



REPUBLIKA E SHQIPERISE

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1. List of projects selected for the second phase of the competition (Winner projects)

After discarding two proposals for lack of the required CD Rom, the Jury paid careful consideration to all the 34 remaining proposals, evaluating the proposed concepts, without being aware of the authors of each scheme. The Jury selected the following five proposals:

Project Linea D'ombra

This scheme offers a soft concept. The unity of the whole and the covered element on the east side is seen as a positive approach. The organization of vehicular circulation is not as clear, therefore it needs a better definition. For the next phase consider developing a better connection between the archeological sites and the square.

Project Suoli Sensibili

The interpretation of the public space is interesting in the provision of sensitive connections with the rest of the city, especially on east side. More attention should be given in the resolution of the circulation of vehicles and pedestrians.

Project Con Sheshi Temporary

There is an interesting and harmonious balance between the geometrical and natural shapes. The scheme needs to improve on its pedestrian circulation. The extension of the hill onto the square as an extended park area is a positive solution. The vehicular road immediately to the south of the archeological forum cannot be continuous.

Project Sundial

The scheme's organization provides an axial rationalization on the territory and it is identified as a new focus. The project has positive aspects regarding the connectivity of the archeological sites. Improvement and special consideration is needed to articulate the grading and archeological remains at the base of the surroundings of the vertical element.

Project Folding



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The project has positive aspects regarding the connectivity between the archeological sites. There is a provision of sensitive connections with the rest of the city. A good consideration needs to be given to the north east archeological area, which regards a proper definition between vehicular and pedestrian realm. Furthermore the scheme needs a more unified approach.