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*Kentsel Tarihi Yapıya Bağlı Olarak Planlanan Şehrin Genişlemesi : Podgorica
(Karadağ) Örneği*

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EXPANSION OF THE PLANNED CITY IN RELATION TO THE HISTORIC URBAN STRUCTURE CASE STUDY PODGORICA, MONTENEGRO

Kentsel Tarihi Yapıya Bağlı Olarak Planlanan Şehrin Genişlemesi : Podgorica (Karadağ) Örneği

Gordana ROVČANIN PREMOVIĆ

Abstract: The research work is based on an analysis of the relationship between the planned city and the historic structure from the Ottoman period – Case Study Podgorica, the city in Montenegro. Podgorica is a city that consists three urban structures created in different periods: The Old town – *Stara Varoš* (from 15th century - period Ottoman rule), The New town – *Nova Varoš* (from late 19th and early 20th century) and New planned town (from the second half of the 20th century). The focus of the study is old town transformation in the urban expansion of Podgorica in the 20th and 21st centuries. In the work is given the recognition of influence factors and dominant functions, that led to the discontinuous development of the planned new areas of city Podgorica in relation to the historic structure – *Stara Varoš*.

Keywords: Historic structure, planned city, the urban structure of Podgorica, *Stara Varoš*

Öz: Bu çalışmanın ana teması Podgorica şehri örneğinde Osmanlı döneminde şehir planlaması ile tarihî yapı arasındaki ilişkinin analizini içermektedir. Podgorica, Eski Şehir – *Stara Varoš* (15. yüzyıldan Osmanlı dönemine kadar), Yeni Şehir - *Nova Varoš* (19. yüzyılın sonlarından 20. yüzyılın başlarına kadar) ve yeni planlanmış şehir (20. yüzyılın ikinci yarısından itibaren) olmak üzere farklı dönemlerde oluşturulan üç kentsel yapıdan oluşmaktadır. Bu çalışmada, *Stara Varoš*'a göre planlanan Podgorica şehrinin yeni alanlarının düzenli olmayan gelişimine yol açan etki faktörlerinin ve baskın işlevlerin tanınmasına yer verilmiştir.

Anahtar Kelimeler: Tarihî yapı, planlı şehir, Podgorica'nın kentsel yapısı, Eski Şehir

Introduction

Research the relationship between the planned city and the historic urban structure is of big importance for defining the city's relation to the past and to the urban and architectural heritage. This study describes an example of discontinuous development of a newly built city formed in the 20th century in relation to the historic structure. The focus of research is on analyzing the development of Podgorica, the capital of Montenegro, in relation to the historical urban structure - *Stara Varoš*. The old urban structure was formed as a fortified city at the time of the Ottoman rule in Montenegro (1474-1878). At the end of the 19th century and at the beginning of the 20th century, the city expanded out of the historic frames, and in the second half of the 20th century, the city was experienced a turning point in economic and spatial development. The socio-economic development of the city was followed by migration of the population when was started a more intensive process of expansion and building of the city. With the development of the city, in the 20th century, Podgorica experienced changes in functions that influenced the change of the historic structure *Stara Varoš*.

Development of Historic Urban Structure of Podgorica *Stara Varoš*

The old town *Stara Varoš* is a fortified late medieval urban structure built on the territory of Podgorica city. The old town of Podgorica was formed during the eighth decade of the 15th

century. Ottomans began to build a fort in 1474 at the mouth of Ribnica and Morača rivers. The development of *Stara Varoš* was significantly influenced by geophysical conditions. The mouth of the rivers, the suitable climate, the fertile Zeta valley, the proximity of the Skadar Lake and the Adriatic Sea, the transport roads and a good strategic position have contributed to the development of settlement in this area. Since the Middle Ages, the settlement is called Podgorica, and since the end of the 19th century, it is characterized by the name *Stara Varoš*.

The old urban structure had the concept of the Oriental-Balkan urban and architectural ensemble. The historic structure of Podgorica developed spontaneously, without urban planning until the end of the 19th century. The Ottomans built an oriental-type fortress with craft-trade and administrative functions. The town first developed as a fortification, especially in the late Middle Ages, as the largest trading and craft center in Montenegro. The medieval town was built within the Ottoman fortress that was surrounded by the ramparts. The settlement was surrounded by a rampart with towers and with a suburb outside the fortified protected area. That was an irregularly shaped settlement, with curving and narrow streets. The structure of streets in *Stara Varoš* was unplanned and dispersed with squares of irregular shape and with a grouping of houses without any order. Along the streets were the houses and traditional trades. In the central part of the settlement was a square, and it was divided into irregular streets - *sokakes* and *mahales*. In the *Stara Varoš* were no public buildings. There were small residential houses built along narrow meandering streets in number about several hundred.

In the old Montenegrin state, Podgorica was the only city with a developed civil status, expanding and organized domestic market, developed communications and roads. By the 20th century, *Stara Varoš* was the most well-preserved urban structure of Ottoman feudal and Montenegrin patriarchal politics. From the Ottoman period, there are no mapping documents based on planning this settlement.¹

Stara Varoš in the Urban Plans of Podgorica from the 19th to the 20th Century

Ottoman period finished in 1878 and the town of Podgorica was united with Montenegro.² The growth of population and urban expansion of Podgorica was out of the old areas, out of *Stara Varoš* limits. As a result of that situation, the first urban plan for a new settlement was prepared in 1879. The first urban plan of Podgorica, after the built *Stara Varoš*, was the urban plan of the new part of the town - *Nova Varoš* in 1879, which included the free space on the right bank of the river Ribnica at the foot of Gorica hill. The plan had functional character, a geometric orthogonal raster.

Urban Plan of the *Nova Varoš* had two versions that differed in the relationship of the new city matrix to the historic structure.³ The first version proposed the complete demolition of the historic urban structure and the construction of new urban blocks in its place (Fig. 1a). The second version proposed the extension of the orthogonal urban matrix of *Nova Varoš* in the form of two dominant straight line roads, which would cut the thick medieval urban structure of *Stara Varoš* (Fig. 1b). Those two versions of a new city plan were both based on a geometric urban matrix forming rectangle-shaped town blocks and proposed the consequential redevelopment of inherited *Stara Varoš* urban structure. Later development resulted in the implementation of the second variant, with changes in the plan for a new part of the city positioned on the right bank of the Morača river.

¹ Rovčanin, 2016, pp. 34-35.

² The period of Ottoman rule ended on Berlin Congress in 1878.

³ Versions of the plan 1879 were made by a Russian engineer Vladimir Vorman.

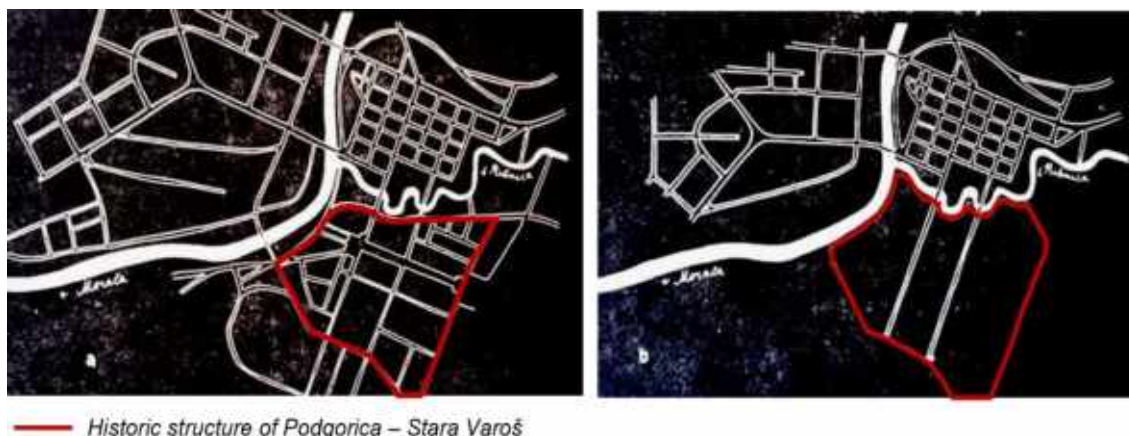


Fig. 1 – The urban plan of Podgorica from 1879

In World War II, there was a complete turning point in the development of Podgorica. The city was bombarded 72 times, and Nova Varoš was almost completely destroyed.⁴ After the war, there was an exception from the plan of 1879 and the abandonment of the established concepts of the city development. The plan was revised, and the planners inherited the orthogonal matrix of the city, which interrupted the natural streams of the rivers Morača and Ribnica and the historic structure of the city. The first decision to rehabilitate the city after World War II was issued in 1946. Immediately after, a general plan was drawn up. The railway station was located east of the city, close to *Stara Varoš*, which significantly generated the transformation of the context of the old urban structure. In 1950 was initiated a general urban plan (Fig. 2). For the first time the two zones of the city were marked: east and west of the Morača river and for the first time considered the position of the industrial zone of the city.

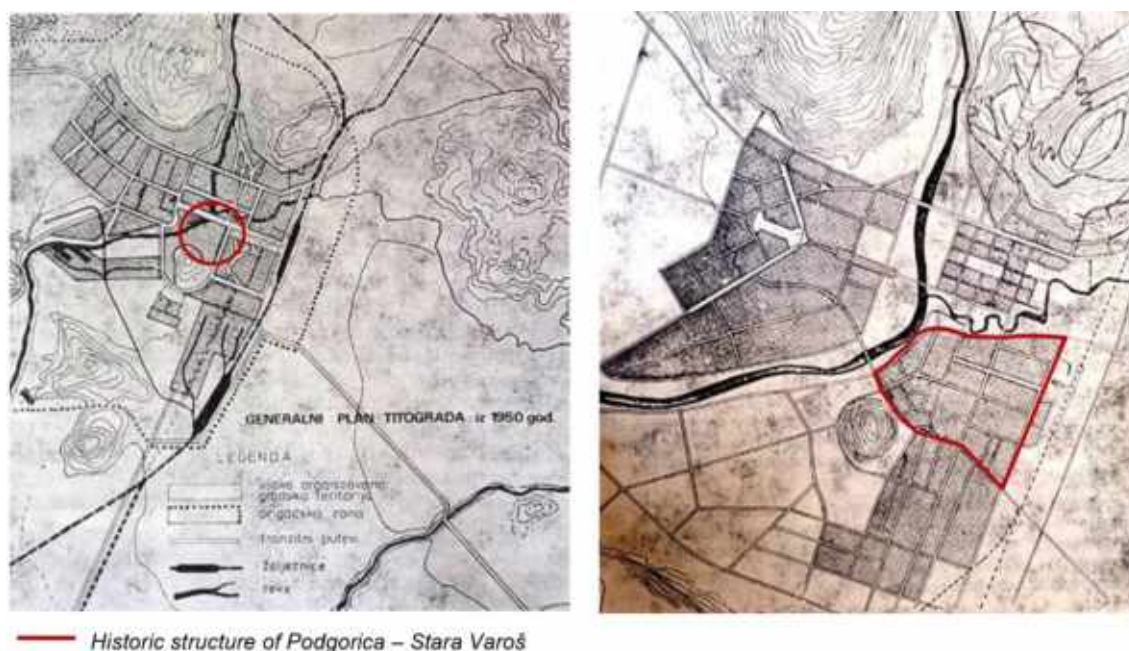


Fig. 2 – The general urban plan of Podgorica 1950

Fig. 3 – The general urban plan of Podgorica 1957

⁴ During the World War II most of residential and public buildings were destroyed with the entire town infrastructure.

In the period after World War II, Podgorica was a city with a sharp increase in population and rapid expansion, that crossed the boundary of the planned territorial limits.⁵ *Stara Varoš* and *Nova Varoš* were merged by two main roads, which extend along the meridian. The first road was the Adriatic main road passing through *Stara Varoš* and through the center of the new town *Nova Varoš*, and the second passing through the main square - *Square of Independence* and the square in *Stara Varoš*, in front of the Sahat-tower. More attention was based on the new settlements and their urbanization, but not to the integration and activation of the inherited structure of *Stara Varoš*.

The general urban plan of Podgorica from 1957 has divided the city into three urban parts: *Stara Varoš*, *Nova Varoš*, and *New Town* with three different urban structures (Fig. 3). Each zone is planned to develop around its core. The integration of these units resulted in the extension of transport network fixed lines of the *Nova Varoš* to the west and south. A rigid orthogonal scheme of large rectangular tracts was formed and that did not adequately sustain the inherited urban matrix of *Stara Varoš*. Toward the south, two axes have been extended, breaking the whole historic urban structure. The orthogonal boulevard from the Sahat-tower to the railway station has been established that has ruined the inherited and fragmented urban matrix of *Stara Varoš*.⁶ The concept of this plan proposes the demolition of older buildings, mostly built before World War II. This was primarily concerned with the *Stara Varoš*, where 10.000 inhabitants of the total population of 14.000 inhabitants had to stay without a home.⁷ In the place of old houses, it was proposed to build new multipurpose buildings. Part of the plan that relates to the *Stara Varoš* proposes the development of industry in this area, primarily due to the vicinity of the railway station. The plan was not adapted to the natural course of the Morača river, and the entire *Stara Varoš* building fund, except the Dopedogen fortress, remained out of the planned regulation. All the main buildings of the political and social life of the city were proposed in *Nova Varoš*.

The next General urban plan of Titograd was adopted in 1964 and divided the city into: the area on the right bank of the Morača river, *Nova Varoš*, *Stara Varoš* and the area north of Gorica hill, along the Nikšić-Titograd railway line (Fig. 4). The plan again disregarded the integration of the medieval urban structure into a new urban organism. The process of removing the inherited urban structures in *Stara Varoš* and *Nova Varoš* has been further realized, except for a fortress that is proposed for adaptation and conversion into the museum. This plan provided the removal and demolition of many old and ruined buildings. It was decided to preserve only the old fortress Dopedogen. Due to the economic limits, the 1964 plan did not contain the revitalization and sanitation of old urban structures, and thus the restoration of *Stara Varoš*.

⁵ After heavy losses in the war, the city recorded an increase in population. From the fifties to the sixties of the 20th century, the number of inhabitants in Podgorica doubled, and a decade later began the period of the most dynamic demographic development of the city. From 1953 to 1971, Podgorica became the city with the strongest migration intensity in the Federal Republic of Montenegro. Rovčanin, 2016, pp. 39-40.

⁶ Amendments of the urban project *Stara Varoš* in Podgorica 2020, 2012, p. 31.

⁷ Ivanović, 1974, p. 83.



— Historic structure of Podgorica – Stara Varoš

Fig. 4 – The general urban plan of Podgorica 1964



Fig. 5 – The general urban plan of Podgorica 1990

The revision of the General urban plan from 1964 was in 1970, and the new program from the General urban plan from 1974 divided the town into three parts: the area on the right bank of the Morača river, *Nova Varoš* and *Stara Varoš* - as a second unit and three suburban residential areas.⁸ The 1974 plan finally interrupts radical efforts to destroy and devastate the urban and architectural heritage of *Stara Varoš*. The broken segments of *Stara Varoš* along the Morača river and the Drač settlement were protected. However, the plan does not specify the conditions for the protection of cultural monuments in the form of structures or individual objects.⁹ This plan introduces a new boulevard along the border of *Stara Varoš*, at the foot of the Ljubović hill. Boulevard made a radical move with the new bridge, merging *Stara Varoš* with the right bank of the Morača, but separating from the Ljubović hill. This led to new multi-floor construction in the border area of *Stara Varoš*, which emphasized the contrast between the historic structure and the new city.

At the end of 1989, the documents of the Spatial Plan of the Municipality of Podgorica and General urban plan were adopted in 1989-1990 (Fig. 5). The guidelines of the plan proposed the revitalization of protected monuments of culture and environmental values, with the definition of rehabilitation and reconstruction measures with the aim of the functional improvement of the historic structure of the city. The plan proposed the following purposes - housing and public facilities: culture, crafts, trade and tourism. This plan also marked the guidelines for the integration of *Stara Varoš* into a new urban matrix. For recognized cultural monuments was proposed conservation with sociocultural purposes, as well as archaeological research, that is foreseen for the reconstruction of authentic urban structures and facilities.

⁸ The General urban plan 1974, covered the area sizing more than 89 km² and was planned to fulfill the needs of nearly 140.000 residents by the year 1991.

⁹ Amendments of the urban project *Stara Varoš* in Podgorica 2020, 2012, p. 31.

Urban Planning of *Stara Varoš* from 1990 to 2020

The first detailed urban plan of *Stara Varoš* was created in 1990, which for the first time shows the area of *Stara Varoš* in more detail.¹⁰ The plan primarily concerned the valorization of the architectural heritage and the definition of limiting floors of buildings. This plan was followed by the first *Urban project of Stara Varoš* in 1994. The Urban project elaborated the protection of the preserved historic structure and the street grid, with the restoration of the original elements of the urban structure and the architectural composition of the buildings (Fig. 6). The conditions for performing public activities are defined - cultural and tourist facilities. The project was of great importance for the preservation of the historic urban structure of Podgorica because it was the first *Urban project of Stara Varoš* defined in accordance with the methodology for the protection of cultural goods.



Fig. 6 – *Urban project of Stara Varoš 1994*

The *Urban project Stara Varoš 1994*, had amendments in 2011 which provided more guidance for the valorization and conservation of the urban and architectural heritage. The last changes and additions to the *Urban project Stara Varoš 2020*, defined the conservation of facilities of high environmental value and the restoration of the original appearance of facilities with cultural value. The urban matrix of the new town Podgorica towards *Stara Varoš* remained insufficiently developed. New streets have passed into the dense urban structure of *Stara Varoš*, without keeping the adequate integration of the new and old areas of the city. The connection of the *Stara Varoš* and the new areas of Podgorica was implemented exclusively for functional reasons, by extending the primary and connecting the secondary city streets. In this way, the original historic structure of *Stara Varoš* was ruined with the possibility of integrating only certain segments of urban structure.

¹⁰ The GUP 1990 covered the area of nearly 85 km², and it was planned for 142.000 residents.

The urban structure of Podgorica in the 21st century consists of different urban segments, which are the result of centuries of city development. These urban segments are characteristic units that have unique types of organization of the physical structure and represent the symbols of identity of certain parts of Podgorica. According to the period of origin, development, function and physiognomy, there are three different spatial units - types of the urban structure of Podgorica (Fig. 7):

1. The Old town *Stara Varoš* - Balkan town of oriental type from the 15th century, unplanned dense medieval matrix
2. The New town *Nova Varoš* - a classicist town from the end of the 19th century, an orthogonal urban matrix made of rectangular blocks dimensions 120/80 m
3. New planned town - a functionalist city created in the 1960s, an orthogonal urban matrix made of rectangular blocks dimensions 200/240 m

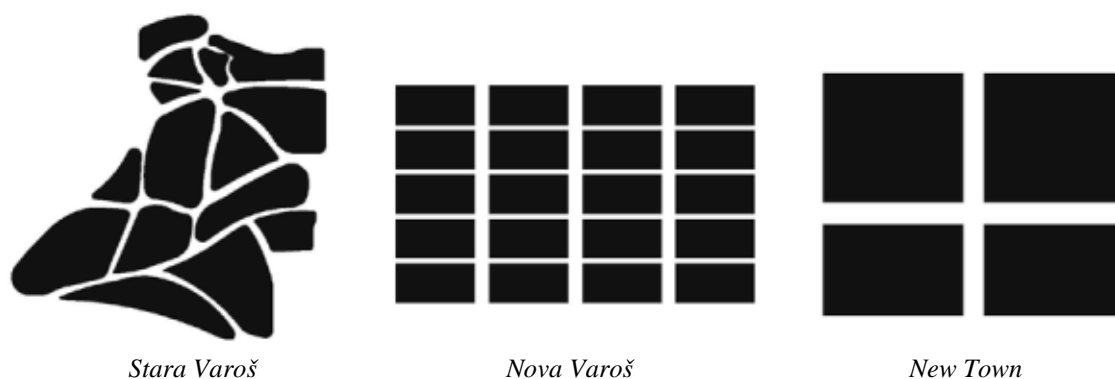


Fig. 7 – Types of urban structure of Podgorica

Three different types of the urban structure of Podgorica are interconnected by a straight traffic network, which was created as a result of the expansion of new urban units: *Nova Varoš* and *New planned town*. New segments of Podgorica developed in the free areas, independent of the historic core. The historic structure of the city was not the starting point of the city's development. *Stara Varoš* later became part of the modern city Podgorica in the expansion of the orthogonal urban matrix in the 20th century. *Stara Varoš* today represents one city block of modern Podgorica with an inner thick medieval urban structure, endangered by the recent decay and city expansion (Fig. 8).



Fig. 8 – Stara Varoš and the urban matrix of Podgorica at the beginning of the 21st century

Physical effects of the changing city plan on the historical monuments in *Stara Varoš*

Urban plans and spatial interventions in Podgorica have had a major impact on changing the historic physical structures of the city old parts. *Stara Varoš* has undergone a transformation, and one part of the old settlement (today's *Drač* settlement) has been derelict and separated from the primary structure of *Stara Varoš* by strict straight strokes of the street network. That part of the old settlement remained neglected, creating inactive and unrepresentative zones hidden behind blocks of modern buildings. Nevertheless, the urban structure of *Stara Varoš* has been preserved to the greatest extent, but with the loss of earlier functions.

As a result of the expansion of the city in the 20th century, this area has remained idle and some artifacts have started to disappear, some have been preserved as valuable cultural and historical monuments. There are valuable remains of historical monuments: one-fifth part of the citadel *Dopedogen*, one of the six towers protecting the ramparts, the bridge on the Ribnica, the *Clock Tower* and two mosques.¹¹ Citadel *Dopedogen* was built at the end of the 15th century by Ottomans at the mouth of Ribnica and Morača rivers. Today there are some preserved segments from the Ottoman period - the remains of a triangle-shaped military fortress at the mouth of two rivers.¹² The old bridge over the Ribnica river, near its confluence with the Morača, is the oldest

¹¹ This has been ascertained in the archaeological research of *Stara Varoš*, which was finished out in 1963.

¹² Rovčanin, 2020, p. 170.

bridge in Podgorica. The bridge was built during the period of Roman rule and underwent a major reconstruction in the 18th century.¹³

In addition to cultural value, the *Clock Tower* and two mosques today represent prominent landmarks in the urban matrix of *Stara Varoš*, but also spatial symbols of the city of Podgorica. The *Clock Tower* was built in 1667 in the center of *Stara Varoš*, at *Bećir beg Osmanagić square*. Due to its obsolescence, the *Clock Tower* has been renovated several times, and today it is protected by law as a very important cultural and historical monument.



Fig. 9 – Preserved architectural heritage in Stara Varoš: 1. Citadel Dopedogen; 2. The bridge on the Ribnica; 3. The Clock Tower; 4. Starodoganjska mosque; 5. Osmanagić mosque

Prominent historical-cultural monuments of the old part of Podgorica are the two mosques: *Starodoganjska mosque* and *Osmanagić mosque*. The "Old Mosque" - *Starodoganjska mosque* is the first mosque built in Podgorica and it was built at the end of the 15th century.¹⁴ The *Osmanagić mosque* was built later, at the end of the 18th century.¹⁵ Old Podgorica had six mosques, which were built at different intervals. They are built in the Istanbul-Balkan style. They had a square base and one prayer space. During the bombing in World War II, mosques were largely damaged and destroyed. Today, only two mosques are listed in the function in *Stara Varoš*.

In *Stara Varoš* are located interesting examples of residential architecture. A skillful blend of Oriental-Mediterranean architecture with traditional Montenegrin architecture is recognizable, with elements and motifs transmitted by local masters. Some rarely preserved details of the mentioned architectural style can still be recognized on the old houses named "čardak" and houses of prominent old town families. Several houses have been preserved in their authentic appearance to this day. One of the oldest and today preserved examples of old buildings of this type is the *Krpuljević čardak*.¹⁶ Some houses and artifacts in *Stara Varoš* have

¹³ The reconstruction of the bridge on the Ribnica was funded by Adži-paša Osmanagić. Since then, the bridge is also known as *Adži-paša's bridge*.

¹⁴ *Starodoganjska mosque* was the first mosque built in the town Podgorica and was the only one until 1582. After the bombing of Podgorica in 1943, when this mosque was damaged, it was rebuilt.

¹⁵ The *Osmanagić mosque* was built in stone in the traditional Turkish style, it has a courtyard surrounded by a high stone wall. During the bombing of Podgorica in World War II, this mosque was large damaged. It was renovated in 1997 and 1998.

¹⁶ *Krpuljević čardak* was built in 1826 in the Mediterranean-Islamic style with a touch of oriental living ambiance.

been renovated, acquired new functions and become tourism points. An example of renovated old building with a new function is the *Čubranović house*.¹⁷

In the *Stara Varoš* there are more valuable buildings that are waiting for reconstruction and conversion into new functions. Some buildings are waiting to be inscribed on the list of protected cultural monuments. *Stara Varoš* has an important architectural heritage that needs to be protected as cultural monuments, enriched with new functions and more activate this valuable part of the city of Podgorica.

Conclusion

This paper refers to the definition of characteristics of the planned city in the 20th century and the relation of the planned city toward historic structures, in the case study of the Podgorica. The work presents the development of Podgorica and the relation of the new city matrix towards the historic structure - *Stara Varoš*. The results of this part of the research showed that the development of the planned city of Podgorica was not based on the inherited historic structure, but the old urban structure later became a part of the urban matrix. The research of the development of Podgorica has led to the conclusion that *Stara Varoš* was integrated into the urban matrix of the planned Podgorica in the period after World War II, by prolonging the orthogonal matrix of the planned traffic directions. The expansion of the geometric matrix has damaged and transformed the authentic historic structure of *Stara Varoš*. By creating new parts of the town, *Stara Varoš* lost its former political and administrative functions, becoming the peripheral settlement of Podgorica city. It can be concluded that the development, expansion and transformation of Podgorica in the 20th century influenced the change of function and physiognomy of the historic urban structure.

Historic urban structures that were not the starting point for the development of planned cities, such as *Stara Varoš* in Podgorica, have a greater or lesser extent potential for integration into new planned urban structures. The possibilities of their integration into the city's urban matrix depend on numerous factors. Connecting a new and old urban matrix can be accomplished through:

a) spatial connectivity - a traffic and pedestrian network in accordance with geophysical and spatial conditions;

b) functional connectivity by introducing sociocultural contents that will revitalize historic settlements.

The regeneration of historic agglomerations can be achieved through the revitalization and conservation of urban structures and architectural buildings and by adapting old structures to modern city functions. The role of the historic urban structure in the modern city should be defined, through the recognition of the cultural and historic significance and spatial and environmental values that would provide the sustainable future of historic structures and cities.

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¹⁷ *Čubranović house* was built in 1630. It is located near the *Clock Tower*. At the end of the 20th century, this building was renovated on the basis of its original appearance. Today, this house is tourist and catering facility.

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Fig. 6 – Amendments of the urban project Stara Varoš in Podgorica 2020, 2012, p.196.

Fig. 7 – Spatial urban plan of the Capital Podgorica until 2025, 2014, p. 226.

Fig. 8 – Digital cadastral plan of Podgorica, excerpt

Fig. 9 – Rovčanin, orthophoto map

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