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# **“A new beginning” - A feasibility study in Mostar (BiH)**

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Urban and regional Planning



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# "A NEW BEGINNING"

A FEASIBILITY STUDY IN MOSTAR - BIH

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# ABSTRACT

This master thesis aims to explore what kind of land use, urban functions and amenities are possible to implement at a plot in the center of the city Mostar in Bosnia Hercegovina, to ensure functions which would both be profitable for the city, but also bring something which would bring the variety of residents in Mostar together.

I have chosen this topic for my thesis as Mostar is my birthplace, and I have wanted to contribute in an attempt to rebuild the city that I know and love to what it once was.

The thesis bases itself on the historic background of Mostar, continuing on into on-site analyses which have been the main premise for the feasibility study. This feasibility study has concluded with one final suggestion for a concept on this plot.

The final concept that was chosen throughout the master thesis suggests that the best course of action would be to double the current usage percentage of the plot, which lead to 142 new apartments in this central area.

Through this proposal, the plot has become easier to access from the surrounding streets, it now offers audience-oriented features that will attract a bunch of different age-groups, and lastly it has met a dire need for apartments in Mostar as well as the need for parkings spots.

# SAMMENDRAG

Denne masteroppgaven søker etter å utforske hva slags arealbruk, urbane funksjoner og fasiliteter som er mulige å implementere på en tomt sentralt i byen Mostar i Bosnia-Hercegovina. Dette for å sikre funksjoner som både vil være lønnsomme for byen, men også noe som kan bringe den varierte befolkningen i Mostar sammen.

Jeg har valgt dette temaet for min avhandling fordi Mostar er mitt fødested og jeg har ønsket å bidra i et forsøk på å gjenoppbygge byen jeg kjenner og elsker til hva den en gang var.

Oppgaven baserer seg på den historiske bakgrunnen til Mostar, og fortsetter til analyser som ble gjort på stedet, som har vært hovedforutsetningen for avhandlingen. Denne mulighetsstudien har konkludert med ett siste forslag for et konsept for tomten.

Dette konseptet som ble valgt i løpet av avhandlingen foreslår at det beste handlingsforløpet vil være å doble det nåværende arealbruket av tomten, som førte til 142 nye leiligheter på dette sentrale området.

Gjennom dette forslaget har tomten blitt lettere å nå fra de omkringliggende gatene, tomten tilbyr nå publikumsrettede funksjoner som vil tiltrekke en haug av ulike aldersgrupper, og den har møtt det store behovet for leiligheter i Mostar, i tillegg til det ekstremt pressende behovet for parkeringsplasser.

# PREFACE

With this master thesis i end my urban and regional planning studies at the Norwegian University of Life Sciences (NMBU).

I was always certain that i wanted to have my master thesis revolve around my birthplace Mostar. This because i always wanted to contribute to helping the city I love to once again rise to what it once was, creating a safe place for both bosnians, croatians and serbs alike.

I want to give big thanks to my mentor, August E. Røsnes, who has given me very valuable advice throughout this semester and for raising important questions which would help me view the situation in Mostar in a new light.

Ås, December 2017.

Sanijela Brkan

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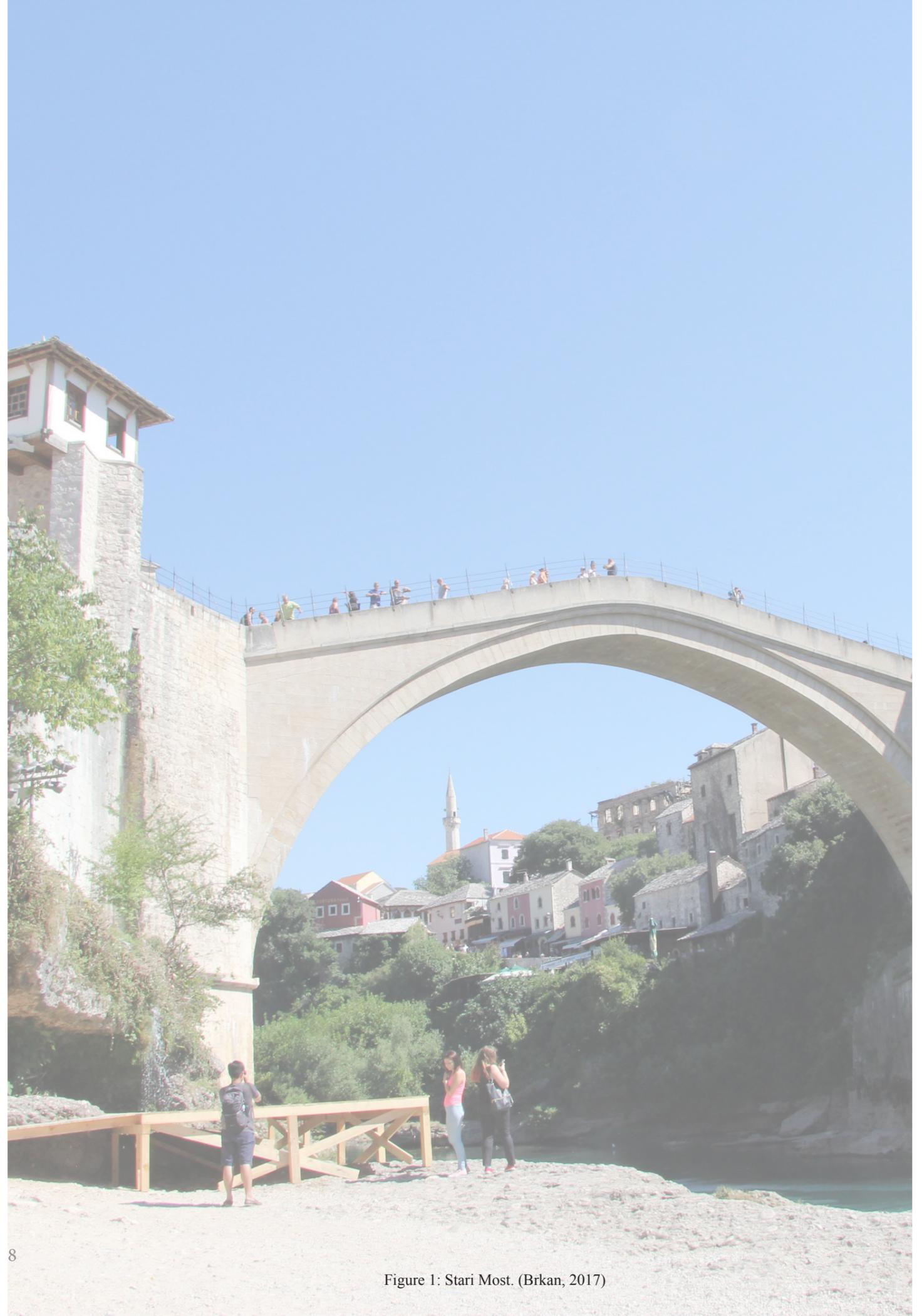
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# 1. INTRODUCTION

This chapter focuses on explaining what the thesis contains, such as the thesis questions and the hypotheses, how information for the thesis has been gathered during the project, the methods that have been used, and how the thesis itself is divided (chapter-wise). This chapter will be a guide to understand my thought process and why I have chosen the approach that I have. It will also be the fundament for the rest of the thesis.

Includes:

- About Mostar
- Background for my thesis
- Method
- Methodology
- Thesis structure
- Procedure for data/document collection
- Challenges
- Refinement



## 1.1 ABOUT MOSTAR

Mostar is a city and municipality located in the canton of Herzegovina-Neretva in the country of Bosnia-Herzegovina. The city is located about two hours from the capital Sarajevo.

Mostar's surface area is about 1175 km<sup>2</sup> in size, making it the fifth biggest city in Bosnia-Herzegovina. (Fzs.ba, 2016)

The city has about 113,169 inhabitants as of 2013. (BHAS, 2013) The city has a combination of inhabitants from the countries Bosnia-Herzegovina, Croatia and Serbia.

In 1992 the Yugoslavian war began, and Mostar was heavily affected by this. The city was left in pieces, and a great divide was created between the Croatian and Bosnian inhabitants, both literally and figuratively.



Figure 2: A map over Europe showing the location of Bosnia-Herzegovina (marked in green). (Alabamamaps.ua.edu, 2017)



Figure 3: A map showing Bosnia-Herzegovina (Roughguides.com, 2017)

## 1.2 BACKGROUND FOR MY THESIS

This master thesis aims to explore possible uses for a central area in Mostar, which in turn could have a positive economical impact for the city as well as social impact for the community.

Furthermore the goal of the thesis is to explore how to create areas which could create a sense of "affiliation" and "unity" for the city's residents.

The very last grand city planning related project in Mostar was the project called "Mostar 2004 program". This year was thought to be viewed as the "celebratory year of rebuilding the city". (Pašić, 2005) This project focused primarily on rebuilding the old city and rebuilding the world famous bridge "Stari Most" which was destroyed in the war.

Having visited the city every summer, i have noticed that the tourism is primarily focused on the old city in Mostar, and not so much on the rest of the town.

Exploring possibilities for new uses of areas in the centre could blossom into a viable strategy for city development, which in turn could be an aid to restore the city to what it once was. This is a great motivation of mine, to be able to help create new ideas and possibilities for the city, as well as making sure that they are profitable.

## 1.3 THEMATIC FOCUS AND RESEARCH PROBLEMS

The main research question is as follows:

*“What kind of land use, urban functions and amenities for residents as well as people visiting the city should be best suited and preferred to ensure an economically positive outcome for the city of Mostar, while at the same time accommodating the diverse population?”*

Specifications: I will discuss possibilities for urban functions, whether commercial (shopping, restaurants, bars etc) or public amenities (museums, galleries etc.), or public services/administration, or housing

for different categories of users (permanent residents), particular categories (like students) or second homes, or combinations.

### Hypothesis

1. Mixed housing developments are a possibility (fusion)
2. It's financially possible with financial contributions for general public functions (property development)

## 1.4 METHOD

The term "method" can be defined as: "An approach, a tool to solve problems and reach new knowledge." - Vilhelm Aubert (Everett, 2012:128)

Or rather: "A method is a recommended set up of methods for data-collection and procedures for data-analysis." (Johansson, 2002)

This thesis consists of a literature-study, an analysis and study of the case-area, as well as a feasibility study including a value and risk assessment. All of this information creates a basis for several design proposals, and implementation of the proposed plan(s).

The literature study was based on historical books about Mostar, new and old maps, newspapers/media-articles, interviews and other master theses to gain further knowledge about the initial developments of the city, and how its progress has shaped the city into what it is known as today.

These tools were also chosen as an aid to pinpoint which facilities were important pre-war and which have since been discontinued, and why. This information in addition to a future examination of what is important today will make it possible to find suitable new land-use purposes and facilities.

The methodology of this study will then comprise different kind of methods and techniques used in planning studies such as:

- Studies of documents and plans related to the city, such as the city plan, photos and texts from the historical archive in Mostar and news articles regarding cityplanning.
- Methodology for studying the urban physical environment i.e. urban (morphology) structure studies, cf. Børrud & Røsnes (2016), as an em-

pirical background for the project-development study.

- The selection of the site for the project
- Project development study, Børrud & Røsnes (2016) and Johansson (2002) adaptive research/investigations.
- Project evaluation study, Børrud & Røsnes (2016.)

## 1.5 METHODOLOGY

### Method triangulation:

In this thesis, the chosen path for undergoing my research is to do a method triangulation. What this means is to "use several methods to collect data about the same phenomena". This is also the most common form of triangulation according to Johansson. (Johansson, 2002)

By doing this, I will use the three different methods: Deductive, inductive and abductive.

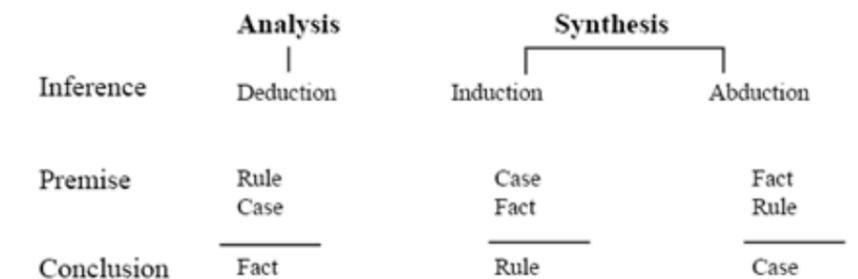


Figure 4: A sketch showing the structure of the method triangulation used in this thesis. (Johansson, 2002)

### Deductive method:

In this method, one assumes that "there is an objective reality, independent of ourselves, which, that we can investigate". (Johansson, 2002) Johansson continues to explain how the deductive method is an experiment where the starting point is a hypothesis about which rule is effective in the case.

Or there could rather be two rivaling hypothesizes that cancel out each other. In other words, if the first hypothesis proves itself to be true, the second hypothesis would be false by default.

The procedure is to search for facts that verify or falsify the expected consequences of the hypothesis. The hypothesis then further the research, they will indicate which hypotheses are of importance. The facts are then validated through triangulation (the use of several methods), by using several different data collection methods, both quantitative and qualitative.

#### **Inductive method:**

In this method the most common approach of data collection is field work through participating observation. As Johansson (2002) mentions, the inductive grounded theory is usually concerning a cultural society or a group of people bound by a certain area, where you collect data by field work. A difference from the deductive method is that in this method you do not work with a hypothesis, but rather the theory is the result and it can consist of a conceptualization. (Johansson, 2002)

#### **Abductive method:**

Johansson (2002) mentions that the abductive method is similar to the inductive, however the difference is that where the inductive case study bases itself on an understanding of what is the case, collects facts and induces interpretation or theory, the abductive case study bases itself on (scarce) surprising facts and tries experience based or innovative notions to construct (or reconstruct) what can be the case. (Johansson, 2002)

He continues to explain that while the inductive method relies on an abundance of facts, the abductive method bases itself on incomplete facts in combination with some form for driving notion. (Johansson, 2002)

### 1.5.1 HOW THE METHODOLOGY WILL BE USED

#### **The deductive part:**

The deductive part of my thesis is the very research question i begin with, and the following hypotheses. Mostar is seen as the "objective reality" that i'm working with.

Since my two hypotheses are:

1. Mixed housing developments are a possibility (fusion)
2. It's financially possible with financial contributions for general pu-

blic functions (property development)

This would mean that if the first hypothesis were to be proven false, then nr. 2 would be positive.

This will be investigated through chapter 4: project development analysis, as i will be testing out a couple of uses for the chosen plot i'm working with.

Once the needed analyses have been made and a conclusion is reached, the hypotheses will be answered through a final suggestion for the plot and the following conclusion.

#### **The inductive part:**

The inductive part of my thesis is touched upon in chapter 2: Background and chapter 3: Site analysis. These analyses are the very premise of my feasibility study as they pinpoint what sort of needs need to be met in Mostar, answering questions such as:

What city functions are needed?

Who has these needs?

What is the city structure like?

What functions fit well with current developments?

The information gathered through this method will be gained through participating observation where I will be travelling to Mostar during June-July to photograph the chosen plot and the city in general.

#### **The abductive part:**

The abductive part of my thesis will be focused on in chapter 4 called "project development analysis". In this part I will be taking use of the information gathered through using the inductive method, to test several different possibilities in regard to housing.

As mentioned the abductive method is more about working with the "lack of facts" rather than an abundance of them, which is exactly what the development analysis is about. Here i will be testing possibilities without knowing the end result until all analyses are done with.

#### **What is the end result of using this methodology?**

By using these three methods I hope to find the answers to the correct aspects of importance to my thesis. Through using them I also hope to answer my research question and hypotheses.

## 1.6 THESIS STRUCTURE

This thesis is divided into five separate parts

### ***Part 1 - Introduction***

This part of the thesis aims to inform about what the thesis consists of, its research questions, how the information has been gathered and how the thesis is divided.

### ***Part 2 - Background, with analysis of the urban structure development (theory)***

This part of the thesis aims to inform the reader about Mostars history all the way from its creation until the war in 1992 and until todays status. This part will include illustrations to show how some important areas used to be pre-war and how they are left "today".

### ***Part 3 - Site analysis***

Qualities for development of urban functions/transportations/access.

Urban functions in question and their justifications

How functions and exploitation of the land will fit into the urban structure/location possibilities

### ***Part 4 - Project development analysis***

Exploring ideas

Concepts and contextual approaches

Design possibilities

### ***Part 5 - Evaluations for implementation***

How to meet requirements 1: the market

How to meet requirements 2: the urban planning authorities

Refinement and the project design for implementation

Is it implementable – weaknesses and strength?

## 1.7 CHALLENGES IN REGARD TO THE CHOSEN THEME FOR MY THESIS

Considering the fact that this city has endured war, and that the population is half croatian half bosnian, it leads to a lot of hostility between the two nationalities. This created a difficult situation in regards to possible interviews with locals since any "factual" information might be skewed in relation to "which side they are on". This approach was dropped due to this possibility.

In addition to this, a lot of plots have changed severely since the war, and information might be difficult to find due to old archives where a lot of their old material (plans/documents and photographs showing past uses of areas) might have been destroyed during the war.

Other than that, the war might have had effects on how the procedures in departments such as the city council are conducted. Which could prove to either make information about the current processes hard to find, or rather impossible. This opens a need to interview someone in the city administration and/or planning department if possible.

## 1.8 REFINEMENT

I have chosen to disregard any current zoning plans for the area which will be analyzed, and to view it "as is" currently. There are currently no zoning plans to be found for this area, only the land-use-part of the master plan will be used to explore the current land usage and to take note of important existing structures.

The chosen plot will be viewed as "free to use", meaning that I can do any changes i wish to, disregarding the possible issues that could halt a project due to owners/funding, etc. This is a feasibility study where any possibilities will be tried out, with a realistic outcome as possible, but removing the "hindrances".

# 2. BACKGROUND

ANALYSIS OF THE URBAN STRUCTURE DEVELOPMENT

This chapter focuses on the background history of Mostar -Bosnia Hercegovina to better explaining why the city has developed the way it has, and what this means for future development.

In addition it includes an analysis of the urban structure development, meaning how infrastructure has changed, the city structure itself, and how planning authorities are conducting their work in Mostar.

Finally there are analyses on tourism and the market situation in Mostar.

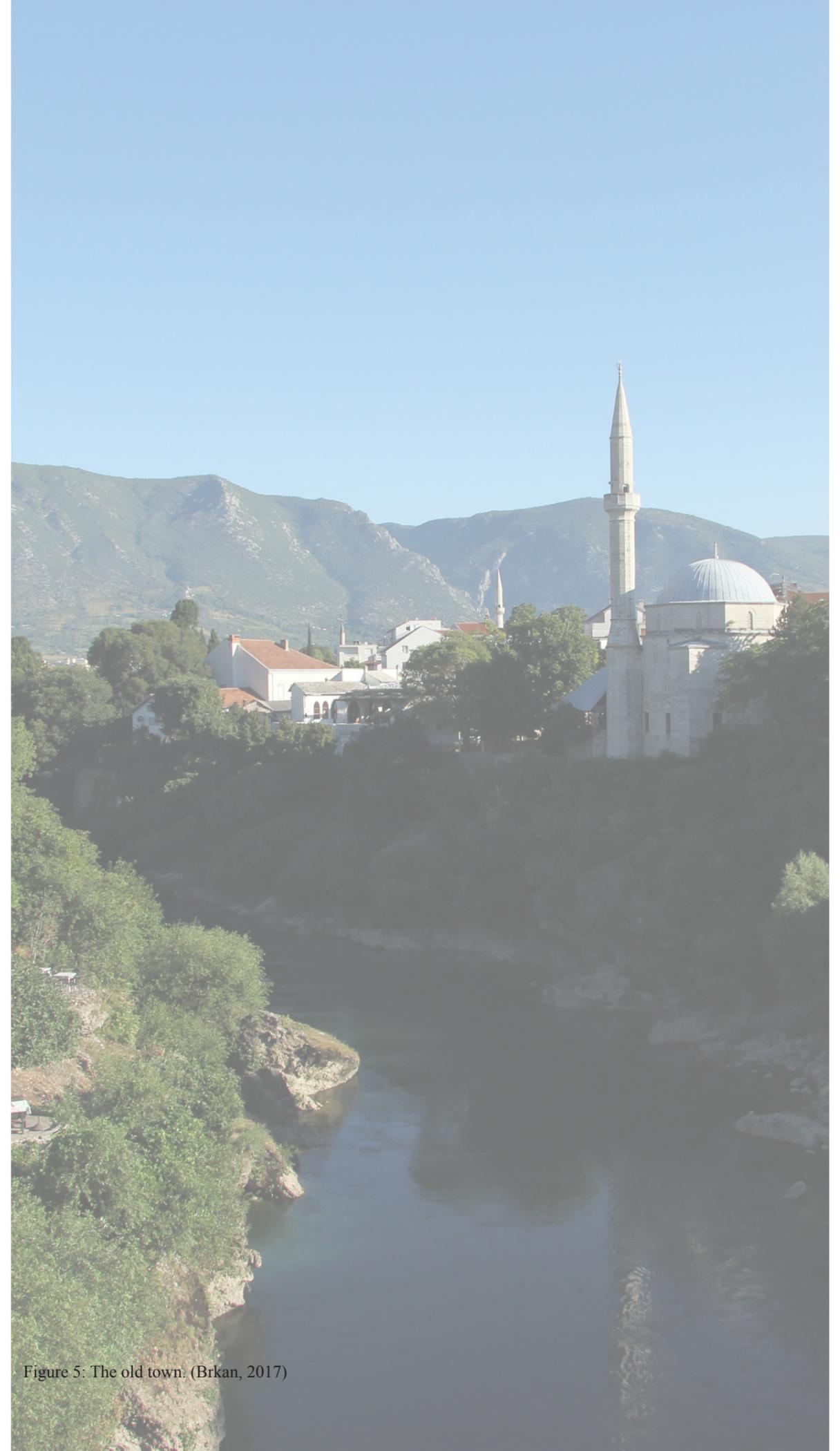


Figure 5: The old town. (Brkan, 2017)

## 2.1 THE HISTORY OF MOSTAR

To better understand the urban structure and situation that Mostar is in today, it is important to explain the development the city has gone through since its establishment and how its construct has changed since the war of 1992.

### 2.1.1 A brief introduction of the city's history

#### 1452- The establishment of Mostar

In his book, Pašić (2005, s.5) mentions that there was a document dated 1440 which mentioned a fort next to the bridge over river Neretva. He adds that this might document the first historic reference of the city of Mostar. In addition to this Pašić mentions that there were findings at several localities that support the claims that the valley of Mostar has been inhabited since ancient times. (Pašić, 2005)

In regard to how the city got its name, he mentions it is said that the name "Mostar" has its origin from its keepers, since the word "Mostar" is related to the people that were considered to be keepers of the bridge. They would have the title "Mostar", which roughly translates to "bridge-keeper". (Pašić, 2005)

#### 1463-1878 The ottoman rule

Pašić (Pašić, 2005) claims that the Ottomans most likely took the fortresses close to Neretva, as they did Blagaj. The small settlement around Stari Most is believed to have received its name from their keepers.

Pašić continues to mention that the placement of this settlement was very strategic due to its placement across the Neretva river. They established a timbered bridge across the river, which in time became one of the most important crossings in regards to crafts/trade. This because the main road from Bosnia-Herzegovina to the Adriatic coast used this very crossing. (Pašić, 2005)

Around 1670 this city became the centre for culture and education in this part of the Ottoman empire. Mostar was viewed to be a completed project during this time and did not change much for many years. A significant change did not occur until the year of the Austrian-Hungarian occupation, 1878.

(Pašić, 2005)

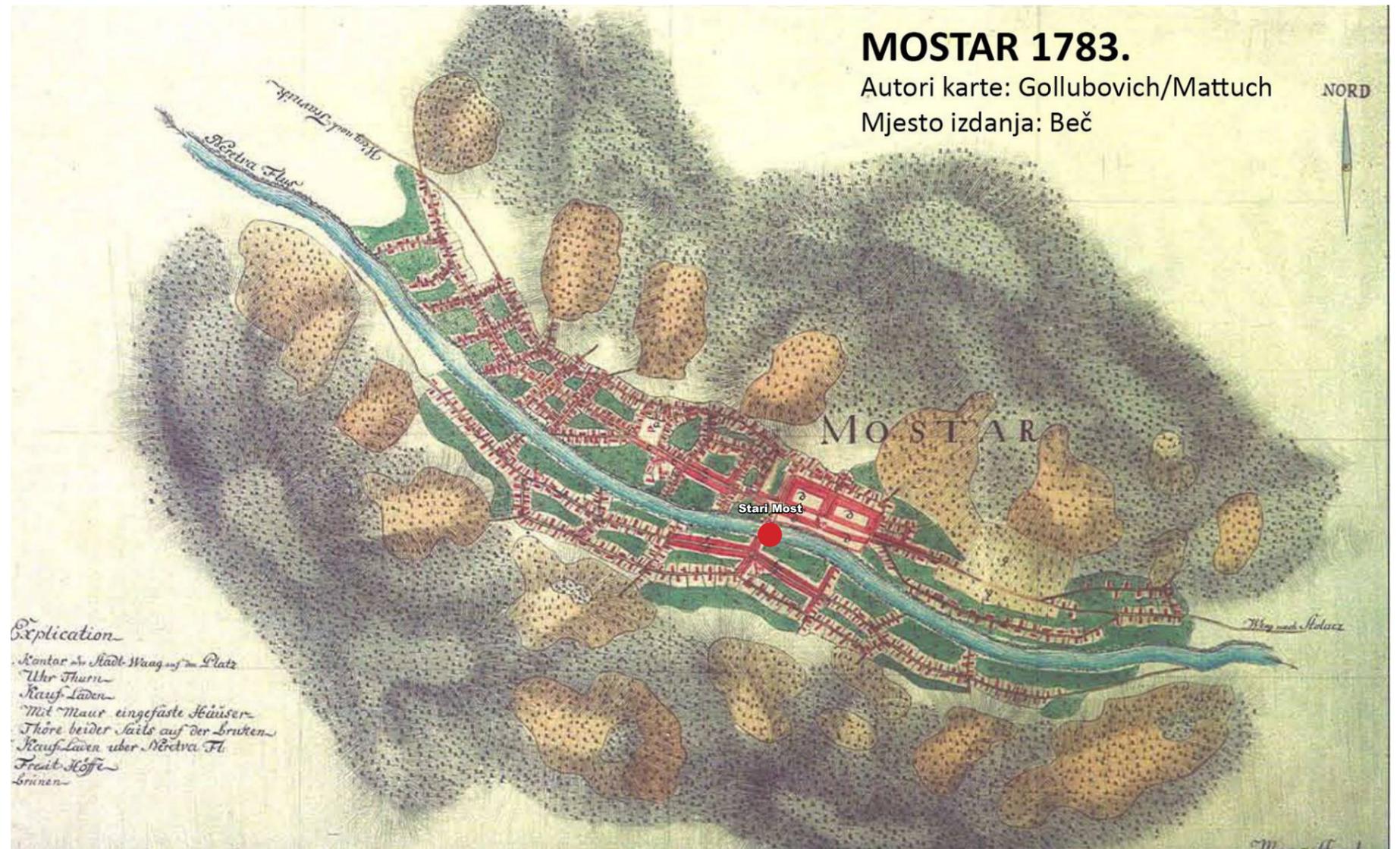


Figure 6: This is a map from 1783 made by the austrian war-spies Gollubovich and Mattuch. One important thing to note is that "north" is wrongly placed on the map, as the beginning of the neretva river on the top left is the actual northern part of Mostar. Here one can see that Mostar was quite small during the Ottoman rule, and that the city was primarily focused in close proximity to the Neretva River, with the largest structures surrounding the "old bridge", which can be seen with the bright-red lines right beneath the writing "mostar" on the map.

Source: (Cidom, 2017.)

### 1878-1918 The division of Mostar

In 1878 there was a change in government, as the Austro-Hungarian administration took over. During this time there was a lot of money invested in Mostar, because this new administration had envisioned that Mostar's "past and present" would be the focus on the east bank of Neretva whilst the "future" would be situated on the west bank. (Pašić, 2005)

**West bank:** Urban grid, great investment in infrastructure, communications and rental housing. New administrative and residential neighborhoods were established. Broad monumental avenues. (Pašić, 2005)

**East bank:** A lot of the structures were kept as they were. Establishment of a new railroad station. (Pašić, 2005)

This sort of divide would impact one part of the community in a positive way, proving beneficial to their development. But ensuring that one side is granted new constructions whilst the other does not, could simultaneously victimize other groups. (Pašić, 2005)

This development in turn created two city centres on each side of the Neretva river, which Pašić (2005) comments is very uncommon for river cities as they usually tend to have an asymmetrical development where only one side functions as the centre.

During this time period, the Musala Square was envisioned to become a new central city square according to Pašić (2005). Due to this there were created several new buildings around this very area, such as the Hotel Neretva, the City Bath, new schools and a headquarter for the fire brigade. (See photos on the bottom right.)



Figure 7: A map from 1899. Here one can see that the development towards the western part of Mostar had begun, with the establishment of several new roads and a roundabout (upper right corner of the map). This correlates with what Pašić mentions in his book, and the urban grid he mentions can be seen in this area as well. Source: (Cidom, 2017.)

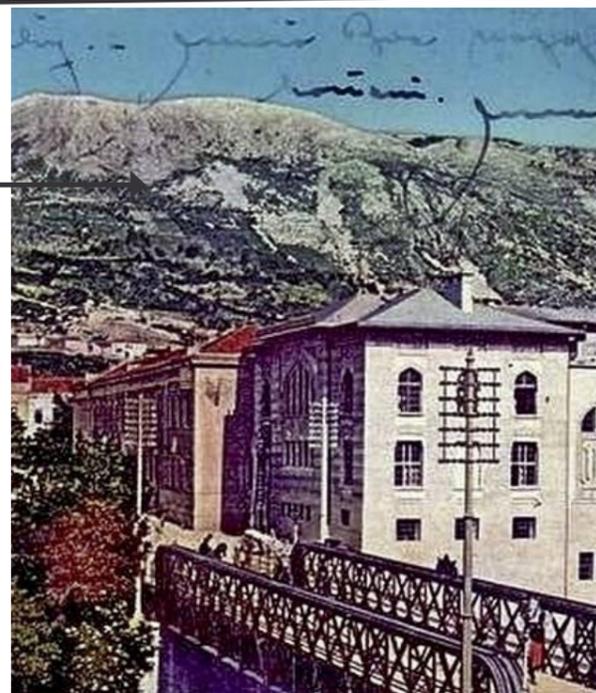


Figure 8: The City bath ("Banja"), established in 1914. (Right.) Source: (Cidom, 2017.)

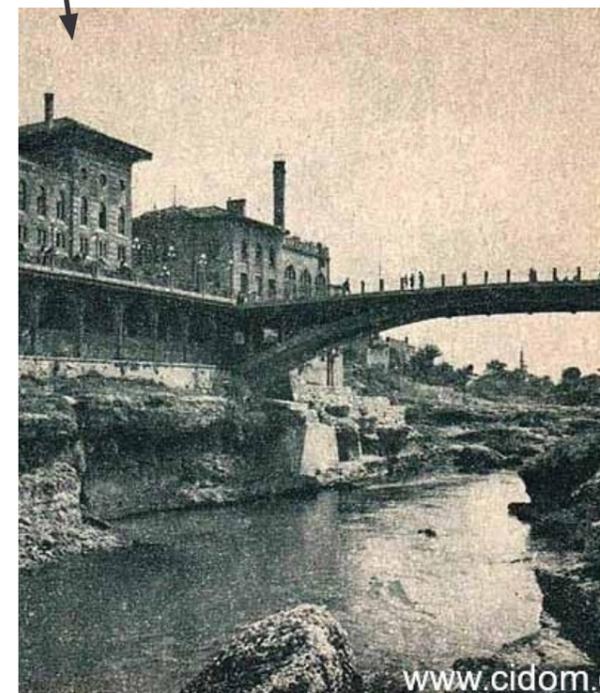


Figure 9: Hotel Neretva, established in 1892. (Left) Source: (Cidom, 2017.)

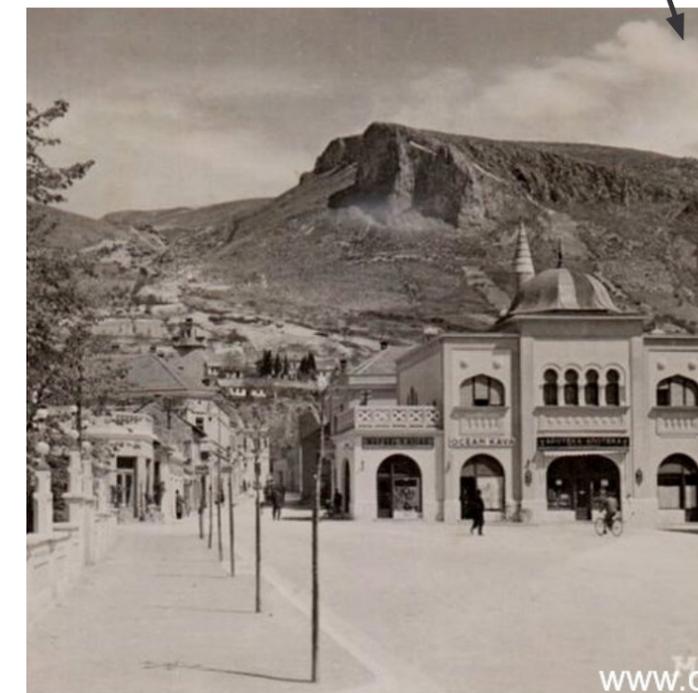


Figure 10: Musala Square, 1937. This area lies behind the Hotel Neretva. Source: (Cidom, 2017.)

Mostars physical change from the beginning of the Austrain-Hungarian rule



Figure 11: The map above stems from 1878 and shows how Mostar was inhabited in the beginning of the Austrian-Hungarian rule. The red marked areas show what is today known as the "old city", or rather the parts of the old city surrounding "Stari Most" (the old bridge). This bridge is what was used as the main crossing from Bosnia-Herzegovina to the Adriatic coast, creating an opening for arts/trade deals in the area. Source: (Pašić, 2005)

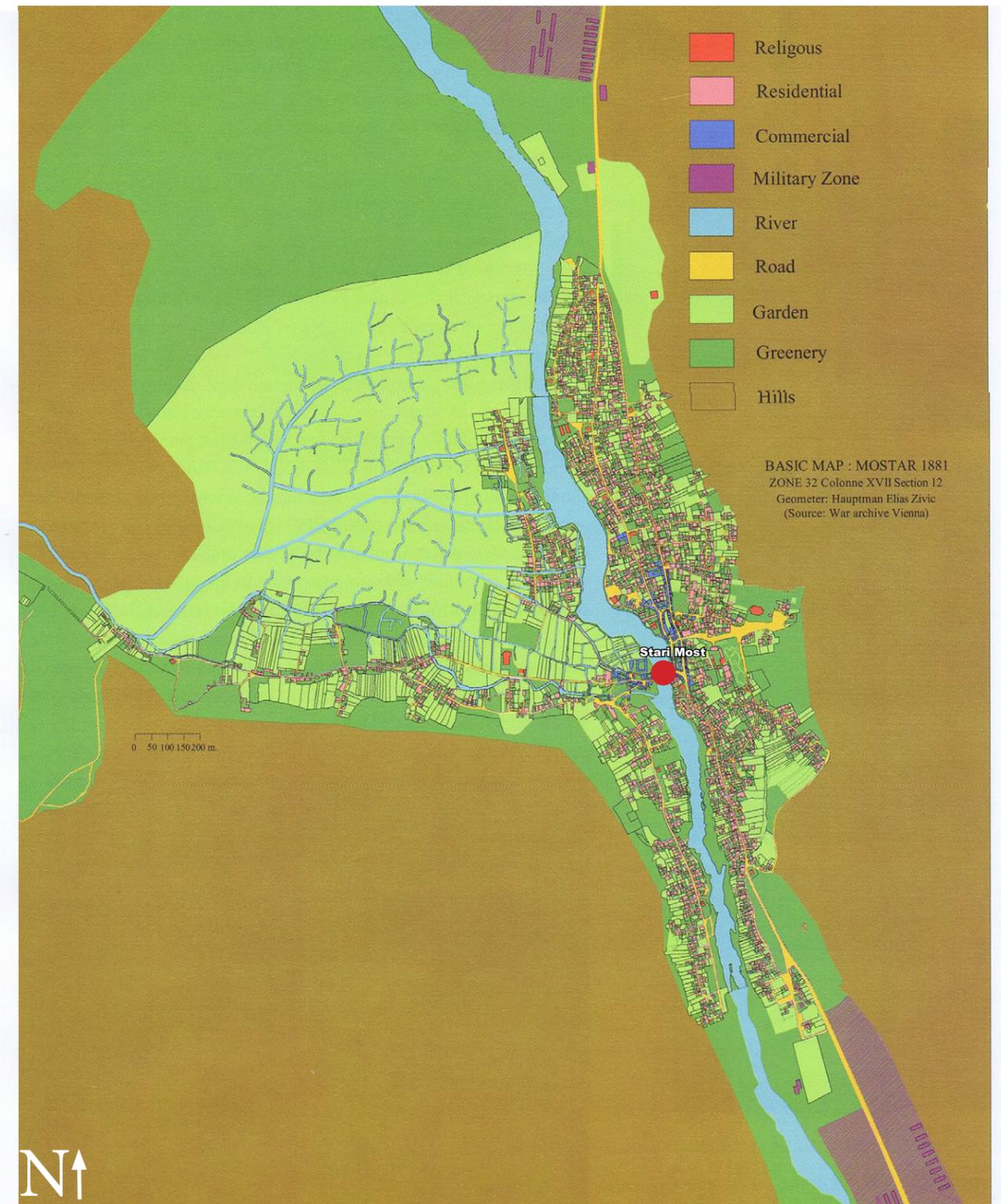


Figure 12: This map from 1881 shows that the east side of Mostar had several meanders covering the north-east part of the city. Most of the residential constructions were kept further south and/or close to the Neretva river. At this time there was only one crossing across the river, and this was the bridge known as "Stari Most" (The old bridge). Source: (Pašić, 2005)

## 1918-1992 From stagnation to fast development

### Stagnation 1918-1945

During this time period, the world was going through two world wars, and the city development reached a stagnation. However, Mostar continued to stay within the borders that were created during the Austro-Hungarian occupation of 1878. An important thing to note is that the bridges in Mostar were deemed important by partisans and were therefore protected by them to avoid destruction during world war 2. (Pašić, 2005)

An important project during this time was the reconstruction of the Musala square in 1929. Another was a reinforcement of what used to be a steel bridge right next to the Musala square, which was now remade in concrete during 1936. (See map on the far right.) (Pašić, 2005)

### Fast development 1945-1992

This was the time after world war 2, and Mostar experienced several positive factors of development.

The old railways were replaced, and the old railway station which used to be situated in the central part of Mostar was now moved to the east close to the carina bridge (see map on the far right.) This renovation was important because it enabled the construction of a new electric railroad leading from the capital Sarajevo to Ploce in Croatia. (Pašić, 2005)

In regards to housing, there was a significant development on the north-eastern side of Mostar due to a new road network being implemented. (Pašić, 2005)

The industrialization of Mostar was also prominent during this time, as there were established several important structures such as the Alumina Plant, the metal industry "Soko" and the APRO "Hercegovina" (supply company for agricultural goods, as well as foods and drinks.) (Pašić, 2005)



Figure 13: The original steel bridge that crosses to the Musala Square. (Cidom, 2017.)



Figure 14: The remade bridge in concrete, crossing from the new city centre to Musala Square. (Cidom, 2017.)



Figure 15: An aerial view of the railroad through the centre of the town, here showing the gymnasium in the bottom middle of the photo as well. (Cidom, 2017.)



Figure 16: On this map from 1918 the new railroad can be seen going straight through the middle of mostar on the western side, making its way directly through the new city centre. Unlike the situation in 1881, the western side has now established several new roads and more of a "gridlike" development, whilst creating a new city centre with several important structures such as the train station, the gymnasium and the "rondo" roundabout which connects several parts of Mostar whilst at the same time functioning as a square. (Pašić, 2005)

## 1992-1995 The war

The war in Mostar lasted from 1992 until 1995, in which Bosnia-Herzegovina endured several attacks, leaving the city destroyed. The attacks led to the death of over 200,000 people, about 500,000 injured and over one million refugees. (Pašić, 2005)

The area that endured the gravest destruction was on the eastern side of Mostar, which is also known as the "Bosniak"-side. In addition to this Pašić (Pašić, 2005) mentions that one should add the eastern part of Podhum, and buildings along the confrontation line Boulevard-Ricina-Aleksa Santic Street.

A total of about 2357 units needed over 40 million American dollars to be repaired due to the damages done during war. (Pašić, 2005)

On November 9th 1993, the Old Bridge was destroyed during bombing from the Serbian & Croatian artillery. This hit very close to home for many of the inhabitants in Mostar, due to the bridge being the symbol of Mostar itself. (Pašić, 2005) Or rather more than that, it has a deeper meaning for the people. As Pašić himself mentions:

*"The essence of the was meeting and joining together, the country, like the bridge, could only be divided by destroying it."* - (Pašić, 2005)

The war left Mostar in ruins, but not only did the war leave a physical impact on the city, it left many obstacles for the city to face now:

- A lack of trust in politicians due to a two-faced approach after already having agreed on several issues, they continued to do as they wished.
- 70-75% of housing stocks were destroyed, along with infrastructure
- With a lot of the industrial buildings being looted or destroyed, this left Mostar with large numbers of unemployment.
- There was also a great change in the population's composition due to the amount of deaths and/or injured/handicapped people.



Figure 17: Destroyed commercial buildings close to the Old Town. (Cidom, 2017.)



Figure 18: The city centre left in ruins after the bombing. (Cidom, 2017.)



Figure 19: Destruction at the city centre, close to the gymnasium (seen on the far right). (Cidom, 2017.)



Figure 20: The very moment that the "old bridge" was destroyed. (Cidom, 2017.)

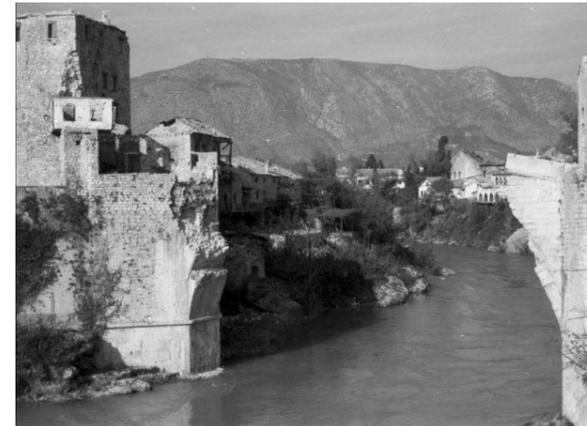


Figure 21: The aftermath of the attack on the bridge, sometime during 1994. (Cidom, 2017.)



Figure 22: The former hotel "bevanda" and the musala bridge. (Cidom, 2017.)

### 1995-2004 The era of rebuilding what was lost

During this timeframe we enter the time period where Mostar would enter its time of construction and reconstruction.

Mostar is divided in two groups of municipalities with national prefixes, the eastern side being known as the "Bosniak"-side and the western side known as the "Croatian" side. These two groups decided on very different approaches to rebuilding the city. On the eastern side they decided primarily on reconstruction of infrastructure as well as housing stock, whilst the western side thought that the need for reconstruction was limited and therefore focused on new constructions. (Pašić, 2005)

From 1994 until 2004, there was a project called "Mostar 2004 program". As mentioned earlier this was a ten-year project where several workshops were held, with architects and students from 31 countries. The first two workshops were held in Istanbul - Turkey, (1994-1995) but the other ones were organized during the summer months, in Bosnia-Herzegovina. The focus during these workshops was the "preservation of heritage". This project was led by the architect Amir Pašić, and was also the project that led to the reconstruction of "Stari Most", the most known and dearest construction to the locals. (Pašić, 2005)

After this period, the divide between the eastern and western side has been more visible through the architecture, as the western side consists of newer bank-buildings and shopping malls and the eastern side has far more traditional buildings and structures.



Figure 23: Santic Street during and after the war of 92-95. Source: (Cidom, 2017.)



Figure 24.: Pictures from Lucki Most and the Hotel Bristol (to the right on each photo) during and after the war of 92-95. (Cidom, 2017.)



Figure 25: Pictures from the main "entrance" to the old town, just before the old bridge, during and after the war of 92-95. (Cidom, 2017.)

### 2004 – 2017 The current situation and possibilities in the future

As of 2004, there has been a restoration process happening, and several buildings that were destroyed during the war have slowly but surely been rebuilt, and/or the plots have been repurposed. (Turizam.mostar.ba, 2017)

An important structure which has been established during this time period is the mall "Mepas", which was finished sometime during 2012. This is currently the largest shopping mall in all of Bosnia-Herzegovina, with its 100.000m<sup>2</sup> scale. (Klix.ba, 2012)

Right next to this mall, there is an ongoing building process to establish a sports-hall, but this has been postponed due to lack of funds. However, according to the website "Nasa TV" the Croatian National Bank (HNZ) will take over as a guarantor of the project to ensure funding and seeing the project to its completion. This is because of the lack of a city council, which they mention to be "non-existent" at this point. This means that Mostar will be in debt to the HNZ, with a clause ensuring the return of this loan by the city of Mostar. (TV, N, 2017).

In regards to infrastructure the city of Mostar is currently working on rebuilding the water supply system, which has led to several streets in the centre being closed. However these are going to be remade once the changes have been implemented, meaning that the central roads will be up to today's standard, as well as ensuring a fresh look to the city centre.

Other than that it is visible that most of the development is spreading towards the west, probably because of these areas are easier for further development on in regards to the areas being flat, whilst the eastern areas have steep mountain areas which would prove to be costly. (See map on the right.)



Figure 26: The current division of Mostar in 2017, shows that the initial divide that was created during 1878-1918 has only continued to spread, possibly now being even more visible due to the difference in modern architecture vs the traditional constructions of the old town. However, there is reconstructive work being done on both sides, and even if the eastern side keeps a more traditional feel to its architecture, there are several modern structures here as well. Map background by (Mostargis.ba, 2017), photographs by (Brkan, 2017).

# GRID DEVELOPMENT (CITY CENTRE)

1881

1918

1990

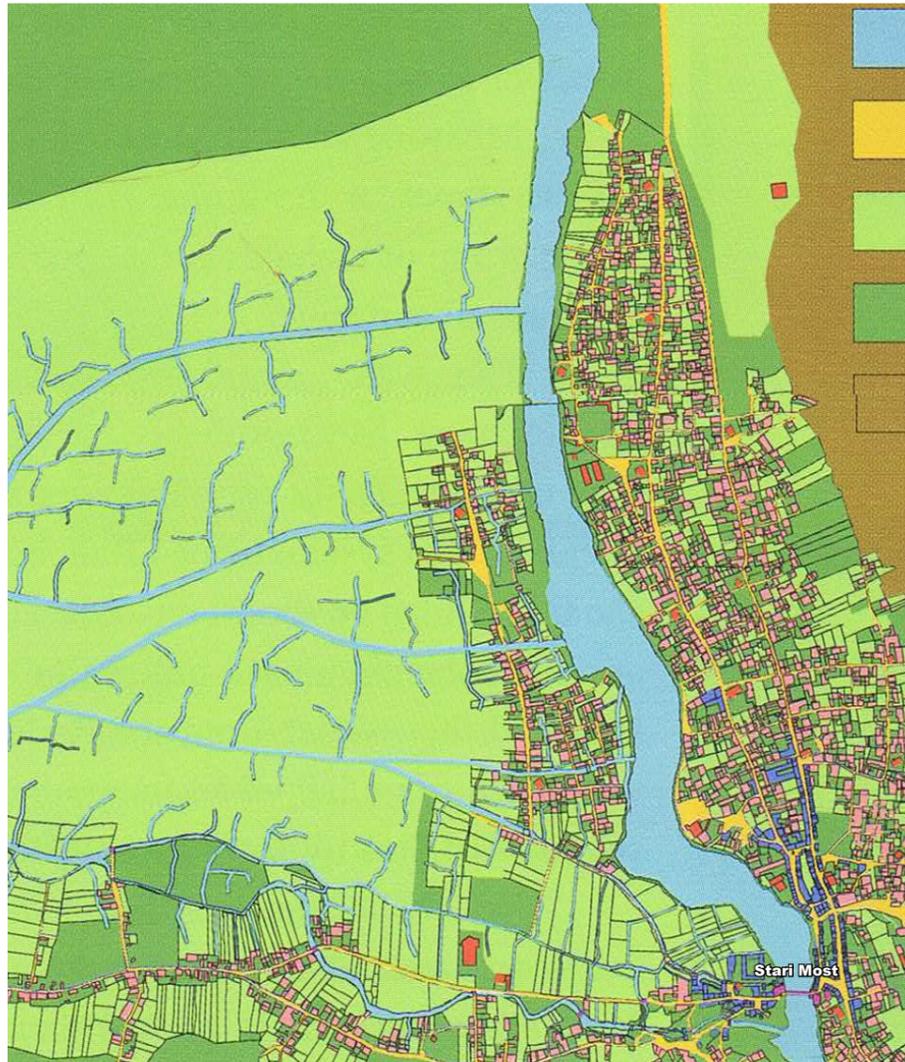


Figure 27: Mostar in 1881 (Pašić, 2005)

During this time period, Mostar was in the midst of creating a new city centre, which was the decision of the then Ottoman leadership. Here we see the western part of the city, where they established a new train station with the railroad going through the centre of the city.

It is very visible that the new constructions were focused around this new railroad whilst houses were spread through the new gridlike-structure on the far west towards the rondo square.

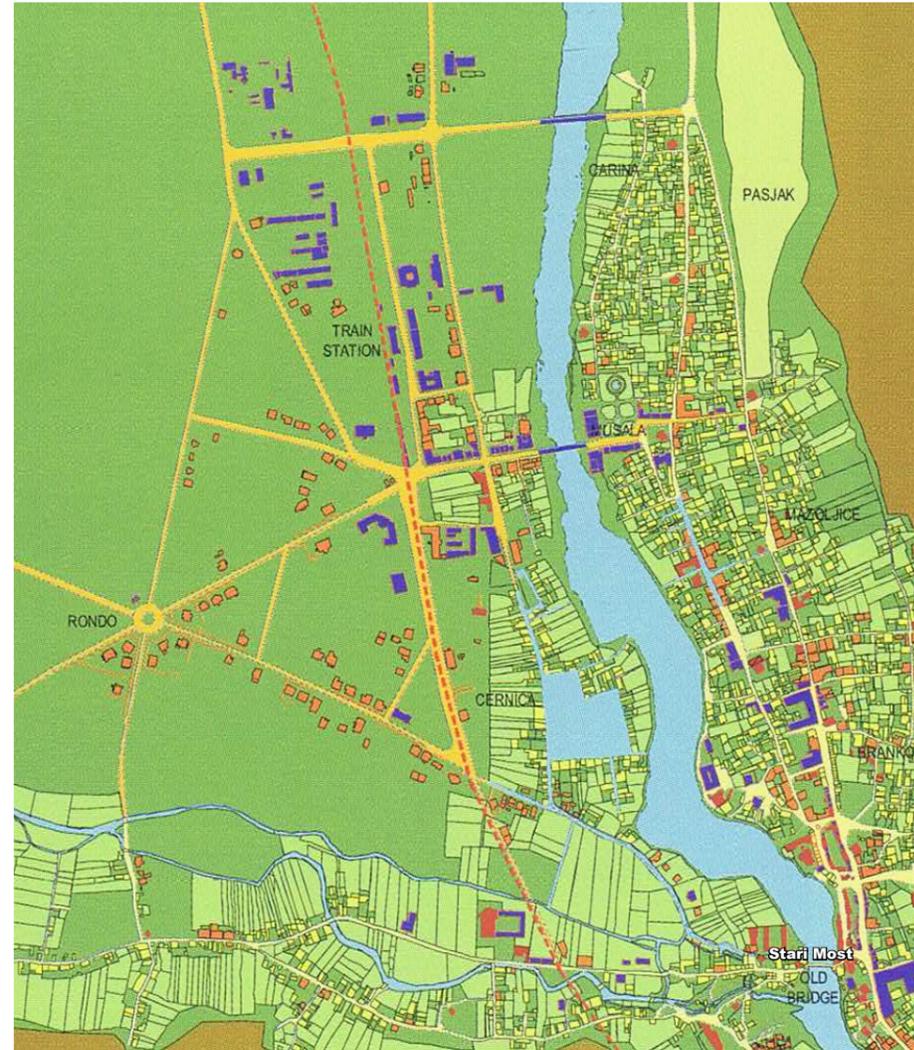


Figure 28: Mostar in 1918 (Pašić, 2005)

In the next "step" of evolution, the grid evolved with several new streets being established in what was then known as the "new city centre". As well as several new bridges being created, ensuring a better connection between the two city sides.

This setup also shows that the newer development is focusing on changing the density-problems which can be seen on the eastern side of Mostar, with several houses crammed together and an abundance of narrow streets in between these.

"The new city centre" established in the early 1900s is still what is considered to be the city centre by locals. Mostar has continued following the same asymmetrical grid structure. However, due to the war of 92-95 several important structures in the

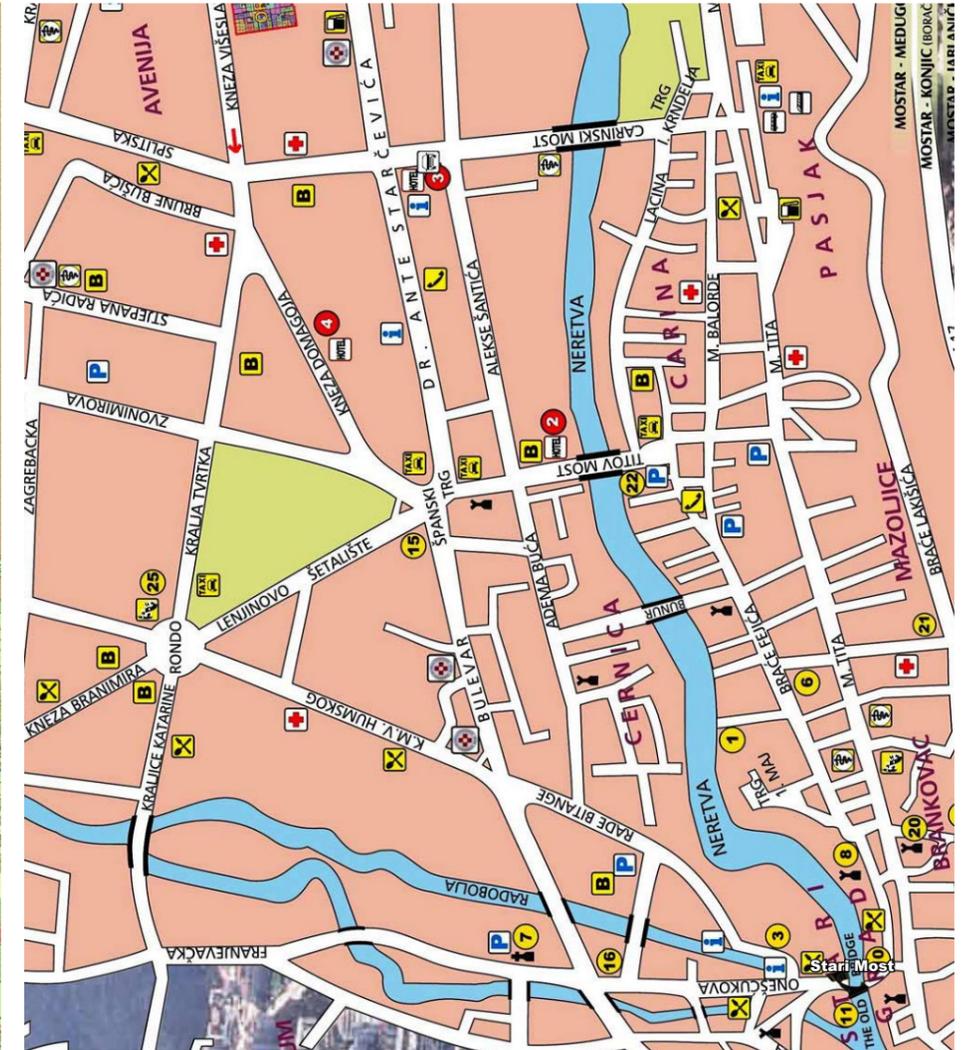


Figure 29: Mostar in 1990 (Istambuls.wordpress.com, 2017)

city centre are now barren lands with no particular uses, making the city centre very "bottom heavy".

Since the old railway station was destroyed during war, and the railroad has been replaced with regular roads, this has changed the structure of the city by creating more space for pedestrians, and moving a lot of traffic to the eastern side where the new station is situated.

The grid that is currently present in Mostar is what is known as an "deformed" grid pattern, which is known by its irregularities. (Carmona et al., 2010)

### **The morphological development of Mostar:**

When discussing morphologic studies, one looks at how a city has transformed, how certain structures have remained throughout time and how past decisions are still to be seen in the cityscape. (Børrud & Røsnes, 2016.)

These changes will be discussed in the site analysis (chapter three, p.34), as the chosen plot for the thesis will be analyzed in terms of how it has evolved throughout the years

In Mostar, this is obvious with the chosen city development, as the connection with the old bridge has remained as one of the most important places in the city. As its prior use was purely for getting from point a to b in the ottoman times, focusing on trade, it is today a important symbol for Mostar as a whole.

Børrud & Røsnes (2016) mention how every decision made, whether it be economical or in the form of which land use has been made, it leaves a mark which can be read through cityscape.

These changes will be noted throughout the thesis, as a basis for further project evaluations.

### 2.1.2 Street art is bringing color back to the streets

A less "traditional" sense of rebuilding the city has been done by several street-artists that for a couple of years now have arranged a festival in Mostar called the "Street Arts Festival - Mostar" where artists from all over the world travel to Mostar and take part in changing war-damaged constructions. (Euronews, 2017)

*"My personal belief is that Šantić street is ideal to become a mural street. It used to be a division line during the war. And now, just when you meet with the people who are still living there, you see how hard our reality is. But you can't live in the past, you need to live now. Of course, you have to understand suffering of others, but we have to continue with our lives," - Mimoza (Euronews, 2017)*

The previously war-destroyed buildings which left the town looking glum, is now the fresh canvas for several artists which have brought a new look to the City with their vibrant imagery. In addition to creating a new use of these broken down buildings, they have changed the atmosphere of the city in a way, creating artwork wherever you look instead of looking at destruction which would usually bring sad memories of what had happened. (Euronews, 2017)

There is especially one building in particular which has gained the attention of the street-artists, and that is the former "Staklena Banka" (translation: Glass Bank). This structure was destroyed during the war, leaving it with its "skeleton", and was a very popular sniper-spot during the war. Due to its negative connotation, street-artists have chosen to take over the building in their own way, making sure that every floor is covered from "top-to-toe" with different artwork, and ensuring it to be a creative space rather than a glum unused space. (Euronews, 2017)



Figure 30: An example of how some walls in Mostar have been tagged. (Brkan, 2017)



Figure 31: The previous vandalism has been replaced with artwork done by Claudio Nunez. (Brkan, 2017)



Figure 32: An example of how some walls in Mostar have been tagged. (Brkan, 2017)



Figure 33: Graffiti somewhere around the city centre. (Brkan, 2017)



Figure 34: OKC abrašević logo. (Brkan, 2017)



Figure 35: The old train station. (Brkan, 2017)

## 2.2 The city council - A lack of agreement

To understand how the planning system works in Mostar, it is important to explain the duty of the City Council, as they are responsible for overseeing the work of the City Administration and the Mayor. (Vijece.mostar.ba, 2017)

The Council consists of 35 councilors. Each of them is a citizens representative. The City Council is unicameral, which means that the council consists of one parliamentary chamber. In addition to the 35 councilors, there is a president and two deputies, and they can not be from the same constituent peoples. (Vijece.mostar.ba, 2017)

The Council decided on important issues regarding the urban plan, amendments to the Statute, the budget and how it will be executed, naming of streets, squares, bridges...as well as other issues established by the Statute. (Vijece.mostar.ba, 2017)

### 2.2.1 How is the council divided?

As previously mentioned the Council consists of 35 councilors. Here there are six different parties. The party of democratic action, the croatian democratic community, national party of improvement work, the socialdemocratic party, the croatian democratic community of 1990, the party of Bosnia Hercegovina and last but not least the independent councilors. (Vijece.mostar.ba, 2017)

### 2.2.2 What are they in charge of in regards to planning?

A very important task that the city council has is to ensure finances for projects around town. They work as the guarantor for architectural projects.

In addition, they are the one that grant the approval for someone to make a regulatory plan for Mostar. In a way, this ensures them a monopol over the planning decisions that happen, since they have the final word on who will be allowed.

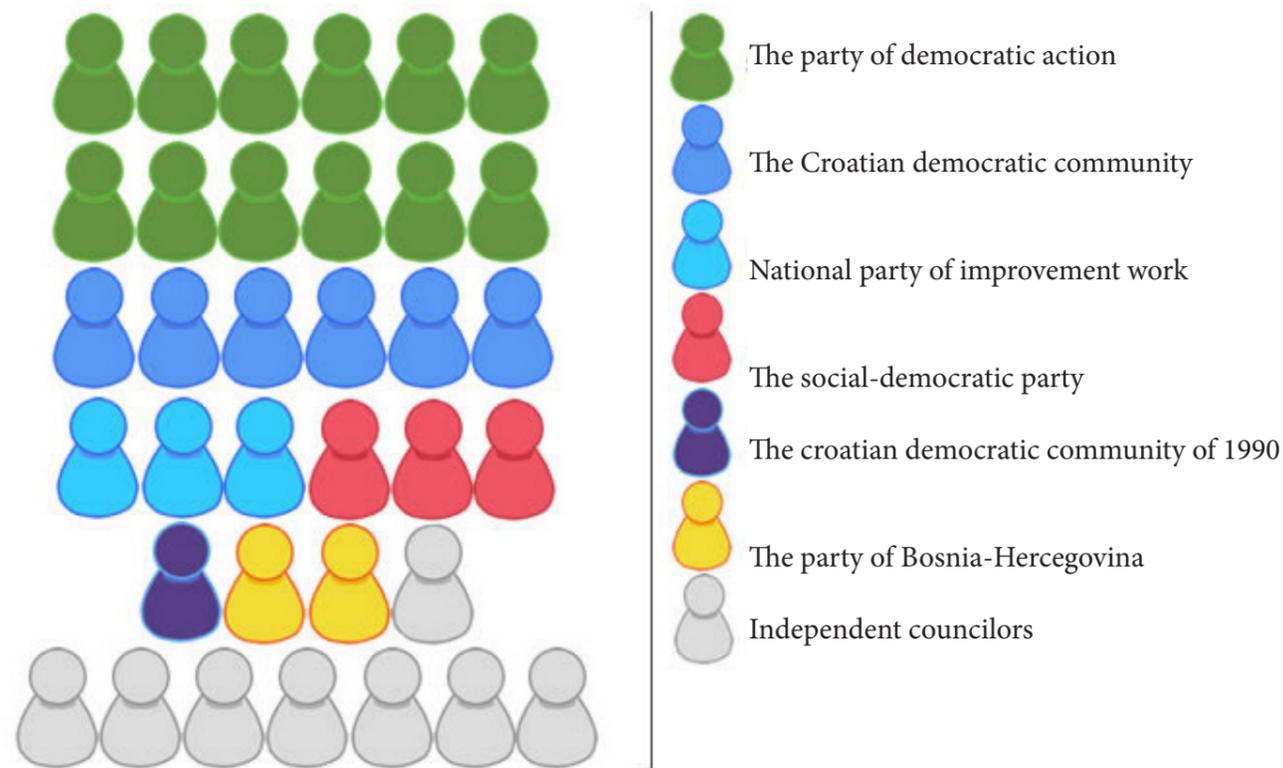


Figure 36: An illustration from the City Council website (Vijece.ba, 2017) portraying how the council is divided. Translated by: (Brkan, 2017)

### 2.2.3 Difficulty agreeing

Such a council consisting of both croatians and bosnian raises the possibility of a conflict during decisions, especially in regards to the division which was created during the war which is still "seen" in the cityscape. (Vijece.mostar.ba, 2017)

The council had its last meeting in 2012 according to their website "Gradsko Vijece" (City Council). (Vijece.mostar.ba, 2017)

### 2.2.4 Non-existent city council

Several instances have reported a lack of or a nonexistent city council:

"Bearing in mind that the City Council does not function and can not continue the practice of non-transparent conduct..." - Vice president of the city committee, Rijad Durkic (Fokus.ba, 2017)

"The city has not formed a city council..." - Speaker of the HNZ assembly, Serif Spago. (TV, N, 2017).

### 2.2.5 How can the current situation affect cityplanning processes

This sort of behaviour can have several negative effects both on the planning processes and on the mentality of inhabitants in Mostar.

As seen in the case with the sports hall (page 20) the lack of a city council made the whole process halt due to no one being able to conduct the work and agreements needed to ensure the project finalization. If it had not been for the county stepping up and making a deal with the Croatian Bank this area would probably be left as a "work in progress" for several years to come.

In regards to the inhabitants reaction, this can be demotivating because they surely expect the politicians to be "their voice" and not seeing any progress in the city could lead them to believe that nothing is happening to the city they love so much. Also it can form a feeling of "helplessness" as the city council managed so many aspects of what happens in Mostar, that if they cant agree, everything is put to a halt.

## 2.3 The planning process in Mostar

As mentioned in the previous part, Mostar's city council has not met since 2012, and this leads to several negative possibilities. It is therefore important to understand how the system works to be able to understand how one can solve these conflicts if they were to occur.

### 2.3.1 The city council has a "monopoly" on zoning plans?

One may ask "who decides" on what is going to get built and where, and the answer to that question is that it is the city council. However, if they are not able to decide on the matter for some reason, such as an ongoing conflict where the council members refuse to meet.

In this case, the deciding power goes to the county. However, if it were indeed the conflict between the two "sides" that were the issue for the council, then this might repeat itself in the county as the 50/50 division between Croatian members and Bosnian members is the same here as well. If that were to happen, the last line of power to be the deciding actor would be the parliament. (Fmpu.gov.ba, 2017)

### 2.3.2 Can anyone suggest plans?

This part of the process works quite differently in Mostar than in other places. If it were in Norway, any developer or private firm could make suggestions for the zoning plan and hand it over to the deciding powers.

However, in Mostar, according to the law on spatial planning and land use at the level of the Federation of Bosnia and Herzegovina, only *chosen* individuals may make suggestions for the zoning plan and then send it off for approval to the city council/county/parliament. (Fmpu.gov.ba, 2017)

### 2.3.3 Who are the "chosen ones"?

Article 24 in the law on spatial planning and land use, mentions that: **"To create a plan, the holder for the preparation of the document is appointed."** (Fmpu.gov.ba, 2017)

And what are criteria to become an "appointed holder"?

The criteria listed on their page include:

- *Professional qualifications*
- *A necessary number of qualified people*
- *Technical equipment for performing these tasks*
- *Planning documents that can be developed are spatial and urban plans as well as detailed planning documents"*

(Fmpu.gov.ba, 2017) (Translated: Brkan, 2017)

### 2.3.4 The plan definitions

To avoid confusion, it is important to explain the definition of these three plan-types that are mentioned. These are mentioned in article 6 in the law on spatial planning and land use.

The different types of planning documents are:

#### 1) Spatial plans

- *Spatial plans for the federation of BiH*
- *Spatial plans for the county*
- *Spatial plans of areas that are especially marked*
- *Spatial plans for the municipality (with an exception of municipalities that are included in the geodesy of the cities Mostar & Sarajevo.)*

#### 2) Urban plans

#### 3) Detailed planning documents

- *Zoning plans*
- *Urban projects*

(Fmpu.gov.ba, 2017) (Translated: Brkan, 2017)

## The power structure in BiH

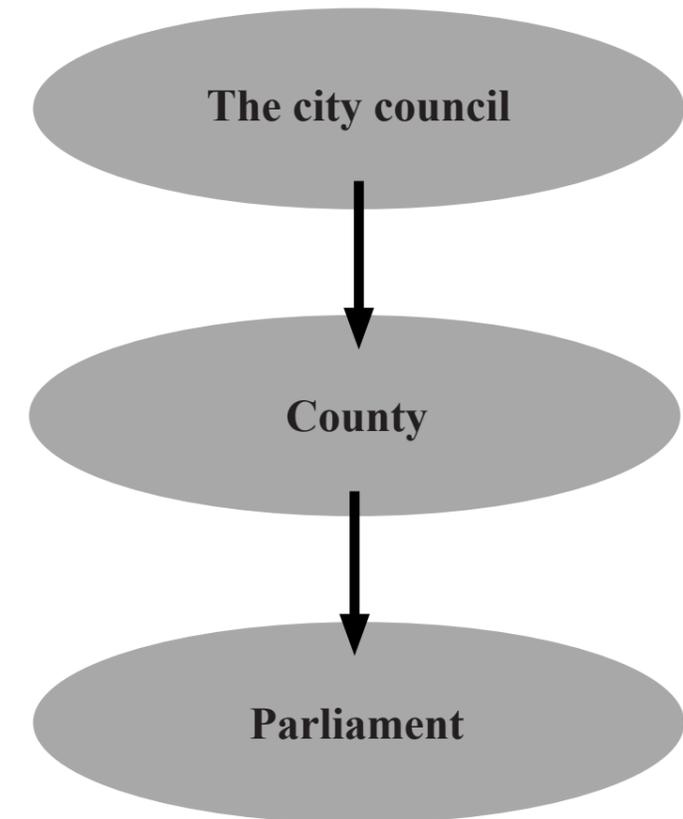


Figure 37: The power structure in Bosnia-Herzegovina. If a planning decision cannot be made by the city council, the decision would be passed on to the county. However, if they also can't make a decision, the final step of power would be the Parliament. (Brkan, 2017)

## 2.4 Population growth & diversity changes

As mentioned previously, the inhabitants in Mostar are a mixture of primarily bosniaks (bosnian-muslims), croatians, and serbians.

Through the eight time periods mentioned in chapter 1, (p. 15-21) there have been several spikes in the population number. Something that is very interesting is that the amount of serbs, croats and bosnians was virtually the same during the early years, as seen in fig. 39, 40, and , 41. (Pašić, 2005)

During the reign of Josip Tito, whilst Bosnia-Hercegovina was a part of the then country "Yugoslavia", there is shown a large amount of people considering themselves to be "Yugoslavians" as seen in the graph from 1981 (fig. 40), where this percentage had reached 23% in great contrast to the situation merely ten years prior where the same group had a following of 5%. (Pašić, 2005)

However, after the split from Yugoslavia, there was a sudden drop in people regarding themselves to be "Yugoslavians", as seen in fig. 41. Here the amount has dropped to 15%. However, numbers from the later years, show that there was still a significant number of people regarding themselves as "Yugoslavians" even after the country was no longer a part of Yugoslavia. This could be interpreted as a "message" from locals as to say that they would not partake in the sudden "divide" brought between them and their fellow countrymen. (Pašić, 2005)

1895	City	6.946	3.353	3.877		194
1910	District	14235	41583	10443	-	357
	City	7212	4307	4518		355
1921	County	61349	114087	98848	-	714
	City	8009	4835	5102	-	230
1931	Canton	17400	52869	12730	-	191
	City	8844	5764	5502	-	185
1953	Canton	-	36123	16725	18375	1016
	City	-	11053	10630	9018	979
1961	Municipality	53690	178372	104499	25453	3517
	City	10513	27264	21220	12131	1274
1971	Municipality	33645	32782	19076	2329	1748
	City	19244	14448	10450	2172	902
1981	Municipality	34247	36937	20271	16509	2423
	City	18414	17621	11353	14211	1828
1991	Municipality	43856	43077	23846	12768	3121
	City	25929	21795	14142	11555	2444

Figure 38: A table showing the development of population numbers in Mostar, both as a city and municipality. Taken from the book "Celebrating Mostar" by Amir Pasic. Source: (Pašić, 2005)

After all, they had lived beside one another for so many years, only to suddenly be categorized as one or the other.

In 2013 there were primarily croats in Mostar with a total of 51.216. Bosniaks were the second group with 46.752 total, and serbs were the smallest group with only 4.421 total. (Jukic,2013)

Not declared: 1.312, other 1.910, No answer 186 (Jukic,2013)

There have been no such documents to be found since 2013, so these are the final numbers that are known which comment on the amount of different nationalities in Mostar.

**1971**

In total: 47 216  
 Bosniaks: 19 244  
 Croatians: 14 448  
 Serbs: 10 450  
 Yugoslavians: 2 172  
 Others: 619  
 Montenegrins: 413  
 Slovenians: 218  
 Albanians: 114  
 Macedonians: 123  
 Romanians: 1

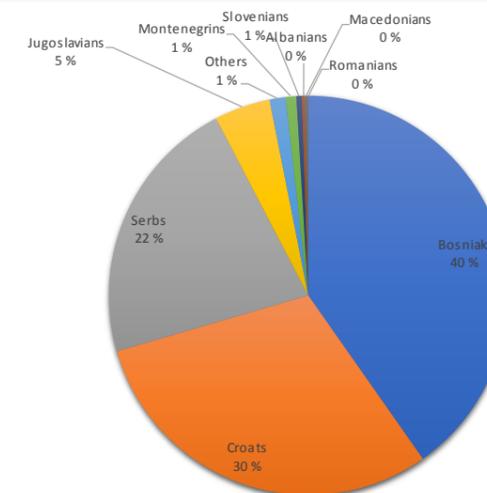


Figure 39: Diversity status 1971(Pašić, 2005)

**1981**

In total: 63 427  
 Bosniaks: 18 414  
 Croatians: 17 621  
 Serbs: 11 353  
 Yugoslavians: 14 732  
 Others: 452  
 Montenegrins: 400  
 Slovenians: 154  
 Albanians: 118  
 Macedonians: 102  
 Romanians: 81

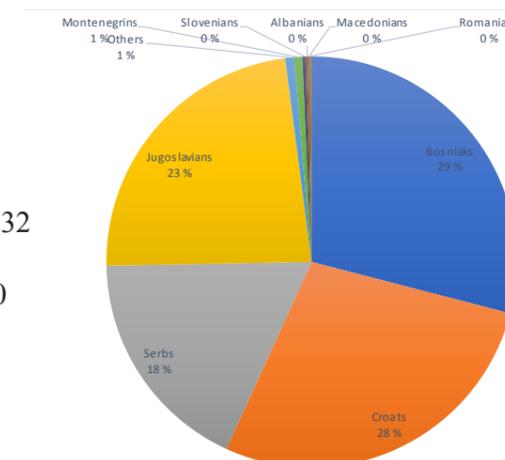


Figure 40: Diversity status 1981(Pašić, 2005)

**1991**

In total: 75 865  
 Bosniaks: 25 929  
 Croatians: 21 795  
 Serbs: 14 142  
 Yugoslavians: 11 555  
 Others: 2 444  
 Montenegrins: -  
 Slovenians: -  
 Albanians: -  
 Macedonians: -

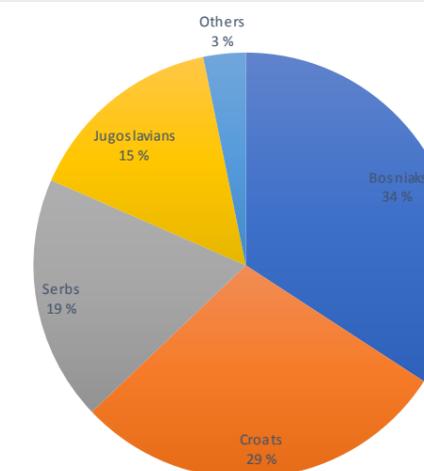


Figure 41: Diversity status 1991(Pašić, 2005)

## 2.5 Tourism analysis

Mostar is very well known for Stari Most (The old bridge), but has several other cultural experiences to offer. During my excursion to Mostar, i decided to walk over to the old town to see with my own eyes, what they had to offer.

There are three main attractions that caught my eye:

### Copper artwork:

There are many different versions of this artform, as you can see on the pictures to the right. These items are found "everywhere" you turn in the old town, and lucky enough as I was i got to see one of them in the making. See fig nr. 48. It is apparent that this form of art has been going on for generations, and the fact that almost every item is handmade by the salesmen themselves is extraordinary.

### Paintings:

Another artform which was very apparent whilst walking through the old town was the art of painting. There were several galleries throughout the area, and most of them seemingly focused on the tourist favorite: the old bridge, "stari most".

### Architecture:

Last but not least, it is obvious that many are travelling to Mostar due to its historic heritage, with its beautiful and quite diverse architecture. The main attraction that gathers tourists is the old bridge "stari most", see fig. nr. 50.

### Copper artwork



Figure 42: Copper plates made by a local artist in Mostar. (Brkan, 2017)



Figure 45: A selection of art made from copper by a local artist in Mostar. (Brkan, 2017)



Figure 48: An ongoing project which shows how the copper artwork is made by using a hammer and a nail to imprint the copper. Brkan, 2017)

### Paintings & souvenirs



Figure 43: A tourist shop which sells different souvenirs. There is an abundance of them in the old town. (Brkan, 2017)



Figure 46: The main walkway through the old town towards the old bridge seen on the right. (Brkan, 2017)



Figure 49: Inside on of the art galleries in the Old Town, as you can see, the main motive is usually the old bridge, which is loved by both tourists and locals. (Brkan, 2017)

### Architecture



Figure 44: A structure in the old town. (Brkan, 2017)



Figure 47: Stone structures in the Old Town. (Brkan, 2017)



Figure 50: "Stari Most" (The old bridge), the most popular tourist destination in Mostar, which is heavily photographed by visitors. (Brkan, 2017)

## Hotels/Motels/Apartments



Figure 51: The Neretva hotel, one of many hotels in Mostar. (Brkan, 2017)



Figure 52: Motels and hostels such as this one are found everywhere you turn around in Mostar. Source: (Brkan, 2017)



Figure 53: There are also private apartments that one can rent, all around Mostar. Source: (Brkan, 2017)

### Hotels/Motels/Apartments:

The abundance of hotels, motels, and apartments one can rent in the city are making it very obvious that this is a tourism focused city.

The hotels have taken over many prime spots in the centre of Mostar, and there are many hostels and apartment buildings for rent close to the old city.

### 3.6.2 What are the expectations for Mostar for 2021?

The ministry of Trade, Tourism and Environmental Protection (HNK/Z) has deducted a analysis of the situation in Mostar in regards to tourism and where they want to get in the timeperiod of 2011-2021.

They have four strategic goals which they think will aid them in reaching their vision (see fig. 54), as strategy three "development of the private and public partnerships in the tourism sector", is most relevant to my study, i will go further into it on page 30.

## Strategic goals & the vision for Mostar 2021

The vision set by the Ministry of Trade, Tourism and Environmental Protection HNZ is that :

*"HNK/Z will by 2021 be the most wanted destination five days of the week, in south-western europe."*

To achieve this vision, they have set four strategic goals:

1. Develop a multideestination offer
2. Create new "stars" (new tourist offers)
3. Development of the private and public partnerships in the tourism sector.
4. Focus on professionalism and standardisation within the tourism sector.

Figure 54: A figure made by the Ministry of Trade, Tourism and Enviromental Protection HNZ, showing the strategic goals for mostar as well as the main vision they want to reach by 2021.

Source: (Ministarstvo trgovine, turizma i zastite okolista HNK/Z, p. 10 , 2017). Translated by: (Brkan,2017)

## SWOT analysis Mostar

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>- A rich cultural-historical heritage</li> <li>- Important and unique tourist destination</li> <li>- Recognition in the world</li> <li>- UNESCO city</li> <li>- The center of hercegovina</li> <li>- The vicinity of the adriatic coast</li> <li>- Natural beauty around Mostar</li> <li>- Tradition of tourist activity</li> <li>- Existence of a certain tourist infrastructure</li> <li>- Mostar wine-growing and tourist infrastructure</li> <li>- Mostar Airport</li> </ul>	<ul style="list-style-type: none"> <li>- Inadequate traffic infrastructure</li> <li>- Insufficiently developed tourism infrastructure</li> <li>- Insufficient instituionalization of work tourism</li> <li>- Excursion character of tourism in Mostar (short tourist stay period)</li> <li>- The quality of the accomodation capacities is inadequate</li> <li>- Lack of caravan parks</li> <li>- Insufficient enviromental cleanliness</li> <li>- Insufficient investment in tourism</li> <li>- Inadequate stimulation of tourist development activities</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>- Conneting Mostar with the VC corridor</li> <li>- Establishing the airport Mostar</li> <li>- Strong domestic demand in Mostar</li> <li>- High workforce potential</li> <li>- Development of the MSP sector</li> </ul>	<ul style="list-style-type: none"> <li>- Unsecured cultural, historical and natural heritage</li> <li>- Long duration of the hotal privatization process</li> </ul>

Figure 55: A figure made by the Ministry of Trade, Tourism and Enviromental Protection HNZ, showing a swot analysis of Mostar. Source: (Ministarstvo trgovine, turizma i zastite okolista HNK/Z,p.31 ,2017). Translated by: (Brkan,2017)

### Strategic goal 3

#### Create new "stars" (Tourist offers in HNK/Ž)

"Infrastructure primary destinations have been developed and the tourist communities in HNK / Ž can not afford dadoprines

Faster tourism development can be achieved in new destinations that are not yet actual;

Tourists from the region and the world who have already visited HNK / Ž are more likely to return to explore new sites than to visit old ones;

A certain number of tourists from the region and even the world, who will visit the HNK / Ž for the first time, will do so because of the attractiveness of new tourist destinations that satisfy their special interests and curiosity." (Ministarstvo trgovine, turizma i zastite okolista HNK/Z, pp.49 ,2017).

#### How to achieve this goal

"As part of the a forementioned Infrastructure Investment Plan, priority is given to investing in infrastructure in the new attractiveness of tourism;

To allocate annual funds in the budget of the Canton for investments in tourist infrastructure of new tourist destinations;

Identify funds for financing small-scale infrastructure through international donor organizations and projects;

Provide benefits to the private sector to develop a tourist offer at new locations, in the type of financial stimulus.

Facilitate the establishment and performance of tourism activities by the private sector."

(Ministarstvo trgovine, turizma i zastite okolista HNK/Z, pp.51 ,2017).

#### Expected results

"Starting public works to ensure infrastructure that is important for tourism.

Ensuring benefits for the private sector for investment." (Ministarstvo trgovine, turizma i zastite okolista HNK/Z, pp. 51 ,2017).

### 3.6.3 Creating new stars:

As this thesis focuses on creating a new use for a chosen plot centrally in Mostar, this opens up the perfect opportunity to create a usage which would cater to the wishes of the Ministry of Trade, Tourism, and Environmental Protection HNZ.

They mention in their analysis under the point "how to achieve this goal" (fig 56) that they have a plan to invest in infrastructure that would heighten the attractiveness of tourism, which again would be ideal for the feasibility study. If one were to create a large scale structure meant for tourist purposes, one could try to achieve funding based on this investment plan to realise the project.

They also mention that they could provide benefits to the private sector if they were to develop such functions, to sway them into going through with these kinds of plans.

Once the city council were to choose new members, these points could be used to persuade them into wanting to try out tourist based function centrally in Mostar, if they were to get help funding the project.

Figure 56: The third strategic goal of the Ministry of Trade, Tourism and Environmental Protection HNZ. All of these points have been discussed in their PDF about strategies for spreading tourism in the HNK/Z. They have been translated and summarized by me, but all of the rights belong to: (Ministarstvo trgovine, turizma i zastite okolista HNK/Z, pp.48-51 ,2017). Translated by: (Brkan, 2017)

## 2.6 Market analysis

### Demographics:

As previously mentioned under point 2.4 (p.27) about the population growth and diversity changes, we see that Mostar is a city which has a continuously large growth each decade.

From the early seventies where there were about 47 216 inhabitants to today's 113 169, we see that the population has grown to more than double the amount during the last forty years. (BHAS, 2013)

### Age distribution:

As seen on fig nr. 57 it is noticeable that the age distribution is quite similar throughout all age groups. The largest group is the age group of 50-54 with 8226 total. However, it is obvious that the divide between all age groups is very similar, with the biggest drop at 85+ with a total amount of a mere 1152. (Jukić, 2013)

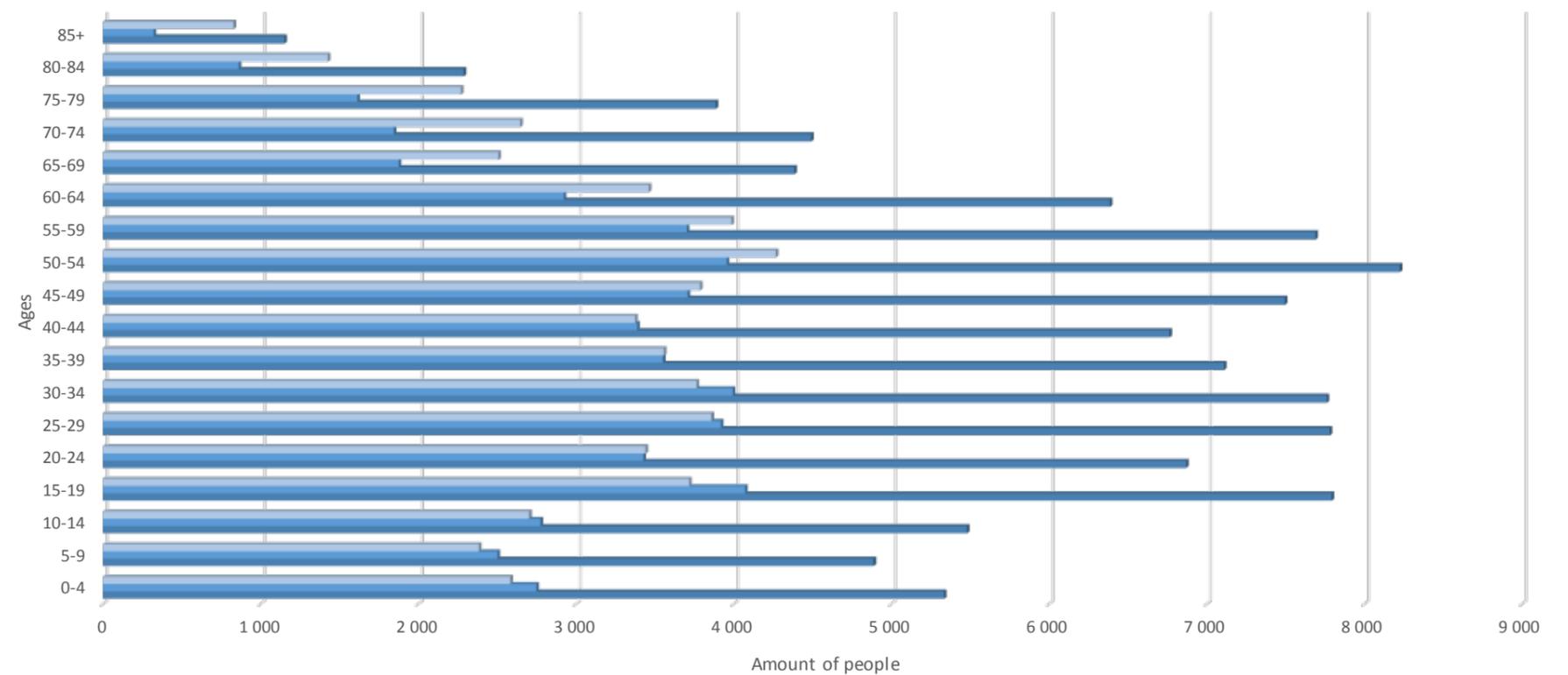
To simplify these numbers, we can view fig. 58. Here I have grouped the age distribution into smaller groups, as well as only focused on the total amount of people in these age groups instead of dividing them by gender.

Here it is obvious that the age group of 20-44 is the largest, making the largest group in Mostar the younger generations. (Jukić, 2013). It is now very visible that the age range from 80-85+ is the smallest in Mostar.

### Average amount of household members:

As seen on fig. 59, the most common form amount of household members in Mostar is two. The second most common are households with one, three and four household members. (Jukić, 2013)

Age distribution in Mostar



	0-4	5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85+
F	2585	2386	2704	3719	3442	3860	3766	3558	3376	3788	4268	3988	3463	2509	2647	2272	1427	829
M	2750	2503	2777	4074	3429	3921	3996	3553	3389	3709	3958	3703	2924	1877	1846	1615	863	323
Total	5335	4889	5481	7793	6871	7781	7762	7111	6765	7497	8226	7691	6387	4386	4493	3887	2290	1152

Figure 57: Age distribution in Mostar, divided by gender. The groups are divided so that there are five years between each age group. (Jukić, 2013)

Age distribution, simplified

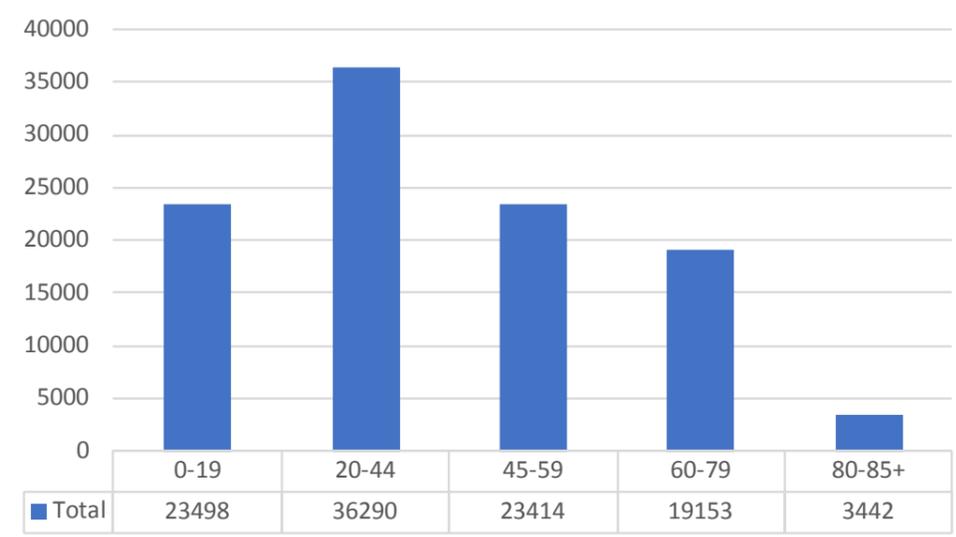


Figure 58: A simplified version of fig. 57. This focuses on the total amount in each age group, where the divide is about 20 years per age group. (Jukić, 2013)

Amount of household members

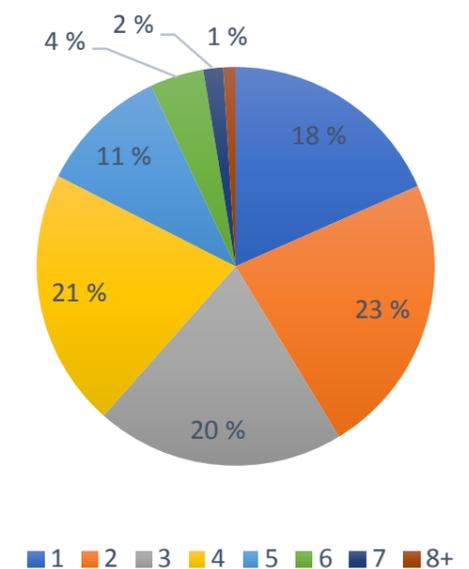


Figure 59: The amount of members in a household in Mostar. (Jukić, 2013)

## Housing market:

### Who buys apartments in Mostar?

According to a newspaper article by Bljesak.info (2015) there are several new apartment buildings being constructed in Mostar, but the pricing ranges from 2000 to 2300 KM per m<sup>2</sup>. To buy a apartment of about 40m<sup>2</sup> in Mostar you have to give about 100.000 KM, which is impossible for most young married couples.

The article continues to note that most inhabitants in mostar, especially these young couples have a hard time finding a place of their own. According to the journalist, no help is offered by the state either in form of loans or by promoting housing. (Bljesak.info, 2015)

This in turn results in young couples having to resort to either living with their parents or renting apartments. (Bljesak.info, 2015)

### Housing prices:

According to the institute for statistics of FBiH, the average amount of new dwellings in other municipalities than Sarajevo are 57, where the total average useful floor area m<sup>2</sup> is about 2728m<sup>2</sup>. (Fzs.ba, 2017)

The average price per 1m<sup>2</sup> in KM is in total 1395,7KM. This total can be divided into three factions:

**”1. Building land: 92,5 KM per 1m<sup>2</sup>**

**2. Construction cost and profit margin :949,0 KM per 1m<sup>2</sup>**

**3. Other costs and VAT: 354,2KM per 1m<sup>2</sup>”** - Fzs.ba (2017, cijene prodatih novih stanovi, 1st quarter 2017, p. 2)

These numbers show that since 2016 there has been a growth of 21,7% more sold dwellings. And if one compares the current number with the standings in early 2016 (the first quarter), there has been a growth of 55,4%. (Fzs.ba, 2017)

### The need for apartments in Mostar:

An article by Jabuka.tv (2017) mentions that there is a dire need for apartments in Mostar at the moment but that the need isn't being met. They suggest that people could buy apartments and then rent them out to students to pay off the apartments within a 10-15 year span.

They mention that the real estate agencies have stated that the biggest need is shown for one and two room apartments of 50-70m<sup>2</sup> size. According to their sources, the most sold price range of apartments is those of up to 120000 convertible mark (KM). (Jabuka.tv, 2017)

The cost of sold new apartments

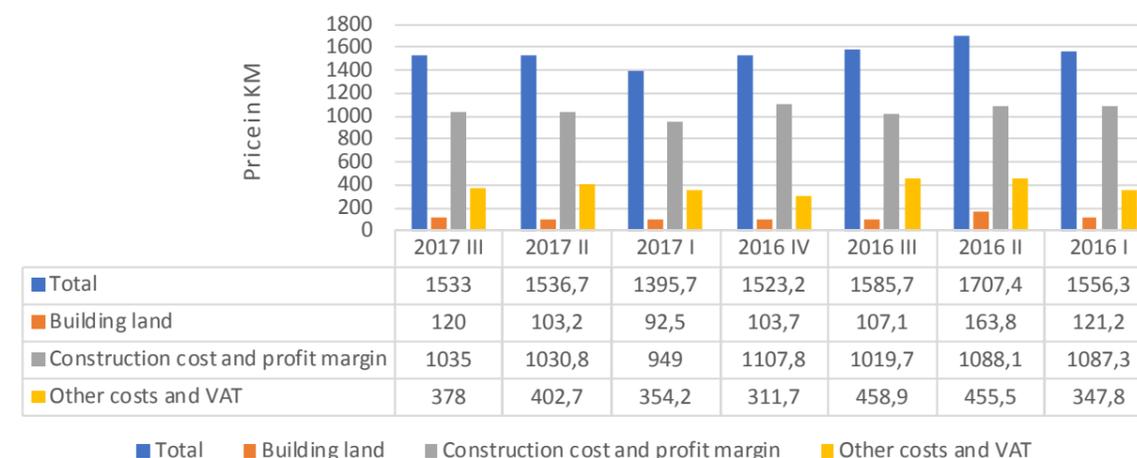


Figure 60: A figure showing the cost of apartments that were sold throughout 2017 and 2016. From the files: Cijene prodatih novih stanova” 1-4 quarter of 2016- 1-3 quarter of 2017 (Fzs.ba,2017)

Useful floor area in the newly sold apartments

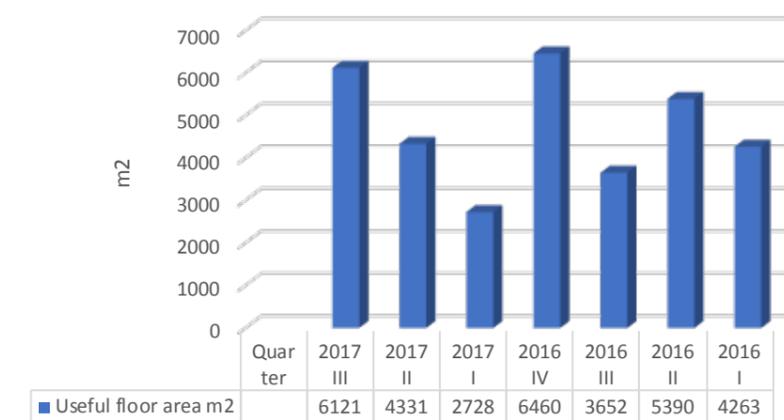


Figure 61: A figure showing the total amount of useful floor area in the apartments that were sold during 2017-2016. From the files: Cijene prodatih novih stanova” 1-4 quarter of 2016- 1-3 quarter of 2017 (Fzs.ba, 2017)

Amount of apartments sold

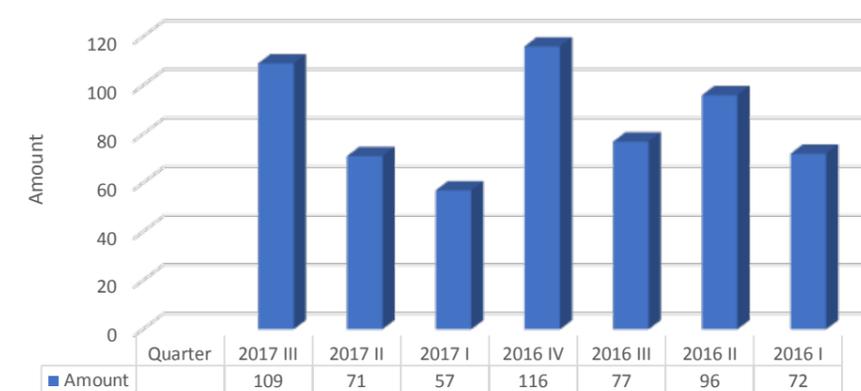


Figure 62: This shows the total amount of apartments that were sold throughout 2017-2016. From the files: Cijene prodatih novih stanova” 1-4 quarter of 2016- 1-3 quarter of 2017 (Fzs.ba, 2017)

### How are dwellings used?

According to the report made by the BHAS in 2013 (Jukic,2013) , the amount of dwellings that are primarily used as they are intended (for dwelling) is 33.082. This is also most common usage. See fig. 64, for further information.

The least common usage of dwellings is using them for agricultural purposes during the appropriate seasons.

However, it is important to note that the second most common situation for dwellings in Mostar is that they are vacant. According to the report done by BHAS (Jukic,2013), there are as many as 10.157 vacant dwellings in Mostar.

This large number is possibly due to the damages that were done during the war, where several structures were destroyed. There is an abundance of damaged apartment buildings in the cityscape. Or simply it might also be abandoned during the war.

### How many housing units per dwelling?

In Mostar, there is a total of 22.666 housing units. (Jukic, 2013)

The most common type of housing unit is the single dwelling. This is clearly above the rest with its 15.641 units, with over 10.000 more units than the second most common type of housing unit.

The least common housing units are those with 31-50 and 51 or more. This shows that there is a lack of larger scale apartment buildings in Mostar, with a primary focus on

### The different types of dwellings in Mostar:

As seen in fig. 65, the most common amount of rooms in a dwelling are three, two and four rooms. The least common type of dwelling are the ones with seven and eight rooms.

This is consistent to the numbers that mention the amount of household members in Mostar, where it was mentioned that the most common was households of 1-4 members total.

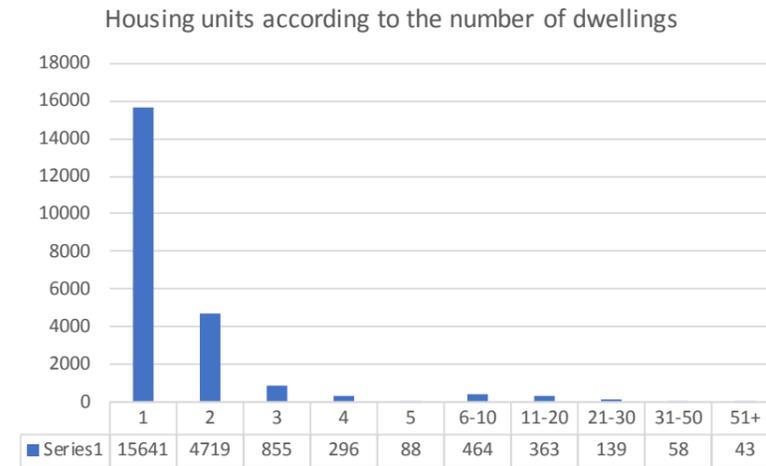


Figure 63: A figure showing the amount of housing units in accordance to the number of dwellings. This shows that the most common form of housing is the single unit. (Jukic,2013)

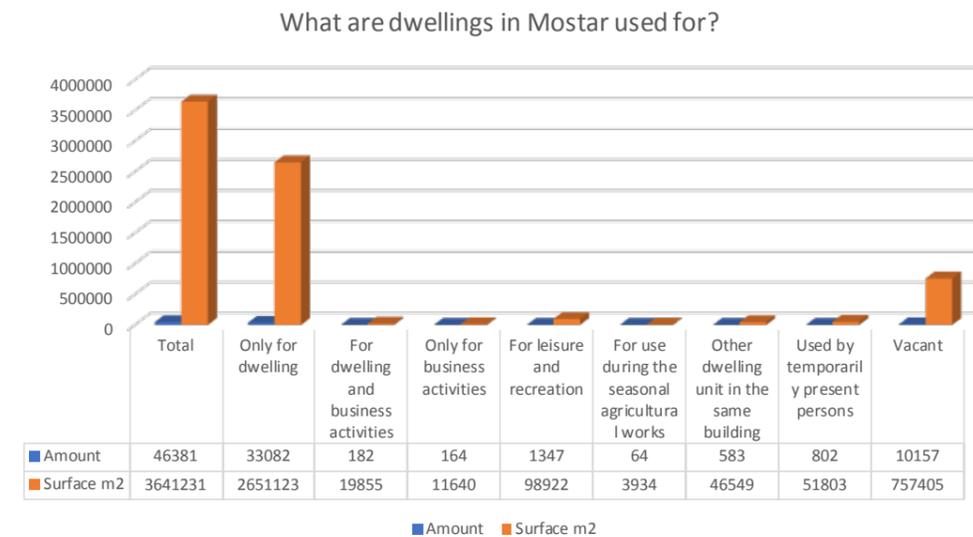


Figure 64: The different uses of dwellings in Mostar. (Jukic,2013)

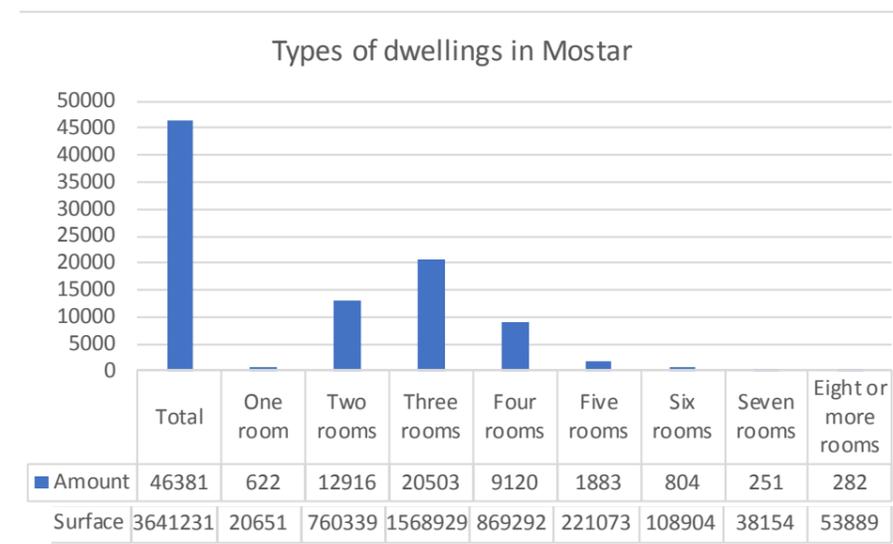


Figure 65: The different types of dwellings in Mostar, showing what amount of rooms is most common. (Jukic,2013)

# 3. SITE ANALYSIS

This part of the assignment will focus on qualities for development of urban functions/transportations/access.

Urban functions in question and their justifications.

How functions and exploitation of the land will fit into the urban structure/location possibilities



Figure 66: The old town in Mostar. (Brkan, 2017)

### 3.1 Location & general info about the plot



Figure 67: Aerial view of Mostar. (Mostargis.ba, 2017)

The area surrounded by the streets "Dr. Ante Stepinca", "Kneza Domagoja", "Dr. Ante Starcevic", and Kralja Zvonimira, hereafter called "the plot", is located in the centre of Mostar. It is right next to the largest shopping centre in mostar called "Mepas" and on the lower side it borders to the gymnasium.

The plot is centrally located and is very close to crowded/popular areas in Mostar. Mepas, which as mentioned is north of the plot, has most of the trade in the city. This shopping centre also functions as a hangout spot for teens and adults. It is currently the biggest shopping centre in Bosnia-Herzegovina.

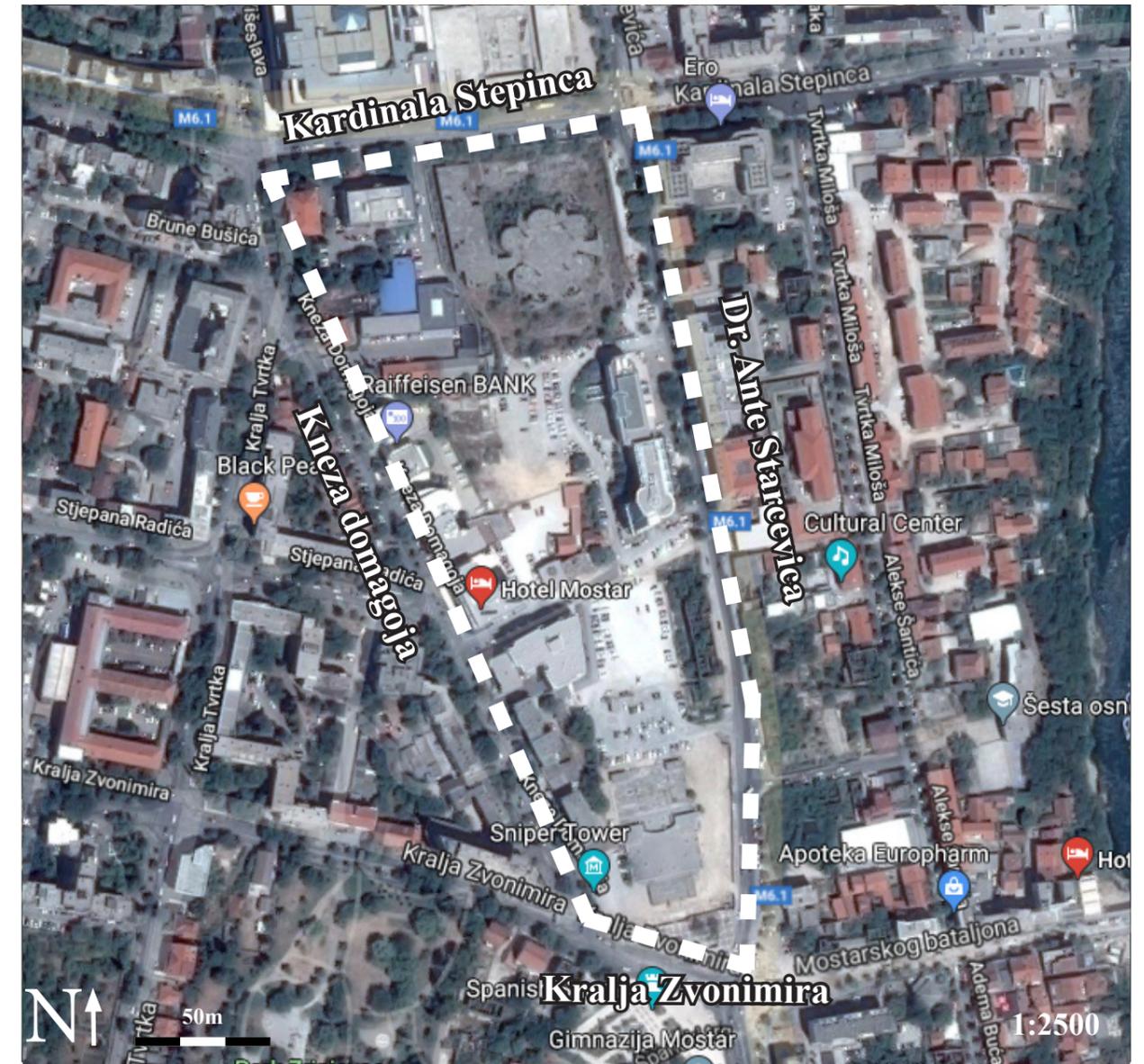


Figure 68: Aerial view of the chosen plot for the feasibility study.(Mostargis.ba, 2017)

The shopping centre has generated a great deal of visitors to the area which were previously more gathered around the Musala Square.

The buildings on the plot are currently purposed as residential areas, and business/office. The plot is poorly utilized as it has several smaller residential areas inbetween large areas that are unused and overgrown. There are currently no plans for this area in particular, even though the areas around it do.

The plot is also close to the so called "confrontation line" during the war of 1992-1995. This has left many buildings nearby in a terrible condition. (See more about this in part 3.5 about the plots historical background, p. 44.)

The plot has close proximity to all of the city's most popular functions such as the old town, the musala square and the "Zrinjevac" park.

All these different area objectives ensure mixed offers near the site that can be very interesting if you consider housing purposes. All these different area objectives ensure mixed offers near the site, which are great qualities that need to be noted for further analyses.

### 3.1.1 Outdated map services

The map supplied by Mostars main map database MostarGIS:

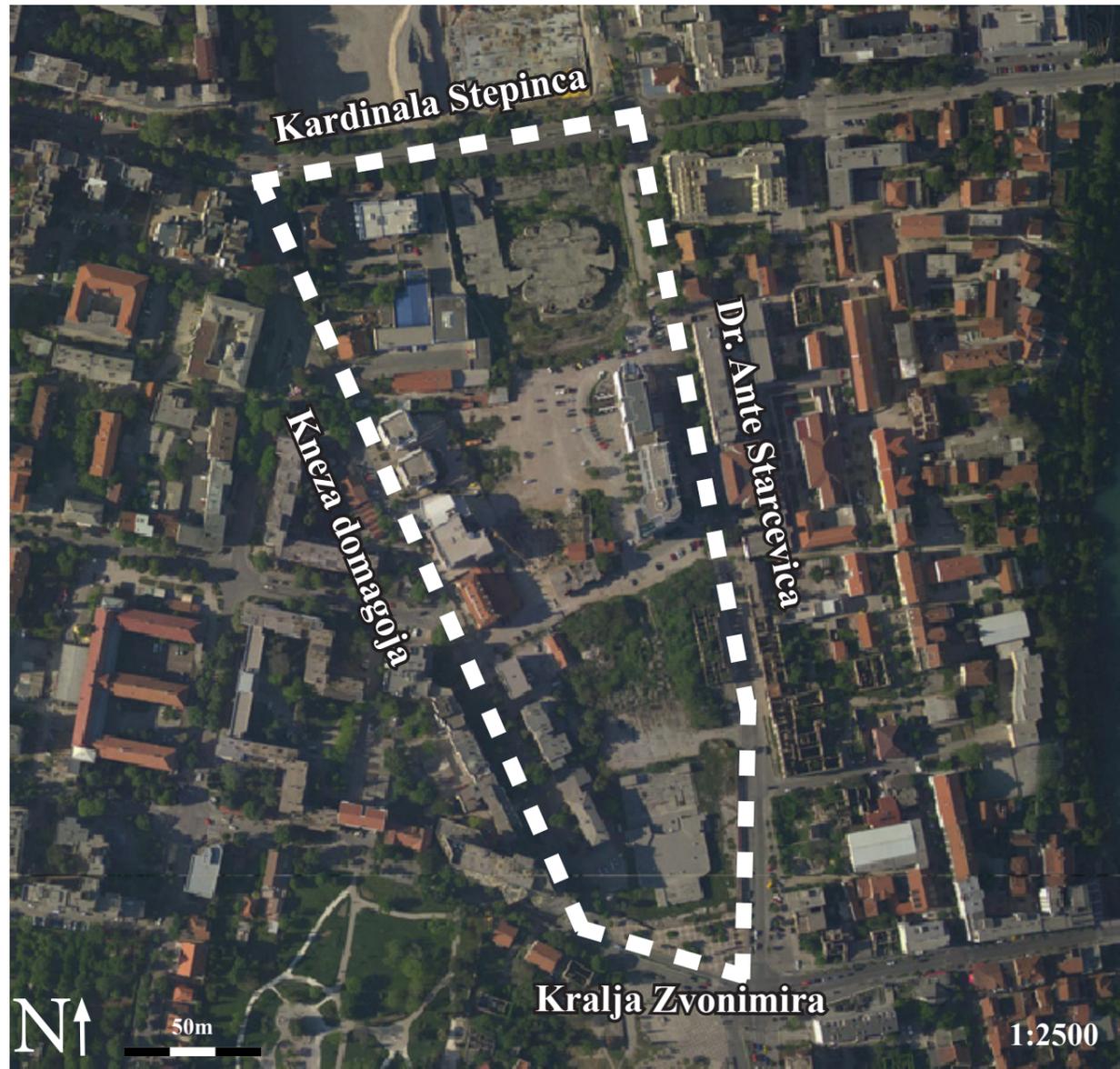


Figure 69: The map provided by MostarGIS.(Mostargis.ba, 2017)

Worth mentioning: The map supplied on MostarGIS.ba is outdated, so several structures are missing. Therefore these maps have only been used where the main focus of the "lacking" maps is to use them as backgrounds for informative sketches. This was done because the Google maps variant was too "cluttered" to be applied as a background.

The new structures have however been added to their registry over ownership structures & land uses, so I see no problem with using their services for the remaining analyzes.

The map supplied by Google Maps:

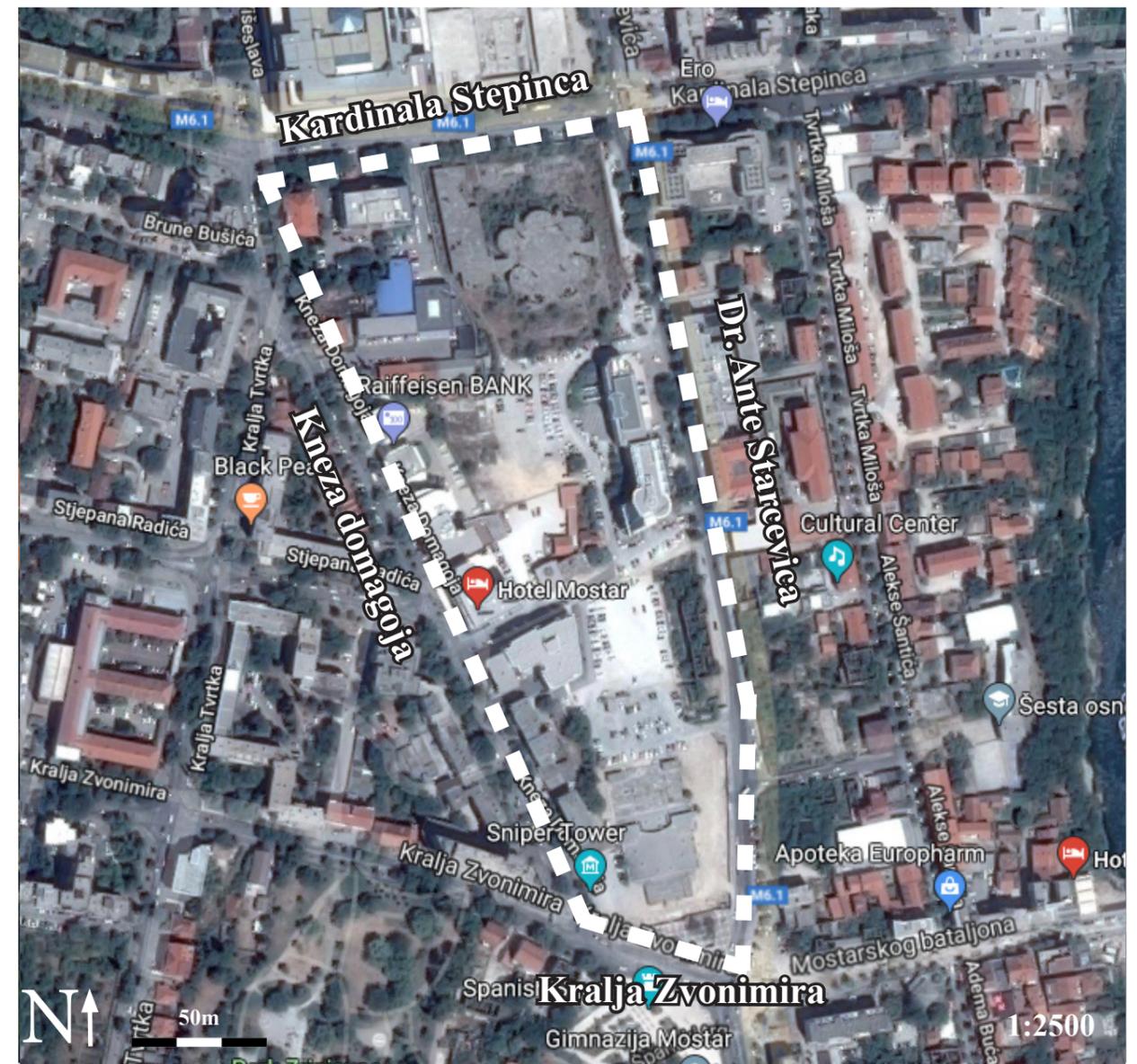


Figure 70: The map provided by Google Maps (Google.no, 2017)

## 3.2 Ownership structure & land uses



Figure 71: The plot with its property division. (Mostargis.ba, 2017.)

Parcel nr	Name/Owner	Main use	Additional use
1754	UNICREDIT BANK D.D MOSTAR	Commercial building	Courtyard
1785/4	MOSTARSKO-DUVANJSKA BISKUPIJA	Courtyard	
1785/2	MOSTARSKO-DUVANJSKA BISKUPIJA	Construction site	
1785/3	CROAUTO D.O.O MOSTAR	House & Building	Courtyard
1756	HADŽOVIĆ RAŠIDA HASAN & VELIJA	House & Building	Courtyard
1759/3	CROAUTO D.O.O MOSTAR	House & Building	
1759/1	CROAUTO D.O.O MOSTAR	Courtyard	
1760/2	SIZ STANOVANJA	House & Building	
1760/3	DERONIĆ NIKOLE RUŽICA R.SOLDO & SIZ STANOVANJA	House & Building	
1757/4	APRO RO MALOPRODAJA OOUR USLUGE	House & Building	
1761	SIZ STANOVANJA	House & Building	Courtyard
1757/3	INTER-INVEST MOSTAR	Commercial building	Courtyard
1757/2	INTER-INVEST MOSTAR	Commercial building	Courtyard
1758	GRO. GRAĐEP	House & Building	Courtyard
1767	„ INTER INVEST „, D.O.O. MOSTAR & BIH, FBIH, VLADA FEDERACIJE BIH	House & Building	Courtyard
1785/5	SIZ STANOVANJA	Courtyard	
1768	SIZ STANOVANJA	House & Building	Courtyard
1762	G.P.TOMING D.O.O ZA GRADITELJSTVO GRUDE	House & Building	Courtyard
1763	HRVATSKA DEMOKRATSKA ZAJEDNICA BIH	Educational building	Courtyard
1764	HOTEL MOSTAR D.O.O MOSTAR	Business object	Courtyard
1765	SIZ STANOVANJA	House & Building	Courtyard
1771	SIZ STANOVANJA	House & Building	
1772	SIZ STANOVANJA	House & Building	
1780	MINIPEX EXPORT - IMPORT D.O.O MOSTAR	House & Building	Courtyard
1779	MINIPEX EXPORT - IMPORT D.O.O MOSTAR	House & Building	Courtyard
1785/1	SIZ STANOVANJA	Courtyard	
1773	SIZ STANOVANJA	House & Building	
1774	SIZ STANOVANJA	House & Building	
1775	SIZ STANOVANJA	House & Building	
1781	SIZ STANOVANJA	House & Building	
1782	SIZ STANOVANJA	House & Building	
1776	VLAHBEGOVIĆ UROŠA GORJANA R.MARINOV	Garage	
1783	„ SUPER - NOVA „, D.O.O. MOSTAR & ELEKTRO HERCEGOVINA OOUR MOSTAR	Electricity facility	
1784	SIZ STANOVANJA	House & Building	
1787/1	SKUPŠTINA OPĆINE MOSTAR	Construction site	
1787/2	APRO RO MALOPRODAJA ROBNA KUĆA	Courtyard	

Figure 72: A list showing all of the owners of the parcels on the plot, as well as their uses. (Katastar.ba, 2017).

The plot is divided into 36 different properties which we can see in fig. 71. These properties are all marked as being owned by "VIPFL". This acronym stands for "Vlastništvo fizickih i pravnih lica" which translates to: "Owned by natural and legal persons".

The plot is located in what is mentioned as "Mostar Centar II", and by checking the FDU (federal administration for geodetic and property-legal affairs) archives one can establish who owns the different allotments.

An interesting find was that there were several estates that were owned by "SIZ Stanovanja", which is defined as:

**" The self-governing interest community (SIZ) is the name for para-state bodies in the system of self-governing socialism of the former Yugoslavia in the areas of health, social protection, culture, sports and other social activities." - Wikipedia (2017)**

The three largest barren areas are all owned by different actors: 1785/2 (Owned by The Mostar, Duvanjan diocese), 1785/1 (Owned by SIZ) and 1787/1 ( Owned by the Assembly of the municipality of Mostar.)

The uses that are in focus on this plot are: real estate & commercial. It seems that the area is a business district in general but with several apartment buildings.

### 3.2.1 Current land uses

As mentioned in part 3.2 about ownership structure, it is evident that the most part of the plot is used for residential purposes as there are several apartment buildings and/or flats.

In addition to this, there area contains several other different land uses, which can be seen on the pictures on the right.

It is very apparant that the current land use is not the ideal situation as there are several large barren areas which are now used as "homemade" parking areas (areas covered in gravel with no actual divides), due to what seems to be a lack of actual parking areas surrounding the plot.

The current use of the plot can be seen on fig. 73:



Figure 73: Current land uses. (Mostargis.ba, 2017)



Figure 74: Unicredit bank, one of several croatian bank buildings surrounding the plot. (Brkan, 2017)



Figure 75: Croatia Osiguranje (Croatian Insurance). (Brkan, 2017)



Figure 76: Hotel Mostar, which was reconstructed after the war. (Brkan, 2017)



Figure 77: Universitet Moderni Znanosti - CKM (University of modern knowledge.) (Brkan, 2017)



Figure 78: Hrvatsko Narodno Kazaliste (Croatian National Theatre.) (Brkan, 2017)

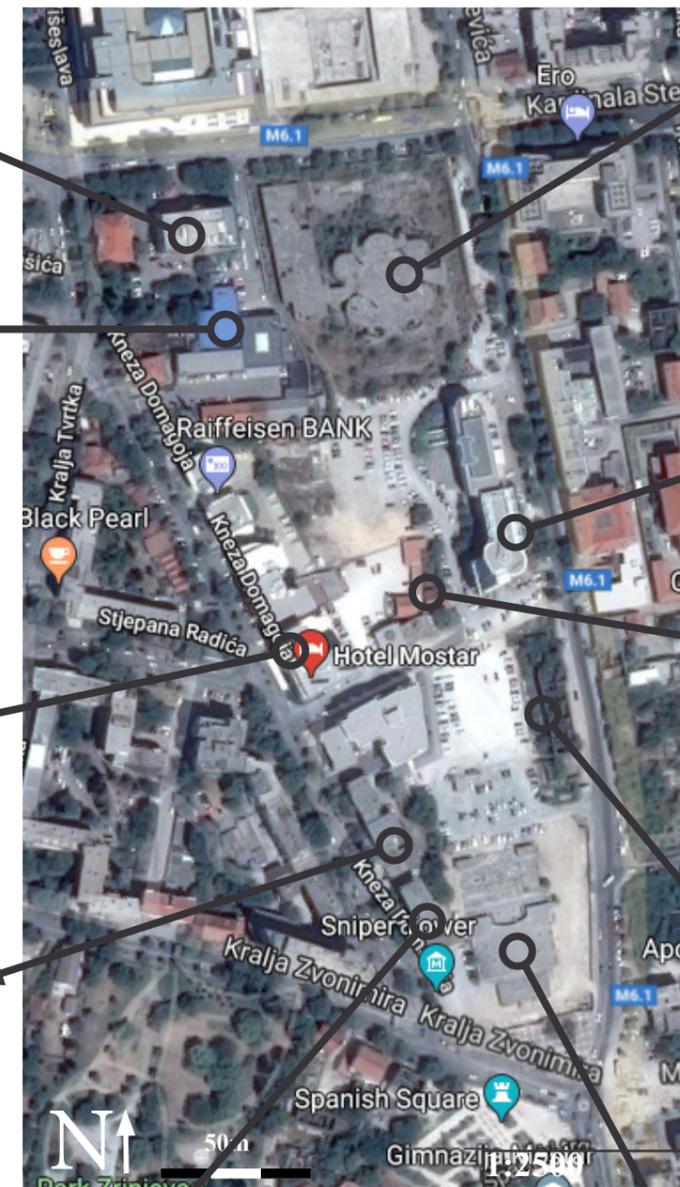


Figure 79: Showing several of the structures located on the plot today. (Mostargis.ba, 2017)



Figure 80: Unused plot of land, according to locals there was supposed to be built a cathedral here. (Brkan, 2017)



Figure 81: A business center for the firm "Koncar". (Brkan, 2017)



Figure 82: A residential building in the middle of the plot, and what seemed to be a closed store on the first floor. (Brkan, 2017)



Figure 83: The old railway station which was destroyed during the war. (Brkan, 2017)



Figure 84: Unused plot of land, where there previously was a large shopping centre. (Brkan, 2017)

### 3.2.2 Previous land uses

For the previous land uses, there are three constructions that are mentioned through the times as especially "popular" or as important structures in regards to creating a lively city centre.

#### Hotel Mostar:

#### The old railway station:

The plot used to have a railway going straight through it on the western side during 1918-1992, making this a very important part of town as it was the center for collective-transport, (see page 19.). (Pašić, 2005)

#### HIT:

This used to be the largest shopping centre in Mostar during the 90s. All in all, it is easy to see that this plot was an important part of the city centre, and attracted large amounts of people for several purposes. Both for tourism, travelling needs and shopping opportunities. (Pašić, 2005)

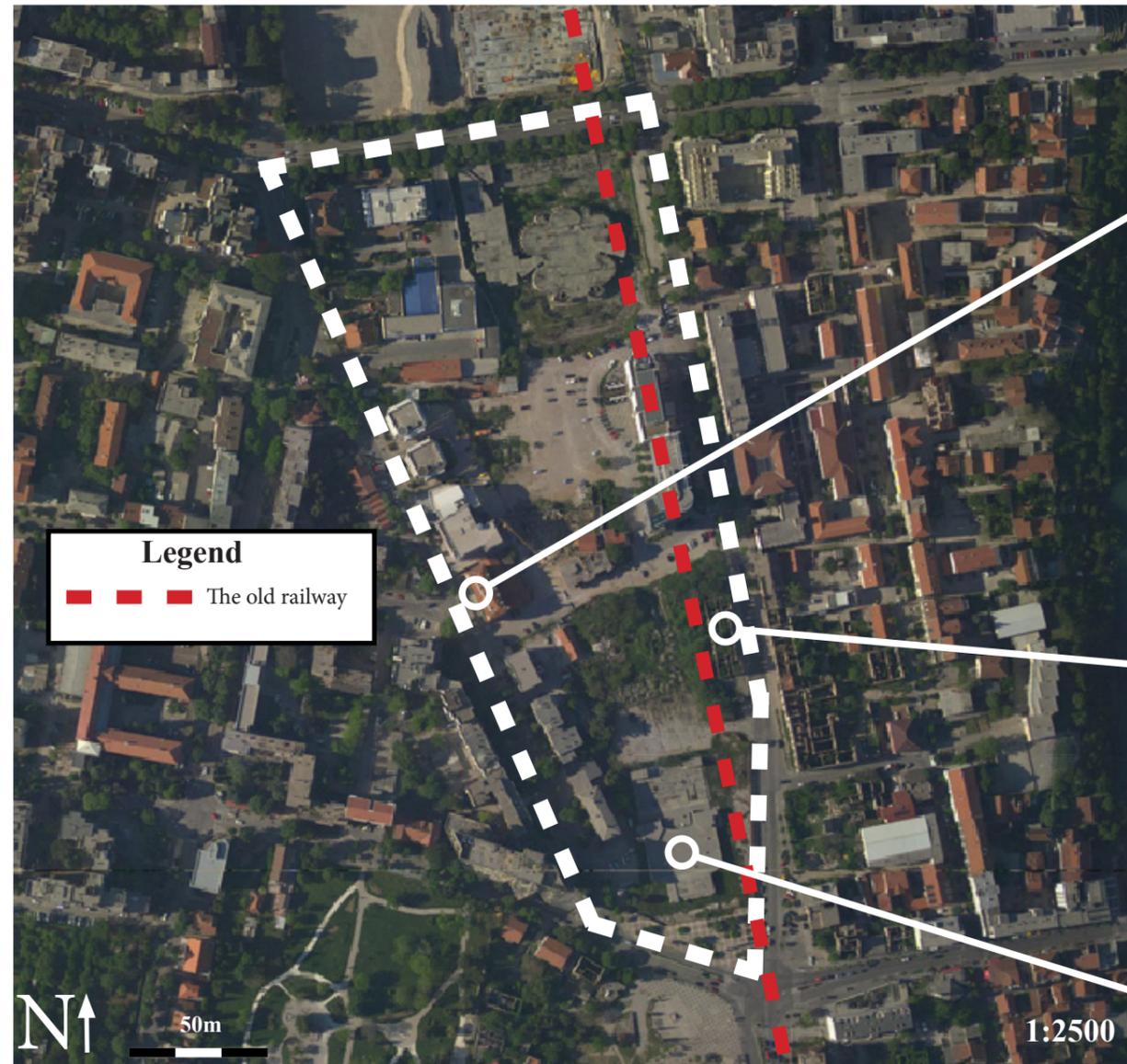


Figure 85: Previous land uses: (Mostargis.ba, 2017)



Figure 86: Hotel Mostar. (CIDOM, 2017)



Figure 87: The old railway station, which was the main access to the railway which used to go directly through the centre of Mostar. (Klix.ba, 2012)



Figure 88: HIT - shopping centre. (CIDOM, 2017)

### 3.3 Sightlines

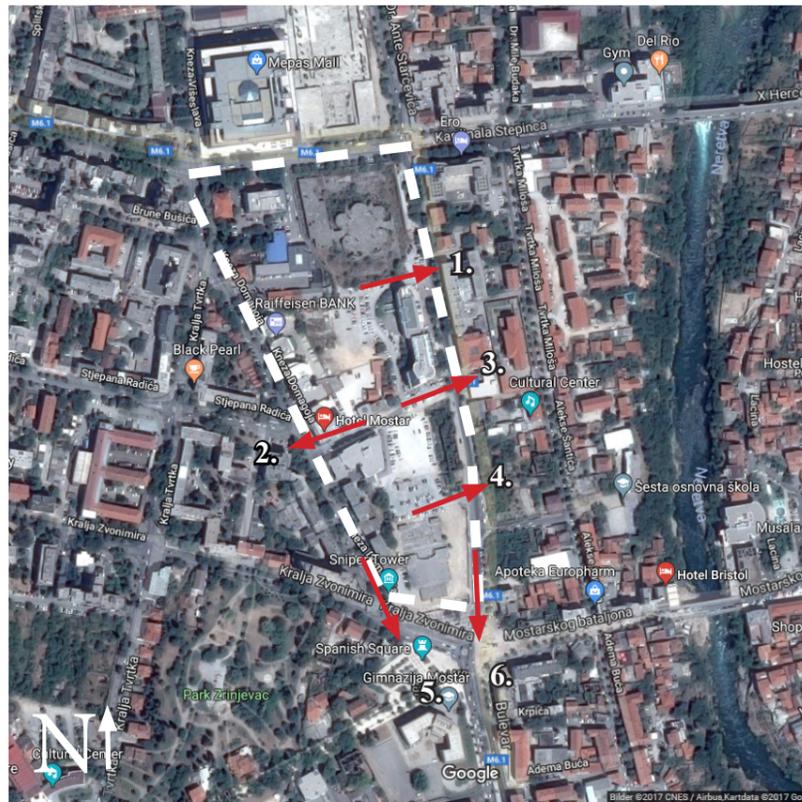


Figure 88: Sightlines showing which areas can be viewed from the plot. (Mostargis.ba, 2017)

The plot is placed in the midst of the new city centre, making several central spots deemed "popular" easily visible from its location. There are also several plots which are left unused or which were destroyed during the war. See photos on the right.

#### 1. The future sports arena



Figure 89: This area covers the sightline on the north-east side of the plot, and is the future location of a large sports-centre, which is currently on hold. (Brkan,2017)

#### 3. District Court of Mostar

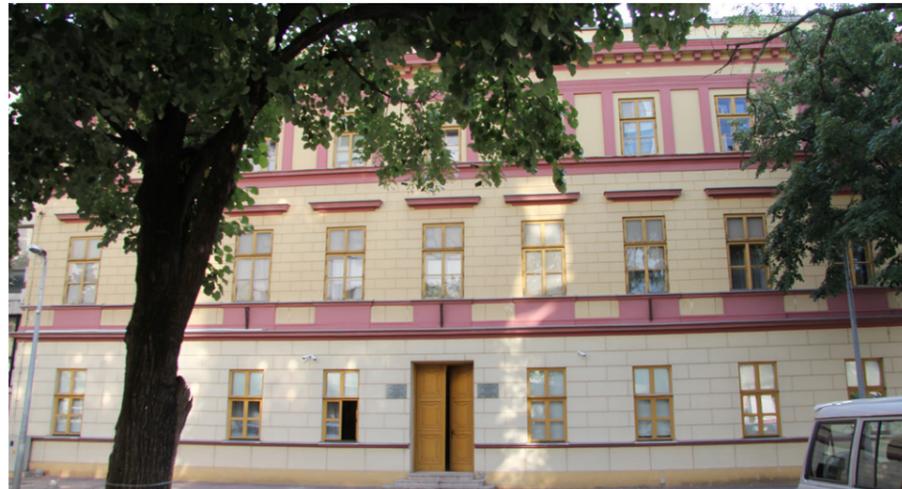


Figure 91: At this location one views directly towards the District Court of Mostar. (Brkan,2017)

#### 5. Gymnasium



Figure 93: The gymnasium found in the centre of Mostar, known for its vivid colors. (Brkan,2017)

#### 2. A hospital



Figure 90: A Hospital right next to the plot. (Brkan,2017)

#### 4. Overgrown area



Figure 92: At this location there is currently nothing to be found. (Brkan,2017)

#### 6. One new and one destroyed apartment building



Figure 94: On the southern side of the city centre, you can see these two buildings side by side, showing both the gruesome past and the rebuilt structures in Mostar. (Brkan,2017)

## Sightlines to the plot

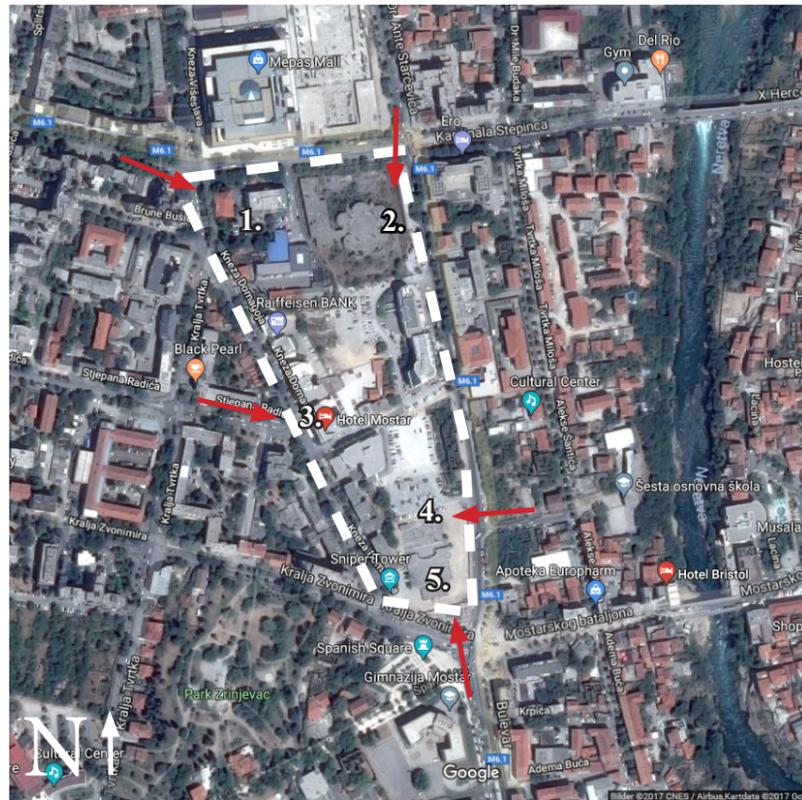


Figure 95: Sightlines showing the lines where you can see certain areas of the plot. (Mostargis.ba, 2017)

The plot can be viewed from five different locations surrounding the plot, most of these areas are unused land or "hidden structures" (croauto and the unknown structure on the north-east).

### 1. Croauto



Figure 96: On the north-western side of the plot, the road which has a sightline towards the plot views directly towards the croauto building. (Brkan,2017)

### 3. Hotel Mostar



Figure 98: This sightline views directly towards Hotel Mostar. (Brkan,2017)

### 5. Unused plot: Former "HIT" shopping centre



Figure 100: This spot is where the former "HIT" shopping centre used to be, which is currently an overgrown and unused area. The only part of this area that is being used currently is the sidewalk that is on the far southern side. (Brkan,2017)

### 2. Unused plot: Unknown



Figure 97: From the future sports-centre, one can view the north-eastern part of the plot which is currently overgrown and has a concrete-structure. (Brkan,2017)

### 4. The sidewalk in front of the former "HIT" shopping centre



Figure 99: As seen on fig. nr 95, one views the entire lower part of the plot from the gymnasium in Mostar, which currently has no use, however the green areas here have been maintained well. (Brkan,2017)

### 3.4 The plots surface area: An overview of used land vs unused land

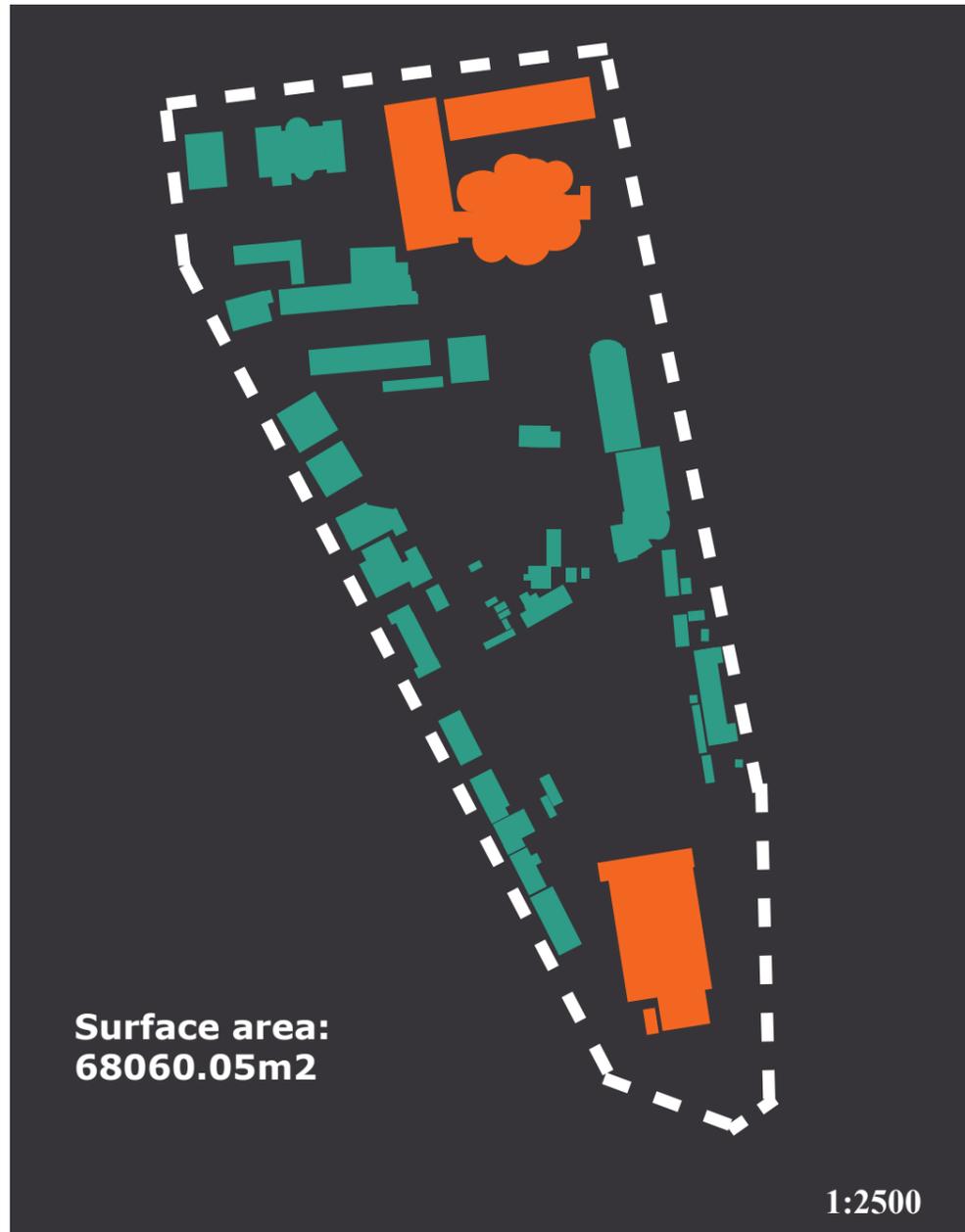


Figure 101: The current situation and total surface area of the plot. (Brkan,2017)

The surface area of the plot is approximately 68060.05 m<sup>2</sup>. Out of this, only about 9700m<sup>2</sup> of the land is currently being used in form of active structures. (Mostargis.ba, 2017)

This shows that there is currently a very bad use of the given surface area, as only a mere 26,06% of it is being applied. This means that a total of 73,93% is currently not being used. However, i have marked this percentage as "unused", meaning that it isnt entirely true that it is *unused*.

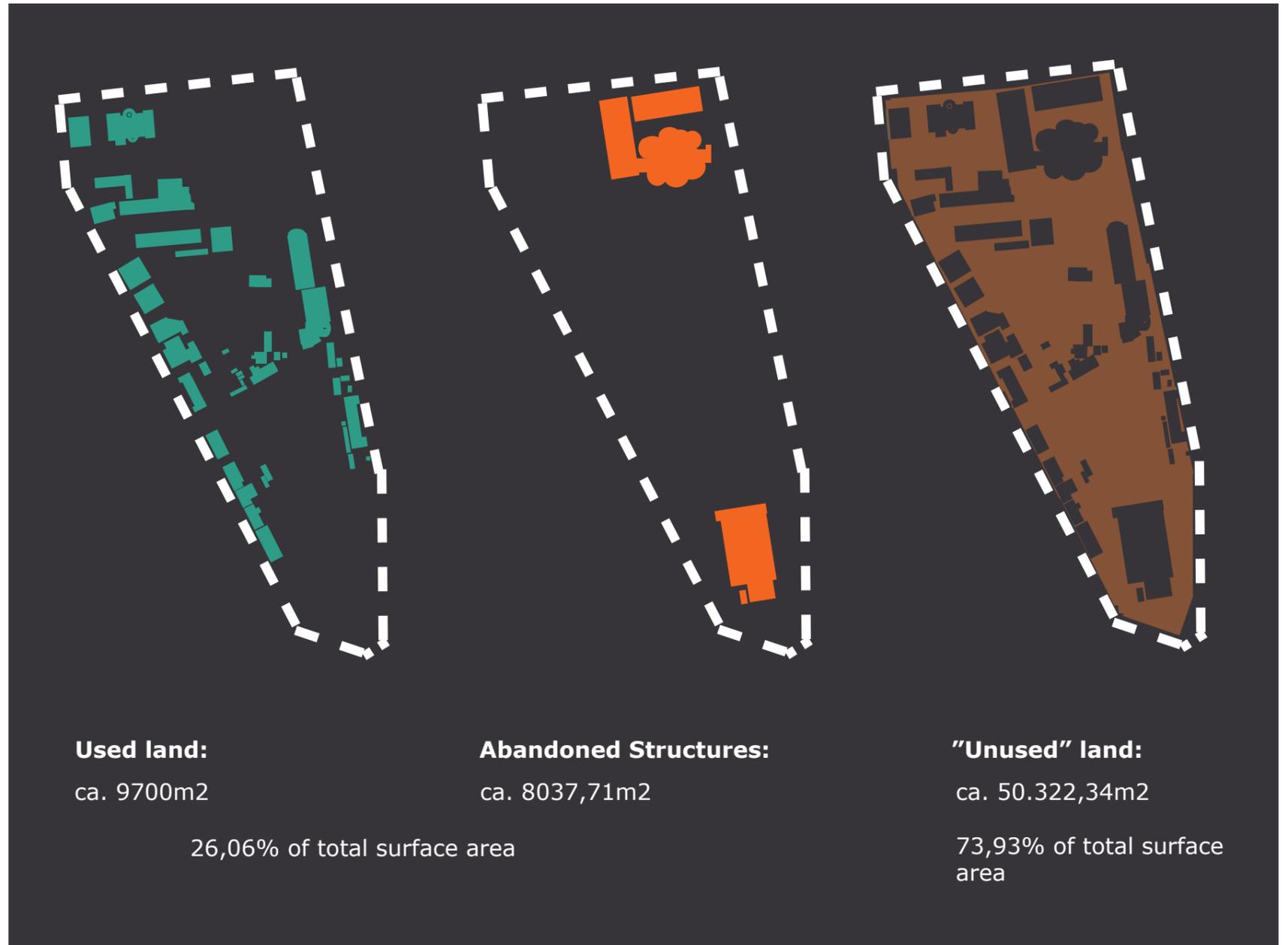


Figure 102: An overview over used land, abandoned structures and unused land on the plot. (Brkan,2017)

These areas have been defines as courtyards or outdoor areas that are connected with the structures they surroun. However, a very small part of these areas are actually being put to use. Such as the parking area in the middle of the plot.

Other than that these areas are unused, overgrown or merely covered with gravel with no particular function.

These numbers show that there is a lot of possible potential here, which is currently being wasted on nothing in particular.

In addition to these large areas of unused land, there are also several abandoned structures which take up about 11,8% of the given surface area. If we combine these numbers with the ones of the unused land, it shows that only a total of 14,2% of the plot is being used.

### 3.5 The plots historical background

During the war there was a partition line which divided Mostar in two halves, one predominantly Croatian (Catholic) in Eastern Mostar and one predominantly Bosniak (Muslim) in Western Mostar.

This partition line is still alive and well today, even though it is not as "literal" as it was during the war. Eastern Mostar has several Croatian-funded building such as several banks and/or insurance companies.

As you see from the figure to the left, the plot is located in what was known as the predominantly croatian side during the war.

The plot is located "straight in the middle" of the partition line, which makes it an important plot of land for both nations, which also raises the possibility of ensuring a purely neutral plot of land, which will bring opportunities to all the inhabitants in Mostar, with no attachment to one or the other.

#### 3.5.1 The confrontation line

This partition is also well known as the "confrontation line" due to the greatest damage done being on this line. These areas are known as the streets Bulevar (nr 2 on fig 103), Ricina and Aleksa Santic (nr 6 on fig. 103).

The Santic Street (nr. 6 on the map to the right) is by locals describes as the street that endured the most damage, which was very noticeable during my excursion to the area. ( See fig. 104 and 105.)



- East Mostar, predominantly Bosniak & Muslim
- West Mostar, predominantly Croatian & Catholic
- partition line 1992-95
- ① Old Bridge
- ② Boulevard
- ③ Spanish Square
- ④ Neretva River
- ⑤ Central High School
- ⑥ Santic Street
- ⑦ Karazdog-beg Mosque
- ⑧ Hum Hill

Figure 103: The green area is where "the plot" is. The black line is the partition line/confrontation line. (Citiesintransition.net, 2017.)



Figure 104: A destroyed apartment building on the Santic Street. (Brkan,2017)



Figure 105: A destroyed apartment building on the Santic Street. (Brkan,2017)



Figure 106: "Religion has nothing to do with God here" Graffiti on the Santic Street, one of many concerning what seems to be the youths view on the cultural division in Mostar. (Brkan,2017)

### 3.6 Navigability

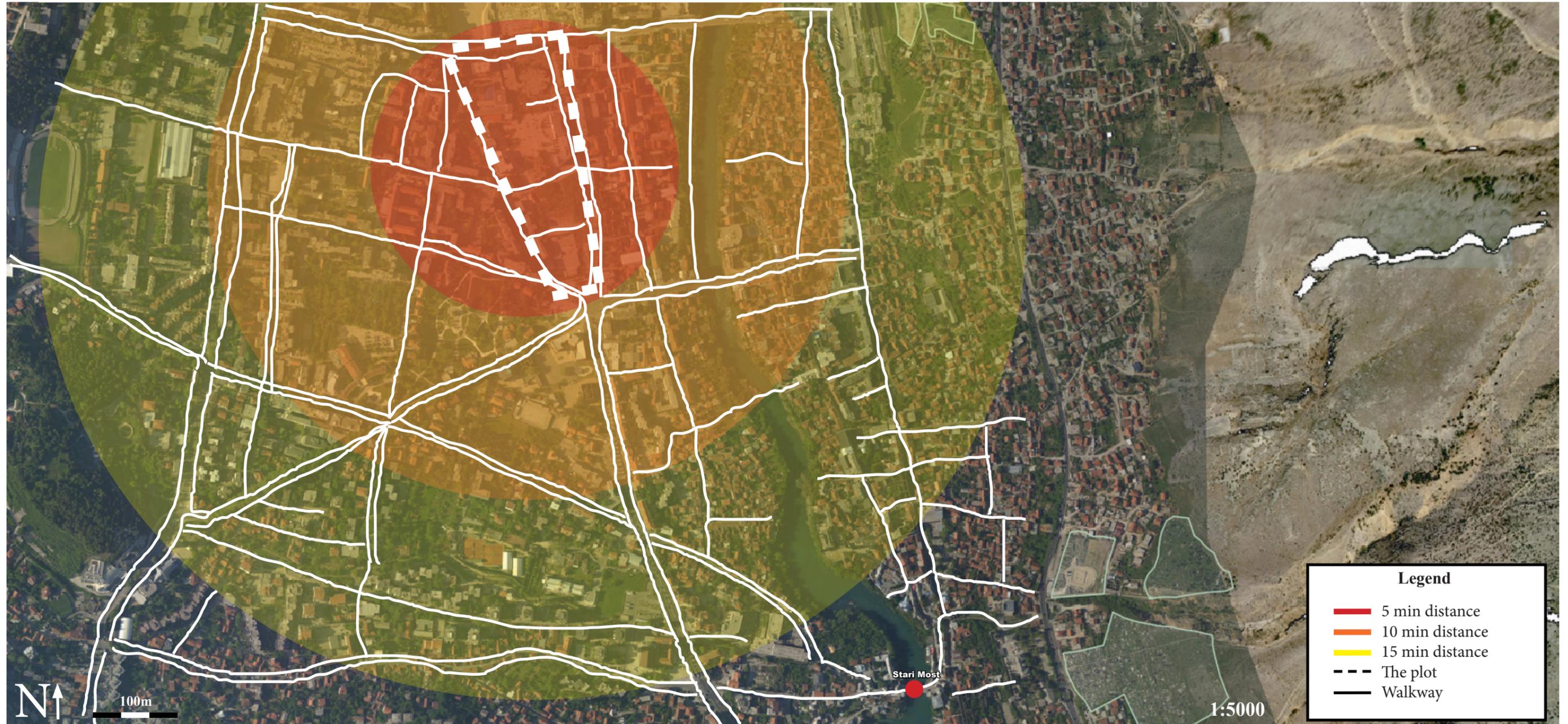


Figure 107: A map showing the distance from the plot to the rest of Mostar with walkable paths marked in white. Kilde: (Mostargis.ba, 2017)

When researching the plots placement in regards to other functions in Mostar, it was apparent that the plot was in close proximity to several important places (see fig. nr 110).

But just how easy is it to walk to/from the plot, and how does this affect the attractiveness of it? As one can see from the figure above, all of that the city centre has to offer is well within a 10 minute walking distance.

Once you go further from the city centre, moving towards the old town for example, it is an approximately 15 minute long walk to get to your destination.

This means that the plot is situated right in the middle of all of the important functions in Mostar which most inhabitants use. This includes functions such as schools, collective transportation, large shopping areas, nightlife, banks, grocery stores, etc.

The plot has several access points from all sides, making it easy to find the site. The plot also has a couple of areas where you can pass through the plot, which aren't necessarily streets per se, but there are no limitations set by the owners of the buildings located at the passings.

### 3.6.1 The importance of "Walkability"

During his presentation "designing the walkable city", Swedish architect Alexander Ståhle (2015) mentions how 90% of housing value is related to walkability.

He then continues to mention the values that are implemented in the term "walkability". It is very visible that several (if not most) of these values are to be found on the chosen plot.

**These seven values are as follows:**

#### *Close to city centre:*

It is indeed close to the city centre, as it is a 6 minute walk from the most popular square in town, but the plot itself is placed right in that which is defined as the city centre.

#### *Street connectivity:*

This value is understood as the ease of access to the desired destination, which in this case would be "the plot". As seen on fig. 107 there are several access points to the plot, making it easy to navigate to the location as well as having several approaches to it, which decreases the walking distance.

The fact that the plot is so close to several important functions (which you can read more about on part 3.7, (p. 47)), makes for a very big benefit for the residents in the houses located here.

#### *Walk to service:*

The largest shopping centre in Mostar, "Mepas", is located a mere 2-3 minute walk from the plot, on the northern side. Here you can find grocery stores, clothing, electronics, sport supplies, etc.

#### *Walk to transit:*

The plot is a ten minute walk to the main bus/train station in Mostar. In addition to this there are bus stops both on the north and south side of the plot.

#### *Walk to park:*

As seen on the navigability map (p. 46) the Zrinjevic park is a 5 minute walk away from the Plot. This grants an easy access to green spaces, in addition to being very visible from the plot, adding a fine aesthetical element to the plots surroundings.



Figure 108: The seven values that increase housing value. (Ståhle, A., 2015)

#### *Walk to waterfront:*

Viewing the Neretva river is possible from several approaches on the right side of the plot, however it is not visible from the plot itself, but the walking distance is a mere 4-5 minutes. To access the river itself, one has to walk to the old town, where there are a couple of paths which lead directly to the bottom of the Old Bridge.

#### *Courtyard:*

As of now, there are several courtyards at the plot, however these are connected to the houses/buildings and are therefore non-accessible to others than those which are situated in said houses/buildings.

#### **How does this affect the plot**

The fact that all of the seven values mentioned by Ståhle (2015) are found on the plot, shows that there is a great percentage of walkability. This raises the value of the plot in terms of housing value, by making it a very attractive area to develop further.



Figure 109: Showing the areas where one can find the seven values. (Mostargis.ba, 2017)

### 3.7 Functions close to the plot

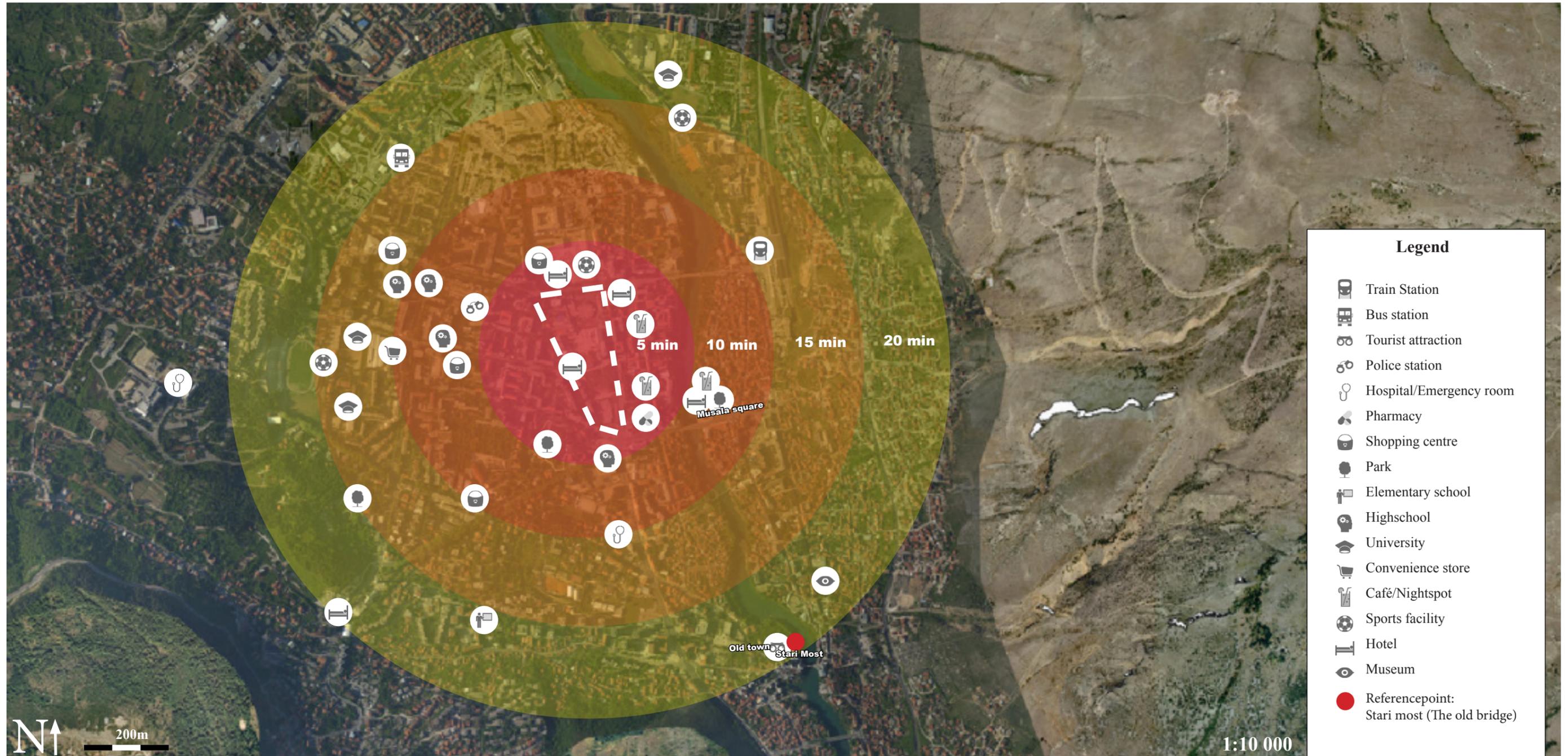


Figure 110: A map showing the different walkways to/from the plot, to important and/or popular sites in Mostar. Background photo: (Mostargis.ba, 2017) Icons: (Sixrevisions.com, 2017)

#### Within a five minute distance:

At this distance there are several hotels, cafés/nightclubs and there is also a shopping centre, a large park and a sports facility nearby. This means that there is a very short walking distance to the basic "needs" one would have.

#### Within a ten minute distance:

At this distance, one finds both the Musala square and the Spanish square. There are also several learning facilities (high schools) at this distance, as well as two shopping centres, an emergency room, and a police station.

#### Within a fifteen-minute distance:

Here you'll find more of the public service functions such as the main train station and main bus stations in Mostar. This is also the walking distance to the main tourist attraction in Mostar, the old town where one can find the old bridge "Stari Most". This means that the plot is within a reasonable walking distance for tourists, and the path itself is also very easy to navigate itself on.

### 3.8 Infrastructure



Figure 111: A map showing the roads surrounding the plot + the magistral road. Kilde: (Mostargis.ba, 2017)

#### Roads:

As one can see from the map above, there are several roads that lead to the plot, making the plot very accessible and easy to approach. However, the closeness to the highway (M6.1) may cause some issues in regards to sound-pollution.

The plot being so close to the highway also suggests large amounts of traffic, which could affect residents negatively both in regards to sound-pollution and it raises some safety-issues.

#### Access to the plot:

There are four different entry points to the plot (by car), where three of them are on the "Dr. Ante Starcevic" street, and the remaining access point is on the opposite side on the "Kneza Domagoja" street.

This shows that the plot is very easy to access both by foot and vehicles on the eastern side, but shows more difficulty on the west-side.

# 4. PROJECT DEVELOPMENT ANALYSIS

This part of the assignment focuses on the suggested uses for the plot. First off it begins by explaining what ideas have been in focus when having the design in mind, then continuing to the actual trying out of possible structure sizes/shapes.

The final part of this chapter focuses on creating concepts based on the prior analyses and ideas, testing them out before deciding on a final concept.

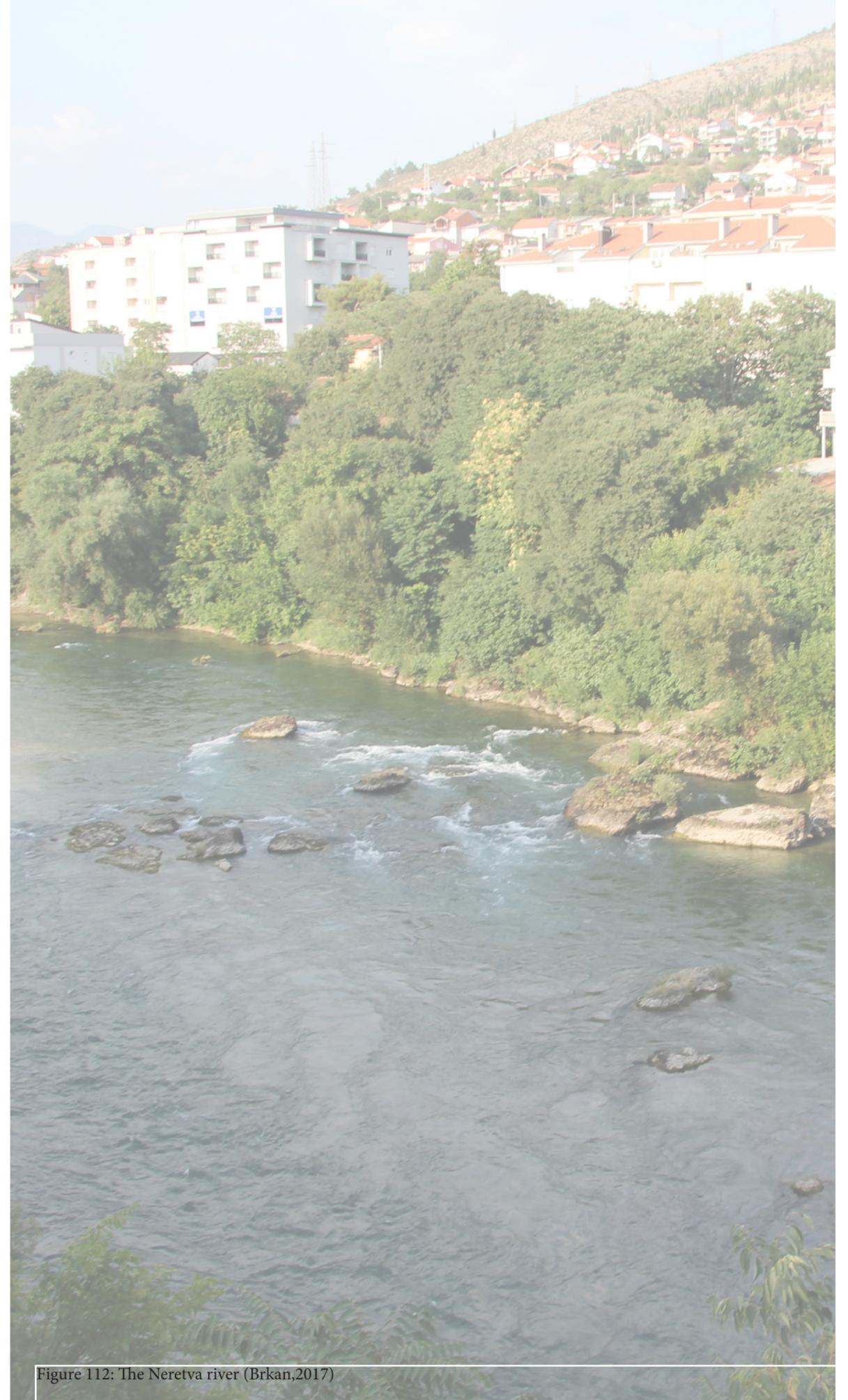


Figure 112: The Neretva river (Brkan,2017)

## 4.1 Exploring ideas

I wish to create a city centre which caters to tourism and to garner the interest of Mostars inhabitants of all ages. As mentioned, Mostar is a prime city for tourists with many aspects to what one can offer.

This should be possible to combine by doing the following:

### 4.1.1 Modern tourism: Focusing on the arts

As of now, Mostars primary source of tourism is connected to the "old town" where tourists can view the old structures, paintings made by artists situated in the old town, and/or buy handmade wooden/copper merchandise.

But what if one were to move these arts into the city centre? There are currently four galleries in the city centre of Mostar which are primarily based around the art medium of painting.

What if one combined old with the new? Creating a new hub for artists all around Bosnia-Herzegovina could help draw tourist to the city centre for once.

Another idea could be to include the younger artists at this new area, for example those who take part in the graffiti-art which has been covering a majority of the city since the war. (See p. 25) Perhaps one could preserve some of the most notable works when the structures they are on would be removed?

One could combine these uses with something for the music-lovers in Mostar. A new concert hall could attract many visitors as it is obvious that music is an important aspect of the city life in Mostar, with karaoke bars, and outdoor concert venues at several places, e.g fig. 115.



Figure 113: Street art done by a foreign artist. (See p. 25.) (Brkan, 2017)



Figure 114: Traditional stone art situated on the former "Razvitak" mall. (Brkan, 2017)



Figure 115: Concert area in the old town. This is primarily used during summer festivals, as it is an outdoor venue. (Brkan, 2017)

#### 4.1.2 Creating new hangouts

When exploring the city of Mostar, it becomes evident that the majority of the city is "covered" with cafés and bars. The people of Mostar are very fond of taking their afternoon coffee with colleagues and friends at the available cafés.

It is also common to see a combination of cafés/bakeries, which are also very popular at nighttime.

Naturally, this information makes it obvious that such a function should also be available on this plot if one aims to garner the peoples interest in terms of using the plot as a hangout-spot and not a area they simply walk through to get from a to b.

It would be important to remember that the interest for such a use varies with the seasons, so one should arrange for outside seating for the spring-summer time, whilst also ensuring that there are plenty of "regular" indoor bars/cafes so that the public has an offer for colder days.

Another important finding is that the cafes/bars targeted towards the younger audience is very different from the one targeting the older audiences, so this needs to be taken into consideration when thinking of a design/concept for this area usage.

As you can see on the photos on the right, the upper photos depict the outdoor venues targeting the older audiences such as those above 30+ which usually have children and therefore prefer slightly calmer areas.

The youth however seems to be "hiding" themselves in different areas of Mostar. Two of the most popular venues for the younger generation are the "Pecina" (translation: Cave) located in the Old Town, which is a club/bar. The other is the OKC Abrasevic club located close to the plot, where the focus is primarily on hard rock/rock music with a cafe and concert venue located at the same area.



Figure 116: Outdoor venue at the old town. (Brkan, 2017)



Figure 117: Rovinj-pizza restaurant in-between the old and new side of town. (Brkan, 2017)

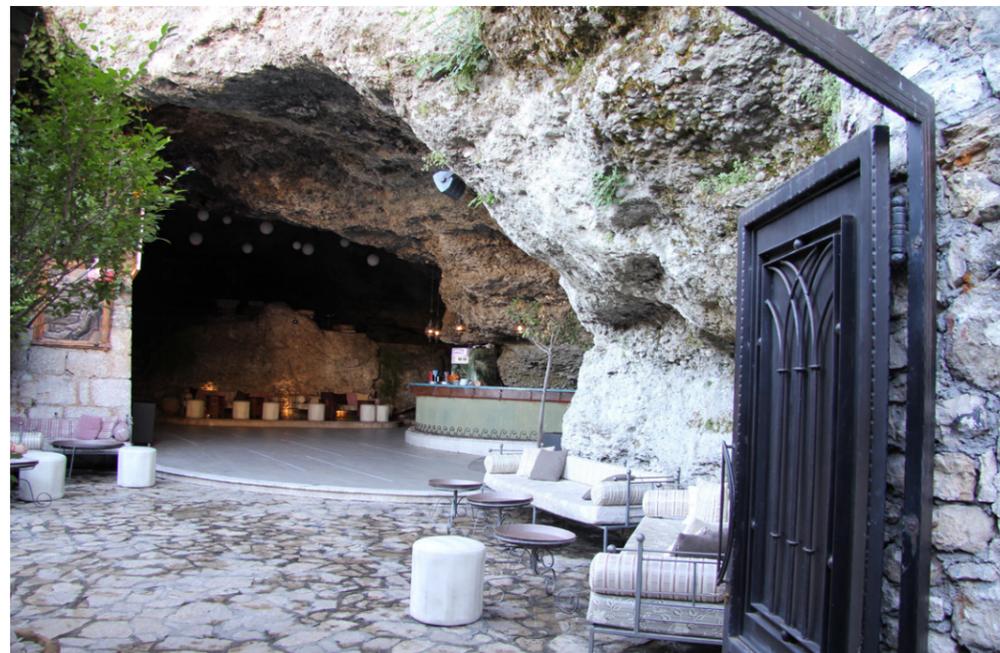


Figure 118: The "pecina" night club located in the old town. (Brkan, 2017)



Figure 119: The OKC abrasevic youthcafe/concert venue. (Brkan, 2017)

### 4.1.3 Creating a hub for business actors (Commercial buildings)

Mostar has seen great success with the Mepas mall, even though several other similar structures have been seen to lack the same type of interest. On my excursion to Mostar it was evident that several of the large shopping malls were lacking in the amount of stores they had to offer, and/or the actual percentage of stores in the buildings vs closed down stores.

This could be due to their placement, and not the actual stores themselves. Mepas mall is placed directly in the center of Mostar, whilst the other three large shopping centres in Mostar are placed on the outskirts of the city, making them harder to "spot" and therefore also not attracting the same amount of people due to easily seen commercials and wares which could convince them into walking into a store.

Other than that, this central location could also be a potential for businesses which are in need of new office-areas. This could have a ripple effect which would lead to new work-possibilities for the people living in Mostar, or simply lead to more people moving to the city which again could lead to a higher need for new shopping areas/hangouts/residential areas.

The negative side of catering to this type of land use would be that it collides with the wish for ensuring that the plot would be used by many people that reside in Mostar. If the focus on businesses is too large then it could create a business-district which is similar to today's use of the plot which is obviously creating a "dead-zone", meaning that people only come there to use the service provided by the business located at the plot, and not spending any more time on the premises.



Figure 120: Commercial building located somewhere closeby to the old town. (Brkan, 2017)



Figure 121: The "Koncar" building located on the plot, which is a business that provides el-services. (Brkan, 2017)

#### 4.1.4 Street connectivity: Assuring that the plot is connected better to the rest of the city centre

Today's situation shows that the access points to the plot are mainly on the eastern side, on the Dr. Ante Starčević street, and only one being on the western side (Kneza Domagoja street).

There are no real access points whether on the northern or southern side, these areas are merely functioning as sidewalks, and/or give you the opportunity to walk up to the current structures that are there.

The analysis of walkability (p. 45) shows that the plot is close to several important functions, and the future land use of the plot will also be focusing on audience-oriented features which will heighten the need for good street connectivity, to ensure easy access to the plot's functions.

However, connecting the plot to the main-roads, whilst creating new pathways throughout the plot could potentially lead to more vehicle traffic through the plot which is not ideal as it could lower the chances of people wanting to stroll through the area. It could also lead to noise-pollution which would be deemed unwanted by potential apartment buyers.

This raises the question: Should the plot be primarily for pedestrians? Or should it be for both uses? In that case, how would one ensure a good option for both groups without one group having to get a "lacking experience": E.g. if cars are given too many "perks" it could lead to unsafe situations for pedestrians due to reckless drivers. But if there are too many limitations (e.g. low speed limits, narrow roads, some sort of blocking to certain areas of the plot) it could lead car owners to avoiding the plot altogether.

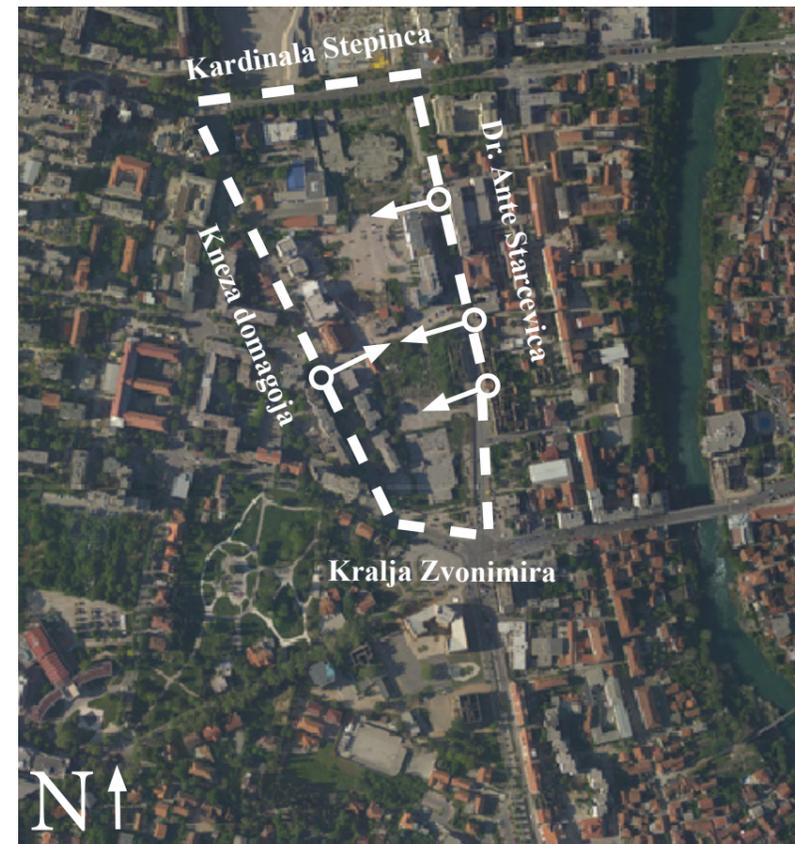


Figure 122: Current access points to the plot.  
(Mostargis.ba, 2017)

#### 4.1.5 Creating a residential area in the middle of Mostar

According to the articles mentioned on p. 32 there is a need for more apartments in Mostar, but the demand is currently not being met. This results in a difficult situation for first time buyers as they have no good options in central Mostar. (Jabuka.tv, 2017)

This shows that it is reasonable to believe that creating a new residential area at this central location would be profitable, as the demand is quite high at this very time.

In addition to this the location itself is likely to attract buyers as it is in such close proximity to several important functions in Mostar.

As one of the main focus groups would be first time buyers, the type of structures that should be established for them would be apartment buildings.

When taken into account, the analysis on p.32 which mentions the average amount of household members in Mostar being a total of 3, apartment buildings would still be a reasonable offer for those who fall into this group.

The design of these structures could be created in any sort of way as the apartment buildings in Mostar have little to no similarity to one another and the city is full of different architectural designs, heights and colours.



Figure 123: Apartment buildings in Mostar. (Brkan, 2017)



Figure 124: Apartment buildings in Mostar. (Brkan, 2017)



Figure 125: Apartment buildings in Mostar. (Brkan, 2017)



Figure 126: Apartment buildings in Mostar. (Brkan, 2017)



Figure 127: Apartment buildings in Mostar. (Brkan, 2017)

## 4.2 Planned land usage: What are the common building types in Mostar?



Figure 128: Today's situation on the plot. (Brkan, 2017)

To decide on how to change the current land use situation, it was important to find out which construction types are mostly used in Mostar, and then test out these different types to see which would reach the wanted percentage of land use.

The two protruding types that were found after researching the MostarGIS map were point complexes and lamella structures. (See fig. 132-134 and fig. 135-137, p. 57-58.)

This shows itself on the chosen plot as well, with an even distribution between point complexes and lamella structures.

However, the fact that only a mere 26,06% of the available surface area is being used shows that there is a need to change the current situation to better take use of the given area.



Figure 129: A residential area on the west side of Mostar, showing a large amount of point complexes. (Mostargis.ba, 2017)



Figure 130: The residential areas on the western side of the plot, showing a large amount of point complexes as well as lamella structures. (Mostargis.ba, 2017)

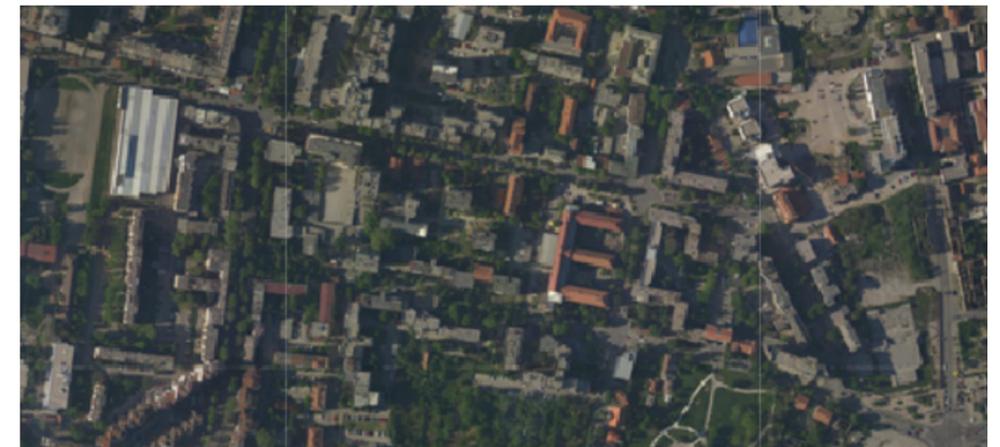


Figure 131: A photo from the western side of Mostar, showing a mix of lamella, point complex and a few blocks. (Mostargis.ba, 2017)

## 4.2.1 Possible land uses with today's most used structure types

Point complex:

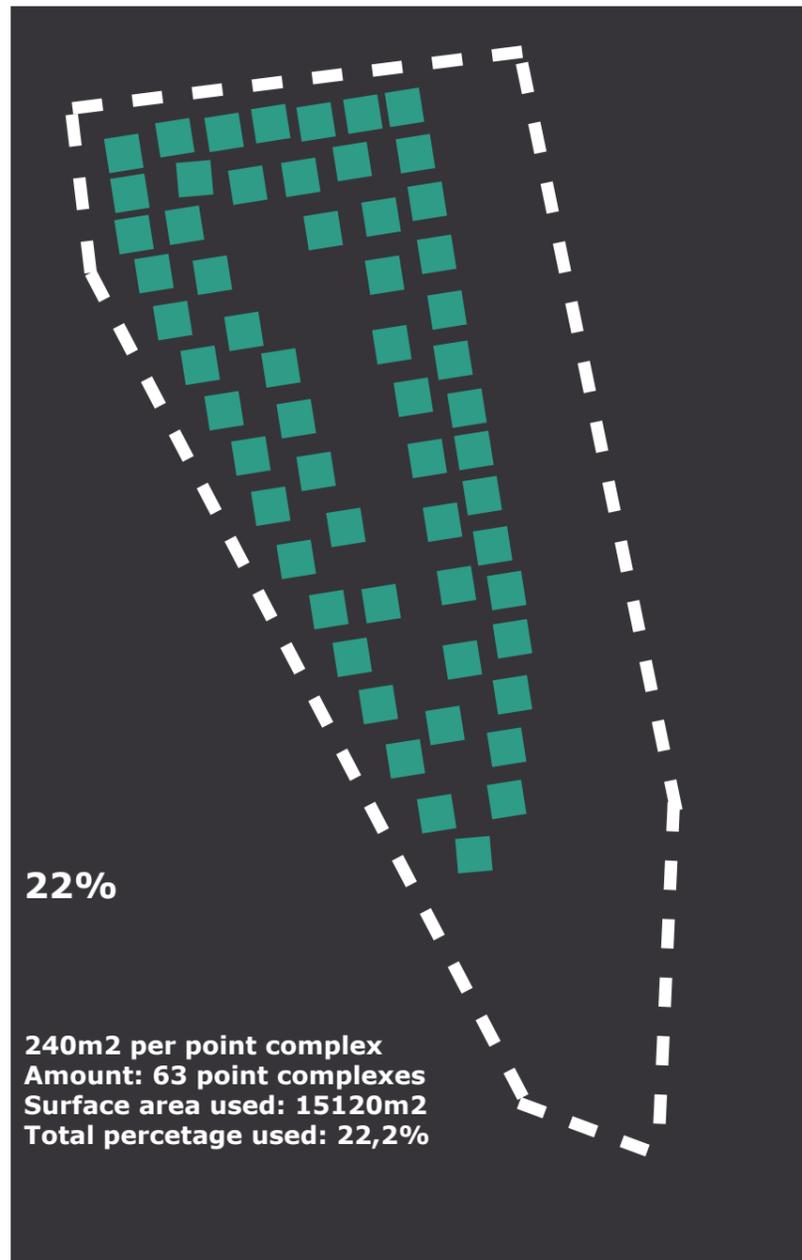


Figure 132: An illustration of the plot with a total surface area usage of 22% (Brkan, 2017)

A 6% increase from today's situation shows that there is still plenty of room for outdoor structures and functions such as parking spots/ green areas/ outdoor services.



Figure 133: An illustration of the plot with a total surface area usage of 29% (Brkan, 2017)

A 14,8% increase from today's situation shows that the given surface area would be used to its extent as well as still having large areas for outdoor activities.



Figure 134: An illustration of the plot with a total surface area usage of 35% (Brkan, 2017)

This is a 20,8% increase from today's situation. This is still a very doable percentage as there would still be plenty of room for pedestrians to walk between the buildings, as well as plenty of room for green areas and other possible uses for the plot.

**Lamella structures:**

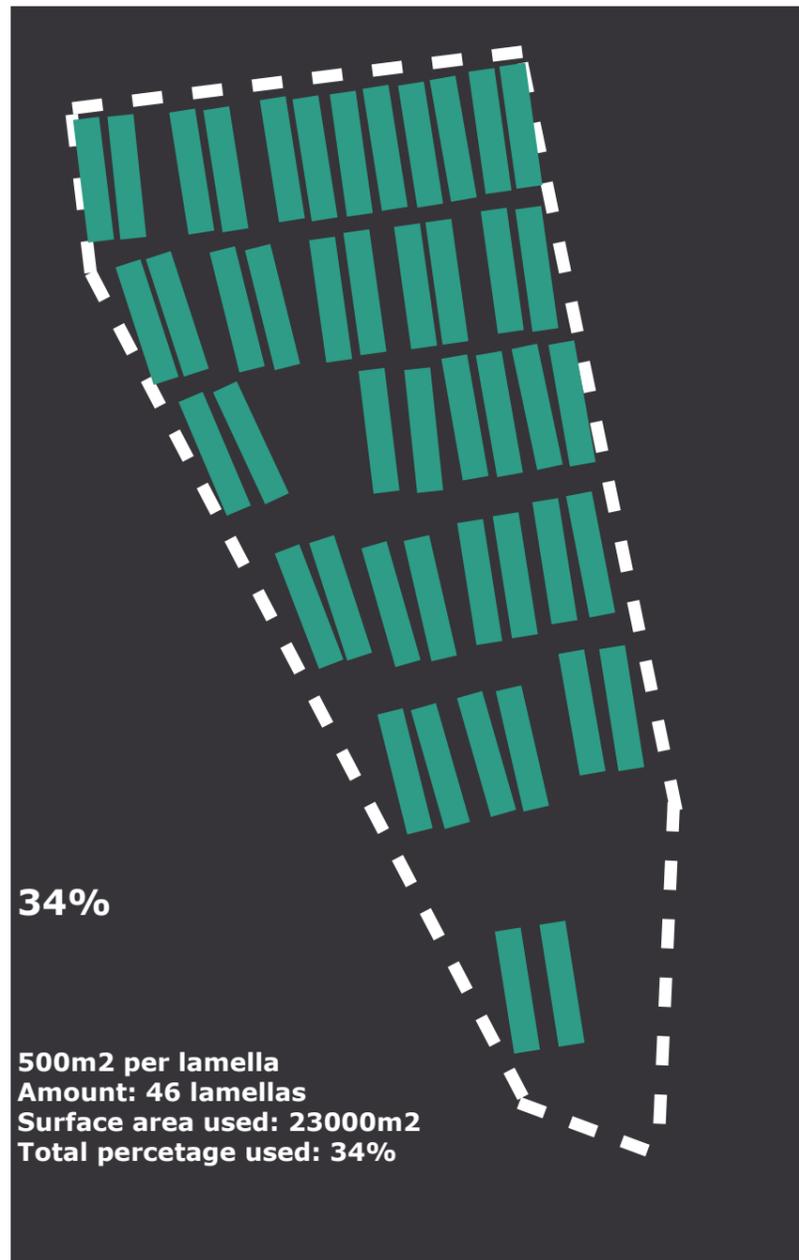


Figure 135: An illustration of the plot with a total surface area usage of 34%, whilst using lamella structures. (Brkan, 2017)

A 8% increase from todays situation. Here it is very obvious that there is still a very large amount of unused areas which would be deemed unused potential, as using such large spaces for outdoor activities or merely using them as passageways would make the space feel empty and way too large.

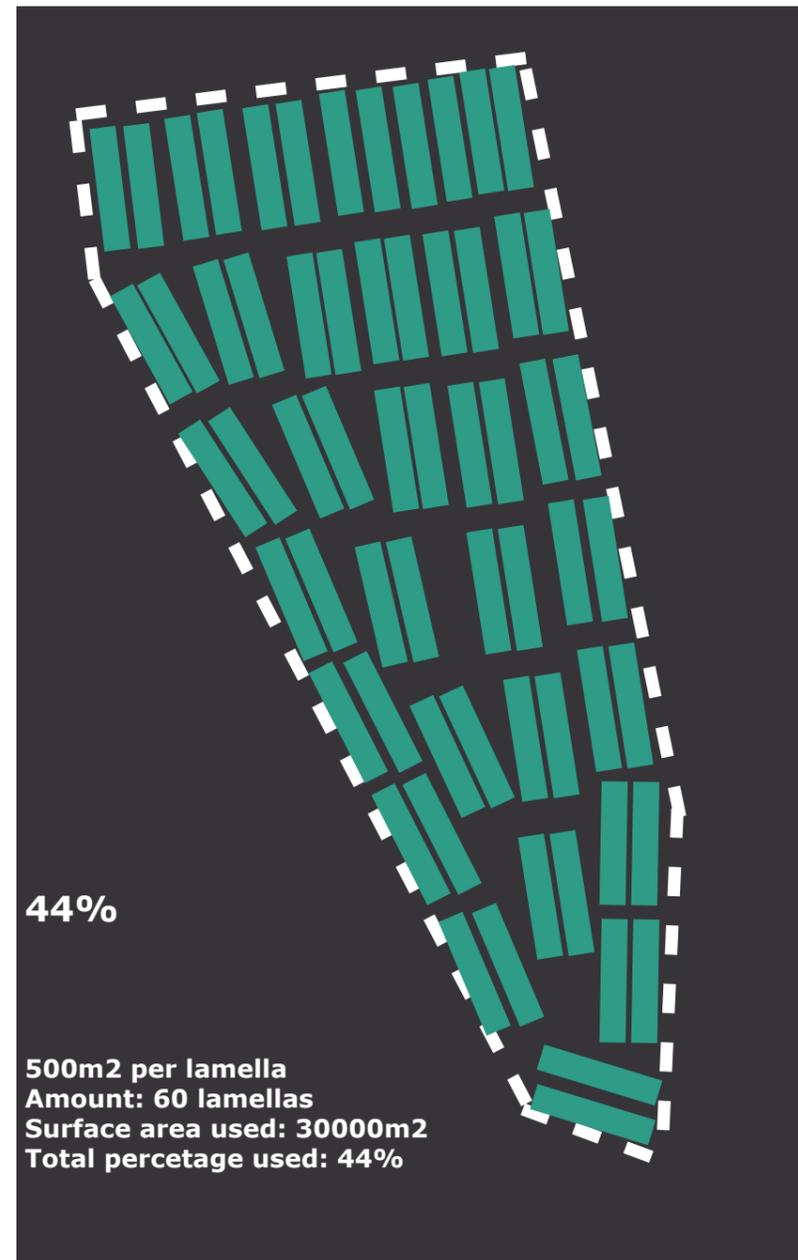


Figure 136: An illustration of the plot with a total surface area usage of 44% whilst using lamella structures. (Brkan, 2017)

A 18% increase from todays situation. There structures are very close to one another which could pose a difficulty as it would block sunlight for the other structures. However, there is an adequate amount of room between each structure so it would be able to create severale passages for pedestrians and those traveling by vehicle.

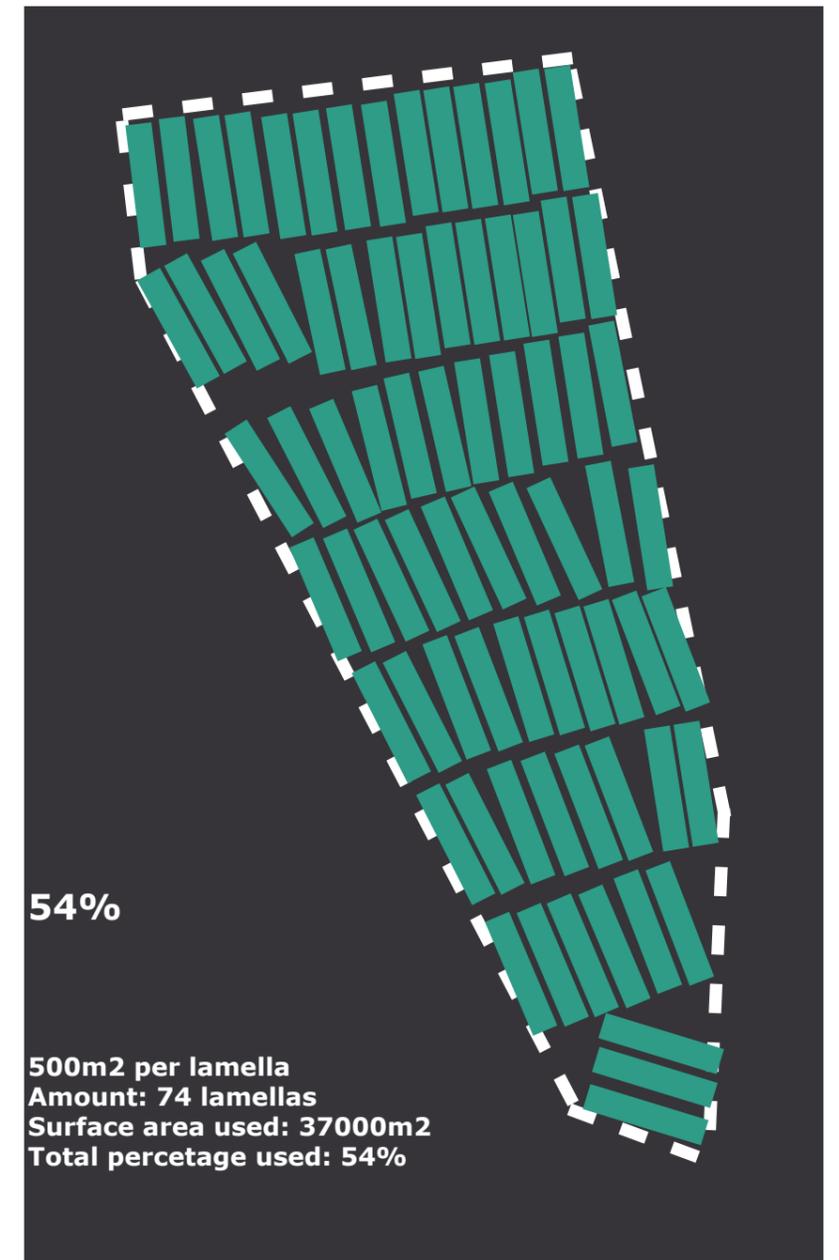


Figure 137: An illustration of the plot with a total surface area usage of 54% whilst using lamella structures. (Brkan, 2017)

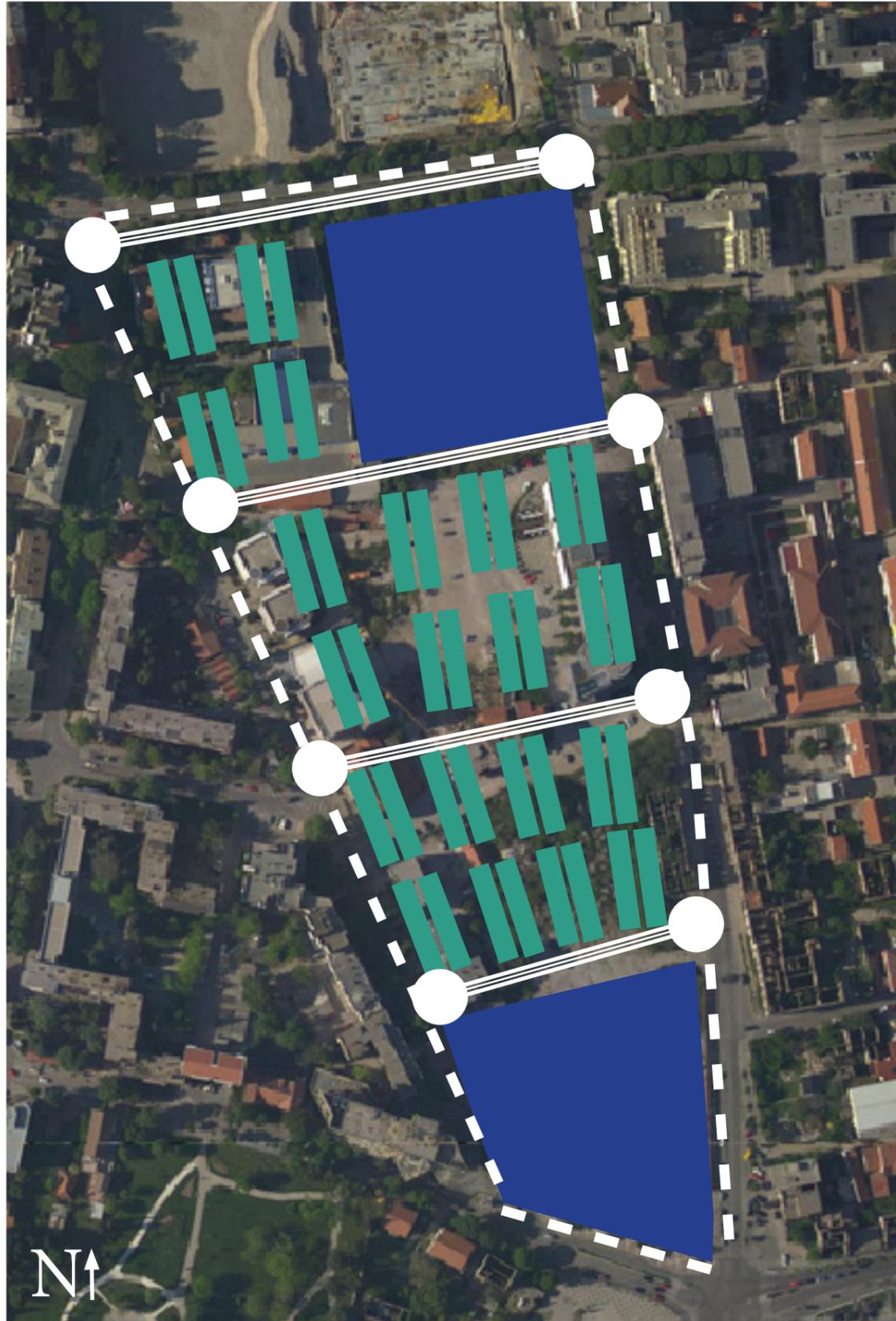
This is a 27,09% increase from todays situation. Far too little room between the structures, creating a feeling of enclosed spaces. This percentage would not be an ideal solution for ensuring good street connectivity nor good outdoor functions.

According to these examples, it seems that the best choice would be a percentage somewhere between 30-35%. In addition it would be best to combine both lamella structures with point complexes to create a balanced area that uses the given area to its fullest without sacrificing the walkability aspect of the plot.

The plot needs to feel like a place where one can walk freely without the buildings creating a constricting feel with narrow walkways or uninviting premises.

### 4.3 Concepts and contextual approaches

#### Concept 1: Residential & Commercial



In this proposal the majority of the plot will be used for residential purposes, whilst the two largest structures will be for commercial purposes.

#### Pluses:

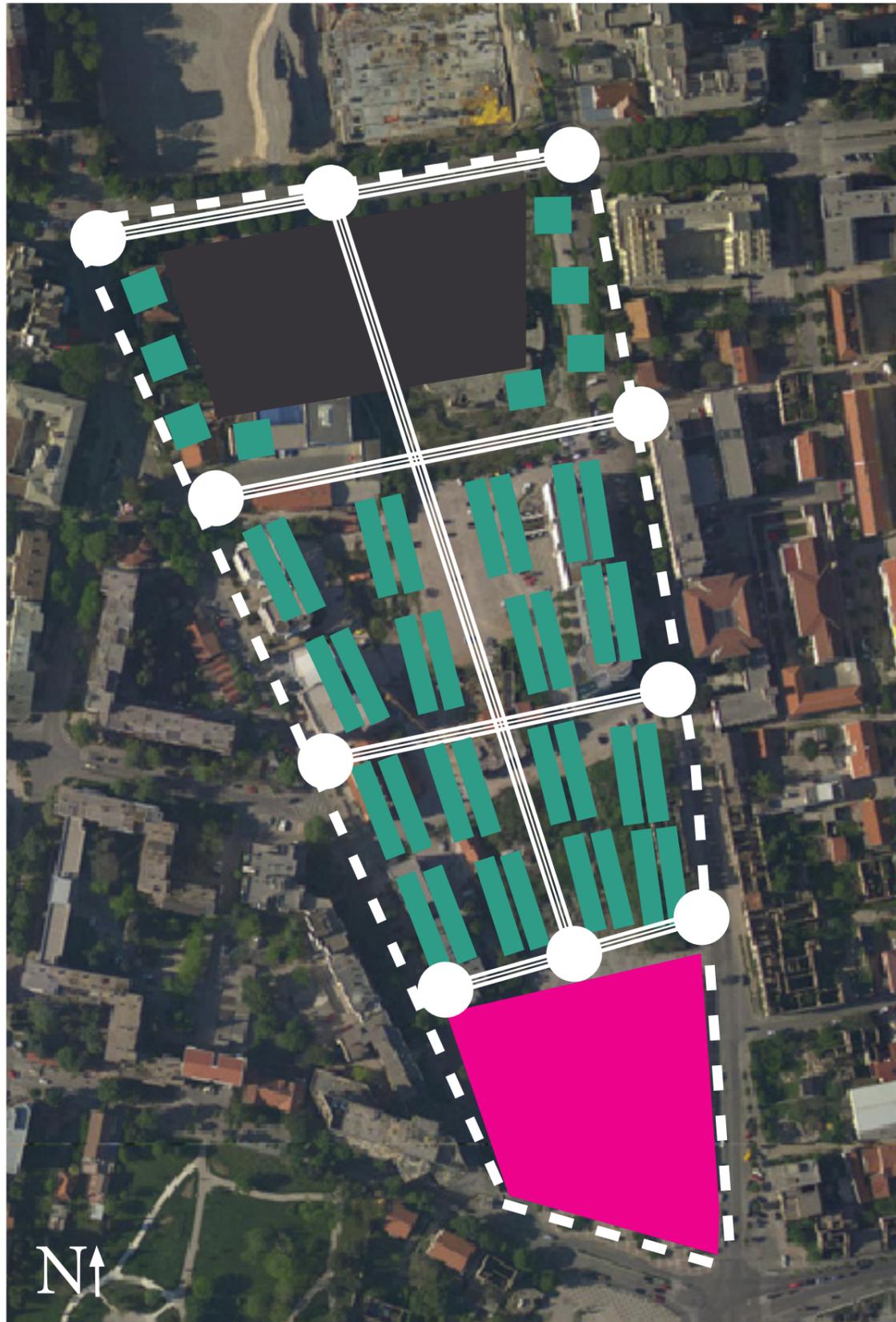
- + Offers apartments at the very centre of Mostar
- + Is in close proximity to several attractions in the city
- + Has great promise of success due to the central location
- + Has several access points
- + The large focus on apartments will meet the need for housing for the first time buyers and others which have been struggling to find something in Mostar.

#### Minuses:

- Competes with the Mepas mall which is in very close proximity.
- Might be a difficulty ensuring stores/functions which will offer something exciting enough to increase the number of visitors.
- A large structure such as that resembling a shopping centre brings a lot of visitors to this structure itself but creates a barrier for the surrounding plots.
- It does not invite for other uses than residential + shopping purposes and would make the plot primarily for those who live there, or are there to visit the stores/signaling building.

Figure 138: Residential & commercial concept (Brkan, 2017)

## Concept 2: Residential & Tourism



In this proposal the majority of the plot will be used for residential purposes, whilst the main focus on the northern side will be the creation of a square which will cater to the need for new hangouts, the southern part will be the spot for a new signal building which could house a gallery/theatre.

### Pluses:

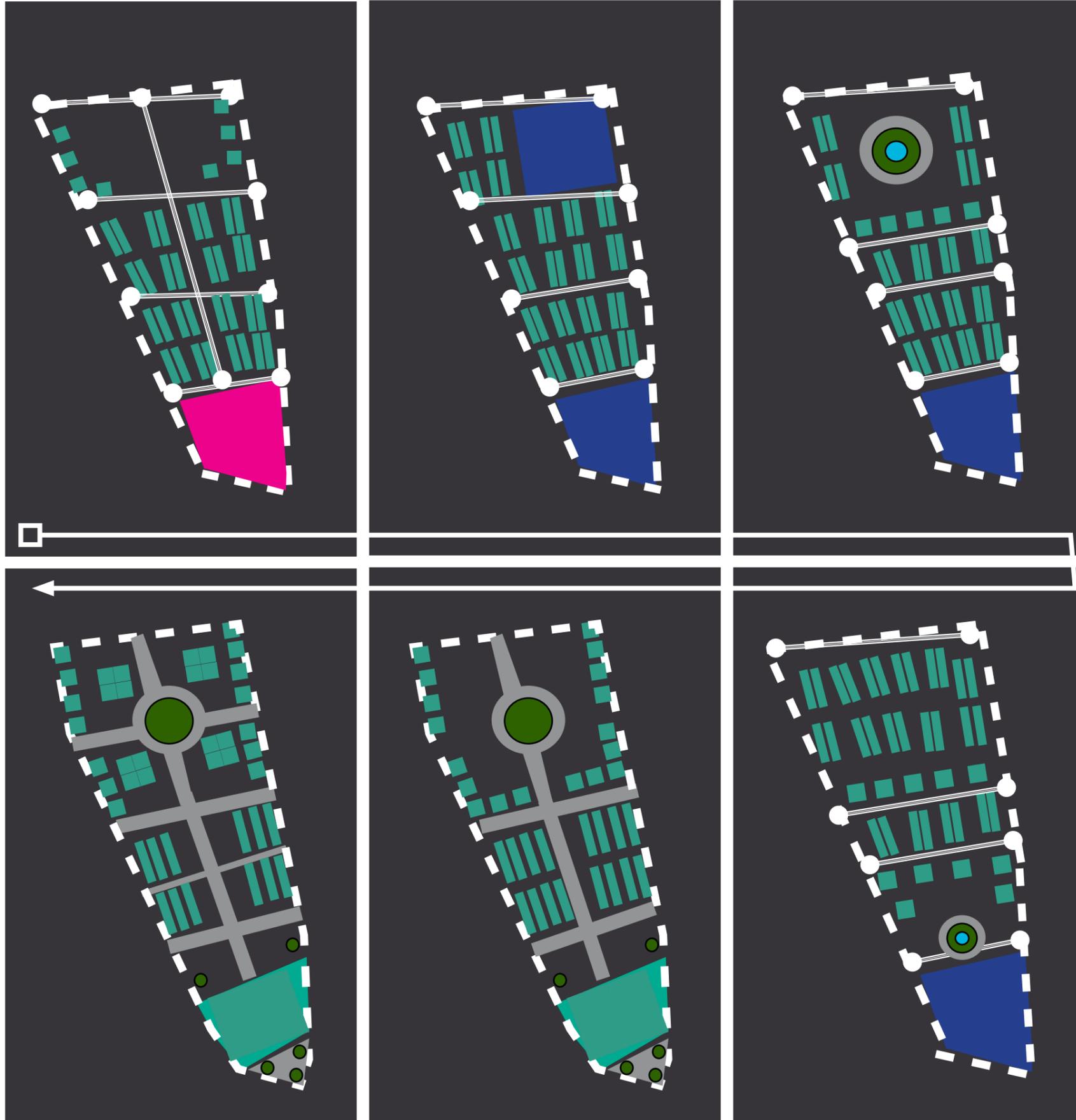
- + Offers apartments at the very centre of Mostar
- + Is in close proximity to several attractions in the city
- + Has great promise of success due to the central location
- + Has several access points
- + The large focus on apartments will meet the need for housing for the first time buyers and others which have been struggling to find something in Mostar.
- + The signal building could ensure that tourist that primarily travel to Mostar for the old town, visit the centre of Mostar as well.
- + The signal building could lead to more activity in the city centre.

### Minuses:

- Giving such a large space for a square removes the profit that could be earned on other uses, and raises the cost for maintenance of this purpose.
- The size of the square could make the place feel too spacious and therefore "boring".
- Having apartments in such close proximity to the signal building could be uninviting for the tenants there.

Figure 139: Residential & tourism concept (Brkan, 2017)

The process from the three alternatives to the final project



Step 1. The Alternative with the residential and tourism was chosen but due to its minuses, it was later dropped.

Step 2. The residential & commercial option came to life but had several minuses which made the idea unattractive.

Step 3. Looked at an alternative which combined option one and two.

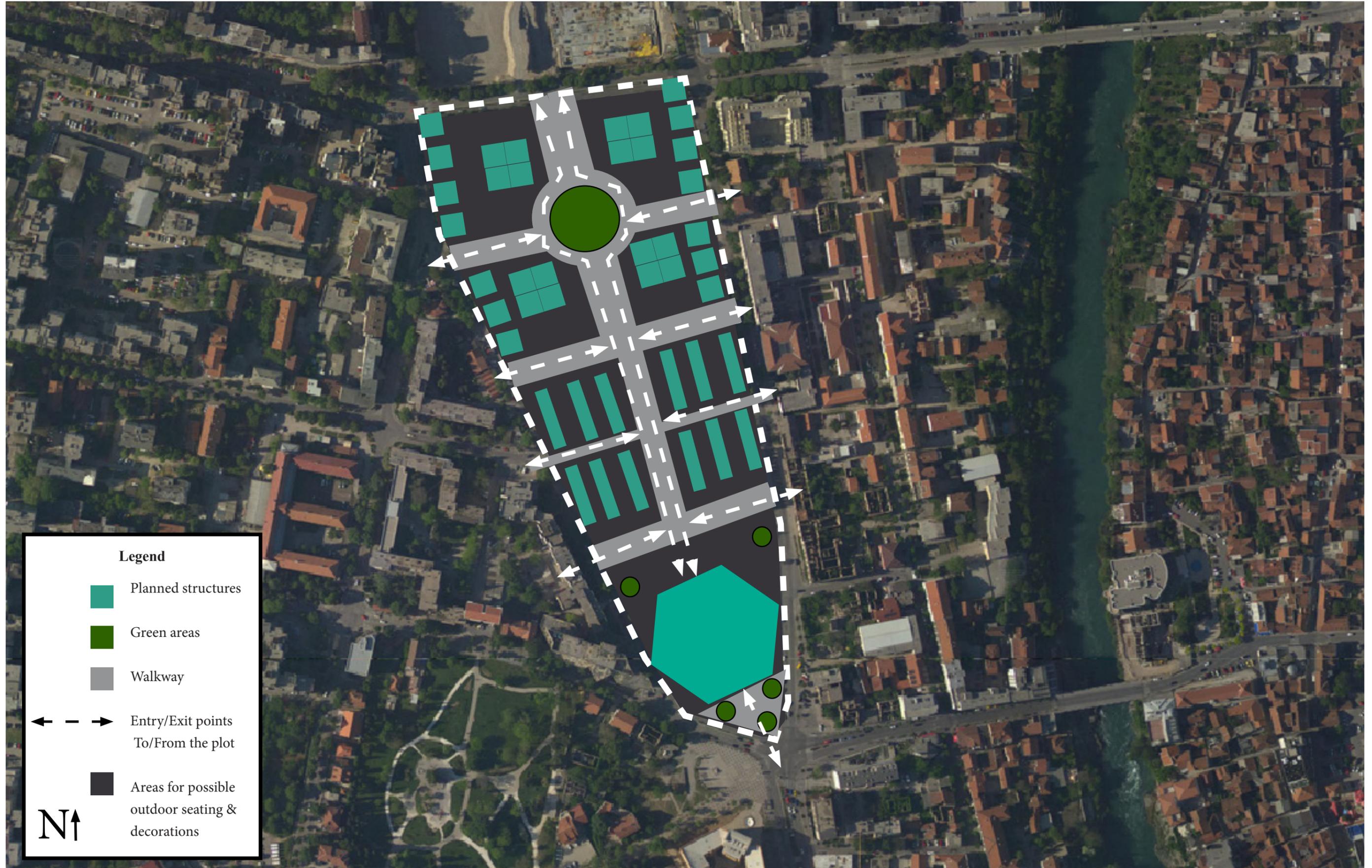
Step 4. Decided on moving the new square to rather be on the "back-side" of the signal building, ensuring that all of the focus would be on this part of the plot.

Step 5. Though that it might be ideal to create a connection from the Mepas mall all the way to the signal building, creating new hangouts spread around the plot, whilst also giving a "reason" for people to want to visit the plot itself. Creating one long walkway with stores/activities and hangout places in close proximity to one another, making every part of the plot entertaining in some way.

Step 6. Decided on "reducing" the size of the square and adding structures here where one can establish stores or cafes which will attract people and removing the chances of making the square feeling too spacious and empty.

Also decided on connecting the plot with all of the colliding side-streets, focusing primarily on pedestrian activity over those with vehicles.

Figure 140: The stages from start to the final suggestion. (Brkan, 2017)



#### 4.4.1 The ideas behind the concept

This concept uses ideas from both of the other suggestions. The main focus on this concept is the signal-building which will be the eye-catching piece of the plot.

The use for this signal building will be centered around tourism, meaning that it will cater to the arts: music/paintings/different art styles/theatre. This meets the strategic goal of creating new "stars" in the HNK/Z (p.30), which could result in the ministry of tourism wanting to cooperate to realise this project.

The middle part of the plot where the lamella structures are placed will primarily be a residential area, however, the first floor of the two middle lamellas will have commercial functions on the ground floor. This is to be done to ensure a long shopping street which will elongate Mepas Mall all the way to the signal building, creating a new attractive area which has something to offer from the beginning to the end.

The square came into mind because the plot called for a change in how its used. As it is currently just an area you pass through and dont spend a significant time on other than to park your car or go into one of the businesses.

This area will now rather be a area where people can gather and meet up with their friends to spend time.

The idea is to ensure that there will be cafes/bars on the ground floors at the quadratic structures seen on fig. 141.

There have been added several new entry points as the old design only had four (but really only one actual entry point where you could walk through the plot , see p. 54.

This design offers nine entry/exit points, ten if you count walking through the signal building to get to the other side. This ensures a better connections to the surrounding streets, which makes accessing the plots functions much easier. It also creates a nice divide between the structures to ensure that area doesnt feel too densified to the point where it isnt likely that anyone feels like spending time on the plot.

The actual general floor area (GFA) and other calculations will be discussed later to explain what percentage of used land has been reached. The focus was to build as many apartments as possible to meet the need for apartments, at the same time I did not want the plot too feel cluttered.

The chosen heights will also be explained later, most importantly the heights have been chosen in regard to the surrounding structures, as well as those that are already established on the plot.

# 5. EVALUATIONS FOR IMPLEMENTATION

This part of the assignment will focus on evaluations what needs to be ensured to make the final concept come to life. In this chapter, the actual design of the final concept will be visualized and discussed on a deeper level.

Finally this chapter discusses the weaknesses and strenghts of the chosen concept.



## 5.1 How to meet requirements 1: the market

During this thesis it has already been discussed that there is a large need for apartments in Mostar. Being that the main focus of the decided concept is residential, this meets the biggest need from the market.

The other obvious way of ensuring that the market is met is to create apartments that size-wise and price-wise meet the targeted audience. Being that first time buyers are a big part of the mentioned group when talking about who is currently searching for apartments in Mostar without finding anything (p. 32.)

Another group mentioned on p. (32) are the students in Mostar which are a large group that currently are in need of housing during their stay in Mostar. As the article on p. (32) mentioned, there is no need to believe that only wealthy people could afford apartments of a certain size, as the possibility is there to apply for a loan from banks to buy one.

The possibility of applying for a loan, renting the apartment out to students in Mostar could also be a way to ensure downpayment in very few years time.

The last group which is worth mentioning, are the people that could be categorized as Mostars "diasphora". This term was usually used about the jewish spreading to other nations, but is today known as "*religious or or national minorities in foreign environments*" - Store Norske Leksikon (Snl.no, 2017)  
(Translated by: Brkan, 2017)

This means the people who are originally from Mostar, that are now residing in other countries due to the war of 92-95. Many of these people were highly educated people that are now reaching the pention-age where they are considering moving back to Mostar as this is the place they feel connected to (and/or feel at home at.)

## 5.2 How to meet requirements 2: the urban planning authorities

While meeting the requirements of the urban planning authorities is important, one must note that as mentioned there is currently no city council in Mostar (see p. 26). This means that there are currently no decision makers which could vote for this plan at all.

However, once they elect new council members in the future, there are certain things that could sway them into considering this suggestion. The main thing being that this thesis searches for a new use of a central location which would cater to all of the different ethnicities in Mostar, of all ages and all genders.

The other being that there are currently no zoning plans, no area plans and no suggested plans for this plot in particular. This grants them a suggestion for possible uses of the plot, which could spark an interest for the city's planners as it challenges the former use of the plot, and suggests a way to connect the current city center with what has been one of the main attractions in Mostar as of late (The Mepas Mall).

In regards to funding, the council would yet again be the one to grant this. As seen with the Mepas mall and the sports hall right next to it, it is possible to ensure the realisation of the project by trying to get funding from companies or banks either together with or without the help of the urban planning authorities.

The fact that this suggestion also have very few green areas removes the worry for funding needed for upkeep/maintenance. This would be an expense that would normally be funded by the urban planning authorities.

However, the amount of green areas and possible decorative additions (fountains, flowers) is a small expense to pay if one considers the fact that the amount of apartments that will be constructed will result in large amounts of municipal fees that will go directly to the municipality, which is easily seen as a big plus in their favor.

### 5.3 The project design for implementation

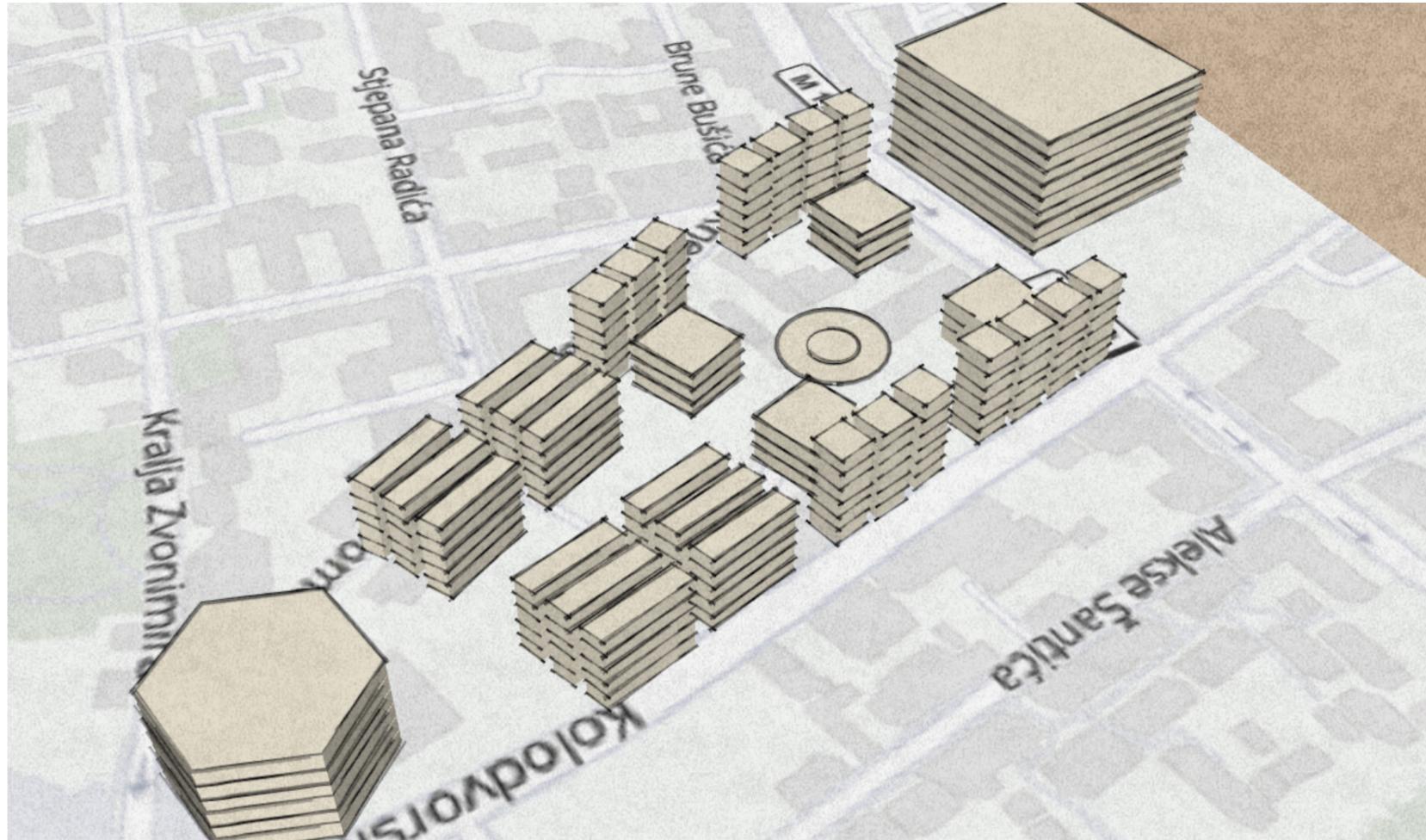


Figure 143: A 3D model of the plot with its suggested area use, giving an example of how the area could look with the suggested structures and heights. (Brkan, 2017)



Figure 144: The spanish quarter, the way the green areas have been implemented here are an inspiration for the current plot. (Brkan, 2017)



Figure 145: The main shopping street in Mostar towards the old Town. This type of "seeing something every way you turn" until you reach your destination was an idea for the plot. (Brkan, 2017)



Figure 146: The ground in the Old Town, a specific rock-pattern. (Brkan, 2017)

The Mepas malls height was the main focus when deciding on the height for the apartment buildings that are in closest proximity to this structure.

As seen on fig nr. 143 the main focus on the northern part of the plot is the creation of a square with commercial functions surrounding it , creating both a place to hang out and a possible "extension" of the current shopping centre.

The middle of the plot has been left empty on purpose, because the idea was to create a shopping street leading up to the signal building, creating a feeling of cohesion, elongating the Mepas shopping district and connecting it with the city centre.

To ensure the wanted outcome, and to refrain car-users from entering this middle part of the plot, it is possible to use a different type of material for this part of the ground. For instance one could use the old town as reference on how to do this. (See fig nr 146)

### 5.3.1 Design possibilities

#### The signal building:

As Mostar is a blend of modern and old architecture, the design for the "signal building" could be composed as an homage to both the old traditions in mostar, as well as experimenting with a modern take that would be more of an artistic approach.

As previously mentioned there are several buildings in Mostar that are using glass-exterior, which is something that could be interesting to keep in mind in the design-process.

An idea that came to mind was to use reflective glass, to mirror the opposing elements of the plot (See fig. 147). For the more traditional idea the use of artwork seen on structures such as the Razvitak building came to mind, (see fig. 148).

For greenery that would have a decorative effect surrounding the building, the past use is very interesting, with a checkered type of print with some green areas, see fig. 150.

#### The square:

On my excursion to Mostar, one of the squares that got my attention was the spanish square which is located right next to the Gymnasium. This square is quite simple and has put its focus on greener and the tiles are the main focal point.

For the plot, something like this could be ideal, however there needs to be something at the very center of the square. On the musala square the focal points is a large fountain, however this has been out for several years now due to a lack of upkeep, which is a scenario we wish to avoid for this plot.

Perhaps an art piece would be a better choice, as a divider and focal point at the square?



Figure 147: A building in central mostar with reflective mirrors. Clean design. (Brkan, 2017)



Figure 149: The spanish square in Mostar. (Brkan, 2017)



Figure 148: Traditional artwork here seen on the Razvitak building. (Brkan, 2017)



Figure 150: Greenery in front of the old "HIT" mall. (Brkan, 2017)

## 5.4 Total area usage + the different uses of each floor

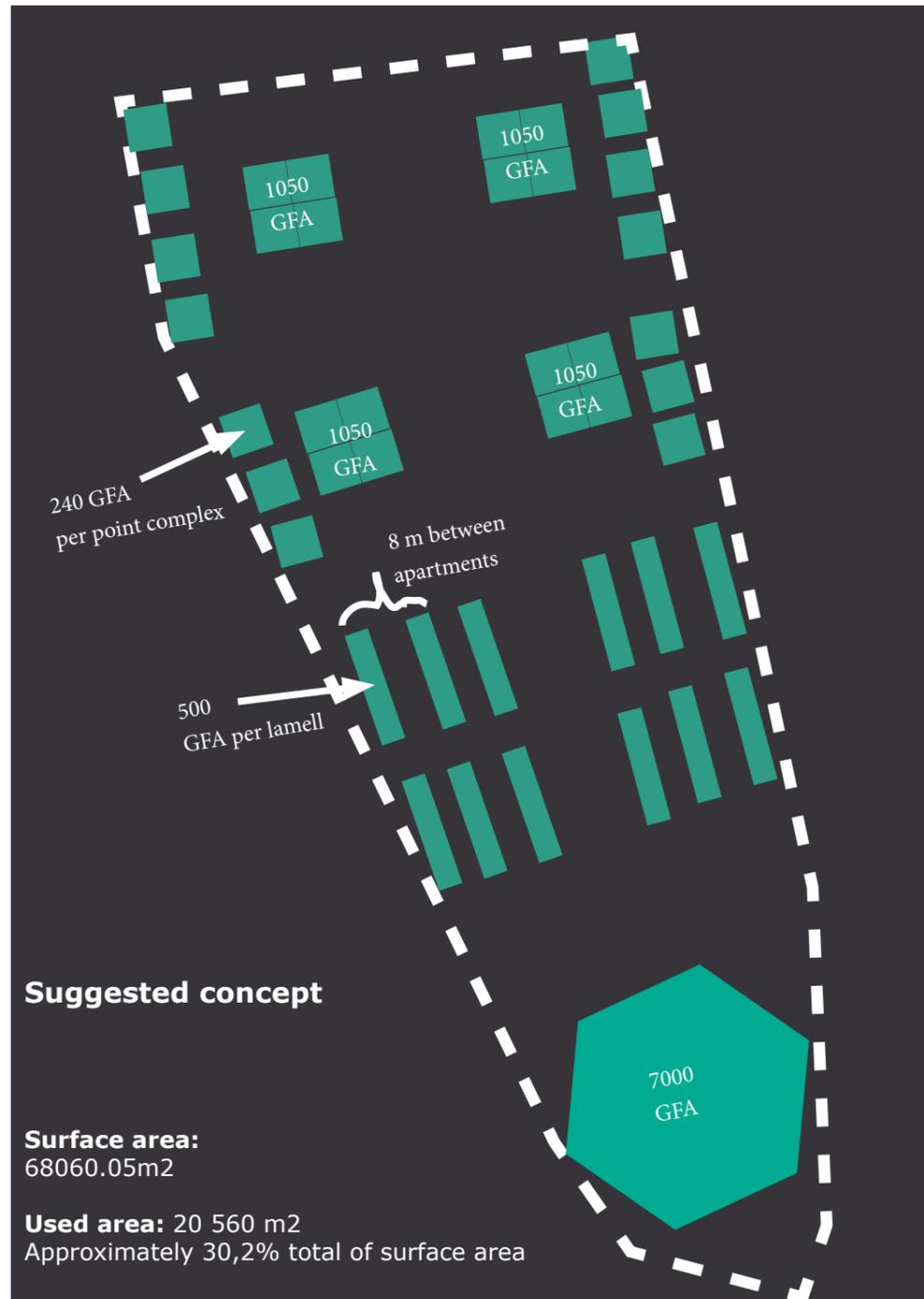


Figure 151: Showing the GFA of the suggested structures, in addition to an overview of the total used area in m<sup>2</sup> and %. (Brkan, 2017)

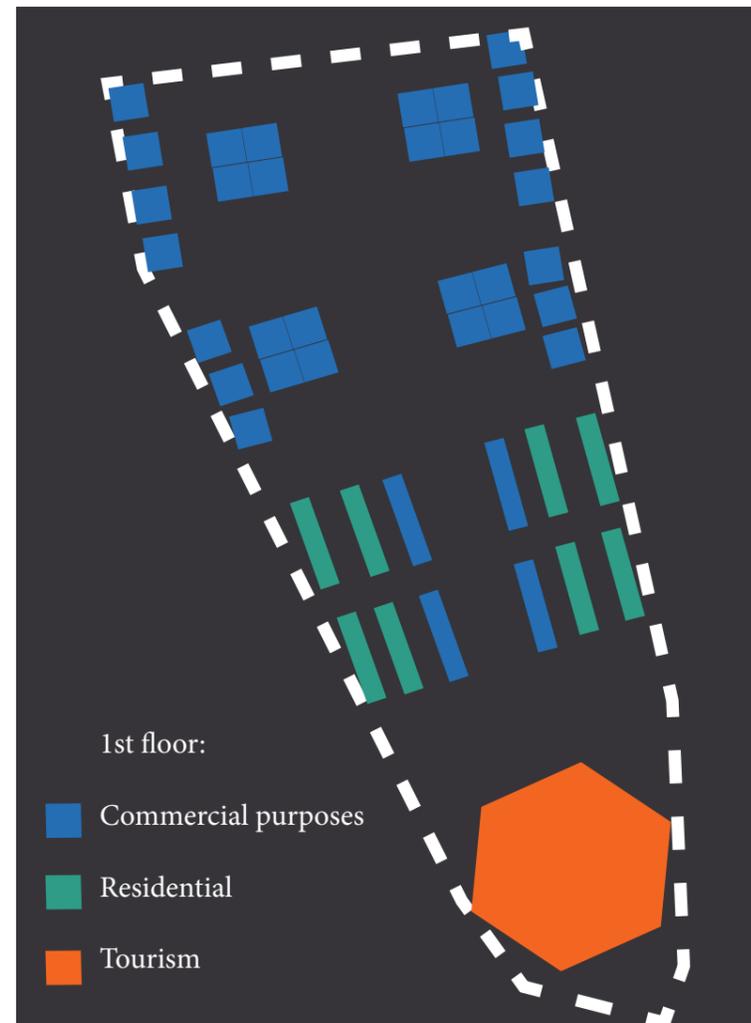


Figure 152: The given purposes for the 1st floor of every structure. (Brkan, 2017)

The total surface area is a total of 68 060, 05m<sup>2</sup> meaning that this is a very large plot to work with. The current actual use (general floor area (GFA)) of the area is about 14,2% is being used (see.p 44).

This suggested concept rises this percentage to 30,2% which doubles the current use.

The main focus has been residential purposes, but as seen on fig. 154 the first floors of the structures surrounding the possible square, and all of those leading on to the tourist focused structure will

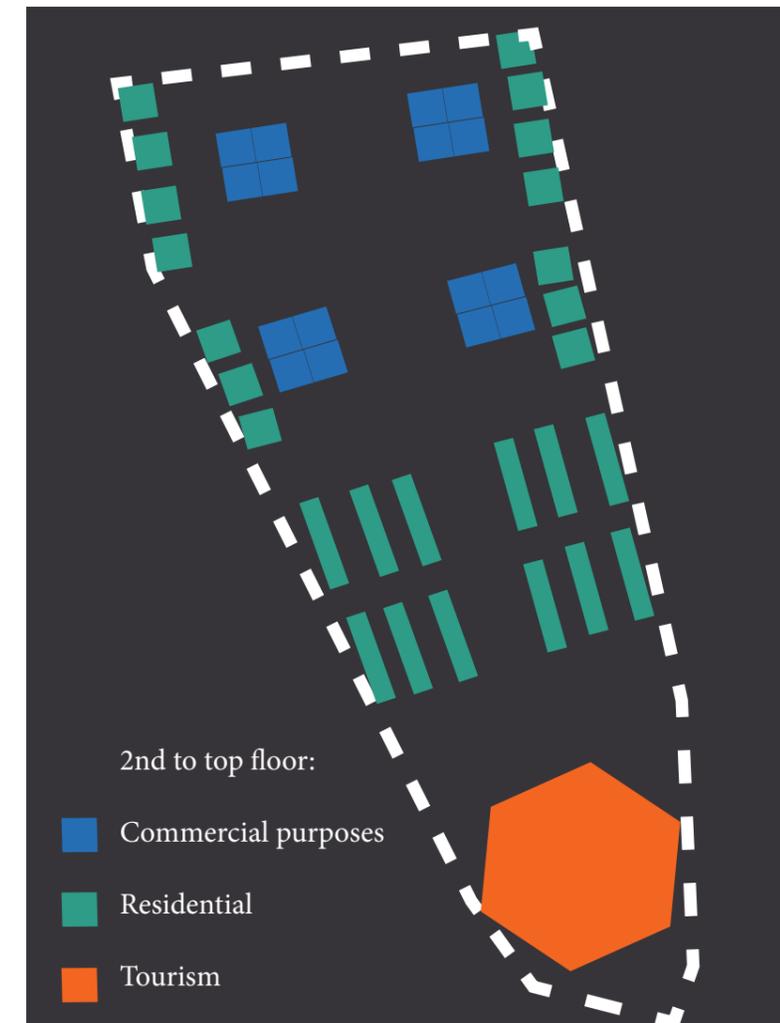


Figure 153: The given purposes for the 2nd up till the top floor of each structure. (Brkan, 2017)

be given commercial purposes.

The reasoning behind these choices is that a square needs something to keep the square full of life. The most common usage is cafes/bars. In addition to this it heightens the attractiveness of walking through the plot as there is something to see on each corner and it all leads up to the main attraction, the signal building.

As the biggest need in Mostar currently seems to be residential purposes, this has also been the main focus and therefore 2nd to the top floors are all focused on this purpose except for the structures which are based around the square itself.

## 5.5 Apartment sizes

The idea behind the chosen structures was to create apartments which would meet the given groups that were found during my demographic analysis (p. 31) These groups are also mentioned on p. 68.

Since the main groups are those where there are thought to be at least 1 and max three total, the types of apartments that were chosen two-room (50m<sup>2</sup>) and three-room (70-80m<sup>2</sup>) apartments.

These apartment types will offer different sizes for the different groups that are most likely to search for apartments in this area of Mostar. The sizes are also compatible for all ages as there are spaces for those who need less (students or people who live alone), and those who need a bit more (perhaps retirees), and those who need the most spacious options with three rooms (first time buyers that perhaps need extra room for future children.)

There will in total be 70 two room apartments, and 24 three room apartments in each of the sizes from 70-80m<sup>2</sup>.

The lamella structures will be five floors high, whilst the point complexes are six floors high. These heights have been chosen

due to the surrounding structures and structures that are already on the plot.

	Two room	Three room	Three room	Three room
Total GLA (General leasable area)	50m <sup>2</sup>	70m <sup>2</sup>	75m <sup>2</sup>	80m <sup>2</sup>
Apartments available	70	24	24	24

Figure 154: The different apartment sizes, their general leasable area and total of apartments that are offered within the different size options. (Brkan, 2017)

These sizes mean that the lamella structures will have about six apartments per floor. Four smaller apartments of 70-75m<sup>2</sup> and two larger of 80m<sup>2</sup>. (Suitable for couples, smaller families.)

The point complexes have four apartments per floor, each being about 50m<sup>2</sup>. (Suitable for students, younger couples, retirees.)

## 5.6 How to solve the current parking situation



Figure 155: Showing the proposed underground parking-spaces. This suggestion focuses mainly on the newly suggested structures and their need for parking. (Brkan, 2017)

The current situation in Mostar is that cars are wherever you turn in the cityscape. It is obvious that there is a lack of parking spaces as people park wherever there are empty spots, such as on the curbs or at random abandoned plots.

As a very large area of this plot is currently being used for parking purposes, it would be impossible to not return these in some way.

As above ground parking spots are seen as a waste of spaces that could be used for other purposes, these will be exchanged for underground parking spots.

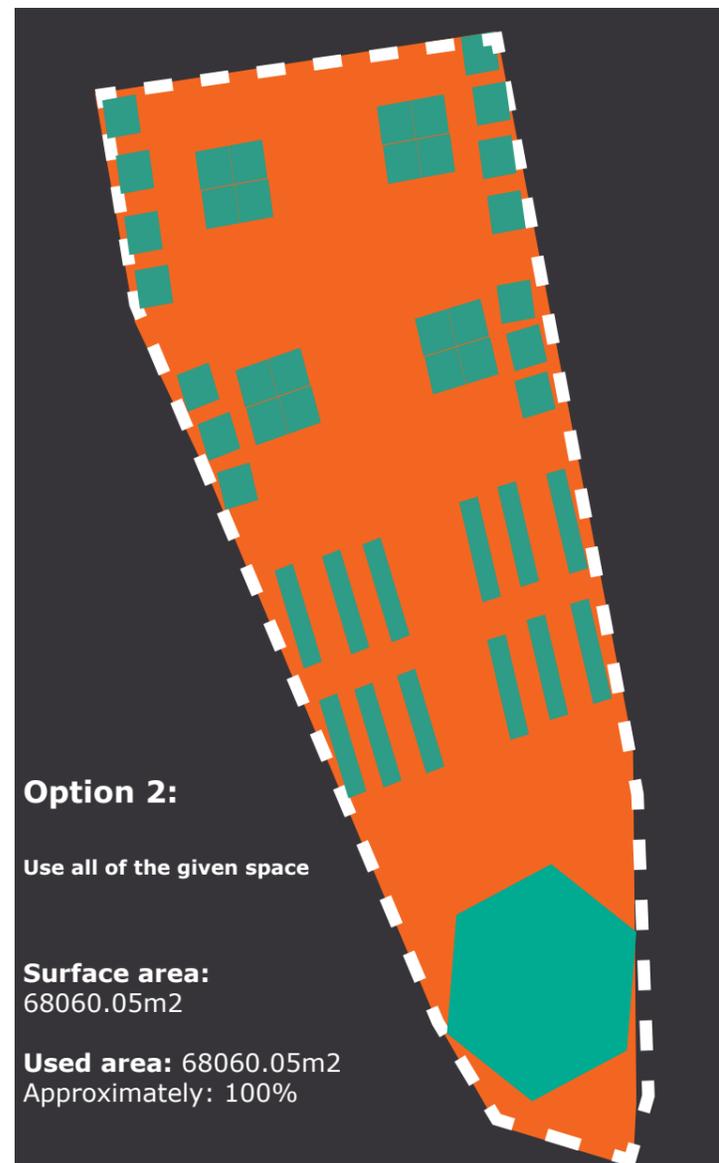


Figure 156: Showing the proposed underground parking-spaces. This suggestion focuses on the fact that the entire city is in dire need of more parking areas. (Brkan, 2017)

If one imagines five rows of four point complex buildings, this would be a decent amount of parking spots for the first block. This multiplied with about 8 (to double the area beneath the signal building), it would come to about 30 720m<sup>2</sup>.

This would be a decent amount of parking spots for those living in the apartments which have been suggested, but would also be a significant amount of parking areas for those travelling to the area due to the signal buildings functions.



Figure 157: Cars parked at the Musala square. (Brkan, 2017)



Figure 158: Cars parked at random in front of the entrance to the Old Town. (Brkan, 2017)



Figure 159: A long line of cars parked throughout the Santic street. (Brkan, 2017)

The best choice would probably be to use all of the given space, as the issue is so large. This could also turn into a potential selling point for the urban planning authorities as they need parking spaces, and they could earn on them if they choose to issue a fee to those that wish to park here if they aren't residents in one of the plots apartments.

## 5.7 Is it implementable – weaknesses and strength?

The main problem with the idea, as I have mentioned the issues with cost and how the idea would be "sold" to the city council and decisionmakers, is the size of it. It is unrealistic to believe that the idea could be executed "all-in-one" as it would both be costly, it would take time to find investors, and the build itself would take a decent amount of time.

Another weakness could be the square, as there are several costs that would be added due to its nature. It would be the municipality's "duty" to upkeep/maintain the premise. In turn, this could make the planning authorities dislike this part of the idea, either slowing this part of the project or needing to rethink it entirely. However, the amount of these areas is quite small in comparison to how many apartments and commercial/tourist focused buildings there are. This means that the possible earnings on municipal fees would be greater than the potential cost for upkeep/maintenance.

Also, a very positive aspect of the suggested plan is that there is no need to realize all of it at once. No matter which part of it is realized it would be a positive addition to the city and even if it is the residential, commercial or tourist focused aspect that would be built first, all of them meet an important need which is lacking in today's city situation.

The biggest strength of the idea is the placement and the choice of functions which meet several factors that are needed in today's city situation. It also suggests for a current "problem" in Mostar which is that tourists primarily visit for the Old Town, meaning that no possible income is made on tourists outside of this zone. Also, there are several things that the city has to offer besides its old architecture, such as the cultural experience of seeing how city life in Mostar is outside of the old town, experiencing the nightlife and seeing how the city has developed since the war.

It is important to note that the decision on how to connect the colliding streets surrounding the plot, will have an enormous say in how the plot is to be used by the people of Mostar in general. Making way for cars to pass through could result in an unwanted amount of car-traffic.

However, the choice of using a different underlay for the walkway in the middle of the plot is a possible measure to ensure that this area is unattractive for car-users whilst also making an "invisible" barrier, whilst not needing to create hindrances for car-users such as actual barriers in form of poles/fences/chains blocking passage-ways for non pedestrians.

# 6. CONCLUSION

## 6.1 Conclusion

As seen on page 71, the suggested new use for the plot has risen the current use of 14,2% to 30,2%. This so to say doubles today's given use and I would say that is a very positive outcome which improves the current situation greatly.

### Has the thesis question been answered:

In regards to the thesis question which was:

*“What kind of land use, urban functions and amenities for residents as well as people visiting the city should be best suited and preferred to ensure an economically positive outcome for the city of Mostar, while at the same time accommodating the diverse population?”*

I feel that the feasibility study has answered the thesis question, by resulting in a concept that would prove to be quite profitable as the need for apartments has shown to be quite large in Mostar as of late.

At the same time it offers an opportunity for the municipality to earn on the project through municipal fees/taxes.

The tourism aspect of the suggestion will possibly attract people to the city center, which could lead to more earnings spreading to more areas than just the Old Town. As well as it at the same time ensuring that there are generally more people traversing throughout Mostar and experiencing what it has to offer other than the old town.

A big aspect of my motivation behind this thesis was to create something for *everyone* in Mostar, no matter what nationality they have, gender, age.

I feel that the suggested uses are very neutral in that sense, as they would fit for any age group and it does not hold a significant meaning to any of the nationalities which are found in Mostar.

The cafés that could be implemented on the ground floor at the buildings with commercial functions could be designed differently to meet different age groups.

The apartments will be beneficial to many age groups and if one were to consider the fact that there is a divide between the city as

of now, these apartments could be a place where it does not matter which "side" you are from. A neutral space.

### What was the result of the two chosen hypotheses:

1. Mixed housing developments are a possibility (fusion)
2. It's financially possible with financial contributions for general public functions (property development)

It was eventually found out that the first hypothesis would be the one that was confirmed. The final concept is a fusion of several different uses, which has met several issues in Mostar and granted a possible solution for them. Such as: A solution for the current lack of parking spaces, the fact that tourism is centered around the Old Town without tourists bothering to explore the rest of Mostar.

The different choices of apartments also meet the different types of potential buyers: students, first time buyers, retirees. It offers something for everyone.

The second hypothesis was also proved, as it was mentioned on p. 64, it would be possible to apply for funding through a deal with a bank to ensure the completion of some parts of the plot, if there were problems with ensuring funds simply from the municipality.

This was seen done in the case with the sports hall right next to Mepas Mall (p. 20). As the city council is not cooperating at this time, it was the county's efforts which ensured the project's completion as they made a deal with the Croatian Bank. This leads me to believe that a similar approach can be done with the suggested concept.

### Politics - a hindrance:

It was very sad and demotivating to find out that the city council had not had a meeting since 2012, as that shows that a lot of processes are probably on hold at the moment. Or it could simply mean that the planning process becomes even more time consuming and difficult which is a very negative aspect.

If the city council was still functioning it would have been interesting to conduct interviews with some of the current members to further explore how the planning process in Mostar works, what it is they envision for Mostar since they have yet to come up with a suggested use for very plot that was used in this thesis.

At the very least, this thesis suggests ideas for the city council to consider if they ever were to see the potential of the chosen plot.

### The wish to stay neutral throughout the thesis:

From the beginning I wanted to be neutral throughout my thesis, as I have experienced way too many biased discussions throughout my lifetime in regards to the situation in Mostar.

The aim was to make the facts speak for themselves in the search for a area use which would be beneficial for all of those who live in Mostar without letting anyone feel left out.

However, my neutral stance sometimes proved to "hinder" my thesis, as the search for interview objects for instance was difficult. I did not want to be swayed by either groups, and I dropped the idea of interviews as there were no available "higher ups" at the time.

### Time constraints:

As my time I could be in Mostar was limited, there was a limit to what type of interviews I could potentially conduct. I was pondering about the idea of setting up a "suggestion" box in front of the plot with a blank slate asking people what they would like to see here if they could choose.

However, this idea was scrapped due to a lack of time to properly execute the idea, as well as not being sure that participation was an aspect that would be a great aspect of my thesis.

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