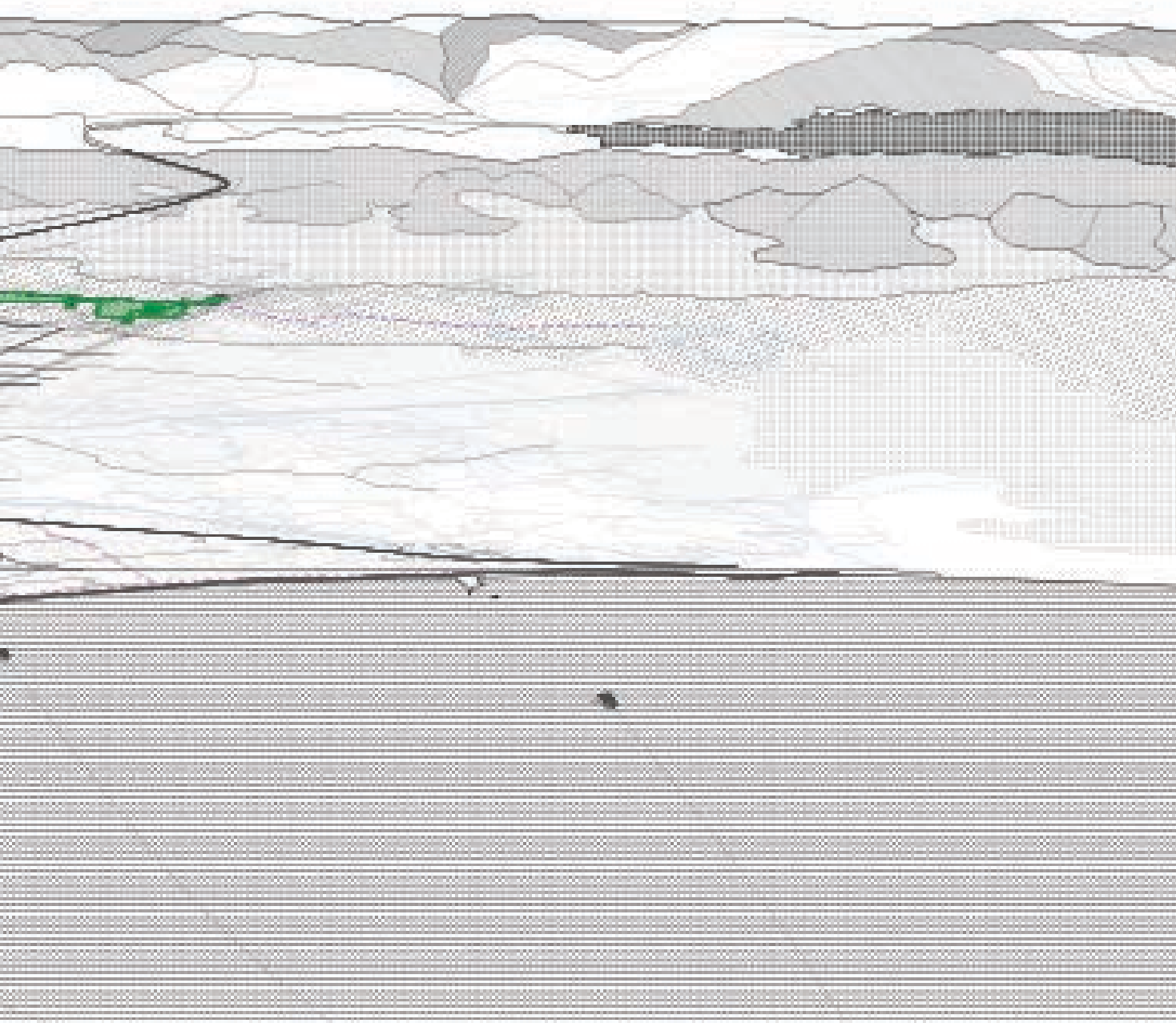


DURANA'S NEW HIGHWAY

ATELIER ALBANIA . URBAN COMPETITION . LOT 3: DURRËS



SUMMARY

ALBANIA'S DEMOGRAPHIC AND ECONOMIC MUTATIONS CONTEXT
METROPOLISATION, LITTORALISATION, MOUNTAINS DESERTIFICATION.

DURANA ISSUES
THE CORRIDOR AS METROPOLITAN DEVELOPMENT FRAMEWORK.

A VIEW OF THE HIGHWAY
FROM A HIDDEN ORDER TO URBAN RULES, LONG TERM REFORMS.

A VIEW FROM THE HIGHWAY
THE THREE MAGNET'S STRATEGY, THREE PILOT PROJECTS.

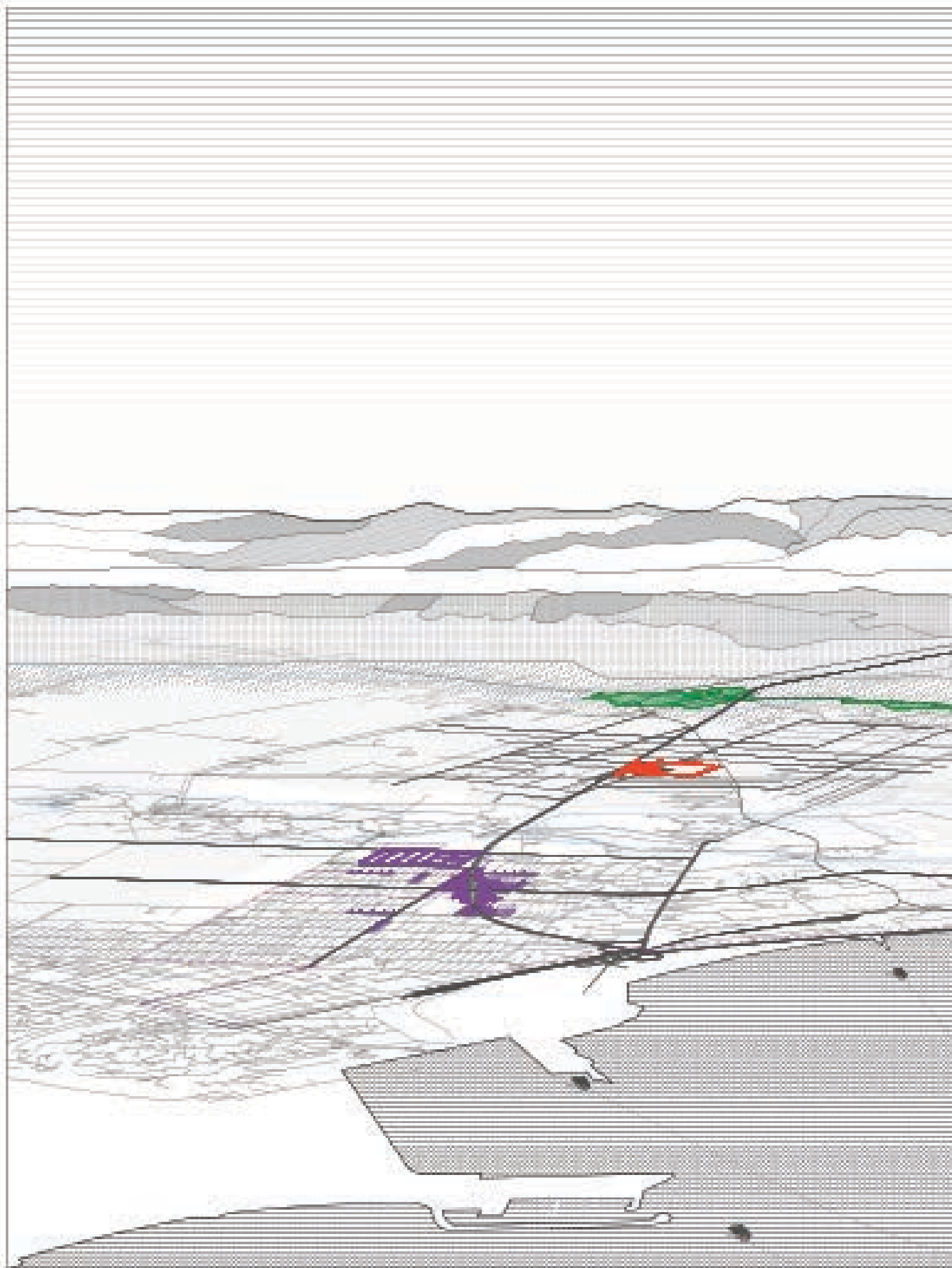
A NEW LANDSCAPE AND GRAPHIC IDENTITY FOR THE HIGHWAY AND ITS TERRITORY

INPUT #1_ HISTORY AND ANALYSIS OF THE TIRANA-DURRËS ROAD AND HIGHWAY

INPUT #2_ CONCEPTUAL FRAMEWORK

INPUT #3_ METHODOLOGY

PANELS



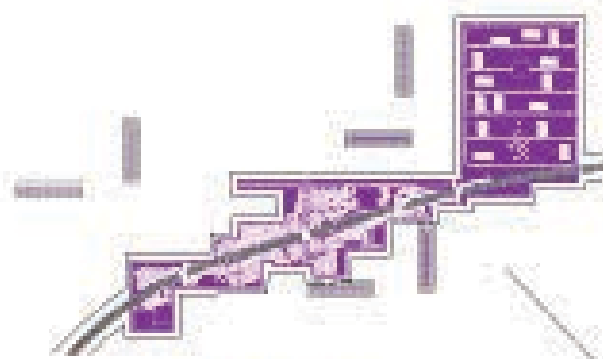
We propose to transform the highway from Durana to Durris into a showcase of Albania's new society and economy. This will be a gradual process aiming to organise a modern and efficient infrastructure and to strengthen the relations of the highway and its immediate vicinity with the urban, agricultural 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 reorganisation of mobility on and around the highway to provide safer and more efficient accessibility between the major cities (Tirana, Durris), villages, settlements, and most attrac-

can stop and commute to shared bicycles for an attractive ride to the Durris beaches or the nearby lakes, using dedicated cycling or trekking paths. A pilot development for light industries (such as fashion and creative start-ups) can also be attached to the Durris Gate. The RURAL COMMUNITY CENTRE between Flakë and Mërisq Muja 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 in-

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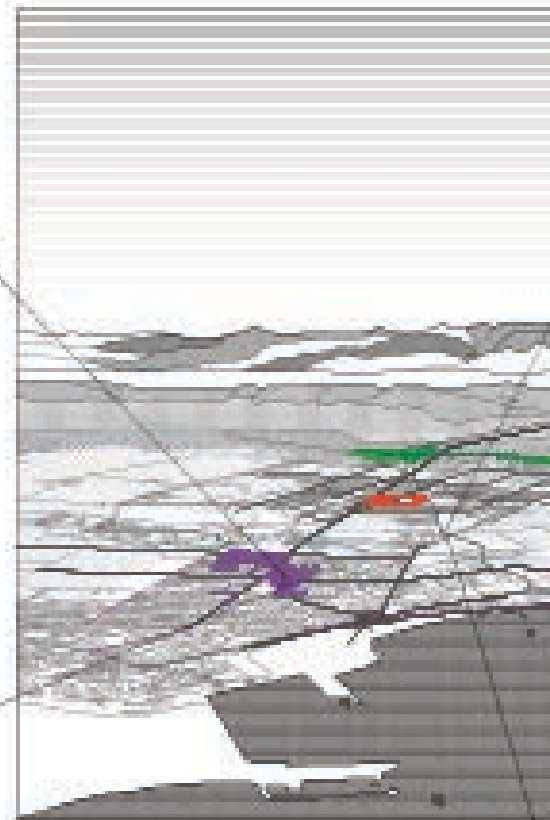
enclosed by a square of high trees where social and economic events such as a rural fair can take place. A smaller enclosure surrounded by an arcade will house a permanent market place where local farmers can showcase, trade and sell their production to residents or visitors. The RIVER NODE between Sulth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

THE 3 MAGNETS STRATEGY

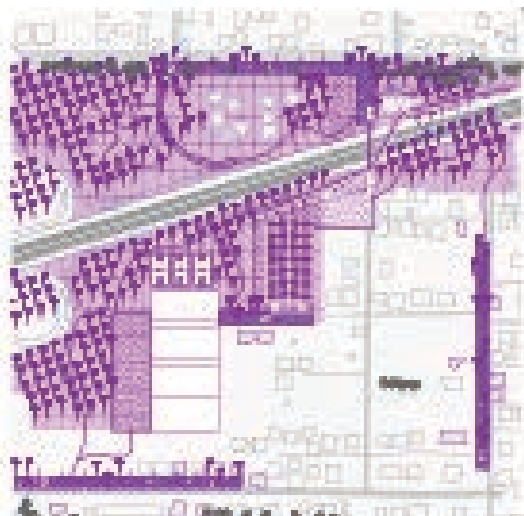


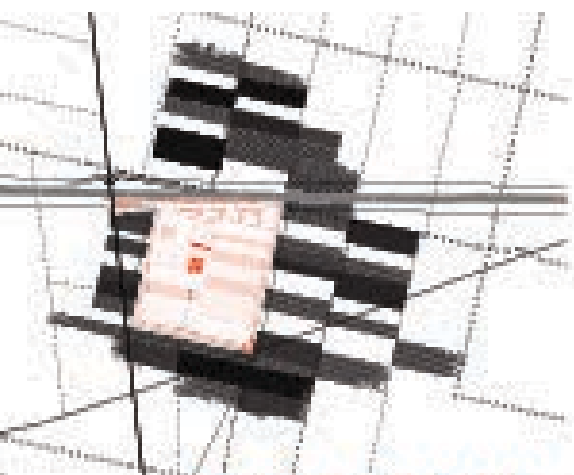
DURRES GATE

TERRITORIAL VISION

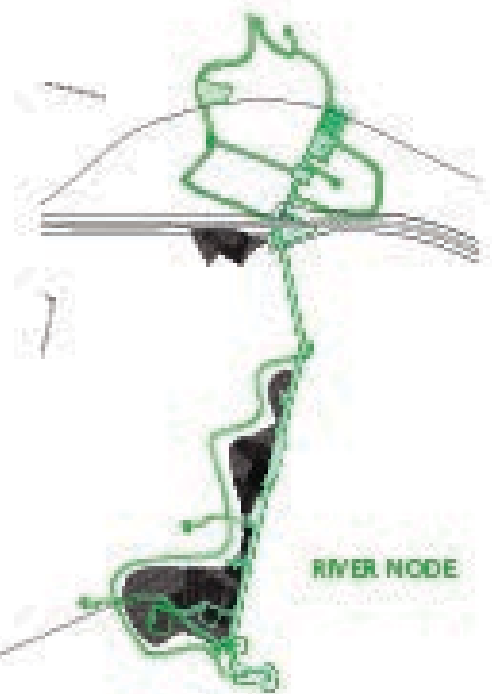
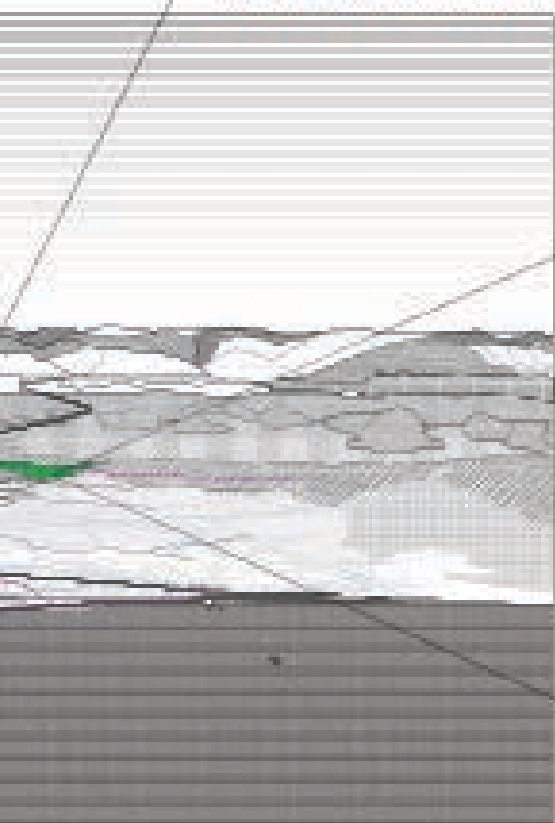


3 PILOT PROJECTS

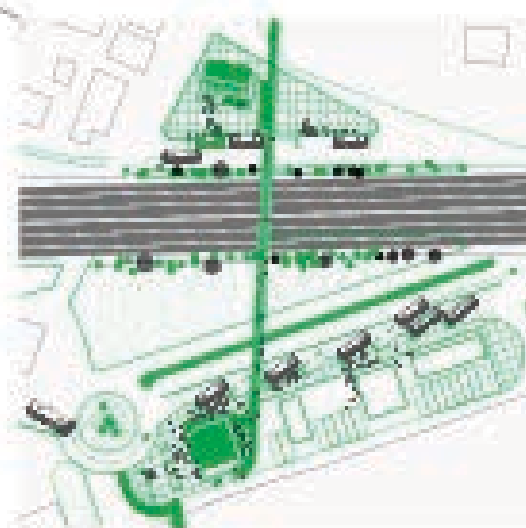
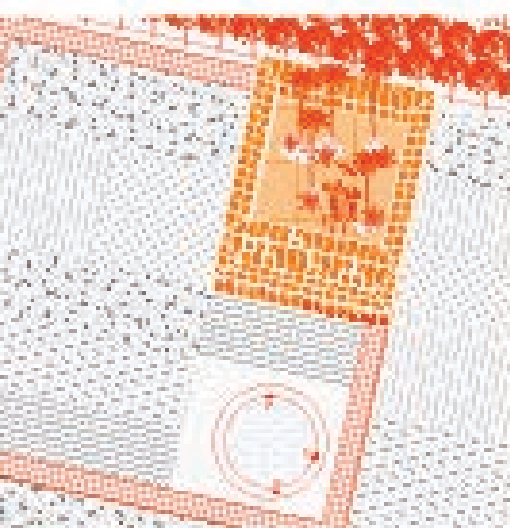


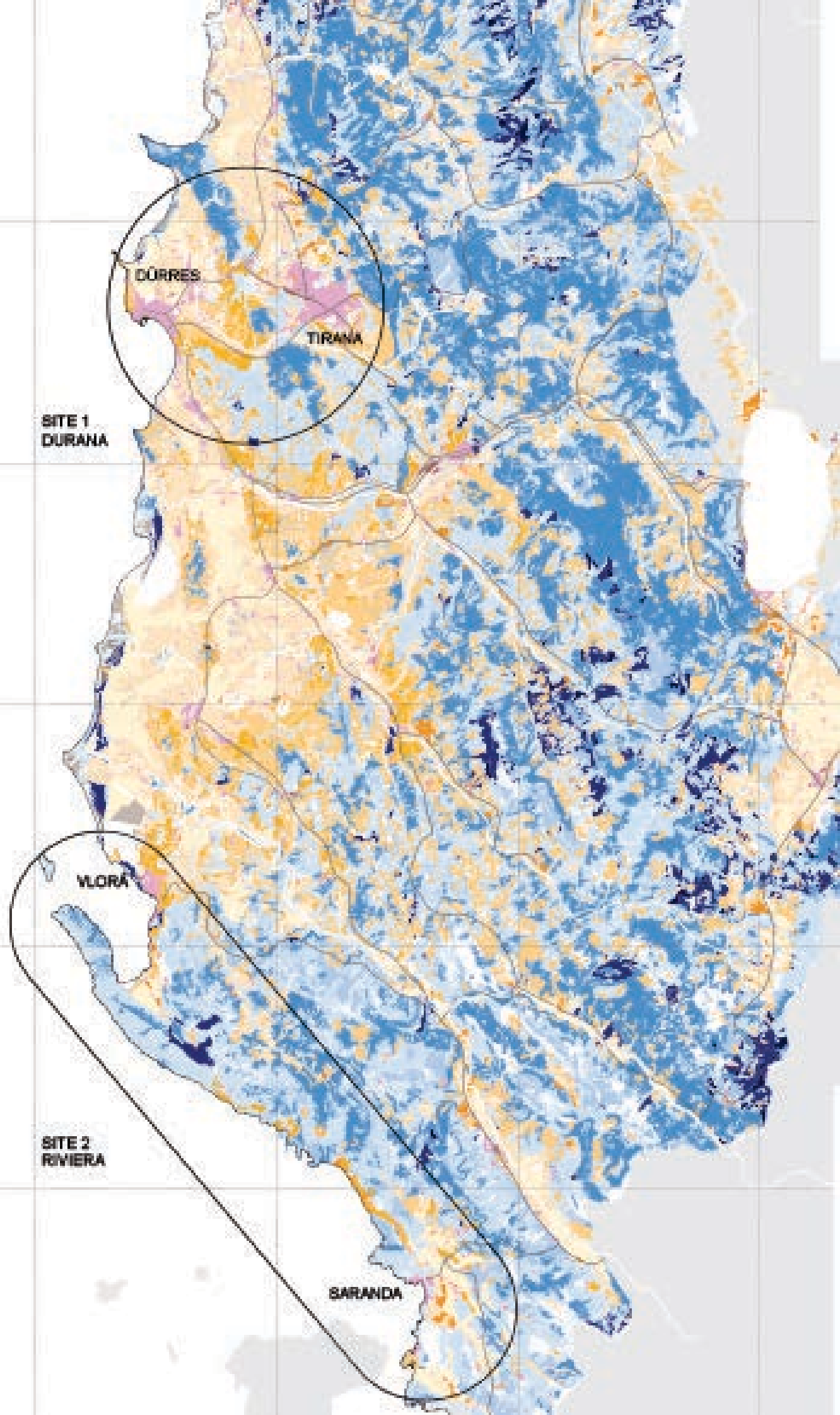


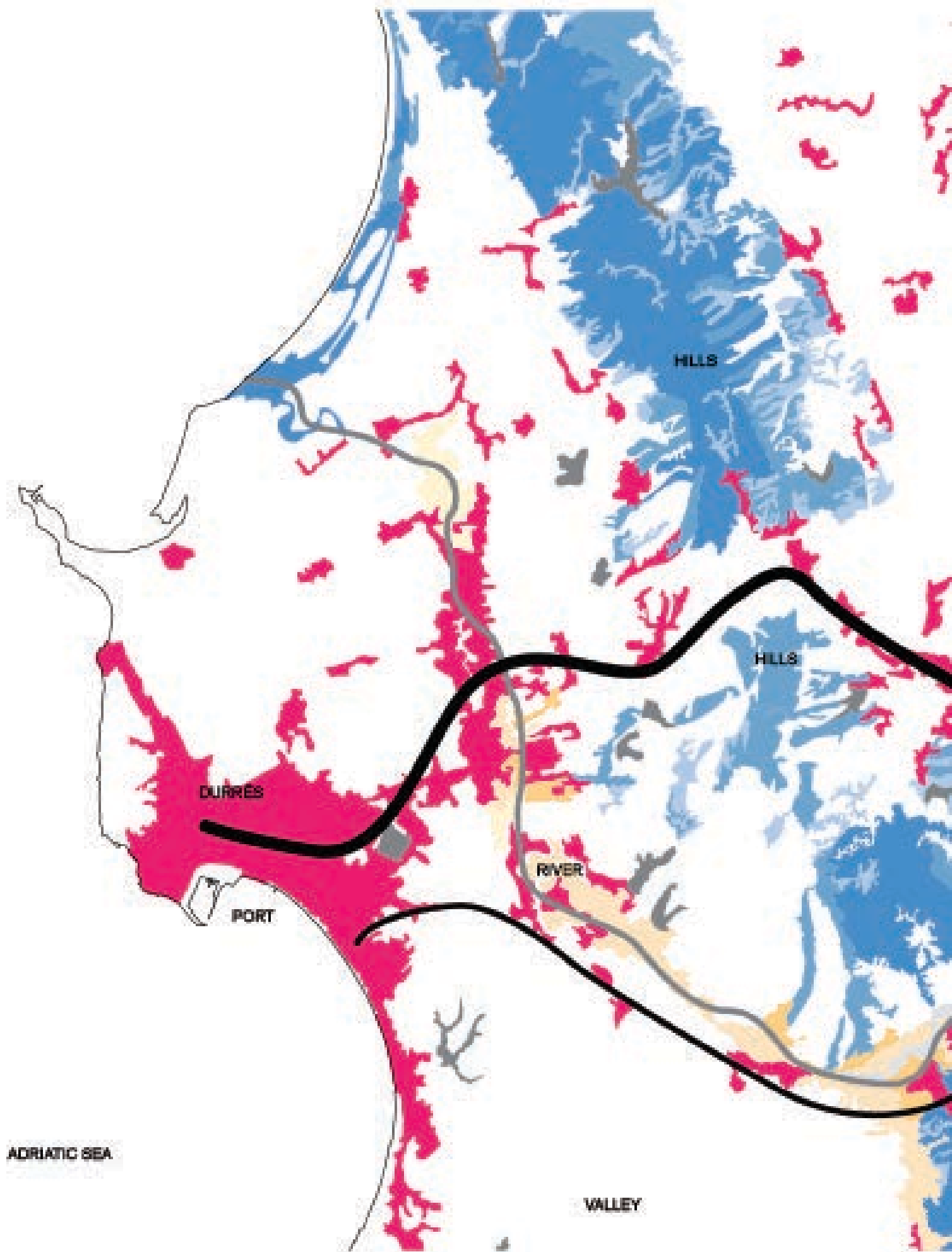
RURAL COMMUNITY CENTRE



RIVER NODE



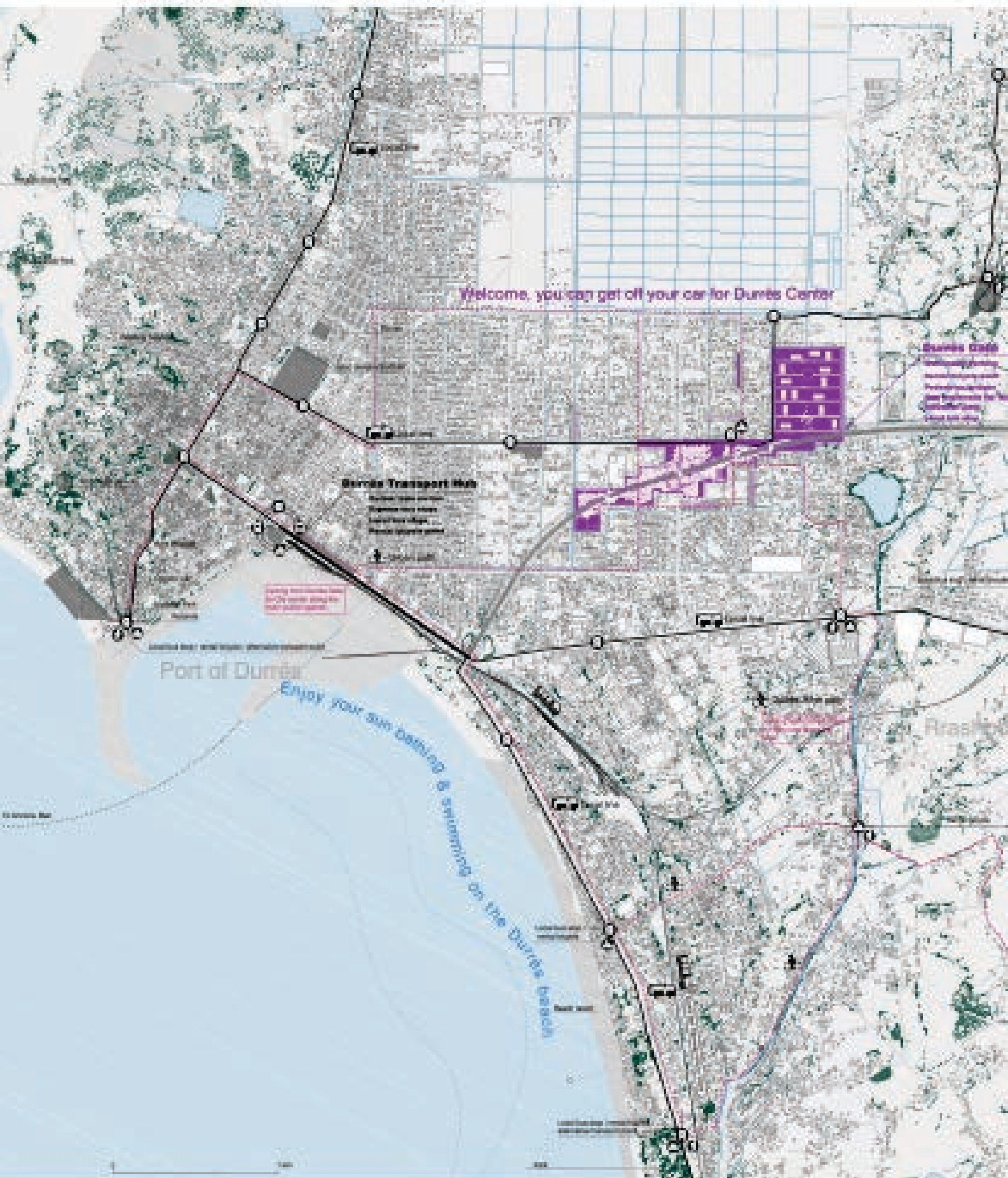


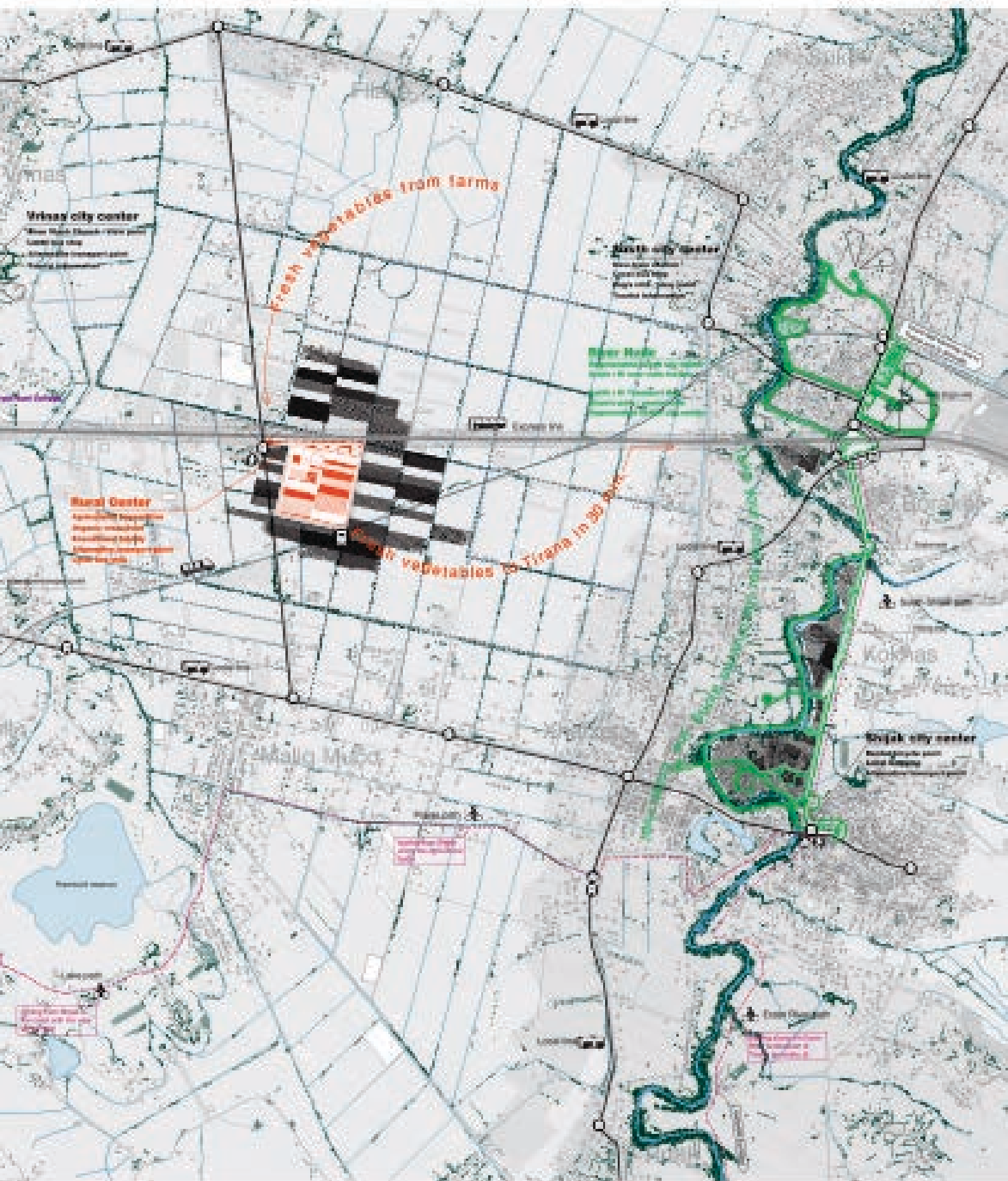


It appears for us that the more urgent issue concerns the suburban areas of both cities. That is why we would like to work on lot 1 or 3, let Trans and Dumit's areas.

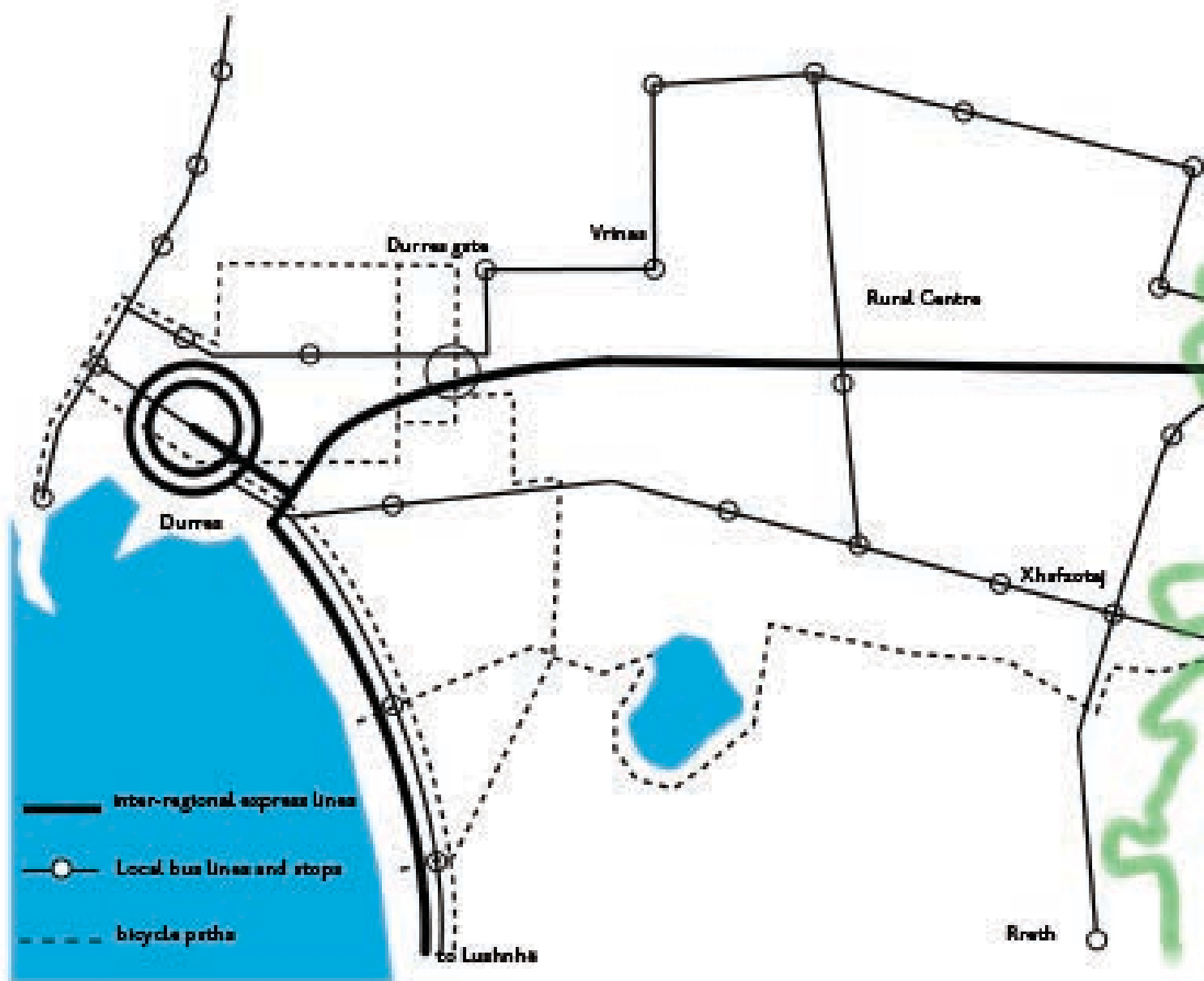


TERRITORIAL VISION





MOBILITY AND PUBLIC TRANSPORTS STRATEGY



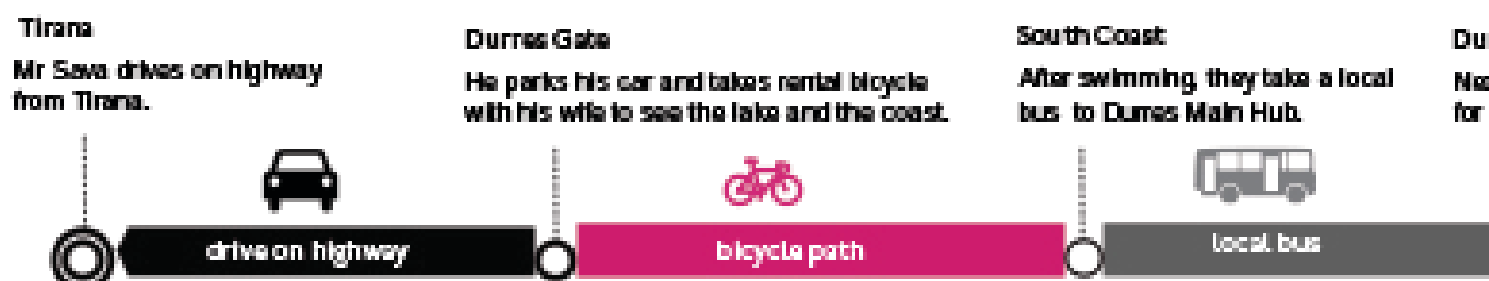


EFFICIENT AND ATTRACTIVE MOBILITY

One day trip of Mr. Agani (Tirana resident visiting his brother in Shijak)



Weekend of Mr & MS SAVA (Tirana residents coming for week-end's excursion)



Business trip of Mr. Rocci (Italian business man visiting RRC)



house, he



bicycle path

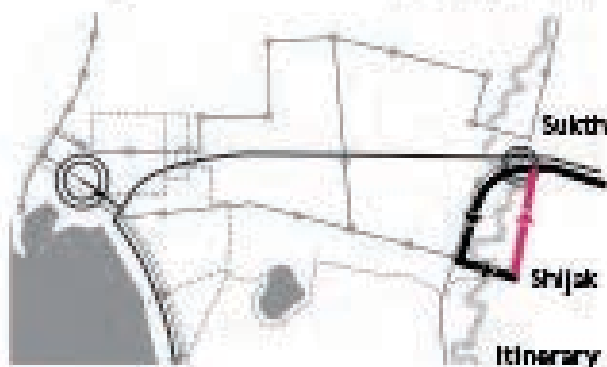
Sukth I RI Main Hub

Rental bicycle point is just next to the bus stop for Tirana.



express bus on highway

Before, I had to get off the bus on a highway and wait for my brother's cousin to pick me up. It was a long trip... Today I can come to his place directly from Tirana.



Durres Main Hub

Next day they take rental bicycle to Durres gate.



bicycle path

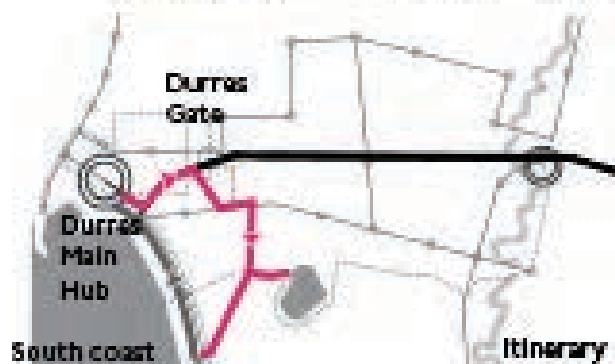
Durres Gate

They take their car for Tirana.



drive on highway

It was good idea to go to the coast by bicycle and avoid a heavy traffic jam. We discovered many attractive points on the way.



Transport point

Mr. Rocci takes a local bus to go to the Durres Port.



local bus

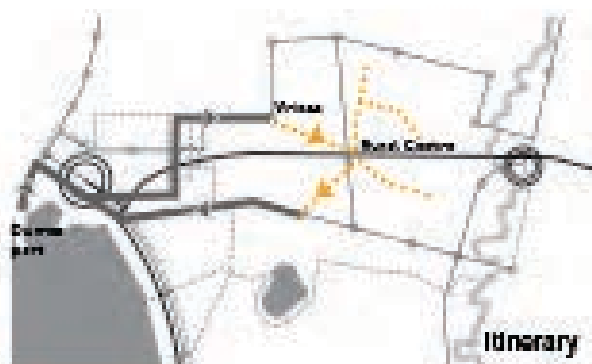
Durres Port

Mr. Rocci takes a ferry for Italy.



to Italy

Thanks to alternative transport I could visit efficiently Rural Centre and farms around. I could also manage to see a beautiful church in Vrisse despite my tight schedule.





A VIEW FROM THE HIGHWAY

THE THREE MAGNETS STRATEGY. THREE PILOT PROJECTS

In the short term, it does not seem realistic to envision a total transformation of the highway between Sukh and Durrës. What is important is to stimulate social and economic interaction through public space, as a means to engage a "new deal" between people and their territory.

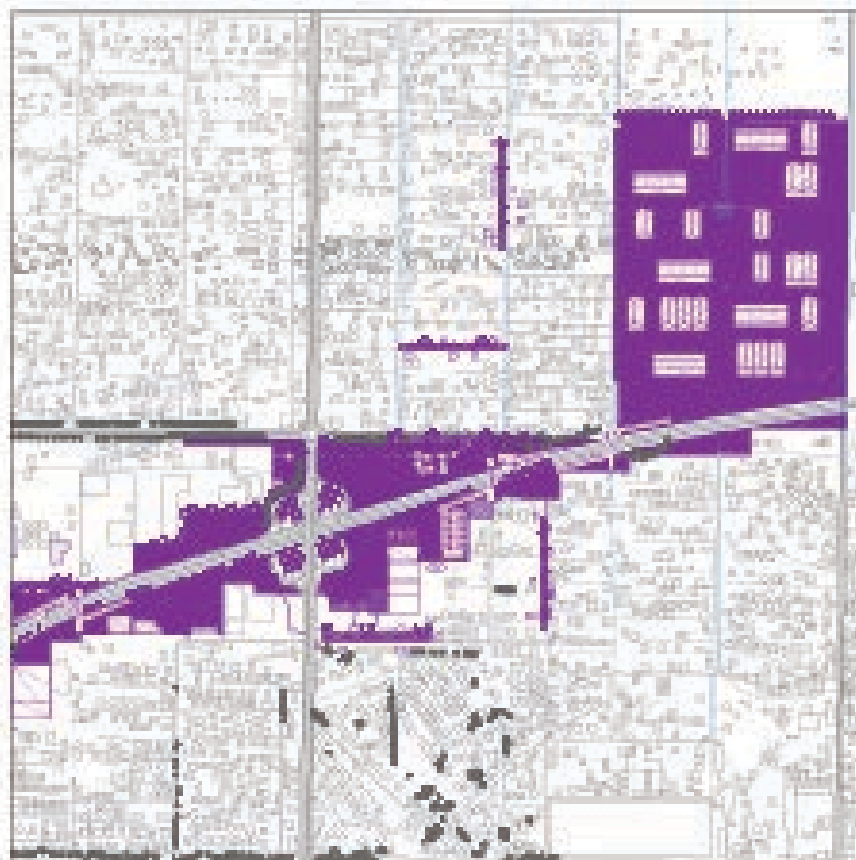
By acting on a limited series of carefully selected spots, it becomes possible to "light up" the whole stretch of highway and surrounding territory between Sukh and Durrës. These actions can be undertaken and implemented very rapidly to initiate visible and effective transformation of the highway from the public space around it. The three pilot projects that we are proposing will not require massive investment, but they will be socially and culturally hyper efficient. We chose three sites where transformations can be implemented without the prerequisite of massive demolition or relocation of existing constructions and activities. On the contrary, we chose the three pilot project's sites according to three factors:

- the potential of existing elements from the geography (river, seaside, countryside), from infrastructure (side roads, bridges, connections), urban and rural economy (city centre, villages, farms...).
 - the presence of structuring elements of social infrastructure and interaction, even at a micro-scale (a bus stop can have the same importance as a highschool or a college in the creation of an attractive environment along the highway).
 - the availability of unoccupied land that can easily be transformed to create a new landscape that will be visible both from the highway itself and from the territory around it.
- These are three sites where the highway and the territory

behind it have maximum interaction. Therefore the projects that we propose to initiate will have immediate and lasting effect on the transformation of the highway's landscape and will have the capacity to develop in time for deeper transformation and development processes.

By their strategic position and codependency, the three pilot projects will install strong public figures acting at territorial scale to organise natural amenities, villages and settlements, rural areas, central and attractive places, touristic spots... in an integrated network.

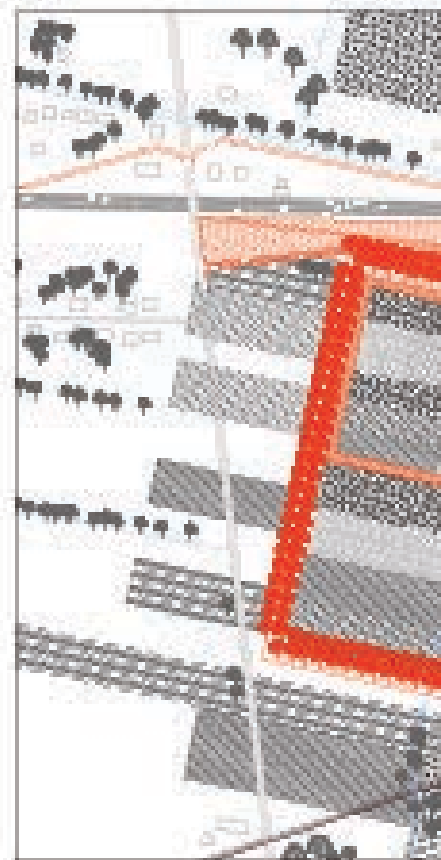
3 MAGNETS / 3 PILOT PROJECTS



DURRES GATE

The Durres 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-use parking structure provides shared bicycles and shared electric cars services. The structure can also be used for special events on different occasions (parties, celebrations, gatherings, cultural fairs...). Cycling and trekking routes converge towards the parking from the surrounding touristic spots (Durres Beach, the lakes, the hills). These routes will encourage and support economic development in the periphery of Durres: a light and flexible economy linked with tourism and

leisure (kiosks, cafes, small outdoor restaurants, arts and crafts, souvenirs, local products...). The trekking and cycling paths will also support the revitalisation of the landscape and local villages or settlements urban fabric on the hilly part of the city.

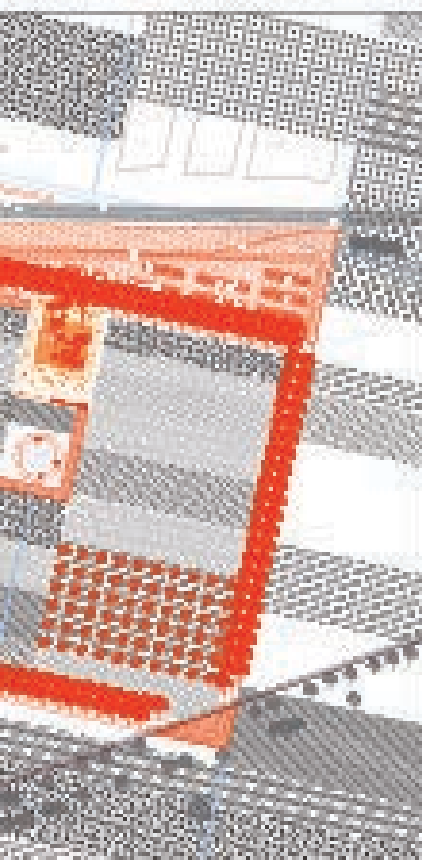


RURAL COMMUNITY CENTRE

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 facade of the agricultural hinterland along the highway.

The area around the site is dedicated to agriculture and should therefore be preserved from urbanisation. Regulations against illegal construction should be drafted in such areas. Clear limits between agricultural land and urban development should be set and enforced.

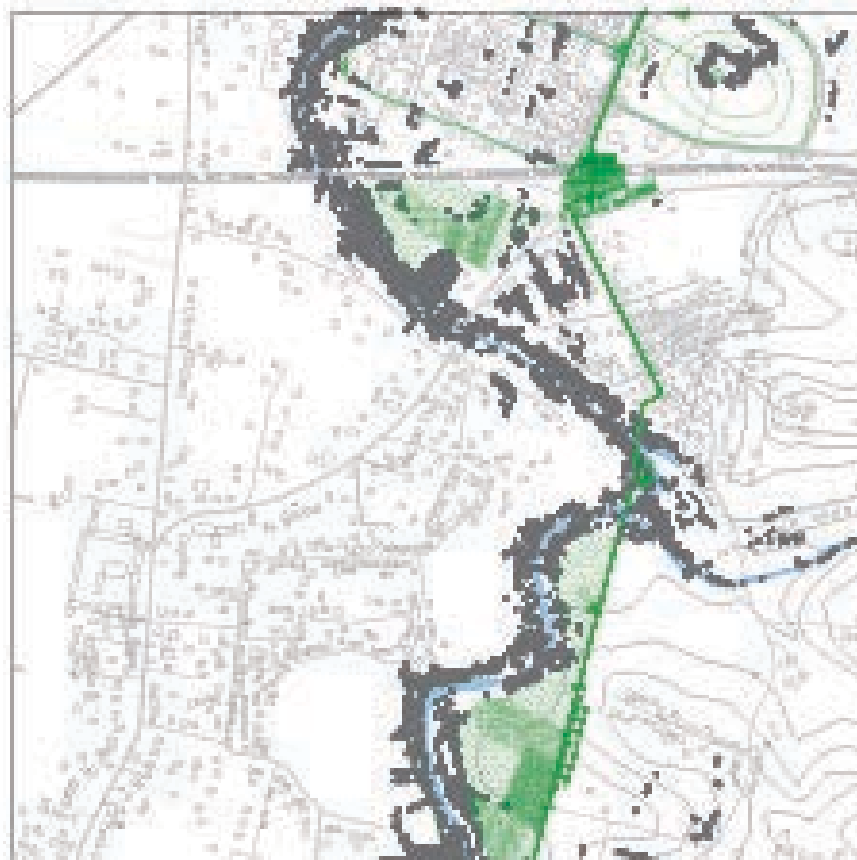
Within the open square, another smaller square is developed to receive an intense program related to agriculture and rural culture. The main feature of this program is a



CENTRE

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 in a blend.



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 Tirane and Durres 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 interconnectivity 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

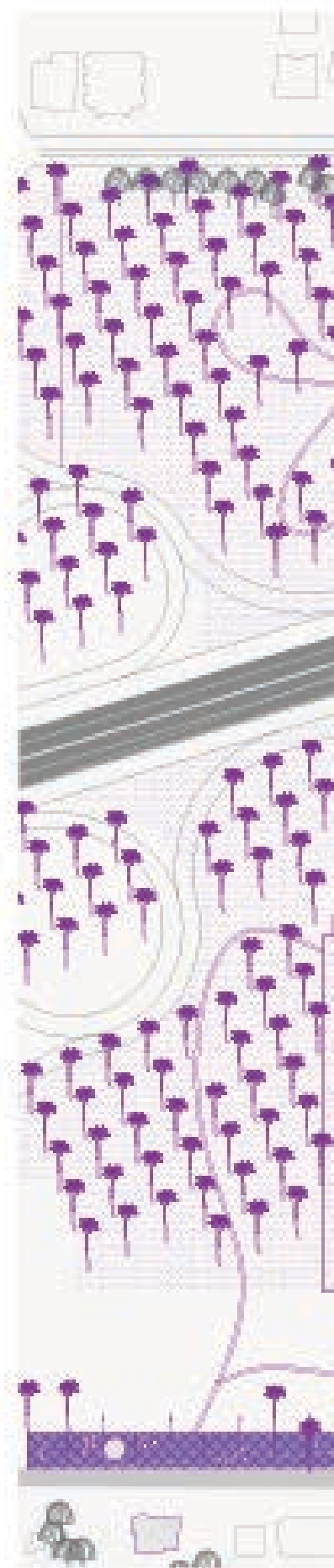
spaces can be developed and benefit from open views on the valley and surrounding territory.

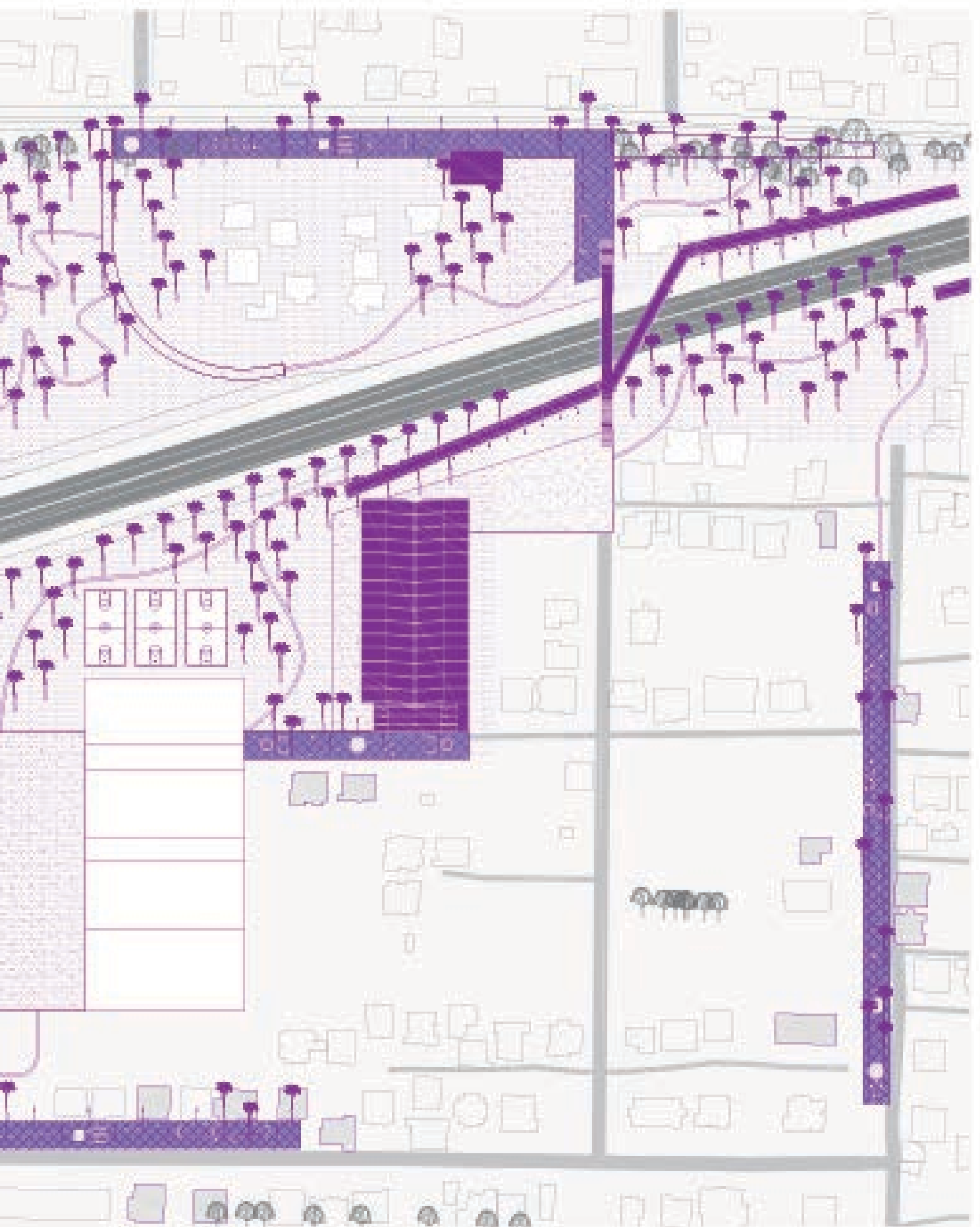
This project is about the meeting of the metropolitan culture of Durane with nature. It provides simple recreation activities in direct connection to nature that will bring people together in a much more efficient way than a big and costly infrastructure would.

It is also about re- and co-integration of the existing settlements which share a common history of coexistence.

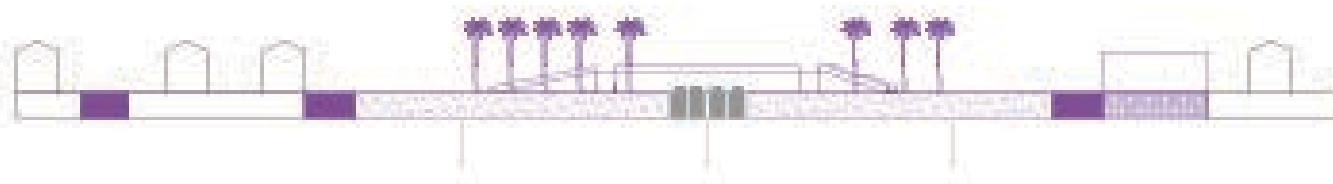
The River Node pilot project is meant to initiate and support regeneration processes within the settlements of the area. Firstly by bringing regional and national public transport (bus and fast tram) closer to their centres. Secondly by introducing simple local public spaces (mini-squares, small public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

DURRES GATE





DURRES GATE



plan of scheme

① **EASY CROSSINGS / STRONG CONNECTIONS**

Existing bridges (enlarged and redesigned).

New bridge.

Parallel palm trees park.

② **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.

③ **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.

④ **MULTI-USAGE MULTI-MODAL PARKING**

Public parking with shared bicycles and electric cars.

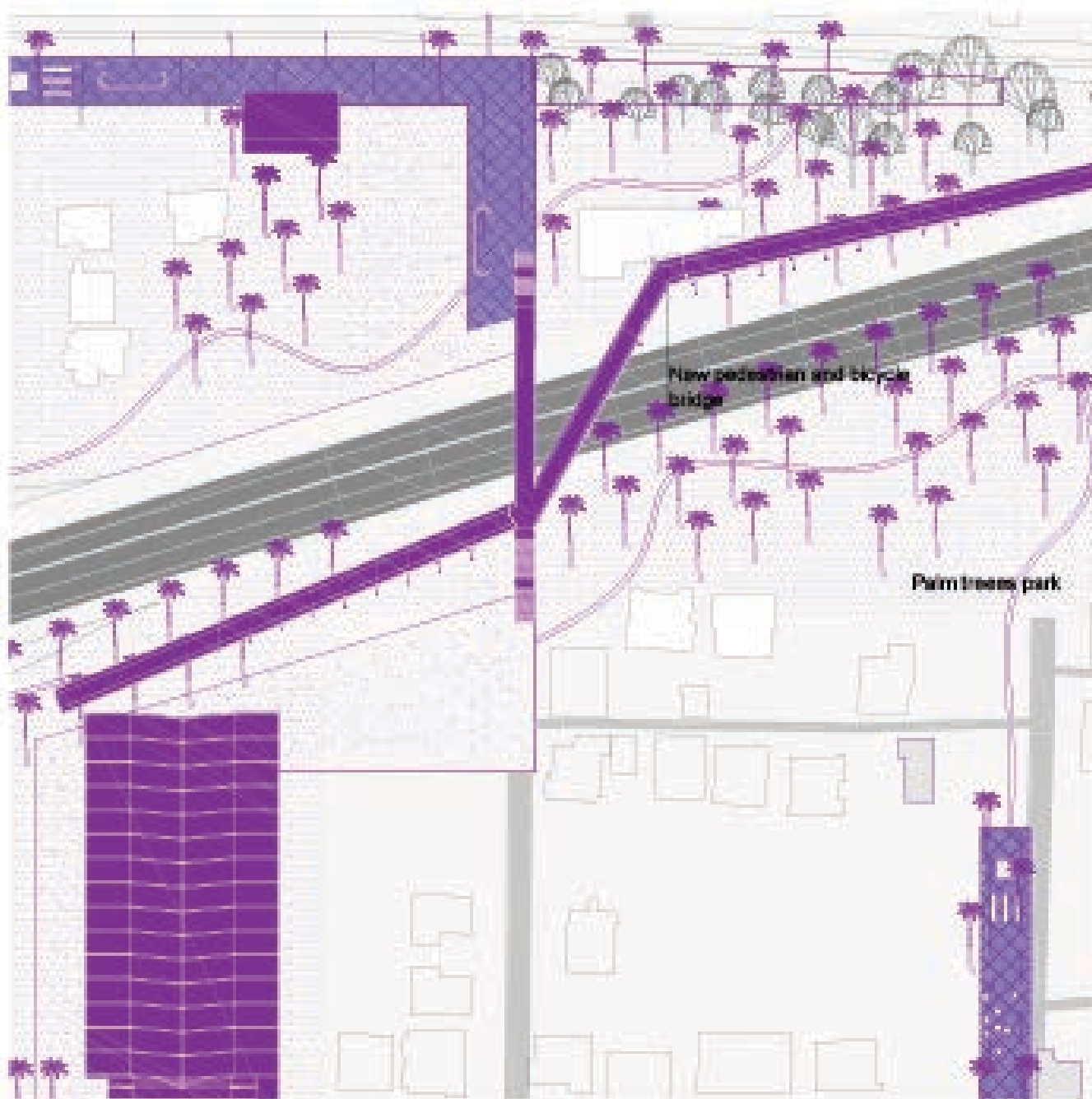
Bus lines.

Bus stops.

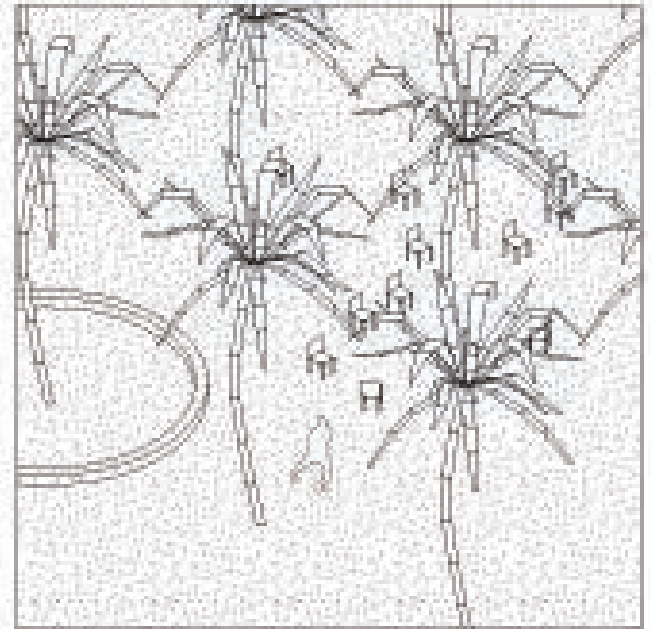
Bicycle paths and trekking routes.

DURRES GATE

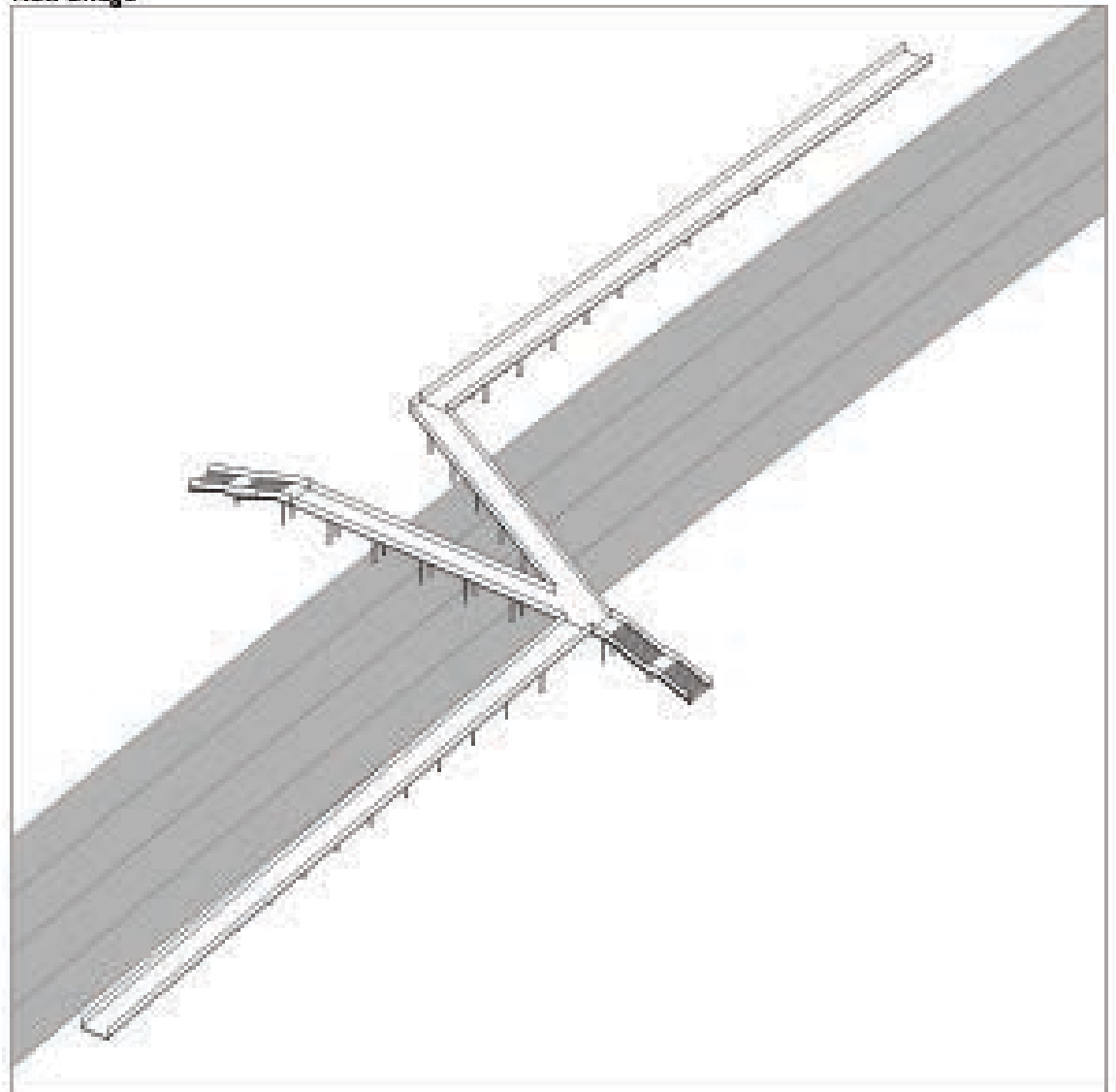
EASY CROSSINGS / STRONG CONNECTIONS



Palm tree park along the road

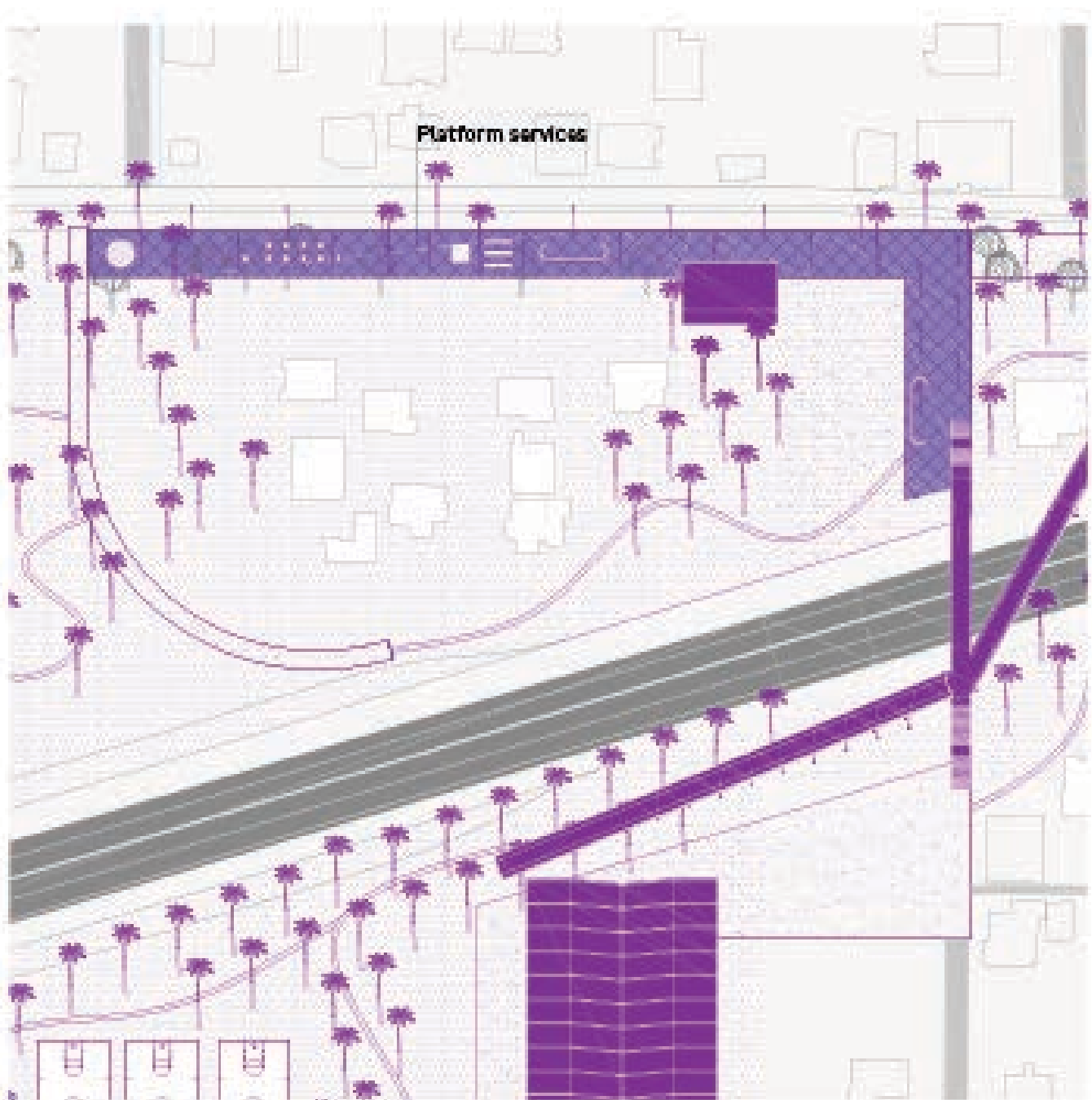


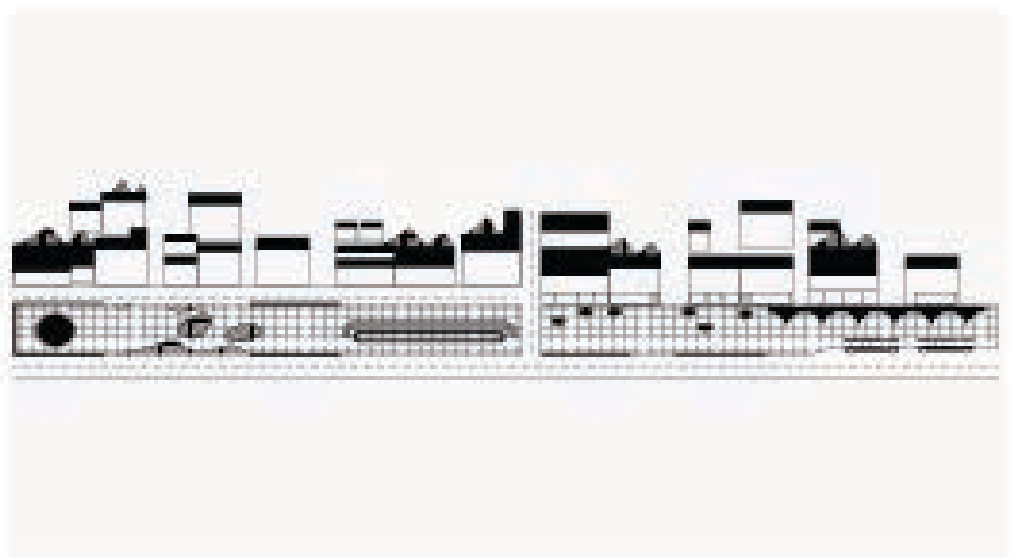
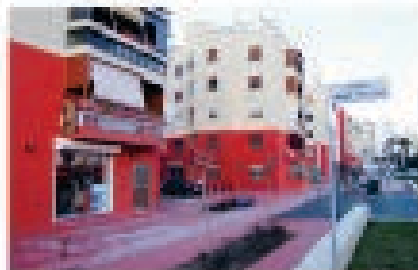
New bridge



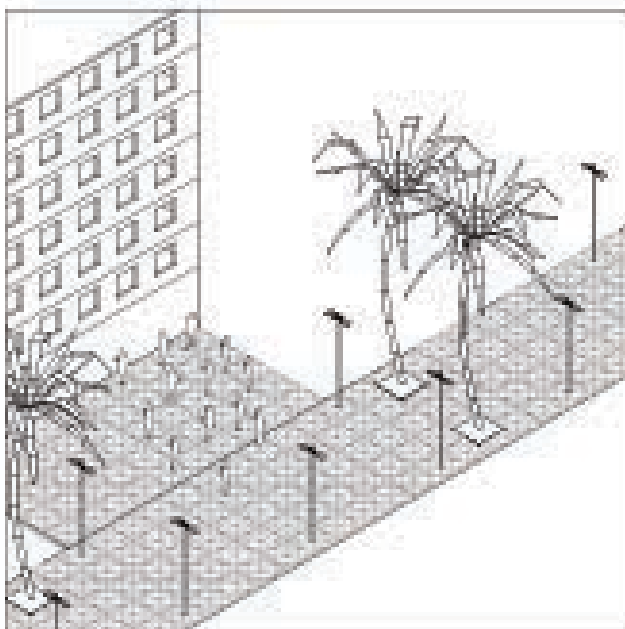
DURRES GATE

2. NEW PUBLIC SPACES

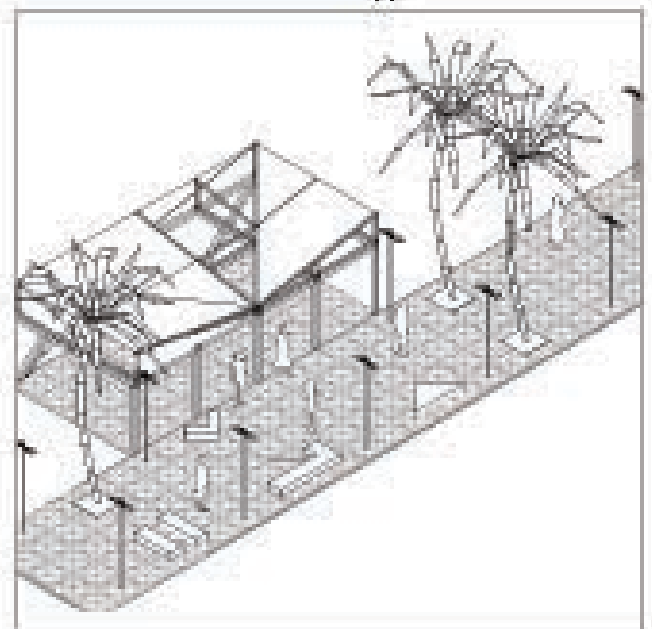




Existing facilities connected

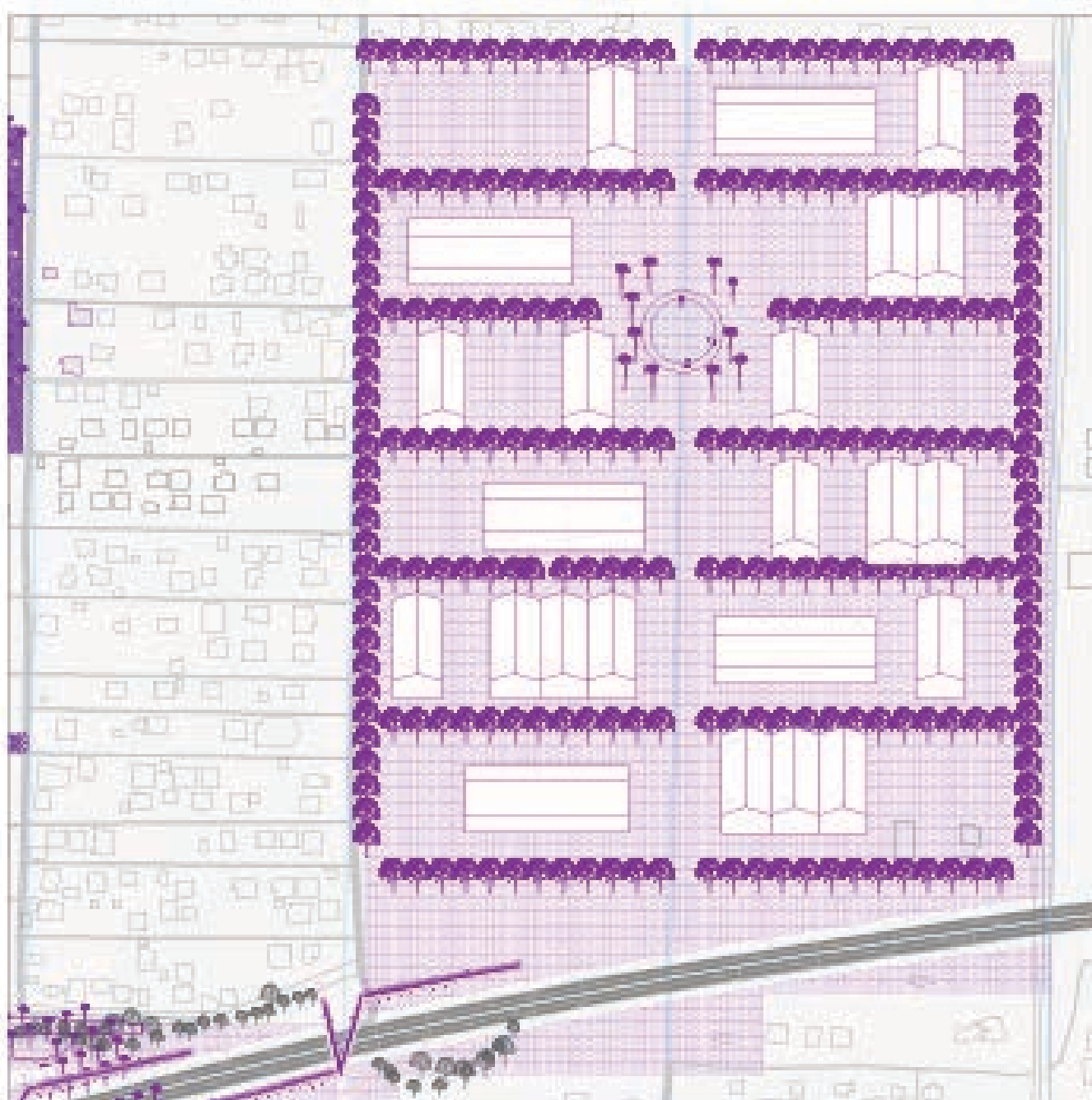


New facilities could be developed



DURRES GATE

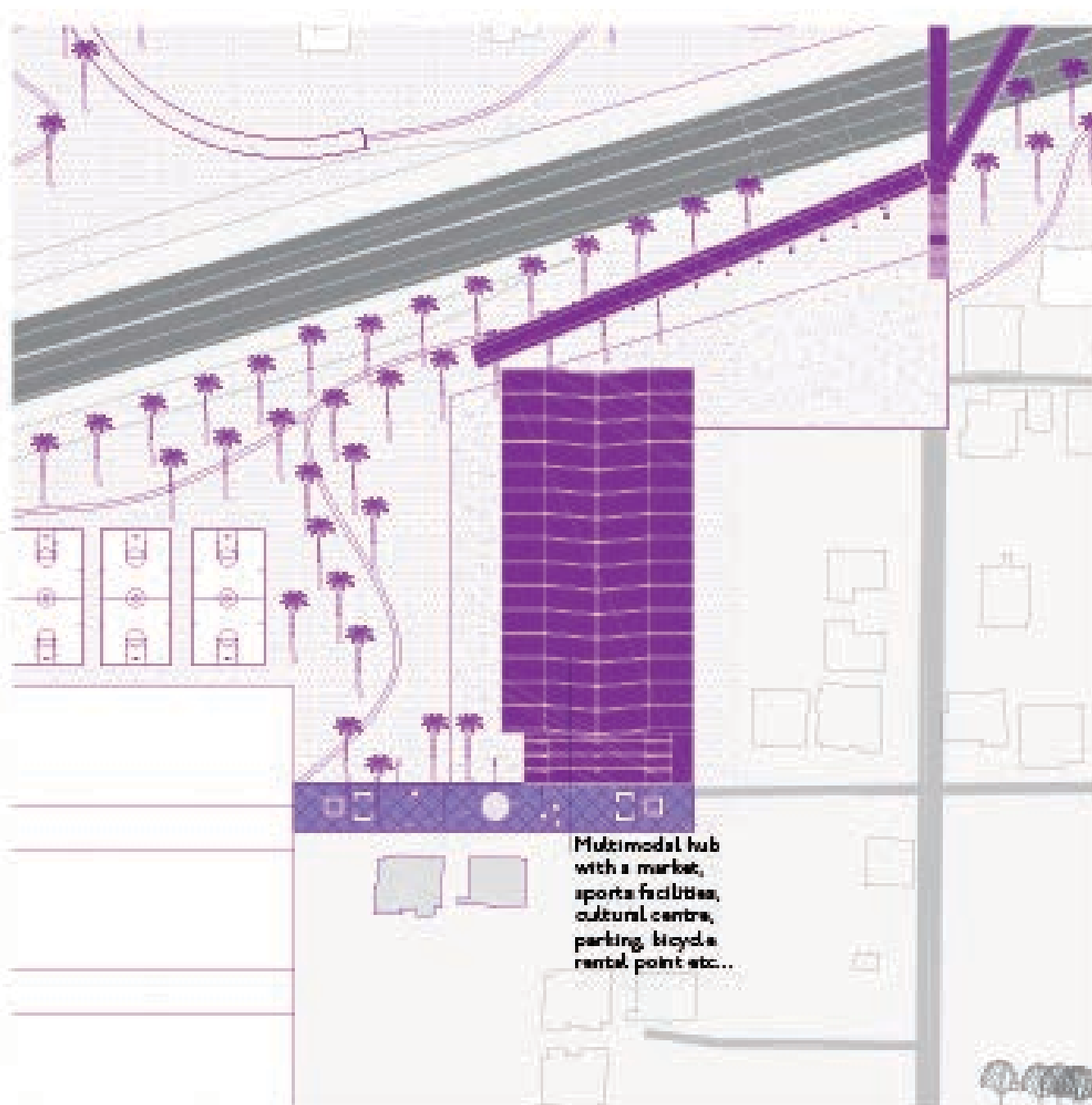
3 CREATIVE URBAN INDUSTRIAL PARK



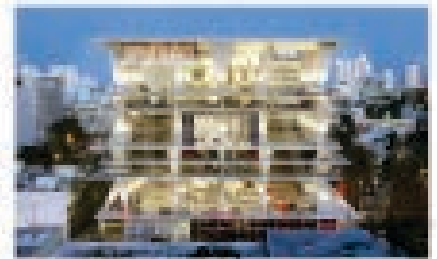


DURRES GATE

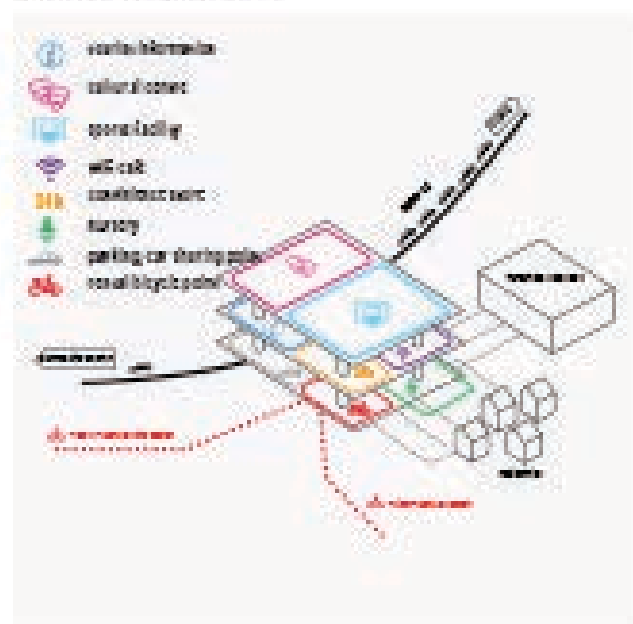
4. MULTI - USAGE MULTI - MODAL PARKING



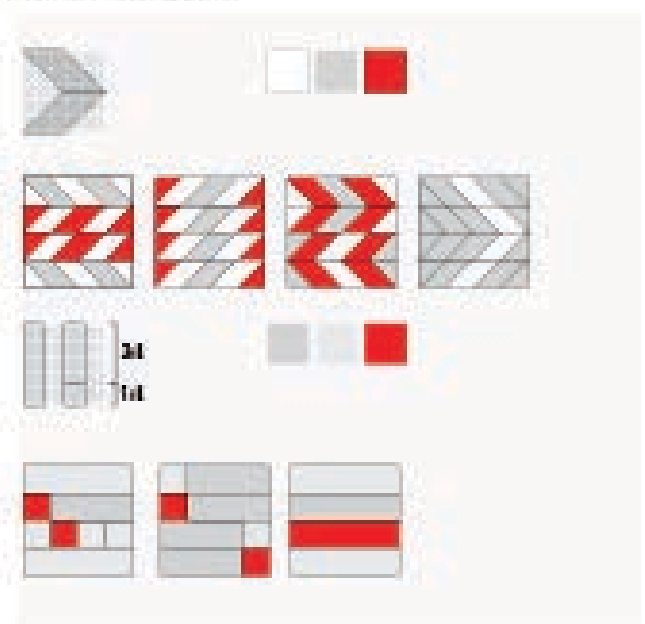
sequences of bicycle paths



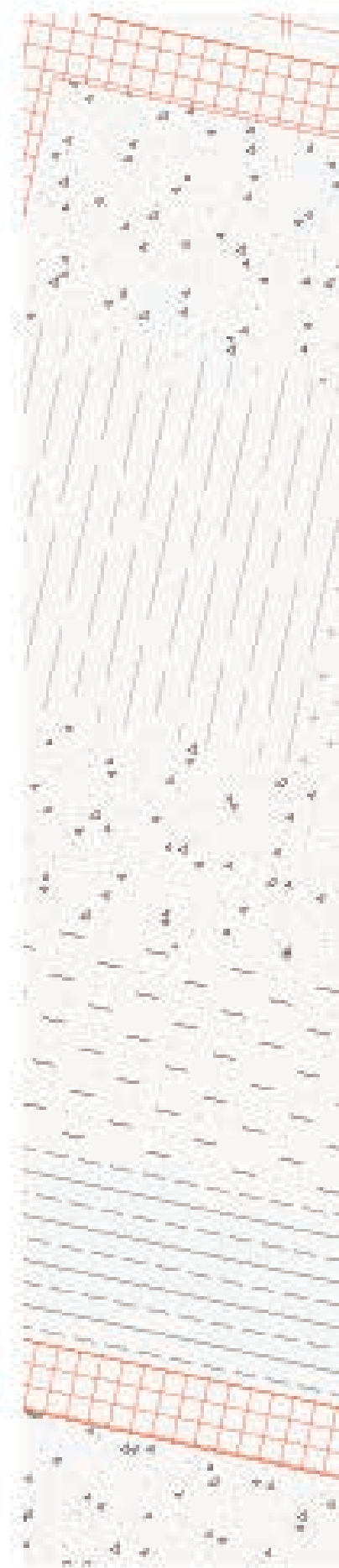
Multimodal hub building

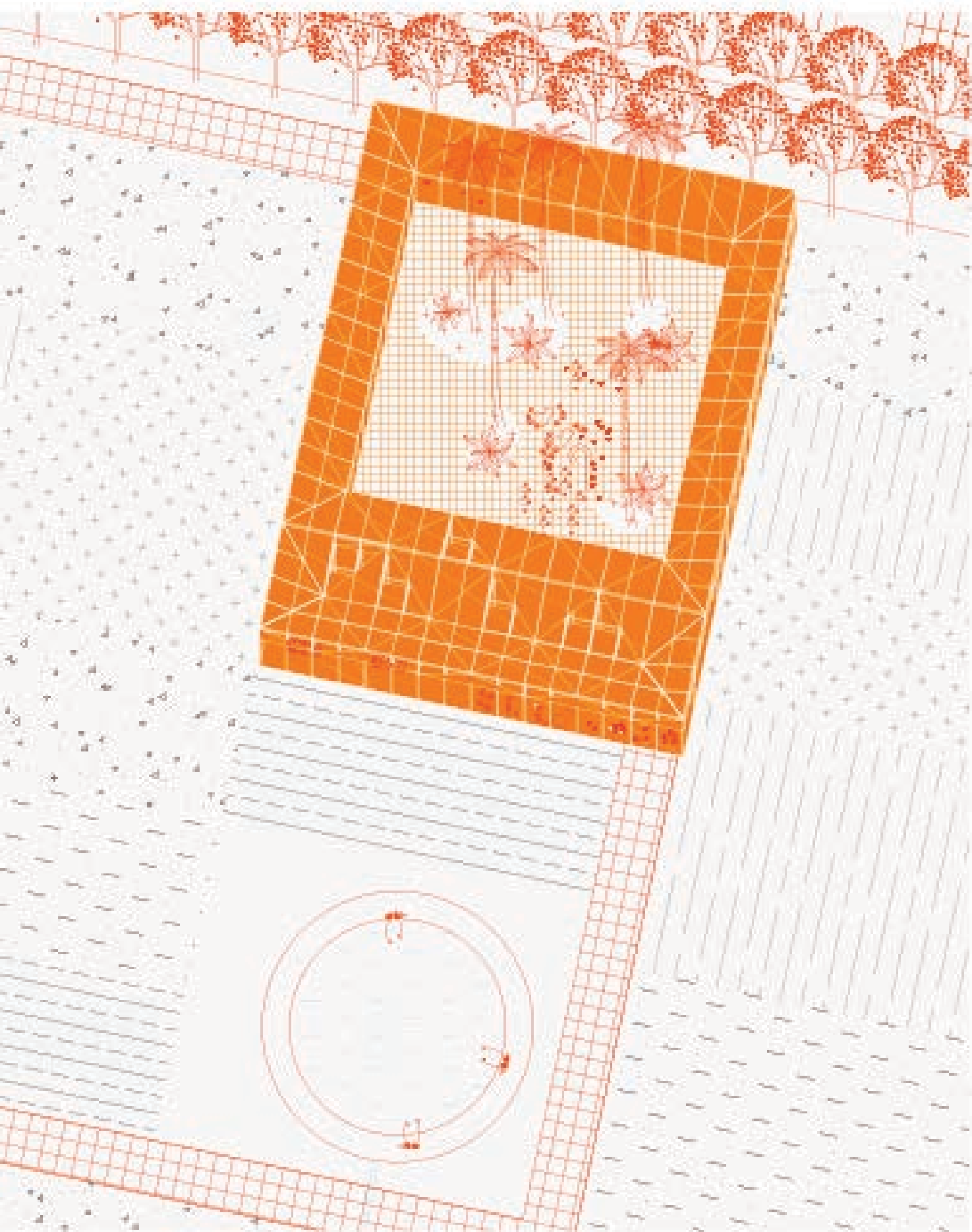


New graphic designs

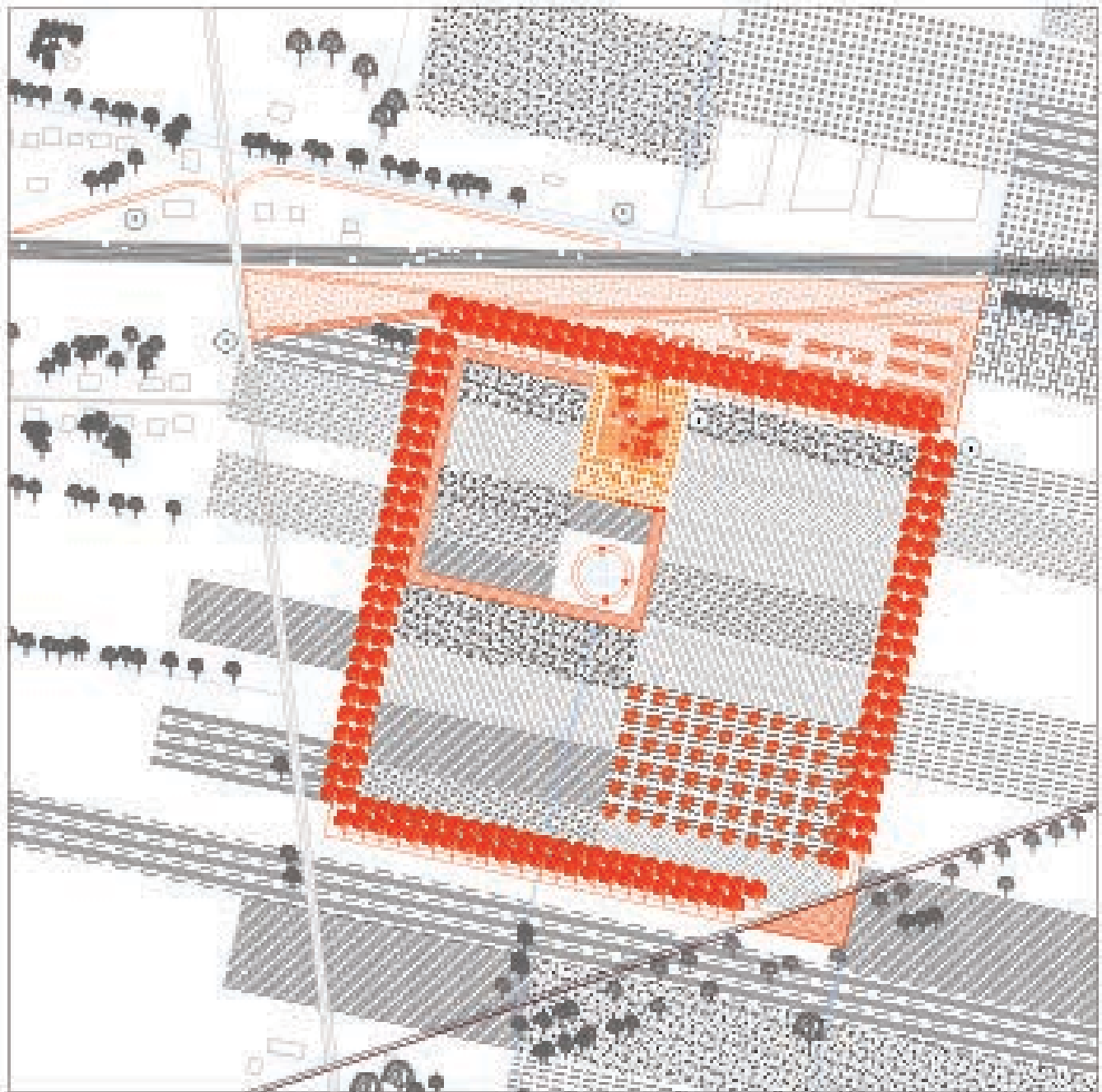


RURAL COMMUNITY CENTRE





RURAL COMMUNITY CENTRE



① **EASY ACCESS / HIGH VISIBILITY**

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

② **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 triennale, cinema, meetings...).

Tourist residences.

Parking.

Renewed water system with trees.

Botanical garden.

Agricultural fields.

Possible train station.

③ **INCREASED VALUE OF THE LANDSCAPE**

Preserved agricultural land.

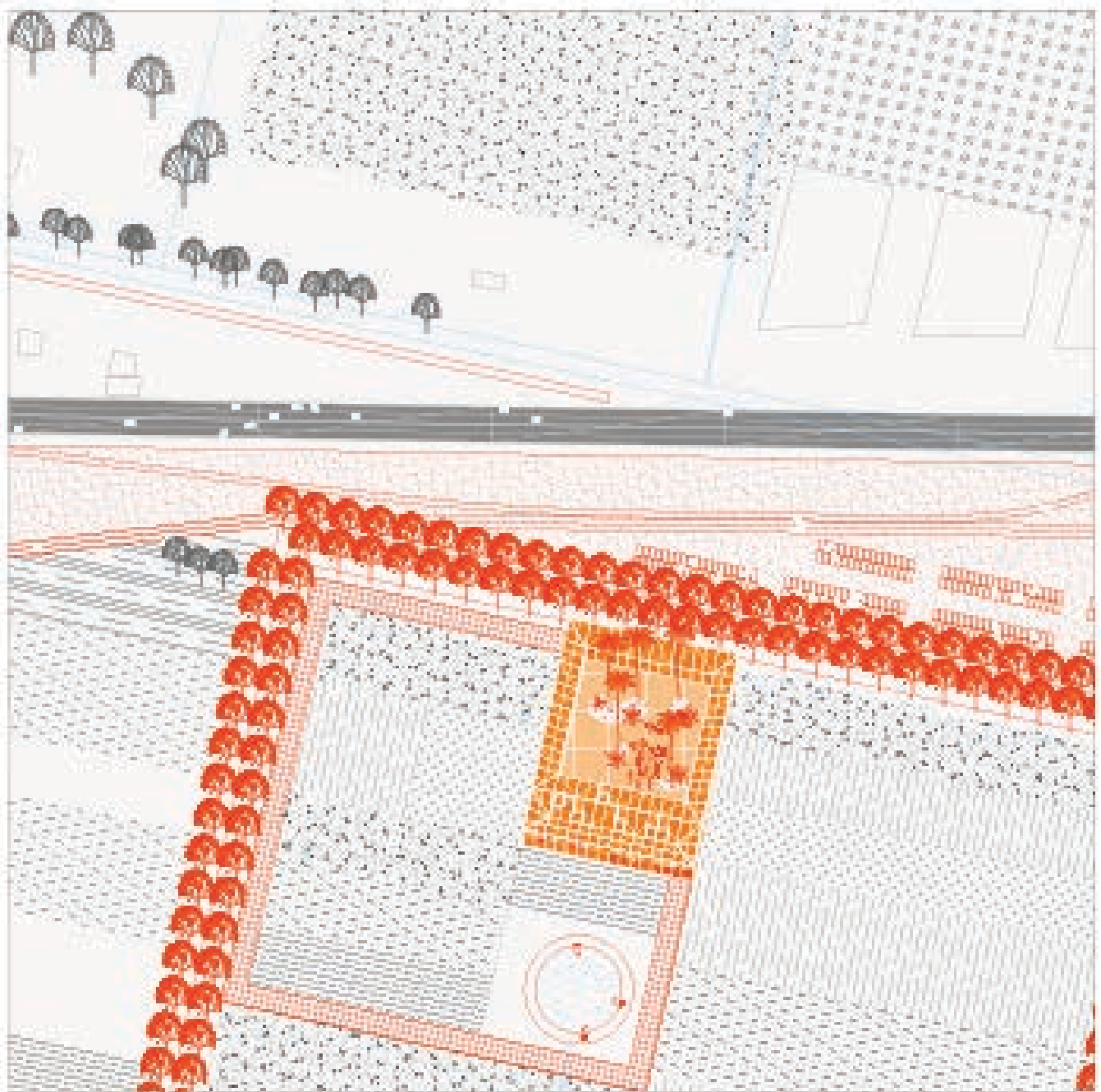
Aligned trees in the landscape.

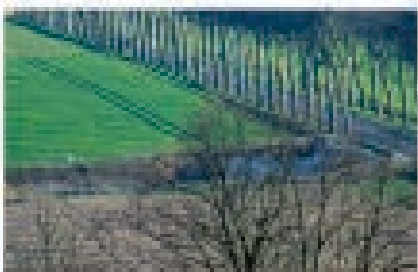
④ **MADE IN DURANA**

Cafés and restaurants in Tirana and Dürres where RCC products are sold and served.

RURAL COMMUNITY CENTRE

1 EASY ACCESS / HIGH VISIBILITY

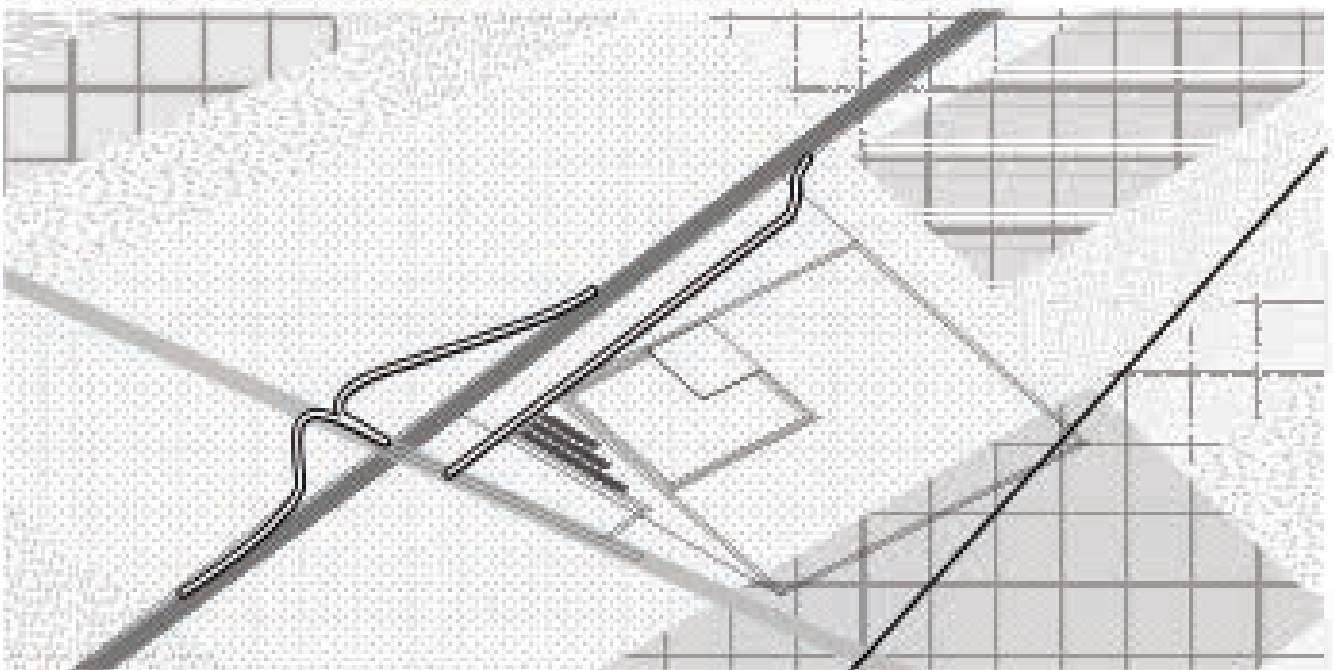




View of the RCC from the highway

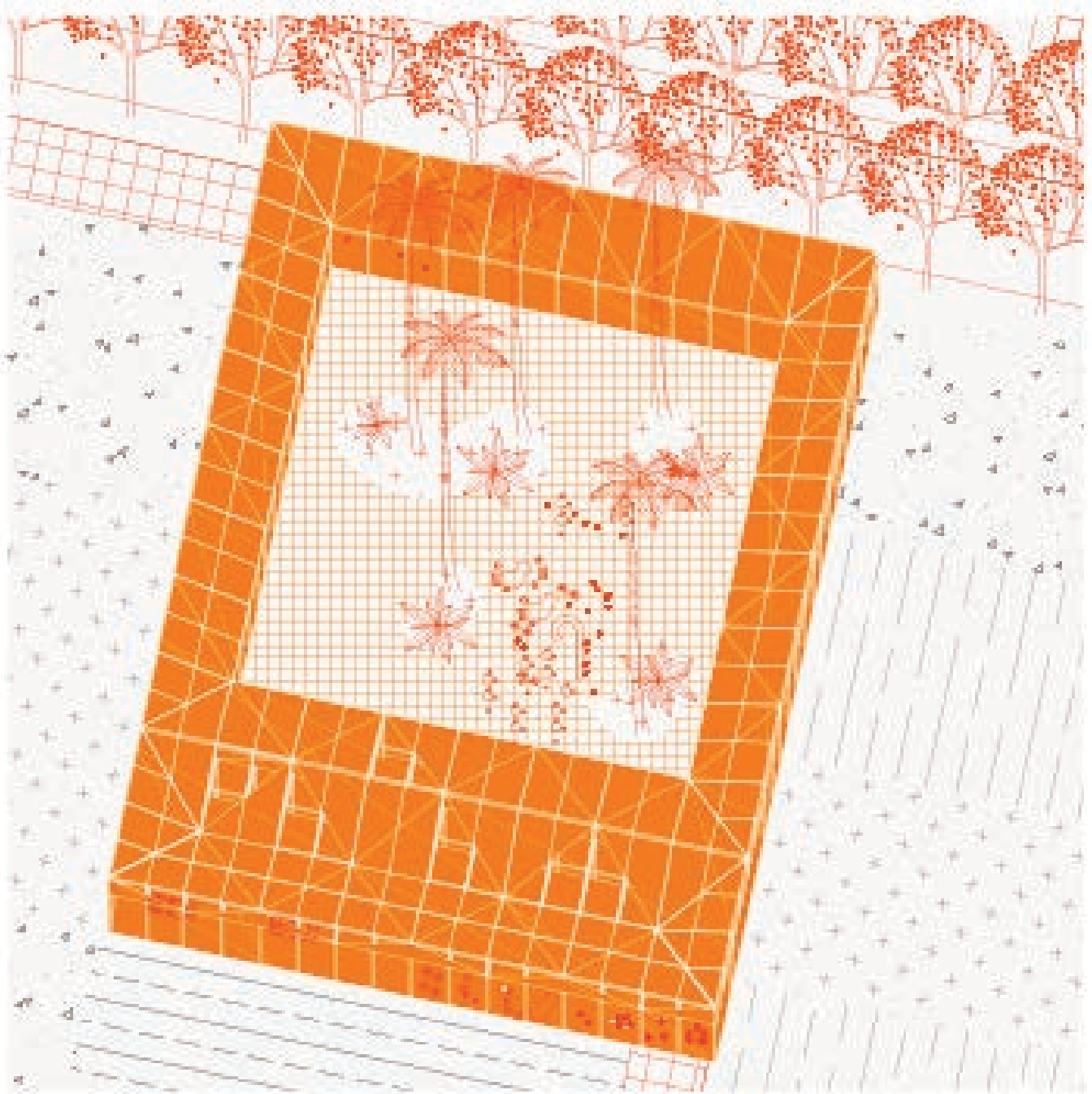


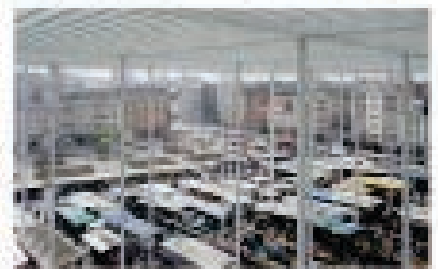
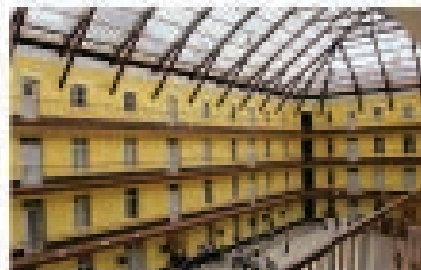
Connexion to the highway (Rural Centre is directly accessible from the highway)



RURAL COMMUNITY CENTRE

2. COOPERATIVE SPACE AS COMMUNITY CENTRE



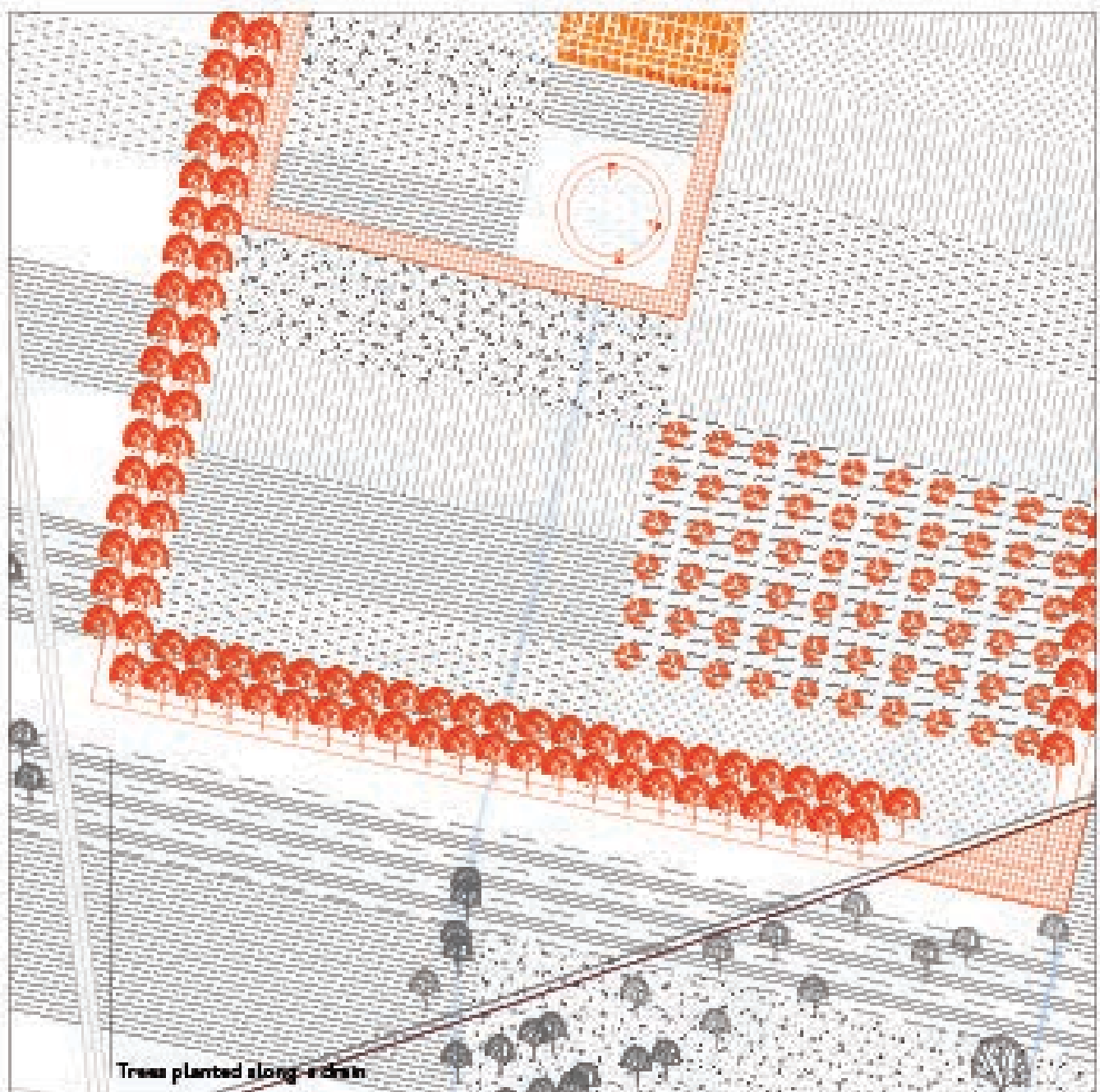


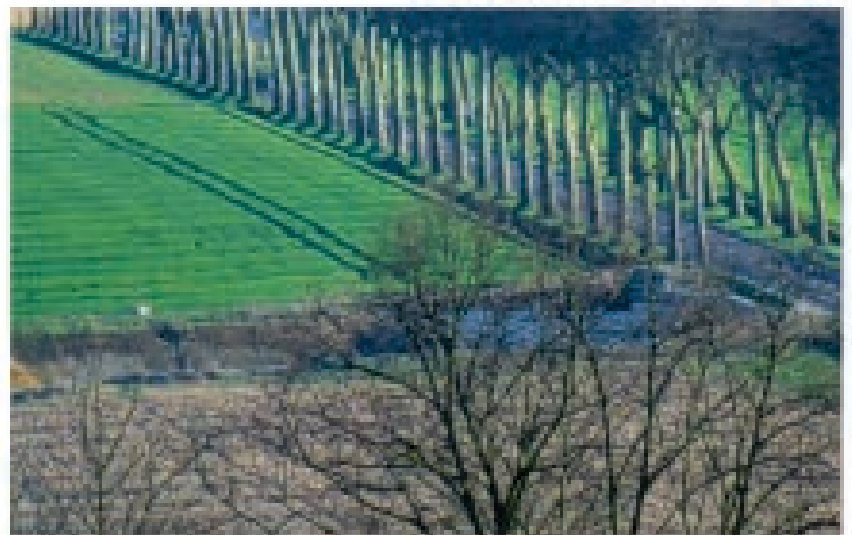
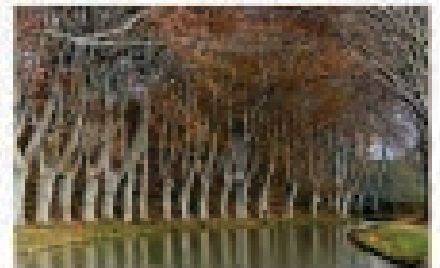
Rural Centre (view from the arcade path to the patio)



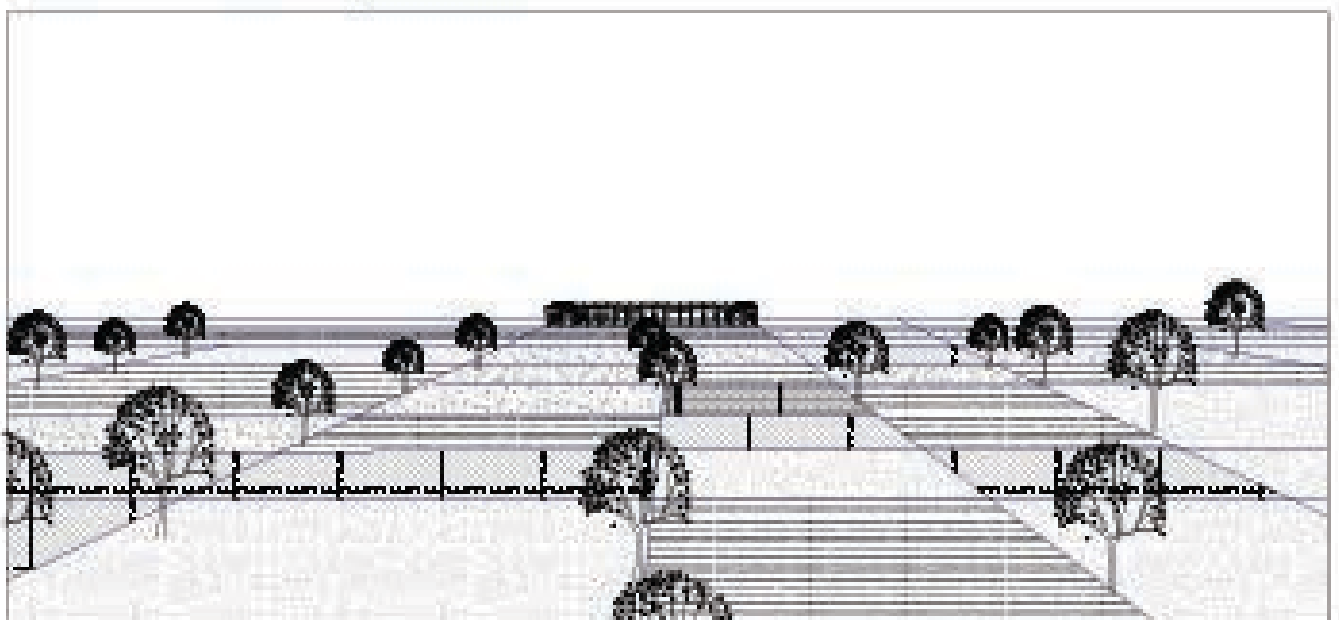
RURAL COMMUNITY CENTRE

3. INCREASED VALUE OF THE LANDSCAPE



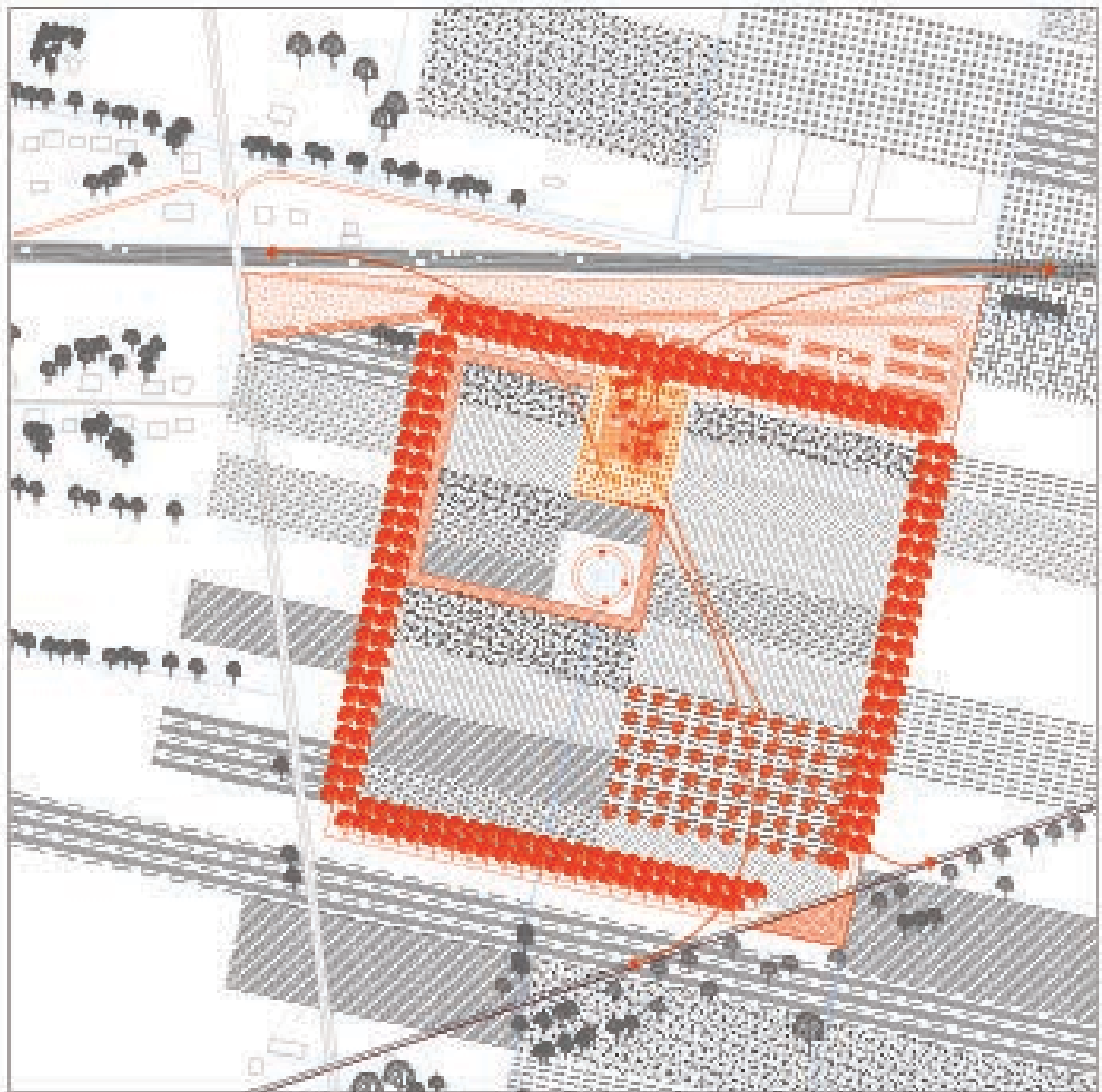


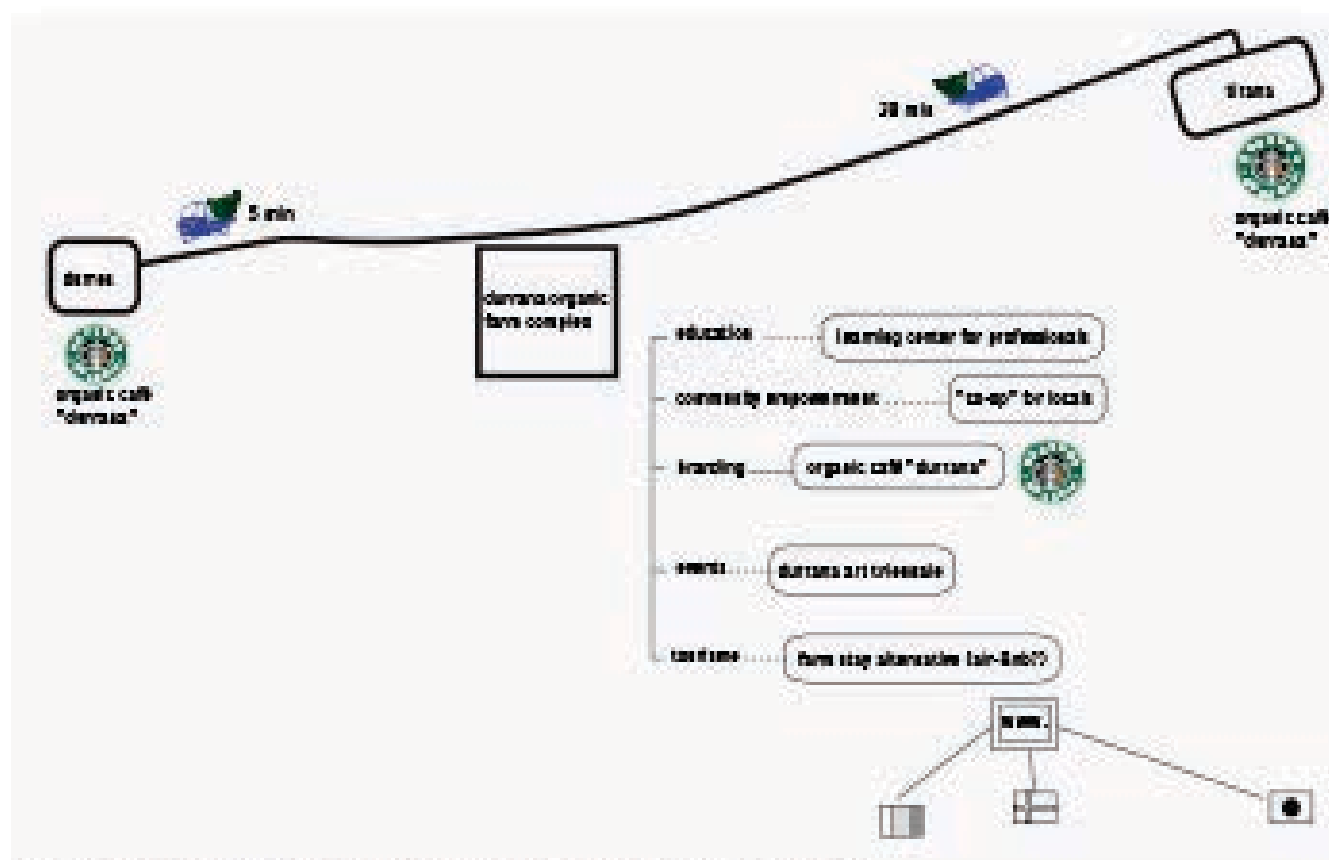
Rural Centre in the middle of agricultural fields



RURAL COMMUNITY CENTRE

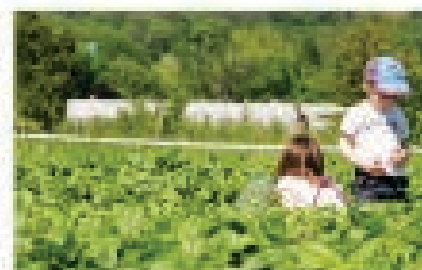
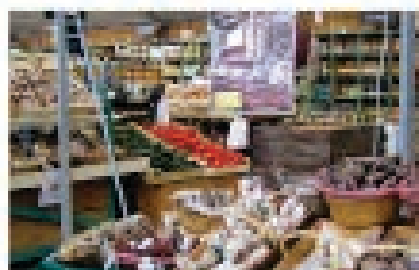
3. MADE IN DURANA



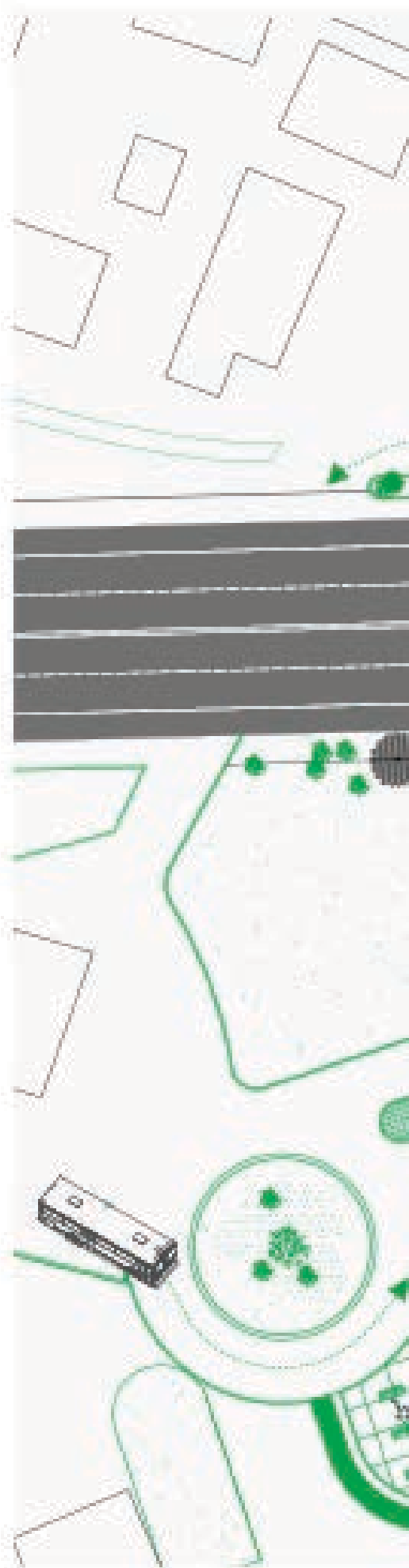


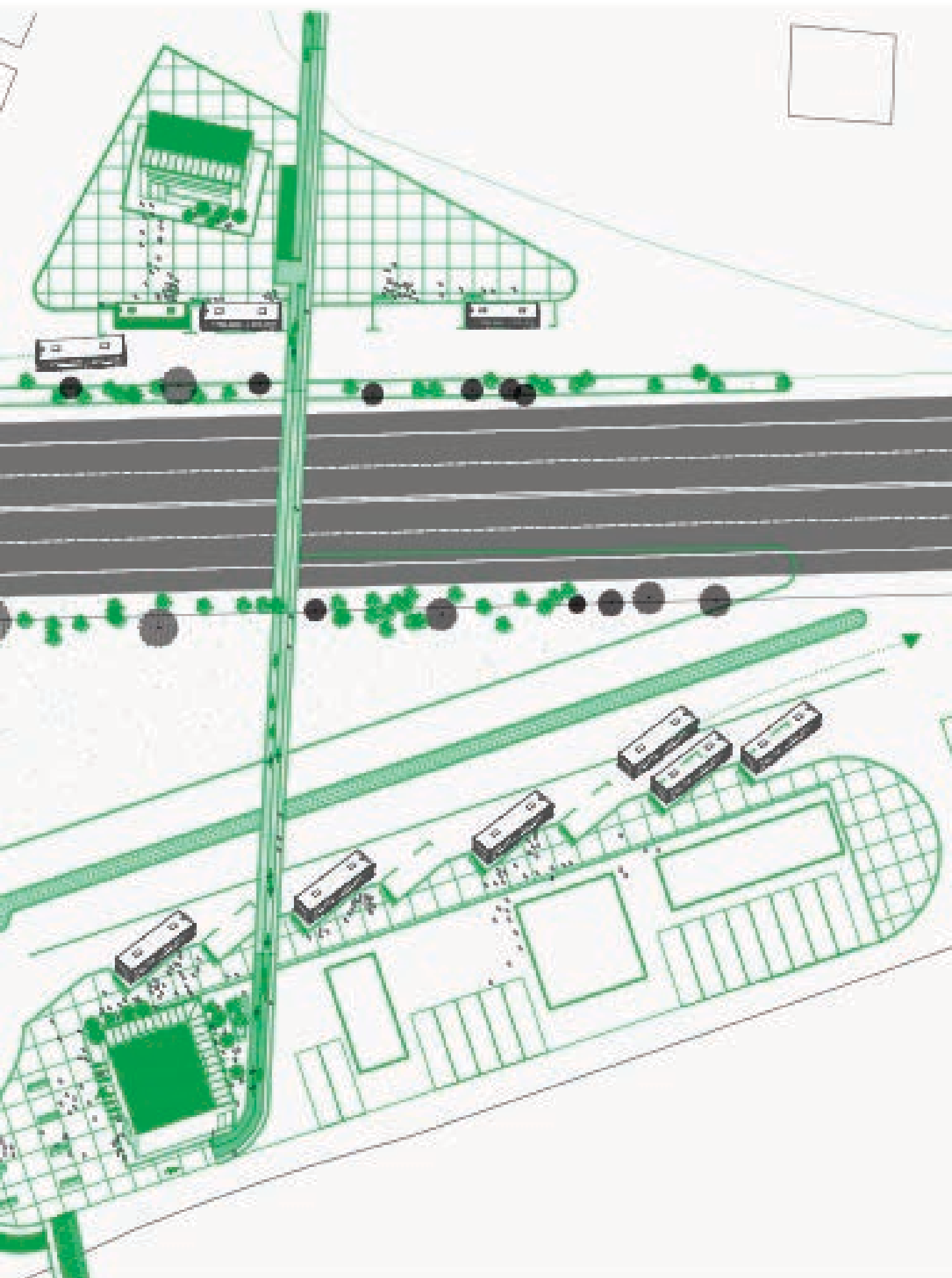
With the opportunity of the freeway, fresh vegetables and fruits can be fastly delivered in Tiranë or Durrës

DURRËS PRODUKTET



RIVER NODE





RIVER NODE



1 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.

1 SUKTH I RI - SHLAK PARK

Programmed park and nature reserve.

New network of bicycle and pedestrian paths.

ERZEN RIVER PARK

Protected river and landscape.

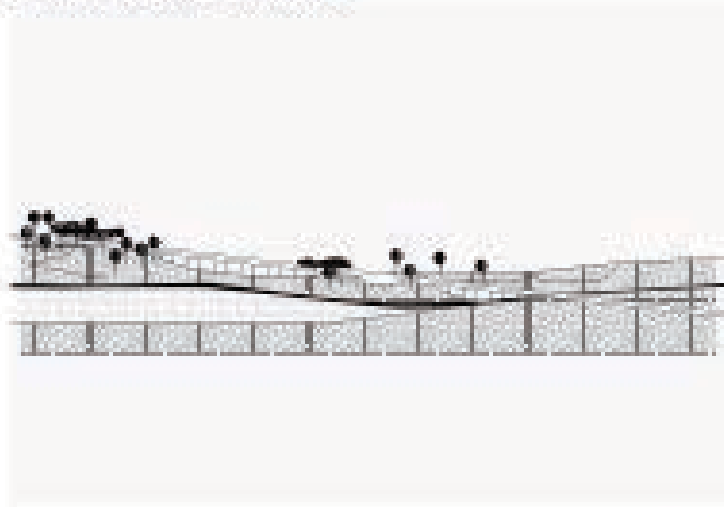
Cultural areas.

Outdoor and sports facilities.



RIVER NODE

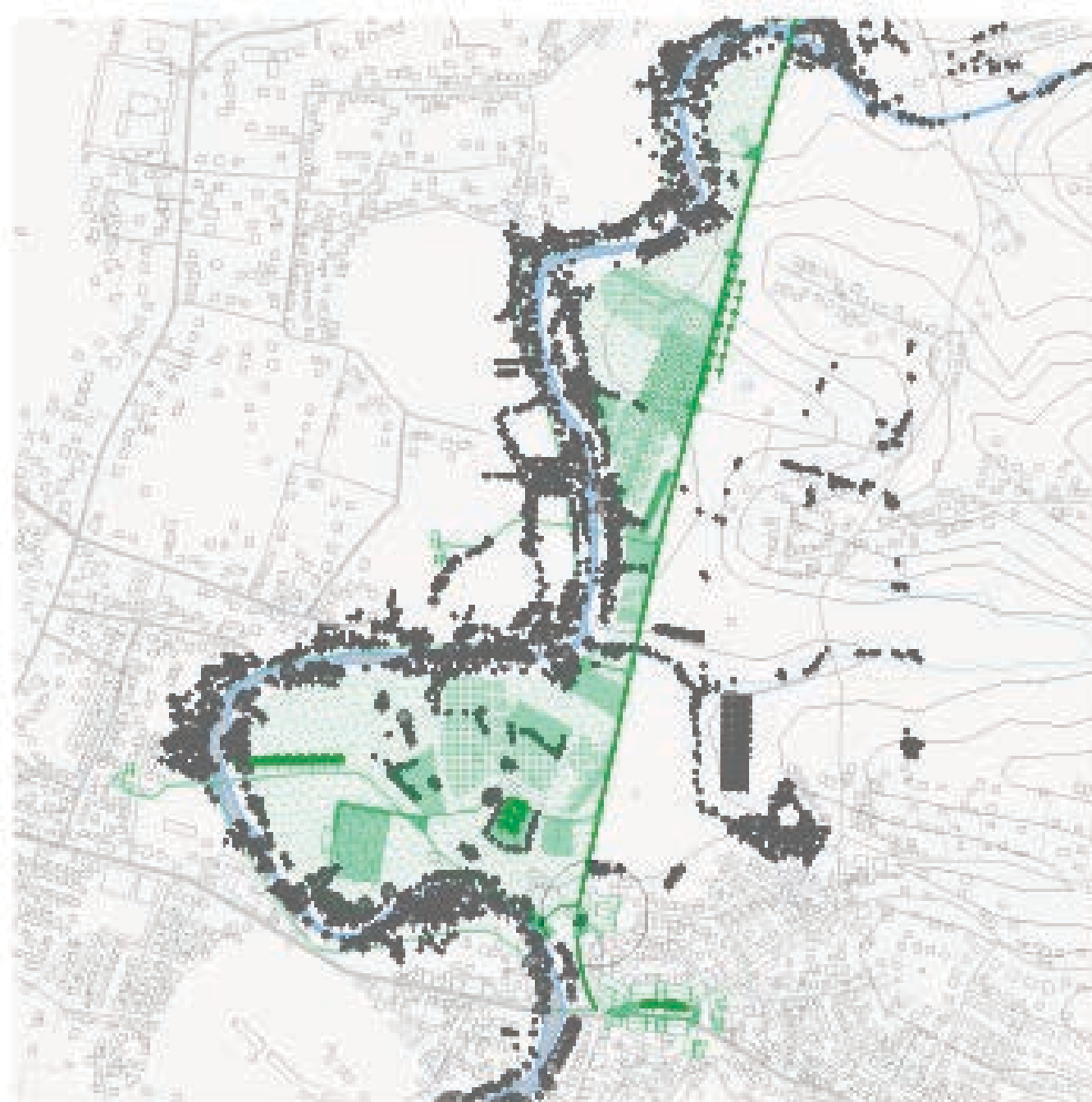
L SUKTHIRI TRANSPORT HUB



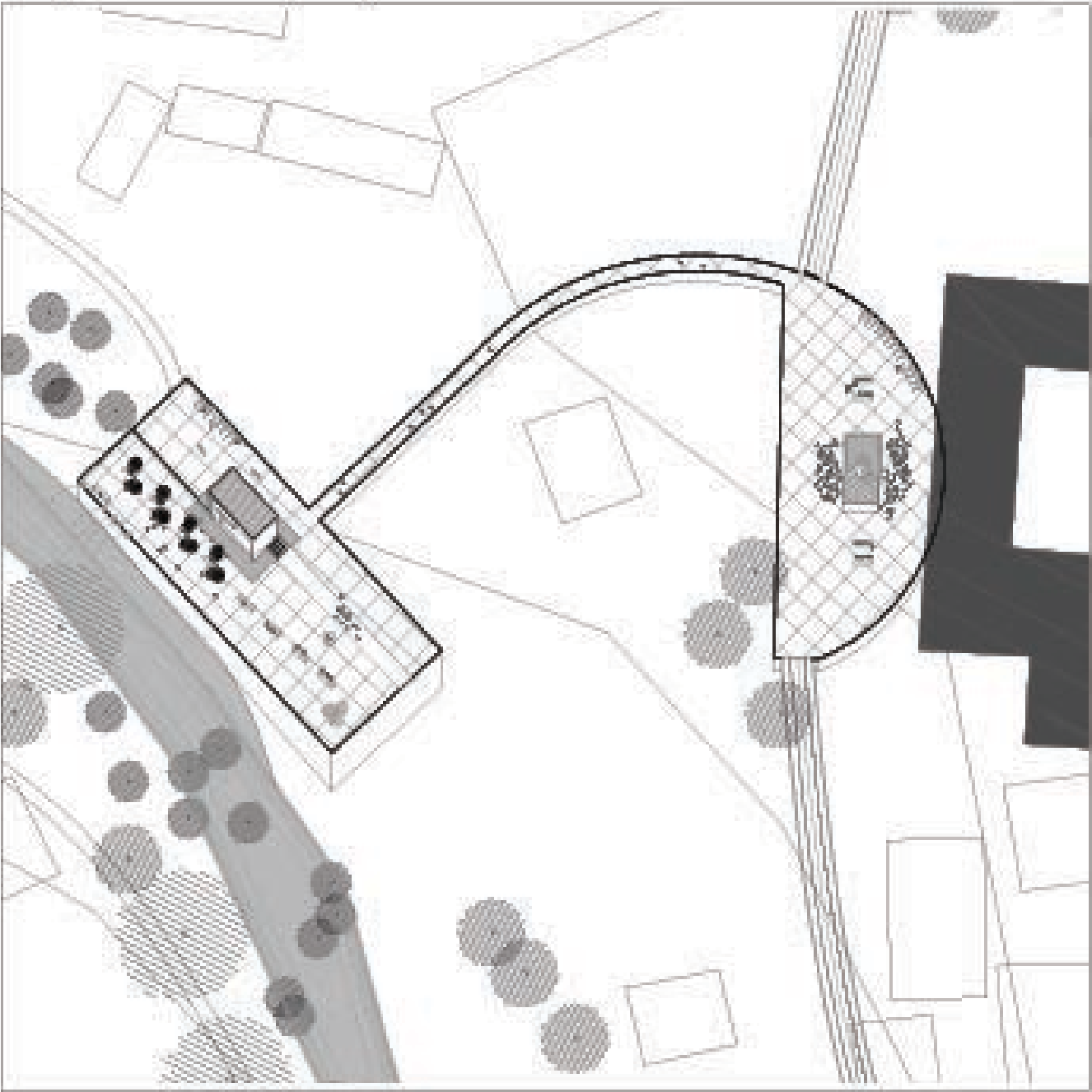


RIVER NODE

2. SHIAK MOSQUE ESPLANADE

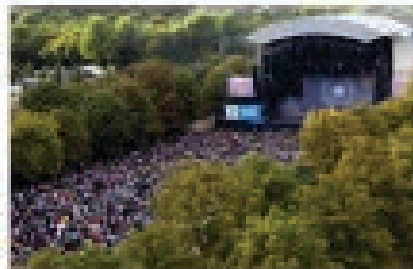


Public spaces in front of existing buildings

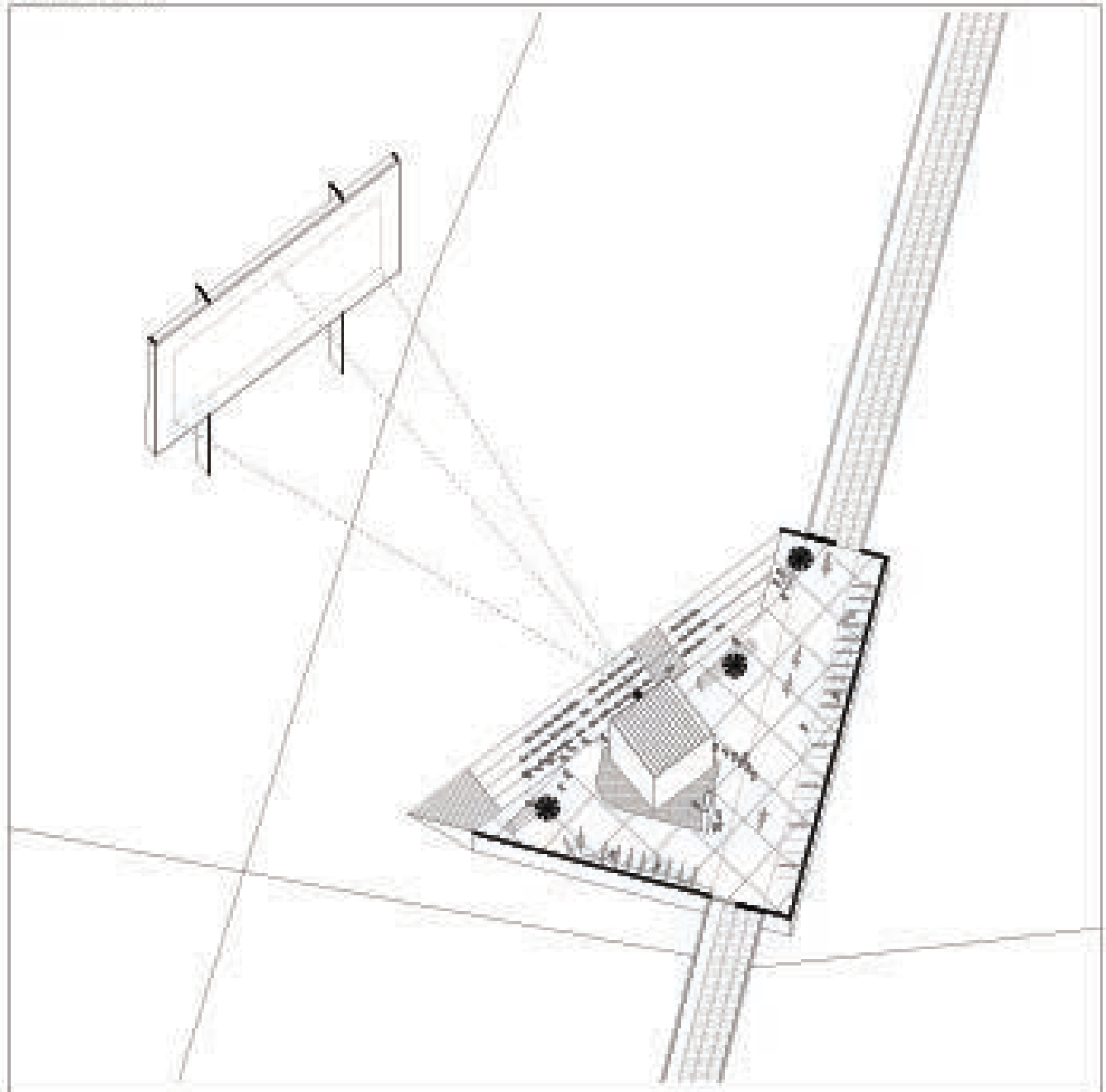


RIVER NODE

3. SHIJAK PARK OPEN AIR CINEHA



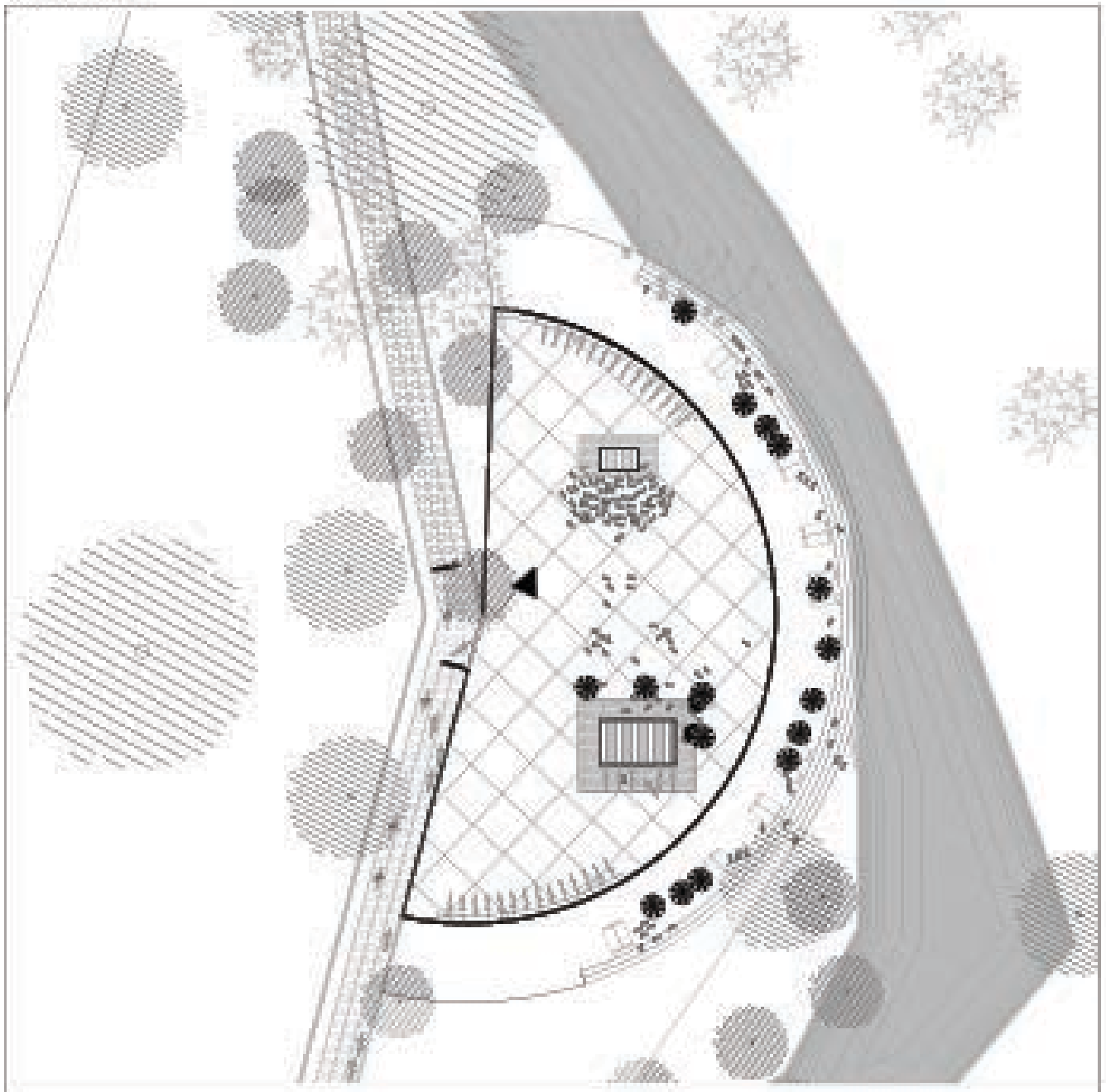
Open air cinema



4. ERZEN RIVER BEACH



River attraction





A NEW LANDSCAPE AND GRAPHIC IDENTITY FOR THE HIGHWAY AND ITS TERRITORY

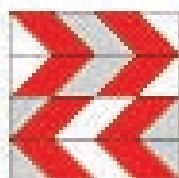
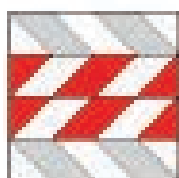
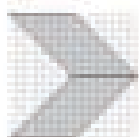
GRAPHIC IDENTITY / BRANDING DURANA

Branding for the ROC products

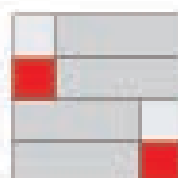
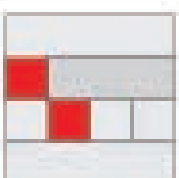
DURRËS PRODUKTET

Different grounds for the platform services

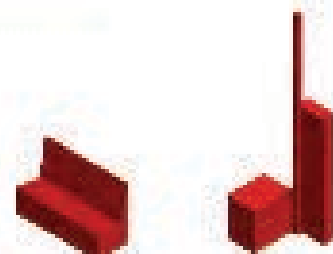
Type 01



Type 02

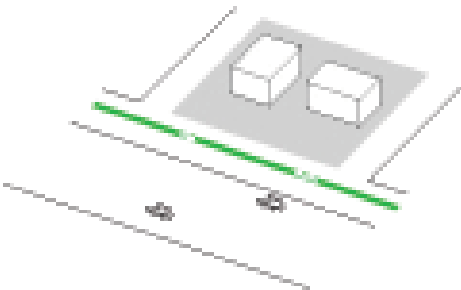


furniture



DURRËS TIRANA

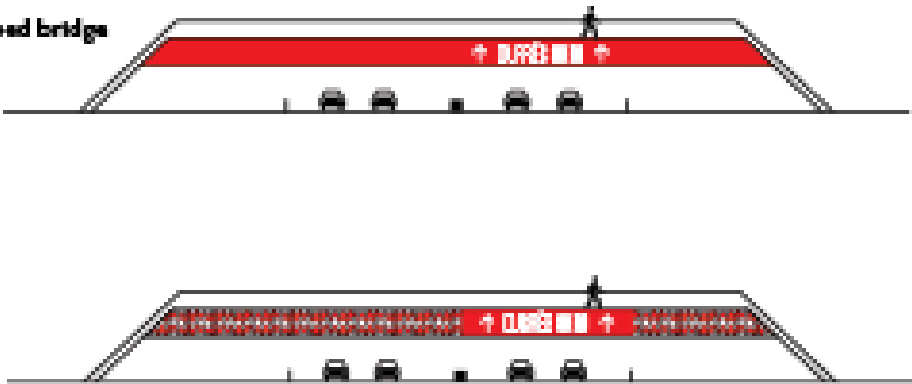
Different kind of signals



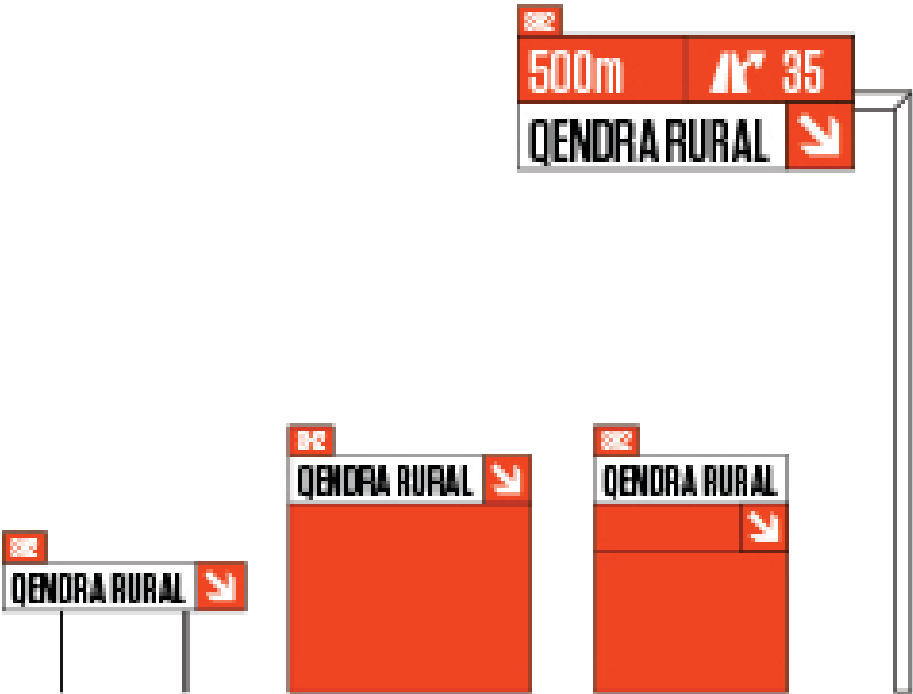
For bicycle paths



For bicycle and ped bridge



For highway exit





INPUT # 1 HISTORY AND ANALYSIS OF THE TIRANA-DURRËS ROAD AND HIGHWAY

THE STORY OF THE VIA EGNATIA, DURRES AS A HISTORIC GATE TO EUROPE FROM THE WEST-EAST CORRIDOR

The Via Egnatia was a road constructed by the Romans in the 2nd century BC. It crossed the Roman provinces of Illyricum, Macedonia, and Thrace, running through territory that is now part of modern Albania, the Republic of Macedonia, Greece, and European Turkey.

Starting at Dymachium (Durrës) on the Adriatic Sea, the road followed a difficult route along the river Genusus (Shkumbin), over the Candaviae (Jablanica) mountains and thence to the highlands around Lake Ohrid. It then turned South, following several high mountain passes to reach the northern coastline of the Aegean Sea at Thessalonica. From there it ran through Thrace to the city of Byzantium (later Constantinople, now Istanbul). It covered a total distance of about 1,120 km (696 miles / 746 Roman miles). Like other major Roman roads, it was about six metres (19.6 ft) wide, paved with large polygonal stone slabs or covered with a hard layer of sand.

The Via Egnatia was constructed in order to link a chain of Roman colonies stretching from the Adriatic Sea to the Bosphorus. The route, thus gave the colonies of the southern Balkans a direct connection to Rome. It was also a vital link to Roman territories further to the east; until a more northerly route across Illyria was opened under Augustus it was Rome's main link with her empire in the eastern Mediterranean. It was repaired and expanded several times but experienced lengthy periods of neglect due to Rome's civil wars. In later years, the Via Egnatia was revived as a key road of the Byzantine Empire; Procopius records repairs made by the Byzantine emperor Justinian I during the 6th century, though even then the dilapidated road was said to be virtually unusable during wet weather. Almost all Byzantine overland trade with western Europe traveled along the Via Egnatia.

THE STORY OF THE TIRANA DURRËS HIGHWAY

Tirana was proclaimed capital city of Albania on 11 February 1920 by National Congress held in Lushnja, mainly because of the geographic strategic position in the center of Albania territory. In that period Tirana was a "so called" big village settlement and still had to face many challenges to become representative of Albania as a decent European capital. "Durrës" street was build under an emergency urban plan in 1922-1923, as a new connection of Tirana with Durrës in the West orientation and with the Regions of North Albania. This new urban opening in the existing structure appeared in that time like the Haussmann boulevards openings under forced expropriations in Paris. The dimension of the road was 20 m wide and it stretched 1 kilometre from the city center.

It was extended a couple of years later toward Durrës, passing near the existing villages and fitting its route to the existing hilly morphology. Therefore the road was not a straight line towards Durrës. The first 15 kilometres of the road (up to the city of Vlorë) were quite straight along a plain terrain and that's the reason why today the highway in this segment (lot 1) follows the same trace. The other kilometers of the road up to Durrës were in majority curved along the perimeters of the hills (lot 2 & 3). The length of the road was a total of 42 kilometres with a section of 7 m. and two dedicated lanes.

Today the highway in the segment after Vlorë is not anymore on the same trace as the "old" road, which actually serves as connector between existing settlements along the way. The road was conceived according to the geometry and technical solutions of a 60km/h limited traffic. In that period the traffic was very limited and mostly reserved to institutional cars. During the Second World War it was also used for military trucks convoys. The private cars were quite limited and the traffic was quite inconstant. The same history continued even after the liberation of Albania in the Communist Period, when the private cars were forbidden and traffic was mostly occupied by institutional cars, public transportation vehicles (buses) and state enterprises trucks. The connection of the villages with each other and both cities (Tirana and Durrës) were established by regional bus lines, using the same "National Road".

After the 1990's, with the establishment of the democratic system, private property in Albania was recognized as a human right and everyone could potentially have a personal car and own private land. The abrupt and acute changes triggered immigration of many families from the very poor villages of Albania, who built illegal homes which quickly became huge settlements with hundreds and thousands of inhabitants. The government was unable to deal with this phenomenon which caused increasing social and urban problems to the region of Tirana and Durrës, and especially to their peripheries.

The same phenomenon occurred in the territory between the two cities, with the people coming from other regions of Albania and with autochthones who build their houses without institutional permissions, amplifying the urban chaos. The step by step improvement of economy from a long established poverty to a gradual economic progress, was accompanied by a progressive growth of the private car and consequence of expensive traffic disorders. In the beginning of the years 2000, the necessity of a new Tirana-Durrës highway became a reality. Its length was cut down from 42 km to 32 km and travelling time was reduced from 1 hour (60 km/h) to 25 minutes (90 km/h). The first kilometres of the new highway were following the same trace as the existing

road up to Vora, while the other part was "straightened", going through the valleys surrounded by a hilly and sloppy terrain. The nearest kilometers to Tirana city (Lot 1) were "occupied" by the construction of service buildings, parallel to both sides of the highway, with light industry (Coca Cola, etc) and especially showrooms. It was seen by these businesses as the best way to expose the name of their companies and the best location in terms of infrastructure, close to the capital city and directly connected to the main national infrastructure.

The high pressure of these companies' requests to be permitted to develop their activities in this location found the Planning institutions unprepared to organise such economic and urban transformations and it was decided to solve the question through practical regulations. The business couldn't be build nearer than 25 m from the highway axis, which clearly appears today in the geometry of the highway itself and in its landscape. This part of the highway represents a distinguishable spatial "corridor" (approx. 50 m wide) formed by 2 to 4 storeys buildings, aligned parallel to the highway axis. The construction line criteria was practically meant to future enlargement of the highway and service roads for the buildings along them, but it doesn't help the organisation of future developments behind the first row of buildings. Later on, business needed to develop logistic support from the service roads and secondary-parallel roads were built on both sides of the highway. Presently, the secondary roads are constructed up to Vora for the North secondary road and up to the airport crossroad for the South one (Lot 1 and half of Lot 2). The other part of the Highway from Vora to Durrës doesn't have the same characteristics because it did not have to face the same demand from the businesses development. Ultimately, in the last 5 years, we can observe a tendency to expand the "model of Tirana entrance" even for this segment (part of Lot 2 and Lot 3) of the road and especially near Durrës with the development of 2 to 4 storeys service buildings.

PRESENT ISSUES OF THE TIRANA-DURRËS HIGHWAY

The construction of the highway facilitated the connection of Albania's two major cities. But in time, many problems and crucial issues have appeared:

- The lack of security and normal driving conditions
- The actual driving security in the highway is vulnerable mainly because of illegal and uncontrolled stops of the inter-urban buses. These buses illegally stop along the highway trajectory and often cause tragic accidents. The problem is not only how to punish the bus drivers, who stop illegally, but furthermore to understand why they stop. And this is the key issue to be resolved as soon as possible to foresee sustainable solutions. Going further to understand, why they really stop, we observe, that there is no existing public regional transportation and people of the settlements along the highway try to get casual travelling opportunities.
- So instead of curating consequence, we should strongly work on solving the causes of the problem.
- The difficulty for the public extra-urban transport in the past the "so called" national road of low speed, and rare traffic, facilitated all the typology of public transportation, interurban and regional, all in one. The acute changes found unprepared the complex urban transportation system and it function spontaneously. The urban and interurban public transportation functions almost well. What is not functioning well is the regional public transportation, which is a real and

sensible obstacle for the people, who lives in the settlements along the highway Tirana-Durrës. They should necessarily have a personal car to survive, because otherwise they are totally disconnected from the other neighbor settlements, Tirana, Durrës and other cities. So, it is needed a global integrative thinking about the interurban and regional public transportation.

The physical, social and economic division of neighbouring villages and settlements

The highway already separates the natural connection between neighbouring settlements, which used to coexist and interact very strongly on physical, social, and economic levels. There are some existing connections, but they are not enough. Many of these connections are only bridges over highway for pedestrians. To go from a settlement to the other by car, the people in most cases have to enter to the highway, find the first possible exit to go to the other side and then continue for some more kilometers to find the neighbouring village they want to reach. It's a total waste of time, resulting in long distance travels and daily costs. So, in many cases though it seem ridiculous, you can even see even cows over the pedestrian bridges (cows climb stairs) as the unique way for the animal to pass from one side to another with it's owner.

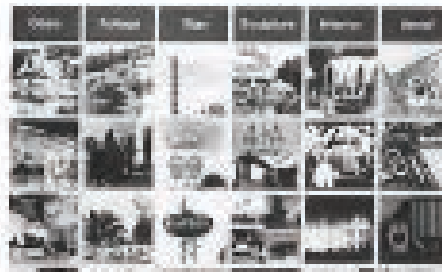
Disbalance of the landscape and perception between the chaotic foreground and the beautiful and attractive panorama of mountains and hills in the background, that accompanies all highway driving view.

The Albanian panorama is generally picturesque and it is the same even with the Duranë driving experience. In every location of driving trajectory you are, you find the wonderful view of the hills and mountains (in the East direction). The problem with the view, during the driving experience in Duranë highway, is the first view plan, which is occupied often by chaotic urban development and gives bad impression to the driver, eclipsing the beautiful distant panorama. It is as if you were focusing your camera on an extraordinary picture and suddenly your picture is unfocused by a person who passes by. There are locations along the highway, like the entrance of Tirana, which concentrate the first view plan over "compact" commercial and industrial buildings generally with a good architecture. Meanwhile, the government is implementing a planting plan for the both sides of the highway till "Mother Theresa" airport and this will improve sensibly the first view plan of this highway segment (Lot 1). The other part of the highway (Lot 2 and 3) needs proper interventions to improve this important issue. In both these lots of the highway, as above explained, the construction near the highway are not as compact as in lot 1 and the developments seem to be more chaotic. There are even some existing settlements like Merikaj, Gardaci, Sukthi i Ri, Mamresë, Shijaku, etc in these lots, that do not present a good looking façade from the highway because of the badly planned urban ensembles, poor architecture, poor construction materials, etc. Special attention should be paid to these "bad pictures" of the driving experience in the Duranë highway. The perspective of the highway itself and the territory it runs through should simultaneously address the above mentioned issues in order to stabilize a sustainable future for DURANË.

INPUT # 2_CONCEPTUAL FRAMEWORK



Ed Ruscha , Standard Station



Robert Venturi & Denise Scott Brown ,
Learning from Las Vegas



Kevin Lynch . The Image of the City . The
view from the road



Rayner Banham . Los Angeles . Rayner
Banham loves L.A.

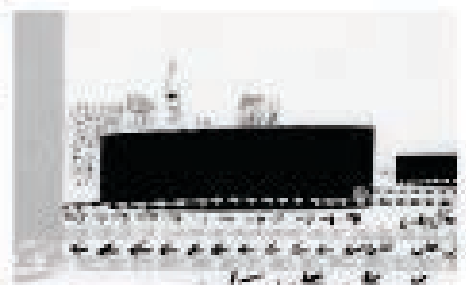
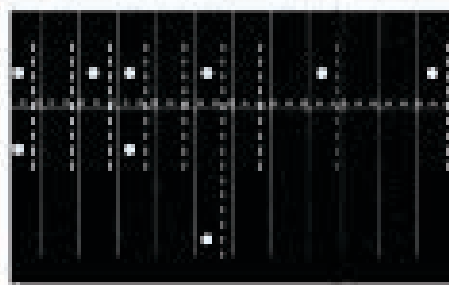
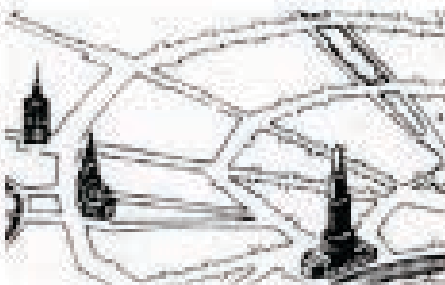


Cedric Price , Poteries Thinkbelt , 1960

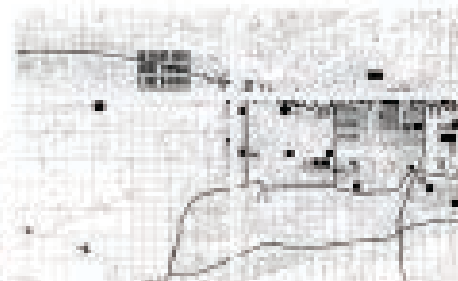
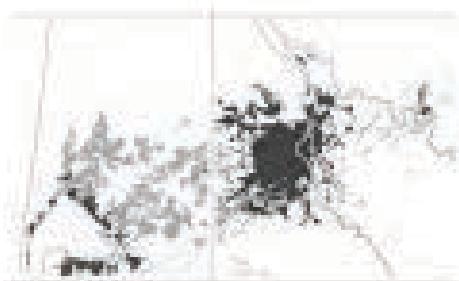
The Poteries Thinkbelt project, developed in the early 60's is a project on a new kind of university. This project was quite innovative at the time and still relevant today because it was mixing contemporary issues such as mobility, education and redevelopment of desindustrialized areas. The solution proposed by Cedric Price consisted in a mobile university with flexible and temporary buildings using the existing railroads left by the former industries, capable of evolving according to the needs of the future. This reference is very accurate for the call for urban concepts because the project deals with developments and educational sectors, infrastructure through an evolutive and implementable strategy.



Cedric Price , MAGNET , 1960



Orchard road , Singapour
 Bus Rapid Transit system , Curitiba
 Moscow sisters - icons
 Ladders
 Kevin Lynch



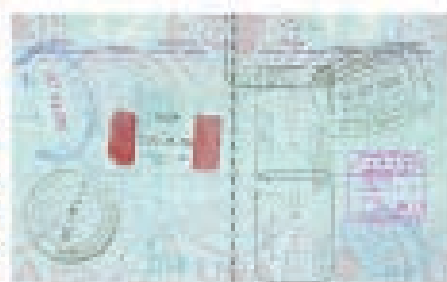
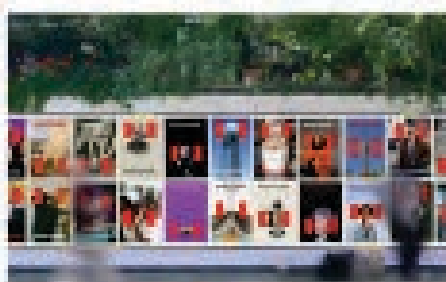
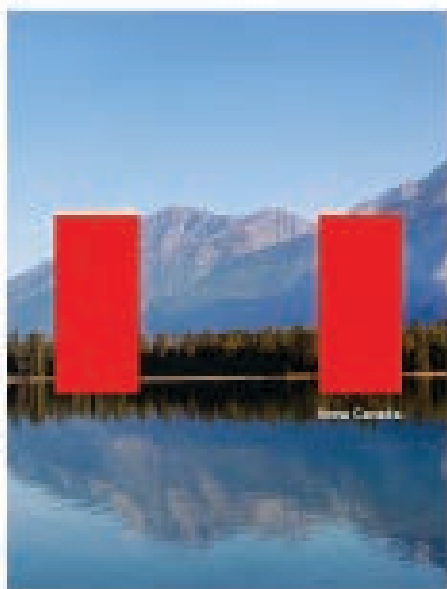
FAUC . Bordeaux 50.000 . 2011

Airport strip

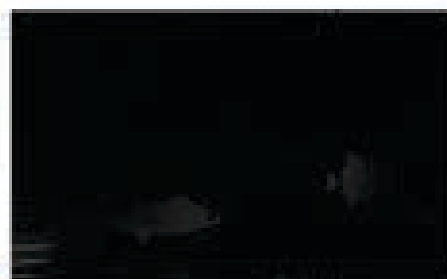
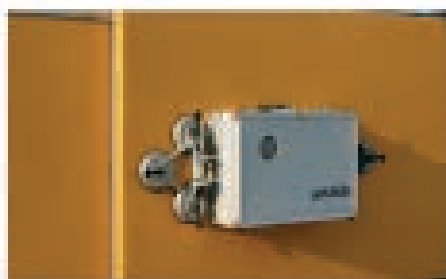
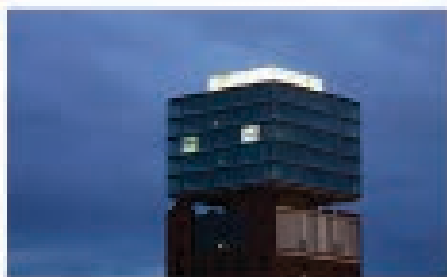
City and infrastructure

Network and polarities

Living close to nature

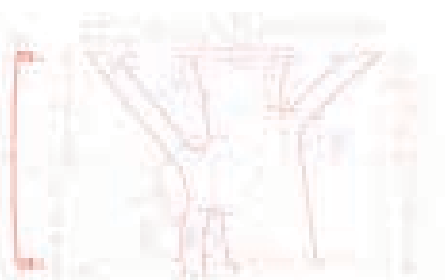
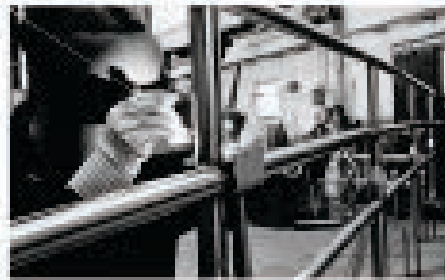
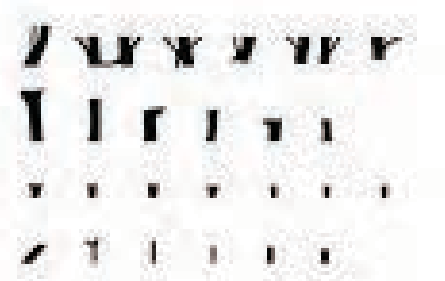


Bruce Mau , Know Canada



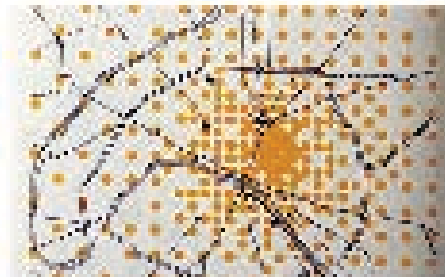
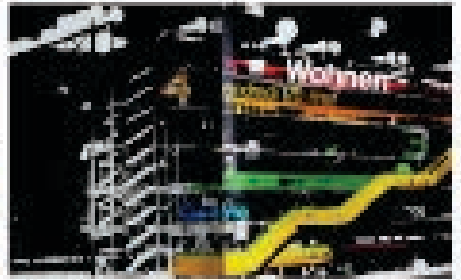
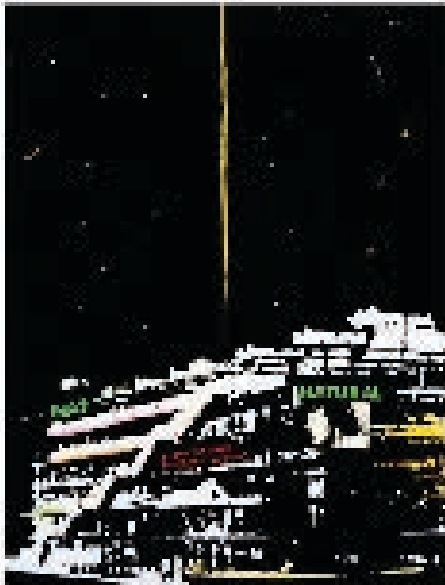
Richard The , Omnivision

Richard The , The parasite



Maoxian . 50 Bridges for Leidse Rijn.
1998

Each of the 50 bridges is unique but because they are all made of the same materials and offering the best flows and curves for the users, they give a strong identity to the residential neighbourhood. We can imagine such type of bridges or other urban furnitures along the public spaces.



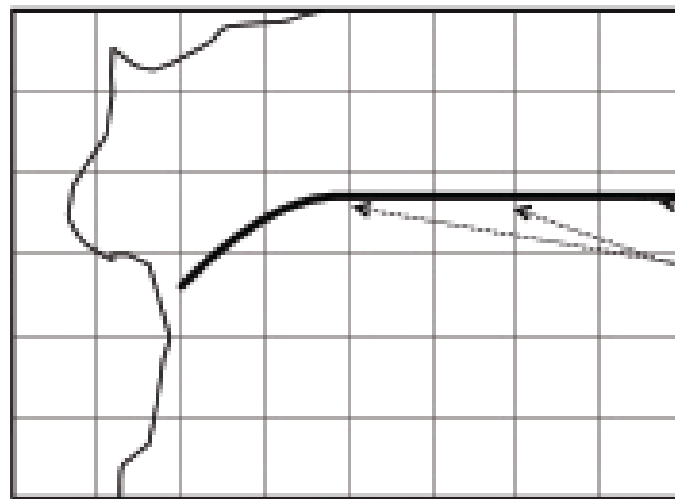
Jean Widmer . Centre Georges
Pompidou

METHODOLOGY

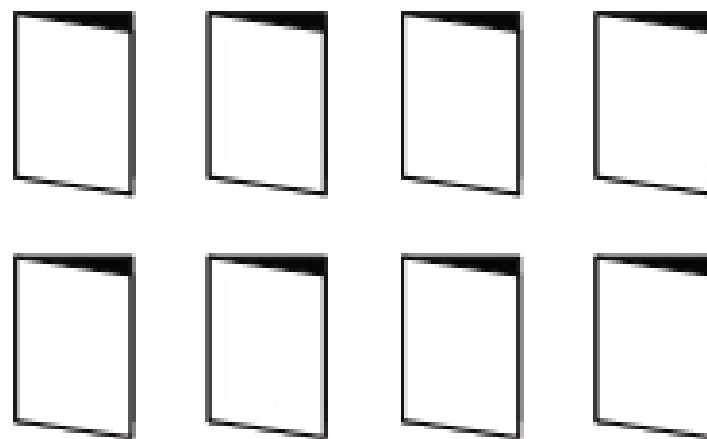
INTERACTIVE LOOPS

ITERATIVE LOOP

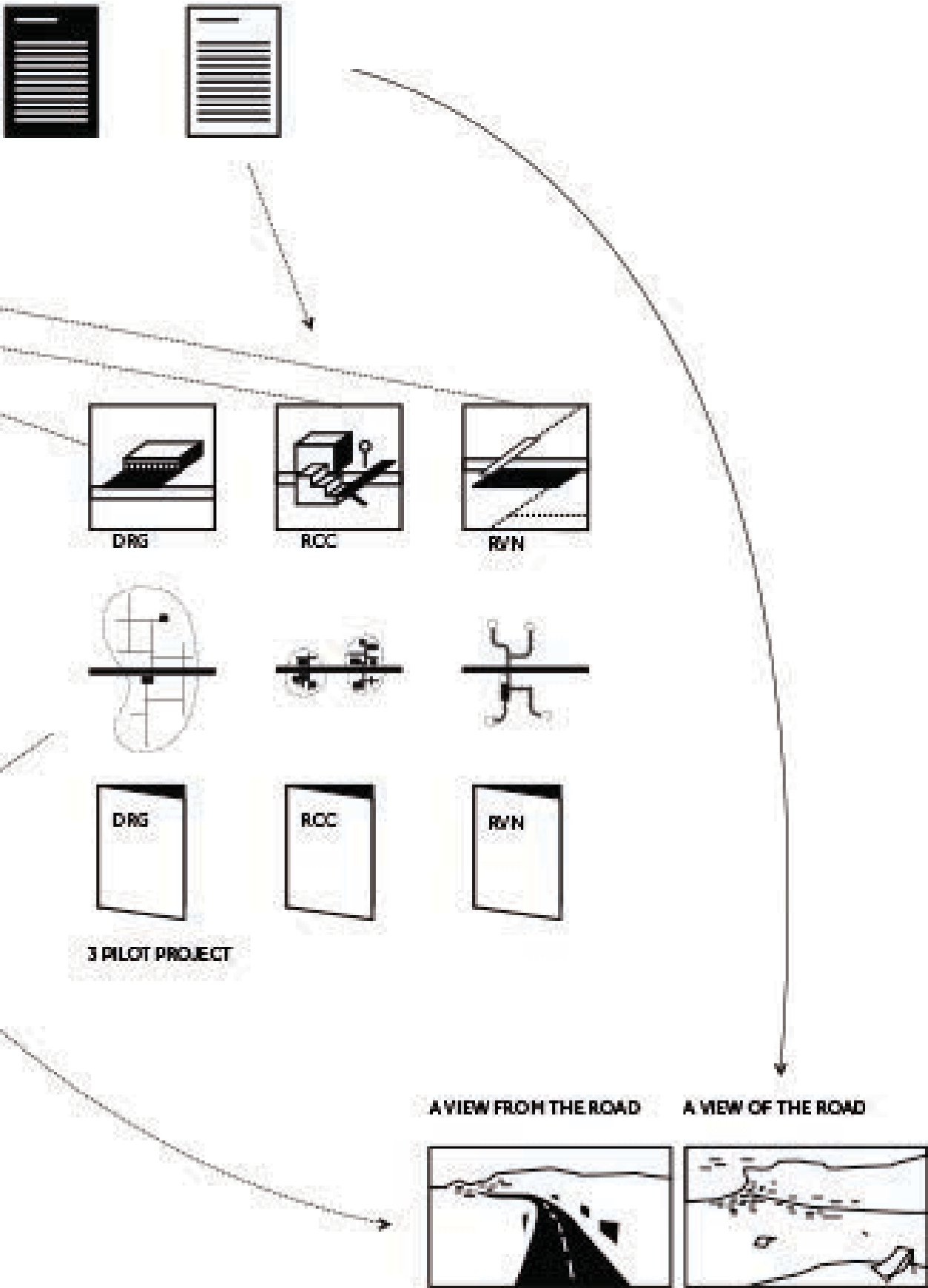
FROM HIDDEN ORDER TO URBAN RULES



PROSPECTIVE THEMES



THEORETICAL BACKGROUND



METHODOLOGY ITERATIVE LOOP

Rapid technical evolution, the increased importance of information exchange and the grown awareness of sustainability allows for a more open and flexible organisation. This opportunity has allowed architects as a profession to come out of isolation and (re) find a place in a multi-disciplinary task force.

Our pursuit, be it in the architectural or the urban fields, of inventing and producing integrated solutions has permitted us to dispose of tools that we now have at our disposal allowing us position projects at the heart of a network of different competences, and at the articulation of many fields of analyse and projection.

This posture underlines the necessity in the contemporary problematic to mobilise other disciplines, resources and technics. It repositions architecture in a more productive relationship with other players be it the City, clients, managers, technicians or users.

Open systems

The cultural, social and technological mutations of our times are pushing us to develop projects that are based on what we call 'Open systems', by this we mean systems that are capable of branching off and rearticulating themselves as different opportunities are sensed along the way. This ambition is unmistakably translated into our work methods to allow a wide girth in the decision and organisation processes and both the planning and construction processes.

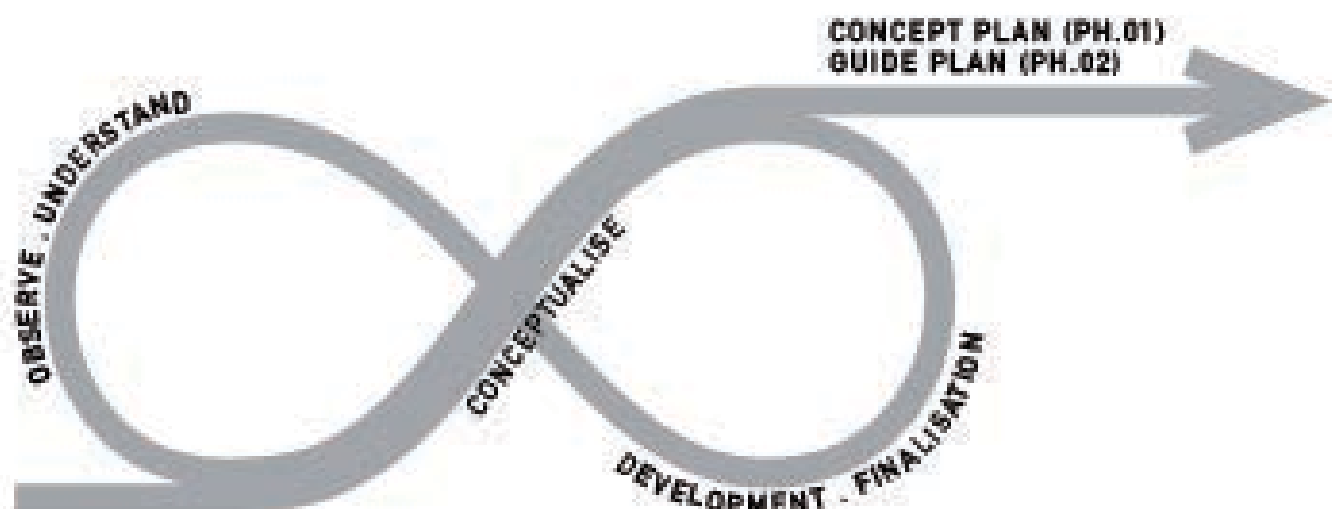
The conception process is set in a framework that guarantees and perpetuates quality of the projected environment, by incorporating the necessary flexibility to respond to different opportunities without harming – and on the contrary contributing to – the coherence of the whole.

The production of this framework is the invariant component of a project strategy that must assert itself as a continuous process of management adaptations related to deformation of constraints (economic, programmatic, social...). The urban or architectural project cannot continue to be founded on preconceived ideas of form or program in the long term; nothing can carry on in a totally linear fashion toward a predetermined future. The urban and architectural project should be capable of integrating contextual innovations – social preoccupations, life styles, user's aspirations, economic situations and conditions – and give a new twist to prospects as they arise. For that, the architectural or urban project should not figure, but 'make possible' – accentuate potentialities that are often misread or ignored in urban structures that today seem doomed to failure.

Innovations and mutations

We maintain active awareness of new expectations, of transformation of the usages of space - whilst being careful not to thoughtlessly follow trends.

It is our responsibility to pick up on social demands that are less formalized and to single out the paths by trusting the user's capacity innovation.



PROJECT TEAM AND ORGANISATION

Our perception of the competition brief refers actually to a double issue.

There is first of all a need for physical implementation, implying design and public space project. People are expecting changes in the spaces they are practicing every day : making them more efficient, nicer, easy to use, offering a new series of functions, etc ...

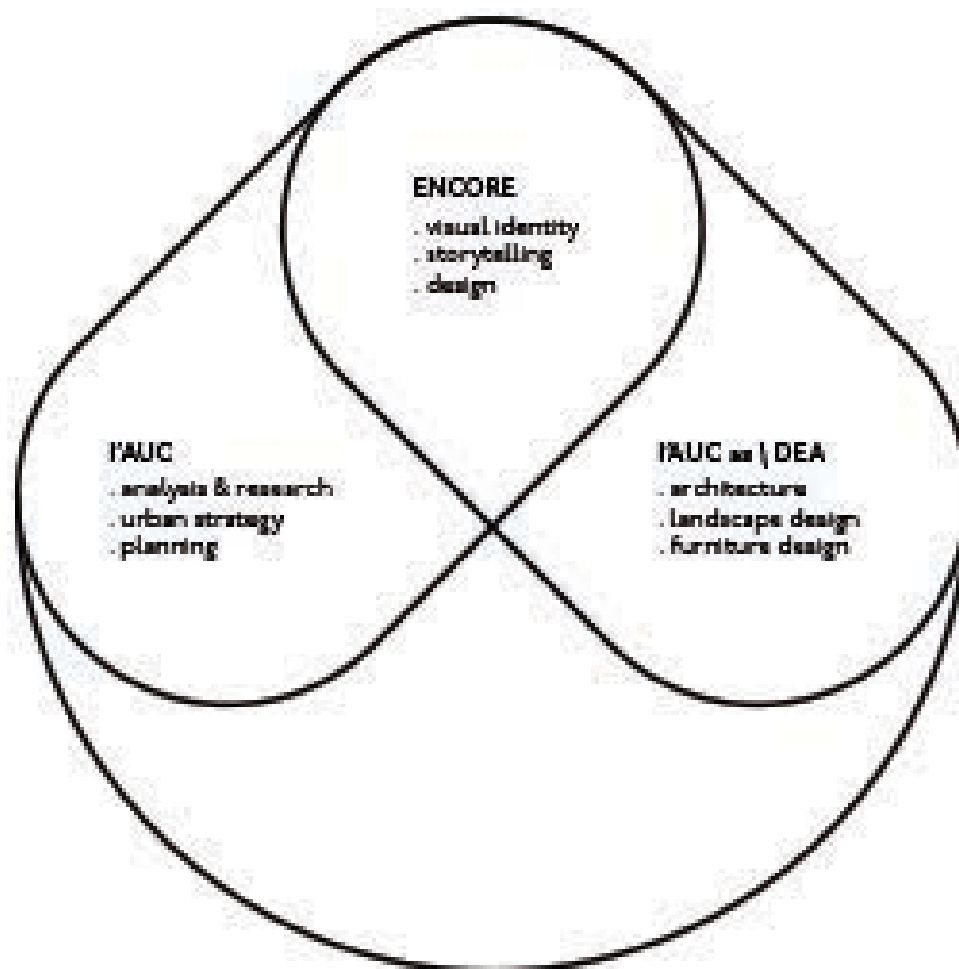
We also understand, because the ongoing mutations are so radical and the situation offers simultaneously instability and great potentials, that there is a need for a clear and strong strategy, able to gathers all the living forces and the public and private investments to imagine a comprehensive project.

That is why we propose a tightned up team composed of urbanists and researchers (L'AUC), architects and landscape designers (L'AUC as) and a collective of designers, graphic designers, artistic directors (ENCORE).

We have been and are currently working on several projects together and our association is always fruitful.

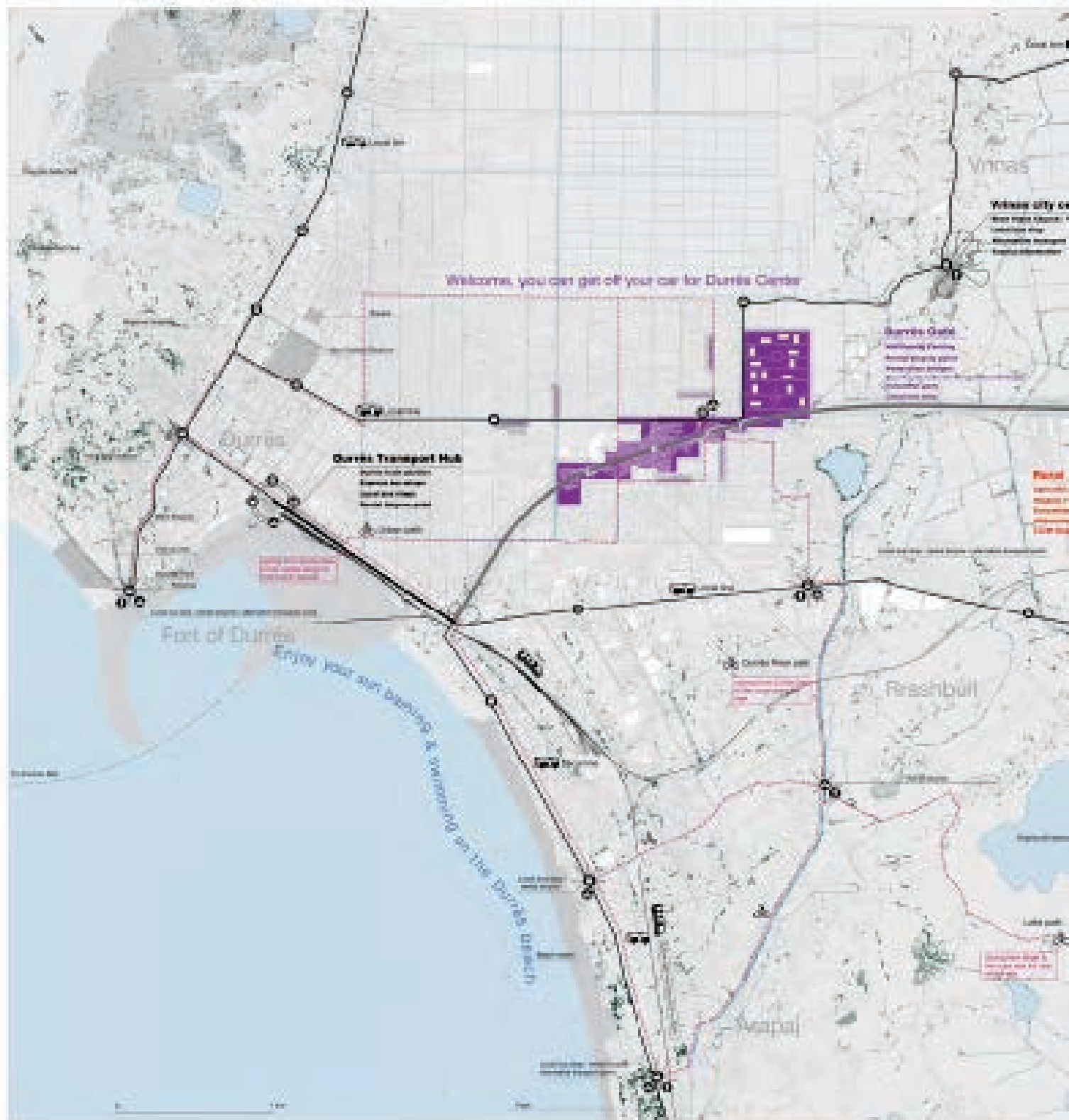
L'AUC + ENCORE will develop urban strategies and communication.

L'AUC as + ENCORE will focus on the operational aspects and the visual identity.



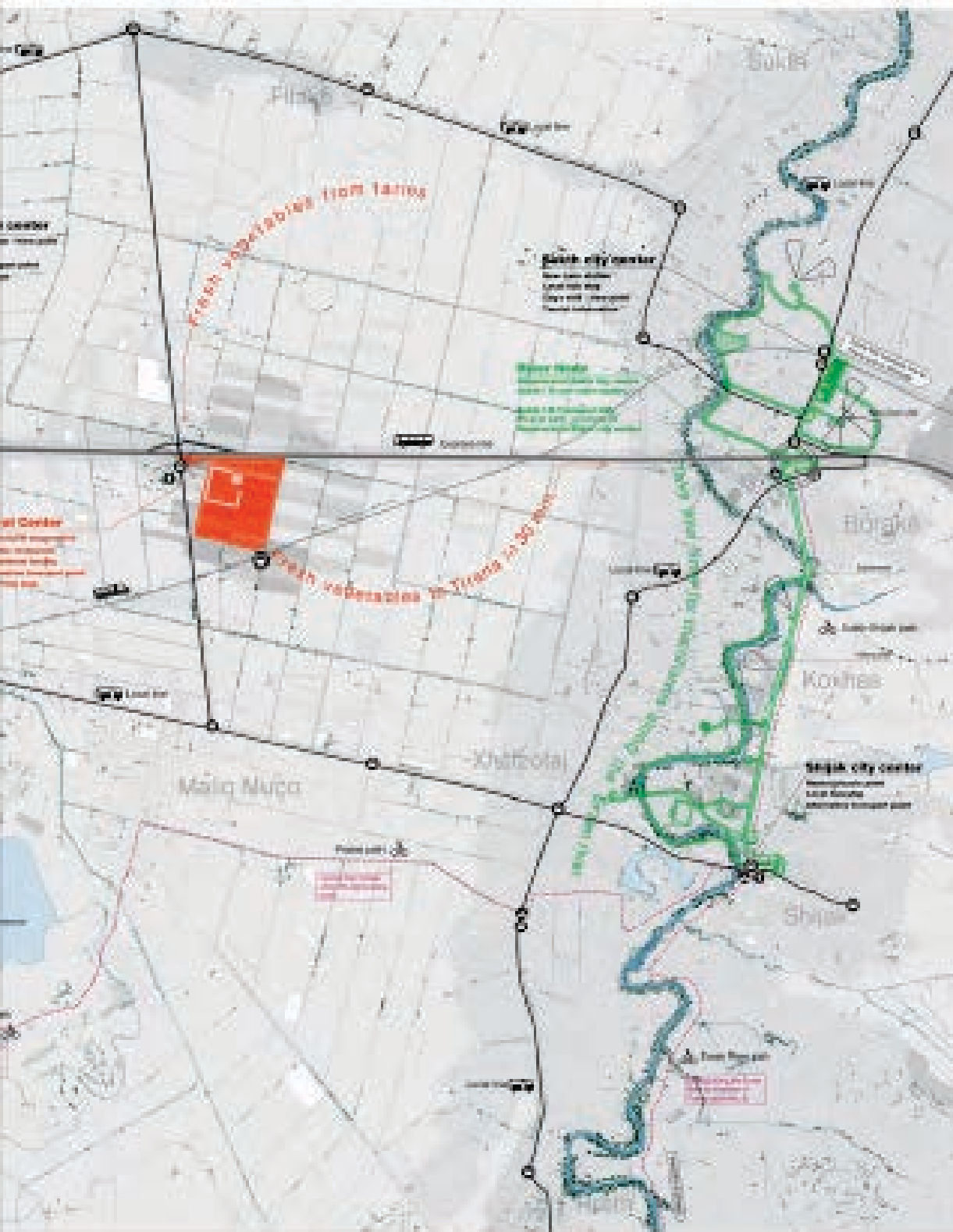
PANNELS

TERRITORIAL MAGNETS



NEW TRANSPORT SYSTEM





Short day trip of the Region (Tours outside city limits and in the city)



Short day trip of the Region (Tours outside city limits and in the city)

Medium day trip of the Region (Tours outside city limits and in the city)



Medium day trip of the Region (Tours outside city limits and in the city)

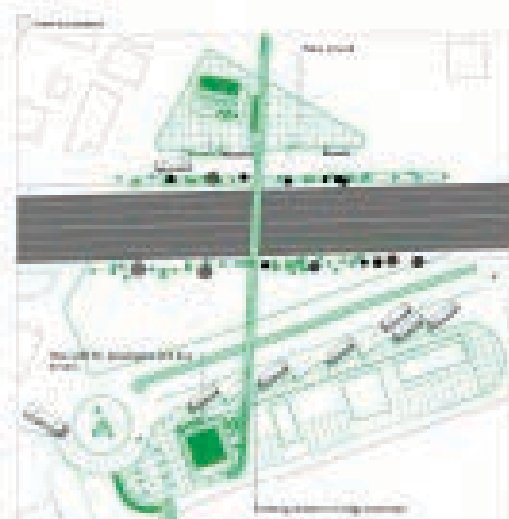
Long day trip of the Region (Tours outside city limits and in the city)

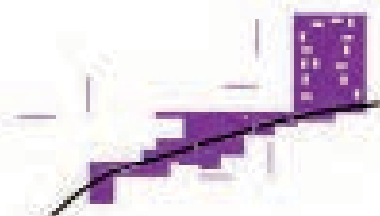


Long day trip of the Region (Tours outside city limits and in the city)

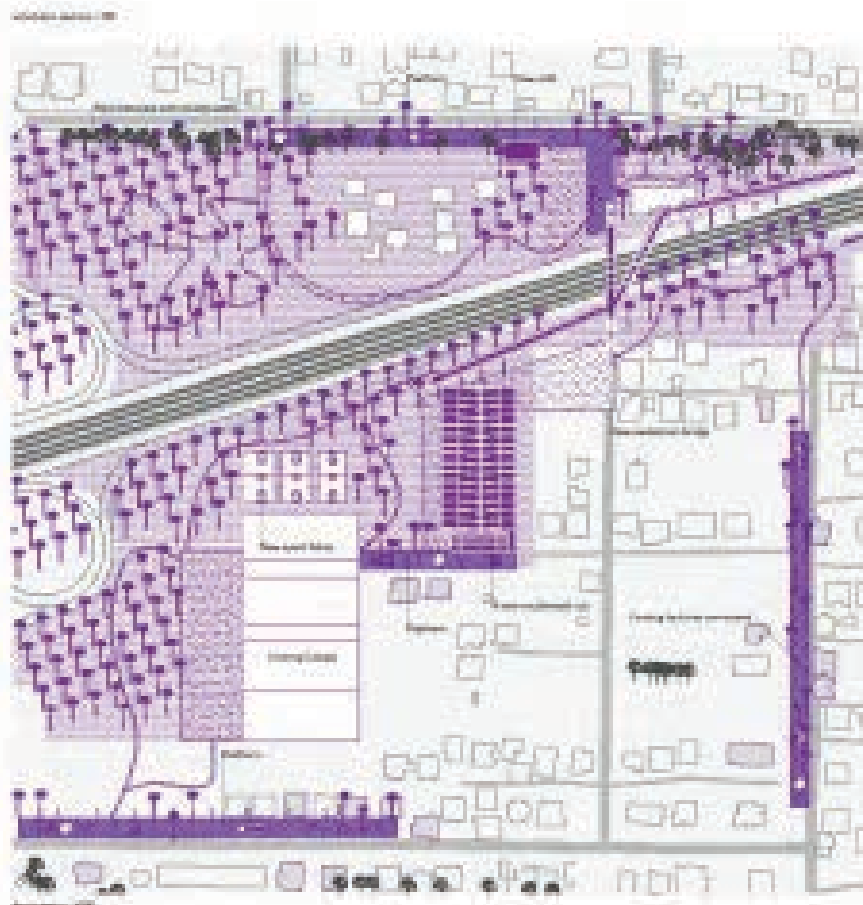


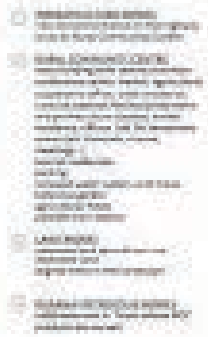
- 1. **PROPOSED RIVER NODE**
A green line running parallel to the river, indicating the proposed path or boundary.
- 2. **EXISTING RIVER NODE**
A green line running parallel to the river, indicating the existing path or boundary.
- 3. **EXISTING RIVER NODE**
A green line running parallel to the river, indicating the existing path or boundary.
- 4. **EXISTING RIVER NODE**
A green line running parallel to the river, indicating the existing path or boundary.
- 5. **EXISTING RIVER NODE**
A green line running parallel to the river, indicating the existing path or boundary.
- 6. **EXISTING RIVER NODE**
A green line running parallel to the river, indicating the existing path or boundary.
- 7. **EXISTING RIVER NODE**
A green line running parallel to the river, indicating the existing path or boundary.
- 8. **EXISTING RIVER NODE**
A green line running parallel to the river, indicating the existing path or boundary.
- 9. **EXISTING RIVER NODE**
A green line running parallel to the river, indicating the existing path or boundary.
- 10. **EXISTING RIVER NODE**
A green line running parallel to the river, indicating the existing path or boundary.





Abstract *See page 100*





3 MAGNET PROJECT

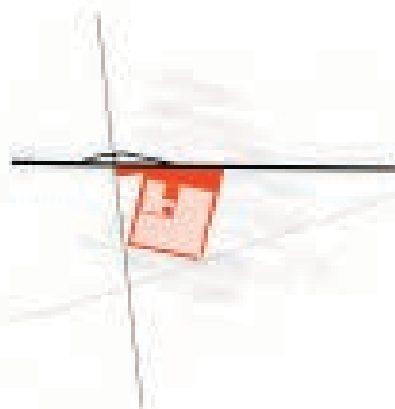
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100



1 DURABLE SAFE

The durable safe is a small, compact, and secure storage unit. It is designed to be used in a variety of settings, from a small office to a large warehouse. The safe is made of heavy-duty metal and has a secure locking mechanism. It is also fire-resistant and has a long lifespan.

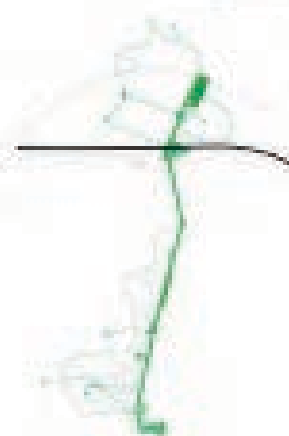
The durable safe is a small, compact, and secure storage unit. It is designed to be used in a variety of settings, from a small office to a large warehouse. The safe is made of heavy-duty metal and has a secure locking mechanism. It is also fire-resistant and has a long lifespan.



2 RURAL CENTER

The rural center is a small, compact, and secure storage unit. It is designed to be used in a variety of settings, from a small office to a large warehouse. The center is made of heavy-duty metal and has a secure locking mechanism. It is also fire-resistant and has a long lifespan.

The rural center is a small, compact, and secure storage unit. It is designed to be used in a variety of settings, from a small office to a large warehouse. The center is made of heavy-duty metal and has a secure locking mechanism. It is also fire-resistant and has a long lifespan.

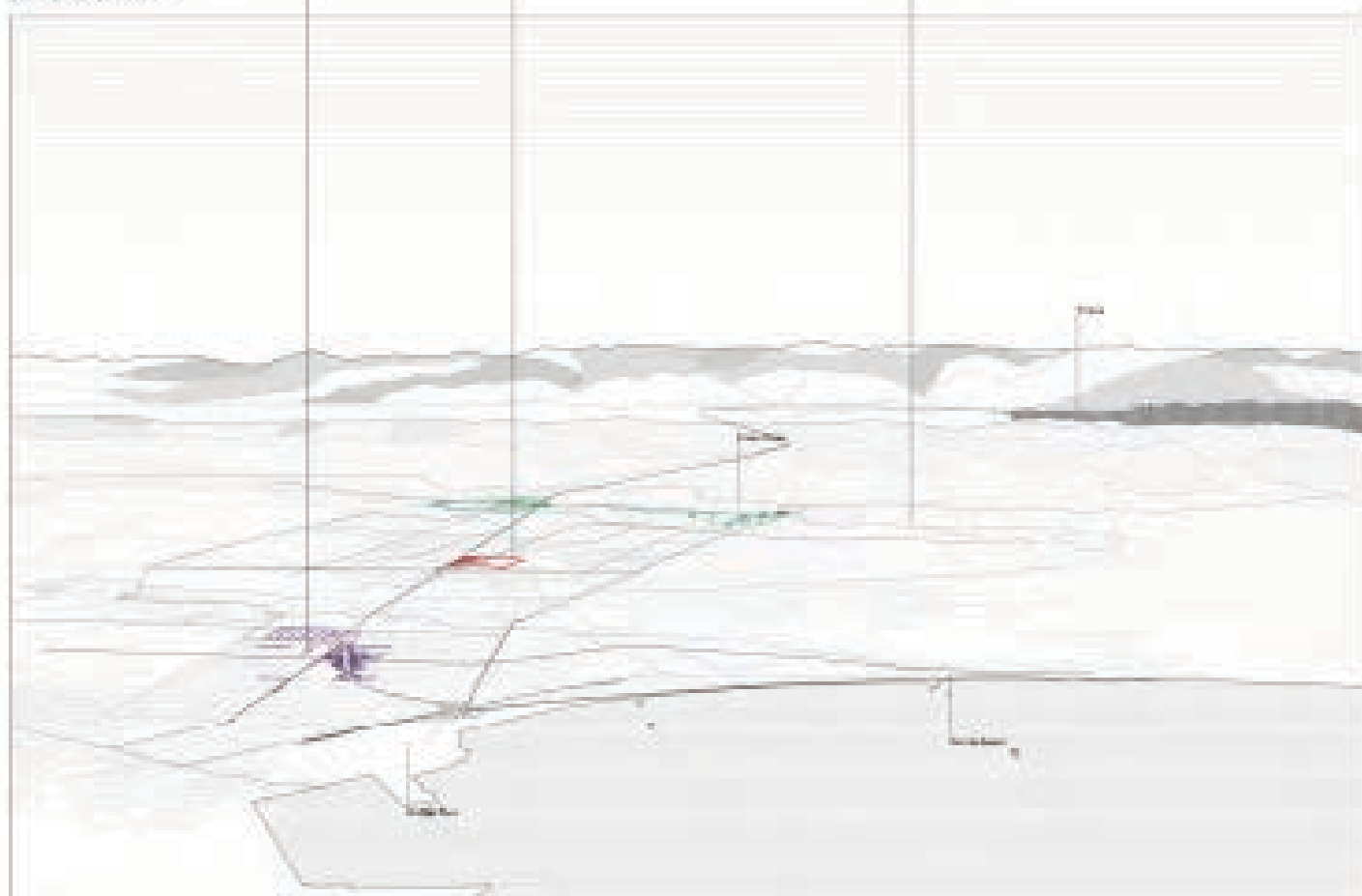


3 RURAL HOUSE

The rural house is a small, compact, and secure storage unit. It is designed to be used in a variety of settings, from a small office to a large warehouse. The house is made of heavy-duty metal and has a secure locking mechanism. It is also fire-resistant and has a long lifespan.

The rural house is a small, compact, and secure storage unit. It is designed to be used in a variety of settings, from a small office to a large warehouse. The house is made of heavy-duty metal and has a secure locking mechanism. It is also fire-resistant and has a long lifespan.

TERRITORIAL VISION



GRAPHIC RESEARCH

BURRIS PRODUCTIVITY



