

Zoning Strategy

Improve the port with the clear distribution of functions, then aim for further development in the future.

- **Cost:** recover from serious damage at the same place costs high budget as well as move damaged zones.
- **Expansion:** move the damaged area, conventional cargo and free zone, enable to utilize and install multiple opportunities at previous area.
- **Traffic:** clear distribution of functions improve chronic traffic jams.

- Zone E : silo
The gantry cranes, to unload cargos, have already been built, and it is natural to utilize exisiting tools, so that rebuilding a new silo as same quality. Moreover, to distinguish logistic from pedestrian pathways, we create a bridge connecting to opposit shore as well as create effective connections to the conventional cargo zone.
- Zone F-1 : warehouse
Before the explosion, a lot of warehouses were here, and some of them still remain as well, therefore, we propose that using the existing warehouses and building new warehouses to satisfy the needs of present storages and future needs. In addition, this area is facing to the streets and the square, the design and facade would like to to be friendly and intergrated into the city.
- Zone F-2 : empty container zone
We decide to put the empty container zone as same as it is used now.
- Zone F-3 : others
Existing functions are a truck parking, conventional cargo zone and etc. We are aiming for further development, and this zone provide opportunities for expansion and improvement.
- Zone F-4 : container terminal
We decide to put the container terminal as same as it is used now, because 16 cranes have already worked as an essetial part of the port.
- Zone F-5 : conventional cargo zone
Expect the container terminal, other cargos are collected in one place, conventional cargo zone.
- Zone F-6 : free zone
As developing the scale of the port, the vacant land will be required, therefore we decide to set up a free zone for further development. Moreover, we do not separate clearly because of utilizing more flexible.

THE PORT VISION

view of the port, the silo, and the bridge

STRATEGIES

Concept Strategy

Based on the concept of "seamless", the port is planned for the three elements of religion, time, and space to be seamlessly connected to each other. 'Time' means dimention of the city would be integrated from historical to furture perspectives. The other two detailed concepts also include diverse meaning of 'seamless' and 'sustainable'. By designing the port around the intersection of these three points, the port is designed to be the catalyst for Lebanon's prosperity.

Greenbelt strategy

A greenbelt is installed from the memorial park to the port and to the old town, which gently integrates whole parts of Beirut. Moreover, the greenbelt would be as one of the symbols of the new chapter of the city recovered from the explosion, as well as sustainability, therefore, it is necessary to protect trees of the greenbelt over the long term. The greenbelt is not only connecting the inside to the outside of the port visually, but also working as a guideline within the port.

Walkway strategy

The walkway is divided into vertical and horizontal sections. The vertical section is aiming for making views that people could see the port, especially the memorial square, from inner city area. The horizontal section has shopping streets, one of the streets next to the highway, and the other as entrance of the Beirut and the port. These are all about to make the bay area more lively, vitality and friendly. As for the southern street, they are designed to solve the issue of inaccessibility between the city and the port.

Transportation strategy

To reorganize transportation in/around the site, the traffic flows were newly reconsidered. Mainly, the routes in the port could be categorized as two types that one is for vehicle transportation with 15m and 20m wide, and the other has a width of 80m, has already used as a highway. The first one, created in the site, is separated with pedestrianized pathways, therefore, the risk is reduced and logistic transports could move more effectively.

Exising context

The port damaged by the explosion is along the coast on the north side, located between the Muslim West and the Christian East as well. In addition, the old town is on the southwest side of the port, and the governmental functions are gathered this area. The highway stretching from west to east reduce the opportu-nities for further development of the port and towns.

CONCEPTUAL SITE PLAN

PASSENGER TERMINAL

Building Typology

Terminal Square

The square is aiming to utilize by kind of food trucks and events, in general, passengers will wait long time until their departure or will be tired when they arrive, so that this open green space could be the place to feel relax for all ages.

Creating the Future from the Past

Both the Lebanon cedar and the sailing ship are essential forms of the history, and these are still recognized as symbolic icons. We inspired by these icons and tried to design as a shape of the future, aiming to connect the times of Lebanon and Beirut with this terminal.

The maximum height of the building expected not to exceed 15 meters to protect landscape and view from the city.

A: PASSENGER TERMINAL