



COMPETITIONS
KONKURSE

durana corridor | 2014 03
korridori tiranë-durrës | **ATELIER ALBANIA | AKPT**

INTERNATIONAL URBAN DESIGN COMPETITION

For an urban design intervention in Tirana-
Durrës corridor, [3 lots]

No. 3

ORGANIZERS

Ministry of Urban Development
National Territorial Planning
Agency (AKPT)
Atelier Albania

PARTNERS

Albanian Development Fund
Municipality of Tirana
Municipality of Durrës
Municipality of Vora

PARTICIPANTS

PIOVENEFABI + YellowOffice +
ArchiSpace Studio

InterBAU/Tu Berlin + Atelier Le
Balto + Corda/Epoka University +
Universal

Dogma + Studio B&L

Bolles+Wilson + UTS 01

I'AUC + DEA Studio + Encore

Baukuh + List + Space Caviar +
Abkons

COMPETITION CONTRIBUTORS

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Ministry of Urban Development

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BASHKIA TIRANË



BASHKIA DURRËS



BASHKIA VORË

Atelier Albania, asked by the Minister of Urban Development and Tourism and mandated by the Office of the Prime Minister, launched an international urban design competition for the improvement of the public space, in the economic axis between the cities of Tirana and Durres. This area is seen as the major metropolitan area in Albania and a generator for the economy of the whole country. Through this open call, Atelier Albania, aimed to reach out to teams of architects, landscape architects and designers.

AN URBAN DESIGN INTERVENTION IN TIRANA-DURRES
CORRIDOR [3 LOTS], ALBANIA

International Urban Design Competition
October - November 2014

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"Winning team"

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Bolles+Wilson + UTS 01

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I'AUC + DEA Studio + Encore
"Winning team"

01 COMPETITION BRIEF

Aim

The purpose of the competition is to generate ideas that will lead to urban improvement detailed projects and public interventions. These will help each area foster a better identity while at the same time improve the area's connection and interrelation with all of its surroundings.

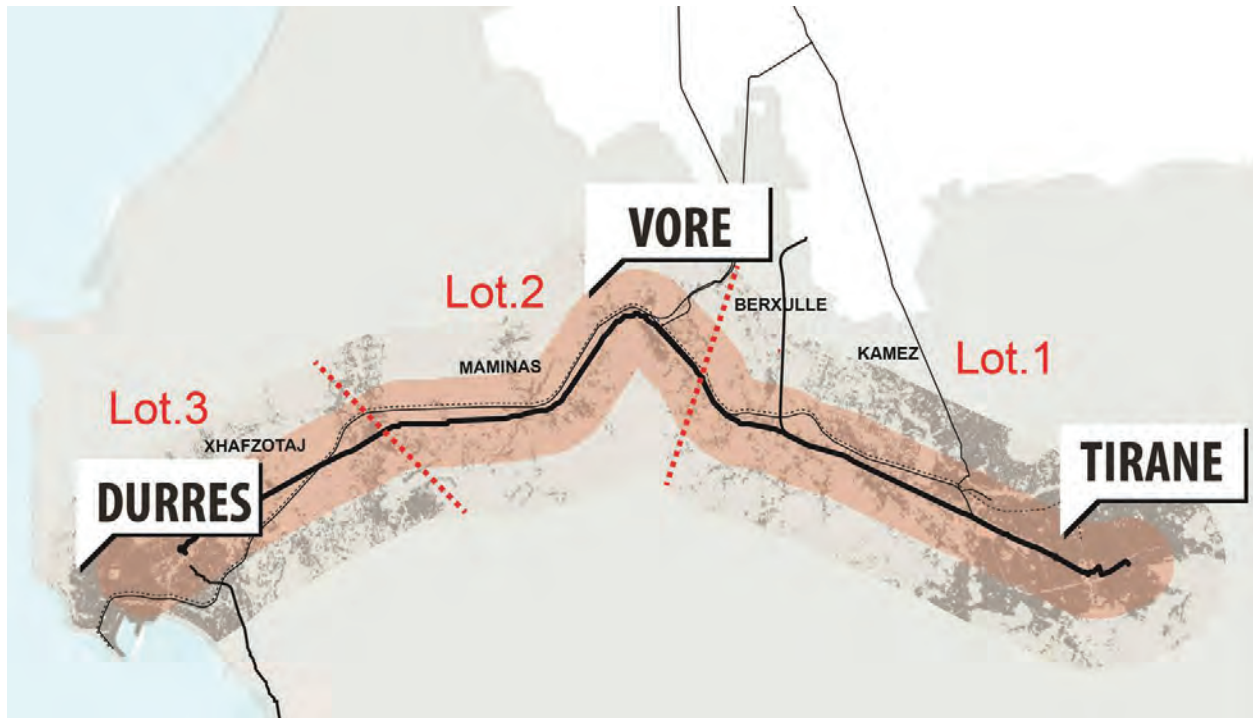
Beneficiaries

The competition for Tirana-Durres corridor stems from the need to improve the urban condition of the area along the corridor. It is one of main circulation axis of Albania that connects the two biggest cities in the country and again connects them both to the airport. It has become an economic corridor that brings large revenue to the country. It cuts through many small cities and in this perspective the whole country is the beneficiary, while the communities along the corridor will be direct beneficiaries.

Area of Competition

From an organizational perspective the competition slices the Tirana - Durres corridor into three segments/ lots: the area which connects Tirana to the metropolitan highway, the area which connects Durres to the metropolitan highway, and the city of Vora which is split in half by the metropolitan highway (Durana Map: Lot 1, 2, 3).

While the competition defines the three segments/ lots, the competitors can in the stage 1, individually select their preference for specific intervention area(s). If the competitors decide to compete for more than one lot, they will have to rank their preferences.



Objective

The endgame of the competition is to provide urban improvement design concepts for particular sites or area's in each of the three segments/ lots along the corridor.

The competitors are asked to produce ideas that will;

- improve the urban condition and use of the open space in-between the built fabric along corridor;
- rehabilitate the streetscape of the corridor;
- define a set of urban furniture and related public space amenities;
- equip the area with necessary signal for orientation and storytelling;
- explore different ways to access the sites along the corridor;
- explore different ways of connecting the main traffic road to the urbanized sites and sites on both sides of the main traffic road to one another;
- come up with a set of space-use regulations, as well as building regulation for future construction along the corridor.

Each solution should push the boundaries of creativity while adapting to the local context and setting high design standards.

Eligibility

The competition is open to all professional architects, landscape architects and urban designers who, after teaming up (see above), meet either or both of the following requirements:

1. Are registered or accredited by a formal registration or accreditation body in the entrant's country of origin; or
2. Where registration and accreditation is not available in a particular jurisdiction, the entrant is a member of the relevant professional institute in their country of origin.

All entrants are required to provide evidence of relevant professional registration, accreditation or membership in the Team Composition Statement. Each Stage I competitor team is to include an architect, landscape architect, designer and/or an artist.

Methodology

Atelier Albania is a unit of the National Territorial Planning Agency mandated with identifying alternative solutions and enriching architecture and planning with out-of-the-box thinking. In this context we aim to invite teams of international professionals that will work together with local teams as a consortium. We believe this team-based collaboration will enrich the way the project is informed with all necessary local knowledge and high level design expertise. Furthermore we want to experiment a co-creative competition process with the designers and several local stakeholders involved in an interactive selection process. The format of the competition is experimental in order to try and overcome what AA believes to be an inherent issue of the typical architectural and urban competition process.

Teams of Local and Foreign Professionals:

Each international team will need a local partner and each local team will need an international partner. The client believes that in order to have visionary and contextual projects there is a dire need for the vision of someone who does not know the site and the contextual knowledge of someone who knows it well. The client believes such collaboration can increase the impact and improve the implementation of the project. In the call for interest stage not all teams might have a local or international partner. Having a partner by this stage is positive and necessary to improve selection chances. To allow all participants to find a local partner a dedicated platform will be created at the competition website whereby international and local teams can express their interest to find a counterpart. Each team interested in finding a counterpart will fill up a form on the website with some basic information on themselves and an online website or portfolio. Teams will then be able to contact one another based on this information.

Evaluation Criteria

The jury will evaluate the applications of Stage 1 based on the following criteria:

- Power and rootedness of the Vision (context related) – 30%
- Relevance of team/partnership for the subject of competition and Main Staff capacities – 40 %
- Methodology of work- and collaboration proposal – 30 %

The jury will evaluate the applications of Stage 2 based on the following criteria:

- Creativity
- High implementation factor
- Relation and impact of the proposal in the context
- Cost-impact rate (low cost, strong impact)

Final Product

The competition will result in the selection of three teams, composed of local and international professionals, who will provide a concept design and a fully equipped team to be engaged in the after-competition process. The winning teams will be engaged afterwards in designing the execution design for one of the three segments/ lots along the Tirana-Durres corridor. The three designs – one from each winning team – will aim to improve the urban fabric of Tirana-Durres and will be implemented as complete. They will be like pilots equipped with ‘toolboxes’ to guide how the corridor can grow and improve its quality in the future. The execution designs will aim at improving the urban condition of the spaces in-between the built fabric along the corridor; the streetscape design (façade improvement conditions); and will come up with building regulations for future constructions along the corridor.

TERMAT E REFERENCËS

Qëllimi

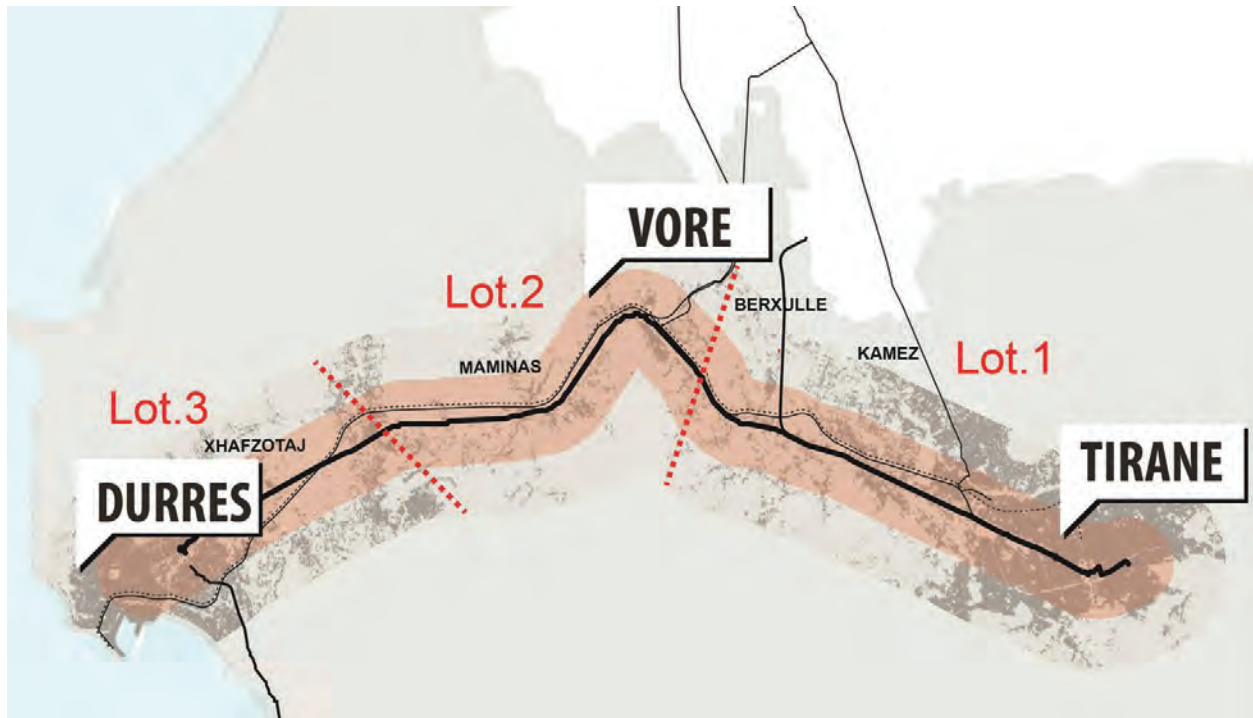
Qëllimi i konkursit është të gjenerojë ide që do të çojnë në përmirësimin e detajuar e projekteve urbane dhe ndërhyrjeve publike. Këto do të ndihmojnë çdo zonë të nxisë një identitet më të mirë, në të njëjtën kohë të përmirësojë lidhjen e zonës dhe bashkëveprim me të gjithë rrethinat e saj.

Përfitimet

Konkursi për korridorin Tiranë-Durrës buron nga nevoja për të përmirësuar gjendjen urbane të zonës përgjatë këtij korridori. Ky është një nga boshtet kryesore të qarkullimit të Shqipërisë që lidh dy qytetet më të mëdha në vend dhe përsëri i lidh ata të dy në aeroport. Ai është bërë një korridor ekonomik që sjell të ardhura të mëdha në vend. Ai shkurton distanca nëpër shumë qytete të vogla dhe nga kjo pikëpamjei gjithë vendi është përfitues, ndërsa komunitetet përgjatë korridorit do të jetë përfituesit direkt.

Zona e konkursit

Nga pikëpamja organizative, ky konkurs e ndan korridorin e zonës Tiranë - Durrës në tri segmente / pjesë: zona që lidh Tiranën me autostradën metropolitane, zona që lidh Durrësin me autostradën metropolitane, dhe qytetin e Vorës, e cila është e ndarë në gjysmë nga autostrada metropolitane (Harta Durana: Segmenti 1, 2, 3). Ndërkohë konkursi përcakton tre segmente / zona, në fazën 1, konkurrentët mund të zgjedhin individualisht zonën e ndërhyrjes sipas preferencave. Nëse konkurrentët vendosin të konkurojnë për më shumë se një segment, ata do të duhet të rendisin preferencat e tyre.



Objektivi

Fundi i konkursit është që të sigurojë konceptet e projektiturban për përmirësimin e vendeve ose zonave të veçanta në secilin nga tre segmentet / pjesët përgjatë korridorit.

Konkurrentëve iu kërkohet të japin ide që;

- do të përmirësojnë gjendjen urbane dhe shfrytëzimin e hapësirave të hapura përgjatë korridorit;
- do të përmirësojnë pamjen përgjatë korridorit;
- do të përcaktojnë një sërë mjetesh urbane dhe pajisje të ngjashme të hapësirës publike;
- do të pajisin zonë me sinjalistikën e nevojshme për orientim dhe drejtim;
- do të shqyrtojnë mënyra të ndryshme për të hyrë në zonat përgjatë korridorit;
- do të eksplorojnë mënyra të ndryshme për të lidhur rrugën kryesore të lëvizshmërisë me qytetet e urbanizuara dhe vendeve në të dyja anët e rrugës kryesore me njëri tjetrin;
- do të hartojë një sërë rregullash për përdorimin e hapësirave, si dhe rregulloren për ndërtimet në të ardhmen përgjatë korridorit.

Çdo zgjidhje duhet të nxisë kufijtë e krijimitarisë duke iu përshtatur kontekstit lokal dhe vendosjen e standardeve të larta të projektimit.

Pranimi

Konkursi është i hapur për të gjithë arkitektët profesionistë, arkitektët estetikë dhe projektuesit urban të cilët, pasi grupohen (shih më lart), plotësojnë një ose dy nga kërkesat e mëposhtme:

1. Janë të regjistruar ose akredituar nga një regjistrim formal dhe ose trup akreditues në vendin e origjinës; ose
2. Ku regjistrimi dhe akreditimi nuk është në dispozicion të një juridiksioni të veçantë, pjesëtari është anëtar i institutit profesional përkatës në vendin e tyre të origjinës.

Të gjithë të regjistruarit duhet të sigurojnë dëshmitë e regjistrimit përkatës profesional, akreditimin ose anëtarësinë në Deklaratën e Përbërjes së Ekipit. Në çdo fazë , një ekip konkurrues duhet të përfshijë një arkitekt, arkitekt estetik, projektuesin dhe / ose një artist. Të gjithë anëtarët e ekipit duhet të identifikohen në Deklaratën e Përbërjes së Ekipit.

Metodologjia

Atelier Albania është një njësi e Agjencisë Kombëtare të Planifikimit të Territorit mandatuar për identifikimin e zgjidhjeve alternative dhe pasurimin e arkitekturës dhe të planifikimit sipas të menduarit kreativ. Në këtë kontekst ne kemi për qëllim të ftojme grupe profesionistësh ndërkombëtarë që do të punojnë së bashku me ekipet vendase si një konsorcium. Ne besojmë se ky bashkëpunim mes ekipesh do të pasurojë mënyrën se si projekti është pajisur me të gjitha njohuritë e nevojshme lokale dhe ekspertizat e projektimit të një niveli të lartë. Për më tepër ne duam të provojmë një proces konkurrues bashkë-krijues me projektuesit dhe me palët lokale të përfshirë në një proces përzgjedhes ndërveprues. Format i konkursit është eksperimental në mënyrë që të përpiqen dhe të kapërcejnë atë që besohet të jetë një çështje e pandarë e procesit konkurrues tipik arkitektonik dhe urban.

Ekipet e profesionistëve vendas dhe të huaj:

Çdo ekip ndërkombëtar ka nevojë për një partner vendas dhe çdo ekip vendas ka nevojë për një partner ndërkombëtar. Klienti beson se është jashtëzakonisht i nevojshëm vizioni e dikujt që nuk e njuh vendin dhe njohuritë kontekstuale të dikujt që e njuh mirëatë, në mënyrë që të ketë projekte vizionare dhe kontekstuale. Klienti beson se një bashkëpunim i tillë mund të rrisë ndikimin dhe përmirësimin e zbatimit të projektit. Në thirrjen për fazën e interesit jo të gjitha ekipet mund të kenë një partner lokal apo ndërkombëtar. Duke pasur një partner në këtë fazë është diçka pozitive dhe e nevojshme për të rritur shanset e përzgjedhjes. Në mënyrë që të gjithë pjesëmarrësit të gjejnë një partner vendas, një platformë e dedikuar do të krijohet në faqen e internetit të konkursit ku ekupe ndërkombëtare dhe vendase mund të shprehin interesin e tyre për të gjetur një homolog. Çdo ekip i interesuar në gjetjen e një homologu do të plotësojë një formular në faqen e internetit me disa informacione baze për veten dhe një faqe interneti apo portofol. Ekipet do të jenë në gjendje të lidhen me njëri-tjetrin në bazë të këtij informacioni.

Kriteret e vlerësimit

Juria do të vlerësojë aplikimet e Fazës 1 bazuar në kriteret e mëposhtme:

- Fuqia dhe stabiliteti i Vizionit (sipas rrethanave) – 30%
- Lidhja e ekipit / partneritetit për subjektin në konkurim dhe kapaciteteve të stafit – 40 %

- Metodologjia e punës dhe propozimipër bashkëpunim– 30 %

Juria do të vlerësojë aplikimet e Fazës 2 në bazë të kritereve të mëposhtme:

- Kreativiteti
- Faktorë të lartë zbatues
- Raporti dhe ndikimi i propozimit sipas rrethanave
- Raporti Kosto-ndikim (kosto e ulët, ndikim i fortë)

Produkti final

Konkursi do të rezultojë në zgjedhjen e tre ekupeve, të përbërë nga profesionistë vendas dhe ndërkombëtarë, secili prej tyre do të sigurojë një projekt-ide dhe një ekip për t'u përfshirë plotësisht në procesin e pas-konkurimit. Skuadrat fituese do të jenë të angazhuara më pas në hartimin e projekt-zbatimit për një nga tre segmentet / pjesët përgjatë korridorit Tiranë - Durrës. Tre projektet - një nga secili ekip fitues - do të synojë përmirësimin e kushteve urbane të korridorit Tiranë-Durrës dhe do të konsiderohet I përfunduar. Ato do të jenë si drejtues të pajisur me mjete udhëzimi se si ky korridor mund të rrisë dhe të përmirësojë cilësinë e tij në të ardhmen. Projekt zbatimi do të synojë përmirësimin e kushteve urbane të hapësirave përgjatë korridorit; projekti i fasadës (kushtet e përmirësimit të fasadave); dhe do të dalë me rregulloret e ndërtimit për ndërtimet e ardhshme përgjatë korridorit.

JURY MEMBERS

ANDREAS RUBY
SOTIRIA KORNAROPOULOU
NIKO PELESHI
XAVEER DE GEYTER
GEORGE BRUGMANS
DORIAN TYTYMC
LUAN LEKA



ANDREAS RUBY

Andreas Ruby is an architecture critic, curator, moderator, teacher and publisher. He has taught architectural theory and design at international universities such as Cornell University, Ecole Nationale Supérieure d'Architecture Paris Malaquais, the Metropolis Program Barcelona and Umea School of Architecture among others. Aside from regularly contributing to selected international architecture magazines, he has published nearly 20 books on contemporary architecture. In 2008 he co-founded the award-winning architecture publishing house RUBY PRESS which has a catalog of 20 titles to date. He has organized several international symposiums and exhibitions on architecture and design, such as the "Min to Max" symposium on affordable housing hosted in 2009 in Berlin, the traveling exhibition "Druot, Lacaton & Vassal - Tour Bois le Prêtre" launched in 2012, and most recently the Montenegro Pavilion at the 14th Venice Architecture Biennial in 2014. Last but not least he is one of the most prolific moderators in the contemporary architecture discourse, with a record of more than 150 moderated panel discussions featuring 200 architects from 30 countries.



SOTIRIA KORNAROPOULOU

Sotiria Kornaropoulou graduated from the National Technical University of Athens and the Design Academy Eindhoven and moved to Brussels in 2006 to join 51N4E architects. As part of 51N4E she has been following architectural and urban projects in Belgium, the Netherlands, France, Albania and Turkey, as well as publications, exhibitions and conferences at home and abroad. In 2013 and 2014, she led two thesis studios for the Master in Urbanism and Strategic Planning program of the Catholic University of Leuven, focusing on the Tirana-Durres area in central Albania.



NIKO PELESHI

He has graduated with a bachelor's degree from the Electronic Engineering Department of the Polytechnic University of Tirana with excellent results, receiving the title: Electronic Engineer. In 1989 he graduated from "Raqi Qirinxhi" high school in Korca with a Golden Medal.

Mr. Peleshi has had a significant career in the private sector in the city of Korca and from 2001-2004 he ran with great success the Industrial and Trade Chamber of Commerce of Korca.

The political career of Mr. Peleshi starts in October of 2004 when he was elected to be Prefect of the District of Korca, he was also elected as the Mayor of the City of Korca later on. Mr. Peleshi is a member with full rights to the Committee of Monitoring of the Local and Regional Congress of Authorities at the European Council.



XAVEER DE GEYTER

Xaveer De Geyter is director of one of the most challenging offices of architects and urban planners in Belgium. In 1988, Xaveer De Geyter started the XDGA practice that often surprisingly illuminates the hidden paradoxes and conflicts of the (sub)urban life. In the nineties, De Geyter built his first houses in Mariakerke, Brasschaat and Sint-Niklaas. Subsequently, XDGA participated in a number of international architectural and urban competitions. Around the turn of the century, five towers with 137 apartments were built in Breda. During the past decade, larger architectural commissions in Belgium followed swiftly, such as the Kitchen Tower and the Place Rogier in Brussels, and two buildings for Ghent University. In 2011 the office won two prestigious competitions, one for the design of the Place Schuman in Brussels and one for the construction of the new Antwerp Province Headquarters. During recent years, XDGA has been working more and more abroad, by means of participation in many competitions and by large-scale realizations, such as the Warehouse Macdonald in Paris and a master plan for the urban area of Paris-Saclay.



GEORGE BRUGMANS

George Brugmans has been the executive director of the IABR since 2004. He chaired the Curator Team of the 5th IABR: Making City. He is also the executive director of iabr/UP, and as such responsible for the IABR-Ateliers. Before coming to the IABR, in 2004, Brugmans built up an extensive expertise as a producer in the arts and the media. He is the founder and owner of Amago, an Amsterdam based independent film and media production company, that (co) produced films of well-known directors such as Oscar-winner Mike Figgis, Jos de Putter, Klaartje Quirijns and Rob Schröder. He was editor-in-chief/commissioning editor at the VPRO, a Dutch public national broadcaster, As chairman of Bergen, a Dutch film production company, he was one of the producers of Antonia's Line - Academy Award® (Oscar®) for Best Foreign Film (1995). He (co-) wrote scenarios for feature films, including De Wisselwachter/The Pointsman (released in 1986), and De Vliegende Hollander/The Flying Dutchman (1995). Before moving to film Brugmans had an international career in the performing arts, including being co-founder and the first director of the Springdance Festival in Utrecht (1986-1992), artistic director of the Summerfestival of Salzburg, Austria (1990-1992), and co-founder and artistic director of the Encontros Acarte Festival in Lisbon, Portugal (1987 - 1990).



DORIAN TYTYMÇE

Dorian Tytymçe was born in 1978 in Tirana. He graduated in 2004 from the Faculty of Architecture and Urban Planning, in Cracow - Poland, Politechnika Krakowska, with the degree of Master Engineer Architect. He was awarded the Master of Science degree in Architecture and Urban Design, accredited by RIBA (Royal Institute of British Architect). He was professionally engaged as an Architect and Urban Designer in the architecture office MAXUS, EUROCOL and since 2012 he is co-partner in the PRGBR - ARCHITEKTUR office. He is known for projects such as Taulantia pedestrian public space in Durres and Berat City centre. Since 2012 he has been a visiting lecturer at Epoka University.



LUAN LEKA

Luan Leka has completed university studies (1972- 1976) at the Polytechnic University of Tirana, with a degree in Mechanical Engineering. He is the founder and the CEO of EHW GMBH from 1992. Luan Leka is part of Directing Council of the Confederation of Albania Industries, representing his firm EHW.

EHW GmbH Company has been part of the "Meat Processing & Salami " sector since 1992. In these years he became affirmed as the largest producer in the Albanian market.

EVALUATION AND JURY DECISION

LOT 1

PIOVENEFABI + YELLOWOFFICE + ARCHISPACE STUDIO - WINNING TEAM

The project had something quite positive and very interesting elements, with three sharp interventions, namely prototypical interventions with accurate and simple structures, which can be realized within a short time. The focus of expansion beyond the project was also interesting not only in the economic zone, but also including valleys. Weaknesses of competitors: referring to the three interventions proposed, the jury was skeptical about the way how interventions will be part of a broader strategy to be applied in other areas of the site and how these proposals may establish the system. How the highway may become a normal road without creating traffic-related problems? The project must have developed a larger number of solutions to the traffic, taking into account the system as a whole.

INTERBAU/TU BERLIN + ATELIER LE BALTO + CORDA/EPOKA UNIVERSITY + UNIVERSAL

The most interesting part of that project was the conceptual part of the topic, accepting the reality as it is but on the other hand, the need to intervene and change it into a sort of non-totalitarian archipelago. There are six elements included being part of the context. This proposal had developed broader and specific vision and strategy. On the other hand, the main bottleneck of such proposal was the economic zone. In order to apply this proposal, the issue of private property and stakeholders has to be solved. It is not clear whether it will be realized through expropriation or otherwise, namely it will be hard how these numerous stakeholders with different interests will bring together to apply this vision within a long-term period.

LOT 2

DOGMA + STUDIO B&L - WINNING TEAM

In this proposal, what the jury specifically assessed was the project per se, the deep acceptance of the existing typology of that area, as well as the effort to enrich it with other elements. It is a kind of composition similar to a musical work, acquiring existing elements and the effort to introduce new elements, in order to make them co-exist.

This project is a framework allowing interventions both at a large and narrow extent, equally as in short-term and long-term perspective. The main question of this proposal is the imposition of the dogmatic part with the practical one and their best possible combination.

BOLLES WILSON + UTS 01

Meanwhile, the project in itself does not require deepening the analysis of the existing components but seeks to bring something new, innovative economic and spatial elements, which means an alienation and enrichment with new elements. The scenarios served are not at all imaginable and are related to deep knowledge of the Albanian reality. What the jury put into question is whether this series of interventions in the future will be part of a system. Most of the interventions proposed are clearly dependent on the initiative of local and international entrepreneurs; therefore this is something unpredicted of how it may operate in the long-term run. These elements cannot build a system; therefore it is recommended the Albanian Government applies separate elements of this proposal.

LOT 3

I'AUC + DEA STUDIO + ENCORE - WINNING TEAM

The key advantage of this proposal was the clarity of main proposals. What the jury appreciated most was the proper reading of context. This was also demonstrated by the question they had raised on the status to be acquired by the highway. Which would be the status of that road, would it remain the same or would it be subject to further development, improvement? Two high speed lanes for cars are proposed, roads for lighter vehicles and bicycles, while the secondary roads are also respected as part of the area urban solutions. It was also acknowledged the diversity of solutions that may be applied either in the short or long-term run. On the other hand, there are limitations in terms of the challenge posed in the area of Durrës, since most of the agricultural space is occupied by illegal constructions. It was now very clear how to further act and what impact the project would have on that part. Clarity and combined sensitivity in the second team project announces it as a winner.

BAUKUH + LIST + SPACE CAVIAR + ABKONS

In this project the jury assessed the interesting components introduced with a high sense of creativity in the interventions proposed and in finding the solutions. In fact, some of them are easily applicable, with an immediate effect on the context. Findings were of diverse features and highly valid as interventions. The doubts of the jury were linked with bringing such proposals together in the context, the compatibility and combination with each other. In most of them, specific solutions emerged from these interventions were not too clear.

VLERËSIMI DHE VENDIMI I JURISË

LOTI 1

PIOVENEFABI + YELLOWOFFICE + ARCHISPACE STUDIO - SKUADRA FITUESE

Projekti kishte diçka shumë pozitive dhe elemente shumë interesante, me tri ndërhyrje agopunkturale, pra ndërhyrje prototipike me struktura të sakta dhe të thjeshta, të cilat mund të realizohen në një periudhë të shkurtër. Interesante ishte edhe fokusi i zgjerimit përtej projektit, jo vetëm në zonën ekonomike, por duke përfshirë edhe luginat. Pikat e dobëta të konkurrentëve: duke ju referuar tri ndërhyrjeve të propozuara, Juria pati dyshime sesi ndërhyrjet do të jenë pjesë e një strategjie më të gjerë, e cila do të jetë e zbatueshme në zona të tjera të shtit dhe si këto propozime mund të formojnë një sistem. Si autostrada mund të kthehet në një rrugë normale pa krijuar probleme me trafikun? Projekti duhet të kishte zhvilluar më shumë zgjidhjet për trafikun duke patur parasysh sistemin në tërësi.

INTERBAU/TU BERLIN + ATELIER LE BALTO + CORDA/EPOKA UNIVERSITY + UNIVERSAL

Pjesa më interesante e këtij projekti ishte pjesa konceptuale e temës, pranimi i realitetit ashtu siç është, por nga ana tjetër dhe nevoja për të ndërhyrë dhe për ta ndryshuar atë në një lloj arkipelagu jo totalitar. Janë gjashtë elemente të cilat janë të përfshira dhe janë pjesë e kontekstit. Ky propozim kishte zhvilluar vizionin dhe strategjinë më të zgjeruar dhe specifike. Nga ana tjetër, problemi kryesor i këtij propozimi është zona ekonomike, në mënyrë që ky propozim të zbatohet, duhet zgjidhur problemi i pronës private dhe aktorëve të interesit. Nuk është e qartë nëq do të realizohet nëpërmjet shpronësimit apo me ndonjë mënyrë tjetër, pra do të jetë e vështirë sesi këta aktorë të shumtë me interesa të ndryshme do të mblidhen bashkë për të zbatuar këtë vizion në një periudhë afatgjatë.

LOTI 2

DOGMA + STUDIO B&L - SKUADRA FITUESE

Në këtë propozim, ajo që Juria vlerësoi në mënyrë specifike ishte projekti në vetvete, pranimi në mënyrë të thellë i tipologjisë ekzistuese së kësaj zone dhe përpjekja për ta pasuruar me elemente të tjera. Është një lloj kompozimi i ngjashëm me një vepër muzikore, duke marrë elementë që ekzistojnë dhe përpjekja për të futur elemente të reja, në mënyrë që të bashkëjetojnë.

Ky projekt është një kornizë që lejon ndërhyrje si në shkallë të madhe ashtu edhe në shkallë të vogël, njësoj si në terma afatshkurtër dhe afatgjatë. Pikëpyetja kryesore e këtij propozimi është imponimi i pjesës dogmatike me atë praktike dhe kombinimi i tyre më i mirë i mundshëm.

BOLLES WILSON + UTS 01

Ndërkohe që projekti në vetvete nuk kërkon të thellohet në analizën e asaj çka ekziston, por kërkon të sjellë diçka të re, elemente të reja ekonomike por edhe hapsinore, çka do të thotë një tjetërsim dhe pasurim me elemente të reja. Skenarët që janë servitur nuk janë fare të pa imagjinueshëm dhe kanë të bëjnë me njohuri të thella të realitetit shqiptar.

Ajo që Juria vuri në dyshim është nëse kjo seri ndërhyrjesh në të ardhmen do të jetë pjesë e një sistemi. Shumë prej ndërhyrjeve që propozohen varen natyrisht edhe nga nisma e sipërmarrësve lokal dhe ndërkombëtar, prandaj kjo është diçka që nuk dihet sesi mund të funksionojë në terma afatgjatë. Këto elemente nuk mund të krijojnë një sistem, prandaj Qeveria Shqiptare rekomandohet që të zbatojë elementë të shkëputur të këtij propozimi.

LOTI 3

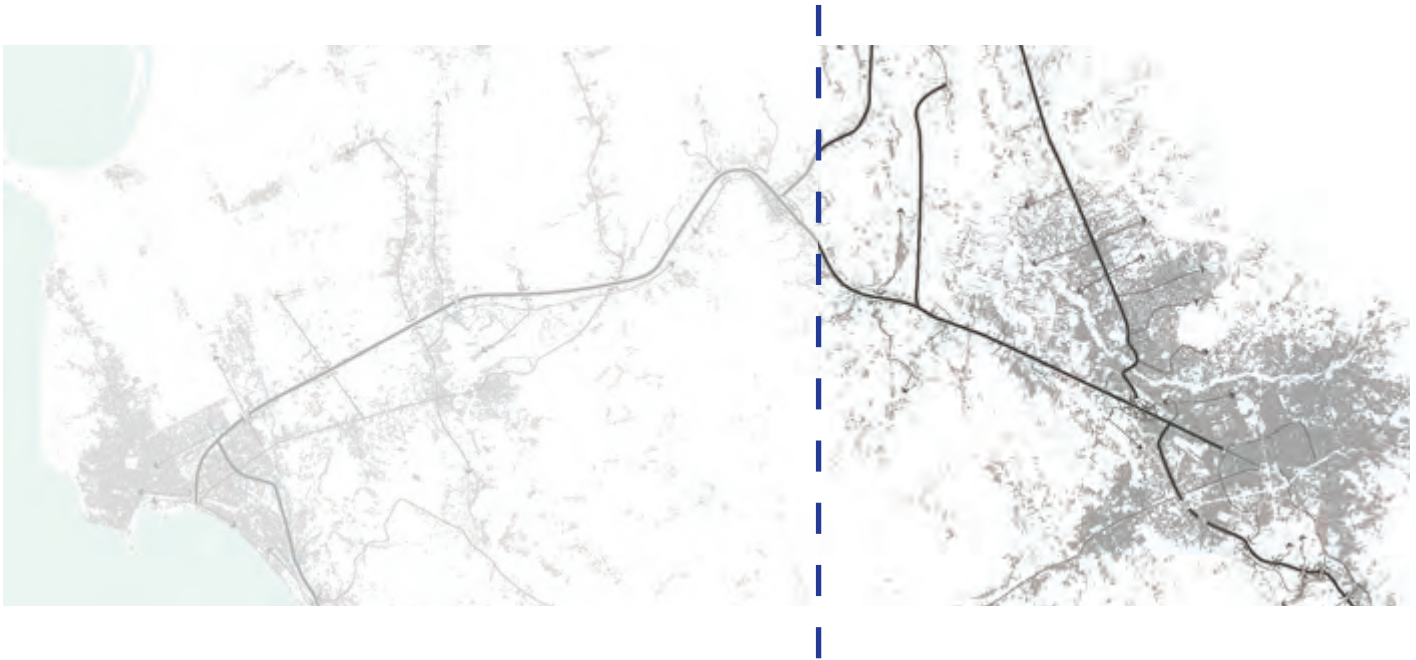
I'AUC + DEA STUDIO + ENCORE - SKUADRA FITUESE

Avantazhi kryesor i këtij propozimi ishte qartësia e propozimeve kryesore. Ajo që Juria vlerësoi më shumë, ishte leximi i kontekstit në mënyrën e duhur, këtë e tregoi gjithashtu pikëpyetja që ata kishin ngritur mbi statusin që do të merrte autostrada. Cili do të ishte statusi i kësaj rruge, do të mbetej po i njëjtë, apo do të kishte zhvillim të mëtejshëm, do të përmirësohej? Propozohen dy korsi me shpejtësi të lartë për makinat, rrugë për mjetet më të lehta dhe biçikletat, ndërkohë që edhe rrugët dytësore janë ato që respektohen si pjesë e zgjidhjeve urbane të zonës. Gjithashtu u vlerësua larmia e zgjidhjeve që mund të zbatoheshin qoftë në afat të shkurter apo të gjatë. Nga ana tjetër ka kufizime për sa i përket sfidës, që paraqitet në zonën e Durrësit duke qenë se një pjesë e madhe e hapësirës bujqësore është pushtuar nga ndërtimet pa leje. Nuk ishte shumë e qartë sesi do të veprohej më pas dhe çfarë ndikimi do të kishte projekti në këtë pjesë. Qartësia dhe ndjeshmëria e kombinuar në projektin e ekipit të dytë, e shpall atë fitues.

BAUKUH + LIST + SPACE CAVIAR + ABKONS

Në këtë projekt Juria vlerësoi përbërësit intersant që janë futur me mjaft krijimtari në ndërhyrjet e propozuara dhe në gjetjen e zgjidhjeve. Në fakt disa prej tyre janë lehtësisht të zbatueshme me efekt të menjëhershëm në kontekst. Gjetjet ishin me karakteristika të ndryshme dhe shumë të vlefshme si ndërhyrje. Pikëpyetjet e Jurisë kishin të bënin me vendosjen e këtyre propozimeve së bashku në kontekst, perputhshmërinë dhe kombinimin me njëra-tjetren. Në pjesën thelbësore të tyre nuk ishin shumë të qarta zgjidhjet specifike që dilnin nga këto ndërhyrje.

LOT 1



02

LOT 1

PIOVENEFABI + YELLOWOFFICE + ARCHISPACE STUDIO - WINNING TEAM

TEAM COMPOSITION:

International Architect

PIOVEVEFABI

Landscape Urbanism and Design

YellowOffice

Local Architect

Archispace Studio

International Artist

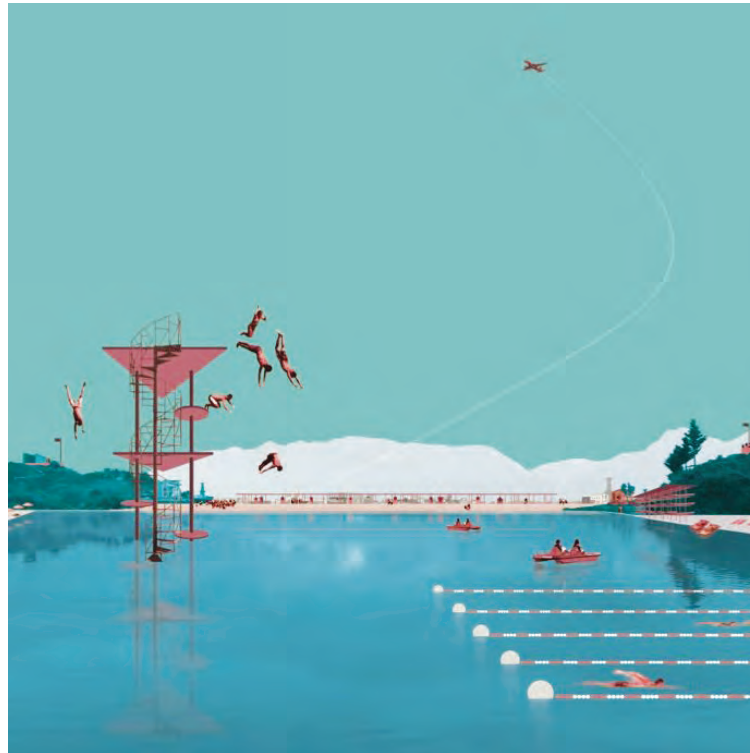
Stefano Graziani

Local Artist

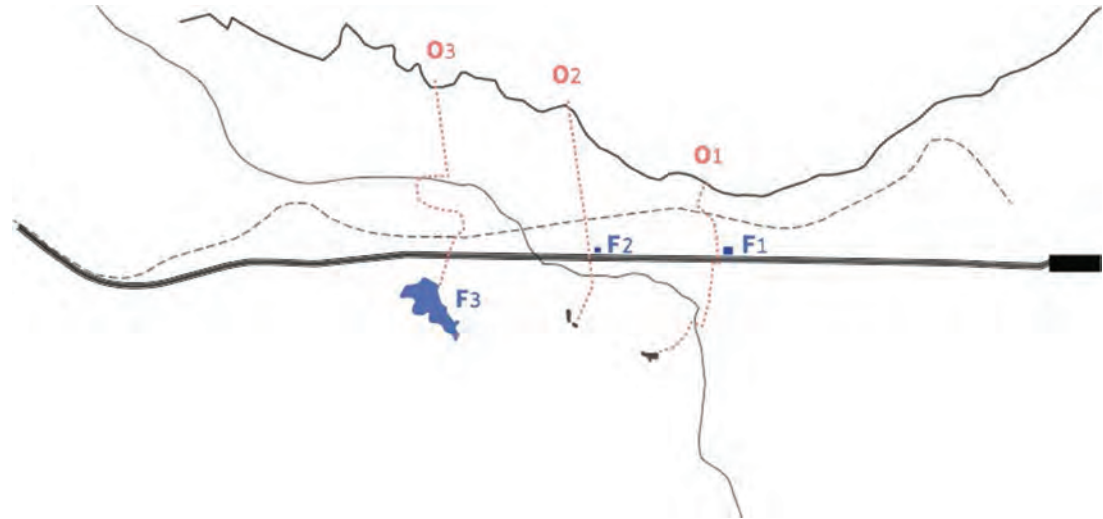
Vladimir Myrtezai

Mobility Consultant

Mobility in Chain (MIC)



Durana competition aimed to generate ideas that will lead to urban improvement detailed projects and public interventions along the Tirana Durres economic corridor, in order to help each area to foster a better identity while at the same time improve its connection and interrelation with its surroundings.



Method: Vision, Orientation and Focus

PHASING

The official process phasing divides the design process into two main periods: FAST TRACK and SLOW TRACK. The FAST TRACK corresponds to the design of a first quick win design proposal. This has to be seen as an immediate design answer to opportunities detected on the field. It has at the same time to be able to stand on its own and to have the ambition to kick start a bigger process. The SLOW TRACK (in process) is seen as a reinforcement of the FAST TRACK and an opportunity to build a system of projects.

SECTIONS

The competition proposal and the further investigation which followed the competition phase focuses on three study areas, from now on called "Sections". The three Sections, represented in the attached scheme, each covering a study area of around 400 Hectares, comprise a set of possible projects in close relations one to each other. These three Sections are a way to detect specific points and to increase the public quality of the valley through acupuncture interventions, condensed into a new mental and physical network.



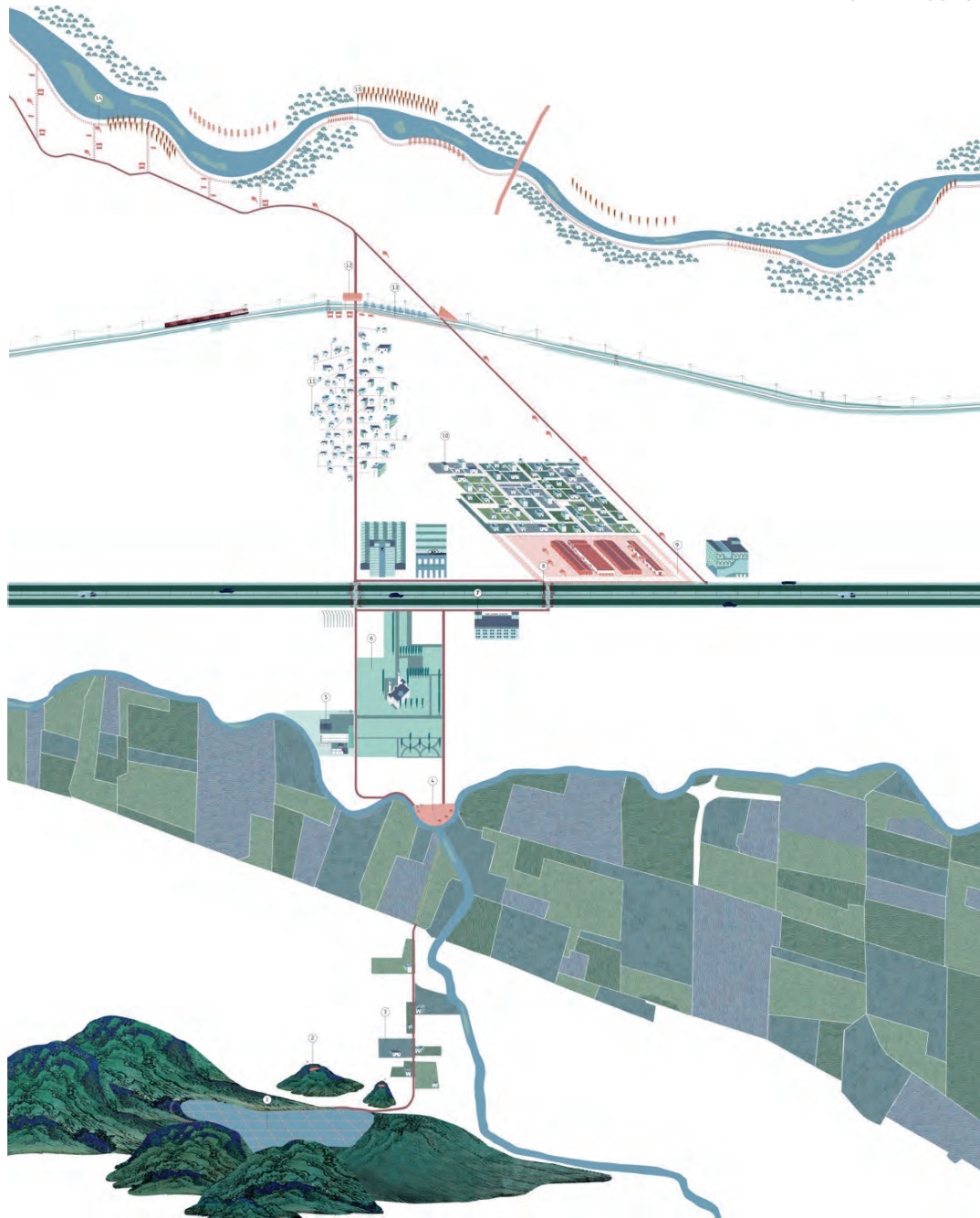
Section 1: Mezez_Focus F1
Section 2: Katund_Focus F2
Section 3: Kashar_Focus F3

Axometric view of the section

F1: AGRI- FOOD MARKET

A space which encircles the existing gross food market by:

- Providing a protection from the elements;
- Redefining the perimeter of the market with the road and the informal settlement;
- Activating micro-economic cycles;





Agri food market / Situation today



Agri food market / Proposal

Axonometric view of the section

F2: POLIS UNIVERSITY

A covered space among the university and the road which:

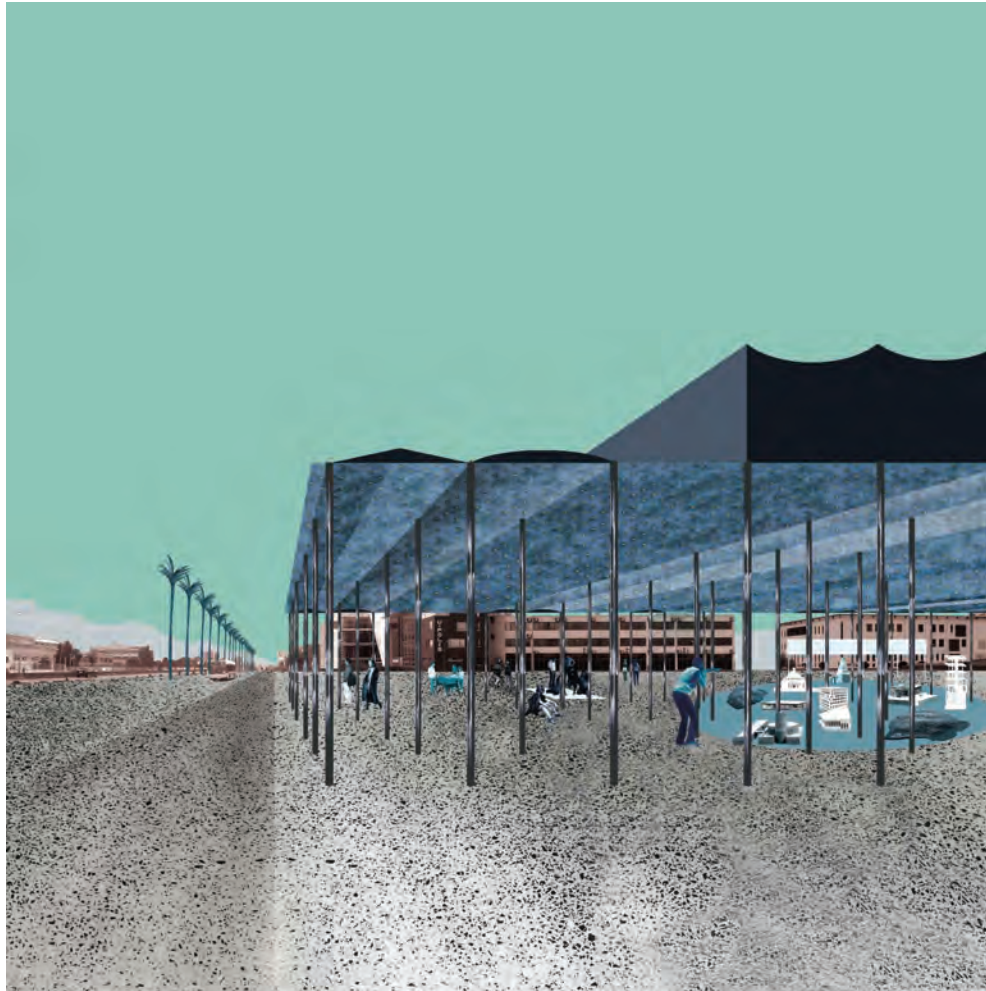
- Allows open air lectures and recreational activities linked to university and the city;
- Provides a third space, different from the University interior and the harsh exterior environment;
- Links the university with the secondary road and the Railway.



DURANA ECONOMIC CORRIDOR



Polis university / Situation today



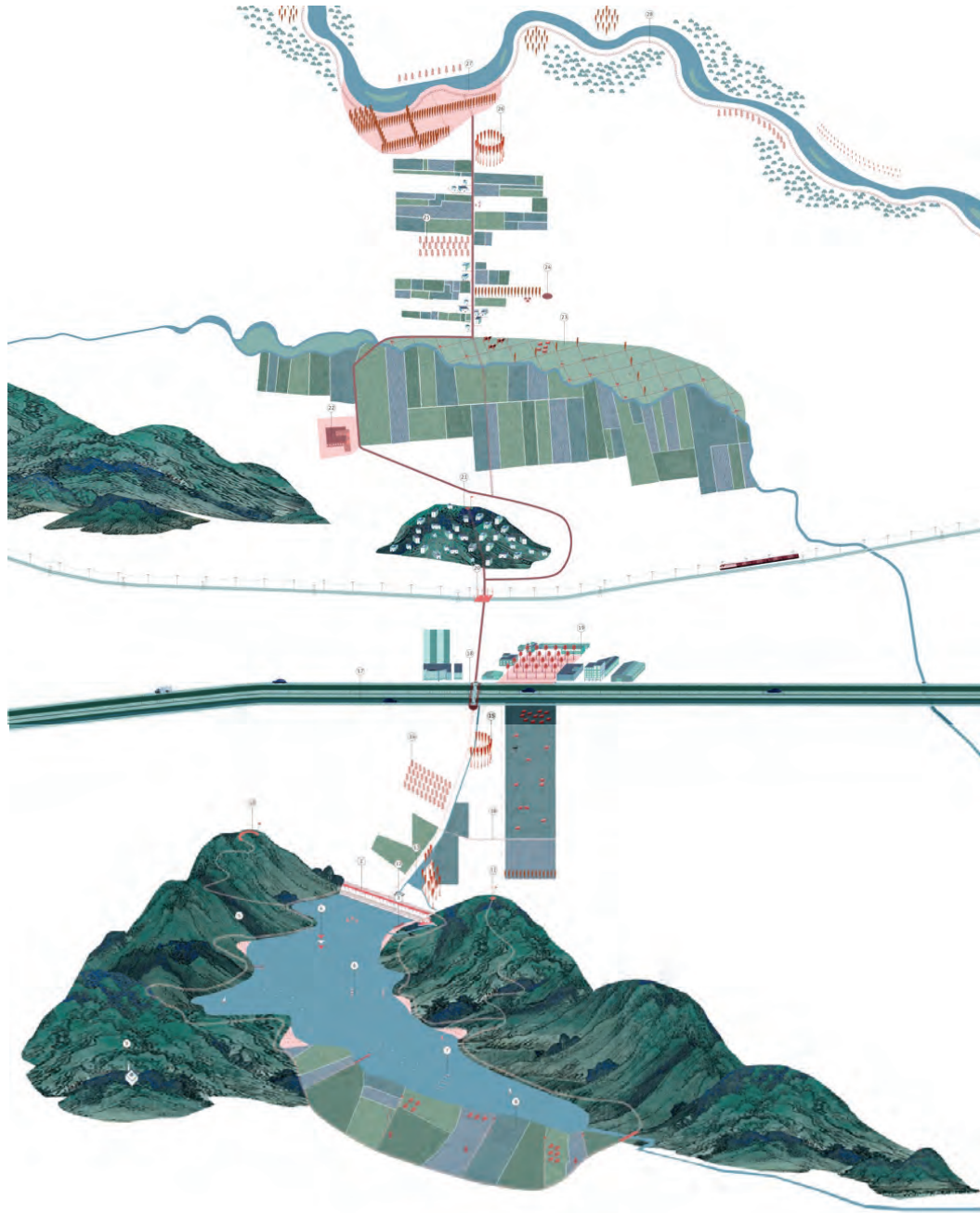
Polis university / Proposal

Axonometric view of the section

F3: KASHAR LAKE

It is the biggest reservoir of the whole Lot 1. Its scale allows recreational uses. Its extension and shape makes possible to swim and sail in it at the same time. While activities on the lake are already starting to be organized by a small economic activity, the area still lacks boat deposits, swimming lanes, piers, showers, changing rooms, diving boards. Kashar Lake Park at the Kashar Water Reservoir is an attempt to create a new recreational park related to the highway corridor of Tirana - Durres. It is a reinforcement of the park program on Kashar Lake.

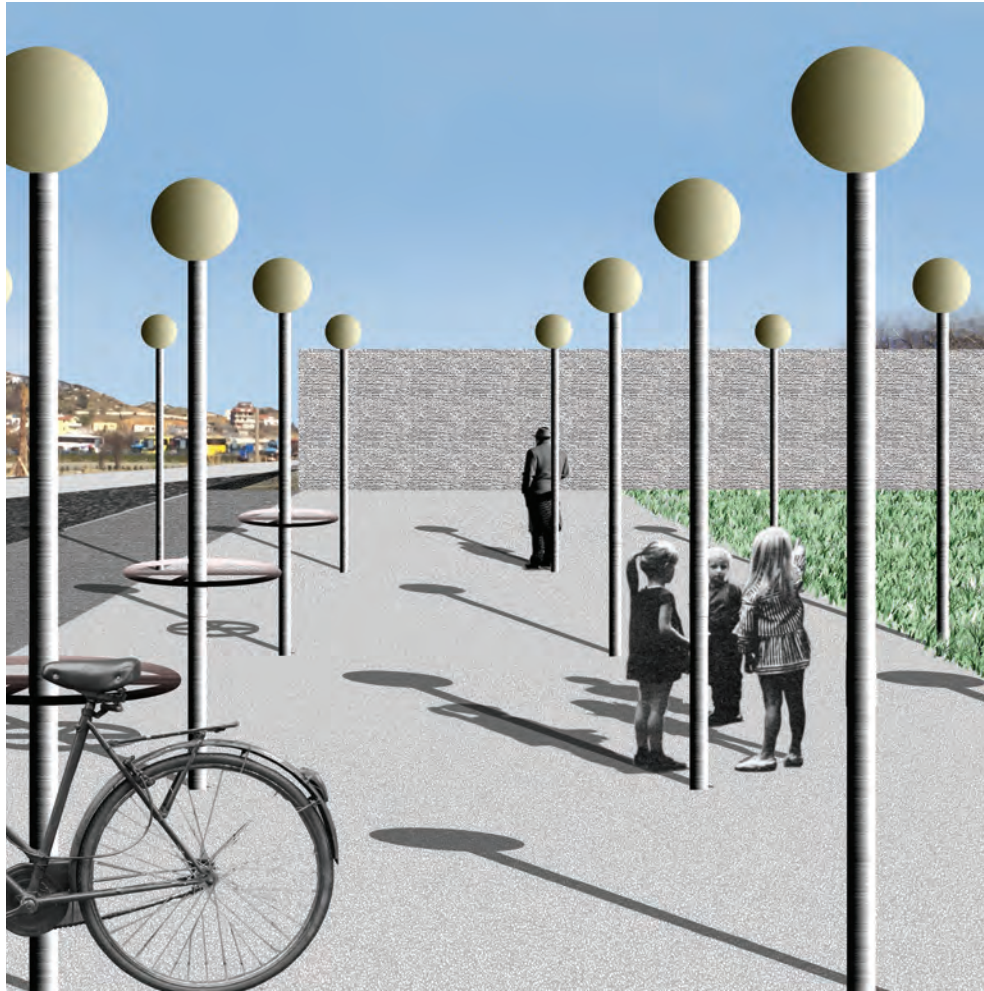
The FAST TRACK project is the reinforcement of the park program on Kashar Lake, part of the study Section 1 [S1]. While activities on the lake are already starting to be organized by a small economic business, the area still lacks the basic park infrastructure.



DURANA ECONOMIC CORRIDOR



Kashar lake / Situation today



Kashar lake / Proposal

SCOPE OF THE PROJECT

Kashar Lake Park at the Kashar Water Reservoir is an attempt to create a new recreational park related to the highway corridor of Tirana Durres. This will be done by: connecting the water reservoir to the highway and the former railway (potential new bike expressway) providing a circular path around the lake disseminating small scale services, facilities and infrastructure along the circular path designing 4 special big scale elements, able to give a strong identity to the Lake Park project. The most important expected result is the chain reaction that will happen adding together the elements mentioned above. The expected outcome is a new alternative space near Kashar Water Reservoir, able to bring people together in a strong connection with nature. This project aims to become a prototype for the development of other similar sites (100 Lakes).

ECONOMY

The project of the park bases itself on existing economic activities which are already present in the area. A small bar is already starting to informally organize a park on the lake shores. The new program and the new design build upon this intention and give it a structure. Furthermore, the presence of the site of people who could take care of the brand new lake park infrastructures will assure a long life to the brand new park.

POTENTIALS

The project, already ambitious in scale, connects with wider themes at the territorial scale.

1. Lifestyle changer: enhancing the bike culture

Albanian bike culture, having been extremely present and almost necessary during communism, has in the last years been neglected because of the massive use of cars and the extremely dangerous conditions of the roads. Nevertheless, bikes never really disappeared. A photographic research conducted by Elios Kovaci discloses a very active culture of self transformed bikes in Tirana. The new park could be a new antenna, point of arrival for daily journeys from Tirana and at the same time point of departure for wild excursions into the nature. A brand new bike expressway (SLOW TRACK Project), if realized, could provide a fast and safe connection to the site directly from the center of the Tirana and all the settlements of Durana.

2 Agriculture + Recreation

The new Lake Park Kashar represents a new possible model of productive coexistence of agriculture and recreation. The valley which accommodates the lake, produces vegetables which could be consumed directly on site. The actual rediscover and reevaluation of agritourism in Albania and abroad show the potential linked to the development of Lake Park Kashar.



PROJECT'S PRINCIPLES

On one side the project transforms the paths which access and surround the Lake Park Kashar. In defining the paths, it combines land works and infrastructure interventions – as berms, fences, boundaries between fields – to public furniture able to define shared spaces around the lake. On the other hand the project proposes a limited series of iconic elements able to give a strong identity to the new Lake Park Kashar.

KASHAR WATER RESERVOIR/ACCESS: EXISTING SITUATION

The lake Kashar, and in particular its surrounding access roads, are currently affected by a transformation, which has been steered by the private owners of the lots adjacent to the lake. The strong public interest on the lake has pushed the administration of Kashar to start a redevelopment of the two access roads. The project implements additional elements aiming to reinforce the existing situation.

GENERAL FEATURES

In order to achieve continuous and coherent design, the project bases itself on some common feature which concern all the paths accessing and surrounding the lake: The width of the three roads is 4 meters, to allow emergency or agricultural vehicles transit. The finish layer of these paths is composed by an inert grit compacted with the addition of local stone of different colors (Albanian Red Granite and White Tropoja Quartz). The dimension of the gravel allows an easy bike accessibility. The lighting system is not a continuous one, Wide areas of darkness separates lightened spots around the lake. This has been a delicate choice in order to preserve the natural and wild status of the Lake Park Kashar. Greenery elements are mainly *Po pulus nigra* disposed in rows. We can find them in the whole park. The concrete surface of the added elements around the lake is always made of washed or polished concrete. This common treatment of the concrete, revealing always the aggregates on the concrete surfaces, is a strong identity sign for the whole Lake Park Kashar.

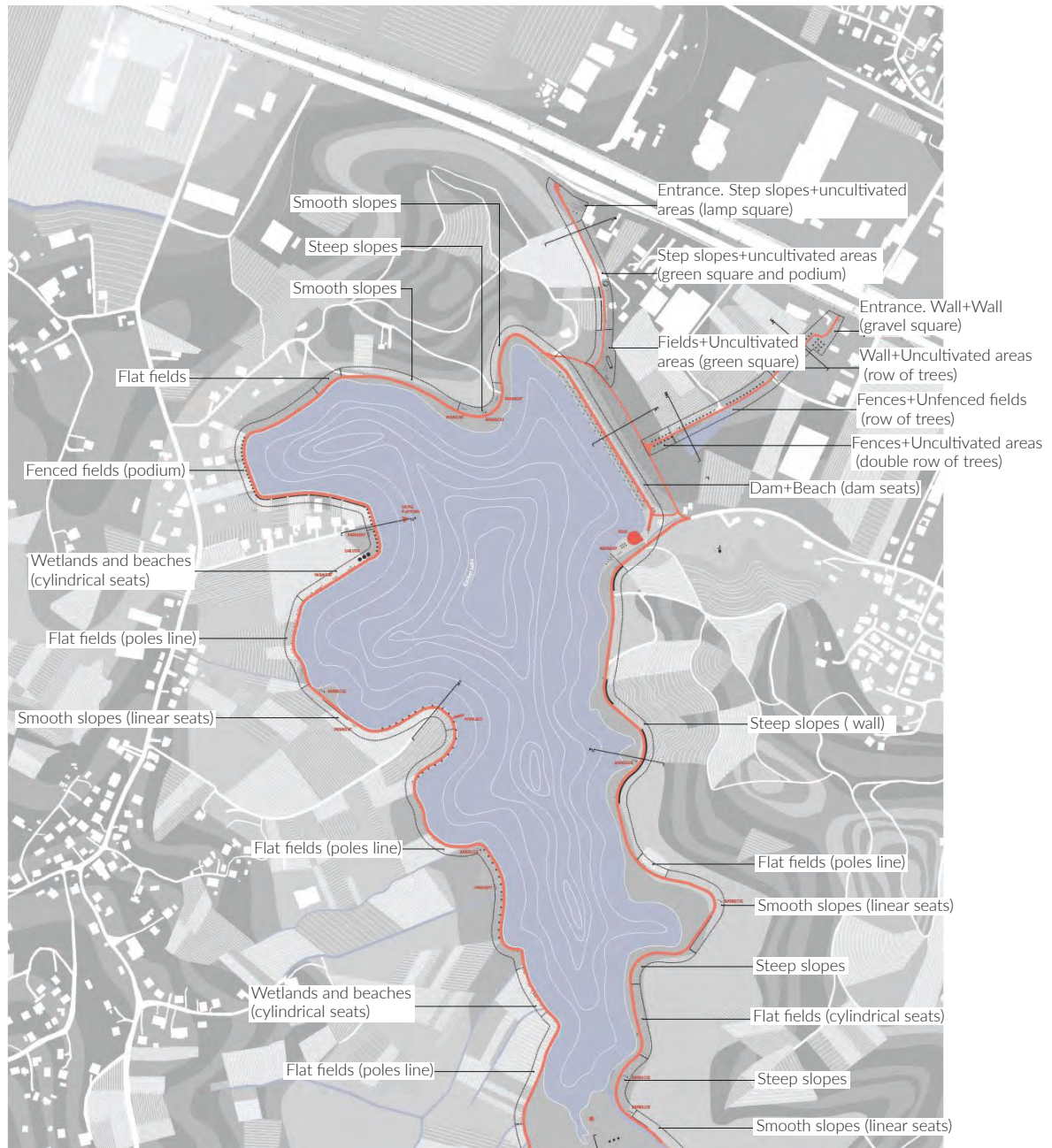
FROM THE EXISTING SITUATION TO THE PROPOSED INTERVENTIONS

All the paths have been divided into different scopes, according to the diverse environmental condition they crosses. Different scopes answers to the different configuration of the section perpendicular to the lake shore. They therefore call for a precise set of interventions, as explained in the following maps and subchapters.



Diagram of the scopes

- Steep slopes
- Smooth slopes
- Flat fields
- Wetlands and beaches
- Swamps
- Fenced fields
- Fences+uncultivated areas
- Fences+uncultivated areas
- Walls+uncultivated areas
- Wall+wall
- Agriculture fields+uncultivated areas
- Steep slopes+ uncultivated areas
- Steep slopes+uncultivated areas



Lake park Kashar /
Landscape drawing

Section of the park



1. Row of Populus Nigra Var Italica (PN)

Bole \varnothing 260 - 300 mm.

2. Dam seats

The earth dam is organized on its two sides as a natural bleacher, through the use of free-standing concrete seats. The lake side will provide the perfect space for fishermen, while the other side will face the Durana Valley, becoming a strong visual reference for the park from motorway.

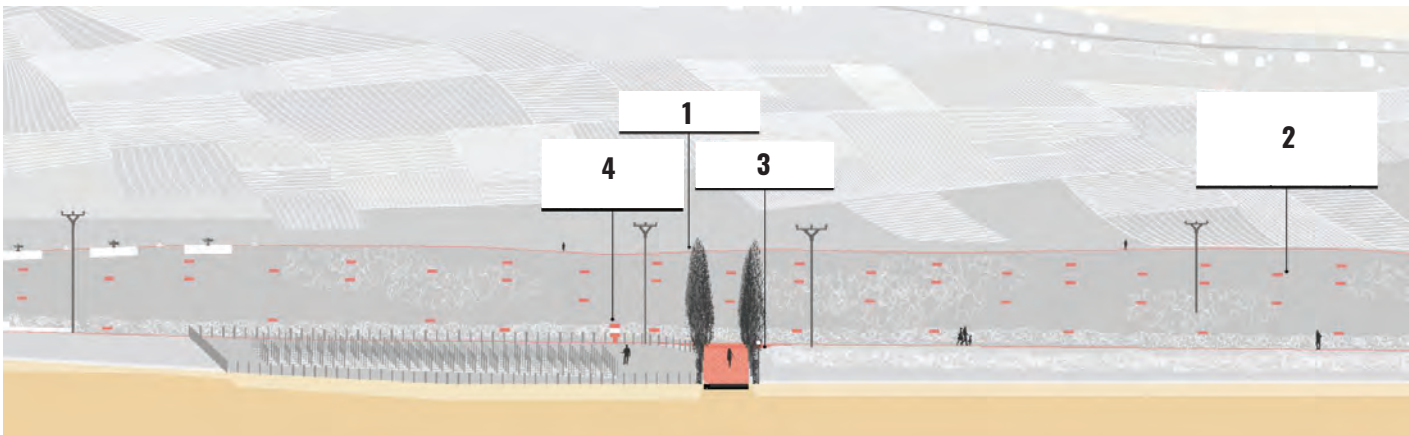
3. Lamps

L.00| street lights H. 4200 mm (types: L.00, L.01a, L.01b, L.02a, L.02b, L.02c, L.03, L.04)

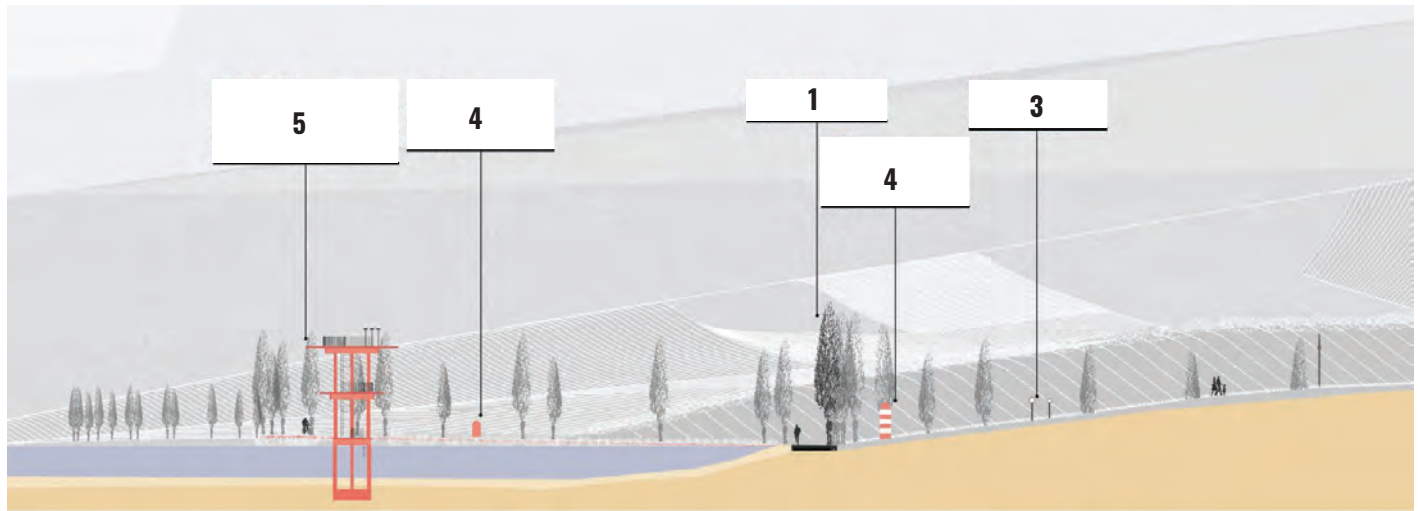
4. TOTEM

TOT.05| reinforced concrete cylinder with local inert materials. Diameter 1000 mm (types: TOT.01, TOT.02, TOT.03, TOT.04, TOT.05)

Section of the park



Section of the park



1. Row of Populus Nigra Var Italica (PN)

Bole ø 260 - 300 mm.

2. Linear seats

LS.01| reinforced concrete seats with local inert materials. TH. 45 mm, seat module 900 mm (type: LS.01).

3. Lamps

L.00| street lights H. 4200 mm (types: L.00, L.01a, L.01b, L.02a, L.02b, L.02c, L.03, L.04).

4. TOTEM

TOT.01| reinforced concrete cylinder with local inert materials. Diameter 1000 mm (types: TOT.01, TOT.02, TOT.03, TOT.04, TOT.05).

5. Diving platform

Free-standing concrete element placed inside Lake Kashar. It is composed by three layers of concrete triangular ceilings sustained by a system of crossing beams and cylindrical pillars. Additional elements: 3 panoramic binocular on the top level.

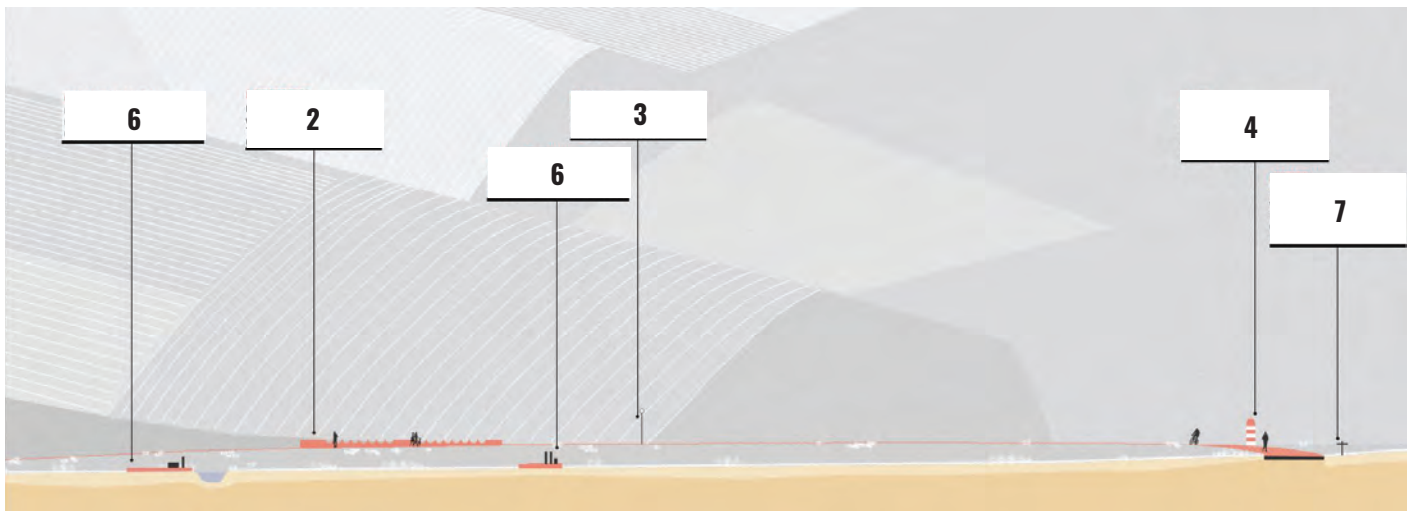
6. Concrete islands

D1.CI.03| reinforced concrete islands (types: D1.CI.01, D1.CI.02, D1.CI.03).

7. Poles (P)

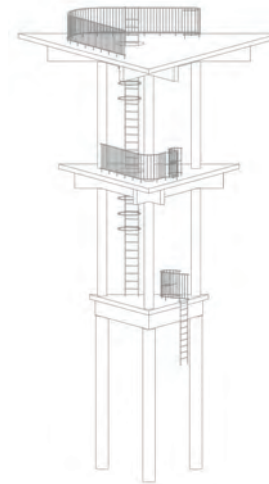
P.03| reinforced concrete pillars with local inert materials. Diameter 100 mm (types: P.01 / P.02 / P.03 / P.04 / P.05).

Section of the park



1. DIVING PLATFORM (9 M HIGH)

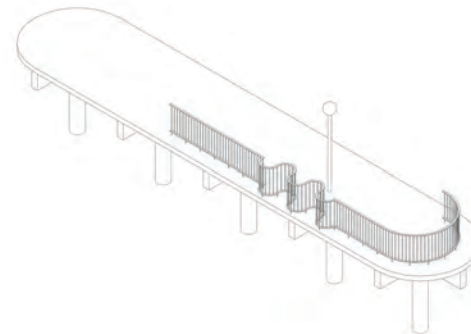
The Diving Platform is a freestanding concrete element placed on the west side of Lake Kashar, with a distance of around 35 m from the lakeshore, reachable by swimming or by boat. It is composed by three layers of concrete triangular ceilings sustained by a system of crossing beams and cylindrical pillars. The foundations will be poured on the lake bottom, according to the results of geological survey and topographic works, in order to have the first platform at the water level. A metallic light ladder passing through a circular hole in the concrete slabs connects the three levels, while a small metallic “swimming pool” stair help the visitor to climb into the first level from the water. On each floor a curved metallic handrail performs as a seat for the users. On the top of the diving platform, on the southeast side, three panoramic binoculars with a metallic base have been positioned.



Axonometric view / Diving platform

2. MIRALAGO (15M X 3M)

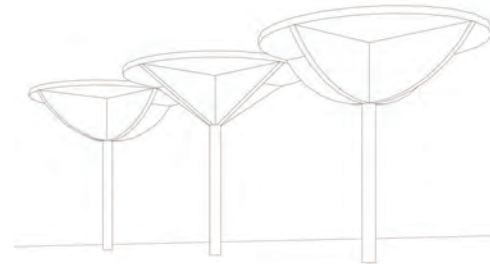
The miralago is a concrete structure overhanging the lake, a public platform which lays at an higher level than the lake, placed in a strategic position to perfectly frame the view of the lake and the artificial dam. The concrete slab is sustained by crossing beams, which in turn are supported by concrete cylindrical pillars placed underwater. The access to the platform (60 cm higher than lake shore) is guaranteed by a little red granite stairs volume with only two steps. The metallic handrail running along the Miralago’s perimeter offers, with his curved recesses, some seats for the visitors, to rest and contemplate the lake. In the exact central axe of the platform, a lamp will be positioned in order to point out the installation and make it usable during the night.



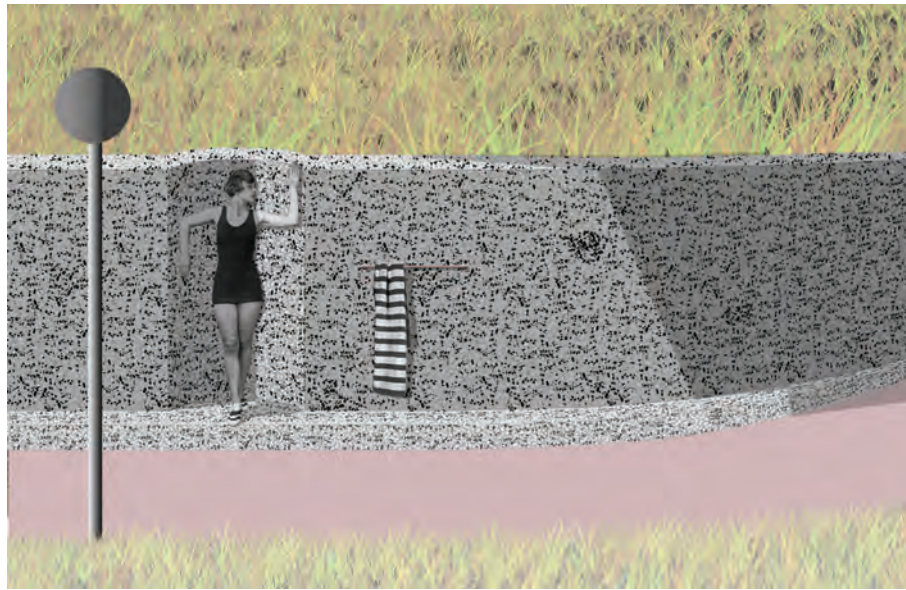
Axonometric view / Miralago

3. SHELTERS

On the lake shore, the association of three 5 m high circular roofing elements (ø 5m), positioned with a distance of 1,5 m between them, offers to the users a shadowed place during the summer. Like Diving Platform and Miralago, Shelter was conceived as a combination of simple elements (cylindrical pillar, thin crossing beams and rounded ceiling). In elevation, as the height is the same as the width (5m), the square proportion is maintained. The three Shelters are divided in two typologies: two of them have circular beams, the central one a triangular one.



Axonometric view / Shelters



Collage view /
Wall



Collage view /
Linear seats

4. BARBECUE

Six groups of concrete prefabricated elements for barbecue will be spared along Lake Shore Pathway. BARBECUE is a combination of four different components: brazier, a grill and a table with seats. These concrete elements are made of prefabricated cylindrical empty volumes, set up in the site.

5. PARAVENT

Wavy half tube concrete prefabricated structures which host facilities as showers (high version) or fountains (low version) inside their recesses. Free standing, they punctuate the paths around the lakes.

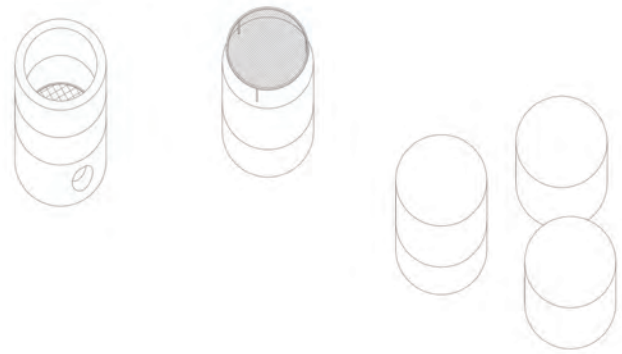
6. DAM

The earth dam is the key element which produces the landscape of the Kashar reservoir valley. It is a very delicate line which offers two very different slopes to the lake and to the valley. The proposed intervention here is minimal, but aims to maximize its impact. Concrete seats – different in sizes according to the face of the dam – are stuck in the earth and composed into geometrical grids. The lake side of the dam offers perfect spots for fishermen to sit, while the valley side provides panoramic sits to look towards the city from a higher perspective. The geometrical grid of white seats has the double scope of making the project visible and recognizable from the Tirana Durres motorway.

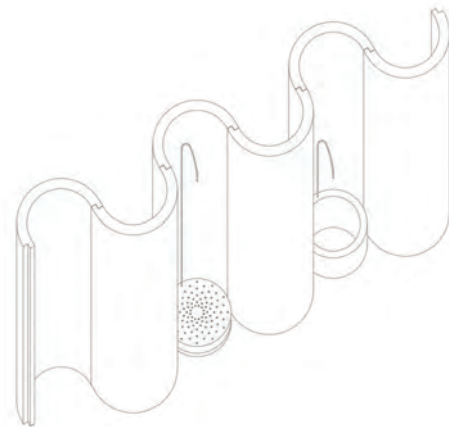
7. BEACH

The beach close to the bar is the only organized spot which – nowadays already – tests possible economical directions for the development of the lake. Being close to the bar, it is easily programmable. The proposed intervention starts from a list of what is missing to the actual beach : toilets, changing rooms, showers, a protected roof. The aim of the project is on one side provide a protected surface, but on the other to facilitate a certain ritual to access the beach.

Arriving from the dam, one has to pass through changing rooms before reaching the sandy beach. A brand new concrete roof marks the passage from the road to the proper beach. The roof partially falls over the coastline, covering part of the lake. Freestanding showers allow the sunbathers to refresh during the hot days of summer.



Axonometric view /
Barbecue



Axonometric view /
Paravent



Collage view /
Lines of poles



Collage view /
Double row of trees

03

LOT 1

INTERBAU/TU BERLIN + ATELIER LE BALTO + CORDA/EPOKA UNIVERSITY + UNIVERSAL

TEAM COMPOSITION:

CoRDA/Epoka University

Egin Zeka
Sokol Dervishi
Frida Pashako
Jurtin Hajro
Regina Vathi
Fitim Miftari
Fiona Mali
Denis Kalaja
Luan Mema
Genti Tavanxhiu

Inter BAÚ/TU Berlin

Rainer Hehl
Maria Fernanda Tellez Velasco
Asli Varol
Jonathan Schönberger

Atelier le Balto

Marc Pouzol
Véronique Faucheur
Eric Dessaer

Universal shpk

Endri Zhuleku

A new narrative for the future of the Durana Region cannot be developed from scratch, we have to start in media res—in the middle of things. Durana's reality, it's fragmented urban growth has to be accepted. The project Residual Arcadia is aiming at the strengthening of the landscape qualities in the region and the orchestration of urban growth in view of its ecological, social and economic opportunities.

Residual arcadia



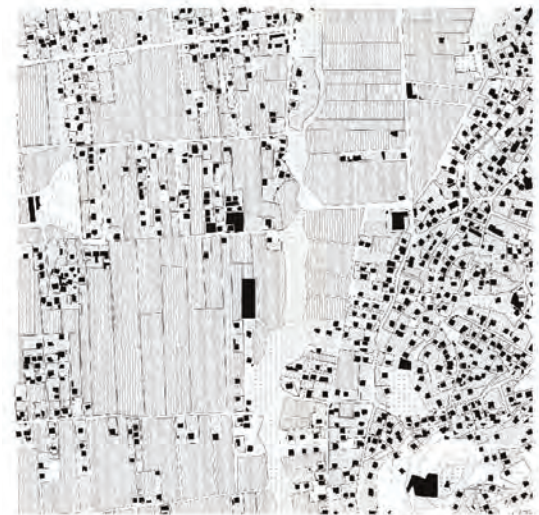
Durana's urbanized landscapes

Instead of being controlled by an overall masterplan, the Tirana-Durres corridor will rather gradually deploy its specific qualities if its fragmented texture will be embedded within the overall framework of the cultural landscape of the Durana Region. The future narrative for Residual Arcadia is composed by two constitutional elements: The Field and the Promenades.



Programmatic maps showing land-use, zoning and parcel structures

- Residential
- Institutional
- Abandoned green
- Agriculture



PERFORMATIVE PLANNING

Based on the two constitutional elements of the narrative for Residual Arcadia the performance of diverse actors and agencies will be tested through proto-typical interventions aiming at the exploration of the potential opportunities for the future development of the Durana Region.

The Durana Region is marked by green spaces that are more and more consumed by urbanization processes resulting in a heterogeneous patchwork that is neither representing the city nor the country side or pristine nature. The project accepts the hybrid nature of urban sprawl but considers the landscape as the framework that holds the divers patches together. Through the mapping of divers green and urbanized spaces the project will identify in the beginning where the greening strategy and prototypical developments have to be applied. The research will be undertaken in collaboration with the academic context and includes field research on site if the information is not yet available. The analysis will be based on 5 different scales of intervention.

Ground map versus green spaces





Landscape actors

CULTIVATING THE LANDSCAPE

The main quality of the Durana Region lies in its landscape features: the topography of the Tirana-Durres corridor, its land that has been cultivated by the Albanian people and that is marked by the abundant vegetation of the Mediterranean. Residual Arcadia develops the cultivated landscape of Durana further by paying particular attention to in-between and left-over spaces. The planting scheme aims to highlight the site's identity in different scales and places through the introduction of different actors (trees, shrubs, vegetables and climbing plants). The implantation of specific trees provides a tool for territorial measurement and development. They

can be used as landmarks along the promenades and stage paths, residual spaces, agriculture & urban landscape.

An arrangement of trees with lower shrubs and plants will create various atmospheres. This method aims to implant the projects progressively within the sites without adulterating them, but rather amplify their own characteristics. The recognizable and adapted vegetal basis will interweave with the existing landscape as well as encourage and guide agritourism within a sustainable agriculture development.

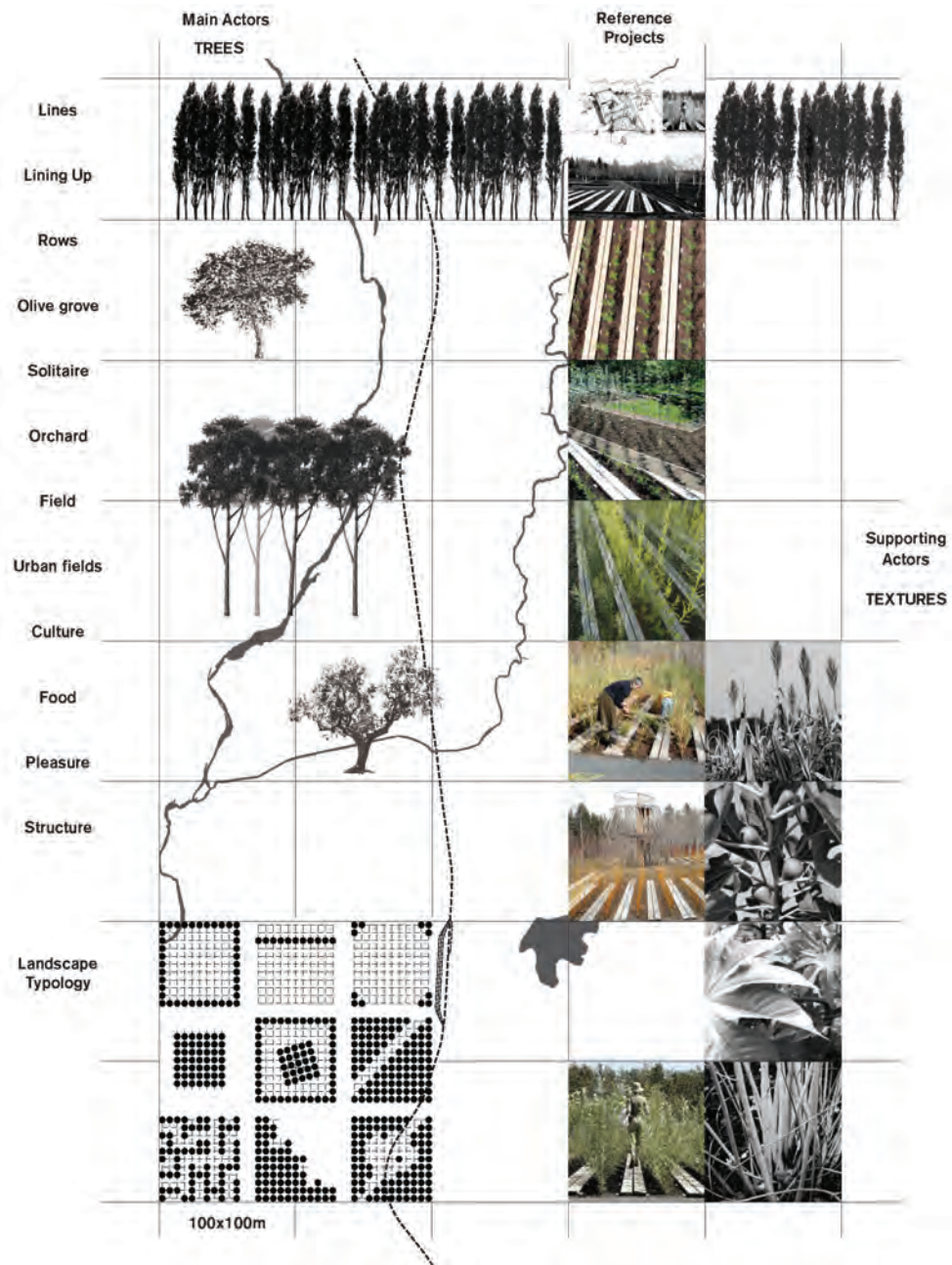


Diagram showing the various ways of using planting actors: a framework, a clearing or the use of lines in the landscape

1. Diagram showing the various ways of using planting actors: a framework, a clearing or the use of lines in the landscape.
2. Voluntary Work' executed by the Albanian people in the 70 s.



CITIZEN PARTICIPATION

The future vision of Residual Arcadia is anchored in the concept of an archipelago of urban and rural fragments that are embedded in an overall green carpet of arcaded landscape. Both, the green carpet and the fragmented urbanized patches are to be developed according to negotiation processes and mutual agreements between various communes and stakeholders. Working the fields collectively is traditionally anchored in Albania pertaining to the socialist period. What has been framed as ‚People’s State Power’ or ‚Voluntary Work’ contributed largely to the construction of infrastructure and the modelling of the landscape for terraced agriculture and for drainage systems in the marchlands. By introducing ‚Activators’ the project proposal refers to the performative quality of collective action for the implementation of the planting schemes through ‚Action Gardening’—public happenings that will enhance the identification with the place.



Temporary structures activating the sites during the phase of implementation and creating visibility for the project



Collage view / Double row of trees Temporary structures activating the sites during the phase of implementation.



Introduction of planting patterns as preparation for performing the art of Action Gardening.

A ctivators are temporary structures that operate as billboards announcing the planting performance and the installment of public equipments with the contribution of locals, students and other professionals. The “activators” remain on a site during the gardening activity and will be removed to another location as soon as the initiation phase of the project is finished.



1. Observatory located on the border between bucolic landscape and the fragmented urban.
2. Observatories for the landscape are marking the field serving as viewing towers and centers for civic action.

COORDINATED DIVERSITY

Qualitative improvement of the Durana Region can only be achieved through coordinated orchestration and with the constructive will of the people. Programmatic diversification, consciousness for natural resources and a certain level of self-organization are crucial preconditions for a new type of living model situated between city and nature.

OBSERVATORIES

After activating specific locations with greenery and public equipments observatories will be installed in order to guarantee sustainable development of the area on a long-term basis. Observatories are viewing platforms for the contemplation of the Residual Arcadia of Durana. They can also contain public programs such and they act as civic centers for the negotiation of local planning initiatives.

The observatories are situated along the promenades that cross the longitudinal stretch of the Durana area and they are meeting places for stakeholders, agencies and institutions across local commune structures. As each of the observatories is related to a specific topic. They can also extend their function as research centers and laboratories for planning innovation. With the creation of various promenades various locations will be linked that can serve as test-sites for the future development of the Durana Region. The promenades are enabling an understanding of the site in direction of the cross section and they serve also as connectors for the longitudinal paths: the highway, the secondary road, the railroad track that will be transformed in a green bicycle path and the roads in the hinterlands. They are stimulators for the establishment of new mobility concept and they are scenic pathways that enable to experience the cultural landscape of Residual Arcadia.

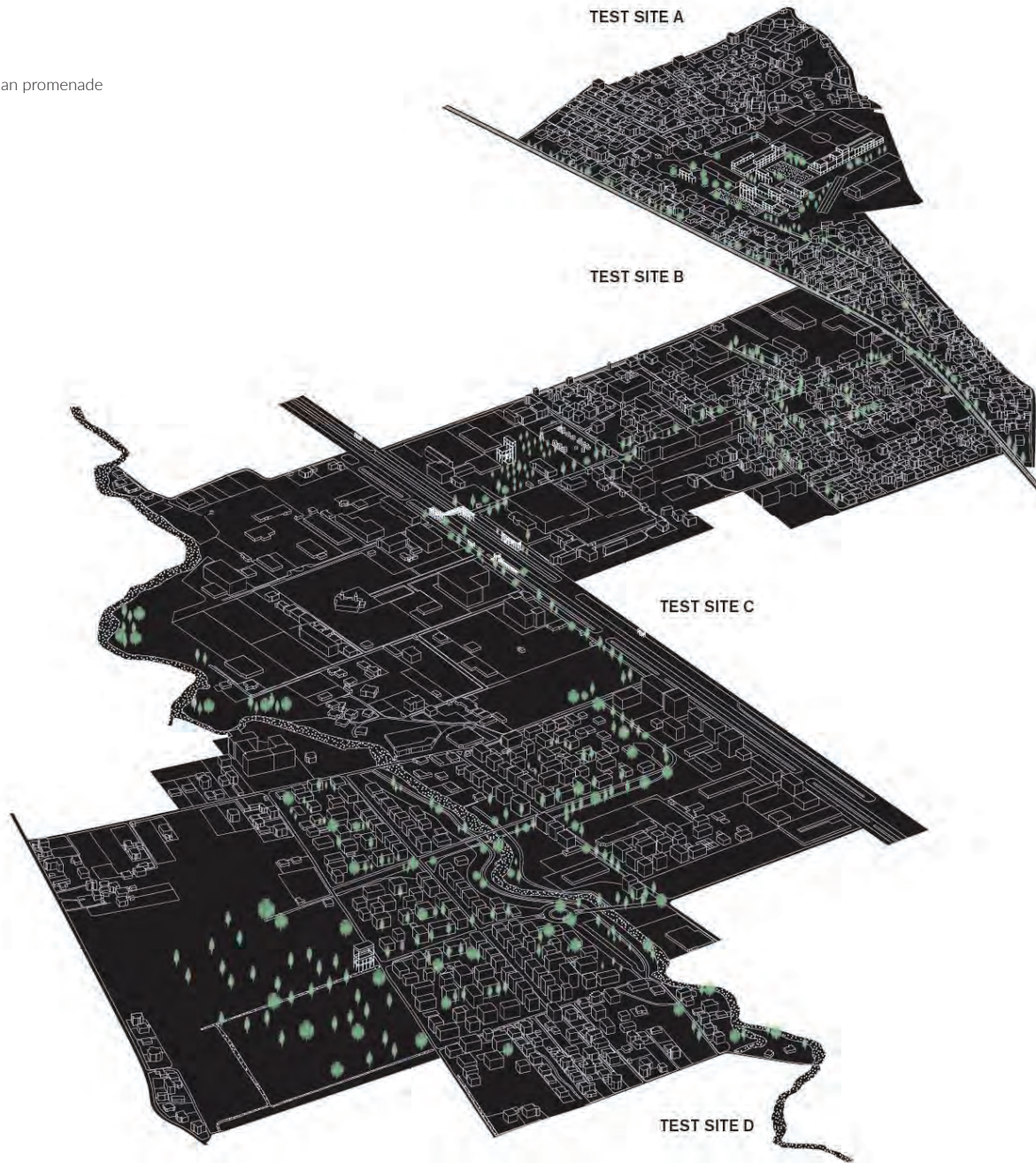


DURANA ECONOMIC CORRIDOR



View of the city

Urban promenade





Images from test site A



Images from test site B

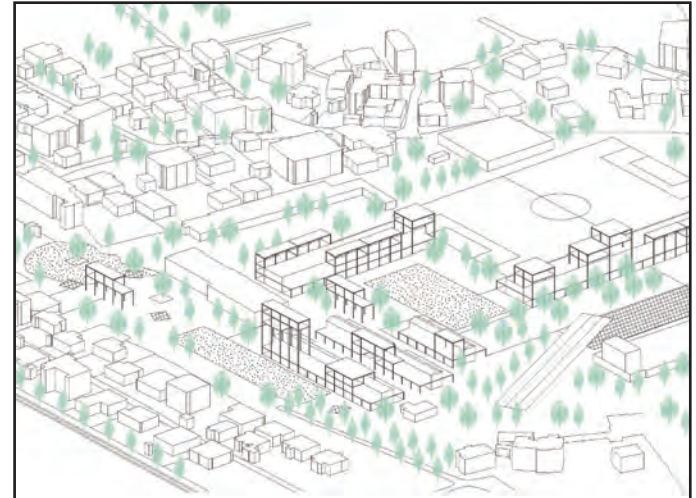
TEST SITE A

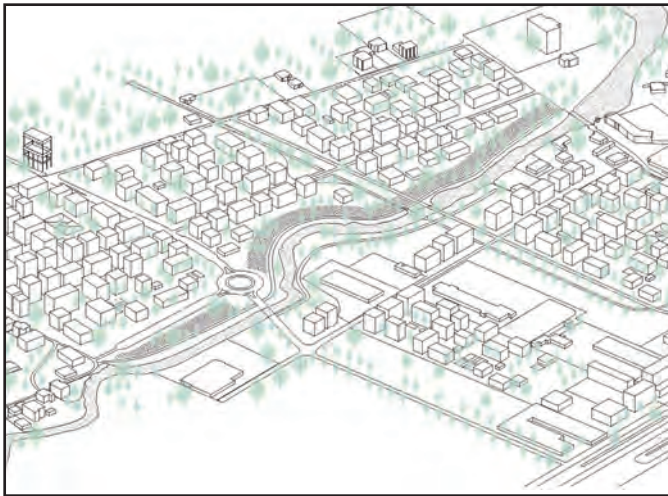
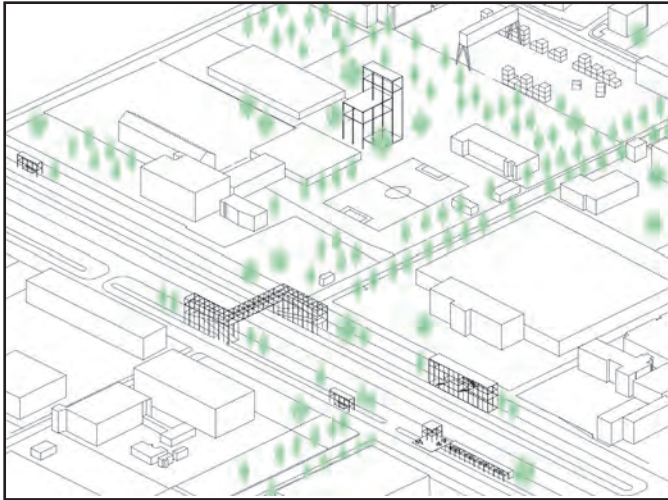
Recreation and sports complex. Rehabilitate and adaptate the existing structure for recreation and sport complex. Introduce plazas within the community.

TEST SITE B

Activation of the bicycle path and abandoned properties. Turn the railroad track into a green bicycle path. Activate abandoned properties with landscape strategies to revitalize the neighborhood.

Axonometric view of the test site





Images from test site C



Images from test site D

TEST SITE C

Bridging and activation of the secondary street and educational spaces. Rehabilitate and adaptate the existing structure for recreation and sport complex. Introduce plazas within the community.

TEST SITE D

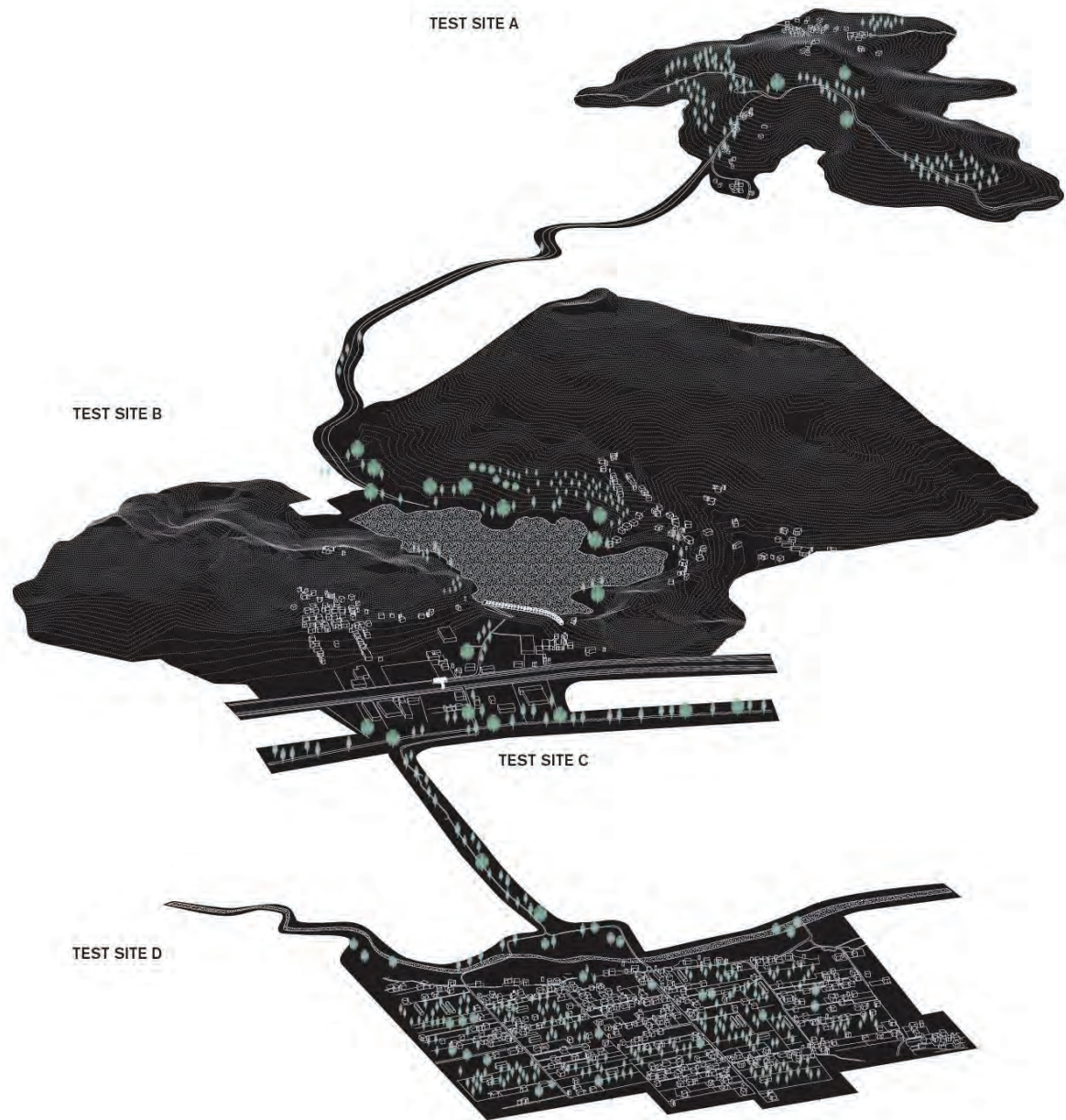
Urban expansion and re-naturalization. The re-naturalization works as process of negotiation with the community by providing building permission in exchange of maintaining the front river.

DURANA ECONOMIC CORRIDOR



View of the lake

Rural promenade





Images from test site A



Images from test site B

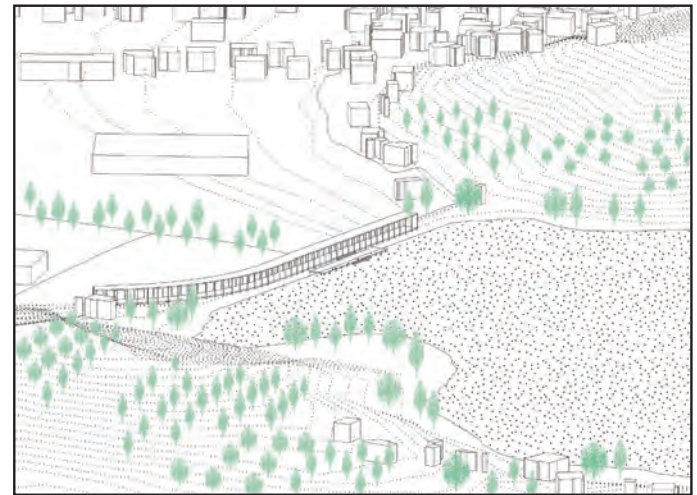
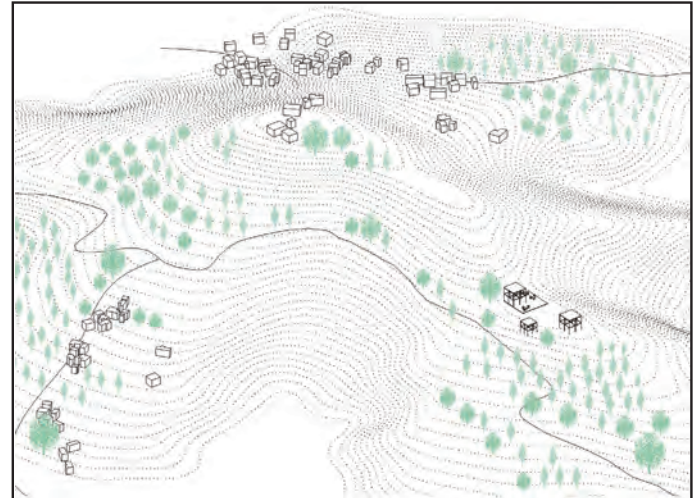
TEST SITE A

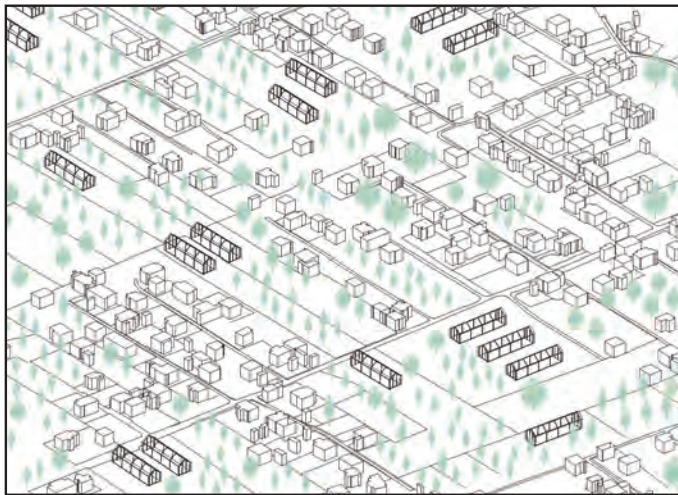
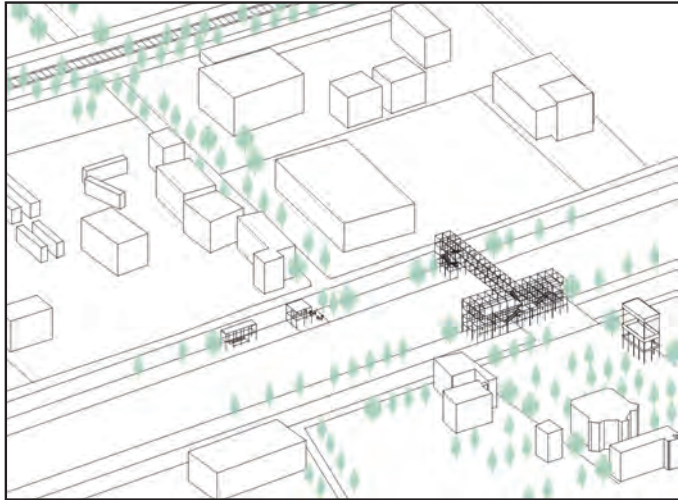
Agricultural site in the hills with restaurant. The restaurant, as part of an agritourism corridor, benefits the farmers and the development of the local economy.

TEST SITE B

Observatory for the landscape with civic center & research laboratory for agriculture. Implement a terraced system to cultivate olive trees as part of a community network. The specific vocation of the territory allows different green houses surrounding the Kashar Lake. Create a research laboratory for innovative agriculture.

Axonometric view of the test site





Axonometric view of the test site C



Axonometric view of the test site D

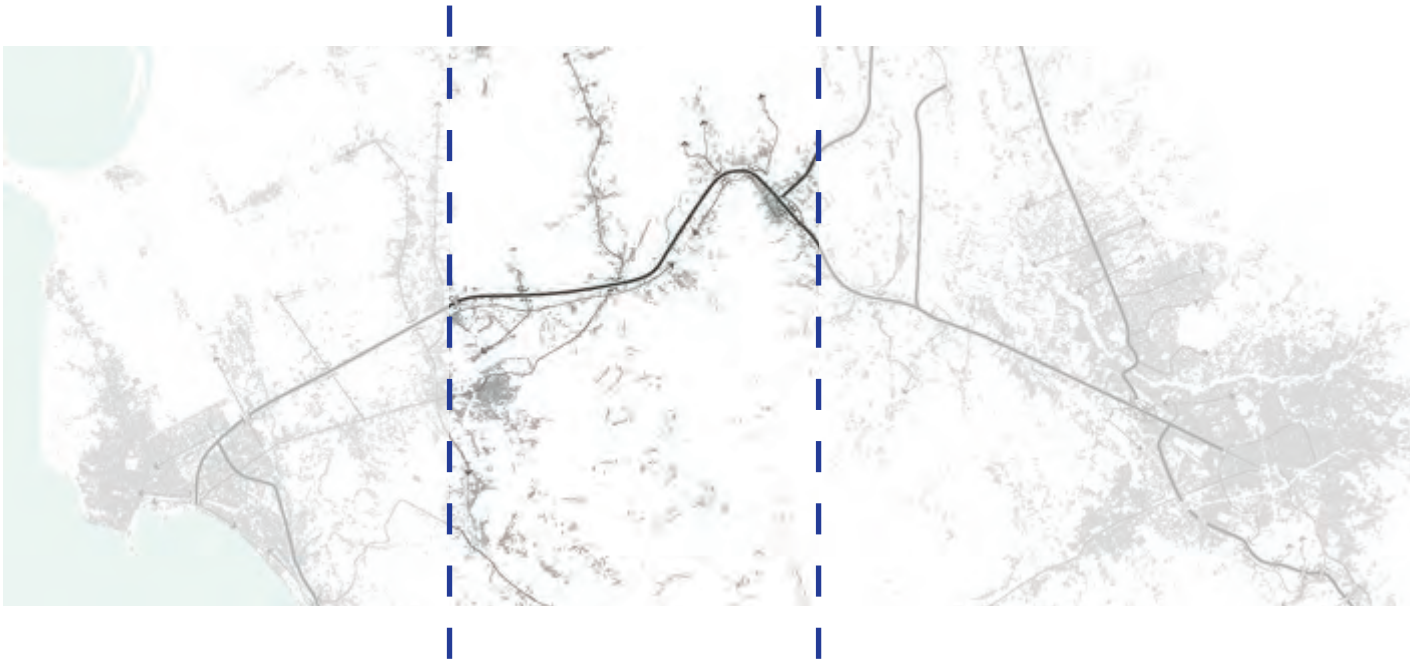
TEST SITE C

Agricultural site in the hills with restaurant Public equipment with green bridge & green railroad path. The green treatment on the bridge structure, works as a buffer between the highway and the neighborhood. Different services provide a diversified street scape.

TEST SITE D

Green houses as activator for agriculture in flat surfaces. Stimulation of agri forestry to create a more diverse and profitable land-use system. Prohibit blind walls that restrict the views in favor of interactive property divisions.

LOT 2



TEAM COMPOSITION:

International architects

Martino Tattara - Dogma
Pier Vittorio Aureli - Dogma
Luciano Aletta - Dogma
Ophélie Dozat - Dogma
Hubert Holewik - Dogma
Ezio Melchiorre - Dogma
Giovanna Pittalis - Dogma

Local Architects

Ermal Blea - B&L Studio
Doriana (Bozgo) Blea - B&L Studio
Roland Lika - B&L Studio
Artan Gjoni - B&L Studio
Orlen Ramzoti - B&L Studio

Designer

Andrea Branzi

Structural engineering

Agim Seranaj

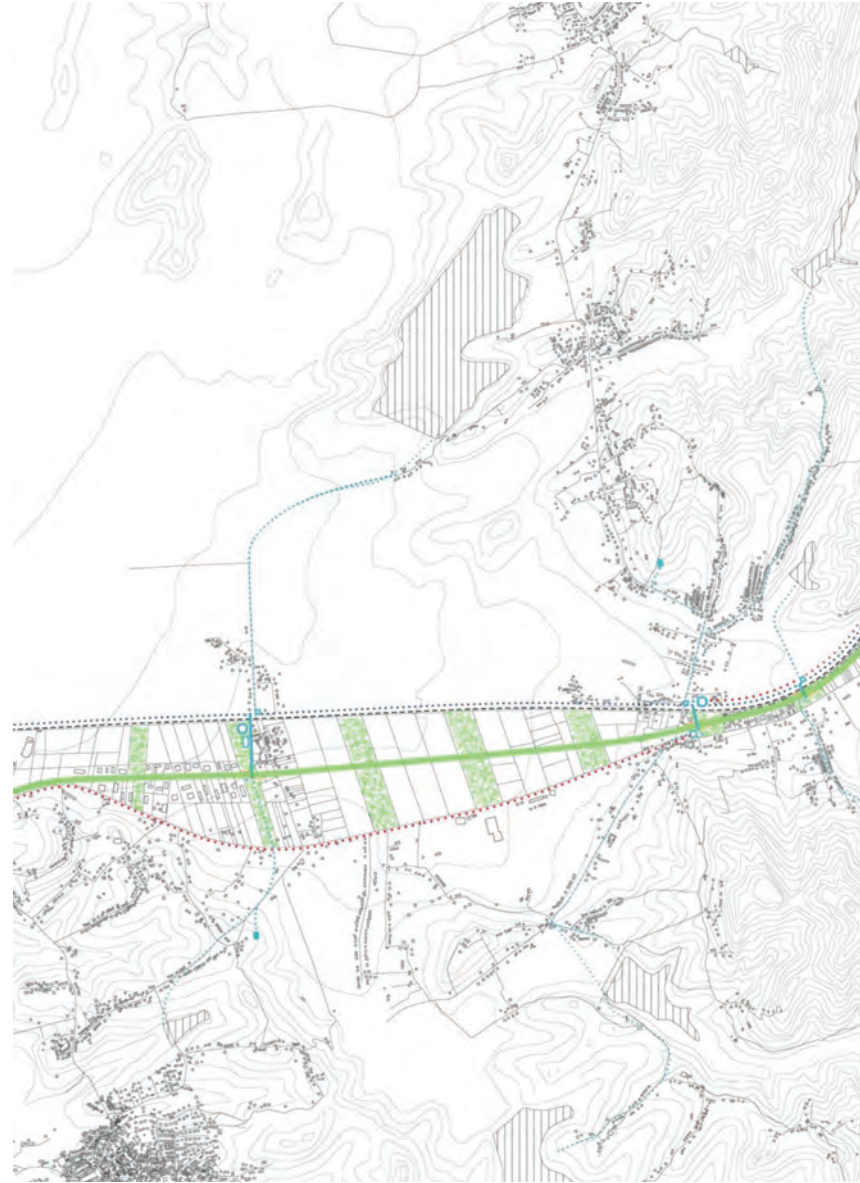


The highway that connects the cities of Tirana and Durrës offers an extraordinary opportunity to develop a strategic project at the scale of the territory. If until now the motorway corridor has been conceived as a transit infrastructure and as support for the industrial facilities located alongside it, our proposal is based on an understanding of the corridor as a complex system in which the existing hilly landscape, the villages, the rail and road infrastructures are all active part of our attempt to give a definition to this linear urban condition. Rather than starting from a tabula rasa, our approach is based on the possibility to transform what is already there through minimum, punctual and affordable interventions to be implemented in phases.

Plan of interventions

EASIER TAKEN SLOW / A PROPOSAL FOR DURANA

Overall, the project capitalizes on the unique character of the corridor making it a recognizable feature in its own right - a strategically urbanized spine that cuts a section across the Albanian territory, from the Mediterranean Sea to the countryside and further to the inland capital. At the core of such a rethinking of the corridor, we imagine the establishment of a sequence, or rhythm. The highway is a continuous element but it threads together very diverse environments; for this reason we envision the new corridor as a sequence of elements rather than as a homogeneous linear development. As the area is witnessing a rapid growth, there is a need to find in this sequence a structure that would turn it into a readable rhythm. Establishing a rhythm means to construct a logic for new development, giving hierarchy to the urban tissue while preserving empty space both for environmental reasons and future growth.



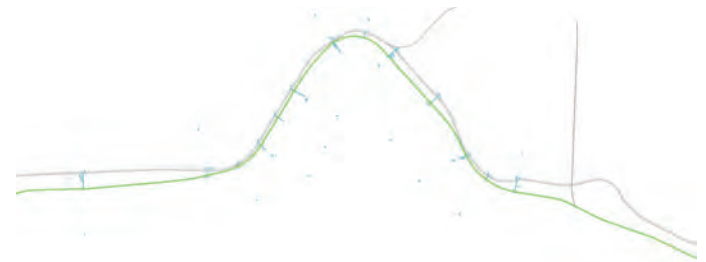


In order to structure our assigned stretch of the corridor (lot 2) between the villages of Borakë and Berxullë, we propose to look at the linear corridor not just as the combination of the motorway and the buildings development occurring along it, but rather as a bundle of different transit infrastructures, existing and potential. These would become the structuring backbone for the future development of the area. While the motorway remains as the main fast transit connection between the cities of Tirana and Durrës, we suggest the completion of the parallel roads that –partially already under construction– are positioned in the north and in the south of the motorway axis. These two roads will be used for both local transit and to access the plots of land along the motorway where industrial and distribution facilities are currently and in the future to be located. Instead of entering in these plots directly from the motorway, we propose that access takes place only from these secondary parallel roads, liberating the motorway from the numerous exits that now undermine its functioning as a modern infrastructure.

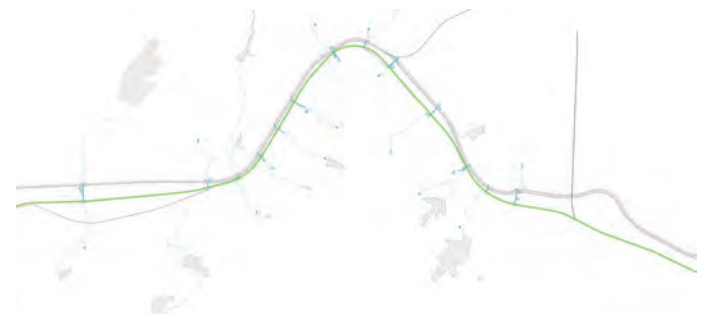
Complementary to the road infrastructure, we propose the rehabilitation of the current train line. This should become the main public transport system between Durrës and Tirana. Given that both people and goods will be transported via this infrastructure (Durrës is the main national harbor and this line expands both towards the north and the east of Albania), we propose to double this line so that both trains and trams could simultaneously run on it in both directions. While the train line will be dedicated to goods and inter-city connections, the tram will stop more frequently and allow shorter transit to and from the villages in the corridor. This new tram line, a traditionally urban element, will also be instrumental towards the definition of the imaginary of this urban entity – Durana.



Infrastructures



Pilot projects



Final configuration



A view of the road / Maritime pine Trees as the simplest and powerful architecture of the road

Complementary to these infrastructures, we propose the rehabilitation of the numerous existing paths and their combination into a coherent and continuous slow mobility network for pedestrian and bikes. This new system capitalizes on the Albanian tradition of biking, that widespread in the past still takes place in few instances in some Albanian cities like Shkodra and Tirana. This new network will allow inhabitants to move around in a safe and quick way without relying only on private mobility. Bikes are the ideal mean of transportation to quickly get from more or less any locations along the corridor to the nearest tram stops. Here bikes could be parked and journeys could continue by tram (although on the short term the same logic would function with bus stops located along the motorway). This quickly drafted system of mobility would not only be beneficial for the inhabitants of the corridor, but would allow all residents of Durana to profit of the large hilly region contained between the motorway and the old southern national road between Durrës and Tirana. This green core is still a largely unexplored region, rich in natural resources, lakes and many other local and historical attractions. Thanks to this new system of mobility and accessibility this green core would easily perform as a large regional park.



Unbuilt "green" cores / Land use



Industrial area / Land use



Agricultural / Land use



View of Vorë from the bazaar / The bazaar is a simple and generous hypostyle structure that allows different uses and programs. The bazaar offers a space for small scale trade and informal economy

DURANA ECONOMIC CORRIDOR

Architectural elements

1. Tram stop
2. Bazaar
3. Civic center / School
4. Pedestrian bridge
5. Belvedere



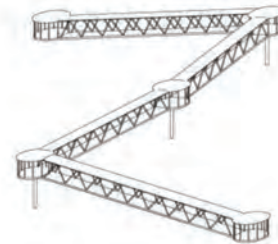
1.



2.



3.



4.



5.

This new territorial structure establishes a fruitful and deep relationship with the territory it is supported by. By moving along the various trajectories as they have just been briefly described, it becomes clear that the motorway is not anymore the only territorial catalyst along which development is set to occur, but that the section at stake is much larger. The urban tissue clustering along the highway, in fact, is not homogeneous but rather layered in stripes that vary in texture, scale and character, ranging from the more industrial interventions along the infrastructure to the residential areas that peter out towards a more agricultural context, especially towards Durrës. This quality gives further richness to the corridor that in fact should not be seen as a two-dimensional line but rather as a series of cross sections that touch a deep slice of territory.



The inner courtyard of the civic center.



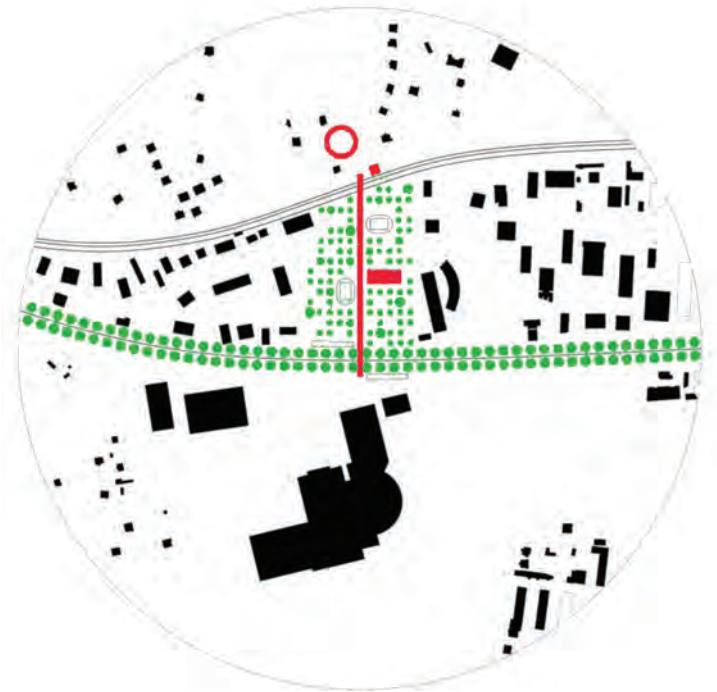
View of the pedestrian bridge.

Pilot projects

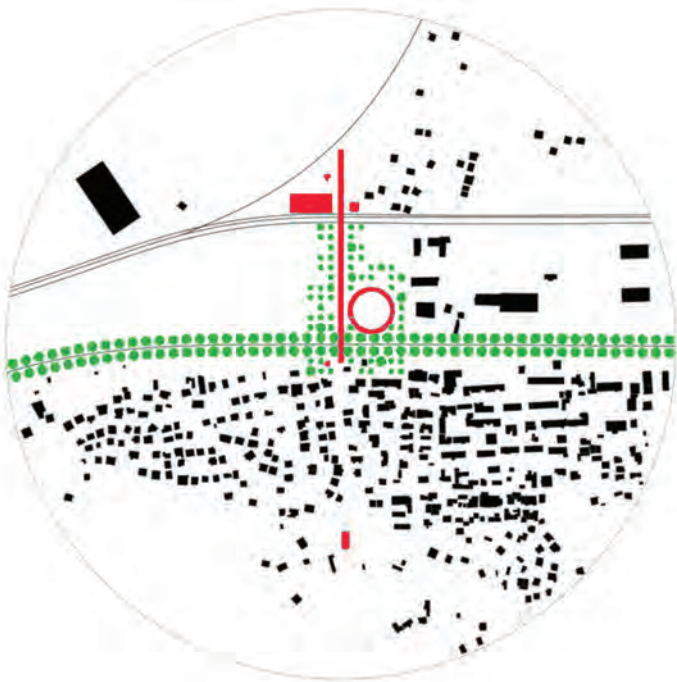
For this reason, our entire proposal can be read as the establishment of a new ritual of the territory, a new rhythmic potential movement along the different sections that are part of the new territorial backbone of the Durana corridor. This rhythm is constructed through the alternation and succession of multiple and different conditions and elements: built and un-built, the changing speed of transits and movements, but also through the positioning at specific intervals and locations of punctual elements as collective facilities and vegetation. Following this general framework and understanding of our intervention, we would like to offer a more detailed description of the components of this strategy.

This new rhythmic structure will be first experienced along the Durrës-Tirana motorway. Although here cars travel at high-speed as in any other motorway, the functioning of this infrastructure is that of a national road, with multiple exits and entry points and minimal provision of adequate junctions and interchanges. We suggest transforming this road into a modern, safe and efficient motorway, with few junctions that, connecting the motorway with the parallel secondary roads, would lead to the industrial sites. Along the trajectory of the motorway, rather than allowing for continuous and unabated development of industrial site as the current land-use map suggests, we propose to maintain at regular intervals along the motorway (every approximately 750 m) large portion of land freed from any construction. Rather than proposing where to build, we suggest areas not to be built. These sites could be planted with olive trees, an element reminiscent of the traditional Albanian road landscape. In terms of the motorway section and visual quality, we propose to flank both sides of the carriageways with pine trees. These elements, along with Oleander plants to be possibly placed in between the two carriageways, would transform by mean of vegetation the road into an architectural experience reminiscent of similar beautiful motorway's landscapes in other Mediterranean countries.

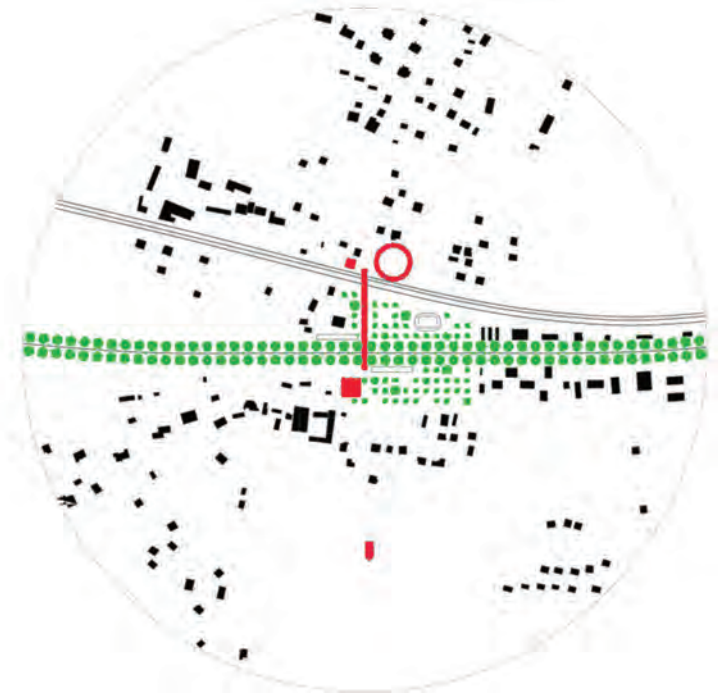
MAMINAS

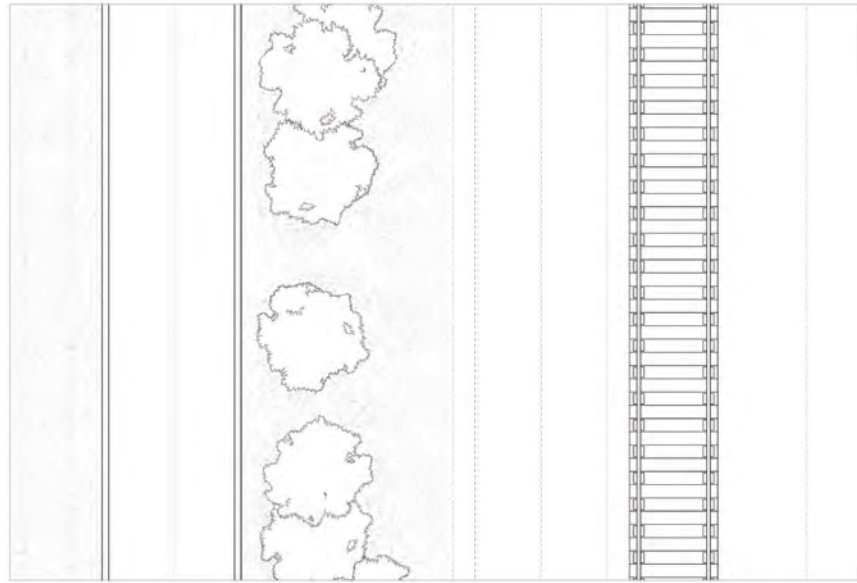


VORE



BERXULLE





Bike express-way / Plan

At regular interval along the motorway, pedestrian/bike bridges allow safe connection across the two sides of the motorways. These bridges, to be built over time and in phases, are based on a simple steel construction technology and could be easily and quickly mounted on site, similarly to Lele's intervention in the city of Salvador de Bahia (Brazil, 1986-88). These bridges stretch from the train/tram stops located on the northern side of the motorway to other relevant points on the southern side (either existing villages as Vore or main crossings). The bridge becomes also the supporting spine for collective facilities. These will be located adjacently to the bridge's trajectory and will be accessed from the bridge via ramps.

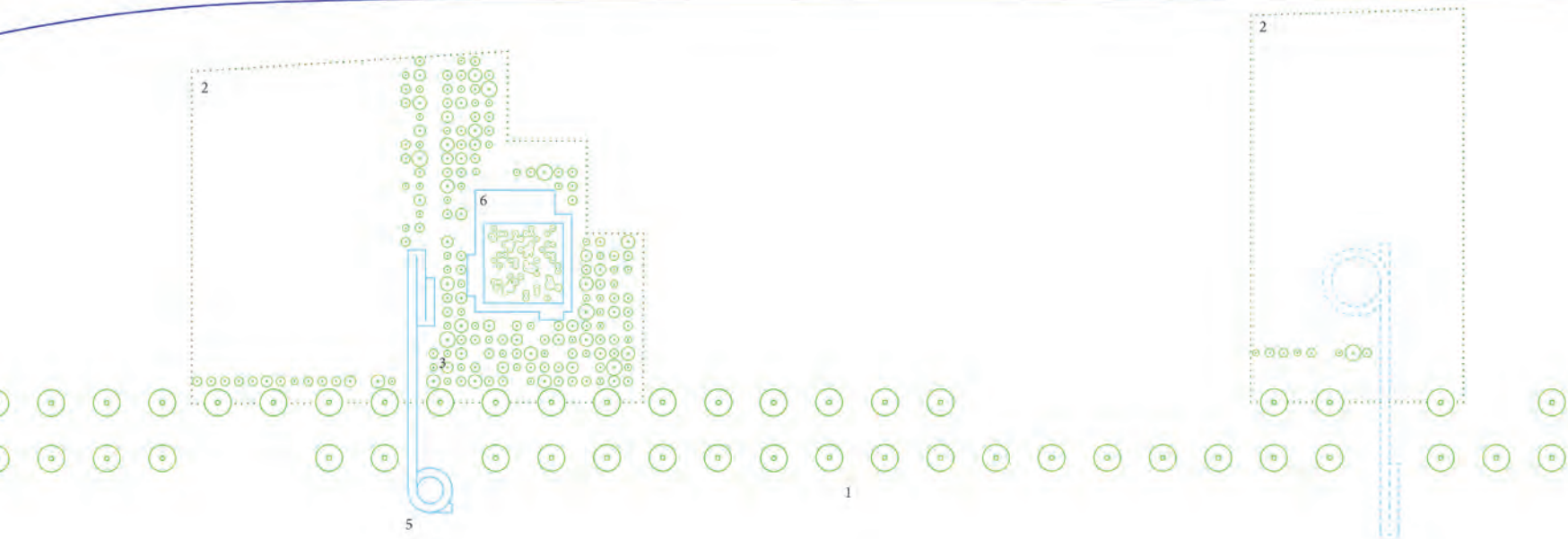


View from the tram stop



View from pedestrian path towards Vorë

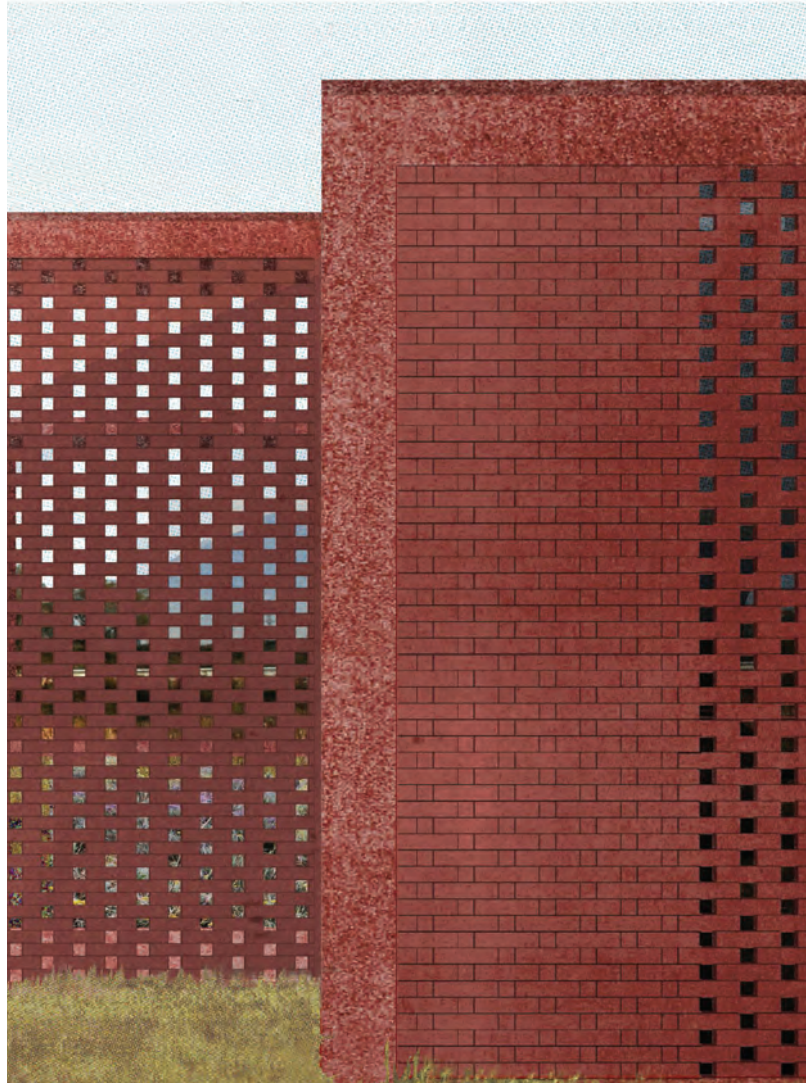
A new tram line along with a continuous network of bike paths establish an idea of the urbanity in a territory far from being a city.



Vorë / Interventions

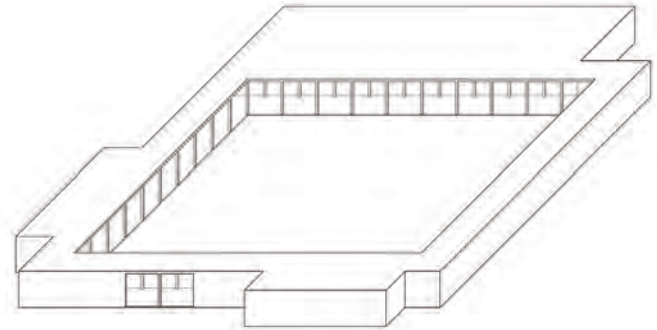
The programmatic definition and location of the collective facilities to be located along the bridge change according to the local conditions. These are imagined as civic centers, schools, kindergartens, libraries, bazaar and as the train/tram stops. While the first functions are imagined as a circular building, an introverted typology that could be located even adjacent to the motorway, the bazaar is imagined as a simple multifunctional covered structure. A very relevant function that could be contained in the first proposed typology is education, intended both in the traditional form of schools and in the forms of professional and vocational training.

Given the changing economic condition of the Durana region, with the rising of a craft and agricultural economy over the construction industry, we believe that there is a specific need to equip this region with vocational training centers.

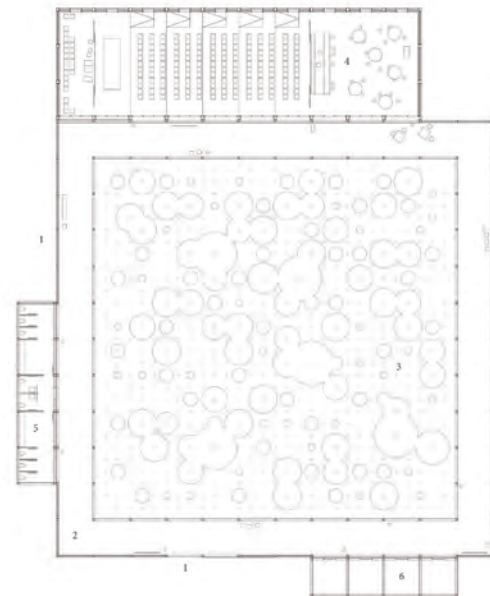


Vorë civic centre /
Facade detail

Vorë civic centre / Axonometric view



Vorë civic centre / Plan



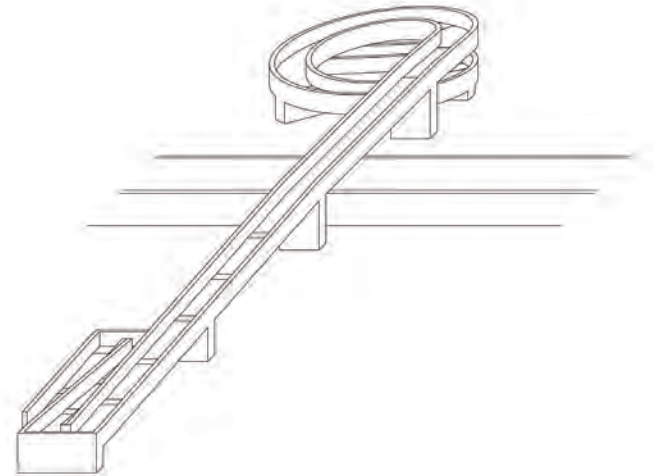
Accessible from the main town centers there are a series of belvedere, platform that allow visitors to look back at Durana from different locations. The belvedere are the simplest architecture possible: a platform whose shape follow the stipe topography of the hills. We imagines the belvedere as places outside Durana and yet directly facing this emerging urban entity. They allow citizens and visitors to understand the place they live or visit and at the same time offer a base to further walk towards the hills. Unlike the hectic life of Durana, the belvedere are places of serenity and meditation.





Vorë pedestrian bridge I / Plan

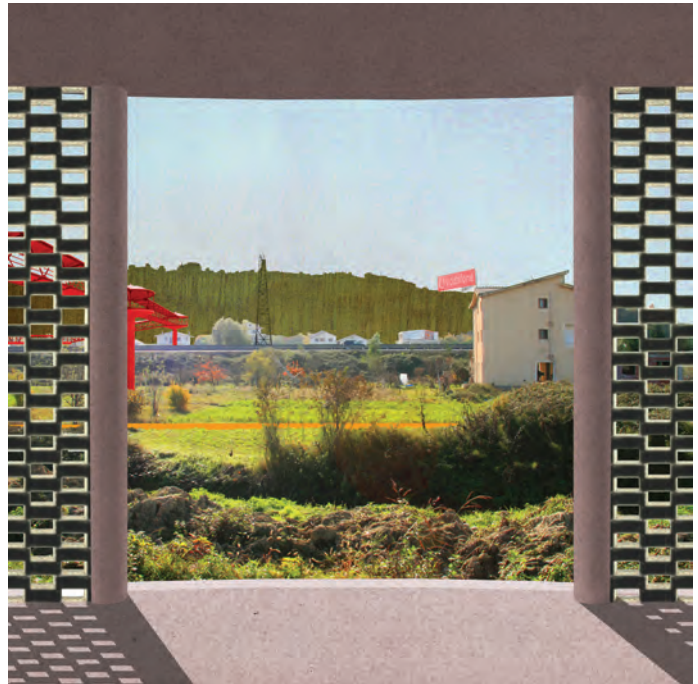
Next to these main components, the rhythmic territorial structure is also defined and reiterated through a molecular system of small facilities located along the various trajectories. Tram stops, bike parking, fountains, places of rest, etc. would all contribute at reinforcing a sense of the urban in a territory that is still very alien from it. Imagining the corridor as a rhythmic sequence also means to consider it as an artifact to which a multiplicity of actors contribute to, both private and public, and of all scales – from small individual enterprises to the national state. For this reason such proposal can be built in various phases, accommodating multiple stakeholders’ agendas and the expected different levels of available resources over time. To start, we would like to propose to engage with three critical sections along the corridor: at Vorë, Maminas and Bërxulle. In these three locations, the first three pedestrian bridges could be built along with first collective facilities. We believe that a Durana conceived as a sequence of rhythmic parts could frame the interaction of these different actors, while still delivering a readable form to the territory which would make the intervention not only flexible and open to negotiations, but also distinctive and beautiful in its own right.



Vorë pedestrian bridge I / Axonometric view



The new Vorë motorway-front.



View of the motorway from the civic center in Maminas.

04

LOT 2

BOLLES+WILSON + UTS 01

TEAM COMPOSITION:

Architect and Urban Planner

Bolles + Wilson

UTS 01

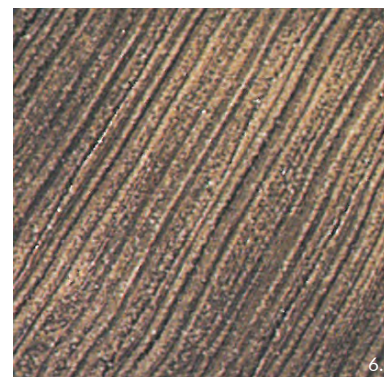


The 7 ORBITS are networking protocols for reformatting ecologies of circuitry endemic to the Tirana-Durres Highway. As highway enhancements they stitch together where the highway divides; define and format zones of protected agri-landscape - zones who's precise circular delineation gives rhythm, order and a spatial choreography to the experience of landscape; give networked access to between areas that now become locally and regionally connected; designated sites for future development - residential or commercial, formal or informal.



The result of the highway - Orbit/Concept protected landscape - densification in the zones between.

Each ORBIT involves an off and on-ramp connecting the highway to a circular distribution road (a very large scale traffic roundabout). ORBIT ring roads (ORBITS 3,4,5) are tree-lined - demarcated by poplar trees - planted with a 5 metre spacing - framing the building-free orbit-field - protected landscape.



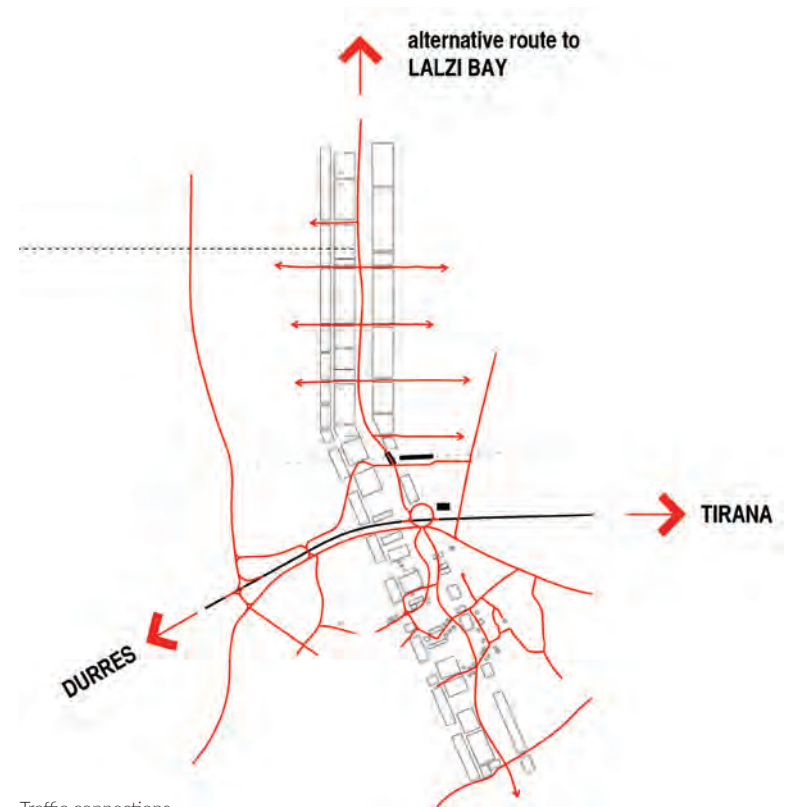
- Orbit 1: The Sallmone Sukth-Greenhouse strip.
- Orbit 2: Leisure functions in the mountains.
- Orbit 3: Business park.
- Orbit 4: Paintball.
- Orbit 5,6: Protected landscape.
- Orbit 7 : Grand Voré park.
- Orbit 8 : Pine forest.

WEST BORDER - THE SALLMONE - SUKTH GREENHOUSE STRIP

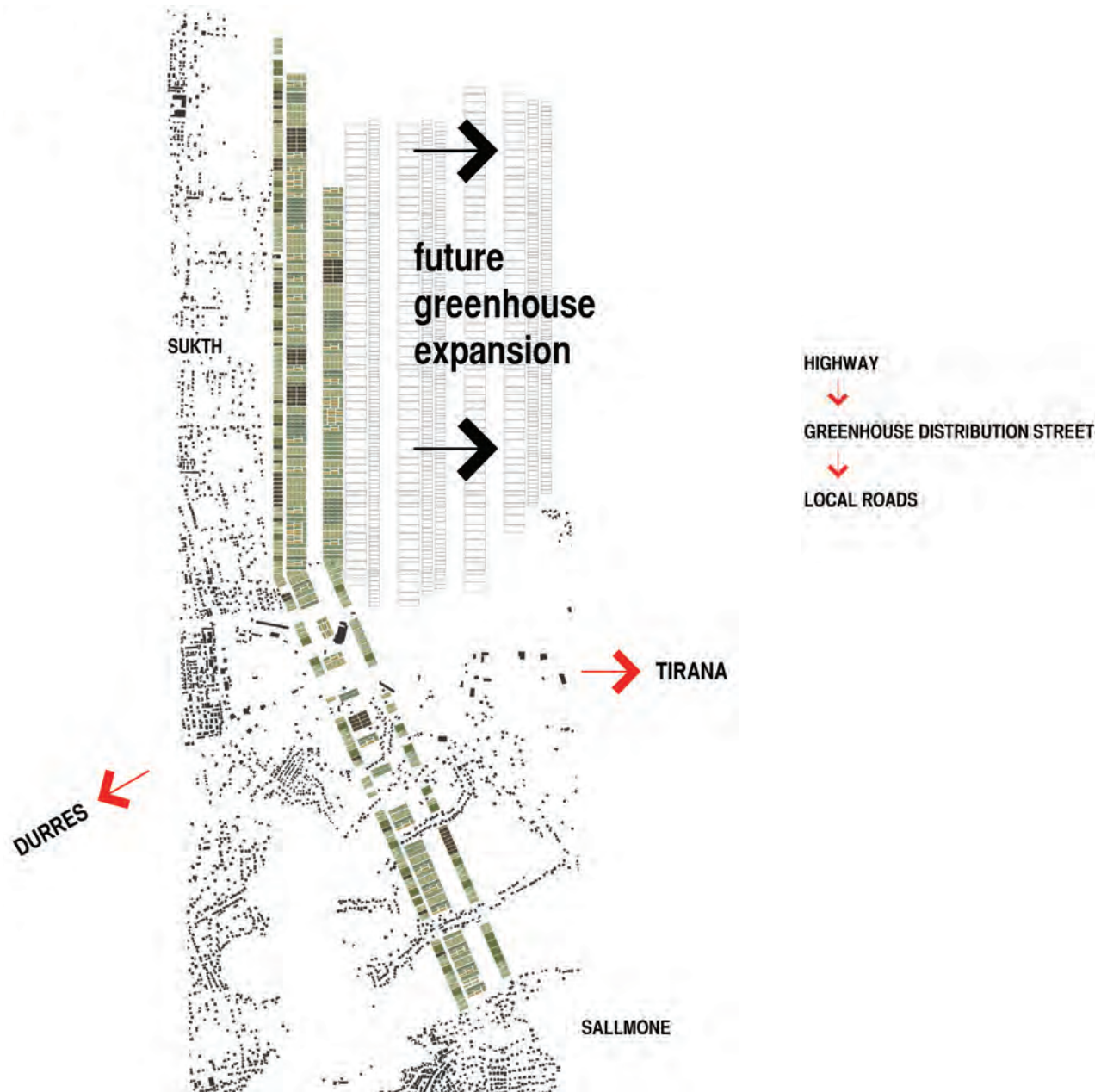
The Sallmone - Sukth Greenhouse Strip, which runs parallel to the Erzen River, identifies parameters and technologies that address not only local Durres-Tirana conditions but also environmental and social challenges faced by the entire Albania, as one of the countries hardest hit by climate changes. It is a matter of national interest to restructure and construct recourses that strengthen and ensure food security as well as international trade. This proposal is to be seen as a contribution to the commitment Albania has already made to upgrade its agricultural projections.

This is an ambitious plan, one that questions the strategy of biochemical and genetic engineering as well as the convention of industrial fossil-fuel based greenhouse construction (the currently accepted tool for food security in climate change). Albania is situated at an optimal geographical and geopolitical nexus to explore and mediate a viable, long term, fair, sustainable, comprehensive and profitable agricultural landscape. In the short term a collaboration is proposed between local tradition and experience in agriculture and land management, research and innovation, transport and logistics - all for bioecological market produce, and even bioecological pharmaceuticals. The ambition is to compete with the developed markets of Spain, Holland, Italy and Greece. Thereafter these infrastructures of production will serve the long term-term goal of self-sustenance of labour and food for the country and the region.

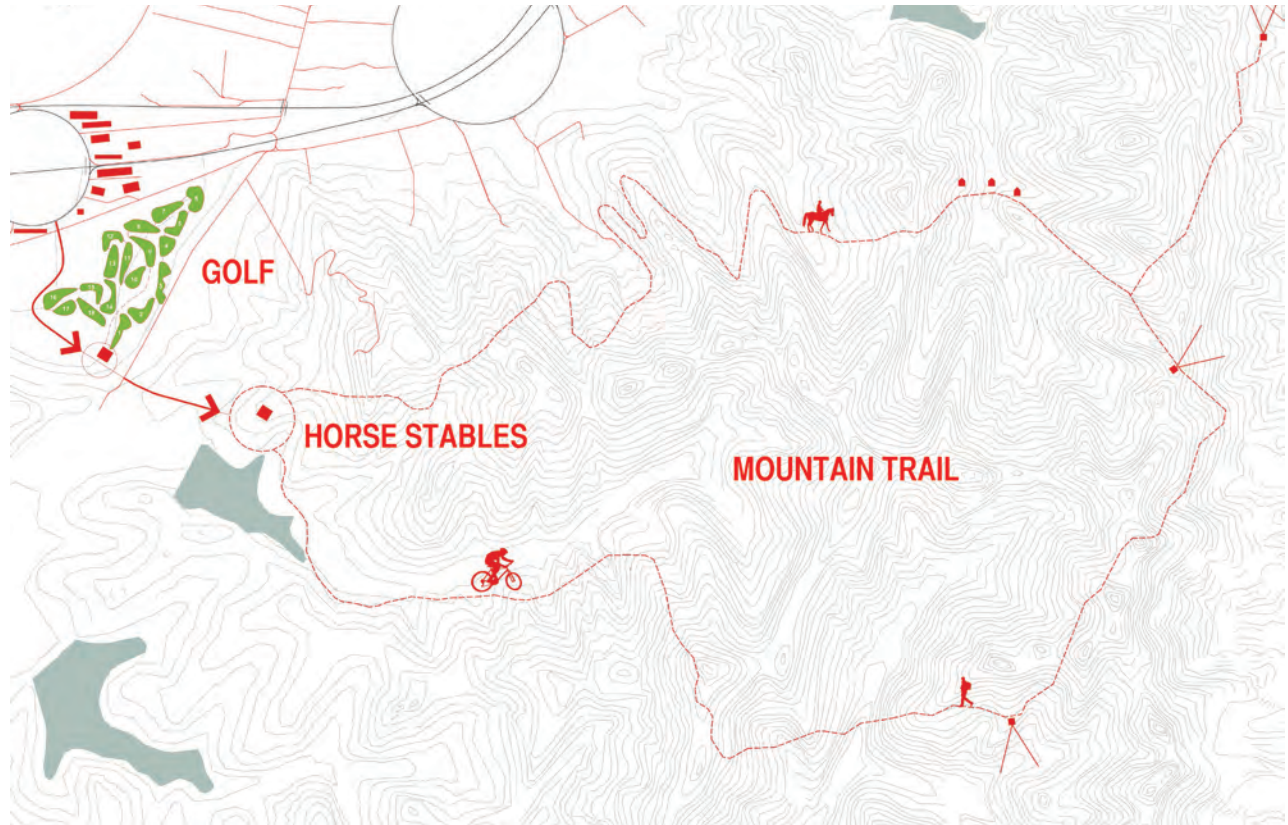
A detailed design of the Sallmone - Sukth Greenhouse Strip would look beyond near-sighted, short-term-profit oriented conventions of fossil-fuel based mechanics and modular construction. A revision of these petrified conventions would focus on efficiencies in greenhouse construction and yield increase benefiting from parametric design and digital fabrication - factors that are already generating innovative solutions for crops and locations - an agricultural proficiency that will make a significant contribution to discussions on regional cultures and their economies in the light of climate change.



Traffic connections



4 km greenhouse strip



Leisure functions in the mountains



Stud farm



Pony trekking



Riding School



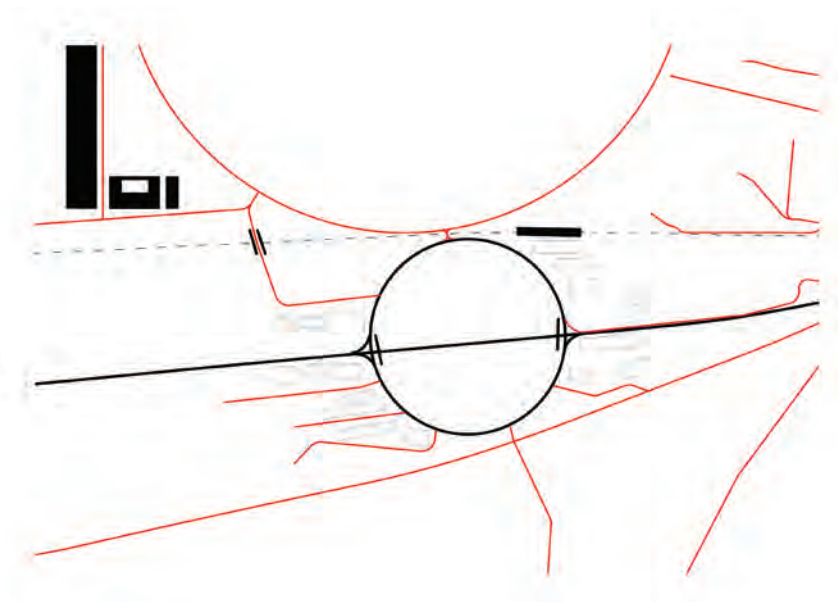
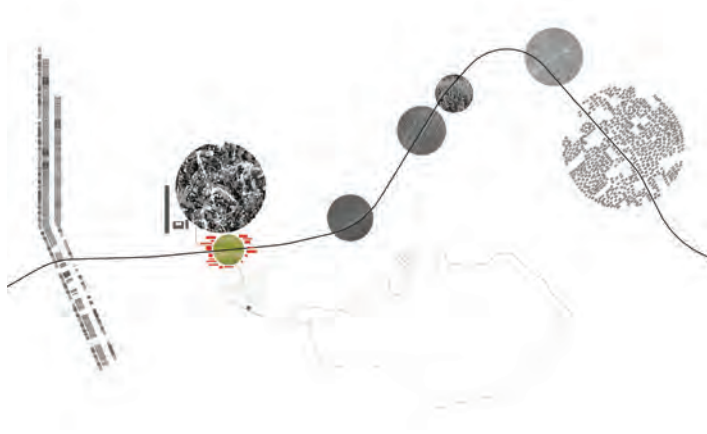
Mountain Bike



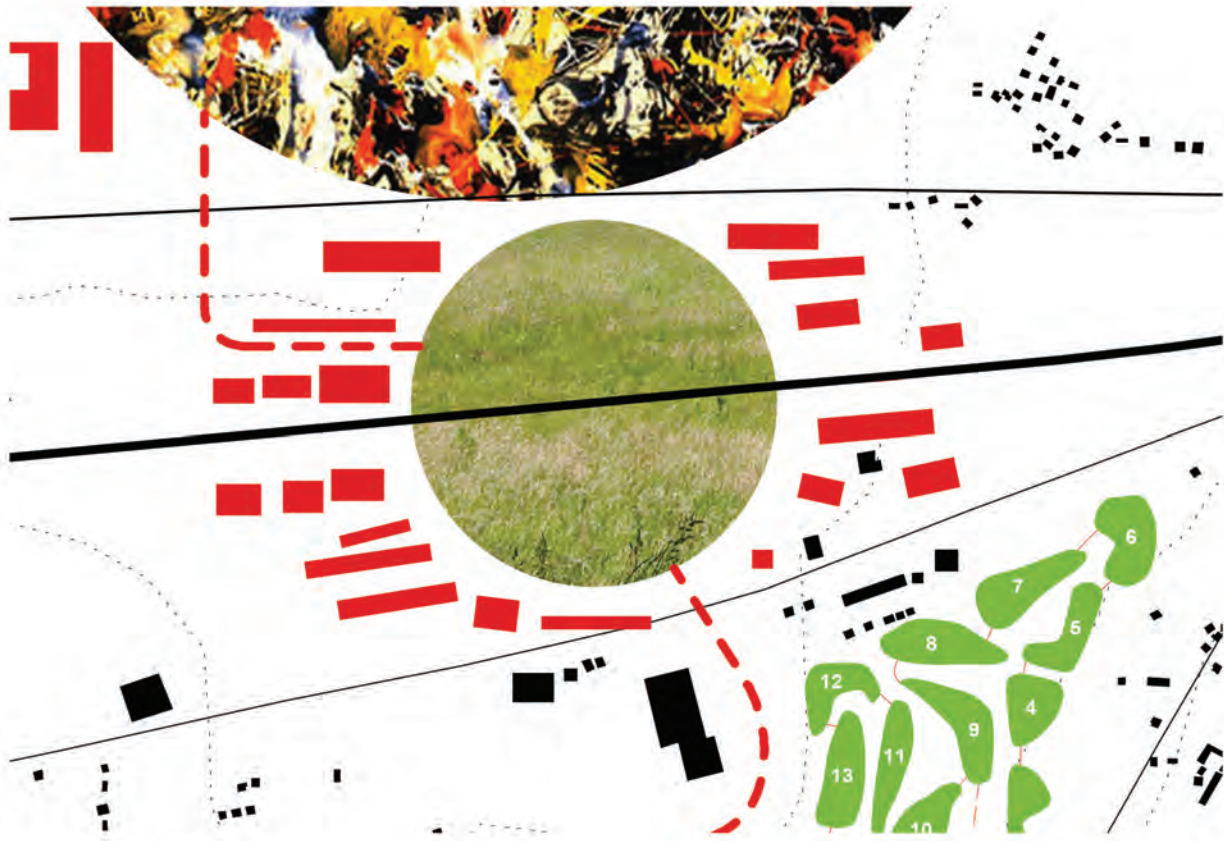
nature trail hiking

DURANA ECONOMIC CORRIDOR

Orbit position of the business park



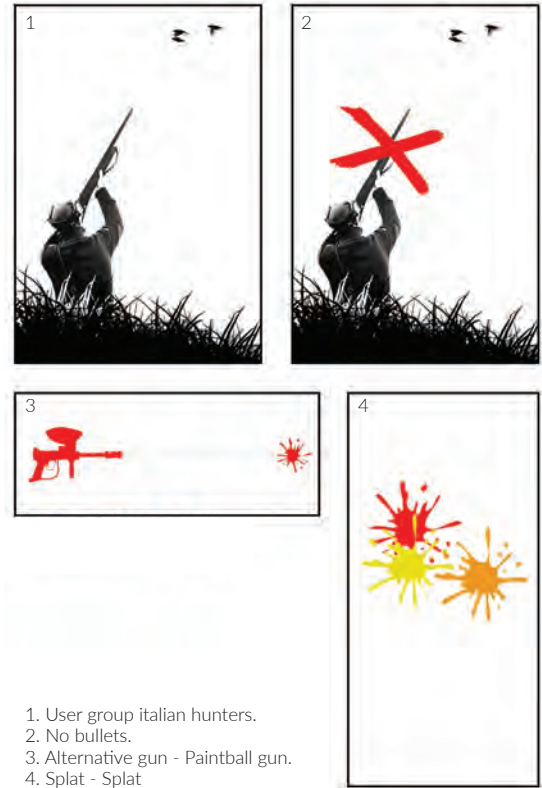
The orbit road connects the highway to local streets

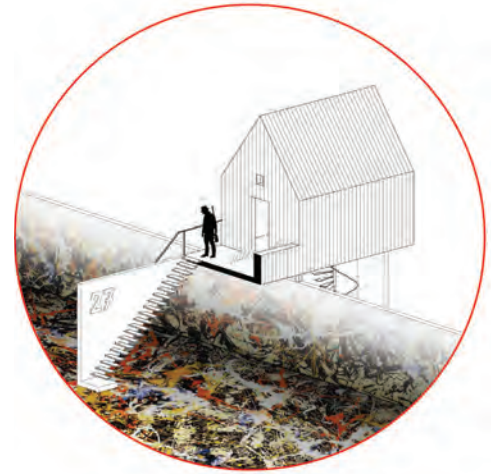
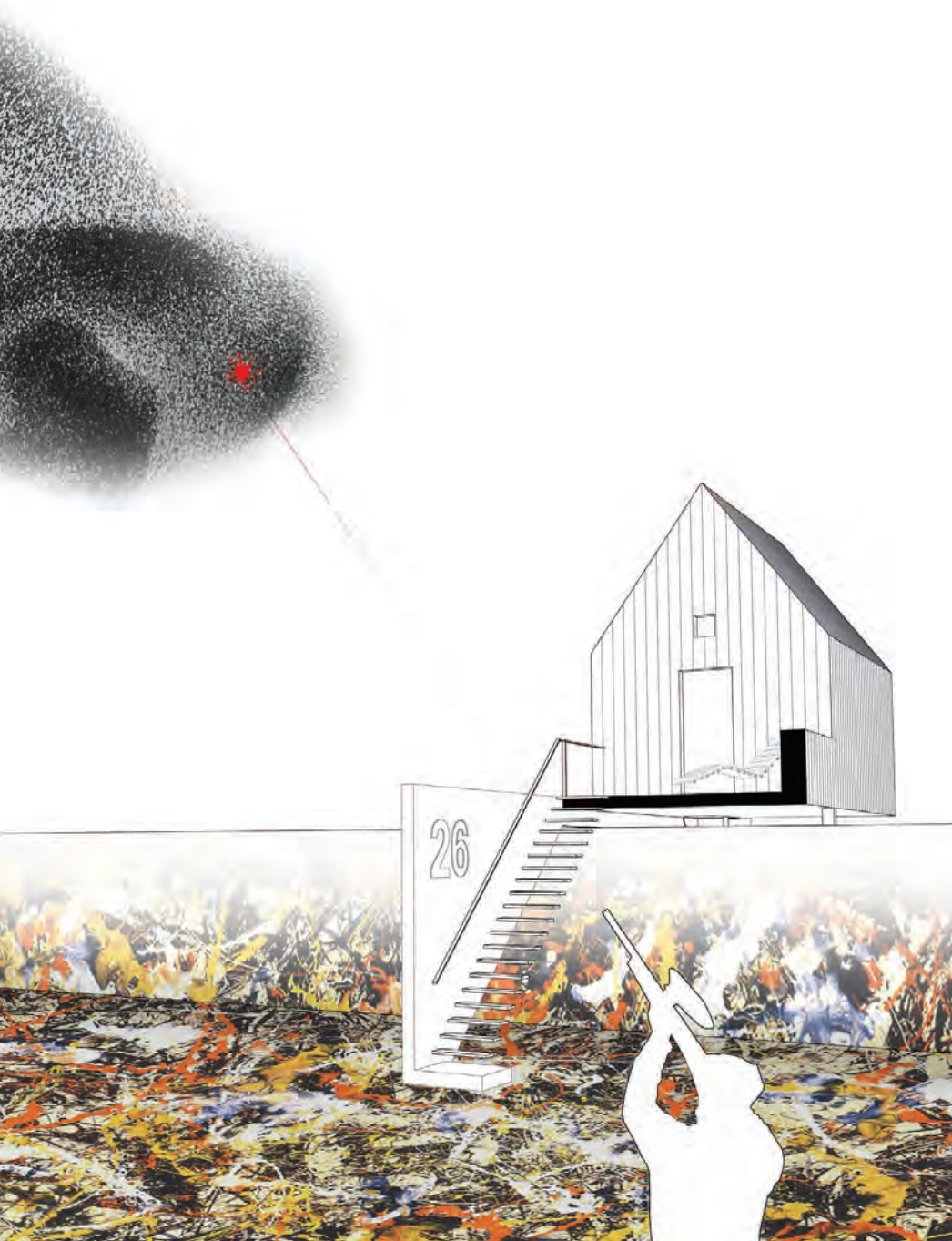


New factories face the green circle

DURANA ECONOMIC CORRIDOR

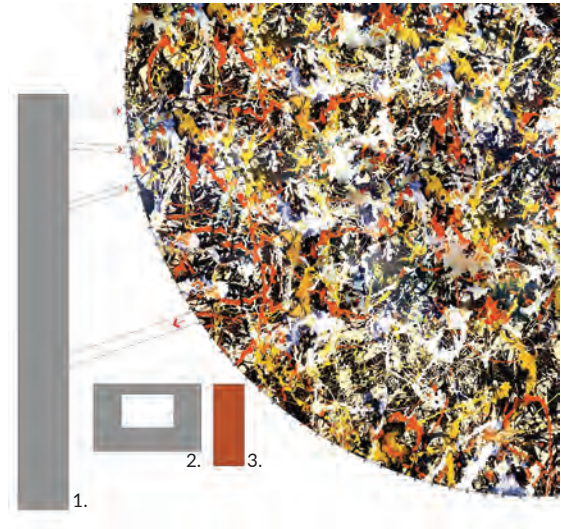
Orbit position of the paintball





Cabins of the paintball orbit

150 hunter cabins



Paintball buildings:
1. Drone laboratory / factory.
2. Administration / Service.
3. Celebration Hall.

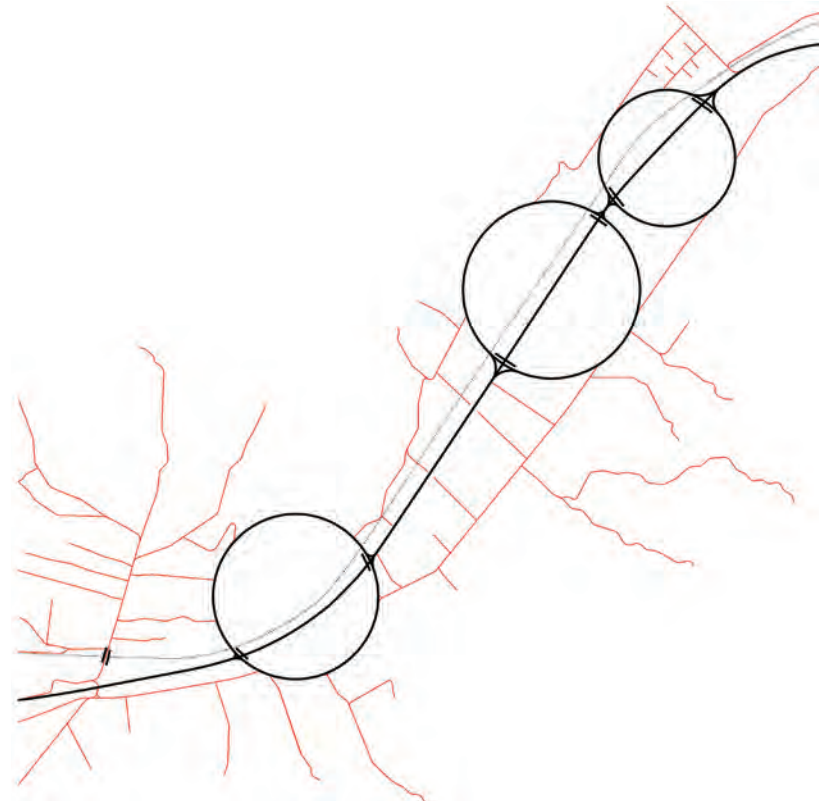
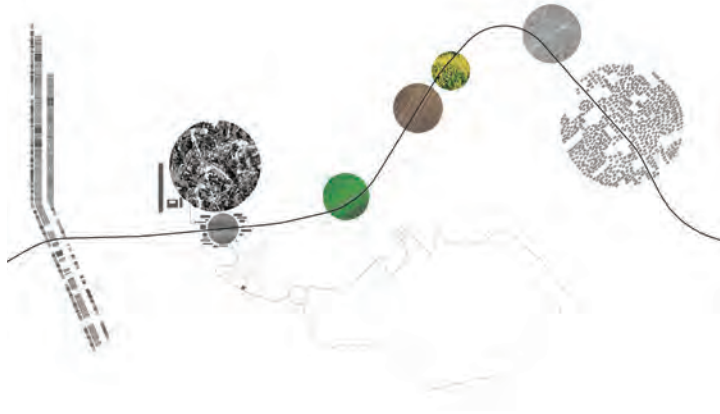
Sequences of game at 7am and every two hours throughout the day 'made in Albania' drones are released from the drone laboratory. They swarm over the field. The hunters shoot - pop pop - splat splat - (moving drone targets are not destroyed only re-coloured - circulating collection vehicles with wide reaching magnetic arms return grounded drones to the factory/laboratory). Celebration Daily scores are announced each evening in Italian, Albanian and English language in the hunters banqueting hall.



Celebration hall - 8 P.M. announcement of drone hits

DURANA ECONOMIC CORRIDOR

Orbit position of the protected landscapes

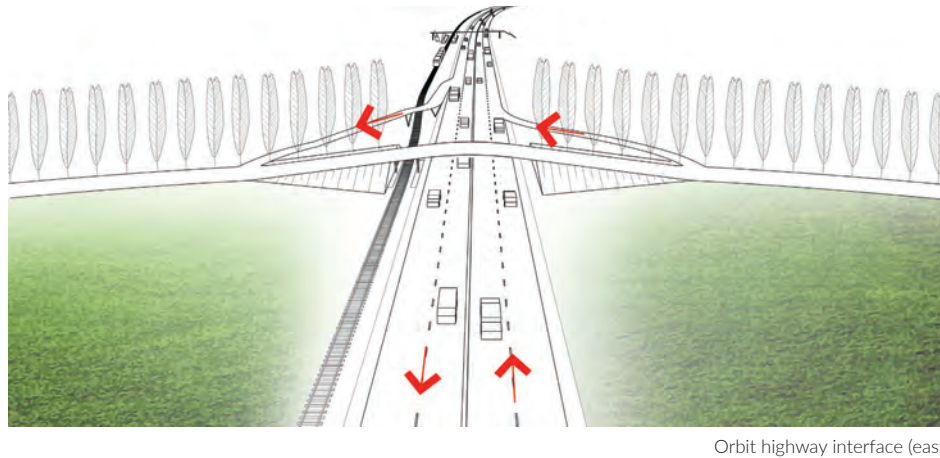
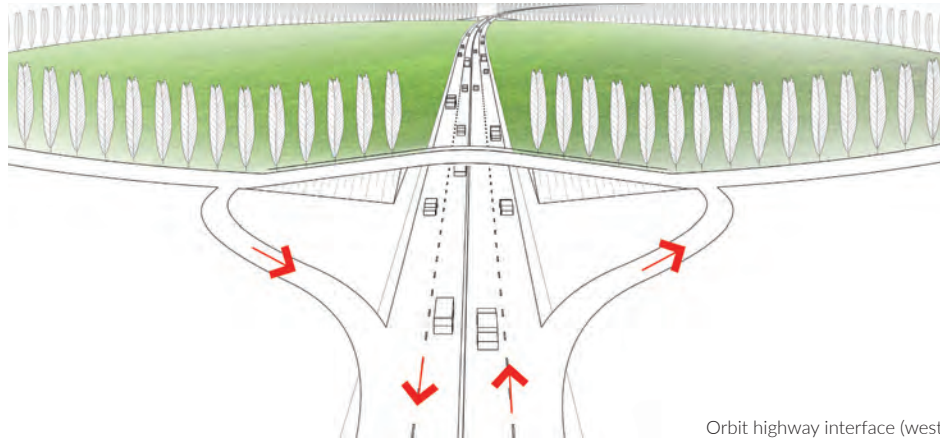


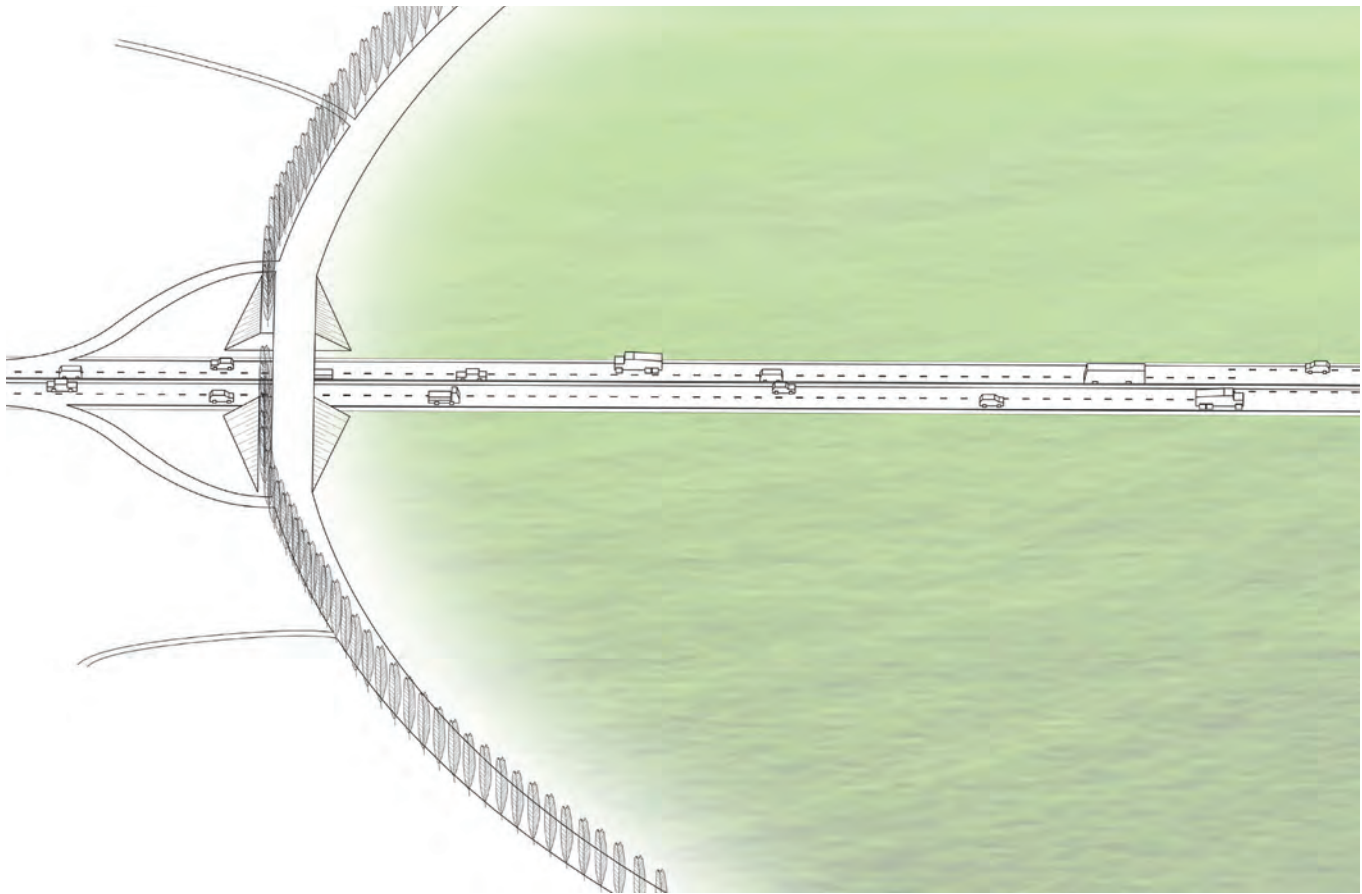
Protected Landscape. These Protected Landscape Circles are orbits of protected nature / agriculture. Distributors between highway and local street network, no buildings are foreseen here.



Protected Landscape + between development

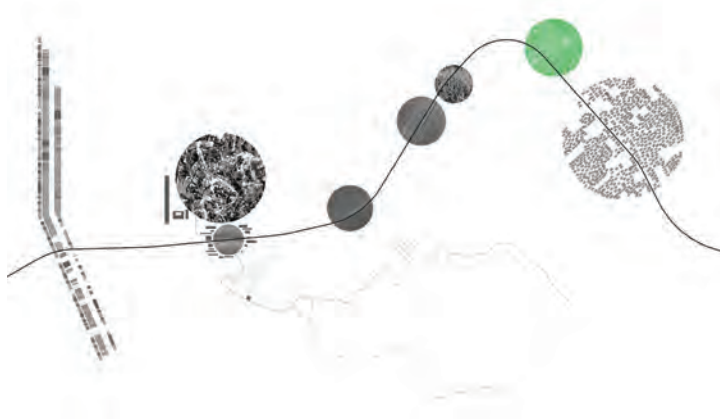
DURANA ECONOMIC CORRIDOR



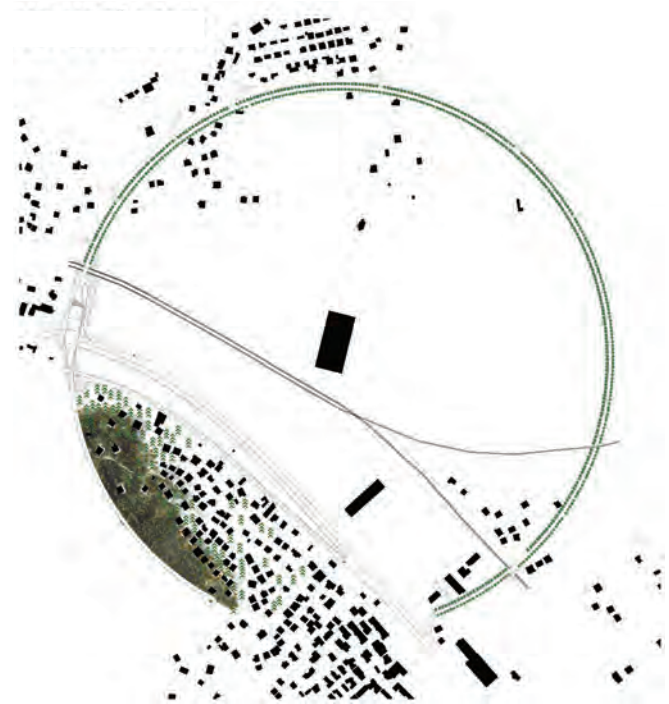


Orbit highway interface (west)

Orbit position of the Grand Vorë park

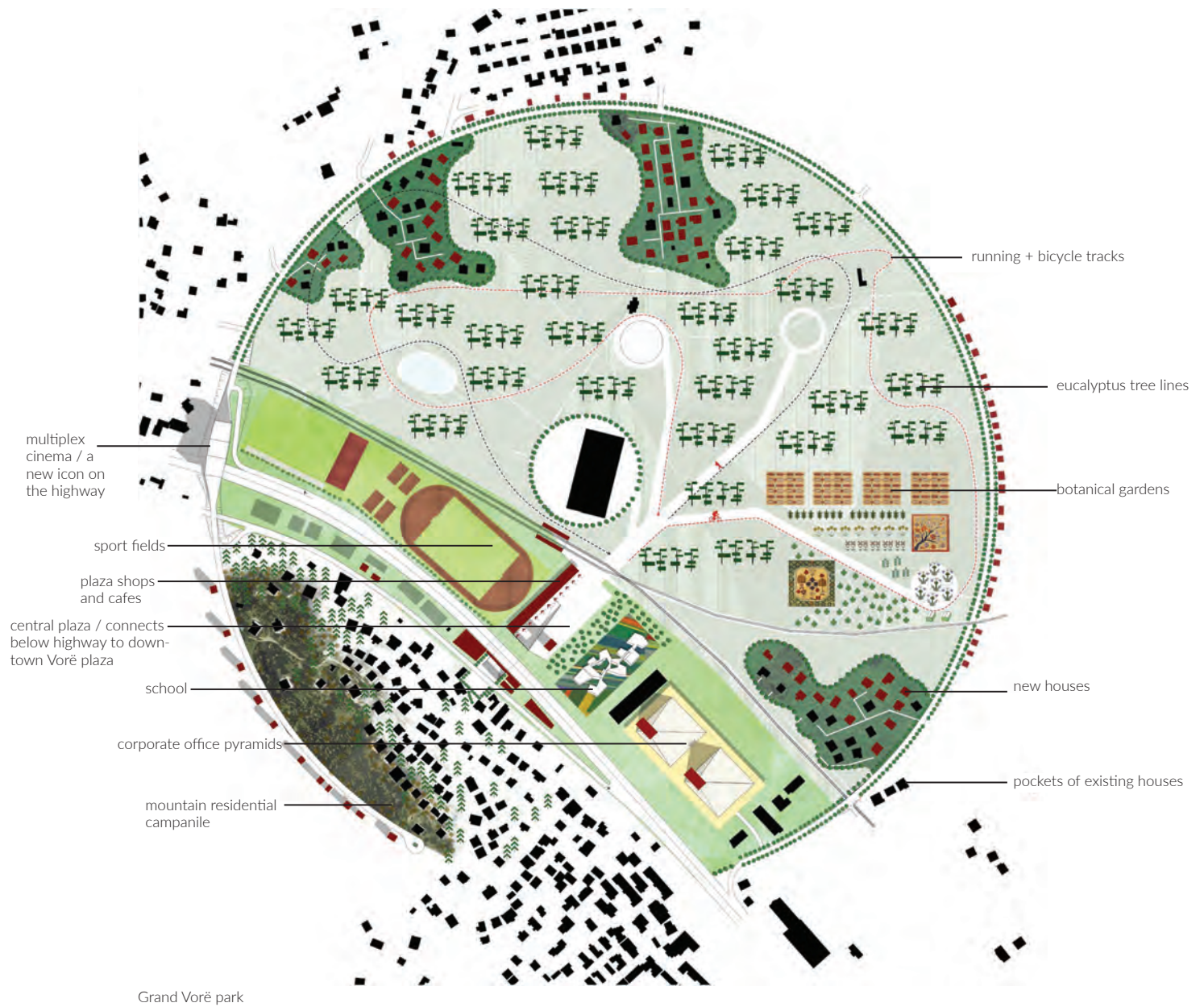


Ring road as avenue of trees



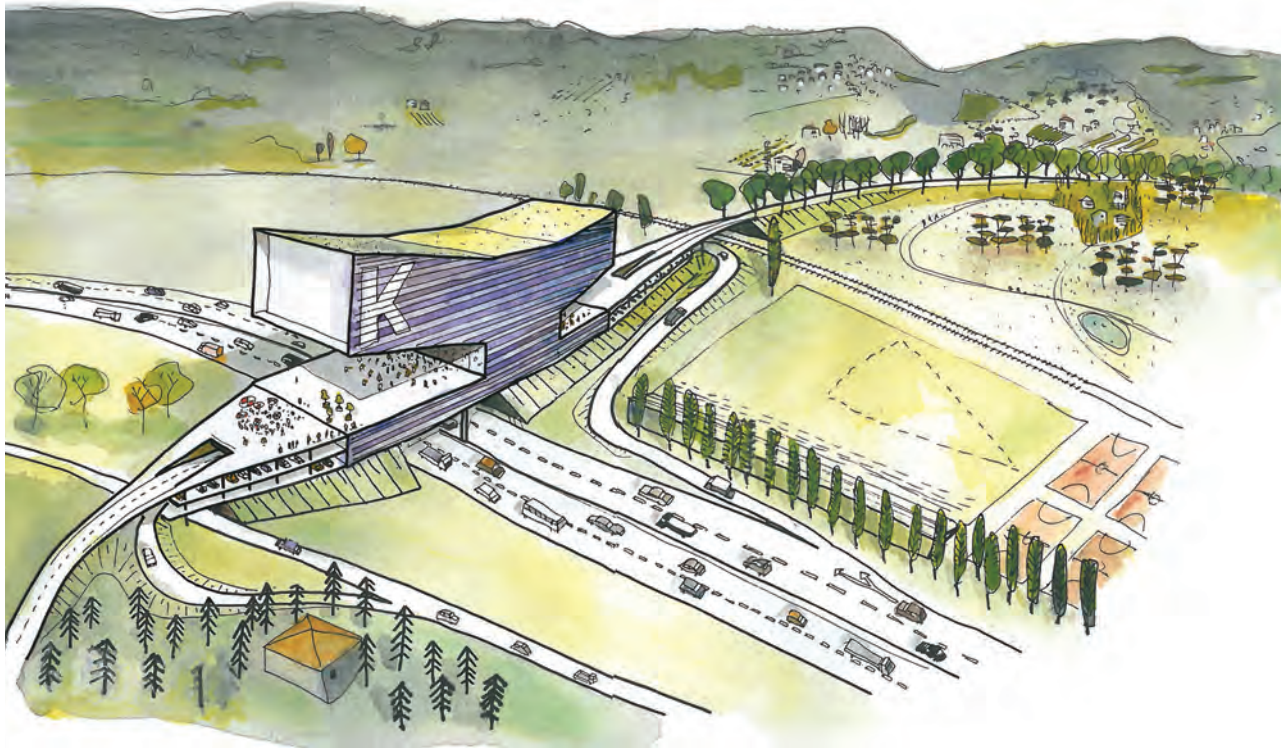
ORBIT: GRAND VORË PARK

The orbit that circumnavigates the north-west of Vorë is a ring road defining the outer limit of an extensive Park - a public facility with Botanic Gardens, Bicycle Loop, Jogging Path, Sports Fields, 2 Pyramidal Corporate Office Towers, tree-lined Pockets for existing and new villas, a train station and scattered rows of Eucalyptus Trees. Connecting the PARK to the existing downtown Vorë is a public forum, a Piazza that ramps down and extends under the highway, connecting to a tree lined Plaza and adjacent School - a stitching together of town and Park.



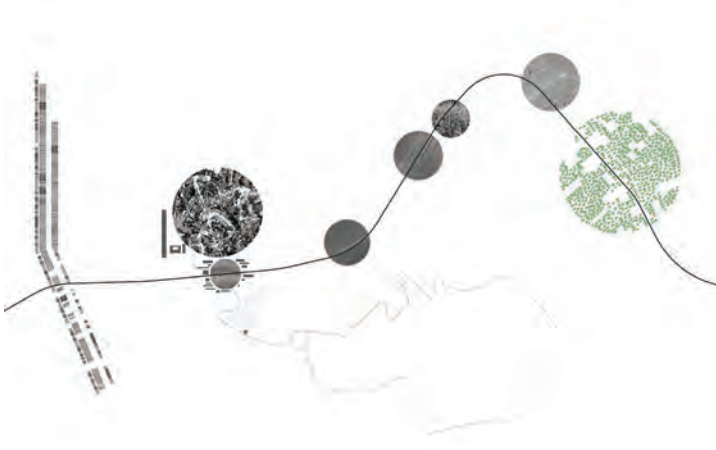


Tower Family/as backdrop to downtown Vorë



Multiplex highway cinema

Orbit position of the Pine forest



BORDER CONDITIONS

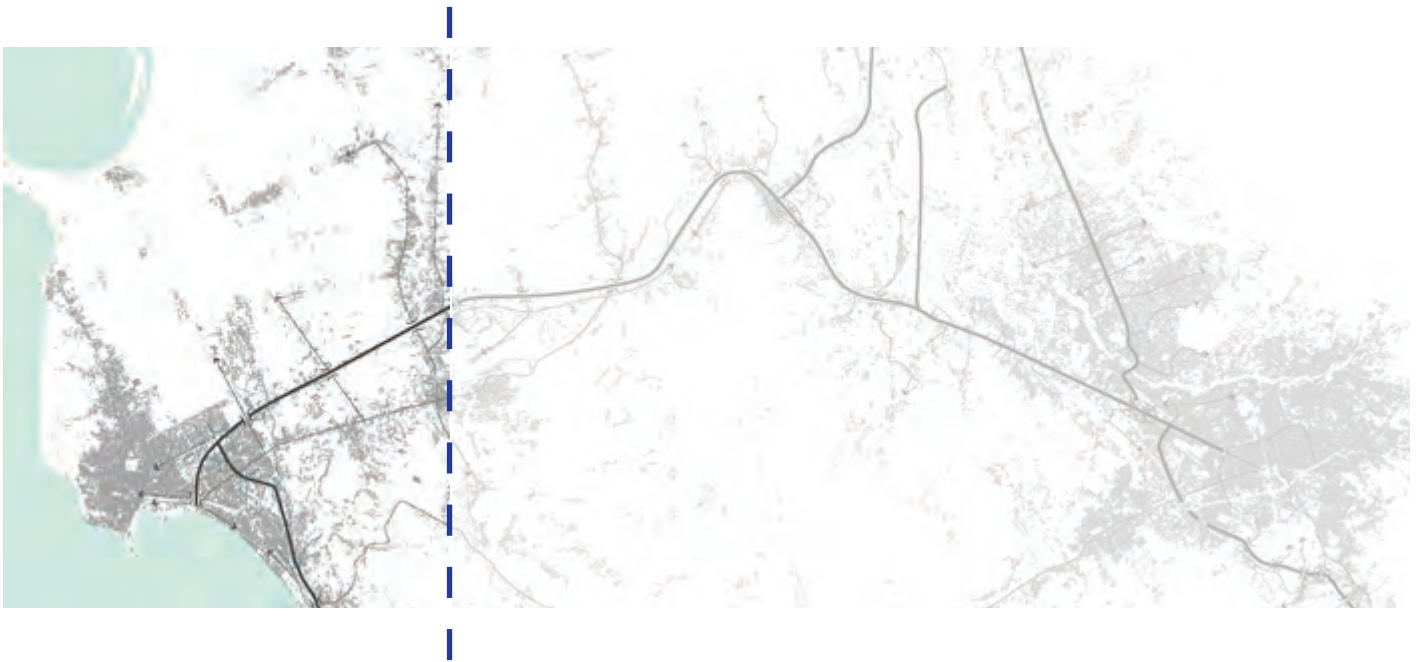
East Border - a pine forest. Leaving the magnetic field of Tirana, the highway here is planned to pass through a dense circular area (2,3 km across). Pine forest:

- A recreational zone, a zone of cool shade that gives measure to the urbanity of Tirana and the highway.
- It also invades the periphery of Vore; existing buildings are now located in forest clearings.



PINE forest a recreational zone

LOT 3



TEAM COMPOSITION:

Architect & Urban Planner

François Decoster - I'AUC

Gaétan Brunet - I'AUC

Ervin Taçi - Dea studio

Architect

Aymeric Le Bon - I'AUC

Pierre Boivin - I'AUC

Alket Meslani - Dea studio

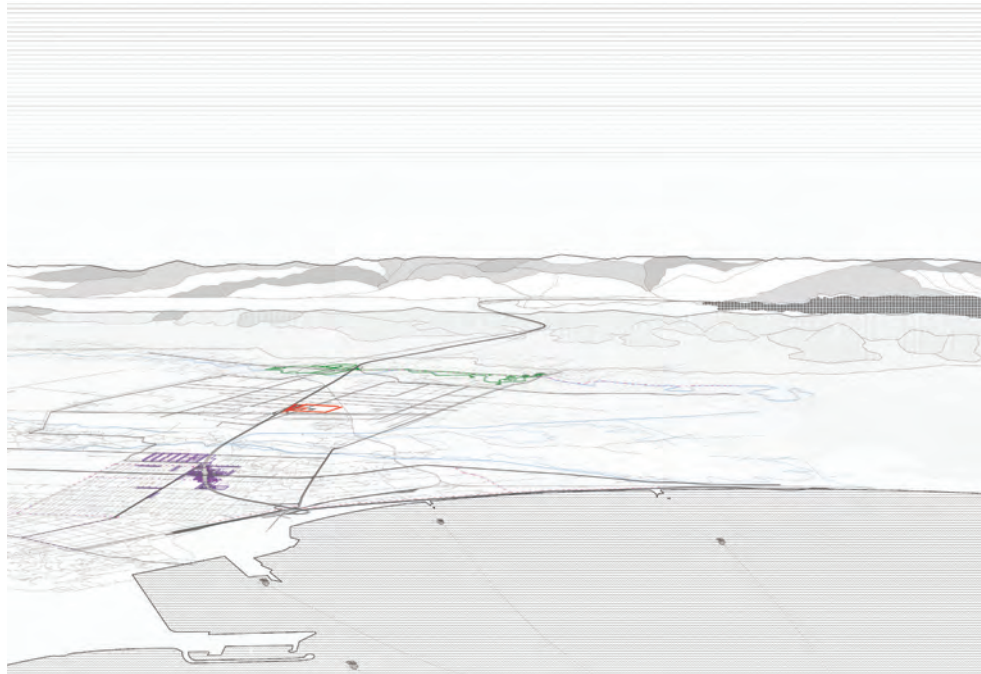
Klodiana Emiri - Dea studio

Klaudio Onuzi - Dea studio

Engineer

Sokol Metoja

Rovena Metoja



We propose to transform the highway from Durana to Durrës into a showcase of Albania's new society and economy. This will be a gradual process aiming to organise a modern and efficient infrastructure and to strengthen the relations of the highway and its immediate vicinity with the urban, agricultural and natural environment behind it. This long term perspective will support economic and social development along the Durana corridor on the basis of urban industry, local agriculture, tourism and culture. It will also be backed up by the reorganization of mobility on and around the highway to provide safer and more efficient accessibility between the major cities (Tirana, Durrës), villages, settlements, and most attractive spots (Durrës beaches, the lakes, the rural countryside...).

In the short term, we propose to develop THREE "MAGNETS", three pilot projects that will rapidly initiate visible and effective transformation of the highway from the public space around it, establish better relations between both sides of the highway, install a new landscape on key points where the highway and the territory behind it meet to stimulate social life, interaction and exchange between local residents and visitors. These three projects will only require reasonably limited investment but they will be socially and culturally hyper efficient. The DURRËS GATE will provide a multi-usage parking space where people can stop and commute to shared bicycles for an attractive ride to the Durrës beaches or the nearby lakes, using dedicated cycling or trekking paths. A pilot development for light industries (such as fashion and creative startups) can also be attached to

the Durrës Gate. The RURAL COMMUNITY CENTRE between Fllakë and Maliq Muça will provide a vast field enclosed by a square of high trees where social and economic events such as a rural fair can take place. A smaller enclosure surrounded by an arcade will house a permanent market place where local farmers can showcase, trade and sell their production to residents or visitors. The RIVER NODE between Sukth and Shijak will provide an upgraded bus interchange station where people can commute from the express regional bus line to local routes connecting the surrounding villages and settlements. It will be the starting point of a pedestrian and cycling promenade along the Erzen River, linking all attractive points of the area (King Zog's Villa, Shijak mosque, villages centres, local schools...).



DURRES GATE



RURAL COMMUNITY CENTRE



RIVER NODE

The 3 magnets strategy:
1. Durres gate
2. Rural community centre
3. River node

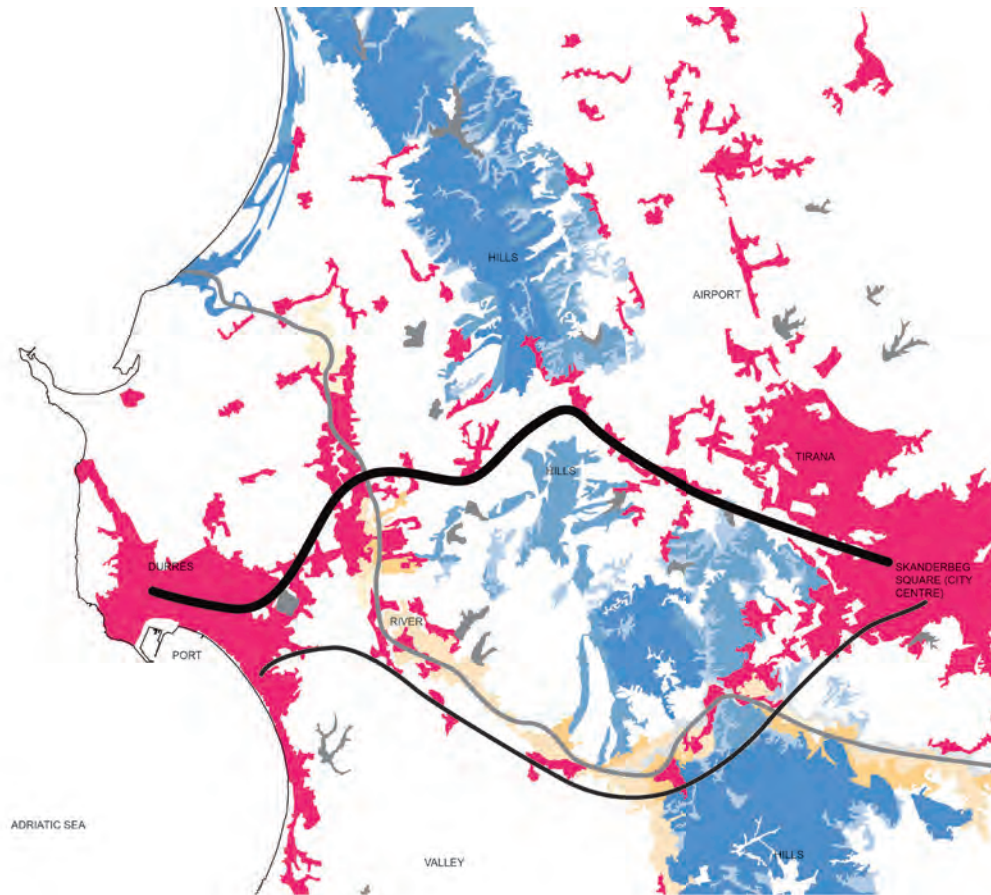
CORRIDOR AS A METROPOLITAN DEVELOPMENT FRAMEWORK

The rapid growth of both Durrës and Tirana has led to a new form of continuity between the two cities. Villages used to be basic for rural economy are now part of the largest conurbation of Albania. The massive arrival of new inhabitants change profoundly the urban landscape and the image of the city. The city has known three main changes in its form :

VERTICALIZATION: there are more and more high buildings in Tirana, so more and more people can live close to the economic centre of the country.

SPRAWL: the urban expansion has gone so far that the urban area has more than doubled in the last twenty years. The most fertile lands of Albania are nowadays replaced by housing and small industries. There is a need for new economy and to invent next forms of coproduction between productive landscape.

RIBBON EXPANSION: The urbanization has been effective essentially along the road infrastructure. The latest urbanized areas are concentrated along the road between Durrës and Tirana, but also along the river, and along the coast. The form of the metropolisation of Durana let us think that we can envisage the road as a strong figure to structure the development of the next years. New economies are already taking advantage of this situation. We could imagine a virtuous interdependence between the two cities, in terms of economy and lifestyles. Durrës could become a more leisure oriented city while Tirana could become more specific in the urban services and economy. The road is also crossing various natural amenities that could be brought in the metropolitan mutations. What could be the role of the river developments, of the surrounding mountains and hills in the metropolisation of the territory ? Can we imagine new types of residential clusters along the river and on the hill : close to nature with efficient accessibility to economic centre ? Can we also imagine the road as a gigantic infrastructural freight device area between the port and the airport, avoiding the fright traffic to transit by the centre of Tirana and offering a new efficiency for production ? We believe that a new layout for the road area could have very strong impacts on the further developments, that we could invent new kinds of contemporary lifestyles, all connected by the infrastructural axis formed by the road and the train linking both cities. It appears for us that the more urgent issues concerns the suburban areas of both cities. That is why we would like to work on lot 1 or 3, let Tirana and Durrës areas.



Map of the corridor Tirana - Durrës

FROM A HIDDEN ORDER TO URBAN RULES

In the history of human settlements and urbanization processes, the road has always been a major vector for civilization and culture. From the Roman roads to contemporary highways, roads are symptoms and symbols of our societies, our economies and their mutations. The highway between Tirana and Durrës witnesses the recent changes in the Albanian society. Rural populations from the mountains resettled along the main roads where economic opportunities are. Hundreds of gas stations, motels and roadside dinners have flourished along the Albanian roads. Spontaneous illegal urbanization has sprawled across the territories adjacent to the main roads. Economic activities including industry, education and services has also developed in direct connexion to the roads.

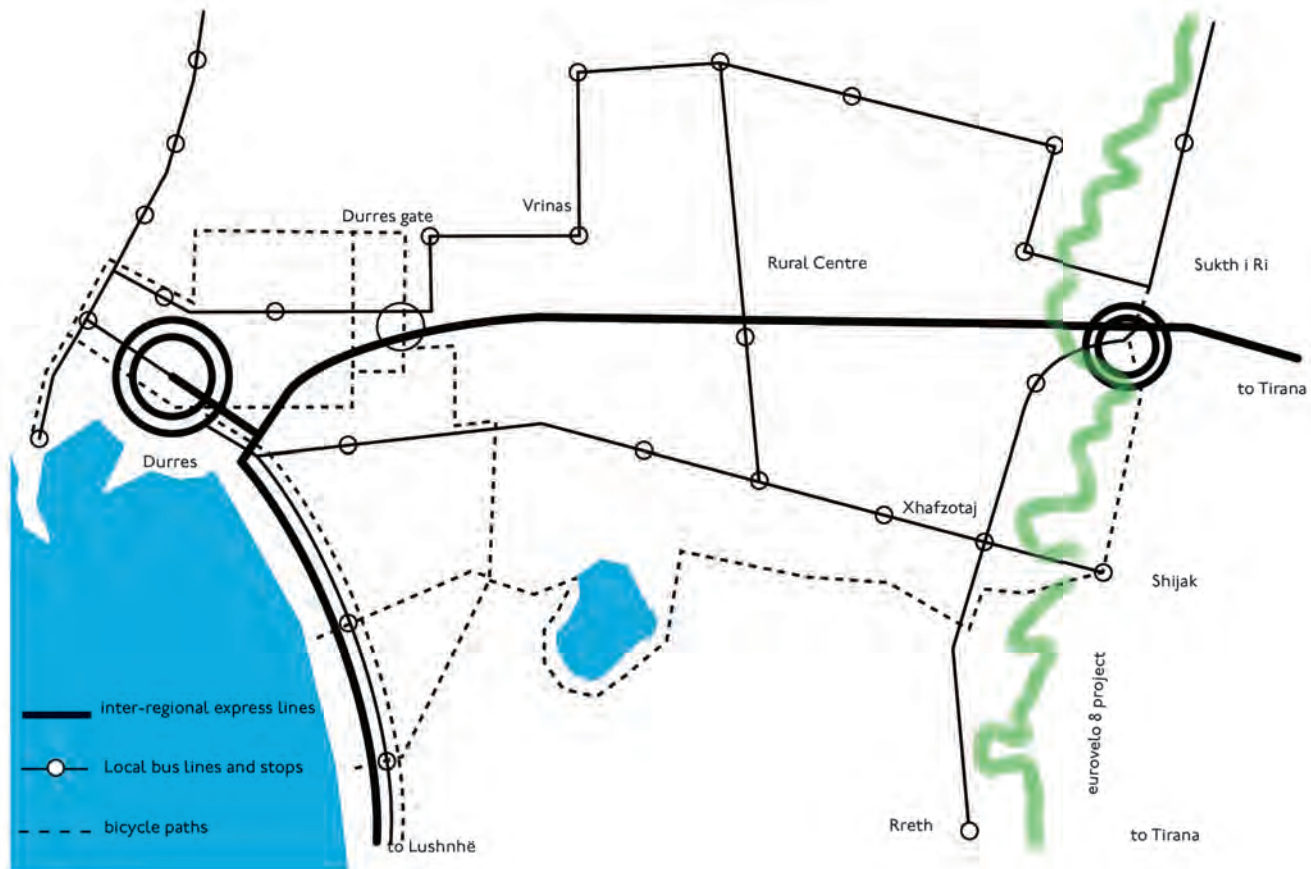
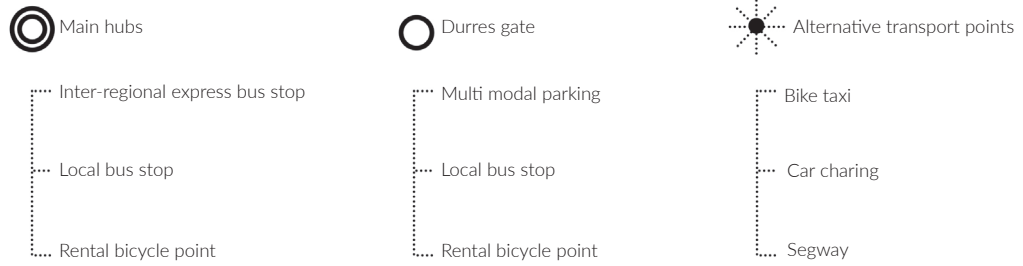
The Durana corridor has become a showcase of Albania's new society's dynamics. It looks like a chaotic landscape and it is perceived as a negative factor for the image of modern Albania. Yet we believe that behind this chaotic landscape lies a hidden order that needs to be revealed to build a positive image of Durana, which will in turn contribute to the construction of the new image of Albania as a whole. This hidden order lies in the close connection between the economy of the highway and the economy of the territory on both sides of it, according to three sequences : a natural sequence where the highway crosses the Erzen River, a rural sequence through the agricultural plain, and an urban sequence once the highway enters the city of Durrës. Regarding the highway itself, a series of crucial issues needs to find solutions:

- Traffic regulation and safety for the drivers and pedestrian crossing the highway.
- Inefficient extra-urban public transport conditions.
- Physical, social and economic division between neighboring villages and

settlements separated by the road.

- A disbalanced landscape and panorama between the chaotic foreground and the beautiful mountains and hills in the distant background.

Action on the highway must not be limited to infrastructure. It should seek to establish new relations between the highway and the cities, villages, settlements, rural territory and natural countryside behind it. The road should not only be a vector of economic development along its own sides. It should initiate social and economic dynamics at a territorial scale. In the long term, the undergoing land reform will make efficient planning and urbanism possible at large scale. But the necessary reforms will not happen overnight and will take time to bear visible effects. In the meantime, certain solutions could be gradually implemented to make the situation better and initiate in depth transformation of the territory. One thing that can be done is to reorganize public transport and mobility at a larger scale to help solving the problems of the highway itself. We think that the relocation of the suburban public transportation from the highway to the secondary road can help to clarify the status of a clear highway for long distance travel and inter-urban (Tirane-Durrës) public transportation. Such reorganization can rapidly improve the development of urban spaces and micro-centralities in areas that are presently not connected. Rerouting the suburban public transport through these areas will offer them new opportunities. Furthermore, the development of such micro-centralities along secondary roads, at a reasonable distance from the highway but still in close connection to it, can help initiating a redevelopment process along the 50 m legally unbuildable corridor on both sides of the highway, and support the creation of a new attractive landscape along the national road.



DURRËS GATE

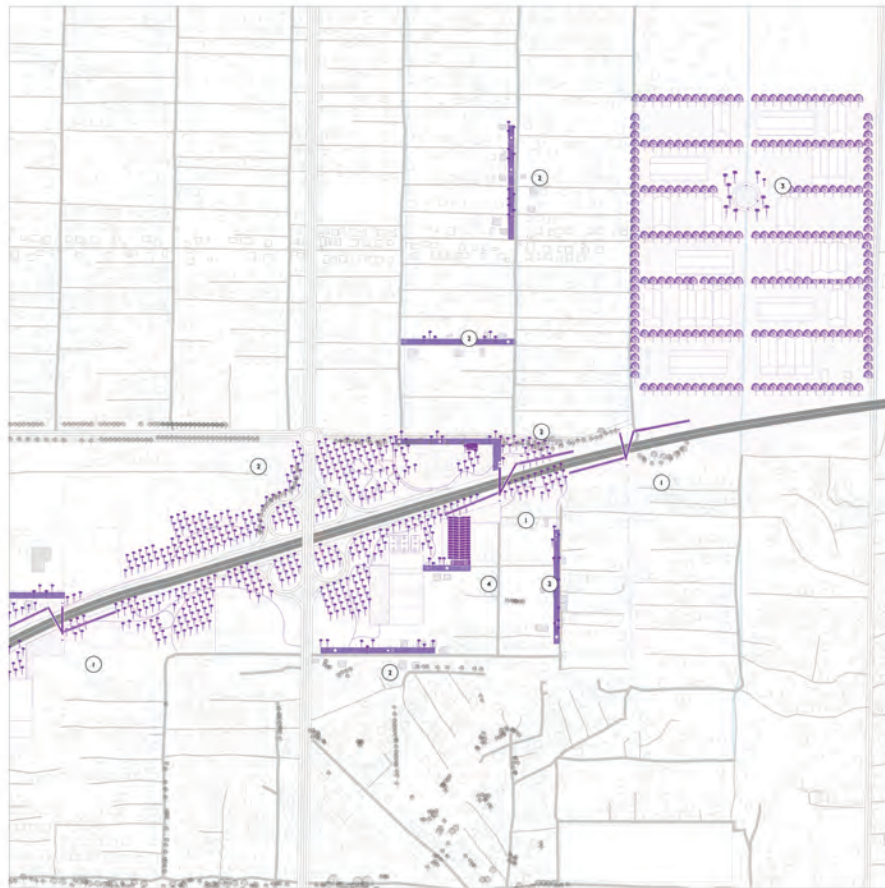
The Durrës Gate pilot project is attached to an existing highway access. It aims at redefining the entrance to the city from the highway and from Tirana. It also aims at providing an attractive destination where people can leave their car and commute to alternative transport modes, hence relieving the city centre and the last sequence of the highway from heavy car traffic on weekends and holidays. A multi-usage parking structure provides shared bicycles and shared electric cars services. The structure can also be used for special events and occasions (parties, celebrations, gatherings, cultural fairs...). Cycling and trekking routes converge towards the parking from the surrounding touristic spots (Durrës Beach, the lakes, the hills). These routes will encourage and support economic development in the periphery of Durrës: a light and flexible economy linked with tourism and leisure (kiosks, cafés, small outdoor restaurants, arts and crafts, souvenirs, local products...). The trekking and cycling paths will also support the revitalization of the landscape and local villages or settlements urban fabric on the hilly part of the city.



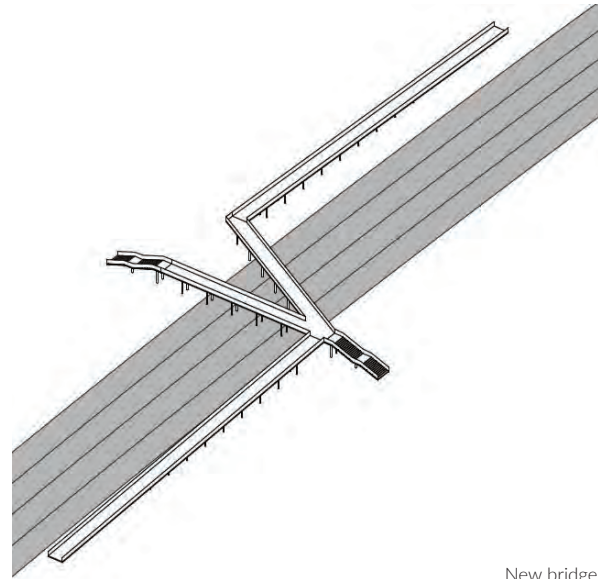
Durrës gate / Zoomed area



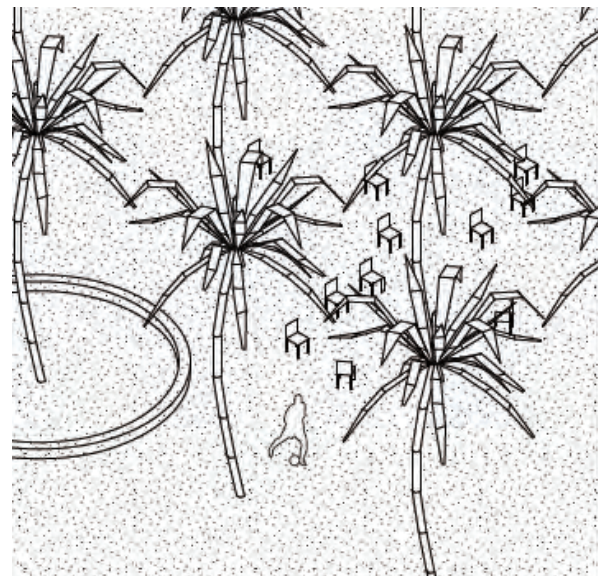
Section



Plan of actions



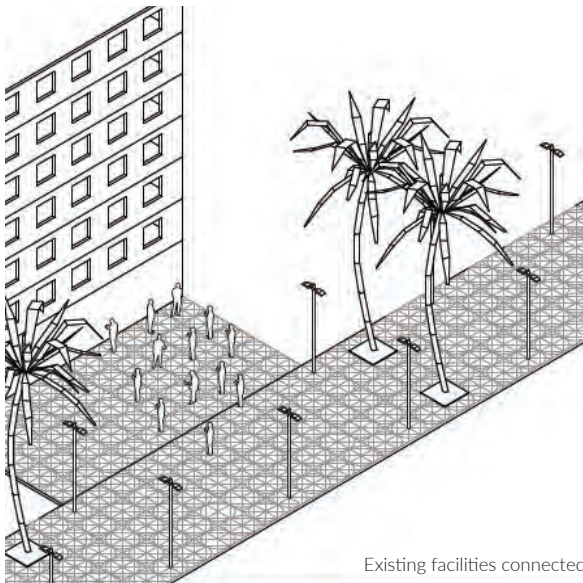
New bridge



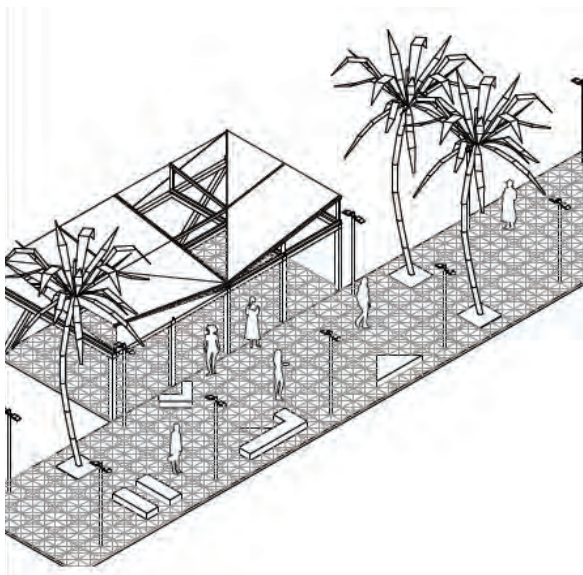
Palm tree park along the road

EASY CROSSINGS / STRONG CONNECTIONS

Existing bridges (enlarged and redesigned).
New bridge.
Parallel palm trees park.



Existing facilities connected

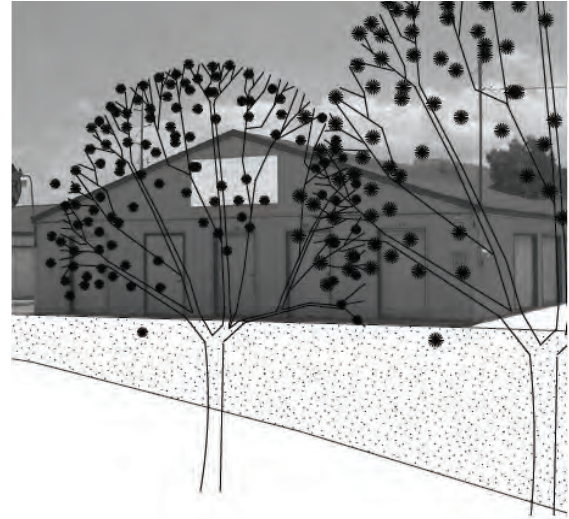


New facilities could be developed

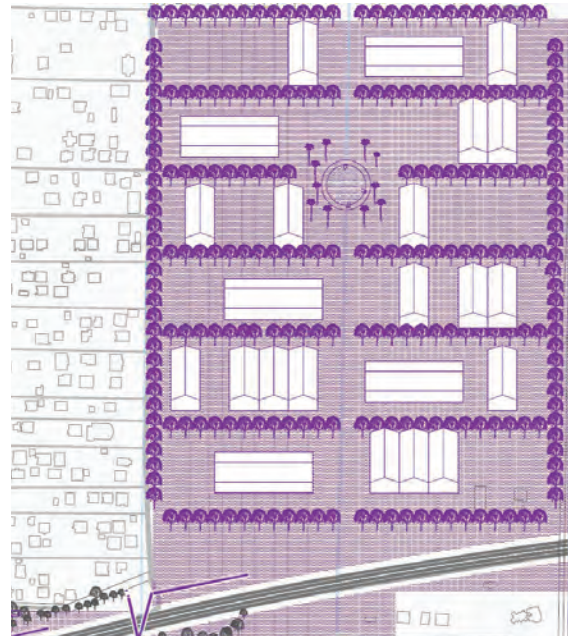
NEW PUBLIC SPACES

Services Platforms: elongated public spaces with playgrounds, cafe, promenade, where public facilities are addressed (school, hospital or healthcare services, community centre, post offices...).

New possible urban development.



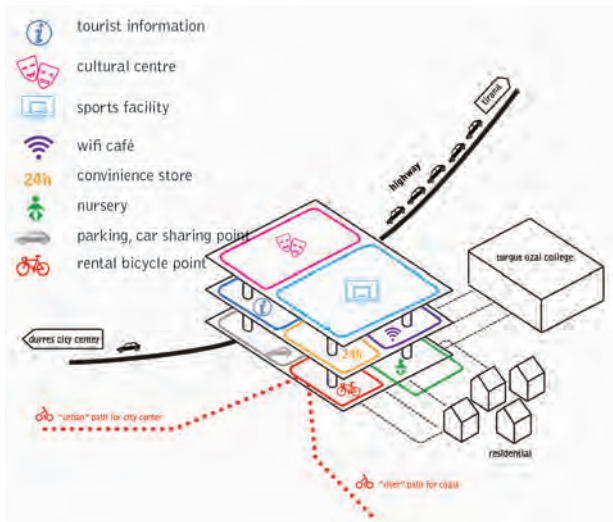
The first phase of the warehouses area



Creative urban industrial park

CREATIVE URBAN INDUSTRIAL PARK

New industry and showroom area: a place dedicated to creative and fashion industries. Pre-structure of trees defining the maximum lots for further development opportunities. Industrial showroom.



Multimodal hub building



Multi-usage multi-modal parking

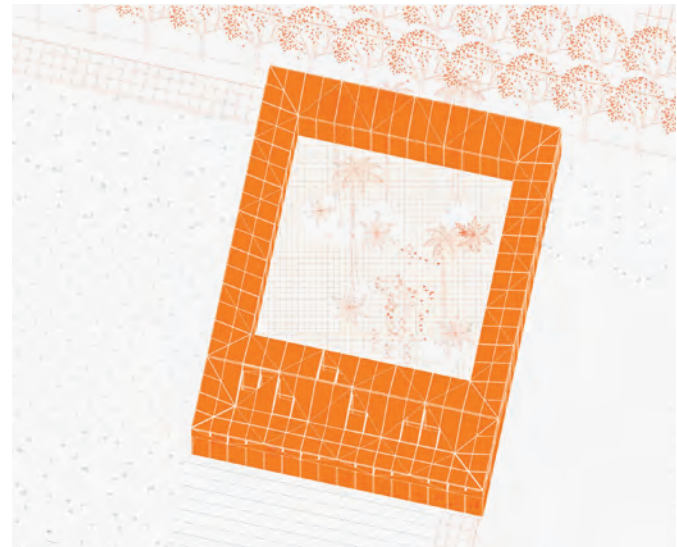
MULTI - USAGE MULTI - MODAL PARKING

Public parking with shared bicycles and electric cars. Bus lines and bus stops. Bicycle paths and trekking routes.

RURAL COMMUNITY CENTRE

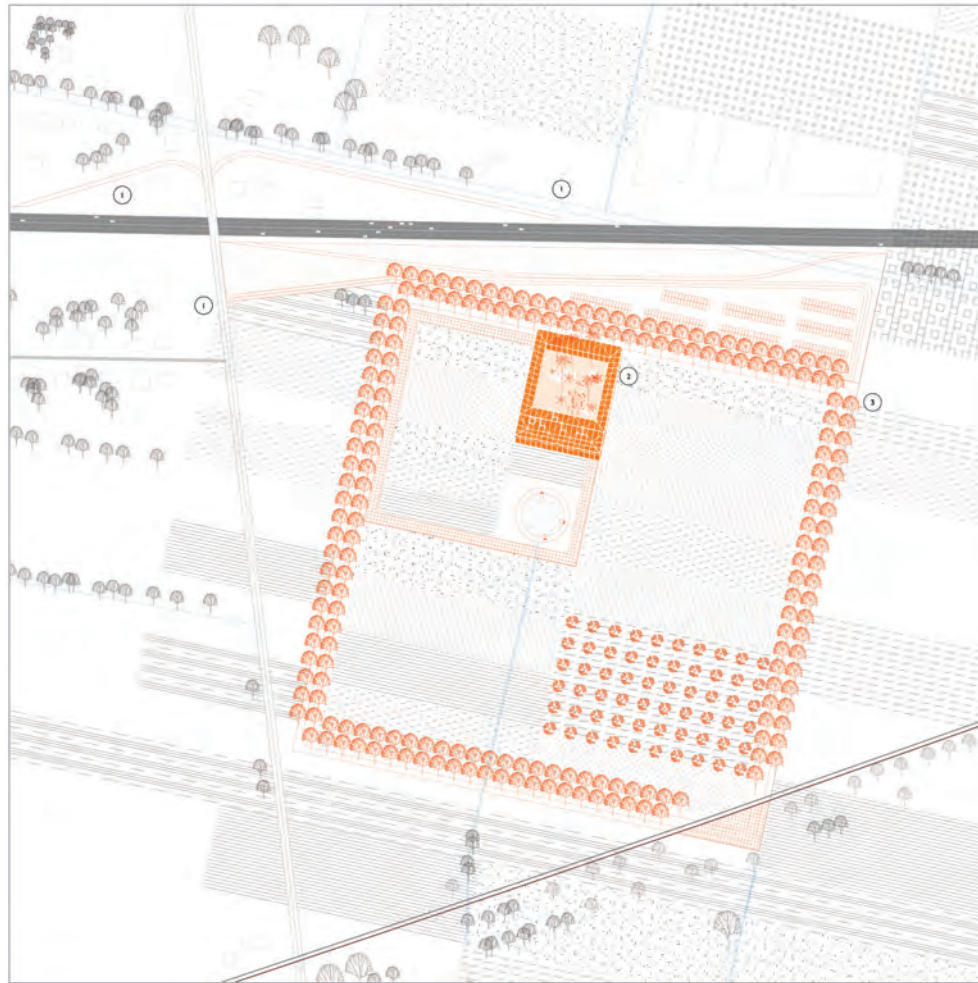
The Rural Community Centre pilot project is located at the intersection of the highway with an existing crossing road. It consists of a vast open space, delimited by a square of high trees, where the rural culture of the valley can be displayed, showcased and promoted. It provides a very visible façade of the agricultural hinterland along the highway. The area around the site is dedicated to agriculture and should therefore be preserved from urbanization. Regulations against illegal construction should be drastic in such areas. Clear limits between agricultural land and urban development should be set and enforced. Within the open square, another smaller square is developed to receive an intense program related to agriculture and rural culture. The main feature of this program is a market place surrounded by a continuous arcade. Covered spaces around the market and arcade will be used for an agricultural cooperative program, an agriculture centre and showroom, and a cultural centre with artists residence. The Rural Community Centre pilot project could act as an experiment and test bed program that could then be exported to other locations in Albania. We see it as a forum, a functional square where all kinds of people could meet at different hours of their day for work, for meeting each other, for relaxation... in tune with the Mediterranean warm climate, outdoor culture and social way of life. The square itself can be used for an open air market, agriculture fairs or special social events and gatherings. It would be a place where urban and rural cultures meet and blend.

Rural community centre / Zoomed area





Section



Map of rural community centre

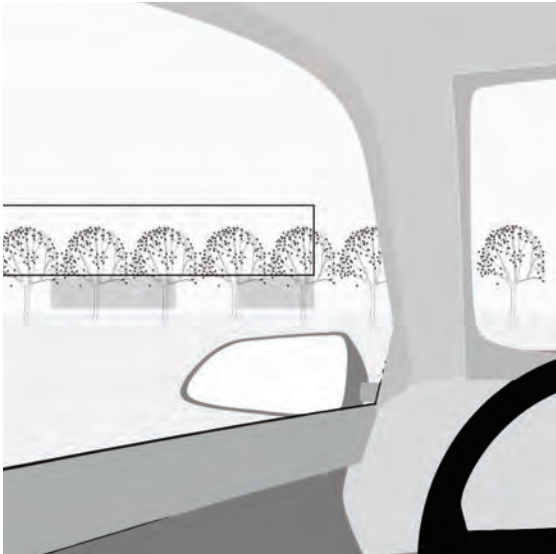


INCREASED VALUE OF THE LANDSCAPE

*Preserved agricultural land.
Aligned trees in the landscape.*



References

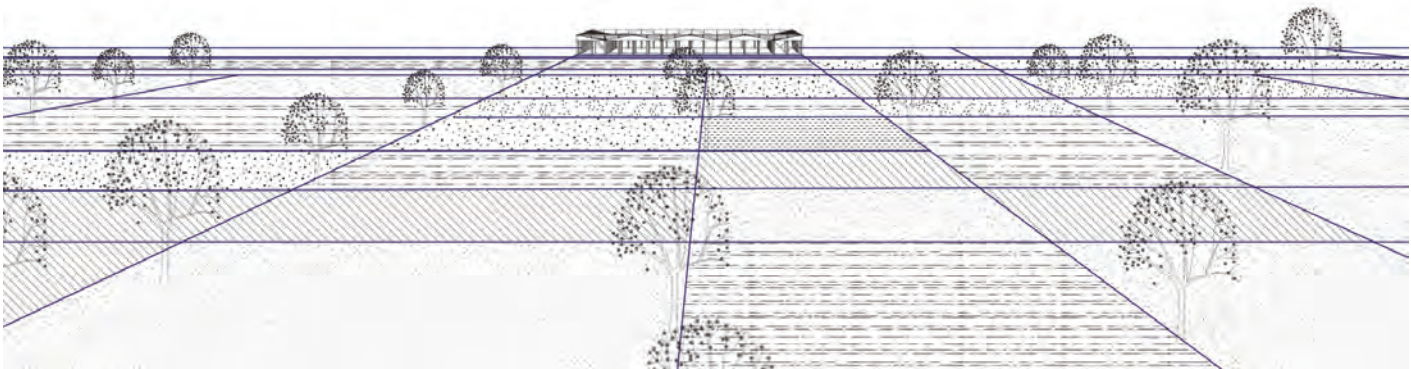


View of the RCC from the highway

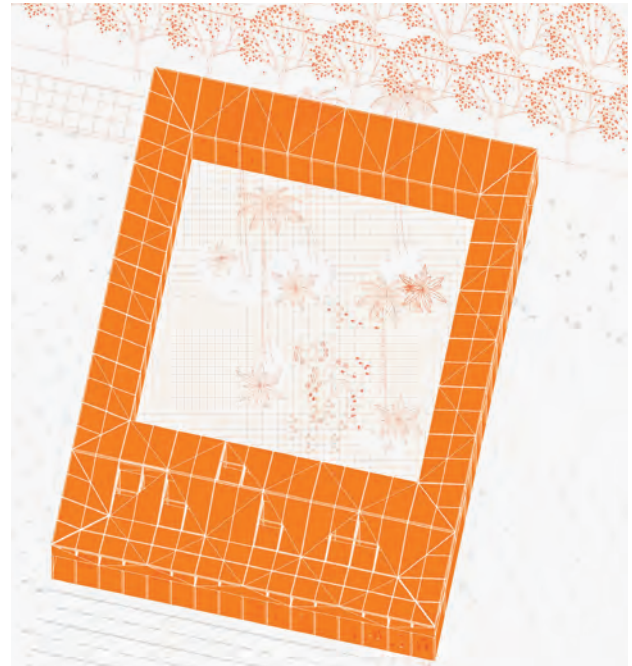
EASY ACCESS / HIGH VISIBILITY

*New exit and entrance on the highway.
Access to Rural Community Centre.*

Increased value of the landscape



- Tourist residences.
- Parking.
- Renewed water system with trees.
- Botanical garden.
- Agricultural fields.
- Possible train station.



Cooperative space as community centre

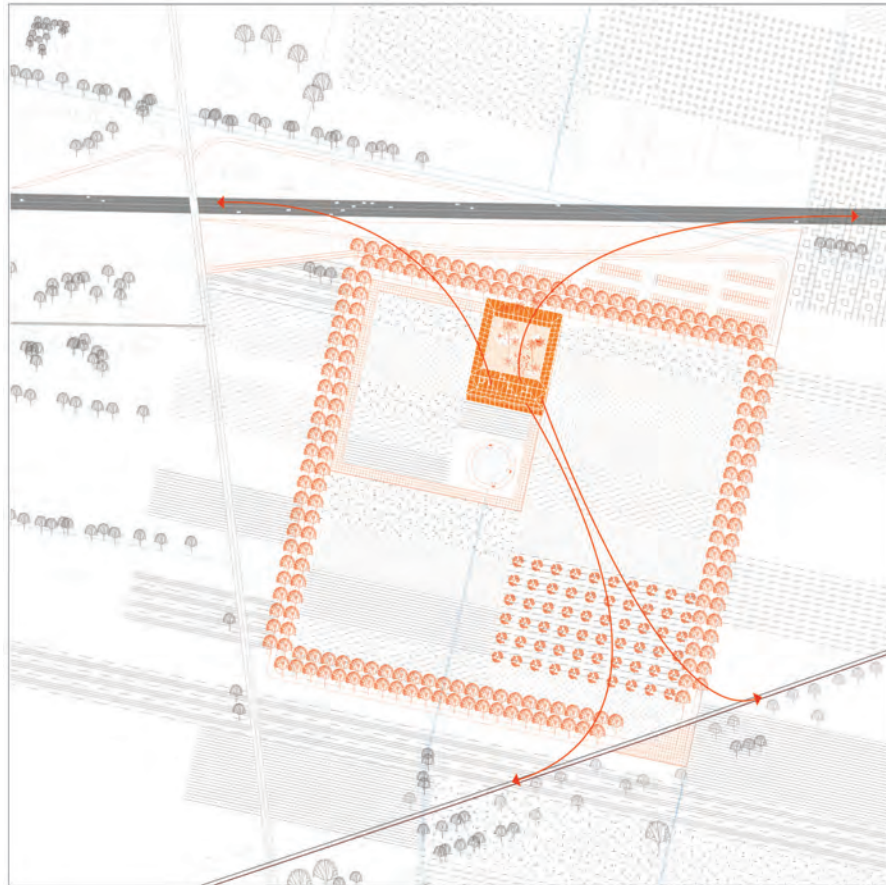
COOPERATIVE SPACE AS COMMUNITY CENTRE

Main building with several activities: conference centre, market, agricultural cooperative office, artist residence, rural educational facility (biodynamic and permaculture classes), artists residence, offices, hall for temporary events (art triennial, cinema, meetings...).

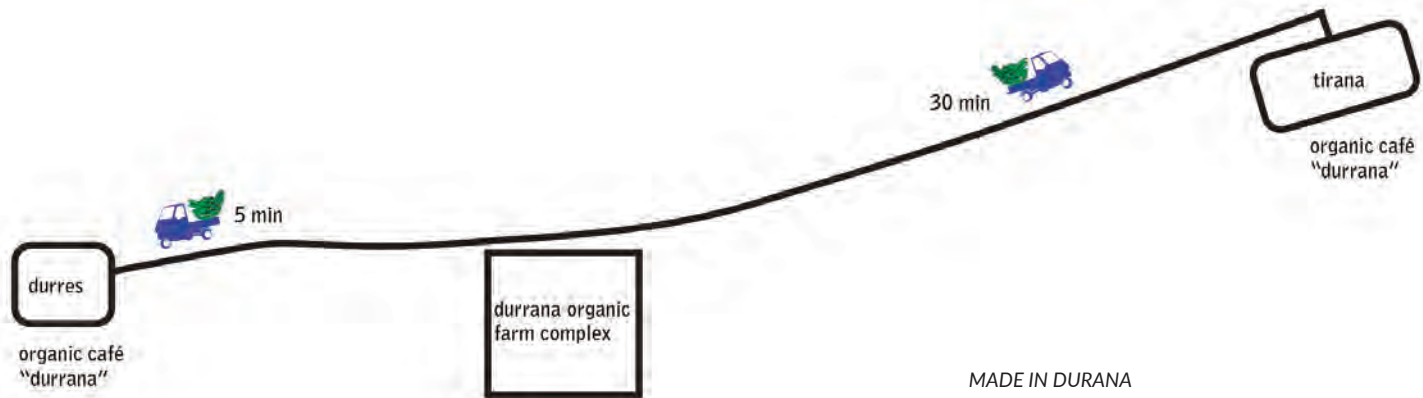


Rural Centre (view from the arcade path to the patio)

DURANA ECONOMIC CORRIDOR



Made in Durana



MADE IN DURANA

Cafés and restaurants in Tirana and Durrës where RCC products are sold and served. With the opportunity of the freeway, fresh vegetables and fruits can be delivered fast in Tirana or Durrës.

Durrës products



RIVER NODE

The River Node pilot project is located at the crossing of the highway and Erzen River. It connects three main elements: the existing bus station, that will be redeveloped into an inter-cities bus interchange node; the existing train station that could be developed to receive a fast tramway line between Tirana and Durrës in the future; and the Erzen River sides which we propose to develop as a natural park and nature reserve. The existing bus interchange station is developed by creating a wider bridge that will provide maximum inter connectivity between all places of interest in the area. A pedestrian and cycling promenade is developed along the river as a backbone to the natural park. The promenade is punctuated by a series of interesting spots such as the King Zog's Villa, the Shijak Mosque, local schools, the centres of existing villages and settlements, nearby farms and vineyards... where smaller public spaces can be developed and benefit from open views on the valley and surrounding territory. This project is about the meeting of the metropolitan culture of Durana with nature. It provides simple recreation activities in direct connection to nature that will bring people together in a much more efficient way than a big and costly infrastructure would.

It is also about re- and co- integration of the existing settlements which share a common history of coexistence. The River Node pilot project is meant to initiate and support regeneration processes within the settlements of the area. Firstly by bringing regional and national public transport (bus and fast tram) closer to their centres. Secondly by introducing simple local public spaces (mini-squares, small public esplanades, pocket gardens...) where outdoor cultural and social activities could take place, all linked to the river by a network of green connectors.



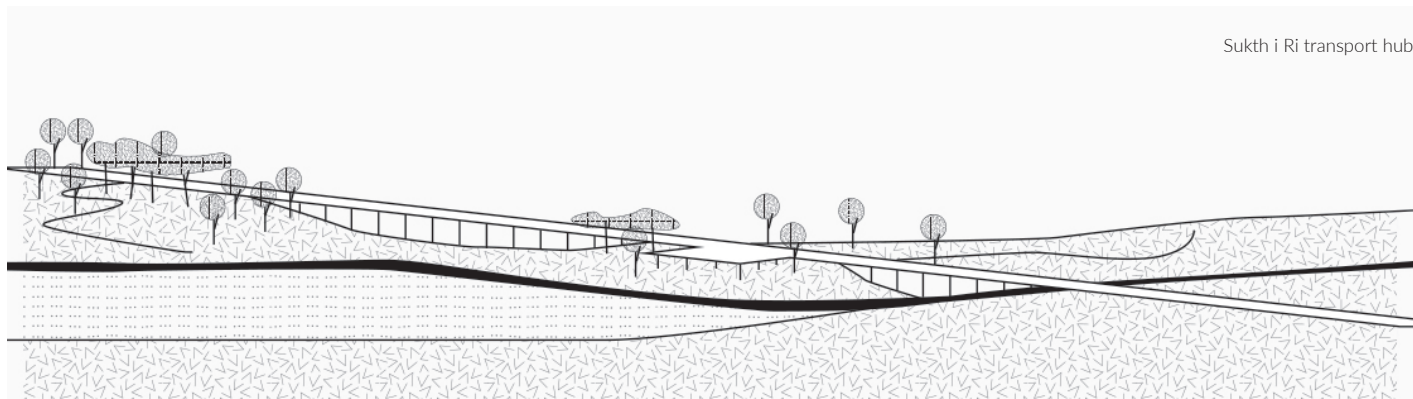
River node

SUKTH I RI TRANSPORT HUB AND STATION

*New train station beside the football field.
New bus station.
Existing bridge enlarged and redesigned.
New bus station.*



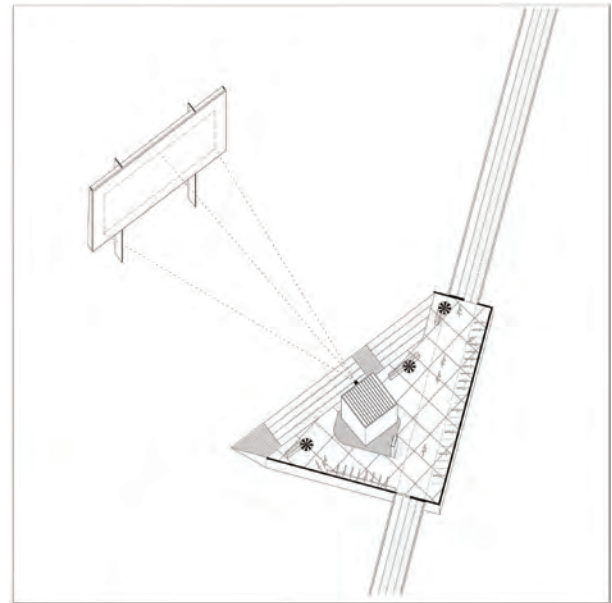
Axonometric view of the station



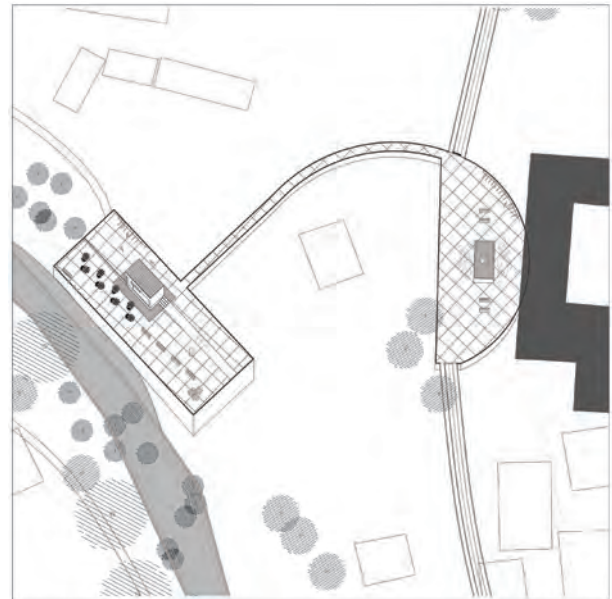
Sukth i Ri transport hub



Transport hub and station



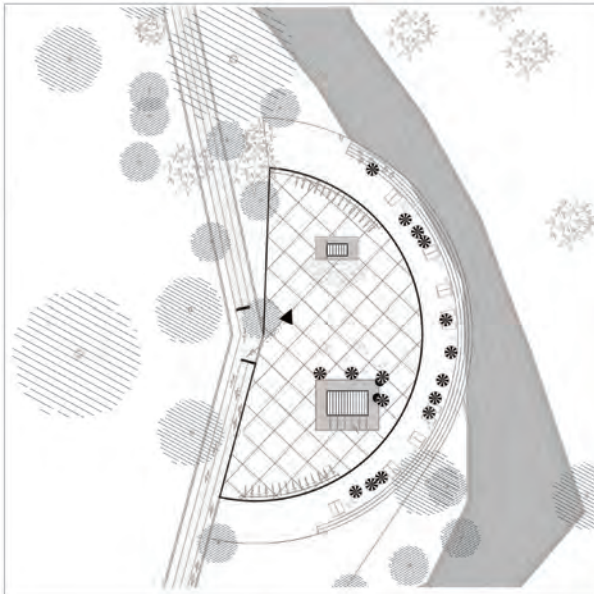
Open air cinema



Public spaces in front of existing buildings

SUKTHI RI - SHIJAK PARK

*Programmed park and nature reserve.
New network of bicycle and pedestrian paths.*



River attraction



References

ERZEN RIVER PARK

*Protected river and landscape.
Cultural areas.
Outdoor and sports facilities.*

07

LOT 3

BAUKUH + LIST + SPACE CAVIAR + ABKONS

TEAM COMPOSITION:

Coordinators

Baukuh

Landscape architects

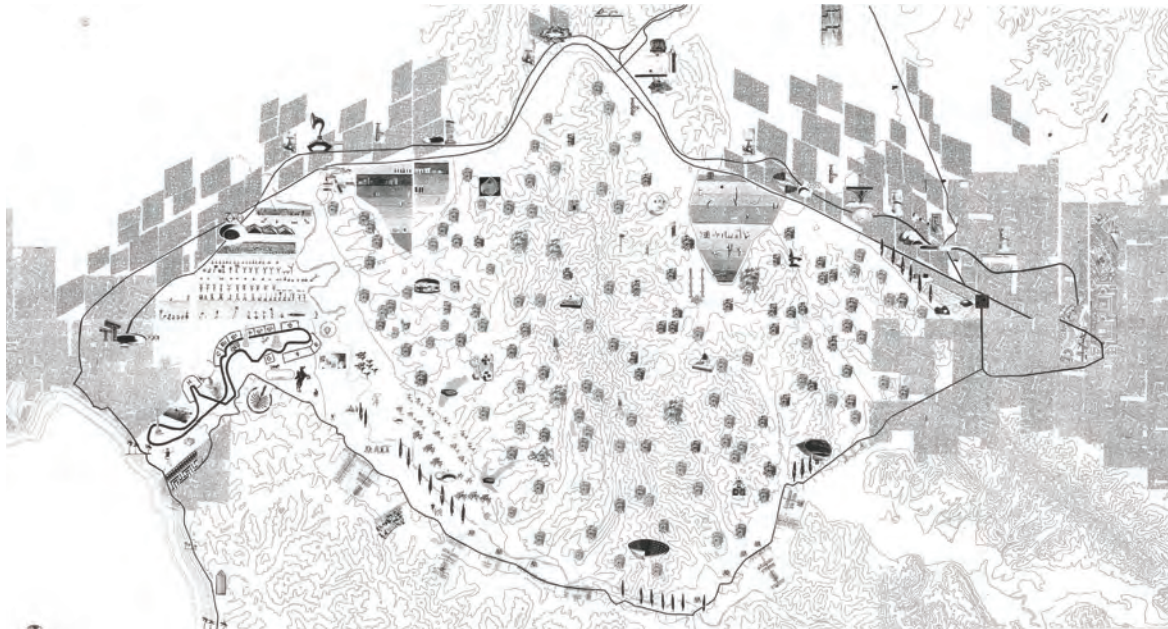
List

Local architects

Abkons

Designer / Artist

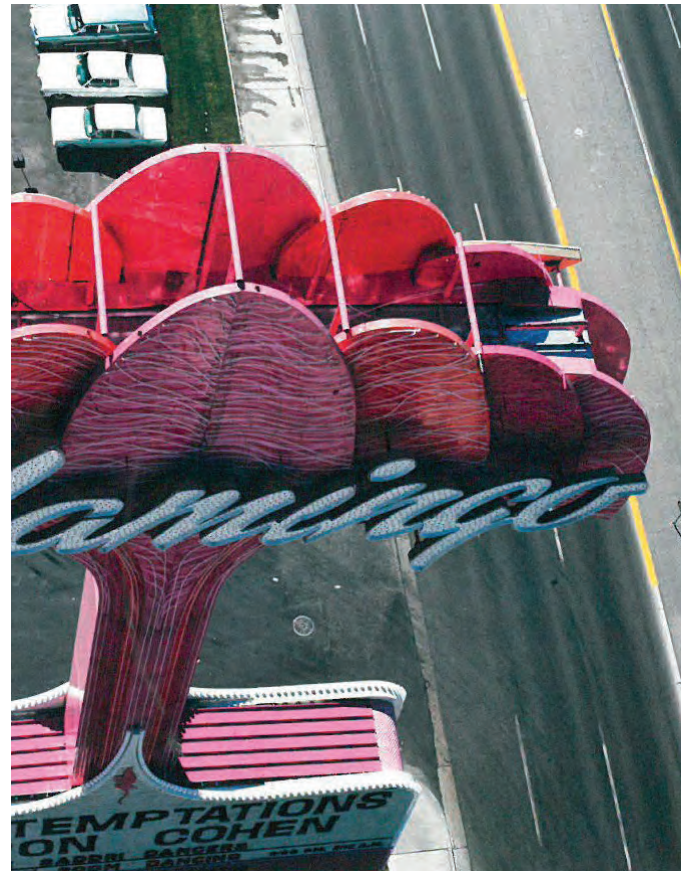
Space Caviar

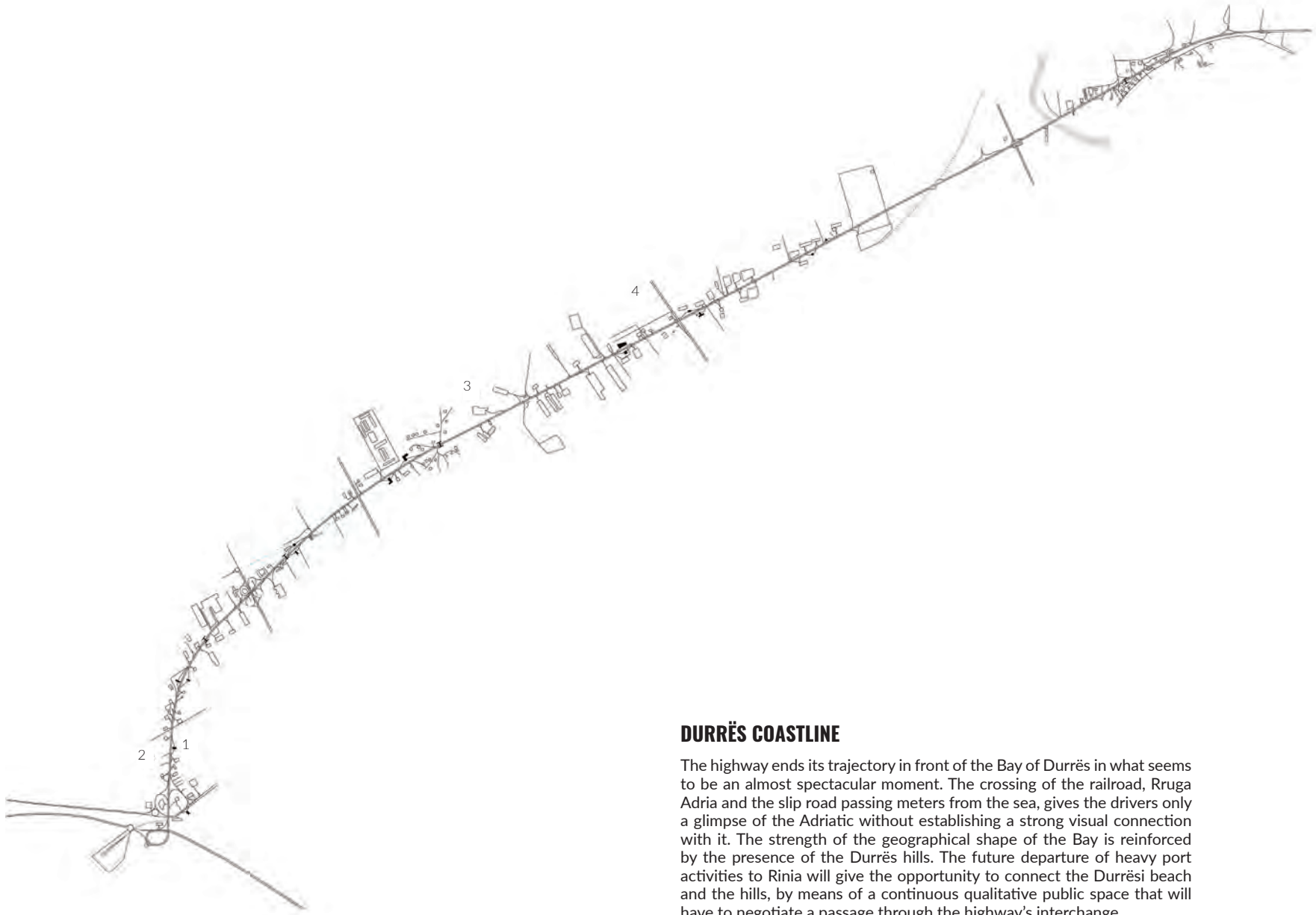


Durana is a complex metropolitan reality. It will need an attentive and articulated masterplan. In order to start this planning process we propose to identify a first series of relatively simple and relatively inexpensive interventions that could operate as an activator for the entire process. In order to understand and transform Durana, we propose to focus and to operate by means of a single element, that we will use as a key to activate a transformation of the entire territory. By reducing our toolbox, we imagine to expand the consequences of our work. Our proposal is simple and precise.

Tower of Money, Living Theatre 1968
Learning from Las Vegas, Flamingo Hotel, 1968

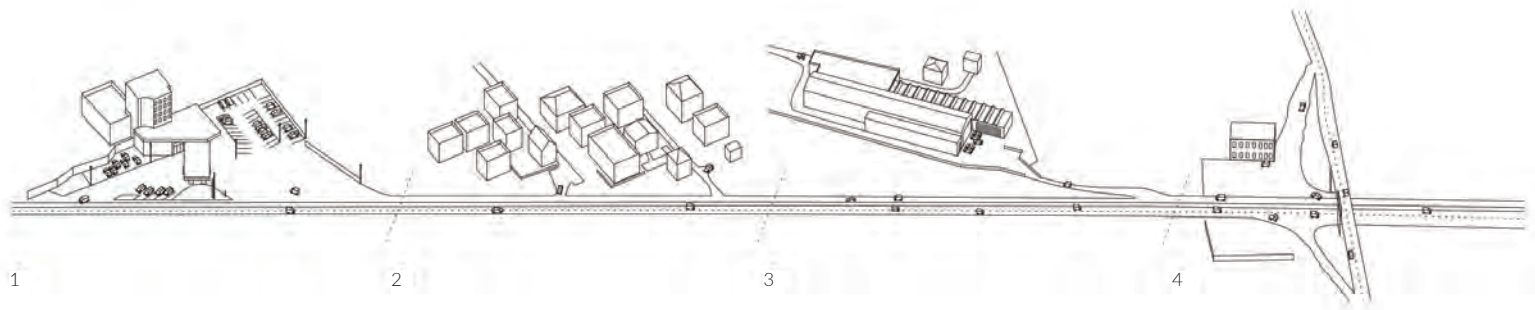
We propose to use the Tirana-Durrës highway as the key to de-code and re-code the Durana metropolitan region. The highway is indeed not only the main metropolitan element of this territory, but also the main instrument of its recent urban development. The highway, as public infrastructure, is also the easiest element to work with for a public subject such as the Ministry of Urban Development and Tourism. The highway ends up being the most effective and at the same time the easiest tool to work with in the context of Durana. We propose to maximize the possibility for success in the short period and to take the easiest way. Further interventions in the Durana area will follow the initial steps developed by acting on the highway. In particular, the interventions on the highway need to be compatible with the development of a metro tram/train serving the Durana region, an initiative that we consider crucial for the metropolitan region in the medium period. The highway is OK. It makes sense as it is, it should not become a “proper” highway, neither should it become an entirely urban road (that would require another highway). The complex layering of different rhythms coexisting into the highway is just a consequence of the different speeds and multiple populations inhabiting the city. We need to understand this multiplicity of speeds as an asset. We propose not to destroy the promising hybrid nature of the highway, we imagine to protect its challenging ambiguity by simply giving form to it. We propose to provide better definition to the highway by recognizing the figures that manifest their presence along it. In fact, the highway operates as a stage of a possible metropolitan theatre. We simply need to attribute definition to the characters acting on this stage, to expose the rituals that enliven the metropolitan theatre.





DURRËS COASTLINE

The highway ends its trajectory in front of the Bay of Durrës in what seems to be an almost spectacular moment. The crossing of the railroad, Rruga Adria and the slip road passing meters from the sea, gives the drivers only a glimpse of the Adriatic without establishing a strong visual connection with it. The strength of the geographical shape of the Bay is reinforced by the presence of the Durrës hills. The future departure of heavy port activities to Rinia will give the opportunity to connect the Durrësi beach and the hills, by means of a continuous qualitative public space that will have to negotiate a passage through the highway's interchange.



- 1: Petrol station (15 different stations along the highway portion)
- 2: Informal connection to housing units
- 3: Access to warehouses (exists in multiple variations)
- 4: DIY slip-roads (4 different locations in this portion)

CURRENT ROAD STRUCTURE

On the highway portion of lot n°3 we counted 189 ways-out ; that is, in average, a way-out every 135 meters. This situation is of course ineffective and highly dangerous. These informal (or pirate) connections emphasise the ambiguous status of the highway today, being at the same time an important intercity connection and a local boulevard. This dual double condition should not be ignored but, on the contrary, be radicalized as such, by finding solution to maintain securely an effective two-speed system. 1: Petrol station (15 different stations along the highway portion) 2: Informal connection to housing units 3: Access to warehouses (exists in multiple variations) 4: DIY slip-roads (4 different locations in this portion).

ERZEN RIVER

The Erzen river is an important amenity for Durana. In this semi-arid territory, the Erzen is not only an important corridor of humid flora and biodiversity, but also a major vector in the Durana urbanization. Several villages, more or less linear, have developed alongside it.

These villages, amongst which Shijak, Sallmone, Pjezë and Sukth form today a quasi-city. This linear urban structure, which developed on both sides of the river is cut by both the highway and the river itself, hardly ever accessible or crossable. While the Erzen-River-City seems to possess the amenity and the urban potential to form an important urban system, it still lacks qualitative connections and relations between its detached parts and the river.

SHËNAVLASH HILLS

The hilly landscape of the western side of the Erzen valley slowly flattens and joins the plateau just north of Vrinas. The intersection point between the hill and the highway is hardly perceptible today. Yet, the Shënavlash church and the mosque, which are both situated on the crest-line of the hill are approximately 20 m above the level of the highway.

This slightly dominant position produces beautiful territorial views from the crest-line towards the plateau on the east and the city of Durrës to the west. The intersection point between the hills and the highway is definitively a strategic spot to underline the switch between the plateau and the city, as well as a highly fragile and dangerous crossroad between the highway traffic and the adjacent villages.

AGRI-LOGISTIC PLATEAU

The large plateau between the Erzen valley and the Shënavlash hills is a productive and fertile land. This territorial entity presents more than 100 sq. kilometres of arable land. The part crossed by the highway and concerned by this study is a 15 sq kilometres squarish shape which is the most urbanized part of the plateau. Its layout is composed mainly of two irrigation grids: the first is originated by the old Durrës road, the second, on the west side, is a hybrid mix of the first grid and the direction of the railway line. Nowadays, the agricultural activities are quite dispersed and have a hard time resisting to the diverse economic and logistic boxes that take hold of parcels along and around the highway.

KËNETA

The Kënetë grid is an impressive territorial figure which stretches out from the centre of Durrës to Rinia Harbour. The future transfer of heavy port activities from Durrës to Rinia, transforms this 6km long and 80% empty grid into a potential infrastructure for future economic, logistic and urban activities. The irrigation canal system, which seems to be in pretty bad shape today, will probably become a precious piece of land for the creation of an ecological and energetic park, on the north, and for the redevelopment and improvement of the urban residential neighborhood, on the south. The encounter between the curved highway and the southern part of the grid, produces important clumsy shaped voids, with apparently low construction. The interchange between the highway and the Rruga Martin Camaj seems to emphasise the infrastructural and non-urban character of this encounter zone.

Erzen river today



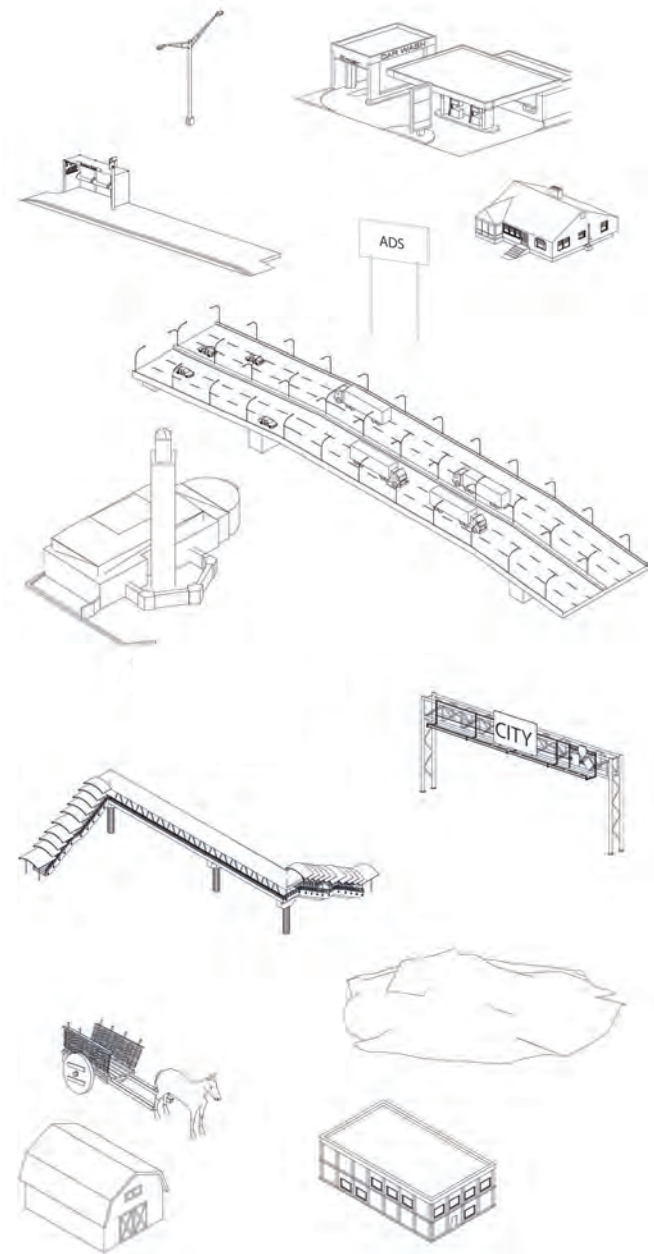
Agro - logistic plateau today



Shënavlash today



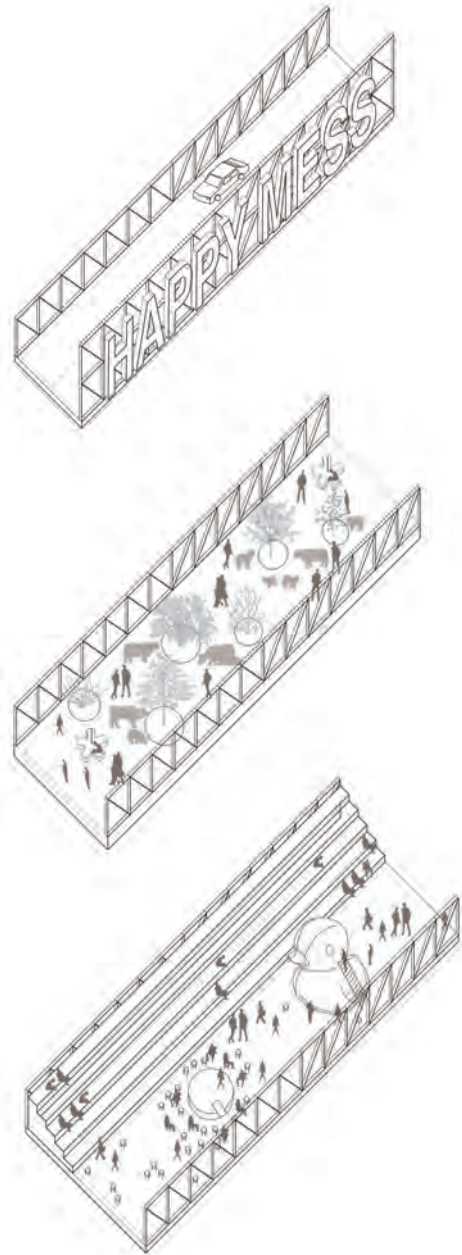
Kënetë today



Axonometric view of actors

LIST OF ACTORS

No boundary or line of demarcation separates the Theatre from the spaces of everyday activity along the Durana highway. The two coincide. The Theatre is an opportunistic device that absorbs its surroundings, recasting them as actors, props or backdrops. Possible casts and role: Industry, habitation, stores, service. Cyclists, pedestrians, minibuses, automobiles. Artists, architects, performers, spatial practitioners. Workers, tourists, inhabitants, commuters.



Axonometric view of bridges

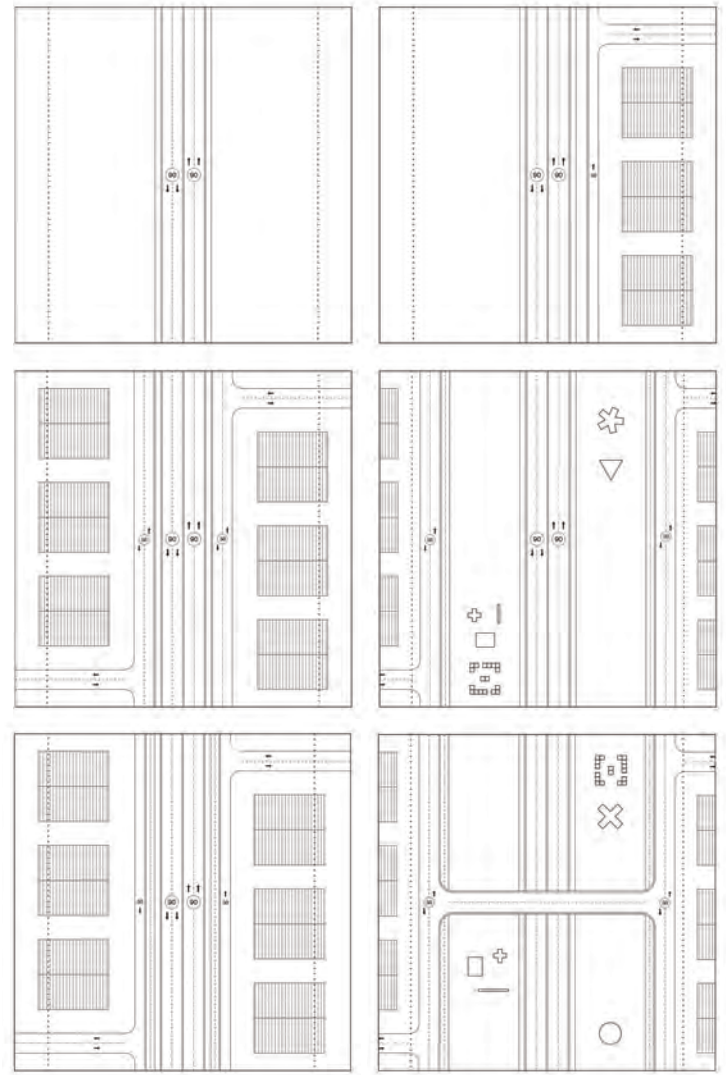
BRIDGES

To rethink of the highway in terms of the theatre, we must address it as a question of design, and equip this “cultural institution” with the necessary performative elements. The bridges provide a much needed pedestrian connection among neighborhoods on the opposite sides of the highway. As such, the bridges reconstruct a relationship among two separated urban realms. The bridges combine their usual role as connective infrastructure with different types of public space and public facilities included in the bridge or distributed at its margins. At the same time, the bridges operate as a memory-framing device. Bridges indeed are the interfaces of the experiences of the driver and the pedestrian: the pedestrian crosses the bridge on its longitudinal axis, using the bridge as a belvedere opening onto the landscape, while the driver crosses the bridge along its transversal axis, passing below it and recognizing it as a sign framing the experience of the drive. By reappearing one after the other, the bridges frame the experience of the Tirana-Durrës, defining a silent and precise measure of the different conversations in the car, of the different memories associated with the trips. The stability of the territorial frame defined by the bridges is challenged by the artistic interventions that happen to take possession of the bridges.

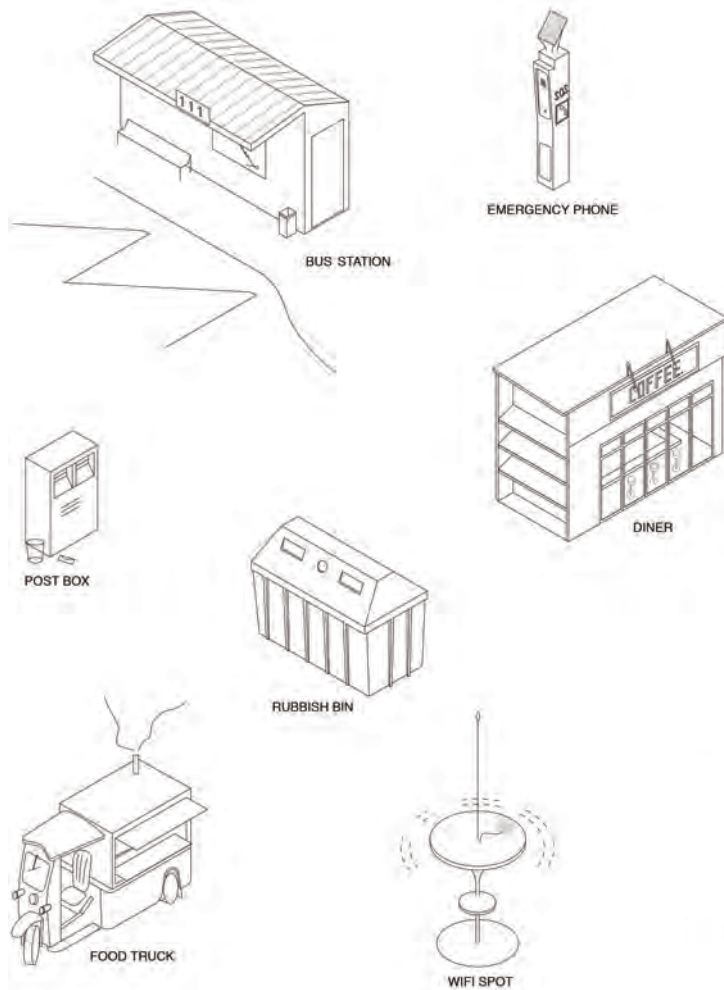
Plan view of service roads

SERVICE ROADS

The current structure of the highway is highly chaotic, as way too many different entrances and exits punctuate it. Un-systemic service roads, informal junctions, un-signalled U-turn possibilities and dangerous crossing points only add to the confusion. At the same time, this awkward accumulation of the most diverse systems allows the highway to interact with its surroundings, ultimately producing a flexible organism in which the needs of mobility are intertwined with the events happening at the margins, an organism not without fascination. The project aims to upgrade the mobility system through a minimum degree of systematization, rationalizing the junctions using various configurations of service roads, while U-turns will be systematically allowed every 2 kilometres. The system will retain a high degree of flexibility, ranging from pure highway, to a highway with two ways service roads on both sides at the opposite extreme of the range. The buffer zone will be implemented gradually and only when necessary. The highway will be both efficient as a mobility device, as well as rich for the events which will continue to happen at its extended margins, events which the projects will boost further. The highway will slowly mutate into an extremely generous two-speeds super-boulevard.

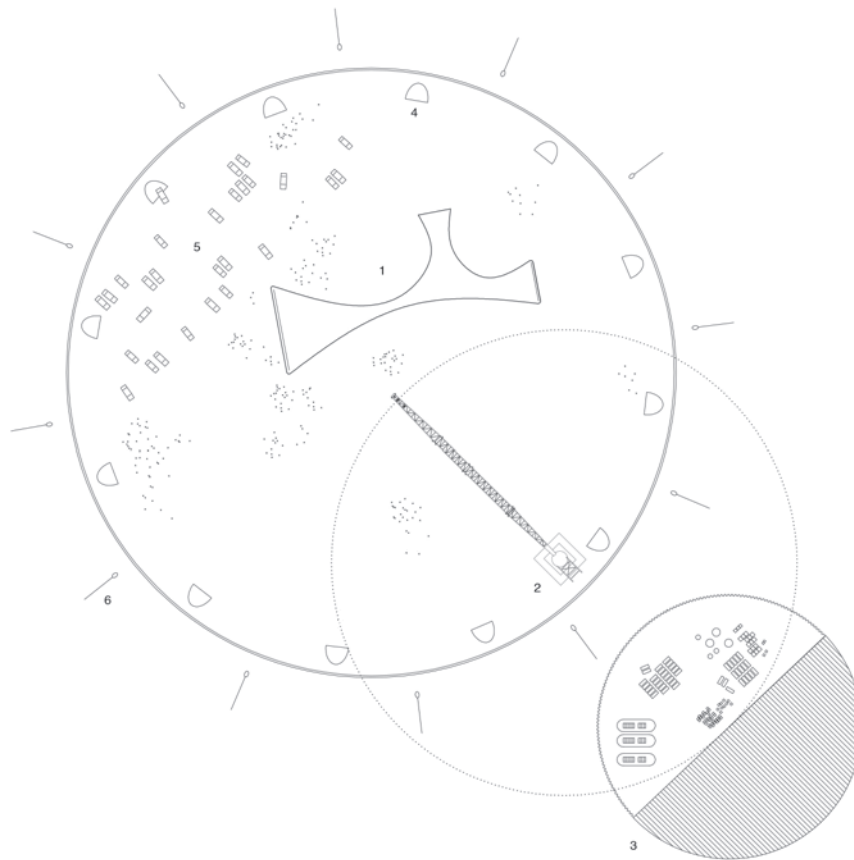


Axometric view of services



SERVICES

Economic activities, warehouses, small businesses will be grouped in small clusters. Each cluster will be equipped with small device services. The services are degree zero architecture that help to sustain the autonomy of these clusters. They provide services but they also generate informal spaces of sociability around them.



Plan view of roundabout

1. art
2. crane
3. art/events storage
4. gate
5. parking
6. lamp post

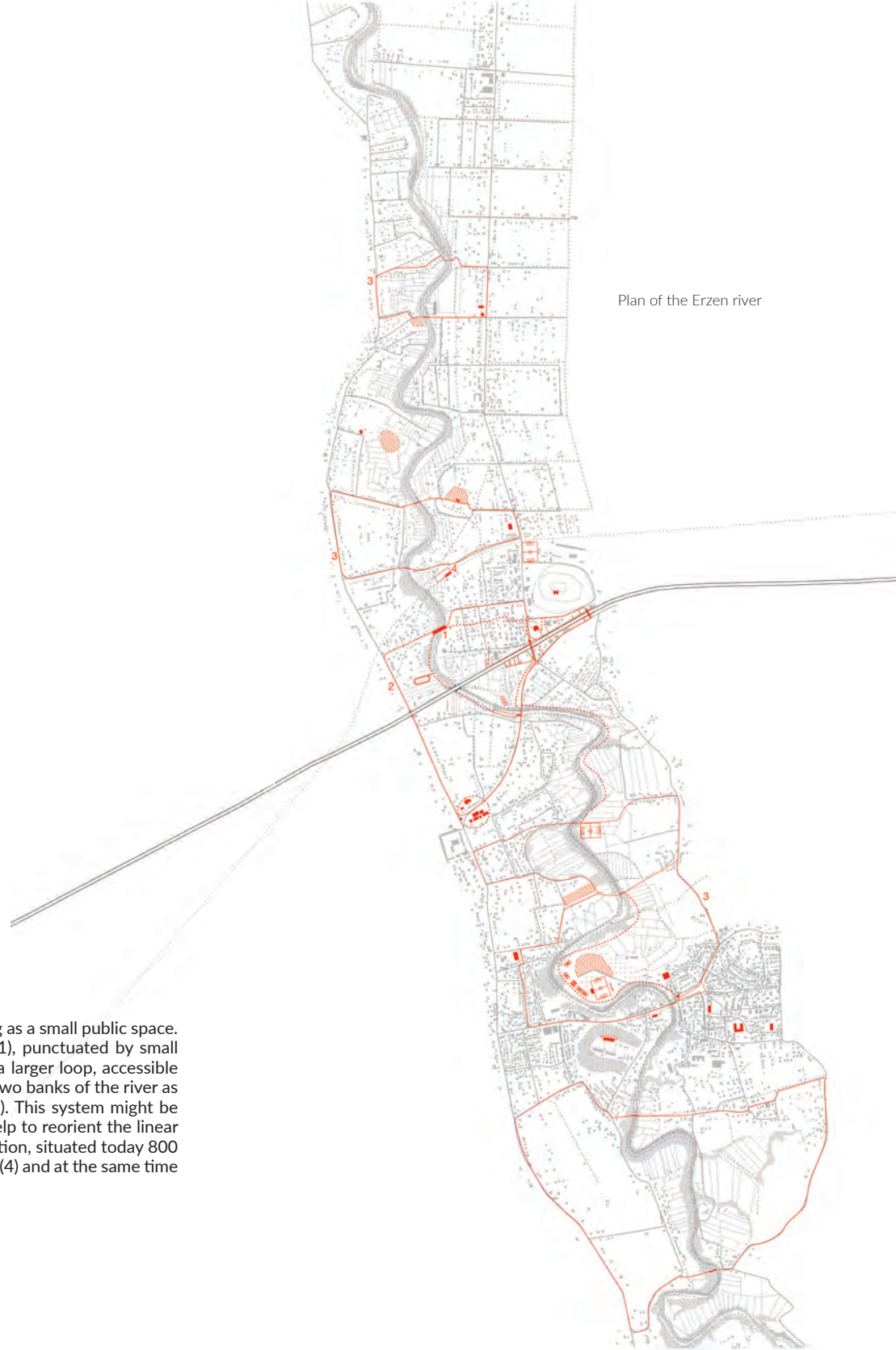
ROUNDBOUT

In order to operate, the system of stages needs its own infrastructure. Such machinery of the metropolitan theatre is stored in a deposit next to the circle at the entrance of Durrës. The inside of the circle, marking the entry into the city of Durrës, is a completely flat, colossal platform, the last and biggest of the metropolitan stages. This unpredictable space, half moon, half desert, half parking lot is periodically occupied by colossal art pieces, mass events, rock concerts. The space – normally unused – provides a platform at the metropolitan scale for the entire Durana region. The circle normally is asleep; it works just as a large dot of emptiness marking a change in speed that correspond to the entry into Durrës. Sometime, once every couple of months, the silent moon erupts and is activated by a new event.

Plan of the Erzen river

ERZEN RIVER

A view of the Erzen river, with a bridge functioning as a small public space. The bridge is a part of a small pedestrian loop (1), punctuated by small open air installations. This system is doubled by a larger loop, accessible for small vehicles, allowing passage between the two banks of the river as well as between the two sides of the highway (2). This system might be repeated several times along the Erzen (3), and help to reorient the linear urbanization towards the river. The small train station, situated today 800 m to the east, might be moved to this denser zone (4) and at the same time integrate the loop system.

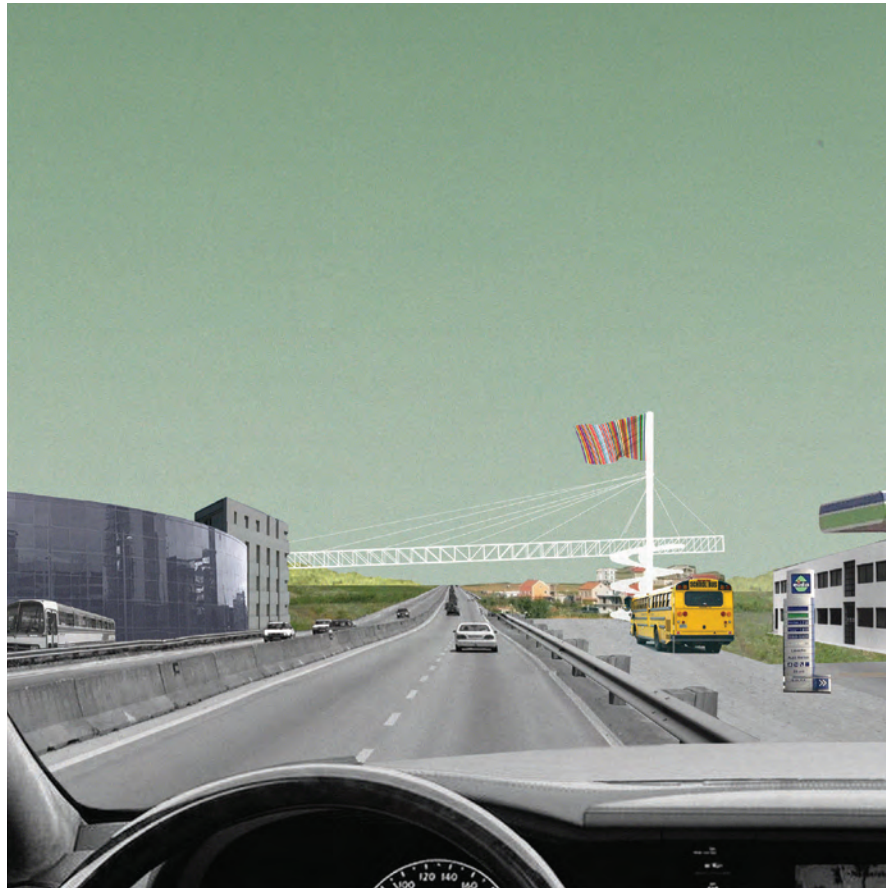




View of the Erzen river



Erzen river, project plan
1. pedestrian/bike bridge
2. bus stop
3. pedestrian/bike loop
4. art stage



View of the highway



Plan of the Agro-industrial park

AGRI-INDUSTRIAL PARK

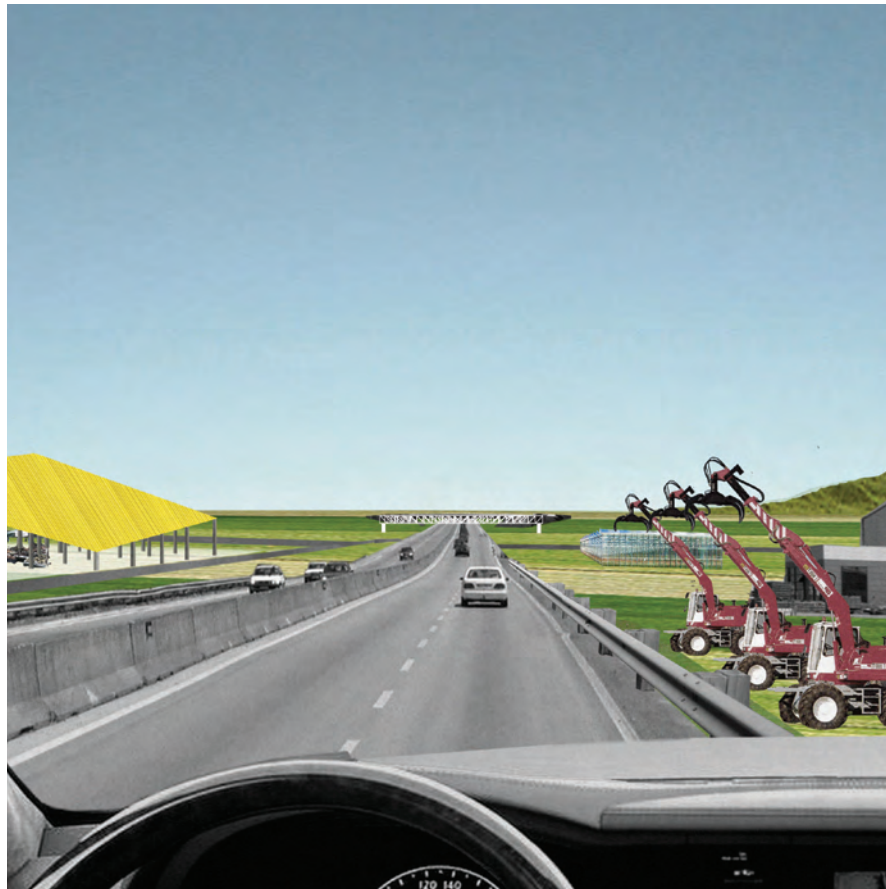
A view from inside the fruit and vegetables auction building (1) towards the highway and the agri-industrial park. The auction building will concentrate the production of the multitude of small scale farmers of the agri-park. It can also be connected to a small freight station (2). Along the highway, greenhouses, warehouses and other agriculture related spaces are rearranged in clusters along several side-roads (3). A new road traverses the plateau from south to north passing beneath and connecting to the highway (4).



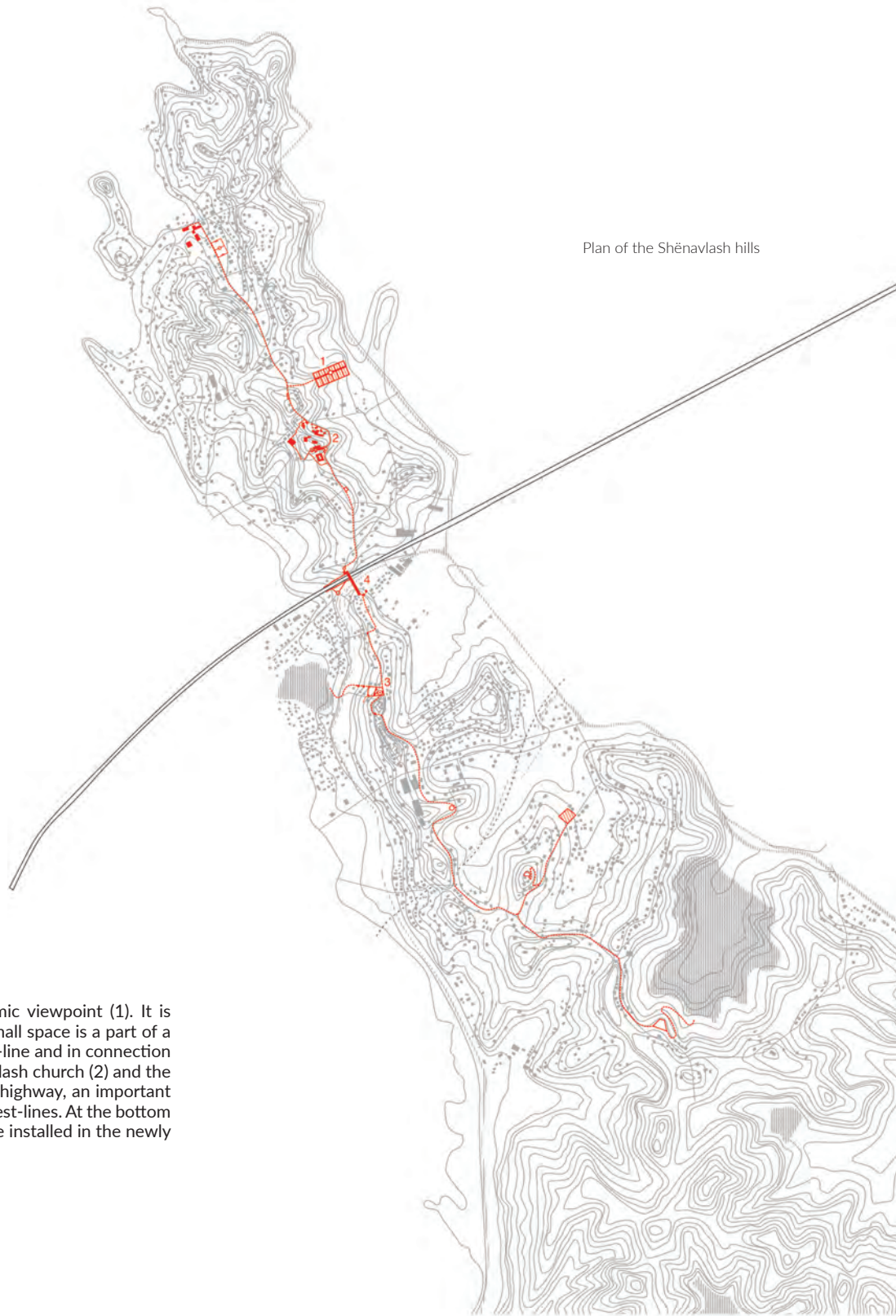
View of the Agri-industrial park



Agri-logistic plateau, project plan
1. agri market
2. fruit and vegetable auction



View of the highway



Plan of the Shēnavlash hills

SHĒNAVLASH HILLS

A view from a small public space with a panoramic viewpoint (1). It is located just next to the crest-line at Vrinās. This small space is a part of a constellation of small public spaces along the crest-line and in connection to public institutions like the cemetery, the Shēnavlash church (2) and the Mosque (3). At the intersection of the hill and the highway, an important bridge-building (4) is connecting directly the two crest-lines. At the bottom of the bridge, a small bus stop and service point are installed in the newly arranged intersection.



View of the Shēnavlash hills



Shenvalash hills, project plan,
1. ecological corridor/inhabited bridge
2. bus stop
3. parking
4. footpath to Shenavlash Monastery
5. art stage



View of the highway



Plan of the Kënetë

KËNETA

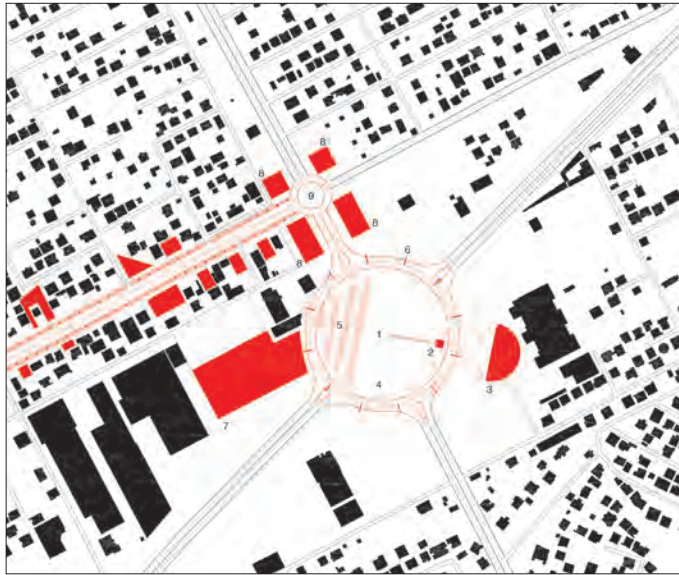
A view from one of the parks along the highway. While the voids in between the grid and the curved highway are used to create public parks, the Rruga Drenica is densified and supports more urban and commercial activities (3). An extra-large roundabout replaces the existing interchange with a vast multipurpose space (4). Kënetë's 6 km long grid is connecting the new industrial harbour and the city centre of Durrës. Based upon its canal infrastructure, a series of parks is installed from north to south : an environmental and energy park (5), an industrial park (6), a large urban park (7) and an extension of the urban grid (8).



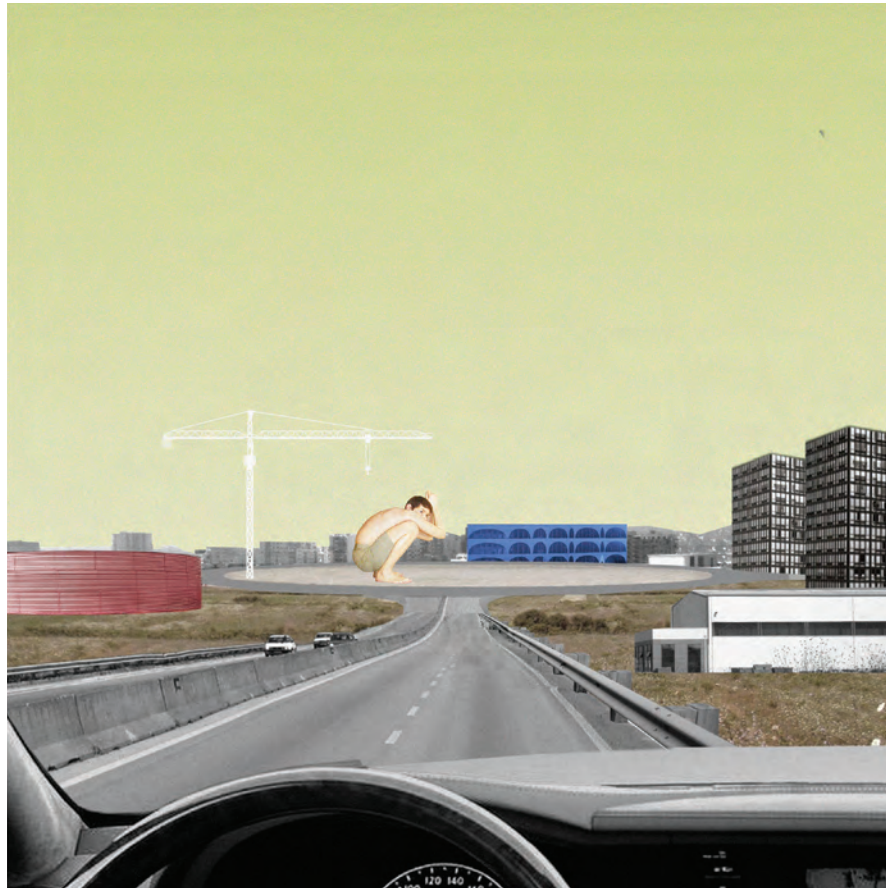
View of the Këneta

THE BIG ROUNDABOUT AS A SPECIAL TOOL

In order to operate, the system of stages needs its own infrastructure. Such machinery of the metropolitan theatre is stored in a deposit next to the circle at the entrance of Durrës. The inner part of the circle, marking the entry into the city of Durrës, is a completely flat, colossal platform – the last and biggest of the metropolitan stages. This unpredictable space, half moon, half desert, half parking lot is periodically occupied by colossal art pieces, mass events, rock concerts. The space, normally unused, provides a platform at the metropolitan scale for the entire Durana region. The circle normally is asleep; it works just as a large dot of emptiness marking a change in speed that corresponds to the entry into Durrës. Sometimes, once every couple of months, the silent moon erupts and is activated by a new event.



Keneta, project plan



View of the highway

Plan of the Durrës coastline



DURRËS COASTLINE

A view of the new park installed thanks to the extension of the highway loop into the sea (1). The departure of heavy port activities to Rinia gives the opportunity to connect the Durrës beach and the hills (2), by the means of a continuous qualitative public space (3). This promenade will interact with the transformation of the harbour (4) that will be able to host mixed-use activities.



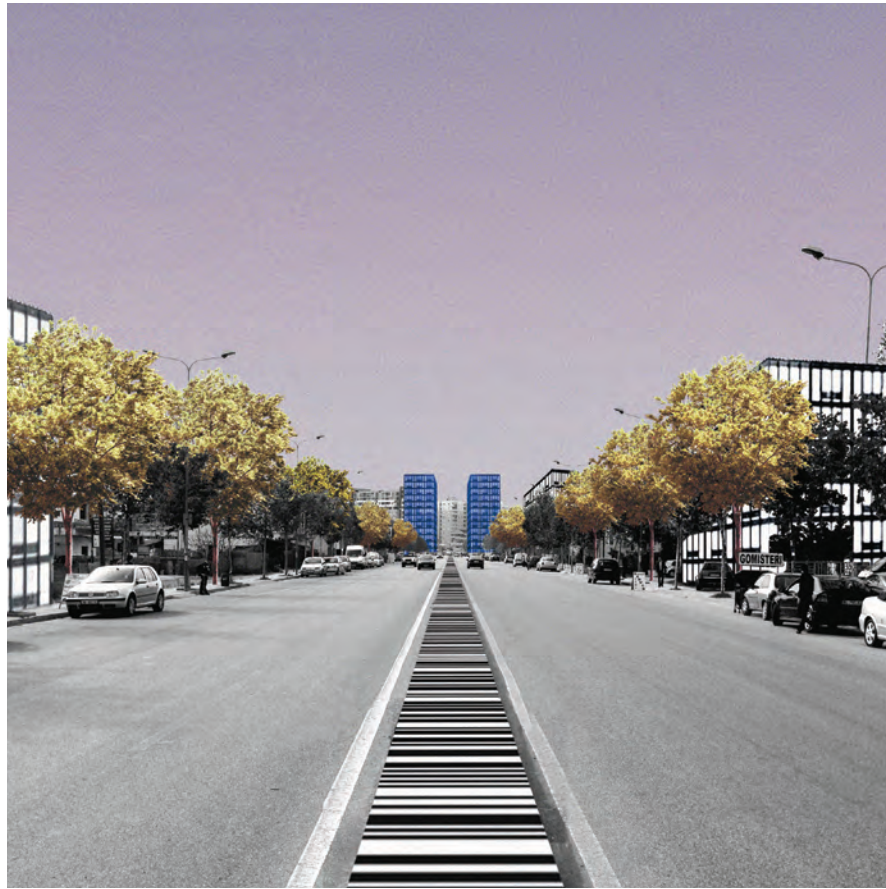
View of the Durres coastline

BOULEVARD

Combined with this gigantic void, a smaller urban space (the everyday space associated to the exceptional gigantic circle) connects the circle to the new boulevard along Rruga Vellazerimi. The boulevard is already there, it only needs few formal operations in order to fully reveal its status. First, its borders need more definition: new trees will complement the existing ones, while specific rules will allow higher buildings on the two sides, all of them perfectly aligned towards the street. As a final focus point and as an entry gate towards Durres proper, two identical towers will be allowed where the grid of Keneta ends.



Durres, project plan



View of the boulevard

INTERNATIONAL URBAN DESIGN COMPETITION

For an urban design intervention in Tirana-
Durrës corridor, [3 lots]

No. 3



ORGANIZERS

Ministry of Urban Development
National Territorial Planning
Agency (AKPT)
Atelier Albania

PARTNERS

Albanian Development Fund
Municipality of Tirana
Municipality of Durres
Municipality of Vora

PARTICIPANTS

PIOVENEFABI + YellowOffice +
ArchiSpace Studio

InterBAU/Tu Berlin + Atelier Le
Balto + Corda/Epoka University +
Universal

Dogma + Studio B&L

Bolles+Wilson + UTS 01

I'AUC + DEA Studio + Encore

Baukuh + List + Space Caviar +
Abkons

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