

March 2018

THE PARTICIPATORY APPROACH FOR WATERFRONT DEVELOPMENT IN MEDITERRANEAN COUNTRIES. A CASE STUDY OF TRIPOLI, LEBANON WATERFRONT

Sima El-Cheikh

Ph.D. candidate, Faculty of Architecture design and Built Environment, Beirut Arab University, Tripoli Branch, sima-el-cheikh@outlook.com

Follow this and additional works at: <https://digitalcommons.bau.edu.lb/apj>



Part of the [Architecture Commons](#), [Arts and Humanities Commons](#), [Education Commons](#), and the [Engineering Commons](#)

Recommended Citation

El-Cheikh, Sima (2018) "THE PARTICIPATORY APPROACH FOR WATERFRONT DEVELOPMENT IN MEDITERRANEAN COUNTRIES. A CASE STUDY OF TRIPOLI, LEBANON WATERFRONT," *Architecture and Planning Journal (APJ)*: Vol. 24: Iss. 1, Article 10.

DOI: <https://doi.org/10.54729/2789-8547.1025>

THE PARTICIPATORY APPROACH FOR WATERFRONT DEVELOPMENT IN MEDITERRANEAN COUNTRIES. A CASE STUDY OF TRIPOLI, LEBANON WATERFRONT

Abstract

Public waterfronts are considered an important touristic target in coastal cities. The development of these spaces is affected by many social, economic and political issues. Public participation has been an important tool for communities to influence the making of public spaces. This research aims to develop a participatory approach for waterfront development in Mediterranean countries by studying people behavior and activities on public waterfronts and investigating the socio-economic factors that influence the usage of these areas. It is a bottom-up approach that analyzes how activities emerged from people needs. This research is a mixture of qualitative and quantitative approaches that undertakes a case study with its activities and is based on socio-economic studies, behavioral and physical analysis. The used tools and techniques are: documentation, direct observations, lengthy-interviews and questionnaires with stakeholders (users and visitors). This paper is a preliminary study and part of an ongoing PhD research where the outcome will be a participatory matrix approach dedicated to decision makers to facilitate the effective participation of stakeholders in development of the waterfront. Also, it should improve the waterfront economic status, enhances the development and allows the new plans to be implemented in order to make a valuable public space open to the all citizens and tourists

Keywords

Community participatory, waterfront spaces, Mediterranean countries waterfront

THE PARTICIPATORY APPROACH FOR WATERFRONT DEVELOPMENT IN MEDITERRANEAN COUNTRIES. A CASE STUDY OF TRIPOLI, LEBANON WATERFRONT

S. EL-CHEIKH¹

ABSTRACT

Public waterfronts are considered an important touristic target in coastal cities. The development of these spaces is affected by many social, economic and political issues. Public participation has been an important tool for communities to influence the making of public spaces. This research aims to develop a participatory approach for waterfront development in Mediterranean countries by studying people behavior and activities on public waterfronts and investigating the socio-economic factors that influence the usage of these areas. It is a bottom-up approach that analyzes how activities emerged from people needs. This research is a mixture of qualitative and quantitative approaches that undertakes a case study with its activities and is based on socio-economic studies, behavioral and physical analysis. The used tools and techniques are: documentation, direct observations, lengthy-interviews and questionnaires with stakeholders (users and visitors). This paper is a preliminary study and part of an ongoing PhD research where the outcome will be a participatory matrix approach dedicated to decision makers to facilitate the effective participation of stakeholders in development of the waterfront. Also, it should improve the waterfront economic status, enhance the development and allow the new plans to be implemented in order to make a valuable public space open to all citizens and tourists.

KEYWORDS

Community participatory, waterfront spaces, Mediterranean countries waterfront

1. INTRODUCTION

A public space is an open area that should be available in all cities, should accommodate all citizens and improve human health and wellbeing. It is “our-open-air living room, our outdoor leisure center” (Lipton, 2002). People belongs to a city when they share open spaces together. These spaces are used and understood depending on individual and group characteristics. Interaction between public spaces and citizens should be strong. Therefore, before designing spaces, human beings life should be studied and taken into consideration in all design and implementation steps (Gehl, & Svarre, 2013). Public space provides a range of benefits across economic, social and environmental scopes. Economically, it can have a positive impact on property prices, is good for business, raises the land value and levels of investment and helps boost regional economic performance. Socially, it delivers learning benefits to children, creative play, and reduces absenteeism; nurtures social and cognitive skills; promotes neighborliness and social cohesion; provides a venue for social events; reduces child mortality; and provides a venue for social interchange and for supporting the social life of communities. Environmentally, it can encourage the use of sustainable modes of transport; it improves air quality, reduces heat island effects, pollution and water run-off; and creates opportunities for urban wildlife to flourish (Carmona et al, 2008).

¹ Sima El-Cheikh

Ph.D. candidate, Faculty of Architecture design and Built Environment, Beirut Arab University, Tripoli Branch

Waterfronts are one of the main pillars in public spaces of coastal countries. The redevelopment of these spaces has become an international phenomenon as renewal or revitalization since they have effects on the local economy of the country, the social life and social interactions between people. In late years the strategic plans that are shaping today's cities have thought over a clear growth of the waterfront, that borderline between city and water. A waterfront is an urban edge that may be used in many different ways since it has many forms as the vertical cliff edge, the beach form, the dockside quay, the open square and others. Its usage also depends on regulations, cultural heritage of the city, history of the space, economical status of the country, type of users and others. Behavioral outdoor activities are considered as the actions through participants interact with the outdoor environment; physical or/and social (Abu El-Ela, 2007).

Public participation has been an important mechanism for local communities to influence the making of public spaces. Over the past forty years, a sophisticated repertoire of participation methods has been developed (Hou et al., 2003). De Rosa, 2013, claimed that the management plan or program for urban sustainable development of Naples should be a tool to stimulate inhabitant's participation to public choices regarding common goods. Scottish universities discussed the potential of waterfront regeneration to contribute to socially, economically, and environmentally sustainable development. In this study the institute considered participation, consultation and community involvement a strong tool for the success of the project. Meyer, 2011, proposed a method for the participatory design of public open space, applicable at a range of scales, from neighborhood pocket parks to urban river restoration. In his study, seven clear steps for community engagement were established: define the Goal, choose the Level of Participation, manage expectations, invite participation, train and orient participants, create the design and evaluate and document results. There is only no accurate way to ensure public participation in planning or urban design, as there is no method or a model of participation applicable in every locality or society. He presented a participatory method for the designer and user useful for defining a new approach in the participative urban design base of intense and sincere communication between designers and users, but when applied, his method failed because many social aspects were not considered and few participants accepted to continue in the later process (Dede,2012).

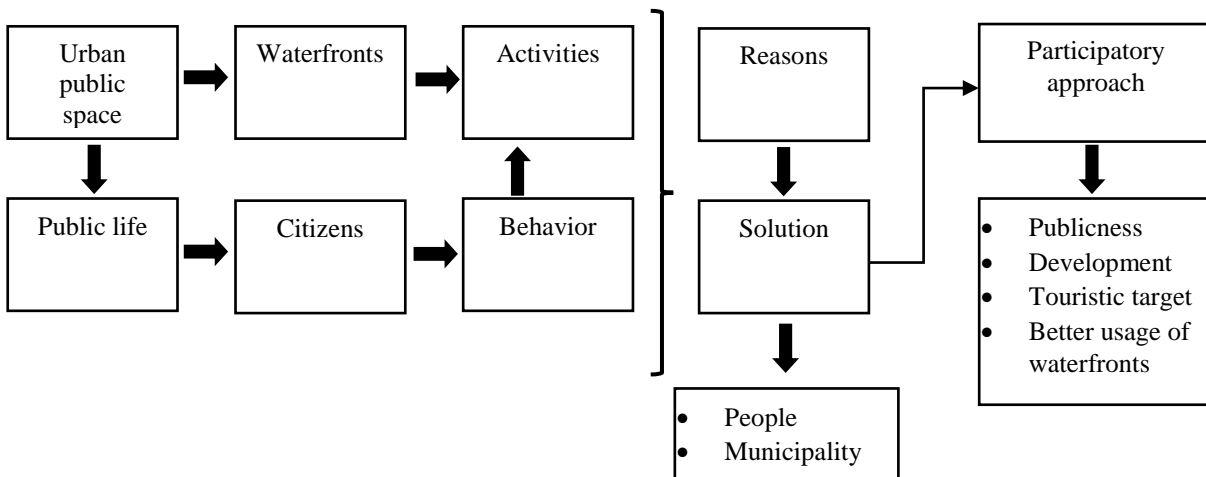


Fig .1 The study idea in a diagram
Reference: Analysis by the author

The research problem is the low level of community participation through the project phases in waterfront development plans, especially in developing countries as Tripoli, Lebanon. The success of development plans is affected by stakeholder's participation in the project phases on all levels because community engagement is one of the main success pillars of a project. The existing participatory approaches do not accommodate all levels and does not work on all influential factors.

This paper is a part of a PhD research that aims to develop in further studies, an effective participatory approach for waterfronts in developing countries through the early development stages considering urban, physical, social, economic and environmental influential factors. The outcome should be an operative tool in developing public waterfronts for a better usage that benefits the

community to make it a significant public space that takes community participation into account and profits the economy of a country.

This paper considers the following points as objectives:

- To examine how behavioral activities emerge from people needs and the importance of users opinions and actions in decision making,
- To investigate the social dimensions at the waterfront concerning the behavioral activities differentiation between the different zones of a waterfront.
- To explore the socio-economic factors that influence the usage of these public areas.
- In order to fulfil the research aim, the methodology will comprise:
- A literature review that shows the studies of public space and public life in waterfronts and development. Also, it highlights the waterfront urban, behavioral, social and economic studies.
- A study on Tripoli waterfront will highlight its historical concerns, current status and urban factors such as physical, behavioral and socio-economic studies. An investigation on people opinions is done to discover problems, reasons of visiting the waterfront, types of users and activities.

2. LITRATURE REVIEW

2.1 Waterfronts Types

The waterfront is the place where the land meets the water. Experiences on waterfronts edges depends on the natural elements. Moughtin, 2001, categorized waterfronts into seven categories. It could be a vertical cliff edge, a beach form, a dockside quay, an open square, a pier jutting, a sewer treatment and a fishing village. A vertical cliff edge is a high standing stone edge from a sea level that could be used for housing and recreational facilities. A beach form is a sandy water edge where people can swim, resorts and hotels can be raised and a direct access from land to the water is available. The dockside quay is a path or a street that is formed along the edge of the water. An open square on a waterfront is a plaza used for public gatherings and events. Pier jutting out into the water to the shoreline is a path that juts out from the land into the water. A fishing village is located on the coast whose main local industry is catching fish for food. And, unfortunately, some waterfronts are used for sewage system, dumps and others...

2.2 Waterfront land uses

Human beings had major influences on waterfronts. As an urban space following a coastal city, it was turned from a natural area to commercial, residential, industrial and recreational expanses. During the late nineteenth and early twentieth centuries, industrial practices were institutionalized in port, canal, and railway infrastructure development as well as in landfill technologies and the construction of factories adjacent to ports (Desfor, 2013). Commercial waterfront development is transforming a natural place to a working area as offices and recreational facilities as shops, resorts, hotels and restaurants. Residential waterfronts are private lands where housing dominates the space. Public open spaces are plazas, open beaches, cornice promenade and others... In Michigan Coastal Community Working Waterfronts studies, they provided examples of how various uses were classified for the purpose of assessing land use in this case study analysis. They classified parcel uses by water-related use: Public access, water-dependent-use, water-dependent use-industry, water-dependent use-utility, water-enhanced use and non-water-dependent use. (Washington and Durfee, 2013).

Table 1. Land uses on waterfronts
Reference: Author after Washington and Durfee, 2013

Land uses	Residential	Commercial	Industrial	Open space
Water dependent uses	Public or private marina, X			
	Boat launch,			X
	Fish cleaning station,		X	
	Bait and supply shop,	X		
	Marine service,		X	

	Supply,		X	
	Repair and storage,			X
	Yacht club,		X	
	Light house,		X	
	Coast guard station,		X	
Water dependent uses - Industry	Manufacturing facility,			X
	Industrial dock/port,			X
	Paper plant,			X
	Cement plant			X
Water dependent uses - Utility	Water treatment plant,			X
	Power plant			X
Water enhanced uses	Hotel,	X	X	
	Motel,	X	X	
	Inn,		X	
	Restaurant		X	
Non-Water dependent uses	Residence,	X		
	Office,		X	
	Retail		X	
Public access	Beach			X
	Public square			X
	Park			X

As shown in the table 1, the water-dependent uses are located mostly in commercial and industrial zones. Non- dependent water uses are located in residential and commercial areas. Public access uses are just in open spaces. (Washington and Durfee, 2013).

2.3 Waterfronts activities

The activities on waterfronts depend on its land use. People visit waterfronts to do sports, to enjoy water recreational facilities, work, eat, sit, shop, travel, trade or even stay. Sports as basketball, volleyball, swimming, walking, running, biking and fishing may be in open spaces or private commercial areas. Many water recreational facilities as swimming, diving, boating, jet skiing, rafting, surfing and many others are available on waterfronts either in public open spaces or private commercial areas. People come to work on waterfronts in commercial, industrial or open public spaces. People may work in many facilities as boats, kiosks, shopping retails, factories and others. Other activities are: eating or drinking in restaurants, cafeterias or kiosks; sitting in parks, open squares or cornice; shopping from retails or kiosks; travelling from port or railways; trading in port and industries; staying in houses, resorts or chalets.

Table 2. Waterfronts activities in relation to land-uses
Reference: Author

Activities	Residential	Commercial	Industrial	Open space
Sports	Swimming	X		X
	Volley		X	
	Walking or running		X	X
	Basket		X	
	Fishing		X	X
	Biking			
Water recreational facilities	Swimming	X		X
	Diving		X	
	Boating		X	
	Jet skiing		X	
	Rafting		X	X
	Surfing		X	X
Working	Kiosks owners	X		
	Shopping retails owners		X	
	Boats owners		X	
	Fishing		X	X
	Factories			X
Eating	Restaurants	X		
	Cafeterias		X	

	Kiosks			X
Seeing and sitting	Parks			X
	Squares			X
	cornice			X
Staying	Resorts/ Hotels/ chalets	X	X	
	Houses	X		
Shopping	Kiosks		X	
	Retails		X	
Travelling	Port		X	X
	Railways			X
Trading	Port		X	X

As shown in table 2, the most waterfronts activities as sports, water recreational activities, working, eating, staying, shopping, travelling, and trading are located in commercial zones. Also, an open space accommodates lot of activities as sports, other recreation activities, eating and seeing and sitting.

2.4 Waterfront development

The development of waterfronts has great potentials to attract citizens and tourists for repeat visits; extend the re-use of heritage buildings; enhance the power of the central business district; link new sites with existing urban transportation systems; include local residents in sharing benefits, better settlements and good life quality. According to Dong (2004), the term of waterfront development has different understandings and many expressions have emerged in the development of waterfronts such as: waterfront regeneration, waterfront revitalization, waterfront rehabilitation and waterfront redevelopment. The location and characteristics of sites and cities affect greatly the content on waterfront development. Waterfront revitalization is a process that begins with the desires of a community to improve its waterfront. That process proceeds through a series of planning steps and public review to adoption of a waterfront plan. Implementation of the plan involves public and private actions, investment decisions, and developments which occur, ideally, in a coordinated fashion. The word “redevelopment” is only used when it is necessary to differentiate between the redevelopment of previously built-up lands and new development which is occurring on relatively pristine sites (Dong, 2004). The objective of this study is to make development policies to the municipality of Tripoli. According to Dong, this study will be made for the first three phases of a project: Pre-start-up, start up and early development.

2.4.1 Waterfront development

Coastal and waterfront publics have a distinctive sense of place caused by their history and their characteristic sights, sounds, and smells. The natural features of waterfronts as water, beaches, cliffs, and rocky shores attract people and spur development. Policy makers had to make smart growth strategies to help coastal and waterfront communities manage growth and development while balancing environmental, economic and quality of life issues. For a smart growth development, many elements should be made as making mix land uses; taking advantage of compact community design; provide a range of housing opportunities; create walkable communities; foster attractive communities with a strong sense of place; preserve critical environmental areas that characterize and support coastal and waterfront communities; strengthen and direct development toward community; encourage waterfront revitalization, provide a variety of land-and water based transportation options; make predictable, fair and cost effective development decisions; and encourage community and stakeholders collaboration. (NOAA 2009)

The regeneration and revitalization of waterfronts has been an important issue in the recent urban planning strategies. It affects the enhancement of the economic development of the city. A descriptive and analytical study was made on Vlora waterfront promenade to create spaces to improve tourism, make opportunities for small and medium enterprises, and reformulate the public investment as an investment in urban infrastructure with low cost and large influence. Its aim was to regenerate the urban waterfront promenade,

strengthen its role in the resolution of specific seaside cities' problematic and turn the city into a significant area of the regional urban coastal recreation and tourism. The project intends to include the improvement of the road and the waterfront solution, taking into account: the bypass for a viable traffic flow, relation to the sea, safe access and treatment of the rivers across the waterfront, the boardwalk dilation and the typical vegetation of Vlora, the creation of new beaches, sports grounds, water parks, marina, hotels, floating islands etc.. (Nepavishta and Cuedari, 2015).

Some researchers propose that waterfront activities depend on the cultural context and physical behavior. A study was made on Jeddah and Alexandria waterfronts to see how the different cultures affect the activities on both waterfronts. This qualitative study was made to determine which of the following categories (the cultural, the environmental, the historical, the mixed-use, the recreational, the residential and the working waterfront) characterizes Alexandria's and Jeddah's waterfront and identify to what extent, behavioral activities affect and are affected by both the spatial implications of waterfronts and the cultural heritage of users. Site visits were made on both shores when behavioral/physical observations were mapped and exploratory interviews with about 40 participants were done. The results showed that both waterfronts are characterized as recreational. People in Alexandria prefer water related activities, but those in Jeddah are preferring the non-related water activities. These differences may be because of the cultural activities or lack of facilities and landscape elements. (Abou El-Ela, M. et.al, 2007)

Historic waterfronts can be revitalized to act as creative milieus. Kostopoulou, 2013, made a study to discuss the role of revitalized historic urban waterfronts as potential creative milieus in attracting creative tourists and to examine the potential of historic revitalized waterfronts to become urban creative hubs and creative tourism attraction. The study comprises three approaches which began with a brief overview of the historical evolution of waterfronts and their changing role in the port-city. Then, it presents the notion of creative milieu and creative industries. Finally, it analyses the role of these places in the regeneration of historic waterfront areas. The target was to explore the new wave of creative tourism and the potential of historic revitalized waterfronts to attract creative tourists. Port-cities can strengthen their creative spaces and capacity, by preserving historic harbor areas to showcase their distinctive character and use the waterfront built environment to accommodate creative industries. Creative and cultural activities can act as a powerful vehicle for waterfront-diversified redevelopment, for generating wealth and employment opportunities, and upgrade the image of the area and the city. Historic revitalized waterfronts are creative milieus that act as catalysts for urban economic regeneration and creative tourism development, enabling citizens and visitors to reconnect with historic harbor areas not only for business, social exchange or leisure, and to participate in creative and cultural activities (Kostopoulou 2013). As seen in table 3, the most used tool in waterfront studies is observation.

Table 3. Comparison between different waterfront studies

Author: Author				
Title / Authors	Regeneration of Vlora Waterfront Promenade (2015) Florian Nepavishta, Ani Cuedari	Urban waterfronts between cultural and physical influences (The case of Jeddah and Alexandria) (2007) Manal Abou El-Ela, Mohamed Soliman and Mohamed Amin,	On the Waterfront: Milieu for Tourism (2013) Stella Kostopoulou	Revitalized Creative Creative
Concept	Solve the problem of a chaotic existing urban edge where the city meets the sea and where two seas, Adriatic and Ionian, meet each other.	Dependence of activities of waterfronts on cultural context	How historic revitalized waterfronts can act as creative milieus.	
Tools	<ul style="list-style-type: none"> • Direct observation • Mapping • Photographing • Time-lapse cameras 	X	X	

• Documents		X
• Looking for traces		
• Test walks		
• Analysis		X
• Study of social patterns		
• Simple tools (pen/ diary / piece of paper / counter / stopwatch)		
• Questions and interviews	X	
• Survey	X	
• Space syntax technique		
• Visibility graph analysis		
• Isovists		

Output	It concludes that the regeneration of the urban waterfront is vital for the economic development of the city.	It was found that Alexandria prefers water related activities; Jeddah prefers the non-related water activities;	Explore the new wave of creative tourism and the potential of historic revitalized waterfronts to attract creative tourists
---------------	---	---	---

3. TRIPOLI CASE STUDY

Tripoli, Lebanon, is a historical city that has many opportunities for a powerful tourism and economic force regarding its historical monuments and its long waterfront, but suffering from pollution and economic problems. Known as the jewel of the east, Tripoli is the capital of the North. The waterfront of Tripoli city suffers from pollution and deterioration because of sewage pipes, negligence and ignorance. Tripoli was established by the Phoenicians around 1500 BC and many periods passed on it as Persian, Hellenistic, Roman, Byzantine, Arabs, Crusades, Mameluke, Ottoman, and the French mandate. It has many monuments as mosques, madrasahs, khans, churches, cathedrals, souks, towers and palaces. In Tripoli city, the types of waterfronts differ according to zones and land uses. It includes an industrial area, port, fishing bay, a dockside quay leading to an island, and a dockside quay along the edge from the north to the south.

3.1 Social study: Questionnaire and interviews

Waterfronts have been always a significant public area for special activities. Since people are visiting the waterfront for some reasons and are recommending it as a public area, their opinions and thoughts must be recorded and taken into consideration for better understandings. A survey was conducted with Tripoli citizens to understand some subjects. Questions about the age, gender, occupation and educational levels are required to understand their following answers types. Also, people are asked, how often do they visit the waterfront, the reasons behind the visit and what is preventing them from visiting it. People had to choose if the waterfront is a safe attractive public space and if it is a lovely environment for walking, running or biking. To make new development plans, people acceptance to these developments should be asked to evaluate the success probability of these plans. Figure 2, illustrates the main points of the questionnaire outcome.

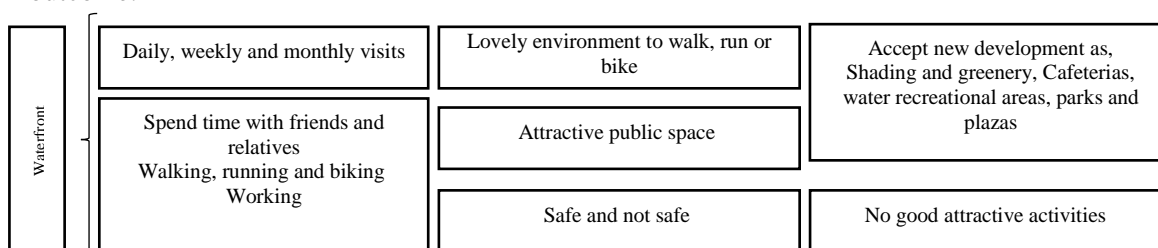


Fig .2 The main points of the questionnaire outcome
Reference: Author

The study was made on a variety of users (110 interviewers) selected from different social levels and different urban zones. The majority of people that use the waterfront are from the poor neighborhood of the old mina and most of them did not continue their primary school level. People tend to visit the waterfront daily (27.1%), weekly (22.4%) and monthly (29.9%). Those

who visit it daily are the working group on the waterfront either in kiosks, restaurants and others. People visit the waterfront for walking, running or biking (18.7%), spend time with friends and relatives (26.2%) and working (17.8%). The majority of the working group on waterfronts are the people sitting in kiosks or buses selling food, drinks, toys or souvenirs. Visitors come from Akkar and Tripoli with friends, kids and relatives to enjoy their holidays on the beach under the sun, walk, run or bike.

The reasons for not visiting the waterfront are the lack of activities (27.1%), lack of time (25.2%) and the bad weather (29.9%). on the waterfront, there is no enough activities to be done. Also, the bad weather, the harsh winds, and absence of wave breakers prevent people from visiting the waterfront. The majority of people agree that the waterfront is a lovely environment to walk, run or bike (62%) and is an attractive open public space (79.5%), which means that people adore visiting the space. On Tripoli waterfront, a group agree that it is safe (32.7%) and on the other hand the same percentage agree that it is not. Some places are considered safe and other parts are not.

The majority of people agree that the waterfront does not have good attractive activities (48.1%) and a smaller portion agreed that it has attractive activities (22.6%). The issue of activity attractiveness differs according to people cultural thinking. For example, bike renting and some snacks on the road may be enough for a poor family and their kids, but it won't be enough for others. The acceptance of waterfront development differs according to the suggested projects. Shading and greenery had the highest ratio of acceptance. Cafeterias, water recreational areas, parks and plazas have also high acceptance. But shopping retails, resorts and hotels are not accepted from the majority of citizens.

Interviews were made in the site with the people during the questionnaire and their thoughts were documented. People said "this is our place, our city, our working space and our only source of living". They agreed that no large developments should be made in the area, since they are poor and they won't be able to enjoy their waterfront and pay large bills. The development should be on the existing place as improvements and not changings.

3.2 Behavioral study: Observation

Observations have been made on the coastal periphery of Tripoli city. People are divided in many categories according to their age and activity. Also, activities differ from a place to another according to the cornice width and surrounding activities. As shown in table 5, children mostly walk, bike and run playing around. Some orphan or gypsy children are walking and selling some flowers and CDs. Some adults walk, run and bike to do sports, others sit, eat and drink some snacks from the nearby kiosks where people sell snacks, souvenirs and some toys. Some old people sit on benches, drink coffee with their friends or alone. Old gypsies walk all the way between people begging them for money and doing some palmistry work. Most of children walk, run and bike, they don't usually buy things from kiosks. The youth, adults groups also walk run and bike. Boats and kiosks owners are mostly from the adults group. Shopping from kiosks is done by all ages, especially adults.

Table 5. Observation analysis (afternoon of three different days of a week)

Reference: Author

Activities		Children (0-14)			Youth (14-24)			Adult (25-64)			Old (65 and over)		
		Day one	Day two	Day three	Day one	Day two	Day three	Day one	Day two	Day three	Day one	Day two	Day three
Sports	Walking or running	14	10	5	6	12	8	18	13	11	6	5	4
	Biking	3	5	0	2	3	0	0	0	0	0	0	0
Water recreational facilities	Swimming	0	0	0	0	0	2	0	0	0	0	0	0
	Boating	0	0	0	0	0	0	0	0	0	0	0	0
Working	Kiosks owners	0	0	0	0	0	0	5	7	3	0	0	0
	Boats owners	0	0	0	0	0	0	4	5	5	0	0	0
	Fishing	0	0	0	0	0	3	2	0	0	0	0	0
Shopping	Kiosks	2	1	0	3	6	4	6	3	5	1	4	2

3.3 Urban study: Mapping

Mapping and photographing has been made all the way to record people behavior in different hours of the day. Thirteen main different points have been placed on the map according to main roads intersections with the cornice edge. At 7:00 am, the road looks almost empty from people because of the early morning time. Only some kiosk sellers, fishermen and few people sitting or running exist (figure 3). As shown in figure (4) at 3:00 pm, more cars were parked all the way of the cornice and a little bit more people were present doing different activities as walking, biking, sitting, eating and others. The low frequency of people was due to the bad weather and the harsh winds. Also at the beginning of the road where the road larger and more activities are available, people are more present.



Fig .4 Al Mina mapping photos at the early morning
Reference: Author, 2017



Fig .3 Al Mina mapping photos at the afternoon
Reference: Author, 2017

4. CONCLUSIONS

On Tripoli waterfront, the available activities are distributed between water dependent doings as swimming and boating; and non-water dependent activities as biking, walking, running, eating, drinking, seating and others. These activities were created by the community of al-mina district either to work or to enjoy the place. The kiosks owners chose foodstuff, brought their kiosks and created

their own work on the cornice. Later, some of them brought tables and hang nylon sheets to protect people from the wind. Other citizens make souvenirs, bring sheep toys or flowers and sell these things on the street. Visitors bring their kids, friends or families and come into the cornice to have a walk near the sea, take them in a trip on a boat, bought some stuff, eat or drink, rent bicycles and others. The community in this situation have made their own activities and never waited for the government to make opportunities for them. People consider Tripoli waterfront as an attractive public space and a lovely environment to walk, run or bike; but it is not safe all the time and doesn't have attractive activities. They accept and need new developments as shading, greenery, cafeterias, water recreational areas, parks and plazas; but never large complex projects as hotels or restaurants. People fear that it becomes areas with expensive entry bills, so they can't afford it.

The waterfront becomes crowded according to the weather, time and dates. People visit the area, mostly on weekends in the afternoons and the nightly for walking, biking, sitting and others. In the early mornings, the road looks almost empty from people, only some kiosk sellers, fishermen and a few people sitting or running exist. Also, the weather affects greatly the presence of people on the cornice since no treatments are available. Likewise, the location affects the crowd, since some areas to the south where the road is thin and can't hold much.

Waterfronts are public spaces with great potentials to become an important touristic target. But, when applying development plans on these spaces, the community is an important pillar that must be taken into consideration. Their acceptance of new ideas affect the success of the project itself and its impact on the area.

In further studies, the conclusion of this research will be a participatory matrix approach devoted to decision makers to improve the waterfront economic status, enhance the development and allow the new plans to be implemented in order to make a valuable public space open to all citizens and tourists. Its main target is to facilitate the effective participation of stakeholders in development of waterfront.

REFERENCES

- Abou El-Ela, M., Soliman, M. and Amin, M. (2007). Urban waterfronts between cultural and physical influences (The case of Jeddah and Alexandria). In: international society of city and regional planning Conference.
- Carmona, M., Magalhães, C. and Hammond, L. (2008). Public space. 1st ed. New York: Routledge.
- Coastalsmartgrowth.noaa.gov, . (2017,). Coastal and Waterfront Smart Growth. Coastal and Waterfront Smart Growth. Retrieved April 4, 2017, from <http://coastalsmartgrowth.noaa.gov/>
- DEDE, O.M., DİKMEN,C.B., & AYTEN, A.M. (2012). A new approach for participative urban design: An urban design study of Cumhuriyet urban square in Yozgat Turkey . *Journal of Geography and Regional Planning*, 5(5), 122-131.
- Desfor, G. (2013). Transforming urban waterfronts. 1st ed. London: Routledge.
- De Rosa, F., & Di Palma, M. (2013). Historic Urban Landscape Approach and Port Cities Regeneration: Naples between Identity and Outlook . *Sustainability*, 5, 4268-4287
- Dong, L. (2004). Waterfront Development: A Case Study of Dalian, China. Master of Applied Environmental Studies. University of Waterloo.
- Gehl, J. and Svarre, B. (2013). How To Study Public Life. 1st ed. Washington, DC: Island Press/Center for Resource Economics.
- Hou, J., & RIOS , M. (2003). Community-Driven Place Making The Social Practice of Participatory Design in the Making of Union Point Park. *Journal of Architectural Education*, , 19–27.
- Kostopoulou, S. (2013). On the Revitalized Waterfront: Creative Milieu for Creative Tourism. *Sustainability*, 5(11), 4578-4593
- Meyer , J. (2011,). ScholarWorks@UMass Amherst. Landscape Architecture & Regional Planning Masters Projects | Landscape Architecture & Regional Planning | University of Massachusetts Amherst. Retrieved September 11, 2017, from http://scholarworks.umass.edu/larp_ms_projects
- Moustafa, a. (2017,). Learning tools & flashcards, for free | Quizlet. GLOSSARY OF URBAN PLANNING TERMS Flashcards | Quizlet. Retrieved April 12, 2017, from <http://quizlet.com/37557711/glossary-of-urban-planning-terms-flash-cards/>
- Moughtin, C. (2001). Urban design: street and square. 1st ed. Oxford: Architectural Press.

- Nepravishta, F. and Cuedari, A. (2015,). ResearchGate | Share and discover research. A to Aflatoxin M1 contamination of h... | Browse publications. Retrieved April 4, 2017, from <http://www.researchgate.net/publication/>
- Washington, T. and Durfee, E. (2013). Planning and Zoning the Waterfront Case Studies from Michigan.