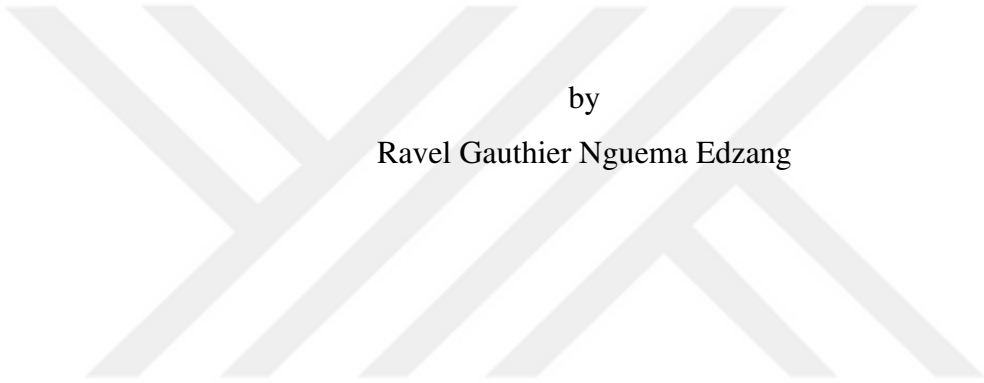


URBAN REGENERATION PRACTICES IN DEVELOPING COUNTRIES: THE CASE
OF LIBREVILLE, GABON



by

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ABSTRACT

URBAN REGENERATION PRACTICES IN DEVELOPING COUNTRIES: THE CASE OF LIBREVILLE, GABON

Since the 1990s, urban regeneration projects have become important intervention mechanisms in the European and American cities to deal with decaying urban areas with physical and social problems and disinvestment. In the past three decades, the consequences of these urban regeneration projects have been closely studied and their limitations have been made public through the publications of the academics all over the world. Their studies revealed that to create successful urban regeneration projects, rather than top-down implementations, more inclusive and participatory schemes should be implemented. It is also acknowledged as an important fact that tourism-led urban regeneration projects should incorporate the themes of the authenticity and local culture by including the local community and their actors. Otherwise, such projects do not produce the intended results, as it is proven by the large volume of academic research produced by studying the European and American case studies. While most of the documented research has focused on the developed countries' experiences, there is relatively few studies looking at the case studies in the developing countries of the African continent.

In the case of Libreville, urban regeneration incorporating urban tourism and authenticity seems to be one of the solutions to both manage finances and structurally improve urban spaces and urban structures. Although these practices are not new in the world, urban regeneration practices have quite a history in developed countries. These countries are the first to do this, and the lessons they have learned from their experience can be used in different cases of urban regeneration in Africa. The objective of this thesis is to search if an authentic and environmentally responsive urban regeneration project is being implemented to solve urban problems in Libreville. This cannot be anything other than urban regeneration through the participation of the local community. To this end, a series of studies have been carried out to study urban regeneration in Libreville. A case of urban regeneration projects has been analyzed by the local population as an example, to be able to obtain their point of view on the subject. As a result, quantitative data were collected and analyzed for better decryption.

ÖZET

GELİŞEN ÜLKELERDE KENTSEL DÖNÜŞÜM UYGULAMALARI: LIBREVILLE ÖRNEĞİ, GABON

1990'lardan bu yana, kentsel dönüşüm projeleri, Avrupa ve Amerika kentlerinde, fiziksel ve sosyal sorunlarla ve yatırımların azalmasıyla çürüyen kentsel alanlar ile başa çıkmak için önemli müdahale mekanizmaları haline gelmiştir. Geçtiğimiz otuz yılda, bu projelerin sonuçları yakından incelenmiş ve olumsuzlukları dünyanın her yanındaki akademisyenler tarafından yayınlar yoluyla duyurulmuştur. Başarılı kentsel dönüşüm projeleri oluşturmak için, yukarıdan-aşağı giden uygulamalar yerine daha kapsayıcı ve katılımcı yaklaşımların uygulanması gerektiği araştırmalarla ortaya koyulmuştur. Turizme dayalı kentsel dönüşüm projelerinin yerel halkı ve aktörlerini de dahil ederek, otantik (özgün) ve yerel kültür temalarını içerecek şekilde kurgulanmasının önemi kabul edilmiştir. Aksi takdirde, ortaya çıkabilecek sonuçlar, Avrupa ve Amerika'daki çok sayıda örnekte de görüldüğü üzere istenen sonuçları ortaya çıkarmamaktadır. Yayımlanan araştırmaların çoğu gelişmiş ülkelerin deneyimlerine odaklanmıştır ve Afrika kıtasının gelişmekte olan ülkelere ilişkin nispeten az sayıda örnek bulunmaktadır.

Libreville örneğinde, kentsel turizmi ve özgünlüğü birleştiren kentsel dönüşüm uygulaması hem finansman hem de kentsel alanları ve kentsel yapıları yapısal olarak iyileştirmek için yapılabilecek en iyi çözümlerden biri olarak görülmektedir. Bu uygulamaların benzerleri gelişmiş ülkelerde kentsel dönüşüm uygulamalarında oldukça yaygındır. Bu ülkelerin deneyimlerinden çıkardıkları dersler, Afrika'daki farklı kentsel dönüşüm çalışmalarında faydalı olabilir. Bu tezin amacı, Libreville'deki kentsel sorunları çözmeye yönelik bir kentsel dönüşüm projesinin, özgün ve çevreye saygılı kentsel dönüşüm projesi çerçevesinde yapılıp yapılmadığını araştırmaktır. Bu, ancak yerel halkın katılımıyla gerçekleştirilen kentsel dönüşüm projesi yoluyla olabilir. Bu amaçla, Libreville'de kentsel dönüşümü incelemek için bir dizi çalışma yapılmıştır. Yerel halkın konuya bakış açısını anlayabilmek için kentsel dönüşüm projeleri örneği incelenmiştir. Bunun gerçekleştirebilmek için konu ile ilgili nicel veriler toplanarak analiz edilmiştir.

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LIST OF SYMBOLS/ABBREVIATIONS

AEF	French equatorial Africa
ANGT	National agency for major works
ANINF	National agency for digital infrastructure and frequencies
BC	Before Christ
BITC	Business and the inner cities
CAN	African cup of nations
CBI	Confederation of british industry
CDCs	Community development corporations
CNUCED	United nations conference on trade and development
CoBTA	Community-based tourism association of Bali
COCAN	Joint African cup of nations
COMIFAC	Central African forests commission
DETR	Department of the environment, transport and the regions
FGIS	The Gabonese sovereign wealth fund
FMCT	Façade maritime du champ triomphal
GDP	Gross domestic product
ICOMOS	International council on monuments and sites
LDCs	Least developed countries
NCVO	National council for voluntary organizations
NGOs	Non-governmental organization
PR	Presidency of the Gabonese Republic
RN1	National 1
RWAS	Resident welfare association
SEEG	The water and energy company of Gabon
UK	United Kingdom
USA	The United States of America
UN	The United Nations
UN-Habitat	The United Nations human settlements program
UNESCO	United Nations educational, scientific and cultural organization
UniBO	University of Bologna

UNICEF	United Nations international children's emergency fund
WHO	World health organization
WIPO	World intellectual property organization
WTTC	World travel and tourism council
WWII	World war II



1. INTRODUCTION

For decades, countries have adopted different strategies to renew or even reinvent themselves, to get out of a monotonous cycle and improve the living conditions of visitors and residents. For some cities, this change had to be made by force, probably at the end of the First World War or the Second, because of the condition of the buildings [1]. Everything was demolished in these cities, so they needed reconstruction for their inhabitants to flourish again in their place of life. It is under these same conditions that the Marshall Plan, proposed by the United States of America, intervened. [2,3].

In other cities, deindustrialization has led to a rise in poverty, an excessive unemployment rate, and an enormous number of abandoned buildings and meeting places. In other cities, these changes have taken place just for the sake of modernizing and reinventing themselves to be competitive in the tourism market. Each city, for its part, has a reason to reinvent itself. The reasons are so numerous that listing them would make another thesis subject [4]. The common objective of all these cities is to be able to respond to the various challenges offered by the century in which regeneration is taking place. The inhabitants and the authorities of the cities, therefore, play a major role in the development of their living places.

After World War II, cities looked like war zones. Almost everything was demolished; refugees abounded everywhere; slums followed each group of refugees; and diseases related to insalubrious people seized the population [5]. With this momentum, the modernist architects of that time, like Le Corbusier, came together to try to rethink cities in Europe, with the financial support of the United States of America. All this takes into account the new changes offered by this new era of industrialization, such as vehicles. In this new way of seeing the cities of tomorrow, the architects based themselves on the regeneration of existing cities, which were under reconstruction at the time, taking into account hygiene, accessibility to the most important places, and the reorganization of vertical and horizontal urban areas. All this brings us back to the genesis of urban regeneration. Because cities already exist, architects and urban planners must seek to create a special environment that meets the needs of residents and the expectations of visitors. This special environment must stand out among hundreds of already existing cities to be able to create its logo [6]. This goes well beyond traditions, professions, and everyone's interests.

Because of their youth or colonial past, some cities have a history marred by decolonization, a lack of rigorous organization, and a lack of experience in the matter [7]. This situation most often exists in African cities that were formerly colonies. These old villages, which were previously the command centers of the colonial machine, have seen themselves grow little by little because of the benefits they granted to the settlers. Before decolonization, urbanization was done by settlers who already had a lot of experience in organizing cities [8]. After their departure, they left these cities in the hands of inexperienced people who were taking their first steps into a free world. This was the case in Libreville, the capital of Gabon [9]. This young capital, which was once the village of freed slaves, then the capital of the AEF (French Equatorial Africa), has seen decade after decade, a rapid increase in dimensions in terms of occupied space in the city, and also a rapid increase in population. The uncontrolled flow of new arrivals went well beyond the expectations of the city authorities.

This thesis aims to study the mistakes made by local authorities during the decades following decolonization in the planning of the city of Libreville [10]. This work was accompanied by the identification of the various problems and the finding of how they were resolved in the case studies of European or American cities. We will first examine how urban regeneration has evolved in developed countries [11]. Then we will talk about its experimentation in developing countries [12]. Finally, we will end with the analysis of our various research and surveys carried out for this work. All of that will be done with the help of a set of research questions that we will establish.

1.1. RESEARCH QUESTIONS

To give indications of what we will try to solve during this research work and to help structure this work, we have established a group of research questions. Therefore, although the contexts are different, it is obvious that problematic approaches to urban regeneration projects, such as excluding local communities, focusing only on economic ends, ignoring local cultures and authenticity, etc., should also be avoided in implementing urban projects in African cities too. To this end, our research questions are:

- How do developing countries conceive urban regeneration?

-Are there lessons taken from the failures of the urban regeneration projects in developed countries?

-Are there any participatory approaches in urban regeneration projects in Libreville?

-Is there any authenticity and local culture embedded in tourism-led urban regeneration projects in Libreville?

1.2. METHODOLOGY

The area studied is located in the first, second, third, and fourth arrondissements of the city of Libreville, more precisely between the second and the third arrondissements. This area constitutes the city center and the beginning of the city's urban settlement. The reasons why we chose this area are various, one of them is the tourist potential offered by these urban areas, given the beaches, craft markets and many others they contain.

Throughout this study, various written sources, such as articles, history books, research books on urbanization and architecture in general, newspapers, academic journals, newspapers, encyclopedias, and official websites, were studied. Also, an online survey was conducted at the end of the writing to evaluate the chosen area. The managers of the companies working on the Kings Bay project and the government agency in charge of the project were also contacted to discover the implementation process of the project.

This study used both qualitative and quantitative research methods. Qualitative research is focused on the analysis of articles, reviews, books, and all the literary material used, in a post-positivist and naturalistic digest. Then the synthesis of all these literary works with a more emancipatory approach. While quantitative research focuses on the online survey done from 22nd June 2022 to the 2nd August 2022, which was on the evaluation of the authenticity of the Kings' Bay project, in 23 questions. This survey got 1009 responses, which made it able to have a little more concrete results in agreement with the local population. Furthermore, the survey was distributed online through different social media. The research begins with a literary review, to be able to evaluate the sources and compare them with the results observed in the field. It is therefore from the synthesis of these different findings that the conclusion of this research work springs.

1.3. SCOPE AND LIMITATIONS

The world we know today is encountering various economic challenges due to the various health and political crises that have followed one another in recent years, including the COVID-19 pandemic to just name. These different shortcomings in the economy make us think of different solutions to solve the problems linked to urbanization and, at the same time, try to rebuild the economy. At the end of the Second World War, urban planners thought of a way of solving urban problems. That's how the process of urban regeneration started.

However, the scope of urban regeneration in the thesis focuses on studies carried out in cities of developing countries, with more proximity to Libreville, the capital of Gabon. Examples of urban regeneration are evaluated with their particularities. The thesis also presents research and a survey done on an urban regeneration project in Gabon. Nevertheless, we found ourselves faced with a lot of difficulties due to the inaccessibility of several managers and the lack of any concrete response worth mentioning in all the interventions of those who could be reached.

The first chapter presents the introduction of the subject of the thesis while being followed chronologically by the research questions, the methodology, the scope, and the outline.

The second part tells us about the evolution of urban regeneration in developed countries. This part explains the concept, its different principles, its partners, and the issues that the community can meet in the concept. It focuses on the research carried out in developed countries in America and Europe, with a lot of history, which is felt through the buildings and urban developments.

The third part focuses on urban regeneration in developing countries. It specifies how developing countries perceive this facade of urbanization, especially in Africa. This part explains, also the concept of cultural heritage and authenticity in urban regeneration, before going into an explanation of Libreville, it begins by listing the urban history of this city, which can be an asset in any eventual regeneration. Then, they turn to the case study, which is an urban regeneration project under construction, "King's Bay."

The fourth chapter, which enters the heart of this research work, focuses on the interpretations of the 1009 responses obtained from the online survey, conducted from June 22nd, 2022, to August 2nd, 2022, concerning the urban regeneration project, King's Bay, in Libreville.

The fifth chapter presents the conclusion of this research work, in the form of a general summary of the work carried out and a slight criticism of the results obtained.



2. THE DEFINITION AND THE EVOLUTION OF THE CONCEPT OF URBAN REGENERATION IN THE DEVELOPED COUNTRIES

Urban regeneration itself is a concept that dates back decades. The concept started in Europe after the two biggest world wars [11]. Europe was structurally very affected by the incessant bombardments. Cityscapes of cities were not left out. Clashes between different army groups took place in several places around the world, but Europe was the epicenter of the fighting. We can also add that the desire to preserve the urban heritage, on the one hand, and the financial drought caused by the war, on the other hand, also led to reconstruction [13]. It should be noted that European cities are very old, and all the architectural styles observed in urban physical structures tell us not only the history of Europe but also the history of the evolution of architecture in Europe. It was therefore necessary to ensure the conservation of this urban heritage. This is how the concept of urban regeneration began to take hold [11]. The evolution of the concept in the name and the form that it addresses has therefore been done little by little since then, according to the various problems to which the regeneration of an urban space must find a solution.

2.1. THE DEFINITION AND THE ACTORS OF THE URBAN REGENERATION

2.1.1. Urban regeneration

Urban regeneration is defined as a vision of comprehensive actions that solve problems in urban areas while bringing about improvements in the economic, social, environmental, and physical fields [14]. Three distinct characteristics must be considered in urban regeneration: first, the intention to change the nature of an urban area, involving the local community and all actors with a stake in the area's future. Second, to bring together the activities and the different objectives that fall within the scope of the responsibilities of the government, according to the different problems and the different potentials that the urban area offers.

Third, collaborative partnerships between different stakeholders, although the forms of partnership may vary institutionally [15].

Urban regeneration is an intervention in an urban area initiated, financed, inspired, or supported by the public sector, to make lasting progress, improving the conditions of life of the local community, or structurally or physically improving the urban area concerned [16]. It is a strategic, integrative management, reconciling conflicting demands, and translating abstract concepts into concrete actions. The conflicting demands are linked to socio-economic and environmental objectives, such as promoting sustainability, the quality of life of local populations, and housing prices. All this is linked to the local policies of transport, social protection, or urban drainage [17].

Tiyan Shen, Xinyi Yao, and Fenghna theoretically created what is called the Urban Regeneration Engine, which is an analytical framework built to shape local government and the urban regeneration operator as an engine leading to the increase of social capital, promoting the participation of local government, businesses, local populations, NGOs or social organizations, and financial institutions in the process of urban regeneration [18]. "Urban regeneration means improving the quality of life and investing in the future" [19]. A process that focuses on finding solutions to society's problems will help people now and in the future. The goal is to improve the quality of life for the poorest people. For Robert and Sykes (2000), this urban space regeneration action serves to solve urban problems and find sustainable economic, social, and environmental solutions for an urban area to be changed. Robert and Sykes agree that the most important principles of urban regeneration are:

The need to set clear and measurable goals, the requirement to make the best use of available economic, human, and natural resources [19]. In other words, urban regeneration is a way in which problems, such as the lack of identity of the residents of an urban area, the lack of green spaces or public spaces, electricity, transport, water network, gas, and more, find a solution. Urban regeneration is a large whole, which includes the rehabilitation and renovation of urban space, urban revitalization, the redevelopment of urban space, and the renewal of urban space. All of this aims to improve the quality of life of the identified urban area; adapt the buildings and the urban environment to the needs; improve the image of the targeted urban space, and improve the networks of social relations and security [20].

Scholars Quan Gao, Duo Yin, and Hong Zhu have worked on emotional attachment in urban regeneration projects. It should be noted that urban regeneration goes well beyond the physical aspect of the city. The emotional stories and nostalgia of the inhabitants of a city are fascinating because the city reflects their collective memory and their desire to live well. Urban regeneration is therefore at the service of the physical, spiritual, emotional, cultural, social, environmental, and economic whole of the city to bring out the authentic values of belonging to the place [21]. Abubakar Sadiq Abass and Mehmet Küçükmehtetoğlu (2018) said that, urban regeneration as a collective vision or a comprehensive and integrative action aimed at solving urban problems by bringing about sustainable economic, physical, social, or environmental conditions. All urban regeneration projects should therefore try to cover all the economic, socio-cultural, physical, and environmental aspects of the urban area or the determined urban community. This field of action can extend throughout the city and its various peripherals, including slums and anarchic installations [22]. Urban regeneration is seen as an opportunity to strengthen the structure of buildings and the urban area of a city. Making them more resistant and more durable, especially in areas where buildings are old or obsolete. In this case, urban regeneration, therefore, allows an energy and structural upgrade, especially in areas where seismic risks are medium or high. If the level of security can't be made better, an upgrade can't be done, or even a seismic upgrade isn't possible, the building can be torn down and rebuilt [23].

Urban regeneration can also be associated with sustainability, to decrease the growth of a city's environmental footprint. Nowadays, everything is aimed at global warming. Everything leads to the reorientation of priority centers in urban development in cities, hence the association of sustainability with urban regeneration, all this under the banner of the 3 pillars of development and sustainability, which are the economy, society, and the environment [24]. Although, there are several types of urban regeneration, but all types can reach the goal of sustainability. Find solution to a problem according to the pillars, or simply to give a new vision to an urban area. A solution to protect biodiversity can be envisioned by the scholar Elviva Tarsihano through urban regeneration. It's what they focused their research on in 2020. Urban regeneration is seen as a major asset in terms of the strategic development of urban space [25].

Urban regeneration is a process by which the physical, social, environmental, and economic aspects of an urban area undergo momentous changes. It is also a response to the opportunities and the various challenges presented by urban degeneration. "A comprehensive and integrative manner leading to the resolution of urban problems while bringing about economic, social, physical, and environmental improvements in a given urban area" [26]. Urban regeneration offers a more precise and clear way of addressing the problems of declining areas. For Domnison, urban regeneration is a new way of solving problems in urban areas [27]. It goes beyond historically preceded terms such as urban renewal, which is a process primarily based on physical change [28], urban development or redevelopment, and urban revitalization or urban rehabilitation. It supports the fact that any action carried out in urbanization intending to solve urban problems must be developed with a long-term vision, with more strategy and well-defined objectives [11].

To sum up, according to the literature written by previous scholars, the definition of the theme, Urban Regeneration Practices in Developing Countries, is, in all, a set of factors that favor the original coordination of the regeneration of urban space (Table 2.1.). This set of factors serves to coordinate the cultural heritage in favor of a phenomenon of gentrification in order to be able to establish the economic autonomy of the local populations. Authenticity and sustainability in urban regeneration revolve around certain well-defined principles. These principles are like pillars favoring the success of an urban regeneration project. The principles must be found in all projects, so they are sustainability, place of tourism, participation of the local community, and history or culture linking to the urban area.

Table 2.1. The evolution of urban regeneration [11]

Period Policy type	1950s Reconstruction	1960s Revitalisation	1970s Renewal	1980s Redevelopment	1990s Regeneration	2000s Regeneration in recession
Major strategy and orientation	Reconstruction and extension of older areas of towns and cities often based on a "master plan"; suburban growth	Continuation of 1950s theme; suburban and peripheral growth; some early attempts at rehabilitation	Focus on in situ renewal and neighbourhood schemes; still development at periphery	Many major schemes of development and redevelopment; flagship projects; out of town projects	A more comprehensive form of policy and practice; emphasis on integrated policy and interventions.	Restrictions on all activities with some easing in areas of growth
Key actors and stakeholders	National and local government; private sector developers and contractors	Move towards a greater balance between public and private sectors	Growing role of private sector and decentralisation in local government	Emphasis on private sector and special agencies; growth of partnerships	Partnership the dominant approach with a growing number of government agencies	More emphasis on private sector funding and voluntary effort
Spatial level of activity	Emphasis on local and site levels	Regional level of activity emerged	Regional and local levels initially; later more local emphasis	In early 1980s focus on site; later emphasis on local level	Reintroduction of strategic perspective; growth of regional activity and interventions.	More localist initially with developing sub-regional activity
Economic focus	Public sector investment with some private sector involvement	Continuing from 1950s with growing influence of private investment	Resource constraints in public sector and growth of private investment	Private sector dominant with selective public funds	Greater balance between public, private and voluntary funding	Private sector dominant with selective government funding
Social content	Improvement of housing and living standards	Social and welfare improvement	Community based action and greater empowerment	Community self help with very selective state support	Emphasis on the role of community	Emphasis on local initiatives and encouragement of third sector
Physical emphasis	Replacement of inner areas and peripheral development	Some continuation from 1950s with parallel rehabilitation of existing areas	More extensive renewal of older urban areas	Major schemes of replacement and new development; 'flagship schemes'	Initially more modest than 1980s and then increasing scale; heritage emphasised	Generally smaller scale schemes, but larger projects returning
Environmental approach	Landscaping and some greening	Selective improvements	Environmental improvement with some in innovations	Growth of concern for wider approach to environment	Introduction of broader idea of environment in context of sustainable development	General acceptance of sustainable development model

2.1.2. Principles of Urban Regeneration

The principles of urban regeneration are based on its definition which (Figure 2.1.);

- *Make a detailed analysis of the condition of the urban area on all social, economic, environmental, and physical levels.*
- *Have the objective of adapting the physical, social, economic, and environmental structures according to the fixed urban area.*
- *Try to regenerate the urban space and implement comprehensive integration strategies that solve the problems in a balanced way.*
- *Ensure that the implementation strategies to achieve resolution of the problems in the urban area are in line with the objectives of sustainable development.*
- *Efficiently use the material, economic, human, natural, environmental, or other resources existing in the targeted urban area.*
- *Build consensus through the participation and cooperation of relevant stakeholders with a legitimate interest in the regeneration of the urban area, using a partnership or otherwise.*
- *Recognize the need to monitor the nature and impact of internal and external factors acting on the targeted urban area, and to assess the progress of the strategy used towards achieving the targeted objectives.*
- *Accept the fact that the first plan for regenerating or solving a problem may need to be changed depending on what happens.*
- *Recognize that the various elements of a strategy may progress at different speeds, requiring reorganization, reorganization of resources, or adding additional resources, to maintain the balance between the different objectives of the urban regeneration program [11].*

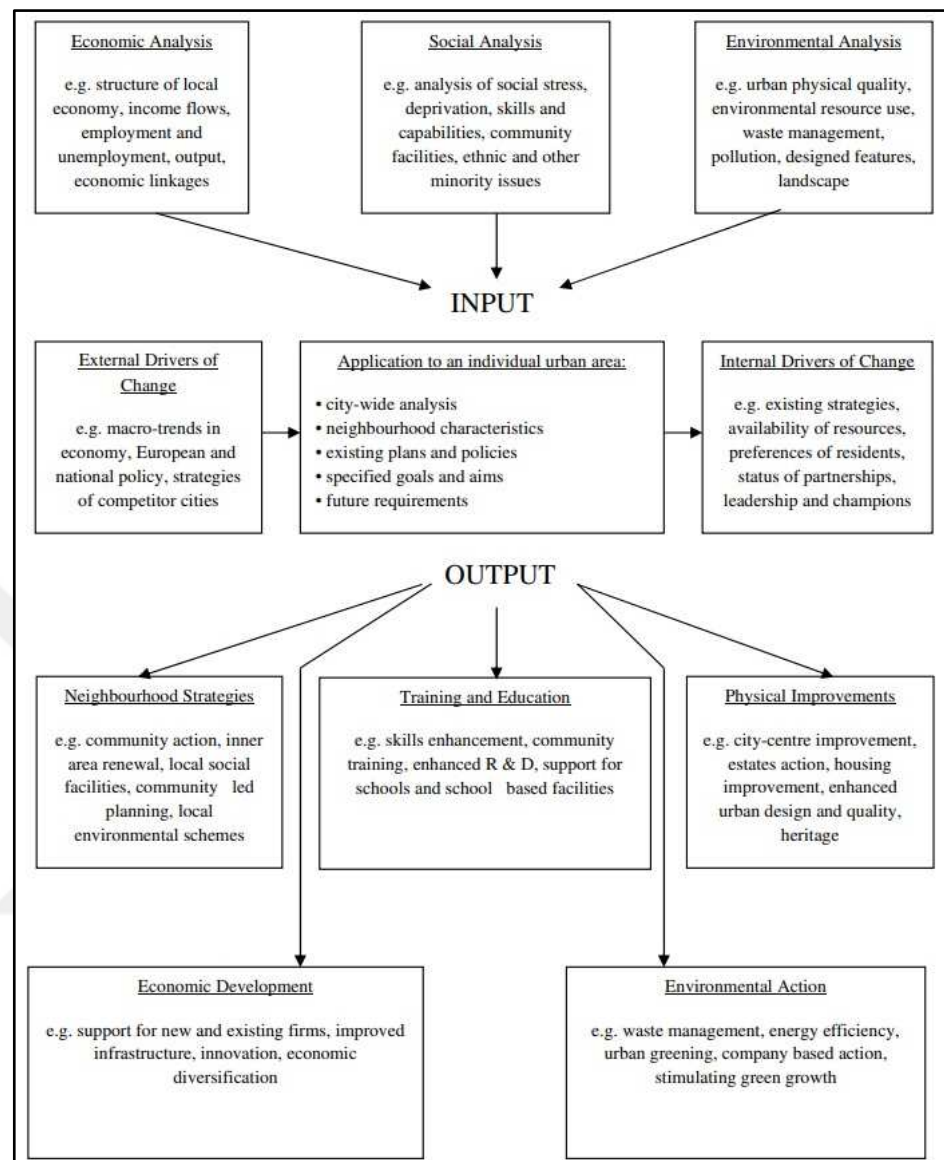


Figure 2.1. The Urban Regeneration Process [11]

This table gives more visibility to the definition or to the principles which have to be applied to carry out a successful urban regeneration project. It schematically traces the path of a successful project in urban regeneration, from the essential topics, which are the pillars of the concept, to the outputs. In this diagram, it is observed that different interactions between the different actors of urban regeneration are necessary to carry out a project.

According to Peter Walker, with the work that he realized in Shanghai, the principles of urban regeneration can also be listed as follows [29]:

a. Develop a long-term strategy

Urban regeneration is generally planned in the long term because it takes over a fixed period but an expert in long-term repercussions. Of course, short-term strategies also have to be taken into account, because designers want to achieve certain things as quickly as possible, such as actions on empty buildings, vacant lots, deteriorated urban spaces, or buildings in decline. On the side of infrastructure, especially in safety and security, or urban space in cleaning and other infrastructure, immediate or short-term actions are possible. All of this cannot undermine or negate the importance of establishing a future strategy for the city or region through urban regeneration. For the WHO, it is a little clearer, because they say that by anticipating future problems, we solve today's problems [30]. Most of the time, focusing only on the short term leads to ineffective and useless solutions. In some cases, the problem resolves itself, and later it reappears more largely. This is because life does not stagnate; there are always movements, disturbances, new reconstructions, or contributions. Having the objective of anticipating the long term and the short term requires specific know-how and a different action strategy. Decision-makers must tackle priorities first, and therefore primary needs while having a vision for the future. Decision makers simply need to think differently to create quick, easy, and lasting solutions. These three concepts, when combined, can involve enormous risks. The priority should be to devote more effort to long-term results than to short-term ones. A long-term strategy requires a different way of evaluating project performance. The projects can be appreciated not only by the emblematic buildings but also by healthy infrastructures, with a strong economic, social, and environmental impact [31].

b. Rethinking urban space in terms of people

First of all, cities and urban spaces are made for people to live in, so it is essential that the human being is at the center of priority when designing a city or an urban space. A century ago, after the design of the first automobiles, the structural aspect of cities was centered on the circulation of automobiles in urban space. The man had lost his place in the priorities of the urban landscape. For this reason, all the other modes of transport and the circulation of pedestrians proved to be difficult. Moreover, the urban spaces were not pleasant anymore to

spend time in because they were invaded by noise and traffic. Hence, urban regeneration in this century serves to correct past mistakes. Hence, it is oriented towards people's well-being and sustainability. Urban regeneration sites should look at future population developments. Changes in infrastructure and services must be made in proportion to the future number of inhabitants observed according to population growth rates [32]. It is also necessary to take into account the ages and physical condition of everyone during the various arrangements. This vision also supports any initiative that puts people at the center of urban regeneration, such as making the community active participants in the field where urban regeneration is directed. In other words, redesigning urban space for people means designing for their aspirations. So, you have to see that people are filled with different aspirations due to their unique personalities. Urban regeneration must then be exceptional [33].

c. Protecting cultural heritage

Today's cities are getting closer and closer in terms of design. Because of globalization and the internet, it has become difficult to tell the difference between two different projects in urban regeneration. The basic principles and practices that make a project of this kind successful have been internationally accepted, and this brings all projects together and at times restricts creativity, such as designing sustainably, and promotes the accessibility and integrity of the urban space. This is why the culture, the cultural heritage, the needs, the traditions, the specific concerns of each site, and the local community itself should play a big role in the originality of a project. There is a German quote by Otto Von Bismarck that says, "you have to know where you come from to know where you are going" [34]. This quote reflects the fact that the rapid changes in today's world can make us forget the past, the very one that should guide us towards the future.

Cultural heritage is not necessarily based on aesthetics or material. It can look at cultural traditions, ideas about individuality, about community, it can look at the use of interior and exterior space, and it can also look at the climate of the region. All this gives a unique value to the place, as is the case in certain large cities like Paris, London, Tokyo, Istanbul, or San Francisco. Whenever we think of these cities, an image comes to mind. That image is the identity of the city and that is what tourists and residents appreciate. This unique, special identity and specificity can be based on the design of urban spaces or emblematic monuments. To preserve this unique side, urban regeneration projects must therefore retain

certain buildings that already existed on the sites, if possible, more specifically those with cultural, historical, or aesthetic values. An urban regeneration project should try to first reuse, then improve or revitalize site infrastructure wherever possible [35].

Speaking of cultural heritage is a way to evoke authenticity in urban regeneration. Authenticity in urban regeneration is a theorem that is not much defined by scholars, but it is similar to authenticity in architecture, which is defined as a synonym of perfection in the field of thought [36], and thus, as a form of recognition of the unique, personal value of the different historical and cultural layers of the building. However, authenticity is synonymous with originality, with particular attention to shapes, space, and materials used [37]. Widjaja Martokusumo describes authenticity as preserving the physical elements of urban design, such as streets, alleys, buildings, and intangible aspects of the community, such as social practices and community cultural beliefs dispersed in large urban areas. The goal of authenticity has been divided into three stages: first, the physical preservation of buildings and any new development, ensuring that the past, present, and future of the targeted urban area coexist to form a recognizable whole. Secondly, it is about space, and therefore highlighting the urban landscape as a whole, with the interrelationships between spaces and their uses, as well as circulation. Finally, it is about the social; it is about society, local communities, and urban populations [38].

According to Keith Kay, Hin Tan, and Camélia Kusumo, authenticity is a major aspect of culture. Authenticity is linked to architecture and urban design through the culture and history of an environment. Keith, Hin, and Kusumo also present two major points of view on authenticity in the 21st century. The first point of view is that shared by UNESCO, which defines authenticity as the conservation of cultural traditions and the preservation of physical structures in their original form. The second point of view is that shared by ICOMOS (International Council on Monuments and Sites), which defines authenticity as being a continuous but evolving use, as well as the occasional renovations of a site or a building while depending on the past and present stories [39].

d. Establish interconnected networks

An urban regeneration project is connected to the whole city; it is in no way disconnected from the rest of the city. Good cities are collections of aesthetic and functional neighborhoods, blocks, and locations. A city must be connected from its sewers to its subways and from its sidewalks to its power lines to be at its best. All of these systems should be seen as the basis for regeneration. It is crucial to examine not only the current infrastructure but also the systems that will be implemented in the future while revitalizing an area. Redevelopment should aim to connect individuals from their homes to their workplaces and cultural and leisure institutions [35]. The health of a city depends on its transportation system.

e. Make the best use of available space

Regeneration means redoing public space while maximizing potential. There is no point in regenerating a site if it is to recreate its current stakes. Increasing the intensity of land use is one method of optimizing a location. Intensity encompasses not only density but also vitality, viability, adaptability, variety, complexity, and quality. The highest and best use of a property is generally not the one that generates the highest gross floor space or the greatest financial return. It is a place suited to its location, adaptable to changing demands, and built for the long term. Building high-density neighborhoods around anchor institutions that act as economic generators is a proven approach to increasing land use. Land use and development should follow a financially viable strategy. Urban regeneration initiatives must therefore be attractive to potential developers and consumers. Land use restrictions that impede inventive reuse can impede the achievement of larger initiatives. Although zoning restrictions exist for good reasons, they should be flexible enough to accommodate site changes. As a city redefines itself, its plans, regulations, and zoning must change accordingly [35]. Allowing mixed-use development can increase the functional efficiency of the area. Diversified use can serve to connect housing to employment and services, creating fully integrated and functional neighborhoods. Additionally, inclusive zoning will help address the need for affordable housing.

f. Expand urban areas

The process of energizing the urban space needs to create usable public spaces. Public spaces are an essential part of the city. They can be associated with the living room of a house. This is where everyone meets or socializes. Public space is only good if it is usable. When designing an urban regeneration project, it is not enough to leave public open spaces all over the city; the community will want more usable spaces wherever possible. Green space has no value if it is closed, if it is limited to certain people, or if it is too far from residential spaces. Green space in an urban regeneration project is for people; it should be public and used. The purpose of green space is to involve those who use it, in which case these people will help foster the appropriation and protection of the public domain. For this, some add entertainment in public green spaces, such as places where you can play cards, places where some practice yoga, or play different individual or collective sports, for example [35]. To all this, some add weekly markets or street performances. Public space must also be centered on accessibility for all, with all kinds of people, all age groups, and all physical conditions. The design of public space does not stop at the beauty in the plan, but utility and accessibility in use.

g. Encourage collaboration

When we talk about urban regeneration, we point the finger at the actors of human regeneration, such as experts and interested parties, including urban planners, economists, architects, engineers, landscapers, local authorities, private investors, developers, marketers, real estate agents, community representatives, and many more. The success of a project of this kind is not just a question of expertise, as it is found in collaboration and teamwork between different parties. Having all these different parties together, all subjects and sectors are therefore affected: transport, waste, the safety of users or equipment, surveillance, maintenance, and many others. Any future problems are also anticipated. Trust must be the keyword for all of this collaboration to exist; government representatives or public authorities, and private and public companies must be transparent and participate in the exchanges [40]. The local community must have its say, and for that, it must be aware of everything concerning the project. Teamwork requires transparency and trust. The success of an urban regeneration project is not only based on the involvement of experts of all categories but also on collaboration between all the stakeholders, the local community, the

local authorities, and many others so that the project contributes to the growth of the city [41].

h. Create healthy and sustainable communities

In this century, the 21st century, talking about ecology or sustainability in a project is not an option but an obligation. Hence, urban regeneration must improve ecologically in an urban area. This also concerns the revitalization of abandoned infrastructures or the hygiene of urban areas. Urban regeneration deals with all losses or waste and serves to reuse or use resources efficiently, such as energy. The energy consumption of public or private buildings accounts for more than 1/4 of the city's electricity. Urban regeneration therefore must commit to recycling electricity by constructing more economical buildings or by improving the energy quality of existing buildings. Building in an ecological way has big advantages, like creating a kind of gentrification or improving the value of the land in the project area. Urban regeneration serves to conserve the existing natural resources on the site. An urban regeneration site may be a natural habitat for an animal species [42]. The urban regeneration of this site must preserve the existence of this habitat while providing facilities. In healthy urban areas, hygiene is valued. This sustainability must be taken into account in all stages of the project, starting with the infrastructure. The site must also maintain its shape, the slopes of the land or the topography, the existing waterways, and certain trees that date back a certain number of years. Developments must not invade the existing natural urban space. Roads and sidewalks must be built with care and intelligence, not only to retain rainwater but also to recycle it. The latter must also be designed to reduce hotspots in the urban space [43]. Finally, construction must be done more healthily and sustainably, using local green recycled materials that are manufactured using processes that save energy. They must think beyond the construction site while encouraging the local community by prioritizing public transport, consumables or electricity, mixed-use developments, and more.

i. Integrate economic growth into the project

Urban regeneration in a city offers the possibility of reinventing the local economy. The existing use of a region need not be duplicated and the connotation of a particular location need not endure. Instead, urban regeneration should seek the optimal use of land by its inhabitants, which would result in increased production, vitality, and employment.

Identifying potential development poles within a region is one approach to rethinking its economy [44]. A particular urban regeneration initiative could collaborate with similar projects to create a new identity [35].

j. Encourage diversification and make it exceptionally magnificent

For human beings, monotony creates boredom and *déjà vu*. For this reason, urban regeneration promotes within it a panoply of functional, demographic, and aesthetic diversity. In the cityscape, buildings that look alike to a specific type of user can be very monotonous and lace up occupants very quickly. In major cities that have understood this, the city holds surprises and a mix of people's styles and activities that turn city dwellers into full-time tourists to their city. This diversity makes room for all types of users and different tastes and lifestyles. Hence, allowing this variety or diversity to thrive allows the city to thrive [45]. The functional mix in urban regeneration allows the mix of uses. Demographic diversity, can contain the phenomenon of gentrification in urban regeneration and anticipate social and economic problems in the area. Encouraging diversity on a site is also a way of bringing a look of wonder to a site that has become monotonous and boring. The whole point is not to simply improve a site but to make it beautiful, unique, and with an emotional connection for users or residents [46].

The principles of urban regeneration can be well established or respected in a project as they have been listed, if the partnerships in urban regeneration play their key role in making sure that the regulations are respected. In other work, the role of partnerships has to be determined.

2.2. URBAN REGENERATION PARTNERSHIPS: PRIVATE AND PUBLIC PARTNERSHIPS

The body capable of revitalizing declining urban spaces worldwide is the private sector, according to the World Bank, and the public-private infrastructure advisory facility (PPIAF).

"They claim that urban regeneration is rarely done by the public sector alone. Some cities cannot cover the massive financial outlays they demand," says Ede Ijjazz, Senior Director for the World Bank's social urban and rural Resilience Global Practice. Developing countries

contain 90% of the world's population, with a large portion of this population living in poverty-ridden and vulnerable slums [47].

Since the 1990s, community participation has become part of the regeneration of urban space. This is not yet effective in all urban regeneration projects. Several projects cannot still establish partnerships or effective participation with all the stakeholders in the Community. Even though the Community is inconsistent at times, because it's not one body, and the focus varies from person to person, which can be difficult in the sense that a single proposition must dovetail [48]. With years of experience in community involvement in the field of urban regeneration, the English believe that just a handful of people will be dedicated to activities that go in this direction, and these same people come back time and time again in the different activities. Generally, partnerships of this kind do not last, many get tired quickly, because the larger the project, the more time is required [49].

This went so far as to develop other problems in the UK, they noticed that they already had professional participants, being part of this kind of activity. The fact that the same group is regularly involved, this group accumulated an enormous amount of technical and tactical knowledge in the practices of urban regeneration. They, therefore, become full-time professionals in urban regeneration. This can affect the innocent opinion and belong to the place that the designer is looking for, their judgment can go so far as to disrupt the entry of new participants to the activities [15].

The choice of community representatives can often lead to confusion, their mode of selection can vary from one community to another. Some communities use a mode of election, others look at the level of education of the candidate, and many others. Sometimes the center of interest of the one chosen is not collective, which means that it does not coincide with the interests of the community. But on the other hand, in this kind of activity, community representatives are often in the minority and have difficulty getting their voices across [15].

In addition, community participation can be advantageous for the government, and also disadvantageous at the same time. The benefits are diverse, such as better use of resources, a transparent and authentic development process, community self-help, and empowering participants democratically. The disadvantages can also be counted by number, such as a veto on certain constructions, especially those which are deemed useless for the community,

social investments can go beyond the budget and the deterioration of relations between the government and private partners [15].

Partnership in urban regeneration has several meanings and is established between several stakeholders. We have the local authorities, the private sector, the public sector, and the local community.

“While there are similar themes, ideas, and difficulties that may impact urban regeneration partnerships in a variety of circumstances, there is no uniform method, not even within a single nation-state. This is because the precise organization and processes used will mainly rely on the nature of the issues to be addressed and the local environment.” [50].

There are many reasons why partnership is a necessity in urban regeneration. The first reason is that the partnership gives access to financing. The second reason is that the partnership guarantees a more global, integrated, inclusive, and coordinated view according to the pillars of sustainability in urban regeneration of all the stakeholders involved. Third, the partnership is important to reduce barriers to private financing in urban regeneration projects.

In terms of partnerships, the rules are often set by the Constitution, or the partners can agree on certain points to facilitate their partnership, or even so that both parties are winners. In this vision, the private sector can ask the public sector to provide all the information regarding the urban area, spatial planning, policies, and laws required in the area of operation. This would reduce all the risks for the private sector. The rules established by public authorities are often general, but there are unwritten rules which must also be taken into account. The public sector must inform the private sector about this. These unwritten or unwritten rules are certainly known by local communities or residents [15]. The public sector can also provide land, suitable well-situated property, and buildings to partnerships at a lower cost, for free, or with deferred payment. This has value if the good is public. If the property is not, the public sector can help the private sector to acquire it, facilitate negotiations, or even go to the extreme resort to expropriation with landowners. In addition, the public sector can give enormous benefits to the private sector, such as obtaining building permits on the site, which gives all rights to the site to the private sector. And at the end of the project, title exchanges and payments can be made. The public sector can also act as an adviser to the private sector, through civil servants or political representatives of the district,

in terms of culture, ethics, way of life, social, environmental, and economic problems of the locality. The public sector can organize workshops to orient the private sector with external groups or with residents [51].

The public sector is also the big winner in partnerships with the private sector. It provides additional funding for urban space regeneration projects. In addition, through a partnership, the public sector can obtain more control over an urban regeneration project in the sense that the public sector has an unlimited role in time. In the event of work stoppage or deferred payment for the land or buildings in the targeted urban area, the public sector revokes the building permit and takes over the entire project. If the project is successful, the private sector may still be interested in investing more [15]. All this is for the benefit of the public sector, and it will generate more jobs for the local community. The private sector can also offer training that is not available in the public sector, which will promote a diversity of potential and training for the public sector. An urban regeneration project must meet the requirements of the public sector and at the same time be viable for the private sector. However, in these partnerships, there is a consensus that an urban regeneration project is multi-sectoral and involves all stakeholders, such as the private sector, the public sector, and the local community. All this is to have more comprehensive and sustainable urban regeneration activities.

2.3. SOCIAL AND COMMUNITY ISSUES IN URBAN REGENERATION

A community is defined as "a specific group of people living in the same neighborhood or sharing a common characteristic that is very specific to them" [52,53]. A community can be seen in the different characteristics below.

- Personal attributes like gender, age, ethnicity, and kinship
- The economic status.
- The skills like the education level
- The location, which can be a particular neighborhood, a village, a city, or a nation.
- Relationship to local service [54].

The understanding of community can easily describe the issues of social and community in urban regeneration. That group of people that we describe below has needs. It's those needs that we will talk about [11].

First of all, we must know that the community has needs and that the human being, as long as he lives, his needs do not stop. The needs that we refer to here the most are the primary needs. the most basic needs to enable a healthy and sustainable living environment. Studies carried out by the World Bank in partnership with the UN [55] show that all communities generally encounter the same problems. The public authorities are confronted with a lack of financial means able to solve all the basic problems. such as access to affordable health services, social and educational benefits, and many more. These same studies indicate that in every nation, community involvement is essential for success in societal change and to ensure the success of any political program.

Community issues are not just for developing countries. All different communities have their challenges, even though the nature of the problem in developed countries is different from those in developing countries. All because in developed countries, the community organizes itself into local groups to improve people's quality of life [56], by supporting the community, expanding social and economic opportunities for everyone, and promoting the development of local services [11].

Sometimes community issues are on a case-by-case basis. As it is mentioned before, the community can be of the same race, people of the same age, people of different sex, people connected by the same past, or the same culture. In this case, this community may experience gender discrimination, ethnic discrimination, or race discrimination because of their membership [57]. This form of discrimination is seen most often in countries where there is an ethnic mix or a diversity of races. especially for ethnic minorities or disadvantaged social groups. In this case, public authorities most often strive to promote a feeling of inclusion or belonging. Many women's organizations also stand up against gender discrimination around the world [11]. When we talk about the exclusion of a group of people based on race, age, sex, and others, it immediately affects the social aspect, and it is an urban regeneration problem because urban regeneration wants to be inclusive and not exclusive.

Urban regeneration involves everyone, all groups, especially disadvantaged groups, because they have more problems, especially in urban areas. Urban regeneration aims to solve problems in the urban environment and to obtain lasting results, so it must take into account all the problems and all the suggestions to arrive at an image of the area to be revitalized and shared by all the groups. This kind of action must be supported by local political actors, civil servants, and, therefore, the public sector, the private sector, and therefore business leaders, and also the population [58]. For a successful project, the different stakeholders must have the same vision of the rendering. For that, you need solid foundations that connect everyone according to their interests and establish a common vision. The different community groups must therefore associate, cooperate, and create a climate of trust [59]. So to succeed, it will take cooperation, common objectives, and specific community group initiatives [11].

Sometimes the community faces a problem of representation. Different groups sometimes find it difficult to choose someone to represent them because of different conflicts of interest. Sometimes a group of individuals who have gained notoriety can represent the population or local businesses because of their status because status is due to their ability to know the region or simply their skills. Often, NGOs or voluntary groups can provide services in the community, but they are poorly represented by these influential individuals or groups that have gained notoriety [60]. NGOs and voluntary organizations face obstacles in their work because of their representatives, which prevents the delivery of aid of any kind to the local population.

Representatives of certain groups, especially those with strong to strong identities, tend to make themselves easily understood by the authorities. But the dilemma is that of the representative. If his interests do not coincide with those of his group or his community, this can generate conflicts because the populations do not recognize each other and question the efforts of the public authorities. Therefore, community representation must be done in such a way as to establish community ownership in the various initiatives to reach as many people as possible, so that more people accept and share the same objectives [61].

There is also an issue of empowerment at the community level. It is also a question, among other things, of making the community autonomous. The population must have the responsibility of making decisions and influencing decisions in the urban regeneration program. To make the population autonomous, it is possible to create local businesses that

employ nationals of the population, so that the said population participates in the economy. Development is the future of the urban area. Encouraging community self-development in urban regeneration must be supported by government and private sector policy objectives [62]. In other words, the private sector and local authorities could motivate people to be self-reliant and responsible [11,63].

It should therefore be mentioned that partnerships are factors of empowerment in the urban regeneration community. Urban regeneration is a means of exploiting resources and talents with partners. In partnerships, we have public partnerships and all that they encompass: government, local communities, government agencies, and many others. In private partnerships, we have private companies and financial institutions, and we also have as partners non-profit organizations such as NGOs and voluntary associations.

To avoid social or community problems, partnerships must respect specifications to be able to achieve the objectives set, as the policy of the NCVO suggests [64]. On this basis, the partnerships must allow the representatives of the community to work with the local authorities, or the political authorities of the region, private partners, and NGOs; all of this to reach an agreement, or a course of action to be taken for the success of the urban regeneration project. The partnership must establish an effective platform for the realization of the political objectives common to the partners [11]. All this must be following the vision of the community representatives. Partnerships can also connect multiple programs in the project success strategy.

Urban regeneration is the process of renewal or rehabilitation of vacant land through community engagement. The local government should create groups such as neighborhood coordinators, civic leaders, CDCs (Community Development Corporations), and other community-based nonprofit organizations [65].

2.4. URBAN TOURISM AS A TOOL FOR URBAN REGENERATION

2.4.1. Urban Tourism as a financial generator

Tourism is the act of going on an adventure, discovering for one's pleasure, a place other than the one where one lives [66,67]. For decades, the tourism sector has developed and expanded in different areas. To attract more tourists, governments have developed various strategies, and they have included activities in various economic, social, or environmental sectors. As a result, tourism has forged a place in the world because of the economic benefits it generates. According to the World Travel and Tourism Council (WTTC), in 2003, tourism is the second largest industry in the world because, alone, it generates 200 million direct and indirect jobs and represents 10% of the global GDP [68]. In some remote towns or rural areas, tourism offers more opportunities to have a job and diversify the economy. The tourism sector also allows local communities to improve the environment, the quality of services, infrastructure, transport, social relations, and many others. The sector can create business opportunities for the community, generate more taxes for the authorities, grant more goods and more services, expand urban areas, demand more housing, and many other things [69]. Tourism stimulates development in several areas of the city, such as boutiques (more souvenir shops), theaters, and many other entertainment facilities, as well as temporary housing. These different economic sectors can favor residents, foreign investors, or businessmen, especially those who are interested in investing in other sectors of the locality [70].

In cities, local governments are doing their best to build infrastructure to increase tourism, which will help grow the economy and increase tax revenue. As a result, a new museum or new urban facilities increases the urban equipment and therefore attracts new visitors. Building a football stadium, for example, can attract a professional football team and therefore attract fans, who are potential tourists. Promoting diverse restaurants (universal and local), or mixed neighborhoods on the one hand, or ethnic on the other, can also attract visitors. A new concept that the city can adopt, such as a vehicle-free cycling city, a 100% ecological city, a cinematographic city, or a fashion city. These are some of the concepts that

local communities often use to increase the number of tourists and, therefore, increase state revenues [71].

Cultural tourism is a very profitable economic means of generating a lot of income in European countries and North America. With more than twenty years of experience in culture and tourism as a driving force for urban regeneration or revitalization, these industrialized countries of Europe and North America have also developed cultural quarters, museums, and performance art centers. They have been able to acquire know-how in the field of coordinating the requests of visitors to cities, allowing the visitors to contribute to the identity and success of the urban area. Visitors learn a lot about art, architecture, and historical sites while at the same time developing skills [15].

Nowadays, urban regeneration is directed toward this sector because of all the capital generated by tourism [15]. In countries like Thailand, 19.7 % of GDP alone comes from tourism, and in the UK, 9% of GDP also comes from this sector. This shows that the travel industry should be considered a little more seriously in urban regeneration. However, the form of tourism observed in these countries is mass tourism. This kind of tourism can be a danger to the environment if it is not done properly [72]. What must be done is to be able to find a balance between the economy, the local population, and the environment to be able to create responsible tourism that is advantageous to the natives.

2.4.2. Pros And Cons of Urban Tourism-Led Regeneration

Urban regeneration, as a whole, has pros and cons, like any other initiative on earth, but it is all about making efforts to lessen the inconveniences and achieving a project with more benefits. For that, let's first look at the disadvantages of urban regeneration.

In urban generations, it is often difficult to strike a balance between the pillars such as the economy, the social, or culture. The balance tips more on the economic side, and fails in social and human development capital [73]. According to the type of urban regeneration, the urban regeneration that is most critical, and therefore with the most disadvantaged, is related to culture. It is often difficult for a large number of people to identify with these projects because of the multitude of cultures in a population. These projects, often culture-oriented,

develop tourism in the project area, and therefore the economy is positively affected. These projects can lead to gentrification, and this can negatively affect the custodians of cultural heritage, who are the soul of the place [74].

Many, like Godach, say that large cultural projects in urban generations lack social and cultural inclusion [75]. They stay on a line of conduct and ignore the real problems of the community and local artists. Artists find it difficult to express themselves or participate in the design of projects, even if sometimes they can be inclusive. This kind of regeneration creates the displacement of low-income residents and even artisans or artists [16]. Cultural urban regeneration is highly criticized, even by UNESCO and the United Nations. Culture is now the fourth pillar of sustainable development [76].

When tourism is at the center of regeneration, the effects can be diverse, positive, or negative. In some cases, the massive influx of tourists can influence the behavior of families or individuals, positively or negatively. The constant exchanges between tourists and the community can, on the one hand, impact the creative expression of artists and, on the other hand, stifle the originality and individuality of artisans or artists. The community could adopt new moral values [5].

Tourism can often cause overcrowding. This is because tourism is exercised in urban areas, precisely in areas with significant tourism and economic potential. These areas see a massive population movement towards them. This will cause a succession of problems, such as housing, which will create rising housing prices and, later, gentrification. It should therefore be noted that whenever people gather in large numbers in one place, it can create stress, anger, annoyance, and many other negative feelings in the local community. The community may feel manipulated by public authorities or exploited by foreigners. When there are guests or a new community, people feel stressed. When culture is at the center of regeneration, cultural trends can lean towards new cultural traits that are to the liking of tourists, and this can create frustration, or a sense of exclusion and alienation among residents [77].

In terms of the advantages of tourism, which leads to urban regeneration, we can cite several, because the primary goal of regeneration is to find solutions, to do what is possible to be able to satisfy all parties. Projects can produce social and cultural benefits and find a solution to existing problems. Projects like this can also build community organization and

engagement, which can create community art spaces and use neighborhoods as a tool for community development. They can train the population, teach the population about the cultures, create a sense of belonging to the place, and create a platform where the artists can express themselves, train themselves, and exhibit their talents. It can make local people self-productive and self-sufficient [16,75,78].

In urban regeneration, tourism allows the development of new, recreational things that could not exist in the area for different reasons. The activities are so intense with a massive flow of tourists that this increases income for the local population and local authorities in taxes. Small businesses develop more easily, and restaurants easily fill up with customers [69]. This is generating a new line of fully independent businessmen and women.

With tourism as a driver of urban regeneration, one can also change the function of an old building and improve the environment or the urban space, making it more attractive. Tourists push residents to jealously guard their city, which is always clean and attractive. Because of tourism, the maintenance, monitoring, and constant revitalization of the regenerated urban area will be done according to a well-established and respected schedule [70].

Tourism is the most important activity in certain countries or regions of the world, to the point that certain economies depend for the most part on these revenues or these tax receipts. All of this demonstrates that the benefits of tourism in urban regeneration can be enormous when properly utilized.

2.5. CASE STUDIES

2.5.1. Case Study of SOHO USA

SoHo is a district in New York, more precisely in the borough of Manhattan. It is bound on the north by Houston Street, on the south by Canal Street, on the east by Crosby Street, and on the west by Sixth Avenue [5].

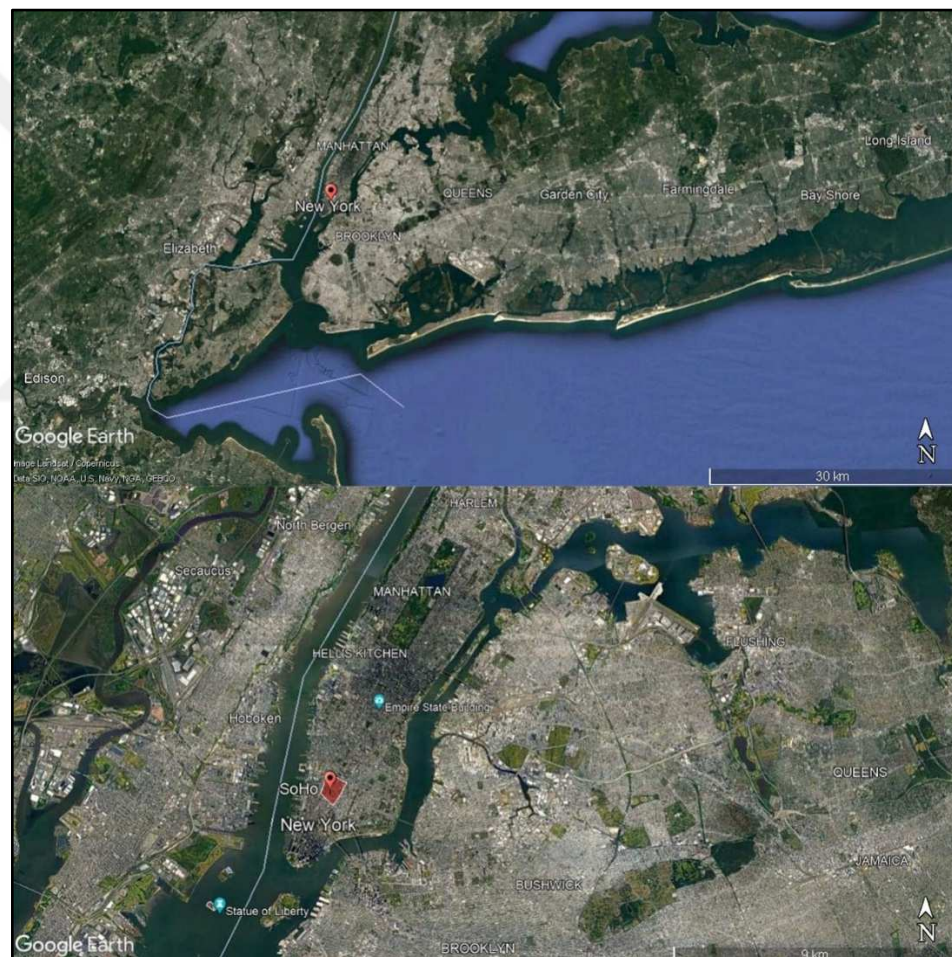


Figure 2.2. SoHo map location in New York, Google Earth Pro

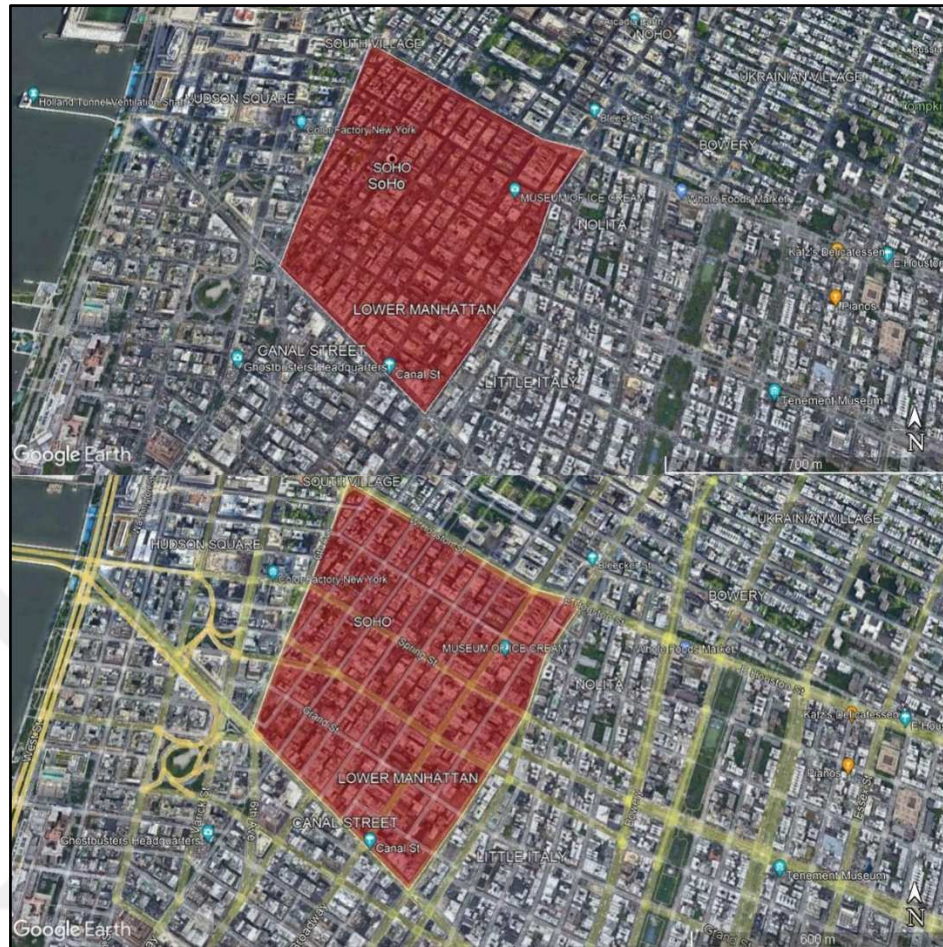


Figure 2.3. SoHo map, 2022, Google Earth Pro

The choice of this district fell on its attachment to history. The neighborhood is the first neighborhood in New York and the United States to be designated as a historic district by The Landmarks Preservation Commission, from this example, several other neighborhoods and cities have taken inspiration in the USA, such as Portland's Skidmore Old Town, and Philadelphia's Old Town.

Talking about reconstruction, as urban regeneration was called in the 1950s, according to the evolution of urban regeneration, therefore amounts to talking first of these neighborhoods which were the pioneers in the field, to look at their story, and how they got to where they are today.

The district of SoHo is known for its lofts and its cast-iron architecture (Figure 2.4) in the middle of the 19th century. Prefabricated and modular element construction was still in its early stages in the field of construction. This type of manufacture was less expensive, and the facades were more modular than those in stone traditionally used, without taking into account the construction time, which was of short duration. The facades imitated masonry facades with classical ornaments in an Italian or French style. The district also has several buildings made by the famous architect and inventor James Bogardus (Figure 2.6), the pioneer of cast-iron architecture in the United States. The area was a residential area until before the end of the 19th century, after which most of the buildings had been demolished to make way for large factories, which hid very poor working and safety conditions. This has caused large fires in the neighborhood. Firefighters at that time nicknamed the area "Hell's hundred acres". In the 20th century, lighter industries were established, such as textiles, thus generating many jobs and fewer security incidents. The neighborhood was filled with immigrant employees and a minority population [5].



Figure 2.4. Cast iron buildings in SoHo [79]

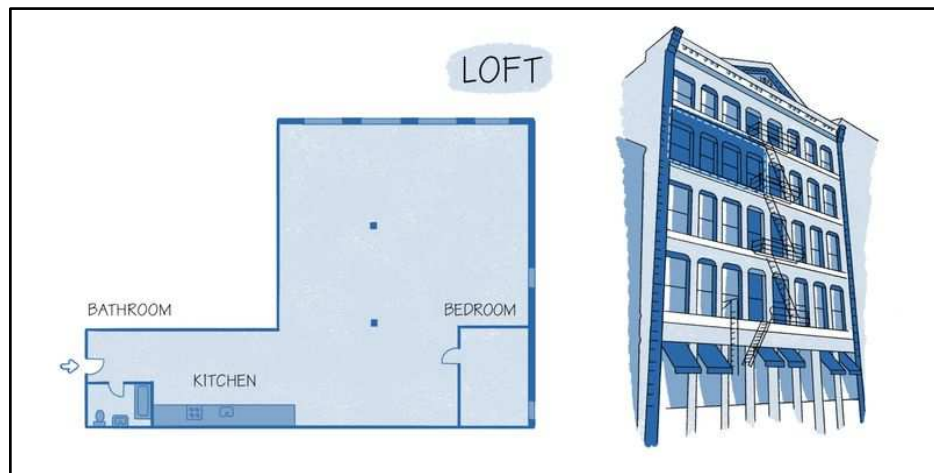


Figure 2.5. A plan view of a five-story building in cast-iron frames in SoHo [80]



Figure 2.6. 254-60 Canal Street, 1856-57 by James Bogardus [81]

The neighborhood was partly demolished to make way for a highway project (Figure 2.7), which was then abandoned, and the neighborhood became vulnerable. Following that, a large number of businesses began to desert the area, and the rent for the lofts had gone down; they had become cheap. Despite this, there were plenty of empty lofts, and demand was dwindling. Later, the demand for a loft intensified due to a group of people who felt that it could be used as an office and a home at the same time. People wanted to take advantage of these large spaces and the high ceilings that the lofts provided to accommodate their work. The artists were among those. But these artists lived illegally in these lofts since they were condemned to demolition because of the supposed highway project. Despite this, the city authorities saw no problem with their installation. Not all security protocols have therefore been rigorous in their installation in these industrial buildings [82].



Figure 2.7. An artist's sketch of the Lower Manhattan Expressway, a 10-lane expressway through SoHo and Little Italy called for the destruction of 416 structures, from 1959 [83]

Then, little by little, urban regeneration of the area occurs involuntarily, and this is because of the rise in rental prices and therefore the massive displacement of tenant residents [84] (Figure 2.8). The freeway project was abandoned for good in 1969 thanks to the historical curators who were worried about the fate of SoHo's cast iron buildings and the artists who had joined them in this battle against the authorities, although their interests diverged (Figure 2.9). As a result, SoHo became the first commercial district in New York to be designated as a historic district. Following this, the local authorities became interested in the well-being of the neighborhood. So they created two crucial restrictions. The first was the ban on converting large industrial buildings into residences, and the second was reserving the first two floors for businesses in smaller buildings. The second restriction was to ban non-artists from the neighborhood, and a council was formed to validate artists who applied for housing. Art galleries had started to open all over the neighborhood, making Soho the art district. Soho has become a very popular area, given the restaurants, bars, and small shops that have settled. Later, the owners drove out the artists with an increase in housing.



Figure 2.8. White Street's south side in 1940 (on the left) and now (on the right) [85]



Figure 2.9. Residents of Greenwich protested Robert Moses's plans to construct the Lower Manhattan Expressway in 1960 [83]

In the mid-1970s, developers rose against the neighborhood's housing laws and restrictions, thus forcing local authorities to change the laws to allow for more mixing of neighborhood residents. This will allow residents other than artists to They also asked the authorities to remove restrictions on the functions of floors and permission to structurally modify buildings. Later, Soho was granted mixed-use residential status by various insurance companies. This has attracted new professional developers, who have bet a lot on the restructuring or regeneration of the neighborhood and the installation of high-end housing, among others [5].

The revitalization of Soho was therefore not planned; it was done on illegal foundations following the abandonment of the highway project. The authorities had to legalize and regulate the situation that existed, which later led to gentrification in the neighborhood. The facades of the buildings have been kept as they were original, except that some have been restored, and others have had a lick of paint. There was no redesign or replacement of marquee sheets [5].

It must be admitted that America has had a very specific architectural style in its history, which deserves to be preserved. The works of James Bogardus could not just be destroyed because, at that time, they presented the difference between the stone building of Europe and the cheaper, faster revival of the Americans. But American historical curators were inspired by European cities such as Paris or Boulogne to draw such conclusions, because these cities had more experience in the conservation of urban historical heritage, as the following case study demonstrates.



Figure 2.10. Broome Street in SoHo today [86]

Soho was chosen because it was the first neighborhood in the United States of America to experience urban renewal. Even though it was done informally, the neighborhood has been included in the change of function of the buildings. At the time, the neighborhood was an industrial district in Manhattan, New York, and the buildings were adapted to receive industries, and factories of all kinds, big or small. The residents of the neighborhood forced the authorities to change their roles and adapted the structures to their needs [5].

It is important to note that the buildings in Soho are made of cast iron and prefabricated [79]. This choice of construction material and method was based on the fact that it was less expensive at the time, and the completion took less time, compared to the stones used in the construction of European buildings, which caused the construction to take longer to complete. Prefabricated cast-iron structures were popular in New York at the time, and they have become synonymous with the city and serve to convey its identity. As a result, the city's illustrious steel facades are its urban heritage [85]. According to that, the preservation of this cultural heritage has been at the heart of Soho's urban regeneration.

The main attraction of Soho has been its buildings. Artists and historical preservationists are fighting for the preservation of this urban heritage [84]. Today, when one speaks of Soho in New York, the image of the facades in cast-iron of its buildings comes immediately. It's this lesson that Soho has the most authentic to offer to cities in the country on the path of development. Sometimes, in urban renewal, originality is already present; it only needs to be recognized.

2.5.2. Case Study of Bologna, Italy

The center of Bologna in Italy, founded by the Etruscans in 534 BC, takes its foundation around a sanctuary perched on a hill, surrounded by a necropolis; it is from there that it forms an irregular hexagonal about two kilometers in diameter [87]. Formerly, the city was bounded by walls, which still exist today. The master plan of the city fell under Roman expertise at the time, especially what was gridded, and this is surrounded by a medieval radial plan [88].



Figure 2.11. Bologna map location in Italy, Google Earth Pro



Figure 2.12. Central Bologna map, 2022, Google Earth Pro

The choice of this Italian town center in this work was based on the fact that it is among the first town centers in the world, if not the first in Italy, to experience regeneration of the urban space. It was inspired by the Marais, a historic district of Paris, and both wanted to retain the original inhabitants and prevent their displacement to other localities.

During the Second World War, the city experienced serious physical destruction following incessant aerial bombardments. This destroyed 44% of the historical and cultural heritage of the city (Figure 2.13). At the end of the war, in 1945, the new administration had set itself the goal of rebuilding the historical heritage of the city as well as setting up social housing. In 1955, the first reconstruction plan for the city was approved. It should be noted that the habitats were very dilapidated. The housing was of inferior quality. Many families had lived

there for generations, so a solution had to be found that could please all parties, because of the living conditions, the younger ones left the city in search of a better quality of life and more opportunities, and also because the authorities wanted to preserve the nature and the function of this center of the city of Bologna, of which the inhabitants alone were the guarantors. As a result, architect Kenzo Tange's project for Bologna Nord (Figure 2.14), a new suburb on the outskirts of the city, which was to be used to accommodate deportees from the city, was rejected [5].



Figure 2.13. Bologna, Italy, late April 1945 [13]



Figure 2.14. Bologna New Northern Development by Kenzo Tange [89]

In 1969, the authorities of Bologna adopted an urban regeneration plan centered on the long term (Figure 2.15.). For this, they focused on a few principles deemed authoritarian and rigorously conservative, hence their slogan: "conservation is evolution." The authorities wanted to keep the container and its contents. Improve physical and environmental conditions, provide more services, and encourage community and democratic participation in decision-making [90]. The regeneration of the center of Bologna in the 1960s was based

on stopping the existing inhabitants from moving or choosing to move to the suburbs or the outskirts of the city (Figure 2.16.).

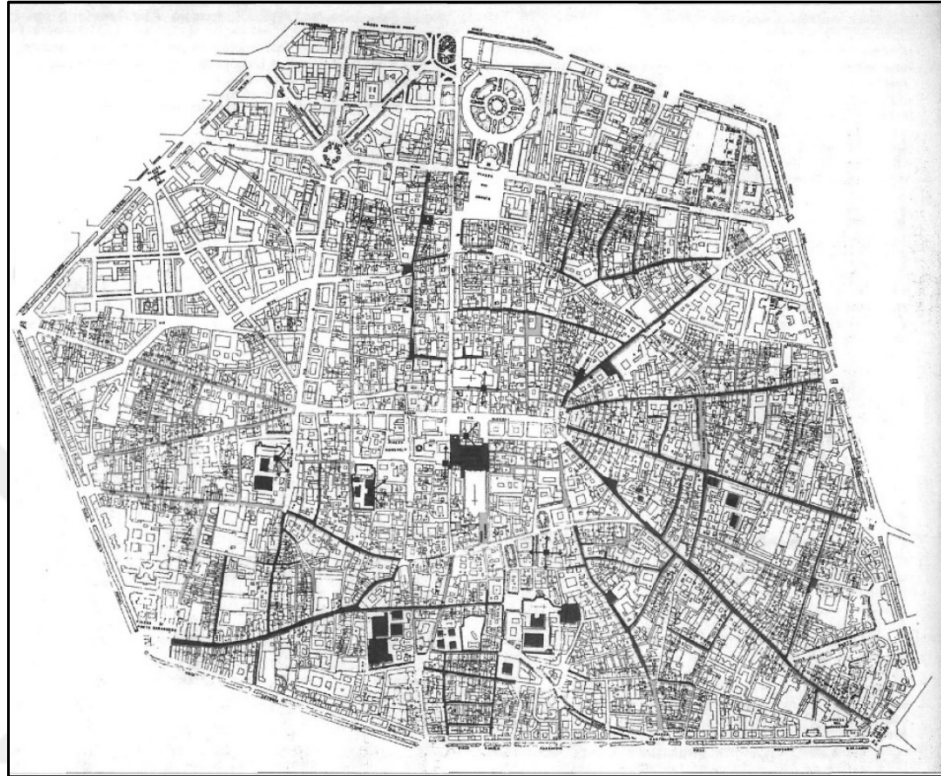


Figure 2.15. Bologna's historic center map. The "piazze" and streets where Paolo Monti did his 1969 photographic survey are depicted in black [91]



Figure 2.16. Paolo Monti's photograph [91]

The objective of this regeneration was therefore to rehabilitate and restore all the buildings and urban facilities of the city and reform the social services, all to create a more viable, authentic environment for the local community. The authorities had to entrust the responsibility for the methodology and the guidelines to be followed for the proper strategic development of this urban regeneration plan to Professor Leonardo Benevolo, an eminent Italian urban planner and architectural historian [92]. Based on the concept of typology in architecture, to enhance the facades, the roofs in baked red clay (La Rossa), the style of the buildings, and the porticoes (Figure 2.17), which are about 38 km in the center of the city's history.

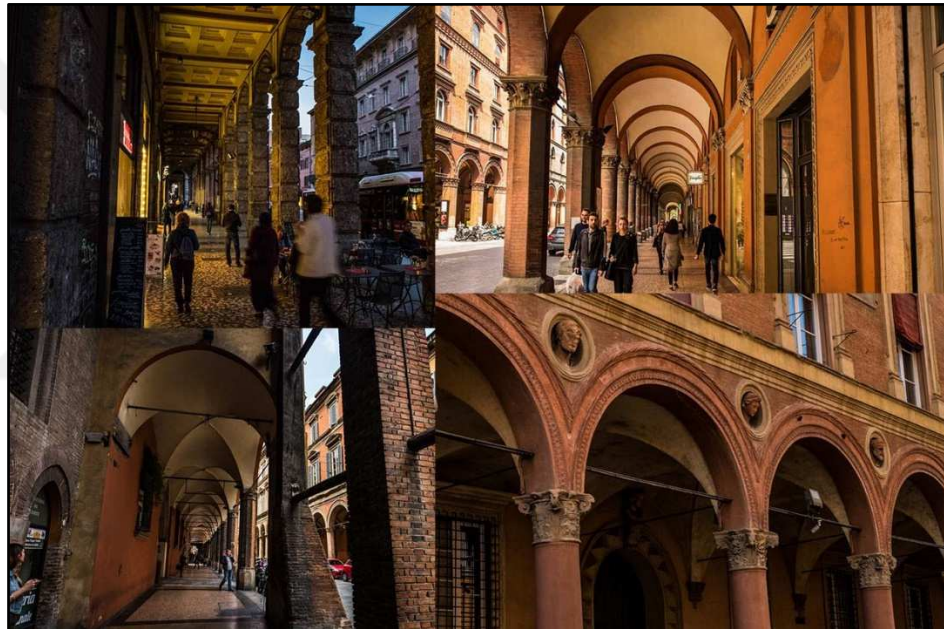


Figure 2.17. The Porticoes of Bologna, Italy [93]

It is important to note that the city of Bologna is home to the first university in the world (Alma mater Studiorum-università di Bologna, UniBO) (Figure 2.18), which dates from 1088, qualifying Bologna as a temple of knowledge, hence its name "La Dotta". The urban environment of Bologna is now highly prized by tourists because of all these values: its uniqueness in these roofs (La Rossa), its exceptional cuisine (La Grassa), and its university, with students who come from all over the world (The Dotta). We can therefore say that

Professor Benevolo's challenge to make Bologna one of the flagship cities of Italian tourism has been successful over time [94].



Figure 2.18. Alma mater Studiorum-università di Bologna, UniBO [95]

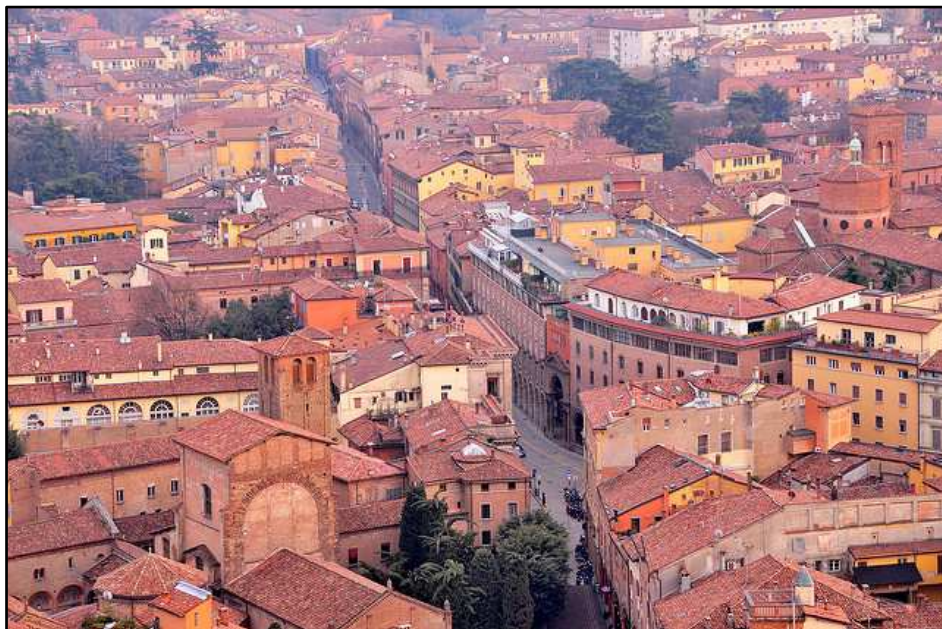


Figure 2.19. Bologna city center today [96]



Figure 2.20. Piazza Maggiore, Bologna Italy, Google Earth Pro

The city center of Bologna drew our attention because it was the first Italian city center to experience urban regeneration following World War II [5]. It is known to all that most European cities are very old, and the renovation of urban structures occupies a very important place for the authorities. Europe has known several architectural currents, from ancient Greece, what is called classical architecture, through Roman, medieval, Gothic, Baroque, and Renaissance architecture, to our contemporary times. All of these architectural styles can be found on the outskirts of European cities; each has its place and does not supplant the others.

Bologna shows us the attachment to history as a driving force to guide urban regeneration. The inhabitants of the center of Bologna have remain the same until today, several decades after the first urban regeneration of the city center. The purpose of this urban changes was not to drive out the population, or to change their way of life, but to be able to offer a good environment that meets the standards of a decent life to the same population that lived there. The history and the unique architecture that bologna offer, is indeed the assets that make

tourists travel around the world to visit the neighborhood. From this example, several historic cities around Europe, got inspire [92].

In the same way that Bologna has inspired several European cities, Bologna's urban regeneration could be very inspiring for cities in developing countries [5]. For several reasons today, several people opt for the modern or the contemporary, for diverse reasons, but the beauty of the styles depends on the person who admires them. Therefore, it is necessary to leave the city, with all the styles of construction accumulated since its time of creation, to be able to first tell the story of the city, and then serve as a work of art for the appreciation of those who want to admire it. Because many think that art does not age, this goes for the design of every building.

2.6. CHAPTER CONCLUSION: LESSONS FROM THE US AND EUROPEAN CASES

In a country like the United States, urban regeneration is not approached in the same way from one city to another or from one state to another, because of the different jurisdictions applied in each state and the multitudes of races and communities that each territory encloses.

A series of migratory, industrial, community, security, and social crises have changed the urban landscape of the United States over the past 30 years. America in the 21st century has cities that are no longer predominantly white and black, as was the case 50 years ago. Now, Latinos and Asians make up half of the population. After World War II, many white Americans withdrew from urban areas due to insecurity, immigration, social rifts, and more. The whites, therefore, entrenched themselves in the suburbs, fortified by walls, and certain racial or community groups appropriated certain urban areas. Hence, it was common in Europe in the 1990s to think of American downtowns as places to avoid [58].

Following all these crises, and the whites who refused to mix with the minorities or the lower social classes, the States had to restructure the cities, give a new role to the cities, and make certain suburbs independent of the central cities [97]. For some towns, the business district is still functional; for others, it has become a tourist area or serves other purposes because

all economic and social activities have moved outside the towns. White people left towns with their investments and money, and since they were also at the head of political institutions, they diverted the attention of the state from these urban areas. Apart from the district considered the center of business, the city centers have remained in the hands of the most disadvantaged: poor immigrants, poor ethnic minorities, and poor whites. America's downtowns have, therefore, over time, become places of entrepreneurship or community vitality, but at the same time, places synonymous with failure and despair for residents, because social benefits, public spending, and all go down the tubes in favor of the suburbs, their expansions, and their maintenance [58].

All this unequal distribution of state assets and this progressive abandonment of the state vis-à-vis the residents of the cities has pushed the residents to create community associations. There is also the fact that America is based on the principles of freedom for all and all. The liberal spirit of each citizen pushes them to take initiative or responsibility to change things themselves when it does not seem to be right. In other words, the state acting in this way makes the citizens a little bit autonomous, a guarantor of their fate. This has fostered the spirit of creativity or increased individual capacities in the creation of new businesses that are more creative for some than the industrial city at other times. In some communities in the city, community development has pushed for decentralization, thus creating a variety of diverse potentials or capacities that can strengthen the community and its traditions (98). All this has allowed the creation of companies based solely on urban regeneration or revitalization in all its forms, to offer residents of the city centers of the United States the possibility of regenerating their urban space themselves according to the field of action that is allowed to them in the Constitution [58].

In Europe, the urban pattern is different. About 3/4 of the European population lives in urban areas, and more than half of these live in cities with more than 200,000 inhabitants. Another very high and very large percentage of the population lives in small towns, which average between 10,000 and 200,000 inhabitants. European cities, too, face problems in urban areas such as social exclusion, which is due to the concentration of disadvantaged groups such as the unemployed, unskilled young people, immigrants, and ethnic minorities. In more industrialized cities, such as Paris and London, this is more easily observed than in small towns [99].

In Europe, urban planners solve urban problems in different ways, sometimes holistically, if the problem is common to several urban areas, or individually, on a case-by-case basis, if the problem is addressed to a specific urban area. The urban policy can adopt implicit or explicit approaches, depending on the circumstances and the urban area targeted [100]. The response to urban problems by local policies can therefore be: First, the adaptation in a strategic way to different urban changes. This applies especially in the center of old towns with buildings that are hundreds of years old. It is therefore a way of revitalizing the urban fabric. Then, the promotion of urban growth in the urban core is a kind of regeneration in an economic sense. Finally, the promotion of economic growth in the outlying areas of cities also means economic urban regeneration.

A country like France, for example, opted a few years ago for urban regeneration aimed at integrating problem neighborhoods, or peripheral neighborhoods of cities, into the life of the city. In the Netherlands, mainly in Rotterdam, the authorities have opted for low-budget, small-scale social regeneration to promote social housing. The answers to urban problems are not all taken at the European level, but at a national level, and this depends on the different contexts in which local authorities want to focus [58].

Urban regeneration has several approaches: economic, social, cultural, and environmental. The approach to be adopted will depend on the authorities in charge, the public or private partners, the community, and also visitors. The case of Europe or North America shows us that each region can approach these urban problems differently, but the aim of this must be the same, that of solving the social problems of the community in the process. The community is the reason for urban regeneration directly or indirectly. We have observed it in the principles of urban regeneration, in the various public or private partnerships, or in tourism, which aims to improve the economic and financial conditions of the residents or the community. One can have the impression that developing countries are reliving what Europe and North America once experienced. In some cases, the solutions to the problems of certain cities have already been found in Europe or America, so all you have to do is go back in time and find the problem, and then the solution to it.

The lesson in America is about the community's ability to organize itself to improve the living conditions of its people. This autonomy creates positive ripples that push the community to become more self-sufficient, without relying on authorities. This culture of

community showcases all the good things the community has to offer in art, urban heritage, and more. This creates a sense of belonging that is unique in this vast capitalist country [58]. The Europeans, on the other hand, with their socialist habits they have, force the authorities to give priority to the community. Cities want to preserve their original communities and ways of life while also providing the necessary infrastructure to preserve urban heritage [58].

In these two forms of the preservation of urban heritage, in the United States and in Europe, where one the community is in charge, and the other the authorities and the community work hand in hand, the identity of the urban landscape is preserved, to keep the authenticity. There are different projects in urban regeneration, all similar to each other, but the success of one of these projects must above all be the level of satisfaction of the local population with this project. Following that, the contribution of the local population through its expertise (which makes it unique and authentic) in this urban regeneration project [101]. This expertise can be in gastronomy, art, music, the way of building, or the construction material most commonly used on the site. The goal is to elevate this expertise to a level that is acceptable to the general public, as in Soho or Bologna. Because they have been relatively unaffected by modernization or globalization, developing countries, for the most part, are endowed with enormous cultural riches. This cultural wealth, which the population can control, can play a significant role in the authenticity of urban spaces, as it has in America and Europe [38].

3. THE URBAN REGENERATION EXPERIENCE IN THE DEVELOPING WORLD (AFRICAN CITIES)

Developing countries face several problems in their urban spaces. The pressure of developments in more developed countries constantly increases the needs and desires of less advanced countries, which find it difficult to impose a more realistic and more authentic vision to be achieved to solve present urban problems and anticipate future ones. This is a certain defect of globalization in these developing countries, so they find it difficult to impose themselves or to impose their culture even in their own space. To this is added a strong imprint of the West on the decisions that the authorities of these countries take, including loans to reorganize the urban landscape, in financial institutions such as the World Bank, and this can have negative repercussions later on for society, such as increasing poverty, and as a result, there may be an exodus of the local population to cities or countries where they can do better [102]. This is the case in most African countries.

3.1. URBAN REGENERATION IN AFRICA

In Africa, according to Miguel Amado and Evelina Rodriguez, urban regeneration can also tell the story, and highlight the historical heritage lest it is extinguished and some people start thinking like Hegel 'Africa has no history'. And so, urban regeneration can be seen as a major asset for reviving or preserving, the pre-colonial cultural heritage, or even the African colonial heritage, the memory of the place, or the identity of the place [103]. Urban regeneration is a way out of the social, economic, and environmental problems that a city may be going through, using two different or opposite perspectives. One perspective can be governmental, in a more holistic sense of the process, and the other can be private, or community, in the sense that initiatives are taken by NGOs, the local community, or private individuals [104].

Urban regeneration has different facades in each country. In Luanda, one of the challenges that urban regeneration must meet is that of preserving the identity, memory, and history of an urban area (Figure 3.1). In developing countries, more specifically those of sub-Saharan Africa, the role of cultural heritage is very important when it comes to urban regeneration.

All the transformations in the field of urbanization that have taken place in recent years refer to this urban cultural heritage. In this region of Africa, the urban cultural heritage is divided into two parts: the pre-colonial urban cultural heritage, which exists but is very rare because of the massive destruction of all historical traces of black civilization by the colonists; and the urban colonial cultural heritage, which numbers in the hundreds in several former colonial cities. The latter has a similar architecture; one could even call it colonial architecture in another context [103].



Figure 3.1. Iron palace, Luanda, Angola [103]

African cultural heritage is filled with diversity, which combines African, European, and American styles of culture at the same time. All this does not only concern the cities, the urban landscape, and the buildings; it extends to the places of memory, such as the places where the Africans fought on the side of their colonizers during the Second World War, or the quays of no-return, where thousands of slaves left the African coast for various places between America and Europe, or even archaeological sites [105,106]. In some African cities, urban growth is concentrated around the city center, which means the historic center of the city remains the same, the streets remain the same, the buildings, and many others. But this

causes a major problem for urban planners because the number of inner-city housings is increasing, which increases commercial space. Others see this urban chaos as an asset and think that it can generate long-term benefits. It is in this scenario that revitalization in the regeneration of urban space has found a place. Some case studies have shown that community involvement in cultural heritage increases a sense of place and shows an understanding of the potential of a place. In this case, residents have the right to make decisions and monitor the progress of the project. This creates trust, patriotism, and cohesion among residents while generating an authentic, secure, and honest space [107].

In Africa, this approach can be observed in Accra in Ghana, Zanzibar in Tanzania, and Saint-Louis in Senegal. In Accra, Unesco has opted as a strategy for urban regeneration to improve the quality of life of the people of Jamestown (Figure 3.2), taking into account colonial buildings, nondescript buildings, and the local flagship business, fishing [103]. First, an inventory of all historical and cultural buildings was carried out before starting the project, which allowed the creation of a historical map, listing the main historical attractions of the urban area. Among the colonial buildings, one was selected to host a heritage center, and eleven others were selected for immediate intervention. Buildings have been rehabilitated using local construction techniques and materials, and quays, roads, and adjacent public spaces have been improved. All this has favored the creation of new jobs in the area, as tourist guides, and also favored the improvement of existing ones. The local people appreciated it because they had the opportunity to promote their culture (Barillet, et al., 2006).



Figure 3.2. Lighthouse in Jamestown, Accra, Ghana [108]

For Stonetown in Zanzibar, urban regeneration was about enhancing, preserving, and revitalizing (Figure 3.3). The need to revitalize the urban space was felt thanks to tourist pressure in the city and given the aging facilities, which dated back to the colonial era. So, they first rehabilitated the buildings that dated from the colonial era to install two museums and a Heritage Center. A building used as a dispensary in colonial times was chosen to house the Heritage Centre, and the residence of the Sultan of Zanzibar, Sultan Seyid Said (1832–1890), was chosen to house the museums [109]. The changes made to these buildings have also brought about the rehabilitation of the urban environment that surrounds them, including urban roads, pedestrian zones, and green spaces (Figure 3.4.). Other buildings dating from the same period have been transformed into hotels or training centers for the tourism sector.



Figure 3.3. Zanzibar Stone Town [110]



Figure 3.4. Plan of modern Stone Town, with areas undergoing modernization denoted by a red line [111]

The city of Saint-Louis in Senegal experienced the regeneration of urban space on several levels, physical and legal. On the physical level, a plan to develop and safeguard the urban space and buildings has been implemented. To realize this vision, several actions have been carried out, including the inventory of historical and cultural buildings and the identification of their cultural and historical value. At the legal level, laws have been adopted on the guidelines for enhancing and rehabilitating urban heritage. Rehabilitation, reconstruction, the construction material used, the colors to be used to allow the same language in aesthetic terms, demolition permits, and delimitation of the protected area [112].

These cities are examples supported by Unesco, applied in a special context marked by social, economic, and political constraints. These examples show us several ways to conserve heritage by developing the local economy while improving the living conditions of local communities [113].

3.2. URBAN CULTURAL HERITAGE AND AUTHENTICITY IN URBAN TOURISM

Talking about urban cultural heritage means discussing the concept of authenticity in urbanization. Authenticity is defined by several scholars like Ahmed M. Salah Ouf, who said that authenticity is a concept consecrated by time or history, involving the conservation of streets, buildings, social practices, and community cultural beliefs spread over a large urban area [114], Yujie Zhu's, who said that authenticity is '*the set of original and subsequent characteristics of a cultural heritage*' [115]. Institutions like UNESCO also define the concept;

'In paragraph 82 of the Operational Guidelines for the Implementations of the World Heritage Convention, UNESCO WH Center (2005), a property is said to be authentic if its cultural value is truly credible through a variety of attributes, such as form and design, materials and substance, use and function, technical traditions and management systems, locations and settings, language and other forms of intangible cultural heritage' [116].

In all African discussions, the history of colonization cannot be avoided, because Africa's sense of urban heritage is divided into three eras: pre-colonial, colonial, and postcolonial.

For some, decolonization remains a myth because of all the practices of colonial inequalities that still exist in postcolonial times, from which we observe postcolonial populations by law and history but neocolonial practices and exploitations [12]. Art, culture, and the African urban environment have been crossed by different periods in history, starting from indigenization, Islamization, and westernization, which have influenced the expression of craftsmen. This is why African cultural heritage is seen as eclectic [117]. For many Europeans, like Hegel, Africa has no history. For them, Africa is divided into three parts:

one which must be attached to Europe; we speak of the Maghreb; the other, which must be attached to Asia; we speak of the part connected along the Nile; and the last part that lies south of the Sahara, the one most affected by colonization, must be cut off from the world and deleted from the history of culture according to Hegel [118].

This shows that slavery and colonization established by the West went beyond the visual aspect and the plunder of human and material resources. It went much further, even plundering the history and the African culture, given the number of African artifacts found in public and private museums in Europe (Figure 3.5). Let's say that this vision of Africa has been promoted a lot by the tourism industry since the 19th century. Deprive sub-Saharan Africa of history and reduce the precolonial vision of the continent to indigenous peoples who lived in villages somewhere, separated from each other in the great equatorial forests. The remains of cities built by Bantu peoples and Shona peoples have been repeatedly denied by archaeologists. Between the 11th and 15th centuries, remains have been found. Since 1986, UNESCO has recognized the existence of the sites of these civilizations [12] (Figure 3.6).



Figure 3.5. The Africa Museum in Brussels is on the left. The Benin Bronzes at the British Museum in London are on the right [119,120]



Figure 3.6. Great Zimbabwe National Monument [121]

Although it was not easy, Africans fought to reclaim these bits of history at the same time as they were fighting for independence on the continent. In the 1930s, Aimé Césaire, a former president of the Regional Council of Martinique, and Léopold Sédar Senghor, the first president of the Republic of Senegal, were already fighting for the cultural and historical heritage of black Africans, especially those who lived south of the Sahara [122].

African scholars such as Cheikh Anta Diop and many others have dedicated their lives to researching the history and origins of black Africans. They, therefore, concluded that ancient Egypt is for all of Africa, including black Africa, what Greece is for Europe, and in the same terms, what China is for Asia. For Diop, the urban cultural and artistic heritage of Africa can be divided into three parts: a glorious past, with different small empires, which died out throughout history, such as the empire of Ghana, with its capital Koumbi Saleh; the empire of Mali, with its capital Niami; the empire of Songhai, with the capital Timbuktu; the empire of Monomotapa, with the capital Great Zimbabwe. All this is followed by a colonial expression because the Europeans bargained with the existing kingdoms and empires to have access to the continent. And finally, Diop determines the last part as the future, where the

horizon is still uncertain but depends on black Africa only, to no longer relive the experience of segregated cities, where the division of races and social classes is seen above all the urban perimeter of African cities during colonization [123].

Africa before colonization had a well-established system where the elders, the chiefs, and other custodians, were the guarantors of the cultural heritage, and the whole community was engaged in cultural, spiritual, and material conservation, up to the point where masons had their way of building and maintaining buildings, and also their way of protecting buildings spiritually. Despite all the cultural, urban, archaeological, and natural sites and the remains of the various great African empires, the southern Sahara in Africa is under-represented in the world's cultural properties, with 6% to its credit. Yet Africa is unambiguous, for all humanity, the cradle of humanity, given the two human fossils dating back millions of years, found in two different places on the continent and both telling a different story from that of all of humanity, both being poles of tourist attraction [12].

Through the craftsmanship of its people and ancestral cultures, Africa has a valuable heritage. Africa can therefore stand out and create its own urban identity through the regeneration of urban space. This has been studied in several African cities, such as Libreville in Gabon, where the government has chosen to reinvent an urban area based on its cultural heritage to attract tourists.

3.3. THE CASE OF LIBREVILLE GABON

3.3.1. Historical Development of Libreville

Libreville comes from its English translation Freetown, which is a city in Sierra Leone in West Africa. The French wanted to have a city synonymous with freedom for the peoples of French colonial Africa. The name Libreville had been attributed to the village founded to accommodate the Vilis slaves, freed from the Brazilian slave ship named the Elizia, on October 17, 1849. The village was located behind the current presidency, in the Montagnes Sainte district, or even as formerly called Le Plateau [124]. Lieutenant Parant, therefore, built 38 huts to install these freed slaves. Then Dowe founded the Awondo village, which is none other than the Louis neighborhood. It should be noted that all the neighborhoods of

Libreville were formerly villages, and were transformed little by little because of the extension of the city. The Plaine Oréti area, which is right next to the Louis area, means the plain of truth.

In the 1950s, Libreville consisted of 5 groups of districts which were none other than Nombakélé, Louis, Mont-Bouet, Montagne Sainte, and Glass [8] (Figure 3.7. and Figure 3.8.). This organization with the mixed communes were on one side, the neighborhoods of the government, the administration, and on the other side, the African neighborhoods which were seen in most of the cities of colonial origin in black Africa [125] (Figure 3.9.).



Figure 3.7. Mpongwé colonial-style hut in Glass, 1958 [9]



Figure 3.8. Nombakélé fish market, 1958 [9]

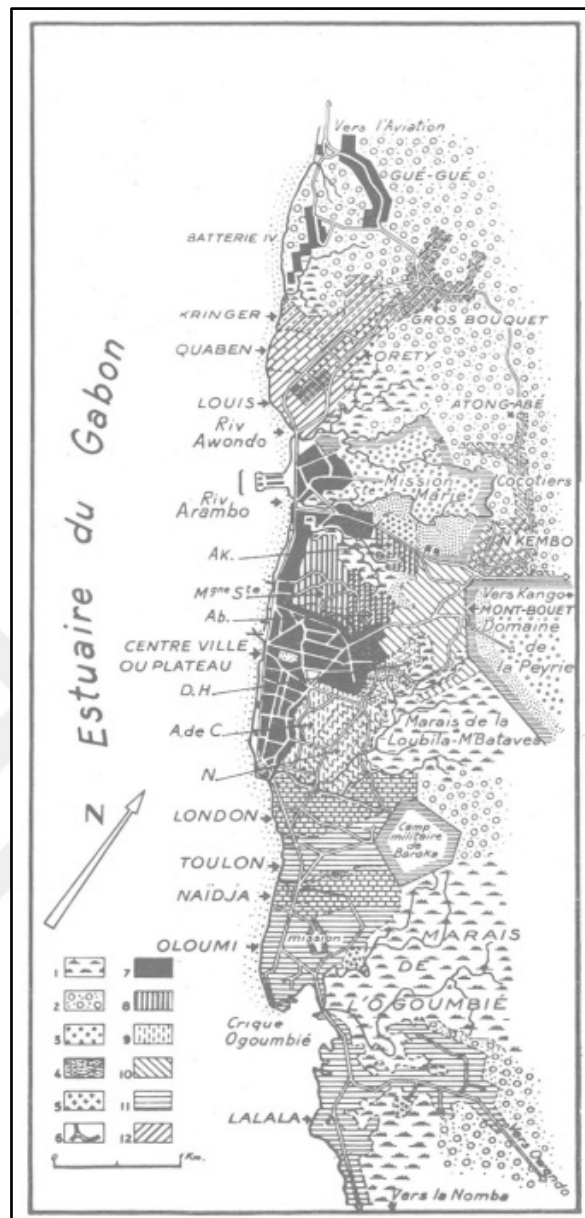


Figure 3.9. Group of neighborhoods and African villages of Libreville, 1958 [9]

In 1939, the first urbanization plan for the city appeared (Figure 3.10.). The urban division of Libreville separated the white city from the African villages. The neighborhoods were none other than Montagne Sainte, Nombakélé, London, Mont-Bouet, Sainte-Anne, and Akemndjagoni [126]. There were streets, rivers, and villages a little further away. The city plan was drawn up by the colonists in all the cities over which they had control.

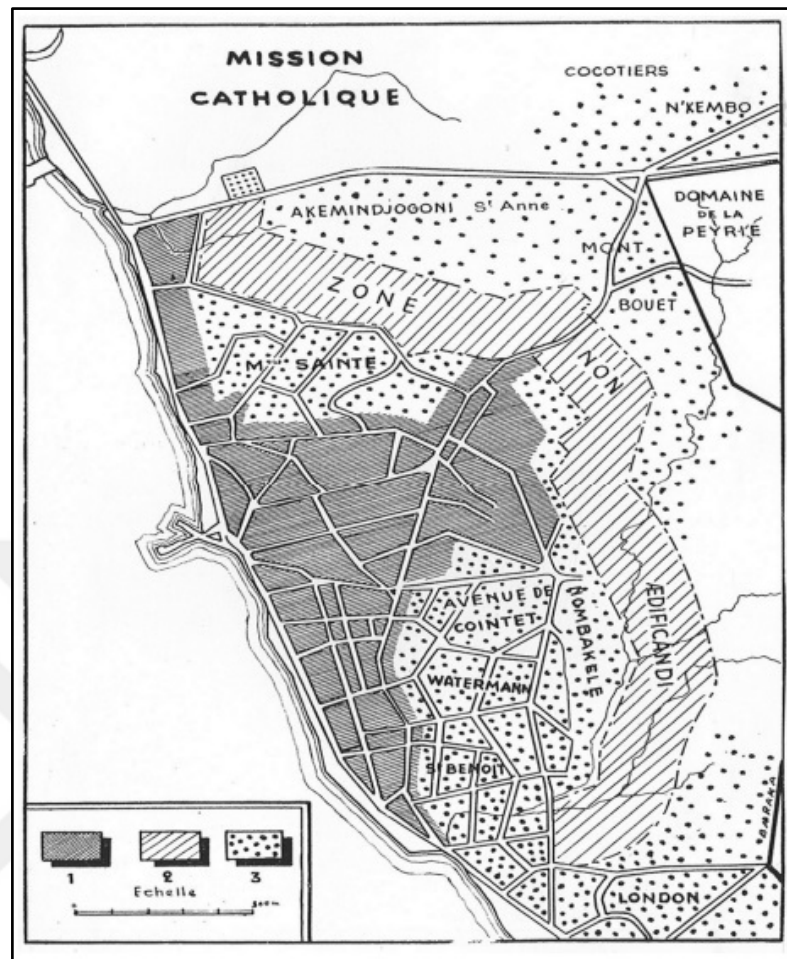


Figure 3.10. Libreville city map, 1939 [9]

The Nombakélé district group is made up of the Nombakélé neighborhood (Hill of the Akeles) and the Derrière L'Hôpital neighborhood (Figure 3.12., Figure 3.13., Figure 3.14.). In the Louis district group, there were Quaben (the name of an Mpongwe king of the right bank), Kringer, Battery IV (the name referred to an artillery piece that was used to fire on the enemy during WWII), and Louis. The Mont-Bouet district group includes Nkembo (beauty), Cocotiers, and Mont-Bouet itself (in memory of Commander Bout-Willaumez, founder of the Counter du Gabon). The district group Montagne Sainte, which was the beginning of the city, brought together the Akemindjogoni, Montaigne Sainte, and Abenelang neighborhoods. Finally, the last group of Glass districts, which constitute the Toulon neighborhood (according to Toulon, France), the London neighborhood (according

to the city of London, UK), Naidja, Glass, and Oloumi (Figure 3.11.). This set made up the city of Libreville in 1950 [10].



Figure 3.11. African village; Lalala, 1958 [9]

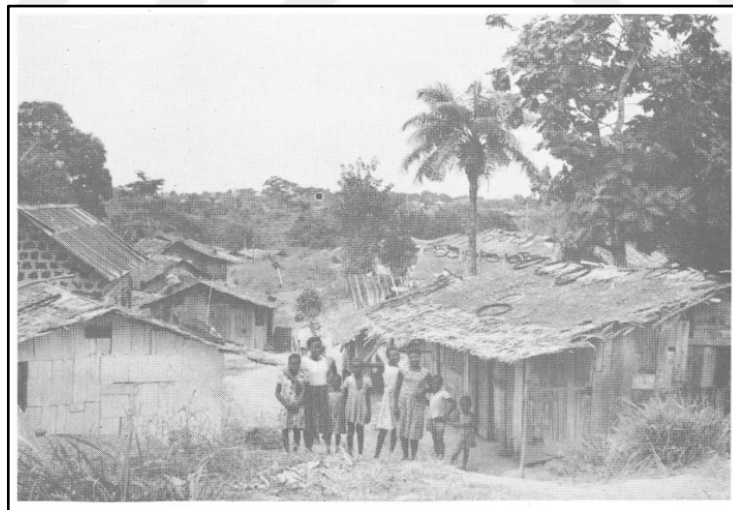


Figure 3.12. African village; Derrière-Hôpital, 1958 [9]

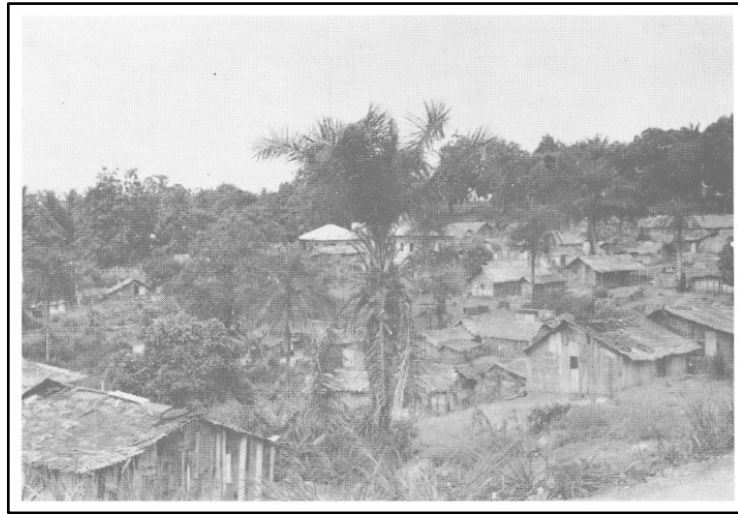


Figure 3.13. African village; Nombakélé, 1958 [9]

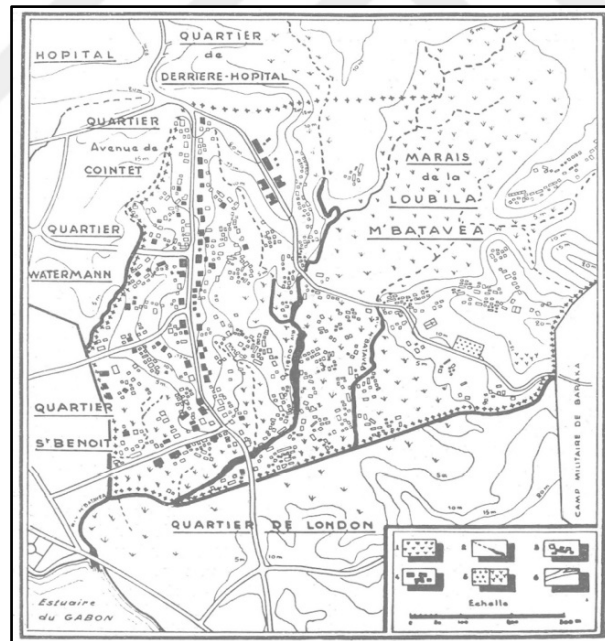


Figure 3.14. African village; Nombakélé, 1958 [9]

After the country's independence in 1960, all urban racial divisions disappeared, we no longer spoke of white towns or African towns or African villages, but on the other hand of administrative neighborhoods, residential neighborhoods, and vulnerable neighborhoods. The new owners were talking about expanding the city with a completely different, broader vision. Which was the opposite with the settlers because he didn't want him to be able to have a lot of people in town so he wouldn't feel inferior. Because of this reason, the government of the time had initiated two plans of urbanization of the city, one by the French architect HENRI POTTIER in 1962 (Figure 3.15.), and the other by the Italian group of OLIVO PRASS in 1965 [126,127] (Figure 3.16.). The objective of the French architect's plan was to put an end to the anarchic settlements of the colonial era. It proposed inter-district connection roads, the grouping of urban activities, etc. This plan was executed partially, but couldn't be completed because of the introduction of the Port of Owendo project which was deemed too costly for the authorities [128]. The second plan by the Italian group, therefore, took over. This required the rallying of the northern suburbs (Cap Esterias) to Libreville, the creation of port industrial zones south of Libreville, the creation of new districts which should accommodate 5 to 10,000 inhabitants, etc. This plan also ran up against the financial side, so could not be fully executed. Gabon was a young democracy; the finances were not there at all. Strategies had to be adopted to be able to do a great deal with the little available to the government.

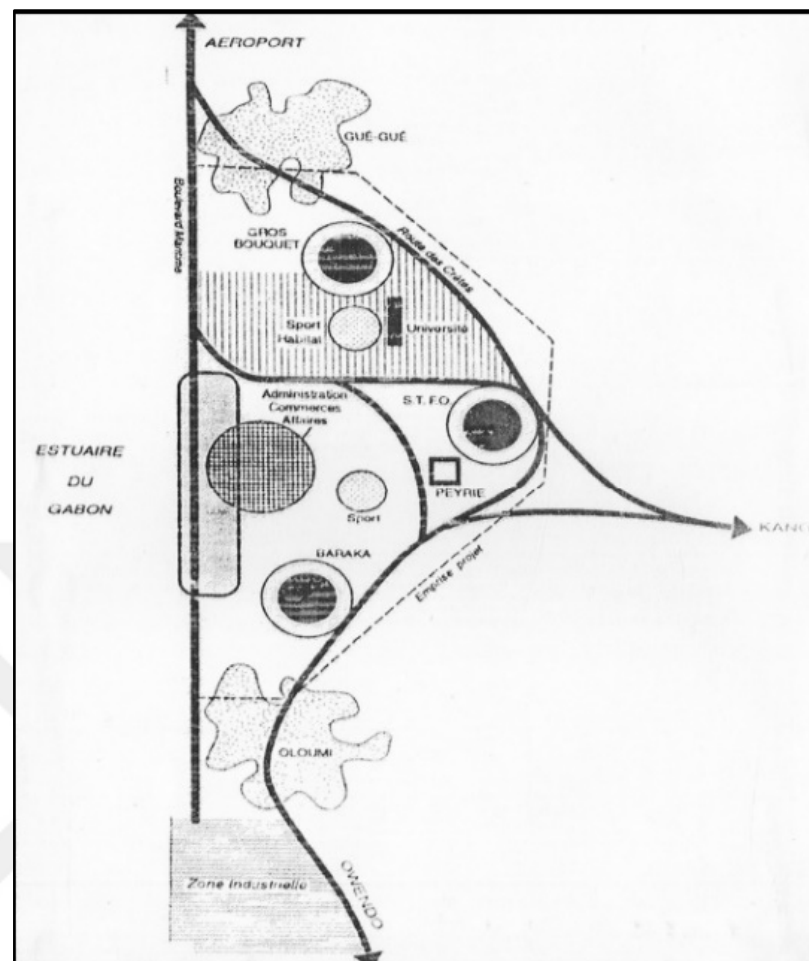


Figure 3.15. Pottier's plan for Libreville, 1962 [9]

in Africa, the customary laws were dictated by the deities. Concerning the land, ancestral alliances had been made with the deity of the soil to allow good management of the land for all [131].

Having struggled in this field for several decades, the authorities were forced to take into account traditional forms of social organization, such as chiefdoms or traditional kings. The authorities also continued with this logic and installed neighborhood chiefs for neighborhoods that did not have one. The latter are appointed by decree of the mayor of Libreville [131].

Libreville was a large block with different structures and in full expansion, the plans of the architects contracted at the end of independence, were still partially in execution, when on October 4, 1993, the ordinance N 10/93/PR of February 15, 1994, situates us on the creation of an urban commune in the Gabonese Republic [129] (Figure 3.17.). The port industrial zone, as proposed by the Italian group, was already in service with a few estates and some 25,000 inhabitants in 1995, when the government created the municipality of Owendo [131]. Libreville already had two municipalities with 117 neighborhoods, 6 districts for Grand Libreville, and 13 neighborhoods for the municipality of Owendo at the end of 1997. Thus in 2013, we witnessed the creation of a 3rd municipality in the city of Libreville (Figure 3.18.). This last municipality brings together all the neighborhoods in the north of Libreville. There are now 3 communes in the city of Libreville: Grand Libreville, Owendo, and Akanda.



Figure 3.17. Map of the urbanized territory of Libreville, 1993 [10]

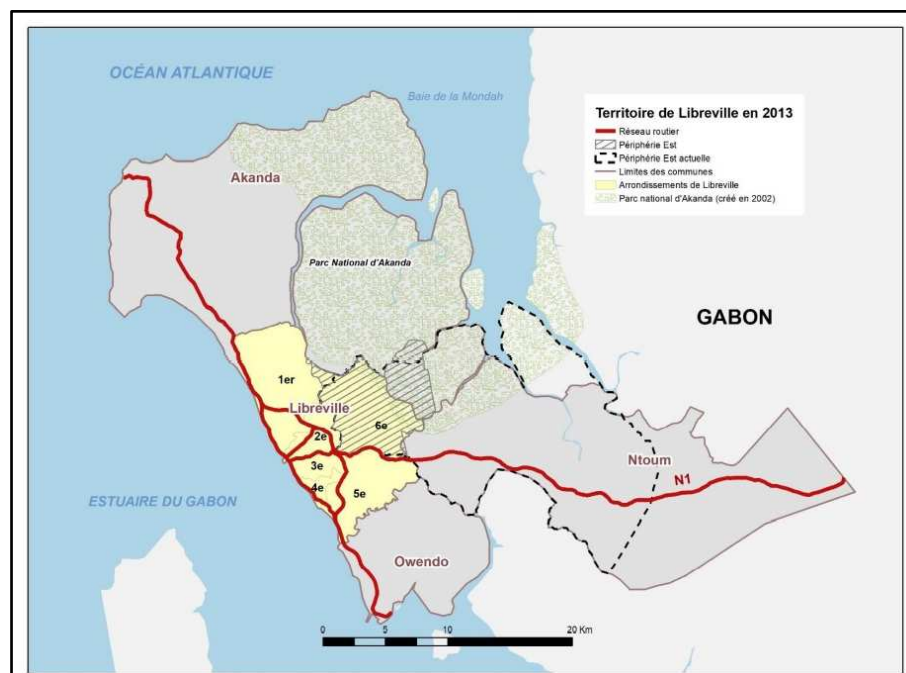


Figure 3.18. Map of the urbanized territory of Libreville, 2013 [10]

3.3.2. The City of Libreville

Libreville, the political capital of Gabon and the capital of the province of Estuaire (Figure 3.19.), is located on the northwest coast of the country, along the coast of the estuary of Gabon. To the north, it extends to Akanda National Park. To the northwest, it is bounded by the Atlantic Ocean, to the southwest by the Gabon Estuary, and the east by the equatorial forest ($0^{\circ}23'25''\text{N } 9^{\circ}27'15''\text{E}$) [132]. This location delimits Libreville the city, which is different from Libreville the municipality. Libreville is made up of three municipalities (Akanda, Le Grand Libreville, and Owendo).



Figure 3.19. Libreville map location in Estuaire, Gabon, 2020 [133]

The municipality of Libreville is located between the municipalities of Akanda, to the north, and Owendo, to the south. It constitutes the beginning of any urban installation in the city. Libreville municipality currently comprises 6 districts and 117 neighborhoods in total, the majority of which are precarious neighborhoods, which is around 70%. They are then followed by modern neighborhoods by around 10%. Then there are mixed-income neighborhoods. The rest includes administrative zones, industrial zones, etc [134]. Since the

independence of the country, the population of Libreville has increased considerably. It had 29,000 inhabitants in 1960 and reached 834,000 inhabitants in 2020 [135] (Table 3.1.).

Table 3.1. Table of Libreville - Historical Population Data since 1950 [135].

Year	Population	Growth Rate
1950	15.000	0.00%
1960	29.000	93.33%
1970	77.000	165.51%
1980	234.000	203.89%
1990	366.000	56.41%
2000	496.000	35.51%
2010	649.000	30.84%
2020	834.000	28.50%
2022	857.000	2.75%

However, today, the demographic weight of Libreville makes the city the largest metropolis in Gabon. Action strategies in urban management were launched in Gabon in 2010, and constitutional reforms have been put in place to enable good urban management. However, these efforts paved the way for even more ambiguous urban management than existed previously. The urban management of the city of Libreville is done according to the electoral constituencies. Each local elected official becomes a site manager and begins urban projects on his account, sometimes with very little development, with no consultation from the National Institute of Urbanization, the town hall, or urbanization professionals in his electoral district, to be able to attract the votes of the voters. This unconstitutional way of proceeding has taken over logic. The same one who wants public institutions to be the primary providers of urban management [136]. Politicians must decentralize and leave it to the municipality and the agencies in charge of urbanization to do their job and follow their urbanization program.

Moreover, following the anarchy and the non-respect of the Constitution by people and local elected officials regarding urbanization, the urban development program of the city of Libreville is constantly interrupted. This can justify the very limited road network and the

lack of action by the municipality, or public entities, in the electoral districts of certain elected officials and in the neighborhoods where all the inhabitants are kings of their piece of land. People who run the city's urbanization then move on to the different special zones, like administrative, industrial, and port areas. They also move on to major streets [137].

Libreville's main road network converges on the expressway. This route serves as a connection between the north of the city and the south of the city. It is also the only means of communication between the three municipalities. The road that runs along the seaside boulevard, passing through the city center (Figure 3.22.), or Independence Boulevard, with a view of tall and transparent buildings, joins the expressway to the south to access the municipality of Owendo. This same road also joins the expressway to the north to access the municipality of Akanda. Boulevard Triomphal is the name of the road that connects the seaside road from "Port Mole" to the intersection with the expressway at the "12 Mars" roundabout. It also crosses modern buildings such as the Oil Building, the French Cultural Center, the palaces of the Senate and the National Assembly, and many other public buildings (Figure 3.20.). This boulevard also has various embassies, such as those of China, Russia, and more. La National 1 (RN1) is the name of the road that goes from the "boulevard du bord de Mer" to the intersection with the road that runs along the seaside, via "Boulevard Bessieux", towards the interior of the country. This road is the only one that gives access to the interior of the country. It is the entrance and the exit of the city. It extends to Ntoun, the neighboring town of Libreville, crossing the expressway on its way. The coastline, having concentrated the most important economic and political activities, has attracted a convergence of the road network towards the coast (Figure 3.21). All these roads constitute the main roads of the city of Libreville.



Figure 3.22. Part of downtown Libreville seen from above, 2019 [139]

Outside the main roads, apart from the planned districts, because they exist, most of the secondary or inter-district roads are traced naturally, by paths that pedestrians take, or by tracks that cars leave in nature. Tracks and trails are widely used in spontaneous neighborhoods or those in the process of urbanization. This justifies the non-regular shapes of most secondary roads because public works have just widened and paved them to improve circulation.

From an authentic point of view, the city of Libreville is adorned with pieces of art, local and artisanal, in roundabouts, crossroads, along the seaside road, public buildings, and many others. Craftsmanship occupies an important place for the current Gabonese government, as does ecology. This is why the current president was elected in 2009 for his project, "Green Gabon, Industrial Gabon, and Gabon of Services." "Green Gabon" brings together all the national parks, such as the north of Libreville and the national park of Akanda. These are protected places, and preserved in their natural state, with no human impact, and wild animals are free in their natural state. The forests are virgin and naturally well-maintained. These parks occupy 11% of the territory or 30,000 km² [140]. Just to demonstrate the authorities' interest in ecology, there are 18 national parks spread across the country (just to

name one). This allows us to introduce the most ambitious project of the current Gabonese government, "LA BAIE DES ROIS," in English, "Kings' Bay".

3.3.3. Kings' Bay Project in Libreville

This project is that of the extension of the old Port Mole (Figure 3.23., Figure 3.24.), which is located in the administrative and port area of Libreville, on the way to the seaside, opposite the triumphal boulevard and the famous Catholic church, "the Cathedral of Sainte Marie", built-in 1958 (CC3M+68R, Libreville, Gabon) (Figure 3.25.). This urban regeneration project includes businesses, and it seeks to promote economic development. This site is that of the Port Mole of Libreville. Created in 1952, it served as a departure point for boats to Port-Gentil (the second city of Gabon, and the economic capital of the country) [141] and as a commercial area. Fresh fish and seafood shops, supermarkets, restaurants, and some public entities, such as the Merchant Navy, could be found there.

The site has many stories behind it. It thus constitutes the beginning of the history of colonization in Gabon. It is at this precise place that, in the 16th century, the first settlers in Gabon (the Portuguese) landed. They used it for several purposes, such as the trade, mainly that of slaves; for their military to establish their domination in the region; and for religious purposes, to welcome Catholic and Protestant missionaries. So, this bay was both a commercial port, a military post, and a religious center at that time. Before the settlers, as with most of the territories on this side of the Gabon estuary, there were the Mpongwé people (a sub-group that derives from the Myènè in Gabon), and they called the land 'Thé Yi Mpongwé' (the country of the Mpongwé), hence the name 'the bay of kings' (alluding to the Mpongwé kings). This site, used for the Kings' Bay project, was for the Mpongwé reserved for fishing. They had built a fishing village there, and its craftsmen passed on ancestral fishing techniques from generation to generation [142].



Figure 3.23. Port Mole of Libreville seen from above, before 1960 [142]



Figure 3.24. Port Mole of Libreville seen from above, 2013 [143]



Figure 3.25. Independence Boulevard, seen from above 2013 [144]

This new project, "Kings' Bay," which is in execution, must redevelop the seaside and create a marina, a botanical cornice, and a living space. It is placed on a site that was previously 9 hectares and then extended to the sea, with sand, stones, and earth, to obtain an area of 40 hectares. This project aims to be the living heart of the city, becoming the icon of Gabon. The government implied, Agence Nationale des Grands Travaux (ANGT), and the French urban and ecological landscape firm, LAND ART, wanted to highlight the accessibility of this site, given all the roads that converge at this place, such as the Triumphal Boulevard, the RN1, and the Independence Boulevard, and they also wanted to highlight the tradition and ecology of the plant self-purification technique of the waters of the watersheds that surround the central part of the project by promoting aquatic fauna [146]. This project is supposed to accommodate residences, offices, hotels, and shops [145]. Now the project is under the supervision of FMCT-Gabon (Facade Maritime du Champ Triomphal), which is a subsidiary of the Gabonese Strategic Investments Fund, specializing in urban planning and development and equipment.

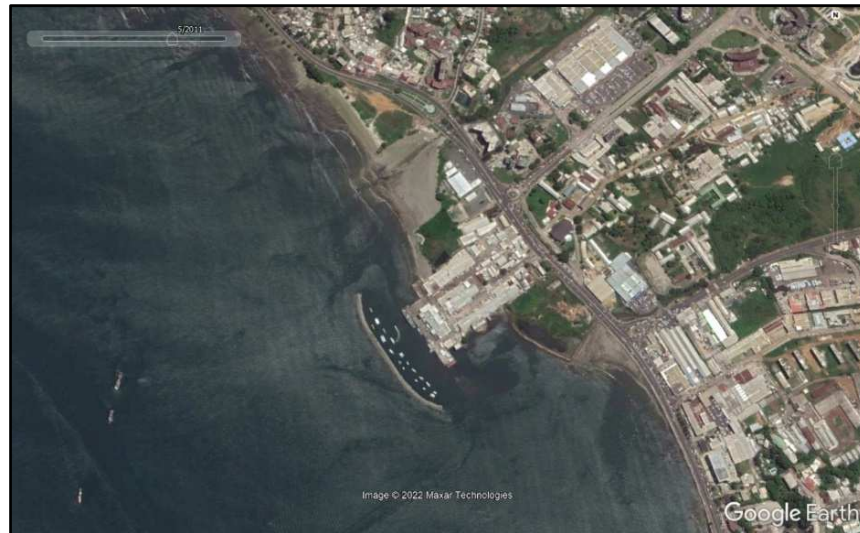


Figure 3.26. Port Mole of Libreville map, 2011, Google Earth Pro

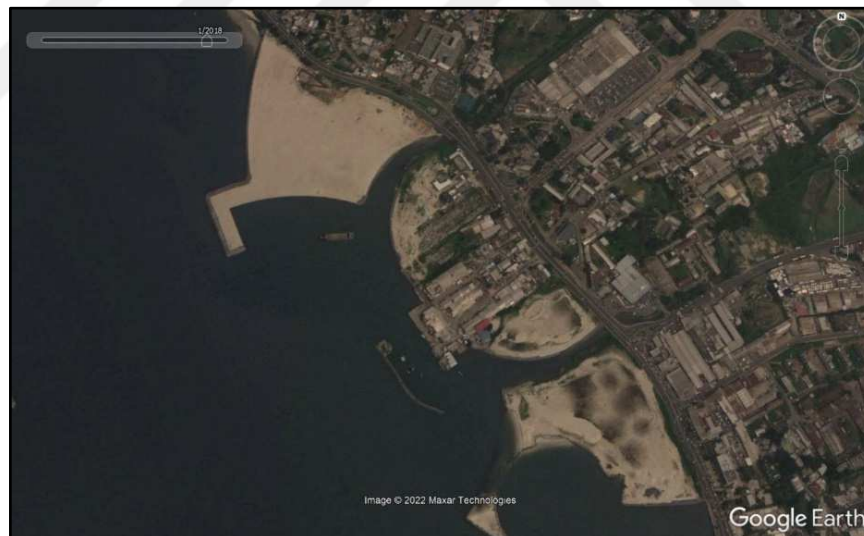


Figure 3.27. Port Mole of Libreville map, 2018, Google Earth Pro



Figure 3.28. Port Mole of Libreville map, 2021, Google Earth Pro



Figure 3.29. Port Mole Project; King's bay, started in 2014, estimated completion 2026

[146]



Figure 3.30. Port Mole Project; King's bay, site plan [142]

4. THE EVALUATION OF THE SURVEYS RESULTS

This research work is based on an online survey, some press releases made by the promoters of the project and the government authorities of Gabon, and all the various comments from both sides available to the public. The survey aims to be able to collect the opinions of all Gabonese living in Libreville, to be able to see what they think of urban regeneration in the recession, as is done today. The participants answered questions about a project that was chosen in Libreville, that of the 'Kings' Bay '. This was to emphasize community participation and the place of authenticity in an urban generation project in Libreville to preserve cultural heritage. The press releases are there to situate the progress of the project according to the initiators and promoters.

4.1. RESEARCH DATA AND ANALYSIS

In this work, we have identified various qualitative data to be able to identify what the authorities think or the agency in charge of the 'Kings' Bay ' project think. It should be noted that this project began in 2013 [142], four years after the 2009 presidential elections in Gabon. Since then, various pieces of information have circulated in the media to situate the population on the progress of the project (Table 4.1.). The Gabonese government, by initiating this project, which it has financed entirely since its initiation, had the primary goal of changing the urban landscape of the city of Libreville. This is to respect the campaign promise of the current president, Ali Bongo Ondimba, which was "Emerging Gabon by 2025" [147]. The FMCT, the agency in charge of the project, and the government have made multiple media appearances on this subject to reassure public opinion on the progress of the project.

Table 4.1. Table of the different media releases on the KINGS' BAY project

News agencies names	Media Release Dates	Article titles	Web References
Gabonactu	May 17, 2016	Libreville Marina is dead long live the Bay of Kings	La Marina de Libreville est morte vive la Baie des rois - (gabonactu.com)
L'union	May 18, 2016	Resumption of Works at Bay of Kings (Ex-Marina): A Business District, A Place of History	Reprise des travaux de la Baie-des-Rois (ex-marina) : Un quartier d'affaires, un lieu d'histoire Gabon économie (sonapresse.com)
Gabon Review	May 19, 2016	From "Triumphal Field" to "Bay of Kings": The Libreville Marina is changing its concept	De «Champ triomphal» à «Baie des Rois» : La marina de Libreville change de concept Gabonreview.com Actualité du Gabon
L'union	September 21, 2017	The Bay of Kings: The First Marketable Plots	La Baie des Rois : Les premières parcelles commercialisable Gabon économie (sonapresse.com)
Le Nouveau Gabon	July 15, 2021	Bay of Kings: Gabon is looking for operators to build an office and retail building	Baie des rois : le Gabon recherche des opérateurs pour construire un immeuble de bureaux et de commerce - Le Nouveau Gabon
Gabon Review	January 11, 2022	The Bay of Kings: Ali Bongo did not give up!	La Baie des Rois : Ali Bongo n'a pas laissé tomber ! Gabonreview.com Actualité du Gabon
Agence Ecofin	March 19, 2022	Gabon: FMCT raised FCFA 20 billion in bond loans on the financial market for the Bay of Kings construction site.	Gabon : FMCT a levé 20 milliards FCFA d'emprunts obligataires sur le marché financier pour le chantier de la Baie des rois (agenceecofin.com)
Medias241	August 2, 2022	The Bay Of Kings Is Connected To The Libreville Water Network.	SOCIÉTÉ: LA BAIE DES ROIS RACCORDÉE AU RÉSEAU D'EAU DE LIBREVILLE (medias241.com)
Medias241	August 9, 2022	The North Promenade Of The Bay Of Kings Has Its Grand Opening.	GRAND OPENING POUR LA PROMENADE NORD DE LA BAIE DES ROIS (medias241.com)
Gabon Review	August 19, 2022	The Bay of Kings: A controlled evolution	La Baie des rois : Une évolution maîtrisée Gabonreview.com Actualité du Gabon
Gabonactu	August 22, 2022	The North Promenade of "The Bay of Kings " is open to the public and investors.	La Promenade nord de la Baie des Rois ouverte au public et aux investisseurs - (gabonactu.com)

According to the FMCT's official brochure, the 'Kings' Bay ' project, which began in 2013, meets the specifications (Figure 4.1). On May 18, 2016, L'UNION, a pro-government public newspaper, published an article in which it said that the construction and redevelopment of the Port Môle in Libreville had suddenly stopped in 2014 due to budgetary restrictions [148]. In 2015, the government handed over the management of the project to FMCT, a subsidiary of the Gabonese Strategic Investment Fund, because their budget is estimated at 1050 billion CFA francs (1.6 billion euros) per year, or 78% of the Gabonese State's annual budget [149]. When the new general manager in charge of this public entity (FMCT) met with the press

after taking office in 2016, he stated that the northern phase of the project would take ten years, and work started immediately, according to Gabonactu, a pro-government online media outlet [150]. In September 2017, the newspaper union announced the completion of earthworks in the northern area of the project, which covers 12 hectares, or 30% of the project [151]. On the same day, the same daily newspaper reported the start of the project's central zone regeneration and fragmentation works.

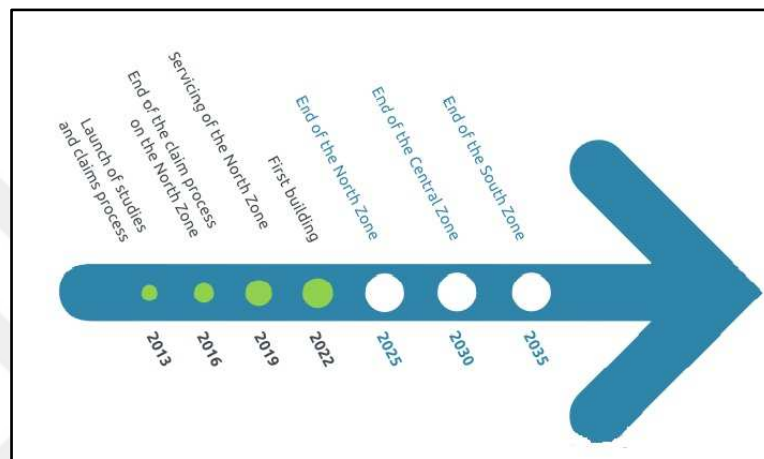


Figure 4.1. Different stages of construction of the project in time [142]

On September 21, 2017, the company in charge of the works announced that their service in the area would take 10 months longer [151]. In July 2021, after the fragmentation of the land in the northern and central areas of the project (Figure 4.3), the operators in charge of the construction of the project have made calls for applications for anyone interested in building, or buying a portion of land, in this newly cleaned up area, which is fragmented in some places. The construction criteria have been made public for any potential candidate, as have the available areas [152]. In 2022, after agreements between private partners (the candidates who came forward) and public partners, the project managers announced the launch of construction work on several buildings on the site [153].



Figure 4.2. Different development zones of the project [142]



Figure 4.3. Plan of the different plots available [142]

In March 2022, the project developers decided to orient the project more towards ecology. They decided that all the buildings that will be in the project will have a certified ecological footprint. They, therefore, set themselves the objective of reducing their environmental footprint, in terms of the consumption of water or energy, and also in the use of the construction materials used [154]. To this end, the authorities, in a public press conference, announced the delivery of part of the construction site of this vast urban area in August 2022 [155]. This part will constitute a one-kilometer-long promenade and modern commercial kiosks made of local wood and worked with the expertise of the best craftsmen in the country while identifying the culture. We cannot fail to mention that Gabon has renowned cutting-edge expertise in its African sub-region in terms of wood treatment. For the Gabonese, wood is sacred; it is what they hold most dear, and it is also how they communicate with their ancestors. To this end, an economic zone solely reserved for wood (Nkok Special Economic Zone) is located 22 km from the project area. This area is dedicated to the wood industry and contains over 85 wood-related businesses, all of which specialize in different aspects of wood processing. Moreover, many buildings in the project, as seen in figures 4.4, will be clad in wood.



Figure 4.4. Two examples of project buildings with local wood facades [142]



Figure 4.5. The northern area of the project is under construction. The pictures were taken on August 20, 2022, during the opening day of the north promenade

At the beginning of August 2022, the water and energy company of Gabon (SEEG) announced the start of work to connect the northern side of the project to the water network of the municipality of Libreville [156], to allow the site to be served by running water. Shortly thereafter, in the same month, the FMCT announced the opening of the one-kilometer-long boardwalk in the northern project area. For this, exhibitions made in Gabon, cultural, artistic, and artisanal know-how were at the rendezvous, followed by a great concert, where several Gabonese artists performed, and finally, a huge fireworks display for the inauguration of the promenade. Many Libreville residents, therefore, came to discover the mystery hidden behind this barrier, which dates back 9 years. The FMCT, very serene, did not hesitate to make a press release to say that the evolution is under control and that the project is undoubtedly following its specifications [157].



Figure 4.6. The northern promenade. The pictures were taken on August 20, 2022, during the opening day of the north promenade



Figure 4.7. The northern promenade, with some stands for exhibitions. The pictures were taken on August 20, 2022, during the opening day of the north promenade

The opinion of the FMCT (the government company in charge of the project) was mainly drawn from media reviews, pro-government daily newspapers, and press conferences of the project developers, because access to the site was banned, and any attempt to communicate with the developers resulted in a single response; *'we can't tell you more, we have said everything in the media and on our online sites (Société d'Aménagement Urbain (fmct-gabon.com))'*. Gabon is a very closed country in terms of information on public investments and the management of public heritage. Because of this, we focused our research on the online survey. This was done anonymously. A form Google survey to fill out was sent through all available social network accounts, mainly to Gabonese living in Libreville, then Gabonese influencers took over for the publications of the form on their different statuses, to encourage the population of Libreville to participate massively. The balance sheet of responses after six weeks online of the form has increased to 1009 respondents. The aim of

conducting this survey was to identify the opinions of Gabonese living in Libreville, without filter or fear of reprisals, on what they sincerely think of the 'Kings' Bay ' project.

4.2. THE SOCIO-ECONOMIC STRUCTURE OF THE ONLINE SURVEY RESPONDENTS

This Google Form survey, which was posted online and analysed below, began on June 22, 2022, and was completed on August 2, 2022. The sharing of the form is carried out in such a way that all Gabonese living in Libreville who use social networks can come across it. For this, the form has been sent to all accounts of Gabonese living in Libreville, at our disposal. Also, we have hired the services of Gabonese social media influencers, with thousands of subscribers, to relay the sharing and to display the form permanently on their different social media profiles. The results of these shares and publications gave us 1009 anonymous responses, which we gave ourselves the joy of interpreting and using statistical data.

The socio-economic questions in this survey serve to establish the age, gender, and social position of the participants. With these questions, we have the possibility of determining the type of person who was most interested in participating in this research work. The community of Libreville is diverse and varied; there are men, women, and children, of all ages, with different occupations. This survey must therefore have this mix of genders, individuals, or occupations to be able to have approximate answers on what different types of people think about the 'Kings' Bay ' project.

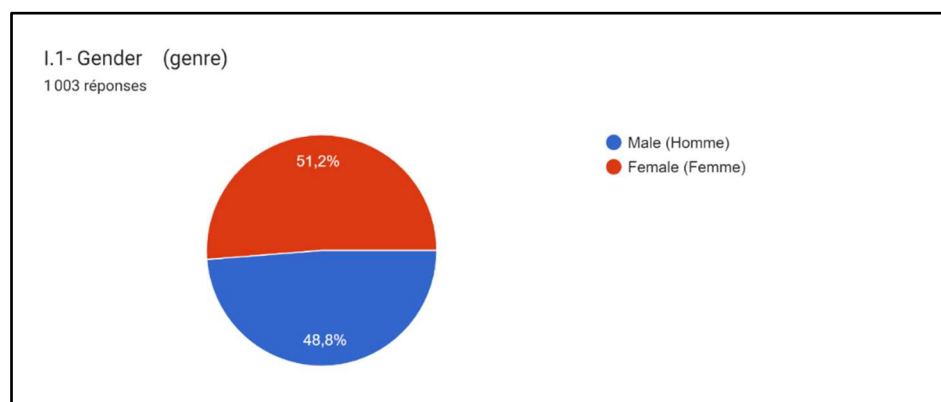


Figure 4.8. Survey RESPONSE Number I.1

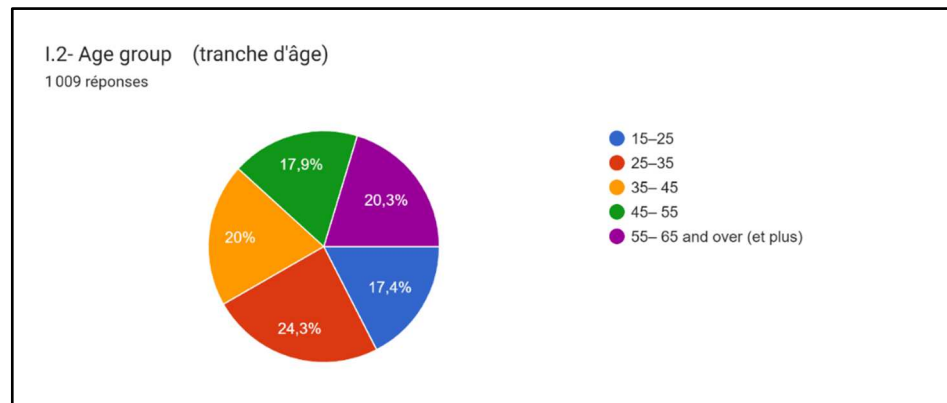


Figure 4.9. Survey RESPONSE Number I.2

The results of the google survey carried out to obtain the opinions of the population of Libreville on the 'Kings' Bay ' project were very interesting. We got 1009 responses, of which 48.8% were men and 51.2% were women. According to the results, the age group most interested in discussing this kind of subject and participating in talks is young people aged 25 to 35. This group of people is generally the most connected on social networks, which justifies the 24.3% they represent. They are followed by the 55 and above group, which represents 20.3% of the participants in this work. Next, we have the 35 to 45 and 45 to 55 age groups, which together represent 37.9% of the participants. The last group is the youngest, from 15 to 25 years old. They represent only 17.4% of the participants. This is ideal for this position because the youngest are frequently inexperienced or have their opinions compromised in Gabon.

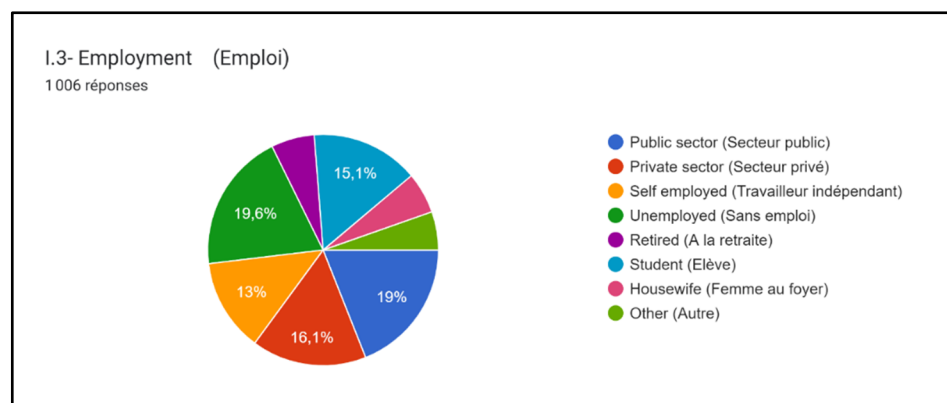


Figure 4.10. Survey RESPONSE Number I.3

In this survey, 19.6% of participants are unemployed. The unemployment rate has been at its highest since the country's independence. It exceeded 22% in 2021 [158]. It is important to know the social status of the respondents to know what can cause a group of people to respond in a certain way. Then, for the respondents, we have 19% who work in the public sector, and therefore are civil servants, 16.1% who work in the private sector, and 13% who are entrepreneurs. In addition to all these groups of workers and unemployed, we also have students, who are at 15.1%, pensioners, who are at 6.1%, and housewives, who are at 5.8%. Although we have 5.4% of the participants chose not to mention their occupations, we can say that the diversity of the participants' occupations will make it possible to obtain satisfactory conclusions in the analytical objective of this "Kings' Bay" project.

4.3. THE LENGTH OF THE RESIDENCY AND ATTACHMENT

The population of Libreville consists of several types of residents. Those who have always lived in the city and those who have just arrived, as specified in this research work, are important to see the level of attachment to the city. This data is also necessary to assess the consideration that everyone has for the urban development of the city. Some may be concerned about it, others may be less concerned, and some may even ignore the various city development projects, simply because they are not interested in them. This must be taken into account. In the urban regeneration projects that are being done today, community participation is very important. It plays one of the major roles in terms of authenticity. It is important to know to what extent the community of Libreville is involved in this project.

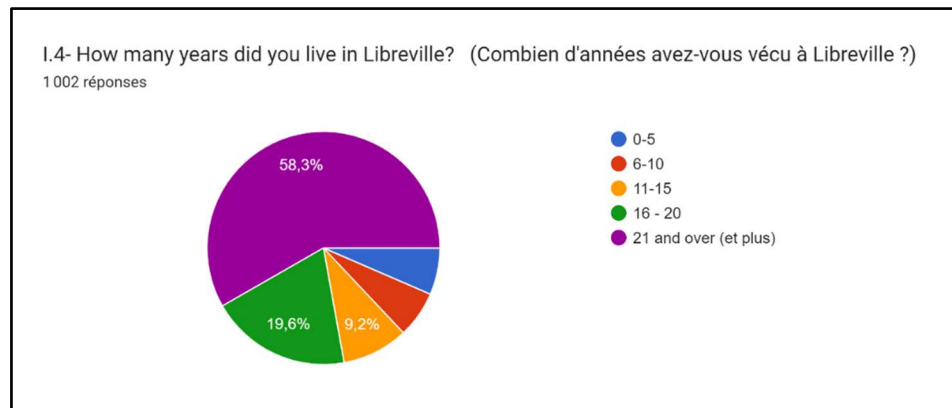


Figure 4.11. Survey RESPONSE Number I.4

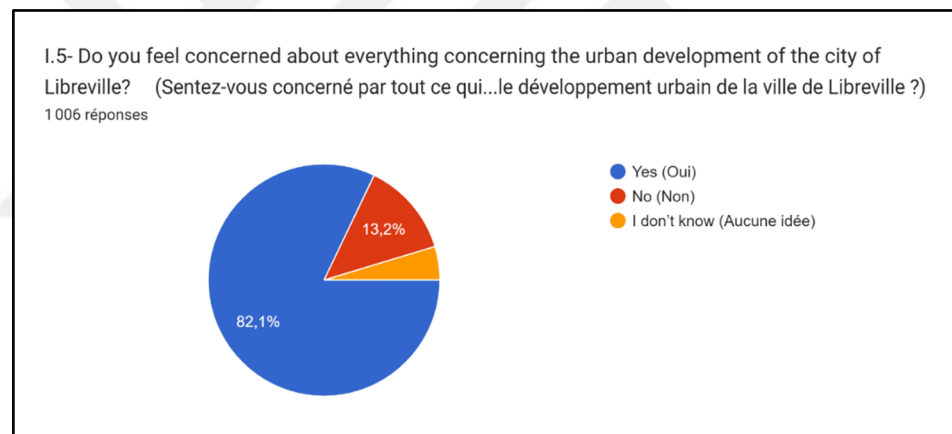


Figure 4.12. Survey RESPONSE Number I.5

In this research, 58.3% of people are over 21 years old in Libreville, compared to 19.6% of people who are between 16 and 20 years old in the city. These two categories of participants are more or less native to the city because of the number of years they have lived there. The 77.9% represented by these groups tell us that the vast majority of respondents are part of the population of Libreville. There are 6.5% of respondents under 5 years old in the city, 5.5% of respondents under 10 years old in the city, and 9.2% of respondents under 15 years old in the city. The twenty-two percent represented by these three groups of participants

cannot affect the general view of the population, which is what we are looking for in this work.

Several of the participants feel concerned about the urban development of the city, more precisely 82.1%. This high rate justifies the previous results, which show that it is indeed the Gabonese living in Libreville who participates in this work. Besides, we have 13.2% of people who say that they do not feel concerned by the urban development of the city. This may be due to several factors, such as the respondents not being from that city or the respondents avoiding meddling in state affairs.

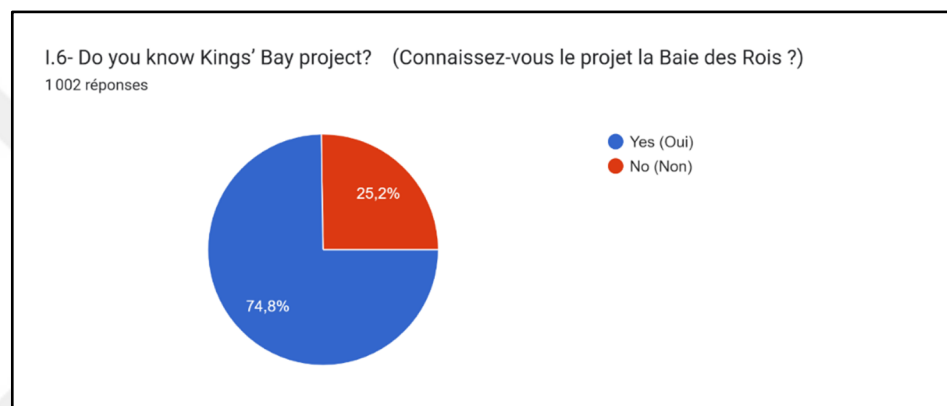


Figure 4.13. Survey RESPONSE Number I.6

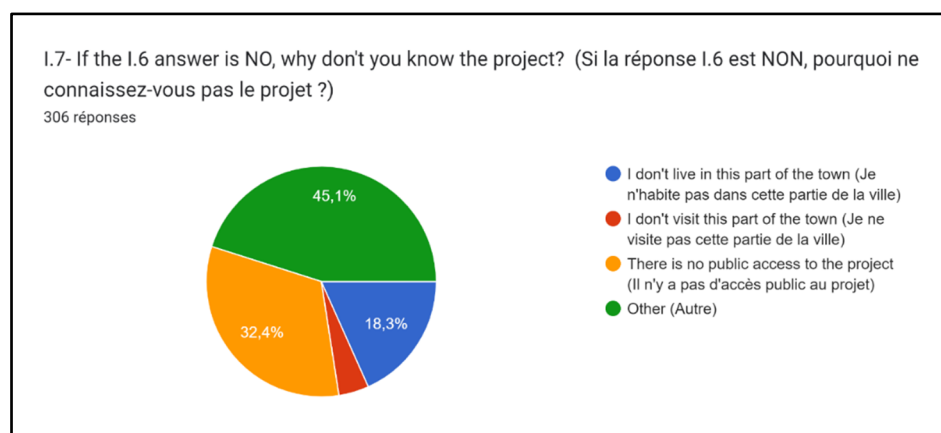


Figure 4.14. Survey RESPONSE Number I.7

Looking at the figures, we observe that 74.8% of the participants are aware of the project, which is very good for the progress of this work. We are dealing with people who know the site. They have certainly seen it before the start of construction work on the project and they have visited it. Twenty-five percent of the other participants do not know about the project. This could be due to several factors, but in any case, they could be useful by giving their point of view. This category of people finds 4.2% that do not know about the project because they do not visit the project area. And for the 18.3% of other participants who don't know about the project, they think it's because they don't live in that part of town. For others in the same situation, the answers are multiple.

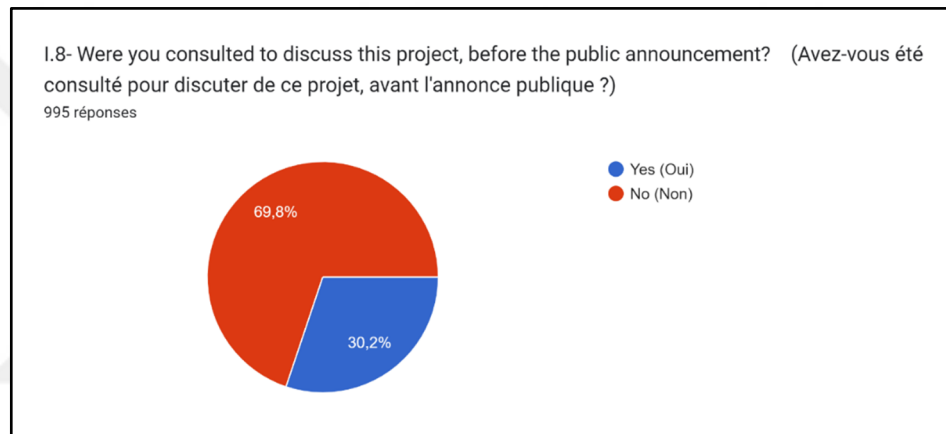


Figure 4.15. Survey RESPONSE Number I.8

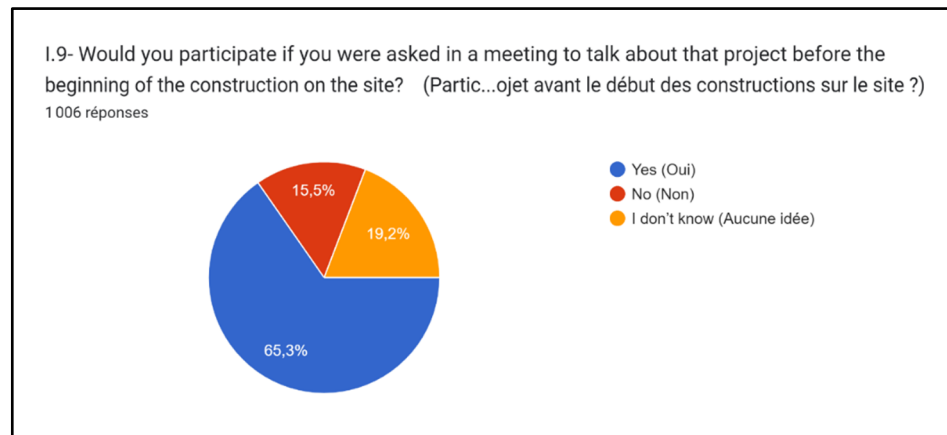


Figure 4.16. Survey RESPONSE Number I.9

From our estimates, almost 69.8% of the participants say they were not informed or consulted before the start of the work. On the other hand, 30.2% of participants admit to having been consulted for this project, even if there was no public announcement on this subject or open discussions on this subject. This may show partisan management of the city by the authorities or a way of giving certain privileges. It should be mentioned that Port Môle (the name of the project area before the project) was a very commercial port area. Most of the businesses found there were fish and seafood businesses. The question that all the participants ask themselves is whether, after this vast project, they will still find fish or seafood at Port Môle, or if there is, will the price per kilogram remain the same? They wondered while answering the question of whether they had been consulted to discuss the project. In this momentum, more than 65.3% of our participants admit to wanting to participate in this kind of charette, or meeting, to be able to discuss the future of their city while bringing their personal touch and their know-how. But a very small majority say they don't want to be part of this kind of activity about 15.5%, because they believe they have lost all faith in the state and just want to get away from anything that has to do with the state or the current government.

4.4. THE DESIGN OF THE PROJECT

The 'Kings' Bay ' project is above all an urban design project, with a well-defined 2D master plan, as well as a 3D view [142]. Only the design of the project can be commented on and delivered to everyone's appreciation. Since beauty, in a large sense, is relative, it is important to know what the community of Libreville thinks about the project, which they have seen so much of in 3D in the public media. In addition to this, it is also important to know what they think of the chosen site. We cannot talk about an urban regeneration project without mentioning the environment. The environmental changes of this century push any project to respect the environment first to have a future on this planet for generations to come. This research work must therefore be talked about. When we speak of urban regeneration projects, we implicitly refer to the management of land or a well-defined area of land. The land is the site of the project, so this is essential. Therefore, a question about its use is important to establish whether it was used efficiently. It also turns out that some things may be missing from the project to satisfy the local population. A question along these lines can be asked to see the level of satisfaction of the population vis-à-vis the project.

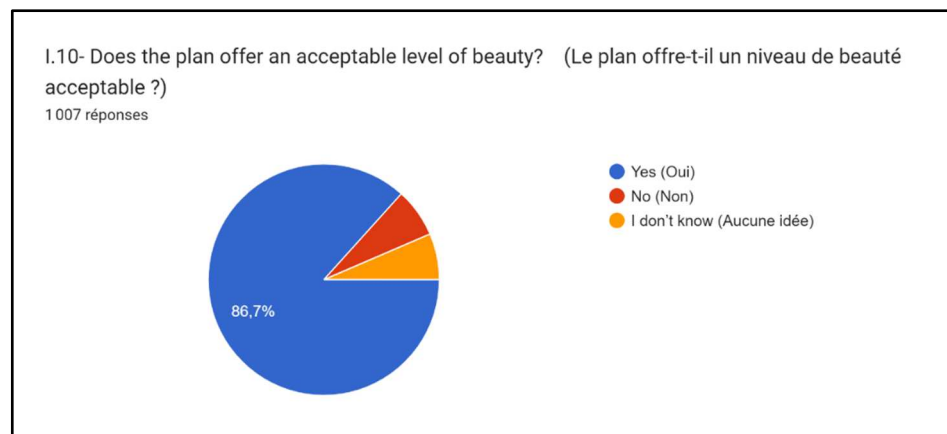


Figure 4.17. Survey RESPONSE Number I.10

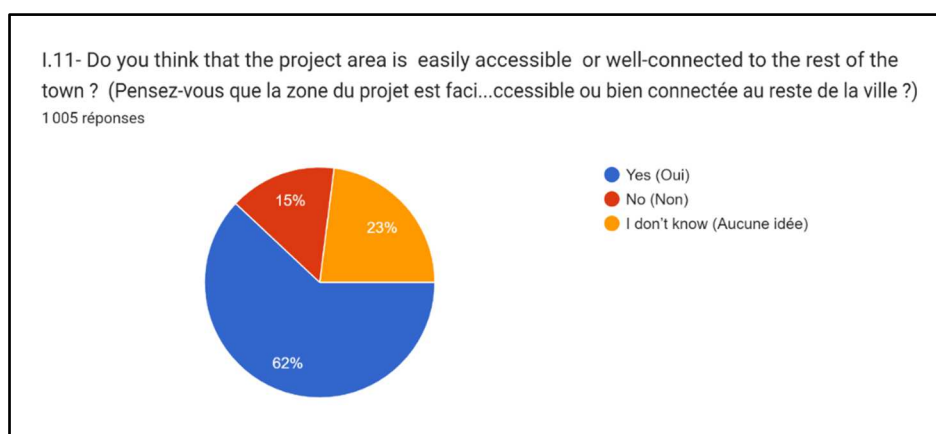


Figure 4.18. Survey RESPONSE Number I.11

The plan itself is very popular with the participants; Quatre-vingt six percent like it. This may be because most of the participants are very affected by all that they see as design circulating on social networks. It is important to note that the plan is the result of an international competition, and the winners have never come to Gabon and do not know Libreville or its inhabitants. There are also 6.9% of these participants who do not like the plan. They certainly have their reason, because, after all, design, like beauty, is relative, and therefore cannot be unanimous. The project area is in the heart of the city; it is connected to everything. In the case of accessibility, 62% find the project very accessible. But for 15%, he does not have it. As we saw above that a good number of the participants live far from the project and ignore the surroundings. Twenty-three percent of participants chose not to answer this same accessibility question.

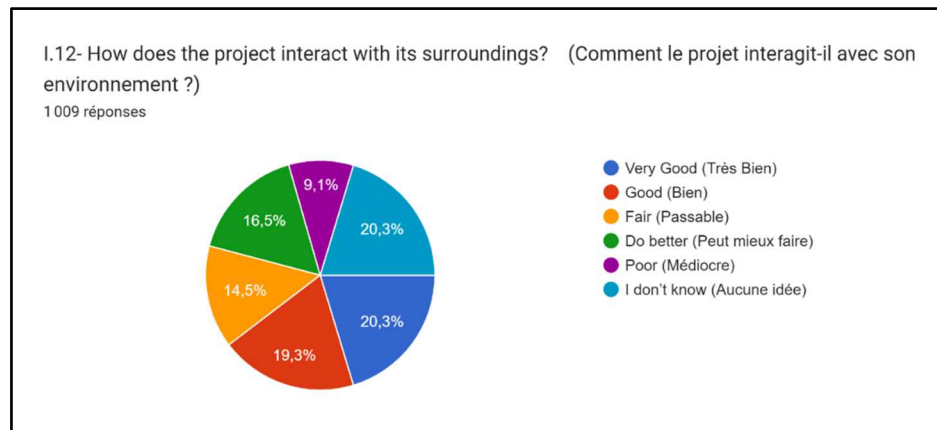


Figure 4.19. Survey RESPONSE Number I.12



Figure 4.20. View of the sand extraction area for the project in 2014, Google Earth Pro

For the surroundings interactions, the ideas are divided on how the project interacts with the environment. Many think it's fine about 20.3%, it's normal, many say to themselves that more efforts could still be made on this subject about 16.5%, and some say to themselves that the project does not interact with the environment about 9.1%, because, for them, the

project could suffice on the initial 9 hectares of the site. Some claimed that to remediate the additional 36 hectares, the project developers had to destroy a lot of marine ecosystems because they removed the sand that was used for remediation about 500 meters from the project area at sea, on the coast of Libreville (Figure 4.20.). This was done under the helpless eyes of the people, although several maritime defense NGOs from the country, where NGOs focused on the environment, demonstrated against it.

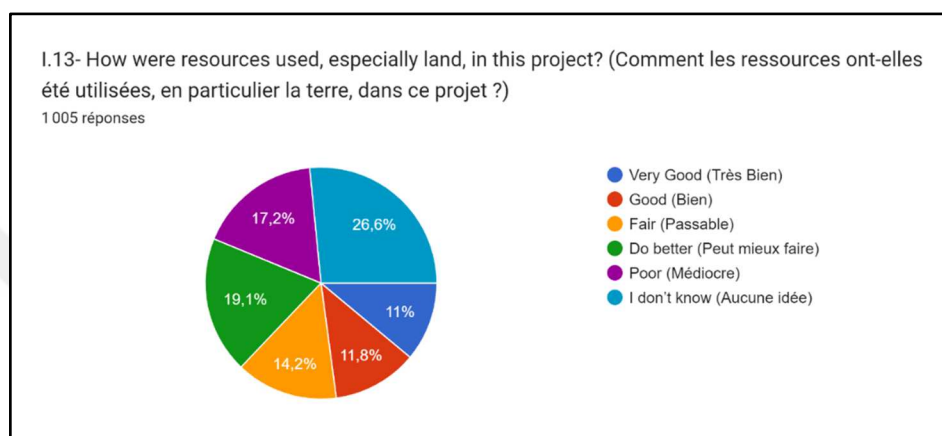


Figure 4.21. Survey RESPONSE Number I.13

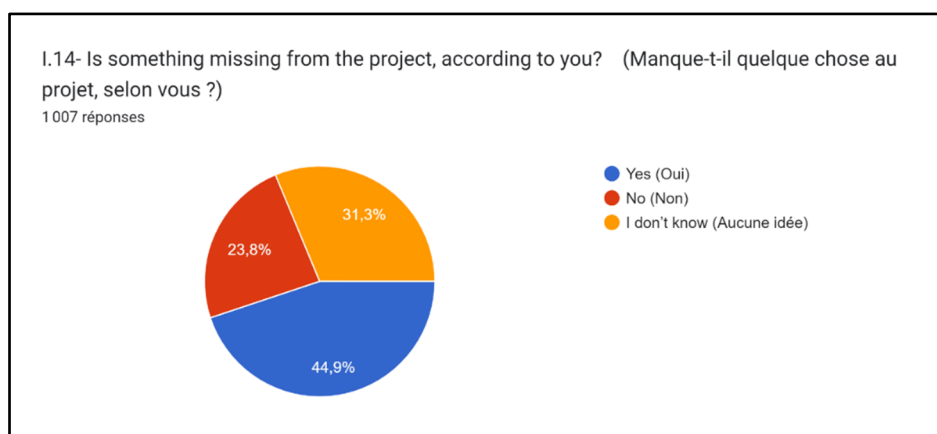


Figure 4.22. Survey RESPONSE Number I.14

In terms of resource management and therefore the land, many do not want to comment on this; it is 26.6% participating. They will probably reserve their comments for the end of the project. For eleven percent of the participants, the resources are very well managed, even the land. For fourteen percent, it is passable. On the other hand, for 19.1% of participants, it is that the developers of the project could do better, and for 17.2% it is a horror. The ecological damage done to the sea, as mentioned above, probably affects the opinion of these last two. The project is certainly underway, but some failures can already be felt. This is what 44.9% of participants admit. This shows the importance of involving all the stakeholders in the community. For twenty-three percent of participants, nothing is missing. For them, the developers have thought of everything, and as the project is in progress, 31.3% of participants choose not to comment on this issue.

4.5. THE AIMS OF THE PROJECT

In any project, there are well-defined objectives to be achieved. Both the client and the Gabonese government have objectives in mind for this project. For the local authorities, the objective of this project is to bring life to this urban area, which is very popular with motorists, while remaining traditional to maintain the history of the place and ecology for respect the climate [142]. Because it should be noted that Gabon made commitments under the climate agreement in Paris in 2015 [159]. The population of Libreville is well placed to be able to say whether these various objectives have been achieved, or could be achieved in this project.

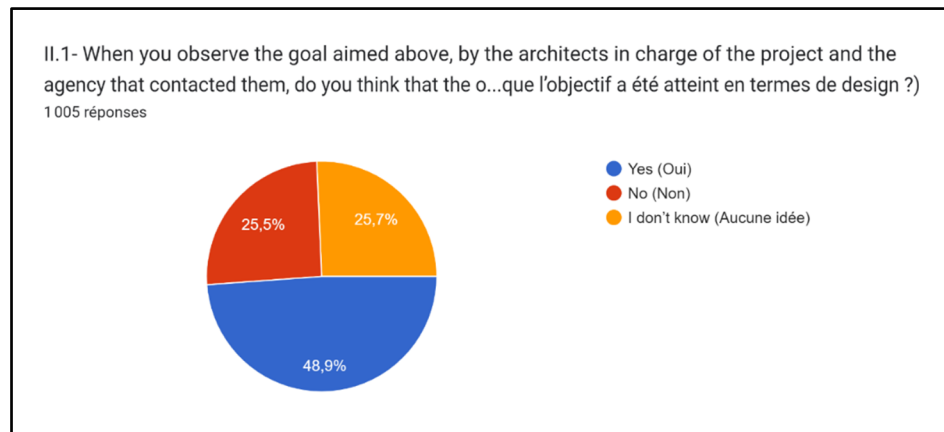


Figure 4.23. Survey RESPONSE Number II.1

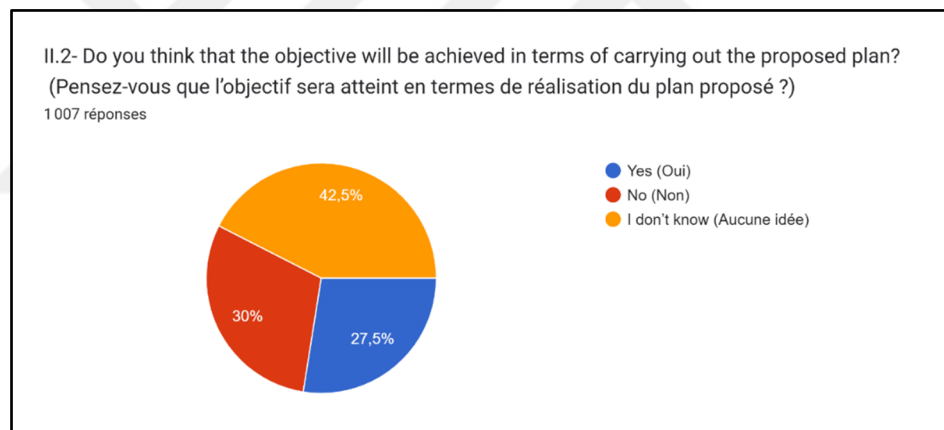


Figure 4.24. Survey RESPONSE Number II.2

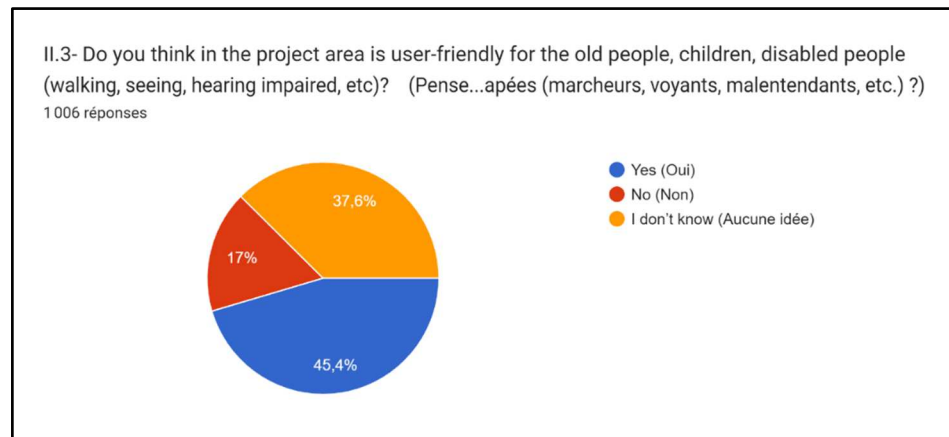


Figure 4.25. Survey RESPONSE Number II.3

For some, the objectives set by the designers have been achieved, about 48.9% think so while seeing the 3D model of the project. For the twenty-five percent of others, it was no, they believe that it is too early to comment on this. Most of the participants have ceased to believe in the state project. Thirty percent of the participants believe that the project will not achieve the objectives set, while 27.5% of others continue to believe in it. Forty-five percent of participants think that because of the accessibility of the project area, it could be friendly to the elderly, children, and handicapped. As in all societies, there are always differing opinions. A small group of 17% of participants believes that accessibility can be a problem for this sensitive group of people the children or the handicapped. For them, the area is very noisy with crowds and the noise of cars and people, and it can harm the health and safety of this sensitive and vulnerable group of people.

4.6. AUTHENTICITY IN THE PROJECT

One of the objectives to be achieved in this project, as desired by the authorities, is authenticity. In this project, the designers relied on the 500-year-old history of the place. Hence the name 'Kings' Bay ' is inspired by the 3 Mpongwé kings who reigned in the area before the colonizers [142]. Apart from highlighting the Mpongwé culture, the government also wanted a project that mixed all Gabonese cultures. The population of Libreville nowadays, with all the displacements of the villages towards the cities of the Gabonese

population, contains all the ethnic groups of the country, and therefore all the cultures of the country [135]. Each, for his part, should therefore recognize themselves or recognize their culture in the project. This must be part of the research questions to know if the objectives in terms of authenticity can be achieved in this project.

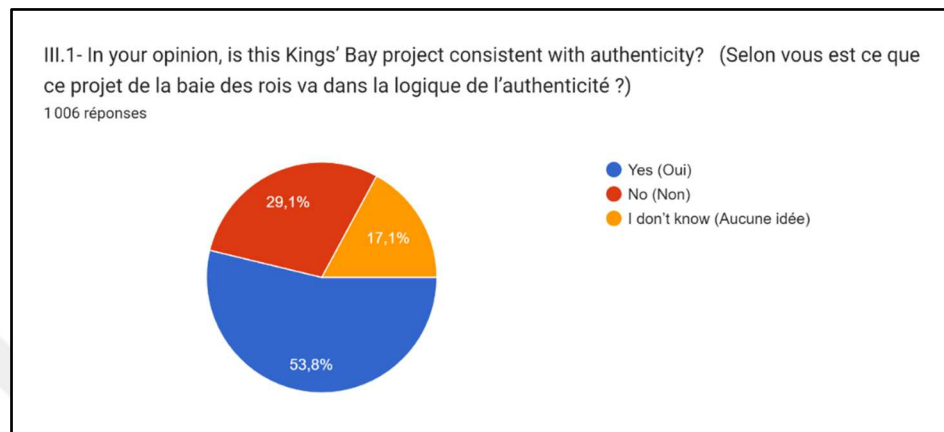


Figure 4.26. Survey RESPONSE Number III.1

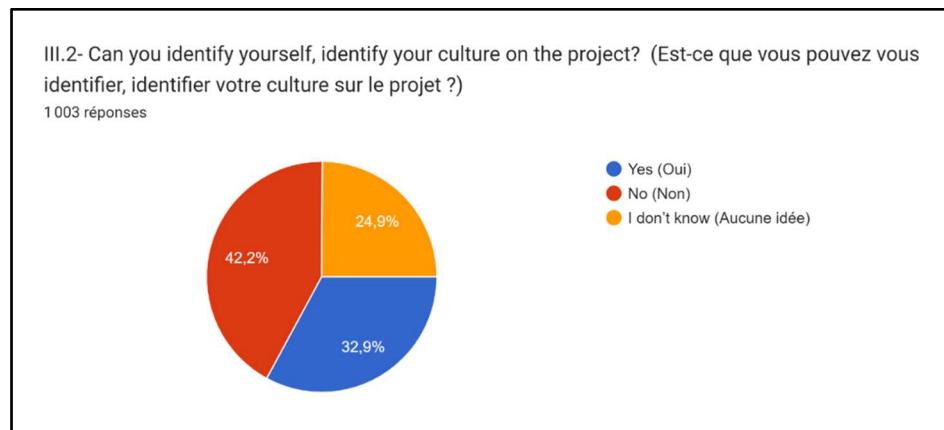


Figure 4.27. Survey RESPONSE Number III.2

The participants believe (53.8%) that this project is authentic. Especially those who lasted more than 21 years in Libreville. They believe that the project is unique, perhaps because it is the first time that such a vast project in urban regeneration with a waterfront is being

carried out in Libreville. For others, especially those who have been in the city for less than 15 years and have traveled a lot, the project has nothing authentic. For them, this kind of waterfront project can be seen anywhere in the world, in cities like Dubai, Istanbul, New York, London, and many more. Despite these two opposite opinions, 42.2% of the participants say that they do not identify culturally with the project, even a part of those who found the project authentic.

4.7. GENERAL PERSPECTIVE ON THE PROJECT

This project, like all others in urban regeneration, has the risk of gentrification. It is important to know if the project will reject the population, the existing traders on the site, or even if the cost of ownership in the area will increase. The population is very divided in its opinions on public investments. Many people are frightened by what will come out, because, in any case, the results will either positively or negatively change people's lives. The multiple advertisements on the model of the project and the press conferences to sell the idea of the project to the population have aroused curiosity among the inhabitants of Libreville. Many have waited impatiently for the opening to see if we can approach the 3D, which makes the opening of the project's North promenade on Saturday, August 20, 2022, a strong help in the advancement of this research work. The people of Libreville expressed their feelings freely and anonymously in this online survey.

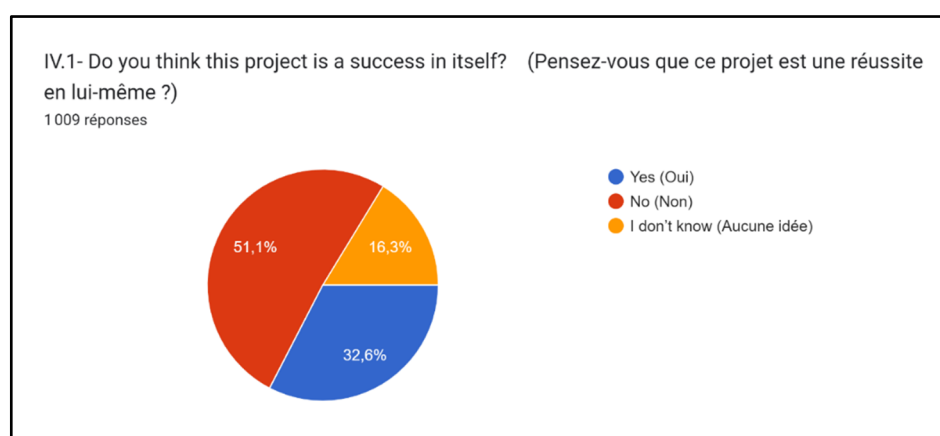


Figure 4.28. Survey RESPONSE Number IV.1

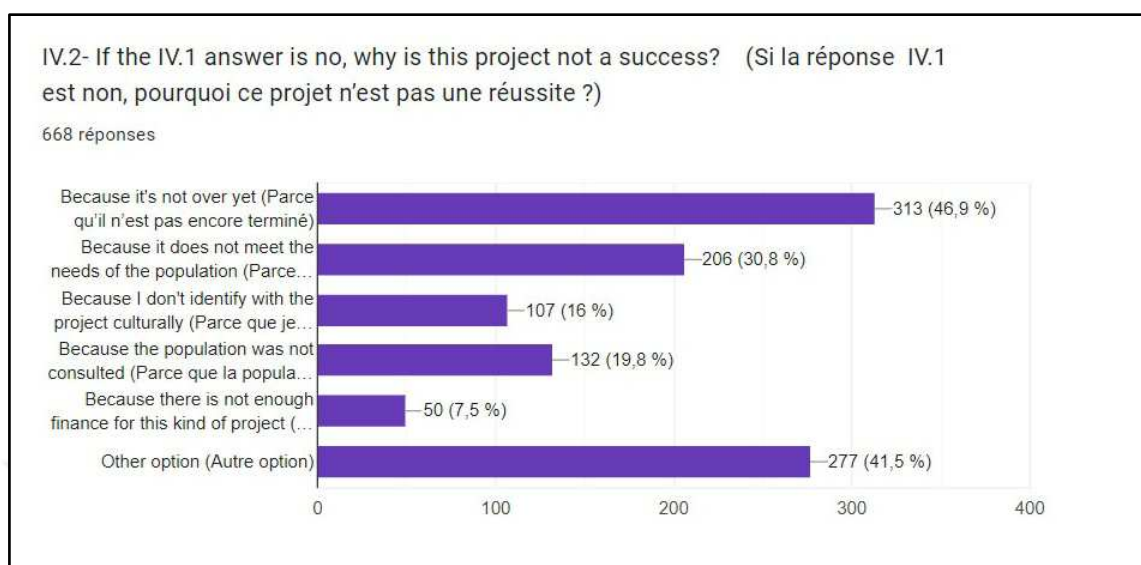


Figure 4.29. Survey RESPONSE Number IV.2

A strong majority of the participants (51.1%, about 516 people) say that they will never admit that the project itself is a success if the project is not yet finished. For this, the answers are divided. Some also say, at 30.8% (206 people out of 1009) that, the project cannot be a success because it does not meet the needs of the population. The question should be: has the government taken the trouble to study what the population needs before embarking on such a project? Some estimate at 16% (107 people out of 1009) that people do not identify with this project, and therefore, they do not identify it with their culture. For that reason, according to them, this project cannot be a success. The value of authenticity has a place of choice in the success of an urban regeneration project, without a doubt. The population of Libreville, by participating in this survey, said (132 people out of 1009) that the project could not be a success because they were not consulted. The notion of community participation comes back, but it did not seem to be a priority for the agency in charge. Sometimes the authorities may think that the population does not care about the state coffers or has little information on the financial realities of the country, but the case of Libreville is different because of these 857,000 inhabitants. Almost everyone knows each other, and information travels so quickly about everything and, that the government can't hide information about the financial realities of the country. This is why 7.5% (50 people out of 1009) of the

participants believe that the project cannot be a success because there is not enough money to finance this kind of project with the coffers of the state.

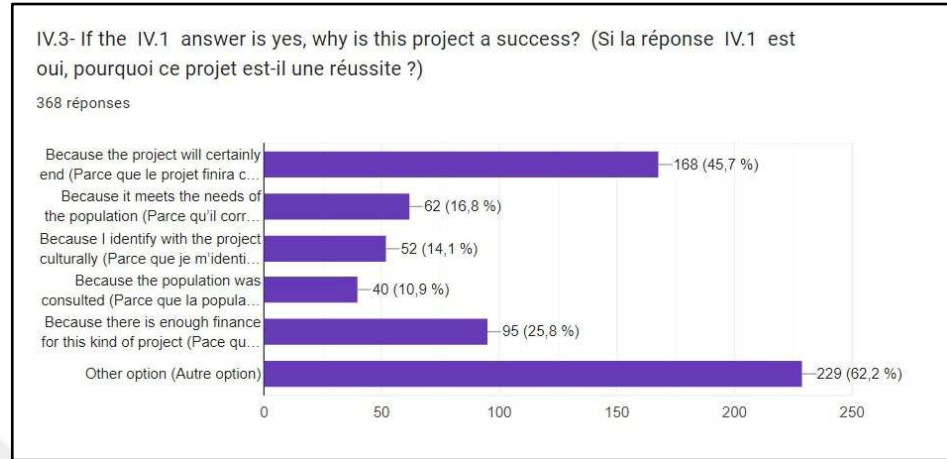


Figure 4.30. Survey RESPONSE Number IV.3

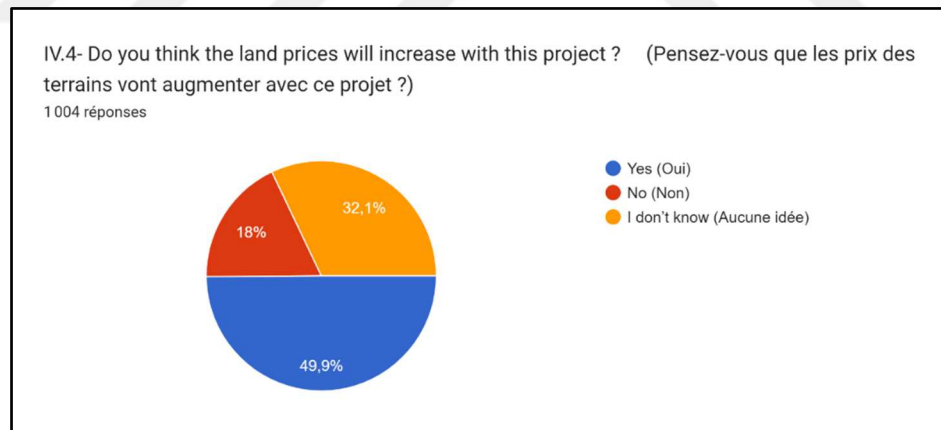


Figure 4.31. Survey RESPONSE Number IV.4

Looking at IV.3 question, 32.6% (329 people out of 1009) continue to believe that the project is a success in itself because for them it will certainly end. This was the answer of 168 people out of the 1009 respondents. Sixty-nine people out of 1009 think that we can say that the project meets the needs of the population, which is why for them it is a success. Other people, 52 out of 1009, manage to identify with the project culturally and consider it a success for

that reason. Some may consider the project a success because the population was consulted according to them. That's 40 people out of thousand and nine. Even more, 95 people out of 1009 respondents found that the budget of the country can finance this kind of project and that, from now on, it is this type of project that the Gabonese State should focus on, which is why it is a success for them.

A high percentage of participants believe that land prices will increase at the site or in the area after this project is completed. This is 49.9%, or 501 out of 1009. This is observed by the low number of Gabonese candidates, coming from Libreville, during the call for applications for land in the northern area of the project, launched by the FMCT on July 15, 2021 [160]. Some other participants say that prices will not increase by 18%. This response is probably due to the promises made by the authorities on this project, which some continue to believe. And the last category of participants, 32.1%, refuse to comment on this subject because of the probable increase in land prices in the project area.

4.8. CHAPTER CONCLUSION: A GENERAL POINT OF VIEW OF THE LOCAL POPULATION THROUGH SOCIAL NETWORKS.

After 9 years of waiting, the population of Libreville was finally able to see what was hidden behind the walls of the northern zone of the Baie des Rois project. For this, the comments were not long in coming. Several people were moved to discover if the dream or models so widely sold in pro-government or by the government media were a reality, which was approaching a normal rate of the final models, taking into account all the funds allocated to the project, those state coffers, and those borrowed from international banks.

According to the publications of "Je N'ai Pas Choisi d'être Gabonais, J'ai Juste De La Chance" [161], a Gabonese media outlet on Facebook, it has more than 32,565 subscribers, and more than 679 Gabonese rushed to give their opinion in 24 hours on the project and their feelings about it (Figure 4.32). For the vast majority of comments, the public felt a strong disappointment with the progress of the project. After 9 years of work, it's not what they expected to see. "Just a few aisles, stands, shelters, it's well below my expectations," said Yasmine Atouviang in her comment. For Mr. Urvis Mondanga, if after 9 years, we have

walkways, in 2035, we will surely have two buildings, and that with the same ovations as the marvelous inauguration, with a concert and fireworks.



Figure 4.32. Comments on the publications made by "Je N'ai Pas Choisi d'être Gabonais, J'ai Juste De La Chance", a Gabonese social media, on the project "La Baie des Rois", on Facebook, August 20, 2022, after the opening of the northern promenade [161]

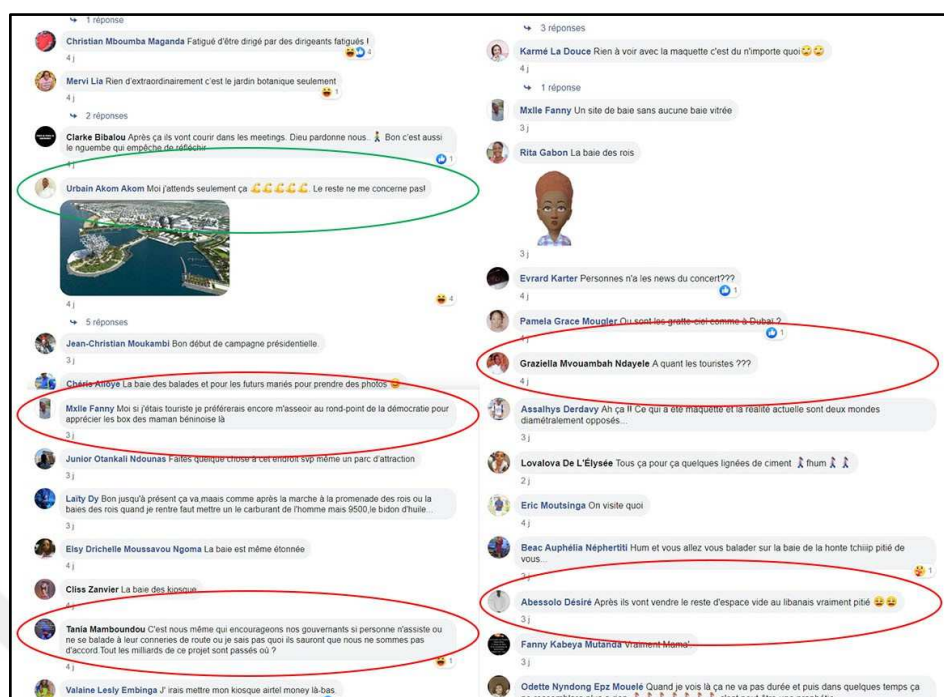


Figure 4.33. Comments on the publications made by "Je N'ai Pas Choisi d'être Gabonais, J'ai Juste De La Chance", a Gabonese social media, on the project "La Baie des Rois", on Facebook, August 20, 2022, after the opening of the northern promenade (a continuation)

[161]

Some of the comments express so much disappointment with the progress that we cannot list them all. Other comments, such as that of Mxile Fanny, mention different aspects to be taken into account. For Fanny, if she were a tourist, she would opt for a simpler visit to Libreville, like going to the small culinary shops in the street and eating local cakes. This brings out the desire that the local population has to show tourists what they have to offer, which is unique to them. Graziella Mvouambah, launched a heart cry, saying "where are the tourists, will they come one day?". Gabonese living in Libreville has strong doubts about whether the facilities will bring in tourists or evolve the urban perimeter to emergence, as the government had promised [161].

Other categories of people, more revolted, ask the government for a justification for the exorbitant funds invested in this project until now. They believe that the funds are not

justified. This is the case of Tania Mamboundou in her comment. Others say, after all these years, where are the skyscrapers that the government promised in these models? Through social networks, the population of Libreville expresses itself freely on the facts and the reality on the ground, as was the case with the commentary of Abessolo Désiré, who deplores the fact that the project does not benefit the Gabonese, but rather the Lebanese. The Lebanese already have many investments in the urban perimeter of the city of Libreville. Abessolo thinks that the FMCT will probably sell the parceled land to the Lebanese so that they can build on it because few are the Gabonese who will be able to afford the land at the amount they have fixed, or at the terms required [161].



Figure 4.34. comments on the project, from Yann_OB, a Gabonese blogger on Instagram, living in Libreville, with more than 12,900 subscribers [162]



Figure 4.35. Photos posted by "Je N'ai Pas Choisi d'être Gabonais, J'ai Juste De La Chance", a Gabonese social media, on the project "La Baie des Rois", on Facebook, August 20, 2022 [161]

In the videos, great was the amazement and joy that the children felt when they approached the signs to read the history of the site, which dates back 500 years. Or all the attention that the children had when the cultural artists exhibited their talent in the traditional fields, accompanied by traditional musical instruments, in which they spoke of the history of the site or the ancestors (Figure 4.35). But the comments are not only negative. The population is still divided in terms of opinions. Some like the project, although they are in the minority. They say it's new, its promoters, and they are very enthusiastic about the sequel. They also like the fact that the promoters require all visitors to respect ecological standards, such as the formal prohibition of plastic in the area. These were the comments of Yann_OB (2022), a Gabonese blogger living in Libreville, the day after he visited the site on August 21, 2022 (Figure 4.34) [162]. For people like Yann_OB, participating in this kind of project for their community is a privilege.

On Facebook again, the comment from a Libreville resident is more or less encouraging for the authorities, it is Urbain Akon Akon. Akon says, he is already happy with the opening of the promenade, and for the rest, he is impatient to see the project come to fruition, as on the model. Another junior, Elvis Nkoghe, may be less visionary. For him, the work done is already better than nothing, and he believes that it is already necessary to provide for the maintenance of the area [161]. Everyone has different opinions on this project. The inhabitants of Libreville all have an opinion, positive or negative, and facing them, they have an FMCT that ignores these opinions and refuses to take them into account. This is one of the things we remember from this project, such as the voluntary exclusion of the inhabitants of Libreville from the "Kings' Bay" project. The FMCT has its reasons. We would have liked to know its reasons and their point of view too, but their inaccessibility has left us hungry.

5. CONCLUSION

This work consisted of determining the practices that can be used to carry out urban regeneration projects in developing countries [19]. Throughout this literary exercise, a panoply of principles, examples, and case studies, already analyzed beforehand by certain scholars, have been further analyzed and mentioned, to support the various essential points of an authentic urban regeneration project. After an evasive argumentation of urban regeneration in general, its genesis, its process, and how it has been done in some countries in Europe or North America [11], this work is more focused on Libreville, the capital of Gabon, and more precisely on an urban development project in progress, which aims to be authentic and demographically diverse. This project is none other than that of "Kings' Bay" [146]. We thus analyzed and evaluated this urban area using an online Google form survey, which we shared and distributed on all social networks (WhatsApp, Instagram, and Facebook, to name a few) to various Gabonese or people residing in Gabon who wished to respond and participate in this work.

To develop this research work, our research questions were: how do developing countries conceive urban regeneration? Are there lessons taken from the failures of urban regeneration projects in developed countries? Are there any participatory approaches in urban regeneration projects in Libreville? Is there any authenticity and local culture embedded in tourism-led urban regeneration projects in Libreville?

By considering the research questions, this work answers the various questions by beginning to explain the foundations of urban regeneration from the beginning, in the 1950s, in its embryonic stage, which was called reconstruction, until today, when we speak of regeneration in recession [11], in developed countries. The lessons that developed countries have learned can serve as examples for developing countries. Because of everything that developing countries encounter today as a problem, developed countries have encountered it in the past and found solutions to it. This is why urban regeneration in developing countries is conceived as a solution both to enhance their heritage or their culture, which have been so stigmatized by Westerners, while at the same time solving social, economic, and environmental problems.

The research questions that concern Libreville has been answered based on the survey responses. According to this survey, it has been observed that in Libreville, urban regeneration is done differently when we compare it to the lessons learned from developed countries. It seems that these lessons have been of no utility to this city when we see the results of the online survey that we have analyzed. The townspeople were sidelined in the "Kings' Bay" project. The designers did not want to associate them with We have been able to observe this throughout this research work. The people of Libreville even say to themselves that if this project is completed, it will not be used to improve the well-being of the community. Yet this is the goal to be achieved in the vision of the success of an urban regeneration project. In urban regeneration, it is from the community or community participation that the project draws its originality. It is important to note that there are projects similar to the "Kings' Bay" project in several cities around the world. At these "waterfronts," as they are called, tourists are well served from all over the world. On the other hand, for tourists to be a little more interested in any project, the local community must contribute, through its expertise, through its ancestral knowledge, or urban cultural heritage, at a satisfactory level. This community participation will also be financially beneficial for the local population. The world is filled with multiple urban wonders: historic cities like Bologna and modern cities like Shanghai, all attractive to each other because of their identity [5]. The local population is the guarantor of cultural heritage. Local expertise makes a difference, attracts visitors, and generates income among the local population.

Developing countries lack adequate financial means to carry out large-scale projects, such as the complete construction of other cities to replace the existing ones, because of the non-planning of this one, or overpopulation, urban regeneration is perceived as a less costly solution to solve urban problems [103]. Certain countries that have more experience in the field, such as England, have established certain rules to be considered or taken into account when doing an urban regeneration project, such as establishing a long-term development strategy, making a project for people for the community, protecting and enhancing cultural heritage, establishing an interconnection between users and physical structures, using space efficiently, encouraging collaboration, making a sustainable and clean community, and promoting diversity. These should be principles to be respected in the "Kings' Bay" project in Libreville.

The population of Libreville does not recognize itself with the kings' bay project. People feel excluded, and even more, the disappointment they felt at the opening of the northern promenade of the project, could be observed on social networks. In SOHO, the community itself was the author of the changes that were happening in the district, because it was neglected by the public authorities [5]. The local community, by participating in the activities that precede the regeneration of an urban area or in the workshops that take place during the regeneration to make it more participative, feels involved in the project. For the population, the project will no longer be that of the state, the government, or any individual, but that of everyone. However, several participants in the survey on the "Kings' Bay" project wanted to participate in the project, but the opportunity was not offered. The shortcomings that the professional body cannot observe, simple individuals can.

This work is more oriented towards developing countries; it is about rethinking cities in developing countries, with their shortcomings and strengths, drawing inspiration from the examples of more advanced countries in this area. The material and financial resources in developing countries are very limited. That's why building buildings in urban zones is a permanent challenge, which means that sometimes the projects begin but do not come to an end because of budget deficits [148]. The priorities are so enormous with the poverty that plagues the neighborhoods and increases the urban space of poorly urbanized areas (i.e., the slums) [103]. Given that architecture in buildings, like urban design in an urban area, is a way to find solutions to design problems related to their fields of activity, authentic urban regeneration with community participation is therefore positioned as the main option in developing countries to solve all the problems related to urbanization [65]. Several case studies were mentioned in Europe and North America to see how urban problems were solved when they passed through financial difficulties in Europe or social crises in North America, to be able to identify the specific areas where urban regeneration should be directed.

Given the size of Africa in terms of superficies, we chose to focus our work on an African city, where access to data could be easy for our research. We, therefore, chose Libreville, the political capital of Gabon, and the flagship project submitted for our study is that of "King's Bay," one of the most criticized projects in the country. After analyzing the research on the side of the designers of the project, and given the inaccessibility of the data and the

questionnaires that we sent to their office, we will conclude that the project is in progress and on the right track. It is very authentic and meets the needs of the population. The "Kings' Bay" project is an urban regeneration project, given the massive destruction planned on the site of the former emblematic port area of Port Môle. For the designers, the project will also be ecological and will carry the Gabon brand on all the buildings in the project area (local wood) [142]. But we have to ask ourselves questions to know what the opinion of the population of Libreville is about that project. To this end, very interesting results from the survey done online help us to find out. Even so, many participants regret the fact that they were not contacted to discuss it before the work began. Some still believe that the project will not come to an end because it was stopped once because of a budget deficit, and it might be stopped again for the same reason. They do believe that such a project is not a priority, probably because of the current financial status of the country. Many questions are still unanswered, according to the population.

Finally, we are forced to believe that authentic urban regeneration is primarily aimed at society after seeing the various examples of successful urban regeneration, in an authentic vision to promote the local community [5], that we have mentioned throughout our literary exercise and after studying the urban regeneration project-in-progress implementation in Libreville (Kings' Bay). According to our observations, society must be at the center of all activities; it must participate in the sale of its expertise; the cultures in the regeneration area must be at the center of all activities [114]. The examples taught us that we do not regenerate for ourselves, as in architecture, it is not a question of making a design for ourselves, but of making it for a client and working for him to be part of the project so that he can have a feeling of belonging to the place. The client here is the population. Only they know what they want. They alone can determine the vision they wish to have culturally, economically, and even in terms of the environment and ecology. In that particular way of doing things, the tourists recognize the value of the place and rush to visit it. The economy and the environment must also be at the center of the priorities because, without financial resources, it is not possible to regenerate, and without an adequate environment, we will no longer speak of urban regeneration at all [69]. The path of authenticity in urban regeneration in developing countries is seen as the path par excellence that will serve both to solve problems of urban design and then bring a breath of fresh air to the economy because the tourism sector will have appreciated it.

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APPENDIX A

I- Survey Questions (Questions de sondage)

Redevelopment of the seaside : marina, botanical cornice, living spaces
(Réaménagement du bord de mer : marina, corniche botanique, espaces de vie)

(Ce formulaire est un sondage sur le projet 'la Baie des Rois'. Vous avez entre parenthèses le questionnaire en français.)
This form is a survey on the 'Kings' Bay' project. You have between brackets the questionnaire in French.

 [nguemaravel@gmail.com](#) (non partagé) [Changer de compte](#) 

I.1- Gender (genre)

☐ Male (Homme)

☐ Female (Femme)

Figure A.1. Survey question Number I.1

I.2- Age group (tranche d'âge)

☐ 15-25

☐ 25-35

☐ 35-45

☐ 45-55

☐ 55-65 and over (et plus)

I.3- Employment (Emploi)

☐ Public sector (Secteur public)

☐ Private sector (Secteur privé)

☐ Self employed (Travailleur indépendant)

☐ Unemployed (Sans emploi)

☐ Retired (A la retraite)

☐ Student (Elève)

☐ Housewife (Femme au foyer)

☐ Other (Autre)

Figure A.2. Survey question Number I.2, question Number I.3

I.4- How many years did you live in Libreville? (Combien d'années avez-vous vécu à Libreville ?)

☐ 0-5

☐ 6-10

☐ 11-15

☐ 16 - 20

☐ 21 and over (et plus)

I.5- Do you feel concerned about everything concerning the urban development of the city of Libreville? (Sentez-vous concerné par tout ce qui concerne le développement urbain de la ville de Libreville ?)

☐ Yes (Oui)

☐ No (Non)

☐ I don't know (Aucune idée)

Figure A.3. Survey question Number I.4, question Number I.5

I.6- Do you know Kings' Bay project? (Connaissez-vous le projet la Baie des Rois ?)



☐ Yes (Oui)

☐ No (Non)

Figure A.4. Survey question Number I.6

I.7- If the I.6 answer is NO, why don't you know the project? (Si la réponse I.6 est NON, pourquoi ne connaissez-vous pas le projet ?)



- ☐ I don't live in this part of the town (Je n'habite pas dans cette partie de la ville)
- ☐ I don't visit this part of the town (Je ne visite pas cette partie de la ville)
- ☐ There is no public access to the project (Il n'y a pas d'accès public au projet)
- ☐ Other (Autre)

Figure A.5. Survey question Number I.7

I.8- Were you consulted to discuss this project, before the public announcement? (Avez-vous été consulté pour discuter de ce projet, avant l'annonce publique ?)



☐ Yes (Oui)

☐ No (Non)

Figure A.6. Survey question Number I.8

I.9- Would you participate if you were asked in a meeting to talk about that project before the beginning of the construction on the site? (Participeriez-vous si on vous demandait, a une réunion pour parler de ce projet avant le début des constructions sur le site ?)



- ☐ Yes (Oui)
- ☐ No (Non)
- ☐ I don't know (Aucune idée)

Figure A.7. Survey question Number I.9

I.10- Does the plan offer an acceptable level of beauty? (Le plan offre-t-il un niveau de beauté acceptable ?)



- ☐ Yes (Oui)
- ☐ No (Non)
- ☐ I don't know (Aucune idée)

Figure A.8. Survey question Number I.10

I.11- Do you think that the project area is easily accessible or well-connected to the rest of the town ? (Pensez-vous que la zone du projet est facilement accessible ou bien connectée au reste de la ville ?)



- ☐ Yes (Oui)
- ☐ No (Non)
- ☐ I don't know (Aucune idée)

Figure A.9. Survey question Number I.11



I.12- How does the project interact with its surroundings? (Comment le projet interagit-il avec son environnement ?)

- ☐ Very Good (Très Bien)
- ☐ Good (Bien)
- ☐ Fair (Passable)
- ☐ Do better (Peut mieux faire)
- ☐ Poor (Médiocre)
- ☐ I don't know (Aucune idée)

I.13- How were resources used, especially land, in this project? (Comment les ressources ont-elles été utilisées, en particulier la terre, dans ce projet ?)

- ☐ Very Good (Très Bien)
- ☐ Good (Bien)
- ☐ Fair (Passable)
- ☐ Do better (Peut mieux faire)
- ☐ Poor (Médiocre)
- ☐ I don't know (Aucune idée)

Figure A.10. . Survey question Number I.12, question Number I.13

I.14- Is something missing from the project, according to you? (Manque-t-il quelque chose au projet, selon vous ?)

- ☐ Yes (Oui)
- ☐ No (Non)
- ☐ I don't know (Aucune idée)

Figure A.11. Survey question Number I.14

II.1- When you observe the goal aimed above, by the architects in charge of the project and the agency that contacted them, do you think that the objective has been achieved in terms of design? (Quand vous observez le but visé ci dessus, par les architectes en charge du projet et l'agence qui les a contactés, pensez-vous que l'objectif a été atteint en termes de design ?)



- ☐ Yes (Oui)
- ☐ No (Non)
- ☐ I don't know (Aucune idée)

Figure A.12. Survey question Number II.1

II.2- Do you think that the objective will be achieved in terms of carrying out the proposed plan? (Pensez-vous que l'objectif sera atteint en termes de réalisation du plan proposé ?)

☐ Yes (Oui)

☐ No (Non)

☐ I don't know (Aucune idée)

II.3- Do you think in the project area is user-friendly for the old people, children, disabled people (walking, seeing, hearing impaired, etc)? (Pensez-vous que la zone du projet est conviviale pour les personnes âgées, les enfants, les personnes handicapées (marcheurs, voyants, malentendants, etc.) ?)

☐ Yes (Oui)

☐ No (Non)

☐ I don't know (Aucune idée)

Figure A.13. Survey question Number II.2, question Number II.3

III- Authenticity in urban design (Authenticité dans le design urbain)

(En architecture, comme en design urbain, l'authenticité c'est l'originalité, la valeur ajoutée, qui fait d'un lieu où d'un bâtiment un endroit unique. Pour beaucoup de lieux, l'originalité peut venir de la culture, comme pour la plupart des pays d'Afrique subsaharienne, dont le Gabon.)

In architecture, as in urban design, authenticity is the originality, the added value, which makes a place or a building unique. For many places, originality can come from culture, as for most countries in sub-Saharan Africa, including Gabon.

III.1- In your opinion, is this Kings' Bay project consistent with authenticity?
(Selon vous est ce que ce projet de la baie des rois va dans la logique de l'authenticité ?)

☐ Yes (Oui)

☐ No (Non)

☐ I don't know (Aucune idée)

Figure A.14. Survey question Number III.1

III.2- Can you identify yourself, identify your culture on the project? (Est-ce que vous pouvez vous identifier, identifier votre culture sur le projet ?)

☐ Yes (Oui)

☐ No (Non)

☐ I don't know (Aucune idée)

Figure A.15. Survey question Number III.2

IV- Last chapter of the Survey Questions (Dernier chapitre des questions du sondage)

IV.1- Do you think this project is a success in itself? (Pensez-vous que ce projet est une réussite en lui-même ?)



- ☐ Yes (Oui)
- ☐ No (Non)
- ☐ I don't know (Aucune idée)

Figure A.16. Survey question Number IV.1

IV.2- If the IV.1 answer is no, why is this project not a success? (Si la réponse IV.1 est non, pourquoi ce projet n'est pas une réussite ?)

- ☐ Because it's not over yet (Parce qu'il n'est pas encore terminé)
- ☐ Because it does not meet the needs of the population (Parce qu'il ne correspond pas aux besoins de la population)
- ☐ Because I don't identify with the project culturally (Parce que je ne m'identifie pas au projet culturellement)
- ☐ Because the population was not consulted (Parce que la population n'a pas été consulté)
- ☐ Because there is not enough finance for this kind of project (Pace qu'il n'y a pas assez de finance pour ce genre de projet)
- ☐ Other option (Autre option)

Figure A.17. Survey question Number IV.2

IV.3- If the IV.1 answer is yes, why is this project a success? (Si la réponse IV.1 est oui, pourquoi ce projet est-il une réussite ?)

- ☐ Because the project will certainly end (Parce que le projet finira certainement)
- ☐ Because it meets the needs of the population (Parce qu'il correspond aux besoins de la population)
- ☐ Because I identify with the project culturally (Parce que je m'identifie au projet culturellement)
- ☐ Because the population was consulted (Parce que la population a été consulté)
- ☐ Because there is enough finance for this kind of project (Pace qu'il y a assez de finance pour ce genre de projet)
- ☐ Other option (Autre option)

IV.4- Do you think the land prices will increase with this project ? (Pensez-vous que les prix des terrains vont augmenter avec ce projet ?)

- ☐ Yes (Oui)
- ☐ No (Non)
- ☐ I don't know (Aucune idée)

Figure A.18. Survey question Number IV.3, question Number IV.4