

4.1 GREEN VECTOR

Connecting Polycentric Void System

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The project was part of the general proposal for the study area enclosed between the Tirana-Durres freeway corridor, the road connecting the airport through the Bexull node and the Kamza corridor. The decision to concentrate, at a later stage, on separate successive stripes of the area – cut diagonally from the Tirana-Durres to the Kamza corridor, and approaching progressively the airport zone - was a strategic decision based on the fact that, after some considerations about the geographical and spatial characterization of the area, it was clear that the complexity of the area demanded a closer observation (Fig. 1). It is important

to clarify that the stripes are not representing homogenous portions of the area, and were not defined based on similar and/or consistent characteristics, rather on their capacity to give a sample cross-section, a typical selection, of the characteristic parts and relationships typical of the area object of study. The stripes in fact contain - a portion of - all the anthropic and biophysical characterizations of the area (Fig.2). Therefore while dealing with the scale of the extended study area, and always in line with the proposed general vision and the related Masterplan, the attention was focalized on a single stripe. The in-depth



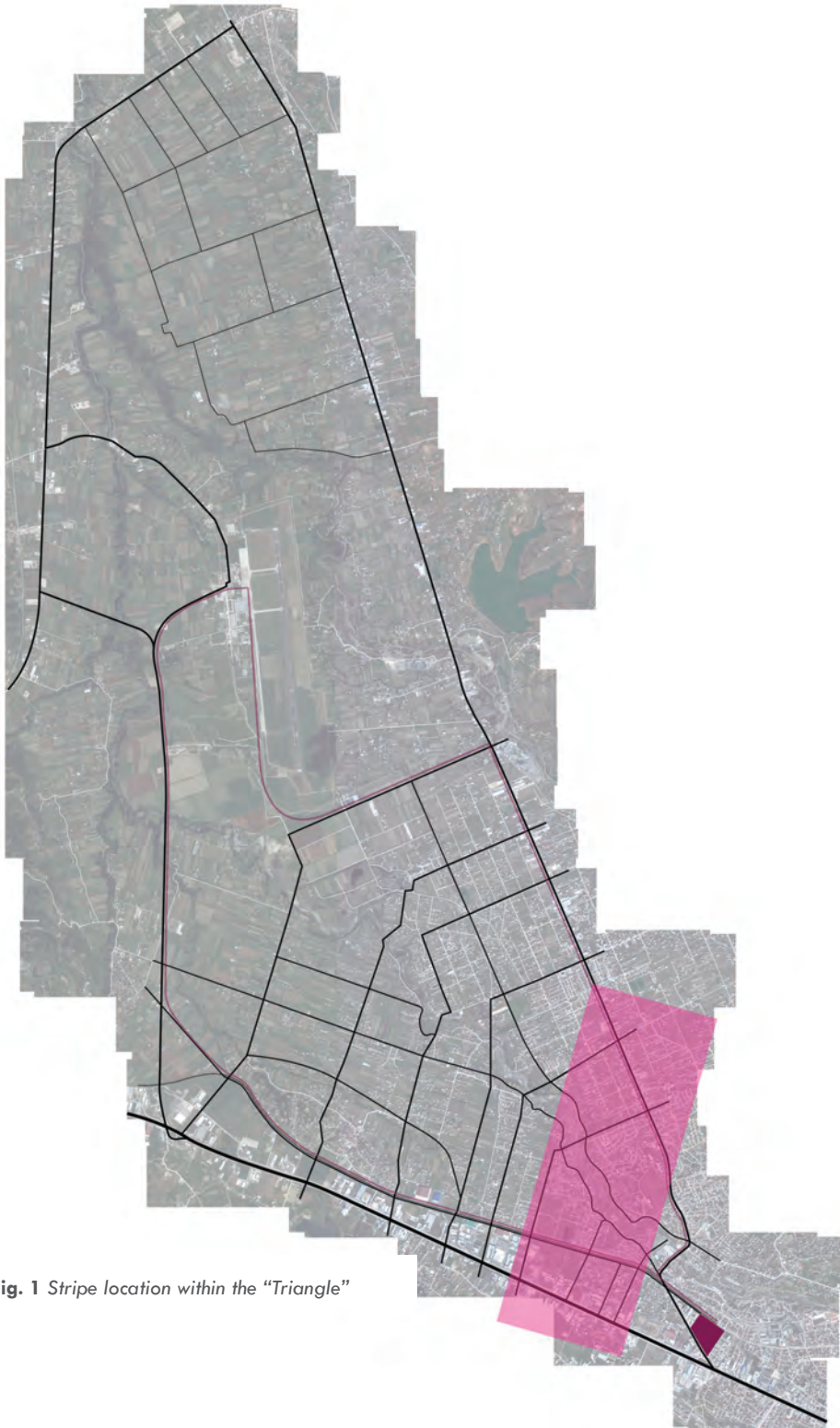


Fig. 1 Stripe location within the “Triangle”

Fig. 2 Analysis - Photographic survey of the stripe



study of the selected stripe was developed over two successive phases. During the first phase of the workshop, the analysis of the existing condition of the area was carried out in order to define the specific problems of the area (fragmentation of agricultural land, unregulated sprawling of the residential settlements, lack of or inadequacy of infrastructures – roads, water supply, electricity, sewage, presence of abandoned former industrial sites, neglect and pollution along the Tirana river) and highlight the main biophysical and anthropic characteristics and key natural and artificial elements such as natural and artificial borders (Fig. 3).

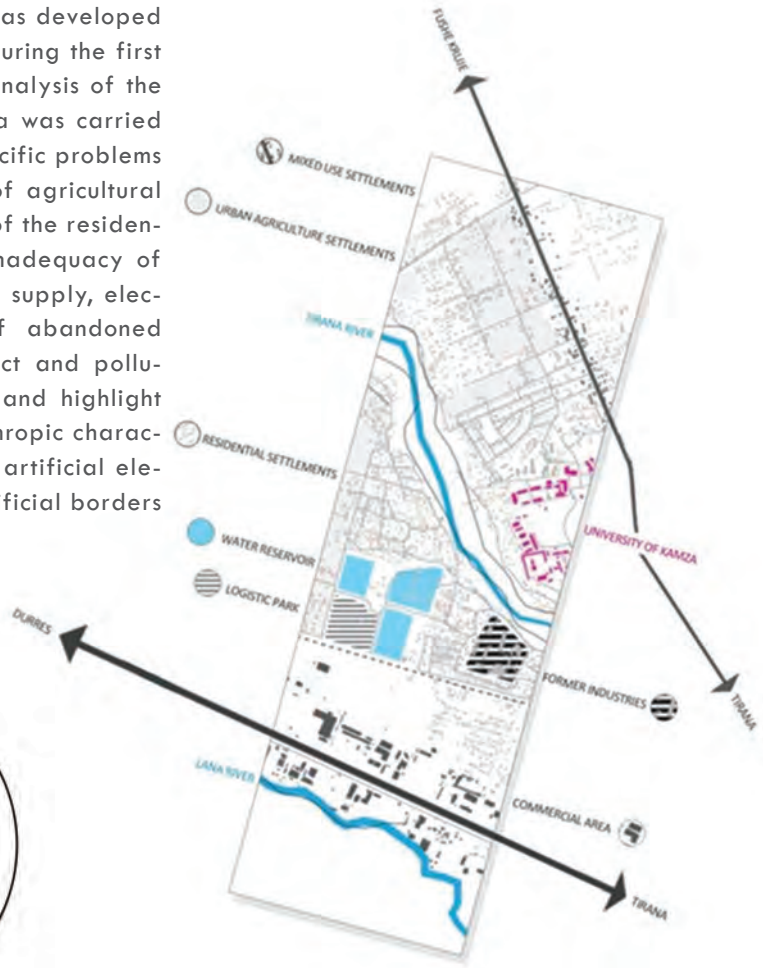


Fig. 3 Analysis - main biophysical and anthropic characteristics and key natural and artificial elements of the stripe



Fig. 4 a-c – Potential and resources of the area: built environment (a); identification of the fragmented voids (b); connection and combination of the fragmented voids (c)

This led to the identification of the main resources and potential for the future development of the area. The river is seen as a great resource for the area as it is rich in biodiversity, and it can act as a green corridor; similarly the system of voids identified in the area offers the opportunity to increase the number of public spaces and, by connecting and combining them, the possibility to create a continuous network (Fig. 4 a-c).

Ultimately the combination of these potential aspects could create a synergic system combining green infrastructure (Tirana river), suburban settlements (Kamza and Laknas), commercial/productive areas (Tirana-Durres) and public services (along the Kamza corridor). All these intentions were summarized in the concept proposal (Fig. 5).

The second phase of the workshop was dedicated to the definition of the main project strategies, expressed through a set of keywords which represented the approach to the site: Unify, Connect, Reactivate, Densify, Consolidate and Regenerate. The keywords were used as a tool to unify in a single concept the numerous aspects that concern the site and to deal with the very different scales of the latter. The final outcome of the first phase was a Masterplan of the selected stripe where all the key elements and related strategies were put in evidence (Fig. 6). The main strategies proposed can be summarized into the following points:

I. The green corridor as a unifying element

II. Infrastructural green connecting the settlements.

- Creation of transversal paths for pedestrians and cyclists within the green system



Fig. 5 Concept proposal - Linked Systems: Green-Suburban-Commercial/Productive-Public Services



Fig. 6 – Stripe Masterplan, general strategies

III. Connecting and combining the fragmented voids and underused areas.

- Creation of new public spaces
- Preservation of the purely agricultural areas

IV. Interventions in the built environment by densification, consolidation, regeneration and expansion as tools for a sustainable development:

- Consolidation of the commercial/productive area
- Densification of the suburban area

along the Kamza corridor

- Consolidation of the residential area between the two corridors through the creation of public spaces

V. Reactivation through regional and local services.

- Reactivation of the underused areas





In the last phase of the workshop each strategy identified and expressed in the master-plan was further studied through “key actions” grouped in five main topics, and developed through possible scenarios:

1) Infrastructural Borders (Fig. 7-8)

- a) Tirana Durres Railway (reactivation and improvements of the line and New train station)
- b) Tirana-Durres pedestrian crossings and pedestrian itineraries
- c) Kamza Corridor (introduction of a new tram line)

Fig. 7 (a,b) – Topic 1 - Infrastructural Borders/Key action A -Tirana Durres Railway; reactivation and improvements of the line. Railway line present (a) and vision (b)

Fig. 8 (a,b) – Topic 1- Infrastructural Borders /Key action C - Kamza Corridor; introduction of a new tram line. Kamza corridor present (a) and vision of Kamza corridor with the new tram line (b)

2) Natural Boundaries - Tirana River (Fig. 9-12)

- a) Transforming the river into a continuous green vector – Tirana River Park
- b) Connecting the river park with the new public facilities of the area
- c) New sections of the river system

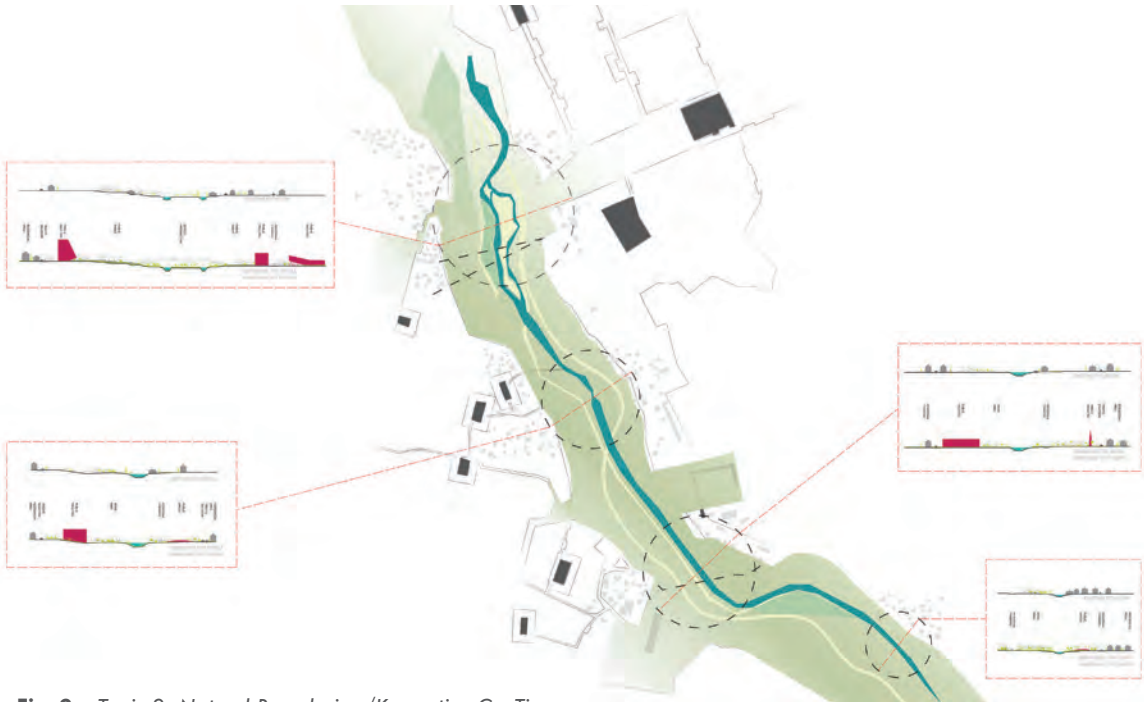


Fig. 9 – Topic 2- Natural Boundaries /Key action C - Tirana River; transforming the river into a continuous green vector (Tirana River Park) and connecting the river park with the new public facilities of the area

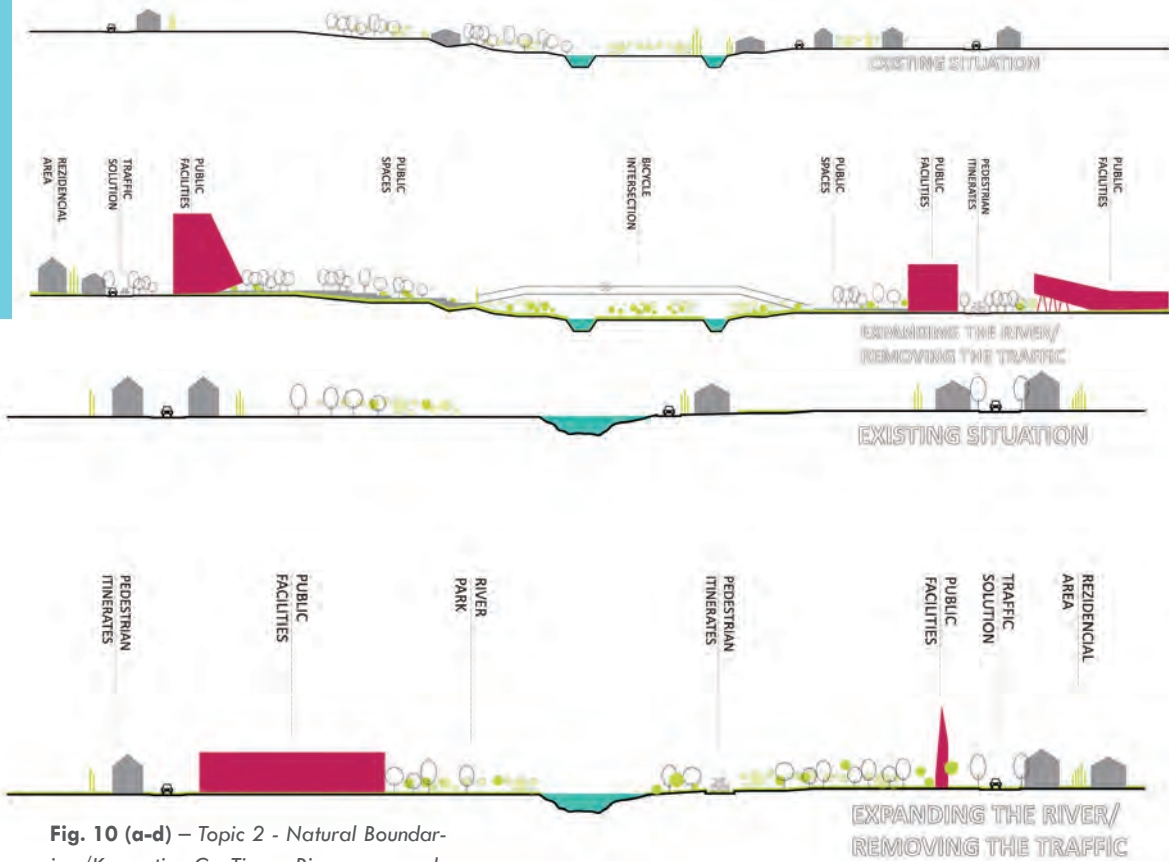
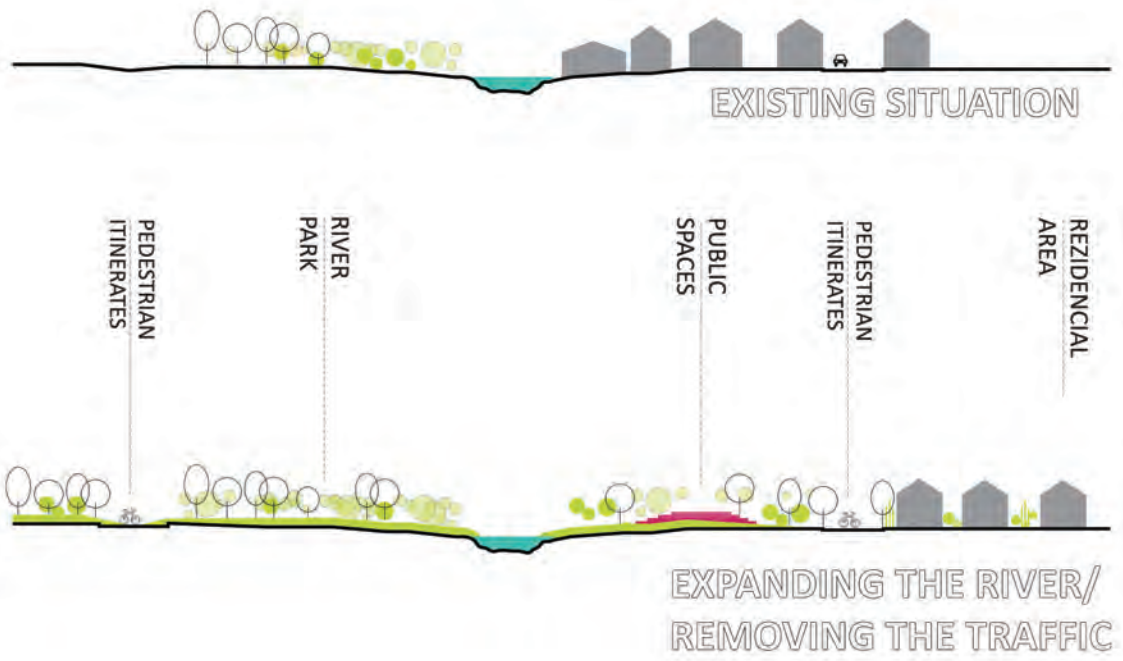


Fig. 10 (a-d) – Topic 2 - Natural Boundaries /Key action C - Tirana River; proposed river profiles



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Fig. 11 (a,b) – Topic 2 - Natural Boundaries /Key action C - Tirana River, aerial image of the present condition of the site (a) and plan with the proposed interventions (b)



Fig. 12 (a,b) – Topic 2 - Natural Boundaries /Key action C - Tirana River; photograph of the present condition of the site (a) and vision for the proposed Tirana River Park (b)





3) Green System (Fig. 13-14)

- a) Preservation of the agricultural green as a tool to prevent sprawling
- b) Improvement and regeneration of the vegetation along the river and
- c) Green as a barrier along the infrastructural borders
- d) Introduction of public and recreational activities integrated with the green areas

BUILD UP LAND

AGRICULTURE LAND

SECONDARY ROAD

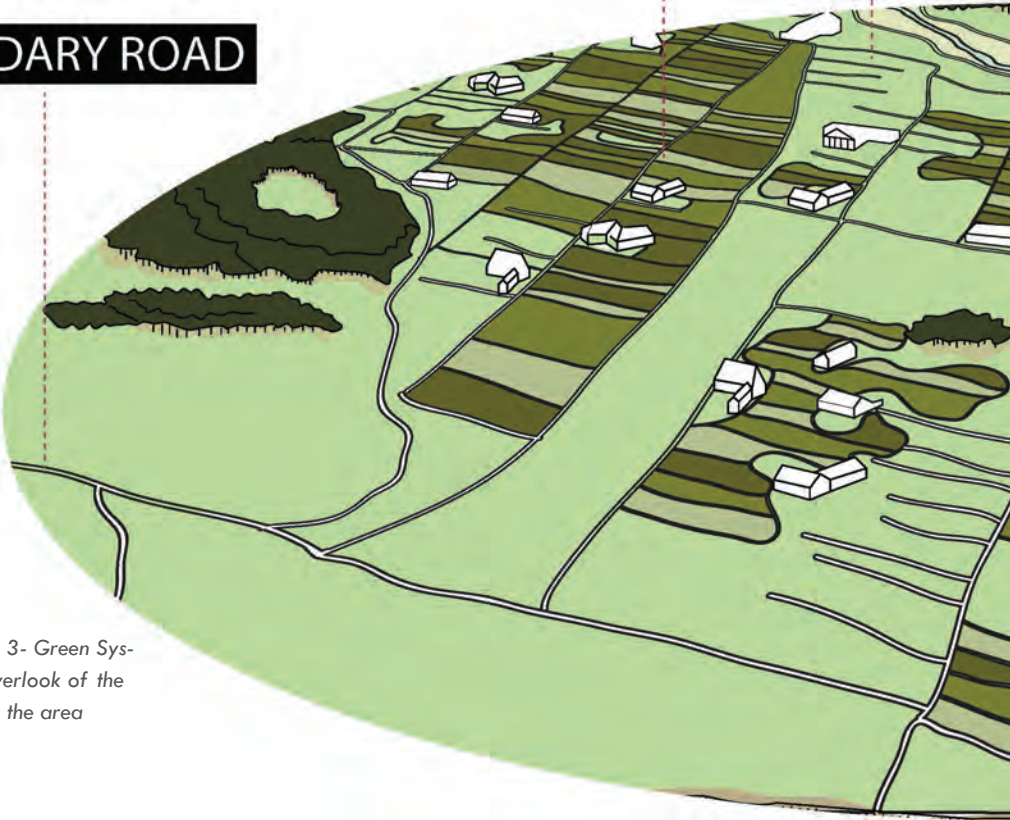
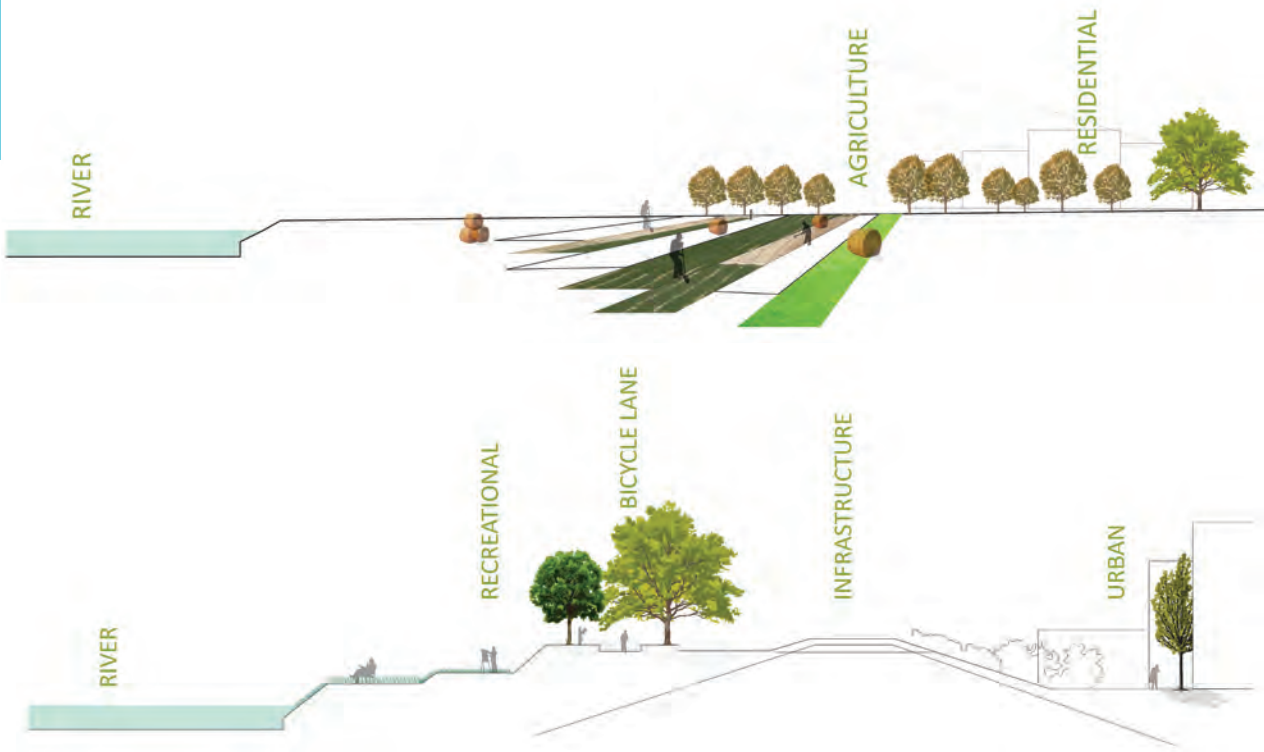
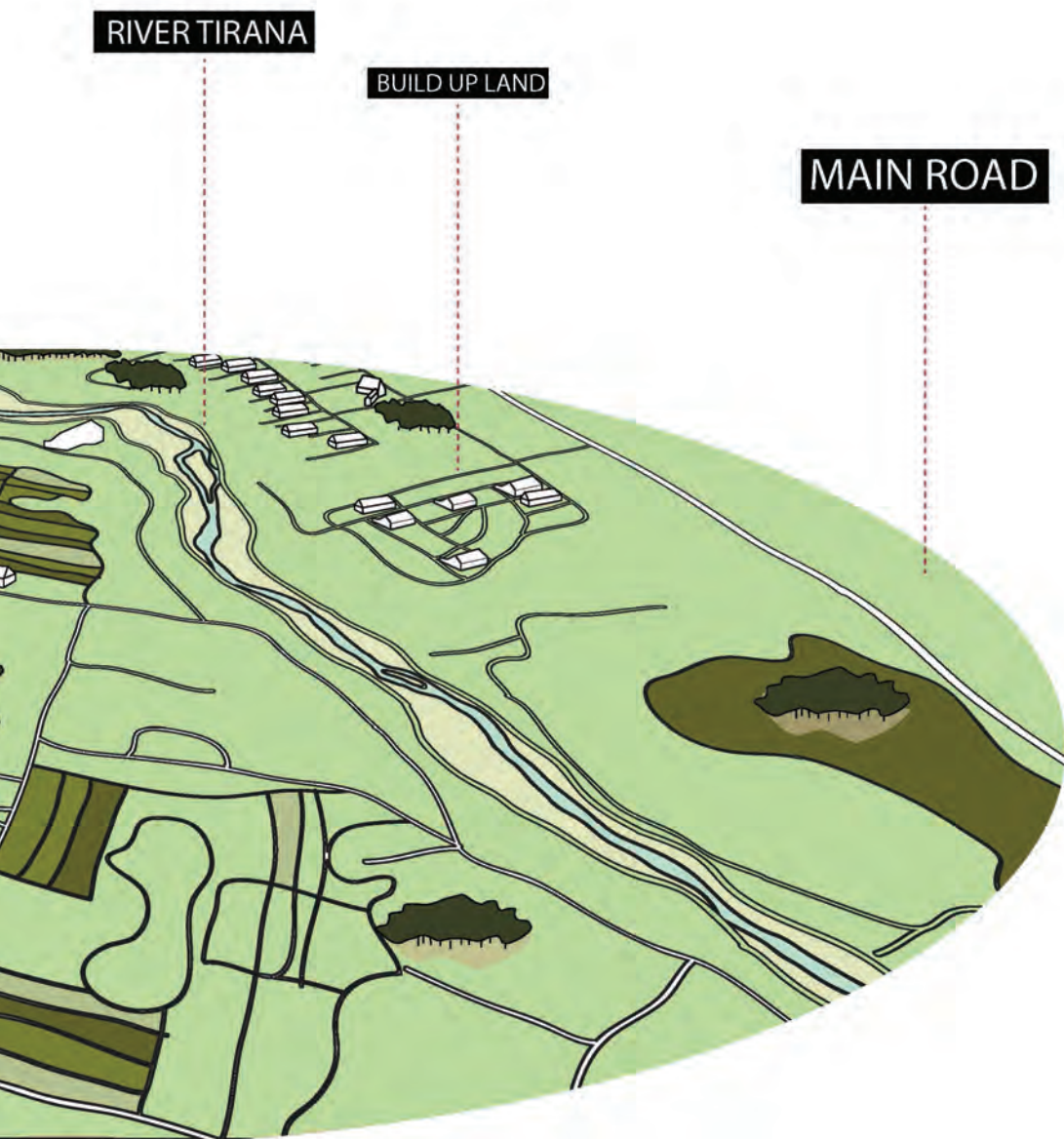


Fig. 13 – Topic 3- Green System, general overlook of the green system in the area





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Fig. 14 (a-c) – Topic 3 - Green System/Key action a-c, profiles showing the main key actions: preservation of the agricultural green as a tool to prevent sprawling (a), improvement and regeneration of the vegetation along the river (b), green as a barrier along the infrastructural borders (c)



4) Reactivation of Underused Areas (Fig. 16-18)

- a) Water reservoir
- b) Dismissed Industrial Site (Brown-field)
- c) University Campus

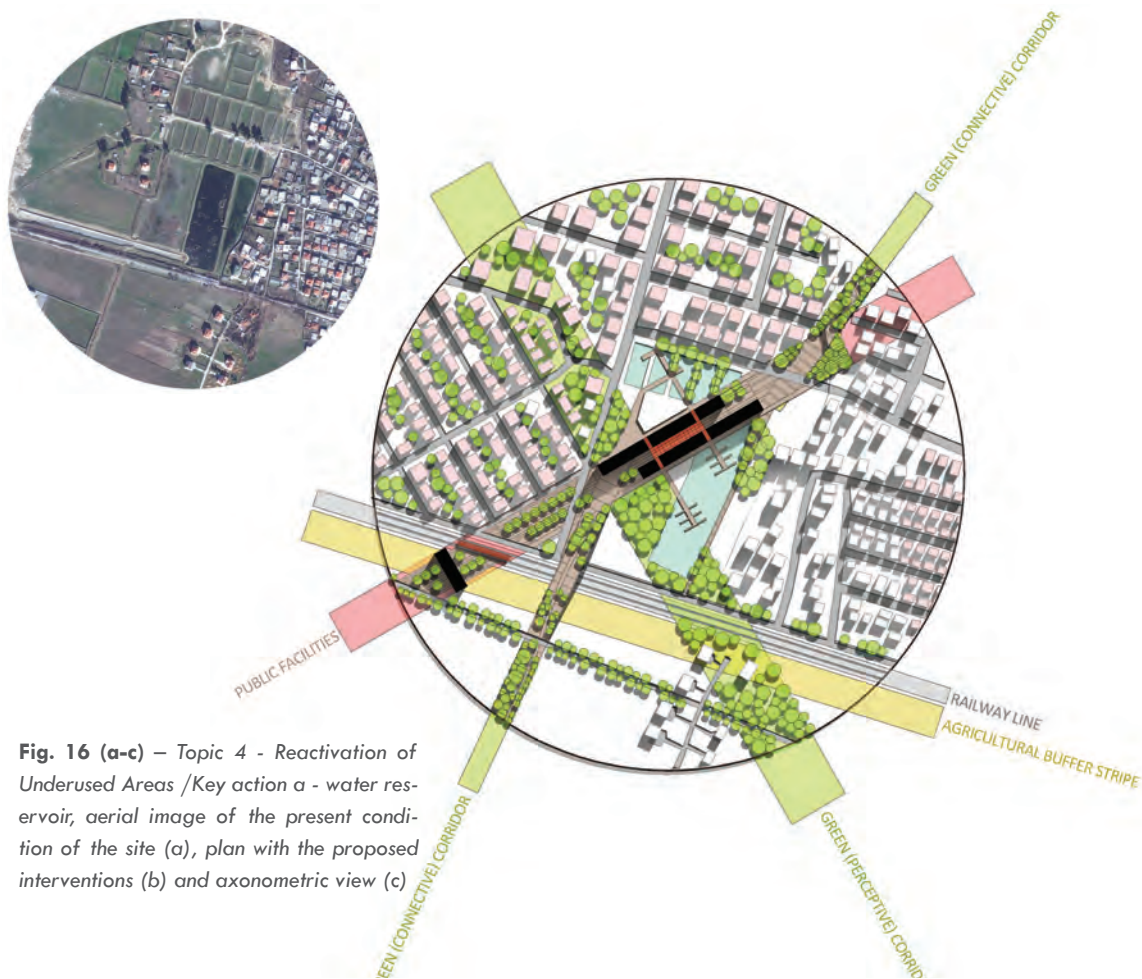


Fig. 16 (a-c) – Topic 4 - Reactivation of Underused Areas /Key action a - water reservoir, aerial image of the present condition of the site (a), plan with the proposed interventions (b) and axonometric view (c)

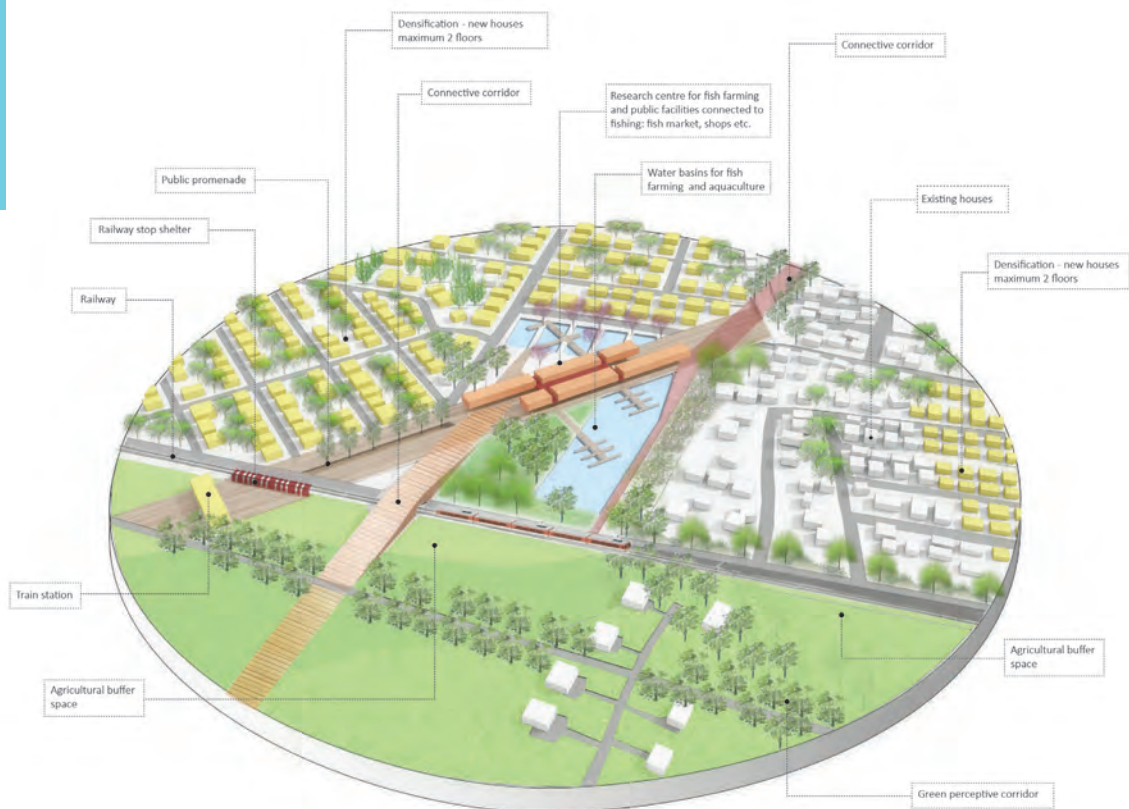




Fig. 17 (a,b) – Topic 4 - Reactivation of Underused Areas /Key action b - dismissed Industrial Site (Brown-field), aerial image of the present condition of the site (a), plan with the proposed interventions (b)



Fig. 18 (a,b) – Topic 4 - Reactivation of Underused Areas /Key action c - University Campus, aerial image of the present condition of the site (a), plan with the proposed interventions (b)



5) Consolidation of The Areas for Economic Use (Fig. 19)

a) Tirana-Durres corridor

6) Settlement & Buildings (Fig. 20,21)

a) Consolidation & Regeneration of the Existing Settlements

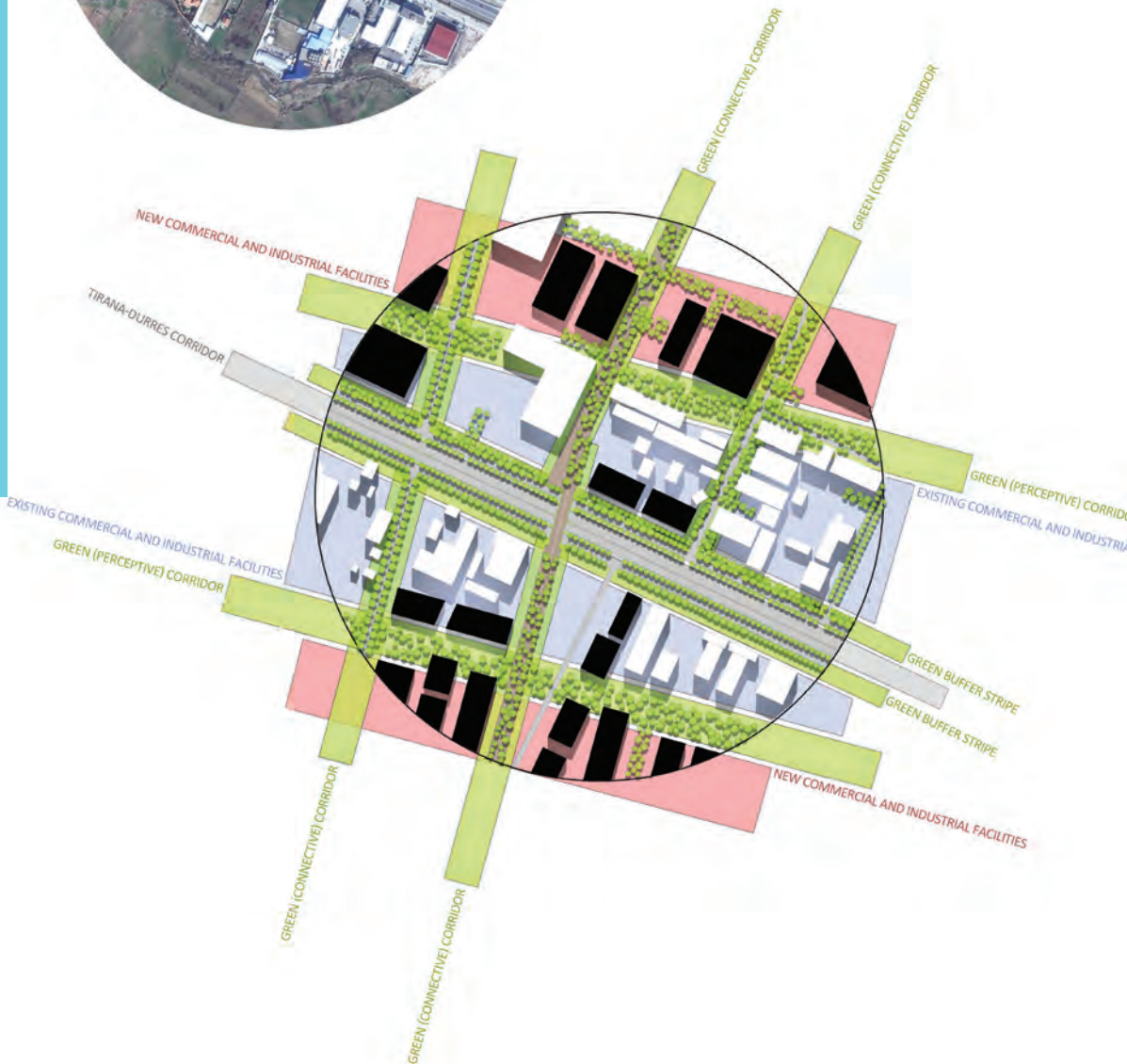
b) Densification & Expansion Along the Kamza Corridor



GREEN (CONNECTIVE) CORRIDOR

TIRANA RIVER PARK

Fig. 19 (a,b) – Topic 5 - Consolidation of The Areas for Economic Use/Key action a - Tirana-Durres corridor, aerial image of the present condition of the site (a), plan with the proposed interventions (b)



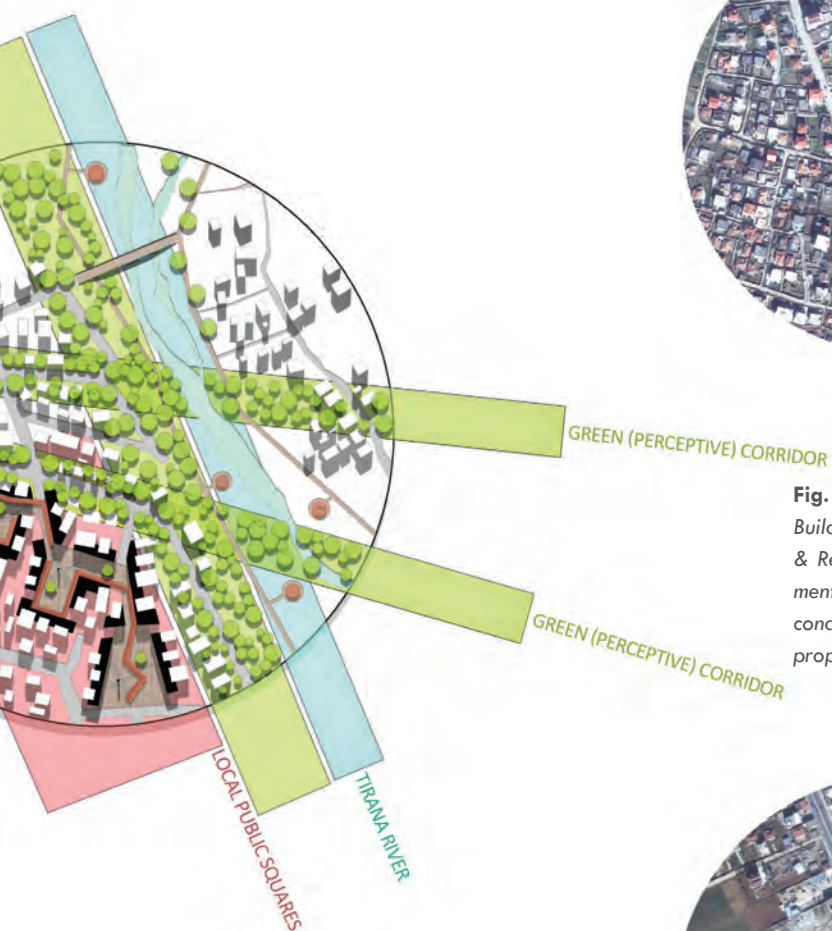


Fig. 20 (a,b) – Topic 6 - Settlement & Buildings /Key action a - Consolidation & Regeneration of the Existing Settlements, aerial image of the present condition of the site (a), plan with the proposed interventions (b)



Fig. 21 (a,b) – Topic 6 - Settlement & Buildings /Key action b - Densification & Expansion Along the Kamza Corridor, aerial image of the present condition of the site (a), plan with the proposed interventions (b)