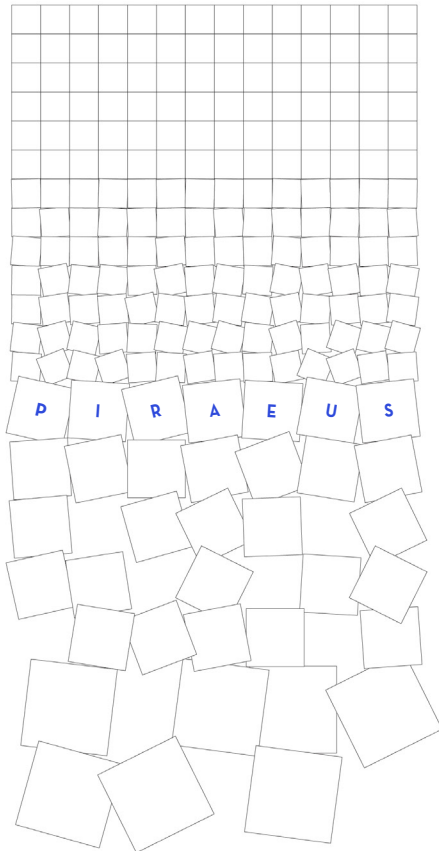


PORT OF PIRAEUS

Phased Vegetative Succession as a Logistic-Civic Transition



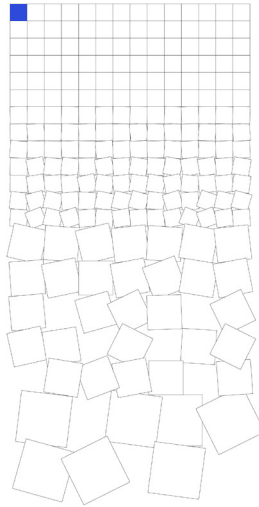
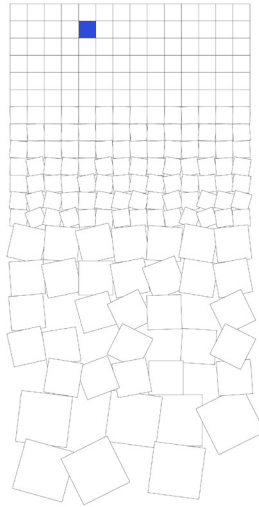


TABLE OF CONTENTS

1. Introduction	05
2. Case Studies	13
3. Port of Piraeus - History	27
4. Site Visit	55
5. Site Analysis	75
6. Phased Port Regeneration	91
7. Soil Strategy & Water Harvesting	123
8. Testing - Masterplan Zoom In	143
9. Conclusions	159
10. Bibliography	167

INTRODUCTION



Across Southern Europe, the coastal landscape is punctuated by the ruins of ambition, vast tracts of land where development once promised renewal but never arrived. These unfinished projects form a peculiar category within the contemporary city: neither obsolete nor active, neither abandoned nor inhabited. They stand as silent witnesses to a cycle of grand visions, political inertia, and economic precarity that defines much of the region's urban condition.

From Napoli Bagnoli steelworks to Athens Ellinikon airport, such sites reveal the paradox of the Mediterranean city, a place where resources are scarce, yet urban transformation often relies on expensive, top-down masterplans that collapse under their own weight. What remains are infrastructures of waiting: fenced-off plots, half-built foundations, and empty promises suspended in bureaucratic and speculative limbo.

THE SOUTHERN EUROPEAN CONTEXT

The landscapes of Southern Europe are marked by a combination of historical depth, ecological fragility, and institutional complexity. Coastal cities in particular embody the tensions between centuries of maritime activity, modern pressures of globalization, and the legacies of economic crisis. As Porfyriou and Sepe (2017) observe, “*European port cities constitute places of long-standing stratification where historical infrastructures and collective memory collide with global economic demands*”. Today, however, many of these spaces are defined as much by abandonment and uncertainty as by continuity.

The Mediterranean condition amplifies these tensions. Climate and geography play a central role: strong seasonal contrasts, saline air, and exposure to sea erosion accelerate the decay of industrial structures and infrastructures. Jones (2012) underlines how “*vernacular Mediterranean landscapes evolved adaptive strategies of resilience, thick walls, shaded courtyards, and flexible uses of space, that are increasingly disregarded in contemporary urbanism*”. Instead, new waterfront projects often privilege spectacle and profit, producing fragile spaces disconnected from ecological and social logics.

The economic crisis of the late 2000s further exposed vulnerabilities in Southern European urban systems. In Greece, the privatization of Piraeus represents what Smith and García Ferrari (2012) describe as “*the commodification of the waterfront as an economic asset rather than a shared civic resource*”. Large-scale redevelopment strategies, often driven by external investment, tend to marginalize local communities and reinforce exclusionary spatial patterns.

1. Abandoned city districts in East Napoli due to financial crisis, 2025
2. Palazzo dell' Immacolatella in abandonment and degrade, Napoli, 2025
3. Protests in Athens for privatization on Port of Piraeus, 2016





1. Occupied abandoned complex Leoncavallo, Milan
2. Occupied abandoned complex in Roma Ostiense
3. Eviction of the Leoncavallo complex, 2025

Italy offers parallel lessons. In Genoa, Renzo Piano's redesign of the Porto Antico in the 1990s remains emblematic of waterfront regeneration in Southern Europe. While hailed internationally as a model, critics note that its emphasis on leisure and tourism sidelines everyday local uses. Secchi and Viganò (2013) argue that such interventions often exacerbate inequalities, producing a polarized urban landscape where "new centralities emerge for the rich, while peripheral or marginal spaces are abandoned to the poor". Naples provides another case: despite ambitious masterplans, much of its waterfront remains fragmented due to political inertia and conflict between port authorities and the municipality.

At the same time, practices of informality and improvisation characterize Southern European urbanism. Vacant lots, abandoned warehouses, and fenced-off infrastructures are frequently reappropriated by communities, artists, or ecological processes. In Roma Ostiense or the Leoncavallo community in Milan, temporary cultural and social uses of industrial relics anticipate institutionalized redevelopment but threatened by eviction. As Sustainable Landscapes Across the Mediterranean (2024) points out, "informal reuse constitutes a form of latent urbanism that municipalities too often undervalue, even though it sustains continuity and resilience where official planning fails". This results in a paradox: landscapes linger in limbo, too politically sensitive or economically ambitious to redevelop, yet too degraded to ignore.

URBAN AND SPATIAL CHALLENGES

The persistence of wastelands along the coasts is not only a by-product of deindustrialization but also of institutional mismanagement. As Corboz (2001) famously argued, “*the territory is best understood as a palimpsest—a surface of layered interventions, erasures, and partial overwritings.*”

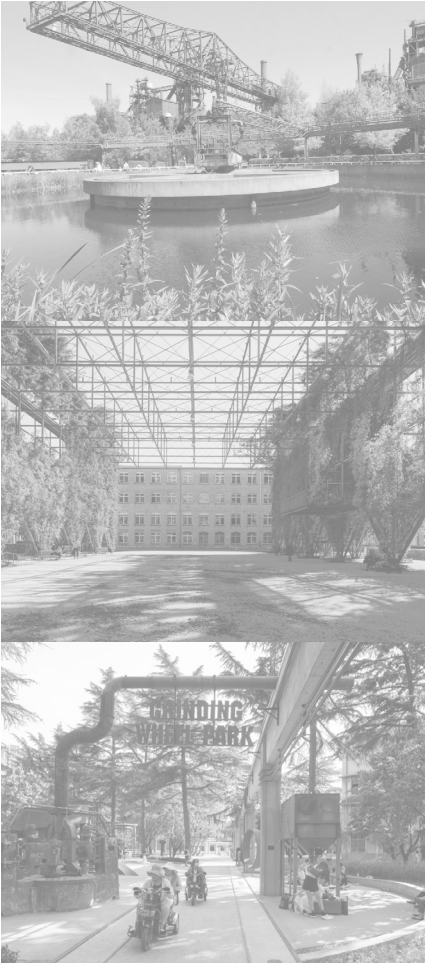
In Southern Europe, however, these layers often result not in a rich continuity but in fragmented landscapes that resist coherent transformation. Port authorities, municipalities, and private investors frequently hold competing claims, leading to stalled projects and “frozen” sites that accumulate dereliction rather than incremental reuse.

A defining feature of Southern European cities is their reliance on informal practices to sustain everyday life. Marot (2003), in *Sub-urbanism and the Art of Memory*, highlights the capacity of tactical, small-scale interventions to produce meaningful spatial transformation outside of official frameworks. Yet in practice, such informal appropriations are often contested by municipalities, which prefer large scale projects promising revenue and prestige.

The expansion of short-term rental platforms adds another layer of fragility. In cities such as Lisbon, Barcelona, and Athens, the Airbnb boom has accelerated the conversion of housing into tourist accommodation, eroding social infrastructure and transforming neighborhood economies. This process not only displaces long-term residents but also undermines the potential for adaptive reuse strategies that depend on continuity and local stewardship.

1. Stalling site in Rogoredo, Milan, 2025
2. Stalling site in Molo Beverello, Napoli, 2025
3. Protests in Barcelona against AirBNB, 2025



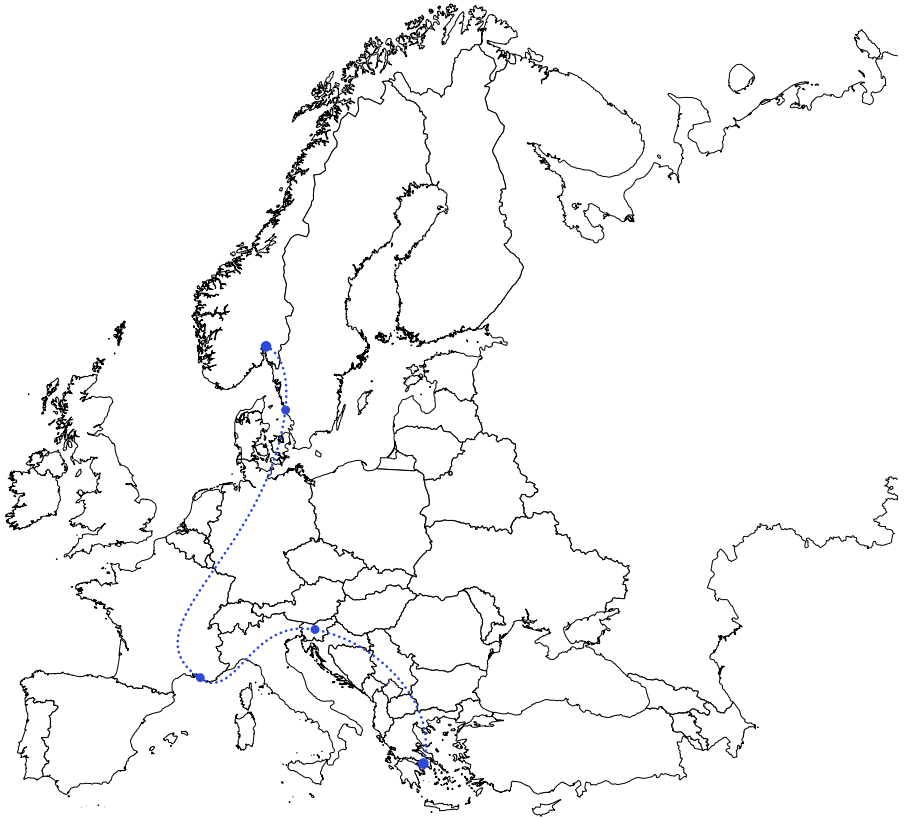


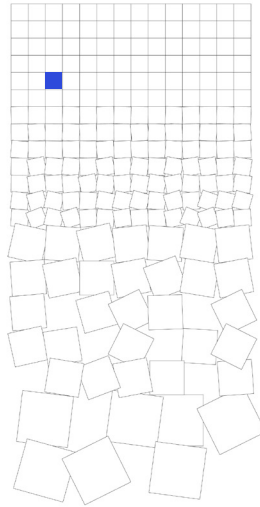
1. Landschaftspark Duisburg Nord by Latz + Partner
2. MFO-Park by Raderschall Landschaftsarchitekten
3. Grinding Wheel park by lab D+H

The cumulative effect of mismanagement, speculative development, and informality is the proliferation of degraded landscapes. These spaces - abandoned warehouses, fenced-off docks, empty Olympic stadia, or half-finished real estate projects - embody what Treib (1991) describes in his commentary on Georges Descombes's work: sites of "*deliberate incompleteness*" where the unfinished or unresolved becomes a condition of the contemporary city.

Yet, as Jones (2012) argues, degradation is not only a symptom of neglect but also a reservoir of ecological and cultural potential. Spontaneous vegetation, informal reuse, and layered histories are embedded within these landscapes. The challenge lies in shifting perception: from seeing them as urban failures to recognizing them as opportunities for phased, adaptive transformation.

CASE STUDIES





This chapter examines a series of European waterfront projects to understand how different urban strategies respond to the challenges of post-industrial coastal transformation. Each case reflects a distinct position within the broader spectrum between top-down redevelopment and bottom-up adaptive reuse, revealing the political, spatial, and ecological implications of design as an instrument of change.

Projects such as the Oslo Harbour Fjord City and the Port of Marseille regeneration exemplify the dominant model of large-scale, investment-driven redevelopment, where transformation is often guided by image, real-estate logic, and the promise of public accessibility. In contrast, initiatives like Shoreline Park in Gothenburg propose a different approach, tactical, experimental, and process-oriented, rooted in reusing existing material and spatial conditions rather than replacing them.

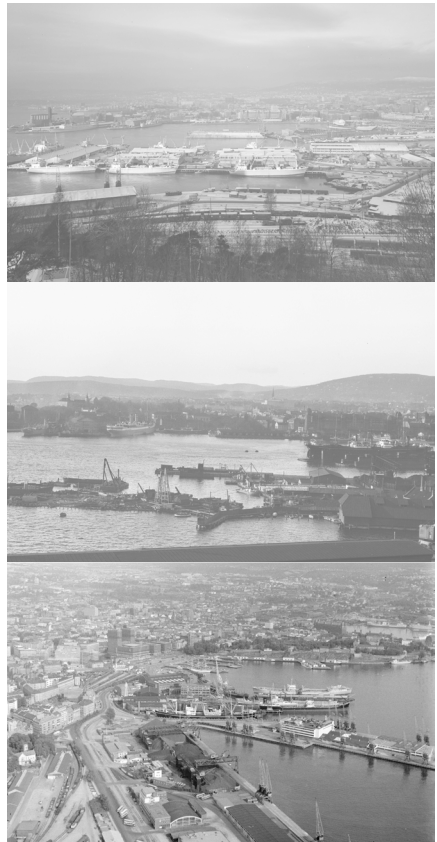
The chapter concludes with a reflection on the Ellinikon Project in Athens, a paradigmatic case of Southern European urban contradiction: a massive top-down vision colliding with local precarity, resistance, and uncertainty. Through this comparative reading, the aim is not to rank success or failure, but to identify degrees of agency, adaptability, and temporality, and to trace how design can operate before the project begins.

FJORDBYEN - OSLO

For much of the 19th and 20th centuries, Oslo's harbour functioned as a dense industrial and logistical zone. Stretching along the inner Oslofjord, it was dominated by shipyards, sawmills, warehouses, and railway lines that connected maritime trade to the city's industrial base. The Akers Mekaniske Verksted shipyard at Aker Brygge was among Norway's largest, operating from the 1850s until its closure in 1982. The harbourfront was a landscape of cranes, silos, and docks, a working infrastructure that effectively separated the city from the sea.

By the late 20th century, global shifts in shipping technology and the relocation of port functions to Sjursøya and Filipstad rendered large parts of the central harbour obsolete. The area fell into disuse, while the coastal E18 highway, constructed during the postwar years, reinforced the physical and visual barrier between Oslo and its waterfront. What had once been a zone of industrial productivity became a fragmented urban edge, a line dividing the historic city core from its maritime origins.

1.2.3. Oslo harbour, 1959





1. Masterplan of the Oslo harbour, 2005

Launched in 2000, the Fjord City plan sought to reclaim Oslo's neglected shoreline, replacing obsolete port zones with a continuous public waterfront that integrates housing, culture, and recreation. The city and the Port of Oslo presented this as a dual mission: to "open the city to the fjord" while ensuring an efficient, modernized port system.

The concept hinged on three key principles:

Reconnection - creating a 9-kilometre Harbour Promenade linking fragmented waterfront districts from Frognerkilen to Sydhavna;

Redevelopment - transforming industrial areas (Bjørsvika, Filipstad, Vippetangen) into mixed-use neighbourhoods;

Relocation - concentrating freight operations at Sydhavna to free the central harbour.

This vision positioned the fjord as Oslo's new civic heart - an "urban living room" symbolizing progress, openness, and cultural renewal. Yet the plan's financial structure - reliant on public-private partnerships and land-value capture, embedded it in the logic of neoliberal urbanism, where access and aesthetics become tools of market regeneration.

The redevelopment unfolded through projects that redefined the image of Oslo:

Aker Brygge (1987-1997) marked the first major industrial conversion, turning the former Akers Mekaniske Verksted shipyard into a mixed-use complex of offices, shops, and apartments. Initially celebrated for adaptive reuse, it soon became criticized for commercialization and privatized open space.

Bjørnvika and the Barcode (2004-2019) followed as the new centrepiece of Fjord City. Anchored by the Oslo Opera House, the area was redeveloped with high-density glass-and-steel towers. The “Barcode” became a symbol of architectural ambition and economic speculation in equal measure.

The Harbour Promenade (2016-) created physical continuity along the fjord, unifying previously fragmented zones through public access, bathing areas, and cycle paths.

These projects successfully shifted the public perception of the waterfront – from an industrial backdoor to a civic front yard. Yet they also generated a new kind of enclosure: social, economic, and aesthetic.

1. Akerbrygge, Oslo, 2024
2. Barcode Masterplan, MVRDV, 2003
3. Opera House, Snøhetta, 2008





1. Barcode Development, Oslo, 2025
2. Barcode Open Space, 2018
3. Bjørvika area, 2025

While Fjord City physically opened the waterfront, critics questioned for whom this openness was intended. In his analysis of the project, Michael Rac observed that “access is guaranteed only to those who can afford it,” noting how the new districts serve as “architectural manifestations of socio-economic exclusivity.”

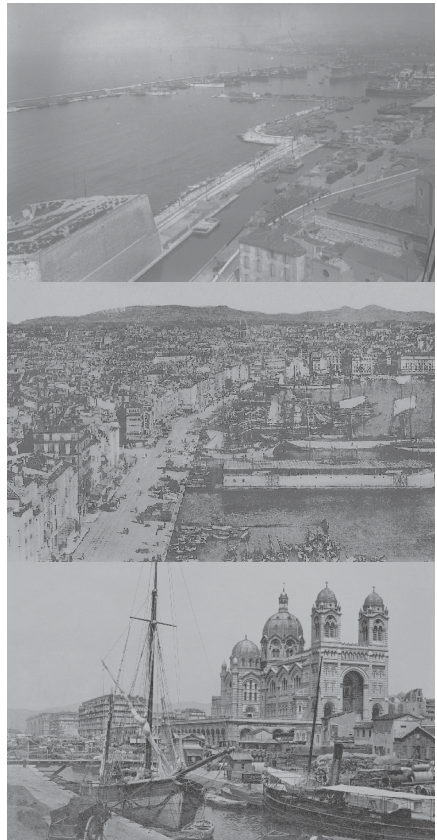
Similarly, Jonny Aspen describes the waterfront as an “urban façade of prosperity,” where design operates as “a visual performance of democracy rather than a lived practice of it.” This is echoed by Liane Lefavre, who argues that Nordic cities often “aestheticize participation” — offering visually democratic spaces that in reality reinforce exclusion through consumption.

MARSEILLE'S WATERFRONT

For centuries, the Port of Marseille was the economic and symbolic heart of France's southern gateway. By the late 19th century, heavy port infrastructure extended northward toward La Joliette and Arenc, creating a dense fabric of docks, warehouses, and railway yards.

With the shift to containerization in the 1970s and the opening of Port de Fos sur Mer, most industrial and freight activities moved westward, leaving the central port partially obsolete. The old waterfront became a frontier - fenced, polluted, and fragmented, yet loaded with memory and urban potential. As Jean-Louis Cohen observed, "Marseille's harbour is not just a port, but the city's unconscious - vast, repressed, and unresolved."

1. Fort Saint-Jean area, 19th century
2. Vieux port Marseille, 19th century
3. Canal Saint-Jean, 19th century





1. Masterplan for the Marseille Chaîne des parcs, Michel Desvigne, 2012

In 1995, the French government launched Euroméditerranée, covering more than 480 hectares between the Vieux-Port and Arenc. It aimed to “re-centre Marseille in the Mediterranean” through large-scale redevelopment combining housing, offices, cultural facilities, and public spaces.

The Euroméditerranée 1 phase (1995–2015) focused on La Joliette and Arenc; Euroméditerranée 2, still ongoing, extends further north into degraded industrial zones. According to the agency’s mission statement, the operation sought to “reconcile the port and the city through exemplary urban, social, and environmental regeneration.”

This ambition materialized through high-profile architectural interventions:

Foster + Partners masterplan for the Vieux-Port (2013), which pedestrianized the historic basin and introduced the Ombrière, a vast mirrored canopy that reflects the waterfront’s activity.

Michel Desvigne’s landscape plan for the Joliette-Arenc-Euroméditerranée axis, which reintroduced vegetation, permeability, and continuity to an area previously defined by asphalt and logistics.

Together, these projects represent an attempt to re-domesticate the port landscape, converting a space of production into one of leisure and representation.



1.2.3. Cuts into asphalt allow the start of a framework and space for planting with only moderate intervention, 2017

The project offers several important lessons for adaptive reuse in Southern European contexts. It demonstrates that large and complex waterfront sites can be successfully transformed through incremental, low-impact interventions that balance ecological restoration with social and recreational functions. The preservation and reuse of industrial structures maintain historical continuity while reducing the need for demolition or heavy construction. Finally, the emphasis on connectivity – linking the city and the waterfront – highlights the potential of adaptive reuse to strengthen urban cohesion and create inclusive public spaces.

Shoreline Park illustrates that phased, flexible, and ecologically integrated strategies can effectively transform underused waterfronts into resilient, multifunctional landscapes. These principles are directly applicable to Southern European port cities, where similar challenges of fragmentation, ecological degradation, and social exclusion exist.

CONTROVERSIAL PROJECT: ELLINIKON - ATHENS

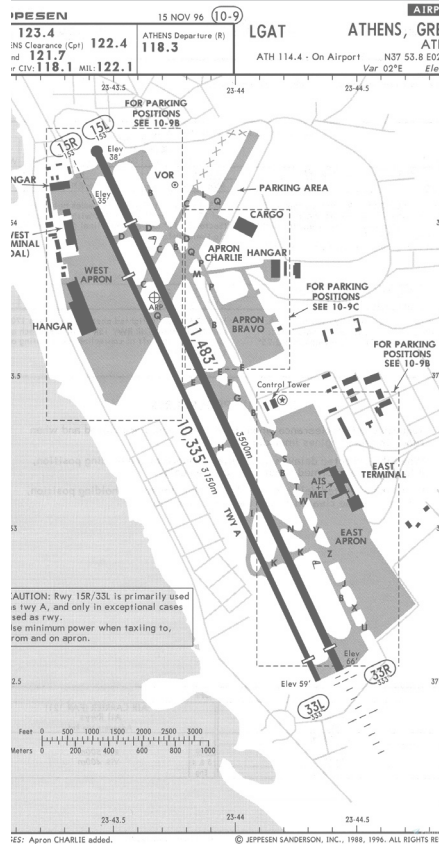
Among the various projects that exemplify the spatial and political dilemmas of Southern European redevelopment, the Ellinikon project in Athens stands out as a particularly contested case. Built on the site of the former international airport, Ellinikon has been positioned by its proponents as a flagship development for Greece's post-crisis recovery and as one of Europe's largest urban transformation schemes. Yet, the project has also become a focal point for debates about privatization, exclusion, and the future of public land.

The closure of Athens' international airport in 2001 left behind a vast expanse of land - over 600 hectares - strategically located between the city and the coast. For nearly two decades, debates raged over its future, with proposals ranging from public parks to mixed-use development. The eventual decision to privatize the land and award it to international investors was strongly shaped by Greece's financial crisis and the pressures of austerity policies imposed by international lenders.

The masterplan for Ellinikon envisions luxury housing, shopping malls, office towers, and leisure facilities, including Europe's largest coastal park. While marketed as an engine of economic growth, the scheme has been criticized for its emphasis on high-end consumption and real estate speculation. As Secchi and Viganò (2013) argue in their analysis of polarized urban development, such projects often create "the city of the rich and the city of the poor," consolidating inequality rather than addressing it.



1. Previous conditions of the former airport, 2012



2. Plan of the former airport, 1988



1. The vision for Ellinikon, 2022



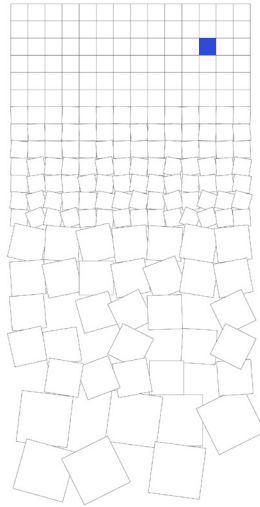
2. The current situation of the site, 2025

Ellinikon has generated heated debate in Greece and beyond. Environmentalists highlight the loss of an opportunity to create a metropolitan-scale public park in one of Europe's most undersupplied cities. Local communities express concern about displacement, restricted access, and rising housing costs. Planners and academics criticize the top-down nature of the project, noting the limited role of municipal authorities and the dominance of national and international economic agendas.

The project thus serves as a case study in the risks of large-scale, profit-oriented redevelopment in Southern Europe: socially divisive, politically contested, and environmentally uncertain. For the purposes of this thesis, Ellinikon functions less as a model to follow than as a warning. It demonstrates the limitations of conventional redevelopment models in contexts where municipal capacity is weak, public resources are constrained, and landscapes are deeply layered with ecological and cultural value. By contrast, adaptive reuse strategies offer a more incremental and open-ended approach – one that could activate existing infrastructures and landscapes without foreclosing future possibilities.

PORT OF PIRAEUS - HISTORY



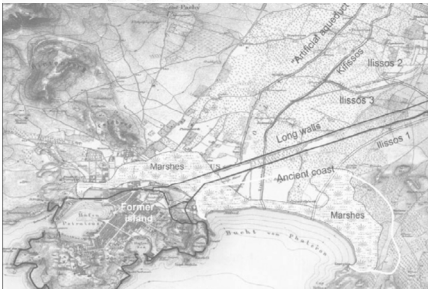


Following the examination of European waterfront transformations, this chapter returns to the Mediterranean, to the Port of Piraeus, a site that condenses many of the contradictions previously explored. Once the maritime gateway of ancient Athens and now one of the busiest ports in the Eastern Mediterranean, Piraeus embodies the spatial, political, and ecological tensions that define contemporary Southern European coastal landscapes.

Here, the collision between global logistics and local stagnation, between state neglect and private speculation, creates a fragmented terrain suspended between infrastructures, voids, and fences. The site operates simultaneously as an economic engine, a territorial scar, and a latent public space, a landscape of thresholds where city and sea, memory and development, cohabit without integration.

Piraeus is chosen for its ambiguity. It is a place where the city's future remains perpetually postponed, where transformation is imagined but never fully realized. Within this unstable condition, the port becomes an ideal testing ground for the thesis central proposition: a phased transformation can act as stepping stones to bridge the gap between logistic and civic, between an active port and a space the should belong to citizens.





1. When Piraeus was an island
2. Hippodamian Grid Plan
3. Connection through walls between Athens and Piraeus

THE LAND ON THE OTHER SIDE: PIRAEUS

The name Piraeus reveals its nature as a threshold landscape. Derived from the ancient Greek word *péran*, meaning “beyond” or “on the other side,” it described a rocky peninsula separated from the mainland by a swampy area. From its earliest conception, it existed as a liminal zone: neither fully city nor sea, but the space that connected Athens to the wider Mediterranean world.

This condition of in-betweenness would define the port’s identity across history. Piraeus became the site where geography, infrastructure, and politics converged, and where cycles of construction, abandonment, and reuse unfolded. What began as a marginal and marshy territory was transformed into the strategic naval base of Athens in the 5th century BC and subsequently, it became one of the earliest planned cities in the Western world, its rational grid reinforcing its role as a connector of commerce, culture, and defense.

As mentioned, Piraeus was a marshy peninsula, separated from the mainland by swamps until the early 5th century BCE when its strategic potential as a naval base got recognized. The port’s three natural harbors offered sheltered waters ideal for shipbuilding and defense. In 493 BCE begins the construction of fortifications, linking Piraeus to Athens and marking its emergence as the primary harbor of the city.

FROM MILITARY STRONGHOLD TO TURISTIC GATEWAY

Piraeus suffered repeated cycles of destruction and neglect. Under Roman rule, the harbors continued to function but increasingly as secondary commercial facilities. By the Byzantine and Ottoman eras, the port was reduced to a modest fishing village, its monumental infrastructures abandoned or dismantled.

This long period of decline left physical and cultural scars: fortifications decayed, the Hippodamian plan was forgotten, and the once-bustling harbors were filled with ruins. Yet, this abandonment also meant that layers of history remained latent, waiting to be rediscovered.

During Ottoman rule (15th-19th century), Piraeus—known as Porto Leone was of little strategic significance. The small settlement consisted mostly of fishermen, sailors, and a few merchants. Its decline stood in stark contrast to its classical past. However, the monumental lion statue became a symbol of the port, eventually looted by Venetian forces in 1687 and transported to Venice, where it still stands today.

1. Piraeus as fisherman village, 1928
2. Piraeus destruction, 1944





1. Newly built dock, 1965
2. Piraeus in the 60s as shipping harbour
3. Piraeus in the pre-tourism era, 1972

The 20th century witnessed another radical transformation. Piraeus became Greece's main industrial and maritime center, home to factories, warehouses, shipping companies, and naval infrastructure. The city grew around the port, absorbing waves of migrants and refugees, particularly after the Asia Minor Catastrophe in 1922, when thousands of displaced Greeks resettled in Piraeus. This influx shaped the social and cultural identity of the city, creating a working-class character and a vibrant urban culture.

In recent decades, Piraeus has faced new challenges. Globalization, privatization, and containerization have reshaped the port into a highly specialized logistic hub, dominated by freight terminals and fenced-off zones. The privatization of Piraeus Port Authority (with major investment by COSCO) has further transformed the governance and spatial configuration of the waterfront. While economically significant, these developments have reduced public access and fueled debates about sovereignty, gentrification, and the erosion of local urban identity.

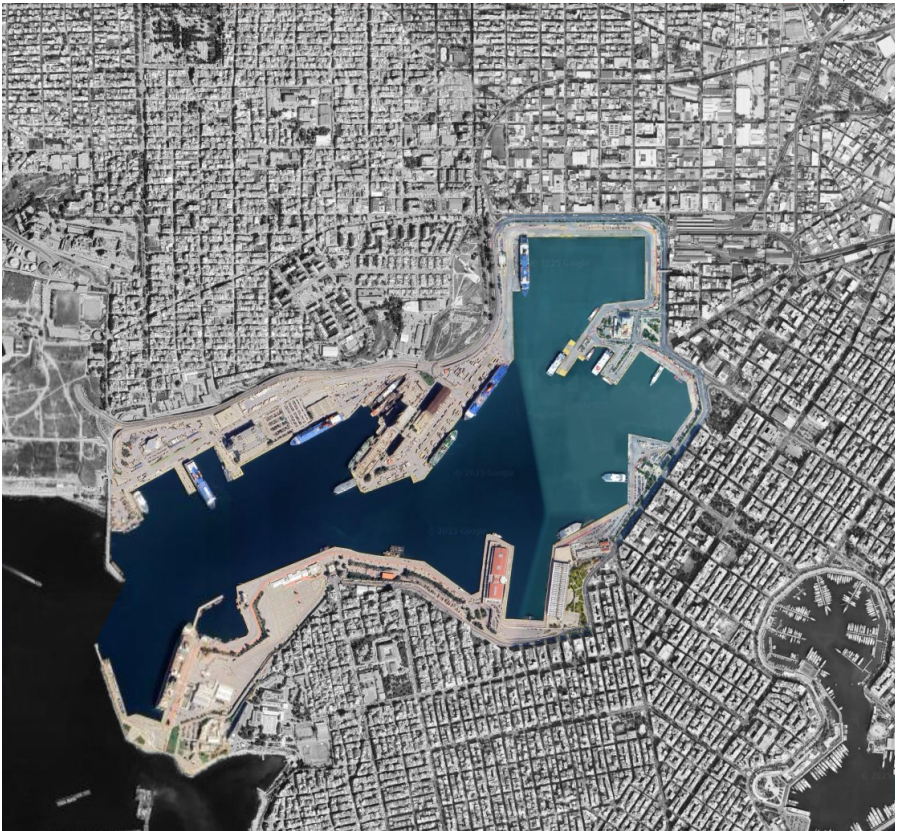
Today, large parts of Piraeus remain in transition: some areas thrive as globalized infrastructures, while others linger as degraded, abandoned, or fragmented landscapes. This tension between global flows and local neglect situates Piraeus squarely within the paradox of many Southern European coastal cities: too strategic to be abandoned, yet too complex and politically charged to be easily reimaged.

IN BETWEEN: ABANDON AND OVERTOURISM

Piraeus today embodies the contradictions of many Southern European port cities. On one side, it functions as a globalized logistics hub and tourist gateway, dominated by ferry terminals, container facilities, and an ever-expanding cruise ship industry. Each year millions of visitors pass through the port on their way to the islands, while cruise ships anchor directly in the historic harbors.

This concentration of touristic and commercial flows has reshaped large portions of the waterfront into infrastructures of transit, where speed, efficiency, and profit override local needs and ecological considerations.

1. Piraeus from above, 2026





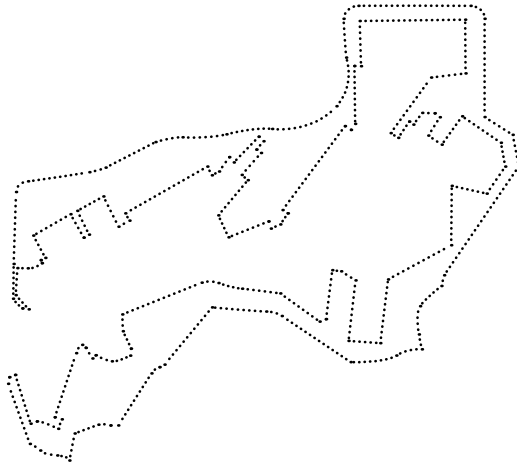
1. Underused connections surrounded by abandoned buildings
2. Fencing around the port
3. Abandoned ships and decaying spaces
4. Space for people

At the same time, Piraeus is marked by fragments of abandonment and neglect. Former shipyards, fenced-off docks, and residual infrastructures remain underused or entirely inaccessible to the public. These spaces form a discontinuous landscape of leftovers: degraded but still full of spatial, material, and ecological potential. Their neglect stands in sharp contrast to the hyper-activation of other parts of the port by mass tourism and global shipping, creating a city caught between extremes.

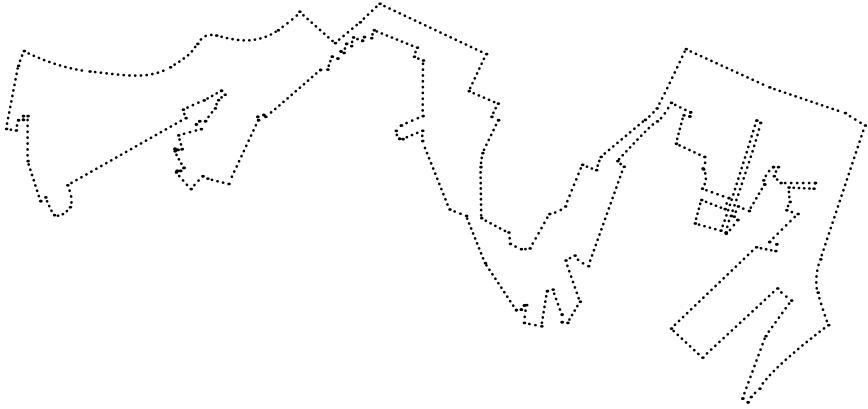
This tension makes Piraeus an ideal site for investigating vegetative succession as phased strategy of transformation. Unlike cities where large-scale masterplans dominate redevelopment, Piraeus presents conditions of uncertainty, fragmentation, and political complexity. Here, small-scale, tactical interventions can play a decisive role in rebalancing the landscape: reconnecting communities with the waterfront, unlocking ecological value from neglected spaces, and creating alternative forms of public use in the shadow of overtourism.

By studying Piraeus, this thesis engages directly with the paradox of Southern European port cities: too strategic to be abandoned, yet too complex and contested to be easily reimagined. Within this context, phasing the project is key to its success, reclaiming abandoned areas and adapting the masterplan to a space that is already prone to change from now to the next years. Providing a fast solution to high temperatures, reappropriation by the citizens and multifunctionality but with an eye on the changes that an area with logistic functions need.

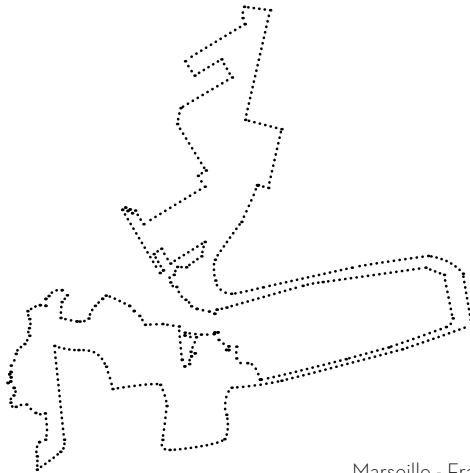
SCALE COMPARISON PIRAEUS - OSLO- MARSEILLE



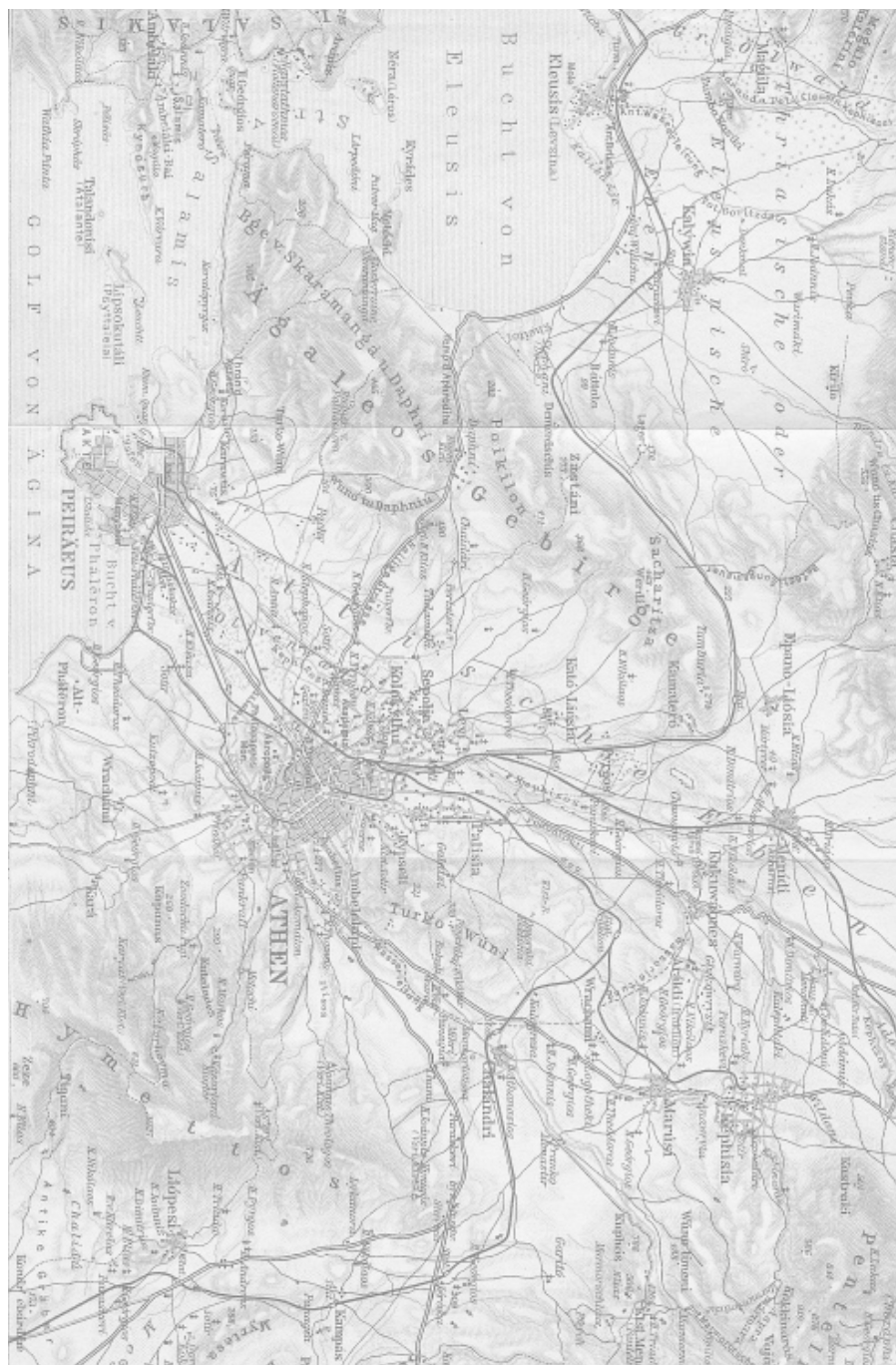
Piraeus - Athens
660.000 Sqm



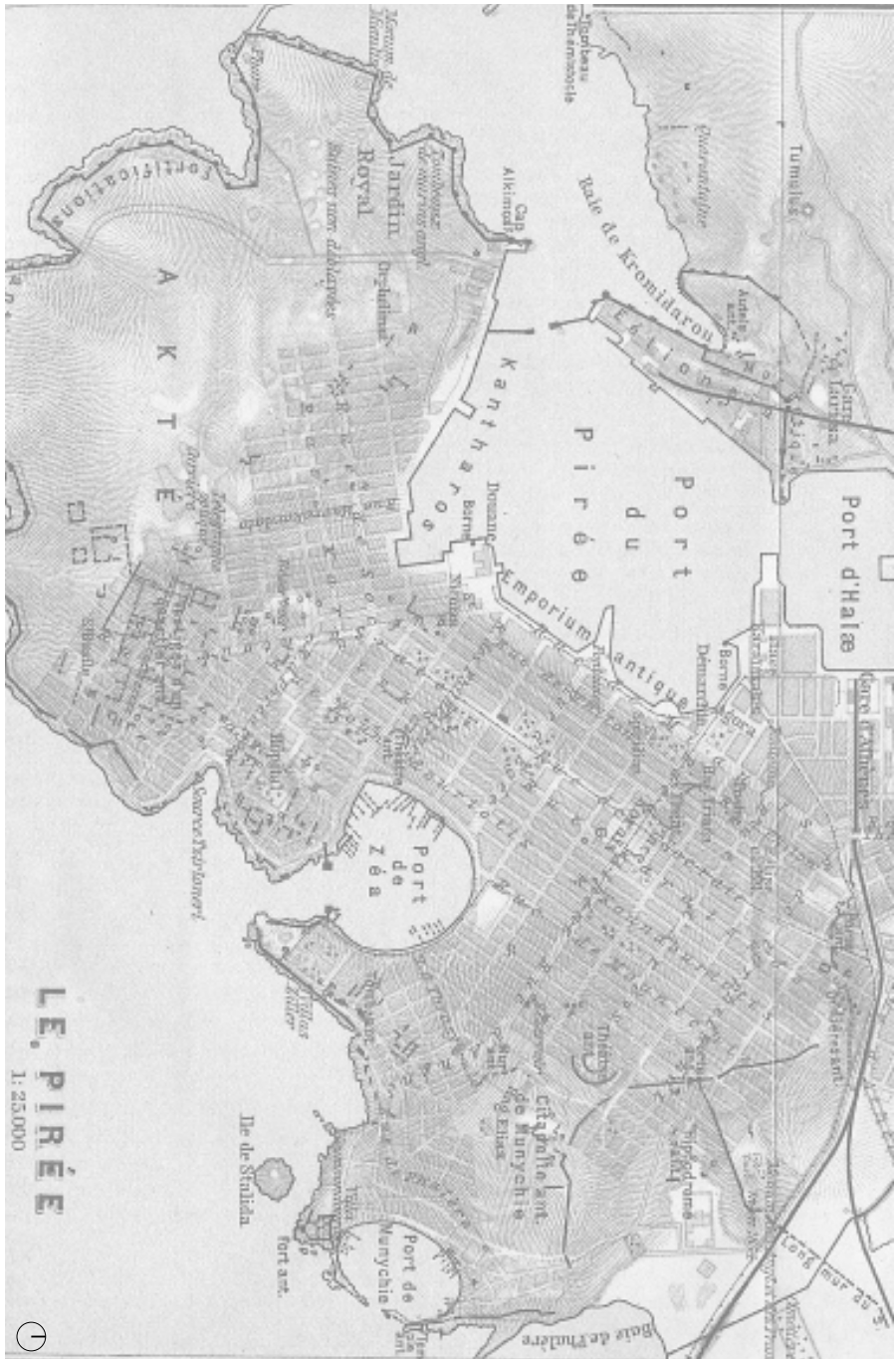
Oslo Harbour - Norway
1.000.000 Sqm



Marseille - France (Redeveloped Area)
510.000 Sqm



1908



1908





1965



2002

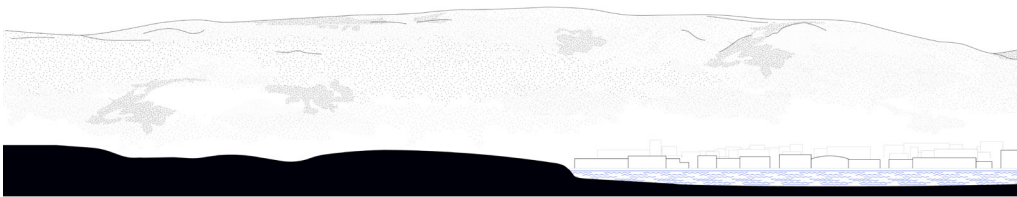


2025

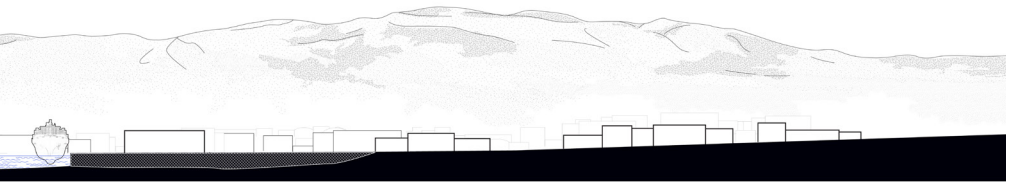
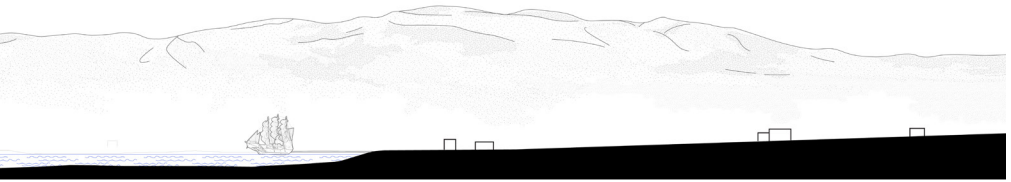
HISTORICAL TERRITORIAL SECTIONS

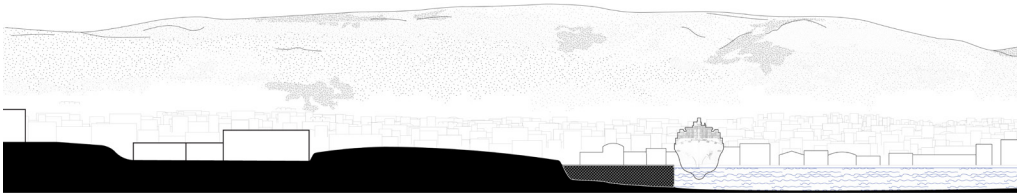


Territorial section 18th century
Rural area and small commercial port

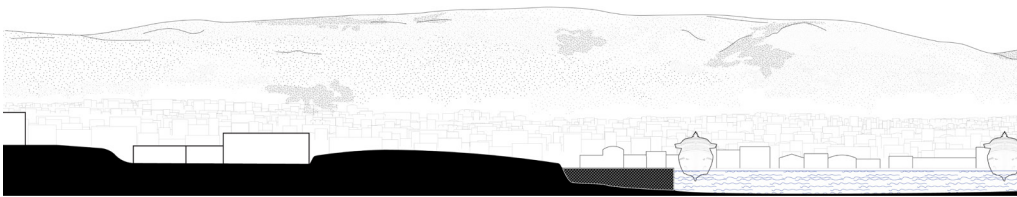


Territorial section 1913
First industrial development and infill

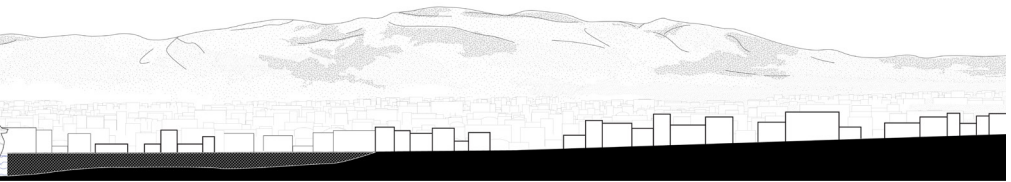
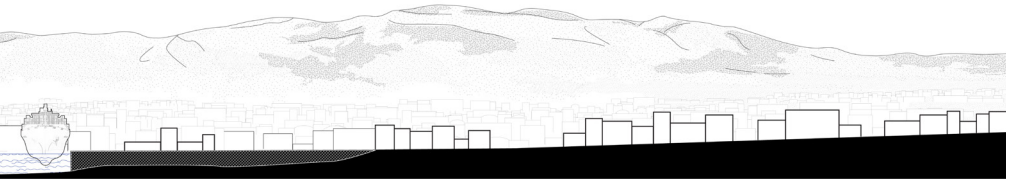




Territorial section 1950
Reconstruction after WW2 and peak of industrial use

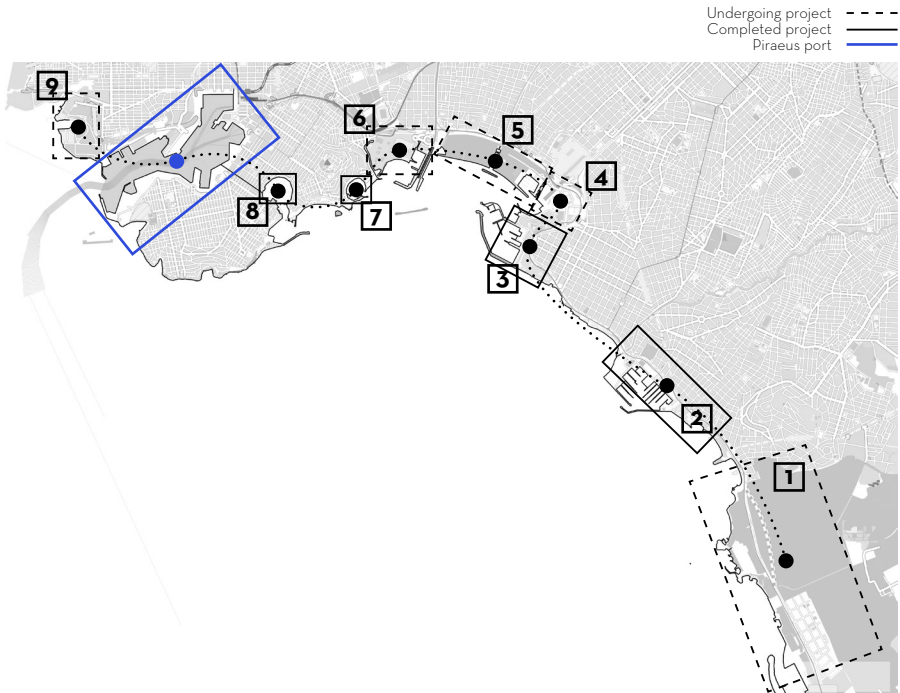


Territorial section 2026
Conversion to turistic port



THE ATHENS RIVIERA: PLACE OF TRANSFORMATION

In recent years, the Athens Riviera has become a focal point of large-scale urban transformation, re-shaping the city's relationship with the sea. Starting from the Stavros Niarchos Foundation Cultural Center (SNFCC) in Faliro, the redevelopment extends along the coastline through a sequence of projects that include the Peace and Friendship Stadium (SEF) upgrades, the Faliro Bay regeneration, the Taekwondo Arena conversion into a cultural and exhibition venue, the renewal of several coastal marinas, and culminates with the vast Ellinikon redevelopment – one of the largest urban regeneration projects in Europe. Together, these interventions aim to rebrand the southern edge of Athens as a continuous cultural and recreational corridor, blending leisure, tourism, and investment. Within this evolving coastal narrative, Piraeus remains a crucial yet distinct counterpart – a port city whose identity and future development are being reconsidered alongside the transformation of the wider metropolitan waterfront.





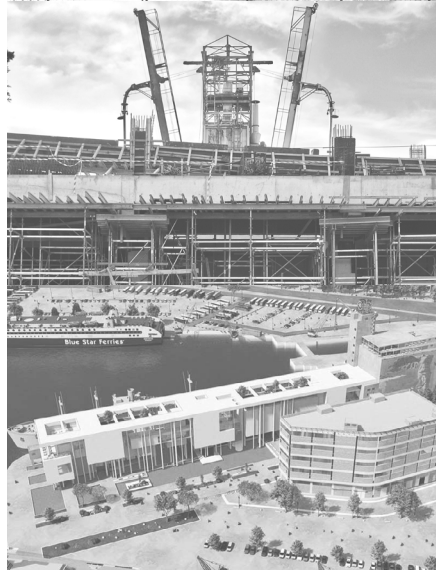
1. Ellinikon Redevelopment
2. SEF Area Redevelopment
3. Masterplanning for the Faliro Bay
4. New Faliro Bay Redevelopment

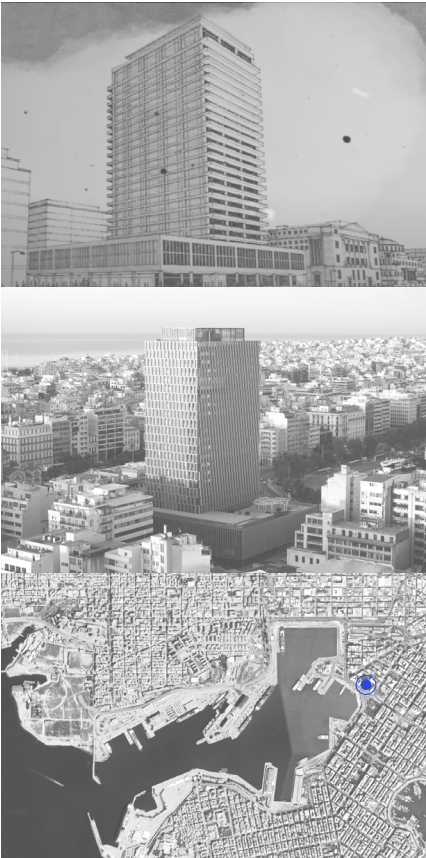
- 1. Ellinikon** – A landmark urban regeneration project on the site of the former Athens International Airport, introducing an extensive coastal park, residential zones, cultural venues, and public beachfront access.
- 2. Alimos Marina** – Comprehensive modernization of one of the largest marinas in the eastern Mediterranean, integrating new leisure, hospitality, and yachting facilities.
- 3. Skylon Park** – Coastal park and landscape restoration project linking the SNFCC with the sea through public promenades, green spaces, and new pedestrian connections.
- 4. Taekwondo Arena** – Adaptive reuse of the Olympic venue into a multifunctional cultural and exhibition center for events, fairs, and performances.
- 5. New Faliro Marina** – Development of a contemporary marina complex with upgraded mooring, commercial, and recreational infrastructure.
- 6. SEF (Peace and Friendship Stadium)** – Renewal of the surrounding public realm with redesigned waterfront promenades, sports facilities, and cultural programming.
- 7. Mikrolimani** – Redesign of the historic harborfront, improving pedestrian accessibility, lighting, and public space while enhancing its identity as a leisure and dining destination.
- 8. Hellenic Maritime Museum Area** – Expansion of the museum’s cultural presence within the Piraeus waterfront, emphasizing maritime heritage and public engagement.
- 9. Palismata Multifunctional Park** – Planned public park and event space within Piraeus’ western waterfront, envisioned as a flexible green link between industrial heritage sites and the sea.

THE MARITIME MUSEUM COMPETITION

The transformation of the historic SILO building in Piraeus into the National Museum of Underwater Antiquities has sparked debate. Supporters emphasize its potential to celebrate Greece's maritime heritage and revitalize the western waterfront. Critics, however, raise concerns about the loss of industrial heritage, arguing that the SILO's former identity as a grain storage facility is an important layer of the city's history that risks being overshadowed. Local communities also worry about gentrification and social displacement, as the project introduces high-profile cultural infrastructure into a largely post-industrial area. Additionally, questions have been raised about public investment priorities, with some seeing the project as a costly spectacle rather than a resource for the broader urban population. The controversy illustrates the tension between heritage preservation, urban redevelopment, and the transformation of Piraeus' port landscape.

1. Silo location
2. Abandoned Silo, 2023
3. Silo under redevelopment, 2025
4. Vision for the new Maritime Museum





1. State of the tower in 1974
2. Piraeus Tower today
3. Piraeus Tower location

THE PIRAEUS TOWER

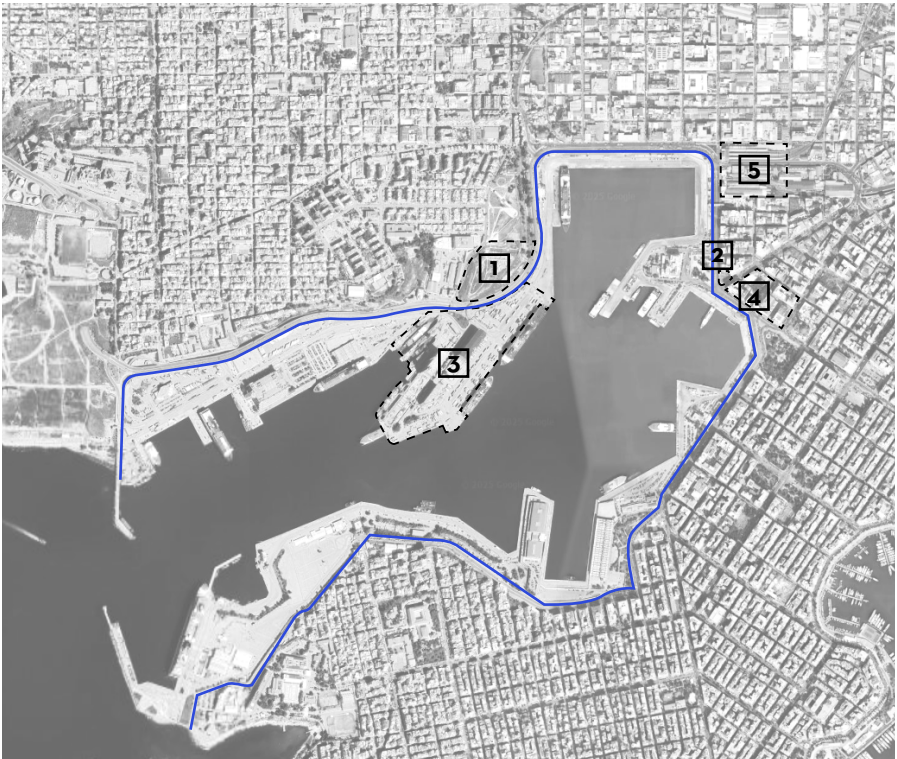
The Piraeus Tower stands as a visible marker of the city's uneven urban development. Initially begun in the 1970s as a symbol of modernity and maritime ambition, construction stalled soon after, leaving the tower largely vacant for decades and disconnected from the surrounding cityscape. During this period, it became a symbol of unrealized plans and fragmented urban growth. Between 2020 and 2024, the building underwent a comprehensive redevelopment into Greece's first "green" high-rise, now hosting offices, retail, and leisure facilities, and achieving modern sustainability standards.

This transformation revitalizes a neglected landmark, yet it also underscores the contrasts within Piraeus' urban fabric: the sleek, privatized tower now rises above fenced port zones, disused industrial sites, and archaeological remains. Its history and redevelopment highlight the tension between modernization, heritage, and urban inclusion, illustrating how large-scale projects can simultaneously reconnect and segregate elements of the city's layered landscape.

PIRAEUS BETWEEN HERITAGE AND LOGISTICS

The contemporary waterfront of Piraeus is defined by a system of fences and restricted zones that separate the city from its port. This physical boundary materializes the transition of Piraeus from an industrial harbor to a global logistics hub under semi-private management. While fences ensure security and regulate flows of goods and passengers, they also fragment the urban fabric, cutting off residents and visitors from direct access to the sea.

What makes this condition unique is the co-existence of three distinct spatial layers. Ancient remains stand in close proximity to disused shipyards and warehouses, remnants of the city's industrial era. Both are now bordered by fences of the modern cruise port. The result is a landscape where cultural heritage, post-industrial memory, and global trade infrastructure overlap, but yet still disconnected.





1. The Eetioneia Gate
2. Alphetopolis Stoa neglected into the urban fabric
3. Old Silo - soon to be transformed into a Maritime Museum
4. Completed Piraeus Tower

1. The Eetioneia Gate was one of the principal entrances of the Themistoclean walls, built in the 5th century BCE.

Today, the fragmented remains of the gate lie adjacent to the modern perimeter fences of the port. This creates a striking continuity of function: both the ancient gate and the current fencing act as thresholds, marking the boundary between the civic sphere and the maritime domain. Yet, unlike the monumental openness of the ancient gate, today's barriers fragment the waterfront and disconnect the archaeological site from everyday urban experience.

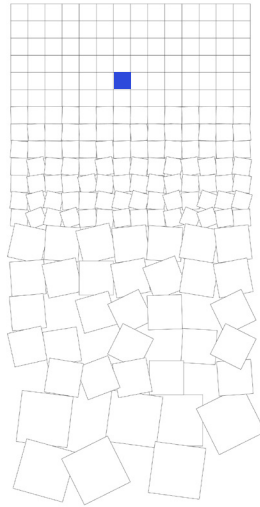
2. It's fenced off and barely visible, the Alphetopolis Stoa is where the wheat and barley flour supply for Piraeus and Athens was stored during the time of Pericles.

3. On the western waterfront of Piraeus, near the planned site of the new Maritime Museum, lie stretches of former industrial installations - warehouses, ship repair facilities, and storage yards - now largely in disuse. These remnants of the port's industrial era reflect the city's 20th-century identity as a hub of shipbuilding and heavy maritime activity. Today, fenced and often inaccessible, they stand as post-industrial voids, separating the urban fabric from the sea. The planned museum development signals a shift in function: from production to culture, from industrial utility to heritage display, though the traces of abandonment remain inscribed in the landscape.

4. The Piraeus Tower, begun in the 1970s but left unfinished for decades, long symbolized fragmented urban development in the port city. Once a neglected skeleton on the skyline, it has now been fully redeveloped (2020-24) into Greece's first "green" high-rise, hosting offices, retail, and leisure spaces. While its completion revitalizes a dormant landmark, it also highlights the contrasts of Piraeus' urban landscape - polished commercial redevelopment set against fenced port zones, post-industrial remnants, and nearby archaeological traces.

5. The Piraeus station serves as a vital link between the port, the city, and central Athens. It enables seamless movement of commuters, tourists, and port workers, bridging the urban fabric with the waterfront. Despite this connectivity, the surrounding port area remains largely fenced and segregated.

SITE VISIT



Being able to visit the site at different time of the year allowed me to understand the cycle of it and comprehend the differences throughout the seasons, from the emptiness during the winter period, to the big crowds of August.

Right now the area is just a transit space for tourist and workers with no real reason to stop, to experience and to enjoy because of the high temperature, the unwelcoming surfaces and the absence of spaces for people.

Being there many times allowed me though to see the potential of the large spaces, abandoned and undefined surfaces and buildings of an area that has transitioned from industrial to turistic and is already transitioning to different kind of uses.



Abandoned building and truck parking



Ferrie's kiosk and pedestrian crossing



Water edge



Shading canopies for ferries travelers



Underused logistic connection



Greenery spaces



Spaces for cars and people



Ferry loading lanes



12+m Heucaliptus grown in raised bed



7+m Olive tree planted directly on ground level



Overcrowded waiting bay



Crowds of August



Separation concrete barriers



Openings in asphalt



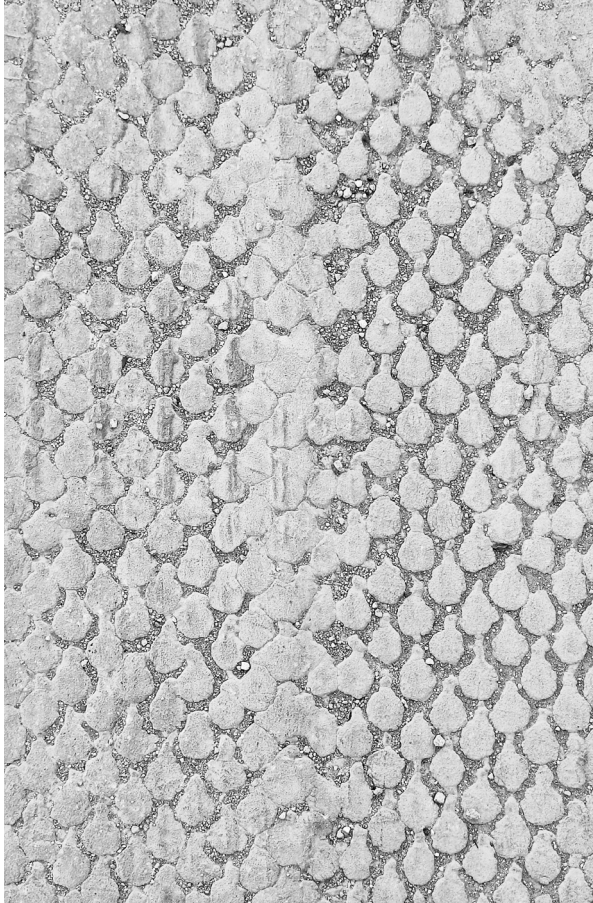
Ferries boarding ramp



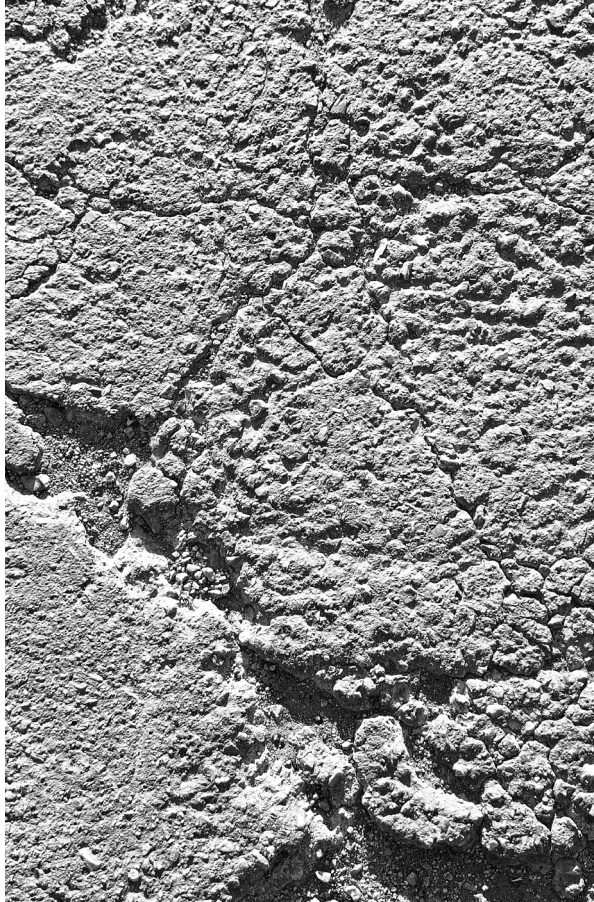
Patching scar



Heavy loads asphalt surface



Tactile texture engraved into asphalt

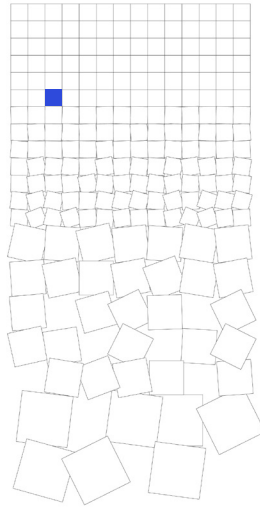


Crack into asphalt



Traditional greek stonewall

SITE ANALYSIS

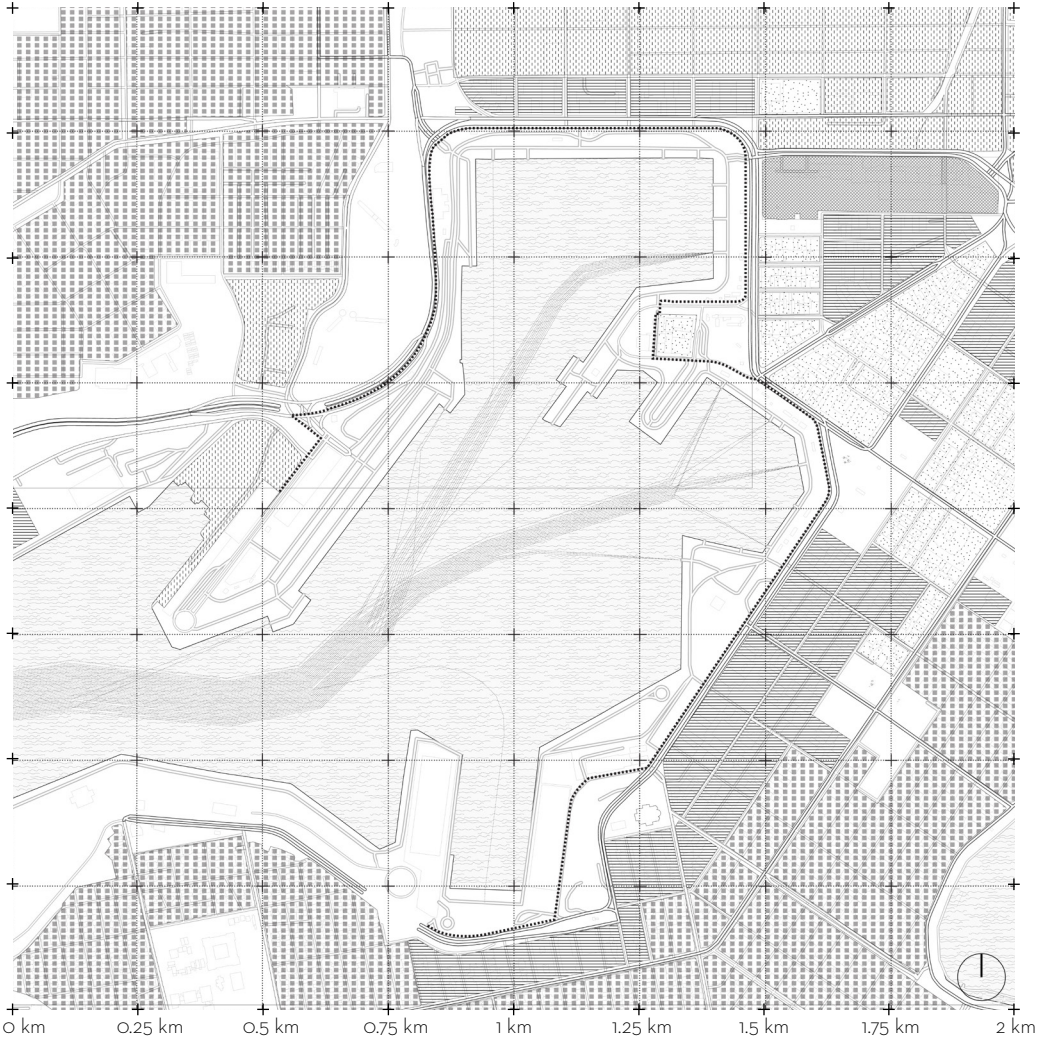


As a visitor, the experience of the site immediately revealed its complex identity: a landscape deeply tied to maritime trade, logistics, and industrial development, while simultaneously embedded in a distinct Mediterranean environment. However, the everyday spatial experience was marked by discomfort, both due to environmental conditions—heat, lack of shade, and limited green infrastructure—and due to a sense of fragmentation and disconnection produced by the dominance of port and transport infrastructures. Piraeus appeared less as a place of stay and urban life, and more as an in-between space of transition between arrival and final destination.

USES OF THE SURROUNDING CITY

The map of uses emphasize the duality of Piraeus reflected also in the port itself, with a strong residential identity with almost 200000 people living in the area clashing with the residues of a post-industrial landscape, with many industries and big logistic spaces nowadays abandoned and left vacant.

The attempt to refresh the look of Piraeus starts from the waterfront, with many new retail and commercial areas benefitting of the big flows of tourists coming from the port towards the train station connecting with Athens.



SURROUNDINGS BUILDING USES

- | | |
|--|---|
|  Residential area |  Industrial zone |
|  Retail area |  Train terminal (connection to Athens) |
|  Commercial zone |  Port boundary |

SURROUNDING GREEN AREAS

The dense urban fabric of Piraeus leaves very little space for green, which most of it is either private or archeological remainings now fenced off and with now tree canopy.

Citizens and tourists have nowhere to go to look for sheltering from high temperatures and direct sun except for few steel canopies or in the shade provided by buildings.

But analyzing the few green spaces present around allowed to understand what are the conditions that a plant needs to grow there, which tree species can grow without struggling, which ones thrive and which ones struggle in a landscape shaped by long droughts periods (400mm of rain per year), strong heat waves (+35° in August), a rocky and poor soil typical of Greece and high saliny levels in the air.

1. Neighborhood urban park with leisure functions for the surrounding dwellings (Image 1)
2. Fenced archeological site containing important remainings of the Long Walls. The area doesn't provide any public function, doesn't have tree cover and it's not available to the citizens (Image 2)
3. Public green square providing leisure space and comfort thanks to the dense tree canopy
4. Small multifunctional pocket parks open to everyone providing outdoor space for people
5. Wide green lawn, currently underused and high costs of maintenance (Image 3)
6. Private green space belonging to a private school, not accessible to the public

1. Neighborhood public park
2. Remainings of the Long Walls
3. Urban park along the main road





PLANTING SURVEY



Citrus x aurantium grown along roads



Group of unpruned *Pinus Pinea*



Newly planted *Phoenix canariensis* in the shade of bigger trees



Grown *Olea Europaea* planted in tight space



Bougainvillea spectabilis overgrowing on fences



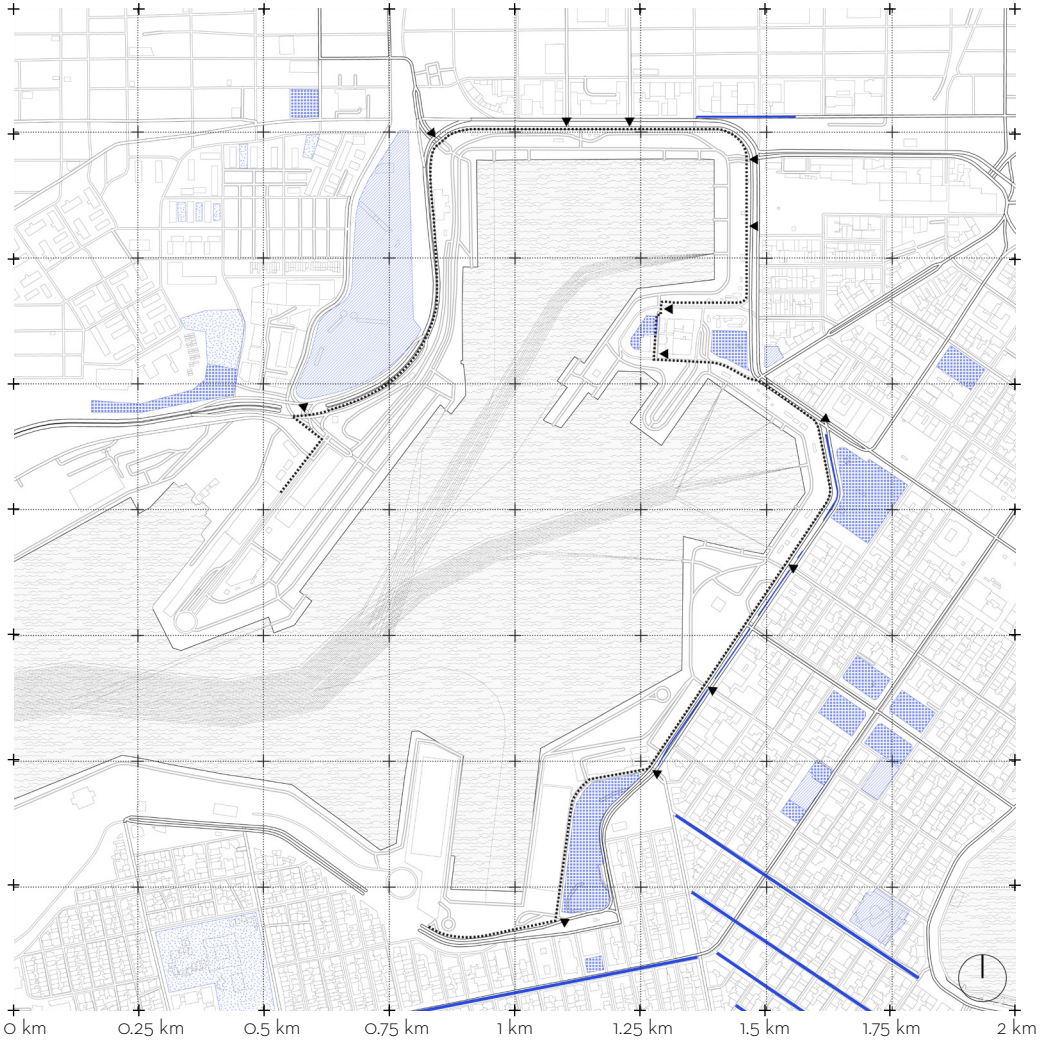
Group of *Eucalyptus camaldulensis* in raised bed

DETECTED TREE SPECIES





Citrus x aurantium
Pinus Pinea
Olea Europaea
Phoenix canariensis
Eucalyptus camaldulensis

Pinus halepensis
Cupressus sempervirens
Ceratonia siliqua
Ficus carica
Pistacia lentiscus

Laurus nobilis
Eucalyptus globulus
Washingtonia robusta
Robinia pseudoacacia
Schinus molle



SURROUNDINGS GREEN AREAS

-  Public green area
-  Private green area
-  Archeological sites (no tree cover, fenced)
-  Tree alleys along streets

SURFACES FUNCTIONS INSIDE THE PORT

Analyzing how currently surfaces are treated, spaces, dimensions, flows, objects, people move in the space, helped me understand what is actually the footprint of logistic in the area.

What area is currently used and what is a leftover from its industrial past, what spaces are there waiting to be transformed and which ones will be in the next years?

The dimensions of roads, waiting areas, parkings are clearly overdimensioned, since are now simply inherited from an industrial purpose, where spaces required are much larger.

Right now everything is about logistic and the number of unclaimed areas is very high and destined to grow.



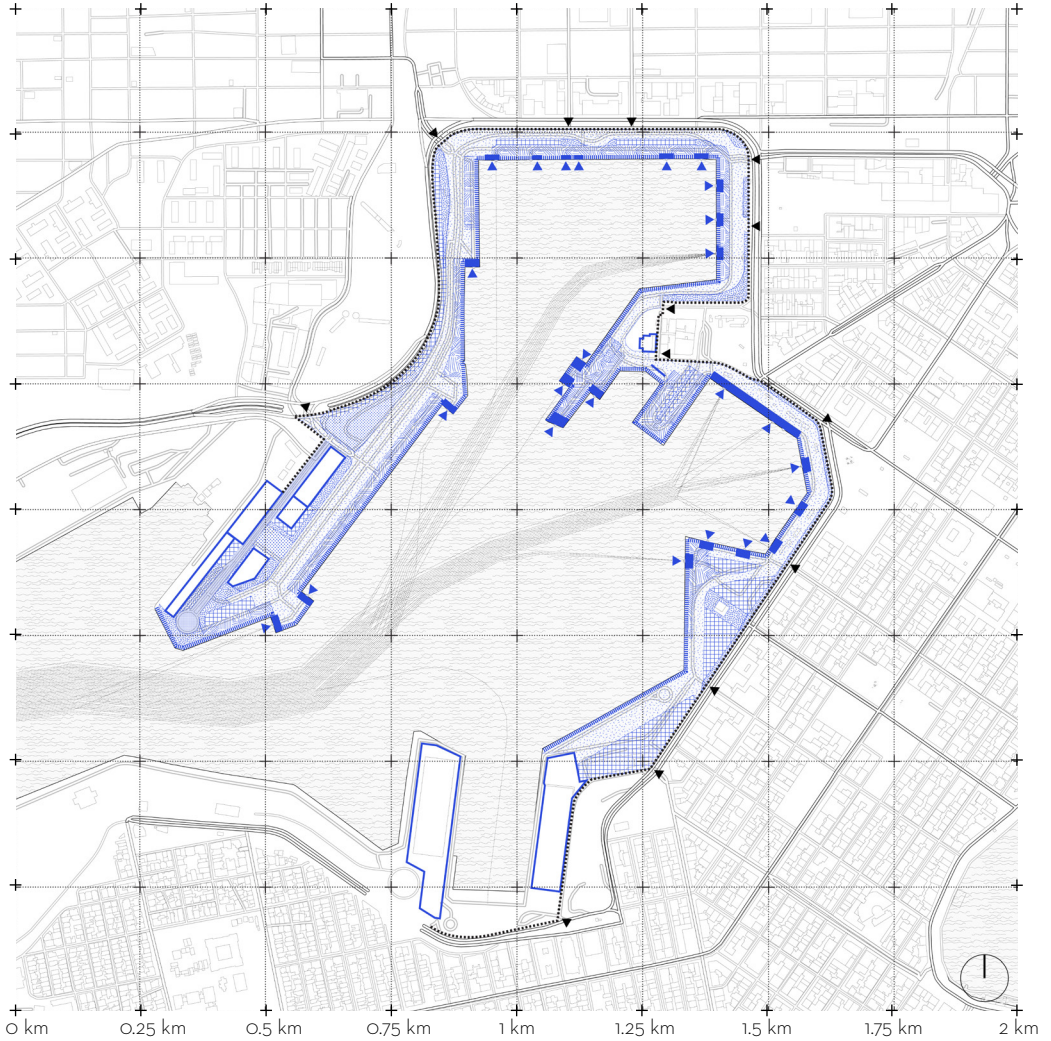
Current unclaimed spaces now used as illegal deposit














Ferry loading lanes



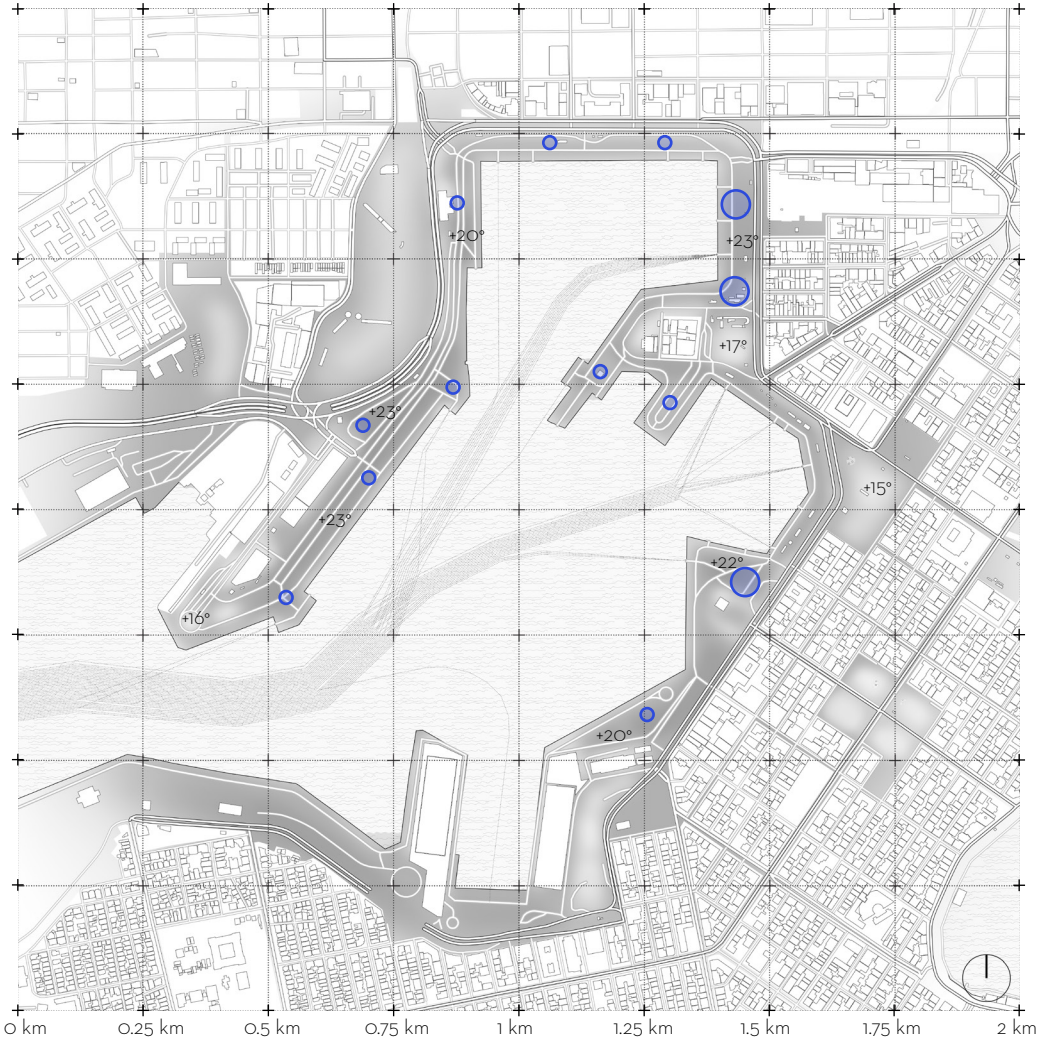
Abandoned logistic connection



INTERNAL SURFACE FUNCTIONS

- | | | |
|--|--|---|
|  Driving zone |  Old industrial connection |  Building |
|  Parking spaces |  Unclear function (deposit) |  Docking spot |
|  Vehicles waiting zone (boarding) |  Docking surface |  Port boundary |
|  No function (Leftovers) |  Edge safety distance | |



WINTER HEAT MAP SURFACE TEMPERATURE & GATHERING AREAS



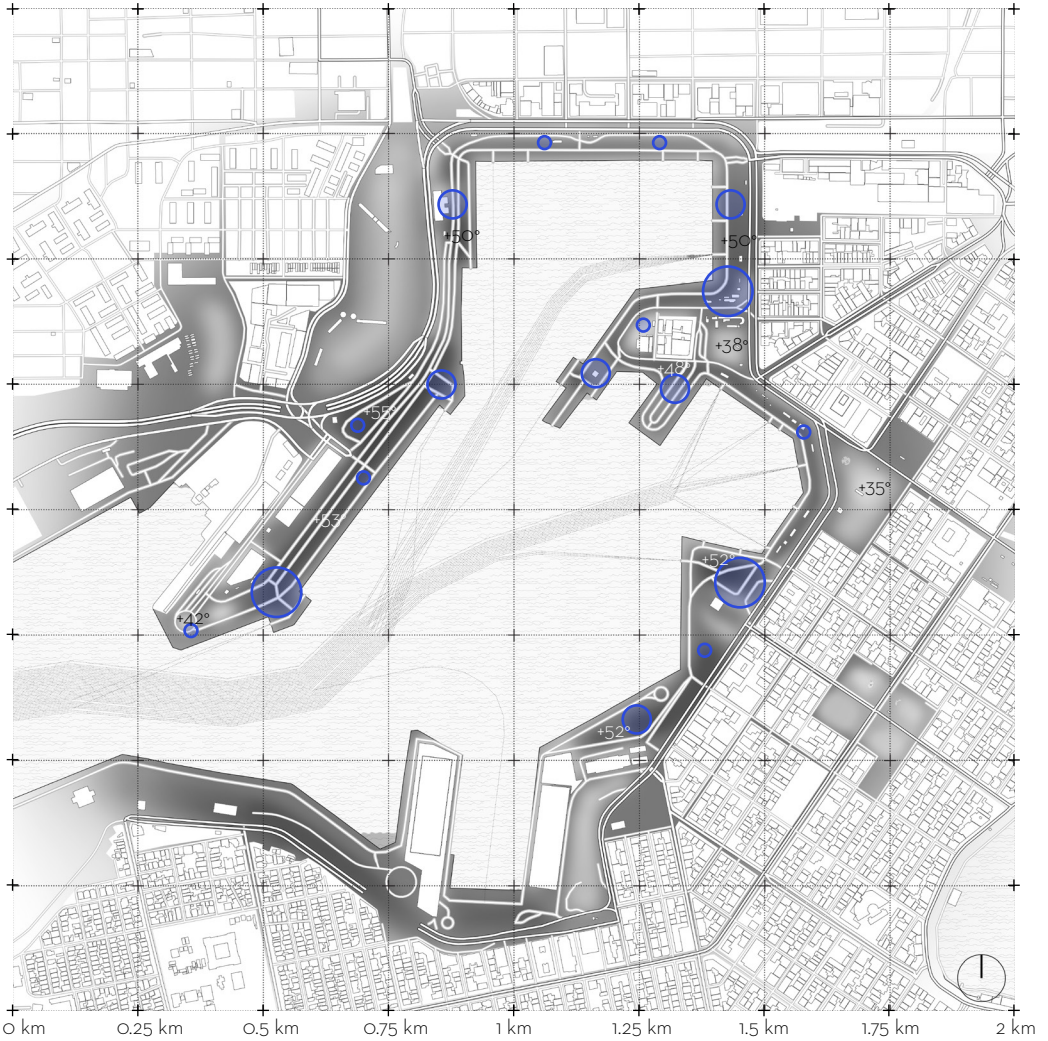
SURFACE TEMPERATURE



GATHERING AREAS AVERAGE

-  +1000 People/Day
-  +5000 People/Day




SUMMER HEAT MAP SURFACE TEMPERATURE & GATHERING AREAS



SURFACE TEMPERATURE



GATHERING AREAS AVERAGE

-  +1000 People/Day
-  +5000 People/Day
-  +10000 People/Day

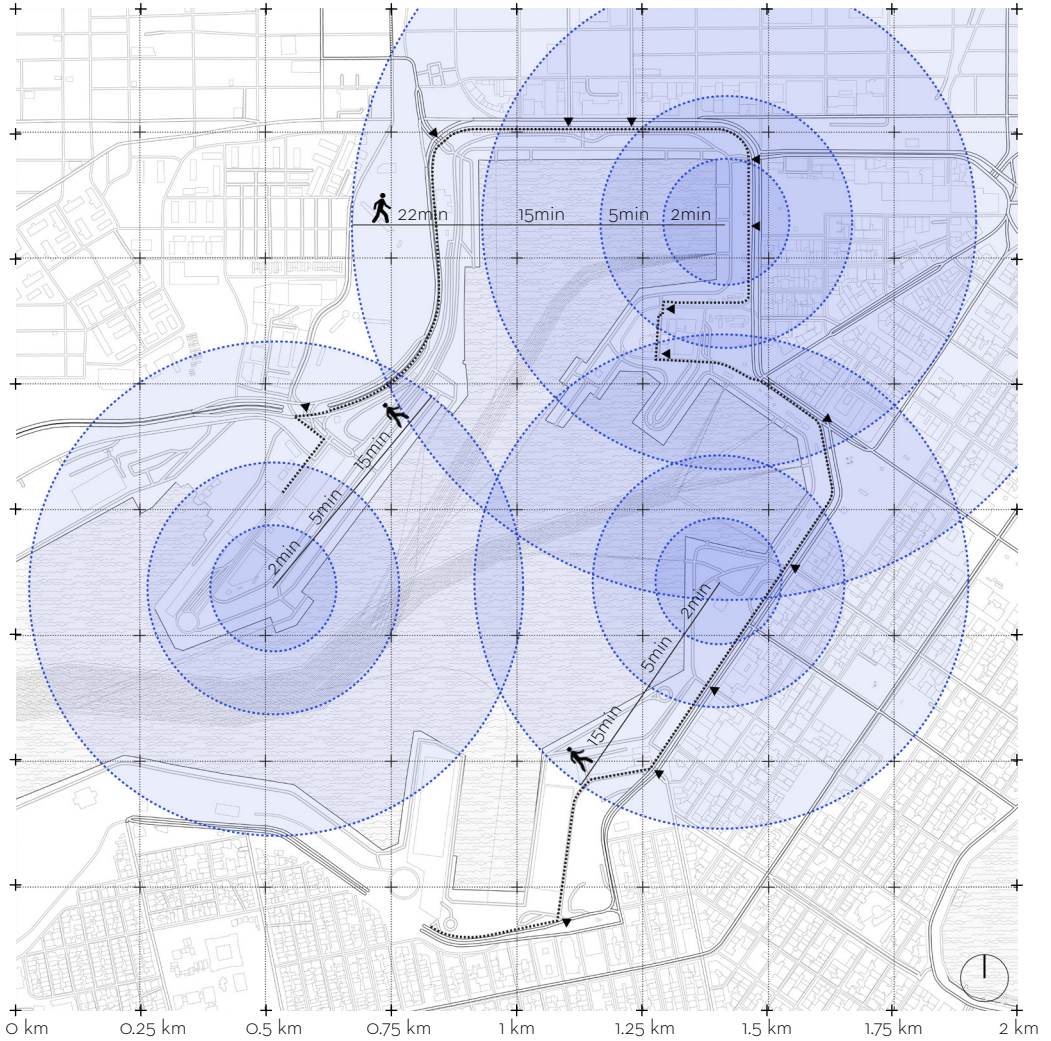
MOVING INSIDE THE PORT

Moving inside Piraeus can become quite a challenge if the gate of your boat is far from the entrance.

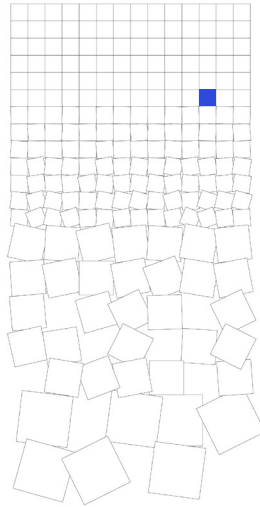
The port provides a shuttle service to move through it but stops are limited, walking inside the area is inevitable, with asphalt temperatures that can reach up to 55° in summer.

If added to the average of 1 hour spent inside the port waiting for departure, the onset of symptoms of heatstroke is quite a common event.

The port is right now just an unpleasant place to pass through to get to your destination, serving millions of people per year but forgetting to serve the ones that see it everyday.



PHASED PORT REGENERATION



Rather than treating construction and implementation as a linear process with a fixed end state, it becomes relevant to understand the entire duration of intervention as an active phase of the project itself. In this sense, phasing is not merely a technical or sequential tool, but a conceptual framework that allows the site to remain active, inhabited, and evolving throughout the transformation process. The project therefore operates through time as much as through space, acknowledging that the “becoming” of a place is part of its design, not only its final condition.

EXISTING TREES IN THE AREA

The small amount of trees on the port surface is very limited at the moment. The few trees now present are concentrated on the edges, grown mostly in raised planters and cover a very small percentage of the total surface.

However they represent an attempt by the port authorities to greenify the area and provide better conditions for its visitors and show examples of the plants have been growing in the port despite the difficult conditions and no preparation of a proper planting bed where plants can thrive.



Washingtonia robusta growing from compact soil



Climbing plants grown in raised planters



Grown *Olea Europaea* planted in tight space



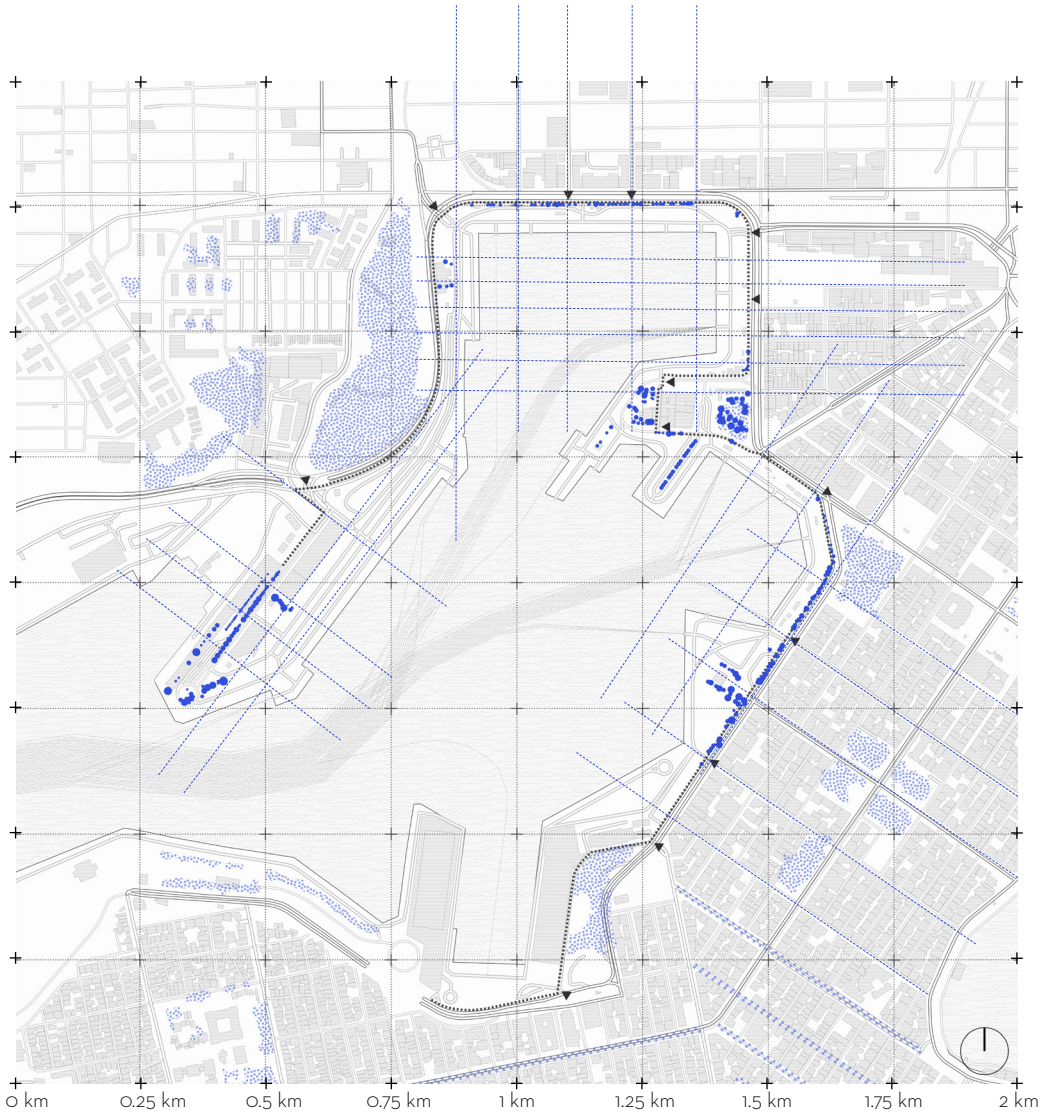
GRID CONCEPT AND FLEXIBILITY

Inspired by the artificial conditions of the site, the surrounding urban fabric and its shapes, a squared grid provide the best flexibility for an area that coexist between logistic, heavy traffic and pedestrian functions, maximizing the amount of the vegetation the new hybrid urban park can provide.

The linear structure of the grid allow the retention of the existing surfaces, while allowing easy demolition without disturbing the functioning of the port.

The initial grid size for planting is 1,5mx1,5m, allowing a very dense plantation to provide immediate shade.

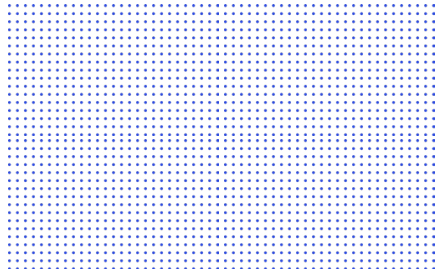
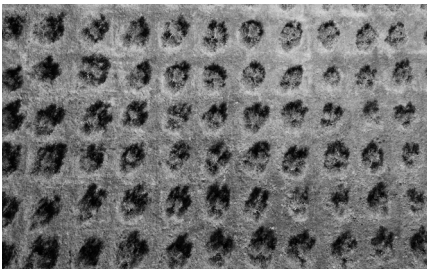
Later on, when trees need more space and other areas of the port are being freed up, is possible to reduce the density and move the trees already grown for some years to their new location, maximizing the speed and the use of the space available.



PROPOSAL PHASE 1 - YEAR 1

In the first phase are all the spaces that are already constraints free and are up for transformation right now:

- Abandoned areas
- Poorly vegetated spaces
- Separation lanes

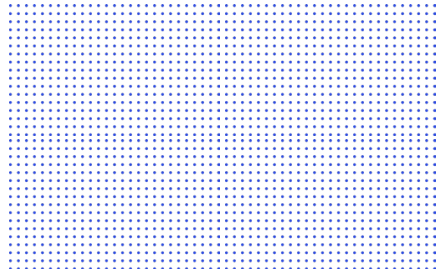
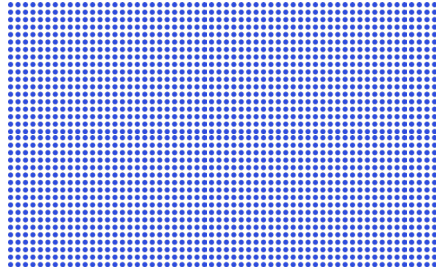
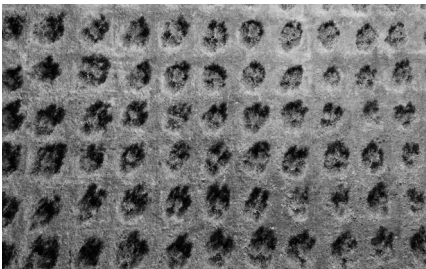




PROPOSAL PHASE 2 - YEAR 15

During the second phase are involved spaces that are right now undefined and will be freed up in the following years:

- Spaces with current unclear function
- Remaining separation lanes
- Expansion of the edges

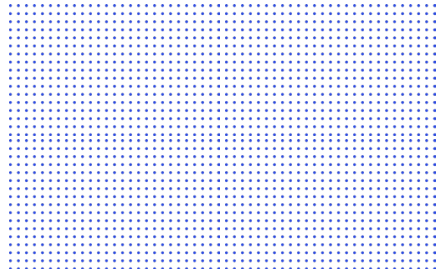
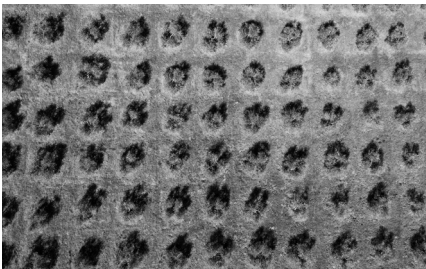
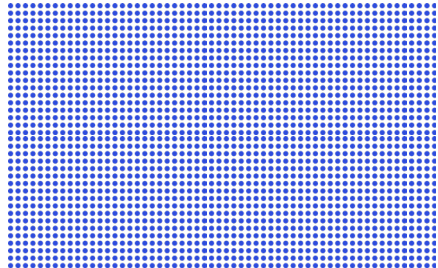
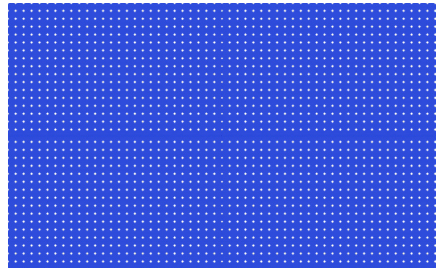




PROPOSAL PHASE 3 - YEAR 40

Finally, in the third phase it's possible to speculate the deminiscing of the logistic function of the port, slowly already shifting to secondary ports around Athens and extend the grid outside the port boundary to physically reconnect it to the city:

- Reduction of parking spots
- Resizing of some traffic lanes
- Connecting alleys





PLANTING TYPOLOGIES

Plants play a central role in the phased transformation of the port of Piraeus.

Proposing different planting mix and typologies based on the different spaces of the port to create atmospheres suitable for the several situations it presents.

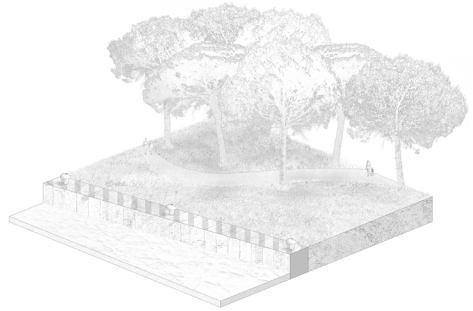
The proposed planting typologies are planted initially with a 1,5m x 1,5m grid to later and provide immediate visual effect to then de-intensify gradually with the growth of the trees.

Spaces of logistic and existing materiality is integrated into these typologies, creating a low budget but high impact effect on the vision of the port.

The typologies are replicable and adaptable to the different spaces of the port thanks to the flexibility of them and have a coherent planting strategy around the port that can withstand time and changes of an area in continuous transformation.

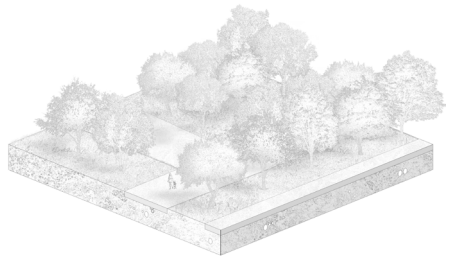
PLANTING TYPE 1 - HIGH CANOPY

A 10+m high canopy that provide wide shaded areas and leave wide free spaces underneath with possibility of functions integration. Large multifunctional spaces and waiting areas can be sheltered and provide an area of comfort and long range view.



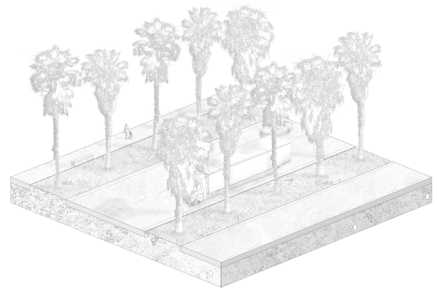
PLANTING TYPE 2 - LOW CANOPY

A 2-3m canopy with no underlayer to create protected and intimate spaces while keep a short range view open. The density of the trees provide dense shade and perfect conditions for resting areas and promenades when spaces are tight.



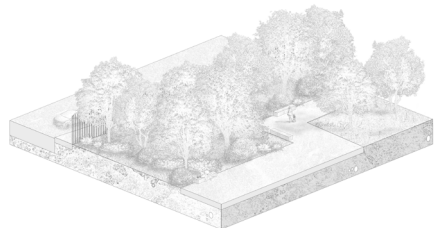
PLANTING TYPE 3 - COLONNADE

A linear and rhythmic space that provide physical separation while keeping view open towards the sea. The regularity of the trees frame the landscape separating the different logistic spaces where spaces are tight and high visibility is essential. The linear structure accompany traffic spaces taking over most of the separation lanes now just protected by concrete barriers, creating shade without disrupting the functionality of these spaces.



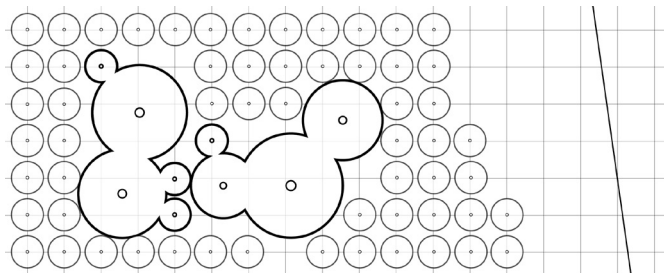
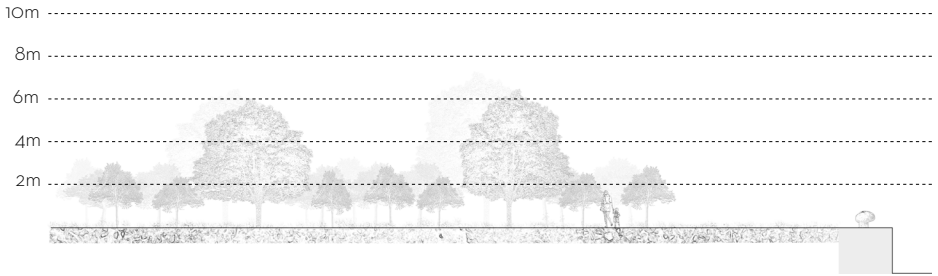
PLANTING TYPE 4 - BUFFER

A dense vegetation structure with an overgrown underlayer that provide screening and separation of spaces. Along the edges the current layout of the port allow the thickening of the vegetation layer to provide buffering between inside and outside and visual screening of internal areas with opposite functions.

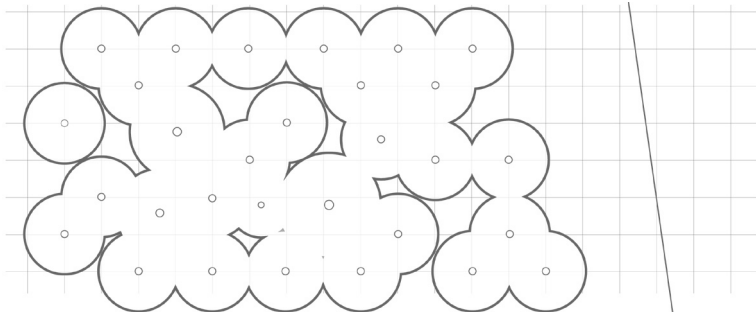
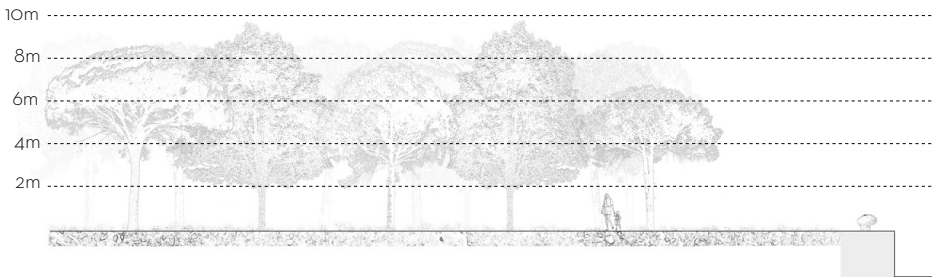


PLANTING TYPE 1 HIGH CANOPY

PLANTING PHASE 1 - YEAR 1

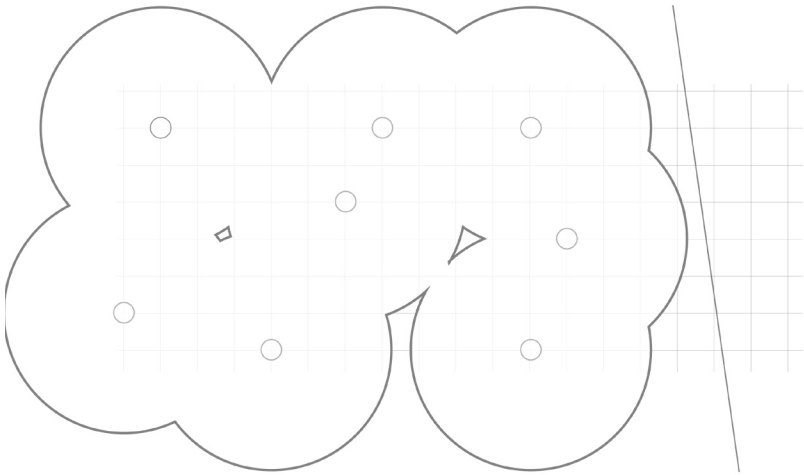
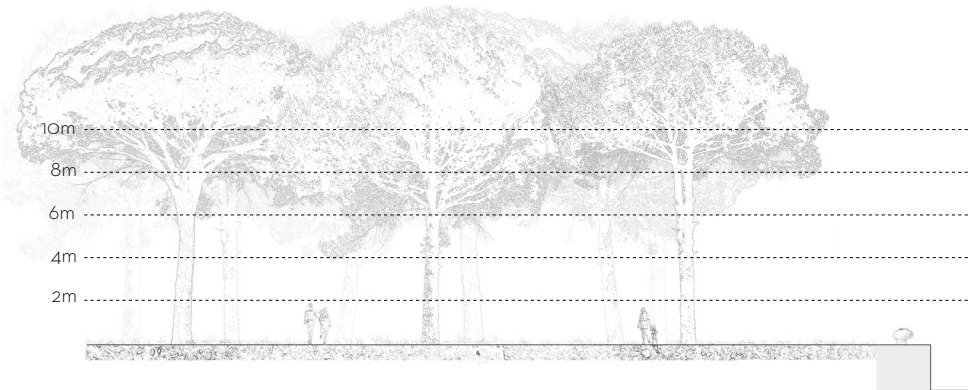


PLANTING PHASE 2 - YEAR 15

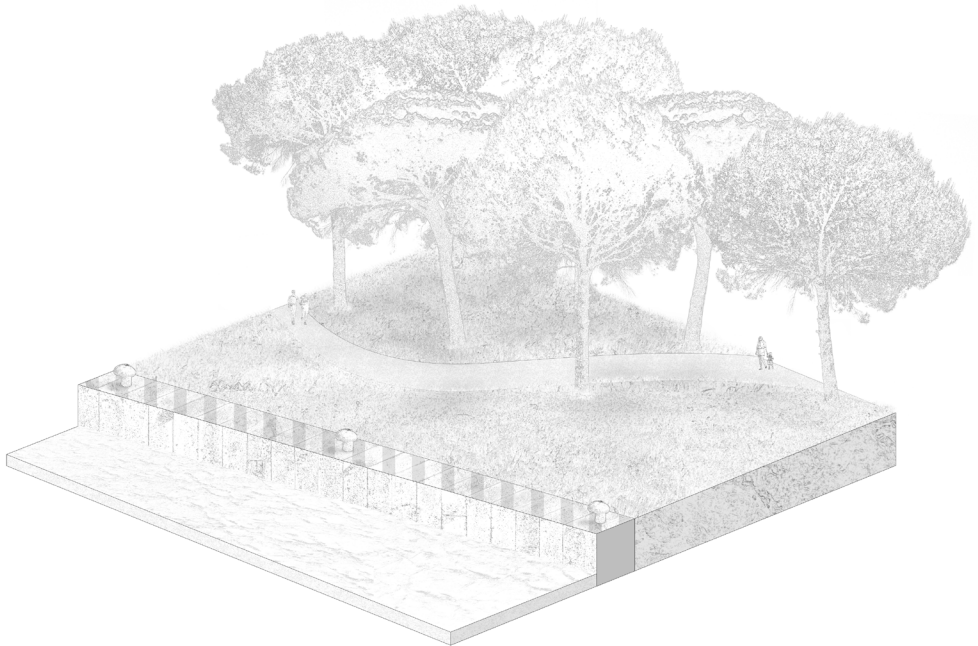
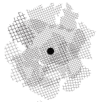


PLANTING TYPE 1 HIGH CANOPY

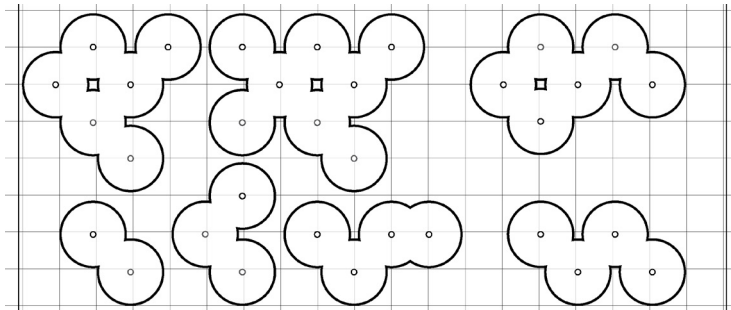
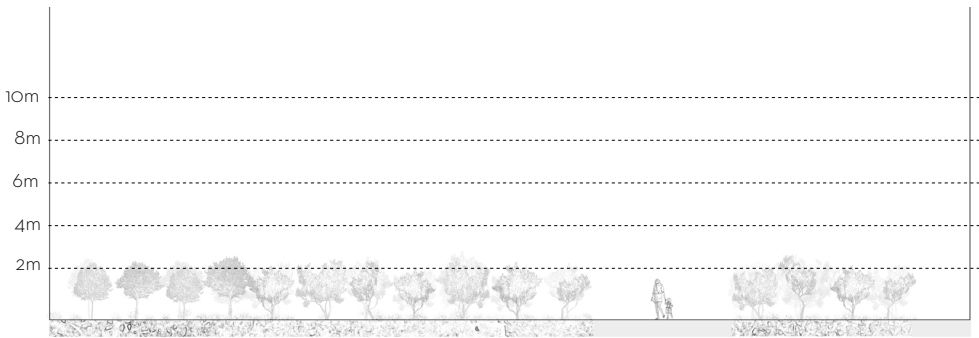
PLANTING PHASE 3 - YEAR 40



TREE SPECIES:
Celtis Australis
Pinus Pinea
Pinus Halapensis
Ceratonia siliqua

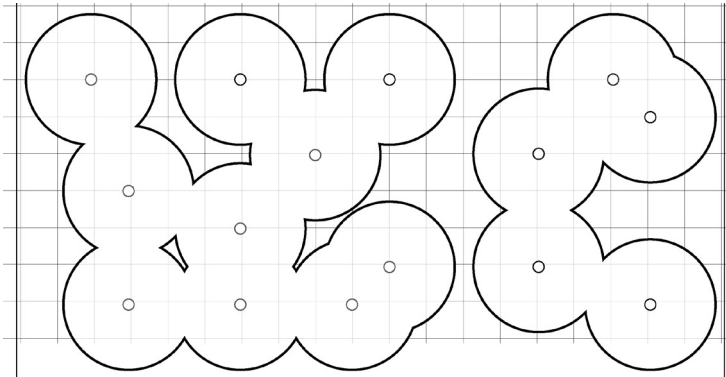


PLANTING PHASE 2 - YEAR 15

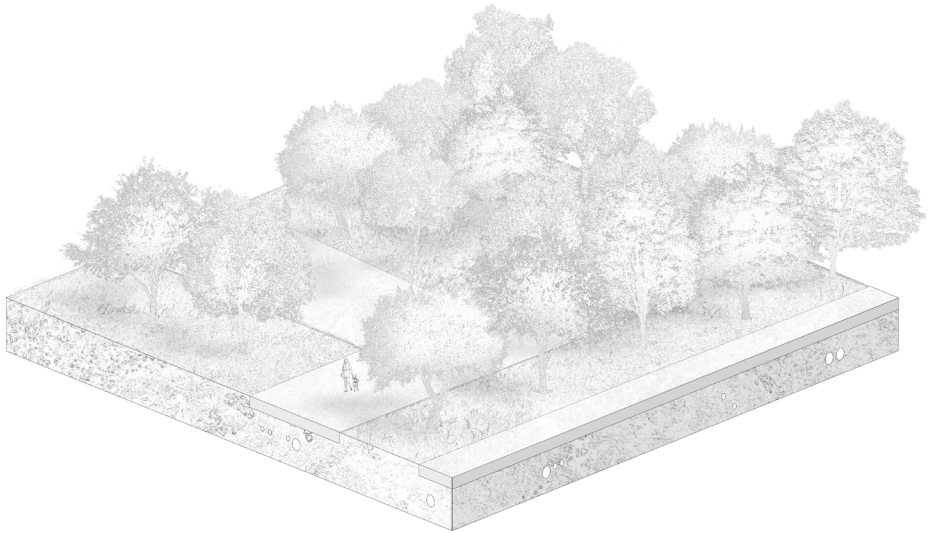


PLANTING TYPE 2 LOW CANOPY

PLANTING PHASE 3 - YEAR 40

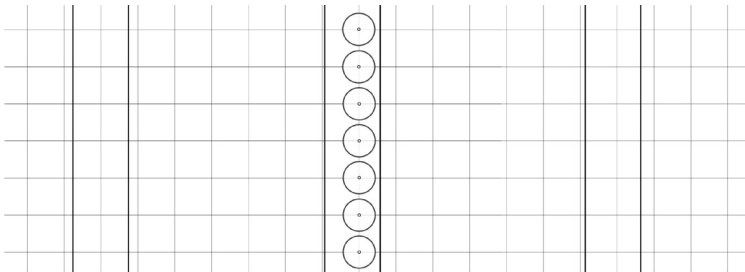
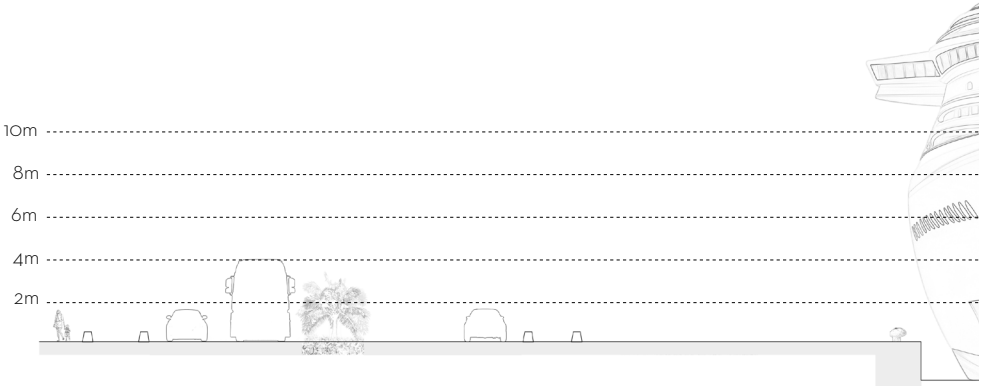


TREE SPECIES:
Olea Europaea
Quercus Ilex
Schinus molle
Pistacia atlantica
Quercus rotundifolia
Citrus x aurantium
Eucalyptus globulus

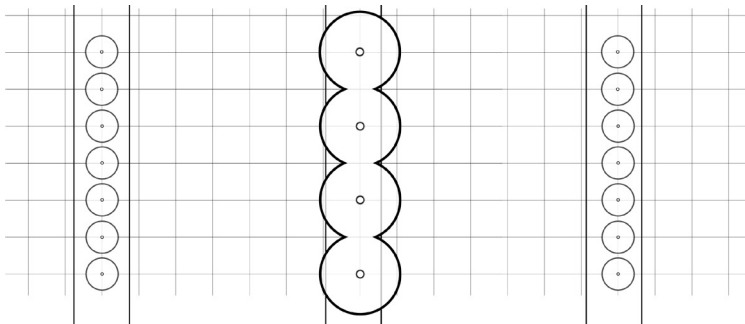
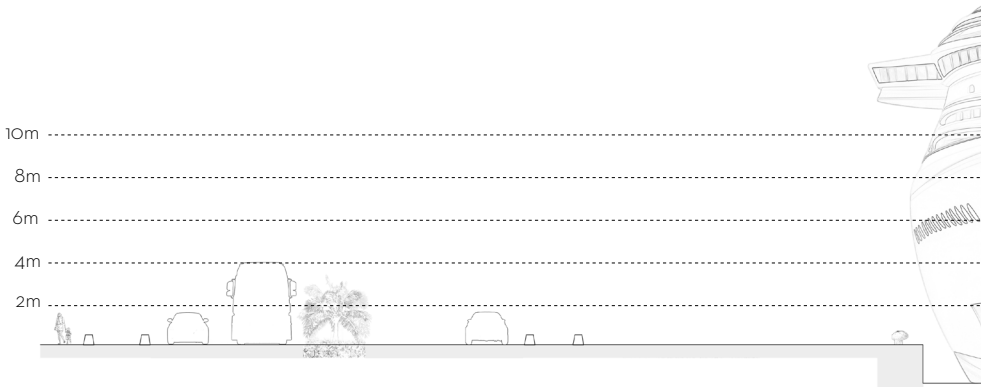


PLANTING TYPE 3 COLONNADE

PLANTING PHASE 1 - YEAR 1

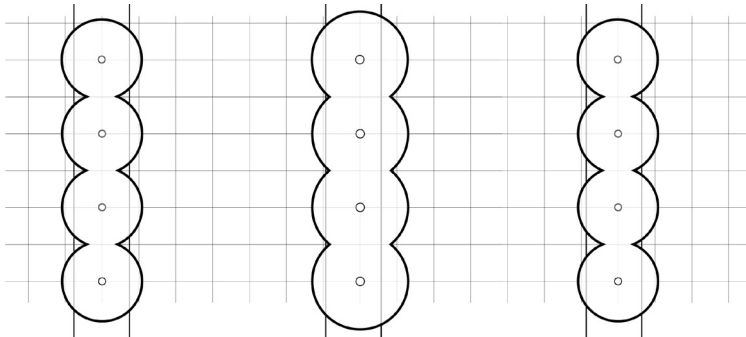
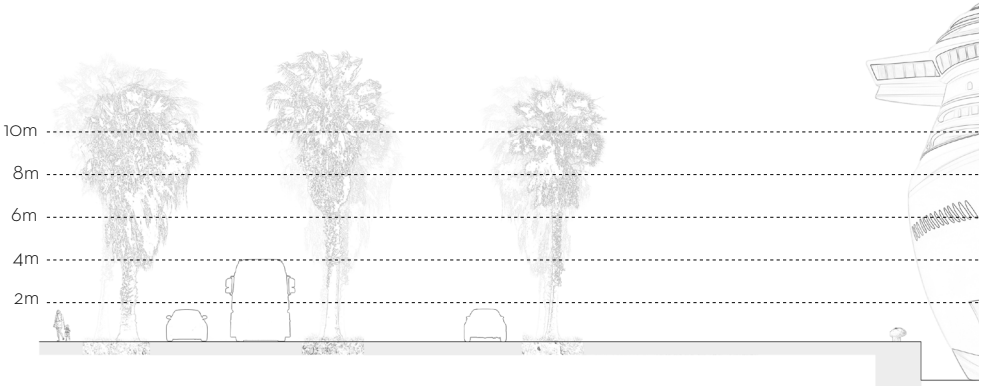


PLANTING PHASE 2 - YEAR 15

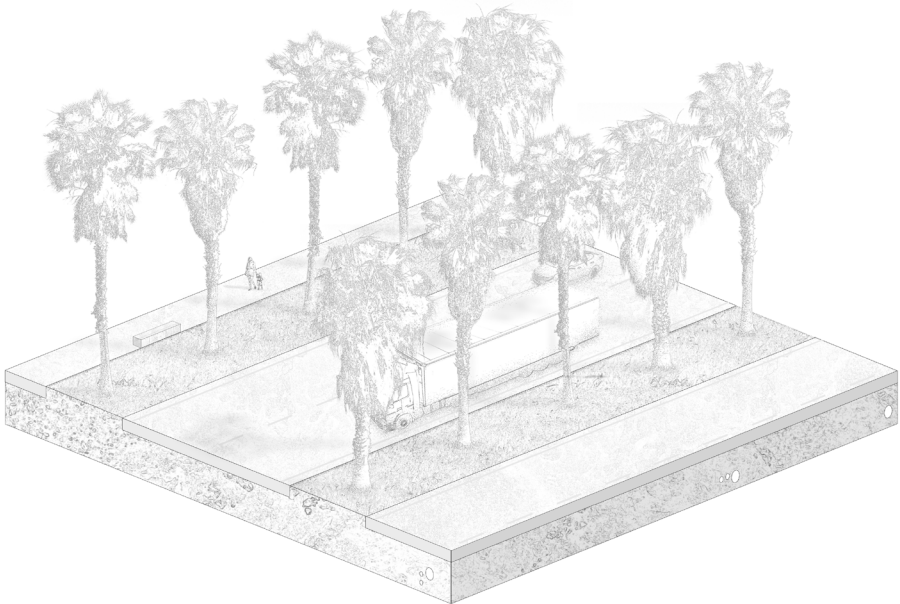
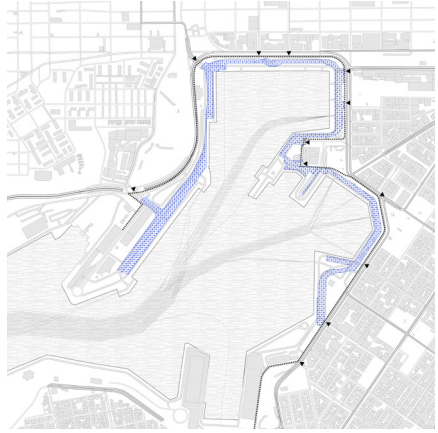
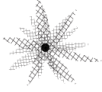


PLANTING TYPE 3 COLONNADE

PLANTING PHASE 3 - YEAR 40

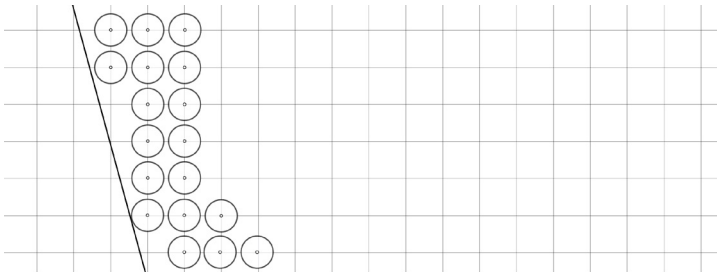
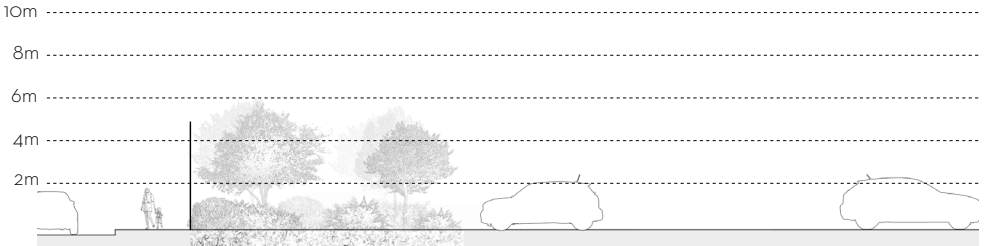


TREE SPECIES:
Phoenix dactylifera
Washingtonia robusta
Jubaea chilensis
syagrus romanzoffiana
Cordyline australis

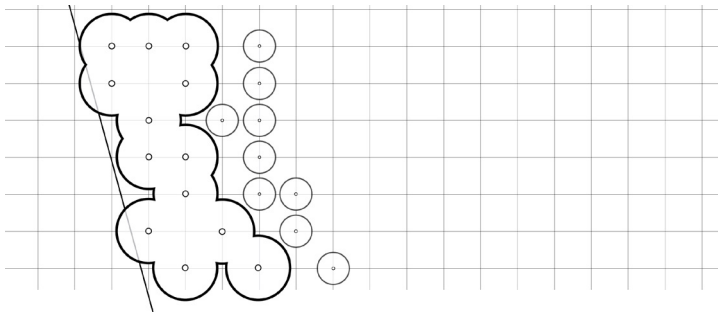
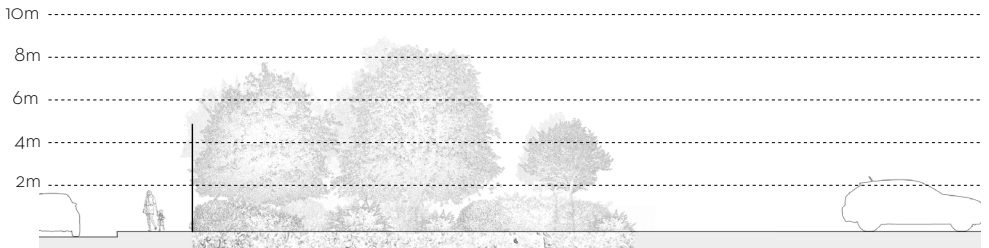


PLANTING TYPE 4 BUFFER

PLANTING PHASE 1 - YEAR 1

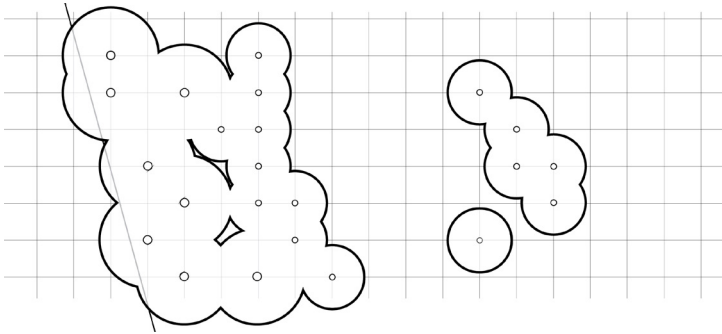
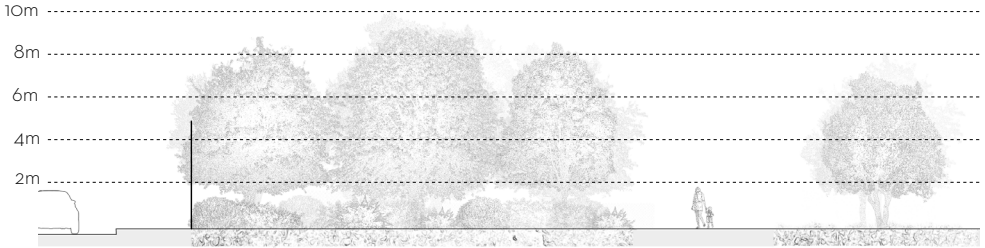


PLANTING PHASE 2 - YEAR 15



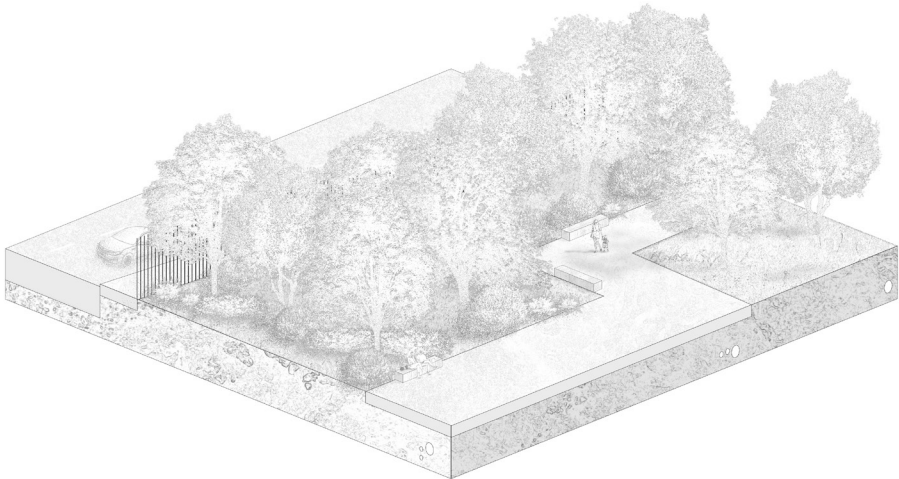
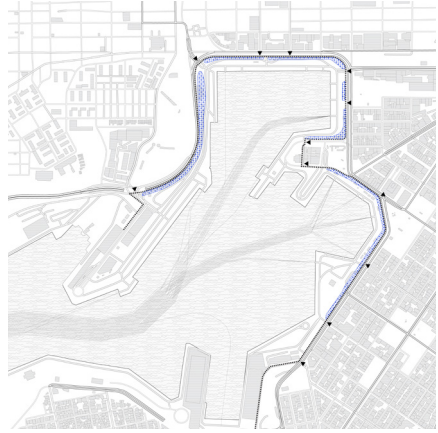
PLANTING TYPE 4 BUFFER

PLANTING PHASE 3 - YEAR 40

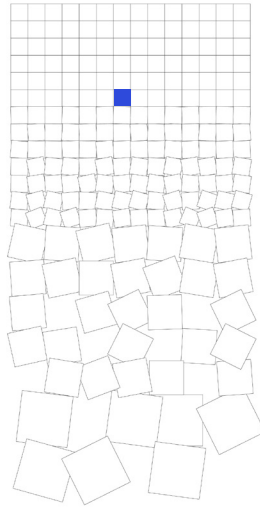


TREE SPECIES:

- Cupressus sempervirens*
- Populus nigra*
- Quercus ilex*
- Ceratonia siliqua*
- Laurus nobilis*
- Juniperus excelsa*
- Tetraclinis articulata*
- Phillyrea latifolia*
- Arbutus unedo*
- Eucalyptus camaldulensis*
- Robinia pseudoacacia*
- Laurus nobilis*



SOIL STRATEGY & WATER HARVESTING



Redeveloping operational ports is a major ecological challenge due to compacted, impermeable surfaces. At the Port of Piraeus, the existing site consists of asphalt over a crushed limestone base. This project introduces an approach that reuses 100% of excavated materials on site, eliminating waste and the carbon footprint of importing external agricultural soil.

The transition begins with mechanical deconstruction. Workers will strip the bitumen-based asphalt and harvest the underlying crushed limestone to secure a high-quality mineral skeleton. This aggregate is then processed and blended with 30% sandy loam and 10% organic matter to create a specialized Technosol substrate, optimized to support native Mediterranean and select tropical vegetation.

To mitigate intense Greek summer heat and droughts, the landscape functions as a structural sponge. Vegetated areas collect and filter runoff from remaining asphalt and roofs, directing it into underground storage units beneath the planting zones. This stored rainwater is redistributed via subsurface drip irrigation to create a self-sustaining, water-efficient cycle, while existing port drainage outfalls manage overflow during extreme precipitation.

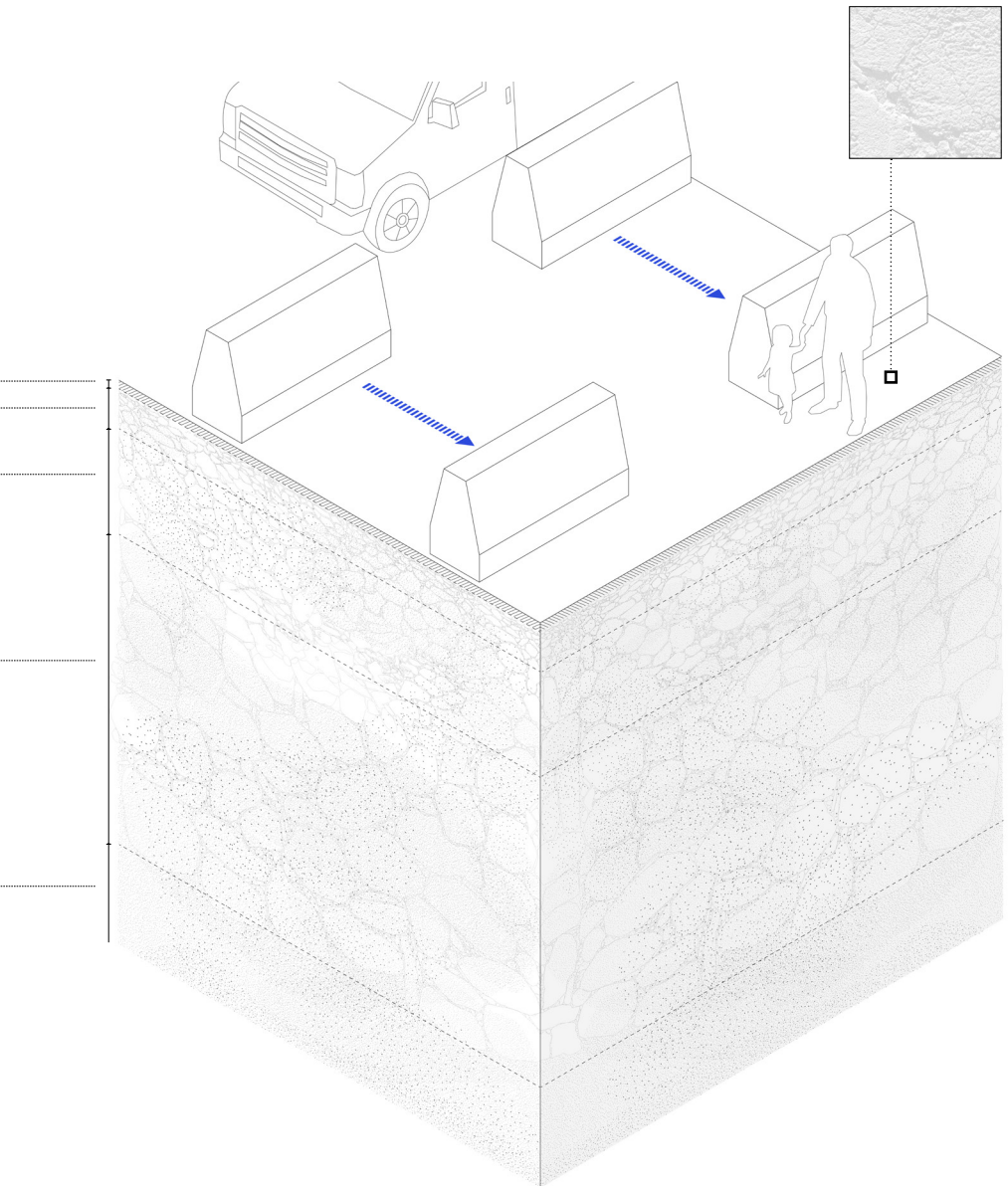
EXISTING CONDITIONS

The current soil structure consists of a coarse limestone course base as filling material with aggregate diameters reducing from the bottom to the surface. The previous finish surface was a layer of compacted limestone which has been covered in asphalt during the latest modernization. Limestone is one of the most common rocks found around Greece, it's a hard rock with Ph between 7.5 and 8.5, ideal for many Mediterranean plants. This rock is the ideal skeleton for a Technosol suitable for the plants selected.

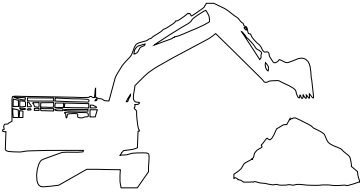
- 5-10 cm** | Asphalt
- 50 cm** | Compacted Limestone Layer (Ø5-15cm)
- 150 cm** | Limestone Course Base (Ø15-40cm)

- 300 cm** | Quarry Infill & Sand (Ø0-60cm)

- 300 cm** | Dregded Marine Sand



STEP 1 ASPHALT DEMOLITION



Asphalt is removed and crushed to smaller dimension.

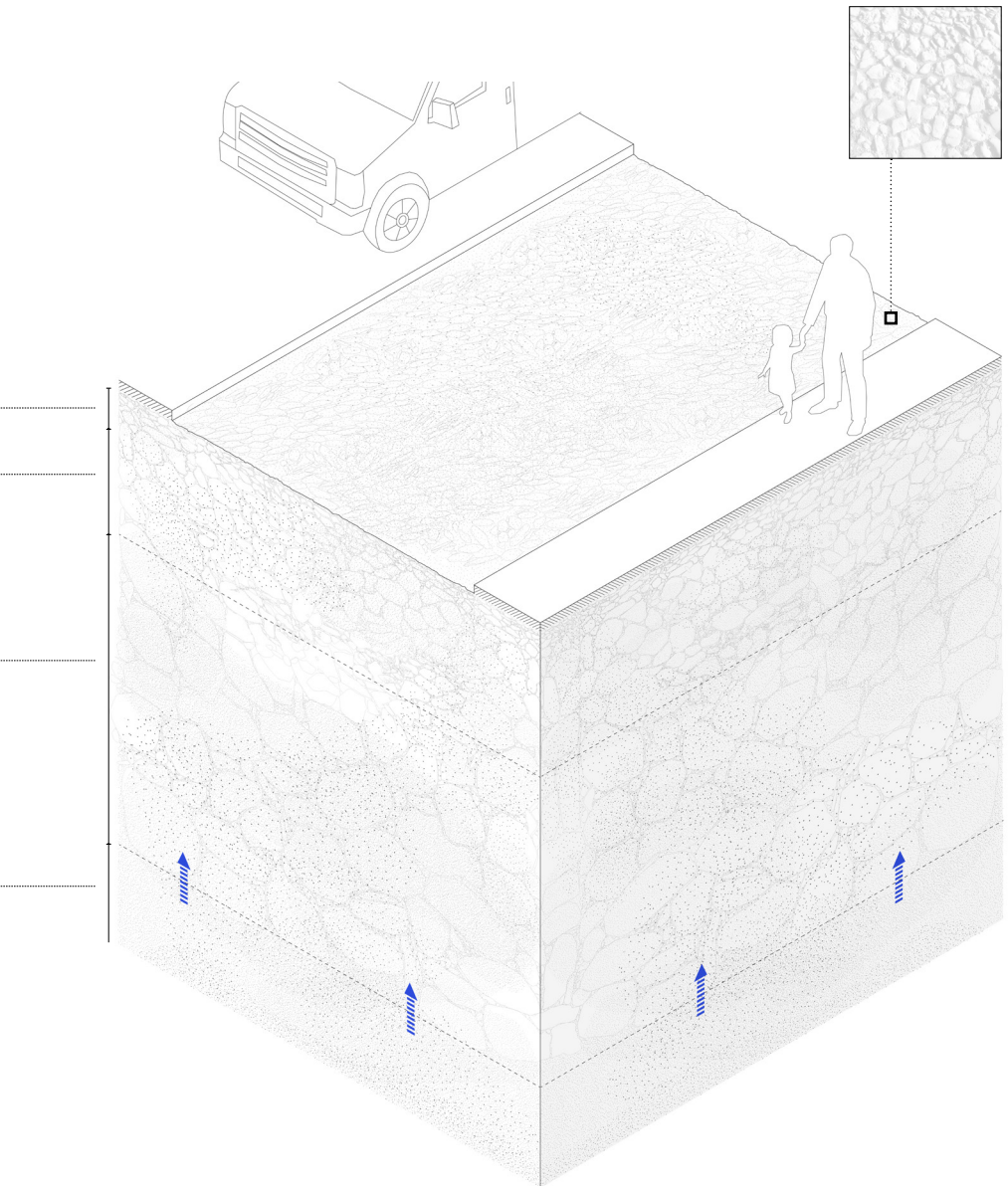
Crushed material is stored and washed for future reuse

50 cm | Compacted Limestone Layer (Ø5-15cm)

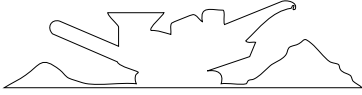
150 cm | Limestone Course Base (Ø15-40cm)

300 cm | Quarry Infill & Sand (Ø0-60cm)

300 cm | Dregded Marine Sand



STEP 2 LIMESTONE EXTRACTION



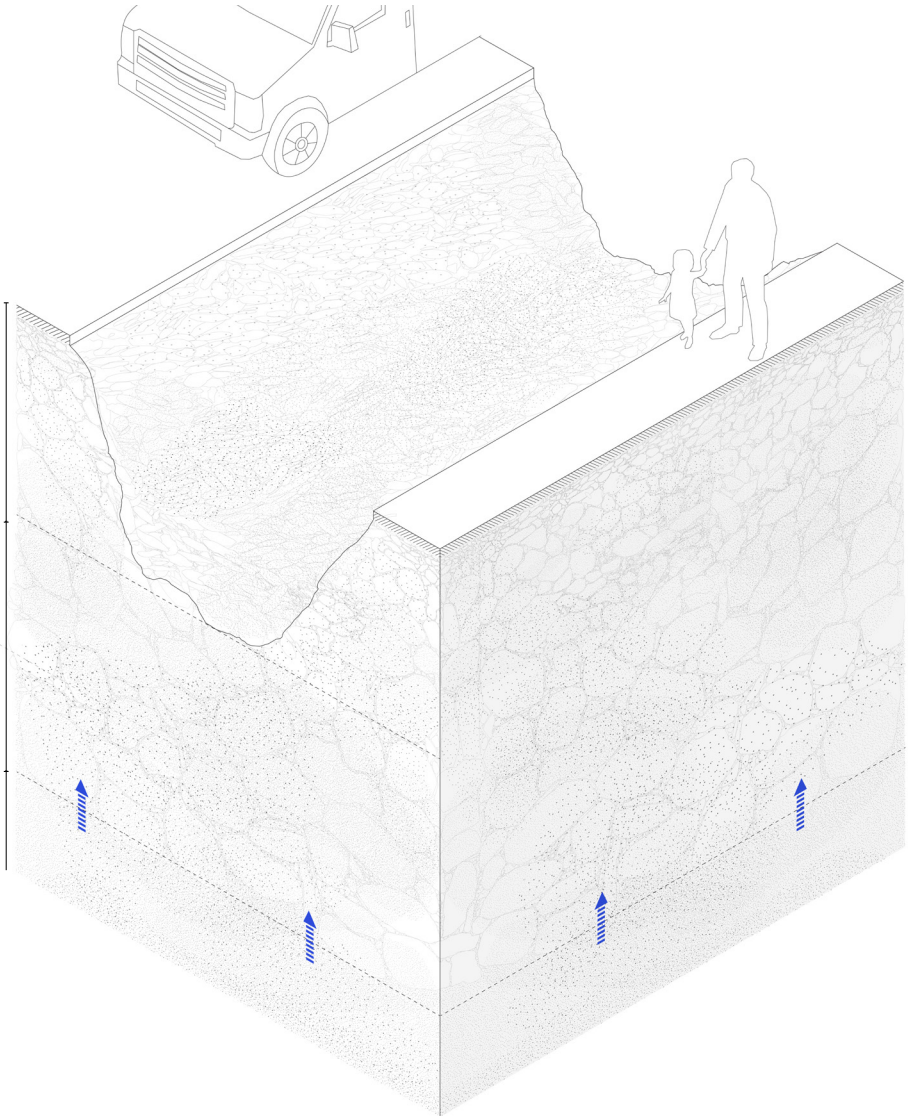
Limestone base is excavated, stored and washed

The removed elements are crushed to fine material suitable for planting

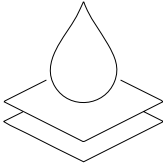
250 cm | Total
excavation depth

250 cm | Quarry
Infill & Sand
(Ø0-60cm)

300 cm | Dregded
Marine Sand



STEP 3 IMPERMEABILIZATION

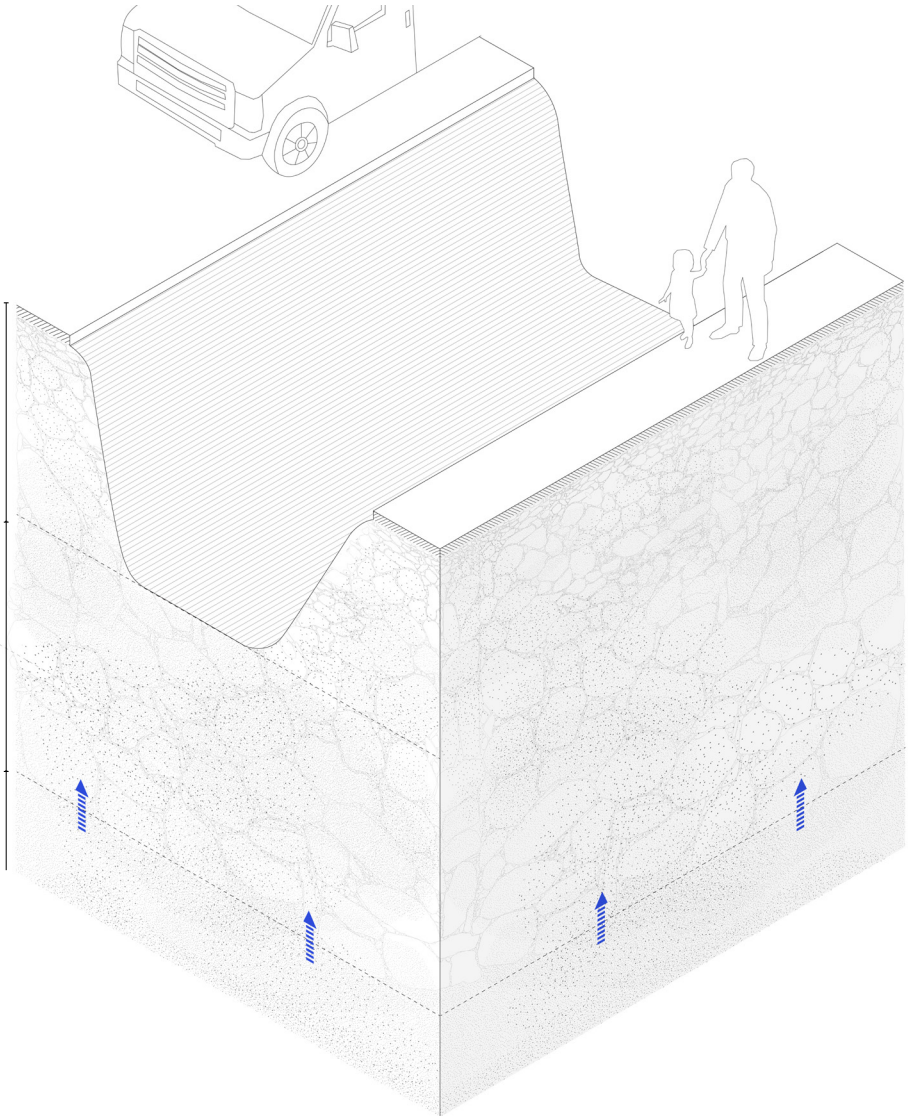


The pit is impermeabilized to prevent water run-off and possible salty water infiltration

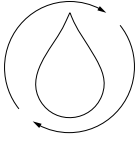
250 cm | Total
excavation depth

250 cm | Quarry
Infill & Sand
(Ø0-60cm)

300 cm | Dregded
Marine Sand



STEP 4 WATER HARVESTING



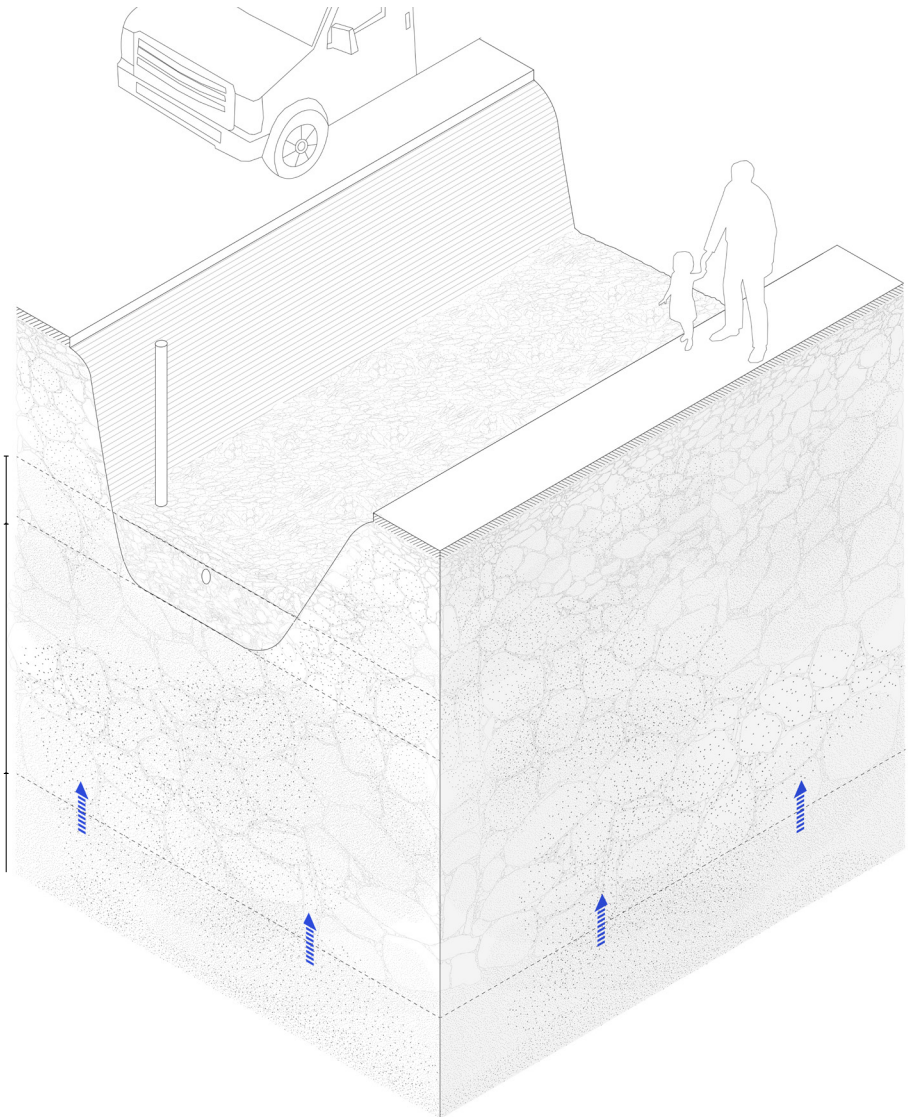
A mix of coarse limestone and asphalt is added at the bottom of the pit as water retention volume

An overflow pipe system is installed in case of heavy rainfalls

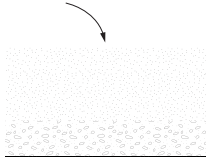
70 cm | Water Retention
Space Limestone and
Asphalt Mix

250 cm | Quarry
Infill & Sand
(Ø0-60cm)

300 cm | Dregded
Marine Sand



STEP 5 CAPPING



A geotextile separation layer is added to avoid clogging of the underlying water retention

Add of a sand and gravel layer to avoid pollutants to infiltrate deeper

The pit is capped with a technosol mix:
60% reused crushed limestone
30% sandy loam
10% organic matter

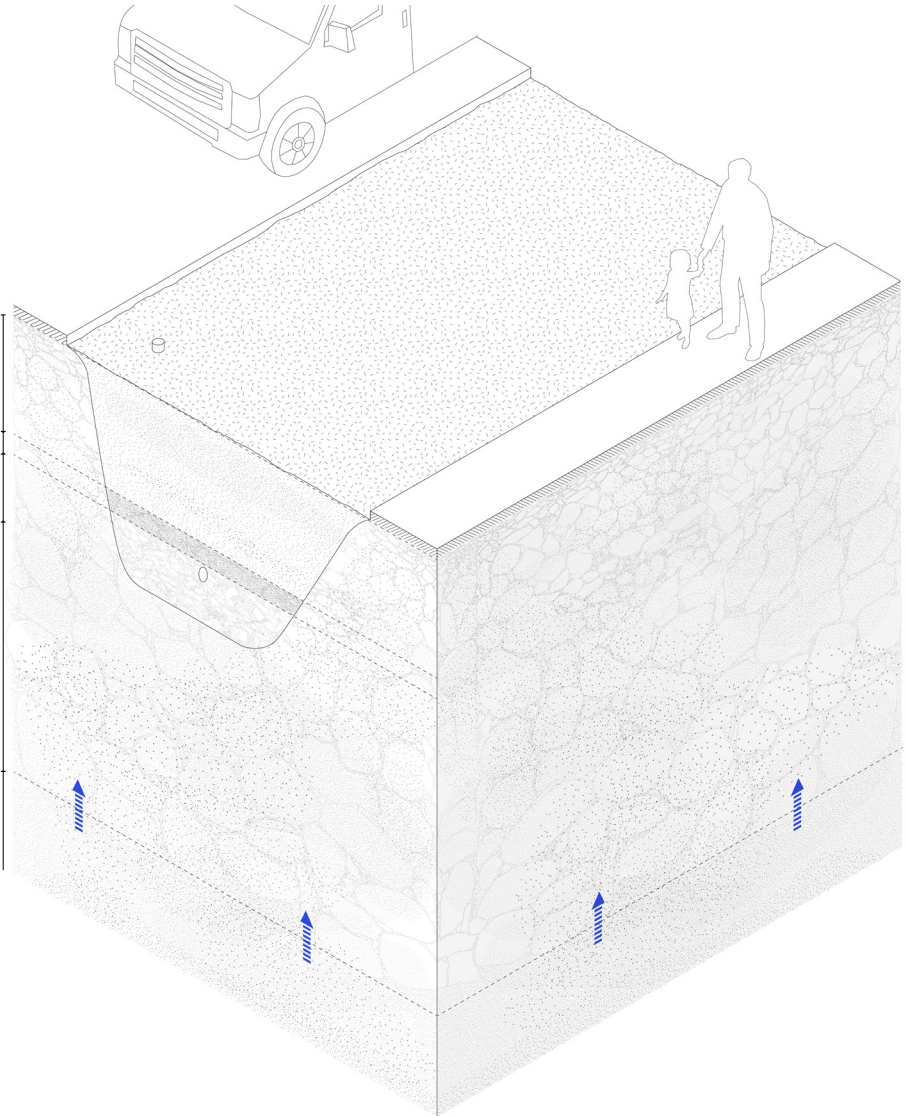
150 cm | Planting
Technosol Mix

30 cm | Filter Layer

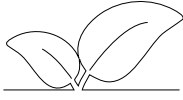
70 cm | Water Retention
Space Limestone and
Asphalt Mix

250 cm | Quarry
Infill & Sand
(Ø0-60cm)

300 cm | Dregded
Marine Sand



STEP 6 PLANTING



The soil is now ready to be planted, ensuring that each plant has at least 13m³ to grow

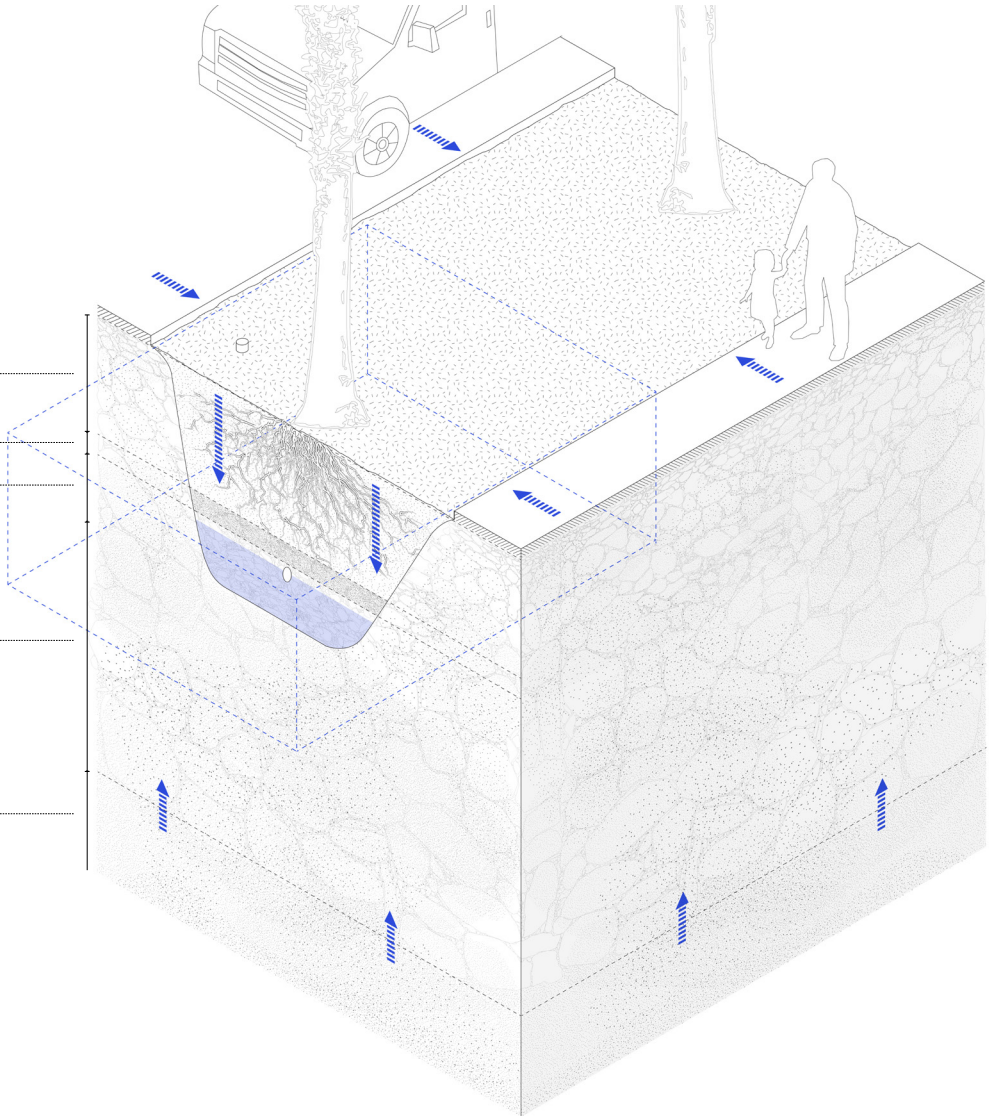
150 cm | Planting
Technosol Mix

30 cm | Filter Layer

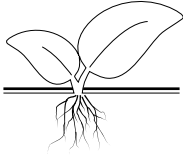
70 cm | Water Retention
Space Limestone and
Asphalt Mix

250 cm | Quarry
Infill & Sand
(Ø0-60cm)

300 cm | Dregded
Marine Sand



STEP 7 ROOT PROTECTION



Close to roads and trafficked areas the soil is brought to the same level for safety, tree and roots protection, and avoid quick evaporation during heat waves

5-10 cm | Reused Limestone
Top Layer

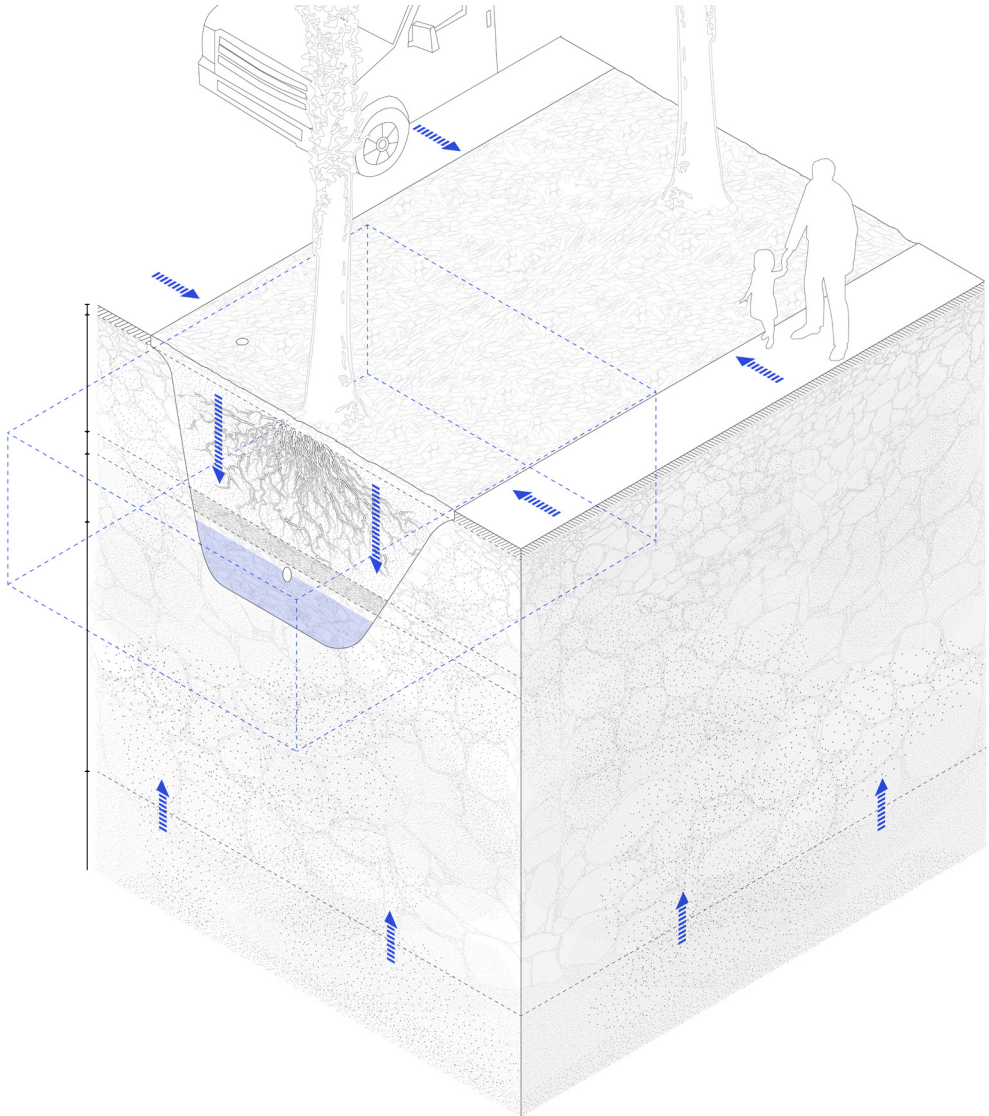
150 cm | Planting
Technosol Mix

30 cm | Filter Layer

70 cm | Water Retention
Space Limestone and
Asphalt Mix

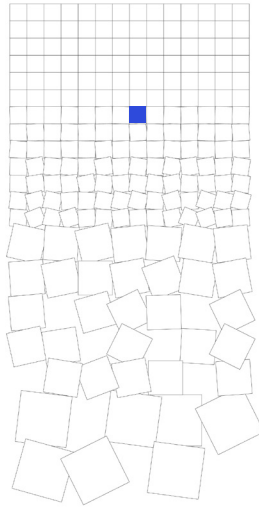
250 cm | Quarry
Infill & Sand
(Ø0-60cm)

300 cm | Dregded
Marine Sand



**TESTING
MASTERPLAN ZOOM IN**











To apply the previous method I decided to focus on a smaller section of the port in scale 1:500 as pioneer area to be able to visualize the effects of the vegetation and framework with a good level of detail.






Working closely on the port spaces and logistic measurements has been an important phase of the project to understand if this method could work on the wider landscape and be replicated for the whole port.

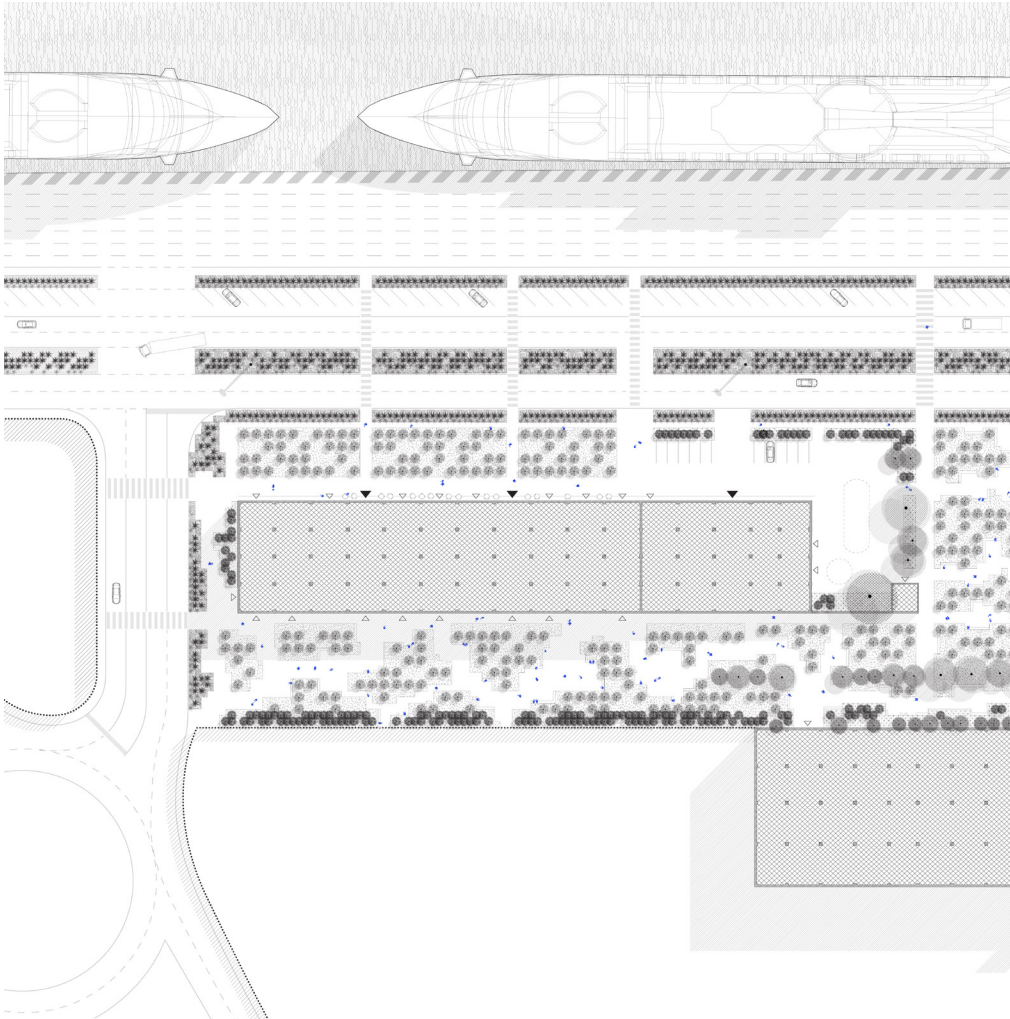
MASTERPLAN PHASE 1 - YEAR 1

HARD & SOFTSCAPE

-  Soil exposed to spontaneous low vegetation
-  Mediterranean shrubs vegetation
-  Reused limestone capping (Ø5-10cm)
-  Existing asphalt
-  Reused concrete slabs from site (5x5m)
-  Painted surface

TREES

-  Existing tree retained
-  Planting Mix Type 1 High Canopy
-  Planting Mix Type 2 Low Canopy
-  Planting Mix Type 3 Colonnade
-  Planting Mix Type 4 Buffer

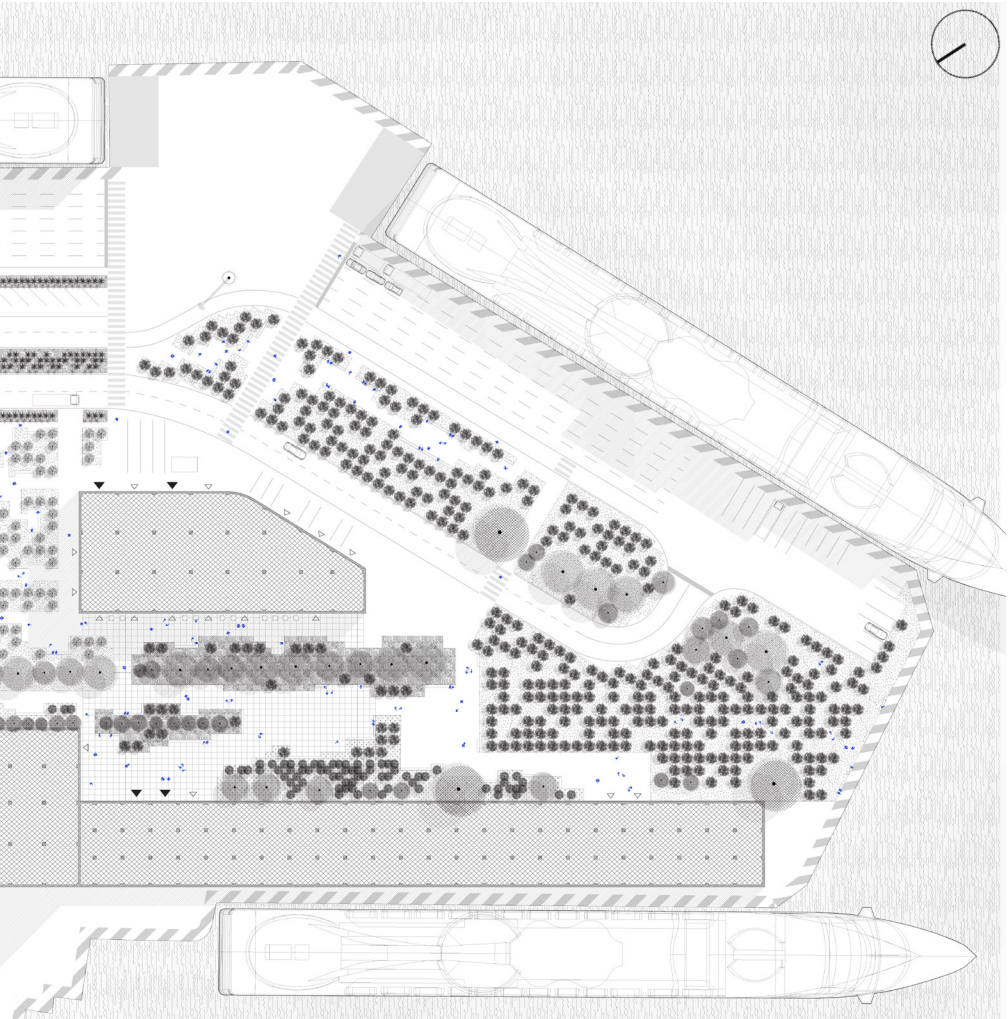


FURNITURES

- Existing light pole (h 30m)
- Benches made from existing concrete blocks
- Outdoor tables
- Existing fence

SYMBOLS

- ▲ Main entrance
- △ Secondary entrance



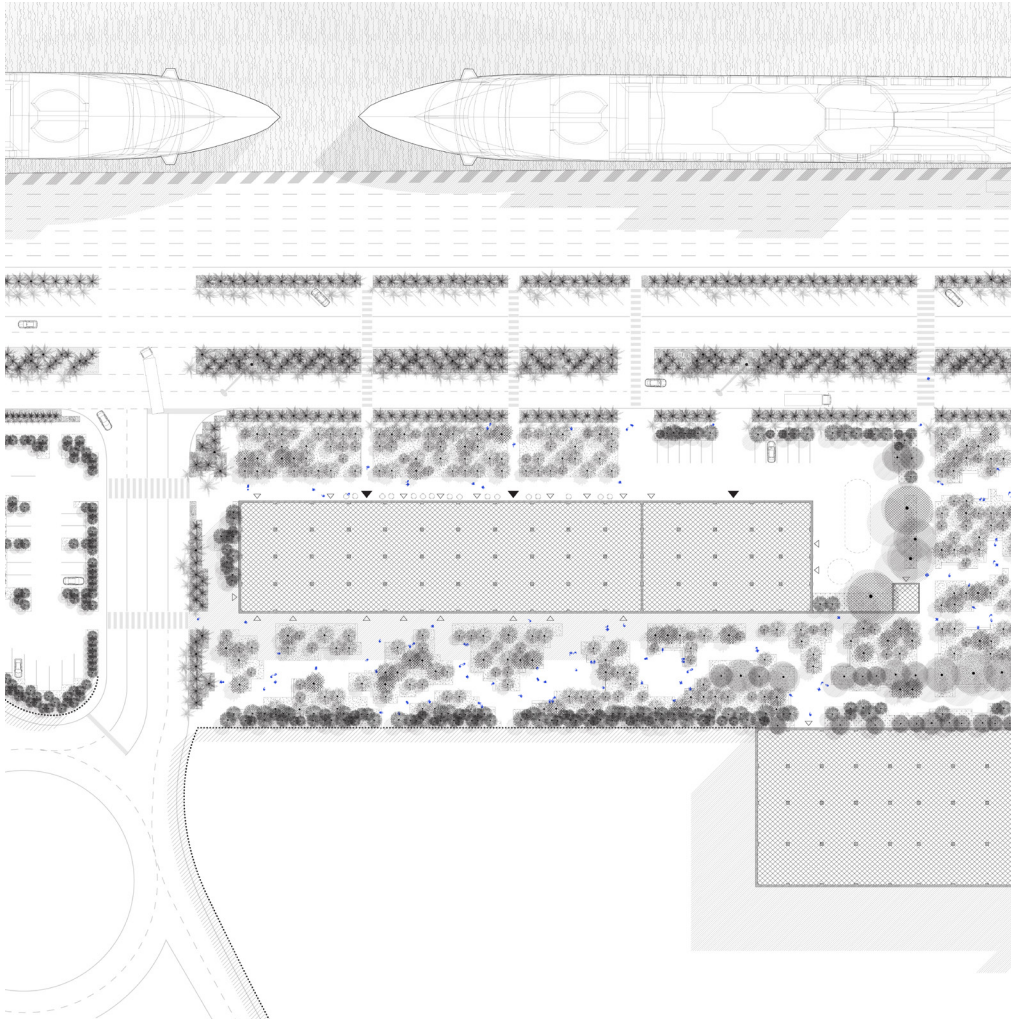
MASTERPLAN PHASE 2 - YEAR 15

HARD & SOFTSCAPE

- Soil exposed to spontaneous low vegetation
- Mediterranean shrubs vegetation
- Reused limestone capping (Ø5-10cm)
- Existing asphalt
- Reused concrete slabs from site (5x5m)
- Painted surface

TREES

- Existing tree retained
- Planting Mix Type 1 High Canopy
- Planting Mix Type 2 Low Canopy
- Planting Mix Type 3 Colonnade
- Planting Mix Type 4 Buffer

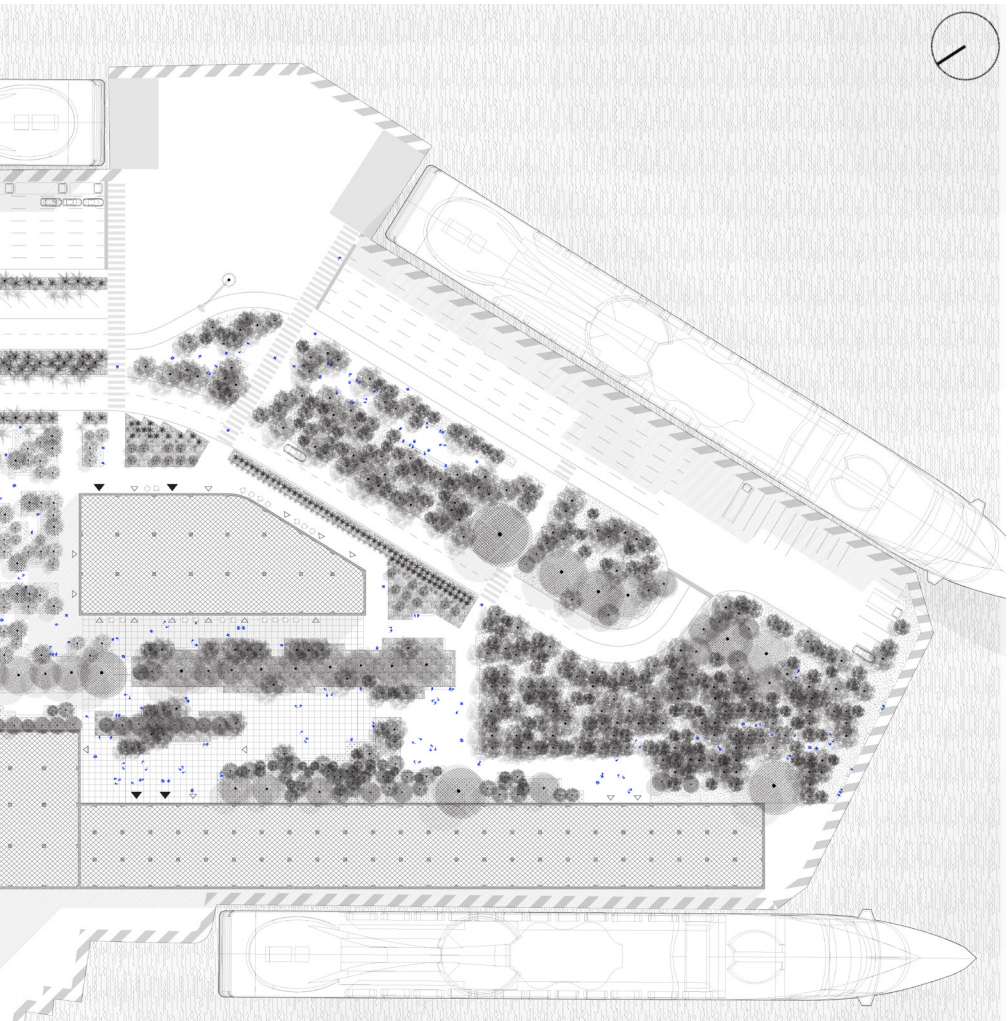


FURNITURES

- ⊙ Existing light pole (h 30m)
- Benches made from existing concrete blocks
- Outdoor tables
- ⋯ Existing fence

SYMBOLS

- ▲ Main entrance
- △ Secondary entrance



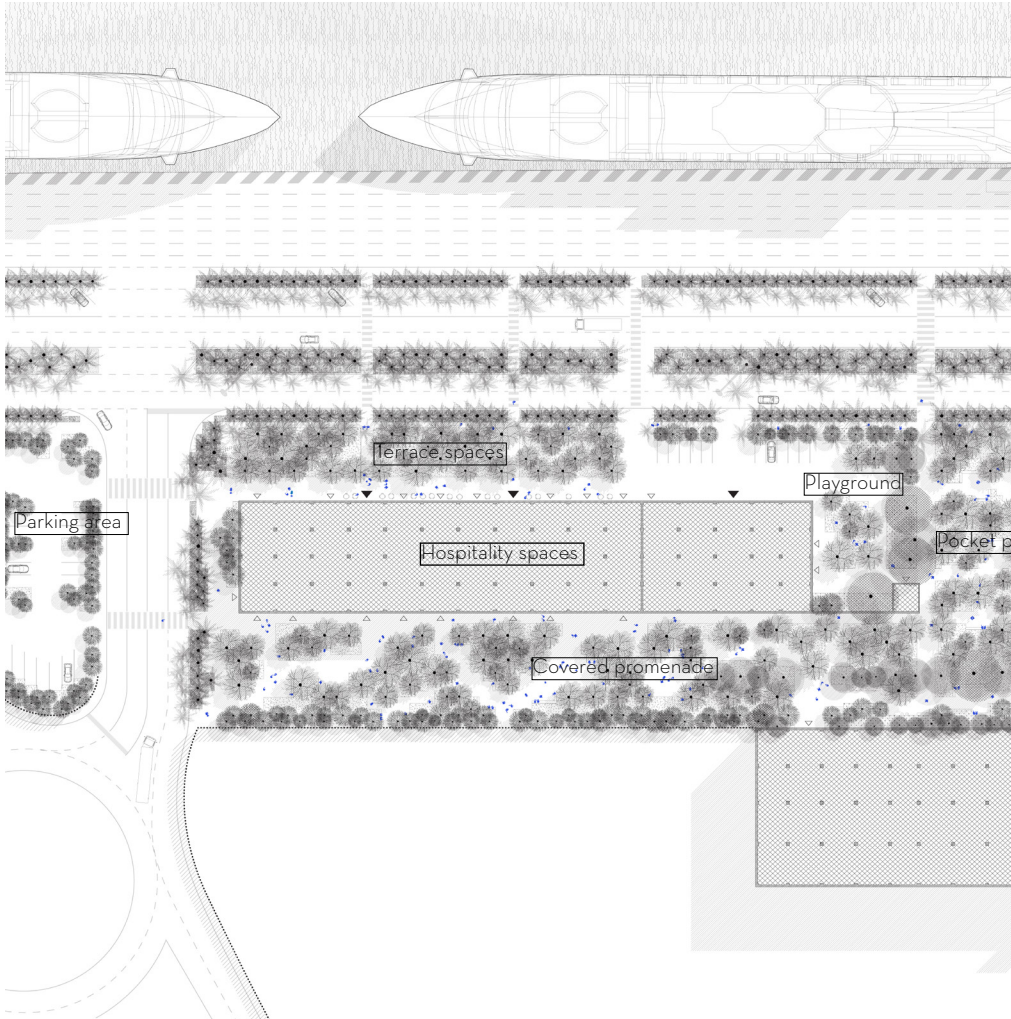
MASTERPLAN PHASE 3 - YEAR 40

HARD & SOFTSCAPE

- Soil exposed to spontaneous low vegetation
- Mediterranean shrubs vegetation
- Reused limestone capping (Ø5-10cm)
- Existing asphalt
- Reused concrete slabs from site (5x5m)
- Painted surface

TREES

- Existing tree retained
- Planting Mix Type 1 High Canopy
- Planting Mix Type 2 Low Canopy
- Planting Mix Type 3 Colonnade
- Planting Mix Type 4 Buffer

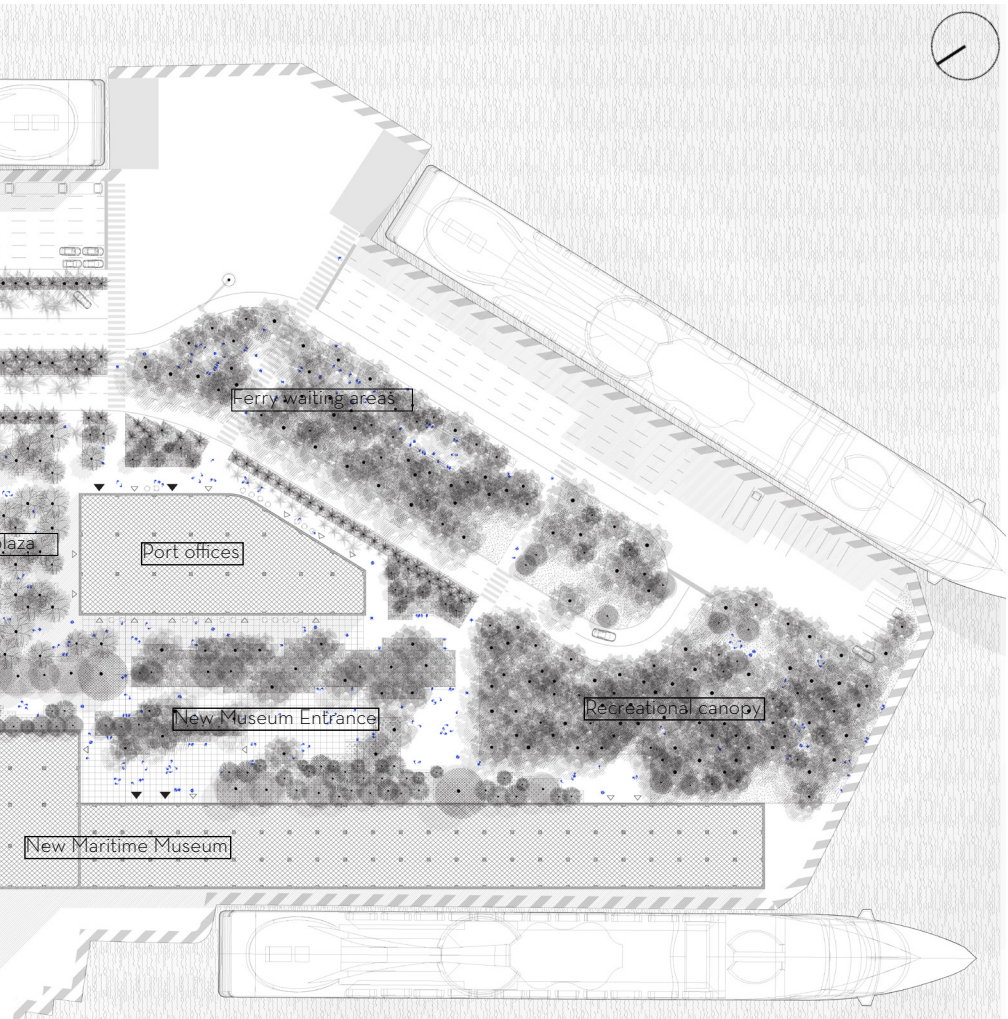


FURNITURES

- Existing light pole (h 30m)
- Benches made from existing concrete blocks
- Outdoor tables
- Existing fence

SYMBOLS

- ▲ Main entrance
- △ Secondary entrance



TRAFFIC SEPARATION CURRENT CONDITIONS



**TRAFFIC SEPARATION
YEAR 40**



UNCLAIMED SPACE CURRENT CONDITIONS



UNCLAIMED SPACE
YEAR 40



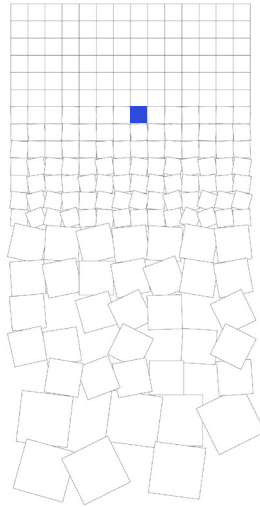
PARKING ZONE CURRENT CONDITIONS



PARKING ZONE
YEAR 40

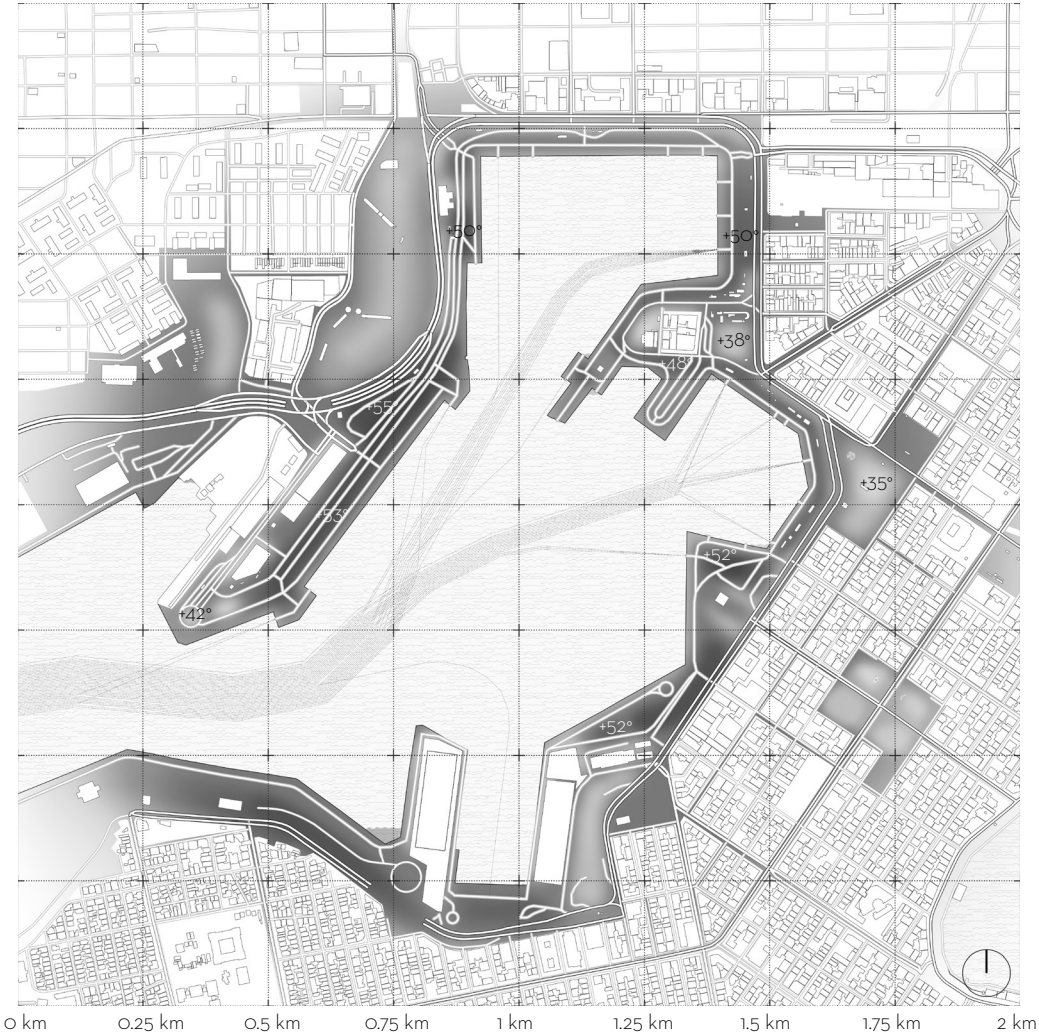


CONCLUSIONS



The project dismantles the physical and functional isolation of the Port of Piraeus, transforming an infrastructural barrier into a shared civic destination. By implementing a flexible green grid that respects logistical boundaries, the design creates a hybrid landscape where port operations, citizen leisure, and international tourism seamlessly coexist. The sequential phasing strategy ensures that underused and abandoned areas become active public spaces from the start, moving the waterfront away from its current extreme summer seasonality. Instead, it becomes an accessible, multi-functional urban park used year-round by both locals and travelers.

SUMMER HEAT MAP CURRENT CONDITIONS



SURFACE TEMPERATURE



SUMMER HEAT MAP YEAR 40

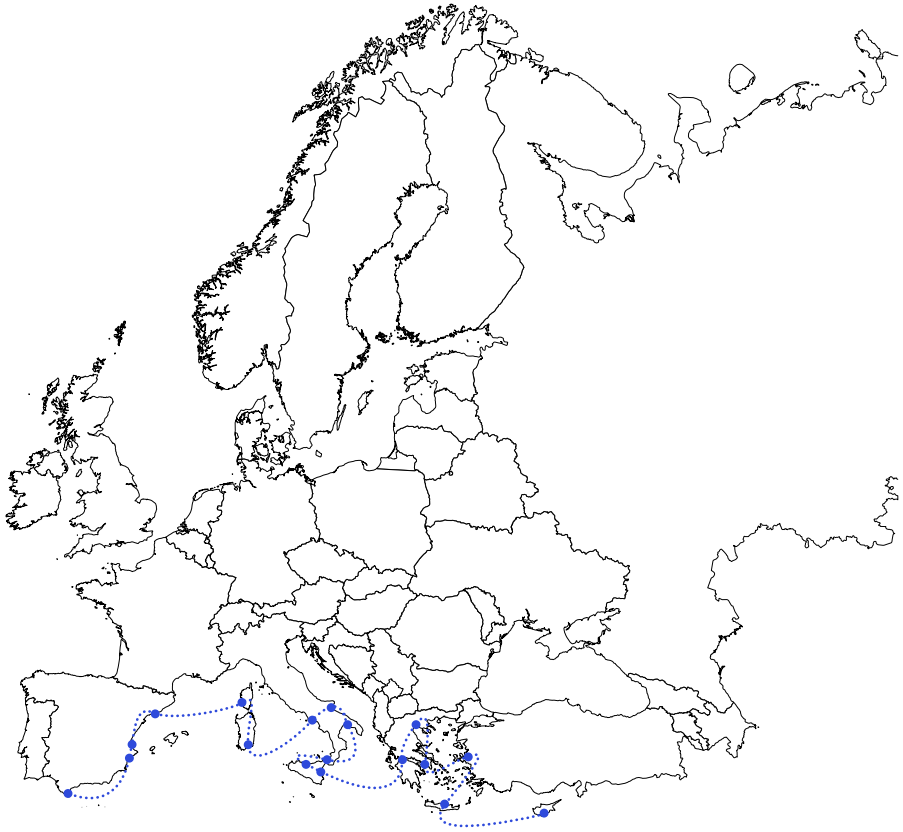


POSSIBLE REPLICATIONS MEDITERRANEAN CONTEXT

Around the Mediterranean many other ports present similar conditions of disconnection from their city, spaces that are in between industrial, logistic and civic spaces the serve their functions only in favor of tourists and workers.

From Athens, to Messina or to Napoli these cities are experiencing a detachment from their closest access to the sea, causing the draining and decaying of the surrounding areas.

The same approach used for Piraeus could be adapted and replicated along other cities with big industrial heritage that are waiting to be gradually transformed.



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