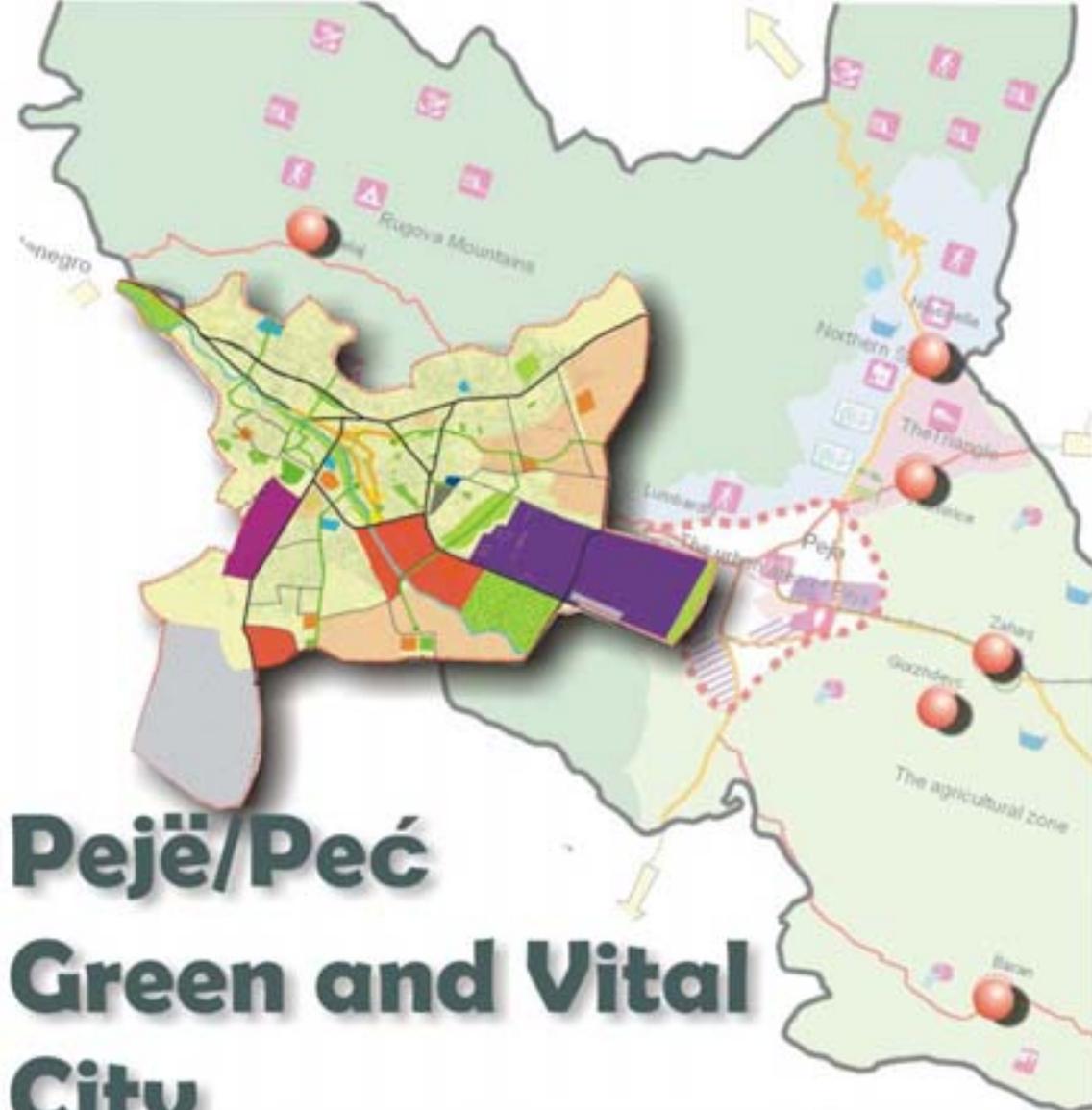
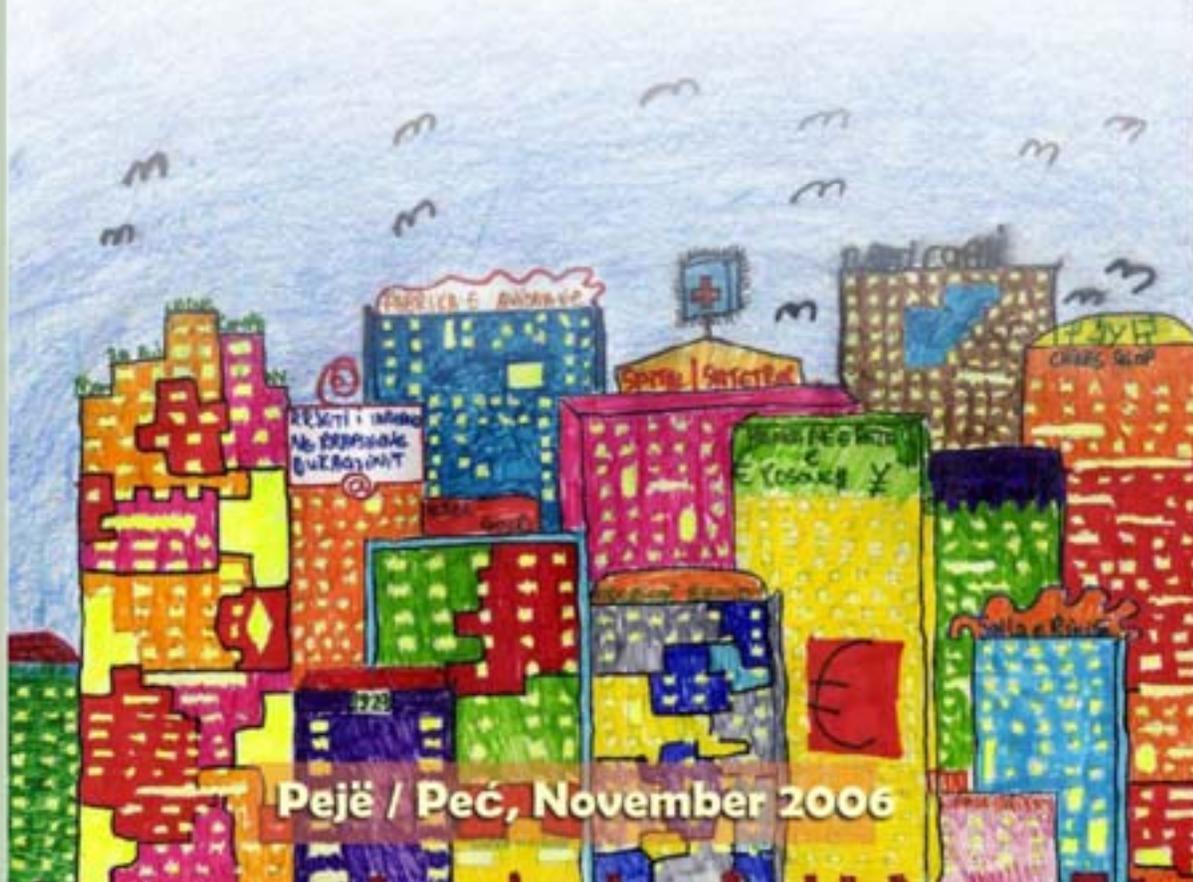


**Urban Development Plan
Pejë / Peć 2006 - 2025**



Pejë/Peć Green and Vital City



Pejë / Peć, November 2006



**Municipality of
Pejë/Peć**

With the support of:



DHV B.V.



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Introduction

This Urban Development Plan (UDP) has been drafted together with the Municipal Development Plan (MDP) for Pejë/Peć. According to the Law on Spatial Planning (2003/14), an Urban Development Plan is a strategic, multi-sectoral plan that determines long-term projections for development and management of urban areas for a period of at least five years. As such, this UDP will be considered as a more detailed development plan which focuses on the urban area of Pejë/Peć, detailing the policies from the MDP for this urban area.

As it was drafted together with the MDP, this UDP can not be read as a separated document. Especially the **Introduction**, the **Profile**, the **Vision** and the **Provisions for Implementation** that are included in the MDP document, are fully applicable to the UDP as they are to the MDP. In order not to make unnecessary confusing repetitions, we only refer to the fore-mentioned chapters in the MDP instead of copying them into the UDP document.

Framework and Strategy for Urban Development of Pejë/Peć

1 AN URBAN DEVELOPMENT PLAN FOR PEJË/PEĆ

1.1 Three legal plans: MDP, UDP and URP

A Municipal Development Plan (MDP) precedes the Urban Development Plan (UDP). The MDP determines how the space is used and it plans the development of the land for the next two decades. It applies functions, actions and restrictions to the land within the municipality and as such it allows or prohibits certain activities. The MDP is a plan for the entire municipality of Pejë/Peć. Since the urban areas within the municipality -the city and its surrounding areas- are too diverse to plan it on a large scale such as the MDP, a separate plan is needed to steer developments in the city into the desired directions. This UDP refines the principles for the urban area as set out in the MDP.

The UDP will be further elaborated into Urban Regulatory Plans (URP), which will list the specific functions and restrictions of urban plots.

All three plans, the MDP, the UDP and the URP's are required by the National Law on Spatial Planning and have a legal status. The MDP thus affects the citizens, businesses in the surrounding areas of Pejë/Peć, while the UDP affects the citizens and business in the town itself. The enforcement and management of the plans will be the responsibility of the local authorities.

1.2 Drafting the UDP

From an idea towards a plan

Based on the broad statements in the MDP, consultants and municipal planners jointly developed a set of structuring principles for the design of the urban area. The MDP is also what the UDP is founded on in terms of content. The identity that was formulated, i.e. "green and vital" applies to the city and its surrounding areas in equal measure. The plan was presented to experts and stakeholders and based on their comments it was amended. Eventually, it was proposed to the steering committee, which in turn submitted it for official approval to the Municipal Assembly.

Three relevant factors

The spatial conclusions drawn in the UDP are based on three factors;

1. The analysis of the current situation and the plans and projects that were already made and that cannot be changed anymore.
2. The quantitative program to be realized in the city in terms of numbers of new dwellings, hectares of land for offices and businesses, numbers of schools and shops. The program also considers the bottlenecks of the city's performance, such as traffic congestion, noise and air pollution, and the lack of environmental quality.
3. The structuring principles that were introduced to steer the future development of the city.

Flexibility for the future

Most of the basic data about the city is lacking, for instance good city maps, numbers of houses, property information, traffic data, and so on. At this stage, this makes it impossible to develop concrete policy for the entire urban area. For this reason the UDP is limited to the main characteristics where two objectives are concerned: firstly it serves as a reference to test the initiatives of others, to be assessed by the local authorities. And secondly, it serves as a basis for the further elaboration of the plan. For instance, a very global statement in the UDP as to the establishment of an educational zone south of the city park first needs to be backed by a thorough analysis before it can be rolled out. The demand for education, student housing, land ownership and financial consequences are issues that require a positive outcome to even begin drawing a detailed plan for the area. Nevertheless, this UDP, along with

the detailed building and land use restrictions, can be used to test requests for building permits.

1.3 A transparent process

The process leading up to the UDP is as important as its contents. To meet demands, to protect environment, to deliver services and to preserve the scarce land, the UDP requires a comprehensive and transparent process involving many interest groups. The general public is heard in several public meetings. Inventories are made of their current situation and their future needs. This information is required to be able to make decisions on estimating the developments and their spatial claims on the land.

The UDP applies to all citizens of the municipality of Pejë/Peć, regardless ethnicity or gender. Ethnicity did not play a role in the realization of this UDP. Obviously, it is impossible to formalize each individual desire within the UDP. The main focus of the UDP is to create spatial quality given the general needs. The UDP does, however, take into account ongoing developments and local circumstances.

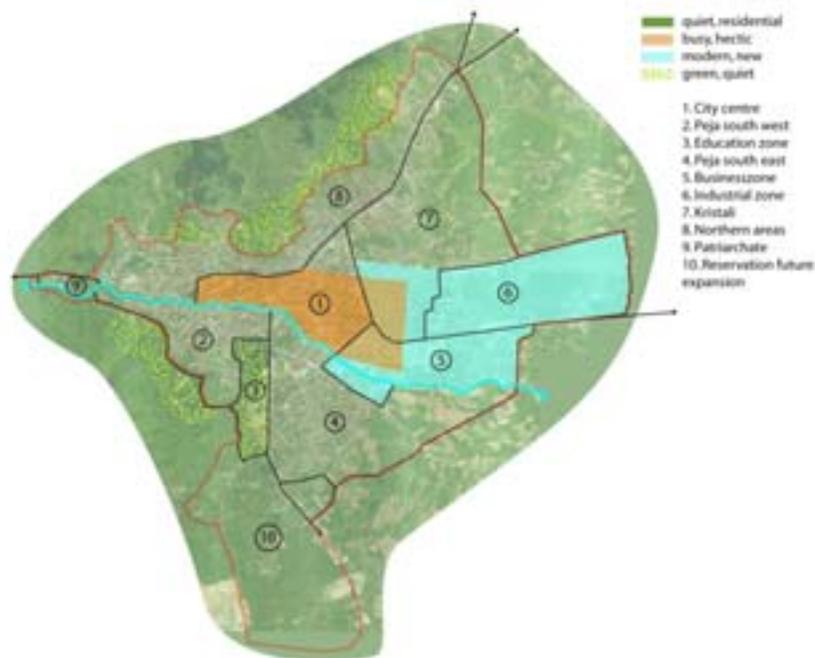
2 PRINCIPLES FOR THE URBAN AREA

2.1 Distinguishable areas

2.1.1 Distinguishable neighbourhoods

The structuring principle of distinguishing areas across the city arose from the need expressed to create distinct neighbourhoods. Since before the war the fact there were no proper building restrictions and no proper maintenance led to a large, amorphous urban area without any distinguishing features or recognizable atmospheres. The city centre thus changed into purely residential areas, with random high-rise. Also, the environmental quality does not have a very high priority.

Rapid intervention is required to stop the city's districts from becoming more and more similar through the ongoing densification. Postponing intervention would mean that the newly planned developments for houses, industry and businesses will all end up having the same disorganized character. Local government wishes to enhance the differentiation within the city in the future and in this report it will make statements about this differentiation for each district.



MAP 1: districts and their distinct characters

2.1.2 An actual city centre

The spatial expression of the character of the downtown area needs special attention. For inhabitants and visitors of the downtown area, and also for investors, it is of great importance to make a clear distinction between quiet residential areas, and the hectic and denser city centre. The city needs to make sure that typical city centre functions are not spread all over the city, because that would mean that the added value of the concentration of such functions is lost. A concentration of functions will bring in more trade – if there is a cluster of facilities consumers will be more interested in visiting the individuals shops and so on, as opposed to the facilities being spread all over town. The facilities will thus serve a much larger group of people. A further argument in favour of concentration is that it prevents unnecessary automotive traffic through the centre. The city centre has been indicated on the attached map.

2.1.3 An attractive entrance from the east

The area north and south of the main road to Prishtinë/Priština is a special area. In the past, an industrial zone was created here. In the rest of the city there is an emphasis on calm, on small-scale development and on good living conditions (with the exception of the city centre, where it can be busier). In the eastern part of this zone there is an emphasis on larger scale facilities, large-scale motorways and in the future a more rapid turnover of functions. This is why in this zone the government must exercise more control in order to use the economic possibilities to the fullest possible extent. The area around the train station and, after its reopening, the train station itself, form a good transition between that eastern zone and the city centre. The options it presents will be used to the full, as one can read in the area description of Kristali (see also section 3.5 on accessibility).

2.1.4 Limits on high-rise

The unplanned spread of high-rise within the city meets with the resistance of part of the residents and makes for a cluttered outlook. Moreover, it ruins the view on the surrounding area. On the other hand there is a need for a higher density of businesses, while in the eastern part of the city more people should be able to enjoy the open plain. Thus the maximum level for constructions is regulated in the following manner:

- Taller than four floors: near the train station, within the business zone, in the industrial zone and on the eastside of Kristali and New Dardania. It is also allowed near the city entrances next to the motorways coming into the city from the direction of Mitrovicë/Mitrovaica, Prishtinë/Priština and Deçan/Dečani.
- In the rest of the city where there is no valid URP, no new buildings of more than four floors are allowed.
- The URP's for the different areas allow for a maximum differentiation depending on the nature of the relevant area. For instance: P+2 maximum in existing residential areas. Outside the mentioned areas, URP's will in principle not allow buildings of more than four floors. In case buildings of more than four floors will be planned or permitted, special attention will be given to playgrounds and other open spaces, parking provisions, accessibility and landscaping. In the central zone, new buildings of more than four floors will in no case be allowed.
- The Municipality should make an analysis of the existing construction heights in the different parts of the city, which will serve to develop building regulations or URP's which will help in regularizing a horizontal elevation line especially in very steep areas. Therefore regulations should mention accurately the allowed construction height, expressed in meters.

2.2 Each neighbourhood to have its own basic facilities

2.2.1 Schools, welfare services and retail

As do other cities, Pejë/Peć too has an excess of children requiring primary or secondary education through a lack of balance in the demography. Many schools even work with three shifts a day. Although disinvestments must be prevented, more schools and especially a better spread of schools over the city are called for. Estimates made by the Education Directorate show that three more primary schools and two more school for vocational education are needed. Similar expansion is required for certain welfare services such as crèches (it is expected that the city needs to create three more), infant welfare centres (one per 10,000 citizens is the desired number), a library and, most importantly, playgrounds for the children. Per area the plan defines where concentrations of such neighbourhood facilities can be created, including shops for daily grocery shopping. The plan strives for concentration of facilities, distinguishing between residential areas and areas with a commercial function. This better allows for investments in the required spatial quality.

Shops should preferably be situated in the city centre or in one of the sub centres. Currently, many people have a small shop in their actual homes. In order to guarantee the viability of the (sub) centre(s), the city will try to stop the further growth of small home shops and to limit current shop floor space to, for example 40 m². New construction or renovations of shops may not exceed 40m² outside of the (sub) centre(s).

2.2.2 Public space

There is a serious shortage of playgrounds for children. It is not just the space that is lacking, but also the facilities and the required safety measures in view of traffic. Each district plan must include playground facilities. In different parts of the city, including the city centre, there are possibilities for creating open areas for recreational purposes. They should be areas where people can sit and meet, and where children can play. The municipality is trying to prevent these areas from being built over or from being used as car parks, and it is redesigning these places as public spaces. No data are available on the precise shortage of parking spaces near shops, businesses and dwellings. Inventories are currently being made per neighbourhood or district, which should lead to programs and an implementation plan per district. To create a pleasant environment to live in, the improvement of sidewalks and streetlights is also included in the plans.

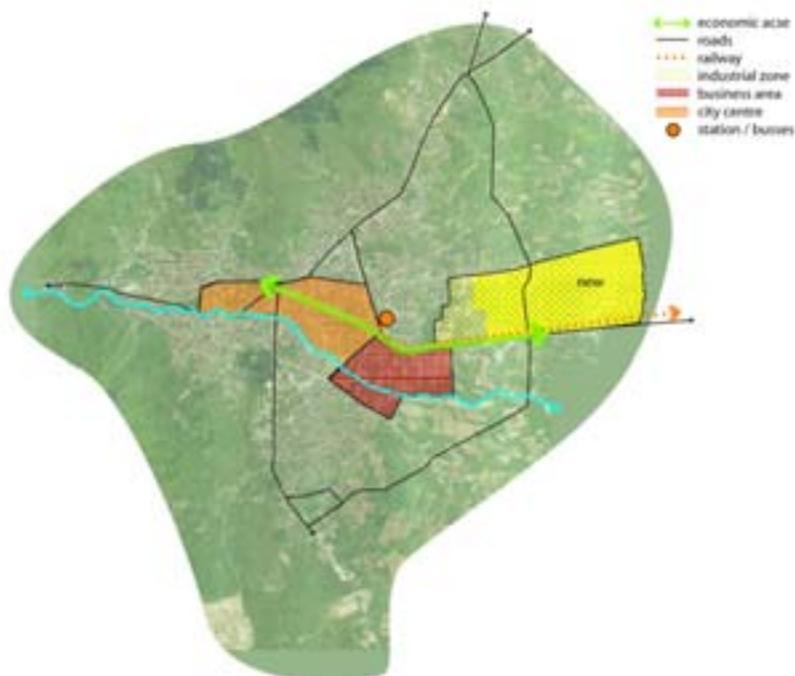
The municipality should approve criteria and conditions that will assist disabled persons. In the same time work should concentrate on planning under-ground parking places in various parts of the city, especially in areas with a higher traffic intensity. This should be detailed in URP's.

2.3 A structured economic development

There are four areas in which the municipality thinks there will be further economic developments with consequences for spatial planning:

- Further expansion of industrial activities, for which a new industrial zone is created north of the main road into Prishtinë/Priština;
- The development of a concentration of businesses in the service industry and large-scale retailing;
- Expansion of businesses in the service industry and retail trade that are core functions of the current city centre;
- Expansion of the hotel and catering industry in the city centre because of increased tourism and business needs;

We recommend that these new developments are planned in each other's vicinity or to plan good traffic facilities, because their proximity will strengthen the individual facilities. As for the city's infrastructure, this will result in an economic 'string of bead', as is shown on the following map.



MAP 2: the economic infrastructure

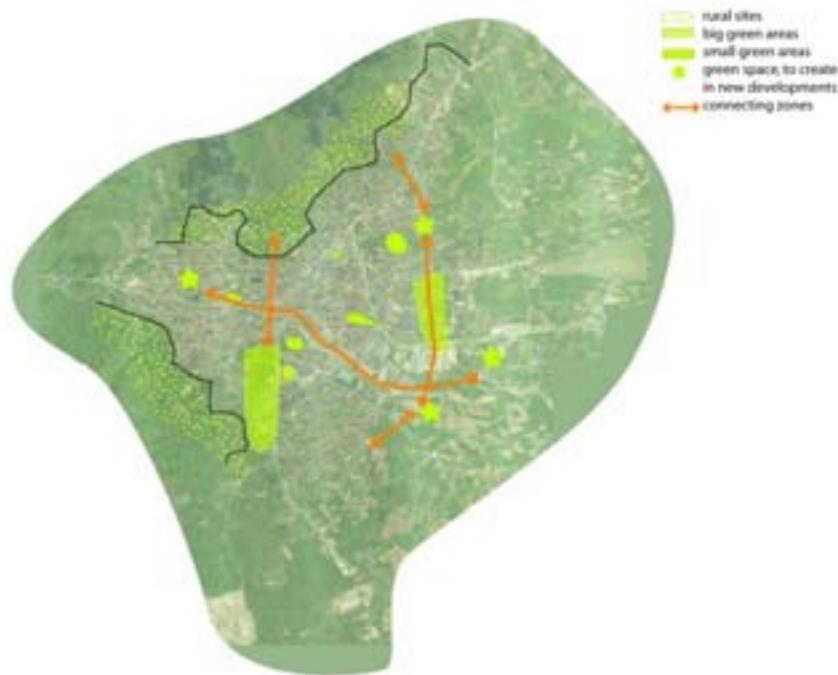
The underlying principle of this structure is not that no small-scale businesses may be set up or continued in other areas of the city. Provided they stay small and do not cause any nuisance they can stay there or be established there. The same goes for the smaller outdoor markets across town. Larger-scale businesses and offices, for which a higher level of construction is required, will only be allowed in the designated areas within the city centre and in zones in the eastern part of the city. That is where the city will invest in better roads, car parks, electricity, water and sewerage, and in added quality in the form of public parks and gardens.

2.4 Structured green and ecological functions

Although the city is situated amidst splendid mountains and attractive woodlands, these green zones cannot really be used due to limited accessibility on the one hand and unbridled urbanisation on the other. Also, the number of public parks and gardens available within the city does not suffice. Thus, more open spaces and better connections with the green surroundings of the city must be created.

The municipality wants to structure the expansion of green areas by means of a so-called green infrastructure. This is to become a system of green areas and connecting spaces, which will not only make the different areas across the city more available to all citizens, but which will also cut through the stone outlook of the city in certain areas. At a later stage, this type of structure could also play a role in bringing certain vegetation and wildlife back into the city.

Based on the current areas and opportunities in areas that currently have a different destination and the larger open spaces, the municipality proposes the following green infrastructure (see map).



MAP 3: the green infrastructure

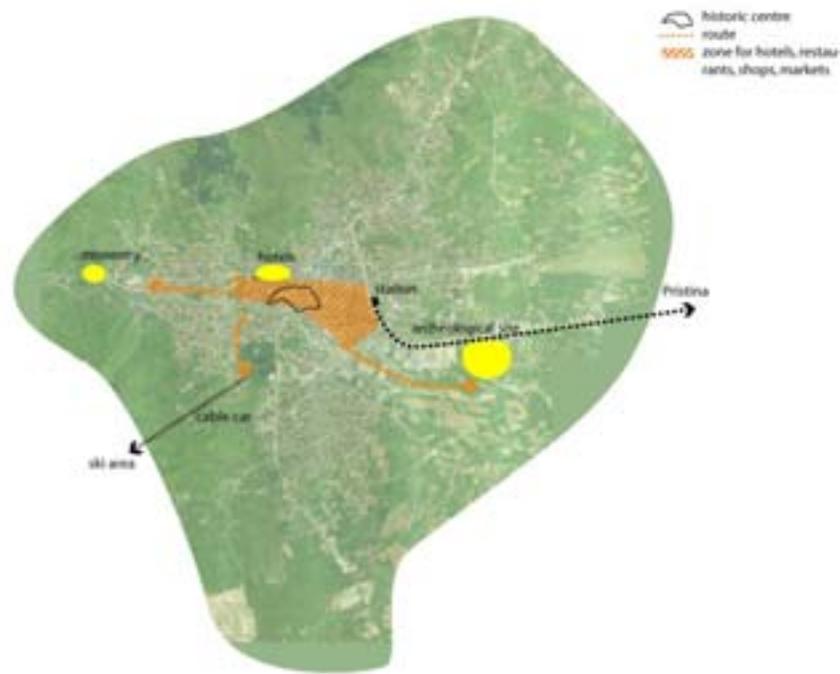
It will not be possible to create all the different elements of this infrastructure in the short term. There will be a long-range program for the implementation of the different elements, which will also depend on the available financial resources and the landownership. Construc-

tion work will not be permitted in these areas in the future. More attention should be paid on accomplishment of the urban sewerage network.

2.5 Structure for cultural heritage and tourist functions

With the Patriarchate in the western part of the city, the archaeological excavations that are to be started in the eastern part of town and the green surrounding area, Pejë/Peć has opportunities for attracting tourists and visitors to the region. Further opportunities are offered by the tourist potential of the mountainous area of Rugova in terms of summer and winter outdoor activities, for which the city could create facilities. This could be further enhanced by an attractive city centre with shops, restaurants and an accessible river.

If the potential visitor is unable to find his way to all these facilities and is lost in the city, it will bring losses. That is why the city is setting up a structure that connects all these facilities and within which quality improvements can be made. The other elements of cultural heritage across town could also play a role in this, as could the outdoor markets.



MAP 4: the cultural heritage and tourist infrastructure

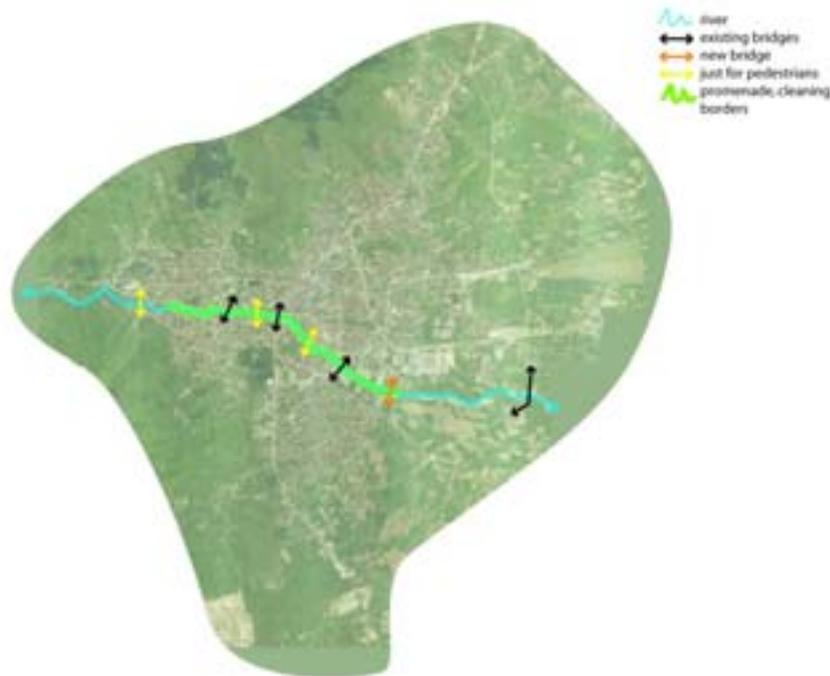
Again, not all elements within the structure can be realised at once. Tourist development must be closely monitored and serious investments are required to dismantle all of the industrial activities at and around the archaeological site in the eastern part of town, and to make it accessible to visitors.

3 A CLOSER LOOK AT PEJË/PEĆ

3.1 The river as a visible quality

The Lumbardhi River runs straight through the city. At present, the river unfortunately is no longer a quality feature as the view of the river banks is largely blocked by both legal and illegal construction and because the river itself is badly polluted. Moreover, in view of the limited number of bridges, the river forms a barrier between residential areas that should be able to use each others facilities much more effectively. Also, impounding and drainage facilities on the Lumbardhi river must be improved with just a small number of facilities.

Over the next few years, the municipality wants to build new bridges in various locations. The river banks will be improved to realise a better drainage of the water. Also, the accessibility of the river must be improved. This can be done by improving the steps on the embankments. In view of the safety risks entailed in restoring the quality of the river the northern embankment of the part of the river, situated between the two bridges in the old center and surroundings, between Rashit Gorani and E Tabakëve (next to the public hygiene building site and the green market) should at least be restored, yet preferably all the construction on the southern embankment should also be cleared to make room for green spaces and footpaths.



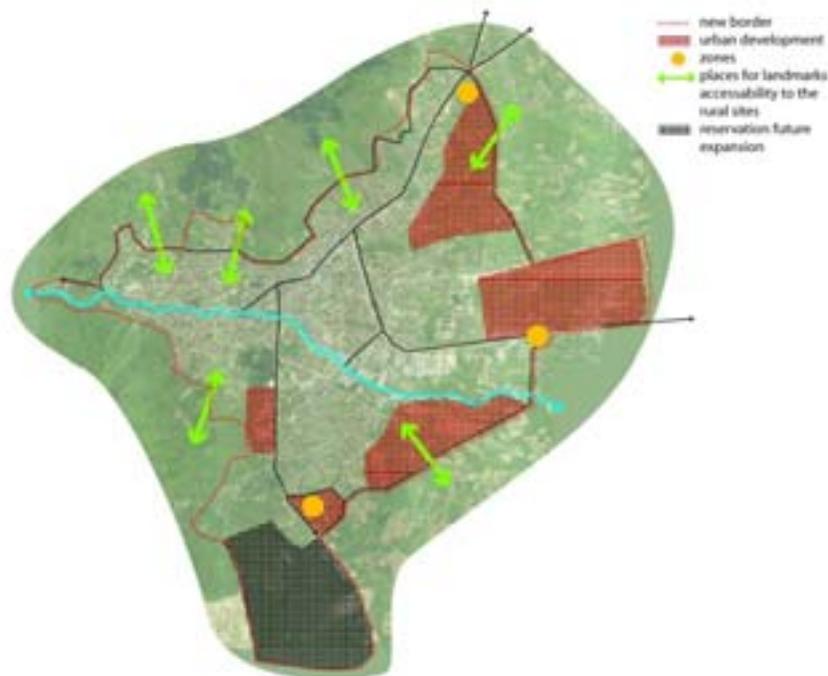
MAP 5: improvements on accessibility and crossing facilities of the river

3.2 Clear transitions between the city and its rural surroundings

Pejë/Peć has a rather cluttered transition from the city to the rural surrounding areas. On the one hand this is due to the illegal construction of houses and businesses all around the city and while the other hand it is the result of the absence of a clear demarcation of the urban area in municipal plans, which plans are not even enforced. This development comes with many problems; scenic areas and recreational zones that are immediately adjacent to the city and arable land are affected and possibilities for collective facilities (roads, sewerage, water and electricity, shops, schools and playgrounds) are not used to their full potential.

In the future, the municipality thus wants to create a clear demarcation between the city and its outskirts. This means that within the demarcation more development will be allowed and an efficient use of space will be stimulated and that outside of the demarcation no urban development will be allowed. On the other hand, the possibilities offered by the transitional zone will be used more effectively: a guaranteed and lasting view of the natural surroundings means the land price will go up and that means that by building better houses and so on, more people will be able to enjoy this. Furthermore, access roads into and out of the city must be improved by creating extra paths for cyclists and extra footpaths.

On certain crucial locations, such as near the main roads from Prishtinë/Priština, Deçan/Dečani and Mitrovicë/Mitrovica, the transitional area from the outskirts into town deserves more attention. With a landmark building, that has a special and remarkable function, these locations can contribute to the identity of the city. Currently, the southern and eastern entrances to the city make for an extremely cluttered outlook.



MAP 6: a new demarcation between the city and its rural surroundings

The demarcation between the city and its rural surroundings as it has been opted for now is not supposed to be maintained for centuries to come. One can imagine that it must be reconsidered ten or twenty years from now due to demographic or economic developments. Note, though, that its ample definition means that it should be possible to create all the new functions and functional alterations within the demarcation over the next 10 years.

3.3 Active new urban area policy

Due to a lack of data about the potential need for new housing and about the economic possibilities to convert the need into actual dwellings, it is not possible to devise a detailed programme for the next few years. It only allows for a general policy to be formulated as to how this uncertain need can be met. The municipality is aiming at two different tracks:

- Densification of existing neighbourhoods if there is still room for this after playgrounds, car parks and further facilities have been established.
- The development of two new, large-scale residential areas in Kristali and New Dardania.

Only after these two areas have been fully developed within the circular road around the city, a further expansion of the city west of the road to Deçan/Dečani will be planned.

The city of Pejë/Peć currently has an estimated 80000 residents who live in an estimated 15000 houses or flats. Based on a conservative estimate of the rise in population and the per capita needs, the available housing must increase by 1% each year; this means that in the planning period up to 2025, a 20% increase must be factored in, which would equal 3000 extra dwellings. We have assumed that the need for new housing as a result of demolition (of houses that cannot be legalised or that have to go to make room for new development such as industrial zones and new roads) can be catered for through densification within the current urban area. At an average density of 20 dwellings per hectare (which is the current standard throughout the city), the 3000 extra dwellings will call for 150 hectares of new urban space. As the area description rendered in Chapter 4 will show, the new residential areas in Kristali and New Dardania will offer sufficient space for this.

If in the future it proves that the increase in population exceeds said estimate or if the housing need grows due to an increased standard of living, new development in a south-western direction can start earlier during the execution of the present plan. Until such time no urban development will be allowed in this area.

For industrial businesses, offices and other economic activities it is equally difficult to make a useful estimate. Areas developed for these purposes by the municipality will be developed and issued in stages, to avoid a cluttered open space like the current industrial zone. A good general outlook is necessary to increase the appeal of the area for (foreign) investors.

In some areas land is used to create a new residential district or to expand the industrial zone. The new residential areas and industrial zones must be given the required level of quality. Another reason for creating these new areas can be the fact that elsewhere in town extra development is not possible due to the risk of erosion or due to poor access roads. In these cases, making this choice could mean that arable land must be sacrificed. Nevertheless, there will be plenty of arable land left in Pejë/Peć to guarantee successful agriculture in the future. Moreover, in the future the farmland will also be protected by the firm demarcation between the city and the rural surroundings as proposed.

In sum, the following areas for development have been planned, where the municipality will actively purchase land, and create infrastructure and other facilities:

- Residential area in the northeast; the area between Kristali and the circular road.
- Residential area in the southeast; the area between Dardania and the circular road
- Business zone; in part of the current business zone
- Industrial zone; in a wide strip north of the main road to Prishtinë/Priština
- Education and sports zone; south of the park adjacent to the road to Deçan/Dečani
- The surroundings of Pejë/Peć Central Station
- A new urban area In and around Belo Polje/Bellopojë if in future it appears that extra demand is needed.



MAP 7: New development areas

3.4 Unambiguous approach of informal settlements

In Pejë/Peć, as in many other cities in Kosovo, the government is facing the problem of informal settlements. Informal settlements are human settlements where the residents do not have any tenure of basic property, particularly housing. Informal settlements can be defined as follows:

- An informal or non-assured land tenure
- Inadequate basic facilities
- Inadequate or non-participation in government
- A risk of discrimination.

(Definition taken from the VI standard "Guide for Spatial Planning in Informal Settlements" of the Ministry of the Environment and Spatial Planning in Prishtinë/Priština).

In the process of improving Local Government and solving all the problems that remain from the war in the late nineties, it is important to define a clear policy on this issue in the Spatial Plans for Pejë/Peć. The plans need to acknowledge the rights of citizens. The policy was developed in collaboration with the local representatives of OSCE and UNMIK. While the problem of informal settlements must not be confused with that of illegal building, it is important to coordinate actions, which is why this issue will be covered in this chapter as well.



MAP 8: Map of informal settlements in the city of Pejë/Peć

We think that the following steps must be made for all informal settlements in Pejë/Peć:

1. The municipality will identify and designate the informal settlements in the UDP by a clear demarcation.
2. After the approval of the UDP, the Municipality will start a program for every informal settlement, which will comprise the following stages:
 - a. Assessment of the current position
 - b. Development of a program for improvement
 - c. Prioritise the execution of the programs for all designated zones
 - d. Execution of the program
 - e. Evaluation after a certain number of years
3. In the assessment and the development of improvement measures, the following aspects must be taken into account:
 - a. Future destination, functions, physical threats
 - b. Properties and legal status of existing buildings
 - c. Quality of public space in terms of car parks, sidewalks, street lights
 - d. Quality of public utilities such as electricity, water, sewerage
 - e. Quality of schools and other social facilities
 - f. Protection of vulnerable groups and the return of refugees.
4. In the process of the assessment and development of the program and its implementation, the municipality will organize adequate participation of all stakeholders from the settlements, particularly of the vulnerable groups. All steps will be submitted for approval to the local representatives of UNMIK and OSCE.
5. As for the implementation of the program, the Municipality will ask for financial and political support from central government in Prishtinë/Priština and from the appropriate NGOs.

Wherever informal settlements are concerned in the policy, the Municipality will solve the problem with illegal buildings. For this the following decision-making path will be followed:

- a. Illegal buildings will be legalized unless they

- i. are built on dangerous locations, such as erosion areas
- ii. are built on places needed for new developments like roads, schools or other facilities, as designated by the Municipality in the MDP and UDP
- b. If the buildings cannot be legalized, the owners or users must demolish the building. If they fail to do so, the Municipality will demolish it.
- c. If the buildings can be legalized, ownership will determine the solution:
 - i. If the user is the owner, the building will be legalized immediately;
 - ii. If the municipality is the owner, it will sell the land and the building will be legalized;
 - iii. If there is controversy as to ownership, the Municipality will start an investigation and the court's ruling on ownership will be decisive.

To people who are to leave their houses in case of demolition (sub b) the Municipality will offer a location for the construction of a new house. They will do the same for refugees returning to the village or town from elsewhere. These locations will be created in the residential development areas in New Dardania and Kristali as part of the Urban Designs for those areas and in Belo Polje/Bello Pojë.

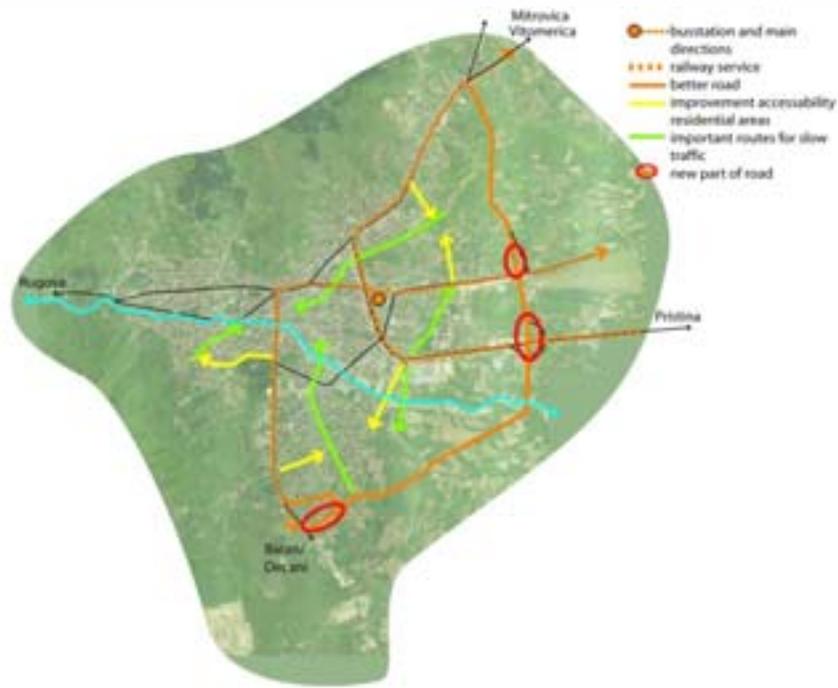
All fore mentioned options can only be elaborated with the consent and cooperation of the KTA, when dealing with areas under the mandate of the KTA (Publicly and Socially Owned Enterprises).

3.5 An accessible city, no traffic nuisance

The city of Pejë/Peć has significant traffic-related problems. The network of roads has not kept pace with the development of car ownership and automotive traffic of the citizens of Pejë/Peć, and there is a huge parking problem. Every day, the streets are congested. The circular road can only handle part of the through traffic and as such is not very functional. Many citizens are troubled by the traffic: it is unsafe, noisy and suffocating. Moreover the road network lacks a clear structure so that there is a lot of traffic criss-crossing through the city.

To improve the situation we propose the following measures:

- A clear system of main roads will guarantee the mutual accessibility of districts and their connection to the city centre and the economic facilities in the east (business park, industrial zone and train station)
- Outside of this system, no further roads will be made in the urban areas, and current streets will be fitted out with 'dips' to improve the quality of life in the individual districts. Particularly in the proximity of school the volume of traffic will be reduced.
- Through traffic will be diverted via the circular roads through better signposting, on certain roads commercial traffic will be banned and the circular roads will be reconstructed. Wherever necessary the system will be renovated and the capacity of the roads will be increased. The passageway in the southeast will be optimised. As yet, it will not be necessary to construct a passageway in the north, from Rugova to Kristali.
- The flow of traffic in the present road system will be improved by adjusting the junctions, by installing new traffic regulating installations and by arranging for the necessary profiles of primary and secondary roads.
- The use of public transport facilities will be improved by introducing a city bus, by arranging for a commuter bus service and by combining the regional and municipal bus station around the back of Pejë/Peć Central Station which will also be restored.
- For the proper accessibility of different facilities within an area, such as schools, playgrounds and sports parks, a network of slow-traffic routes will be developed throughout the city, which is especially meant for vulnerable traffic participants.



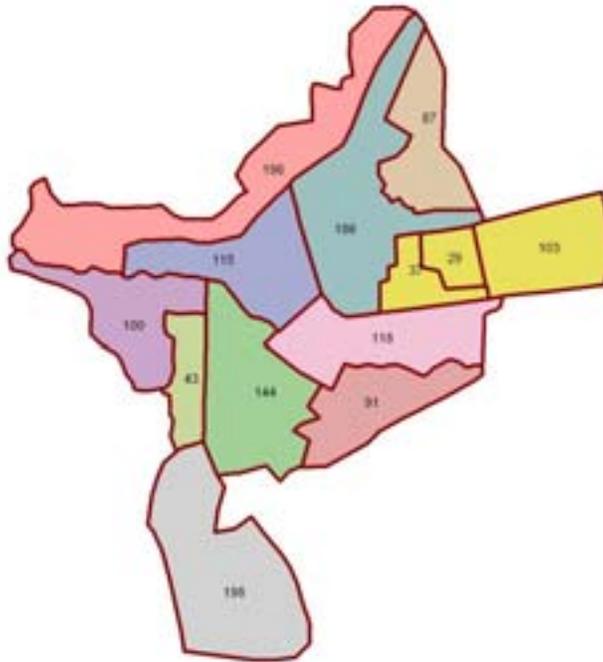
MAP 9: main structure for accessibility

3.6 The principles underlying the design can easily be combined

The idea is not to use or implement the above structuring principles separately. Quite the contrary: combining them will create more possibilities, often at a lower price and with less of a required effort. Clearing the embankments means that room is created for links within the green infrastructure and connections within the tourist infrastructure. Likewise, a redesign of the area around the train stations to facilitate the service industry can also be used to improve accessibility. The approach of informal settlements rulings as to the legal status of buildings can easily be combined with a strategic extracting of space for car parks and public parks and gardens for the children to play in.

4 ZONING PEJË/PEĆ

In Pejë/Peć different areas have a very different character. Roughly, the east-to-west axis north of the river is an economic divide. North and south of the axis residential areas are located. The areas will be singled out below. Eventually, separate Urban Regulatory Plans will be drawn up for all the different areas.



MAP 10: overview of districts and neighbourhoods + maps indicating # hectares

4.1 The city centre

The central zone

The old city centre is the vibrant part of town, where both locals and tourists will find a variety of restaurants, shops and markets. Currently the routing throughout the city centre is not very clear. Thus people find themselves lost within the dense network of streets. There is no main route that automatically takes people to all the places of interest and that lends the city centre a distinct profile. In this situation opportunities are missed to build true economic strength. Such economic strength could be accomplished, however, by concentrating economic activities and by focusing on providing facilities.

A main route will be created. It will run from the western entrance to the old city towards the east. In the southern part of the centre it will run through Fatmir Ukaj and Lidhja e Pejës linking the open spaces with E Tabakëve, Gazmend Berisha, and ending in Bekim Berisha.

A second economic route will run from the same western end in a north-easterly direction, through Misin Mala, across the market square and Sali Gjuka towards the open space at Bill Klinton.

Along the river all houses are private property and they have large backyards edging the river. Turning those backyards into a promenade alongside the river would mean that the river becomes a part of the city, offering the general public a scenic walk. Along the promenade there would be room for small-scale mobile economic activities such as bookstands. In exchange for their backyards, opportunities are created for a more attractive business envi-

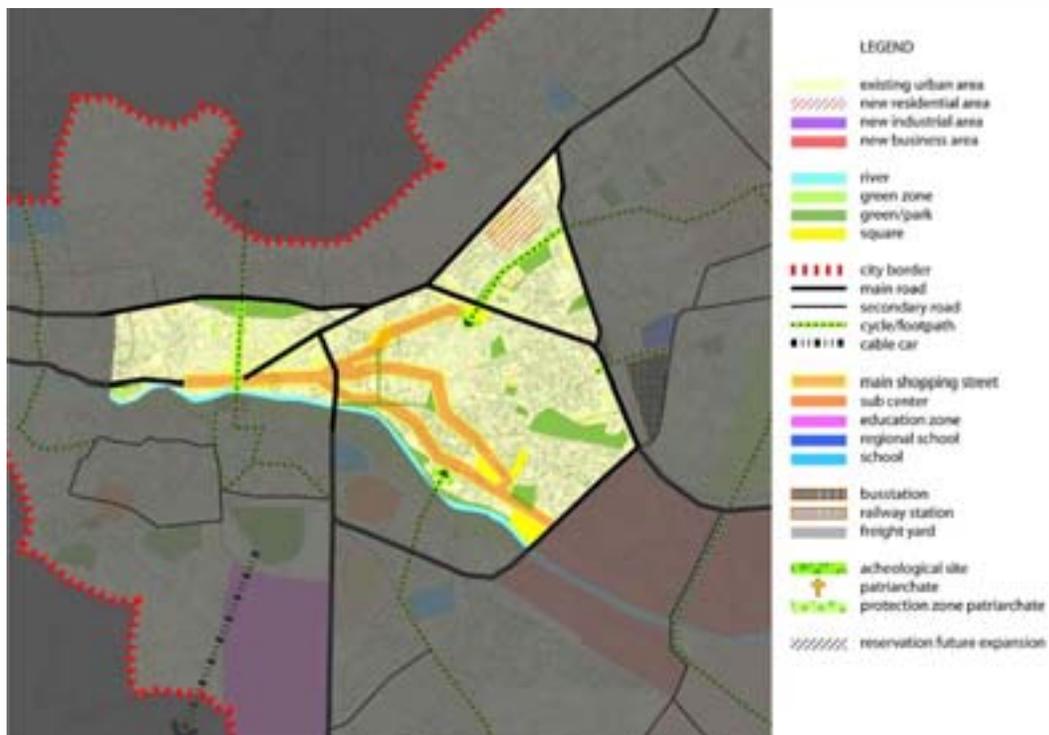
ronment on the street side of their houses (Fatmir Ukaj). The street will be upgraded and it will become part of an attractive network of economic activity with a character that is distinct from the rest of the centre. This can be achieved through investments in the public space, such as special sidewalks or streetlights.

In the rest of the old town there will also be economic activity, since most buildings have a room for a shop on the ground floor. The profile of these streets, however, will be different from that of the main route.

The squares along the routes will be reconstructed. Their function will range from fresh markets and trading places to recreational areas. Wherever possible the squares should leave room for children's' playgrounds, for instance small basketball courts. Cars should be avoided on the squares. Heavy traffic through the centre shall be diverted. For this reason parking spaces will be created on the squares that border the city's main infrastructure. Small parts of the squares at Bill Klinton and Bekim Berisha will be used for parking. From there, visitors will have to go into the centre on foot.

The green areas in the centre are redesigned so they can be used as recreational spaces. The promenade and the economic route join east of the square, where parts of the old city wall are located that will be made visible to contribute to the atmosphere in the old city centre.

Like in almost all the rest of the city, the city centre also does not have sufficient schools, playgrounds or green areas. There is no room for a new school in this district, meaning that extra capacity should be found in schools in the adjacent neighbourhoods. New buildings may not exceed the P+4 level.



MAP 11: the central zone

Rrokaqielli

This is mainly a residential area that has opportunities for improving its residential character. This implies that economic or business functions will be moved to the city centre. Some aspects of the neighbourhood need to be improved to add more quality to it.

- Opposite the square at Bill Clinton a pedestrian route runs along Esat Mekuli towards the water mill in the heart of the district. Informal kiosks on municipal property will be removed to create an open space along a small canal running towards the mill.
- There is no primary routing inside the district. The surrounding roads are part of city's main infrastructure.
- The regional bus station is currently located along at northwest side of the district. This stretch of road is one of the busiest in Pejë/Peć. For this reason the bus station will be moved to a place next to the railway station, which is a better solution logistically. The new area thus created will be used for housing.
- Opposite the watermill is a primary school with plenty of space for expansion and playgrounds. It will be brought to capacity to serve the children from the city centre as well.

The central station

The train station will reopen. A new bus station for regional and local transport is planned around the back entrance of the train station. Thus, this side of the station will actually become a second main entrance, which is important to support the new urban development in Kristali and the industrial zone. The zone, which will be used by general passengers and commuters, will get a lively appeal. Room will be created for kiosks or small shops. Commuters arriving by train can either walk straight into the city, or cross the railroad tracks via a small pedestrian bridge to go to the bus station. To prevent interference with passengers, freight trains will stop at a separate station to be situated in the new industrial zone in the east. The current freight yard will be demolished and the room thus created will offer possibilities for new urban functions.

4.2 Pejë/Peć South-west

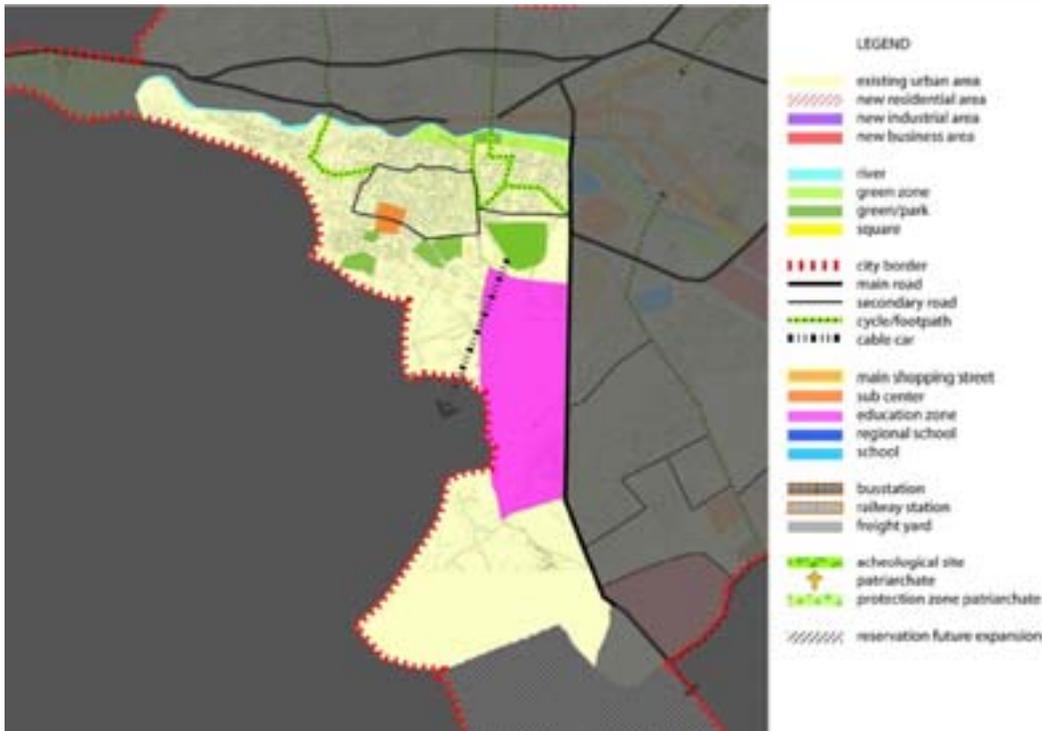
Karagaq, Kapeshnica and Zatra

Karagaq is the neighbourhood between the park and the river; it is a residential area in a comfortable urban environment. The riverside park area is part of the city's north-to-south green structure. Coming from the pedestrian bridge, the route runs south across this small park through Fehmi Agani in the west of Karagaq, and through Kulla Sheremetit and Mbreti Agron in the heart of this neighbourhood. Both routes end in the city's main park. The road along this NATO-së park is one of the main entrances to the adjacent neighbourhood Kapeshnica.

Some important urban functions are located along the river park, such as a cinema, a theatre and City Hall. Along the river on both sides there is a promenade that runs towards the city centre.

The northern part of Kapeshnica is a neighbourhood with a very high constructional density that lacks open spaces. The street pattern is chaotic and there is no secondary road that accesses the area. For a better circulation a small ring road in the existing street pattern will be given wider profile. This will open up the area and offer possibilities for public transport in the future. This ring road runs from Fehmi Agani over Ismajl Qemajli, Mbreti Zog, Lidhja e Prizrenit and Brigadat Kosovare back to Fehmi Agani. From there it connects to NATO-së, providing access to the main road.

The wider road Brigadat Kosovare offers opportunities for being upgraded. Shops for daily needs can be established here to form a sub centre. Further down this road there is primary school. It will use its abundant space for expansion and for creating sufficient playgrounds for the children from this neighbourhood.



MAP 12: south-west zone

South of Brigadat Kosovare the Zatra neighbourhood is located, with mostly informal housing, lacking all public facilities. The slopes become steeper in this area and there is a risk of erosion. Further developments towards the hillside will not take place nor will the rest of the area be developed until the exact location of this risk is known. It means no building activities will be permitted uphill anymore.

In these areas new buildings will not exceed P+4.

The educational zone

Pejë/Peć has a very young population. They are the future labour force for the reviving economy of Pejë/Peć. Good education is of great importance to this revival. A stimulating environment for students will be created by concentrating the university departments in a green setting. The current departments of the University of Pristine that are situated in different locations across Pejë/Peć will be moved to this central location, south of the park area along the road to Deçan/Dečani. The military zone here will be removed.

By moving the university buildings close to each other, students could easily 'shop' at different departments. As a result their education will be better geared for the personal interests. It is also better for the labour market, since it reduces competition between people who all share the same academic profile. Other educational buildings are also stimulated to come to this area.

Several facilities will be offered in this zone. The existing hall for indoor sports is upgraded and soccer pitches are created. The existing stadium at the opposite side of the road will be transferred to this area. This area could also host functions that are absent at present, such as a municipal swimming pool. Other facilities are student dormitories and leisure functions.

In a Urban Design that is yet to be created it must be examined whether these functions can be combined with one or more hotels in this zone. Also attention will be paid to the question if there will be enough space for the open air activities of the agriculture faculty.

The park area will remain open to the public. In the future this may be the point of departure for a cable railway that takes people to the top of the mountains.

Automotive traffic will not be allowed within the campus area. Parking space for visitors of the university will be created near the entrance of the campus at Eliot Engel and there will be a separate car park for visitors of the park and the cable railway.

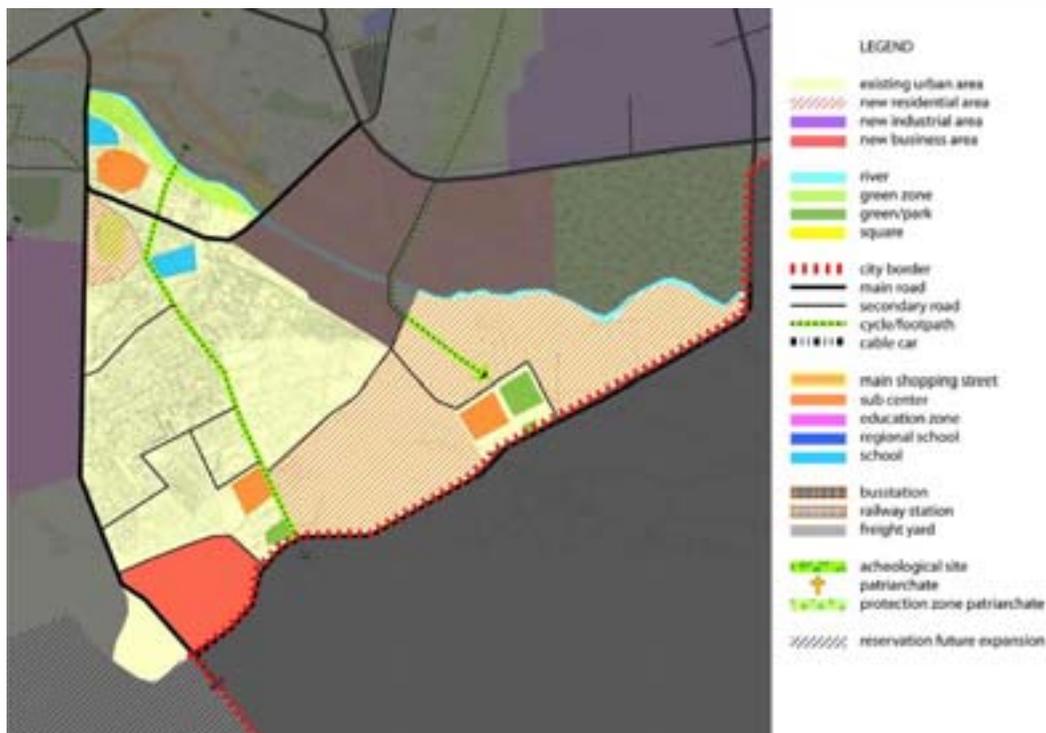
Belo Polje/ Bellopojë

South of the city lies the village of Belo Polje/ Bellopojë with a predominantly Serbian population. This village will be included in the urban area. It will allow for a considerable number of dwellings and some facilities to be created through densification, and this will contribute to the solution of the problem of returning refugees. Naturally, utilities such as water, electricity and access will also be improved here.

4.3 Pejë/Peć South-east

South-central Pejë/Peć

The area just south of the old centre across the river is a small residential neighbourhood, focused mainly on the centre. The southern part of the central circular road encompasses this area. To give this area better access to the city centre, and to prevent unnecessary traffic of cars, a new pedestrian bridge will be built across the river as an extension of Kongresi I Manastirit. A promenade along both sides of the river continues through this neighbourhood from Kapeshnica and Karagaq. On this side of the river the promenade meets a few small open spaces. These will be partially used and redesigned for recreational purposes. Thus the river can be better enjoyed by visitors, which will improve the general quality of the city.



MAP 13: south central Pejë/Peć

In the west part of the neighbourhood there is a university department that will be relocated to the campus. If it proves suitable, the building will be used for a secondary school. The large green space in the west is suitable for residence.

Current Dardania

Dardania is the relatively new residential area in the south of Pejë/Peć. It is encompassed by city's main roads. Regular residential functions are also allowed in the area. The south en-

trance to Pejë/Peć for traffic coming from Gjakova needs to get a stronger profile. The absence of building alignment makes for a cluttered perception on the road. Introducing aligning elements, such as lines of trees and buildings will give this main road more substance and it will give Pejë/Peć a stronger entrance.

A secondary infrastructure is designed that opens up the neighbourhood. The profile of this road will be wider and so that it will provide faster access than the local roads. The route is planned in such a way that the maximum distance from the homes to the route is about the same everywhere and it will be within acceptable walking distance. This improves the possibilities for public transport in the neighbourhood.

In the northern corner lies the football stadium. The area around the football stadium is messy, yet there are possibilities for upgrading the area. Therefore the stadium will be transferred to the educational and leisure zone and the area will be developed as a new residential area. Proper car parks and room for merchandise and food stands should become part of the improvement.

Just east of the stadium is the only primary school in the area. Its population has outgrown its capacity by far and a new school will be constructed further south, along a secondary road.

In the south part of Ardian Krasniqi a small sub centre is planned for daily grocery shopping. In this area new buildings will not exceed P+4.

New Dardania

The southern and eastern parts of Dardania are not yet developed and are currently used as farm land. Here, new neighbourhoods will be developed in stages. The size of the area is well over 80 hectares and it offers space, with an average density of 20 dwellings per hectare, for at least 1,600 dwellings. The scope and staging of the new construction will be determined based on developments elsewhere in the city (options for densification, Kristali). The existing residential area will expand eastwards, in proportion to the housing demand, except for some small-scale exclusive development in the east, along the waterfront.

The motorway towards Pristine in the south will be upgraded to a dual carriageway, to ensure faster traffic will not interfere with slower traffic. The motorway itself will be straightened. From the dip in the road the motorway will run straight towards the road to Deçan/Dečani. The space between the existing and the new motorway road provides space for haulage businesses. Here, a landmark such as a tall building could be built.

South of the new transit no new development will be permitted. On the other end of the motorway, the connection to the road to Pristine will be improved.

While the existing part of Dardania is quite dense, the density in the future districts will be lower. Sufficient space will be left open for children to play in, or for people to meet. The first area to be developed will be a mix of dwelling types. Also, some higher apartment buildings (to a maximum of P+6-P+8) are allowed in this edge of the city. The expansion of the existing part of Dardania is paired with small-scale construction that is initiated along the waterfront in the eastern zone, according to demand. Here there are opportunities for more affluent citizens - especially families with children - to live in a beautiful and quiet environment near the river in a green setting, on large plots of lands.

This remote area will be linked to the main infrastructure by making a new bridge across the river, extending Hysni Ramaj towards the main road to Pristine and Mitrovicë/Mitrovica. This provides faster access to the main outbound routes and relieves the centre circular road from heavy traffic.

Along the main road in a south-eastern direction, towards Beteja e Logjës, soccer pitches will be created. A soccer club could be founded here and start a competition for the youth with other soccer clubs in Kristali and in the educational zone.

While the entire area will be constructed a second sub centre will be created south on Beteja e Logjës. This implies that larger shops (+40m2) will need to be established in this sub centre.

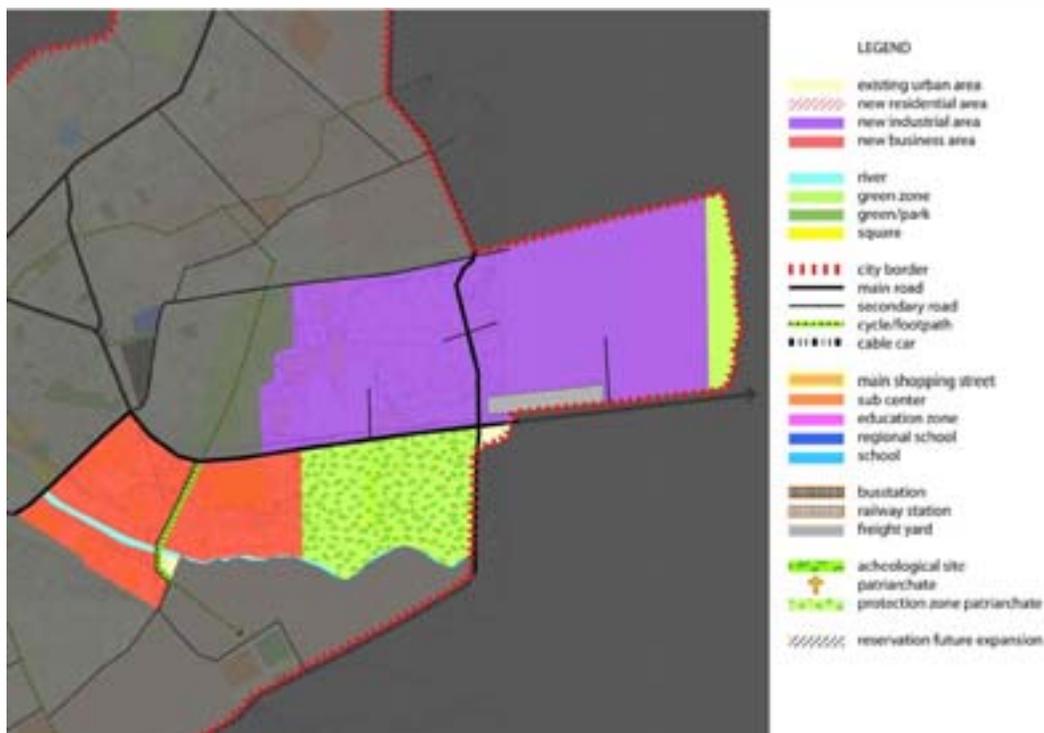
4.4 The new eastern entrance

Business zone

Currently, the western part of the zone between the main road to Prishtinë/Priština in the north and Beteja e Loxhës in the south mainly consists of derelict factories. It is expected that in this area, but also in adjacent areas, archaeological treasures lay hidden in the soil. A transformation of the area from an industrial zone into a contemporary business zone with offices and other service providers is planned for, however, this should be paired with soil research for mineral resources and soil pollution. In this area there should also be room for large-scale retail trade. The ETC location is the first step toward this. For an attractive appeal of the Lumbardhi river and the green tourist route planned alongside it, the design of the buildings and the public parks and gardens in this area require special attention. This area will be intersected by a green connecting zone from the parks and gardens in Kristali to those in Dardania in order to create a pleasant driving experience for slow traffic.

Archaeological site

In the eastern part of the zone between the main road towards Prishtinë/Priština in the north and the Lumbardhi river in the south the existing industry will be demolished to allow for the excavation of ancient remains. These excavations have the potential of attracting certain volumes of tourists, so that car parks and some catering facilities (and a hotel) must be planned for.



MAP 14: The new eastern entrance

Industrial zone

As was set out in the MDP the current part of the industrial zone in the eastern part of town, which includes the brewery, will undergo a considerable eastward expansion to attract new industry. On the strip of land between the main road to Prishtinë/Priština and Zhuj Selmani,

the new expansion can be constructed in stages, depending on the need. The planning will allow for further expansion of the zone beyond the motorway in the direction of Zahaq/Zahać.

The current and the new zone will both be accessible via the main road only. New exits will be created for this, so that the traffic flow on the main road and the motorways will not suffer. A new freight yard will be created near the existing railroad track in the industrial zone, just east of the motorway. The current freight yard near the Pejë/Peć train station will be cleared and the location will be prepared for redevelopment. The freight yard should allow for the easy transport of goods across the industrial zone.

The zone will get a contemporary appeal with sufficient parking space and green zones that will enhance the appeal of the city. Utilities such as electricity, process water and proper sewerage will be created from the onset.

Illegal houses in the industrial zone must be removed. This is necessary to allow for a healthy economic development. Moreover it is equally important for the people currently living in this zone, in view of the health risks this location presents to them.

New large scale retail activities will not be allowed in the industrial area or outside the urban area. This kind of activities has to be located in the business area or in for this purpose designated areas in the city centre. However, small commercial activities which are clearly related with the industrial activity or their employees (e.g. snack bars) will be allowed in the industrial area.

To ease the transition from the current industrial zone to the city a green buffer zone that is included in the north-to-south green route will be created west of the zone. For the transition in the other direction, towards the surrounding areas, another green buffer zone will be created on the eastside of the industrial zone.

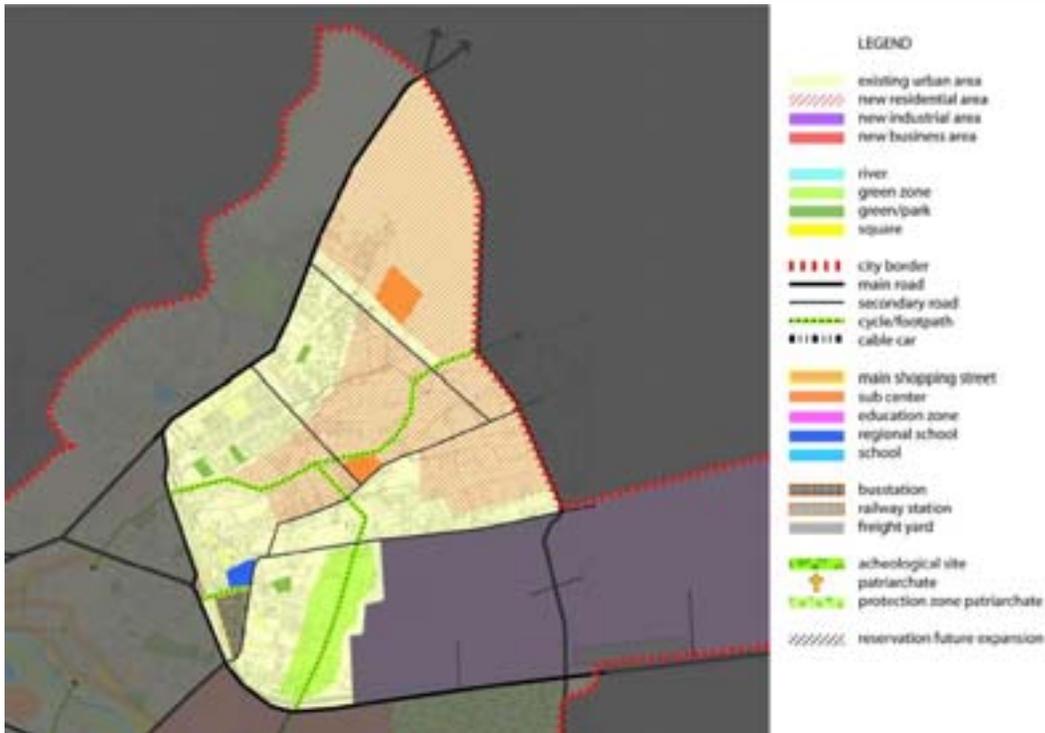
4.5 Kristali

Kristali is a large residential area in the northeast with mainly informal housing. It still has a lot of open space offering opportunities for creating an urbanized, yet green neighbourhood with room for children to play. In the vicinity of the railway station there is some business activity, as there is along the road to Mitrovicë/Mitrovica. In the southeast it borders the industrial zone. The area is entirely encompassed by Pejë/Peć's main infrastructure. In the eastern part there is the motorway. There is only one main access to the area, which is just south of the railway station.

The motorway will be upgraded to dual-carriage way. The junction with the road to Pristine will be improved and unnecessary bends in the transit will be taken out.

The internal road network in the area seems chaotic, but extending and connecting some of the dead end roads can bring some structure to the intricate network.

To open up the Kristali area, a secondary network needs to be introduced. Coming from the city, one enters Kristali in the southwest corner via Zhuj Selmani. The road bends and runs eastbound towards the motorway. In the bend that this road takes, another secondary road will provide a direct connection with Jeton Dedushaj. This street will be upgraded and connected to the motorway in the east. There is a second entrance to Kristali at Adem Jashari. The small well-planned district here has three accesses to Adem Jashari. To prevent cut-through traffic, the southern two will be blocked and the northern access is going to be the second main entrance. This road runs to the heart of the neighbourhood to hit Jeton Dedushaj and will return to Adem Jashari some hundreds meters more to the north.



MAP 15: Kristali

Kristali will get a safe and pleasant pedestrian connection with the city centre: a route that starts from the heart of Kristali and that goes southwards along the small canal, passing several green areas. It crosses at an improved junction Rifat Begolli and continues through Rroqaielli towards the city centre, as described in section 4.1.

Just behind the railway station and next to the bus station there is a secondary school. Children from the rural areas can now easily reach this school. If necessary, the capacity of this school will be increased.

The new construction projects in Kristali will be rolled out in stages, and it will be aligned with other building projects in town. Kristali also allows for building in the higher price brackets. Residents can enjoy the view. The density will be highest near the train station and will subside in the east. There is room for lower densities in several locations. In principle, buildings will not exceed P+4.

In the Kristali area sufficient open space is reserved for playgrounds, soccer pitches or small parks for people to meet in. The green area west of the industrial zone will remain green, to serve as a buffer between the residential area and industrial activities. Through the buffer a pedestrian route runs in a north-to-south direction, connecting the sports fields in Kristali with those in Dardania.

Currently there is only one primary school. A new school is planned when Kristali expands. Along with several other facilities a location will be created where the secondary road goes through the heart of Kristali along Jeton Dedushaj. In this area more soccer pitches and basketball courts will be created, and a small sub centre is planned for this location where people can do their daily grocery shopping.

With an average density of 20 houses per hectare the New Kristali area will add some 1.500 new houses to the city.

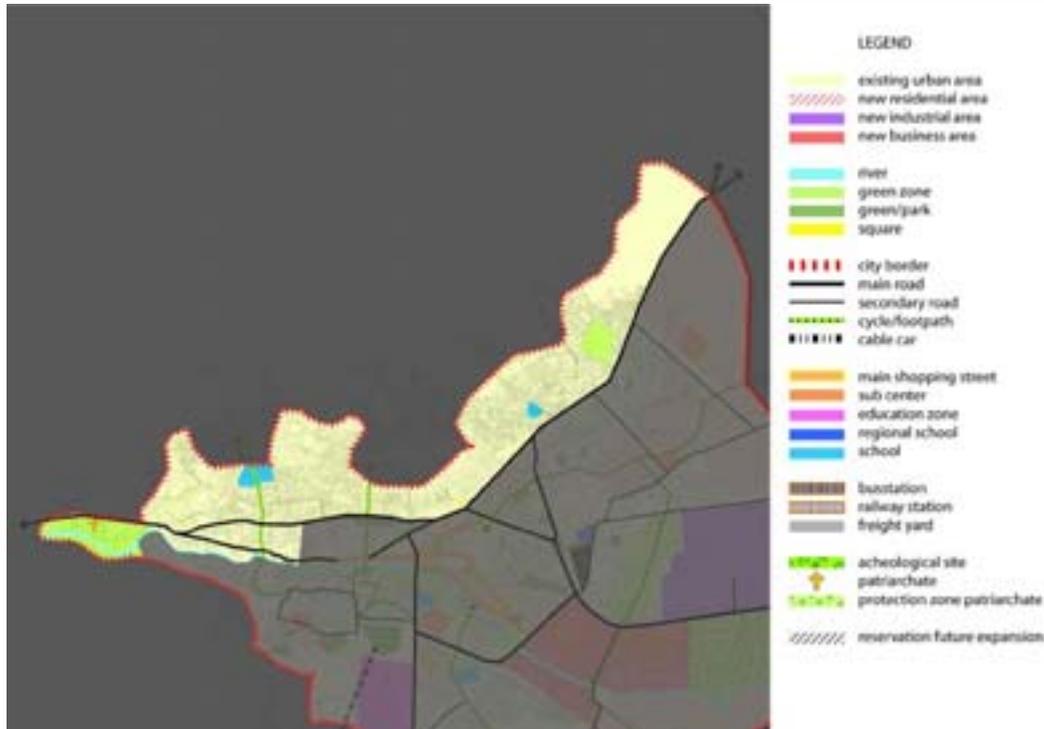
4.6 The northern region

7th Shtatori and Gjemajl Kada

West of the main road to Vitomiricë/Vitomirica the landscape becomes steeper. This is where residential areas of 7th Shtatori and Gjemajl Kada are situated. The latter is a quiet residential zone, the former a somewhat unplanned area, due to the steep hills and the industrial use of some parts. The large green space in 7th Shtatori will be left unchanged. To prevent the risk of erosion no further construction activities are permitted in both areas. In this area new buildings will not exceed four floors.

There is a primary school in the area, and no other facilities should be added.

Further research on the possible city expansion in the northern part of Pejë/Peć is recommended.



MAP 16: The Northern region

Sahat Kulla and Qendra

Sahat Kulla is a well-organized residential area. It offers some special facilities, such as the only grammar school of Pejë/Peć and the hospital, which serves the entire region. Some densification of the area with dwellings is permitted, however, the green identity of the surroundings of the hospital must be preserved. Because of erosion and landscape-protection further development on the hill side is not tolerated. In this area new buildings will not exceed four floors. The same policy is foreseen for the residential northern part of Qendra, north of Nëna Terezë.

The Patriarchate area

In the far west of Pejë/Peć the protected zone of the Patriarchate is situated. The exact boundaries of this area will be set by the national government in close consideration with the Patriarchate and Pejë/Peć authorities. A spatial plan for this area will be worked out by the designated architect of the Patriarchate together with the local government. In principle there will be no further building projects in this areas, except for a limited construction project for the Patriarchate itself. It needs to be examined whether and how the protected zone can cre-

ate further cultural import in connection with the immediate surroundings in the west end of town.

5 IMPLEMENTATION OF THE UDP

5.1 Integration with the Urban Regulatory Plan

Although the municipality can start implementing the plan immediately after its conclusion, a number of elements included in the plan will need to be translated into a further Urban Regulatory Plan. The UDP does not define alignments, building regulations and so on and many aspects comprised in the plan need to be specified. For the areas in the city that need active development Urban Designs will be drawn up prior to the URP's. The Urban Designs will examine which functional programs are feasible within the individual areas. Furthermore, all the required research will be performed (e.g. studies into archaeological sites, environmental studies and traffic regulation studies).

5.2 Building permits

The process of granting or refusing building permits, including guarantees for transparent roles of all stakeholders (applicants, residents, other stakeholders and the administration) calls for clear arrangements that will be refined further down the process. If this is not handled in a serious manner, including the required professionalization of civil services and a cultural shift among the administrators, this plan has no chance of being implemented.

5.3 A Municipal Development Agency

A second precondition for the successful roll-out of this plan is an active municipal council that takes the lead in a number of development projects: they can do this by purchasing land, by constructing roads and other infrastructure and by creating good conditions for selling plots to private individuals and to businesses. For this purpose a Municipal Development Agency will be established. Central government in Prishtinë/Priština will be asked to lift any legal or financial impediments.

5.4 Evaluation

Like the MDP the UDP will also be evaluated on a regular basis, i.e. once every two years: what part of the plan has been implemented, what part has not and why not? In some cases this will lead to additional efforts being made, in other cases the plan will need to be amended. Also, current developments and better demographic data, data concerning the need for housing and further economic factors will be considered. In the evaluations it will be determined which elements of the plan are to be implemented yet.

Appendix

Index of terms

Spatial Plan

Implies the Plan for Regularization and Use of Territory, such as the Municipality, area, National park and the territory of Kosovo; this Plan describes timelines and includes real investment projections.

Urban Regulatory Plan

A type of Plan described by Article 15 of the Law on Spatial Planning.

Settlement

Means an area of urban character, agricultural land, city and other settlements proclaimed by the Municipal Assembly as housing area.

City

Implies the settlement which is set as such by the Municipal Assembly, building on the construction scale, activities and other characteristics of an urban character.

Land use

Implies the existing or the proposed designation of the use of the land parcel.

Urban Area

Is the land with set boundaries, within which urban construction is planned.

Location

Is the place where construction works are undertaken in accordance with a certain plan, or another act issued based on this Law.

Cadastral Parcel

Are areas of agricultural, forest, pasture, graze land registered in cadastre registers.

Regulatory lines

Imply the boundary point between the construction plot and the use right to the public road.

Construction lines

Imply the boundary point which defines territory on which construction is allowed within the construction plot.

Urban Norm

Is norm of spatial planning, conditions and rules abided in drafting planning documentation.

Urbanism-technical normative

Are spatial or technical conditions which define position, mutual relations of building infrastructure and safety of buildings.

Village

Is a settlement in which the population vastly deals with agricultural activities.

Agricultural land

Is land designated for cultivating agricultural cultures.

Construction Land

Is land on which objects are build in accordance with the Regulatory Plan, respectively the urban plan, or another act issued in accordance with this Law and provides for object construction.

Protected area

Is area of protected natural and environmental resources, and agricultural areas, immovable cultural and archaeological heritage.

Protected Area

Is the spatial part which is designated with the aim of preserving natural, cultural-historical and archaeological resources, protection of environment against pollution or provision of spatial conditions for unhampered exertion of activities, and safety of inhabitants and space around it.

Profile

Is a document which describes the existing situation of municipal spatial development.

Investment Capacity Assessment

An analysis which describes existing investment capacities for the future, including all aspects and opportunities of investment, starting from existing natural resources, human resources, local budgets. The private sector, international financial organizations.

SWOT analysis (Strengths, Weaknesses, Opportunities and Threats)

The Strength, Weakness, Opportunity and Threat (SWOT) analysis facilitates the classification of identified issues within one of these four groups, and facilitates management in the planning process.

GIS

The Geographical Information System - an information system which aims to provide all data with a geographical-spatial reference. Important because it provides location for the monitored phenomenon.

The Vision

A statement on the future desired based on the existing situation.

Targets / Goals

Parts of the Vision, identifying the focus of tendencies for a medium or long term.

Objectives

Parts of the stated goal, more a manner of realization of the goal.

Priority

The primary objective in the process, assessed as important and very urgent.

Strategic Planning

Planning oriented towards solving key problems, concentrated planning of a limited number of issues, promoting pro-active processes in relation to development, etc.

Concepts

A way of thinking towards achievement of a desired condition. The concept of the idea helps in searching for the solution to the problem. Concepts may be topics or appropriated phrases which may secure more focused investigation.

Scenarios

Are an assumption of potential situations in future development. The key principle in working with scenarios is the question - What If?

Policies

- A way, accepted by decision-makers, for achieving one or more goals
- An appropriated orientation followed by one or a group of actors in addressing a problem or issue of interest
- An effort to define and amend a rational basis for action or non-action
- A decision or a set of decisions which implies selection of one of a series of alternatives

Strategy

A sorting of actions in achieving an objective.

Quality agricultural land

Agricultural land classified in categories of 1-4 of the quality of land.

Challenges of Spatial Development

Unsolved issues which seek for urgent attention.

Monitoring and evaluation

A process of observing and evaluation of the realization of a task – specifically the SPK in this case.

Action Plan

A flow of activities, describing actions, responsible authorities on actions, outcomes expected, temporal, organizational and financial implications.

Informal settlements

Are settlements categorized by evaluation, based on four main criteria – given at the KSIP

Standard VI of the KSIP

Ownership rights.

Urban design

Within this document, the term "Urban Design" should be understood as the investigation, visioning and design, needed as a kind of preparation before the actual drafting of an Urban Regulatory Plan (URP) will be started. It will act as a more profoundly worked out vision on the development of an area and will be used as a basis to draft a legal URP. Unlike an URP, an Urban Design has no legal status and thus no regulating power for citizens.

Environmental degradation

Negative impact on environment, with a tendency for destruction of its values.

Sustainable development

Social, economic and environmental development, which considers resource utilization as an asset which needs to be preserved for the future generations.

Balanced development

A principle which aims equal development of different regions within a territory, or specifically the Kosovo territory with regional countries.

Polycentric development

Development which consists in development of more than only one strong centre in a territory, and insists at equal/complementary distribution of key functions of development.

Monocentric development

Development which aims monopoly of administrative, social, economic and other functions in a single city - usually a capital city.

Compact, concentrated development

Development which aims for a rational space utilization, through densification of construction and development within a limited space.

Territorial cohesion

A principle by which it is aimed to have better spatial links, without considering administrative borders, but realized through an improved social, economic and environmental cooperation.

Principles

Usually values proposed and continuously agreed upon to be respected in the future. In our case, values to be respected are the ones during and after the approval of the plan, namely its implementation.

Green areas - belts

Areas which under strict control of development. The purpose of green belts is to control unlimited expansion of construction areas, halt joining of adjacent cities, prevent encroachment into landscape, protect environment and the specific character of historical cities and assist urban regeneration, encouraging reclamation of poorly used land and other types of land.

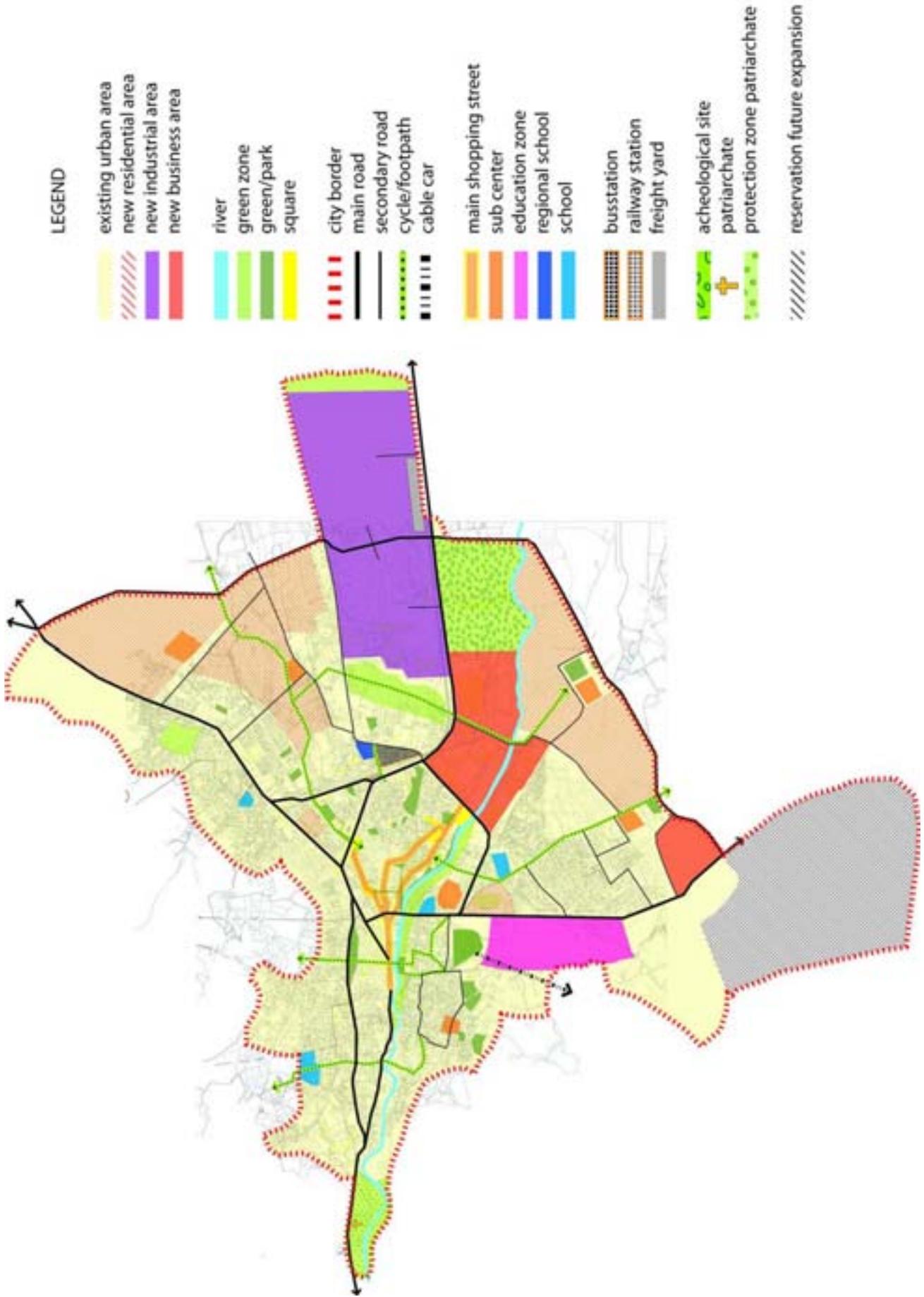
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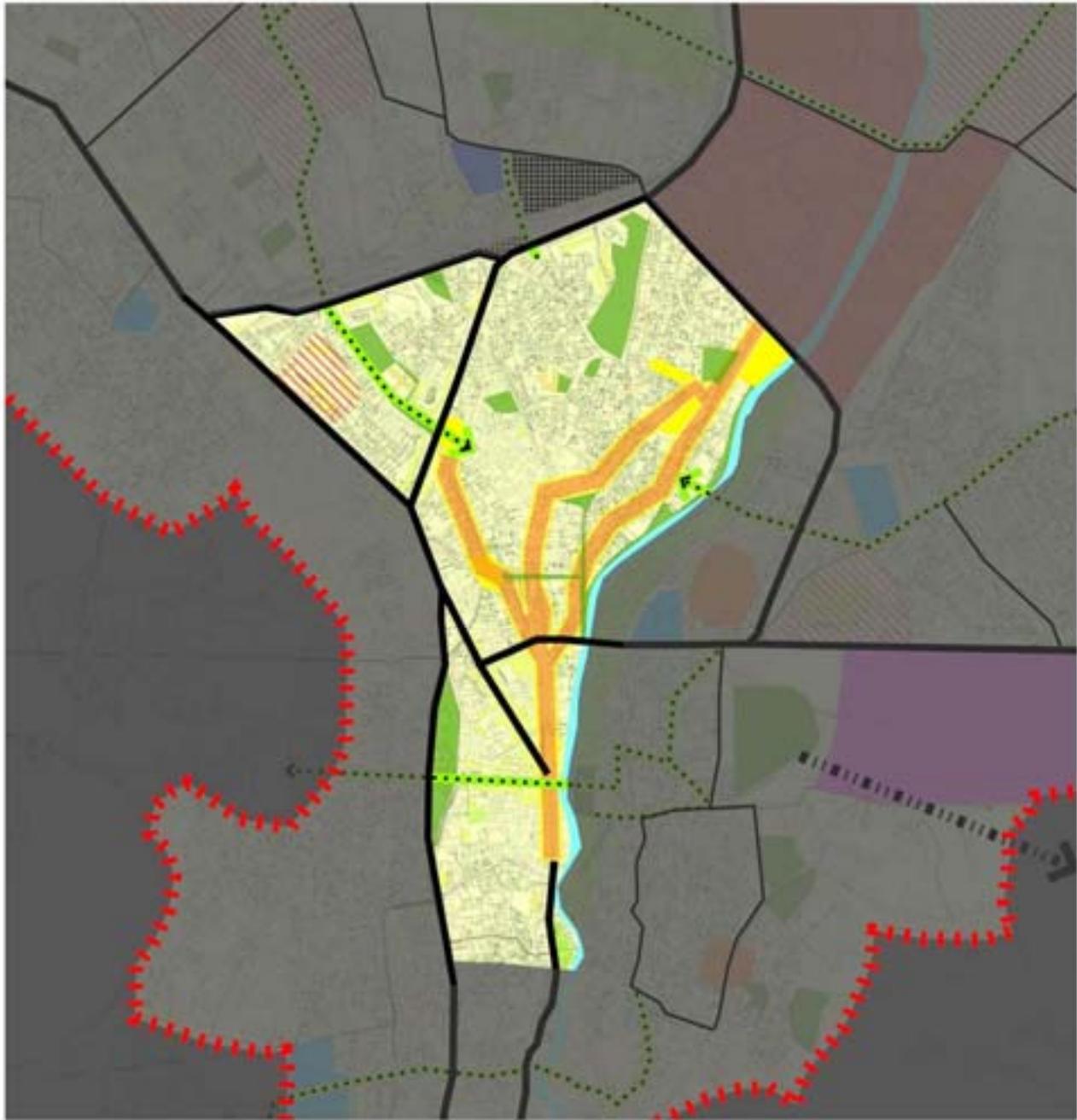
- The Kosovo Spatial Plan
- The Strategy for Local Economic Development
- Draft MDP drafted by DHV
- Draft UDP drafted by DHV
- The report of the Public Review
- Recommendations made by Working Groups
- Regional recommendations derived from the Consultation process on Kosovo Development Strategy and Plan

Maps

Following maps are provided in annex:

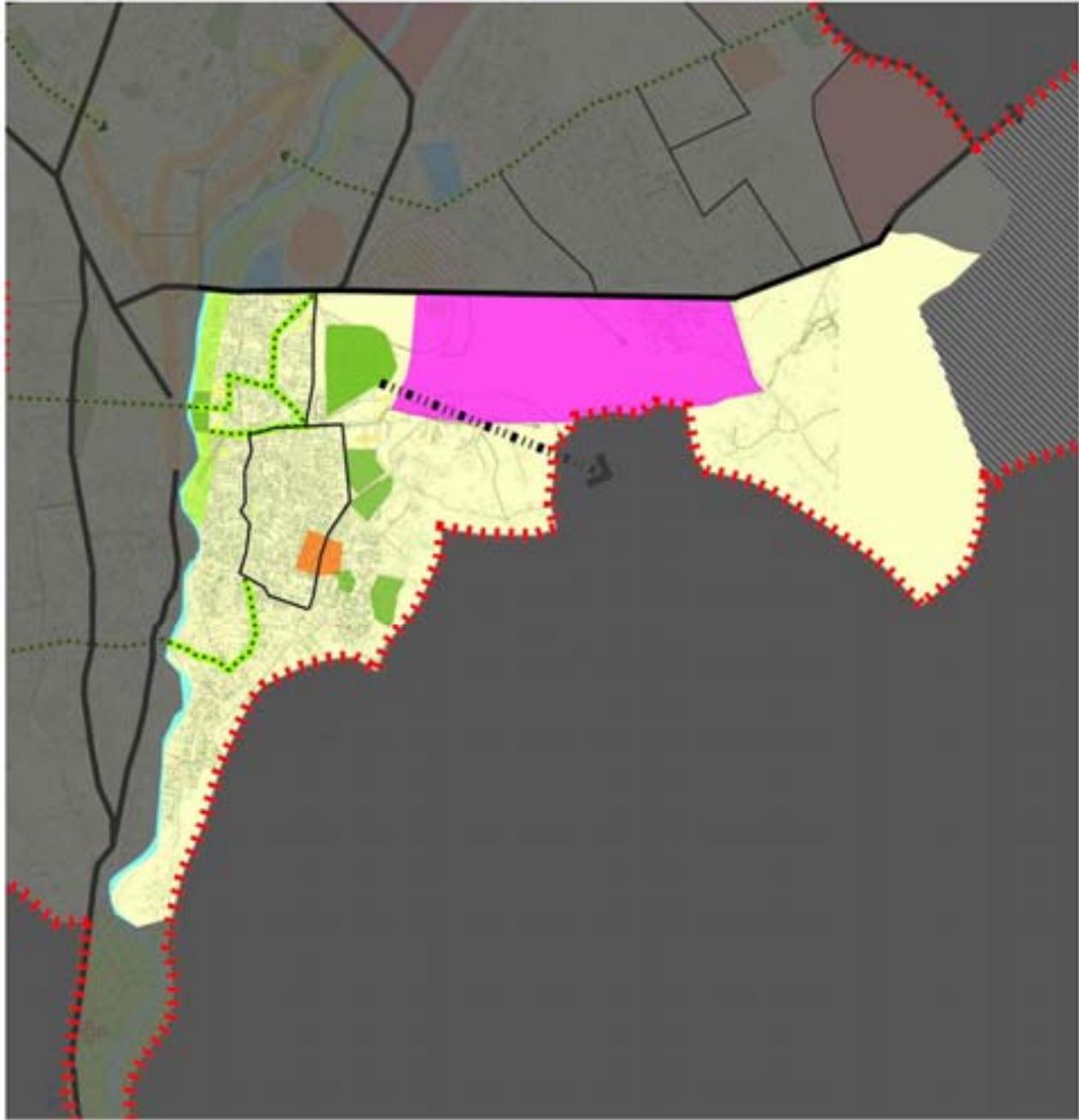
1. General map of the Urban Development Plan
2. UDP - Central zone
3. UDP - South-west zone
4. UDP - South-central zone
5. UDP - The new eastern entrance
6. UDP - Kristali
7. UDP - The Northern region





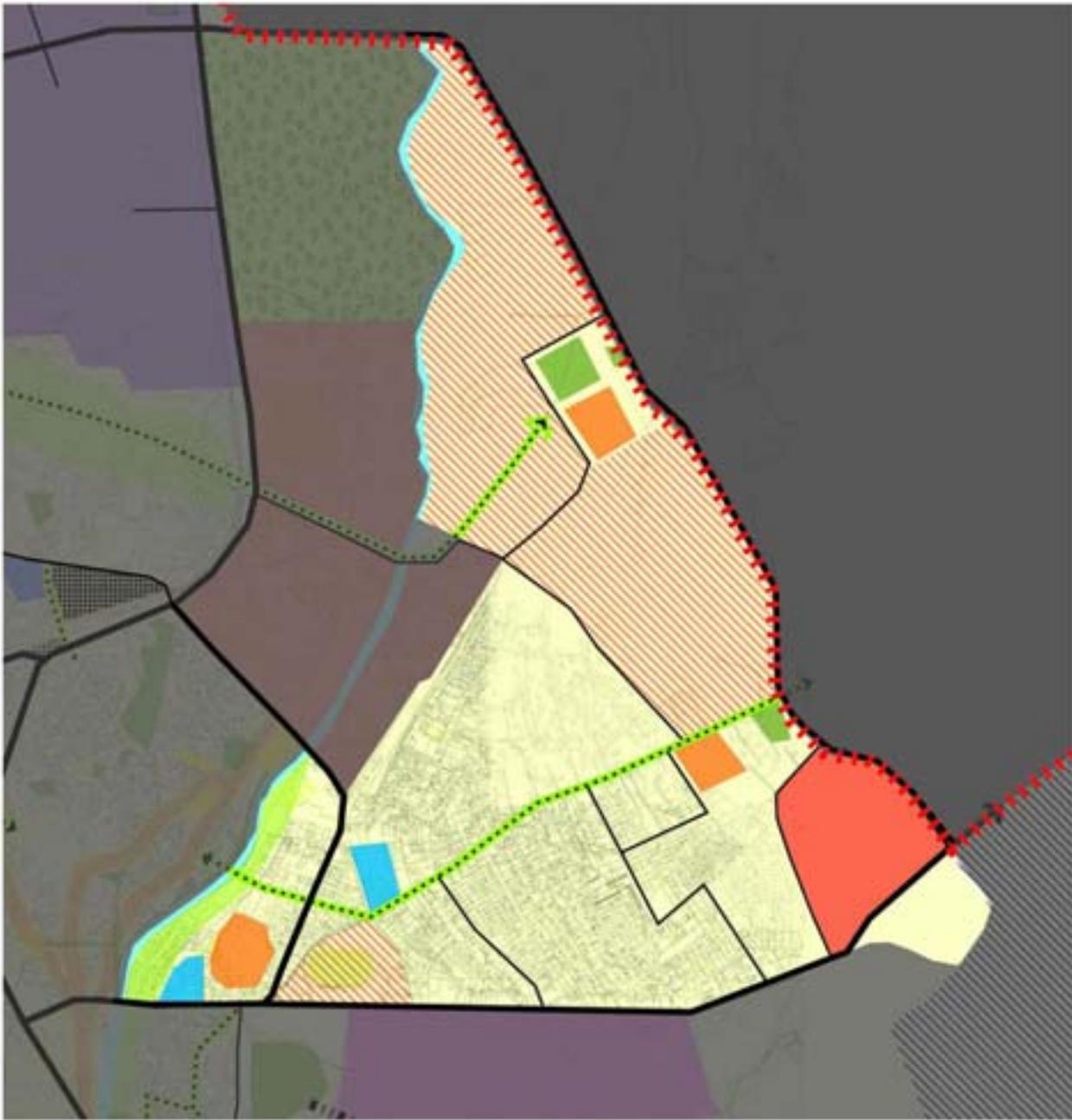
LEGEND

- existing urban area
- new residential area
- new industrial area
- new business area
- river
- green zone
- green/park
- square
- city border
- main road
- secondary road
- cycle/footpath
- cable car
- main shopping street
- sub center
- education zone
- regional school
- school
- busstation
- railway station
- freight yard
- archeological site
- patriarchate
- protection zone patriarchate
- reservation future expansion



LEGEND

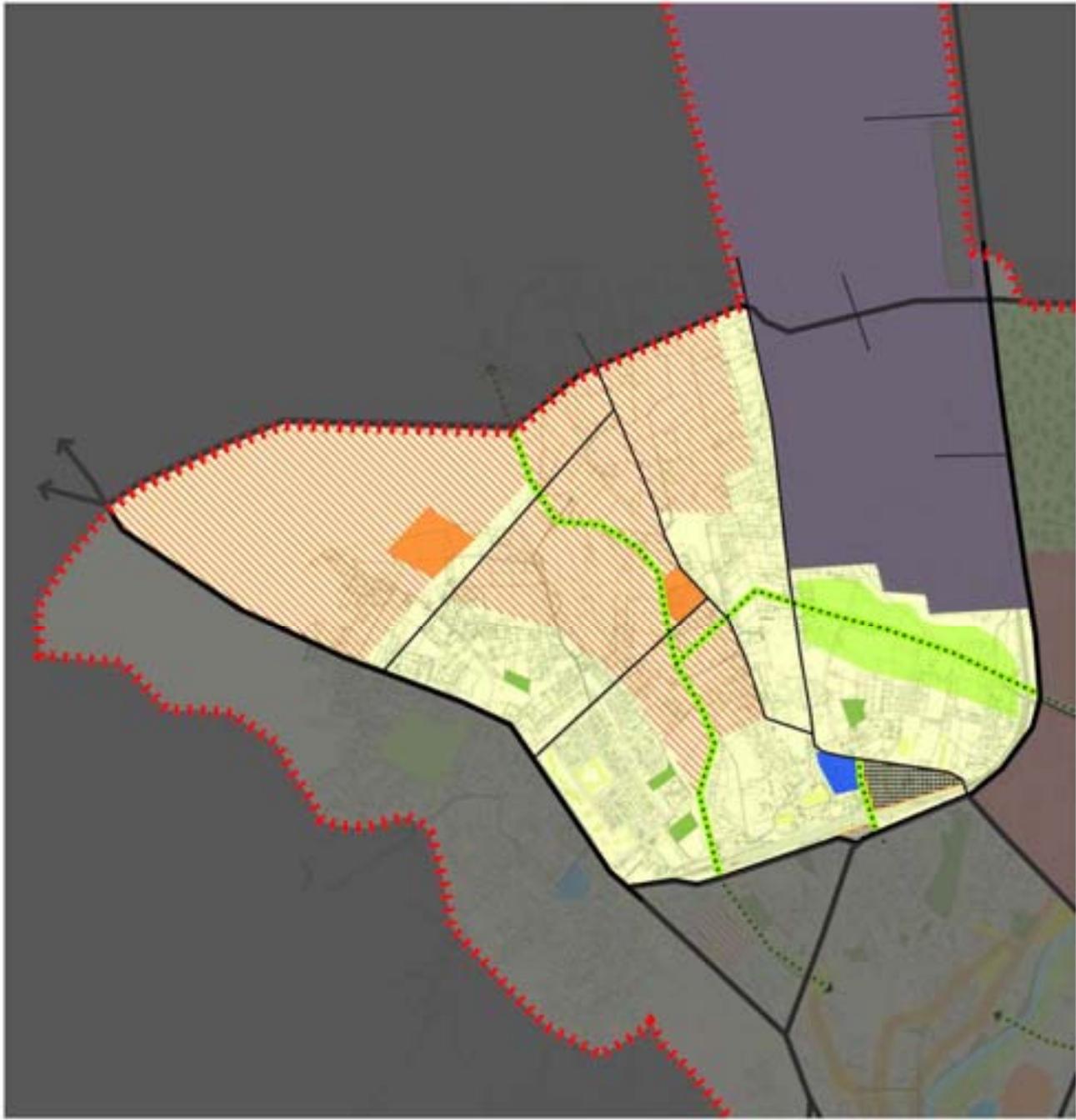
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