposal for connection with Corridor VI
small centres — motorway Merdare-Durres — railway roads
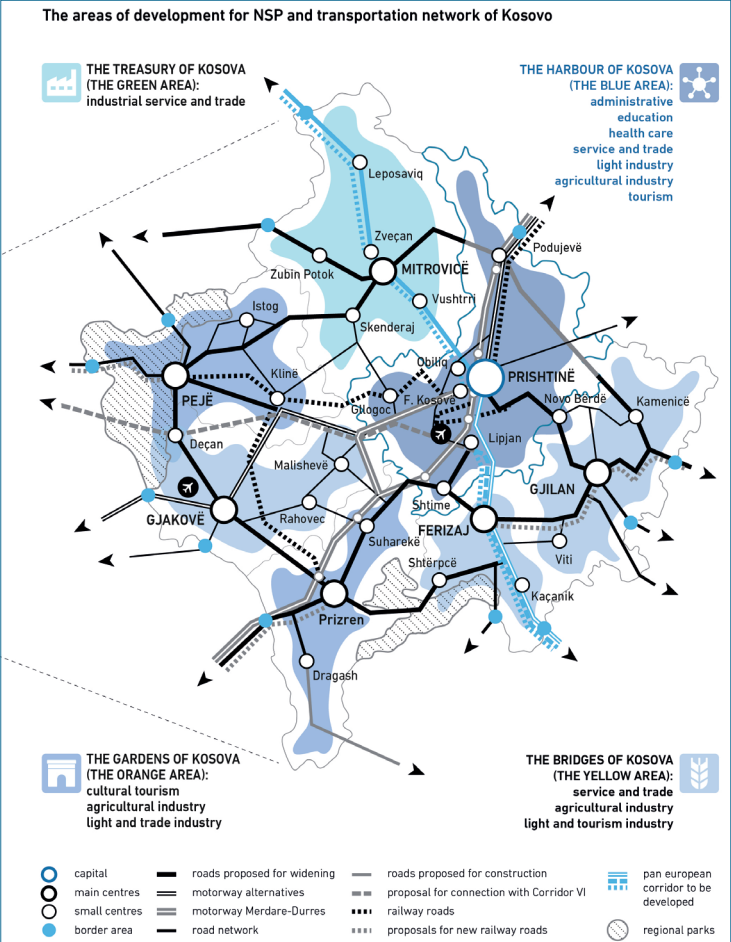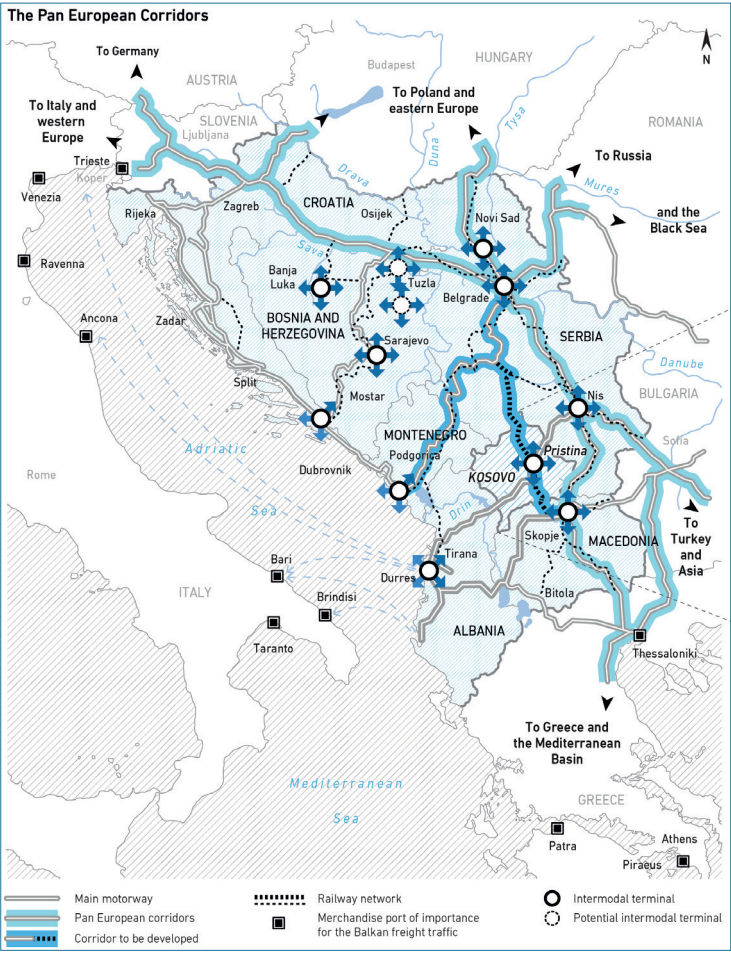border area — road network — proposals for new railway roads — regional parks

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 Kosova , the road network is aligned to the local economic progress, the European corridors and strongly linked to the districts' urban sprawl[12].

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 system[13] of Kosova 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 challenge[15].

Apart from the Germia city park, scarce green areas in the collective

[12] / Kosova 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-BORN" 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 rhetoric[16].
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
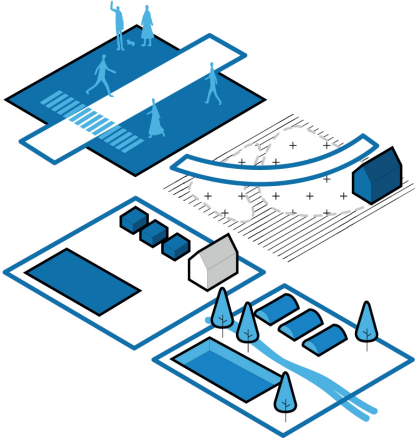
PHASE 0: APPROPRIATION
Deactivation / Recovery

temporary regulated concessions of obsolete spaces/buildings

integration of professionals and associations for events/activities
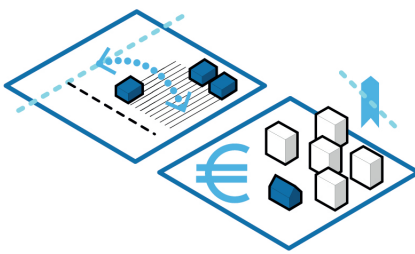
PHASE 1: STITCHING
Connections / Accessibility

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
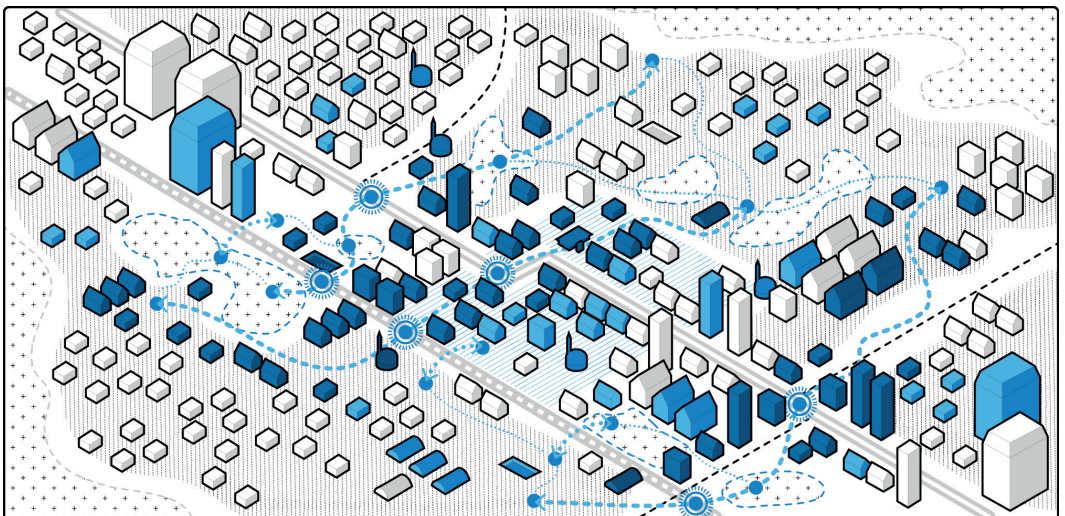
PHASE 3: ATTRACTION
Promotion / Uses

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 city[17]. 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 revaluate 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 scar 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.

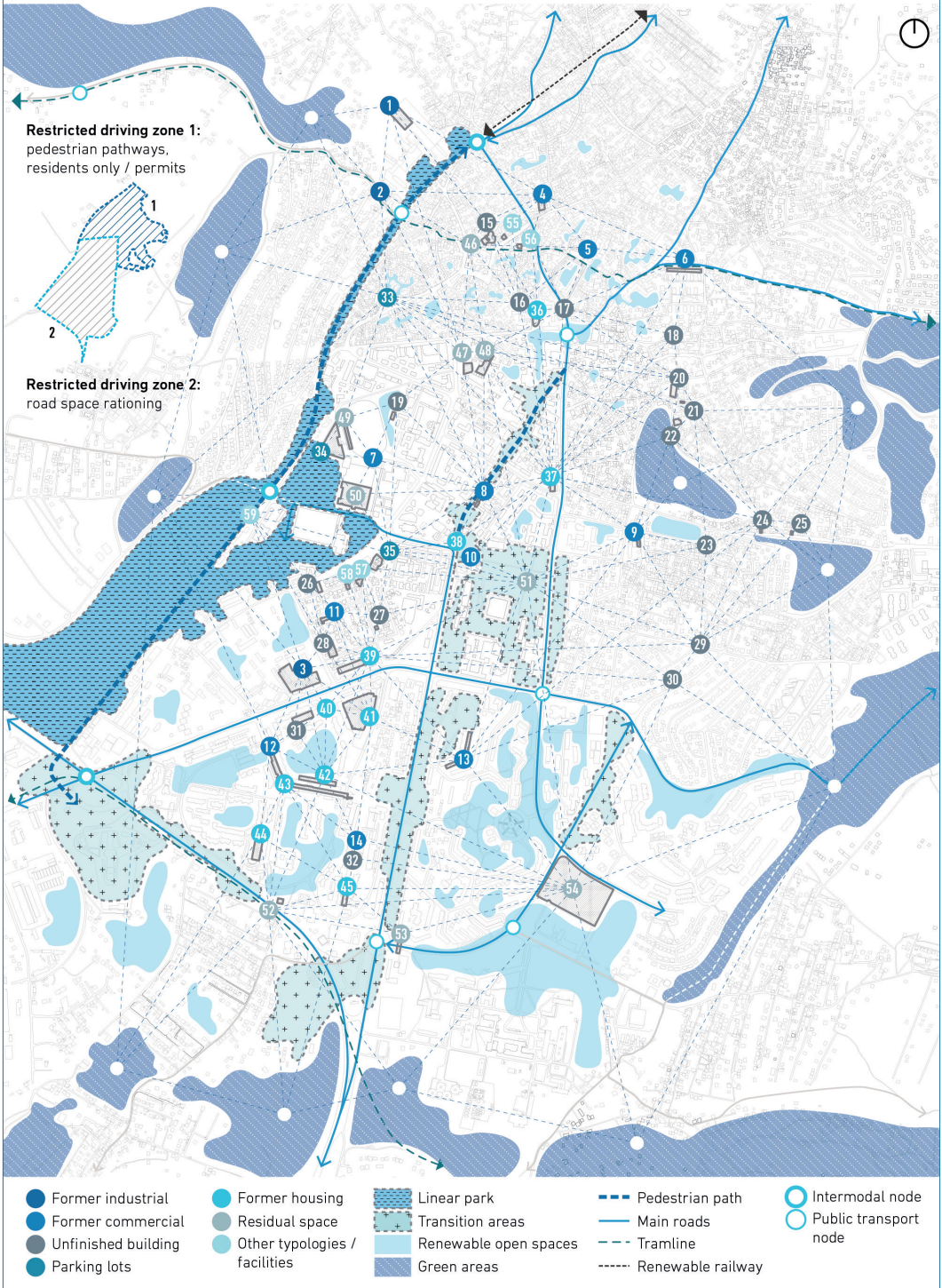Scattered abandoned spaces and facilities | Urban scale strategy

Restricted driving zone 1:
pedestrian pathways,
residents only / permits

Restricted driving zone 2:
road space rationing

● Former industrial	● Former housing	▨ Linear park	┅ Pedestrian path	⊚ Intermodal node
● Former commercial	● Residual space	▨ Transition areas	— Main roads	⊙ Public transport node
● Unfinished building	● Other typologies / facilities	▨ Renewable open spaces	╌ Tramline	
● Parking lots		▨ Green areas	┈ Renewable railway	

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
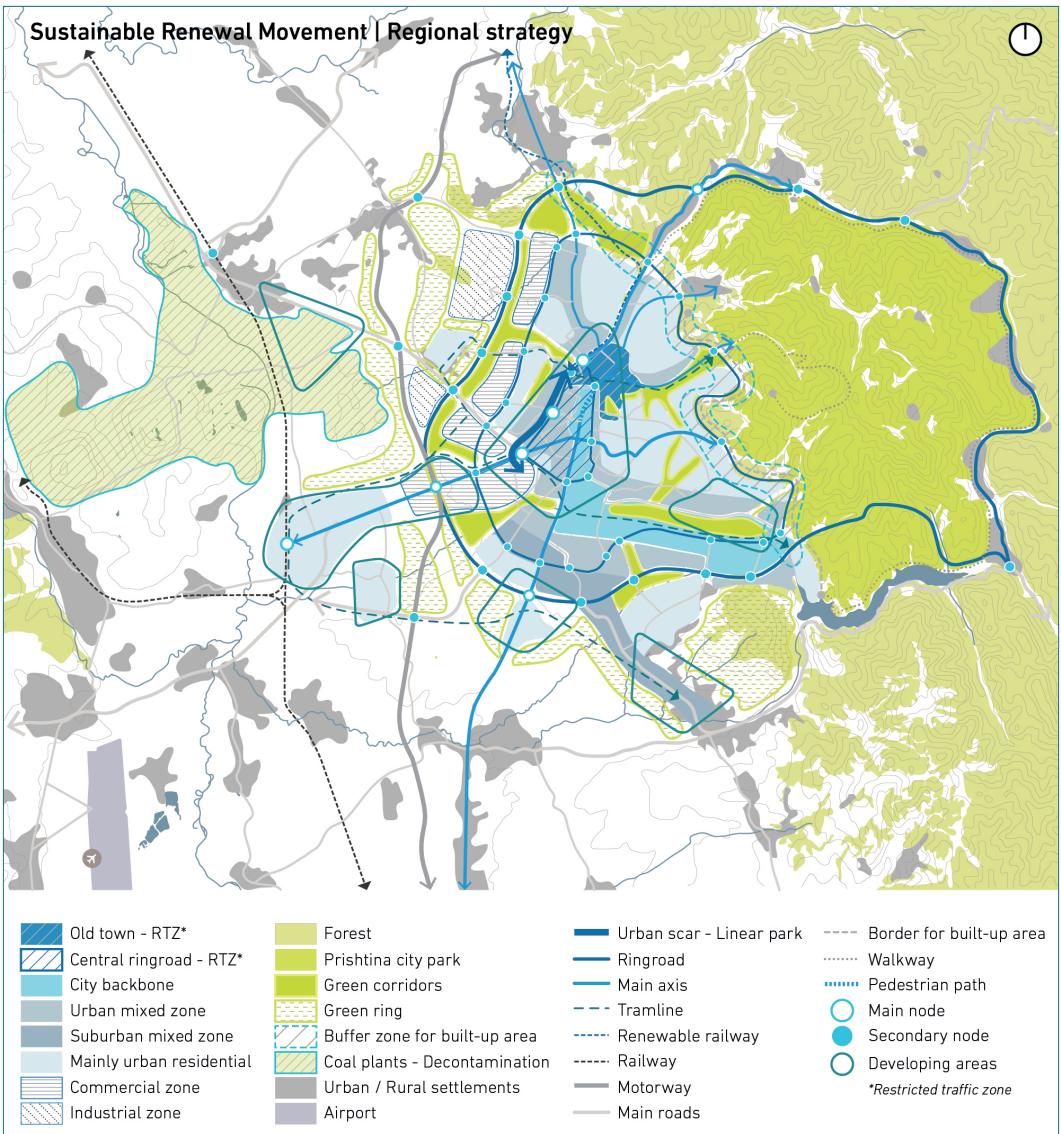
Legend:

Old town - RTZ*	Forest	Urban scar - Linear park
Central ringroad - RTZ*	Prishtina city park	Ringroad
City backbone	Green corridors	Main axis
Urban mixed zone	Green ring	Tramline
Suburban mixed zone	Buffer zone for built-up area	Renewable railway
Mainly urban residential	Coal plants - Decontamination	Railway
Commercial zone	Urban / Rural settlements	Motorway
Industrial zone	Airport	Main roads

- - - - Border for built-up area
.... Walkway
:::::::::: Pedestrian path
○ Main node
● Secondary node
○ Developing areas
*Restricted traffic zone

*Fig7 / 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.

Bibliography

Assembly of Republic of Kosova (31 July 2013), Law No. 04/L-174 On Spatial Planning, Prishtina: Official Gazette of Republic of Kosova

Government of Kosova, Ministry of Environment and Spatial Planning (2010), Spatial Plan of Kosova. Spatial Development Strategy 2010-2020, Prishtina: Institute of Spatial Planning

Hasic, T. and Bhandari S. (2004), New Outlooks on Managing and Governing Post-War Disaster Regions: Some Reflections on the Cases of Bosnia and Herzegovina and Kosova . Reconstruction Planning in Post-Conflict Zones. Bosnia and Herzegovina and the International Community, Stockholm: Royal Institute of Technology

La Cecla, F. (2015), Contro l'urbanistica. La cultura delle città, Torino: Einaudi

Lynch, K. (1960), The image of the city, Cambridge: MIT Press

Vöckler, K. (2008), Prishtina is Everywhere. Turbo Urbanism: The Aftermath of a Crisis, Amsterdam: Archis Publishers

Webliography

Archis Interventions, (2009), Archis Interventions in Prishtina. Prishtina – Dynamic city, Workshop October 5-8, 2009. Available at: <https://issuu.com/florinajerliu/docs/prishtina_dynamic_city>

Collett, B., Friedmann, V. and Miller, W. (2013), Low Impact Development: Opportunities for the PlanET Region, Knoxville: Knoxville-Knox Country Metropolitan Planning Commission.
Available at:
< h t t p s : // i s s u u . c o m / u t k c o a d /
d o c s / 2 0 1 3 _ 0 8 0 7 _ - _ l i d _
opportunities_for_t>

Mun Yee, H. (2017), How do we reclaim Prishtina's common grounds?.
Available at:
<http://Kosova   twopointzero.com/
en/reclaim-prishtinas-common-
grounds/>

Pula, B. (2013), Dissecting Prishtina.
Available at:
<http://Kosova twopointzero.com/en/
dissecting-prishtina/>

Politecnico di Milano, University of Prishtina "Hasan Prishtina" (2014), Common Ground Laboratory Prishtina. Town Planning Design Workshop, a.y. 2013-2014.
Available at: <https://issuu.com/giulia.mp/docs/cgl_prishtina_book>

Politecnico di Milano, University of Prishtina "Hasan Prishtina" (2013), What Happens to the Streets of Prishtina? Temporary architecture and elective community devices, Prishtina International Summer University 2013 | Kosova , July 22-August 2, 2013.
Available at: <https://issuu.com/whsp/docs/whsp_book_def>

European Mobility Week, SUMP Award. Available   at: <http://www.mobilityweek.eu/sump-award/>

European Commission, Sustainable Urban Mobility Plans in Clean Transport & Urban Transport - Urban Mobility - Urban Mobility Actions and related sections/documents
Available   at: <https://ec.europa.eu/transport/themes/urban/urban_mobility/urban_mobility_actions/sump_en>

Eltis: The urban mobility observatory, Case studies and related documents
Available   at: <http://www.eltis.org/discover/case-studies>