



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 object on the site is the rest of the grain silo being the only structure that survived the explosion on August 4th, 2020.



CONNECTION

The former port 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 structures of Beirut and creating a adequate and worthy town district. The westernmost part of the site is designed to be used as freight port with container areas and administration. That area is not part of this design.



STRUCTURE

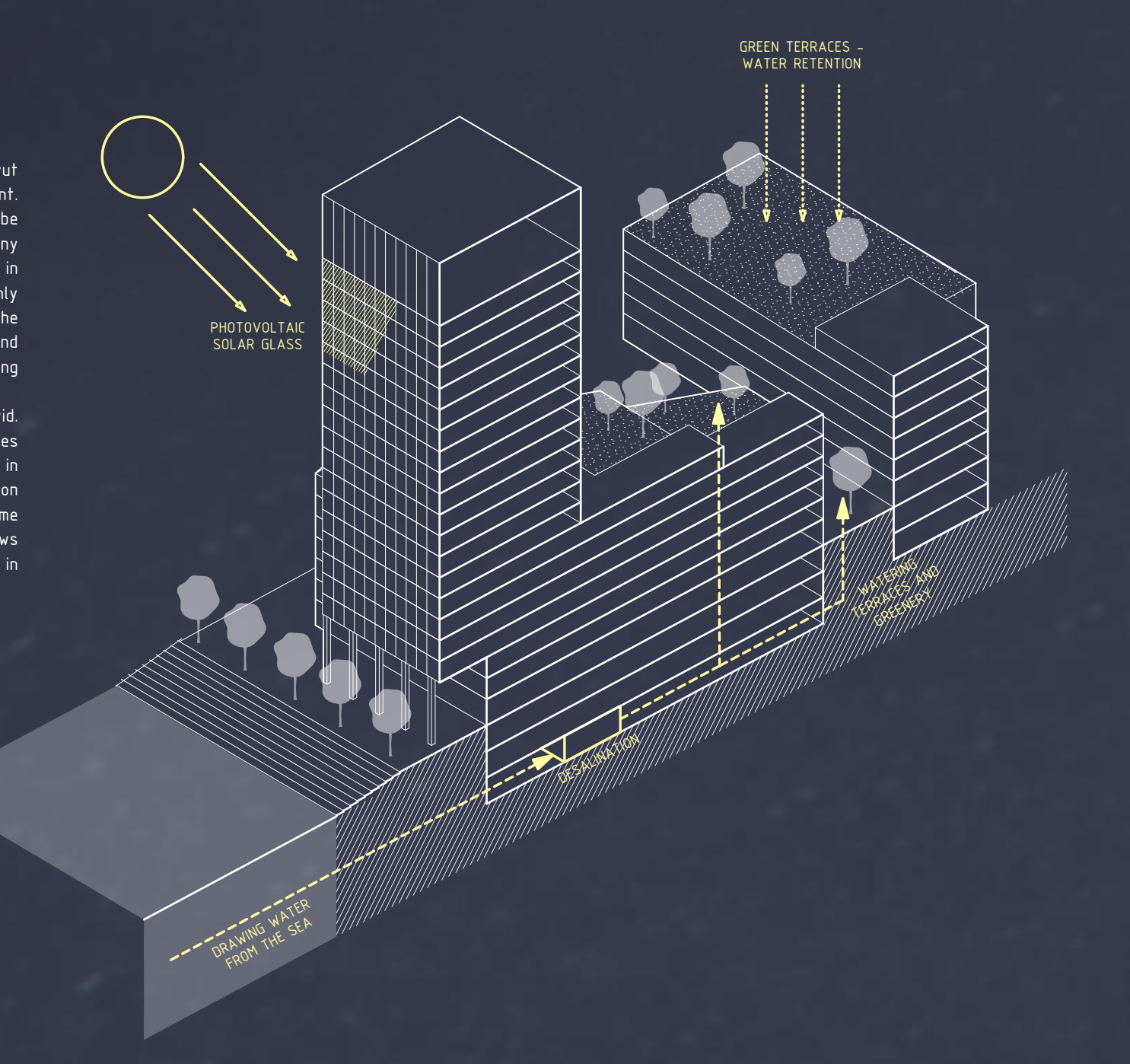
The districts grid design follows the main possible entrances from the surrounding urban structure. The main connections are led towards the seaside as the most valuable part of the area. The street character is inspired by historical and geometric character of the French area. The grid is dominated 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, picturesqueness and fortuity 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 was 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 eastern part of the area is occupied mainly by offices with open urban spaces and public spaces 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 mall with variable roof.

SUSTAINABILITY CONCEPT
Designed for the future, the proposal of Beirut Part I takes sustainability and ecology in account. Lack of water during hot summer months will be partly covered by water collected during rainy water months. Rain water will be stored in underground water tanks. Green terraces will not only collect water effectively but also cool down the city. The sea water is pumped into the docks and desalinated. That way it can be used for watering green terraces, parks and public greenery. Most of the streets are set in a rectangular grid. Streets going from south to north contain trees providing shadow, as well as those located in courtyards. Those going in the opposite direction are narrower, shaded, high solar radiation, roads during summer is collected by solar glass windows (BIPV) and the excess of energy is stored in batteries.



MASTERPLAN

