



DA Dipartimento
Architettura
Ferrara

BOOK OF PROCEEDINGS

2nd INTERNATIONAL CONFERENCE ON HOUSING,
PLANNING, AND RESILIENT DEVELOPMENT OF THE
TERRITORY

TOWARDS EURO-MEDITERRANEAN PERSPECTIVES

OCTOBER 16th-17th, 2025

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2nd International Conference on Housing, Planning, and Resilient Development of the Territory

Towards Euro-Mediterranean Perspectives

Conference Theme and Rationale

This conference returned for the second time within the Albanian and Mediterranean academic context, aiming to build a tradition of collaboration centered on scientific research and academia. Following the success of the first edition held on October 13th-14th, 2023, where proceedings were published in the Book of Proceedings, Albanica journal, and various international academic platforms, POLIS University and the Academy of Sciences of Albania relaunched this important event. The 2025 edition focused on housing, urban planning, and resilient territorial development, offering a platform for researchers, policymakers, and experts from the region and beyond.

Albania and the Western Balkans have faced major transformations in urbanization, spatial planning, and environmental management. Demographic changes, economic pressures, and environmental challenges created a need for new strategies in architecture, planning, and governance. This conference brought together diverse voices to explore these themes and promote resilient and sustainable development.

Key topics included architecture and the city, with emphasis on urban form, housing typologies, and the role of cultural heritage in modern urban design; urban mobility, addressing traffic challenges, public transport, and the use of technologies like GIS and AI in planning; and new housing models, focusing on affordability, energy efficiency, and innovative materials.

Discussions also covered demography and economy, exploring territorial governance, smart cities, social enterprises, and digital technologies such as AI, VR, and the Metaverse in urban management. Finally, the urban and natural environment was addressed through topics like pollution, adaptive planning, and nature-based solutions for climate resilience.

Through this conference, POLIS University and the Academy of Sciences of Albania aimed to foster a broad interdisciplinary debate on these pressing issues, combining academic and practical perspectives to offer concrete recommendations for future urban and territorial development policies and projects.

Organizers' Announcement

The International Scientific Conference on Housing, Urban Planning, and Resilient Territorial Development: Toward Euro-Mediterranean Approaches was held on October 16th-17th, 2025, in Tirana, Albania. Organized by POLIS University in collaboration with the Academy of Sciences of Albania and supported by national and international partners, including the University of Ferrara and Co-PLAN, Institute for Habitat Development, the event brought together researchers, academics, policymakers, and professionals to address key challenges in urban development, with a focus on resilience and sustainability in the Euro-Mediterranean region. The first day of the conference took place at the Academy of Sciences, while the second day was hosted at POLIS University.

The conference explored five main themes:

- I. Architecture and the City, which investigated the typological and morphological dimensions of urban form, the evolution of collective and individual housing types, the relationship between architectural design and urban identity, and the role of historical and cultural heritage in shaping contemporary cities;
- II. Urban Mobility and Resilient Cities, which addressed traffic congestion, infrastructure challenges, and public transportation, while also promoting the redesign of public spaces – such as streets, squares, and pedestrian zones – to improve accessibility and mobility; it also explored the integration of digital technologies like GIS, AI, and simulation tools to enhance planning, automation, and infrastructure management;
- III. New Housing Models, which examined innovative approaches to affordable and social housing in response to demographic shifts and technological change, along with energy efficiency strategies, passive energy systems, and the application of new sustainable materials and construction technologies;
- IV. Demography and Economy, which focused on macro-regional and national dynamics impacting territorial development, including urban governance, disaster risk reduction, and the rise of smart and inclusive cities; it also explored how emerging technologies – such as AI, VR, and the Metaverse – along with social enterprises and circular economy practices, could foster more equitable and adaptive urban systems; and
- V. Urban and Natural Environment, which analyzed environmental degradation in urban settings, including air, water, and soil pollution, and promoted nature-based solutions, ecosystem-based planning, and adaptive strategies to enhance environmental sustainability and climate resilience.

The conference was conducted in English and Albanian (with self-translated texts where applicable) and was free of charge, with all registration fees fully covered by POLIS University in support of open academic exchange. Key deadlines included abstract submission by June 15th, acceptance notification by June 30th, first draft of papers by September 15th, and final submissions by October 31st.

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Armela Reka / POLIS University

Sindi Doce / POLIS University

Layout & Design:

Sindi Doce

Armela Reka

POLIS University Contact:

Rr. Bylis 12, Autostrada Tiranë-Durrës, Km 5, Kashar

Kodi Postar 1051, Kutia Postare 2995

Tiranë, Albania

Tel: +355.(0)4.2407420 / +355.(0)4.2407421

Fax: +355. (0)4.2407422

Mob: +355 (0) 69 40 88 111

Email: contact@universitetipolis.edu.al

Website: www.universitetipolis.edu.al

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I. Architecture and the City: Architectural, Typological and Morphological aspects of Settlement Form

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Typologies of collective and individual housing / History of cities and architecture /
Architectural design: Morphology and form.

Urban regeneration and conservation / Cultural and historical heritage / Regenerative approaches to design and adaptive reuse of spaces.

Morphogenetic Axes as Generators and Anchors of Urban Form

The Ancient Aulona

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Assoc. Prof. Dr. Sotir DHAMO

ORCID 0000-0002-5005-108X

Department of Architecture and Engineering, POLIS University, Albania,

sotir_dhamo@universitetipolis.edu.al

Abstract

Where and how do cities begin? How do the initial traces that mark the beginning of the city arise? Why do they emerge in a certain place and become fixed there? As Poete argues (in Rossi, pp. 51, 59), once the city emerges in a certain place, it is the road that keeps it fixed to the axes of development. These traces that the city “wraps” within itself are the beginnings of the urban fabric. Although the origin of cities is never limited to a single reason, this article examines the role of the road as a significant generative factor for the emergence of cities, as it exposes a specific territory to historical events, and anchors the city to its place of origin. Roads and other related artefacts are similar to a kind of nucleus around which the developments and variations of urban form gather and mesh.

The article explores and analyzes these aspects in the case of ancient Aulona. Thus, the initial strategic crossroads, the fortress and the old pier of Aulona, their connecting axis, and its later extension, are considered the primordial artifacts that underlie the generation of today's Vlora. Historians and archaeologists present evidence that supports a more holistic perspective on morphogenetic aspects, tracing back to a historical period (in space-time) that explains the emergence of Aulona from the interaction between earlier regional centers (Amantia-Kanina, Bylis-Triport, Orik); when Aulona became a significant crossroads after the Roman conquest; or when the old pier and fortress of Aulona became disconnected from the coastline due to geomorphological changes. These events reflect primordial, self-generative interactions – important imprints embedded in today's city, still rooted in the same historical crossroads despite the many historical and natural events it has undergone.

Keywords

Aulona, generative factor, historical events, morphogenetics

1. Introduction and literature review – Foundational roads in urban morphology

Urban morphology can be understood as a form of enduring infrastructure that shapes the way cities concentrate populations and buildings (Dovey and Pafka 2020, pp. 93-108). Once established, often persists for centuries. Yet the question remains: how does this focal point of concentration – what Mumford (1961, p. 3) called 'the point of maximum concentration for the power and culture of a community' – come into being? Understanding the processes of generation constitutes a primary objective within the fields of urban planning and design research. Frequently, the origins from which urban developments emerge remain embedded in artifacts – whether physically perceptible or otherwise – as if they were channels of communication within the societal-temporal-spatial continuum (Zohar and Marshal 1994, pp. 58-59; Arida 2002, p. 150, 157), linking past, present, and future dynamics. Through an examination of the pivotal historical events of the territory in which a city is established, alongside the artifacts that embody these events, this article posits that the “persistence” (Rossi 1984, p. 51, 55) and “constancy” of distinct elements of the urban plan - such as its formative axes - serve as the structural framework for the generation of form, thereby influencing the regulatory mechanisms governing subsequent transformations. This argument is exemplified by the case of Vlorë, where the original city-forming axis not only encapsulates key historical events but also underpins the city’s morphological structure, anchoring it in the very same place where it was created.

The street occupies a central role in Poete’s urban analysis, wherein the city may originate in a specific location, but it is the street that sustains its vitality over time. According to Poete, cities become “fixed” along their developmental axes, internalizing and preserving the traces of these formative paths within their morphological structure. The principal elements that ensure such continuity are the physical remnants (“permanences”) of the past – monuments, streets, and the city plan itself or its traces. These traces persist in diverse forms through to the present day – often altered or distorted – yet they remain spatially anchored and are rarely displaced (in Rossi 1984, p. 51, 59). Thus, while eras and civilizations evolve, we can observe the persistence of certain elements that ensure the unity and continuity of the city’s plan and urban form, regardless of growth. For Lavedan (in Rossi 1984, p. 51, 55), “persistence” generates the city plan and is the basis of the organization of urban form. These permanent “structural elements” that maintain continuity over time are either intrinsic to the city’s origins or intimately linked to them; they represent, in Rossi’s terms, “a past that we are still experiencing” that can be considered as “propelling” elements endowed with vitality, or “pathological” when they exhaust themselves and only the permanence of their form remains (Rossi 1984, p. 59).

While historians and archaeologists have extensively illuminated the facts and artifacts pertaining to the origins of various urban settlements, the contributions of architects and urban planners have often remained confined to technical domains, frequently neglecting the historical and morphogenetic dimensions that could critically inform context-sensitive projections best fitted to the society-time-space continuum. In Albania, the city has traditionally been analyzed according to functional classifications – an approach that, in the

international arena, reached its peak during the modernist period, aimed at planning cities objectively through the quantitative standardization of functions and needs. In Albania, this approach was further entrenched during the dictatorship, wherein architecture and urbanism were reduced to strictly technical, exact, and controllable disciplines. In contrast, this article addresses the city through its morphogenetic dimensions: how form conveys the origin of interactions with historical processes and is, in turn, transformed by them. Awareness of these concepts invites not only a re-reading of the urban palimpsest – as an integral component of cultural heritage – but also advocates for its active integration into strategies of contemporary urban development and design. These considerations are further grounded through the case study of ancient Aulon, which exemplifies processes of genesis, spatial formation, and gradual growth.

2. The event-street interactions that generated and anchored Aulona

Understanding why and how Vlora developed precisely in its current geographical and morphological configuration necessitates a broader spatial-temporal perspective. The street, or route, as the foundation of this reasoning, allows us to argue that the origins of Vlora as a city extend far beyond its present territory and reach further back in history than the contemporary urban fabric suggests. On this logical basis, we revisit the city's historical “genetics,” rooted in the processes that unfolded along primary natural communication corridors – such as the ancient Vjosa (Aos) River and its tributary, the Shushica. These corridors formed the geographical matrix (Figure 1, Figure 2) within which early settlements – such as Amantia, Bylis, Triport, Orikos, and Kanina – emerged and evolved, long before the establishment of Aulona. Even today, these routes remain central to the broader regional connectivity with the Bay of Vlora, which has long held a strategic role as a gateway to the Adriatic Sea – naturally protected by the Sazan-Karaburun-Triport system and conveniently connected to the interior regions of Albania and the Balkans (Baçe 1975, p. 5).



Figure 1. Geographical matrix.

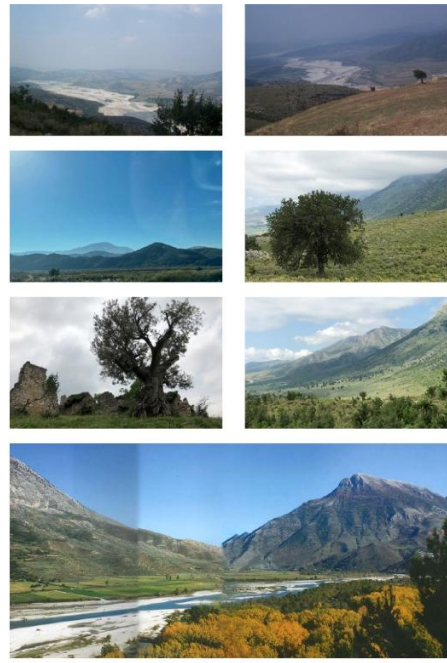


Figure 2. Natural communication corridors.

Source: Google Earth view and author's photos. Source: Author's photos; below from Ceka (2012).

Ptolemy refers to Aulona in the 2nd century AD as a “city and harbor” (Ptolem. 3, 12); however, archaeologists argue that ancient Aulona was the result of complex, interactive relationships among pre-existing regional settlements – those previously mentioned – which long predated its emergence. In fact, the development of cities in Southern Illyria was preceded by a rich proto-urban context, characterized by a network of fortified settlements dating from the 7th to the 5th centuries BC (Ceka 2020, pp. 240-241). According to Komata (1991, p. 7), along the Shushica River and partially along the Aos, a system of such fortified settlements was established to control key routes traversing the mountainous straits. These settlements emerged in unique sites – places seemingly “predestined by history” (Rossi 1984, p. 106) – embodying in their *genius loci* (Schulz 1992) the distinctive and advantageous qualities of the natural environment.

The emergence and development of Aulona is closely linked to the two main centers of production and exchange in the hinterland of the Bay of Vlorë – Amantia and Bylis – which functioned as dominant cultural and religious poles within their respective *koinones* (political communities) (Ceka 2020, p. 238). Their economic growth, along with the need for protection and access to the sea, contributed to the strengthening of two coastal settlements: Triporti and Kanina, which became the respective maritime outlets for Bylis and Amantia (Baçe 1975, p. 15). Both Triporti and Kanina were located at the starting points of routes that connected the coast to the hinterland (Korkuti et al. 2008, pp. 213-215) as early as the proto-urban period (Figure 3). These two city pairs – Bylis-Triporti and Amantia-Kanina – are directly associated with the rise of Aulona, which absorbed populations from both Triporti and Kanina.

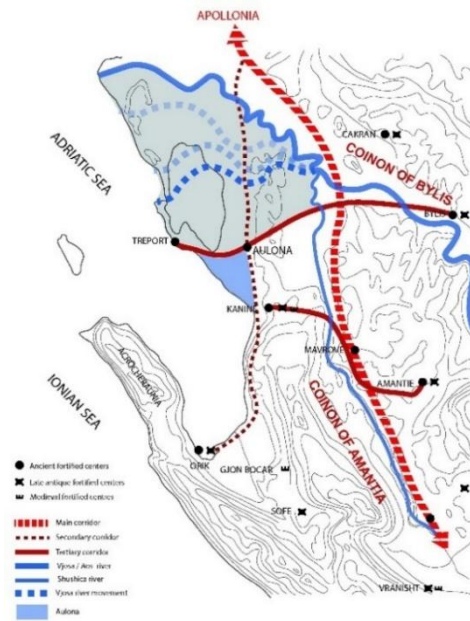


Figure 3. City pairs Bylis-Triport, Amantia-Kanina.

Source: Author's redesign after Baçe (1975).

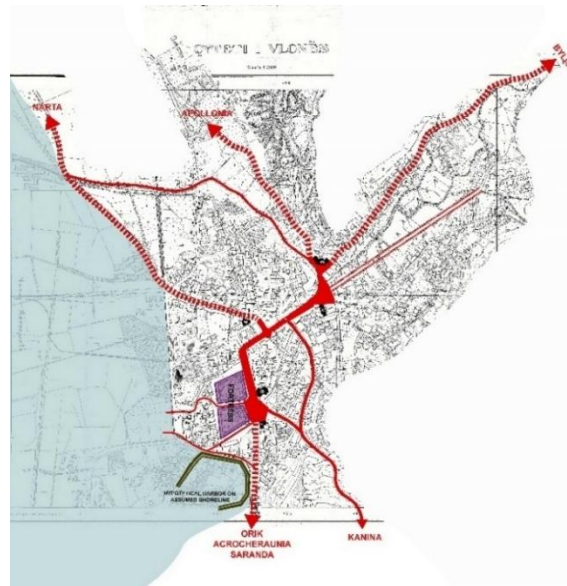


Figure 4. Aulona: at the intersection of major routes and its Harbor near the current Flag Square.

Although archaeological evidence indicates that Aulona functioned as the port of Amantia from the 5th to the 1st century BC (Ceka 2024, pp. 176-177), competition from Kanina, Orikos, and Triport relegated it to a secondary position. This situation began to change with the establishment of Roman rule in the 1st century AD and the subsequent period of relative peace in southern Illyria (Ceka 2024, p. 182). These new conditions prompted the population to abandon fortified settlements and relocate to the plains near the main roads (Anamali 2002, p. 163, Vol. I; Ceka 2024, p. 182), which passed closer to ancient Aulona. Thus, the location of the natural port of Triport – situated at the northern end of the Bay of Vlora and distant from the main road connecting Apollonia with Amantia or the Akrokeraunian mountains, approximately 8 km from present-day Vlora (Korkuti et al. 2008, pp. 212-213; Ceka 2024, p. 182) – together with the naturally fortified position of Kanina, which, although crucial for controlling the connections between the Bay of Vlora and the hinterland (Baçe 1975, p. 15; Komata 1991, p. 115), posed significant challenges for communication, would ultimately become advantages that strengthened Aulona's position.

Thus, the reorganization of regional terrestrial routes in the 2nd century AD (Ceka 2024, p. 178) favored Aulona's position at the intersection of major routes (Komata 1991, p. 115). The city developed around its harbor and became a key station along the road connecting Dyrrachium with Apollonia, the Akrokeraunian mountains, Bouthrotos, and Nikopolis; it also became the first stop for travelers arriving from Brindisi (Ceka 2024, p. 178). This gave Aulona a significant advantage over Triport, Kanina, and Orikos, which remained isolated from regional flows. At the time, Aulona – as a commercial center together with its harbor – was located in a bay situated very close to what is now Flag Square, where the sea once penetrated deep inland.

While this may seem unimaginable today, it is a fact confirmed by archaeological excavations (Figure 4).

The road that brought wealth to Aulona also exposed it to the incursions of the Gothic barbarian tribes. To defend against these attacks, a quadrangular fortress was constructed in the 4th century AD above a much older settlement, near the pier located about one hundred meters away (Ceka 2024, p. 178). The city itself was also enclosed by defensive walls. Even during the period of barbarian invasions, when focus shifted once again to mountain fortifications, Vlorë as a settlement continued to exist in its original location – owing to its strategic and economic importance.

The threat of barbarian attacks fostered a symbiotic relationship between Kanina and Aulona, whereby Kanina functioned primarily as a military stronghold, while Aulona emerged as an economic and commercial hub (Karaickaj 2012, p. 55). Within this binomial, Aulona would gain prominence whenever the strategic military significance of Kanina diminished – an alternating dynamic that persisted throughout the Middle Ages. The Aulona-Kanina urban dyad thus formed the frontline of an interconnected defensive network encompassing several hinterland centers around the Gulf of Vlorë, including Amantia, Çerja, Sofa, Treblova, and Kropishti (Komata 1991, p. 116).

During this period, settlement activity gradually shifted toward the coastal area of the Vlorë Bay, with Aulona developing into a fortified city. By 458 AD, it had become an episcopal center under Bishop Nazar and also served as a road station. Fortified and strategically active, it received papal envoys in 519, and its defenses were restored by Emperor Justinian in the 6th century (Ceka 2005, pp. 284-285; Ceka 2024, p. 178). By this time, Aulona was recognized as one of the eight principal cities of New Epirus, whose administrative center was Dyrrachium (Ceka 2005, p. 158). From the late 6th to the early 7th century, however, the region faced successive invasions, including the devastating Slavic incursion of 547-548, which severely affected Aulona and Orik (Ceka 2005, p. 285). In response to the violence, part of Aulona's population sought refuge on Sazan Island, where archaeological evidence confirms settlement traces from this period.

In the first half of the 9th century, Byzantine authority was reestablished across the southern Balkans, and the road connecting Dyrrachium or Aulona to Thessalonica and Constantinople was reopened. However, the revival of civic life from the 9th century onward represents continuity only in terms of the geographic position of ancient Aulona; even the 9th-century fortifications were reconstructions over ancient ruins. Once again, it was the roads that kept the site anchored in place. In terms of function, in the early Middle Ages, cities – formerly centers of artisanal production and goods exchange – were transformed into ecclesiastical and military-administrative centers (Ceka 2005, pp. 339, 341). Thus, a new Aulona emerged upon the ruins of the ancient one, and the name Aulona reappears in Byzantine documents in 1082 (Ceka 2024, p. 179).

In the 13th century, several military centers – including Vlorë – expanded beyond their fortification walls, gradually transforming into centers of artisanal production and acquiring a more urban character. Between the 13th and 14th centuries, Vlorë, particularly favored by its

strategic position along the East-West trade routes, became an important hub for the trade of spices and aromatic goods (Xhufi 2002, pp. 259-262, 267-269, Vol. I).

In 1205, according to Ceka, alongside Aulona, Sfinarica (modern-day Zvërnec) also appears, which would gain prominence over the following two centuries in trade with Venice and Ragusa. This shift was primarily the result of geomorphological changes, notably the diversion of the Aos River's mouth directly into the Bay of Vlora, accompanied by significant alterations to the coastline. During the destructive floods, alluvial deposits filled Aulona's harbor and trapped ships in thick layers of mud – skeletons of which have been found in the area spanning from what is now Flag Square to the *Skelë* neighborhood. This helps explain what may seem puzzling today: the historical presence of the sea near the current city center, and, in connection with this, the positioning of the fortress directly above the old harbor. As a result, the port was relocated to the new mouth of the Aos, at Sfinarica. However, during the floods of the 14th century, the Aos shifted again toward its current course, leaving behind the Narta Lagoon as evidence of its former path (Ceka 2024, p. 179). Meanwhile, as the city's population was increasing, Vlora was severely affected by successive natural disasters – floods, fires, earthquakes – and the plague of 1481, which forced inhabitants to evacuate to surrounding villages (Xhufi 2002, pp. 260-262, Vol. I).

In 1417, Kanina, Vlora, and Berat fell under Ottoman rule. Kanina, serving as the administrative-military center, was prioritized over Vlora (Komata 1991, p. 118; Karaiskaj 2012, p. 55), until the Ottomans constructed the coastal fortress (located where the stadium now stands) in 1531 – considered the most significant architectural undertaking of that period. The study by A. Baçe (1973, pp. 188-189) reconstructs the image of the fortress as an octagonal structure with 90-meter sides, 15 meters in height, and a surface area of 3.5 hectares, which the Ottomans strategically built along the east-west communication route during preparations for the campaign to conquer Apulia. Traces of this fortress are clearly visible even on maps from the early 20th century.

By the 16th century, Vlora had a considerable Jewish population, and in 1510, Rabin David Messer Leon settled in the city. Additionally, the Ragusans had established their own colony and quarter for commercial purposes. As a result, Vlora hosted churches, tekkes, mosques, and a synagogue (Nurja 2012, pp. 19-20; Xhufi 2002, p. 263, Vol. I).

During the Ottoman period, between the 16th century and the beginning of the 20th, bazaars played a significant role. The development of Vlora was likewise closely tied to its bazaar, which was located outside the historical fortifications. It was distinguished by the urban-architectural coherence of rows of shops and artisan workshops, placed side by side along cobbled streets (Riza 1978, pp. 117-118). In the second half of the 19th century, between 1842 and 1892, with the expansion of the capitalist economy, ships of the Austrian company *Lloyd* and the Italian company *Puglia* docked in Vlora up to three times a week. In Vlora were based the agencies of merchants from Berat; the bitumen extraction industry of Selenica (since 1875), along with a saltworks, a pottery workshop, and several oil factories. Nevertheless, until the end of Ottoman rule, Vlora lacked a fully developed industrial base (Frashëri 2002, pp. 44-56, Vol. II).

In 1854, according to the Austrian consul von Hahn, Vlora counted around “400 houses scattered... among bushes and trees, above which stand out... the slender spires of seven minarets.” He notes the oriental-style mansions of the Vlora family, in contrast to the bleak appearance within the city. According to him, Vlora was the main port of the Berat region, and at times even of Korça, for goods arriving from Corfu (1854, pp. 89-91). At the beginning of the 20th century, Austria-Hungary and Italy intensified their efforts to extend their influence in Albania through the control of foreign trade – redirected from the Austrian port of Trieste toward Albanian ones, including that of Vlora (Prifti 2002, pp. 298-302, Vol. II).

3. Conclusions – Rediscovering the city through streets and events

Following these historical facts, we understand that Vlora, as Calvino (1997, p. 11) says about cities, does not reveal but rather contains its past; in this case, we tried to rediscover the city and its origins through the events that positioned it at the intersection of historical itineraries and through the imprint of actions connected to them. These events are preceded by a period rich in fortified proto-urban settlements; they are linked to the development of hinterland centers and their interactions with coastal ones, which generated the energy for the emergence of Aulona; the Roman Empire’s conquest and its impact on the strengthening or decline of certain settlements; barbarian invasions and the reinforcement of fortifications; the destruction caused by the Slavic migrations; the Ottoman conquest and the exploitation of Vlora’s position along the east-west route for preparing the campaign to invade Puglia; its development as a commercial center at the crossroads of a larger region; and natural events such as changes to the coastline associated with the shifting course of the Aos River.

It is noteworthy that although the port has “moved” approximately two kilometers further south, the original crossroads that transformed Aulona into a strategic hub – as well as the axis that connected these crossroads to the fortress and the harbor of Ancient Aulona (2nd, 4th, and possibly 6th centuries) – have remained in the same location (Figure 4, Figure 5). Remarkably, this area still constitutes the central core of the contemporary city, as evidenced by the discovery of ancient walls in the central park. The city has remained fixed in the very location where it was first conceived and grew, particularly during the Roman period, when the population relocated from Triport and other more isolated settlements toward Aulona. This shift occurred as Aulona became a station at the intersection of key itineraries: those arriving via Otranto intersected with inland routes from Dyrrachium-Apollonia-Akrokeraune-Butrint-Nicopolis; with routes connecting to the valleys of the Vjosa (Aos) and Drino rivers (notably Tepelena and Gjirokastra); to Bylis, Glavenica (modern-day Ballsh and Berat); and to the Shkumbin Valley. It is precisely this same crossroads – located near the present-day municipality – that continues to define Vlora’s strategic position: the convergence point of maritime routes with the north-south inland corridor (the Shkodër-Durrës-Fier route heading toward the southern coast); the east-west inland routes (linking Tepelena, Gjirokastra, Berat, and the interior of the Balkans); and a more local yet historically significant route from Narta.

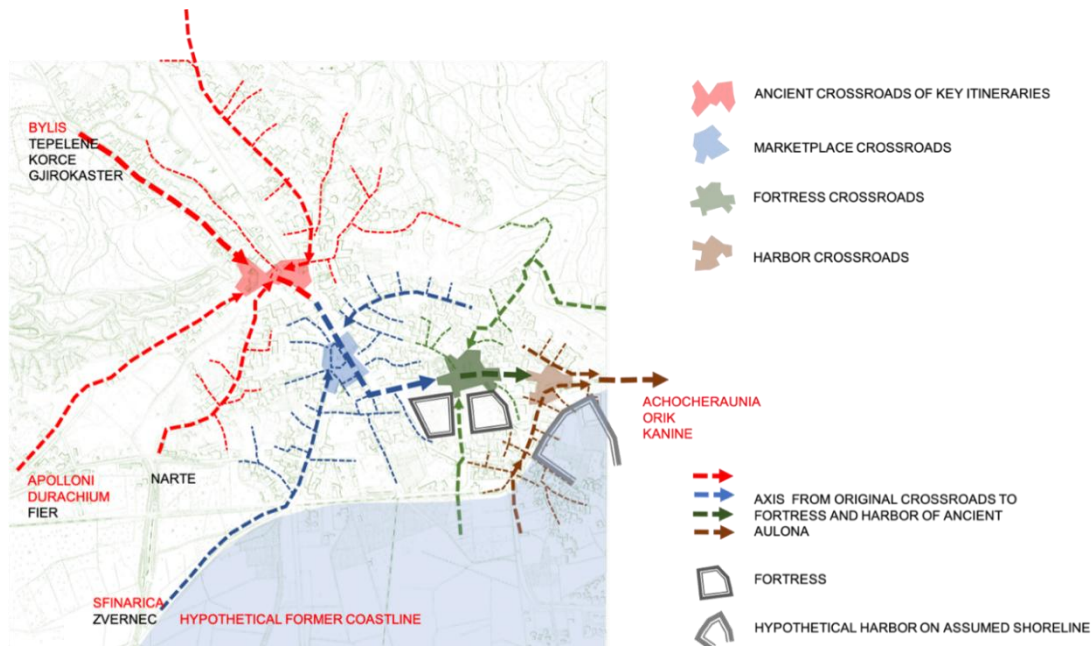


Figure 5. *The original crossroads and the axis to the ancient fortress and harbor at the same location.*

The marketplace crossroads is a derivative of the same network of roads, shifted along the axis that once connected the original intersection with the former coastline: the fortress (today replaced by public gardens) and the old harbor of Aulon (located near the Muradie Mosque – (Ceka 2024, p. 176). This space also marks the inflection point for the reorientation of the extended axis toward the new coastline, which had been displaced due to geomorphological changes caused by the flooding of the Vjosa River and its "pendular" behavior (Kabo and Krutaj, 1998). Today, this point corresponds to the junction between Ismail Qemali Boulevard (formerly 28 Nëntori) and Ate Kristo Negovani Street. The latter likely traced the shoreline where the former harbor was located, while Liria Street probably marked the boundary of the fortress overlooking the harbor. The continuation of the axis would have led toward the new harbor, the 16th-century fortress, and the road leading to the Acroceraunian Mountains (Figure 6).

This broken-angled axis, which connected the first strategic crossroads with the shifted coastline along the shortest route, would carry and anchor the spatial framework for Vlorë's development over the centuries to come, as if it were the thread weaving together its space-time. Anchored to the place of its origin, Vlorë synthesizes an organic process of adaptation – both to historical events, such as continual warfare, and to the dynamics of natural phenomena, including the complex relationship with the Aos River, which influenced urban developments in the region of the Bay of Vlorë. As Kostov (2003 p. 26) states, the urban process is the history of development within 'frameworks' that have pre-existed or ground plan. In our case, it is the broken-angled axis that emerged as a connecting line between points of historical and natural events – whether physically present or not – beginning with the original crossroads that brought Vlorë into the center of events, the old fortress and quay, and the reorientation toward the new fortress and quay following geomorphological changes.

From this morphogenetic trunk began the weaving of organic fabrics, which later served as the foundation for 'regularizing' the city through the abstract geometric logic of planning – though this deserves separate treatment. It is worth emphasizing that an awareness of this time-space holistic interaction, which contains the logic of the city's self-creation, helps us better understand the tendencies of future transformations that respect the essence of the city's very existence.

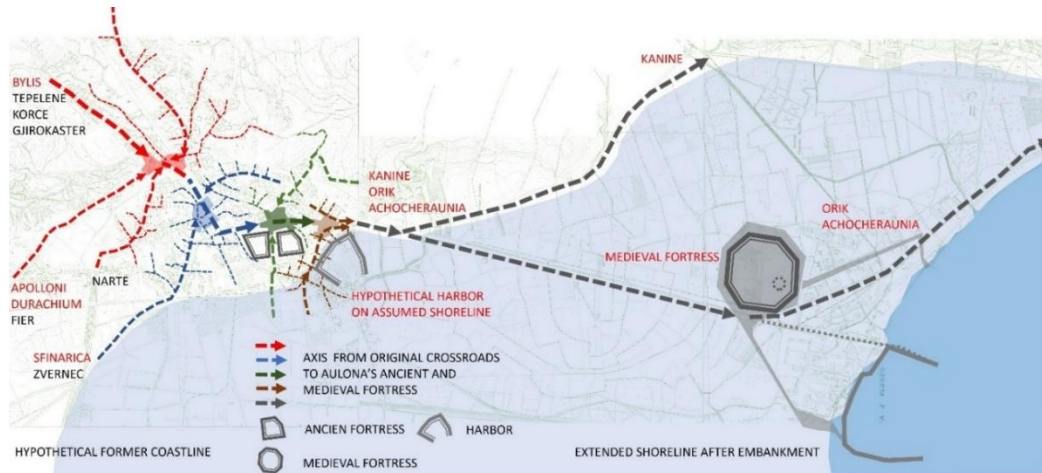


Figure 6. Morphogenetic axes: connectivity and adaptation from the strategic crossroad to the shifted coastline.

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