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University for Business and Technology
Faculty of Architecture Spatial Planning

Master Thesis

URBAN REGULATORY PLANNING
The RESIDENCE Neighborhood

Ideal VEJSA



University for Business and Technology
Faculty of Architecture Spatial Planning

Master Thesis
Academic Year 2007-2008

Student: **Ideal VEJSA**

Urban Regulatory Planning
The RESIDENCE Neighborhood, Ferizaj, Kosovo

Supervisors: Dr. Binak Beqaj
Can Dr. Skender Kosumi

2012
Prishtinë

This thesis is submitted in partial fulfillment of the requirements for a **Master Degree**

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"Urban design and city building are surely among the most auspicious endeavors of this or any age, giving rise to a vision of life, art, artifact and culture that outlives its authors. It is the gift of its designers and makers to the future. Urban design is essentially an ethical endeavor, inspired by the vision of public art and architecture and reified by the science of construction."

- Donald Watson

PREFACE

This thesis work is the final project for receiving a Master of Science Degree in ‘Architecture, Spatial Planning and Project Management’ at the University for Business and Technology (UBT), Prishtinë. What is learned and/or reaffirmed from this thesis is that cities, in form and in function, are derived from their utilitarian origins as well as their extensive historical experience. With complementary land use, functional transportation for people of all ages and abilities, as well as civic and public gathering spaces that promote and facilitate social interaction, “RESIDENCE”’s urban design solutions contribute to enhancing the city’s identity.

This thesis has been very interesting and rewarding from start. I feel that this research paper has made me more prepared for future work and has given me diverse perspectives to the work of planning. I would like to take this opportunity to express my gratitude to all those people that has shown interest in my thesis and without any doubt helped me by answering all of my questions and providing me with all the material.

I would start by thanking UBT and its professional and academic staff for providing me all the needed resources for completing this thesis. Additionally, I would like to thank my supervisors and mentors Dr. Binak Beqaj and Dr. Skender Kosumi for their continued and valuable support, professional guidance, and constructive feedback on improving the quality of this thesis. Their advice and guidance extended far beyond academic matters; they have given me valuable insight, a lot of trust and flexibility on the project. Finally, I owe my deepest gratitude and thanks especially to my parents, family and my friends for their motivational support.

Ideal Vejsa
Prishtinë, 2012

1. INTRODUCTION

1.1 ABSTRACT

On this year's World Habitat Day the theme *Changing Cities, Building Opportunities* was selected because of our quest to improve cities and provide better services and opportunities for the world's growing urban populations is more urgent than ever. Kosovo has been facing an unprecedented construction boom and growth of urban areas. This is partly a consequence of the war-time destruction of housing stock, the post-war migration in search of better and /or safer living conditions and employment, and well as the global urbanization trend. Cities in their former boundaries are unable to provide space for new investments, which leads to unplanned and uncontrolled urban developments. Informal settlements become a common sight on the city outskirts, illegal constructions are raised, the access to services although improving over time is still not satisfactory.

Planning for sustainable future of Kosovo requires new planning system and legislation, institutions and practices. As young shapers of our urban future, we should create a new type of city – the city of the 21st century – a smart, people-centered city, one that is capable of integrating the tangible and more intangible aspects of prosperity; a city able to rid itself of the inefficient, unsustainable urban habits of the previous century. It is time for changing our cities and for building new opportunities. The synergies between urbanization and development should help us to improve the quality of life of millions of citizens. This implies a fundamental paradigm shift and a reappraisal of how we have traditionally conceived urban development. Place matters. We can no longer afford to develop plans and strategies as if location is an irrelevance.

In this day and age urban development of our cities and neighborhoods, like the city of Ferizaj, is becoming more and more regulated. Architects and planners have developed standards that determine all aspects of our living environment. These design standards are established as absolute and issued as Regulatory Plans. Urban Regulatory Plans not only shape and affect physical space, but are also an important aspect of planning practice. They serve all individuals and entities as an instrument of orientation for the use of land and buildings. The "RESIDENCE" neighborhood arises from the such Regulatory Plan; with new infrastructure and modern construction it will look like an urban island in the upper-coming part of the city of Ferizaj. With European standards of urban living, planned residential housing will seamlessly merge with abundant greenery, while recreational facilities will be the most enviable of this neighborhood; all these contributing to a healthy living style.

2. LOCALE: KOSOVO, A YOUNG EUROPEAN GEM

The history of the Kosovo region is intertwined with the histories of its neighboring regions. The name Kosovo is derived from the Kosovo Plain, where the Battle of Kosovo was fought between Serbia and the Ottoman Empire. Region's modern history can be traced to the Ottoman Sanjak of Prizren, of which parts were organized into Kosovo Vilayet in 1877. In antiquity, Dardania covered the area, which formed part of the larger Roman province of Moesia in the 1st century AD. In the Middle Ages, the region became part of the Bulgarian Empire, the Byzantine Empire and the Serbian medieval states. It was then conquered by the Ottoman Empire a an exact 70 years after the Battle of Kosovo. In 1913 the Kosovo Vilayet was incorporated into the Kingdom of Serbia, which in 1918 became part of Yugoslavia. Kosovo gained autonomy in 1963 under Josip Broz Tito's direction, an autonomy which was significantly extended by Yugoslavia's 1974 Constitution, and lost its autonomous institutions in 1990. In 1999 UN through UNMIK gained control of the province following NATO intervention and after UNSC resolution. On February 17, 2008 Kosovo's Parliament declared independence, as the Republic of Kosovo¹. [xxix]



Map. 01- The map of the Republic of Kosovo (source Ezilon.com *Regional Maps*)

¹ Wikipedia: History of Kosovo

2.1 Geography

Kosovo is land-locked and mostly mountainous. It borders Serbia to the north and east, Montenegro to the northwest, Albania to the west, and Macedonia to the south (Fig 01). Kosovo is roughly the size of Connecticut, flat fluvial basin with an elevation of 400-700 meters above sea level surrounded by several high mountain ranges with elevations of 2,000 to 2,500 meters. Influenced by continental air masses, country's climate results in relatively cold winters with heavy snowfall and hot, dry summers and autumns. Mediterranean and alpine influences create regional variation, while the maximum rainfalls are between October and December². [viii]

2.2 Government

The Republic of Kosovo declared its independence from Serbia on February 17, 2008. The Kosovo Assembly approved the constitution on April 9, 2008. It came into force on June 15, 2008. In its declaration of independence, Kosovo committed to fulfilling its obligations under the International Constitution laws and embraced multi-ethnicity as a fundamental principle of good governance, welcoming a period of international supervision. The United States formally recognized Kosovo as a sovereign and independent state on February 18, 2008. As of October 2011, over 80 countries had recognized Kosovo's independence, including 22 of 27 EU member states, all of its neighbors (except Serbia), and other states from the Americas, Africa, and Asia³. [viii]

2.3 Economy

Over the past few years Kosovo's economy has shown significant progress in transitioning to a market-based system and maintaining macroeconomic stability, but it is still highly dependent on the international community and the diaspora for financial and technical assistance. Remittances from the diaspora - located mainly in Germany, Switzerland, and the Nordic countries - are estimated to account for about 10% of GDP, and donor-financed activities and aid for approximately 7.5%. Kosovo's citizens are the poorest in Europe with an average annual per capita income (PPP) of \$6,500. Unemployment, around 45%, is a significant problem that encourages outward migration and black market activity. Most of Kosovo's population lives in rural towns outside of the capital, Pristina⁴. [vii]

² Central Intelligence Agency, The World Factbook: Kosovo

³ Central Intelligence Agency, The World Factbook: Kosovo

⁴ U.S. Department of State, Background Note: Kosovo

2.4 History

The central Balkans were part of the Roman and Byzantine Empires before ethnic Serbs migrated to the territories of modern Kosovo in the 7th century. During the medieval period, Kosovo became the center of a Serbian Empire and saw the construction of many important Serb religious sites, including many architecturally significant Serbian Orthodox monasteries. The defeat of Serbian forces at the Battle of Kosovo in 1389 led to five centuries of Ottoman rule during which large numbers of Turks and Albanians moved to Kosovo.

By the end of the 19th century, Albanians replaced the Serbs as the dominant ethnic group in Kosovo. Serbia reacquired control over Kosovo from the Ottoman Empire during the First Balkan War of 1912. After World War II, Kosovo became an autonomous province of Serbia in the Socialist Federal Republic of Yugoslavia (S.F.R.Y.) with status almost equivalent to that of a republic under the 1974 S.F.R.Y. constitution. Despite legislative concessions, Albanian nationalism increased in the 1980s, which led to riots and calls for Kosovo's independence. At the same time, Serb nationalist leaders, such as Slobodan Milosevic, exploited Kosovo Serb claims of maltreatment to secure votes from supporters, many of whom viewed Kosovo as their cultural heartland. Under Milosevic's leadership, Serbia instituted a new constitution in 1989 that revoked Kosovo's status as an autonomous province of Serbia.

Kosovo Albanian leaders responded in 1991 by organizing a referendum that declared Kosovo independent. Under Milosevic, Serbia carried out repressive measures against the Albanians in the early 1990s as the unofficial Kosovo government, led by Ibrahim Rugova, used passive resistance in an attempt to try to gain international assistance and recognition of an independent Kosovo. Albanians dissatisfied with Rugova's passive strategy in the 1990s created the Kosovo Liberation Army and launched an insurgency. Starting in 1998, Serbian military, police, and paramilitary forces under Milosevic conducted a brutal counterinsurgency campaign that resulted in massacres and massive expulsions of ethnic Albanians. Approximately 800,000 Albanians were forced from their homes in Kosovo during this time. International attempts to mediate the conflict failed, and Milosevic's rejection of a proposed settlement led to a three-month NATO military operation against Serbia beginning in March 1999 that forced Serbia to agree to withdraw its military and police forces from Kosovo. UN Security Council Resolution 1244 (1999) placed Kosovo under a transitional administration, the UN Interim Administration Mission in Kosovo (UNMIK), pending a determination of Kosovo's future status.

An UN-led process began in late 2005 to determine Kosovo's final status. The negotiations ran in stages between 2006 and 2007, but ended without agreement between Belgrade and Pristina. On 17 February 2008, the Kosovo Assembly declared Kosovo independent. Since then, over 85 countries have recognized Kosovo, and it has joined the International Monetary Fund and World Bank⁵. [vii]

⁵ U.S. Department of State, Background Note: Kosovo

3. THE CITY OF FERIZAJ: A SPATIAL ANALYSIS



Map. 02- The municipality of Ferizaj in gray fill in the map of the Republic of Kosovo (source d-maps.com)

3.1 Name

Ferizoviç was little more than a village until 1873, when the Belgrade-Thessaloniki railway was opened, passing through the town (Fig 03). Its Turkish name derives from a pre-1873 hotel (“han” in Albanian) owned by a local Albanian named Feriz Shashivari, thus Serbs and Bosnians called the community Ferizovići ("Feriz's village") while Albanians called it “Ferizaj”. The town was known as Ferizovich or Ferizovo in Bulgarian as well, while it is still known informally as "Tasjan", from a Turkish form of the French word station, referring to its status as a main station on the railway line⁶. [xxvii]

⁶ Wikipedia: Ferizaj

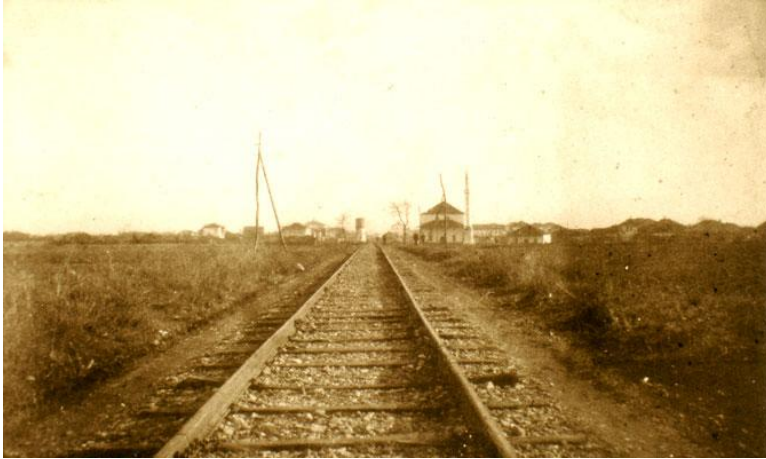


Photo 03- The Belgrade-Thessaloniki railway passing through Ferizaj in 1903 (source Wikipedia).

3.2 Demographics

There is no correct information on the exact figure on the municipality's population, as the last census took place in 1991 (*It is noted that the 1991 census was highly politicized and is thus regarded as unreliable). However, as of 2011 municipal authorities estimate the population to be 108,803 (Fig 04). The majority, roughly 104,000 residents, are Kosovo Albanians. The other groups are as follows: Kosovo Ashkali (3916 residents), Kosovo Roma (258 residents), Kosovo Gorani (228 residents), Kosovo Bosniaks (69 residents), Kosovo Serbs (approximately 64 residents), and other communities (40 residents), including Kosovo Egyptians and Kosovo Turks.

The city had a population of about 70,000 people in the 1990s but this has grown substantially as a result of Albanian migration from the countryside and from parts of southern Serbia⁷. [ix]



Plan 04- Estimated population density diagram (own modification).

⁷ OSCE Municipal Profiles: Ferizaj/Urosecav

3.3 Economy

Ferizaj is a city in southern Kosovo, located some 38 kilometers south of the capital Prishtina (Fig 02). The city of Ferizaj is the third most populous city in Kosovo (after Pristina and Prizren) and one of the youngest in the country, thus, the economy of this city has only developed in recent years⁸. [ix]



Photo 05- The railway depicted as part of the city's identity (source usefilm.com)

One of the most important factors from the historical past of the city of Ferizaj that contributed to its foundation and its economic growth is the construction of the railway line (1873) and the railway station, an event as important for the transportation of the passengers and goods as to impacting vast changes in the physiognomy of this settlement that turned it into a town (Fig 05)⁹. [ix]

The genesis of the city's economic structure were few activities, mainly handicrafts and trade. For example, in 1900, from 400 houses that the city had at that time, 200 of them were stores. Apart from the brick factory, all other enterprises that exist in Ferizaj, were established in the post World War II¹⁰. [ix]

The economy of the municipality of Ferizaj is mainly based on agriculture, construction and supply companies and small trade businesses. The US company "Brown & Root," assisting in constructing the Camp Bondsteel, is a major employer in the municipality with 1,500 people locally employed. Most of the 22 socially-owned enterprises have been privatized. According to statistical information from the Ministry of Trade and Industry, there are more than 3,800 private small and medium-sized businesses registered in the municipality while the municipal

⁸ OSCE Municipal Profiles: Ferizaj/Urosecav

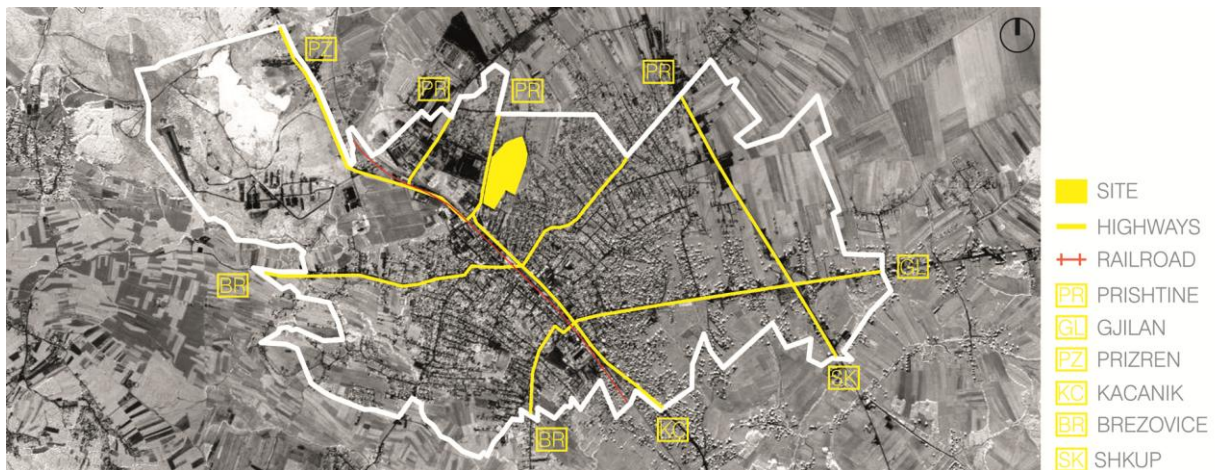
⁹ OSCE Municipal Profiles: Ferizaj/Urosecav

¹⁰ OSCE Municipal Profiles: Ferizaj/Urosecav

registry counts 3,463 active local businesses. The municipal figures of local active companies show that 11% are production oriented, 43% provide services, and 46% of businesses are trade-oriented¹¹. [ix]

3.4 Geography

Ferizaj lies to the south central part of Kosovo. The city represents an important crossroads (Fig 06) where all the important ways that permeate Kosovo from north to south and from east to west pass through. These roads then continue in neighboring countries and the region.



Map 06- Crossroads through the city of Ferizaj (source Google Maps, own modification).

Municipality of Ferizaj has 720 square kilometers, a total of 44 villages, where live half the population of the municipality. Two of the largest villages are Greme and Komogllava, which have a population of 6000 each. Municipality of Ferizaj has about 108,000 residents, of whom half live in the city and half in the countryside due to its terrain (Fig 07)¹². [xxvii]



Map 07- Terrain of the city of Ferizaj (source Google Maps, own modification).

¹¹ OSCE Municipal Profiles: Ferizaj/Urosecaj

¹² Wikipedia: Ferizaj

3.5 Infrastructure

The overall status of infrastructure in the municipality of Ferizaj is assessed as good. Most of the main roads connecting major villages with the urban center are asphalted. Ferizaj town and 32 out of 43 villages are connected to water supply and sewage systems. Power supply is still a problem, especially in the villages¹³. [ix]

3.6 Health

The primary health care system currently includes one (1) main municipal family health centre, three (3) health centers and 13 clinics. The health sector has 308 employees, and all communities have access to the health care and all health facilities¹⁴. [ix]

3.7 Education

In Ferizaj municipality there are 37 primary schools with 21,646 pupils and 1,348 teachers; seven (7) secondary schools with 8,396 students and 461 teachers; and one (1) kindergarten with 246 children and 38 teachers. Seven secondary schools include gymnasium and professional schools (technical, medical, music, agricultural and economics). The school attendance of the Ashkali, Roma and Gorani children is lower than the Albanians. There is also one kindergarten with a total of 270 children registered. The Municipal Department of Education and Science has more than 1,680 professional and support staff, including 10 minority communities representatives. The city has two public libraries, where student also have internet access, and the membership prices are very symbolic¹⁵. [ix]

3.8 Religious and Cultural Sites

The City of Ferizaj has 38 mosques, six (6) of which are in town. All have been renovated since the 1999 conflict. Out of 15 Serbian Orthodox churches nine (9) were totally destroyed while six (6) though damaged remain in use. There is one Catholic Church in Ferizaj town center¹⁶. [ix]

¹³ OSCE Municipal Profiles: Ferizaj/Urosecav

¹⁴ OSCE Municipal Profiles: Ferizaj/Urosecav

¹⁵ OSCE Municipal Profiles: Ferizaj/Urosecav

¹⁶ OSCE Municipal Profiles: Ferizaj/Urosecav

4. URBAN IDENTITY AND CHARACTER

4.1 Citizens and Their Cities

Are you your city? Not the usual question one might ask, but in a way, we are all part of our cities, for without citizens, they would not be what they are. The identity of a city bears on the identity of its citizens, and vice versa. The urban environment that makes up cities reflects human needs and values. If you think of three big cities like New York, Tokyo and Amsterdam, the citizens who live there will say that their city is nothing like the others. This is also reflected in the individual: the identity of somebody living in New York is different from somebody living in Tokyo or Stockholm. When we choose to live in cities, it is not for their resources or urban ‘buzz’, it is because we fundamentally identify with them¹⁷. [iii]

We come to love cities because we identify with them, beyond a point of convenience and the fact that cities house everything one might need. People often say “oh I didn’t like that city very much, I didn’t get a good vibe” - the vibe they are talking about is the spirit of the city - and every city’s spirit is different. So when we truly identify with a city, we often decide to spend our entire lives living there. We become part of it, and although seemingly like a cog in the wheel, every single person who lives in a city is contributing to its identity. In a way, cities are just like people. Just like every cell and water molecule makes up whom we are as humans, every aspect - building, person, park, lake - of a city makes it what it is. It takes a great deal of time and effort for a person to change their identity, and this applies to cities too¹⁸. [iii]

4.2 The Concept

Identity is the foundation to a sense of belonging. It is the means by which people locate themselves as members of communities and groups and how they define their place in society. Identities are not singular, nor are they stable. New patterns in population movement, developments in transport, and advances in electronic communication have loosened traditional ties between residence and identity¹⁹. [i]

Identity is becoming an issue concerning mayors, city managers, and urban planners. Urban identity is a very broad concept, and as such it deals with social, economic, cultural and environmental dimensions. It is a complex and multireferential phenomenon – it embraces linkages between the material and immaterial; it has different scales: local, city, regional, national; it can be seen from various perspectives: personal, collective, external; it develops in time, affected by change, and influenced by many factors²⁰. [xvi]

¹⁷ Florida, pg.261-263

¹⁸ Florida, pg.282-283

¹⁹ Evans, pg.100-105

²⁰ RIBA Building Features

Identity can mean a number of things for an urban area and the people that live and work there. It relates to tangible and intangible heritage: buildings, history, memories. Identity helps citizens become attached to their environment and confirms that it belongs to them, individually and collectively. This increases their willingness to advocate for a place. Identity can also help to improve the image of an area, stopping a down cycle process, supporting social transformation by positively marketing a place. The perceived identity of a place or a town by its citizens can also be used to identify and detect improvement measures towards the desired image and environment quality²¹. [iii] [vi]

For some cities it means that identity is an anchor, providing continuity for development, preserving rich traditions of communities, and making sure that changes brought about by time do not carry away essential qualities of the neighborhood or the city. For the process of urban rehabilitation and development, it means to respect and even build on the positive local identity as it provides a sense of home, security and community for the civil society and serves as a “soft” location factor. Individuals, communities, businesses and authorities cherish and safeguard various aspects of the identity of a place and its people for different reasons: originality, sense of belonging, pride and branding²². [ii] [v]

The identity of a territory extends to the past and is projected to the future. Cities need to build active identities: communities that do things, make decisions and achieve results together. However, cities also need to be seen as a particular geographical space that is a reference for its citizens. Identity provides a sense of belonging, on the basis of shared characteristics that serve to distinguish territoriality from other forms of personal identity. For identity to be used as an asset it must be managed - anchored, nurtured, safeguarded and manipulated - and must include considerations beyond the physical environment²³. [xiii]

4.3 Heritage

Most successful cities, considered from a multi-functional and integrated point of view, make good use of heritage in one way or another. The triumph of the core of a city is the preservation and re-use of their urban heritage, reinvented along with new contemporary architecture. The economic value of the culture of cities lies not only in the arts taking place there but also in the city's fabric, its architecture, and in its cultural heritage. World cities should be aware that through effective planning and regeneration, a clear identity can be developed: helping to attract investment, improve social conditions, and, ultimately, transform the cities into modern, multi-functional areas²⁴. [i] [iii]

²¹ Florida, 296; Antrobus, pg.10-15

²² Ellin, 162-165; Jamieson, pg.7

²³ This Big City: Citizens and their City

²⁴ Evans, pg.134-138

5. DISCOURSE ON URBAN DESIGN

Cities have always given food for thought. The simple question of what makes a city or what constitutes urbanism provokes much discussion and deliberation. Simple answers are hardly ever given. Instead, complex arguments are put forward that relate to different discourses of the city. Discourses can be considered as interpretative frameworks that not only help us to understand reality but also to develop ideas about future, more ideal situations. Urban discourses seek to become part of the dominant regime of thinking and focus on specific sides of the city, while putting other parts of reality aside.

5.1 The Art of Shaping Cities

Urban design involves the arrangement and design of buildings, public spaces, transport systems, services, and amenities. It is the process of giving form, shape, and character to groups of buildings, to whole neighborhoods, and the city. It is a framework that orders the elements into a network of streets, squares, and blocks²⁵. [xxii]

Urban design blends architecture, landscape architecture, and city planning together to make urban areas functional and attractive. This inter-disciplinary subject is about making connections between people and places, movement and urban form, nature and the built fabric. It draws together the many strands of place-making, environmental stewardship, social equity and economic viability into the creation of places with distinct beauty and identity²⁶. [xxiii] [v]

Urban design involves place-making: the creation of a setting that imparts a sense of place to an area. This process is achieved by establishing identifiable neighborhoods, unique architecture, aesthetically pleasing public places and vistas, identifiable landmarks and focal points, and a human element established by compatible scales of development and ongoing public stewardship. Other key elements of place making include: lively commercial centers, mixed-use development with ground-floor retail uses, human-scale and context-sensitive design; safe and attractive public areas; image-making; and decorative elements in the public realm²⁷. [xxii]

5.2 Schools of Thought

On a 2007 article on the Places Journal of the University of California named “Where is the Urban Design Discourse?,” the author Harrison Fraker, a professor of Architecture and Urban Design, and the former Dean of the UC Berkeley College of Environmental Design,

²⁵ The Historical Interferences in the Urban Discourse

²⁶ New Urbanism; Jamieson pg.9

²⁷ The Historical Interferences in the Urban Discourse

distinguished current modes of urban design thinking into separate “force fields”, in what appeared to be an expanding “market” of urban design practices²⁸. [xviii]

Fraker, a Fellow of the American Institute of Architects (FAIA), noted that these highly varied modes of thinking were consistent with the multidimensional considerations of the city - its layers of social, political, economic, experiential and aesthetic meanings (Fig 08).

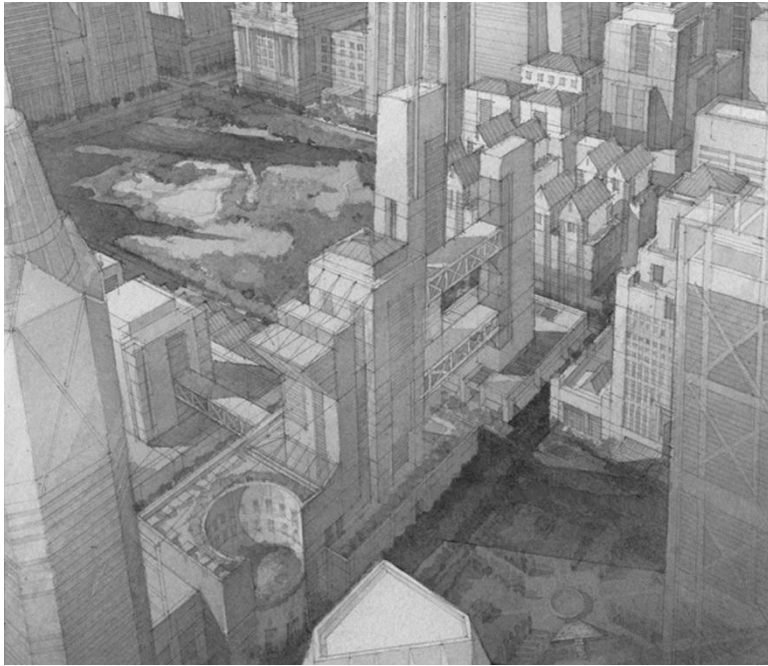


Photo 08- This imaginary view shows how different kinds of urban form can participate in a larger public dialogue. (source *escholarship.org*).

As he further wrote in an attempt to identify specific “force fields” in this contested discipline, he revealed some interesting dynamics, and thus he categorized them into: Everyday Urbanism; Generic Urbanism/Hyper-Modernity; Hybrid Urbanism; New Urbanism; Transformative Urban Morphology; and Urban Ecological Reconstruction²⁹. [xxi]

Everyday Urbanism

- Focuses on the everyday space of public activity, the common place.
- Explores the completely ignored spheres of daily existence as a crucial arena of modern culture, seeing them as sites of creative resistance and liberatory power.
- The city is above all a social product; the goal is to make a work of life.
- The temporal is as significant as the spatial.

²⁸ UCL Discovery

²⁹ UCL Discovery

- Challenges the “proper” places of the city. It constitutes counter-practices; its tactics are the “art of the weak,” incursions in the field of the powerful.

Role of designer:

- A radical repositioning of designs, shifting power from the professional expert to the ordinary person.
- Immersed in everyday life rather than superior to or removed from it.
- Illustrates alternatives; lets constituents build arguments for preferred solutions.

Generic Urbanism/Hyper-Modernity

- Denies traditional concepts of order and omnipotence.
- Looks to create “the staging of uncertainties.”
- Searches for “enabling fields” or frameworks that accommodate hidden processes.
- Discovers “invaluable hybrids.”
- Recognizes “bewildering immersion” in the overwhelming forces of urbanization fueled by the flows of global capital and consumption.
- Advocates for a “new newness.”

Role of designer:

- Takes the stance of curious aesthetic observer of late-capital urbanization.
- Attempts to give aesthetic presence to urban chaos and octality: “the hypermodern dystopia of the city as a shopping mall.”

Hybrid Urbanism

- Believes that there is no such thing as the “traditional” or “modern” city.
- Tears apart assumed dualities and introduces the “logic of hybridity”
- The new “identity” or “other” defies the norm and challenges the hegemony of a dominant majority.

Role of designer:

- Attempts to create a “hybrid” language of urban and architectural form, one that is neither traditional nor modern, but a third form.

New Urbanism

- Opposes the dominant, car-dependent, single-use zoning, suburban model.
- Believes in the nineteenth-century walkable, transit-accessible development model to support urban life.
- Believes the proper focus of design is the walkable “neighborhood,” with a “lexicon” (or hierarchical “transect”) of streets, blocks, and building types, including a traditional range of public open-space types, from the “country” to urban sidewalks, parks, and squares.
- Believes in a contemporary transformation of historical precedents and the creative/critical application of regional styles.

Role of designer:

- Expert analyst and synthesizer
- Client educator (especially about the efficacy of the agenda of the New Urbanism).

Transformative Urban Morphology

- Believes in the empirical analysis of existing urban patterns and posits incremental improvements or revisions to existing types.
- Conducts analyses of both the physical and social dimensions of the city and tries to interpret multiple readings and meanings.

Role of designer:

- Designer is cast as expert analyst and is expected to develop design alternatives and build an argument for a specific proposal using empirical evidence and aesthetic insight and judgment.

Urban Ecological Reconstruction

- Advocates a “postmodern ecological vision” described as crucial to humanity’s survival.
- Calls for a resurgence of body, nature, and place as a rejection of the abstractions of modernity.

Role of designer:

- Expert analyst, illustrates ecological reconstruction as design and development potential³⁰.

³⁰ To Rally Discussion

6. PRECEDENTS: AN ONSET FOR INSPIRTATION

Urban areas around the world are facing an important phase in their histories. As the global population continues to migrate to large urban centers, cities are gaining an unprecedented percentage of the world's total population. The trends and patterns, which include the way in which urban centers grow, are melding together under globalization, producing cities which are becoming increasingly uniform.

The local sense of place, in many locations, is at risk if it is not properly sustained. The increase of globalization has led to a homogenization of urban identity. This is particularly the situation in smaller urban areas which do not receive as much attention, and frequently find themselves attracted to foreign 'solutions' which do not value the local identity. The planning community, worldwide, would benefit from a holistic, place based solution, provided as an answer to the problem of sustaining local identity³¹. [xxii]

One of the main characteristics of the city of Ferizaj is its location; the city is strategically placed along a significant corridor from Pristina to Skopje and the city's railway station is within the city center making it very accessible. The city's railway station has greatly influenced the city as depicted on the municipal logo. However currently citizens seem not to appreciate the advantages of the railway and consider the railway as an unacceptable obstacle that is extremely noisy and causes serious accidents. Practically, the railway station within the city center provides the opportunity of linking the city directly to the national/international rail network conveniently and providing a fast and safe public transport system that is well connected to the main cities, bringing a number of business opportunities. Additionally, there is a bus terminal near the railway station and it is functioning well as a national/international hub for passengers but sadly it is not well connected to the railway station³². [x]

In 2007, the UN-Habitat 'International Spatial Design Competition for the Mobility Centre Project' sought ideas for a new transport interchange and city spatial plan for the city of Ferizaj. The objective was to produce a catalyst for the regeneration of the urban center by integrating all modes of transport into a Mobility Centre - linking this regional city to neighboring capitals. The competition attracted 43 entries from 22 countries. First and Second place were awarded unanimously. Third place was awarded after attracting seven votes out of ten from the jury³³. [x]

A young and emerging Melbourne practice, *Searle x Waldron Architecture*, was awarded unanimous first prize for their "City Spatial Plan Urban Design." As per the UN-Habitat Jury

³¹ The Historical Interferences in the Urban Discourse

³² UN-HABITAT in Kosovo

³³ UN-HABITAT in Kosovo

Report, the jury praised the scheme as “the best proposal, appreciated for its idea to strengthen the identity of the city of Ferizaj” (Fig 09, Fig 10)³⁴.

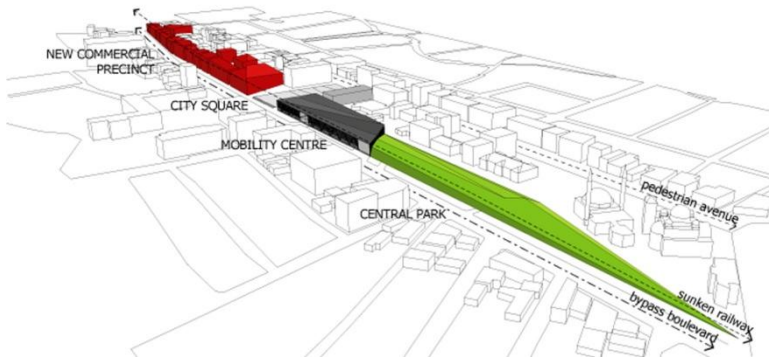


Fig. 09- Design Concept (source Searle x Waldron Architecture, sxwa.com).

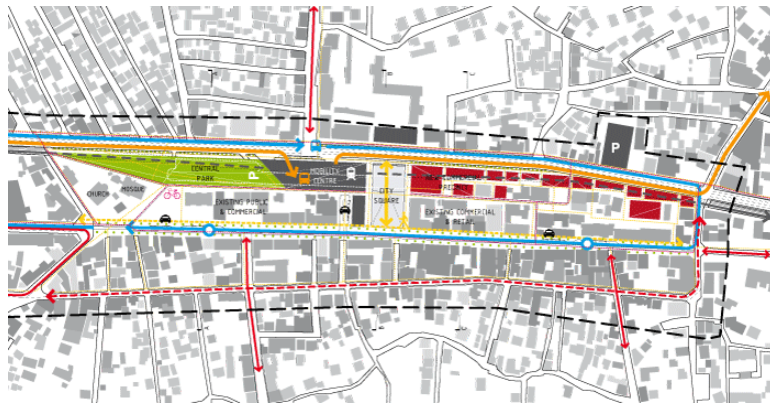


Fig. 10- Action Area Plan (source Searle x Waldron Architecture, sxwa.com).

“Ferizaj is a city of 2 parts, divided by the railway line which connects it. Our proposed ‘City Spatial Plan’ acts as a catalyst for the regeneration of the urban centre, integrating all modes of transport and linking this regional city to neighboring capitals. Our design envisions the two halves of the city conceptually compressed together (Fig 11) - creating a ‘crease’ across which the city connects. Explored at multiple scales the resultant crumple zone acts to ‘increase’ mobility and metropolitan expansion³⁵.” [xxviii]

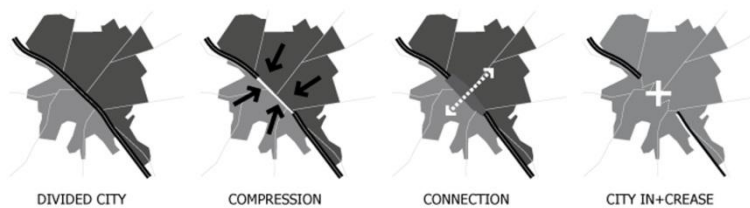


Fig. 11- Spatial Concept (source Searle x Waldron Architecture, sxwa.com).

³⁴ UN-HABITAT in Kosovo

³⁵ Increase City Plan



Fig. 12- Site Plan - before/after intervention (source Searle x Waldron Architecture, sxwa.com).

Before

After

“A corridor of development over sunken railway lines connects the split town and creates a new city center (Fig 12). The city square is extended as an urban bridge and adjacent zones allow for urban expansion, incorporating a Mobility Centre, Central Park and Commercial plots to boost development potential³⁶.” [xxviii]

“The Mobility Centre is the key civic building in our competition winning City Spatial Plan for Ferizaj (Fig 13). The civic transport hub integrates underground trains, local and inter-city bus stations, taxis, car and bicycle parking into a centrally positioned interchange building located adjacent to the new city square, retail and commercial areas³⁷.” [xxviii]



Fig. 13- Sections through the city (source Searle x Waldron Architecture, sxwa.com).

City Section A

City Section B

City Section C

³⁶ Increase City Plan

³⁷ Increase City Plan

“The building’s central position acknowledges the historic and economic importance of the railway to the city, acting as a pivot within the overall city spatial plan and providing a focus for the regeneration of the city center³⁸” (Fig 14). [xxviii]

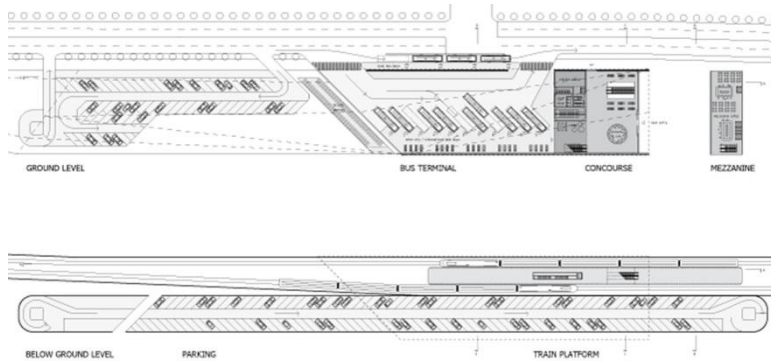


Fig. 14- Site Plan of the Mobility Center (source Searle x Waldron Architecture, sxwa.com).

Ground Level

Below Ground Level

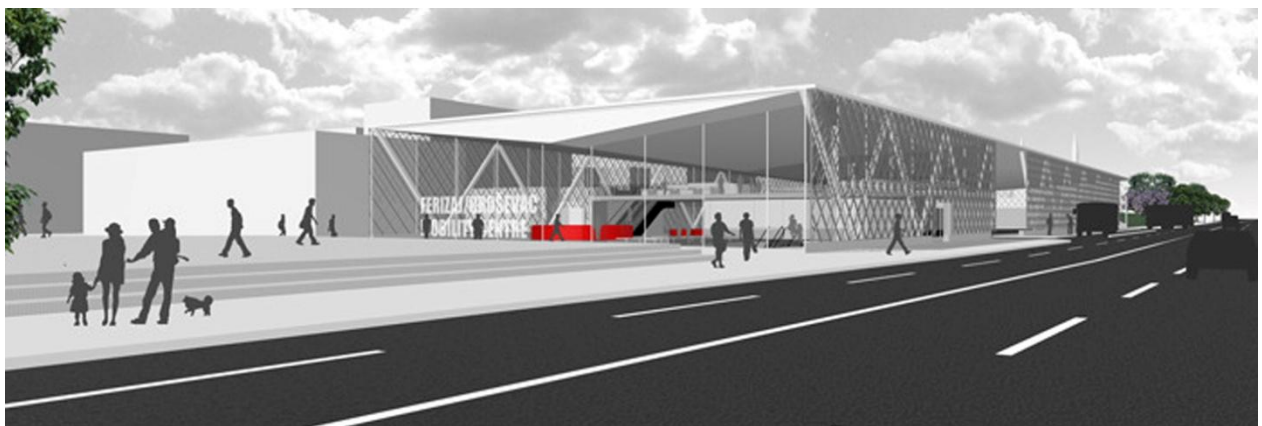


Fig. 15- Exterior Render of the Mobility Center (source Searle x Waldron Architecture, sxwa.com).

“Triangular trusses form the creased underside of the roof (Fig 16). A lightweight translucent roof membrane minimizes structure, and evenly distributes light natural light to illuminate the center. A series of voids provides ventilation to the train platforms and allow light to filter between different levels. Structural facade screens integrate sun shading, moderate solar gain and allow cross ventilation through the bus station³⁹” (Fig 15). [xxviii]

³⁸ Increase City Plan

³⁹ Increase City Plan

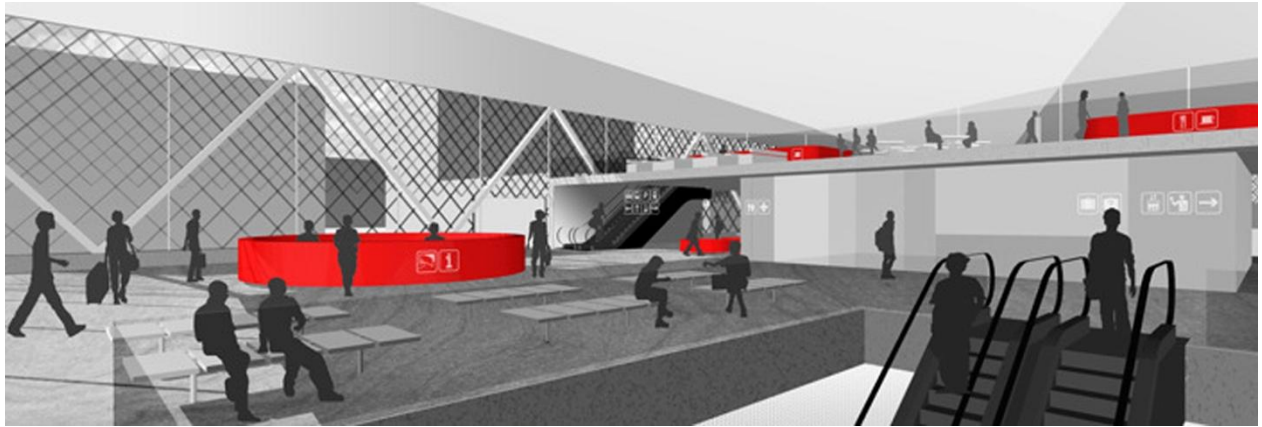


Fig. 16- Interior Render of the Mobility Center (source Searle x Waldron Architecture, sxwa.com).

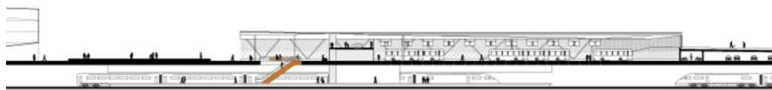
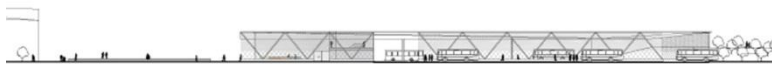
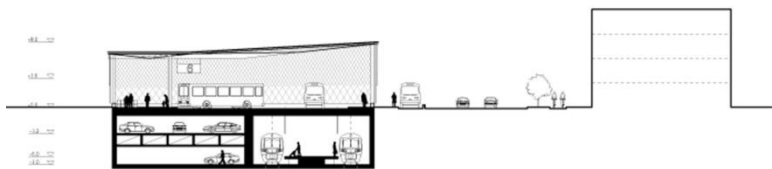
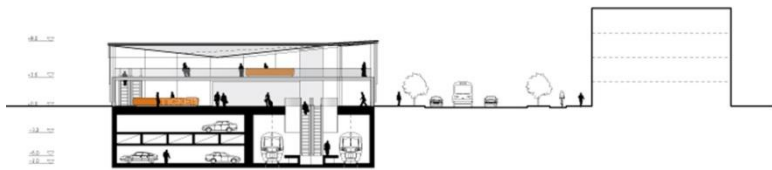


Fig. 17- Longitudinal and Cross Sections of the Mobility Center
(source Searle x Waldron Architecture, sxwa.com).

Mobility Center – Longitudinal Section



Mobility Center – Cross Section

Proposing a corridor of development over sunken railway lines, the new city spatial plan incorporates the Mobility Centre transportation hub, central park, city square and new commercial plots to boost development potential (Fig 17). Elements of the existing city are also modernized reviving the entire city center; the city square is re-orientated to bridge to each side of the city; a bypass boulevard diverts car traffic from the congested center; a pedestrian avenue through the existing commercial center incorporates access to public transport and bicycle paths⁴⁰.

⁴⁰ Increase City Plan

The Mobility Centre integrates inter-city trains, local and inter-city buses, taxis and parking into a single transport interchange. The creased large span roof unites these functions with the spatial concept and is made of Teflon Fiberglass membrane allowing natural light to be emitted during the day. The center is activated on three levels with train platforms and parking below ground, center concourse and bus station at ground level and food outlets on the mezzanine. The architecture of the proposal invites development under consultation with stakeholders⁴¹.

7. DEFINING UNIVERSAL URBAN DESIGN PRINCIPLES AND SOLUTIONS

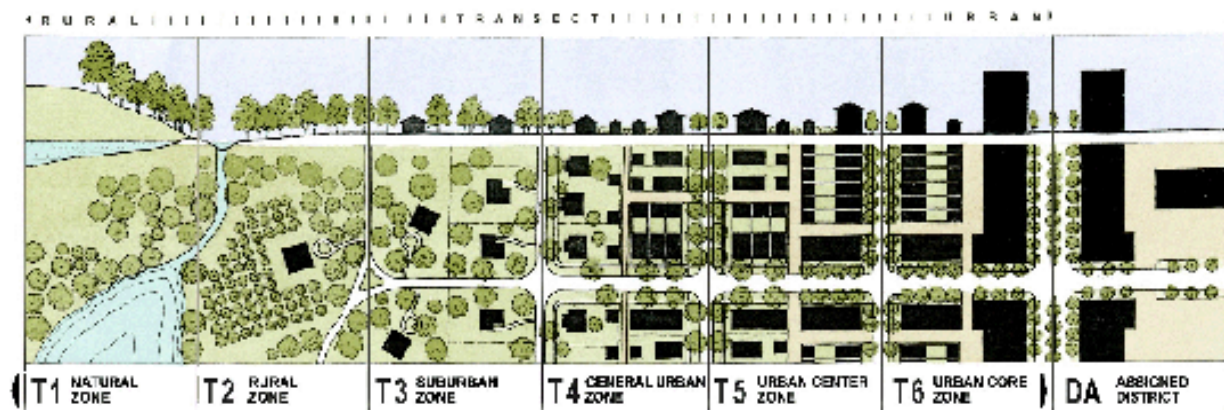


Photo 18- Transcend of the Urban Footprint (source NewUrbanism.org).

All urban transformations are about how connections are made to spaces beyond the city (Fig 18). Too many people think of the city ‘as container’ and that governing a city is about managing what is inside the boundary. Identity is therefore a very complex concept, involving a variety of factors, but it is also a key feature of the city⁴². [xii] Positive identities make people more involved in the city. Identity can also be an instrument for local integration (citizens, stakeholders sharing one single identity). Likewise, projecting positive external identities distinguishes a city and attracts new citizens, investment, tourism and skilled workers. Therefore, urban design solutions are very crucial to creating these “successful” identities⁴³. [xxv]

Urban design principles applied to a town or city can enhance appearance, transportation, the public space along streets, between the private property lines, and location decisions about specific civic and private land uses. Property values should increase as well. Urban design is a mash-up among architecture, landscape architecture, and urban planning, while as a term

⁴¹ Increase City Plan

⁴² Scot Demel Architect

⁴³ Usefu Community Development

entered the vocabulary in the 1950s, but there's little agreement on its usage yet. Most people involved in community work think that urban design principles especially emphasize what is apt to be called the public space. This public realm includes the street, sidewalk, area between the street and the sidewalk, as well as civic buildings, plazas, parks, and greenways⁴⁴. [xx] It's safe to say that urban design tends to be defined in terms of objects, patterns, repetitions, themes, and disparate elements that one might observe from the street. These principles can be applied increasingly to projects at the full range of scales from a single building to an entire community⁴⁵. [xix]

Complementary land uses and progression of building uses make the first urban design principle. Not every mix of uses is a good one. Complete lack of consistency in building setback and height, as well as a disparate set of uses, isn't comfortable. So the soundest of urban design principles is that the land and building uses need to be compatible with their neighbors, particularly if you can see from one to another⁴⁶. [xxv]

Functional transportation for people of all ages and abilities, freight goods, services, and utilities. In most Kosovo's cities, the pedestrian, the cyclist, the scooter user, the baby carriage, and the skateboarder are all but forgotten. Making it safe and easy for these people to move over the land is an essential part of a functional transportation system. The flows of people, electricity, water, freight, and so forth literally comprise the urban structure. So the distribution of people, goods, and energy should be redundant, intelligible, and efficient^{47 48}. [xxv] [v]

A distinctive sense of place, together with civic and public gathering space. Probably civic space is simply another twist on the idea of a sense of place, but let's emphasize that there should be a physical place where people can have chance encounters and also purposeful gatherings. Every culture needs to demonstrate its pride in some heritage or accomplishment, and every democratic country needs places where those who are unhappy can assemble. But what makes a good civic space is appropriate scale, visibility from one end to the other, a sense of spaciousness adequate for the likely number of participants, the look and feel of being "on purpose" without being overly formal, and the capability for random patterns of movement⁴⁹. [xxv]

Repetition of and variations on a design theme, as opposed to complete sameness. Over and over in these pages, we are reminded that urban design principles are similar to the key concept behind music, which is the enunciation of a theme or two, and then endless variations

⁴⁴ Themes of Postmodern Urbanism

⁴⁵ Syracuse Architecture

⁴⁶ Usefu Community Development

⁴⁷ Jamieson pg.10

⁴⁸ Usefu Community Development

⁴⁹ Usefu Community Development

and complexities rendered on the themes. Buildings on a street may be generally two-story brick, but we might want to see different colors of brick, slightly varying building heights, slightly varying window and door patterns, inventive use of accent color, and even the occasional three-story brick or stucco building that is in sympathy with other building members on the face of the block (Fig 19). So theme and variation is among the key urban design principles. In a town, you want some slight degree of predictability about buildings, in a neighborhood a little more predictability, and on a block, still more predictability. Yet in all cases, we still want to be surprised. We humans need variety and delight in the creativity of others^{50 51}. [xxv] [iii]



Photo 19- Brooklyn (New York), the State Street Townhouses are a continuous row of new, single-family townhouses where the architect depicts repetition and variations on the design theme (source demel.net/statestreet).

The right amount of complexity in an urban setting is a grand urban principle. The larger the city, the more complexity it can bear in design elements, and indeed some cityscapes thrive on nearly complete chaos (Fig 20). Yet that can only be a pleasant experience when the human flow and other flows within the city is large, random, and slightly chaotic itself. So complexity or simplicity needs to be compatible with the number of inhabitants, whether permanent or on a seasonal or daytime basis. In a small town, you can still manage layers of complexity, and the best small towns do, but the scale is drastically reduced⁵². [xxv]



Photo 20- Manhattan (New York) is a great example of design complexity complimenting the city's hectic life (copyright Matthew Evans).

⁵⁰ Usefu Community Development

⁵¹ Florida pg.290-291

⁵² Usefu Community Development

Another entry in the big book of important urban design principles is *to decide where to make a design statement, make it, but don't make it everywhere*. Attention to quality, detail, and workmanship where it counts in the public realm. You would like each design element to look as though someone thought about it, at least a little, and fit the form to the function. In other words, I want the door of the art museum to be a more interesting and unique door than the door to the paper cup factory. The occasional handmade and artful detail is essential to the perception that someone cares about this place. You don't have to be clever about traffic lights; predictability is more important than a design statement there. However, when you have a bench along the sidewalk, it shouldn't look as though it came from the discount store. Nor should I have to hang my feet out into the street to use it^{53 54}. [xxv] [vi]

Cultivating a dynamic and exciting community center or hierarchy of centers, that most people can "read" intuitively, is another of the important urban design principles. Not only is there a need for public gathering space, but also for a focal point. Traditionally these were centers (“qendrat” in Albanian) and nodes. Now most regions are multi-centric (sometimes called polycentric) and it's actually fine to have more than one center in a large city, but sound urban design principles would describe a hierarchy of centers. Whereas “node” is simply a term more likely to be used by professionals for the idea of an activity center or an area where traffic, money, information, or other flows come together. Each center or node should exude a strong sense of place. When applied to a city or town, “legible” means that people from the same culture have an intuitive sense of what is coming next and how to navigate; they can “read” their surroundings⁵⁵. [xxv]

The last of the urban design principles is that *urban design should promote and facilitate social interaction, rather than social isolation* (Fig 21). Designing for the “human scale” implies everything from keeping street lighting at a height that lights the way for pedestrians, rather than only for cars, to designing some places that are appropriate for intimate and semi-private conversations in the public realm. When you build a great mosque or cathedral for example, you want it to be awe-inspiring and to point to something far greater than human scale. But for most everyday interactions, including commerce, people unconsciously respond very well to the creation of human scale⁵⁶. [xxv]

⁵³ Usefu Community Development

⁵⁴ Antrobus, pg.29

⁵⁵ Usefu Community Development

⁵⁶ Usefu Community Development



Photo 21- Manhattan`s Central Park (New York) is a great example of public gathering space which promotes and facilitates social interaction, ranging from art installations and concerts to recreation and even protests (source National Geographic).

8. URBAN REGULATORY PLANING: LAW AND REGULATIONS IN KOSOVO

8.1 Legislation

According to the Regulation No. 2003/30 on the promulgation of the law adopted by the Assembly of Kosovo on spatial planning:

“15.1 Urban Regulatory Plans shall determine the conditions for regulation of space as well as the rules for location of buildings on urban land plots. URPs shall define construction zones and shall include Regulation Lines, Building Lines, Urban Technical Norms, and other requirements regarding the permitted locations of buildings and other construction on urban land plots. The Ministry by a special act shall define the other required contents and scale of Urban Regulatory Plans.”

“15.2 Each Municipality shall review and, if necessary, revise its Urban Regulatory Plan every five years.”⁵⁷ [xi]

⁵⁷ Ministry of Environment and Spatial Planning of Kosovo

8.2 What does Regulatory Plan present?

Regulatory Planning is a binding technical document which defines specifically basic rules of land use and urban construction and infrastructure. These basic rules are set in accordance with the general plan of the settlement. Rules of the RP determine only the solutions (Fig 22, 23) which are in the interest of public. This plan represents the basis for settlement arrangements in general or in separated parts, when we are dealing with big cities⁵⁸. [xxiv]

Regulation of units in bigger cities or regulation of settlement areas, aim at establishing certain rules for construction and land use, in order to have a more rationalized use of land and urban infrastructure, to provide certain effects that express nations culture and to achieve a better living conditions for the city inhabitants. By this plan, the public interest is defended from investors' interest and politics, which provides a level of security for inhabitants. RP is a document through which the city is regulated; therefore every municipality should develop its own RP⁵⁹. [xxiv]

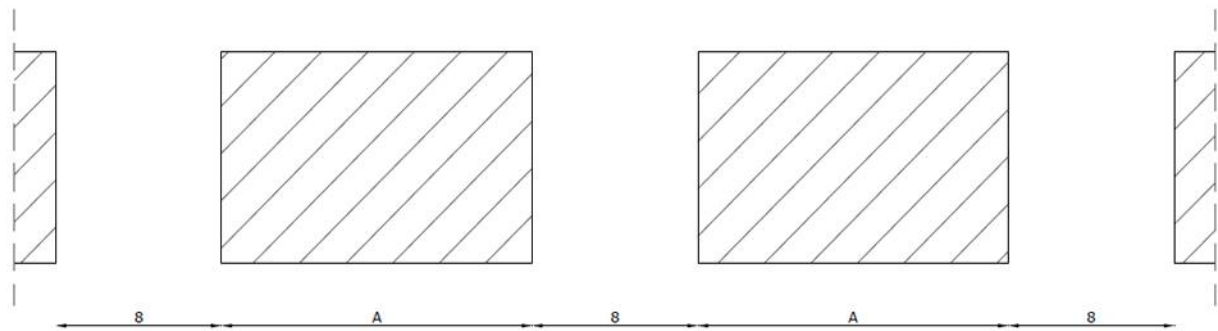


Fig. 22 – Example of rules established by RP, minimal distance between buildings (source *Urban Regulatory Plan Lakrishte-2007*, pg.13).

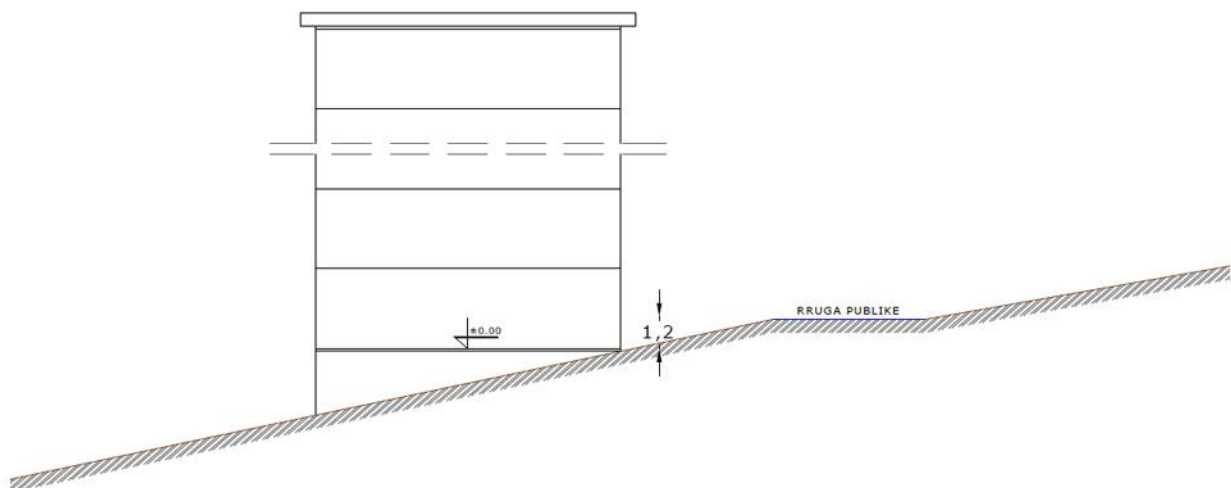


Fig. 23 – Example of rules established by RP, level of building floor in relation with street level (source *Urban Regulatory Plan Lakrishte-2007*, pg.14).

⁵⁸ Local Government and Public Service Reform Initiative

⁵⁹ Local Government and Public Service Reform Initiative

8.3 What does Regulatory Plan NOT present?

RP is not really a plan, respectively, with no planned development of the dwelling. Settlement plan is a separated general plan. However, it can be adopted as an independent act, not an overall plan, but, only for those settlements that have sustainable development, for which the regulation of existing situation is needed. This plan is the document that contains the physical structure of realization, because it includes elements of building, and few elements of primary urban infrastructure (roads and communications, water supply, sanitation, electricity network, etc.), therefore we cannot talk about "implementation of the RP", because it contains nothing but the rules of construction and land use⁶⁰. [xxiv]

It is not a plan holding conceptual solutions for objects, since it is a matter for investors or special interests, and it does not outline such solutions. It can be any object with the exception of public importance, or an existing facility that can serve as orientation points for the regulation of residence. RP is not and it should not be a document that gives a construction solution for the building, unless it resolves regulation of the total dwelling. If the settlement is regulated, then there is no dilemma on this subject: each building is constructed with the help of the design plan (urban project) harmonized by defined rules of the RP⁶¹. [xxiv]

8.4 Regulatory Plan in relation to the Urban Development Plan

Regulatory Plan is the technical interpretation of the solutions given by Urban Development Plan. This implies that RP should certainly respect the urban development plan, because it is the general definition of the plan in concrete unit of land. If an error occurs in the RP during the drafting or a more logical solution comes up, RP has the right to establish the initiative to amend a general plan meeting, but in this part it cannot be implemented unless general plan is amended. If the proposed change is not accepted, then the general plan should be respected as it is⁶². [xi]

The relationship between these two plans largely depends on the general character of the plan, which can be different plans depending on location. So there can be less or more provisions, cuts (restrictions) or ideas. Therefore the cooperation between bodies/planners of the general plan and other institutions of special interest as municipal enterprises, entities, for protection of cultural treasures and natural environment, is with most importance⁶³. [xi]

⁶⁰ Local Government and Public Service Reform Initiative

⁶¹ Local Government and Public Service Reform Initiative

⁶² Ministry of Environment and Spatial Planning of Kosovo

⁶³ Ministry of Environment and Spatial Planning of Kosovo

8.5 What does Regulatory Plan serve for?

RP serves all individuals and entities as an instrument of orientation for the use of land and buildings and establishing the basic indicators for planning and land use (Fig 24). Also it serves as the foundation for the design of all buildings and public networks, to implement the regulation of settlements and establishing the regulatory protocol, as well as forming the building parcel in cadaster of the city⁶⁴. [xi]

For example:

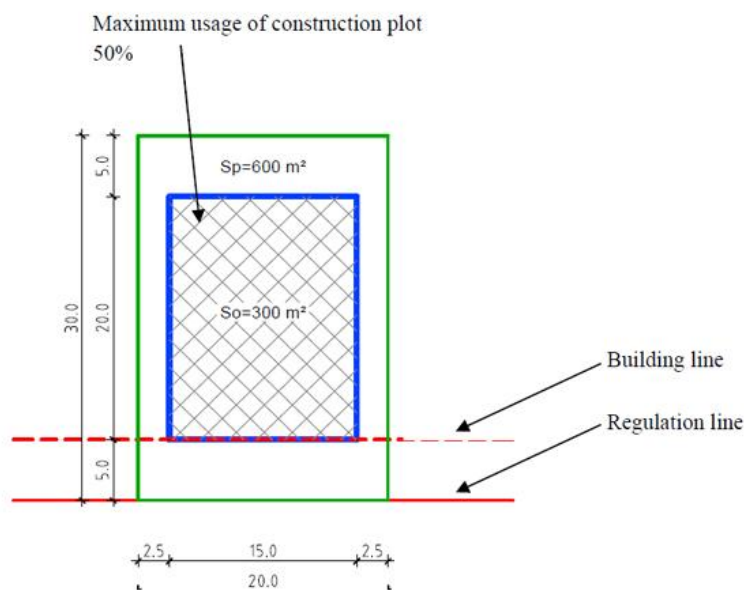


Fig. 24 -Construction Plot and maximum occupancy allowed (source *Urban Regulatory Plan Lakrishte-2007*, pg.17).

8.6 What does Regulatory Plan NOT serve for?

Given that the RP is the foundation of the rule of law in the field of urbanism, it may not be embezzled by private interest. It also may serve as a means of approval and arbitrary interpretation of the decisions of municipal authorities without knowledge and consent of the experts responsible for implementing the RP⁶⁵. [xi]

RP does not serve to "elaborate" certain solutions contrary to the rules of the general plan. Also planning serves no partial solutions, which lies behind any interest, whether business or build a residential facility or municipal network. RP does not serve to plan a block or a small portion of the city, because this type of regulation usually causes partial damage to the city as a whole scale.⁶⁶ [xi]

⁶⁴ Ministry of Environment and Spatial Planning of Kosovo

⁶⁵ Ministry of Environment and Spatial Planning of Kosovo

⁶⁶ Ministry of Environment and Spatial Planning of Kosovo

8.7 Public interest versus private interest?

The public interest is all that the laws are designed as such. Therefore the public interest includes:

- Manner of land use in order to harmonize the functions (activities) in a certain neighborhood.
- Regulation and leveling that provides traffic frequency, differentiation of public interest and private interest in coordinating the network of dwelling space, and continuity of ground floor of the building in relation to street level (Fig 25).

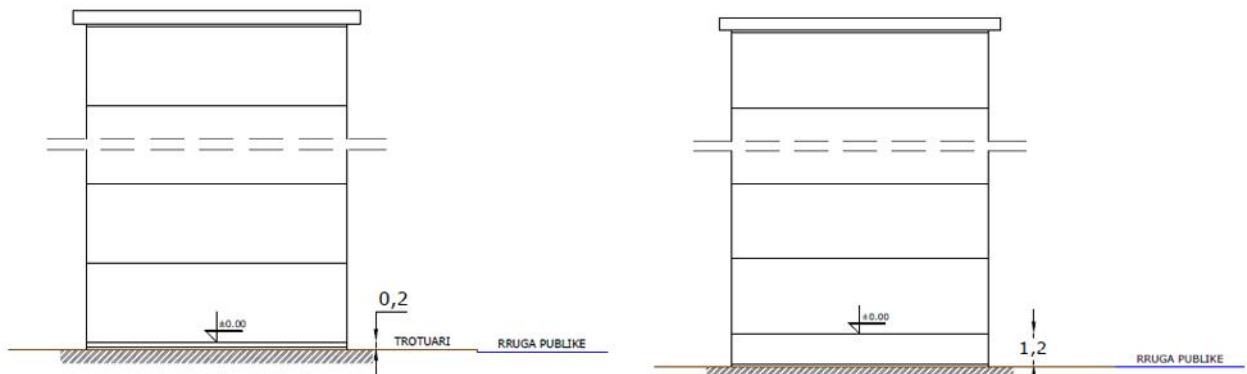


Fig. 25- Ground floor of the building in relation to street level (source *Urban Regulatory Plan Lakrishte-2007*, pg.15).

- Form settlement planning in such a way that it will protect property, general interests (road access, view, clean air, etc..) and general appearance of the dwelling (Morphology, silhouette, etc.). It is defined by graphical and textual documents (Fig 26, 27).

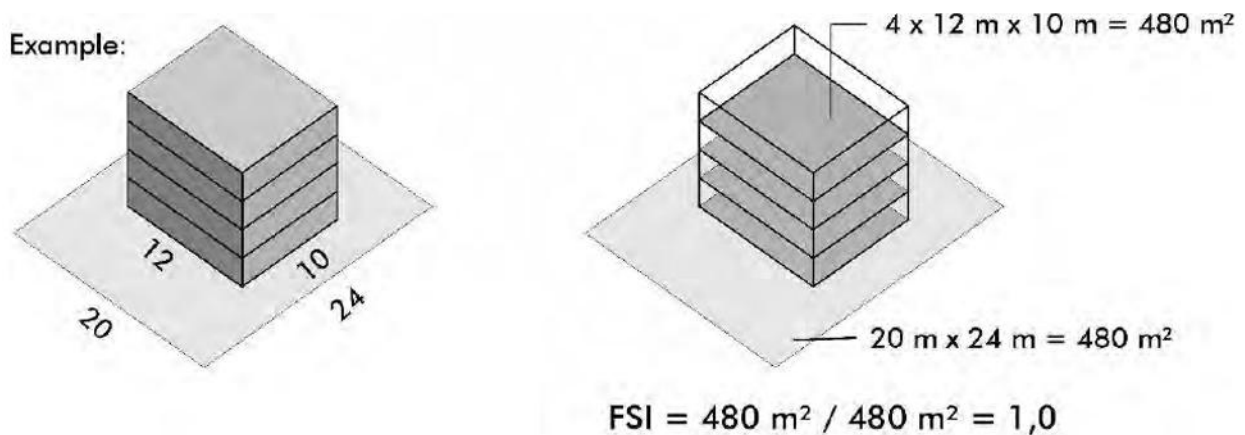


Fig. 26 – Usage area (source *Urban Regulatory Plan Dodona-2005*, pg.59).

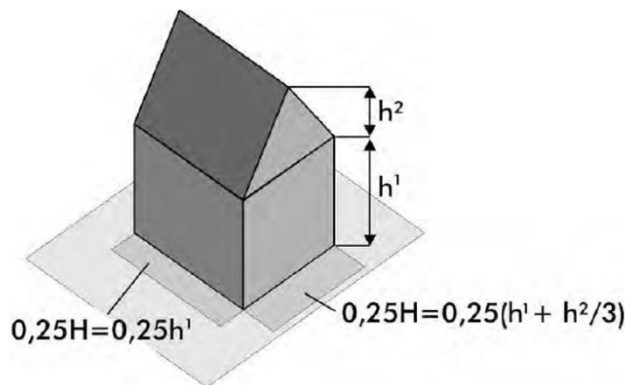


Fig. 27 – General appearance (source Urban Regulatory Plan Dodona-2005, pg.60).

- Parceling by which accurate right separation of private land is ensured.
- Defining special values of settlement: morphological, spiritual, historical, cultural, environmental, those that form identity, settlement outline and soul, natural values, etc.
- Settlement safety elements in aspect of protection from natural disaster of war.
- All public goods in accordance with the provisions of the law of expropriation, which is marked separately in the legend map.
- Rules of construction (general building indicators) (Fig 28, 29, 30)⁶⁷. [xxiv]

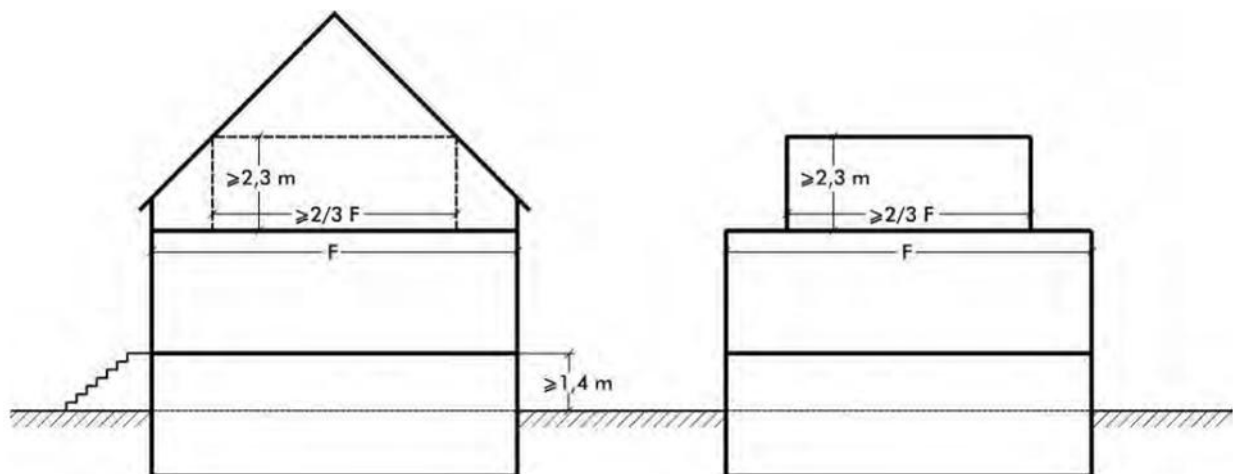


Fig. 28 – Full storeys (source Urban Regulatory Plan Mati I-2005, pg.76).

⁶⁷ Ministry of Environment and Spatial Planning of Kosovo

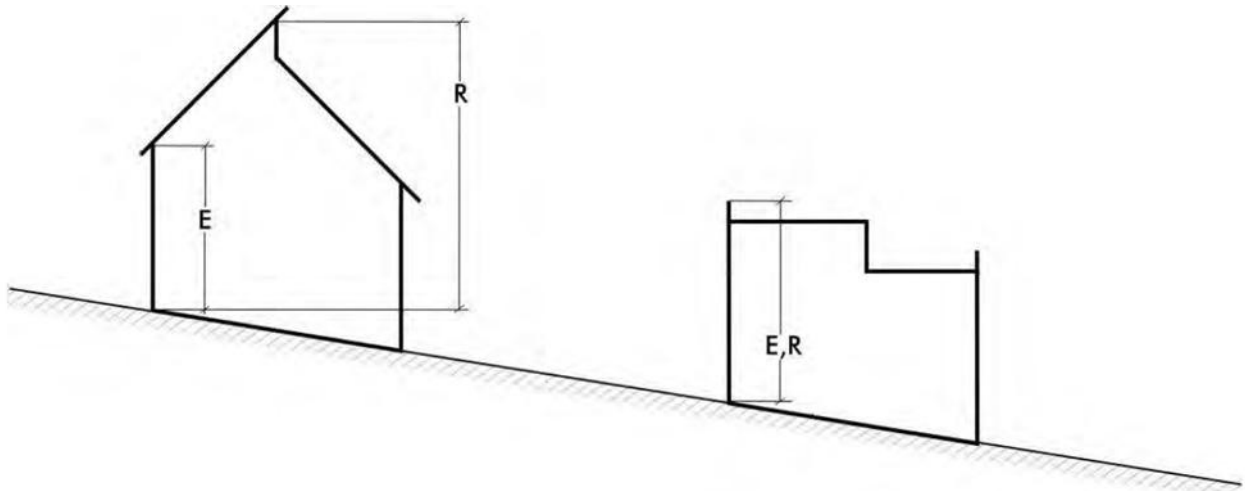


Fig. 29 – Eaves and roof ridge heights (source Urban Regulatory Plan Mati I-2005, pg.77).

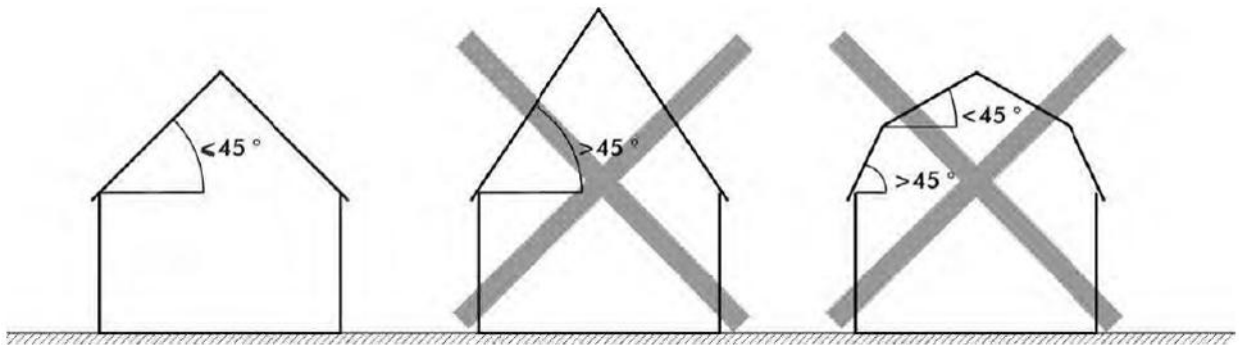


Fig. 30 – Roof pitch (source Urban Regulatory Plan Mati I-2005, pg.99).

RP for part of the settlement is an urban plan which defines urban solution and regulatory conditions for a part of the city always in consistency with UDP; ensures public safety and security, ensures protection of public interest and establishes other conditions by which the space is regulated. Through this plan it is obligatory to issue the city in separated parts. This plan contains part of the city which on its own represents an important functional, environmental, historical urban entity. As it represents urban solution for separated parts of the city it is drafted based on: important characteristics of the issued area; natural characteristics; existing buildings and planned ones; etc⁶⁸. [xxiv]

Regulatory Plan of the part of settlement defines and determines special conditions for regulation of space and construction which are legally binding. These are:

- Characteristic values of the urban entity; environmental values; public areas; areas with other purpose;

⁶⁸ Local Government and Public Service Reform Initiative

- Urban regulating rules for communication network (roads, railway, water supply and sewage, electrical supply, gas supply, thermal pipelines); regulative and leveling solution (regulating the communication and other public areas, bus stops, and other conditions depending on the settlement specifics); maximal orienting dimensions (multi store residential, commercial, economical buildings); conditions for parking lots arrangements, regulating the green, recreational areas;

Regulatory Plan of part of the settlement, depending on the specifics of the issued area, defines:

- Conditions for temporary space regulation respectively temporary construction of buildings or temporary usage of buildings until they are established according to norms and standards.
- Conditions for usage of underground stores, if construction in many levels is planned underground; and
- General and specific shaping requirements (residential center, environmental entities, etc.).

Regulatory Plan for part of the dwelling in addition contains other elements too such as: instruments for RP implementation (legal, economic, technical); stages of implementation (if they are functionally or technologically conditioned etc.)⁶⁹. [xxiv]

8.8 Character, purpose, object, basis

Urban Regulatory Plan of the settlement is a long term plan for regulation and construction of the dwelling which can be seen as an urban plan through which are directly determined urban conditions for regulation of space and construction. URP covers the construction area of the dwelling. Through the URP a long term solution for settlement development is established, by which is ensured public and private interest. URP is drafted in consistency with Spatial Plan, Municipal Development Plan, UDP, but in cases when these plans do not exist URP is drafted through a special act⁷⁰. [iv]

Drafting the RP ensures the right implementation of URP, harmonization in a wider aspect. URP contains urban solution for regulation of a village, or a neighborhood based on surroundings; knowledge on the settlement specialty, area characteristics; greenery and construction values, etc. Through the RP general conditions for regulation and construction of space are set which are legally binding, and recommended conditions which can be applied in a different way during the time of implementation, which especially are:

⁶⁹ Local Government and Public Service Reform Initiative

⁷⁰ Pacolli-Kosumi, pg.101-102

- Objectives, strategy, concepts for regulating and constructing the settlement and basic instruments of Regulatory Planning (demographic development-number, structure, profession, etc., social infrastructure such as: healthcare, education, culture, economy, etc.);
- Conditions and methods of regulating the center, suburb and construction area;
- Land use: agricultural land, forest, recreational, production, exploitation, protective and civil;
- Network infrastructure, and infrastructure facilities, animal cemetery, landfill, gas stations, cemeteries, etc.;
- Balance of areas;
- Protection, caring and regulating conditions for suburb areas for each destination planned
- Communication infrastructure, municipal infrastructure and work; rules and conditions for regulating the territory and for construction in suburb areas such as: prohibition of construction, possibility to build for certain destination (agricultural buildings, farms); conditions for construction of complementary content with basic purpose (tourism, recreation, sport, etc.); natural environmental progress, rehabilitation measures, improvement of quality for agricultural land, etc.;
- Specific planned boundary limits of settlement area (usually existing cadastral parcels) and dimensions of the settlement;
- The concept of regulating the construction are; characteristic units in settlements (according to morphological and structural values); contents and usage; space usage for public interest; etc.;
- Obligatory space destination for public needs, for housing, business; conditions of regulating and constructing each destination; area balance; mentioned capacities with maximum use of space for construction; wanted or conditioned relation between special destinations;
- Urban regulating rules for communication network (roads, railway, water supply and sewage, electrical supply, gas supply, thermal pipelines); regulative and leveling solution (regulating the communication and other public areas, bus stops, and other conditions depending on the settlement specifics); maximal orienting dimensions (multi store residential, commercial, economical buildings); conditions for parking lots arrangements, regulating the green, recreational areas;
- Conditions for protecting and developing the living environment (for regulating and constructing the area and building that pollute it – landfill, sewage, hazardous elements, etc.; for protecting the nature and cultural values of environmental entities, and for protection of natural disasters (protection of people and goods);
- Rules, conditions and boundaries of construction in general and urban zones; obligatory separation of regulatory plan, parcel plan, respectively urban project⁷¹. [iv]

⁷¹ Pacolli-Kosumi, pg.103

In addition to above mentioned elements, RP can determine the specifics of the settlements:

- Conditions for temporary space regulation respectively temporary construction of buildings or temporary usage of buildings until they are established according to norms and standards.
- General and specific shaping requirements (residential center, environmental entities, etc.)⁷². [iv]

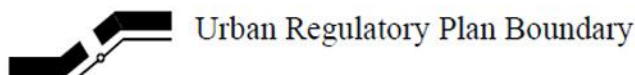
8.9 Analysis of the signs: Urban Regulatory Plan symbols

Presentation of RPs in most countries is regulated by law; infrastructure, building lines, structures, etc. has specific signs by which they are comprehended and understood with no difficulties as a regulatory language. In Kosovo such binding sign language does not exist.

Law on RP defines:

- Settlement boundaries for which the RPs are drafted and their signs on cadastral maps;
- Existing situation;
- Land use;
- Regulatory lines, building lines and public areas;
- Street and public area levels (leveling plan);
- Infrastructure network;
- Parcel plan;
- Building location in construction plot;
- Building height;

Lines above state what is determined by RP but they give no specifics on how they should be presented or anything of that nature. Therefore, as a result of this lackness all RP that were drafted for the city of Ferizaj have developed their own sign language which in most cases was given as a legend at the end of textual part of RP. Comparing these legends of signs one can conclude that they are more or less very similar and helpful in the way for creating a palette of signs which can be useful in further future for presentation of RP (Fig 31)⁷³. [iv]



⁷² Pacolli-Kosumi, pg.103-104

⁷³ Pacolli-Kosumi, pg.105



Separation between different construction usage



Construction plot

C

Core area

MI

Mixed use area

RM

Mainly Residential area

III-IV

Minimum and maximum number of full storeys, for example III-IV

VIII

Maximum number of full storeys plus half storey, for example seven full storeys and one half storey.

SOI

Site Occupancy Index

The Site Occupancy Index states the proportion of the site that may be covered with construction.

0,4

Maximum SOI, e.g. 0,4

FSI

Floor Space Index

The Floor Space Index states how many square meters of floor space are allowed per square meter site area. The floor space is calculated by the outside dimensions of all full storeys of the building. Floor space in storeys which are not full storeys will not be considered for the FSI.

1,2

Maximum FSI, e.g. 1,2

GSI

Green Space Index

The Green Space Index (GSI) states the proportion of the site that must be kept unsealed.

0,2

GSI, e.g. 0,2

o

Open coverage type, for example:

Buildings are to be constructed with a distance space of 0,4 x building-height or at least 3 meters.

d¹

Differing coverage type 1, for example:

Buildings are to be constructed with a maximum length of 50 meters

and a distance space of 0,4 x building-height or at least 3 meters.

d²

Differing coverage type 2, for example:

Buildings are to be constructed with a maximum length of 25 meters and a distance space of 0,4 x building-height or at least 3 meters.



Frontage line, for example:

Construction is only allowed on the frontage line. The set-back of up to 0,3 m in the ground floor as well as the set-back or excess of subordinate building elements (canopies, balconies, sunblinds etc) of up to 2 m can, if a free headroom over the public transport zones of at least 2,5 m is secured, in exceptions be permitted.

The frontage line is defined by the black line. The red line is serving the readability.



Building line, for example

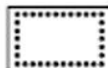
Buildings and parts of buildings may not exceed the building line. The excess of subordinate building elements (canopies, balconies, sunblinds etc) of up to 2 m can, if a free headroom over the public transport zones of at least 2,5 m is secured, in exceptions be permitted.

The frontage line is defined by the black line. The blue line is serving the readability.



Not built surface in the ground floor, e.g. arcade, for example:

The free width and the free headroom are regulated to at least 3,0 meters. The columns / pillars necessary for the construction are only allowed outside the free width. The zones are given a walking easement in favour of the public.



Area for community use



School



Day-care centre



Health care centre



Administration



Regulatory line

The boundary between a construction plot and the public right of way. A frontage line or a building line on the border of a public transport

zone is replacing the regulatory line.







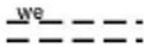







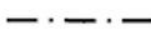
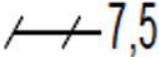
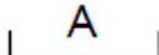
	Public Transport zones
	Public transport zones with the special purpose area with traffic-calming, speed limited to walking speed. The location of the zone may be moved or removed.
	Public transport zones with the special purpose urban balcony, no motor vehicles allowed. The zone may be built under.
	Public transport zones with the special purpose urban square, no motor vehicles allowed.
	Driving limit, for example: 30 Km/h
	Public green zones
	Walking public zones
	Public park
	Public nature park
	Sports area
	Cemetery
	Public play ground
	Rainwater retention basin
	Existing building objects
	Stream
	Dimensioning in meters
	Street cross-section

Table 31 – Urban Regulatory Plan symbols (own modification)

Planning theory has a history of common debates about ideas and practices and is rooted in a critical concern for the ‘improvement’ of human and environmental well-being, particularly as pursued through interventions which seek to shape environmental conditions and place qualities. If one examines the historical roots of planning, the question one would more likely ask is not, “Should planning theory be urban?” but rather, “Why has planning theory ceased to be urban?” The impetus for the development of planning lay in a critique of the industrial city and a desire to re-create cities according to enlightened design principles.

Urban Planning practices differ in the local as well as international level:

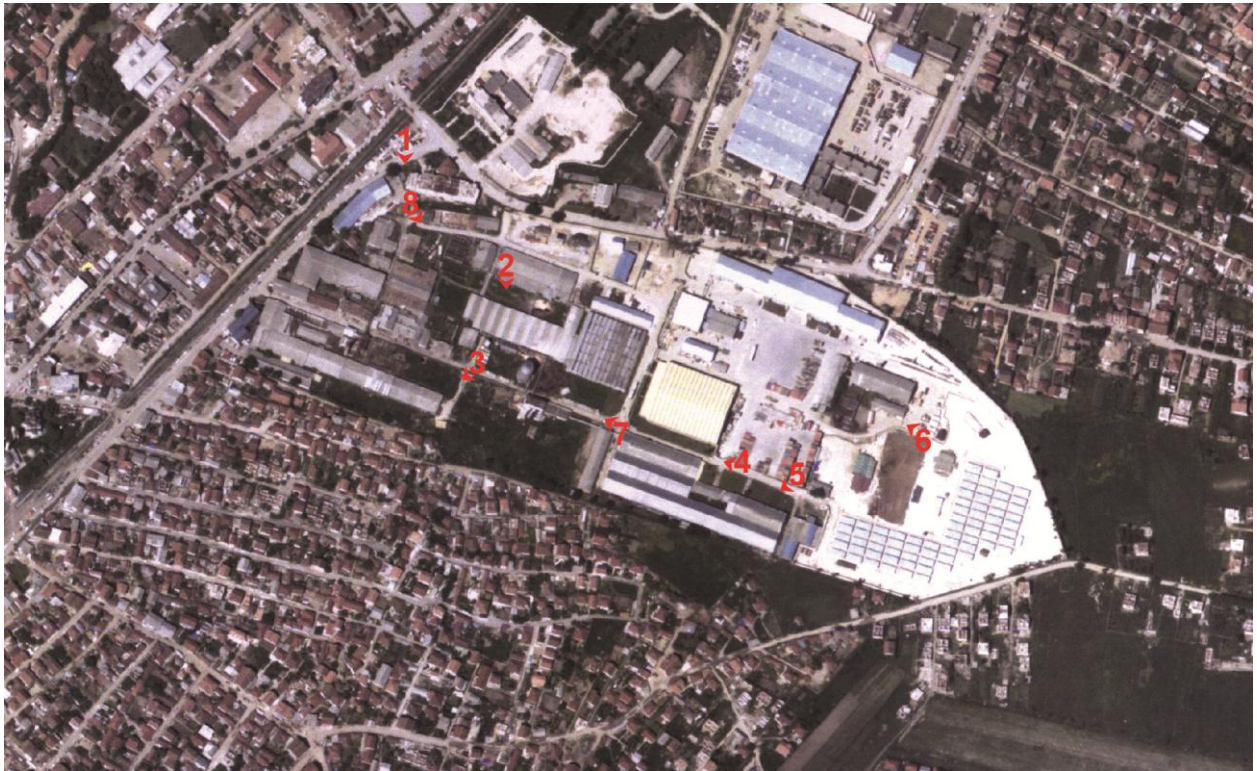
1. TYPES BY ORIENTATION AND SCALE		
Urban Planning System	Large-scale Plans	Small-scale Plans
Public-oriented	a. comprehensive plans	c. detailed land use and building plans
Private-oriented	b. zoning plans	d. development permit procedures
2. UNITED STATES OF AMERICA		
Urban Planning System	Large-scale Plans	Small-scale Plans
Public-oriented	a. comprehensive plans	c. detailed land use and building plans
Private-oriented	b. <i>zoning plans</i>	d. <i>development permit procedures</i>
3. GERMANY		
Urban Planning System	Large-scale Plans	Small-scale Plans
Public-oriented	a. <i>comprehensive plans</i>	c. <i>detailed land use and building plans</i>
Private-oriented	b. zoning plans	d. development permit procedures
4. UNITED KINGDOM		
Urban Planning System	Large-scale Plans	Small-scale Plans
Public-oriented	a. <i>comprehensive plans</i>	c. detailed land use and building plans
Private-oriented	b. zoning plans	d. <i>development permit procedures</i>
5. HUNGARY IN THE LATE 1980S AND EARLY 1990S		
Urban Planning System	Large-scale Plans	Small-scale Plans
Public-oriented	a. comprehensive plans (ÁRT)	c. detailed land use and building plans (RRT)
Private-oriented	b. zoning plans (ÁRT)	d. development permit procedures (RRT)

Table 32 - Different Orientations of Urban Planning Systems in the world and region (source lgi.osi.hu/publications/2000/24/UPACIF.PDF).

9. ANALYSIS OF THE EXISTING CONDITION OF THE SITE

9.1 Site Plan and Views of Current State

The territory of the complex 'RESIDENCE' is located in the North-West of the city of Ferizaj. As such, it is bordered by the 'Fehmi Agani' street on the South-East, by 'Driton Islami' street on the South-West, and in the North by 'Ahmet Kaçiku' street. The territory of this neighborhood is aligned with the city railway in South-West and residential buildings in the South-East (Fig 33, 42). The distance of the complex from the city of Ferizaj is approximately 800 meters (Fig 44) and it covers an area of 11.63 hectares (Fig 43).



Map 33- Site plan with the location of the taken pictures (below) (source Google Maps, own modification)



Photo 34- Existing administration offices (self-made)

The existing water reservoir regulated the water use in the factory. This object will be demolished.



Photo 35- Existing administration offices (self-made)

The existing factory annex that served for assembling parts. This building will be demolished.



Photo 36- Existing administration offices (self-made).

The existing factory depot that held the goods before they were sent to market. This building will be demolished.



Photo 37- Existing street that connects different parts of the factory complex (self-made)

The existing main street that connected all factory annexes. This will serve as the main artery in the “RESIDENCE” complex.



Photo 38- Existing part of the factory complex (self-made)

The existing annex of the factory that served for painting parts. This building will be demolished.



Photo 39- Existing part of the factory complex (self-made)

The existing annex of the factory served as a depot together with the sillos. These objects will be demolished.



Photo 40- Existing part of the factory complex (self-made)

The existing annex of the factory that served for assembling parts. This building will be demolished.



Photo 41- Existing part of the factory complex (self-made)

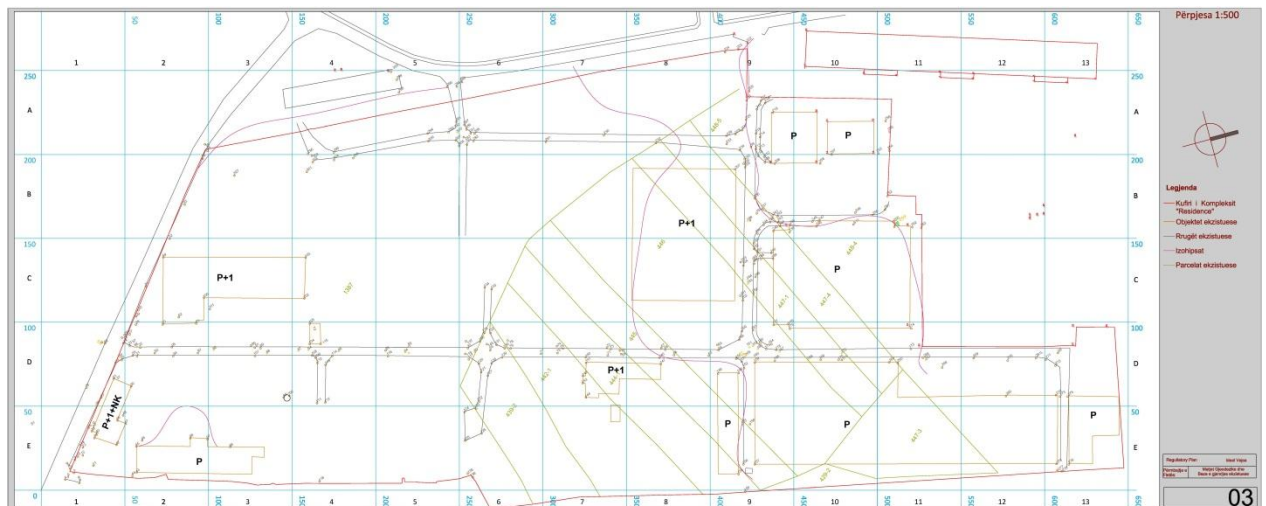
The existing annex of the factory that served as a sales parlor. This building will be demolished.

9.2 Geographical Position of the ‘RESIDENCE’ complex to the city of Ferizaj



Map 42- Geographical position of the “RESIDENCE” complex to the city of Ferizaj (source Google Maps, own modification)

The main characteristic of the “RESIDENCE” neighborhood is its location since it is strategically placed along a significant corridor from Pristina to Skopje and the city’s railway station. Adding to that the closeness to the city center (some 800 meters) makes this site very viable and serves the architect with an inordinate palette of design opportunities.



Plan 43- Existing geodetic measurements of the “RESIDENCE” (self-made, Ideal Vejsa)

9.3 Urban Development Concept

Urban Regulatory Plan of “RESIDENCE” is planned in accordance with Urban Development Plan concept. The Urban Regulatory Plan represents a sustainable legal basis by which the development of this part of the city is planned and categorized in phases. It is very important that future plans are based on a flexible concept which will be easily adapted for further requests during the time of development.

Urban development concept of the “RESIDENCE” complex provides new residential and mixed use areas. Furthermore, adding to that the newly settled assets such as technical and social infrastructure, such as: kindergartens and schools - incorporated in parks; healthcare institutions and other community services, including new areas for small and medium economic development will be in use for fulfilling the citizens` needs.

New effective infrastructure system is planned in order to give to the zone functional connection with other parts of the city and also provide the residents with all kinds of communication settlements being so for pedestrians, automobiles and local buses.



Map 44- Distance of main services from the center of RESIDENCE (source Google Maps, own modification)

10. FULFILLMENT OF COMMUNITY REQUIREMENTS

10.1 Accommodation

The priority of the Urban Regulatory Plan of “RESIDENCE” is fulfilling the requirements for new housing complex and basic public institutions. This Regulatory Plan defines areas of levels VI-VIII for residential settlement and IX-XV for mixed dense urban zones.

An area of 8.29 hectares of the urban zone of “RESIDENCE 2008-2018” is calculated for habitant’s density, always in accordance with urban conditions:

a. Demographic base and habitants/building density

- Average number of family members: 5.0 members
- Residential area: ca 14.6%
- SOI (Site Occupancy Index): 0.2-0.6
- FSI (Floor Space Index): 0.6-1.4

b. Adapted type of housing

- High residential buildings (VI-XV)

Gross residential density			ca HA	[%]	density	habitants
'Dwellings' [Ground Floor+11; Ground Floor+13] (residential and commercial)			2.38	28.70%	862hab./ha	2000
*constructed area : residential	1.875	ha				
*vacant area	0.755	ha				
'Dwellings'[GF+15] (residential and mix usage)			3.227	38.9%	1183hab./ha	3820
* constructed area: residential	2.06	ha				
*vacant area	1.167	ha				
'Dwellings'[GF+10] (residential and mix usage)			2.683	32.3%	614hab./ha	1650
* constructed area: residential	0.489	ha				
* constructed area: mix usage	2.194	ha				
Total			8.29	100%		7470

Table 44 - Urban density and inhabitants planned number (self-made, Ideal Vejisa)

10.2 Social infrastructure-Public buildings

The social institutions planned for the “RESIDENCE” should also fulfill the requirements of other neighborhoods of the city (if there are no planned solutions for these areas). The evaluation of these requests will be completed once the stable base of demographic statistics is settled. Despite the lack of such stable data, a preliminary assessment is made based on the rates for distribution of land use, and according to this assessment public facilities should capture a percentage of ca. 5.7% of the area of the planned zone.

10.3 Preliminary analysis of the site`s position

When analyzing spatial potential of this area, two points are taken in consideration.

Point [A] distance from the city center- the shortest distance from the city center.

Point [B] railway- railway is parallel to ‘Ahmet Kaçiku’ street.

Closeness to these two points resulted in urban density diagram (above). The “RESIDENCE” neighborhood will contribute to the further development of the city of Ferizaj. The neighborhood`s position in relation to the railway defines for a higher building density, respectively higher number of building diversity and levels, thus resulting in saving space for more greenery and public use areas (i.e. squares, parks, green corridors).

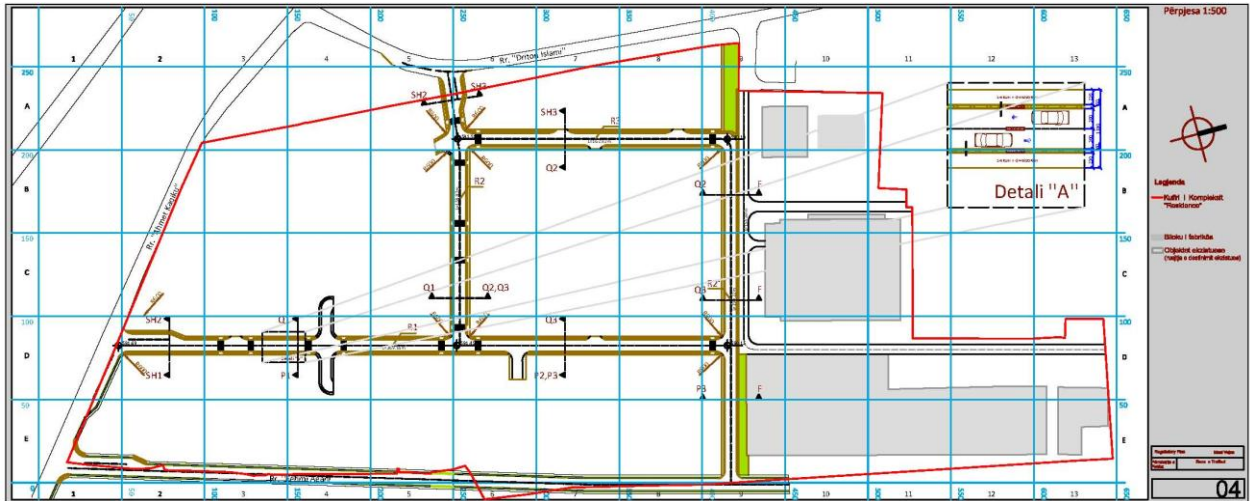
11. STRUCTURES AND DWELLING ACCESS

11.1 Accessibility and movement

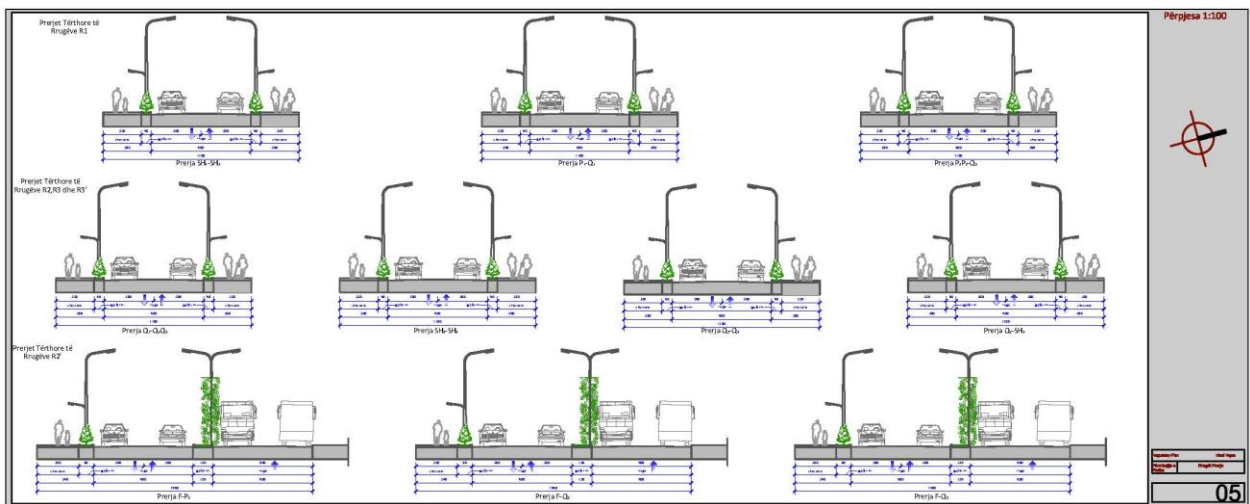
11.1.1 Access and street network

The “RESIDENCE” complex is connected to the city by existing road network: in the South with ‘Ahmet Kaçiku’ street, which is parallel to the railway; in the West with ‘Driton Islami’ street, which leads to Prishtina-Skopje highway; and in the East with ‘Fehmi Agani’ street, which is planned to be expanded and will be able to tie with the “RESIDENCE” neighborhood.

Existing roads inside the neighborhood will be used only as guidance for establishment of new road system that will be constructed according to traffic standards and the neighborhood plan. Public transport will be little or not as much necessary for the neighborhood residents as the distance to the city is only 800 meters. However, it is planned that ‘Ahmet Kaçiku’ and ‘Fehmi Agani’ streets will be expanded in order to adapt for public transportation, thus enabling a stress-free connection with city buses and other means of transportation.



Plan 45- The road network (self-made, Ideal Vejsa)



Plan 46 - Road sections (self-made, Ideal Vejsa)

The planned streets for this complex are separated into three categories:

- 1) Main roads (arteries)
 - Primary Artery-I-(R1)
 - Secondary Artery-II-(R2 and R2')
 - Tertiary Artery-III-(R3 and R3')
- 2) Secondary roads
 - -Hg-;
 - -Dg-;

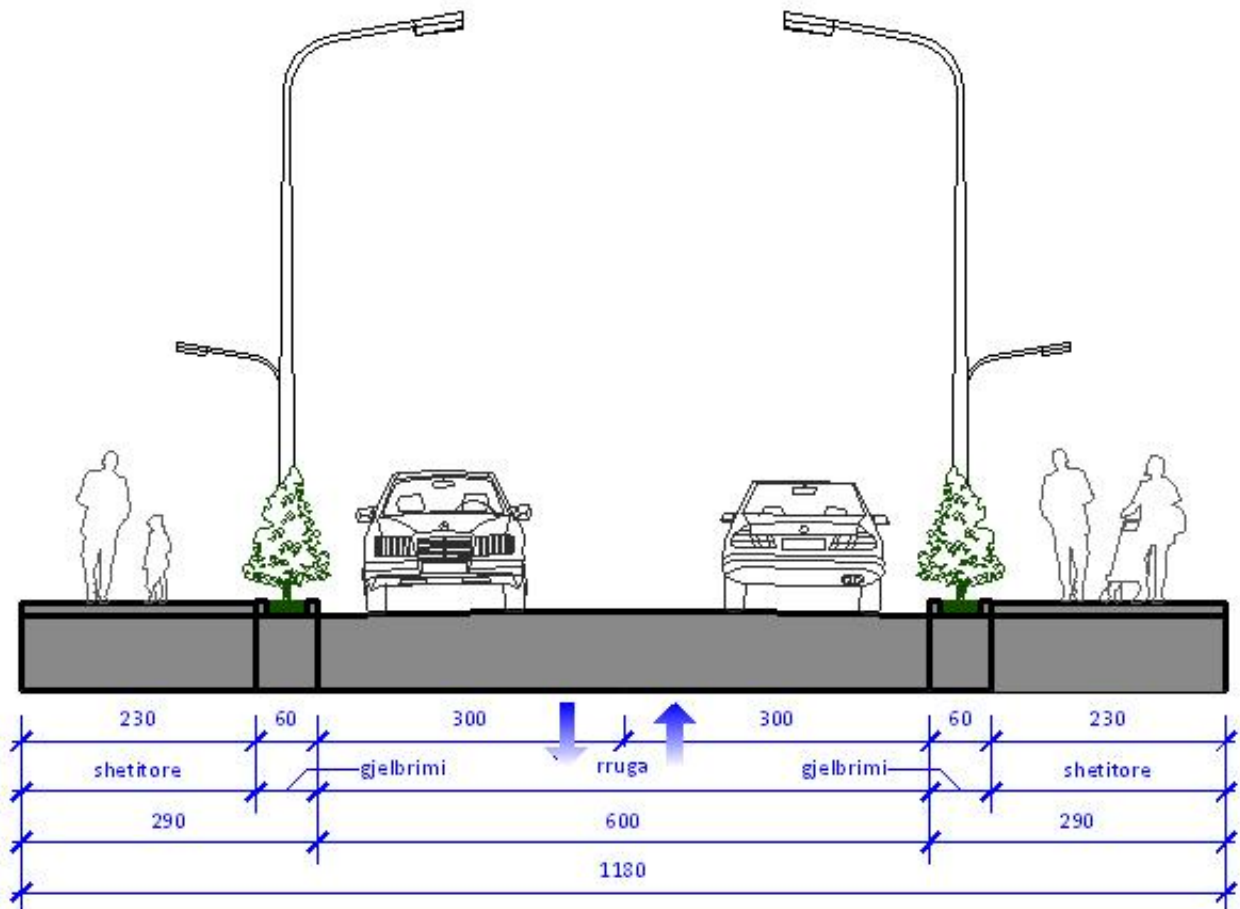
11.1.2 Main roads (Arteries)

Main roads which are located at the core of the planned zone present very important urban fragments that are planned and designed as boulevards. Besides the large quantity of vehicles, they should have enough space to allow for a large number of pedestrians and to provide prospects for other urban development activities. They can be emphasized by shops, restaurants and various subjects, therefore the sidewalks will be wider.

Main Roads are composed by:

a. Primary Artery-I-(R1)

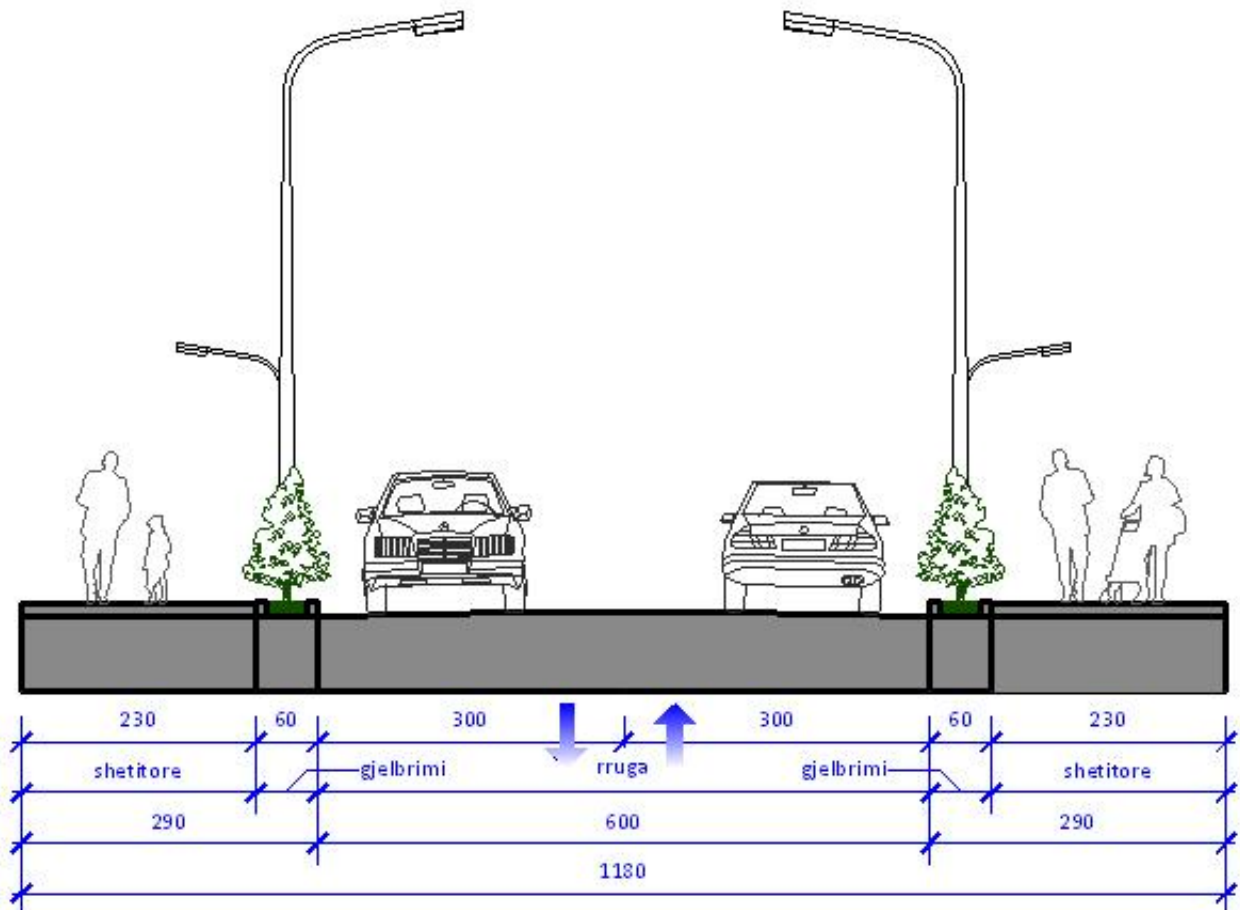
- Two lanes (pavements) where the pedestrian strip width is 230 cm;
- Two green ribbons 60 and 40 cm wide;
- Two way roads (exit paths from the complex consists of two lane roads), each 350cm wide;
- The width of the artery in the places where it intersects with the existing roads is 1530 cm, and the extend of the rest of artery has dimensions as shown in Figure 5;
- Speed limit on these roads is foreseen to be 30 (20) km/h.



Plan 47-Main Artery (R1) (self-made, Ideal Vejsa)

b. Secondary Artery-II- (R2)

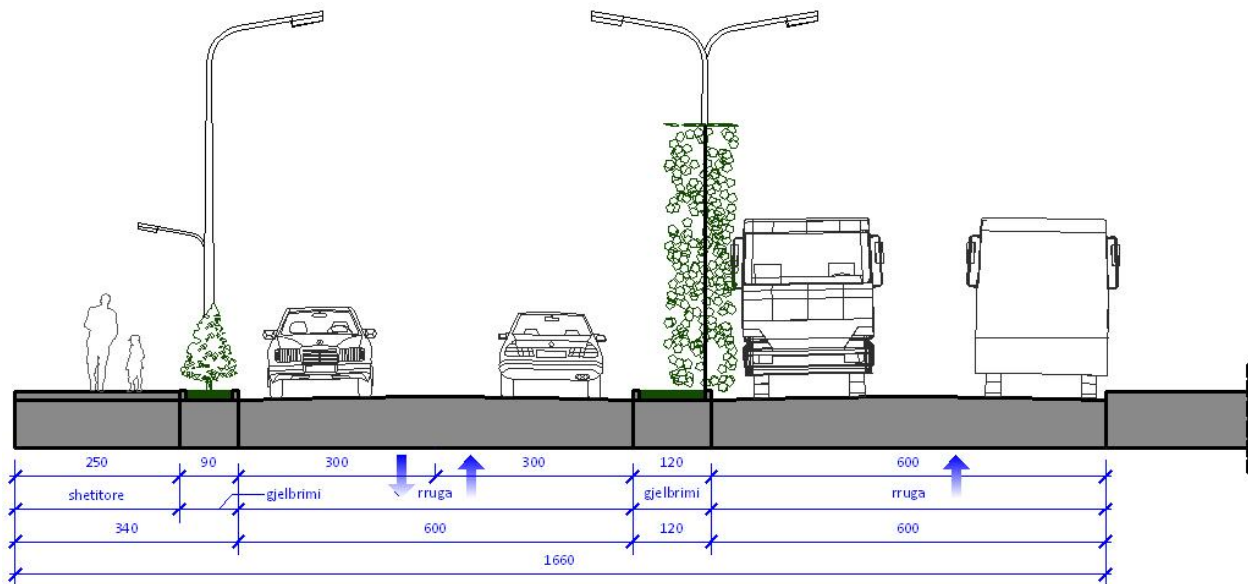
- Two lanes (pavements) where the pedestrian strip width is 230cm;
- Two green ribbons 60 and 40 cm wide;
- Two way road, each 300 cm wide;
- The total width of the secondary artery is 1180 cm;
- Speed limit on these roads is foreseen to be 30 (20) km/h.



Plan 48-Secondary Artery (R2) (self-made, Ideal Vejsa)

c. Tertiary Artery-III-(R3)

- Two lanes (pavements), 250 cm wide;
- Two green ribbons of 70 - 90 cm and 100 – 120 cm wide. Second ribbon serves for dividing high traffic road from the medium traffic road.
- Medium traffic road consists of two lanes each 300 cm wide;
- High traffic roads consists of two lanes each 300 cm wide;
- Total width of third artery is 1660cm;
- Speed limit is 40 (50) km/h;



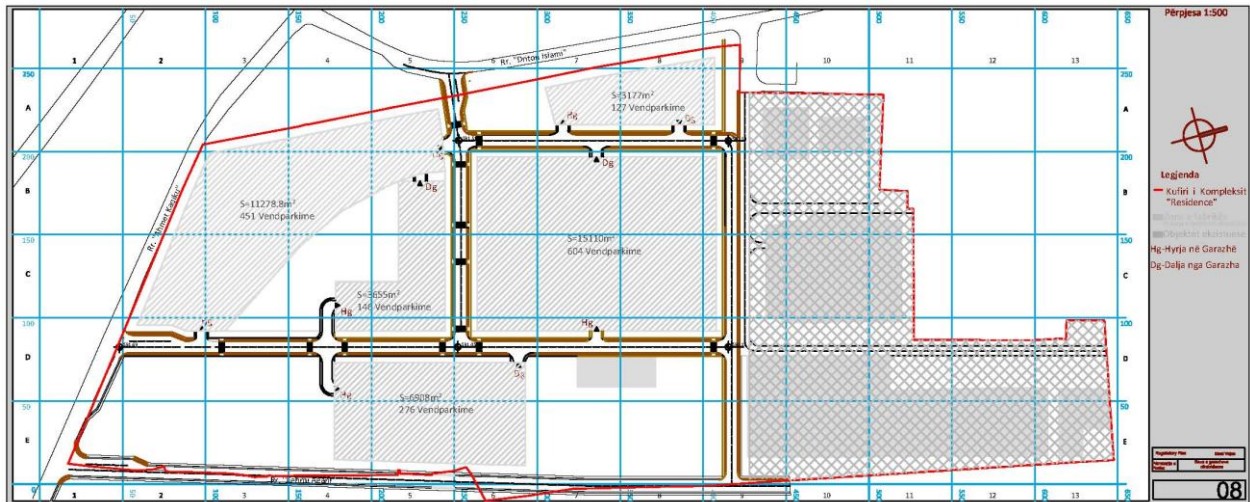
Plan 49 - Third Artery (R3) (self-made, Ideal Vejsa)

d. Service Roads

Service Roads will be used for entry/exit from underground garages. Width of these roads will be 600 cm. Traffic and the road system in general is elaborated further in the graphical section named “Road Network”.

11.1.3 Passive vehicle traffic

Parking area and garages are planned to be incorporated in respective facilities, avoiding primary road network. Their dimensions are in favor of garage area, always protecting the natural environment.



Plan 50- Parking network (self-made, Ideal Vejsa)

- the underground parking garage -“SH2”.....451(x2) parking lots;
- the underground parking garage -“SH3”127 parking lots;
- the underground parking garage -“Q1”146 parking lots;
- the underground parking garage -“Q2”604 parking lots;
- the underground parking garage -“P3”276 parking lots;

The total number of lots in the underground parking garage is $1632 (+451) = 2083$;

1.3 parking lots per flat: 1.3 Parking/Flat

1812m² parking spaces are dedicated to then Shopping Center.

11.1.4 Pedestrian traffic

The “RESIDENCE” complex is equipped with pedestrian traffic that is primarily based on fundamental points of the intent of movement within the complex as well as in terms of the surrounding areas and beyond. Pedestrian traffic consists of trails, green corridors, plazas, etc. in tendency to recreate natural environment, thus the inland traffic of pedestrian pathways is flourished with greenery.

a. Pedestrian paths

Pedestrian will have the possibility of movement inside the complex through the road system whose profiles are designed to provide essential functions, movement of vehicles and pedestrians. Another solution for pedestrian traffic is that in different parts there are plateaus which enable the citizens for easier communication from different facilities, which will also designate smaller frequency of pedestrian in the traffic roads. These plateaus will preclude movement of vehicles the heavy traffic vehicles. In addition to the above mentioned factors, this variant will make the complex have a residential character which ensures its sustainability and well function of future residents of this neighborhood.

11.1.5 Public Transport

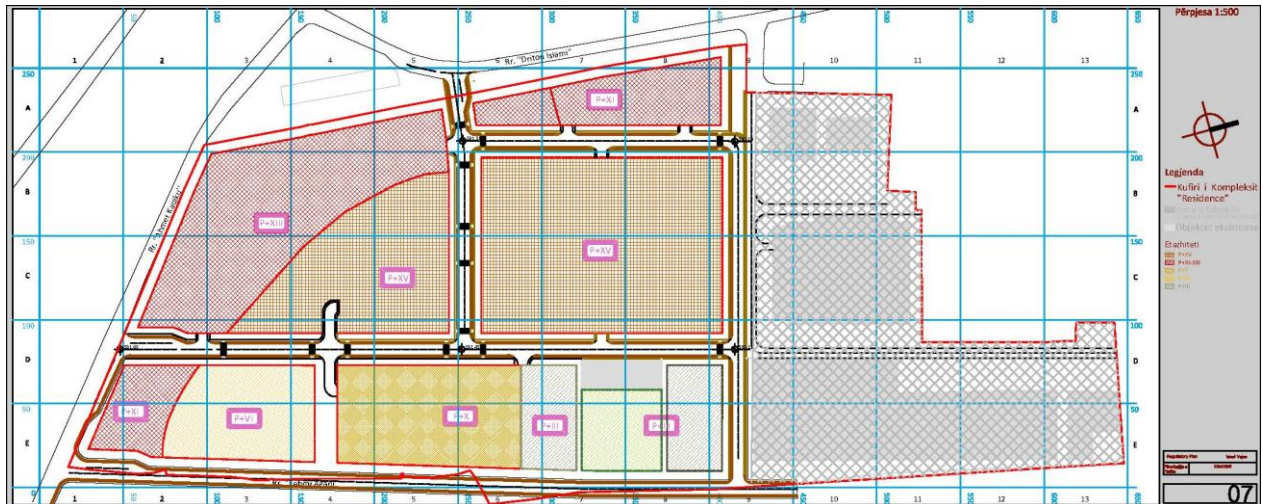
Public transport for this part will not have a significant role since the complex is located within a walking distance of 800 meter from the city center.

11.2 Urban Structures

The urban structure in the planned zone allows for different varieties of dwellings depending on their spatial extent:

Residential areas GF+10- This area`s density will differ depending on the distance of green areas. Within these areas there will be other provided services such as: commercial and small gastronomic services, a bank and small post offices, care centers for infants and children, etc. located and balanced in ground floor areas, respectively first floor areas and/or as independent facilities, as well as free public open or closed areas.

Dense areas with mixed use GF+15- This area will consist of the same functions that were mentioned above, but complemented with commercial and medium trading functions, also with cultural and educational as well as business and administrative ones, always balanced with residential function. Other recreational complexes will be located along the roads "Ahmet Kaçiku" and "Driton Islami", these areas will have access to housing in individual towers. They are planned to use 40% and/or 70% of the construction plot. Dwelling in this zone will be concentrated in upper levels which are planned to be higher buildings depending on the specifics of the location (from GF+9 to GF+11). Public areas are planned to be located in different levels in a form of a public strip

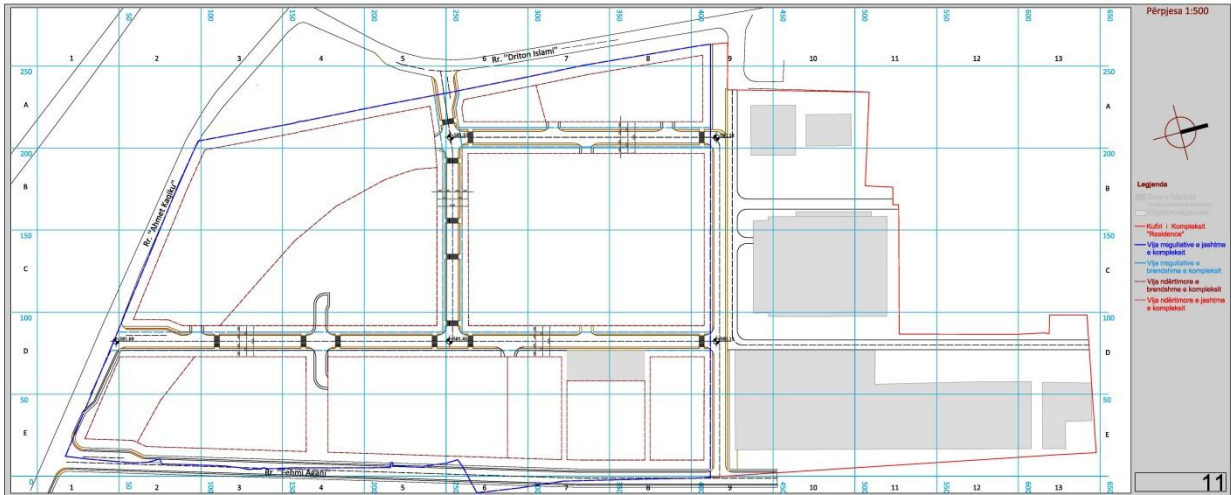


Plan 52 - Storeys (self-made, Ideal Vejisa)

11.4 Areas with Special Needs- Heating, Transformers and Factory

The reuse of the existing boiler room facility and downstream power transformer will be sufficient enough to service the neighborhood is of a significant importance, being so it will be treated as a special area. Besides the facades that will be renovated and the buildings will have a new look, the area is planned to have high greenery in order to fit with the surrounding environment of residential function.

In the same way the area located in North-East will be treated; it will maintain its designation as a small industrial zone for production of wooden furniture. Residential area is separated by greenery from this zone by the road R2 which will be constructed in such a way that the separation will be positively effective (see road detail R2’).



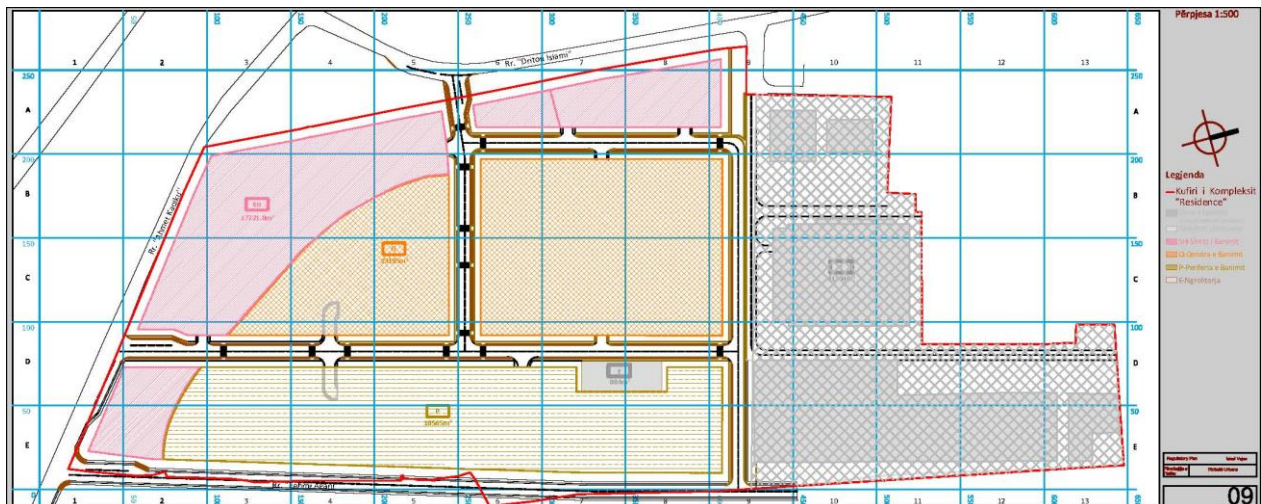
Plan 53 - Regulatory and construction lines (self-made, Ideal Vejisa)

12. CHARACTERISTICS OF URBAN ENTITIES AND ZONES WITH SPECIAL NEEDS

The functional urb-territorial separation of the urban ENTITY has been issued based on the Urban Regulatory Plan of “RESIDENCE”. Through this plan space and construction will be regulated by defining rules of construction and land use which will present the basis for urban approvals and building permits.

Special areas/entities described in this chapter are:

- [A] Ribbon along external road, (marking sign-‘SH’)
- [B] Center, (marking sign-‘Q’)
- [C] Suburb, (marking sign-‘P’)
- [D] Factory



Plan 54 - Urban Entities (self-made, Ideal Vejisa)

12.1 Urban Designations – Entities

12.1.1 Urban Entity [A] - The strip along external road

This strip will be treated as a special zone of the urban entity. This entity is dedicated for commercial use on first floors and dwelling on upper floors.

In this urban entity, the existing road network will be respected and new rules of land use construction plot use will be established. In the existing situation this entity is divided into three blocks known as: **a. First Block SH1; b. Second Block SH2; and c. Third Block SH3;** which are separated from each other by roads R1 and R2. Each of these blocks will have its own specifics. The reason these three blocks are agglomerated in one urban entity is because of their function and story levels.

a. SH1 Block (group)

The area that this block covers is 2212 m² and it is planned to have GF+11 storey buildings, some of which have administrative function (see 'Land Use'). Parking of this block is mostly underground, while the greenery will cover a certain amount of space.

b. SH2 Block (group)

This block covers an area of 11278 m² and it is planned to have GF=13 storey buildings. First two storeys will be dedicated for mixed use such as market and the top storeys will be used as a public space for residents that will live in these buildings. Landscape for this block is of significant importance because of the location of the block. Parking in this section will occupy the underground floors. Parking lots will be enough for residents of residential buildings in this block as well as for visitors of the shopping center, always based on the standard rules (see map traffic).

c. SH3 Block (group)

The area that this block covers is 4039m² and it is planned to have GF+11 storey buildings. First storey will be dedicated for mixed use such as market, while upper levels will be used as residential. Parking lots will be incorporated in green areas, while the vehicles of residents will be accommodated underground parking lots.

12.1.2 Urban Entity [B] - Center

The Urban entity 'Center' consists of 3 mini blocks (urban groups) 15 storeys high. This entity is dedicated for market-commercial and cultural use, care centers and other services which dwelling spaces concentrated on the upper levels.

a. Q1 Block (group)

This block covers an area of 8190 m² and it is planned to have GF+15 storey buildings. The function of it will be of mixed use; first storey will have commercial use as for the upper

levels they will have residential use. Parking lots will be incorporated in green areas, while the vehicles of residents will be accommodated underground parking lots.

Public spaces designated for residents of this neighborhood will feature areas for playgrounds and areas for greenery. Pedestrian pathways will divide public areas in recreation spaces and also define building entrances. The establishment of facilities for this area will be based on basic conditions for healthy living and terrain structure, better orientation for better insulation during the winter season as well.

b. Q2 Block (group)

The area that this block covers is 15114 m² and it is planned to have GF+15 storey buildings. It's will be of mixed use; first storey will have commercial use as the upper levels will host residential use. Parking lots will be incorporated in green areas, while the vehicles of residents will be accommodated underground parking lots.

Public spaces designated for residents of this neighborhood will feature areas for playgrounds and areas for greenery. Pedestrian pathways will divide public areas in recreation spaces and also define building entrances. The establishment of facilities for this area will be based on basic conditions for healthy living and terrain structure, better orientation for better insulation during the winter season as well.

12.1.3 Urban Entity [C] - Suburb

Urban entity 'Suburb' consists of 3 mini blocks (urban groups) with different number of levels. This entity is dedicated for market-commercial and cultural use, care centers and other services and dwelling spaces concentrated in upper levels. This entity will host the most attractive part of the neighborhood (sports and recreation).

a. P1 Block (group)

This block covers an area of 4724 m² and it is planned to have GF+6 storey buildings. The function of it will be of mixed use; first storey will have commercial use as for upper levels will have residential use. Parking lots will be incorporated in green areas, while the vehicles of residents will be accommodated underground parking lots.

Public spaces designated for residents of this neighborhood will feature areas for playgrounds and areas for greenery. Pedestrian pathways will divide public areas in recreation spaces and also define building entrances. The establishment of facilities for this area will be based on basic conditions for healthy living and terrain structure, better orientation for better insulation during the winter season as well.

b. P2 Block (group)

Area that this block covers is 8637 m² and it is planned to have GF+10 storey buildings. It's function will be of mixed use; first storey will have commercial use as for upper levels will have residential use. Residents of this neighborhood will have plenty of public spaces in which will be included the school with 2414m² area and GF+3 storeys. This Group is also planned to have a outdoor swimming pool, while the vehicles of residents will be accommodated underground parking lots.

Public spaces designated for residents of this neighborhood will feature areas for playgrounds and areas for greenery. Pedestrian pathways will divide public areas in recreation spaces and also define building entrances. The establishment of facilities for this area will be based on basic conditions for healthy living and terrain structure, better orientation for better insulation during the winter season as well.

c. P3 Block (group)

A part of this block's area will be destined for recreational purposes and it will cover 2340 m² which will be accessible by all neighborhood residents. This entity will be used for sports and recreation, formal entertainment, green spaces and sport/recreation halls. Another part in this

block that covers an area 2081 m² is planned to be designated for kindergartens and care centers, which will be sufficient to cover the entity neighborhood.

Accept for the above mentioned blocks, P3 Block will contain pedestrian pathways which will make communication easier for the neighborhood. Because of the zone`s special features on natural values, bigger effort will be made on preserving its character. Thus, all construction will be in accordance with sites open character, always preserving the beauty of nature. Additional assets of this block will be a sports building which will be intended for use by the neighborhood youth.

12.1.4 Urban Entity [D] - Factory

This zone will retain its existing designation, it will remain as a factory and little or no interventions will be necessary.

In the development of this zone is encompassed the construction of road R2 which will separate the factory from the residential area. This road R2 will be treated specifically because of the role it plays as a filtration ribbon; it will feature two green paths in the middle which will serve as a “separation” corridor. Existing factory belongs to the light industry facilities with modest production of furniture, while the remaining of this industrial area will be used for city heating.

13. CONCLUSION

“We shape our buildings, thereafter they shape us” said Winston Churchill.

If Churchill is right, then what he said about buildings is also true about neighborhoods and cities. At the end of this exploration, this thesis still leaves a number of questions about the process of urban design and planning, the biggest of which concerns the process where a designer or a group of people is commissioned to master plan a city or a large community and attempts to replicate an evolutionary process that takes decades and centuries to develop. In my opinion, triumph of the core of a city is the preservation and re-use of their urban heritage, reinvented along with new contemporary architecture. The economic value of the culture of cities, like Ferizaj, lies not only in the arts taking place there but also in the city's fabric, its architecture, and in its cultural heritage.

The main characteristic of the “RESIDENCE” neighborhood is its location since it is strategically placed along a significant corridor from Pristina to Skopje and the city’s railway station. Adding to that the closeness to the city center (some 800 meters) makes this site very viable and serves the architect with an inordinate palette of design opportunities. My design solution for these 8.29 acres provides the “RESIDENCE” tenants with abundant green areas (approx.. 4.71 square meters per resident), recreational and public facilities (some 5.7 percent of the entire site coverage), parking space (approx. 2000 lots, or 1.3 parking per flat) as well as commercial and industrial facilities to accommodate better their needs.

I believe that all urban transformations are about how connections are made to spaces beyond the neighborhood, and in a municipality where its economy is mainly based on agriculture, construction and small trade businesses, a residential complex as “RESIDENCE” will increase its citizens` willingness to advocate and appreciate the advantages of the railway, which provides the opportunity of linking the city directly to the national/international rail network quite conveniently. With complementary land use, functional transportation for people of all ages and abilities, as well as civic and public gathering spaces that promote and facilitate social interaction, “RESIDENCE”’s urban design solutions contribute to enhancing

the city`s identity. As such, projecting positive external identities distinguishes a city and attracts new citizens, investment, tourism and skilled workers.

What is learned and/or reaffirmed from this thesis is that cities, in form and in function, are derived from their utilitarian origins as well as their extensive historical experience. Designers, where successful, manage to develop urban form into its highest value by basing their design on the respect and understanding of both natural and human social needs. This thesis argues that urban form and planning configurations ought to be versatile and suitable for change and growth. This thinking ought to be pervasive and effective from the regional level, through the neighborhood level, and down to the dwelling unit level.

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15. LIST OF ABBREVIATIONS:

- **KFOR:** the Kosovo Force (KFOR) is a NATO-led mission of 2 Multinational Battle Groups and 5 Joint Regional Detachments, 30 nations and approximately 6,240 peacekeepers in their effort to provide a safe and secure environment for all citizens living in Kosovo.
- **UNMIK:** United Nations Mission in Kosovo. The United Nations Interim Administration Mission in Kosovo or UNMIK was the interim civilian administration in Kosovo, under the authority of the United Nations. The mission was established on 10 June 1999 by Security Council Resolution 1244.
- **NATO:** the North Atlantic Treaty Organization is an intergovernmental military alliance based on the North Atlantic Treaty which was signed on 4 April 1949. The organization constitutes a system of collective defense whereby its member states agree to mutual defense in response to an attack by any external party.
- **UN-HABITAT:** United Nations Human Settlements Programme is the United Nations agency for human settlements. It was established in 1978 and it is mandated by the United Nations General Assembly to promote socially and environmentally sustainable towns and cities with the goal of providing adequate shelter for all. Since the end of the war in Kosovo in 1999, UN-HABITAT has been promoting good governance, security of tenure, sustainable human settlements development and inclusive spatial planning in Kosovo and the broader region.
- **UN:** the United Nations
- **KLA:** the Kosovo Liberation Army was an Albanian insurgent organization which sought the separation of Kosovo from the FR Yugoslavia in the 1990s.
- **SFRY:** the Socialist Federal Republic of Yugoslavia (SFRY) was the Yugoslav state founded during World War II until it was dissolved in 1992 amid the Yugoslav Wars. It was a socialist state and a federation made up of six socialist republics: Bosnia and Herzegovina, Croatia, Macedonia, Montenegro, Serbia, and Slovenia.
- **US:** the United States of America

- **FAIA:** Fellow of the American Institute of Architects is a postnominal, designating an individual who has been named a fellow of the American Institute of Architects. Fellowship is an honor bestowed by the American Institute of Architects on architects who have made outstanding contributions to the profession through design excellence, contributions in the field of architectural education, or to the advancement of the profession.
- **GDP:** Gross domestic product is the market value of all officially recognized final goods and services produced within a country in a given period.
- **PPP:** Purchasing power parity is an economic theory and a technique used to determine the relative value of currencies, estimating the amount of adjustment needed on the exchange rate between countries in order for the exchange to be equivalent to (or on par with) each currency's purchasing power.
- **URP:** Urban Regulatory Plan
- **UDP:** Urban Development Plan
- **RP:** Regulatory Plan
- **SOI:** Site Occupancy Index
- **FSI:** Floor Space Index
- **GF:** Ground Floor
- **Fig.:** Figure
- **[X]:** Refers to the Bibliography

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Comments:

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