RECLAIMING THE GREEK POLIS - THE CASE OF KAVALA
P2 report

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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

Justice is the foundation of the Platonist 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 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 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.

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.

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.

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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.

1b. The Greek Spatial Planning through time and the loss of Ethos

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. But its ideological importance 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.]

“Master plan for Athens, by Kleanthes & Schaubert”
source: http://www.eie.gr/archaeologia/gr/layout/images/09/zoom/1EO106.jpg
“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 be 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.]
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 Vittoria 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.
the polykatoikia has formed the typical Greek city
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 faded. 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 trying more to survive and secure their financial future, rather than helping on a common development, as the belief of “dead end” have 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.
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
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. (Aspers 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)
1d. Economic Crisis

“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.
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.

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

Money flows
source: municipality of Kavala
1f. 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 through 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 lead 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 resent 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.

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.

2. Problem Statement

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

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.
3. 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
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 Filippos.

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 Orphans, 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.
3b. Connectivity

Journeys & Duration
3c. Hotspots

Kavala is full of important facilities, from transportation to education. On the Western borders of the city, we have the T.E.I. (already mentioned, important educational institute in the country) and in the city center the main port is serving all regular transportation to Thasos’s port called Prinos and other island in North Aegean Sea. Moving to the East, we find the sewage treatment system of the city, located between the East end 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, starts the industrial area of the city, which 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 Macedonina and Thrake. It connects Kavala with Athens on a daily basis and with more and more international destinations every year.

15 kilometers more and we reach 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 transportation and product transporting. 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.
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 from Rome to Konstantinopolis (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.
3d. Region of East Macedonia & Thrake

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

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

- Prefecture of Xanthi
  ppl: 112,000 / 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
Prefecture of Kavala 15 %
Prefecture of Drama 32 %
Prefecture of Xanthi 14 %
Prefecture of Rodopi 16 %
Prefecture of Evros 23 %

Prefecture of Drama 13.8 %
Prefecture of Xanthi 11 %
Prefecture of Rodopi 20 %
Prefecture of Evros 41.5 %

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

Prefecture of Kavala 13.7 %
Prefecture of Drama 18.5 %
Prefecture of Xanthi 12 %
Prefecture of Rodopi 20 %
Prefecture of Evros 31 %

total area: 7,898.7 km²

total area: 5,332.3 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

Prefecture of Kavala: 67%
Mainland of Kavala: 20%
Island of Thassos: 80%

"Tourism sector"
source: Region of East Macedonia & Thrace

Prefecture of Drama: 5.4%
Prefecture of Xanthi: 4.9%
Prefecture of Rodopi: 5.4%
Prefecture of Evros: 17.4%
3d. Historical monuments of the city

- "Acropolis of Kavala"
- "Philippi, 365 B.C."
- "Castle 1391"
- "Aqueduct 1520-1530"
3e. City’s development

1923

1939

1960’s

1970’s

1980

1986

NOW
The Masterplan of 1923 brought a lot of changes to the existing urban settlements.
Waterfront change

In East Macedonia and Thrake, the systematic tobacco production began around 1821. The tobacco-producers gave their tobacco to the 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 photographic collection.
The city before 1923 and now -

source: Planning department of Kavala

Views from the see
The city before 1923 and now -

The old waterfront become the busiest street of the city
The city before 1923 and now -

Views from the upcoming park and port
3f. The city
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.
building typology
street hierarchy

Collective streets

Main arteries

Collective streets
Mobility

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.
Kavala owns the second place in Greece, in the list of the cities with the least green spaces per citizen.
As we have already said, 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 city’s 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”?
FIRST EDGE - mountain Vs peripheric road

Historical Tobacco Warehouses and Industrial buildings

Kavala's old waterfront is now one of the most important mobility arteries

The new waterfront is full of activities and during summer is the busiest area in the city
waterfront street analysis
uses on the street

Green spaces
Sports/Parks
Urban beaches
Port infrastructure
Monuments
4. Hypothesis

a Mediterranean case

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.

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 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?

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 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.
5. Project location

City center

Project location
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.
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 is 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.
topographic analysis

- Contour lines (every 20 meters)
- Contour lines (every 4 meters)
- Streams
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.
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.
types of grid and economic activity

- **ECONOMY**
- **BUILDINGS**
- **INFRA-STRUCTURE**
- **ECOLOGY**
  - Landscape: Mountain and stream
  - Open space: The mountain itself
  - Use: Residential only / No economic activity
  - Landscape: Stream
  - Open space: Along the stream
  - Use: Mixed use / Economic activity on the ground floors
  - Landscape: Stream and waterfront
  - Open space: Waterfront / Military Camp
  - Use: Mixed Uses - Public / Economic activity on the ground floors - activities on in the Camp and the Waterfront
  - Landscape: Waterfront
  - Open space: Waterfront / Sports Park
  - Use: Mixed Uses - Public / economic activity on public and private land
As stated above, the central stream and the new main street will create most of the centrality of the area. Thus, it is important to analyze it from the perspective of their programs.
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 the Sports Park or any of the other crossing points.
6. Research question

How can we develop sustainable public projects in the new area of Perigiali, in Kavala, in a period of economic crisis?

by Sustainability we mean:

(1) environmental respect,

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

(3) social participation.

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?

(4) Which changes need to be implemented in the current spatial planning system in order to support sustainable urban development?
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:

7. Field trip

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 – EXPERTS

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 complementary to the Technical Educational Institution (TEI) of Kavala, mostly to the Landscape Architecture department.

The next meeting was with a team called “Kavala Urban Center”, architects and urbanists, part of the Mayor’s council. With them 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. Together with this will also take place a “charrette”, a meeting with all the stakeholders, investors who could help in the execution of the project on the political and financial level.

1. Workshop (bottom up):
Kavala Urban Center – Architectural Association – Land Owners - Citizens
- Discussion for the state of the proposed / planned grid
- Propose and design new solutions for all the problems stated above

2. Presentation – “Charrette” (top down):
Stakeholders – Municipality – Archeological Department – Port Authorities – Military
- Possibility of implementation of changes in the grid
- Networks – discussion of need
- Funding?
- Framework of environmental protection

The next meeting at the municipality was with Philippos 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 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.
8. Conclusions

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.
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.
street alternative No. 1
street alternative No. 2
street alternative No. 3
project conclusions

- lack of “ethos” in Greek society
- economic crisis
- lack of resilience in Greek cities
- the Greek system
- the city of Kavala
- important geographic connection point
- TOURISM
- waterfront

AVOID THE DANGER OF AN EMPTY AND LIVELESS URBAN BEACH
The used and future 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, historicists, 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 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, which is going to be executing in the future 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. After discussing and designing together with the people of the city, there will be a “Charette”, a meeting with the municipality stakeholders, in order to present them the workshop outcomes, discuss them and their ability of implementation. Thus, the design products that will be finalized in between P3 and P4 will ideally have both approval from the people, as well as the local authorities.
10. Graduation Plan

The Thesis project starts in September, when I find the appropriate Tutors and Graduation Lab for hosting and helping my project develop and take form. I had already started gathering data for the location. Preparation for the project had already happen in August, when I visited the city's municipality in search of the perfect location inside the city's limits. Apart from that, one of my main goals was to deal with a real project and to work with a constant discussion with the municipality and the rest of Kavala's stakeholders. Thus in September I have already an exact location and theme for the future analysis. After that, I am ready to start reading literature and analyze data.

During October, I continue my analysis of the area together with more literature, helpful for the theory paper and of course the scientific relevance of my project. Along with these, I start mapping my findings and form my problem statement, research questions, design goals, hypothesis and methodology for my future process.

During the first days of November, I am getting ready for the P1 presentation. I illustrate my drawings/collages and form all my texts. After the P1, I start preparing myself for the field trip, with all important questions and tasks I have to fulfill. At the same time I continue with my design goals and data mapping. The goal of this month is to have started forming a regent and full scheme of what I have to do in the field trip, taking under consideration the needs of the area and the goals I am setting for my future design.

In December I am visiting the location of the project and, thus, I am finalizing the way I am meeting and interviewing all stakeholders related. From The city's planner to the architectural community and independent engineers. Along with that, all preliminary design principles are going to be fixed and ready to be discussed in the field trip. In order to be able to make a participatory design later on in the process, I am discussing the chances and procedures for organizing a workshop-type activity in April. Another important goal for the field trip is the finalizing of the third mentor of my project, which is a planner and transportation engineer / associate professor in The University of Thessaly. Aware of the spatial and political reality of the city.

After the Christmas holidays, I am processing and forming all the results and findings from the trip to Kavala, in order to be ready for the P2 presentation at the end of the month. In which I am resenting a complete template of design products, as they are the result of the field trip. Also, the complete theory paper, with all the reviewed literature helps forming the final context of the project's goals.

In February, there are the first reviews of the existing design. After consulting with all three mentors, the design starts taking a concrete form, in all scales, from the region to the location. Furthermore, the design is following the instructions of the municipality for the specific project that is developed.

In March, every information, requirement and design product come in one complete strategy with different details in every scale and a final design as an outcome. This design is going to be tested in real life after the P3 presentation at the end of the month.

The most important focus of April is the second field trip. Not for collecting data, advices and requirements, but for testing the already made designs. Thus, first I prepare for the trip, by making all the documents for the following testing. During the trip itself, the goals are very specific. I am meeting with my third mentor, in order to finalize the so on process and the following workshop-type activity. In this activity I am testing the designed principles and collecting the results for the coming processing. I am also discussing the “municipality's requirements” for their specific project.

Later, in May, I am forming all results into the final design product, starting with the already set goals. I am combining the results of the participatory workshop and the municipality's project into a complete strategy, filled with requirements and details in every field and scale. Later in the month, I review this result, as well the whole process of reaching there, in the P4 presentation. In the presentation I include everything that leads me into this final product. The most important goal for this point is to be able to tell a concrete story of how the project started and how it has been formed the way it finally is.

Finally, in June, I am presenting the complete project with all the illustrated drawings, collages, plans and strategies. The final product is going to a complete proposal on the way the Greek planning community, from the governmental stakeholders, to the individual urbanist, sees and deals with the way the planning system works. On that, I propose a new way of looking at the spatial issues in different levels of intervention, in order to achieve a sustainable urban and spatial environment.
choose mentors, topic & graduation studio

P's
Project description & goals
Theoretical framework and relevance
Thesis plan
Abstract for theory paper

FIELD TRIP

dialog with local stakeholders

DESIGN

analysing theoretical & socio/political framework

collecting data
mapping
interviews

reviewing with the local authorities

WORKSHOP

reviewing with the local authorities

complementary assessments

preparation for result testing

Municipality's requirements

P1
Primary project design
preparation for result testing

P2
Finalized project design
preparation for result testing

P3
Final project design
result testing

P4
final design

P5
Finalized project design
preparation for result testing

01/09/15
01/10/15
01/12/15
01/11/15
01/01/16
01/02/16
01/03/16
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Keywords: communal ethos, planning in Greece, economic crisis, citizens’ empowerment, right to the city, polis.

Abstract:
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 essay is analyzing the current planning situation in 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.

Introduction:
Collectiveness has always been a difficult point in the planning system of Greece. Through the years, there have been constant changes on the way things work, that the power of the individuals had stopped been considered. But why did all these changes happen and what is the situation now? It is true that the economical crisis has brought more uncertainty and thus citizens turn to become even more private. But on which level could they start being collective again? And start approaching the ideals of the Ancient Platonic Polis?

The Greek Polis:
The word Polis literally means “city” in Greek. 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 is often translated as “city-state”.

A city-state has to fulfill some basic characteristics:
- Independence
- Autonomy
- Self-governance

According to Plato, the 4 virtues of polis are: wisdom, prowess, prudence and justice.

The city is wise, because its leaders (philosophers- kings) 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 it 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 appropriate level to the Common Good.

All the above can describe an ideal situation…a utopian city. Is there a place in the world, where everything is set fair and wise? The question actually here should be how every city works in order to achieve the closest possible situation to “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 by exploring its history in terms of...
planning and decision making, if it gets closer or further than its ideals and how this could be working on its own benefit.

The Greek planning system through the years:

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 considered a young country. I 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” set foundations of the Greek planning legislation. The main objective of this degree was to ensure the basic needs of any urban construction, focusing on the public health. This was concerning the buildings individually and not the city as a whole. Several city plans were designed, for Patras, Pylos, Athens, Nafplion etc, but they were not based on any legislation. They were mainly expressing planning policies set by the local authorities, as that time the mayors of any city had an important role. Thus, the masterplans 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. At that stage, there was a transition from the policies on the local level, with no common policies, to a more centralized system. 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.

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 that they allowed uncontrolled private interventions and that there was no plan made in order to cover the wider area and create zones for development and improvement (ZEP). This led to a situation of major problem of open space. 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.

These dramatic condition 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 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 programme “Ioannis Kapodistrias”. “Personel of necessary specializations were hired and trained, and then in undertook duties in the new municipalities. Financial arrangements- with the biggest part coming from the European funds- were also made to help them the implementation of developing policies.” (Lalenis 2001)
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There is still 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 confusion of different approaches in 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”, were slow fainted. This process started in favor of the common good, in order to create a more 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 and the community they were in. 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.

The Greek Ethos is an element that got hidden inside the circumstances of uncertainty, in which citizens were trying more to survive and secure their financial future, rather than helping in the common development, because there was a common belief that there are not many open ways to do it.

Ethos:
The new Greek Nation, after its liberation from the Turkish occupation, that lasted 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. Redundancy of stuff makes the rule here. 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.

Here comes the oxymoron: In ancient Greece, this was synonymous to idiot. Ἰδιώτης = idiots = private person.

Nevertheless, Greek people have shown lately samples of communal participation, not with, but against the political system. There is a big issue of mistrust, which was 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, before the referendum, when hundreths 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 & the Right to the City:
“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 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.

David Harvey believes that concerning the quality of the city we all live in, we need to consider the kind of people we want to be, the social interactions we seek, the relation with the nature, our daily lifestyle, our technologies and aesthetic values. The right to the city is: “the right to change ourselves by changing the city more after our heart's desire. It is a collective, rather than an individual right since changing the city inevitably depends upon the exercise of a collective power over the process of urbanization.” (Harvey, 2008)

After discussing with stakeholders at the municipality of Kavala, a medium-sized city in North Greece, as well as with architects/urbanists, there were two notable conclusion outcomes: 1. The crisis has kept all projects with architects/urbanists, there were two notable conclusion outcomes: 1. The crisis has kept all projects behind. Thus, all municipalities are trying to be included into a funding from the European Union, in order to complete their goals. One the one hand, this gives the opportunity of having control over the projects, as very often the amount of money that were supposed to be invested for a certain project, simply ended up into individuals' pockets, but on the other hand, this control does not let a freedom to the local authorities to very flexible and free with the form and the nature of the proposed project, as at the end, the ability of execution is more important than the design itself. 2. The architects' opinion is that the crisis is an excellent opportunity of creating and proposing new things, as now everything is re-arranging and trying to find a new balance. This is the opportunity for younger visioners to take over control of all the ideas and actually care about the quality of life inside the cities rather than the ways they can get more privileges.

Conclusion:
The crisis can be an exceptional starting point of discussions and re-arrangements of the decision making system, first on the local level. Citizens should get more involved in the matters that concern them, and by that they could not only help the process of them, but also control every injustice that could happen on them. The goal would be to approach the ideal “Polis”, which really seems utopian, but in order to go any step further, there has to be a long going co-operation of the individuals with the local authorities, and urbanists/visioners can be the connecting point in this process.
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