



**SITE ANALYSIS**

The part of Beirut is located in the northern part of the city. It is located near the administrative city center and the future building development on the west. The eastern part of the site is divided from the rest of the city by multi-level highway making it nearly inaccessible. The one remaining aspect on the site is the rest of the grain site being the city structure that survived the explosion on August 4th, 2020.



**CONNECTION**

The former part of Beirut is divided from the rest of the city by multi-level highway making it nearly impossible to access. The proposal moves the highway underground which results in connecting the area to the urban structure of Beirut and creating a pedestrian and north-south district. The southern part of the site is designed to be used as a freight port with container areas and administration that area is not part of this design.



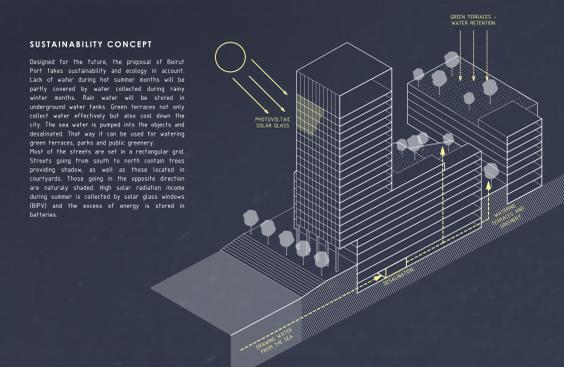
**STRUCTURE**

The district grid design follows the main possible entrances from the surrounding urban structure. The main connections are led towards the seaside as the most valuable part of the area. The street character is inspired by historical and geometric character of the French era. The grid is dominated by two main axes that have different character and meet at the most valuable part of the middle peninsula. The character of the town blocks takes inspiration from the irregularity, picturesque and fortify possessed by the original Beirut buildings with their courtyards and alleys.



**FUNCTIONS AND THE CITY**

As the site is definitely one of the most lucrative Beirut districts, city density is increased with high-rise buildings that are dedicated mainly to residential and administrative functions. The city center with highest buildings is defined by two main axes. The western part of the area is occupied mainly by offices with open urban squares and public parks while the western part is mainly residential with more private courtyards, green streets and canals. The middle peninsula with the rest of the site building was transformed into representative urban space with pedestrian but with vehicle road.



- MASTERPLAN**
- 1 PHILHARMONIE HALL
  - 2 ZONE WITH NEW STRUCTURES
  - 3 MAIN BOULEVARD
  - 4 BUS TERMINAL
  - 5 MAIN GREEN BOULEVARD
  - 6 PUBLIC PARK
  - 7 PASSENGER BOAT TERMINAL
  - 8 UNDERGROUND HIGHWAY GATEWAY
  - 9 PUBLIC SQUARE AT DISTRICT ENTRANCE POINT
  - 10 PUBLIC ENTRANCE TO THE FREIGHT PORT

