

DEFINING
IN-BETWEENNESS AS A NEW URBAN FORM
THE CASE OF DURANA, ALBANIA

A THESIS SUBMITTED TO
THE GRADUATE SCHOOL OF NATURAL AND APPLIED SCIENCES
OF
MIDDLE EAST TECHNICAL UNIVERSITY

BY

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IN PARTIAL FULFILLMENT OF THE REQUIREMENTS
FOR
THE DEGREE OF MASTER OF SCIENCE
IN
URBAN DESIGN
IN
CITY AND REGIONAL PLANNING

SEPTEMBER 2015

Approval of the thesis:

DEFINING

IN-BETWEENNESS AS A NEW URBAN FORM

THE CASE OF DURANA, ALBANIA

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ABSTRACT

DEFINING IN-BETWEENNESS AS A NEW SPATIAL FORM

THE CASE OF DURANA, ALBANIA

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September, 2015, 148 pages

This thesis focuses on and explores the notion of '*In-betweenness*' as a 'third space' or a '*new* spatial form' that have been observed on the area between two cities. This *new* spatial form has emerged and has been continuously generated on the land between the two important cities of Albania; i.e. Tirana -the capital City- and Durrës -the port City. As an outcome of particular political, social, economic, and geographical factors, as well as the morphological transformation, this research studies the '*In-betweenness*' by focusing on communist and post-communist periods of Albania. It analyzes the in-between area, and seeks to depict the peculiar conditions and features of these rural-urban lands that can be referred to as a 'zone of urban differences'. It portrays the formation of '*In-betweenness*' as the consequence of urban transformation process within the two cities and it defines the characteristics of '*In-betweenness*' through the physical or spatial elements of this space in order to understand how the In-betweenness has been generated, evolved, transformed and continuously taken form during the communist and post-communist periods, in the Albanian context. Thus, the basic motivation of the research is to first explore and define the '*In-betweenness*' as a zone of potentiality that can be used as an inspiration for the new urban form theories of contemporary or post-industrial cities.

The major research question of the dissertation is ‘what the ‘In-betweenness is’ in the context of Durana. The research also seeks to find speculative answers to the secondary questions that are: (1) How the urbanization affected the in-between area, if the extremes of the in-between space are urbanized areas whereas the ‘In-betweenness’ is not a clearly defined area (quasi urban area, or quasi rural area)? (2) Will it be necessary to fill the in-between area with urban pattern, if both urbanized areas will “merge” as they are expanding toward each other?. The study ultimately describes the ‘*In-betweenness*’ as a continuous, boundariless structure composed of different nuclei evolved mostly as an output of unplanned / piecemeal or individual decisions.

It concludes that, by attracting attention to its uniqueness in the Albanian context, the notion of this new spatial form and its characteristics are traced by defining it as an area which can be neither anonymous, nor autonomous and bipolarity as a deciding situational condition.

Keywords: Durana, urban structure, spatial form, fringe, In-betweenness, post-development.

ÖZ
YENİ BİR MEKANSAL FORM OLARAK ‘ARA-KESİT’
DURANA ÖRNEĞİ, ARNAVUTLUK

ALIMADHI, ENKELA

Yüksek Lisans, Kentsel Tasarım, Şehir ve Bölge Planlama Bölümü

Tez Danışmanı: Doç. Dr. Müge AKKAR ERCAN

Eylül 2015, 148 sayfa

Bu tez, ‘yeni bir mekansal form’ veya ‘üçüncül mekan’ olarak nitelendirilebilecek, iki şehir arasında gelişen bölgede gözlemlenen ve ‘*ara-kesit*’ olarak adlandırılan bir mekansal oluşumunu incelemektedir. Bu yeni mekansal form, Arnavutluk’un iki önemli şehri olan başkent Tiran ve Arnavutluk’un liman şehri Durrës’in arasında ortaya çıkmıştır ve sürekli biçimlenmektedir. Bu araştırma, politik, toplumsal, ekonomik ve coğrafi faktörlerin yanı sıra, morfolojik dönüşümlerin de sonucu olarak ortaya çıkan ara-kesit alanları, Arnavutluk’un komünizm ve komünizm sonrası dönemlerine odaklanarak incelemektedir. Bu tez, ‘kentsel farklılıklar kuşağı’ olarak ara-kesit alanların incelenerek, kent-kır arası alanların kendine özgü koşullarını ve özelliklerini tanımlamaya çalışmaktadır.

Bu araştırma, iki kent arasında dönüşüm süreci sonucunda oluşan ‘ara-kesit’i tanımlamaktadır. Arnavutluk bağlamında, komünist ve komünizm sonrası dönemleri inceleyerek ‘ara-kesiti’n nasıl oluştuğu, evrildiği, dönüştüğü ve sürekli yeniden biçimlendiğini anlayabilmek için ‘ara-kesit’in özelliklerini, mekanın fiziksel öğeleri olarak betimlemektedir. Dolayısıyla, ‘ara-kesit’i, çağdaş ya da endüstri-sonrası kentin kentsel form kuramlarına ilham kaynağı olabilecek “potansiyeli yüksek bölgeler” olarak keşfetmek ve tanımlamak, araştırmanın temel motivasyonudur. Bu tezin ana araştırma sorusu, Durana bağlamında ‘ara-kesit’in ne olduğudur. Bu sorunun devamında gelen ikincil düzeydeki sorgulamalarda, ‘ara-kesit’in, özellikle bu özgün örnekte, iki şehir arası ve her ikisinin eteklerinde, plansız/bölük-pörçük ve çoğu zaman tek tek kendi başına (bireysel) eylemler/kararlar sonucu şekillenen ve

birden fazla çekirdekten oluşmasına rağmen devamlı, fakat sınırı belirsiz bir yapı ürettiği sonucunu ortaya koymaktadır. Sonuç olarak bu tez, Arnavutluk bağlamında özgünlüğüne dikkat çekerek, ne anonim ne de bağımsız olan, ancak bu uçlar arasında gidip gelen iki-kutupluluğuyla bir mekan olarak tanımlanabilecek bu yeni kentsel formu ve onun özelliklerinin izini sürmektedir.

Anahtar Kelimeler: Durana, kentsel yapı, mekansal biçim, çeper, ara-kesit, gelişim sonrası

Prindërve të mi...

ACKNOWLEDGEMENTS

This study developed through a three-year period at METU University with a scholarship granted by the Turkish Government, (YTB) to whom I am very grateful, especially to Mr. Engin Vural. I am fortunate to encounter people like him in Turkey, a place like METU and a staff as that of the Faculty of Architecture. I want to take the opportunity of this study, to show my deepest gratitude to my professors at Epoka University, Albania. 'Faleminderit të gjithëve, një për një dhe i'u jam shumë mirënjohëse.'

I am therefore indebted to everyone, to my advisor, thesis committee, to my friends, my family and to everyone who was part of my life during this three year experience in Turkey.

The study involved different disciplines and it was challenging for me, therefore I would not finish it without the greatest help of my advisor Assoc. Prof. Dr. Müge Akkar Ercan, to whom I express my deepest gratitude for her excellent guidance, caring, patience, and providing me with the help that I needed throughout the dissertation. I would like to thank the committee members one by one; Prof. Adnan Barlas, Prof. Ali Cengizkan , Assoc. Prof. Dr Burcu Özüduru and Prof. Assoc. Dr. Aysel Odabaş Uslu for their participation and their valuable critics throughout my jury. I would like to express my appreciation to Prof. Dr. Baykan Gunay, who has been an influential figure during my graduate studies.

I have to thank everyone that helped me with the necessary material for this thesis, my first inspirational figure Valbona Koci, who has been my Professor during my undergraduate studies and to whom I owe the greatest respect and love, Prof. Ernest Noka for his guidance and the graphical materials on Tirana-Durres axis.

Dhe së fundmi, dua të falenderoj familjen time të madhe, Babain tim, për vrullin e madh që ai me bën të jetoj jetën, për dashurinë dhe kohën që i ka dhënë jetës sime; mamin që e dua pafundësisht dhe të hershmen, Gertën me të cilën kuptoj që jeta është një pafundësi!

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CHAPTER I

INTRODUCTION

“If the City is to survive, process must have the final word. In the end
the urban truth is in the flow.”¹

The circumstances in which the cities developed in the process of the post-modernist transformation represent a large challenge. Albania at a post-communist production time was too much impacted. Frequent changes of political, economic, social and geographic conditions also resulted in crucial consequences. New spatial forms as the outcome of external forces have strongly effected on today's built environment. The City is no longer or cannot be seen as simply a City; but it consist of conurbations composed of a number of urban agglomerations and opened spaces linked by transport routes.

Obviously, the force of the consequent changes measures in continuous transformation of the cities through the physical growth and expansion of cities. Since their creation, the first settlements gave shape to the City: they used City walls and gates for their specific purposes, creating a compact form. Although this development was as such because of its specific purpose, it was not represented the same during the industrial era which was materialized in a new urban pattern, different from the early urbanism. Introduction to car, railway and other transportation systems challenged cities to expand their spatial borders, creating thus an urban form without borders. These linear elements as components of the existing urban structures expanded out of what was defined in that time and creating speculation for creation of other urban forms. As a consequence, the today's urban development is identified by the term of uncontrollable urban expansion and growth. Such an expansive urban development process brought about new issues to deal

¹ Kostof, S. “The City Assembled”. Thames and Hudson Ltd., Londib (1992), p. 305.

with, such as the organization of spatial pattern in the outskirts of the City², its delineation and its characteristics. However, this is not the case of this research, even though the urban structure has been used as a secondary aspect of materializing the in-between' located area of the case study, by defining In-betweenness.

Furthermore, when we re-read the geographical history, we can understand that the all process of urbanization within the Lefebvre's critical axis from 0-100 were represented by two urban forms: that of centralization and decentralization³. If we think of the human nature, it hardly needs to say that the delineation of new emerging objects are realizable. Today, the outskirts of the Core, which is defined, in this case as '*In-betweenness*' are delineated depending on their context/content, such as Edges, Fringes, periphery, etc.

There is no clear consensus on the term to be used to refer to the outskirts of the City. Both the edge and the fringes of the City -as a frontier- emerged as an element of the urban form, which undergoes physical changes as well as social transformations in time. Thus, it is important to mention that, the outskirt physical structure –with a prominent diversity and great variation of context- in which the cities developed in the course of an expansive urban development process, can be a basis for further development; or at least, it can be considered as a “place to carry a City”.

Apart from the expansion of cities toward each other and their merging, one of the most important segments which must be paid special attention is the in-between space –i.e., the space containing an in-between condition as the analyses show. This type of space is 'unconsciously' created. In such circumstances, it is crucial to conceptualize it with the help of a new terminology –that is, *In-betweenness*- in order to explain a new spatial structure in the urban context. In the Oxford English Dictionary, '**in-between**' (1815) means [Phr, in between, used subs. or attrib.] a. quasi sb.: *An interval*...b. quasi-adj. *Placed between*.” The American Heritage Dictionary of the English Language describes '**in-between**' as: “*Between two things, limits, or the like*”; *In-be-tween* - “adj. *Intermediate* -n. *An intermediate or in*

² Outskirts of the City- this study identifies difficulties in defining where the periphery begins and where the fringe begins. Therefore, outskirts of the City is adopted to periphery, fringe or edge.

³ Based on Henri Lefebvre's not linear axis reflecting the urbanization process from the starting point to the crucial point (today). Assumed to locate the centralization and decentralization within an axis.

intermediary.”

The Online Dictionary defines ‘**in-between**’ as “*situated somewhere between two extremes or recognized categories; intermediate.*” or “*being between one thing, condition, etc., and another*”. In all definitions, the term refers to be physical, as well as a state or a condition.

Although the conceptualization of ‘*In-betweenness*’ is identified through these descriptions, it should be differentiated with respect to the characteristic of the urban context/content. By examining this new spatial development of a newly created space, a substantial understanding of existing City structure was put forward. Here, the three classical urban structure models (concentric, sector and nuclei) are studied as the references in order to understand the skeleton of the urban body.

Within this framework, this thesis aims to raise a discussion on the in-between space created by boundless growth and expansion of the cities. Hence, by focusing on adjacent areas appertaining to both urbanized areas in Albania it is defined and given importance to the new and third space located between two points, which in this case are the cities of Tirana and Durrës. The main research question of this dissertation is “what the ‘In-betweenness’ is?” The major hypothesis of this study is that the In-betweenness is the state/conditions of the third space, emerged with its peculiar characteristics. As the case study, this research examines the ‘*In-betweenness*’ condition located on Durana⁴; that is, the ‘*In-betweenness*’ which has generated between Tirana and Durrës.

⁴ Durana=Tirana + Durres, a project by Alexa Nurnberger, Martin Sobota and Pier Paolo Tamburelli. Based on their proposal found in Tirana metropolis (Summer 2004), Tirana Metropolis, presents the Berlage Institute Core research Studio Tirana; A modern European Capital under the guidance of ELia Zenghelis and Pier Vittorio Aureli and the Tirana Summer Academy park Projects). Their research projects Durana as a tool to think of the region of Tirana and Durres as one entity. Their proposal calls attention to anticipate future development of the area and to take decisions before it is too late. In their words, Durana appears as both realistic and utopian, it defines a very optimistic final scenario and it describes the very basic moves necessary to activate it.

‘In-betweenness’⁵ is an in-between⁶ located area with an in-between state creating confusion of its development strongly influenced by today’s political, economic, social and geographical conditions, which define its character. More specifically, the In-betweenness is resulted by:

Political, as the unification of both cities in one is a political decision based on the global market effect. This merge leads to the “how-what” question. How will they merge? What will this connection bring? What is between the cities? Are cities merging because of what is evolving within them?

Economical, as the change of the economic system is one of the main factors of this merge. National and international decision on the main corridor of Tirana-Durrës region appears to affect the merge of the cities through a linear development.

Social, due to the political system change, distribution/ migration of people boomed in important cities without an official planning settled in adjacent areas by grabbing a piece of land.

Geographical, as a factor that strongly influences on the physical character of the ‘in-between’ spatial texture, topography effects the physical structure of the third space.

Within this framework, a special concern of the research will be tracing the ‘In-betweenness’ studied according to: 1) the spatial structure and image; 2) the hierarchy and order; 3) the rural/urban condition, on the space appertaining Durana. Furthermore, when interpreting the ‘In-betweenness’, there comes out to be developed in two layers. The first layer of In-betweenness is the micro scale and the second layer of In-betweenness is in macro scale. One would at once ask, what is the difference?

Heidegger would better explain it with the bridge case saying that:

⁵ This study conceptualizes ‘In-betweenness’ as the area located between two other identified urban organisms. Intentionally, throughout the study the term appears in singular for as it refers to the research case study. Other cases may be elusive.

⁶ The term in-between refers to a state of; instability, uncertainty, imbalance, inconstancy, alternation, anxiety, changeability, disequilibrium, fluctuation, fluidity, hesitation, impermanence, inconsistency, mutability, oscillation, precariousness, restlessness, shakiness, unpredictability, unreliability, unsteadiness, vacillation, variability, volatility, vulnerability, wavering. Please visit; http://www.york.ca/aklim/Maria/IN%20between_final.htm)

“The bridge swings over the stream with the ease and power. It does not just connect the banks that are already there, the banks emerge as banks only as the bridge crosses the stream. The bridge designedly causes them to lie across from each other.”⁷

Hence, in the case of Durana, the ‘*In-betweenness*’ of the macro scale is a boundless still, not well defined. However, it is possibly independent from the poles, but it is still a complementarity of them. The Heidegger’s example of the bridge portrays such layer. On the other hand, the ‘*in-betweenness*’ of micro scale is defined and have its boundaries, not necessarily defining them. This study mainly focuses on the macro scale form and recognizes it as an outcome of contemporary development outside of the existing City fabric, whereas the first layer type has always existed within a City and it can possibly exist within another City fabric, such as in the macro scale ‘In-betweenness’.

It is important to note that this thesis does not intend to give a proposal on the ‘*In-betweenness*’; but it shows the need of changing or adding to urban terminology the ‘In-betweenness’ term or reviewing again what urban has caused and how the image of the City has changed.

1.1 Problem definition

The high and immediate population increase has set challenges for a post-Communist Albania government in terms of service provision. Also, as people started to move on the free land next to Tirana which has been expanding toward Durrës, the adjacent City, the government has also dealt with new challenges of integrating these two cities in a healthy, sustainable and ecologically sound ways. This process has created and still continues, leading to the development of a conurbation without clearly defining the area between both cities, separately seen as adjacent areas appertaining to each City.

The growth of the City has been studied by many scholars who all have explained these different urban growth conditions by giving different terminology based on their individual view point, such as edge City (Garreau, 1991), fringe City, corridor City (Pressman (1985) and Minnerly (1992)). In the case of Albania, maybe also

⁷ Norberg-Schulz, C. “Genius Loci”, Rizzoli International publications Inc.: United States of America, (1980), p.18.

somewhere else in the world, urban growth condition is studied with reference to the term “In-betweenness” in order to refer to space located in-between two urbanized areas, cities namely Tirana and Durrës. In-betweenness, because it has a different space condition out of the border and contains all the functions appertaining to itself, is not found somewhere else. Thus, here the major question is: What is an in-between zone, a quasi- urban/rural fringe consuming still available agricultural land located between two urbanized areas?

This thesis focuses on the structure of an in-between space composed of 3 main areas which are distinct and recognizable: 1. the City centers -Durrës and Tirana- as its extremes; 2. the corridors- Northern and Southern-; and 3. a hilly landscape in the middle.⁸ The in-between space is within a distance of 35 km from the extremes. Both Tirana and Durrës are currently the main economical centers of the country. Accommodating 1/3 of the whole country’s population, both cities are highly populated.

This research comes at a time when, the Government of Albania is committed at a number of reforms especially that of ‘connection’ of both cities in one as an alternative solution to the informal settlements, and as a consequence of cities merging toward each other. In reference to Tirana metropolis (2004) proposal, the government evidently agrees⁹ on naming such connection as Durana, focusing on the design on the fringe of each participant City. Therefore, with reference to their connection and their focus on the fringes of the cities, the study founds the existence of a new third space; and that Durana, beside its physical geographical elements, is composed of three entities different from each other; two urbanized organisms and an evolving non-identified organism. This study refers it as ‘In-betweenness’.

In this in-between world, between ‘somewhere’ from Tirana to ‘somewhere’ in Durrës, a complex urbanized life emerges which poses new challenges for politics in the City no less than its planning. If the extremes of the in-between space are urbanized areas whereas the ‘In-betweenness’ is not a clearly defined area (quasi urban area, or quasi rural area), how the urbanization affected the in-between area?

⁸ The physical components of the Durana region based on the project by Alexa Nürnberger, Martin Sobota, and Pier Paolo Tamburelli.

⁹ During summer 2015 the governmental agency AKTP (National Territorial Planning Agency) announced a competition under the name Durana. See: <http://competitions.planifikimi.gov.al/durana/>.

If both urbanized areas will “merge” as they are expanding toward each other, will it be necessary to fill the in-between area with urban pattern?

1.2 Aims and Objectives

Contemporary large agglomerations of cities as a continuum of built up areas and open spaces altogether connected by networks of transport routes in different character generates difficulties to define the boundaries of a certain area, giving birth to speculations for boundary-less spatial forms. When the areas of this research, (Durrës, Tirana and the area located between them) are observed at the national scale, the study finds difficult to define when the other starts or ends. However, the administrative boundaries and the spatial structure of each area provide the distinct differences among each other, and introduces the ‘In-betweenness’ as another spatial form. Thus, with reference to this unique area, the study focuses on its delineation on specific time periods as a new phenomenon occurring in Albania.

The research study area lays between Durrës and Tirana, where both the existing urban structures are studied in order to understand their impact on the third area of Durana and compare differences they sustain in themselves. This research, as mentioned before, refers to the study area as ‘In-betweenness’ because of its location and its condition.



Figure 1.1. Compositional Layout diagram of Durana (Durrës +Tirana)

1.3 Significance of the study

‘In-betweenness’ as a new spatial form will be a special area of interest for various disciplines (urbanism, urban planning, architecture, landscape, sociology, etc). This newly created form based on its locations is seen as a potential ‘productive’ space for further ‘urban’ developments. Yet, this land also still contains active agricultural elements. Under such a state, the condition of ‘In-betweenness’ challenges with different domains of political, economic and social systems. Therefore, by analyzing its condition as the development of a post-communist period, this study finds its creation as a unique spatial form currently developed in Albania. Yet, under the same circumstances, this contemporary phenomenon may be possible to emerge in other countries as well. Supported by different geographical maps corresponding to particularly contrasting regimes, this research aims to describe the notion of ‘*In-betweenness*’ in physical/spatial, social, economic and legal/political dimensions. It is a descriptive and explorative study, and it seeks to understand and delineate the ‘*In-betweenness*’ condition, based on the case of Durana.

Durana is developing under the conurbation concept, comprising Tirana and Durrës. The study shows that, after Communism, both cities expanded toward each other in different form. The expansion, as a new spatial form, is located between the cities/towns or other defined spaces. If we refer to developments in the outskirts of each City, we will consider the creation of an in-between form.

Keeping in mind what a fringe is and what the conurbation as a phase has caused beside other political, economic and social factors, it is crucial to understand the in-between space and its characteristics in order to protect it from unplanned decisions that has been happening in Albania for a long time. Therefore, the present work would be an attempt to delineate the ‘In-betweenness’ on Durana, which would be integrated with the urban planning process of the City or it can be considered alone.

1.4 Method of the Study

In 1968, Mumford said that ‘None can be satisfied with the form of the today’s City.’ (Lewis Mumford, 1968;108; cited in Newton, 2000: 46). Enquires on the theories of the urban form actualize the idea “in search of a solution, or an alternative” of the urban form based on their development, however there is the

possibility of a situation leftover. Yet, these urban situations can be investigated and the process of understanding the urban form re-continues from another point, such as the case of 'In-betweenness' created in Durana case study. Because of this, the explanation of: 1. the spatial structure and image; 2. its hierarchy and order; and 3. the rural/ urban condition are putted forward in this thesis to source the 'In-betweenness' as a new spatial form.

This research uses a case study method. In reference to the Albanian context, it uses Durana as the analysis unit of the research. Within this framework, Durana is used in order to define the new occurrence materialized when different urban epidermises meet with each other in one territory, affecting thus, the creation of what in this study is called as In-betweenness.

While developing the research on defining 'In-betweenness', which is a new dependent, not autonomous, neither anonymous urban form, the study claims that this 'post' zone of difference, which, at the same time, is a zone of potential, can be "a place to carry a City". Within the process of understanding the In-betweenness beside the case study, Thomas Sieverts Book "Cities without Cities" is used as a primary source in perceiving and recognizing the existence of a new form, who claims the 'In-betweenness' as another City.

The study starts by gathering, deducting and figuring out theoretical compositions on the newly formed areas that are located on the outskirts of previously conceptualized urban surfaces, where new terms based on slight differences on the context have been highlighted. Therefore, by making an extensive literature review on the urban growth theories and the terms 'urban fringe', 'edge', 'urban periphery', and 'urban sprawl', the study seeks to understand the key spatial characteristics of the urban development of outer parts of cities. As mentioned before, it focuses on the case of Albania, and it investigates the political-economic history in relation with the urban development. By focusing on the In-betweenness situation in the development of Tirana and Durrës, it seeks to examine, delineate and describe the In-betweenness conditions and situation which are peculiar to the case of Durana.

1.5 Content of the thesis

This thesis included four main chapters. Chapter 2 lays the foundation of the present

research. It starts with a review on the classical urban structure model and conceptualizes the new terminology of In-betweenness. It describes the In-betweenness and its characteristics. Thus the field of inquiry focuses on how the new occurrence emerges through the conceptualization of urban theories to the current developments. The study continues with a research on and definition of new terms 'urban fringe', 'edge', 'edgeless City 'urban periphery', and 'urban sprawl' which have emerged as a post-development phenomena based on the existing spatial forms expansion. It highlights the importance of fringe as a 'linear' element and its evolution as a 'surface' until it defines itself as an 'in-between' structure. All the studied reference in this chapter contribute to the attempts of defining and tracing the new spatial form created out of the official borderers of its Poles. Thus, the study defines it as a boundariless spatial structure, having its own peculiar function not found somewhere else. Therefore, after analyzing the concepts, such as 'urban structure' 'urban sprawl', 'edge', 'fringe', the study concentrates on the case study of Durana. The research examines its spatial elements, the system of its own production, its configuration, which characterizes its difference in comparison to its poles, Tirana and Durrës. Furthermore, in composing different analysis/studies, the area of this research epitomizes itself as a new spatial form based on different spatial relations of its existing elements. **Chapter 3** provides some facts on the area selected as the case study of this thesis, located in Durana (Tirana and Durrës). It introduces the case study and focuses on the description of Poles of the research area, clarifying their development within a pre-defined time period, during and after communism. It explains the In-betweenness as a post-development spatial form. Thus, it concentrates on more the post-communist Albania. Physical maps on successive periods are the interpretation tools of formation of the in-between space. In the end of this chapter, the notion of the In-betweenness is traced and fragmented into its compositional physical elements referred as 'horizontalities'. Moreover, with reference to the urban theories mentioned in Chapter 2, Chapter 3 explains the urban planning system of the Albanian. It concludes the layout of 'In-betweenness' and identifies its blueprint within the region. Finally, **Chapter 4** summarizes the findings of the research.

CHAPTER II

ON URBAN STRUCTURES AND THE NOTION OF 'IN-BETWEEN-NESS'

This section aims to introduce the notion of '*In-betweenness*'. Through explanation of its literal definition based on its meanings in several Dictionaries, this chapter defines this notion respectively, based on its context and in reference to its scale. Considered as a new spatial form, this chapter first focuses on classical urban growth theories. As cities are growing very fast and spread in space as a sprawl, new conceptualizations have been lately introduced and discussed in the literature of urban geography and planning. Consequently, by focusing on some of these new conceptualizations, this chapter examines the concepts of 'edge City', 'edgeless City', the fringe itself. Finally, it comes to some general principles and defines particularities of the '*In-betweenness*' as a new concept to describe and understand the 'in-between' condition in contemporary post-industrial cities.

2.1 THE STRUCTURE OF SPACE

“...The geosphere is divided into a number of distinct spatial systems representing unique combinations of phenomena and being open systems of varying but potentially universal factor combination under the regime of geospheric causality...”¹⁰

To define the space studied as a system of places where form emerges in and various relations attend, we need the comprehension of its different scales. The distinction of different spatial systems becomes conceivable, when they are analyzed on a larger frame and when they gain their particularities on a smaller scale. Therefore, a brief inquiry –regional, urban and architectural- on their form and physiognomy relates to a discussion based on the meanings imposed to space. One should assume that space is certainly not a new term, but it can mean many things and it can be

¹⁰ Conzen, M.R.G. (ed.) (2004), “Thinking about Urban Form: Papers on Urban Morphology, 1932-1998”. Oxford: Peter Lang, p. 22.

differently perceived. Gideon (1964), in his book “The Phenomenon of Place” by Norberg-Schulz (1976), makes the distinction between the ‘outside’ and the ‘inside’ in urban space which are the characteristics of a concrete space. Moreover, in *Image of the City*, Kevin Lynch penetrates deeper into the structure of concrete space, introducing the concepts of ‘node’, ‘landmark’, ‘path’, ‘edge’, and ‘district’, to denote those elements that form the basis for men’s orientation in space¹¹. He implies that these elements, through which the spatial structure can be read and defined, have a ‘character’ and ‘meaning’. His illustrations constitute a crucial impact on defining place that is defined mainly on its character.

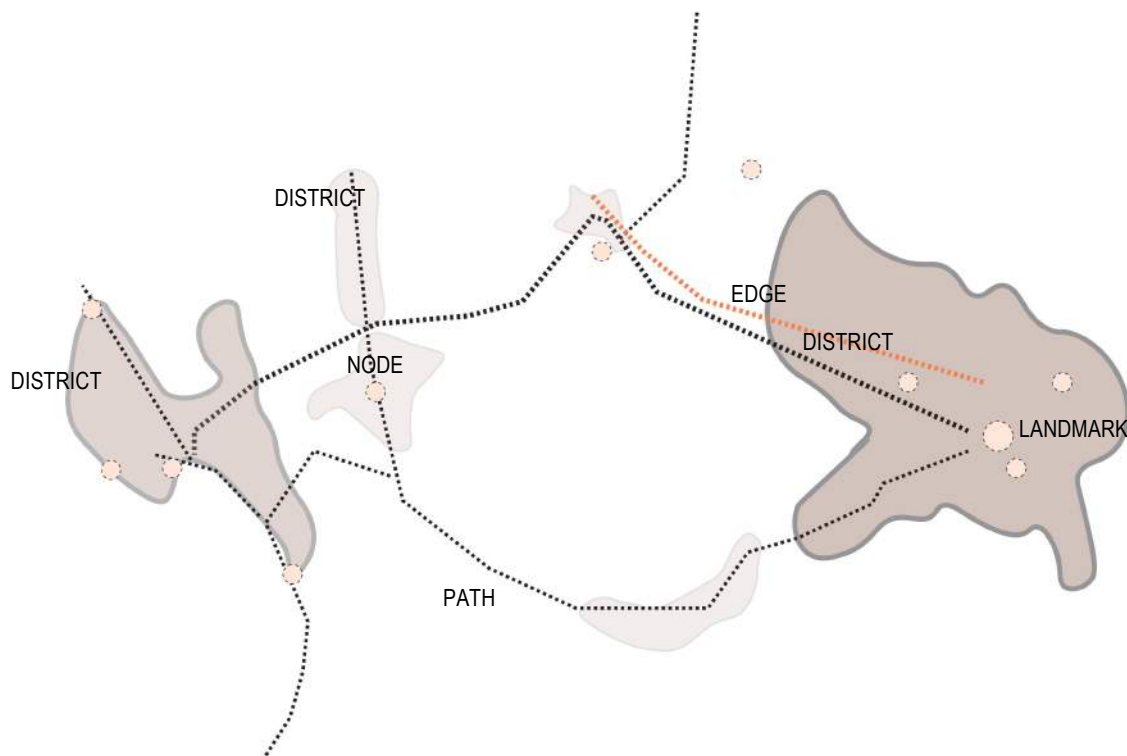


Figure 2.1 Schematic diagram of Durana with reference to the five elements of Lynch

¹¹ Lynch, K., 1960, “*The Image of the City*”. MIT Press.

According to Norbert-Schulz¹², the character is a more general and concrete concept than 'space'. It defines a general comprehensive atmosphere as well as the form and substance of the space-defining elements. One must say that all places have character and that character is determined by the material and formal constitution of the place. Considering both material and formal composition as forming the City space, each spatial structure should be discussed according to its particular form and physiognomy accommodating distinct functional system open to altering processes. As a totality, all such processes transform the structure '*en masse*' as a synergetic space. As such, a 'place' is recognized on its spatial structure. Norbert-Schulz delineates places as 'countries', 'regions', 'landscapes', 'settlements' and 'buildings'; and he defines all of these places and sub-places by stating: "[they]...form a series with a gradually diminishing scale"¹³. He claims that these places are not topologically composed of the same structure; rather their geometrical spatial structure may be the same, i.e. *cities*. Therefore, any man-made spatial structure from 'countries to buildings' may or may not have the same structure. Firstly, A man-made structure may not have the same structure with its counterparts because of the capacity of receiving different 'contents'. Secondly, the spatial structure of a place has a different purpose for what it is built, and finally, every place can be differently interpreted. Nonetheless, seen in a larger frame, each place is composed of the same material components functioning same activities, holding same actions, subject to continuous temporal change.

In such context, by responding to a place-specific condition in the course of City transformation, and thinking through social, economic and political changes, we have to confront with new tasks of finding and developing new forms of the City. Thomas Sieverts, in his book *Cities Without Cities*, assures the potentiality of such creation based on three preconditions:

2. the worldwide distribution of labor in the economy and the change that this means for the position of the City in the structure of the world economy;
3. the dissolution of the cultural binding forces of the City and the radical

¹² Norbert-Schulz, C. "Genius Loci", Rizzoli International publications Inc.: United States of America, (1980), p.18.

¹³ Ibid. pg. 15.

pluralization of City culture which is connected with it;

4. the fact that the natural world has now been almost completely penetrated by artefacts and the contrast between City and nature has therefore dissolved.¹⁴

Hence, Sievert's theory on the creation of new City form firstly gives the idea that the existing City is transformed in an in-between state. However, throughout his study, he defines the creation of what he calls 'Zwischenstadt' as a form separated from the core City "-in one still exists- and achieves a unique form of independence". Moreover, Thomas Severts (2003) materializes this new form based on some features as:

1. the creation of 'regional parks'¹⁵, including agriculture, which gives the remaining open space a distinct form and complex function and makes them resistant to further sprawl.
2. the maintenance or establishment of threshold population densities in the corridors of the built-up areas, viably served by public transport; and
3. the presentation or creation of public nodes of centrality as focal points even though they are not hierarchical in their functions.

Within such a framework, the question of "what is an '*In-betweenness*'" should be asked in order to give an answer to the major research question of this thesis. Hence, the re-reading of the urban structure makes a substantial differentiation of existing form of settlement space, known as "the City" and the 'newly' created urbanized landscape.

In the current trend, the general question that urban planners all over the world have asked how to deal with this space, which seemingly is created by the boundless

¹⁴ Thomas Sieverts (2003) *Cities Without Cities: an interpretation of the Zwischenstad*. London; New York: Spon Press.

¹⁵ Regional parks in a study in Berlin: "a specific kind of green belt around a large City with associated economic functions. Regional Parks in this sense are countryside and recreational spaces in the vicinity of a town or a City, whose economic aspects are based on preserving them as open spaces and not converting them into building land. they must be developed into a multifunctional and attractive cultural landscape by means of landscape architecture projects, by introducing interesting features relating to the landscape and establishing areas for recreational activities, while allowing for the preservation and reorientation of the agriculture and forestry which characterise the landscape" (As cited by Wunsche and Louafi, in Amati M., 2008 :193)

growth and expansion of the urban pattern into the landscape. And they have been trying to develop theoretical, diagrammatic conceptions. Ebenezer Howard (1989), in his book “Tomorrow: A Peaceful Path to Real Reform”, tried to reformulate the concept of the urban entity with defined boundaries towards the countryside. Being an example of promoting compact urban entity, the idea of ‘garden City’ did not conceptualize and visualize the today’s town-country continuum. Thus, it is possible to think that the compact City was just an interlude in the urban development and that the dispersed form in a context of globalization will continue to exist and grow by creating ‘*urbanized landscape*’ or ‘*landscaped City*’. Leo Marx describes the urbanized landscape as “once dominant image of an undefiled, green republic, a quiet land of forests, villages, and farms dedicated to the pursuit of happiness”¹⁶.

One should keep in mind that ‘urban’ was differently structured in Europe and America. Frank Lloyd Wright also introduces *The Broadacre City* for the unlimited urbanized landscape conurbations happening in a time in America.

The landscape, as well has its own characteristics that it possesses, has its own character as any enclosed space. The two functions possesses a character of extension and enclosure respectively and both create a figure-ground relationship where the enclosure is manifested as a ‘figure’ ‘in relation to the extended ground of the landscape. Norbert-Schulz (1976) alerts that there must exist a balance on this figure-ground relationship; otherwise, if this relationship is corrupted, the settlement loses its identity and landscape cannot anymore be considered as an extension. Besides, such physical characteristics Leo Marx divide the landscape as natural, if cultivated rural, and urban. However, the character of a specific place is a function of time; thus a place has its own character to be transformed¹⁷.

Within such a theoretical context, after illustrating what has occurred with the character of the periphery of Tiran and Durrës, this study introduces a new occurrence due to expansion of the built surface into the open vacant landscape.

¹⁶ Leo Marx (1964) “The Machine in the Garden: Technology and the Pastoral Ideal in America”. Oxford University Press.

¹⁷ Ibid., p.

2.2 SPATIAL DEVELOPMENT OUT OF THE WALL - THE STRUCTURE SINCE EARLY SETTLEMENTS

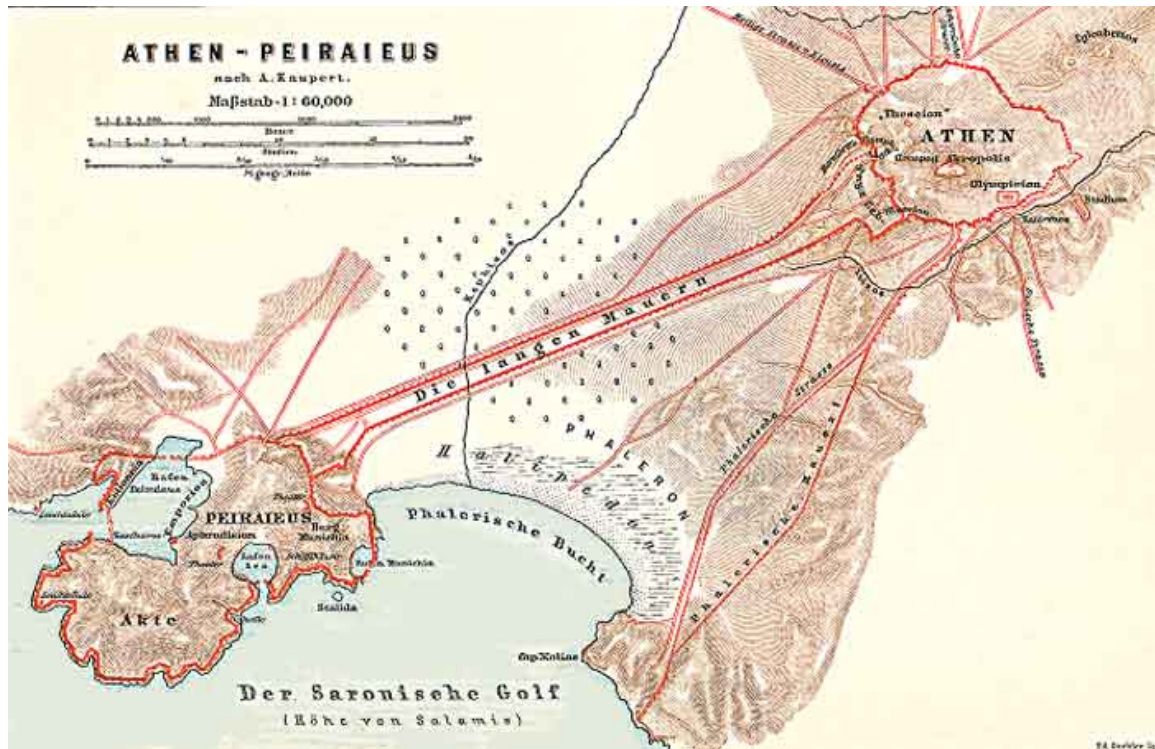


Figure.2.2 Historical Map of the Athenian Wall spatial division strongly connecting the ancient City of Athens and its Port, Piraeus; not adopted

Figure 2.2. shows the spatial development out of the wall; i.e. the spatial structure of Athens -a very early settlement. The growth of the spatial structure of cities has continued since the early periods, even though they had strong and rigid boundaries, such as the defensive wall, ‘pomerium’, attached houses (Çatal Höyük in the Central Anatolia), the greenbelt (The model of Ebenezer Howard), as well as regulatory plans (Piano Regolatore) in consecutive periods that were built in order to defend the mainland appears to manage the spatial form created within such boundaries. However, their access points –i.e., gates- created possibilities of movement¹⁸ form one point to another. Under the ruler’s decision and other specific purposes of that time, cities merged together by any means. Pairing of the cities together with regard to the Athenian case was intentionally conjoined, by different architectural elements such as the wall of the ‘*Longen Mauren*’.¹⁹

¹⁸ Pedro Ortiz in his research method in Madrid as case study, accepts movement as an element for shaping the City. He concludes Movement as a settlement code.

¹⁹ Long Wall: Name of Greek fortifications that connected a City with another site, for example a citadel or a port. Please visit <http://www.livius.org/place/athens/athens-long-walls/>

Thus, the connection of different places is not just naturally emerging due to their mutual needs; but it forms along with intentional (political) outcomes, as far as it produces economic benefits.

This illustrates that old historical City has always expanded dependently toward the adjacent space and it came forth not just with the fall of many of surrounding fortification walls. Furthermore, the element of wall appears as a joining component in the case of Athens and Piraeus. These examples show that the connection has existed for years even under different circumstances. The result of such connection in following years, Kostof would describe it in “The City Assembled” as ‘incorporation’ or ‘synoecism” of the rural settlements claiming in their independence²⁰. The fall of the walls, which connotes the opening up of the City to the open countryside symbolized liberation for some and for others a loss of uniqueness. Goethe was one of those who greeted the expansion:

“Even relatively large cities are now pulling down their walls, the moats even of princely castles are being filled in, cities are only large blotches, and if you see such a thing on your travels you think general peace is confirmed and the Golden Age is at the door. Nobody feels comfortable in a garden which does not look like open countryside; there should be no reminders of art or constraint, we want to be completely free to breathe the air without restriction”²¹

The City-country relation is that they have always depended on each other, with or without walls, even there will not be any physical barrier to grasp where the other ends/ starts their difference in structure would be legible. Also, Kostof emphasizes other indications, such as the administrative policies through which one can understand where s/he is and was, and will be²². He (1992) claims that the City-country relation changes but one thing remains the same;

“When we cross a City’s boundary, then as now, we accept certain legal restraints, and local rules of conduct; and if we make the City our place of residence we also agree to be taxed, to use our property in some ways and not others, and to expect a range of services in return. Belonging is a privilege and it has a price.”²³

²⁰ Kostof, S., (1992), *The City Assembled*, Thames and Hudson Ltd., London, p.11

²¹ ‘Nature after the fall of the walls’, of Martin Warnke, quoted by Goethe’s ‘Wahlverwandtschaften’ in *Cities without cities*, cited in Thomas Sieverts, 2003, pg. 2.

²² Kostof, S., (1992), *The City Assembled*, Thames and Hudson Ltd., London, p.11

²³ Ibid., p. 11.

It is necessary to say that the City always reflects its characteristics to extend differently into her environment creating thus peculiar forms of an urbanized landscape or a landscaped City in a space that Leo Marx would call it 'middle landscape'. He would describe the ideal of middle landscape, by citing J.H Crevecoeur as a place where he;

“...will revert into a state approaching nearer to that of nature, unencumbered either with voluminous laws, or contradictory codes, often galling the very necks of those whom they protect; and at the same time sufficiently remote from the brutality of unconnected savage nature. Do you, my friend, perceive the path I have found out? it is that which leads to . . . the ... village of - - -, where, far removed from the accursed neighbourhood of Europeans, its inhabitants live with more ease, decency, and peace, than you imagine: where, though governed by no laws, yet find, in uncontaminated simple manners all that laws can afford. Their system is sufficiently complete to answer all the primary wants of man, and to constitute him a social being, such as he ought to be in the great forest of nature.”²⁴

Revealing the distinction between America and Europe, Marx argues that this landscape has lost its essence in a place where concrete, glass, steel, and above all machinery exist.²⁵ Kostof perceives this middle landscape with the spread of “City as blotches”, while Goethe would describe it throughout the landscape. He embodied this landscape in the geographical organization of the City and countryside;

“ ...the 20th century has brought us to the end of the age of the centripetal cities...[T]he redistribution of urban vitality has initiated what could be called the era of the middle landscape: the synthesis of the City and country which is quickly becoming more populous than either.”²⁶

It appears that, the middle landscape perception changes form in time, although its ideal form was probably the coexistence between two contrasting styles of life: “one identified with a rural and the other with an urban setting”. Moreover, describing its condition, none has located this landscape. Thus, referring to this study, and based on the case study of Durana, it is necessary to comprehend the spatial structure of the urban body of a late period.

2.3 URBAN STRUCTURE OF MODERNISM

²⁴ Marx, L., (1964), “The Machine in the Garden: Technology and the Pastoral Ideal in America”, Oxford University Press, London, pg. 113

²⁵ Ibid., pg. 113.

²⁶ Kostof, Spiro, (1992), “ The City Assembled”, Thames and Hudson Ltd.,Londib., pg. 121

James Joyce, Charles Baudelaire, Scot Fitzgerald, Charles Dickens etc. illustrate in their works the image of the modern City. In all works the modern life is embodied in the urban space as a congested and dense City where all are dissatisfied with and fascinated by it. James Joyce (1914) in his book *Dubliners Set the City* defines the City as a flexible space for possible changes. He constructed his own City; that is Dublin (probably affected even by his daily life in Europe): “not as a fixed, single locus, but rather as a flexible, plural assemblage, an ever-changing vision...a cosmos of multiple modernism” (David Spon, 2004; 287). Through illustration of this everyday life, the writers have reflected the characteristic of changing of place through time in a fictional sense. Place in time has exposed a non-fixed eternal state of the structure. Unlike the Ancient Greeks who thought of the City as a finite thing a pattern that should not change in the 5th century BC, places change, sometimes even very rapidly, as a rule (cited in land economics). However perfect the initial shape of the City form is, it is never completed, and it is never at rest because of the growth which is never exactly anticipated.

Together with the structure itself, the form of the City and the relation with the adjacent areas has changed according to different periods and modes of production. Cedric Price illustrates this change of the form in his book “The City as an Egg”.²⁷ Based on the sketch, he shows the City morphology in three models illustrating that, with the change of the City’s inner organization, we can perceive not only the change of the inner City, but also the boundaries.



Figure 2.3 Diagram of Cedric Price on the urban form.²⁸

²⁷ Please see the source: (http://www.archiabile.com/201103/20110312_the_City_as_an_egg.html)

²⁸ “The ancient City is boiled egg... The industry City is poached egg... The modern City is scrambled eggs...” Diagram illustrating the change in urban form by Cedric Price. The source is taken from (http://www.archiabile.com/201103/20110312_the_City_as_an_egg.html)

In this context, the City does not change just within its boundaries; rather its form will transform as it will grow to create new -continued or discontinued- spaces. In 1901, H.G. Wells (November) predicted the future of the City based on the merge of the cities. He exactly states:

“The City will diffuse itself until it has taken up considerable areas and many of the characteristics, the greenness, the fresh air, of what is now country, [and this] leads us to suppose also that the country will take to itself many of the qualities of the City. The old antithesis will indeed cease the boundary lines will altogether disappear; it will become indeed, merely a question of more or less populous. There will be horticulture and agriculture going on within the ‘urban regions’, and ‘urbanity’ without them.”²⁹

Respectively, the urban structure cannot be seen as an infinite form. With change, it creates ‘new types of spaces’ which should be defined, if not, at least should be identified. H.G Wells’ prediction introduces us with expansion of cities into agglomerations composed of “two in one entities” or “more in one” as a consequence of physical growth. This overt process of expansion affected by growth has been researched and analyzed from different points of view, resulting in creation of solutions based to specific agendas. In general, their ‘solutions’ ended with the creation of new issues. Therefore, the past urban studies and the contemporary ones should be studied and explained in order to identify what the today urban structure reveals.

Back to the classical urban structure, although the structure of three models are differently zoned, the growth models of the modern City –concentric zone, sector and nuclei- agree at a point that the City develops outside ‘itself’. Burgess’s City, for example, constantly grew because of population pressures. Similarly, Hoyt’s sector model reveals ‘growth’ as one factor of the structure change. He queries the growth factor and how it has effected the urban structure.

“To what extent has this factor of growth changed the form or shape of urban communities?”³⁰

²⁹ Thomas Sieverts (2003) *Cities Without Cities: an interpretation of the Zwischenstad*. London; New York: Spon Press. pg. 1

³⁰ Hoyt in his writing “Recent Distortions of the Classical models of urban structures” source : <http://www.jstor.org/discover/10.2307/3144355?uid=3739192&uid=2&uid=4&sid=21106188829091>

In the Burgess' theory, the urban pattern would eventually take a concentric form, while Hoyt reformulated the structure into sectors, and the geographers Harris and Ullman conceived their node structure. By defining 'In-betweenness', the long-established urban structure models are analyzed in order to understand how the urban structure is identified. Nonetheless, one should be cognizant of evolvement of structure in time as the perception of urban space changes, as well as its continuously transforming pattern.

2.3.1 Burgess' Concentric Zone model / theory

“If nothing else interferes a town or a City, it expands radially from its central business district...”

Growth, expansion, along with distribution into space are the elements that will strongly influence the identification of newly created places. The growth of the City has been treated by Ernest W. Burgess, as well as the Homer Hoyt and others who analyzed the urban form by land use diagrams. According to Burgess, the growth occurs in terms of its physical expansion and differentiation in space. He explains the physical expansion of the City in a radial form starting from the “first area” which is encircled by an area in transition, being invaded by business and light manufacture. According to him, this area of transition, is where the property is being held for business use and while housing is poor, rent is low. The third area is inhabited by the workers, who desire to live within easy access to their work. Beyond this zone is the residential area.

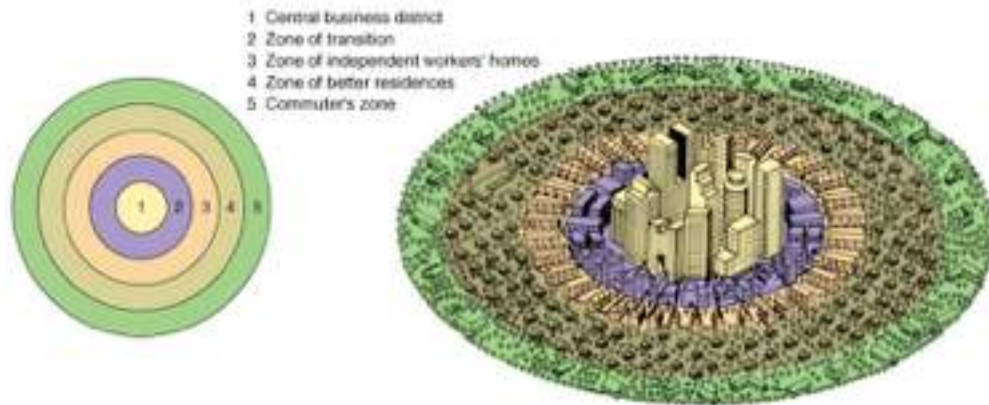


Figure 2.4. Burgess's Concentric model³¹ not adopted/_ adopted first source: Website, 'The geography of transport systems';
 (<https://people.hofstra.edu/geotrans/eng/ch6en/conc6en/burgess.html>)

“Still farther, out beyond the City limits is the commuter’s zone-suburban areas or satellite cities-within a thirty to sixty minute ride of the central business district” (Robert E. Park, p. 50, cited in Max Weber, 1958;23)

It hardly needs to be added that not every City fits perfectly into this ideal scheme or others. Burgess, based on statistical data cities C.B Fawcett, argues:

“One of the most important and striking developments in the growth of the urban populations of the more advanced peoples of the world during the last few decades has been the appearance of a number of vast urban aggregates, or conurbations, far larger and more numerous than the great cities of any preceding age. These have usually been formed by the simultaneous expansion of a number of neighbouring towns, which have grown out toward each other until they have reached a practical coalescence in one continuous urban area. Each such conurbation still has within it many nuclei of denser town growth, most of which represent the central areas of the various towns from which it has grown, and these nuclear patches are connected by the less densely urbanised areas which began as suburbs of these towns. The latter are still usually rather less continuously occupied by buildings, and often have many open spaces”.³²

On the other hand, the differentiation of space, illustrated by economic and cultural groupings that have migrated in different areas ‘gives form and character to the City’. According to Burgess, this differentiation is created due to the process of

³¹ Source: ‘The geography of transport systems’
 (<https://people.hofstra.edu/geotrans/eng/ch6en/conc6en/burgess.html>), not adopted; Previously illustrated 2008, Pearson Prentice Hall, Inc.

³² Ernest W. Burgess. “The growth of the City”. In R.E. Park, E.W. Burgess, and R.D. McKenzie (eds) *The City*. The University of Chicago Press: Chicago, London. pg. 49.

expansion of the City as “distribution takes place, shifts and sorts and relocates individuals and groups by residence and occupation”. Put it differently, all of these development caused a dual process of the urban, that of central agglomeration and commercial decentralization; that is, spatial competition attracted new activities to the center, but repelled other activities to the fringe area. Thus, as activities relocated themselves on the fringe, the fringe itself pushed itself farther from the City, and so on.

2.3.1.1 *Economic aspect of Burgess’s concentric zone theory*

Burgess model highlighted social and economic problems. According to Robert E. Lang, his “concentric zones” model can still be used as a good theory reference to understand the today region. He adds to the Burgess theory as an analytical adjunct the ‘bid-rent’ model of William Alonso³³ and through it points out that the independent variable of distance from the center (see Figure 2.4) affect the dependent variable that of the cost of land which directly affect the distribution of settlements based on the price. Easily, this would lead us to understand that conceivably partly middle- and low-class dwellers would better locate at the outermost ring, far from the center, for a low-cost land or else. On the other hand, the economic model theory of mono-centric structuring shows us that the spatial structuring should not be seen just in the local context, but it also can be applied to the regional scale. For instance, major highway interchanges have economic value, as they offer “valuable commodity, transportation access to the rest of the region. This, in turn, can affect land values on a small scale, because land radiates from this central point”³⁴. In such instances, the land nearest the interchange goes for what is termed the ‘highest and the best use’.

2.3.2 Homer Hoyt’s Sector Model

“If one sector of the City first develops as a low residential area, it will tend to retain that character for long distances as the sector is extended through the process of the City’s growth.”³⁵

³³ Bid-rent model (1964)

³⁴ Eric and Gentry, 1985; cited in Lang, 2003: 21

³⁵ R.Fyfe, Nicholas And T. Kenny Judith., 2005, “The urban Geographer”, Routledge, New York, pg. 30.

For Hoyt, the urban pattern does not configure itself in rings, but it was composed by unevenly shaped sectors. Both the Burgess and Hoyt models accept that the growth affect the City. Yet, in these models, the growth of the City is defined within City boundaries.³⁶ Furthermore, Hoyt described the growth as a shift of function with respective rents.

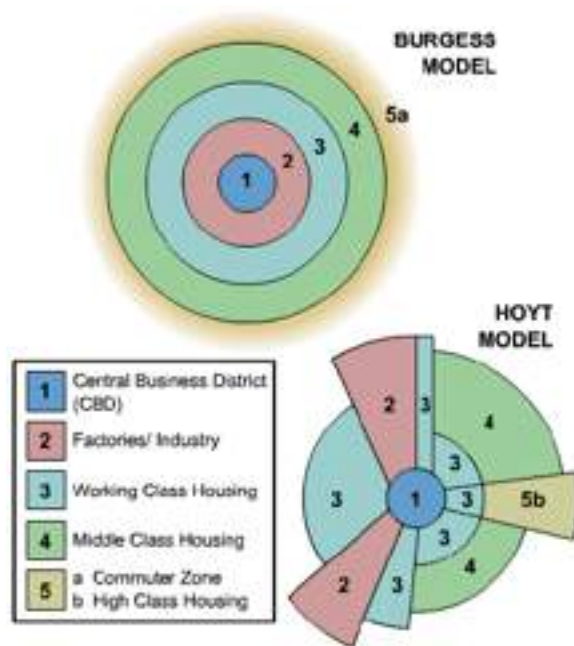


Figure 2.5. Burgess and Hoyt's urban growth model ³⁷

“Sometimes the high rent pole jumps to new areas on the periphery...the high grade neighbourhood moved from the centre of the City along Kanawa Street until it reached the river and then the new high grade area jumped to a new locations in the hills in the south and north” ³⁸

Thus, this development was reached at a point in the periphery where there was a lake region. Since early settlements, people organized themselves around such an element, but because of climate changes, dwellers found of risk living in the river bottoms and moved. Hoyt structures the growth in the context of American cities in seven physical points, which are:

³⁶ Based on Von Thunen's agricultural land model, 1925

³⁷ Source: <http://www.pearlandisd.org/webpages/rcox/files/urban%20models%202014.pdf>, not adopted. Previously adopted by Pearson prentice Hall.Inc., 2008

³⁸ R.Fyfe, Nicholas And T. Kenny Judith., 2005, “The urban Geographer”, Routledge, New York, pg. 31.

1. ***Nucleus***: the growth tends to proceed toward another existing nucleus of buildings or trading centers.
2. ***Waterfronts***: the growth tends to progress along lake, bay, river and ocean front, which are not used for industrial purpose.
3. ***Open country***: the growth expands toward the free vacant land, beyond the edges.
4. ***Landmarks***: higher-priced residential growth expands toward landmarks.
5. ***Work Spots***: the work spots pull other settlements in their location being easily accessible.
6. ***Transportations lines***: Main plank Road, horse car, cable car, suburban railroad routes, train etc. are the magnet to pull the growth along their axis.
7. ***Old residential areas***: not affecting the growth, but mainly its land-use pattern these old residential areas located near business center may be turned into 'de-luxe' apartments.

On the other hand, this growth can be controlled. Hoyt claims that real-estate promoters, who cannot totally control the natural trend of growth, can accelerate a natural growth or bend a natural growth. Another element related to growth is time itself. The growth may happen in a long period of time. Yet, inevitably, time is the element within which the perception of structure changes. Although Hoyt does not reject totally the Burgess model, he claims that the sector unit can contain in itself the concentric division:

“The earlier immigrants moved out toward the periphery of the City. [T]he Negro neighbourhood in Harlem, New York expanded in concentric circles.”
³⁹

2.3.3 Chauncy D. Harris and Edward L. Ullman Nuclei Model

Both the land use patterns assume that there is a single core around which land use is arranged symmetrically in either concentric or radial patterns. Nonetheless, the today City form does not lay out in such a structure; yet, in broad theoretical terms, such theories are still valid. With the increase use of the automobile in the 1920's,

³⁹ Fyfe, Nicholas And T. Kenny Judith., 2005, “The Urban Geographer”, Routledge, New York, pg. 31

the form of the City changed. A new decentralized form began to take physical shape and to suggest the direction of the future of the cities. According to Harris and Edward L. Ullman, one should consider three factors for the improvement of the future cities:

1. the present land-use pattern within the City
2. the factors which have produced this pattern
3. facilities required by activities localized within particular districts.

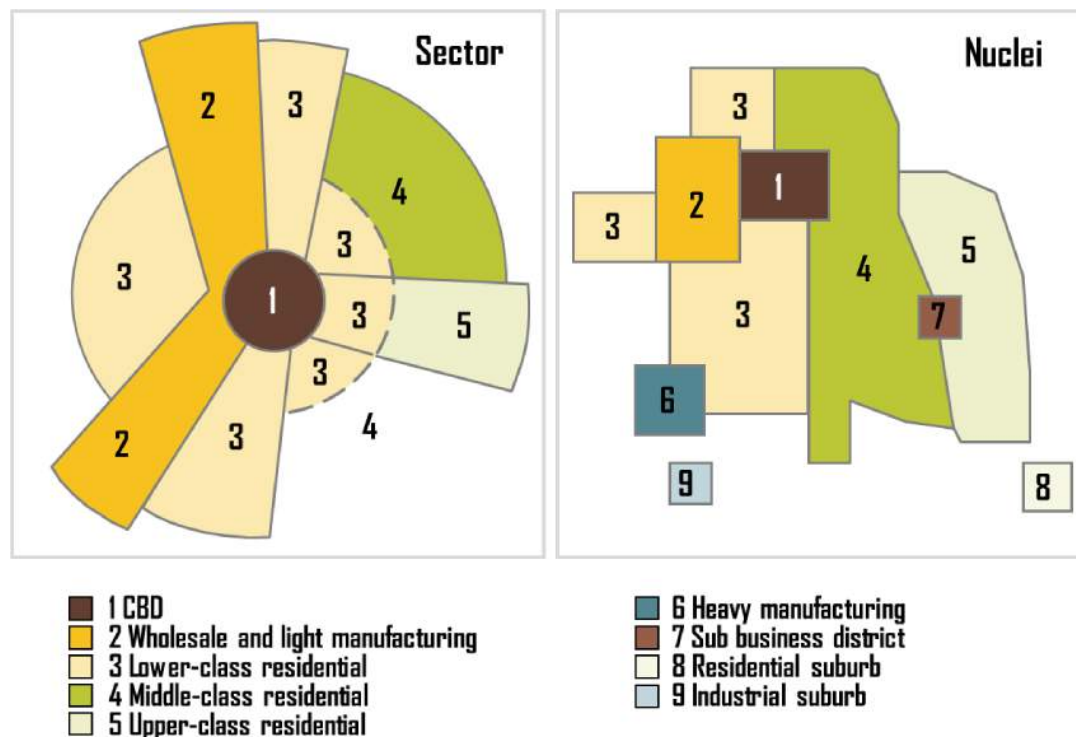


Figure 2.6. Diagram locating the functions in reference to Hoyt's/ Chauncy D. Harris and Edward L.Ullman⁴⁰

Certainly, the Nuclei model has its roots on the Burgess' concentric theory together with the Hoyt's sector theory. But, still different from them, it configures itself differently in space that can be seen not just in the internal City structure, but also the external City structure.

“Mere focusing of transport routes does not produce a City, but according to Cooley, if break of bulks occurs, the focus becomes a good place to process

⁴⁰ Source: website on the geography of the transport systems; not adopted. Previously illustrated by H. Carter (1995) *The Study of Urban Geography*, Fourth Edition, London: Arnold, p. 126

goods.”⁴¹

According to the Nuclei model, each of the nucleuses are linked by the transport routes, making their dependence on them stronger. Obviously, a transport route does not indicate itself as a focal point where settlements of different functions locate themselves, but their servicing points (the settlements themselves) tend to encourage growth of cities. This leads to the country-town or City-City continuum.

If S. Kostof or H. Wells predicted the synthesis of different structures, then how this ‘continuum’, or the ‘middle landscape’ will configure itself? Will their pattern affect each other, or will they separately stay together as such?

Henri Lefebvre, in his “Writings on Cities”, assures that close connection may happen and that “different kinds of relations are manifested”. Relations which have been “conflictual, and at other times appeased and close to an associations” and as such “the City attacks the countryside, corrodes and dissolves it” till they “align themselves with the City but by resisting and sometimes by fiercely keeping themselves to themselves.”⁴² Such synthesis where the countryside loses itself into the City and the City absorbing the countryside creates a confusion which does not necessarily mean “the disappearance of centrality in the course of the fusion of urbanity with the countryside”. Walter Christaller’s central-place theory describes the necessity of existence of centrality as such cities of different sizes can fulfil each other stating that:

“As a working hypothesis one assumes that normally the larger the City, the larger its tributary area. Thus there should be cities of varying size ranging from the same hamlet performing a few simple functions such as providing a limited shopping and market centre for a small contiguous area, up to a large City with a large tributary area composed of the services areas of many smaller towns and providing more complex services, such as whole-sailing, large-scale banking, specialised retailing and the like. Services performed purely for a surrounding area are termed ‘central’ functions by Christaller, and the settlements performing them ‘central’ places.”⁴³

The ‘central places’ theory shows the strong relations that the central places have

⁴¹ R. Fyfe, Nicholas And T. Kenny Judith., 2005, “The urban Geographer”, Routledge, New York, pg. 49

⁴² Lefebvre, Henri., 1996, “Writings on The City” Blackwell Publishers Inc, USA, pg. 119-120

⁴³ R.Fyfe, Nicholas And T. Kenny Judith., 2005, “The Urban Geographer”, Routledge, New York, pg. 38

with each other and their possible connection.

“The phenomenal growth of industry and world trade in the last hundred years and the concomitant growth of cities justify...” the concentration at certain places and inevitable rise of cities “...but perhaps unintentionally caused the intimate connection between a City and its surrounding area partial to be overlooked.”⁴⁴

The modern models manifested zoning as an outcome. Even though zoning itself was a reasonable response to the period of industrialism, it has evolved into an abstract scheme which fragments daily life and makes car-dependency mandatory. Leon Krier criticizes the modern spatial structure, because it concentrates in a mono-centric development. According to him, “mono- functional over-expansions cause the critical imbalance between center and periphery. On the one hand, urban centers tend to over-expand vertically. This phenomenon leads to an excessive density of buildings, activities and users, which in turn results in an explosion of land values and rents. On the other hand, suburban peripheries are over-expanding horizontally, driven outward by the low cost of land, resulting in very low densities of buildings, uses, and activities.”⁴⁵

In architectural terms, Leon Krier, in his book “*Architecture; Choice or Fate*”, describes that the modernist maxim has created confusion with the building types as such it made it difficult for cities to work meaningfully. He claims that:

“[T]he sterility of this so-called innovative ideology. . .is clearly revealed in the confusion of its terminology. A garden City is not a true City and not a true garden. . .a curtain wall is not a wall and not a curtain. . . a multi-purpose hall is no real substitute for a church, a theatre, or a sport shall. The same is true of a business park, a reception area, a machine for living, a satellite City, green belts, open spaces, etc. . . .This "anti-glossary," the instrument and expression of a so-called "abstract reality," is proof that concrete urban reality is the product of a civilising vision and not the automatic result of mere building zeal. An industry that produces non-places, unreal reality, abstract objects can only be a transitory phenomenon.”⁴⁶

⁴⁴ R.Fyfe, Nicholas And T. Kenny Judith., 2005, “The urban Geographer”, Routledge, New York, pg. 42

⁴⁵ Krier, L., Hetzel, Peter J., Thadani, Dhuru A., 2009, “The Architecture of Community”, Island Press, Washington, DC; pg. 99

⁴⁶ Krier, L., 1998, “Architecture; Choice or Fate”,

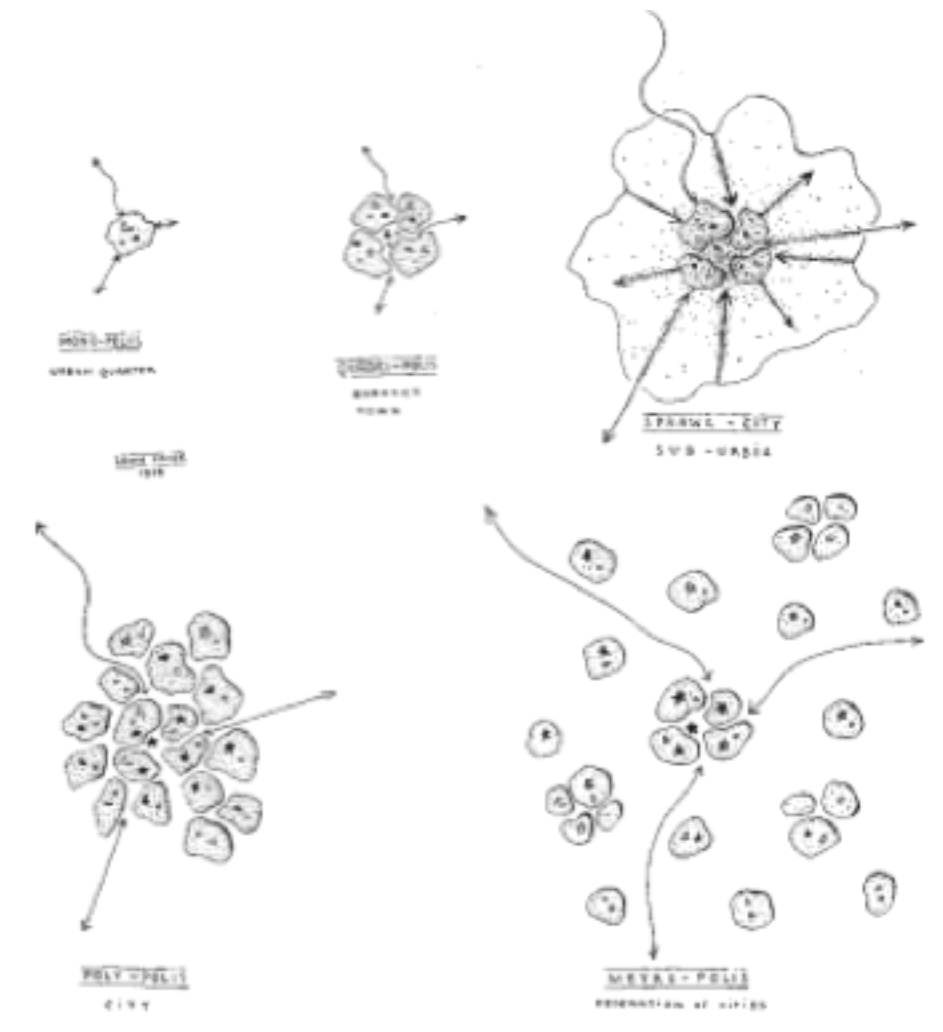


Figure 2.7. Leon Krier's urban district hypothesis_ not adopted

However, one should not think of the theories on growth as rigid frameworks fitting all location facts at a given moment. The emplaced classical models are of great importance, each of their theoretical base is configured and will be configured in every urban center. However, what their theoretical treatment provided was the settlements rational distribution within the City based on a strict separation of functions. They concerned themselves with the internal organism of City, their land-use patterns, and forms within its urban limits. Indeed, they retold the City structure and predicted their growth. Yet, probably they never thought of a structure when two cities merge in one, and what happens to their mutual space, today structurally not pertaining to them, but tomorrow. Furthermore, their empirical data and predictions were based on a mono-concentric development of City pattern, and at the same time, the spatial organization of the City was a rationally organized one. Referring to today's urban development as a dispersed pattern when looking at the

past model they would help us to relocate cities- if not to relocate at least to make comparisons. Moreover, re-reading the urban structure models, one had possibly underlined the fact that some cities develop as such because of their nature. For instance, the resort City of Miami, developed as such in response to its favorable climate and beach, or some cities in Latin America are known as ‘Sunday Towns’ as their main support function is social and religious. Their structure cannot be changed, even though through institutional decision they can. In the case of this thesis, the In-betweenness can remain as such, or it can be part of two ‘well defined’ structures. But, what if the ‘In-betweenness’ is considered as a ‘sole’ urban form?

2.4 THE TODAY’S PATTERN

The spatial configuration has reflected its differences in today’s cities. The pattern of today’s cities portrays itself changed in reference to its contemporary urban development. Regarding ‘the today’s urban pattern’ (what this study names), the studies show that a new spatial entity is envisioned where the transportations systems, communication technologies, globalization, growing mobility of capital and investment is reflected in four consequences:

1. the traditional hierarchical distinction between center and periphery is removed;
2. antithetical tendencies of concentration and decentralization is accommodated;
3. an urbanized landscape full of voids is created;
4. a radically mixing of the function is developed, although, before, the modernist urban planners tried to keep the functions disentangled⁴⁷.

The pattern of urban growth today exists in two separate but interrelated scales of land use which structures the City along with its surroundings. First, the region’s center or the main cities are the main focal destination. Hoyt’s empirical studies shows that, in the 1960s, the population in smaller cities has been static, while the growth in the metropolitan districts, suburbs, to a greater extent, increased with a

⁴⁷ The Ghent Urban Studies team, 1999:15.

larger percent.⁴⁸ Second, the transportation access points which influence the local land market are another factor of effecting the growth pattern in a City fabric. Lang, in his book, would think of these factors as;

“...conceptually as a spatial form of a nested hierarchy in which at local development must ultimately be understood in the context of the entire region. Thus the centre may indeed hold, but it would extend its influence by indirectly structuring land use in multiple subcenters surrounding it.”⁴⁹

Quite possibly, the transport foci effects the City structure and this dependence on the transportation possibly destroys the classical central place organization, as claimed: “...in as much as cities develop at foci or breaks of transportation...”. We cannot say that because of the transport routes the City develops- that would be more or less saying that if there were no transport routes there would be no cities.

Based on such reading of the urban form through the shift towards new focal points, new understanding of the structure evolves. In this sense, beside the importance that the center has, other focal points created on the transportation routes, such as major highway interchanges, are considered as crucial on the relation of urban organisms with each other. Ian MacLachan, in his writing “Situational factors and urban growth: The Case of Lethbridge and Alberta’s Metropolitan Centres” in 2002, describes these two constituents of today’s urban structure under two separate correlated components: Centrality and Intermediacy.

“An intermediate point intervenes in the spatial interaction between two other nodes.” [*whereas*]... “A central point generates and receives traffic from other centres due to its functional dominance in an urban system.”⁵⁰

Intermediacy, as a situational factor, according to Ian MacLachan (2002), depends on three spatial senses, such as:

1. Origin and destination which can be infinite thus, there can be infinite number of potential intermediates;
2. Distance, scale of analysis and transportation technology;

⁴⁸ H. Homer, 1964, “Recent Distortions of the Classical Models of Urban Structure”, University of Wisconsin Press, pg.199-212

⁴⁹ Lang, 2003: 22.

⁵⁰ Davis, Wayne K.D. and Townshend J.Ivan., (2002), “Monitoring Cities: International perspectives”, International Geographic Union; Urban Commission, Canada, pg. 228

3. Linearity, as it implies linearity, intervening in some point in a linear journey between an origin and a destination.

In defining intermediacy, Richard Morrill prescribes it as the characteristic of “In-betweenness” located on a linear pathway joining an origin and a destination. Whereas, centrality implies a real centredness from which paths connect multiple origins and destinations. Accordingly, ‘*In-betweenness*’ can be referred as an intermediate point, located between two points, surfaces or lines.

The pattern of urban growth has gained different conceptions in time as the causing factors change. Beside looking ‘inside’ of the City, this thesis also gives importance to the ‘outside’. With the change of the size, shape and character of the physical form, the urban growth pattern outside the City has been named differently and taken different forms, such as fringe (urban-rural), edge City (Garreau 1991), in-betweenness (Sieverts, 2003), Edgeless City (2003). Many scholars in different disciplines have discussed on such terms, but none has given a clear and precise definition.

“Language is important. We cannot talk about a phenomenon unless we possess the vocabulary to describe it, and many observers still cannot agree on what to call this new amorphous form of urban geography”⁵¹

This vocabulary has created Poleization and uncertainty. There exist more than 200 acronyms to define the urban growth, its structure, the process and its technical aspects in the outskirts. Robert E. Lang, in his “Edgeless City; exploring the elusive metropolis”, illustrates the definitions of what was once referred as the ‘City’ (See Figure 2.8). Based on such names and considerably on their description, it is obvious that the City form has changed. Moreover, the mixing of the City and its surrounding area will coin such names as ‘edge City’; ‘edgeless City’ etc.

⁵¹ Lewis, P. (1980;6) cited in Robert E. Lang (2003), “Edgeless City, exploring the elusive metropolis”, The Brooking Institution, Washington, D.C., pg.30

Term	Year	Author
Arcicity	1985	Loas
Cities à la carte	1990	Fishman
Concentrated decentralization	1985	Danieli
Countrified city	1984	Doherty
Doum	1987	Balderson and Katz
Edge city	1991	Garnau
Edgeless city	2000	Lang
Exurban	1997	Soja
Galactic city	1983	Lowis
Major diversified center	1983	Barrwald
	1983	Huth
Megacenter	1985	Orski
	1986	Cervino
Megacounty	1987	Church
Metropolitan-level core	1986	Hartshorn and Muller
Metropolitan suburb	1986	Balderson
Metrotown	1988	Romanos, Schiffr, and Finner
Mini-city	1972	Beckenfeld
	1976	Muller
Mini-downtown	1986	Cervino
Multicentered net	1961	Lynch
Net of mixed beads	1990	Pao
New downtown	1978	Barrwald
Outer city	1976	Muller
	1987	Stevens
Ottotown	1987	Goldberger
Penturbia	1987	Lessinger
Regional city	2000	Calthorpe and Fulton
Regional town center	1985	Hutton and Davis
Ruburbia	1988	Sinsaleb and Hughes
Servurb	1988	Nalin
Starts	1973	Huxtable
Spillover city	1972	Packard
Spread city	1960	Regional Plan Association
Strath city	1992	Knox
Subcenter	1996	Gordon and Richardson
Suburban business center	1986	Hartshorn and Muller
Suburban downtown	1982	Barrwald
	1989	Hartshorn and Muller
Suburban employment center	1989	Cervino
	1998	Freestone and Murphy
Suburban freeway corridor	1978	Barrwald
Suburban growth corridor	1986	Hughes and Sinsaleb
Suburban nucleation	1985	Erickson and Gentry
Technoburb	1987	Fishman
The new heartland	1986	Reibers
Urban core	1990	Leinberger
Urban galaxy	1961	Lynch
Urban main	1964	Vance
Urban village	1984	Leinberger
	1986	Leinberger and Lockwood

Figure 2.8. List of acronyms until 2000 of the urban growth at the outskirts of the City. Source; R.Lang; 2003_not adopted

Pierce Lewis, many years ago, described the today's City form as a form "resembling a galaxy of stars and planets, with large empty areas in between, held together with something akin to gravitational attraction" (Berger:2006:28). His 'large empty areas' are the "new metropolitan tissue or areas that do not lay directly adjacent to existing nucleated cities but often lie great distances from the City centre." (Berger; 2006; 28) This tissue form, on the other hand, is created as "a result of horizontal urbanization". Jon Gertner (2004), as cited in Berger (2006:21), asserts that this "horizontal urbanization escapes traditional description of the City

as a place of concentrated population, bundled infrastructure, architectural density and centralized government”. Hence, the City’s today structure together with the surrounding areas, mainly will not function. Together with the function, the structure of the City pattern reflect its changes over time. New cities are forming faster as the urbanism is shifting toward the open space in horizontal layout. A key concept of this shifting is the urban sprawl.

2.4.1 Urban sprawl as impetus of new terminologies

The materialization of the urban sprawl throughout the open space has been seen as an initiator in addressing new development issues and as a consequence these lead to new terminologies of different newly established settlements.

“In particular, as people spread out their place of living through an entire region, children are going to school in one place, having friends in another, and are joining sports clubs in again another locality, there is loss of urbanity and ‘sense of place’.”⁵²

Basically sprawl leads to greater distances between homes, homes and workplaces, between urban activities, generating a more demand for travel and improvements in transport systems. The manifest of such development leads to changes in urban densities, most commonly a reduction in densities towards the urban center and an increase in densities towards the periphery. Moreover, it usually, but not always necessarily, involves the conversion of previously rural land into urban use. The structure of this form in the local scale is not the traditional mono-centric or core-periphery model of the space, as the internal City. However, in the regional scale, the structure is a continuation of the core and located in periphery. Reid Ewing (cited in Oliver Gilliam (2002), (Larice and MacDonald, 2007:290), affirms that there exists six indicators of sprawl:

1. Leapfrog or scattered development
2. Commercial strip development
3. Low density
4. Large expanses of single-use development

⁵² Couch Ch., Leontidou L., Petschel-Herld G., (2007), “Urban Sprawl in Europe; Landscapes, Land-Use Change & Policy”, Blackwell Publishing Ltd, Oxford, UK, pg. 244

5. Poor accessibility
6. Lack of functional open space. (That is, public)

Some would call it a 'suburban development', because people moved out of the City into this new sort of urbanized territory, whose increase is not quantitatively reflected but also qualitatively. However, Haya El Nasser notes in "Language doesn't fit USA's profile" that "...with people spreading out of the cities, the old labels of urban, suburban and rural don't cut it". Moreover, she adds that, "now, the 'suburbs' are not 'sub' to anything because they often have many, if not more, jobs than cities."⁵³ Yet, definitions still define it as fundamentally suburban in origin.

Considering the fact that America and Europe differ in their urban growth, sprawl in European cities is differently configured in those in American cities. Many scholars in Europe would describe sprawl as a suburban phenomenon, as before mentioned.

"Urban sprawl, is a phenomenon and a process affecting different cities in a different manner... In our comparative project, we found that there is nothing at all universal urban sprawl. Diverse patterns in Europe have been discovered"⁵⁴

The European urban sprawl according to Couch Cheri et al. (2007) is diverse "both among cities, and in intra-urban landscapes beyond suburbia, on the urban periphery and sprawling fringes around cities." There exist "divers mosaics of activities on the 'rurban fringe' and we have found 'nature in fragments' among other types of land use." This development is not caricatured the same as in America as Jacob would describe:

"A multitude of uniform, unidentifiable uses, lined up inflexibly, at uniform distances, on uniform roads, in a treeless communal waste, inhabited by people of the same class, the same income, the same age group, witnessing the same television performances, eating the same tasteless prefabricated foods, from the same freezers, conforming in every outward and inward respect to a common mould, manufactured in the central metropolis. Thus, the ultimate effect of the suburban escape is our time, ironical, a low-grade uniform environment from which escape is impossible."⁵⁵

⁵³ Lang E. R., (2003), "Edgeless cities, exploring the elusive metropolis", The Brookings Institutions, Washington D.C., pg. 30

⁵⁴ Chouch Ch., Leontidou L., Petschel-Herld G., (2007), "Urban Sprawl in Europe; Landscapes, Land-Use Change & Policy", Blackwell Publishing Ltd, Oxford, UK, pg. 242-243

⁵⁵ Ibid.pg. 244

But, her claim on such development carried nostalgic overtones. Likewise, Tunnard and Pushkarev, as cited in Peter G. Rowe (1991:250), describe the suburbia;

“The earlier settlement pattern (pre-suburban) which achieved an urban atmosphere in the town and a rural beauty of the countryside, has given way to an entropic form of growth and the characteristics of which are chaos and sameness.”

On the contrary to America’s urban sprawl uniformity, Europe urban sprawl pattern is hybrid and the landscape is undergoing further mutations. “Hybridity is usually discussed through the merging of nature and culture, extended to the rural within urban, the agricultural within the industrial, so forth.”⁵⁶

Urban sprawl has brought out the decentralized deconcentrated form of the urban development. Although for some scholars, such kind of development way has been inevitable, the description of urban sprawl varies:

“...refers to a low -density, ‘residential development’ beyond ‘City’s limits’.”
(The Heritage Foundation)

“...is synonymous with suburbanization...” (Reason Public Policy Institute)

“Single-use development on the urban fringe that is almost totally dependent on private automobiles for transportation” Commonwealth of Massachusetts,
(Executive Office of Environmental Affairs)

“Sprawl is dispersed, low-density development that is generally located at the fringe of an existing settlement and over large areas of previously rural landscape. It is characterized by segregated land uses and dominated by the automobile.” (National Trust for Historic Preservation, Rural Heritage Program)

“A pattern of growth [that] has largely occurred in an unplanned, ad hoc fashion.” (U.S. Environmental Protection Agency)

“Scattered development that increases traffic, saps local resources and destroys open space” (The Sierra Club. (Oliver Gilliam (2002) cited in (Larice and MacDonald, 2007: 289)

Almost all the definition portray ‘urban sprawl’ as a suburban phenomenon

⁵⁶ Ibid, pg. 244

developed - “*beyond City’s limit*”, “*transitional*”, or “*on the urban fringe*”. It is characterized as “*low density, favouring automobiles*, and possibly “*scattered*”, “*unplanned*”, or “*ad hoc*” in its pattern. However, there exist statistics and comments which define suburbia not any more as “a district, especially a residential district, on the outskirts of a City.”⁵⁷ Joel Garreau, in his “Edge City; Life in the New Frontier”, as well as Robert E. Lang in his “Edgeless Cities; exploring the elusive metropolis” add that, in suburban areas, there exists not just residential, but also office developments that are constructed in larger scale. They also add that offices are “key delineating element” for the new urban forms. In such a framework, the suburban areas gain all the characteristics of the classical City although in a lower density.

“The current success of suburbia as a place for living working, and recreation can no longer be referred back to the suburban ideal of the 18th century it is rather the embodiment of a new kind of City.”⁵⁸

Rob Kling, Spencer Olin and Mark Poster mapped this new kind of City and re-conceptualized its spatial organization as ‘*post suburbia*’. The difference in both occurrences is that the post suburbia is composed of several nuclei. However, according to Couch Cheri et al., (2007) in geographical location beyond the suburbia, there exists a space “in-between urban and rural”, named as “*peri-urban landscape*”⁵⁹.

Rem Koolhaas, on the other hand, suggests that suburbia can be considered as the border or the limits of the periphery.

“It is here on the edge on the periphery that we should observe how things take shape.”⁶⁰

In such a territorial segmentation, Tunnard and Pushkarev divide and describe the territory into six domains: the City center, the middle ground of older suburbs, suburbia, the urban-rural fringe, the rural landscapes and the wilderness areas⁶¹.

⁵⁷ Webster’s New World Dictionary, (1966), The World Publishing Co., New York, pg. 1455

⁵⁸ Fishman 1987; pg. 184; cited in Ghent urban Studies team, 1999; 27.

⁵⁹ Couch Ch., Leontidou L., Petschel-Herld G., (2007), “Urban Sprawl in Europe; Landscapes, Land-Use Change & Policy”, Blackwell Publishing Ltd, Oxford, UK, pg. 244

⁶⁰ The Ghent Urban Studies Team, 1999; pg. 32.

⁶¹ Tunnard and Pushkarev (1963), cited in Peter G. Rowe (1991).

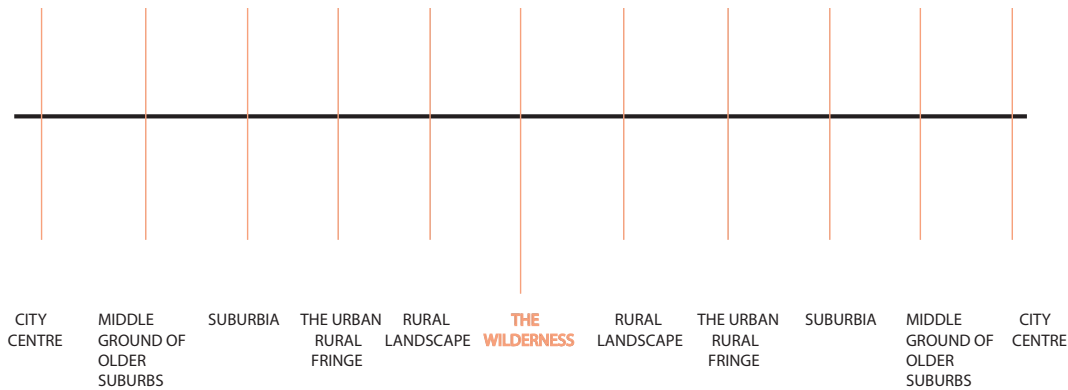


Figure 2.9. Territory division into six domains (Rowe; 1991)

2.4.2 Core/Outskirts: Cognizance of Hierarchical Order of Built Form

There exist different cognisance on the hierarchical order of the built surface. Even though different in terms of scale, Tunnard and Pushkarev (1963) segmentation on the built surface can be comparable with the Christaller's 'central place' theory, which describes that a community consists of an hierarchical centralistic order:

"The crystallisation of mass around a nucleus is, in inorganic as well as organic nature, an elementary form of order of things which belong together- a centralistic order."⁶²

The periphery and 'the outside' are the surfaces that follow the central place of Christaller theory; and as such, the built surface has composed itself.

"All this is a clearly visible symbol of the centralistic order of a community. And if we look further we find that this whole entity is enclosed by a wall which suggests once more that this entity is something distinct, important, and unique, and in its essence the centre of regional community."⁶³

Yet, the delineation of the built surfaces in the today's urban development cannot be segmented as such due to its configuration. The former coined terms appear to be dissolved in the today's built surface:

⁶² Christaller, W. (1966), "Central Places in southern Germany", Prentice-Hall Inc., Englewood Cliffs, N.J., pg. 15

⁶³ Ibid, pg. 15.

“...the oscillation between the urban and the suburban, centripetal and centrifugal forces, at the regional level, has drastically undermined the traditional distinction between centre and periphery”⁶⁴

However, the built surface configures a radial pattern in a hierarchical order, since the earlier to the modern concentric models. In terms of such radial structure, the spatial pattern of the built form is literally composed of a ‘core’ and ‘outskirts’. Their usage is constrained to their geometrical position in space whose roles appear to have been reversed in time. Rem Koolhaas, in his *Generic City* (1994) gives importance to the space, which he calls ‘periphery’ and it is dependent on the ‘centre’; “without centre, no periphery”. This periphery is the place accommodating shopping centers, parking lots, freeways and airports, that today is not just the continued surface of the center, but it is per se’ composed of individual centers.

“Instead of the earlier concentric pattern, we now find an amorphous structure, and urban nebula that spreads out in all directions and that has given rise to the contradictory notion of centres within the periphery”⁶⁵

The periphery adopts all the functions of the City however in a lower density. In European countries, the settlement in peripheries has made possible the connection of cities into one, such as The Randstad (Rotterdam, Den Haag, Amsterdam, Utrecht), and the Ruhr-Rhine area and the upper Rhine Valley in Germany. Such connections based on the research exist since the early settlements. Nonetheless, their spatial development is differently materialized in the today’s built surface. The structure of contemporary cities connection, defined as ‘conurbation’, is determined by a network of cities where the notion of difference between center and periphery is weak.

Different perception for a specific location are implicated; however, this study mentions the two main notions of ‘core’ and ‘outskirts’. With the merge of cities where hierarchies apparently mesh together, this creates more confusion in its delineation, if there is a need to define it. In regard to such development and based on the case study of Durana, a new term ‘-In-betweenness’ has been studied in order to refer to an expanded area out of the traditional City model.

⁶⁴ The Ghent Urban Studies Team, 1999; pg. 25

⁶⁵ Ibid, pg. 27.

2.4.3 Tracing In-betweenness

Development in the outskirts of the core due to specific factors has created confusion in defining its evolution. Based on the research, there exist different meanings referring to outskirt's development. With reference to the existing interpretation such as the edge City, the rural/urban fringe, the In-betweenness is an occurrence of a larger scale in need for an identity and compared to them it is located in the outskirts. Based on its poles and its location, it appears to be the 'zone of difference'.

Tracing In-betweenness creates confusion of its location and whether it has a start or end. However, Ian MacLachlan helps in tracing it by defining it as an intermediate point located between an origin and a destination. In such framework, the role of the In-betweenness is of great importance in defining other's place or vice versa. Therefore, in understanding such a role, the Heidegger 'bridge example' is illustrated. In defining place and giving a 'meaning' and 'character', he pictures it by means of the 'bridge': "A 'building' which visualizes, symbolizes and gathers, and makes the environment become a unified whole"⁶⁶. Heidegger says;

"The bridge swings over the stream with the ease and power. It does not just connect the banks that are already there, the banks emerge as banks only as the bridge crosses the stream. The bridge designedly causes them to lie across from each other."

He emphasizes that, through 'the bridge', the landscape gets its value. Before, the meaning of the landscape was hidden and with the bridge it became significative and meaningful. Hence, "Spaces receive their being from location not from 'space'"⁶⁷. On the other hand Michel de Certeau defines the bridge as an element that makes the passage possible.

"The bridge is ambiguous everywhere; it alternately welds together and opposes insularities. It distinguishes them and threatens them. it vibrates from enclosure and destroys autonomy"... It carries on a double life in innumerable memories of places and everyday legends, often summed up in proper names, hidden paradoxes, ellipses in stories, riddles to be solved...As a transgression of the limit, a disobedience of the law of the place, it represents a

⁶⁶ Norberg-Schulz, C. "Genius Loci", Rizzoli International publications Inc.: United States of America, (1980), pg.18.

⁶⁷ Ibid. pg. 12

departure, an attack on a state, the ambition of a conquering power, or the flight of an exile; in any case, the ‘betrayal’ of an order. But at the same time as it offers the possibility of a bewildering exteriority, it allows or causes the re-emergence beyond the frontiers of the alien element that was controlled in the interior, and gives objectivity (that is, expression and re-presentation) to the alterity which was hidden inside the limits, so that is recording the bridge and coming back within the enclosure the traveler henceforth finds there the exteriority that he had first sought by going outside and then fled by returning. Within the frontiers, the alien is already there, an exoticism or sabbath of the memory, a disquieting familiarity. It is as though delimitation itself were the birdie that opens the inside to the others.”⁶⁸

In-betweenness, as something that is between two extremes, two contrasting conditions, etc.⁶⁹, and -an integral part of the urban system-, gains meaning in regard to its poles. Thus, this configures a relation of dependence. However, Sieverts postulates that this ‘In-betweenness’ can gain its dependence, as other functions are settled beside residential settlements.

“...is the ‘settled’ landscape, which initially is almost exclusively residential and, after a period of intensification and consolidation, attracts workplaces and consumer provision. Only then does it develop into a *Zwischenstadt* which frees itself from its original dependency, supplies itself and enters into a relationship of mutual exchanges with the original City.”⁷⁰

The In-betweenness based on this study exists due to the growth extension and political decisions. If the political institutions decide to merge cities under the process of conurbation, the In-betweenness is formed; and as such, it can be filled of built fabric until it takes shape. If the growth booms in certain areas, not because of birth rate but because of internal migration as well, the In-betweenness can be formed and is likely to be created in main cities, as can be seen in the case study.

A syntactic transformation is happening inside cities, new relations of interdependence and coexistence such as legal and illegal; formal and informal; urban fabric and urban agriculture, rural and urban; City and country.⁷¹ The traditional structural City paradigm is not faced the same in a contemporary City which is configured as a boundless area followed by a continuum of built-up areas

⁶⁸ Norberg-Schulz, C. “Genius Loci”, Rizzoli International publications Inc.: United States of America, (1980), pg.18.

⁶⁹ Look at the Oxford Dictionary definition

⁷⁰ Sieverts, T., “Cities without Cities”, Spon Press, London, (2003), pg.4

⁷¹ Pedro B. Ortiz; 2014.’ The art of shaping the metropolis’

and open spaces connected by a network of paths of different size and character. Sieverts refers to this boundless area as a new form of the City, composed of fragmentation not just within the urban fabric, also outside it.⁷² He assures that the In-betweenness throughout the world is an inevitable urban consequence as far as the globalization of economy will connect the cities of world through communication tubes. He states that “the globalisation of the economy is changing the world into a system of communicating tubes”, which has become less restrictive determinant in the City form.⁷³

Joseph Russell Passonneau in 1963 saw the communication tubes as factors of expansion throughout the landscape, since it has increased in speed and decreased in cost new patterns are bound to happen⁷⁴. Therefore, the communication tubes, as a factor on the spread of the City in this milieu will effect in its enlargement all over the landscape or will make possible the concentration of parts.⁷⁵ The space of the In-betweenness based on this research has been created not just because of the infrastructural network which appears to hold activities of low in density. It gives the users a freedom in locating the activities, which in economic terms would cause to much loss. The only reference of location of built fabric would be the natural and cultural characteristics of the region in response to different socio-economic conditions (prices and charges) and socio-cultural challenges (lifestyle, purchasing power).⁷⁶

2.4.3.1 Determinants of the In-betweenness

Based on various external factors, this study finds the evolution of the In-betweenness based on four determinants: political, geographical, social and economic.

Conurbation as a political determinant

For whatever reasons, “in the future about half of the population of the world will

⁷² Sieverts, T., “Cities without Cities”, Spon Press, London, (2003).

⁷³ Ibid.

⁷⁴ Joseph Russell Passonneau, 1963; pg. 14.

⁷⁵ Ibid. pg. 14.

⁷⁶ Sieverts, T., “Cities without Cities”, Spon Press, London, (2003), pg. 10.

live in ‘Zwischendstadt’.”⁷⁷ Patrick Geddes calls the vast transformations of the geographic conditions of town and country into town aggregates not just as mere constellations or conglomerations, but conurbations which is a new form of population-grouping where the City itself unifies with the overflowing suburbs.⁷⁸ In-betweenness exists partly because of a planned conurbation process. However, this does not show that the prime aim of conurbation is the creation of this In-betweenness. Hence, conurbation, besides being the background on which In-betweenness occurs, is used as a tool to understand the In-betweenness by this research.

Patrick Geddes, in his book “Cities in Evolution” defines conurbation as a growth-process where industrial towns and cities unite into vast City-regions.⁷⁹ International comparison of conurbation exhibits characteristic differences, as well as commonalities. There exist differences of density, numbers of inhabitants and can be very different in extent. Sieverts in analyzing the In-betweenness (2003:11) shows that “Aziatic conurbations are compact whereas North American ones are the loosest”⁸⁰. Despite these differences, “all conurbation processes show the tendency to fray, to merge with the landscape.”⁸¹ As conurbations are happening somehow all over the world, this clearly shows that In-betweenness is a planetary model, which may differ, based on its initiating factors.

Topography as a geographical determinant

Geographical skin is a crucial factor influencing the character of the inbetweenness’ pattern. James Golman (1971) describes the geographical influences in Australian coastal cities as being evident “in the growth of a handful large coastal cities” and in those areas where there is “proximity to wide range of interesting and beautiful scenery” found around main cities.⁸² Also, the geographical skin, topography is a determinant of urban form. Lynch defines topography as “an important element in

⁷⁷ Ibid.

⁷⁸ Geddes, P. “Cities in Evolution” 1915; pg. 9-21.

⁷⁹ Ibid. pg. 12.

⁸⁰ Sieverts, T., “Cities without Cities”, Spon Press, London, (2003), pg. 10.

⁸¹ Ibid., pg. 11.

⁸² Golman, J. (1971)

reinforcing the strength of urban elements: sharp hills can define regions, rivers and strands make strong edges...”⁸³. Similarly, Kostof (1996) elaborates the strong relation between topography - landform or landscape - (mountains, hills, valleys, etc) and the urban form; and he materializes the impact of topography to the urban forms, though in different nature.⁸⁴ Topography also effects the configuration of the space. Regarding the newly emerged space, Sieverts (2003) brings the In-betweenness or *Zwischendstadt*, as “a field of living which, depending on one’s interest and perspective, can be interpreted either a City or as a country.”⁸⁵ This because of its functional condition. Sieverts (2003) continues defining In-betweenness as a place which “can contain both of City/country functions but at the same time it doesn’t hold them and if so they are partially spread.”⁸⁶ Having satellite structures’ development, the In-betweenness remains a “structure without a clear center, but it contains various specialized areas, networks and nodes.”⁸⁷ He continues revealing that: “Across all cultures of the entire world, they share specific common characteristics: a structure of completely different urban environments which at first sight is diffuse and disorganized with individual island of geometrically structured patterns.”⁸⁸

Individual decisions as a social determinant

Shaping the City is not a political decision in some cases. Individual decision of dwellers shape the City, as well. In tracing ‘In-betweenness’:

“It represents a structure of completely different urban environment which at first sight is diffuse and disorganised with individual islands of geometrically structured patterns, a structure without a clear centre, but therefore with many more or less sharply functionally specialised area, networks and nodes.”⁸⁹

Having taken a look at the whole structure, the totalizing result of such diffuse structure is effected due to individual decisions, which considered in their own are rational decision. In this study, the social dimension is identified as a ‘grab land’

⁸³ Lynch, date, cited in Koci, 2005, pg. 32.

⁸⁴ Kostof, S. (1996), p..

⁸⁵ Sieverts, T. (2003), “Cities Without Cities”, Spon Press, London, pg;3

⁸⁶ Ibid. pg.

⁸⁷ Ibid. pg.

⁸⁸ Ibid. pg.

⁸⁹ Ibid. pg.3.

situation.

Focusing on the imaginary totalization produced by the eye, dwellers, or practitioners has Michel De Certeau refers in his work, do not understand their impact on the City through their everyday experience of the City. “These practitioners make use of spaces that cannot be seen” creating thus ‘bustling cities’. According to Michel De Certeau, even though the network of their movement eludes legibility and that it does not surface itself, the In-betweenness in regional scale is legible as an effect of social processes within the physical body of the territory. However, in comparison to other existing built surface, it appears to be not an easily legible place. However, any factor in giving rise the In-betweenness is correlated with each other. Sieverts (2003) cites the French sociologist Alain Touraine:

“The social and technical environment in which we live has destroyed the City as a political institution in a more radical way than industrial society. if we had to combine the social characteristics of today’s world into a single though, I would say without hesitation that its most important characteristic is the separation, the division, the drifting apart of the two sides of the human experience; on the one hand, we have the world of exchange, which is globalized and is consequently desocialized. on the other hand- as a direct consequence and reaction against this- we have the replacement of social and political man with the private man.”⁹⁰

Sieverts, agreeing on Alain Touraine arguments on such deviation, states that these developments are the results of left-right wings political battlefield. Alain Touraine reacts that;

“From now on and in the next decades the local problem, these, as we might say, ‘urban problems’ will be in the centre of the great debates and the great social and political conflicts. We must decide whether we want to revive the urban, social, and political efforts to mediate between communities and a world market or whether we want to accept this increasing separation”⁹¹

In such framework, in globalization context, the In-betweenness also appears to be shaped due to economic factors. As far as the City is accepted as a complex system, “it must also be treated as such, i.e. as something with many ‘loopholes’, gaps, open spaces, spaces for adjustment and change. It is necessary to create at the level of lived experience, of life experience, the fundamental experiences of the individual, a relationship between participation in the world of technology and economy on the

⁹⁰ Sieverts, T. (2003), “Cities Without Cities”, Spon Press, London, pg;54

⁹¹ Ibid., pg; 54

one hand.”⁹²

Economical dimension

Studies on European Rural Urban Regions (RUR= the urban area+peri-urban area + the rural hinterland) show that ‘In-betweenness’ can be structured primarily by the economical factor. They report that the peri-urban areas are favorable spots for restructuring the economic growth. Due to the international economic agendas and the vast land that the In-betweenness offers, there exist ‘strong pressures for the relocation of the economic activity to peri-urban areas.’ Presence of communication tubes, easier access to large cities and major arteries has created a ‘soft’ container for the economy.

This study shows that the vast open spaces found within the new area are often seen as places ‘to make higher profits at lower risk than in urban areas by landowners and developers, entrepreneurs and investors, and by house builders and house owners.’ Location of various activities will generate demand for complementary activities. Therefore, one should critically visualize the economic impact on shaping ‘In-betweenness.’

2.5 DEFINING ‘IN-BETWEENNESS’

“What is place in this ‘in-between’ world?”⁹³

The City expansion towards another one has made possible the emerge of different meanings in different context. In Oxford English Dictionary, in-between (1815) means [Phr, in between, used subs. or attrib.) a. quasi sb.: An interval...b. quasi-adj. Placed between.” The American Heritage Dictionary of the English Language describes in-between as: “Between two things, limits, or the like”; In-between - “adj. Intermediate -n. An intermediate or in intermediary.” Online Dictionary defines in-between as “situated somewhere between two extremes or recognized categories; intermediate” or “being between one thing, condition, etc., and another”.

⁹² Ibid., pg. 56

⁹³ Nigel Thrift cited in Bergen,A., 2006, “Drosscape; Wasting land in urban America”, Princeton architectural Press.

In all definitions the term refers to be physical, as well as a state/condition.

Although the conceptualization of 'In-betweenness' is identified through these descriptions, it should be differentiated with respect to the characteristic of the urban context/content. The "In-betweenness", an evolving socio-spatial landscape, will always be located between two other areas, lands, spaces, places, fabrics, patterns etc. Sieverts defines this space as the built-up area that is;

Functionally - "between the old historical City centres and the open countryside",

Spatially - "the place as a living space and the non-places of movement",

Economically - "between small local economic cycles and the dependency on the world market".⁹⁴

As such, with reference to different context, the In-betweenness can be interpreted either as a City or as a country as a consequence of its context-agricultural land/open space/ landscape and the content-urban functions.

Based on the study the In-betweenness scape is composed of two main elements as cities; void (referring to landscape) and solid (referring to construction footprint). In contrast to the City the proportion of the landscape to the blueprint is greater in the In-betweenness in comparison to its poles, however, when compared in time the landscape disappears and the proportion reverses. A synthesis report on Sieverts's book 'Cities without Cities'⁹⁵ denotes such occurrence as a new urban and regional form "which is neither City nor landscape' but which has the characteristics of both.

"...it opens up new and productive ways of thinking beyond the City – countryside dichotomies of past work on the urban-rural fringe and the dialectics of urban-rural landscapes"⁹⁶

Thus, the 'In-betweenness' is that part of the urban region that is perceived as not quite traditionally City and not quite traditionally suburb having local importance as well as regional.⁹⁷ Such occurrence -no matter the distance surrounds urban regions in many part of the world and as such- is seen as the remarkable new urban morphology where a large part of the metropolitan population lives, works and plays. It is an occurrence observed when urban forms merge together taking thus

⁹⁴ Sieverts, Th. (2003), "Cities Without Cities", Spon Press, London, pg

⁹⁵ Ibid. pg.

⁹⁶ Bryant et al. 1982; Bunce 1994; Beesley 2004; cited in Young and Keil, 2009: 490.

⁹⁷ Sieverts, T. 2003; cited in Young and Keil, 2010: 1.

different scale. Based on such developments, In-betweenness is materialised in different layers. In this study two layers are interpreted.

There exist different merges of urban forms, that of metropolis and megalopolis. Jean Gottman, in his book *Megalopolis*, draws attention to that space formed between cities when they are represented as part of the Megalopolis. American Heritage dictionary refers to megalopolis as “a region made up of several large cities and their surrounding areas in sufficient proximity to be considered a single urban complex. Consequently, the lack of proximity in this study is another component in defining In-betweenness. Analysis in the new terminology refers to the ‘In-betweenness’ as a peri-urban space, which in literature is that “space area between urban settlement areas and their rural hinterland.”⁹⁸

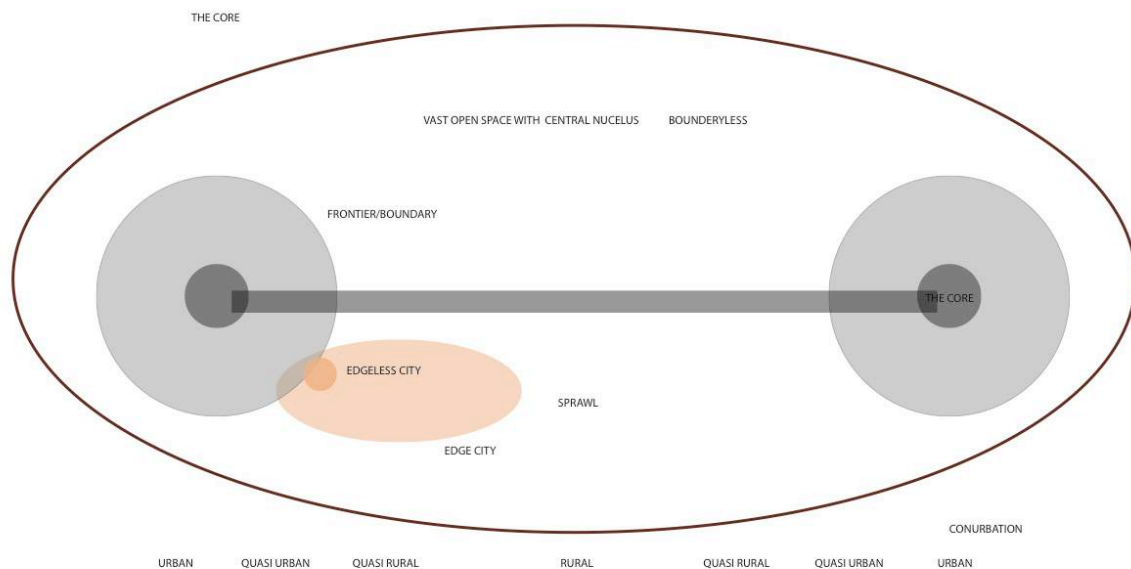


Figure 2.10 Configuration of 'In-betweenness' and other terminologies

The report on the peri-urban areas defines it as “the space around urban areas which merges into the rural landscape”. However, based on the PLUREL study for the European countries, the peri-urban space is defined as the area “where about 48.000 km² of built environment is found there, almost equal to that in urban areas.” If the built area is an indicator of the peri-urban spaces, then In-betweenness cannot be defined on such description.

⁹⁸ With reference to the report on the European Countries realized by PLUREL on 2010

2.5.1 In-betweenness in formation

Referring to previous urban form models, Gerrau would call any place an “*edge City*”. The edge City:

1. has five million square feet or more leasable office space;
2. has 600,000 square feet or more leasable retail space;
3. has more jobs than bedroom;
4. is perceived by population as one place;
5. was nothing like City as recently as thirty years ago.

On the other hand, “*edgeless City*” refers to a smaller area which is mainly composed of offices. In such context, in analyzing such forms, the urban element mostly affected under urban processes is the fringe. Thus, in this study, the delineation of the fringe is contested in different shiftings.

2.5.2 The shiftings of fringe

While tracing ‘In-betweenness’ in the case study, the concept of fringe is analyzed as an evolving concept and as the new form that localizes itself at the fringe. Thus, an enquiry about the development of the fringe relates to a discussion with reference to time, projections, and change of its meanings, which, at the end, is shaped to another form.

2.5.2.1 Fringe as a border

Fringe (periphery, border, natural border, edge) is defined in relation to the City and exists in the agricultural hinterland where land use is changing day-by-day. Nowadays, because of the population growth, the City is expanding more and more, meanwhile the fringe ‘epidermis’ is individually developing. This expansion is leading to an overall extension of the cities toward each other making thus, difficult the legibility of the fringe as –still- a fringe.

The literature on urban planning contains many definitions on the fringe. T.L. Smith (1937) introduced the term fringe- as demographic definition- to describe a “built up area just outside the corporate limit of the City” in a study of population growth in

Louisiana. On the other hand, in 1915 Gaplin introduced the term “rurban” as a synonym to fringe describing it as a rural land of conversion to urban. The term ‘urban’ and ‘rural’ is not new in the literature. Based on their delineation, the only literal individual characteristic between their-urban, rural-settlements predicts that the livelihood of rural area is agriculture-based, whereas the urban area is manufacture-and service-based. Recent research suggests that, at certain part (generally the edge) of the City, the two stratum –rural and urban- coexist, which are neither urban nor rural in character. Rather, it is a combination of both, which is often called as ‘rural urban fringe’. Nick et al (2006) mentions Wibberley’s study (1959) and Pahl’s (1965) examination where they revealed the fringe as an urban-rural dynamism affirming thus the nature of the fringe as a component of the countryside and as an integral part of the City.

There are also persistent difficulties in defining exactly what we mean by the fringe. Some say that the fringe is “merely the countryside ‘around’ towns and cities, not penetrating into the urban, but extraneous to it”. For others, it remains a zone of transition which “begins by being predominantly urban and ends up as mainly rural; that is, in terms of the mix land uses, activities and the density of development”. Many other terms are found in the literature, implying different delimitations and levels of analysis. Zahoor Mhill (2011) illustrates the diversity in terminology of this in-between condition: rurban fringe (Schenk, 1997), urban fringe (Kabra, 1980; Hill, 1986; Kumar, 1998), rural hinterland of the City (Kundu, 1991), the City’s countryside (Bryant et al., 1982), peri-urban fringe (Swindell, 1988), rural fringe of the City (Leeming and Soussan 1979), peri-urban areas (Dupont, 1997; McGee, 1991), desakota regions (McGee, 1991), and metropolitan fringe (Browder et al., 1995; Rao 1991; Saini 1989).” Mhill points out that the fringe terminology includes other descriptions beside English, such as the Dutch *ruraal-urbane overgangszone tussen stad en platteland* (Druiven, 1996) and the French *Périurbanisation* (Dupont, 1997), *le périurbain* (Banzo, 1998), *espace péri-urbains* (Vennetier, 1989, cited in Zahoor Mhill, pg. 3, 2011)

Regarding the delineation of the fringe in time and based on a specific context, Nick et al. (2006, p. 7) states that fringe “...is peri-urban, but strongly influenced by urban pressure and process.” Furthermore, in order to obtain a clear definition based on the function that the fringe contains they declare that “...at the fringe of the City

exist urban land uses, but these are not standard urban land uses: rather they are peculiar to the fringe. Some of the other elements, such as the railway and airports – beside other functions- come to characterize this landscape.” Therefore, the fringe “does contain ‘urban’ uses that thin out away from the built up area. But on the other hand, these are not regular urban uses; rather, they are specific to the fringe. Instead of labeling them urban, it might be more useful and accurate to call them fringe land uses, hence moving to a functional definition of the fringe.” Based on this statement, the fringe can be seen as a physical structure alone from that of the City urban structure.

Taking a view as to whether the fringe is within urban or within rural is perhaps regressive. The study shows that the fringe holds an in-between condition and is structured of peculiar functions. A study from the University of Manchester has pointed out that “if the fringe is planning’s last frontier, it is a frontier without clearly defined borders” (Cure, 2002:18).

2.5.2.2 Fringe as frontier

Fringe due to its extension can be considered as a boundariless frontier. In such a framework, as long as the fringe is a part of the inner City in a bounderilessness context than instead of a divisions between the fringe and the City we have “new lines of union”. Geddes assures this continuation of structures into the zone of the fringe through the linear urban elements. In his book “The Cities in Evolution”, he assures this continuity by embodying the meaning of ‘line’ into the urban elements such as “the railways, which are the throbbing arteries, the roaring pulse of the intensely living whole nowadays.”⁹⁹ In his ‘Spatial Stories’, de Certeau would describe this connection as the paradoxical character that the frontier holds.

“...created by contacts, the points of differentiation between two bodies are also their common points. Conjunctions and disjunctions are inseparable in them.”¹⁰⁰

Apparently, through asking he defines the frontier as an element that can presumably belong to itself.

⁹⁹ Geddes, P. “The Cities in Evolution”. 1915. pg. 10

¹⁰⁰ De Certeau, M. Spatial Stories. “The Practice of Everyday Life”. University of California Press, Berkeley. (1984), pg. 127.

“Of two bodies in contact, which one possesses the frontier that distinguishes them? Neither. Does that amount to saying; no one”

Frontier means literally: (1) a boundary... (2) a line (border) separating two countries. Furthermore, Virilio, exploring the meaning of fringe describes the boundary, describes it in reference to frontier as follows:

“... since the originary enclosures, the concept of boundary has undergone numerous changes as regards both the facade and the neighbourhood it fronts.”¹⁰¹

2.5.2.3 Fringe as interface

“...the boundary surface has recorded innumerable perceptible and imperceptible transformations of which the latest is probably that of interface.”

Interface, refers to a ‘point where two systems, subjects, organizations, etc. ‘meet’ and ‘interact’¹⁰². Likewise, Virilio continues defining the boundary as interface stating that:

“Each surface is an interface between two environments that is ruled by a constant activity in the form of an exchange between two substances placed in contact with one another.”¹⁰³

Such conditions appertaining to interface, Erkal (2001) as define it as an urban frontier, stating that: “Within the space of confrontation between two media that act differently, emerges a continuous exchange allowed by their possible boundary, which is the urban frontier.”¹⁰⁴ Obviously these statements face us with different delineation of the fringe and assure the unstable form that the City frontier evolves.

Nijenhius explains the frontier as follows:

“In the urban context, the frontier is not simply the City edge, its ritual foundations, natural limit (hills and mountains) or boundary between land and water (rivers, lakes or seas), its defensive wall or custom’s border; its periphery or suburbs. As an interface between two different media, the urban frontier emerges, gets shaped and transforms in time, through incessant

¹⁰¹ Virilio, P., *The Overexposed City*. “The Blackwell City Reader”. (ed. by G. Bridge and S. Watson). Blackwell Publishing, 2002

¹⁰² Please, look at the Oxford Dictionary explanation

¹⁰³ Virilio, P., *The Overexposed City*. “The Blackwell City Reader”. (ed. by G. Bridge and S. Watson). Blackwell Publishing, 2002

¹⁰⁴ Erkal, N. (2001), 2001, *Haliç Extra-mural Zone: a Spatio-temporal Framework for understanding the Architecture of the Istanbul City Frontier*, the Doctoral Thesis, METU, Ankara , p.4

confrontations and pressures, flows of goods and information...”¹⁰⁵

Back to its structure, the fringe is composed of “abundant space, cheap land and good access”; as sketched out in Nick at el. It is considered as the frontier of the City, which transforms constantly and enlarges as a space with its own peculiar functions. This enlargement conflates the current existing fragmented settlements and creates (based on descriptions) a zone of difference in regard to the settled fabric (cities), a space different in pattern and not clearly read/defined/ in-between areas.

Nijenihuis argues that “the location of the City is important to the formation of the City frontier.”¹⁰⁶ The relationship between them as well as their impact on each other is quite compelling, two different urban structure and a zone of difference (In-betweenness). The extension of the urban systems toward each other, and mainly that of the urban landscape into the fringe and their duality, the City and its urban frontier, is also captivating, conceiving the impact one has on the one’s transformation and continuance. Koci points out that the external forces, the systems, the actors involved in transformation processes, are those that give the border the quality of a social, cultural and linguistic frontier, to thus make the City edge a boundary of signification, sense and identity.¹⁰⁷ The transformation in time of the fringe into an enlarged surface, this research recognizes the fringe as an ‘In-betweenness’. It transforms into such a space where one passes by it.

2.5.2.4 Fringe as the ‘In-betweenness’

The fringe as an ‘in-betweenness’, at the same time, a frontier, a border and lately as a result of cities expansion, an interface. It has an identity of its own and emerges as a space that displays the culture and identity of a society, yet physically illegible.

Virilio portrays this illegibility, appeared since the 19th century, as an uncertain condition of the encounters whether he is before the City or within the City. He states that:

¹⁰⁵ Nijenihuis, W., 1994, “City Frontiers and their Disappearance”, AD, vol. 64, no. 3/4, p.12-14

¹⁰⁶ Ibid.

¹⁰⁷ Koci, V., 2005, Spatial Transformations of The Waterfront – As An Urban Frontier Case Study: Durrës A Port City. Unpublished master thesis. METU, Ankara.

“... the City is no longer organized into a localized and axial estate. While the suburbs contributed to this dissolution, in fact the intramural- extramural opposition collapse with the transport revolution...”¹⁰⁸

He continues stating that these “promoted the merger of disconnected metropolitan fringes into a single urban mass.”¹⁰⁹ Consequently, the spatial-temporal transformation of these merging fringes is considered as a challenging situation to investigate for many reasons. However, the In-betweenness through understanding the transformation of fringe into an expanded fringe depict their differences. In-betweenness, based on this study, appears to be a ‘*zone of difference*’, meanwhile the fringe is a ‘*zone of transition*’. In such framework a question arises:

Is fringe still standing in the new space or does it dissolve itself in it?

2.5.3 STRUCTURE OF IN-BETWEENNESS

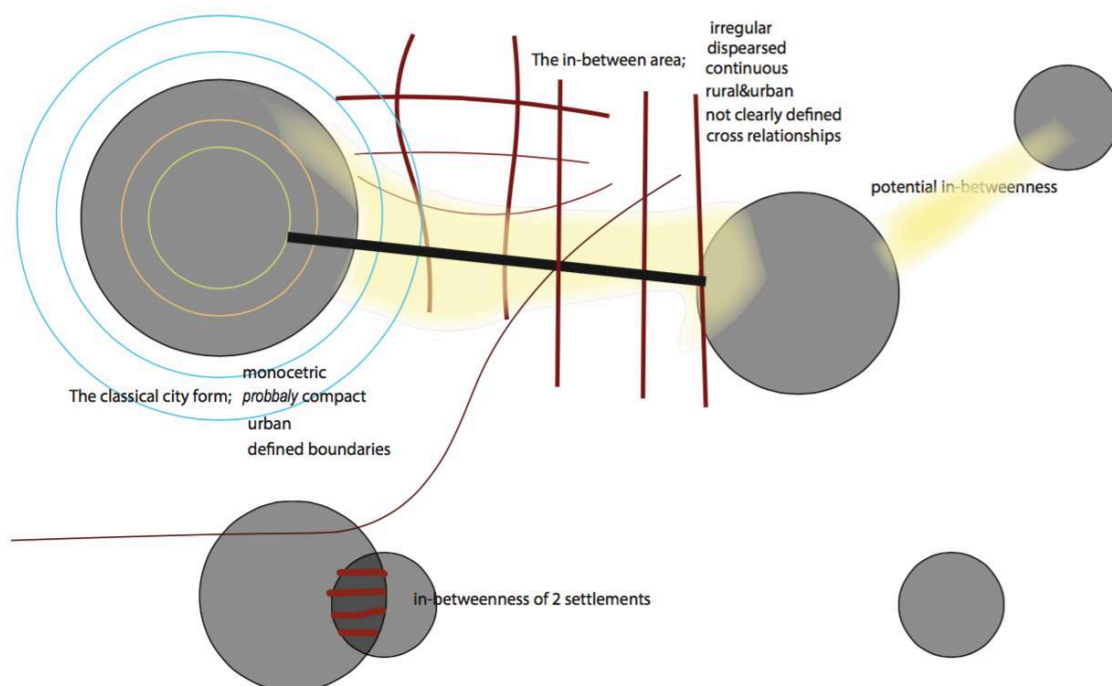


Figure 2.11. Conceptual illustration of a possible 'In-betweenness'

¹⁰⁸ Virilio, P., *The Overexposed City*. “The Blackwell City Reader”. (ed. by G. Bridge and S. Watson). Blackwell Publishing, 2002.

¹⁰⁹ Ibid. pg. 3

In-betweenness is a structure composed of a number of agglomerations, neither urban nor rural function, nor a traditional City nor traditional suburbs, having its own ‘fringe’ functions, which is observed as a new third space through a presupposed merge of two cities in one. Sieverts defines it not just physically, but also functionally: It is a bounderiless structure, resulted from a vast population streaming in all direction.¹¹⁰ Low densities of different activities and freedom in the location of the function are what defines the horizontality of the structure of In-betweenness and that the desire for a proximity to nature and a large amount of private spaces as well as distribution of employment and specialization are reasons why In-betweenness evolves.¹¹¹ The movement of people from one place to another changed the open countryside from a vast area into a small one because of construction in the new zone. Currently the open space of In-betweenness in the example of Ruhr is changed from the background of the City into figure bordered by mass settlements.¹¹² He shows this by stating that:

“The City cores are acquiring the character of the shopping centers and that the shopping malls of the In-betweenness are seeking to match the City centre in urbanness: we can see that the cities of historical cores only constitute a small fraction of the City and that other centres of attraction have emerged on the periphery.”

It can be said that the structure of the In-betweenness cannot be a fixed one such as the internal structure of the City. However, through the depiction of such kind of space and understanding its potentials as a new place, presumably it can be changed by different actors; technocrats, agencies, economical agencies.

Once you are settled it means that it develops, and it will take a form, it will be there and it will continuously emerge and expand too. Already there will be space for further growth and thus, the expansion itself will demonstrate its own structure and form. If we attempt to take a look at different City areas, it will support the fact that the In-betweenness is perceived “in a sympathetic manner as a unique City of archipelago with its own qualities. Reviewing back again the meaning of the City, Joseph Russel reminds of the Aristotelian definition of cities as “a class of things including certain formal elements and contained within recognisable boundaries.”

¹¹⁰ Sieverts, Th. (2003), “Cities Without Cities”, Spon Press, London, pg

¹¹¹ Ibid.

¹¹² Ibid.

Thus, within these recognizable boundaries, the plot structure of the City was delineated. With the passing of time the City grew within predefined borders. The (macro) form of the City was controlled by its own limits. Koci shows the relationship of the City within and beyond the limits, referred as 'plane' (the City) and the 'line' (the border) as quite intriguing, each inter-dependant and influencing the other, 'the form, is the effect of the limit: or the limit in-forms a substance in a metastable state, which subsequently assumes a stable form'.¹¹³ As differently put forward by Nijenhuis who elaborates on the idea as follows:

“The City does not radiate from the City, but is formed from the boundary. The limit is not the end of the City, but its beginning, in space as well as in time”.¹¹⁴

However, in the case of defining the limit of In-betweenness appears ambitious. Urban development in different parts of the world is subject to very different forces. While in some cities expansion is directed by heavy industry, private residential areas or housing, in other cities it is directed of overpopulation. Despite these forces - different in their own- produce in each case the dispersed form of the In-betweenness “which separates itself from the core City-if one still exists- and achieves a unique form of independence” in micro scale; however, in macro scale the relation with existing built surfaces breast obstacles for such an independence. Still, this remains to be seen in further developments of the 'In-betweenness'. In-betweenness, is found different in that epidermis where the urbanized landscape has grown beyond its administrative boundaries and is getting going everywhere.

2.6.3 IN-BETWEENNESS IN TWO LAYERS

Content and context are fundamentals on defining the type of In-betweenness. In understanding the In-betweenness as a new zone (of difference), new relations within compositional elements of such zones derives. The existing urban fabric relocates areas of In-betweenness. Further studies configure in-between space as an interstitial space placed not necessarily on the edges of the cities, but embedded in

¹¹³ Koci, V., 2005, Spatial Transformations of The Waterfront – As An Urban Frontier Case Study: Durrës A Port City. Unpublished master thesis. METU, Ankara.

¹¹⁴ Nijenhuis, W., 1994, “City Frontiers and their Disappearance”, AD, vol. 64, no. 3/4, p.12-14

the existing fabric. Apparently studies show that the In-betweenness is read in two layers.

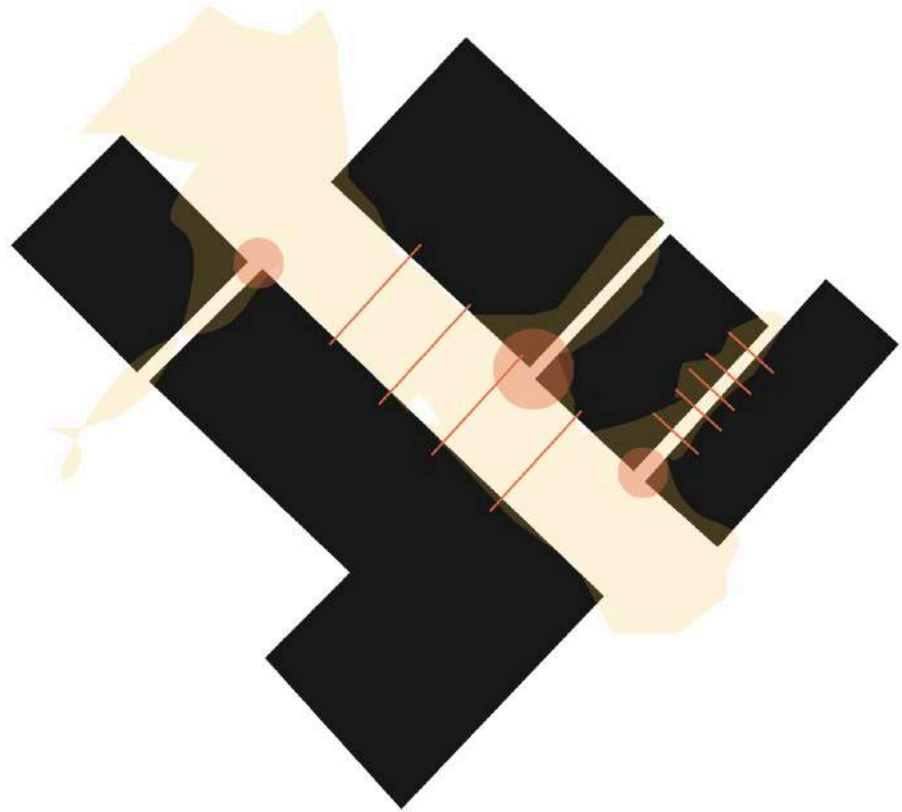


Figure 2.12 In-betweenness in microform and illustration of other possible cross urban relations

As a result of movement within the City and the establishment of walls within the existing urban fabric defines another In-betweenness of different character and scale. In this study they will be referred as first degree layer and second degree layer. The second degree layer, is the strata established and embodied in space after a post state and it cannot be present everywhere. On the other hand, the first degree layer, refers to the space of a local scale, individually found in different patterns. They represent themselves as in-between locations and produce different form of spaces beyond the walls.

2.6.3.1 First-degree layer; In-betweenness¹¹⁵ in microform

It appears to have the ‘character of nowhere that the cartographical representation ultimately presupposes’, but they exist and are spaces between. They ‘create communication as well as separation; more than that...establish a border only by saying what crosses it, having come from the other side.’...’Functions as a third element’...’symbol of exchanges and encounters’...’a middle place, composed of interaction and inter-views’. Such in-between spaces are configured as interstitial space or urban cracks, architectural elements, or lately Drosscape (2006)

2.6.3.2 Second-degree layer: In-betweenness¹¹⁶ in macro form

In making comparison among in-between spaces, the study finds important to divide the existence of such scapes in two. The second-degree layer refers to what this thesis focuses on. The in-betweenness of the second-degree layer in comparison to the first layer configures itself as a more readable area. In defining urban cracks as a ‘site’, Anne Caqueline says that “Le site se trouve à l’intersection du lieu et de l’espace, ce n’est ni l’un ni l’autre, mais une sorte d’hybride.”¹¹⁷ Anne Caqueline’s definition means “A site finds itself at the intersection of place and space, it is neither the one nor the other, but a kind of hybrid.” The similarity of the two degrees is reflected only in their uncertain belonging condition. Furthermore, the urban cracks and other first degree layer appear to belong more to the City. In their work on Urban cracks, Elly Van Eeghem says that urban cracks as hybrid ‘functionally indeterminate sites seem to have grown rather than planned and therefore appear to be the reverse of urbanism, “because they obviously do belong to the City.”

2.7 IN-BETWEENNESS AS CAN BE PERCEIVED

“One cannot destroy the City without destroying the countryside. City and countryside are anti ethical notions. The reconstruction of the territory must be defined in a strict physical and legal separation of City and countryside.”¹¹⁸

Leon Krier points out the necessity to reduce the built perimeters of the City in order

¹¹⁵ The first degree layer is found in plural (they)

¹¹⁶ The second degree layer is found in singular (it)

¹¹⁷ Please read, “Urban cracks; Interstitial spaces in the City’, presented in ISEA2011 ISTANBUL; source: <https://isea2011.sabanciuniv.edu/paper/urban-cracks-interstitial-spaces-City>

¹¹⁸ L. Krier, as cited in Larice, M. and Macdonald, E., 2007, “The Urban Design Reader”, Routledge, New York, NY pg. 232

to redefine rural land, to establish clearly what City is and what countryside is. He advises to abolish any functional zoning and there must not exist ‘metropolitan centre and periphery’. He postulates that: “There can only be urban quarters which integrate all the functions of urban life”¹¹⁹.

Hence, Anthony Vilder describes in-betweenness as something to be considered as an urban quarter or as “the third typology” of City form. A typology that arises “for continuity in urban form, the importance of function in form-making, and as a critique of an unsatisfactory modernism.”¹²⁰ He rejects to see this typology for nostalgic and historical replication, suggesting that the types within the third space “should be interpreted within our current time and the local context”.

2.8 CHARACTERISTICS OF ‘IN-BETWEENNESS’

The Table 2.1 layouts the possible characteristics that the ‘In-betweenness’ as a third space holds in reference to the case study.

¹¹⁹ Ibid.

¹²⁰ A. Vilder, as cited in Larice M. and Macdonald E., 2007, “The Urban Design Reader”, Routledge, New York, NY pg. 252

Table 2.1 The characteristics of In-betweenness

ASPECTS	CHARACTERISTICS
<i>SPATIAL or PHYSICAL</i>	<ul style="list-style-type: none"> ▪ Infinite urban form & functions → “continuity” ▪ A settlement with a nucleus and agglomeration of a number of these settlements ▪ Emptiness between these urban containments ▪ Connectivity loose in smaller scale and and tight in larger scale ▪ “Boundariless” ▪ Neither urban nor rural functions/landscape – characteristics of both (interwoven urban / rural functions) ▪ Not quite traditional City, nor traditional suburbs. ▪ Neither urban nor rural landscape → “Urbanized landscape” or a “landscaped City” ▪ A (<i>satelite</i>) structure without a clear centre, but containing specialized areas, networks and nodes ▪ A diffused or disorganized urban form with individual island of geometrically structured patterns (<i>though from a different perspective, it can be interpreted as ‘non-geometric’ space</i>) ▪ The relation between centre and periphery – not a circular relationship, but different according to each case, conditions / situations ▪ Physically contiguous or urban separations → or, as a result, a synthesis like “urban separations with physical contiguous spatial forms” ▪ Neither a border, nor an edge but an ‘interface’
<i>ECONOMIC</i>	Local economic cycles dependent on the world markets -- - new land-use functions. (e.i., in the case of Durana, the economic dimension of the land of in-betweenness before the 1990s was agriculturally based. Today the In-betweenness contains different commercial, indutrial, agricultural, educational functions. In reference to different studies 60% of the investments in this area are foreign investments.)
<i>LEGAL & ADMINISTRATIVE</i>	Beyond the administrative borders of the City – who is going to govern “in-between spaces”?
<i>SOCIAL</i>	what kind of economic and cultural groups live, work and use?

REASONS OF EMERGENCE How inbetweenness emerges and develops?	Unplanned / piecemeal or individual decisions → showing us the importance of CONTINGENCIES. In-betweenness is an EMERGENT generated by PLANNED/UNPLANNED planning actions/interventions, and CONTINGENCIES (eg. in the case of Durana, it started with informal settlements, factory and other worker settlements, gardens, commercial shops, service spaces, etc.
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Table 2.2 Separation of developments at the fringe

NOMENCLATURE	LOCATION	REASON	FUNCTIONS	STATE	DEVELOPMENT
EDGE CITY	located at the intersection of an urban belt-way and a hub-and-spoke lateral road.	Dominance of the automobile and the associated need for parking, the communications revolution and the entry of women in large number into the labor market.	Privatopia, residential space, office space	Fuzzy, but with recognisable edge	SUBURBAN
edgeless city	sub regional structure, located at the end.	Sprawl; horizontal layout.	have large volumes of office space	found at the edge and within the edge, very hard to delineate	POSTSUBURBAN
In-betweenness	Intermediacy In the spatial interaction between two other nodes. Between an origin and destination.	Conurbation, sprawl, horizontal layout	urban functions; Airport, warehouse, commercial; head quarters	Intermediate, bounderless.	POSTSUBURBAN

CHAPTER III

ALBANIA AND 'IN-BETWEENNESS' ON TIRANA-DURRËS

This chapter introduces the historical development on Albania and in particular illustrating the general characteristics of the main research biPole cities in reference to the case area, Tirana and Durrës. Based on temporal spatial development of the cities, a new third space is observed which is manifested as a *zone of difference* defined as 'In-betweenness', explicitly defined in the previous chapter. The study examines 'In-betweenness' as a post development phenomenon, thus, in this chapter importance is given to the Post development of Albania by analyzing its demographic pattern situation the existence of informal settlements –their creation and the spatial developments of the main cities. In such framework, in analyzing and interpreting different sources and studies on the case study area, this chapter portrays the Tirana-Durrës expansion and at the end materializes the compositional physical pattern of the 'In-betweenness' in reference to the *today's pattern*.

3.1 HISTORICAL BACKGROUND ON ALBANIA

Albania is part of the Mediterranean South-East European region located in the Balkan peninsula of Europe. Greece, Montenegro, Serbia and Macedonia are the country borders of Albania and from a distance of 72 km from the sea on the west is Italy. (See Figure 14)



Figure 3.1 The Geopolitical map of Albania until 2000

In its existence the country has been ruled under 6 (six) regimes which have experimented with the main cities. Studies show that for several years, until the middle of 20th century there was no urban life in the main cities. Currently Albania, a country composed of small towns, is undergoing a process of reorganization due to previous urban development.

After the Fall of Communism, in 1990, the Albanian country with a population of more than 3 million has faced a sudden and intense transformation in political, economic and social spheres. This transformation meant the beginning of a

democratic system, shifting from an autocratic, centralist planned economy into a free market economy. Contradictorily, the Albanian communist regime was rough and it was one of the most severe ones in the former Communist Bloc countries. For 45 years, the whole country was not only isolated from the Western World but also faced isolation in itself. Albanians, through harsh regulation, had difficulties, and sometimes they were even prohibited to move within and outside the country by the law. The collapse of Communism challenged Albania with all dramatic changes that the newly gained freedom would bring. In the first place, these changes led to the rise of a fast and chaotic urbanization which was the result of high rates of internal migration, as well as international migration. This process of demographic change instantly scattered all throughout Albania. For instance, based on the demographic changes that occurred after the 1990s in Albania cites, Carletto et al. (2004, p. 1, cited in Jorida Cela, 2005-2006) who legitimately points out that “migration, internal and international, is perhaps the single most important political, social, and economic phenomenon in post-communist Albania, and has been a dominating fact of everyday life in the last decade”.

“Estimates show that as many as 900,000 Albanians (almost 30% of the total population of the country) migrated either abroad or within the country.”¹²¹

Furthermore INSTAT (2004c) describes the international migration as one of the most spectacular in the 20th century Europe meanwhile the internal migration influx was powerfully dominant and of unprecedented dimensions. Analysis show that the people flow within the country took place from the rural areas, mainly from the northern and southern part of the country settled into the main cities of the country, Tirana and Durrës. The post Albanian land was no more nationalized and villagers had difficulties in controlling the agricultural land production, thus they moved toward more geographically adequate areas in the center and to the western coast of the country. A new demographic pattern that altered the all country, in particular Tirana, the capital City and Durrës the port City, was the outcome of such movements.

Both the cities,

¹²¹ INSTAT 2004c; cited in Cila, 2006.

“...Received the bulk of migrants from the entire country. At a time when the annual population growth at the country level was slightly above 0.5%, population growth in the main cities climbed sharply at 5-6% per annum. Country’s urban population increased from 36% in the year 1989 to 42.2% in the year 2001 (INSTAT 2004c) to 45% at the present (INSTAT 2005a). Tirana is the largest urban centre in the country, with 67.8% of its population residing in urban areas.” (INSTAT 2004c; cited in Cila, 2006)

This migration of unprecedented dimensions (See Figure 15) gave birth to an “illegal” process of urbanization and found the government unprepared. In spite of the critical situation that was happening in a post-communist Albania, treatment has been next to nothing, both from a governmental/institutional and academic perspective.

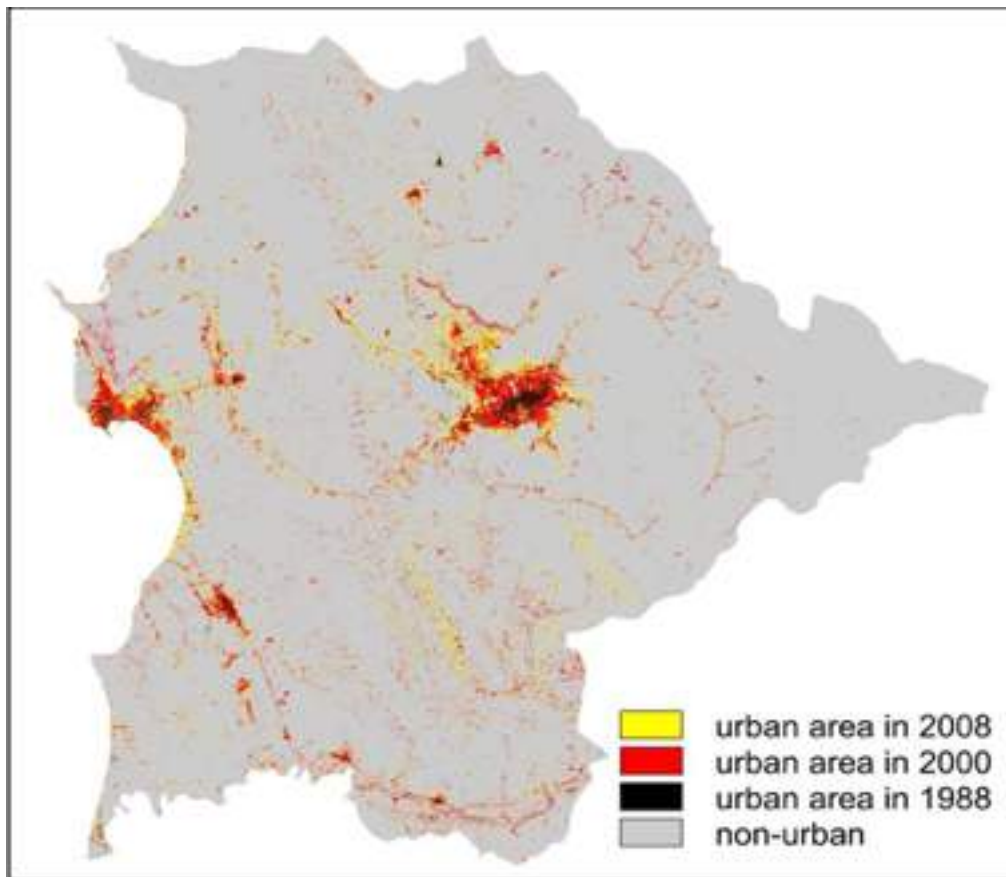


Figure 3.2 Urbanization map of Albanian principal cities

As a matter of fact, what was happening in a Post-Communist Albania was a “grabbing” land process. People grabbed a land and constructed their own house

which lead to the formation of what today the planning law refers as ‘informal settlements’. (below explained) This grabbing process happened individually and in a “self deciding” situation as the arrival of people within the central places and mainly in the outskirts of the southern areas faced lack of planning policies.

Consequently, this uncontrollable expansion shows the handicap that the government had in Urban planning system. The urban planning system of Albania is based on an old law introduced in 1998; Law no. 8405 on Urban Planning (Ligji i Urbanistikës) operating with the urban regulation plan (Rregullorja e Urbanistikës). A report on ‘Tirana City Development Strategy Project’ in April 2014 by Government show that the Urban Planning law approved first in 2009 is not actually in force due to missing of other legislation parts.

The “informal (illegal) settlements mushrooming in the urban fringe, together with the growth of satellite ‘cities’ lacking (adequate) access to infrastructure and services, which was unlike the normal trends of urbanization seen in other countries”¹²² were the output of continuous flow of people materialized in an altered pattern of urbanization, as previously mentioned, in Tirana and Durrës. Based on such post developments the research is focused on the most affected cities contested in a post-communist stage as their urban fringes, appertaining to Tirana and Durrës, are expanded. Moreover, further new settlements are emerging toward each other affecting pattern changes and introduction of new forms.

In this study, the intelligibility of demographic pattern contested in a post-communist country is important as it appears as the cause of the newly formed urban areas. Moreover, the role of the urban planning system of the post Albania and the administrative organization of the division of the cities is seen as a principal actor in progress of such areas. The report of 2014 on Tirana City development strategic Project, however, points out the inferiority of the urban planning systems. Such system functions in reference to Decentralization Law¹²³ -currently replaced with the new law on Territorial Division- ‘is not clear’.

¹²² Hall 1996, Çabiri et al. 2000; cited in Cila, 2006.

¹²³ The law no. 8652, dated 31.07.2000, “On organization and functioning of local governments”, article 9 defines three types of functional for local government units (LGUs- Commune, municipality and region) i) exclusive/own, ii) shared/joint, and iii) delegated (both mandatory and non-mandatory). It also defines several types of authorities, such as regulatory, administrative, investment and service. Source; 2nd Progress Report on Tirana City Development Strategic Project, April 2014

3.2 DEMOGRAPHIC PATTERN

Demographic changes are one of the major determinants influencing in City's transformation. The demographic changes in Albania, however, are influenced by three factors:

1. International migration
2. Internal migration and
3. Population growth

3.2.1 International migration

Views about migration and migrants have always been that populations were mainly immobile and, that migration is a late phenomenon. There is, however grounds for to challenge this hypothesis, and to view population movement as the norm rather than an exception (De Haan A. 1999a, Ellis & harris 2004; cited in Cila, 2006), which has strongly impacted on the setting of immigrants. This could be the case of Albanian context. Migration has happened for a long time in Albania. Emigration date back since the Ottomans occupation. During the 15-18th century Albanians have migrated towards Greece and Italy and they proceed during the WWI – WWII as well as during the first years of the establishment of communism in the country.

Till the 20th century, when all the countries of Balkans were agrarian, emigration continued in a large dimension and it was reaching alarming effects. An official report of that time has stated that “emigration of Albanian workers is becoming a serious threat and endangering the interests of our people”.¹²⁴ One should not forget that in the 20th century, World Wars took place, thus there was room for low level of development. Another cause of emigration was the economic and social backwardness of the country considered as the weakness of the main Albanian cities. The research shows at that time Albania was a rural country and it still contain agricultural land and its main activity was agriculture and very little

¹²⁴ Cabiri et al. 2000: 35.

industry. Emigration (international migration) beside negative effects had a positive impact on the country, though little with reference to economic aspect. However, the development of industry, construction and transportation during the communist regime made the urban areas to grow more in number than in size. In reference to the studies in the Albanian context the inhabitants of different regions have financed in their country by sending income. Thus, the increase in revenues would reduce unemployment, which was high and would create conditions for construction and transport services.

Regardless of how the current situation of that time was in Albania, the exodus continued in large dimension until 1945. Still, in 1945 during Communism although the country continued to have difficult economic conditions it was followed by social and economic isolation and international migration was forbidden. This situation continued until 1990. Prior to 1990, Albania's economic situation was deteriorating and the radical political change that was taking place in Central and Eastern Europe provided a catalyst for the collapse of Communism. This faces with a large decrease of the population number. The study in reference to the Tirana-Durrës region, "Towards a sustainable development of Tirana- Durrës region" (2007) illustrates a loss of Albanian inhabitants in 735,500 and that the total population number of the study area in this research in 1997 was 758,000 inhabitants. Even the end of the 1980s and beginning of the 1990s were considered as the right time to act for the end of the communist regime, it didn't stop the international migration towards different countries. The collapse of communism meant another period of high rates of international migration and increasing internal migration.

3.2.2 Internal migration

Economic, political and social developments in the country determined the migration intensity, direction and motives. The internal migration has affected the Albania's Urbanization structure and composition; however the urbanization of the country in a pre- Communist condition was very low due to its urban planning systems. Due to the economic and social condition of Albania as extremely poor and rural the analysis on the population growth since 1923 has shown a clear and continuous movement from rural to urban areas of the country. These movements

for the last 20 years have been the dramatic factor of Albanian transition. At the beginning of 20th century, 10 years after Albania was proclaimed as Monarchy exactly “in 1938 only 15.4 of the population in the country lived in towns. During the WWII people for different reasons moved to towns and urban population increased to 21.3 %. Immediately after the WWII some of these people moved back to the countryside. In 1950 another substantial increase is observed in the urban population, which since then continued to grow” intermittently¹²⁵.

Before the Communism the urban population was increased 4 times in comparison to the rural areas. Ervin Dojce (2002) in his thesis states that it “increased by 84 %, compared to 28 % of the village and rural areas.” Furthermore he locates this large scale increase of migration mainly “from remote mountainous areas to the lowlands and in particular to coastline.” For 15 years, except the years between 1945-1960, high rates of migration from villages to towns took place. After 1961, Albania saw the creation of agricultural co-operatives and the beginning of a rapid process of industrialization in the urban areas of the country and creation of new towns (This process of urbanization and industrialisation affected almost the whole urban structure of Albania. Development of industrialization led to rapid growth of towns which converted into industrial cities. Their conversion meant increase of labor demand pushing the migration of whole families from rural areas to towns and main cities. Prior to political changes of 1990, new policies such as ‘Tu qepemi maleve dhe kodrave, ti bejme ato me pjellore ashu si dhe fushat’ (lets climb the mountains and hills and make them as fertile as plains) were applied¹²⁶. This led to the creation of artificial population.

¹²⁵ Danermark, 1993:78; cited in Dojce, E. 2002, pg. 41.

¹²⁶ Cabiri et al, 2000.

After 1990, policies restricting the movement of people were lifted and the country faced sizeable changes in its social, economical and political structure. “Between 1990 and 1998 the City population grew by 31% and for the first time the rural population fell by 13%”.¹²⁷

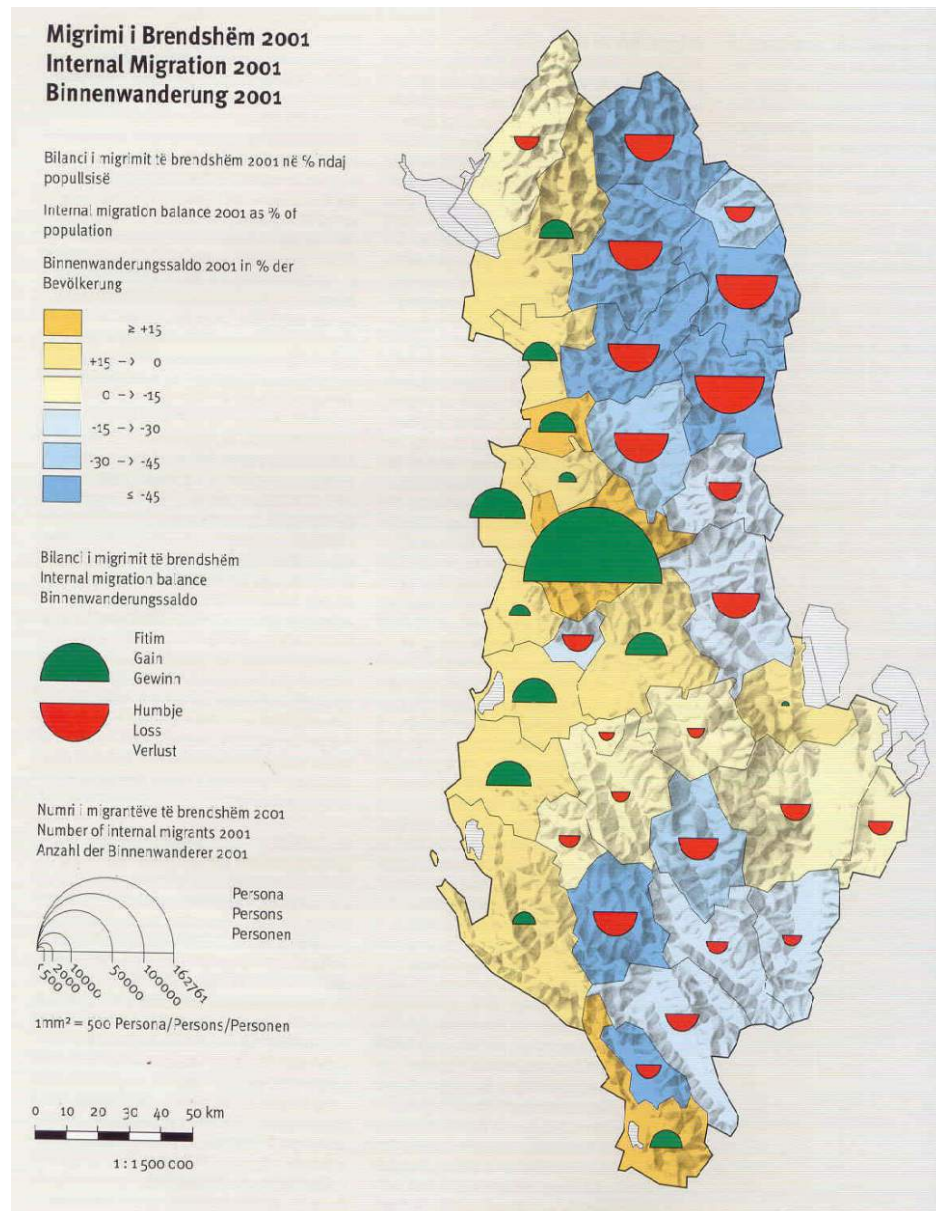


Figure.3 Map of Internal Migration in 2001¹²⁸

¹²⁷ Cabiri et al, 2000.

¹²⁸ Source: Berxholi et al. 2003 in *Coping with Urbanity: A Study on Rural-to-Urban Migrants in Kamza, Tirana, 2008* mentioned in *Studies of Durana by Atelier Albania*. See; *Durana Competitions*

3.3 POST ALBANIA: THE URBANIZATION AFTER THE 1990S

‘In-betweenness’ introduces itself as a post phenomenon, thus the study finds important the focus on the post Albania. In reference to the change of the state form and due to the flow of people, the post Albania faced ‘the new’ in every dimension and for an undefined period the country appears to be in a state of undecidability of its urban situation promoting the ‘empty areas’ to unfold.

During this stage a large region (Tirana-Durrës) has been intensively developed. “Prior to 1990, Tirana accommodated a population of 275,000 residents, while nowadays is accommodating over 800,000 residents. Durrës has experienced a similar process, although the rhythm of growth has been a little bit lower. Durrës grew from almost 200,000 residents in over 400,000 residents. Projections are that the entire region might grow until the level of 2,000,000 residents.”

In this context, the post Albania urban structure, in reference to In-betweenness as a 20th century urban setting formation, is of crucial interest. After the collapse of communism, Albania emerged from an autocratic, totalitarian communist regime, which isolated the country and its people from the rest of the world.

The regime turnover, sudden and unplanned, was a major shock affecting not only the livelihood of people, but also the structure and composition of institutions in Albania. Yet, while the bureaucratic institutions took time to adapt, people had to take action at a time when their livelihoods were at stake. Among other things, the new political changes presented the Albanians with the opportunity to move freely and decide to choose their own house. As after 1990, a new structure and composition of social, political and economic took place, a new way of living has been born. In the most part of the country, people arrived in cities with an immediate priority to build a home, often illegal. They grab a piece of “free’ land or obtain a construction permit of doubtful legality in order to create living conditions to allow their whole family to join them in the City. The most affected cities of post Albania are Tirana and Durrës, which together with their surrounding villages have suffered significant demographic changes following the nineties and today they are urbanely expanding toward each other. For instance, the Tirana –Durrës axis, is of great importance to be understood and how to be developed considering all the

studies realized for both cities. These studies show that “The Tirana-Durrës region is growing the most rapidly and could become a metropolis. About one-third of the country’s population is concentrated in this area and the trend suggests it will grow even faster in the future. This region is not only the most developed part of the country in terms of the economy and social terms, but also the biggest concentration of state, educational, cultural and scientific institutions. Its natural resources and potential for industry make it attractive to migrants.” (See figure 17) [a priority of the current Government is to study the effect that this population growth will have on the development of the region]

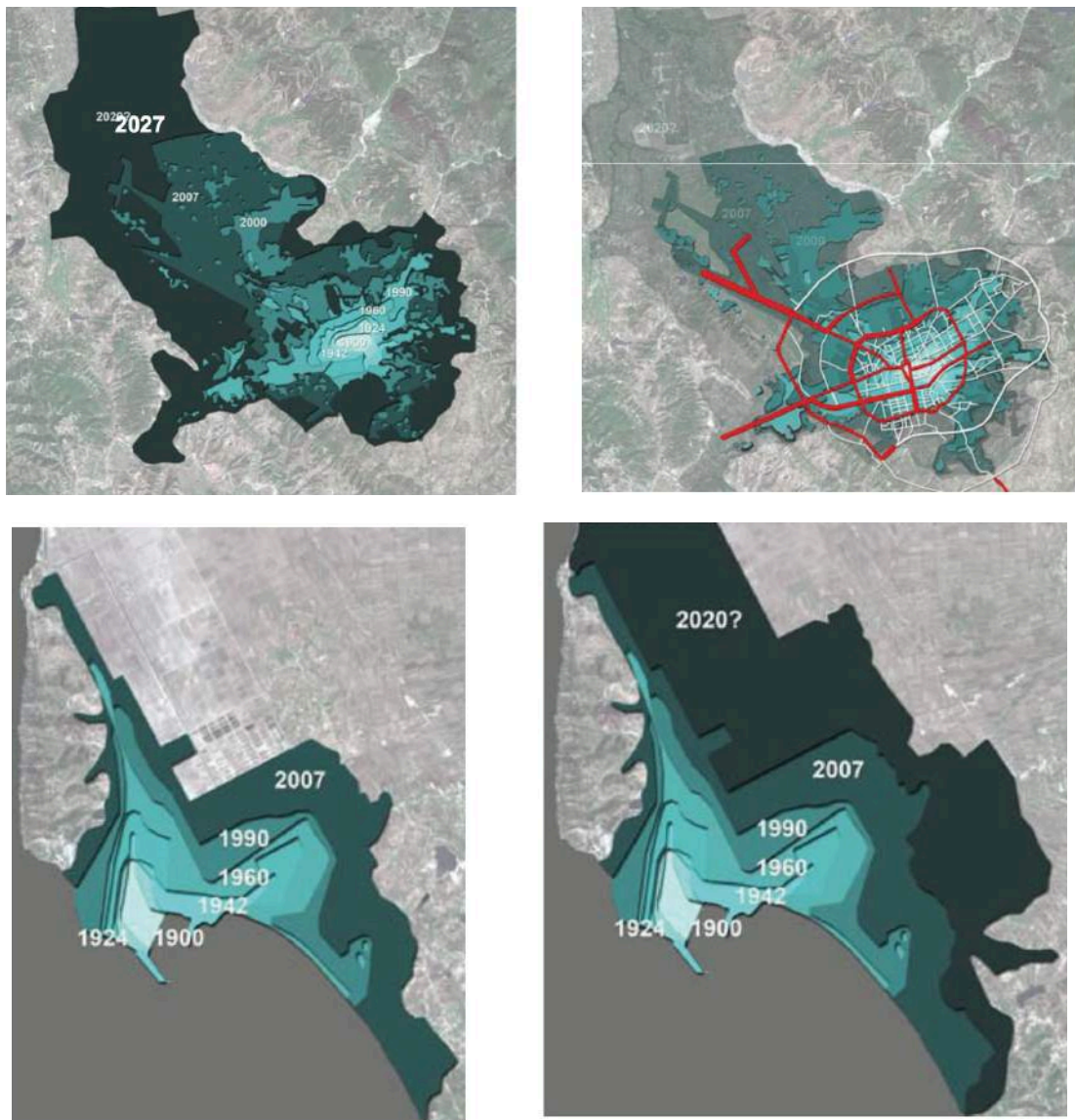


Figure 3.4. Map of possible growth direction of Tirana until 2027 (above left), Map of Possible growth direction of Durrës until 2027 (above right)

Before 1990s	After 1990s
Centralized economy	Free market
100 % state urban land	80% private urban land
State housing provision	Private/individual housing
Centralized planning system	Decentralization/Local Government Units in charge for urban management (today new law is approved 'Territorial division'
Strictly controlled migration	Free movement of population
State the only one sector	Civic society and private sector

Table 3.1. Comparison of Albania before and after Communism

3.3.1 Informal settlements

The empty areas within each City, appeared to be the best space to locate one's self, are today referred as informal (illegal) settlements). Due to the lack of planning law and due to the immediate change of state system informal settlements were the result of movement of people from one land to the other.

The government, especially the Municipality of Tirana, is working for a sound and reliable legislative framework. Building Codes, Planning Laws and Regulations are outdated and are not totally effective. It appears that the legislative scheme is represented still by the law n.8405 of 1998 on 'Town Planning' which defines planning in article 2. as "the main dispositions that regulate the management and the architecture of the construction works in the Albanian territory"¹²⁹

¹²⁹ Final Rapport on urban planing -Building Regulation and Standards funded by European Union in cooperation with Buro Happold.



Figure 3.5 Informal Settlements in the Outskirts of Tirana

Reports on the urbanization of Tirana-Durrës region, find another important law n. 8402 of 10/9/1998 on the “Discipline and control of the construction work” as an incomplete law. In 2004 due to the boom of informal settlements government has added another Law no. 9304 on legalization and urbanization of such settlements.

The article 3 of this law defines informal settlements as;

- a) the area edified not in conformity’ with the urban instruments;
- b) the area occupied by illegal residential buildings or without construction license,
- c) the area that does not benefit of a particular protection, established by normative acts.¹³⁰ (See Figure)

Jorida Cila on her work in the area appertaining Bathore¹³¹ composed and defined based on informal settlements locates this pattern in the urban fringe emerging

¹³⁰ Final Rapport on urban planing -Building Regulation and Standards funded by European Union in cooperation with Buro Happold.

¹³¹ Jorida Cela structures Bathore as “an all-migrant population of about 25,500 inhabitants. It is built entirely informally through self-help and is closely connected to the City of Tirana via access to and use of the City’s labour market, education and health facilities. The name of Bathore came to exemplify all informal and illegal developments that occurred in Albania after 1990.”

‘together with the growth of satellite cities lacking (adequate) access to infrastructure and services, which was unlike the normal trends of urbanization seen in other countries.’

However, this pattern is not developed just within the Albanian country. In many cities of developing world informal settlement has been a result of rural-urban migration, ‘which lack adequate basic physical and social infrastructure, lack tenure security, and face a number of problems.’¹³²

Furthermore, in reading Jorida Cila (2006) it is necessary to emphasize;

“Informal settlements in Tirana cover an estimated area of 900 hectares, materialized in around 25,000 informal buildings accommodating 75,000 people (Tirana Municipality 2006). Informal areas have developed within as well as outside of the administrative boundaries of the municipality. The peri-urban areas of Tirana are mostly inhabited by migrants, are largely informal, and characterized by individual, low density housing. This unmanaged growth has resulted in constructions on public land or agricultural land, usually lacking adequate (or any) physical and social infrastructure (Aliaj 2002, Tirana Municipality 2006). This uncontrolled growth has led to the formation of an area which is neither urban nor rural. As a consequence, there is now a strain on the provision of public services and infrastructure, including housing, water and sanitation, provision of electricity, health care facilities, etc. that has affected not just the areas where migrants have settled, but the whole City. As de Soto et al. (2002) identify, peri-urban residents of Tirana suffer from very high rates of unemployment, poor health and poor perception of government.”

This nor urban nor rural area, stationed in-between refers to the area in the middle of two early defined urban settings, Tirana and Durrës. In this context, the migrants and later called as the inhabitants are located unconsciously in-between this area as being close to principal cities of the country creating unexpectedly another type of space.

As a matter of fact, the social composition of the newly formed area will unconsciously expand toward each other if not, reports and analysis show that new Visions for future developments (see figure 17) of the main cities are forced to expand toward each other.

¹³² Cila,J., (2005-2006), “Making a Livelihood, A study of rural migrants in Bathore, Tirana”, Rotterdam, pg.12

Analysis on the anticipated growth considers two development approaches¹³³; 1) Expansion of the main cities toward their northeastern part and 2) the expansion toward each other on the Tirana-Durrës Axis, protecting thus the physical barriers of each main City; The Dajti mountain, the hills located between Ndroq and Vore, the hills located between Durrës and Porto Romano and the coastline. In such context, further development in the region will directly impact the area between the both cities, which as a total (the whole region) is supposed to host and accommodate ½ million.

3.4 FACTS ON POLE CITIES: TIRANA AND DURRËS

This section of the thesis will give some facts on both the cities. For the most part, the section will be focused in the Tirana City as the principal City of the Albania, Durrës and Tirana-Durrës axis. The intention is to approach both cities, Tirana and Durrës- which communicate an attitude of expansion toward each other due to their actual state developments-: by narrating their formation history from their originating point as small urban areas until their urban reform during Communism and their post state produced by non-hierarchical sprawl developments. The planning system is mainly illustrated in the Tirana City as it is considered as the most affected City by uncontrollable expansions. Such process, though not in too many details, is necessary in order to understand the complementary cities influence on the In-betweenness- in order to understand, to process, to read and define their impact on this new urban form- a potential area.

3.4.1 TIRANA CITY

Today is impossible to think of Tirana without thinking its surrounding areas. Based on history the City has gained the name due to its physical composition which is formed out of the hard earth swept down by the water from the nearby mountains.

¹³³ In the analysis on Tirana Durres 2007 (Kudri I Zhvillimit rajonal) approach terms is referred as Recommendations issued in 11 main recommendation points.

The inhabitants called it “te rana” meaning ‘the fallen materials’. However there exist different sources showing the origin of the today’s capital.

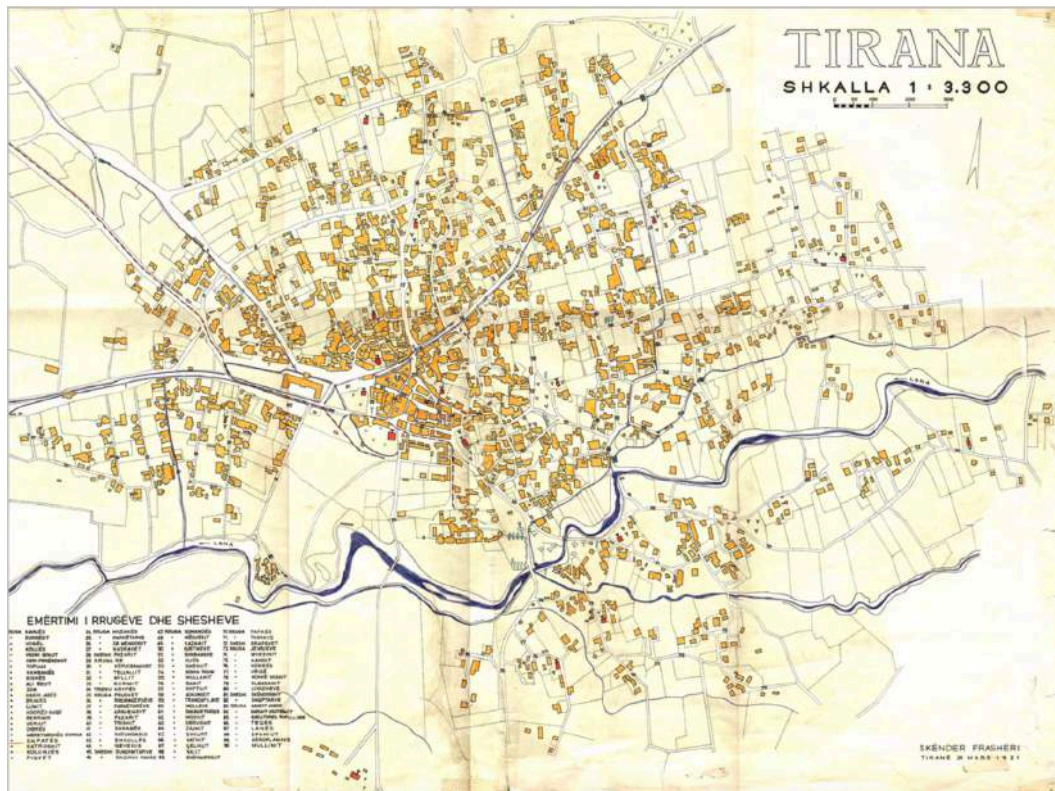


Figure 3.6. The Tirana spatial organization after 1912 (te_rana)

Through years the City has reflected its change in structure such as in 1614 the Ruler (Sulejman Pasha) constructed a mosque, a bakery and a Turkish Bath. These constructions has served as landmarks for the City and can be considered as elements affecting the increase on the number of the population. The City based on the research shows that it has always increased in number and in space. The most tough and demanding period has been the post communism stage, which faced the citizen and the planning institutions with new issues.

During the communism the structure of the City was based on soviet urban principles. In 1957 the Institution of Town Planning and Architecture introduced with the aid of Soviet Union the first ‘socialist’ regulatory plan for Tirana based on Soviet City planning principles (Aliaj 2003b:57 cited in Julie Abut 2006). The first regulatory plan structured the City in a ‘*layer system*’ designed for the needs of the inhabitants. The *layer system* functions based on the usage of different activities by

inhabitants. In such system the main functions as nurseries and schools used on a daily basis, are found at the level of the micro district. Meanwhile, the official institutions and museums which are occasionally visited are located in the center (French and Hamilton 1979:61 cited in Julie Abitz 2006). The product was a well-organized space, found not only in the capital City but in the adjacent cities as well which configure the same spatial concept.

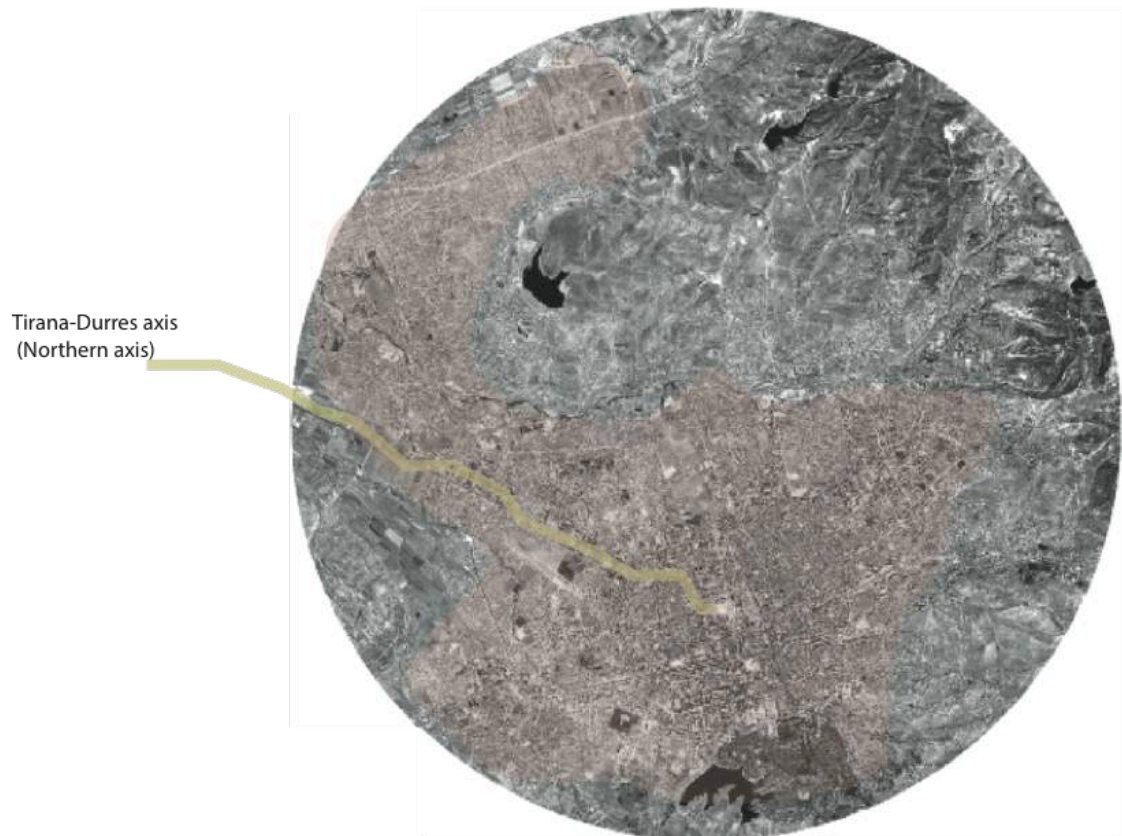


Figure 3.7. Aerial map of Tirana 2014

The City of Tirana during Communism configures its spatial organization in a compact form, composed of 225.000 inhabitants, comprehensively planned for a high degree of self-sufficiency where the urban edges were reserved for horticultural and food production. Mountain slopes were protected for water supply and the streams were channeled to drain quickly through and around the center. However, within the same regime but in its second part, after 1960, the purposes of the terrain usage appear different. (mentioned in the Demographic pattern section). Studies show that the City created a large Central Park concept in the 1950s with a water

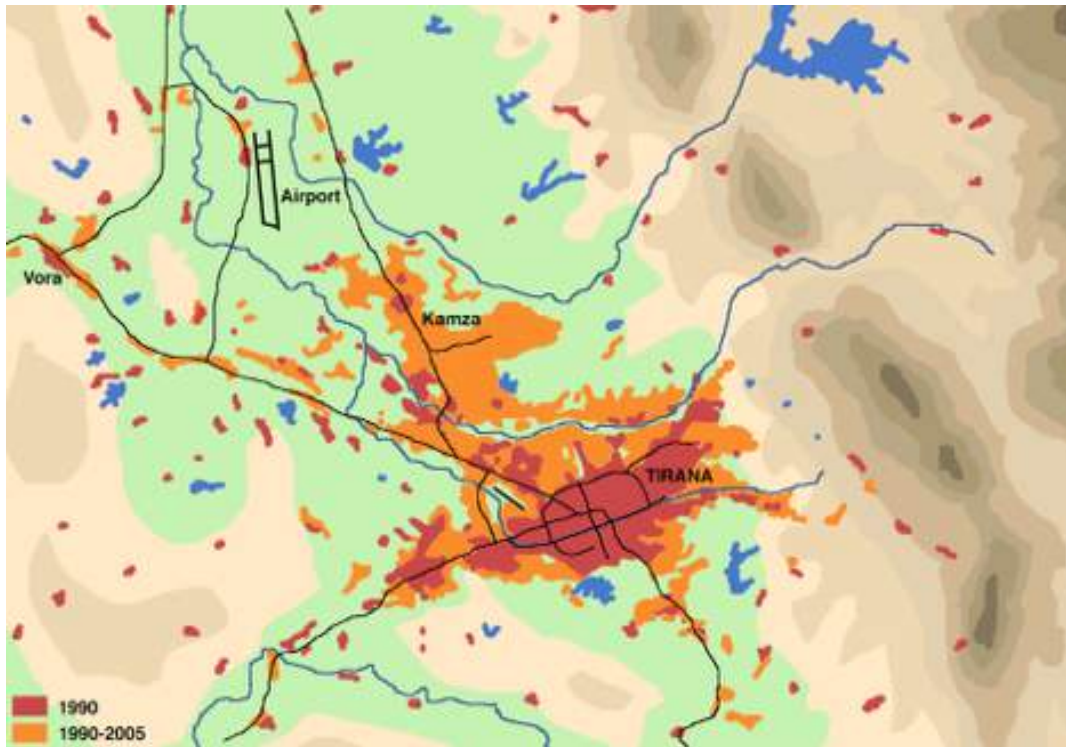


Figure 3.8. The growth expansion of Tirana after 1990

reservoir¹³⁴ and native trees to beautify the brown, rocky landscape.

For the first time after the End of Communist regime, Tirana and its surroundings phased a clash of different social groups living together and sharing the same public spaces. In the after 90's the population was increased fivefold to 600,000 inhabitants which indicated a rapid growth that the capital City faced after the change of the State form.

The dynamism shown by population of Tirana and its surrounding regions, defining an boundarylessness, extends far beyond the actual administrative boundaries of the Municipality of Tirana (MoT) forming thus a continuous entity that includes the communes and municipalities of Farka, Dajti, Paskuqan, Kamza, Kashar, Vaqarr and Tirana. The doubled population affected the spatial growth of the City, which seems to be grown toward the north axis due to the extensions of the main road arteries. This growth has been an enormous challenge for the Albanian

¹³⁴ The element of reservoir appears not just within the City, which represents itself in large dimensions, but outside the City as well. Reservoir is a specific body of water used for the storage all constructed within land.

institutions and it still exist.

This development that took place against the backdrop of political, economic and social changes and during the redrawing of the political map of the Balkans marked the beginning of the 1990s in Albania. Tirana has thus become, in short space of time a new key of the political, economic and cultural geography of Europe, placing the Tirana-Durrës urban region as the center of international transport routes. (Draft final paper/ august 2008 regulatory plan).

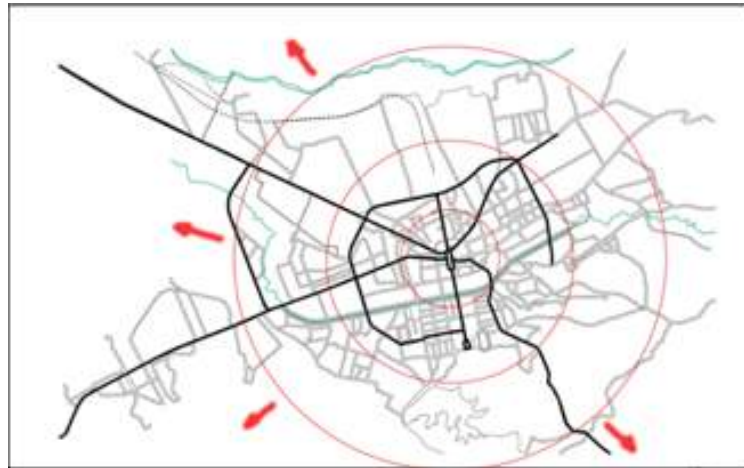


Figure 3.9 Direction of possible expansion of Tirana City, (showing the protection of the Dajti Mountain in the eastern part of the City)

3.4.1.1 Legislative setting and administrative boundaries

The urban planning system of Albania was based on soviet planning systems however today the legislation framework is reviewed and partially modified. In comparison of developments of the City in different regimes studies show that during communism the urban planning strategy introduced an anti-urban strategy as Besnik Aliaj concludes. The strategy focused mainly on ‘the allocation of industrial investments to all regions, an improved physical and social infrastructure, and the creation of agricultural cooperatives and state farms.’¹³⁵. Furthermore, the system’s output was a strong division between urban and rural areas where not just the size of settlements was a determinant on their division but the lifestyle of on such areas as well. The urban planning system during communism - strongly applied in Tirana- is necessary to be understood in the spatial organization of the City which is organized in two governmental techniques: *The yellow line* and *new towns*. This organization

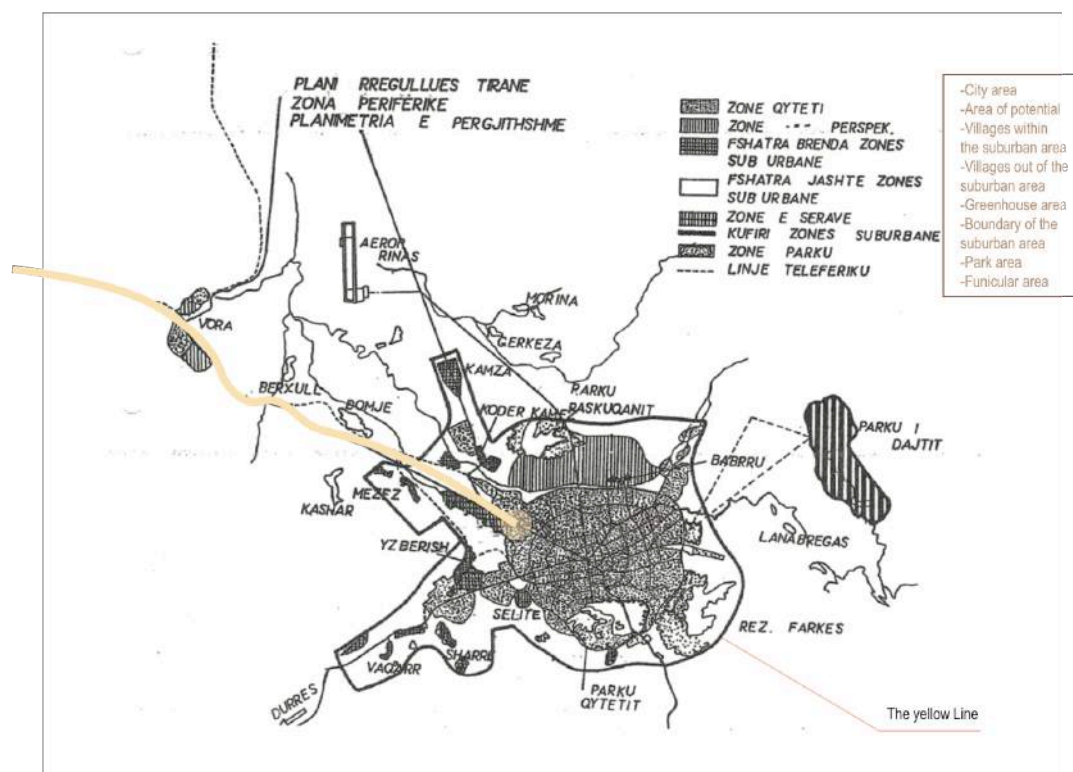


Figure 3.10 Urban regulatory Plan of Tirana during Communism/ General Plan

¹³⁵ Aliaj 2003a:29 cited in Julie Abitz 2006:47.

was followed for a long period. Still today, the administrative boundaries of the principal cities are based on the *yellow line*. The Urban Planning Regulatory Plan (2009) p.57 and 58 defines Yellow line as:

“The yellow line refers to Tirana City boundaries of the urban areas under the jurisdiction of Tirana Municipality.”

The Yellow line.

The studies show that during the communism, 1960, the organization of the whole urban body of the City was constructed through a ‘yellow line’. The yellow line in the Albanian capital referred to the administrative town border executed in every City.

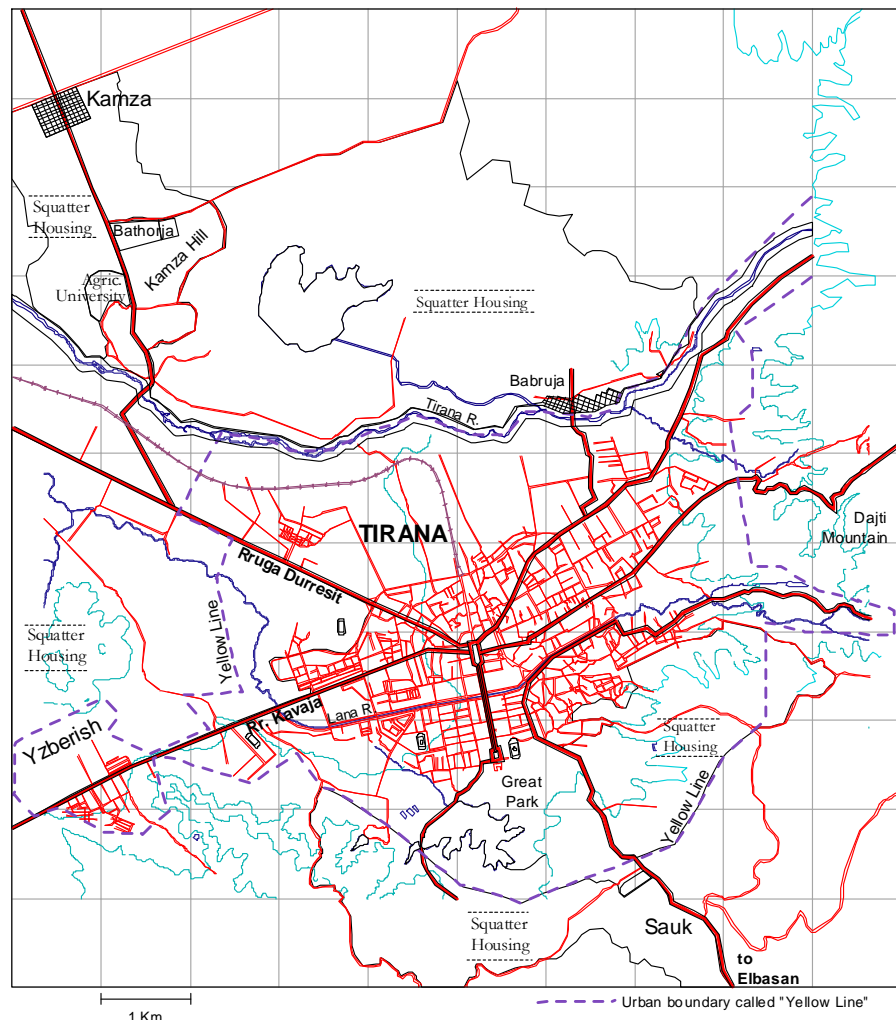


Figure 3.11 Yellow line in the Urban regulatory Plan of Tirana during Communism/ General Plan

In such context, this 'line' 'was a clear marking of the City (urban) versus the countryside (rural).' Julie Abitz cites Saltmarshe who describes the movement of the people outside the 'yellow Line' stating that:

"Tirana, as the capital City, was a popular site to inhabit, and with a size regulation like the Yellow Line it was only the privileged people who were given this opportunity. Party members were the only ones who had access to internal migration and they were therefore the only ones who could cross the Yellow Lines and live where they wanted."¹³⁶

Inhabitants within the yellow line had to take permission from the administrative institutions. Furthermore, the usage of private vehicles during those times was prohibited, thus the movement was more difficult.

"Permission could only be obtained if you were guaranteed work and accommodation in the City of arrival".¹³⁷

The urban planning strategy on the strong division between the urban areas and those rural conceptualises the Edward Howard's 'garden City'. Today as mentioned, the Municipality of Tirana is organized based on the yellow line to define specific layers of spatial border of the City.

New Towns

"...a town could be designed within fixed boundaries and its future growth prevented by planning control."¹³⁸

Years ago planners thought that the town form would sustain itself in a static plan. However this concept was not anymore accepted as the population grew and every urban settlement underwent new urban processes. Nowadays, planners have become aware of further growth, decay of towns, replacement of inside buildings, possibility for infills, demolitions, merge, connections, conurbations etc. which make up a City, cities, metropolises, megalopolises etc. This has occurred at post-communist Tirana as well.

However, in early periods before post-communist state the whole country was structured within a determined number of static towns organised around primary industrial functions such as farms, factories etc. Based on the studies, within the

¹³⁶ Saltmarshe 2001:170 Cited in Julie Abitz, 2006;47.

¹³⁷ Danermark 1993:79 cited in Julie Abitz 2006;47.

¹³⁸ Lewis, D., 1968, "Urban Structure", John Wiley and Sons, Inc., U.S.A, pg. 44

New towns there existed a rural/urban duality and confrontation as well. The political agencies of those time aimed the embodiment of an 'urban modern lifestyle' meanwhile the inhabitants were peasants who tried to get use to such new 'town living principles'.

“Construction of blocks of flats in urban and rural areas represents and symbolises both a raising of living and hygiene standards compared to the past and emphasises aspiration of equalitarianism by producing similar internal and external residential environments for the majority of the state's citizens. By building apartment blocks in the countryside, particularly at state farm centres, differentials between town and country, both tangibly and symbolically, are seen to be reduced”.¹³⁹

Town (qytet) labeling to any new settlement in Albania was based on three official criteria; a) activity, b) number of inhabitants and c) impact on surrounding. The whole country was constructed in forty one New Towns composed of less than 10,000 inhabitants.

“Twenty-four of the centers were mainly occupied with the extraction of metallic minerals and energy resources, eight with agriculture, four with administration, four with industry and one with education. The regime used these centres as nodes of employment in a rural-development policy”¹⁴⁰

The lack of well-developed transportation facilities and difficulties in taking permission to go out from the town exposed isolated cities within the country.

What Pedro Ortiz thought of movement as a settlement code and David Lewis (1968) of transportation as generator of town forms, in a Communist Albania, creation of 'zones of difference' between towns appears hidden. However, the confrontation and duality of two contrasting lifestyles is visible.

Such governmental techniques, the Yellow line and the New Towns defined the planned urban areas during the communist state country.

Administrative boundaries

Formation on purpose of *new towns* and their bordering by *the yellow line* with the change of the state form organization is not fully applied in the today City planning strategies. The uncontrollable growth that the City faced in its outskirts was another

¹³⁹ Hall 1990:375 cited in Julie Abitz, 2006;49.

¹⁴⁰ Rugg 1994:2-3 cited in Julie Abitz, 2006;48

factor for modification of the legislative framework and the determination of the City limits.

The municipality of Tirana, based on the Regulatory Plan drafted in 2009 defines the administrative boundaries as:

*“Administrative boundaries refer to Tirana and neighbouring local government units; Kashar Farka, Dajti, Kamza”*¹⁴¹

However, the administrative boundaries of Tirana are still disputable. Different studies portray their difficulties in defining the exact borders of the City. According to the report in April 2014 by the Municipality of Tirana the administrative boundaries of Tirana “could consist of the area surrounded by the so called yellow line, it could be the area identified by the Tirana Regulatory Plan(2009), it could coincide with the Tirana region, with the Tirana –Durrës corridor area or with the municipal area identified by the new regulatory Plan.”¹⁴² These studies through defining the City border have illustrated as well the existence of different Regulatory Plans approved; yet not applied.

The law n. 8653 on 31.07.2000 is the only law till now which divides the territory under the administration of the local government units, however, this is done based on an ‘election division’ purpose. Currently, there exist a change of the previous Decentralization law to Territorial law, which will manage the whole country, based on ‘functional zones’ namely ‘territorial area’. The law divided an inhabited area into 1) 12 County, 2) 36 Districts, 3) 309 Communes, 4) Municipalities, where the Municipality of Tirana has 11 Municipal Units.

¹⁴¹ In reference to the Urban Regulatory Plan 2009, Kamza was wrongly included within the list of urban areas under the jurisdiction of Tirana Municipality. Nowadays Kamza is an independent municipality.

¹⁴² Based on the ‘Tirana City Development Strategy Project’ drafted n April 2014

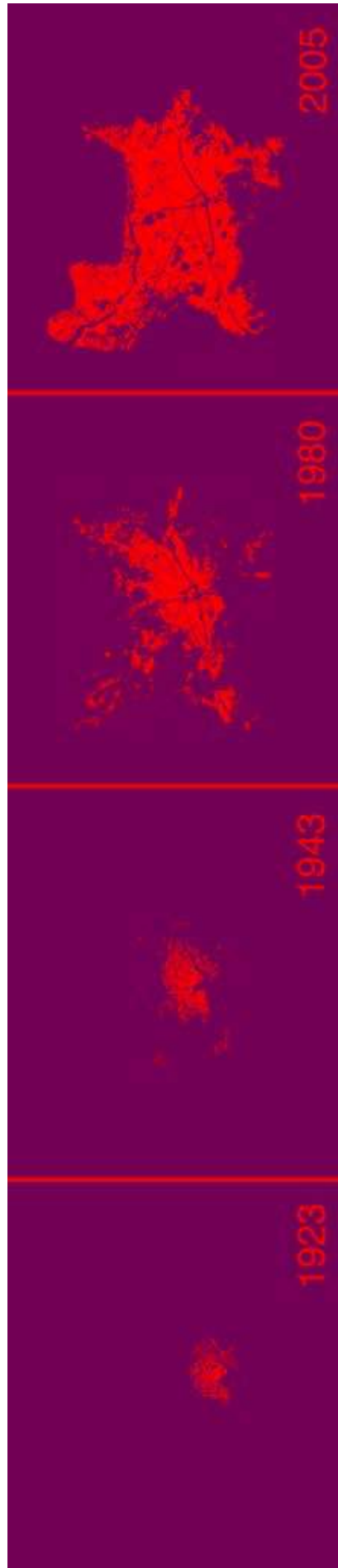


Figure 3.12 Spatial blueprint of Tirana until 2005_not adopted

3.4.1.2 Spatial Development scenarios of a Post Tirana

In a post state Tirana, there have been made several researches in order to prevent through different policies the uncontrollable growth immediately developed after the 90's and different regulatory plans have been drafted since 2008.

The urban Regulatory plan in 2009, yet according to the Municipality workers in 2013 it will not be implemented, draws the spatial development of Tirana in upcoming years through a long-term evaluation on the growth of population. The predictions are embodied in three different scenarios in order to project the potential consequences of the different strategic choices on the development structure of the urban region to host a population of more than 1 million.

years	High Variant		Medium Variant		Low Variant	
	population	annual rate of growth	population	annual rate of growth	population	annual rate of growth
2007	645 000	-	645 000	-	645 000	-
2010	734 701	4,44%	734 701	4,44%	734 701	4,44%
2015	935 921	4,96%	888 074	3,86%	781 528	1,24%
2020	1 225 932	5,55%	1 047 988	3,37%	795 243	0,35%

Table 3.2 Tirana population projections according to Regulatory Plan 2009

The Plan defines the scenarios as 1. The Concentrated Development, 2. Dispersed Development and 3. the Poly-centric development. Even though inevitable due to the informal settlements and its dispersed character, the dispersed scenario according to the regulatory plan appears inadequate. On the other hand the concentrated development would mean the destruction of the exiting urban fabric, not preserving the historical buildings and the pattern itself. Polycentric scenario in economic and social terms appears to suit to the management of urban agglomerations.

3.4.2 DURRËS CITY



Figure 3.13 Aerial view of Durrës from the Port_ not adopted¹⁴³

Durrës has an existence as a port City since 627 B.C, however, different sources in Antiquity show that the City has functioned as a public transportation route, used for administrative and economic purposes. (Erkal, N., cited in Koci.V., 2005). The City itself based on its geographical location has played an important role as ‘node’ and ‘intersection’ of both land and water connecting thus different part of the Balkans, Europe and Mediterranean. According to analysis of Tirana- Durrës region by the Governmental agencies the City, Durrës is regarded as the second City in Albania because of its population density and the economic activities. Due to its geographical position and existence as the main port of the Albania the City consist of a well-connected transport network.

¹⁴³ See: statistical networks of Tourism sector in Adriatic regions (<http://www.startourism.eu/Statica.asp?p=regional-council-of-durres>)

“Networks are discussed as a necessary complement to a territorial perspective, to facilitate the understanding of the process that produce space”¹⁴⁴

Anne Grow confirms the different perception of the City meaning defining as follows;

“...Cities are understood as spaces that are determined simultaneously by terrestrial clusters and by nodes of supra-local networks and that can be described as hubs”¹⁴⁵

Abstract concepts have been used to define the ‘City’ and the fields of settlement establishing thus different meaning and different expectations of what a City is.

Other definitions delineate the City “as a continuous and dense agglomeration of people and dwellings occupying a large area and lying at the focus of great trade route”.¹⁴⁶ Such definition is confirmed by Wagner (1923) who defines cities as: “a concentration point of human commerce.”¹⁴⁷ Castells, on the other hand, defines the City as a place shaped by the space flows. Confirming that the flow in a modern milieu is what defines the City and the existence of strong network such as the infrastructure network of Durrës are of great importance.

Durrës, (previously known as Epidman and later Dyrrhacion [Dyrrah]) has served as a binding element in different arteries connection, such as Via Egnantia [as a starting point] and the VIII Corridor. The VIII Corridor “is a strong infrastructural `arterial` that will make a more efficient connection between the eastern and western countries.”¹⁴⁸

Corridor, according to Hilty, Jodi A. (2006) even though in different essence, is:

“...Important because they may be a tool for maintaining viable populations of biota in fragmenting landscapes by enhancing connectivity”

The corridor, holding the same connotation in various disciplines, it is assumed as means of achieving connectivity. In the case of corridor located in the north Axis of

¹⁴⁴ Anne Growe in Conventz, S., Derudder, B., Thierstein A., Witlox, F., 2014, “Hub Cities in the Knowledge Economy, Seaport, Airports, Brainports”, Ashgate Publishing Limited, England, pg. 55

¹⁴⁵ Ibid. pg.56

¹⁴⁶ Ratzel, 1903.

¹⁴⁷ cited in Murli Manohar Prasad Sinha, 1980;16.

¹⁴⁸ Koci.V., 2005; 21.

Tirana -Durrës, it represents a system of road and railway transports, telecommunication and energy networks. The Final report of The VIII Corridor (2008), configures the Italian Peninsula has the starting point of the ‘corridor’ which continues to the Bulgarian Ports. Linking, thus, the Adriatic/Ionian Sea to the Black Sea the VIII Corridor is seen as the southernmost among West-East Pan-European Corridor. Part of this strategically trans-national infrastructure project is the Durrës – Tirana conurbation¹⁴⁹ supported by an international airport (Rinas Airport).

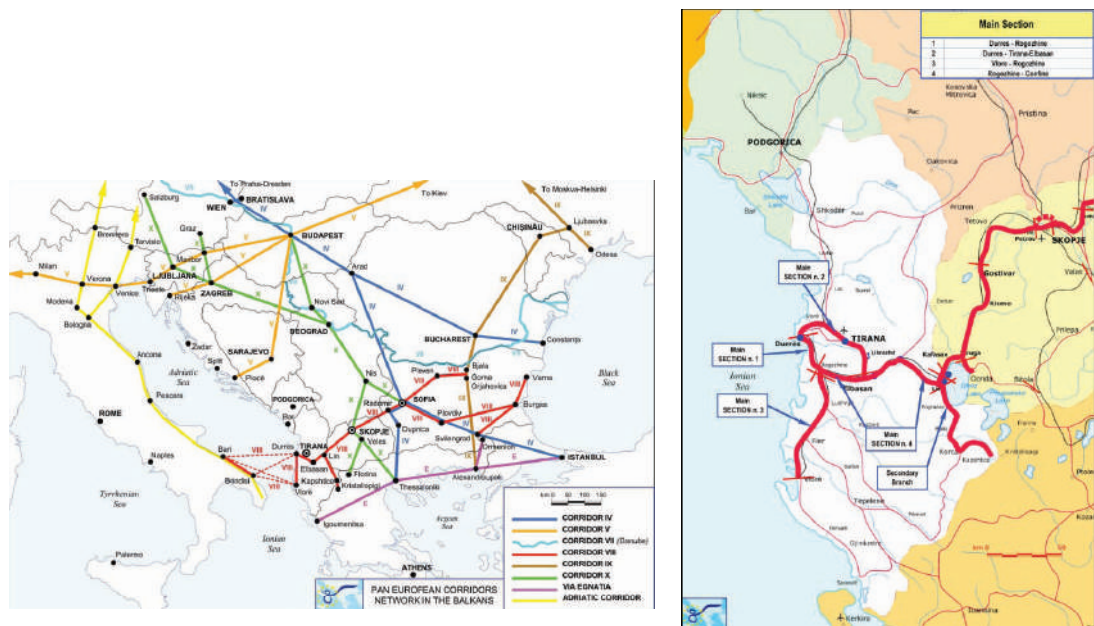


Figure 3.14 The VIII Corridor map of participatory countries (above left), the map of VIII Corridor in Albania (above right)

In the case of Tirana- Durrës conurbation, considering both cities as ‘hubs’ would effect on a powerful muscular connection of the urban forms appertaining to both poles of the region. Even though there is no much data evidences of such connection, the study on the Tiran-Durrës region named “ Sustainable and Integrated Development on the Tirana-Durrës Region”, explains the existence of

¹⁴⁹ The Report (2014;41) by Municipality of Tirana defines as conurbation area that part of the territory of Albania which includes Greater Tirana (Tirana City with local units) and the Tirana-Durres Corridor where: 1) more than half of the country’s total GDP is produced., 2) the majority of industrial, commercial and services activities are located and 3) the regional functions like export-import hubs and ports, air fight, and passengers traffic are concentrated. Furthermore, what is important in the case of such conurbation this Report mentions that it has not been officially created but *de facto* exists.

such connection based on some ‘looking’ on the region. According to the study there exist two “observed” factors, which confirm the merge of Durrës with Tirana. Firstly, not just the cities per se’ but its outlining (the outskirts/fringe) are composed of solids objects literally joining the two cities. Secondly, movement-the flow- of commuters is growing in the entire length of the highway located between Tirana and Durrës.

Therefore:

“It is logical to deduce growing inter-dependence between the two cities and an outward expansion of their catchments. Many of the apartments built in recent years at Durrës Beach are believed to have been bought by residents of Tirana. At the weekend during the summer, the buses to Durrës from Tirana are packed with beach-goers. Durrës is a major entrepôt (point of entry for goods and people) for the whole country, including Tirana. Not only is it one of the main ports on the southern coast of the Adriatic Sea, the qarku is home to Mother Teresa International airport, which most people associate with Tirana. Goods for Tirana come through Durrës, all people visiting Tirana from abroad by air or sea come through Durrës Qarku.¹⁵⁰ More affluent residents of Tirana travel to restaurants in Durrës while Durrës residents visit Tirana for sports and entertainment as well as to interface with government and for some forms of specialist shopping.”

¹⁵⁰ Qarku- is an urban unit based on administrative division of the City including several districts. Such description is made in 2938. (in English it is referred as County)

3.4.2.1 Physical characteristics of the city

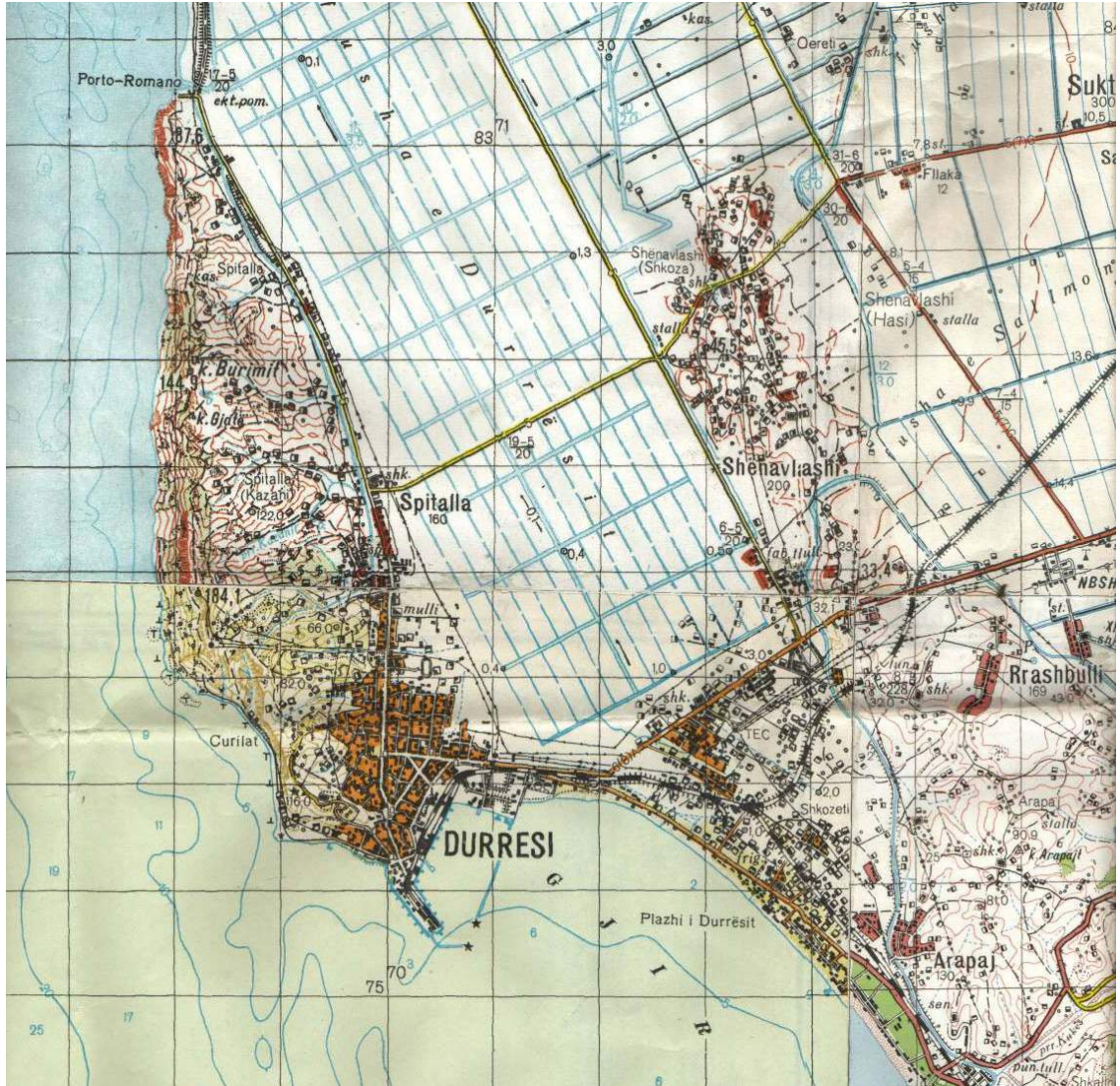


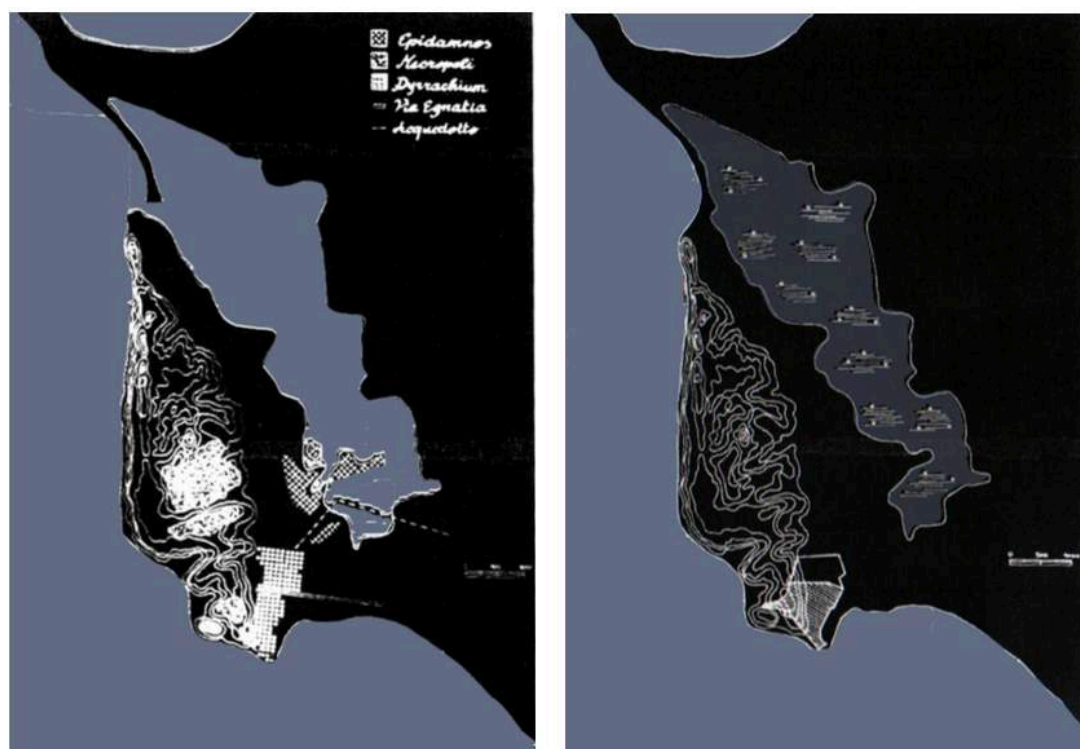
Figure 3.15 Topographic map of Durrës¹⁵¹

The physical pattern of the other biPole City, Durrës, at the same time a port City is limited with the Tirana City with an aerial distance of 30 km,¹⁵² in south with Kavaja and in western part with the Adriatic Sea Shoreline where the whole City is settled on the natural bay of Durrës covering an area of 432 km². Visual images and maps show the physical composition of the City into plains areas and hills, which

¹⁵¹ Source: Koci.V., 2005, “Spatial Transformation on the waterfront-as an urban frontier” pg. 25

¹⁵² Based on the report (2014) Analysis

have been continuously on attack by inhabitants and different policies (such as that During Communism after the 1960s) to be occupied. One of the hills known as Mali I Durrësit (185 m above from the sea)¹⁵³ has been occupied since early settlements, illustrating thus the oldest part of the City. Furthermore, the City's functional physiognomy is composed of the port located in the center of the Bay of Durrës considered as a strategical position due to the winds and storm. In both west and east direction of the port the urban tissue of the City exist while on its upper part the plain terrain is located, previously referred as 'Keneta' due to its physical



transformation through periods.

Figure 3.16 The City in two periods As a Greek Settlement (above left) and as a Byzantine Settlement (above right)¹⁵⁴

¹⁵³ Rovigiati, P., 'Durrës, Albania citta' Adriatica', 2009, p.1

¹⁵⁴ Koci., V., "Spatial Transformation of the waterfront as an urban frontier", 2005, pg.25

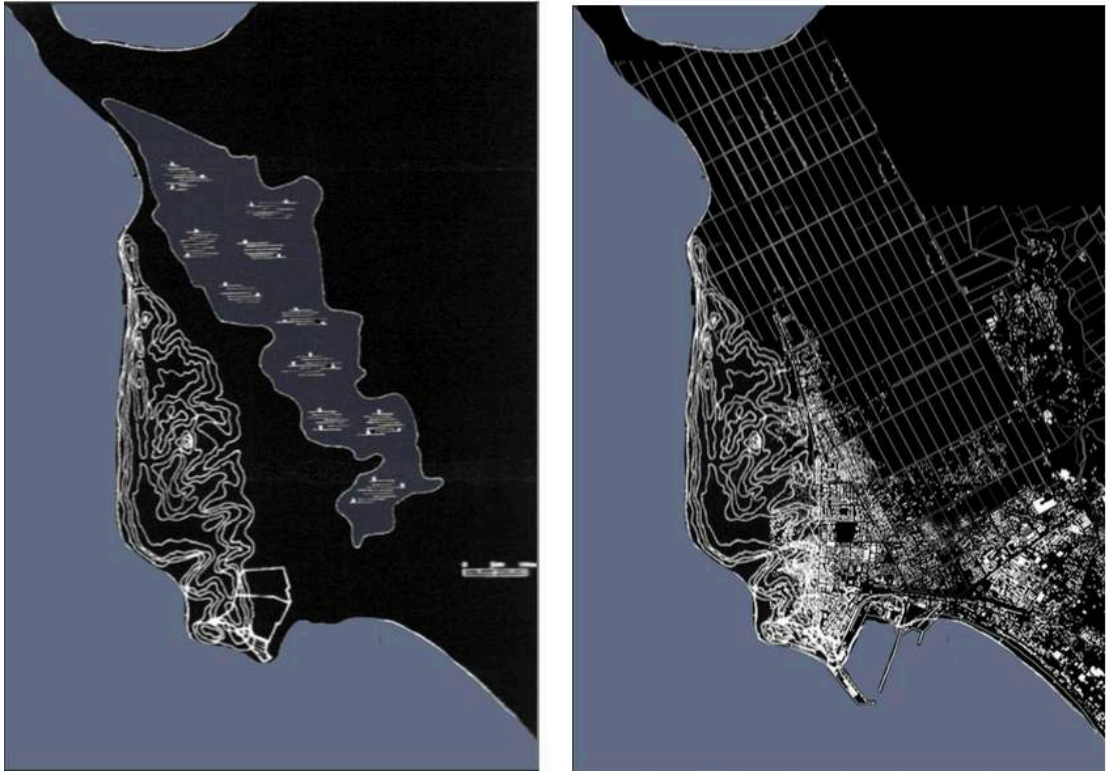


Figure 3.17 The City form during the Ottoman occupation (above left) and The urban form of 2000 (above right)

The Bay of Durrës faces the Adriatic sea and the whole sea shoreline has a length of 30 km. The Adriatic sea as well as other water elements such as rivers (Erzeni and Ishmi) are considered important for the economic development of the City. During the communist period, such elements appear to have been used in watering system.

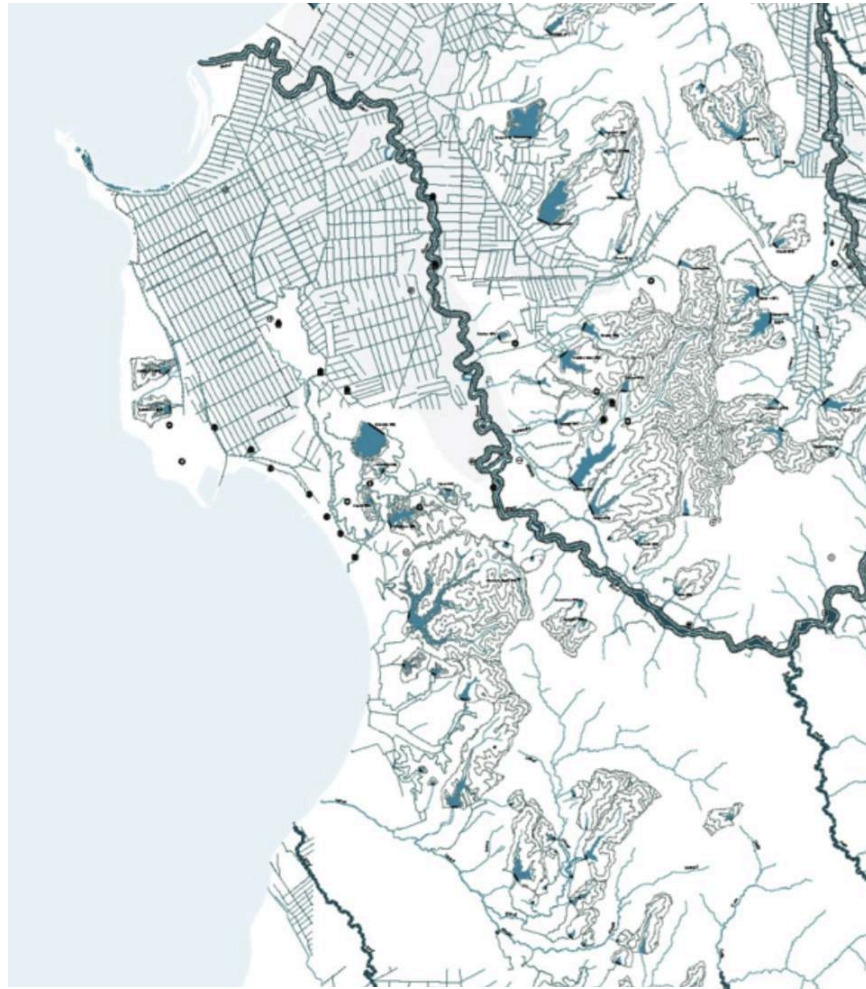


Figure 3.18 Partial Watering System of Durres_ Hydrological map

Based on the maps it is interesting to detect the transformation of the City's physiognomy naturally and artificially affected through different time. Principally, the most substantial transformation of the City appears in two periods that of early times (Byzantine period- the Fill of Keneta) and the construction of the port during the Monarchy period (1924-1939). Other regimes as well have impacted the physical form of the City due to the regime's intentions on the City. During the Communism and later the Socialist Era the City was functionally based on industrial development as well as cultural and educational. As previously mentioned the Communist period was harsh and isolation even though hosting the port and located on the Adriatic Sea, port was inaccessible. However, in economic aspects still the Government of that time used the port. Same as the capital, the City of Durrës as well underwent several transformations. Italian influence was one of the transformations that the City faced in its architectural physiognomy and urban

structure. Another one, which affected the whole country, was after the 1990's where the state form changed and it embodied itself in the urban tissue.

Regarding the transportation network, the railway system was not incomplete and this is evident even today, the vehicular system is not good either, even though the main highway has been constructed connecting the City with the capital, Tirana, appears to be limited in number. On the other hand, the port, seen as the only gate to the western world lacks as well structural elements, however, today a terminal is constructed and has facilitated most of the 'seaport' process.

The actual state of Durrës is observed as part of different urban systems; a high degree of development, fast transformation: the urban system which links the capital City, Tirana, considered by many as a true metropolitan area; but also the coastal tourist City that binds it with Kavaja, the extreme south of the coast that still bears the City's name.¹⁵⁵

3.4.2.2 Urban Tissue and Planning System

This subdivision will look into the transformation of the urban tissue in different periods, illustrating this by maps. Today, the urban tissue of the City in reference to the other biPole City, Tirana, is 30 km away. In previous years, before and during communism the City configures its distance in 40 km and 37 km respectively. This shows the increase in physical space of the City.

The urban tissue of the City, is configured in strata as it still accommodates few structures of different ruling periods such towers, walls and other possible structures not found until today. Another period, which influenced the urban tissue of the City of Durrës, was the Monarchy regime (1924-1939) and the other 5 years. During this period, foreigner planners and architects dominated the structure. Certainly some buildings do exist in the current urban layer of the City of Durrës. However, it must be said that before such Regime at the beginning of 20th century until 1920 the City hosted 4700 inhabitants.¹⁵⁶

¹⁵⁵ Rovigiati, P., '*Durres, Albania citta' Adriatica*', 2009

¹⁵⁶ Miho K., (2003;184) cited in Valbona Koci's thesis Spatial Transformation of the waterfront as an urban frontier", 2005, pg.48

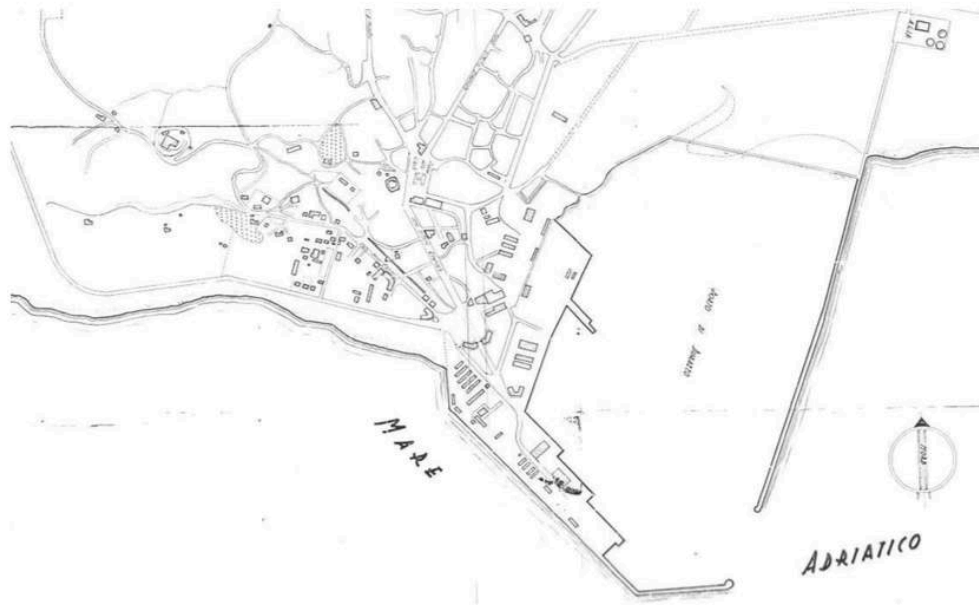


Figure 3.19. The Urban Tissue of the City of Durrës in 1940.¹⁵⁷

The above map of the City of Durrës illustrates the final urban tissue of the City after the earthquake in 1926 which changed totally the whole City. However, there exists still images to demonstrate such occurrence. In 1942, the City had its first Regulatory plan (Piano Regolatore) by the Italian Architect L. Carmignani accompanied by the administrative map clarifying the boundaries and the territory jurisdiction of the Municipality of Durrës presented by the Municipality office, in that time in charge the Technical office of the Urban Planning.

The Technical Office of the Urban Planning was in charge for the architectural and urban domain of the City. This local Government Unit functioned based on some specific tasks such as the definition of the boundary City expansion/ development , finding qualified professionals to deal with the office main responsibilities(i.e architecture and planning), to make proposals for the City development, specify processes etc.

¹⁵⁷ Source: Ibid. pg.48 (Archive of Urban Planning Office, Municipality of Durrës)



Figure 3.20. The first Regulatory Plan of Durres, 1942, arch L. Carmignani

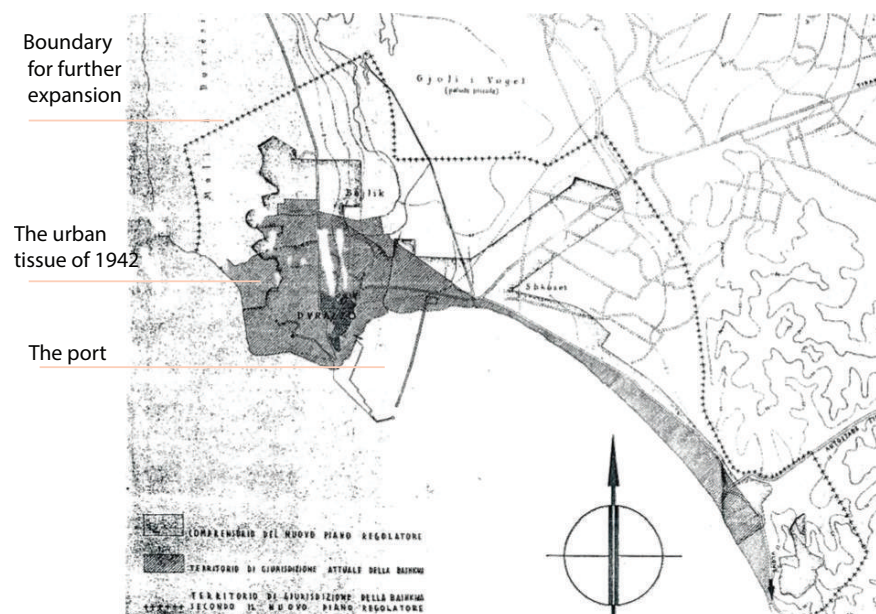


Figure 2 Administrative Map of the City of Durres, 1942

Another period of great change for the City of Durrës has been the Communist regime which developed its strategic planning tasks based on industrial decentralization.¹⁵⁸ Valbona Koci cites Milytin stating that “the Socialist City’s model major concern is to create a rational and economical City which acts as an interface between the rural and the urban that works as a cost-efficient unified whole, in other words: a “functional-assembly-line system”.¹⁵⁹ This, obviously show the same path that the other ‘Pole City, Tirana has faced with City of Durrës.

In 1957 another General Regulatory Plan was introduced based on the main lines of the preceding Master Plan. In reference to the main scopes of the Communist City, a grand space was left for industrial developments in the plan. However, this plan was later transformed based on the last known General regulatory Plan proposal in 1987. The last Regulatory Plan proposal was introduced in a phase of ‘anti urbanization’ where the whole country faced the segmentation in functional zones. Valbona Koci (2005) cites Eneydi (1996) who justifies this segmentation due the state form ownership of the land. Moreover, as Besnik Aliaj defined the second period of socialism (1969-1990) as an anti-urbanization in reference to Tirana, it clearly was configured in the City of Durrës as well. Such anti-urbanism process was reflected in the lack of diversity of functions, no recreational functions or other activities. This affirmed the power influence that the communist planning system had in the urban development. The production of (political) public spaces during communism illustrate such influence.

¹⁵⁸ Enyedi, G., 1996, “Urbanization under Socialism”, in Ibid, p. 69

¹⁵⁹ Milyutin in Gentile, M., “Urbanism and Disurbanism in the Soviet Union”, p.3, in Ibid, p. 68

3.4.2.3 Post-spatial development

The post socialist cities including those of Albania has faced massive transformation in economic, social and political aspects all embodied in the urban tissue. In reference to Valbona Koci research on the City of Durrës she describes the post state in Kenneth Frampton' word as "Interregnum". This state according to Kenneth Frampton in his "In this Interrgnum" (2002) is characterized:

"...Universal misdistribution of wealth and education, which invokes a number of casually interconnected factors, from the demise of socialism to the rise of fundamentalist religion, from the ruthless exploitation of non-renewable resources to the pollution of the biosphere, from the globalization of the economy, to the decline of the nation-state, from the commodification of the spectacular to the dissolution of the rooted culture."

The City of Durrës, in the time of speaking a pro-capitalist City encountered dissolution of the preceding political system (1945-1990) for 25 years since now. Accordingly, the socialist City was organized in three aspects: At first it 'achieved industrialization with relatively low rates of population growth and low spatial concentration; second, the urbanism level was not high, which in fact meant low diversity and economizing with space that lead to low inner-City densities, and less urban marginality; finally, the socialist City had a unique/characteristic ecological structure.' The dissolution was mirrored, in reference to the areal maps and other physical maps with a dispersed form. In 2009, P. Rovigati attest that the City of Durrës, as the Adriatic City, has not a current regulatory Plan, and the last one was that of 1987. However, different analasys have been mad on the spatial expansion of the City of Durrës and the administrative boundaries are delineated, as shown in the below images.

Different aspects label Durrës, as the second City that faced critical transformation same as Tirana. The reason of this sameness took place first, due to its proximity with the capital City; second, the situation of the main port in the City, generated crisis due to the flow of people from the northern part to the interior area of the City or in the outside; Third, the whole country's industrialization was declining and therefore the City of Durrës was impacted as well.

In reference to the post urban process of the City, Valbona Koci eventhough concentrated in the development of the interior of the City, explicitly describes it in the words of Sargin stating that:

[the City] ...since its first days of political “re-becoming has been offering inbetween conditions where such Poleities as planned vs unplanned, historical vs ahistorical, collective vs individual, liberated vs commodified, stand together and create their liminal spaces, either in the form of post-industrial or local simulacra.

This liminal space (in-between spaces) in macro scale due to the post developments of each Pole City (Durrës and Tirana) is formed in the outer part of them as well. At the time of speaking this area is exposed as such (an in-between) based on the current maps of the urban expansion. Moreover, this area personifies another ‘in-between’ condition in its living condition and the land of spatial composition. Hence, in the below section the Tirana-Durrës region is narrated.

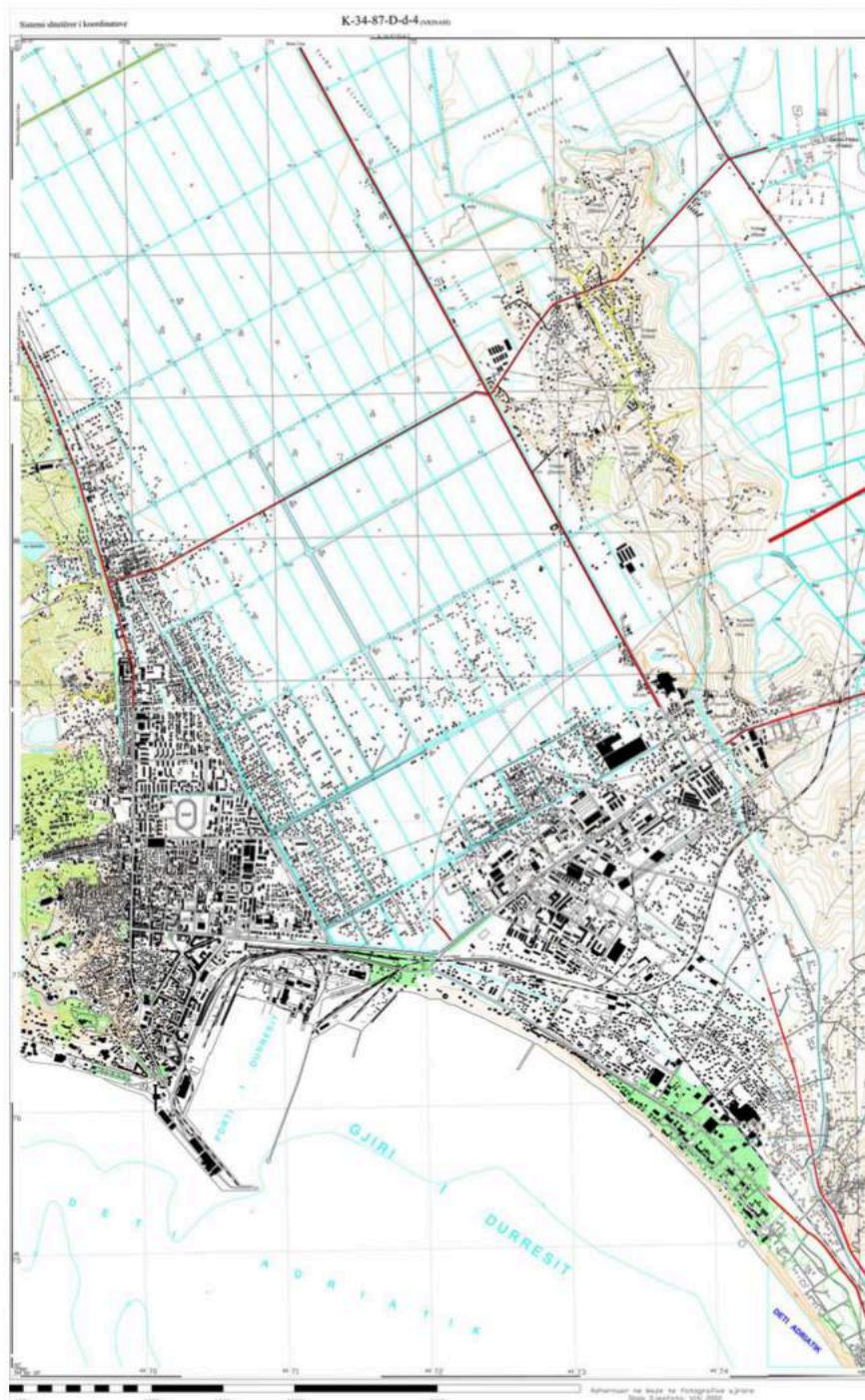


Figure 3.22 The Plan of the City of Durrës in 2002

The post City of Durrës based on the administrative organization is labeled as Country (Qarku) composed of 2 Districts, 4 Municipalities and 6 Communes.



Figure 3.23 Administrative Organization of City of Durrës (Qarku)

In 2004, The Municipality of Durrës addresses the expansion of the City which occurred after the change of the State Form, in another proposal illustrating the possible boundaries and the existing Boundaries of the City

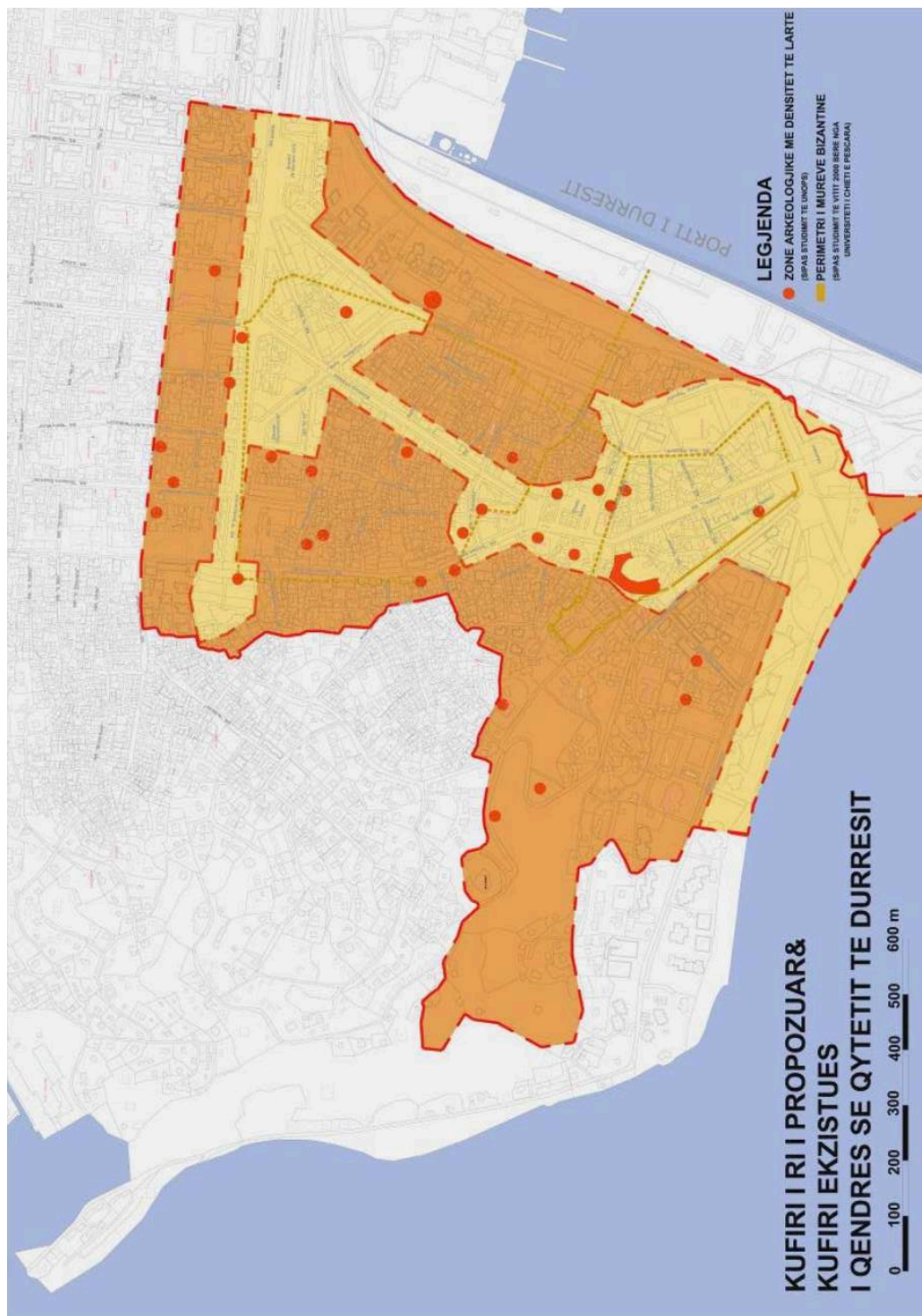


Figure 3.24 Proposal map on the Boundaries of the City of Durres in 2004

3.5.TIRANA -DURRËS PORTRAIT

Tirana and Durrës, after the post socialist developments in the country, have been the most affected cities. Both have hosted a large number of population due to the ‘exodus’ occurred after the 1990. The change of the governmental form as previously mention was manifested with the urban form depicting an continuous tissue. The target of current urban developments by different Planning offices or other governmental office has been the Tirana-Durrës region due to its enormous spatial expansion and the potential that this region offers.



Figure 3.25 Actual urban pattern of Tirana-Durres Region

The Pole cities, as referred in this study, are growing together in a continuous living

area, such as the Tirana Durrës region. Tirana-Durrës region - yet, not an administrative region- is composed mainly of two main cities strongly affecting the development of the entire region, Tirana -the capital City-located in the east and Durrës - the port City- in the west. The region is located on the western shoreline of Albania, in the southern-western part of Balkan Peninsula.¹⁶⁰

The fastest growing region in Europe.

Based on a study funded by European Union, titled “Sustainable and Integrated Development of the Tirana-Durrës Region” it shows that the population of Durrës-Tirana grew 36.7 % faster than other regions located in Europe, excluding French overseas regions. During the years 2001-2004 the study suggest that based on Eurostat and Instat statistics that the population has effected the growth of the region faster than other regions part of the European Union. So, in population terms, based on such study it is reasonable to conclude than Tirana-Durrës is 'the fastest growing region in Europe'. However, actual INSTAT data show the the decrease in number of population by 8.0 %.¹⁶¹

	2001	2002	2003	2004	% change, 2004	% change, 2001-2004
EU (27 countries)	484,261.3	485,506.8	487,576.2	489,885.3	0.47	1.16
Albania	3,073,733	3,093,465	3,111,163	3,127,263	0.52	1.74
Tirana-Durres	701,382			958,866		36.71
Balearic Isles (Spain)	861.4	889.6	919	944.9	2.82	9.69

Table 3.3. Population of Tirana Durrës in comparison with other EU countries and Albania itself

Beside the population growth, the economic data in reference to national data (as it difficult to find data at sub-national level) illustrate that the region economy is growing faster as well. Furthermore, the study concerns that the region it is not the most dynamic region of the country. As a non-European country the Tirana-Durrës

¹⁶⁰ Based on the study “Sustainable and Integrated Development of the Tirana- Durres Region edited in 2007, December with support of the European Union - Administrative region according to the definition on Administrative regions by Eurostat, 1999, Regions: “are the territorial units which a country is divided in. There is normally an administration with some government functions and powers connected to administrative regions. The jurisdiction of an administrative area normally covers the total area inside its borders. In some countries parts of the sea are also included in administrative regions.” (Please visit: <https://stats.oecd.org/glossary/detail.asp?ID=6226>)

¹⁶¹ See:

http://www.instat.gov.al/media/178070/rezultatet_kryesore_t__censusit_t__popullsis__dhe_banesave_2011_n__shqip_ri.pdf

region growing faster than an European regions such as an Hungarian. Thus;

It can therefore be concluded that in economic terms there are no other regions of Europe growing significantly faster than Tirana-Durrës in economic terms. This shows that the rapid urbanization has been a dominant factor in the region and mainly in the Tirana Durrës corridor.

Such portrait communicates the economical intention that current analysis and further research show. This occurs parallel with the actual state of the area in-between Tirana and Durrës where quantitative maps and qualitative pictures and images show the existence of such area as economical (in different form of development), even though in early Post Communism it was filled with illegal residential buildings. However, one must be aware that the form of development in the area along Durrës and Tirana is differently represented during and after communism. The economic sphere of such area was primarily agricultural. Maps illustrate that this agricultural 'space' is shifted in the back of commercial buildings and this last dominates the main axis of Tirana Durrës. The below section, due to the different spatial layout organization of the area along Tirana and Durrës specifies it as a new settlement in order to describe it as a 'left alone' area. Further analysis, however, show that such area has differently emerged as a process and in programmatic spatial division.

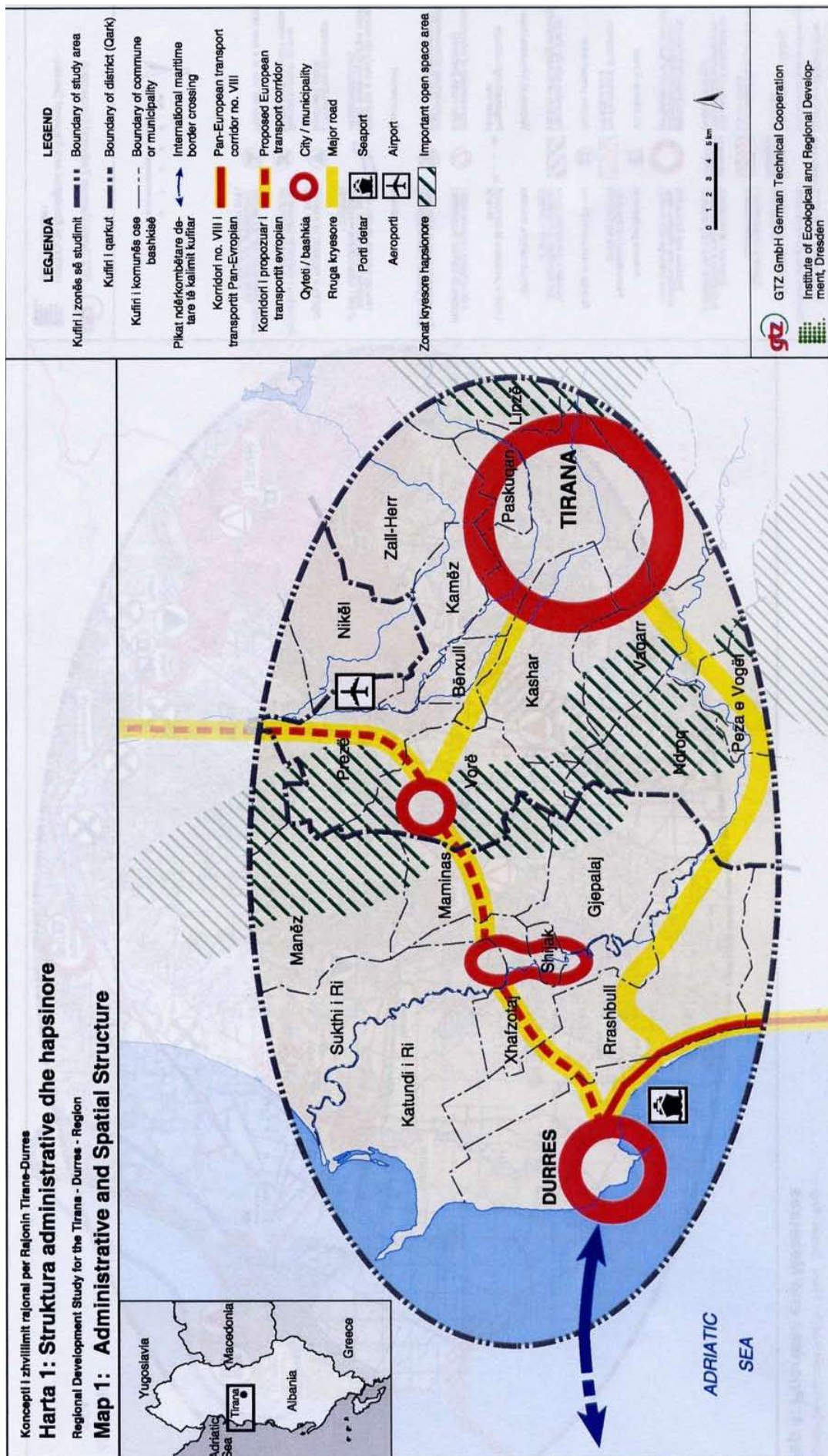


Figure 3.26 Administrative and Spatial Structure of the Region by GiZ

Concerning the above Map by GTZ (German Technical Corporation) somewhere in the middle of the Region continues to exist an open space. The GTZ refers to the Hills located between the Pole cities as open spaces. Open spaces, however, take different functions

3.5.1 Open spaces on Region

The only left open spaces according to GTZ in the case study is the Hill area. The Hill area is located not exactly in the middle of the Pole cities. The Hill area stands high perpendicularly to the linearity that the urban development of that area is bearing. Lewis Mumford in his Book ‘The Highway and the City’ describes the importance of the open space however in different physiognomy. He says;

“To understand how important the role of open spaces is, we must take into account three great changes that have taken place during the last century. First, the change in the mode of human settlement brought about by fast transformation and instantaneous means of communication. As a result physical congestion is no longer the possible way of bringing a large population...” from this it has come another change; a change wherever sufficient land is available at reasonable prices, in the whole layout of the City; for in suburbs that have been growing so rapidly around great centers that building exist, ideally, as free-standing structures a park like landscape. too often the trees and garden vanish under further pressure of population, yet sprawling, open, individualistic structure, almost anti-social in its dispersal and its random pattern remains. the third great change is the general reduction of working hours. Along with an increasing shift of work itself from industrial occupations to services and professional vacations.”¹⁶²

The highway is a physical element passing through such open spaces of the Region, which Mumford appears to criticize its construction. He confronts it with the urban extension saying explicitly

“Indeed, the chief work that has been done in urban extension and in highway building has been under a curious compulsion to serve the machine rather than to respond to human needs.”

Moreover, he judges such extension probably indirectly predicting the total loss of the countryside.

“...The continued growth of loose suburban areas will determine our historic cities and deface the natural landscape, creating a large mass of undifferentiated, low-grade urban tissue, which, in order to perform even

¹⁶² Mumford, L., 1963, ‘The Highway and the City’, Harcourt, Brace and World, p. 224

minimal functions of the City , will impose a maximum amount of private locomotion, and, incidentally, push the countryside ever further away form even the suburban areas.”¹⁶³

According to him ‘our over attention to movement and our under-attention to settlement, the very words park and field have taken on new meanings.’

Conspicuously one would say that, in reference to the evolution of the area located between the Pole cities, Tirana and Durrës, it was as a whole composed of open spaces which today are limited in size. Yet, however, the GTZ studies show the existence of such spaces and they are referring to the Hills (as mentioned). Below, maps of the first settlements located in the Region are illustrated

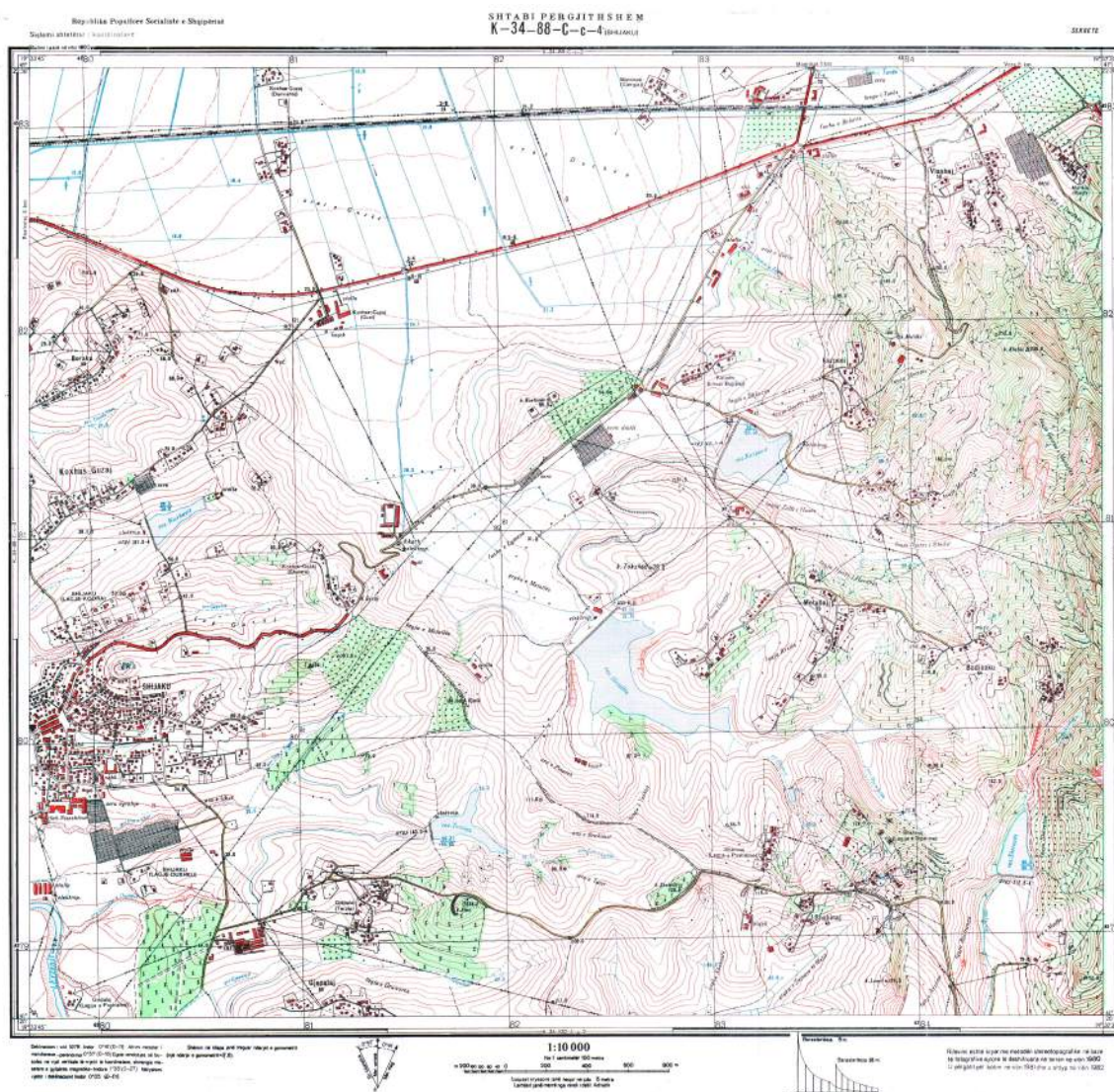


Figure 3.27. Map of Shijak City and open spaces

¹⁶³ Ibid.p 128

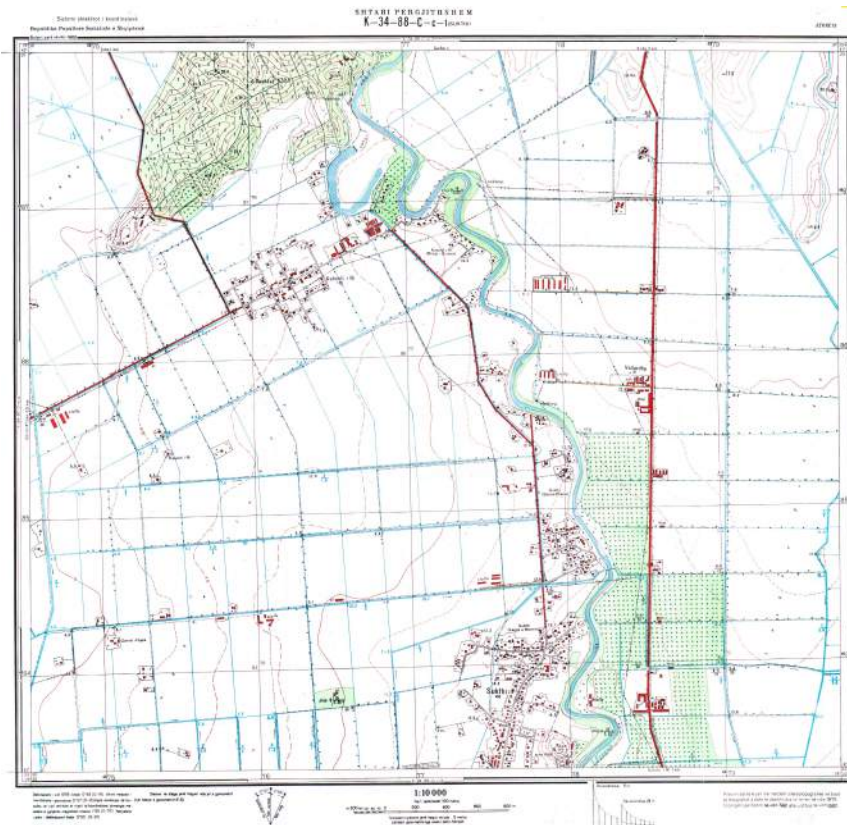


Figure 3.29 The Map of Sukth, an area located along Tirana Durres, 1970-1980

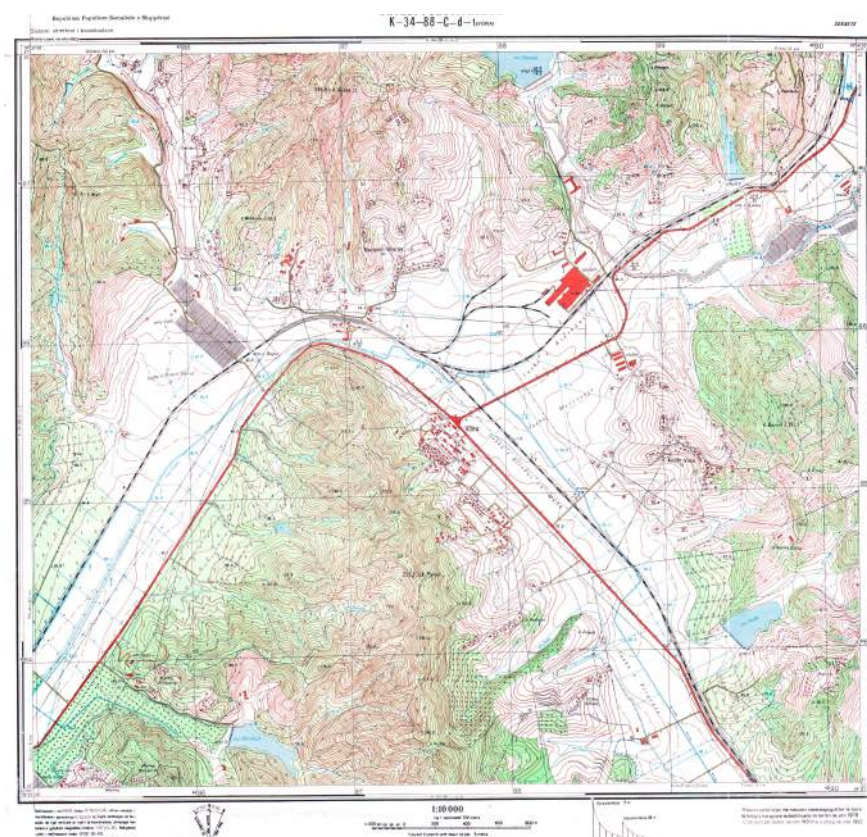


Figure 3.30 Map of Vora, area located along Tirana_Durres, 1970-1980

This open spaces in-between inhabited areas, as different maps illustrated until now, were early used for agricultural purposes-, the existence of watering systems today evidences such usage, however, today they are filled with different urban activities in a continuous spatial layout. In the following section sketches illustrate the fill of the open spaces.

3.6 A SETTLEMENT NARRATION ALONG DURRËS - TIRANA

The history of the area along Durrës and Tirana shows that the cities are not spaces created through technocrats or through governmental institutions, but dwellers are one of the actors shaping them and that they can give the final word of the urban space. Julie Abitz, in her thesis on urban development of Tirana cites Pløger (2002a: 64) that;

“Cities are not only created by architects or City planners, but also by politicians debating and making strategies, and by citizens using the 'planned space' of the cities and thereby consuming it in a way that creates new functions for the planned space.”

Although the new comers and the land itself along Tirana and Durrës faced lack of planning laws they took the power of grabbing a land and construct their dwellings where they could find free land. Obviously, for the new comers this was of great benefit today incorporating crucial problematic issues such as the land ownership. Visual maps on Tirana Durrës region illustrate clearly such development and the massive number of constructions totally embraced the Tirana's urban setting and Durrës as well until they 'boomed' their urban tissues in a 'vis a vis' relations outside-inside and inside-outside expansion. Along Tirana and Durrës, is located what was not possible to be constructed within the core and what right now the core cannot hold. The grabbing process seems that has led to problematic issues in the today's urban planning system in regard the property relations as mentioned. In regard to property relation in this thesis is important to mention that currently the land ownership holders cannot be the owners of that land, however the government entitles them. What the government is realizing, through ALUIZNI- as a tool of regulating the property relation in the whole territory of Albania- based on specific

law for such conditions gives the ownership to an inhabitant dwelling more than 20 years and other requirements (as can be specified in the legislation framework of ALUIZNI)

Sources illustrate the creation of such new settlement as an ‘alone spatial structure’ which communicates the attitude to develop further within its linear spatial layout and in the north-south direction. However, this new settlement, currently quasi urban/ quasi rural

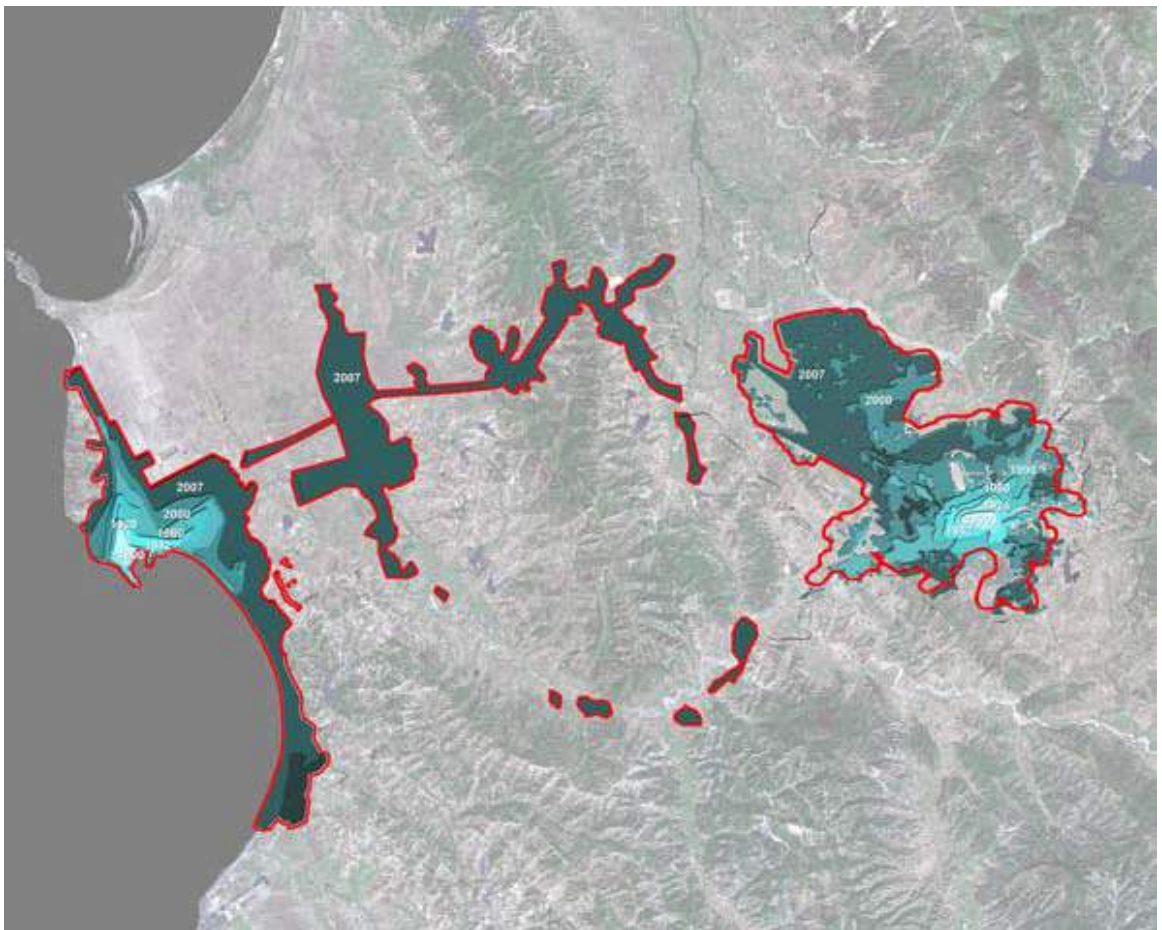


Figure 3.31 Map configuring the blueprint of the area between Tirana and Durrës, 2007

However, in its genesis this urban form was not presented as such. Piero Rovigatti (2009) uses the map of the appertaining to the Austro-Hungarian period illustrating thus the embryonic state of the Region. He carefully explains it mainly on focus in the City of Durrës stating that:

‘The image of this area, largely fought over land and sea to the contemporary age is well represented by the beautiful map Austrian Military Cartographic Institute, attached, where the representation of physical forms, clear and peremptory, takes the upper hand over the forms of an anthropic landscape still very embryonic’¹⁶⁴

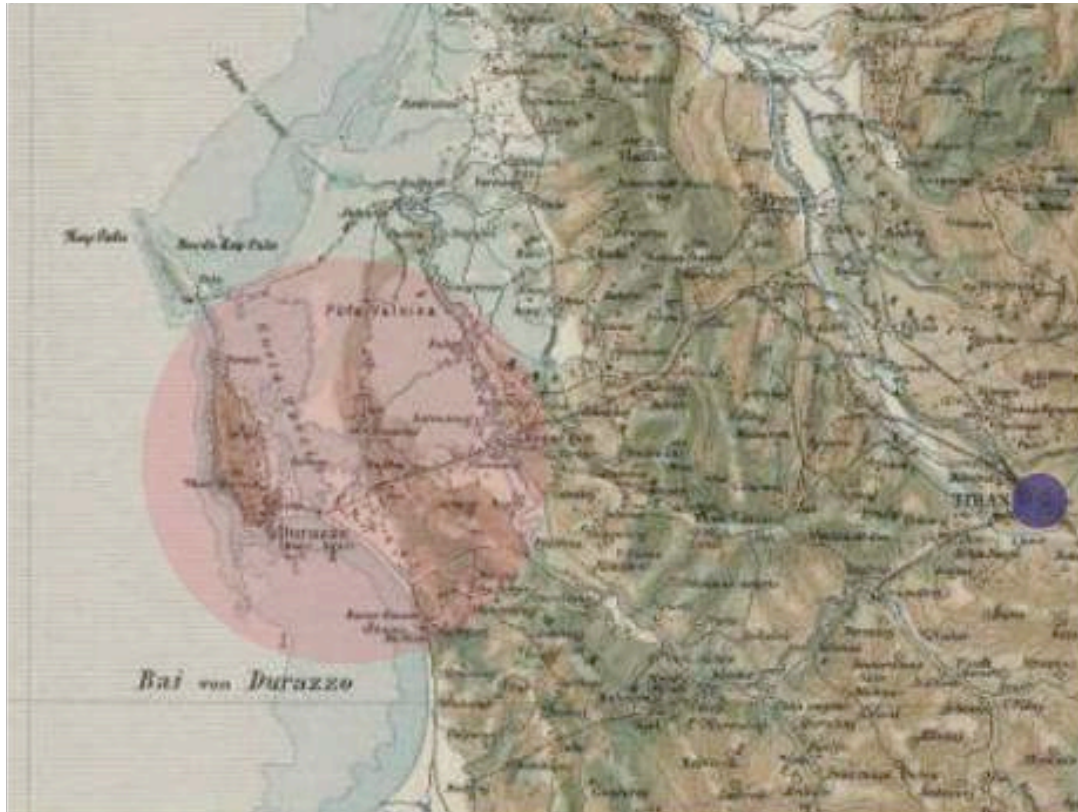


Figure 3.32 The map of the Region during the Austro-Hungary period

Today, ‘the post’ formed blueprint is composed of other urban areas Vora, Shijak and Sukth. Based on their development their settlements are extended, filling thus the area used for agricultural land purposes both in the southern and northern axis.

¹⁶⁴ Rovigiati, P., ‘Durres, Albania citta’ Adriatica’, 2009, pg. 2



Figure 3.33 Settlements in Vore, 2003_northern axis

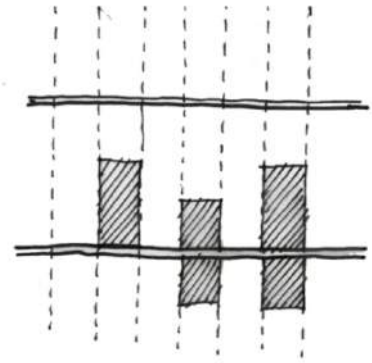


Figure 3.34 Development of the settlements in Vore, 2012_northern axis

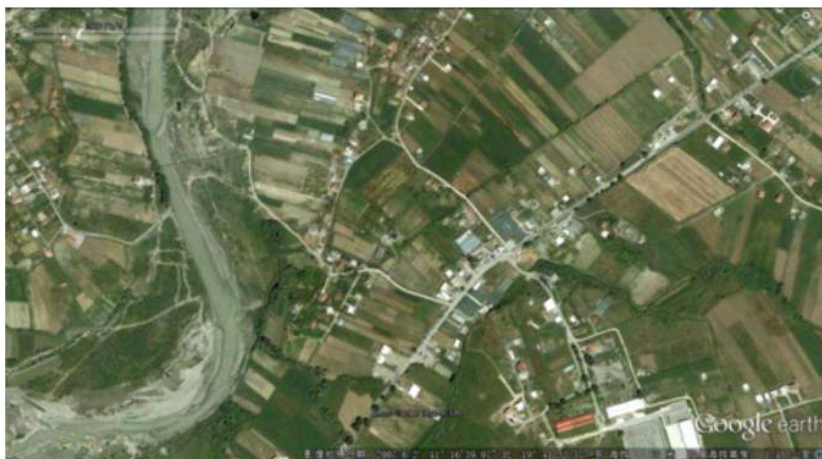
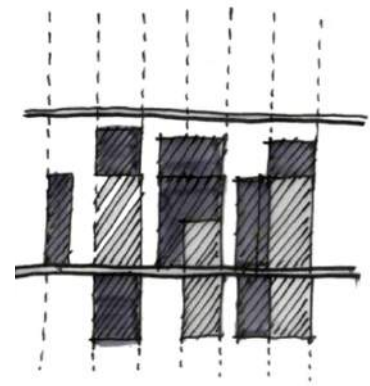
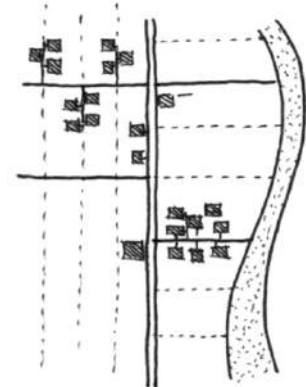


Figure 3.35 Settlement in the Southern axis, 2003



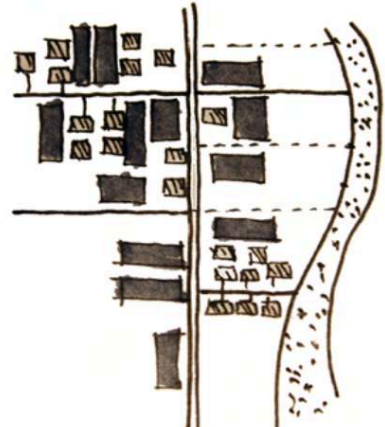


Figure 3.36 Development of settlements in the Southern axis, 2012¹⁶⁵

¹⁶⁵ 100 Lakes, Tirana, Albania, 2013 by Bogdan Ilie, Calin Lambrache, Tao Cai, Wei Lu, Zhongkai Zhou Eds

3.7 DURANA AS A PROJECT

Durana is the area appertaining to Tirana, the capital of Albania and Durrës, the largest port City in the country. There have been several works on the case and lately the Albanian government proposed the Durana (the area comprising Durrës and Tirana) as a pilot area.

The government decision urges the merge of two cities as “the new metropolis of Albania”. Georg Simmel configures the metropolis through the metropolitan type of individual notifying that once the metropolis is created through its characteristics of expansion as an amoeba has the ability just to extend as such.

Thus the metropolitan type -which naturally takes on a thousand individual modifications - creates a protective organ for itself against the profound disruption with which the fluctuations and discontinuities of the external milieu threaten it.¹⁶⁶

In European urban theory, he was one of the first to state that metropolises were catalysts for modernity. Urbanization was associated with emancipation from traditional forms of social domination experience in the rural life of ‘gemeinschaft’ (small town).¹⁶⁷ He defines metropolis as the container of “money economy because the many-sidedness and concentration of commercial activity have given the medium of exchange an importance which it could not have acquired in the commercial aspects of rural life.”

The research done by Arieta Kushi and Valbona Koci (2014) on Tirana Durrës Region confirms that the Government “has defined DURANA, as a pilot area which will be integral part of the National Plan. This was decided because of the specifics of these two districts, having the higher intensity and higher number of population in the country, and tending in their enormous extension to meet each other.”

¹⁶⁶ Simmel Georg, 1903;12.

¹⁶⁷ Simmel 1950: 418) cited in Julie Abitz, 2006:8.

Other works on the region of Durrës and Tirana show the need for a merge of the cities. As such, with the merge a new space is observed which should probably be accepted as In-betweenness.



Figure 3.37 Map of the mechanism of this urban form arisen from the towns and developments of activities of the port and the Rinas Airport¹⁶⁸

Durana as a term was first coined in 2004 based on the proposal of Tirana -Durrës region named by Alexa Nürnberger, Martin Sobota, Pier Paolo Tamburelli (Tirana Metroplis, Berlage Research Project). According to their project Durana;

“...is a tool to think of the region of Durrës and Tirana as one City. It is the proposal to anticipate the future development of the area and to take decisions before it is too late. Durana is both realistic and utopian, it defines a very optimistic final scenario and it describes the very basic moves necessary to activate it.”

As such, based on the research the new formed City of the Tirana-Durrës region, Durana is composed of three spaces. The cities, which are referred as the poles and the zone of difference, the ‘In-betweenness’.

¹⁶⁸ Landell Mills, 2007 Synthesis report on Tirana-Durrës Corridor,

3.7.1 Tracing in betweenness in Durana

The actual Urban Tissue in the region is characterised by a non-hierarchical urban sprawl feature. The rationality of the initial settlement development in Tirana-Durrës region is mainly based on the topographical and hydrological condition--settled in the plain and close to the water resource. But at present, the on-going rapid urban sprawl is mainly along the urban periphery and following the existing mobility infrastructure without considering too much about the natural condition--a kind of dispersed urbanisation without a clear hierarchy. The regional studies developed so far, as well as the main territorial constraints delineate the main development trends and expansion axis, defining also their features, such as:

- a. economic corridor on the highway,
- b. recreation services on the southern corridor,
- c. expansion of Tirana in the north and northwest direction,
- d. preservation of the rivers, lakes and their impact area as well as the hills and mountains slopes

There are several reasons which led to the growth of concentrated subcenters. The first is the functional composition of these subcenters, such as the highways. "Firms which export their products may prefer sites that maximise accessibility by locating near the junctions of major highways; other may prefer to be close to a major airport".¹⁶⁹ The In-betweenness apportioning simultaneously to Durrës and Tirana, is composed of three main subcenters, starting from Tirana to Durrës, namely Kashar, Vore and Shijak. This area constitutes of an important function in regional level such as airport, railway, later built universities, shopping malls.¹⁷⁰

Airports are good examples of development clusters with their own internal transport systems, as well as connections with the outside, while railways have connections with the central City (Owen, cited in Niles M. Hansen, 1991 pg. 120). Shopping malls have also been highly touted places one can find more to do than merely shopping. Many shopping malls have facilities for community activities and

¹⁶⁹ Niles M. Hansen, 1973, pg 119.

¹⁷⁰ The original Lines were built in 1948-1949

provide luxuriant vegetation, minuses, art collections, and other varied exhibitions and entertainment. Yet, they seem no more likely than airports to provide urban dwellers with a genuine sense of community

One of the main transportation routes of these areas, the highway referred as the Northern Corridor Tirana - Durrës has located settlements next to it. Thus, additional functions are constructed on support and economical benefit of the existing functions. This kind of functional composition reflected a new physical structure, located in-between two existing physical structures.

Another reason is related to the preferences for affinity environments and settling far from the congestion. According to Robert E Lang (2003), most of the Americans prefer to live far from the center, where there are controllable low-density areas. However, this may not be valid for other societies or cities.

Such type of functions have made possible the creation of in-between areas through transportation routes. Owen (cited in Niles M. Hanes (1973),) says that “The total system suggests that the physical layout of a regional City comprising pedestrian clusters connected by major transport routes.”

Mainly this new form has evolved due to the growth of existing subcenters. In this sense, the in-between area, at the same time a fringe, contains specific functions, which are found just there. Referring again to Nick et al. he concludes that “...at the fringe of the City exist urban land uses but these are not standard urban land uses: rather they are peculiar to the fringe. Some of the other elements such as the railway and airports –beside other functions- come to characterize this landscape. Therefore the fringe “does contain ‘urban’ uses that thin out away from the built up area. But on the other hand, these are not regular urban uses; rather, they are specific to the fringe. Instead of labelling them urban, it might be more useful and accurate to call them fringe land uses, hence moving to a functional definition of the fringe.” Hence, the Durana in-between area, can be seen as a physical structure alone from that of the City urban structure, still dependent on it.

Tracing the adjacent areas of both cities, faces us with urban/rural dichotomy. The existing land of the in-between area, a quasi-urban and a quasi-rural area, shows as a two existing strata, that agricultural, during the communism and the urban after the

90' and so on.

Tracing the northern corridor faces us with a linear structure of inbetweenness, this because of its topographical condition.

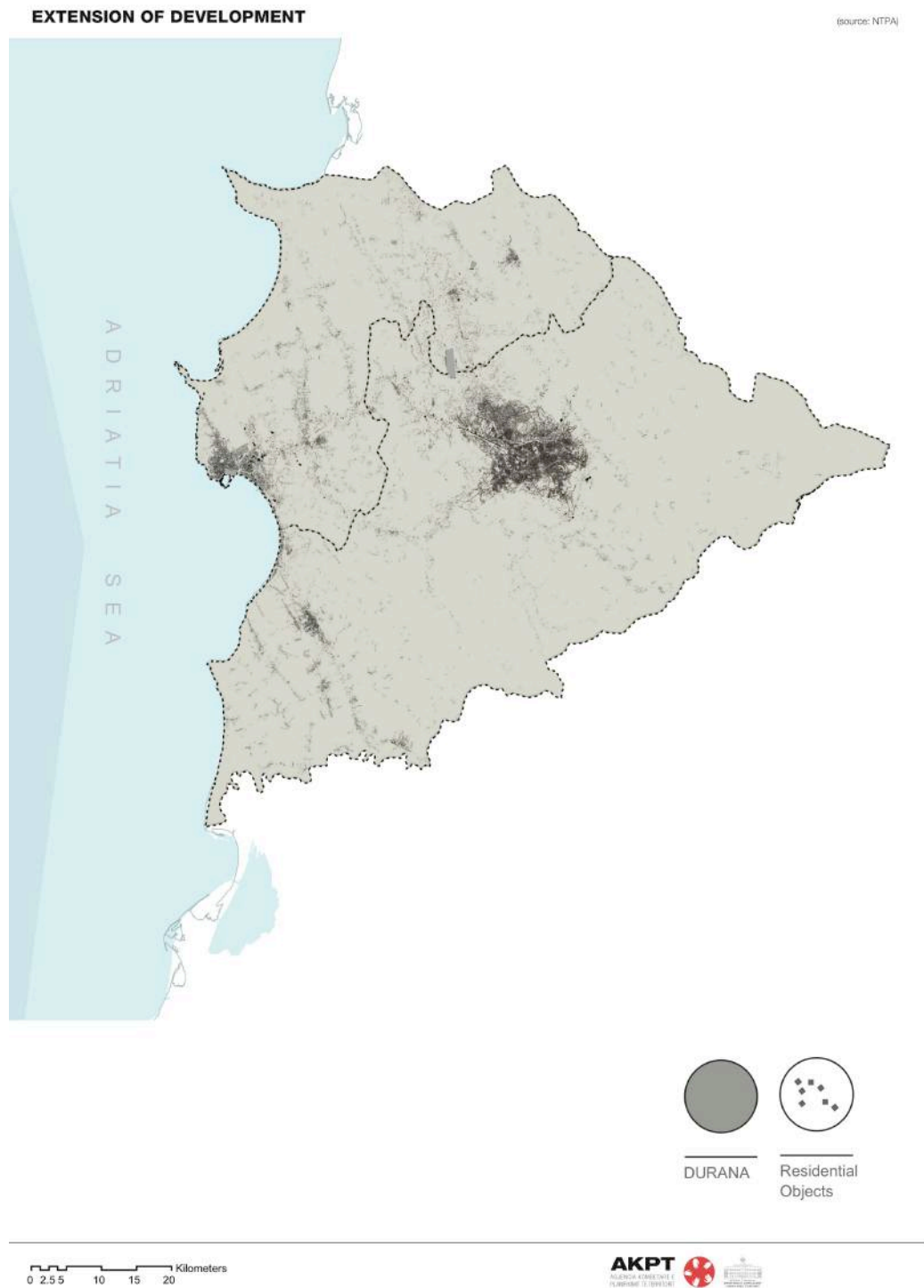


Figure 3.38. Map of Durana boundaries according to AKTP (National Territorial Planning Agency)

3.7.1.1 Geographical skin influence

Topography is a determinant, which would best describe the form of an in-between area, or another type of form. Lynch (1960) defines topography as “an important element in reinforcing the strength of urban elements: sharp hills can define regions...” In the case of in-between area, the whole structure is composed as such based on that area’s geographical skin, which is flat.

Functions may cluster on the relatively flat sites available when the topography is rough, even if they do not have the best access.

A Linear layout

“In the past the expansion of population and economic activity often followed a linear spatial path because of the influence of transportation routes. The paths of these axes were influenced primary by geographical considerations.”

“Growth of traffic along the original routes resulted in economies of scale and agglomeration. new technologies could be more incorporated into the existing infrastructure because the volume of traffic guaranteed their profitability. however, by lowering transport costs the resultant increase in traffic volume created added demand for still new improvements. This cumulative process tended to concentrate and juxtapose various modes of transportation along the original major routes.

Population, industry and commerce clustered along these axes, which constituted extended, easily accessible markets attractive to new economic activity.¹⁷¹

¹⁷¹ Hansen.N., 1973,pg. 126.

Horizontal components of In-betweenness

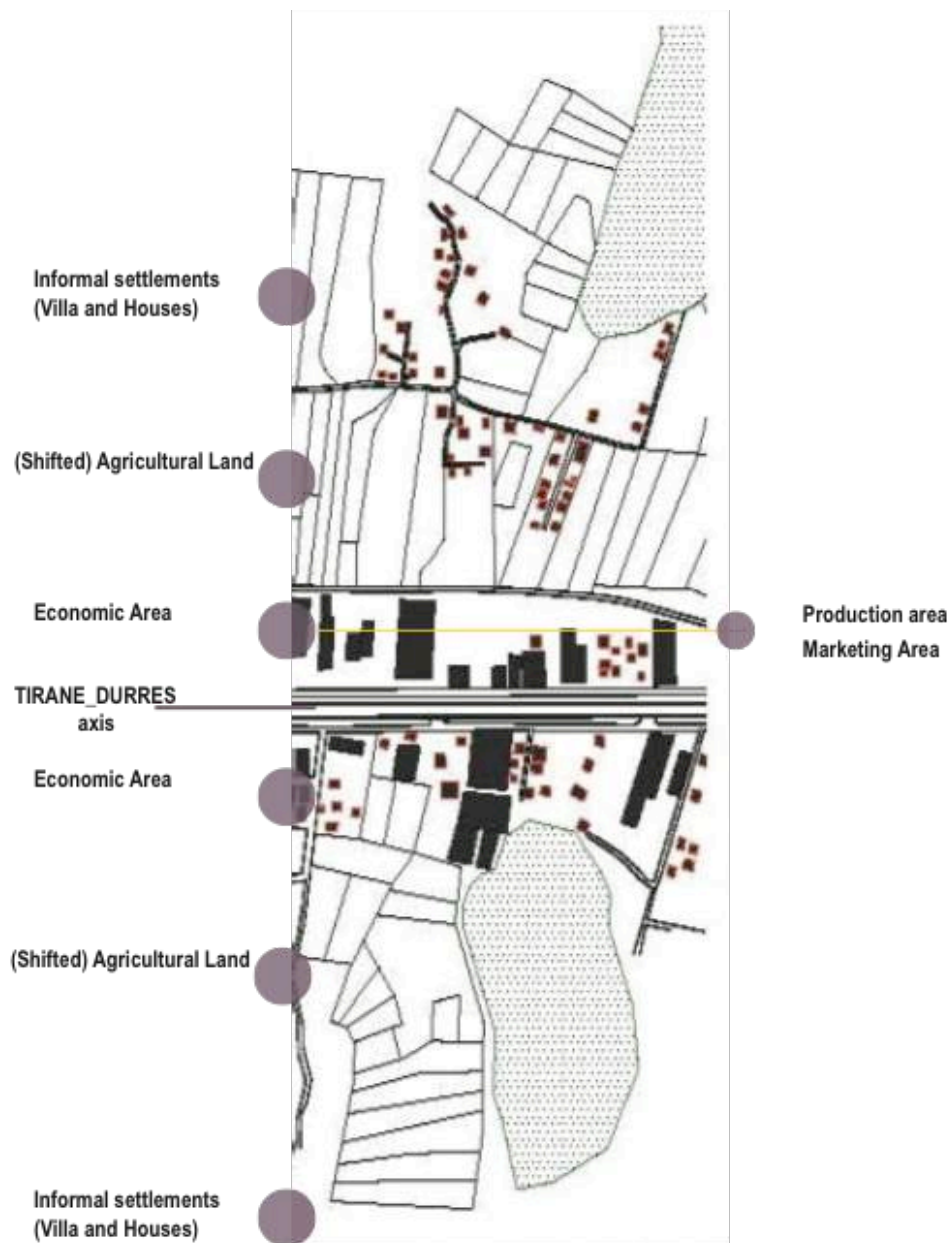


Figure 3.39 Physical layout of the 'In-betweenness'

Corridor

The element of corridor is introduced as an element of connection which in the In-betweenness case is one of the elements that physically connect the cities.(VIII Corridor a previously mentioned)As such the element of corridor is explained and defined based to different studies. The notion of developing high accessibility

corridors radiating out from the dominant urban core is, in fact a common feature of the metropolitan plans adopted for numerous regions including Washington, Baltimore, New York, Chicago and Los Angeles. This description defines the City of Tirana as a metropolitan area. In some cases the corridors in Baltimore, Washington and New York, radiating from the respective cores are expected to coalesce, at somewhat higher densities than are presently founded in the interCity areas. It appears that in both international and national levels, the usage of corridors is proposed at ambitious usage. Paul Ylvisaker in his Case on America, as cited in Niles M. Hansen (1973) states that corridors would propel countries for the development of the urban fringe. "The idea, simply put, is to encourage development to follow a dominating physical pattern of land, as we did before with canals, railroads, highways, and airports. Utilities and services would be concerted in 'corridors' linking settlements."¹⁷² Thus, seen as a linking element, it is one of the elements that forces physically the merge of both Pole Cities.

According to Paul Ylvisaker, the corridor "...would help spread and thin our urban population in a linear fashion." On the other hand, through this linearity clusters of different functions would concentrate. "At the same time, populations we have expected to concentrate in the urban fringe areas could cluster all along the utility corridors in pockets of higher density than land has supported to date, a better solution by far than the half-serviced incremental development suffered by the outsmarting open land of our cities."¹⁷³ The element of corridor in the case of Durana is illustrated by the Highway and the Railway as well.

¹⁷² Hansen.N., 1973;126.

¹⁷³ Based on his studies in American cities

Highway

In locating highways they are usually found as an outer belt or an inner belt.



Figure 3.40 Highway linking Tirana and Durres

Railway



Figure 3.41 Map illustration the Railway

3.7.2 Illustration of in-betweenness formation in the context of north Tirana-Durrës Corridor

The expansion of the cities of Tirana and Durrës toward each other has been called by the government as “The new metropolis of Albania”. According to Ernest W. Burgess the metropolis is known to be called that area which includes urban territory that is physically contiguous and where the inhabitant lives in suburbia but works in the center having thus the available transportation facilities. “Expansion, as we have seen, deals with the physical growth of the City and with the extension of the technical services that have made City life not only livable, but comfortable, even luxurious. Some of these basic necessities of urban life are possible only through a tremendous development of communal existence.” (Park, 1967:, 52)

The expansion of the City made possible the creation of in-betweenness which shows an unplanned structure due to the fact that it has arisen out of innumerable individual decisions. There exist two causes which have made possible the existence of inbetweenness, such as an existing road or a factory. As Sieverts (2003) indicates, a typical example from an old industrial region might be “a road exists, a factory is built, either because agricultural products are to be processed or because mineral resources are available, the processing of which might supply a growing market. The factory attracts worker settlements to it, and gardens are allocated to the workforce to enhance its self-sufficiency. Afterwards, the population needs schools and shops. The growing employment and consumption market attracts further institutions. As the social richness increases, a basis is formed for the new specialization and further division labor. New traffic routes and public establishments became necessary, and in this way the evolution of the City continues on the principle of ‘settlement creates settlement’, without following any pattern planned in advance.” On the other hand, Sieverts mentions another example from the Third World where a City functions as a place of attraction for migrants who leave their villages or towns for different reasons and settle in places which have easy access to “the blessings of the City but can still operate a modest semi-urban agricultural economy” (Sieverts, 2003: 4). These illustrates clearly the in-betweenness condition of the Durrës-Tirana Corridor and simultaneously shows the quasi-urban and/or quasi-rural character of the In-betweenness as an anonymous

space with no visual quality because of different intervention of different political decision. These decisions have caused the creation such an area, different in pattern compared to the City centers, which today has its own workplaces and facilities into a more or less independent structure.

CHAPTER 4

CONCLUSION

4.1 Conclusive notes

The aim of this thesis was to understand the spatial transformation of Durana, a large urban area composed of two main cities of Albania, that of Durrës and Tirana. The aim cannot be said to have been completely achieved, however, another discussion derived. Throughout the analysis, the aim of this thesis was shifted to another complementary area of this newly created large zone, that of 'In-betweenness'. In such framework, was found of great importance the delineation of this *zone of difference* in comparison with other existing built surfaces, the Pole Cities.

The case study of Durana, particularly the area in-between Tirana and Durrës is the reference to the new term of in-betweenness which can be considered as another urban form. The merge of the existing urban pattern of the cities through their merge, creates a new non-defined space. The three spaces *per se*, the poles - the cities- and the In-betweenness when compared show how different they are in structure.

Before the spatial analysis of each Urban Setting, literal definitions on what 'in-betweenness' is and its contextual definition were explained. Moreover, other terms and concepts were introduced, which are considered of great importance to be discussed in this study, as a result In-betweenness is formed and further developed. Thus, emphasis was put in the today's structure physical elements giving form Cities and legibility of the Sprawl development as the impetus of different terminologies that the today's pattern hosts, to continue with a further description of the Fringe as an evolving *urban* section. Within this framework, different urban structures as well are interpreted due to the 'classical' composition of the Pole Cities compared with the 'unclassical, postmodern' form, as In-betweenness.

Following this structure of the study, the In-betweenness is defined based on various sources. A thorough description was enriched with such Literature, however, the 'In-betweenness' in itself exposed difficulties in delineation and in settling its structure.

In-betweenness in comparison to the existing structures configures itself as the zone of difference, the other space. It appears to be a place in need for other urban function to feed the existing ones. However, the In-betweenness communicates neither an anonymous, nor autonomous shape and cannot function as a single entity. Yet, it can be seen as a *place to carry a City*. Here, one should ask what kind of City?

Based on the research, it seems that the meaning of the City has the characteristic to be transformed. Thus, one can probably not see the City organized in a concentric shape. In reference to a specific context composed of same elements of a traditional City still not arranged as the traditional City does not mean to be called 'the City'. Rather, that area composed of specialized areas unevenly distributed, networks and nodes, with no clear boundaries where it starts and where it ends, a diffuse structure having vast open spaces -still to be filled- taking shape because of built of informal settlements, It has the probabilities to be called a City as it holds urban functions.

If we were to define cities in terms of their holding functions in general, then the City would be not

"The machine must be able to qualify the garden, and vice versa. It is the merging dialectical relationship that is of interest, not simply the terms themselves. However, the task still remains to put machine in the garden, or, if we choose to come at it from the other direction, to put the 'garden around the machine'"¹⁷⁴

The decentralization process of Albania faced the Tirana- Durrës region with a great challenge such as the settling in-between the cities.

Thus, the research shows that this is an occurrence that will not be ended. The In-

¹⁷⁴ Rowe, G.P., 1991, "*Making a Middle landscape*", Massachusetts Institute of Technology, USA, pg.250

betweenness based on the objectives of governmental policies will continue to grow as such.

Throughout the thesis, the In-betweenness is defined and traced and the Durana case study is an illustration of such phenomenon. The study is contested in a post state Albania as the In-betweenness is found to be a ‘post’ urban form.

The first project on Durana, comprises it as the connection of two cities Tirana and Durrës. However, the study shows that Durana is not composed of two City forms. In the middle of these cities, another spatial form is observed and as such it is identified as In-betweenness based not its situation and its duality condition.

Identifying an In-betweenness as a *zone of difference* with its peculiar characteristics means developing *constructive* models from urban to architectural points of view. This thesis, introduces In-betweenness as a complementary quasi urban/rural setting which must be considered alone. Therefore, such new space, not in terms of nostalgia but because of the need to change and the hope to do better, must be considered as a place to carry a City.

The In-betweenness having an eastern character in its spatial form it is being planned in reference to western intentions as far as the political aims of the country are focused on being part of the European system. This means that the different sectors on urban planning will be focused on proposals dominated by ‘regional’ visions. Such processes illustrate the merge as ‘mission complete’ and as a matter of fact, such merge is *de facto* occurring in the Tirana-Durrës region.

The study, as specified in the Problem definition section, is argued in reference with 3 (three) leading questions:

1. What is an in-between zone, a quasi- urban/rural fringe consuming still available agricultural land located between two urbanized areas?
2. If the extremes of the in-between space are urbanized areas whereas the ‘In-betweenness’ is not a clearly defined area (quasi urban area, or quasi rural area), how the urbanization affected the in-between area?

3. If both urbanized areas will “merge” as they are expanding toward each other, will it be necessary to fill the in-between area with urban pattern?

A detailed description through economical, social and geographical data were considered important to be indicated in order to locate In-betweenness in the segment of the Corridor VIII, part of the regional environment and conurbation of Durana (Durrës and Tirana). While setting the basic frame of a decisive background to further identify such occurrence and its spatial development, as well as other issues, it was mentioned that the location of the In-betweenness as a ‘middle landscape’ between the most impacted cities the City of Durrës and the City of Tirana and due to their humongous spatial, economical, social transformations has made possible its emergence, unconsciously. Analogously, in this study, the political changes of the 20th century embodied in the economical structure as well as in the space were obviously the most leading factors of the form of the City. Consequently, the study constructed the basis of a cause (urban process) and effect (physical change) relation.

In understanding such process, the analyzing of the spatial organization and transformation of Cities – Pole Cities-, paying particular attention to the In-betweenness was obtained with the explanation of three political periods; before, during and after Communism. Due to the birth period of the In-betweenness as such, importance was given to the Post Communist period facing the most dramatic and great changes in demographic pattern mirrored in the urban space.

Spatial analysis of the Post State period configure the expansion of the Pole Cities informally (illegally) in a direction towarded each other, fastening thus the merge of two cities in one city. In this framework, in reference to the spatial analysis extracted from the studied area, named by governmental reports as DURANA, the result configures the existence of a biPole situation, composed of three Urban settings; the City of Tirana – the capital-, the City of Durrës – the port city-, the In-betweenness. The functional entity that Pole Cities had and due to their importance given throughout different periods made possible the formation of this third space. Peculiar political, economical and social factor as well as geographical conditions

impacted in its different urban form. Hence, the compositional elements and the spatial transformation of the In-betweenness were illustrated to fathom In-betweenness as another form and to define its *quasi* state.

Differently put, the study of the spatial analysis consisted in observing and discussing the three areas, their spatial organization and their post developments. The observation based on qualitative and quantitative figures illustrate that In-betweenness during the Communist period was an agricultural land and other urban spots (today districts) were located due to the urban planning system of the time of speaking. After the fall of Communism, as underlined through the thesis, In-betweenness took another character from rural (as its agricultural function promotes) to quasi/urban/rural (Periurban). The results realize that this *quasi* urban or *quasi* rural condition is not determined as the land still contains a great amount of agricultural land, however shifted and seized. This descriptive analysis was developed based essentially on visual material such as maps, images, and pictures; sometimes supported by written material. Moreover, it is of crucial interest to mention that the outdated framework of legislative setting exposed the ineffectively administered Property Relations. Short comparisons during and on post Communism in regard to their Production relation, we conclude that both systems produced their own space and that the post development state exposed an ineffectively controlled land ownerships.

The analysis of the structural elements of the In-betweenness defined as Horizontalities due to the linear character that In-betweenness possesses and its peculiar functions such as Airport, left over functions, big companies, currently educational campus strongly support the understanding of In-betweenness as a new urban form. Furthermore, other binding physical elements; Corridor, Highway and Railways, appear to define another character of In-betweenness; that of not anonymous neither autonomous. Such elements appear as bonds between the city urban tissue and the In-betweenness, and also emerge as crucial constituent in the future oriented goals related to the periphery development of each city, filled with informal settlements. Furthermore, current studies on the Tirana-Durres area illustrate In-betweenness as a focus of design.

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