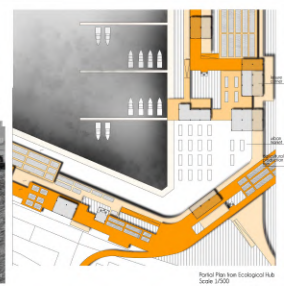
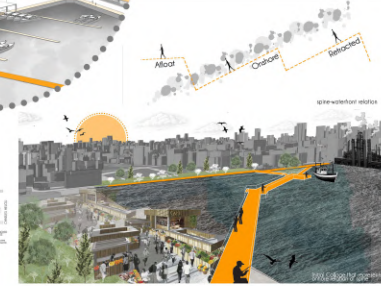
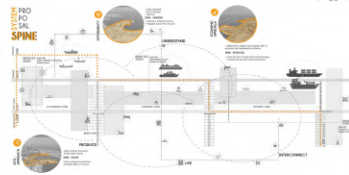
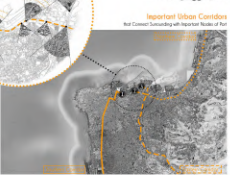
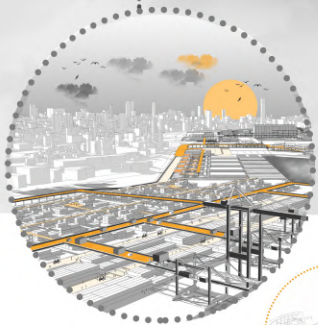
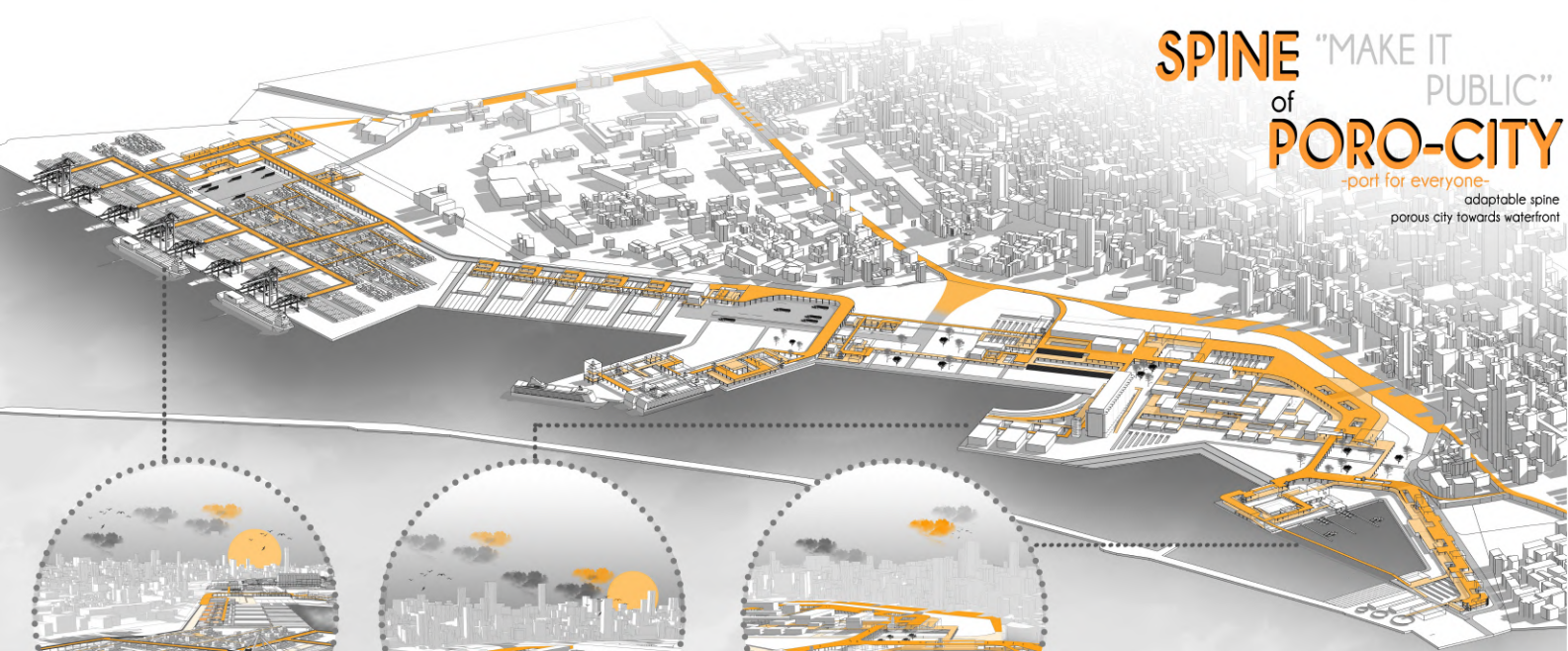


SPINE "MAKE IT PUBLIC" of PORO-CITY

-port for everyone-

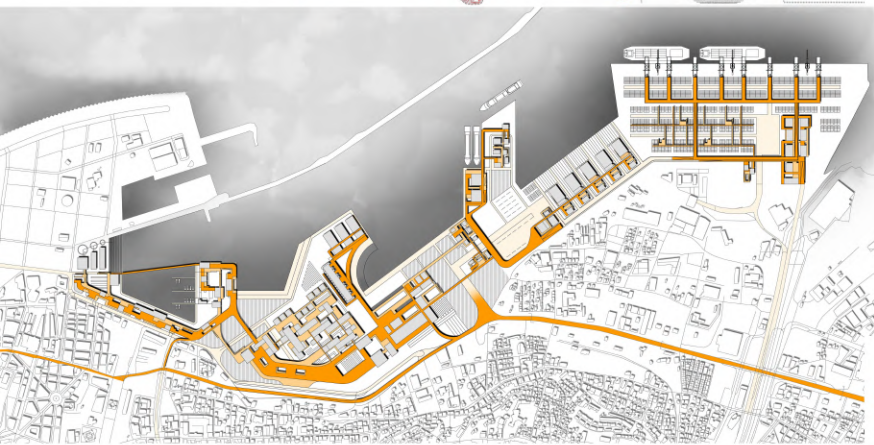
adaptable spine porous city towards waterfront



The project based on the idea of strengthening the port and the city's relationship with the waterfront by trying to solve the problems in Beirut. By combining the concerns in the port area with the problems in Beirut, three approaches implemented in different zones in the system. The system supported with spine configuration and the spine acts differently in zones. In eco-approach hub, the sub-spines work with water treatment system as infrastructure. In attainability hub, they work as human collector while the spine works as cargo carrier element with container connector in the economic hub.

In between the zones with collective spine, porosity nodes exist for relating the citizens into waterfront directly. In this way, the block of human - sea relation breaks and city become a poro-city. These porosity nodes designed as more free space with permeable access to sea and spine is work together with porosity nodes to create easy access for human.

In order to increase the connection of the port with the city, some suggestions that relate the citizens into waterfront have been made, such as a square as a collective memory of the explosion area, a treatment system to purify the polluted water in the port for usage and an urban market for production /sale of products to revive the economy.

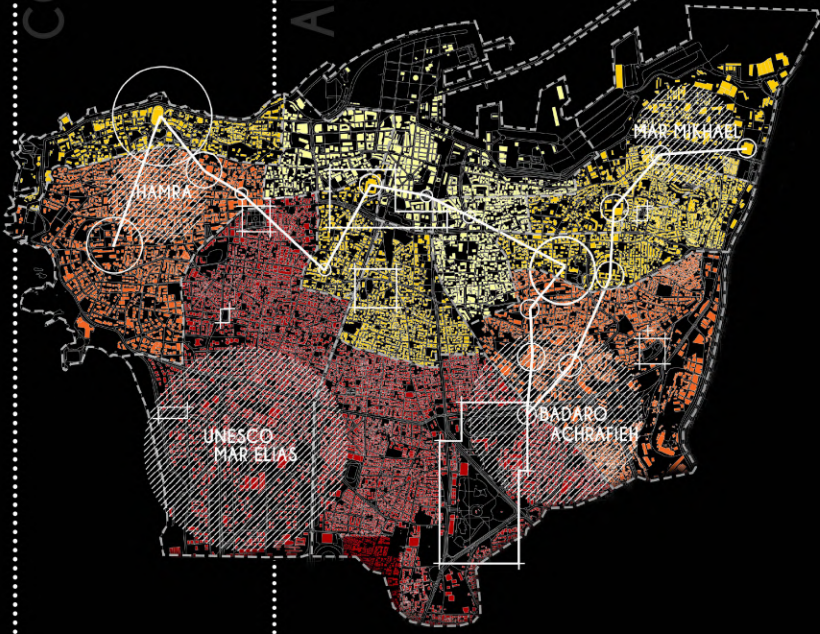


CONCERN

The human population in Beirut is greatly reduced in the port area and the 3 main highways coming from outside to Beirut reach the city without establishing a spatial relationship with the port area.

ANALYSIS

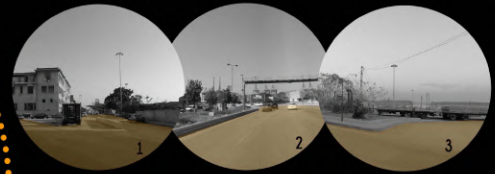
It has been examined that there are 3 different nodes entering the port from the main highway passing by the port. These three points are the elements that provide the permeability between the port and the city.



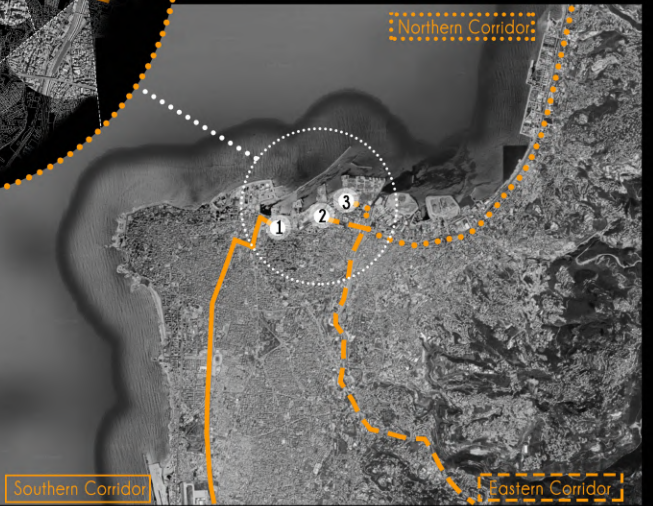
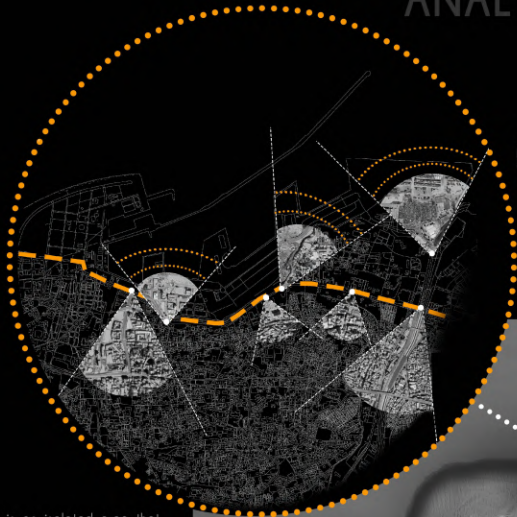
The port is an isolated area that act as a barrier between the sea and the city.

- Historic - Landmark
- Gathering Spaces - Greenery
- Residential
- 0-5000
- 5,000-10,000
- 10,000 -15,000
- 15,000 - 20,000

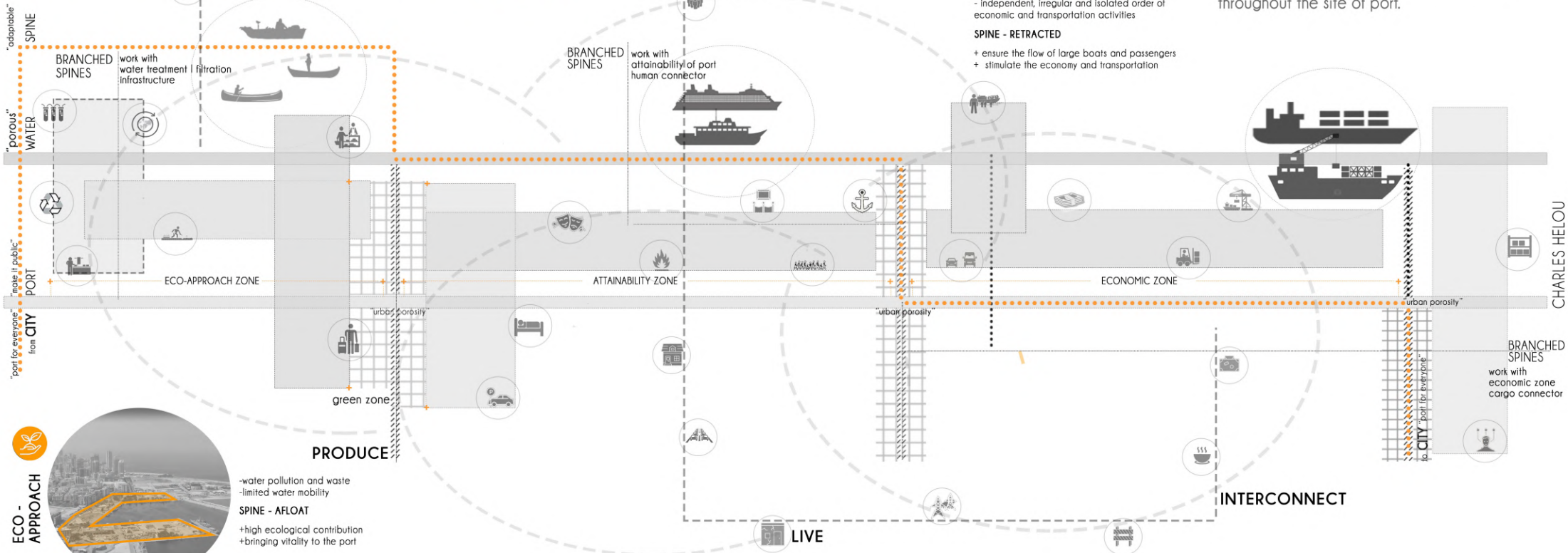
ANALYSIS & MAPS & VISUALS



Important Urban Corridors that Connect Surrounding with Important Nodes of Port



SYSTEM PROPOSAL SPINE



ATTAINABILITY



- badly damaged
- lost its meaning
- explosion
- SPINE - ONSHORE**
- + creating a collective memory
- + integrate social life to the port



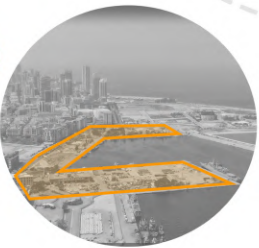
ECONOMIC APPROACH



- independent, irregular and isolated order of economic and transportation activities
- SPINE - RETRACTED**
- + ensure the flow of large boats and passengers
- + stimulate the economy and transportation



ECO - APPROACH



- water pollution and waste
- limited water mobility
- SPINE - AFLOAT**
- +high ecological contribution
- +bringing vitality to the port

In a general system of spine ,it includes different design operations such as being elevated , branches ,expanded.

As a result of all these arrangements, people have different experiences throughout the site of port.

CHARLES HELOU

BRANCHED SPINES
work with economic zone cargo connector

UNDERSTAND

BRANCHED SPINES
work with attainability of port human connector

"adaptable" SPINE

"porous" WATER

"make it public" PORT

"port for everyone" from CITY

PRODUCE

LIVE

INTERCONNECT

ECO-APPROACH ZONE

ATTAINABILITY ZONE

ECONOMIC ZONE

green zone

urban porosity

urban porosity

urban porosity

"city port for everyone"

PROGRAM RELATIONS

ECONOMIC HUB

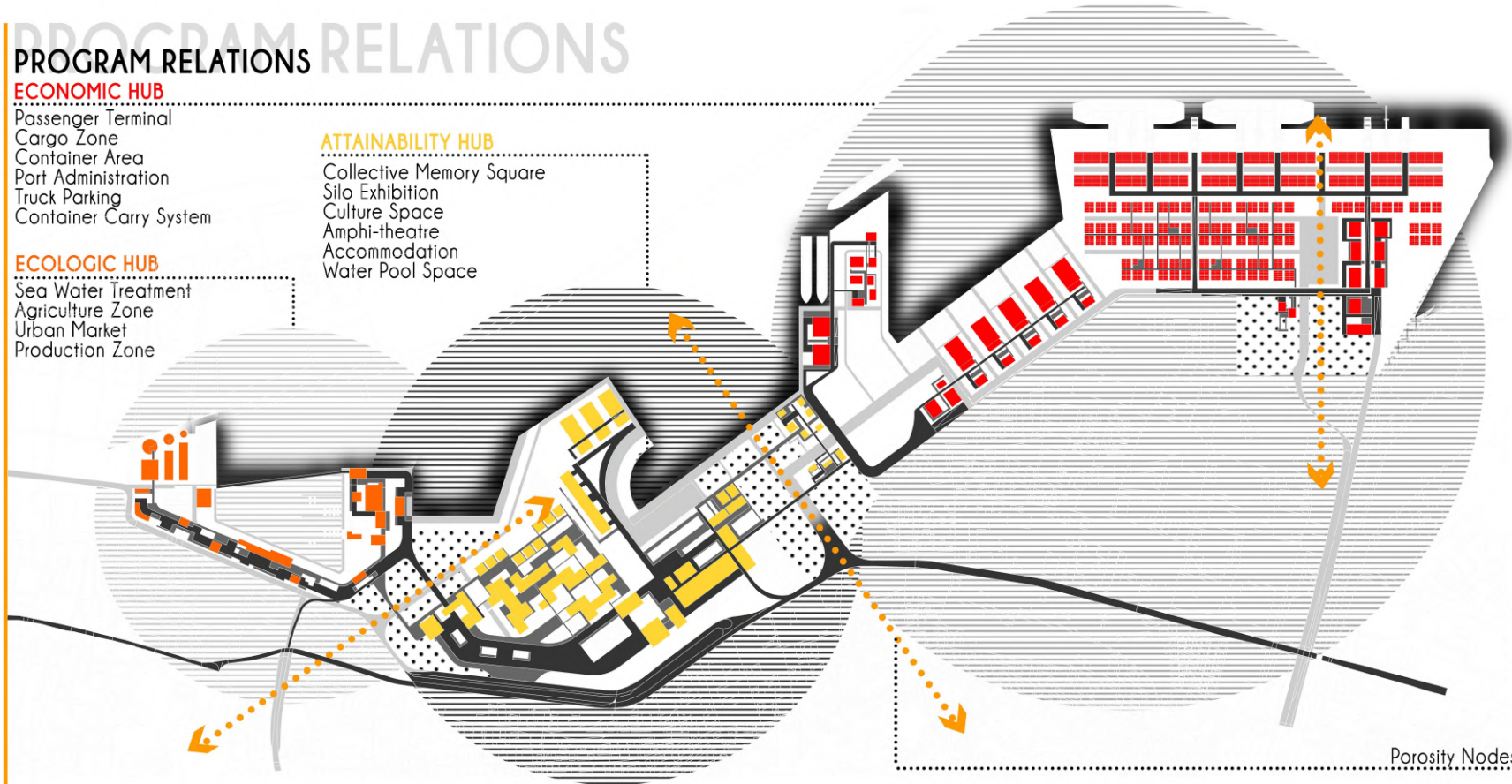
Passenger Terminal
Cargo Zone
Container Area
Port Administration
Truck Parking
Container Carry System

ATTAINABILITY HUB

Collective Memory Square
Silo Exhibition
Culture Space
Amphi-theatre
Accommodation
Water Pool Space

ECOLOGIC HUB

Sea Water Treatment
Agriculture Zone
Urban Market
Production Zone



Identification of zones based on the context problems and the city characteristics and its needs.

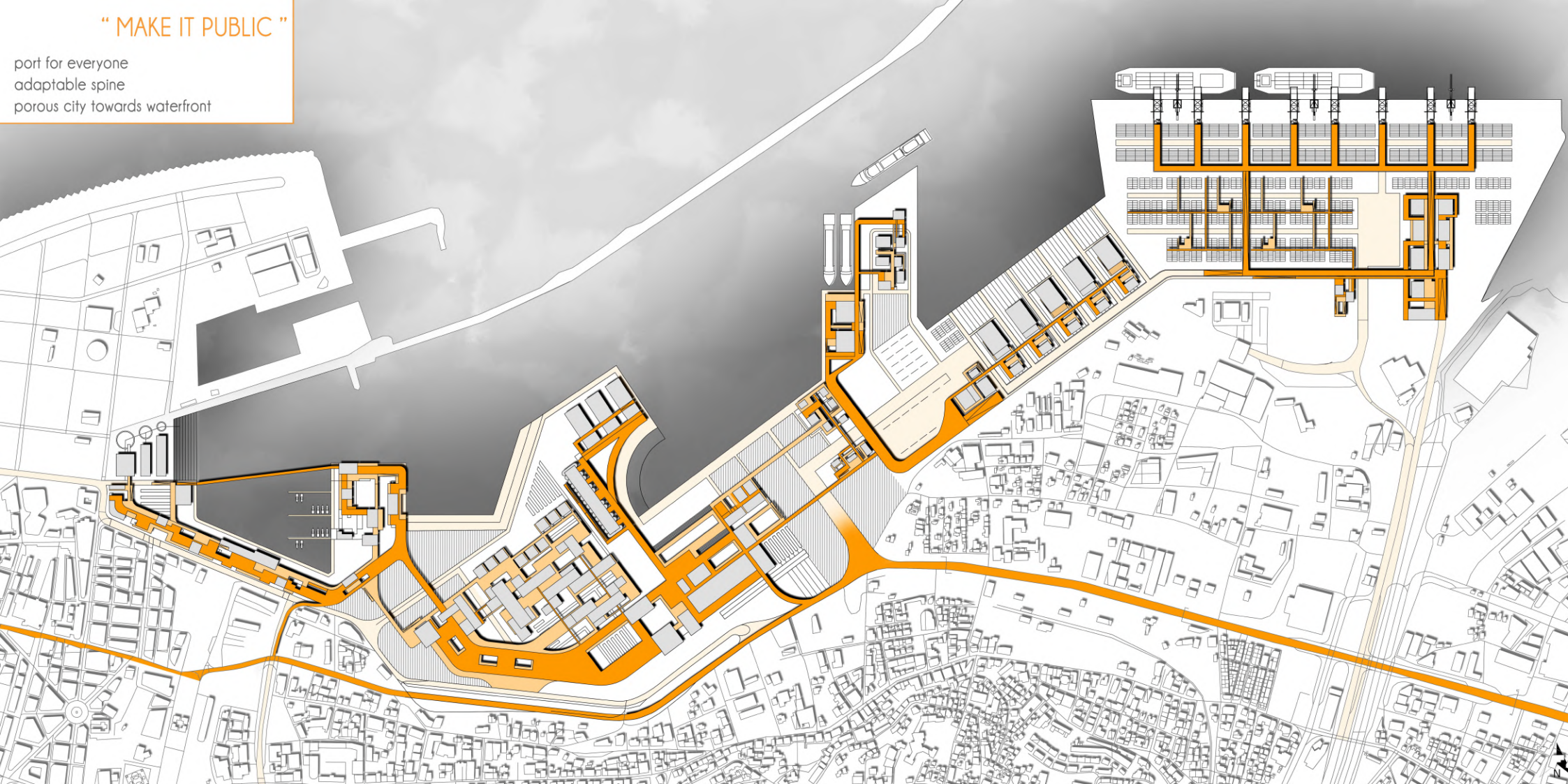
In different meaning combining the concerns in the port area with the problems in Beirut, we implemented the three approaches in three zones in the system.

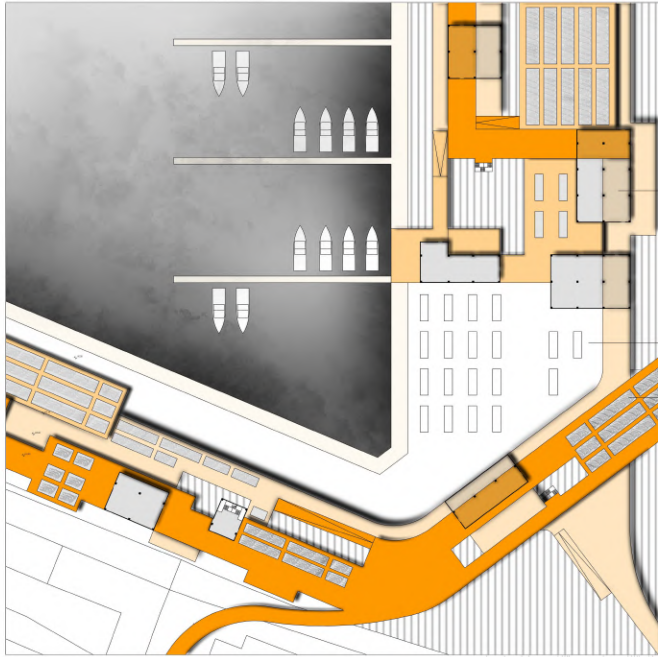
The program elements positioned according to that and spine act differently that support general system that solve Beirut's problem.

Porosity Nodes

"MAKE IT PUBLIC"

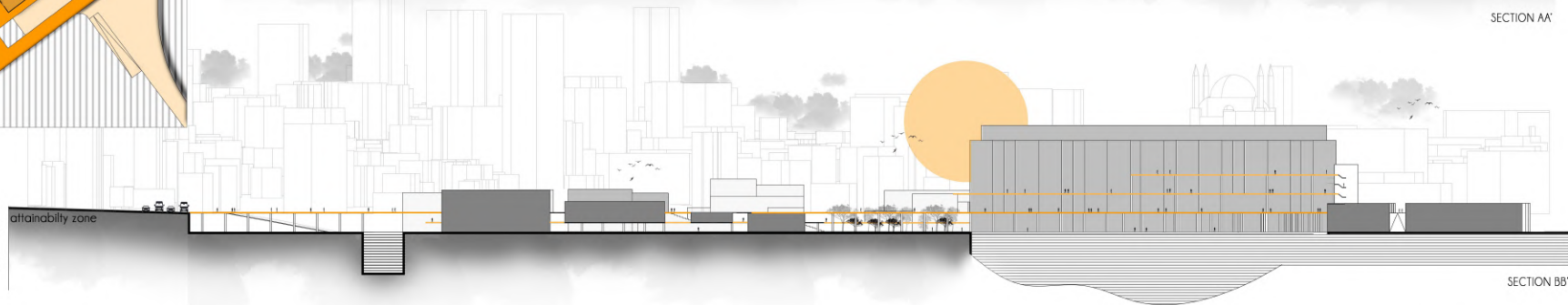
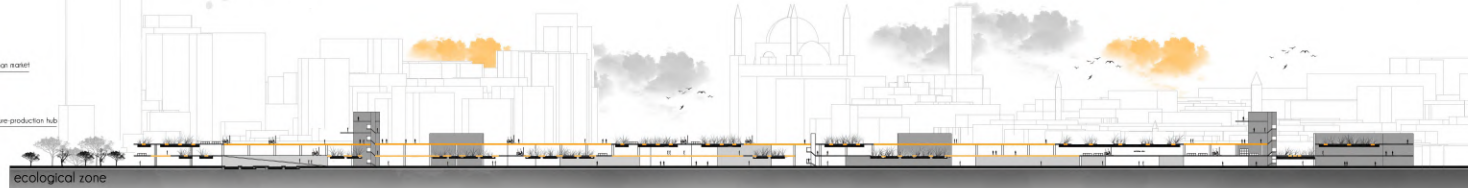
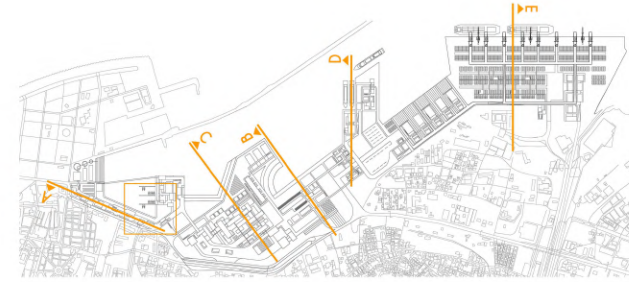
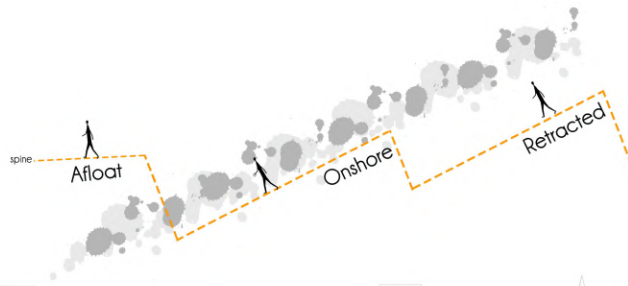
port for everyone
adaptable spine
porous city towards waterfront





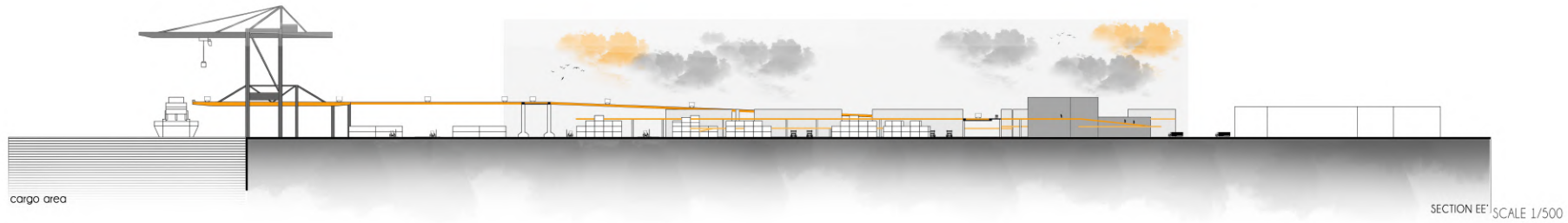
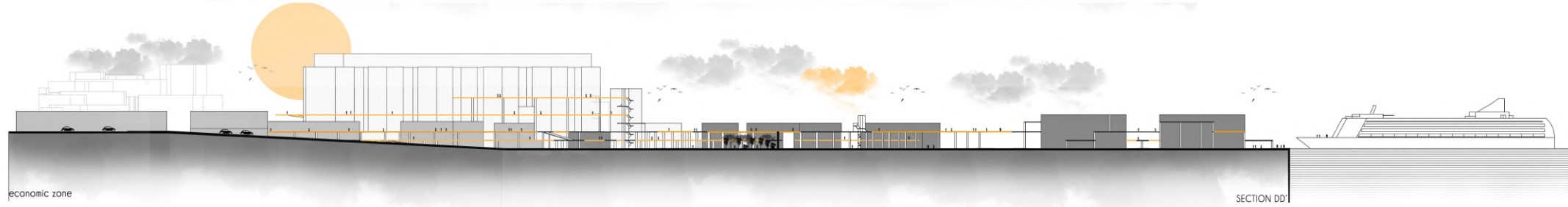
1/500 ZOOM IN PLAN
+ 10.00

In the ecological approach part, dirty water and waste treatment plant, agricultural production zone, and an urban market program where these products can be sold are considered. It forms the system as an infrastructural element that carries water.





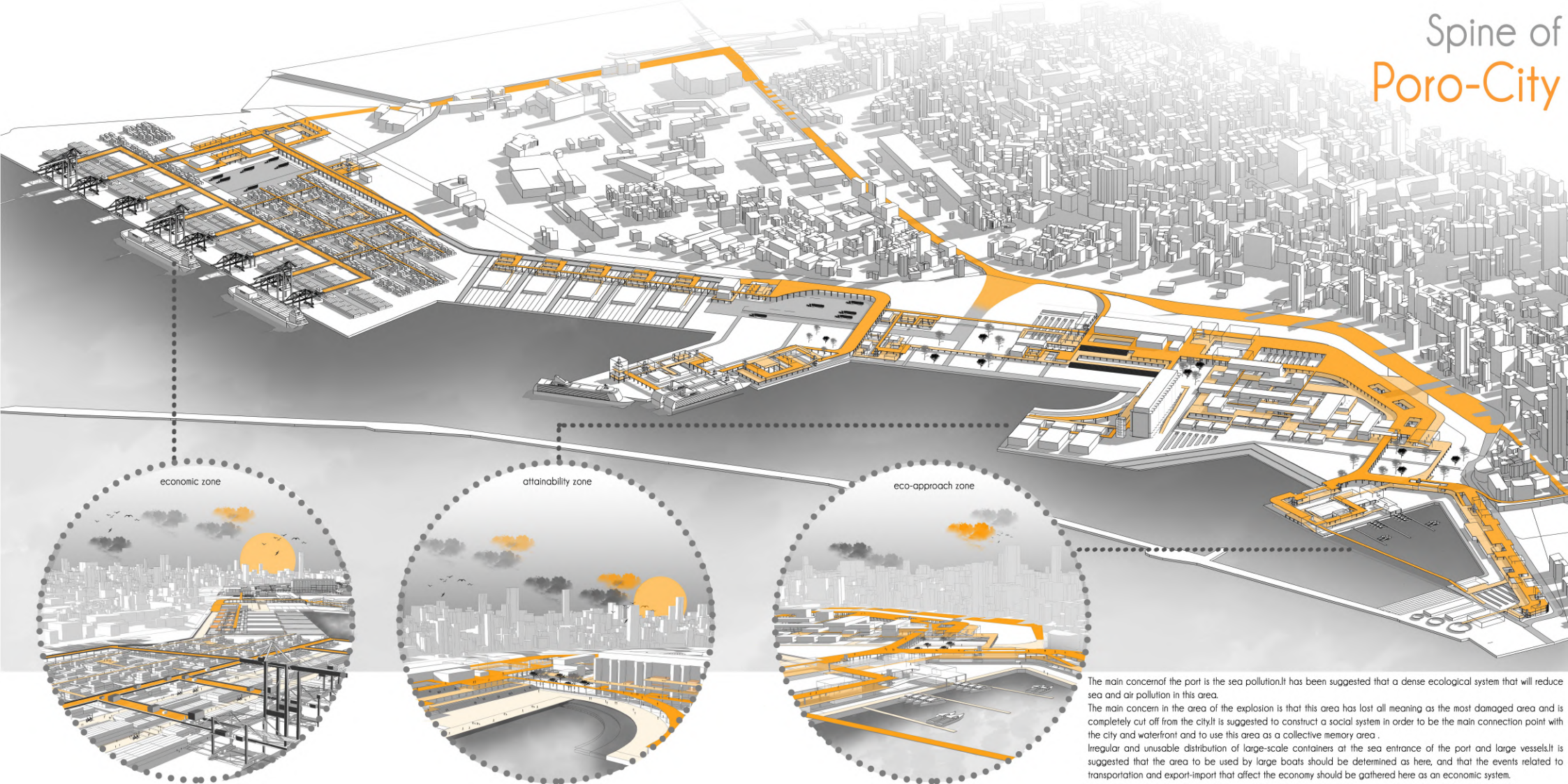
Adaptable spine sometimes creates the square itself, sometimes the bridge that connects two zones to each other, sometimes is a system where cargoes are transported





The points entering the port from the city were considered important for the concept of **keeping the port alive and make it public**. In this context, when looking at the urban corridors coming from other cities in Beirut, it is seen that there are **3 main corridors** and one main entrance from each corridor to the port. These points contributed to the determination of the **porosity nodes** in the spine system.

Spine of Poro-City



economic zone

attainability zone

eco-approach zone

The main concern of the port is the sea pollution. It has been suggested that a dense ecological system that will reduce sea and air pollution in this area.

The main concern in the area of the explosion is that this area has lost all meaning as the most damaged area and is completely cut off from the city. It is suggested to construct a social system in order to be the main connection point with the city and waterfront and to use this area as a collective memory area.

Irregular and unusable distribution of large-scale containers at the sea entrance of the port and large vessels. It is suggested that the area to be used by large boats should be determined as here, and that the events related to transportation and export-import that affect the economy should be gathered here as an economic system.