

Vitality in Urban Waterfront Public Spaces: The Case of Laguna, Famagusta

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ABSTRACT

This research deals with urban issues and the factors which contribute to the vitality of public spaces, with particular focus on urban waterfront public spaces. Topics dealing with successful public spaces and the revitalisation of waterfront spaces have been explored much by different authors and scholars; however, there is a gap in research that deals specifically with the vitality of waterfront public spaces. Keeping this in mind, the study has its focus on the historically unique waterfront of Famagusta, Laguna Beach, which was once a tourist hotspot but has shown significant decline in its activity since the war broke out in 1974 causing the division of the island and the closure of the Varosha district whose coastline included this waterfront.

The question which this research looks to answer is concerned with identifying guidelines which can be implemented to contribute to the vitality of a waterfront space in a conflicted zone such as in the case of the Laguna Beach. This will be based on the general ideology that in order to achieve vitality of the waterfront space, issues concerning accessibility, activity, diversity and security, amongst others, must be taken into account when attempting to alleviate problems. The research methodology is qualitative; specifically case study research method where observation, analytical maps, interviews, and a study of non-governmental organization online platforms are used as means of data collection. This study adds to the body of knowledge on the vitality of Famagusta waterfronts in particular.

Keywords: Famagusta, Laguna Beach, Vitality, Urban Waterfront, Public Spaces

ÖZ

Bu araştırma kentsel odaklı olup, liman, kıyı şeridi, sahil gibi kamusal alanların canlandırılması üzerine temellenir. Bu konuda yapılan kaynak taramasında, çeşitli yazar ve bilim insanlarının tarihi kıyı alanlarının yeniden işlevlendirilmesini hedefleyen başarılı örnekleri üzerine odaklandığı gözlemlenmektedir. Diğer kıyı alanlarının canlandırılmasına ilişkin yeterli araştırmanın olmaması, bu araştırmayı özgün kılmaktadır. Bu çerçevede tez, yakın geçmişte önemli bir turizm çekim noktası olan ancak 1974 yılında adada yaşanan savaş ile birlikte, parçası olduğu Maraş kentinin boşaltılması ile önemini ve dolayısı ile çekiciliğini yitiren Laguna sahil bölgesini incelemektedir.

Bu alanın yeniden canlandırılmasına yönelik kılavuz bilgilerin ne olması gerektiğini irdelleyen araştırma, Laguna sahil bölgesi gibi çatışma sonrası bozulmaya uğrayan kıyı alanlarına odaklanır. Bu anlamda erişilebilirlik, işlev, çeşitlilik ve güvenlik konularını detaylı inceleyen çalışma, bu anahtar kelimeler çerçevesinde öneriler geliştirmeyi hedefler. Gözlem, analitik harita, ve ilgili birey, kurum ve kuruluş ile karşılıklı görüşme gibi niteliksel araştırma yöntemlerini esas alan araştırma, özellikle bu konuda derin araştırmaları olan sivil toplum örgütlerinin birikimlerinden de faydalanmaktadır. Çalışma, Laguna sahil bölgesinin yeniden canlandırılmasına ilişkin öneriler sunarken, Mağusa'daki kıyı şeritlerinin canlandırılmasına yönelik bilgi birikimine de katkı koymaktadır.

Anahtar Kelimeler: Mağusa, Laguna Sahili, Canlı kentler, Kıyı Alanları, Kamusal Alanlar

To my dear mother

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Chapter 1

INTRODUCTION

1.1 Background of the Study

Public spaces within the urban context are entities which most urban designers and other experts in relevant fields are concerned with when addressing urban issues; because it is in these spaces where the essence of the city is felt through the interaction of people. In addition to giving the city character and aesthetic appeal, public spaces also contribute to building civic identity and culture; they encourage and give a sense of community; and they are able to drive the economic growth of a place when they are well managed (Carmona et al, 2003).

According to Carr (1992) public open spaces fall within four categories which include; streets; squares or plazas; parks; playgrounds and recreational areas; and waterfronts. From these categories, the waterfront public spaces are different because they are spaces of specialized transition that occur at a natural interface between water and land and they are beneficial to the urban environment within which they belong (Giovinazzi, 2010). Their importance lies in their ability to attract people from the sea into the city, as well as allow people the opportunity to interact with one another and with the natural environment.

Additionally according to Giovinazzi (2010), spaces on the waterfront are currently under much interest in terms of their redevelopment and relationship to the city.

The waterfront also has psychological benefits, that is, they give a strong sense of serenity, people are able to clear their minds and relax when spending time or exercising near the water; and they encourage a direct interaction between people and the natural environment. Furthermore, these spaces on the edge of the water at most times offer leisure with a beautiful view. (Conlon, 2017)

Some waterfronts are privately owned but it is vital that waterfronts are accessible to the general public, especially those which occur within an urban context that is, in a city or town, such as those found in Famagusta. In a similar manner as all the other public spaces within the city, waterfront public spaces also belong to the city and its citizens and should not be exclusive. For instance, a part of the Laguna waterfront is privately owned by the Arkin Palm Beach Hotel which is one of the buildings which were part of Varosha but did not get included in the prohibited zone.

However, according to Vimawala (2015), waterfronts are sometimes disconnected from the network of public spaces in the city and at times they are not easily accessible from the city, which leads to reduced activity and liveliness of the waterfront, and thereby affecting the vitality of the space. For these reasons, the main focus of this research is on waterfront public spaces found in an urban environment and issues affecting their vitality. With this in mind, the study seeks to understand the role of the waterfront to the city in terms of its vitality, with specific interest on the Laguna Beach in Famagusta.

In order for any public space to be vital; with the Laguna Beach as no exception, there must be a clear and working relationship between the components of vitality which are quite numerous according to several authors such as Montgomery (1995),

Paumier (2010), Ravenscroft (2000), and Rastegar, Ahmadi & Malek (2014). However in order to avoid repetition, this study uses a table developed by Kordjazi & Mirsaedy (2014) in which they determined the components which most authors referred to as contributors to vitality; as a guide for selecting the main components which are; accessibility, activity, diversity, and security.

It must be understood that these are not the only components of vitality; however some of them appear more frequently than all the others in different publications, as highlighted by Kordjazi & Mirsaedy (2014) in their research and some were chosen by the author for their relevance to the research. Although these are distinct components, the overall vitality of a public space cannot be achieved when even just one of them is lacking; and based on preliminary site studies done by the author, the Laguna Beach is seen to be lacking in most of these components.

When considering the local situation, Onal, Dagi, & Doratli (1999) mention that the problems that the city of Famagusta is faced with include a lack of well-defined public spaces and areas with green infrastructure, and last but not least the public spaces lack character, and more specifically, the waterfront spaces offer the public little visual and physical accessibility to the sea from within the city, that is, neither vehicles nor pedestrians can enjoy a satisfying view of the sea from inland. In the same way, one cannot enjoy a view of the city when arriving from the sea.

The coastline also lacks continuity due to the several interruptions which occur on it; such as the military base, the old harbor which is not currently accessible to the public and the uninhabited district of Varosha which the public cannot access. Additionally the Old Walled city is an historic urban quarter which has shown

decline over the years since the development occurred away from the walled city (Onal, Dagli, & Doratli, 1999) and its decline may have had an impact on the vitality of the Laguna region as they are in close proximity to one another.

Furthermore, (Onal, Dagli, & Doratli, 1999) mention the changes that Famagusta has undergone which were caused by several factors – political, physical, socio-economic, as well as cultural – which had an impact on its development over the years. They state that before the war in 1974, Famagusta was a prominent point for tourism as well as trade and it served around 120 000 people including the citizens, with the recreational, administrative, educational as well as commercial activities. However, the current situation is different, especially in the Varosha¹ district which hosts the Laguna Beach as part of its coastline which once contributed significantly to the tourism of the city.

Though Famagusta hosts several beaches, the Laguna is a point of interest due to its proximity to two of the city's important urban quarters; the Walled City and the Varosha district. As stated before, this coastline used to be part of Famagusta's (and Cyprus as a whole) major tourist attraction zone before the war in 1974 but currently most of it is closed off as part of Varosha. Though this may be the case, there is still potential for this waterfront public space to add to the vitality and character of the city as a whole.

This potential lies in considering change which may be achieved in three possible scenarios; short-term being that the Laguna Beach and its immediate context is

¹ The terms Varosha and Maras may be used interchangeably in the thesis; Varosha has Greek roots and Maras is the Turkish translation.

rejuvenated while it remains in its current physical state; mid-term in addition to the previous scenario, would be the continuation of the Famagusta coastline by the revitalization of the old harbor into a marina; and long-term being the reopening of Varosha which would continue the coastline in reconciliation with the southern part of the island.

1.2 Problem Definition

There is a lot of research covering topics concerning the vitality and/or successful design of public spaces, and the revitalization of waterfront spaces which deal mostly with port zones; however the issues specifically looking at the vitality of urban waterfronts which are in conflict zones, particularly the Laguna Beach of Famagusta are not studied enough. There is a gap in the research done specifically in regard to this; this is the research problem that this study deals with.

The Laguna Beach in Famagusta is an intriguing part of the city's coastline because it neighbors a ghost town (Varosha) which is fenced off from the city and is in structural decay. The development and vitality of this waterfront as well as that of the city were affected by the aftermath of the war in 1974 which was caused by political conflicts and led to the division of the island. Though this is the case, there could be measures that may potentially be implemented now to counter the negative impact of this division without waiting for political solutions, so as to allow citizens and inhabitants of Famagusta to enjoy the Laguna Beach. However the problem lies in the fact that these measures are not there.

From preliminary readings, a newspaper article from The Telegraph (2014) mentions that the Varosha waterfront – which the Laguna Beach is a part of - was once a

thriving tourist spot on the Famagusta coastline, but the war had detrimental effects on it. Currently, this waterfront space lacks both visual and physical accessibility from the city; there has been a significant decline in its liveliness since the closing of Varosha in 1974; there is a lack of variety in the activities (both cultural and recreational) and uses on this coastline; the constant military surveillance may make it an uncomfortable space for some people; hence the beach does not attract a wide variety of users due to these issues. Fundamentally, the Laguna Beach lacks vitality.

Contributing to these issues is the fact that the development of the city was interrupted and there was no masterplan guiding the growth of Famagusta and therefore most of these issues which could have been addressed by it still. It is important however to realise and acknowledge that such issues have posed a threat to the vitality of this waterfront as a public space.

For instance, for a waterfront public space to retain its vitality, there needs to be access from and to the mainland to allow various users into the space; and to keep these users interested in the space, it is necessary to have different activities and functions which are able to adapt with the changes through time. The waterfront is also an urban entity which can be used to celebrate the cultural and civic identity of the city at large (Karami; Fakhrayee; Karami, 2015).

In an attempt of alleviating these problems, this study takes the stance that through a clear understanding of the different aspects contributing to vital waterfronts, it became more apparent that even though this waterfront requires overall improvement, those problems which are more social and cultural in their nature could be addressed in a shorter period of time than those which are political,

economic or physical. From this understanding, one may develop criteria which could be used towards improving the vitality of Laguna Beach and its immediate context, and where applicable could be used on waterfront development elsewhere.

1.3 Research Question

Through preliminary research the study recognised that the vitality of Laguna Beach is lacking. Hence the main question that the research seeks to answer is; “How can vitality be achieved in waterfront public spaces which are in conflicted zones?”

And to add on to this main question, other questions may be:

- How do waterfront public spaces contribute to the overall vitality of the city?
- What are the components contributing to the vitality of waterfront public spaces?
- How does Laguna Beach comply with these identified components of vitality?
- Considering the history of Laguna Beach, what are the specific components which may need more attention, and which would require the least attention?
- What could be the short-term, mid-term and long-term possible scenarios towards improving the vitality of Laguna Beach?

1.4 Methodology

Qualitative research was used to carry out this research; specifically case study research which is based on the Laguna Beach and its immediate context. Different data collection techniques were used and the data analysis was done accordingly. These techniques include: qualitative observation, analytical maps, interviews, and document study which included platforms such as Hands on Famagusta (HoF) and the Famagusta Eco-city Project which are sources related to the context under study.

The above mentioned sources for documentary study are online platforms which engage on issues specific to Famagusta. Hands on Famagusta platform was chosen because it covers topics about wide waterfront public spaces for the city, some which are directly related to Laguna Beach. It also allows officials and the public in general to engage on the different issues brought up, so the author was able to gather more data on the different views that the various participants have.

The Famagusta Eco-city Project on the other hand is directly related to Varosha and how upon its reopening, it could be used as a starting point to transform Famagusta into an eco-friendly city. The project is made up of a team of Cypriot as well as non-local experts who were interested in partaking in it.

Field Study

This research focuses on the Laguna Beach as a point of interest along the coast of Famagusta considering its historical background as a habitable part of the coastline of a ghost town, and its location close to the uninhabited Varosha district, and the Walled City with the old harbor, which are two of the city's historically significant urban quarters.

1.5 Research Limitations

This research is mainly concerned with public open spaces on the waterfront and the ideals by which they may be considered as vital waterfront spaces. The primary focus is on establishing a set of guidelines which are policy-based by which the Laguna Beach may regain its vitality as a public open space on the waterfront, with particular regard to those issues which can potentially be alleviated in shorter time; which in this case are those which are social and cultural in their nature. However,

the study considers some scenarios which address the potential alleviation of the environmental and economic issues as well.

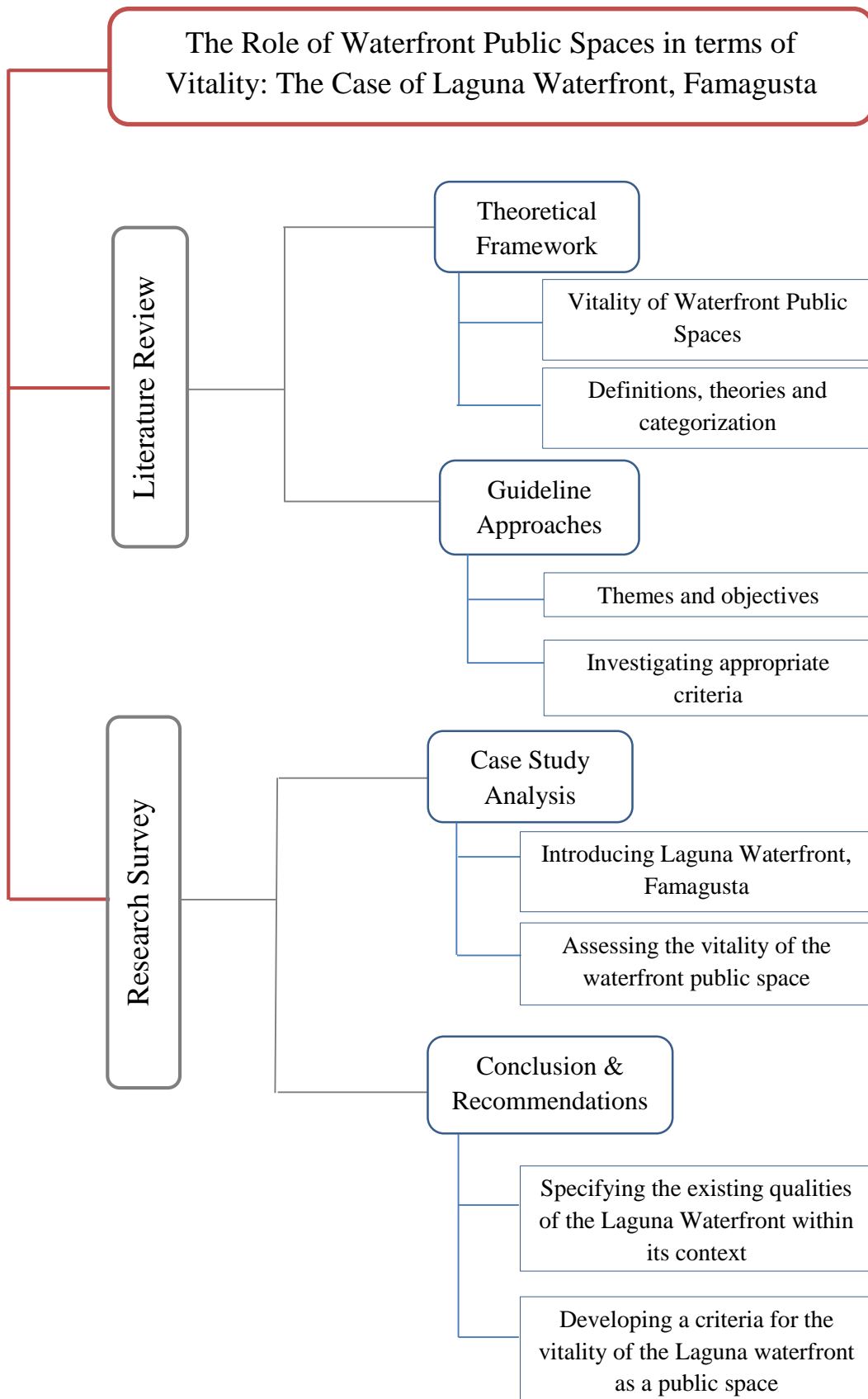
1.6 Structure of the Thesis

The structural outline of the paper is in two main parts;

After the introduction, the study presents a literature survey in order to define and understand general concepts and themes which are based on waterfront spaces, then focuses specifically on the vitality of waterfront spaces. These are explored under the main title, “Vitality of Waterfront Public Spaces” and the subtitles; “Waterfront Public Open Spaces”, “The Urban Waterfront” and “The Significance of Vitality in Creating Successful Waterfront Public Spaces”.

The second part covers the research survey which analyses the case study according to the relevant themes and topics which are identified from the literature review. The research then discusses the implications of the results and draws conclusions and suggests recommendations which are specific to the case study. Fundamentally, every waterfront may have guidelines which are specific to them. The diagram below gives the general structure of the paper;

Table 1.1. General structure of thesis



Chapter 2

SIGNIFICANCE OF WATERFRONT PUBLIC SPACES TO THE CITY

In this chapter, the study discusses urban waterfront public spaces and their importance to the overall vitality of the city. First, the research discusses waterfronts as public open spaces and what makes them successful; then it defines the urban waterfront while highlighting the different categories of waterfronts along with their examples; in addition the research looks into the definition of the term vitality as well as the various components contributing to the vitality of waterfront public spaces.; the chapter then concludes with a summary.

2.1 Waterfront Public Open Spaces

In the development of cities over time, the public realm has always been an important aspect of the urban environment. This importance is mainly connected to the idea that human beings are social beings and therefore social interaction and cultural exchange are of great benefit to their development psychologically and socially. Although this research is primarily concerned with waterfront public spaces, it is important to understand them as distinctive parts of a broader network of public open spaces in the city.

2.1.1 Classification of Public Open Spaces

Public open spaces are defined and categorised differently according to different criteria. Nochian et al (2015) categorises public open spaces using either typology or classification. With typology, the spaces are categorized based purely on their type

without any attachment to their characteristics. For example public open spaces may be categorised into four different types;

- Squares/plazas
- Streets
- Playgrounds/parks or recreational areas
- Waterfronts

(Carr, 1992; Moughtin, 2003; Woolley, 2003)

Although these types of public open spaces are mentioned above, the study will only concentrate on the waterfront public spaces and their characteristics because of their relevance to this research.

According to Shaziman et al (2010), waterfronts can be defined as pieces of land which border a water body or those which are next to an area of water. For the purpose of this study it is important to understand that the waterfronts being discussed here are urban waterfronts, those which are or may have the potential to be part of the larger network of urban public spaces within the city, such as the one shown on *Figure 2.1.* below.



Figure 2.1. Shanghai's Bund along the Huangpu River after restoration
(Source: URL 1)

Walzer (1986) asserts that public spaces on the waterfront as well as those that are in the mainland are those parts of the urban context which are shared with strangers, that is, people who are not work associates, friends, or relatives. Considering this fact, it follows therefore that the planning, design and management of these spaces is quite delicate and should be done with consideration of a lot of factors in order to make them suitable for the public at large. From this understanding of public open spaces in general, one should then understand the urban waterfront and the different kinds that the city may have.

2.2 The Urban Waterfront

Waterfronts are different from other public open spaces mainly because of their physical nature. As mentioned before they are transitional spaces between land and water; they have two extremely distinct natural edges with or without human interference (Giovinazzi, 2010), unlike the other kinds of public spaces which are defined by human intervention, hence this research focuses on waterfronts.

A considerable amount of research has been done on contemporary urban issues concerning open public spaces in different cities of Cyprus by scholars and academicians. Most of this research however, is focused on public spaces such as squares and streets and their sustainability or success but not on waterfronts on the coastline of Famagusta. For instance, Jalaladdini & Oktay (2012) did research with the title, “Urban Public Spaces and Vitality: A Socio-Spatial Analysis in the Streets of Cypriot Town” concerning the vitality of urban public spaces and in their research categorized these urban public spaces into only two forms which are; a) squares/plazas and b) streets.

However, a few researchers such as Oktay (2000) and Tavangaran (2015) have done research on waterfronts; the former was research focused on the impacts of tourism on Girne's (one of the port cities in Cyprus) waterfronts, with the title, "Evaluation Of Impacts Of Tourism At The Coastal City Of Girne". Whereas the latter and closer to this study in nature was concerned with the quality of recreational beaches in the city of Famagusta with the title, "Questioning the Quality of Recreational Beaches: The Case of Famagusta, North Cyprus".

For example, Tavangaran (2015) did extensive research on the classification of waterfronts and the different characteristics which they should possess in order to be successful; highlighting that if designed according to a set of qualified principles and with enough services and various functions, these spaces may be of great benefit to their urban regions. In another approach to waterfront spaces, Oktay (2000) stated that coasts or waterfronts are unique spaces in the city economically; in the sense that ports or harbours host facilities which capture large volumes of money associated with waterborne commerce and that the coast is generally attractive for resort and as vacation destinations.

Waterfront spaces occur in different kinds of settings including both rural and urban environments. However, as stated before, this thesis focuses specifically on those waterfront public spaces that occur as part of cities or towns and this section of the study seeks to understand their importance in terms of adding vitality to the rest of the city and cases around the world which show the different kinds of waterfronts.

2.2.1 Definition of the Urban Waterfront

An urban waterfront refers to a space that lies on the edge of a significantly sized body of water and is part of a city or town. For most historical cities or towns, the

first point of settlement was close to a water source, for reasons regarding the basic necessity that water is to human life. It was a source of clean drinking water and food, a point of trade and economic exchange of goods and services, it also offered transportation, defence and it was also a point of international encounters as well as a spot for social and cultural interaction.

Waterfronts are and should be one of the major categories of open public spaces because of their unique nature as urban spaces. According to the Seattle Department of Planning and Design in 2004, throughout their history, waterfronts have had different levels of uses and they are spaces for “potentially thriving and layered public use”. Fundamentally waterfronts should contribute to the quality of day to day life environmentally, economically, socially and culturally.

2.2.2 Categorization of Urban Waterfronts

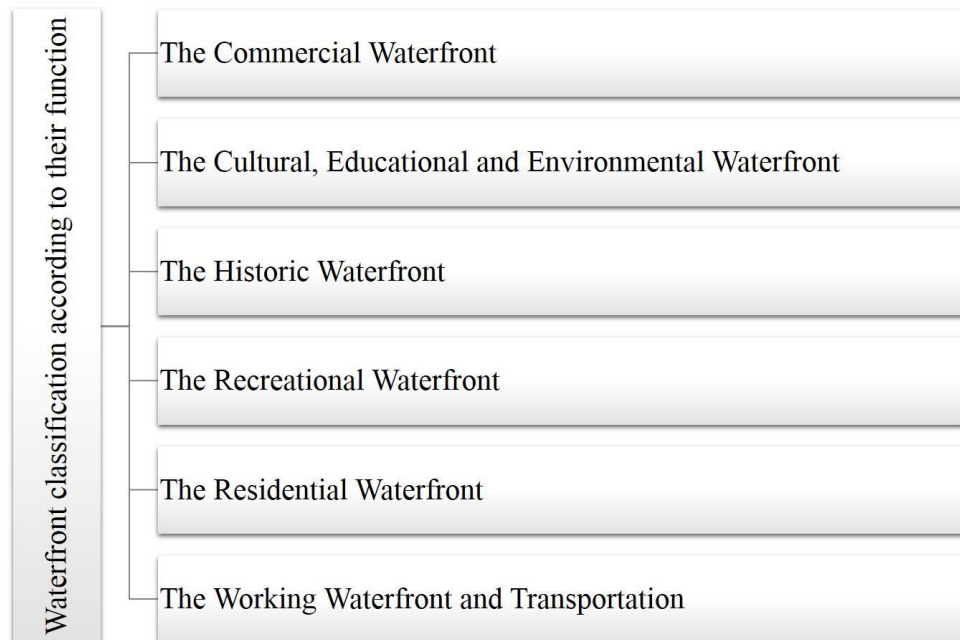
Different authors categorise waterfronts in different ways, it may be according to their physical forms, their functions or even according to their locational forms. For instance Moughtin (2003) classified them into seven different groups including coastal cliffs, beaches and fishing villages to mention a few.

Waterfronts may be different depending on the types of water bodies which they border such as the following;

- Seas or oceans
- River or water channels
- Man-made or natural dams
- Bays
- Creeks and Lakes (Nochian et al, 2015)

However, physical classification gives a wide range of categories which this research will not elaborate on; therefore, to control the study this research considers the functional categorisation. For instance, Breen & Rigby (1996) assert that waterfronts may also be classified according to their function in addition to their physical form. As shown in *Table 2.1.* below, there are six categories of waterfronts classified according to their functions, including, residential, historic and recreational waterfronts amongst others.

Table 2.1. Waterfront classification according to function. (Source: Breen & Rigby, 1996)



i. The Commercial Waterfront

According to Section 342.07 of Florida’s Working Waterfront Protection Act, this term refers to waterfronts that have parcels or lots of property which allow the public to access commercial activities which are dependent on water, as shown on *Figure 2.2.* These waterfronts allow public access to the navigable waterbodies of the city and they require direct access to the water from the city. However seaports are

excluded in this definition as they fall under working waterfronts explained later on in this section. Commercial waterfronts such as the Lewis Wharf in Boston, in the United States of America, are being revitalised in order to allow for public access, as shown on *Figures 2.3.-2.4.*



Figure 2.2. Liverpool – Maritime Mercantile City, Liverpool, England, UK (Source: URL 2)



Figure 2.3. Current state of Lewis Wharf in Boston, MA, USA (Source: URL 3)



Figure 2.4. Proposal for Lewis Wharf in Boston, MA, USA (Source: URL 3)

ii. The Cultural, Educational and Environmental Waterfront

This is fundamentally a mixed use waterfront which hosts activities and facilities which are cultural, environmental, and educational. An example of such a waterfront is shown in *Figure 2.5*. According to Davenport (1980) education and culture are important to urban waterfront development, along with tourism facilities. He also highlights that those waterfront related issues with environmental orientation such as the Pennsylvania waterfront (*Figure 2.7.*), are not priority to most cities which should not be the case; therefore these kinds of waterfront spaces are important to the overall development of the city. *Figure 2.6.* shows a proposal for the Stratford waterfront in London to become a site for educational and cultural facilities.



Figure 2.5. Proposal project for the redevelopment of Bangor waterfront, Bangor, ME, USA (Source: URL 4)



Figure 2.6. Proposal project for the Stratford waterfront, Queen Elizabeth Olympic Park, London (Source: URL 5)



Figure 2.7. Outdoor auditorium on the Monongahela River, Pennsylvania, USA (Source: URL 6)

iii. The Historic Waterfront

These are waterfronts which have buildings or spaces with historical significance such as the one shown in *Figure 2.8. - 2.10.* (Kostopoulou, 2013). Normally these kinds of waterfront were the first place of settlement for the cities or towns which they are found in and they have evolved and decayed with time. Most historic waterfronts are areas of great interest currently in the world and they are being revitalized in order to support contemporary functions.



Figure 2.8. Kyrenia old harbour, Cyprus (Source: URL 7)

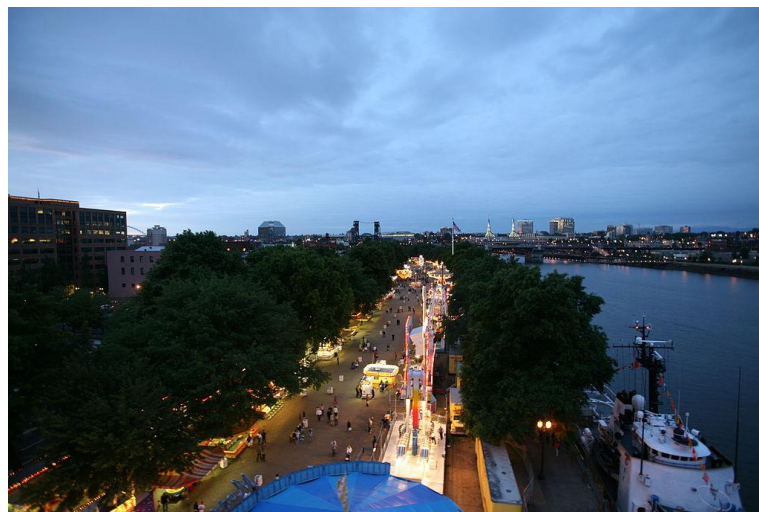


Figure 2.9. Tom McCall Waterfront Park, Portland, OR, USA (Source: URL 8)



Figure 2.10. Dutch style historic houses and boats by the Amstel river waterfront, Amsterdam, Netherlands (Source: URL 9)

iv. The Recreational Waterfront

Recreational waterfronts are vibrant public spaces with mixed uses and a variety in recreational activities for the public to enjoy (*Figure 2.11. - 2.13.*). For such a space to work there should be a successful mix of economic development and recreation which is aided by the relationships between tourism, quality of life, commerce, and recreation (URL 10).



Figure 2.11. Port of Hood River recreational waterfront (Source: URL 10)



Figure 2.12. St. Lawrence River, Ontario, Canada (Source: URL 11)



Figure 2.13. Capitol Riverfront, Washington DC, USA (Source: URL 12)

v. The Residential Waterfront

This refers to waterfronts which are predominantly characterised by residential buildings, which implies that these kinds of waterfronts may be private properties and not necessarily available for public enjoyment (*Figure 2.14. – 2.16.*).



Figure 2.14. Marina Residential Waterfront Cape Town (Source: URL 13)



Figure 2.15. Puerto La Cruz – Venezuela (Source: URL 14)



Figure 2.16. Iconic Waterfront Miami Beach (Source: URL 15)

vi. The Working Waterfront and Transportation

According to the Natural Working Waterfront Network by Florida's Working Waterfront Protection Act in 2013, working waterfront refers to land on the water's edge, long with the infrastructure and waterways that are used for water-dependent activities. These include small recreational boat harbours, ports, and fishing docks, such as the one shown in *Figure 2.17. – 2.19*. According to this Act, there has been a rapid loss in working waterfronts in recent years.



Figure 2.17. Valdez small boat harbour, Alaska (Source: URL 16)



Figure 2.18. Fishtown, an active working waterfront in Leeland, MI, USA (Source: URL 17)



Figure 2.19. Port of Durban, South Africa (Source: URL 18)

2.3 The Significance of Vitality in Creating Successful Waterfront Public Spaces

According to Jalaladdini & Oktay (2011), successful public spaces are set apart from the rest by their vitality, this by definition being the ability to offer continuance and life. They continue further to state that these spaces have the capacity to offer more choices for public activity and cultural exchange, and that they are the successful result of the process of place-making for people. Vitality is a term that has become quite significant when discussions on urban design of public spaces are in place and it is no coincidence that it should be addressed even when dealing with those public spaces that are on the waterfront.

2.3.1 Definition of Vitality

Different scholars and authors have various definitions for vitality, for instance, according to Ravenscroft (2000), vitality refers to the busyness of an urban centre in different locations and at different times. On the other hand Montgomery (1995) asserts that vitality includes the animation of a place and the variety of people on the streets at different times. He defines it as transactions, activity and diversity.

How vital a space is or is not, is measured by the degree to which it is successful in terms of the opportunity it allows its users to interact socially with one another. This interaction may be through recreational and/or cultural activities, or just day to day encounters (Jalaladdini & Oktay, 2011). In addition Jacobs (1961) defines vitality as being a matter of the place being used throughout the day at different times, and Rastegar, Ahmadi & Malek (2014) define it simply as ‘the raw power and energy’ of the city. Though these definitions differ in their wording, the underlying sentiment with which they all agree is that vitality is about human interactions through activities within a particular space.

2.3.2 Determining the Criteria for vitality

Several urban theorists such as Kevin Lynch, Jane Jacobs, Jan Gehl, and Cy Paumier have ideas on what vitality of waterfronts and that of public spaces in general entails. For instance, Lynch (1981) in his book *Good City Form* mentions five dimensions of city performance which include vitality, sense, fit, access and control. Under vitality he asserts that an environment may be considered as a good habitat if it supports the health biological well-being of individuals as well as that of the human species. He identifies three components of vitality as; sustenance, safety and consonance; then he addresses accessibility separately. However, this study considers accessibility as a component of vitality even though in Lynch’s book it is addressed as a separate term from diversity.

Jacobs (1961) on the other hand highlights that in order for any public open space to be vital, including waterfront spaces, there should be a high concentration of people, public participation and mixed-use development which covers diversity of buildings, uses and people, as a desired outcome from this mixture of uses. She goes on further to assert that these vital public spaces must have more than two functions at any

given time, and that the buildings surrounding the spaces must be in small blocks. She is quoted stating that, "...lively, diverse, intense cities contain the seeds of their own regeneration..."

However, Gehl (1987) focuses much on dissecting the component of activity in vital public spaces. He categorises activities into three groups of necessary, optional and social activities. He explains that necessary activities are those that take place whether a space is vital or not, these include going to work or school as well as getting food or paying bills. Optional activities on the other hand are mostly recreational and they depend much on the overall quality and vitality of the place and what it offers; as well as the feelings which the place gives people. He asserts that the more a place encourages optional activities, the longer the necessary activities last, and that the social activities result from the quality and length of the other two categories. If any public space is able to accommodate all these activities adequately, it may retain its vitality.

According to Paumier (2010) the factors for vitality of a lively public place are effective if they are able to host a lot of people; if they are within close proximity to retailers and if they are attractive to people and if they keep people engaged in the space. In the same sense he introduces four factors which contribute to vibrant public spaces and these are i) location – the public space should be able to accommodate a large crowd and be close to retailers; ii) size – the space must be large enough to support recreational and public events without disorientating the user; iii) planning of place – when trade activities, especially food services, are provided, the more attractive the space will be; iv) design of place – the design of the space should allow for the environment to absorb desirable activities.

In addition to the above mentioned theorists, Project for Public Space (2009) also mentions four qualities for successful public spaces, which are similar to some components of vitality and may be applied as well to waterfronts. They assert that public spaces may be considered to be vital if they are accessible; if they provide people with activities to participate in; if they are comfortable spaces; and if they encourage sociability. *Figure 2.20.* highlights these major principles of successful public spaces as developed by Project for Public Spaces (2009).

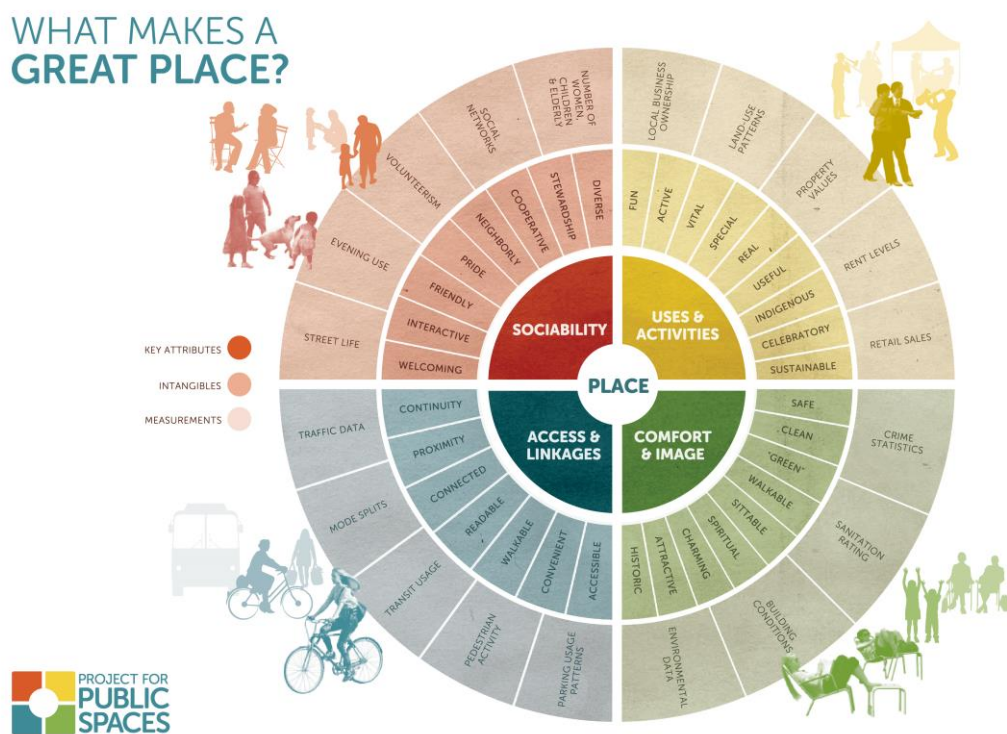


Figure 2.20. The 4 main principles for successful public spaces (Source: Project for Public Spaces, 2009)

Even though there are numerous components, some are similar but are worded differently therefore in order to avoid repetition and to keep the research focused on the issue at hand, the study addresses the following components; accessibility,

activity, diversity, and security as the overarching terms under which the other components may be addressed.

Accessibility includes physical and visual access to other people, places and to activities (Lynch, 1981), it is especially important for waterfronts to be vital because they are spaces which are on the edge of the city and they are sometimes far from newly developed city centres therefore if there are no intentional access routes and views to them, they may be used less and may therefore become less lively. However riverbanks may be an exception to this because some rivers cut through the city centre and may not face similar problems.

Activities on the other hand are important to keep any public space alive, including waterfronts. Without activities there are no users and without users the space dies out therefore one cannot discuss components of vitality without including activity (Gehl, 1987). Additionally, diversity is a component worth discussing when speaking of waterfronts because waterfronts tend to accommodate limited functions depending on the kind of waterfront it is (Breen & Rigby, 1996). For instance recreational waterfronts may host mainly optional activities which would mean that when the weather or climate does not allow for recreation, they may be under-utilised; whereas if there are diverse activities, buildings and users, there could be an opportunity for the waterfront to remain vital regardless of the seasonal changes.

Last but not least, security is a basic necessity to human beings (Cozens, 2011). It covers issues concerning comfort, safety, quality of the space, and sociability; that is, whatever space people occupy, including waterfront spaces, they should feel secure enough to use the space freely therefore, it is inevitable to discuss vitality of

waterfront public spaces without highlighting the need for security. *Table 2.2.* highlights more principles by more experts however the research maintains these four identified components as overarching terms.

Table 2.2. Principles of vitality according to various experts (Source: Kordjazi & Mirsaedy (2014))

Experts	Table 1. Principles of a vital urban space.											
	Flexibility	Diversity	High-quality life	Physical form	Permeability	Sensual richness	Street visibility and accessibility	Sense of human scale	Active body	Mental peace	Security	Attraction
Hossein Soltanzadeh	*	*				*						
Koroush Golkar		*				*						*
Hossein Bahraini		*				*			*			*
Jahanshah Pakzad	*	*			*		*	*	*	*	*	
Charles Laundry		*				*				*	*	
Jane Jacobs		*				*			*	*		
Kevin Lynch		*				*				*	*	
Rob Carrier		*					*		*			
Paumier		*	*	*	*		*	*	*	*	*	*
Jan Gehl		*		*								
Bentley		*				*						

2.3.2.1 Accessibility

According to an article from the Project for Public Spaces (2009), the accessibility of a public space is measured by its linkages and synergy to its context both physically and visually. A well-functioning public space is visible from outside as well as within its edges and is easy to get to and pass through, that is, vital waterfront spaces are highly permeable and easy to navigate by all members of the public.

Urban waterfronts have two edges to consider, the buildings adjacent the waterbody and the water itself. As one of the edges, the waterbody makes the issue of access from within the city even more crucial for public spaces on the waterfront. For instance, waterfront public spaces such as the Laguna waterfront are bordered by

high-rise development with a lack of significant visual or physical access routes to the waterfront when one is approaching from the city. However in order for a public space to be vital, the buildings bordering it must allow for transparent views from the city to the waterfront and from the water to the city.

Location is also one of the factors to be considered when addressing accessibility to public spaces. According to Paumier (2010), a vital public space on the waterfront should be able to accommodate a large crowd of people. In addition, its proximity to retailers is important so that people on foot and cyclists may be able to access these easily while using the public space. Waterfront spaces should also be accessible via public transportation to allow for more people to be able to use the space (Kordjazi & Mirsaedy, 2014).

Additionally, accessibility of vital public spaces takes into consideration members of the public with disabilities, and adopts urban design measures which make it easy and convenient for all to enjoy the public space regardless of their individual backgrounds.

2.3.2.2 Activity

Activities in a public space may be categorised as necessary activities, which are mandatory acts such as going to work or school, shopping or using public transport; there are also optional activities, which are recreational, such as going to the park or attending a festival; last but not least, there are social activities which include talking and people-watching (Gehl, 1987). Within these activities, cultural and economic activities are included as well.

At most times, these activities are aided by the economic exchange of goods and services offered around the particular public space. There is a mutually beneficial relationship between the liveliness of a space and the economic exchange which occurs around it. For instance, according to Jane Jacobs (1961), the more lively a place is, the more attractive it becomes to financial investors and when business goes well, the place stays lively. Fundamentally, the vitality of a space is not only dependent on social or cultural activities but also on economic activity (*Figure 2.21.*).



Figure 2.21. Public markets occurring in a street in the town of Vandergrift, pa, USA
(Source: Project for Public Spaces, 2009)

Already from the above categories one can tell that a vital public space should be able to host different activities simultaneously at different times of the day, throughout the day (Cowan, 2010). This brings the discussion to the issue of the size of the space, that is, a public space with vitality must be able to accommodate public

events as well as entertainment, and however it must not be too large to disorientate its users (Paumier, 2010).

Last but not least, a public space cannot function well if it does not have seasonal richness and flexibility. This comes from activities which are both continuous and non-continuous; that is, day to day activities as well as events which may occur annually or seasonally; and the waterfront should be able to adapt to these different activities smoothly and as seamlessly as possible (Rastegar, Ahmadi & Malek, 2014).

2.3.2.3 Diversity of People, Activities and Buildings

In order to achieve vitality, a waterfront public space must be designed in a manner that meets the requirements of different user groups and this requires diversity (Rivers & Streatfield, 1987). When speaking of diverse user groups, this includes different ages, abilities, social statuses, special needs as well as other minority groups; and in order for a space to accommodate all these groups it must be flexible and adaptable to changes that occur as time moves (Bentley et al, 1985). Time here may refer to time lapse in a day or even in longer periods such as a year or even decades.

And as it is with any space accommodating people, there must be provision of services and amenities such as public restrooms, wireless internet, restaurants, designated paths, shelter from weather elements and comfortable sitting. There should be retailers that offer various goods, and provision of administrative, financial and professional services, and in addition there should be cultural and entertaining

activities. These are elements which attract more people to a certain space and thereby encourage the liveliness and vitality of the place (Oruc & Giritlioglu, 2005).

Vital public spaces on the waterfront should also have sociability which is a quality brought about by the diversity in the users of the space. By definition according to a dictionary in psychology, sociability refers to the tendency of people to seek out or look for companions, friends or social relationships with strangers. A vital public space allows people to interact and find and/or enjoy such relations within it and though it is a difficult quality to attain, once achieved, people are able to develop an attachment to the place and wind up using it more and thereby making it even livelier and hence increasing its vitality.

As a part of diversity, equity is also important in ensuring vitality of a public space on the waterfront. Equitable spaces are those that allow all sections of society to share them equally. These spaces provide the different necessities that the various users require (Carmona et al. 2003), and while meeting the needs of the different user groups, they do not compromise the well-being of the others. Public spaces which lack equity are exclusive and they are made less available to some sections of society, for example, women, the elderly, people with disabilities, poor people and so on.

Spaces like these are democratic and allow all users to participate in the activities they host and they are created when there is public participation at their conception. They may also be considered as more responsive because they are characterised as places which increase the choices offered to users. "Equity brings a safe, vital public

realm in which different constituents from across the social structure can interact without conflict” (Jalaladdini & Oktay, 2011).

According to Jacobs (1961) the diversity of vital public spaces is also increased when the buildings around the space are of different ages, forms and styles. This adds to the overall quality of the animation and ambiance of the space.

2.3.2.4 Security

When considering public spaces, questions such as the ones that follow may arise; does the place have a good first impression? Is it clean? Do people feel safe when occupying it? Are there different choices of places to sit? Fundamentally, are people comfortable when occupying the space? This is because the degree of security and comfort of a space is measured by these qualities that is, safety, visual pleasantness, availability of sitting options, as well as cleanliness of the space (Project for Public Spaces, 2009). It is also measured by the extent to which a place offers shelter from weather elements such as harsh sunlight, rain or wind, such as the public space in *Figure 2.22*. providing shade and sitting.

Other factors that contribute to the physical security of a waterfront public space include the use of active edges, a mixture of functions that ensure that the space will remain active all day and all night, avoiding dark and private corners, using motion-sensing lights, as well as a clear distinction between private spaces from the public space.



Figure 2.22. Place de la République in Paris (Source: URL 19)

Considering Maslow's hierarchy of human needs, security and safety come after basic physiological needs (Maslow, 1943). Security may be considered in two ways; as safety from physical harm, that is, weather elements, diseases, cars, crime and so on; the second is psychological security which entails being able to maintain privacy, avoid being lost physically or socially as well as feeling comfortable as mentioned above (Cozens, 2011 & Carmona et al. 2003).

Although the above major principles are not detailed in their discussions, they begin to offer a conceptual framework for the study, which would help assess the vitality or lack thereof of the Laguna waterfront as a public open space. In order to make the study more comprehensive and relevant, the other components of vitality are considered.

When speaking of vitality, there are numerous terms which appear and different authors cited in this paper categorise them differently as the criteria for vitality but this research developed an integrated list of components under the four main subtitles as *Table 2.3.* below shows.

Table 2.3. Components of vitality with supporting components and theorists (Source: author)

Identified Components of Vitality	Supporting Components	Theorists	General comments
Accessibility	<ul style="list-style-type: none"> - Presence of vital city centres connected to the public spaces - Proximity to retailers - Location - Linkages 	Bahraini, (2003) Lynch, (1981) Paumier, (2007) PPS (2009)	<ul style="list-style-type: none"> - Excitement and sense of living - Sustenance - Consonance -Public participation - Planning of place - Design of place
Activity	<ul style="list-style-type: none"> - Street-side activities leading up to the public space - Continuous and non-continuous activities - Seasonal activities - Transactions - Mixed-use development - Size of space 	Bahraini, (2003) Golkar, (2007) Montgomery, (1995) Jacobs, (1961) Gehl, (1987) Paumier, (2007)	
Diversity	<ul style="list-style-type: none"> - Density of pedestrian population - Variety of colour and form across the landscape - Variety of people - Mixed-use development 	Jacobs, (1961) Golkar, (2007) Montgomery, (1995) Paumier, (2007) Bentley et al (1985)	
Security	<ul style="list-style-type: none"> - Fun and exciting spaces - animation of place - Safety - Protection from harsh weather conditions - Comfort and image - Attraction - Sociability 	Bahraini, (2003) Montgomery, (1995) Lynch, (1981) Gehl, (2001) Paumier, (2007) PPS (2009)	

Fundamentally a vital space on the waterfront must be able to account for the above mentioned components. When these components are addressed in practical terms, the overall quality of the environment within which the public space is located will be improved significantly and the benefits of vitality will also be experienced by the users of the space.

2.4 Summary

The vitality of waterfront public spaces is important for a number of reasons. Some of these reasons include;

- There is considerable reduction in criminal activity in the space due to the presence of people and constant activity throughout different times of the day.
- When a place has vitality, it is likely to have more viable commercial interests than one which is not. This fundamentally means that the vitality and viability of a place go hand in hand, the more vital it is the more viable the business interests there and vice versa.
- The passive enjoyment of the streetscape is increased, that is, even when an individual is just passing through the space, they will enjoy it because of the ambiance it has.
- Social interaction between the users of the space is encouraged by the fact that people feel more relaxed, comfortable and sociable in lively areas.
- Because there is diverse groups of users in vital waterfront spaces, opportunities for cultural exchange are provided. Given that the waterfront is a place where most tourists visit, the locals are able to interact with them and exchange cultural values and so forth.

In the most basic sense, vitality a key component contributing to the overall quality of any given public space, and it is imperative that urban waterfront spaces such as the Laguna waterfront re also kept vital and lively. This would contribute the overall vitality of the city as well. *Table 2.4* below displays a summary of the ideals that make up a vital waterfront public space;

Table 2.4 Components and indicators contributing to the vitality of public spaces on the waterfront (Continues to page 40)

Components of vitality	Indicators	Kind of Analysis
Accessibility	<ul style="list-style-type: none"> - Linkages and synergy to its context - Visual and physical access to the waterfront from the city is necessary - Proximity to retailers - Creation of transparent views - Pathways for pedestrians and cyclists on the waterfront - Accessible by people with disabilities - Provision of public transportation to the waterfront 	Environmental and Physical
Activity	<ul style="list-style-type: none"> - Necessary, optional and social activities happen simultaneously - Considerably sized spaces which do not disorientate users - Adequate economic activity leading up to the waterfront and on the waterfront - Making flexible spaces which adapt to the changing needs of the community - Seasonal richness and adaptability 	Social, cultural, and physical (Including land use)
Diversity (People, activities and	<ul style="list-style-type: none"> - Reactivation of any functions which are dead or inactive - Adaptable spaces 	Social, and physical (including land

buildings)	<ul style="list-style-type: none"> - Buildings of various ages, styles and forms - Spaces with services and amenities for the users of the space - Catering to a diverse group of users, avoiding exclusion 	use)
Security (& Comfort)	<ul style="list-style-type: none"> - Use of green infrastructure - Creating active edges - Creating 24/7 functions with no time restriction - Avoid dark and private corners - Lighting proportionate to motion - Appropriate space lighting - Clear distinction between public and private spaces -Physical and psychological safety - Cleanliness and visual appropriateness - Availability of sitting options 	Environmental and Social

At times waterfronts are not treated as integral parts of the urban context of a city even though their importance to the city is immeasurable. They are unique parts of the city and offer spaces where an interface between land and water occurs, which cannot be offered by other open public spaces within the city. *Table 2.4* may be used to develop the criteria which may be used to determine the vitality of the Laguna waterfront as an urban public space; however, these criteria may be altered and tailored to specific urban waterfronts.

Chapter 3

CASE STUDY: LAGUNA BEACH, FAMAGUSTA

The Laguna is one of the waterfronts along the coastline of Famagusta, Northern Cyprus, it is located in the Laguna Region and it lies within close proximity to Varosha, which is an uninhabited district in the city; and the Walled City of Famagusta which hosts the old port/harbour. Even though the waterfront itself is the main focus of the study, the research also considers its immediate context which as shown in *Figure 3.1.* below is bordered by the Kemal Server Cd., Nadir Street, and bordered to the east by the sea. The study briefly considers the old harbour as well as a point of interest along the Famagusta coastline.

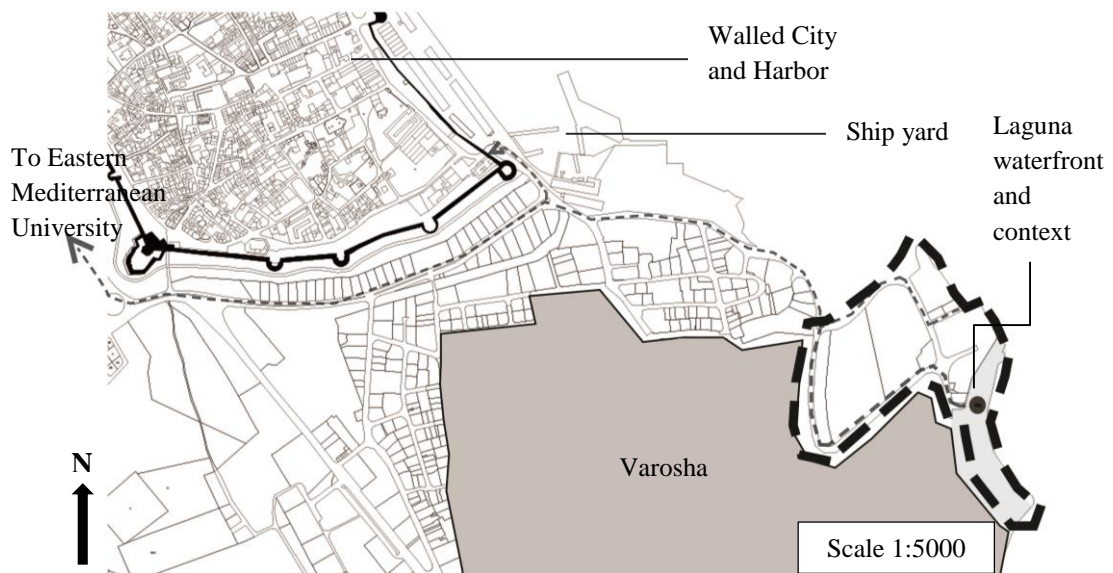


Figure 3.1. Map of the site within its context (Source: Author)

3.1 Background on Laguna Beach

The Laguna Beach is sometimes referred to as the Palm Beach, after the Arkin Palm Beach Hotel which is one of the buildings along the Varosha coastline which were not closed off. This waterfront may be considered as a recreational waterfront as Tavangaran (2015) classified it in their thesis; and it is important to understand what kind of recreational beach (waterfront) it is in order to address its problems better.

Recreational beaches may be classified into three distinct groups; overdeveloped, developed and underdeveloped (Barbosa de Araujo & da Costa, 2008). However this study only looked at overdeveloped recreational beaches as a category because of its relevance to the waterfront space under study. For instance, the Laguna waterfront and the rest of the coastline along Varosha may be characterised as overdeveloped recreational beaches due to the high level of infrastructural development along the coast. However, in its current state, only the physical aspect of overdeveloped beaches applies, otherwise in terms of its current functional and socio-cultural aspects, it would not fall under this category (characteristics shown in *Figure 3.2.*).

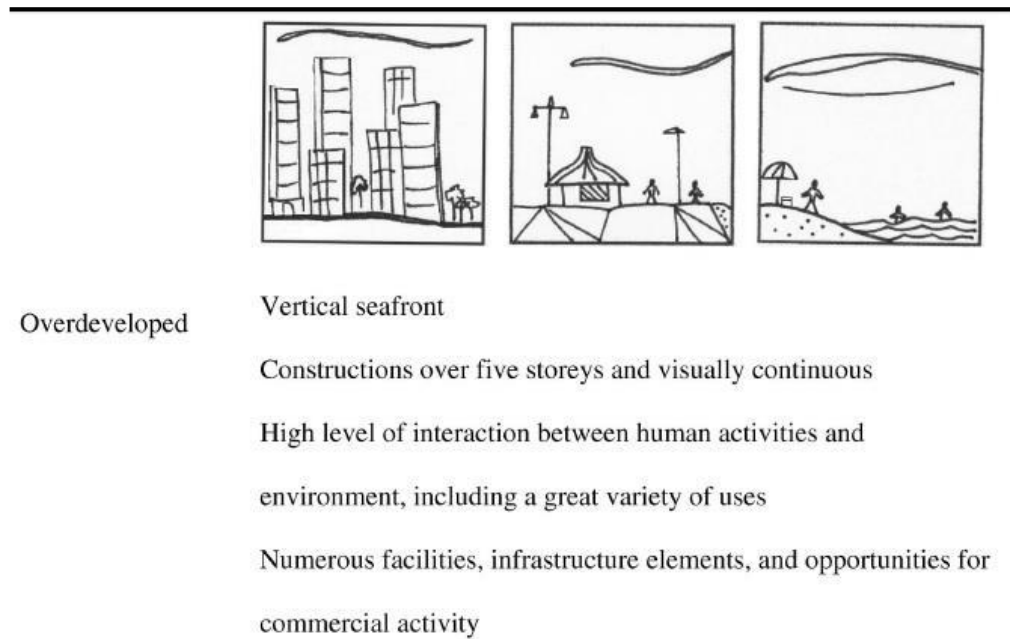


Figure 3.2. Overdeveloped recreational beaches (Source: Barbosa de Araujo & da Costa, 2008)

Additionally, in order to better understand the issues affecting the area of study, it is important to consider it within its wider context; and by context referring largely to Varosha, as the Laguna Waterfront is a part of the coastline along the uninhabited district. Therefore, most of the history and development, of the area is spoken of in relation to what some people call ‘the Ghost Town’ of Famagusta.

According to Torlak (2016), in 1974 the island of Cyprus experienced a division between the north and south side, leaving parts of the island as buffer zones under the control of the United Nations (as shown on *Figure 3.3.* below) and under constant surveillance by the Turkish army. These zones are largely uninhabited and have been this way since the division. Varosha is one such zone, however, instead of a few streets defining the division; this is a whole district which covers about six square kilometres of the city (Hooper & Venema, 2014).



Figure 3.3. Map of Cyprus showing the division of the island by the Buffer zone as well as Varosha (Source: Hooper & Venema, 2014)

According to several sources including Torlak (2016), before 1974 Varosha was one of the liveliest tourist destinations with resorts lined up on the coast and celebrities were known to vacation there from time to time. To add on to this, Hooper & Venema (2014) described it as a tourist resort area which was a hub for intellectual activity and art. Bogac (2009) also highlights that Varosha was popular because of its clear and unspoiled coastline. With this in mind, it is reasonable to assume that the Laguna waterfront and its immediate context were also as lively as the rest of the waterfront spaces along the coast of Varosha.

However when the country went through the division and such a large portion of the city was evacuated so abruptly and left uninhabited for over forty years, this sudden change devastated the areas in close proximity to this place, including the Laguna waterfront. According to an article by the Telegraph newspaper in August 2014, over the years, not only has the building tissue deteriorated and decayed but the state of Varosha has also had psychological impacts on those who live close to it as well as those who used to inhabit the land (Figures 3.4.-3.5.).

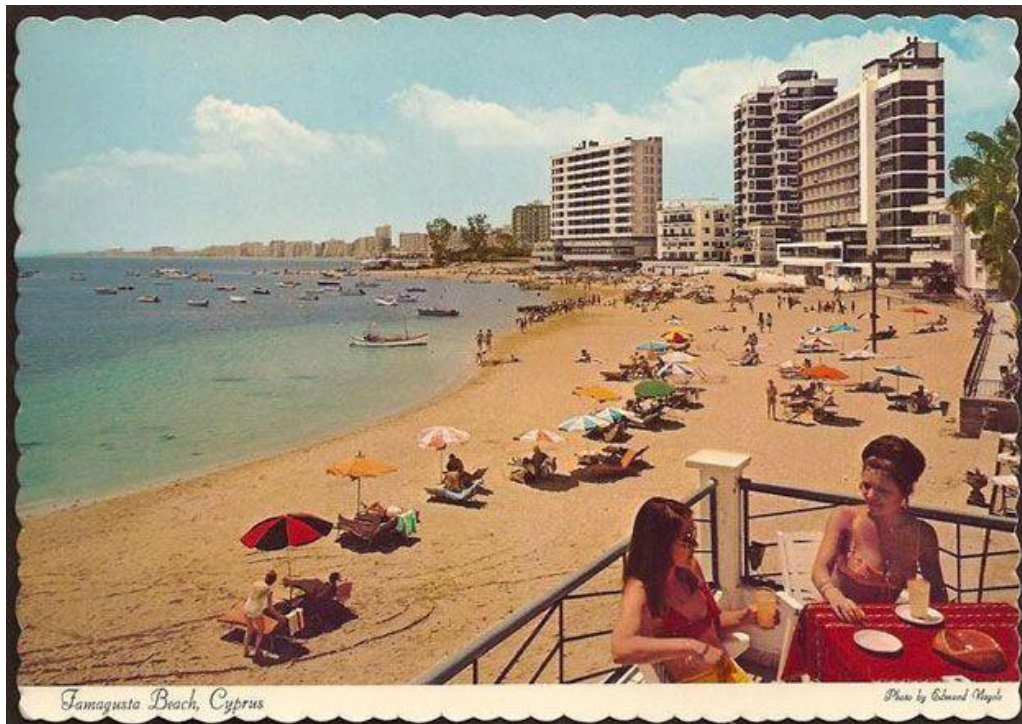


Figure 3.4. Varosha coastline before 1974 (Source: URL 20)



Figure 3.5. Varosha after 1974 and currently (Source: URL 20)

The issue concerning the psychological impact that the closure of Varosha has had on Famagusta and the Cypriot community has been explored by several researchers in the field of architecture, as well as by some platforms such as Famagusta Eco-city Project. For instance, according to Bogac (2009), the majority of the elderly

population which formed part of the sample for her study, showed that they had stronger emotional ties to their old homes from which they were forced to relocate, whereas the younger demographic bear less sentiment to the place which their parents and grandparents grew up.

In addition to the closing down of Varosha, the other major factor which may have influenced the current state of the Laguna waterfront and its context is the opening of the Eastern Mediterranean University in 1979. When the school started operating and more international students were admitted, there came a need for residential units to accommodate the growing student population.

With the school located a good distance from the Walled City, Varosha and Kato Varosha, which are the older parts of the city; the infrastructural development increased away from the old quarters and closer to the school, mostly along Salamis Road (highlighted on *Figure 3.6.*). Over the years more and more accommodation units as well as offices and so on were developed and the Salamis road is currently the most active part of the city due to its proximity to the university, leaving the older quarters less lively and driving the vitality away from the Laguna waterfront and old harbour waterfront spaces.



Figure 3.6. Development of Famagusta from the Walled City (Source: Onal, Dagli, & Doratli, 1999)

Furthermore, one may have reason to believe that the decline and decay of the Walled City as an historic urban quarter is also a possible factor in the lessened activity of the Laguna waterfront and its immediate context. According to the Municipality of Famagusta under the Famagusta Walled City Revitalization Plan (2005), the population of the Walled City has shown a considerable decline over the years; in 1996 the population was 2316, in 2005 it declined to 2026 and in 2011 it declined further to 1476. Therefore, with the Laguna waterfront located between an uninhabited district on one end and an historic quarter in decay close by, it is apparent why the activity in the area has lessened since 1974.

The study went on to investigate the current state of the area and find out as well what different people have to say about it in order to gain a clear perspective on the strategies which could be developed to make a waterfront space such as the Laguna regain its vitality.

3.2 Findings and Evaluation

3.2.1 Qualitative Observation Results


For the conditions of the waterfront to be understood, a portion of the data collection was done by observation on site. The Laguna waterfront was frequented on five unsystematic instances and at different times of the day in order to observe the area. The times chosen for this observation were in the morning (0800hrs-1000hrs), in the afternoon (1400hrs-1700hrs), and in the evening after 2000hrs. These times were chosen so as to measure the consistency of activity on the beach throughout the day and at night. Notes of the facts and the thoughts of the researcher were recorded while the author observed the site.

This observation took place during the summer season however the site was also visited informally during the winter period. During the summer, there were more people on the beach due to the warm temperatures because tourists are attracted to the island during this season. However in winter the users of the beach were a lot less due to the cold weather. On these site visits, the observation was done both as an observer and as a participant.



As support for the notes, photographs and analytical maps of the area were taken and treated as part of the notes to give imagery of the issues under observation. Due to the tendency to lose focus while observing a situation; the author recorded the



observation notes and to evaluate this data, the facts along with the thoughts were scrutinized in accordance with the four chosen components of vitality; then reflective and descriptive notes were made in an attempt to interpret the data. *Table 3.1.* below highlights the main points observed on the different site visits.

Table 3.1: The data collected from observation of the site (Source: author and Collen N. Dumani-Mlalazi) (Continues to page 52)

Components of Vitality	Facts and tools for analysis	Comments
Accessibility	<p><u>Environmental and physical analysis</u></p> <ul style="list-style-type: none"> -physical access to the beach is narrow and hidden -there is lack of visual access to the sea from the city -most of the waterfront is inaccessible due to prohibition to enter Varosha <div data-bbox="507 1115 1050 1424" style="text-align: center;">  </div> <p>One of the entrances to the waterfront</p>	<ul style="list-style-type: none"> -The access to the waterfront from the city is not well defined and is not clear. -The space along the water edge is not well defined in terms of urban design strategies that allow for cyclists and people with disabilities. (Refer to <i>Figure 3.10.</i>)

Activity	<p><u>Socio-economic and physical analysis</u> (Refer to <i>Figure 3.11.</i>)</p> <ul style="list-style-type: none"> -Limited number of restaurants -Arkin Palm Beach Hotel has private ownership of a part of the waterfront -A primary school within walking distance to the waterfront -Public eating area which is a short distance from the waterfront -There is sunbathing on the waterfront -During the winter the beach is not very active, but tourists visit to see Varosha from the waterfront  <p>Very few people use the waterfront during the winter season due to the lack of seasonality of the space</p>  <p>Narrow road leading to entry point</p>	<p>Varosha district may have affected the vitality of the Palm beach both positively and negatively.</p> <p>It is positive because it attracts more tourists to the area and therefore brings more business, even though it is mostly to the hotel.</p> <p>On the other hand it is negative because the economic and physical development of Famagusta was disrupted; as well as the challenges brought by demographic change in the area.</p> <p>-The different facilities within walking distance to Laguna beach are positive because that means people have to come to this area.</p>
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<p>Diversity</p>	<p><u>Social and physical analysis</u></p> <ul style="list-style-type: none"> -lack of variety in the users of the waterfront, mostly tourists use the area -there are limited recreational activities however swimming and fishing were observed -There is diversity in the building styles in the Laguna region (including those in Varosha which are uninhabited) -The immediate context has several facilities (Refer to <i>Figure 3.9.</i>) -there are residential buildings and commercial buildings along the part of the coastline that is still in use -there is a parking lot provided a short distance from the waterfront <div style="text-align: center;">  <p>Public eating area</p> </div> <div style="text-align: center;">  <p>Residential units</p> </div> <div style="text-align: center;">  <p>Playground</p> </div>	<ul style="list-style-type: none"> -There is a lack of variety in the functions on the waterfront. -Due to the limited number of functions on the waterfront and its immediate surroundings, there is a lack of cultural activities that occur. -Recreation is also limited mainly to activities done inside the water and not necessarily on the waterfront itself.
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Security	<p><u>Environmental analysis</u></p> <ul style="list-style-type: none"> -good quality of the environment -no apparent criminal activity -insufficient lights at night time -there are military offices and constant surveillance of the area with signs prohibiting photographs and videos of Varosha.  <p>Lounge chairs and shading provided by the Arkin Palm Beach Hotel</p>  <p>View of Varosha from the Laguna Beach</p>	<ul style="list-style-type: none"> -Varosha district gives a unique historical identity to this beach, it may be perceived as negative by some people but it is unique nonetheless. -The military surveillance makes it difficult for visitors to enjoy the Laguna beach more freely. -Though physical security is of minimal concern, people may feel insecure or unsafe psychologically.
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From observation of the Laguna Beach, the area lacks qualities that add to its vitality as a public space. It has insufficient activities to attract people from diverse backgrounds, especially those cultural and recreational activities. Because of its position close to Varosha, and the Walled City with the port as an historic urban quarter, activities or places that could teach visitors and students about the culture and history of the island's citizens would be relevant, with the hope that when Varosha is opened, this beach would be one of the major points in the city that may function as cultural heritage destinations.

With regard to the physical and environmental analysis, access to the waterfront is the major concern. The beach cannot be accessed visually from any point within the city and the only physical access from the İsmet İnönü Boulevard is the junction between the Walled City and Varosha as shown on *Figure 3.7.* below.

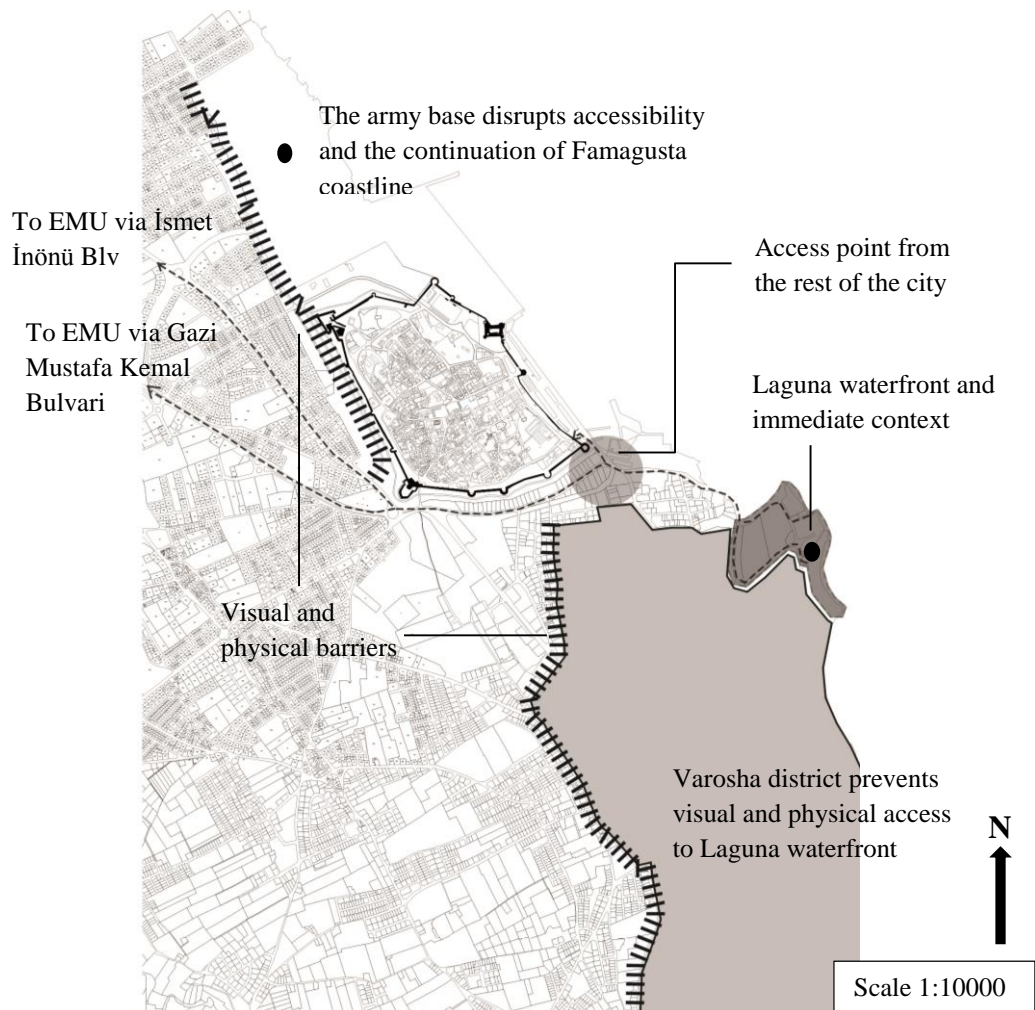


Figure 3.7. Limited visual and physical access to Laguna Beach (Source: author)

Additionally the only two public entrances to the waterfront are uncomfortably narrow and they are not clear (indicated on *Figure 3.8. – 3.9.*) and as highlighted in the previous chapter of this paper, accessibility is one of the major factors that make a public space on the waterfront retain its vitality. The beach can currently be accessed through the Arkin Palm Beach Hotel as part of it is privately owned by the

hotel; it can also be accessed on the far right side of the hotel towards Varosha, just by the on the beach, as well as from the Palmiye Street on the left side of the hotel. In addition to this, the overdeveloped waterfront makes it difficult for citizens to have visual access from the city as well.

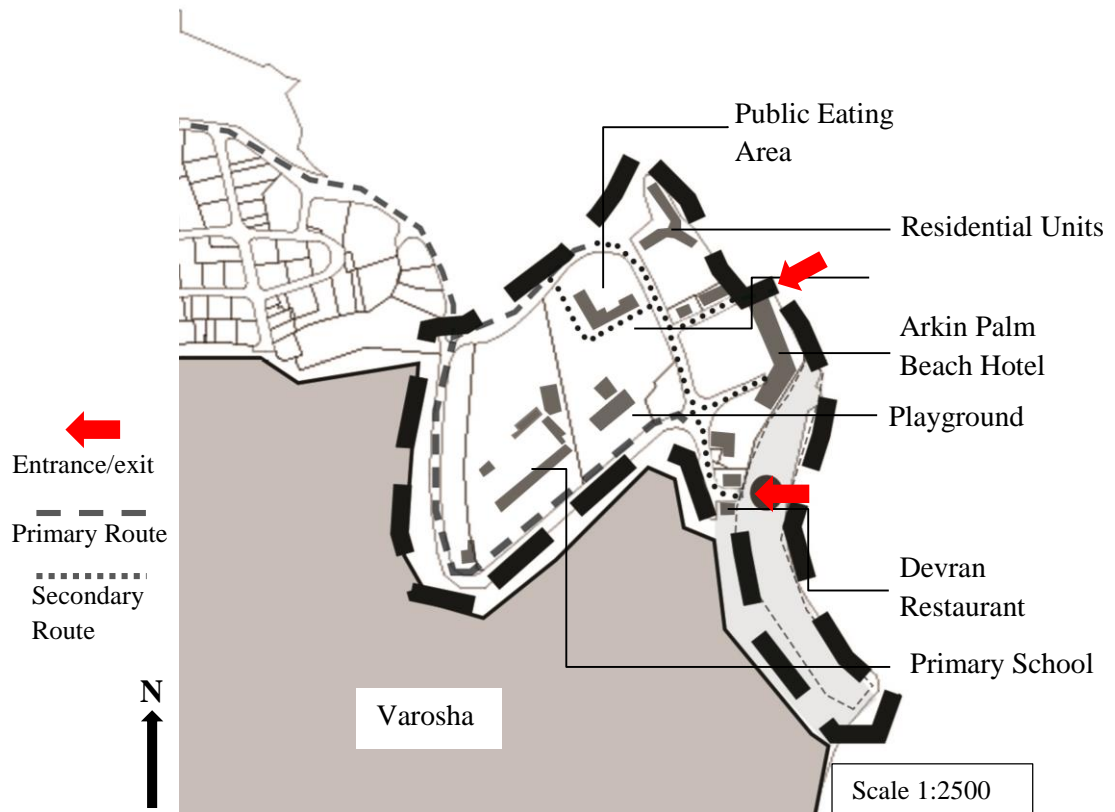


Figure 3.8. Laguna Beach with facilities found in the area (Source author)

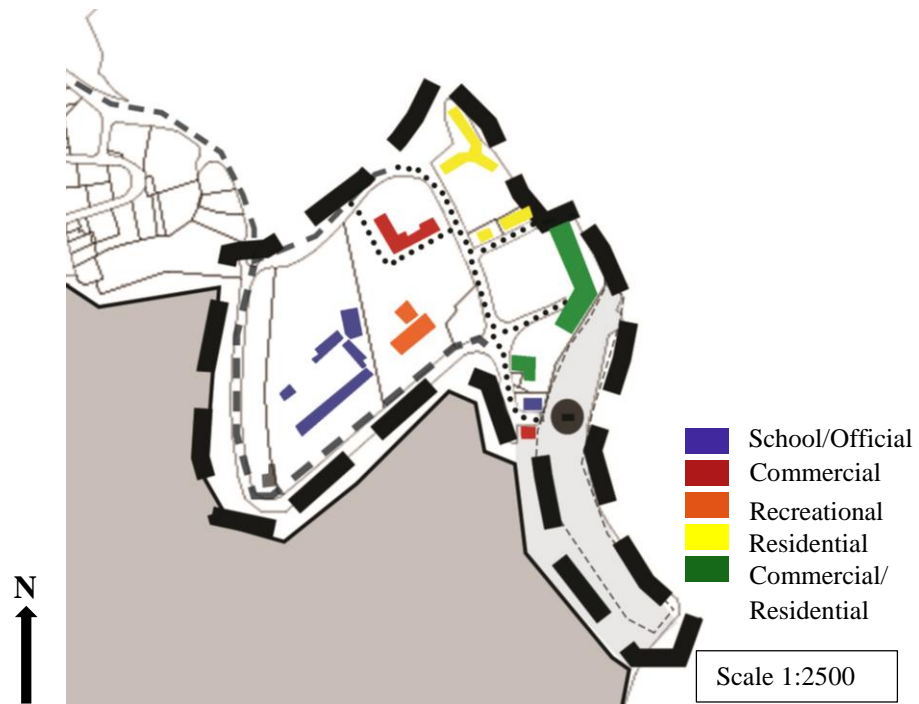


Figure 3.9. Laguna region land-uses (Source: author)

Furthermore, other factors which are more political in nature but also affect the security, image and comfortability of the area; are the current dilapidated state of Varosha and the military surveillance of the area. These made it difficult and close to impossible for the author to take more photographs when observing the area, as there are warning signs along the Varosha fence warning people not to take any photographs or videos, the presence of the soldiers also made it quite uncomfortable to visually document the observations.

Furthermore, the inactivity of the waterfront during winter (as shown on *Figures 3.10.-3.11.*) shows lack in seasonality as a waterfront public space. Though it is understandable why the beach would be inactive in winter due to the cold, as a public space, it should remain active and accessible to the public in some ways through closed public spaces on the water's edge. And on observation, the author identified a lack in such spaces on the waterfront; as the Arkin Palm Beach hotel and the Devran

restaurant are the only active spaces on the beach even though they are private entities.



Figure 3.10. Laguna waterfront with Arkin Palm Beach hotel in view (Photographer: Collen N. Dumani-Mlalazi on site with author)



Figure 3.11. A view of Varosha in the distance from the waterfront (Photographer: Collen N. Dumani-Mlalazi on site with author)

3.2.2 Interview Results

Interviews were also used to collect information from people who have used the waterfront before and these were semi-structured interviews. Nonprobability sampling was used to obtain participants; specifically purposive sampling as the author already had specific perspectives in mind that she was looking to study, therefore she considered research participants who were relevant to those perspectives.

The interviews depended on the availability of time and resources to the researcher as well as the availability of participants and their significance to the study. There were ten interviewees they included two tourists, a local man working in the area, six students from the Eastern Mediterranean University (EMU) who have used the waterfront, as well as a local professional from the Faculty of Architecture in EMU.

The interviews were done face-to-face in a conversational manner and unless otherwise specified the respondents' identities remain anonymous due to requests by the interviewees and because of their irrelevance to this research. The questions asked were open-ended and few in order to get in-depth information from participants. Some of the questions which were used as a guiding means to make the respondents feel more relaxed included:

Ice-breaker questions

- a. Which country are you from?
- b. How long have you been a resident in Famagusta?
- c. Have you paid a visit to the Laguna waterfront? And if so, how often do you go?

Etc.

There were also some general guiding topics from which other questions were asked;

- Access (transport and entry)
- Activities (cultural and recreational)
- Night life
- Closed off Varosha district
- Unique qualities of the beach
- Suggested improvements

The expert interviewee however was asked a different set of questions tailored to her involvement and interest to urban issues. The evaluation of the data collected was made through a selection of meaningful phrases as well as thematic content, which was interpreted based on the literature survey carried out.

The recurring themes are related to or concerning; activities, Varosha district, accessibility and transportation.

- Activities

According to the interview data, the Laguna waterfront offers very limited activities (shown on *Figure 3.12.*) that could appeal to a wider demographic, which is the reason why it is mostly tourists who visit the area more, and the youth use the space but they find it lacking in activities. The introduction of more recreational activities to the area then would possibly give it more vitality, not

just on the waterfront but even in the surrounding public spaces such as the playground and the open eating space next to it.

“...There should be more activities, especially for kids because more kids mean more people coming to the area...” (3rd Year student - Department of Visual Arts and Communication - EMU)

“...There is nothing to write home about the public space of Palm Beach (Laguna Beach)...” (4th year student – Department of Banking and Finance)

The local professional and member of the Hands on Famagusta initiative, when interviewed mentioned that even though the activities may be lacking, there needs to be a setting provided in order for those activities to occur. She highlights that the public space on the sea front on which activities could flourish has been cut off by the uninhabited district.

Additionally, she asserted that the waterfront does not offer basic services and facilities which the public may need in order to really enjoy the space. Such amenities include wireless internet, comfortable sitting, shelter, restaurants, public restrooms, and so forth.

She stated that, “...for me everything in that area is very primitive... I always love the sea together with some arrangement, some greenery, some shading...” (Local professional - Faculty of Architecture, EMU)



Figure 3.12. Images showing the limited activity and lack of urban design on the waterfront and surrounding public spaces (Photographer: author)

- Varosha district

According to the hotel staff member and other participants, the existence of Varosha is the main attraction to the Laguna Beach and this means that there is a possibility that it may have potential to be an area where Cypriot traditions, history and heritage are shared with the tourists and students and especially with the young local population. This is also important as it is difficult to obtain written material (in English) about the traditions and culture of the Cypriot communities. Though many may be intrigued by the ‘Ghost Town’, the presence of soldiers and their relentless scrutiny proves to be a factor that makes most people uncomfortable in the area, along with the fact that taking photographs in some parts of the area is prohibited.

“...I think that Palm Beach (Laguna Beach) just represents the division that is there in Cyprus and if there is to be unity that is one of the places where it should start...” (4th year student – Department of Banking and Finance - EMU)

When asked about the psychological impact that a space such as Varosha may have on the population living within close proximity to it, one of the participants pointed out that even though the uninhabited district is an attraction for visitors and tourists, it may be psychologically damaging to the people who have to face it day to day.

“... if I was living in the neighborhood (close to Varosha), I’m sure my child would be affected in a strong way through (the) subconscious...”

“... I think for some people who are living there continuously, at a conscious level they may have this willful blindness towards it, they develop it, I think.” (Local professional - Faculty of Architecture, EMU)

- Access and transport

Transportation to the Laguna is a matter of concern because it is either inconvenient or too expensive for one to get there if one does not own a private car. The public entrance to the waterfront is also poor judging by the fact that it is neither clear nor well pronounced (especially for first-time visitors), that is unless one is a paying guest in the Arkin Palm Beach Hotel. Access is a basic necessity which should be addressed articulately. *Figures 3.13.-3.14.* show the narrow roads leading to the public entrances, one is located next to Maras where photographs are prohibited.

“...My question is does the Palm Beach (Laguna waterfront) belong to the hotel? Because if it does, then I would understand why it is so difficult to get to the place. But I think if they could open up the area and bring more activities...” (4th year student – Department of Banking and Finance)



Figure 3.13. Narrow road that leads to a small entry point between Maras fence and another building (Photographer: Collen N. Dumani-Mlalazi on site with author)



Figure 3.14. Narrow entry point between Arkin Palm Beach Hotel and other buildings (Photographer: Collen N. Dumani-Mlalazi on site with author)

According to the interview results, the above discussed themes and subjects are what most of the participants found as issues of concern in regard to the beach as a waterfront public space.

3.2.3 Collective Non-Governmental Organization Platform Results

The study looked at two online platforms or websites which were started specifically with concern regarding the urban issues of the city of Famagusta. These are HoF and Famagusta Eco-city Project. The HoF is a platform on the internet which allows anyone who wishes to participate to get involved and offers individuals a chance to share their ideas and opinions on the controversial matters in discussions relating to the unification of the city of Famagusta under several topics. One of the areas under discussion is on Famagusta's waterfront, under the topic 'Wide Public Waterfront'.

The research obtained people's views on the matter from this particular controversial perspective. As part of the people who contributed to these discussions, there was; seafront property owners, investors, planning authority, tourists, city authority as well as inhabitants. Additionally, the platform offers examples of cities around the world which are relevant to the topics under deliberation, as well as several urban design projects which aim to address the issues discussed.

The Famagusta Eco-city Project on the other hand was an initiative by a Cypriot whose parents had lived in the Varosha district and had sentimental memories of the place. She gained support from numerous stakeholders and people from different professions who are currently working on plans to making a blueprint for a Famagusta eco-city which would be started off in Varosha. According to the founder, the project intends that this blueprint may be used to transform other cities into eco-

cities by adopting design measures which are environmentally friendly and learn from the natural ecosystems of living organisms.

- Hands on Famagusta

Under the *Wide Public Waterfront* unifying potential on the Hands on Famagusta platform, there are three controversial matters to which various actors give their input on how the coastline of the city should or could be. Though they are all important, only the first and third controversies are applicable to this research. These controversies are as follows;

Controversy 1: *Connect the hinterland to the seafront?*

On this topic, different actors share their views on how the inner city is disconnected from the seafront due to privately owned developments on the seafront. Furthermore they make suggestions on how the two can be reconnected through the design of spaces within the urban grain in strategic locations, where people can be redirected and connected to the sea. There are eight ‘actors’ including; modern heritage, seafront property owner, planning authority, investor, tourists/visitors, Famagusta inhabitants, city authority and marine ecosystem.

Most of the actors are in agreement that the waterfront belongs to the public and should be allowed to serve all citizens and the public at large. The city authority however, highlights that it is up to the private property owners to include public service on the waterfront; and that they would support this if it were the case.

In response to the sentiment of making the waterfront into a public space, especially in the event that Varosha is opened, one of the seafront property owners of the closed district asserted that they would be willing to relocate to allow for the coastline to be public since they would not be able to renovate their buildings due to structural failure caused by years of neglect. Amongst other actors, the city authority reiterates this notion and adds that waterfronts are common property for the citizens and should be treated as such.

Still under this controversy, the platform offers an opportunity to look at other cities and how public waterfronts connections work there. According to HoF, due to coastal development which is privatized (particularly Varosha coastline which includes the Laguna Beach), the port, and military zones; the city of Famagusta is dispossessed of its coastline. It also looks at a number of projects done in regard to Famagusta and internationally.

Controversy 2 (Reads as Controversy 3 on the platform): *Introduce major public activities along the coastline?*

The actors under this controversy include Famagusta inhabitants, city authority, tourists/visitors, coastal ecosystem, planning authority, investor, rivers' delta ecosystem and university. Here the actors discuss in realistic terms the amount of development pressure the public spaces on urban waterfronts are under.

The discussion centres around the idea that future development plans should consider matters such as incorporating public spaces and facilities along the coastline, as well as functions which are inclusive of the general public, which would make the Famagusta coastline a series of vital public spaces linked to the rest of the city. Some actors such as the planning authority assert that in the event

that the waterfront is developed as a public space, there should be consideration for policies for diversity in the public activities.

- The Famagusta Eco city Project

As explained before in Chapter 1 of this thesis, this project was founded by a woman of Cypriot descent whose mother is a Greek Cypriot who used to live in Varosha and experienced the exodus of citizens from the district during the war in 1974. She joined forces with both Greek and Turkish Cypriot experts as well as others from around the world to work on the project which was officially launched in 2014.

In order to understand more what the project would entail, the research looked at different articles, documentaries and presentation shown as videos found on the website and/or related to the project. Hooper and Venema (2014) from BBC World Services got into contact with Vasia Markides and Ceren Bogac who is a Cypriot architect and psychologist.

According to the article the main aim of the eco-city project is to find ways of turning Varosha into a 'model for sustainability and peaceful coexistence' which would be done through learning from nature and how it continued to thrive with no interference from people, using only the energy from the sun which is an abundant resource in Cyprus. In the article Markides is quoted with the notion that Varosha would become a model for green technologies.

Markides and Bogac express their optimism for the project and believe that since the physical state of the area is in decay, rebuilding the place would give them an

opportunity to build it right this time. One of the observations that were made was that in the past the hotels and other buildings in Varosha were built very close to the edge of the water, blocking the sunlight from hitting the beach by one in the afternoon.

Though there is much optimism about the project, some members of the eco-city project such as Fiona Mullen who is an economist, have expressed their concerns for the political implications behind the project.

From these platforms, it is evident that most Cypriots who are highlighted in the above stated platforms believe that the Famagusta coastline in general and including the Laguna Beach, lacks in vitality, however they also believe there is great potential for these waterfront spaces, including those in Varosha, to be vital through specific and intentional measures. The opinions given by people under HoF could be used to develop guidelines which are specific to the Laguna Beach and the Famagusta coastline in general. These participants highlight issues which were identified in the literature survey, such as, improved public access, diversity and introduction of more activities.

3.3 Summary of Results

According to (Onal, Dagli, & Doratli, 1999) the city of Famagusta has been through changes caused by several factors – socioeconomic, political, physical as well as cultural – which had an impact on its development and urban form over the years. They mention that before the war in 1974, Famagusta was a prominent point for tourism (*Figure 3.16.*) as well as trade and it served around 120 000 people including the citizens, with administrative, recreational, educational and commercial activities.

The Laguna Beach is a nodal point on the Famagusta coastline. Due to this reason it must be a public space which will still be vital and significant for future generations to come, however its current state suggests otherwise (*Figure 3.15.* and *Table 3.2.*). The research suggests that improvement on the variety of activities (for both night and day time) and accessibility to this area is much needed in order to make the place more lively and liveable, which would in turn satisfy two of the main components contributing to the vitality of the waterfront space as identified in *Table 3.2.*



Figure 3.15. Images of the Laguna waterfront currently (Source: author)

Furthermore another issue which is important and more political in nature, is the uninhabited Varosha quarter, which brings a unique and intriguing ambiance to the area, even though it also bears wounds to the Cypriot community. When all the principles of vital waterfront public spaces are satisfied, the Laguna Beach would potentially be one of the best spots in the city of Famagusta to begin the resealing of the cracks in the fragments of the city and of the Cypriot nation as a whole.



Figure 3.16. A postcard of Famagusta from the late 1960s (Source: URL 21)

Table 3.2. Ranking of the Laguna beach against identified principles of vitality (Source: Author)(Continues to page 70)

Factors contributing to Vitality	Comments on Laguna waterfront
<p>Accessibility</p>	<ul style="list-style-type: none"> • Poor and unclear public access (entrances) • Poor visual and physical access to the waterfront from the city • Inconvenient public transport to the waterfront • No transparent views • The waterfront is not well linked with the rest of the city • Lack of pedestrian and cyclist pathways on the beach
<p>Activity</p>	<ul style="list-style-type: none"> • Lack of cultural activities • Minimal economic activity • Size of the waterfront is large enough to host more activities without disorientating the users • Lack of mixed-use

	<ul style="list-style-type: none"> • There is also a lack of night life and seasonality • Lack of urban furniture
Diversity	<ul style="list-style-type: none"> • Lack of variety in activities • Lack of diversity in user groups, for instance there are no provisions for people with disabilities • The space lacks adaptability, that is it was unable to adapt to new circumstances • The space lacks seasonality
Security	<ul style="list-style-type: none"> • The space feels uncomfortable • No night time activity • No urban lighting on the beach at night • Minimal public amenities • There is very minimal crime in the area

Table 3.3. below shows the general strengths, weaknesses, opportunities and threats of the Laguna as a public space on the waterfront. The research uses this as a tool to develop specific criteria for Laguna waterfront to regain its vitality by making the relevant recommendations through short-term, mid-term and long-term scenarios for the anticipated changes if the identified criteria are followed.

Table 3.3. SWOT analysis of Laguna Beach as public open space (Source: Author)
(Continues to page 72)

	Accessibility	Activity	Diversity	Security
Strengths	-Public car park close to the waterfront	-The waterfront isn't crowded -Different water activities such as swimming, sunbathing, boating and fishing	-Different facilities in the area such as restaurants, residential buildings, playground, primary school and food court	-Good quality of the water and environment -Varosha gives the waterfront historical identity -Minimal criminal activity
Weaknesses	-Lack of visual access from the city and vice versa -Unclear physical access -No transparent views -No convenient public transport to the waterfront -No pedestrian and cyclist paths on the waterfront -Waterfront does not cater for people with disabilities	-Buildings too close to coastline and block sunlight after 1pm which limits activities such as sunbathing -Lack of closed public spaces on the waterfront to allow for indoor activities during the cold months -No free internet access	-Lack of diversity in the users of the waterfront -Mostly tourists use the waterfront -There isn't diversity of activities done on the waterfront -Inadequate public restrooms and showers -Lack of seasonality	-Constant surveillance by soldiers -Lack of semi-permanent shelter for protection from harsh weather elements -No night lighting -Night life is very minimal

Opportunities	<ul style="list-style-type: none"> -The possible rebuilding of Varosha may allow for improved visual and physical accessibility -Famagusta Eco-city Project may provide design strategies which address accessibility 	<ul style="list-style-type: none"> -Public spaces close to the waterfront such as the parking lot, playground and eating area may be used to host outdoor communal activities 	<ul style="list-style-type: none"> -The possible rebuilding of Varosha may allow for mixed used development on the waterfront 	<ul style="list-style-type: none"> -The Arkin Palm Beach Hotel hosts night time events from time to time, there is possibility of hosting more
Threats	<ul style="list-style-type: none"> -The possibility of Varosha remaining closed for longer -Lack of a masterplan for Famagusta -Reluctance of Laguna waterfront property owners to allow for public access 	<ul style="list-style-type: none"> -The concentration of activities on Salamis street and away from the old urban quarters of the city 	<ul style="list-style-type: none"> -The decay of the buildings in Varosha may mean that the new buildings may be of the same architectural style thereby killing the chances of having building diversity -Reopening Varosha may increase the tourist population without necessarily improving the diversity of users 	<ul style="list-style-type: none"> -Few residential blocks close to the waterfront currently means a few people use the waterfront through different hours of the day and night -The possibility of Varosha remaining uninhabited for longer

Chapter 4

CONCLUSION AND RECOMMENDATIONS

As mentioned before, this research is focused on finding out the guidelines through which vitality can be achieved in waterfront public spaces which are in conflicted zones. The research identified different qualities that make waterfront public spaces retain their vitality as well as those qualities which make the waterfront vital and these were used to study the Laguna Beach.

Waterfront spaces throughout the world have shown to be important parts of the city and hence it is necessary for them to be well planned and designed in a manner that makes them last and stay lively. This is even more important for waterfronts with unique histories such as the Laguna which is the only habitable part of a coastline which used to be the centre for tourist activity in Famagusta and the Mediterranean region in general.

Unfortunately the research confirms that indeed the Laguna Beach lacks in some fundamental components which contribute to the overall vitality of any public space on the waterfront. Considering the literature material regarding vitality, as well as the results gained from studying this waterfront space, the thesis concluded that of the four chosen components, the biggest challenge the Laguna waterfront faces lack of accessibility. The component which is the least challenging currently is the security of the space. According to the results, a waterfront public space such as the Laguna

waterfront can have improved vitality if and when it fulfils mainly the following criteria;

- There must be linkages between the waterfront and the inner city which improve the accessibility to the space, and this may be aided by convenient and viable means of transport to and from the waterfront
- The waterfront must be made accessible to the public by ensuring well defined access points, especially physical access to the seafront, as well as visual access from the city. This accessibility must also cater to the disabled members of the public
- The historic character of the area, which is given by the Varosha district should be kept as an identifying factor for the city
- The diversity of land uses and functions must be improved in order to attract more people of different social backgrounds and physical abilities in order to allow the place to be more sociable
- The waterfront should have activities that give it more seasonality so it does not die out during cold months
- The natural environment should be well maintained and kept clean and urban design principles must be applied to create a more comfortable environment for users of the space.
- Last but not least, an area like the Laguna waterfront attracts tourists and this is good in maintaining international links which may boost the economy of the city in the long run.

In order for a more comprehensive and detailed criteria for the success and vitality of waterfronts as open public spaces, with the Laguna Beach as a case study, the

research looked at the short-term, mid-term and long-term scenarios for this waterfront considering the unique history of its context.

4.1 Short-term Scenario

The research looked into three possible stages through which the Laguna waterfront may become and remain a vital public space. The first stage would be anytime from now to five years² to come, assuming Varosha would still be closed. However, even if it does open within these years, it would still be uninhabitable considering the infrastructural decay that has occurred and the amount of time it would take to make it safe for human occupation again. Because there is not much that can be done currently to change the physical set-up of the Laguna the way it is now, the short term recommendations are mainly towards functional and socio-cultural guidelines and/or improvements, which would improve the activity and diversity; and therefore the vitality of the waterfront public space.

4.1.1 Improved Activity and Diversity

To improve the socio-cultural quality of the waterfront, the research targeted some key areas within the Laguna region, including the waterfront itself, the eating area, the parking lot, and the playground. All these areas may be used as settings to host some events throughout the year.

- The Eastern Mediterranean University (EMU) and other institutions in the country may host some of their outdoor events in this area where the student population may also be aware of the Laguna waterfront and its context as a whole. EMU already does this in the Walled City by hosting award ceremonies and some classes there, and the same strategy may work for the Laguna as well. For instance, the following points may be considered;

² The time estimations in this chapter are based purely on the author's interpretation of the discussions relating to the reopening of Varosha and are not tied to any official timeline

- Small groups of students taking relevant courses such as architecture and urban design or urban planning may be taken on short trips to this area to be exposed to and taught about the history and development of the country through Varosha and the Walled City.
- Family fun days may be hosted by lower level schools where the parking lot, food court and playground may be used as spaces to pitch temporary stalls which may be used to sell traditional food and other souvenirs.
- Food festivals may also be hosted in a similar fashion, this may give visitors and students a chance to interact with the local community and foster cultural exchange.
- Other activities that may be introduced at appropriate fees may include sailing, snorkelling and water skiing.

4.1.2 Improved Security and Accessibility

In terms of security and accessibility, functional improvements may be applied. The research considers the following minimal but key points according to the analysis of the case study as well as literature survey.

- Provision of more restrooms for the users of the waterfront who aren't paying guests at the Arkin Palm Beach Hotel. Currently there is a small area which provides one rest room for each gender and a shower.
- The beach is currently bare and does not have green infrastructure so in order to improve the image and comfort of the waterfront, some greenery and semi-permanent benches and shelters may be introduced.
- Last but not least, it would help to bring more people to the beach if there was sufficient internet coverage which could be done by introducing open Wi-Fi hot spots for the public to use.

- As the above mentioned services become available to the public, it would be even more necessary to provide public transportation to the beach. This may start with the school bus service. Currently the route 4 of the EMU bus service is the only bus route that passes close enough to the Laguna waterfront, however, one still has to walk for about fifteen minutes from its final stop in order to get there and this may be very uncomfortable in the summer.
- In addition to pedestrian and cyclist paths, lighting may be introduced on the waterfront to encourage people to use the beach at night even when there isn't any event taking place.

The idea for this short-term scenario is that they can be put in place before the reopening of Varosha, that is anytime from the present time and in time the mid-term changes may be implemented in addition to the ones discussed previously. The changes would be quite minimal but could prove highly effective and would be done on the waterfront itself, along with its immediate context.

4.2 Mid-term Scenario

Hypothetically, if the short-term changes are realised, then after about five years or so, the mid-term changes can be realised as well in a similar manner, that is, more on the socio-cultural and functional aspects though with these, the physical aspects may begin to be considered as well.

These changes would mainly be focused on other waterfront spaces and urban quarters which are within close proximity to the Laguna waterfront.

- According to the municipality of Famagusta in August 2005 there were discussions centred on transforming the old harbour into a marina with a more diverse variety of activities and allowing the public to be able to access this waterfront space, which currently is not the case.
- As an historic urban quarter of Famagusta, the Walled City is also an area that could help bring life back to the older quarters of the city if it is revitalised accordingly. This is also in the municipality discussions. It would involve getting more of the population to actually live within the old city and not just visit as tourists do.

4.3 Long-term Scenario

The research went on to look into possibilities that could occur in order to make the Laguna waterfront a more vital public space on the waterfront. The major long term goals would involve the reopening of Varosha and possibly applying some or all of these guidelines to the rest of the waterfront spaces in Famagusta, with an addition of guidelines focused more on design aspects where necessary.

4.3.1 Reopening of Varosha

First and foremost it is important to note that most of the change that would occur in Varosha would take a great deal of time considering the infrastructural decay that has gone on for over forty years. With this in mind it is also important to note that any change that could occur would have to be thoroughly discussed and agreed upon by the original owners of the buildings in Varosha, as well as the Cypriot government and the general Cypriot community at large.

Initiatives such as HOF and the Famagusta Eco-city Project have already begun these discussions where both Turkish and Greek Cypriots have joined together in seeing

their city become unified and successful as it once was. Even though the initiatives may be for Famagusta as a whole, the research focuses mainly on the Laguna waterfront and issues that affect it directly.

With the reopening of Varosha, most of the change would initially be in terms of the physical quality of the waterfront and its immediate context which would then provide a setting for the functional and socio-cultural as well as economic qualities to take place; which would essentially address issues of accessibility, activity, diversity and security. Some of the changes may include but are not limited to the following points.

4.3.2 Improved Accessibility

With the current state of the buildings in Varosha, it is difficult to determine whether the whole district should be demolished and rebuilt again or if some of it may be kept as it is. However for the sake of the research, the points made below are made based on the instance that the buildings in direct contact with the waterfront are to be rebuilt and according to the results from the documentary study mainly two changes are looked at.

- It is imperative that the buildings along the coastline allow both visual and physical access from within the city. To this extent, some of the projects which are highlighted in the HOF platform under the Wide Public Waterfront discussion are based on strategies which would allow for such interaction between the waterfront and the rest of the city.

This may be done by allowing for wide gaps of green spaces in between a certain number of buildings, creating corridors which would link the seafront

to the rest of the hinterland as well as allow for the visual connection for those who do not live by the shore.

- Another factor which was stated under the Famagusta Eco-city Project is the fact that the buildings along the waterfront of Varosha were built too close to the water's edge and therefore the sunlight would only hit the waterfront from morning until around one o'clock in the afternoon which means the rest of the afternoon it would be shaded by the towering structures.

This may be accomplished by ensuring that a considerable distance from the sea is left when rebuilding the structures along the shore. This distance would also mean that there would be adequate space for the waterfront to be enjoyed by the public as a public space on the waterfront.

Another way to do this may be by ensuring that the building heights reduce as one approaches the sea from inland, such that the buildings directly along the shore would have fewer storeys to their height.

- Last but not least, with these major changes to the actual buildings on the seafront, there will also follow urban design and landscaping strategies which would make the beach a more comfortable public space such as provision of walking and cycling paths; green infrastructure; benches; as well as other urban design elements necessary for the vitality of waterfront public spaces as identified in earlier chapters of this paper.

4.3.3 Functional and socio-cultural changes

These changes may be similar to those mentioned under short-term goals but on a much larger scale and with thorough planning and design. According to Project for Public Spaces (2014), the success of a public space is largely dependent on how well it is managed. This management would come from the city as well as from its people

where decisions are made with input and consent from the public. It is inevitable that foreign investments may be necessary to make the waterfront vital; however public participation would be key in ensuring the vitality of the spaces on the waterfront of Famagusta as a whole.

The kind of measures discussed above can be realised and if policies concerning the planning and design of the city of Famagusta could incorporate strategies which ensure that these criteria are met. As a result the Laguna waterfront as well as the rest of the important nodes on the coastline of Famagusta would have increased vitality, which would be beneficial to the city as a whole in terms of its physical, socio-cultural and economic development, because the more vital a place is, the more it attractive it is for economic activity and thereby resulting in more people using the space..

Public spaces on the waterfront, when improved, have the potential to be parts of the city where there is a reciprocated level of energy between the city centre and the coast, thereby enhancing the city not only through improved infrastructure but as well as through beneficial socio-economic international interactions.

"To really take a place that is a symbol of war and neglect and hatred and abandonment, and turn it into a model that the rest of the world could use - to me it's a success story even if we only bring awareness, a plan for other communities."

Vasia Markides, Famagusta Eco-city Project

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