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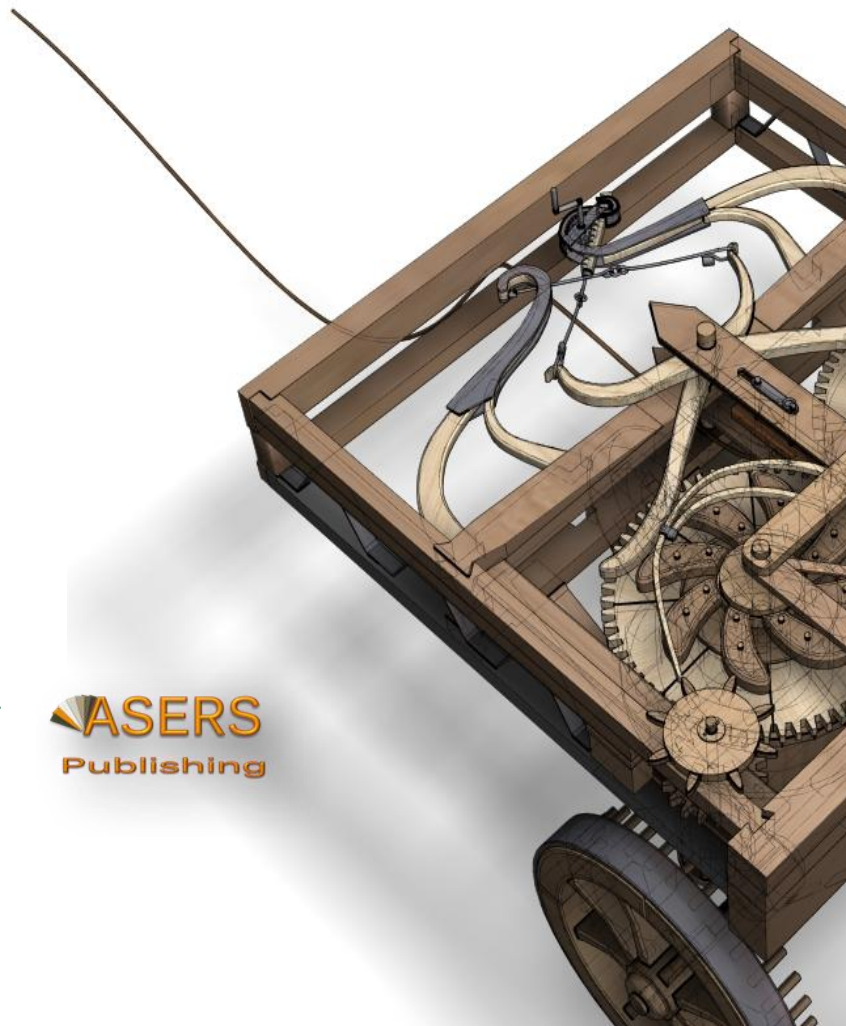
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Elements of the Historical Model City in the Structures of Selected Tourist European Coastal Cities

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Abstract: This paper analyzes selected coastal tourist cities in the Mediterranean region and the Canary Islands. Selected cities were compared with the features of a historical city verified as model cities according to the author's specific methodological key.

As part of the application part, a far-reaching relationship between the above two groups of cities was observed and emphasized. The fact of this relationship creates an extremely favorable situation for the development of the tourism industry, as it introduces a synergistic effect for the development of cultural tourism.

There is a complementary enrichment of both basic functions and forms of tourism - between active tourism and cultural tourism. This phenomenon may result in an additional extension of the tourist season, which is an invaluable value for hoteliers, restaurateurs and service providers.

Keywords: theories of city construction; theory of urban space; tourist seaside cities; UNESCO World Heritage List.

JEL Classification: R11; R12; R14; R30; R51; R58; Q56; P28; O52; N93; N94.

Introduction

The research problem defined in the article can be characterized as follows:

According to the authors, among the coastal tourist cities of the Mediterranean basin, two groups of cities can be distinguished: historical (operating for over 200 years) and contemporary. Both of these groups develop - according to the authors - in different ways. Modern seaside tourist cities are characterized in their functional and spatial structure by the dominance of commercial and tourist functions, especially in the waterfront area, *i.e.* water fronts. However, historical cities develop differently. There is no such strong dominance of the tourist function in the waterfront area. In many countries in the area, this is facilitated by conservation restrictions on historic urban layouts. However, they are no longer able to stop the strong commercial and tourist pressure that is intensively developing in the historic downtown areas of these cities.

The authors of this article decided to analyze this second phenomenon regarding the interdependence of historical structures and the contemporary tourist functions accompanying them. To achieve this, the authors decided to use the subjective, original concept of a model city in the article. Therefore, when analyzing the introduction of the concept of a model city, it should be noted that it is a term close to the concept of an ideal city in the field of urban design, which assumes the search for the best solutions - both theoretical and practical in the area of building multi-aspect urban activities and structures. This topic is widely described in the literature on the

ideal city. However, by introducing the concept of a model city - although much less common in literature - the authors avoided the purely theoretical concepts often associated with the concept of an ideal city. The author's idea was to define a formula that would include only examples of complete cities.

The selection of examples of cities recognized by the authors as model cities was determined by their triple verification - first of all, they were realized concepts, not utopian; secondly, they had a high position in the literature on the subject; thirdly, they are on the UNESCO World Heritage List.

According to the authors, a model city should be subordinated not only to aesthetic factors, but also to economic, social and political ones. The article attempts to isolate the features of a model city, assuming their repeatability in the case of research on historical tourist seaside cities today. Five cities were selected for a detailed analysis out of 15 cities located in the coastal belt of the Mediterranean Sea and the Canary Islands area, which met - apart from the model city formula - criteria regarding tourist efficiency, high tourist traffic and - met population indicators below 500,000 inhabitants. In this way, the following were selected: Italian Venice, Greek Chania, Spanish Palma de Mallorca, Cypriot Larnaca and Croatian Dubrovnik. Unfortunately, Malaga had to be omitted from the analysis due to too many inhabitants.

Cities with high tourist intensity were searched for. Historic cities were selected for analysis, *i.e.* those with over 200 years of history and well-developed tourist space.

In turn, the measure used to determine this tourist efficiency was the number of accommodation places and the number of tourists using them.

In the case of the analyzed tourist cities, they were in most cases historical cities, so tourist functions dominated and took over the previous functions of the analyzed cities. Many of these historical cities are characterized by rich architecture, cultural and historical values, which significantly increases tourist attractiveness and allows you to create a tourist offer based on cultural values.

The research question posed was whether there is a correlation between the functional and spatial features of a tourist city shaped in a historical perspective and its functional and spatial structure today with the dominant role of tourism - the next question, as a consequence of the answer to the first one, is whether, and if so, how wide and how numerous these analogies will be. This article is innovative because it offers a new perspective on the development and promotion of tourist cities that base their value on cultural heritage. Interesting architecture can attract tourists, and combined with the cities' coastal location, it offers a full range of both natural and cultural assets, which differentiates such a destination in terms of inbound tourism. The study is important for the tourism sector, which has been experiencing continuous growth for the past four years, and competition in the inbound tourism market is very intense.

1. Analysis of Literature on the Tourist City

Moving on to the analysis of the literature on the subject, attention should be paid to a number of items, although slightly older, but still very important for the area of research. A. Matczak (1989) analyzed the problems of examining the tourist function of cities. J. Warszyńska and A. Jackowski (1978) indicated that tourist towns are 'spatial units in which tourism is the dominant form of economic activity, commonly referred to as units with a tourist function...' However, according to R. Baretje and P. Defert (1972), tourist towns are characterized by a high share of employment in services and trade related to tourist services. In small towns, the tourist function has a high chance of gaining a dominant position, which it is unlikely to achieve in large cities (Matczak, 1989).

In recent years, research on tourist cities has been carried out by M. Boivina and G. A. Tanguay (2019), examining the determinants and attractiveness of urban tourism in Quebec and Bordeaux. Analysis based on surveys showed that tourists recognize attractiveness at four levels (context, tourist belt, complementarity, attraction and tourist center). Secondly, elements related to the tourist belt, such as public spaces and the urban environment, are perceived as most important. In order to stimulate tourist attractiveness, the promotion of tourist cities should emphasize the elements related to the "tourist belt". They recommended including tourism in city planning strategies. M. Rodrigo, I. Ajala and A. K. Irhanida (2025) try to modify tourism life cycle model to check the health preparedness at tourism destinations.

The work of R. Shaykh-Baygloo (2019) analyzed tourists' experiences and their satisfaction, as well as a structural model on the example of the city of Shiraz in Iran. A positive impact of attractions on good feelings towards the host city was demonstrated, and tourists' attachment to the tourist destination correlated with the level of satisfaction with their stay.

According to research conducted by T. Teichert, H. Sun, C. Gonz'alez-Martel (2021), city trips provide travelers with various experiences thanks to attractions. The authors examined the sequence of effects related to the 'tourist experience' and assessed the so-called the effect of tourism fatigue. However, I. Mohammed, B. D.

Guilletbo and R. Law (2019) analyzed the prices of hotel rooms offered via the Internet, where the pricing policy was based on demand (Mohammed, Guillet, Law, 2019).

Tourism in large cities was studied by A. O. J. Kwok, E. Y. T. Chew (2017) on the example of the city of Sendai in Japan. The city is located 95 km from the Fukushima nuclear power plant damaged by the tsunami, which prompted the authorities to launch a new 'Gambaro!' campaign. Sendai' so that tourism can revive in this city.

The functioning of tourist cities during the COVID-19 pandemic was analyzed by J. Kowalczyk-Anioł and R. Pawlusiński R. (2021). At the beginning of the pandemic, many hotels provided hotel services for medical staff (Napierała, Leśniewska-Napierała, Burski 2020) or were isolation places for infected patients. Hotels in many tourist cities provided meals to medical staff (*Rynek gastronomiczny w Polsce*, 2020) or provided catering services by delivering ordered meals. During the two years of the pandemic, tourist cities were forced to limit hotel operations during the peak waves of COVID-19 virus activity, and when the pandemic situation allowed, they enabled the functioning of the tourism industry and the implementation of the summer tourist season (McCartney 2020; McCartney *et al.* 2021). The fact that tourism activities were limited during the pandemic was associated with reduced tax revenues, and Poland also recorded significantly lower revenues from local and tourist fees. Rebuilding tourism after pandemic in Spain showed increases in air and car travels (Galiano Martínez *et al.* 2025).

2. Elements of a Seaside City - Historical Perspective According to Urban Planning Theories and Theoreticians

It is difficult not to notice that certain elements of the theory of city construction have been consolidated over the centuries in the statements and theses of outstanding space theorists, architects and urban planners. This is important because these tips also apply to the development of coastal cities. The father of European urban planning - Hippodamus of Miletus in the 5th century BC. drew attention in his Treatise on the Formation of the Polis (the treaty has survived only in fragments - as quotations from other ancient writers) to the need to locate central districts in relation to the location of the port in the seaside city (the oldest artificial seaport, *i.e.* built by human hands, comes from Delos) (Parnicki-Pudelko 1985). Hippodamos distinguished three groups of cities, two of which were coastal cities. The first group of coastal cities included port cities, where downtown districts developed on the waterfront next to the port. In such arrangements, the entrance to the port was always secured with a watchtower - in the form of a bastion or an autonomous keep, from which entry into the port bay could be limited and secured with a chain (Kostof 1992; Parnicki-Pudelko 1985).

The second group of coastal cities were the so-called coupled twin cities, located close to each other, which developed complementarily as two cities - a port city and a main city. In such arrangements, the port city performed functions solely supporting the port, and the remaining functions - representative, administrative, commercial - were located in the main city (Mumford 1961).

It was similar in the Roman period and here we can refer to Marcus Vitruvius and his famous work On Architecture, Ten Books (Witruwiusz 1956). He pointed to the seaside location as one of the three most suitable locations for building new cities. He emphasized significant differences between the structures of these cities, resulting from their location. In an inland city, the forum was to be located in the very center of the city, and in a seaside city - in the immediate vicinity of the port (Morris 1979).

During the Early and High Middle Ages, new cities were founded - many of them were coastal cities. In the areas of German influence alone, quoting Z. Paszkowski, in the years 1088-1348, *i.e.* over 260 years, over 3,000 new planned cities were built (Paszkowski 2015). However, no new urban and architectural treatises were created during this period. The authorship of the designs of subsequent cities is also not widely disclosed. The interpretation of this phenomenon, according to Z. Paszkowski, lies in the almost complete takeover of education and science in this period by Benedictine monasteries (the importance of Cluny and the Cluniac reform). If, as he assumes, they were clergymen, it is natural that they did not seek publicity for their work and name, and the knowledge transmitted remained within the monastic teaching system (Paszkowski 2015). Medieval urban planning thought is perceived as autonomous (apart from the pure defensive function inherent in organic structures and physiographic systems), according to researchers such as K. Humpert and M. Schenk. They prove the existence of spatial planning in the Middle Ages, which was quite extensive in geometric format, and the spatial relations introduced during this period (Humpert, Schenk 2001). It should be noted that it was during this period that design practice moved away from the earlier ancient theoretical urban patterns of Hippodamos and Vitruvius.

The Hanseatic city played a huge role in the development and typology of coastal cities already in the Middle Ages. There, the main downtown streets of the city develop parallel to the waterfront and the port, separated from it by a dense network of perpendicular "comb" streets, where trade and goods transactions were carried out directly (Ostrowski 2001).

It was only during the Renaissance that a whole riot of modern secular urban planning and architectural treatises defined the new times (strong secular urban patronage and the Gutenberg reform).

Renaissance cities brought a number of new, often innovative solutions in the context of a seaside city in the writings of theoreticians of that period. According to one of them - Giorgio Martini, who devoted a special place in his work to seaside cities, when building them, the three-dimensional spatial division should be maintained: - the port, the main square of the city and the fortress protecting access to the city and the port. All main streets of the city should lead from these three centers. He also emphasized the privileged role of the waterfront (Zarębska 1970).

The break between theoretical concepts and design practice takes place definitively in the Renaissance period thanks to the implementation of the port city of La Valetta in Malta as a strategic fortress city of the Order of St. John (the evolution of the design from theory to practice is clearly visible in this example and the transformations of three original visions - Simon Genga 1559, Laparello 1565-1569, Girolamo Cassara 1571). Z. Paszkowski also writes about this in his History of the Idea of the City from Antiquity to the Renaissance (Paszkowski 2015).

The industrial revolution brings a change in the rhetoric, scale and needs of newly emerging cities. Cities are growing at a very fast pace. The shipbuilding industry is developing very intensively, permanently changing the image of coastal cities in the 19th and 20th centuries (Kostof 1992).

Table 1. Elements of a seaside city according to the theory and theoreticians of classical and Renaissance urban planning.

Elements of a seaside city according to the theories and theoreticians of classical urban planning	
The inner-city districts and main public spaces of the city close to the waterfront, around the port	Witruwiusz
Twin bipolar cities – a port center and an administrative center	Hippodamos from Milet
The port and the port quay are clearly separated from the historic center by perpendicular streets (la Valetta) and ridge streets (Hanza)	Hanza, project La Valetta
A seaside city based on the three-domain of 1) the city center and the main public spaces of the city, 2) the port, 3) the fortress defending the city and the port, where all 1,2,3 cooperate with each other and are not far from each other	Giorgio Martini

Source: own study.

3. Historic Tourist Cities Present on the UNESCO World Heritage List

Among theoreticians of urban planning and historians of urban development, in the European context, there is a far-reaching consensus as to the distinguishing features connecting them, as well as the examples themselves, of historical cities present on the UNESCO World Heritage List. These are cities that best illustrate a specific era, historical trend or architectural style. It is worth noting that all these cities are currently significant centers of tourist life. Thus, when it comes to the living city of ancient times, the primacy goes to Rome (UNESCO 1990), and in the case of the dead city it is Pompeii (UNESCO 1997) (where Naples is a tourist center) (UNESCO 1995). In the Middle Ages, the most outstanding, most comprehensive example of a Romanesque city is Carcassonne in France (UNESCO 1997), and the Gothic Bruges (UNESCO 2000) in Belgium (Koch 1996; Ostrowski 2001).

The implementation of a model city of the Renaissance era took place in Poland and it is Zamość (UNESCO 1992), which is still increasing its profits from the development of tourism (Gromadzka 2024). In the Baroque era, historiography indicates two examples, only one of which is on the UNESCO list - both are located in France - these are Nancy (UNESCO 1983) and Richelieu. In the period of classicism, St. Petersburg in Russia is undoubtedly the leading example of a city of its era (UNESCO 1990; Koch 1996; Ostrowski 2001). The following years bring a heavy burden to cities, in the form of intensive industrialization and a rapid increase in the number of their inhabitants. Only as a response to these changes can we speak of examples of model cities emerging. So, first, at the turn of the 19th and 20th centuries, we have the implementation of the social idea of the garden city of Letchworth and Welwyn (Great Britain), two very important implementations for the development of urban thought, although both of these examples are not on the UNESCO list. Subsequently, already in the second half of the 20th century, we have examples of modernist cities such as Sydney - on the UNESCO list

thanks to the expressionist Jorn Utzon Opera House from that period (UNESCO 2007) and Chandigarh (India) (UNESCO 2007).

Interestingly, please note that only one (Sydney) of the cities listed above is a coastal city (even St. Petersburg is historically located in the Neva Delta on 101 islands - not directly on the sea). Hence, their usefulness in determining the features of a model seaside city remains limited.

4. A Seaside City - a Selection of Features of a Historical City - According to Cities from the UNESCO List

Considering the statement contained in the last paragraph of the previous subsection, selecting the features of a historic seaside city for the purposes of this work is not an easy matter. In this search, according to the authors, four main guidelines should be adopted. The first is the area requirement, *i.e.* the location in the Mediterranean and the Canary Islands and cities located entirely in Europe, while the second is the achievement of a high economic position in its times, as a confirmation of a well-functioning urban organism, as well as the full range of urban functions and activities present, at least historically. The third premise is the high aesthetic importance of the designed and implemented public spaces of these cities, noticed by historiography and distinguished by entry on the UNESCO World Heritage List. There is still a fourth premise - such a city cannot be a dead city with only a few ruins left, or it cannot be a merely modern city (19th and 20th century) growing on the site of a dead city. The adoption of the above premises excludes a number of excellent historical examples such as Delos (UNESCO 1990), Troy (UNESCO 1998), Pergamon (UNESCO 2014), Istanbul (UNESCO 1985), Carthage (Tunis) - (UNESCO 1979) or Ephesus (UNESCO 2015).

At the same time, it implies a number of others, where, apart from the cities selected for analysis, coastal cities of the Mediterranean Sea and the Canary Islands were indicated, included on the UNESCO World Heritage List - characterized by a well-preserved historic old town, small scale - counted in the number of permanent inhabitants. In this way, a group of seven coastal cities was created: Amalfi Corfu, Kotor, Rhodes, Syracuse, Trogir, Valetta, as leading to the specification of repeating, characteristic structures and functional and spatial features - in accordance with the basic UNESCO criterion – *constituting an outstanding work of human creative genius in the field of development of architecture or technology, monumental arts, urban planning or landscape design* (see table 2).

The results of the presented tabulation clearly contradict the characteristics of the seaside city proclaimed by the theorists of the classical period and the Renaissance (See table no. 1). It turns out that the presence of the city center and the most important public spaces of the city have not been historically located (since the Middle Ages) in the immediate vicinity of the port (See the last columns of the table, table no. 2). Interestingly, the only city formula consistent in this respect with Table No. 2 is the Hanseatic city formula developed by numerous implementations of cities in the North and Baltic Sea basins and the reconstruction of La Valetta in Malta as a turning point between theory and practice. Thus, in a very decisive way, the theory - since the Middle Ages - diverges from the historical implementation practice.

5. The Definition of a Tourist Destination and a Model City

Attempts to find a definition of a tourist town or tourist town in the literature have appeared since the 1930s. S. Leszczycki prepared the first typologies of tourist towns on the example of Podhale (Swianiewicz, 1989 after Leszczycki, 1933, 1937). However, A. Jackowski indicated 4 types of criteria used in this type of typologies: physiological, socio-economic, formal-physionomic and genetic-historical (Swianiewicz 1989, Jackowski 1981, pp. 14-20).

However, it should be noted that the problem of defining a tourist destination is complex. A tourist town, according to J. Warszyńska and A. Jackowski (1979, p. 32), is a 'settlement unit' (town, housing estate, village) which, due to its tourist values, tourist infrastructure and transport accessibility, is a destination or stage point of tourist migrations" (Derek 2008, p. 21 after Warszyńska and Jackowski 1979, p. 32). J. Warszyńska and A. Jackowski (1979, p. 32) also indicate that a tourist region is an area that performs a "tourist function based on a certain homogeneity of the features of the geographical environment and internal service connections (...)" (Derek 2008, p. 20 after Warszyńska, Jackowski 1979, p. 32). However, in literature, topics related to the search for the most ideal city concern mainly cities that are to fulfill various functions: residential, economic, commercial, and not touristic.

According to H. Shao, Y. Zhang, and W. Li (2017), for tourists, a city as a tourist destination usually consists of many tourist attractions, these are natural or cultural scenic spots.

Table 2. Features of the historic seaside city– selected cities present on the UNESCO world list

Coastal tourist towns – historical layouts and functional and spatial features											
	city	region	country	Area km ²	number of inhabitants	UNESCO Access	Presence of a functional and spatial layout or characteristic according to a 3-point scale: 3 – strong; 2 – noticeable; 1 – weak; 0 – the factor does not occur				
	Description of functional and spatial characteristics						The Old Town located by the port.	The Old Town clearly separated by its own boundaries	The location of the Old Town's defence system allows it to protect both the port and the city.	The main public spaces of the Old Town located at the port vs. inside the city	
1	Amalfi	Campania	Italy	6,0	5 421	1997	3	2	1	0	3
2	Korfu	Corfu	Greece	41,9	23 541	2007	3	3	3	1	2
3	La Valetta	Malta	Malta	0,8	5 876	1980	2	3	3	0	3
4	Kotor	Kotor	Monte - negro	335	961	1979	3	3	3	0	3
5	Rodos	Rhodes	Greece	19,48	49 541	1988	2	3	3	1	2
6	Syrakuzy	Sicily	Italy	204,0	117 054	2005	3	3	3	0	3
7	Trogir	Split-Dalmatia County	Croatia	28,8	12 393	1997	3	3	3	1	2

Source: own elaboration.

These attractions are dispersed in urban spaces in specific forms: concentrated in some regions and scattered in others. Users are known to organize their city trips not only by taking into account the distances between different attractions, but also by other factors such as spending levels, interests and similarities between different attractions. Researchers have designated tourist districts, each of which has its main attraction and service center.

In the article by E. Szpakowska (2013), three cities were analyzed as the most perfect historical examples: a religious city, a monarchical city, and a city of class society. The development of the mentioned examples of cities was an iconographic reflection of the structure and ideals of the society inhabiting them. The most important object was located in the center, *i.e.* a sacral building or the ruler's residence. Due to the fact that the type of tourist attractions determines different types of tourism, the different layout of the urban tissue is also the focus of the article on a seaside tourist city.

It should also be noted that the analyzed tourist cities play an important role in the context of the development of cultural tourism. Cultural tourism is "visiting places with high tourist and historical values that constitute human cultural heritage. It is therefore a visit to architectural monuments, archaeological excavations, places associated with famous people, artistic exhibitions, galleries" (Mikos v. Rohrscheidt 2008 after Marczak, 2000, p. 47). In the case of the analyzed areas, it is a very important element of the tourist destination related to the development of tourist development around the historical site. downtown, as well as due to the proximity of the coastline. The combination of these two areas provides great opportunities for diversified recreation, for example by combining active tourism (including water tourism) with cultural tourism.

6. Development of a Seaside Tourist Town

The specificity of tourist values in the coastal zone favors the creation of a set of settlement units that have a tourist character (Jażewicz, 2009). Settlement units located in the coastal zone were subject to functional changes (they often went through similar stages: first a fishing settlement, then an agricultural function, and finally a tourist function) (Jażewicz 2009 after Szwichtenberg 2006).

When analyzing specific tourist destinations, it is worth mentioning the tourist destination development cycle model of R.W. Butler (1980). The model describes the level of development of a tourist destination over

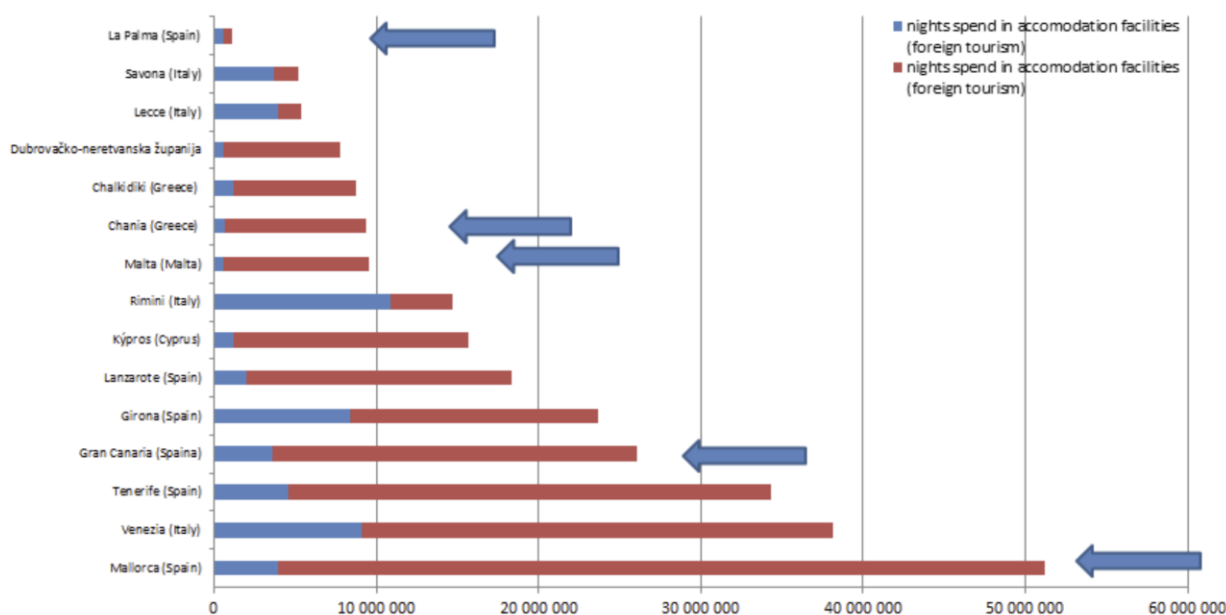
time, considering fluctuations in the number of tourist arrivals. The first stage was called pre-development, in the second stage the tourist function appears, and the area is explored by tourists (Butler, 1980). Then the first hotels begin to operate, and then the hotel development along the beach develops. In the next stage, a hotel and service center appeared, located much further from the beach. Later, hotels are located far from the coastline, followed by lower standard facilities, including second-row buildings. In the final stage, the seaside hotel district is separated from the commercial and service part located inland (Butler, 1980, Jung, Kwon, Hung-Kwan Park, 2005).

In Butler's model, at the final stage, three further paths are possible: further development, stagnation or collapse of the tourism function. The development of seaside tourist destinations was presented by A. Kowalczyk (2001, p. 38). However, this model fits perfectly if a tourist city is just being created, and the situation is completely different when we are dealing with a historic city that is starting to welcome tourists. Certain elements appearing in Butler's model can be observed for historical tourist cities (such as the shift of residential buildings away from the "water front" line, as well as the shift of hotel development of lower category facilities from the "water front" line).

7. Selection of Tourist Cities for Analysis

Below, based on Eurostat data, a table of all tourist regions and cities characterized by a large number of accommodation facilities and, consequently, a high rate of tourist traffic intensity is presented. Large cities with over 500,000 inhabitants were omitted from the analysis inhabitants (e.g. Naples, Valencia, Barcelona). The Canary Islands were also added to the cities of the Mediterranean basin as Spanish territories. From the list of cities with the highest tourist traffic, coastal tourist cities were selected for analysis. These are cities characterized by a high degree of tourist development in terms of accommodation facilities. The number of accommodation facilities provided by the Statistical Office of the European Union - Eurostat according to the administrative division at the NUT3 level was used. Coastal cities were selected for analysis, excluding large cities (Figure 1).

Figure1. Number of overnight stays for tourists in selected cities and coastal regions of the European Union at the NUTS 3 level (excluding large cities) in 2023



Source: own study based on Eurostat data – www.ec.europa.eu/eurostat

8. Analysis of tourist coastal cities

When analyzing individual cities, it is also necessary to consider at what stage of development of a tourist destination, according to R. Butler's tourist destination cycle, each of the places analyzed. In most cases, these are mature tourist destinations (see Table 3).

Table 3. Basic data on the analyzed tourist cities

Lp.	City	The date of establishment	Population (thousands)	Surface (square km)	Number of collective accommodation facilities	Tourist traffic	Number of accommodation facilities per 1,000 inhabitants	Country
1.	Venice	697 n.e.	255	415,9	29 367	4,7 mln (2019)	115	Italy
2	Palma de Mallorca	123 p.n.e	400	208,6	1 658	9 mln (2018)	4	Spain
3.	Chania	3400 p.n.e	53	12,6	1 579	1,3 mln (2022)*	29	Grecce
4.	Larnaka	daw.Kition XIII p.n.e	51	32	771***	4,8 mln***	15	Cyprus
5.	Dubrownik	VII n.e.	42	143	2 1729**		65	Croatia

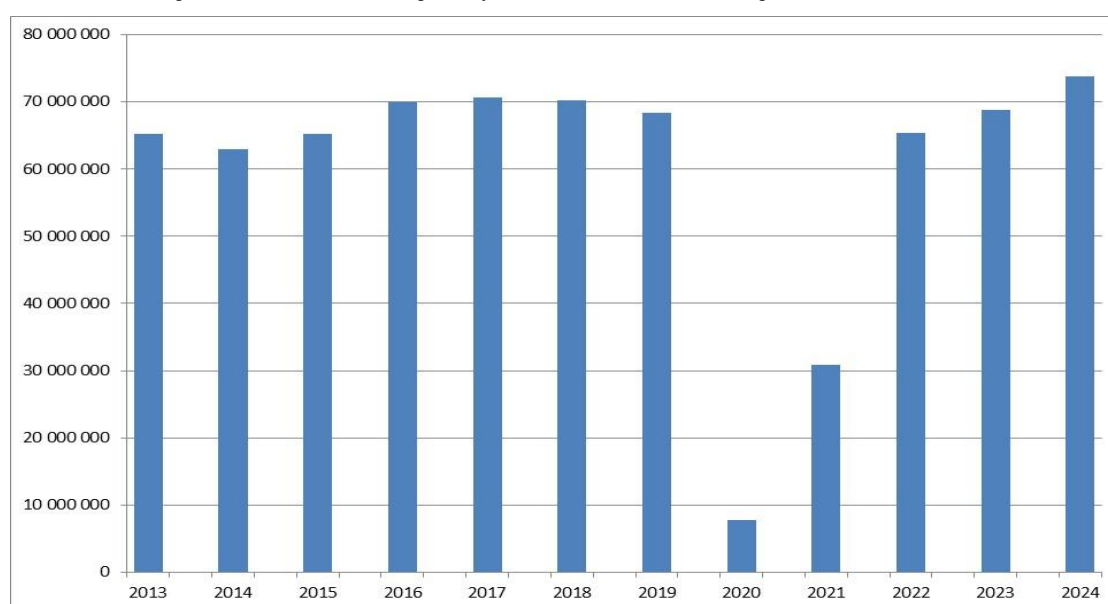
Source: own elaboration*www.crete.pl – 31.05.2024). data for November 2022 r.**Croatian Bureau of Statistics – www.web.dzs.hr, *** data for Cyprus.

8.1. Palma de Mallorca on Balearic Islands

Palma de Mallorca, with an area of 213 square km, is the capital and largest city of the Balearic Islands. The city was founded in 123 BC. It is also called one of the largest tourist centers in the world. There are over 200 hotels located here. There is one metro line in the city. One of the most popular ports for large cruise ships is also located in the city.

The city is known for its large number of restaurants, bars, clubs and discos. The population is 409.6 thousand and the population density is 5,100 people per km². However, the city authorities intend to limit the inflow of tourists during the tourist season due to the protests of residents (www.radiozet.pl). During the COVID-19 pandemic, the Balearic Islands faced a huge crisis due to the restriction of hotel operations. However, clear rules regarding the acceptance of Covid passports allowed the Balearic Islands to rebuild tourism quite quickly in the post-pandemic period. This is due to the return to the level of overnight stays for the Balearic Islands region until the pre-pandemic year, *i.e.* 2019. The city has a clearly visible tourist waterfront with a large number of marinas and ports. In the entire Balearic Islands region, in 2022 the number of post-winter overnight stays from before the COVID-19 pandemic was not yet recorded, but it was a very similar level (in 2022 it was 65 million people). In 2024, tourism has recovered to pre-pandemic levels, but residents already in the high season indicated that the tourist traffic was too overloaded – more than 70 millions (see Figure 2).

Figure 2. Number of overnight stays for the Balearic Islands region in 2013-2024



Source: own study, according to Eurostat data

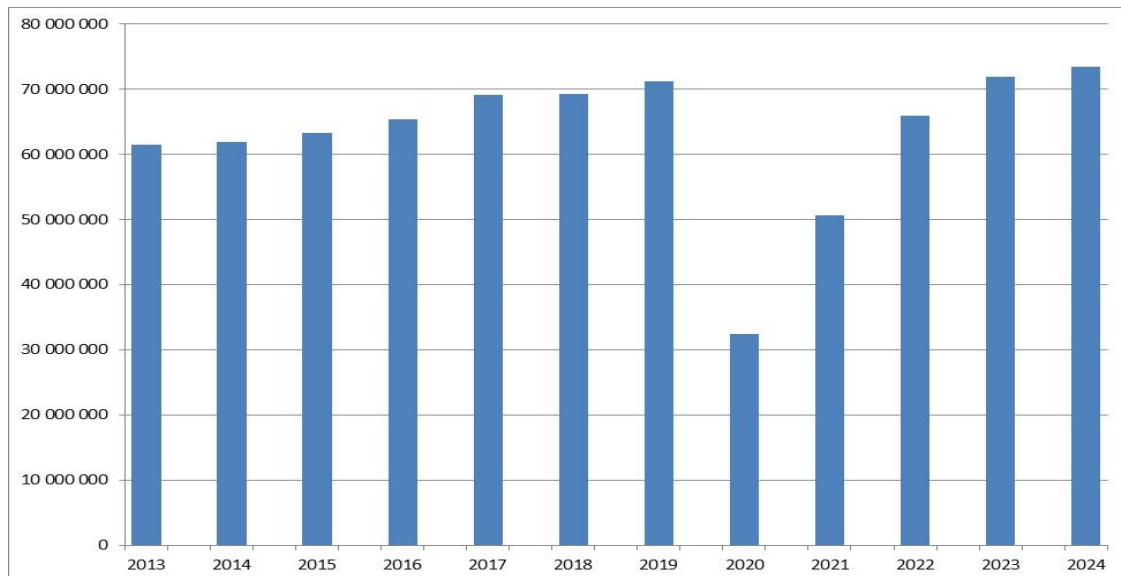
8.2. Venice

Venice is a city in northern Italy with a population of approximately 260,000 inhabitants, including the historical part, inhabited by 60 thousand. It is a city with a very long history, founded in 697 AD. Venice is a global tourist city.

The monuments of Venice form a unique urban complex consisting of canals and bridges. Around Venice there is the Venetian Lagoon, included on the UNESCO World Heritage List. Because the city is located on islands, its layout is slightly different from a typical tourist coastal city. Of course, the city influences the entire region. It is also an attraction for the domestic market and domestic tourists. Figure 3 shows the dynamics of tourism reconstruction after the COVID-19 pandemic. In 2022, 63 million overnight stays were provided in the Veneto region, which means a return to the level of 92% to the level before the COVID-19.

Annually before the COVID-19 pandemic, 4.7 million tourists visited Venice. Analyzing these values in relation to the number of local populations, this gives an 18-fold higher number of tourists visiting Venice per year. Such a high tourist traffic intensity index may also indicate tourist overload, which may be unfavorable for local residents (inflationary pressure, difficult access to catering and cultural services during the tourist season). Analyzing the data from 2022, we can clearly observe that the entire Veneto region has not reached the number of overnight stays provided before the COVID-19 pandemic, *i.e.* in 2019, but it is a very similar level (in 2022 it was 65.9 million). In 2024 the number of overnight stays returned to the pre-pandemic level (more than 70 millions of overnights stays in Veneto region).

Figure 3. Number of overnight stays for the Veneto region in 2013-2024

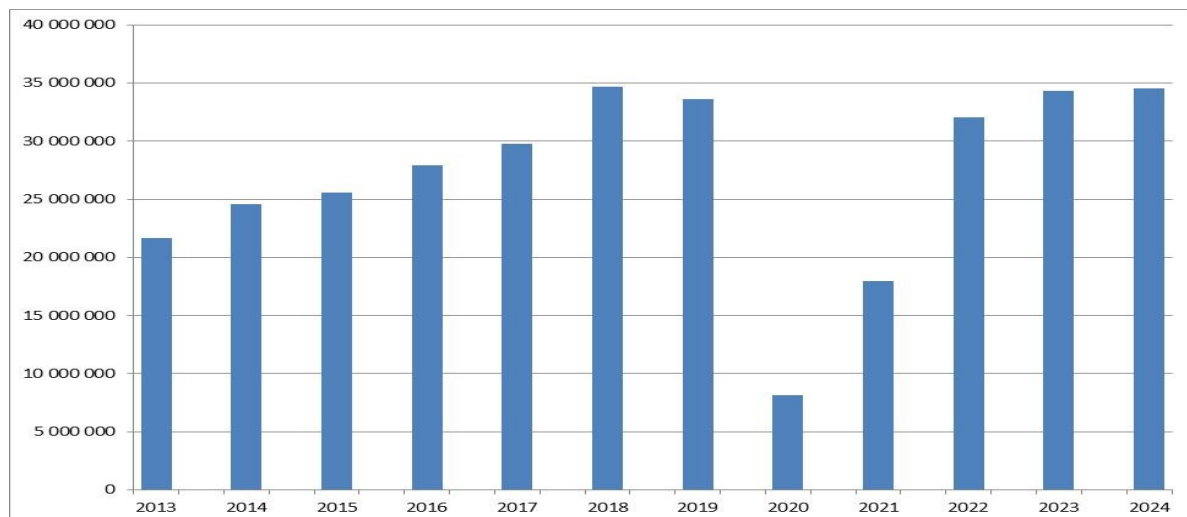


Source: own study, according to Eurostat data

8.3. Chania (Grecce – Crete)

A city in Greece with an area of 12.5 square located on the north-west coast of Crete. Approximately 53.9 thousand people live in the city. inhabitants, which gives a population density of 4.7 thousand inhabitants per 1 km². Currently, Chania is characterized by an attractive waterfront port district and "Venetian buildings". A city with a very long history, founded in 3400 BC. Analyzing the data from 2022, we can clearly observe that the entire region of Crete has not reached the number of overnight stays provided before the COVID-19 pandemic, *i.e.* in 2019 (but it is a very similar level). In 2022, it was 32 million overnight stays for the Crete region. It can be assumed that in 2024, with almost 35 million overnight stays, the volume of tourist movement has returned to the pre-pandemic level (see Figure 4).

Figure 4. Number of overnight stays for the Crete region in 2013-2024



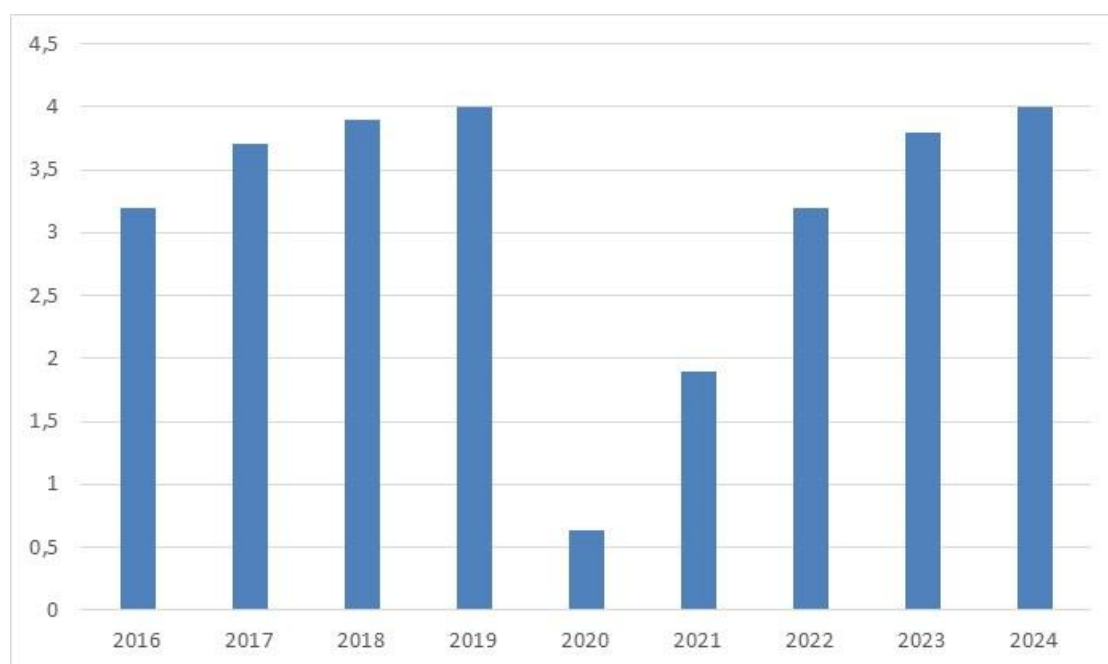
Source: own study, according to Eurostat data

8.4. Larnaka (Cyprus)

Larnaca is a city with an area of 32 square km and a population of 51,000. Formerly known as Kition, the city was founded by Phoenician colonists in the 12th century BC. and was one of the oldest Phoenician colonies. Larnaca is an important communications center with an international airport and the port of Larnaca. Larnaca has excellent location conditions in relation to the emissions markets in Western Europe by air transport.

In addition, Cyprus has excellent climatic conditions and copes well with the seasonality of tourist movement. The tourist season can last from the beginning of May to the end of October, and the big advantages that extend the tourist season are the Fort built in the 17th century by the Turks, the aqueduct from the 18th century and the ruins of the ancient city of Kition. The volume of tourist traffic in Cyprus has not returned to pre-pandemic levels and is at the level of 84% of the traffic before the COVID-19 pandemic. Larnaca is the city that recorded the level of tourist movement similar to 2019 only in 2024 (for the whole Cyprus it was 4 millions of tourists arrivals in 2024). This is the area among those analyzed that was the slow in rebuilding pace of its tourist movement after the pandemic.

Figure 5. Number of foreign tourist arrivals to Cyprus in 2016-2024

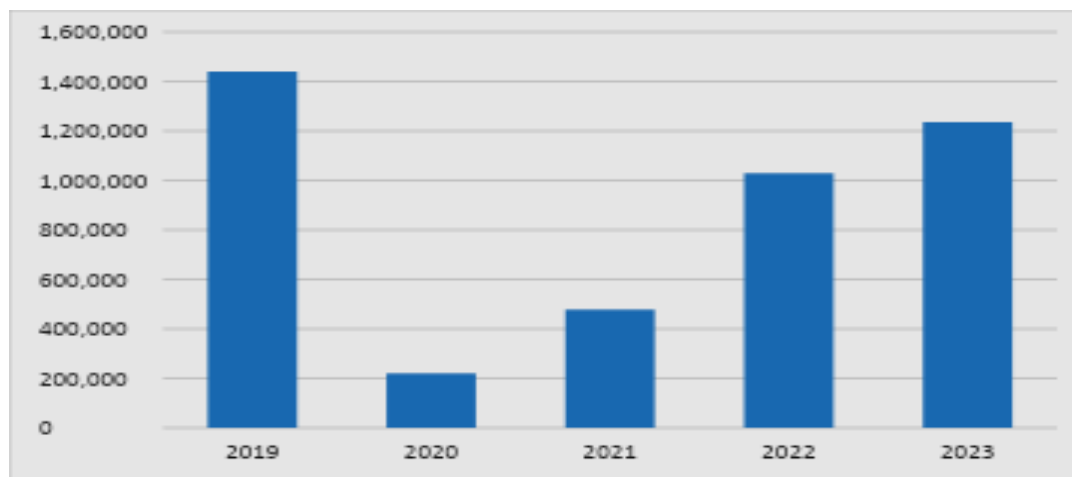


Source: own study, according to Eurostat data

8.5. Dubrovnik (Croatia)

Dubrovnik is a city with an area of 143.35 km², located in southern Dalmatia on the Adriatic Sea. The number of permanent residents of Dubrovnik is 42.6 thousand people (data from 2020). Historically, Dubrovnik played a leading commercial role of European importance. Currently, Dubrovnik is mainly a tourist city. Its historical splendor was honored by being inscribed on the UNESCO World Heritage List (Accession 1979). Dubrovnik's popularity gives it a clear priority in the number of visitors, not only among other Croatian cities, but it is also a significant tourist destination on a European and global scale. Thanks to its physiographic values, skillfully used in the Middle Ages (reconstruction and city status from 1272), the city acquired a unique silhouette of the arrangement of individual districts at different relative heights, reminiscent of the structure of a Roman amphitheater, but applied on a much larger scale - on an urban scale.

Figure 6. Number of overnight stays in Dubrovnik in 2019–2023



Source: own study on basis: www.podaci.dzs.hr/media/pt0dpwn5/si-1731_turizam-u-2023.pdf

The lowest part of the city - the foundation part, with the famous street *corsoPlaca* - begins with the leveling of the area in the place of the buried sea isthmus. Originally, the city was located entirely on a rocky island connected to the mainland by a narrow causeway. The second part of the amphitheater structure results from the land sloping steeply into the sea on the northern shore of the Adriatic Sea. New districts were also built there, rising upwards in terraces. The city owes its rapid development after the reconstruction to four monasteries founded in four places on the outskirts of the city. They were the driving force of the city's prosperity, as they provided city-forming services and goods of general use (hospitality, education, pharmacy, bakery, crafts, printing and others). In the early Middle Ages, the city was associated with Byzantium, and after the departure of the Eastern Empire from the Adriatic Sea basin, Dubrovnik came under the influence of Venice (from 1204).

Today, Dubrovnik is one of the most perfect examples of classical composition in world urban planning. The tourist base is very wide and versatile. The most expensive hotel rooms are located in the old town.

In the case of the city of Dubrovnik, unfortunately, it may take several years for tourism to recover to pre-COVID-19 levels. In 2023, it was the level of 85% of tourist traffic before the COVID-19 pandemic, i.e. the level of 2019 (Fig. 6). To summarize the above analysis of tourist coastal cities - it should be noted that the real effects of the pandemic's socio-economic impact on tourist cities, but not only them (also in other cities and other areas of development), are subject to a high risk of error and their actual size will be possible to precisely determine only in a few years.

Conclusions. The Structure of a Tourist City - Repeatability of the Model

The analysis took into account Spanish, Italian, Greek and Cypriot historical cities. The relative proximity of the coastline is undoubtedly a location factor for accommodation facilities.

Usually - in modern tourist cities - 5-star hotels are located in the immediate vicinity or up to 300 meters from the coastline. Of course, the possibility of renting rooms with a sea view is included in the price of services in such facilities. There is a 3–4-star hotel located 300 meters to 1 km away. Then, at a distance of 1 to 2 km, there are lower category facilities, youth houses and rest-houses. In the historic tourist cities of the Mediterranean, however, the structure is different - some common elements can be identified regarding the layout of urban space and, as a consequence, the gentrification of this space. This article is innovative because it shows spatial

development in tourist cities that base their values on cultural heritage. Interesting architecture attracts tourists, so rapidly that the cities are adding special tourist tax. The study is important for the tourism sector with continuous growth between 2022-2025 both domestically and in terms of foreign tourists' arrivals.

It should be noted that the selected coastal tourist cities selected for analysis (Chania, Dubrovnik, Larnaca, Palma de Mallorca, Venice) repeat the elements of the historical model city that were identified in Table 2 (see Table 2). There is a clear relationship between tourist and historical models. At the same time, the selected tourist cities are not similar to the basic values of the theoretical model (See Table 1).

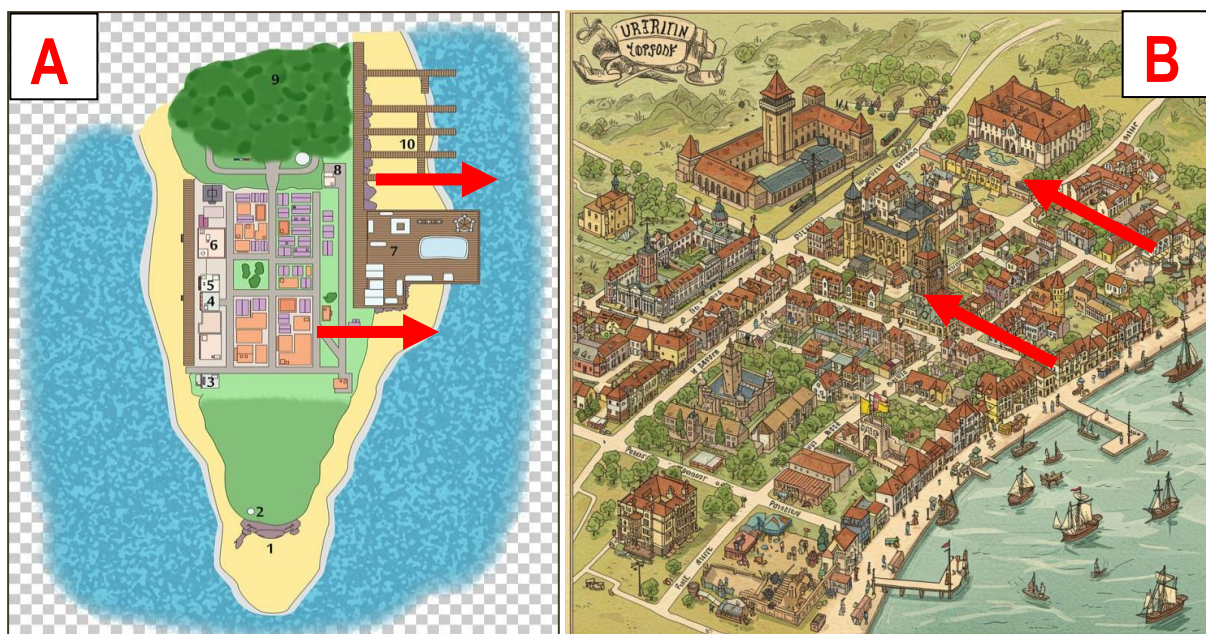
When confronted with the diagram shown in Figure 7 (model of a modern seaside tourist city), Figure 8 - we can notice that in the case of historical seaside tourist cities, the strip of high-standard hotels does not supply the waterfront strip as in the modern model - that is, it does not repeat the theoretical pattern (See Table No. tourist development).

As a result of the conducted research and analyses, the authors concluded that there are interdependence and even significant repeatability in the occurrence of specific features of a tourist seaside city, based on the formula of a model city in the urban and spatial dimension in the past. In other words, the tourist model of such cities, determining its position and tourist role today, is part of the historical spatial model (See Figure 8.)

In conclusion, it should be noted that the historically developed structural and spatial model of seaside cities (see Table 2) has found a new dimension as a contemporary model of a historical seaside tourist city. As a result of the analyses conducted in response to the research questions, it should be stated that there is a far-reaching relationship between the image of a tourist city, in the perspective of the historical model (see Table 2), and its position and role in tourism today. The conclusions drawn from the research are even more far-reaching. It can be noted that the spatial historical model has been adapted to new tourist needs, is its continuation and grows out of it. An important factor here is the development of cultural tourism, related to visiting the city, its historical downtown and learning about its history, including the history of architecture.

This relationship is extremely beneficial, as it introduces a synergetic effect for the development of cultural tourism. There is a complementary enrichment of both basic functions and forms of tourism - between active tourism and cultural tourism.

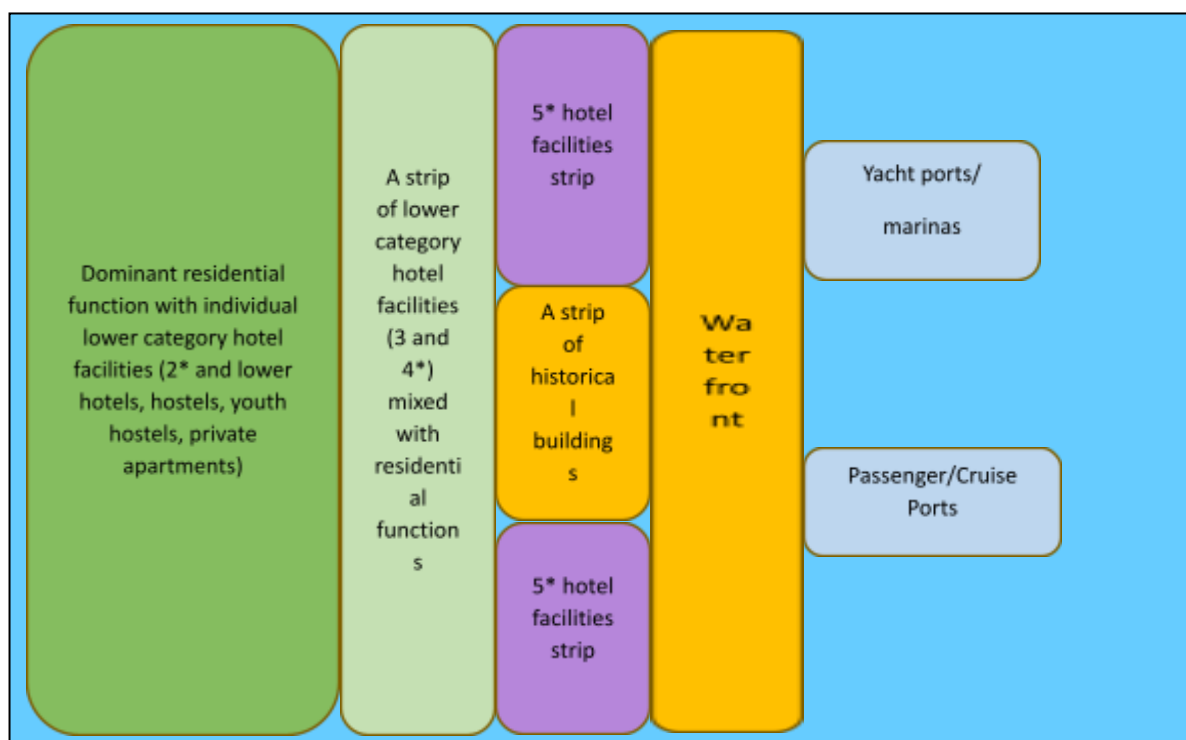
Figure 7. Differences in the directions of tourism investment expansion between modern coastal cities (A) and historic coastal cities (B). In historic cities, tourism investments (hotels, recreation) accompany the historical fabric without occupying the waterfront. In cities built today (cities built from scratch), tourism investments (hotels, recreation) encroach on the waterfront



Source: own compilation based on: <https://www.dreamstime.com/whimsical-illustrated-map-coastal-town-vibrant-buildings-cobblestone-streets-lush-greenery-large-churches-image359521025>; The Beach City Map Stevonnie PNG has a transparent background <https://imgbin.com/png/tA94vpnh/beach-city-city-map-stevonnie-png>

For the analyzed areas, it is important to include tourist development around and often inside the historic 'old town', adjacent to its public spaces, which provides opportunities to combine active tourism with cultural tourism and makes recreation in such areas more harmonious and versatile.

Figure 8. Model of a modern seaside tourist town



Source: own study.

In combination with climatic conditions, it provides opportunities to extend the tourist season in these areas, which is extremely desirable for service providers. In addition, the climatic conditions of the analyzed cities also indicate that they have an ideal climate for the development of tourism with a longer tourist season (although the summer peak of the tourist season may already be too hot for some groups of tourists - the elderly, families with small children). However, there are ideal conditions for extending the tourist season - for example, in Larnaca, the number of hours with sunshine is almost 3.5 thousand per year (www.moa.gov.cy), and on average the sun shines 300 days per year.

Credit Authorship Contribution Statement

Katarzyna Podhorodecka: author of the article concept, author of the text, researcher responsible for collecting source data, data analyst.

Jacek Kwiatkowski: author of the text, data analyst, editor of the final version and conclusions.

Declaration of Competing Interest

The authors declare that they have no known competing financial interests or personal relationships that could have appeared to influence the work reported in this paper.

Declaration of Use of Generative AI and AI-Assisted Technologies

The authors declare that they have not used generative AI and AI-assisted technologies during the preparation of this work.

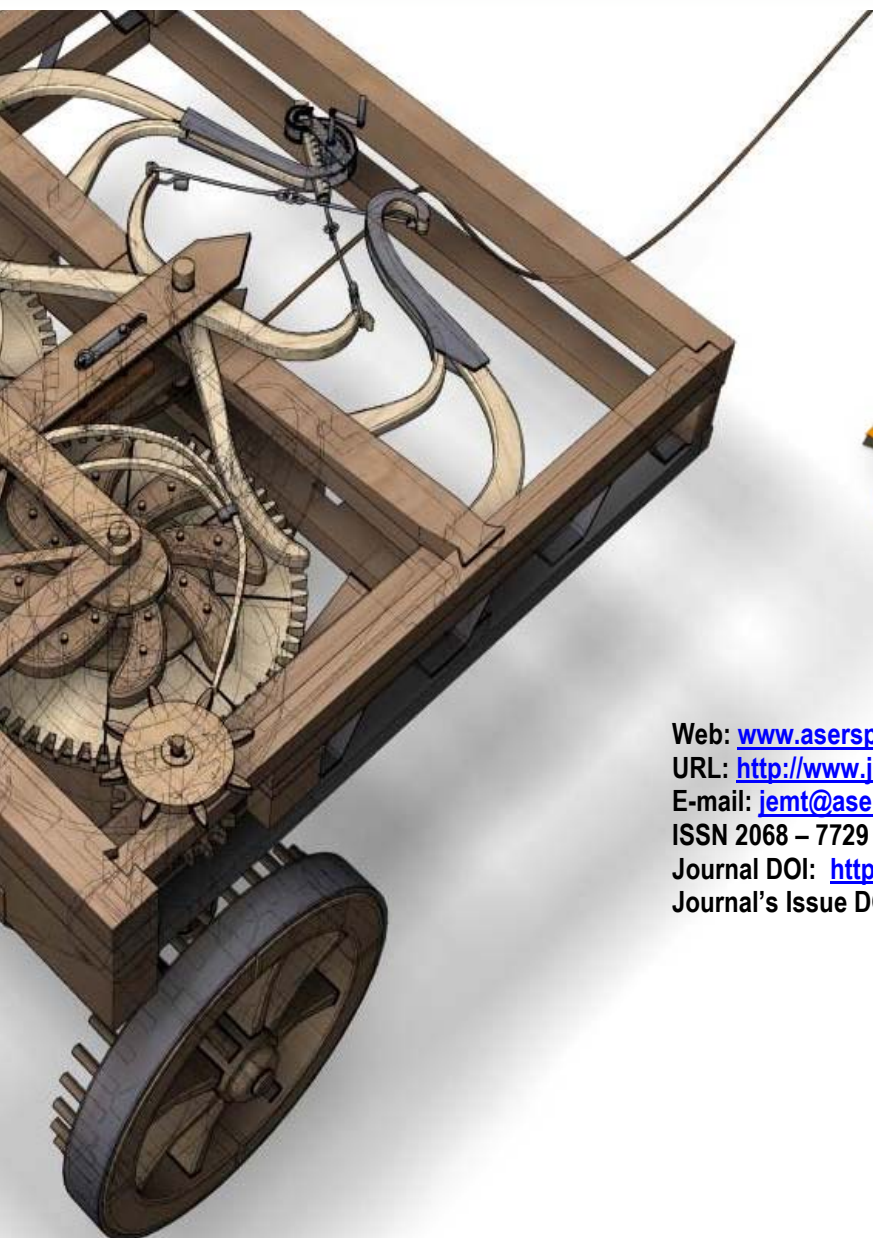
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