RECLAIMING THE GREEK POLIS - THE CASE OF KAVALA
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Reclaiming the Greek Polis 
- 
The case of Kavala 

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Motivation

The following project is going to analyze, evaluate and propose solutions on the current planning sector in Greece. It is going to use the city of Kavala as an example of intervention in order to experiment the outcomes of a new suggestion of design and planning tools.

The problem of executing big public projects in Greece is not new. There has always been a certain problematic way of planning which was comfortable for many, thus, no changes we ever occurred. However, during the recent crisis, all problems, visible and invisible came to the surface and now almost every urban and planning project is dormant. It is true that almost every national problem has to do with political corruption, and thus, I believe it is a great opportunity for Greece to start reconstructing a planning system with more justice, respect and efficiency.

Having lived among engineers my whole life, I have learned the ugly and unfair process of project making in modern Greece. I believe that reaching bottom is the great opportunity for a nation to start changing the unhealthy culture of executing any kind of public projects driven only by personal interest.

The intervention location is going to be a new suburban area in my hometown, Kavala, in North Greece, where I will be able to test and evaluate alternatives for public project production in different scales.
Socio-Scientific Relevance

The issue of communal ethos in Greece can be characterized as a modern social utopia. Although Greece is the Mother of Democracy, modern history has proved that individuality is the most representative characteristic of Greek society. This is shown by the history of Greek planning, from the beginning of urbanization until now, that short-term solutions have always been used for all important aspects and matters, and thus, by looking at them after a period of time, we notice how this historical spatial development has led us to this individuality. This project is about to criticize the current planning situation on Greece, from the perspective of collectiveness. How are people involved in the design process? What is the role of the government and the planners in this process? Are they responsible for the limited participation of the public, or is it the economic crisis to blame? After recent political events, there have been samples of community empowerment. Although they are against the system, there should be a way of making them cooperate with local authorities, in order to create an improved environment for future planning system.

Through new implementations in the Greek planning system, by introducing ways of participation to the public and the government, the role of urbanists will be more sufficient, easy and time saving. It is noticed that planners need a better communication in order to fulfill their needs and creativity. How is the Greek planning system going to be, if there was less corruption on the making? Participatory design may be a solution for short-term solutions, which were serving only the individuals’ needs.

It is a political, social and ethical matter, how to change the current behavior of the public, for projects that concerns them. And a rather scientific one, how to make radical changes on the way governments perform, by making a more feasible, sufficient, simplified model of design and implementation in planning.
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Reclaiming The Greek Polis - The case of Kavala
1a. Introduction / From the Greek Polis to the Aristotelian Ethos

In Greek, the word Polis literally means city, but it can also mean citizenship and body of citizens. In modern historiography, polis is normally used to indicate the ancient Greek city-states, like Classical Athens and its contemporaries, and thus, it is often translated as city-state. A city-state has to fulfill the following basic characteristics:

- Independence
- Autonomy
- Self-governance

According to Plato, the 4 virtues of polis are:

- Wisdom
- Prowess
- Prudence
- Justice

The city is wise, because its leaders are wise and lead it towards the Common Good. Wisdom appears at the ability of right judgment of a city, in the decision making, and this is shown through the behavior of its philosophers/kings. It is characterized by prowess, as its guardians are brave and can defend its land, as well as its culture and education. It has prudence, because there is peace between all the social classes. Prudence is a kind of self-discipline and loyalty. Finally, it is fair, because every political and social element is created to fulfill a specific purpose, as well as to help and guide the rest.

Justice is the foundation of the Platonic Polis. The main concept is that everyone focuses on doing what he is made to do. Socrates calls it “dealing with something familiar”. Thus, none is dealing with matters he is not aware of and everyone contributes on the appropriate level to the Common Good.

The virtues above play a very important role in Aristotelian Theory of Ethics. Aristotle believed that the moral virtues can be gained by practicing and not by simply understanding them, like Socrates. He was supporting the combining opinion, on which moral virtues are a result of nature and exercise. As nature always give the opportunities and the experienced judgment offers the virtue.

As stated above, in order to “rule” a city, the philosopher/king had to fulfill certain standards. For Aristotle, he should be able to lead and convince the citizens, for matters that concern the city, by using the three Modes of Persuasion: Pathos, Logos and Ethos. Pathos is relevant to the emotional influence of the leader on the citizens. In order to persuade them he needs to put them in the appropriate emotional state. Since speech is the most affective form of convincing someone, Logos is a very important mode of persuasion.
Last but not least, Ethos describes the personal character of someone. The main intention is credibility, for which someone needs competence, good intention and empathy. These three elements are vital not only for a leader, but also for any citizen, in order to “deal with the familiar” and achieve a sufficient result.

All the above can describe an ideal situation... a utopia. Is there a place in the world, where everything is set fair and wise? The questions actually here should be: “How utopian does Ethos seem? How should a city work, in order to achieve the closest possible situation to the polis?”

As we are analyzing a utopian theory, developed in the Greek context, we should consider how the Greek system reached the situation it is now and explore its history, in terms of planning and decision making.

The Greek planning system is very centralized. There has been a long way of modifying and proposing policies and laws in order to make it sufficient, but not everything has been working properly as planned in the process.

Greece is a considered a young country. It was part of the Ottoman Empire from 1453 to 1821 and it has been an independent state since 1827. During its first period, it developed the Royal Degree of 03-04-1835 “Concerning the health constructing of cities and towns”, which set the foundations of the Greek planning legislation. The main objective of this degree was to ensure the basic needs of all urban constructions, focusing on public health. It concerned the buildings individually and not the city as a whole. At that time, several city plans were designed, for Patras, Pylos, Athens, Nafplion etc, but they were not based on any legislation, but mainly expressing planning policies set by the local authorities, because, at that time, all city mayors had an important role. Thus, the master plans were not very successful, as they were constantly changing, according to the will and power of the local authorities. Some of them, such as the master plan of Athens by Kleanthes and Schaubert, were never accomplished.
In 1832-1833, Athens was decided to become the new capital of Greece, although it was quite a small city at the time. Its ideological importance was the one who gave an end to a political uncertainty. At the same time, a new master plan by Kleanthes and Schaubert was approved for the city of Athens, very innovating for its time, focusing basically on the open public spaces. This ambitious plan was proposing a new city fabric on the North of the archeological area, but very close to it. The Acropolis and the Palaces were given a monumental position on the new grid, creating an “axon” from the South to the North. There were two new centers, on the East, the spiritual center (Metropolitan church, Library and the Academy, but no University) and on the West, the governmental facilities, including the Parliament. On the South part of the “axon” there was a space left for excavations. This part is very interesting, as it was never used for excavations and it was (and still is) urbanized with residences that even “climb” the ancient hill of Acropolis, creating the area “Anafiotika”.

It was known that the technical and economical sources were very limited back then, but the constant changes in the location of the public buildings and the size of the excavation space, which gradually reduced to zero, were the outcome of private interests from the landowners, who were claiming economical benefits. In these economical interests, we can add the political parties and the non-functioning relation of the City-State, which finally led to the total transformation of the plan, apart from the basic organizing of the “axons” and the historical triangle in the center’s grid. After this plan, others were made to improve the original one, but none was completed. All this period was stigmatized by the constant conversions of the plans, their technical and political difficulties and the changes of the management sources, from Greeks, to foreigners, technicians and architects. A characteristic example is the fact that simple projects of street openings were stopped because of dysfunctions on economical and political level, as well as because of demonstrations of landowners.

1 “Master plan for Athens, by Kleanthes & Schaubert” source: http://www.eie.gr/archaeologia/gr/layout/images/09/zoom/LEO06.jpg
"The hill of Acropolis and the area of Anafiotika"
source: illustration by author
“On the South part of the “axon” there was a space left for excavations. This part is very interesting, as it was never used for excavations and it was (and still is) urbanized with residences that even “climb” the ancient hill of Acropolis, creating the area “Anafiotika”.”
During this period, there was a transition from the policies on the local level, with no common policies, to a more centralized system, in order to escape from all the affects from the Ottoman Empire's decentralized system. City mayors, during the Ottoman occupation, were powerful political figures in this “local authorities” structure, characterized by strong autonomy. The power was so strong, that often continued even after the establishment of the New Greek State. In order to create a state with completely new identity, administrative changes were made, not to achieve a more sufficient system, but to take control over local affairs. “This was also reflected in an increase in the production of planning laws, a reduction in the production of urban plans, and also reducing the ability of local administration in indirectly influence planning policies through indirect political pressure and clientelism.” (Lalenis 2001)

After the disaster of Asia Minor in 1923, there was a big influx of Greek refugees. Then, there was an attempt of combining planning policy and planning law. This was one of the few times that Greek State accepted sharing responsibility of an effort.

[At that time, Greece had a population of 5,000,000 people and had to absorb 1,220,000 refugees. Athens was already going under a housing crisis and had to add 246,000 more people to that problem. Refugees settled in all the open space they could find, usually avoiding the “good” neighborhoods of the city. Thus, they usually had to coexist with industrial areas, no matter if the refugees or the industries came first. The construction is mostly illegal, although there is instinctively a force for using the “Ippodamos” grid and at least some possible open or green spaces. Most of the times, they become a continuation of the city’s suburbs. Apart from these, the city conducted the program of social housing for the first time. During this program, a big amount of open spaces were urbanized by the state in order to absorb the housing problem, or were given to individuals for residential construction (with more relaxed terms, than the rest of the city). The situation above was visible all over the country, but of course Athens had to deal with the biggest amount of housing problem.]
"Refugee housing in the Athenian suburbs"

"Refugee housing in the Alexandras Avenue, Athens"
source: http://s.kathimerini.gr/resources/2014-03/prosylvika-thumb-large.jpg
During the period that followed, mid 30’s, the political instability was the main feature in the Greek reality and picked until the 50’s, after of the German occupation and the Civil War. After all these years of uncertainty, the lower middle class started rising and becoming more and more depending on the State. Its interest was not the increase of their production and the future economy, but finding a way to strengthen their position, in order to keep their privileges.

“The term “poly-katoikia” is a composite word, from poly, translated as multi, and the noun “katoikia” (= dwelling). In Greek, polykatoikia stands for the multi-storey apartment building, eventually becoming a term that describes every housing building except for suburban single-family villas. (...) The polykatoikia was originally conceived in the 1930s as a multi-storey apartment building for the Athenian bourgeoisie” (Pier Vittorio Aureli, Maria S. Giudici, Platon Issaias, 2012, domusweb.it)

“It would be wrong to define the polykatoikia as a homogenous typology. (...) The differentiating social, economic and programmatic constitution of the city is reflected in the subtle but distinguishable differentiation in form, quality of construction and size of buildings and apartments.” (Woditsch 2009)

During the military dictatorship in Greece (1967-1974), two laws were produced: “concerning active urban planning” and “concerning master plans for urban areas”. They were based mainly on French models with some added elements of German legislation. The basic defects were the allowance of uncontrolled private interventions (“antparohi”) and the lack of planning, in order to cover the wider area of the city and create zones for development and improvement. The main differentiation of “antiparohi”, as a mean of developing residential projects, was the decrease of the final financial source needed to complete them. The constructor approached the owner of the land in order to use it for construction of “polykatoikia-s” in exchange of some apartments, or one apartment and an amount of money. This led to a situation of major problem of open space. “The user/actor adapts the building in a legal or illegal way to his needs.” (Woditsch 2009)

In mid 70’s, both Athens and Thessaloniki were dominated by urbanization. From 1951 to 1981 the population of Greater Athens increased from 1.4 to 3.1 million (the 31% of the whole population). Thus, illegal housing or construction with illegal parts was increased in order to solve the housing problem. This uncontrolled situation, led to limited open spaces. In London and Rome, the ratio of square meters of parks per city dweller is 9, in Paris 8.4 and in Athens only 2.7.
“Dollhouse section of a typical polykatoikia”
"Unbuilt-Legitimization 1"
source: http://www.pointsupreme.com/content/
These dramatic conditions of urban and rural areas, were calling for urgent planning interventions. The Constitution of 1975 provided some general principles and guidelines that were not in favor of the private property rights, for the first time. In general, during this period of time, there was an “excessive production of legislation, which remained inactive or was abandoned, since there were no policies to function accordingly and no strategy or means of implementation. (…) The status of different levels of administration, as it concerns planning rights and political power, can be considered as a key factor for this. In this very much-centralized system, the process of implementation of city plans was always controlled by central government, while local authorities had been powerless.” (Lalenis 2001)

After entering the European Union, Greece was heading towards modernization of planning, the so-called “Europeanization”. The Ministry of Internal Affairs, in order to attempt better organization of local administrations, created “enlarged municipalities” and “geographic regions”. Each enlarged municipality had a capital (usually the biggest town-village in the area) and each region had a council, which could deal with some internal matters, without the direct attention of the central government. Later, the municipalities became even bigger, during the program “Ioannis Kapodistrias”. “Personnel of necessary specializations were hired and trained, and then undertook duties in the new municipalities. Financial arrangements - with the biggest part coming from the European funds- were also made to help the implementation of developing policies.” (Lalenis 2001)

Yet, there has been no sufficient system of planning, despite the European influence. We can say that the program “I. Kapodistrias” is a starting point, but there are still a lot of mechanisms to be improved, in order
to work properly. There is, also, still a confusion of different approaches for the same matters, by different authorities, which shows the multiple levels of problems in organization. It is justified to say, that the planning system has been developed as a very centralized process, on which, elements that could link it with the ideals of “Polis”, have slowly fainted. This process started in favor of the Common Good, in order to create a controlled system, which could not be affected by the corrupted relationship between the local authorities and the executers. Later, individuals and authorities became strongly dependent on the central State and lost their interest on improving and developing themselves, as well as the community they were in. The Greek Ethos got hidden inside the circumstances of uncertainty. Thus, citizens were more trying to survive and secure their financial future, rather than helping on a common development, as the belief of “dead end” had always been very strong. Now, there are some early stages of de-centralization, trying to approach a situation closer to the one Plato was describing. But, the individual behavior is not easy to change overnight.

This long-going non-functional state (in the general term of local governance and organizations etc) has not been using a model type that says “I have a plan, I stick to the plan, I execute and I control it”, but has constantly been using short-term improvements, which only lead to a chain of bad reactions, like corruption and clientism. This culture does not allow the control or subjective evaluation. The “short-term” solutions often leaded to an “urban and spatial pollution”, where there are too many strategies for the same area that cover over-layered levels and design tools.
Important events in Greece’s history - Timeline

1830: Establishment of the Greek State
1873: Polytechnic School of Athens
1884: First railway
1896: Olympic Games
1910: Eleftherios Venizelos
1912-1913: Balkan Wars
1922: Immigration from the Asia Minor
1940: Italian and German occupation
1945-1949: Civil War
until 1950: Construction Boom
after 1950: “Antiparohi” System
1967-1974: Military dictatorship
1981: European Union
2000: Metro lines
2004: Olympic Games
2010: I.M.F. / First memorandum
Greece’s modern history has been constantly affecting its special qualities. From the first plan made for Athens, until the current building typologies, Greece has always playing spatial game of act and react with all the events that happened.

Having the Master plan for Athens, by Kleanthes and Schaubert, as a starting point, we could say that the first spatial problems in the Greek State started at the level of Public Space. Not only the original plan was not executed, after multiple constant changes, but the urbanization itself took over valuable land that meant to enrich the strong historical / cultural profile of the country. Moving to the refugee crisis in the 20’s, we can recognize the contribution of the huge people influx into the urbanized areas of Greece. This changes the image of the typical Greek neighborhoods, as they were asked to accommodate a bigger population than the one they were originally meant to. At this point we can also recognize the problems of this “over-occupation” of space in the ecological level. As green and open spaces on the neighborhood scale started to become more and more difficult to find. Finally, the following building typology, as well as its whole philosophy and process, brought a new aspect in the way Greeks had been dealing with their property. All aesthetic, social and ecological standards were taken over by the idea benefit and security.

"Types and Stereotypes"
source: https://vimeo.com/152309318
the polykatoikia has formed...
formed the typical Greek city
1c. Individuality Vs Communal Ethos in Greece

According to Nietzsche, individuals come together and constitute a community and this grows a common feeling and consciousness. It is difficult to understand how individualism can exist within societies. “This is because the individual is brought up and socialized in a society that has ascribed value, and thus meaning, to certain things and activities. (...) The power the collective has over the individual, which enables it to force the individual to comfort, is the key idea that underlies Nietzsche’s critique. But the state also contributes to weakening individuals by lifting responsibility from their shoulders or, in Nietzsche’s words: ‘How does a multitude attain many things which an individual would never manage?’ This is done, through a division of responsibility, and by constructing and imposing the virtues of obedience, duty, patriotism, and loyalty. Only by taking responsibility away from the individual can one kill another; not primarily because, for example, the state gives him strength, but because this lessens the pressure on the individual. This, for example, can be done by alluding to higher ideals.” (Aspers 2007)

As stated above, the public has to become a more important factor in any public planning project. However, the lack of ethos during all stages of the State’s planning and political formation has brought mistrust to the “leaders”. Clientism and corruption were the only ways of someone to evolve and the dependence to the state lead people away of creativity and will for trying harder. Thus, disappointment for the current system and situation is leading more and more people away from any connection with decisions making. This category of people can be called N.I.M.B.I.E.S. (Not In My Back Yard).

But again, the origin of the Greek State, its history and culture, affected the individuals and let them reach this state. The Greek Nation, after it was liberated from the Turkish occupation for 4 centuries, had the need to feel the belonging to a European / cosmopolitan way of life. One of the main drivers of the “Good Life Dream” is certainly a typically Greek “syndrome” that one’s possessions are “never enough”, especially in relation to his relatives and/or neighbors. A typical aspect of the “Grand Life”
related to the built environment is home ownership. Home ownership is one of the most fundamental identity elements of the Greek society (past and contemporary) and the rising middle class of the 1960s and 1970s. Taking into account that we speak about a family-based society, for example, buying a house (an apartment) for every child is considered a non-negotiable parental duty. Thus, the Greeks developed a culture, where there had to be very discrete private limits.

As stated above, “polykatoikia” is the most representative spatial element of the Greek community. We can recognize the need of isolation, within this very “communal building”. Very well-aimed, Richard Woditsch, in his PhD research named “Plural – public and private spaces in the polykatoikia in Athens”, states about personal space: “Edward Hall classified interpersonal relationships and following that the spaces among individuals, into four categories: intimate, personal, social and public. The distances observed in each category depended on desired mode of communication, which he believed to be the core of culture. (...) With a proper understanding of the spatial behavior and needs of people in general and their variety different cultures, he argued, city design can create congenial environments for diverse urban populations. (...) The desired level of privacy is achieved through mechanisms of personal space and territorial behavior. Crowding and social isolation are the causes and symptoms of failing to achieve a desired level of privacy. Privacy is defined as ‘an interpersonal boundary-control process, which paces and regulates interaction with others’. There is a direct link between the permeability of this boundary and the levels of privacy that can be achieved. Personal space is a subjective space around individuals, as it is not visible or real. It is at the same time objective, in the sense that the individual and the others around him/her seem to agree in observing it, although they may disagree on the methods of this observation and the size of this personal space. The individual protects it and the others avoid invading it. Getting very close to a complete stranger often has the result that the stranger will move back to keep the distance. It is a piece of private space that individuals carry with them around wherever they go. That is why it is called ‘portable territory’. It is this space in which individuals perform their social acts, where they feel safer and in control of their bodies. Social interaction in the public sphere therefore takes place from across personal spaces. (...) Personal space is, however, an aspect of the individual which cannot make sense in the absence of the others.”
Here comes the oxymoron: in ancient Greece, this was synonymous to idiot.

Ιδιώτης = idiotis = private person
Nevertheless, Greek people have shown lately samples of communal participation, not with, but against the political system. The big issue of mistrust has been started seen during the movement of «αγανακτισμένοι» = “aganaktismenoi” = “indignant”. People were gathered in squares and open spaces, discussing and protesting against austerity, claiming back their rights for fair education, taxing system, pensions, etc. The last example was during summer 2015, before the referendum, when hundredths of people were gathered in Syntagma Square, outside the Parliament, in order to shout in favor of Democracy.

Before the municipality elections of 2010, four or five candles were lit up in front of the municipality of Athens. The event was organized by Atenistas, the most notable NGO concerning public space in Athens. They believe that the Athenian space is a “vast field of innovative and effective actions which will make us realize its huge potentials. The most significant aspect of the Atenistas is their fight against a debilitating disease: the belief in Athenians that nothing can fix the city’s ills and that if anything could be done, it should be done by the state.” (Doxiadis, 2012)

“A distinct and clear “communal ethos” has emerged Greece, triggered by the current and ongoing crisis, primarily the current severe financial crisis, which has activated significant segments of the population. They are both pro-active initiatives displaying remarkable resilience and retro-active to state and institutional (IMF, EU and Troika) assaults affecting people’s livelihood.” (Anastasopoulos A., 11th conference of the International Communal Studies Association – ICSA)
“Crisis, as experienced in Greece is a multi-faced and complex phenomenon. It affects various sectors and is composed of distinct financial, political, social, and environmental facets. It represents the “ripple effects” of the global crisis while it reflects the structural and systemic European Union crisis which has exacerbated the long-standing North-South divide. On the other hand, a component of the crisis is decidedly Greek and represents the endemic and long-standing dysfunctions. A significant component of the Greek crisis represents the deep distrust between state and citizens, corruption, statism and the breeding of dependence from the state for jobs.” (Anastasopoulos A., 11th conference of the International Communal Studies Association – ICSA)
According to Konstantinos Lalenis (associate professor of Urban Planning and Urban Governance in University of Thessaly, Greece), there are three different ways of dealing with crisis. The first one is very conservative and believes that crisis is a bad social phenomenon and, thus, we have to avoid it and quickly forget it ever existed. The second is dealing with the crisis as one of the main elements of the “general system”. It releases energy, which is has to be invested again back in the system on a different way. The last, and most radical approach, is the one that believes that society is evolved only through crisis; that only they are responsible for the released energy that is necessary for all required changes inside society. Europe is following the second approach, but Greece is under the influence of the first crisis approach, the most conservative one, but there is always an effort to hide it, behind very small images of liberalism.

While analyzing the Greek planning culture, we have to identify everyone involved in the planning process. First we have the local governance, then the group of planners, that work either inside the governance, or as independent advisors. Last, we have the public, with all its differentiations, the groups and the variety in behavior, characteristics and interests.

In comparison with previous years, nowadays we have more “planning - educated” local governments. What remains is the individual ambition and interest, under which each local politician acts, some in a right, some in a wrong way. Thus, they are the ones who decide at the end the route, impact and outcome of every project.

Planners/ urbanists have, unfortunately, only a certain amount of influence on that; and it is the crisis to blame on that. All professionals are forced to have big discounts on their payment because of the competitiveness of the profession, as most of them have not had work for a long period. Therefore, there are not enough sources to support their extra time and effort of making the best they could. Or organize participatory meetings, or even questionnaires, for the best possible design of an area. This financial pressure is changing the behavior of any planner / urbanist.

**GREECE**

Crisis is a bad social phenomenon. We have to avoid it and quickly forget that it ever existed.

**EUROPE**

Crisis is one of the main elements of the “general system”.

Society is evolved only through crisis.
1e. Sustainability and the System in Greece

During the 90’s, the terms of sustainable development and urban sustainability, were introduced as a new social alternative for handling and designing cities. At first, it consisted of environmental protection, economical development and social justice, as three connected terms. 30 years later, sustainability is shirked into the term “green”. The urban green strategies is a series of technical options, that, unfortunately, are not connected to the political and social processes, which and defying, producing and included in the urban environment.

Looking at the aspect of National politics, we identify the conflict of the sustainable urban development and the economical aspect. Sustainability is handled as an obstruction of any development goal, mainly because the procedures take longer that they should, but (!) it is also used as a mean of attracting investments, under the umbrella of “green development”.

Apart from the economic crisis, bureaucracy is one the most important disadvantages in Greek Public Reality. Thus, sometimes, the term sustainable is really handled as an unnecessary luxury.

On the other hand, on the level of local politics, there have been efforts of common support between economic and sustainable development. Local projects for the city and the public space are focusing on the “green city” and the sustainable development, as strategies that try to improve the quality of life to the citizens and the city’s image to the investments. Actually, the main goal for every city is to create urban resilience, which is a step further from urban sustainability.

What is Urban Resilience though?

Urban resilience evaluates the infrastructure and the means of development, and decreases the problems in different districts and societies in the same city, by dealing with the urgent technical and non political urban issues. Then, resilience is connected to competitiveness, as a resilient city is prepared for any change will come together with a stable environment of investments.
political motives
short-term solutions
unsufficient funds
centralized system

“green development” = sustainability

“Loss of Resilience”
source: illustration by author
"Decision making flows"
source: municipality of Kavala
Money flows

source: municipality of Kavala
A resilient city, which is technically prepared for any change, is a competitive city.

Urban resilience is the ability of a city to **prepare, re-act and recover** after any kind of threat, disaster or confusion with the minimum output in matters of **public health, safety, economy, environment** and **social cohesion**.

*(definition: by author)*
02. Problem Statement

A new suburban area in Kavala is currently in the designing process, including new infrastructure networks and public spaces.

However, the current crisis period gives a big opportunity of rethinking, reprogramming and regenerating the way public projects have been made in Greece, their relation with their surrounding environment and the way citizens act and participate.
The used methodology has been formed in order to service the specific needs and the nature of the project. First of all, basic data collection and mapping are necessary. Historical books, demographical data, articles about the political, economical, social headlines are important for analyzing and presenting the context in which this project will be developed. To collect all necessary data, I had to interview several stakeholders, historians, architects and engineers; from the city’s planner, to the active architectural community, who tries and wishes for better implementation of their urban visions. After pursuing people in important positions, I was able to obtain important governmental data, such as the “Program of development of East Macedonia and Thrake”, a file that is not yet public. In its contents, I discovered important information about the nature of the city, its needs, and its position inside the region on North Greece, as well as all the goals that have been set for the next years.

Along with all the “basic” methods of analyzing been set above, I am also approaching “Research by Design”.

I am using design in the form of collages, in order to understand and present the form of the city, by enlightening its most important elements and features. Collage is a form of understanding how things function, used by different groups of people, from children to star-architects. It is not only a form of illustration but a way of passing information, impressions and visions.

Another form of Research by Design, executing in the route of the project, is a form of participatory design. After most of the design part has been made, samples will be tested inside the social context of the city, using workshops, questioners, public talks and discussions, exhibitions etc. Thus, the people themselves will have the opportunity to interfere, change and suggest ways of solving their own problems under the guidance of experts, such as representatives of the municipality, the architectural community, business associations etc.

Thus, the design products are finalized in between P3 and P4 have both approval from the people, as well as the local authorities.
methodology

Historic Demographic Governmental DATA

Headlines

MAPPING
COLLAGE-ing

Setting location's needs
Design's goals

RESEARCH BY DESIGN

PRILIMINARY DESIGN

DESIGN TESTING

FINAL DESIGN

Interviews
Search of public documents
Literature
Headlines
04. Kavala

Why choose Kavala as a space of analysis and intervention?
1. Kavala is a medium size Greek city
2. Better implementation of future project
3. Due to the crisis,
   many people come back
4. Personal motive
4a. Facts
Kavala is a city located in North Greece. It is the third biggest city in Macedonia and the Easiest one. It is part of the geographical region of East Macedonia and Thrake, with around 55,000 citizens as a city and 70,000 as a municipality. Kavala’s prefecture has around 145,000 citizens and consists of four municipalities: Nestos, Pageo, Thassos and Kavala.

It borders with the prefectures of Serres, Drama and Xanthi on the North and with the North Aegean Sea on the South. Its limit on the West is Strimonas river and Delta and on the East Nestos river and its Delta. It covers in total 2,113 km² (1.6% of the country).

Its strategic position has always been served as a gate from the Balkans to the Mediterranean and from Asia to Europe. This position has always played an important role in the city’s history, from the ancient times until modern history.

Kavala’s morphology consists of 55% mountainous area, 24% of semi-flat area and 21% of flat area. On its North there is the mountain of Lekani, on its West, and on the orders with Serres, is the mountain Pageo and on the Southeast is the mountain called Symbol. Pageo mountain has the highest edge (1956 m), which was also a source of gold minor in ancient Greece.

In between the mountainous and the coastal areas there are plain pieces of land, which are mainly used for agriculture. These are mainly the rivers’ Deltas and the flatland of Filippoi.

Finally, Kavala’s coastline is 200 km long. The coast starts on the West at the Delta of Strimonas river and ends on the East at the Delta of Nestos river. It reaches first the Bay of Orphanos, the bay of Eleftheron and the peninsula of Nea Iraklitsa. After that is located the sandy bay of Kavala, which later continues until Nestos, at the bay of Keramoti.

8 miles away of Keramoti is the island of Thasos. Kavala’s big coastline is only an example of Greece’s rich coasts. Greece is on the 9th place worldwide on the list with the longest coastlines.
"Area of Kavala"
source: http://avatartrans.gr/images/kavala.gif

"Greece is 9th in the ranking of the longest coastlines"  
source: wikipedia.com
Nestos river
Strimonas river
Samothraki island
Golf of Kavala
Pageo mountain
Filippoi flatland
Lekani mountain
Nestos river
Thasos island
Symbol mountain
Strimonas river
"geomorphology of Kavala"
connecting Kavala by air and water

KAVALA

Thassos

Limnos

Lesvos

Chios

Ikaria

Lavrio

Athens

1h

3hs

8hs

12hs

15hs

50
connecting Kavala by car

KAVALA

Athens

Drama

Xanthi

Serres

Kilkis

Thessaloniki

Katerini

Veria

Kozani

Florina

Kastoria

Ioannina

Grevena

"to Italy"

"to Albania"

"to FYROM"

"to Bulgaria"

"to Turkey"

"to Albania"

"to Albania"

"to FYROM"

"to Albania"

"to FYROM"

"to Albania"

"to FYROM"

"to FYROM"

Katerini

Alexandroupoli

Komotini

Thessaloniki

Poligys

Kozani

Igoumenitsa

Athens

Kavala

Veria

Thessaloniki

Komotini

Igoumenitsa

Serres

Kozani

Athens

"to Albania"

"to Albania"

"to FYROM"

"to FYROM"

"to Albania"

"to FYROM"
Kavala is full of important facilities, from transportation to education. On the Western borders of the city, is located the T.E.I. (Technical Educational Institute) and in the city center, the main port is serving all regular transportation to Thasos’s port (Prinos) and other island in the Aegean Sea.

Moving to the East, we find the sewage treatment system of the city, located between the East edge of the city and the industrial area. On the West border of the industrial area, only a couple kilometers from urbanized environment, is located the currently developing industrial port of the city. Attached to that, the industrial area of the city hosts a variety of different fields, like Oil, Fertilizers, Glass and Marble.

Around 35 kilometers on the East of the city center, we find the airport of Kavala (Megas Alexandros), one of the two airports in the whole Region of East Macedonia and Thrake. It connects Kavala with Athens on a daily basis and hosts more and more international transactions every year. Approximately 15 kilometers more to the East. is the port of Keramoti, which is not only an important factor for the fishery industry, but it also connects the main land with the port of Limenas in Thasos.
In the area of “Nea Karvali”, there have been constructions for the new port of Kavala. The goal is to create a united system, via sea, that will provide Kavala with the opportunity of becoming a very important node of passengers and product transportation. Because of its location and easy access to the highway of Egnatia, the area is promoted to become the most important node in North Greece and the Balkans, even more important than Thessaloniki’s port. The new port, called “Filippos B’”, is now under construction and serves specific needs of transporting materials from and to the big existing industries of the area.

1 “Hellenic Oil”
source: http://1.bp.blogspot.com/_zD7nOfCSH Mk/TQC DiQu260I/AAAAAAAACnY/8pbO0waQwQs/s1600/p-r-i-n-o-s.jpg

—“Kavala’s hotspots”
source: illustration by author

“Industrial Port - Philippos B”
source: http://photos.wikimapia.org/p/00/02/10/51/40_big.jpg
Egnatia Odos

Egnatia Street was first constructed around 146-120 BC on the trashes of an older path that connected The Adriatic Sea with the Aegean Sea. Later it was completed in order to reach Konstantinopolis from Rome (during Byzantine times). Finally, it was named after the Roman proconsul Ignatius. It used to be a street with European qualifications, with proper road surface, signage and the required infrastructure along the way to support all travelers. Streets like Egnatia were found in Italy, Spain and Great Britain as well. The width was minimum 3 meters and it reached the 5 meters in some cases.

The street was reconstructed many times until 300 AD. In 1270 AD Egnatia was used by traders to and from Konstantinopolis and this continued until the 16th century. During all this period, Egnatia was the mean of exchanging goods, culture, ethics and religion in South/East Europe.

Today Egnatia Street is in the process of becoming complete. It runs, horizontally, the whole North part of Greece and it connects the city of Igoumenitsa with the river Evros. Igoumenitsa is one of the two main ports that connect Greece with Italy and Evros river is the geographical border of Greece and Turkey. Thus, Egnatia Street is far more than a national infrastructure.

The main influence of Egnatia Street is the increase of transportation and accessibility possibilities in various areas in the whole North part of Greece, which means faster services for millions of people.
4c. Region of East Macedonia & Thrake

Prefecture of Drama
ppl: 98,000 / 24% occupation

Prefecture of Xanthi
ppl: 112,000 / 15% occupation

Prefecture of Kavala
ppl: 138,000 / 15% occupation

Prefecture of Rodopi
ppl: 112,000 / 18% occupation

Prefecture of Evros
ppl: 148,000 / 30% occupation

total area: 14,179.9 km²

*Prefectures of the Regional Area / population & occupation of the area*
source: Region of East Macedonia & Thrake
"GDP index of Greece in Regions"
source: Eurostat

"Unemployment in East Macedonia & Thrake comparing to Europe"
source: Eurostat

"Unemployment in all cities in East Macedonia & Thrake"
source: Eurostat
Prefecture of Kavala 15 %
Prefecture of Drama 32 %
Prefecture of Xanthi 14 %
Prefecture of Rodopi 16 %
Prefecture of Evros 23 %

total area: 7,898.7 km$^2$

"Occupation of forest and grasing land in the Regional Area"
source: Region of East Macedonia & Thrake

Prefecture of Kavala 13 %
Prefecture of Drama 5 %
Prefecture of Xanthi 21.5 %
Prefecture of Rodopi 82.5 %
Prefecture of Evros 37 %

total area: 350.4 km$^2$

"Occupation of wetland in the Regional Area"
source: Region of East Macedonia & Thrake
Prefecture of Drama 13.8%
Prefecture of Xanthi 11%
Prefecture of Rodopi 20%
Prefecture of Kavala 13.7%
Prefecture of Evros 41.5%

“Occupation of agriculture in the Regional Area”
source: Region of East Macedonia & Thrake

Total area: 5,332.3 km²

Prefecture of Drama 18.5%
Prefecture of Xanthi 12%
Prefecture of Rodopi 20%
Prefecture of Kavala 18.5%
Prefecture of Evros 31%

“Occupation of urbanized areas in the Regional Area”
source: Region of East Macedonia & Thrake

Total area: 180.1 km²
Prefecture of Kavala: 9 %
Prefecture of Drama: 30 %
Prefecture of Xanthi: 21 %
Prefecture of Rodopi: 5 %
Prefecture of Evros: 35 %

“Cultural sector”
Source: Region of East Macedonia & Thrace

Prefecture of Kavala: 21 %
Prefecture of Drama: 24 %
Prefecture of Xanthi: 16 %
Prefecture of Rodopi: 17 %
Prefecture of Evros: 19 %

“Sports sector”
Source: Region of East Macedonia & Thrace
Tourism has always been a very profitable sector in Greek Economy and for a country dealing with the current crisis, every contribution to GDP is needed. Against the odds, Greece is constantly growing its touristic image and now tourism is the most profitable economic sector, providing 17.3% of the GDP for 2014, almost double than the World and Europe rate, which both are from 9% to 10%. This rate grew 3.2% in 2015. This means that 19.4% of employment in Greece for 2014 was related to tourism, which percentage grew 3.9% in 2015.
### Travel & Tourism’s Total Contribution to Greece’s GDP and Employment in 2014 and 2015

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1. "Travel & Tourism’s Total Contribution to Greece’s GDP and Employment in 2014 and 2015” source: World Travel & Tourism Council- Economic Impact 2015, Greece

2. "Travel & Tourism’s Total Contribution to Greece’s GDP: a) Business vs Leisure, b) Domestic Vs Foreign" source: World Travel & Tourism Council- Economic Impact 2015, Greece
A WORLD OF DESTINATIONS

Thousands of lands and islands

“visit Greece”
source: https://www.visitgreece.gr
Apart from the rich historical heritage, Greece is well promoted as a relaxed and stress-free destination. The big quantity of beautiful beaches, the sun and the nice food attracts people from all over the world.

Slow tourism is the opposite of speed. It started as a “get-away” from the fast way of life and its environmental affect. The main features and goals of slow tourism are slow food and living, such as enjoying a place like a local and not rush to see everything in a small amount of time. Thus, slow tourism is promoting the authentic living experience of its destination, inviting the visitors to stay for a longer period.
1. Thessaloniki
2. Athos mountain
3. Meteora
4. Delphi
5. Athens
6. Ionian islands
7. Olympia
8. Cyclades islands
9. Rodes
10. Crete

1. Filippi
2. Pageo mountain
3. Mudbaths
4. Ammolofi
5. Kavala City Center
6. Kavala old town
7. Nestos river
8. Keramoti
9. Thassos beaches
10. Thassos villages
4e. Spatial development

In 1923, after the big refugee influx from Turkey, the first Master Plan of Kavala was designed to solve spatial problems and modernize its infrastructure. Until that time, no spatial qualities like services and infrastructure were planned or organized properly. The new Master Plan brought a new grid on top of the existing properties and changes the shape of the city. We can divide all the changes in 6 separate categories.

1. In the suburbs of the city, where mostly villas and big properties were located, the new grid reorganized the division of these properties and applied streets to connect them with the city center.

2. The waterfront in the city center had to deal with the biggest change of all, as it was extended.

3. The city center redefined its shape and grid, as it became less organic with a better settled street hierarchy.

4. At the higher levels of the city, closer to the mountain border, there were not many changes, as the difficulties of the geomorphology were already defining all the geometry of the settlements.

5. On the mountain edge, the new design proposed the protection of the forest areas, some of which were already urbanized. But not all of them were able to be removed.

6. The old town stayed protected from all changes because of its historical importance.

“The Masterplan of 1923 brought a lot of changes to the existing urban settlements” source: Planning department of Kavala
1. suburbs  
2. waterfront  
3. city center  
4. high altitude  
5. mountain edge  
6. old town
In East Macedonia and Thrake, the systematic tobacco production began around 1821. The producers gave their tobacco to traders in Kavala, Xanthi, Genisea, Eleftheroupoli, Drama and Doxato.

The first tobacco-warehouses of Kavala were built in the 1860’s. The buildings were two story-high, with rectangular plans and many openings on the façade, in contradiction with the rest of the sides. They were located in the waterfront, so that ships can easily access and load the tobacco, in order to transfer it all around the world.

Today, the few tobacco warehouses that survived are falling apart. A few decades ago there were 172 of them, but now there are only 50.

The big difference in the urban environment with and without the warehouses can be analyzed on the coming photographic collection.

"Views of the old Port of Kavala"
source: facebook page "Καβάλα χθες και σήμερα"
the city before 1923 and now

source: facebook page "Καβάλα χθές και σήμερα"
views from the sea
the city before 1923 and now -

source: facebook page "Καβάλα χθες και σήμερα"
the old waterfront became the bussiest street of the city
the city before 1923 and now -

source: facebook page "Καβάλα χθες και σήμερα"
views from the upcoming park and port
Kavala has a special spatial dynamic, because it can use all its features, than no other city has. The old town of Panagia with the traditional architecture, the Tobacco warehouses and the traditional shipyard could be promoted spatially and become powerful key points of touristic attractions.

The city was in an extremely important position in Greece and the Balkans after its liberation. There were a great number of tobacco warehouses and urban buildings, which should have been saved. Some of them are placed on the Ottoman period of urban transformation around 1840. Nevertheless, until 1980 most of these “jewelry” buildings were characterized as ready to fall apart by their owners. Thus, they were replaced by the popular type of POLYTAKOIKIA. Thankfully, the area of Panagia was saved, although it could have been better protected.

The area of DEPOS, in the West of the city, although it was developed during the most recent decades, cannot be characterized as an exemplar neighborhood. Individual residential houses may be beautiful, but there is no architectural cohesion, not enough green space and, in general, the area has lost its value. If someone looks at it from far away, there will nothing more noticed, but concrete.

Its main spatial problems come after its unregulated urbanization, with lack of aesthetics and natural beauty. Kavala is in the second worst analogy of green space per citizen in the country, after Heraklion (Crete).

However, Kavala is a rather vibrant city. Due to its rich historic culture, it welcomes more and more tourists every year. The last touristic results were 20% higher than the results from last year. Tourists come mostly from Turkey, the Balkans and East / North Europe. Apart from all the historical monuments, they come to visit all the beautiful beaches, as well as the island of Thasos. Because of this increased activity, more and more hotels, restaurants and cafeterias are appearing. Although tourism is becoming a big economical part of Kavala, the biggest part of population is working in services.

However, important industries are located in the area, due to the strategic geographical position, such as: Kavala Oil (the only greek oil company), Industry of Phosphoric Fertilizers (only one in Greece as well) and other companies of glass and marble processing. Thus, there is an industrial Harbor “Philip B” in New Karvali, close to the industrial area of Kavala. the location is very important, as it is close to the node connecting to “Egnatia” highway. This makes the industrial
harbor competitive with the one in Thessaloniki, due to easy access from Bulgaria, FYROM, Turkey by land and Egypt, Syria, Morocco, Algeria, Cyprus, Turkey, Lebanon, Israel by sea.

The municipality of Kavala hosts in total 40 kindergartens, 32 schools of first degree education, 25 schools of secondary degree education and 1 of third degree education, T.E.I. (Technical Educational Institute), which is listed inside the top 25 best academic institutes in the country. The Technical Educational Institute locating at the North/West edge of the city is also bringing a lot of new young people in the city, which busts the economy, especially the house market.

Other important source of income is fishery. Apart from the rich greek sea, the Nestos Delta, 45 km east of Kavala city, is a unique source of mussels in the country. The fish-trading center close to the city center is one of the biggest in the Mediterranean Sea.
land uses

- Residences
- Mixed Residences
- Mixed Uses / City Center
- Culture / Sports / Education
- Open Spaces
- Tourism
building typologies
Although the city is not very big, its linear form and uneven levels make it difficult for pedestrians and bicycles to move. There is a developed urban bus network, which is not that efficient inside the small and narrow streets in the higher neighborhoods. Thus, cars and motorcycles are the most encouraged means of transportation. Because of that, parking is one of the most important issues in the city center. Parking places are covering, unfortunately, the majority of open spaces in the city.

There have been a lot of implementations in order to solve Kavala’s traffic problem. Nevertheless, nothing was enough to change the culture of individuality in this matter as well. Everyone prefers to move independently and pay parking fee and gas every day, rather than walk a few meters and take the bus.
street hierarchy
public transportation

bus lines

bus station

port
Kavala owns the second place in Greece, in the list of the cities with the least green spaces per citizen.
Kavala is one of the least green cities in Greece. This can be justified even from the master plan of 1929, where there is the minimum of open area inside the city’s grid. Anyone could refer to the few open spaces around historical monuments in the city center and of course, to the cities North edges, where the cityscape meets the mountain.
Kavala is still lacking open green spaces. The majority of open spaces we can indentify in the urban grid are either sports facilities, or parking places. There are two protected forests inside the city. Finally, at the edge between the grid and the mountain we find most of the usable open spaces. But that issue raises the question: Are these open spaces protected, or they are waiting to be occupied by the new urbanization “wave”?
Kavala, like most of the waterfront Mediterranean cities, has a very strong "pattern" of development in relationship with its infrastructure and shape.

There is a very important street that goes through the city, along the waterfront, connecting its West to its East end.
All the important infrastructure and uses are attached on that street, from the governmental buildings, to the city’s port, historical monuments and landmarks. In other words, moving along this street, someone can experience the city’s profile.

This street, and its relation with the waterfront, is the main orientation point in the city center. Because of the former waterfront change, after the 1923 Master Plan, there has been a variety of ways to reach the main street, from the city grid and the waterfront itself.
The different infrastructure, mentioned above, can be divided in 5 categories: Green spaces, Sports/Parks, Urban beaches, Port infrastructure and Monuments. Kavala owns the privileged position to include 3 beaches in its urban waterfront. They are all instantly connected to the main street, analyzed above, but in different ways.

The beach of Kalamitsa is attached on the west edge of the city. It is separated from the street by the beach infrastructure that is located along the sand and the asphalt. The beach of Rapsani is closer to the city center and has a different relation with the street, as there is a height difference between the asphalt and bathing area. Finally, the beach of Perigiali is located at the other end, at the east part of the city. The exception on this beach is the fact that it is “uncovered” towards the street. Does this make the beach of Perigiali, the most accessible urban beach in Kavala?
Mediterranean Sea has around 46,000 km of coast. Of these, 50% is rocks and the rest 50% is sedimentary coasts. Even from the ancient years, due to its geographical position, the Sea was the main connection of the 3 continents, Europe, Asia and Africa. Along the coast there have always been a great number of ports to help the exchange of products and culture. Together with the ports, great cities have been developed through time, either old or new. Every port city though, has always needed a connection by land and thus a great system of coastal roads was developed in time.

05. Hypothesis
a Mediterranean case

“map of Mediterranean Antonio Millo Bacino”
image source: http://farm4.static.flickr.com/3005/2894939658_c67863f6bc_b.jpg
The rich coastline does not allow the waterfront and the road to be parallel the whole time, thus there is a great complexity in matters of their relationship, in different geographical cases, such as peninsulas or bays. The cities’ form follows the both the geomorphology of the place, attitude levels and waterfront, and the infrastructure. Thus we can see that these develop along this connectivity “pathways”.

During the last decades, a new system of highways is added in the existing infrastructure and the mobility standards have gradually been changing. The new reality usually puts these highways close to the cities, but on the opposite side from its existing structures. Thus, we find Mediterranean cities build amphitheatrically, between the coastline and the mountain. They have as a main morphological structure the road, which “follows” the coast on their front side (front side is always the side of the city someone faces, while approaching by sea), and the new highway on the back side. This city type is expected to develop in a linear way, filling the empty space in between the two infrastructures.

This hypothesis, certainly applies on the case of Kavala, but could it also concern any other place in the Mediterranean area as well?

In order to prove that, we compare Kavala with another case study, the Italian city Taormina, in Sicily. Both cities are dealing with great history, concerning also their port areas. They are developed in between the mountain and the coast, dealing with their edges, front and back. The close by bays are big attractions of their areas and thus the roads along the seafront are extremely important for the movement inside the municipality’s borders. On the other side, the new implemented highway came to connect the place with the rest of the country, which has been an extra element in the existing spatial complexity. The similarity in between the two cases is obvious, although the geomorphology did not allow them to form in the exact same way, but with common principles.

These principles are simply connected with the infrastructure, the geomorphology, the culture and history of the areas. The rich pattern of the coastline does not allow a parallel way of the infrastructure and thus an interesting outcome is produced, where the street follows the bays, but leaves the peninsulas more independent. The highway was constructed in a way that is does not disturb the city’s life, but allows easy access, when needed. It is located on the inner land, at the back side of the city, and aims to improve connectivity inside the country itself.

In between these two infrastructures, is located the city, which was developed according to the needs of the geomorphology. In the case of Kavala, the land level was more flat on the seafront, and thus the city has developed around and behind the port, leaving the mountain behind, as an edge, and gradually expanding linear in between the edges of the mountain and the sea.

On the other hand, Taormina, is mostly build on a higher attitude. Here the mountain creates another kind of an edge. The main parts of the city are not in front of the sea. The cliff makes the front barrier and after that comes the sea. There is also a similar bay-area as the one in the “periphery” of Kavala, with the only difference that, in the Taormina example, there is a level difference, which the street follows as well. In Kavala, this transition is very easy, with the street constantly on the same level, and, thus, all areas seem as a continuation of each other.
the city of Kavala, Greece
the city of Taormina, Italy
06. Research question

How can we develop resilient public projects in the new area of Perigiali, in Kavala, in a period of economic crisis?
sub-questions

(1) How does economic crisis affect public projects in the scope of designing, developing and executing them?

(2) How can a public project, focused on economical development, respect and help the environment?

(3) How can we generate the citizens’ will to participate in the making of an urban public project?

by Resilience we mean:

(1) environmental respect,

(2) feasibility in conservation and maintenance (during use and construction),

(3) social participation.
Every public project aims to approach point B from point A. From the decision making, to the design stage and finally to the execution.

But, one project is not a linear process, but a circular one. A project is a “live organism”, which constantly re-generates itself. It has new needs of conservation and adaptation in new circumstances and conditions.

These are connected and affected by all social, economic and environmental factors that related to the project itself, or the location area.

Thus, there is a need for any project to be not only open to changes, but prepared for any of them. It needs to be resilient.
07. Project location

City center
07a. Topographic analysis
current situation
The area of Perigiali mostly used for agricultural uses at the moment. A few private buildings are there, mostly for complementary uses for the fields or for businesses, such as warehouses, car engineers or big supermarkets. A big reason why this area is now so “cut off” from the city center is the empty and unused military camp, located at the entrance of the area from the city center.

The buildings on the waterfront are serving recreational purposes, as they are fish taverns of beach bars, and they are the ones who attract the most people from the inner city, mostly during summer days. Another reason for people to visit Perigiali is the stadium and the city’s swimming pool, not only during Sundays’ sport games, but also for everyday practicing, as this is one of the few organized places for sports in the city.

Accessibility in the area is possible through the main artery located on the waterfront, which is the continuation of the main street, which goes through the whole city and connects it with the national highway. This street gives easy access to the beach and the sports center, but the inner area is not easy to enter. The constructed streets are only a few and only the land owners use them for accessing their property.

Perigiali is in general a very quiet place, but with high mobility on the waterfront. It is mostly a transferring point from the city to the industrial area or the high entrance on the East of Kavala. Thus, this location, as well as the importance of the mobility and the uses on this main artery, are very important.
The municipality is designing the new suburban area, Perigiali, on the East of the city center. Apart from the new urban grid, which is going to be filled in stages, as it is all private land, there are plans for new infrastructure implementations. The main artery that has been connecting the city center with the East part of the region of Kavala and the international highway Egnatia Street, is going to be moved. Until now it has followed the “untold rule of the road that follows the waterfront”. But due to the new big united public area, that is planned, the road has to move in between the new grid and the public space.

The result is going to be a big linear waterfront park, which will include the former military campus and the sports park. However, the new road will have to cross the sports part at a certain point, between the swimming pool and the stadium. At that point, there has to be an underground part of the street. This new design requirement is going to be challenging for the rest of the urban environment behind it, as all the streets, that are not yet made, will have to be orientated according to the underground artery. The main question in this big ambitious project is also the way this area will be connected with the rest of the city, the potential uses that will be implemented by the individuals and of course the actual design itself.
Perigiali is going to be mostly residential. There will also be mixed used areas mostly along the central stream and the new main street. Besides that, the public space is going to be very limited and mostly buildings. Open spaces inside the grid will be little, like pockets of openness in this almost unorganized street labyrinth.
The new plan proposes a radical change on the waterfront artery. As most the military is planned to be urbanized, the waterfront street, will be moved in between the remained Camp and the urban area. It will continue between the stadium and the swimming pool underground, so that it leaves an open space for the Sports Park, and it will finally reach the same point as the old one in front of the cemetery, close to the highway entrance.

At the inner area, the street pattern could be characterized as chaotic. There is not a very clear hierarchy and orientation. This has been finalized after a long going discussion between the state and the landowners, and the shape came from the original ownerships in combination with the later negotiations.
accessibility to the beach

With the change of the new street, it is fair to wonder about the balances that will change concerning the beach and the access to it. Until now, access to the beach was happening directly from the waterfront street.
Although the street was very big, able to serve big flows of cars going in and out of the city, the only activity of the area was happening along it, so its location was ideal. With the new street location, the easy access will be lost. People would have to park their cars at least 300 to 500 meters away and walk to the Sports Park or any of the other crossing points.
Concerning landscape, there are 3 important elements-spots: the mountain edge, the seafront edge and the streams, the way the streams go into the cityscape, how they affect it and how the built environment interfere them. So far there are no network proposals for the new urban area for energy, water (management, re-use etc.), green/ open spaces and transportation.
The new street will come to change all the balance of the area. This new mobility comes with multiple issues. How this new street will be used. How it will connect the city with the industrial area, the east part of Kavala’s region and the National Highway. Also, how it will be crossed, apart from the underground part, there will be matter of accessibility for the part closer to the seafront.

Finally, these parts on the South of the street will be taken under consideration concerning their design, uses and sustainability.
opportunity No. 1
One opportunity would be to focus directly on the collectiveness of the neighborhood. Using networks of energy or water and looking on the economic perspective. How can we develop sustainable networks in a period of economic crisis? How can we make people in Greece go from private to a more collective attitude? Using part of the new problematic grid to test and propose solutions for these aspects would be a great innovative opportunity.
opportunity No. 2
These conclusions give us multiple windows of opportunities for development and design. The first would be a multi-layered design of the open space, concentrating on the new centralities that will be realized by the new grid and land use plan. What will be the reclamation of the old military camp? Can it connect with the waterfront and be used to for the municipality in order to make a profit? Can the waterfront accommodate any uses or all the regulations very strict? How will the beach be used after the change of the street? How will the Sports Park change in terms of open public space? Will it also connect with the waterfront or it will stay isolated to serve its own purposes? Concerning the streams, the main question remains the same: How will this natural element affect the grid and the other way. All these questions above should be answered by all perspectives, focusing not only on the economic and ecological perspective, but on the social perspective too. Thus, public participation in all levels of the project is essential.
project keywords

- lack of "ethos" in Greek society
- economic crisis
- lack of resilience in Greek cities
- the Greek system
- KAVALA
- the city of Kavala
- important geographic connection point
- tourism
- waterfront
project design goals

location scale
Design of a public space that can work as a key-starting point for the area’s sustainable urbanization, by promoting a healthy relation with its waterfront, as well as within its citizens themselves.

city scale
Design of a public space that can work as a key-starting point for the city to reach resilience, by empowering its natural, economic and social assets.

regional scale
Design of a public space that can help improving the image of the city of Kavala in a regional, national and international level.
From the 10th until the 23th of December 2015, I visited the city of Kavala in order to be able to discuss the project and its perspectives with the involved stakeholders, but also professionals whose relevant experience is helpful in the coming process. These are:

**stakeholders**

1. Agni Syropoulou
   
   Profession: Architect/ Planner, External Advisor of the Municipality
   
   Date of meeting: 15/12/2015
   
   Location: Municipality of Kavala

2. Kavala Urban Center (Σχέδιο πόλης)
   
   Responsibilities: Municipality's platform for urban issues / online platform for public participation.
   
   Committee for promoting projects and needs to the urban department of the municipality, by using the public participation as an argumentation tool.
   
   Date of meeting: 18/12/2015
   
   Location: Municipality of Kavala

3. Philippos Philipides
   
   Profession: Civil Engineer, Vice-mayor in the department of Technical projects and infrastructure
   
   Date of meeting: 23/12/2015
   
   Location: Municipality of Kavala

4. Architectural Association of Kavala
   
   A committee completed by architects located in Kavala, who are always criticizing and judging the way projects are planned and working.
   
   By all means, they are using their knowledge, creativity and aesthetics to interfere and suggest actions and designs, in order to make the city better.
   
   Date of meeting: 15/12/2015
   
   Location: Kavala’s department of “Technical Chamber of Greece”
external professionals

1. Charalampos Tsouroukides
   Profession: Architect / Private professional
   Date of meeting: 21/12/2015
   Location: Private office

2. Konstantinos Lalenis
   Profession: Civil engineer, spatial planner, traffic engineer / Associate Professor DPRP, University of Thessaly, Volos, Greece
   Date of meeting: 19/12/2015
   Location: Private office
At the municipality of Kavala, I met one of the city planners, Agni Syropoulou, with which I discussed the upcoming stages of the project, as the municipality is planning. She pointed the importance of negotiation with the Greek Army in order to reclaim the military camp for recreational and educational purposes. The rest of the camp will be urbanized and given back to the Army for economical developments. The open space of the “negotiating” camp will accommodate cultural and educational uses partly complementary to the department of Landscape Architecture of the Technical Educational Institution (TEI) of Kavala.

The next meeting was with a team called “Kavala Urban Center”, consisted of architects and urbanists, part of the Mayor’s council. We discussed the possibilities of creating a workshop for all the landowners of Perigiali in order to propose solutions for the already problematic public space.
The next meeting at the municipality was with Philippose Philippides, the vice-Mayor & civil engineer. He explained how the municipality is getting funded, the practical problems of the crisis and how they are affected on the urban projects of the municipality.

“The only priority we have, concerning the new urban area of Perigiali is to be able to open one of the streets, if someone wants to use his land and needs access”, he stated to point that sustainable planning seems as a luxury these days. As for the new street and the effects on the waterfront, he believes that there is no need of designing the beach because it is already used will be used no matter what changes in its access.

Apart from the municipality, another factor that can influence decisions and have a status in the architectural – urban matters is the Architectural Association of Kavala. After meeting with them, they characterized the street grid “medieval” and pointed the importance of a complete sustainable design that will bring on the table the issue of creating proper green open spaces. Thus they were more than happy to participate at the coming workshop, not only for helping at the “design” part with the citizens, but also to help me convince the municipality to apply and / or pressure for the necessary changes on the plan.

Another architect, Charalambos Tsouroukides, expressed his opinion about the current situation in the planning and project execution system. He strongly states, that since now there is this big lack of money, even at the more powerful class, it is the perfect opportunity for young minds to express and form innovative ideas, for improving the city. The crisis should become the No.1 opportunity of disposing corruption and motivate more people to act.

The last person I had a meeting with, was Konstantinos Lalenis, urban planner – transportation engineer, Ass. Professor in Dep. Of Urban and Regional Development, University of Thessaly. He explained me the way decisions on the level of planning are made in Greece and how difficult it is to change an already decided plan. He stated that the system is too centralized and needs to get more collective. He also shared the laws and regulations on designing on a coastline and he pointed the importance of its liveliness as well as its environmental conservation.
08b. Kavala
Strategic Agenda 2030

“The Vision for the 2030 Integrated Strategic Agenda of Kavala has been defined as the following:

[In 2030, the Kavala Municipality represents a world-renown touristic destination, encompassing heritage of multi-continental importance, including the northernmost UNESCO site in Greece. A year-round active touristic hub, the Municipality distances itself from other destinations as a polyvalent destination with an ample offer in what regards cultural, religious and archaeological heritage, therapeutic and wellness, lifestyle, event and blue tourism.

Through the creative use of its local natural and cultural assets, Kavala has managed to position itself as a highly liveable city, benefitting from an increase in population – especially youth and qualified graduates – reflected in a steady economic growth and a very well ranked technical university.

Its broad economic base and innovative approach to new business models have aided the creation of a smart community with a strong identity, encouraging spill-overs between its main economic sectors. Developing endogenously, Kavala has invested mainly in tourism, but also in agriculture, energy, healthcare and wellness, transport and logistics, an aspect which transformed the city into a stable local economy, very attractive to foreign investors.

The waterfront is the city’s strong point, and its touristic port, walkable public spaces and multipurpose buildings (including the Kavala Urban Center) represent a point of convergence for tourists and inhabitants alike. The regeneration of Kavala’s waterfront has reshaped the relationship of the city with Thassos, now a secondary pole of attraction in the area.

Towards the north, the city keeps a strong relation with its hinterland, not only through the endogenous economic connection of consuming local produce from farmers and family-run agricultural businesses, but also through its touristic and agritouristic activities. The network of local producers, which helped position Kavala in the region as a quality agricultural product generator, is continuously developing under a unique local brand selling internationally through the tourism network.]

“future interventions in the city of Kavala”


“development of four-season, alternative tourism”

"existing areas of regeneration"


"proposed areas of regeneration"


"the main pillars of Kavala's agenda"

“existing areas of regeneration”

The workshop “1 game for Perigiali – Action for the Public space” (1 παιχνίδι για το Περιγιάλι – Δράση για το Δημόσιο χώρο) took place on the 15th of April 2016, in the offices of the Technical Chamber of East Macedonia, in Kavala. It was organized in collaboration with the Architectural Association of Kavala, the Municipality of Kavala and Kavala Urban Center, the online platform concerning urban issues of the city. The main goals of the workshop were the discussion with the stakeholders and the locals for all the potentials of this area, as well as the proposals of possible new designs by the participants themselves.
The first step of the event was a short presentation of the analysis and the framework of the general project. Then all participants were asked to answer some basic questions about the area and its needs, the way they use it and the problems and/or opportunities they think that the area needs.

After the second part of the presentation, that includes the main design ideas of what it needs to be developed in the area, came the second part of the questionnaires as well. This was considering the grading of multiple projects and proposals, from all around the world. As the examples were presented, the participants had to put a grade on them, in order to understand their preferences.

Finally, all participants were divides into 3 groups. Each group had a map of the area, markers and post-its and all the examples and uses presented and discussed before, in small printed cards. Each group had to discuss and come up with a combination of potential uses, by making a rough collage from all the elements they were given.
Αξιολόγηση παραδειγμάτων

Παρακαλούμε, βαθμολογείστε τα παρακάτω παραδείγματα, καθώς παρουσιάζονται.

Malecon, Μεξικό
Benidorm, Ισπανία
Παραλία Θεσσαλονίκης, Ελλάδα

6-7  6-7  3-4
10  10  5
8-9  8-9  1-2
5  5  3-4
8-9  8-9  1-2
3-4  3-4  5
10  10  6-7
6-7  6-7  3-4

Στοιχεία μέσα στη θάλασσα
Πισίνες στη θάλασσα, Δανία
Πεζογέφυρα / Ποδηλατόγεφυρα
Παιδική χαρά
Ποδηλατόδρομος Θεατράκι,
πολιτιστικός χώρος

Παιδική χαρά
Εξωτερικό γυμναστήριο
Ποδηλατόδρομος
Εξωτερικός χώρος

ΛΟΙΠΑ ΛΟΙΠΑ ΛΟΙΠΑ ΛΟΙΠΑ
ΟΧΙ ΟΧΙ ΟΧΙ ΟΧΙ

DIY, “Φτιάξτε το μόνος σας”

Τέλος δεύτερου μέρους

Κανόνες παιχνιδιού

Το παιχνίδι παίζεται με τρεις ομάδες, που θα αποτελούνται από όλους τους διαφορετικούς φορείς.

Κάθε ομάδα θα έχει στη διάθεσή της:
• ένα χάρτη της περιοχής
• μαρκαδόρους
• post-it
• φωτογραφίες παραδείγματος και χρήσεων.

Χωριστείτε, λοιπόν, σε τρεις ομάδες και χρησιμοποιώντας τις εικόνες που σας δόθηκαν, φτιάξτε το δικό σας Περιγιάλι.

Σε κάθε γύρο, ο κάθε παίκτης μπορεί να κολλήσει από μία φωτογραφία εκεί που επιθυμεί ή να κάνει μία σημείωση πάνω στο χάρτη (π.χ. λέξεις ή μαρκάρισμα περιοχής) με βάση τη γνώμη του για τις αδυναμίες και το μέλλον της περιοχής.

Το τελικό αποτέλεσμα θα είναι τρία διαφορετικά σύνολα παρατηρήσεων/προτάσεων.

Τα θέματα που θα ασχοληθούμε είναι τα εξής:
• πράσινο
• προσβάσεις στον δημόσιο χώρο
• χρήσεις γης
• σημεία που χρήζουν προσοχής
• ελεύθερες σημειώσεις πάνω στο χάρτη.

ΚΑΛΗ ΔΙΑΣΚΕΔΑΣΗ!!
presented waterfront examples

Benidorm, Spain

Thessaloniki, Greece

sea pools in Denmark
elements in the sea

pedestrian bridge, Chicago, U.S.A.
bicycle bridge, Copenhagen, Denmark

D.I.Y. (Do It Yourself)
... responces

local:

++ green space in the military camp

-- the few urbanized areas have zero designed public spaces

!! “the image of the city affects my everyday life”

citizen of Kavala:

green space on the streams and the small fish harbor ++
the underutilized military camp --
“the waterfront has to many undiscoverd potentials” !!

student:

++ the nature, while approaching the mountain from the sea

-- the waterfront does not have any character

!! “I want to involve with the commons as much as I can, when I grow up”

local engineer:

the natural line of sand on the beach ++
the unorganized street network --
“the is a lack of “neighbourhood” feeling in the city, there should not be the same here” !!
local teacher:

++ the sports facilities are very modern and should be promoted in a better way
-- the bad shape of the street network
!! “the waterfront situation makes the sea look not clean”

local:

the waterfront ++
the area around the military camp is not organized and lacks basic infrastructure --
“the city has turned its back to the area of Perigiali and it now looks forlorn” !!

stakeholder:

++ the military camp gives space to the area to “breathe”
-- the restaurant area does not look organized
!! “the military camp should be proper used for multi purpose uses”

local in pension:

natural beauty of the waterfront ++
the non-environmental friendly uses on the waterfront, such as gas stations --
“the area is as beautiful on the waterfront as it is on the inside, and it is a pity to lose that” !!
workshop materials

designed pedestrian  D.I.Y.  bicycle bridge
pier in the sea  land-art  pedestrian bridge
design in the sea  uses on the pier  beach facilities

play-ground  outdoor gym  parking  bicycle routes  green space
beach facilities  exhibitions  outdoor theater  sea pool  water elements
fishing  swimming  relaxing  beach facilities  water sports
team of locals

(1) green space in the urban grid,
(2) children friendly,
(3) focus on the waterfront,
(4) public space on the waterfront,
(5) land art,
(6) beach facilities & watersports
team of engineers

(1) better street network (bike lines),
(2) environmental protection of the streams,
(3) cultural use of the military camp,
(4) beach protection and extension,
(5) accessibility to the public space on the waterfront,
(6) DIY & landart
team of other stakeholders

(1) space around the sports park,
(2) better access to the streams,
(3) designed edge between the sand and the waterfront public space,
(4) cultural use of the military park,
(5) extension of the beach,
(6) land art (as long as it does not ruin the beach itself)
The workshop was attended by 30 people, from which, the majority was engineers. Apart from them, there were, representatives of the Municipality, the Architectural Association, the Local community and, of course, citizens, which were interested in the sustainable development of the city.

The conclusions were very simple and on point. All groups were concerned by the protection of the beach, its shape, image and access to it. The big open spaces above should be developed in order to promote culture, tourism and sports. It is basic that the new development of the area should not follow the bad example of the rest of the city, concerning the limited and in bad condition green space.

The new grid should be greener, have more bike lines and a better organized pedestrian network.

In more detail, all the groups were promoting the element of a landmark, as long as it is not disturbing the continuity of the beach. The sand area had a very important role in all discussions, as the majority were discussing the possibility of its extension inside the main land.

However, the most important outcome of all was their will in participating not only during the design process, but the maintenance and construction process as well. They were all pro-“DIY” (Do It Yourself) constructions, community gardens and community empowerment.

As a final conclusion of the workshop “1 game for Perigiali – Action for the Public space”, we can keep the will of people to develop their environment, but luck confidence of approval by the authorities, as they are not concerning their needs in all their project requirements.
Conclusion Collage

Note on the map: "Provision and extension of bike tracks."
... to sum up

(1) More green space in the urban grid
(2) Connection with the beach
(3) Protection of the beach
(4) Design and development of the waterfront
(5) Culture and economic development
(6) Use the existing assets of the area

(1) Focus on 4-season tourism
(2) Urban regeneration of the city’s waterfront
(3) Use existing building infrastructure for implementing new uses
(4) Collaboration and community engagement
(5) Enforce local entrepreneurship
(6) Invest in local economy and attract investors
(1) Why did the municipality turn its back to Perigiali?

(2) How can we use all the assets of Perigiali to approach the municipality’s goals?

(3) How can we connect Perigiali’s waterfront to the rest of the city?

(4) How can Perigiali attract tourism during all seasons?

(5) How can Perigiali become an entrepreneurship hot spot for Kavala?

(6) How can Perigiali use its sport infrastructure in develop its image?
09. Project making

“surreal landscapes - Jati Putra Pratama”
source: http://www.ignant.de/2015/10/21/surreal-landscape-art-by-jati-putra-pratama/
1 "surreal landscapes - Jati Putra Pratama"
source: http://www.ignant.de/2015/10/21/surreal-landscape-art-by-jati-putra-pratama/
09a. Kavala shaped by its edges
As mentioned before, the golf of Kavala is an important part of the rich coastline of Greece. The golf itself can be divided into two parts. The West part is rocky and consists of multiple smaller bays. On the other hand, the East part of the golf is part of the Nestos Delta area, which means that the waterfront line is smoother and almost linear.

Apart from the general view of Kavala’s waterfront, if we zoom in to the rocky area, including the city of Kavala, we can notice the way in which the sea is “curving” the rocks. This “parallel pattern” is the outcome of this erosion in combination with the most often direction of the water towards the land.
principles “in situ”

- tourism and recreation
- small fishery marina
- urban beach
- urban beach
- commercial

uses on the beach

streams
09b. Where is the edge of the waterfront?

"Attention! - Where is the Beach?"
source: illustration by author
from 20m to 250m of waterfront
09c. New program

"program before the street change"

"program after the street change"
As it was mentioned above, the new public space will include programs related to culture, agriculture, slow tourism, beach recreation and sports.

Starting from the left to the right, the existing fishery marina with all the traditional recreational businesses will be kept in order to accommodate all the touristic needs, together with all the businesses in front of the military camp. Inside the old camp there will be 3 programs, aiming educational, cultural and social cohesion. First, there is an organized playground with educational workshops for children, an exhibition space and a performance platform.

After that, the existing row of buildings will be used to accommodate future participants for the workshops and/or students who will be practicing on the community gardens and the exhibition platform for agriculture and landscape architecture.

The accommodation buildings can be also rented to tenants who want to start using the workshops as a starting point for their businesses. Closer to the beach, the existing restaurants’ location will be empowered by the design of the surrounding space and its access to the sand. Moreover, close to the beach will also be a platform of water sports and beach facilities.
beach facilities
sports plaza
education
culture
“slow tourism”
community gardens
The unorganized pattern of the street and mobility network that has already been designed for Perigiali, leaves a big amount of gaps in the pedestrian continuity that affects not only the movement of the people but also their perceiving of the space around them. It is important that people can appreciate the environment around them and use it properly. This network is creating “numb” areas in between the “pedestrian blocks”, especially when it is attached on the streams. Then the is a big problem of connectivity between the individual pedestrian and the small natural elements that the stream can provide.
Zooming in to the waterfront of Perigiali, the area that will affected by the new Master plan the most, the left-over space becomes even more space specific and it is located exactly on the spot of old waterfront street. A continuous line, approximately 30 meters wide, is still going to be a barrier between the organized public space and the actual waterfront. Thus, all the new programs that will be hosted in the new waterfront area should be attached on the “left-over” area, in order to make alive and used again.
09e. Waterfront accessibility & mobility
09f. New waterfront agenda

1. top-down bottom-up balance through dialogue

2. from oldfashioned blueprints, to open-ended resilient projects
3. diversity in the uses and the users

4. stable infrastructure with flexible infill

5. introduce new uses to improve local and the city’s economy
introducing Perigiali’s “new edges”
Considering the new uses to be applied in Perigiali’s waterfront, there are two matters with maximum priority. The place of their placement and the way they can strengthen the attempt of the area to a resilient future. Thankfully, the military camp includes a big number of empty buildings that can easily accommodate all the new uses that are suggested in the area.
It is rather important to consider that no massive constructions are made at this stage of the planning, because Perigiali itself has a very open future, concerning the final form and image of its buildings. The only addition to the building infrastructure will be small, strategically put buildings to cover beach facilities.
As it was said before, Kavala needs a resilient project as a starting point to generate the city. The main environmental focus is dealing with the lack of green spaces in the city’s grid and its relation with the waterfront. Considering all economic factors, tourism is the strongest in the area, but all facilities that can support tourism in Kavala need to be developed in a more strategic and coherent way, using all infrastructure for “slow tourism”, like beaches, water sport and recreational businesses. Most important of all is the need of social cohesion. A place suitable for people to develop themselves socially and culturally. A place to create new ideas.
The design is focusing on the relation of the grid with the natural infrastructure of the area, streams and seafront and the development of 6 platforms, as pilot projects that will generate the area in developing itself in education, culture, agriculture, slow tourism, sports and beach recreation. All the platforms, are promoting a more resilient model to the area, as they are all pilot adaptable projects, ready to be changes and used according to the specific needs, economic, social or ecological.

Concerning the urban grid, that will be gradually developed, the main need is a network of pedestrian and bicycle routes. The existing plan has major gaps in the connection of various small pedestrian complexes. Thus, there is a need of a more coherent and accessible network.
10. Project process
10a. Phase 1

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The first phase of the project refers to the present. Now the area is rather empty, with a few businesses on the waterfront. The main street is still located on the waterfront, where it creates a barrier between the sea and everything that happens in the mainland. The businesses are really active during summer only and the area feels empty and abandoned during the rest of the year.
10b. Phase 2

- Residencial area
- Mixed uses
- Education
- Sports
- Tourism
- Military camp
- Cemetery
- Main artery
- Streams
The new proposed street is planned to go underground when it reaches the sports park (fig. 1). But, the planned streets have not calculated the space needed for cars to turn, thus there are some blocks that are not approachable (fig. 2). These blocks are currently used as a car mechanical center, a supermarket and a gas station. The space that they occupy is essential for the sports park as it has no open space around it. The project proposes that these three plots are no longer occupied by these commercial uses and they are given to the sports park as complementary uses and space to breathe (fig. 3).
translating the new edge

By translating the form of the coast from the whole of Kavala in the waterfront of Perigiali and taking under consideration the workshop outcomes, the first step in claiming again the urban beach of Perigiali should be an artificial extension of the sandy area.

Meaning that, since there is a demand for more space related to beach activities, part of the paved space will return to a more natural form, by using parts of tree trunks. To build this construction, we need to dig approximately 0.5 m, put the tree trunks and fill the rest with sand. Therefore there will be a non natural sandy area, as a space in between the soft material (sand) and the hard material (pavement). In our case, this transition stands out even more, by creating a gradient pattern with the location of the tree trunks.
outdoor sports park

beach facilities and watersports
pedestrian street material

wood in sallow sand

0.5m

earth

sand

"Sea park in Latvia"

10c. Phase 3

- residencial area
- mixed uses
- education
- sports

- tourism
- military camp
- cemetary

- main artery
- streams
playground - day care

outdoor exhibition and theater

sample community and university gardens
When the corridors are open,
On the other part of the waterfront, where the edge between sea and land is translated as a rocky and gulfy area, the form of the line that connects the “pedestrian pavement” with the sand is a curvy and dominant line of marble. Marble is a local product, excavated a couple of kilometers to the East of the city. By using this strong material, the differentiation between the two different parts of the waterfront, becomes visible. The marble should be “brushed” and filtered in order to be appropriate for people to walk and sit there.
“slow tourism” & beach facilities

“back bone” public space

Sample gardens

beach

exhibition corridor
stream Vs street
Kavala has the second place in Greece, on the list of the cities with the less green space per citizen. It is rather important that Perigiali is not evolving in this direction as well. Thus, its streams can be used in order to provide small scale green public spaces. As shown on the maps with the pedestrian streets above. There is no continuous pedestrian street along any of the stream, but various small parts of public space, usually covering the front part of the block. Thus, the project is proposing the use of all these small spaces as “balconies” over the stream. They can be used for neighborhood scale sitting areas, small playgrounds and every other way that people can approach the narrow green corridor inside this new urbanized development.
11a. Project outcomes
city’s mobility
added bicycle routes

- parking
- city's edges
- main artery
- proposed main artery
- collective street
- existing proposal for bike routes (city center)
- new proposal for bike routes (Perigiali)
future mobility

existing proposal for bike routes (city center)
new proposal for bike routes (Perigiali)
potential new for bike routes (rest of the city and waterfront)
developed green areas
Due to the current Greek crisis, it is rather important for every new development to be considering all possible ways for the economic upgrade. This project is a starting point for new infrastructure of culture, education, sports and “slow” tourism. Having this in mind, every future added investment can take advantage of these new programs in order to benefit economically. Thus, Perigiali, which is going to occupy almost one third of the city of Kavala, will be continuously benefited.
tourists Vs visitors Vs locals

tourists

time of the year: summer (international/national), all year long (national)

activities: “slow tourism”, sports, culture

coming from: the East entrance of the city, because it is closer to the Egnatia odos exit

visitors

time of the year: all year long

activities: sports, culture, recreation

coming from: the West entrance of the area, because they are mainly citizens of Kavala

locals

time of the year: all year long

activities: recreation, everyday use of space

coming from: the Northern residential area of Perigiali
arriving by car
image of the new street
According to the municipality plans, the area around the “new waterfront of Perigiali” includes mostly mixed used buildings. Meaning that, with the development of the waterfront as a starting point in Perigiali’s history, the “mixed-used” areas can accommodate and promote economic activities relates to the touristic factor, or complimentary to the uses in the military camp.
further investigation, research and points of interest
11b. Conclusions

The area of Perigiali is currently under-developed, mostly dominated by its natural/"green" assets. The plans of the municipality do not include the area in the future economic/touristic agenda of the city. On the contrary, it promotes the development of the waterfront on the rest of the city, by turning its back on Perigiali and all its potentialities for development.

However, the existing Masterplan (set by the Government) has set a big change for the main waterfront street, by re-locating it about 200 meters away from the sea. The new proposed project is changing the balance in the relation of the city with its waterfront. Taking this change as a starting point, Perigiali can reveal and use all its opportunities for development and thus, be included in the city’s agenda in the most productive way possible.

Moreover, the new design promotes and encourages the development of Perigiali in terms of tourism, culture, education, sports and thus, economy.

The local community of Perigiali has already shown multiple samples of collectiveness and local empowerment, which comes in contrast in the generic “individual” attitude of the Greeks. By participating in the Design process, the locals have shown their ideas/ideals, which focus on the “blue and green” image of the area and all the dangers that come with the future urbanization. Meaning that the natural image of the biggest part of the area has to be protected, the existing buildings have to be used in their maximum capacity, so that no new vertical constructions will be needed with in the design area.
Kavala regeneration entrepreneurship

1. Old City – the Kavala Peninsula
2. Kavala Port
3. Waterfront
A project is resilient, not only when it can “adapt” itself into any new situation, but also when it can “create” opportunities for new situations and it can be a generating key project for anew development in its area, in terms of:

1. Social cohesion
2. Environmental protection
3. Economic development

(definition: by author)
All the proposed facilities are going to attract, not only the summer tourists, but also visitors from the cities and areas around Perigiali and Kavala. Perigiali can become the new “creative pole” for cultural tourism and entrepreneurship. Making a “backbone” of new development possibilities is one step against the economic crisis that the city and the country are currently under.

Meaning that in an area like Perigiali, a completely top-down action would not be feasible and productive, not only because of lack of funding, but also because the crisis itself can and should be taken under consideration as an open opportunity for freedom and experimentation. A project that comes to add into new urbanization, preparing and leading the future of Perigiali.

It is rather important to be careful on the level of design detail when dealing with an area which is trying to develop in a period of crisis and uncertainty. We are not able to know exactly the way the private buildings are going to be, the exact amount of people that will occupy the land and of course the exact time that the municipality will be able to execute the public project.

Thus, the aim of the project is to add priority into the “leftover areas” of the waterfront and the grid of Perigiali. Meaning that there is need for more attention in certain areas that were never taken under consideration during the design in governmental level.
Speaking about resilience in the Greek centralized context, it is rather important to take under consideration the way all plans has been made. Meaning that, in order to proceed in creating more resilient projects, all the old ones should be “modified” as well. In the case of Perigiali, the project takes the finished governmental plans as a starting point and uses them in order to discover hidden weaknesses and opportunities that will enable the development of the area. In the process of analyzing, brainstorming and exploring possibilities for the public space in Perigiali, the locals and the stakeholders have been taking part of a long discussion about what the area should look like, what is truly missing and what needs to be preserved!

This is a resilient process! This is the start of the “never-ending” journey in the making of a public project. The time, the people, the needs and the situations have been and will always change, so the plans and the form of the public space should follow as well!
Relationship between research and design:

The project is analyzing, evaluating and proposing solutions on the current planning sector in Greece. It is using the city of Kavala as an example of intervention, in order to experiment the outcomes of a new suggestion of design and planning tools.

The research started by analyzing the Greek historical and socio-political context. Starting with the fundamental ideals about Plato’s Polis and the way Greece has been developed by its planning history, the project presents the way, in which the Greeks have been diverged from the classical ideals and became very private persons. This can be easily shown, even through Greece’s building typologies, which had been created and then developed during periods of uncertainty in all levels, economic, social and political. However, recent history showed that people are seeking for more responsibilities as there is a big mistrust to the very centralized political system. Through this system of decision making, as well as project executing, Greece has lost its resilience and now sustainability is often related only to the term of Green Development, leaving behind the terms of economy and society. On top of these, the current economic crisis gives even more “food for thought” concerning how public projects should be developed.

Having this theoretical and social framework on mind, the research continued in analyzing the case study of Kavala, on a spatial way through its history and geomorphology. The most important outcomes of the analysis and research about Kavala, were its strategic location in the country, as well as its participation at the rich coastline system of Greece. Kavala’s relation with the sea has always been a very delicate question, after the main waterfront changed after the new Master plan in 1923. Today, the city’s waterfront consists
of the main port and 3 urban beaches, which are very close to the urban grid. One of these three beaches, Perigiali, is going to phase a major change, as the main street along it, is going to be relocated, leaving the waterfront with a big unexploited space and a disturbed relationship with the residential area behind.

The design project itself is aiming to using the waterfront as a strategic project in this period of economic crisis and uncertainty. The goal of the project is to bring resilience into the process of execution. Thus, 4 stages are proposed, so that the project itself can become more feasible and realistic. In order to activate the local community into taking actions in the design/decision making, as well as executing, a workshop with citizens and stakeholders took place during the design period of the Thesis. The design itself is consisting of a permanent implementation, executed in the different phases of the project and used as a base for more temporary implementations, according to the area’s and the city’s needs. The local community will be able to use the offered public space as a platform for multiple uses, and create a new kind of destination for recreation, sports, culture and slow tourism.

Relationship between the graduation lab and the subject/case study chosen by the student within this framework AND relationship between the methodical line of approach of the graduation lab and the method chosen by the student in this framework:

The graduation lab, within which the project is developed, is Urban Fabrics. Urban Fabrics are not mono-dimensional. It refers to the urban environment not only as a physical element, but also as a psychological, socio-cultural, ecological, managerial and economical network of structures. One of the analyzed themes is “Public Space and the well being of citizens”.

This Graduation Thesis has as a main location/case study the development of the public space along the urban beach of Perigiali, in Kavala, Greece, together with its accessibility and its social impact on the people of the whole city. It is dealing with the involvement of the citizens in the decision making process and the impact of their proposals. Also, in this thesis, a basic ecological strategic plan is proposed, to be implemented into the urban grid, in order to improve the quality of public space and the well-being of the citizens, in all scales in the area of Perigiali.

By improving the well-being of the citizens, I could not leave behind their needs and opinions. Thus, I organized and hosted a public workshop for all people interested in the quality of the future developed space, that the Thesis is dealing with. Landowners, locals, citizens and stakeholders participated into a “design and debate game” that took place in the Department of the Technical Chamber of Greece, in the city of Kavala.

Relationship between the project and the wider social context:

As been said before, one of main goals of this project is social cohesion, through which it can achieve resilience. The main methodology of the project aims in using the aspect of communal ethos and active citizen participation, as it is using them to test, discuss and regenerate itself by their opinions and needs. The implementation, being a platform for multiple uses will be able to keep the community active in communicating for the public space and keep it vibrant, while constantly improving it. Moreover, the method of designing, and engaging the locals at the same time, will become an example for the stakeholders and decision makers, to start using their social resources in the most productive and beneficial way.
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