

An aerial map of Prishtina, Kosovo, rendered in a light green color. The map shows a dense urban grid with various street patterns and building footprints. Several circular areas are highlighted in a vibrant red color, indicating specific urban regeneration or upgrading projects. The text 'KOSOVO LIVABLE CITIES' is overlaid on the right side of the map in a large, bold, red, sans-serif font.

KOSOVO LIVABLE CITIES

Supporting the Design of Urban Regeneration and
Upgrading Projects in Priority Areas of Prishtina

April 2023

PRISHTINA

URBAN REGENERATION



Supporting the Design of Urban Regeneration and Upgrading Projects in Priority Areas of Prishtina, Kosovo

APRIL 2023

PRISHTINA, KOSOVO - WASHINGTON, DC, UNITED STATES - VIENNA, AUSTRIA



Acronyms

BCR	Benefits-To-Costs Ratio
CBA	Cost-Benefit Analysis
EIRR	Economic Internal Rate of Return
FAR	Floor Area Ratio
GFA	Gross Floor Area
ICM	Integrated Corridor Management
MESPI	Ministry of Environment, Spatial Planning and Infrastructure Municipality of Prishtina
MoP	Municipality of Prishtina
NPV	Net Present Value
PPP	Public Private Partnership
SUDS	Sustainable Drainage System
SUMP	Sustainable Urban Mobility Plan

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FOREWORD

PERPARIM RAMA, MAYOR OF PRISHTINA

As mayor of Prishtina, I am pleased to present this design report, which represents a significant milestone in the development of our city. The proposals were developed by an international and national team of urban planners, architects, designers, and technical specialists, working in close collaboration with our public servants and a great variety of stakeholders, under the guidance and strong support of the World Bank Group.

The proposals put forward in this report aim to address many of the challenges facing our city, including traffic congestion, air pollution, and the need for more green spaces. By providing more space for walking and cycling and creating more green and climate-resilient public spaces, we can create a more sustainable, resilient, and livable city. In addition, the implementation of those proposals will trigger job creation and will enrich the city center, creating a more vibrant and dynamic urban environment. This will not only benefit the local economy but also improve the quality of life for our residents. Furthermore, the innovative solutions and methodologies presented in this report can also serve as an example for other cities in Kosovo and the Western Balkans to address similar urban challenges and achieve sustainable development goals.

I want to express my gratitude to the design team and the World Bank Group for their expertise and dedication in developing these proposals. I also want to thank our public servants and other stakeholders for their collaboration and contributions throughout the process. This report provides a detailed analysis of our urban environment and outlines the specific strategies and interventions that will be required to bring these proposals to life.

I encourage all experts and stakeholders to review this report carefully and to engage with the proposals presented here. By working together, we can turn these proposals into a reality and build a more sustainable, resilient, and livable city for future generations.



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EXECUTIVE SUMMARY

The World Bank with support from the Western Balkans Climate Support Facility has worked with the Ministry of Environment, Spatial Planning and Infrastructure (MESPI) and the Municipality of Prishtina (MoP), capital of the Republic of Kosovo, to develop a possible 'Kosovo Livable Cities' program. The overall objective of the program is to support cities in Kosovo to develop along a more sustainable trajectory and make them more livable. Within the program, the World Bank has been providing strategic technical assistance support to foster a climate-smart urban development pathway for cities in Kosovo and the MoP in three areas: Urban Regeneration, Urban Mobility, and Energy. Based on background analytical work and extensive stakeholder engagements across the MoP, a **development vision** for the city was formulated to guide the identification of high priority and high impact investments:

The City of Prishtina is embracing a low-carbon urban development, fostering active mobility over car use, interconnecting green and recreational spaces with a sustainable urban footprint and densities, combining innovation in urban governance.

The vision was further specified in six **development goals** for this project, that address the main challenges and opportunities identified throughout Prishtina:

1. Improve accessibility and orientation in the city
2. Embrace human-scale neighborhood regeneration
3. Foster cultural heritage as an economic factor
4. Foster sustainable and active mobility in the city
5. Improve accessibility of green spaces and recreational spaces
6. Improve integrated urban planning practices and enhance urban governance

Specific investments were identified using a two-stage process. As a first outcome, 26 ideas for urban redevelopment projects in Prishtina were developed. The long-listed projects were further screened using a multi-criteria analysis, as well as a qualitative validation alongside partners from the World Bank and the MoP. Through this process a **short list of five investment proposals** was established. These five investment proposals were then developed into conceptual designs.

CENTRAL PEDESTRIAN ZONE

Project Goal: Establish high-quality pedestrian connections between the northern and the southern central parts of Prishtina by eliminating physical barriers and reducing traffic.

Project Location: Mother Teresa Boulevard, Zahir Pajaziti Square, Xhorxh Bush Boulevard, Dëshmorët e Kombit Boulevard.

Project Elements

- » Mother Teresa Boulevard & Pajaziti Square: Updating sidewalks and roadway pavement, restore urban furniture and green spaces, upgrade public amphitheater, etc.
- » Xhorxh Bush Boulevard: Active transportation zones for pedestrians and cyclists, fully pedestrianized boulevard with marked bus lanes in both directions, urban furniture, active ground floors, new public and green spaces, flexible market stalls, rain gardens and permeable surface elements.
- » Dëshmorët e Kombit Boulevard: Active transportation zones for pedestrians and cyclists, marked bus lanes in both directions, shops and food business on the ground level, new green spaces and bike lanes, green and public space around Central Mosque.

Challenges: Additional detailed technical analysis will be required to understand mobility patterns and behavior prior to finalization of designs.

Estimated Investment Cost: 7.2 Mill. €

CENTRAL BUS STATION

Project Goals: Create a new multi-modal transit hub in the south of Prishtina that will serve as an arrival point for tourists and residents; a new mixed-use quarter for residential and business use, transforming the area into a more inviting, friendlier, walkable, and attractive place.

Project Location: Site of existing bus terminal, near the N9 corridor and rail network.

Project Elements

- » New inter-modal transit hub north of the development area (existing bus terminal), which provides access to rail services. Enhanced pedestrian upgrades to allow for pleasant and safe walk between bus and rail services.
- » Area development to include mixed-use housing and new bike as well as pedestrian infrastructure to allow for reduced car access. Buildings would be arranged around a central green and public space to allow for recreation.

Challenges: Need to establish partnership between private and public stakeholders, including the Ministry of Finance, MESPI and the MoP.

Estimated Investment Cost: 4.6 Mill. €

GREEN CORRIDORS

Project Goals: Establish a basis for a green network in Prishtina that is envisioned to expand in the future. Further sustainable mobility transition in Prishtina through measures that improve conditions for active mobility and public transportation. Integrate green elements in the urban streetscape and create attractive public spaces along urban corridors.

Project Location: Bill Clinton Boulevard, Agim Ramadani Street, Luan Haradinaj Street.

Project Elements

- » Bill Clinton Boulevard: Reduce motorized traffic lanes and remove street parking. Dedicated bus lanes on either side of the road with new bus shelters for patrons. Installation of new cycling lanes on either side of the road and new pedestrian infrastructure such as crosswalks, signage, and lighting. Linear parks along the roadway.
- » Agim Ramadani Street: Physical upgrades similar to those along Bill Clinton Boulevard. Special focus placed on sections where Agim Ramadani Street crosses other regeneration projects to allow for continuous safe movement for non-motorized modes.
- » Luan Haradinaj Street: Transformation into a one-way road with one lane for southbound cars. Separated bus lanes in both directions. Installation of cycle paths and new pedestrian infrastructure. Special focus placed on transformation potential at intersection of Luan Haradinaj Street and Migjeni Road, as well as in front of the MESPI; potential for pocket parks and urban green parks in both areas.

Challenges: Lack of local institutional structure and experience in managing development projects with lifespans of 20 to 30 years. Increased institutional knowledge and cohesion required to stay on track and ensure project success and long-term sus-

tainability. Additional detailed technical analysis will be required to analyze mobility patterns and behavior prior to finalization of designs, especially regarding the one-way traffic.

Estimated Investment Cost: 9.1 Mill. €

GALLAPI METROPOLITAN PARK

Project Goals: Secure green areas close to the city center, provide a high-quality public space to the inhabitants of Prishtina. Ensure accessibility to natural spaces that can serve as an important tool for education. Address major challenges the city is facing in relation to floods and pollution in this area.

Project Location: Northern outskirts of Prishtina, parallel to the N9 corridor and Prishtina River.

Project Elements

- » Development of a park to include areas for recreation, such as picnic areas, running trails, children's park, green spaces, outdoor gyms, artificial lakes and streams. Inclusion of urban infrastructure including chairs, benches, pavilions, waste bins, and increased lighting solutions.
- » A dedicated botanical garden is envisioning for the northern part of the site.
- » Site landscaping efforts that will promote intelligent water management and storage solutions.

Challenges: Lack of internal expertise regarding specific engineering requirements. Additional technical studies on the quality of water and soil, as well as models for retention and water management will be needed ahead of final designs and construction.

Estimated Investment Cost: 2.0 Mill. €

KODRA E TRIMAVE NEIGHBORHOOD UPGRADE

Project Goals: Regenerate Kodra e Trimave into a lively and high-quality neighborhood that fulfills modern urban living standards. Provide inclusive green and public spaces. Calm car traffic and enable safer roads that prioritize cyclists and pedestrians.

Project Location: Throughout Kodra e Trimave neighborhood.

Project Elements

- » Lot acquisition and land readjustment.
- » Development of a bottom-up participatory community engagement strategy that prioritizes diverse user groups. Develop new placemaking strategies to create a vision for the neighborhood in partnership with current residents.
- » Upgrade transportation infrastructure to include traffic calming measures, install more sidewalks and bike paths, and landscape the streetscape with more trees and green spaces to improve local microclimate.

Challenges: Lack of clarity regarding land tenure will challenge MoP in terms of existing nuances in communal fabric and residents' sense of community. Studies on new housing and land regulations, as well as mobility and parking behavior will need to be conducted ahead of the final design. Lack of existing community engagement strategies and techniques could cause issues for project efficacy and impact.

Estimated Investment Cost: 2.8 Mill. €

These five investment proposals were then developed into conceptual designs.

A **cost-benefit analysis (CBA)** on the five shortlisted projects shed light onto project costs and allows the MoP to understand how the projects can be financed and packaged for implementation. The five proposed interventions sum up to a cost of about 25.8 million Euros. The Economic Internal Rate of Return (EIRR) for the investment proposals ranges from 18 to 60 %. The benefits-to-costs ratio (BCR) indicates that every Euro invested will create value for society (ranging from a minimum of 2.3 Euros to a maximum of 3.7 Euros for every Euro invested).

Taking into consideration the identified challenges, **recommendations for implementation** are outlined to aid the success of these large-scale projects and future urban transformation in Prishtina:

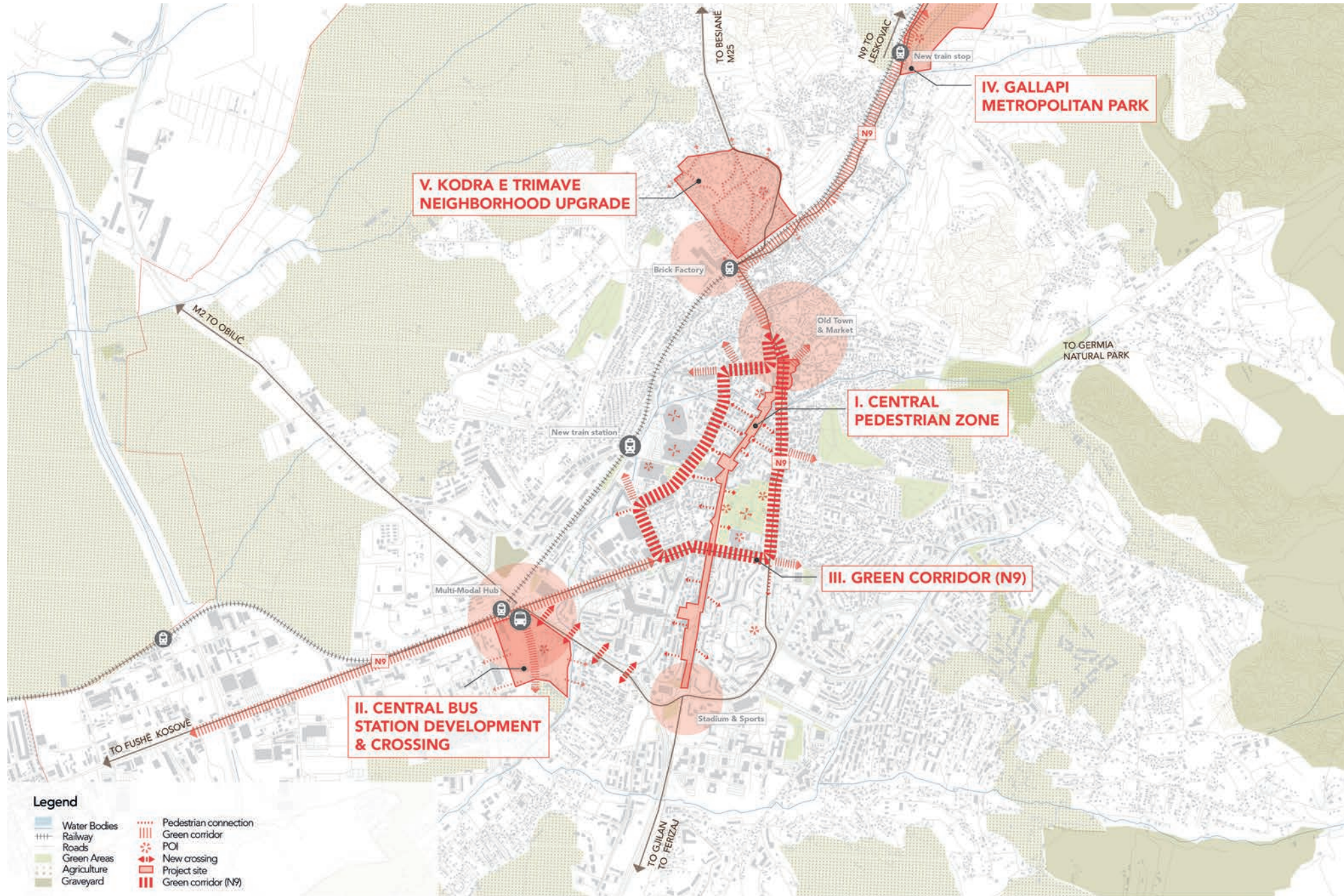
- » Complete required background studies to validated key assumptions and fine-tune project concepts.
- » Develop a cohesive, organized management team to ensure the project stays on track.
- » Implement the projects in phases along achievable and budget-friendly timeline.
- » Engage in national and international exchange between the MoP and other municipalities with related experiences.
- » Strengthen the following areas to ensure successful implementation and lasting project success: citizen engagement and participatory methods, integrated urban planning, gender sensitive planning, local heritage and sustainable tourism, active and sustainable mobility, specific and technical knowledge.

Inclusive, high-quality, and long-term **stakeholder engagement** plays a crucial role in project success, especially in projects of this size and impact potential. The projects would benefit if they

deployed an integrated approach, and if the relevant stakeholders took part in the planning process. When a stakeholder involvement plan is developed, it should incorporate the following elements:

- » Ensure involvement and vertical integration of relevant ministries and departments throughout the process.
- » Define and acknowledge different stakeholders involved and address them using varying techniques depending on their need, vulnerability, and influence.
- » Involve more vulnerable groups to ensure that the needs of all users are considered.
- » Select and adapt participation tools according to the specific context of the project.
- » Develop targeted educational and social media campaigns to ensure that residents and stakeholders are aware of the projects taking place and that their voices can be heard.
- » Enable citizen-driven techniques including placemaking and tactical urbanism.

The cost-benefit analysis on the five shortlisted projects shed light onto project costs and allows the MoP to understand how the projects can be financed and packaged for implementation.



1

INTRODUCTION

The World Bank with support from the Western Balkans Climate Support Facility has worked with the Ministry of Environment, Spatial Planning and Infrastructure (MESPI) and the Municipality of Prishtina (MoP), capital of the Republic of Kosovo, to develop a possible 'Kosovo Livable Cities' program. The overall objective of the program is to support cities in Kosovo to develop along a more sustainable trajectory and make them more livable. Within the program, the World Bank has been providing strategic technical assistance support to foster a climate-smart urban development pathway for cities in Kosovo and the MoP in three areas: Urban Regeneration, Urban Mobility, and Energy.



The specific objectives of the Prishtina-focused components are:

1) for **Urban Regeneration**, to support the MoP to design and implement urban regeneration and upgrading projects in priority areas of the municipality that will support low-carbon, sustainable and inclusive urban development by focusing on areas with high climate-related and local pollution challenges.

2) for **Urban Mobility**, to support the development of concepts for green investments and policies for the green urban mobility program, including low-carbon public transport corridors, safe, inclusive and healthy non-motorized transport and smart mobility management interventions, and

3) for **Energy**, to support the development of incentives options for promoting sustainable heating and energy efficiency for households in the municipality.



◀ A workshop with stakeholders from the municipality

Selected groups of experts and consultants were supporting the MoP in each component. Superwien urbanism ZT GmbH was engaged in the process to develop conceptual designs for urban regeneration and green infrastructure projects under the Urban Regeneration component of the program.

The consultancy “Supporting the Design of Urban Regeneration and Upgrading Projects in Priority Areas of Prishtina, Kosovo” was structured into two phases: Component 1 and Component 2. While Component 1 focused on the identification and prioritization of low-carbon, climate resilient and green urban regeneration and urban mobility upgrading projects in priority areas, Component 2 supported the development of inputs for the conceptual designs of the prioritized projects.

This report presents the findings and conclusions drawn from both components of the consultancy. Chapter 1 will give a brief introduction to the working methodology, development of the project and to the key characteristics of Prishtina. Chapter 2 will present the main urban challenges of the city and the development vision and goals that were elaborated to guide the identification of potential investment projects.

Chapter 3 gives a brief overview of the 26 projects that were proposed on the long list. Based on a quantitative multi-criteria analysis and on qualitative workshops with the MoP, a package of five investment projects was selected for further elaboration. Chapter 4 focuses on the prioritized, short-listed projects. It is composed of five project briefs, each of which comprises an analysis of the project context, an outline of the main goals that the project seeks to achieve, a qualitative description of the design, along with maps, drawings and collages that visualize the potentials of the intervention. Chapter 5 provides a detailed economic overview of the implementation of the projects using a cost-benefit analysis (CBA). Additionally, investment and financing opportunities were identified.

Based on qualitative analysis, and a workshop with members of the MoP, Chapter 6 presents expected challenges to project implementation and how those could be overcome. Similarly, Chapter 7 provides recommendations on how to include public and private stakeholders into the implementation process. Finally, Chapter 8 gives some indication as to how the proposed interventions could be scaled-up for city-wide implementation. International good practice cases give some examples of how similar projects have been rolled out to impact entire urban systems.

The overall goal of this report is to provide technical assistance to the MoP on how to implement the identified priority projects while contributing to the wider sustainable transition of the city of Prishtina. In the upcoming years, the city has the potential to position itself as an economic, cultural, and sustainable hub within the

Balkans region. Prishtina is at a critical juncture in elaborating an image of development and urban planning policies that will guide the city's growth in the coming years.

1.1 APPROACH TO URBAN DESIGN

In line with the New Leipzig Charter¹, the project team believes in urban transformation through **integrated urban development**, with a place-based and participatory approach. Integrated urban planning is a practice that considers urban projects as intersectoral challenges. In this sense, urban challenges are met by considering several issues at once, including the design of public space, land use, mobility patterns and the socio-economic composition of communities among others. Relatedly, projects

Click here to
watch a video
about the
planning process



▲ A co-creative walkshop in Kodra e Trimave

such as Kosovo Livable Cities often involve decisions that need to be made by various stakeholders and at several spatial scales, from the neighborhood to the regional level. Integrated planning proposes a system that takes into account all sectors and scales of impact surrounding the project. A holistic planning process is both vertically and horizontally integrated. Vertical integration includes different levels of government during the planning process and views the community as an important stakeholder. Horizontal integration, on the other hand, addresses urban development as an intersectional and multidisciplinary process. In order to achieve integrated planning processes, participative methods and communication channels must always be attentive to this double directionality and promote dialogue between the parties.

A **participatory or dialogue-oriented approach** is based on the concept of co-responsibility that is formed between the state and society. Qualitative and dialogue-oriented methods are at the core of this adopted planning approach. By bringing together different stakeholders, dialogue-oriented methods encourage communication, coordination, and networking, allowing for collective reflection on current planning practices and fostering mutual learning. Participatory methods can be used to enable dialogue between public stakeholders, or to engage with local communities to learn about their needs and ideas for urban transformation.

The participatory toolkit, employed during this consultancy, contains a series of dialogue-oriented, easy-to-apply interactive planning methods. Workshops that engage diverse perspectives

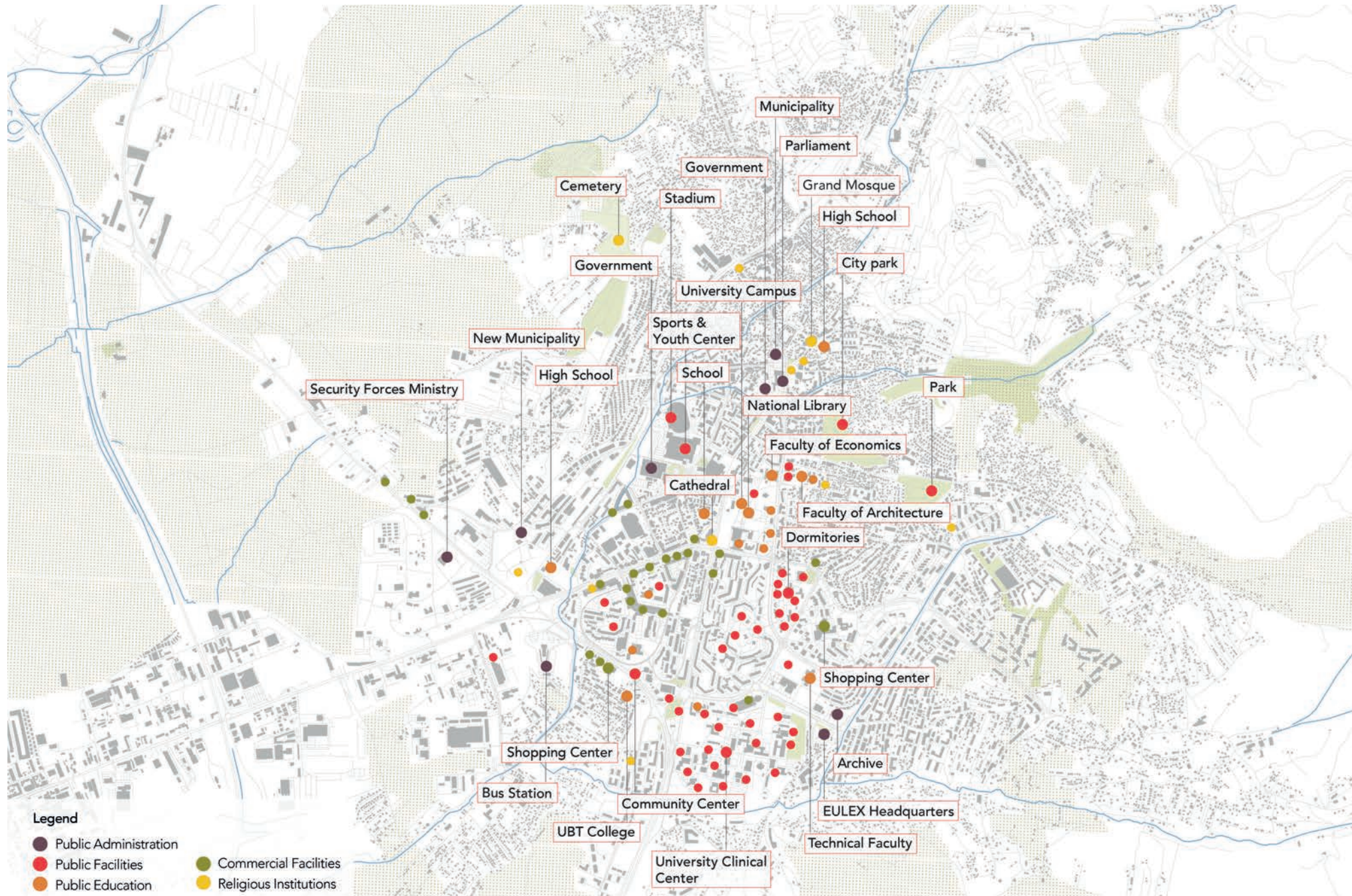
Integrated urban planning is a practice that considers urban projects as intersectoral challenges.

can establish a framework that leads to interactive and inclusive urban design. These tools and methods can be easily translated and applied by local stakeholders and partners, thus building capacity and expertise for future community engagement, ultimately empowering local governments and residents, giving them a voice and sense of ownership of their regions, cities, and neighborhoods.

Additionally, urban design needs to be sensitive to the specific characteristics of the place in question. A **place-based approach** is based on a sound analysis of the specific local situation, including elements such as climate, urban fabric, socio-economic and cultural situation, physical geography, etc. Understanding these elements is essential to ensure the long-term success of a project. While urban transformation projects can be inspired by international good practices, tailored solutions, that stand the test of time, must be based on, and fit within a local context.

With the guiding principles of integrated urban development, dialogue-oriented methodologies and place-based urban design, the project team aimed to support Prishtina on the journey to become a more sustainable, greener, and healthier urban environment for its residents. The consultancy began integrating these principles in early 2022. During this initial phase, the project team analyzed background data and documents to understand the existing urban development framework in Prishtina. These documents included, inter alia, previous analytical work on Prishtina undertaken by the World Bank, the Sustainable Urban Mobility Plan (SUMP), and the Progress Rama Program.

A series of meetings was held between the project team, the MoP, and key local stakeholders to further discuss existing conditions. These conversations, and what was learned throughout this process, served as an important foundation for the project moving forward. The project team then visited the



city as part of its first Scoping Mission. Through a series of site visits, both the international and local teams established a common working basis with the MoP. This process helped the collective to better grasp the challenges and opportunities of urban regeneration and of potential investment projects in Prishtina.

Throughout early and mid-summer of 2022, the consultant team moved forward with Component 1 of the project aimed at identifying and prioritizing potential investment projects for urban regeneration in Prishtina. To further refine this list of projects, additional historical and socio-spatial research was conducted. The findings of this analysis served as the basis for the overall project vision and developed goals that would guide the project identification and selection process. Included in Component 1 was a scan of compiled project ideas presented to the MoP. The ideas presented in these proposals were developed based on additional research, engagement with the responsible departments of the MoP and exchange with the Bank's urban mobility team and support urban regeneration of Prishtina according to the project vision.

Once a list of projects had been developed, the project team conducted a quantitative assessment to score and prioritize the projects for further review. Once ranked from highest to lowest priority, the projects were further discussed with the representatives of the MoP during a second scoping mission to Prishtina. The purpose of this meeting, attended by MoP staff and important project decision makers, was to select and package the projects of the highest priority to be further developed and researched during the following project phases.

Component 2 of the project, initiated in the summer of 2022, focused on the development of conceptual designs for selected project proposals. The in-depth analysis of the prior-

itized projects included detailed mappings, photo documentation, interviews with relevant stakeholders, and desk research for adequate reference projects. During a third scoping mission, the project team held a set of co-creation workshops with representatives of the MoP. Based on the feedback from these workshops, new ideas were generated, and the conceptual designs were refined. The project team presented the refined ideas and concepts to the MoP in the fall of 2022 for final consideration.

Upon the MoPs endorsement the project concepts, preliminary cost estimates and a CBA were developed. The CBA demonstrated high Economic Internal Rates of Return (EIRRs) for the selected investment proposals. Finally, the consultants conducted an additional online workshop with representatives of the MoP to discuss challenges to implementation and possibilities for further stakeholder engagement to support implementation. Recommendations for future stakeholder engagement were collected and are presented later in this report.

1.2 PRISHTINA CITY PROFILE

Prishtina is the capital city of Kosovo, located in the northeastern part of the country. It is the main center for economic and cultural development in the country. The municipality has an area of 572 km², and it is organized in 16 counties (local communities), including 43 peripheral villages. There are 40,528 households in these settlements, and only 6,420 in the rural area². It is strategically situated close to three Balkan capitals: 260 kilometers from Tirana (Albania), 90 kilometers north of Skopje (North Macedonia) and 520 kilometers south of Belgrade (Serbia).

At the time of the last census in 2011, the city had 201,214 inhabitants³. According to the projections of the National Institute of



▲ Walkshop in front of the National Library of Kosovo

Statistics, the population of Prishtina has increased by about 9 percent and is now almost 220,000 inhabitants⁴. The territory of the municipality is large and comprises many rural parts. When considering only the built-up area of about 72 km², however, the urban population density reaches more than 3,000 inhabitants per km²⁵.

However, the current number of inhabitants is estimated to be much higher than the census data suggests⁶. The city has a sizeable 'floating' population. This population is made up of commuters traveling daily or weekly from other municipalities to Prishtina in order to temporarily work and live in the city. This means that the services and infrastructure of the city need to serve significantly more people than documented in official counts.

Prishtina is the city with the most pronounced cultural and artistic tradition in Kosovo.

Prishtina is the city with the most pronounced cultural and artistic tradition in Kosovo. The most important cultural institutions of the country are located there. These include the National and University Library of Kosovo, the National Theater of Kosovo, the Kosovo Philharmonic, the Art Gallery, the National Museum and the Department of Cultural Affairs. There are also plans to build a new cultural facility next to the Youth and Sports Center, for dedicated use by the philharmonic, ballet, and opera. Prishtina has a unique history that has shaped a diverse local and cultural scene.

2

URBAN CHALLENGES AND DEVELOPMENT VISION

In order to develop project proposals for the urban regeneration of Prishtina, it was important to first gain a general understanding of the main challenges the city is facing. Strategic topics were identified as important urban issues that need to be addressed in the regeneration process. Based on the current situation and aspirations of the Municipality, a project vision was formulated and specified in the elaboration of six development goals for Prishtina. Four key urban design elements outline the strategic approach to achieve these goals.



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2.1 STRATEGIC TOPICS FOR PRISHTINA

Strategic topics are described as important issues related to the current development of Prishtina. These topics were derived from the information gathered throughout the public and stakeholder engagement segments of this process, in addition to the results of previous studies. Timely and clear outlining of these topics was important in developing comprehensive strategies to respond to the difficulties of urban development that Prishtina currently faces. The five strategic topics are: Built Environment, Mobility, Public Health, Culture and Tourism and Governance.

Built environment

The quality and quantity of **public space** is a main challenge in Prishtina. Overall, a lack of public space, green infrastructure such as trees, and recreation areas is evident throughout the city. While some of the old socialist-era residential neighborhoods have a good network of green and recreational spaces, these are often not well maintained. Public spaces in general are often in poor condition with limited or non-existent universal accessibility. Therefore, there is a great need for action in the regeneration and maintenance of public spaces.

Furthermore, the insufficient quality of **basic infrastructure** is also one of the main infrastructure challenges throughout Prishtina. Water supply and sewage systems are in place, but frequent interruptions do occur. In many cases, regulations and quality standards for water treatment are not adequately monitored or enforced. Stormwater management systems are inadequate to handle increased urban flooding and in some parts of the city, stormwater and greywater networks are not separated increasing contamination risks.

Finally, current urban regulations are unable to keep up with the challenging **housing** situation. Urban expansion has grown

much faster than population growth and recent market-led developments have resulted in urban sprawl and the construction of illegal housing. However, solutions are possible. Through updated regulations, and concrete strategies for the upgrade of informal settlements, the existing challenges can be tackled and mended over time.

Mobility

The dominance of the car is omnipresent throughout Prishtina. According to Prishtina's SUMP⁷, cars represent 35 percent of daily trips made in the city. Bus travel and trips by foot accounted for 24 percent and 23.5 percent of daily trips, respectively. This high percentage of personal vehicle trips has caused traffic to increase significantly in recent years and has led to high levels of **congestion** throughout the city. Traffic hotspots at busy intersections have created extremely slow travel speeds that also frustrate movement of public buses.

The quality and quantity of public space is a main challenge in Prishtina.

Uncontrolled and cheap parking throughout the city make car trips to the urban center more attractive. In the long run, **parking management** strategies, in conjunction with strategies and policies that actively reduce the number of cars in the city, are crucial for the future of the city's urban development and livability.

According to the SUMP, the existing **public transportation** system cannot adequately manage the current volume of passengers. Buses are often overcrowded, the network is not yet fully established, lacks adequate prioritization, and stops are uncoordinated, which does not encourage traveling on public transportation.

Conditions for **active mobility** in Prishtina are also unsatisfactory. A quality pedestrian network is missing, safe crossings at major roadways are lacking, and sidewalks are often in poor condition or do not exist entirely. The number of cycle lanes is limited and there is no established network. As a result, and due to issues of general mobility and safety, the bicycle is not a common means of transportation in the city.

Public health

Air pollution, which stems from several key sources, is a major threat to public health. As many residential areas do not have central heating, coal and wood are used to heat homes and for cooking fuel. Additionally, the high reliance on automobiles further increases emissions. These factors, combined with lower environmental standards and monitoring, produces negative impacts on the natural landscape, local biodiversity, and the overall health and wellbeing of residents.

The average **public and green** space per capita of 16 m² is high⁸, attributable largely to Gërmia Park. However, public and green spaces are not well located nor easily accessible to the general population, especially children. The city has the potential to become a green and healthy hub in the Balkans region. If constructed, a green network could help to improve air quality and provide residents with cooler spaces during the hot summer months. There are great examples of green infrastructure, such as Gërmia Park, which the MoP can use as an example and expand by creating and upgrading a network of green spaces, including neighborhood scale parks. Good quality and well-maintained green spaces are not only important places for local biodiversity, but also essential recreational spaces for the population. Furthermore, public spaces could serve multiple uses and users of different ages, gender, religion, and ethnic backgrounds.

Culture and tourism

In the last 20 years, many **cultural heritage** sites have been destroyed or left to decay. Currently, there are initiatives seeking to preserve the city's cultural heritage, but restorations have not yet been completed. Valuable symbolic assets for the city do not only include historic buildings but also intangible heritage such as festivals and other cultural practices. Solid management and marketing of local cultural heritage will be required to promote Prishtina as a new touristic hub of the Balkan region.

Prishtina has a unique opportunity to position itself as a tourist destination in the Balkans, marketing and capitalizing on the important cultural and historical role of the capital. Some of the main attractions and landmarks in the city include the Kosovo Museum, the Newborn Sculpture, the Statue of the Albanian hero Skanderbeg, the Cathedral of Prishtina, the Imperial Mosque, the National Theatre of Kosovo, the National Art Gallery, the Ethnological Museum, Archaeological Institute of Kosovo, the National Library of Kosovo, the Clock Tower, the Gërmia Park, and Skanderbeg Square.

Prishtina has a unique opportunity to position itself as a tourist destination in the Balkans.

The city has always been special due to its unique style, young population, vibrant art and music scene, and openness to new influences and cultures. Enhancing this vibrant public life can enable the city to attract investments and foster economic development and strengthen Prishtina as a creative city and cultural hub.

Governance and public services

Representatives of the MoP identified a lack of institutional capacities and financial resources for specific public services, such as **maintenance of green and public spaces** as key hurdles for the city of overcome.

Furthermore, a lack of citizen involvement in urban development processes has been identified. Although all regulatory plans require some level of public engagement by law (e.g., through public hearings), according to local experts, public engagement is not adequately promoted, and citizen participation is low.

2.2 PROJECT VISION

There are two main documents that have guided urban development in Prishtina over the last ten years. The **Prishtina Municipal Development Plan 2012-2022** presents a vision and development strategy for the entire rural and urban territory of the municipality. It highlights Prishtina's role as a metropolitan region and capital of Kosovo, that is the country's main engine for economic development. It aims to further strengthen the municipality as an economic, administrative, cultural, and educational center with strong intellectual and financial services. At the same time, the urban area strives for a modern and efficient urban development that provides high quality of life for all its citizens. Principles of development should include compact urban form, environmental protection, social cohesion and sustainability.

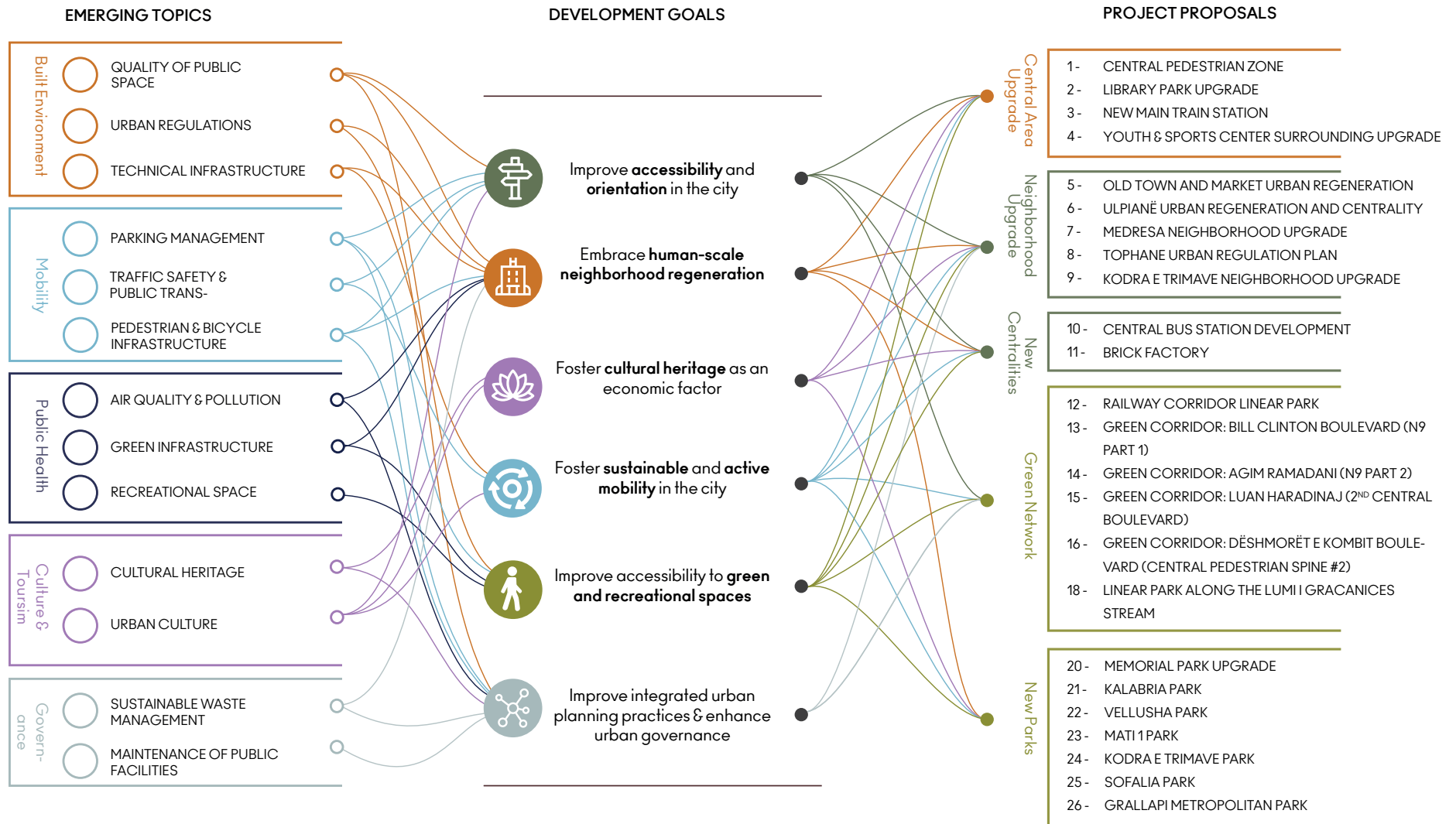
The implementation strategies in the Municipal Development Plan specify fields of action to achieve some of these goals. Major investments are foreseen in the improvement of the public transportation system, active mobility networks, and parking

solutions. Basic public services, and spaces for recreation and social interaction, including green spaces, shall be improved. Investments in the central historical area of Prishtina as well as in cultural and educational institutions are intended.

The **Prishtina Urban Development Plan 2012-2022** is in line with the metropolitan vision and sees Prishtina as a metropolitan, functional, and integrated urban region, administered and governed by good governance; a green city with knowledge economy, cultural exchange, and diplomacy that is a competitive hub in the region.

The interventions within the 'Kosovo Livable Cities' program focus on the central area of Prishtina. Based on the guiding principles given in the overarching strategic documents a strategic project vision was derived from the participatory activities with diverse stakeholders and departments of the MoP. The Development Vision was an important guidance for the selection of investment projects. The vision states:

The City of Prishtina is embracing a low-carbon urban development, fostering active mobility over car use, interconnecting green and recreational spaces with a sustainable urban footprint and densities, combining innovation in urban governance.



▲ Logical framework for project development in Prishtina

The goal of this development path for Prishtina is to support and enable a pedestrian-friendly city with walkable distances and high-quality public spaces. Therefore, the focus must lie on balanced development, creating attractive places for residents, tourists, and visitors. In order to radically improve the quality of public space and to free up space for pedestrians, current

mobility patterns could be transformed, embracing a more sustainable and active mobility network.

In view of the opportunities that lie ahead, it is easy to imagine how urban development projects could improve life in Prishtina. Traffic calming measures and car-free zones will allow for the

In order to radically improve the quality of public space and to free up space for pedestrians, current mobility patterns could be transformed, embracing a more sustainable and active mobility network.

safe use of space for different community groups. Pocket open and green spaces would serve as meeting places for residents to take a break, relax, and interact with neighbors.

Neighborhoods will improve the provision of public services. Proper water management and sustainable stormwater management measures will prevent flooding and issues with the sewage system, improving the quality of life and public sanitation for residents. Green spaces and recreational areas will become accessible and well-integrated into the urban landscape, improving air quality and increasing health and well-being. Nature-based strategies, and the new interconnected green network, will contribute to a more comfortable, livable, and healthy environment.

The city will promote new strategies that contribute to the preservation and activation of local cultural heritage, promoting Prishtina as a new center for tourism in the Balkans. Increased tourism would foster new investments and opportunities for the area bringing positive impact to all residents. These and further changes could come with participatory and co-creation activities to further engage the most vulnerable resident groups into urban planning.

2.3 DEVELOPMENT GOALS

Based on the development vision and initial analyses, six development goals for Prishtina were defined. The goals were derived from a cumulative process, involving stakeholder conversations, interviews with the local community and the MoP's strategic documents. They served as the main drivers behind the design processes, and the development of the potential investment projects.

The six development goals for Prishtina are:

Improve accessibility and orientation in the city to ensure a livable and attractive city for all residents and visitors. Public spaces will be suitable for all residents, with particular emphasis on improving accessibility for the most vulnerable groups.

Embrace human-scale neighborhood regeneration to shift current urban design from preferring car-centered to human-centered modes. Transform streets into pedestrian friendly public spaces with human-centered street design, and adequate social and cultural infrastructure, to promote healthy environments at the neighborhood scale.

Foster cultural heritage as an economic factor to boost cultural capital and local economic growth. Develop a powerful cultural narrative for the city, restoring historic buildings and spaces, and focusing on sustainable tourism and cultural heritage as an economic driver.

Foster sustainable and active mobility in the city to become a green, walkable city, reflecting the new standards of the 15-minute city. Promote human-centered modes of transportation and emphasize sustainable forms of mobility.

Improve accessibility of green spaces and recreational spaces to transform Prishtina into a healthy, livable, and inclusive urban environment. This goal envisions smaller green injections, and the creation of new urban parks, as key strategies.

Improve integrated urban planning practices and enhance urban governance. Upgrade the urban landscape and improve the processes in which the urban fabric is built, managed, and maintained. This goal envisions community engagement, and the integration of diverse institutions and sectors into the planning process, as key drivers of success.

The logical framework illustrates how the development goals are related to the strategic topics discussed earlier in this chapter. It set the stage for the development of further strategies, which served as the foundation for the investment proposals discussed later in this report.

The central area of Prishtina will be transformed into a pedestrian-friendly city.

2.4 STRATEGIC APPROACH

The development goals and project vision serve as the basis for the development of a strategic approach that will support the transformation of the City of Prishtina. All proposed investment projects are embedded in this strategic framework. This framework takes into consideration the urban structure, traffic flows, existing infrastructure, as well as local needs and possibilities for change. The strategic approach is multifaceted, and focuses

on accessibility, centralities, green networks, as well as economic and cultural benefits of the selected projects. These elements are displayed in an integrated view of Prishtina.

Key urban design elements that are critical for making a new, livable Prishtina, a reality, include:

Green Corridors: A dense network consisting of parks, natural spaces connected through tree lines and other green components. These elements are integrated directly into the street design, improving the quality of life and urban attractiveness. Furthermore, green corridors will help the city to deal with climate change, urban heat island effects and air quality.

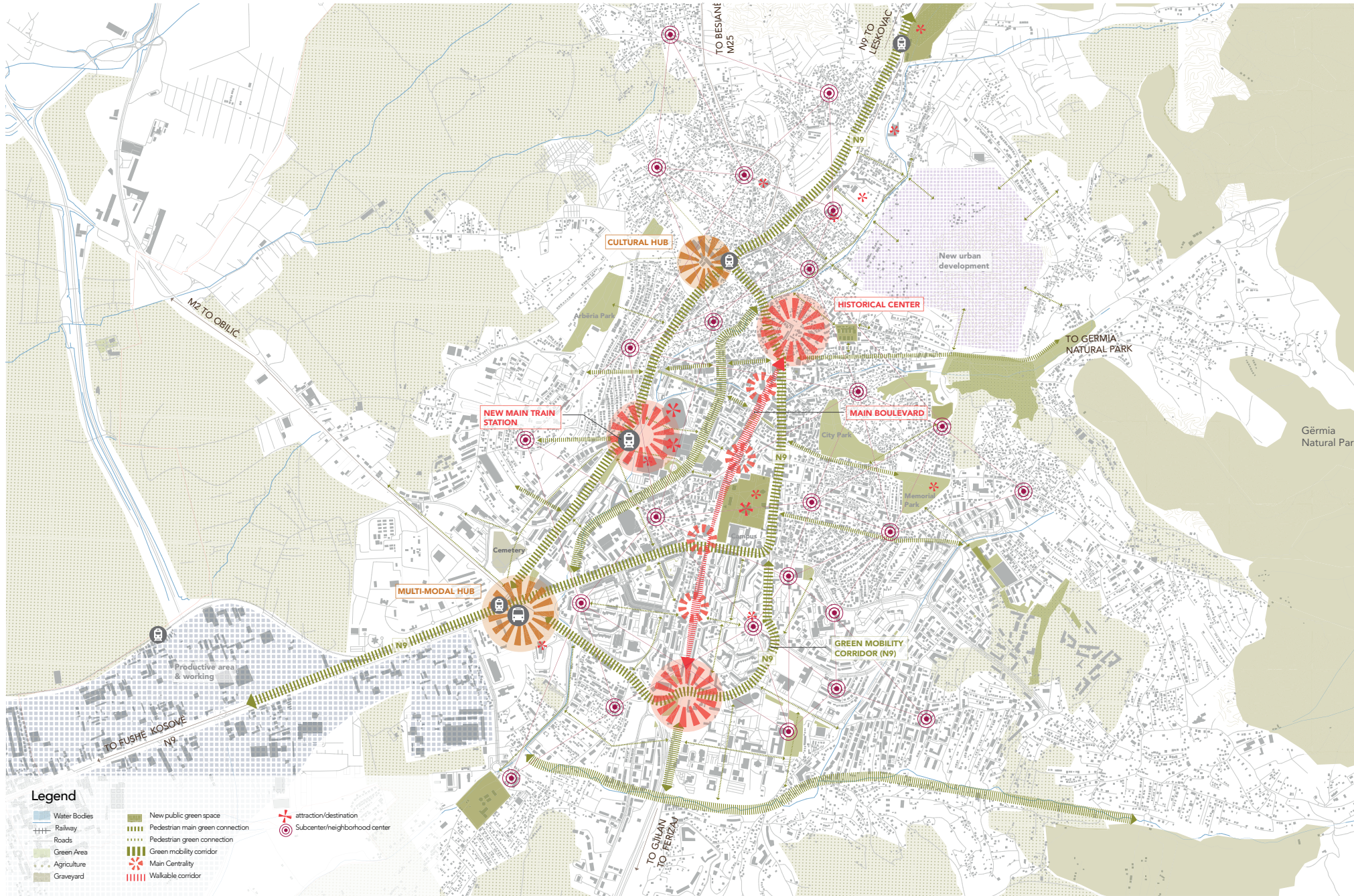
New local attractors: Activating points of interest in a logical network will contribute to more integrated cultural offerings. Presenting these attractors in a logical and consolidated way will foster economic opportunities for locals and attract tourism to the city.

The strategic approach is multifaceted, and focuses on accessibility, centralities, green networks, as well as economic and cultural benefits of the selected projects. These elements are displayed in an integrated view of Prishtina.

CENTRAL AREA UPGRADE	NEIGHBORHOOD UPGRADE	NEW CENTRALITIES	GREEN NETWORK	NEW PARKS
CENTRAL PEDESTRIAN ZONE	OLD TOWN AND MARKET URBAN REGENERATION	CENTRAL BUS STATION DEVELOPMENT	RAILWAY CORRIDOR LINEAR PARK	MEMORIAL PARK UPGRADE
LIBRARY PARK		BRICK FACTORY	GREEN CORRIDOR: BILL CLINTON BOULEVARD	KALABRIA PARK
NEW MAIN TRAIN STATION	ULPLANÖ URBAN REGENERATION AND CENTRALITY		GREEN CORRIDOR: AGIM RAMADANI (N9)	VELLUSHA PARK
YOUTH & SPORTS CENTER SURROUNDING UPGRADE	MEDRESA NEIGHBORHOOD UPGRADE		GREEN CORRIDOR: LUAN HARADINAJ	KODRA E TRIMAVE PARK
	TOPHANE URBAN REGULATION PLAN		GREEN CORRIDOR: DËSHMORËT E KOMBIT BOULEVARD	SOVALIA PARK
	KODRA E TRMAVE NEIGHBORHOOD UPGRADE		UNDERPASS & GREEN PLAT- FORM BETWEEN DARDANI AND KALABRIA	GALLAPI METROPOLITAN PARK
			LINEAR PARK ALONG THE LUMI I GRACANICES STREAM	
			SMALL SCALE GREEN NETWORK	

Walkable Connections: Key points of interest could be connected by a system of walkable routes. The central area of Prishtina will be transformed into a pedestrian-friendly city by upgrading the existing pedestrian zone, Mother Teresa Boulevard, and focusing on adjacent streets and pedestrian crossings.

Traffic hierarchy: Through the reorganization of motorized traffic, and promotion of public transportation and non-motorized modes, both residents and visitors will benefit. In alignment with Integrated Corridor Management (ICM) actions along the N9, street and parking spaces could be reallocated to enhance walkability and active transportation. This would reduce emissions, reallocate space to human activities, and provide a calmer, safer, and healthier atmosphere in the city.



3

PROJECT ASSESSMENT

Based on the project vision, goals, and strategic approach, a long list of 26 urban regeneration projects was elaborated together with the MoP. While all of these projects had the potential to improve the quality of life in Prishtina and contribute to a more sustainable development path, a selection was needed to recommend priority implementation projects. The way from long list to short list was based on two important processes, a quantitative and a qualitative selection. This chapter explains the approach applied and the selection process of the final projects.

MIRË SE VINI NË PRISHTINË
WELCOME TO PRISHTINA



3.1 PROJECT LONG LIST

As an outcome of the initial phase of this project, 26 ideas for urban development projects in Prishtina were presented. The proposals came from stakeholder engagement, workshops, and interviews with the local community. Each of the proposed projects was discussed and analyzed with local experts, the World Bank team, and the MoP. All ideas were formulated based on the vision and strategic approach mentioned above. They were further clustered into five categories according to their thematic focus and location in the urban context of Prishtina: Central Area Upgrade, Neighborhood Upgrade, New Centralities, Green Network and New Parks.

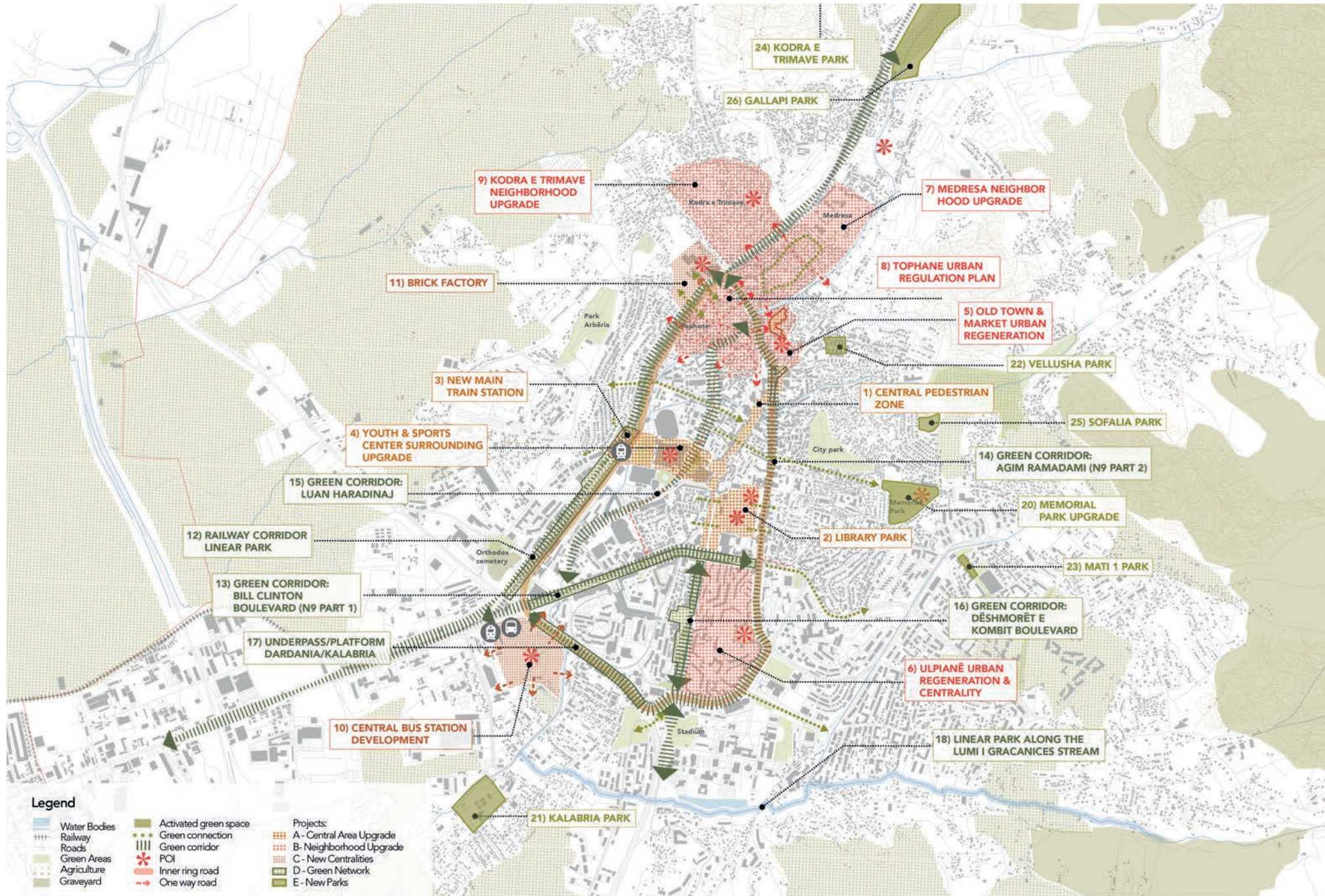
The Central Area constitutes the most important area for the city, containing all the important government functions, as well as many historical buildings from the Yugoslav period. All projects in this area are important to support the development of Prishtina's unique urban identity. The project ideas for the central area include the Central Pedestrian Zone, Library Park Upgrade, New Main Train Station, Youth and Sports Center Surrounding Upgrade, Old Town and Market Urban Regeneration, Ulpiane Urban Regeneration and Centrality, Medresa Neighborhood Upgrade, Tophane Urban Regulation Plan, Kodra e Trimave Neighborhood Upgrade, all of which aim to improve public space.

New Centralities are a set of new urban developments that could be developed to apply urban masterplans in the city. These projects could trigger a positive investment climate with large-scale mixed-use projects that could be led by the municipality or Public Private Partnerships (PPP). Potential was identified in the Central Bus Station Development and the Brick Factory as types of new centralities.

The Green Network projects are amongst the most important investments in Prishtina. Through green network connections, many of the existing problems and challenges within the city could be solved. Green networks and corridors encompass trees planting, streets and public spaces being reorganized towards more human-centric uses, and targeted investment to create a green mobility network across the city. The city is plagued by large amounts of traffic each day. As more people continue to live in Prishtina, a total collapse of the traffic system is possible. Therefore, nature-based solutions can help to improve quality of life in the city. The combination of green infrastructure and sustainable forms of mobility is the focus of projects such as the Railway Corridor and Linear Park, Green Corridor Bill Clinton Boulevard (N9 Part1), Green Corridor Agim Ramadani (N9 Part2), Green Corridor Luan Haradinaj (2nd Central Boulevard), Green Corridor Dëshmorët e Kombit Boulevard, Underpass and Green Platform between Dardania and Kalabria, Linear Park along the Lumi i Gracanices Stream, and Small-Scale Green Network.

Through green network connections, many of the existing problems and challenges within the city could be solved.

The projects listed in the New Parks category address the low availability of public space to the citizens of Prishtina. Through the development of new parks and the regeneration of existing parks with improved accessibility via public transportation or active mobility, many people could have improved access to green areas in the city. As recreational areas, those parks would be important assets in support of healthy living. The following



projects can be found in this category: Memorial Park Upgrade, Kalabria Park, Vellusha Park, Mati 1 Park, Kodra e Trimave Park, Sofalia Park, Gallapi Metropolitan Park.

In order to conduct a solid basis for project evaluation, concept maps were prepared for all proposals on the long list. The purpose was to pinpoint the exact location and dimension of each potential investment and, in the process, research detailed characteristics such as land ownership, cultural heritage, and accessibility of the projects. A more detailed overview of this analytical process is given in the following section, where the multi-criteria analysis is described in detail.

3.2 MULTI-CRITERIA ANALYSIS AND PROJECT SELECTION

The selection of short-listed projects is based on two important aspects of this consultation: the multi-criteria analysis and the validation of project assessment with the World Bank team and representatives of the MoP.

The multi-criteria analysis served as a central methodology for the assessment and selection of the five investment proposals presented in Chapter 4 of this report. In order to evaluate and transition from the long list to the short list of priority subprojects, an analysis along previously defined quality criteria were carried out and proposals were ranked according to their scores. The prioritization criteria were based on the information obtained from the assessment of the city context, the project objectives to make Prishtina a greener, more sustainable and climate resilient city, as well as technical, financial and sustainability criteria. The definition of the evaluation criteria and the assessment of the sites according to the criteria were carried

The multi-criteria analysis served as a central methodology for the assessment and selection of the five investment proposals.

out in a joint workshop and discussed among all team members and were agreed with the MoP. Following is a step-by-step explanation of the selection process.

Prescreening

First, the 26 identified projects went through a preselection process. The long list was first narrowed down with an initial assessment along the following exclusive criteria: a) timing, b) limited environmental or social risks, and c) strategic fit of the project. Projects that meet all indicators are categorized as “OK to go”, signifying that they will be further assessed.

The following projects were excluded at the prescreening stage: the New Main Train Station, the Old Town and Market Urban Regeneration, the Brick Factory, as well as the Underpass and Green Platform between Dardania and Kalabria.

Preliminary result of project assessment

Next, the remaining projects were assessed according to the multi-criteria matrix comprised of the following indicators: a) internal development goals (see Chapter 2 of this report), b) environmental considerations, c) social considerations, d) technical issues, and e) land ownership.

#	Criteria	Description	Score	Weighted score
A	Development Goals	a) Improve accessibility and orientation in the city	0	0,0
		b) Embrace human-scale neighborhood regeneration	0	
		c) Foster cultural heritage as an economic potential	0	
		d) Foster sustainable and active mobility in the city	0	
		e) Improve accessibility to green spaces	0	
		f) Improve integrated urban planning practices & enhance urban governance	0	
B	Environmental Considerations	estimated impact: positive (2) irrelevant (0) minimum negative (-2) relevant negative (-5)	0	0,0
C	Social Considerations	estimated impact: positive (2) irrelevant (0) minimum negative (-2) relevant negative (-5)	0	0,0
D	Technical Issues	Issues affecting technical feasibility are: irrelevant (0) minimum negative (-2) relevant negative (-5)	0	0,0
E	Land Ownership	Preliminary land availability check: owned by public entity (2) partially private (0) privately owned (-2)	0	0,0
F	Packaging	To what extent does project realization depend on the implementation of other projects and which ones?	qualitative	
Total				0,0

▲ Assessment matrix for project prioritization

Project ID	Project Name	Timing (yrs)	Limited environmental or social risks	Strategic fit	Ok to go
1	Central Pedestrian Zone	yes	yes	yes	OK
2	Library Park Upgrade	yes	yes	yes	OK
3	New Main Train Station	no	yes	no	-
4	Youth and Sports Center Surrounding Upgrade	yes	yes	yes	OK
5	Old Town and Market Urban Regeneration	no	yes	no	-
6	Ulpiane Urban Regeneration and Centrality	yes	yes	yes	OK
7	Medresa Neighborhood Upgrade	yes	yes	yes	OK
8	Topane Urban Regulation Plan	yes	yes	yes	OK
9	Kodra e Trimave Neighborhood Upgrade	yes	yes	yes	OK
10	Central Bus Station Development	yes	yes	yes	OK
11	Brick Factory	no	yes	no	-
12	Railway Corridor Linear Park	yes	yes	yes	OK
13	Green Corridor: Bill Clinton Boulevard (N9)	yes	yes	yes	OK
14	Green Corridor: Agim Ramadani (N9)	yes	yes	yes	OK
15	Green Corridor: Luan Haradinaj (2nd Central Boulevard)	yes	yes	yes	OK
16	Green Corridor: Dëshmorët e Kombit Boulevard (Central Pedestrian spine #2)	yes	yes	yes	OK
17	Underpass & Green Platform between Dardania and Kalabria	no	no	no	-
18	Linear Park Along the Lumi i Gracanices Stream	yes	yes	yes	OK
19	Small scale green network	yes	yes	yes	OK
20	Memorial Park Upgrade	yes	yes	yes	OK
21	Kalabria Park	yes	yes	yes	OK
22	Vellusha Park	yes	yes	yes	OK
23	Mali 1 Park	yes	yes	yes	OK
24	Kodra e Trimave Park	yes	yes	yes	OK
25	Sofalia Park	yes	yes	yes	OK
26	Gallapi Metropolitan Park	yes	yes	yes	OK

▲ Pre-screening of long-listed projects

Furthermore, projects were scored using a weighing mechanism. It was determined that the Development Goals are the most important development criteria (weighted with 40 percent), followed by 15 percent for each of the other indicators.

The projects were ranked according to the outcome of the quantitative evaluation. A list of the projects and their initial assessment scores can be found in the table to the left. Among the 10

highest-ranking projects were: the Central Pedestrian Zone, Library Park Upgrade, Green Corridor: Luan Haradinaj, Green Corridor: Bill Clinton, Medresa Neighborhood Upgrade, Ulpiane Urban Regeneration, Kodra e Trimave Neighborhood Upgrade, Central Bus Station Development, Green Corridor: Dëshmorët e Kombit Boulevard, Railway Corridor Linear Park. In addition, considerable potential was seen in the Small-Scale Green Network, Green Corridor Agim Ramadani, Gallapi Metropolitan Park, Topane Urban Regulation Plan, as well as the Youth and Sports Center Surrounding Upgrade. These projects were subjected to further discussions with MoP.

Qualitative validation of project assessment

An important milestone was the validation of the pre-selected projects with the municipality. The validation workshop with the international project team and the MoP resulted in an intense process of narrowing down the long-listed project proposals. During a two-day workshop, the preliminary screening was presented, and the short list was co-created and validated.

During these discussions it was decided to combine some of the projects and to exclude others to further narrow the list. For example, the Central Pedestrian Zone and the Green Corridor Dëshmorët e Kombit Boulevard could be combined and considered as one cohesive project area.

An important milestone was the validation of the pre-selected projects with the municipality.

A meeting with the mayor, deputy mayors and personnel from technical fields such as architecture and urban planning resulted in the following project interventions being selected (Short List):

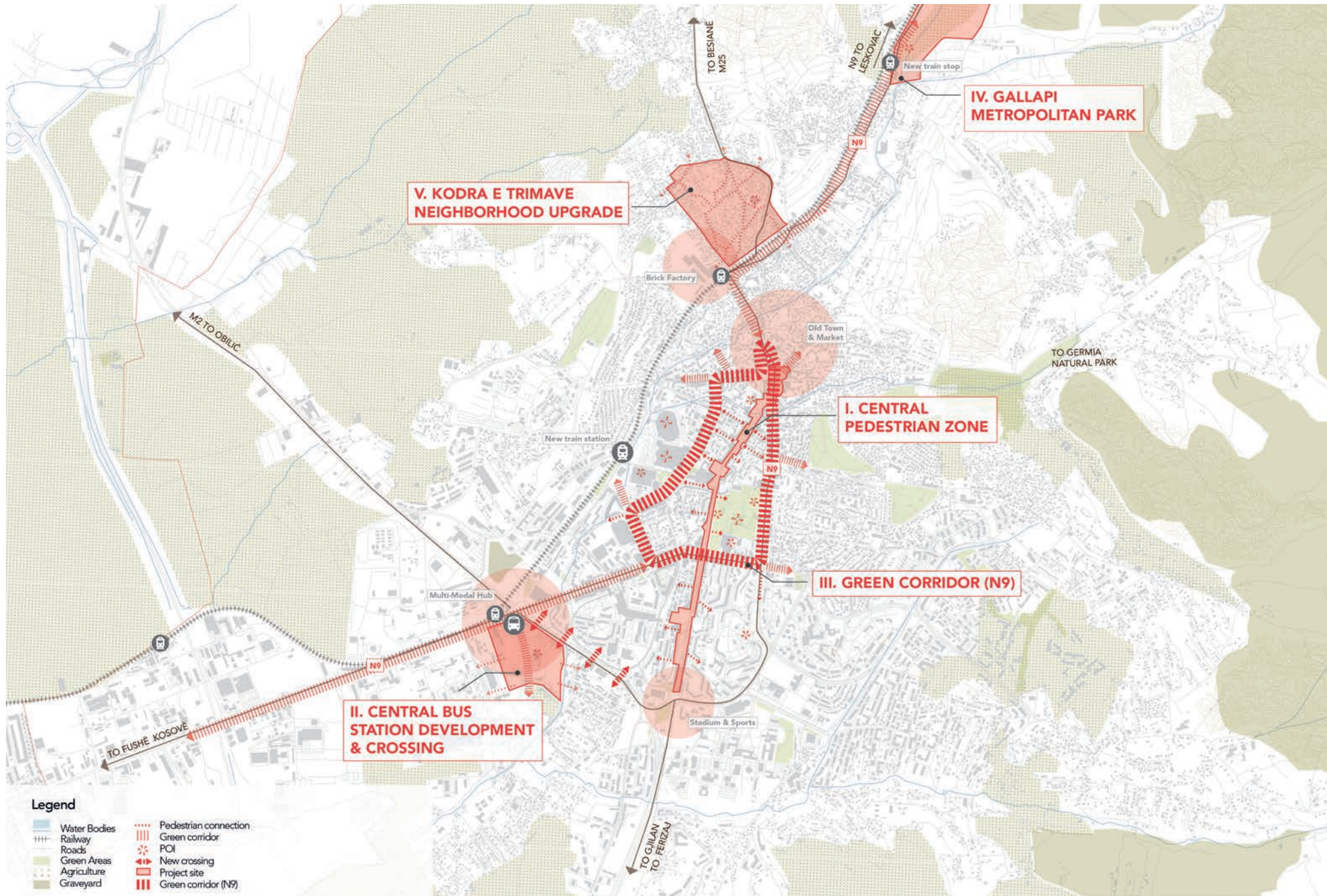
1. Central Pedestrian Zone (including extension to Dëshmorët e Kombit Boulevard)
2. Central Bus Station
3. Green Corridor (Bill Clinton Boulevard, Agim Ramadani, and Luan Haradinaj)
4. Gallapi Metropolitan Park
5. Kodra e Trimave Neighborhood Upgrade

These projects could trigger a positive investment climate with large-scale mixed-use projects that could be led by the municipality or Public Private Partnerships.

The map shows the spatial location of all proposed transformative projects. In the following chapter, each of the projects is described, with the aim of giving a detailed impression of the potential investment and necessary measures.

► Result of quantitative project assessment

Project ID	Brownfield site	Development Goals	Environmental Considerations	Social Considerations	Technical Issues	Land Ownership	Final Score
1	Central Pedestrian Zone	1,6	0,3	0,3	0,0	0,3	2,5
2	Library Park Upgrade	1,6	0,3	0,3	0,0	0,3	2,5
15	Green Corridor: Luan Haradinaj (2nd Central Boulevard)	1,7	0,3	0,3	-0,3	0,3	2,3
13	Green Corridor: Bill Clinton Boulevard (N9 part1)	1,4	0,3	0,3	0,0	0,3	2,3
7	Medresa Neighborhood Upgrade (Small Public Spaces Pilot)	1,4	0,3	0,3	0,0	0,3	2,3
6	Ulpianë Urban Regeneration and Centrality	1,3	0,3	0,3	0,0	0,3	2,2
9	Kodra e Trimave Neighborhood Upgrade (Small Public Spaces Pilot)	1,6	0,3	0,3	0,0	0,0	2,2
10	Central Bus Station Development	1,6	0,3	0,3	0,0	0,0	2,2
16	Green Corridor: Dëshmorët e Kombit Boulevard (Central Pedestrian spine #2)	1,5	0,3	0,3	-0,3	0,3	2,1
12	Railway Corridor Linear Park	1,5	0,3	0,3	0,0	0,0	2,1
19	Small scale green network	1,5	0,3	0,3	0,0	0,0	2,1
14	Green Corridor: Agim Ramadani (N9 part2)	1,2	0,3	0,3	0,0	0,3	2,1
26	Gallapi Metropolitan Park	1,2	0,3	0,3	0,0	0,3	2,1
20	Memorial Park Upgrade	1,1	0,3	0,3	0,0	0,3	2,0
8	Tophane Urban Regulation Plan	1,5	0,3	0,3	-0,3	0,0	1,8
21	Kalabria Park	0,9	0,3	0,3	0,0	0,3	1,8
22	Vellusha Park	0,9	0,3	0,3	0,0	0,3	1,8
23	Mati 1 Park	0,9	0,3	0,3	0,0	0,3	1,8
24	Kodra e Trimave Park	0,9	0,3	0,3	0,0	0,3	1,8
25	Sofalia Park	0,9	0,3	0,3	0,0	0,3	1,8
4	Youth and Sports Center Surrounding Upgrade	1,2	0,3	-0,3	0,0	0,3	1,5
18	Linear Park Along the Lumi i Gracanices Stream	1,0	0,3	0,3	-0,3	0,0	1,3



4

DEVELOPMENT PROPOSITIONS

The five projects selected as a result of the quantitative and qualitative project assessment were further elaborated and are described in the following conceptual design briefs. Each design brief contains a detailed description of the current situation on site, sets out the objectives of the particular intervention, and proposes specific actions for planning, management, and implementation of the project. All proposed investments are embedded in the wider strategic approach defined in this report, ensuring the link to the project vision and development goals.

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4.1 CENTRAL PEDESTRIAN ZONE

CURRENT SITUATION

Mother Teresa Boulevard is currently the most important pedestrian axis in Prishtina. It connects the Skanderbeg Square in the north (near the old town of Prishtina) to the Zahir Pajaziti Square and the Grand Hotel in the south. With hotels, restaurants, stores, cultural and governmental facilities on both sides, it is the backbone of vibrant public life in the city. The boulevard is highly frequented by passers-by, locals, and visitors alike. It was transformed into a pedestrian zone about ten years ago. At the time, the pedestrian-friendly design included a uniform paving and barrier-free surface, as well as green segments, lines of trees and water features. Unfortunately, some of the trees have died or are in a bad condition today.

In the north, the pedestrian zone ends abruptly with no transition to the adjoining urban space. The four-lane Agim Ramadani Road (N9) 10 cuts across the pedestrian axis and acts as a barrier between the boulevard and the old town. The municipality would like to move traffic underground to ensure better pedestrian access. This intervention would also offer the opportunity to connect Mother Teresa Boulevard to Adem Jashari Square, another important public space that is located just one block north of the pedestrian boulevard. This square is currently connected only via the busy N9 or an unattractive back alley. The square is often used for temporary events, such as farmer's markets, exhibitions, or music events, and could be an additional attractor along the pedestrian corridor. A feasibility study is currently being conducted to determine whether a traffic underpass is promising in terms of mobility and urban development. Apart from that, a solution to connect the pedestrian zone to the adjacent old town promises great added value for urban life but also economic development.

Zahir Pajaziti Square in the south is a wide space (around 10,000 m) where many public events take place, from summer festivals, public sport screenings and a temporary Christmas market. The square's visibility is high, given that it is located at the main boulevard and near the Grand Hotel, an important architectural landmark. In addition, there is an amphitheater which is often used for urban events but also as a space to meet. Unfortunately, the stone steps are damaged in some places. Behind the Grand Hotel there is a raised terrace that is currently abandoned but offers great potential for revitalization and public

A solution to connect the pedestrian zone to the adjacent old town promises great added value for urban life and economic development.

use. The terrace has a view towards the Palace of Youth and Sports, one of the important landmarks in Prishtina. Below the terrace is a parking garage as well as commercial spaces, some of which are vacant. The Grand Hotel also marks the end of the current pedestrian zone. In the front area is a parking lot and cab stand. The space is strongly characterized by cars, stationary and active traffic which results in an unpleasant situation for non-motorized road users.

South of the Grand Hotel, **Xhorxh Bush Boulevard** continues to Mother Teresa Cathedral. The six-lane road is currently a transit space that is dominated by car traffic and is unpleasant for pedestrians to cross. However, a wide sidewalk runs alongside the shops and restaurants on the west side of the street. There is an attractive public space in front of the cathedral, unfortunately divided into two parts by an access road to the boulevard. The east side of the road is not defined by a clear building edge but characterized by green building front zones and parking areas, like the one in front of the Radio Kosova building. The



National Library of Kosovo, an important landmark of the city, and the University of Prishtina are located in a large park just behind these buildings. There is currently no clear route from the pedestrian boulevard to the National Library. In the south, Xhorxh Bush Boulevard intersects with Bill Clinton Boulevard. A large public underground garage with space for approximately 700 cars is currently under construction at this crossroad. After completion, the surface will be designed as a public park. The MoP currently conducts test runs for closing Xhorxh Bush Boulevard to motorized traffic.

South of the intersection with Bill Clinton Boulevard, the street continues as **Dëshmorët e Kombit Boulevard**. It is a straight axis that connects the southern neighborhoods of the city to the center, and one of the busiest streets in the city. To its east, the

neighborhood Ulpiane is known for its wide green spaces and parking opportunities. To the west, Dardania is a modern neighborhood characterized by new urban development and ongoing construction works. One of these works is the site of the new Central Mosque of Prishtina, which is currently being built at Dëshmorët e Kombit Boulevard. In the south, the boulevard ends in a huge roundabout adjacent to the University Clinical Center Kosovo. There is also a vocational school, a sports ground, and the National Institute of Public Health of Kosovo in this area.

The boulevard is a four-lane road divided by a green strip in the middle, and sidewalks on both sides. Crossing possibilities for pedestrians are provided by zebra crossings but not always secured by traffic lights. In some sections it can be difficult for parents with strollers or people with limited mobility to move



along the sidewalks that are not barrier-free. These areas are also often further narrowed by parked cars. The street is characterized by commercial ground floor uses, mainly small shops and restaurants. The southern part of the boulevard is lined with large trees. A 5,000 m park is located next to the road in this area but seems poorly equipped and little used.

GOALS OF THE INTERVENTION

The main goal of the proposed intervention is to establish a high-quality pedestrian connection between the northern and the southern parts of Prishtina by eliminating physical barriers and reducing traffic radically. The implementation of a pedestrian zone with restricted access for motorized vehicles from Mother Teresa Boulevard all the way down to the end of Dëshmorët e Kombit Boulevard is a project that would drive the desired sustainable mobility transition of the city. The extension of the pedestrian zone would connect additional neighborhoods to the pedestrian network and encourage people to walk or cycle and have better last mile accessibility for public transport. The increased space allocation for pedestrians and cyclists would offer a safe and attractive environment for active mobility - as a hobby as well as a mode of transportation.

During project design, the possibility of public bus lines that currently circulate along the route remaining in place would need to be tested. Their retention would enhance integration of pedestrian mobility with public transportation. The combination of pedestrian and public traffic aims at enhancing multi-modal mobility in Prishtina and increases the efficiency of the public bus system. Busses would move on marked lanes and in moderate velocity but without getting stuck in traffic jams. Moreover, improved infrastructure at the bus stops (shelters, benches, display panels) would make travel by bus more comfortable.

The extended pedestrian boulevard is envisioned as a space for mobility as well as leisure. The project aims to provide high-quality recreational spaces right in the heart of Prishtina. This includes measures to improve the micro-climate and air quality in the center. Extensive green elements and numerous trees would provide shade and cool down the immediate environment. They locally improve air quality by absorbing pollutants and filtering particulates, and they help to fight climate change by absorbing CO₂. Thus, planting more trees would improve the quality of stay and the dwell time in public space in the central area of Prishtina.

In order to improve the quality of life and safety for all, it is useful to take on a gender perspective that focuses on the needs of more vulnerable groups in the city. The aim is to put the users at the center of the design and to create spaces that also allow for lingering and interaction, besides the more consumer-oriented functions of shopping and mobility. The new public space could be designed catering to the needs of diverse groups such as the elderly, children, girls, women, people with special needs and teenagers. This includes following universal design criteria and ensuring barrier-free access. The design of the new pedestrian boulevard aims to take into account the experiences of children and families, making the space accessible for all.

Another objective of this project is the activation of the local economy through the renewal of urban spaces. Increased pedestrian numbers and enhanced safety will add to the vibrancy of the place and improve the business conditions for local shops and services. The establishment of new businesses and preservation of existing ones can be fostered by urban policies like zoning regulations that stipulate mixed use and active ground floors in all adjoining building blocks. Active ground floor zones have a doubly positive influence on life in the city: on the one hand, economic performance is promoted, on the other

hand, vibrant urban spaces and consumer opportunities improve the quality of life in the city.

At the same time, the new pedestrian boulevard is envisioned as a focal point of tourism in Prishtina. Mother Teresa Boulevard connects several representative buildings such as the seat of the Government of Kosovo, the Parliament of Kosovo, some Ministries as well as the National Theater, and is an important centrality in the city. The new pedestrian zone would link more important institutions to this axis, such as the University of Prishtina, the National Library, Mother Teresa Cathedral as well as the Radio Kosova and the new Central Mosque. Furthermore, the intervention aims to establish a connection to the historic center of Prishtina, which would link two key touristic areas of the city.

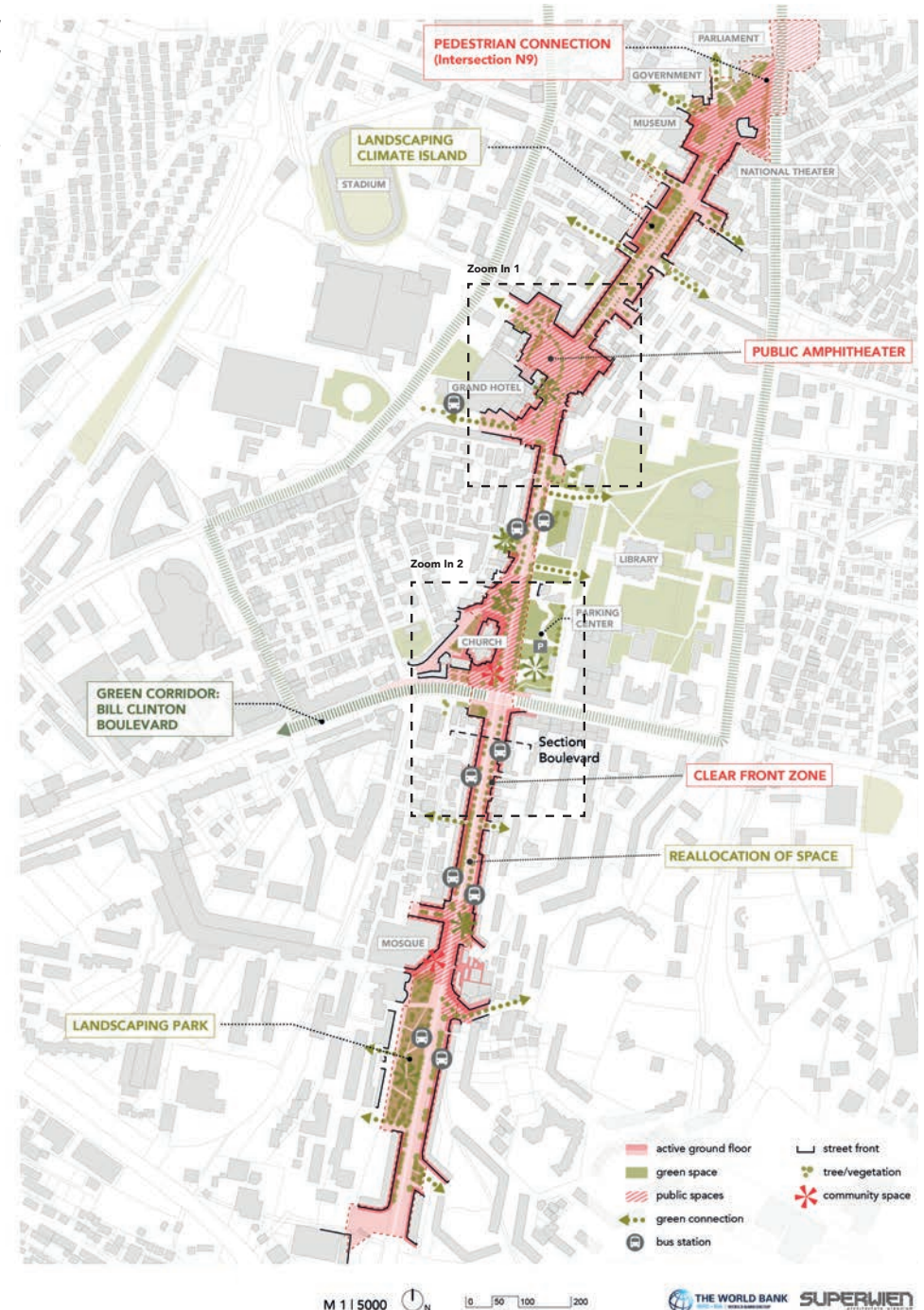
IMPLEMENTATION AND ACTIONS

The transformation process of the Central Pedestrian Zone would include public space upgrade in selected areas, the integration of more green elements in the streetscape and complete pedestrianization of Xhorxh Bush Boulevard and Dëshmorët e Kombit Boulevard.

Preparatory and accompanying measures

Prior to project implementation, a mobility study, traffic reorganization study, as well as a public transport study must be conducted. The pedestrian corridor would become a new axis for active mobility and public transportation while private motorized traffic would be drastically reduced. The proposed solution will also entail developing a parking and service delivery strategy for local freight. The potential impacts of these changes need to be assessed by mobility specialists before moving on to detailed planning and implementation. The studies also must

► Overview of the new Central Pedestrian Zone



take into account the impacts of the Green Corridor project (see Chapter 4.3) in order to provide reliable data on current and future mobility patterns in the central area of Prishtina.

It is also important to define micro-centralities in the area and to create identity-forming places and hubs with individual functions. These could be translated into different urban squares that could be activated through various ground floor uses, ensuring a constant flow of people. This will ensure a consistent definition of identity of place and ensure organized ground floor use in the public interest.

Moreover, some regulations need to be developed in order to support the built transformation. On the one hand, the preservation and creation of active ground floor zones need to be ensured through adequate zoning regulations. On the other hand, new traffic regulations will be needed to organize the delivery of products, allow access to garages and driveways, as well as the circulation of the public bus in the pedestrian zone.

Another element that needs to be taken into consideration is an effective stakeholder engagement strategy to accompany the planning, design and implementation process. Changes in road and transport systems and hence mobility patterns can be challenging to organize as they imply big transformations that often provoke concerns or even rejection from the public. An engagement plan for this project should take into account the community - people who live and work in the area - as well as the required horizontal communication among different governmental and administrative institutions that need to be involved in the process. Effective communication among all stakeholders will be mandatory for this project to succeed.

Finally, a project of this scale needs to be implemented in stages or phases. The implementation phases should be identified in a

timely manner in order to focus detailed planning activities on the upcoming tasks. Traffic studies could be based on the proposed phasing of the project and ensure that the implementation is compatible with the city-wide mobility systems at all stages. To begin with, phase 1 could be the transformation of Xorxh Bush Boulevard into a pedestrian priority zone. While still complex, this intervention can be considered a 'low hanging fruit' as the street is the logical continuation of the existing pedestrian zone and links so many important monuments to the urban center. Placemaking or

The increased space allocation for pedestrians and cyclists would offer a safe and attractive environment for active mobility.

tactical urbanism could be used to test the transformation by temporarily converting the street into a pedestrian zone. Such test periods, e.g., on weekends, can be implemented inexpensively and establish the idea of an extended pedestrian zone in the minds of the citizens. Phase 2 of the project could be the improvement of the existing pedestrian zone, while the transformation of Dëshmorët e Kombit Boulevard is seen as the final implementation stage. The latter is the most complicated undertaking as it challenges the current traffic organization of the city and has to be implemented with careful preparation.

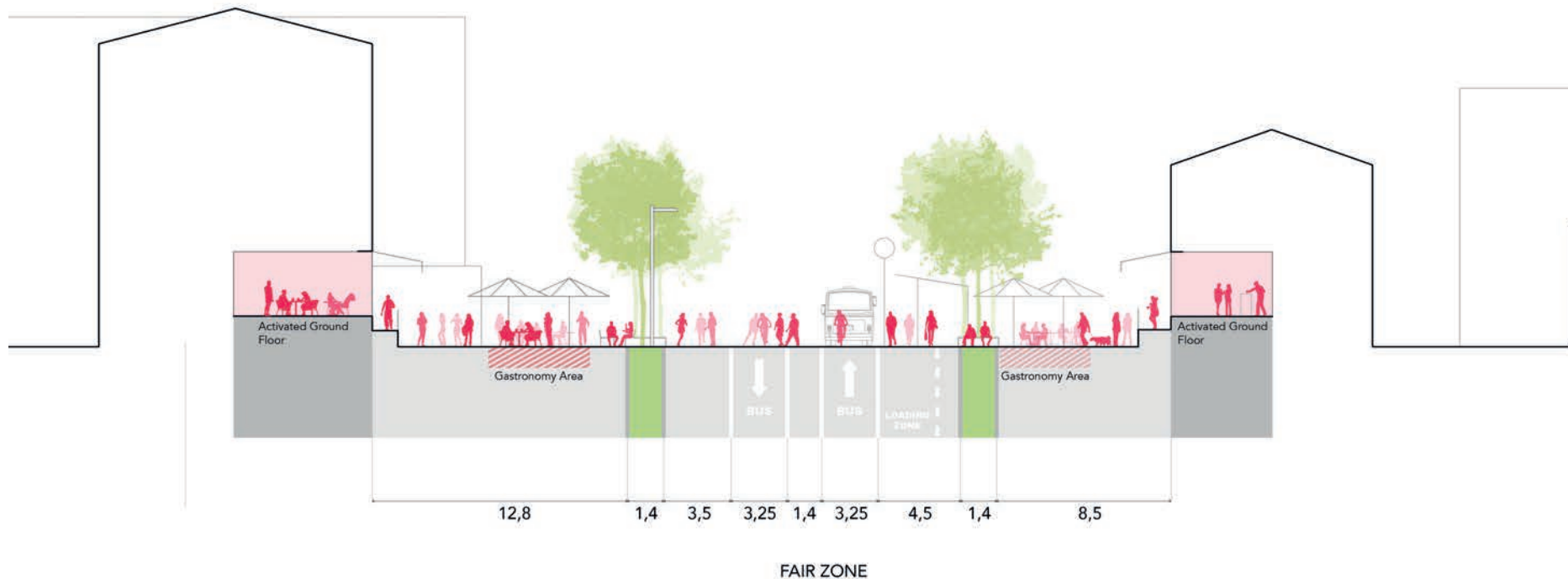
The structural implementation of the pedestrian corridor could be accompanied by activating measures that foster the transition from a car-based mobility culture to a sustainable urban mobility behavior. These 'soft measures' may include placemaking activities (such as urban art or activations), educational programs, communication campaigns among other measures.

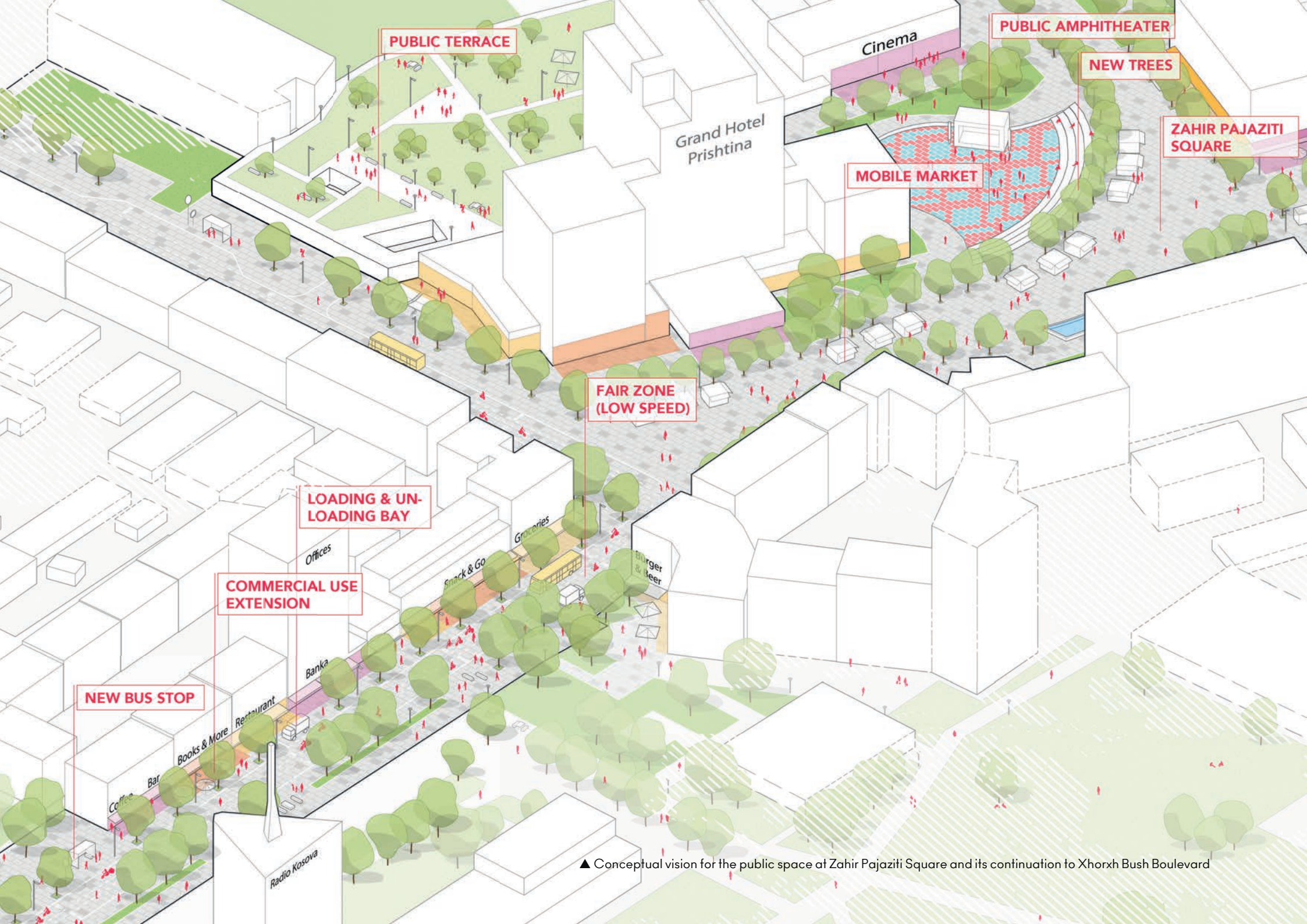
Public space upgrade at Mother Teresa Boulevard

As described earlier, the pedestrian zone of Mother Teresa Boulevard is relatively new and generally in a good condition. However, some improvements could be made, especially in the area of the amphitheater. The proposed intervention includes the restoration of the amphitheater with new paving and activating elements like adequate lighting. The upgrade also includes the restoration of urban furniture and green spaces, as well as adding more trees and public equipment in specific areas where it is required.

Pedestrianization of Xhorxh Bush Boulevard

This segment could be the first phase of the transformation. Between the Library Park and the active ground floor zone, it provides the perfect conditions for an active urban pedestrian zone with high frequency of pedestrians and cyclists. The street could be fully pedestrianized with marked bus lanes in both directions. Bus stops would be equipped with shelters, info boards and benches. Special regulations would allow restricted entry of motorized vehicles for goods delivery, access to garages and mobility of people with physical disabilities along the bus lanes. Designated loading and stopping zones should be established for these purposes.





PUBLIC TERRACE

PUBLIC AMPHITHEATER

NEW TREES

ZAHIR PAJAZITI SQUARE

MOBILE MARKET

Grand Hotel Prishtina

Cinema

FAIR ZONE (LOW SPEED)

LOADING & UN-LOADING BAY

COMMERCIAL USE EXTENSION

NEW BUS STOP

Offices

Groceries

Snack & Go

Burger & Beer

Banka

Restaurant

Books & More

Bar

Coffee

Radio Kosova

▲ Conceptual vision for the public space at Zahir Pajaziti Square and its continuation to Xhorxh Bush Boulevard

The whole surface would be one level with light paving and many green elements (trees, plant troughs, grass, and herb beds). Urban furniture would include benches and seating groups as well as bike racks for bicycle parking and uniform lighting. Restaurants and cafés would have plenty of space for outdoor dining areas. The parking lot in front of the building of Radio Kosova could be integrated into the pedestrian boulevard and turned into an attractive public space with lush green elements. The open space around Mother Teresa Cathedral is already quite attractive but would gain quality of stay through pedestrianization of its surroundings. Flexible market stalls could be integrated behind the cathedral for temporary markets or other events.

Pedestrianization of Dëshmorët e Kombit Boulevard

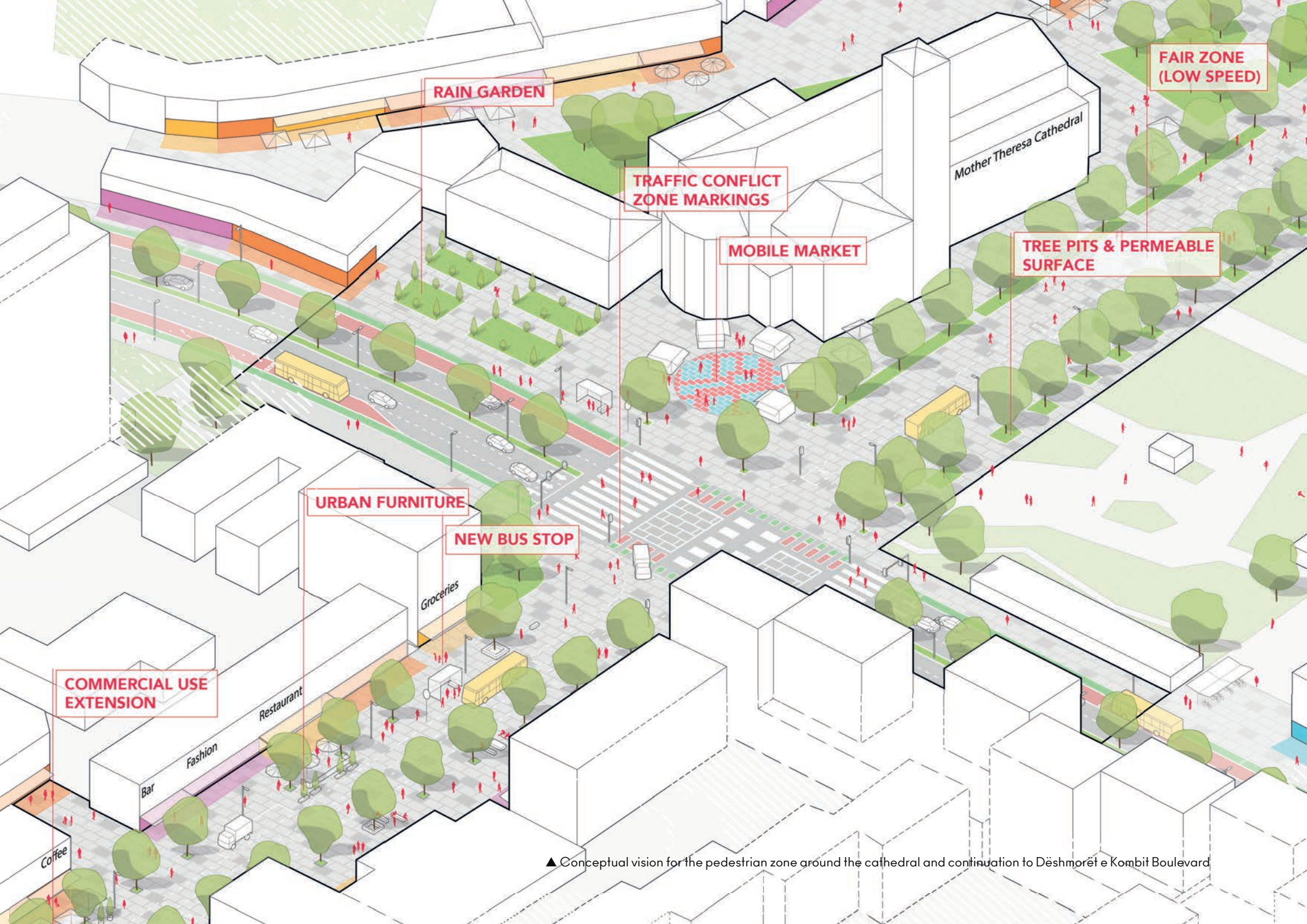
The extension of the pedestrian corridor to the south along Dëshmorët e Kombit Boulevard could be the third phase of project implementation. The measures could be similar to the pedestrianization of Xhorxh Bush Boulevard with variations in the accessibility for motorized traffic. Depending on the results of the traffic studies, different solutions are possible, ranging from full pedestrianization to a shared space, dead end street or single lanes for car traffic. In order to radically improve pedestrian comfort the transformation could include a one-level light paving with marked vehicle lanes and loading zones, bus stops with shelters, integrated greenery and urban furniture, as well as uniform street lighting.

The northern part of the boulevard has active ground floors on both sides of the road that could profit from the traffic reduction that provides space to showcase their business or offer outdoor dining areas. The map shows how space could be distributed between gastronomy use, green space, pedestrian and cycling areas, bus lanes, as well as selected areas for loading zones for commercial goods in a pedestrian zone scenario.

Prioritizing pedestrian traffic will also offer the opportunity to create an attractive public space around the new Central Mosque of Prishtina and allow excellent pedestrian access to the building. The green space south of the mosque could be upgraded with attractive landscaping, additional trees and recreational elements like seating areas or playground elements.

► Design workshop with important stakeholders





RAIN GARDEN

TRAFFIC CONFLICT ZONE MARKINGS

MOBILE MARKET

TREE PITS & PERMEABLE SURFACE

FAIR ZONE (LOW SPEED)

Mother Theresa Cathedral

URBAN FURNITURE

NEW BUS STOP

Groceries

COMMERCIAL USE EXTENSION

Restaurant

Fashion

Bar

Coffee

▲ Conceptual vision for the pedestrian zone around the cathedral and continuation to Dëshmorët e Kombit Boulevard





4.2 CENTRAL BUS STATION DEVELOPMENT

CURRENT SITUATION

Nowadays, bus transport is the main public transportation method to get to Prishtina from other cities in Kosovo and the Western Balkans. The current bus terminal is located in the southern area of the city, next to the intersection of the N9 and N2 national roads. It connects inter-city, national and international bus lines in Kosovo. The building and adjacent bus-station was established by the MoP and completed in 1983. The bus station nowadays is managed and administered by a public company which belongs to the MoP. The complex consists of the main administrative building and parking areas for cars and buses with a size of approximately 10 hectares. Parking lots and roads cover large parts of the ground around the terminal building. The extensive impervious surface has negative impact on the microclimate and increases the risk of flooding. The area of the bus terminal is surrounded by meadows and wasteland, which are not very well-maintained. In the summer season, the grassland dries out due to heat and lack of ventilation.

The entrance to the bus terminal is in the east with a connection to the N2 highway. There are some unofficial pedestrian routes onto the site, which are identifiable as unpaved trails through the meadows. Within the urban fabric, the area is characterized by its poor accessibility and lacking connection to surrounding neighborhoods. The N2 urban highway, located north of the station, creates a barrier not only to the bus station, but also to the Dardania and Kalabria neighborhoods. The MoP has presented plans for an underpass between the two roundabouts of the N2 and the creation of a green pedestrian platform between the two neighborhoods.

Another potential of the bus terminal site is the proximity to the railway that passes by in the northwest. There is currently no stop near the site and the railway plays only a minor role in national and urban transport today. However, there are several plans to improve the railway system in Kosovo and implementation of the EBRD-funded "Route 10" improvement is underway. The project will upgrade the international connection to Serbia in the north and North Macedonia in the south. Due to the improvements in rail traffic, an increased use of the train as a means of transport is to be expected.

Moreover, the area of the bus terminal is considered an important strategic location in the city due to its proximity to the N9 corridor which is the main national road connection that expects major upgrades according to the ICM Implementation Plan and the SUMP. The location of the bus terminal would lend itself to the construction of a multimodal hub, where the transfer between various public and private means of transport is handled. There is also the ambition to develop a new neighborhood at the site, potentially through a PPP. The MoP has presented a schematic master plan and visualizations for this proposal. One advantage to the development of this projects is that the MoP has ownership rights to many of the parcels. However, the demarcation of the parcels is not clear in many cases, which will be a challenge in the process of project implementation.

Nowadays, bus transport is the main public transportation method to get to Prishtina from other cities in Kosovo and the Western Balkans.



GOALS OF THE INTERVENTION

The overall goal is to create a new hub in the south of Prishtina that will serve as a welcoming arrival and exchange point for tourists and residents, making the area a vibrant urban, mixed-use centrality full of life and economic activity. The connection to the N9 Corridor and the proximity to the existing rail network offers the opportunity to develop a multi-modal transit hub for the city. Surrounding neighborhoods would also benefit from the development, as the variety of uses would promote economic potential, create jobs, and increase the amount of recreational space available.

Since the bus is the main means of public transportation in Prishtina, it is a main concern to create an attractive multi-modal interchange hub. This is the spot where tourists and visitors arrive, and it is the first site they come across. Within an urban regeneration program this area could be turned into a more inviting, friendlier, walkable, and attractive place. For this purpose, the bus station would be located further north to provide a connection to the existing rail network. The creation of a multi-modal transit hub where varied existent and new forms of mobility would be connected seems to be essential for the future development of the city.

In addition to its main function as an intermodal mobility hub, the intervention also aims to create a new mixed-use quarter for residential, public, and business use. The former bus terminal with its (potentially) heritage architecture could be used as a new and low-threshold cultural space which gives space for diverse cultural or artistic activities and events. The integration into the existing urban fabric is of central importance to the new urban development. In order to improve the poor accessibility of the area, a special attention is paid to pedestrian connections and crossing possibilities of the highly frequented N2 street. Furthermore, it is envisioned to transform this area into an inviting new

urban neighborhood with an attractive mix of uses and a gender-equitable design in order to make the location accessible to vulnerable groups as well.

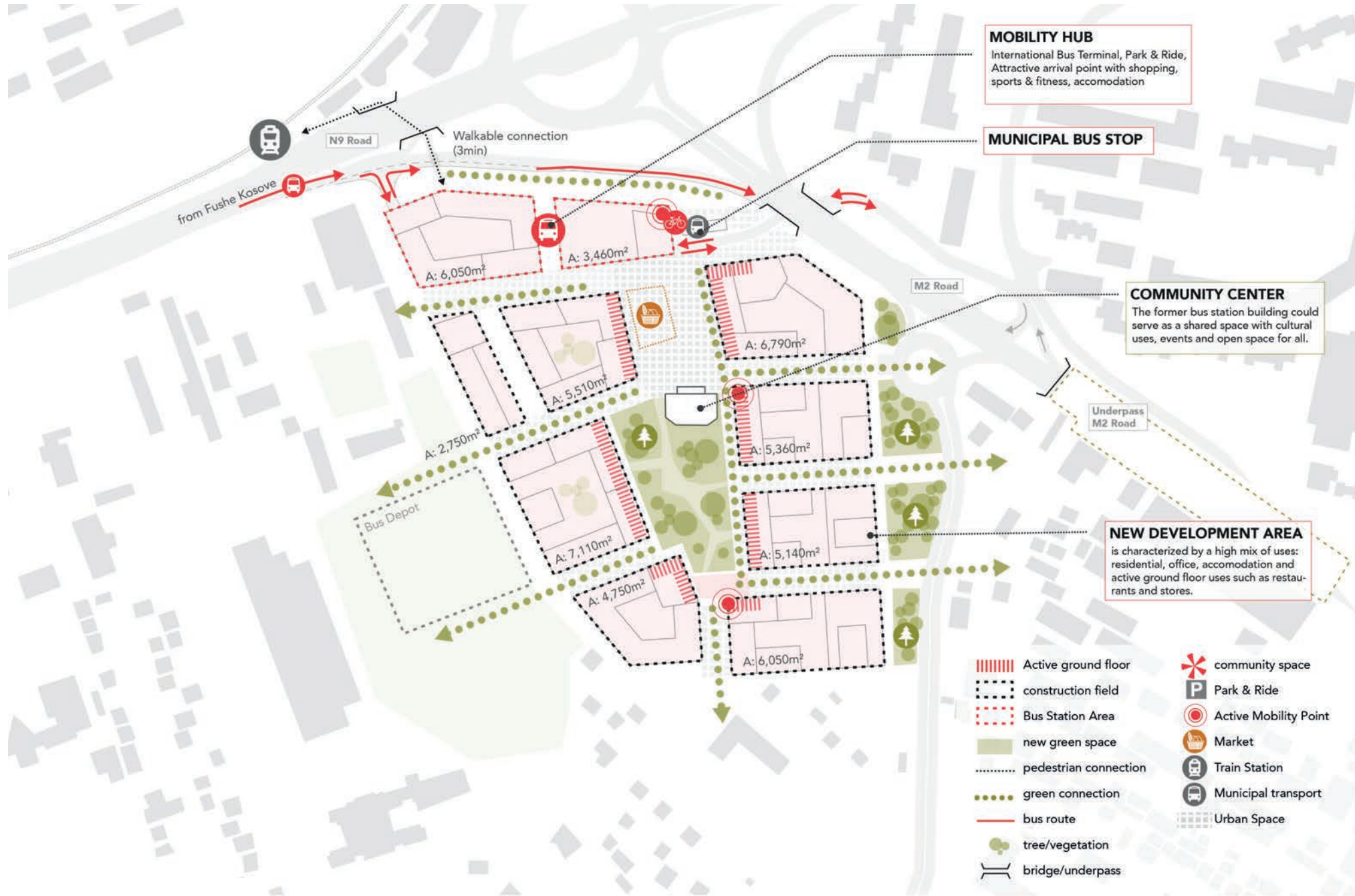
IMPLEMENTATION AND ACTIONS

Preparatory and accompanying measures

To implement this new urban regeneration project, it will be necessary to first conduct a detailed study of the land ownership in the area and to assert a consolidation process. This would require the negotiation between several stakeholders including landowners, the MoP, Trafiku Urban (the municipal bus operating company), future developers, civil society, and others. This process should also accomplish and consolidate a relationship between public and private stakeholders. A PPP could provide for the development, clarify the investments, and regulate the management of future revenues of the project.

On the other hand, and considering the complexity this project carries in terms of mobility re-structuring, a detailed traffic study must be conducted to assess the capacity and potentials of the public transport system and existing road infrastructure. Furthermore, given the large-scale development of a new urban neighborhood, an environmental and social safeguard study should be conducted.

An investment in this area would require a master plan as a dynamic long-term planning document to guide future urban growth with appropriate density and a high-quality open space. The master plan defines the urban structure in terms of traffic organization, built fabric (including heights and densities, building lines etc.), public spaces as well as uses. Based on the master plan, a detailed regulatory plan can be developed.



It will be crucial that the development of the site is not rushed but well planned and following a clear phased approach. Depending on the capacities of the MoP, it may take several years to consolidate the partnership between owners, investors, and developers and to establish a solid framework for transport organization and balanced urban development including the necessary legal regulations. However, when the spatial configuration of the development has been determined through the masterplan, the implementation could be easily divided into phases. The construction of the multimodal hub could represent the first phase of the project, while the development of the new neighborhood could be the second phase.

Proposed conceptual draft design

The presented proposal considers a total area of 14.5 hectares of public land. The conceptual draft design envisions a new mobility hub in the northern part of the development area. The bus terminal would be closely connected to the surrounding main roads while also establishing walkable connections to the nearby railway station and municipal bus stop. The building complex could integrate various functions with shopping, services, and offices in the floors above the level of the bus terminal. The functioning of this new terminal depends on the assumption that the adjacent Trafiku Urban site could be used for parking of idle buses. The bus terminal itself could have around 20 platforms to meet future demand. A parking garage could be integrated into the complex in order to allow multimodal mobility ('park and ride').

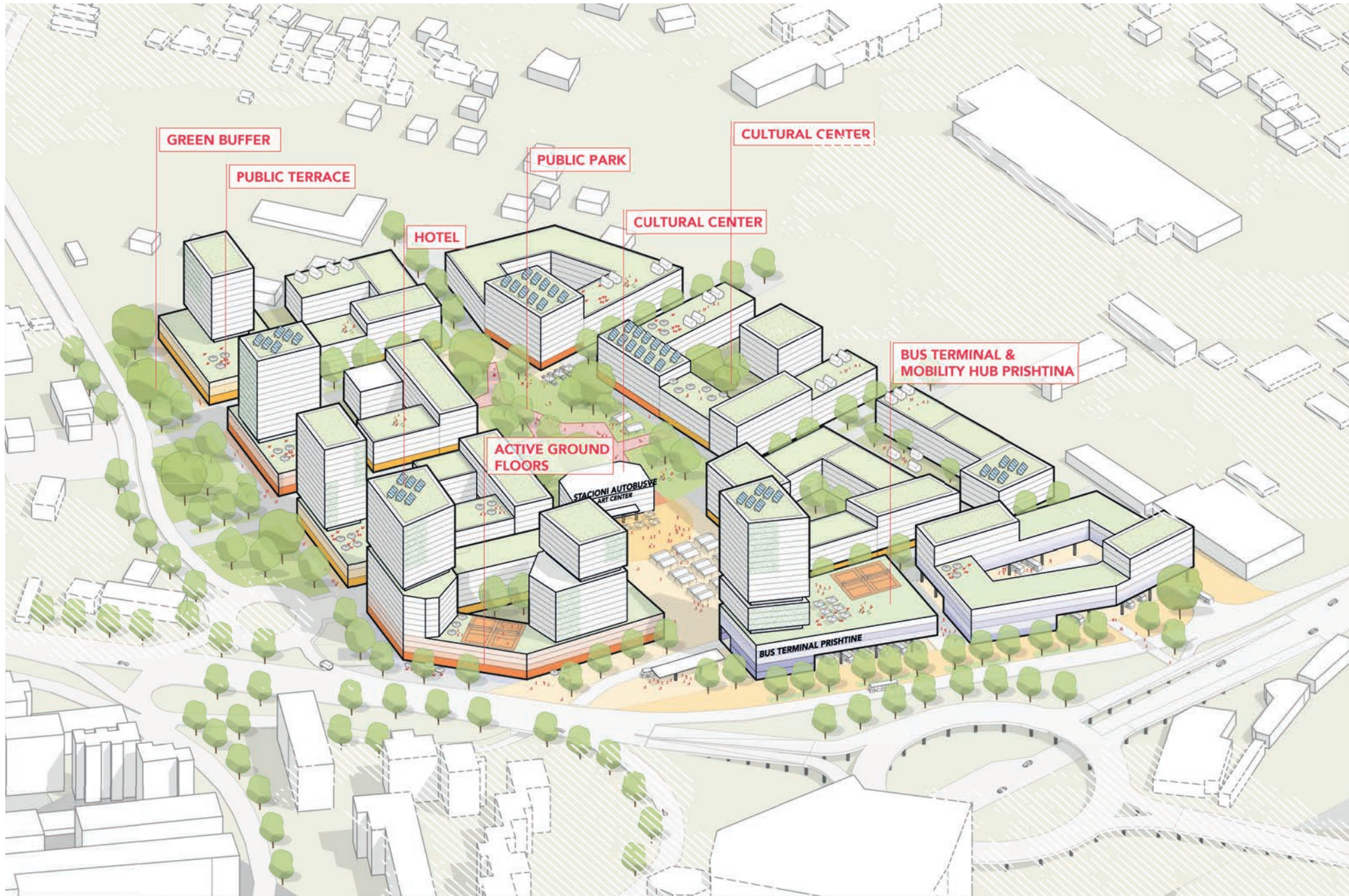
The remaining area has the potential to be developed as a new urban, mixed-use neighborhood. The site could be structured in seven blocks that allow a permeable urban fabric that is easily accessible for pedestrians and cyclists. It is recommended to develop the neighborhood as a car-free model district of

Prishtina. Cars could be parked in garages at the outskirts of the neighborhood while mobility inside is limited to walking, cycling, and potentially crossing bus lines.

Building blocks are arranged around a central green and public space that provides a meeting point and recreational space for the whole neighborhood. The building of the former bus terminal could be maintained and transformed into a culture and arts center. All buildings adjacent to the central public space could have active ground floors with shops, restaurants, cafés, and services. This ensures a lively public space.

In order to ensure business opportunities as well as adequate access to social and technical infrastructure in the neighborhood, the density of residents and jobs needs to be high. Gross Floor Area Ratio (FAR) could be up to 2.1 with 314,000 m of developed Gross Floor Area (GFA). At the same time, this calls for adequate provision of green and open spaces. The draft concept design integrates around 8,500 m of green space and almost 14,000 m of public urban space (including squares, pedestrian streets etc.).

In terms of the mix of uses, the area could focus on office development. According to MoP representatives, Prishtina has no concentrated location of office buildings but a rising demand for white collar working spaces. The development area could have a share of 35 percent of GFA dedicated to office space, another 35 percent may be residential homes, the new bus terminal (including all its functions) would account for around 15 percent of GFA, the remaining 15 percent of GFA would be distributed to other uses like hotels, social infrastructure, or production. Spatially, office towers could be located in the eastern building blocks along the main traffic axis of the N2, whereas residential uses could be located in the quieter areas on the western side of the development site.



For the new development area, climate change adaptation strategies could be implemented. These include the establishment of green roofs and green facades as well as sustainable water management and drainage systems (e.g.: collection of wastewater to provide local supply, rain gardens etc.) or the installation of solar and photovoltaic panels on the rooftops. Regulations in relation to these measures could be tested in this project before implementing them to the wider city.

One of the main challenges of this development is its connectivity to the surrounding urban areas. As mentioned before, the MoP is planning to build a road underpass along the N2 east of the project site. This would enable a barrier-free and attractive connection to the city center for pedestrians and cyclists. The distance to the city center is less than three kilometers so that transit via active mobility would be easily possible if adequate routes were established. This is also where this project intersects with other proposals in this report. The implementation of the Central Pedestrian Zone project has the potential to enhance the connectivity to the southern area of the city via modes of active mobility and public transportation and therefore embrace the development at the Central Bus Station.

For the new development area, climate change adaptation strategies must be implemented.

The concept of the project proposal could be developed together with the project Underpass & Platform Dardania/Kalabria from the long list to create a coherent and functional area with good connections.

► Vision for
the Central
Bus Station
Develop-
ment





4.3 GREEN CORRIDOR

The Green Corridor project is the result of the compilation of various street greening projects proposed and longlisted in the previous phase of this consultation. The segments were selected taking into account the MoP's traffic relief plans and the positive impact on the central area of Prishtina.

The Green Corridor project overlaps with the road segments that are subject of the ICM Implementation Plan. While the ICM plan focuses on the N9 (national road) in Prishtina and Fushë-Kosovë, it also gives recommendations for important connecting streets in the center of Prishtina that are also part of the Green Corridor proposal. The recommendations for the Green Corridor have been harmonized with the measures proposed by the ICM plan.

CURRENT SITUATION

Bill Clinton Boulevard is a six-lane road and one of the main traffic axes of Prishtina. It connects the city to Fushë-Kosovë in the southwest and is part of the N9 corridor to be reconfigured as part of the ICM Implementation Plan.

Bill Clinton Boulevard represents a clear physical barrier in the city center, specifically between the southern neighborhoods of Dardania on the one side and Lakrishtë and Qendra on the other. It is difficult for pedestrians to cross the street as there are only two secured, dedicated crossings. Fences on the median strip prevent crossing the road in any other place. The high volume of traffic regularly causes congestion, partly because many commuters use cars from surrounding cities in the west.

The Boulevard is lined with commercial and residential buildings with active ground floors, characterized by a diverse offer of

shops and services (beauty salon, travel agency, electronics store, fashion stores, etc.). The areas in front of the buildings are mostly occupied by parking spaces. On the square, where the Bill Clinton Statue is situated, there is a temporary farmers' market that takes place on certain days of the week. The design of the area could be improved to be more inviting for users. Today trees are too small and do not provide much shade. Moreover, the existing green areas are poorly maintained. The market has the potential to be an attractive place to be frequented by visitors and city dwellers, however it currently operates only for residents of the neighborhood and is not easily accessible for pedestrians and cyclists from other parts of the city.

Along the southern side of the street there is greenery and trees that provide shade. Nevertheless, intensive greening measures would be needed to transform the street into an attractive space. The reduction of traffic and the greening measures could counteract the prevailing air pollution and traffic noise. Shifting the focus from motorized, individual traffic to green mobility and pedestrian-oriented street design would improve the current situation and benefit the adjacent neighborhoods. With a width of up to 40 meters, there is ample space for a lively and green boulevard to be created.

Agim Ramadani Street is part of the national road infrastructure and therefore has a strategically important function for Prishtina. The road is also part of the inner ring road (eastern segment) of the city of Prishtina and the ICM Implementation Plan for the N9.

Two lanes in each direction run through the city and connect important places and landmarks. The main roads and functions of the city, as well as important national and regional destinations, are connected to this road, which often results in heavy traffic congestions throughout the day. The two directions of travel are structurally separated in the southern part by a green



strip with trees and bushes. Similar to Bill Clinton Boulevard, this corridor is characterized by high-speed circulation and lacks safe crossings for pedestrians. Adjacent neighborhoods suffer from barrier effects, air pollution and traffic noise.

Hotels, shops, and restaurants, some of which have outdoor dining areas on both sides of the road, make this a lively and busy street. However, the areas in front of the buildings are predominantly occupied by parked cars. There are several important cultural and social institutions along the street, such as: the Library Park, University Campus of Prishtina, House of Sport, Ministry of Education, the National Theatre and Bazar Mosque. This makes a thorough and safe organization of traffic along the road even more important. Enforcement of compliance with parking regulations continues to be a problem and the area could benefit from complementary measures such as improved road markings, signage, and training for police.

To the north, Agim Ramadani Street separates Mother Teresa Boulevard, the central pedestrian axis, from Prishtina's Old Town. At this key point, the MoP presented plans to guide traffic underground to connect the Old Town with the pedestrian zone (see also project Central Pedestrian Zone). Up to this point, the road has four lanes and a width of 20 to 30 meters from house edge to house edge. In the northernmost part, the street is reduced to one lane in each direction with an average width of 10 meters.

The current street layout does not have a pedestrian-friendly design or bicycle infrastructure. Significant improvements are needed to ensure safe use of the street for all. While the street has sidewalks on both sides along the entire route that runs through the city, they are damaged in some places and do not ensure barrier-free access. The conditions for walking and strolling in this area are unacceptable due to the heavy traffic

and lack of shade. The greening along the street is inconsistent and mostly aligned on one side. Further north there are fewer trees and green spaces along the road. Furthermore, the street's strategic location increases the urgency for improvement to make life easier and healthier for citizens.

Luan Haradinaj Street runs in parallel to the Central Pedestrian Zone and is an important north-south connection in the central area of the city. The road is part of the inner ring road of Prishtina, and it is one of the corridors tested by the MoP for traffic reduction. The street has great relevance for the city, as it connects important places and institutions such as the Building of Ministries, the Central Bank, the State Police building and the Eulex building. Coming from Tophane neighborhood in the north, it

The problem of frequent heavy traffic and congested streets is omnipresent.

enters the central area and passes by the Fadil Vokrri Stadium and the Sports and Youth Center, two significant landmarks in the city. The Newborn Memorial is located in the public space in front of the Sports and Youth Center and represents a place of historical significance for the residents of the city and a point of attraction for tourists. Along the street there are many restaurants, stores, hotels, and service establishments, some of which occupy small areas for outdoor dining gardens in public space.

The problem of frequent heavy traffic and congested streets is omnipresent. The road has two lanes in each direction and is partially lined by a few trees on the sides. Green spaces along the road are in poor condition and lack maintenance. Even though there are sidewalks almost everywhere along the street, they are too narrow and usually blocked by parked cars. There are no bike lanes, and the bus is generally stuck in city traffic.



▲ Agim Ramadani Street as a barrier between Mother Teresa Boulevard and Prishtina's old town



69 ▲ Unused parking space at Migjeni Street (extension of Haradinaj Street)

GOALS OF THE INTERVENTION

The main goal of this urban regeneration project is to establish a solid basis for a green network and to reverse the current mobility hierarchy by improving the profile of non-motorized traffic in Prishtina. This is envisioned to develop even further in the future. Green networks are understood as a structure of multiple linear green spaces along streets, always accompanied by excellent conditions for active mobility, ultimately connecting larger green spaces (e.g., parks) in the city to each other. The Green Corridor that is envisioned for the central area of Prishtina could be a first step towards the creation of such network. The selected roads are main arteries of motorized car traffic today and are in severe need of a change towards a more sustainable design and distribution of space. At the same time, several bus lines run along these roads, which opens the opportunity to enhance public transportation along the Green Corridors.

The project proposal of the Green Corridor, therefore, has two main objectives. First, the intervention aims to further the sustainable mobility transition through measures that improve conditions for active mobility as well as public transportation. This includes a redistribution of space to the advantage of sustainable modes of transportation, improving safety for pedestrians and cyclists, and making public transportation more efficient. At the same time, individual car traffic would become less attractive, and people would be encouraged to use alternative modes of transportation. Ultimately, vehicle emissions, which substantially contribute to the bad air quality in the city and are a main driver of climate change, would be reduced.

Second, the Green Corridor project strives to integrate more green elements in the urban streetscape. The establishment of tree lines and micro green spaces along the main traffic corridors of Prishtina would have positive effects on the microclimate through evaporation and increased shade, thus reducing the

increasing temperatures during the hot summer months. Moreover, plants would absorb CO₂ and capture emissions of the traffic directly where they are caused. In relation to climate change and increasing extreme weather events, the vast impervious surfaces of the streetscape and public spaces aggravate the risk of flooding during heavy rain events. Taking back these impervious surfaces, exposing the soil, and the implementation of smart design of micro-green spaces could work as a Sustainable Drainage System (SUDS) and improve the situation substantially.

Finally, the proposed interventions aim to create more attractive public spaces along these urban corridors. As public spaces, streets and squares could be designed to facilitate social encounters, recreation, and economic activity. The Green Corridors could allocate all of these uses while being attentive to different users such as women, elderly people, children, and people with disabilities and their diverse needs. Public spaces along these streets could be inclusive and accessible for all, while at the same time connect neighborhoods that are now divided by massive barriers of traffic.

IMPLEMENTATION AND ACTIONS

The transformation process of the Green Corridor would include the redistribution of road space for different transport users and the development of green public spaces along Bill Clinton Boulevard, Agim Ramadani Street and Luan Haradinaj Street. It is important to note that parts of the Green Corridor (namely Bill Clinton Boulevard and Agim Ramadani Street) belong to the national road N9 and thus fall under the responsibility of the national government. For these segments, close cooperation between the MESPI on the national and the MoP on the local level will be necessary for project implementation.

Preparatory and accompanying measures

Prior to project implementation, thorough mobility, traffic reorganization and public transport reorganization studies must be conducted. The project proposal, following the recommendations of the ICM Implementation Plan, envisions a significant redistribution of space for different modes of transportation. The shift towards more space for walking, cycling and public transportation also indicates the reduction of space for car traffic that is currently prevailing in those streets. The potential effects of these changes on traffic flows, and the required measures to accompany them, must be carefully studied. These studies should also take into account the impacts of the Central Pedestrian Zone (see Chapter 4.1) project in order to provide reliable data on current and future mobility patterns in Prishtina. The MoP is currently conducting temporary test scenarios, e.g., one-way road system, temporary closure to traffic, in some of these streets that could provide useful findings.

Based on the findings of the above-mentioned mobility studies, transport planners need to develop recommendations for the street layout and traffic organization. These could also include an adjustment of the public bus system that would need to be restructured according to the new and more efficient, safe, comfortable, and usable infrastructure (e.g., separated bus lanes, bus bays, etc.) as well as the expected increase of passengers (due to shorter travel times, more reliable service, more comfortable bus shelters etc.).

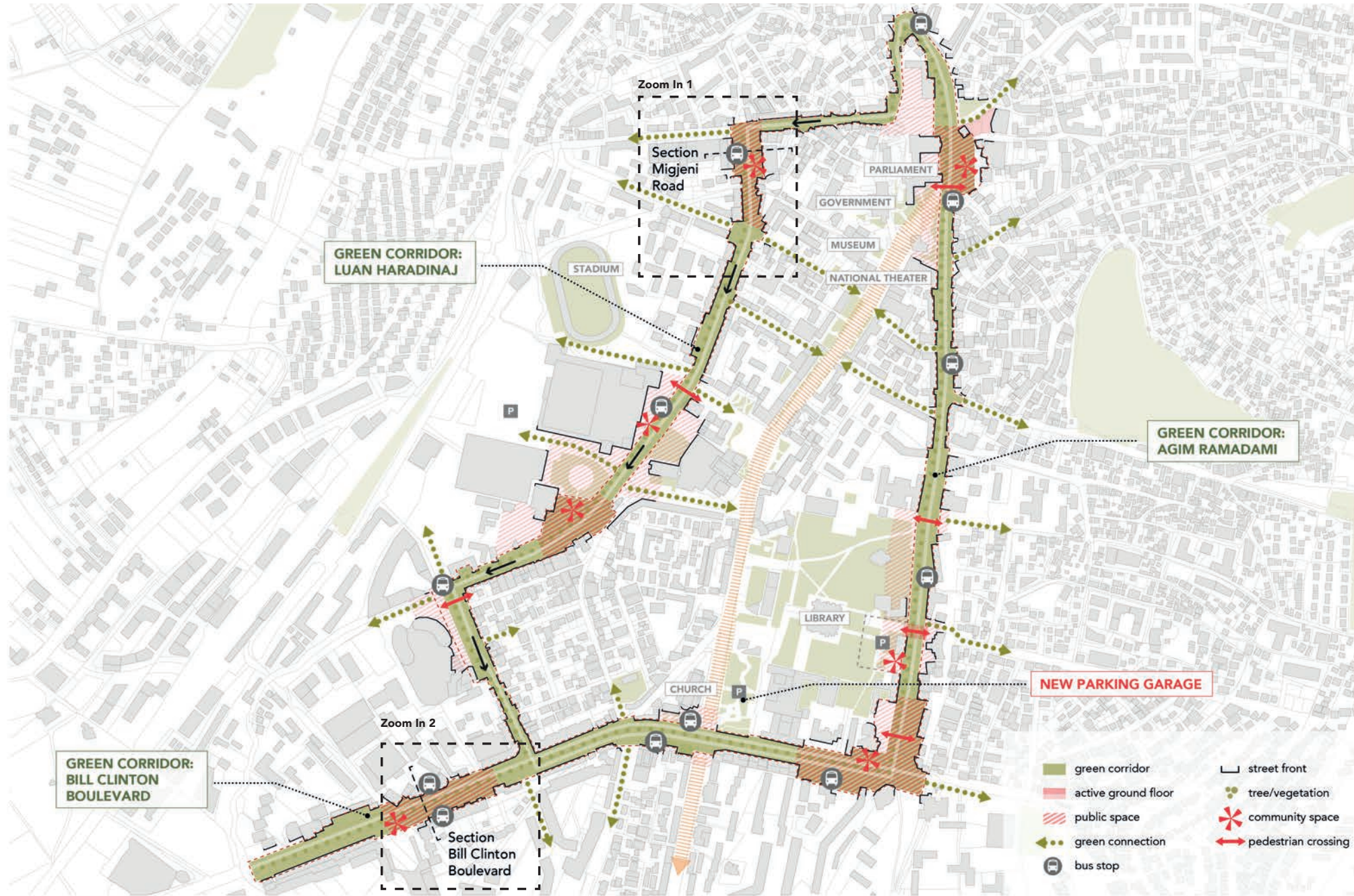
At the same time, landscape designers should be engaged to assess the potential of integrating green elements into the streetscape, taking into account ecological characteristics of the area and local biodiversity. Civil engineers should support the design process as regards to technical questions of sustainable water management (incl. retention spaces, collectors, permeable surfaces etc.).

The whole process of transformation must be accompanied by a stakeholder engagement process that takes into account the whole community, especially residents and people that have commercial stores in the area. Their involvement in the process is critical for this project to succeed. The participatory process should also aim to include diverse user groups, taking special consideration of women, children, elderly people, and people with disabilities. The goal of the engagement process is to invite the local community to discuss the upcoming changes and include their ideas in the planning process. In a co-creation setting, residents and entrepreneurs could elaborate ideas for soft measures that would embrace the new street design, with elements such as public events, markets, bicycle workshops etc. Such activities in the newfound public space will be important for residents to have a new feel for the space and explore the diverse possibilities of uses. Through the participation process, the local community could also be included in the future maintenance of public space, such as through tree sponsorships, urban gardening etc.

The process of transformation must be accompanied by a stakeholder engagement process that takes into account the whole community.

Due to the large area and high-level road system that is proposed to be transformed in this proposal, it will be necessary to implement the project in stages. During construction phases, streets would be temporarily, either partially or fully closed, which requires careful timing and traffic management planning. The decision for the phasing of implementation could therefore be based on the previously conducted traffic studies and could also be well coordinated with the implementation of the Central Pedestrian Zone project.





Green and sustainable transport corridor Bill Clinton Boulevard

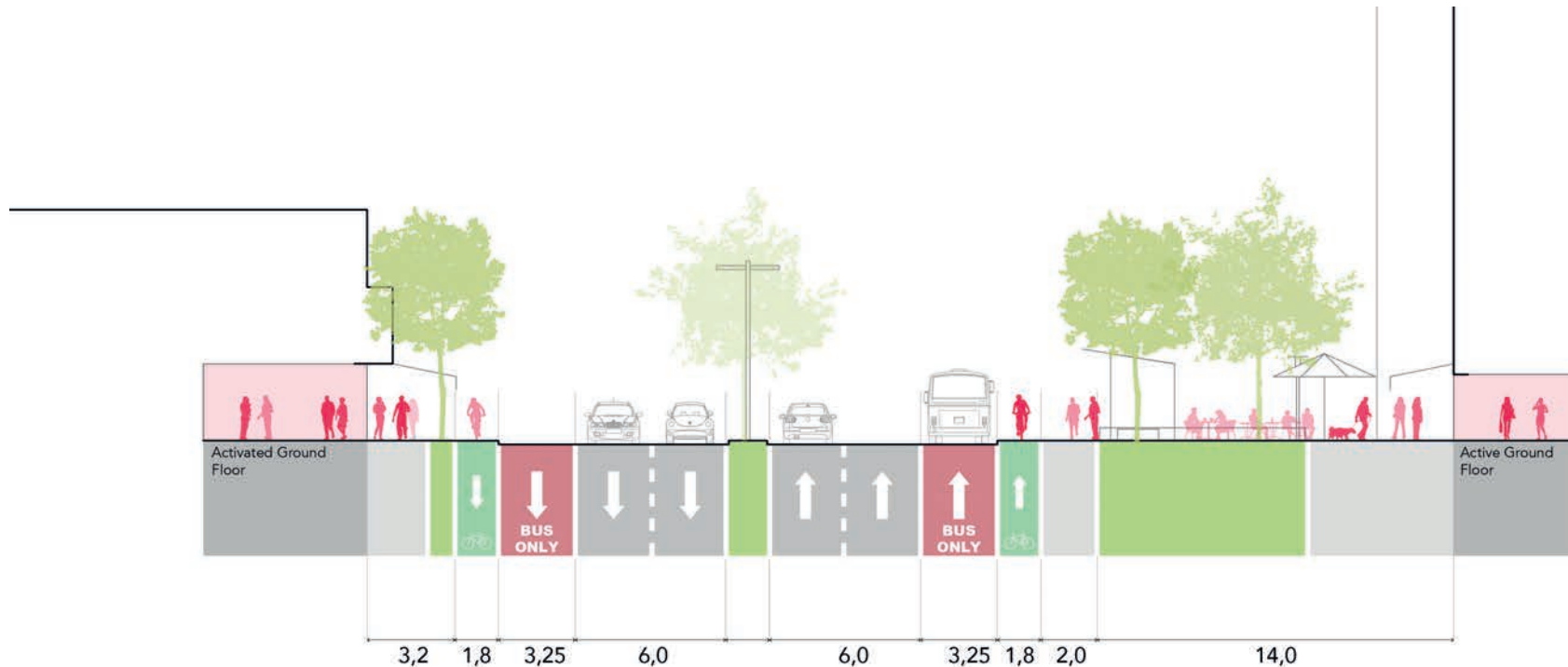
Along Bill Clinton Boulevard, the number and width of lanes for individual motorized traffic could be reduced and there would be no parking on the side of the road. Instead, there would be space for dedicated bus lanes in both directions. Bus lanes could be clearly marked and might even be physically separated from the other lanes to ensure their exclusive use by the public transportation system. A physical barrier would also impede irregular parking. Adequate bus stops with shelters, benches and information on the timetable would increase the comfort for passengers.

Additionally, the concept foresees cycling lanes on both sides of the road. The cycling lane could be structurally separated from the road and be on the same level as the sidewalk. This would

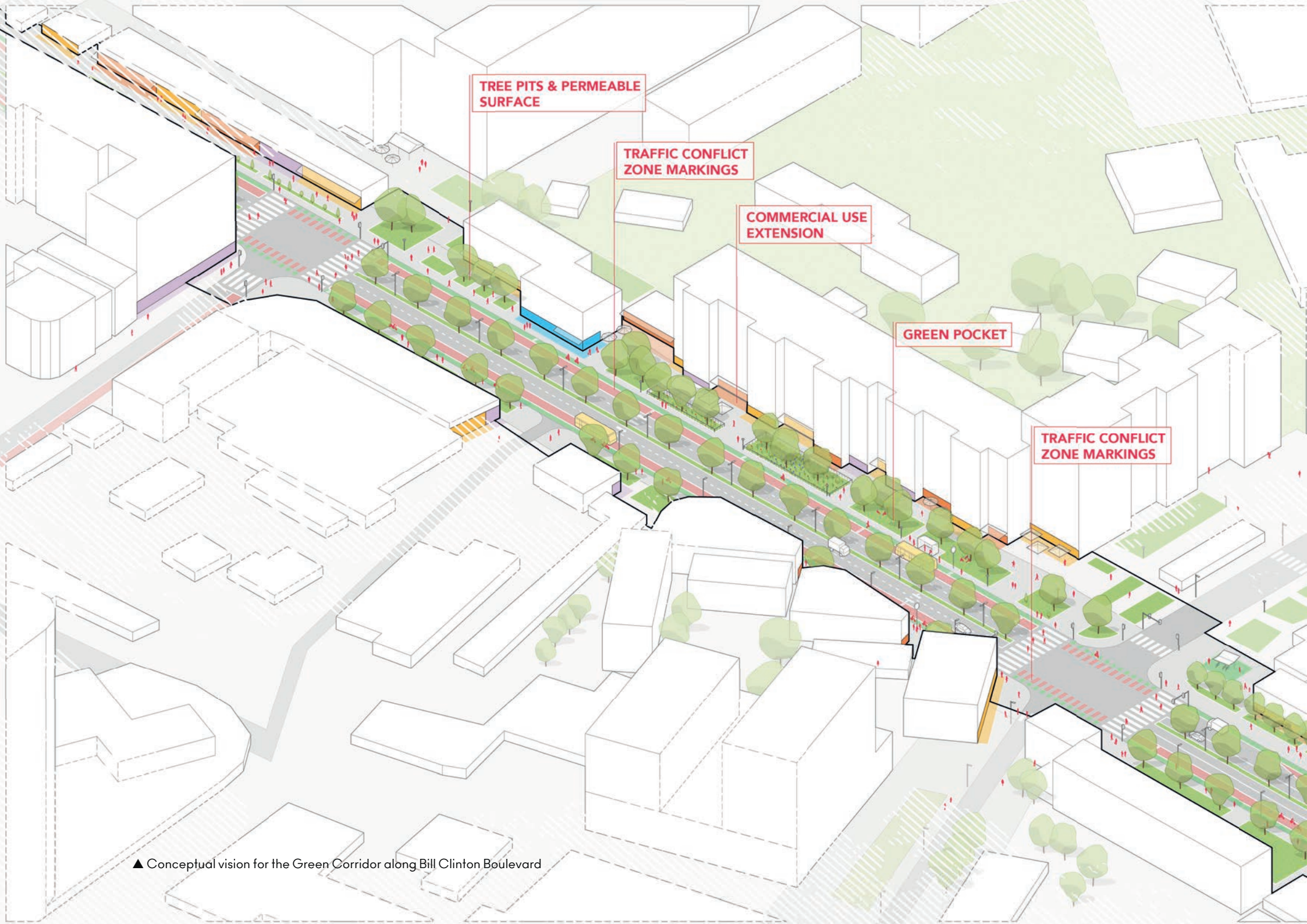
enhance the sense of safety for cyclists and make cycling more attractive to potential users.

In order to improve safety for pedestrians, existing crosswalks and traffic signals could be improved and additional crossings could be built. Adequate infrastructure, such as streetlights, signage, and shade would make it easier for people to move through the streetscape and encourage them to switch to active modes of mobility, not only reducing emissions but also improving personal health. Clear signs and signals, such as traffic lights, road painting and street signs, must draw the attention of motorized traffic.

The number of trees and green pockets would be increased. Ideally, lines of trees could be located on both sides of the road, providing shade for cyclists and pedestrians. The parking space



▲ Section of Bill Clinton Boulevard with envisioned distribution of space



TREE PITS & PERMEABLE SURFACE

TRAFFIC CONFLICT ZONE MARKINGS

COMMERCIAL USE EXTENSION

GREEN POCKET

TRAFFIC CONFLICT ZONE MARKINGS

▲ Conceptual vision for the Green Corridor along Bill Clinton Boulevard

close to the Bill Clinton Monument could be transformed into a linear park with green areas and many trees. There could be urban furniture like benches for people to sit and rest as they explore the city. A fair amount of space could also be dedicated to the many ground floor shops and cafés that would provide outdoor dining areas for their customers.

Green and sustainable transport corridor Ramadani Street

Similar to Bill Clinton Boulevard, the road upgrades on Agim Ramadani Street would provide more space for pedestrians, as well as exclusive lanes for cyclists and public buses. Sidewalks in poor condition would be replaced with new paving and surfacing. Bicycle lanes could be structurally separated for enhanced safety. Bus stops along the corridor could be equipped with bus shelters that provide seating and protection from rain and sun.

In order to improve the microclimate, trees with large crowns could be planted on both sides of the road to provide shade and comfort for pedestrians, improve air quality, and serve as water breaks to lessen the chances for flooding during increased heavy rainfall events. Where possible, areas with impervious surfaces could be broken up and transformed into permeable micro-green spaces. Combined with urban furniture such as benches or green pergolas, these places offer opportunities to spend time or rest. Public trash cans and public toilets along the corridor contribute to cleanliness and public health in the city. Streetlights along the entire corridor could be checked for functionality and replaced if necessary.

A special focus could be placed on the spot where Agim Ramadani separates the Central Pedestrian Zone from the old town of Prishtina. Here, the street design could aim to improve the connection between both sides of the road in order to enable

continuous pedestrian movement from Mother Teresa Boulevard to the historic center. The parking space on the eastern side of the road has the potential to be transformed into an attractive public space with green spaces, urban furniture and even water elements. The space would be the principal entry point into Prishtina's old town.

In the southern section of Agim Ramadani Street, the design could aim to improve the connection between the residential neighborhood Aktash, to the east, and the Library Park, to the west of the road. The park is currently one of the largest green areas in the center of Prishtina and an important space for recreation. It could be easily accessible for all people from the surrounding neighborhoods.

Finally, the crossing with Bill Clinton Boulevard is an interesting area with great potential. The green space around the adjacent University of Prishtina is currently fenced off and separated from the streetscape. There are other micro-green spaces around this intersection, all of which could be made more accessible for pedestrians and passers-by. Following the general concept of the Green Corridors, and with a reduction of car traffic in mind, these spaces could become small areas for meeting and recreation in the future. They would have to be equipped with urban furniture, including benches, streetlights, and trash cans.

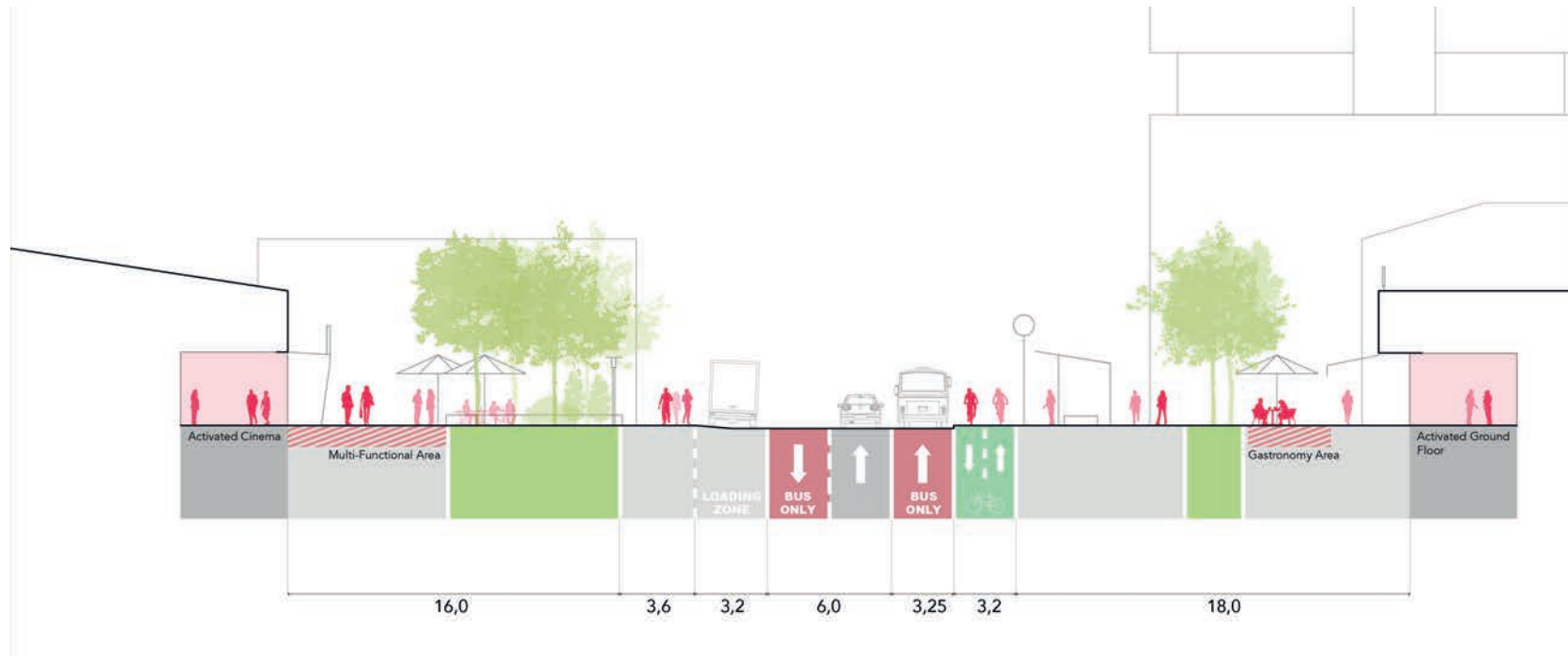
Green one-way street Luan Haradinaj

The entire stretch of road from the roundabout north of Agim Ramadani along Migjeni Road, Luan Haradinaj Street, Kosta Novakoviq Street and Robert Doll Street to the intersection with Bill Clinton Boulevard is envisioned by MoP to become a one-way road with one lane for southbound cars. At the same time, there will be separated bus lanes in both directions to prioritize

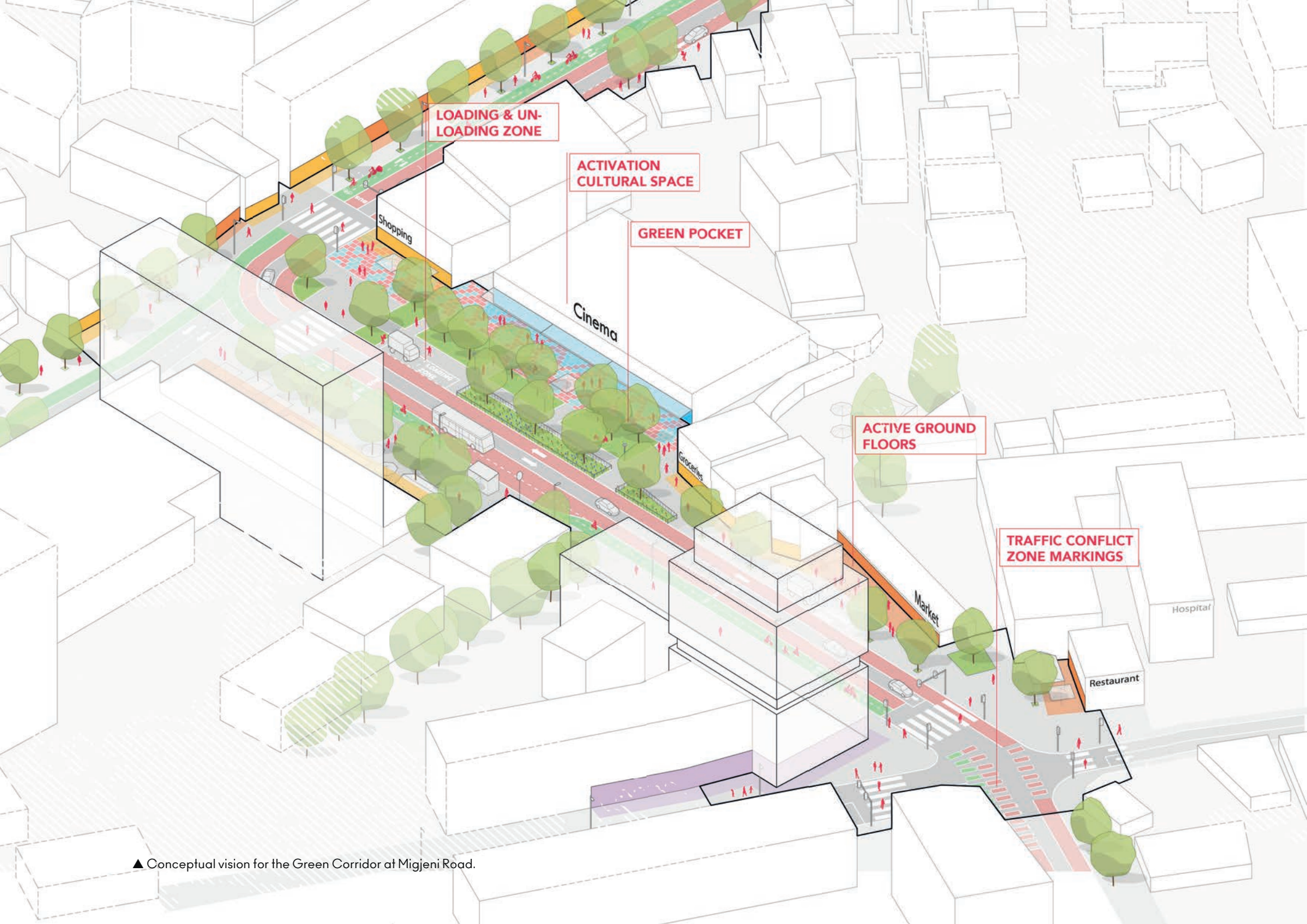
public transportation and create a clear incentive to travel by bus. Bus stops would be equipped with bus shelters that provide benches and protection from the weather. A two-way cycle path could be integrated on one side of the road. The cycle path could be structurally separated from the road in order to enhance safety for cyclists. For pedestrians, continuous and generous sidewalks could be provided. Where sidewalks are damaged, they could be repaired and made barrier free. Existing streetlights could either be improved or replaced. Public micro-spaces along the road could be equipped with trees and greenery, urban furniture, and waste bins. Providing drinking water fountains and water games would further enhance utility and public comfort, especially during summer.

Along this stretch of the road, there are two areas that have special potential for public space upgrade. One of them is in the northern part at Migjeni Road. The existing parking area east of the road could be transformed into a green oasis with attractive paving, many trees and flower beds. With the reduction of traffic along this part of the road, quality and duration of stay would significantly improve and actually make this a nice 'pocket park' for people to sit and relax.

Another interesting intervention area is the public space in front of the Ministry of Environment and Spatial Planning. Much of the place is occupied by parking, especially opposite of the road. This space could be redeveloped as another green pocket park with trees, benches, and a small fountain.







LOADING & UN-LOADING ZONE

ACTIVATION CULTURAL SPACE

GREEN POCKET

Shopping

Cinema

Groceries

ACTIVE GROUND FLOORS

TRAFFIC CONFLICT ZONE MARKINGS

Market

Hospital

Restaurant

▲ Conceptual vision for the Green Corridor at Migjeni Road.





4.4 GALLAPI METROPOLITAN PARK

CURRENT SITUATION

On the northern outskirts of Prishtina, there is a large vacant area of around 11 hectares that is currently unused. The terrain is characterized by a flat surface with lush greenery of shrubs and wild plants. The Prishtina River (Prishtevka) flows along the site from north to south. Based on old orthophotos, there is evidence that the natural flow of the stream was altered and moved from the western edge to the central part of the area. Through this process, the river was also straightened and regulated. Furthermore, walking paths were created on both sides of the river. Today, the embankments and the paths are heavily overgrown. At the southern end of the site, the stream has been channeled into a canal and continues to flow beneath the whole city until its confluence with the Graçanica river in the Kalabria neighborhood.

According to locals, the area was used as an illegal dumping site after the war. The soil has suffered from contamination and is of bad quality. Consequently, the biodiversity is rather poor. However, first pioneer plants have taken hold at the site, and it has become an attractive area for insects, reptiles, amphibians, and birds. In order to establish a healthy landscape, it may be necessary to excavate a layer of land and create a new topsoil layer.

Gallapi park is located next to the N9 corridor and parallel to the old railway. There are two apartment buildings in the southern part of the area that offer social housing. The surrounding neighborhood is characterized by low density housing and many of the single-family homes in this part of the city have been built informally and without installation of public infrastructure. This might explain the several sewage pipes traversing the area and leading directly to the river and resultant water contamination. Pollution of the river with solid waste has also been observed.

Finally, it is important to mention that an EBRD Green City Action Plan for Prishtina compiled by the firm Mott MacDonald and financed by the Austrian Federal Ministry of Finance (BMF) was published in August 2021. One of the elements of the Action Plan is related to sustainable Sewage Disposal for Kosovo, an undertaking in cooperation with the Water Supply Authority, aiming for sustainable handling of wastewater and stormwater. According to the Action Plan, the area of the Gallapi Park bears great potential to become a major modern water retention area that would help to reduce the flooding risk especially in combination with other nature-based solutions for holistic stormwater management.

The Gallapi park project will promote nature, connect the city with its green environment and create new recreational public space for residents.

GOALS OF THE INTERVENTION

The main goal of this project is to secure green areas close to the city center, provide a high-quality public space to the inhabitants of Prishtina, and ensure accessibility for all to natural spaces that can serve as important tools for education.

The Gallapi park project will promote nature, connect the city with its green environment and create new recreational public space for residents. Access to greenery has a wide impact on public health, as it elevates quality of life, and reduces the environmental impact that cities have on the planet. That is why this intervention fits into the overall project goal of promoting a greener, more resilient, and sustainable urban development. Due to the scale of the site, its transformation into a new green park will have an impact at both the municipal and metropolitan levels.





▲ Prishtina River and overgrown footpath on the site of the future Gallapi Park

Another goal underlying this urban regeneration is to address major challenges the city is facing in relation to floods and pollution. The new park will serve as a green water reservoir, able to collect and contain water in the case of heavy rainfalls. The use of permeable surfaces is key to relieve pressure on drainage systems in the neighborhoods. This effort will also take place jointly with the support of the Water Supply Authority and following the framework of the Sewage Disposal Masterplan and the Green City Action Plan. Driven by this goal, the project will connect the site/urban design with the water cycles, considering water as a valuable resource and reflect how water relates to and enhances local landscape while simultaneously contributing to rainwater, wastewater, and water demand management.

Another goal of the envisioned park development is the connectivity it could provide to the rest of the city. If the overall objective is to add nature into the everyday lives of Prishtina citizens, then the development must also deliberately improve connections to the urban center. The prime focus will be on the connection via public transport, but it could also promote new active mobility corridors, including cycle lanes and an eco-trail connecting to other sites of interest like Lukar Mountain or Germia Park.

Finally, another project goal is to integrate nature into the educational program of the city. This project is meant to connect students of different ages through activities that will be conducted in this park. This could take different forms, such as allocating a new laboratory for education and culture or a research lab.

IMPLEMENTATION AND ACTIONS

Preparatory and accompanying measures

In order to set the regulatory framework for a long-lasting green recreational space, it is recommended to protect the area of the Gallapi Park as green space and to ensure that any hard construction works and urban development on the site are prohibited.

As preparatory groundwork for the implementation of the Gallapi Park, it will be necessary to analyze the quality of water and soil to determine the need for sewage treatment and soil replacement. Since most rivers in Kosovo are used as sewage drains without direct treatment, the risk of contamination is high. Various concepts and ideas for restoration of the river could be taken into account. Moreover, water and flood management experts must be involved to assess the current situation of drainage and the potential of the area as a retention space. The parameters for the retention space have to be met and coordinated with the needs of a recreational space to make this park a successful integrated technical, social, and environmental project.

The current connection that the city has to the park is another important aspect that needs to be evaluated in order to improve it from the onset. Planning for accessibility could accompany the overall design process and is key for the park's success. Furthermore, active mobility should be strengthened through the connection with other parks across the urban fabric. New bus stops, bike parking, natural pedestrian paths and lighting need to also be integrated into the design.

Implementation preparation requires the establishment of a clear stakeholder engagement plan in order to bring all relevant actors on board. The Water Supply Authority, and the different departments at MoP, need to be involved in the creation and

maintenance of public spaces. Community engagement is also important for the design of this new area. As it will be a large site with different uses, different groups should be engaged in order to understand how everyone could be included in the design, use and maintenance of the park. Special attention should be paid to input from children, teenagers, women, and elderly people. Accessibility considerations ought to be taken into account as part of the design process.

For a more organized and efficient development process, the Gallapi Park could be implemented in stages. After the development of an overall concept, that considers all desired elements of the park, the primary focus should be laid on the natural flood management function of the area. Recreational functions could be integrated in a second stage and the botanical garden could be developed in the last phase.

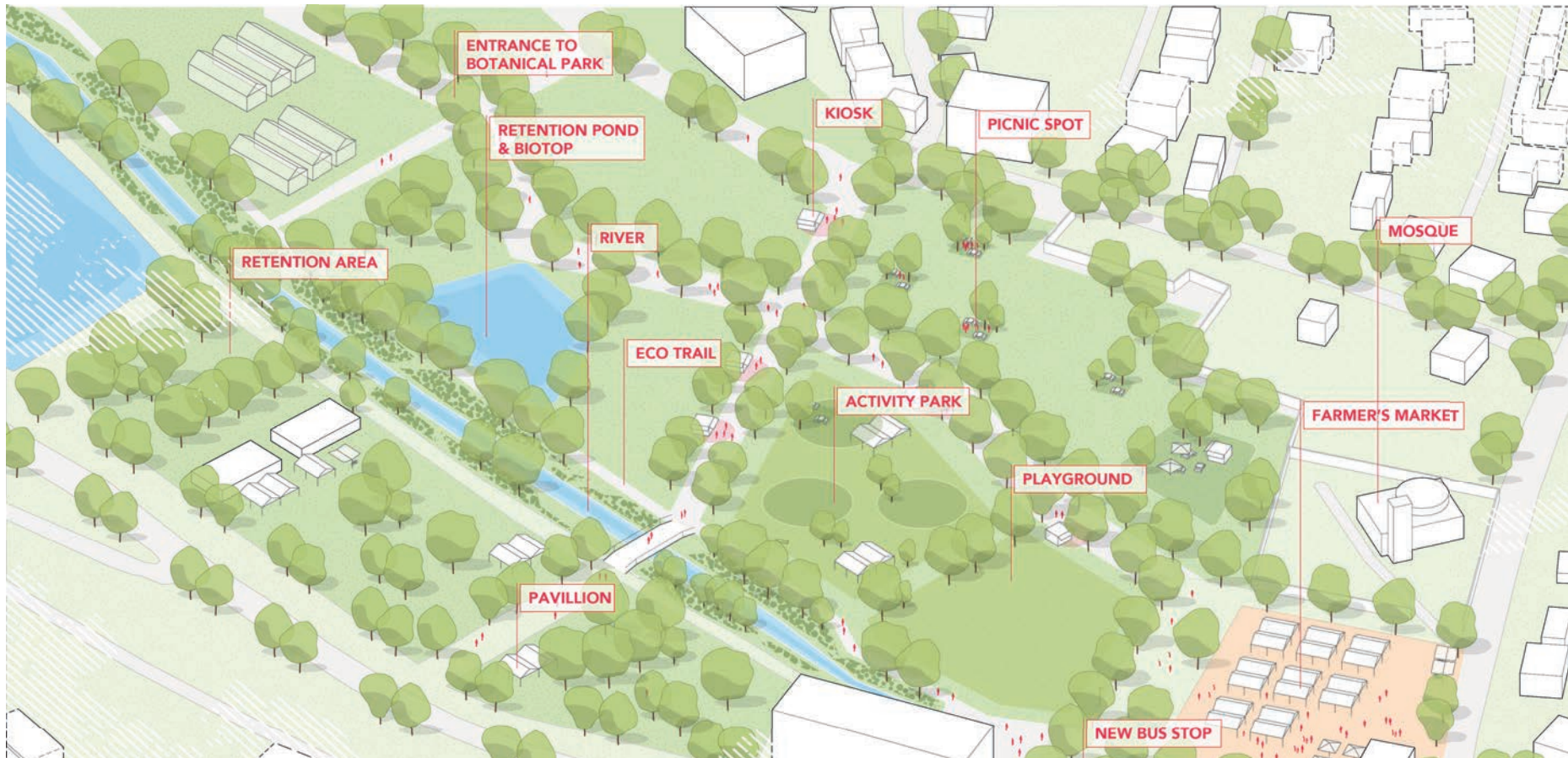
Gallapi Park as retention space and recreational area

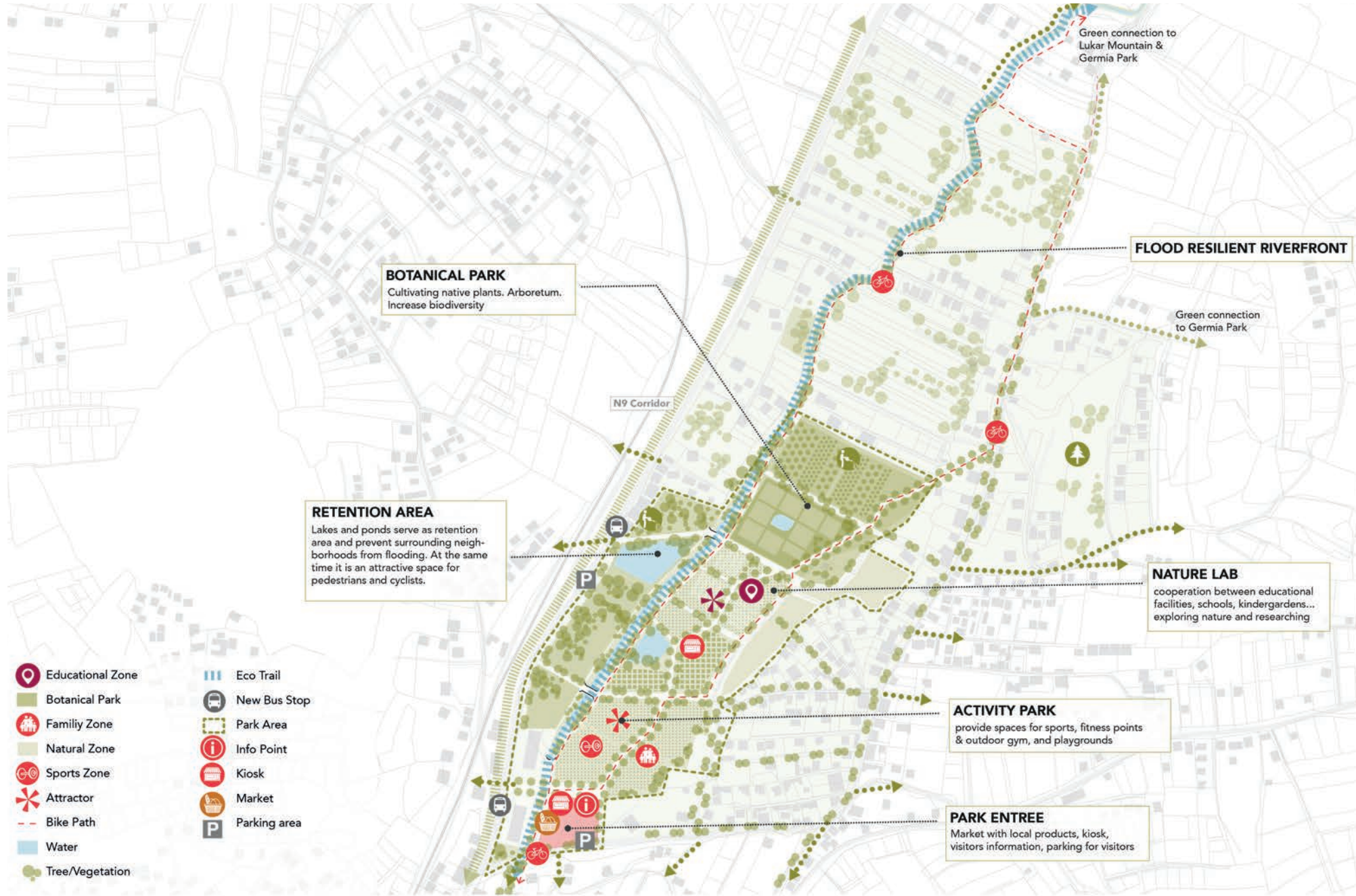
The area around the river is likely to be the best location for the retention area. A diverse landscaping effort with higher and lower levels will allow for the collection of water in small lakes and ponds during rainy periods of the year. During dry periods, the area might be completely dry but provide an attractive space for walking with diverse flora and fauna throughout the park.

Due to the large size of the future Gallapi Park, it is recommended to structure the area into multiple sections with different programming. These could include more active zones for sport activities or children's playgrounds, as well as quiet areas for relaxing and having a picnic. Various uses could be offered within the park, ranging from running trails, children's playgrounds, motor skill parks, natural green spaces, picnic spots, outdoor gyms and even an artificial lake along the river.

Overall, the park area could be built containing attractive urban infrastructure and furniture with a unique, local character. Natural and ecological materials could be used for the design of all elements in the park. This includes benches and tables, small pavilions, lighting, and waste bins, as well as play elements for children and signposts for information and orientation. In order to ensure maintenance and security, the park could be fenced and potentially even locked during the night.

Gallapi park is envisioned to include a botanical garden in the northern part of the site with a variety of exotic and special species and to design the garden to serve educational purposes. The park could even contain some glass houses to establish climatic conditions for foreign plants. In order to provide for the maintenance of the botanical garden, this section of the park would be separated, and an entrance fee could be charged. This area is expected to be a reference point both in terms of aesthetics and study/education, both at the national and regional levels.









4.5 KODRA E TRIMAVE NEIGHBORHOOD UPGRADE

CURRENT SITUATION

In the north of Prishtina, adjacent to the Brick Factory and Medresa Neighborhood, Kodra e Trimave is a low-income but lively neighborhood with strong social cohesion and a sense of community among residents. The area is served by the national road, Vëllezërit Fazliu which connects the city with the western parts of the country. Kodra e Trimave is therefore one of the entry points to Prishtina. The national road is a lively street where various economic activities such as supermarkets, shops, banks, bakeries, beauty salons, etc. take place in the ground floor area. The quality of the built environment could be improved: many of the houses are unplastered, some are unfinished or derelict. An octagonal landmark building on the main road stands out for its unique design but is vacant and in a very poor condition. Its surroundings are occupied by parked cars like most open spaces in Kodra e Trimave. The neighborhood suffers from poor access to services and often floods after heavy rain events.

The phenomenon of unregulated urban development can be found in many residential neighborhoods around the city center of Prishtina. Illegal construction, uncontrolled densification, and long-term non-compliance with basic regulations result in a lack of public infrastructure and very limited space to subsequently integrate these infrastructures. This is also one of the biggest challenges in Kodra e Trimave. Public land has been occupied to extend houses and courtyards; remaining sidewalks are used as parking spaces. In many places, open space is structured by unattractive concrete walls or corrugated metal fences. Existing green spaces seem to be pri-

vately owned. However, through land consolidation processes, these green areas could be converted into urgently needed public spaces, which the neighborhood lacks today.

Carraleva Street is the main mobility axis and public space within the neighborhood. Many people have been observed walking along the street, interacting with neighbors, taking a walk, or heading towards the city center. However, passing cars are driving quite fast and parking vehicles occupy residual spaces on the roadside that could serve as pocket parks in a more pedestrian-friendly environment. Most smaller access roads in the neighborhood are unpaved and some of them are in a bad condition.

The small-scale subdivision of parcels, unresolved ownership, and non-compliant land uses all pose major challenges for an inclusive and coherent urban regeneration. A regulatory plan, valid from 2017 to 2025, forms the current legal framework for the redevelopment of the neighborhood. However, this plan does not seem to acknowledge the value that resides in a neighborhood like Kodra e Trimave. It envisages the radical transformation of the built fabric towards a high-density neighborhood with apartment buildings of up to 15 stories. The new streets proposed in the regulatory plan cut across some parts of the existing neighborhood and would require for the relocation some of the existing housing stock. While the plan provides for the establishment of new social institutions, like educational and medical facilities, public or green spaces are not considered.

GOALS OF THE INTERVENTION

The main objective of the proposed intervention is to transform Kodra e Trimave into a vibrant and high-quality neighborhood that meets modern urban living standards, capitalizing on its



proximity to the city center. The central focus lies on the provision of new and improvement of existing public spaces for residents to relax, interact and enjoy public life. Larger and smaller green spaces could be created through public acquisition and consolidation of vacant lots. Linked to this is improving the activation of these spaces.

At the same time, existing road spaces should be improved to become more attractive, sustainable and better fit the needs of active mobility. Green elements should be incorporated into streetscapes, and adequate infrastructures for cyclists and pedestrians should be provided to increase their share in the local modal split. The proximity to the city center should favor the use of means of active mobility. At the same time, connections to the public transportation network could be improved. Strategies to calm down the circulation of cars and make the roads safer for other users should be applied where possible. The general road design should be inclusive and enhance the micro-climate through measures of unsealing and greening.

In some locations densification of the urban fabric could be achieved while taking into consideration the original layout and characteristic of the neighborhood. Transformation should be guided carefully in order to maintain the local identity and sense of community in the neighborhood. Focused densification efforts would help to free up space for wider sidewalks and public spaces.

Another goal is to test gender-sensitive strategies in the transformation process of Kodra e Trimave, using participation as a channel to empower women and give them agency to appropriate their urban spaces. Those new public spaces could be designed to the scale and use of children prioritizing their needs.

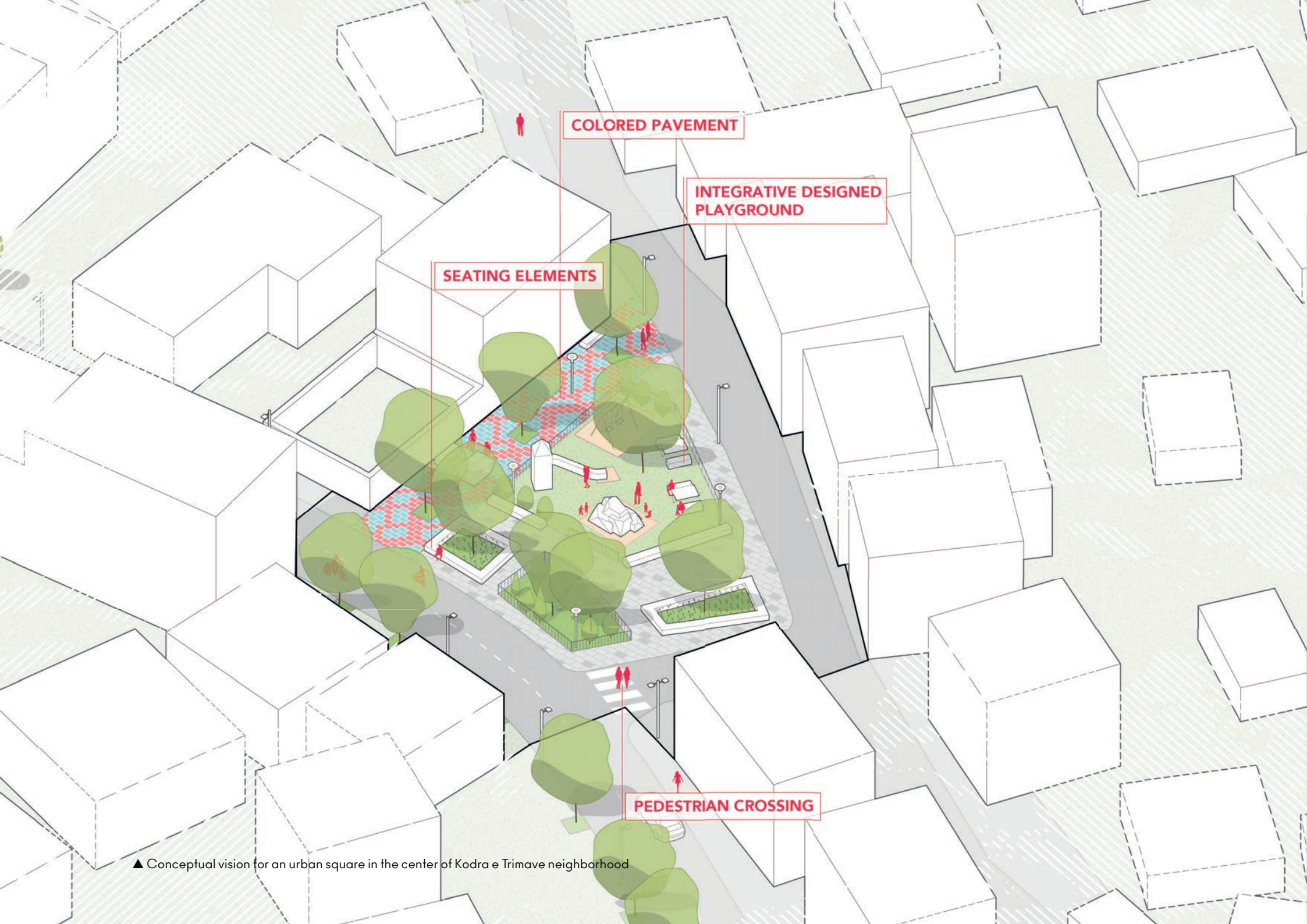
IMPLEMENTATION AND ACTIONS

Preparatory and accompanying measures

While interventions in existing public spaces like public roads will be relatively easy to implement, the creation of new public spaces will be a larger challenge. As a first step, the current ownership structure needs to be clarified. As a consequence of informal settlement of the area, land titles and property lines are not always clear and might have to be legally established in a lengthy legalization process. It is recommended to consult external experts and to draw on experiences with similar challenges in other countries.

The next step is to revise the existing regulatory plan and adapt it in the sense of a more compatible urban redevelopment that recognizes the established structures and places a stronger focus on the provision of public green space. Based on this plan, the MoP can consider purchasing vacant lots. Adequate mechanisms for land acquisition need to be determined according to the existing legal framework. In some cases, the negotiation could go along with land consolidation processes that may lead to the reconfiguration and more efficient usability of specific plots. The MoP will need a strong legal team with experience in conducting fair and transparent consolidation processes. Implementation of such strategies is essential to enable future densification and sustain urban development.

In order to facilitate the transformation of streetscapes in Kodra e Trimave, a neighborhood traffic study must be conducted. On this basis, mobility experts should develop strategies for mobility reorganization and parking management. Landscape planners should be consulted to determine how trees can be integrated into the narrow roads with limited space available. They should further advise on the most suitable greening techniques to improve the neighborhood's microclimate. For optimal efficiency, any road rehabilitation should be synchronized with the provision and upgrade of technical infrastructures.



COLORED PAVEMENT

INTEGRATIVE DESIGNED
PLAYGROUND

SEATING ELEMENTS

PEDESTRIAN CROSSING

▲ Conceptual vision for an urban square in the center of Kodra e Trimave neighborhood

Another central element of this project is incorporating a gender-sensitive focus, that could be conducted through a bottom-up participatory process. Diverse participatory and placemaking events could include different user groups into the process (children, women, teenagers, elderly, people with disabilities, etc.). This will contribute to the development of a more inclusive and active public space that improves the quality of life for all residents. Placemaking strategies could be applied to enhance the appropriation of spaces by citizens and to generate short-term changes that quickly create places for people.

Once the regulatory plan has been revised and the general strategy of creating and improving public spaces in Kodra e Trimave has been established, implementation can be done step by step. Based on negotiation successes with landowners and in accordance with other infrastructure works, one street or park can be developed after the other. However, it is important to adhere to consistent design principles over time and to create a coherent public space that fosters the identity of the neighborhood.

Quality public spaces and active mobility for Kodra e Trimave

For the provision of new green spaces in Kodra e Trimave, the current urban footprint shows several smaller and larger vacant areas that have the potential to be transformed into public spaces if purchased by the MoP. In the central area, a large recreational public park could be designed. The facilities of the park might include picnic spots, a children's playground, sport areas, community gardening, and space for temporary events, among others.

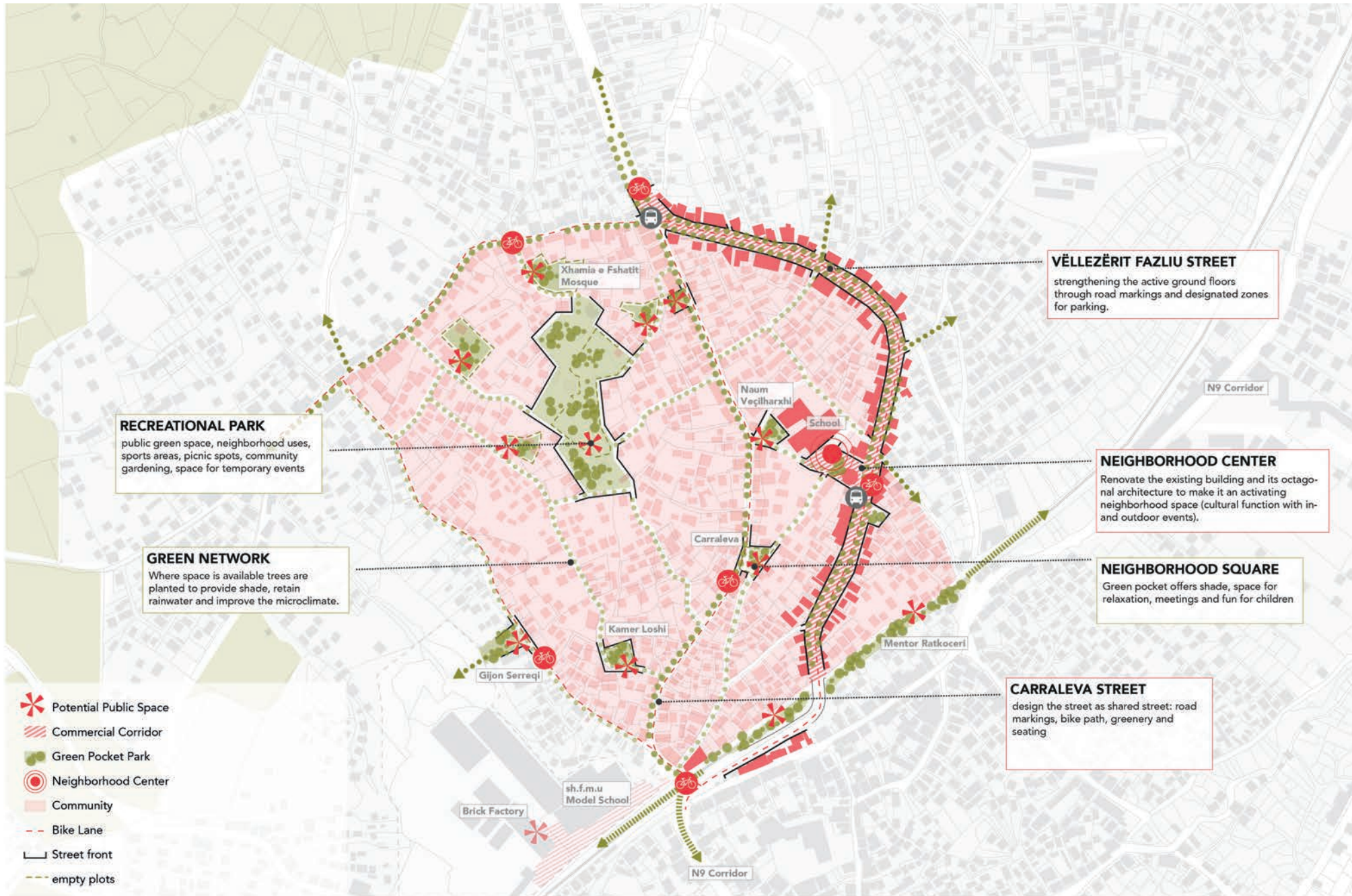
Several smaller empty plots across the neighborhood could be transformed into green pocket parks. Each park could be equipped with urban furniture, public lighting, and trees. Beyond their recreational function they could also serve as natural water retention areas and positively contribute to the urban microcli-

mate. Each pocket park could be designed in a co-creation process with children of the area, incorporating different playground equipment in response to the needs and profile of residents. The creation of attractive open spaces close to public buildings like the school and mosque should be prioritized.

A green network throughout the neighborhood should connect public spaces and improve the microclimate in every street of Kodra e Trimave. Trees and other greenery should be integrated into the streetscape to provide shade and retain rainwater. The linear space along the former railway line on the southern edge of the neighborhood could be cleared from parked vehicles and transformed into a green space.

Traffic calming measures should be applied to limit through traffic in the predominantly residential neighborhood. In general, street design should be improved to meet inclusive design standards and prioritize active mobility. Carraleva Street could be transformed into a shared space with a uniform surface and continuous paving. The existing speed bumps could be improved to achieve greater impact. All streets should be equipped with streetlights, benches and trees that provide shade. Parking lots could be clearly marked to avoid unregulated parking and create more usable public space. Colored road markings can be implemented to raise awareness for road users, especially drivers, leading to fewer conflicts. Bicycle lanes should be marked to enhance bike traffic and provide a sense of safety and mutual consideration.

The octagonal building on Vëllezërit Fazliu Street could be renovated and transformed into a community center where cultural events as well as private festivities might take place. In any case, the activation of this landmark should be incentivized.





▲ Visionary image of a new urban square in Kodra e Trimave.



5

ECONOMIC ANALYSIS

Urban development projects are crucial for economic growth and sustainability in cities. For them to flourish, it is important to be aware of the costs and benefits that they bring with them. Overall, the goal of the economic analysis is to provide decision-makers with the information they need to make informed choices about how to allocate resources and pursue projects that will benefit their communities in the long term. By carefully evaluating the costs and benefits of these projects, the municipality can ensure that they are making investments that will support the wellbeing of their city for years to come.



ER

95

PREMIUM BAG SHOP

199

DAVID BONES

MARS MARKET

ALGIDA

ATC

The CBA was used to assess the economic impact of the five shortlisted urban regeneration projects.

The main steps followed for the CBA were:

- » Identification of the outcomes;
- » Quantification and monetization of gross outcomes;
- » Assessment of net impacts, as the difference between the "with the project" versus "without the project" scenarios;
- » Assessment of cost and benefits behavior over the reference period;
- » Discounting of costs and benefits to obtain present values; and
- » Computation of economic performance indicators.

The CBA was completed using public data from the MoP⁹, the Statistical Agency of Kosovo¹⁰, the Central Bank of the Republic of Kosovo¹¹ and other national and international sources. In addition, information and data from national and international studies were used to complete the analysis (World Bank documents, European Union guidelines).

The estimated benefits outpace the costs for project implementation in all the considered interventions.

The CBAs for all projects employ an incremental approach for costs and benefits (when possible), assessing the net effects with and without the projects. The counterfactual baseline scenario is defined by Sartori et al. (2015) as "what would happen in the absence of the project" (assuming business as usual or a do minimum approach).

5.1 PROJECT REVIEW AND RANKING

The five proposed interventions sum up to about 25.7 million Euros, with an average price of Euro 29 per m². Including contingencies, investment costs range from Euro 28.4 million to Euro 31 million. The highest price per square meter relates to I1 Central Pedestrian Zone and I3 Green Corridor investments, which incorporate more intensive infrastructure interventions.

The estimated benefits outpace the costs for project implementation in all the considered interventions. In all investments, there are expected benefits highlighted, including:

Investment project	Cost (in Euro million)	Designed area (in ha)	Ratio (Euro / m ²)
I1. Central Pedestrian Zone	7,2	14,3	51
I2. Central Bus Station Development	4,6	11,1	41
I3. Green Corridor	9,1	18	51
I4. Gallapi Metropolitan Park	2	12,4	16
I5. Kodra e Trimave Neighborhood	2,8	31,9	9
All projects	25,8	87,7	29
(+) 10 % contingencies	28,3		32
(+) 20 % contingencies	30,9		35

▲ Capital expenditures for projects

	Investment (in Euro million)	Operating and Maintenance (in Euro thousand)	NPV (in Euro)	BCR	EIRR
I1 Central Pedestrian Zone	7,2	66	34,224,305	3,7	38%
I2 Central Bus Station Development	4,6	256	7,912,448	2,3	18%
I3 Green Corridor	9,1	211	25,979,048	3,1	32%
I4 Gallapi Metropolitan Park	2	137	17,348,345	2,7	45%
I5 Kodra e Trimave Neighborhood Upgrade	2,8	185	6,740,302	2,4	60%

▲ Summary of economic indicators

- » Increased number of jobs;
- » Increased value of properties (residential and commercial);
- » Increased residual value of land;
- » Improved social inclusion;
- » Reduced air pollution;
- » Acceleration of green transition;
- » Health benefits related to a less polluted environment;
- » Positive impact on MoP budget including increased tax revenue;
- » Climate change related disaster risk reduction;
- » Stronger community engagement and participation with local government;
- » Increased citizen satisfaction with municipal and government services.

Alongside capital expenditures estimated for the realization of the proposed investment projects, the recurrent or current expenditures included (when applicable) in the CBA relate to:

- » Operating and maintenance costs of the proposed infrastructure to guarantee their long-term preservation and reap the deriving benefits;
- » Costs for public services such as waste management and electricity consumption;
- » Parking costs for car owners;
- » Urban footprint and noise pollution.

The estimation of net costs and benefits on a 15-year reference period and discounting using the social discount rate of 5 %, all the economic indicators suggest the viability of investment projects. All investments present a positive net present value, suggesting that net benefits associated with the projects outpace costs for their realization. The results from net present value (NPV) are corroborated by results obtained from the EIRR. EIRR exceeds the social discount rate, thus suggesting

the profitability of the proposed investments. Finally, the Benefits-to-Costs Ratio (BCR) indicates that every Euro invested in the proposed projects will create value for society (ranging from a minimum of 2.3 Euros to a maximum of 3.7 Euros for every Euro invested).

Upon considering the overall investment costs, and annual operating and maintenance fees for each project, the EIRR, and BCR for each project were calculated. The table outlines these results at a high level.

Overall, each project scores very well in both BCR and EIRR. These values signify that they will provide positive benefits to the MoP and the people of Prishtina many times over.

5.2 CONSIDERATIONS FOR FUNDING

The budget for the MoP averages about Euro 88.4 million (three year average 2019, 2020, 2021) and is projected to follow an upward trend until 2025¹².

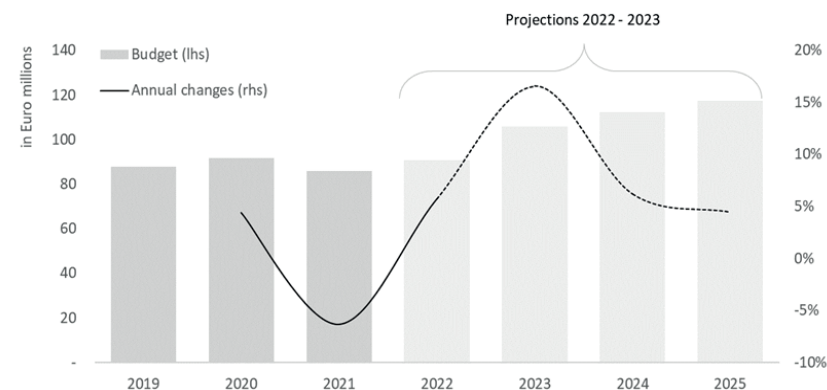
The three-year average capital budget of MoP (2019, 2020, and 2021) amounted to about EUR 28.2 million, accounting for, on average, about 32 % of the total expenditures the municipality bears. Projections for 2023 – 2025 suggest a significant increase in 2023 by about 29 %, and moderate increases of around 12 % and 8 % in the subsequent two years. In the medium term, the capital budget of MoP is expected to represent, on average, 40 % of the total budget.

Indicators calculated as the ratio of investment capital costs to the three-year average (2019, 2020, 2021) of total and capital budget are used to assess the capital investment effort that the MoP would bear if all the investments were to be financed

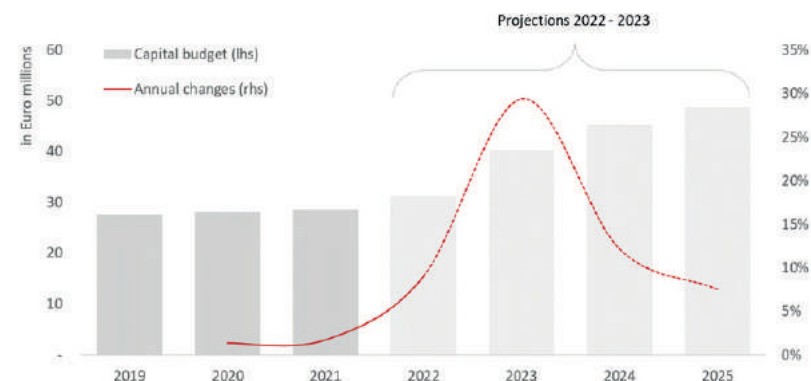
entirely through the municipal budget. In addition, for all investment projects, operation and maintenance expenses were expressed as a percentage of the three-year average expenditures of MoP (years 2019, 2020, and 2021). A table to the right outlines how each project aligns with the overall municipal budget and shows the percentage that each project's up-front investment cost represents as a total of the municipality's annual budget. Nevertheless, the indicators included are indicative since they can be affected by several factors and variables that could not be accounted for when the analysis was carried out.

The proposed investments do not have to be implemented simultaneously, they can be phased based on the financial capacity of MoP.

The five investment projects proposed in total would account for more than 90% of the average capital budget of the MoP, leaving little space for investments that might be needed and deemed important by the community. Therefore, to ease the burden on the municipal budget, other sources of financing can be explored for the proposed projects (i.e., external like borrowing, donors and other sources). In addition, the proposed investments do not have to be implemented simultaneously, thus, they can be phased based on the financial capacity of MoP.



▲ Municipal budget and projections. Source: MoP & author's processing



▲ Municipal capital budget and projections. Source: MoP & author's processing

Investment	Investment as % of total budget of MoP	Investment as % of the capital budget of MoP	Operation and maintenance expenses as % of current expenditures of MoP
I1 Central Pedestrian Zone	8%	26%	0.1%
I2 Central Bus Station Development	5%	16%	0.4%
I3 Green Corridor	10%	32%	0.4%
I4 Gallapi Metropolitan Park	2%	7%	0.2%
I5 Kodra e Trimave Neighborhood Upgrade	3%	10%	0.3%

▲ Investment and operation costs to municipal budget (three-years average)



6

IMPLEMENTATION PLAN

Implementation plans are a crucial aspect of successful urban development projects. This plan outlines the specific challenges and recommendations in order to support the realisation of the five projects, from identifying internal and external funding sources to coordinating with stakeholders and community members. It considers the timeline, budget and emphasizes the importance for measuring progress and ensuring that the project is meeting its goals. By carefully crafting and following an implementation plan, the municipality gains security in navigating through the complex challenges of bringing the projects to completion and ultimately delivers meaningful benefits to their communities.



6.1 CHALLENGES TO IMPLEMENTATION

Managing urban development with all its thematic layers and diversity of stakeholders is not an easy endeavor. The proposed investments constitute large-scale projects, the implementation of which requires continuous and well-coordinated efforts over multiple years. They must then be transferred to the operational phase and maintained for many decades to come. A long-term vision and strong commitment are needed to guarantee the success of the investments in the long run. In Prishtina, longstanding strategies such as the Sustainable Urban Mobility Plan of Prishtina and the draft Municipal Development Plan have been established. The visions and goals formulated in these documents need to become real guiding principles for all implementation projects. Such frameworks can also help to conceptualize how projects could be connected to each other. For example, in the case of the Central Pedestrian Zone and Green Corridors, it is essential to view both projects in the context of an integrated strategy for the transformation of mobility patterns in the city. Even though they may be implemented at different stages, they cannot be thought of in isolation.

Another challenge in project implementation is related to stakeholder management. This refers to the coordination of different departments within the MoP, the cooperation across government levels, as well as the establishment of partnerships with private stakeholders. Intersectoral cooperation within governmental structures is a well-known and much-debated challenge in cities around the world. In order to develop integrated urban projects, it will be necessary to establish regular

channels of communication between different municipal sectors, for example, to coordinate water management with recreational functions in Gallapi Park, or to coordinate greening measures with traffic organization along the Green Corridor.

At the same time, urban development on the local level should always be coordinated with larger spatial visions on the regional or national level. Some of the proposed interventions require close cooperation with the national government and its ministries. The Green Corridor projects envisages the transformation

of segments of the N9 which is under jurisdiction of the national government. The transformation of a longer stretch of this road is already being discussed with the MESPI. The Green Corridor project could be integrated into this process to be implemented in close cooperation between MoP and MESPI. Similarly, the development of the Central Bus Station envisages the integration of the national railway into the new

multi-modal hub of Prishtina. Close coordination with the national level and the ongoing plans for the expansion of the railway network will be necessary to generate a successful outcome that enhances sustainable mobility across municipal and national borders.

Cooperation with private partners is another pillar in stakeholder management that can enhance the municipality's room for maneuver. Especially when management tasks can be outsourced to be handled more efficiently or when private capital can be raised for public projects, the establishment of PPPs can be advantageous. In the case of the Central Bus Station, setting up a PPP could be a viable option for implementation. There are many international examples that can be studied for good practice. In any private-public cooperation it will be crucial for the

A long-term vision and strong commitment are needed to guarantee the success of the investments in the long run.

public entities to maintain sovereignty over public interests and to work in a transparent fashion.

The financial advantages of PPPs can be a critical advantage because of the pressure on the MoP's municipal budget. The economic analysis has shown that the investment costs of the proposed urban development projects far exceed the available budget of the city. Smart financial management, phased project implementation, and exploration of external funding sources will therefore be necessary to move forward with project implementation. Adverse pressure on cashflow and execution capacity of the MoP must be avoided. While external funds, including grants, PPPs, etc., can be a useful source for project implementation, the long-term costs for maintenance need to be taken into account to ensure project sustainability.

The calculation of investment costs should also consider expenditures for technical studies and external expert consultation that will be needed before project implementation. In the dialogue with the MoP the limited know-how in relation to some innovations in urban design and traffic management has been expressed. Detailed traffic studies and concepts for shared spaces for parking management, as well as the implementation of natural drainage and water management systems would benefit from external advice and international experience. Similarly, the revision and update of current regulatory plans will be time consuming and may be improved through exchanges with external experts.

The process of identifying land ownership for the areas of Kodra e Trimave and the Central Bus Station is another challenge for the municipality. For the many cases of informal settlements in Prishtina, it is recommended to study good practice examples of land regularization processes in other countries and apply the learnings to the local context. There are many examples in Latin

American cities that show how complex legal and social situations in relation to informal housing can be solved. Learning from good practice cases may inspire new regulatory frameworks

Some interventions will require the transformation of user behavior, especially in relation to mobility.

that base solutions on the given informality, rather than on the formal planning logics and tools that have been formulated for urban management so far.

Last but not least, the need for channels, defined processes and spaces for community engagement and active participation in urban planning processes in Prishtina has been addressed repeatedly. This topic is further developed in Chapter 7 on stakeholder and citizen involvement.

However, it is necessary to highlight that effective implementation of projects will depend on proper involvement and integration of local needs in the elaboration of the final designs, as well as in the implementation process. Moreover, some interventions will require the transformation of user behavior, especially in relation to mobility, and community engagement will be crucial to successfully bring about these changes.

6.2 RECOMMENDATIONS FOR IMPLEMENTATION

Taking into account the challenges that were identified, this section outlines some recommendations for implementation of the selected urban projects. To set the framework for successful urban transformation, it is advisable to formulate a holistic

development vision and long-term strategy for the city. Such a vision is at the core of the Municipal Development Plan that is up for revision. A common vision across all municipal departments (and key ministries) should unify the City's efforts and give a clear direction for all actions related to urban development. A **municipal core team** could be established to drive this vision forward, adjusting development goals to global urban standards and to integrate all interventions into the overarching urban development framework.

One of the responsibilities of this core team could be to enable national and **international exchange** and mutual learning across municipal boundaries within Kosovo. These collaborations could help to improve the technical capacity through the exchange of experiences and knowledge. At the same time, they would also establish a comparative framework to measure progress against other cities and adjust local measures accordingly. Vienna, for example, is a city that has been developing and implementing urban policies with gender mainstreaming since the 1980s. For the most part, the city has succeeded in removing cars from the city center and promoting much more pedestrian-friendly environments. The city has, however, faced major struggles to implement these changes against the complaints of car owners and politicians. Vienna's struggles are also those the MoP has identified as potential challenges to overcome. The proposed exchange with other cities to share knowledge and best practices can be a gateway to unlocking or demystifying perceived fears and barriers to project implementation.

Potential pitfalls in the implementation of the various urban regeneration projects were identified throughout the process. Obstacles were often seen in relation to **specific expertise** or required skills that may not yet be available within the Municipality. These were also identified by representatives of the MoP during a workshop on project implementation. In terms capacity

A municipal core team could be established to drive this vision forward and to integrate all interventions into the overarching urban development framework.

building, it is therefore recommended to provide training on the following topics:

- » **Citizen engagement and participatory methods:** This is a topic that has been repeatedly discussed. The technical staff working in the municipality do not feel that they have sufficient knowledge or tools to manage participatory processes. Despite of regulations that require instances of participation for all urban projects, these processes are often neglected. Shortcuts leave more room for tokenism than true participation. Integrating knowledge and methodological approaches to participatory urbanism could have a positive impact on urban planning processes and would provide a framework of trust to improve social cohesion between the municipality and citizens.
- » **Integrated urban planning:** Most urban projects have an integral character, involving several areas of expertise in their conception and implementation. However, today there are no clear channels to support this transversality and there are many departments that still do not visualize the value of joint and collective work. Understanding and adopting integrated urban planning tools can reinforce these processes and foster the successful implementation of the urban regeneration strategies.

Investment Project	Implementation Phase			
	2023	2024	2025	2026
I. Central Pedestrian Zone		Sect. 1	Sect. 2	Sect. 3
II. Central Bus Station Development				
III. Green Corridor				
IV. Gallapi Metropolitan Park				
V. Kodra e Trimave Neighborhood Upgrade				

▲ Proposal for phased project development

- » **Gender sensitive planning:** Gender sensitive policies are fundamental to guide urban development towards a more inclusive and sustainable future. It is therefore important to integrate knowledge about gender mainstreaming within the administration. The tools provided by this approach to planning promote more inclusive development, not only for women, but for all citizens with a focus on the most vulnerable groups.
- » **Local heritage and sustainable tourism:** It is recommended to reinforce the MoP's technical knowledge on issues related to cultural heritage and sustainable tourism. Prishtina has a great potential to position itself as a tourist hub with a rich heritage in the Balkans. Heritage is not only understood as physical assets, but also intangible assets that support local culture. Strengthening cultural heritage in the city could improve and direct land policies towards a vision of common heritage development and promote tourism in a sustainable way.
- » **Active and sustainable mobility:** Many of the projects presented in this document aim to transform the city of Prishtina towards a more sustainably transportation system. If this effort is to be taken seriously, it is necessary to reinforce these values within the municipality and help understand the benefits that active mobility and public space for all bring to the city.

- » **Specific and technical knowledge:** Finally, some weaknesses in terms of technical knowledge for project implementation were identified. There is a need to reinforce know-how related to mobility engineering, transport analysis and public transport planning. Similarly, technical and engineering expertise is needed for the planning of Gallapi Metropolitan Park, in terms of water and sanitation management, as well as agricultural and landscape expertise for the design of the new botanical garden.

An important aspect regarding project implementation is timing. It is recommended to plan, design, and implement the interventions in clearly defined phases. Especially large-scale projects like the Gallapi Metropolitan Park, the Central Pedestrian Zone or the Central Bus Station need to be implemented in manageable stages. The division into smaller implementation phases can also be advantageous to pace financing within the municipal budget. Moreover, incremental budget planning and a phased development procedure provide possibilities of identifying shortcomings and develop procedural knowledge in the early stages, which can be integrated into the process and allow for improvement during subsequent development stages. The table to the left gives an example of how projects could be phased and developed in a

Prishtina has a great potential to position itself as a tourist hub with a rich heritage in the Balkans.

timely coordinated manner. However, the proposed projects do not need to be developed in parallel. Given the financial and institutional constraints of the MoP, it might be wise to prioritize and implement more important projects first and initiate other investments in the following years.

7

STAKEHOLDER ENGAGEMENT PLAN

Citizen engagement plays a critical role in urban redevelopment. Co-creation processes should include voices from the community groups that will be directly and indirectly affected by the projects. It is key to apply a human-centered approach to design and planning in order to achieve successful project implementation. Including these perspectives into the process will amplify the positive impacts of urban regeneration and contribute to a more inclusive planning landscape. To achieve the overarching goal of transforming Prishtina into a more livable city, the institutional processes of urban planning need to be opened to participation from a larger group of stakeholders.



7.1 HORIZONTAL AND VERTICAL ENGAGEMENT

The five urban regeneration projects presented in the short list need to be tackled with an integrated approach. This means that, they need to involve various stakeholders horizontally (multiple departments of the MoP) as well as vertically (national government and ministries as well as private stakeholders and the community). The MoP highlighted certain difficulties faced in operating effectively and quickly when more than one government level or municipal department is involved. This was especially highlighted in relation to the Central Bus Station, Gallapi Metropolitan Park or Kodra e Trimave where various municipal departments, national ministries or even private stakeholders will have to be involved. In order to manage such projects, effective communication needs to involve all parties and understand their specific interests in the project. Especially in the case of close cooperation with private stakeholders, like in a PPP, it will be necessary to develop sound clear ways of project communication to establish trustworthy, secure, and agile channels. The success of the integration process will also depend on establishing well-defined roles that are maintained and held accountable throughout the process. The MoP could take responsibility for providing the spaces, developing methods of participation, and conducting the necessary follow-up to move the process forward. The units that execute and manage integral projects should be responsible for defining project timelines and articulating the project's complexities to other stakeholders involved.

When a stakeholder involvement plan is made, it could be organized around different commitments that establish the degree of involvement of each stakeholder group. It is vital to define the stakeholders in a cohesive fashion (public, private, education etc.) and analyze them according to their importance

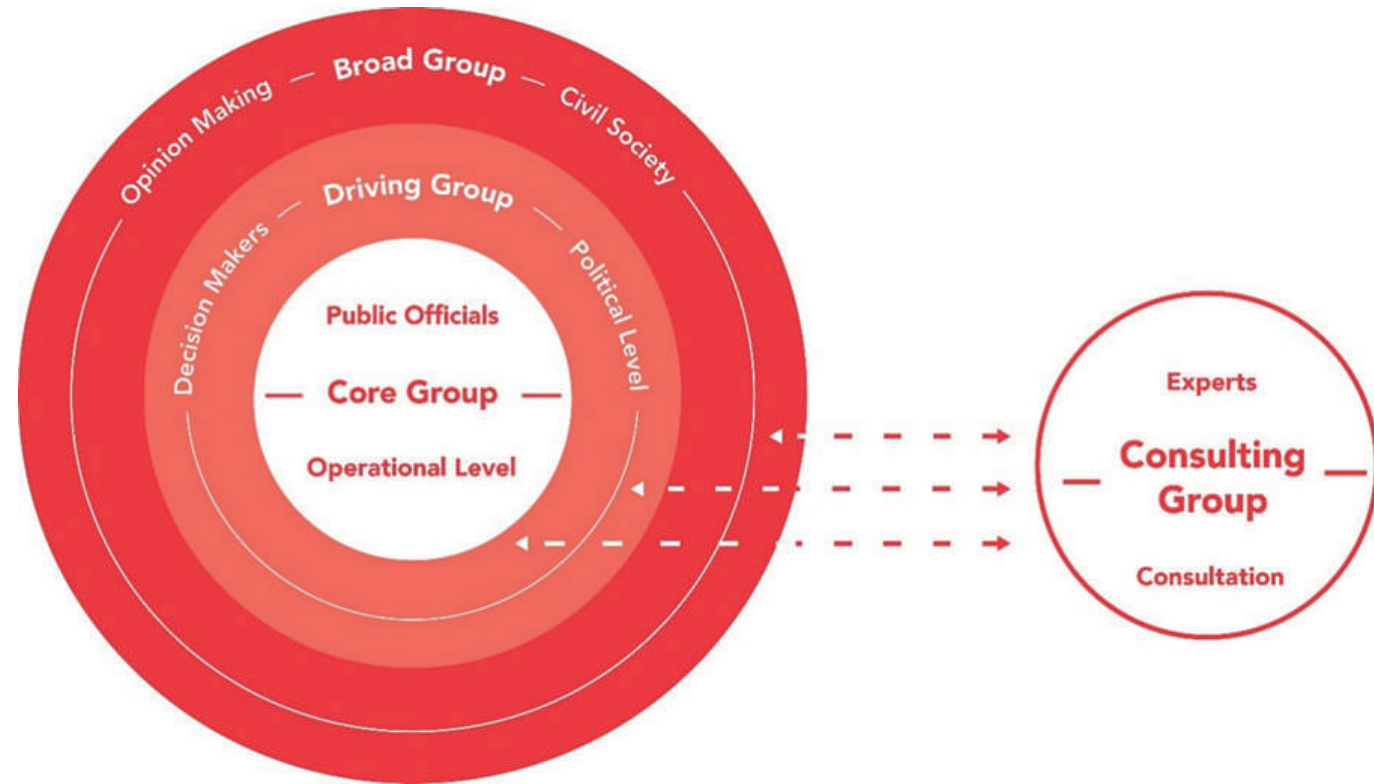
and influence. The first stakeholder group, the Core Group, is formed by the central actors that manage the process and daily follow-up to all the actions of the project, with public officials from the different governmental areas that lead the process. The Driving Group is formed by combining the Core Group with decision-makers from the different political levels of government. This group is fundamental to promote the project and

The involvement of community is key to ensure sustainability of urban redevelopment.

ensure its overall viability. The external Consultation Group includes all the expert associations, private and public institutions that have knowledge and influence on the project area. Finally, the Broad Group, includes the civil society that informs decision making through shaping of the public opinion. This method of analyzing and identifying stakeholders by influence helps to establish the actors involved and identify the channels by which they will communicate with the stakeholders for project updates and information.

7.2 PARTICIPATORY PLANNING IN PHASES

The involvement of community is key to ensure sustainability of urban redevelopment. It is important to include the community from the very beginning of the urban restructuring process. This will allow the residents to understand the project benefits more deeply, paving the way for increased support throughout its life-cycle. As a universal schematic scheme, the planning process of each urban intervention could be structured into four phases that can be accompanied by a diverse set of participatory tools.



► Schematic diagram showing different stakeholder groups and levels of engagement

Local assessment and scoping

The beginning of every urban planning process is marked by a detailed analysis and scoping of the regarded space. The local community can deliver valuable knowledge and insight into local structures, which help the planners to understand the space from a local point of view. By actively approaching the community already in the earliest stage, planners have the chance to detect a broad range of stakeholders and their various opinions, draw from their ideas and customize the project according to the local needs and desires. The collected outcomes can be compared and summarized into a list of strategic topics relevant for the further planning process.

Vision and goals

The next stage is developing, defining, and adjusting the goals and visions of the project, according to the given local aspects and findings from the assessment phase. In this phase, planners can draw from the ideas and prospects the local users already have for their own space. These ideas can either feedback or confirm the planners' ideas, but also contribute with new insights the planning team might not have thought of. By approaching and working with specific target groups the planning process can widen inclusiveness and diversity and detect the needs of specific stakeholders or marginalized groups.

Action planning

Action Planning invites the public to actively take part in the design process in a creative way. By engaging locals in the brainstorming, planners can collect a set of input tailored especially to the needs of the community. The integration of non-professionals into the process can produce new ideas not yet influenced by the specialized eye, being able to generate a fresh new asset of possibilities. Involving the public not only in the analysis of the site but also in the design process can generate a sense of ownership within the community, through which the project is enriched with acceptance and legitimization.

Feedback and evaluation

It is important to collect as much feedback as possible to give justification to the developed plans and check their suitability. In addition, elicitation and rating can be useful to analyze developed projects in comparison to each other. Here, planners can access opinions and perspectives of people already involved but also reach out to members of the community who have not been part of the process thus far, opening up the range of insight even further.

Various participation tools were applied to facilitate the dialogue with the MoP and its various departments throughout this consultancy. These included, for example, stakeholder mapping, workshops, interviews, goals grid analysis, collective visioning, and dot voting. Similar techniques could be

used by the MoP to engage with the local communities and specific stakeholder groups. For a successful outcome, a solid stakeholder engagement plan should be developed to ensure stakeholder communication across all phases of project development. Lack of clarity and clear objectives for public engagement can and will lead to frustration within the community.

7.3 APPROACHES TO CITIZEN ENGAGEMENT

For most transformations in public space, it is key to engage in a dialogue-oriented work process with local entrepreneurs at the ground floor level. Shop owners have a vested interest in

Shop owners have a vested interest in the development of public space surrounding their businesses and they often have a strong voice within their communities.

the development of public space surrounding their businesses and they often have a strong voice within their communities. While traffic calming measures usually increase the economic activities in the adjacent ground floor zones, the first reaction to change is often a negative one. It is therefore crucial for the MoP involve

and inform the local business owners about all aspects of the project to avoid unnecessary obstacles and tensions.

Other key actors that need to be integrated into the planning process are public and social institutions in the planning area (e.g., schools, senior centers, universities, hospitals, etc.). These institutions can represent a gateway to the neighborhood and its inhabitants. Involving them during the design and implementation process will improve the quality of the

projects and their long-term viability. In the case of Gallapi Metropolitan Park, for example, implementing a process together with the university and the schools in the area would add value to the design of the botanical garden and the new public park.

There are certain elements to consider when thinking about an inclusive stakeholder engagement process. It is important to choose and design methods that ensure active participation of all stakeholder groups, even the most vulnerable ones. In some cases, it might be necessary to offer special formats for selected user groups, for example for the participation of children. Attention should also be paid to ethnic diversity and to the potential need to transmit information in more than one language. When scheduling participatory meetings, the timing should consider working people and people with care duties. In order to understand accessibility issues, appropriate measures should be taken to target the participation of physically impaired user groups. In conclusion, the identification of different groups is important to understand the communication needs and challenges in the participation process and to finally reflect the diversity of views and needs represented in the community.

In order to involve all the diverse stakeholders into the planning process, it is essential to establish a clear strategy and use a diverse set of participatory tools, according to the target group and project phase. Participation can take place in various settings, ranging from workshops to interviews, public events and exploratory walks to the project site. A selection of well-established and tested participatory tools is presented in the Participatory Toolbox for Prishtina.

Other methods that should be applied throughout project implementation include informative and educational cam-

paigns. The street is no longer simply for drivers. This new-found democratization of public space, giving street space to pedestrians and cyclists, must be accompanied by information and communication campaigns that show and reflect on the benefits of these changes.

Participation can take place in various settings, ranging from workshops to interviews, public events and exploratory walks to the project site.

A special approach to participation and co-creation that is worth highlighting is place-making or tactical urbanism. These methods aim for rapid, temporary, visible, and interactive interventions in the urban landscape without need for costly investments. Experiments in public space create a new image of the city and inspire inhabitants to understand and embrace change. At the same time, they enable moments of exchange among the community and engage people in a process of co-creation and design. The MoP planning department has already used this type of interactive strategies. These initiatives are a good example of micro transformations that support and promote new uses, give rise to new users (e.g., children), and have great potential for replication.

7.4 COMMUNICATION STRATEGY

Good communication of urban regeneration processes is fundamental to make government policies more understandable to citizens and to guarantee successful project implementation. It will enable the MoP to establish trust with the affected groups and can help avoid future conflicts. Communicating and informing various stakeholders is the responsibility of the MoP. During the course of this project, it became evident that maintaining contact between institutions and citizens is sometimes difficult because existing channels are not sufficiently developed. In order to enable better communication throughout project development, it is necessary to have a strategic plan that determines when, to whom, what and how insights of the evolution of the urban renewal programs and projects will be shared. The previously mentioned strategy is useful to establish channels according to each group.

At the same time, it is necessary to think about the visual identity of the projects, since having a clear image can help to make the communication processes more efficient.

During consultations with MoP and the public stakeholders, various communication ways that could be applied to these processes were discussed. One stood out as having the most potential impact: the use of social media channels. These channels could enable a direct line to the daily life of the citizens of Prishtina. The MoP could make the progress of the

projects known, as well as the start and timing of the works, or the dates of the co-creation workshops. It would be interesting to move beyond the municipality's own social media and evaluate the use of other external social media channels, whether from partner organizations of the project, magazines, newspapers, or other channels that reflect on the city and its planning processes. This idea could also be expanded to include the use of local channels related to each neighborhood where the projects are being implemented. In general, the districts have spaces for reflection, radios, or local dissemination channels (such as Facebook pages or groups) that could also be used for campaigns on the corresponding processes.

Specific web pages for the urban transformation processes could be developed, articulated by the actors involved. Furthermore, blogs, podcasts or other digital channels could be formulated to make project progress known and could work as a repository for all project information. The most important milestones of the process could also be communicated through analog campaigns, using posters or printed flyers, and easing dissemination in situ. At the same time, it is necessary to think about the visual identity of the projects, since having a clear image can help to make the communication processes more efficient.

Finally, to promote a more inclusive government, community organizations that have access to the residents could be involved. They are easy to identify, and clear channels can be established throughout the project management.



8

SCALING UP PRIORITY INTERVENTIONS

The following section presents some comparative case studies from around the world. All of them have key takeaways that can be applied to improve urban redevelopment processes and are applicable to the five short-listed projects. The first two projects operate over the urban layout to transition mobility patterns. Both projects cover topics related to pedestrianization, public space creation and green injection. Case studies will be presented showing some examples of mixed-use development and integrated urban planning. Finally, a case of urban regeneration in economically disadvantaged neighborhoods demonstrates an upgrade to citizens' quality of life.



8.1 GOOD PRACTICE EXAMPLES

Over the past three years, the City of Milan has encouraged a public space program called *Piazze Aperte* (“Open Squares”)¹³. It has been developed by Agenzia Mobilità Ambiente Territorio (AMAT), together with Bloomberg Associates and the Global Designing Cities Initiative. The program centers around urban regeneration and sustainable mobility, key goals of the Territory Governance Plan for Milan 2030 (PGT Milano 2030) and the Sustainable Urban Mobility Plan, in the context of the “Piano Quartieri” (“Neighborhood Plan”). *Piazze Aperte* aims to enhance public spaces and turn them into community gathering places, to extend pedestrian areas, and to promote sustainable forms of mobility to benefit the environment and improve the quality of life in the city. *Piazze Aperte* uses the “tactical urbanism” approach to put public spaces at the center of community life and to encourage people to make the most of public squares, rather than just using them for parking or thoroughfares. By returning community spaces to the residents through activities, gatherings, and even just simply “living” in these areas, the hope is that public squares will once again regain their full status as local meeting places. In the last three years the city has transformed more than 35 public spaces, previously monopolized by cars and concrete, which now are enjoyed by local residents through social and cultural life.

Another program that was also city-led and that has achieved great transformations in the city landscape of Barcelona, was the implementation of superblocks, which achieved to transform radically public spaces within the city. The superblock is an urban planning tool applicable to high-density cities to reduce and organize vehicular traffic, contributing to the improvement of existing environmental conditions and reducing CO₂ emissions. It is a formula that helps to guide the development of cities towards a more sustainable and resilient model. It organizes traffic, limiting it to only a few circulation axes, and transforms streets formerly dominated by automobiles, into friendlier public

spaces with priority for pedestrians and bicycles. The urban planning process behind the superblock model involves a comprehensive reconsideration of historic urban development. Superblocks promote a redistribution of public space, encourage more sustainable forms of travel, and are a response to the question of how to add green space to existing urban areas. This model contributes to diminishing and balancing the environmental and climate impacts that currently dominate the lives of city dwellers. It is also an innovative planning response to the so-called care crisis. The implementation of Superblocks pro-

The superblock is an urban planning tool applicable to high-density cities to reduce and organize vehicular traffic, contributing to the improvement of existing environmental conditions and reducing CO₂ emissions.

duces a new urban design capable of responding to the responsibilities of daily life, and accessibility to public space, ensuring the well-being of caregivers, children, the elderly and other groups who are often marginalized in urban settings.

The city of Barcelona has implemented this vision in several neighborhoods and is now used as a global success story and reference. Cities around the world, such as Vienna, are implementing this system and institutionalizing it within their urban planning and public space depart-

ments. The first to be implemented in Barcelona was the Super Grid of La Ribera in 1993, followed by two Super Grids in Vila de Gràcia in 2016, and in Poblenou in 2016. In the district of Sant Martí, a former industrial sector that, with lower population density and less traffic intensity than the rest of the street network,

offered a testing ground more suitable for a pilot experience. After the intervention, motorized traffic now has only one slow lane, which makes a ninety-degree turn at each intersection. This means that, on each stretch of road, 75 % of the area previously dedicated to cars has been freed for different uses. At each intersection, typically formed by 45 chamfers, the surface area gained is 2,000 square meters. Looking at superblocks, not only as a planning tool that one day could be implemented in Prishtina, but also as a holistic process and mentality, Prishtina can learn from Barcelona and implement this model into its urban policies and implementation structures in the future.

With regards to the re-development of areas within cities fostering the creation of new mix-used neighborhoods, there are some interesting examples to highlight. The first is a small new neighborhood in Zurich, Switzerland that was designed along a central pedestrian boulevard. Europaallee is a 7.5-hectare area that previously was the loading terminal of the national post office. Due to its prime location next to the main railway station and close to the city center, its development was discussed for around 50 years before an agreeable solution could be found. The final masterplan devised an innovative approach. Along with the development of new plots, it defined a set of 'urban rules' that allowed for some flexibility in the interpretation of heights and volumes. Each plot was then subject to a design competition accompanied by the investor and master planner to ensure quality and coherence. Today, the central neighborhood hosts 400 apartments and 8,000 workplaces, a shopping arcade, office complexes, hotel, a cinema, and a college of education. Car parking is banned from public space and limited to 500 parking spaces in collective garages.

In London, an underused industrial site in the densely populated center was developed under similar circumstances. King's Cross is the 27-hectare neighborhood located next to the eponymous

railway station of the same name. Its location, next to a major transportation hub, makes it an ideal site for business and offices, but also for recreation and housing. In order to balance these interests, the first step of the development partners was to set up ten 'Principles for a Human City' that the project could follow. Provision of high-quality public space and a mixed-use neighborhood stood out as some of the top priorities. The completion of parks and other open spaces was also prioritized. At the same time, the industrial heritage of the site was embraced and used to create a specific character. Around 20 historic buildings were refurbished and reused as educational institutions, commercial spaces, or apartments. Today, King's Cross offers 2,000 new homes, a variety of shops, bars, restaurants, offices, galleries, schools and a university. Around 30,000 people visit the area each day.

Another new neighborhood of similar dimensions was recently developed in Vienna, Austria. The Sonnwendviertel emerged from a former freight yard next to Vienna's Central Railway Station. The entirely new neighborhood is composed of 34 hectares and has a 7-hectare green park in its center that was designed in an international competition. Mixed-use and social coherence were recognized as essential ingredients for a sustainable urban neighborhood. The masterplan envisions 5,500 apartments for 13,000 inhabitants and 20,000 workplaces. There are office buildings, stores, hotels, a student dormitory, and a 20,000 m² education campus for schools and kindergartens in addition to 1,160 subsidized apartments available only to middle and low-income families.

After the masterplan was adopted, the City of Vienna set up a neighborhood management team to answer questions from the population and to help ensure acceptance of the project. Certain blocks were reserved for building groups and 'neighborhood houses', both of which are characterized by high architec-



▲ Piazza Aperte in Milan, Source: Comune Milano, 2022

▼ Europaallee, Zurich. Source: Krebs und Herde



▲ Barcelona superblocks. Source: AGORA Köln, 2022

▼ King Cross development. Source: King's Cross Central Limited Partnership



tural quality and uses that offer an added value to the community, such as cultural offerings and events and through civic engagement. Ground floor zones play a key role in reviving public space. These zones are used as cafés, supermarkets, pharmacies, medical practices, or space for other businesses. Small commercial units have been made available as micro-locations with low rents, especially for start-ups, small businesses, one-person businesses, and SMEs. This strategy has attracted many entrepreneurs from the creative sector. Parking spaces were accommodated in collective garages facing the railroad line thus ensuring short distances while at the same time acting as a noise barrier to the railroad traffic. Good connections for pedestrians and cyclists were ensured and a sharing service for electric cars is available. Access by public transport is provided by a tram line that was extended to cross through the neighborhood. Through the Vienna Mobility Fund, the city supports projects that promote sustainable mobility.

Another strategy also applied by the City of Vienna that has radically changed city planning has been gender mainstreaming. This strategy has produced a more inclusive and friendlier landscape. Thanks to the work of Eva Kail, the city of Vienna now has integrated gender lenses into every policy, understanding the impact and needs of different user groups¹⁴. The international term gender mainstreaming can best be translated as a model of gender justice. The guiding principle of gender equality means fundamentally and systematically considering the different effects on the life situations and interests of women and men in all social and political projects. Guided by gender-sensitive planning strategies, large areas of the city have now been redeveloped, putting the needs of most marginalized communities at the center of daily life. This is reflected in the planning process, where several participatory activities were developed to understand the expectations of different users. The results are translated into the final designs. This program

► Aspern
Seestadt.
Source:
Daniel
Hawelka
for See-
stadt



has led to the development of more than 60 pilot projects in the city, all meant to reduce the numbers of cars and to gain public space for all people. One example where the city has applied gender-sensitive lenses to the whole urban regeneration program is the development 240 hectares at the east of Vienna¹⁵. The new neighborhood of Aspern is one of the largest urban developments in Europe. It is slated to be home to 20,000 people, plus contain space for another 20,000 workplaces, and an explicitly family-oriented design. Caring activities (taking kids to school, looking after a dependent relative, buying groceries, cooking, playing, etc.) are taken into consideration when thinking and designing city spaces.

Finally, another project which provides lessons for improved urban regeneration implementation in economically disadvantaged neighborhoods is the social and urban integration of Villa 31 in Buenos Aires, Argentina. Villa 31 was an informal settlement of more than 30,000 inhabitants next to the core of the city center. The city council has been addressing the informality and



◀ New playground in Villa 31. Source: Buenos Aires City Council.

joining efforts to upgrade the quality of life of its inhabitants for quite some time. The neighborhood was characterized by the lack of infrastructure, mobility options, public spaces, as well as high population density caused by the construction of informal housing. The project started in 2017 and has produced profound changes over the last 5 years. It is based on a holistic and comprehensive approach, meaning that several issues, including the lack of adequate access to public services, deficiencies in habitat conditions and socio-economic aspects such as non-registered work and substandard levels of education and access to healthcare, are tackled simultaneously. This plan is based on a set of policies that include the construction of infrastructure (sewages, drainages, drinking water and electrical connections, paving of streets and public lighting), renovation of public spaces, construction of more than 1,200 new houses, improvement of existing houses as well as the construction of schools, health centers and strategies to boost social and economic development. Some of the results of this initiative that have already been quantified are:

- » 17,700 linear meters of infrastructure built to provide basic services (sewage, drainage, pavement, public lighting, electricity and drinking water)
- » 2,225 people were resettled to new houses within the neighborhood and provided with a property title.
- » 1,154 new housing units were built for the residents.
- » 1,732 houses received housing improvements.
- » 27 public spaces have been upgraded.
- » 3 new schools were built.
- » 1 school was improved, offering more than 2,600 new school seats.
- » The new Ministry of Education headquarters was built and inaugurated, in January 2020.
- » New health centers were built. All located strategically in order to guarantee all residents of Barrio 31 have access to health care within a 15-minute walk from their homes.
- » Cultural activities have been organized for neighbors' participation and promoted by the City Government.
- » Gender equity and empowerment activities have also been conducted¹⁶.

This is an inspiring case from which many learnings can be taken and applied to re-thinking Kodra e Trimave neighborhood.

8.2 LESSONS LEARNED AND SCALING UP DEVELOPMENT PROPOSITIONS

Some of the lessons learned from the above examples can be applied to guide future decisions to turn the corresponding projects into urban policies. First, a fundamental step towards a more sustainable and resilient city, is the transformation of the mobility system. The examples of Superblocks in Barcelona and Piazza Aperte in Milan have shown that the macro-objective is the redistribution of public space, limiting automobile circula-

tion and transforming streets into shared and enjoyable spaces for all citizens. This reflects the specific objectives of the short-listed projects, but should turn into a guiding principle for urban development. In Barcelona and Milan, specific projects have initiated the institutionalization of planning strategies that support long-term transformations. Both examples can be analyzed, and certain instruments or strategies could be integrated into the planning approach of the MoP. In the case of Piazza Aperte, the use and implementation of tactical urbanism was incorporated into planning agendas as a strategy for change. This was followed by other cities across the world, like Fortaleza in Brazil or Mumbai in India, who executed programs that activated transformations in many streets in their respective cities with a minimal level of investment. Conventional planning processes in Prishtina, as in many other cities across the world, are time consuming, expensive, need a series of approvals prior to implementation, and do not always cater to every politician's agenda. Tactical strategies enable citizens to visualize change and transformation and to measure the impact. In Mumbai, India, tactical urbanism was applied for the transformation of a street. As a result, average speed of vehicles fell by 15 %, and high-risk conflicts per hour dropped by 71 %¹⁷. When projects involve radical changes in how institutions have historically approached urban planning, a gap is created between the objectives and the steps to accomplish the objectives. Finding strategies and programs that bridge the gap is key to begin visualizing the changes and potential urban landscape.

Therefore, a first step to think about projects on another scale is to process and understand the urban policy behind each project and see how to manage programs that promote land production in Prishtina under these parameters. Another aspect to address in the context of upscaling the proposed interventions are the bureaucratic and administrative circuits faced throughout the implementation of urban projects in Prishtina. In the workshop

with MoP, staff mentioned they face challenges when it comes to managing different levels of government and different sectors. Thinking about institutional circuits to develop projects and new, more dynamic bureaucratic processes would facilitate the implementation and increase the production and management of projects such as those presented in the short list.

Another relevant aspect when thinking on scaling up the interventions is accounting for metrics and evaluation procedures. This would contribute to understanding the positive impact the execution of these kinds of projects will generate within the urban landscape and it will sustain future discussions on the implementation of local urban policies. Visualizing positive effects will legitimize these strategies and will lead to the execution of a wider approach and the replication of these actions. At the same time having reliable data on the impact will contribute to the alignment and to seeking support, not only from the community of Prishtina, but also from different levels and areas of government, which will enable the execution of the urban transformation processes.

In the case of the implementation of the Gallapi Park project, or even Green Corridors, one way to up-scale these strategies is to think about access to green areas from a macro perspective. These urban projects can initiate an internal process in the municipality, whereby a specialized team is established to identify green injection and CO2 reduction strategies for the next 20 to 30 years. This would enable some transformation to be developed from Gallapi or Green Corridors to the rest of the city. The access to green areas could be understood from the re-distribution and balancing of the urban area. This also applies when thinking about access to public spaces. Access could be thought of in the form of interconnected networks, giving possibilities to all the neighborhoods of the city. The elaboration of strategic plans is a mechanism to upscale projects from a punctual approach to an overall high-level view of the city. In relation to

the objectives that frame the proposed transformations, such as contributing to climate adaptation by reducing pollution, up-scaling makes more sense, as the positive impacts will bring greater benefits to the community of Prishtina.

Another dimension of the Gallapi project is the improvement of water management. The park will also respond to the existing drainage plan and reduce the risk of flooding. This will be achieved through a water reservoir prepared to absorb excess rainwater. However, this strategy alone will not be enough to overcome the problems that exist in the city as a whole. To scale this strategy, the application of a SUDS will be of interest. The term Sustainable Urban Drainage System refers to a series of water management methods designed to successfully manage natural water processes in urban environments using modern drainage systems. In urban settings, these options are very limited and excess surface water can lead to flooding, pollution, or erosion problems. In addition to mitigating the effects of extreme rainfall, SUDS have demonstrated other ecological benefits, such as reducing the impacts of climate change. The implementation of different combinations of SUDS could be considered and be upscaled to the whole city planning and design. SUDS can be applied in different scales and using different methods and elements, including:

- » permeable and semi permeable pavement
- » detention and retention reservoirs
- » infiltration trenches
- » gullies or wells
- » micro reservoirs
- » rooftop reservoirs
- » underground reservoirs
- » green roofing
- » grassed strips

When thinking about scaling up interventions such as the Central Bus Station or even the development of areas such as the Central Pedestrian Zone, it is inevitable to think about these strategies without improving the existing legislation that governs urban land and zoning. Designing planning tools that motivate this type of development will be key when thinking about the replicability of these interventions. The proposed projects are aimed at an active urban environment on a neighborhood scale. That is why examples of best practices have been referenced concerning mixed used redevelopments. The neighborhoods that were mentioned in the last section, as it is the case of King Cross and Sonnwendviertel, were investments that did not only account for adding infrastructure, but they succeeded in the creation of a vibrant and lively social fabric. From these examples, the process and urban regulations formulated to encourage the transformation sequence could be further analyzed and apply to the case of Prishtina's future urban redevelopments. The first floors could have a mix of stores and activities, there could be accessibility by public transport, public services, schools, other care infrastructures and more. This will help establish a vibrant landscape. It will bring about an attractive experience of the city for both local residents and tourists alike. It is crucial to think about urban infrastructure, not only from a physical point of view, but from the life that surrounds and is contained in those infrastructures. This is the essence of urban life and what gives value to new developments. Accompanying urban projects with regulations that support the land policies of these projects is critical to align and carry out the city's objectives.

Finally, taking into consideration the results of the CBA analysis, the proposed investments are assessed to contribute positively to the local economy by creating value for all stakeholders. Improvement interventions of this nature are excellent examples to be implemented on a larger scale in the MoP, as well as other municipalities in Kosovo. On the one hand, citizens and busi-



▲ Typical ground-floor use in Prishtina

nesses directly benefit from qualitatively improved conditions (living and making business) and increased real estate value, on the other hand, municipal revenues increase from taxes and

fees. Such sustainable and green interventions also ease the mobilization of external resources (donor funding and private capital through concessionary agreements).



▲ Public event at the Manifesta 2022 at the Youth and Sports Center

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The World Bank with support from the Western Balkans Climate Support Facility has worked with the Ministry of Environment, Spatial Planning and Infrastructure (MESPI) and the Municipality of Prishtina (MoP), to develop a possible 'Kosovo Livable Cities' program. The overall objective of the program is to support cities in Kosovo to develop along a more sustainable trajectory and make them more livable. Within the program, the World Bank has been providing strategic technical assistance support to foster a climate-smart urban development pathway for cities in Kosovo and the MoP in three areas: Urban Regeneration, Urban Mobility, and Energy. Based on background analytical work and extensive stakeholder engagements across the MoP, a development vision for the city was formulated to guide the identification of high priority and high impact investments.



Click here to watch a video
about the planning process!

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