

URBAN AND ARCHITECTURAL DESIGN PROBLEMS IN THE CONTEMPORARY CITY: THE CASE OF SARAJEVO

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Abstract

In the era of globalisation cities grow and develop according to the global rules that get more important comparing to the local environmental and cultural impact. Analysing the case of one city we can discuss the directions that can be implemented in similar cases (comparing scale, geographical features, urban layout and history). Such an approach was the subject of the International Students Workshop that took place 10-14 November 2014. Sarajevo is a very good example of a city of rich cultural background, stages of successful development and high regional importance. Diversity of the urban layout is the result of development inconsistency due to the frequent shift in regimes [7]. The raises and falls of Sarajevo's development manifest in city structure. They caused imbalance between potential on the one hand and existing standard on the other in some centrally located areas which is the case of Sarajevo's current city center – Marijin Dvor. Therefore the workshop topics and afterwards the workshop design proposals relate directly to the mentioned area. The paper presents and points out Sarajevo center's present urban and architectural potential and obstacles as well as proposes different solutions and approaches in order to improve the city standard.

Streszczenie

W dobie globalizacji miasta wzrastają i rozwijają się zgodnie z zasadami ogólnymi, które wydaje się, że są bardziej istotne niż wpływ lokalnego środowiska kulturalnego i jego oddziaływania. Analizując przypadek Sarajewa na podstawie jednego miasta możemy omówić kierunki, które można wdrożyć w podobnych przypadkach (porównując skalę, cechy geograficzne, układ miejski i historię). Takie podejście było przedmiotem Międzynarodowych Warsztatów Studenckich, które odbyły się w dniach 10-14 listopada 2014 w Sarajewie. Sarajevo jest bardzo dobrym przykładem miasta o bogatym zapleczu kulturowym, posiadające uwidocznione w strukturze miasta etapy rozwoju i o dużym znaczeniu regionalnym. Zróżnicowany układ urbanistyczny jest wynikiem niespójności rozwoju miasta będącego konsekwencją częstych zmian ustrojowych [7]. Okresy wzrostów i upadki w rozwoju Sarajewa uwidocznione są w strukturze miasta. Wyraźny jest brak równowagi między potencjałem z jednej strony oraz obowiązującymi standardami z drugiej szczególnie uwidoczniony w przestrzeni centralnego obszaru miejskiego w Sarajewie – Marijin Dvor jako jednego z najważniejszych problemowych punktów miasta. Podkreślając znaczenie tego obszaru w artykule przedstawiono i wskazano na obecny potencjał jak również i problemy urbanistyczno-architektoniczne centralnego obszaru Sarajewa oraz zaproponowano różne rozwiązania i podejścia pojętowe w celu poprawy miejskich standardów.

Keywords: Improving the city public space; Linear city; Composition axes; Cultural background.

1. INTRODUCTION

Major challenges for contemporary cities urban development. The Sarajevo case

Contemporary cities all over the world confront similar problems of developing their current urban structure in a sustainable way. The aim is to raise quality of the city urban space through accurate interventions like limiting the growth of suburbs, developing public transport, rearranging and creating attractive public spaces [6]. Processes of globalisation adds a new context to the urban development. We can observe growing activity of international capital entering the most attractive and valuable parts of cities. In last 20 years shopping malls, multifunctional centres and office complexes appeared especially in cities that experienced any kind of dynamic transition (e.g. economic transition) or suffered war damages. High consumption is at the time a predominant social attitude. In many cases new investments have replaced public squares, greenery or recreational areas. New shopping malls offer and “the artificial public space” usually proposed inside of such complexes result in high level of users’ acceptance [5]. Commercial investments described above bring new type of architecture to city centres: buildings devoid of context and in most cases of mistaken scale. Their central location enhances transport problems, provokes new traffic jams [1].

In addition to the global context local urban development factors can be identified. For Sarajevo three determinants of local significance should be taken into consideration:

1. The city’s liner urban form

Surrounded mountainous terrain, the urban area lies along a river valley that naturally lent itself to a linear layout [2]. This layout became the principal structuring device for the urban form following the construction of the tramway in the late 19th Century.

2. The edge of important urban structures in the city centre

The challenge in urban design of the transitional space from historical parts to modernism is a common issue in former Socialist countries of Yugoslavia. In Belgrade, Ljubljana and Zagreb this issue was addressed by creating large spaces of public interest in the transitional areas, such as concert halls, sports and commercial centers. This process can be also observed in Sarajevo’s Marijin Dvor, a district of high cultural and social importance. Public investments are unfortunately not

competitive to the commercial ones and get withdrawn from this area.

3. Heritage and its proper reading

Sarajevo very first city center was Bašaršija, formed by numerous narrow streets filled with small shops of various craftsmanship. A very significant feature of this first city center is its human scale ratio, while a new XIX century European type city center transformed Sarajevo to much bigger scale city development. The contrast of scales is evident. Both of structures mentioned above are strongly inspiring for architects and urban planners working on Sarajevo plans. It can be discussed whether the old town layout might be reminded of in new urban structures of city center.

2. SARAJEVO CITY CENTER ALTERNATION AS A RESULT OF A LINEAR STRUCTURE AND CONSECUTIVE ÉPOQUES OF DEVELOPMENT

2.1. A city of diversity

Sarajevo is a linear formed city that originated at the narrowest end of a valley, situated 500 m above sea level and surrounded by Dinaric mountains. The valley’s shape conditioned its longitudinal expansion along river Miljacka spreading down in the west. These geographical features significantly defined the urban layout and historical evolution of the city (Figure 1). Throughout centuries it has been a place of diverse cultural and religious alternations, praised for its multinational and multicultural character. It is a city where a mosque, a synagogue, a catholic and orthodox church are found in less than 500 m radius. Yet the frequent alternations of regimes produced a turbulent socio-economic, cultural and urban inconsistency. Each epoch left physical traces in an almost chronological order along the valley. The city is famous for having Europe’s first electric tram network, the assassination of Archduke Franz Ferdinand which triggered WWI, hosting the Winter Olympic Games in 1984 and the recent war of ‘92-‘95 which it endured under siege. Throughout time Sarajevo was a subject of numerous destruction and reconstruction with the only constant being its diversity.

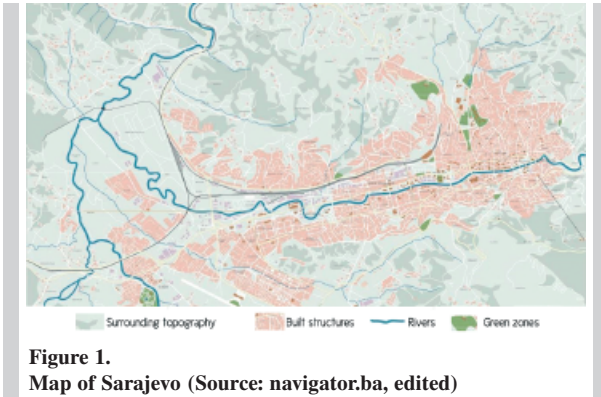


Figure 1.
Map of Sarajevo (Source: navigator.ba, edited)

2.2. A moving city center

First settlement in this area date back to the Neolithic times. Although the Bosnian Kingdom ruled by king Tvrtko I in 14th century became the most powerful country in the Balkans, the area was inhabited only by several medieval villages. It is not before the 15th century that Sarajevo was founded as a city, under the rule of Ottoman Empire. The core of the city during this period was *Baščaršija* – the very first city center (Fig. 2). Its business and commercial content was clearly distinguished from the residential districts called *Mahalas*. In Sarajevo the Mahalas were amphitheatrically spread over the hillsides [4]. Although there was no city regulation plan at the time, there was an unwritten rule applied in constructing residential houses of the Mahalas which followed the cult of neighborliness. Important principle of such design was that new houses on the hills were staggered and placed vertically or horizontally according to the existing ones, in order to provide unobstructed view to all residents [4]. *Baščaršija* was formed by numerous narrow streets filled with *Ducani* – small shops of various craftsmanship were goods were both manufactured and sold. A very significant feature of this first city center is human scale of proportion evident in the urban layout and architectural designs.

After the fall under the Austro-Hungarian Empire in the 19th century the city center quickly decentralized from Bascarsija down west to the Cathedral at the intersection of *Ferhadija* and *Strosmajerova* streets (Fig. 3). These streets showcase features of western European architecture through buildings of Neoclassicism, Neo-Renaissance and Secession. The strict transition of Ottoman architectural style to the western European is very evident in Ferhadija.



Figure 2.
Postcard of Bascarsija, end of XIX c.
(Source: skyscrapercity.com)



Figure 3.
Strosmajerova street, end of XIX c.
(Source: skyscrapercity.com)

After going through two world wars, multiple shifts of occupation and regimes, Sarajevo finally reached its most prosperous moment during the Socialist Republic of Bosnia and Herzegovina as part of former SFR Yugoslavia, by hosting the Winter Olympic Games in 1984. This event triggered a major boom in urban development, because of preparations for the Games and as a result of the popularity that followed. The city center during this period moved further down west to *Titova street* with department store *Sarajka* as a clear landmark (Fig. 4). Noticeable is the transition from evolved commercial and business agglomerations such as Ferhadija and Bascarsija to a new created one. The idea of constructing a department store building in that location was not well accepted in the community. A renowned group of architects of the 70s signed a petition and pointed out the potential of the area to serve as first actual public square. Interestingly, in 2006 when *Sarajka* was demolished and another shopping center (Fig. 5) was to be built, again a petition was signed by citizens asking for a public square instead. Both times in history politics has prevailed over public interest.



Figure 4.
Sarajka, 1970' (Source: skyscrapercity.com)



Figure 5.
BBI center, 2009 (Source: bbicentar.ba)

2.3. The new city center

Being situated amongst mountains, and having the natural course of development towards wider areas, as well as the lack of such at the city's origin, are reasons that in Sarajevo formed a need for open space with clear visual continuity towards the surrounding environment. The largest potential for such a realization was recognized in the district of Marijin Dvor (Fig. 6) which was quite undeveloped at the time, since not too long ago, at the beginning of the 20th century, it formed the very outskirts of the city. Nowadays it represents the new city center, although it has still not lived up to its full potential and major areas are left undeveloped. It is the area where the valley starts spreading as well as the place where historical parts of the city end and meet modernism, industrial heritage and brownfield areas. A very important common issue of former Socialist countries of Yugoslavia, the challenge in urban design of transitional space from historical parts to modernism, in Sarajevo was being displayed in Marijin Dvor. Juraj Neidhardt, a sarajevan renowned and influential modernist architect, who collaborated with Peter Behrens and Le Corbusier, was the author of many buildings in Marijin Dvor and very involved in creat-

ing urban design proposals for the district. His proposals were mostly based on composition and form but emphasized the importance of creating an administrative, cultural, and commercial center with visual continuity towards the environment. Although an architect of the modernist movement Neidhardt recognized the value of traditional elements implementing them in his modernist designs, such as the regulation plan of settlement Grbavica, close to Marijin Dvor, where he combined some principles of the cult of neighbourliness with modernism [4]. Taken into account all the content, structure and potential of Marijin Dvor the contemporary city center of Sarajevo is dealing with consequences of inconsistent town planning policy resulting in large undeveloped areas, a constant pursuit for an urban public square, obstructed visual continuity towards the surrounding environment and a negligence of existing and future cultural facilities (Fig. 7 and 8).



Figure 6.
A clear transition between new and old structures
(Source: skyscrapercity.com)



Figure 7.
Marijin Dvor, 1970s Potential area for a city square
(Source: skyscrapercity.com)



Figure 8.
Contemporary Marijin Dvor, Obstructed visual continuity, disregard toward existing historical structures
(Source: sa-c.net)

3. IDENTIFYING MAIN POTENTIAL AND OBSTACLES OF SARAJEVO CITY CENTER DEVELOPMENT

Present Sarajevo is experiencing such embodiments of a post-war and neo-liberal policy which advocate free-market economy, privatization and foreign capital inflows. The majority of such embodiments are commercial and administrative centers, most of which are displayed in Marijin Dvor [7]. These buildings are being constructed to dominate, without concern towards the historical or present structures and without assessing their real impact on citizens' lives, while cultural buildings such as the National Museum are being shut down due to lack of resources. It is evident that commercial and administrative functions in Marijin Dvor have prevailed over cultural and public interest. These processes, adverse to the Sarajevo city center quality need to be stopped by proper urban and architectural interventions.

Analysing Sarajevo urban structure, its history and especially Marijin Dvor location in the city and its significance it was possible to identify three important problems that might be solved by urban and architectural interventions. These problems have been proposed to solve to architecture students – international workshop participants.

3.1. Redefinition of the central urban area of Sarajevo.

Marijin Dvor is one of the most important districts of the city. (Fig. 9). At the beginning of the XX century it defined the city edge and was potentially seen as a future cultural, administrative and commercial centre. Today the commercial function has prevailed leaving a fragmented form requiring infill develop-

ment and sensitive landscape design to help Marijin Dvor live up to its full potential. This is the primary purpose of the project.

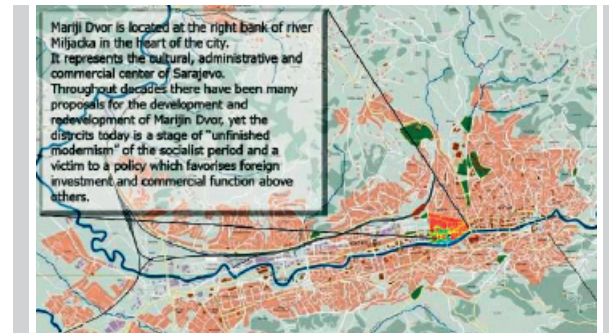


Figure 9.
Marijin Dvor district (Source workshop brochure)

3.2. Strengthening main composition axes of the urban heart of Sarajevo.

Sarajevo was organised around important urban axes and nodes, which were partly lost as a result of the war. Therefore the project will seek to strengthen the axis leading from Marijin Dvor to the main railway and bus stations as well as the axis: the Marijin Dvor – Skenderija (commercial, sports and culture center during the period of former SFR Yugoslavia).

Marijin Dvor is placed in the exact intersection where historical part of the city ends and meets modernism. The main longitudinal axis here is Zmaja od Bosne Street with multiple traffic lanes and tramlines (see Figure 10 top left). Approaching the older parts of the city in the east it separates into two roads of opposite traffic directions. Buildings along this axis are of multiple purposes such as education, culture, commerce and administration. Looking from the west to the east on the right side of the road there are National Museum, Faculty of Natural Sciences, Parliament buildings and Al Shiddi business center. On the right side there are: Technical College, Holiday Inn Hotel, Alta shopping center and Unitic towers in the background.

The diagonal axis represents the Franca Levara Street (see Fig. 11 top right). At the beginning of the XX century it was the main tramline connection to the Railway station. Yet today not even motor traffic can be used to reach the station because the street has a dead end. It is an evidence to the unfinished development of the district. Potential area for construction and landscape design stands empty, untreated or serves as parking area for residents. At one end there



Figure 10.
Zrnja od Bosne street (Source: workshop brochure)



Figure 12.
Vrbanja & Fra A. Zvizdovica (Source: workshop brochure)



Figure 11.
Franca Lehara street (Source: workshop brochure)



Figure 13.
Kotromanjica street (Source: workshop brochure)

is Holiday Inn hotel and Alta shopping center leading down to the multistory residential complex. According to new regulation plan another tower and shopping – business center are planned in this area. One of the tasks of this workshop is to determine whether that is a suitable and beneficial option.

The transverse axis is formed by two streets that connect the State Hospital in the north to the Vrbanja bridge in the south (see Fig. 12 bottom left). Fra Andela Zvizdovica Street is adjacent to the old Austro-Hungarian residential neighbourhood on one side and to administrative and commercial dominants i.e. the Unitic towers and Alta shopping center, on the other side. Continuing south to Vrbanja arises new,

enormous building of the Al Shiddi business and shopping center. Next to it a vast space meant for the planned but never constructed concert hall appears, now used as parking area. On the opposite side of the road there is the square in front of Parliament Building. This axis is very important to the city users because it is the shortest connection to Skenderija district.

The river bank area continuing from the recreational zone Vilsonovo setaliste is a place of vast unused space, post-war ruins and barracks (see Fig. 13 bottom right). The area across the street next to the river is currently used for parking. This zone is a canvas for revalorisation and new design proposals.

3.3. Creating a linear city along the transport spines & revalorisation of post-industrial areas

This project will focus on revitalisation of post-industrial developments along the main railway line to initiate various proposals of multifunctional and multi structural layout. These areas include urban ruins that have recently gained importance because of their close proximity to the city centre.



Figure 14.
Areas of redevelopment potential along the main railway line
(Source: workshop brochure)

Legend:

Number 1: The square in front of the railway station. An area of landscape redesign potential

Number 2: The University campus area, which incorporates functions not related to the university purposes, such as private restaurants, tennis courts, small companies etc.

Number 3: Industrial heritage potential and brownfield area of Vaso Miskin Crni, old railway engine factory complex. Most of them are already used for commercial purposes, but some are still left empty

Number 4: The area around Konzum and Interex shopping centers has undergone some revitalization. The success of it is to be discussed

4. WORKSHOP PROJECT RESULTS

4.1. Redefinition of the central urban area of Sarajevo – Project 1*

This project is dealing with “quadrant B” of the current regulation plan area limited by river Miljacka from the south, Vrbanja street from the west and the main road from the north.

Sarajevo’s linear form comprises a series of multi-function urban land uses spread along the main axis of the city. This distinctive feature of the urban form provides good starting point to identify the architectural interventions that need to be made in order to improve the quality and meaning of the urban space. Redefinition of the Marijin Dvor district, therefore, can be understood as a strategic intervention in the city’s tightly packed urban context. The first step in this process was to allocate more of space to pedestrians. One possibility is the extension of the existing pedestrian route that runs along the river from the old city to Marijin Dvor. Next would be to construct an important building with a prestigious function in the area to change the image of the place. Proposed was a multifunctional concert hall consisting of cultural, business and education facilities to attract people to the area (see Fig. 15). The architectural form of this complex relates to function and at a human scale. It is important also to create an urban environment for people that allows them to enjoy the variety of social and recreational experiences that such spaces can offer. This architecture should create a background that can adapt to the flux of urban

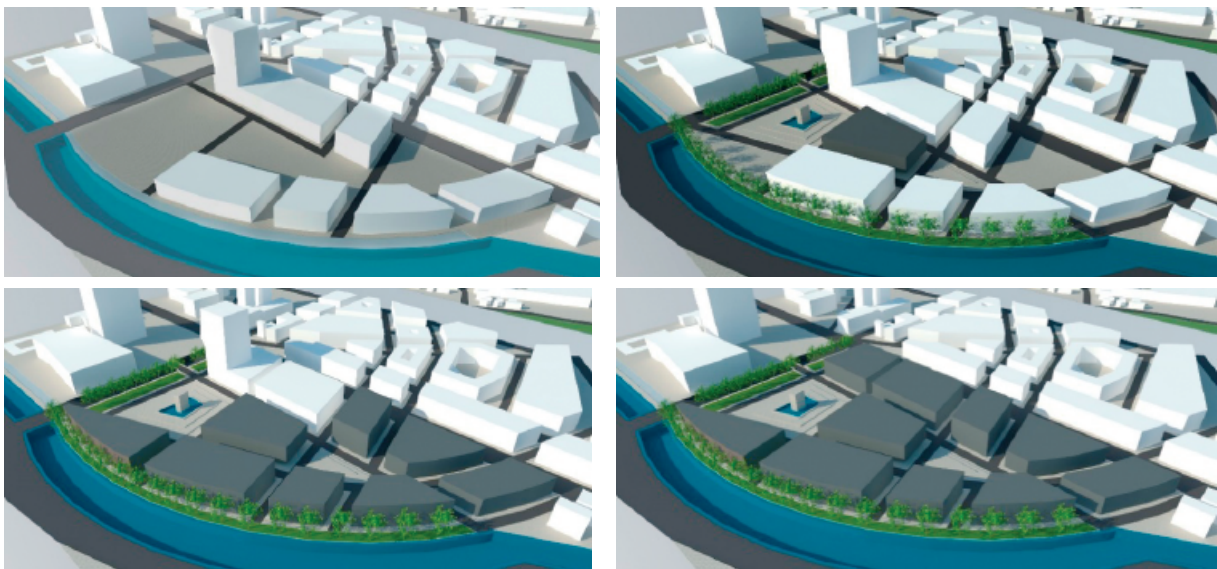


Figure 15.
Marijin Dvor in the process of spatial and functional transitions. Source: workshop project

change and social processes. It has to be recognized that no one can anticipate, design or stop these processes of city transition. But as architects we can create a good frameworks in which this transition will take place.

***Team members: Botor L., Kus M., Berberovic B., Causevic N., Karajko K. and Tica M.**

4.2. Redefinition of the central urban area of Sarajevo – Project 2*

A starting point for this project was the analysis of Sarajevo's linear structure and the search for the principal landmarks and buildings that are critical to the social functions of the Marijin Dvor district.

It has been concluded that a key element to the city center redefinition are interventions on a larger (city) scale on the one hand and improvements to the public space in Marijin Dvor on the other. The project focuses mainly on the second of the above elements: Improving the public space quality in the district. Urban analyses of the district have shown that the main intersection is a special feature of the area. It constitutes one of the city's most important crossroads for both traffic and pedestrians. Also in the vicinity of this intersection stand important civic buildings such as the Parliament building, Al Shiddi and Alta shopping centers. It is very notable that surrounding these prominent buildings are large dysfunctional public spaces.

The study aim was to establish a concept of public space that incorporates all existing spaces/squares to highlight the main pedestrian directions and eliminate an existing barrier formed by the main intersection, which blocks connections among the squares. Therefore a pedestrian platform over the intersection

is a key element in design (see Fig. 16). This solution avoids expensive rebuilding of the intersection and will strengthen important pedestrian arteries. It also opens a new perspective on the future use of the particular squares. A few small cubes (volumes) of various sizes with complementary uses (small eateries, cinema, etc.) were designed to liven up this new platform.

***Team members: Kocur J., Romaniak D., Demircan M., Kapucu A., Aksit M.**

4.3. Strengthening main composition axes of the urban heart – Project 1*

Valorisation of urban axes in Marijin Dvor was the starting point for this project as well as the discussion on their comparative value. The value of an axis in the city is determined by its potential of organising the urban space – especially a public space. Axes intersecting in Marijin Dvor differ from each other. After urban analysis of the site it was concluded that the most valuable/significant axis for this district is a diagonal one leading from the railroad to the main intersection. This axis can be prolonged further to the riverbank and merge into the pedestrian road leading from Vilsonovo recreational area to Skenderija. It crosses the car and tram lines twice. Elaborated project proposes two pedestrian bridges over the roads combined with the new squares. The axis ends at a new observation tower designed by Miljacka river. The consequence of such a layout was inevitability of strengthening the waterfront: so a new line along the river has been proposed with new objects increasing attractiveness of this area (see Fig. 17).

***Team members: Czapla K., Waleczek A., Elmas H., Cokcan D., Sirin T., Aganovic I.**

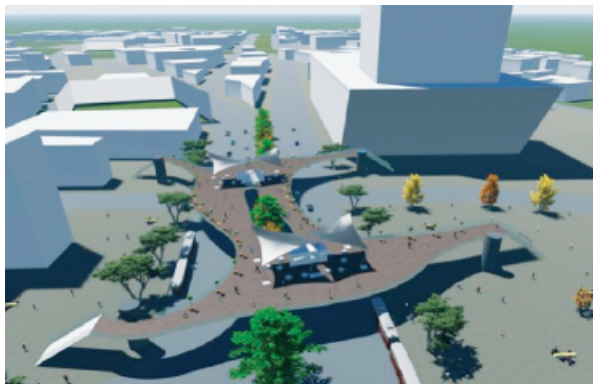
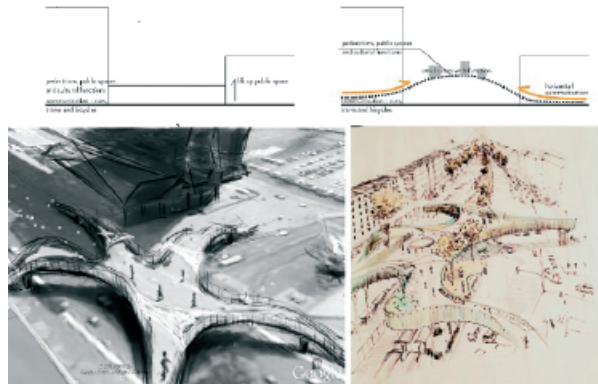


Figure 16.
A platform over the main intersection in Marijin Dvor (Source: workshop project)



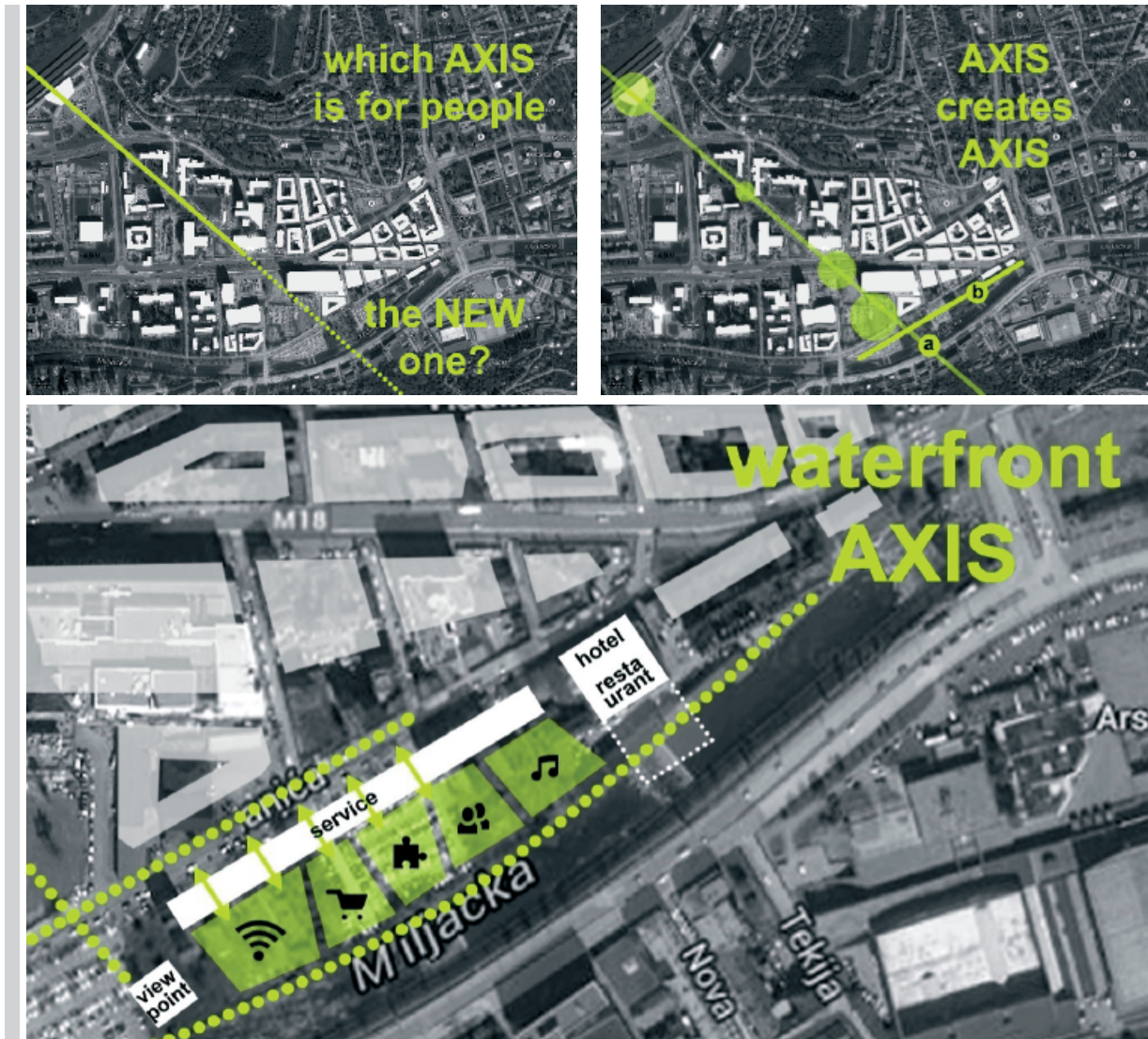


Figure 17. Analysing main axes course in Marijin Dvor (Source: workshop project)

4.4. Strengthening main composition axes of the urban heart – Project 2*

The starting point for the project is to discuss the essence and function of the main axis in the urban form. After identifying the main axes, the area of the intersection was defined.

Congestion, improper use of public space, lack of pedestrian crossings and insufficient parking lots were identified as the critical problems with respect to the district of Marijin Dvor. Design proposals were divided into two groups: The first group comprised actions that could be implemented with limited intervention in terms of the overall structure of the district. The second involves the design of a new struc-

ture for the Marijin Dvor public space. The first includes redesigning of traffic system to allow the development of a pedestrian alley as well as marking the pedestrian axes with different colors of fluorescent paint.

The project includes a new pedestrian bridge (see Figure 18) inspired by the shape of mountains surrounding Sarajevo. In this way the form invites the outline of the mountain vista into the city center. The modernist traffic segregation concept seems to be appropriate here. It provides a comfortable pedestrian avenue free from car traffic conflict with increased parking space (in the underground parking). The new pedestrian platform is multifunctional. In addition to

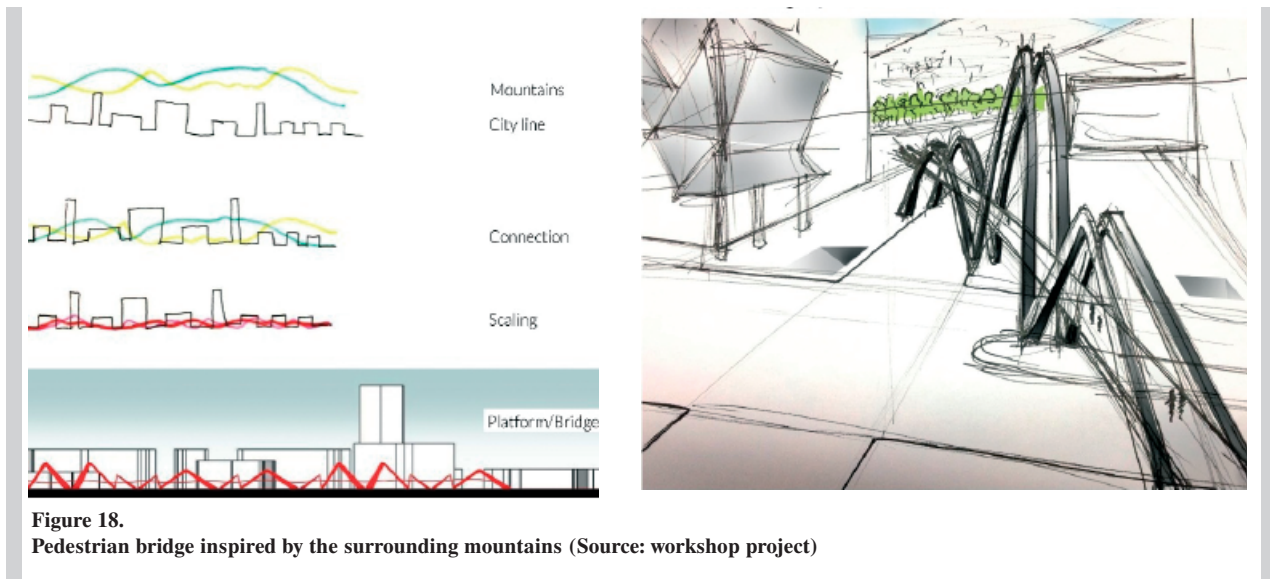


Figure 18.
Pedestrian bridge inspired by the surrounding mountains (Source: workshop project)

creating pedestrian connections to important places, the space above the axes that cross the platform broadens and transforms into a square (a missing market square). An alternative design solution would be to underline the axis 2 with a three-span bridge in the form of an archetype of a triumphal arch under the junction.

***Team members: Mazur K., Tumanis I., Isik M. and Kul F.**

4.5. Creating a linear city along the transport spines & revalorisation of post-industrial areas. Teams combined*

The topic comprised four sites. Initially each team was assigned to one. Subsequently the team leaders agreed that rather than working separately it was better to work on the site as a whole. The area covering four sites mentioned above requires a complex approach to develop a new and innovative Master Plan.

First impression and discussions led the authors to construct a simple story about the evolution of life. From desert to oasis, from oasis to clouds, from clouds to rain, from rain to fossils, from fossils to mushrooms, from mushrooms to forest, from forest to water: An oasis. It represents a simple circle of life, the same cycle we were taught about at school.

Combining these impressions with the four investigation sites one can conclude that the desert expresses the current situation of this part of Sarajevo. It is desolate, abandoned. There is only car traffic and no people. "Oasis" – can be understood as the railway

station where metaphorically everything begins. "A cloud" covers the University Campus and attaches to the Old Factory ("the mushrooms"). "The forest" covers a part of post-industrial storehouses. And the residential buildings on the hill right behind the railway station seem to belong to the complex. We created "Circle Of Life" inside Sarajevo. All parts create a system each having its own internal life.

The huge open space in front of Train Station was lifted above ground level to avoid conflict between car traffic and pedestrians. This space will connect with Marijin Dvor using the existing axis. Tram and bus stations are located under the raised open space and connected with the University Campus by a bridge over the road (Fig. 22). It should be mentioned here that the Campus is a former military complex that consists of old, partly destroyed buildings. The design includes a roof (a symbolic cloud) that connects the buildings and together this structure creates a unified university space (Fig. 19). The design teams also made a decision to rearrange the site of the Old Factory by including portable multifunctional cubes inside the buildings. A multifunctional bridge connects the Old Factory with the site on the opposite side of the road. The easiest way to bring post-industrial sites back into the city fabric is to find suitable uses for the existing buildings (Fig. 21), infrastructure (Fig. 20), etc. This will enhance a quality of space.

***Team members: Blazyca T., Mocek M., Szafranski M., Kunic A., Hodzic M., Alibegovic S., Catalbas O., Mukul O. and Kalyoncu U.**

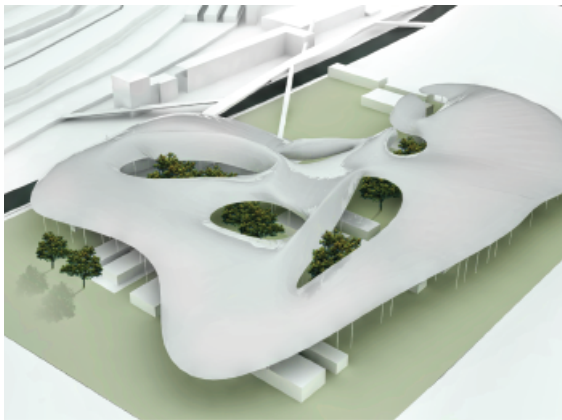


Figure 19.
The “cloud” structure above the University Campus
(Source: workshop project)



Figure 20.
Cable car lines to support pedestrian access
(Source: workshop project)

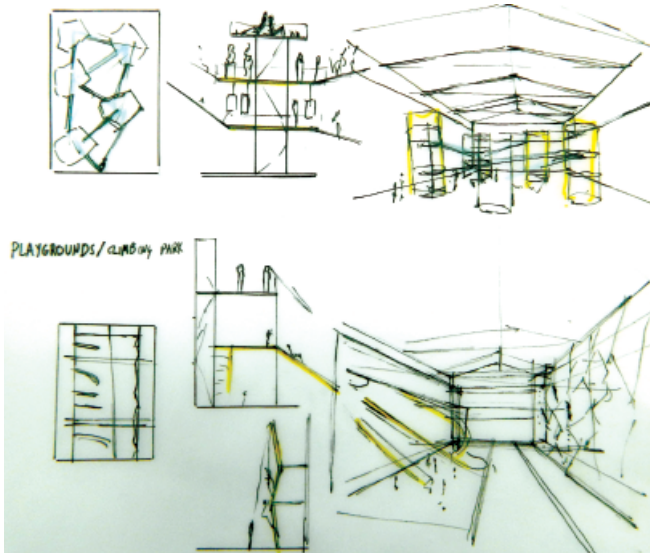


Figure 21.
Multi-functional uses for the abandoned industrial buildings (Source: workshop project)

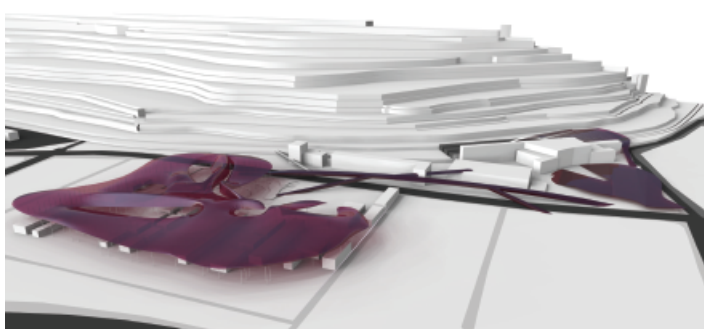
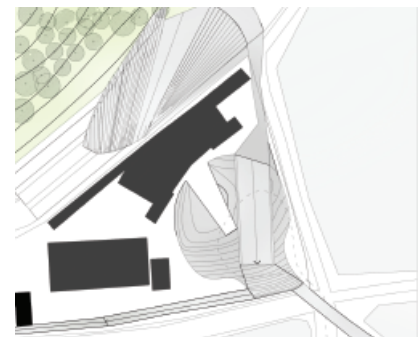


Figure 22.
The “cloud” and bridge in front of the railway station (Source: workshop project)



5. CONCLUSIONS

The aim of this paper was to present possible ways of solving complex urban and architectural design problems of contemporary city on example of Sarajevo. Architecture students from different countries were invited to take part in International Workshop.

Different cultural background of the teammates resulted in careful and creative approach to the site analysis and design proposals. A formula of international workshop stimulated the participants' activity and accelerated decision making process. It enriched the background for creation and contributed to diversity of design proposals. However, some similarities in recognising and formulating major urban problems of Marijin Dvor also might have been observed. Workshop participants agreed on the following issues.

1. City as a system or system of systems.

Level of complexity and complication of contemporary cities inspires to treat a city as a system. All elements of a system influence one another and a single action may result in consequences within any element of a system. These attributes of cities reflect in their urban structure and must be taken into consideration during any urban transition.

2. Long term process of city development.

Every city is a living organism constantly transforming. It is worth mentioning that the life cycle of a building is long comparing to the human life course. Current urban and architectural interventions should foresee possible future transitions and create flexible frames for them.

3. Two complementary ways of improving a city public space

Some needful investments improving the city public space might be technically complicated and very expensive (for example multilevel intersections). Architects can temporary resign of them and attempt to propose simple and cheap design solutions performing the same idea but in a simpler and cheaper way.

All the teams involved in the event focused on the design proposals for public spaces recognising their functionality and aesthetics as a key problem of Sarajevo city centre. It was assumed that new pedestrian roads, platforms, squares and greenery with small shops, kiosks and eateries might substantially improve the urban quality of the central part of Sarajevo. In the projects developed during the workshop dealing with Marijin Dvor we can find new,

beautiful, original and elegant pedestrian bridges and platforms, extended and improved existing walking routes.

In conclusion, the observed problems of Sarajevo city center can be narrowed down to a few fields that can be repeated in every contemporary city. By solving the general issues of urban interventions a chain reaction of transformation in smaller scale appears consequently. In short larger scale "system" interventions provoke smaller system elements' involvement and transition.

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