

THE CONTRIBUTION OF “DURRËS YACHT AND MARINA” (PHASE 1) TO  
THE CITY AND QUALITY OF URBAN SPACE: EXPERTS’ PERSPECTIVE

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## Approval sheet of the Thesis

This is to certify that we have read this thesis entitled “**The contribution of ‘Durrës Yacht and Marina’ (phase 1) to the city and quality of urban space: experts’ perspective**” and that in our opinion it is fully adequate, in scope and quality, as a thesis for the degree of Master of Science.

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# ABSTRACT

## THE CONTRIBUTION OF “DURRËS YACHT AND MARINA” (PHASE 1) TO THE CITY AND QUALITY OF URBAN SPACE: EXPERTS’ PERSPECTIVE

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Urban regeneration has been seen as a key process in transforming, designing, and planning territories during the late twentieth century. It was applied, especially in post-industrialized cities, as a way to give life back to the "dead" sites. Beyond necessity, it is also seen as an aesthetically pleasing choice.

Last year, a new project was approved in the local plan of Durrës, which also provides for the urban regeneration of the port. It consists of converting Durrës' waterfront into one of the most touristic spots in Balkan. Such a transformation is expected to have far-reaching implications not only for tourism, but also for the economy, environment, and human psychology.

The Port of Durrës is one of our nation's most important connections to the rest of the world. Changes that may occur there should be given great attention. The purpose is to determine whether the city is prepared for such a significant change and what is expected to happen after the implementation of the project. Moreover, this research will focus on understanding the contributions of the project to the city and quality of urban space.

It gives a comprehensive picture of the project and fulfills the goal of always being one step ahead of the implementation process by conducting in-depth interviews with the experts. The researcher interviewed three experts from urban fields and one stakeholder familiar with the regeneration of waterfront cities in order to gain their perspectives on the topic. Their academic and professional experience helped in analyzing the project on an urban scale to consider each potential or problematic aspect

of it. Their responses generally emphasized the physical, social, economic, and environmental aspects of the project. Considering all these factors, the experts had many common opinions, as well as some controversial ones. Their contribution was important in determining that the project had great potential to improve the city and to directly contribute to the quality of the urban space of the area, even though on masterplan scale it should be reconsidered.

**Keywords:** *experts' perspective, port of Durrës, urban regeneration, urban design, waterfront*

# ABSTRAKT

## KONTRIBUTI I “JAHTIT DHE MARINËS SË DURRËSIT” (FAZA 1) NË QYTET DHE CILËSINË E HAPËSIRËS URBANE: PERSPEKTIVA E EKSPERTËVE

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Rigjenerimi urban është parë si një proces kyç në transformimin, projektimin dhe planifikimin e territoreve gjatë fundit të shekullit të njëzetë. Ai u aplikua, veçanërisht në qytetet e post-industrializuara, si një mënyrë për t'i dhënë jetë vendeve "të vdekura". Përtej domosdoshmërisë, ajo shihet edhe si një zgjedhje e këndshme estetikisht.

Vitin e kaluar u miratua një projekt i ri në planin vendor të Durrësit, i cili parashikon edhe rigjenerimin urban të portit. Ai konsiston në shndërrimin e bregdetit të Durrësit në një nga pikat më turistike në Ballkan. Një transformim i tillë pritet të ketë implikime të gjera jo vetëm për turizmin, por edhe për ekonominë, mjedisin dhe psikologjinë njerëzore.

Porti i Durrësit është një nga lidhjet më të rëndësishme të kombit tonë me pjesën tjetër të botës. Ndryshimeve që mund të ndodhin atje duhet t'i kushtohet vëmendje e madhe. Qëllimi është të përcaktohet nëse jemi të përgatitur për një ndryshim kaq të rëndësishëm dhe çfarë duhet të presim të ndodhë pas zbatimit të projektit. Për më tepër, kjo punë kërkimore do të fokusohet në kuptimin e kontributeve të projektit për qytetin dhe cilësinë e hapësirës urbane.

Do të ishte e mundur të fitonim një pamje gjithëpërfshirëse të projektit dhe të përmbushim objektivin tonë për të qenë gjithmonë një hap përpara procesit të zbatimit duke kryer intervista të thelluara me ekspertët e duhur. Studiuesi intervistoi tre ekspertë nga fushat urbane dhe një palë të interesuar të njohur me rigjenerimin e qyteteve buzë detit, në mënyrë që të fitonte këndvështrimet e tyre mbi këtë temë. Përvoja e tyre

akademike dhe profesionale ndihmoi në analizimin e projektit në shkallë urbane për të shqyrtuar çdo aspekt potencial ose problematik të tij. Përgjigjet e tyre në përgjithësi theksuan aspektet fizike, sociale, ekonomike dhe mjedisore të projektit. Duke marrë parasysh të gjithë këta faktorë, ekspertët kishin shumë mendime të përbashkëta, por edhe disa të diskutueshme. Kontributi i tyre ishte i rëndësishëm në përcaktimin se projekti kishte një potencial të madh për të përmirësuar qytetin dhe për të kontribuar drejtpërdrejt në cilësinë e hapësirës urbane të zonës, edhe pse në shkallë masterplani duhet rishqyrtuar.

***Fjalët kyçe:** perspektiva e ekspertëve, porti i Durrësit, rigjenerimi urban, projektimi urban, ujore*

*Dedicated to my birth city, Durrës.*



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It has been an honor for me to work on this project that directly affects me as a resident of Durrës. It is my duty as a future architect to contribute even indirectly to improving my city.

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Forever grateful!

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## ABBREVIATIONS

<b>AKPT</b>	Agjencia Kombëtare e Planifikimit të Territori <i>(National Planning and Territory Agency)</i>
<b>ASIG</b>	Autoriteti Shtetëror për Informacionin Gjeohapësinor <i>(State Authority for Geospatial Information)</i>
<b>IAIA</b>	International Association for Impact Assessment
<b>PPV</b>	Plani I Përgjithshëm Vendor <i>(General Local Plan)</i>
<b>SIA</b>	Social Impact Assessment
<b>SLDC</b>	Shangai Lujiazui Development Company
<b>SMG</b>	Shangai Municipal Government
<b>SWBDC</b>	Shangai West Bund Development Company
<b>VKM</b>	Vendime të miratuara në mbledhjen e Këshillit të Ministrave <i>(Decisions adopted at the meeting of the Council of Ministers,)</i>

# CHAPTER 1

## INTRODUCTION

### 1.1 Problem Statement

Durrës Port is Albania's largest port and one of the largest in the Adriatic and Ionian. It is situated in the western part of Albania, at a strategic location. Since ancient times, it has been regarded as the most important trade and commercial settlement, and it continues to play a key role in the import-export industry. It provides economic and cultural benefits.

On April 16, 2021, it was organized the first presentation of an urban regeneration project on the Durrës waterfront. The prime minister of Albania gave a quick overview of the significant changes that will occur in this zone, which includes 79 hectares of port land. This project is expected to be completed in five phases, the first of which will begin in April 2022. The Emaar group, led by Mr. Alabbar, is the project's investor and creator. With the experience of recreating Dubai for 25 years and many other waterfront areas around the world, he was very excited and assured that this project would completely be beneficial and life-changing for the city of Durrës. (*Top-channel, <https://www.youtube.com/watch?v=7cCqYLHA-Ss>*)

According to the project, the unexpected "surprise" raises a slew of questions. As a resident of Durrës, the curiosity is even greater to analyze the master plan itself and to percept my future city after the implementation of the project. The first phase of the project is the only one that has been already signed to continue its execution during this period. Because it is essential to operate in accordance with the government, this is the phase on which this research will be primarily focused. The research's objective will lead to one research question: how will urban regeneration transform Durrës' waterfront?



## **1.2 Thesis Objectives**

The main purpose of this research is to be prepared for the changes that such a transformation will bring. To have a better understanding of what we should expect to happen after the implementation of the project. To understand what are the weaknesses and opportunities of the project. Professional perspective based on experiences will be helpful to understand the future of city of Durrës, considering its context.

The preparations need to be emotional and physical because it is essential to gather as much information as needed to understand its effects and consequences on different fields, such as the economy, society, environment, tourism, etc.

## **1.3 Scope of works**

Durrës' waterfront regeneration is the subject of the study. This project is divided into phases in respect to its functions and the construction time: marina community, beach community, park community, old town community, and waterfront community.

The first phase of the project is the one that fulfills our needs. It is the one that is signed by the government to continue its implementation and it is the one that the municipality and port authorities can provide the researcher with the needed information. The first phase of the project will focus on the beach community.

## **1.4 Methodology**

The work started by collecting general information about the phenomenon of regeneration and, most importantly, waterfront ones. We looked at a variety of case studies from throughout the world that varied in terms of geography, climate, population, economic level, and so on. Each of them had their own approach to the project and significant things to concentrate on. We compared these case studies to our projects to see if any similarities could help us with the detailed analysis.

As a second step, we looked at the literature review chapter and discovered that urban regeneration has been experienced differently in many cities. We chose to focus on numerous case studies that are similar to the Durrës case and could provide us with useful results and discussions. This information was crucial in deciding the target group of our research. We thought of taking experts that have academic or professional experience in urban regeneration. The presence of one stakeholder was crucial in understanding their perspective. We chose to interview Ignazio Vinci, who has great experience in analyzing and planning changes all over the world; Antonio Acierno, whose interests in research have been mainly focused on urban safety, urban regeneration, and urban planning; Valbona Koci, who has studied in detail the port of Durrës and has participated in other urban regeneration projects in the city; and Alket Bedini, who is a representative of the Port Authority. The methods used to achieve the interviews with them were different. We had a face-to-face conversation with Acierno and Bedini, which was very helpful to better understand their perspective since there was no room left for misunderstanding. The interview with Valbona Koci was conducted by e-mail, in a written form, whereas the one with Ignazio Vinci was conducted online using the Google Meet platform. Each interview lasted approximately thirty minutes.

Before the question session, the interviewee was given a full overview of the project in general and, more specifically, the first phase. The presentation included information about the city of Durrës since ancient times, a general view of the port, videos of the port in current conditions and proposed ones, maps and rapports of the project, etc. The experts experienced no difficulties in understanding the project, which made the interview session even easier. On the other hand, the questions were semistructured and mainly based on literature in order to be focused on physical, environmental, social and economical aspects.

Each interview was recorded as a matter of documentation and reference with their permission. Experts responded to a set of semi-structured questions appropriate for their profession. Also, the investor and owner of Emaar Company, responsible for the project, Mohamed Alabbar, has given many interviews in the Albanian media, which would also be considered to obtain as much information as needed.

Finally, we transcribed and examined the interviews. Each response was categorized as a strength or a weakness so that the majority's viewpoint could be

identified. This division clarified the results.

**Table 1.** Evaluation of the project

physical	size
	location
	connection
	implementation
social	flexibility
	urban sprawl
	public access
	public participation
economic	employment
	public-private partnership
	economy
	tourism
environment	improvements
	problematics
	need for project
	proposals

## 1.5 Organization of thesis

This thesis is divided into six chapters, which are as follows: the introduction; the concept of urban regeneration; waterfront urban regeneration; a list of four case studies; an overview of the city of Durrës; the "Durrës Yacht and Marina" project; results; discussions; and conclusions.

Chapter One, Introduction, represents the problem statement of the research, the thesis objective, methodology, and organization of the thesis.

Chapter Two focuses on the concept of urban regeneration. Based on different literature, they describe the urban problems and opportunities that would first lead to the necessity of urban regeneration. These factors are briefly explained in the subchapters. Urban regeneration has undergone many changes over the years, and its evolution is shown in the next paragraphs. There are various definitions of urban

regeneration that are also listed in this chapter. Its objectives, principles, and process are explained next. The chapter finishes by listing the types of urban regeneration and having an overview of each of them. Moreover, it introduces urban waterfront regeneration, which will be the research's main focus. It starts with its evolution and then defines the process. Elements and principles of obtaining a successful and sustainable waterfront regeneration are listed next. It also has its benefits and risks, which are shown in the last part of the chapter. In the end it presents four main case studies of waterfront urban regeneration: the transformation of the "Barcelona Model", the case of Valleta in Malta, the case of Haliç (the Golden Horn) in Istanbul, and the transformation of Shanghai's waterfront. The case studies' locations all over the world were on purpose to better understand the effects of urban regeneration.

Chapter Three introduces the city of Durrës and its ports. Following an explanation of a port project example, the laws that Albania must follow in accordance with its governance in order to regenerate an urban area are listed. It is explained in general the project and knowing better the area of intervention. The maps and figures are very helpful in understanding the site. After that, it was explained in detail the first phase of the project, which is also the research area. They show the existing conditions in the beginning and then the proposed ones. Each fact is followed by maps, tables, or photos. The chapter ends by mentioning the thoughts and perspective of all the experts that were interviewed by the researcher.

Chapter Four consists of the results that were obtained by the interviews with the experts. Their perspective has been focused on crucial aspects of the waterfront regeneration: physical, social, economic, and environmental aspects.

Chapter Five and Six contain the discussions and conclusions, respectively. At the end, after the list of the references, are all the transcripts of the interviews with the experts.

## CHAPTER 2

### THE CONCEPT OF URBAN REGENERATION

#### 2.1 Urban Regeneration

Many factors bring the need for change to urban areas in a certain place at a particular moment in time. They are always continually transforming. Urban regeneration is both an understanding of urban problems and a response to urban opportunities. Even though every city is unique and has its problems and opportunities, each urban challenge requires constructing and implementing the answer for each of these problems (*Sykes and Roberts, 2000*).

##### 2.1.1 Urban Problems and Opportunities

Urban areas have had different functions for millennia, starting as shelters in ancient times and as places of security and social interaction. This changing process is both unavoidable and beneficial. Change is unavoidable because of the political, social, and economic systems that create new opportunities. They are beneficial because the presence of large forces creates an opportunity for changing and improving the urban environment's conditions (*Roberts, 2000*). All the stakeholders that are a part of the changing process, such as politicians, designers, landowners, and citizens, want to bring positive answers to every question that is related to the maintenance and improvement of their city's conditions. As Mumford points out, distant forces and influences interact with the locals in the city, and their conflicts are just as important as their harmonies (*Mumford, 1940, p. 4*). This continuous changing of functions, such as living, working, and entertaining, usually shows a need for land, infrastructure, and other related services (*McCarthy, 2012*). On the other hand, Robert points out that, in some circumstances, a previous function is no longer required, especially in traditional urban regions. (*Roberts, 2000*).

Physical abandonment is caused by many factors. First, due to the deterioration of the stock of buildings and services, as well as market failures in the system of land

ownership and management, users of urban land and premises have changed their requirements. (*Sykes and Roberts, 2000*). Second, rising labor competitiveness has resulted in the development of alternative places that are usually better equipped with modern services and infrastructure, which is linked to new employee preferences (*Balchin and Bull, 1987*). Finally, there are issues with the contamination of sites, which give a physical component to the occurrence and persistence of urban physical issues (*Roberts, 2000*).

After the physical conditions and the social response, several policy actions are to be highlighted to improve the living conditions of city dwellers. Early objectives included the elimination of disease, the provision of decent housing, the delivery of safe drinking water, and the creation of open space, all of which have proven to be long-term demands. (*Roberts, 2000*). Although this theme is still relevant in urban regeneration nowadays. It dates back to the Victorian era, when physical interventions were frequently required to replace unsuitable residences and premises. Roberts (*2000*) cites Port Sunlight, Bournville, and New Lanark as examples of "model villages" where social, economic, and physical improvements can coexist.

It is thought necessary to add another theme as a continuation of the previous two because improving the economic environment does not always solve urban environmental problems, and providing high-quality housing does not always enhance the conditions of urban districts. (*McCarthy, 2012*). This component includes increasing economic prosperity, which could be more strongly linked to increased social welfare and better physical circumstances. (*Roberts, 2000*).

Suburbanization was observed in the early twentieth century, with the construction of suburban railways and the introduction of transportation systems (*Roberts, 2000*). Tallon (*2013*) claims that this has helped the concentration and centralization process by allowing urban areas to grow their influence. While the wealthy and privileged were able to leave to the suburbs, it did little to reduce poverty in urban areas, allowing the poor to divide neighborhoods. (*Leary and McCarthy, 2013*). In most of Europe's major cities, politicians and social reformers made sure to address these issues. The majority of urban interventions at the time were linked to town planning rather than urban redevelopment. (*Cullingworth and Nadin, 2002*).

This theme focuses on making the most of land that is already being used for

urban purposes. (Roberts, 2000). It was seen as a necessity mostly after the increase in urban populations and the development of transport systems, which contributed to the de-concentration of people from urban regions, resulting in city decline (Tallon, 2013). This process began when areas outside the big cities started to grow faster than the main metropolises and their peripheral regions (Pacione, 2009). It is believed to have happened due to de-industrialization (Tallon, 2013). The counter-urbanization process was followed by sub-urbanization. During the postwar decades, this dynamic advanced, benefiting the growth of cities' periphery at the expense of the city center. (Pacione, 2009). On the other hand, Sub-urbanization and counter-urbanization, according to Tallon (2013), are indistinguishable and contribute to the ongoing dispersal process. The current practice of urban regeneration is concentrated on the containment of urban growth, which has addressed the need to regulate urban growth. (Roberts, 2000).

This is the final historical theme that may influence and shape the current purpose of urban regeneration. It illustrates responsibilities for the creation and management of towns and cities between the central government, local governments, and the private sector (Roberts, 2000). The changing urban policy is going to be represented in *table 2*, in the next section, where it will be also shown the evolution of urban regeneration. The following process after the war would be the reconstruction and repair of all the damaged areas. The reconstruction process has increased economic growth (Tallon, 2013). However, according to Roberts (2000), the central government was at the heart of the reconstruction process, and the Ministry of Town and Country Planning provided extensive guidance to local governments in UK.

### **2.1.2 Evolution of urban regeneration**

Urban regeneration has undergone many contemporary definitions since the end of World War II, as seen in *Table 2*. After the war, it was crucial to the need for reconstruction since cities experienced a lot of damage. That's why the first word used was "reconstruction."

'*Reconstruction*' is generally focused on physical changes such as reconstruction and extension of older parts of cities using a 'masterplan'. National and local governments are considered key actors, associated with private sector developers

and contractors. According to the social content, living standards have improved.

'*Revitalization*' was the word used during the 60s. The themes initially focused on structural change, but they soon included social objectives. The public and private sectors work in a balanced way. During this period, there were many improvements in social, welfare, and other fields. Also, some existing areas were rehabilitated.

Then the right word used would have been '*Renewal*'. It is concentrating on in situ renewal and neighborhood plans. The key actors' roles were growing. The same might be said for private investments. A great focus has been given to the rural parts.

Continuing next with '*Redevelopment*'. Many large development and redevelopment programs, including out-of-town projects, were prioritized.

Since the 90s, the most frequently used word that describes all the changes that a particular area may have experienced is '*Regeneration*'. Policy and practice that are more complete, with a focus on integrated actions. During this period, we were presented with the growth of regional activity and the reintroduction of strategic perspective. More information on regeneration will be provided further on.

**Table 2.** The Evolution of Urban Regeneration. (Adapted from Stohr, 1989, Lichfield, 1992)

Period / Policy type	<b>Reconstruction</b>	<b>Revitalization</b>	<b>Renewal</b>	<b>Redevelopment</b>	<b>Regeneration</b>
<b>Strategy and Orientation</b>	suburban growth	peripheral growth	neighborhood schemes	out of town project	integrated treatments
<b>Key Actors</b>	national government	public/private sectors	local government	private sector + special agencies	partnership
<b>Level of Activity</b>	local and site levels	regional	regional and local	local	strategic perspective
<b>Economic Focus</b>	public sector investment	private investment	private investment	selective public funds	balance (public, private, voluntary funding)



<b>Social Content</b>	housing improvement	welfare improvement	empowerment	state support	role of community
<b>Physical emphasis</b>	replacement of inner areas	rehabilitation of existing areas	renewal of older areas	'flagship schemes'	heritage and retention
<b>Environment</b>	landscaping	selective improvements	some innovations	approach to environment	environmental sustainability

### 2.1.3 Definition of urban regeneration

Time passes, and many cities require regeneration since they no longer have the same level of development. Its main goal is to improve the city's quality of life by considering economic, social, political, and environmental factors. Many cities have chosen urban regeneration to bring life into their regions, take care of neglected sites and buildings, and reorganize the city's urbanization. By restructuring all of the problematic zones, such interventions are likely to be long-lasting.

There are various definitions for urban regeneration, but Peter Robert's definition in his book (*Robert, 2000, p.17*) is widely regarded as the most accurate one:

*comprehensive and integrated vision and action which leads to the resolution of urban problems and which seeks to bring about a lasting improvement in the economic, physical, social, and environmental condition of an area that has been subject to change.*

However, because it is stated as a process to improve the zone's social, environmental, physical, and economic characteristics, this description compresses other concepts (*Mehta, 2009*). Furthermore, this definition calls for a better understanding of the decline process as well as consensus on what one is aiming to achieve and how. (*Lichfield, 1992, p. 19*). It also considers the limitations of short-term, fragmented, temporary, and project-based urban policies that lack a strategic framework for city-wide development (*Hausner, 1993, p. 526*). And lastly, it includes Donnison's belief that we require new approaches to our challenges that focus on problems and the places where those problems are concentrated in a coordinated

manner (*Donnison, 1993, p. 18*).

Regenerating urban areas is of great importance, and it matters because the inner-city catastrophe impacts everyone (*Stegman 1995, p. 1602*). It not only affects the environment but also the people. Urban regeneration can be a way of valuing the city and preferring to see it develop day by day. This intervention has a strategic and long-term perspective (*Healey, 1997*). It accepts and preserves the uniqueness of a place and makes sure that the modifications are in line with the situation in which it operates (*Roberts, 2000*). Urban regeneration attempts to guarantee that urban zones contribute positively to the nation's economy while also achieving a variety of social and environmental objectives (*McCarthy, 2012*). It's also classified as an interventionist activity (*Leary and McCarthy, 2013*) because we're constantly discussing possible interventions on the site, which is mostly run by the government.

#### **2.1.4 Objectives of urban regeneration**

Urban regeneration must take into account the interconnected nature of economic, social, physical, and governance challenges to be successful. These four dimensions are interconnected with each other and affect various problems directly. For instance, employment, development, job creation, and income are concerns that affect the economic dimension. The social and cultural aspects, on the other hand, are linked with problems such as quality of life, health, education, housing, and the quality of public services. Infrastructure, transportation, and communications are addressed under the physical and environmental dimensions, whereas governance covers concerns such as the character of local decision-making, community engagement, leadership style, and so on.

These problems will lead us to discover the main objectives of urban regeneration (*Roberts and Sykes, 2000*). To begin with, one of the most important aims is to attract investors, create jobs, and rebuild the city's economy. Urban regeneration is expected to increase urban housing supply while also improving local infrastructure and social life. It improves living and environmental conditions while taking into consideration society's values and preferences. Its final goal is to promote architectural heritage, urban tourism, and academic and research organizations (*Roberts and Sykes, 2000*).

### **2.1.5 Objectives of urban regeneration**

Its last objective is to promote architectural heritage, urban tourism, and academic and research organizations. Reflecting all the information taken above, according to the definition and its approaches, urban regeneration should start by analyzing in detail the conditions of an urban area. It must aspire to adapt to the physical fabric, social structures, economic base, and environmental situation of a city. After the analysis process, it is crucial to solving every problem that has probably been faced in a well-balanced, orderly, and positive manner. The next step would be to start creating a program that could improve every negative aspect of the current conditions. This program must be following the principles of sustainable development and set objectives that should be quantified. The program must use all the resources that the area offers, including natural, human, and economic ones. This would save the identity of the city and protect its uniqueness. It is of fundamental importance to achieve consensus by involving and cooperating with all parties who have a legitimate interest in the regeneration of an urban area. The achievement of the objectives is used to evaluate the strategy's progress, where various components of a plan are likely to progress faster than others. (*Sykes and Roberts, 2000, p. 18*)

### **2.1.6 Principles of urban regeneration**

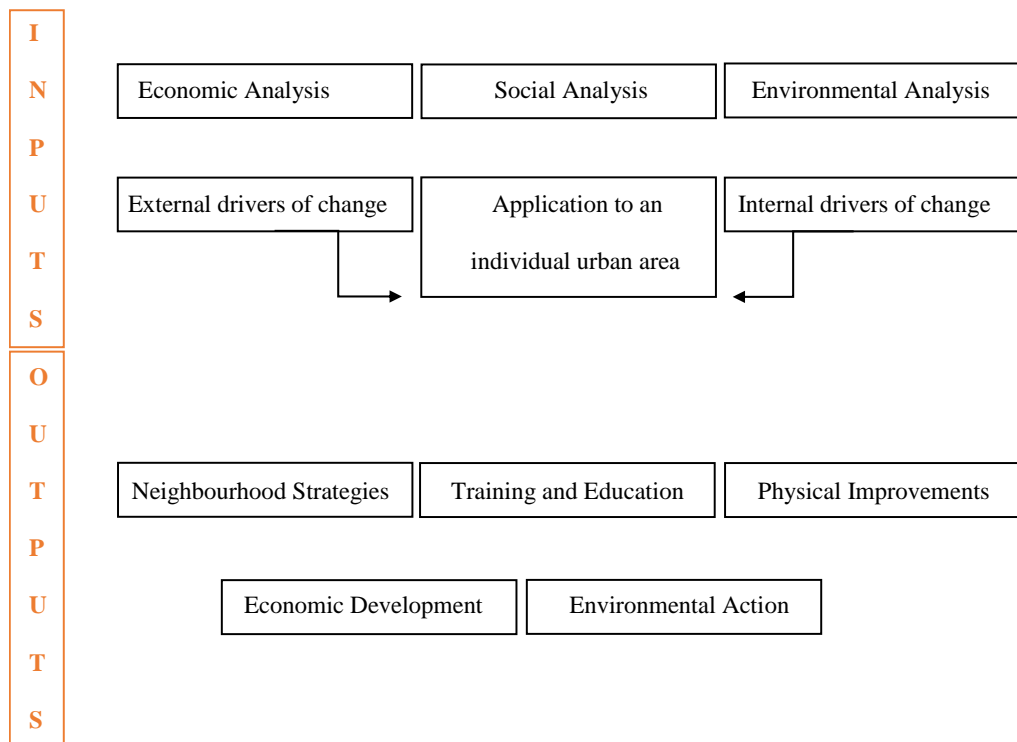
All the above-mentioned principles should perfectly interact with each other to achieve the project's purpose. They directly affect the process of urban regeneration, which brings together many topics.

The following *table 3* expresses better the whole process of urban regeneration (*Roberts, 2000, p. 20*). It is critical to begin the process by analyzing each of them. The economic analysis may include the structure of the local economy, income flows, employment and unemployment, output, economic linkages, etc. An analysis of social stress, deprivation, skills and capabilities, community facilities, and ethnic and other minor issues can be part of social analysis to have an understanding of what they are dealing with. In the environmental study, maps and reports showing urban physical quality, environmental resource utilization, waste management, pollution, planned characteristics, landscapes, and so on are included. External (e.g., macroeconomic trends, European and national policy, competitor city strategies) and internal (e.g.,

existing strategies, availability of resources, resident preferences, status of partnerships, leadership, and champions) change drivers are critical in determining the application to an individual urban area. This application includes a citywide study, neighborhood categorization, existing plans and policies, specified goals, and future needs.

A well-developed urban regeneration process will lead to enormous benefits for the city. Starting from neighborhood strategies where the community is the one that benefits the most, it helps with inner-city revitalization, local social services, community-led planning, local environmental initiatives, and so on. Education experiences many positive changes by improving community training, enhancing development, supporting schools, and skills enhancement. The regenerated area also improves physically, for example, city-center and housing improvements, improved urban design and its quality, heritage, etc. Lastly, the urban regeneration process will affect economic and environmental development. It will help new and existing businesses, as well as improve infrastructure, innovation, and economic diversification. It will also have an impact on energy efficiency, urban greening, green growth stimulation, and so on. (Roberts, 2000, p. 20).

**Table 3.** The Urban Regeneration Process. Adapted from: (Roberts, 2000, p. 20)



### **2.1.7 Types of urban regeneration**

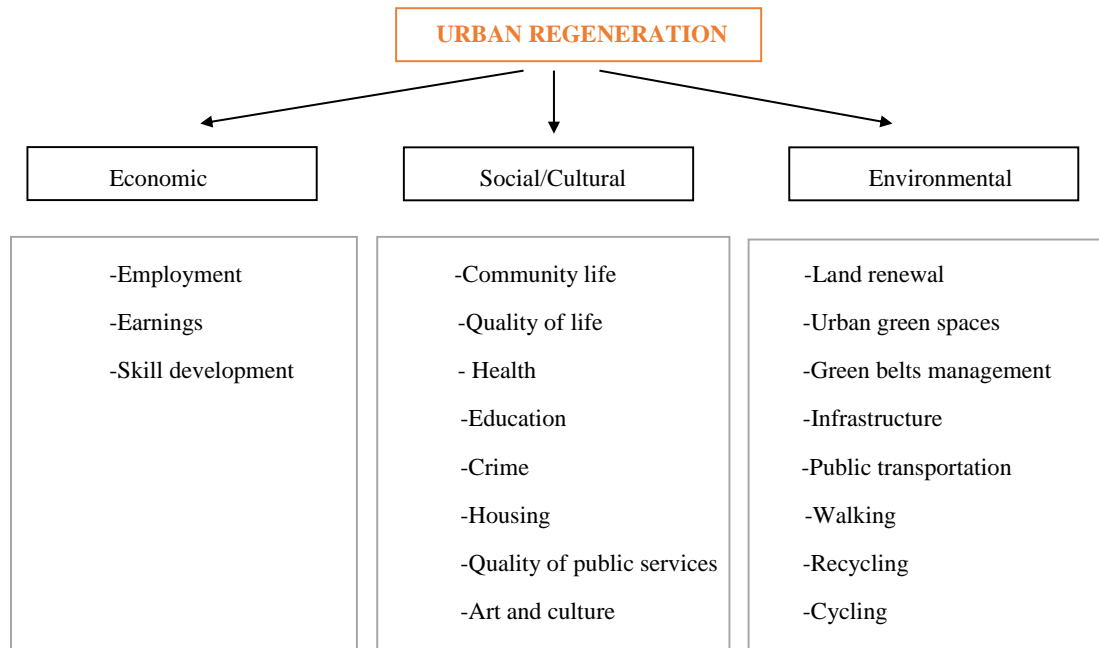
Urban regeneration can be categorized into many types, but the most important ones are three: economic, social/cultural, and environmental (*table 4*). All regeneration projects must be constructed with long-term sustainability in mind, as this will ensure a high quality of life for residents and workers in the area. (*Lichfield, 1992*)

Economic regeneration is a critical component of urban regeneration. It aims to improve employment, earnings, and skill development in a particular area. Its goal is to enhance local economies by attracting external investment and relocating businesses and populations from underperforming areas. Economic regeneration consists of creating people the appropriate place to live and work. Also, it is affected by many issues such as social, cultural, and environmental improvements. (*Lichfield, 1992*). This sort of regeneration aims to eliminate damaging social habits, allowing people to better engage in and contribute to community life and society. Social and cultural regeneration consists of life quality, health, education, crime, housing, public service quality, art, culture, etc. it is important that before deciding on the project, to take into consideration the community's needs. (*Lichfield, 1992*)

Environmental regeneration is concerned with land renewal and environmental improvement by reclaiming abandoned land. Creating urban green areas, efficiently managing green belts, redeveloping infrastructure, and introducing environmentally focused initiatives such as those encouraging walking, cycling, public transportation, and recycling can all contribute to this goal. (*Lichfield, 1992*)

There are also other types which we can mention briefly. Housing, for example, is much more than just a place to live. Housing developments catalyze the creation of services that satisfy everyday demands such as community, social, health care, and retail. Physical regeneration is in a kind of way strongly linked with the housing type. In some cases, it may be the main target for regeneration. Understanding the potential of the site and considering all the existing features is the key to successful physical regeneration.

**Table 4.** The Urban Regeneration Types. Adapted from: (Lichfield, 1992)



## 2.2 Waterfront Urban Regeneration

*“Cities seek a waterfront that is a place of public enjoyment. They want a waterfront where there is ample visual and physical public access – all day, all year - to both the water and the land. Cities also want a waterfront that serves more than one purpose: they want it to be a place to work and live, as well as a place to play. In other words, they want a place that contributes to the quality of life in all of its aspects – economic, social, and cultural”.*

Remaking the Urban Waterfront, the Urban Land Institute

(Seattle Department of Planning and Design, 2012)

### 2.2.1 Effects of water

Water is an important element in urban areas. It strikes a balance between natural and social activity to ensure a city's long-term viability. Water has many effects as a planning element, including aesthetic and functional ones (*table 5*).

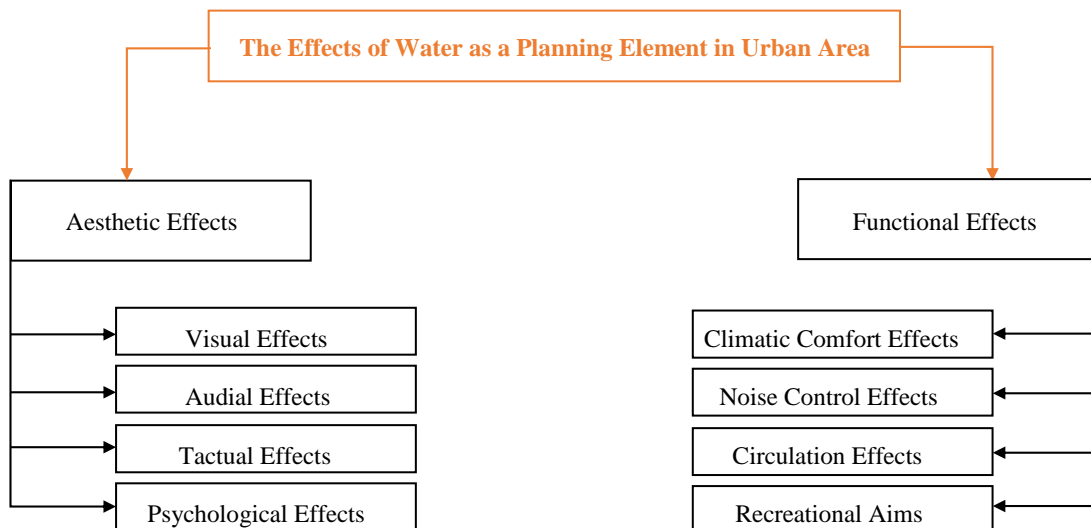
The first effect that water can have as a planning element in urban areas is the

visual one. People are primarily attracted by aesthetics and use them as a means of relaxation. The sound and audial effect also bring joy to the visitors and are a symbol that indicates the continuity of life (Önen, 2007).

For tactical effect, water is considered an escape from the world, especially when physical contact is a part of it. For many belief systems, touching the water is a sign of reaching religious calm. (Hattapoğlu, 2004). Psychological effects are also very important as it is the emotional result that can be perceived from every element, water in this case. People also have psychological reactions to water that are influenced by their spirits. (Önen, 2007).

It has practical impacts as well, including climatic comfort, noise management, circulation, and recreational goals, in addition to aesthetic ones. Water is considered an element that can freshen the outdoor air. It mostly regulates the air temperature. Also, it can be recreated in many forms, such as swimming, fishing, entertainment, etc. (Önen, 2007).

**Table 5.** The Urban Regeneration Types. Adapted from: (Lichfield, 1992)



### **2.2.2 Evolution of waterfront urban regeneration**

The term "waterfront regeneration" dates back to the 1960s in North America, and then it became known in Europe also (*Hoyle, 2000*). These examples were regarded as the first generation of post-industrial waterfront regeneration (*Shaw, 2001; Jones, 1998; Hoyle, 2000; Breen and Rigby, 1996*). The need for waterfront regeneration was felt after the economic crisis in Baltimore, which was also associated with a drastic population reduction. The project of Baltimore Inner Harbour Redevelopment involves the construction of hundreds of small and large projects, including residential, recreation, museums, etc. Toronto and San Francisco are the next cities in America to undergo such massive transformations as a result of redevelopment activities (*Cook et al., 2001*). This kind of regeneration affects different factors, such as the preservation of cultural and architectural heritage, government support, social concerns, etc. (*Jones, 1998*).

The second generation of post-industrial waterfront regeneration, which was held by development organizations, included projects that were considered a continuation of the first regeneration, by testing and proving its decisions (*Shaw, 2001*). Although this generation felt like it was spreading so fast around the globe, with the construction of Darling Harbour in Sydney; and Victoria and Alfred waterfronts in Cape Town, *Shaw (2001)* states that this generation was more evident in Europe. The projects of waterfront regeneration in London and Barcelona were the ones that got all the attention.

The third generation was more concentrated in smaller areas, such as the Albert Dock in Liverpool, Cardiff Bay, and Berlin. All the decisions made by the previous two generations were accepted and implemented in this one (*Shaw, 2001*). It was given great importance to the community's memory by conserving the cultural heritage and recognizing the old building values. Doing so, would help in creating sustainable development and a unique city identity (*O'Brien, 1997*). Examples of cities that reconsidered the resources they had are Amsterdam, Havana, Liverpool, Canada, and Shanghai, China (*Shaw, 2001*).

The fourth wave of waterfront revitalization is still emerging, and its direction is unclear as mentioned in the book "Waterfronts in Post-Industrial Cities". Although, with the increasing role of globalization, a city is going to be considered successful if



it can balance culture and quality of life (*Shaw, 2001*).

However, one of the most significant urban transformations today is waterfront regeneration. After understanding the potential of waterfront areas, it seems that people are now more concerned about what can benefit from such areas. By considering the previous experiences of other cities and learning from their mistakes, it is expected to be a nearly perfect project.

### **2.2.3 Definition of waterfront urban regeneration**

Urban waterfronts are defined based on different perspectives according to their visual, functional, and spatial characteristics. It is defined as a unique location where sea and land collide. Waterfronts have always been and will continue to be places where a diverse group of players, both social and biophysical, representing global, and local forces, engage in intense battles that transform the urban landscape. (*Desfor et al., 2010, p. 3*). Dovey sees the waterfront in a different light, describing it as a border, an edge condition between the city's constant striations and the water's fluid flow. (*Dovey, 2005, p. 10*). Whereas Breen and Rigby choose different words to describe the meaning of the urban waterfront but still defines it as the edge in cities and towns of all sizes. Buildings that are not immediately on the water but are tied to it aesthetically, historically, or as part of a wider concept are considered waterfront projects. (*Breen and Rigby, 1994, p. 8*).

Waterfront areas are continuously dealing with changes due to global or local causes and are also defined as 'dynamic' ones (*Eco-Imagine Group, 2006*). From an urban standpoint, these areas have received a lot of attention because, in many cases, they are regarded as having high value to the city (*Giovinazzi and Moretti 2010*). Even in the 1990s, some port cities started to use their areas to earn funding for waterfront revitalization and to protect their urban heritage (*Hoyle, 2001*).

Interventions in waterfront areas consist of many changes, such as transportation and infrastructure systems, development of tourism, a decline of traditional industry, reduction of pollution, consequences of climate change, etc. So, it is crucial that every decision that is made be well-thought-out (*Eco-Imagine Group, 2006*). These kinds of decisions can provoke debates and even conflicts about local planning, especially by citizens and interest groups (*Sairinen and Kumpulainen, 2006*).

The presence of a ‘masterplan’ can avoid many disagreements and inform in detail about everyone’s interests. Cities like Genoa decided to use this kind of presentation when proposing the construction of a cruise passenger terminal (*McCarthy, 2003*). Even in the case of Shanghai, masterplans were given great importance by the Government and were used to guide urban developments (*Chen, 2018*).

#### **2.2.4 Principles of waterfront urban regeneration**

Speaking of principles, they can be categorized into two main groups. In this section, the most important principles for achieving successful waterfront regeneration, as well as those that can contribute to the long-term development of waterfront regeneration, will be listed. Both of them are crucial to follow during such a transformation that one site can have.

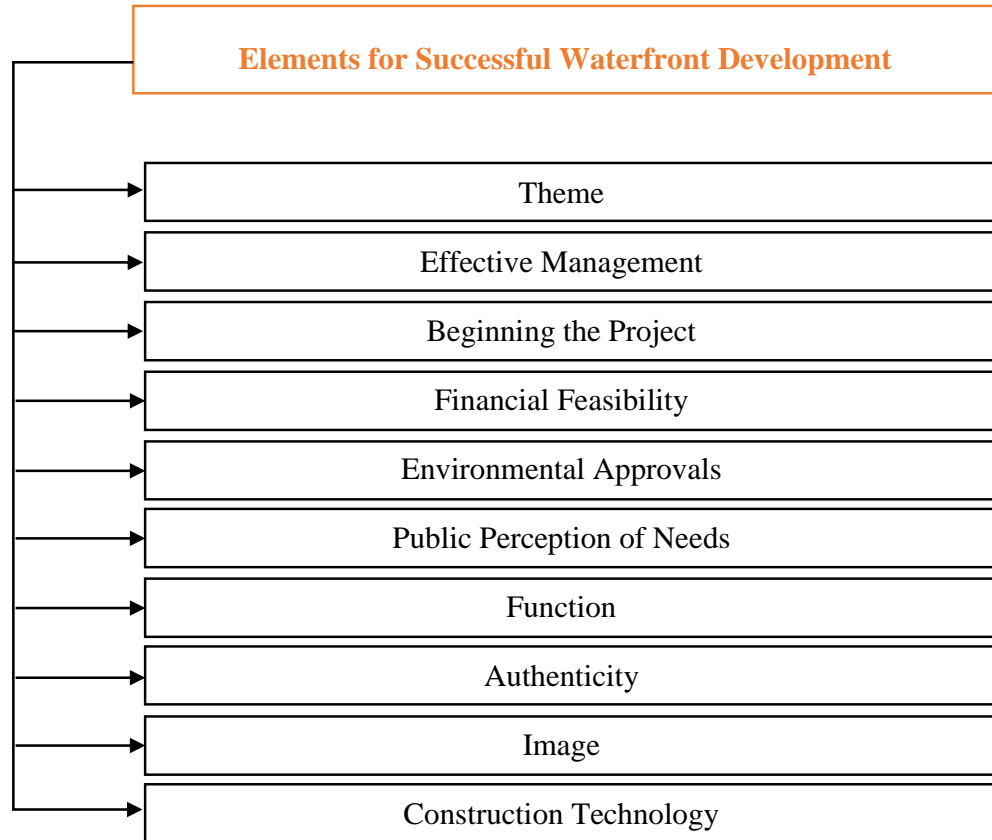
Urban waterfront regeneration is a process that integrates both the water element and the city or expressed in another way, the public space, and the open space. Waterfront projects require planning and preparation, and three key factors are taken into account: public access, urban design, and land use along the water area. The aesthetic and functional effects, mentioned above, should be taken into account while preparing the plans. Also, a master plan is necessary so that the investor can be prepared for the long-term commitment (*Dong, 2004*).

The functionality of all levels and the profit of all stakeholders are directly linked to the success of waterfront redevelopment. *Table 6* expresses all the necessary elements that are recommended to be followed while planning a waterfront development (*Yassin, Bond, and McDonagh, 2012*). Moreover, perfection is something that is barely achieved, but many important figures try to add other principles to at least approximate the goal. Accessibility, integration, sharing benefits, stakeholder engagement, and the building phase are some of the factors *Bertsch (2008)* proposed to consider while establishing plans for waterfront areas.

Whereas *Wang (2008)*, had examined other elements that need to mention to achieve a successful waterfront development. Beginning with a clear vision of the waterfront's future role in the city, the master plan was adjusted to react to market changes and decrease financial risk. The developers' and participants' contribution is a critical component of a successful waterfront. This element will be strengthened even

further via collaboration between official authorities, corporate organizations, and community groups. It is necessary to evaluate physical and economic circumstances.

**Table 6.** Elements of Successful Waterfront Development. Adapted from:  
(Yassin et al., 2012)



Sustainable development should be provided to urban waterfront areas to be benefited from them. Sustainability is evaluated in three dimensions, which must be combined at all levels: economic, environmental, and social (*Vasconcelos Silva, 2006*). Considering the case studies of urban waterfront regeneration, the urbanists have respected the principles for sustainable development of urban waterfront areas (*table 7*). These principles are very important to follow in any case of regeneration in order to achieve a successful project.

Giovinazzi cited that according to Bruttomesso (2001), Krieger (2004), Locklin (1999), and White (1999), the first principle to be emphasized is to ensure the quality of water and the environment. The accessibility of the waterfront and the range of its applications can be influenced by water quality. Municipalities are in charge of the long-term recovery of polluted water (Giovinazzi & Moretti 2010).

Waterfronts are an integral element of the urban fabric, hence new waterfronts must be incorporated into the existing city. The plans should be created in such a way that they may advance urban planning while also preserving the public land's values. (Benson, 2002; Giovinazzi & Moretti, 2010; Hou, 2009).

The historic identity gives character, including all the landmarks, heritage, existing architecture, etc. In post-industrial port cities, the preservation of the industrial history is an essential component of long-term reconstruction. (Giovinazzi & Moretti, 2010). The urban waterfront is a combination of water and land (Wrenn et al., 1983). These districts should support a wide range of cultural, commercial, and residential purposes (Giovinazzi & Moretti, 2010).

Public access is required; physical and virtual access should be available to all residents and visitors at all times. These public spaces should be built to a high standard to allow for frequent usage. (Giovinazzi & Moretti, 2010; Al Ansari, 2009; Shaziman, et al., 2010). The waterfront should be a priority for the entire community. In the first moment that the regeneration is approved, it should be provided and accessible to businesses, residents, and all of the community (Benson, 2002).

The planning process is sped up in public-private partnerships. Public authorities must ensure design quality and social balance, while commercial entities should be involved from the outset to speed up the development process. (Giovinazzi & Moretti, 2010). The strategy of attracting private resources while securing critical governmental investment would promote waterfront utilization. (Benson, 2002).

Besides the ecological and economic aspects, sustainable waterfront areas should be developed socially. The planning process must be transparent to the community and they must be informed and participate in conversations. (Giovinazzi & Moretti, 2010; Benson, 2002).

The process of regeneration is never-ending. The master plan should be based on past site evaluations. Plans should be adaptable, flexible, and include all essential

disciplines. (Giovinazzi & Moretti, 2010). It requires multidisciplinary work. Both in its conception and implementation, disciplinary participation and collaboration are essential. (Giovinazzi & Moretti, 2010).

Urban problems, as well as they differ from one area to another, also have many things in common (Arslan 1996). Every solution that is found in other cities with the same or approximate solution must be considered.

**Table 7.** Principles for Sustainable Waterfront Development. Adapted from:  
(Giovinazzi & Moretti 2010)



### **2.2.5 Benefits and risks of waterfront urban regeneration**

Waterfront urban regeneration is a worldwide phenomenon with several advantages, environmentally, socially, and economically. According to Papatheochari (2011), Jones (2007), and Goddard (2002), the most important benefits of urban waterfront regeneration are: an increase in real estate property values; the preservation of historical and local history, as well as the reuse of old structures; improved water quality and ecology through modern management procedures; the creation of new prospects for new applications and activities; the representation of new economic redevelopment options; attraction of tourists not just locally, but also nationally and globally; the construction of a large number of new dwellings, as well as the creation of new employment; the promotion of improved transportation and social assistance services, the provision of a link between water and the city, and the improvement of environmental conditions.

However, urban waterfront regeneration might have possible risks and negative consequences that should be considered (Morena, 2011). For instance: the interventions should be standardized, there is little room for real estate logic, the waterfront is accessible for free, the goal is to make a lot of money, and residential spaces will be surrounded by a mix of utilitarian and social environments, etc.

### **2.2.6 Social impact of waterfront urban regeneration**

According to the International Association for Impact Assessment, social impact assessment (SIA) entails analyzing, monitoring, and managing the intended and unintended social consequences, both positive and negative, of planned interventions (policies, programs, plans, and projects), as well as any social change processes triggered by those interventions (IAIA 2003). It is carried out in the planning phase to gather all necessary information about a certain project (Dietz, 1987; Burdge, 1998).

The social impact assessment forecasts how a community's nature will change as a result of a project and identifies the stakeholders, winners, and losers of the proposed activities. It investigates the many methods of perceiving and using waterfronts, as well as their benefits to the community (Sairinen, Kumpulainen, 2006).

*Table 8* describes four basic aspects that may be used to determine the social

implications of urban waterfront regeneration: resources and identity, social status, access and activities, and finally, the waterfront experience.

**Table 8.** The social dimensions of urban waterfront planning. Source (Sairinen, 2005)

The social dimensions of urban waterfront planning	
Resources and identity	<ul style="list-style-type: none"> <li>– Main characteristics and strengths of the area</li> <li>– Opinions of the environmental, cultural or historic values</li> <li>– Significance to the visual, social, and cultural identity (city image, community identity)</li> </ul>
Social status	<ul style="list-style-type: none"> <li>– For whom (social, age or ethnic groups) are the housing and service areas planned and built?</li> <li>– Role of social/private housing</li> <li>– Segregation and/or gentrification processes</li> </ul>
Access and activities	<ul style="list-style-type: none"> <li>– Are the waterfront areas accessible to the public?</li> <li>– What kinds of activities are possible? “Water dependency”</li> <li>– Easy or difficult approach to waterfront?</li> </ul>
Waterfront experience	<ul style="list-style-type: none"> <li>– Traffic and parking questions; waterfront routes</li> <li>– Presence of water (sea, lake, river, etc.)</li> <li>– Restorative experiences, importance of visual messages, physical touch, tastes, voices, moving in the space, sense of transition as identification</li> </ul>

## 2.3 Case studies of waterfront urban regeneration

To better comprehend the waterfront urban regeneration process, four case studies are considered. The case studies are from all around the world, more specifically from Shanghai, Istanbul, Barcelona, and Valleta.

### 2.3.1 The transformation of the ‘Barcelona Model’

Barcelona is a city where the combination of urban regeneration and cultural strategies works perfectly (*Gonzalez and Healey, 2005*). Culture is becoming an important factor in urban decision-making (*Zukin, 1995; Miles and Paddison, 2005*). In the case of Barcelona, it creates a relationship between physical transformations and social democratic policy (*Degen and García, 2012*). Since 1979, Barcelona has gone through three major phases of urban transformation:

During phase 1, the governance dialogue with citizens was founded as a result of the neighborhood movement's social and political pressure, which was critical in

the development of the 'Barcelona Model'. The reconstruction of the city was valid for building a new urban identity and culture (McNeill, 1999). It provided collectives and public services, linking the city with the citizens. At this moment, the term 'social cohesion' was used for the first time in the Barcelona government and was also put into practice (Kearns and Forest, 2001). The Plan General Metropolitano served as the foundation for Barcelona's large-scale urban regeneration (1976), which aims to balance public and private spaces. It would lead to an improvement in social and city life. The government bought low-cost land in the Old Town and used it to create new public spaces and social houses.

Phase 2 consists of the Olympic Games urban project (*figure 1*), which was useful for many developments such as the renovation of the seafront, improvement of the infrastructure and transport, and distribution of civil facilities throughout the city. Three architectural techniques enhanced the use of urban design to reconstruct the city during this time: the preservation of historic structures in the city center, the contribution of Spanish and foreign architects to the city, and the opening of the city to the redeveloping waterfront (Degen and García, 2012). Following the Olympic Games' success, Barcelona's production and consumption have been promoted (Borja, 2005: 24). It also helps in the creation of 'consensus' between citizens and governance, which is expected to be critical in the Barcelona Strategic Plan.



**Figure 1.** The transformation of an Olympic city (Source: Barcelona Architecture Walks)



During phase 3, the Barcelona government decided to form partnerships with private actors. This occurred as a result of their realization of the importance of contributing financially to urban redevelopment and the consolidation of the public-private relationship (*interview with Ricard Fayos, 14 September, 2009*). The Olympic Village, Ciutat Vella regeneration, and other interventions are regarded as critical components of Barcelona's urban regeneration. Then, it began the process of designing public spaces and redeveloping infrastructure, resulting in economic growth. Great importance was also given to culture in the Barcelona Strategic Plans (*Rodríguez Morató, 2008*). Barcelona is culturally powerful and dense, according to Ferran Mascarell, because it has placed culture at the core of urban growth through cultural policies committed to ideals, innovation, originality, and coexistence (*Ferran Mascarell, 2006*).

Barcelona's redevelopment has come through some major challenges. The year that the Popular Party won the elections, an American investor proposed to the City Council of Barcelona a mega project to regenerate 214 hectares of land in the Diagonal-Mar area of Pobleno. It was supposed to be changed from an industrial region near the sea into a new mixed-use neighborhood with luxury apartments, shopping centers, hotels, and offices for high-income consumers. Since this zone was not an isolated one, it was not expected well from the citizens by having critical arguments about the projects. They believe that these decisions are not based on prioritizing them, but on economic gains (*von Heeren, 2002; UTE, 2004; Delgado, 2007*).

Another challenge of the 'Barcelona Model' is the urban sprawl. Many people decided to leave the city since house prices had increased to the point that it was unaffordable for the lower and middle classes. Also, many flats were converted into unlawful lodging, putting residents at risk so that they could be used for tourism or short-stay. Some other residents were moving to the peripheries since the houses were more affordable and the industrial production was located there. Peripheral congestion has not followed a certain plan. To begin with, it paid no consideration to the character of public space, which would lead to the construction of identical housing rows along highways. Secondly, the plan has affected public transport since there has to be a connection between the periphery and the center of the city. (*Muñoz, 2008*).

The third challenge consists of tourism and migration. Some activities are

considered tourist-based, and some others are enjoyed by the locals as well as the tourists. As the number of visitors increases, so does the cost of efficiency and the cleanness of the city. Some critics believe that tourism strategies have taken precedence over more pressing issues like poverty and immigration (*Delgado, 2007*).

Finally, after a dialogue between citizens and public institutions, the government reached a consensus. This governance style placed a high value on culture, which has been connected to the economy, industry, and tourism (*Ribera, 2005: 186–194*). It is used to redefine the concept of social cohesion. Some citizens share the same viewpoint and have formed groups to oppose urban regeneration projects. These organizations have been excluded by the City Council (*Martí-Costa and Bonet-Martí, 2009*). It is not the citizen's responsibility to influence the city's definition of economic development (*Social Polis, 2008*). The City Council has always been the manager of the urban change process, and this is Barcelona's way of making the city (*Degen and García, 2012*).

### **2.3.2 The case of Valleta**

Malta has a very high population density in terms of context (*Chapman, 2000*). Malta has a rich architectural heritage (as evidenced by the nomination of many World Heritage Sites), a pleasant climate, and historic and cultural land connections with the United Kingdom, making it a popular tourist destination, particularly in recent years. The Grand Harbour Area, where Valletta is located, has cheaper residential rents than the national average. Environmental protection and economic development are crucial to the city's success. The Local Plan places a high value on tourism and believes that this area is ideal for implementing the Waterfront Project for a new cruise passenger terminal. 'Valletta Waterfront Project' started in 2002 and has a cost of \$50 million. The Government of Malta took care of the previous property owners according to the Third Party Building, so that the space could be used for the project. The scheme includes an area of 21550 square meters and was expected to be completed by 2005. It was expected to be built as a cruise terminal, shopping zone, entertainment, and cultural complex.

The Waterfront Project's (*figure 2*) major goal is to expand Malta's share of the cruise business. Valletta may become a beginning and ending location for cruises

under the proposed concept. The island's location is advantageous, as it can quickly reach both the western and eastern parts of the Mediterranean (*Maltese Planning Authority, 1998*). Of great importance has also been the improvement of infrastructure.



**Figure 2.** Valleta Waterfront general view (Source: Chevron)

The development brief requirements consist of the rehabilitation of important historic buildings since it is an area of great historic interest. To begin, it is necessary to construct a cruise passenger terminal with a capacity of 1000 people per hour and all related services. Also, a duty-free shopping centre is required, and re-use of the old powerhouse. Lastly, it is proposed to build a new ferry terminal to replace the existing one. The brief also contains design details of the building. (*Maltese Planning Authority, 1998*)

Now it is appropriate to confront the project with the principles that were previously mentioned. In terms of integration of land use, the project acts upon the requirements of the Development Brief since it proposes entertainment areas, cultural uses, water features, and a public plaza. It also provides for the re-use of historical buildings (*Maltese Planning Authority, 1998*). However, the Local Plan explains the need for commercial areas and hotels to strengthen the bond with the city as a whole. The project does not cover such a variety of uses. (*McCarthy 2010*)

According to the integration with the surroundings, the scheme does not contribute to a connection between the center of the city and the waterfront area.

Because of the closeness of the project and the city center, the change in level between these two points may be problematic, and the proposed project does not consider this. Also, the scheme is likely to cause congestion in this area, which is an area of sensitive heritage quality. (*McCarthy 2010*)

When it comes to the city's regeneration, the economic benefits are clearly explained in the Local Plan, as is the suitable location of the project (*Maltese Planning Authority, 1998*). However, similar projects suggest that port city's social and economic concerns are not addressed by waterfront regeneration, which for our city is very important to happen the contrary since it is also a place with low incomes. Moreover, the ships' aesthetic impact will take the attention away from the historical context. According to the correct partnership in the scheme development, the project does not seem to be of importance. This might have happened since the priority has been distributed to other factors such as economic regeneration and a structural flaw in Malta's development planning system (*McCarthy 2010*).

### **2.3.3 The Case of Haliç (the Golden Horn), Istanbul**

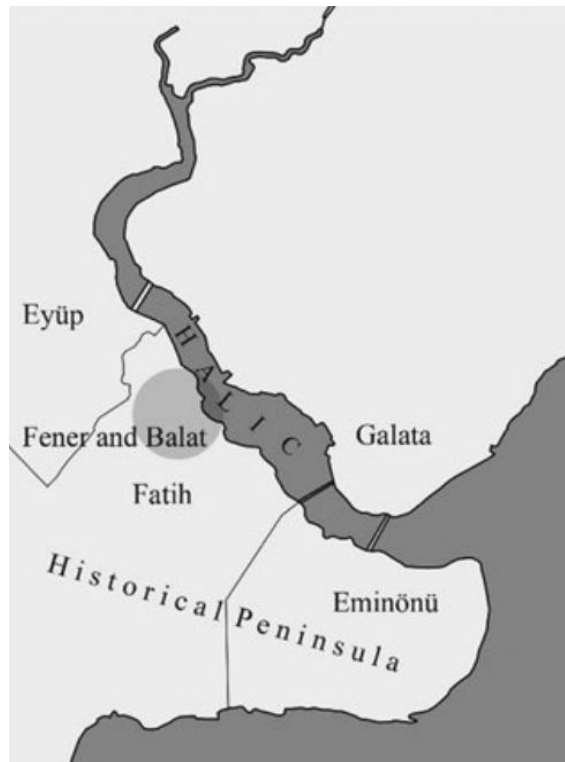
To better understand the area's progress, it is crucial to have an overview of the efforts that have been made since the beginning. The goal was to transform Halic so that it could help market Istanbul, but during the past 20 years, the evolution has been very limited (*Metropolitan Municipality of Istanbul*). After becoming Istanbul's mayor, Bedrettin Dalan saw Halic's potential. According to *Cumhuriyet Gazetesi*, he declared that "Halic was the symbol of his vision for a 'civilized' Istanbul," (*Cumhuriyet Gazetesi, 2 January 1989*), and he envisioned this area as a center of entertainment and business, along with stores, beaches, promenades, restaurants, and so on (*Cumhuriyet Gazetesi 1984; 1986; 1989*).

To provide a more detailed and specific look at the transformation in Haliç, the author presents three projects: (*Bezmez, 2009*)

1. The Fener-Balat neighborhood rehabilitation,
2. Feshane Cultural Center, and
3. Rahmi M. Koç Museum initiatives.

The Fener and Balat Rehabilitation Project (*figure 3*) has the purpose of

promoting tourism, emphasizing the historical heritage, and improving the living standards of the inhabitants (*study 1998*). The financialization of the project, which consists of the building of 225 buildings and the restoration of many others, was expected to be covered by the EU, and private actors in Turkey (*Stoquart and Çag˘lar, 1998*). But the community didn't seem to approve of this project for many reasons. Firstly, it was promised that the inhabitants would not contribute financially at all, which made them believe that their homes were either going to be taken away or they would be required to pay the costs in the near future. Second, the repairs had to be done by the original look of their houses' structures, and because the owners had made various changes over the years, such as the addition of walls and windows, they didn't believe this point would be completed as promised. Thirdly, it was prohibited for the owners to sell their property for the next 5 years, which made them feel insecure about their financial status. And lastly, the community assumed that this project would be the start of the rebirth of their non-Muslim past, and that doesn't have to be at all with the improvement of their living standards. These are the reasons that this project was never implemented, although it did have some minor improvements over the years. (*Bezmez, 2009*)



**Figure 3** Map showing the neighborhoods of Fener and Balat on the banks of the Golden Horn (Source: Bezmez, 2009)

Redeveloping Feshane (*figure 4*), consisted of building an exhibition center for the Turkish Clothing Manufacturers' Association and renting it to appropriate organizers. The owner of the building would be the Metropolitan Municipality, while the association was responsible for the financialization of the restoration. Dalan's mistake was that he initiated the work without the sign of the agreement. With the win of the elections of Sözen, a social-democratic candidate, the work has stopped. After the abandonment of the project, another group took the responsibility of taking care of Feshane, the Eczacıbas Group. But after the death of the leader of this group, the project was abandoned again. Nowadays, this area is only noticed during the month of Ramadan, and the other periods are almost unnoticed. (*Bezmez, 2009*)



**Figure 4** Map showing Feshane's location on the shoreline of Haliç (Source: Bezmez, 2009)

The Rahmi M. Koç Museum (*figure 5*) was expected to be an industrial museum that would show a collection of the Koç Group's products. Lengerhane was chosen as the ideal location for this project because it was close to the ancient city and the city center and has an industrial heritage. The Group was responsible for the financialization. The Group wanted to expand the region and bought another building

in addition to Lengerhane. The Hasköy Shipyard was chosen because it was close to the Langerhane and had a waterfront location. Today, the Museum is not a profit-making activity; rather, it is a prestigious investment with a local rather than worldwide influence. (*Bezmez, 2009*)



**Figure 5** Map showing the location of the Rahmi M. Koç Museum on the northern shores of Haliç (Source: Bezmez, 2009)

As far as we can tell, the government did not take any of these issues seriously, as none of these projects are currently in the condition that they were meant to be in. All of these efforts, however, had the same goal: to transform the area so that Istanbul might become more international. In every case, the process was shaped by a top-down approach that began with the government's power. Financialization was also crucial (as shown in the Shanghai cases), and public actors were the most important players. There is no estimate of the future in any of this analysis. (*Bezmez, 2009*)

### 2.3.4 Transforming Shanghai's waterfront

Even in the case of Shanghai, Government plays an important role in decision-making, since they possess information about property ownership and financial means. Local politicians are working to maximize land usage and searching for development opportunities. In urban development initiatives, a collaboration between the public and private sectors is critical, especially in large-scale ones (*Brenner and Theodore, 2002*). The need for financialization is crucial for this project to succeed because many projects faced difficulties while dealing with the implementation of the project (*Rutland, 2010; Robin and Brill, 2018*). Financialization is defined as the "expanding and broadening reach of financial interests" (*Pike and Pollard, 2010*), as well as the "increasing influence of the financial system over the development of the economy, politics, and society" (*French et al., 2011*). Real estate developers, construction firms, financial firms, the financial industry, and so on, can all contribute funds to urban projects (*Bucek, 2016*).

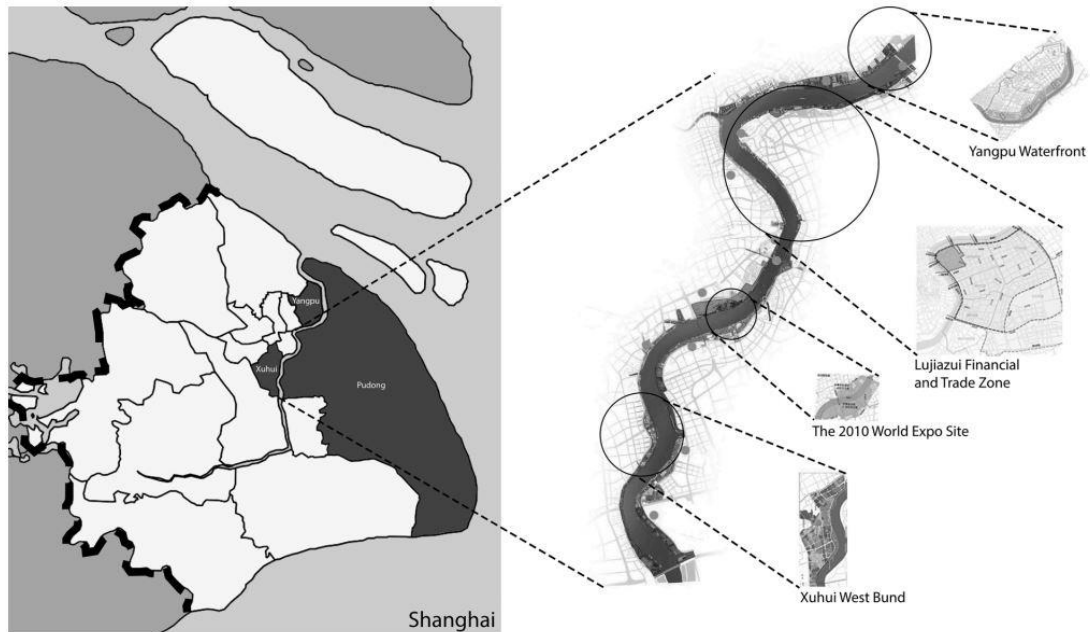
When the land use function in China changes from agricultural to commercial or residential, decentralization enables local governments to use the land as a tool for capital accumulation and to gain significant land value. To understand the financialization in China, land finance is crucial, but land finance is only one aspect of financing urban initiatives (*Wu, 2019*). The quantity of domestic and foreign capital invested in Chinese large-scale urban development projects has steadily increased, as has the entry of multinational corporations, the banking and financial sector, property developers, and global pension funds (*Chen, 2018*).

In this kind of project, we see a transformation of land from industrial to commercial or residential purposes. Such a change can offer economic benefit to the city by increasing land value, job opportunities, and property development. However, waterfront regions typically have a historical identity that adds character if the preservation of the industrial history is incorporated into the waterfront's urban development process. These waterfront projects take more time to implement while dealing with a larger amount of financial investment. (*Chen, 2018*).

Many adjustments were required once Shanghai became a worldwide center of banking, trade, and transportation in the Asia Pacific region (*figure 6*):



1. Lujiazui Financial and Trade Zone
2. The 2010 World Expo site development
3. Xuhui West Bund
4. Yangpu waterfront redevelopment



**Figure 6** Location of the four waterfront redevelopment projects in Shanghai  
(Source: Yawei Chen, 2018)

Masterplans were used to guide all of these urban developments. The Government was strict in accomplishing everything according to the master plans that each project possessed. Another thing in common for the four projects was that all of them used to be industrial areas, and were expected to change. Besides Xuhui West Bund, in their pre-development condition, they were also residential. What they were becoming was completely different: financial center, headquarters and corporate center clusters, cultural and commercial clusters, and urban innovation districts, respectively. The four cases show that land-based financing is widely used in urban redevelopment projects. (Chen, 2018).

What differentiated these four cases were the private and public actors that contributed to the finalization of these projects. At the beginning of the development phases, all of them had difficulties in finalization. As a result, they all received cash

assistance and favored policies. In each of the four examples, the targeted financial actors were not only linked locally but also worldwide. The funds for the massive investment in Lujiazui were raised through a collaboration of public and private investment from both domestic and international sources. Shanghai Lujiazui Development Company (*SLDC*) was a newly established property development company that played an important role as a public actor, aided by the SMG (*Shanghai Municipal Government*) and the Central Government. Even in the Xuhui West Bund case, a company was founded to facilitate the development of the project: SWBDC (*Shanghai West Bund Development Company*). Other public players were present, but the government was a common one. Even in this case, all of the projects had one thing in common: real estate companies. (*Chen, 2018*).

### **2.3.5 Comparing case studies**

According to the Barcelona case, the importance of culture in urban decision-making is easily understandable since it has been located at the center of urban development (*Zukin, 1995; Miles and Paddison, 2005*). In this city, the combination of urban regeneration and cultural strategies works perfectly (*Gonzalez and Healey, 2005*). Such a thing was not mentioned at all in the Valletta case. Another thing of great importance in Barcelona is the role of Governance and the impact it has on the citizens (*Degen and García, 2012*). Moreover, the relationship between governance and citizens is mostly seen during the three major phases of urban transformation. The Governance tries to dialogue with the citizens, make decisions that would link the city with the citizens (phase 1), create consensus between each other (phase 2), and form partnerships with private actors (phase 3) (*Degen and García, 2012*). In the case of Valletta, the Governance was also cooperative, but not as much as in Barcelona.

In all cases, it is seen the presence of a project, a mega one. Valletta's cruise terminal, shopping district, entertainment, cultural complex, and water plaza were all planned and completed. (*McCarthy 2010*). In Barcelona, the project was considered a major challenge in the city's redevelopment. Even in this case, we have a transformation of a waterfront site. It was supposed to be changed from an industrial region near the sea into a new mixed-use neighborhood with luxury apartments, shopping centers, hotels, and offices for high-income consumers. But, as I mentioned

before, the important role of the citizens is that they take control of the challenge, and they confessed that they believe these decisions are not based on prioritizing them, but on economic gains (*von Heeren, 2002; UTE, 2004; Delgado, 2007*).

Another common thing is that in Barcelona and Valleta cities, a plan has been followed. In Barcelona, we have the presence of the ‘Barcelona Strategic Plan’, and in Valletta, we have the ‘Local Plan’ and the Development Brief. Also, the preservation of historical buildings in the city center was considered in both cases. But, in the case of Valletta, such a thing has been lost after the implementation of the project, since the size of the cruise took all the attention.

On the other hand, in cases of Haliç and Shanghai, the regeneration was focused on some important zones of the territory. To provide a more detailed and specific look at the transformation in Haliç, there were three projects: The Fener-Balat neighborhood rehabilitation, Feshane Cultural Center, and Rahmi M. Koç Museum initiatives (*Bezmez, 2009*). While in Shanghai there were four projects: Lujiazui Financial and Trade Zone, The 2010 World Expo site development, Xuhui West Bund, and Yangpu waterfront redevelopment (*Chen, 2018*).

What seemed to be problematic in the case of Haliç was the financialization and the government, which didn’t take any of these projects seriously. This phenomenon is also seen in the case of Shanghai, where all the projects had financial difficulties in the beginning. This creates additional issues that prevent the regeneration from continuing.

To conclude, urban regeneration is one of the main challenges for many cities. As seen in these two cases, each has its difficulties in creating a project that can better the lives of the city. Besides implementing something beautiful, many aspects have to be considered as the citizens, the economy, the existing historical aspects, the public, and private spaces, etc.

## CHAPTER 3

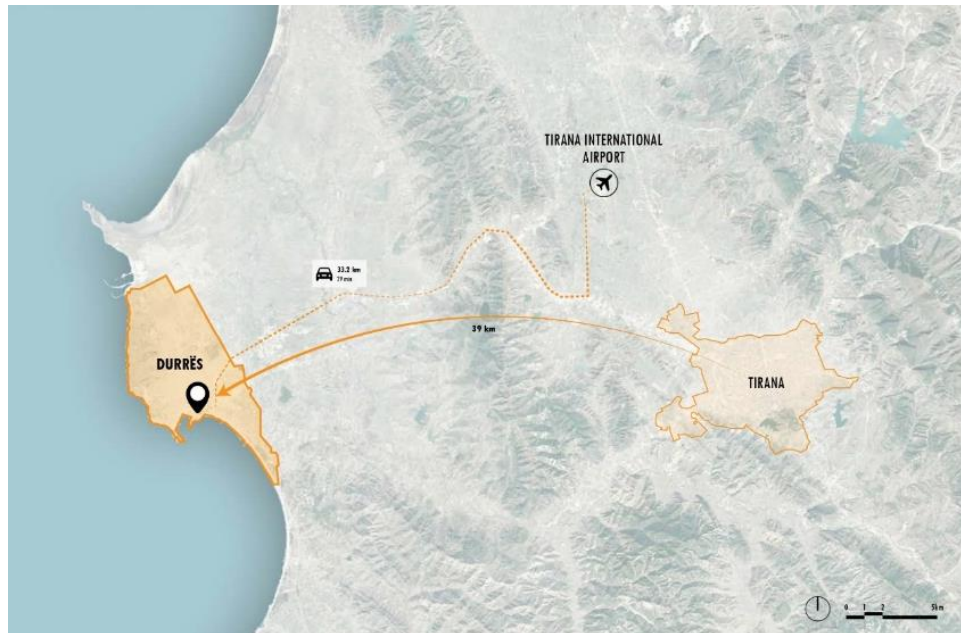
### DURRËS WATERFRONT PROJECT

A waterfront regeneration project called "Durrës Yacht and Marina" is situated in one of Albania's most significant cities. It intends to improve the function of the current port by making a significant contribution to a city with a rich context like Durrës.

#### 3.1 An overview of the city of Durrës

Durrës is an ancient city, which has changed constantly since 627BC. Named Epidamnos or Dyrrachium in antiquity, it was known as one of the largest cities in the ancient Mediterranean. It was built by the Taulante Illyrians in the first century. Its origin is related to the legend of the Illyrian leader Epidamn, who was said to have named the city after him. Durrës is a city that has witnessed a rich history since its creation and, despite the challenges and tensions of the changes that have occurred in time, has resisted carrying the history and traces of the past, even though sometimes fragmented.

Durrës is located in western Albania, which borders Montenegro in the north, Kosovo and Macedonia in the east, Greece in the south-east and south, the Adriatic Sea in the west, and Italy beyond. Durrës district has a total area of 432 km<sup>2</sup>. It has a border with the district of Tirana and its airport (*figure 7*) in the northeast and the district of Kavaja in the south. As previously stated, the city's western limit is determined by the Adriatic Sea shoreline, which stretches for 30 kilometers (*ASIG*).



**Figure 7.** Distance of Durrës from the capital and the airport (Source: ASIG)

### 3.1.1 The port of Durrës

Durrës Port is known for its strategic location along the Adriatic shore. The port has long served as a junction of both maritime and land roads, serving as a link between Albania and the Balkans, Europe, and the Mediterranean. The Port of Durrës is regarded as one of the major ones in the Mediterranean Region throughout Antiquity and the Middle Ages due to its importance and size. When considering the economic structure of Durrës, the port always attracts special attention, as it has been the city's major source of economic resources throughout its history. It was the location of trade exchanges and commercial operations.

Evidence of civic life in the city dating back to the first millennium BC has been displayed at the city's National Archaeological Museum, the largest in our country, while recent underwater archaeological finds have demonstrated the port's importance on the Mediterranean waterfront. Relics of ancient ships, pottery artifacts, and ship anchors going back up to 2,500 years have recently been discovered at Durrës, illuminating the economic vectors of marine trade exchanges between the city and the region's ports in antiquity and the middle Ages. Along with the city, the port has achieved considerable progress in infrastructure and technology, earning the title of Port Authority, as many ports in EU nations do. Today it is used for industrial and transport purposes (*figure 8*).

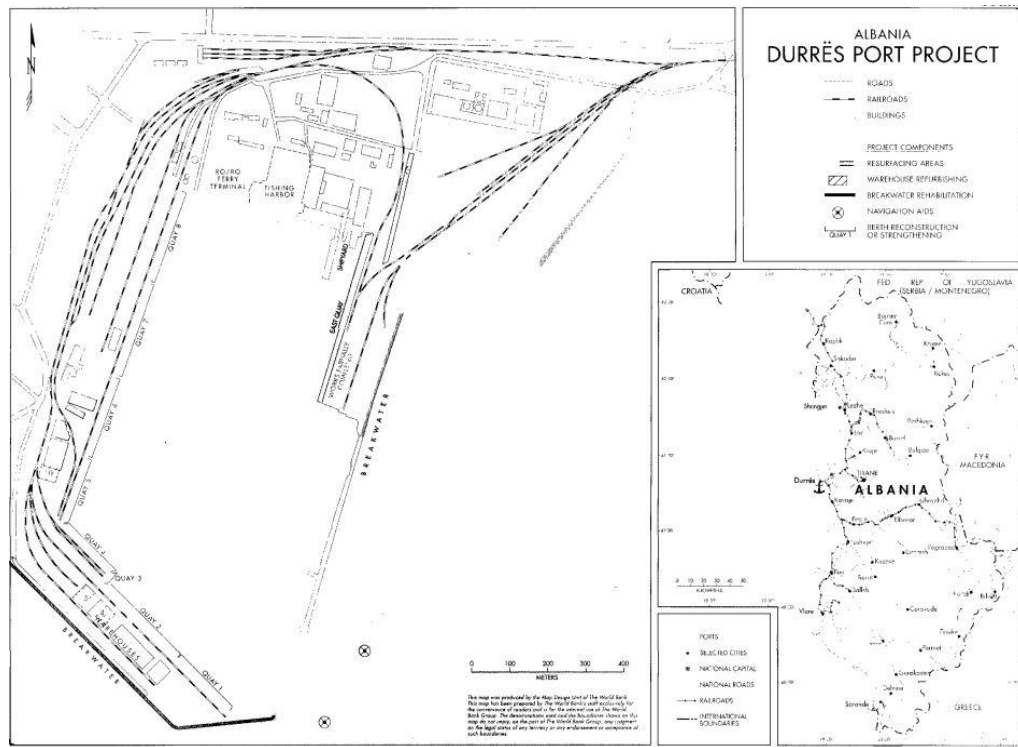


*Figure 8.* Port of Durrës, 2022 (Source: Port Authority)

### **3.1.2 Durrës port project of 1998**

The port of Durrës has experienced many changes during these years. The Government has given proposals for this area, and most of them have been implemented. The purpose of these projects has generally been the improvement of the current conditions and to make the port one of the most important points on the continent.

April 15, 1998, is the presentation date of one project that made crucial changes to the conditions of the port (*figure 9*). The project's purpose was to improve the efficiency and effective capacity of the Port of Durrës while considering environmental factors. It was planned to increase its commercial orientation by establishing an autonomous port authority, privatizing port operations, improving customs procedures and safety; rehabilitating port infrastructure, and attracting transit traffic. The project involves port civil works, rehabilitation of port equipment, physical improvements required for customs modernization, oil pollution emergency plans, and urban transport studies. (*Document of the World Bank*).



**Figure 9.** Port of Durrës project (Source: Document of the World Bank)

### 3.1.3 Albanian laws on urban regeneration

Urban regeneration is also commonly developed in Albania, as is waterfront development. It is fundamental to follow the rules that the government has chosen to. According to the Albanian Development Fund, a project needs to pass through five important institutions and cannot continue its work without their approval:

- The National Planning and Territory Agency (AKPT),
- The Albanian Road Authority
- The State Cadaster Agency
- The Institute of Construction Technological Studies and
- Local government unit.

The Albanian legal basis is constructed in the official notebook that contains all the state’s laws.

According to the National Planning and Territory Agency, each project must

obey to the Law nr. 107/2014 for planning and construction, as well as the VKM nr. 686, dt. 22.11.2017 for planning regulation approval. This law has 62 articles that present its aim, principles, responsible authorities and their obligations, planning documents by levels of government, etc. Territorial planning and development is based on the following principles:

- Development must be sustainable and guarantee the needs of future generations for social equality.
- Economic growth and environmental protection
- Development of the territory is a matter of national importance; it must be fair and appropriated by the society that creates it.
- Public and private interests, national and local, should be harmonized.
- The principles and values of planning documents should be continuous.
- Transparency should accompany development planning and control processes.
- Silence is approval.
- The planning should take into account the characteristics of the context of the developing territory;
- Subsidiarity and decentralization;
- Harmonization with the approach of the European Union in the field of planning and development of territory, as well as in relation to environmental criteria, biodiversity conservation, and areas protected;
- Comprehensive planning and design should be founded on comprehensive planning and design that ensures equality for all beings, regardless of their needs or characteristics;
- A hierarchy of plans;
- Facilities insurance is required, as are civil and professional responsibilities in construction.
- guaranteeing access and public participation in the drafting of planning documents;



- Integrated planning system.

The next step that should be followed is Law No. 10 164, dt. 15.10.2009 for the Albanian Road Authority. The purpose of this law is to establish the Albanian Road Authority, with its competencies, responsibilities, and duties.

According to the State Cadaster Agency, each project must obey the Law No. 111/2018. This law has 72 articles and regulates the public real estate registration service, the organization of the institution responsible for this service, and the manner of administration of the cadaster as a public register of immovable property. The public real estate registration service and related procedures are guided by the following basic principles:

- The principle of legality, according to which cadastral activity is exercised following the Constitution, the Civil Code, this law ,and other legal acts,
- The principle of legal certainty means respect for the previously acquired rights and the legitimate expectations of the subjects of law.
- Exclusivity: cadastral activity is a unique public service.
- Cadastral activity is exercised in transparency and in close cooperation with natural and legal persons, parties or interested subjects, in matters related to immovable property.

Law No.9290, dt. 7.10.2004 for the Institute of Construction Technological Studies determines the conditions of use of construction products, accepts technical approvals for these products, assesses and certifies conformity with the basic requirements, as well as regulates the placing on the market of construction products, conducting market surveillance and implementing special procedures for their recognition. It has 27 articles.

Lastly, law no. 139/2015 for local government regulates the organization and functioning of local self-government units in the Republic of Albania as well as determines their functions, competencies, rights and duties as well as those of the relevant bodies. It has 97 articles and its main principles are:

- The bodies of local self-government units operate based on the principle of local autonomy.

- In their activities, the bodies of the local self-government units respect and implement
- Constitution, laws, and bylaws.
- Local self-government units are public legal entities.
- Each municipality and county are a self-governing unit with continuity.

## **3.2 “Durrës Yacht and Marina” waterfront project**

The Port of Durrës has always been a strategic landmark that aspires too many changes and improvements. December 2022 is linked with the unveiling of the Durrës waterfront regeneration project. The Albanian government mentioned an agreement with the United Arab Emirate (UAE) Emaar Company. This company is a global Emirati developer of real estate with offices in the United Arab Emirates. It plans to invest in turning the port area into a tourism destination for passengers and yachts.

### **3.2.1 The purpose of the project**

The objective of this project may be defined in three key aspects, according to the report provided by the municipality of Durrës, relating to what will benefit from this project (*AKPT\_planifikimi.gov.al*).

- Public Spaces: the division of areas with different characteristics of public spaces and the connection of the urban structure of the city, as they are the key point for sustainable urban development.
- Efficiency in use and movement: the connection with the rest of the city and with the movement within the structures is important for the flow of vehicles and pedestrians. Urban transport and maritime transport connectivity are of particular importance which offers prosperous functioning of the area.
- Communities: a project of this magnitude focuses on the needs and preferences of people of all ages. The project will provide areas with sea views, park areas, and more private areas, which will meet the criteria for well-designed

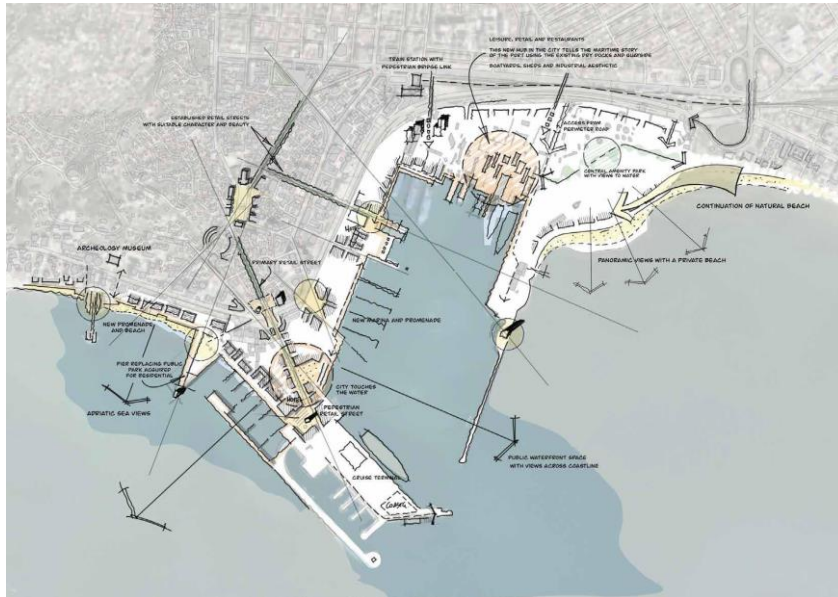
neighborhoods.

Seen as a visionary project, Durrës Waterfront is expected to improve the cityscape, urban character, and lifestyle of the area and is set to become a destination for urban professionals and families. The overall masterplan integrates a variety of land use functions, such as beach-front living, activities around the Marina, residential communities, and retail hubs. Durrës Waterfront will become a natural evolution of the city. A place where people can live surrounded by the seafront, new beaches, restaurants, and shops. An exciting new destination for Albania (*Durrës Port Authority*).

### **3.2.2 A general view of the project**

Top-Channel, an Albanian news station, held a live meeting between the Albanian government and Durrës residents on April 16, 2021. Mohamed Alabbar, the founder of Emaar Developments and the project's investor, was present during the meeting, which took place near the anticipated intervention location (*posteuropa.com*). He was optimistic about the project because the location seemed to be highly promising. At this meeting, the Prime Minister, Mr. Edi Rama, expressed that this project would eliminate the acoustic and environmental pollution of the existing industrial port, near the residential area and the coastal line. According to him, this will bring crucial changes not only in the port area but also nearby. It will raise the value of the real estate as well as the employment rate and most importantly, it will promote Albania all over the world (*top-channel.com*).

The Durrës waterfront project covers 79 hectares of the port's entire area. It will be one of the largest marinas in the Balkans, with an area about double that of Montenegro's. It is situated on a natural continuous beach along the coast. The future residential and commercial districts along the coast will benefit from the long-range sea views. This intervention will connect the beach to the historic center, as well as the city to the waterfront. The site is influenced by neighboring activities and functions, including the historic center, existing beach, and the existing urban fabric as seen in *figure 10* (*Durrës Port Authority*).



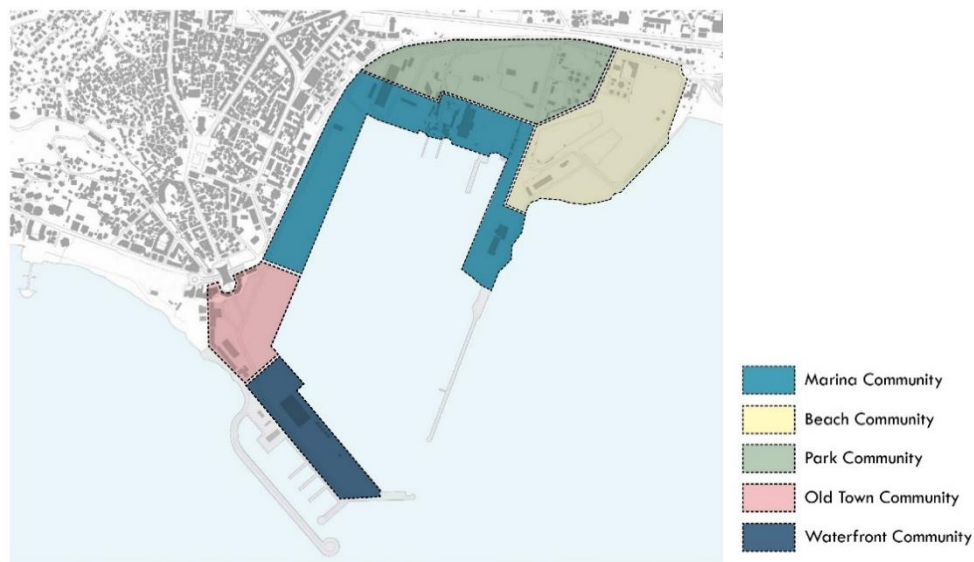
**Figure 10.** Site influences (Source: Durrës Port Authority)

The master plan (*figure 11*) will include several neighborhoods: the Beach, Marina, Coastal Park, Downtown, and Waterfront communities. With an area of 1,264,405 sqm of residential consisting of over 12,000 residential units; 47,664 sqm of hotels; 47,664 sqm of food and beverage services; over 170 retail units; and 80,000 sqm of parks and open spaces, this project is expected to be finished in five years. These data can change after confirmation of the final site boundary (*Durrës Port Authority*).



**Figure 11.** Masterplan (Source: Durrës Port Authority)

The Durrës waterfront project is divided into five main parts, which correspond to the five phases of the project: marina community, beach community, park community, old town community, and waterfront community (*figure 12*). The first phase of the project will focus on the beach community. This zone will be vibrant and colorful, with cafés and restaurant pavilions, a terraced promenade, panoramic views, an uninterrupted beach, water sports, sailing and recreational boats, and activities for kids. Uninterrupted ocean views, easy access to the promenade, high-end residences, outdoor restaurants, yachts, and sailing boats will all be features of the Marina community. The Park community is located in the outermost area of this territory. It will include safe play areas, a large community park, and open spaces. The old town community, on the other hand, will be a continuation of the existing city fabric and will provide a traditional vernacular feel, with a discovery route, informal plaza, intimate spaces, and food and beverage services. Lastly, the waterfront community is expected to have a secluded and tranquil feel and will have a direct connection to the promenade. It will have high-end residences with uninterrupted sea views, too (*Durrës Port Authority*).



**Figure 12.** Masterplan Zoning (Source: Durrës Port Authority)

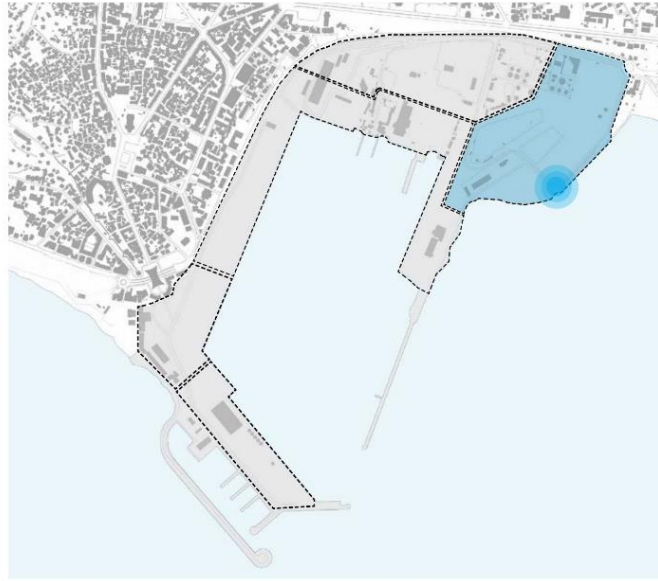
According to the planned zoning, the project will have mixed-use activities and will completely transform the existing state of Durrës port. Currently, the port has an industrial use, which is very disruptive to the nearby residential districts. It is often

highly loud during the day and contributes to everyday air pollution. To overcome all of these issues, the industrial port will be relocated to Porto Romano, which is around 10 kilometers distant (*Durrës Port Authority*).

The Albanian government announced in September 2021 that five international companies had submitted proposals for the construction of a new port at Porto Romano, which had been chosen by 14 other international companies interested in participating in the project. Belinda Balluku, the Minister of Infrastructure and Energy, stated that the industrial port at Porto Romano and the port in Durrës are two major elements that should operate in harmony. They include yachts, container terminals, minerals, and other aspects of the marine industry. The Durrës waterfront project, also known as the Durrës yacht and marina, will be built around the port's total perimeter and will contain residential complexes, hotels, shopping malls, entertainment facilities, new roads, and parks (*Albanian Daily News*).

### **3.2.3 First phase of the project: existing conditions**

The project's first phase, commonly known as the beach community, began its interventions around the end of April 2022. This structural unit is named DR\_UB\_S1\_480/211. It is positioned in the eastern part of the Port of Durrës with a distance of about 2 km from the city center. The total area of the unit is 24.72 ha. This unit is bordered in the northern part by the road "Dogana". In the western part, it is bordered by land. On the southern side, it is bordered by land and sea. Whereas the eastern side is bordered by the sea (*figure 13*). DR\_UB\_S1\_480/211 is a coastal structural unit. The unit is mostly used for port services and infrastructure. The buildings located in the northern part of the structural unit have a linear typology and do not have underground parking. Public spaces and public greenery are missing within the territory of the unit (*AKPT\_planifikimi.gov.al*).



**Figure 13.** Position of the first phase in relation to the whole project (Source: Durrës Port Authority)

"Durrës Waterfront", located in the port area of Durrës, has the potential to make the most of its assets. It is highly visited by local and foreign tourists, which brings the need to become easily accessible and with a high level of service and construction quality. The current development of the Waterfront of Durrës has contributed to the formation of engineering infrastructure, turning the area into a suitable space for further investment. Based on initial site studies, it is found that the upper development land has been severely polluted due to the current industrial port and land improvements will need to be considered to achieve the goal (*AKPT\_planifikimi.gov.al*).

*Figure 14* represents the main views of this area, captured in its center and perimeter, clearly showing its potential. Combining these assets with proper investment and management would make Durrës one of the main tourist attractions in Europe and beyond (*AKPT\_planifikimi.gov.al*).





**Figure 14.** Photos of the existing condition of the phase1 site (Source: AKPT)

Durrës region offers great opportunities for new investments, as it has a lack of large-scale private investments in the area. In addition, several other factors make investing in this region even more attractive, as construction costs are low, local materials are quality, and human resources are professional. What favors, in any case, the potential of the region is the Mediterranean climate and the beauty of nature. On the other hand, the archeological heritage and the cultural-nature coast are being continuously promoted in Durrës, increasing the experience of its visitors in different dimensions, serving the same purpose.

### **3.2.4 First phase of the project: existing proposal**

The area of the first phase of the "Durrës Yacht and Marina" project is divided into five main parts (*figure 15*) according to their functions: the park, the waterfront A, the waterfront B, the marina, and the village area. In the Detailed Local Plan of Durrës, found on the AKPT website, we can find these areas named differently. There

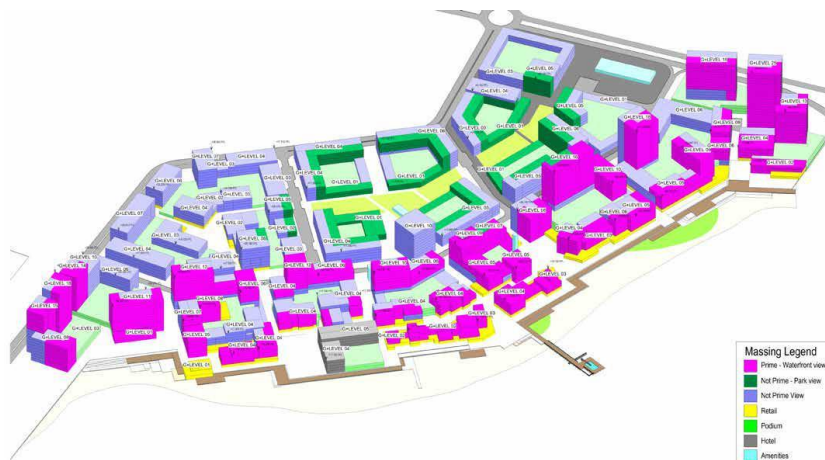


are two park areas inside this region of the first phase, and they are named DR\_UB\_S1\_480/211\_1 and DR\_UB\_S1\_480/211\_2. The village is located at DR\_UB\_S1\_480/211\_3, and the marina is located at DR\_UB\_S1\_480/211\_6. DR\_UB\_S1\_480/211\_5 and DR\_UB\_S1\_480/211\_4 are waterfront A and B, respectively.



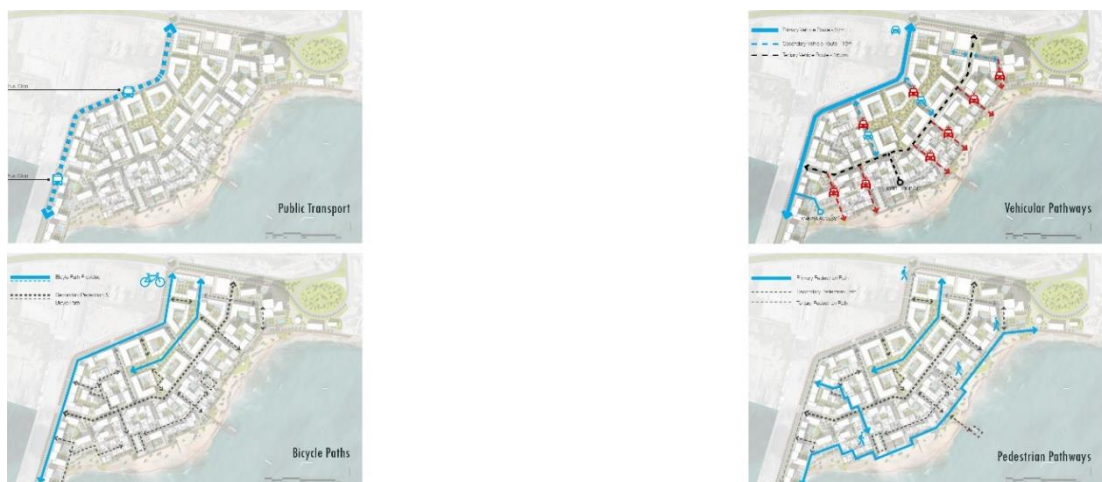
**Figure 15.** The proposed function distribution of the phase1 site (Source: AKPT)

*Figure 16* represents a three-dimensional masterplan of the functional distribution of the project. Residential function dominates the build area and it was also given great importance to the views of these residences. The majority of them have a sea view and the ones that don't will have a park view. Other areas to be built include amenities, promenade, park, retail, roads, and utilities (*Durrës Port Authority*).



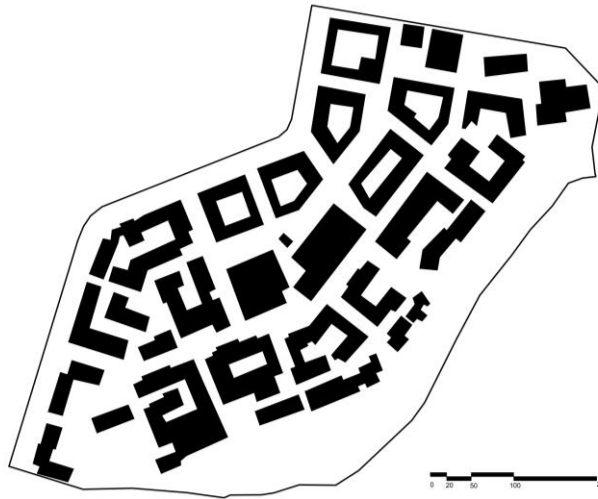
**Figure 16.** 3D view of phase1 (Source: Durrës Port Authority)

The project will be easily accessible by all means of transport available in our nation. A circular public transportation entrance with two bus stations was proposed. The bicycle paths are divided into two categories: main and secondary, both of which are located away from the shoreline. Furthermore, the vehicle and pedestrian paths are prioritized. The project, as shown in *figure 17*, includes major, secondary, and tertiary pathways for vehicle and pedestrian traffic across the intervention area (*Durrës Port Authority*).



**Figure 17.** Project Accessibility (Source: Durrës Port Authority)

The masterplan of the first phase of the project shows a fluid circulation between the constructed units. *Figure 18* represents a nollí map of the site to have a better understanding of the accessibility and flow between the units. It also shows how much construction there is in respect of the whole area. 35% of the area is expected to be constructed with mostly residential units. The other 65% of the area is divided between circulation, green areas, public spaces and sand.



**Figure 18.** Nolle map of the first phase of the project

In the proposed project for Durrës ' waterfront, infrastructure is also very important. The road system plan is based on Law No. 8378, dated 22.07.1998, "Road Code of the Republic of Albania," and Decision No. 153, dated 07.04.2000, "On the approval of the Regulation on the Implementation of the Road Code" as modified. The proposed infrastructure is the backbone of the PDV vision and ensures a smooth flow of traffic, and a strong connection to the city center and the historic area. This vision is mainly based on main and secondary roads that are integrated with the network of cities and provide the necessary movement for every corner of the territory. The infrastructure is optimized to provide environmental comfort for pedestrians, cyclists, and cars. Local and access roads within the proposed sub-units will be defined during the construction phases. (*AKPT\_planifikimi.gov.al*). It consists of primary urban roads, secondary urban roads, access roads, and pedestrian roads that are scattered throughout the project's first phase.

Primary urban roads (*figure 20*) are expected to be approximately 24.5 meters to 37 meters wide (*D1-D4 in figure 19*). The widest one is going to have one centered landscape area of 2m, three traffic lanes for each direction, a gutter of 0.5m, a landscape of 1.5m on the two sides of the road, and a 3m sidewalk. In one of the directions, there is going to be a bicycle line of 2.5m and a 1.5m buffer zone. A 24.5m wide primary road has two traffic lanes in opposite directions, one 2m wide drop-off zone, a gutter on both sides, a bike lane, a landscape, and a 5m wide sidewalk on both sides.

On the other hand, secondary roads (*figure 21*) can be 20m to 22m wide, represented as E1 section in *figure 19*. They will have a traffic lane, a gutter, and sidewalks in both directions. The 22-meter secondary road will also have a drop-off zone on one side and a landscape zone on the other side. Whereas the 20m secondary road will have a landscape zone on both sides and a 2.5m bike zone on one side. Pedestrian and access roads (*figure 22*), as seen in F1 ‘a’ and ‘b’ sections, are 15 m wide. The access road will have traffic lanes of 3m as well as a pedestrian zone of 4.5m in both directions. While the pedestrian zone is expected to be used exclusively for walking.



**Figure 19.** Map showing the sections (Source: Durrës Port Authority)

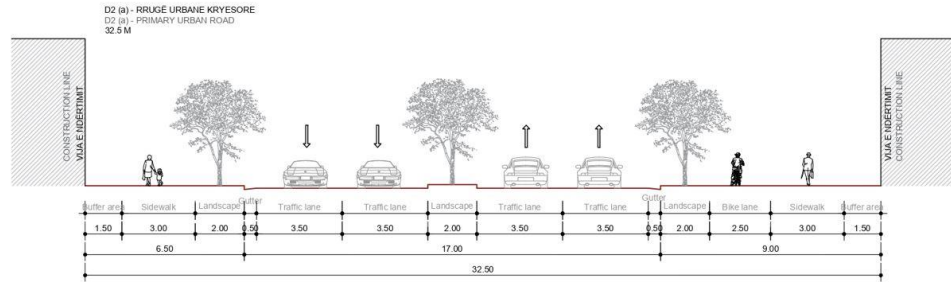
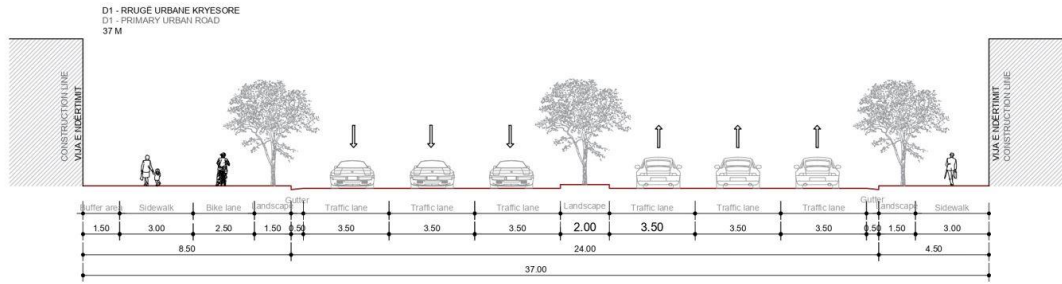


Figure 20. Primary Urban Road Sections (Source: Durrës Port Authority)

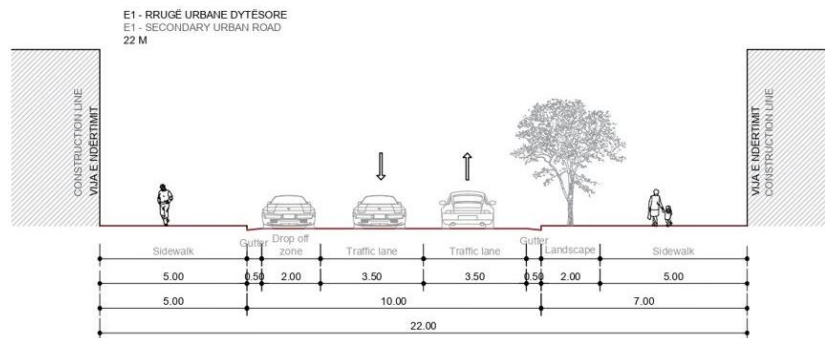


Figure 21. Secondary Urban Road Section (Source: Durrës Port Authority)

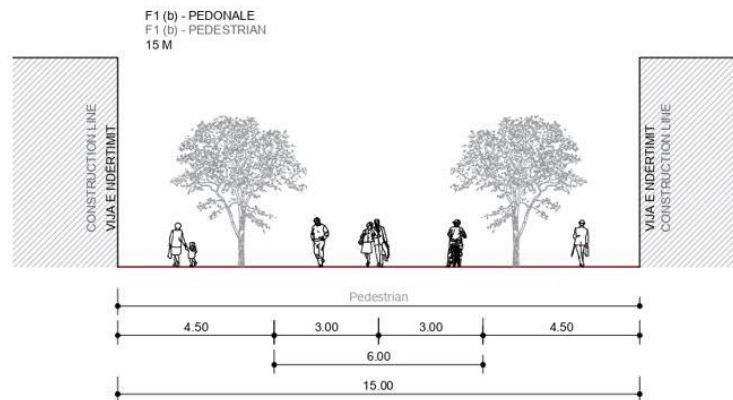


Figure 22. Pedestrian Road Section (Source: Durrës Port Authority)

The Development Matrix described below (*table 9*) is the description to determine the amount of development during design work. It illustrates the objectives of the proposed Master Plan to have a dynamic development in the area with zones of different characteristics. This division also shows the division of the construction phases for the entire development of the proposal. This table shows the proportional distribution across the territory to provide the necessary living space, services, and infrastructure to achieve the objectives for a sustainable future. Through the Development Matrix are defined the steps for design decisions based on the needs, opportunities, and priorities for the area. These Management Zones will provide high-quality living and sustainable development with the integration of the urban structure of the city.

**Table 9.** Important data of the project (Source: AKPT)

<i>total plan area</i>	24.72 ha	<i>coefficient of land use for construction</i>	55%
<i>area of management zones</i>	18.91 ha	<i>maximum building height</i>	16 floors
<i>maximum intensity allowed according to PPV</i>	2.5	<i>net intensity</i>	3.27
<i>maximum area for construction</i>	618,070.3m <sup>2</sup>	<i>maximum living area above ground</i>	563,456.06m <sup>2</sup>
<i>total expected population</i>	≈ 15.000	<i>maximum area of other land use categories</i>	54,614.2m <sup>2</sup>

In a total area of 24.72 ha, only 618,070.3m<sup>2</sup> is expected to be used for construction. The left space is going to be used for entertainment, circulation, and resting purposes. This area will welcome approximately 15.000 people that can use all these spaces, including residential buildings. Only 55% will be used for construction purposes and the building will vary from 10 to 16 floors (*figure 23*).



**Figure 23.** Site Section (Source: Durrës Port Authority)

## CHAPTER 4

### RESULTS

This section represents the empirical findings collected from four interviews with the experts according to the physical, social, economic, and environmental aspects. The interview results are categorized into three main groups. First, the findings from the foreign experts will be discussed, which will bring international opinions on the project. Second, the Albanian expert's thoughts will be presented, who will bring a more contextual understanding of Durrës city, peoples' lives and the under investigation project. Third, a view of the stakeholder and project representatives from Durrës Port Authority.

#### 4.1 International experts' view

In the following, the findings of the international experts, including Ignazio Vinci and Antonio Acierno, are presented (*table 10*). Ignazio Vinci has a PhD in Urban and Regional Planning and is an Associate Professor of Urban Planning at the Department of Architecture at the University of Palermo. He is an expert in his field and constantly contributes to Italian and European urban development. His interests include urban regeneration, and he has great experience in analyzing and planning changes all over the world.

Antonio Acierno is associate professor of Urban Planning at the Department of Architecture of the Federico II University of Naples. PhD in urban planning with scientific academic experience in Central Europe, the United Kingdom, and Spain. His interests in research have been mainly focused on urban safety, urban regeneration, and urban planning. The discussion with international experts provided some interesting insights, thinking that the designing company of the "Durrës Yacht and Marina" is an international company too. All the findings presented in the following section are taken from their interviews.



In terms of **physical aspects**, Mr. Vinci and Mr. Acierno believe that if such a project is to be undertaken in Albania, Durrës is the ideal place. This is due to two factors: it is part of an urban system that includes the capital city, and it is close to the airport. Vinci considered it a unique urban system. Even so, what bothers both of the international experts is the size. Vinci considers it a massive project, whereas Acierno sees it as a dense transformation. In their opinion, the project is not justified for the size of the city because there is not enough space for thousands of people. According to Vinci, there is no investment justifying such an enlargement of the city in the short term.

Another topic that brought international experts together by sharing the same opinion was the **social aspects** of "Durrës Yacht and Marina". Vinci textually expresses that "Durrës is a city of around 130,000 inhabitants." And they plan to make, in the medium-long term, investments to attract 30,000 more inhabitants. It is like an investment in a city of 1 million inhabitants". Acierno also considers that bringing 30 000 people into the existing population is a very huge number. He believes that this number of people will be responsible for experiencing and enjoying the new project. Locals may be less visible in terms of the economy. As Vinci stated, if local people had had the resources to buy a house, the project would have limited the sprawl. But, what seems problematic from Acoerno's perspective is the public participation. He proposes to encourage dialogue between stakeholders, municipalities, and residents, among others.

Employment will have the most impact on the **economic aspects**, according to the opinions of international experts. During and after implementation, this intervention will increase the number of unpaid employment opportunities for the locals. While having a look at the public-private partnership, Vinci thinks that: "the project is the result of a process of decision-making." Various decisions have been made at a certain moment with the contract that has been signed by the national government on the one hand and the investors on the other". Compared with the ones in Italy and Europe of similar projects, in his opinion, this one seems to have a very poor balance.

This project will bring very important changes, especially in the **environmental aspect**. Both of the experts are optimistic about the removal of the industrial port and transforming the site into a touristic area. Vinci expressed that:

"There is no doubt that intervention will repair this area." With this shift, all the air and noise pollution that has been caused by the industrial port will be removed. As Acierno also stated, "in terms of the environment, it is an opportunity because we have an industrially polluted area and, in the future, we will have more green areas." To make the project more environmentally friendly, Vinci proposes to decrease the number of houses and buildings in the area and give more attention to open spaces and public services in the first phase of the project. Additionally, Acieno believes that creating more green areas will mitigate problems such as sea level rise or climate change.

**Table 10.** Coding of interview with international experts

		<b>Ignazio Vinci</b>	<b>Antonio Acierno</b>
<b>PHYSICAL</b>	size	"It is a massive project."	"No space for thousands of people."
	location	"It is a unique urban system."	"Connection of project nationally."
	connection		"Relationship with the rest of the city"
<b>SOCIAL</b>	flexibility	"Investment in city of 1mln people."	"It is a very dense transformation."
	urban sprawl	"Houses are not for local people."	
<b>ECONOMIC</b>	employment		"Care for local citizens, some jobs"
	public-private partnership	"This is a very poor balance."	"Dialogue between stakeholders, municipalities, and residents"
<b>ENVIRONMENT</b>	improvements	"Intervention will repair area."	"It is an opportunity "
	problematics		"Climate change and cost erosion."
	proposal	"Decreasing the number of houses, more open spaces."	"Create a large green area."

## 4.2 Albanian expert's view

In the following paragraphs are represented the opinions of Valbona Koci in respect of the project (*table 11*). As an architect and urban planner, she has been a Durrës resident for years. In her urban design master thesis "Spatial Transformations of the Waterfront – as an Urban Frontier Case Study: Durrës as a Port City", she has studied in detail the port of Durrës on three different and consecutive systems: pre-socialist, socialist and post-socialist. She has also contributed to the "Taulantia waterfront" public space revitalization project.

In terms of **physical aspects**, since Valbona Koci has lived in the city and studied it, after comparing it to other port cities in the Mediterranean (such as Italy, Greece, and Spain), she always thought that it was wrong to keep the industrial port in that location. "I always envisioned a city that meets the water, and the water that gets into the city"-she stated. Koci listed the accessibility and the proximity to some key attractions in the city, the capital, and the airport as some of the strong points of the project. She believes the vision statement of Durrës waterfront will become among the biggest in the region. However, the area is too big to be developed at one time, so the moment the "time factor" is involved, the scenarios are multiple. This might help in the planners reevaluating choices that might have favorable or unfavorable effects on the project.

Urban sprawl and public access, in Valbona Koci's opinion, primarily represent **social aspects**. According to her, no urban sprawl would happen because of the high real estate value of this given piece of land, the high interest in development, along with local-central government planning and "control over the territory." She claims that the region would be a mixed-use community with residents of various socioeconomic levels and that the public space is truly "public" and open to all. She identifies the lack of investment capital from the government or local investors as a weakness in the project's **economic aspects**.

Koci is enthusiastic about this change that will regenerate a post-industrial site because of the **environmental aspects**. She considered every intervention beneficial if it made it possible for the population and the public area to serve as the connection between the city and the sea or water. She considers the suggested plan to be excessively "rigid" on a masterplan scale. The development includes detailed

footprints in addition to urban parameters (intensity, land coverage, height, etc.). This may indicate that planning and urban design will direct development, which has its own advantages. She is, nevertheless, open to suggestions. She would have, for instance, kept a particular area clear of dense construction and more open to recreational spaces and public space flow.

**Table 11.** Coding of interview with Albanian expert

<b>Valbona Koci</b>		
<b>PHYSICAL</b>	location	"I always envisioned a city that meets the water"
	connection	"Connect with mayor networks (water, land ways and airline)"
	implementation	"The "time factor" is involved, the scenarios are multiple."
<b>SOCIAL</b>	urban sprawl	"No urban sprawl would occur."
	public access	"And the public space is "public" and accessible by all!"
<b>ECONOMIC</b>	economy	"Giving no flexibility in weak economy like Albania's."
	public-private partnership	"No capital to investment from the government side."
<b>ENVIRONMENT</b>	improvements	"My response to regeneration a post-industrial site is positive."
	urban design	"Planning and urban design will guide development."
	problematics	"A former industrial site might mean contamination."
	proposal	"Areas free of dense constructions and more open to public"

### 4.3 Stakeholder view

To fulfill the research, besides the international and local experts on urban fields, it was important to take the perspective of one stakeholder that would benefit from the right results (*table 12*). Alket Bedini is the head of the Directory of

Infrastructure Development. He has been exploring the project since the beginning, and he has given valuable opinions on physical, social, economic, and environmental aspects. The Durrës Port Authority is the most important port institution and was also helpful in ensuring the appropriate project information.

From Bodini's perspective, the size effects positively on the **physical aspects**. He believes that by 2050 it will become the port, not only of Albania, but of Kosovo, Macedonia, which will meet the needs of the market for at least the next 100 years. After the removal of the industrial port, Bodini mentions that the infrastructure of the site will be almost ready and that it would be a loss for the city and the nation if this fact weren't used or if it remained empty. For this reason, he described it as the perfect location to make this intervention. The project will be an integrated part of the city or a continuation of it. If there is something that Bodini will propose, it would be to focus on the maritime logistics that the project will have because the port is predicted to be the largest tourist port that will have, at least, the Adriatic coastline. He says that it takes fairly detailed logistics to cope with the management and traffic of yachts and tourist boats.

In terms of **social aspects**, the Port Authority representative focuses his perspective on public participation and public access. Bodini assures us that public access will be unlimited. Any of the citizens or tourists will have the opportunity to get up close to the yachts. After being asked if the public had ever participated in the decision-making process or if there were open discussions, he stated that he had been the one to represent the project in the Durrës municipality, where their opinions were expressed by the hall of architects of the municipal council. He has also been part of many meetings to reply to any questions or uncertainties about the project that anyone may have had and will still continue to do this.

He seemed to be enthusiastic about the **economic aspects**. He said that the economy's growth was one of the reasons that made the government decide on this kind of intervention. One of the key factors for economic growth is the port, which contributes significantly to the transit of goods and larger port spaces. This growth in the economy will also be influenced by employment. Bodini mentions the fact that the sector that develops the economy the most and has the most employees in Albania is the construction sector. The project will be built by locals, but he also promises that after the construction of the project, jobs will be created for all the services that will

be provided. The project will have a great impact on tourism as it is expected to create a very strong tourist point for the whole part of the Adriatic, maybe even the line that starts from Greece to Croatia, as explained by Bodini. When asked about the benefits of our nation and the investor, he assures us that a joint company will be established between the Albanian state and the Arab investor. This company is negotiating for the percentage that the Albanian state and the investor will have.

Lastly, according to Bodini, the **environmental aspects** seem to be the main reasons why it was decided to bring such a change into the city. The removal of pollution that the port brings to the city and the possibility for expansion and increase in volume were needed for the city. Adding to this is the fact that in the first phase of the project, there will be the first large park that Durrës will have within the city because Durrës does not have such a park. This area will be turned into a park, giving more greenery to the city and cleaner air.

**Table 12.** Coding of interview with stakeholder

		<b>Alket Bodini</b>
<b>PHYSICAL</b>	size	"Meet the needs of the market for the next 100 years."
	location	"A loss for all this infrastructure to remain empty."
	connection	"The project will be an integrated part of the city."
	implementation	"Focus on the maritime logistics."
<b>SOCIAL</b>	public access	"Public access is unlimited."
	public participation	"Opinions by the hall of architects of the municipality."
<b>ECONOMIC</b>	economy	"One of the key factors for economic growth is the port."
	public-private partnership	"A joint company between the Albania and the investor."
	employment	"Jobs for all the services that will be provided."
	tourism	"Tourist point for the whole part of the Adriatic."
<b>ENVIRONMENT</b>	need for project	"Reasons: the pollution and the possibility for expansion."
	improvements	"First large park that Durrës will have within the city."

# CHAPTER 5

## DISCUSSIONS

Many cities have chosen waterfront urban regeneration to bring life into their regions, take care of neglected cities and buildings, and reorganize the city's urbanization. Urban waterfront regeneration is a process that integrates both the water element and the city or expressed in another way, the public space, and the open space. Durrës is dealing with waterfront urban regeneration in the port area. This project, first represented in 2021, is going to bring fundamental changes, considering the social, environmental, physical, and economic points of view. Waterfront urban regeneration must aspire to adapt to the **physical fabric, social structures, economic base, and environmental situation of a city.**

The "Durrës Yacht & Marina" proposal sparked numerous expert discussions. The purpose of the Durrës waterfront has shifted throughout time. It is currently used for industrial and transportation purposes, but it is expected to change function once again by becoming a tourism mixed-use site. In this research, the project was evaluated based on the experts' professional experience or academic knowledge, with a focus on its challenges and opportunities.

### 5.1 The physical fabric of the proposed project

One of the main topics that the project needs to be assessed is the physical fabric. Understanding the potential of the site and considering all the existing features is the key to successful physical regeneration. (*Lichfield, 1992*). During the in-depth interviews, the experts gave their honest opinions on the size, location, its weaknesses, and opportunities.

First of all, in waterfront urban regeneration projects, the presence of a 'masterplan' can avoid many disagreements and inform in detail about everyone's interests (*McCarthy, 2003*). As seen also in the case studies represented in chapter 4, masterplans were given great importance by the government, as in the case of Shanghai, where they were used to guide urban development (*Chen, 2018*). Also, a

master plan is necessary so that the investor can be prepared for the long-term commitment (Dong, 2004). Alket Bodini explained during the interview that the masterplan of “Durrës Yacht and Marina” project is ready. The masterplans presented by Emaar group brings the clarification of how the zone will be in the future and they are found in chapter 3, where there is also a brief explanation of the project.

When it comes to project size, the Durrës waterfront project covers 79 hectares of the port's entire area (*Durrës Port Authority*). International experts found the size of the project disturbing and dense, while others believe that it is sufficient to bring all the necessary attention to the city. Ignazio Vinci said that the intervention is massive with respect to the site. He believes that there is no investment justifying such an enlargement of the city in the short term. Though, urban regeneration aims to attract tourists not just locally, but also nationally and globally. Antonio Acierno thinks that the offered space is not enough to bring thousands of people, considering the locals and tourists. On the other hand, Alket Bodini, representative of the Port Authority, is optimistic that by 2050 this project will meet the needs of the market for at least the next 100 years, not only of Albania, but of Kosovo and Macedonia, too. Valbona Koci has the same belief as she considers the project as an opportunity for Albania since, from her perspective, the waterfront is becoming among the biggest in the region.

Aside from their differing viewpoints, the experts all agree on one point: Durrës is the best place for this project to be implemented in Albania, given all of the needs and benefits it can offer to the city. Considering its proximity to the capital and the airport, Vinci defines it as a unique urban system. Acierno and Koci feel that this proximity is helpful and a strength of the project. Whereas Bodini sees the site as promising since, after the movement of the industrial port, the site's infrastructure will be almost ready, and it will be a loss for the state if it does not profit from this fact. The proximity of the project with the capital and the airport is considered beneficial by all the experts, but they don't have the same viewpoint considering the connection of the project with the rest of the city. Efficiency in use and movement is one of the main objectives of this waterfront project. On Acierno's perspective he compares the site with an island and believes that it has no relationship with the rest of the city, considering it a missing part of the project. Bodini totally disagrees since he sees the project as an integrated part of the city, a continuation of the city.

On the physical aspects of the project, Koci considers as a thread the fact that



the area is too big to be developed at once, which also brought the need to divide the project into five phases, as explained in chapter 3. She believes that at the moment the "time factor" is involved, the scenarios are multiple. However, Bodini can bring this fact into favor by submitting new proposals. One of them is maritime logistics, because it takes fairly detailed logistics to cope with the management and traffic of yachts and tourist boats.

## **5.2 Social structures of the proposed project**

A well-developed urban regeneration process will lead to enormous benefits for the city. Starting from neighborhood strategies where the community is the one that benefits the most, it helps with inner-city revitalization, local social services, community-led planning, local environmental initiatives, and so on (*Roberts, 2000*). It aims to eliminate damaging social habits, allowing people to better engage in and contribute to community life and society. Social structures consist of life quality, health, education, crime, housing, public service quality, art, culture, etc. (*Lichfield, 1992*). According to Bedini (*appendix 4*), the "Durrës Yach and Marina" project is going to increase the standard of living. He believes that the whole project will only be beneficial for the locals.

This project can improve the local standard of living, but according to Vinci and Acierno, this won't stop the problem of flexibility, since the project is dense and rigid. According to them, this is a dense transformation and doesn't justify the number of people that are expected to stay there. Furthermore, this intervention can have other social effects; one of them can be urban sprawl. Valcona Koci considers the high real estate value of this parcel of land, as well as the high interest in development, combined with local-central government planning instruments and "control over the territory," to bring the conclusion that no urban sprawl would occur. At the same time, Vinci has another opinion in this case. He states that urban sprawl will be limited if local people have the resources to buy a house, which seems nearly impossible for the average person.

It is important before deciding on the project to take into consideration the community's needs (*Lichfield, 1992*). An analysis of social stress, deprivation, skills

and capabilities, community facilities, and ethnic and other minor issues can be part of social analysis to have an understanding of what they are dealing with (*Roberts, 2000*). Waterfront experience is one of the most important aspects that may be used to determine the social implications of urban waterfront regeneration (*Sairinen, Kumpulainen, 2006*). Koci truly hopes that the waterfront area will be accessible by all, to be all public and not to become a "gated community", or a "gold island" as Acierno prefers to call it (*appendix 2*). As in every case study that was taken into consideration by the researcher, public access is required. Physical and virtual access should be available to all residents and visitors at all times. These public spaces should be built to a high standard to allow for frequent usage, as explained in the theoretical section. The waterfront should be a priority for the entire community. At the first moment that the regeneration is approved, it should be provided and accessible to businesses, residents, and all of the community (*Benson, 2002*). Moreover, the representative of the Port Authority assures that public access will be unlimited. On the other hand, locals use the "Dogana" road sidewalks to experience as much as they can of the waterfront area, for entertainment and relaxation purposes. They will experience the waterfront much more than they have done until now.

In addition, Wang (*2008*), had examined other elements that need to be mentioned to achieve a successful waterfront development. The developers' and participants' contribution is one of them. This element will be strengthened even further via collaboration between official authorities, corporate organizations, and community groups. Bodini affirmed that he had represented by himself the project on the municipality of Durrës where their opinions were expressed by the hall of architects of the municipal council. Residents of Durrës were only informed by the media of any progress or changes to the project, but for research purposes, the municipality and port authorities were open to give the necessary information about the project, the masterplans, the written reports, etc. They were also ready to help with any questions or concerns that may have had during the research process.

### **5.3 Analysis of the economic base of the proposed project**

Urban regeneration attempts to guarantee that urban zones contribute positively to the nation's economy while also achieving a variety of social and

environmental objectives (*McCarthy, 2012*). Bodini mentions that our country has had a growing trend since the '90s until now, a continuous economic growth. As one of the key factors for economic growth is the port, contributing significantly to the transit of goods, larger port spaces are needed. Building a better industrial port in the periphery of the city with the necessary conditions, and replacing the existing one with a touristic port, will continue to grow the economy of Albania.

One of the most important aims of urban regeneration is to attract investors, create jobs, and rebuild the city's economy. Economic regeneration consists of creating people the appropriate place to live and work (*Lichfield, 1992*). From Acierno's point of view, he thinks that there is not any care for local citizens, except for some kinds of jobs that they can have there. Instead, Bodini stated that it was given great importance to the citizens, especially in the labor fields. He assured us that during the construction phase, there would only be Albanian employees. In Albania, the sector that develops the economy the most and has the most employees is the construction sector. After finishing with the construction period, jobs will be created for all the services that will be provided, and there will be mostly local employees. An economic base aims to improve employment, earnings, and skill development in a particular area. In the case of Durrës waterfront project, it seems that the locals' employment will be mostly focused on construction or service units, which will prevent them from developing their skills into more professional ones.

The goal is to enhance local economies by attracting external investment and relocating businesses and populations from underperforming areas (*Lichfield, 1992*). Economic development through urban regeneration will help new and existing businesses, as well as improve infrastructure, innovation, and economic diversification (*Roberts, 2000*). Considering all these factors, Koci finds the fact that there is no capital for investment from the government side or local investors as the only weakness in economic aspects. Besides, it is of fundamental importance to achieve consensus by involving and cooperating with all parties who have a legitimate interest in the regeneration of an urban area (*Sykes and Roberts, 2000*). This topic of Durrës waterfront regeneration always provokes debates between the Albanian parties in parliament.

Moreover, the economic base is affected by public-private partnerships. Public authorities must ensure design quality and social balance, while commercial entities

should be involved from the outset to speed up the development process (*Giovinazzi & Moretti, 2010*). The strategy of attracting private resources while securing critical governmental investment would promote waterfront utilization (*Benson, 2002*). Vinci thinks that the project is the result of a process of decision-making. Several decisions have been made in connection with the contract signed by the national government on the one hand and the investors on the other. Taking into account its experience on Italian and European waterfront regeneration, he expressed that in the public-partnership approach in Italy, as well as in other European countries, it provides for a balance between houses of market-sensitive investments that any private company or investor can make in balance with public facilities that can be open spaces, parks, schools, or even public schools. In his opinion, the case of Durrës has a very poor balance. Bodini, on the other hand, believes in this partnership. He added that a joint company would be established between the Albanian state and the Arab investor. This company is negotiating for the percentage that the Albanian state and the investor will have.

## **5.4 Environmental situation**

Environmental regeneration is concerned with land renewal and environmental improvement by reclaiming abandoned land. Creating urban green areas, efficiently managing green belts, redeveloping infrastructure, and introducing environmentally focused initiatives such as those encouraging walking, cycling, public transportation, and recycling can all contribute to this goal (*Lichfield, 1992*). Urban waterfront regeneration improves living and environmental conditions while taking into consideration society's values and preferences (*Roberts and Sykes, 2000*). Based on literature, some of the most important benefits of urban waterfront regeneration are: improved water quality and ecology through modern management procedures; the promotion of improved transportation and social assistance services; the provision of a link between water and the city; and the improvement of environmental conditions. Both Vinci and Acierno agree that the public spaces in this project are insufficient for its size. Vinci suggests making the project more interesting by reducing the number of houses and buildings in the area and focusing more on open spaces and public services. Acierno has the same opinion that there should be greener areas there. Koci would

have kept some areas free of dense construction and more open to recreational areas and public space flow. Notwithstanding, focusing on the first phase of the project, Bodini says that it will be the first large park that Durrës will have within the city that will bring more greenery and fresh air to the city. As described into the third chapter, the 65% of the first phase area will be used for circulation, green areas, public spaces and sand in the beach zone (*figure 18*).

Interventions in waterfront areas consist of many changes, such as transportation and infrastructure systems; development of tourism; a decline in traditional industry; pollution reduction; consequences of climate change, etc. Therefore, it is crucial that every decision that is made be well thought out (*Eco-Imagine Group, 2006*). As Acierno expresses, climate change and cost erosion are the main threads that should be considered in the environmental aspects. Giovinazzi (*2010*) noted the first principle to be emphasized is to ensure the quality of water and the environment. Water quality can influence the accessibility of the waterfront and the range of its applications. In the case of Durrës, the government has begun its work by cleaning the water of any existing pollution. This is considered a first step in order to prepare the site for further interventions. The experts' opinion is unanimous in believing that removing the industrial port from its existing location is the right thing to do. Vinci assures us that there is no doubt that this intervention will repair the area. Acierno states that if you compare it with the current situation, which is an industrial area with serious pollution problems, it seems like an opportunity. Additionally, Koci's response to the idea of re-developing and reviving a post-industrial site is positive. Bodini proves that eliminating the pollution that the industrial port brings to the city is one of the main reasons that brought the government into approving this project.

## **5.5 Overall view of the experts about the project**

Lastly, after having all the results and discussion about the perspective of the experts, table 13 represents their overall view of the project, in order to make a better evaluation that would help the researcher come to conclusions. Experts have some common opinions on some topics, as well as contrary opinions on some others. The conclusions will be explained in the next chapter.

**Table 13.** Overall view of the experts about the project

		<b>I.V.</b>	<b>A.A.</b>	<b>V.K.</b>	<b>A.B.</b>
<b>physical</b>	size				✓
	location	✓	✓	✓	✓
	connection	✓	✓	✓	✓
	implementation				✓
<b>social</b>	flexibility				
	urban sprawl		✓		
	public access			✓	✓
	public participation				✓
<b>economic</b>	employment		✓		✓
	public-private partnership				✓
	economy				✓
	tourism			✓	✓
<b>environment</b>	improvements	✓	✓	✓	✓
	problematics		✓		
	need for project				✓
	proposals	✓	✓	✓	✓

# CHAPTER 6

## CONCLUSIONS

### 6.1 Conclusions

Waterfront urban regeneration is a process that changes the area that is being developed. Its goal is to improve the area's current conditions, particularly physically, socially, environmentally, and economically. Many European or other cities have selected this form to add vitality to the city and to enjoy the benefits of every facility that the waterfront area has to offer. Each project of this type is unique, although they all share several similarities. Every solution discovered in other cities with the same or similar solution must be studied and used to help in the following decisions.

The presence of an urban regeneration project on the Durrës waterfront necessitated an examination of the project in order to comprehend its potential contribution to the city. The purpose of this research was to highlight the project's *strengths* and *weaknesses* in order to have a better understanding of what might happen following the project's implementation, to understand how this project will effect locals and raise their level of living, how it will enhance environmental conditions, and how it will rescue Albania's economy by being compared to the most important cities in Europe. Finally, how prepared is the city to endure this change?

The function of the port area will be transformed from an industrial one to a touristic one. This optimistic change will result in the removal of air and noise pollution from the waterfront area, which is very close to the residential area as well. In addition to enhancing the environment and physical conditions, this effort will boost tourism and the economy for the entire country, not just for Durrës. The project includes the total area of the existing port, but this research was mainly focused on the first phase of it. Thousands of people are expected to move into this area, often known as the "beach community," which could result in a dense urban intervention and a lack of flexibility.

Based on the literature, the research concentrated on four major topics: a city's physical fabric; social structures; economic base; and environmental situation. To shed

light on the goals, qualified and professional viewpoints were required. As a result, the study was based on the perspectives of three urban specialists, two of which were international (Ignazio Vinci and Antonio Acierno), and the other a local urbanist (Valbona Koci) and one stakeholder (Alket Bodini). Their contribution was of great importance for this study. Once being introduced to the project, they expressed their honest opinions on every decision made by the planners.

The experts may have had some divergent opinions on some topics, but they had unanimous agreement on some others. What they considered the *strength* of the project is the fact that Durrës is the best place for this project to be implemented, given all of the needs and benefits it can offer to the city, considering its proximity to the capital and the airport. This intervention will be beneficial for society since they are willing to experience the most of it. Furthermore, they all feel that relocating the industrial port from its current position is the best way to improve the environment and to protect it from air and noise pollution that has been present for years due to the industrial port. This intervention will undoubtedly result in increased employment, which will boost the economy. By willing to transform the port into a key attraction for all of Europe, tourism is another field that will benefit from this regeneration.

Despite this, the experts considered some other factors as *weaknesses* that need to be reconsidered by the planners and the government before starting the implementation of "Durrës Yacht and Marina". Their opposing viewpoint stemmed from the project's size in relation to the entire city, which appeared insufficient to meet the needs of every visitor and local. They suggest reducing the amount of construction and paying more attention to public spaces and community needs. The experts propose to include public participation in decision-making and to encourage dialogue between stakeholders, municipalities, and residents, as it is of fundamental importance in these types of projects.

Taking into consideration the experts' and stakeholders' perspectives, the research will make a considerable contribution to the city of Durrës and the quality of urban space. Firstly, this project is considered a challenging and profitable project for urban designers. The Port of Durrës is one of our nation's most important connections to the rest of the world, and changes that may occur there should be given great attention. This project also aspires to connect the current isolated site of the port with the surroundings.



Moreover, the city of Durrës will benefit more from the project than any other. This project is expected to contribute to the city by improving physical communications, transportation, and infrastructure. It will rebuild the city's economy and increase incomes in order to offer a better quality of life. It will also attract investors and tourists, which will be able to promote urban tourism and architectural heritage. Since in this research there is an unimplemented project analysed, the conclusions will bring the need to reconsider some factors that may not have received the right attention.

In conclusion, the project is bringing major changes to the city of Durrës. For each revision, the community must be informed and have the right of discussion. The intervention is massive, and it would be better to bring fewer construction areas to the public and more public spaces. It is important to firstly analyze the context before bringing in these kinds of initiatives that tend to change the whole city. Considering all the general benefits that this regeneration will bring to Durrës, it is believed that, on a masterplan scale, it needs to be reconsidered.

## **6.2 Limitations of the study**

The waterfront regeneration project of Durrës is still in the proposition and conceptual phase. This is what has limited our research the most since the information that we were able to get access to is on a large urban scale. The evaluation made by the experts was only focused on these visuals given by the stakeholder.

## **6.3 Recommendations for future research**

The regeneration of the urban waterfront is a topic that attracts the researcher's interest for further investigation. Working with a project that is not implemented yet makes the researcher contribute directly to these changes and prevents many problems that may have been faced by the planners. Based on the scope of the study and its results, this research continuation can be focused on two main fields. The first one is based on the methodology chosen, while the other one is based on the concerns that this research has raised.

The first approach is to use the same methodology on the other phases of the project. After the masterplans of the other parts of the project are presented by the government, the other research can be focused on using different experts' perspectives to understand how those phases will contribute to the city of Durrës. The second one is by using all the information that this thesis has provided and bringing new proposals in order to fulfill all the principles that waterfront urban regeneration needs to face.

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## APPENDIX

### Appendix A : Interview with Ignazio Vinci

*(The researcher makes a presentation of the project and asks the interviewee for permission to record the meeting.)*

*Interviewee I.V.*

Thank you for the presentation. It's nice and very clear. I'm very glad you touched on this point at the end of the presentation because I think there is a critical analysis that you have to carry out on this project's accuracy, academic, or scientific progress. Okay, so just a clarification for you in order to better understand the outcome of your thesis. Your thesis will be like an analysis exercise on an existing project, right? You're not doing a design activity?

*Researcher M.Ll.*

No, I'm just making a survey and writing a research master's thesis, so no proposals. Maybe it will be the next step.

*Interviewee I.V.*

So, we can talk about this activity as a policy analysis exercise, and in doing so, you can take advantage of referencing some typical instruments of policy analysis that try to deconstruct a project and plan a planning process. Try to understand who are the actors, the stakeholders, and the decision that has been made with the contribution of those who are interested in this project. I will suggest a couple of directions that can help you better structure your analysis. And by doing so, I trust that you will have arguments to increase the critical level of your analysis. The first one is trying to understand how the project has been structured from a stakeholder's point of view and who the stakeholders of the project are. You talked about the government. You talked as well about port authorities and, by mentioning the Italian case, recently, port authorities have been granted very large powers to operate within the boundaries. So, we have the municipality and the port that is often divided by a border limit between the ceiling and the port area. The port authorities have a very market-led approach to urban transformation because they lead; they operate in market environments, so they have more speed in their decision-making in implementation projects, urban transformation, etc. So I think I would suggest making a map of the powers and stakeholders that are dealing with the project that had a role in decision-making. This

is helpful because you can better understand the benefits and the risks for all the parties, and it seems that it is a public-partnership project.

*Researcher M.Ll.*

Yes, it is. I've also prepared some questions to better understand your perception because the main reason for doing these interviews is to understand experts' perceptions and points of view, as well as professional points of view. So, firstly, before starting with the analysis of the project, in your opinion, from the 2000s years, how has the role of the waterfront area changed in general? For example, in the case of Durrës, the waterfront area was first known as a hub for transportation for trade between Europe and our country. But during the last few years, we have had another point of view of the waterfront area. Now we are going to see the waterfront area as a tourist one, as an area that can be built into residential areas, yachts, and marine vessels. From your experience and that of Italy also, I know that Genova is very famous for its waterfront and urban regeneration. So, Italy has been more familiar with these waterfront challenges and waterfront changes. So, how has this area of the waterfront changed during the years, in general terms of view?

*Interviewee I.V.*

There are hundreds of European cities that, in the last two-to-three decades, have undergone urban regeneration projects. Because industrial decline has taken place all over Europe. And obviously, it is important to look at the sides of the area and the size of the city. From an analysis standpoint, it will be interesting to learn how investments are calculated on the site. Durrës is a city of around 130,000 inhabitants. And they plan to make, in the medium-long term, investments to attract 30,000 more inhabitants. A bit strange. It is like an investment in a city of 1 million inhabitants. There have been investments in cities such as Barcelona, Malaga, and Valencia in Spain, and Hamburg. So it's a bit surprising. I would analyze the feasibility analysis on which the project has been based, for which condition, and secondly, the type of audience they wish to attract in the video. I've seen huge mega yachts. Why does this kind of use have to be attracted by tourists?

However, there is something odd about the way the project has been shaped and translated into the local. So I think that many of these questions can be answered by carefully analyzing and critically analyzing the project and the feasibility analysis, etc. I think there is room for critical analysis and making your master's thesis a very important contribution. I think that trying to briefly compare that project with other projects that are not in Dubai but in European cities, being carried out in recent years can also be helpful.

*Researcher M.Ll.*

Besides this part, as I first mentioned to you, in my opinion, the reason that the government may have chosen the city of Durrës in order to build such a utopic project was the air and noise pollution, or maybe considering the seashore part, Durrës would have been the correct place to propose this project.

*Interviewee I.V.*

I think that Durrës is the right location for a project like this for the simple reason that it is part of an urban system comprising the capital city. You also have the airport next to it. It is a unique urban system. So, I think it is the right position to lead. Okay, I think that housing and leisure activity are important averages for any investment. So, you cannot find any strong public-private partnership that can support the massive cost of transformation in a project like this, where we have an environmentally damaging area. What is surprising to me is the size. So, I think you should analyze carefully where these investments see their benefit from an economic point of view. This is the first thing to do. Secondly, the social dimension. The other part of your work that I would do is to analyze civic participation. I know that, at first glance, the population is part of an optimistic perspective of transformation. But on the other hand, our political scientists and social scientists, also have to deconstruct the problem, and try to really explain what the benefits are and for whom they are benefits. And try to understand how civic participation had a role in the decision-making process. I think that the project is the result of a process of decision-making. Various decisions have been made at a certain moment with the contract that has been signed by the national government on the one hand and the investors on the other. I'm very curious about other stakeholders that other stakeholders add a role. In Italy, for instance, in the case of urban regeneration processes or approaches, we have to talk with associations and nonprofit organizations. They do not necessarily have a huge role in decision-making, but it is common practice to involve these kinds of stakeholders. I wonder if there is support for this that they will voice in the planning process to what extent and how they will have the chance to modify some decisions.

*Researcher M.Ll.*

Actually, it is not at all familiar to us, the residents. So, as far as I have read the literature part of the urban regeneration, especially the waterfront ones, the inhabitants should have been familiar with the project in detail before analyzing and before starting implementing it. Raising their voices is in cases where we do not agree with something and it is problematic for the inhabitants. It is seen that some people that have not lived in the city of Durrës, or especially the ones that have not lived in the Balkans or in Europe at all, which is the example of the Emaar Group, They seem to have come from another city, and they have seen a top view of the city of Durrës and the port area, and they have made a utopian project of this waterfront area. And as I said, the inhabitants do not have any more information about the project than the video.

So, as far as I understood from your point of view, you think that it is a good idea that this project should be located in the city of Durrës. But according to the context, as I briefly explained before, the historical part, do you think that it is important to have this project built in the city of Durrës in this context, the relationship between the historical and the modern part? So, from your point of view, how will these two parts be linked?

*Interviewee I.V.*

It is not easy for a company that is based in Dubai. They have no cultural heritage. They can transfer the settlement model indifferently to space, to the place, etc. So, besides the sides of the character of the project, the other problem, in my opinion, is how massive the intervention is in respect to the site. Obviously, you had a severely damaged area where the entire area had been surrounded by large petrol tanks. There are very serious environmental problems there. And there is no doubt that intervention will repair this area. But in my opinion, the project will be even more interesting by decreasing the number of houses and buildings put in the area. Giving more attention to open spaces and to public services in the first phase of the project that you showed in the presentation.

It was surprising to me that, besides the retail areas, etc., there was more attention paid to public services. For instance, in the public-partnership approach in Italy, as well as in other European countries, it provides for a balance between houses of market-sensitive investments that any private company or investor can make in balance with public facilities that can be open spaces, parks, schools, or even public schools. It is a contract. In my opinion, this is very poor balance in that we're in that project. I think Durrës has an important cultural heritage. It was an important city during the Roman period and during the 16th century.

*Researcher M.Ll.*

As you mentioned, Durrës has a lot of cultural heritage and is a historical city. What do you think will be the right thing to do if, during the excavation process to prepare the site for construction, they discover a rich area of cultural heritage or archaeological parts? So what happens when that site comes to be a rich archaeological site?

*Interviewee I.V.*

When you submit a detailed project, the project has to be approved by local authorities. And the process almost all over Europe is that in that process, the authorities for the monuments and the archaeological heritage analyze that project and give addresses on how not to destroy the archeological heritage they can discover there. So they can impose modification projects in order to protect the cultural heritage. I'm quite sure that a project like this is also present in Albania.

Perhaps national government officials intend to start a civic discussion about the project. Maybe it's only the first step. I would try to identify some stakeholders: some people from the municipality; some people from the authority for the protection of cultural heritage; some people from the civic society, like nonprofit organizations in the field of the environment; someone from the unions or the syndicate that usually take care of work or jobs in the area. And I would like to hear your opinion. And from this opinion, you can also compare the different perspectives and try to understand if the project is completely acceptable or if it has to be adjusted to different interests that the project has not taken into consideration.

*Researcher M.Ll.*

As we discussed a little about the feasibility, there are two groups of people: those that are actually inhabitants and those that are expected to come as a tourist attraction. In your opinion, what do you think about urban sprawl? Would this project that is going to be implemented bring people to that site and the rest of the city would be "forgotten"?

*Interviewee I.V.*

If local people will have the resources to buy a house, the project will limit the sprawl. I don't think that these houses are for local people.

*Researcher M.Ll.*

I wanted to talk about what we have learned in school about the flooring hierarchy. So, in the first part of the shore to be the lowest-rising buildings and continuing to the highest part, which will be the 16th floor, But in these sections (which show the site sections in the presentation), we can see that after the highest rise building, there is a five-story building that does not have any sea view. What do you think about this?

*Interviewee I.V.*

It all depends on how important the location is for that part of the project. Considering that some people come from other cities here, there are also cruises and ships that arrive. On the other hand, it is questioned if this height permits the sun to reach the ground and what the quality of the environment will be after the building's realization.

*Researcher M.L.*

Finally, I wanted to ask you what you would choose to do differently to defend the community's interests.

*Interviewee I.V.*

Less construction, more public spaces. It is a massive project, not justified for the size of the city. It is like adding another 30% to the city. In my opinion, it is not flexible. There is no investment justifying such an enlargement of the city in the short term. Maybe in fifty years or in a century, but not in the short term.

*Researcher M.L.*

I want to thank you again for accepting my invitation to attend this interview. Your opinions and perceptions were very helpful to me.

*Interviewee I.V.*

It was a pleasure for me, too. Thank you.

## **Appendix B: Interview with Antonio Acierno**

*(The researcher makes a presentation of the project and asks the interviewee for permission to record the meeting.)*

*Researcher M.Ll.*

According to all the information that we have gathered during these five years at the university, we were always trying to have a kind of hierarchy of the number of floors while designing buildings. Such a thing is not respected in this phase of the project, since the highest buildings are nearer the sea and the low-rising ones are far away. What do you think about these kinds of decisions that they have made?

*Interviewee A.A.*

I have to say, I am an architect but also an urban planner, and what I was thinking about this was not much about these architectural characteristics or features of the project. It depends on the basic decision about this area because it looks like a very intensive transformation. These are secondary problems; how much is the higher one? This is an architectural problem. The problem is with this kind of transformation when you put 30 000 people here. And what are the benefits for the city? What are the benefits for the rest of the city? This kind of transformation could be an opportunity for the local community or not. What is the future of this area? Maybe these are the main important questions, but it looks like another Dubai here. You are transforming this area, but it looks like an island, a small island. I noticed some issues with the infrastructure, the buildings, and the building maintenance. Also, in terms of public spaces, there are not many public spaces, except for the last part of the sea. But I was thinking about the rest of the city. Are you solving the problem of Durrës with this transformation? Are you improving the condition of Durrës in physical terms, in terms of infrastructure, and in terms of society? Maybe this kind of transformation is seen as an opportunity to bring money to Durrës. But I don't know if it works for the rest of the city. Because there are many other problems, I think.

So the risk is that it becomes just an island, an island for rich people that come here. But also, this is another question. Are rich people attracted to this kind of environment? Because you can stay here on the island, which is very beautiful, as we have seen before, with a large pedestrian part and a beach right here. But what can you do here? You can go to the beach; maybe there are some casinos or something like that where you can play and spend money. What happens in the world in these kinds of conditions? But if you want another kind of tourism to intercede in Albanian territory, if they want to go around and visit not only three or four points, as we have seen before, the archeological museum or the amphitheater, These people will come here, but they have the opportunity to go around and visit other points of Albania. I realized on my

previous visit to Albania that there are many problems with the infrastructure and there's a lot of car traffic.

So, this kind of project is also linked to a larger idea of the infrastructure of the territory, just to have a connection to the airport or a connection to the other side. They should consider the connection of this project not only with some specific parts but nationally. This is, I think, the most important thing in this kind of transformation. So the problem, from an architectural point of view, I think it's secondary in this kind of transformation because that's how many millions of euros you have to spend here. So, what are the benefits for the local community? I think not many. Maybe some Albanians can work there, not only in the construction period but especially later. After five or ten years, when the project is completed. Also, you will probably have a collapse of the work here. Maybe there are many places so there is an opportunity to work in restaurants or in hotels, but it mostly looks like a residential area for tourists. So the tourists, the rich tourists, can buy an apartment here. And maybe they can move here for one month or more. In Dubai, for example, people move there for six months. And then they also come back to Russia, for example. There are different nationalities in Dubai. There are different skyscrapers. Obviously, there are Russian skyscrapers, one Italian, etc.

*Researcher M.Ll.*

So, considering the context of Durrës, is this project appropriate or well-fitted in the city of Durrës, even though you mentioned the connection with the capital city and the airport? Is the city of Durrës prepared for such a significant change?

*Interviewee A.A.*

I don't think so. From what I realize these days and also from my previous visit here, I don't think that the city is prepared for this kind of transformation. It seems more like an investment for rich people and to create a sort of island. From another point of view, it could also be a starting point as a trigger for development. But I don't know because it looks too touristic. Maybe a different mix of uses for this area could be better for the local community as well. Because I see only buildings for tourists, for people that live here for just a few months. But also, when people come here for six months or three months, what can they do? Obviously, they think that they can live only on this island, but they have to have a relationship with the rest of the city. And I think this is the missing part of this project. Maybe I don't see this larger vision for the economy of the area or the infrastructural connection now. At the moment, it is just a very dense transformation in terms of skyscrapers. Also, bringing 30 000 people into the existing population is a very huge number.



*Researcher M.Ll.*

Do you believe this project will contribute to urban sprawl, given the current population? If yes, how can we soften this urban phenomenon?

*Interviewee A.A.*

I think that the people of Durrës are attracted to this new area because, as we have seen in the video, it has very beautiful public areas. It also offered the opportunity to work, but I don't know if some conflict could arise between the local population and the tourists. Because we have to think about the social rules in any situation. So we may have rich people that are students, and we may have normal people that have a normal job. Maybe they can look at this area just for the rich, and they only have to stay there for work, so there could be a possible conflict. Because this is an area or a beautiful area, but it's not for residents but for tourists and rich people. I can imagine how local people could use the spaces in this area. So, which are the areas that can define democratic public space? Maybe only in this beach area, but what would happen if 30 thousand tourists came here? And, of course, the local inhabitants can go there. But I think it's not enough space for thousands of people. I think the tourists have to go to other parts, and maybe this kind of transformation could also happen in other parts of the country, where these people can move to the beach. Otherwise, I think it's too short. Short Beach, thousands of people I don't see many recreational spaces for tourists or local citizens.

*Researcher M.Ll.*

I also wanted to ask if you know any other cities similar to Durrës, whose planning approach and whose public-private partnership might have some lessons for us.

*Interviewee A.A.*

This project is from an investor from Dubai, and the idea that they have is a new Dubai. We don't see this kind of transformation in other European cities in terms of thousands of tourists and skyscrapers just in a small area. In other parts of Europe, for example, we had many transformations from the 80s and 90s. For example, we know Marseille, Barcelona, Valencia, or Hamburg. First of all, we have this part of the industrial areas very far from the previous areas, and then a mixed-use but also not so dense. In many cases, they have regenerated the previous industrial buildings in London, which have transformed into commercial areas. But in many cases, gentrification starts. It means that the local people and the poor people left this area because there's no space for them. In 1994, for my master's degree, I was in London and studied the transformation of Dockland. They had this kind of problem. They were transformed not for tourists but for offices. They wanted to create a new city just for financial offices. The problem was that there were too many of these spaces, and many of these spaces were empty.

But when you have this kind of transformation, of course, the cost of the houses is the main reason that poor people go out. We have to expect that the prices of the buildings or apartments in this area will rise, which means gentrification. People who now live here may have no opportunity to pay the new rent or to buy a new apartment.

*Researcher M.Ll.*

So you believe that the same thing that happened in London may happen here? As a result, after some time, there could be vacant residential areas.

*Interviewee A.A.*

But maybe we'll have some problems with empty apartments. For example, in the case of Madrid, where I did my master thesis with my Spanish colleagues, many apartments were built, but most of them were abandoned after five or six years. And also, they used a lot of work sent from Ecuador, because in that period, there were many people from Ecuador, about 1 million that worked to build this neighborhood. But at the end of the construction phase after 10 years, they lost the jobs. It was a very big problem in terms of social aspects and also economic aspects, because many of these houses were empty. This is one of the reasons for the crisis of 2008. Because this is another kind of problem at the international level, in the first years of the 21st century, we have this movement of funds and financial opportunities, and they prefer to go to the city where it's possible to have this fast change in the construction sector. Because they have many feedback ends in terms of investments, or short-term investments, but the consequences and impacts in terms of vacancy are very strong. It's one of the problems with the crisis. This appears to be a financial way to develop the area with a concentration of money in a small area, built in a short period with no interest to the local citizens, by creating a golden island for tourists.

If you compare it with the current situation, which is an industrial area with serious pollution problems, it seems like an opportunity. I think that in this perspective, there is not any care for local citizens, except for some kinds of jobs that you can have here. It appears to be more of a short-term investment for construction.

*Researcher M.Ll.*

As a matter of SWOT analysis, we discussed until now a little about its weaknesses and its threads. But in your opinion, what are the opportunities and the strong points of this project?

*Interviewee A.A.*

In terms of the environment, it is an opportunity because we have an industrially polluted area and in the future, we will have more green areas. Another environmental problem is climate change and cost erosion. They are thinking of completely transforming this shore, this coastline. But in terms of the future, we have to think long-term. What can happen due to climate change or sea-level rise? So we have to look into different perspectives in terms of environmental, social, economic, physical, and infrastructure. So in environmental terms, as I said before, there is an improvement, but I have some doubt about climate change or the sea level rise. I don't know if they have considered it. So this is an opportunity to take a risk. From a social point of view, gentrification is a risk to the local community. Also included are low-wage jobs for the local community. In terms of physical now, we can focus on the height of the buildings. I saw a dense transformation. There are some green areas and about 55% of construction. But we also have roads. Environmental issues, water damage, infrastructure, traffic, and the movement of thousands of people in this area by personal car are also factors. It's a mess. I think it's also important to create connections to other parts, like Tirana.

*Researcher M.Ll.*

Finally, if I may ask, what would you do differently if the project was believed to you? What things would you change and what things would you keep from this project as an urban planner?

*Interviewee A.A.*

I would recommend encouraging dialogue between stakeholders, municipalities, and residents, among others. It would also be interesting to make a questionnaire for people and ask them what they want from this territory. What do they think of the project? Do they want a large beach, some new recreational areas, new squares, new parks, new public spaces, or anything else? To discuss all this together to find a solution as a kind of future they want for themselves. So, to create a balance between the interests this is a method I've seen in many European and developed countries. Also in Italy, it is very difficult to create this kind of living lab.

In terms of the master plan, I saw too many buildings to manage in terms of people. It's a beautiful design, but I think 30,000 people is too much. They don't even have recreational space to go because the beach is too limited. So I believe that these people can do well and that casinos can keep money from these people. And then maybe, who are the users that are thinking about these skyscrapers? Maybe in the first level, we could have other kinds of high-end shops just for these people that spend money. So it seems like an island, but of course, local people can go and pass through. I don't see,

for example, any sports area.

Considering other transformations, for example, Marseille, which had three phases of transformation. The first phase was mainly commercial transformation. They converted the industrial stocks or other buildings in commercial areas and some residential areas, but after 10 years of these kinds of transformation, they decided to do a new kind of transformation with more attention to social issues. So, just to involve local people, and now, we are in the third phase, when they are thinking about the environmental problems, not only in Marseille, but also in Barcelona. The commercial phase was quite similar to this, but not so much, because it is a very “dubaification” kind of transformation. Now, for environmental purposes to create more green areas. With the sea level rising and problems of flooding arising, how to create a large green area to solve this problem. But in any case, there are some parts where it is expected to have the new skyscrapers, but at the same time, they are also thinking about the transformation of other areas into green areas. So, also for the climate change that we have to think about, because you need a long-term vision because you are transforming this part of Durrës and this part will be here for 100 years, I suppose. You have to have this long, long vision. Respect the environment, respect the cost.

*Researcher M.Ll.*

Professor, thank you so much for your help and for accepting my invitation. Thank you.

*Interviewee A.A.*

If you have any other needs for me, we can discuss them. Thank you so much.

## Appendix C: Interview with Valbona Koci

*(The interview is held in written format.)*

*Researcher M.Ll.*

After knowing the context of Durrës, do you think that this project is suitable and appropriate for this city? And in urban point of view, do you think that Durrës is prepared for such a significant change?

*Interviewee A.A.*

Deciding on a single option/version of development is actually not easy, even impossible.

First of all, I think the best thing would have been to establish/organize an (international) competition, given a very good project brief was designed jointly by the Gov. of Albania and the developer.

Competition allows ideas to be confronted, and competitive analysis is rather easy to do...

As a result, I cannot say that this is a suitable proposal because I have not seen any others.

Yet, having lived in the city, studied it, and compared it to other port cities in the Mediterranean (such as Italy, Greece, and Spain), I always thought that it was wrong to keep the industrial port in that location. I always envisioned a city that meets the water, and the water that gets into the city...

So, in principle, every intervention that would allow the people and the public space to become the interface between the city and the sea/water is good.

Finally, in terms of "preparedness," I would say this is rather investment capital that is needed; the development will also take years, maybe decades... I think I may "miss the oil cisterns", the containers' impactful presence (besides nostalgia), or the "metal fence" dividing the city/people from the sea, in this very segment/interval of the waterfront.

*Researcher M.Ll.*

How will this project affect the inhabitants? Do you think that this project will push the urban sprawl? If YES, what can be done to soften this aspect?

*Interviewee A.A.*

Maybe a questionnaire with this very question could be conducted for the citizens of the city.

My own response to the idea of re-developing and reviving a post-industrial site is positive. But as mentioned above, maybe better ideas for the development could have been generated from a competition.

The term "urban sprawl", to my understanding, is more of an uncontrolled development, spontaneous, invasive... "Unrestricted growth in many urban areas of housing, commercial development, and roads over large expanses of land, with little concern for urban planning." [[https://en.wikipedia.org/wiki/Urban\\_sprawl](https://en.wikipedia.org/wiki/Urban_sprawl)]. And, because of the high real estate value of this parcel of land, as well as the high interest in development, combined with local-central government planning instruments and "control over the territory," no urban sprawl would occur.

On the other hand, project implementation phases are also of vital importance to assure proper development as well as the possibility that the sections/areas of the current city which will make up the buffer will not be "negatively affected" by the construction.

*Researcher M.Ll.*

What should be expected to happen after the implementation of the project?

*Interviewee A.A.*

As mentioned above, I think this project will take decades to be constructed.

For this mere reason, taking good decisions in the project implementation/construction phase is very key.

On the other hand, the proposed plan is very "rigid." If I may say so, the development is not only urban parameters (intensity, land coverage, height, etc.) but very detailed footprints.

This has its own positive aspects, because it might assure that planning and urban design will guide development.

As well as a negative one, giving no flexibility for interpretation of urban parameters or updates that might occur in the future, in a dynamic yet weak economy like ours (Albania's).

If the question implies more, some kind of: who will live in this area, is it people who can afford it? Will this become a "gated community"? Etc... Well, I truly hope this will not be the case. It will be a mixed land-use, inhabited by residents of different incomes... and the public space is literally "public" and accessible by all!

As for the "yacht port", well, it will definitely and eventually become a touristic area, but this is in the core of Mediterranean port cities.

See: Braudel, F., 1972, *The Mediterranean and the Mediterranean World in the Age of*

Philip II (First published in 1946), London.

*Researcher M.Ll.*

Do you know of any other cities similar to Durrës, whose planning approach and whose public-private partnership might have some lessons for us?

*Interviewee A.A.*

Actually there are many examples in Europe, the states and widely in the world that emerge as "post-industrial port redevelopments"

While I have done some research on waterfront transformations in the past, I focused on "urban structure/tissue" rather than "public-private partnership."

This definitely deserves a thorough analysis.

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*Researcher M.Ll.*

In a matter of a SWOT analysis, what do you think are the strengths, weaknesses, opportunities and threads of this project? What would you chose to do different, to keep or to change from this project?

*Interviewee A.A.*

S: the proximity of the site to the water/the sea. The fact that it is the Waterfront

The fact that it is a former industrial site /port to be revitalized, so the opportunities of the site are also big.

Accessibility / Proximity to some key attractions of the city and Proximity to Tirana / airport

W: being a former industrial site might also mean contamination

No greenery at all

Less “point of references” in the site

No capital to investment from the government side, or local investors

O: possibility to become an important attraction, competitive port/area in the region. Vision statement “Durrës port – waterfront becoming among the biggest in the region”

Possibility to connect with mayor networks (water, land ways and airline)

Investment opportunities?

Th: pollution threats, for the “neighboring part of the City” and pollution within the site.

The area is too big to be developed at one, so the moment the “time factor” is involved, the scenarios are multiple.

Note there is high density development on the current pier (linked to promenade, main axis from the city center and Torra. I would have kept, especially this area free of dense constructions and more open to recreational areas, public space flow... Etc.



## Appendix D: Interview with Alket Bedini

*(This interview is done in Albanian language)*

Researcher M.LI.

E kam pak më të thjeshtë të komunikoj me ju sepse ju e njihni shume mire projektin dhe kontekstin e Durrësit dhe pyetja e parë do të ishte pse është zgjedhur pikërisht Durrësi për një ndyshim kaq masiv, duke konsideruar në këtë mënyrë edhe kontekstin e këtij qyteti.

Interviewee A.B.

Kjo gjëja lidhet me ndyshimin ekonomik që ka vendi. Kemi pasur një trend në rritje që prej vitit '90 e deri tani, një rritje të vazhdueshme ekonomike. Duke qenë se një ndër faktorët kryesorë për një rritje ekonomike është porti, duke kontribuar në mënyrë shumë signifikative për tranzitjen e mallrave, nevojiten hapësira më të mëdha portuale. *“This is related to the economic change that the country has undergone. We have had a growing trend since the '90s until now, a continuous economic growth. As one of the key factors for economic growth is the port, contributing significantly to the transit of goods, larger port spaces are needed.”* Për shembull, po të marrësh terminalin e kontenierëve, I cili është terminali kryesor që kemi për të ardhurat nëpërmjet portit, ne kemi një kapacitet maksimal prej 180 mijë de/vit. Kemi arritur në 145 de/vit. Pra, jemi tek afërsisht 80% I terminalit. Terminalët e kontenierëve, në momentin që arrijnë në 80% të kontenierëve fillojnë dhe nuk bëhen më eficientë siç duhet të jenë, kështu që nevojiten hapësira më të mëdha. Duke qenë se qyteti I Durrësit është I rrethuar nga qyteti, mundësia për ta zgjeruar është pothuajse e pamundur. Shtu këtu edhe faktin që ato mallra të cilat presupozohen të jenë me impakt ambiental jo shumë të favorshëm, janë afër qytetit. Dhe kjo ka një impakt ambiental të konsiderueshëm për qytetin sidomos në raste kur era vjen nga jugu. Këto praktikisht janë dy nga arsyt kryesore: ndotja që ne I sjellim qytetit si port dhe ajo që është akoma më e rëndësishme është mundësia për zgjerim dhe rritje të volumit. *“These are practically two of the main reasons: the pollution that we bring to the city as a port and what is even more important is the possibility for expansion and increase of volume.”* Për këtë, më 14 tetor të 2020, qeveria nxjerr një vendim në plotësim të Planit Sektorial Kombëtar të Transportit Detar dhe Infrastrukturës Portuale, në të cilën ngarkon Autoritetin Portual për hartimin e një masterplani, pra përdorimin e tokës; dhe identifikimin e një zone për zhvillimin e një porti të ri tregtar. Morëm një konsulent të huaj, arritëm të mbyllnim masterplanin, u identifikua zona e Porto Romanos, duke qenë që aktualisht operojnë dy konçensionarë të tjerë, zona është industrial, është larg qytetit. Kështu është vendosur që porti të zhvendoset në Porto Romano, do të bëhet porti I ri në Porto

Romano. Deri tani është menduar të përdoret mbi 500ha tokë në Porto Romano, por jemi akoma në detajimin e projektit. Deri në 2050 ne mendojmë se do të bëhet porti, jo vetëm I Shqipërisë, por I Kosovës, Maqedonisë. Besoj se do të plotësojë nevojat e tregut për të paktën 100 vitet e ardhshme. *“By 2050 we think it will become the port, not only of Albania, but of Kosovo, Macedonia. I believe it will meet the needs of the market for at least the next 100 years”*

Një herë që është vendosur se ku do të shkojë porti, lind pyetja se çfarë do të ndodhë me portin e Durrësit. Duke qenë se është një infrastrukturë që është gati, nuk është në gjendjen më të mirë të mundshme, por nuk është as në gjendje të keqe; pra mesatarisht. Do të ishte një humbje si për shtetin shqiptar, ashtu edhe për qytetin, që e gjithë kjo infrastrukturë të ngelte bosh. *“Once it has been decided where the port will go, the question arises as to what will happen to the port of Durrës. Since it is an infrastructure that is ready, it is not in the best possible condition, but it is not in bad condition either, so on average. It would be a loss for both the Albanian state and the city for all this infrastructure to remain empty.”* Meqe shteti shqiptar lidhi një marrëveshje me Emiratet e Bashkuara, një nga investimet strategjike është zhvillimi I portit të Durrësit. Duke qenë një port brenda qytetit, I cili lidhet drejtpërdrejt me qytetin, idea më e mirë ishte ajo e zhvillimit të një marine turistike. Siç kanë vendet e botës si për shembull Greqia, Spanja, Italia etj. Po mundohen që të gjithë portet që janë brenda në qytet, t’i spostojnë diku tjetër, në zona më industriale, dhe portet në qytet t’I kthejnë në marina. Siç besoj e dini, është mbajtur kontakt midis tonë dhe investitorit. Pastaj, edhe në mënyrë indirekte me Autoritetin Portual.

Researcher M.Ll.

Nëse mund të të pyes, projektuesit e masterplanit, kanë qëndruar dhe kanë kaluar kohë në qytetin e Durrësit? Kanë pasur mundësi të bëjnë një analizë të miëfilltë të kontekstit, të terrenit të zonës ku do të implementohet projekti?

Interviewee A.B.

Ata kanë qenë disa herë këtu. Kanë sjellë inxhinierët e vet këtu. Ne I kemi takuar. Kanë parë të gjithë infrastrukturën portuale. Kanë kërkuar informacion mbi infrastrukturën portuale, kalatat portuale, basenet. Të gjitha analizat që ne kemi, si prsh analizat e rërës, ndotjeve, CO2, pluhrave I janë vënë në dispozicion, gjithashtu. Grupe të ndryshme të tyre kanë ardhur. Kanë ardhur arkitektët, inxhinierët e marinës, ekspertët ambientalë. Domethënë janë në dijeni të kontekstit në të cilën do të zhvillohet projekti.

Researcher M.Ll.

Një projekt i ngjashëm nga I njëjti investitor është pikërisht projekti I Beogradit. Ky projekt I njohur si ‘Belgrade Ęaterfront’ është propozuar të ndërtohet buzë lumit Sava.

Diçka që më tërhoqi vëmendjen nga informacionet që ishin në dispozicion për këtë projekt, ishte një ndarje në përqindje të përfitimeve që kishte shteti Serb dhe investitori. A është bërë e ditur një ndarje e tillë në rastin e projekti të Durrësit? Pra cilat janë përfitimet e investitorit nga ky projekt dhe cilat janë ato të shtetit shqiptar?

Interviewee A.B.

Do të krijohet një shoqëri e përbashkët midis shtetit shqiptar dhe investitorit arab. Kjo shoqëria është në negocijim për përqindjen që shteti shqiptar dhe investitori do ketë. *“A joint company will be established between the Albanian state and the Arab investor. This company is negotiating for the percentage that the Albanian state and the investor will have.”* Besoj se do të jetë më e mirë se ajo që shteti serb ka bërë sepse ambienti që ne ofrojmë është shumë herë më I përshtatshëm për këtë lloj investimi. Kjo ndodh sepse ai është lum dhe sjell nevojë për ndërhyrje të tjera, ndërsa në rastin tonë, infrastruktura e portit është pothuajse gati dhe nuk ke nevojë të ndërhysh nëpër kalata apo t’I rindertosh nga e para.

Researcher M.Ll.

Me sa kam arritur të shikoj në media, në mos gaboj kanë filluar punimet për pastrimin e fazës së parë. Çfare është bërë deri tani për të pasuar më pas me implementimin total të projektit?

Interviewee A.B.

Investitori ka marrë statusin e investitorit strategjik zyrtarisht në dhjetor të vitit që kaloi. Ne kemi një konçensionar aktualisht, I cili ka shprehur dëshirën për arsyet e veta dhe tonat normalisht, I cili kërkon zvogëlimin e hapësirave që disponon. Neve nga një anë na përshtatet kjo sepse kërkojmë që t’ia japim investitorit që të fillojë fazën e parë të projektit. Kemi pastruar një zonë që është aktualisht jashtë gardhit të portit, por që disponohet nga autoriteti portual me një VKM të posaçme, pavarësisht që është lënë jashtë gardhit. Nuk e kemi parë të arshyeshme që gardhi të mbulojë dhe atë zonë. Pastaj presim që të na vijë dhe të miratohet zyrtarisht vkm-ja zhvëllimore e ndërtimit.

Researcher M.Ll.

Për sa I përket të ardhmes, si do të ndikojë ky projekt në banorët e qytetit? Ne në anglisht përdorim një term të quajtur “urban spraël”, si do të ndikojë ky projekt në shpërndarjen urbane?

Interviewee A.B.

Përveç faktit që investimi në ndërtim sjell gjithmonë punë, e cila më vonë do sjellë rritje në ekonomi. Ne e dimë që në Shqipëri, sektori që e zhvillon më shumë ekonominë

dhe që ka me shumë të punësuar është ai I ndërtimit. *“Apart from the fact that investing in construction always brings jobs, which will later bring growth to the economy. We know that in Albania, the sector that develops the economy the most and has the most employees is the construction sector.”* Por, nuk dua të flas për këtë, sepse për këtë mund të kesh informacione, por do të flas për atë çfarë vjen mbrapa në të ardhmen. Mos e mendoni vetëm si një port në të cilën mund të lesh jahtet. Mbrapa kësaj ka një industri të tërë. Fillon që të shitja e energjisë elektrike për të huajt, që ti do t’ofrosh shërbim si energjinë edhe ujin, të cilat janë të ardhura plus; qeranë që shteti shqiptar do të marrë për çdo jaht apo anije që do të ankorohet. Ato që do të vijnë me një varkë luksove, jo detyrimisht duhet të qëndrojnë në këtë zonë, mund të dalin në qytet të gjejnë akomodim etj. Do të krijohen vende pune për të gjithë shërbimet që do të ofrohen. *“Jobs will be created for all the services that will be provided.”* Për shembull industria që merret me riparimin e jahteve, është tej mase e zgjeruar, si nga ana mekanike, elektrike, riparimet e vogla, lyerjet e kështu me rradhë. Të gjithë këto njerëz që do të kryejnë këto shërbime do të jenë vendas.

Përveç rezidencave që do të ndërtohen, do të ndërtohen edhe hoteleri dhe biznese të tjera si lokalet, baret, dyqanet, restorantet etj. Të gjithë këto do të jenë njerëz që do të punësohen nga Durrësi. Dhe të gjitha këto janë benefite për qytetin. Shtoj edhe ardhjen e turistëve. Mendohet që të vijnë edhe anijet e kroçereve, ku planifikojmë të bëjmë një terminal vetëm për kroçeret. Por, kjo është akoma në fazë studimi se ku do të pozicionohet terminali. Një terminal kroçere ku mund të zbresin edhe 4-5 mijë pasagjerë në një fundjavë në qytet. Edhe kjo është serisht benefite për qytetin.

Researcher M.LI.

Për sa t’përket aktiviteteve që priten të ndodhin në këtë zonë, cilat janë disa nga aktivitetet kryesore për publikun që do të jenë pjesë e projektit?

Interviewee A.B.

Projekti në fazë të parë parashikon: ndërtimin e një kompleksi rezidencial të madh dhe një hoteli. Gjithashtu parashikon ndërtimin e zgjerimit të plazhit nga ana e “Urës së Dajlanit”. Pra, hoteleri, ndërtim, zgjerim plazhi. Aty ku aktualisht është terminali I trageteve, imagjinoje zonën të modifikuar totalisht, jo me shesh dhe beton, është ajo zona që projekti e quan “zona e parkut”. Do të jetë parku I parë I madh që do të ketë Durrësi brenda qytetit sepse Durrësi një park të tillë nuk e ka. *“It will be the first large park that Durrës will have within the city because Durrës does not have such a park.”* E gjithë ajo do të jetë e rrethuar me banesa, pra me komplekse rezidenciale, dhe do të ketë një “mushkëri” të gjelbërt në qytet, që Durrësi nuk e ka. Është një sipërfaqe e tërë betoni që do të transformohet në park.

Po ashtu edhe tek porti I peshkimit. Do t’I kthehem projektit original që propozon që aty të jetë markata e peshkimit. Do të rimodelohet edhe ajo. Do të ribëhet rruga që aktualisht nuk është, dhe do të lidhë qytetin drejtpëdrejt. Përveç këtij aksesi, do të jetë

gjithashtu një akses nga hyrja aktuale e portit. Cilido nga qytetarët apo turistët do të ketë mundësi të hyjë deri në afërsi të jahteve. Që do të thotë se aksesimi i publikut është i palimituar. *“Any of the citizens or tourists will have the opportunity to get up close to the yachts. Which means that public access is unlimited.”* Projekti do të jetë pjesë e integruar e qytetit, nuk do të jetë thjeshtë porti, pra do të jetë vazhdimi i qytetit. *“The project will be an integrated part of the city, it will not be just a port, so it will be a continuation of the city.”*

Researcher M.Ll.

I referohem shpesh herë anglishtes, të kërkoj ndjesë, por me disa terma jemi familjarizuar kështu. Nëse do të bënim një “SWOT analysis” (strengths, weaknesses, opportunities, threads) të projektit çfarë karakteristikash do të përmendim për secilën? Deri më tani i përmendëm disa pikat më të forta të projektit, por sipas perspektivës tuaj, çfarë janë disa nga pikat më të dobta dhe çfarë do të propozonit ju ndryshe?

Interviewee A.B.

Projekti është akoma në fazë masterplani dhe çfarë propozohet është diçka shumë e bukur dhe për të hyrë në detaje do të duhej një moment tjetër. Ajo çka unë do të propozoja, do të ishte që duhet t’i kushtohet një fokus logjistikës detare që do të ketë projekti sepse parashikohet që porti të jetë porti turistik më i madh që do të ketë, të paktën, vija bregdetare e Adriatikut. Duhet një logjistikë goxha e detajueshme për të përballuar menaxhimin dhe trafikun e jahteve, varkave turistike. *“What I would propose would be to focus on the maritime logistics that the project will have because the port is predicted to be the largest tourist port that will have, at least, the Adriatic coastline. It takes fairly detailed logistics to cope with the management and traffic of yachts and tourist boats.”* Përveç kësaj duhet që të mendohet, të paktën nga afër, meqë është menduar thjesht si një projekt rezidencial, duhet të mendohet një zonë tjetër e dedikuar për shërbime detare. Do të ishte goxha mirë që në këtë fazë të identifikohet një zonë e tillë, prsh në Shkozë, tek ”Ura e Dajlanit” nga ana tjetër e rrugës ku është “Galactic Center”. Pra, që të mos ketë nevojë për një transport shumë të gjatë të mjeteve.

Researcher M.Ll.

Bazuar pak dhe nga pjesa teorike që kam lexuar në lidhje me rigjenerimin urban, një nga pikat kryesore që kam arritur të evidentoj është përfshirja e publikut në projekt. A ka ndodhur një gjë e tillë në rastin tonë? Është mbledhur një grup përfaqësuesish të publikut për të shprehur mendimet e tyre në lidhje me këtë projekt?

Interviewee A.B.

Përveç prezantimit që u bë me kryeministrin e Shqipërisë dhe me investitorin z. Alabbar, në portin e Durrësit ku u shfaq I gjithë projekti, këto lloj projektsh edhe nga ana ligjore kanë nevojë për diskutim. Ne e kemi prezantuar projektin te bashkia e Durrësit sepse bashkia duhet ta fusë projektin në “planin zhvëllimor të qytetit”. Unë personalisht kam shkuar dhe e kam prezantuar projektin një herë te bashkia dhe një herë tjetër, nuk prezantova, por isha aty present në rast se dikush do të kishtë ndonjë pyetje apo nevojë për sqarime. Kështu që nuk e di realisht se sa dëgjesa të tjera do të nevojiten, por e di që të paktën në bashki është bërë prezantimi, ku edhe janë shprehur mendimet e tyre nga salla e arkitektëve të keshillit bashkiak. *“So I do not really know how many more hearings will be needed, but I know that at least in the municipality, the presentation was made, where their opinions were expressed by the hall of architects of the municipal council.”*

Researcher M.Ll.

I referohem sërish teorisë, një rigjenerim urban I përmasave të tilla ndikon rrënjësisht në ekonominë, mjedisin, jetën sociale, turizmin dhe qeverinë shqiptare. Duke mos përsëritur ato që diskutuam deri tani, doja të dija nëse dëshironi të shtoni diçka të fundit rreth këtyre faktorëve?

Interviewee A.B.

Projekti nuk ka asnjë gjë të keqe për qytetin. Kini parasysh që një qytet më I bukur, me gjelbërim sjell kënaqësi për qytetarët dhe rrit atë që quhet niveli I jetesës. *Keep in mind that a more beautiful, green city brings pleasure to the citizens and increases what is called the standard of living.* Përveç asaj pjesës logjistike që duhet t’I kushtohet pjesën portuale, nuk ka asnjë pikë të dobët të projektit. Duke nisur që tek transferimi I portit, që do të transferojë në këtë mënyrë edhe ndotjet që I ndodhin qytetit, dhe këtë zonë po e kthen në park, duke I dhënë më tepër gjelbërim qytetit dhe ajër më të pastër. *“Starting with the transfer of the port, which will transfer in this way the pollution that happens to the city, this area is turning into a park, giving more greenery to the city and cleaner air.”* Po shton punësimin, po shton plazhet, po shton cilësinë e ndërtimit. Do të krijojë një pikë turistike shumë të fortë për të gjithë pjesën e Adriatikut, mbase edhe vijën që fillon nga Greqia e deri në Kroaci. *“It will create a very strong tourist point for the whole part of the Adriatic, maybe even the line that starts from Greece to Croatia.”* Kini parasysh që ne jemi shumë afër Greqisë dhe nëqoftëse një njeri që lëviz me jaht, kalon në Greqi, shkon në Kroaci, më pas kalon në Italinë e veriut, e vetmja pikë në të cilën nuk mund të ndalojë është Shqipëria. Realisht, nga ana e natyrës dhe nga ato që ofrojnë vendet e fuqishme, Kroacia dhe Mali I Zi nuk kanë asgjë në krahasim me ne. Plus ky nuk është I vetmi projekt që mendojmë të realizojmë. Do rivalizohet edhe pjesa e amfiteatrit, do hapet pjesa e zonës te Veliera për të evidentuar

murin e lashte romak.

Researcher M.Ll.

Unë të falenderoj shumë dhe një herë tjetër për kohën tuaj dhe për kontributin tuaj në këtë projekt.

Interviewee A.B.

Kënaqësia ishte e imja. Nëse do të keni nevojë sërish, jam I gatshëm t'Ë përgjigjem çdo pyetjeje.

## **Appendix E: Maps and sections of the project**