

BEIRUT, A MULTI-LAYERED PORT CITY



Our design focuses on the unique attributes of the port of Beirut : its waterfront, topography and surrounding context. The land and the forms of construction are worked in a manner consistent with the existing urban fabric.

Beirut's stratification is the result of its rich history : The stratification of the port represents the physical and historical continuity of Beirut.

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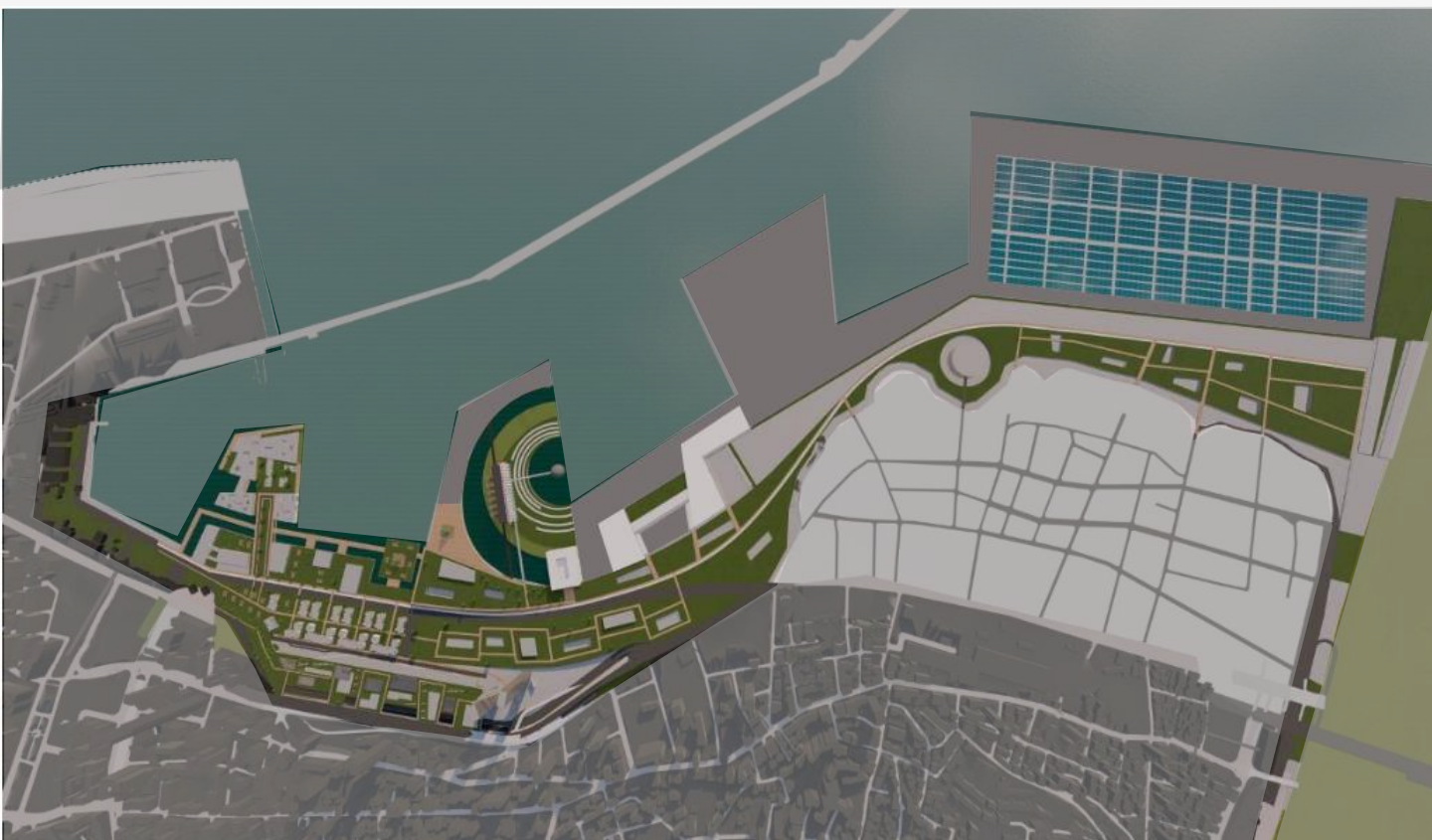
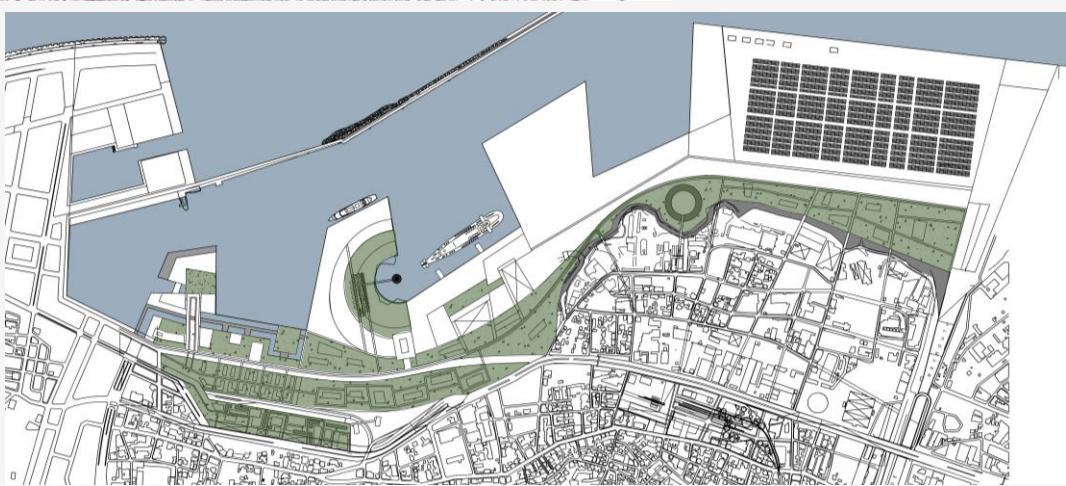


Our program creates a multi-level urban organization that emphasizes the symbiotic interaction between water, landscape, building and city.

From the avenue Charles El Helou, the port opens as an extension of this port city forming a continuity of the already existing urban fabric.

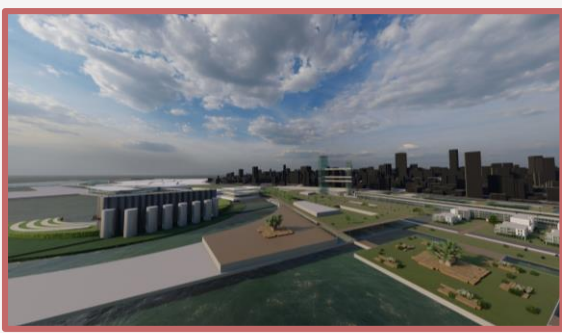
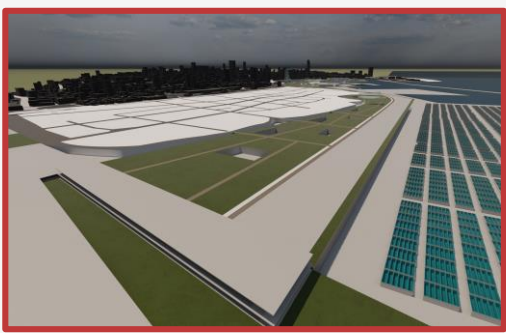
The functions that occupy the different areas of the port open towards the sea forming a stepped effect, linking the level of the port to that of the sea.

This stratification has been translated in our project through the architecture and the greenery: a green belt coming from the port level connects the platforms passing through the different functions to reach the level of the balcony of the Karantina area, to the east of the port where it dissolves in an urban balcony overlooking the port functions.



PORT STRATIFICATION

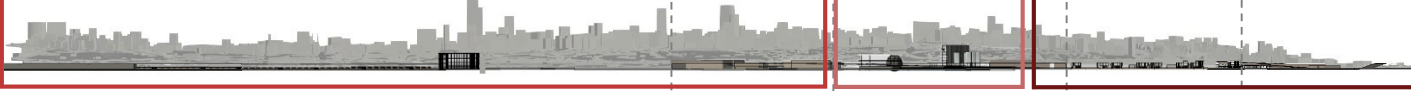
Three platforms of respective levels 2m, 7m and 12m are delimited by the topography of the city and the level variation of the interface between Charles El Helou and the port.



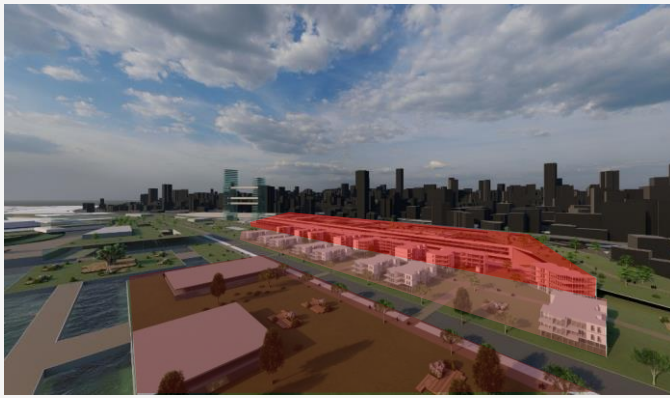
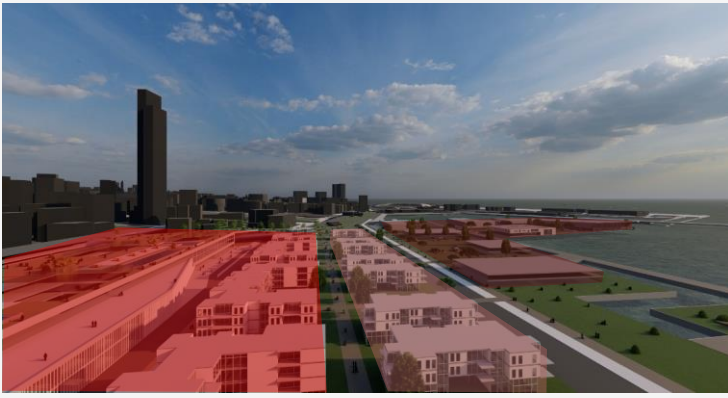
These three zones related to the topography of the city do not form zones which break. Thanks to the continuity of the flow, the various private, semi-public and public multi-level platforms interconnect with each other and with the city.



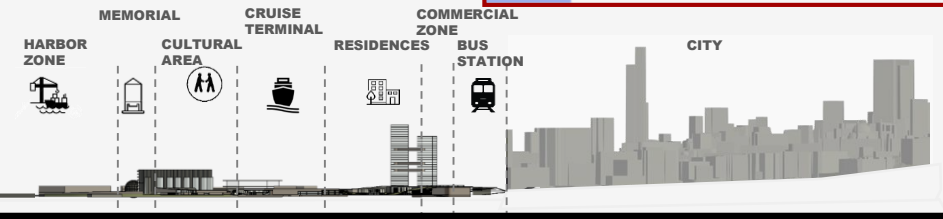
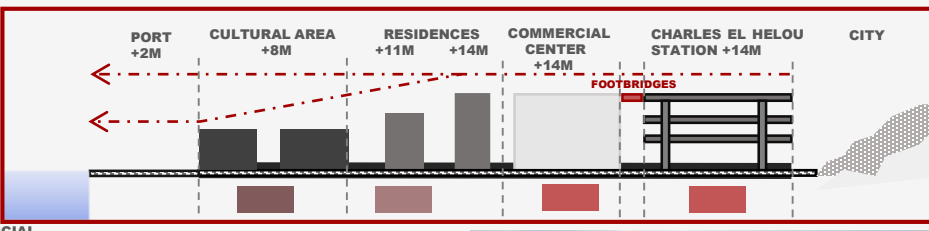
- LEGEND**
- PORT LEVEL +2M
 - PLATFORM LEVEL +7M
 - PLATFORM LEVEL +12M



GRADUAL ACCESS TO THE SEA



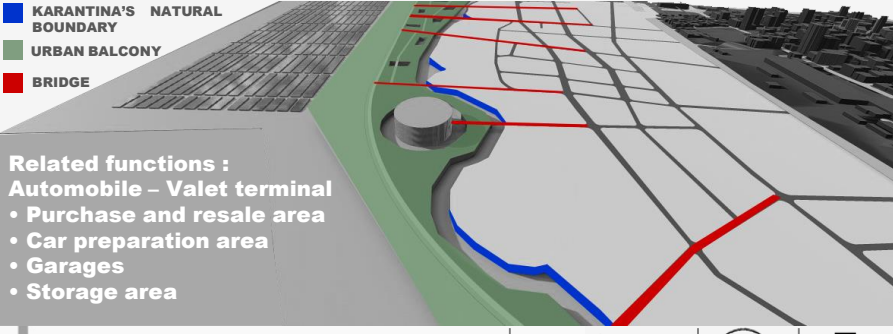
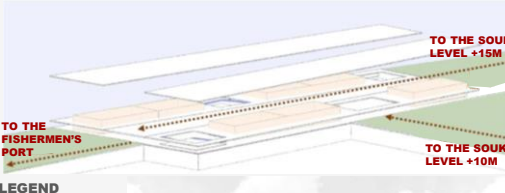
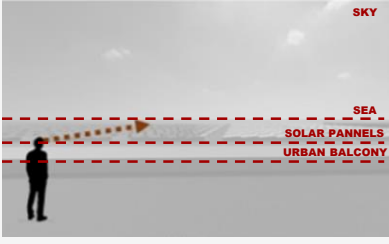
The footbridges coming from the bridge overhanging the bus station of Charles El Helou follow the axes of the urban stairs of the city and the breakthroughs and connect the city to the 5th facade of the commercial center of the port.



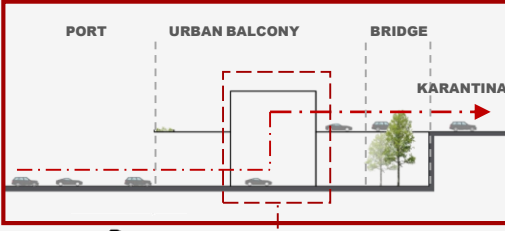
HARBOR ZONE

Regarding the Karantina area, our plan is to open it to the sea and the city's green balconies. At this level, attempts have been made to connect the levels of the city and the port through various ramifications.

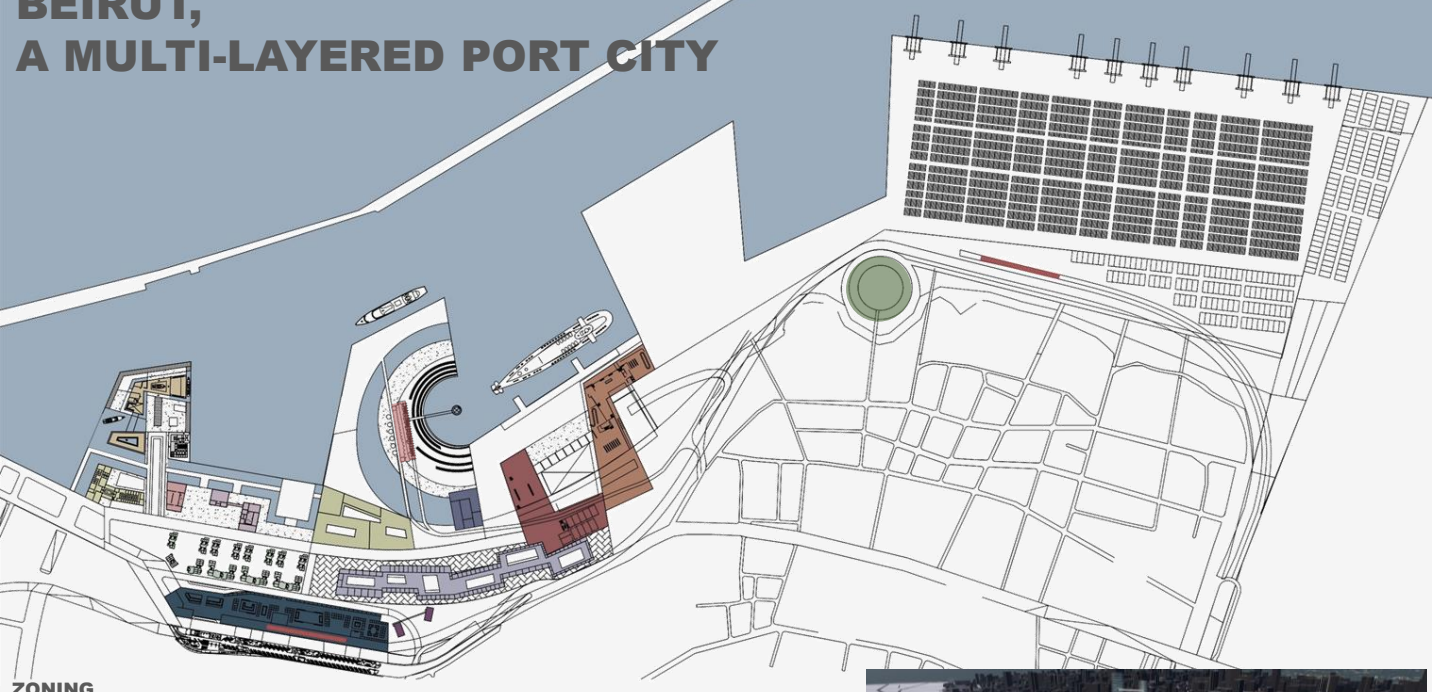
- LEGEND**
- KARANTINA'S NATURAL BOUNDARY
 - URBAN BALCONY
 - BRIDGE



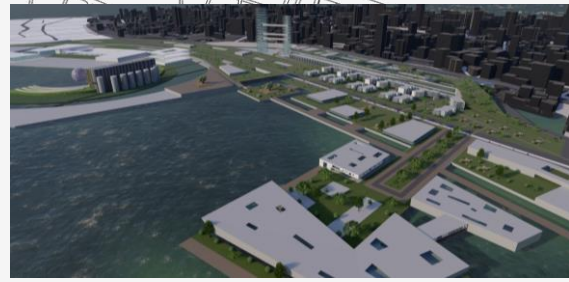
- Related functions :**
- Automobile - Valet terminal
 - Purchase and resale area
 - Car preparation area
 - Garages
 - Storage area



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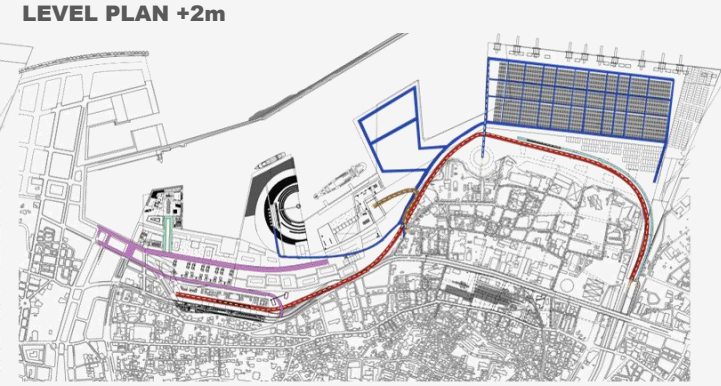
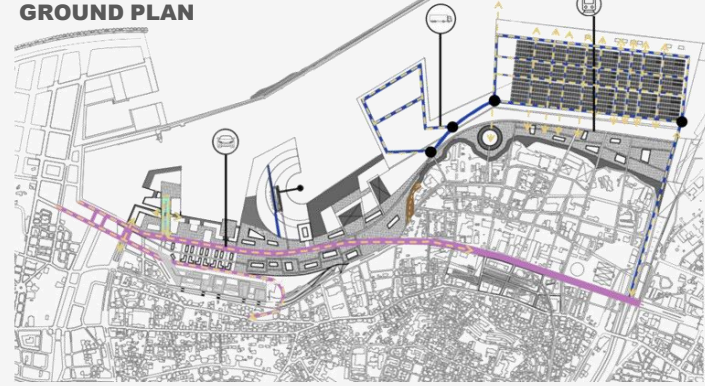
- ZONING**
- MARITIME MUSEUM AND AQUARIUM
 - MEMORIAL
 - FREE ZONE
 - CRUISE TERMINAL
 - TRAIN STATION AND COMMERCIAL CENTER
 - TOURS HOTELS
 - COURTHOUSE
 - SHOPS
 - MEDIA LIBRARY AND RESEARCH CENTER
 - CAR TERMINAL
 - ECO-NEIGHBORHOOD



VEHICULAR ROAD NETWORK

GROUND PLAN

LEVEL PLAN +2m

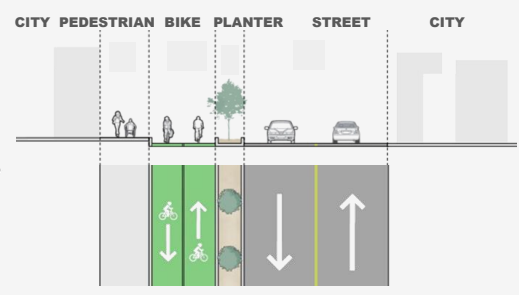


- PRIMARY VEHICLE NETWORK
- SERVICE ROAD (TRUCK)
- PASSENGER TRAINS
- FREIGHT TRAINS
- CRUISE AND FREE ZONE ACCESS
- SECONDARY VEHICLE NETWORK
- ACCESSIBILITY

Each network to be developed will follow a precise framework, interconnecting with the rest of the networks on different levels, which allows the port to be physically and visually integrated into the city.

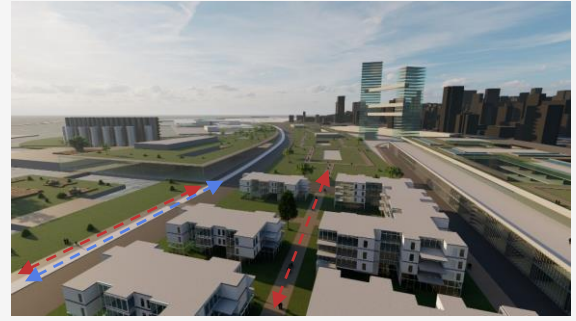
PEDESTRIAN NETWORK

GROUND PLAN



- PEDESTRIAN NETWORK
- CYCLING NETWORK

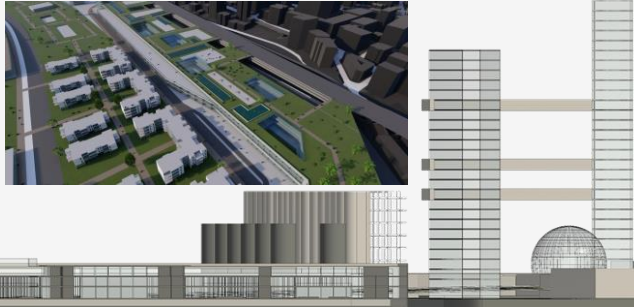
The vehicular and pedestrian networks form a continuous route with the West end of the port and the Beirut river on the East end, connecting the two extremities of the port.



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TRAIN STATION AND COMMERCIAL CENTER

A direct relationship with the city takes place through the footbridges that connect the Charles Helou avenue with the roof to the commercial center and the port.

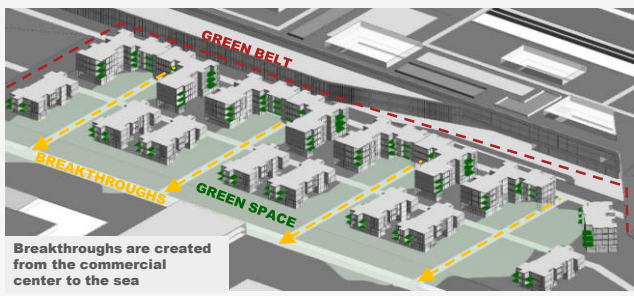


ECO-NEIGHBORHOOD

City dwellers are the key players in the shared project, the relevance of which is measured by its ability to accommodate a mixed population.

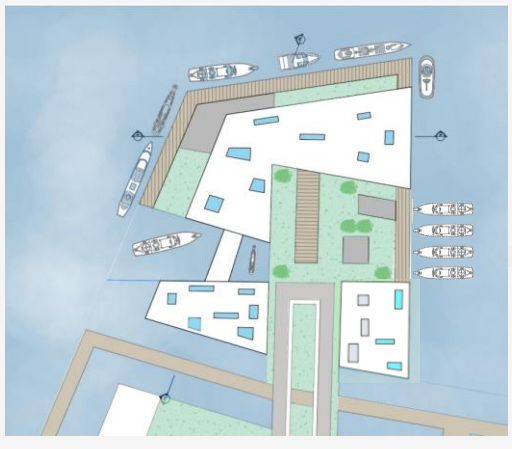


Continuity between private and public green spaces

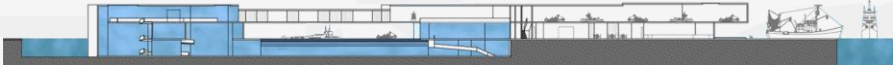
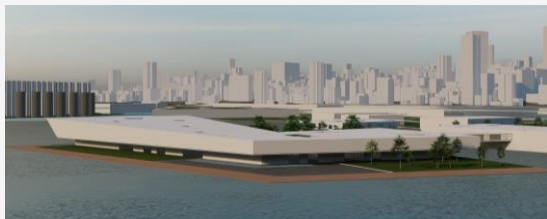


Breakthroughs are created from the commercial center to the sea

MARITIME MUSEUM AQUARIUM AND ACADEMY



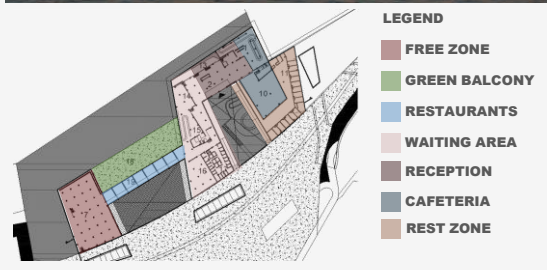
The exhibition is a journey through the history of Beirut that begins in the past, goes through the present and ends towards the future.



A maritime academy takes place to serve the port and create new activities directly related to the sea.



FREE ZONE AND CRUISE TERMINAL



- LEGEND
- FREE ZONE
 - GREEN BALCONY
 - RESTAURANTS
 - WAITING AREA
 - RECEPTION
 - CAFETERIA
 - REST ZONE

The buildings of the cruise terminal and the free zone do not block the view from the side of the green belt and the Charles El Helou avenue, leaving a view open to cruise ships and the sea. On the green belt, several distributed hollows allow the entry of a maximum of light to the levels below the urban balconies.

MEMORIAL



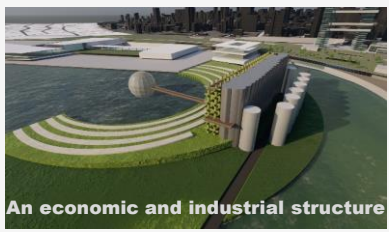
An urban balcony walkway passes over the water towards a symbolic metal structured wheat screen.



A transparent perforated screen hides the demolished facade of the silos on the side of passengers arriving from the cruise terminal and provides a sense of privacy.

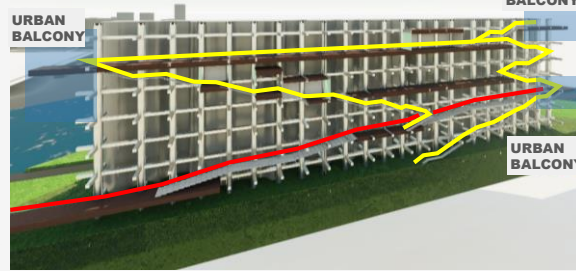


A Symbolic Structure: A trace of a collective memory

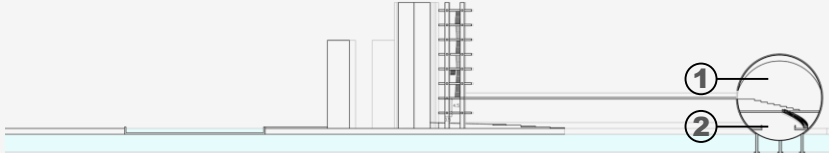


An economic and industrial structure

- The new port silos is imposed just next to the demolished one creating a structural reinforcement.
- The truck axis passes between the demolished silos and the structure of the new silos linking marine traffic to land traffic.



- Main axis in direct contact with the demolished silos, stimulating visual and sensual sensations.
- Exhibition space : Historical course open to the sea and the city.



① The auditorium: Gathering space for the Lebanese people: Spherical structure accessed through the wheat screen.

② The transparent underground level immersed in the sea presents a glazed space from which the debris of the quay and the explosion still present at the seabed are visible.

