

of almost 316 km over both seas, Adriatic and Ionian, Albania is part of the Mediterranean Basin, and the coast plays a major role in not only facilitating faster connections, but also in being one of the most important areas of the country, considering its economic importance, historical and natural values, and biodiversity.

On terms of economic development, tourism is considered one of the main sectors of the Albanian economy, albeit a total contribution of only 6% in the total GDP, which considering other indirect contributors reaches up to 20%.

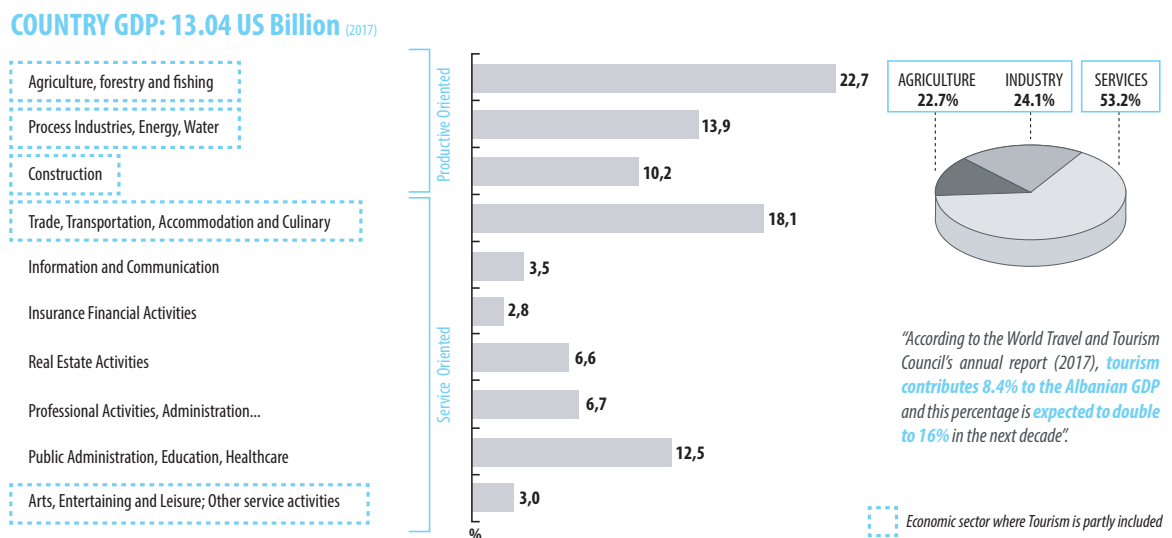


Table 10: Economy sectors contributing to the national GDP, and the positioning of Tourism in that. Economy sectors, where Tourism is partly included / **Source:** Author's calculations on the basis of 2017 INSTAT data.

While 'tourism' itself means many and various types, sea tourism is one of the main and the most developed type of tourism within the country. From North to South, from Velipoja in Shkodra, to Ksamil in Saranda, the Albanian coast has two very distinct characters, due to its natural landscape features, and the economic models that it offers. While the Adriatic coast (from Velipoja, to Fier) offers smoother landscapes, sandy beaches and an economic model based on mass tourism, the Ionian coast (from Vlora to Saranda, comprising the sub-region of 'Riviera' in between the two main cities) is reach in wilder mountainous landscapes, rocky beaches, and has been over years promoting a 'slow development' model of tourism, based on its natural potentials and local traditions.



Figure 86: Adriatic Coasts, mass Tourism model / Source: Google, Open Source Data

Figure 87: Ionian Coast, Tourism as a smaller, more private scale, defined by natural potentials and landscape / Source: Google, Open Source Data

Nevertheless, lack of planning and control over this strip of land, also considered as a ‘strategic corridor’, has led to unsustainable models, which are suffering today not only the consequences of overexploitation of resources and irreversible potentials, but also the direct exposure to the impact of climate change. Milder topography and productive lowlands, ease of access and the wide road infrastructure network, the variety of services offered, and the direct exposure over the sea, have made the coast be one of the main hosting areas of migrating flows, attracting a total of almost 1/3 of the national population. A series of main cities and towns are located on this strip of land, among which Durrës, Vlora and Saranda being the densest, and comprising a total of 49.1% of the population living along the coast. While part of this population lives on the coastal strip throughout the year, almost twice as much of that portion, populates these areas during summer (from June to September), producing two different rhythms of development, and a stock of housing, which is partly lived throughout the year.

The area of Riviera in particular, in comparison with the rest of the coastal strip, is less urbanized, and rural features dominate and determine its economic profile. While Vlora and Saranda play a major role in being two main urban cores on its extremities, hosting some of the main services and urban functions, the municipality of Himara, comprised by agricultural land, natural protected areas, and a series of villages and towns which are dispersed on two main stripes, the coast (mainly the new recently developed areas) and up in the mountains (mainly the older and vastly abandoned areas), gives life to the so called ‘archipelago of Riviera’.

8.3.1 'Sun, Rocks and Sea', the Character of the Local Economy of Riviera

While mass tourism thrives in the Albanian Adriatic coast, another 'slower sun, rock and sea' model of tourism is what Riviera offers. Given its rougher, more difficult to access mountainous character, the whole area, from mount Llogara, to the series of villages and towns (Palasë, Dhërmi, Ilias, Vuno, Jalë, Pilur, Himarë, Kudhës, Porto Palermo, Qeparo, Borsh, Piqeras, Lukovë and Shën Vasil), hasn't been overexploited on terms of construction and scale of touristic facilities, to a critical mass yet. Perhaps, also because, while the Adriatic coast has been promoted as a touristic destination throughout different periods of time, the area of Riviera, due to strategic military facilities, has been a closed territory, with no access for public use during the communism period, opening up for recreational purposes, only after the '90s.

Located along one of the main roads of national importance, the panoramic SH8 primary interurban road, Riviera, as well as the rest of the Albanian coast, becomes part of a 'blue corridor', the Adriatic-Ionian Corridor, which can be considered as a continuation of the European 'sun belt' (or the 'golden banana'), which is of high economic value, given that it connects all coasts from Croatia to Greece in one economic-sub region, based on seaside tourism and other touristic related facilities. On these terms, while mass tourism has been already exploited in various forms along the Albanian Adriatic coast, Riviera has always had a more specific character, promoted as a panoramic region and an idyllic area, with smaller private beaches, fit more for small families, youth, and/or the elite.

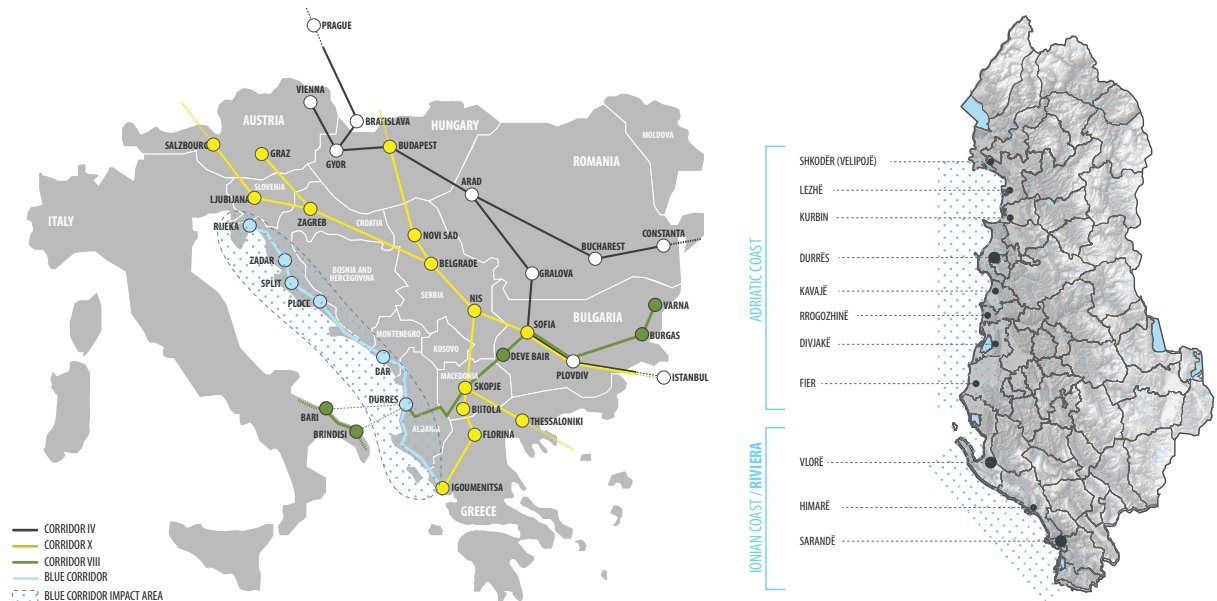


Figure 88: Pan European Corridors and the "Blue Corridor" / Source: (XX) Janku et al., 2014

Figure 89: Albanian Adriatic and Ionian Coasts / Source: Author

With a **geographic terrain** characterized by a range of mountains starting from Vlora to Saranda, a series of morphological folding create room for a continuous strip of small towns and villages, which host the main economic and social activities of Riviera. A number of natural protected sites, agricultural and farming areas, and panoramic vistas, complete the archipelago of towns and villages, forming a network of various potentials, that support the development of tourism, as a main economic feature. The very peculiar nature of Riviera, conditions the formation of three main stripes throughout its longitude, which consist on the series of (a) long beaches and gulfs along the coast, and the new towns and villages built by the coast line, especially during the last 10 years, (b) the main national road and services located along this road, and (c) the series of original old towns and villages located on the upper part of the mountainous. Given that these towns and villages are located on the upper part of the landscape, quick access to the beach has always been conditioned by car access and additional road infrastructure, which hasn't always been at its best. Not to mention, the lack of public transportation throughout the area.

Settlements on the other hand, mainly one family houses made of stone, due to massive abandonment, either by migration towards other more central parts of the country, or due to seasonal usage only, haven't always been ready to host touristic flows. Therefore, in order to reply to the growing demand for touristic facilities, and due to a long-lasting lack of any planning strategy, or document that would regulate and accommodate all these needs for development, independent formal and informal developments have taken over, especially along the coast line, creating twin-towns/villages, to the original mountainous settlements.

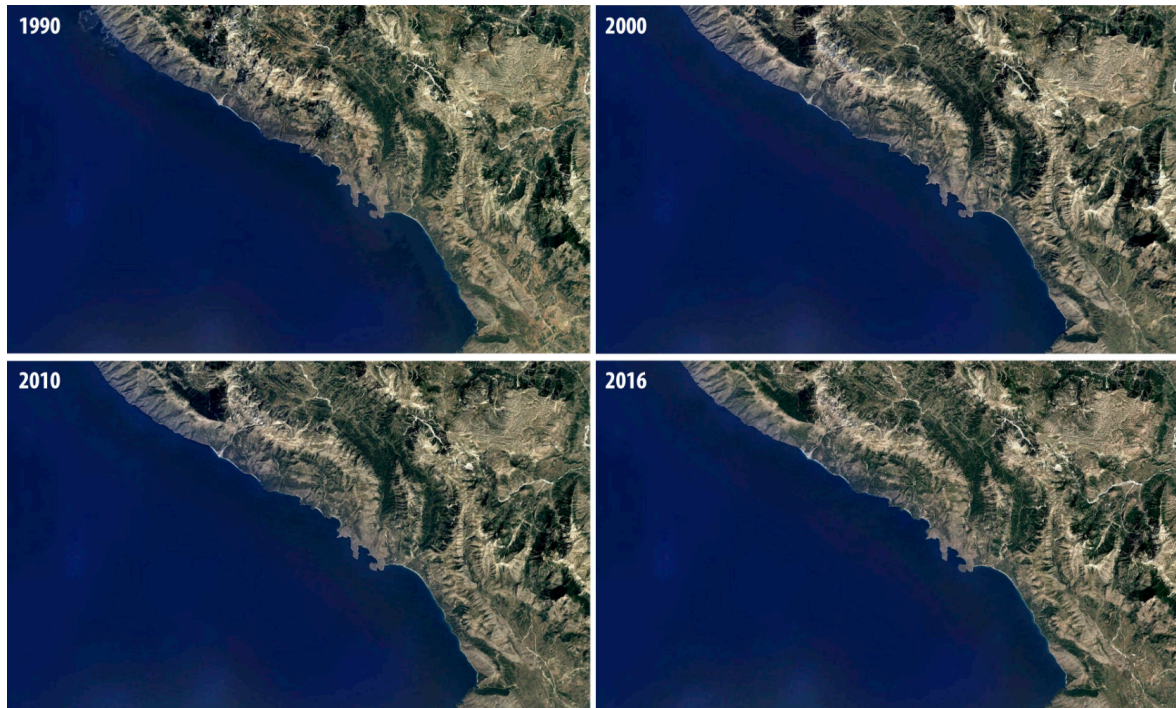


Figure 90: Change over time of the Riviera region, 1990-2016 / Source: Google Earth

These actions have drained the older areas, out of both, people and investment, while expanding developed areas on agricultural and/or natural sites by the seaside. As a consequence, road infrastructure slowly has expanded as well, creating a system of transversal connections, between old and new towns, or villages, and the main road passing through in between them. Consequently, better and faster access, has slowly attracted back attention on the older settlements, where either the original owners, or people who have bought, or rented out places, have begun to run their own businesses in accommodating facilities (guest houses, or small hotels of 2-3 floors), small shops, coffees and restaurants, providing additional services for the area. The introduction of the Airbnb service as well, has activated many abandoned houses, or newly built houses, which used to be only seasonally used, whenever owners would return for the summer season. New projects introducing the concept of ‘touristic villages’ (e.g. Soleil in Jala, Nazare in Borsh, Green Coast Resort in Palace etc.), albeit the controversy that follows them (e.g. damaging natural sites, or intervening on irreplaceable landscape potentials), have opened the offer of the area, for another group of people: the elite tourists.

The main economic potential of Riviera, its coast, supplies the touristic demand with six main coastal typologies, among which (1) sandy beaches, (2) rocky beaches with high

inclination, (3) rocky beaches with low inclination, (4) river delta, and (5/6) two types of mixed coastal fragments, “one characterized by sand and few stone-based sediments, and the other mostly characterized by pebbles, with few exceptions related to cliff detachment” (Porfido, 2018: 143). This very diverse offer, complemented with very particular landscapes and protected natural areas, makes Riviera a one-of-a-kind destination, which has much to offer in little time and in a series of short trips.

Natural, agricultural and farming areas diversify the economic profile of the Riviera. While natural sites and protected areas, which comprise almost 2/3 of the surface of the area, still contribute to the development of tourism, through special programs and thematic itineraries throughout the territory, agriculture and farming on the other hand, through mainly olive plantations and fruits cultivation, provide the area with local produce, part of which is still majorly used as complementary to the touristic agenda (either processed in secondary products by locals, or distributed to local shops, restaurants and other touristic facilities, or directly sold by farms in local markets). Agricultural land is organized on a system of terraces, and the **fragmentation phenomena** is replicated along Riviera as well, producing dispersed and unorganized cultivated areas, as well as conversion of agricultural land into urban, especially along the coast and on plains. Considering the level of fragmentation, production at a bigger scale is still not possible, although neighboring areas like Xara in Saranda, have shown an excellent example of land consolidation and foundation of an agricultural cooperative, which operates with a remarkable performance, competing imported goods in the market.

All these features and interventions, have made the mainly rural Riviera very important, in particular due to its very specific and diverse offer in accommodating facilities, a complementary area, to the main urban centers of Vlora and Saranda, which have a more specific type of touristic profile, building on the fact that they’re both dense urban centers and main providers of **day to day services** (main hospitals, schools and other administrative services). Nevertheless, with Himara being one of the biggest towns of Riviera, recently also center of the municipality with the same name, some main administrative, healthcare and educational services are provided there as well. The other set of villages dispersed along the agricultural and natural sites of Riviera offer small daily services mainly related to the small-scale tourism (restaurants, bars, supermarkets, hotels, guesthouses, etc.).

Given this set of services offered along the whole strip of Riviera, from Vlora to Saranda, with Himara and the other series of villages, Riviera can be read as an archipelago of diverse urban and rural areas, which take life by the existence of one another, on a spatial and functional continuum.

8.3.2 From the Mountains, down the Coasts, the Many Transversals of Riviera

With the main national road branching out towards the coast, a series of new twin towns and villages have begun to rise, expanding the built area on a two-sided network: (a) the old original towns and villages on the upper part of the road, on the mountains, and (b) the new towns and villages, on the lower part of the road, on agricultural fields and by the coast. The series of interconnections and transversals providing access and linking areas, both vertically and horizontally, have promoted spontaneous growth of the older parts, and over time, during the last two decades, facilitated the booming of a strip of construction by the seaside, due to the need to **agglomerate nearby tourism-based-economic areas**. Given that the main economic potential of the area is the sea, it's this strip of land that over time has attracted particular attention for investment and development, often leading to irreversible conversion of agricultural and natural sites, into service and economic areas.



Figure 91: The strip of villages and services along the coast, and the typology of construction in Riviera / Source: Idit Riza

While the coastal strip offers mainly services at a larger scale, and newer accommodating facilities (individual housing and small resorts), the mountainous strip of settlements provides mainly houses, accommodating facilities (individual housing, and 2-3 floor hotels), few services, and historical and cultural attractions (e.g. castles, churches, etc.). From Palasë, to Dhërmi, Ilias, Vuno, Jalë, Pilur, Himarë, Kudhës, Porto Palermo, Qeparo, Borsh, Piqeras, Lukovë and Shën Vasil, at a length of nearly 130km, Riviera offers a series of

'stations and touristic center/polarities' (as coined by Porfido, 2018), which within their rural character, over time have adapted to host various services, at different scales.

While Himara, is the only area with more distinct urban features (density, urban infrastructure, number and range of touristic facilities and services offered, and after the 2015 Territorial Reform, center of the Municipality of Himara, as well, which covers the whole area of Riviera), the rest of the towns and villages have profound rural features, but with tight connections with the surrounding urban centers (Himara, Vlora and Saranda), in terms of **commuting** and providing additional services. Typically, people tend to commute from main cities like Vlora and Saranda, towards the series of towns and villages of Riviera for their daily touristic needs, while the opposite happens for providing day to day services, especially related to healthcare and main administrative services. 'Beach-hopping' (not stopping at one location only, but hopping on different types of beaches within the day) is also very practiced along the coast. All these commuting patterns produce a continuous shift of people and activities, continuously activating and re-activating sites and activities throughout the archipelago of towns and villages along the Riviera.

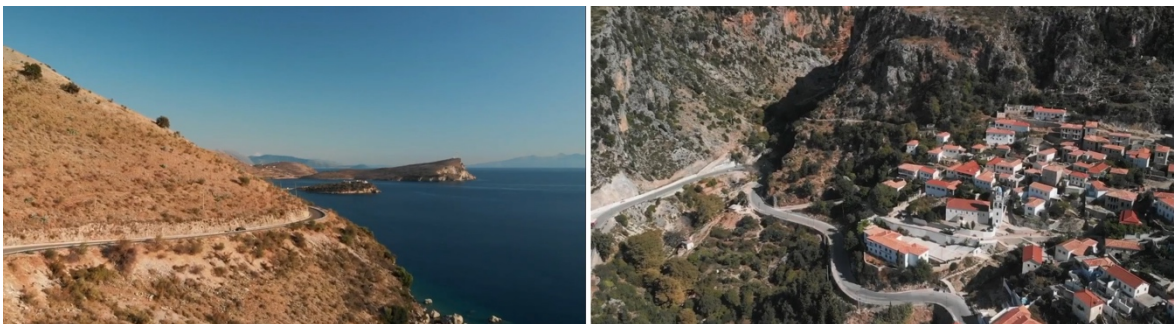


Figure 92: The national road connecting the series of towns and villages on the mountainous part of Riviera / Source: Idit Riza

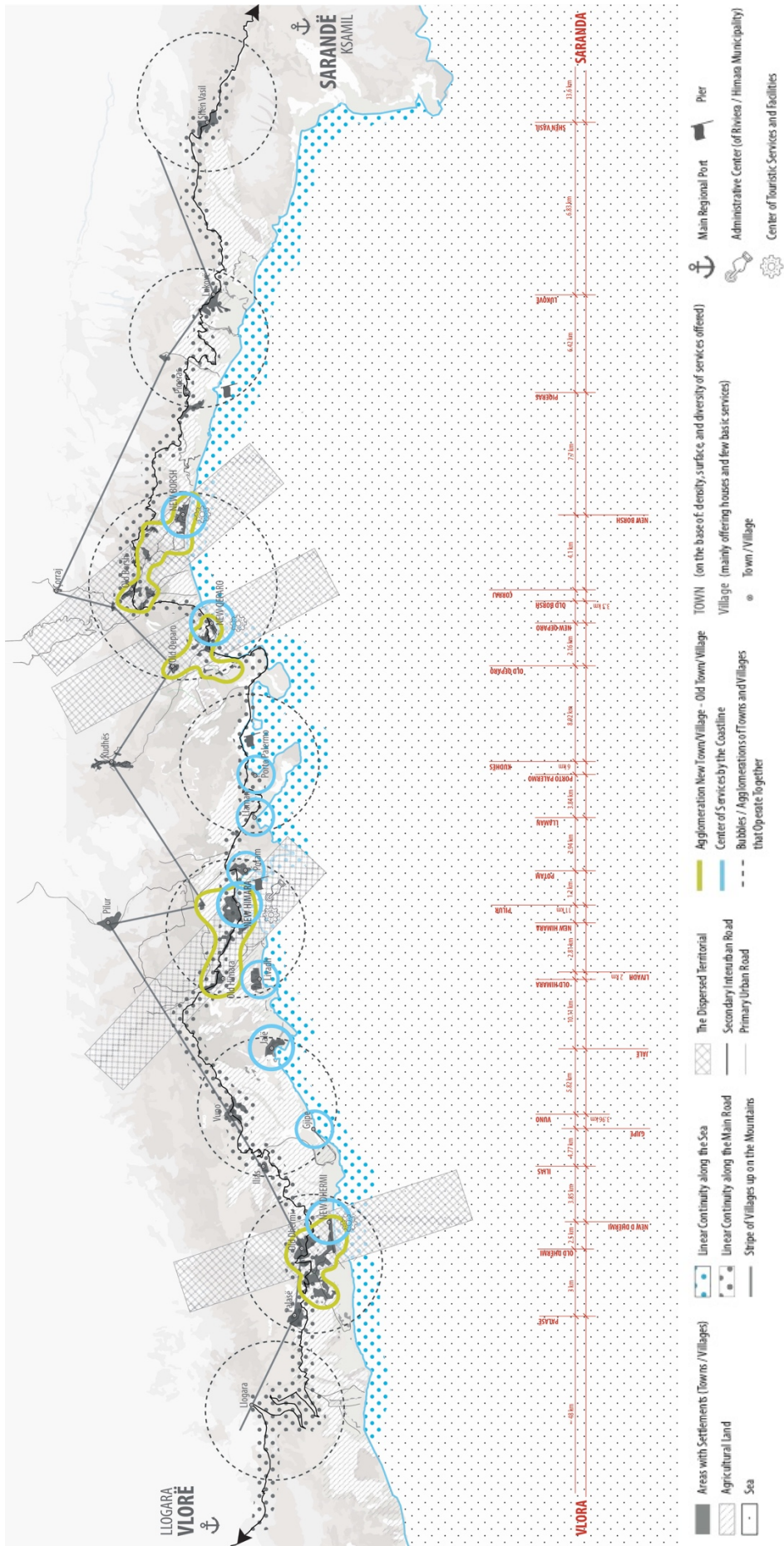


Figure 93: System of Linear Continuities and Transversals along Riviera / Source: Author

While functional ties and diversity of facilities provided, make up for one dimension of the continuum among all these urban and rural areas, **road infrastructure system** has already proven to be yet another factor for physically connecting urban and rural areas, and in promoting growth and expanding of rural areas especially, in both, their surroundings and on distant locations by the coast. Hence, linear and transversal spatial continuity and connections, characterize the spatiality of the urban-rural continuum of Riviera. Three sets of linear continuities can be found: (1) along the coast (new towns and villages, and areas of service), (2) along the main national road, and (3) up on the mountains (old villages and towns, which is a disrupted continuity, given the terrain and difficulty in accessing these areas). Transversal connections link the older towns and villages up on the mountainous, with the newly built areas by the coastline. There are approximately 12 transversal connections, from Palasë to Lukovë. While vertical linearity (the system of transversals, old town/village-new town/village) facilitates day to day services and programmatic events, horizontal linearity (along the main national road) facilitates connectivity among various towns, villages and urban centers, and enriches the diversity of areas and events throughout Riviera.

The coast itself provides connectivity among various towns, villages, and urban centers via water. Although not as much practiced, water transportation can be a much more sustainable connection, than road infrastructure, and this is an alternative, which should be explored more further in the future. Nevertheless, agglomerations of services and touristic activities by the coast, form a linear strip, which is confined by two main ports in Vlorë and Saranda, as the two biggest urban centers and economic areas located on the extremes of Riviera. Dhërmi, Drymadës, Jala, Himara and Borsh form a series of smaller agglomerations, which provide facilities and services at a larger scale, compared to the other smaller villages developed by the coast.

Lastly, **the natural habitat, protected sites, agricultural land and farming areas**, are yet another set of continuous patterns, which complete the diverse nature of Riviera, in both, its economic patterns and its diversity of landscapes.

8.4 DROPULLI, a Case of 'Territory In-Between' and RUrbanity

While on the two other samples we could consider as 'liminal space' within the scope of the study, not only the series of thresholds continuously produced by the overlap of different spaces of various urban or rural features, but also the whole areas and their everchanging urban-rural dynamics, as due to the constant impact of the two more dominant extremes (Tirana and Durrës, to the area of Durana in between; and Vlora and Saranda to the area of Riviera), the third sample of Dropull, delves into a series of types of liminality, which condition its urban-rural relationships, and its potential of an urban-rural continuum. Located at the heart of a cross-border macro-region, between Albania and Greece, the area of Dropull represents a space of various potentials, a territory in-between, and a rural threshold, which is constantly challenged.

Being a cross-border area has made Dropull experience a constant crisis, especially regarding its population number. For years, the area has been rather modest in terms of scale of development and typology of economic sectors, despite the great potentials that it can unlock. The vicinity with the other neighboring Greek territory has always played a major role, especially regarding migration of population and employment. While other parts of the country populated mainly the central region of Tirana and Durrës, for the population of this particular region, having both nationalities (Albanian and Greek) made it easier and possible to migrate either towards Gjirokastra, the center of the Albanian South-East region, or/ and majorly towards Greece, either to Ioannina, or to other smaller rural areas across the Greek border.

Nevertheless, migration has had and still has various features, which makes Dropull experience constant shrinkage and overcrowded periods. While part of the population has permanently left the country, a major part of migrants comes back during the three months of summer. Some others return at their homes for the weekend, and for those inhabitants living in the villages located exactly by the cross border, daily employment is located in the nearby Greek villages and towns, while at night they return at their homes in Dropull. These very dynamic changes of population have made different processes, either for statistical, or planning purposes, very challenging. Hence, there is a gap of nearly 20,000 inhabitants between the numbers that both, the Census of Population and Housing by INSTAT (3,301

inhabitants), and the Local Registry of Population (23,131 inhabitants), provide⁸². This uncertainty becomes then an issue, especially when it comes down to transference of funding and finances from the national government, to the lower tier of the municipality.

POPULATION STATISTICS for the Municipality of Dropull	INFORMATION SOURCE	TOTAL POPULATION Year 2015	POPULATION AGE STRUCTURE		
			0-14	15-64	+65 years old
Official Data on the Population	INSTAT	3,301	254	1,933	1,115
Population in accordance with the no. of inhabited houses	INSTAT + expert evaluations	5,244	383	3,005	1,855
Population in accordance with the no. of voters	KQZ + expert evaluations	7,128	254	5,759	1,115
Population according to the Census help by the GLP work team	POLIS University (expert evaluations)	3,182			
Population in accordance with the local Registry of Civil Status	Civil Status Office	23,131			

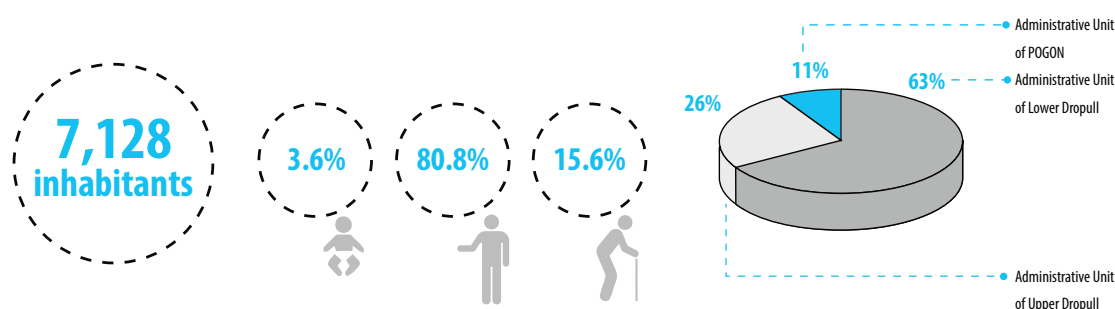


Table 11: Population Statistics: various sources of information over the total number of inhabitants for the Municipality of Dropull / Source: POLIS University, 2019

Territorially located in between the two main regional centers, Gjirokastra within Albania, and Ioannina in Greece, Dropull is right in the middle of a cross-border region, of great touristic, industrial, agricultural and administrative importance, where both, Gjirokastra and Ioannina act as main hubs of all these features. The main national road SH4, coming from Tirana, to Fier and then to Gjirokastra, continues through Dropull, towards Ioannina. Therefore, this road has been quite important in terms of its economic impact over the territory of Dropull.

⁸² For planning purposes, the team working on the GLP for the Municipality of Dropull developed a series of analyses to understand the real number of inhabitants in the area (including organizing a dedicated Census of Population and Housing for the territory of the Municipality). Therefore, considering various sources of information, and through cross-cut analysis, local population of the area was estimated with a total of 7,128 inhabitants. See table attached on text for further information.

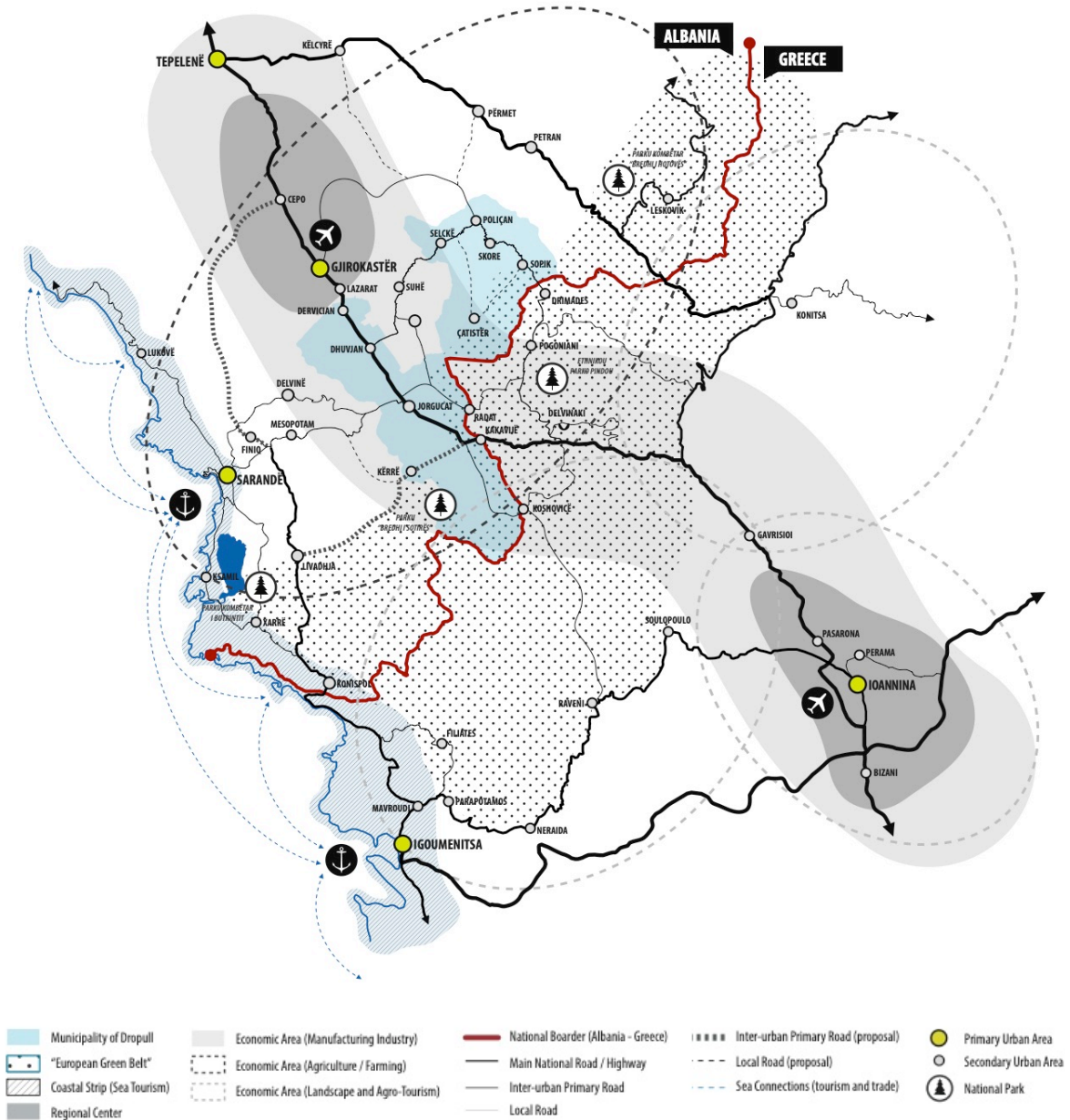


Figure 94: Dropull in the Cross-Border Macro-Region: Spatial Analysis and Vision / Source: POLIS University, 2019 /

Author

Twelve of the main and biggest businesses/companies of industrial character in the country (most of which beverages and food processing industries), are located along this road within the territory of Dropull, acting as main economic motors for the whole cross-border region, and boosting agglomeration of economic units around them, especially within Dropull, which despite its very rural character, rich in agricultural, farming and natural potentials, nurtures the development of industry as well, given its very strategic location and geographic features.

In terms of territorial governance, due to the Territorial Reform of 2015, Dropull changed status, from being a commune (of only rural character), to being a municipality (of mixed urban and rural areas), albeit the fact that with the new additions in its administrative area (from 2 Administrative Units: Upper Dropull and Lower Dropull, to 3 Administrative Units: Upper Dropull, Lower Dropull and Pogon, a very remote and mountainous area), Dropull still remains profoundly rural. These changes expanded the surface of Dropull, from 286 km², to 454 km², which means it almost doubled, although in terms of population it only changed with almost 500 inhabitants. On the other hand, economically speaking, the area of Pogon, due to its morphological features, offers little in terms of agriculture, although farming and medicinal herbs act as potentials to be explored further. Lastly, the spatial configuration of the new municipal border poses many challenges in terms of integrating the area of Pogon with the rest of the municipality, given that access to this area is made possible only through Greece, or the neighboring municipality of Lihobova.

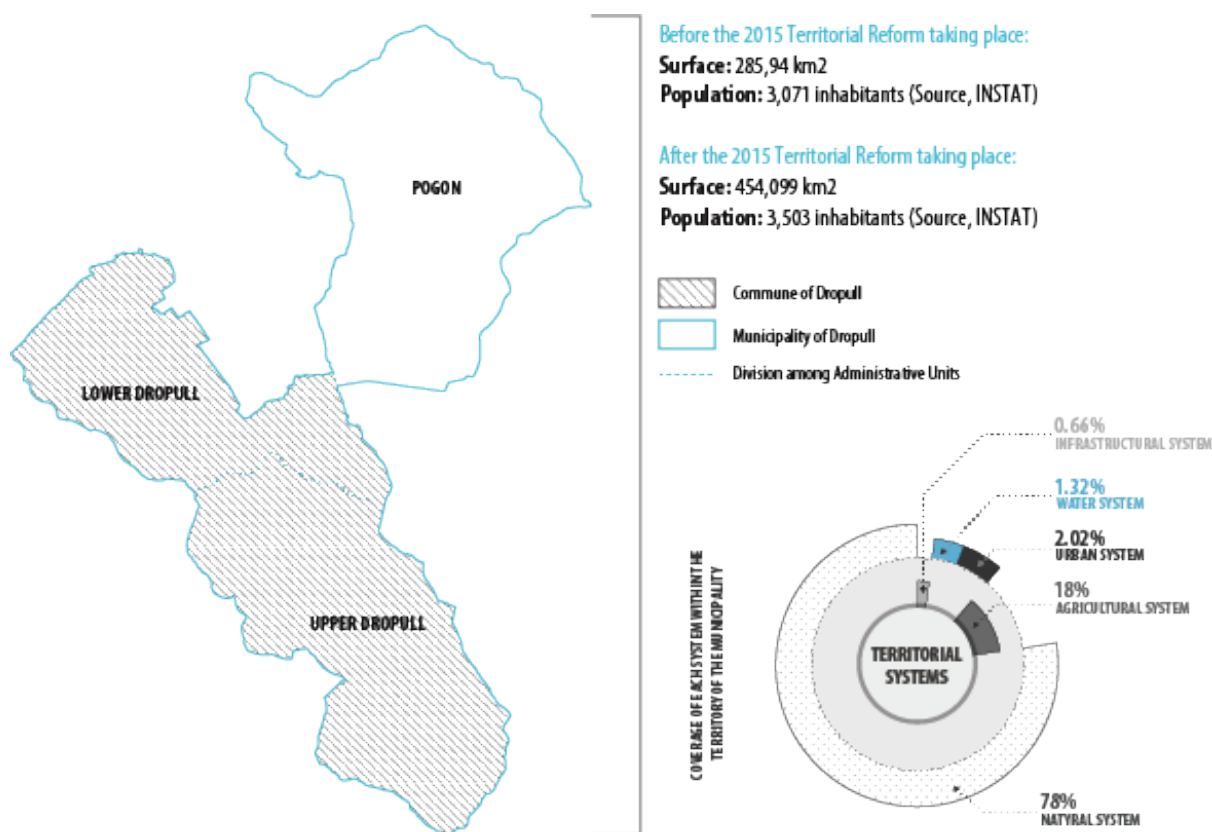


Figure 95: Dropull, before and after the 2015 Territorial Reform: change of status from “commune”, to “municipality”, and change of territorial configuration. The coverage (in%) of each System, within the territory of the Municipality of Dropull / Source: Author

With the Territorial and Planning Reforms taking place in Albania, all the new municipalities went through a process of developing their GLP (General Local Plans). With their new

configurations, almost all the new municipalities are comprised by a high-density urban core (merely coined as 'the city', or 'the center' of the municipality), and a series of other smaller urban areas, towns, villages, and agricultural and natural areas. In the case of Dropull, there was no such center, but only 41 settlements of rural character (namely villages) dispersed in its valleys and mountainous territory, mainly spatially organized one after the other, along the main national road crossing in the middle of Lower and Upper Dropull. Hence, one of the main objectives of the GLP for the Municipality of Dropull was to make use of its very distinct features and rural character, taking in consideration its potentials for further development, and its need for some referential features now as a 'municipality', considering Dropull as a 'rurban' territory, and envisioning it as a 'linear city' of 41 dispersed settlement areas with 5 main centers, each developed around a main bigger village (Dervician, Sofratikë, Jorgucat, Vrisera and Poliçan). These 5 main centers would act as providers of key administrative services, and specialize in specific economic activities, making use of the potentials of the area, and acting as energizers for the development of their surrounding territories. On these terms, the very rural Dropull would be organized as a network of settlements and economic activities, which are capable of capturing at best its rural character, by recognizing and complementing its key role in the cross-border macro-region, especially the impact of the two main urban centers of Gjirokastra and Ioannina. Therefore, the sample of Dropull, is a case which gives the opportunity to delve into its states of liminality and rurbanity, in order to identify spatial features of an inherent stage of the 'urban-rural continuum' as a process.

8.4.1 A Profoundly Rural Area at the Heart of a Cross-Border Macro-Region

In order to understand both, setbacks and potentials of the area of Dropull, it's necessary to consider it in its bigger picture, in the cross-border macro-region. Located at the threshold between two countries, Albania and Greece, and between two regional centers, Gjirokastra and Ioannina, Dropull has always been a transition area, from one country to another, or from one destination to another. On this framework, various criteria, especially of locational character, consider Dropull to be a very important node within the region, yet, lack of development, in particular, lack of capacities to guide development, have often made Dropull act as a discontinues patch, albeit its potentials to enhance stronger connections and continuity within the region it belongs to.

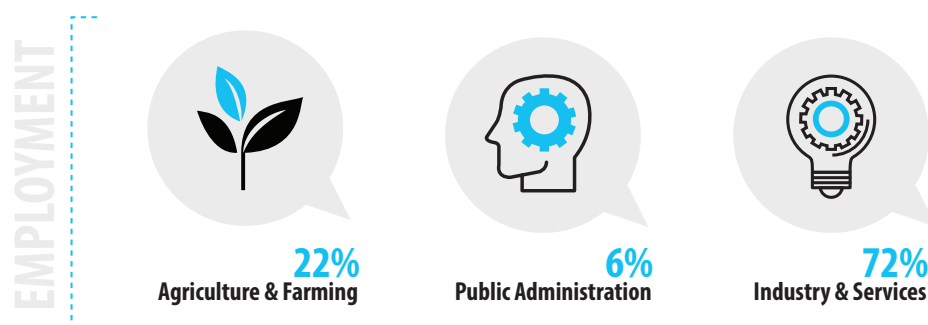
Located at the threshold between Drinos river valley, and the mountain ranges of Nëmërçka and Bureto, Dropull is **part of a greater natural ensemble**, with similar features and landscapes throughout the macro-area, from Tepelena, Gjirokastra, Libohova, Përmet, Këlcyra, and Memaliaj, to the region of Ioannina, across the Greek border. Drinos river valley, the series of nationally protected areas (e.g. the Natural Monument of 'Bredhi i Sotirës' in Dropull, the Pindous National Park in the region of Ioannina), and part of the European Green Belt that crosses throughout the Albanian cross-border from North-East to East and South-East, emphasize even more Dropull's strategic location and its importance as a nodal rural and natural area, in connecting all these environments together.



Figure 96: Landscape and the natural ensemble in Dropull. / Source: Author

Road infrastructure on the other hand, going parallelly with Drinos river, along its valley, acts as a physical connector with the surrounding macro-region, especially on terms of linear connections from Gjirokastra to the Lower and Upper Dropull, to the region of Ioannina. Apart from the geographical conditions, access and vicinity to road infrastructure has played a major role in guiding allocation of settlements (from Dropull, the series of 41 villages) and economic areas, the acceptance of the area of Pogon, are all located on a continuous stripe along the main national road. Access from one settlement to the other, is also provided only through this main national road (no other alternative itineraries), therefore the impact and importance of it, has been quite crucial for the area of Dropull. Connections with settlements and economic areas have been made stronger in particular during the early 2000's, when the main national road was improved and extended towards this region of Albania, providing faster connections and boosting economic development and agglomeration of economic activities.

Therefore, improvements of infrastructure, and its strategic location at the threshold between Albania and Greece, and nearby two important ports for this macro-region, Saranda and Igoumenitsa, have made Dropull a key area of great interest, especially for companies based on services, industry, construction, mobility and trade, which represent also the main economic sectors of the area. Approximately 176 non-agricultural economic units, among which twelve of the biggest companies in the country, (e.g. ELKA, Vikos, Glina, Alfa sh.p.k., Agna Group, Dhimitra, Gjiofarma, etc.) are located along the main national road in the Lower and Upper Dropull area, slowly giving rise to an economic area of national importance, **a linear agglomeration of economic areas** along the main national road, and in the middle of a region of profoundly rural and natural features. Analyzing data regarding the number and origin of employees in this economic area (mainly from Gjirokastra, and other neighboring areas, very few from Dropull), gives a twofold conclusion: (1) the need to grow the local impact of the locational presence of these companies within Dropull (either by increasing employment of local inhabitants, and/or by increasing their contribution to improvement of local public infrastructure, services, recreational activities, etc.), and (2) the regional importance of this economic area, hence the regional importance of Dropull in the economy of the macro-region, especially its close ties with the nearby city of Gjirokastra.



ADMINISTRATIVE UNIT	TOTAL NO.	Agriculture / Fishing	Industry	Construction	Trade	Hotels	Caffees / Rest.	Transportation	Others
MUNICIPALITY OF DROPULL	176	1	64	-	49	4	40	7	11
LOWER DROPULL	99	-	42	-	33	1	16	2	5
UPPER DROPULL	73	1	21	-	16	3	22	4	6
POGON	4	-	1	-	-	-	2	1	-
QARK OF GJIROKASTRA	2,681	63	309	107	1,096	401		209	495

Table 12: Employment, and the types of Services & Industries operating in the area / Source: POLIS University, 2019

Agriculture on the other hand, covers nearly 18% of the territory of Dropull, located mainly along the Drinos river valley, but contributes only a total of 22% of local employment. Especially as a consequence of massive migration from the area, agriculture, which has historically been an economic activity of local inhabitants, has been massively abandoned, and most of the productive agricultural land is not in use today. High production costs and lack of incentives for supporting local farmers, has also made local produce be vulnerable in the competition against less expensive imported products, which have expansively penetrated local and regional markets.

ADMINISTRATIVE UNIT	Agricultural Economic Unit (ha)	Agricultural Area (ha)	Average Size of the Agricultural Farm (ha)
MUNICIPALITY OF DROPULL	5,048	7,005	1.39
LOWER DROPULL	2,312	3,988	1.72
UPPER DROPULL	2,076	2,564	1.24
POGON	661	453	0.69

Table 13: Agriculture: number of agricultural economic units, agricultural area, and average size of the agricultural farm / Source: POLIS University, 2019

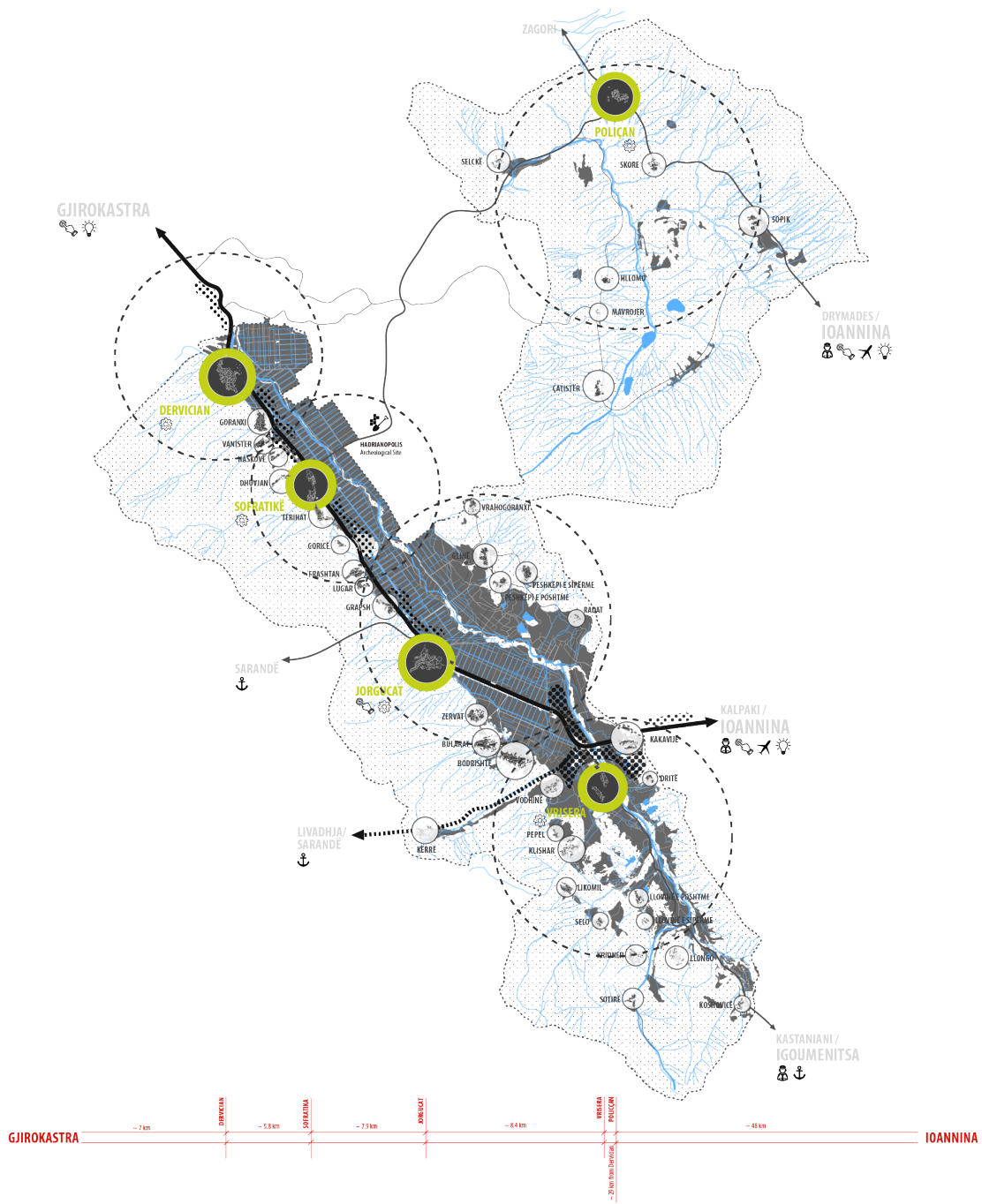
High fragmentation of agricultural land is also present in Dropull, leading to small individual farms, which are not able to capture greater profits in the market, due to their low productivity, and limited diversity and amount of produce. Describing this general picture of the agricultural activity within Dropull, and considering the growing attention local produce is recently taking by: (1) the government, which although not really tackling the main issue of the production costs, has been promoting the creation of a chain of local products to support and boost the presence of local produce in the market (albeit at very small scale); (2) the slight significant growth of awareness and interest among Albanians, over the qualities of local produce in comparison with imported goods; (3) but also due to the impact of mass media into promoting local produce either as a trend of the moment, or for nationalistic purposes (of supporting local economy), with proper planning and policies that would support the development of local economy, Dropull could play a key role in the macro-region, by re-activating its agricultural potential.

While bigger urban areas to which Dropull is tightly connected to (either Gjirokastra, other neighboring towns and cities in its vicinity, or beyond the border), have attracted younger populations and are mainly providers of services, Dropull with its rural character and range

of pupation, has both the know-how and the potential to produce and process local products (both at small artisanal scale and industrial scale), and provide all the region with a diverse set of products.

On the **touristic perspective**, from the UNESCO city of Gjirokastra, to Ioannina, a territory much promoted through the image and story of Ali Pasha⁸³, Dropull is part of a historically and culturally rich macro-region, which has always had a lot to offer. Therefore, seeing tourism as one of the main economic potentials of the area, still not much exploited, Dropull stands at the threshold between the two parts of the region, being physically, historically and culturally part of it, but with no dedicated programs, facilities or infrastructure, despite being rich in terms of natural parks, protected landscapes, and cultural monuments (e.g. churches, monasteries, bridges, old traditional houses, archeological sites). Thus, disruption of the continuum on the basis of allocation of touristic flows is evident, and this happens especially due to the lack of: (1) information over the area; (2) local capacities to consider and address the issue; (3) funding, either as insufficient funding to address the issue, or lack of capacities to provide access on additional funding, either through IPA projects, or other; (4) planning, given that no previous planning documents of strategic character have been developed for the area; as well as lack of (5) infrastructure and (6) facilities, and in some particular parts of the territory, even (7) lack of inhabitants.

⁸³ Ali Pasha, referred to as of Tepelena or of Ioannina, was an Ottoman Albanian ruler who served as pasha of a large part of western Rumelia, the Ottoman Empire's European territories, which was referred to as the Pashalik of Ioannina [Sellheim, R., (1992), "Oriens", BRILL. Vol.33, pp. 303, ISBN 978-90-04-09651-6].



DERVICIAN

Manufacturing Industry based on Local Produce & Restoration



SOPRATIKA

Agriculture, Artisanal Food & Archeology



JORGUCAT

Manufacturing Industry based on Local Produce & Trade



VRISERA

R&D based on Local Produce & Tourism Development



POLICAN

Farming, Landscape & Agro-Tourism

- Administrative Border
- Hydrography
- Main National Road
- Regional Road
- Local Road
- Agglomerations of villages that operate closely together

- Natural Landscape
- Agricultural Area
- Business Area (Services & Industries)
- Proposed Business Area (based on R&D) (source GLP of Municipality of Dropull)

- Main Urban Center (Specialized Center)
- Settlements of Rural Character (Villages)

- Regional / Administrative Center
- Center of Services and Facilities
- Border Area
- Main Regional Airport
- Main Regional Port
- University

Figure 97: The continuous system of villages, the 5 RUrban centers, the economic areas, the agricultural strip along the river valley, and the main national road connecting Dropull with the rest of the cross-border macro-region / Source: Author

So, in the overall, the potentialities that characterize the area of Dropull, build and can build even further on its rural features, in order for it to thrive in the macro-regional context, part of which it is. While the natural habitat, morphology of the area, road infrastructure system, and agglomeration of non-agricultural economic activities, make evident that Dropull is indeed a quite integrated area in the macro-region, emphasizing its strategic role in providing additional space, services and functions that the nearby dense urban centers can't host, the analysis over other topics like agriculture and tourism show that the area is rather lagging behind, and represents a disruption on the continuity of the macro-regional urban-rural interconnections and interdependences.

On the basis of these conclusions, the work done on the framework of the development of the GLP for the Municipality of Dropull, envisioned the area as a rural node in the midst of a cross-border macro-region, considering tight connections not only with Gjirokastra and Ioannina as two regional centers, but expanding connectivity towards the coast and Riviera as well, in order to broaden its economic and touristic impact area.

Putting to use its local rural features (natural resources, agriculture and farming potentials) Dropull would play an important integrative role in the region, by (1) providing space not only for production (development of agriculture and farming), but also for (2) processing of local produce (support and expansion of services-and-industry-based economic areas that make use of local produce and contribute to the circular economy), (3) trade and promotion of local produce in the region and abroad (improvement of infrastructure, facilities, and development of a regional market, connected to 5 smaller markets, each on one of the 5 main centers of Dropull – Dervician, Sofratika, Jorgucat, Vrisera and Pogon), (4) development of R&D area of cross-border importance (which would provide quality assessment services, product based research, experimentation with new innovative products, professional courses fit for the local economy etc.).

Given its new administrative responsibilities coming due to the 2015 Territorial Reform, and considering its rural character, Dropull was also envisioned as a linear complexity of

41 settlement areas of rural character, which on the framework of the new functions and responsibilities introduced, develop around 5 main centers (Dervician, Sofratika, Jorgucat, Vrisera and Pogon), which have the potential to specialize in specific economic sectors and act as energizers for the broader territories around them.

Activating all these potentials and the capacity that Dropull has to host back the migrated population, but even host new population in the area, would make possible to equilibrate the sprawling and expansion of other neighboring urban areas in the region, into natural and agricultural realms, in order to contribute to a more balanced territorial performance on all, social, economic and environmental terms, manage Dropull's state of rurbanity and the many states of liminality by which it is characterized, as well as regulate urban-rural relationships, so they don't over-exploit one another, but rather contribute to a sustainable continuum among them.

8.4.2 Dropull's States of Liminality and its RUrban Character

Navigating through Dropull's states of liminality (located in the threshold between Albania and Greece; developing along Drinos river valley and among a rage of mountains, though various types of landscape; territorially bound by a series of strategic infrastructures, which enhance its strategic central location and can boost further development in the area; a profoundly rural territory, but with great potential to host and develop an economy based on services and industry as well; and formally now considered a local administrative unit of higher order- a municipality, which albeit its rural character, is still expected to act as an important node among two main macro-regional center of Gjirokastra and Ioannina), another type of liminal space is produced, which is portrayed by a series of continuous settlements of rural character, located along both, the Drinos river valley and the main national road.

Dispersed through the mountains, or nearby the river valley, a total of 41 villages populate the territory of Dropull. Inheritably, in the quest for finding locations, which would provide quick access to a main trading road, and protection from both, enemies and climatic conditions, people found suitable areas on mountain gorges, and through mimetic tactics (using local stone from the mountains to build their houses), settled in various

agglomerations, starting from Gjirokastra, towards Ioannina, as the two main cities of the region.



Figure 98: Change over time of the Dropull area, 1990-2016 / Source: Google Earth

To this day, this configuration is still quite relevant and has developed further, portraying the character of Dropull, especially of Lower and Upper Dropull, as two Administrative Units that develop on a linear spatial typology on their respective territory. While road infrastructure, represented by the main national road only, provides access to these settlements (reaching up only to their central squares), and to the economic areas agglomerating in the vicinity, along the main road, is only limited to that, therefore alternative connections among settlements (villages) are limited and for the most part, inexistent. On these terms, the 'comb-structure' of the main road infrastructure, becomes

crucial in providing access, and makes the road the only physical space of interaction among various areas.

In comparison to this linear spatial typology, the Administrative Unit of Pogon portrays other features, which are highly conditioned by the rougher terrain and wilder landscapes. Dispersed in the depth of the mountains, 7 very thinly populated settlements of rural character, lie on an annular spatial typology, cut in the middle by a transversal road that connects the two parts of the area. On this part of Dropull settlements are more sparsely distributed in territory, intersected with various natural landscapes, and are as well characterized by lack of proper access and a complete road infrastructure system.

Given the peculiar rural character of Dropull, the importance of territorial morphology as a determinant locational factor, and the strong connections with the natural landscape, 4 main spatial territorial typologies that define the relationship of settlements (by settlements, it's intended villages) in regard to the landscape, and to one another, can be identified: (a) along a main road, or natural source, e.g. a river (which can facilitate the agglomeration of various settlements close to one another on a linear typology, and/or give rise to economic areas along the main road); (b) detached from a main road, or natural source, but still in its vicinity (settlements can still locate themselves at a relatively small distance, but terrain and topography determine their distance and ways of connecting); (c) far from a main road, or natural source, on steep landscapes (settlements are usually sparsely dispersed); and (d) divided in to two parts, because of a main road, or natural resource that runs in the middle (two parts of settlements develop and grow on two different sides of the terrain, slowly creating opportunities for branching out and creating transversal connections, giving rise to sprawling of settlements and/or economic areas along the main road). In continuation, twenty-two spatial typologies that define the relationship among household units and their spatial distribution in territory, can be identified as well, emphasizing a range of typologies, which correspond to the very dynamic and diverse morphology and landscapes of the area. (*Catalogue of the 22 spatial typologies can be found on Appendix 12*).



Figure 99: Traditional architecture and use of local materials. / Source: Author

On terms of traditional building techniques and materials, single family houses made of local stone, with either rooftops made of slate tiles, or terraces with vineyards, dominate the whole area of Dropull, but nevertheless over time, they have been slowly replaced and altered by the use of various other materials, like concrete and bricks.



Figure 100: Replacement of traditional architecture and use of local materials with alternative construction materials. / Source: Author

Construction work is usually made by local workmen, who through migration (mainly to other bigger cities, either within Albania, or abroad) have been practicing construction work for a living, getting know-how on concrete and brick construction, therefore, replacing local stone-based construction techniques, in either renovating houses, or building new ones. This phenomenon has slowly changed the very distinct rural features of the area on terms of architectural styles and use of materials, through the implant of techniques and materials, which are more common for urban areas.

9 CHAPTER 9: Urban-Rural Continuum as a Laboratory of Research

9.1 Navigating through the Urban-Rural Continuum: Conclusions on Theoretical Grounds

Throughout this research, the main theoretical highlight which guides the work and becomes a starting point for further entailing on the urban-rural discussion, is the fact that albeit differences regarding general features like population density, land uses, and typology of settlements, over time urban and rural have-grown to produce a spatial hybridity, which incorporates both types of societies and both environments into a continuum of interconnections and interdependencies. Therefore, holding on to separatist approaches towards the two, and aiming to define both of them within sole, isolated and universal definitions, is not only outdated, but also impossible and pointless.

On these terms, and on the conditions of much more complex societies, redefined economic balances, and shifted political patterns, referring to 'urban' and 'rural' realms, rather as an 'urban-rural continuum' is a much more accurate approach, which is able to describe urban-rural relationships, reflected as both, functional ties and spatial typologies.

In order to navigate through the urban-rural continuum, this research work introduced two main conceptual tools, 'liminality' and 'continuum', which have the potential to become operational tools through (a) the identification of 'fixed constants and distinct places' (commonly accepted as profoundly urban and profoundly rural areas), and 'liminal spaces' (thresholds and transition spaces, produced by the clash of urban and rural); and (b) the construct of a continuum, as a series of sequences of fixed and liminal spaces, tightly interconnected and interdependent among each other.

Both liminality and continuum are twofold, acting as processes (the 'time' component) and typologies (the 'spatial' component), addressing social patterns, as well as the physical

space on which these social patterns get materialized. Therefore, connecting the two concepts together, makes possible to properly unhitch the complexity by which urban and rural relationships are characterized.

Liminality as a **process of social change** refers to liminal periods of time and liminal conditions, which mark profound changes that alter social ties and cultural patterns. Liminality as a **process of spatial production** on the other hand refers to liminal spaces, which are produced as a result of the process of social change. **Liminal spaces** (thresholds and/or transitory spaces) **vary in scale**, from wide territories, to smaller areas, which go through processes of change, and experience the clash and/or overlay of different uses and users.

Continuum as a **spatial typology** is that specific spatiality formed by the series of sequences of 'fixed constants and distinct spaces, and liminal spaces, which condition and affect the presence of each other, through the series of interconnections and interdependencies which they share. Whereas **continuum as a process** suggests that over time, the social construct, as well as interconnections and interdependencies shared within and among fixed constants and liminal spaces, change and alter, therefore suggesting an urban-rural continuum should take in consideration that it does not represent a fixed spatiality or a fixed moment, but it is rather a picture of a specific spatiality on a specific moment in time. Hence, the process of identifying and describing space, especially that representing the urban-rural continuum as a hybrid spatiality, requires being altogether, *time specific*- for all the reasons mentioned above, as well as *place specific*- because from one context to another urban and rural realms might mean different things.

Given these overlaying and complex dynamics, albeit the urban-rural continuum can be a phenomenon manifested universally, the spatial typologies in which it translates, vary and depend on the specificities of each particular context. Therefore, addressing urban-rural relationships through the urban-rural continuum, is an exercise which will produce various results, which can then after inform the work of researchers, professionals and planning authorities in producing effective planning tools and policies to guide and nurture development at a territorial scale.

9.2 Navigating through the Urban-Rural Continuum: Conclusions on Case Studies

9.2.1 Criteria Determining Functional Urban – Rural Relationships and Various Spatial Typologies of the Urban-Rural Continuum

Over the spatial continuity that liminality and continuum as processes produce, several criteria were considered to lead and determine functional urban-rural relationships (the series of interconnections and interdependencies among the two), and make room for ‘liminal spaces’ to rise. The number of criteria overlapped, and the intensity by which each of them affected urban-rural relationships, produced various spatial typologies and stages of the ‘urban-rural continuum’.

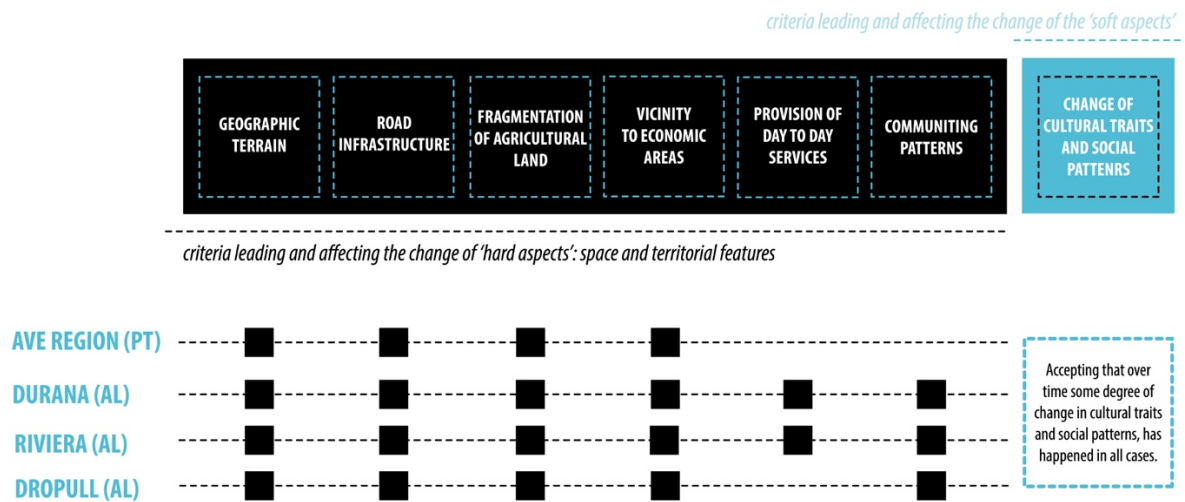


Figure 101: Criteria that lead and determine functional urban-rural relationships and make room for ‘liminal spaces’ to rise. / Source: Author.

Taking in consideration both aspects of the urban-rural continuum, as a process and as a spatial typology, both cases, Portugal and Albania, provided the research work with a series of analysis that facilitated identifying different stages of the urban-rural continuum, as well as different spatial typologies.

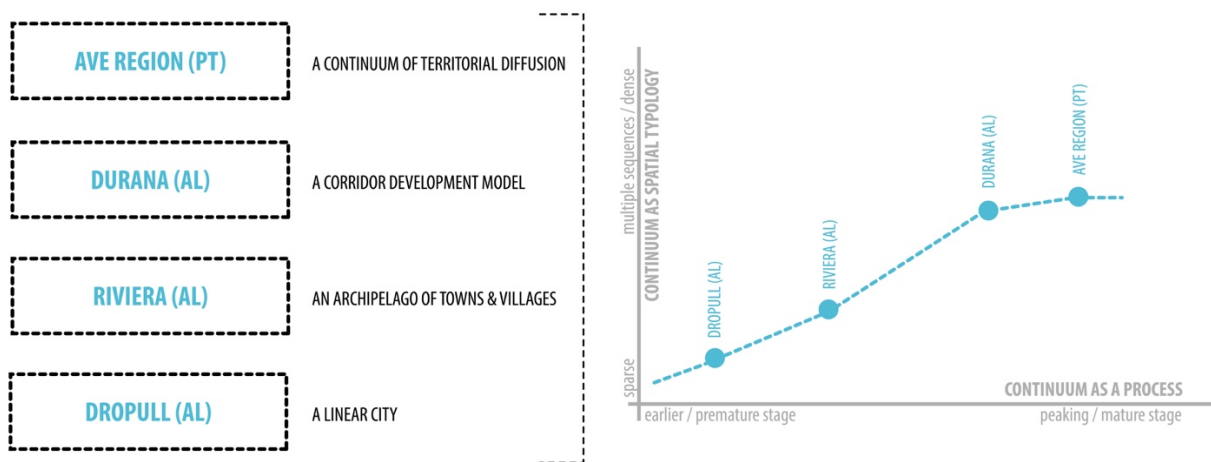


Figure 102: Evaluating the Continuum as a Process of Spatial Production. / Source: Author.

Portugal was brought as an example where the phenomena of ‘territorial diffusion’ represents the spatial expression of the urban-rural continuum. Extracting the region of Medio Ave and then zooming in into the area of Guimarães, facilitated the understanding of the mechanism behind the diffusion, and its impact over urban-rural relationships. Within this case, some of the main criteria that determine functional urban-rural relationships, leading to the diffused territorial model, include:

- **The impact of Geographical Features**, especially conditioned by hydrography and the vicinity to water sources, has been crucial at determining how people adjust on territory, developing in-situ systems, and initiating a process of “leap-frogging development”, based on the vicinity of water and farm land.
- **The Impact of the Road Infrastructure System** conditions and promotes development that follows the road networks. While sets of economic areas and agglomeration of settlements follow road infrastructure, either linearly or dispersed in patches, over time establishment of extensions of both urban and economic areas outside any limits, and towards rural land, has happened. Therefore, road infrastructure networks represent the very backbone of the territorial diffusion model in Portugal, boosting development in the dispersion of what is called ‘urban’, into the ‘rural’, producing a new spatial model which is neither of the two, but it’s a continuum of the two.
- **The Role of the Household Unit and Employment Patterns**, where ‘pluriactivity’, manifested as the simultaneous presence and co-existence between three different types of economies: industry and services, agriculture and forestry, and retail

(typically developed within the household unit), is marked by a profound connection to land, hence producing continuous patterns of mixed land uses on a wide territorial level, where diffusion of urban and rural realms takes places.

- ***Land Fragmentation and the Ownership System***, which consists on farmlands that vary in size, from big plots to very small ones (most of which don't exceed 1ha), and whose size has always been adapted (either partitioned, or aggregated), in order to suit to land's features, or the farmers' circumstances. Two main processes stand behind these dynamics: *intensification* (switching to mechanized processes, and converting large amounts of productive land from arable land, to permanent crops), and *extensification* (introducing various land uses over the same plot, e.g. co-occurring of farming, grazing and forestry). In the over all, these dynamics have led to a decrease of rural population and abandonment of farmlands throughout Portugal, and an increase of migration flows towards the urban areas (intensification), and further sub-divisions of agricultural land in smaller plots, so as to survive the process of intensification, leading to lower intensities of both, inputs and yields (extensification). Given this scale of fragmentation and the profound sense of ownership, land development has always been very vulnerable and dependent on each and every owner, with little room for collaborative interventions. This on the other hand, being affected by 'pluriactivity', has boosted even further dispersion of settlements and density of road networks throughout the territory, mixing and bringing together urban and rural realms.
- ***Provision of Day to Day Services*** affects ***Commuting Patterns***, given that most of these services are often located far from the 'diffused territory', and on the main urban centers (main cities and towns) only, (recalling that main cities and towns in this region of Portugal host only 1/3 of the population, whereas the diffused territory- the areas in between main cities and towns, host the remaining 2/3 of the population). Often, this has produced sprawling of territorial diffusion (the mix between agriculture, industrial and settlement areas) mainly along main national roads, where access to services is faster and easier.

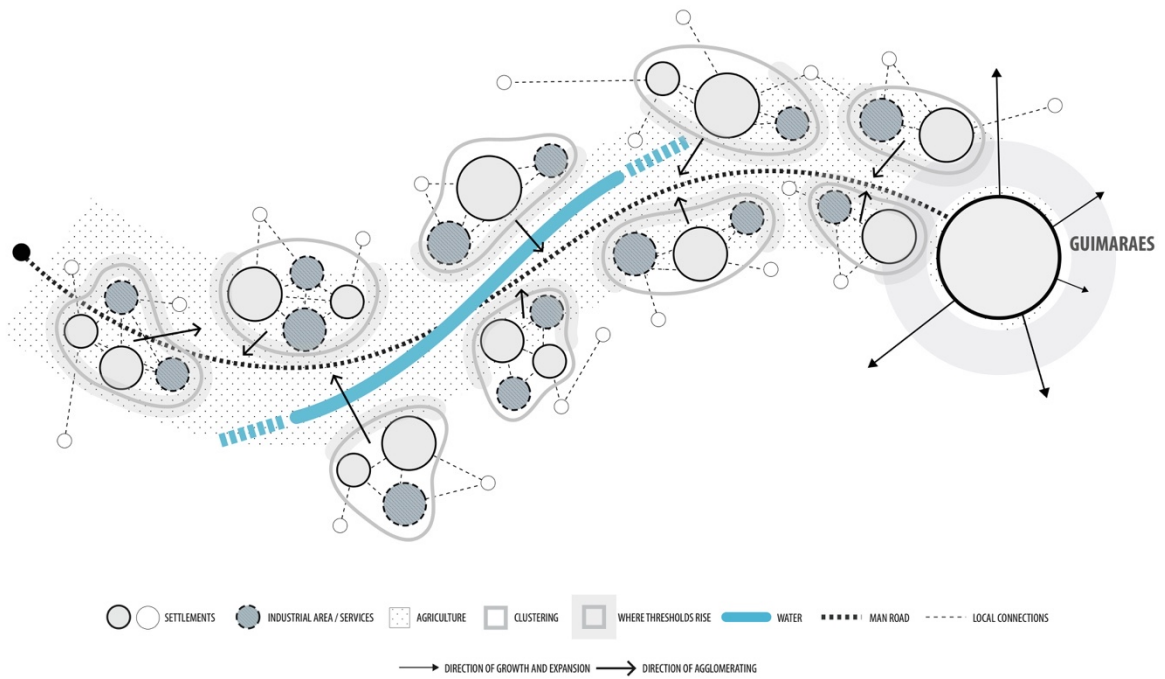


Figure 103: Concept Diagram of 'territorial diffusion' as a spatial expression of the Urban-Rural Continuum in Guimarães/ 'Pluriactivity' as promoter of a process of clustering of settlements – agricultural plots – and industrial areas, and the concentration of this series of clusters along the main road. / **Source:** Author.

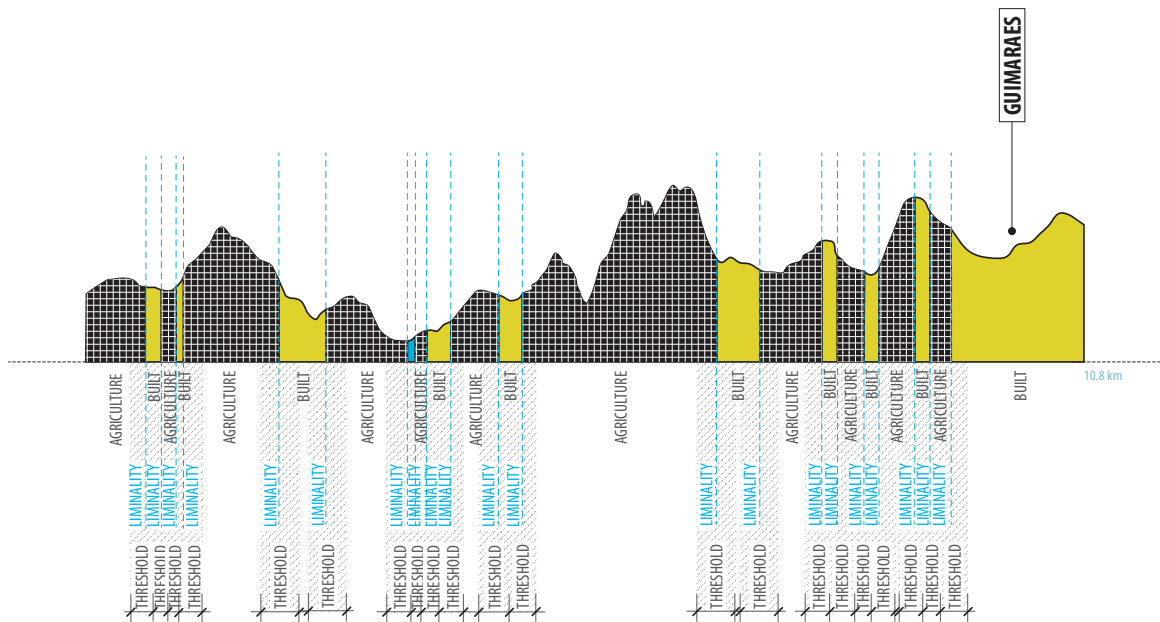


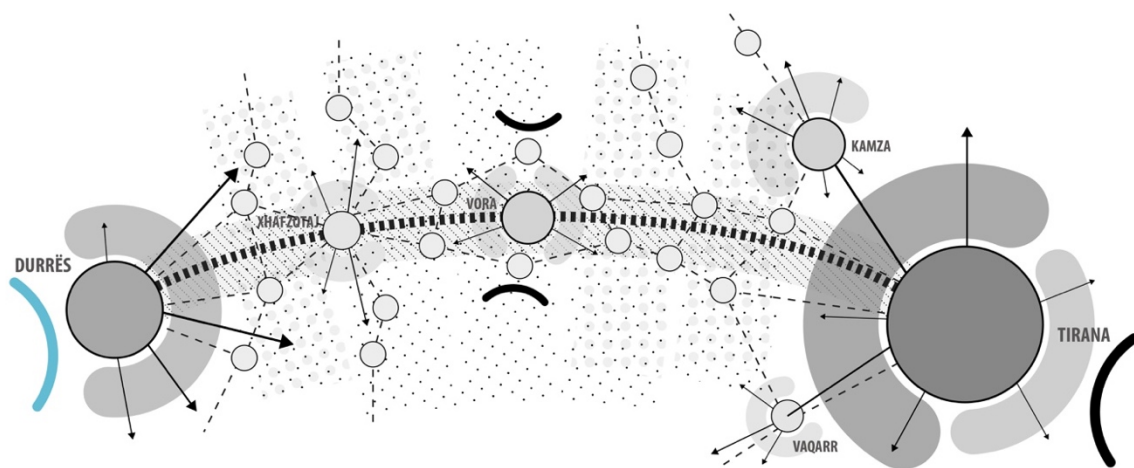
Figure 104: Liminal Spaces along the Urban-Rural Continuum of Guimarães: The series of Liminal Spaces (thresholds and transitory spaces) produced at local level by the overlap and clash of different uses and various types of landscapes (refer to Figure 39 for the section reference). / **Source:** Author.

Considering these main criteria as determinants of the spatiality of the urban-rural continuum for the case of Portugal, becomes obvious that 'territorial diffusion of urban and rural realms' as a spatial typology provides space for both living and working in a territory,

which is appreciated for its natural features, as well as well integrated in a system of infrastructure, services and economic activities.

Within the case of **Albania**, the overlay of four main datasets: (1) population density; (2) urban/rural classifications; (3) FUAs, and (4) main infrastructure system, facilitated acknowledging that the urban-rural continuum as production of space is represented differently throughout the country, emphasizing how different levels of continuity between urban and rural realms, result in different spatial typologies as well. On these terms, three main samples were delineated for further exploration: Durana, Riviera and Dropull. Considering these three different samples, where urban-rural interdependencies and interconnections have been translated differently, was intentional, in order to point out in practice as well, that the 'urban-rural continuum' is not a final moment or a fixed spatiality that manifests urban-rural relationships, but it is rather a context-specific process, which develops and changes over time.

The sample of Durana, comprising of the agglomerations of Tirana and Durrës as two cities growing and expanding towards each other, giving rise to a series of towns and villages, and continuous agglomerations of urban and economic areas, represents a '**corridor development model**', and is an example of the emergence of urban and rural ways of living into a hybrid spatiality, which displays features of the two, and which can be considered as 'territorial diffusion' of both urban and rural realms, where patches of settlements, industrial agglomerations and agricultural land, clash and cohabitate, similarly with the case investigated in Portugal.



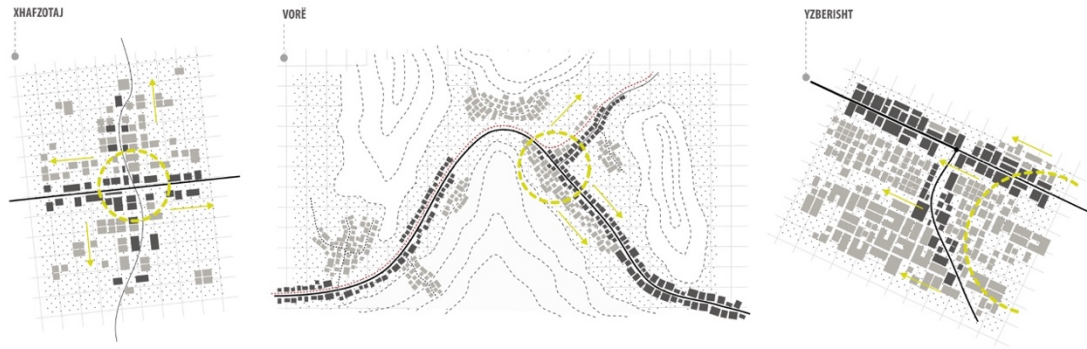


Figure 105: Concept Diagrams on the Urban-Rural Continuum: (1) (Diagram on top: Regional Scale) Spatial Typology of Durana as a Corridor Development Model: The Series of Sequences of Fixed Constants and Distinct Spaces (main cities, towns and villages), and Liminal Spaces (thresholds and transitory spaces produced by the changing boundaries of fixed constants, and overlap of different uses); (2) (The 3 diagrams on the bottom: Local Scale) Overgrowth of Fixed Constants and Distinct Spaces of Urban Character over Rural Space, leading to the production of Liminal Spaces (threshold and transitory spaces). / **Source:** Author

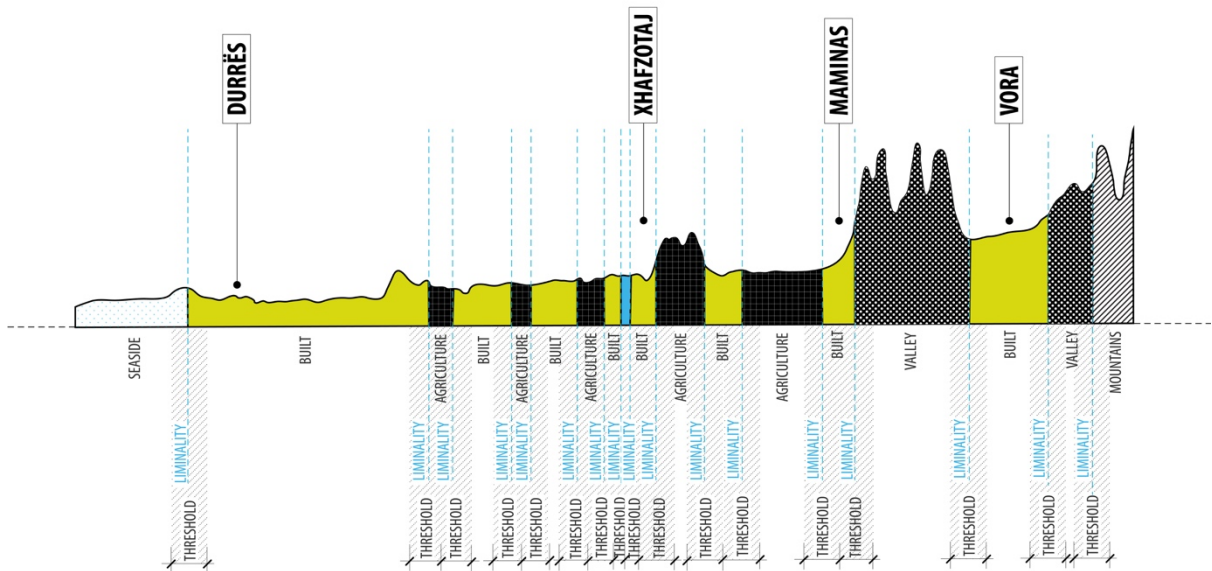


Figure 106: Liminal Spaces along the Urban-Rural Continuum of Durana: The series of Liminal Spaces (thresholds and transitory spaces) produced at local level by the overlap and clash of different uses and various types of landscapes (illustrative section starting from the Adriatic Sea, until the Hills of Vora, following the main national road). / **Source:** Author.

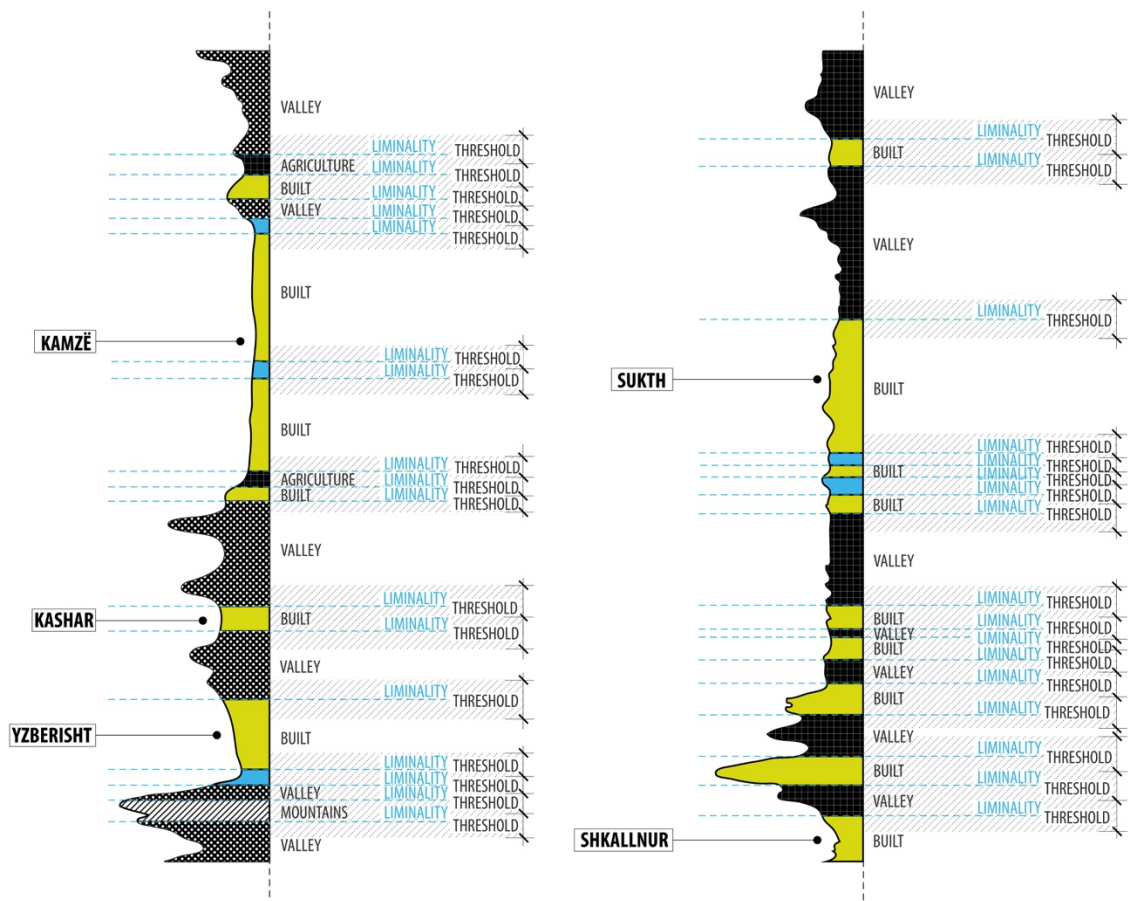


Figure 107: Liminal Spaces along the Urban-Rural Continuum of Durana: The series of Liminal Spaces (thresholds and transitory spaces) produced at local level by the overlap and clash of different uses and various types of landscapes (illustrative transversal sections, that develop along local roads branching out from the main national road). / Source: Author.

(Map of Analysis on the Production of Liminal Spaces, including additional sections, on Appendix 13)

The sample of Riviera, which builds on the touristic potential of the whole South-Eastern Ionian coast of Albania, and the network of villages and towns between the two main port cities of Vlorë and Saranda, is a *system of linear continuities* (the main national road connecting the series of towns and villages, the older mountainous road connecting the series of old villages, and the coastline connecting the series of new towns, villages and touristic facilities) *and transversal connections* (connecting older villages up in the mountain with the main road, and the new towns, villages, economic areas and touristic facilities along the coastline), giving rise to an **'archipelago of towns and villages'**, which are interdependent and interconnected with each other, via infrastructure, economic activities, and ways of living, therefore sharing mixed features of urban and rural character, albeit the strong presence of natural landscapes and potentials.

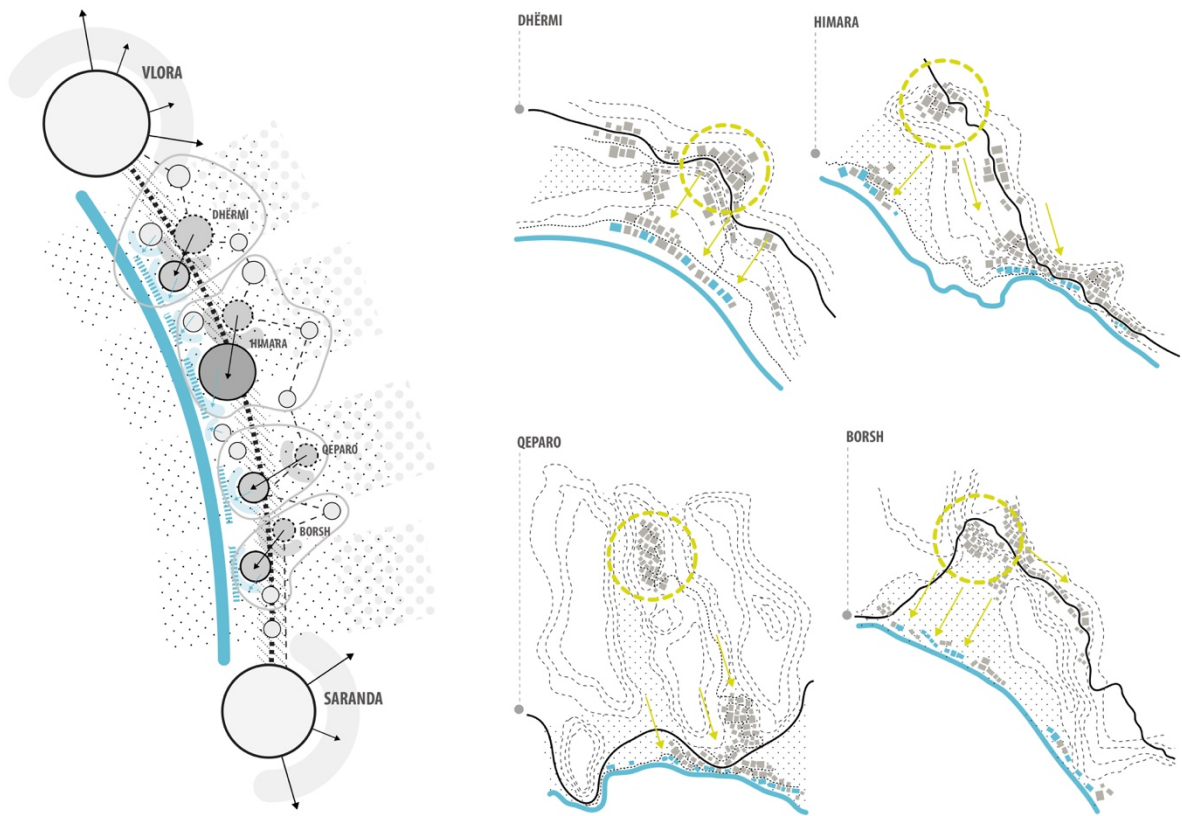


Figure 108: Concept Diagrams on the Urban-Rural Continuum: (1) (Diagram on the left: Regional Scale) Spatial Typology of Riviera as an Archipelago of Towns and Villages, and the Series of Continuities and Transversals: The Series of Sequences of Fixed Constants and Distinct Spaces (main cities, towns and villages), and Liminal Spaces (thresholds and transitory spaces produced by the changing boundaries of fixed constants, and overlap of different uses); (2) (The 4 diagrams on the right: Local Scale) Overgrowth of Fixed Constants and Distinct Spaces of Urban Character over Rural Space and towards the Coastline, leading to the production of Liminal Spaces (threshold and transitory spaces). / Source: Author.

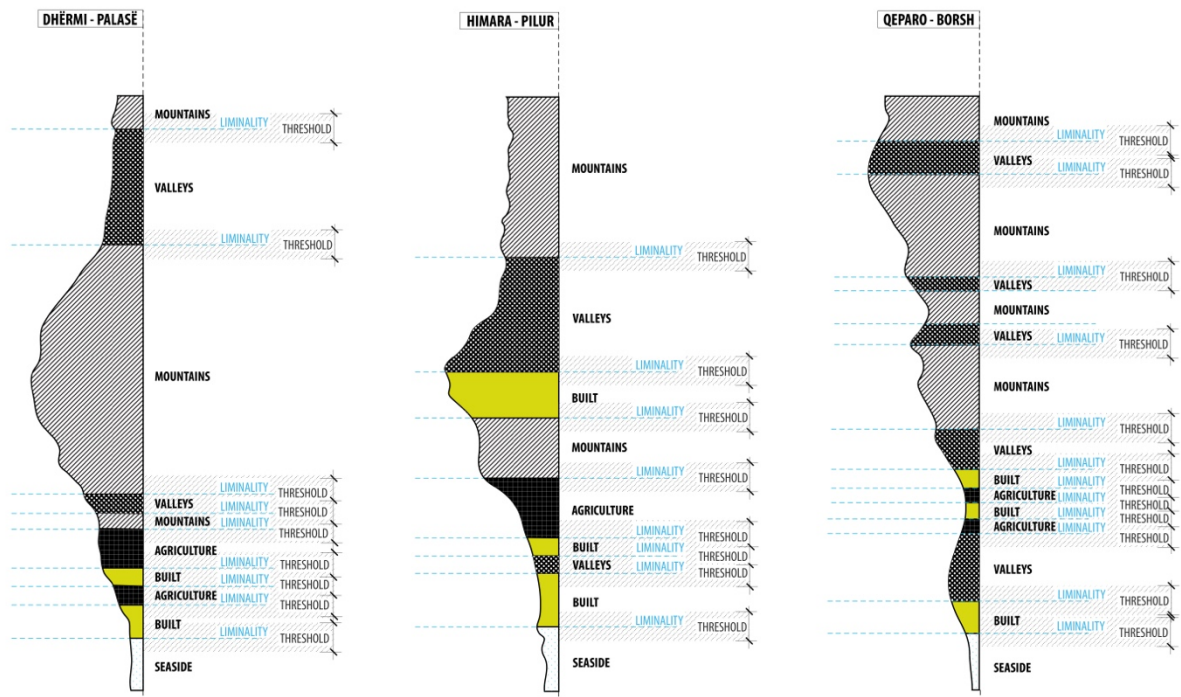


Figure 109: Liminal Spaces along the Urban-Rural Continuum of Riviera: The series of Liminal Spaces (thresholds and transitory spaces) produced at local level by the overlap and clash of different uses and various types of landscapes

(illustrative sections, of the transversals that produce the continuities between the older villages up on the mountains, and the newer villages and economic areas along the coastline). / **Source:** Author.

(Map of Analysis on the Production of Liminal Spaces, including additional sections, on Appendix 14)

The sample of Dropull, represents a case of many thresholds and liminalities clashing over the same territory. By considering its rural and natural character, acknowledging the attempts for creating some main urban features as well, and making use of the potential that the two macro-regional centers of Gjirokastra and Ioannina offer, Dropull's state of liminality and rurbanity, developed along a three-fold system of linearities: the main national road, Drinos river valley and the agricultural strip along this valley, therefore the spatiality of its urban-rural continuum is manifested as a **'linear city'**, which takes life by the co-presence of all these features together in a system of interdependencies and interconnections.

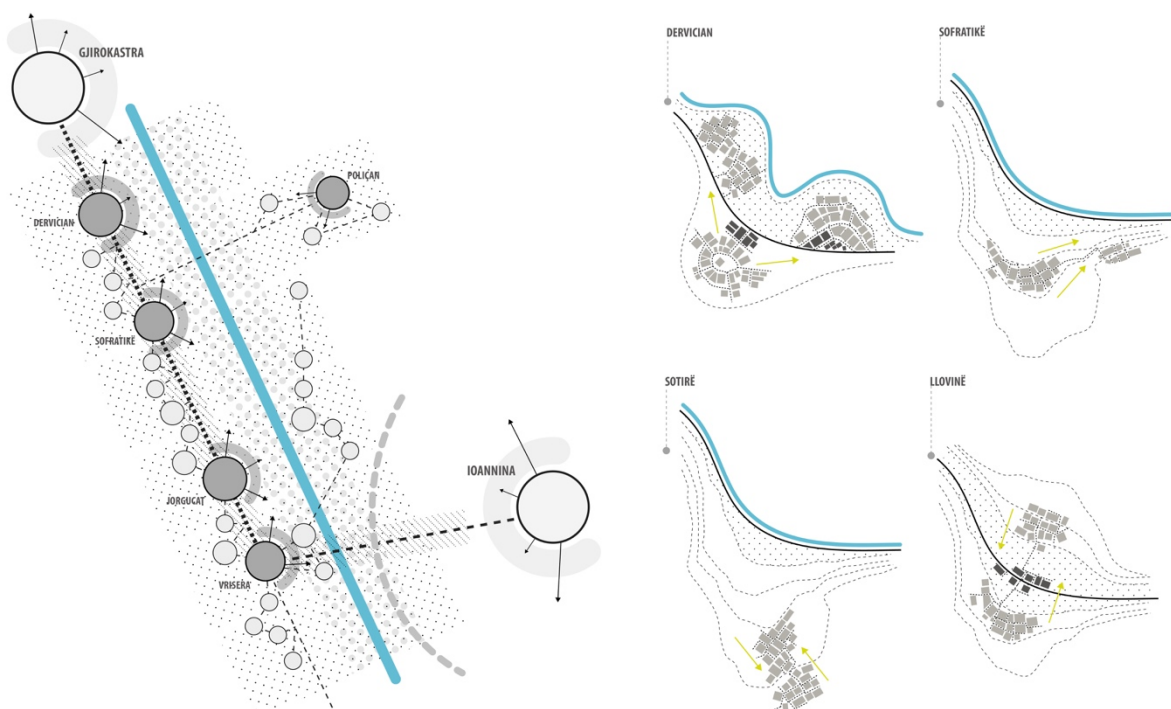


Figure 110: Concept Diagrams on the Urban-Rural Continuum: (1) (Diagram on the left: Regional Scale) Spatial Typology of Dropull as a Linear City developing parallelly with the main national road, Drinos river valley and the agricultural strip along this valley: The Series of Sequences of Fixed Constants and Distinct Spaces (main cities and villages), and Liminal Spaces (thresholds and transitory spaces produced by the changing boundaries of fixed constants, and overlap of different uses); (2) (The 4 diagrams on the right: Local Scale) Overgrowth of Fixed Constants and Distinct Spaces of Urban Character over Rural Space and towards the main national road, Drinos river valley, and agricultural strip, leading to the production of Liminal Spaces (threshold and transitory spaces). / **Source:** Author

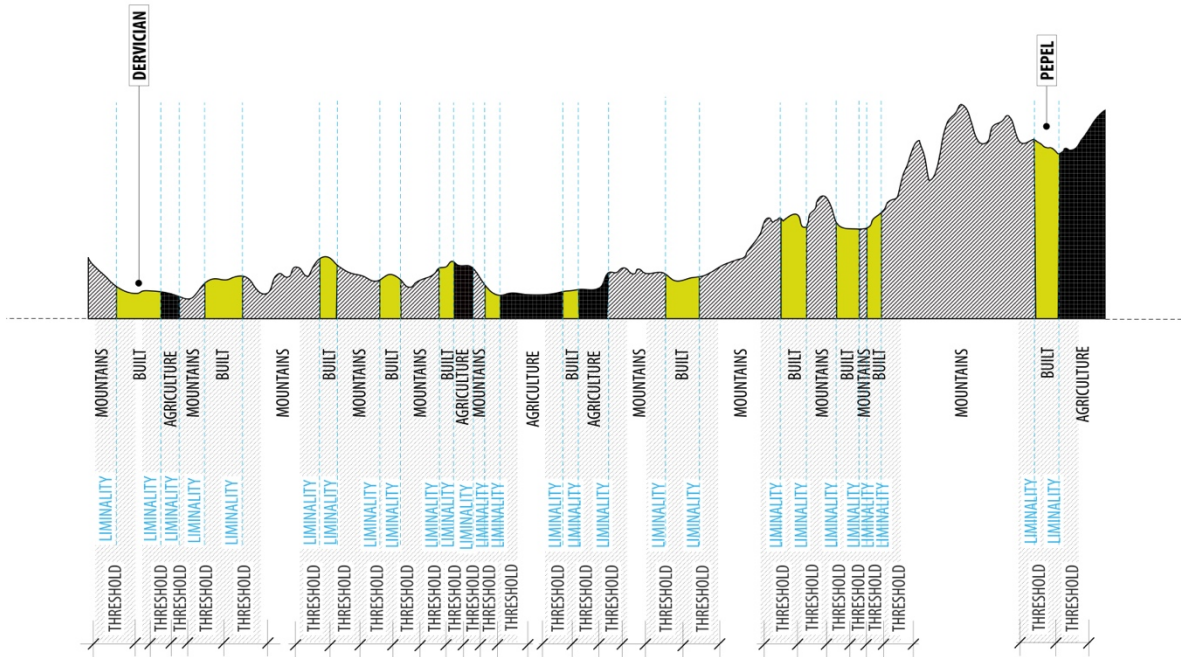


Figure 111: Liminal Spaces along the Urban-Rural Continuum of Dropull: The series of Liminal Spaces (thresholds and transitory spaces) produced at local level by the overlap and clash of different uses and various types of landscapes (illustrative section starting from Dervician (one of the main centralities of at the entrance of the 'linear city', to Pepel (one of the villages at the other end of the 'linear city', nearby the cross border with Greece) / Source: Author.

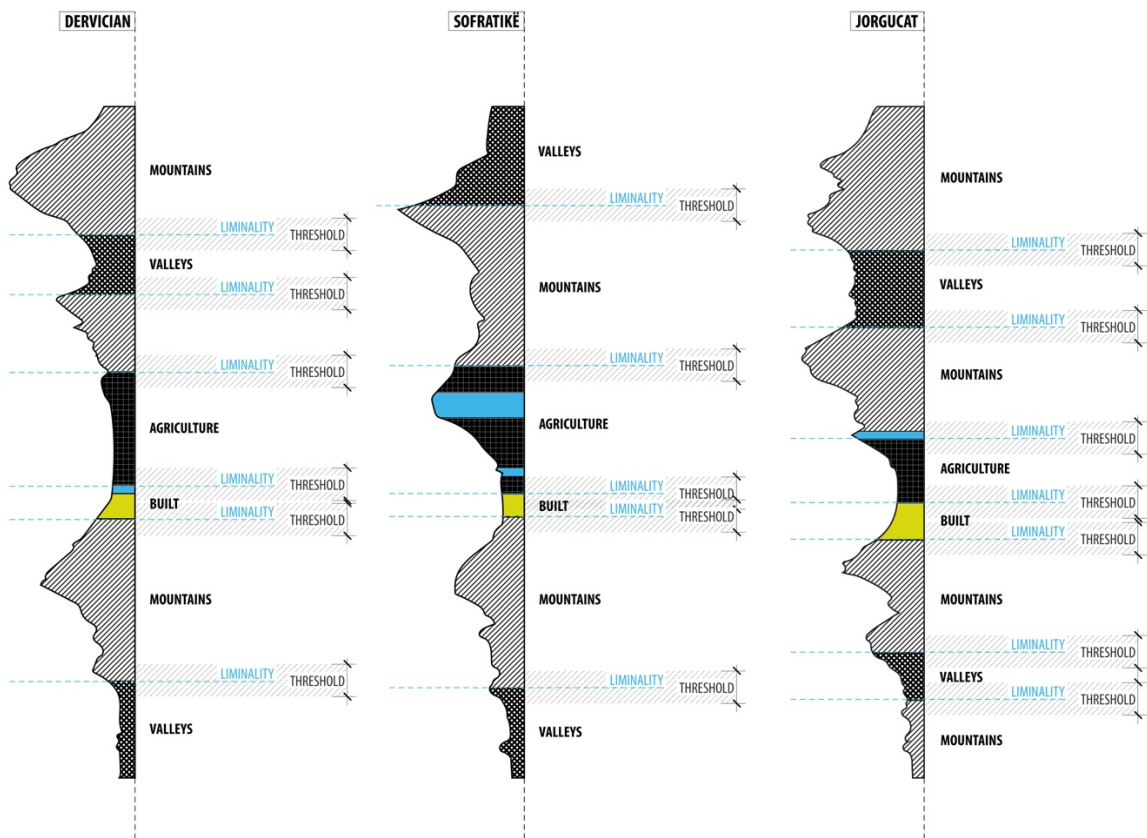


Figure 112: Liminal Spaces along the Urban-Rural Continuum of Dropull: The series of Liminal Spaces (thresholds and transitory spaces) produced at local level by the overlap and clash of different uses and various types of landscapes

(illustrative sections, of the transversals that connect the main centralities of the 'linear city' with the surrounding infrastructure, natural areas and agricultural environments). / **Source:** Author.

(Map of Analysis on the Production of Liminal Spaces, including additional sections, on Appendix 15)

Critically evaluating all three samples, among the main criteria that determine functional urban-rural relationships, leading to different spatial typologies and stages of the urban-rural continuum as a production of space, include:

- **The geographic terrain**, which is one of the main determinants of how sprawling, isolation, or diffusion of development, has taken place. Typically, where the terrain is flat and open, sprawling and leapfrogging of settlements and economic areas has been produced (e.g. Durana), and where more remotely and wilder landscapes and terrains, development has been rather concentrated on key areas, or has been sparsely dispersed on a series of locations, which form more complex units that work together as one (e.g. Dropull and Riviera).
- **Road Infrastructure**, plays a major role as well, in guiding and agglomerating either settlements, or economic activities. In the main observed samples, the urban-rural continuum typically spatially takes place in the hinterland of two main cities (Tirana and Durrës for Durana, Vlora and Saranda for Riviera, and Gjirokastra and Ioannina for Dropull), populating the in-between territory that is permeated through a main national road, and other local roads branching out. This explains linearity of the spatial model, following road infrastructure. Nevertheless, both main roads and the branching out of other local roads that as well attract agglomeration of developments, follow the morphology of the terrain, producing two main spatial typologies: regular cardo-decumanu models (typically observed on flat areas, e.g. more often in Durana), and organic models (typically on hilly and mountainous areas, e.g. along Riviera and Dropull).
- **High fragmentation of agricultural land**, has boosted the formation of dispersed models, causing territorial diffusion of settlements and economic areas throughout the territory, especially on the metropolitan area of Durana. Land owners have independently either urbanized plots of productive land, or have over time further fragmented their land into smaller plots, encouraging the process of urbanization

of productive land, to the point where whole agricultural areas have been replaced with urbanization (e.g. Kamza, or Këneta in Durrës). Following the channels of the irrigation system, agricultural plots on the process of being urbanized, have produced mainly regular cardo-decumanus patterns (typically found on flat areas, especially along Durana, or along the Drinos river valley in Dropull, although for Dropull much more sparsely and scattered, than in the case of Durana, which is highly dense), or more organic patterns, which follow the morphology of the terrain apart from the irrigation system (along Riviera, and on the upper hilly edges of Dropull). When squatting agricultural land has taken place in the vicinity of cities and main denser urban areas, on their peripheral edges, the outgrowth of cities happening at a second stage, has produced areas, where dense services urbanized areas of high rise, have met sparse one-family houses with agricultural yards, which have kept their rural features and ways of living, despite being physically located within an urban area (especially observed in the case of Durana, near both and within both cities). Nevertheless, through land recycling and redevelopment, parts of these areas have been erased, making room for new urban projects, which have totally replaced rural features with urban ones.

- ***Vicinity to economic areas***, conditions sprawling and agglomeration of development as well. Typically, having both, households and economic areas close to one another, has been a two-direction process. When the main occupation has been of rural character, agriculture or farming, economic activities that are based on the production of these two main sources, has slowly emerged in their vicinity, either closer to local roads for faster access, or creating economic areas, typically for trading purposes, which then later have attracted further agglomeration of similar activities. On the other hand, extracting and manufacturing industries, following locations that are nearby their main resources, have given rise to economic areas, which over time have attracted agglomeration of other economic units and households as well. Both these phenomena are very actively observed on the case of Durana, and they seem to be emerging in the area of Dropull as well, although all mainly located along the main road. On the other hand, the case of Riviera represents a different spatial typology regarding the relation of household units and economic areas into reforming urban-rural relations. Given the morphology of the area and the main economic activity, which is tourism, hence

based on the coastline, provision of all services (beach areas and related facilities, accommodation, local produce and food, recreational activities based on nature etc.) has given rise to a particular model of sparsely distributed agglomerations on the form of 'bubble networks', which tie together all these activities, thus connecting the mountainous areas, with the main road, and then the coast, creating as well a series of transversals that permeate these networks.

- ***Provision of Day to Day Services and Commuting Patterns*** condition the high frequency of urban to rural, and vice versa mobility patterns. Typically, main administrative services are located on main urban centers, therefore agglomeration of people and mobility trajectories become denser from more distinct rural areas, towards urban centers. Over time, services like education, healthcare, and other product and service-based industries, have been migrating towards rural realms (because of the need for more space, and then after due to agglomeration purposes), usually located on main roads, on areas that lie on the hinterland of cities and sometimes in the middle of agricultural and natural sites. This not only has produced denser commuting patterns, from cities to rural areas, but has also slowly transformed the rural character of these areas (either by industrialization, or urbanization, or mechanization of activities, which have been typically based on human labor – majorly observed on the case of Durana, and slowly emerging in Dropull as well, along the main road, on the economic areas expanding over agricultural land).
- ***Change of cultural traits and social patterns***, concerns the fact that due to all these dynamic exchanges among both realms, population, especially on rural areas has been constantly experiencing the urban-rural continuum on terms of cultural traits as well, through migration of information and technologies, and education. This is then reflected back on a myriad of physical features as well, among which diversification and change of patterns of the local economy, and change of ways of building households, either through diversifying local materials, or introducing new implanted housing styles.

In conclusion to all the findings through both, theoretical and practical research work, it's important to admit that the unfolding of the complexity of the 'urban-rural continuum' as a phenomenon, requires being aware of two very important components: the production

of space at a territorial scale, and also the change of the soft aspects, which include cultural and behavioral patterns. While this research work considered both, although only on a very peripheral way bringing the second component into the discussion, it delved deeper on the first component, aiming to identify a series of criteria, which guide and boost the spatial continuum among urban and rural realms. While both components work together and affect one another, the second one becomes object of study in particular of fields like sociology and psychology, while the first one concerns especially academia and planning professionals. Therefore, becoming a laboratory for further exploring in order to inform planning legislation and practice work for enhancing stronger and healthier urban-rural relationships.

9.3 Recommendations

Urban and rural relationships have long been subject of debate for both academia and research, and practitioners and policy makers. Admitting the flawed nature of considering urban and rural as two antagonistic opposites, opens way to observing and admitting the synergetic relationships among the two, and the series of interconnections and interdependencies that they share. Although cities (urban areas in general) have and will always carry the responsibility and 'burden' to act as economic engines, hosting and making room for agglomerations of settlements and economies, capital, innovation and technology, while the countryside (the rural realm) will most probably continue to be majorly a space of production and leisure, and of allocating recourses, in order to create and foster stronger, resilient, and sustainable territories, we need to look beyond and imagine a harmonious continuum between the two.

Ensuring stronger urban-rural partnerships has also been a central objective for achieving major international agreements, including the Sustainable Development Goals and the New Urban Agenda. Both documents focus on the need for partnerships to foster dialogue and cooperation between international agencies, United Nations Member States, all levels of government, civil society, private sector and all other stakeholders working in the field (UN Habitat, 2017). Especially within the *SDG 11 Sustainable Cities and Communities*,

making cities and human settlements more inclusive, safe, resilient and sustainable is aimed at, through targeting the support of positive economic, social, and environmental links among urban, peri-urban, and rural areas, and by strengthening national and regional development planning. Based on this SDG, and supported by the New Urban Agenda, all member states should emphasize the importance of making use of opportunities for development within the so called urban-rural continuum. By being an action oriented and people centered agenda, the New Urban Agenda is not only about urban per se, but it also addresses all other types of spaces and sizes of human settlements, in order to develop the gap between urban and rural, which is still considerably large and in need for urgent bridging. Therefore, considering that urban-rural relationships include a broad variety of thematic areas, strategies for enhancing interconnections and interdependencies among the two, cannot be developed through silo thinking only, but need to be integrated, comprehensive and inclusive, in order to facilitate urban-rural synergies (UN Habitat, 2017).

On these terms, this research work introduced a wide set of theories and conceptual tools, in order to interpret the urban-rural continuum, as a process and spatial construct, so to make it operational by both, academia and researchers, and policy makers and practitioners. In doing so, 'liminality' and 'continuum' were introduced as two main key conceptual tools for navigating the urban-rural continuum, given their potential to unhitch the complex, dynamic, everchanging, and particular nature of urban-rural relationships, by identifying and interpreting at first, (1) *the series of processes* that affect both, social and spatial change (defined as 'liminal periods of time' and 'liminal conditions'), and secondly, (2/a) *the series of hybrid spaces*, in the form of thresholds (defined as 'liminal spaces') rising from the clash and overlay of urban and rural, into an urban-rural continuum, and (2/b) *the series of sequences of spaces* we can already identify as urban and/or rural (given their distinct character), and spaces we interpret as thresholds or transitory spaces, as due to the clash and overlay of both realms.

Therefore, as a main fundamental recommendation regarding the interpretation and addressing of the urban-rural continuum, is the fact that it should be perceived as both, process and spatiality, and never be considered as a final moment or a fixed spatiality manifesting urban-rural relationships. It should be instead considered as a 'laboratory' of

constant study and investigation, where cultural traits and social systems are defined and re-defined, and thresholds and transitory spaces are also constantly produced and re-produced, resulting in a variety of spatial typologies of the urban-rural continuum.

In continuation, a series of recommendations for both, academia and professionals are outlined, making room for improvement on both arenas, research and practice.

- **To academia and researchers**

(a) Urban-rural relationships are complex; therefore, they should be addressed in an integrated and comprehensive way, considering processes and spatial typologies taking place among them. >>> *An urban-rural continuum should be considered instead.*

(b) Given the very dynamic character of both realms, and considering the fact that the urban-rural continuum is a process in itself as well, the spatial typologies that represent this continuum are merely pictures of particular moments and within specific contexts, therefore over time they will be subject of change, alterations, and development. >>> *On these terms reading universal spatial typologies is almost impossible, but instead identifying criteria, which can guide certain spatial typologies, can facilitate frameworks for assessment, comparative studies, and research development. Developing urban-rural research labs for continuous observations can inform policy makers and practitioners for developing effective polices and planning tools to address issues at a territorial scale.*

(c) The urban-rural continuum is characterized by both, social and spatial aspects, which should be considered with the same veracity and never apart from one another, albeit the fact that often cultural traits and social systems change at a much faster pace than the spatial aspect of the urban-rural continuum. >>> *Cultural traits and social systems should not remain peripheral to research related to territorial planning, but rather be more actively integrated, in order to regularly inform one another.*

(d) Official statistical, or administrative boundaries aren't always relevant in the urban-rural continuum, therefore, embracing the idea of boundless territories in addressing the urban-rural continuum, is necessary. >>> *Academia should by all*

means inform policy makers and practitioners in order to constantly reinvent planning methods and tools, for fostering healthy urban-rural relationships and their synergy.

- (e) Territories, of both urban and rural character are always changing and developing towards one another, therefore liminal spaces – thresholds and transitory spaces produced by the clash and overlay of urban and rural, will constantly be produced and reproduced, changing the spatiality of the urban-rural continuum, expressed as a series of sequences of ‘liminal spaces’ and ‘fixed constants and distinct spaces’.

>>> All aspects of liminality should be taken in consideration in order to foster sustainable urban-rural partnerships, avoiding massive urbanization of rural areas, which can easily happen on the conditions of an unmanaged urban expansion over rural realm. Therefore, liminal spaces should be identified and addressed properly across all the various scales, on which they can rise and be found. Liminal spaces as thresholds and transitory spaces rise from the clash and overlay of two, or more types of variables (either between urban and rural, or between different uses and users, different types of landscapes, etc.), so nurturing and empowering stronger and healthier interconnections and interdependencies among all types of variables is very crucial in addressing the issue of liminal spaces, within the urban-rural continuum. This point represents also a topic of interest for further research by the author.

- (f) Acknowledging all of the above, can slowly facilitate operating on a shifted planning paradigm, which goes beyond the traditionalism of addressing urban and rural separately, towards an integrated approach, which is capable of capturing the potential of urban-rural territorial dynamics within a continuum among the two.

- **To policy makers and practitioners**

- (a) Acknowledging that urban and rural areas are interconnected and interdependent, is very important, and should be followed by mutually beneficial initiatives, which recognize their synergy and foster circularity, inclusiveness, sustainability and resilience between the two. *>>> This requires shifting from simplistic urban/rural classifications, towards considering an urban-rural continuum. Especially on the case of Albania, this is an emergent need, given the initiative of Albanian planning*

authorities to shift the attention towards more sustainable urban-rural partnerships.

- (b) Identification and promotion of policies and territorial governance models that lead practices, which consider urban and rural integratedly should be a prerogative. >>> Parting from rigid models, based on zoning practices only; creating inter or cross-sectoral governing bodies, or planning tools; and promoting dialogue and cooperation beyond formal borders and across territories. This should be taken in consideration in particular in the Albanian case, due to the controversy existing among the initiative to create less, but bigger LGU of mixed urban and rural areas, and the planning regulations, which prohibit mixed land uses within one single structural territorial unit, as the smallest planning unit.
- (c) Identification of main urban and rural centers is not enough. Instead shifting perspectives towards desaturated borders, boundless territories, and wider spatial areas, which integrate several interconnected and interdependent urban and rural areas, is necessary. >>> Creating territorial governance bodies responsible for managing the urban-rural continuum, and the thresholds as liminal spaces created within the continuum, through key actions like (a) gathering and processing of data; (b) mapping of potentials, and main development gravitations and less integrated areas within the urban-rural continuum; (c) mapping of key stakeholders, their roles and responsibilities within the urban-rural continuum; and (d) identification of strategic infrastructure and investments throughout the urban-rural continuum for balanced urban-rural relationships.
- (d) Promoting functional relationships among urban and rural areas and nurturing interconnections and interdependencies among them is crucial. >>> *This can be done by investing in public infrastructure and facilities within the urban-rural continuum; by diversifying economy and introducing new and innovative business models and technological systems; by supporting circular economies and sustainable food systems; by nurturing the development of social systems and cultural traits; and by protecting irreplaceable resources and ensuring ecosystem services.*
- (e) Accepting the urban-rural continuum, for planning and development purposes means desaturating official administrative borders and boundaries, and embracing borderless territories, which operate without any given scales and throughout

various types of land uses and infrastructures. >>> *Therefore, it's important to: contain and densify urban agglomerations in order to prevent leapfrogging uncontrolled developments over natural and agricultural areas (in particular relevant for the case of Durana); when present, evaluation and integration of informal developments into the fabric of the urban-rural should also take place (in particular relevant for the case of Durana); consolidate rural centers and nurture their cultural traits so they can easily co-habitate in the context of the urban-rural continuum (in particular relevant for the cases of Riviera and Dropull); consolidate agricultural land so that urbanization doesn't immensely take over (in particular relevant for the cases of Durana, Riviera, and in perspective for Dropull as well); protect natural resources and sites and build frameworks, which allow them to add value to the urban-rural continuum (in particular relevant for the cases of Riviera and Dropill).*

- (f) Identification of thresholds and transitory spaces as liminal spaces within the urban-rural continuum is also crucial, because it allows identifying where different uses meet, and it informs their levels of integration. The smoother transitions are, the more integrated and interconnected urban and rural areas are, while abrupt changes usually tend to create tensions and lead to segregation and/or interruption of functional urban-rural relationships.

APPENDIXES

Appendix 1: 2.2.5 The Urban – Rural Typology and the Concept of “Remoteness – Eurostat / The European Commission (EC)

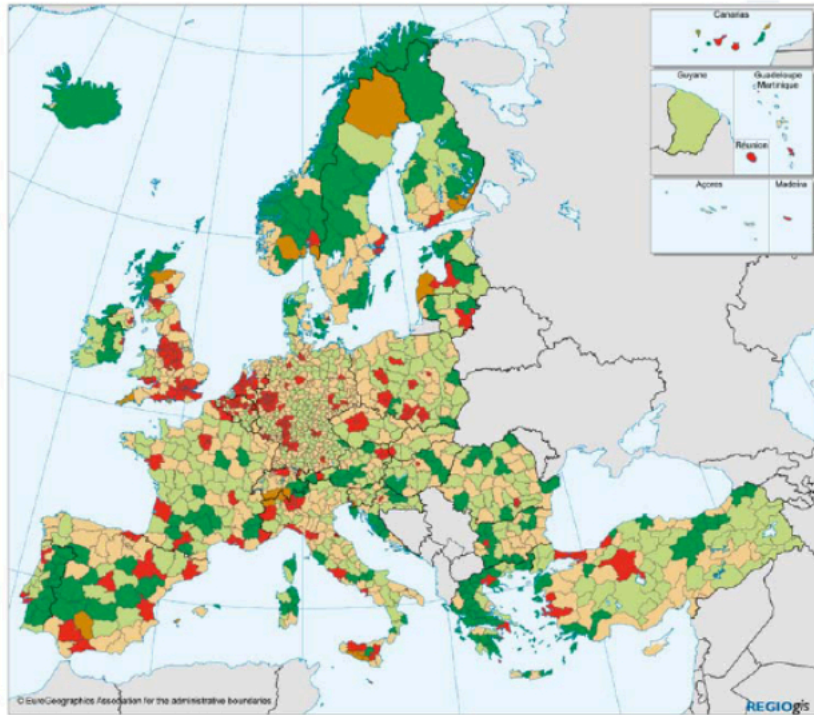
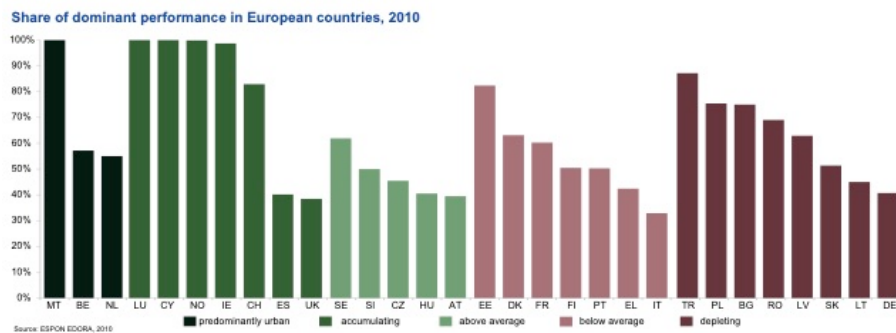


Figure 1/A: Urban-Rural Typology of NUTS3 regions including Remoteness / **Source:** Eurostat (2018), Statistics Explained, Retrieved Online on: <http://ec.europa.eu/eurostat/statisticsexplained>

Appendix 2: 2.2.6 The Structural Typology of Rural Regions (ESPON Atlas)



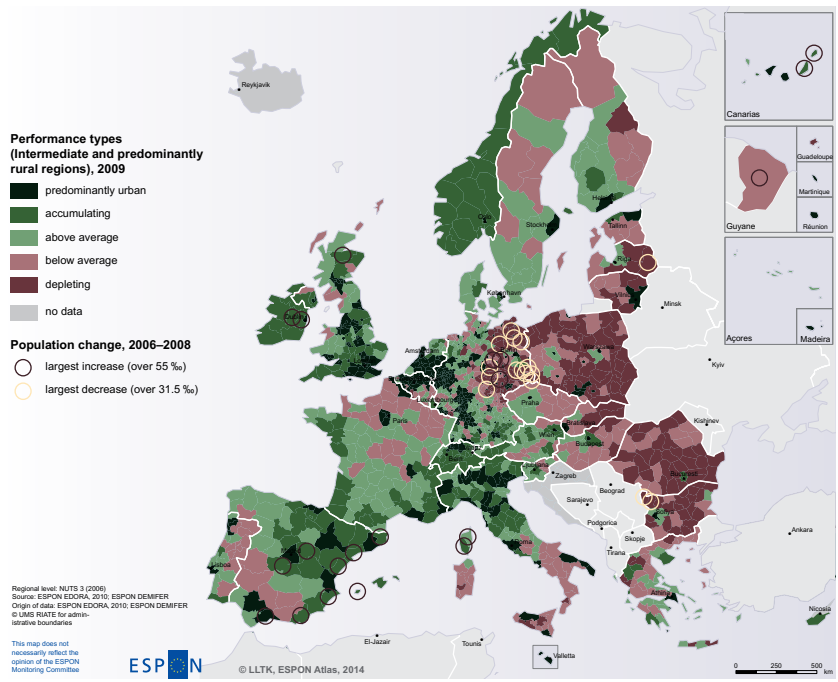


Figure 2/A: The Structural Typology of Rural Regions / Source: ESPON Atlas, Retrieved Online on: <http://atlas.espon.eu>

Appendix 3: 2.2.7 The New Degree of Urbanization – The European Commission (EC)

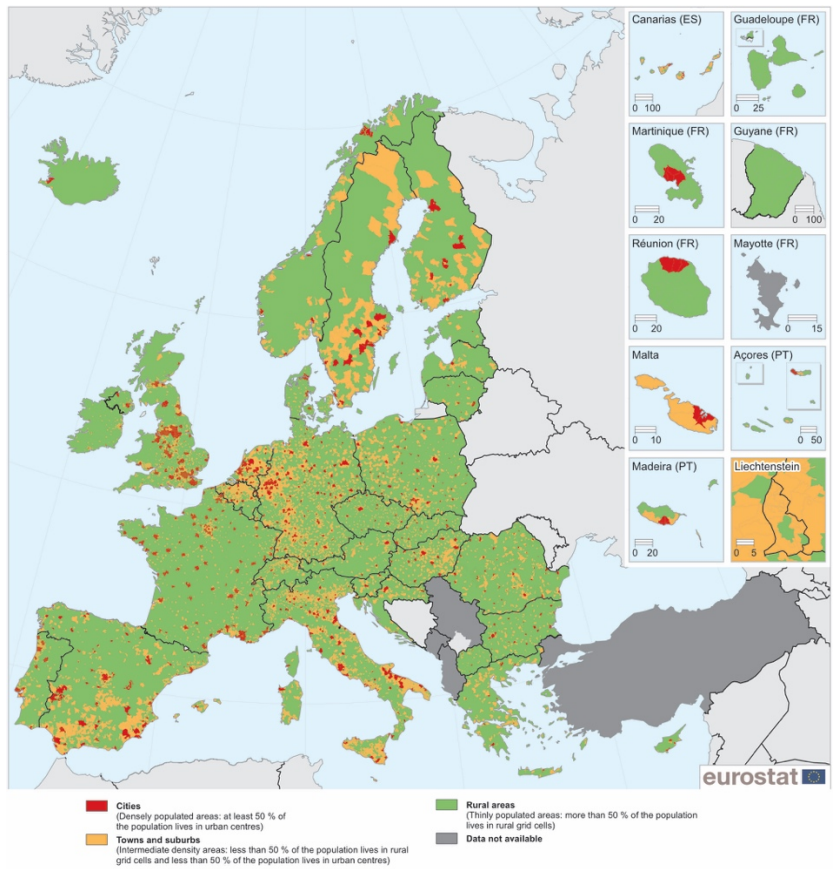


Figure 3/A: Degree of Urbanization for Local Administrative Units Level 2 (LAU2) / Source: Eurostat, JRC and European Commission Directorate-General for Regional Policy

Appendix 4: 5.1 Questionnaire conducted in the Municipality of Dropull, on the framework of the development of the General Local Plan (POLIS University).



Universiteti Polis-SHKOLLA NDËRKOMBËTARE E ARKITEKTURËS DHE POLITIKAVE TË ZHVILLIMIT URBAN

PYETSOR PER FAMILJET, 2017

Nr.pyetsori

Qëllimi: Hartimi i planit te zhvillimit te territorit per zonen e Dropullit
Objektivi: Identifikimi I cilesise se sherbimeve publikes se zones se Dropullit
Baza ligjore: Ligji Nr. 9180, datë 5.2.2004 për Statistikat Zyrtare,

Pjesa identifikuese	Emertesa	Kodi
Njesia administrative		
Fshati		
<p>Te dhena demografike (pergjigjja plotesohet me 1)</p> <p>1 Familja _____</p> <p>2 Gjinia</p> <p>a M <input type="checkbox"/></p> <p>b F <input type="checkbox"/></p> <p>3 Mosha</p> <p>a deri 25vjec <input type="checkbox"/></p> <p>b (26-40) vjec <input type="checkbox"/></p> <p>c (41-65) vjec <input type="checkbox"/></p> <p>d (+65)vjec <input type="checkbox"/></p> <p>4 Kombesia</p> <p>a shqiptare <input type="checkbox"/></p> <p>b tjetër, specifiko _____ <input type="checkbox"/></p> <p>5 Statusi martesor</p> <p>a beqar <input type="checkbox"/></p> <p>b i/e martuar <input type="checkbox"/></p> <p>c i/e ndare <input type="checkbox"/></p> <p>d i/e ve <input type="checkbox"/></p> <p>6 Numri antareve te familjes tuaj</p> <p>a l/e vetem <input type="checkbox"/></p> <p>b 2 persona <input type="checkbox"/></p> <p>c (3-5) persona <input type="checkbox"/></p> <p>d me shume se 5 persona <input type="checkbox"/></p> <p>Te ardhurat familjare(pergjigjja plotesohet me 1)</p> <p>12 Te ardhurat mes.mujore te familjes jane:</p> <p>a deri ne 30,000 ALL <input type="checkbox"/></p> <p>b 30,001-60,000 ALL <input type="checkbox"/></p> <p>c (+60,000 ALL) <input type="checkbox"/></p>		
<p>Niveli arsimit(pergjigjja plotesohet me 1)</p> <p>7 kryer</p> <p>a Pa diplomë <input type="checkbox"/></p> <p>b Shkollë fillore <input type="checkbox"/></p> <p>c Shkollë 7/8/9-vjeçare <input type="checkbox"/></p> <p>d Gjimnaz/profesionale <input type="checkbox"/></p> <p>e Universitare <input type="checkbox"/></p> <p>Statusi i punesimit(pergjigjja plotesohet me 1)</p> <p>8 A jeni ne pune</p> <p>a Po <input type="checkbox"/></p> <p>b jo(nese jo ,kalo tek p.14)</p> <p>9 Nese po, ne cfare aktiviteti /sektori punoni?</p> <p>a bujqesi/blegtori/pemtari <input type="checkbox"/></p> <p>b tregti/sherbime <input type="checkbox"/></p> <p>c administrate lokale <input type="checkbox"/></p> <p>10 Puna juaj eshte:</p> <p>a e perhershme <input type="checkbox"/></p> <p>b e perkohshme <input type="checkbox"/></p> <p>c sezonale <input type="checkbox"/></p> <p>d e rastit <input type="checkbox"/></p> <p>11 Nese nuk punoni ,cilat jane shkaqet qe nuk punoni?</p> <p>a nuk kerkoni pune <input type="checkbox"/></p> <p>b invalid <input type="checkbox"/></p> <p>c shtepiake <input type="checkbox"/></p> <p>d pensionist <input type="checkbox"/></p> <p>13 Burimi I te ardhurave familjare eshte:</p> <p>a paga nga puna <input type="checkbox"/></p> <p>b pensioni <input type="checkbox"/></p> <p>c dergesa nga jashte(familjaret) <input type="checkbox"/></p> <p>d pension/asistence nga jashte <input type="checkbox"/></p> <p>e te tjera specifiko... <input type="checkbox"/></p>		

Sherbimet publike (pergjigja plotesohet me 1)

14 Vleresoni sipas nivelit te aksesit sherbimet publike ((perzgjidhni me te rendesishmin, pergjigja plotesohet me 1)

	Lista e sherbimeve publike	Mungon teresisht	Mungon pjeserisht	I rregullt/ka
a	Furnizim me uje			
b	Furnizim me energji			
c	Rruge lokale			
d	Qender shendetstore			
e	Shkolle			
f	Sherbimet, prane gjendjes civile			
g	Sherbimet, prane sigurimeve shoqerore(pensionet)			
h	Sherbimet postare			
j	Tjeter specifiko			

15 Sa eshte distanca me e afert per te peftuar sherbimet publike?

		Deri ne 5 km	(5-10)km	> 10 km
a	Rruge lokale			
b	Qender shendetstore			
c	Shkolle			
d	Sherbimet, prane gjendjes civile			
e	Sherbimet, prane sigurimeve shoqerore(pensionet)			
f	Sherbimet postare			
g	Tjeter, specifiko			

16 Listoni sipas gjykimit tuaj, cili eshte sherbimi publik qe duhet te permiresohet /ndertohet urgjentisht nga bashkia:

a	Furnizim me uje	
b	Furnizim me energji	
c	Rruge lokale	
d	Qender shendetstore	
e	Shkolle	
f	Sherbimet, prane gjendjes civile	
g	Sherbimet, prane sigurimeve shoqerore(pensionet)	
h	Sherbimet postare	
J	Tjeter specifiko	

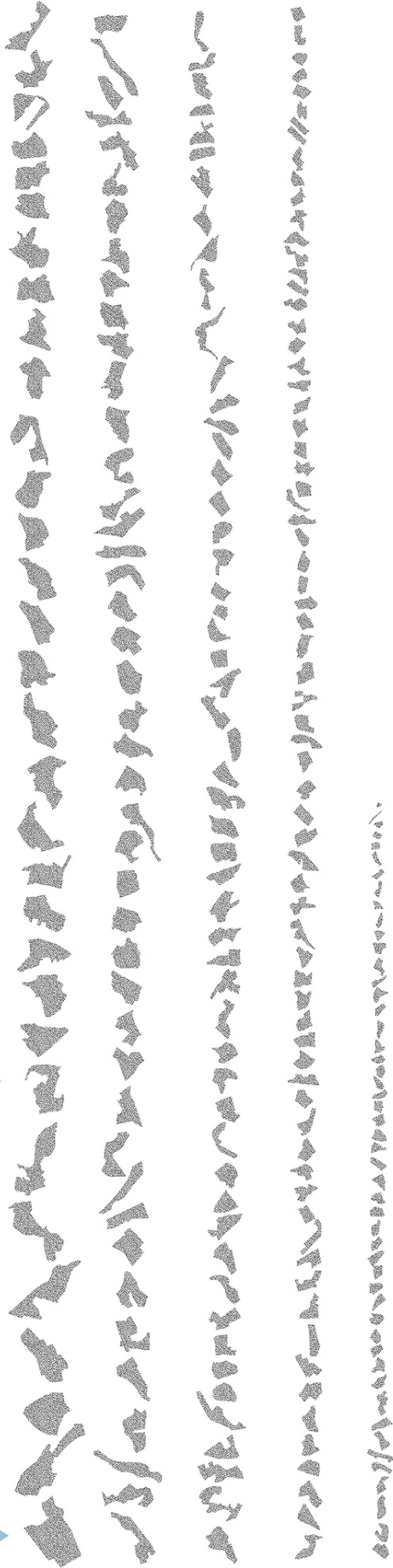
17 Listoni te pakten 3 nga gjerat qe ju pelqejne ne fshat:

Pershkrimi	Kodi
1.	
2.	
3.	

Appendix 5: 6.3 Levels of fragmentations of agricultural land and reading of the four typologies and their respective size variations.



AGRICULTURAL LAND MIXED WITH HOUSING / fragmented plots (Max. 16.6 ha / Min. 0.195 ha)



AGRICULTURAL ACTIVITY WITHIN THE PLOT OF INDIVIDUAL RURAL HOUSING / front, or back yard agriculture (Max. 3.52 ha / Min. 0.29 ha)



URBAN AGRICULTURE (S= 12.15 ha)



CRITERION FOR PLOT DIVISION
road infrastructure system - alteration in type of crops - water system (river, canals)

Appendix 6: 7.1.2 On the Left: Districts of Albania, this level of territorial governance is currently abolished. For the meaning of “district” check out the Glossary. On the Right: Qarks of Albania. For the meaning of “qark” check out the Glossary.

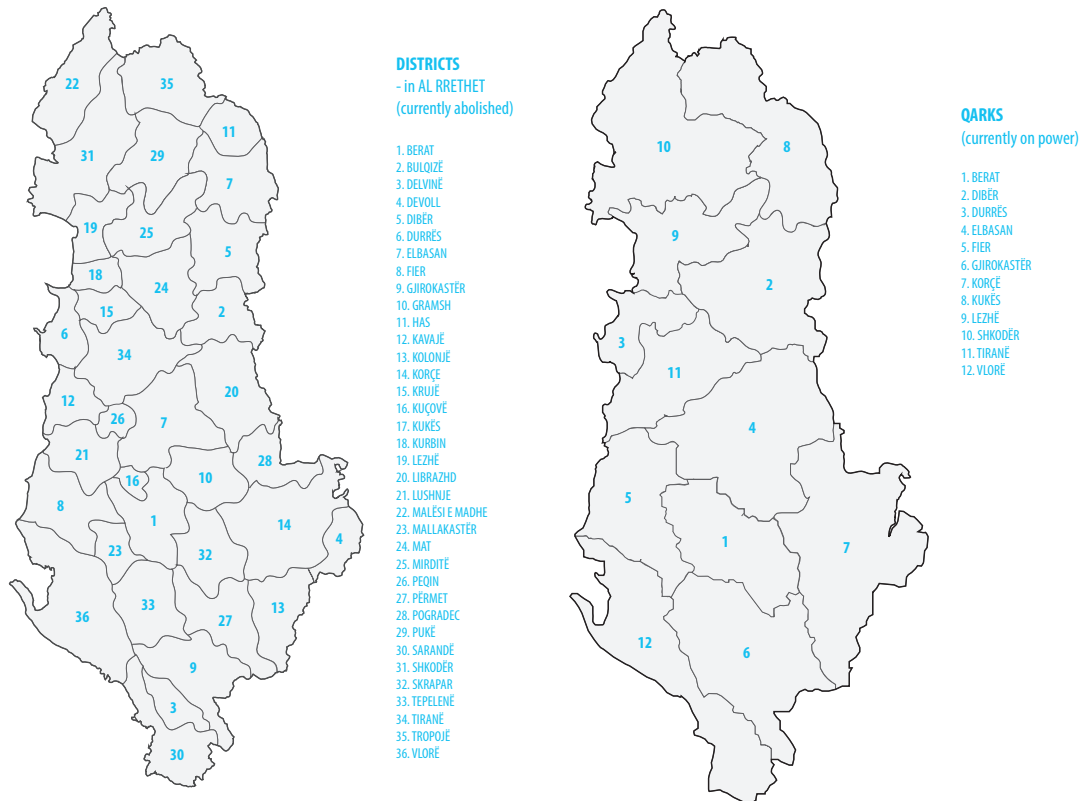


Figure 3, 4/A: Districts and Qarks of Albania / Source: Author

Appendix 7: 7.1.2 Approved informal areas at Qark Level.

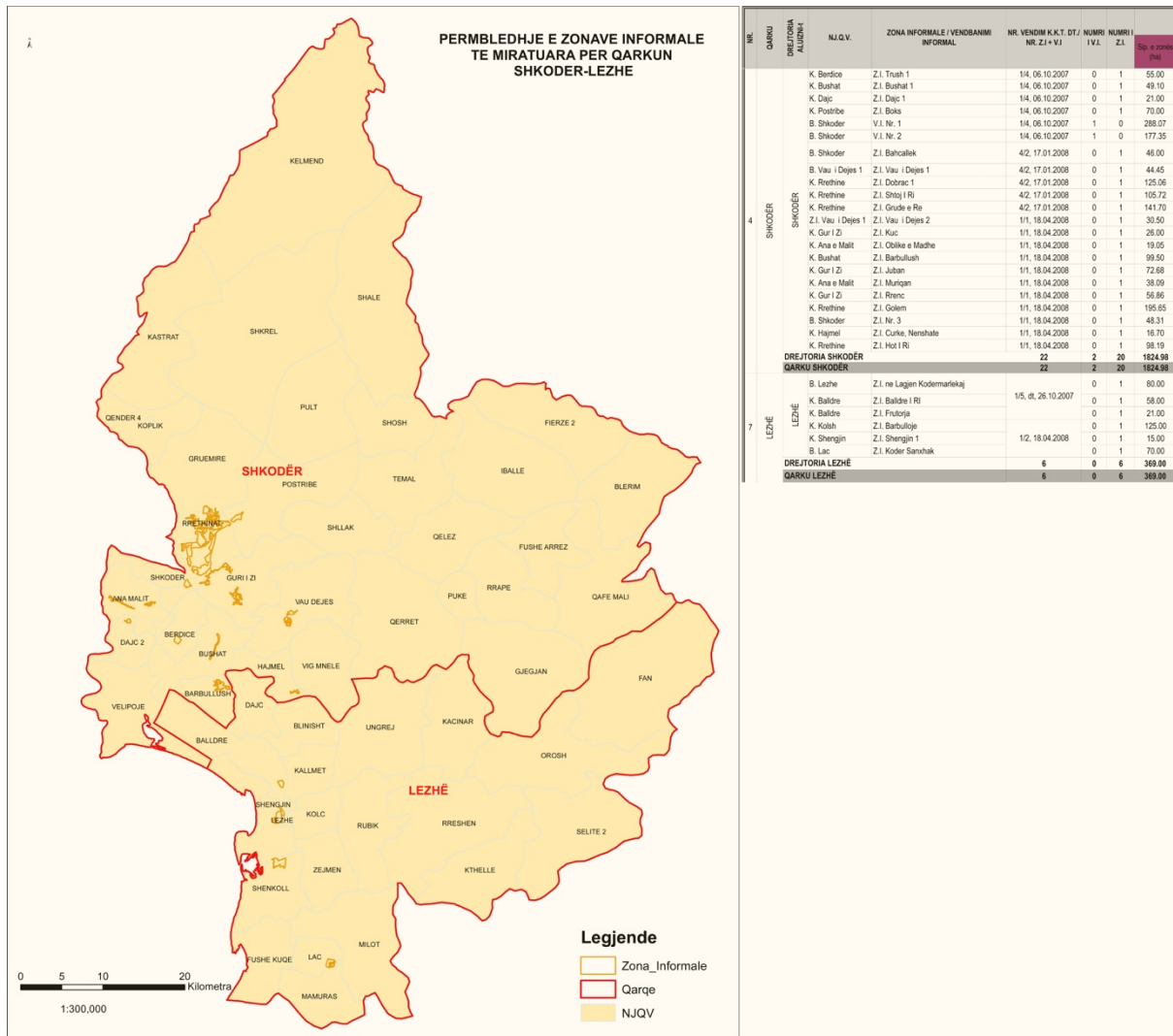


Figure 5/A: Approved Informal Areas for the Qarks of Shkodra and Lezha / Source: <http://www.ashk.gov.al>

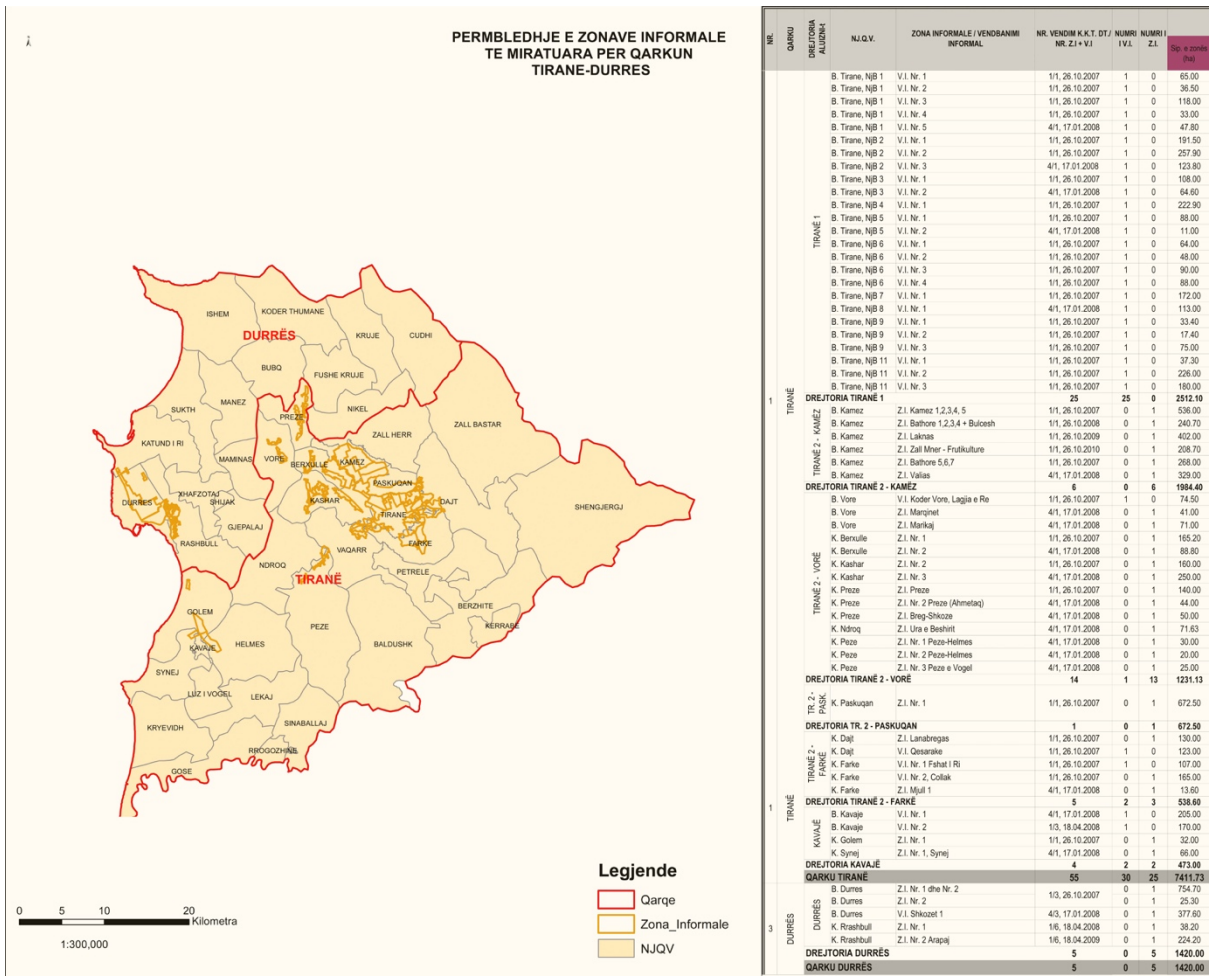


Figure 6/A: Approved Informal Areas for the Qarks of Durres and Tirana / Source: <http://www.ashk.gov.al>

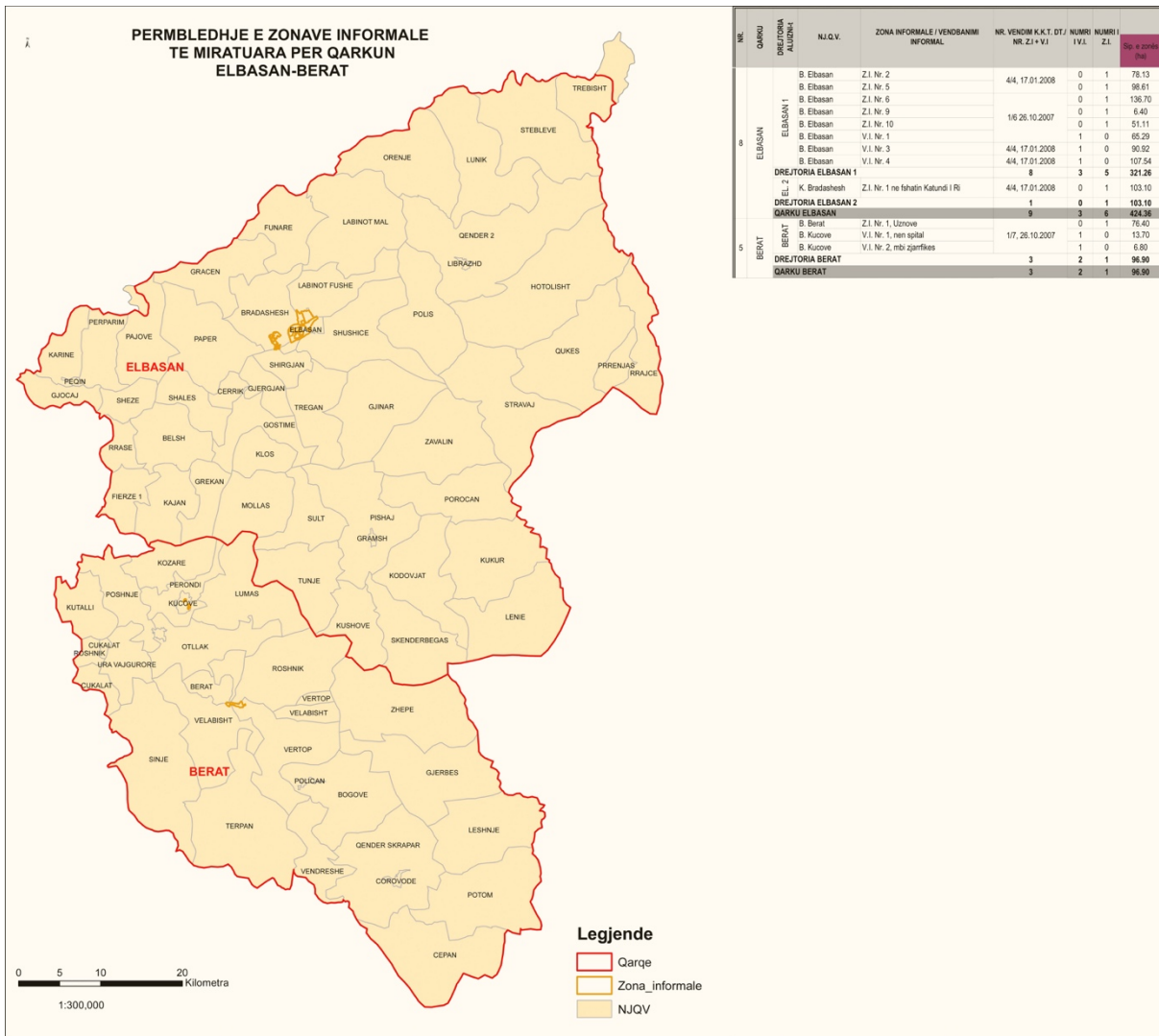


Figure 7/A: Approved Informal Areas for the Qarks of Elbasan and Berat / Source: <http://www.ashk.gov.al>

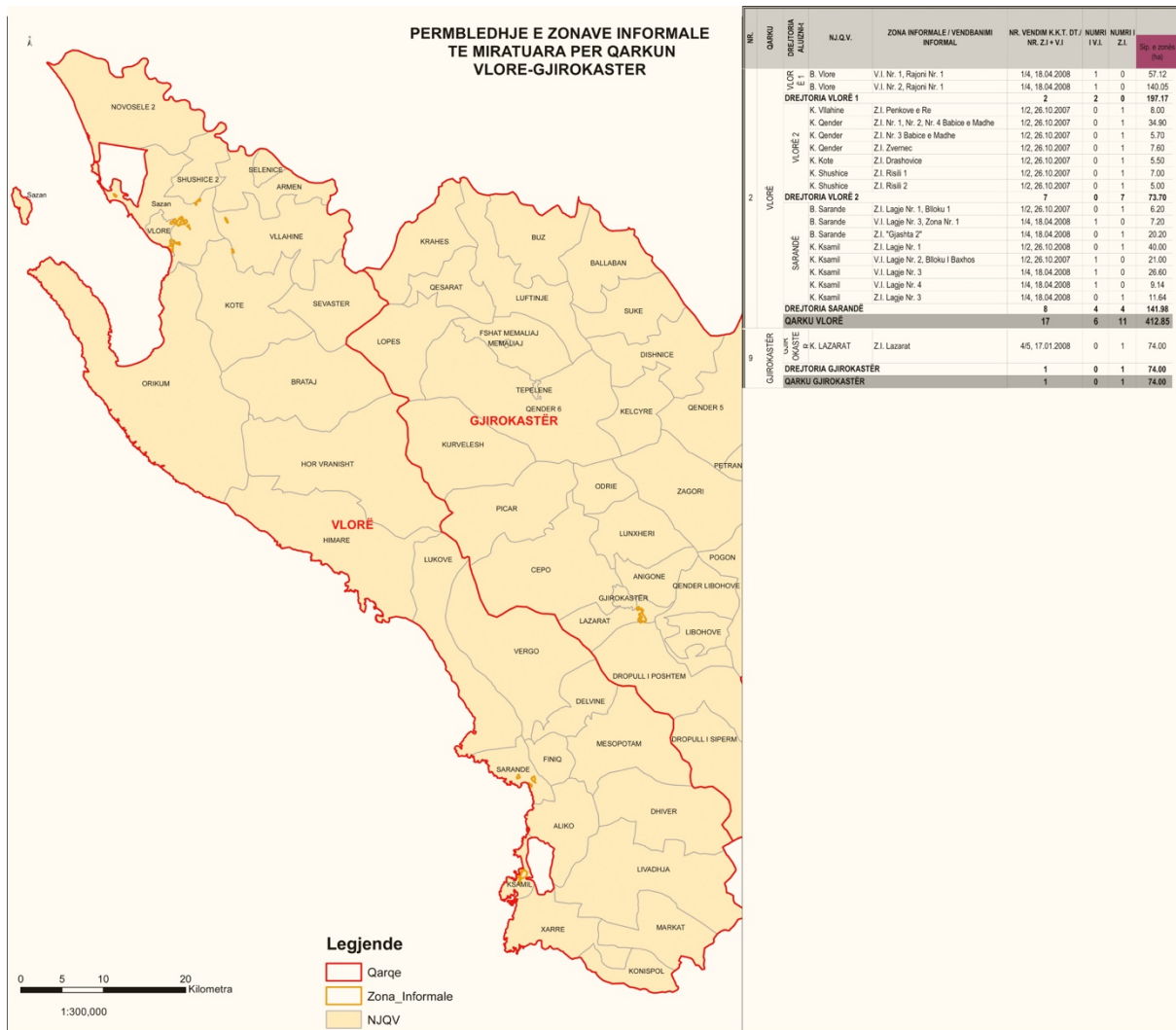


Figure 8/A: Approved Informal Areas for the Qarks of Vlore and Gjirokastra / Source: <http://www.ashk.gov.al>

Appendix 8: 7.2.1 Classification of Urban-Rural Areas

No.	City (Urban)	Municipality	Commune	District	Qark
1	BAJRAM CURRI	BAJRAM CURRI		TROPOJË	KUKËS 2BAJZË
	KASTRAT	MALËSI E MADHE		SHKODËR	
3	BALLSH	BALLSH		MALLAKASTËR	FIER
4	BERAT	BERAT		BERAT	BERAT
5	BILISHT	BILISHT		DEVOLL	KORÇË
6	BULQIZË	BULQIZË		BULQIZË	DIBËR
7	BURREL	BURREL		MAT	DIBËR
8	CËRRIK	CËRRIK		ELBASAN	ELBASAN 9
	ÇOROVODË	ÇOROVODË		SKRAPAR	BERAT
10	DELVINË	DELVINË		DELVINË	VLORË
11	DIVJAKË	DIVJAKË		LUSHNJË	FIER
12	DURRËS	DURRËS		DURRËS	DURRËS
13	ELBASAN	ELBASAN		ELBASAN	ELBASAN
14	ERSEKË	ERSEKË		KOLONJË	KORÇË
15	FIER	FIER		FIER	FIER
16	FIERZË		FIERZË	TROPOJË	KUKËS
17	FUSHË ARRËZ	FUSHË ARRËZ		PUKË	SHKODËR
18	FUSHË KRUIË	FUSHË KRUIË		KRUIË	DURRËS
19	GJIROKASTËR	GJIROKASTËR		GJIROKASTËR	GJIROKASTËR
20	GRAMSH	GRAMSH		GRAMSH	ELBASAN
21	HIMARË	HIMARË		VLORË	VLORË
22	KAM		BYTYÇ	TROPOJË	KUKËS
23	KAMËZ	KAMËZ		TIRANË	TIRANË
24	KAVAJË	KAVAJË		KAVAJË	TIRANË
25	KËLCYRË	KËLCYRË		PËRMET	GJIROKASTËR
26	KËRRABË		KËRRABË	TIRANË	TIRANË
27	KLOS	KLOS		MAT	DIBËR
28	KONISPOL	KONISPOL		SARANDË	VLORË
29	KOPLIK	KOPLIK		MALËSI E MADHE	SHKODËR
30	KORÇË	KORÇË		KORÇË	KORÇË
31	KRASTË		MARTANESH	BULQIZË	DIBËR
32	KRUIË	KRUIË		KRUIË	DURRËS

No.	City (Urban)	Municipality	Commune	District	Qark
33	KRUMË	KRUMË		HAS	KUKËS
34	KUÇOVË	KUÇOVË		KUÇOVË	BERAT
35	KUKËS	KUKËS		KUKËS	KUKËS
36	KURBNESH		SELITË	MIRDITË	LEZHË
37	LAÇ	LAÇ		KURBIN	LEZHË
38	LESKOVIK	LESKOVIK		KOLONJË	KORÇË
39	LEZHË	LEZHË		LEZHË	LEZHË
40	LIBOHOVË	LIBOHOVË		GJIROKASTËR	GJIROKASTËR
41	LIBRAZHË	LIBRAZHË		LIBRAZHË	ELBASAN
42	LUSHNJË	LUSHNJË		LUSHNJË	FIER
43	MALIQ	MALIQ		KORÇË	KORÇË
44	MAMURRAS	MAMURRAS		KURBIN	LEZHË
45	MANËZ	MANËZ		DURRËS	DURRËS
46	MEMALIAJ	MEMALIAJ		TEPELENË	GJIROKASTËR
47	MILOT		MILOT	KURBIN	LEZHË
48	ORIKUM	ORIKUM		VLORË	VLORË
49	PATOS	PATOS		FIER	FIER
50	PEQIN	PEQIN		PEQIN	ELBASAN
51	PËRMET	PËRMET		PËRMET	GJIROKASTËR
52	PËRRENJAS	PËRRENJAS		LIBRAZHË	ELBASAN
53	PESHKOPI	PESHKOPI		DIBËR	DIBËR

54	POGRADEC	POGRADEC		POGRADEC	KORÇË
55	POLIÇAN	POLIÇAN		SKRAPAR	BERAT
56	PUKË	PUKË		PUKË	SHKODËR
57	REPS		OROSH	MIRDITË	LEZHË
58	ROSKOVEC	ROSKOVEC		FIER	FIER
59	RRËSHEN	RRËSHEN		MIRDITË	LEZHË
60	RROGOZHINË	RROGOZHINË		KAVAJË	TIRANË
61	RUBIK	RUBIK		MIRDITË	LEZHË
62	SARANDË	SARANDË		SARANDË	VLORË
63	SELENICË	SELENICË		VLORË	VLORË
64	SHËNGJIN		SHËNGJIN	LEZHË	LEZHË
65	SHIJAK	SHIJAK		DURRËS	DURRËS
66	SHKODËR	SHKODËR		SHKODËR	SHKODËR
67	SUKTH	SUKTH		DURRËS	DURRËS
68	TEPELENË	TEPELENË		TEPELENË	GJIROKASTËR
69	TIRANË	TIRANË		TIRANË	TIRANË
70	ULËZ		ULËZ	MAT	DIBËR
71	URA VAJGURE	URA VAJGURE		BERAT	BERAT
72	VAU I DEJËS	VAU I DEJËS		SHKODËR	SHKODËR
73	VLORË	VLORË		VLORË	VLORË
74	VORË	VORË		TIRANË	TIRANË

Table 1/A: Urban areas defined by law in Albania/ Source: INSTAT, 2014/a, pp.21-22

Appendix 9: 7.2.2 Communes and Municipalities Typology – 2014

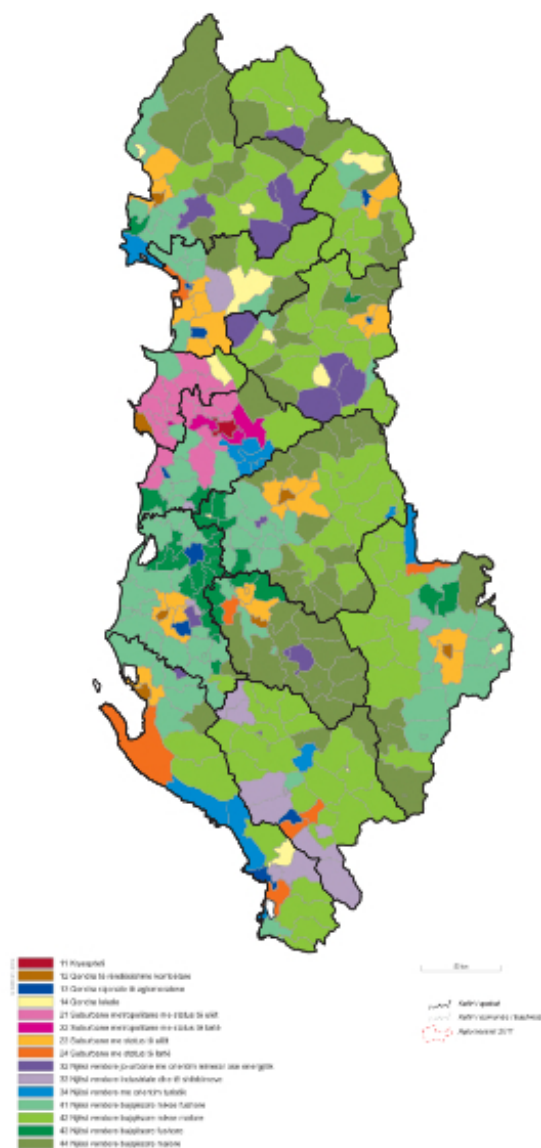


Figure X: 2010 and 2014 Typologies of Municipalities and Communes / Source: INSTAT, 2014/b, pp.35

Appendix 10: 7.2.2 Communes and Municipalities Typology – 2014

Code	Name	Qark's Center	District's Center	Population 2001	Population 2011	Average Yearly Change of Population 2001-2011	Individuals Active in Industry	Individuals Active in Services	% of Industry	Type
3414	Tiranë	X	X	341.453	418.495	2,1	24.441	104.862	18,9	Capital
601	Durrës	X	X	98.792	113.249	1,4	7.961	19.594	28,9	Center of National Importance
3611	Vlorë	X	X	77.652	79.513	0,2	5.011	13.652	26,8	Center of National Importance
704	Elbasan	X	X	86.148	78.703	-0,9	3.794	12.279	23,6	Center of National Importance
3212	Shkodër	X	X	83.274	77.075	-0,8	3.736	12.234	23,4	Center of National Importance
803	Fier	X	X	56.164	55.845	-0,1	3.150	9.792	24,3	Center of National Importance
1403	Korçë	X	X	55.017	51.152	-0,7	3.467	9.370	27,0	Center of National Importance
101	Berat	X	X	44.040	36.496	-1,9	2.197	5.821	27,4	Center of National Importance
1005	Gjirokastrë	X	X	20.601	19.836	-0,4	1.420	4.463	24,1	Regional Center
1705	Kukës	X	X	17.157	16.719	-0,3	252	2.591	8,9	Regional Center
1906	Lezhë	X	X	14.420	15.510	0,7	803	3.082	20,7	Regional Center
509	Peshkopi	X	X	14.017	13.251	-0,6	278	2.364	10,5	Regional Center
2114	Lushnjë		X	37.860	31.105	-2,0	1.201	5.350	18,3	Regional Center
2804	Pogradec		X	23.762	20.848	-1,3	737	3.983	15,6	Regional Center
1204	Kavajë		X	24.776	20.192	-2,0	708	2.921	19,5	Regional Center
3005	Sarandë		X	15.247	17.233	1,2	1.288	3.604	26,3	Regional Center
1802	Laç		X	19.424	17.086	-1,3	304	1.640	15,6	Regional Center
1602	Kuçovë		X	18.038	12.654	-3,5	569	1.691	25,2	Regional Center
1505	Krujë		X	13.075	11.721	-1,1	1.550	1.702	47,7	Local Center
2409	Burrel		X	12.123	10.862	-1,1	181	1.740	9,4	Local Center
2505	Rrëshen		X	11.447	8.803	-2,6	132	1.165	10,2	Local Center
901	Gramsh		X	10.533	8.440	-2,2	177	1.385	11,3	Local Center
201	Bulqizë		X	10.454	8.177	-2,4	62	763	7,5	Local Center
2302	Ballsh		X	9.154	7.657	-1,8	655	1.060	38,2	Local Center
2002	Librazhd		X	7.216	6.937	-0,4	210	1.688	11,1	Local Center
2604	Peqin		X	7.267	6.353	-1,3	121	915	11,7	Local Center
401	Bilisht		X	6.729	6.250	-0,7	485	995	32,8	Local Center
1104	Krumë		X	6.378	6.006	-0,6	45	543	7,7	Local Center
2705	Përmet		X	7.726	5.945	-2,6	310	1.146	21,3	Local Center
302	Delvinë		X	6.421	5.754	-1,1	326	744	30,5	Local Center
3501	Bajram-Curri		X	6.546	5.340	-2,0	46	868	5,0	Local Center
3310	Tepelenë		X	6.539	4.342	-4,0	136	942	12,6	Local Center
3103	Çorovodë		X	6.755	4.051	-5,0	99	762	11,5	Local Center
1303	Ersekë		X	5.499	3.746	-3,8	84	778	9,7	Local Center
2204	Koplik		X	3.126	3.734	1,8	89	473	15,8	Local Center
2906	Pukë		X	4.579	3.607	-2,4	49	745	6,2	Local Center

Table 2/A: Centers, their Population, Institutional Status, Economic Activity and Type / Source: INSTAT, 2014/b, pp.16

Appendix 11: 7.2.2 Communes and Municipalities Typology – 2014

Agglomerations 2011		No. of LAU per Agglomeration		Population (the new definition of Agglomerations)		Population Change 2001 - 2011
		2001	2011	2001	2011	
3414	Tiranë	13	16	530.528	705.369	2,9
601	Durrës	9	9	177.778	201.515	1,3
704	Elbasan	5	5	118.591	112.499	-0,5
3212	Shkodër	2	3	108.407	107.164	-0,1
803	Fier - Patos	5	6	110.621	96.404	-1,4
3611	Vlorë	2	3	94.524	92.637	-0,2
101	Berat - Kuçovë	5	5	94.238	74.605	-2,3
1403	Korçë	3	3	71.082	65.755	-0,8
1906	Lezhë	3	5	41.777	46.591	1,1
1802	Laç	3	3	48.263	40.831	-1,7
2804	Pogradec	2	2	37.084	36.535	-0,1
2114	Lushnjë	1	1	37.860	31.105	-1,9
1204	Kavajë	2	2	31.421	25.226	-2,2
509	Peshkopi	3	3	29.755	24.490	-1,9
1005	Gjirokastër	3	3	24.980	23.635	-0,6
1705	Kukës	3	3	24.990	23.116	-0,8
3005	Sarandë	0	2	17.915	21.082	1,6
Urban Albania		64	74	1.599.814	1.728.559	0,8

Table 3/A: Urban Areas – Agglomerations and Population according to the new definition / Source: INSTAT, 2014/b,

pp.26

Appendix 12: 8.4.2 Spatial Typologies that define the relationship among household units and their spatial distribution in territory.

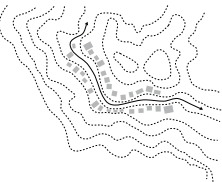
1. Branched out



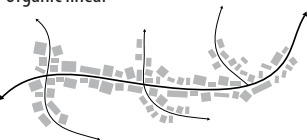
2. Linear



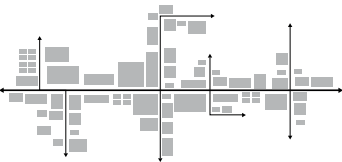
3. Linear in terraces



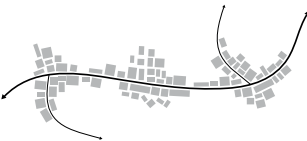
4. Organic linear



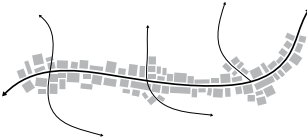
5. Linear in grids



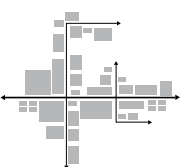
6. Linear in satellites



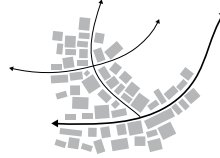
7. Linear and branched out



8. Gridded



9. Organic



10. Centralized organic



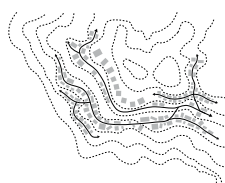
11. Branched out organic



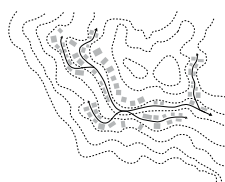
12. In terraces



13. Branched out in terraces



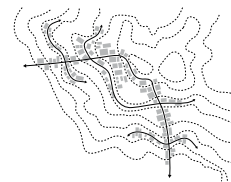
14. Branched out organic



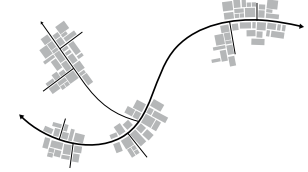
15. Branched out satellites



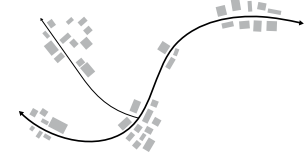
16. Radial in terraces



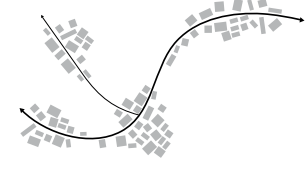
17. Gridded satellites



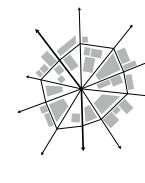
18. Dispersed satellites



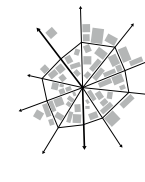
19. Organic satellites



20. Radial



21. Organic radial

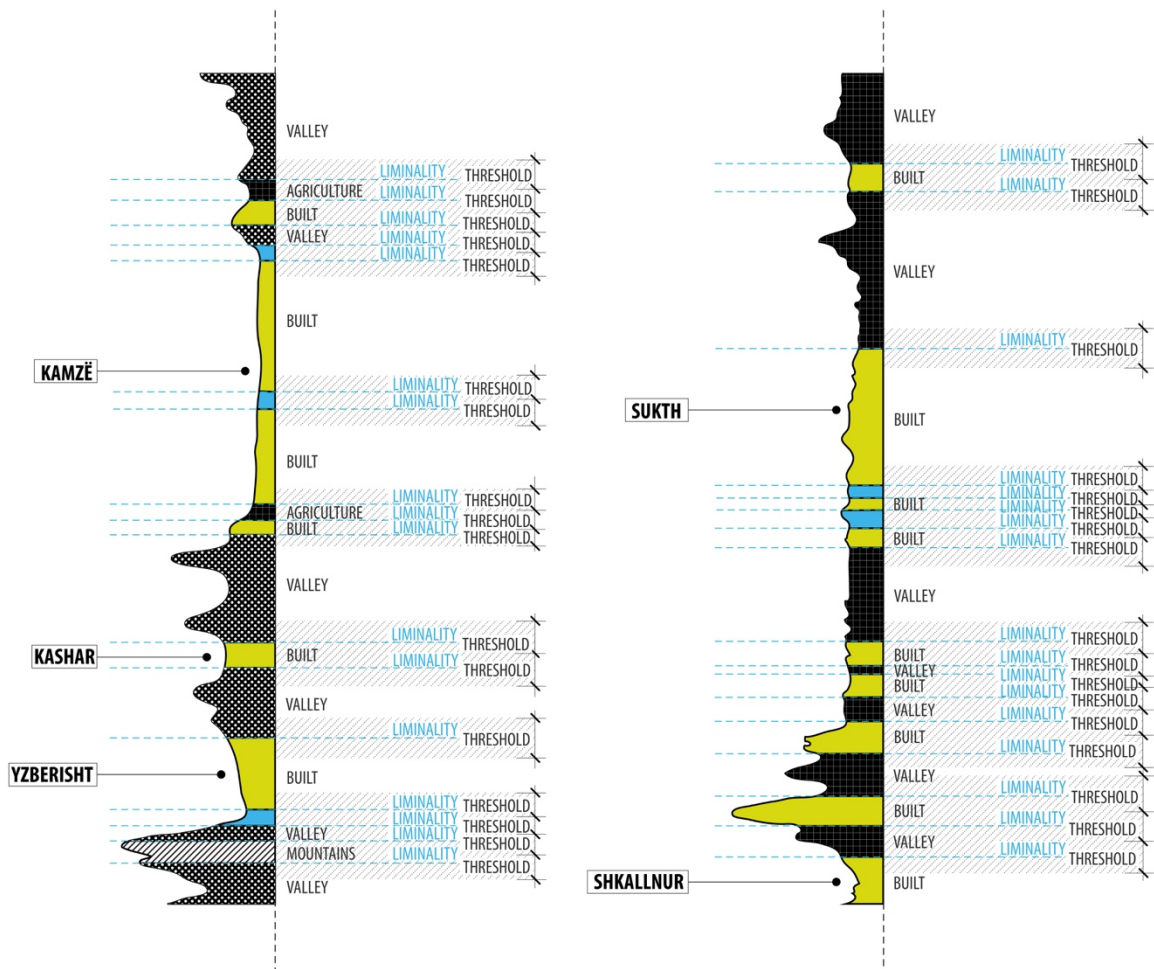
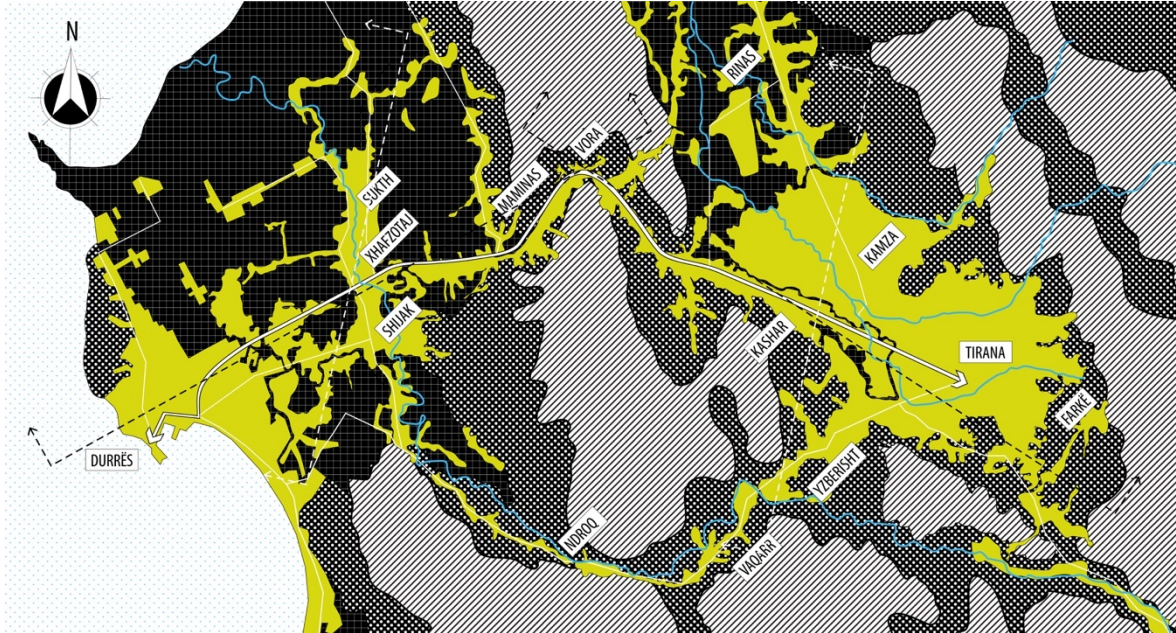


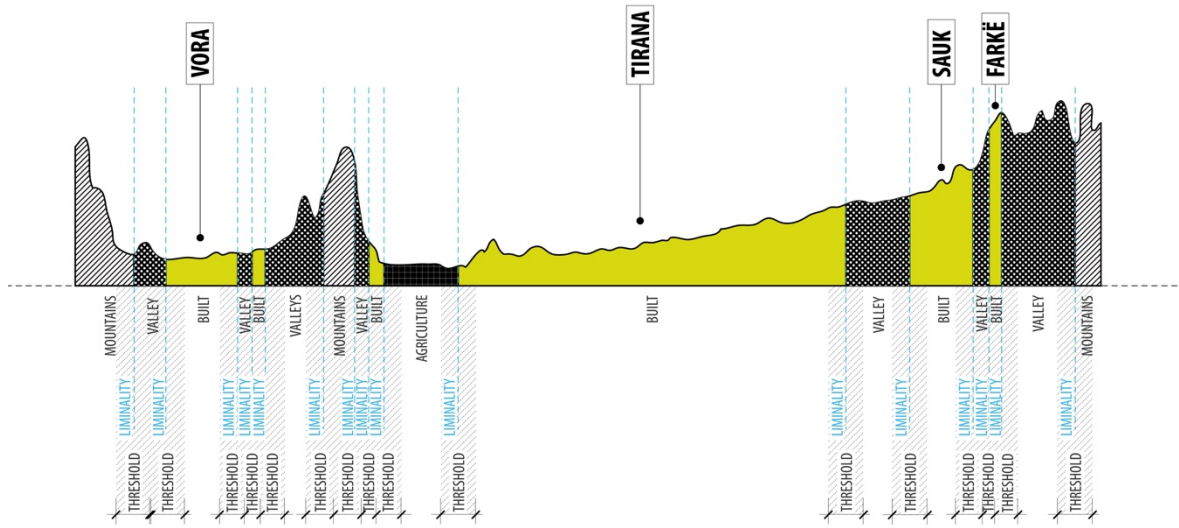
22. Branched out radial



Appendix 13: 9.1.2 Analysis on the Production of Liminal Spaces (Map of Analysis at Regional Scale and Illustrative Sections)

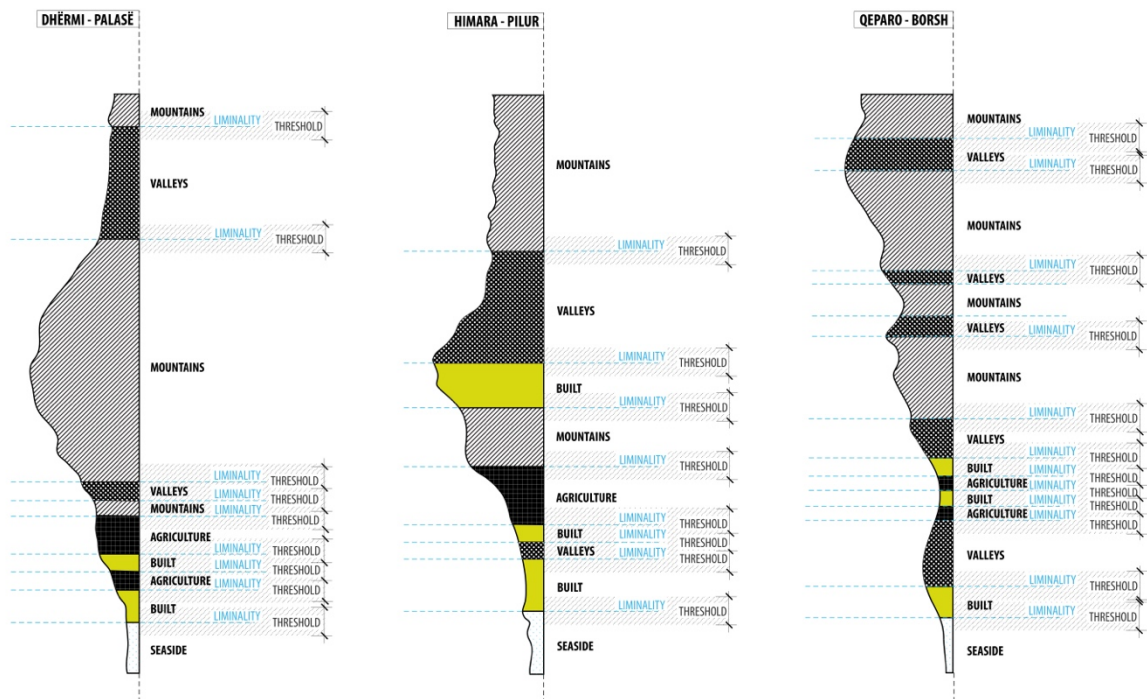
- **DURANA: A Corridor Development Model**





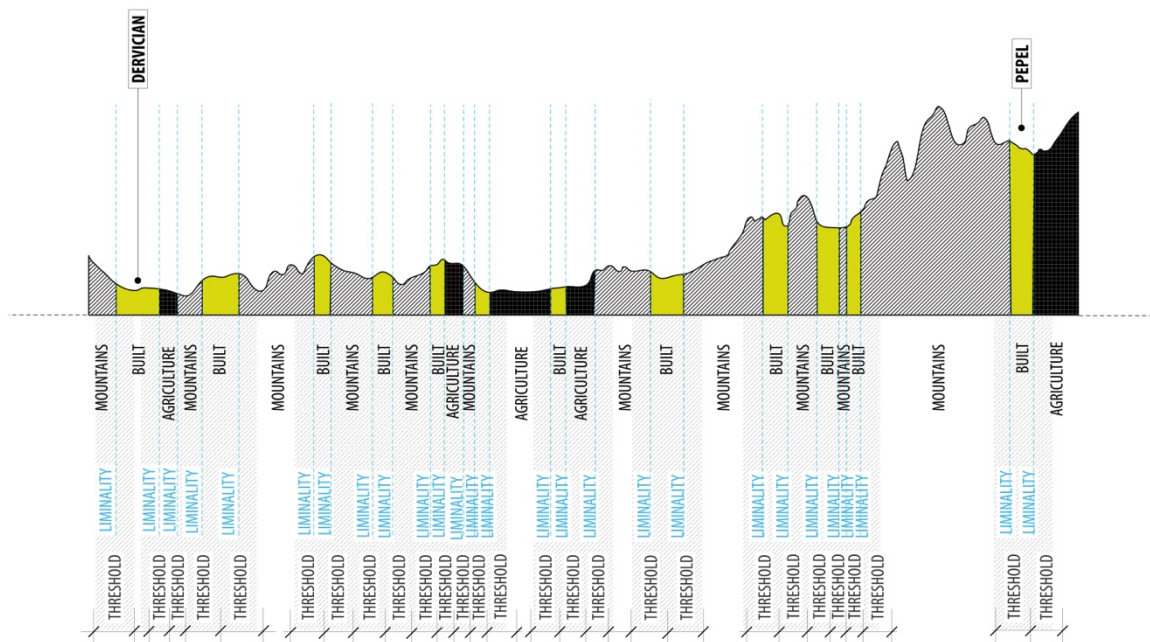
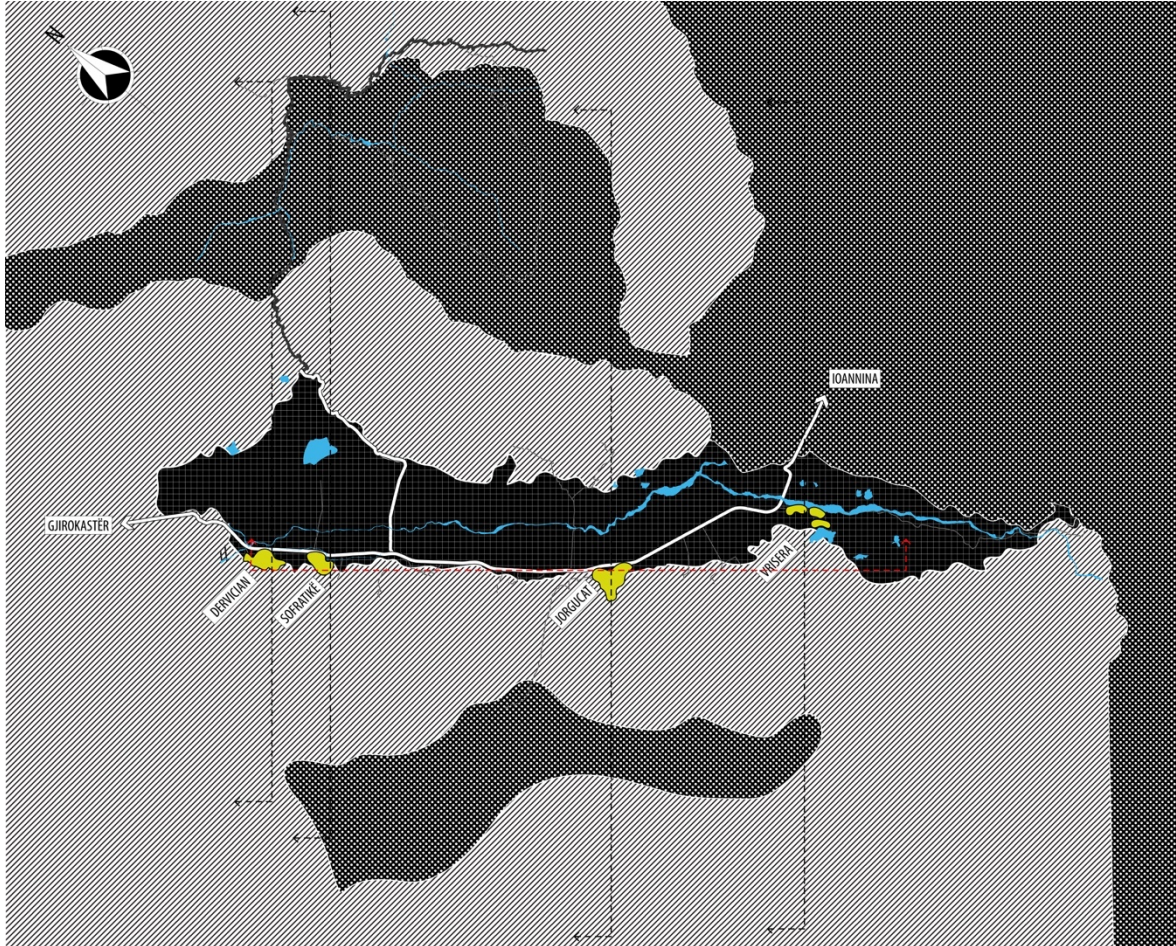
Appendix 14: 9.1.2 Analysis on the Production of Liminal Spaces (Map of Analysis at Regional Scale and Illustrative Sections)

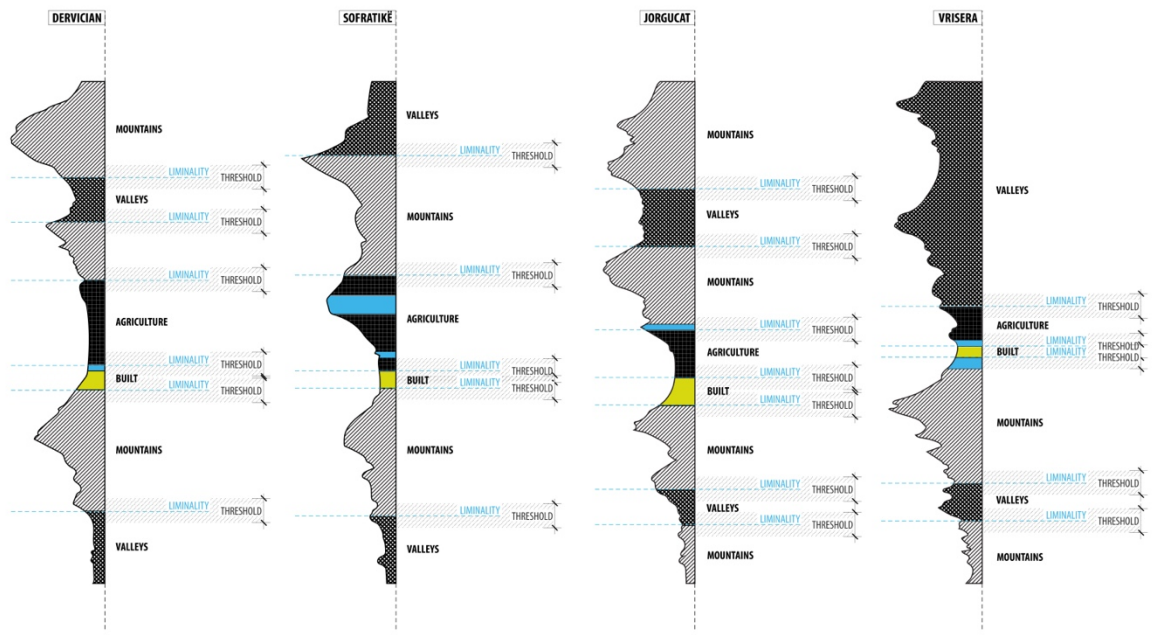
- **RIVIERA: An Archipelago of Towns and Villages**



Appendix 15: 9.1.2 Analysis on the Production of Liminal Spaces (Map of Analysis at Regional Scale and Illustrative Sections)

- **DROPULL: A Linear City**





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