إعلان بيروت العمراني

BEIRUT URBAN DECLARATION

For the reconstruction of the damaged areas after fourth of August explosion

إعلان بيروت العمراني
DECLARATION URBANE DE BEYROUTH
BEIRUT URBAN DECLARATION

لإعادة إعمار المناطق المنكوبة
جـرّاء إنفجـار الرابـع مـن آب

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Beirut Urban Declaration Conference

10, 11 April 2021

"Beirut Urban Declaration" initiative was launched on August 10th, 2020, as a response to the devastating explosion of Beirut Port on August 4th, 2020, and with the participation of the Order of Engineers and Architects in Beirut, the Schools of Architecture in Lebanon, the Chadirji Foundation for Architecture and Society, the Architects Association and the Urban Planning Association in addition to sixty professors from the schools of architecture in various universities and professional architects.

This book exhibits a set of ideas that would constitute a starting point for working on an integrated process for the reconstruction of the neighborhoods affected by the port explosion. It involves proposing a national vision for the reconstruction, rehabilitation of heritage, protection of the social fabric and the specific identity of urbanization in the affected area that was hit by the explosion of the 4th of August and redeveloping the relationship between the port and its urban surroundings.

Book Title: Beirut Urban Declaration

Edited by: Rana Dubeissy
Habib Sadek
Maroun Daccache

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Design and layout: Nijad Abdelsamad
Nour Abou Karroum

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لإعادة إعمار المناطق المنكوبة جرّاء إنفجار الرابع من آب

Founders

Contributors

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Contents

Introduction

The Beirut Urban Declaration initiative was launched on August 10th, 2020, with the participation of the Order of Engineers and Architects in Beirut, the Schools of Architecture in Lebanon, the Chadirji Foundation for Architecture and Society, the Architects Association and the Urban Planning Association. This initiative was a response to the devastating explosion of Beirut Port on August 4th, 2020.

The Manifesto of "Beirut Urban Declaration" released in October 2020 was the result of eight months of work, where sixty professors from the schools of architecture in various universities and professional architects collaborated. In addition to a series of workshops and symposia that were held in October 2020, December 2020, March 2021 and the final symposium of April 2021. The April Symposium witnessed the participation of international institutions concerned with reconstruction like the "The Public Corporation for Housing" and relevant Lebanese local administrations in addition to The General Directorate of Antiquities. The manifesto exhibits a set of ideas that would constitute a starting point for working on an integrated process for the reconstruction of the neighborhoods affected by the port explosion. It involves proposing a national vision for the reconstruction, rehabilitation of heritage, protection of the social fabric and the specific identity of urbanization in the affected area that was hit by the explosion of the 4th of August and redeveloping the relationship between the port and its urban surroundings.

The manifesto represents a summary of an intellectual and cultural effort that contributes to the preparation of a comprehensive vision, and it serves as perceptions and suggestions for the general idea of reshaping and reintegrating the components of the city. The Manifesto aims at presenting a set of documented concerns, providing ideas and feasible suggestions, and visionary and operational directions, for the Lebanese society and its administrations in the concerned official institutions.

The extent of the destruction is the basis which led to adopting a comprehensive view of the city's social, economic and urban aspects. It led to dealing with the site as an integrated urban fabric and pushed us to reconsider the components of Beirut city in general and the components of the affected area. This is developed within a MANIFESTO reconsidering the historical phases of the city, which constitutes its cultural networks, and are based on its social, economic, and architectural fabric. This Manifesto leads to developing a contemporary plan for Beirut; it includes the perceptions and the suggestions of the general idea for re-weaving and reshaping the city.

This MANIFESTO, which is based on the components of the local, urban, and architectural community of the city, was based on history review of the contemporary services for Beirut and their development, in order to activate the local economic structure of the city.

All the above, sparked a series of discussions and research for "Beirut Urban Declaration - October 2020", and consists of five main themes regarding the neighborhoods hit by the explosion:
1- The historical dimension is the main element for re-interpreting the historical components of the city. To be followed in a dynamic, contemporary, non-linear methodology. This-helps to intertwine urban communicativeness through its history and link it to its social and urban context, so that the evolution of historical developments becomes a basis for the development and communication of the city.

2- The economic and social challenges of the urban transformations of the city, are based mainly on the local community transformations, leading to compose the components of needed services of the local community, in order to formulate a clear methodology that helps to structure the social needs.

3- The comprehensive view of rehabilitating the destroyed area is an integrated view to reconnect the components of the city with each other, with the aim of complementing the existing functions and setting them within the culture of the urban architectural context. Aiming at the development of public spaces and services, and to weave the continuity of the Beirut waterfront.

4- The challenges of protecting and rehabilitating the urban heritage fabric raise the issue of an adaptive reuse for the heritage to be part of our daily and future life, through a comprehensive and a visionary plan. This plan can be realized with a radical solution for the heritage issue: establishing an independent administration for the existing urban heritage, where historical and built heritage areas are subject to the “special heritage zone” system, with the aim of modern, cultural investment that serves the society and its economy.

5- Management and organization of planning and reconstruction focuses on how groups can work and seeks to establish a data bank, to document, monitor and follow-up urban issues on the field. There is a responsibility on the universities sharing of their research and creating mechanisms for involving the local community in the discussion and reporting on reconstruction paths. In addition to that, it calls for establishment “Urban Issues Observatory”, to document, research, rationalize and produce indicators of deterioration and development.

Aref Yassine

Introduction of the order of Engineers' president

As if Beirut city is destined to disasters and tragedies, approaching to the brink of death and extinction, and then rising again, injured not falling, in pain and not broken, wounds healed, leaving scars that time does not conceal. As for the wounds that afflict the soul, only the will of life can heal them, and awareness and knowledge, facing the catastrophic reality. On that fateful day when the explosion took place, the crime, at the port of Beirut (August 4, 2020) time did not stop, as was desired by those who wanted to kill the city's soul and its culture. The living forces from civil society mobilized immediately after the disaster to clear the effects of the blast. The streets and neighborhoods were filled with young men and women to help injured people, and despite the limited possibilities they openly refused to be defeated and declared the victory of strong will, of free life, over death and destruction.

The spaces of cities, villages, and neighborhoods and their social fabrics constitute the spirit of places. These spaces are living structures that interact with events and transformations. Only the inhabitants of places and people of knowledge can estimate the scale of the disaster and the influence of architecture on their daily lives, and their social relations. This should be the basis for any rebuilding process.

In response to a call initiated by Order of Engineers and Architects in Beirut, for members to participate in a project surveying the structural and architectural damages of affected buildings and heritage buildings at the affected area, hundreds of engineers from different specializations, from different generations, and from different regions, took the initiative and answered the call. The results were put at the disposal of local and international bodies, academic institutions, and researchers.

A group of intellectuals, academics, and staff from different universities and schools of thought took the initiative and launched the Beirut Urban Declaration from the Beirut Syndicate of Engineers and issued a document that included an intellectual contribution to formulate a comprehensive vision and directions for reconstruction and rehabilitation. In this regard, we stress on the importance of this announcement and our keenness to continue this initiative.

The Order of Engineers and Architects, based on its national, scientific and professional role, remains a free space incubating every architectural and engineering activity, and every cultural and scientific discussion, to produce practical and verifiable development projects, based on visions and goals determined by development requirements to serve people and their societies. And the OEA is present to contribute to initiatives aimed at protecting

the urban fabric and the social and cultural heritage, avoiding the recurrence of mistakes that happened in the past, especially during the reconstruction of downtown Beirut, in terms of the destruction of the city's collective memory and the urban and social fabrics.

Starting from these experiences, we affirm that the reconstruction of Beirut Port begins with a comprehensive vision and a guiding scheme for the entire waterfront, based on the economic and developmental role of Beirut Port, ensuring its natural connection with the surrounding neighborhoods and the city, and its relationship with the rest of the Lebanese and regional sea ports, with the exception of the occupation's Ports in Palestine. And It is important revitalize the maritime transport sector and to consolidate and preserve the port explosion site and the building of the grain Silos, the distinguished architectural landmark that represents the collective memory, which has become a symbol and witness to the tragedy. The decisions regarding rebuilding the Beirut port and its surrounding area should not be enacted by a person in power, it has to be taken in collaboration with the people, especially the inhabitants of the surrounding neighborhoods to the port, and the families of the victims who died in the explosion, because it is an issue related to their memory, life and future.

The major problem remains in the dependence of the ruling system on the foreign countries, the organized theft of the government's assets, and the rentier economic policies that have prevailed over the past years, which have hit the productive economies, and were one of the major reasons for the country to reach these catastrophic conditions. These policies never included public interest nor the public right and established a rentier culture and the pursuit of quick profit and destroyed human values, without scientific planning, which led to urban chaos and a major distortion in the built environment in cities and villages.

October 2020

Beirut Urban Declaration

For the reconstruction of the neighbourhoods hit by the 4th of august explosion

The Beirut Port explosion on August 4, 2020, was a watershed event in the history of Lebanon, and the capital city Beirut. It is a catastrophe that affected the neighborhoods of Al-Mudawar, Karantina, Al-Badawi, Mar Mikhael, Rmeil, Gemayzeh, Mar Nicola, and extended to Burj Hammoud, Ashrafieh, Al Bashoura, and Zoqaq El Blat. It reached the other neighborhoods of the city, leaving behind about two hundred people deadened thousands wounded, in addition to the destruction of nearly three hundred buildings, complete or partial destruction, and the displacement of tens of thousands of residents of the area.

The Order of Engineers and Architects (OEA) in Beirut, in partnership with the Faculties of Architecture in Lebanon, took the initiative to produce the "Beirut Urban Declaration" with a general vision on ways to reform the affected areas.

This declaration reviews a set of ideas that would constitute a starting point for work, to formulate an integrated vision for the reconstruction of the affected areas, as a result of the port explosion. It proposes a national vision for reconstruction, heritage rehabilitation, protection of the social fabric, and the distinguished urban identity in the affected area as a result of the tragic event, and the reformulation of the port relationship and its urban context.

The declaration is an intellectual and cultural endeavor that contributes to the formulation of a comprehensive vision, in form of ideas and proposals of the reformation of the city. It presents them as a set of documented issues that seek to meet the challenges of emptying the city from its residents and demography change, as well as providing suggestions and quick feasible, and operational ideas to the officials and official institutions concerned.

The declaration outlines the course of intervention and the role that the OEA could play in cooperation with the Universities in envisioning the reformation of the affected region. It adopts a comprehensive view of social, economical, and urban aspects, and deals with the damaged area as an urban fabric fully integrated with the port. "Beirut Urban Declaration" emphasises on the following ideas:

- Emphasizing that preserving the heritage urban fabric does not contradict with the variables of people's lifestyle and behavioral patterns and new requirements. And that these requirements can be secured while preserving the composition of the heritage urban fabric
- Considering the heritage character of the affected area, which consists of their general fabric and the constituent units of this tissue, and as a site in which people's life, social and economic behavior is practiced. This heritage character is an accumulation of people's social

and spatial life and their memory, from the formation of the city to the moment of the explosion that destroyed these historical and heritage areas and neighborhoods, and it is a basic parameter that cannot be changed or modified except with the general approval of the main stakeholders (owners or residents)

- Determine the paths between urgent (fast), medium, and long term (slow), and establish an observatory to follow up and document the actions and options that are presented and which will become a tangible reality, by setting indicators for monitoring the reconstruction process and recommending and lobbying for policies.
- The need to establish appropriate policies (housing, infrastructure, heritage,...) to keep pace with the reconstruction process, and pressure to adopt these policies
- The general idea of the reconstruction management has to go through devising mechanisms that guarantee wide participation of the society and specialists, aiming at setting the reconstruction process on a scientific and a national path that preserves Beirut's identity and its human, heritage, and cultural image.

The document is divided into five axes, namely:

A - City Identity

B - Economic and Social Consequences and Challenges to be faced

C - Towards a Comprehensive View of Rehabilitating the Destroyed Area

D - Challenges of Protecting and Rehabilitating the Urban Heritage Fabric

E - Management and Organization of Planning and Reconstruction

A - City Identity: (Annex attached)

The stricken area is a major component of the capital's identity and its social and urban characteristics. The most important milestones of Beirut's historical formation are:

- The development of the Old City of Beirut outside its walls began in the mid-nineteenth century
- The initiative of the notables of the city who became rich because of their relationship with the Ottoman authorities and the European consuls to build palaces and luxurious residences on the Sarasqa and Zoqaq el Blat plateaux
- The urban development along the roads that connected the old city to Tripoli (Gimmayzeh neighborhood), Sidon (Al Basta neighborhood), al-Sham (Bashoura and Nazareth neighborhoods)
- The development of Beirut Port and its impact on the urban development of the affected area
- The specific characteristics of the urban development in the neighborhoods of Gemmayzeh, Jeitaoui and Rmeil, with Al Achrafiyeh plateaux on one side, and port on the other side

- The historical peculiarities of the formation of the karantina and the Maslakh (the slaughterhouse) neighborhoods
- The arrival of the Armenians to Beirut escaping the massacres after the First World War and the development of the Mar Mikhail neighborhood (adjacent to Armenia Street), and Al-Badawi (on the Beirut River Bank opposite Bourj Hammoud)
- The relative stability in the region, which didn't witness significant urban and social transformations since the independence and until the end of the nineties of the last century (Modern Beirut of the 1950s and 1960s developed westward toward Hamra, Was Beirut and Raouche)
- The Construction boom which began to extend outside the commercial city center starting in the late nineties, which was manifested by the construction of towers in the Sarasqa neighborhood and the area adjacent to Charles Hello Avenue opposite the port
- The economic and social transformations the region witnessed during the past twenty years, with the decline of the traditional crafts activities, the opening of restaurants and bars, the development of new cultural and artistic activities, and the emergence of new young groups, along with the survival of a sizeable portion of the original residents, all that makes the region distinguished by its social mix

B - Economic and Social Consequences and Challenges to be faced: (Annex attached)

As a result of the great damage caused by the explosion of the port, especially in the old parts of the city, and the economical and social tragedies it caused, the basic needs emerged as urgent, and it falls among the priorities in the hierarchy imposed by the current circumstances:

1. Housing:

- The need to ensure the rapid return of residents to their homes before the onset of winter
- The need for temporary shelter (or permanent) during the reconstruction period. And securing decent housing for the residents of the area until the complete reconstruction of their homes
- Work to reach frameworks that allow the construction of housing for people with limited income in the affected area, especially in the areas of Karantina and Maslakh

2. The Economic and Living life cycle:

- Taking into account the needs and priorities of people, that is, the approach to reconstruction to be on the human and social level
- Reviving the economic activities in the region and helping to restore the activities that were struck by the explosion

3. Education:

- Rehabilitation of the public and private educational institutions in the area as soon as possible to allow the start of the school year
- Reconstructing and restoring the damaged institutions, taking into consideration the standards of public safety, inclusive life and sustainable construction

4. Health:

•Rehabilitation of the health sector (hospitals and medical centers), to meet the needs of the area, after the destruction of four main hospitals and a number of medical centers

C - Towards a Comprehensive View of Rehabilitating the Destroyed Area: (Annex attached)

This section represents the focal point of the urban study that should be developed to organize the area after its status is modified by the Supreme Council of Urban Planning to become "Status Under Review". From this standpoint, a comprehensive review of the area of destruction and its revitalization among the components and peculiarities with other regions in Beirut raises the following issues:

1. The Port Area and its Relationship with the City:

•Examining the new role of the Port of Beirut as an essential economic facility, taking into consideration the other ports on the Lebanese coast, as well as the other ports on the eastern coast of the Mediterranean.

•Reconnecting the port with the city center, and restoring its relationship with the affected areas

2. Addressing the Problem of Mobility: It is imperative to study the issue of public transport and the problem of smooth mobility paths, and set them as a priority in the reconstruction plan. The region is suffocating today due to traffic problems and dependence on private cars. In this regard, it is useless to secure additional car parks to serve the neighborhoods, as all recent studies indicate that a large number of parking spaces lead to the exacerbation of the traffic problem instead of solving it.

3. The Morphology and Typology of the City: Study of the morphology of the area and its relationship with the typology of the buildings and streets, to delve into the social and economic relationship of each neighborhood in the affected area, the neighborhoods with each other, as well as their relationship with the port.

4. Take advantage of the opportunities available in the affected neighborhoods to launch projects that allow development of public spaces that have the potential to transform into meeting and gathering centers

5. Study the "Sensitive" areas existing between the neighborhoods, and activate them to link the services with each other, while preserving their economical and social functions

6. Reconsidering the building regulations in the destroyed area and enhancing the interaction of the areas with each other, to preserve the diversity of the city's architecture

7. Reconsidering some of the Plans that were previously studied by official institutions (The Supreme Council for urban planning, Beirut Municipality, Council for Development and Redevelopment, etc.)

D - Challenges of Protecting and Rehabilitating the Urban Heritage Fabric: (Annex attached)

1. Considering the heritage character of the affected areas, which consists of its general fabric and the constituent units of this fabric, as a one single project entity to fully preserve its diversity that expresses the stages and developments that have passed through the city, and to deal with the site as an integrated civil and social fabric.

2. Using this Urban Heritage Fabric in serving the needs and requirements of the social fabric and the developments of its needs and contemporary role.

3. Considering the areas of the Urban Heritage Fabric as special areas that are subject to plans and laws for the whole tissue and area, and not to classify them as selected single buildings

E - Management and Organization of Planning and Reconstruction: (Annex attached)

This part is of the Beirut Urban Declaration is important, because it focuses on how the groups will work together with the universities and the OEA to contribute to the formulation of a vision about the reconstruction of the affected areas. And in this context, the OEA will endeavor with the faculties of architecture to define achievable goals through the committees they establish together. These groups drive their strength from adherence to the Beirut Urban Declaration, as it can form a pressure force that affects official decisions if it can produce a clear vision for the future of these neighborhoods.

1. Tasks and Priorities:

This process is related to setting priorities, especially follow-up operations in the coming months after finishing with the emergency operations of support, sheltering and urgent needs, and the start of reconstruction and planning operations to ensure that everything is on the right track. In addition to serving the aspirations of the people in the city and the Lebanese community for continuity and follow up.

2. The Role of Universities:

- The role of universities in defining and distributing tasks, initiating detailed discussions at the level of small groups
- Universities work through their academic programs on emerging problematics (urban, urban fabric, city fabric, and social formation), and identify problems as an entry point for sound solutions

- Establishing a shared data bank and documentation that specifies a file for each university (a folder), coordinating cooperation through a data bank, and exchanging data with civil institutions and organizations (Organizing the shared data is the OEA's responsibility)

3. Organizing Workshops

- The first is at the end of November and the others should follow accordingly to exchange ideas and discuss all proposals and projects proposed by universities in partnership with civil society and official institutions

4. Data Bank and Documentation:

- The data bank contributes to formulating a comprehensive vision through an intellectual and cultural effort that contributes to reshaping the city, based on documenting information, initiatives and issues.

The Urban Observatory

The OEA works through the architectural associations, in partnership with the faculties of architecture in Lebanon, to establish a permanent observatory to follow up and document works and options that contribute to the production of a general vision of urban transformations and their problems presented in the process of the renewed history of our society.

This takes place through the following:

- Establishing a bank of information, data, and research
- Monitoring and documenting all work taking place on site in the affected areas
- Establishing the operational mechanisms for the future development of the Urban Observatory

Beirut Urban Declaration was discussed and prepared by

- The Committee of Faculties of Architecture and the Architecture Committees at the OEA
- The President of the OEA
- Architects' Association
- The Urban Planners Association
- The Faculties of Architecture in Lebanon: Lebanese University (UL), American University of Beirut (AUB), The Holy Spirit University of Kaslik (USEK), Beirut Arab University (BAU), Notre Dame University (NDU), Académie Libanaise des Beaux-Arts (ALBA)
- The Chaderji Association for Architecture and Society.

BEIRUT URBAN DECLARATION

First Axis

The history and identity of the city

Coordinator	Antoine Fishfish	
Contributors	Abdallah Kahil	
	Hassan Hallak	*
	Khaled Sadek	*
	Robert Saliba	
	Jad Tabet	
Participants	Hani Zgheib	

NB: *the articles labeled with (*) are available in the Arabic section*


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Antoine Fishfish

Introduction to the First axis

History and identity of the city

The first axis relates to the history of the city of Beirut and the impact of the port's commercial movement, its development, and its impact on the civil, urban, social, economic and legal aspects of the city's expansion and the formation of new neighborhoods within the port vicinity.

Through this axis, and after long discussions, the professors participating have decided to present documents on the history of the city with a new perspective that can be relied upon primarily or secondary from the other axes and as an introduction to understanding the strengths and weaknesses of the city, by studying the economic and social role of the port, the study of of Dr. Hassan Hallaq; the ports prosperity and its reflection positively on the conditions of the population, occupying a "competitive" position with many harbors of equivalent strategic, economic, financial and social importance, and on the urban expansion of the city. And an intervention by Dr. Khaled Sadek on how to develop the management of real estate transactions and their impact on the urban expansion of the city.

In addition to an intervention by Dr. Robert Saliba, which sheds light on building patterns in the twenties of the last century between tradition and modernity, how they were used, the materials used in construction, and their impact on the existing urban fabric.

Also, a study by Dr. Abdullah Kahil on the commercial buildings in Beirut between 1948-1970, the fact that Beirut was an important commercial center in West Asia and how these buildings deal with their surroundings, including shops on the ground floors and their direct interaction with pedestrians and residents.

Antoine Fishfish

Real estate development in Beirut
since the nineteenth century

1. Real estate transactions from buying and selling before the reforms (before the middle of the nineteenth century)

The general view of the cities was represented by the city walls, within which residential houses were constructed, in addition to inns, baths, houses of worship, and others. Yet villages built in the mount Lebanon area were without walls, but clearly defined between private and public property.

George Young (1) says that "Miri" lands were the public property, state property that was outside city walls and villages (Miri lands are the communal lands outside the city walls that belonged to the ottoman state yet the public were allowed to use them). It was strictly forbidden to buy and sell these lands. Only rent and/or usufruct rights were entitled under conditions such as paying tribute on a regular basis and building buildings to serve these lands such as mills animal houses, warehouses, etc

بيروت في أوائل القرن التاسع عشر

As for private lands, i.e. within walls, villages and towns, they were subject to buying and selling and other operations and were registered in the legal courts to obtain proofs of ownership. It is unfortunate to say that a large number of buying and selling transactions were carried out according to a written agreement between the seller and the buyer and after a while it was registered in the legal courts. This method, strange to the social norms led to confusion

in the property registration logs, which led to disputes between the people and claims for the lack of legal bonds guaranteeing these operations, in addition to the fact that some of these transactions were carried out under duress, which led to a lack of confidence of the buyer or seller of land. (1)

2- Real estate transactions after the reforms

since the year 1864, It has become mandatory to register real estate transactions such as buying and selling and others in the legal courts, and to log them in the newly established real estate offices for each region to prevent any confusion or forgery. Anyone who presents illegal documents will be legally authorized.

These procedures were realized in 1858, after the Ottoman Sultan allowed to organize (miri) lands outside the city walls, villages and towns, and to allow them to be sold and built, (*) therefore, real estate reforms were instituted, which give great guarantees to the seller and the buyer at the same time. This encouraged Beirut's wealthy families, especially the merchants, to step out of the walls and build palaces and luxurious homes out of the old walls, which in return encouraged investors to build in the city. This process pushed to the development of architecture at that time.

البيوت الفخمة في بيروت

Description of The KHAQANI real Estate Logbook (*)

The oldest Khaqani logbook is currently in Beirut, and it dates to 1876.

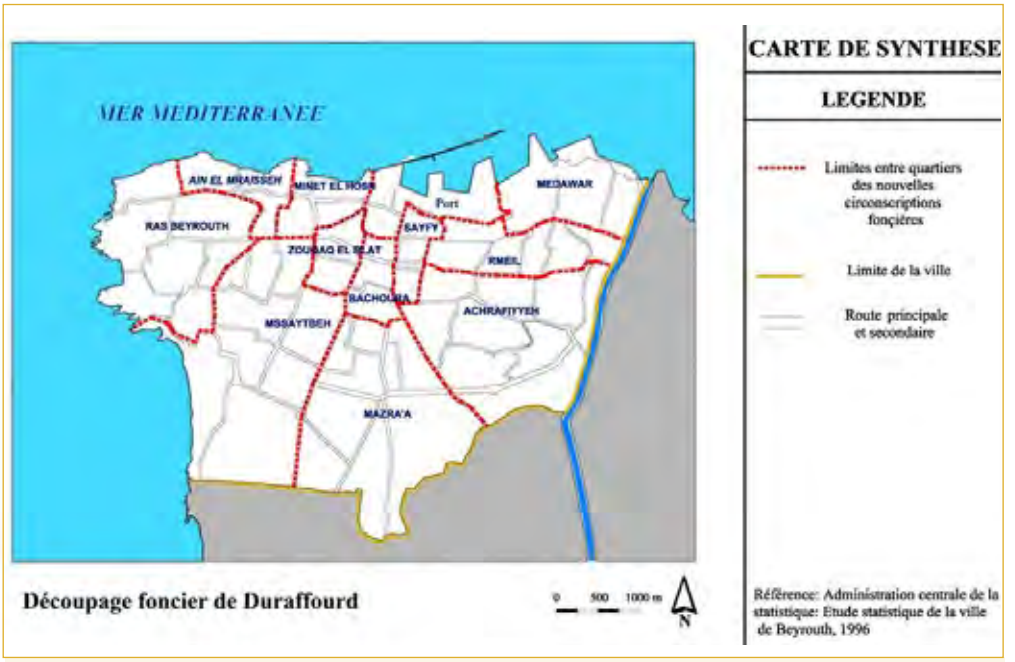
Each logbook is dated according to an Ottoman fiscal year, which starts in March of each year and ends in the February of the next year, and this fiscal is organized according to the following: To calculate the Gregorian year, we add to the fiscal year mentioned in the Ottoman books the number 584 to the months from March to December, and the number 585 to the from January to February. These logbooks are size 3A pages are handwritten or printed. Each logbook has its own reference number. All information is written chronologically. And each table is divided into two pages divided into several columns as follows: (*)

- The number of the day: serial number
- Location and area: ras Beirut – Kantari for example
- Doors number: It is a urban numbering system to access from the street or alley to the property (land or building). The numbering is done in a continuous manner on both sides of the street, odd and even numbers from beginning to end of the street, and many adjacent properties may have the same numbering.
- Public Number: The tax list number for a specific property
- Four borders: the boundaries of the land from all sides, for example: a shop ahead, north of the walnut tree, east at the water fountain, west of the road.
- Selling: The name of the seller of the property
- Transmission: In the event of death
- And others...

In addition, explanations and details were added to these notebooks as the city developed.
It is important to note that the boundaries between properties have remained vague and imprecise and have sometimes been a major cause of disputes between property owners.

3- The French Mandate

Since the beginning of the French mandate inLebanon, the divisions of neighborhoods within the city of Beirut were reconsidered by Mr. Durafour, so that they were re-divided as twelve neighborhoods: with a new numbering of real estate approved today.



New Property Divisions

He joined together the city's neighborhoods that were within the walls, the neighborhood's name became Al Marfaa (the port) being the closest to it. As for the areas surrounding the old city, some of them of the small neighbohoods were joined with bigger neighborhoods and deleted the name of the smaller one. For example, the name of Ras Nabaa Sharqi was deleted and added to Ashrafieh, and Gemmayzeh Yammine was joined to Al-Musaytbeh, and Al-Ghaba to Al-Rmail, and Al-Rumaila and Karantina to Al-Mudawar, and others as mentioned in the following table:

The New Neighborhoods Divisions (The French Mandate)	**The Old Neighborhoods Division (The Ottoman Era)**
The Port	Attarin, Alsour, Sharqiya, Shamiya, Sheikh Reslan, Dabbagha, Aldaraka, Alfashkha, AlFakhora, Gharbiya, Hadra, Hammam al saghir, Rijal Arbaeen, Tawba, Mina al basal
Ain El Mrayseh	Dar El Mrayseh
Al Mazraa	Al Mazraa, Ras el Nabeh, Ras el Nabeh Gharbi, Mazrat el Arab
Ras Beirut	Ras Beirut, Ramel
Bashoura	Bashoura
Achrafiyeh	Achrafiyeh, Ras Nabeh Sharqi, Mar Mitr
Msaytbeh	Msaytbeh, Jemmayzet Yammine
Mina el Hosn	Mina el Hosn
Rmeil	Rmeil, Jimmayzeh, Ghaba
Zokak el Blat	Zokakt el Blat, Blat
Saifi	Saifi, Kirat, YasouEyyeh
Medawar	Medawar, Karantina, Rmeileh

In our opinion, these designations and re-divisions have several reasons, among which was the demolition and re-arrangement and the construction of the largest part of downtown Beirut, the establishment of Nejmeh Square, and the annexation and sorting of real estate among them. In addition to the above, in 1932, Mr. Durafor thus definitively determined the boundaries between properties in several regions, especially in Beirut city, due to the urban density in some of its neighborhoods. Thus, the borders are categorically fixed in the concerned departments, which eliminates all disputes between the properties adjacent to each other and gives greater confidence in the real estate sector.

4- During the Lebanese Republic Era

The Lebanese constitution, in paragraph 15 of the constitution, protects private property, as it is not possible to take land from the owner except in cases that serve the public interest and after full and fair compensation.

We note that this general concept of ownership translated by law has not been violated even during the Lebanese civil war, which led to the displacement of a large number of residents from one region to another. As all properties were returned to the displaced without violation to any of their rights.

And if some violations are found from attempts to forgery of individual property that took place or may have taken place on all Lebanese lands, they were limited and most of them were revealed by the authorities.

5- Conclusion

Through this document, we affirm the importance and necessity of learning history to preserve the future. Most of these successive reforms to the city stem from the prosperity of the port of Beirut, which pushed the city to be the most important city on the eastern Mediterranean, and the port's impact on the city is great since its establishment.

Keeping pace with administrative reforms, the development of land transport and the development of real estate and urban transactions is mainly reflected in the development and prosperity of the port, which allows easier urban expansion in the city.

In conclusion, we hope to rebuild a modern port for Beirut, by which the city will continue to develop more and more, and restore its luster and leadership in this region rich in culture and history.

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Abdallah Kahil

Commercial Complexes in Beirut from 1948 to 1970 [1]

The phases of architectural modernity in Beirut are several. Each phase was related to two major factors, the first was the nature of the economy in a particular phase, and the other one was the styles of architecture in the Western world.

One of the types of buildings that constituted an aspect of the architectural identity of the city between 1950 and 1970 is the large commercial centers. Four major centers were constructed between 1950 and 1967: al-Azariyyeh (early 1950s), Starco (1956), Sabbagh/Fransabank, (early 1960s) Gefinor (1960s), and one left uncompleted, which the City Center (1970).

These centers differ from the large office buildings such as Asseily, Rivoli or Strand in that each is composed of several blocks along the sides of a piazza, their lower first and/or second floor are designed as shopping areas, and the upper floors as office buildings.

The architecture in Beirut has been continuously connected with the developments of styles and types of buildings that developed in Western Europe and North America. This has been often described as "several modernities," or at times, the ability of Beirut to "reinvent" itself. These characterizations are generally accepted; however the importation or influence by western architectures has been related to changes in the economy and its needs.

Monumental buildings in the Ottoman period, built in Beaux Art style and its eclectic variations, such as the buildings of the Ottoman Bank and Orozdi Bak department store were directly related to the growing role of Beirut port. The increasing activities of the port of Beirut, which was the major gate to the world, and the formation of a new state resulted during the 1930's in a mishmash of styles in residential buildings, including variations of Art Deco, eclectic inclusion of elements from Islamic architecture in Spain, Egypt and Syria, next to Haussamanian office buildings, namely in Maarad, Foch and Allenby streets. Major changes started taking place after the Independence, with new types of buildings and new styles as well as in new locations within the expanding city.

The construction of Beirut airport in Khaldeh was a major turning point and a catalyst for the new architecture. However, the role of the new airport is rarely discussed specifically in transportation and cargo shipping which established the role of Beirut as an international business center. This happened during the fifties when Lebanon started taking place in the international business and tourism map. However, the changes in the regional economy played a major role in the growing of the capital of the newly independent country.

It is well known that the production of oil in several countries in Western Asia, as well as the migration of financial capitals from Palestine, Syria and Iraq had an essential impact on the Lebanese financial services and the growth of the banking sector. This, architecturally, participated in constructing office buildings for the banks, and in the gradual development of architecture on either side of Riad el-Solh Street, known as the Banks Street.

In the time of the official inauguration of the airport in 1954 (it was in function before the official inauguration), the economic market of Middle Eastern countries grew to a more than oil producing economy. Construction projects, cars sale, road paving, various products for construction, water purification, climatization equipment, and the emerging costumer products were afoot. For many western companies who were involved in this enormous market, Beirut was the center. Planes flying from Europe had to stop along the way if their destination was the inner side of the Middle East for refueling, or to change planes. The aviation technology at the time necessitated this stop, and Beirut airport fulfilled its mission adequately. Many companies whose market was in the inner Middle East had their regional headquarters in the city of Beirut. Not only they had office in the city, but also several of them had their own aerial fleet. Some private airlines routinely used Beirut airport like Aramco, Tapline, Cinerama, Esso Standard Oil, Tidewater Company, C.A.T, I.P.C, Shell, Iranian Oil Services, Turk Oil Co. All these companies had their offices or their regional headquarters in Beirut.

The airport also served as a technical facility for maintaining airplanes for all the airline companies that stopped at the airport. It was also a major refueling stop for planes from various places in the world to the region.

Approximately 160,000 travelers used the airport in 1957, 10% of them only were of those who came to spend the summer. The estimate of the total income generated by the airport in 1957 alone was close to 100 million Lebanese pounds (97, 000,000 L.L.) and it employed 7,000 employees. In the mid-fifties four Lebanese airlines operated from Lebanon, but after the merging of three of them only two were left: MEA and TMA. MEA was founded in 1945 and it started its operations in 1946. TMA started its operations in 1953 and was certified as the only Lebanese scheduled all-cargo carrier in 1959.

The decision to build a new airport was made during the tenure of Bechara al-Khoury and inaugurated during the tenure of Camille Chamoun, in 1954. The general outline of the economic development in Beirut from the early 1950's is a common place in the scholarship and press even.

Several factors lead to this development starting from the influx of two sources of cash money from the wealthy Palestinians who left Palestine in 1948 and the influx of the surplus of oil production in the Arab interior including Saudi Arabia, Iraq, and the Gulf States. In addition to wealthy Syrians who settled in the city during the fifties and early sixties. It is often cited that tourism had an essential place in the growing economy, but tourism may have had a role in other types of buildings, namely hotels, which increased in number during this period.

However, what is not often presented as a catalyst for the growth of the economic role of the city is the great number of foreign companies, European and North American, which established their regional headquarters in Beirut. As an example, Aramco's headquarter was in Beirut. What is often cited about how Lebanon is or was or has been the link between east in west in the domain of culture came because of the role of Beirut as an economic link between the west in general and the Arab interior in west Asia. This required offices for the numerous local and foreign companies, as well as residences for their employees. The areas of operation of these companies varied from heavy machinery to cosmetic products, to banks.

The airport was designed by the French architect André Leconte, who was well known in France (one of his major projects was the extension for the St. Genevieve Library near the Sorbonne, which was designed by Henri Labrouste). He had won the Grand Prix de Rome in 1927. [2]

Beirut Airport André Leconte Arch. 1948-1953

In addition to designing the airport, Leconte also designed, the first commercial center in Beirut, namely al-Azariyyeh building in a late Art Deco style or what has become known in France as "le Style moderne."

Al-Azariyyeh has a remarkable design with a large piazza, in the middle of which stood a small pavilion that included in its hay day a sophisticated café and exclusive shops. The three blocks around this spacious piazza included commercial facilities on the ground floor with offices on the upper five stories. The building is also graced with a wide sidewalk along the

Emir Bashir Street. The shops on the lower floors of each block eventually housed a variety of retail stores, airlines office and bookstores. Around the building, a commercial area grew with additional bookstores, restaurants and sandwich stands. The elongated facade on Emir Bashir Street contrasted with the two-story red tile roofed buildings of the Riad Solh square (before the construction of the Asseili office building) and with the French mandate office buildings on the north side of the street. It was the symbol par excellence of modern architecture and the expression of a growing modern economy.

Al Azarieh Complex, André Leconte Arch 1952

The new commercial centers were mostly constructed in the newly expanding neighborhoods to the west of the old city. These included the areas of Zeitouneh and Hamra all the way to the western cornice at Rawsheh. In a statement to al-Nahar newspaper, Rashid Beydoun who commissioned Addor and Julliard, a well-known Swiss architectural firm to build the new Starco Center (1954-1962), said: "I wanted to improve the quality of architecture in the capital and offer the Lebanese shoppers a souk that was not even found in Europe. With the endeavors such as this one, we, the private developers, are showing the way to the authorities. Since we have inaugurated the center, we have been receiving foreign visitors who congratulated us on the architecture."[3]

For whom these buildings were constructed?

The nature of the local Lebanese economy did not need such centers and specifically this type of architecture. These centers were made to appeal to economic elite that was either western or highly westernized on levels beyond speaking a western language. Like al-Azariyyeh complex, the Starco Center consists of more than one block with a piazza, and facades overlooking more than one street. The blocks are defined as commercial and office spaces, and the lower floors serve more as commercial spaces, of various function, as well as a movie theater.

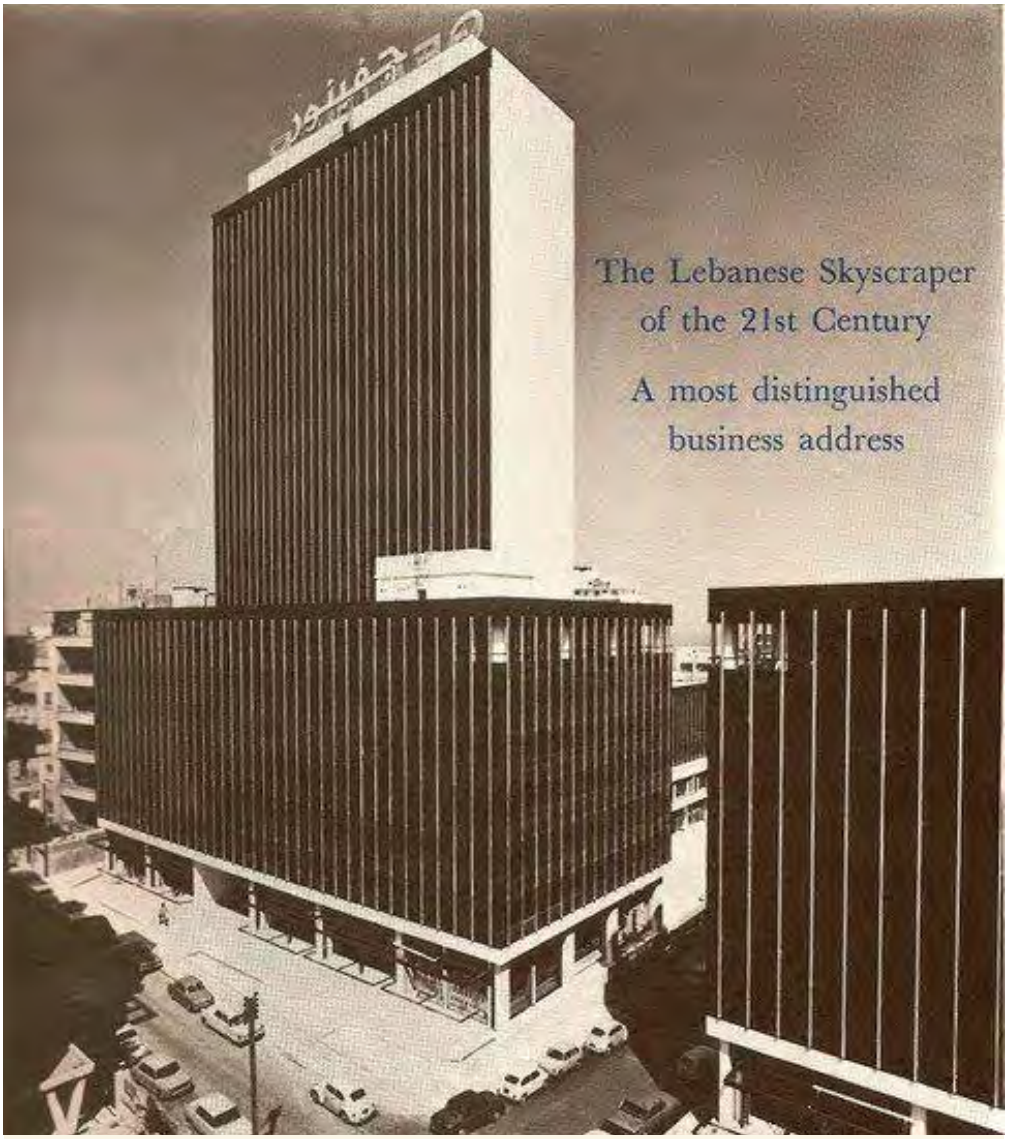
The materials used in the building were novel to the city, and the design of its facades as well. The glass curtain facades put it straight into the repertoire of International Style, and take the image of Beirut to the realm of international business. The advertisement of the Starco Center boasted the inclusion of all technological international means of comfort, including elevators, complete climatization installations, etc.....

Starco Center, Addor et Julliard Arch. (1954-62) © Habib Sayah

Alvar Aalto and Alfred Roth designed the Sabbagh/Fransabank commercial center in Hamra (1964-1966). Here again, the owners of the project had perhaps in mind something close to what Rashid Baydoun had said. The complex included the same facilities as the Starco Center, two blocks on the two sides of a self-contained rectilinear piazza. The lower floors served as commercial spaces, including a Bank, restaurant, café, retail stores, the upper floors were designated as office spaces for various firms.

Sabbagh/Fransabank Center
Alvar Aalto & Alfred Roth Arch. 1964-66

Around the same time in mid-sixties, the Ousseimi Family, who were of Syrian origin with international business connections, started the construction of the Gefinor Center, which is a complex of five blocks on the sides of a rectilinear plaza. The height of the units varied between three and twenty stories. A street runs through the complex making it accessible from several venues. This commercial ensemble has always been hailed as the work of Victor Gruen, the Austrian American architect whose work was divided between commercial centers and urban planning projects in various American and Austrian cities. In the mid-sixties, he was working on a masterplan for the Iranian capital Tehran. However recent references credit the Syrian architect Walid Jabri, a doctoral holder from ETH -Zurich with designing the skeleton of the building, while Gruen's work was the habilitation of the lower floors of the center to be commercial areas, which they are.[4]



Gefinor Center, Victor Gruen & Walid Jabri Arch. 1965-67

In line with these centers, Salha and Samadi entrusted the Lebanese architect Joseph Philip Karam to design their complex commercial center in downtown Beirut, which is now infamous for the shell structure of its movie theater. The complex was intended to include more than one block, with commercial facilities on the lower floors, a piazza, and a block of offices that was not completed.

This building, which was named "the City Center," claimed an importance in being in the "center" of the city, east of Al-Azarriyeh building, and south of Etoile square area and Martyr's square.

City Center, Joseph Philippe Karam Arch. (1970) © ACA

Michel Ecochard, project for the center of Beirut

Perhaps the International Style design of the building, new to the center of Beirut came as a result of the urban design project for the center of Beirut proposed by Michel Ecochard, which at one time prompted the newspaper L'Orient to announce that "Beirut will have its own Manhattan in 1975." Whether the newspaper was alluding to the height of buildings or not, it reflected the general feel in the city about its importance as a business center in the Middle East.

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2- The name of Leconte is also associated with two other buildings: the Syria-Lebanon Bank and the Rizk Hospital in Ashrafiyyeh.
3- Quoted in Arbid, 2002
4- Auzias and Labourdette. Le Petit Futé Beyrouth, page 158; also, in a conversation with Dr. Jabri.

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Robert
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Beirut Port-City Interface
Domesticating Modernity

Beirut's Central District (BCD) has traditionally acted as an interface zone between the port and the city where global, regional, and local networks meet. As a domain of interaction, it was imprinted landward by the port's accessibility to the hinterland, and seaward by the accessibility of the city to the waterfront (fig. 1).

During the past century, the Foch-Allenby and Etoile area of the BCD has evolved from the port district of a small coastal town along the Eastern Mediterranean, to a colonial gateway of the region, to the historic core of a globalizing city center. This essay explores the dynamics of BCD's change in response to the successive waves of modernization from the mid 19th century until now leading to the progressive segregation and Preponderance of Port over City.

Pre-Industrial Port-City Integration

Early nineteenth-century Beirut was a pre-industrial town confined within the limits of its defensive walls. A caravan station at the city's eastern gate served as the main access/egress point to regional trade routes (fig.2). The intramural town consisted of a port-related lower town, the present Foch-Allenby sector, and a bazaar-related upper town, the present Etoile sector. Between the two, a main thoroughfare connecting the eastern and western gates occupied approximately the location of the present Weygand Street and corresponded roughly to the Roman Decumanus, formerly believed to be the Decumanus Maximus.

The harbor was strongly anchored within the intramural town, forming both a defensive front and a trading out post. A network of north-south alleyways connected to the main thoroughfare and ensured functional and physical permeability between the port, the lower and upper town and town gate. A strong port-city integration prevailed in a context of slow maritime activity and limited population growth. Harbor-related activities and services, such as loading and unloading, warehousing and repair yards, generated little demand for additional space; and in the absence of rural to urban migration, the city did not need to expand beyond its defensive walls.

The area adjoining the port already exhibited a cosmopolitan character. As described by Mona Fawaz, travelers 'first crossed a relative new and pleasant part of the town just outside the port area. The only two good street of Beirut were to be found there, lined with the largest stone houses of the town. Just beyond was the street inhabited by bankers and money changers, and beyond that the Greek quarter, with its coffeehouses and cabarets.'

Emerging Segregation

The growth of Beirut is mainly due to 1) its promotion to the rank of a provincial capital in 1832; 2) to the the development of steamship navigation; and 3) to the opening in 1857 of the Beirut-Damascus road linking the port to the Syrian interior. To accommodate the increasing freight activity, the enlargement and modernization of the traditional harbor became an economic necessity. Financed by the Compagnie lrnperiale Ottomane du Port des Quais et des Entrepots de Beyrouth, primarily with European investment capital, the projects undertaken between 1887 and 1893 led to the construction of deeper and wider basins and larger warehouses and the creation of more mechanized loading and unloading facilities (fig. 3).

A railroad inaugurated in 1903 had its terminal located in the port area further enhancing accessibility to the hinterland (fig. 4). With the upgrade of its port facilities and land communications, Beirut evolved into a major port along the Eastern Mediterranean. In 1888, Beirut became the capital of a provincial administrative entity (Wilaya) of the Ottoman empire benefiting from the extensive urban development work initiated by the Ottoman authorities.

The modernization thus set in motion, seaward by the French and landward by the Ottomans, initiated a tension between the port and the city leading to a progressive segregation between the two. As early as 1863. M. Stoecklin, consulting engineer for the port extension, had remarked (as quoted by Laugenie): '[it] is not enough to build quays; these need to have convenient access to the city center. This is where difficulties begin. Old downtown quarters neighboring the port amount to a blind maze of dead ends, alleyways and covered passages through which it would only be possible to open an avenue at enormous cost... But a more radical solution is possible: the extension of Martyrs' Square over its full length all the way to the waterfront.'

This early insight clearly brought forward the main issue of connecting the port to its hinterland through the old town perceived as a barrier against fluid access to regional roads. By the turn of the twentieth century, the waterfront had become the nerve center of all transport routes, as well as the heart of merchants'. activities. It also por¬trayed the flamboyant face of the modernizing city and its commercial and banking vocation, with key buildings such as the Imperial Ottoman Bank, the Orosdi-Bak department store and the Customs building, on the enlarged western docks fronting the old port dis¬trict (fig. 5 a,b,c). The relocation of the Ottoman Bank from Bourj Square to the waterfront highlighted the tension between the two areas competing for preeminence as the new city core. The harbor became a showcase of maritime works and architecture, exhibiting imported engineering skills and stylistic trends from the

Parisian École nationale des ponts et chaussées and the École des Beaux-Arts. Beirut-Damascus road, as well as the railroad and the port, were managed by the French company 'La Régie générale des chemins de fer et des travaux publics'.

Functional permeability was maintained between port and city and the new jetty became a popular promenade while the waterfront's western edge was developed into a hotel and entertainment area, enhanced by the creation of the Avenue des Français (fig. 5.e). By 1915, modernization had reached the heart of the old town. The port district underwent a major operation of urban renewal, and half a century after Stoecklin's recommendation, connectivity between port and city was finally initiated. The migration of residential functions towards the periphery accelerated the transformation of the city center into a modern busi¬ness district, leading to an increasing centralization and specialization of financial, commercial institutional and transport functions.

Preponderance of Port over City

The opening of the old city core to the harbor proceeded in two phases: the making of Foch-Allenby as a new port and wholesale trade district in the 1920s: and the mak¬ing of Etoile as a new administrative, institutional district in the 1930s. Hence, in less than twenty years, Beirut's dual identity as port and capital city was imprinted in its urban fabric with the superimposition of a Beaux-Arts geometric pattern over the medieval fabric (fig. 6). The east-west thoroughfare, re-labeled Weygand Street, separated the Foch-Allenby and Etoile sub-areas. The north-south arteries ensured horizontal integration between port, city and regional routes. Foch Street linked the port to the Beirut-Damascus road, and Allenby and Maarad streets formed one continuous visual corridor connecting the port to the the Place de l'Etoile, the new heart of the capital city.

However, the modernization process did not come full circle. Design schemes for the Place de l'Etoile and Place des Canons (Martyrs' Square) remained partly un-implemented, due to the interference of powerful representatives of the Beiruti bourgeoisie and the diverse religious communities anxious to protect private developments, religious landmarks and communal properties (fig. 7). The active role played by local figures in challenging the decisions imposed at the metropolitan level (the French Mandate power) distinguishes Beirut from other Mediterranean cities, such as Alexandria, where modernization rested mainly in the hands of foreigners and left more leeway for a complete implementation of urban design intentions.

Growth, Centralization, Decentralization and Decay

As mentioned above, underlying the differences in urban logics between port and city, is that the port could extend over the maritime public domain to reclaim land for infrastructure and allotment, while the city was constrained by its spatial structure. Furthermore the port extension was carried out in strict conformity to engineering plans and a wider regional issue. The French and British mandates were competing for access to the eastern Mediterranean

hinterland with the former stressing the Beirut-Damascus-Baghdad axis, while the latter the Haifa-Amman-Baghdad axis. The upgrading of the Haifa port in 1932 gave the impetus to further improve the port of Beirut. A second basin was thus added between 1934 and 1938, and new warehouses and a free zone were built (fig. 3). This gave Beirut the edge over competing ports, further encouraging transit and trade and creating on-site product transformation industries for re-export purposes. By the second half of the 1930s, Beirut had become a major regional port of the Eastern Mediterranean. The preponderance of the port over the city was commented on by the geographer Richard Thoumin: "Between 1922 and 1930, business began to grow to hitherto unknown proportions. Agencies of all descriptions mushroomed, particularly commission houses and transport companies. These two types of activities sum up the functioning of Beirut itself..."

Port company offices and warehouses created a clear physical edge between the city and the waterfront to the east of the central district,. Port-related services, such as import-export agencies, banks and insurance companies moved west, penetrating the adjoining Foch-Allenby to reach up to Etoile. By the late 1930s, the old core had completed its modernization cycle. A composite landscape of medieval and neo-Ottoman souks extended east and west of the formal, Foch-Allenby and Etoile area.

After Lebanon gained its independence in 1943, the dialectics between port and city continued to follow their course: landward through an increased functional specialization of urban functions; and seaward through additional port expansions. The port of Beirut flourished as the gateway for transit and re-export trade to Syria, Jordan, Iraq, Iran and the Arabian Peninsula. With the diversion of trade from Haifa to Beirut in 1948 following the creation of the state of Israel, Beirut became the prime port on the Eastern Mediterranean and a highly competitive break-in-transport pole for reaching the Middle Eastern hinterland. Geographer Jean Laugénie emphasized the strategic location of the port of Beirut in 1955 when the port company's concession was coming to an end:

> *The port enjoys an exceptional location* despite competition from the Suez Canal. The distance between Beirut and Baghdad by road is roughly equal to that of Paris-Nice, while Beirut-Teheran only slightly exceeds the Paris-Lisbon trail. If, instead of passing through Beirut, goods reach Baghdad via Bassorah or Tehran via Khoramshar, further to paying dues for the right of way through the Suez Canal, they would have to travel an additional 5,000 km to Baghdad and 5,350 km to Tehran. This is about the same as the journey from London to Beirut via Gibraltar or from New York to Gibraltar (5,900 km). The journey would be extended by 12 to 15 days, as well as by some 580 km of railway between Bassorah and Baghdad. Given this, Beirut does seem to have earned some of the flattering designations that are sometimes conferred upon it.*

**Road distances: Beirut-Damascus 150 km, Beirut-Amman 300 km, Beirut-Aleppo 380 km, Beirut-Baghdad 1,000 km, Beirut-Teheran 2,000 km.*

However, Laugénie reiterated the concerns expressed by Stoecklin, one century earlier, with respect to the port's inaccessibility to the city (fig. 8). The blockage of Martyrs Square to the sea and to the regional routes was once more presented as a central problem. This was compounded by the fact that Foch and Allenby streets were diagnosed as overcrowded arteries.

The linear development of the buildings occupied by the port company, along with the railway itself, had set up an even stronger built-up edge between the port and the city. In addition, free zone activity encouraged the development of an adjoining wholesale trade area for storing and selling heavy or bulky merchandise (such as steel, wood, and sanitary equipment), which was outfitted with auxiliary facilities (such as cafes, bars and accommodations for sailors, port employees and truck drivers). This area further reinforced the visual, functional and spatial barrier between port and city. The increasing pressure of maritime commercial traffic led to the addition of a third basin in 1967, and a fourth was approved before the start of the war in 1975 (fig 9). . After 1950, a progressive shift in passenger traffic came as the newly opened Beirut airport created an alternative gateway to the city. However, by the mid-1970s, the successive port extensions had taken over the city's eastern waterfront, stretching out beyond the periphery of the central district towards the eastern confine of municipal Beirut.

Despite the significant expansion in maritime activity during that period, the port was no longer the sole mover of the urban and national economy. Between the 1940s and 1960s, Beirut had developed into the region's financial center thanks to political stability and a liberal economic system. The economic growth reinforced the specialization of central business functions. Riad Solh Street, at the western edge of the Etoile area, emerged as a prime banking street for financial headquarters, attracted by the presence of such facilities as the Post and Telecommunications building. Foch-Allenby, on the other hand, continued to be penetrated by port-related wholesale trade and warehousing activity in addition to the existing banks and insurance companies (fig. 10) During the first half of the 1970s the migration of commercial and financial activities to the Hamra district in Ras Beirut was underway. In turn, government offices envisaged moving to the periphery, and a new parliament building was planned (and later implemented) outside the city center, facing the National Museum on Damascus Road. Concurrently, Place de l'Etoile had lost its original formal character and had become a crowded roundabout invaded by cars and pedestrians and the overflow of activities from the neighboring souks.

By 1975, at the outbreak of war, commercial port activities had moved further eastward, the bulk of passenger traffic had been diverted to the airport, and many business and administrative activities had relocated towards various peripheral centers. The hostilities triggered a cycle of destruction that extended over fifteen years. Beirut's port and central district were paralyzed at an early stage of the war and their infrastructure was heavily damaged. The Foch-Allenby and Etoile area and the Riad al Solh Street, which were relatively spared, retained most of their buildings as well as their urban fabric. Consequently, they became central to the visions of postwar reconstruction plans as catalytic initiators of the central district redevelopment. The creation of a new waterfront district to the north over the Normandy landfill as part of the BCD reconstruction and

development has resulted in further distancing Foch-Allenby and Etoile from the sea and the loss of its main function as the historic port district. Concurrently the eastern expansion of the port has led to its functional independence and spatial segregation from the city center (fig. 11). Beirut's port blast moved the problematic of port-city interface from the center to the peri-center inviting alternative dialectics and visions covered in this publication.

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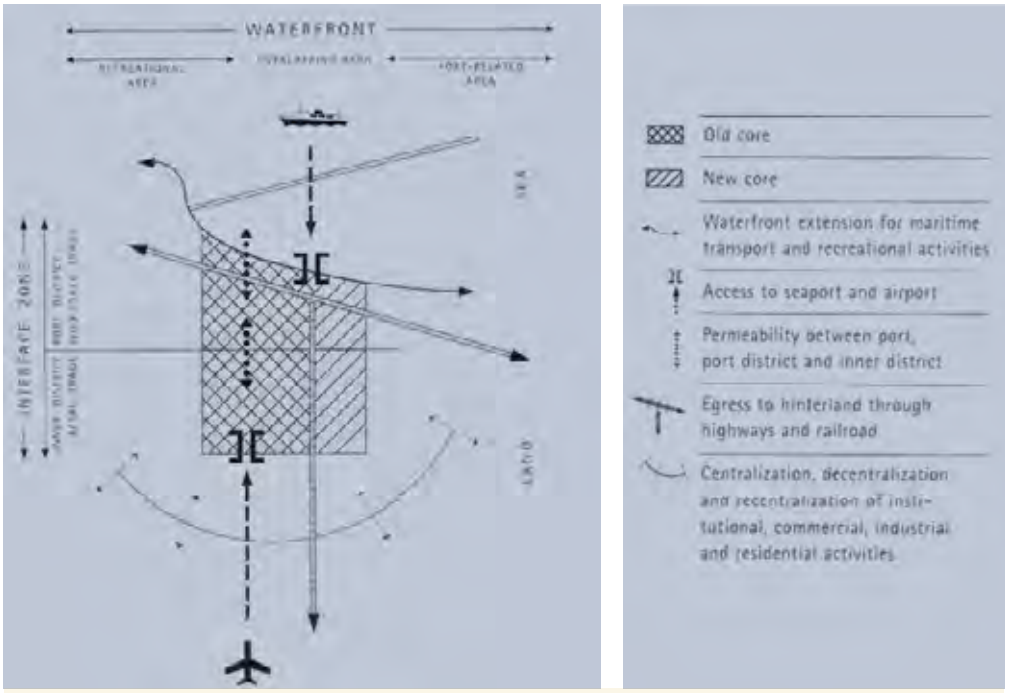


Fig. 1 Interface zone between port and city: Dynamics of change. | Source: Saliba, 2004

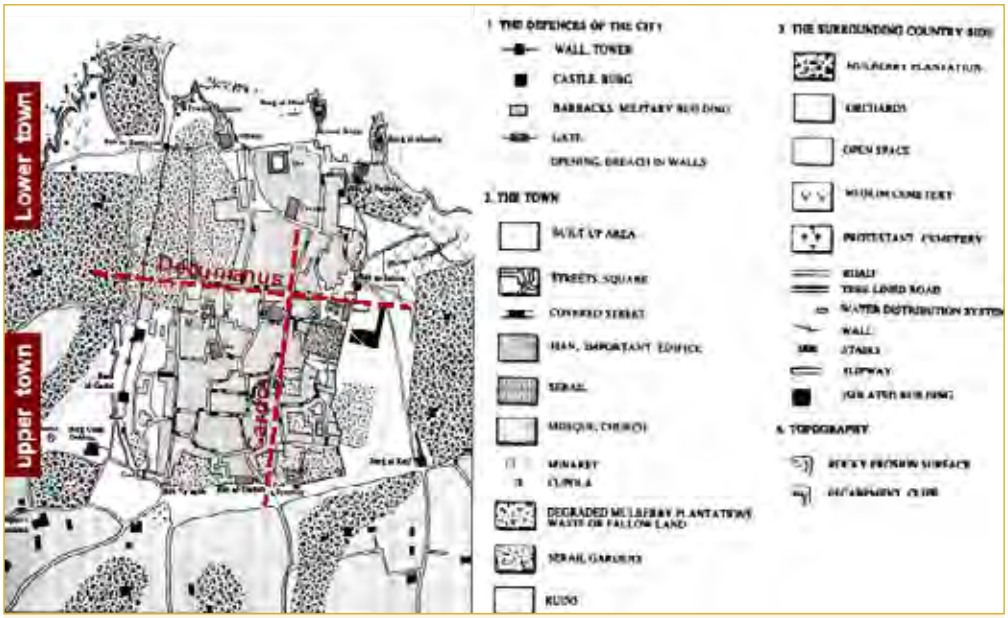


Fig. 2 Pre-industrial Beirut, 1840 | Source: Based on Davie, 1987

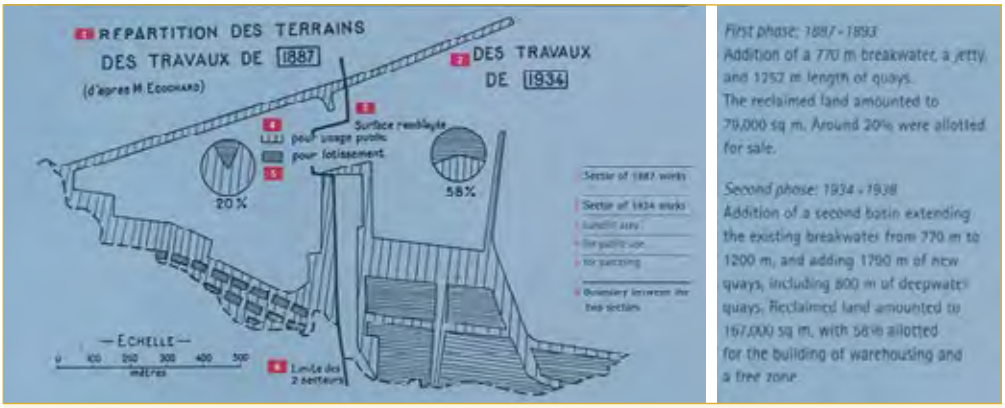


Fig. 3 Two phases of the Beirut port extension: 1887, 1934 | Source: Ecochard, 1943

Fig. 4 Inauguration of Beirut railroad station on March 1, 1903 | Source: Debbas 1994

A

B

C

D

E

Fig. 5 Modernization and enlargement of the port
A- The 1888 port extension plan
B- The Western docks with the Imperial Ottoman Bank
C- The Orosdi Bak department store Source: Debbas, 1994
D- The new jetty as sea promenade | Source: Debbas, 1994
E- Postcard of l'Avenue des Français | Source https://www.hippostcard.com/listing/pc-cpa-lebanon-beyrouth-lavenue-des-francais-b23090/30376014 | **24/3/2022**

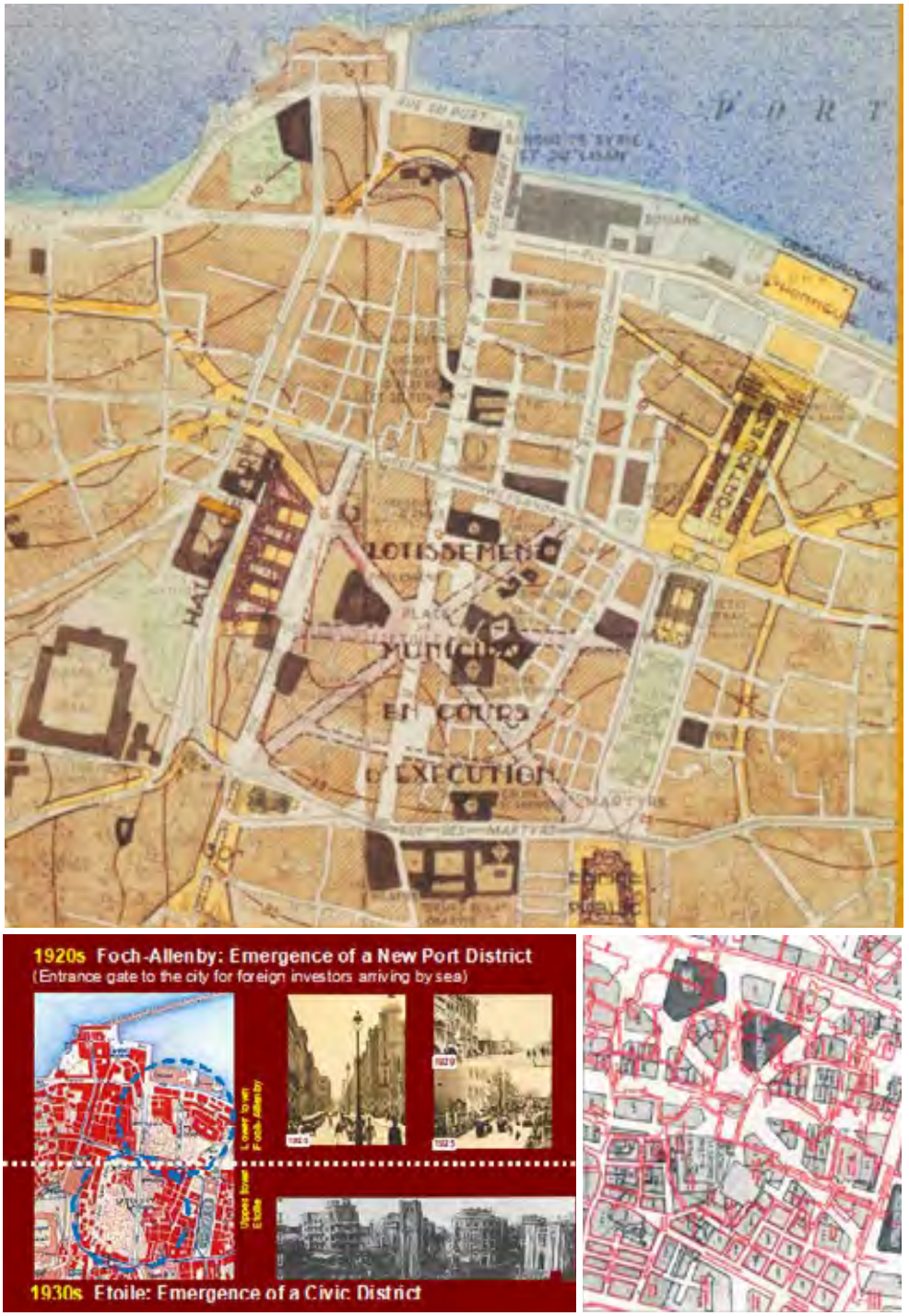


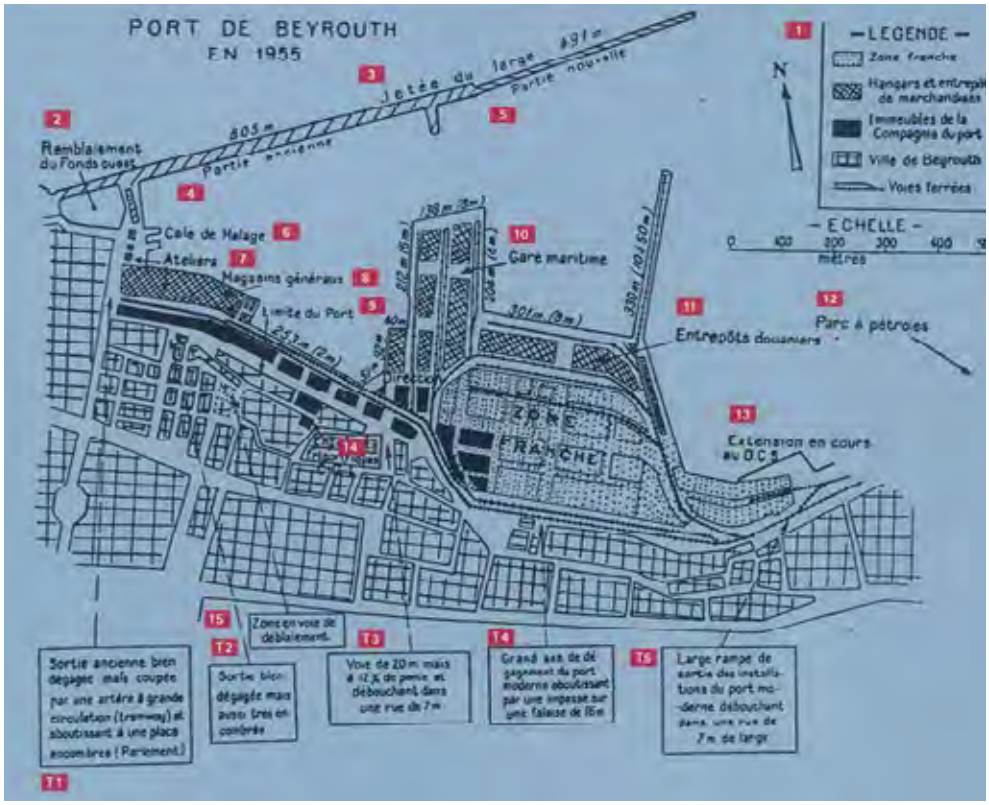
Fig. 6 Modernization of the historic core

Top: Excerpt of the 1932 Danger plan for the renewal of old city core

Bottom Left : Implementation of the Danger plan over the razed fabric of Ottoman Beirut (1920): The Foch-Allenby area to the North as) a new port and wholesale trade district; and the Etoile area to the South as a new administrative, institutional, and retail trade district, separated by the east-west Weygand Street. | Source: Saliba, 2004

Bottom right: Superimposition of the Beaux-Arts fabric over the medieval fabric | Source: Davie, 2001

Fig. 7 The incomplete modernization of the urban fabric
- The connection of Martyr's square to the sea was interrupted by the construction of Cinema Rivoli, a Sunni wakf property;
- the prolongation of the Foch-Maarad axis to the pine forest on the Southern edge or municipal Beirut was interrupted by the Grand Theatre;
- The eastern radial streets intended to link Etoile square to Martyr's square, the old and new cores, were truncated owing to the presence of two landmark religious buildings on Christian wakf property (St George Greek-Orthodox Cathedral and St Elie Greek Catholic Church). | Source: Saliba, 2004



1 Legend

Duty-free zone

Warehouses and entrepôts

Beirut Port Company buildings

Beirut city

Rail tracks

2 Western seabed landfill

3 Offshore jetty – 491 m

4 Old section

5 New section

6 Towing dock

7 Workshops

8 General stores

9 Port boundary

10 Naval station

11 Customs warehouses

12 Oil storage

13 Extension in progress

14 Refrigerated depots

15 Area being cleared

T1 Old exit, unencumbered, but intersected by a main circulation artery (tramway) and leading to a congested square (Parliament)

T2 Exit with good accessibility, but also very crowded

T3 20 m artery, but with 12% slope and ending on a 7 m wide street

T4 Main exit from the new port, leading to a dead-end on a 16 m sea cliff

T5 Wide exit ramp from the modern port facilities, leading to a 7 m wide street

Fig 8 Critical Assessment by Jean Laugénie of the accessibility to the port, 1955 | Source: Laugénie, 1956 in Saliba, 2004

Fig. 9 The successive expansions of the port of Beirut 1915-2000
Source: Rowe, P. and Sarkis, H, 1995

Fig.10 Beirut's Central District in the late 1960s | Source: Ruppert, 1969 in Saliba, 2004

Fig. 11 Changing relationship between port and city | Source: Saliba, 2004

Jad
Tabet

Lebanon (1900-1970)
Domesticating Modernity

Contrary to common views that describe the impact of modern architecture on developing countries as a violent process, whereby imported western patterns were imposed by force on native cultures, destroying their values and traditions, the history of twentieth century architecture in Lebanon is marked by a complex dialectic between tradition and modernity.

According to the Lebanese historian Kamal Saliby, *"in Lebanon alone, the impact of the modern world arrived with grace, stage by stage, and often upon local invitation; and the accommodation to it also came gradually and with equal grace"*.[1] In addition to seeking to partake in the global modernization project, local architects had to address their own societies, concerns, demands and aspirations. Modernization involved dynamic exchanges between the local and the global and deep transformations of social structures and life styles, which resulted in consecutive changes in urban forms, spatial organisation, architectural typologies and physical patterns.

Thus, the simplified image of locals being passive recipients of concepts and techniques that were foreign to their culture appears to be too excessive. Despite a degree of alienation intrinsic to their *avant-garde* position, despite an elitist tendency, which often restricted the scope of their influence, despite, in some cases, an amazing naivety in their belief in the potentials of modern technology, the experience of Lebanese architects in the first part of the twentieth century suggested the possibility of successfully domesticating architectural modernity.

The Formative Roots: Reformism and Modernization in the Ottoman Empire

The five decades between 1860 and the outbreak of World War I remain, in the Lebanese collective memory, as Lebanon's Golden Age. After the social and sectarian conflicts that plunged the Lebanese mountain into a blood bath following the failure of Ibrahim Pasha's Syrian adventure and the downfall of his Lebanese ally, Amir Bashir Shihab II, Mount Lebanon benefited from relative stability and an autonomous status within the Ottoman Empire.

Until the first decades of the nineteenth century, the Syrian littoral had played a minor regional role, since major trade routes were articulated around large continental cities: Damascus, Aleppo and Jerusalem. However, the progressive integration of *Bilad esh Sham*[2] into the new international economic system that had grown out of the industrial revolution in Europe introduced major geopolitical changes and the transfer of economic activity from inland caravan cities to coastal cities.

Thus, in the second part of the nineteenth century, Beirut emerged as the main crossroad between Syrian *hinterland* and Europe and the leading port on the eastern Mediterranean coast. The successive enlargements of its harbour, the building of a new wharf, the creation of a quarantine area, the establishment of the French-controlled Ottoman bank and the low import duties attracted foreign entrepreneurs and investors, followed by trading firms and consular representatives. The spectacular development of infrastructures furthered its growth, with the construction of Beirut-Damascus mountain road in 1867, the railway line extending to Hawran in 1895 and the development of urban services through concessions granted to European companies: lighting, water supply, sewerage system and transportation networks.

As a result, the city witnessed a phenomenal demographic expansion that changed its image and status: between 1840 and 1880, Beirut population increased from 10 000 to 80 000. By 1920, it had reached 130 000 and in 1932, the count of the population census organised by French mandate authorities was 160 000. This rapid increase in population was also reflected in the town's physical expansion: since 1840, old city walls were progressively demolished and the city started filling its countryside, along the main roads linking it to Damascus, Tripoli and Saida.[3] The establishment of the Syrian Protestant College in 1866, which became later the American University of Beirut, directed its expansion towards the western coastal suburbs of Zeitouneh and Ain Mreisseh, while the creation by French Jesuits of the Saint Joseph University in 1875 oriented its eastern development towards the hills of Ashrafieh.

These rapid transformations were further accelerated by the reforms introduced all over the Ottoman Empire through the adoption of the *Tanzimat,* which resulted in major changes in the modes of production and control of the urban space . The traditional institutions, structured around guilds, religious foundations and *wakfs* lost gradually importance, to the benefit of new urban legislations mainly inspired from the French model, which implementation was entrusted to representative local councils. In 1863, the first *Majlis Baladi* (municipal council) was established in Beirut, who took in charge the regulation of urban services and the implementation of public works projects.

Since 1880, when the Ottomans established Beirut as a *vilayet,* large urban projects were launched, which transformed city's landscape. Major public spaces were created in the newly developing quarters: the Burj square, equipped with a large public garden *ala turca* and a new Serail; the Assour square, established on the ruins of the western city walls; the Sanayeh garden, facing the new Art and crafts school and the municipal hospital; the lighthouse prom-

enade and the Pine forest, with its orientalizing casino, designed by Youssef Aftimus Effendi, an emblematic architectural figure of the time.[4] and Bahjat Abdelnour who graduated from the United States.

In the new quarters that were developing around the old city core, on the hills of Sursock district that overlook the port as well as in Haouz Sa'atyeh and Tal'at Jumblat, the new urban bourgeoisie built sumptuous palaces decorated with baroque and orientalizing ornaments. A new architectural type progressively emerged, very different from the traditional introverted courtyard houses of the *intramuros* city. The central hall house and its central bay elevation, often compared to Venetian villas, symbolized and conveyed the changing values and lifestyles of Beirut's middle class under the increasing influence of western trade and fashion.[5]

The increasing use of glass, starting in the 1840s, made it possible the creation of large glazed triple arches that typify this new architectural model, while the increased import of building components from Europe affected architectural style, facade typology and ornaments. Beirut central hall house emerged as a hybrid structure integrating wrought-iron beams and roof tiles imported from France, mechanically sawn timber from Romania, cast-iron balustrades and hardware from England and marble tiles from Italy.[6]

The Mac Millan Guide of 1901 provides us with a flattering image of the resulting new urban landscape: *"Picturesque houses of the city, their wall painted in glowing colours and their red-tiled roofs (...); broad streets and splendid houses which are the chief ornament and attraction of modern Beirut"*.

Beirut, circa 1890

The effects of such transformations gradually extended to other Lebanese regions, whether in the nearby Christian and Druze mountains or along the coast, reaching even the old city of Tripoli where the new extensions in Al Tal quarter and in Mina, near the port, adopted the same urban and architectural model.

In less than half a century, the image and status of Beirut had drastically changed, from a small coastal medina to a modern Mediterranean city. However, this change was otherwise only the most dramatic example of what was in fact a general trend: the irresistible penetration of western modernity and the integration of ottoman provinces into the international system of exchange initiated by the industrial capitalism of nineteenth century Europe.

To complete this process of modernization, the Ottoman governor Djamal Pasha ordered, at the outbreak of World War I, to start the expropriation and demolition of Beirut historic centre. On Thursday April 8, 1915, took place officially the demolition of souk's first stone, under the patronage of the Ottoman wall, Azmi Bey. A French observer of the time thus described the results of this policy:

"Today, the city of Beirut is a heap of ruins and soon, the modern buildings will make it impossible, even for the archaeologists, to find any trace of the ancient city. Before the war, the ramparts, the two castles, the eastern wharf and the old port with its picturesque shops had already disappeared, but the city itself still formed a compact core. During the war the Turkish governor undertook the destruction of this core, throwing outside, without hesitation, hundreds of poor peoples that will soon be decimated by diseases and famine".[7]

When the British and the French allies entered Beirut after Ottoman's defeat in 1918, they discovered a shattered city, an urban fabric partly destroyed and an unfinished modernization project.

Old Beirut demolitions, French Army Plan 1920

The French Mandate Period (1920-1943): Hybridization and Eclecticism

The establishment of French Mandate on Lebanon, which was the result of a long process of economic, political and cultural penetration, accelerated the movement of modernization already engaged by the *Tanzimat*.[8] In 1920, Beirut became the capital of Greater Lebanon and the French Mandate Levantine central administration headquarter. Through further expropriations and demolitions, French authorities carried out the renewal of its urban core, started under the Ottoman rule. New arteries were opened, bearing the name of the winners: General Allenby street, Marshal Foch avenue, Marshal Weygand street...What remained from the old city urban fabric was cleared to make room for new layouts, designed along Beaux Arts principles, and destined to become the showcase of France in the Levant: the Nejmeh square, a smaller replica of Parisian Place de l'Etoile, the Martyrs square, refitted according to a rectangular plan with basins and trees composing a garden à la française.

Place de l'Etoile, Durafour Plan 1922

To the north of the ancient city, the seafront was widened with the rubbles of demolished buildings and the old Minet el Hosn fishermen quarter was replaced by a new avenue bearing the name of the rulers, the Avenue des Français, which soon became, with its broad pavements planted with palm trees, its cafés and its hotels, the favourite meeting place for Beirut bourgeoisie.

Along with the modernization of the urban fabric, the building typologies underwent extensive structural, spatial and stylistic change.[9] In Beirut's city centre, commercial, administrative and public structures took the lead over residential structures. The replacement of stone bearing walls by a concrete skeleton structure resulted in a new type of building envelope, the "stone jacket", supporting protruding elements such as brackets, corbelled balconies and bay windows.

However, beyond functional and structural characteristics, the newly built central districts owed their identity to the combination of various architectural styles: néo-haussmannian eclecticism, Art Nouveau and Art Deco ornaments, but also néo-ottoman revivalism, which will be adopted for the facades of Etoile square area, following a competition launched by the Municipality.

Competitions were also launched for the design of major public buildings. The Beirut Municipality building (1925), characterized by its néo-Mamluk style, was entrusted to Youssef Aftimus, while the Parliament building and the clock tower facing it (completed in 1934) were designed in a "Phoenician" style by Mardiros Altounian, an architect of Armenian origin who studied architecture in Paris between 1910 and 1919, then moved to Beirut in the early 1920's. Antoine Nahas and Pierre Leprince-Ringuet won another competition, launched later on for the design of the National Museum along Beirut-Damascus road near the racecourse, with a neo-pharaonic scheme.

Beirut Municipality, Youssef Bey Aftimus Arch

Beyond the perimeter of the new centre, the city kept expanding rapidly. Attracted by the economic dynamism of the new capital, rural migrants settled on its outskirts, in Furn el Chebbak, Ain el Remmaneh, Shiyah and Ghobeiry, while Armenian refugees, fleeing from Anatolia, settled in Mar Mikhael neighbourhood and were assigned to the Quarantine and Burj Hammoud areas, on the northeast outskirts . Meanwhile, new residential districts were built on the top of Ashrafieh, Rmeil and G'itawi hills, as well as on the agricultural lands in Kantari, Moussaytbeh and Ras Beirut.

The typology of the new apartment buildings maintained the organisation of nineteen-century bourgeois houses, with its symmetrical layout of rooms around a central dar. The symmetrical composition of facades was also maintained and the triple arch motif, a key element of central hall iconography, was mildly reinterpreted in various forms.[10]

Colonial" architecture"

Although new materials and techniques were introduced, little attempt was made to find a new architectural vocabulary that would express these materials and techniques.[11] With the generalized use of concrete moulds in the 1920's, complex decorative details were easily duplicated, making ornamentation accessible to lower-cost structures and encouraging both imitation and eclecticism.

The Age of Pioneers and the Classical Rationalist Tradition

Despite this prevailing eclecticism, some pioneers tried to formulate new approaches by attempting to find an architectural vocabulary that would better express the emerging social, economic and technical conditions of the time. Among these pioneers were Farid Trad (1906-1967) and Antoun Tabet (1907- 1964). Both were engineers with solid academic training. Farid Trad graduated from the Ecole Centrale in Paris and Antoun Tabet, after getting a degree in engineering from the Ecole Supérieure d'Ingénieurs de Beyrouth, joined the atelier of the famous French architect Auguste Perret in the Ecole des Beaux Arts in Paris.

Reacting against eclecticism, both Trad and Tabet sought alternatives in the creative potentials and constraints of new materials and techniques, especially reinforced concrete, in the belief that a rational architectural language might be the best solution to the dilemma of modernity versus tradition. This rationalistic, theoretical outlook, coupled with a thorough knowledge of the classical principles of composition and proportion, tried to convey a feeling for the essential qualities of construction and function, rather than a respect for superficial architectural idioms.

Hikmeh School, Antoun Tabet Arch 1935

Among the seminal experiments that reflect this tendency was the Saint George Hotel, designed by Antoun Tabet in 1931 in association with French colleagues from Perret's atelier. A simple cubic volume, the building stood at the tip of a rocky headland on Beirut Bay, with splendid views of the sea and the mountains. It featured a simple rectangular plan, with guest rooms surrounding a central courtyard. In the Hikmeh School, built in 1937 by the same architect on Ashrafieh hills overlooking Beirut's central district, order was brought to the design by the subtle placement of the window panes to give the right sense of depth, and by organising the pattern of vertical and horizontal structural elements into a simple rhythm of primary and secondary accents.

This classical tradition persisted during the first decades following Lebanese independence after World War II. In the Union Nationale building, designed by Tabet in 1952, the attention to proportions, composition of facades, details and articulations gave a sense of sobriety and repose typical of classicism, yet without the overt use of classical orders. The whole was suffused with a discrete elegance that reflected the ideals of the educated bourgeoisie of the period

Union Nationale Building, Antoine Tabet Arch with Lucien Cavro 1952

This classical rationalist inspiration was sometimes tinted with accents of monumentality, particularly in projects in which the continuity of certain symbolic references was considered as important. This was the case in the numerous churches designed by Tabet, which look like softer versions of Perret's prototypes, and in his project for Kaslik Holy Spirit University, where the giant portico stands like a stripped down interpretation of classical colonnades.This was also the case in most of Farid Trad's designs for public buildings. In the UNESCO Palace, built in Beirut in the late 1940's, Trad adopted a symmetrical axial composition, inherited from Beaux Arts tradition. The Beirut Palace of Justice, designed by the same architect in the late 1950's, expressed the same search for monumentality.

The classical rationalist approach that characterized the architectural language of design pioneers attempted to negotiate the transition between the eclectic model of the French Mandate that, in turn, strove to avoid abrupt formal changes, and the social, economic and cultural disruptions introduced by modernity. It represented an intermediate solution that tried to reconcile a rather conservative approach towards classical forms and types with a radical attitude towards structure and materials.

The Independence Era (1944-1958): Economic growth and architectural experiments

At the end of World War II, Lebanon reached Independence. The period that extends from 1944 to 1958 was characterized by the emergence of Beirut as a regional metropolis and the development of a "Commercial Republic" that adopted a *laissez-faire* policy, which spatial effects affected in depth the mode of urban development in the whole Lebanese territory. The "economic miracle" of the 1950's was linked to the new regional conditions that emerged after World War II. Beirut harbour, benefiting from the interruption of goods traffic from Haifa to the Arab *vv* after the establishment of Israeli state, became the major trade centre on the eastern Mediterranean coast.[12]

Political instability in the region generated a flow of capitals and qualified professionals from Palestine after 1948 and from Syria and Egypt in the late 1950's and the early 1960's, which benefited to Lebanese economy, particularly to the banking system and the real estate sector. As a result, major Lebanese cities witnessed spectacular growth, Beirut population reaching 500 000 in 1950 and 700 000 in 1960.

On the architectural scene, both eclectic and rationalist traditions were challenged by the spread of modern prototypes and models, introduced by a new generation of architects who studied abroad and diffused new aesthetic values and innovative forms. Among these, several figures emerged. They were George Rayes and Theo Kanaan on one side and Karl Shayer with Bahij Makdissi and Fritz Gothelf on the other.

George Rayes (1915- 1998) was born in Haifa, Palestine. He studied architecture at both the Bartlett School of Architecture and the Architectural Association in London. There he met Theo Kanaan, and after founding their practice in Palestine in 1940, the two moved to Lebanon in 1948, following the establishment of Israeli state.

In the Pan Am building in Beirut, designed in 1955 by Rayes and Kanaan in association with Assem Salam, a formal language of tensely composed simple forms and shapes recalls de Stijl principles: controlled asymmetry, rectilinear grids and intersecting planes. The treatment of the corner at ground floor level with a free-standing round column, an unexpected architectural comment that produces a marked contrast against the background of the austere facade, brings the typically Corbusian tension between a rational body and its playful elements to fruition.

Pan Am Building, George Rayes & Theo Kanaan Arch 1955

This was also the case in Karl Shayer work. Shayer (1900-1971) was a Polish architect who immigrated to Lebanon during World War II and collaborated with Fritz Gothelf, a German architect educated in the spirit of Bauhaus and with Bahij Makdissi, a Lebanese structural engineer before associating with Wassek Adib. The design of Al-Sayad newspaper headquarters built by the team in Hazmieh, strongly influenced by the abstracted rectilinear style of the Bauhaus, reveals that the search for a new architectural vocabulary was a shared concern among the educated elite of the time.

It hardly needs emphasizing that Shayer and Rayes, each in his own way, were attempting to find a new architectural idiom that would constitute a local version of the ideas developed by the Modern movement in western countries.

Al Sayad newspaper headquarters
Karl Shayer & als Arch

The works of Said Hjail, and particularly the schools he designed in Ras el Nabeh and Nasra, two neighbourhoods close to Beirut city centre, provide a further example of the search of Lebanese architects in the 1950's to adapt the language of modern movement to local conditions. Here, the influence of Eric Mendelsohn is obvious, but it is combined with elements borrowed from Dudock's vocabulary.

Makassed School, Nasra, Said Hjeil Arch

What is characteristic of all these experiments is their creative potential and their ability to pick up different elements from various strands of modern architecture and combine them with local technical conditions, specific uses and ways of life, in order to produce a clearly defined new architectural vocabulary. The different pursuits of modernism (as contradictory as they were in the West) found equivalents in Beirut, but they also found a different synthesis. Modernism in Beirut was not conceived of as a representation of the "West" as opposed to traditionalism representing the "East". Rather, the different aspects of modern architecture were reinterpreted and became integral to the local architectural scene.

In contrast to this optimistic attitude towards the potentials of the news forms of expression, architects of that period were struggling against the constraints of obsolete building regulations and the absence of any coherent planning legislation. A shared belief among them was that renewal in architectural form should be extended to initiate a comprehensive planning policy, which would control the chaotic urban growth. These experiments and hopes tended to converge around 1960 and culminate in what could be considered as the "Golden Age" of modern architecture in Lebanon.

The Shihab Era (1958-1965): The Golden Age of Modern Architecture

The early 1960's in Lebanon witnessed the birth of a dream, that of planned and balanced development. On the fringe of an Arab world, which, at that time, seemed to be marching toward unity, the Lebanese regime, under the leadership of President Shihab,[13] wanted to develop a modern state and a financial and economic centre to the scale of the whole region. This necessitated the reduction of the disequilibrium between the capital city and the peripheries, and the restructuring of Beirut's agglomeration to transform it into a regional metropolis. A new policy was thus adopted, characterized by the strengthening of the central state and the belief in the unlimited capacities of planning in solving development problems. [14]

In 1963, the first town planning legislation applicable to all of Lebanon was adopted. According to this legislation, all matters related to town planning were to be concentrate in one single authority: the Directorate-General of Town Planning, assisted by the Higher Council for Town and Country Planning. General Master plans, detailed regional plans, specific regulations for the acquisition of land for public use and for the constitution of mixed real estate companies, all these tools were introduced for the first time. At the same time, large-scale projects were launched by the new regime. Constantine Doxiadis, the famous Greek planner, was commissioned to choose the location of a new Governmental City, a huge complex where all ministries would be grouped.[15]

Four sites, located at the periphery of Beirut, were identified and one of them was finally chosen in the southern suburbs at Bir Hassan. The French urban planner Michel Ecochard was also called in order to help the development of Greater Beirut, a metropolis that would extend from Jounieh in the north to Naameh in the south. In order to prevent anarchic urban growth and to replace the mononuclear structure of the city, which could not adapt anymore to the conditions of its growth, with a polynuclear structure organized around green spaces, Ecochard developed further the proposal he had already studied in the early 1940's.[16] The idea was to create a new town on the sandy dunes of the southern suburbs near the airport in order to absorb the major part of the population increase. The imposing of low building densities would protect the wooded hills around Beirut; and new constructions would be prohibited on beaches and forests. The plan was modified before being approved and Ecochard publicly dissociated himself from the officially published plan.[17]

Dozens of other urban planning projects, covering major Lebanese cities (Tripoli, Saida, Sour, Baalbeck, etc...) were commissioned to a new generation of Lebanese architects, some of whom had studied abroad and were already well acquainted with the post World War II experiences of Europe in town planning.

Among these was Assem Salam (1924-2012) who studied in London and witnessed the birth of the English new-towns movement, Henri Eddeh (1923-2010) who worked in France during the reconstruction period and Pierre el-Khoury (1930-2005) who graduated in 1956 from the Ecole des Beaux-Arts in Paris. A recurrent theme among these planners was that planning could

restore a supposed harmony between social order and the physical environment, a harmony that had been lost in cities anarchic growth.[18]

A similarly enthusiastic visionary attitude prevailed in the architectural scene. Famous international architects were called upon to design public and private buildings. The Brazilian architect Oscar Niemeyer was commissioned by the Lebanese government to conceive of a Permanent International Fair in the second major Lebanese city of Tripoli. Michel Ecochard, besides his urban planning schemes for Beirut and Saida, designed major school projects in different parts of the country. André Wogensky, Le Corbusier's last senior collaborator, was also called upon, in association with a young Lebanese architect, Maurice Hindieh, to design the new Defence Ministry in Hazmieh, on the hills overlooking Beirut, and the Lebanese public University in Shwayfat. The American architect, Edward Durell Stone was commissioned by the Intercontinental Hotel chain to design the Phoenicia hotel, the largest in Beirut at that time. The Finish architect Alvar Aalto, in association with the Swiss Alfred Roth, got also involved in the architectural boom of that period, designing a major office building and a commercial centre in the Hamra neighbourhood.

Electricité du Liban, Pierre Neema, Jacques Aractingi & Joseph Nassar Arch

Among the most noticeable figures in architecture who produced this interesting "urban ensemble" stands on one hand a veteran, Karl Shayer, this time associated with a younger Lebanese architect Wassek Adib, and on the other hand an engineer, Joseph Philippe Karam (1923-1976) who, despite being somewhat despised by his peers at the time for his eclecticism, appears today as one of the major designers of the 1960s. Among the seminal buildings designed by Shayer and Adib are the Carlton Hotel, with its planted gardens and terraces, the Shell building, with its airplane-wing roof and the Ghandour building, with its balconies carefully composed with prefabricated "claustra" panels. On this same urban fringe, stands the Chams apartment building designed by Joseph Philippe Karam, with its direct Corbusean references, its coloured panels and its detached attic floor.

Beirut Corniche circa 1960's

However diverse their approaches, however varied their personal styles, the architects who came to maturity in the mid 1960's had certain fixtures in common. They were all educated according to Western principles of modern architecture but, while respecting the guiding tenets of the Modern movement, they did not advocate a slavish orthodoxy.

Influenced by the Team X investigations, their position was characterized by the tension between the allegiance to the lessons of the founding fathers and the need for self-expression. By extension, and since the mid-1960's, the genuine optimism that characterized architectural production in the preceding period began to be questioned.

Parallel to these ventures, the government launched a series of projects of symbolic value, aimed at embodying the new collective spirit of the time. A Swiss firm, Addor et Julliard, was commissioned to design the Presidential Palace in Yarzeh, east of Beirut, as well as the premises of the new Central Bank.[19] This latter project was conceived as a prototype, which would be reproduced at a smaller scale in other locations, and acted as a recognizable symbol of the central government's power and regional development policy. Numerous competitions were launched as well, for the design of public primary, secondary and technical schools, post office buildings, electric stations, etc...

A large competition was organised in 1963 for the design of the Governmental City, the location of which was chosen after the Doxiadis study. The winning scheme was that of Pierre Neema (1931-2015), a young Lebanese architect educated in France who worked in association with Jacques Aractingi and Joseph Nassar. The team proposed to build a series of tall longitudinal slabs, lifted from the ground and linked with vaulted galleries. The architectural vocabulary of the project seemed inspired by some of Jose Luis Sert's experiments on building in hot climates. The same architects were also the winners of a competition organised in 1966 for the design of the Electricité du Liban headquarters, which, the architects claimed, was inspired by the Brazilian version of the International style.

Defence Ministry in Hazmieh, André Wogensky & Maurice Hindieh Arch

Indeed, Brazilian modernism seems to have had a major impact on the development of architecture in Lebanon during the 1960's since Lebanese architects found in it a good precedent for responding to special climatic conditions, strong sunlight and a tradition of outdoors social life. Many examples of this influence can be found in the buildings of the early 1960's along the Beirut Corniche.

Crises and Critiques in the Late 1960's:

Whereas individual commissions for villas, schools, factories, housing projects and public buildings allowed Lebanese architects to realize fragments of larger dreams in microcosm, the power to build urban totalities was never granted to them, nor to the planners. The Ecochard plan for building a new town on the sands near the airport remained on paper, as did numerous master plans designed by Lebanese architects. The ambitious project for building the Doxiadis Governmental City ended up implanting, in the selected site, an orphan building, the Ministry of Telecommunications. The Lebanese Public University Campus in Shwaifat was never completed.

The failure of the planning policy of the 1960's reproduced, on a larger scale, the effects of the previous laissez faire era. The radiocentric structure of Beirut was inflated by the addition of successive suburbs, and the decomposition of the rural traditional world intensified rural migration, exacerbating all the imbalances associated with rapid and uneven urban growth. Disillusion started corroding the simplistic intellectual constructions of early 1960's planners.[20]

Similarly, in the field of general construction, a banal international corporate style did triumph, with its standard cheap clichés. The resultant dull reductionism looked as a mockery of the pioneers' passionate quest. Lebanese architects were confronted with a series of dilemmas, which pushed them toward the search for new tracks.

Since his early works in the late 1950's, Pierre el-Khoury had been preoccupied with the question of adapting a modern architectural vocabulary to local typologies.[21] In his own house designed in 1958, he developed the theme of the central space as an interpretation of the traditional Lebanese dar. Although following a strict modern orthodoxy in their architectural language, other buildings designed by the same architect in the early and mid 1960's, like the Directorate of Public Transportation Building, the Civil Aviation Safety Centre near Beirut airport, or the Villa Tayyar in Shiyyah, in the southern suburbs of Beirut, developed this exploration of introverted spatial organisation. In the late 1960's, Pierre el-Khoury took up a search for monumentality. His Harissa Cathedral, designed in 1970, was strongly influenced by the work of the Japanese architect Kenzo Tange, developing a lyrical language, which announced the character of his later works.

Harissa Cathedral, Pierre el-Khoury Arch

Meanwhile, the influence of Michel Ecochard on the younger generation of architects who started their independent practice in the mid 1960's was visibly strong. Grégoire Sérof (born in 1930) became Ecochard's primary Lebanese assistant in 1962. Together with Khalil Khoury (born in 1930) and Raoul Verney, a French architect born in Lebanon, they soon formed a new direction. While respecting the principles of their mentors, they reacted against the rigidity of previous schemes and tried to develop an architectural language, which could bring together mass production and the sense of place, modern programs and local conditions. In the late 1960's, these three architects met as a team to design the Mont La Salle school complex on the eastern hills overlooking Beirut. On an uneven site, covered with pine forests, they produced a pattern based on small-scale modular elements articulated in different sequences, resulting in a series of spaces that connected loosely with one another. The result was a compact ensemble that attempted to engender richness and complexity from repetition, and looked, from distance, as a small Lebanese village on a hill.

Mont La Salle School Complex, Khalil Khoury, Grégoire Sérof &Raoul Verney Arch

As a matter of fact, Lebanese architects in the late 1960's started adopting a more contextual approach, preoccupied with issues of identity, scale and meaning, which required a reconsideration of modernist principles in the light of regional traditions. The main representative of this tendency was Jacques Liger-Belair, a Belgian architect living in Lebanon, who had been trying, since the early sixties, to respond to the "genius of the place" by developing a language close to the vernacular architecture in Lebanese mountains.

However, the works that may best express the search by Lebanese architects of that period for a blend between the principles of modern architecture and local traditions were those of Assem Salam. In the Saida Serail, built in 1965, Salam organised the volumes around an open central courtyard and the building envelope was defined by stone walls punctuated by concrete arches and small openings, reminiscent of traditional khans architecture.

Saida Serail, Assem Salam Arch

In Broummana High School, built by the same architect in 1966, the reference to regionalist influences, although less obvious, appears in the protruding bay windows inspired by the kiosks of Ottoman architecture. Overall, this modern regionalist tendency sometimes appeared iconoclastic, particularly when it dealt with religious buildings. In the mosque designed by Salam near Beirut's pine forest, a floating white concrete shell replaced the traditional cupola, and the minaret conceived as a simple square campanile.

Hence, the late 1960's were characterized in Lebanon by a large architectural debate that questioned the certainties of previous generations. However, with the new situation created by the 1967 war, the Arab defeat, the emergence of new regional alliances and the outbreak of Lebanese civil war, this debate could not develop properly to produce a Lebanese version of *critical regionalism*.[22] Nevertheless, the questions raised in this debate, related to the complex dialectic between modernity and tradition, between the local and the global, between identity and universality, will continue to characterize the architectural scene during the last decades of the twentieth century.

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BEIRUT URBAN DECLARATION

Second Axis

The economic & social challenges

Coordinator	Rana Dubeissy	
Contributors	Bachar al-Amine	*
	Elias Matar	*
	Robert Karam	*
	Leila Rezk	
	George Zouain	
	Maissa Abou Rahal	
	Mona Fawaz	
	Brunot Marot	
	Maya Geara	
Participants	Christian Sfeir	
	Salim Abo Rizk	
	Maysa Nayyal	
	Doha Ashkar	

NB: *the articles labeled with (*) are available in the Arabic section*


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Rana
Dubeissy

Introduction to the Second axis

The social and economic axis

The second axis of the Beirut Urban Declaration is the socio-economic axis. Which aims to study the social and economic challenges faced in the blast-hit region. We faced the problem of the lack of information and numbers in terms of population numbers, businesses, students, and others, which prompted us to modify our work direction. We decided to investigate the social and economic problems of these areas, and to investigate the causes of production paralysis. The areas were dealt with separately, and then the general network that connects them to each other was studied.

The study began in the Al-Khoder / Karantina area, and the potentials that this area holds if it is reconnected to the Mar Mikhael area. The region holds industrial capabilities capable of securing production and securing jobs. This is in addition to the presence of large green spaces in the Al-Khoder / Karantina area and large properties belonging to the Beirut municipality, capable of being a natural outlet for the overcrowded adjacent areas.

The study also included the areas of Ashrafieh, Gemmayzeh and Mar Mikhael. And the need to preserve its distinct and diverse fabric: residential, commercial, and economic, in addition to securing affordable housing and preserving heritage, in addition to the problematic issue of built heritage in the region. The study presented the concept of heritage in being more than a history issue that must be preserved. Rather, it is linked to the foundations of social life and its dynamism with urban growth in the city. The study suggested the establishment of business incubators in the region, to train young people in the required emerging industries.

The axis included a social study that engaged with several informants from different sectors in the region. The informants identified the needs of the people in their city, their view of planned or observed projects, their diagnosis of the most pressing issues, and their future fears, to turn the explosion into an exceptional opportunity to revolutionize the prevailing mindsets that have brought our capital city to its present situation.

Rana Dubeissy

When Beirut lifted its barriers A visit to el Khodr district

Beirut today appears to us as adjacent neighborhoods, similar to many cities, but the difference is that these neighborhoods are separated by invisible borders. Each neighborhood has its own representations according to its sectarian and political affiliation. And political sectarianism in Lebanon means power and representation.

The civil war ended in the 1990s, but its effects remain. Beirut is still dominated by the geography of fear and a sense of insecurity. This feeling that we can read clearly through the city's urban planning and construction and reconstruction projects. The city has turned into a contested geopolitical site. As they say in Anthropology: "Violence violates the fabric of space."

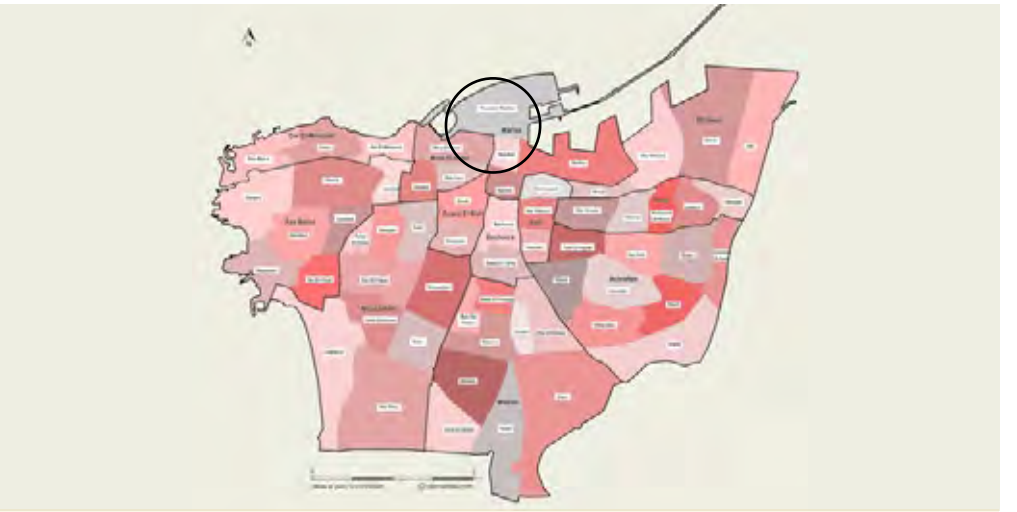
The history of Isolation and segregation

One of the prevailing theories to explain the heterogeneity in parts of Beirut is the theory that depicts Beirut on rings, starting from the center of Beirut, the smallest ring or the nucleus, surrounded by several rings and ending with what was called the "misery belt" at the time. This is a rather quick and simplified picture, related to the repercussions of the civil war and the so-called "invasion" of the marginalized or excluded of the city during the war and their revenge against it.

This theory corresponds to various accounts of affiliation with the city of Beirut, as if there is an alleged right of seniority. Several works have emerged that classify the Beirutis' affiliation to their city on sectarian and familial grounds. Other works, published in the 1990s, describe life in the city in the form of a survey of markets, cafés, and religious buildings. As if there is always a need to re-demarcate and fix the boundaries of the city of Beirut and its neighborhoods. It even published lists of Beiruti families' names, as if it were thus controlling the spatial space and the city space. Here, Beirut, the capital city, loses its urbanity, and turns into a village, where the origin of the family and lineage confers a stronger social and political representation. Add to this an additional layer of segregation and barriers, represented by the "legal" residents, i.e. the voters, even if they were forced to leave the area, and the "illegals" i.e. the residents.

The diversity that characterizes the city of Beirut is a unique characteristic among the cities of the region, and the real challenge lies in maintaining this diversity, and enabling the Beiruti society to deal effectively with this complex fabric.

Beirut today is a static city, solid and closed. Its neighborhoods are separate from each other, and even within one neighborhood we encounter the phenomenon of walled buildings, which is an alien phenomenon in Beirut, especially in the streets of Ashrafieh, Tabaris, and others...



Beirut City districts and the blast location

A Visit to Al Khodr district:

Historic introduction:

The legend says about the arrival of Saint George to Beirut, to rid its people of a dragon that was causing panic, because the dragon was asking for two young men for ransom every day.

The Quarantine in 1907

Saint George succeeded in killing the dragon when latter was about to devour the king's daughter. Saint George was associated with al-Khodr, the legendary figure in Islam. The old church of St. George, which was built where he performed his epic, has been converted into Al khodr Mosque. This mosque is still the religious and social center of this region. The people of Beirut met every year on April 23 to celebrate the Feast of Saint George and Al-Khodr. And still

Al Khodr District - Madwar, and the quarantine (karantina) 1876

Al-Khoder Street runs straight from Armenia Street towards the beach in the Al-Khoder area. It has been crossed since the 1960s by the Charles Helou highway in the middle.

The Industrial and health role of al Khoder area

In 1830, an order was issued to form a health council in Beirut to build a quarantine, and it was implemented in 1834. At that time all the boats were stopped for examination, control and quarantine in that facility. From the side of Mar Mikhael, Ibrahim Pasha Street was built directly from Armenia Street to the quarantine (Karantina) to facilitate accessibility, and the area acquired the name "Karantina" since then.

Al Khodr / karantina district in 1923, and it shows the quarantine, the slaughterhouse, and the kazakhana

Then a kazkhana (gas shop in Turkish) was established in the area to store gas and provide lighting, and then the kazkhana turned into a steam plant to produce electricity, and the first electric lamp was lit in Beirut in 1910.

At that time, there were a number of slaughterhouses in Beirut. In 1915, a decision was issued to close all slaughterhouses and to limit the slaughter of livestock to the slaughterhouse in the Al-Khodr district only, because it was found that the meat in that area maintains its freshness for a longer period, due to the humidity levels and the stability of temperatures in al Khodr. The slaughterhouse was renovated and modernized in 1969 and was provided with the latest technology, and it was providing jobs for a large number of residents in the area. In addition to it, many economies and side industries appeared, such as a leather and tannery factory, a bone factory, an oil factory, a sulfur factory, and others... There were popular markets that attracted shopping.

Since 1920, with the arrival of the Armenians to the region, small industries and handicrafts increased, and the Al-Khodr district, which became known as the Karantina/Al-Maslakh area (al Maslakh means slaughterhouse), became an attraction for shopping and for Lebanese and other job seekers.

This local economic boom led to an increase in population density in the Al-Khodr district. A number of schools were established there, in addition to an official school, and the This local economic boom led to an increase in population density in the Al-Khodr district. A number of schools were established there, in addition to an official school, and the medical quarantine was developed to become a governmental hospital and a medical laboratory serving the entire city of Beirut.

Al Khodr street is to right and Ibrahim Basha street to the left connecting Al Khodr area to Mar mekhayel

Spatial peculiarities and modernity

In the early 1960s, as part of Ecochard›s plan to modernize Beirut, a new road network was designed for Beirut: internal bypass roads and a ring road that would connect Beirut to the coastal road.

At that time, the Charles Helou highway was constructed to pass by the Modwar district, it cut between Al-Khodr district and Mar Mikhael, and thus separated Al-Khodr district completely from the city of Beirut. Soon after, political changes occurred in the region that were reflected in Lebanon, and then civil war broke out, and the residents of Al-Khodr district were forced to leave their area. After the civil war ended, the Lebanese army entered the Al-Khodr district, and it still occupies about eighty lot that are owned by the people.

The slaughterhouse and all factories and shops remain closed. Only the Karantina Hospital is functioning and the army has established a base there. While the residents of the Al-Khodr district are still scattered.

It is worth noting that the Al-Khodr district is a central area adjacent to downtown Beirut, and it is adjacent to Mar Mikhael. Why was it isolated in this way?

Ecochard Plan and the location of the blast

El Khodr / karantina district in 1958

The Charles Helou Highway separating Al khodr/ karantina from Mar Mekhayel
and we can see the pedestrian bridges

El Khodr / karantina in 2022, the Khodr mosque and the train station separated from the district by the highway

The pedestrian bridges connecting / isolating Al khodr/ karantina from Mar Mekhayel

Question is how can we lift the barriers that separate the city›s neighborhoods from each other?

The answer : The idea of an open city, free of barriers, with ample spaces, is not only an urban idea. Rather, it is a set of decisions that allow meetings to take place between residents on a daily basis and in separate places, which the residents deal with, negatively or positively. It is an idea that deals with the city as a whole and not in part.

El Khodr mosque in red

What does the idea of an open city and a complex social fabric mean?

Speaking of the open city, Aristotle brings up the idea of Athena: "Synoikismos". It literally means when a group of unconnected families live in one space. It also means the decision of a group of villages and towns to form a unified urban center, and to achieve one integrated society. Throughout history, it had been a condition for the founding of cities composed of heterogeneous groups, for the purposes of defence, commerce,and miscellaneous services. This required the person to acknowledge the other who differed from him, to stand by his opinions and beliefs, and to accept the difference. The idea of "Synoikismos" implies that there is a principle, or a certain craft, which is acquired in order to live in the city, that helps individuals

Re-stitching the districts

to determine the distance with the other, and allows them to accept and communicate with each other. This makes working and living with the other possible, even enjoyable. This craft constitutes a fundamental social ethical principle for the realization of any urban space, and is a prerequisite for the realization of the city. In fact, the more we truly know the other, the more we can get closer, work alongside, and accept living with each other.

Here we stop a little at the concept of closeness and neighborhood. The realization of a neighborhood requires the individual to be fully aware of the existence of the other, but without the act of social fusion. Because fusion erases the differences, while urban requires neighboring with respect for differences.

Thus, the social base is founded through clear and intersecting bridges that help to settle realisation, awareness and understanding of the other, without erasing personal and societal idiosyncrasies. It is an urban idea that allows strangers to remain strangers. Residents can stay apart, yet they are fully aware of each other and are able to interact.

We must bear in mind that in this case, the local community will lose its primacy (seniority), its guardianship over the general community and its description as the only moral reference for the city. The local community is one of the many components that, if they come together, interact and work together, produce a city. The city needs more neighborhoods and porosity and less barriers and borders.

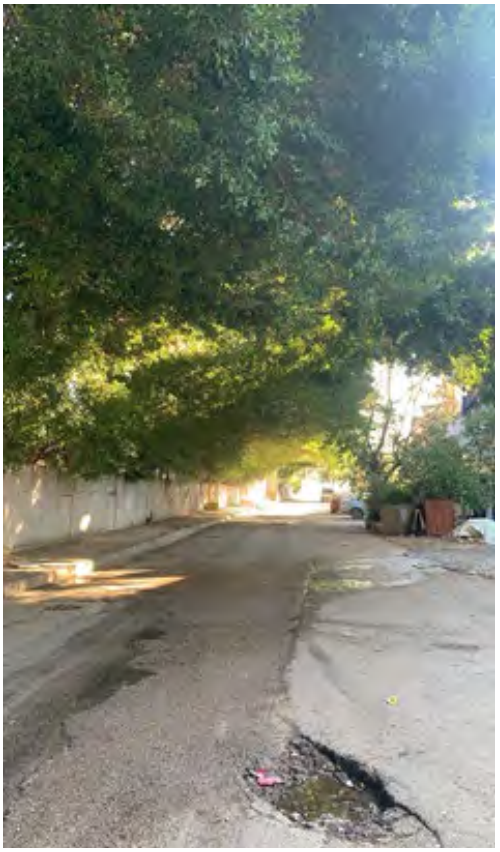
The character of a neighborhood that is achieved in the city, is a prerequisite for the production of an open city, with wide spaces, that welcomes all its residents with housings and jobs. Neighborhood is a rational decision and has nothing to do with a good heart or good intentions.

A heritage Building in al Khodr / karantina

Open spaces at Al Khodr / karantina

The heritage character for many buildings at Al Khodr / karantina

Traditional and Modern buildings at Al Khodr / karantina



The abundant green spaces at Al Khodr / karantina can serve as an outlet for the neighbouring dense districts

Bruno Marot

La crise du marché du logement au Liban

L'objectif de cette présentation est de faire un rapide tour d'horizon des principales caractéristiques et des principaux enjeux d'un secteur de l'habitat qui, à l'image du reste du pays, fait face à une crise profonde.

En guise d'introduction, il est important d'avoir deux éléments en tête quand on parle des marchés du logement au Liban :

1. La pénurie chronique de logements abordables est principalement une problématique urbaine : quasi 90% de la population habite en zone urbaine, et c'est dans le Grand Beyrouth (50% de la population) que les marchés sont les plus tendus.

2. La crise du logement n'est pas nouvelle, les débats politiques et techniques sur cette question existaient déjà au Liban dans les années 1940, 1950 et 1960.

Mais on a assisté à une montée en puissance de cette crise depuis les 1990 avec le développement d'un système de production et de financement du logement de plus en plus dysfonctionnel et exclusif.

L'idée dans cette présentation est :

· D'identifier les principales caractéristiques de ce système
· De comprendre les raisons qui ont permis son développement
· Et voir en quoi la crise actuelle peut être une opportunité pour engager une large restructuration du secteur.

Le problème essentiel dans le fonctionnement des marchés du logement est l'inadéquation entre offre et demande, que ce soit en termes de prix, de standing et de statut d'occupation.

On observe ainsi :

· Une déconnexion entre les revenus et les prix des logements :
C'est le cas notamment depuis le début des années 2000 (début du 2ème boom immobilier): les prix de l'immobilier résidentiel (et les loyers) ont augmenté beaucoup plus vite que les revenus des résidents. Si cette décorrélation a eu tendance à se stabiliser dans les années 2010, la chute actuelle des revenus ne fait que renforcer le problème car les prix immobiliers résistent pour le moment à la baisse (surplus de demande avec la perception de l'immobilier comme une valeur refuge)
Ensuite, en termes de standing et de statut d'occupation, nous observons schématiquement :
- Une production résidentielle formelle constituée principalement d'appartements de moyen à haut standing en accession à la propriété.
- Une demande locale constituée majoritairement de ménages à revenus limités, à la recherche

d'un logement abordable disponible à la location. Cette tendance est renforcée avec le blocage de l'épargne et la réduction des revenus et de la capacité d'emprunt des ménages depuis 18 mois.

Au final, ce déséquilibre entre offre et demande conduit au paradoxe actuel où, après deux booms de la construction en 25 ans, nous pouvons observer :

- D'un côté, une vacance très élevée (23% des logements à Beyrouth seraient inoccupés ou sous-occupés)
- De l'autre, une pénurie de logements abordables sur le marché formel qui pousse de plus en plus de ménages modestes à aller se loger sur le marché locatif informel, y compris dans les centres urbains, où ils font face à une insécurité foncière et des conditions de vie précaires.

Une question cruciale à se poser : Comment en est-on arrivé là ?

Un constat essentiel est que la situation de crise actuelle dans le secteur de l'habitat tient pour beaucoup aux orientations prises par les politiques publiques ces 30 dernières années. Depuis les années 1990, l'action de tous les gouvernements successifs s'est grosso modo concentrée sur deux volets principaux :

- L'élaboration d'un cadre légal, réglementaire et fiscal favorable à la production immobilière haut de gamme (loi de 2004 sur la construction, loi locative de 2014, absence de fiscalité sur la vacance, contournements fiscalité sur la plus-value).
- Le développement d'une filière d'accession à la propriété pour les classes moyennes supérieures avec les programmes de prêts subventionnés par la BDL et distribués via l'EPH, ou directement par les banques.

Or si ce qu'on appelle l'accession bancarisée à la propriété est une filière importante dans tout système de production de logement, ce n'est pas une filière d'accès au logement abordable dans un pays comme le Liban pour une raison simple : au moins 55% des ménages ne sont pas éligibles au crédit (pas de compte), voire même peut-être 70-80% des ménages si on prend en compte l'importance des emplois informels, et le faible part des salariés, dans l'économie libanaise. Il est courant de considérer que les politiques du logement servent à poursuivre des objectifs sociaux, macro-économiques et financiers. Force est de constater que les politiques du logement au Liban depuis 20 ans n'ont pas vraiment poursuivi d'objectif social, n'ayant aucune volonté :

- De réguler les marchés fonciers/immobiliers, c'est-à-dire de maitriser les prix
- D'organiser les marchés du logement en agissant sur l'offre
- De sécuriser l'accès au logement à toutes les catégories de revenus

À l'inverse, ces politiques publiques ont avant tout poursuivi des objectifs économiques et financiers en cherchant à s'appuyer sur le développement de l'immobilier résidentiel pour soutenir la croissance économique et assurer la stabilité du secteur financier (via notamment le développement de la dette privée). En parallèle à ces politiques nationales, notons aussi qu'au niveau local, les municipalités n'ont pas pu/su se saisir de leur compétence en termes de production de logement du fait d'un manque de capacités techniques, de l'impossibilité d'accéder des financements de long-terme, et d'un manque de volonté politique.

Face à ce constat, quelles sont aujourd'hui les perspectives ?

Le fait est que le secteur de l'habitat se trouve aujourd'hui dans une impasse totale.
La crise économique, la dévaluation de la livre, le blocage de l'épargne impactent fortement l'accès au logement : beaucoup de ménages ont du mal à payer leur loyer ou à rembourser leur crédit, et il y a fort à penser qu'il sera impossible pour la plupart de s'endetter pour acheter un nouveau logement dans les prochaines années.

En parallèle, les circuits de financement et de production du logement sont également paralysés :

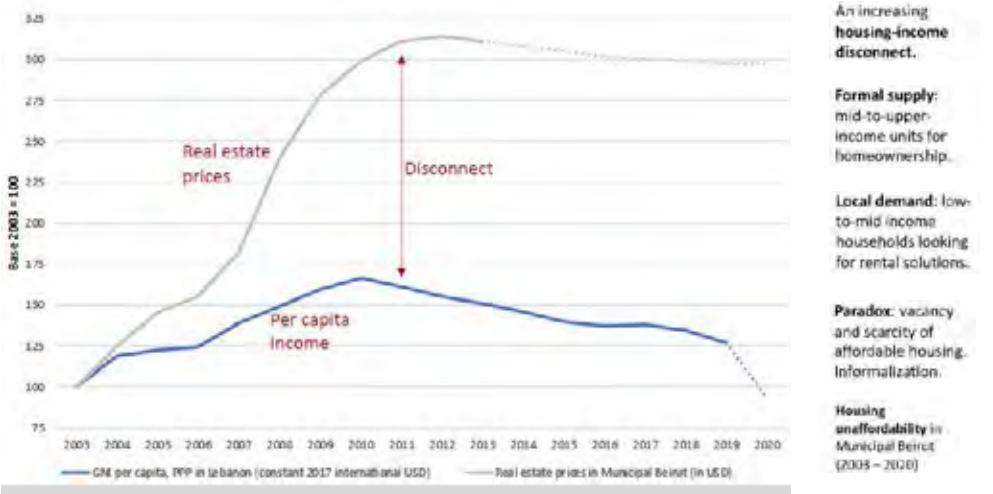
- Les prêts immobiliers sont à l'arrêt depuis le gel des subventions de la BDL en 2018 ;
- De nombreux promoteurs sont surendettés avec une rapide augmentation des créances douteuses;
- La crise de liquidité du secteur bancaire complique les activités de crédit ;
- Les rendements locatifs, déjà très peu attractifs pour les propriétaires faute de dispositifs d'incitations, sont en chute libre.

Toutefois, on peut voir en cette situation préoccupante une opportunité pour restructurer le secteur et élaborer une réelle politique du logement qui devra alors s'attacher à maitriser les prix, produire une offre diversifiée, et travailler à partir du stock de logements existants.
Pour ce faire, différents obstacles devront être levés, et on pense notamment :

- À la question du foncier urbain inabordable (spéculation)
- À l'absence de financement à taux réduit et à long terme pour les producteurs de logement
- À l'absence d'opérateurs spécialisés dans le logement abordable

Enfin, pour engager le débat, je souhaiterais terminer sur une question et un constat :

- Est-ce qu'il y a une position commune sur le fait que le modèle peu durable sur lequel le secteur de l'habitat s'est développé ces 25 dernières années est maintenant derrière nous?
- L'engagement de tous les acteurs du secteur (publics, privés, société civile) dans la formulation d'une nouvelle politique du logement est plus que jamais une nécessité.



La déconnection entre les revenus et les prix des logements

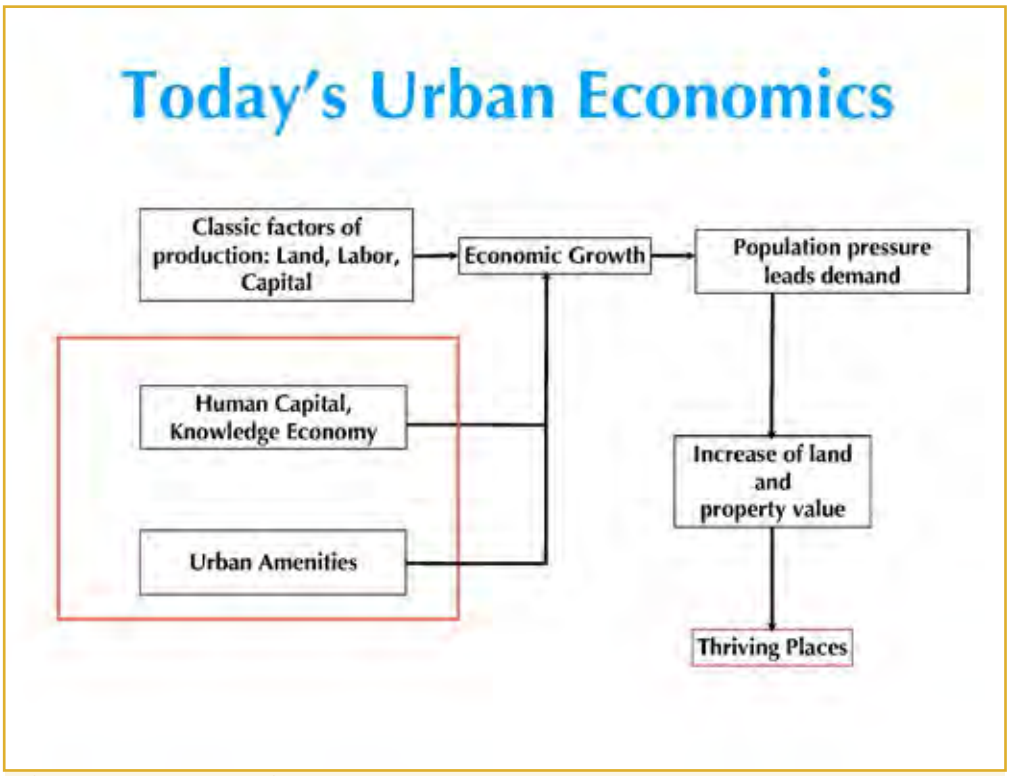
Georges
S. Zouain

La nouvelle économie des villes

Dans l'état actuel du Liban, face à l'immensité des destructions auxquelles nous sommes confrontés, la préservation et la revitalisation du tissu patrimonial urbain et culturel exigent de nous la fusion des différentes interventions et la révision de la notion de patrimoine afin d'aborder conjointement préservation, reconstruction et revitalisation.

Le patrimoine, l'économie, la vie des habitants, leurs coutumes et leur manière de vivre sont imbriqués ensemble dans la vie des quartiers, particulièrement de ceux qui nous préoccupent aujourd'hui. Ceci ne remet aucunement en question les énormes travaux déjà menés à bien avec des ressources limitées ; au contraire, c'est plutôt une proposition supplémentaire d'intervention adaptée à un certain type de quartier.

J'illustrerai rapidement cela en survolant les résultats des études et travaux que menons depuis 2010 dans le quartier de Mar Mikhael puisque c'est de ce quartier dont il s'agit.



L'économie Urbaine aujourd'hui

La nouvelle économie des villes

· Une ville est composée de multiples couches et il est impossible de bien y intervenir sans prendre en considération toutes ses composantes.

· Les " Amenities " comprennent les équipements sociaux et culturels, mais aussi la qualité de la trame urbaine, le bâti typique ou historique, les espaces publics.

Le quartier Mar Mikhael qui a été fortement malmené par l'explosion du 8 août est un quartier mixte dans l'architecture de ses bâtiments, dans sa population, sa culture et dans son économie. Peuplé de familles modestes et de retraités, il n'est pas pourvu de patrimoine architectural de grande valeur esthétique et n'a ni monuments historiques ni équipements publics urbains - squares, jardins ou écoles. Son patrimoine matériel est diffus et son patrimoine immatériel est fort de par la cohésion de ses habitants et leur attachement au quartier.

Ensemble, ces deux patrimoines - discrets - en font un lieu au sens noble du terme et lui donnent son caractère qui avait attiré de nouveaux résidents et les créatifs. Son histoire débute dans la deuxième partie du 19e siècle par la construction d'une petite église en 1831 autour de laquelle s'installent quelques familles d'agriculteurs.

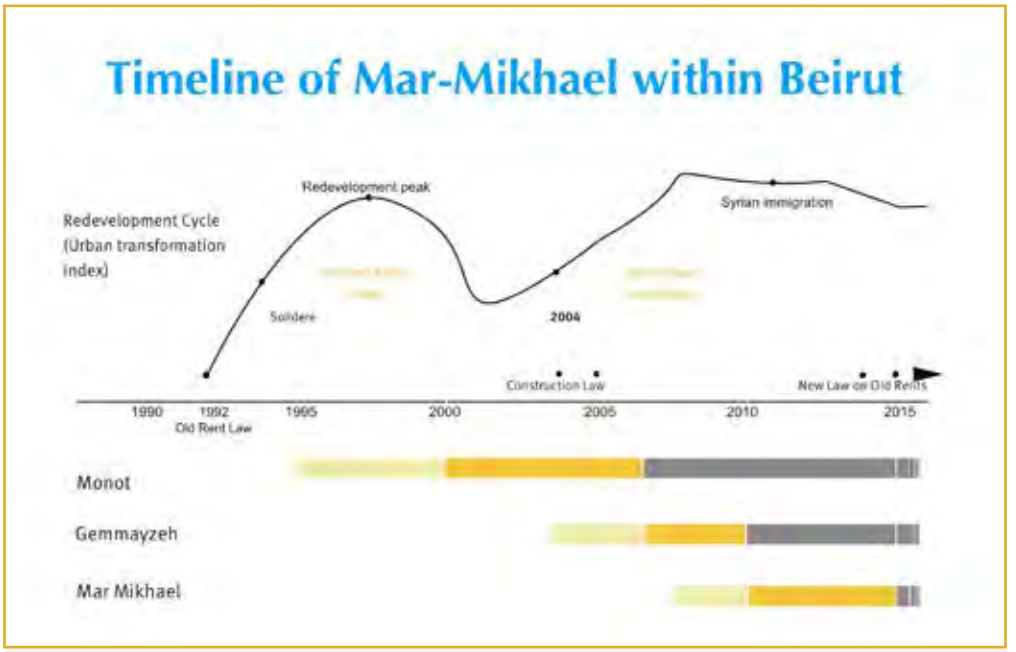
Le quartier a commencé à s'urbaniser en 1895 avec l'inauguration de la gare du chemin de fer à Beyrouth dont les infrastructures existent encore. Cette gare desservait le port de Beyrouth, le connectant à la voie Beyrouth-Damas. En 1975, la gare a cessé de fonctionner mais ses constructions, typiques des petites gares françaises de province, sont toujours présentes.

En 1915, les premiers flots de réfugiés arméniens en provenance de Turquie se sont installés dans des camps à côté de la voie du chemin de fer. D'autres flux arrivent en 1924. En 1930, la " Grande brasserie du Levant " ouvre dans le quartier et emploie des habitants. Elle ferme ses portes en 1995 et est détruite en 2016 pour être remplacée par un immeuble brutaliste d'habitations haut de gamme dont la construction s'est vite arrêtée à cause de la crise financière. Le pays a ainsi perdu une importante représentation d'architecture industrielle dont la démolition n'aura mené à rien.

En 1936 une caserne militaire est construite sur le flanc sud-est de Mar Mikhael. Encore présente, elle a attiré des recrues en provenance du 'Akkar et notamment du village de Kobayat. Ceci a donné son nom à un quartier de petites habitations populaires construites par

les soldats pour y résider. Ce quartier de Qobayat est un des ensembles d'architecture sans architectes qui ont rempli une bonne partie du quartier.

Entre 1956 et 1995, Mar Mikhael perd une grande partie de sa fonction de prestataire de main-d'œuvre ; il se replie vers des activités de petits commerces et de petits ateliers de mécanique, de plaquage de métal et d'électricité. Ses résidents sont à présent composés principalement de retraités ; les jeunes l'abandonnent au profit des banlieues et le quartier somnole. C'est un peu plus tard, vers 2000, que Mar Mikhael commence une renaissance, mais entre en même temps dans une période de dangers : de nouveaux métiers s'y installent – encadreurs, ateliers d'électronique, professions libérales, chambres d'hôtes…



L'évolution du quartier Mar Mikhael

A la recherche d'espaces à bas prix proches du centre-ville, les premiers créatifs ont commencé à investir Mar Mikhael à partir de 2005, redonnant vie au quartier, rajeunissant sa population et transformant son économie. Ils ont été vite suivis puis dépassés par les restaurants, cafés et bars et par une promotion immobilière débridée. Quelques jeunes ainsi que des familles attirées par son charme avaient commencé à y résider.

L'explosion du 4 août a affecté fortement le quartier. Mais la perte d'attractivité avait commencé avant l'explosion.

Les 3 cycles des quartiers régénérés par la créativité

· Monot, puis Gemmayzé enfin Mar Mikhael ont suivi le même chemin : attraction croissante, plateau plus ou moins long, enfin perte d'attraction et chute.
· Poblenou à Barcelona, El Cabanial à Valencia, Hoxton à Londres, Historic Reykjavic en Islande.

Tous ces quartiers ont subi le même sort : une gentrification parfois bien contrôlée et positive (El Cabanial à Valencia) avec tous les avantages que l'on devine ;
Ou bien débridée (Hoxton à Londres et Reykjavik en. Islande) et alors le quartier est vite dénaturé?

Pourquoi n'arrive-t-on pas à sauver l'esprit des lieux ? Quatre raisons principales :
· L'absence de vision urbaine : Les règlements et les lois sont détournés ou ne sont pas appliqués.
· La rapidité du changement qui rend difficile l'intégration des résidents.
· Des espaces publics dégradés : espaces verts publics presque inexistants, trottoirs encombrés, trafic congestionné, manque d'entretien, etc...
· Non- respect des règlements sanitaires et de sécurité, en particulier par les pubs et les restaurants, et laxisme de la part des autorités municipales.

Que faire dans pareille situation ?
Un programme intégré et un travail pluridisciplinaire qui créent une spirale vertueuse dont les composants se renforcent mutuellement en mettant l'humain au centre du processus,
En donnant la priorité au renforcement de l'espace public garant de cohésion et de droit à la ville, qui permet de lier les différentes composantes urbaines et qui préserve l'esprit du lieu.

Mayssa
Abou Rahal

Transformations to the creative cultural industries' practitioners in the Beirut blast area

This article is based on a study that debuted in September 2020 with the support of the Directorate General of Antiquities (DGA) and currently sponsored and financed by the Arab Fund for Arab Culture (AFAC).

Figure 1: Mapping of the CCI and Cultural Practitioners in the Area of Mar Mikhael – Gemmayze – 2020/2021

After the Beirut explosion on August 4th 2020, a preliminary assessment of damages has been carried out with the DGA in regards to intangible heritage and cultural organizations and practitioners in the area of Gemmayzeh, Mar Mikhael. The study later on developed into presenting an understanding to the scope of the cultural sector in Lebanon and an in-depth analysis of the transformations this sector has been undergoing since 2019.

Looking at the area of Gemmayzeh, Mar Mikhael, one can explicitly discern and highlight the socio-cultural ecosystem that has been developing over the past 15 years.

In Figure 1, we see a non-exhaustive mapping of cultural organizations and individual practitioners of the above-mentioned area - *the mapping of cultural professionals and organizations was made possible through quantitative data geographical coordinates accompanied by extensive groundwork*. This map highlights the diversity of cultural activity and from which we can deduct the social and economic impact on the area and its local businesses.

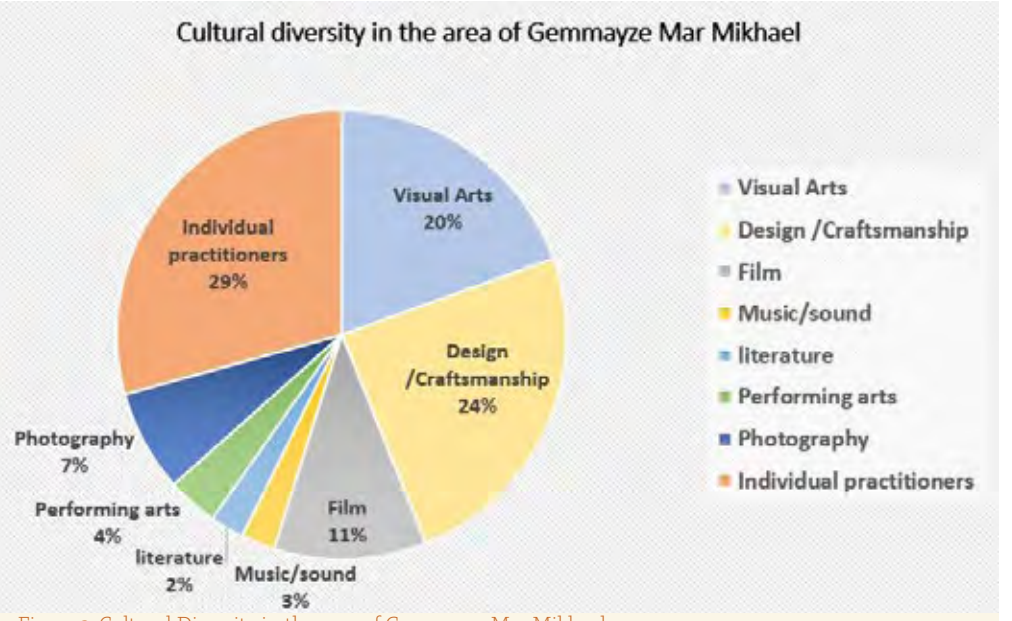


Figure 2: Cultural Diversity in the area of Gemmayze Mar Mikhael

Indeed, Figure 2 shows that in regards to cultural organizations, 20% are in the visual arts sector (art galleries, museums, institutions, etc.), 24% are design and craftsmanship studios and galleries, 11% are in the film industry, 3% in the music business and sound recording studios, 4% are performing arts organizations and theaters, 7% are photography studios and 2% are in books and literature. 29% of cultural actors are individual professionals residing or working in the area.

This diversity played a crucial role in the area's socio-cultural identity, having a significant impact on the local residents of Beirut, in terms of the proximity and accessibility of cultural activities, exhibitions, performances, etc. More importantly, the development of such cultural hub became an essential attraction to tourists and expats with a certain intellectual level, translating thus into an important economic input for local merchants and small businesses. What is the situation of cultural organizations and practitioners in the area of Gemmayze Mar Mikhael today and how has this changed over the past few years and specifically following the August 4th explosion?

Both the quantitative and qualitative data collected for the Creative Cultural Industries Analysis project suggest some dramatic shifts in the cultural landscape.

Looking at the current situation of cultural practitioners and organizations in the area today, we can observe a total transitional phase from an era of high performance to a time of desolation and endurance of the cultural ecosystem that has been developing since the early 2000's. The "Golden Period" lasting until 2017 (ref. Institut des Finances Basel Fulayhan)* and even extending with a high number of cultural activities up until the beginning of 2019.has been followed by a period of increasing difficulty in which cultural practitioners find themselves today. Studying the current situation of the creative cultural industries in Lebanon today, we can clearly observe the effect of the economic and socio-political crisis, the Covid-19 pandemic along with the damages induced by the August 4th explosion on cultural practitioners, creative production and cultural activity.

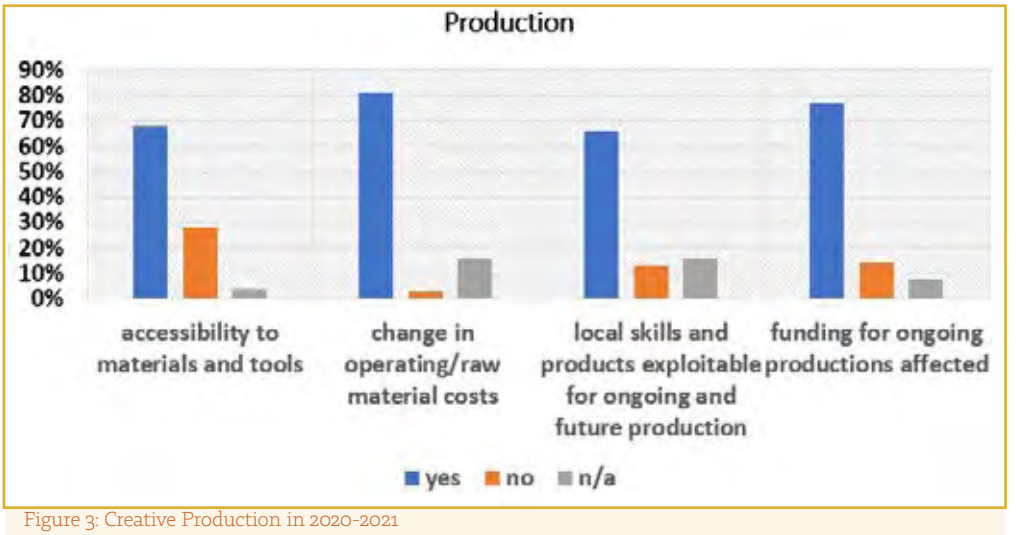


Figure 3: Creative Production in 2020-2021

Figure 3 shows the drastic transformations on creative production in 2020/2021. In fact, even though up until mid-2021, materials and tools were still available, more than 80% of local practitioners witnessed severe multiple increases in prices of such materials, considerably affecting their production and productivity.

Today, a large selection of materials and tools is no longer available in the country. Moreover, although the data suggests that local skills and expertise are well developed and still relatively available, a significant disruption in funding and financing streams for ongoing and foreseeable future productions makes local skills no longer exploitable and projects almost totally halted. Such observations present explicit justifications as to the transformations in income generation seen in Figures 4 and 5 below.

> *" Les ICC contribuent deux fois plus que l'agriculture à la création de richesses au Liban et autant que le secteur de la construction. À partir de 2016, le secteur des ICC entre dans une période de stagnation économique. Entre 2016 et 2019, le chiffre d'affaires de la moitié des activités créatives (définies dans cette étude) représente 1 milliard d'USD par an. +1.4% en 2017, -2.5% en 2018, -79% en 2019 ". "La Contribution Économique des Industries Culturelles et Créatives au Liban", Institut des Finances Basil Fuleihan - Ministère des Finances, 2021.*

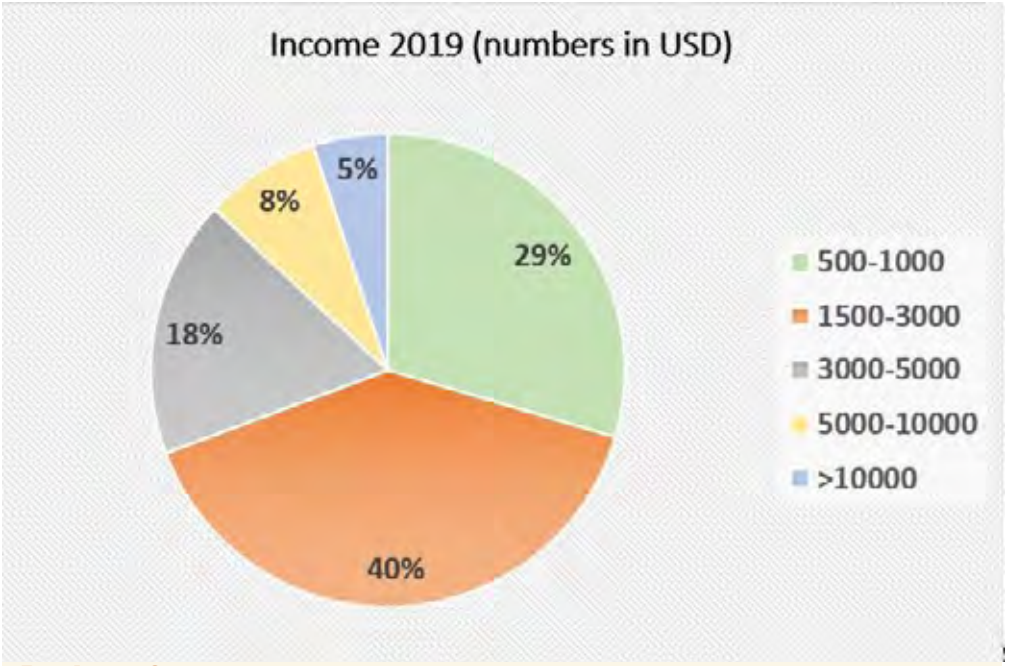


Fig 4: Income Generation in 2019

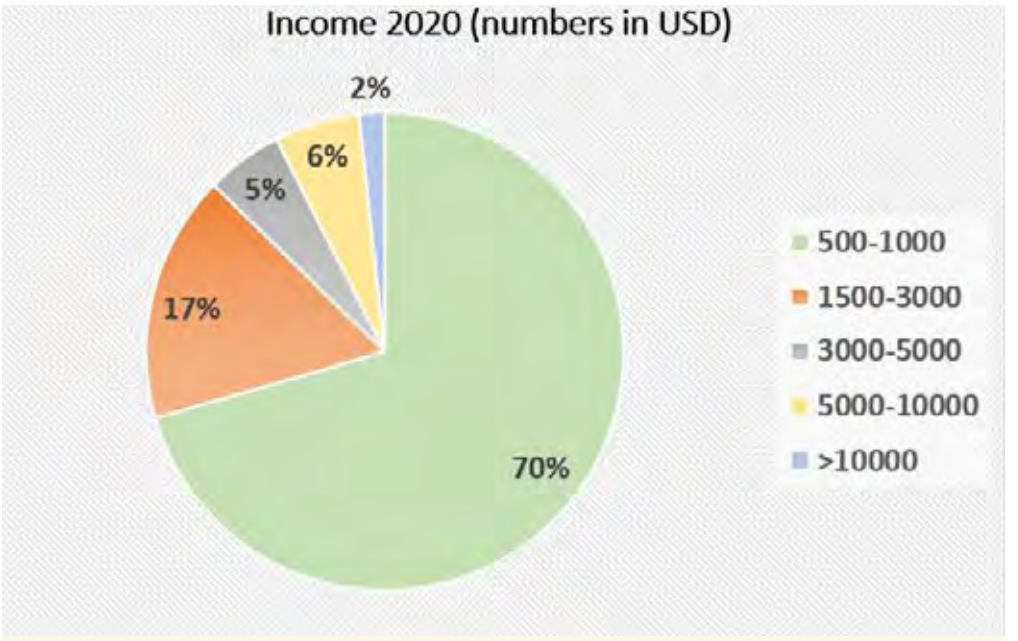


Fig 5: Income Generation in 2020

The struggle is particularly unsettling as we analyze the change in income generation for cultural practitioners, witnessing a concrete depletion of revenue for the professionally active creative community. Up until the end of 2019, shown in Figure 4, the average monthly income for the majority of cultural practitioners be they freelance or affiliated to certain cultural organizations, ranged between US$ 1500 and US$ 3.000.

Some more established professionals were even generating up to US$ 10.000 per month, which shows that the artistic community was part of the upper middle class in Lebanon, positioning itself on the international map both financially and dexterously.

Competences and expertise are still present today, however, financially, the situation, in conjunction with the country's overall collapse, is facing a drastic deterioration, which sadly reflects on the motivation for creative production. The majority of practitioners, 70%, are generating less than US$ 500 per month (numbers dating from January 2021 – the estimate today would be closer to US$ 200 per month). The 60% of professionals earning between US$ 1500 and US$ 3000 per month up until 2019 are no more than 24% today. Needless to say that generating a monthly five digits income has become almost impossible nowadays (Figure 5). It comes to no surprise that the majority of our study's respondents are located in the city of Beirut, building the cultural tissue and economic ecosystem within the surrounding of the impacted geographical area of the August 4th explosion.

At a time where production and income generation have been centrifuged to a severe level of drought for more than 2 years now, having almost 70% of cultural professionals highly affected by the explosion comes with diverse behaviors and repercussions on professional direction, migratory movements, etc. This aftermath cannot but have a negative and dangerous impact on the area's sociological morphology.

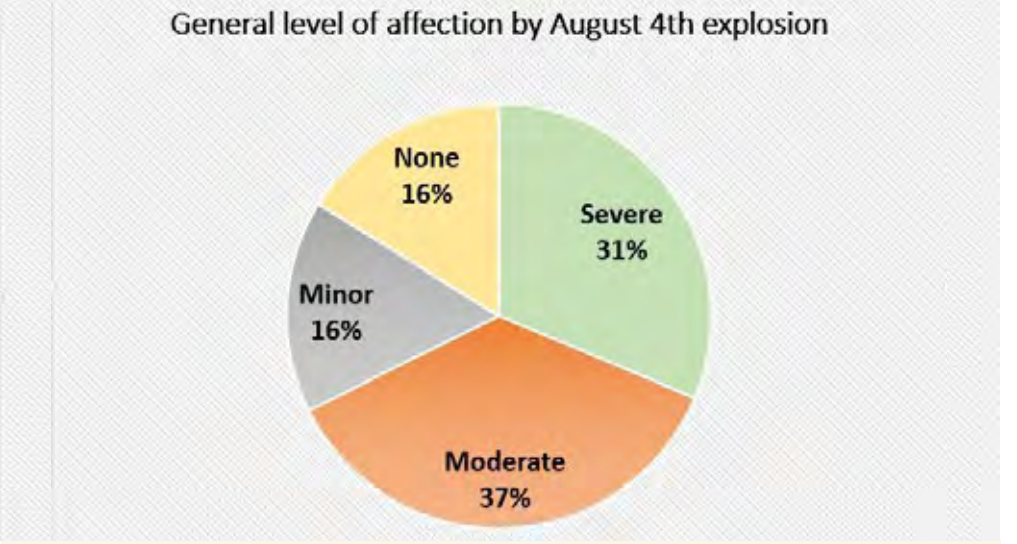


Fig 6: General Level of affectation according to Income Generation

In the months following the blast, a strong movement of solidarity has been seen within the cultural community and the diaspora. However, even with the generosity of various support funds put forward by institutions such as Arab Fund for Arab Culture (AFAC), Beirut DC, Ashkal Alwan, Mawred al Thaqafy, Mophradat, Zoukak, Tunefork, Beirut DC, the Lebanese Army, Institut Francais, Goethe Institute, the Red Cross, local NGOs, a few private donors, etc., only few cultural professionals and organizations affected by the August 4th explosion were able

to receive post disaster assistance. For instance, 11% received technical support in terms of reconstruction of walls, doors, windows, etc., 22% received financial support and 8% benefited from creative expertise in terms of artworks and objects (Fig 7).

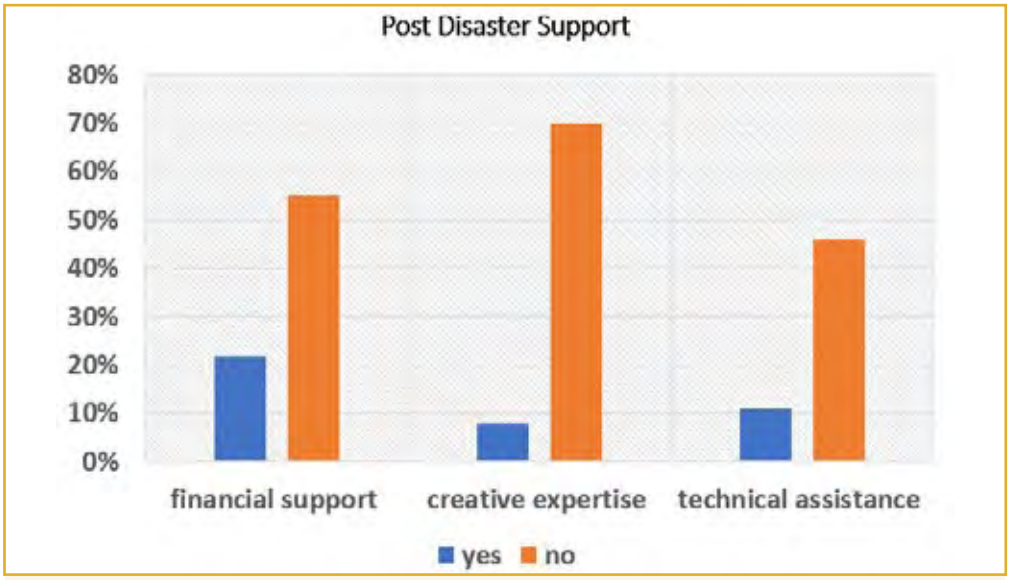


Fig 7: Post Disaster Support

In view of all these circumstances, the biggest problem the city of Beirut, and more specifically the area of Gemmayze, Mar Mikhael, are facing today is exodus. With our numbers (Figure 8) showing more than 45% of cultural professionals having relocated from Beirut (quantitative data from January 2021) – we can estimate a significant increase in numbers of migratory movements today – it is imperative to consider addressing the needs and priorities of cultural actors deciding to stay in the area in order to avoid having the reconstruction and rehabilitation of the affected areas transforming into a city of thirst.

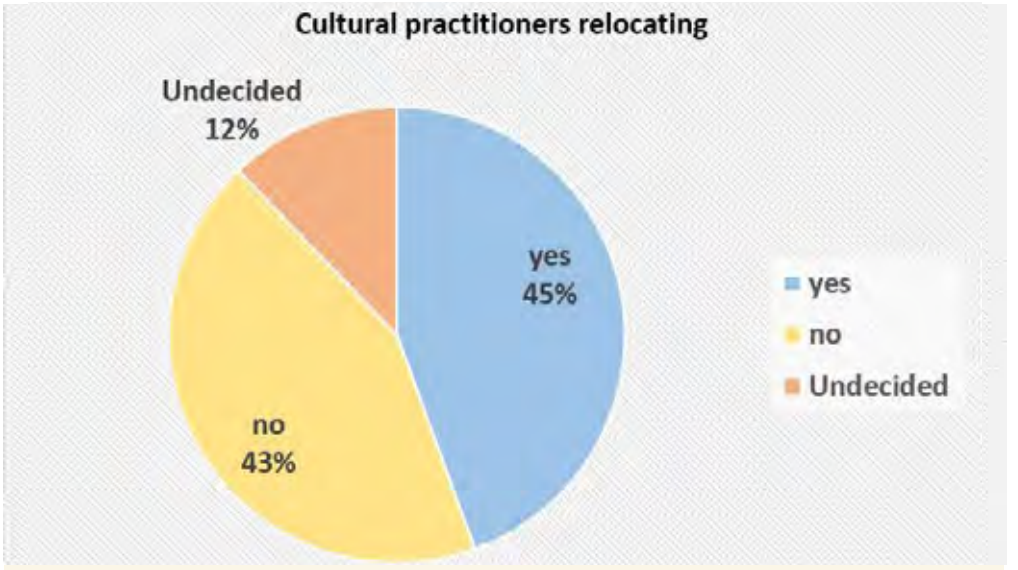


Fig 8: Relocation of Cultural Activities

Leila Rezk

La préservation et la revitalisation du tissu patrimonial culturel

Dans un élan de solidarité sans précédent avec le Liban après la catastrophe du 4 août 2020, l'UNESCO a lancé l'initiative **Li Beirut**. L'objectif principal de ce fonds de soutien est de placer l'éducation, la culture et le patrimoine au cœur des efforts de reconstruction auxquels l'UNESCO souhaite contribuer. Pour le volet culturel, elle ambitionne d'accompagner le relèvement de la vie culturelle à travers un plan d'action dont le but est de venir en aide aux artistes et acteurs culturels affectés de manière cruelle par les explosions du port de Beyrouth.

Environ 1 250 structures des Industries Culturelles et Créatives (ICC) ont été partiellement ou entièrement détruites et le montant global des dommages est estimé à 521.82 millions $. Le défi est immense pour des structures culturelles vulnérables qui se battent pour leur survie et dont les ressources humaines désertent à cause du découragement des artistes. Face à l'inextricable crise économique qui sévit dans le pays, certains ont opté pour un départ définitif, les autres sont aux abois et livrés à eux-mêmes. Au regard de ce bilan et lors de l'évaluation menée dans la perspective de la préparation du plan d'action, plusieurs écueils ont pu être identifiés dans le secteur de la culture, avec un bilan général plutôt mitigé.

Le premier constat, c'est qu'il n'existe pas de politique culturelle à proprement parler ni de budget adéquat consacré par le ministère de la Culture pour venir en appui à la créativité artistique et intellectuelle, et encore moins pour soutenir les artistes en détresse lors de la triple crise socio-économique, politique et sanitaire que traverse le Liban. La politique en matière culturelle relèverait plutôt de l'implicite. Elle est le fait des acteurs de la société civile à travers des pratiques qui ont fini par faire fonction d'orientations culturelles.

L'État s'adaptant ou entravant ces pratiques selon les cas sans pour autant énoncer clairement sa vision de la culture. Le fait que les Conventions internationales de l'UNESCO n'aient guère atteint leurs objectifs illustre cette ambivalence : celle sur le patrimoine immatériel de 2003 a été ratifiée, mais n'est pas appliquée ; celle sur la diversité des expressions culturelles de 2005 a été adoptée, mais pas ratifiée.

En outre, plusieurs lacunes ont été pointées par les acteurs culturels parmi lesquelles, on constate : 1. Que le système éducatif public sous-estime l'importance de l'éducation à l'art, rares sont les activités artistiques parascolaires programmées. Ceci affecte directement la compréhension et l'appréciation de l'art en tant que pratique dans la société et défavorise le développement et l'épanouissement de l'individu en tant que citoyen.

2. Les artistes ne disposent pas d'un statut apte à les doter d'outils pour se faire rémunérer et à bénéficier d'une protection sociale, leur métier d'artiste n'étant pas reconnu comme une profession.

Il s'avère dans les faits que légiférer sur le patrimoine culturel relève d'un parcours complexe qui bute à la fois sur les intérêts spéculatifs pour le patrimoine bâti et, pour ce qui est de la créativité, sur une indifférence vis-à-vis des enjeux de la culture ou une défiance avec une volonté non déclarée de contraindre la libre expression. Le poids non négligeable de l'interférence des chefs politiques et des chefs religieux pèserait sur les décisions du législateur. Ces chefs veillent jalousement à leurs prérogatives et exercent une censure et une emprise morale qui tendent à maintenir la société dans une forte dépendance à leur égard. Il est important de souligner la nécessité d'assainir le dispositif législatif censé protéger le patrimoine culturel et artistique et de l'adapter à l'évolution du cadre normatif international.

En deuxième lieu, le Liban entretient une relation très ambiguë avec une mémoire fragmentée et conflictuelle, symbolisée par la gestion des institutions qui lui sont en principe dédiées comme les archives nationales, la bibliothèque nationale ou les musées, à part l'exception du Musée national qui est un musée archéologique.

Ces institutions qui devraient être des points de référence, des pôles d'échanges, des lieux qui inspirent et enrichissent, sont transformées en coquille vide où la mémoire reste opaque pour le citoyen. Parallèlement, les symboles qui sont érigés dans certains espaces publics renforcent les clivages et les antagonismes. En outre, la fragmentation de la mémoire est entretenue et exacerbée par des projets culturels partisans. Ces derniers, soutenus par des initiatives privées qui ne respectent pas toujours la neutralité, sont les vecteurs d'un message d'intolérance, de rejet de la différence et d'une identité sectaire. Leurs financements sont sans commune mesure avec les moyens de l'État.

Celui-ci, ayant renoncé à son rôle de régulateur et de garant du respect de la diversité culturelle, pêche par négligence quand il saupoudre une aide financière parcimonieuse sur de nombreuses associations culturelles sans exigence de transparence des fonds accordés. Cette aide ressemblerait plus à une rente clientéliste qu'à une stratégie liée à une politique culturelle nationale. Une politique culturelle qui prend en compte toutes les composantes de la société facilite la construction d'une citoyenneté qui passe nécessairement par une créativité libérée de l'ancrage dans une mémoire collective et individuelle imbibée de traumatismes. Cet état de fait entretient le clivage, amplifie la peur de l'autre et participe au rejet de l'altérité.

A l'inverse et à côté de cette logique, la société civile a pris à bras le corps et avec succès le développement des Industries Culturelles et Créative (ICC).

Les principaux indicateurs relatifs à ces industries avec près de 6 000 entreprises actives installées principalement dans la capitale, soulignent la vitalité de ce secteur économique, dont l'essor a été amorcé au début des années 2000.

Avant la crise, on estimait que les ICC participaient, selon une étude parcellaire du ministère des Finances (Institut des finances Basil Fuleihan), à près de 4,75 % au PIB du Liban et à 4,5 % à l'emploi national avec un taux de croissance annuel moyen de plus de 8 %. A titre comparatif, les ICC représentent 3% du PIB mondial et emploient 1% de la population active mondiale, et 4,4 % du PIB de l'Union Européenne pour ce qui est du chiffre d'affaires.

Entre 2013 et 2014, plus de 4 000 entreprises dans les ICC (14 clusters) ont été créées à travers le pays, avec une forte concentration dans la capitale. Ce secteur s'est inscrit peu à peu dans le paysage libanais et s'est développé grâce à l'apport de la jeune génération qui a participé à une implantation exceptionnelle de talents et d'inventivité. La spécificité et l'importance des quartiers endommagés par l'explosion du 4 août résident dans le fait qu'ils servaient d'écrin à une créativité bouillonnante avec une magnifique rencontre entre la culture et l'espace urbain. L'expression culturelle des artistes et son originalité étaient l'essence même de la ville de Beyrouth.

Les quartiers endommagés, étaient ceux d'une génération indifférente au sectarisme religieux ou politique, y construisant un futur ouvert et connecté avec le monde extérieur. La cohabitation avec les habitants traditionnels des quartiers a nécessité des ajustements de part et d'autre avant de se transformer en un écrin à des artistes évoluant dans un cadre stimulant. Cet espace urbain leur donnait la sensation de jouir d'une forme de liberté d'expression et de mouvement à travers des coins et recoins de rencontre, de créativité et d'innombrables lieux festifs où se nouaient amitiés et collaborations innovantes.

L'élan a été stoppé net le 4 août et l'avenir des artistes et des acteurs culturels ont été mis en danger. Une grande partie des structures créatives, qui étaient nichées dans les quartiers touchés, a été détruite ou endommagée anéantissant les rêves de la jeunesse et les espoirs d'un pays déjà rendu exsangue par la crise socio-économique et la pandémie du Covid-19. La première urgence est la reconstruction des bâtiments à caractère historique afin que les artistes et acteurs culturels puissent se réapproprier les espaces qu'ils avaient largement investis, créant des clusters d'un savoir-faire unique dans la région. Beyrouth avait retrouvé et consolidé son rôle de plaque tournante régionale dans le design, la publicité, l'architecture, la mode, la joaillerie et l'édition.

Prenant en compte tous ces éléments, le plan d'action de l'UNESCO a pour souci prioritaire de cibler les jeunes créatifs, de les aider à dépasser leur traumatisme afin qu'ils renouent avec la créativité.

Enraciner les talents et éviter l'exode de ceux dont l'expérience et le savoir-faire pointu sont difficiles à remplacer. Les axes de l'aide ont pour objectifs de contribuer à rééquiper les ateliers des artistes, des artisans d'art et des studios de production. Cette aide passe aussi par la contribution au maintien des emplois au sein des petites structures des ICC pour leur permettre de surmonter la crise.

La volonté de l'UNESCO est aussi d'assurer la relève en venant en appui à des formations dans les métiers artistiques de pointe. Il lui semble essentiel, en outre, de participer à la reprise de la production culturelle tant artistique (musique, cinéma, arts visuels, arts de la scène...), qu'intellectuelle (édition...). L'UNESCO a aussi pour ambition de faciliter la visibilité de cette créativité à l'international et d'aider éventuellement à sa diffusion.

Afin d'inscrire la culture dans un projet à long terme et d'en assurer la pérennité, l'appui de l'UNESCO consiste aussi à consolider l'action des structures culturelles dans une approche intégrée qui doit concerner Beyrouth, comme principal centre de la créativité, avec une action élargie à l'ensemble des centres artistiques du pays.
Certains des lieux de spectacles privés dédiés à la musique, théâtre, danse, ont été contraints de fermer leurs portes à la suite de la crise économique et sanitaire, les autres ayant été sévèrement endommagés le 4 août.

L'appui à la mise à disposition de lieux fédérateurs aptes à favoriser et valoriser l'exceptionnelle créativité des artistes libanais semble essentiel et il serait important d'en envisager l'implantation dans le plan de restructuration des quartiers touchés par l'explosion, mais aussi dans d'autres lieux dans un souci de respect de la diversité des composantes culturelles de la société.

Afin de servir cet objectif, certains lieux peuvent être mis à disposition par les autorités publiques concernées, sur un terrain domanial, dans des conditions raisonnables et de manière permanente (Gare de train de Mar Michael, Beit Beirut, friches industrielles, mais aussi des espaces verts qui pourraient être aménagés). Dans un dialogue avec les ONG culturelles et à l'écoute de leurs besoins, ces lieux pourraient offrir des infrastructures de travail collectif et interdisciplinaire et de favoriser des synergies au sein des secteurs culturels.

Il serait plus facile de drainer des talents et du public au sein d'une cité de l'image (photos, studio cinéma, ciné-club...), une résidence d'artistes pour les arts visuels (ateliers, laboratoires de photos ou de restauration et de numérisation...), ou un espace dédié aux performances artistiques avec un théâtre national, par exemple. En outre, les structures amovibles appartenant au secteur privé, tel que la Citerne dédiée à la danse contemporaine, pourraient être implantées dans de bonnes conditions et de manière permanente sur un terrain domanial.
Il est vital pour le Liban d'adopter un cadre général d'appui et de soutien durable à un secteur culturel générateur de richesses et d'emplois et médiateur d'une évolution revivifiée et pacifiée de la jeunesse libanaise, contribuant ainsi à la construction d'une citoyenneté agissante.

Mona Fawaz

Towards an Effective Housing Strategy

To be effective, housing policymaking needs to balance between the two functions that capitalist economies have allocated to housing –namely its use and exchange value, or the role of housing as shelter and as an economic asset.

In the post civil-war era, policymaking in Lebanon has dealt with the shelter-function of housing as collateral damage, incentivizing investments flows in land and property. On the one hand, the past three decades witnessed the dismantlement or privatization of public agencies entrusted with the provision of housing. During the 1990s, the Ministry of Housing and Cooperatives was dismantled, the Housing Agency rebranded as a Public Housing Corporation with reduced authorities, and the Public Housing Bank was largely privatized.

On the other hand, financial policies targeted not only the well-off classes who found in Lebanon's cities, particularly the capital city Beirut, a playground of so-called real-estate opportunities, but also lower income groups whose sole state sponsored mode of shelter acquisition became mortgage loans. Conversely, figures show that while the vast majority of loans were extended to lower middle-income classes (2/3 of the loans), these loans amounted to less than a third of the total capital allocated for subsidized loans.

It consequently points to the substantial subsidies that were extended to uncapped subsidized housing mortgages that benefited well-off individuals and the real-estate sector, pushing apartment prices above the means of the majority of urban residents. Research conducted at the Beirut Urban Lab had also shown a city ravaged with speculative practices, with one in five apartments vacant, dozens of clusters taken over by developers and awaiting demolition, thousands of urban dwellers living under the constant threat of eviction brought by the profit-driven building sector.

The panel I had moderated at the Order of Engineers and Architects in Beirut on March 11th, 2021 sought to place the housing question on the table and take stock of the three decades of public policymaking vis-à-vis shelter.

It was noteworthy that the panel designed to address housing was essentially composed of developers and bankers, the actors identified as the most influential in determining housing accessibility during the preceding era. It was indeed developers and bankers who had lobbied for and sometimes designed housing schemes, but also development regulations (e.g., building laws, zoning regulations).

The main observation one can derive from the panel is that despite the visible costs of the post civil-war financial strategy on the city, including the dilapidation of the affordable housing stock, rising rates of homelessness unseen even during the civil war, and a densification of informal settlements that have become unlivable, most stakeholders who had influenced the housing sector prior to the financial crash were still blind to the impacts of the real-estate policies on urban livability and productivity. While some of the participants questioned the wisdom of the financial policies of the 2008-2018 period, with a noticeable realization among developers that business as usual was unlikely to be back, several bankers held on to the aspiration of returning to a previous status quo.

All financial and development actors further appeared reluctant to question some of the subsidies and protections that had been secured in the previous era, resisting for instance discussions of taxing apartment vacancies (currently empty apartments are fully exempted from taxation).

Moving forward, it will be imperative to recover the balance and reinstate the critical value of housing as shelter. This is a pre-requisite for a recovery of the city, one in which the aspiration is not to bounce back to a previous status quo rife with inequities and unsustainable practice.

Instead, a true recovery will have to reinvest in people and their environments through a green new strategy that can build sustainable neighborhoods with locally vibrant and redistributive economies. It will be important to expand the palette of housing policies set in place, providing adequate incentives to reduce vacancy, recover apartments as places to live in, introduce rental protections and regulations, and balanced property taxations with land value capture mechanisms that allow local authorities to invest in neighborhoods and improve their services.

The failures of the previous model were scripted in its strategies. It is not too late to correct them.

Maya Geara

La crise du logement au Liban à la recherche d'une solution radicale

Le logement est un droit fondamental et un toit familial dont la protection constitue l'épine dorsale de la vie en société.

Le logement n'est ni une marchandise ni un produit. Il est toutefois l'un des principaux devoirs humanitaires étatiques et gouvernementaux.

Au Liban, le logement a été donné malheureusement en sous-traitance au marché foncier. Il est un fait admis que la spéculation immobilière détermine le prix de l'immobilier et affecte par conséquent la valeur des allocations locatives.

Nous sommes ainsi confrontés à la scène suivante :
Le logement est lié aux mécanismes du marché et à l'offre et à la demande. Partant du fait que le "service de location" est un moyen primordial pour obtenir un logement, et qu'il est devenu clair que le marché au Liban n'a pas réussi à produire des logements équitables, il existe une grande disparité entre les revenus et les salaires des citoyens d'une part, et les allocations de logement d'autre part.

On assiste également à une augmentation du nombre des appartements vacants et à une augmentation alarmante du nombre des évacuations dans la zone touchée par l'explosion du port de Beyrouth. Il est à remarquer dans ce cadre que les lois de suspension des délais qui ont été adoptées en raison des répercussions de la pandémie de la Covid 19 ont exclu malheureusement les anciens locataires de la suspension, ce qui a accru leur vulnérabilité.

Il est devenu urgent aujourd'hui de mettre en œuvre des politiques immédiates pour contrôler le marché locatif, en particulier à la lumière de l'actuelle situation économique désastreuse, alors que la crise financière et économique exacerbe la crise du logement chez les populations les plus vulnérables mais touche également les classes moyennes.

Par conséquent, il est nécessaire et urgent de promulguer des lois qui établissent les contrôles nécessaires sur des bases claires, similaires à celles en place dans la plupart des pays du monde, afin de prévenir et d'éviter les abus et mettre en place un système qui garantisse l'accès à des logements décents, stables et abordables.

Des initiatives doivent être créées dans le domaine du logement social permettant la mise en place de mécanismes de protection de la population qui ne reposent pas uniquement sur

la propriété d'appartements (comme ce qui a toujours été le cas au Liban), mais aussi pour assurer la stabilité sociale et la sécurité du logement .

1- Contrôle du marché locatif:
La période de trois ans prévue par la loi actuelle sur la location libre (loi n ° 159/1992), qui est considérée comme la seule garantie délimitative coercitive profitant au locataire dans cette loi, n'est pas du tout suffisante ; elle devrait donc être allongée.

La loi devrait également prévoir la possibilité d'une prorogation unique à la seule discrétion du locataire.

Les allocations locatives doivent être indexées sur un indice mobile qui prend en compte l'inflation des prix et la baisse de la valeur de la monnaie nationale ainsi que les variations des salaires. Les baux devraient aussi être contractés en monnaie nationale.

Les conditions de qualité attendue du logement doivent être imposées afin de maintenir le loyer en bon état et garantir un logement décent, sain salubre et non délabré, conformément aux normes et spécifications établies par un organisme officiel qui délivre un certificat de conformité joint au contrat de bail.

Promulguer des lois qui stimulent et encouragent le recours au bail.
En ce qui concerne la résolution des conflits : Mettre une disposition légale exigeant de tenter obligatoirement de trouver une solution à l'amiable et en accordant des délais convenables pour l'évacuation ou l'expulsion des lieux.

Pendant la crise actuelle, suspendre les expulsions pour éviter de mettre les gens dans la rue.
Trouver des solutions au dilemme des anciens loyers de façon à protéger équitablement les droits et intérêts des deux parties.

2- Créer des initiatives dans le domaine du logement social:
Mettre en place des programmes de soutien aux propriétaires et locataires à faible revenu.
Création d'organismes sociaux - qui seront notifiés avant toute expulsion et qui superviseront et trouveront une solution à l'alternative et assureront un abri aux expulsés.

L'expulsion étant considérée comme un dernier recours toutes les alternatives possibles

doivent être recherchées pour éviter de mettre des personnes en situation de sans-abris. En cas d'expulsion il est nécessaire de fournir un logement alternatif avec des conditions appropriées pour chaque cas d'expulsion séparément.

Approuver un mécanisme pour protéger les défaillants dans le paiement des mensualités de loyer et de prêt immobilier.

Travailler pour informer et éduquer les résidents et les locataires sur leurs droits et protéger les locataires sans contrat.

3- En ce qui concerne la zone touchée par l'explosion du port de Beyrouth:

Une protection spéciale s'impose pour les résidents de la zone touchée. Cette protection devrait intégrer les mesures suivantes :
Accélérer la réhabilitation des logements en préservant leur caractère urbain.
Prorogation des contrats de location durant toute la période de réhabilitation et de restauration.

4- Mesures à mettre en place à moyen terme:

Mettre en place un système fiscal de taxation des logements vacants.
Lier les taxes au financement des programmes de logement abordable.
Aider les petits propriétaires à réhabiliter leurs bâtiments afin de pouvoir les proposer à la location.

Lancement du projet d'entretien des anciens bâtiments pour préserver la sécurité des habitants et la sécurité publique et protéger les habitants menacés d'expulsion sous prétexte de bâtiments dégradés.

Activer le rôle des municipalités :
· Dans la sécurisation du logement social
· Dans l'entretien des bâtiments dans le périmètre municipal
· Consacrer une partie des propriétés municipales à des projets de logements sociaux.
Allouer un budget aux programmes de logement qui agrandiraient le parc des logements abordables.

Lancer un atelier national pour l'élaboration d'une loi globale réglementant et garantissant le droit au logement.

Le nouveau contrat social qui doit émerger des évolutions et des fluctuations qui ont affecté l'économie nationale devra garantir et sauvegarder les droits fondamentaux du citoyen. Et l'un des plus importants de ces droits est celui du logement.
Il est grand temps aujourd'hui d'amorcer le développement de la première politique de logement au Liban.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BEIRUT URBAN DECLARATION

Third Axis

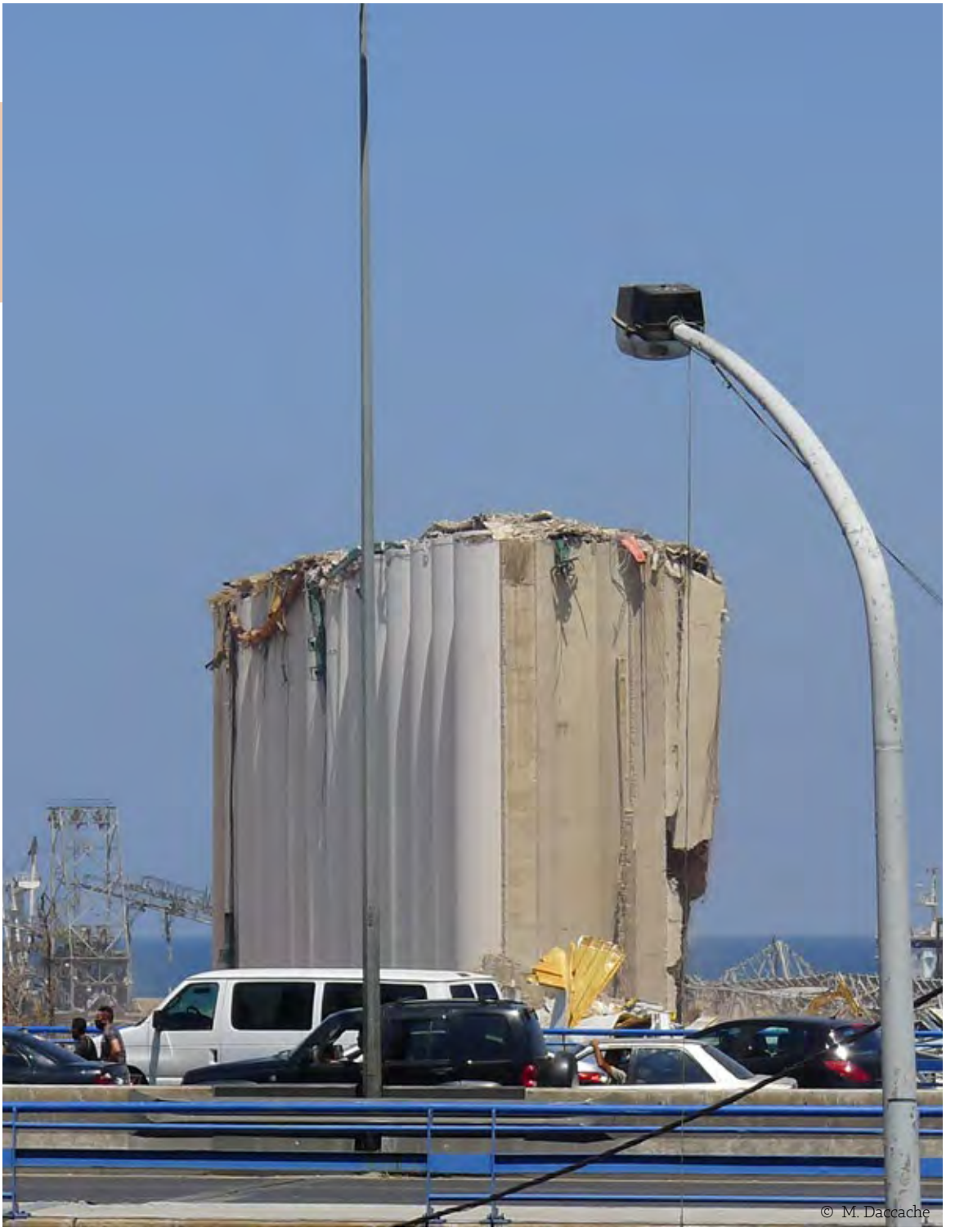
A comprehensive view of rehabilitating the destroyed area

Coordinator Maroun al-Daccache

Contributors
David Aouad
Bachir Mojaes
Nina Zeidan
Kamel Abboud
Habib Debs
Ariella Masbounji
Emmanuelle Didier
Firas Boudiab
Elie Feghali
Marc Haddad
Tammam Naccache
Zeina Hawa
Edgar Mourad
Geoffroy Caude
Carola Hein & John Hanna

Participants
Salah el dine Sadek
Firas Mortada
Vanessa Damous
Carla Aramouni
Patrik bou Khalil
Germain Ghorayeb
Maroun Kassab

NB: *the articles labeled with (*) are available in the Arabic section*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Introduction
Maroun
El-Daccache

Towards a Comprehensive View of Rehabilitating the Destroyed Area of Beirut

The destruction that occurred on August 4, 2020, made us once again to review the components of the city in general and the affected area in particular, as part of a "statement" to reveal the historical phases of the city, which are based on its social, economic and architectural fabric to develop a contemporary plan that reconsiders the devastated area in the city of Beirut. This comprehensive view is the result of the components of the local, urban and architectural society of the city, and it aims to review the history of contemporary services in order to activate the local economic activity of the city.

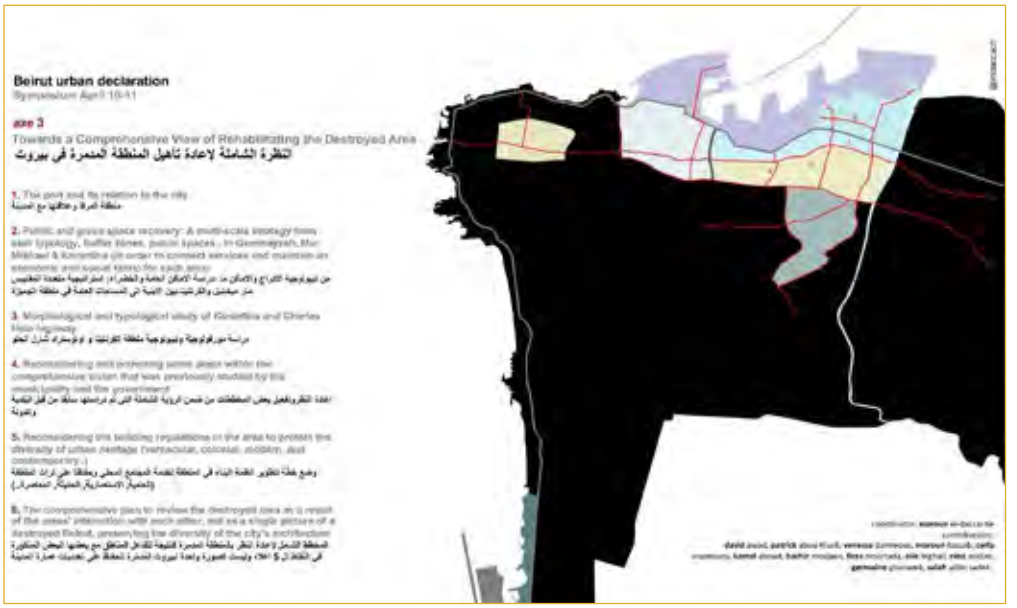
This architectural-urban statement "Beirut Urban Declaration" is the result of a work carried out between colleagues from various schools of architecture in Lebanon and colleagues from the Order of Architecture. The "statement" constitutes a comprehensive view to reconnect the components of the city with each other and activate services and public spaces in the city, thus raising the following assumptions:

- Reconsider the Beirut waterfront as part of a pedestrian network from the Corniche to Karantina, to reconnect the city with each other;
- The port's relationship with the city center is part of a comprehensive plan as well as a complementation to the existing infrastructure that must be developed;
- Develop a plan to relink the city center with the rest of the neighborhoods, and to reconsider its function;
- Reactivate the stairs and the green spaces and linking them with each other in the areas of Mar Mikhael, Gemmayzeh and Karantina;
- Introduce a "water transport plan" between the Lebanese coastal areas on one hand and the Mediterranean regions on the other hand;
- Activate public transport in Beirut city in general and the destroyed area in particular, with the aim of modernizing the transportation system and the activation of Charles Helou station;
- Determine the future functions of the Al-Khodr-Karantina area and its relationship with the Charles Helou highway and the waterfront.
- Reconsider the building regulation factor as part of a general plan taking into consideration the characteristics of the affected area in order to preserve the structure and culture of its diverse society.

Maroun
El-Daccache

A Comprehensive View of Reconnecting the City's Components with each other and activating the public services and spaces

This axis represents a comprehensive view of reconnecting the components of the city with each other and activating public services and spaces to preserve urban-architectural diversity. It focuses on projects that serve the specific characteristics of each area as a result of its social and economic needs. This is accomplished by studying the port area and its relationship with the city, studying the public and green spaces, studying the Karantina area and Charles El-Helou highway, reconsidering and activating some studies, developing a vision for building regulations in the area, and considering a comprehensive view for the destroyed area.



1. The Port and its relationship to the city[1]

The Port constitutes a starting point for a comprehensive view for the rehabilitation and connection of the city's components and its relationship with the surrounding areas in general, and the city center and Karantina in particular. This implies linking and reviewing some of the existing functional services that must be activated with other new services through which it can create an integrated urban strategy within a contemporary dynamic methodology, not "hierarchical". This could enhance communication with the city through its history and relate it to the urban, social, economic and architectural needs, which raises the following assumptions:

1.1 Reconsidering the port as part of public spaces development and city components;
1.2 The port as a public place and a continuation of the city center;

1.3 Define and reconsider the function of the port and its relationship with other neighboring cities on the Lebanese coast, and activating it as a touristic hub within the Mediterranean cities network;

1.4 Developing and reactivating the free zone and the popular souk of Karantina as part of the city's public services;

1.5 Geomorphological study of the Mediterranean city;

1.6 Comparative economic study between the port of Beirut and other Mediterranean ports.

1.1. Reconsidering the port as part of public spaces development and city components.
This point defines the main structure in reconnecting the port and the center with the main components of the city, in order to complete and exhibit the existing functions within the context of urban-architecture culture, to serve the development and activation of public places of the Beirut waterfront. This raises the following issues:

- Developing Corniche Ras Beirut to connect Ouzai area in the south and Karantina area in the north through the Port, with the aim of creating a "pedestrian network" that relate all areas with each other, which will activate the public places in the city;
- Remodelling the waterfront of Beirut in general and Karantina area in particular;
- Defining the public areas of the port and connecting them with the rest of the city;
- Defining the Karantina façade and its relationship with the port as a continuation of the waterfront;
- Reactivating the popular market of Karantina area as part of an economic structure for all markets located along the waterfront (Beirut City Center, Corniche and the Port);
- Reconnecting the port with Mar Mikhael area through the Pasteur plateau, via Charles Helou station, to the port;
- Studying the morphology of the city and its changes throughout history, with the aim of developing the relationship between the port and the waterfront in general.

1.2. The port as a public place and a continuation of the city center;

The historical relationship between the port and the city center was an essential part of the economic activity of the city on one hand, and the urban sprawl on the other. The historical maps show this relationship between architecture and cohesive functions between the port and the city center. This is reflected through the planning of Wegand Street, which was connected directly with the port. This street expresses the government's policy towards the city at that time, which was based on the connection of the economy (the port) with "Place de L'Etoile" where the parliament is located; that mean, with government institutions.

The reconnection with the city center today lies in the development of its urban façade and its relationship with the port as a continuation to the city's public services. Within this context, this relationship must be considered through the following points:

- Studying of the port area and its development throughout history, since the port is considered the accumulation of structural changes that took place over time;
- Reconsidering the Port as part of the infrastructure of the city center,
- Developing the public places in the city center such as Martyrs Square and how to reactivate and connect it with the port;
- Evolving a vision for the archaeological sites, located at the lower level in the city center, as a display of history through the culture of "archeology network" and its relationship with the port;
- Reconsidering and reconsolidating the critical points between the city center and its surroundings, including the port, Gouraud Street ... within the framework of developing a vision to redefine the identity and the function of the commercial city center, and the role that it can play with the surroundings in the medium and long term;
- Including the port and the center in a joint transportation plan and creating the necessary infrastructure that connects it with its surroundings, such as other areas of Beirut in general and the affected area in particular.

1.3. Define and reconsider the function of the port and its relationship with other neighboring cities on the Lebanese coast, and activating it as a touristic hub within the Mediterranean cities Network;

To complement the previous points to develop a comprehensive view of the port and its relationship with Beirut in general and the city center in particular, it is crucial to update the port to be part of a maritime transportation plan between the Lebanese coastal cities (Tyre, Sidon, Byblos, Batroun, Tripoli ...) and as part of an intercity touristic plan covering other Mediterranean cities. This could be done by establishing of a "transportation hub" among the several new functions proposed for the port.

This modernization and adaptation of services, as part of the city's economic plan, creates new job opportunities and places the port on the tourist map of Mediterranean cities. This could contribute to cultural interaction and exchange between different cities.

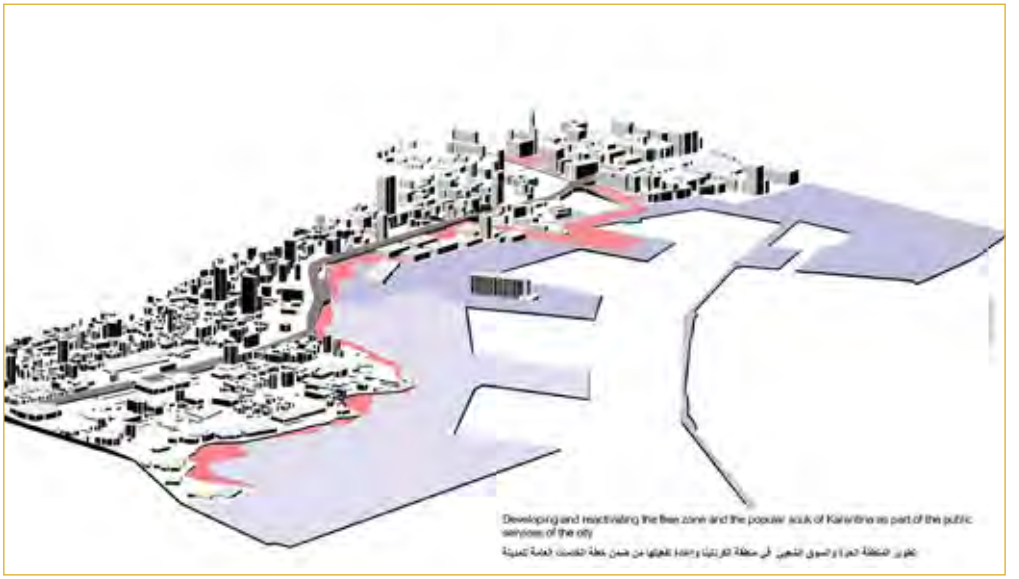
This important point in redesigning the new functions of the port is also part of the city's "weaving" through a vision for public transportation plan and movement within the city. This requires the reactivation of the Charles Helou station to become part of this scheme.
On the level of the maritime transportation plan between Lebanese coastal cities, this reinforces the following issues:

- Securing an advanced transportation network between the existing coastal ports with the aim of reducing vehicular traffic to and from Beirut, this in turn would help reduce environmental pollution in the city,
- Restoring the historical function of the port through the architectural and economic correlations through the different eras.

As for the connection between Mediterranean cities, this plan places the city of Beirut within a promising touristic network on the Mediterranean, which generates positive economic activity and revenue for the city. The plan aims at creating touristic paths in the city to showcase its rich history and display its local products; this in turn provides new job opportunities and leads to the development of the local economy.

As for public transportation services in the city and connecting it with the port, this requires:
- Establishing a public transportation structure for Beirut city in general and the affected area in particular (the Port, Mar Mikhael, Karantina, City Center, Gemmayzeh ...)
- Reactivating the Charles El Helou station and determining its function in relation to the Port, the city center, Mar Mikhael and Gemmayzeh areas.
- Developing a tram plan with the aim of activating and linking the areas from the commercial center to Mar Mikhael, Gemmayze and Karantina:

1.4. Developing and reactivating the free zone and the popular souk of Karantina as part of the city's public services; To complete the waterfront plan, it is necessary to focus on expanding towards the Karantina area. This will help in redefining its waterfront façade, and will provide a direct connection to the port in addition to the pedestrian network which will have the popular Karantina market as its end point.



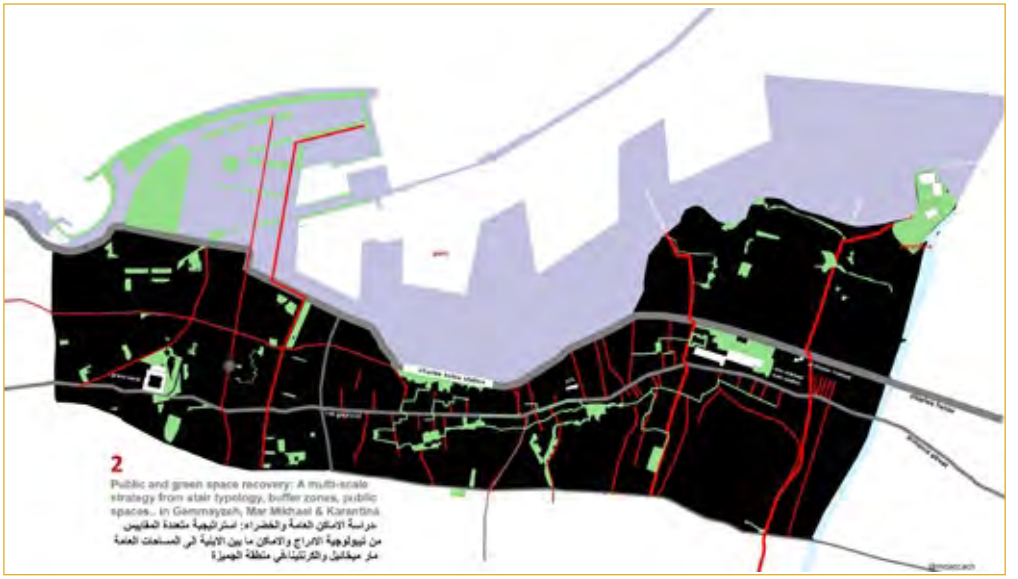
The idea would be to revive the popular market, with the aim of serving the daily basic needs of the middle class. This view would also obscure the social boundaries between the different quarters, reconnecting via an internal historical roads network with Mar Mikhael area (e.g., Al-Khodr Street and Ibrahim Basha Street) and providing a direct connection to the port and the center.

1.5. Geomorphological study of the Mediterranean city;
The comparison between the Mediterranean cities, their classification and their relationship with the rest of the ports, makes the port of Beirut an important link in this economic and tourism network. Therefore, the study of other cities increases it in depth and knowledge about the relationship between the port and the city:

- Study of the Port of Barcelona as an archetype of a port-city fusion;
- Study of the Port of Marseille: considered as France's leading port acts as a gateway for maritime routes;
- Study of the Port of Rotterdam, which aims to sustain an economical growth to make out of it a site that attracts both local and international businesses and services as well.

1.6 Comparative economic study between the port of Beirut and other Mediterranean ports;
The economic approach will be developed by specialists in the field of the port economics and its impact on the development of the port and city economy.

2. Public and green space recovery: A multi-scale strategy from stair typology and places between buildings to public spaces in Gemmayzeh, Mar Mikhael & Karantina area, to connect services with one other while preserving the economic and social fabric of each area;[2]



The second point of the comprehensive view aims to connect the public and green services existing in the area within the plan to preserve the urban, social and economic fabric diversity of each district. This could be done by studying and activating the typology of staircases, the spaces between buildings and their reclassification for public service, public spaces and their re-use as public squares within the methodology of its relationship with the "collective memory" and the "green network". This raises the following assumptions:

- Rehabilitation and activation of Gouraud and Armenia streets within a comprehensive view of urban life recovery;
- Activate the spaces that exist in between buildings to serve as social spaces among the inhabitants;
- Study the feasibility of the pedestrian and green network that may be

aimed at exploring the history and the importance of neighboring areas;

- Develop a plan to reconnect the peripheral/buffer zones between Mar Mikhael / Gemmayzé and the surrounding areas, and to reactivate them within a comprehensive view for the destroyed area;
- Study of the Ground floor levels as a continuation of existing functions and as a potential to connect and integrate the different areas;
- Rethinking the public spaces such as EDL, Mar Mikhael Station, and Charles Helou station as new public hubs by incorporating a new civic uses and programs.

3. Morphological and typological study of Karantina area and Charles Helou Highway;

The third point deals with the pillar of architectural-urban transformations and socio-eco-

nomic changes on the basis of which the services data for the local community are based, and which must be studied to form a clear methodology to develop the city's structure. This study reflects the reconnection of Mar Mikhael area with Karantina through the reactivation of two main roads, which historically represent this relationship before the construction of Charles El Helou highway, that are Ibrahim Basha Street and Al Khoder Street, through:[3]

- The study of typo-morphology of existing buildings and its relation to the local urban community and the port;
- The Study of the surrounding and adjacent areas to the Highway to assess the existing projects and functions as part of the economic and social cycle (public banking centers, commercial buildings, car showrooms...)

4. Reconsidering and activating some proposed study plans within the comprehensive vision that was previously studied by the municipality and the government; [4]

Reactivation of Fouad Boutros Avenue, which was supposed to connect the Sagesse area with the port, which was never implemented, despite the fact that most of the properties were acquired by the Beirut Municipality. In addition to transforming the spaces into cultural and public activities both on a "neighborhood" scale and at the district level, the objective is to create a "cultural network" that complement the existing cultural centers in the area.

5. Reconsidering the building regulations in the destroyed area to protect the diversity of urban heritage (vernacular, colonial, modern, and contemporary..)[5]

This point constitutes an important factor in rethinking the complex relationships that represent the destroyed area and the city through the exploitation factor. This is not only at the level of building heights, in order to preserve the heritage, the public exploitation factor, etc. .. which are evident factors to be taken into consideration, but within the development of a dynamic comprehensive view that deals with the historical aspect of the city and all the existing buildings regardless of their historical value and their architectural typology. Since these "buildings" represents remarkably the culture of the society which was mainly based on the "urban disorder" and became a reference for the urban fabric. From this point of view, we must draw up a vision for building regulations that reflect the history of our society, its relationship with the city and its vision for the public and private intersections.

6. The comprehensive plan to review the devastated area as a result of the areas› interaction with each other, in order to preserve the diversity of the city's architecture;
This point focuses on projects that serve the specificity of each zone as a result of its social and economic needs. This functional multiplicity becomes the comprehensive view for the restoration and modernization of the affected area.

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مراجع

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2. For more details see the article by Bashir Mojaes "Post- Disaster Tactical Urbanism" page: 126
3. For more details, see David Aouad's article: "Study of the Urban Typo- morphology of the area and connectivity Mdawar/ Karantina and Rmeili" page: 114
4. For more details, see Nina Zeidan's article "Entre Resilience et Urbanite: Une Strategie de Reconstruction de Passage urbain de Beyrouth" page: 151
5. For more details, see Kamel Abboud's full article, "Re-Considerations about Buildings Regulations" page: 134

David
Aouad

Study of the Urban Typo-Morphology of the Area and Connectivity (Medawar/Karantina & Rmeil)

The 4th of August 2020 Port of Beirut blast caused material damage to an estimated 77,000 apartments located across 10,000 buildings within a 3 km radius of the blast, impacting around 300,000, people predominantly in the municipality of Karantina, which is situated adjacent to the Port of Beirut.

The blast shed light on the instability and unsustainable development approach of the city of Beirut since well before the French mandate circa 1921–1940. The impact of the blast provides an opportunity to reassess the relationship between many relevant aspects of the city planning including but not limited to (D. Aouad & Kaloustian, 2021).:

· the relationship of the city to its suburbs, waterfront, and city center;
· the lack of local planning and cross sectorial master plans;
· the preservation of the heritage versus the complexity of its urban development;
· the city growth and increased haphazard urbanization;
· the infrastructure/service systems that have over the years become increasingly deficient;
· the lack of public spaces;
· impacts on urban climate;
· and the urban divide and inequality that have only grown deeper since the blast, all of which have a combined and adverse impact on the quality of city life

This study depicts the most suitable indicators that one must highlight within the context of Beirut city to propose a better and sustainable quality of life with a focus on areas that were significantly impacted by the recent blast, namely Medawar/Karantina and Rmeil. Examples of indicators which were analyzed include sustainable urban design, open spaces, heritage, infrastructure, and urban fabric. The results will indicate that the following four main urban design features help improve the quality of life in Medawar and Rmeil, including:

(i) connecting areas of Karantina and Mar Mikhael through the reactivation of vacant lots;
(ii) reactivation of Ibrahim Bacha and El-Khodr Streets;
(iii) redefining the historical El Khodr Mosque boundary and reclaiming its role as an urban landmark;
(iv) integration of classified built heritage.
These parameters are necessary to improve the quality of life. The benefits of community participation are also assessed in the improvement and sustainable planning of the city of Beirut (D. Aouad & Kaloustian, 2021).

It has been a year since August 4th – amid a wave of local and international organizations providing help and assistance for many, in a city more divided than ever, impoverished by a series of overlapping poor management, where sectarianism has emerged as a crucial mobilizing agent in the struggle for urban reform or preservation.

This study will investigate neighborhood planning as a flexible framework that one must undertake to provide the divided city of Beirut a healthy and sustainable development for the future years to come.

Acknowledging that difference and diversity are a noteworthy feature of the city and its society, and should hence be incorporated in any planning approach. Even if the consequences on the ground may differ, and considering that planning could change the spatial, economic, social, and political dimensions of a defined urban space, it would be crucial to depict which of these dimensions can be used to intensify or lessen contestations over space in the case of a divided city such as Beirut. By introducing a small-scale governance structure, neighborhood planning will create an intermediate level between the municipality, citizens, and other local actors, enhancing its social capital and leading eventually to an undivided planning strategy at a national and city scale.

The work falls under Axe3 of the Beirut Urban Declaration and elaborates the study of the morphology of the area and its relationship with the typology of the buildings and streets, to delve into the social and economic relationship of each neighborhood in the affected area, the neighborhoods with each other, as well as their relationship with the port.

"The declaration is an intellectual and cultural endeavor that contributes to the formulation of a comprehensive vision, in form of ideas and proposals of the reformation of the city. It presents them as a set of documented issues that seek to meet the challenges of emptying the city from its residents and demography change, as well as providing suggestions and quick feasible and operational ideas to the officials and official institutions concerned."

Understanding urban form and its design in a context of environmental perception and cognition related to urban space will be important to understand the impact of urban form on human behavior. Urban elements influence human behavior through the sensory modalities, like vision, hearing and touch, as well as how cities are conceived and represented mentally. Typo-morphological analysis is also a tool to re-examine the relevance of the zoning and

allow harmonization of it and the rules attached to it. These do not aim at homogenization urbanization in the territory, but rather to achieve better project efficiency of territory in relation to its objectives. Each type of urban fabric is characterized by a use, mixed or specific, and by a desire to densify or not, which results in a specific zoning (Stojanovski & Axelsson, 2018). The typo-morphology of the built fabric classifies the urban elements that are integrate parts of the city. This approach is based on the recognition of existing urban forms, supplemented by existing or desired functions in the neighborhoods.

The morphological studies are predominantly executed on four scales or resolutions of analysis: building/plot or lot, street/city block, city, and region. The main criteria used to categorize the different types of urban fabrics are:
- The relationship to public space
- The characteristics of the parcel (size, shape)
- The characteristics of the buildings (location in relation to the public / to roads and to neighbors, footprint / height, building density, etc.)
- Its use (mono-functional or mixed)

To carry out this work, the analysis of the characteristics of the urban fabric will mainly rely on the use of available data, namely the background cadastral and aerial views from search engines, as well as on field visits and research. Results will be classified in into six main categories:
- Mixed fabrics with a predominantly residential environment
- Individual residential fabrics (organized or unorganized, individual, semi-detached, row houses, etc.)
- Collective residential fabrics (large ensembles from the 50s / 60s / 70s, sets of apartment buildings)
- Industrial fabrics (artisanal, industrial)
- Office-type building fabrics (tertiary, equipment)
- Public and / or collective facilities (school, sports, cultural, administrative, military, etc.)

Before, during and after the Lebanese Civil War (1975-1990), the spatial organization of Beirut, has strengthened the unfolding of diverging ideologies (Yassin, 2008). Since the civil war, many schemes and reconstruction plans have been proposed, however the problems that faced the implementation of those schemes remain the same. They are most evident in the rehabilitation of the center (Beirut Central District) that both symbolize and mitigate Lebanon's postwar shortcomings: inequality, corruption, and segregation (Larkin, 2010). With unclear state constitution and outsourced public undertaking, urban planning has become a dispute between religious-political organizations and profit-seeking developers (Bou Akar, 2018).

Although the effects of the port blast spread to the entire city, the most severe damage was primarily caused to the neighborhoods surrounding the port – mainly Karantina, Gemmayzeh, and Mar Mikhael which are among the remaining historically working-class neighborhoods in Beirut

Map showing most severe Building Damages

These neighborhoods extend over the cadastral area of Medawar and Rmeil, which has been witnessing rapid urban and social transformation for the last decade. Historically, Medawar and Rmeil experienced late development compared to other areas in Beirut. The area's character remained primarily agricultural until the French Mandate, during which several factors – such as the creation of the tramway station, the expansion of the port, and the construction of the Brasserie du Levant – combined to attract an immigrant population. Urbanization increased rapidly afterwards, as the area continued to attract primarily lower-income and working-class dwellers of diverse ethnic and social backgrounds.

Area of Study: Medawar, Rmeil

In the early 2000s, the area started attracting artists, craftsmen, and designers, whose arrival was soon followed by the establishment of commercial and nightlife activities. The attractiveness of Medawar and Rmeil was primarily attributed to low rental prices and to the urban identity of the area, which was perceived to be "authentic" (Raad, 2015).

Located on the edge of the port, isolated from Mar Mikhael area by the Charles Helou Highway built in 1958, and bounded from the East by the Beirut River, Karantina's urban role changed throughout its history. The neighborhood, which is situated within administrative Beirut area, is named after its original purpose as an Ottoman quarantine facility, built in the 1830s. In the early 1900s, it became a work destination for rural-urban migrants and workers from nearby countries. It was also a destination for Armenians, Kurds, and Palestinians seeking refuge after the Armenian Genocide of 1915, World War I, and the 1948 Nakba.

Over time, Karantina grew into a working-class neighborhood providing labor to the local trade, weaving, and handicrafts industries in the 1960s. During the Lebanon civil war (1975–1991), the area was a site of confrontation between fighting factions. Since 2011, the area has become home to migrant workers and a Syrian community that fled the war. Karantina, which is adjacent to the Port of Beirut, was amongst the areas hardest hit by the blast of August 2020. Medawar residents belong to different religious and confessional groups, including Armenians, Arab el Maslakh (the Sunnis), Christians mainly Maronites and Catholics. There are also some Syrian and Iraqi families. Those people work mainly in existing neighboring facilities, mainly the Beirut port and the slaughterhouse.

During the second half of the nineteenth century, Beirut witnessed a rapid urban transformation, driven by an economical growth due to the expansion of its port that was located strategically on the Mediterranean, serving as a transition between Europe and Syrian hinterland. The city was designated as a provincial capital of the Ottoman Empire. It was then that extra mural expansion began: Merchants, bankers, catholic and protestant missionaries moved outside the medieval city walls and on the hills surrounding the old city (Fischfisch & Davie, 2011). The nearby outskirts were the first to be colonized. In parallel, the arrival of immigrants taking residence in the old city and along access roads accelerated the densification of the urban fabric, with empty spaces being built up.

Consequently, in the remote countryside, localities of significant size such as Rmeil, Râs al Nabaa, Moussaytbeh, Jimmayzat al Yammîn, Ras Beirut, Mina al Hosn or Dâr al Mraysah, appeared timidly then densified and organized themselves. In the late 1850s, the urbanization of the outskirts had increased significantly that it justified the construction of places of worship, which, in turn, stimulated further constructions in what was considered remote areas of the city. For example, the construction of Mar Mikhael church in Rmeil accentuated the urbanization of the eponymous neighborhood (Davie, 1996).

Starting 1940, the adoption of a new building law allowing higher land exploitation and building heights modified consistently the morphology of the neighborhoods. In 1954, under the pressure of an intense building boom, Beirut Master Plan divided the city in 10 zones and established a regulation based on densities.

The central areas that include the old districts where most of the built heritage is concentrated were affected with the highest exploitation ratios leading to growing land pressure on heritage, mostly consisting of a maximum of 3- floors buildings. In fact, the current ratios for total built-up area in these sectors allowed an increase in land prices, resulting in a higher risk of demolition for heritage buildings and in a major mutation of the urban fabric.

A direct consequence of these rapid transformations materialized in a bigger consumption of city space and in a radical change of people's lifestyle, driving a flow of diverse activities into historical centers and traditional neighborhoods, and consequently a densification of their built environment.

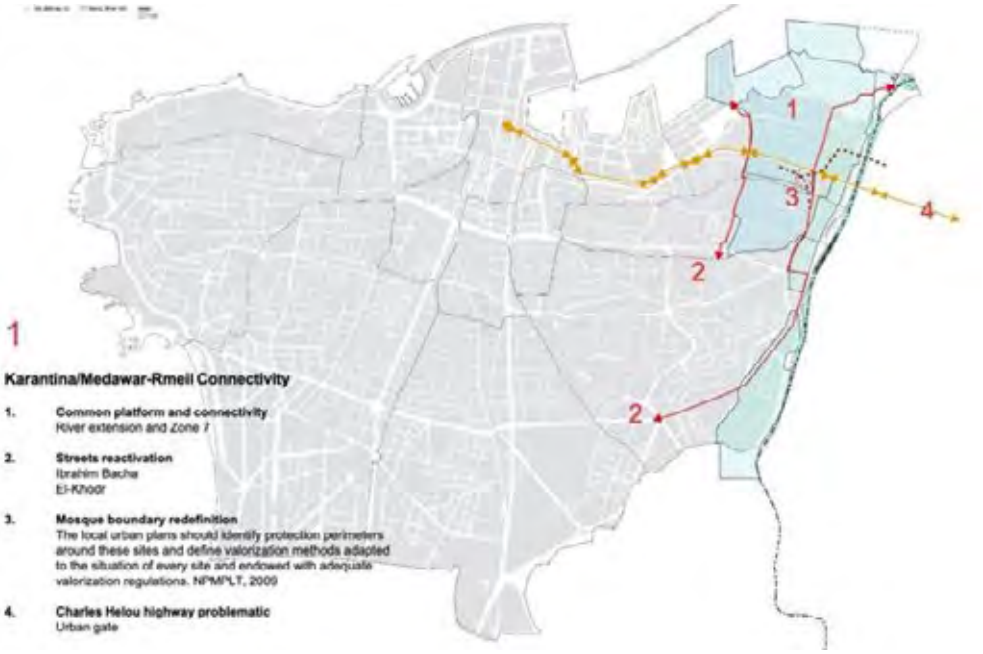
The need of more space for residents, businesses and activities let to a systematic loading of existing buildings: heightening, addition of staircases, new floors, and subdivisions as well as the transformation of gardens and courtyards into garages or workshops.

Adaptation to the needs of the modern lifestyle combined with the urban regulation generated an increase in land prices due to their rarity, attracting speculators who replaced old buildings, considered unprofitable due to their rigid stone structure and small dimensions, with high-rise constructions.

In all modern buildings, a densification of the ground floor footprint is sought for a maximum profitability of the works done. Consequently, the spontaneous unity of the old historical neighborhoods was broken by the construction of heterogeneous building groups: massive structures interrupting the harmony of the existing urban silhouette.

The development of these neighborhoods also caused an influx of traffic which justifies, in turn, the projection of new roads, enlargement of streets and creation of parking, leading to more destruction of heritage buildings (Fischfisch & Davie, 2011).

On year after the blast, In the midst of a declining urban core, segregated residential areas with ethnic enclaves, bipolarization of commercial areas, fading primacy of capital city administrative functions, duplication of urban functions coupled with a growing economic depression and chronic fear and socio-economic and ethnic divisions (Caner & Bölen, 2016), this study has established certain guidelines for the recovery of neighborhoods through a bottom-up community oriented strategy.



Connectivity

Establish common platform to connect both areas:

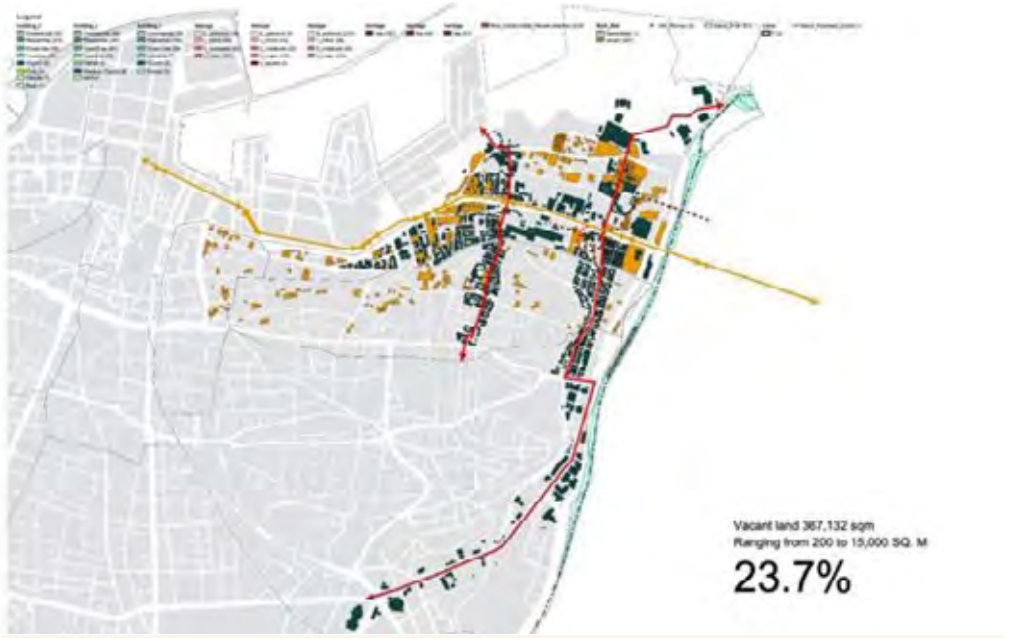
Beirut was subject to major master planning throughout its history – it has enriched its urban fabric with a non negligible number of non-constructible parcels They are leftover spaces found in the shape of small vacant or built spaces in between buildings or around corners. Their sizes do not exceed 250 m2 depending on the zone they belong to and they can have various land uses such as parking lots for neighboring buildings, vacant plots, dumpsters, brown land, right of ways or other (D. R. Aouad, 2016)

Non-Constructible parcels

Lebanon's Construction law has acknowledged and defined non-constructible surfaces as: (a) a residue of an old road after a new alignment and (b) a result of land consolidation or left-over after planning.

Spatially, non-constructible parcels are a great opportunity to create usable outdoor spaces, integrating biophilic patterns that contribute to the overall positive health effects on the space. Views of vegetation and greenery such as trees and bushes, sound of splashing water from a waterfall loud enough to drown street noise and neighboring conversations, movable urban furniture for user appropriation of space, dynamic and diffuse light from tree shading and canopies, elevation from sidewalk and limited visual access to street are small interventions that could change the way a user views the space, enhancing it for better appropriation.

Through the reactivation of vacant lots and non-constructible parcels through connected paths and the re-use of heritage buildings. It was shown that a high number of unbuilt vacant lots (23.7% of the total parcels area) are present within the urban fabric.

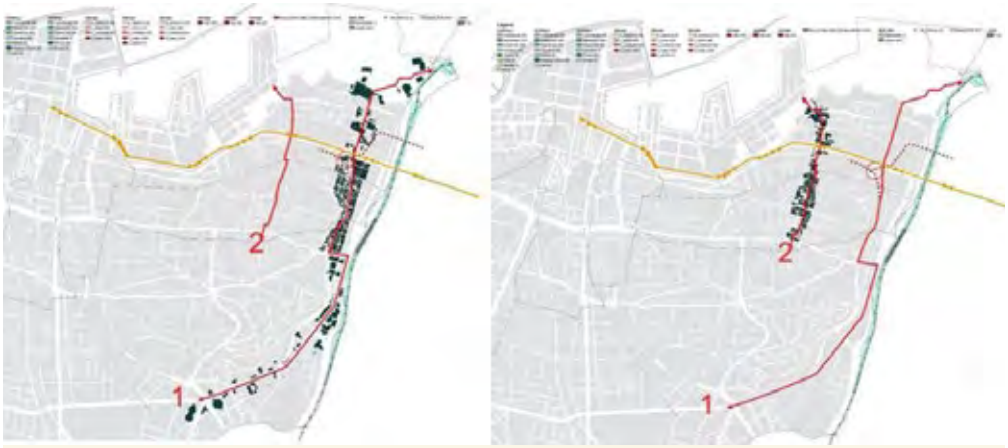


Vacant Land

Non-constructible parcels (3.16% of the total parcels area) are small area parcels (less than 200 Sq.M) and create certain gaps in the urban fabric. Most of the time they are derelict spaces, private or public, used mostly as parking lots and generator platforms. Those lots should be integrating within the mobility plan and should play an important role in connecting different ends of the area to the proposed urban park.

This fabric was severely damaged after the August 4th blast. A strategy for the re-use of existing industrial amenities, heritage buildings and residential buildings in decay needs to be developed.

Reactivate Ibrahim Bacha and El-Khodr streets and link North to coastal promenade:



Ibrahim Bacha & El-Khodr streets

As far as 1936, Ibrahim Bacha Street and El-Khodr Street were stretching all the way to the port (Ibrahim Bacha is seen on maps dating back to 1876). The Charles Helou Avenue broke that connection. Today these areas are witnessing high level of gentrification due to the growing urban developments; we propose to reconnect those two ends of the streets which will help reactivate them and create seamless connections and mobility form the Southern end to the Northern end of the area.

These important historical axes will play a crucial role in defining the commercial ground floors of the area and their land use. Small neighborhood parks or loose-fit spaces, open-air markets and cultural installations, or simply outdoor spaces would emerge responding to local needs and promoting subculture diversities

Reactivate Ibrahim Bacha
El-Khodr streets &

Redefine El-Khodr Mosque boundary / Reclaiming its role as urban landmark:
The El-Khodr Mosque dates from around 1664 and is located today at the edge of the highway along El-Khodr Street. With time, some unfortunate additions were made to this valuable religious building and other structures were implemented next to it. We propose to revert to the 1915 situation where the Mosque was exposed from all side.

By redefining the boundaries of this Mosque, this allows for a clear understanding of the open space surrounding it, creating public piazza connected to the station and to the southern entrance from Armenia street. Moreover, and according to the 2005 NPMPLT (CDR - National Physical Master Plan, 2005), the local urban plans should identify protection perimeters around these sites and define valorization methods adapted to the situation of every site and endowed with adequate valorization regulations.

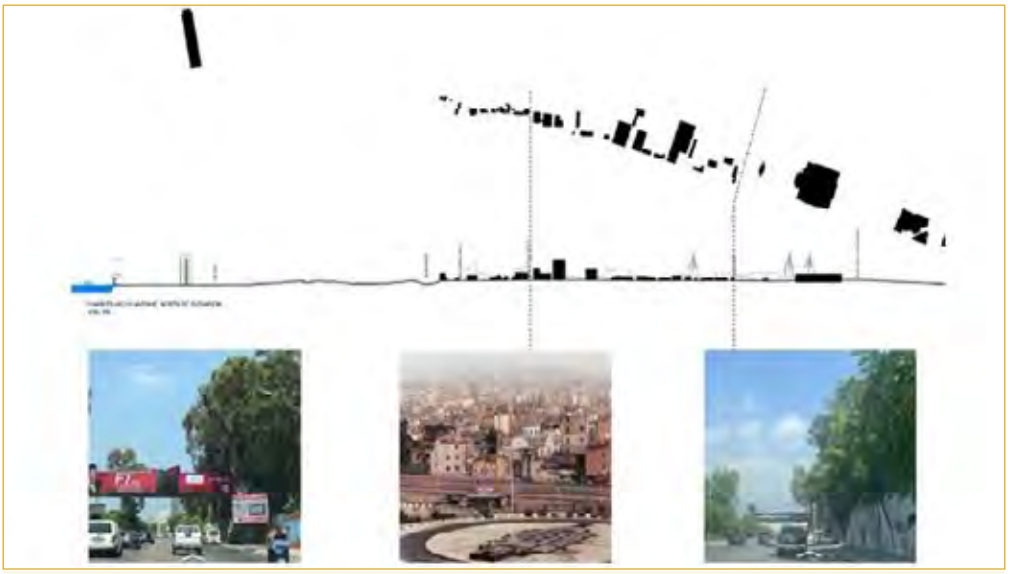
Re-establish Charles Helou as a northern gate to the city:
Since its introduction in 1958, the Charles Helou isolated Medawar/Karantina area from the rest of the city

Charles Helou Avenue

It is worth investigating different scenarios for the future planning of the highway and considering its removal making better use of the topographical situation of the adjacent area (more specifically the port).

We propose to cancel out the effect of that infrastructure by either tucking that strip underground or relocating it further North towards the port, as shown in the proposed Linord scheme. An old engraving "Porto della cita di Barutti" dating from 1675 shows an inspiring view of Beirut gate surrounded by landscape and greenery. The idea of the Western gate stems from that image and proposes to establish a common green platform linking Mar Mikhael train station to Medawar.

On Charles Helou Highway, we find a series of high buildings, mostly recent office spaces, the Beirut fire station, and a series of small buildings on its western edge, residues of the old dense St. Michel camp. Inside the area, what used to be a dense Armenian camp back in 1936 has now given way to large-scale industrial facilities. The Mar Mikhael train station is occupied by few historical buildings and two large-scale hangars. The area has become a graveyard for old buses and train skeletons.



Charles Helou Morphology

Neighborhood-based planning is more reactive to local influences since problems are small enough to effectively engage the participation of residents and local stakeholders (Park & Rogers, 2015). One of the main impediments to the enactment of an alternative vision for the neighborhood is the absence of effective planning tools in Lebanon's planning regulations.

Visual of proposed interventions

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Bachir
Moujaes

Post-Disaster Tactical Urbanism

Small Scale Short Term and Low Cost Acupuncture Projects to Recover Neighborhood Life

1. THE POST-BLAST CONDITION

In the aftermath of Beirut port blast on the 4th of August, the Lebanese Academy of Fine Arts (ALBA –University of Balamand) has joined forces between its different schools to put their energy at the service of the city and its citizens.

This initiative translates the civic role that ALBA has always played at the national scale, the institution being recognized of public interest by the Lebanese state since 1943. It is in this context that a group of 5th year students of the School of Architecture joined the Tactical Urbanism Studio, contributing into the post-blast recovery process through on-the-ground actions.

The studio methodology is a real-time process whereby the students have to design, build and install small scale, low cost and short-term acupuncture projects in the public realm. The ultimate goal is to recover post-disaster public space and subsequently initiate long term healing of public life.

- The Tactical Urbanism Studio

The ALBA Tactical Urbanism Studio was created early 2020, few weeks after the outbreak of October 17 revolution. In reaction to the harsh political, social, economic and sanitary context that the country was facing at the time, the challenge was to come up with alternative ways of claiming public space, away from any street violence
Consequently, the students proposed the transformation of left over public spaces in Beirut into meeting places throughout a series of small scale, short term and low cost projects. These three conditions, when they gather, establish a solid foundation for a bottom-up, people-centric approach for city planning.

- The Urgency of Public Life Recovery

The worst was yet to come. Traumatized by the strongest non-nuclear explosion in history that destroyed half of Beirut on August 4, thousands of citizens who were forced to abandon their homes in the port vicinity are still struggling today to make them viable again. NGO's, architects, planners, activists, business owners, designers and residents are deploying their capacities to help the devastated neighborhoods to recover, in the absence of any public governance.

However, and beyond all ongoing initiatives aiming to consolidate, rehabilitate or reconstruct the built fabric, the hidden threat lies in the incapacity of the devastated area to reactivate its

The Blast

public space. Today, a substantial part of the population is re-questioning its return, not only due to financial means, but because urban life has been severely damaged.

Ironically, this urban life was the main driver that turned Gemmayze and Mar Mikhael into the most active and creative neighborhoods of Beirut. Throughout time, their social and urban patterns had the power to build organic interactions between residents, merchants, traders, retailers, vendors, designers, visitors and the like. However, if urban life did not quickly recover, these neighborhoods will be dead. Clock is ticking.

- Tactical Urbanism Shines in Terms of Crisis

In order to be proactive given the urgency of the situation on the ground, the proposed strategy is to launch as quick as possible small scale, short-term and low cost acupuncture projects that are designed to bring community life, joy, art, and trade back to the decimated neighborhoods.

Projects can start tomorrow. They can happen accidentally, spontaneously or organically as an 'everyday urbanism' situation, but they can also be a part of a strategy. The latter has many names: urban acupuncture, pop-up urbanism, guerilla urbanism, do-it-yourself urbanism, creative user-generated urbanism, urban repair, which are collectively called tactical urbanism. In this post-disaster context, tactical urbanism is urgently needed because of its capacity to re-stitch rapidly the social and urban fabric and subsequently encourages the population to come back, hence avoiding any irreversible damage for the devastated neighborhoods.

• Community-Driven Projects as a New Form of Participatory Urbanism

Tactical urbanism is an inclusive bottom-up approach that specifically relies on a series of community-driven projects to revitalize street life while improving pedestrian mobility. Thanks to its humane and human scale dimension, tactical urbanism has the ability to put forward the well-being of the local community by offering pleasant, friendly and walkable neighborhoods. Inspiring residents and civic leaders will therefore experience and shape urban spaces in a new way. It is the cornerstone of participatory urbanism.

• Short-Term Actions for Long-Term Change

Beyond short-term goals, tactical urbanism plays the role of a catalyst for long-term recovery and improvement of public space. The ultimate objective of these low cost, unthreatening and temporary projects is to unlock substantial, permanent, and progressive changes that will be proposed via large scale and long term urban projects. Tactical urbanism subsequently falls under the label of "transitory urbanism" as it favors adaptive transitions between the miserable situation on the ground today and ambitious long-term visions.

Therefore, acupuncture projects should not be isolated in space and time, but they have to be coordinated with other public space strategies of different scales that will altogether build up in a bottom-up approach to form a holistic vision for a long-term public space policy. Thanks to this attribute, tactical urbanism was integrated in the "Beirut Urban Declaration" as it contributes, throughout its micro-scale and short-term actions, to prepare the ground for long-term urban projects (refer to section 3).

2. THE TACTICAL URBANISM PROJECTS

• Activate the Backbone to Reinject Life

The projects proposed by the Tactical Urbanism Studio focus on reactivating the 2.5 km backbone of the formed by Gouraud Street and Armenia Street. This is the spine that historically used to spread urban life in these neighborhoods, and this is where street-scale acupuncture actions will regenerate the fastest urban life recovery as a prelude for a long-term change.

The Backbone

- Intervene in Typical Streetscape Typologies

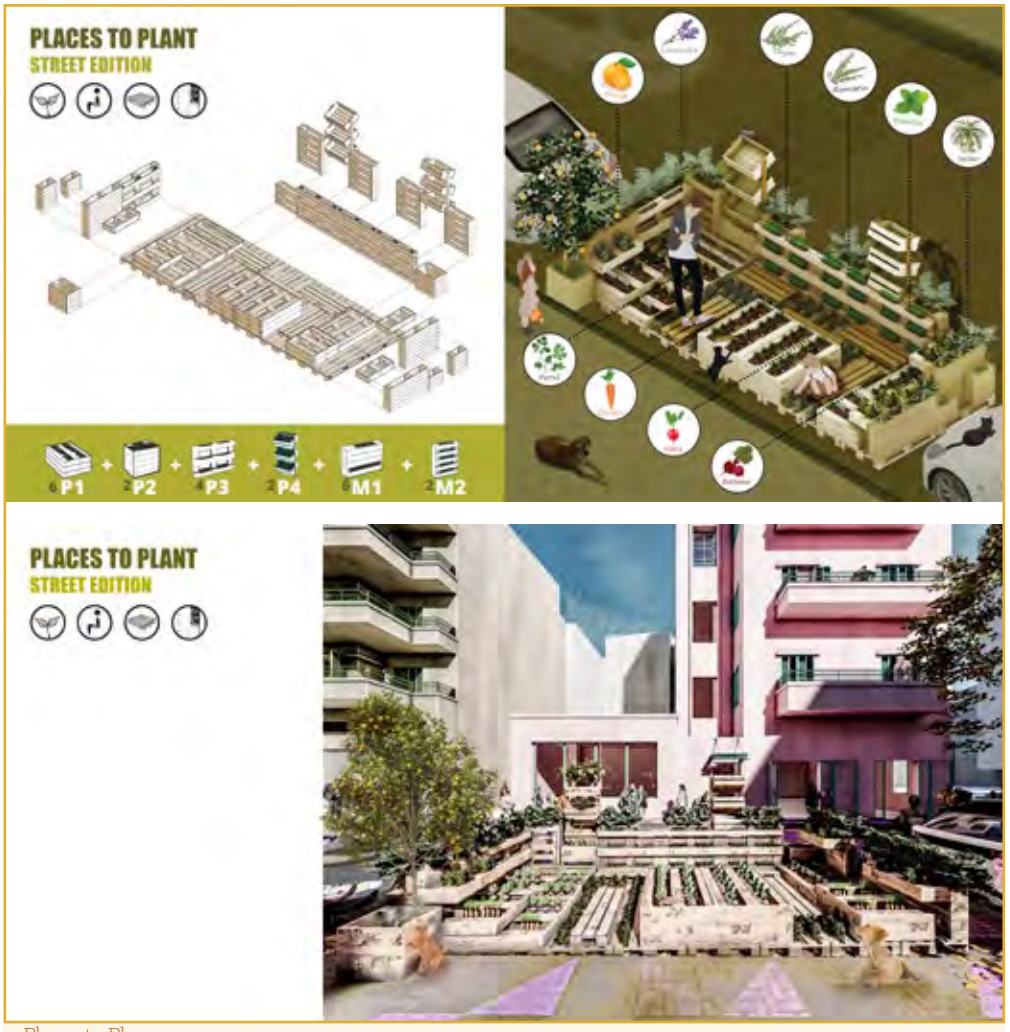
The acupuncture installations mainly occur in the public realm of the two main spines. They encompass different public space typologies to include stairs, sidewalks, driveways and street parking spots. Some small-scale installations may also invest empty private lots that are directly accessible and visible from the street.

- Develop Placemaking Projects

Projects are based on three key pillars: small-scale, low-cost and short-term. The tools are basic: two recycled materials in line with circular urbanism principles: pallets and tyres, in addition to street paint.

The projects develop four types of urban spaces: places of expression, places to plant, places to play and places to connect, interacting with each other and generating a new placemaking matrix in Beirut.

Place to Express



Places to Play

Places to Play

Places to Play

Places to connect

They will eventually become the cornerstone of the participatory process, thus fostering urban life and pedestrian mobility. They shall house ongoing actions initiated by associations and neighborhood committees. This alternative process of (re)doing the city can be defined as "doable urbanism", putting forward realistic objectives with immediate effect while waiting for better days to come.

• Test Flexible, Expandable and Movable Prototypes

The first prototypes will be located on a portion of Gouraud Street, occupying street parking spaces, and Saint Nicolas stairs. They are essential to evaluate the performance of the projects and to analyze how the local community will potentially react, adapt to them and eventually adopt them.

Based on the results, they will proliferate in different spots along the 2.5 km backbone and all its ramifications of stairs, internal streets and cul-de-sacs as they are flexible, modular, temporary, affordable and easy to manufacture, reproduce and relocate. The installations can morph to become plug-ins to ground floor activities such as an outdoor extension for cafes, pubs, restaurants, shops, art galleries, exhibition spaces and the like.

• Foster a Pedestrian-Friendly Street Life

Tactical urbanism projects have the capability to test, with short-term and temporary installations, a permanent pedestrian-oriented streetscape that reduces the car invasion in the public realm and give it back to its people. The aim is to design dedicated portions of the two main streets as shared spaces for both cars and pedestrians or solely dedicated to pedestrians, either on a temporary or permanent basis, to be validated by traffic impact studies.

Street markets, street vendors, street performance and the like may be introduced, on a temporary or permanent basis to form an integral part of a pedestrian network that will connect Gouraud and Armenia streets to their immediate surroundings and the neighboring areas.

3. TACTICAL URBANISM AS PART OF THE "BEIRUT URBAN DECLARATION"

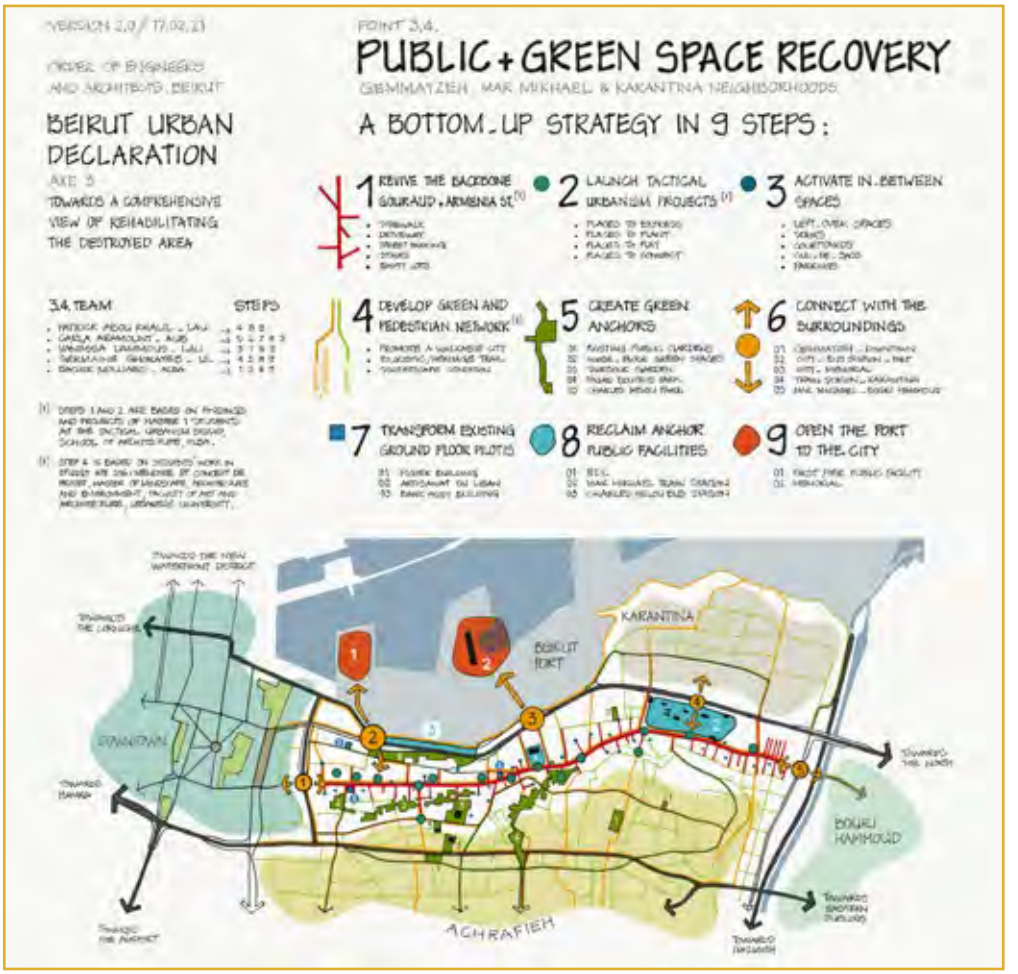
• An Inter-University Collaboration

In addition to its academic framework, the proposed tactical urbanism strategy has been incorporated in the "Beirut Urban Declaration" under Axis 3: "Towards a comprehensive view of rehabilitating the destroyed area". Five architects and planners, representing four universities, gathered around the theme of public space to develop a series of strategies with the objective of reinjecting neighborhood life, re-stitch public space and revive dormant opportunities. It is a bottom-up approach that integrates short to long-term actions on different levels: streetscape, infrastructural, urban and communal.

• A Multi-Scale Strategy for a Holistic Public Space Recovery

The collaborative work developed by the five team members lead to a series of strategies that grow organically in the public realm, from the scale of the sidewalk up to the scale of a global public space policy. They build up in nine multi-scale actions: revive the backbone of Gouraud and Armenia streets, launch tactical urbanism projects, activate in-between spaces, develop

pedestrian and green local networks, create green anchors, develop a linking strategy through buffer areas, transform existing ground floor levels, reclaim public building anchors, and finally open up the port to the city.



These actions are synchronized altogether, therefore creating a holistic vision that puts forward the well-being of the local community and offers a pleasant, connected, and walkable city. By doing so, neighborhood life that was shattered by August 4 blast will recover in Gemmayzeh, Mar Mikhael, Rmeil and Medawar. This is where it has always been and this is where it will always belong.

PARTICIPANTS AND CONTRIBUTORS

- ALBA Tactical Urbanism Studio - School of Architecture Master-1 (5th Year) – ALBA
- Instructors: Bachir Moujaes, Philippe Bekhazi, Sami Daccache, Elias Kateb.
- Students: Mohamad Bzih, Gilles Chehwan, Joseph Doumiati, Zahi Ghaoui, Melissa Haddad, Caren Helou, Myriam Karam, Jad Khoury, Wafic Medawar, Rudy Nakhleh, Joseph Samaha, Cindy Yazbeck.

- BEIRUT URBAN DECLARATION
  Axis 3: Towards a Comprehensive View of Rehabilitating the Destroyed Area - Public and Green Space Recovery
- Coordinator: Dr. Maroun Daccache
  Germaine Abdel-Hay (Lebanese University)
  Patrick Abou Khalil (LAU)
  Carla Aramouny (AUB)
  Vanessa Dammous (LAU)
  Bachir Moujaes (ALBA, University of Balamand)

Kamel Abboud

(Re) Considerations about Building Regulations

Our suggestions and considerations mainly aim at preserving the pre-existing social fabric and minimizing the damages that might be caused to the most disastered districts of Beirut following the 4th of August 2020 explosion (Gemmayze, Rmeil, Mar Mikhael, Medawar...) by chaotic gentrification due to reconstruction.

We propose to structure our approach along two major axis:

A - THE SHORT TERM AND THE URGENCY OF RECONSTRUCTION

The appreciable decision of the Higher Council of Urban Planning to put the disaster area under study is still under negotiation with the municipality. Meanwhile, reconstruction works are being done urgently and no decree is enforced yet. This reconstruction needs a minimum regulatory frame.

How could we foresee reconstruction if no master plan is produced in time?

A1- Reactivate an old Higher Council of Urban Planning circular and suggest amendments

A2- Brief Diagnosis of impact of Pre-existing Laws on Urban profile

B - TOWARDS MID & LONG TERM PLANNING OF THE DEVELOPMENT OF THE DISASTER AREA

Brainstorming considerations prior to urban planning general guidelines.

B1- Past and Future Visions

B2- Disaster area Analysis and Concepts

B3- Illustrative possible approach

A - THE SHORT TERM AND THE URGENCY OF RECONSTRUCTION

- A1 - Reactivate an old CSU draft circular and suggest amendments

Higher Council of Urban planning Decision and Project of Decree for the Gemmayze Area adopted in 2006

مشروع نص قرار لمنطقة الجميزة

قرر المجلس الاعلى بعد المداولة :

١. منع ضم العقارات بما فيه الوحدة العقارية باستثناء معاملات تصحيح الحدود البسيطة.

٢. فرض البناء على خط التراجع عن الطريق او على حدود الطريق في حال عدم وجود تراجع مع امكانية الاستثناء مراعاة " للابنية المجاورة.

٣. ان تخضع كافة واجهات البناء للمعالجة المعمارية بما فيها الواجهة الخامسة (السطح).

٤. اعتماد اعلى معدل ممكن للاستثمار السطحي.

٥. تطبيق الخط الغلافي وفقا" لاحكام المرسوم ٩٢/٢٧٩١.

٦. يمنع طابق الاعمدة .

٧ . على كل مشروع ان يقدم مجسم حجمي يبين كيفية مراعاة طبيعة الابنية المجاورة وعلاقته بالمحيط.

٨. تعتبر الشروط الواردة اعلاه مبادئ توجيهية عامة على ان تعرض كافة طلبات التراخيص لموافقة المجلس الاعلى للتنظيم المدني .

HCUP Decision for Gemmayze Area 2006

Within the framework of the short-term arrangements, and waiting for an in-depth study, an easy to apply and immediate measure, would be the reactivation of the CIRCULAR FOR THE PROTECTION OF THE GEMMAYZE AREA (issued by the Higher Council of Urban Planning on 09/13/2006).

It would be important to extend the provisions of this circular to the Mar Mikhaël / Rmeil / Medawar area, in order to try to control hazards of emergency reconstruction. The provisions of this circular are simple and effective.

Following are draft suggestions for supplemental clarifications to be added:
1-Prohibition of plot mergers with the exception of light limit correction operations *(this measure could be detailed by proposing to allow merger between very small plots, imposing a maximum surface area limit - for example only for plots whose sum of areas would remain <400 m²).*

2- Impose mandatory alignment on the main streets with the possibility of composing with adjacent buildings. *(This measure should be supplemented by a text regulating the obligation to compose with neighboring facades or suggest "Street wall controls" per neighborhood).*

3- All building facades and roofs should have an architectural treatment, respecting the character of the district. *(An "architectural treatment" and not an "architectural language" the latter could even give the opposite effect and generalize erroneous or unsuitable models - like the effect of some regulatory provisions outside cities ... such as for example, tiled roofs on apartment buildings, or expensive stone cladding, etc.)*

4- Forcibly adopt the maximum allowable footprint. *(This disposition is not sufficient as long as building ratios are so high!). It is definitely necessary to review all ratios... In particular, to reduce or eliminate the Zone 1 & 2 allowing a ground floor on 100% of the land and 70 or 60% in upper floors - base principle of the so called commercial "galette" typology which is foreign to the character of the district!-*

5- Apply the street wall control ("gabarit") according to decree 92/2791. *(I.e. revert to the template of the law preceding that of 2004 and which imposed a height of 2 x the width of the street and a profile ratio of 2/1 for upper floors and not that of 2.5 x width of the street and a ratio of 2.5 / 1). This arrangement seems insufficient because if we apply it to Gouraud street we will have an average height of 22m while the majority of the old houses of Gemmayze are around 15 / 18m high... Better to impose the composition with the cornices of the neighboring buildings.*

6- Ban the "pilotis" floor. *(Enforce the closure of the ground floor, but protect the possibility of creating passages to interior courtyards or blocks behind.)*

7- The obligation to present a study model establishing the management of correlations with the typology of existing buildings and the relationship to the surrounding context. *(If we could manage to establish a real computer database of the whole area, this study model could be only virtual and interactive.)*

As a first step and without a proper new adapted regulation, the immediate reactivation of this circular would facilitate management of all reconstruction or restoration operations to be carried out in emergency. Nevertheless, those dispositions alone might not be sufficient to preserve the urban fabric of the city, with regard to the building density allowed by the current zoning. Therefore, it would be important to find other dispositions that would temporarily lower the Built-up areas.

For instance, few suggestions might be quite effective without a drastic change in the regulations, simple specific adjustments related to the area that would replace or implement some articles of the existing decrees.

For example:

a- In Article 12 of the decree n° 15874 (related to the areas that do not count in the building ratios), replace the possibility of deducting the double wall (up to 35cm thick) of the Built up areas by a certificate of thermal insulation characteristics of the external walls (Delta T° < X value). Those certificates could be provided by technical monitoring offices.

b- In the same decree, include the stairs areas in the 20% ratios of balconies rather than allowing their simple deduction from Built-up area.

c- Cancel the 2007 decree allowing the enclosing of balconies for all new constructions or reconstruction in the disaster area. This item alone represented the introduction of an architectural typology not in harmony with the architectural characteristics in the district.

d- Reduce the 20% possible increase of the Built up area when the plot is on two streets and replace it by a smaller ratio.

e- Cancel the application of the law of "the large complexes" *(Loi des grands ensembles)* within the whole disaster area.

f- Make sure that no derogation is made possible whatsoever.

A2 - Brief Diagnosis of impact of Pre-existing Laws on Urban profile

a. The situation before 2004:

From 1954 till 1971, even with the zoning plan, urban regulations imposed a maximum height of 26m that helped preserving the harmonious Beirut we still dream of...

Even with the liberation of the max height in 1972 and the introduction of the street wall control "Gabarit", urban fabric before 2004 was still relatively compatible with the pre-existing city profile. It did not drastically alter social fabric and remained in relative harmony within the specific neighborhoods. This is still remarkable in some clusters...

The Impact of the Previous Law (Before 2004) on Urban Profile

b. After 2004:

Economic policy based on real estate rent (better tax recollection for Authorities and corruption based practices), underlying the 646 law and its decree 15874 (after 2004) produced a discontinuity in the urban fabric of the city, especially in the considered area. Maybe it is time to question the relevance of the dispositions of that law...

The following drawings illustrate the increase in the Built ratios following law 646 that made it possible to deduce the surfaces of double walls and stairs from the land use coefficients, and later the 2007 circular n°44 that allowed total enclosing of balconies under certain conditions.

The Impact of the Current Law (After 2004) on Urban Profile

All those regulations produced an increase of around 40% of built-up volume in the city without a proper infrastructure to manage such an increase. Not to mention the impact on the basement floors and their fleet of cars on the streets.

B - Towards Mid & Long-Term Planning Of The Development Of The Disaster Area

B1 - Past and Future Visions

The zones' limits established by the local authorities in 1954 were based on a principle of densification culminating in the city center, which has proved dysfunctional and more focalized on speculation than on urban planning.

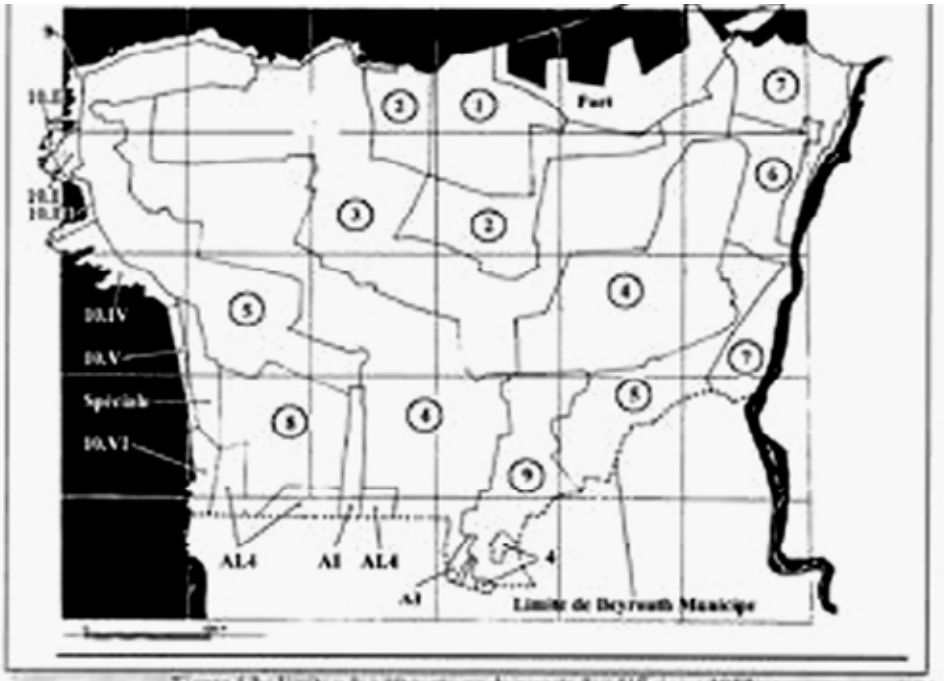


Figure 12 : limites des 10 secteurs de servitudes définis en 1954.

Source : EL ACHKAR

	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone 9	Zone 10
A	Selon la loi de la construction	B.O.C. Selon la loi de la construction (1er étage et plus : 70%)	60%	50%	40%	50%	70%	Selon le décret n° 2838 du 14/9/1965 amendé par le	0	Selon le décret n°4811 du 24/6/1966
B	Selon la loi de la construction (S) d'après le décret 2339 du 8 décembre 1971	5	4	3,5	2,5	2,5	3	décret n° 14012 du 31/05/70	0	

A : moyenne générale d'exploitation au sol. B : coefficient d'exploitation totale.

Tableau 1.1 : moyennes d'exploitation et coefficients d'occupation du sol dans les dix secteurs définis par le décret n° 6285 du 11 septembre 1954.

The Beirut Zoning adopted in 1954

Today we have an opportunity to readjust this logic by taking into consideration the international experiences and the architectural specificity of the districts hit by the blast of August 4th. We now seize the occasion of raising the debate about the future vision for Beirut: should we try to preserve its Mediterranean characteristics or should we aim at a skyscrapers' city like the Gulf region?

However, in Lebanon our geography being our main asset, do we need to go high? We can contemplate horizons nearly anywhere...

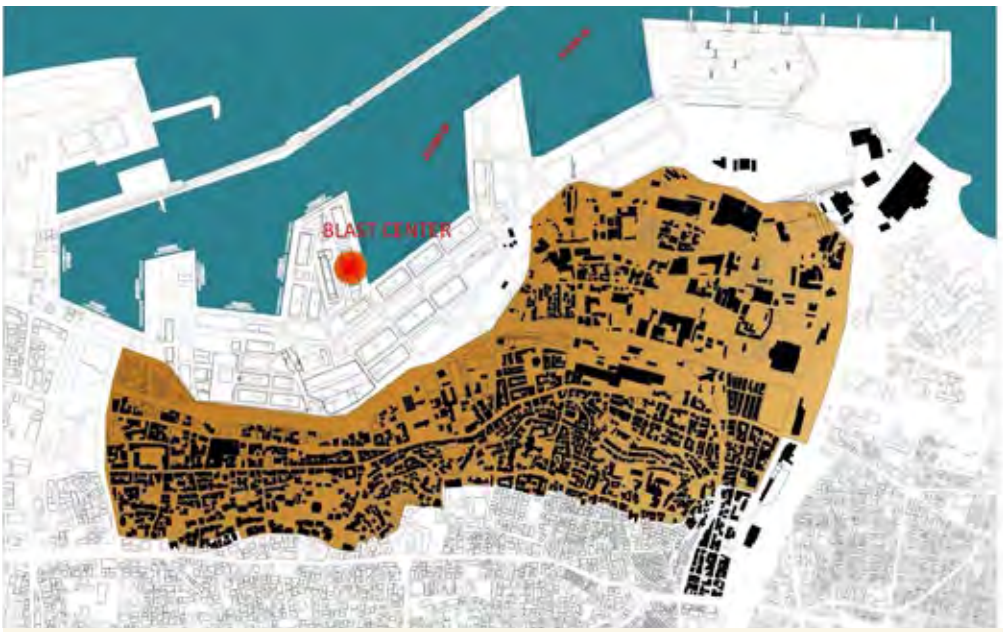
Today Beirut is in its wider majority an agglomerate of concrete blocks with a qualification of an ugly city.

Few districts still had characterized charm and were researched for their social and cultural specificity. Will we seize the opportunity to preserve those few neighborhoods despite the devastation of the Blast?

B2 - Disaster area Analysis and Concepts...

a. Perimeter of analysis

First, we suggested a limit of analysis... a territory. It worth mentioning that there is urgency for establishing an updated digital survey of the city prior to all studies considering the difficulties we encountered to establish a proper base map. To limit our illustrative approach we established a perimeter for the disaster zone within a radius range of 1km to 1.5km from the center of the Blast: from the port to the North, to the

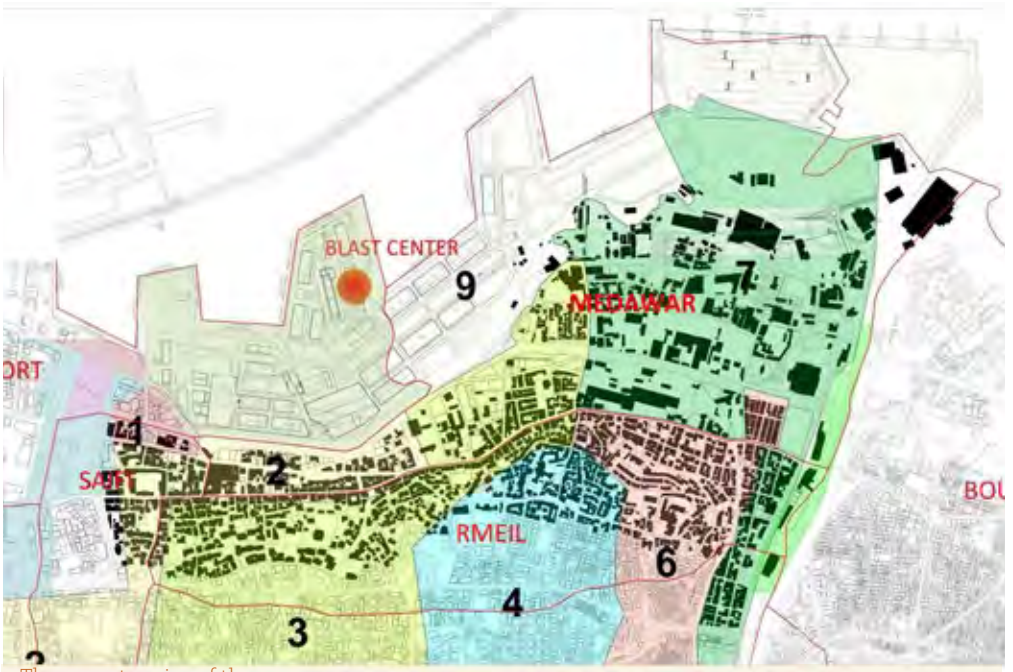


The definition of the territorial limits

urban density of Ashrafieh hill at the South, and from Beirut Central District limits to the West till Beirut river at the East,
The southern limit mainly reflects the end of the hill and the start of Ashrafieh's plateau and the area where less serious structural damages are noticeable.

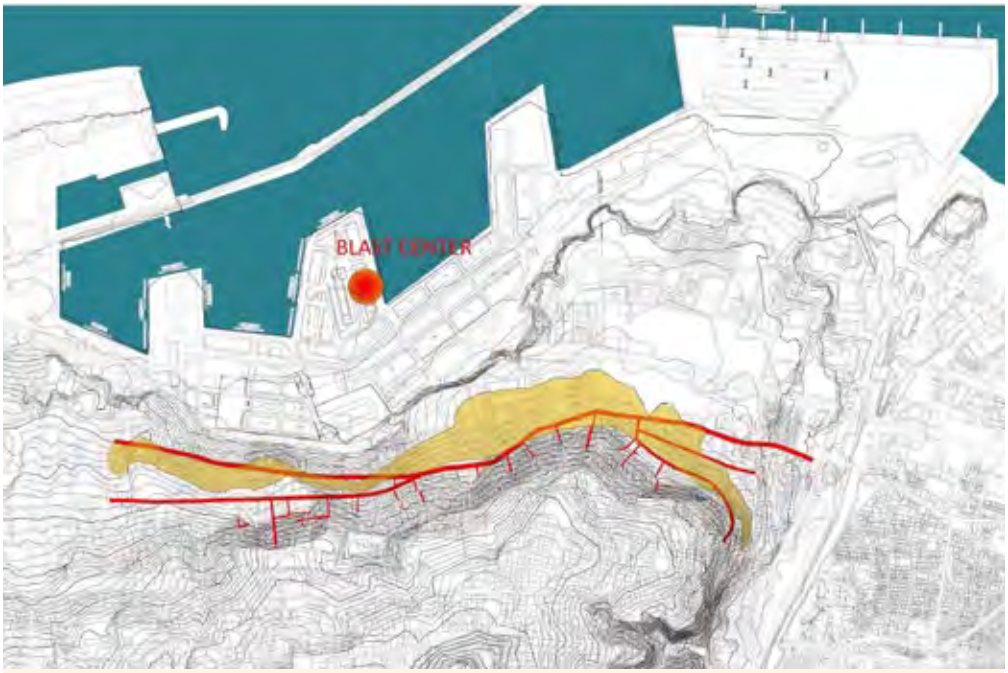
b- The present zoning
The present zoning of Beirut shows little concern about the urban fabric of the city. It is more related to the initial vision of concentric sectors ("arrondissements") centered on the old city center. We can see similar densities in far neighborhoods-Ras Beirut and Ashrafieh for instance -and discontinuities in adjacent neighborhoods.

Moreover, the present zoning disregards the cadastral sectors and divides neighborhoods and social fabrics in an incomprehensive manner. In Some districts, for instance Rmeil, more than five different zonings are adjacent to each other without a comprehensive space relationship or organization.



The present zoning of the area

c - Topography
The present zoning disregards the topo-morphology of the city. Previous development of the old city was much more naturally related to its topography. For example, built alignments on main streets (Pasteur, Gouraud and Armenia) developed along the first zone of least slope. Those streets were irrigated by the perpendicular stairs linking them to the hill; some of those stairs have been transformed into streets with time.



The development guidelines issued from the topography

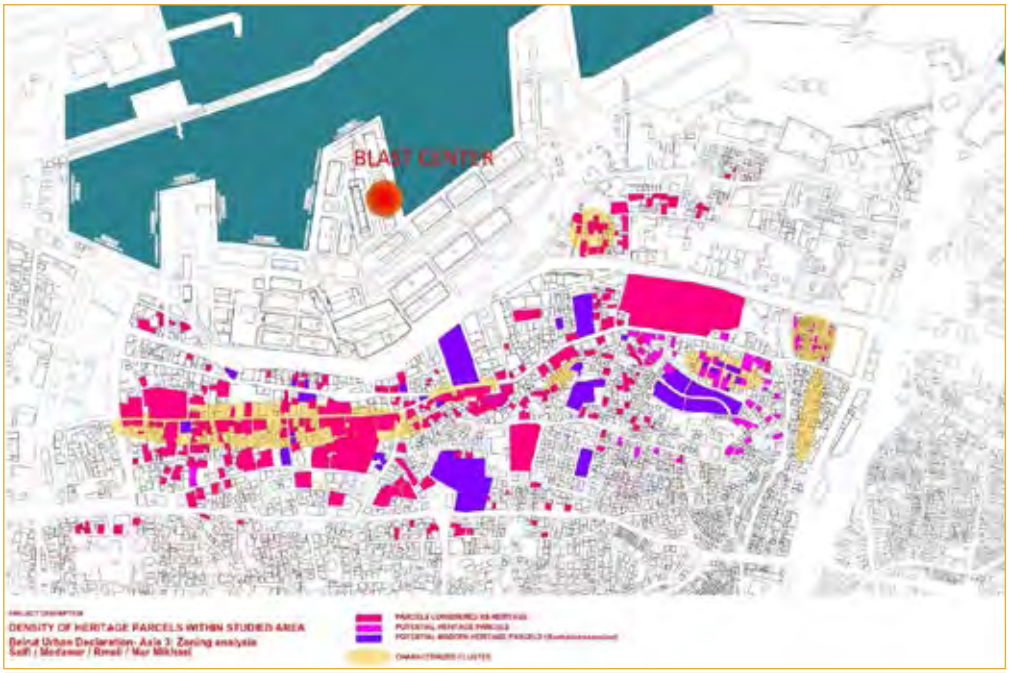
d - Heritage parcels' density

Even if not inscribed officially on the protected list of the DGA, most of the shown plots are dealt with as Heritage by active actors on the ground.

So considering the density of the heritage plots and the possible modern heritage buildings that could be added in the future to the DGA's list (this modern heritage being presently surveyed and identified by the Arab Center for Architecture – ACA, under the supervision of Dr. Georges Arbid) and considering the disastrous economic situation and the difficulties to gather funds or even reboot development, a possible idea would be to classify the whole disaster area as a protected zone with special regulations.

The aim would be to encourage the establishment of an Urban Cultural Hub that would in turn actively contribute to the financial needs for reconstruction. We see it as a possible destination for international cultural niche tourism.

This vision needs a total reversal of the pre-established development system since traditional heritage clusters and modern heritage clusters represent a noticeable characteristic of the area.



Heritage parcel's Density

Extracts from the Draft Law for Heritage Protection

Considering the general political and economic situation of the country and the Blast's disaster, we think that the building density transfers that are being suggested in the draft law for Heritage protection as an incentive to encourage preservation could be as disastrous to the city without proper planning. We strongly recommend reevaluating the principle of transfer of built density, which underlies this draft of law.

Indeed, as real estate values have become more and more hypothetical if non-existing, this scheme might backfire on the landlords themselves and in the end could represent a "Chronicle of a new Urban Disaster Foretold" ("la chronique d'un nouveau désastre urbain annoncé"), as properly said by a participant at last workshop.

So we strongly recommend that this project of law be withdrawn from the present parliament, review its spirit and try to rewrite it in a different approach, shifting from density transfer logic to a logic of valorization of the heritage plot itself, through a series of dispositions and through reallocation of entire neighborhood character.

e - Landscape Heritage

In a country where architectural typologies were mainly based on views towards landscape and horizons and where the appraisal of the view is nearly obsessional, Beirut is now suffering from the slow disappearance of its relation to its geography. The concept of landscape heritage must therefore be strongly reintroduced in the lexicon of town planners and regulators. Since the establishment of Beirut, the perspective towards Sannine Mountain and the sea was always a main component of the landscape heritage. Thus we should multiply efforts to preserve open view towards north and northeast from those districts.

Beirut Landscape components

Beirut Landscape components

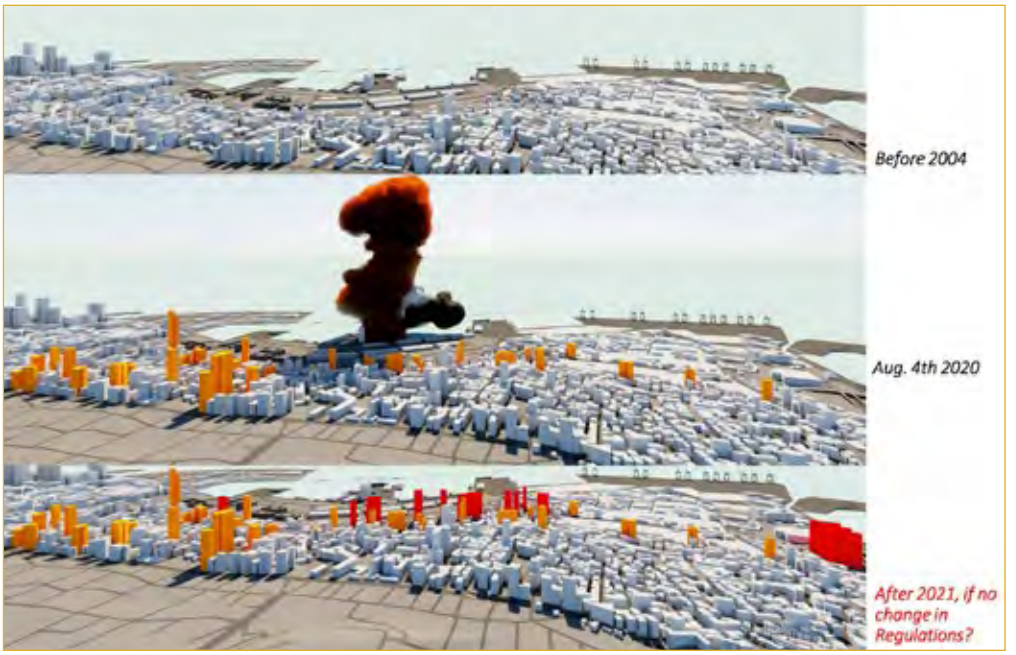
f- Risk of Mineral Barrier

By quickly analyzing the natural topography of the northern slope of the Ashrafieh hill, we realize that densifying at the bottom of the hill is a guarantee of asphyxiation of the city Topography is the main constraint and the best tool to ensure visibility remains the control of building heights.

It turns out that the largest plots are at the bottom of the slope. Real estate development projects on these plots could quickly surround the city with a mineral wall. The few high-rise buildings (like those already built) give a clear idea of what the waterfront would look like, once the large plots are built with the current possible density!

Water front skyscape

Our illustrative 3D model shows what was the situation before the 2004 law, what occurred after this law (in orange) and what could happen in a near future (in red) if no change in Built densities is planned.



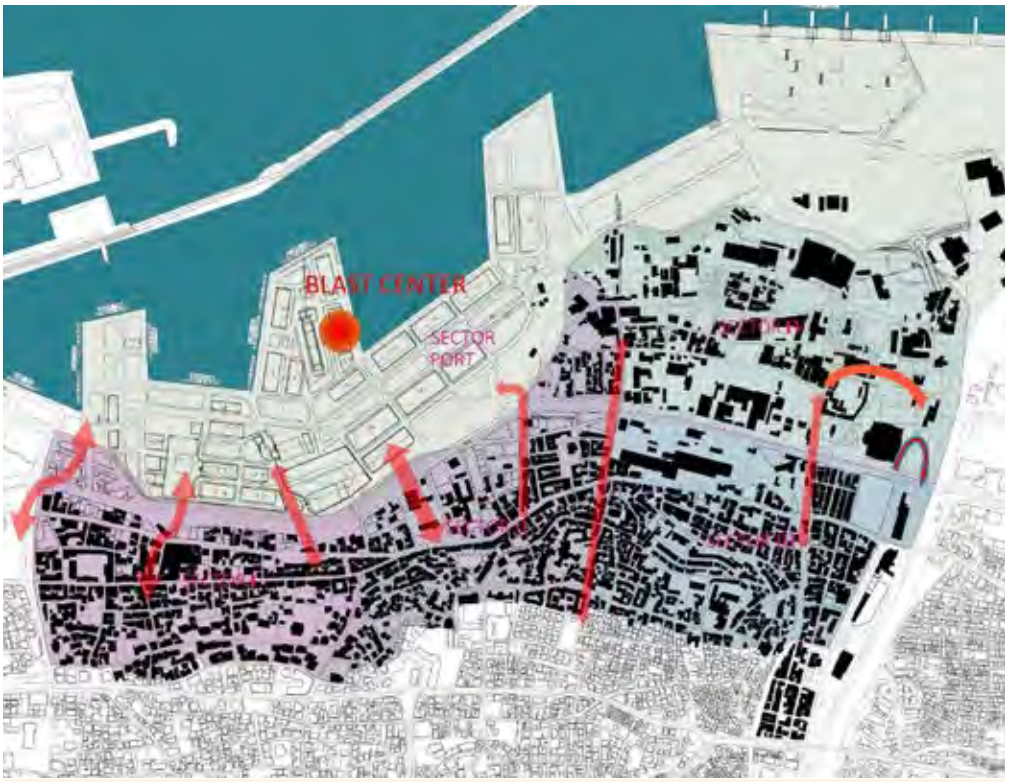
Water front skyscape

B3 - Illustrative possible approach
In Depth, studies will be necessary for medium and long-term planning. These studies may be the subject of large-scale competitions under the supervision of the Order of Engineers and Architects.

In our opinion, the Higher Council of Urban Planning, in its present structure, will not be able to supervise alone an operation of this scale. Considering the expected political leverages and the few urban planners in its members, the Higher Council of Urban Planning will have difficulties in imposing innovative and original solutions. Maybe an occasion for imagining a new format for this administration?

For a disaster of this magnitude, a questioning of the entire zoning of the city will be necessary, and this will need A NEW PARTICIPATIVE DECISION MAKING PROCESS with civil citizen committees, NGO's, urban planners, architects, engineers and professionals of all sectors.

A process that will be tedious knowing that owners and developers will have to be part of the process, their concerns will have to be understood and reactions anticipated.
Suggestion of a different approach for zoning



Redefining Zoning Limits

I - Redefinition of the zoning limits following an approach based on the existing urban and architectural characteristics (logic of districts with specific character) and not on a radial

logic starting from the city center. The following new sectors are suggested based on the different characteristics of the neighborhoods, their social specificities, their real outskirts and transition zones:

1 - Sector I (Gemmayze district):

Gouraud Street, from the city center to Accaoui street with on both sides, two transition zones: to the north, Pasteur street and the harbor facade and to the south, Sursock street and the interface with the upper districts.

This southern limit is also characterized by the steep slope of the hill and the constraints of physical and visual connections that this implies, perfectly illustrated by the St Nicolas stairs. This district with its traditional and heritage character is the subject of a much more in-depth approach by our colleagues in axis 4.

2 - Sector II (Rmeil /Mar Mikhael district):

From Accaoui Street to the Vendôme stairs to the East.

This sector, of mixed character (traditional and modern), is strongly marked by the presence of the EDL bldg. and the big plots on the Charles Helou highway.

Indeed, the cadastral grid at the bottom of this district has allowed uncontrolled real estate developments with high built-up densities, in total rupture with the initial fabric. In addition, this district bears the stigma of the Fouad Boutros junction project, which despite its cancellation, had irreversible effects on the urban fabric and greatly delayed the natural development of this district.

3 - Sector III (Mar Mikhael, & Geitawi district):

From the Vendôme stairs to the Nor Hajen district at the East.

The urban and cadastral framework in this district is discontinuous; its urban profile is jagged, particularly because of the unqualified void of the railway station, the remains of the various rails and the two large cadastral entities (the old Laziza factory and the French military barracks at the bottom of the hill). On the other hand, in the South-East, the junction with the Armenian districts is better ensured by the "urban cluster" of the rue du Patriarche Arida, with its buildings from the 1930s till 1980s and its homogeneous and modern typology. This cluster deserves special attention and enhancement in any future proposal.

4 - Sector IV (Medawar / Quarantine district):

This district, which hosted the first Armenian camps at the beginning of the last century, could have produced the same urban fabric as the Mar Mikhael district, but the violent rupture of the highway, the social marginalization inherent to the Quarantine, the nuisances of the slaughterhouses, the tensions around the Palestinian camps and the military zones which have settled there consequently, have all led to the consecration of an indefinite "zone" where service equipment uneasily coexists (Landfill- old solid waste treatment plant -fire station, etc.), industrial hangars and public facilities (Forum). All the above in a vital access area to the city and the port, very poorly served by an irrational motorway infrastructure and cut off from the main junctions. Moreover, the zoning established

for this district is very different from the rest of the city for reasons that would be interesting to understand. Coveted by many operators, this district is seen as a possible receptacle for a transfer of Built-up area as per the suggested new law for heritage buildings. In our opinion, this draft law should be rewritten following the current economic crisis and the August 4 explosion.

5 - Harbor Sector V:

Even if we consider that this sector should be opened to the city with several vehicular and pedestrian links, the port is a public asset and should in all cases be managed by a separate Public authority, knowing the extreme complexity of the port area and its weigh in the country's economy.

Nevertheless, we strongly recommend the delocalization of several present uses and the suggestion of buildable areas open to commercial and recreational equipments.

II - Focus on transversal connections between city and port: Organic relationship should be restored, and the port reopened to city life.

III - A particular attention is needed in the Quarantine area. It is of utmost importance to reorganize it as the main gate of the city, while keeping it as a low-density area to preserve landscape perspectives.

Major considerations are to be put up front:

a - The creation of a rational road interchange that connects the northern motorway to the one along the river

b - The redefinition of the status of Charles Helou Highway from the bridge till the Charles Helou Bus station, allowing a better interrelation between Mar Mikael and Quarantina districts

c - The reactivation of a mobility hub focused on the old train station of Mar Mikael

d - Bridging transversal connections between the residential neighborhood and the Harbor domain.

Finally, we need a Drastic Change of Model in the regulations policies and a change in Terminology:!

عامل استعمال الأرض وليس عامل أستثمار ألعقار

1- Establishment of New Perimeters of sectors (by Authorities through Master plan competition)

2- Creation of Citizen Committees by sector (of inhabitants + property owners)

3- Sectorial urban studies (through urban planning competitions) establishing general recommendations and design criteria's for Local Development plans for each sector separately

4- Local Development plans

Are:

- For the next 10 years only
- A project of general interest

- Regulatory documents that manages land occupancy
- Drawn in consultation with citizens' committees +public entities

Are not:

- A distribution of building rights
- The sum of special interests
- Only for building purpose, but also social, cultural and environmental

Establish:

Roads/transportation/communication/Infrastructure /Cadastral grid characteristics /Topography/Green spaces and vegetation /Built density/ Number of floors/ Footprint/Architectural expression/ Social & economic particularities/ main uses (residential-tertiary-mixed) /Cultural Equipment's/Heritage

The whole model should operate in a participative process between planners, designers, citizens committees and authorities, providing open access to data (break the CDR enclosed structure) and digital administrative procedures, ensuring the transparent process that would in turn help consequent fight against corruption and leverages.

How to implement such an approach...

... Knowing the political gridlock, the economic disaster and the social turmoil?

EARLY & NOT EXPENSIVE:

1 - Pursue the process initiated by the Higher Council of Urban planning to place the area "under study". This could represent a grace period to prepare preliminary studies (HCUP-Municipality-OEA)

2 - Proceed with a general survey (production of a unified updated database topographic, cadastral, built and social)

3 - Prepare with specialized entities a Competition Brief for a general Master Plan with new sectors definition.

NEEDS TIME & BUDGET:

4 - Law Proposition with the new zoning for the area as per the general Master Plan of the awarded Design

5 - Proceed with sectorial studies with different urban planning agencies – Competition process

6 - Application decree for each sectors & Implementation.

IN PARALLEL:

A new law defining the sellable areas is urgently needed to regulate real estate operations.
In France for instance, sellable area is the interior usable areas and not all walls, shafts, stairs, etc.
We are now in a twilight zone. Could we dream of a Dawn...?

Nina Zeidan

Entre Résilience et Urbanité :

Une stratégie de reconstruction du paysage urbain de Beyrouth

À la suite de l'explosion du 4 aout dernier, l'Ordre des Ingénieurs et Architectes de Beyrouth a répondu à l'urgence en formant des cellules d'experts pour intervenir sur le terrain, essentiellement par le biais de ses associations scientifiques dont l'association des Urbanistes.

En parallèle, et pour répondre à l'urgence, des chercheurs, professionnels, experts et universitaires se sont réunis autour de la question de la reconstruction des zones dévastées. Il en a résulté, la Déclaration Urbaine de Beyrouth, une feuille de route autour de 5 axes principaux. Cet article présente notre contribution dans le cadre de l'axe 3 de cette déclaration qui pose un regard sur les problématiques qui touchent les quartiers dévastés, plus particulièrement " une stratégie de reconstruction des quartiers atteints par l'explosion ".

Introduction

Les périodes de crise sont des moments cruciaux de remise en question et d'actions. La ville de Beyrouth ravagée par des années de guerre, était toujours en reconstruction lorsqu'une explosion a détruit une grande partie de son patrimoine immobilier, le 4 août 2020.
La ville présente aujourd'hui un parc immobilier des plus alléchants de construction et de spéculation foncière.

Dans cet article nous posons des questions quant aux grandes directives de reconstructions :
- Que doit on garder, ou détruire et par la suite que peut-on reconstruire sur les terrains vacants ?
- Que doit-on garder et mettre au goût du jour ?
- Pour quels usages et quelles populations ?

Tout en prenant en considération les échéances du court terme afin de répondre à l'urgence.

1. Résilience et durabilité urbaine comme stratégie de reconstruction

Les politiques publiques semblent porter une première réponse car au Liban elles se sont concentrées sur la règlementation et le zonage qui ont défiguré son paysage urbain, en délaissant le projet social. Des années après la reconstruction du centre-ville, nous remarquons des phénomènes de gentrification dans des zones " huppées " du centre et de sa banlieue attenante notamment à Achrafieh, l'un des secteurs ravagés par l'explosion du 4 août.

Il nous semble plus judicieux d'approcher la reconstruction par le biais du concept de **"refaire la ville sur la ville"** en la dotant de principes de résilience et de durabilité urbaines et **de refaire le projet social,** tout en puisant dans les caractéristiques même de la ville : archi-

tecturales, économiques et environnementales pour reprendre la notion des trois piliers du développement durable et de la résilience.

L'émergence de ces deux notions floues pourtant souvent invoquées que sont la **durabilité et la résilience** nécessite de clarifier leurs acceptions et leur possible articulation. Les acceptions originelles de la notion de durabilité et les diverses définitions de la résilience qui amènent à choisir ici une approche relativement technique pour en garantir l'opérationnalité, feraient de la première un idéal urbain à atteindre, de la seconde, un outil, un moyen de concrétiser cet idéal car " les aspirations non-focalisées de la durabilité sont incluses dans la notion de résilience – la capacité de persister et de s'adapter " (Adger, 2003).

"Améliorer la résilience augmente les chances d'un développement durable dans un environnement changeant où le futur est imprévisible et la surprise est probable." (Folke et al. 2002). Un fait bien courant au Liban hélas !

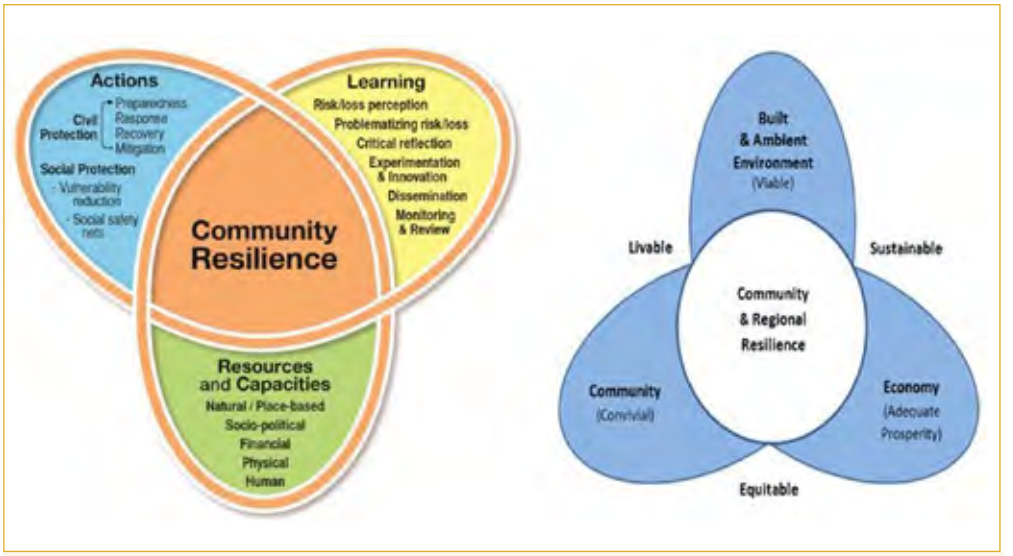


Schéma de la résilience | Source : STAR Model/Resiliency Principles | Ginaraefoster

Les caractéristiques de ces deux notions notent que si la résilience offre un moyen de répondre en un temps court, elle vient ancrer dans le long terme la durabilité qui devient une finalité.

Le concept quoique récent, commence à être expérimenté et implanté. Des exemples existent autour du monde pour ne nommer que quelques exemples concrets, tels la ZAC à Bercy-Charenton intitulée " Un nouveau quartier résilient aux portes de Paris " et la " Stratégie Montréalaise " pour une ville résiliente. De plus, l'ONU-Habitat a publié en 2016 un guide de résilience urbaine pour le cas de Dakar.

2. Le paysage des quartiers à Beyrouth

Dans le cadre de ce qui précède, en réponse aux derniers évènements destructeurs et afin de penser en terme de stratégie et de master plan ; nous poserons un regard sur une organisation spatiale identitaire à la ville méditerranéenne regroupée autour des espaces végétalisés. Dans une tentative de penser la ville par son paysage, pour reprendre une notion de Michel Corrajoud, par ce que le paysage offre cette plateforme réceptacle de nos actions sur la ville.

Car le regard porté sur le paysage ne peut qu'être que holistique et signifiant, puisque chaque élément a une signification selon sa position et sa relation avec les autres éléments (Antrop, 1997). Le paysage est bien souvent apprécié dans son ensemble et non pour chaque élément pris séparément (Scott, 2002).

Dans nos propos et dans ce qui suit, nous appréhendons le paysage de Beyrouth à l'échelle mezzo du quartier dans lequel l'habitat traditionnel- porteur de nombreuses expressions de la culture- est utilisé en l'état ou réadapté mais toujours fonctionnel. Il reflète encore un art de vivre et joue un rôle manifeste du point de vue du lien social.

Par leur mode d'implantation et leurs ouvertures franches sur l'extérieur, notamment sur l'entourage et sur l'espace public tout en étant introvertis sur l'espace domestique, ces habitats beyrouthins offrent une vie de quartier riche en contacts. Elles participent à un système de construction qui favorise **convivialité, hospitalité et rencontres.**

Ce concept de paysage holistique replace le regard sur la ville, ses quartiers, infrastructures, et équipements comme une entité intrinsèque et indissociable qui nécessite une intervention d'ensemble surtout au niveau de ses quartiers populaires.

Revoir ces quartiers, les réhabiliter les revisiter et les faire revivre ne provient guère d'une idée nostalgique mais d'un essai de faire perdurer des modes de vie sociale et d'habiter spatial caractéristiques du pourtour méditerranéen et de proposer une contre idée quant à la fatalité de muséifier le patrimoine.

3. Comment se constitue le paysage urbain de Beyrouth ?

À Beyrouth, et dans ses quartiers les plus populaires notamment ceux touchés par l'explosion du 4 août deux logiques se superposent : d'une part le vu, qui est le visible et le tangible, et de l'autre, le dissimulé et le caché que sont l'invisible et l'intangible.

Le visible, le vu ; que forme la rue avec son paysage urbain faits de bâtiments et d'immeubles renfermant des fonctions et activités public. Et l'invisible qui au-delà de ses façades de rue vibre d'une autre logique d'habiter et d'appropriation socio-spatiale et où l'espace du public se traduit en des notions de semis : semi-public, semi-privé jusqu'à même devenir l'espace du communautaire.

Entre le visible et l'invisible une organisation spatiale et sociale se trouve: Elle est propre à ce mode d'habitation des quartiers centrés sur un espace de vie sous forme de jardins, d'espaces à caractéristiques architecturales patrimoniales quelquefois modestes, qui révèlent d'un savoir-faire vernaculaire témoin d'une strate historique d'un Liban d'antan . Ces quartiers du semi-public / semi-privé ont leur propre organisation spatiale, sociale et environnementale répondant aux principes du développement durable.

De nos jours, ces quartiers subissent deux tensions antagonistes. **La première, extérieure,** se montre dans la **réglementation du zonag**e, et les **pressions économique** en termes de spéculation foncière que subit la région d'Achrafieh de par sa proximité avec le centre-ville de Beyrouth. **La seconde, interne,** vient d'une part de sa population qui, surtout pour les plus jeunes, la trouve obsolète, incapable de répondre aux impératifs de la modernité et la quitte en la livrant à une décrépitude, mais également **de la "compétence du propriétaire"** ou du promoteur **de modifier le spatial aux dépens de son équilibre écologique.** Pourtant, ces quartiers détiennent toujours en eux une résilience qui ne demande qu'à être ancrée pour perdurer. Plus particulièrement nous parlons de **résilience communautaire.** La résilience communautaire (ou résilience collective) se présente dans ce contexte comme synonyme de la capacité d'une communauté à faire face à un choc ou à un phénomène externe ou non. Elle donne à cette communauté la capacité de continuer à vivre, à fonctionner, à se développer et à s'épanouir après un traumatisme ou une catastrophe.

Pour illustrer nos propos - et bien que sous forme de lignes directrices et qui nécessiteront dans le futur un approfondissement théorique et méthodologique pour se traduire en plan d'action-, nous nous pencherons sur la zone de Rmeil-Achrafieh touchée par l'explosion. **Le secteur montré ici comme exemple** est un échantillon représentatif des secteurs d'Achrafieh. Il répond à nos propos déjà mentionnés auparavant. Le site a été fortement atteint par l'explosion, et il est parmi les rares qui garde encore un cachet patrimonial du Beyrouth des années 30-60.

Le terrain présente une pente très accentuée et offre des percées et balcons visuels très intéressants vers le port. Une société bourgeoise et parfois modeste l'occupe et confère à ses espaces publics une connotation communautaire.

Diverses typologies architecturale, végétale et sociale

4. Des pistes de réflexion

Pour répondre à nos questions de départ, nous proposons d'appliquer des lignes directrices selon les principes de la résilience urbaine communautaire et durable qui se fonde sur des principes essentiellement:

1. Créer un réseau de **connectivité pédestre "Wakable path"** se greffant sur les ruelles et "Zoukak" -petites impasses déjà existants dans le quartier-avec des possibilités de connexion futur au réseau de transport public BRT

2. Afin d'éviter la muséification, qui est le destin de nombreux bâtiments historiques, il faudrait plutôt inciter les municipalités, surtout avec leur lot de bâtiments dont ils sont propriétaires, à déclencher une dynamique visant à les réhabiliter et à les recycler et les encourager à en classer d'autres pour accueillir dans les quartiers populaires **des activités culturelles mixtes:** centres culturels, bibliothèques municipales, centres d'art et d'innovation, salles d'exposition, ateliers d'artistes, motels, pubs, cafés...

Ceci permettrait de **redynamiser l'économie et de consolider les habitants dans leur quartier** en offrant des emplois, en particulier pour les jeunes, afin de les ancrer dans leurs milieux de vie et de **créer des "hub" culturels et des services de proximité tout en évitant la gentrification.**

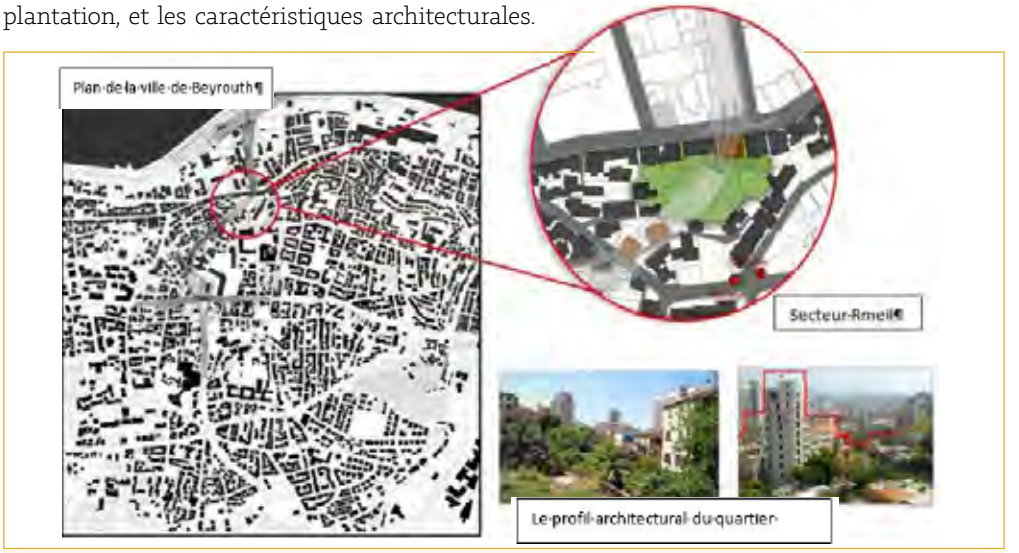
3. **Poser des gestes écologiques** en introduisant l'agriculture urbaine sous forme de toits végétalisés, et le "vert" comme accompagnement le long des rues.

4. Recentrer sur la vie de famille et sur le mode de vie communautaire (un patrimoine social caractéristique de la culture des libanais) en misant sur les jardins communautaires et les "Hawchs" les espaces de vie communautaire de quartier.

5. **Se concerter avec la population locale** souvent oubliée dans le processus d'aménagement pour définir ensemble un cadre de vie adéquat et assurer son accès à la ville : non plus faire pour, mais essentiellement faire **avec** les concernés.

6. Penser à la **gouvernance**

7. Penser à un zonage **adéquat et progressif du cas par cas**, se basant sur la logique d'implantation, et les caractéristiques architecturales.



Le site d'étude | Source : Dr. Nina Zeidan

Le secteur d'étude fait partie de la Zone 3 du Plan Directeur de Beyrouth avec une constructibilité extrêmement élevée (Exploitation totale 4 et superficielle 60%). Nous avons tenté par un dessin volumétrique (figure 4) de montrer que, si ce zonage était appliqué, cela conduirait une perte du cachet du quartier, et une transformation du paysage végétal, social et architectural. De plus, étant donné la topographie du site, ces nouveaux bâtiments formeraient une **enceinte coupant les courants d'airs** en accentuant de plus en plus le phénomène de réchauffement climatique.

Les lignes directrices précédemment montrées proposent une initiative et une tentative qui méritent d'évoluer et d'être développées afin d'aboutir à des interventions et à un plan d'action pour la ville de Beyrouth.

L'intervention sur le site | Source: Dr. Nina Zeidan

"Refaire la ville sur la ville" avec sa population locale permettrait de créer une nouvelle dynamique urbaine.

D'une politique urbaine centrée sur le zonage, la ville de Beyrouth pourrait à terme être porteuse d'un projet social, en **consolidant la population locale dans son lieu d'habitat recyclé et en lui assurant une subsistance économique et vitale.**

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Elie
Féghali

Vers une vision prospective de la Mobilité à Beyrouth

APERÇU HISTORIQUE

Comme toute ville portuaire, le développement et la prospérité de la ville de Beyrouth dépendait depuis toujours du rôle de son port. Le rôle du port subit des fluctuations majeures en fonction du pouvoir politique dominant et ses ambitions.

Au début du XIX^{ème} siècle la ville de Beyrouth se limitait à l'intérieur de ses murailles historiques, le rôle du port parait alors modeste. Vers la fin du XIX^{ème} siècle le rôle du port de Beyrouth prend un nouvel essor ; les plans de son expansion se développent et son image commence à se former. La ville ne tarde pas à suivre l'expansion de son port et dépasse clairement la limite des murailles

La création des chemins de fer en 1895 qui vient remplacer un réseau de transport au dos des bêtes accentue de plus en plus le rôle du port. La ville ne cesse de s'étendre dépassant toute limite géographique ou démographique.
Aujourd'hui Beyrouth est une ville sursaturée, on parle d'une densité de 18,152 habitants / km2 dans certains quartiers.

DES ÉLÉMENTS EXISTANTS DE LA MOBILITÉ

Il serait nécessaire de mentionner quelques éléments de la mobilité à Beyrouth, malheureusement quelques-uns sont hors service. Les traces des rails du réseau ferroviaire et du tramway surgissent parfois à l'occasion de travaux d'infrastructure, ainsi que de beaux vestiges qui tiennent toujours !

Tout effort de réinvestissement dans les voies ferrées se heurterait à des obstacles physiques, construits et habités, qui se trouvent sur les lieux de passage du réseau.
La station de train – Mar Mikhaël

Créée en 1895, la station de train de Mar Mikhaël représentait un nœud principal du réseau ferroviaire :

- Au début la ligne Beyrouth-Rayak-Damas, à voie étroite, mesure 147 kilomètres dont 77 kilomètres sur le territoire libanais, reliant les deux villes de l'empire ottoman.
- En 1942 les troupes alliées construisent la ligne Beyrouth-Tripoli pour le transport des soldats et du matériel militaire, transformée ensuite pour le transport civil à la fin de la deuxième guerre mondiale.
- En 1961, le réseau ferroviaire et sa gestion relèvent désormais de l'État libanais. Le développe-

ment des autoroutes en dépit du réseau ferroviaire finit par étouffer ce dernier complètement en 1976 avec le déclenchement de la guerre civile.

- La politique de la mobilité et du transport de l'après-guerre n'arrive plus à faire revivre le réseau ferroviaire et concentre tous ces efforts sur le développement des axes routiers.

Les vestiges de la station du train de Mar Mikhaël s'élèvent aujourd'hui témoins d'un passé révolu.

Le réseau de tram :

Installé en 1908, le tram représentait à l'époque une innovation de mobilité. Ce réseau fut une utilité populaire attrayante pour toutes les classes de la ville. La notion " tout automobile " des années soixante, comme la plupart des villes à cette époque, contribue à la croissance du nombre de voitures. On avait besoin de plus en plus d'espace dans les rues déjà encombrées. Le tram fut ainsi sacrifié complètement en septembre 1964.

La gare routière Charles Hélou :

Edifié à la fin des années 1960, hors service durant la guerre civile (1975-1990), le bâtiment fut restauré en 1997. La gare est mal entretenue et une grande partie reste inachevée.

Les escaliers :

Plusieurs escaliers-sentiers relient les quartiers, avec le temps. Les escaliers à Beyrouth, surtout dans la région Mdawar - Mar Mikhaël – Achrafieh, représentent un héritage culturel et populaire nostalgique qui rappelle une histoire qu'on a hâte à revivre. Ces escaliers répondaient à un besoin de mobilité à travers la colline et furent adaptés au dénivelé du terrain qui varie de 30m pour le plus long à 5m pour le plus court. Le plus long est le Daraj Mar Nkoula appelé également Daraj el Fann (escalier des Arts) et le plus ancien Daraj Sursock. Les escaliers restent un élément primordial d'une mobilité urbaine bien adaptée à la topographie du site.

DES PROJETS DE MOBILITÉ DANS L'OUBLI

Un réseau de métro est toujours rêvé, et durant les années soixante du siècle dernier plusieurs idées et études furent menées, surtout dans l'objectif de remplacer un réseau de surface par un réseau sous terrain.

A titre d'exemple, en Juillet 1968, un groupe de quatre ingénieurs soviétiques présente une étude titrée : " L'évaluation de la possibilité et de la nécessité de l'aménagement du métropolitain dans la ville de Beyrouth ". Ils proposent un plan préliminaire pour un réseau de métro pour Beyrouth et ses environs pour un coût estimé entre 250 et 280 millions de dollars.

LES PLANS DE LA MOBILITÉ ET DU TRANSPORT ADOPTÉS AU PRÉSENT

Le CDR a adopté des plans de transport pour le Grand Beyrouth qui envisagent à côté des réseaux routiers des lignes de transport régional, malheureusement l'investissement s'est concentré uniquement sur la réalisation des réseaux routiers.

LE PROJET : " BEIRUT RAPID TRANSPORT - BRT "

Le projet BRT lancé en 2018, il consiste à un réseau routier rapide de bus Tabarja - Beyrouth et à l'intérieur de Beyrouth. Le coût de ce projet est estimé à 345 millions de dollars américains dont un prêt de 245 millions par la Banque Mondiale.

Dans Beyrouth le réseau se divise en deux parties :

- Le " Beirut Outer ring ", 18 km de long, se superpose sur des axes routiers existants suffisamment larges pour contenir un circuit en îlot central fermé, réservé uniquement pour les navettes. Des ponts sont proposés pour connecter les stations des deux bords du circuit central.
- Le " Beirut Inner Ring ", 16 km de long, se superpose sur des axes routiers existants moins larges comportant un circuit simple de chaque côté de l'axe routier réservé uniquement pour les bus.

LA STRUCTURE DE LA MOBILITÉ

Le schéma ci-contre illustre clairement la synthèse de la mobilité au niveau international et national. Ce schéma simple a la forme de la lettre T, Beyrouth se trouvant au sommet du T.

Cette structure de mobilité nécessite un important système de transport ; aucun réseau routier, quelle que soit sa taille, n'est capable de la gérer seul.

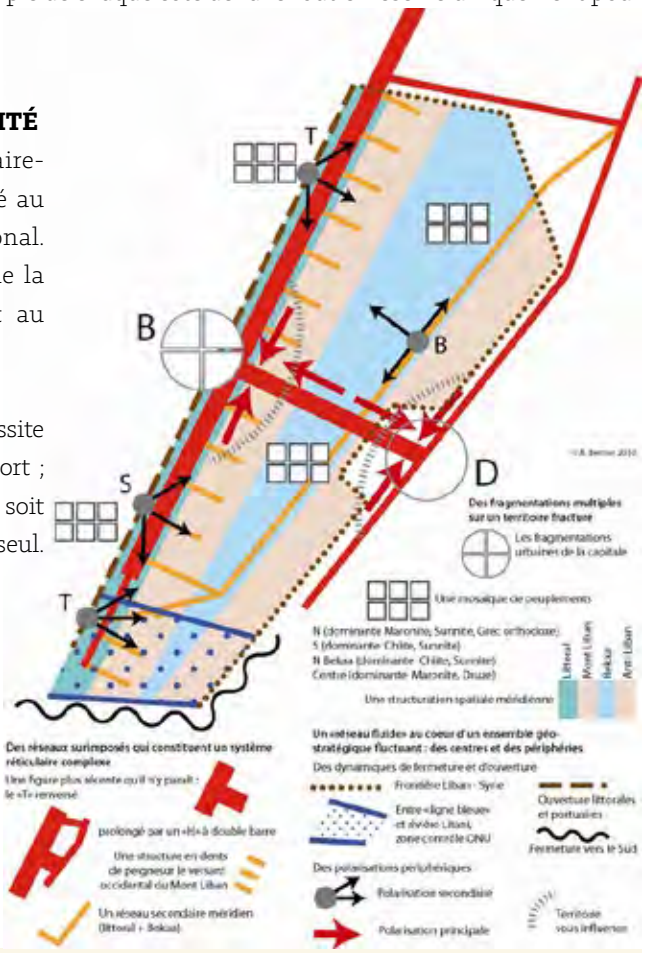


Schéma représentant la synthèse de la mobilité au Liban

On estime le nombre de véhicules dans le Grand Beyrouth à environ 250,000 qui se déplacent sur une surface de 200 km2 : 175,500 voitures privées, 55,000 taxis, 16,000 minibus et 3,500 bus. A ce total, s'ajoutent près de 1,500 poids lourds sortant du port chaque jour (en période de pic).

VERS UNE VISION PROSPECTIVE DE LA MOBILITÉ

La ville de Beyrouth se caractérise par sa densité élevée, " La ville dense étant construite à l'échelle du piéton, l'accessibilité offerte par la marche y est plus élevée que celle offerte par d'autres modes. " (Chrétien, 2015).

Pour des décennies, l'espace public pédestre fut sacrifié au profit de la voiture ou du déplacement motorisé, plusieurs escaliers et sentiers ont été remplacés par des routes. N'est-il pas temps d'inverser cette démarche ?

Les réseaux routiers, à toute échelle, souffrent d'un encombrement où s'entremêlent véhicules et poids lourds. Le ralentissement de la mobilité est ainsi incontournable et l'économie urbaine en subit les conséquences... N'est-il pas temps de chercher des alternatives ?

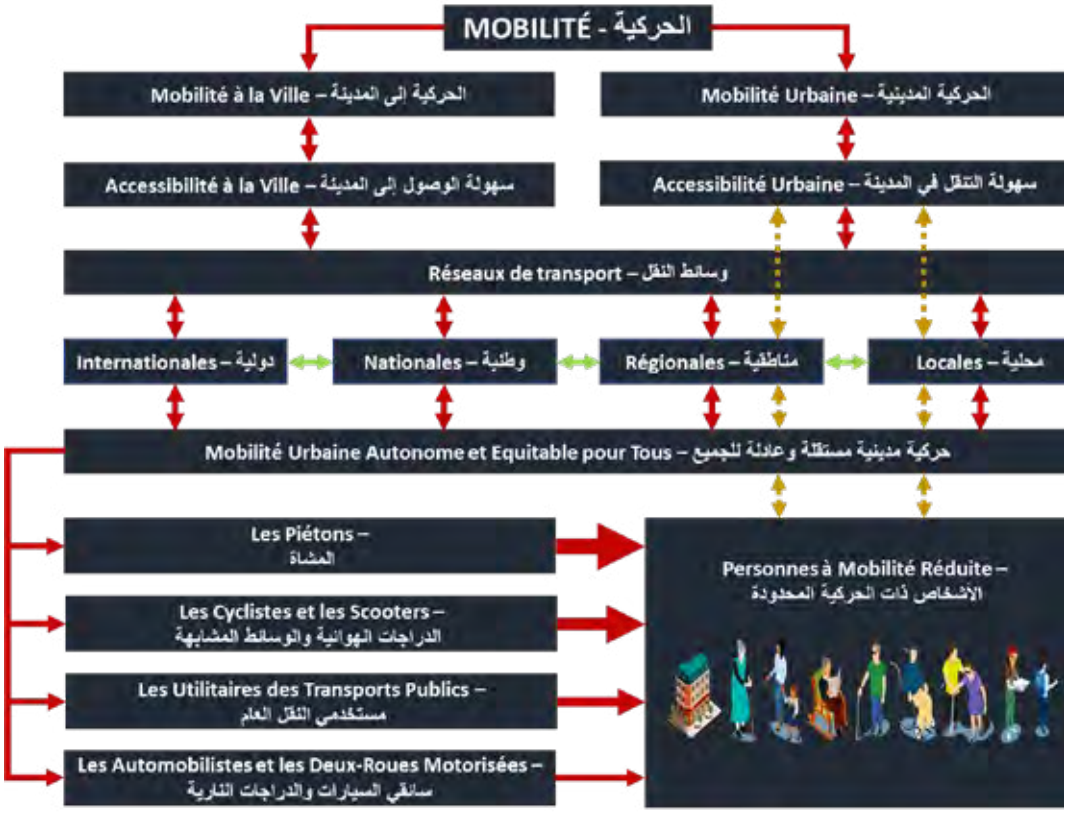
Face à ces problématiques, ainsi que des décennies de dégradation de l'espace public dans la zone d'étude bien avant l'explosion de 4 Août, une intervention de grande ampleur est nécessaire.

Le changement de la politique " tout automobile " à celle de " voirie pour tous " nécessite des efforts de sensibilisation à tous niveaux, du planificateur jusqu'à chaque citoyen. Le Liban passe par une crise économique sans précèdent, l'exécution de grands projets d'infrastructure semble inaccessible et même invraisemblable dans un avenir prévisible.

Dans ce que suit nous essayerons de proposer des actions pilotes dans la zone d'étude à court et à moyen terme, qui peuvent s'appliquer pour l'ensemble des quartiers de Beyrouth et les banlieues proches. Au long terme une intervention de grande ampleur est inévitable et doit être envisagée, nous en proposons quelques traits.

Nous présentons notre proposition en adoptant les principes suivants :

- Séparer autant que possible la circulation des voyageurs de celle des marchandises.
- Favoriser le transport en commun dans le but de diminuer l'utilité des véhicules privés.
- Assurer la complémentarité entre les différents types de transport
- Assurer une transition harmonieuse entre les niveaux de transport
- Favoriser la mobilité douce
- Assurer la Mobilité Urbaine Autonome et Equitable pour Tous en respectant le droit à la ville et à l'espace public des personnes à mobilité réduite



Les principes d'une politique de la mobilité

1. Dans le court terme :

1.1. Des actions directes peuvent être initiées par la Municipalité de Beyrouth, qui doit verser, si nécessaire, quelques dépenses d'investissement sur l'espace public qui auront des retombées précieuses dans le défi de la Mobilité Urbaine pour un coût raisonnable :

- Soutenir les initiatives citadines en relation avec la mobilité douce.
- Réhabiliter le réseau pédestre déjà existant (escaliers, ruelles, trottoirs…) ce qui permet de favoriser les déplacements à pieds et par suite de faire revivre l'économie locale.
- Convertir la rue Gouraud et la rue d'Arménie en rues piétonnes le soir et les weekends
- Sensibiliser les citadins sur l'importance de modifier leurs habitudes de transport dépendant de la voiture privée, et encourager la marche pour les courts trajets.
- Aménager des parkings publics selon les besoins ou améliorer certains existants

1.2. Certaines actions permettant d'améliorer la Mobilité dans la ville nécessitent un financement plus grand, ainsi que l'intervention d'autres organismes officiels. Ces actions pourraient être gérées par un système de BOT (Build, Operate & Transfer) :

- Réhabiliter la Gare routière Charles Hélou, surtout les parties non utilisées, et lui redonner son rôle pour le transport local et régional.
- Exécuter le projet " Beirut Rapid Transport – BRT " le plus tôt possible qui représente une priorité primordiale. L'exécution de ce projet doit envisager et tenir compte des progrès tech-

niques envisageables et mettre en place des réservations d'infrastructure permettant d'offrir des alternatives aux bus à diesel.

Le réseau BRT autour de la zone d'étude

· Créer et tester un réseau de services de mobilité en free-floating :

" Motorisées ou non, ces nouvelles solutions bénéficient d'un accès facilité par l'usage d'applications et l'absence de bornes d'attache. Les usagers peuvent alors prendre et restituer les véhicules où ils le souhaitent au sein du périmètre d'opération du service. Ces services de véhicules partagés en free-floating sont portés par des opérateurs privés. "
(L'INSTITUT PARIS REGION – Comprendre les services et représentations des services en free-floating, 2020)

1.3. La municipalité de Beyrouth doit mettre en place un schéma directeur municipal de la Mobilité en fonction du schéma directeur national et en collaboration avec les institutions de transport (tutelles ou de planification), ainsi qu'avec les municipalités et les fédérations municipales voisines. Ce schéma doit être concerté le plus largement possible avec les habitants.

1.4. Des réformes législatives et organisationnelles doivent être exécutées. Un département municipal de la Mobilité devra être créé qui sera responsable, à titre d'exemple, de :
· La collection des données à propos de la Mobilité dans le domaine municipal.
· L'exécution et la révision périodique du schéma directeur municipal de la Mobilité.
· La supervision des travaux en relation avec la Mobilité.
· La direction ou la supervision des réseaux de Mobilité.
· La direction des séances de concertation publique à propos de la Mobilité avec les habitants de la ville

· Assurer la bonne implantation et le fonctionnement des systèmes mécaniques au service des personnes à mobilité réduite.

2. Dans le Moyen terme

2.1. Réviser les actions exécutées dans la phase à court terme, récupérer les retards qui auraient pu se produire et rectifier en fonction du terrain.

2.2. Mettre en place le schéma directeur municipal de la Mobilité,

2.3. Réactiver quelques parties de réseau de tram (système de BOT) :

2.3.1. Une ligne pilote Centre-ville – Bourj Hammoud avec le trajet proposé suivant : Bourj Hammoud / Mar Michael Station / Rue d'Arménie / Rue Gouraud / Ecole Sacré Cœur / Place des Martyrs / Place Riad Al Solh. Tram 1

2.3.2. Une ligne City Center – Musée – Rue Chafik Al Wazzan avec le trajet proposé suivant : City Center / Furn Al Chubak / Musée / Centre Culturel Français / Sodeco / Avenue Fouad Chehab / Place des Martyrs / Rue Chafik Al Wazzan. Tram 2

2.3.3. Une ligne partiellement sur l'ancien tracé du réseau ferroviaire Quarantaine – Corniche Pierre Gemayel avec le trajet proposé suivant : Quarantaine (El-Maslakh) / Mosquée El-Khodr - Station Mar Michael / Pont Joseph Chader / Corniche Pierre Gemayel (Station Total). Tram 3

Le réseau de tramway proposé autour de la zone d'étude.

Le système proposé est un système sans fil – OESS (Onboard Energy Storage System) – qui prend sa place sur le marché depuis 2010, plusieurs types existent dont quelques-uns sans rails. Une étude plus approfondie aidera à adopter le plus convenable.

2.4. Interdire le stationnement aux bords des routes où passent les lignes de tram.
2.5. En complément au réseau de tram, créer un réseau de navettes au niveau des quartiers :
2.5.1. Une ligne de navette 1 avec le trajet proposé suivant : *Rue d'Arménie (Station Mar Michael) / Rue Kobayat / Rue Mar Louis / Rue Mar Meter / Avenue Fouad Chehab / Rue Georges Haddad / Rue Pasteur / Rue d'Arménie*. **Nav 1**
2.5.2. Une ligne de navette 2 avec le trajet proposé suivant : *Rue d'Arménie (Station Mar Michael) / Rue Kobayat / Rue de l'Hôpital Libanais / Rue Hôpital Saint Georges (El Roum) Rue Mar Meter / Rue Salah Labaki / Rue Talaat El Akkawi / Rue Sursock / Rue Khalil Takieddine / Rue Georges Haddad / Rue Pasteur / Rue d'Arménie*. **Nav 2**
2.5.3. Une ligne de navette 3 avec le trajet proposé suivant : Rue Brahim Bacha / Rue El Maslakh/ Rue El Rmeileh Rue El Khodr. **Nav 3**

Le réseau de tramway proposé autour de la zone d'étude.

Les arrêts des Navettes doivent être accessibles aux Personnes à mobilité Réduite. Les navettes proposées sont 100% électrique. De nos jours, des navettes autonomes (sans conducteur) commencent à apparaitre.

Types de navettes proposées

2.6. Etaler la durée piétonne de la rue Gouraud et d'Arménie sauf pour la desserte des commerces et des habitations.
2.7. Hausser les tarifs des stationnements dans les zones desservies par les transports publics afin d'inciter l'utilisation des transports publics et la mobilité pédestre.

3. Dans le Long terme

3.1. Réviser les actions de la phase à moyen terme, récupérer les retards qui auraient pu se produire et rectifier en fonction du terrain.
3.2. Dans le but d'apporter des solutions à la problématique de la Mobilité à la ville, et afin de diminuer le nombre de véhicules entrant à la ville, il sera nécessaire de créer les réseaux de transport suivants :
3.2.1. Créer une Gare maritime de voyageurs au port de Beyrouth, pour desservir :
a. Une ligne maritime Internationale
b. Une ligne maritime Nationale : Beyrouth – Liban Nord.
c. Une ligne maritime Nationale : Beyrouth – Liban Sud.
3.2.2. Un réseau ferroviaire en double fonction, l'un pour les marchandises et l'autre pour les voyageurs, dans le but de connecter les nœuds de transport maritime et aérien au niveau national.

Ce réseau pourrait comporter :

a. Une Gare ferroviaire de double fonction (Marchandises et Voyageurs) à l'extrémité Est du port de Beyrouth située dans la zone de remblais, qu'on nommera Gare du Nord : L'arrêt des lignes ferroviaires de marchandises serait à l'intérieur du port alors que l'arrêt des voyageurs serait situé à l'extérieur.
b. Une Gare ferroviaire de double fonction (Marchandises et Voyageurs) dans la région de Tahwita qu'on nommera Gare de l'Est.
c. Une Gare ferroviaire de double fonction (Marchandises et Voyageurs) à l'aéroport de Beyrouth qu'on nommera Gare du Sud.
d. Une ligne ferroviaire reliant la Gare du Nord à la Gare de l'Est sans aucun arrêt. Pour éviter le coût de nouvelles expropriations de terrain et réduire l'impact environnemental,

le tracé proposé de cette ligne sera le canal du fleuve de Beyrouth en souterrain pour laisser place à des projets de paysagisme en surface.

e. Une ligne ferroviaire reliant la Gare du Nord avec d'autres gares vers le Liban Nord.
f. Une ligne ferroviaire reliant la Gare de l'Est avec la Gare du Sud.
g. Une ligne ferroviaire reliant la Gare de l'Est avec d'autre gares vers le Bekaa.
h. Une ligne ferroviaire reliant la Gare du Sud avec d'autre gares vers le Liban Sud.

Les trois gares proposées

3.3. Convertir l'Avenue Charles Hélou entre Rue El-Khodr – Rue Ibrahim Bacha en souterrain ce qui assurerait la connectivité entre les deux côtés de l'Avenue, seule la ligne BRT resterait en surface.
3.4. Convertir l'Inner ring du réseau de BRT en réseau de tram avec quelques changements :
  a. La partie sur la Corniche Pierre Gemayel serait annulée.
  b. La ligne continuerait son trajet sur le Pont Joseph Chader vers Dekwaneh.
3.5. Remplacer les Bus de l'Outer Ring du réseau BRT fonctionnant au diesel par des bus électriques.
3.6. Renforcer le système de Navette à l'intérieur des quartiers selon les besoins des habitants.
3.7. Créer des grands parkings à proximité des Gares ferroviaires.

4. Synthèse

Le plan ci-joint résume notre proposition:

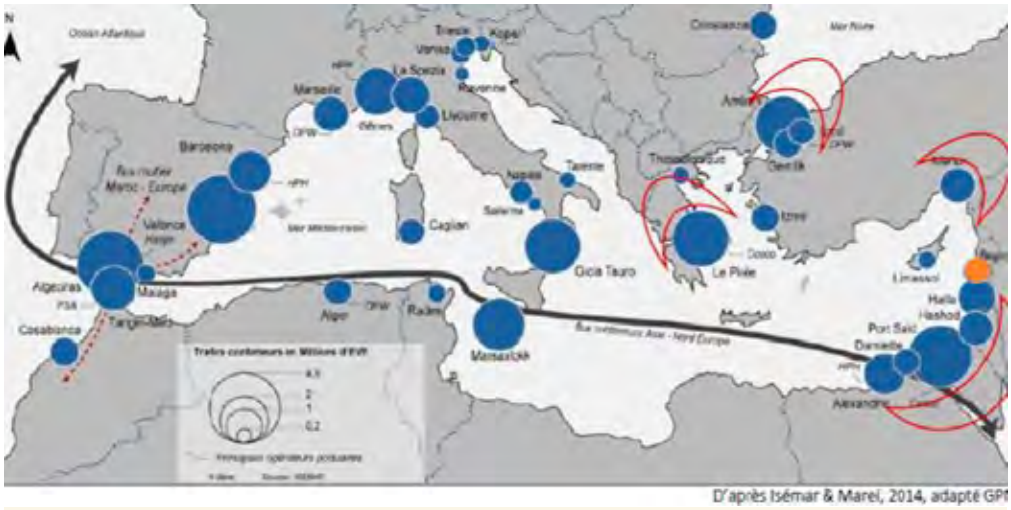
Geoffroy Caude

Contribution à la réflexion sur l'avenir du port de Beyrouth

Comme lors du séisme de 2010 qui a ravagé l'île d'Haïti, les deux explosions qui ont frappé Beyrouth le 4 août 2020 ont engendré nombre de victimes et provoqué des dégâts considérables tant dans la ville que dans le port, qui sont étroitement imbriqués. Les habitants de Beyrouth en ont été durablement meurtris et avec eux l'ensemble du peuple libanais. Plusieurs pays dont la France et plus largement l'ensemble de la communauté internationale s'en sont émus et se sont organisés tant à court terme pour des aides d'urgence, que pour le plus long terme pour tenter de soutenir le Liban dans ses efforts pour parvenir à se relever de ce désastre.
La pandémie mondiale du début 2020 a largement contrarié les efforts du pays pour surmonter cette catastrophe. Malgré cela, de nombreuses initiatives ont vu le jour : ainsi l'Ordre des Ingénieurs et des Architectes de Beyrouth a associé la Direction de l'Habitat de l'Urbanisme et des Paysages du Ministère français de la Transition Ecologique pour contribuer aux réflexions sur la reconstruction en organisant un séminaire de trois jours qui s'est déroulé à Beyrouth du 12 au 14 mars 2021.

Lors de la session particulière consacrée à l'avenir du port de Beyrouth, il m'a été demandé de contribuer à la réflexion collective sur ce sujet, sachant que la conférence de Paris du mois de novembre avait mis en exergue pour le port la nécessité de *"reconstruire en mieux, gérer mieux et décider de manière transparente"*.

1- La situation des ports de l'Est méditerranéen et celle du port de Beyrouth



D'après Isémar & Mareï, 2014, adapté GPI

Cartographie générale des principaux ports méditerranéens

Les voies maritimes de la Méditerranée sont marquées par au moins trois passages essentiels : le détroit de Gibraltar à l'Ouest, le débouché du canal de Suez au Sud et le Bosphore au Nord-Est.

Les ports de Méditerranée voient naturellement les trafics internationaux se concentrer aux abords de ces détroits qu'il s'agisse d'Algésiras et de Tanger-Méditerranée à l'Ouest, de Port Saïd et d'Alexandrie au sud ou d'Istanbul au Nord-est, qui fonctionnent comme des hubs performants.

En essayant de positionner le port de Beyrouth dans les dessertes conteneurisées de l'Est de la Méditerranée, on constate qu'en 2012, il se situait sur les routes de feeders desservies par les armements Maersk, Hanjin shipping et CMA-CGM, comme l'illustre le schéma ci-dessous :

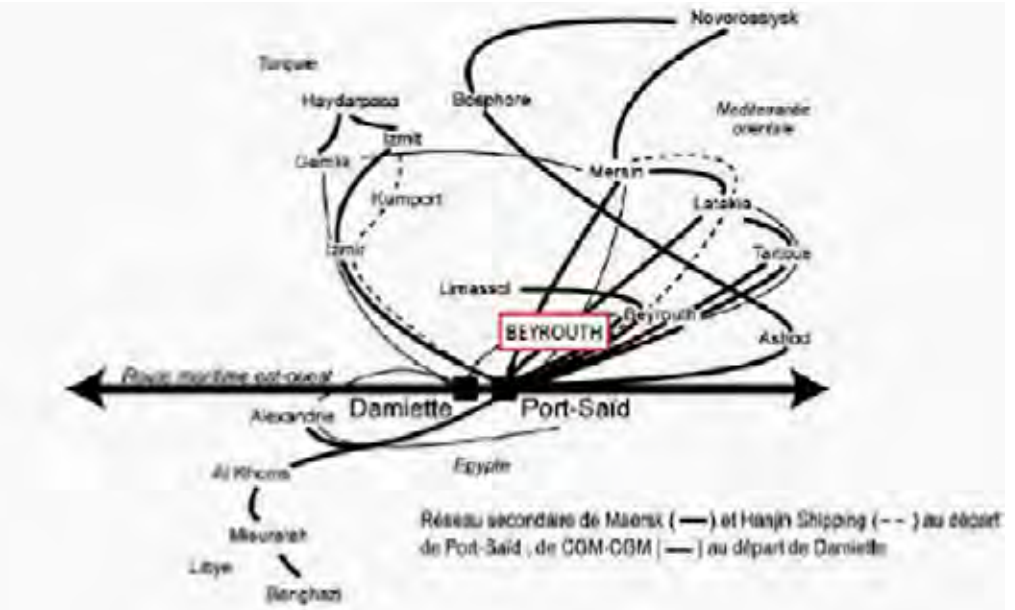
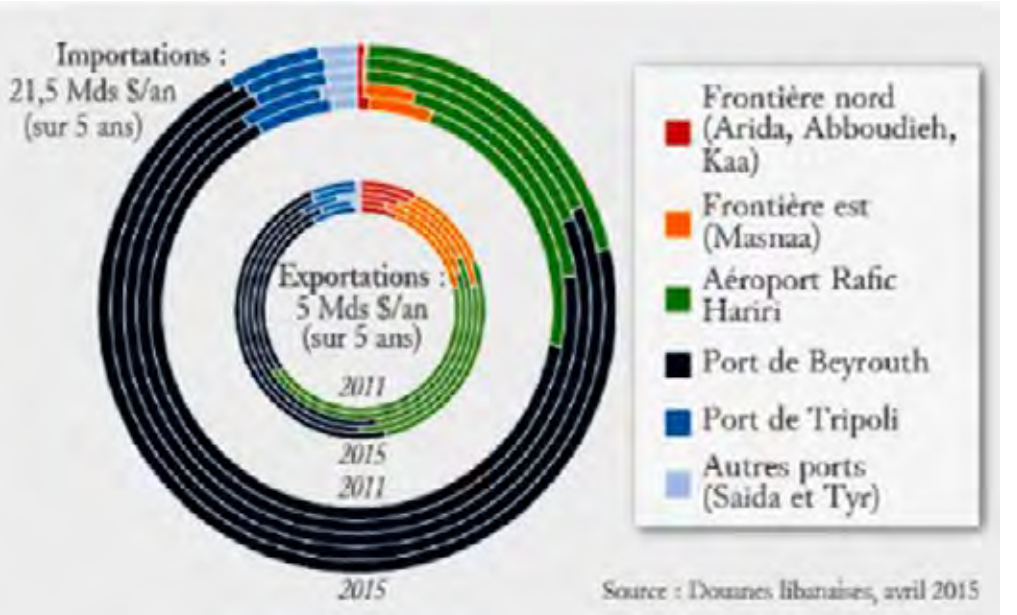


Schéma des routes de feeders principales en Méditerranée

Le port de Beyrouth bénéficie donc de son positionnement international pour les hinterlands situés à l'est de Mersin, sachant que son indice de connectivité (au sens de la CNUCED) a pratiquement doublé entre 2006 et 2017 et que son trafic de conteneurs a, pour sa part, crû de 950 000 EVP en 2006 à 1 350 000 EVP en 2017.

Il est aussi une porte d'accès (port gateway) essentielle au commerce international du Liban comme en témoigne la vue suivante issue des statistiques des douanes libanaises :



Part des importations et exportations du Liban par points d'accès de 2011 à 2015

En revanche, l'imbrication étroite du port et de la ville complique la desserte de l'hinterland libanais à partir du port, ce qui rend indispensable d'utiliser la voie ferrée et de faire croître les parts de marché de ce mode de transport, ne serait-ce que pour limiter le transport routier dans les grands axes de desserte de la ville de Beyrouth.

2- Les enseignements des réflexions stratégiques nationales portuaires

Les réflexions relatives à l'avenir d'un port sont synthétisées en général dans des plans masses (master plans) dont la force juridique est plus ou moins grande selon les législations nationales dont ils relèvent. L'association mondiale des infrastructures de navigation maritime et fluviale (AIPCN) a d'ailleurs publié en 2014 un guide spécifique décrivant comment établir les master plans en partageant l'expérience internationale à ce sujet.

Ainsi ce guide rappelle les objectifs d'un plan-masse :

- partager la vision d'avenir du port à un grand nombre de parties-prenantes (à l'horizon de 20-30 ans)
- assurer le développement à long terme du port en adéquation avec les législations nationales et internationales et avec les recommandations qui s'y rattachent
- intégrer des considérations économiques, d'ingénierie, d'environnement et de sécurité des opérations dans la planification d'ensemble
- promouvoir un développement et une croissance ordonnés du port à long terme en répartissant convenablement des espaces fonctionnels adaptés aux activités et aux opérations portuaires
- faire en sorte que le port puisse s'adapter aux évolutions technologiques, aux tendances des trafics et aux législations

Comme le développement du port de Beyrouth même s'il est prédominant par rapport à celui des autres ports libanais que sont Tripoli, Tartous et Haïfa ne peut se concevoir sans une réflexion d'ensemble, il nous a paru utile de faire référence aux stratégies nationales mises en place dans nombre de pays qui disposent d'un système portuaire étendu : c'est le cas de l'Espagne, de l'Italie et de la France si l'on reste sur la façade méditerranéenne.

A titre d'exemple, la stratégie nationale portuaire française publiée au mois de janvier 2021 a identifié quatre grands piliers de développement que l'on retrouve sous une forme ou sous une autre dans les stratégies nationales équivalentes des autres pays qui s'en sont dotés :
- les ports, maillons essentiels des chaînes logistiques internationales
- les ports outils de développement économique des territoires
- les ports, accélérateurs de la transition écologique et énergétique
- les ports, moteurs de l'innovation et de la transition numérique

Ainsi, les ports libanais sont bien un actif stratégique national, des portes d'accès internationales vers la mer et vers leur hinterland. Ils ont vocation à être compétitifs sur l'est de la Méditerranée. L'intégration de la ville et du port est un élément clef, car l'impact sur l'environnement des activités portuaires pose la question de leur acceptabilité sociétale.

La sécurité et la sûreté des opérations notamment vis-à-vis des matières dangereuses est essentielle. La transition énergétique et écologique et la résilience vis-à-vis des risques séismiques et climatiques sont aussi capitales.

3- Les sujets de vigilance pour mener à bien cette réflexion

L'immédiat après-guerre a vu se dérouler à trois mois d'intervalle deux explosions catastrophiques de navires transportant des ammonitrates : la première à Texas City aux Etats-Unis le 16 avril 1947 avec le navire SS Grandcamp et la seconde à Brest le 28 juillet 1947 avec le Libertyship Ocean Liberty.

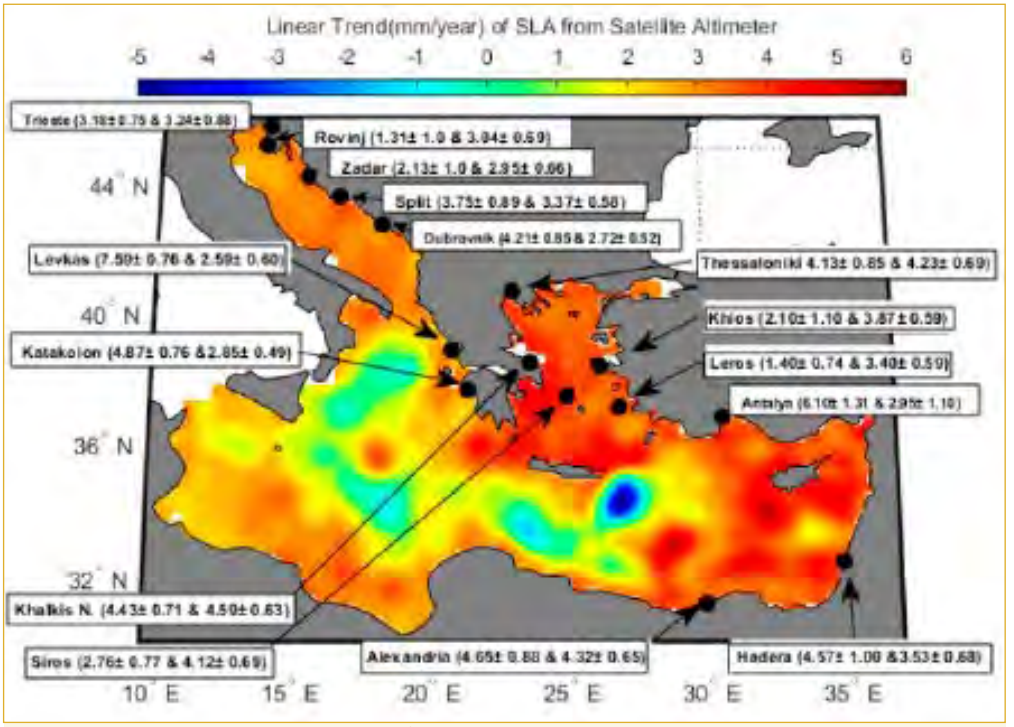
Ces événements rappellent si besoin est que les accidents portuaires sont un risque dont il est impératif de se prémunir et qu'une précaution constante des autorités portuaires est d'essayer d'en prévenir les effets possibles.

- Le premier sujet de vigilance est bien celui de la planification des espaces à dédier aux activités dangereuses : qu'il s'agisse en l'occurrence des ammonitrates, de céréales en silos, de produits pétroliers ou de produits chimiques ou de conteneurs transportant des matières dangereuses. Les cercles de danger que la réglementation prévoit autour des installations de stockage de ces produits dangereux sont conçus pour limiter les risques au sein des périmètres les plus exposés. Ainsi le grand port maritime du Havre a-t-il été appelé pour partager son expérience de la gestion des questions de sécurité et de sûreté avec les autorités du port de Beyrouth.
- Le second sujet est celui de l'adaptation aux trois transitions en cours que sont la transition énergétique, la transition écologique et la transition numérique.

Ces trois problématiques sont très vastes :

- il faut d'une part se projeter en 2050 où la majorité des navires fonctionneront avec des énergies décarbonées et se placer d'ores et déjà dans une dynamique où les navires stationnant à quai auront recours à l'électricité distribuée par le port
- il faut d'tenir compte de la montée des préoccupations environnementales en Méditerranée avec par exemple l'instauration de zones de contrôle d'émission atmosphériques et bien entendu des préoccupations des habitants de Beyrouth riverains directs du port
- il faut enfin veiller à introduire à plus court terme un guichet unique numérique pour l'ensemble des formalités aux frontières pour l'import ou l'export via le port de Beyrouth avec l'appui des douanes libanaises.
- Le troisième sujet est celui de la résilience des infrastructures tant aux aspects séismiques que climatiques :

- Sur le premier point il faut se rappeler que si le Liban a une séismicité modérée, la présence de failles fait qu'il a été sujet à des séismes historiques très destructeurs.
- Sur le second, il faut tenir de la remontée des niveaux marins en Méditerranée due au changement climatique comme en témoigne cette analyse menée sur l'Est de la Méditerranée qui montre rétrospectivement une croissance de 3 à 5 mm par an, soit 30 à 50 cm par siècle avec un important accroissement à venir comme le montre cet article[1] cité dans l'Atlas du Liban :



Les tendances de remontée des eaux dans l'est de la méditerranée

- Le dernier sujet est celui de la gouvernance du port : ainsi que cela a été rappelé lors de la conférence de Paris, il s'agit de "mieux gérer et de décider de manière transparente".

Si le schéma du Landlord port est le plus répandu dans le monde où l'autorité portuaire agit à la fois en exerçant ses activités régaliennes et en aménageur d'espaces fonciers utiles au développement du port, il existe en Europe plusieurs schémas de gouvernance possible qui correspondent peu ou prou aux traditions géographico-historiques.

Ainsi les ports nord-européens ont-ils adopté à la suite du modèle hanséatique une gouvernance où la ville est très présente et, plus récemment, une évolution vers un port, entreprise à capitaux entièrement publics et privée pour sa gestion, tandis que les ports méditerranéens espagnols, italiens ou français sont généralement des ports d'État, de type établissement public avec un fort contrôle dans le cas français par les ministères des finances et des transports. Mais il existe aussi en France des ports décentralisés où la région a remplacé l'État dans son rôle d'autorité portuaire et où l'exploitation du port est déléguée le plus souvent par la région à un partenaire privé, soit à une chambre de commerce, soit à une entreprise privée.

4- Conclusions

Il appartient donc aux autorités libanaises de retenir le schéma de gouvernance qui leur semble le mieux adapté à leur réalité économique et culturelle et d'établir le plan-masse de développement portuaire compatible avec le schéma de développement urbain de la ville de Beyrouth, pour reconstruire en mieux le port à l'avenir, sachant que le grand port maritime de Marseille qui est intervenu pour aider au diagnostic sur les quais endommagés, pourrait, par la suite, partager plus avant son expérience avec le port de Beyrouth.

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1 -Sea level rise and vertical land motion- Bayoumy Mohamed and Khaled Alam El-Din- conference paper October 2019- https://www.researchgate.net/publication/336855106

Habib Debs

Plaidoyer pour une vision stratégique spatiale de la reconstruction des quartiers sinistrés

A - ETAT DES LIEUX

1. A la veille de l'explosion, deux modèles de développement économique l'un dit " rentier " et l'autre " productif " se confrontaient dans les quartiers aujourd'hui soufflés par l'explosion du port :

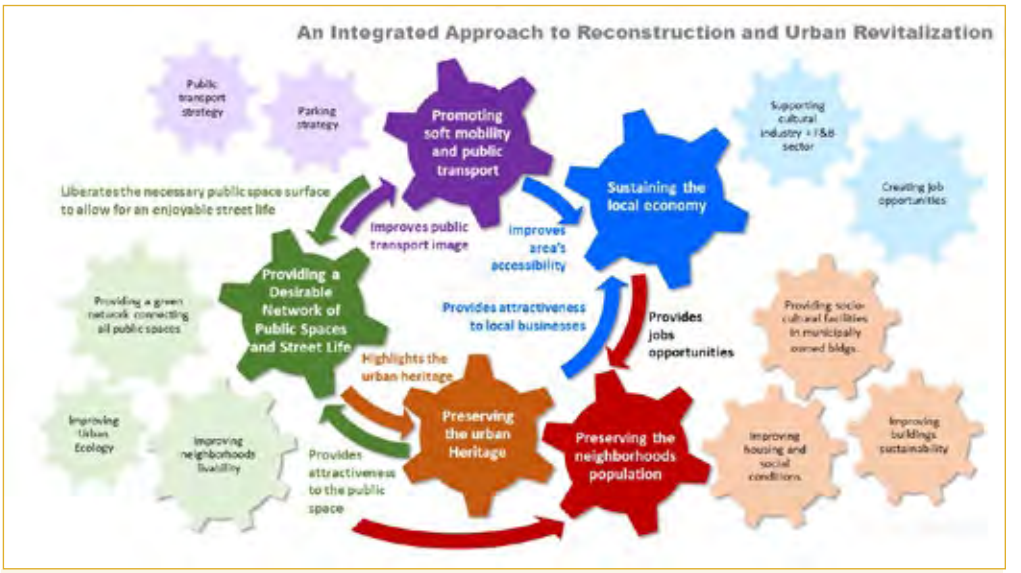
· Un modèle dont la logique est essentiellement spéculative, orientée par la maximisation de la rente foncière et immobilière, se traduisant par un urbanisme de tours faiblement occupées et faisant table rase du tissu social et économique local ainsi que du patrimoine culturel de ce quartier

· Un modèle productif où le patrimoine joue un rôle de catalyseur de l'activité économique locale, voire celle de la ville, en termes d'industries créatives, de restauration et de vie nocturne

Les deux modèles de développement

2. Le modèle productif que constituaient ces quartiers à la veille de l'explosion prend aujourd'hui une valeur d'exemple et mérite d'être analysé en tant qu'écosystème.

Ce concept rend bien compte de la complexité de son fonctionnement, impliquant plusieurs niveaux d'organisation du milieu urbain (celui du tissu économique local, du patrimoine urbain, de la structure du tissu social, de celle de l'espace public et celle, intimement liée, de la mobilité urbaine).



Une approche intégrée pour la reconstruction et la revitalisation

Il s'agit surtout de veiller au maintien des relations existant entre ces différents niveaux, notamment :

- Lien entre la mise en valeur du patrimoine et l'économie productive locale :
  Il ne fait nul doute que l'attractivité de ces quartiers au regard des industries créatives, touristiques et culturelles sont essentiellement dues à la présence du patrimoine urbain.
  Avec la faillite du modèle dominé par la rente foncière et immobilière, le modèle productif qui était florissant dans le quartier de Mar Mikhaïl à la veille de l'explosion prend alors la valeur d'un exemple à suivre dans l'inévitable mutation économique multiforme devant être mise en chantier au Liban.
- Liens entre espace public et économie touristique :
  Cette dernière nécessite d'augmenter l'offre en espaces piétonniers disponibles pour un usage social, récréatif et commercial, dans le cadre de stratégies urbaines durables similaires à celles qui ont transformé les modes de vie dans de très nombreuses villes, notamment méditerranéennes.
  Les expériences de Hamra festival et Achrafieh 20/20 ont montré l'énorme succès social des expérimentations rendant temporairement les rues de ces quartiers à l'usage exclusif des piétons.

- Liens entre mobilité douce et espace public :
  Dégager une offre en espaces piétonniers nécessite un nouvel équilibre à trouver dans l'espace public entre circulation véhiculaire et espaces piétonniers
- Lien entre la structure du tissu social et celle du parc de logement existant, notamment le patrimoine urbain :
  Au-delà du processus rampant et progressif de la gentrification des quartiers centraux, c'est l'éviction totale qui attend la population du secteur locatif. La préservation du tissu ancien laisse plus d'opportunités pour aider au maintien des anciens locataires

B - ENJEUX ET OBJECTIFS

1. Assurer le retour rapide des habitants dans leur logement qui tarde le plus souvent à se concrétiser en raison du manque de fonds nécessaires à la réhabilitation de nombreux immeubles affectés par l'explosion.

2. Protéger un patrimoine urbain en danger: A ce titre, comment concilier la protection du patrimoine des quartiers historiques avec l'énorme densité de construction autorisée dans ces quartiers ?

3. Aménager un espace public adapté à la vocation économique récréative de ces quartiers et repenser les options de mobilité urbaine : Comment repenser l›espace public en faveur de la vie sociale tout en améliorant les conditions d'accès et de mobilité dans ces quartiers asphyxiés par la circulation et le stationnement anarchique des véhicules privés ?

4. Soutenir un tissu économique productif mais fragilisé par la crise économique et l'explosion du port.

5. Comment conforter la transition vers une économie urbaine productive?
   Comment aider au maintien et au développement des industries créatives dans ces quartiers historiques en vue de constituer un modèle porteur de croissance?

6. Préserver une mixité sociale en péril
   Alors que les nombreux locataires anciens de ces quartiers historiques sont poussés au départ par la gentrification, l›endommagement de leur logement ainsi qu›une nouvelle loi défavorable concernant les anciens loyers.
   Comment concilier l›accueil des industries créatives avec le maintien dans ces quartiers anciens de la population résidente incapable de payer le même niveau de loyers?

7. Associer la reconstruction des quartiers de la ville à la redéfinition du projet portuaire :
   Comment la reconstruction, la réorientation stratégique et la nouvelle gestion du port de Beyrouth peuvent-ils contribuer au développement économique des quartiers limitrophes ?
   Comment repenser le réaménagement du port avec le développement des quartiers existants, à l'image de nombreuses villes portuaires de la Méditerranée ?

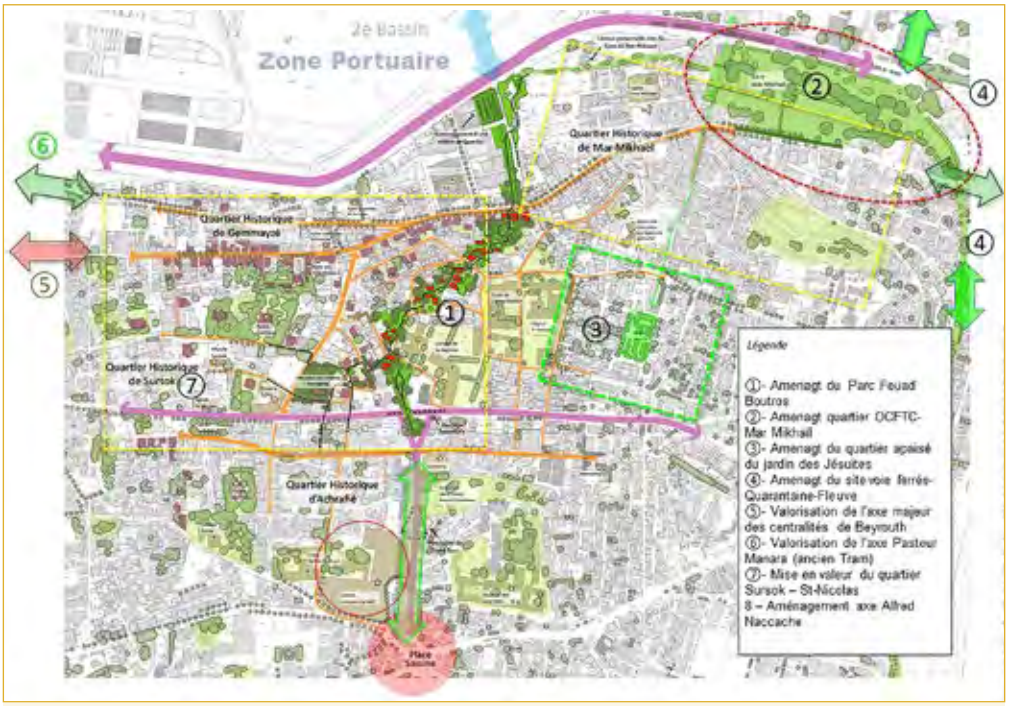
C –LE PROCESSUS DE RECONSTRUCTION

Un processus de reconstruction de type " Bottom-Up " s'est imposé aujourd'hui de facto :
Les interventions dans les quartiers sinistrés par l'explosion du 4 Aout 2020 ont été réalisées jusqu'à présent au coup par coup et à travers des circuits de financement (ONG, bailleurs de fonds internationaux, acteurs du secteur privé) évitant scrupuleusement le recours aux services de l'Etat, en l'absence également de vision stratégique.

Cependant, dans ce cadre, comment assurer
a. une cohérence et une vision d'ensemble à ce processus qui répare mais aussi transforme la ville au coup par coup et en l'absence de tout cadre d'orientation stratégique
b. l'indispensable recours aux outils réglementaires ou fiscaux notamment pour assurer la protection du patrimoine
c. Une coordination nécessaire avec les institutions publiques, concernant notamment l'obtention des autorisations indispensables auprès d'une administration dysfonctionnelle

Une vision SPATIALE stratégique (" Top-Down ") se révèle aujourd'hui nécessaire
Pour illustrer les opportunités stratégiques, j'ai choisi de présenter les quelques plans suivants :

- L'un touchant à l'espace public, celui de l'articulation spatiale des opportunités majeures de projets structurants dans ces quartiers, que nous avons réalisé pour la municipalité dans un cadre de partenariat avec la Région d'Ile-de-France et que nous avons récemment complété



Les orientations stratégiques et les opportunités d'intervention

- Un autre analysant la morphologie des parcelles bâties faisant ressortir les différents types de tissus urbains et les règles d'association qui les fondent, ainsi que l'impact de la règlementation actuelle sur le patrimoine existant
- Un troisième concernant la mobilité et la hiérarchisation des voies urbaines

Un maillage de voies internes sans trafic de transit

CONCLUSION

- Les quartiers sinistrés constituaient un modèle de développement urbain productif, réussi et intégrateur, notamment grâce à une réutilisation adaptée de leur patrimoine urbain, à son attractivité pour les industries créatives et la vie nocturne, à la diversité relative de sa population, à la vie sociale dans ses espaces publics,
- En termes de potentiel, ils offrent de grandes opportunités pour des projets peu couteux et structurants à l'échelle de la ville, notamment la liaison Fouad Boutros et le parc de l'ancienne station de Mar Mikhaïl, les opportunités d'ouverture sur le port et la mise en valeur de l'axe des centralités commerciales est-ouest de Beyrouth s'étendant de Hamra à Bourj-Hammoud en passant par le Centre-Ville.
- Il est nécessaire que les différents projets de reconstruction proposés s'inscrivent dans une vision multisectorielle, à l'image diversifiée et dynamique de ces quartiers car elle seule permet:
  - d'asseoir territorialement la vision d'ensemble pour leur développement durable,
  - d'harmoniser les initiatives émanant d'une multiplicité d'acteurs et de bailleurs de fonds indépendants,
  - de pallier la très probable absence d'implication de facto de l'Etat et de ses agences dans l'organisation et la maitrise de ce processus de reconstruction
  - de permettre d'organiser ou d'orienter pertinemment les offres ou requêtes de financement vers des projets complémentaires et cohérents.

Zeina Hawa

The Chain Effect

Introduction

The Chain Effect is an initiative that promotes and facilitates soft mobility and cycling as a means of sustainable transport in Beirut through community projects, public interventions and city planning.

We believe the bicycle can transform urban environments and contribute to the social, economic, cultural and environmental development of cities across Lebanon.
Our streams of work include:

1. Awareness and education through street art, workshops, rides, talks, exhibitions and events
2. Interventions through infrastructure like parking, bicycle rental hubs, affordable bikes provision, mapping, Bike to Work campaigns and advising businesses
3. Policy and Planning through advocacy, surveys, research, bicycle network development, trailblazing and developing cycling strategies.

Context

The financial crisis has been an opportunity to rethink the mobility system in Lebanon.
Along with the Covid-19 crisis, it highlighted the inefficiencies and fundamental issues that have persisted in the transport sector for decades: the division of areas, lack of consideration for public space, our car-centric infrastructure, the over-reliance on private transport and dependence on fuel and complete lack of resilience or availability of widespread alternatives to the private car.

Other cities around the world have responded well to the crisis with regards to mobility, providing pop up cycle infrastructure, closing streets to cars, increasing the availability of public space and walking space by reallocating space away from cars, repurposing parking spots, and maintaining high levels of public transport service for those that need it.

Authorities in Lebanon, however, mishandled the Covid-19 crisis in many ways and made it impossible for key workers to move around by suspending informal public transport while providing no alternatives, prohibiting access to public gardens and spaces, arbitrarily limiting vehicle circulation based on car registration plates, forcing people who need to circulate to carpool dangerously, limiting the ability for people to be walking and cycling on the street, and going as far as fining people for walking or cycling outdoors in some areas.

The country missed many opportunities in creating some mode shift to non-motorised means of transport as well as public transport, and could have encouraged walking, cycling outdoors,

leaving public spaces open and closing additional streets to traffic to allow more safe space for walking and cycling, as well as giving incentives/tax breaks for bike imports, allowing the continuation of public transport with social distancing and many other initiatives.

1. Short to medium term responses

Some of the solutions we have implemented or advocate for include:

a. Behaviour and Awareness

Bike to Work is a yearly campaign that aims to help people try cycling to work or university by providing bikes and support in an organised and safe environment. Every year, the number of participants increases and it has proven a successful awareness and behaviour change campaign since 2017.

On a policy level, the temporary bike lanes along key routes that we installed with the Beirut municipality on event day is a testament that permanent bike lanes are possible and necessary in Beirut. The success of the event is largely due to its focus on barriers to entry for cycling: access to an affordable bike, navigation support, group rides, corporate activities, temporary segregated lanes, park and ride for those commuting from further.

Through participant registration, it is also a data collection exercise that helps us understand what encourages people to choose cycling. In parallel to the event, we launched a large social media campaign with a fun promotional video about the benefits of cycling reaching more than 30,000 people.

The Bike to Work Initiative

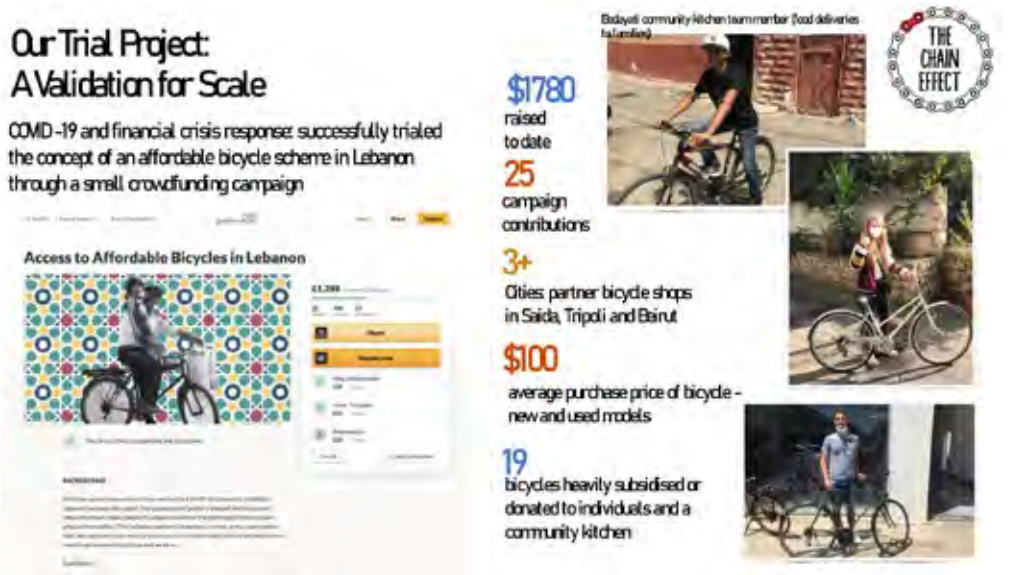
In addition, our street art raises awareness about cycling as a means of transport, particularly in areas with traffic congestion. Installing bicycle parking in public and private places helps to provide safe spaces to leave bikes in a city with little regard to bike parking, and also visually ascertains the bicycle as a legitimate mode of transport.

b. Interventions and Solutions

A second element is providing access to affordable clean transport.

As people's purchasing power in Lebanon decreases, the affordability of cars and gas will decrease as well, creating an opportunity for mode shift to cheaper and more sustainable modes. However, the cost of an average bicycle in Lebanon is still high compared to average salaries, making a bicycle also out of reach for many.

The Chain Effect started a fundraising campaign in summer 2020 to provide heavily subsidized or free bikes to those who were not able to afford to move around and had no alternative means of transport during the pandemic and due to the financial crisis, raising a total of £1288 and supporting 20 people with a bicycle. We aim to expand this campaign further, which can support the bicycle industry and also create jobs in the long term.



Towards an affordable bicycle scheme in Lebanon

A further solution involves integration of bikes with buses by providing bike racks, which can enable more people to use public transport and make it more versatile.

2. Medium to longer term solutions

In the longer term, scaling up the access to affordable bikes campaign, improving repair skills, expanding second hand bike markets, and working with bicycle businesses would be a good way to make bikes more accessible, in addition to working with companies to help staff transition to cycling.

Tactical urbanism can be a practical way of implementing quick urban change without heavy reliance on municipalities and political will, and with affordable materials, which can be done in a series of pilot projects at different locations and then up-scaled.

These interventions can also involve various scales, from a small public space or a pop up bus stop to a segregated cycle lane, helping our current car-oriented neighbourhoods become more suited for walking and cycling. Our trailblazing project highlights trails that are relatively more bike friendly, adding signage for navigation, targeting routes that need only localised interventions (for example at intersections) rather than implementing full bike lanes. These can be stepping stones towards larger infrastructure changes, and eventually policy change too. Engineering firms and others can also be involved in the design and sponsorship of pilot projects. On the policy and lobbying front, approaching other cities than Beirut that might be more receptive to cycling infrastructure can be a way forward.

Another avenue is strengthening the mobility justice network with *Bus Map Project*, *Train Train* and the *Bicycle Mayor* of Tripoli to push and lobby in favour of more concerted municipal, regional and national mobility plans.

Urban Trail Blazing in Beirut

Firas N.
Boudiab

Transportation & Urban Mobility

1. Introduction

Mobility is a fundamental requirement for the satisfaction of the human desire to socially and economically engage in society. Transport in Lebanon must become more sustainable, accessible, and connect people and cities.

2.Transport in Lebanon

- More than 2 million passenger cars in 2020
- More than 70% cars older than 10 years
- 99% of Cars on gasoline
- More than 5 million daily passenger trips
- 50% of all trips are less than 5 km
- Low Car occupancy = 1.2 pass/vehicle

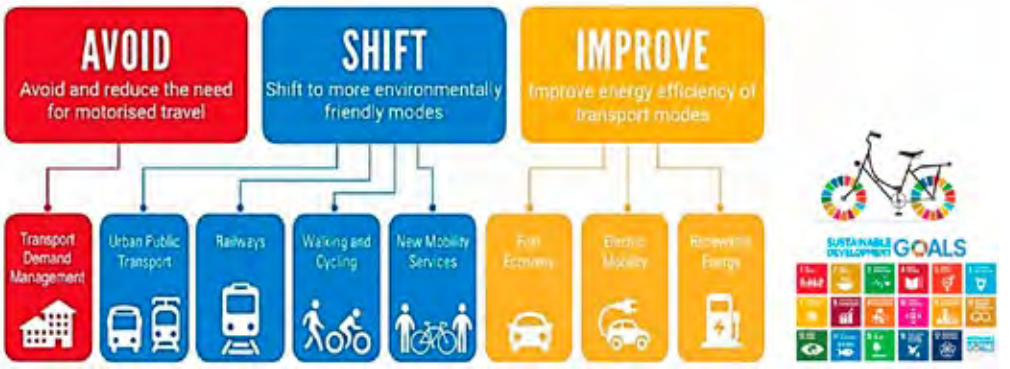
Lebanon suffers from a chronic traffic problem that dates back to the 1990s, since then, the situation has aggravated due to the deteriorating condition of the road network and the absence of a reliable public transportation system.

3. Major Problems

- Reliance of most of the population on their own cars to commute. Only ¼ of the population is relying on public transportation, ¾ are using their private cars.
- Inefficiency and lack of organization characterize the current system of public transport in Lebanon.
- Multiplication of shared taxis, known as "service cars", and minivans.
- Prolonged detours of "service cars" to pick up more passengers and the excessive speed and irresponsible behavior of minivans drivers.
- Daily increase in road network usage, which has resulted in gridlocks, especially in the greater Beirut area.

4. Diagnoses of Current Situation

- Predominance of Private cars due to several factors (mainly a failing transit system)
- Ignoring soft modes in urban developments (with rare exceptions)
- General behavior of various users unfavorable to cohabitation between modes
- Beirut (with some exceptions) has become an aggressive city toward pedestrians
- Road regulations frequently violated; lack of consideration for pedestrians from motorized users; insecurity around schools;
- Malfunctions of the facilities provided to Pedestrians:
  - Layer quality often degraded;
  - discontinued footpaths;
  - numerous obstacles;
  - unsecured pedestrian crossings;
  - illegal parking on sidewalks.



5. Traffic Congestion Costs in Lebanon

- Cost of road congestion is estimated at more than $2 billion/year.
- Lack of road development and maintenance has definitely restrained investment and economic growth, deteriorated road safety and stretched travel times between regions.
- Lebanon ranked 124th in terms of quality of roads amongst 138 countries, according to the Competitiveness Index of the World Economic Forum.
- Continued lack of policies and a political will to encourage the adoption of an efficient and reliable public transportation and to discourage the ownership of private vehicles have resulted in traffic growth that is faster than the road capacity.
- Congestion is not a passing problem; it will continue to grow in the absence of measures to reduce traffic by adopting other modes of transportation, such as buses, trains, Trams, bicycles and others etc....

6. Action in Response to Port of Beirut Explosion (1 of 2)

- Urgently needed public transport interventions, as urban development and transport are inseparable.
- Until there is an operational BRT system for Greater Beirut, immediate solutions should be taken by local authorities (short-term solutions).
- Informal transport is currently essential, as organized public transport is not expected to be operational shortly.
- Informal Transport needs financial subsidy coupled with regulation
- Currently subsidizing informal transport is warranted, especially in the absence of organized public transport
- Subsidies should be tied to reforms and regulations, a carrot-and-stick approach.
- Informal public transport, in the short term, should be cross-subsidized by private auto owners, with no recourse to public financing

Action in Response to Port of Beirut Explosion (2 of 2)

- Step No.1: free vehicle inspection coupled with strict enforcement of vehicle roadworthiness. Cost of inspection to be paid by private auto owners, at an insignificant average cost per private auto.
- Step No. 2: e-license plates, to stamp out duplicate and forged plates and enable managing subsidies, if adopted. Cost to be carried by private auto owners at an insignificant burden per private auto.
- Step No. 3: install tracking equipment (AVL) on all public transport vehicles. For "geo-fencing" to protect unfair competition along organized public transport service contract routes.
- Step No. 4: prepare for a well-conceived scrappage and informal fleet renewal program.

7. Strategies Towards Sustainability

- Avoid unnecessary trips, shift away from cars, improve fuel and vehicle technology
- Promote behavior change and culture shift in mobility
- Traffic law enforcement, providing bike and bus lanes: low cost solutions and could (potentially) reshape the mobility landscape

8. "Mobility for All" Concept

· Economic Challenge: improving the competitiveness of a city / urban area

· Social Challenge: equality among neighborhoods; equity for different social classes; cultural diversity

· Politic Challenge: cohesion; equal opportunities; development of services for all citizens

9. Achieving "Mobility for All"

· Geographic Accessibility

- Structuring the space and organizing multi-modal transportation.
- Priorities of transport modes will vary according to the general vision for each concerned area.

· Physical Accessibility

- Accessibility for all users in all modes
- Eliminating physical obstacles and enabling movement and access to facilities
- Providing equal opportunities, and encouraging positive economic, social, and cultural participation

• Social Accessibility

- Eliminating social and economic inequalities
- An urban space accessible to all modes and all users

10. Measures to secure soft modes

· **Pedestrians Zone:** Authorize the use of low-speed bike, Facilitate pedestrian movement temporarily or pe manently

· **Mixed Zone:** It allows pedestrians to walk non-stop on the route, and sets vehicles' maximum speed at 20 kph

· **Zone 30**: Reduce vehicles' speed to a maximum of 30 kph to facilitate pedestrians' and cyclists' crossing

11. Strategic Guidelines

· Geographical continuity and hierarchy of routes

· Reclassification of urban roads and public spaces

· Reduction of social separation

· Support pedestrian trips in all neighborhoods

· Achieving this strategy requires:

- A clear political will
- Adapting regulations and institutional context
- Support from users

12. Conclusions

· Beirut is becoming increasingly aggressive to pedestrians; streets are oversaturated, Public Transport and soft modes have been ignored.

· Public spaces tend to favor motor vehicles. Change that by creating a livable, sustainable & safe city that prioritize people over cars.

· Achieving "Mobility for all" will ensure social equality and accessibility for different transport modes.

· Road security, pollution mitigation, and car use reduction are prerequisites to initiate this change.

· The need of a safe road system to protect us that includes low speed streets where people and traffic mix.

· A clear political will, users' support, and adequate institutional environment are essential to implement the change.

Carola Hein &
John Hanna

Ideas for Rebuilding Karantina Beirut

Overcoming Dualities on the Edge of Sea and Land

In August 2020, an explosion in the port of Beirut killed around 200 people, injured few thousands and destroyed large parts of the city.[1] It was yet another traumatic event in the history of Beirut. It has also reminded the world of the intimate connection between ports, cities and their regions that continues to exist despite the process of spatial and functional detachment that has followed containerization and automation of port processes since the 1960s. Port and city remain interlinked in many ways. They co-exist in a limited, shared space. They face multiple challenges, including climate change, energy transitions, digitization, or social transformations. These challenges require coordinated responses from all stakeholders: port authorities, city and regional governments, private and public actors, as well as NGOs and citizens.[2]

Such collaboration among port and city stakeholders is historically a trademark of port cities around the world. Through the ages, public and private stakeholders have displayed great capacity for overcoming challenges meaningfully, forcefully and rapidly. The film "Magic of Port Cities"[3] provides some insight into this interconnection. Over time, port and city stakeholders have dealt with a broad range of external and internal shocks to the advantage of both their ports and the neighbouring cities. For example, to avoid strikes and to avoid losing workers, decision-makers at times made efforts to improve working and living conditions for their employees.[4] Understanding these historical conditions and activating lessons from the past can help inspire integrated spatial and social planning and design measures to make use of limited space in ways that allow the port and city (and region) to evolve together.

The resilience of the port function depended on the workers as the case of London demonstrates. Living conditions in the traditional working-class areas were harsh, as shown in the poverty maps by Charles Booth in the late 19th century. The port's competitiveness was purchased on the back of precarious life in the overcrowded slums of the East End and it was aided by the great number of people seeking employment.[5] The Dock Workers' Strike in 1889, for example, changed the predominant path of worker's exploitation and translated into changed employment conditions, better pay and recruitment systems. Wage improvements achieved after the strike and the improved position of the unions, however, did not last long and strikes reoccurred over the decades.[6] For a long time, there was thus a certain interconnection between the port and the city in terms of governance, planning and policy-making. Since containerization, this relationship has largely disintegrated. However, port functionality is highest when the port is close to large numbers of consumers.

As the Leiden-Delft-Erasmus PortCityFutures (portcityfutures.nl) research group, we argue that port city regions require specific attention not only to technical, economic or logistic challenges, but also to soft values, including those pertaining to governance, education and culture. Buy-in from local stakeholders is necessary to facilitate the construction of hard infrastructures needed to improve ports' functioning and to address the side effects of port operations (noise, security, emissions), but also to develop skillsets and technologies for the ports and port cities of the future. We argue that we need to pay more attention to the social, cultural and spatial dimension of port city regions and to that end we opted to develop a pilot value deliberation on the future of port–city relations.[7]

To disentangle the multiple and complex challenges that port city regions are facing today, the PortCityFutures group has tried to conceptualize key conflicts between port and city as dualities. The concept of dualities aims to break down the multiple and often entangled challenges of port and city into sets of dualities that can be studied more easily and separately. This approach acknowledges that the interests, temporalities and activities in the port are often different from those of the city. In fact, activities in the port—including storing, producing, and transporting goods –can pose risks to the people working in the port and those living in the surrounding areas. However, when the port was people's main source of income, workers and their families accepted safety and health risks, including flooding (due to the proximity of the water), explosions, fires and environmental pollution. They had to accept these challenges often because they did not have any other choice. Decision-makers and citizens with more financial means and without attachment to the port often moved out of the city to live in healthier areas, ones that would not be reached by floods or other disasters, far away from air and noise pollution. The proximity of housing to the port, has thus often been a reflection of degrees of social (in)justice and changing port practices. With the departure of polluting and dangerous industries, expensive condominiums have often returned to the port.[8]

This means that the so-called negative externalities of industrial ports still affect nearby cities and regions. Frequently, the positive externalities of ports are distributed in areas that do not suffer from the negative externalities. The interests of the port as an engine for economic growth or a global trade, are not automatically aligned with the interests of the city where it is located, or with the port's proximate surroundings. In this sense the spatial distribution of positive and negative externalities is an important aspect of the tension. Air, water and noise pollution emanating from the port presents a constant challenge for urban development. Infrastructure from port to hinterland presents a challenge for the neighbourhoods through

which trucks pass. The well-published challenges between historic cities and cruise shipping are also an example of the challenges that often pitch global players, funding and interests against local decision-makers and local tools and interests. Heritage and migration are an important part of this multi-faceted relationship. Port cities have long been hubs of migration. Its heritage is often a result of people's movements. However, modern cruise ship tourism poses challenges for the preservation of heritage sites, from preservation to identity construction. There is also the duality of education and automation. How can we educate the future workers of a highly automated port in line with future employment opportunities? Think of the tensions between new technologies and the overall happiness of citizens: What do local inhabitants gain from the presence of the port? What is its value for a neighbourhood? Such an approach may also be relevant for the rebuilding of the port city of Beirut.

Fully aware that we (Carola Hein, Nina Alaily-Mattar, John Hanna and Paolo De Martino) are outsiders and not familiar with the contemporary local conditions of Beirut and particularly those of Karantina, we have taught a course called "Adaptive Strategies" in spring 2021 at TU Delft that challenged students to study Beirut and to develop adaptive strategies.[9] With the aid of a number of invited Beirut-based guest speakers, the course started with the analysis of the duality of port and city, that is, the respective interests of ports and cities. Applying the concept of Dualities as a framework, our students explored their relevance for Beirut as shown on Figure 1. This is an assessment by the students based on preliminary research at the beginning of the course.

Figure 1. The Port-City dualities in and around Karantina as explored by students of TU Delft MSc Adaptive Strategies elective in Spring 2021. This slide has been developed by Benas Vencevičius, Douwe de Jager & Saja .Al Khamissi for one of the course's assignments

The students then dug deeper into those dualities which they found relevant and applicable to the case of Beirut and its port. They investigated for example concerns for pollution and sustainable urban development and how these concerns manifest themselves in spatial conflicts. They focused on the Karantina neighbourhood, a largely neglected district that has served as a backyard of the port. In fact, over the last three decades Karantina has become infamous as a district associated with garbage and bad odours, due to the waste management facilities located in the area. They showed that while the port maintains a significant importance for global trade as an active transhipment hub, the people of Karantina do not benefit from these flows and their economic opportunities remain limited. They are also not involved in the governance or future orientation of the port. The students have also shown how the logistics of the port lead to an increase in the traffic of large trucks inside the small streets of Karantina. They found that these logistics have a strong impact on local livability.

Pedestrian safety and mobility within the neighbourhood have so far received little attention. The surrounding barriers and highway have reduced the connectivity of Karantina to its surrounding districts. For their final projects, the students were asked to develop adaptive strategies for the development and transformation of Karantina through improving its relationship with the port and the rest of Beirut. They were asked to develop this through a time-sensitive phasing logic, while taking into consideration the opportunities and limitations of the local politics and what it implies for the possible roles of the different actors and the necessary involvement of all stakeholders.

The analysis of Beirut's Karantina district through the lens of dualities has shown that gains are often privatized while costs and losses are socialized—a fact that we can see in many areas close to industrial ports and that require careful planning and intervention. This is particularly evident in many Mediterranean ports where poor and untransparent governance creates additional tensions between the interests of local communities and those of the port. Exploring port city relationships through the lens of Beirut, and particularly its Karantina district demonstrates the urgency and timeliness of a much-needed port-city research agenda that rethinks of ports [10] and their nearby cities as shared spaces, while paying particular attention to the specificities of local and regional contexts.

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Edgar
Mourad

The Future of the Port of Beirut : Framework of Repair and Scenarios of Evolution

1. THE TOLL OF THE EXPLOSION

· The explosion destroyed 80% of the ports' infrastructure and assets, except the container handling yard activities in the north that were partially damaged.

· Urgent site cleaning, chemical hazard management and urgent initiatives to sustain operation of the Container Terminal (CT) took place thanks to people who had boots on ground, i.e. the temporary port authority, customs and the directly involved ministries supported by emergency international aid.

· After one year, no substantial reconstruction efforts took place, and the remaining container handling activities are degenerating, threatened by a complete shut down if no urgent action is taken, due to the following:

1 – The Temporary Port Authority has very limited capabilities as its rights of self-investment were canceled in 2020 governmental budget.
2- The Container handling operator mandate (BCTC) already expired and they are operating upon subsequent 3 months' time extension since February 2020. Hence, they have no interest in maintenance, and container-handling activities were reduced from 1.2 M TEU in 2019 to almost 0.3 M TEU.
3- As for the rest, there are no drivers for rehabilitating the bulk handling quays, and warehouses, and the private sector in the free trade zone (FTZ) is handicapped by the insurance companies that will not compensate before announcing the explosion causes. Moreover, the government is incapable of financing the reconstruction of governmental amenities and siloes in the absence of any external support.

· The complete shutdown of Port of Beirut activities, mainly the container handling will further exacerbate the economic crises and living conditions in Lebanon, as it will disrupt the flow of goods and will further hinder food security noting that the main function of Beirut Port is and will remain as "The Main Service Port" at national level.

· Tripoli port will not be able to meet the demand at the short term, and servicing Lebanon from Port of Tripoli alone is unsustainable, as this will further exacerbate the current stress on the coastal road network and energy consumption, at a time when energy supply is more than critical.

2. FRAMEWORK OF REPAIR

The framework of repair depends on potential evolution scenarios of the political landscape at international, national and at the level of the port governance itself.
These can be summarized as follows:

A. Scenario (A) Status Quo:
Maintain minimum operation of the Container Terminal, and the rest is on hold

• **Assumptions:**
- No government in place to take initiatives to unlock port governance issues and support a comprehensive rehabilitation and investment framework
- International support will be limited to small urgent initiatives without major intervention.
- Limited role of authorities of the current temporary Port administration.
- No announcement of investigation results to unlock insurance compensation

• **Repercussions**
- The Port of Beirut will be obliged to extend the Container Terminal operator's mandate or to announce a new bid for operating it, independently from any comprehensive approach for rebuilding the rest.
- Port of Beirut and other involved authorities will count on international aid to rebuild and sustain the minimum amenities (Silo, custom premises, laboratories, firefighting and security equipment) in the absence of any governmental intervention, and without a comprehensive program/plan.

B. Scenario (B):
Minimal and incremental interventions

• **Assumptions:**
- Government in place but no major consensus on Port of Beirut's revised governance.
- No announcement of investigation results to unlock insurance compensation
- International support will be limited to small urgent initiatives without major intervention.

• **Repercussions**
- The Port of Beirut authority is maintained at the short term and supported to announce subsequent initiatives and bids within minimal comprehensive planning approaches.
- Port of Beirut and other relevant authorities and ministries would seek incremental international aid that could be invested in a constructive direction.
- The government would address major issues related to the port premises, customs and security reforms.

C. Scenario (C):
Optimal Intervention
• **Assumptions:**

- A government is in place with consensus on Port of Beirut revised governance and structural changes.
- Announcement of investigation results that would unlock insurance compensation.
- International support to the government to put in place port structural changes

• Repercussions

- International support to the government to put in place a port rehabilitation program (temporary mandate) to implement structural changes at different levels:
· Port Regulatory Framework (National level)
· Establishment of a new Port authority (different possible models)
· Establishment of a Port Rehabilitation program; temporary mission and inclusive approach; all relevant authorities (including the current Port of Beirut administration)
- Attract international investment based on clear governance and investment framework. Knowing that a self-sustainable business plan for the port rehabilitation is possible

3. SPATIAL SOLUTIONS VS. SCENARIOS OF EVOLUTION

· Share high level land use and implementation priorities / vs. scenarios
· Provide Rough Order of magnitude (ROM) of investment scale (lowest and highest figures and why?)

4. NEXT STEPS

· Establish a program management structure for the port itself as it has different drivers, stakeholders and investment mechanisms than the rest of the rehabilitation efforts at city level.
· Seek support from international agencies to invest in the establishment of the program – define clear initiatives by complementarity
· Involve current Port of Beirut administration and other relevant authorities in establishing the program, irrespective of political scenario of evolutions – success of implementation depends on how early relevant stakeholders are engaged.
· Integrate the Port Program management approach with the overall disaster recovery programs and initiatives at city level.

Ariella Masbounji

La société civile peut-elle anticiper l'engagement public dans un projet urbain pour régénérer Beyrouth ?

Pourquoi un tel titre ?

Car le cas du Liban est exceptionnel à tous points de vue : au plan de l'accumulation des problèmes, d'une crise économique et financière sans précédent, d'une gouvernance inexistante voire nocive, du manque de sens collectif qui a toujours caractérisé la ville et le pays, mais aussi d'une mobilisation incroyable de la société civile pour repenser le modèle libanais, agir sur la reconstruction et manifester une solidarité hors du commun.

Il est à noter, pour être optimiste, que les catastrophes ont souvent été le levier des recompositions urbaines qui sont source de renouveau économique et social, comme à Bilbao, Gênes, Birmingham, ainsi que d'autres villes. Car elles suscitent le désir de réparer la catastrophe et offrent l'énergie pour le faire. Beyrouth, ville aimée dans le monde malgré son désordre urbain et une forme de laideur à laquelle résiste la magie de son site et l'allant de ses habitants, a toujours suscité des désirs de mise en ordre, de magnification de son site, sujets à l'ordre du jour plus que jamais.

Certes la doxa dit : pas de projet urbain sans portage politique fort et toutes les expériences mondiales le démontrent ! Ce qui fait défaut bien entendu à la situation libanaise plus qu'ailleurs, même si c'est le cas dans de moindres proportions dans nombre de situations urbaines. Beyrouth peut se référer à l'expérience phare de l'urbanisme contemporain, celle de Barcelone. Cette ville d'intellectuels peut en effet donner à réfléchir, elle qui a su se doter d'un projet puissant dans une Espagne en dictature où elle a été ville martyre du pouvoir, projet urbain décliné rapidement en actions efficaces pour embellir la ville par la régénération de l'espace public et les nouvelles centralités notamment.

Ainsi à Beyrouth - qu'on peut aussi qualifier de ville d'intellectuels, soumise à des coups de boutoir majeurs dont l'explosion de l'été 2020, dévaluations, problèmes politiques en série, pénuries de ce qui fit l'essentiel de la vie voire de la survie- militants, associations, ONG et autres acteurs, se sont mobilisés pour réparer la ville et agir en termes de solidarité. Universités, chercheurs et professionnels, coordonnés par l'Ordre des Ingénieurs et des Architectes, ont offert leurs contributions à la manière de mieux refaire la ville de Beyrouth. Et ils sont prêts à agir le jour où la situation le permettra au plan politique [et essaient de forger cette possibilité], mais ils préparent aussi des modes d'action dans la situation critique où se trouvent la ville et le pays.

Mais si l'action des ONG est significative notamment pour nourrir une population appauvrie par la faillite du pays doublée d'une dévaluation gigantesque, on ne peut pas faire l'impasse sur l'importance du top down, la mobilisation nécessaire des autorités locales et nationales pour porter une vision de l'avenir de la ville et des modes d'intervention qui échapperaient au " clé en main ". Dans le contexte actuel où le pays a dégringolé dans le bas de l'échelle du niveau de vie parmi les nations du monde, comment oser relever le défi d'une inventivité qui est le propre des Libanais ? Faire en sorte de faire la ville pour tous, la ville durable, la ville apaisée, " la ville marchable ", la ville équitable, mais aussi une ville attractive aux investisseurs, avec une société civile qui pousserait les édiles à aller dans ce sens, voire qui amènerait d'autres politiques au pouvoir.

Une utopie certes, mais il faut être utopique pour faire bouger le monde. Une utopie réaliste toutefois en appui sur le légendaire dynamisme des Libanais.

Comment prendre appui sur la spécificité d'action au Liban ? Il est essentiel de défendre une planification stratégique, avec les acteurs tels qu'ils sont, en dépassant le quoi faire pour s'interroger sur le comment faire, avec qui et dans quelles temporalités.

Changer de méthode et de braquet ? Sans doute en capitalisant les travaux menés pour échanger avec les habitants, et l'urbanisme transitoire peut être une aide à cet égard. Il s'agit aussi de construire un guide d'action pour faire une ville amène, équitable et accueillante au piéton et en proposant aux donateurs de ne financer que les actions qui respecteraient cette vision. Mais ces propos peuvent sembler très éloignés de l'urgence actuelle et très peu communicables à une population dont le niveau de vie a tant dégringolé. Pourtant il faut construire un projet pour l'avenir et l'urbanisme n'est pas sans ressources à cet égard.

Tenter de mobiliser données, projets et actions des ONG

L'Ordre des Ingénieurs et Architectes de Beyrouth s'est mobilisé dès le lendemain de la catastrophe du 4 août 2020 pour engager les premières actions d'urgence afin de recenser les dégâts de l'explosion, cartographier les immeubles touchés et préfigurer une stratégie de requalification et de développement urbain du port et des quartiers environnants.

Le lendemain de l'explosion du 4 aout, le président de l'Ordre a rencontré le préfet de Beyrouth pour proposer de réaliser un état des lieux et s'est vu confier le diagnostic de l'état des bâti-

ments. Le secteur dévasté a été divisé en 52 super îlots, 52 équipes ont alors été constituées, mobilisant plus de 300 ingénieurs et architectes, qui ont travaillé deux mois sur la base du volontariat. Le diagnostic établi a été utilisé par le gouvernement libanais, et l'est aujourd'hui par toutes les organisations internationales.

En parallèle, il fallait mener une réflexion de fond en mobilisant les sept écoles d'architecture et d'urbanisme du Liban, les faisant travailler ensemble pour ensuite synthétiser données et projets dans " la Déclaration Urbaine de Beyrouth " qui tente de définir les grands principes d'une intervention qui ne soit pas une simple reconstitution de l'état antérieur mais une vision de ce que devrait être la reconstruction des quartiers dévastés par l'explosion, en partant des nombreux thèmes étudiés par les universitaires et chercheurs dont la préservation du patrimoine urbain et la vie de quartier, l'habitat, la mobilité urbaine et la culture. Le résultat est saisissant et convergent pour nourrir une vision du Beyrouth de demain.

Un laboratoire d'exception

Universités et laboratoires ont fabriqué en peu de temps une somme d'études impressionnante, accumulant des données qui n'avaient guère été réunies, synthétisées et publicisées auparavant. Ces universitaires ont également proposé des pistes de projet, parfois thématiques comme sur la mobilité qui est l'un des sujets majeurs pour la ville qui étouffe sous la pression automobile. Ces démarches de projet se révèlent le plus souvent convergentes pour apaiser la ville, la rendre plus équitable, plus solidaire, l'embellir et la rendre au piéton.

Parmi les apports d'excellence, on se doit de citer le travail mené par le " Beirut Urban Lab " au sein de l'Université Américaine de Beyrouth. Une équipe d'architectes, urbanistes, politologues, cartographes et designers a entrepris depuis quelques années un travail de connaissance, de données, mais aussi de projets sur le territoire de Beyrouth, travail accentué depuis l'explosion du 4 août pour répondre aux enjeux de recomposition urbaine qui s'imposent. Leur position est pragmatique : comment jouer un rôle dans la ville malgré les failles du système de gouvernance en faisant intervenir des acteurs inattendus, tout en collaborant avec les institutions, administration municipale, gouverneur et quiconque souhaite participer au processus. Considérant que le terrain a une valeur sociale, le laboratoire s'est centré sur la fabrication d'une base de données, à ce jour curieusement inexistante dans la ville.

Une autre étude a été menée sur les logements relevant de prêts subventionnés avec plus de 100 interviews. Il en a résulté que plus d'un tiers des locataires n'étaient pas en mesure de payer les loyers et une réflexion a été menée pour aider les familles à garder leur logement.

La dimension projet urbain

Une démarche de projet a également été menée pour tenter de préserver l'emblématique littoral de la corniche de Beyrouth ce secteur essentiel dans le rapport de l'espace public à la mer avec notamment la vue sur la légendaire " Grotte aux pigeons ". Il est à noter que les rochers

face à la grotte ont fait l'objet d'un projet spéculatif dessiné par OMA/Rem Koolhaas, qui a fait couler beaucoup d'encre face aux blocs posés sur les rochers pour fonder le projet de marina. Les associations sont néanmoins parvenues à le bloquer.

Par ailleurs, une étude sur les espaces publics a consisté à repérer tous les espaces vides et notamment les espaces verts possédés par des institutions et le plus souvent non ouverts au public. Une campagne photographique a été entreprise. Un croisement avec " le plan vert " qui avait été mis au point en 2012 avec l'appui du Conseil Régional d'Ile de France et qui croupit depuis dans les placards de la Municipalité de Beyrouth montre comment réinsérer ce patrimoine dans un réseau de parcours verts et de biodiversité.

Dans ces travaux comme dans d'autres menés par des associations telles " Beirut Heritage Initiative ", la stratégie consiste à faire en sorte que " les ONG ne fassent pas n'importe quoi " et de prendre appui sur les petits budgets et les bonnes volontés qui sont les leurs pour œuvrer dans le sens du bien commun.

Sur le secteur de la Quarantaine, proche du port et très touché par l'explosion, en appui sur un nombre important de bénévoles, citoyens concernés par le sujet, ont été réalisés des relevés mais aussi des entretiens dans un processus participatif. Il s'est agi d'une part de faire un travail de données mais aussi d'agir dans l'urgence, le secteur vivant dans un environnement déshérité bien que non dépourvu de qualités urbaines, d'aération, voire de patrimoine. Un travail de réparation de mini espaces publics est en cours.

Une autre étude encore porte sur un tracé autoroutier entre Mar Mikhael et la colline d'Ashrafieh. De nombreuses oppositions se sont manifestées depuis une décennie freinant la mise en œuvre du projet qui depuis a été abandonné. Le territoire est idéal pour créer une continuité verte, des équipements publics et une opportunité de ville marchable, un grand nombre de parcelles ayant été déjà expropriées par la Ville. Il est essentiel que celle-ci confirme la propriété des terrains et freine des initiatives d'ONG intervenant sur des parcelles expropriées.

Ce travail, comme l'ensemble des autres études et recherches, s'élabore en concertation avec les autorités et l'Etat, aussi déficient soit-il, car l'action désordonnée des multiples acteurs ne peut aboutir autrement. La concertation permet d'améliorer les propositions urbaines mais aussi et surtout de former un sens commun autour de ce qu'il faut faire – une ville plus humaine, plus marchable, plus écologique.

L'articulation avec les ONG

Les associations et ONG se sont mobilisées et ont réparé tout ce qui était réparable, sans attendre l'intervention des pouvoirs publics. La France a aidé à plus d'un titre comme d'autres pays mais il a fallu organiser localement ces aides pour qu'elles ne transitent pas par l'Etat libanais. Les Libanais de l'étranger et la diaspora ont apporté de leur côté une aide substantielle.

Le rôle de la société civile a été majeur et déterminant et continue de l'être. Dans une situation de catastrophe, une somme d'initiatives individuelles s'observe en effet notamment du fait d'ONG locales et internationales, d'institutions publiques comme la Direction Générale des Antiquités ou l'Etablissement Public de l'Habitat. C'est un secteur où cohabitent plusieurs religions et les responsables se sont également investis pour aider leurs communautés.

Mais c'est la mobilisation de jeunes volontaires qui a permis de nettoyer la ville et les appartements. La remise en état a été menée par des ONG comme Offre Joie, Beit el-Baraka, Live Love Beyrouth et d'autres mais aussi des équipes mobilisées par ces ONG.

Plus difficile est la réparation des tours atteintes dans leur structure avec des copropriétaires aux moyens inégaux. Plus rude encore est la réhabilitation des maisons et immeubles patrimoniaux menacés d'achat par des promoteurs avides de les démolir pour construire des tours dans un Beyrouth à la constructibilité inouïe.

La question portuaire

Historiquement, le port de Beyrouth a toujours été ouvert sur la ville. Mais depuis la fin de la guerre, il est devenu une enclave qu'il faudrait à présent ouvrir la ville. En réalité, le port, bien que détruit, fonctionne partiellement car la partie destinée aux conteneurs, au nord-est, n'a pas été réellement touchée. L'autre partie, détruite, contenait des dépôts. Toute la question est là : est-il cohérent d'avoir des zones de dépôt en plein cœur de la ville ? Ne faut pas imaginer autre chose ?

Mais avant de dessiner un projet – tentation à laquelle succombent nombre de concepteurs – il faut définir l'avenir du port dans cette côte orientale de la Méditerranée. Parce que les Chinois sont en train de moderniser le port de Haïfa, suite à l'accord entre Israël et les pays du Golfe. Et les Russes sont au nord avec le port de Lattaquié ou celui de Tartous avec la perspective d'établir la liaison avec l'Irak.

Mais il faut tout d'abord régler le problème de la gouvernance. Aujourd'hui, sept ministères se partagent les prérogatives dans ce port. Il faut établir une autorité portuaire unique qui puisse diriger ce territoire. Après, on pourra faire de beaux dessins !

La suite

" Nous avons le sentiment d'inventer un processus innovant parce que normalement, les modèles de reconstruction après des guerres ou des destructions, sont dirigés par l'État et les pouvoirs publics ou alors par des sociétés privées qui viennent avec des capitaux, définissent un territoire et dirigent l'opération, comme cela a été le cas pour la reconstruction du centre-ville après la guerre civile qui a été confié à Solidere, une société d'aménagement qui s'est approprié les terrains et a aménagé un bel espace étranger à la culture et au mode de vie locaux " affirme l'ancien président de l'Ordre des Ingénieurs et Architectes, Jad Tabet qui considère qu'aucun de ces deux modèles n'est applicable avec un Etat inopérant et défaillant

et une situation économique et financière dramatique. Aucun groupe d'investisseurs ne viendrait aujourd'hui réaliser un projet sur tout le quartier concerné et ce n'est sans doute pas souhaitable, d'après lui.

A présent la synthèse des apports n'est pas encore aboutie malgré des tentatives de coordination. Il est très original par ailleurs de tenter de mettre tous les contributeurs ensemble, en laissant de la souplesse à chacun dans un pays connu pour son excellence individuelle et sa médiocrité collective.

Il serait intéressant de s'interroger sur la vision que pourrait porter Beyrouth quant à son réaménagement, au regard de ce que l'on peut considérer comme patrimoine incluant les modes de vie, la culture quotidienne, sans oublier les tracés, le parcellaire, le vélum urbain, l'horizon, le paysage et ce qui dépasse l'objet architectural qui polarise souvent l'attention au détriment des autres notions. Le lien entre ce patrimoine et la vitalité sociale et économique semble patent car c'est toujours dans les lieux patrimoniaux, comme à Mar Mikhael particulièrement dévasté par l'explosion, qu'artistes et créatifs s'installent et entraînent la revalorisation des lieux source d'attractivité, mais aussi – si l'on n'y prend pas garde – de gentrification.

Il s'agit pour cela d'échapper à deux écueils majeurs, l'abandon, traditionnel à Beyrouth, de la ville à la spéculation, et la tentation des projets " clés en mains " sur des périmètres délégués à des acteurs privés, confisquant la démarche en cours pour fabriquer des morceaux de ville, étrangers à l'identité urbaine comme le projet proposé par Colliers/Hamburg pour le port de Beyrouth.

Il s'agit à l'inverse d'aller vers des démarches ouvertes, inclusives, patientes, tricotant la ville, donnant la priorité aux liens entre hommes, fonctions et espaces. Et toutes les études et projets proposés par les universités et les professionnels vont dans ce sens.

Marc
Haddad

Transportation & Urban Mobility Challenges and Opportunities

The road transportation sector in Lebanon is one of the most unsustainable in the Middle East region due to a multitude of challenges, from operational to infrastructural and environmental.

Mobility in Lebanon relies mostly on passenger vehicles, with about 2 million registered cars making up 85% of all motorized vehicles, versus less than 1% of buses for mass transit, and no formal public transportation system in operation. Travel activity in Lebanon's main cities has been continuously growing over the past two decades, reaching over 5 million daily trips in 2015 in the Greater Beirut Area (GBA). At the same time, vehicle occupancy averages only 1.2 passengers per vehicle, way below the world average of approximately 1.5, which translates to more cars on the road and more travel activity than necessary.

As a result, severe traffic congestion has become commonplace on Lebanese roads, be they highways or internal city roadways, leading to lost productivity (estimated by the World Bank at two billion US dollars annually), in addition to significant adverse health and environmental impacts.

Since the end of 2019, Lebanon has been facing a deep economic crisis affecting the ability of commuters to purchase fuel for transportation, with no alternative means for mobility readily available. The cost of mobility calculated in 2015 at US Dollar 0.4 to 0.5 per passenger kilometer for small and large vehicles respectively, has become unaffordable for a large segment of the Lebanese population due to the rapid devaluation of the local currency against the US Dollar. But where daunting challenges rise, promising opportunities for radical change can also present themselves. Indeed, thanks to the compact nature of Lebanese cities and the relatively small distances to urban areas, it's possible to meet the changing needs of commuters if a new paradigm is adopted, one that is more sustainable and steers mobility in Lebanon away from the passenger car to alternative means and modes of transportation.

In fact, driving patterns in Lebanon can be characterized by a relatively low driving range, with 50% of work trips having a distance lower than five kilometers. This presents a strong potential for walking and bicycling to work, especially with the advent of modern electric scooter and bicycle technologies which enable city commuting over longer distances without compromising comfort and speed. However, this requires the provision of essential infrastructure, namely the rehabilitation of sidewalks and the construction of dedicated bike lanes. This infrastructure is relatively affordable and quick to implement, therefore presenting a real opportunity for relief for city commuting.

The current crisis can also serve as an opportunity for transitioning to public transportation, starting with the acquisition of modern cleaner fuel buses, such as hybrid and electric bus technology, and going to the rehabilitation of the rail network and the reactivation of rail service for passenger and freight, especially along the busier northern corridor. Such actions would not only contribute to addressing the current mobility challenges, but also lead to a change of mentality away from the car culture towards better use of public space for people instead of vehicles, and therefore to better living in cities.

Tammam
Naccache

Formalizing Informal Transport

1. The General Context :

Beirut Port Blast occurred in a context marked by Financial Melt Down, Scarcity of Public Funds, Hyperinflation and Covid 19 Pandemics. The Reconstruction policy cannot be limited immediate repercussions and responses. Besides Urban Design, Preservation of Cultural heritage and Housing policies it should also address Transport and particularly Public Transport issues that are an integral part of the Urban system.

Transport policies in Lebanon have always been either absent or miss-guided. Case in point, the CEDRE Program originally included substantial unwarranted car-related investments, in spite of the repeated calls by transport experts for a moratorium on all highway investments until an organized public transport becomes operational.

2. The Rationale:

Greater Beirut Public Transport Program receives in 2019 World Bank financing for a BRT line along the Northern entrance to Beirut and a network of bus services in mixed traffic serving Greater Beirut. Until Greater Beirut Public Transport Program is operational, public transport is overwhelmingly if not exclusively provided by informal sector. Moreover, the Greater Beirut Public Transport Program anticipates a role for a reformed quasi-informal sector in providing feeder services. Therefore, action towards reform of the informal sector is a priority in the short term. Informal transport services warrant being supported and subsidized, but subsidies should be tied to reforms through a carrot-and-stick approach. Given the scarcity of public resources, Informal public transport should be cross-subsidized by private auto owners with no recourse to public financing.

3. Why and What:

The cross-subsidy approach will have only a minor financial impact on passenger car owners while resulting in positive impacts on improved safety and reduced traffic congestion that benefits all.

The proposed phased program includes:

- Strict enforcement of road worthiness of informal public transport vehicles by making Mandatory Vehicle Inspection entirely free to passenger red plates vehicles.
- e-License Plates for all passenger red plates vehicles at no cost to owners nor a burden on public financing.
- Equip all vehicles involved in public transport with AVL tracking devices.
- A well-conceived scrappage and vehicle replacement program.

3.1. Free Vehicle Inspection:

Informal transport operators and their syndicates keep protesting against vehicle inspection, claiming it is an additional financial burden. While in fact, it is necessary to control the quality of vehicles and prevent polluting and not-road-worthy vehicles. The proposal consist in providing vehicle inspection free of charge and strongly enforce against non-compliance.

Annual inspection fee for a gasoline vehicle is LL 36,000 and for a diesel vehicle once every six month for LL 85,000 each inspection. Based on a number of licensed red plates (cars, vans and busses) and the total number of registered private passenger cars, if the total cost of vehicle inspection is allocated to the private passenger car fleet, the share of each private passenger car is LL 1,500, which represents an insignificant additional burden on a private car owner, especially given the positive impact on the society.

3.2. e-Licensed Plates:

Informal transport operators and their syndicates complain from the unfair competition from duplicate and forged red license plates.
Indeed, the numbers of illegal vehicles are substantial:
- For a total number of 33,500 licensed red plate cars, there are 10,000 illegal vehicles.
- For a total number of 4,000 licensed vans, there are 12,000 illegal vans.
- For a total number of 2,000 licensed busses there are 1,500 illegal busses.

Illegals constitute safety and security threats, no annual fees paid, no vehicle inspection. The only way to stamp them out is to issue e-licensed plates based on RFID technology. An estimate of the initial cost of the system, which includes e-plates with 100m. active read range, roadside readers including batteries (28), handheld/vehicle mounted readers (28) plus dynamic database middleware and accessories is 2,000,000 $. A one-time cost, if allocated to private cars, each will pay 1.5 $ plus 0,25 $ for annual maintenance.

Any fuel subsidies and other regulatory instruments will be managed via this system.

3.3. Vehicle Tracking using AVL:

Mandatory installation of vehicle tracking equipment on all public transport vehicles, independently and/or in conjunction with a scrappage and fleet renewal program. This will allow geofencing for regulating service contracts on specific routes. It can provide valuable information for transport planning and service optimization as well as important input for allocating and controlling any fuel subsidies entitlements. It can also enable better schedule coordination between mainline BRT and feeder services.

Costs include on-vehicle equipment, AVL plus other add-ons, control center hardware and software. A system can be configured for seamless upgrading starting with a basic system capable of geofencing and movement tracking.

3.4. Scrappage and Fleet Renewal:

Scrapping of public transport vehicles is usually designed for reasons including improving transport and reducing car exhaust emissions. Such programs require very careful planning and thorough financial analysis and investigating public–private partnership opportunities. Other motives include reducing traffic congestion, regulating the public transport sector, improving the performance of public transport vehicles and the economic livelihoods of people employed by the sector (mainly drivers). Motives for scrappage programs vary from one city / country to another. There are many experiences worldwide: Cairo's is one of the successful programs and Bogota's was part of a larger initiative aimed at addressing the pollution problem, congestion and traffic delays through an integrated approach that includes heavy investments in BRT (TRANSMILINEO).

Public support to scrappage and fleet renewal should be restricted to public transport vehicles in the short term. Financial incentives for replacement of ICE private cars by Hybrid Electrical vehicles (HEV) and Electrical vehicles (EV) is currently not warranted. Reducing Vehicle Kilometers Traveled (VKT) should be the target.

4. Takeaways:

- Informal public transport is currently essential but needs support coupled with regulation.
- Subsidizing informal public transport is warranted specially in the absence of organized public transport.
- Subsidies should be tied to reforms, a carrot-stick approach.
- Informal public transport in the short term should be cross-subsidized by private auto owners with no recourse to public financing.
- The first step is free vehicle inspection coupled with strict enforcement.
- Second step is e-license plates with no financial burden on informal transport operators to stamp out duplicates and forged plates and enable managing gasoline subsidies if adopted.
- Third step is to install tracking equipment (AVL) on all public transport vehicles.
- Fourth step is to prepare for a well-conceived scrappage and fleet renewal program.

Emmanuelle Didier

Vers un Master plan pour les quartiers dévastés par l'explosion

Je vous remercie de m'avoir donné l'occasion de joindre mon témoignage à votre réflexion autour de la reconstruction de Beyrouth, notamment autour de celle du " master plan " ; par un retour d'expérience de terrain, d'une praticienne que j'essaie d'être au service des patrimoines et de l'architecture, mon propos s'attache à présenter les atouts d'une politique de protection du patrimoine articulée entre le cadre législatif, et les outils opérationnels locaux.

L'une des problématiques essentielles qui se pose aujourd'hui, est celle des moyens auxquels la ville aspire pour reconnaître l'identité urbaine des quartiers à travers un schéma directeur. Comment conjuguer de façon équilibrée la préservation des patrimoines avec les dynamiques de projet ?

Le document de la Déclaration Urbaine de Beyrouth rappelle l'importance de la formation historique des quartiers affectés par l'explosion du 4 août. Cette conscience patrimoniale cherche à s'intégrer dans la vision globale, à large spectre, et peut en effet, être traduite dans un schéma directeur.

J'ai pu constater dans le cadre de mes missions d'accompagnement aux collectivités, que la prise en compte du patrimoine dans les documents d'urbanisme a beaucoup progressé depuis une vingtaine d'années : le patrimoine identifié et reconnu comme tel par les autorités compétentes d'un territoire, qu'il soit urbain, paysager ou environnemental devient légitime, comme support de projet de ce territoire. Certes, les contradictions existent toujours, autant au sein de débats passionnés pour revendiquer le tout patrimoine, que pour dénoncer l'obstacle au développement à tout prix. Cependant, le patrimoine se confirme dans nos sociétés comme composante essentielle de la fabrique de la ville, de ses quartiers et du cadre de vie, alors que malgré les progrès, la question du patrimoine se pose encore régulièrement trop tard, au moment de sa démolition...

En agissant en amont, au niveau législatif : comment encadrer en complémentarité, encourager la collectivité à protéger ?

L'expérience montre que la complémentarité entre les textes qui régissent le patrimoine et ceux qui régissent l'urbanisme se révèle efficace. Une loi sur le patrimoine peut certainement encadrer les actions d'identification, de sélection, de conservation, de mise en valeur ou de gestion d'objets patrimoniaux remarquables à l'échelle de l'architecture ; mais cette forte ambition mérite d'être accompagnée d'un socle juridique actualisé en matière d'urbanisme, au service de la protection d'ensembles urbains, bâtis ou non bâtis. L'écrin, le tissu qui forment le contexte de

ces objets patrimoniaux présentent un intérêt majeur pour la présentation, la lisibilité, la mise en valeur cohérente des objets inventoriés.

Les possibilités des Plans locaux d'urbanisme, ou les Plans de sauvegarde et de mise en valeur A l'échelle d'un territoire, les documents de planification comme les plans locaux d'urbanisme (PLU) peuvent prendre utilement le relais, de façon transversale et non concurrentielle, en instituant par exemple le permis de démolir sur des secteurs particuliers (premier filtre de la préservation du patrimoine), en cartographiant des éléments de patrimoine, assortis de prescriptions opposables, ou enfin en donnant la possibilité à l'autorité compétente en matière d'autorisation du droit des sols de refuser les projets susceptibles de porter atteinte à la cohérence d'un tissu patrimonial identifié.

Sur des centres-villes anciens à très forte valeur historique et patrimoniale, la mise en œuvre de Plans de sauvegarde et de mise en valeur instituée (PSMV) par la loi Malraux reste l'outil particulièrement complet et efficace, pour protéger les éléments de patrimoine toutes échelles confondues : depuis celle de la morphologie urbaine, des îlots, parcelles, immeubles, jusque même aux intérieurs de ces derniers. Il s'agit bien d'un document d'urbanisme, solide et ambitieux, qui n'est pas une servitude ; un certain temps d'études et de procédures sont nécessaires à sa création.

Au niveau local, comment agir au sein du document d'urbanisme, comment articuler diagnostic, programmation urbaine et projet de territoire ? Témoignage autour d'outils opérationnels.

La concertation

A l'issue de travaux d'analyse urba ine à différentes échelles, des périmètres d'intérêt patrimonial (à l'échelle d'un quartier par exemple) peuvent être établis : cette vision objectivée du diagnostic qui s'appuie sur des éléments tangibles, mérite plus encore après pareil sinistre urbain, d'être conjuguée avec le ressenti des citoyens, des habitants.

La concertation des " usagers " des quartiers, la co-construction avec les professionnels sont devenues pratiques courantes pour recueillir et partager la vision, pour identifier les usages urbains et par là même recenser les attentes par le biais d'ateliers participatifs de composition urbaine, d'enquêtes de terrain, d'appels à idées, de commissions etc. Ceci permet de cartographier les enjeux, de croiser les données en amont, d'orienter les pistes de programmation urbaine visant le projet, tout en anticipant autant que possible les éventuels conflits de régle-

mentations ou les évolutions nécessaires au fonctionnement de la ville contemporaine. Se mettre collectivement d'accord sur le " pour qui " et " pourquoi " l'on protège le patrimoine est le gage d'une meilleure appropriation des évolutions.

Les orientations d'aménagement et de programme

A l'échelle du territoire communal, ce sont précisément les possibilités développées par plans locaux d'urbanisme en France, à travers ce que l'on appelle les Orientations d'aménagement et de programmation (OAP) : des périmètres opérationnels, conçus pour des entités urbaines définies, où peuvent se décliner des actions et opérations particulières liées à l'habitat, à la mobilité, aux équipements publics, aux commerces, à l'artisanat, au secteur tertiaire... mais aussi liées aux paysages, entrées de ville, friches industrielles ou secteurs patrimoniaux.
C'est grâce à de tels outils que l'urbanisme de projet, que la vision prospective de la réhabilitation urbaine peut être mise en œuvre : par exemple ici, un moyen de donner suite à l'étude urbaine sur la zone portuaire de Beyrouth et sa relation à la ville.

Les modalités d'accompagnement

Ceci implique une coordination locale des autorités compétentes en matière de planification urbaine avec l'ensemble des partenaires et acteurs de l'aménagement. Cette transversalité, cette pluridisciplinarité induisent des modalités de gouvernance et des processus décisionnels clairement établis, non seulement pour organiser l'arbitrage mais aussi pour articuler les outils selon les différentes échelles spatiales, intégrer les dimensions temporelles, celles de l'urbanisme de long terme, comme celle de l'urbanisme de transition dit " tactique " dont il est notamment question en cette table ronde.

Les outils de contrôle sont importants à mettre en place, mais la pratique veut que les outils de conseil, d'accompagnement du projet urbain en amont se révèlent particulièrement moteurs pour considérer le patrimoine mineur, produire des greffes contemporaines et contextualisées, concevoir et mettre en œuvre des projets qualitatifs, pérennes, et potentiellement patrimoines pour l'avenir.

Les Opérations programmées de l 'amélioration de l'habitat, ou les Opérations de restauration immobilière

Parallèlement à ces OAP, d'autres références à des outils opérationnels de réhabilitation de l'habitat ancien, portés par la collectivité locale, peuvent être citées : les opérations programmées d'amélioration de l'habitat (OPAH), qui visent à inciter les investisseurs, les propriétaires à réhabiliter les logements au sein d'un périmètre précis en un temps limité, ou encore les opérations de restauration immobilière (ORI). Ces dernières en particulier développent des mesures fiscales incitatives, mais aussi coercitives (injonctions ou prescriptions de travaux). La conduite de ces opérations par des animateurs ou opérateurs de terrain légitimés par la collectivité s'avère essentielle pour respecter les échéances. Dans le cas de Beyrouth, où la gestion des temporalités a une importance capitale, de tels outils pourraient être conçus pour répondre aux expérimentations de court terme sur des périmètres réduits (une forme urbaine

cohérente incluant un espace public à requalifier par exemple), lesquelles expérimentations seraient incluses dans des ensembles plus vastes pour garantir la continuité globale des actions menées.

Concevoir ainsi une réhabilitation durable par la culture du projet urbain, partant d'une reconnaissance partagée d'un certain nombre d'invariants, ne devrait pas exclure l'agilité des processus de couture urbaine, la nécessaire adaptabilité et acceptabilité des projets engagés : pour réinterroger par exemple l'antériorité des projets, pour intégrer les données issues de l'observatoire urbain mis en place, ou pour évaluer les effets des réalisations urbaines " tactiques ".

"L'échelle constructive de proximité ", intégrant le patrimoine mineur

Ainsi, comme indiqué dans la Déclaration Urbaine de Beyrouth, préserver et réinterpréter l'identité des quartiers gagnera certes à s'effectuer au moyen d'orientations, de règles générales strictes opposables au sein d'un master plan, mais surtout au sein d'outils opérationnels de périmètres adaptés aux diagnostics de terrain, à la connaissance des réalités en jeu : des moyens efficaces pour ancrer dans les politiques publiques et la prise en compte l'existant, celle du tissu urbain mineur, du patrimoine ordinaire, du " déjà-là " qui fait le liant et la stratification de la ville.

La reconnaissance et la transmission des formes urbaines préexistantes, de la relation des espaces bâtis et non bâtis entre eux ou entre les espaces publics ou privés, le traitement des limites et des interfaces, des valeurs d'usage, des valeurs historiques, archéologiques et patrimoniales, culturelles, sociales, environnementales etc... des caractéristiques architecturales, urbaines ou paysagères, ce, de toutes époques et de toutes origines, conditionnent le maintien de la fameuse échelle constructive de proximité et d'urbanité dont parlait Françoise Choay, cette échelle humaine et solidaire du savoir-habiter, du vivre ensemble, qui se voit dégradée malgré nous par le développement hégémonique des réseaux, des échelles territoriales, sous couvert d'innovation et de développement.

De l'éducation artistique et culturelle sur la fabrique de la ville

Pour terminer sur une ouverture également porteuse d'espoir, une telle situation d'urgence ne saurait faire l'impasse de l'implication des plus jeunes générations dans la Déclaration Urbaine de Beyrouth : l'éducation artistique et culturelle, les valeurs pédagogique et d'exemplarité que pourraient engager cette démarche de reconstruction des quartiers, la valeur utilitaire ou distractive d'un espace urbain, architectural et écologique représentent un enjeu fondamental dans l'appropriation du cadre de vie patrimonial, dans la construction de soi, l'expérience des savoir-faire traditionnels Beyrouthins ou encore l'émergence d'un patrimoine pour demain.

BEIRUT URBAN DECLARATION

Fourth Axis

Protecting and rehabilitating the urban heritage fabric

Coordinator Habib Sadek

Contributors
Sylvia Yammine *
Hiba Mohsen *
Cynthia Bou Aoun *
Yasmine Makaroun Bou Assaf
Fadlallah Dagher
Sébastien Lamy

Participants
Ramona Abdo
Jean Yasmine
Serge Tabet
Antione Lahoud

NB: *the articles labeled with (*) are available in the Arabic section*

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Habib Sadek

Fourth Axis's Introduction Protection and rehabilitation of the urban heritage fabric

The explosion of August 4, 2020, constituted a tragic event and a profound failure in the administration of the state. It also expressed the crisis of the Lebanese political authority, which is associated with the Corona pandemic and economic crises, in addition to the failure and questioning of the economic and social management model prevailing so far in Lebanon, and with the recognition of all political components.

Heritage and its preservation have always been a complex issue in the Lebanese reality, as the urban and archaeological heritage constitutes approximately 30% of the urban structures in the countryside and the city. The political administration dealt in a state of denial with the issue of the living urban heritage, considering it a major component in economic and social development, and one of the main reference elements that make up the network of cultures that are considered the advantage of the Lebanese people.

Discussions in the axis, focused on activating heritage, so that it becomes part of our daily and future lives, within a comprehensive visionary plan, starting with a radical solution by establishing an independent management for the living urban heritage, where historical and heritage areas are subject to the system of special areas, through which the management and organization of these areas falls. The areas and investment in them, and it affects all the old and modern heritage buildings. Which preserves the network of different cultures and builds on it data to understand the components of the city and how to deal with it using the methodology of modern cultural investment in the service of society and its economy.

Fellows in the Heritage Challenges Axis sought to:

· Producing an intellectual and cultural effort that contributes to the formulation of a comprehensive vision.

· Visualizations and suggestions for the general idea of reshaping the city.

· Proposing comprehensive visionary ideas for the city of Beirut with a structural critical direction.

The ideas were based on insights into the methodologies and strategies for preserving the urban heritage as follows:

· Reframing conservation activities according to the political, cultural and economic realities of the present, establishing a vision based on the Lebanese peculiarities in the protection and employ-

ment of heritage, as well as the attitudes of the various stakeholders towards modernity, national identity and authenticity.

· Framing Beirut's modern urban history in terms of its dialectical relationship to Westernization and modernity. In parallel, innovative architectural and urban conservation strategies are underway from a pluralistic perspective, engaging the multiple perspectives of actors and stakeholders, in the context of public interest and public right.

· The spatial integration of the area of destruction, with what it represents of local heritage neighborhoods and neighborhoods within Beirut's other neighborhoods and neighborhoods, is a major component of the identity of the Lebanese capital and its urban and social specificity.

Define paths:

· A national vision on the reconstruction and rehabilitation of heritage, the protection of the social fabric and the specific identity of urbanization in the afflicted area, and the reformulation of the relationship of the port and its urban surroundings.

· Facing the challenges of emptying the city of its residents and demographic change, as well as presenting feasible, quick and practical ideas and suggestions to the concerned officials and official institutions.

·Emphasizing that the preservation of the heritage urban fabric does not conflict with the variables of people's lifestyle and behavior with new requirements, and that these requirements can be secured while preserving the composition of the fabric.

Outcomes of visionary choices, identifying paths between urgent, medium and long-term.

1. Rapid intervention

· A rescue vision for the August 4 blast area and the rehabilitation and restoration of the damaged heritage buildings

2. Medium and long path

· Architectural Heritage Management

· Architectural heritage and the special zone system

· The economic role and the investment of heritage

Habib
Sadek

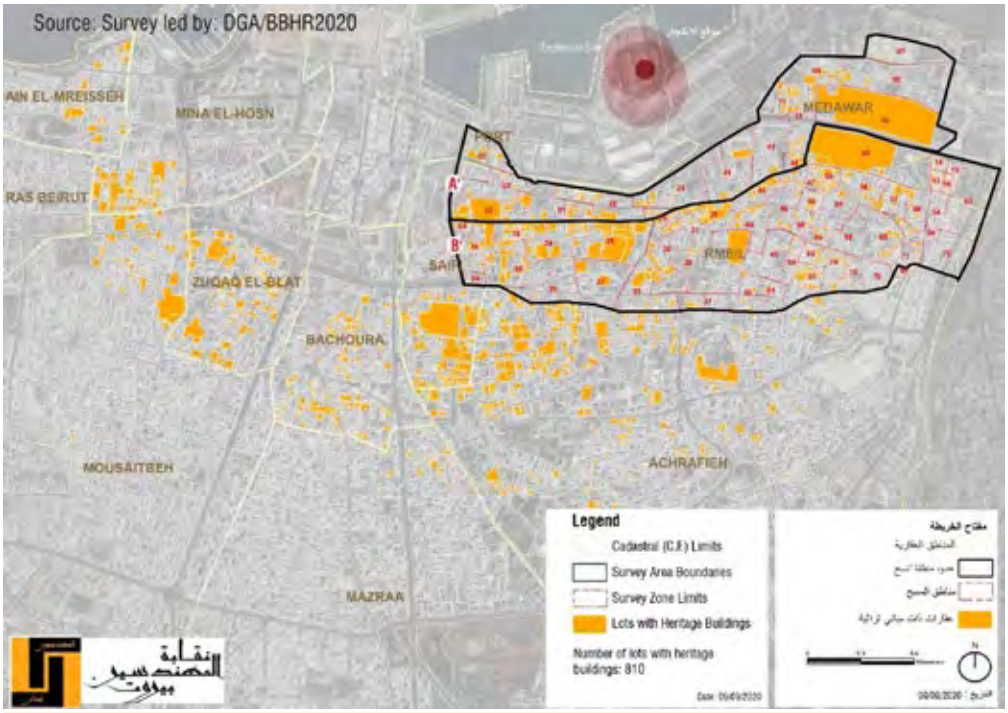
Urban Heritage

Special Zone System and Independent Management of Historic Monuments and Cities

The explosion of August 4, 2020, constituted a tragic event and a profound failure in the administration of the state. It also expressed the crisis of the Lebanese political authority, which is associated with the Corona pandemic and economic crises, in addition to the failure and questioning of the economic and social management model prevailing so far in Lebanon, and with the recognition of all political components.

All of this leads us to imagine that development is not solely based on the economic dimension. It also calls for mobilizing the local, cultural, social, and environmental factors, which will have decisive effects on the reconstruction and advancement of the afflicted area and its heritage as a gateway to formulating a new vision in the formulation of the contemporary urban formation of the city of Beirut.

Heritage and its preservation have always been a complex issue in the Lebanese reality, as the urban and archaeological heritage constitutes approximately 30% of the Lebanese urban structures in the countryside and the city. The issue of urban heritage as one of the compo-



المباني التراثية في منطقة الانفجار | المصدر: نقابة المهندسين-بيروت

nents of economic and social development, and one of the main reference elements that make up the network of cultures that are considered the advantage of the Lebanese people.

The explosion of the harbor on August 4, 2020, marks the beginning of a new phase to reformulate visions, policies and concepts related to the living urban heritage. Accordingly, the discussions in our axis focused on emphasizing the necessity of considering historical areas as an essential component of economic and social development at the level of the countryside and the city, emphasizing the need to establish a special administration for the living urban heritage, and the adoption of the system of private heritage areas and heritage reserves at the level of the countryside and the city within a decentralization that depends on spatial specificities. This would be a basis for drawing up local policies for the management and investment of heritage, and a departure from the concept of the rentier relationship with heritage areas as a real estate reserve for the construction trade.

The concept of a special area for the management and investment of heritage and the living historical urban fabric is not based on new building regulations, but rather the process must be reversed and based on the commitment of building laws to the conditions and guidelines of areas of a heritage character.

Special Zone Objectives:

- Preserving the historical area by developing a plan and system for buildings and preserving the historical character of the area,
- Updating the building system to ensure the preservation of historic urban heritage buildings in a sustainable manner, through the classification, restoration and preservation of historic buildings.
- Traditionalize the external environment in the region
- Transforming the area into an urban and architectural tourist attraction through the sustainable preservation of its cultural and heritage values and with its employment in supporting work, accommodation and leisure activities.

المناطق والأحياء التراثية المحيطة بوسط بيروت التجاري

Development paths:

· Developing and organizing the historical urban fabric and its voids from an architectural and urban point of view and addressing visual and environmental pollution.

· Supporting the region economically by providing the infrastructure that supports tourism and recreational activity in the region.

· Improving mobility and giving maximum priority to pedestrian traffic.

· Optimum use of yards and buildings.

· Preserve an appropriate and sustainable use of the heritage value, and make every effort to maintain such use.

1. A use that matches its heritage value must be found.
2. Finding the correct fit between the use and the historical place to ensure the continuity of this use and to provide a stable context for continuous preservation.
3. Ensuring better long-term viable use and limiting deterioration caused by human activity.

Challenges and assumptions:

· One of the critical issues facing decision-makers and heritage preservation professionals is embracing change in heritage sites and adding new layers to the historic urban environment in ways that recognize, interpret, and preserve their heritage values. The features of this challenge are clearly visible in Beirut's heritage district.

· Change is inevitable. The urban fabric developed in the urban areas of Beirut, and changed according to the needs of its residents and the policies that were adopted with their pros and cons (especially the rule of real estate rent at the expense of the public interest and social needs).

· The architecture of the present must change in a way that preserves, protects and honors the special character of the historical environment that constitutes the identity and privacy of Beirut's heritage neighborhoods, and must be preserved for future generations.

للنسيج التراثي في منطقة مار مخايل

· The historical environment is rich in its various expressions, as well as its response to the interpretations of the expressions of the relationship between the old and the new. Thus, creating a novelty through architectural language in the use of issues such as size, shape, location, materials, color and detail. These criteria must be taken into account when assessing the impact of new development in its historical context.

· We must start from the premise that the heritage place was formed by previous generations, and the current generations built on it, and to ensure protection and continuity, it must be subject to special regulations that ensure its continuity, a vital space in the future of people, subject to laws, regulations and policies aimed at ensuring its preservation and change management.

· That working within the historical context is not a constraint but an opportunity - where the whole can be greater than the sum of the parts, and where a contemporary building can add a rich new layer and play a role in creating the legacy of the future.

· It leads to the cultural shifts that are spreading throughout Lebanon, due to the worsening and increasing pace of life, and due to the disintegration of social interactions through social networks. People need to stick to real places and identities. Heritage is part of that. Increasing-

ly, heritage will be a component of development, as the private sector seeks to exploit heritage attractions. Heritage audience will expand, especially after the crises that dominate the Lebanese reality and the tendency to rely on the components of the local economy.

· That the preservation of the historical fabric is not limited to its visual and aesthetic nature, but must include basic physical, social and economic structures, as well as larger systems at the city level. There are several aspects of particular importance in the Beirut plan, starting from the explosion area: Focusing on the importance of the morphological typology of the city as a basis for future interventions.

· Introducing new national legislation based on spatial specificities to cover detailed forms of intervention in historical urban areas.

· Re-establishing a sense of place and awareness of the historical vicissitudes of each place as a place.

Special System of Historic Districts:

• Protection plans and documents must specify:
- The areas and materials that must be protected.
- Specific conditions and restrictions applicable to these areas.
- Standards to be observed in maintenance, restoration and improvement works.
- The general conditions that govern the establishment of supply systems and services required in urban life.
- Conditions governing new construction.

• SCHS laws should, in principle, produce provisions designed to prevent any violation of conservation laws, as well as any speculative rise in property values within protected areas that could harm planned conservation and restoration for the benefit of the community as a whole. These provisions can include town-planning measures that provide a means to influence the price of building land, such as the creation of neighborhoods or smaller development plans, the granting of pre-emption to a public body, compulsory purchase in favor of protection or rehabilitation, or automatic intervention in the event of inaction on the part of the owners. Provide for effective penalties such as suspension of operations, mandatory reinstatement and/or an appropriate fine.

• The purpose of adopting the special system in the historical residential explosion area, as an entrance to reconnecting Beirut's heritage neighborhoods and providing guidance:
- For property owners, architects, designers, builders, developers, city management and official heritage management bodies.
- These guidelines constitute information about design policies in specific neighborhoods, with the goal of ensuring that the integrity of the community's historic resources are preserved during intervention and new construction.
- Adhere to the criteria of mass, size, scale and architectural features that characterize the

peculiarities of the place surrounding the project site and the entire historic district.
- These guidelines also refer to an approach to design that will help preserve the identity of the area, which is attractive to the population actually residing in the area.
- The guidelines are intended to provide information on the basic principles of urban design and development, not just historical preservation.
- These guidelines encourage property owners to make design decisions that promote an appropriate modernist environment, maintain a cohesive neighborhood identity and respect the environmental and natural conditions of the old blast district neighborhoods.
- Guidelines for residents of heritage neighborhoods, through the Historic Districts Department of Beirut, provide a basis for making rational, realistic, and coherent decisions about proposed new construction and alterations to buildings, sites, and historical and social fabrics, by managing the process of issuing official permits in accordance with specific legal and design requirements.
- Use the Guidelines as a benchmark during the early stages of the project's conception and design, as a way to prevent delays and reduce additional costs for developers and builders.

• Issuance of laws that should include, in principle:
- Provisions designed to prevent any violation of heritage preservation conditions.
- In addition to controlling any speculative rise in property values within protected areas that could harm planned conservation and restoration for the benefit of the community as a whole.
- These provisions could include town-planning measures that provide a means to influence the price of building land, such as the creation of alternative neighborhoods or small development plans.
- Granting the right of pre-emption to a public body, and compulsory purchase in favor of protection or rehabilitation or automatic intervention in the event of inaction on the part of the owners.
- Laws providing for effective penalties such as suspension of operations, mandatory reinstatement and/or an appropriate fine.

(The General Conference of the United Nations Educational, Scientific and Cultural Organization, meeting in Nairobi at its nineteenth session, from October 26 to November 30, 1976.)

• Conducting comprehensive surveys:
- For social, economic, cultural and technical data and structures and for the broader urban or regional context.
- Studies include demographic data and analysis of economic, social and cultural activities, ways of life and social relations, problems of land tenure, urban infrastructure, state of the road system, communication networks and interlinkages between heritage areas and their surroundings.

The relevant authorities should attach the utmost importance to these studies and should bear in mind that no valid conservation plans can be prepared without them.

The General Authority for the Preservation of Historic Cities:

• Administration

Board of Directors of the General Authority for the Preservation of Historic Cities.

• Heritage Landmarks:

They are the living architectural or engineering facilities or living community that have acquired historical, engineering, artistic or aesthetic value due to their historical role, architectural style, natural location, function or building materials that must be preserved and include all heritage monuments that are still inhabited and located within city neighborhoods or may Be independent outside cities and urban areas.

• Natural heritage areas:

It is every area that emerged from a vital interaction between man and his natural environment and still maintains to a large degree its distinguished natural landscape, sound environmental parallelism and sustainable use.

• Urban cultural heritage:

The totality of the urban, architectural and engineering facilities that have been passed down to us from previous generations and have continued in their vitality and human activity and their suitability with their environmental surroundings.

• Historic District:

Each region arose as a result of a vital interaction between man and his natural environment and still maintains to a large extent its distinct natural landscape, ecological balance and sustainable use. The homogeneity of its usage pattern and its biodiversity represents a historical, artistic or scientific value. This concept includes:

A. Traditional villages and their natural or agricultural surroundings.

B. Landscapes designed or created by man in an approved manner, such as orchards and gardens, established for environmental and aesthetic purposes, including the architectural structures based on them.

C. Landscapes that were originally created for social, economic or administrative reasons, whose shape has evolved through interaction with and in response to their natural environment, including (for example, traditional farming and irrigation systems, waterways, water reservoirs, dams, ponds, roads and agricultural terraces, including architectural structures based on them).

D. Geographical areas defined by nature factors and human interaction with them in their construction, including, for example, (valleys and reefs with architectural and natural homogeneity and traditional villages or rural communities with their natural or agricultural surroundings).

• Historical landmark:

Every living architectural or engineering facility, individually or collectively, that has acquired

historical, scientific, artistic or aesthetic value due to its historical role, architectural style, natural location, function or building materials must be preserved and includes all inhabited historical monuments located within historical cities and regions.

• Historic city:
Every urban or architectural complex that is still inhabited and preserves to a large extent its architectural character, which has developed through its continuous use historically.
A. Independent cities that have preserved their historical value within their natural surroundings.
B. City centers that still preserve their urban and architectural character despite being surrounded by new urban expansions.
C. Neighborhoods that contain a close and integrated group of distinguished historical buildings and landmarks.

• Urban Fabric:
The set of relationships that connect the buildings of a city or region (historic, local, traditional). The public and private spaces therein, and it includes the location of buildings and their relationship to squares, roads, green spaces, lanes and the rest of the components of the city or region, as well as the general appearance in terms of heights, the size of the built-up blocks and the ratio of the built-up spaces to the empty spaces in the site.

• Architectural style:
The set of distinct architectural and engineering elements, features, and characteristics that make up a building or a historical landmark in terms of its architectural design, type of building materials, decorations, building techniques used, the shape of the facades, and the consistency and proportionality of these elements with each other.

The main objectives and tasks of the General Authority for the Preservation of Historic Cities:
The Commission aims to preserve cities, regions, historical monuments, local and traditional heritage areas, and their tangible, intangible, and urban heritage with all its elements, vocabulary, crafts and traditional building materials associated with it, and protect them from any aggression or distortion. In order to achieve this:
• Implementing the state's policies, strategies and directions in the field of preserving cities and historical monuments in accordance with the law (a law on urban heritage) and in accordance with the laws and regulations in force within the framework of the state's general policy and objectives.

Develop policies, plans and programs for the protection of cities and historical monuments in the Republic of Lebanon from any distortion or destruction of their buildings, facilities and cultural features, preserve their urban and architectural character and their historical, natural and local heritage, coordinate with the relevant authorities to provide projects, public services and environmental improvement that cities, landmarks and historical areas need, and take Measures to achieve this.

• Carrying out surveys, inventory and documentation of buildings and landmarks of historical, artistic, religious, scientific, architectural, craftsmanship, popular markets and their specializations and other important historical facilities with the aim of registering them in the national registry.

• Carrying out surveys, inventory and documentation of traditional handicrafts, encouraging them and proposing legal legislation to protect and preserve them, work on developing them and economically promoting their products locally and internationally.

• Proposing draft laws and regulations necessary to preserve cities and historical monuments from human attacks and natural deterioration, in coordination and cooperation with various competent authorities.

• Preparing studies, plans, designs and scientific, technical and engineering specifications necessary for projects to preserve, preserve, protect, equip infrastructure and improve various public facilities in cities and historical regions in a manner that preserves their architectural and historical architectural character.

• Protecting and restoring historical monuments and buildings, including castles, forts and historical palaces, and contributing to the restoration of private homes of historical and architectural value and employing them for public benefit purposes.

• Preventing any restoration, addition, partial or total demolition, reconstruction, creation or modification except after obtaining the approval of the Commission and obtaining a permit to do so in accordance with the Law on Preserving Cities and Historic Monuments.

• Issuing licenses for restoration, maintenance, construction or rehabilitation and supervising all projects and works carried out by natural or legal persons within the scope of cities and historical regions, as well as preparing and implementing restoration and maintenance projects and environmental improvement works.

• Creating appropriate environmental conditions for the residents of historical cities and encouraging workers in the field of traditional building materials and crafts that make up the old traditional buildings and facilities. Carrying out awareness campaigns and publicizing the importance of preserving cities, regions and historical monuments in the Republic, using various appropriate media and scientific means.

Cooperating and coordinating with competent Arab and international bodies and organizations with the aim of making national and international conservation campaigns successful in historical cities and regions and making them known, for the purpose of protection and preservation in order to enhance, support and develop the Commission's projects and achieve its goals.

• Seeking to obtain the necessary financial resources to implement its projects through the state's public treasury, local donations, and Arab, regional and international aid and assistance.

• Concluding agreements with countries, local and international organizations and institutions in order to support and finance the projects and plans of the authority and to bring in high technical expertise to accomplish works of a special and important nature to preserve cities and historical monuments in a manner that does not contradict the laws.

• Encouraging and protecting the handicraft and traditional industries, preserving them and working to develop them and revitalize their economic life.

• Develop mechanisms to implement the governorate's policies and plans and determine the legal and technical controls necessary to organize construction, restoration, maintenance and rehabilitation of historical monuments and buildings in cities and historical regions

Preparing a guide with specifications, controls and conditions related to construction, restoration, maintenance, rebuilding and rehabilitation works in registered sites and historical cities.

• The participating authority is responsible for supervising the implementation of all services and infrastructure works in the registered site to ensure that they do not conflict with the conditions for maintaining it

• Develop conservation plans for cities, landmarks and historical areas, and develop traditional infrastructure systems in a way that does not affect this balance

• Acquisition of buildings, historical monuments or land resulting from a historical landmark if it is located within the registered site with its easement rights if necessary.

• Any other tasks required by the nature of the Authority's activity or stipulated by laws and regulations.

Governorate:

A complex process that aims to continue using the city, region or historical landmark according to a sustainable mechanism that allows the protection of the urban and architectural cultural heritage therein. It includes two main components:

A. Preservation complex: It includes listing, classifying, recording, documenting, maintaining, restoring and rehabilitating the city, region or historical landmark with all its urban, architectural, aesthetic and historical elements and protecting it from any aggression or distortion.

B. Development Compound: It includes the improvement and development of the living settlements, as they are the mirror of the urban cultural heritage, in a way that contributes to securing a decent life for its residents.

The register:
The National Register of Cities, Regions, Historic Landmarks and Their Urban Cultural Heritage.

Rehabilitation:
All works and activities that allow the reuse of a building, a landmark, a group of buildings or historical landmarks within traditional or new functions and in a manner that is commensurate with the privacy of the building or landmark and its natural, historical and social environment and does not conflict with the requirements of preservation such as making changes that could harm the basic architectural elements and components of the building or historical landmark.

Economic support for registered site:
A set of mechanisms, incentives and economic benefits provided to the registered site to ensure the continuity of life in it and maintain it, such as financial and technical support (direct and indirect), tax exemptions, and development and service projects aimed at encouraging the local economy of the residents of this site and raising their standard of living to serve the process of preserving it.

Traditional crafts:
Every industry, manual labor, or traditional economic activity inherited by generations throughout history has its own character and distinctive characteristics. It constitutes an element or part of the heritage of the registered site and ensures the inheritance of the expertise and techniques necessary to preserve the urban and architectural heritage, the continuation of the prosperity of economic activity and the upgrading of the living standards of the inhabitants of this site.

The structure
1. The Authority
2. The National Register of Cities, Regions, Historic Landmarks and Their Urban Cultural Heritage
3. Preservation scheme
4. Foundations and controls of the preservation process
5. Licenses
6. Traditional crafts and economic support for registered sites

Technical and engineering affairs department
This department is responsible for preparing studies, research and engineering designs necessary for the implementation of projects, maintenance and restoration works for historical buildings and cities, issuing licenses for construction and restoration, and supervising them, and carrying out integrated engineering works (architectural, construction, and surveying) related to historical buildings and cities.

It also coordinates with advisory offices, scientific bodies and institutions in the field of pro-

tecting and developing historical cities and preparing periodic reports on the progress of its work. This department carries out its functions through the following sections:

• Engineering Design Department

The department prepares studies, reports, technical research and designs related to the Authority's projects.

• Implementation and Supervision Department

One of his duties is to carry out the necessary technical procedures for contracting the implementation of the agency's projects and maintenance works for historical buildings and cities, and supervising them.

• Emergency Maintenance Department

This section undertakes emergency maintenance works for buildings, alleys and dilapidated fences in historical cities and prepares technical reports on them

Marketing and Investment Management

The Marketing and Investment Department is specialized in preparing investment proposals, plans and programs and working on developing marketing and promotion programs with the aim of reviving production, service, cultural, artistic activities and traditional industries within historical cities and implementing advertising campaigns for them for the purpose of introducing and marketing them as tourist and investment attractions. This department carries out its competencies through the following departments:

• Investment Department: This department works on settling the conditions of service and residential real estate, organizing their files, concluding and renewing contracts, and focusing on activating the role of revenue collection, determining debts owed by owners of service and craft shops, and following up their collection to the treasury of the Agency.

• Marketing and Activation Department:

This section prepares proposals for investment fields in historical cities, receives requests from those wishing to invest, studies them and expresses their opinion in accordance with the legislation in force.

Economic activity and investment:

• Economic activity in the registered site is an integral part of the fabric of life in which it must be preserved, developed and rid of negative influences that may harm the conditions for maintaining the registered site.

• Economic activities such as handicrafts, agricultural, building crafts and other traditional activities are important elements of the cultural heritage covered by protection under the provisions of this law, and the authority, in coordination with the relevant national and international funds, is responsible for supporting its preservation, development and development.

• The authority, in coordination with the competent authorities, shall develop plans for the economic development of the sites registered as part of the site management plans that include all or some of the following according to the needs and type of the site:
A. The traditional activity in the site and the boundaries of the areas allocated to it.
B. The new economic and tourism activity and its impact assessment, including environmental impact assessment.
C. Study the economic effects resulting from the registration of the site.
D. The proposed economic programs to develop economic activity and make it more sustainable and appropriate to the conditions of maintaining the site.
E. Funding sources and mechanisms for reviving economic activity, in addition to state budgets and appropriations in this field.

• The authority works, within the limits of its available capabilities, and in coordination with the concerned authorities, to provide the necessary material and technical support to assist and support economic activities and owners of traditional crafts in the registered site to develop and market their products locally and externally, and to organize internal and external exhibitions to promote these products.

• The authority sets programs to train and qualify craftsmen in the field of crafts related to construction and the production of traditional building materials, and it may, in coordination with the competent authorities, issue certificates of experience and classification for these craftsmen.

• The Authority shall inventory, document and classify the crafts and traditional economic activities existing in the registered sites.

• The Commission has the right to establish professional centers and traditional craft markets and invest them in order to support the process of preserving the registered sites.

• Owners of traditional crafts in the registered location are exempted from licensing fees to practice the profession (traditional craft).

The Authority's Financial Resources (Initial Scenario):
The Authority's financial resources consist of the following:
1- What the state monitors in terms of annual budgets and appropriations for the registered sites.

2- Local and international aid, gifts and donations provided to the registered sites for the purposes of preserving them.

3- Revenues collected by the Authority at the sites in accordance with the provisions of the laws in this regard.

4- What is allocated in accordance with the provisions of the law from the local authority's revenues and budgets in the registered sites to support conservation activities and projects there.

5- Revenues collected as a result of cultural, artistic and tourism events, festivals and exhibitions held in the registered sites.

6- What is allocated to the registered sites from the relevant funds and is in accordance with the provisions in force as follows:
A. Income from the Tourism Promotion Fund.
B. From the income of the Heritage and Cultural Development Fund.
C. Judicially collected fines as a result of violations committed within the site registered according to.

7- Amounts are disbursed by the authority, under the supervision of the Minister of Culture.

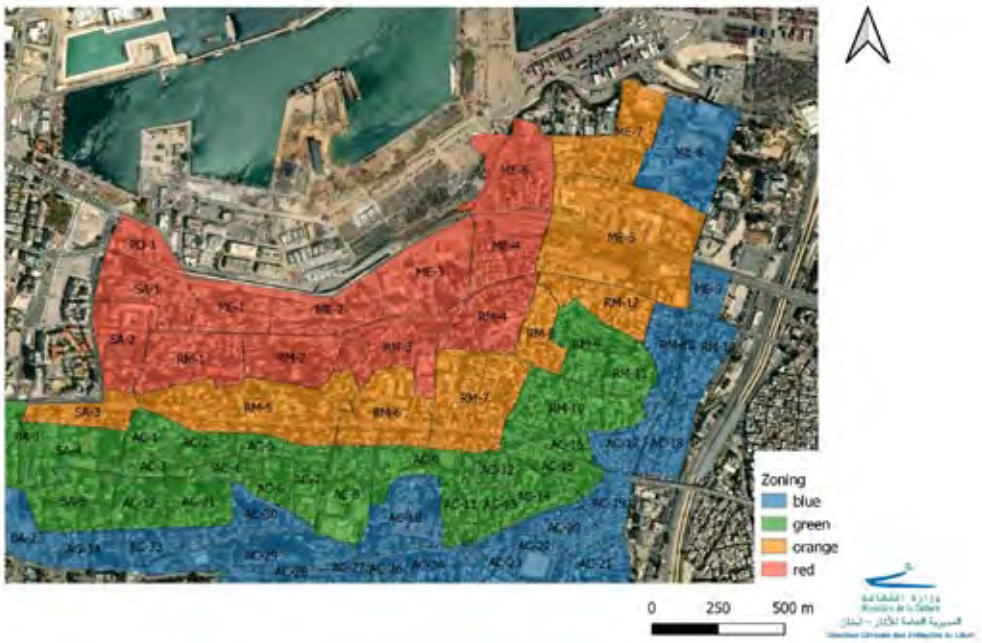
8- Any other resources available in accordance with the laws in force.

Yasmine
Bou Assaf

Le patrimoine urbain de Beyrouth après le 4 Aout 2020: Enjeux et priorités

LE CONSTAT

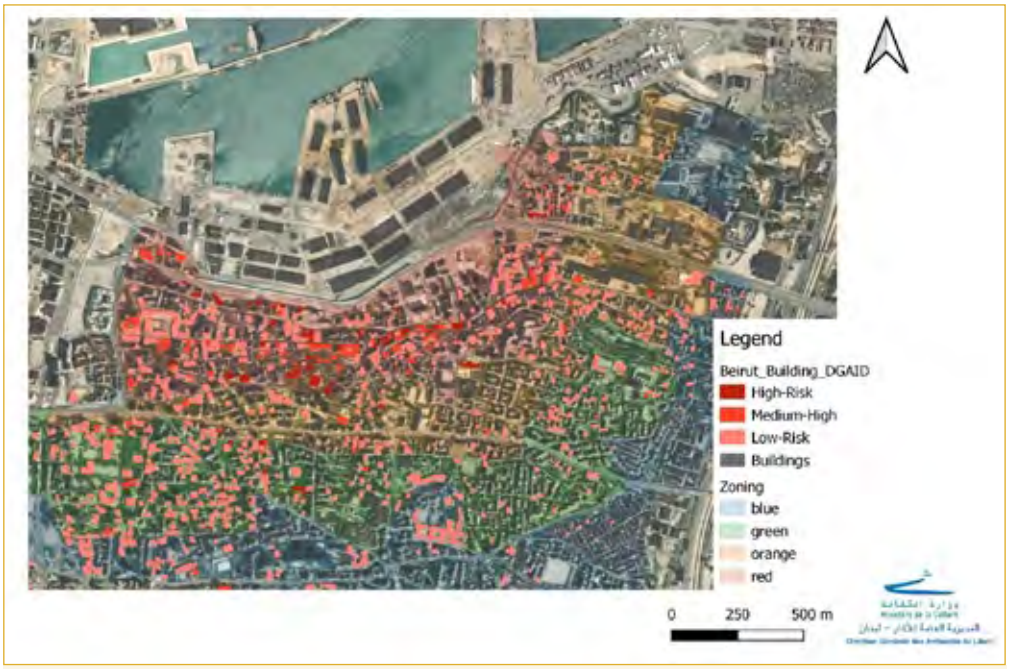
Les deux explosions du 4 août 2020 ont détruit une grande partie du port de Beyrouth et ont largement affecté son environnement urbain. Elles ont été ressenties jusqu'à plusieurs dizaines de kilomètres et ont endommagé surtout les bâtiments historiques, en particulier dans les zones du Port, de Medawar, Rmeil, Saifi et Achrafieh.



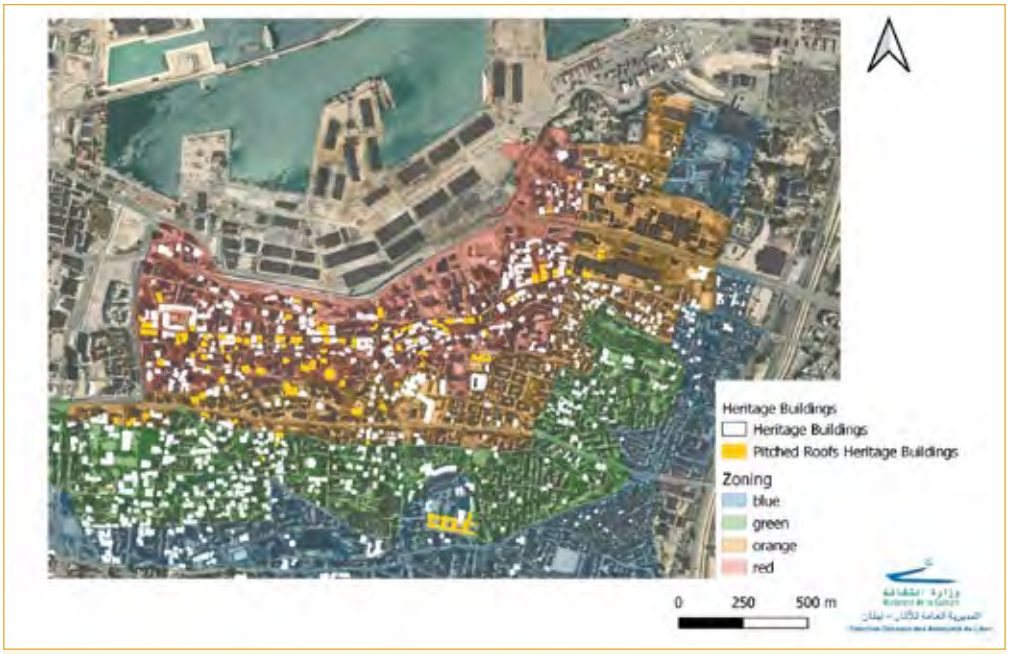
Zones d'impact @ DGA-BBHR2020

Avant même que les rues soient évacuées dans un magnifique élan de solidarité de la part de la population, les professionnels du patrimoine ont réagis a l'urgence en évaluant l'ampleur des dégâts et en identifiant les bâtiments en péril immédiat.

Les diagnostiques préliminaires des premières semaines ont servis à lancer les travaux prioritaires. Aujourd'hui, après avoir dépassé la phase de stabilisation et de couvrement d'urgence, le moment est venu, de poser des jalons et de planifier la reconstruction.



Cartographie des bâtiments patrimoniaux affectés @ DGA-BBHR2020



Cartographie des toitures à tuiles @ DGA-BBHR2020

Les enquêtes de terrain ont permis de renouveler les données disponibles sur ces secteurs, notamment sur le nombre de bâtiments patrimoniaux : 640 unités de bâti traditionnelles antérieures à 1935 ont été identifiées.

Le patrimoine moderne situé entre 1935 et 1960, ayant connu de moindres dégâts, est en cours de recensement. Les chiffres avancés dans les études antérieures pour les mêmes zones se révèlent déjà en deçà de la réalité, sans compter les nombreuses pertes dus à l'activité immobilière intense dans ces quartiers durant ces trente dernières années et vont nécessiter une analyse attentive.

LES LEÇONS DU PASSE SUR LE PATRIMOINE URBAIN DE BEYROUTH

Les études architecturales et urbaines les plus complètes sur les zones sinistrées ont été développées surtout à partir des années 1990, après un regain d'intérêt des institutions de recherche et du secteur académique : ces études sur ce patrimoine vernaculaire urbain ont permis de cerner le cadre historique, d'identifier les typologies architecturales caractéristiques de la maison beyrouthine à hall central, et les valeurs intrinsèques de ces quartiers.

Maisons Beyrouthines types

Cœur vibrant et authentique, le quartier de Mar Mikhael à lui seul, démontre de la valeur historique, sociale et culturelle du patrimoine urbain de Beyrouth, offrant les derniers espaces dans lesquels le patrimoine était pratiqué comme une réalité vécue, plutôt que comme une mémoire. Il est important de préciser que plus de 60% du parc immobilier patrimonial appartient au secteur privé et environ 20% aux ordres religieux, sans reconnaissance unanime sur ces valeurs.

Dans un contexte d'urbanisme d'urgence, les dynamiques de reconstruction au Liban ont toujours été réactionnelles. L'insertion du patrimoine dans ces dynamiques n'apparait réellement qu'après les années 80. Au Centre-ville de Beyrouth, l'aménagement du patrimoine est intégré avec beaucoup de controverses dès 1993, dans un projet d'urbanisme géré par la société privée Solidere dans un centre vidé de son âme après 20 ans de guerre civile.

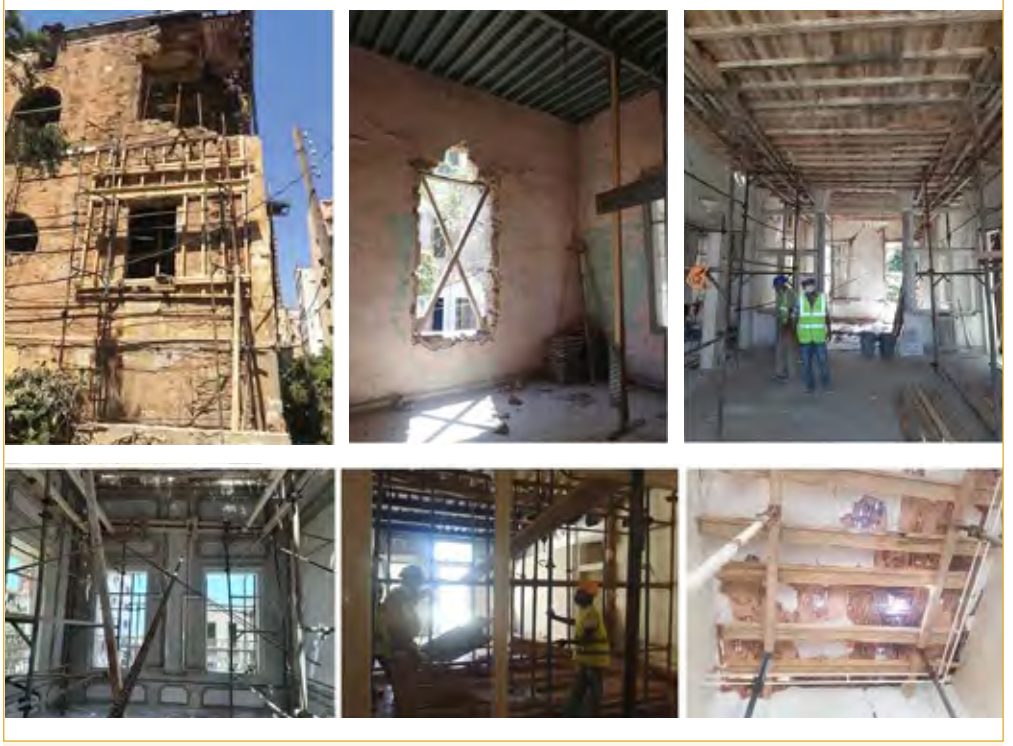
Les quartiers péricentraux par contre, non désertés et toujours vibrants de vie, ont tant bien que mal affronté la reconstruction de façon spontanée via des initiatives privées dans un

cadre réglementaire peu contraignant. Le phénomène de conversion en vagues successives des quartiers de Monot, de Gemmayzé et par la suite de Mar Mikhael, en lieux de loisirs et de vie nocturne, a cristallisé une nouvelle forme d'adaptation urbaine. Sous la pression de la réhabilitation économique, la gentrification s'est emparée de ces quartiers, ouvrant la voie à de nouvelles formes de spéculations foncières néo-libérales et des mutations socio-économiques.

Il est important de signaler une mobilisation civique, professionnelle et associative qui a milité pour sauver le bâti traditionnel contre l'homogénéisation culturelle et la ségrégation sociale face à un état marginalisé dans ses politiques patrimoniales. Un des principaux acteurs, à savoir la municipalité de Beyrouth, a longtemps souffert d'absences d'outils et de mécanismes adaptés à la spécificité de son territoire.

L'état de conservation du bâti traditionnel était déjà peu satisfaisant avant la catastrophe : dégradations dues aux conflits armés successifs, manque d'entretien, et souvent d'abandon. Les causes sont liées surtout à l'absence de réglementation adaptée, au statut des locations et au manque de prise de conscience collective.

La spéculation foncière a encouragé l'abandon de nombreux bâtiments pour contribuer à leur lente agonie, laissant la place à de grandes tours, validées par la réglementation en vigueur, et ne prenant pas en compte le contexte urbain historique.



Interventions d'urgence @G.Rihan

LE PROCESSUS EN COURS ET SES DERIVES :

Les initiatives privées et associatives ont été les premières à faire face à la catastrophe, soutenues par des financements privés. Dans l'urgence, les différents acteurs se sont constitués du jour au lendemain, techniciens du patrimoine, sans connaissance véritable des matériaux et des techniques traditionnelles et avec un contrôle institutionnel quasi absent.

Pour parer au plus pressé et au manque de moyens, des matériaux inadaptés ont parfois été utilisés pour mettre hors d'eau avant l'hiver des logements sinistrés et permettre le retour des habitants dans un temps record.

Des initiatives, sous l'égide de la Direction Générale des Antiquités, ont permis des actions d'initiation, de sensibilisation sur le terrain des associations et des entreprises Certains organismes internationaux comme l'UNHCR, ont fait appel à une expertise technique via ICOMOS LIBAN. Ces efforts ponctuels restent toutefois limités, faute de cadre règlementaire et de moyens conséquents face à l'ampleur de la tâche.

Ces initiatives d'accompagnement, portées essentiellement par le corps associatif, confrontées à des défis gigantesques, ne peuvent pas être considérées comme durables. La mise place d'outils de gestion des quartiers historiques, basé sur un support technique à tous les niveaux de décision, sur un cadre normatif technique et des outils de sensibilisation, est primordiale. Les raisons valable pour inclure la préservation du patrimoine bâti dans un nouveau plan directeur ne sont plus à démontrer.

Une attitude positive et tournée vers l'avenir serait de saisir cette opportunité unique pour oser le changement, pour non seulement restaurer, améliorer les performances de ces bâtiments, et prévenir des risques potentiels de catastrophes naturelles mais surtout repenser la ville avec tous les acteurs concernés, en remédiant aux déséquilibres antérieurs.

Tous les éléments concordent pour identifier dans ces quartiers, les principaux attributs d'un paysage urbain historique tant le potentiel culturel des quartiers historiques de Beyrouth est immense. Même endommagé, le tissu urbain parle encore de lui-même et les témoins du patrimoine intangible sont encore là. Il ne serait pas vain de recommander, durant la période de mise sous étude des zones sinistrées, le lancement d'une évaluation des potentiels du paysage urbain patrimonial de Beyrouth comme vecteur de développement.

Fadlallah Dagher

La diversité du patrimoine urbain de Beyrouth

Regardons les photos de Beyrouth avant 1940. Le caractère urbain est défini par des variations sur un thème architectural majeur: les bâtiments à hall central orientés vers le nord.

Ce thème induit une unité et une identité fortes dans son adaptation à plusieurs échelles, de la modeste maison de la petite bourgeoisie aux larges palais. Il en découle harmonie et cohérence avec le contexte méditerranéen, le climat, la structure sociale...

Une identité urbaine forte

Le patrimoine bâti de Beyrouth est à l'image de sa diversité sociale. Le paysage urbain a peu à peu mué, entre les années 1925 et 1965, en une mosaïque où cohabitaient les bâtiments de 3 époques et leurs jardins, définissant ainsi le caractère de Beyrouth avant-guerre. La pratique laxiste de l'urbanisme après-guerre a apporté densification, grandes hauteurs et disparition des espaces verts, en opposition à une forme sereine d'urbanité levantine.

Il eut fallu des visionnaires pour établir un plan directeur à plusieurs échelles tenant compte des paramètres contextuels originels. Cela supposait de reconnaître les vertus d'un urbanisme semi-organique, mêlant paysage, mode de vie et caractère architectural, et d'y intégrer la vision moderniste – plutôt que la leur imposer.

Depuis les années 1990, la politique néo-libérale, associée à l'incompétence et à la corruption, n'a pas fait cas de cette diversité pour établir un plan d'action cohérent à l'échelle de la ville ou du territoire. Au contraire, l'urbanité mise à mal par la guerre, l'a été encore plus après elle. L'expérience de la démolition/reconstruction du centre-ville de Beyrouth démontre une forme de "nettoyage social". Dans les quartiers péricentraux, les habitants vivant dans la précarité et les bâtiments anciens ont aussi fait les frais du laisser-aller et de l'exploitation effrénée.

Et même si le devenir du patrimoine de Beyrouth suscite le débat depuis le début des années 1990, les autorités n'ont pas su - ni voulu - établir de stratégie opérationnelle urbaine. Le ministère de la Culture a parfois travaillé à identifier ce patrimoine –sans pour autant parvenir à imposer une vision ni une politique claire ou définitive.

1- Le seul cadre légal identifiant et protégeant le patrimoine bâti est encore, à ce jour, la loi des antiquités votée en 1933.

2- Face à ce cadre obsolète, la pression immobilière s'est accrue avec l'augmentation du coefficient d'occupation des sols et la pratique néo-libérale des acteurs politiques et des promoteurs.

3- La population, comme la classe dirigeante, a été aveuglée par le paramètre de la rentabilité à tout prix et à court terme, au détriment des notions d'urbanité et de patrimoine culturel vivant. Ces notions peuvent constituer un ciment pour l'identité nationale face aux individualités sectaires.

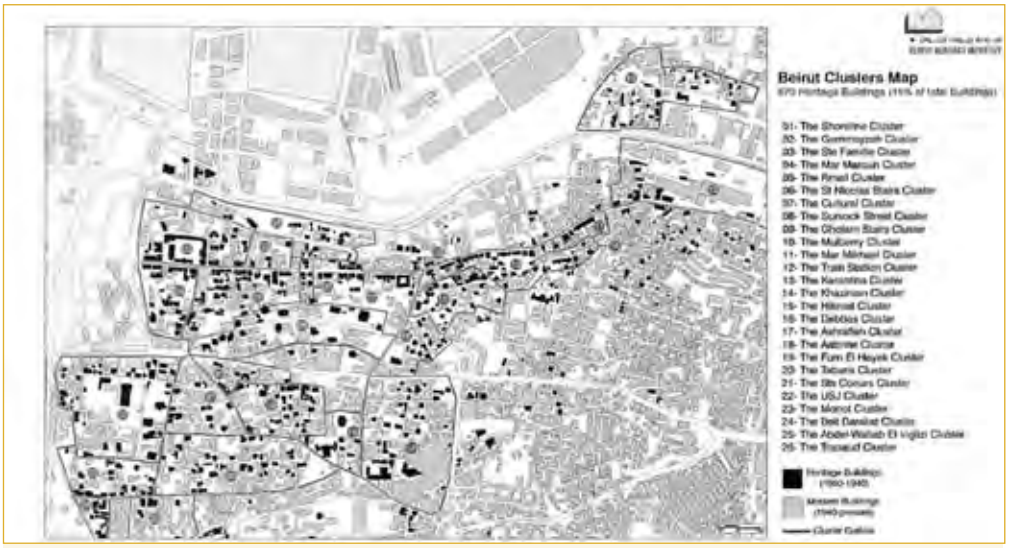
Le crime du 4 août 2020 a accentué la précarité sociale et celle du patrimoine, et suscité une réponse solidaire de la société civile pour venir en aide à la population, restituer la mixité et réinvestir l'espace public.

Dans le périmètre le plus gravement touché (4 km2), 15% des bâtiments, soit 670 sur un total de 4300, datent d'avant 1940.

Au sein de l'association Beirut Heritage Initiative, nous avons défini une stratégie de reconstruction urbaine en deux axes :
1- Promouvoir la protection et la mise en valeur du patrimoine bâti dans le cadre urbain large: travail entrepris par Habib Debs, Abdul Halim Jabr et Hana Alamuddin.

2- Intervenir sur la reconstruction des clusters intégrant bâtiments et espaces publics, pour revitaliser socialement et économiquement des morceaux de ville plutôt que des bâtiments individuels.
Cette stratégie est mise en œuvre en coordination avec plusieurs organisations partenaires. Mais il ne faut pas se leurrer. Nos initiatives sont des opérations ponctuelles, elles s'inscrivent dans le court-terme, et elles ne constituent pas une alternative urbaine viable sans intervention des autorités.

On ne reviendra pas en arrière, et on ne reconstruira pas Beyrouth avec la vision romantique de la ville de nos grands-parents. Les autorités municipales et urbanistiques doivent prendre le parti de repenser la ville en s'affranchissant des intérêts de leurs parrains, en associant les citoyens et la société civile et en intégrant ses actions.



Une stratégie de clusters patrimoniaux

Il serait erroné de travailler uniquement sur le périmètre des quartiers dévastés par l'explosion du 4 août 2020. Ce serait rééditer l'erreur qui a fait du centre-ville une île, comme l'a souligné Robert Saliba, et qui plus est une île quasi-déserte. Il s'agit d'aborder la question dans sa globalité pour retisser les liens entre les quartiers, ceux qui sont dévastés et les autres, y compris en réintégrant le centre-ville dans son environnement urbain.

Le patrimoine de Beyrouth, c'est aussi sa relation à la Méditerranée. Il n'est pas interdit de reconnecter la ville à la mer en interrogeant l'usage à venir des 3 premiers bassins du port.

On le voit, il y a le potentiel pour vitaliser Beyrouth, à condition d'intégrer les paramètres sociaux, historiques, naturels et économiques ; cela impose de rompre radicalement avec les pratiques en cours depuis plus de trente ans.

Les citoyens font leur devoir. Aux responsables de faire le leur.

Sébastien Lamy

Le projet de mise sous étude et la Loi 194 du 16 Octobre 2020

La mise sous étude de la zone avortée :

La mise sous étude des zones endommagées par l'explosion du 4 août 2020 a été proposée par le Conseil Supérieur de l'Urbanisme (CSU), par une décision du 19 août 2020, conformément à la procédure prévue par l'article 9 du décret-loi n° 69 du 9 septembre 1983 (loi de l'urbanisme). Cette décision est restée sans suite du fait du mutisme du Conseil Municipal de Beyrouth. Selon l'article 9 de la loi, la décision finale de mettre une zone sous étude revient au Conseil des ministres qui doit prendre un décret en ce sens après avis du CSU et de la municipalité concernée. L'avis de la municipalité fait donc défaut pour qu'un décret puisse être pris. Juridiquement, l'avis de la municipalité est simplement consultatif, mais il est politiquement très délicat de prendre une telle décision en l'absence d'avis favorable de la ville.

A quoi sert une mise sous étude ?

C'est le point de départ de toute procédure de révision d'un zoning. Une telle décision interdit à l'administration compétente, en l'occurrence la ville de Beyrouth, de délivrer des permis de construire, et ce pendant une durée d'un an renouvelable une fois, de manière à ne pas compromettre l'exécution du zoning futur, sauf de manière exceptionnelle et seulement sur avis du CSU. Cela étant, si une décision de mise sous étude est souhaitable, elle n'est pas obligatoire pour pouvoir procéder à la révision d'un zoning. La loi de l'urbanisme n'en fait pas, en effet, un préalable indispensable. On voit régulièrement des zonings être révisés sans que la zone concernée n'ait été préalablement mise sous étude.

La question de l'avis préalable de la municipalité reviendra lorsqu'il s'agira d'approuver la décision finale de révision. Les articles 11 et 12 de la loi de l'urbanisme prévoient en effet qu'une telle décision est prise par décret en Conseil des ministres après avis du CSU et du conseil municipal. Mais là encore, l'avis de la municipalité est consultatif (art. 49 de la loi sur les municipalités).

En tout état de cause, dès lors que la révision envisagée rend les règles du zoning plus contraignantes, l'avis rendu par le CSU devient directement opposable, quel que soit l'avis rendu par la municipalité, pour une durée de 3 ans le temps que la révision soit approuvée par décret (art. 13 de la loi n° 646 du 11 décembre 2004 – dite loi de la construction)

Le contexte d'adoption de la loi 194 :

Aucune procédure de révision du zoning de Beyrouth n'a donc été formellement engagée dans les semaines qui ont suivi la décision du CSU du 19 août 2020 et c'est dans ce contexte qu'a été adoptée la loi n° 194 du 16 octobre 2020.

Une loi rédigée dans l'urgence, quelque peu bâclée sous certains aspects, mais probablement motivée par le souhait du législateur de neutraliser l'inertie de la municipalité de Beyrouth.

- Gel des transactions immobilières :

Aux termes de l'article 3 de la loi, toutes les transactions immobilières dans les zones sinistrées sont gelées pour une durée de deux ans à compter de son entrée en vigueur. Naturellement, des exceptions sont prévues, notamment pour les terrains situés dans le périmètre de Solidere et ceux lui appartenant, les immeubles en cours de construction au jour de l'explosion, etc.

Pourquoi ce gel ?

Manifestement, il n'est pas question de changer le zoning. On peut comprendre que l'intention était d'écarter l'appétit des spéculateurs immobiliers le temps que les propriétaires des bâtiments patrimoniaux endommagés, dont la liste restait à définir, entreprennent des travaux de réhabilitation. Un sursis qui n'apporte aucune réponse à long terme pour garantir la préservation du patrimoine, mais qui permet de ne pas tenter les propriétaires de bâtiments patrimoniaux de répondre à des offres alléchantes d'investisseurs plutôt que de restaurer leurs biens. C'est du moins ce qui ressort de l'exposé des motifs de la loi.

Cette loi ne permet toutefois pas d'empêcher la délivrance de permis de construire, sous réserve de ce qui est prévu à l'article 7 de ladite loi, s'agissant des terrains sur lesquels sont implantés des bâtiments patrimoniaux.

Ce qui signifie que le propriétaire d'un bâtiment qui ne figure pas dans la liste des bâtiments patrimoniaux (voir ci-après), mais qui peut tout de même présenter une certaine qualité architecturale, peut librement solliciter un permis de construire pour l'édification d'un nouvel immeuble plutôt que de restaurer l'existant.

Le signal donné par le législateur va donc dans le bon sens mais n'est pas suffisant. Sa démarche ne sera efficace à moyen et long terme que si elle s'inscrit dans le cadre de l'engagement d'une procédure de révision du zoning.

- Etablissement d'un plan distinct :

L'article 7 de la loi permet en revanche d'ouvrir des perspectives plus larges. Celui-ci prévoit que le ministère de la Culture établit un plan distinct pour la reconstruction et/ou la restauration des bâtiments patrimoniaux endommagés, sans toutefois préciser ce qu'il convient d'entendre par bâ-

timents patrimoniaux endommagés. Une allusion est faite indirectement à l'inventaire des monuments historiques. Il y a toutefois matière à penser que les bâtiments patrimoniaux ne se limitent pas à ceux classés ou inscrits au titre des monuments historiques (2 classés et 18 inscrits).

- De quels bâtiments parle-t-on alors ?

Nous disposons de trois études réalisées entre 1996 et 1998 successivement par l'APSAD, la Direction Générale de l'Urbanisme et la Société Khatib & Alami pour l'ensemble des quartiers péricentraux de Beyrouth. Celle réalisée par Khatib & Alami (dont le contenu a souvent servi de référence) est particulièrement détaillée, avec un classement selon cinq catégories des bâtiments identifiés comme patrimoniaux.

Nous savons également que l'Ordre des Ingénieurs & Architectes a effectué son propre inventaire dans les jours qui ont suivi l'explosion sur la base des études entreprises par BBHR (Beirut Built Heritage Rescue), lequel comporte 362 bâtiments présentant un caractère patrimonial.

Est-ce que le plan s'appuiera sur l'inventaire de l'Ordre? Ou bien sur ses propres critères?

- Quelle approche pour l'établissement du plan distinct ?

Le texte n'est pas clair. On ne sait pas vraiment s'il s'agit d'un plan qui sera opposable juridiquement ou bien qui ne revêtira qu'un caractère indicatif. On ignore également si ce plan devra faire l'objet d'un arrêté du ministre de la Culture ou d'un décret.

Le second alinéa de l'article 7 dispose que les bâtiments patrimoniaux détruits ou endommagés ne peuvent être reconstruits qu'avec l'autorisation du ministère de la Culture. On peut donc en déduire que ce plan constituera le " cahier des charges " de la DGA lorsqu'elle aura à instruire des demandes de permis de construire portant sur bâtiment identifié comme patrimonial.

Mais plusieurs interrogations restent en suspens :

- Si ce plan n'est pas réellement opposable juridiquement, est-ce que la municipalité qui recevra une demande de permis sera tenue de transmettre la demande à la DGA ?
- Est-ce que ce plan sera opposable à long terme ou bien sera-t-il circonscrit à la période de "reconstruction" ?

Il y a pourtant là l'opportunité de mettre en place un véritable outil de planification orienté non seulement sur la protection du patrimoine mais également sur sa mise en valeur. Toutefois, s'il existe des zonings mettant l'accent sur le patrimoine, établis en coordination avec la Direction générale des antiquités (DGA), comme c'est le cas à Tyr ou à Jounieh par exemple, il n'existe pas dans le Droit libanais de véritable outil de planification relevant de la compétence de principe du ministère de la Culture (à l'instar de ce qui existe en France avec les plans de sauvegarde et de mise en valeur par exemple). On peut y voir une certaine ironie puisque la première loi qui a fait expressément référence à un document de planification est l'arrêté du 7 novembre 1933 relatif aux antiquités qui prévoit en son article 19 de que les " plans d'extension et d'embellissement " des villes ne peuvent être adoptés qu'après approbation du directeur du

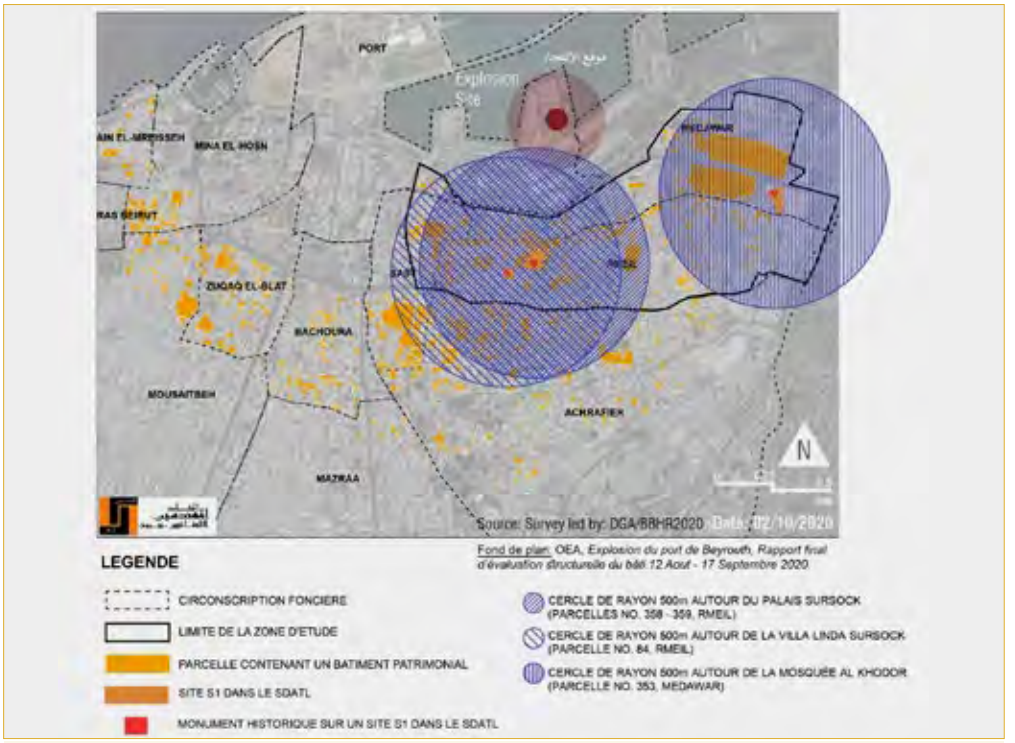
Service des antiquités, et qu'un architecte participera à leur développement. C'est-à-dire que déjà en 1933, le Service des antiquités s'était vu confier des prérogatives en termes de planification urbaine et ce bien avant la première loi de l'urbanisme.

Quoiqu'il en soit, on ne peut que souhaiter que, pour l'établissement de ce plan, la DGA adopte une approche non pas à l'échelle du bâtiment mais à l'échelle de l'ilot voire du secteur car une politique de protection et la mise en valeur du patrimoine n'est efficace que lorsqu'elle est abordée à l'échelle d'un périmètre.

Il peut être intéressant de noter à cet égard que le décret de 2009 portant approbation du Schéma directeur d'aménagement du territoire libanais (SDATL), qui est pour rappel opposable à toute procédure de révision de zoning, identifie trois bâtiments dans les zones sinistrées comme revêtant un caractère patrimonial suffisamment important pour qu'un rayon de protection de 500 mètres autour de ces bâtiments soit délimité.

Ce périmètre des 500 mètres n'est pas sans rappeler celui existant en droit français, dans lequel l'avis de l'architecte des bâtiments de France est requis pour toute demande de permis de construire.
Les trois bâtiments identifiés par le SDATL sont en l'occurrence:

- Le palais Sursock ;
- La villa Linda Sursock ;
- La mosquée al-Khodor.



Les zones de Protection autour des sites S1 cartographiés dans le SDATL | Crédit : Cynthia Bou Aoun

BEIRUT URBAN DECLARATION

Fifth Axis

Management and Organization of Planning and Reconstruction

Coordinator Layla Jabbour

Contributors Atef Mcheimech *
Firas Mortada *
Karen Boujaoude
Roger Skaff

Participants Josef Zaarour

NB: *the articles labeled with (*) are available in the Arabic section*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Introduction
Layla Jabbour

Management and Organization of Planning and Reconstruction

In the wake of a catastrophe the scale of a city, the responsibility is huge.
This axis unifies the efforts of all axes and universities on the one hand, and the Order of Engineers and Architects on the other, within the directions based on the Beirut Urban Declaration.

The tasks of this axis revolve around proposing a roadmap for reconstruction, based on information and data collected from surveys and the reality of the Lebanese situation. Including stakeholders, legislations, and the current economic situation, through launching a digital platform to upload information, which will be a starting point for following up on reconstruction work and management.

All participants in this axis emphasized on the need to identify problems and challenges as a basis to provide recommendations and plans to be followed. In addition to the need to prepare a clear vision for the reconstruction, which would clarify the objectives and the general plan for follow-up. This scheme includes an understanding of the general context in the comprehensive reconstruction process by emphasizing the life cycle of reconstruction, the involvement of stakeholders and a review of legislative systems.

Layla Jabbour

Management and Organization of Planning and Reconstruction

Several challenges were identified:

1. Immediate and safety needs: Temporary housing for displaced people- Security- Stabilizing structures- Removal of debris.

2. Reconstruction: The Reconstruction Life Cycle- Reconstruction Stakeholders - Prevailing Legislative System.

- Stakeholders' involvement (owners/tenants- land owners- investors- governmental bodies- insurance companies- financing bodies- NGO...) Managing the reconstruction of a city requires cooperation between all stakeholders (formal and informal sectors alongside)
- Lack of data and information due either to institutional incapacity or lack of updates, which lead to outdated urban plans.
- Bureaucracy and weak governance and accountability, unresponsive government leading to lack of critical decision-making, time consuming processes and loss of consistent management.
- Outdated National Urban policies and restoration laws.
- Restoration approaches with challenges in safeguarding the cultural and national identity of the city/country and giving priority to the Public Right of the city and the users.
- Availability of financing bodies (local/ foreigner) and funding Mechanisms- Profit-seeking reconstruction investors leading into direct economic cultural losses.
- Availability of local Technical expertise (architects, engineers, craftsmen...)
- Availability of building material in the local markets.

3. The need to Monitor and control the process of reconstruction throughout all its phases, starting from data collection, analysis, planning and implementation.

4. The management of the reconstruction process should be carried out in an environment broader than the reconstruction proposals and ideas. The understanding of this Context leads to select the life cycle phases, processes, and tools and techniques that appropriately fit the requirements.

Accordingly, the key aspects of the reconstruction management context were identified as follows:

1. The Reconstruction Life Cycle
2. Reconstruction Stakeholders
3. The Prevailing Legislative System

Contributors

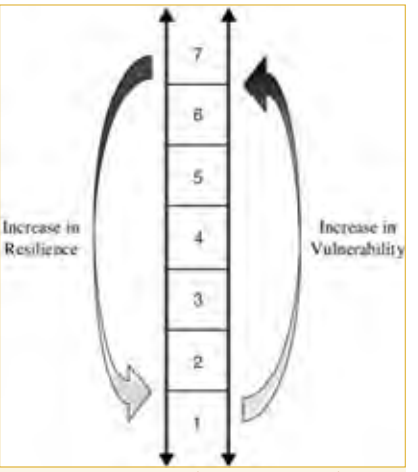
- Presentation: Mr. Firas Mortada, OEA, Urban Planners Committe
- Towards a Sustainable Disaster Recovery Plan- Dr. Karen Boujaoudeh (NDU)
- Integrated Delivery and Stakeholders Role - Dr. Roger Skaff (LAU)
- Legislative Frameworks for Reconstruction Management- Dr. Khaled Sadek (BAU)
- Urban Observatory and Data Bank- Dr. Atef Mchaimech (OEA, Architects Committee)
- Axis Recommendations- Ms. Layla Jabbour (NDU)

Karen Boujaoude

A Sustainable Disaster Recovery Plan the case of Beirut Port Blast

The goal of sustainable disaster recovery is to reclaim the built environment's functionality while reducing the vulnerability of the society to future agitations. This involves a new generation of decision support tools that join in the congregation society's susceptibility assessment while taking into account the stakeholders' interactions, needs, and favorites.

Accordingly, both public and private sectors are concerned about their investments 'susceptibility to disasters and sustainably for future generations.



Susceptibility scale (Pratt et al. 2004)

However, in spite of being one of the emergency management pillars, sustainable disaster recovery is still the least understood in the research community and among practitioners (Smith and Wenger 2007).

On addressing the rising need for a complete sustainable disaster recovery decision support tool, Haimes (2012) and Kennedy (2007) pointed out the necessity for research that accounts for the difficulty of the sustainable disaster recovery method within the social dynamic interaction.

Consequently, to accomplish sustainable disaster recovery, a tool is vital to concurrently account for the preferences of the community's residents and stakeholders who are affected by the recovery process, the different disaster recovery agencies at the diverse levels, and the insurance companies accountable for financial expenses in the case of catastrophic events. Such a tool should also integrate the susceptibility valuation of the host community to future shocks based on the community's exact data in order to better lead the recovery efforts into a stronger built environment.

Goal and Objectives

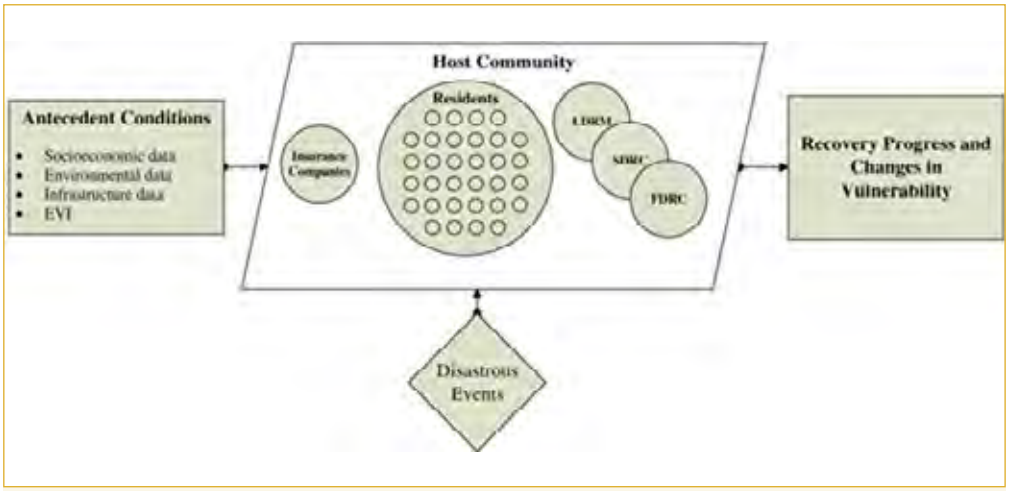
The objective of this paper is to present a sustainable disaster recovery decision support tool that can better guide the recovery hard work to recuperate the community's wellbeing. Consequently, this paper approves a method to capture the objective functions of the associated stakeholders while integrating an environmental susceptibility assessment tool for the host

communities. Therefore, this approach will help in understanding the effect of the different recovery strategies on the host community's vulnerability. As such, this tool will support urban planners to improve societies into a more resilient position. Eventually, this research will help in better guiding the recovery efforts to increase the community's welfare by decreasing the vulnerability of the built environment and increasing the individuals' objective purposes.

Sustainable Disaster Recovery and Stakeholders Interactions

The contribution of the diverse stakeholders, in the planning and execution phases, and accounting for their requests and preferences, increases the individual efficacy of the related entities (Abdalla et al. 2015;Boz and El-Adaway 2014; Boz et al. 2014; Glumac et al. 2015; Feliu 2012). More importantly, Alesch and Siembieda (2012) claim that the communities cannot recuperate without the integration of the stakeholders within the obstructed society.

Furthermore, the communication between the recovery agencies, organization structure, and numerous stakeholders increases the recovery rate and value of the outcome product and improve the host community's resilience (Chang and Rose 2012; Olshansky et al. 2006). Thus, current sustainable disaster recovery studies suggest that the different stakeholders participate in both the planning and execution phases to accomplish an effective disaster recovery for the host community (Haimes 2012; Smith and Wenger 2007; Olshansky et al. 2006). Ferdinand and Yu (2014) also distinguished that the slow progress in restoration projects was due to the lack of clear framework and outline between the different stakeholders.



Communication Overview (Chang and Rose 2012)

The frequently used government recovery plans include financial compensation, restoration, reconstruct, upgrade the effected infrastructure, and deviations in the land use so as to reduce the multitude public weakness to future threats (Olshansky et al. 2006; Cutter et al. 2006).

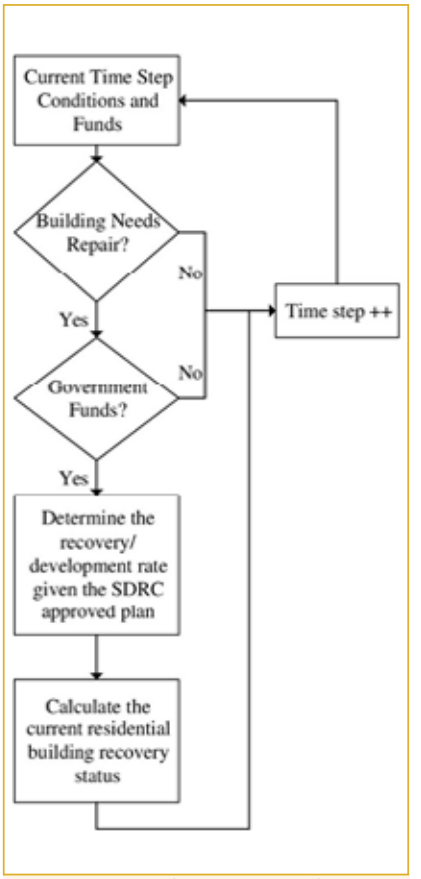
Alternatively, inhabitants of the influenced regions had fewer post disaster strategies, and required a plan to cooperate with local agencies for the recovery planning phase. The residents' strategies focus on:

1. mending the damaged properties, which consist of resources for financing the repair and reconstruct procedures

2. choosing insurance policies that would best fit their requirements for the future hazardous events

3. determining on whether the resident should leave or stay in the impacted district.

These approaches are influenced by the socioeconomic values and morals, the injury caused by the catastrophic events, the existing government recovery plans, the social ties of the occupant to the public, and their external choices (Olshansky 2006).



Recovery model (Olshansky 2006)

Bell (2004) proposes that the residents should "participate in decisions that shape their lives and the design of the built environment is one of these decisions" (p. 13). This prevalent role in community development planning and management reflects basic human rights and social and environmental righteousness (Alfasi, 2003).

According to Arnstein (1969), community outreach events that take place during the planning and architectural design stages, such as providing data and evidence, offering consultation and group consultation, only undergo a one-way flow of evidence and data conveyed from decision makers to local inhabitants.

These measures could only be measured and considered as "non-participation" and/or "minimum effort," because local residents or occupants do not have influence in the decision-making process (Arnstein, 1969). In order to reach the top level of "citizen power", all the stakeholders, especially the local residents, should be prepared with a certain amount of control, allowing them to directly influence the decision- making process of their own community's development (Wu, 2019).

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Roger
Skaff

Integrated Project Delivery & Stakeholders Roles

1. OVERVIEW

"Beirut Urban Declaration", a "Project" with a vision to reform the areas of the capital city affected by the catastrophic explosion of the Seaport on August 4, 2020.

As an initiative taken by the Order of Engineers and Architects (OEA) in Beirut, in partnership with the Faculties of Architecture in Lebanon, a larger "Team" is expected to be formed when other governmental, quasi-governmental, non-governmental, public, and private entities are either required or invited to be part of this project.

Envisioning a collaboration model for such Multi-Party and diversified work team could form a "Practice Trend", to be hopefully adopted in more fortunate circumstances.

This is due to the complex nature of the mission that includes damage assessment, formulation of an nationally respected and integrated vision for the reconstruction, taking into consideration the heritage rehabilitation, the existing social fabric, and the distinguished urban identity.

Once this vision is mature enough, necessary planning, related legislations, proposed designs, documentation and permits will then mark the milestones of the process in preparation for construction.

The challenges lay in the planning and design phases in terms of communicating with impacted communities, local authorities, and other parties that take part in the decision making, securing legislations if and when needed, and acquiring permits. Other challenges are in setting operation priorities to respond, under an emergency plan, to provide support and temporary sheltering for displaced residents.
A collaborative process is also favorable for the construction phase in order to achieve the highest sustainability levels possible, overcome inefficiencies, reduce construction waste that in some surveyed cases reached 30%, and aim for cost and time saving, which could fall in the range of 5% to 20%.

The best added value proposition for such project, the involved parties, and the major stakeholders, Owner(s), Authorities & Agencies, Funding Entities, Designers, Builders,... is an "Integrated Project Delivery" (IPD) model.

2. PRINCIPLES

The main principles of IPD are Mutual Respect, Trust, Benefit and Reward.

The collaborative innovation requires early involvement of the key stakeholders and establishing open communication. This leads to defining the goals early in the process, intensifying the efforts for planning and design, and facilitating the decision making.

Identifying the leadership, organizing the team, and selecting the proper methodologies and technologies to be adopted, such as management platforms, data repository, and any other useful software in between is also essential for the success of IPD.

3. STAKEHOLDER ROLES

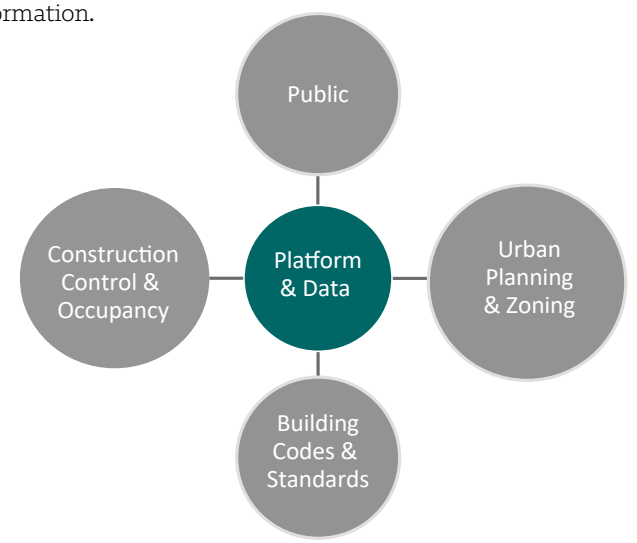
In a traditional approach such as the "Traditional Project Delivery" method, the process is fragmented where the team members are controlled by hierarchy and bureaucracy. This setup is based on the "just-as-needed" or "minimum-necessary" basis and in unilateral structure.

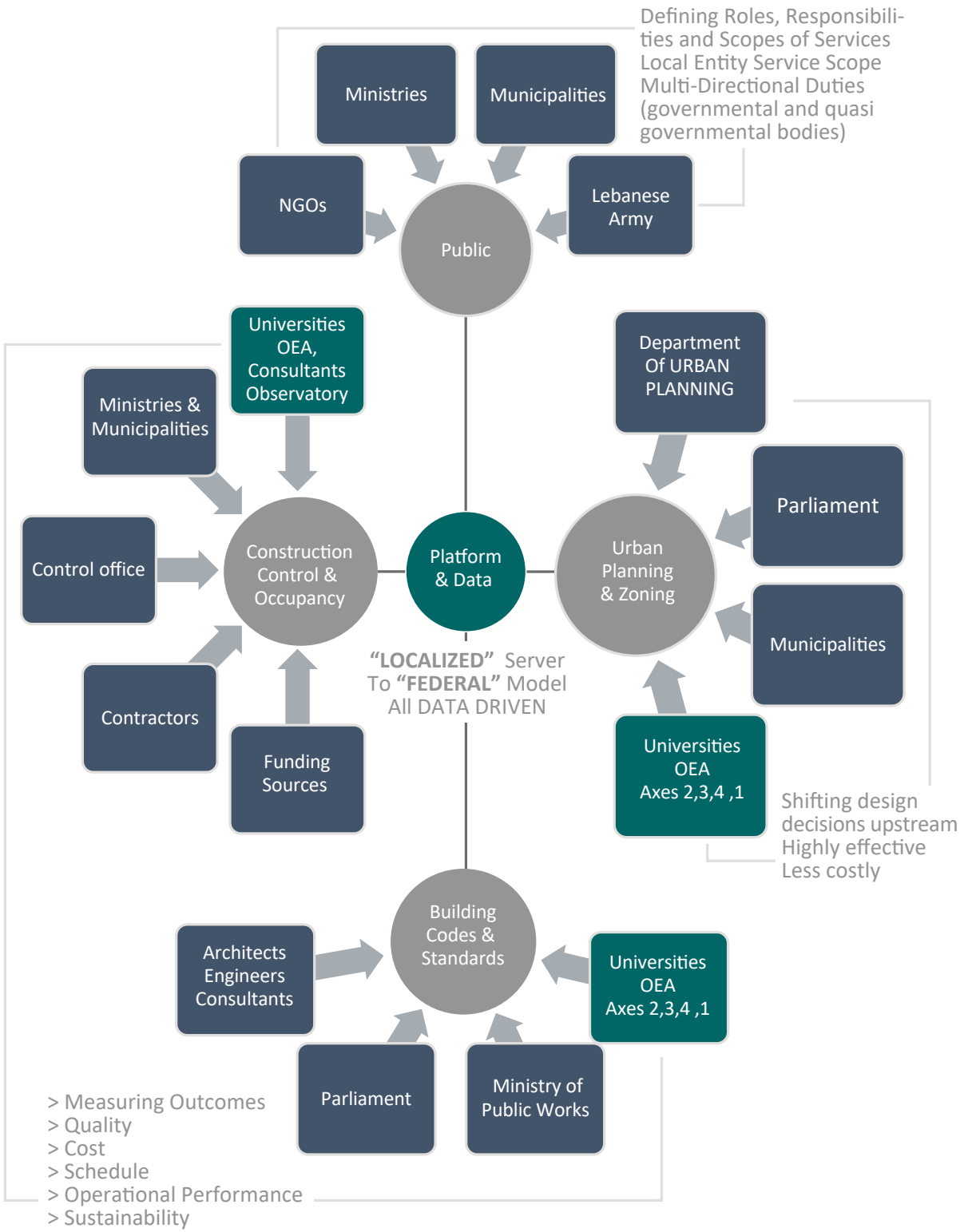
The "Integrated Project Delivery" model, the key stakeholders are appointed at the very early stages so they can establish open and collaborative interactions among all integrated teams and/or entities.

Most importantly, these key stakeholders will be the ones safeguarding the shared sensitive, proprietary, and confidential Information.

"FEDERATION"
Data Driven

"AI & BIM"
Implementation



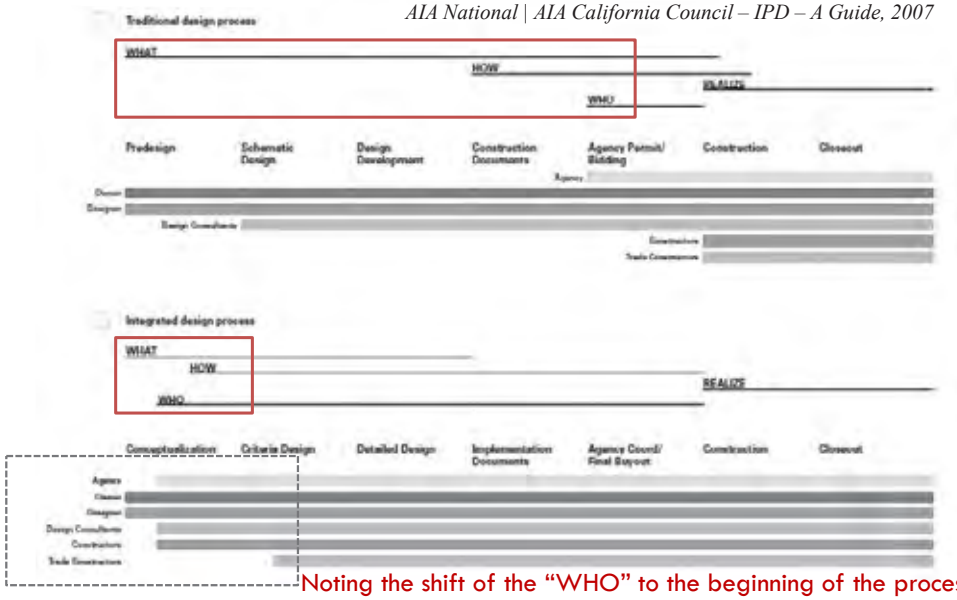

Defining Roles, Responsibilities and Scopes of Services
Local Entity Service Scope
Multi-Directional Duties
(governmental and quasi governmental bodies)
Ministries
Municipalities
NGOs
Lebanese Army
Public
Universities OEA, Consultants Observatory
Ministries & Municipalities
Department Of URBAN PLANNING
Parliament
Control office
Construction Control & Occupancy
Platform & Data
Urban Planning & Zoning
Municipalities
Contractors
Funding Sources
"LOCALIZED" Server To "FEDERAL" Model All DATA DRIVEN
Universities OEA Axes 2,3,4 ,1
Shifting design decisions upstream
Highly effective
Less costly
Building Codes & Standards
Architects Engineers Consultants
Universities OEA Axes 2,3,4 ,1
Parliament
Ministry of Public Works
> Measuring Outcomes
> Quality
> Cost
> Schedule
> Operational Performance
> Sustainability

...WHAT ABOUT IN CRISIS TIMES...???

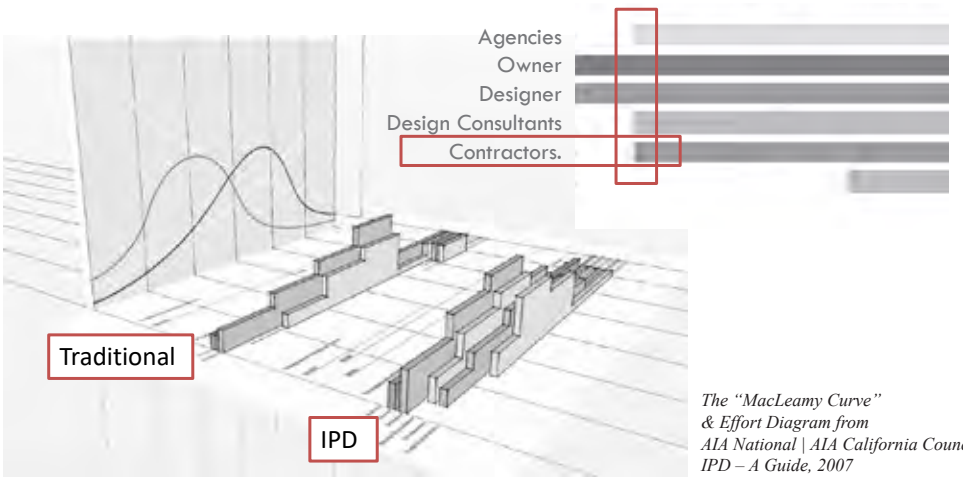
"Shifting forward" efforts in the areas of Assessment, Planning & Design Is advantageous in Crisis Times...!!!

The "MacLeamy Curve" from AIA National | AIA California Council – IPD – A Guide, 2007

"Integrated Project Delivery: Working Definition", from AIA National | AIA California Council – IPD – A Guide, 2007



Noting the shift of the "WHO" to the beginning of the process. i.e. all parties allying in the very early phases



The "MacLeamy Curve" & Effort Diagram from AIA National | AIA California Council IPD – A Guide, 2007

Comparison of the "shifting forward" in the early phases and the z-axis "level of effort" of project participants in IPD versus Traditional.
Constructors and trade contractors shifting forward along with agencies and design consultants in IPD versus joining late in the Traditional Project Delivery method.

5. RISKS

Being individual or single entity managed, the Traditional Project Delivery method tends to allow the transfer of the blame and of the risk to a great extend.

The Integrated Project Delivery puts an end to the blame game through collective management and shared responsibilities and risks.

Remembering that this is a response to an unfortunate crisis, every party is called upon to demonstrate the best performance possible. This empowers all entities and facilitates the missions of all stakeholders. Therefore, any shortcomings in the performance will be shared across all participants.

6. REWARDS

The Traditional Project Delivery method is individual or single entity oriented, aiming for maximum profit with minimum cost and effort.

The Integrated Project Delivery method however is value driven rather than cost based, where the success of the team or the participants is tied to the successful achievements at the project levels.

Beyond the project levels, success and value here mean a great reward to the directly affected citizens and the to the nation.

7. AGREEMENTS

The proposed OEA Observatory in collaboration with the Lebanese University and participation of other universities is a imperative step.

The data collection, aggregation, and evaluation is assumed to be a consistent live process so real time data will be available for sharing with nominated stakeholders through secured protocols.

This GIS based platform will be connected to the Federated AI & BIM platforms/models of each project enabling urbanists, architects, consultants, and other involved parties to apply the AI & BIM best practices and ensure real time data exchange and reciprocal sharing.

The proper establishment, operation, and maintenance of the above platform are essential for achieving the IDP ultimate goals.

8. AGREEMENTS

The "Traditional Project Delivery" is based on unilateral efforts and responsibilities where risk is transferred rather than shared.

The "Integrated Project Delivery" method however promotes Multi-lateral collaboration and supports Risk Sharing, using Multi-Party Customized agreements.

Multi-Party Customized Agreements are recommended for IPD given the scale of such governmental, quasi-governmental, non-governmental, and private sectors venture, with multiple stakeholders and decision makers at each level. Examples of such agreement models are proposed.

- Entity Alliances
- Single Purpose Entities
- Relational Contracts

However, new legislations would be required to allow for a well pronounced basic Design-Build process as well as the implementation of IPD. More importantly, upgrading the already in place bidding and procurement laws to accommodate such models.

Entity Alliances:

This is where the responsibility for the performance at any stage of the project is assumed collectively by all stakeholders. As for the outcome, the profit (or loss) is attributed to all participants' success (or failure) rather than to an individual or a single entity.

By its nature, it gives all allied parties the incentive to work toward a common interest with a collaborative mind and without any basis for finger pointing neither during the process nor at the end.

Decisions by unanimous voting, exclusion of litigation as a dispute resolution option, and open book credits and compensations are essential constituents for the success of such alliances.

Single Purpose Entities:

Independent Limited Liability Company, Limited Liability Partnerships are usually formed to accomplish a specific project, phase, or part of the master project and are dissolved once the mission is accomplished and the financial goals are reached.

Relational Contracts

These contracts are Construction contracts in nature and focus on interrelations among all parties. They ensure protection of all rights, enforcing obligations, and evaluating deliverables.

RESOURCES الموارد

The American Institute of Architects
The Architect's Handbook of Professional Practice, 15th edition (2013, Wiley)

The American Institute of Architects
Integrated Practice information, www.aia.org/ip_default

AIA National | AIA California Council
Integrated Project Delivery: A Guide, 2007

IPD: An Action Guide For Leaders
Sponsors:
Charles Pankow Foundation
Center for Innovation in the Design and Construction Industry (CIDCI)
Integrated Project Delivery Alliance (IPDA)

Associated General Contractors of America
BIM Guide for Contractors, http://agc.org/

Design Build Institute of America (DBIA)
library of information and case studies related to design build
http://www.dbia.org

Beirut Urban Declaration workshop at the Order of Engineers and Architects in Beirut held on 11th of April 2021.

Universities Exhibition at Beit Beirut, December 2021

Recommendations according to the axes

Beirut Urban Declaration conference "Beirut Urban Manifesto" April 10-11 2021

The Historical Dimension: The discussions focused on the history of the city of Beirut and the impact of the commercial activity of the port and its increase in urban, socio-economic, and legal terms. The discussions also addressed the consequences of the port commercial activity on the expansion of the city and the formation of new neighborhoods.

The city's history has been approached with a new perspective, by studying the port's economic and social role, its prosperity and its repercussions on the population's conditions, and its competitive position with other ports on the eastern coast of the Mediterranean. Urban expansion of the city, shifts in city scale, population density, and types of spaces. Shedding light on how the administration developed real estate transactions and their impact on the urban expansion of the city. Research on building typologies in the twenties of the last century between tradition and modernity, their uses and materials and their impact on the existing urban fabric. Researching the Typology of Service and Trade Buildings in Beirut (1948-1970), where Beirut became an important commercial center in West Asia.

In conclusion, the historical dimension of the city, studied the role of the Port of Beirut in the prosperity and development of the city since the port's establishment. The historical dimension stressed on the need to develop and carry out administrative reforms and reconnect the blast area with the rest of the historical districts of the capital.

Axis recommendations are the following:

- Emphasizing on the importance of relying on the historical studies of the city as a main entry point for future development processes, by understanding and reading the historical development of the urban fabric, the development of the social fabric, the development of the cultural dimension of the city, urban expansion, the applicable laws and how these develop.
- Emphasizing on the values that Beirut acquired through history, which are based on reverence for freedom, respect for intellectual pluralism, and openness to other civilizations.
- Emphasis on the necessity of taking into account the historical layers of the city of Beirut in all planning studies and the resulting development or modification of built regulations or of the master plan.

The Economic and Social Challenges: Discussions focused on the social and economic problems of the neighborhoods affected by the blast, and research into the causes of production paralysis. The areas were dealt with separately, and then the general relationship that connects them to each other was studied.

The study began in the area of Al-Khodr / Karantina, and the potentials that this area holds if it is reconnected to the area of Mar Mikhael. The region has industrial potentials capable of securing production and providing job opportunities. This is in addition to the presence of large green spaces in the Al-Khoder / Karantina area and large properties are owned by the Beirut municipality, capable of being a natural breathing space for the overcrowded area. The study also included the areas of Achrafieh, Gemmayzeh and Mar Mikhael. And the need to preserve its distinct and diverse fabric: residential, commercial and economic, in addition to securing affordable housing, as well as approaching the concept of heritage as a reference of the social life and its dynamism within urban growth in the city.

The axis included a sociological study that covered a number of people from different groups and sectors in the region, asked about people's needs, their view of planned or observed projects, their diagnosis of the most pressing issues, and their future speculations. Opinions focused on turning the explosion into an exceptional opportunity to change the mentalities that prevailed and that led to the disaster. Forming local committees by devising mechanisms on the scale of neighborhoods and alleys, as a participatory process in the reconstruction, restoration and reformulation of places that respond to their values and dreams and rebuild the bond between them and their places.

Axis recommendations are the following:

- Considering social culture as a priority in any urban study of the city and reinterpreting places according to their social specificities
- Establishing business incubators to show and build the creative capabilities of young people in society, and to extract them from the daily stalemate of living. These incubators depend on effective local economies and support to grow and develop
- Giving the area of Al-Khodr / Karantina the necessary importance in terms of solving the disconnections made through the functions of the buildings that constitute a living history in the city, and must be preserved along with the surrounding community.
- Securing educational and health services and equipment, in addition to rehabilitating the infrastructure in all affected neighborhoods. We also recommend linking educational institutes with an economic vision in terms of encouraging and training for the required industries.

Towards a Comprehensive View of Rehabilitating the Destroyed Area. The study focused on revising the components of the city in general and the affected area in particular, as part of a "statement" to reveal the historical phases of the city, which are based on its social, economic

and architectural fabric to develop a contemporary plan that reconsiders the devastated area in the city of Beirut. This comprehensive view is the result of the components of the local, urban and architectural society of the city, and it aims to review the history of contemporary services in order to activate the local economic activity of the city as well as to reconnect the components of the city with each other and activate services and public spaces in the city, thus raising the following assumptions:

The port and its relation to the city

This subject constitutes a starting point for a comprehensive view of the rehabilitation and connection of the components of the city and its relationship with the surrounding areas in general, and the port, the center and Al- Khoder / Karantina in particular. This is part of linking and reviewing some of the existing functional services that must be activated with new needs through which it can create an integrated urban policy within a contemporary dynamic methodology that responds to the requirements of society.

Public and green space recovery

A multi-scale strategy from stair typology, buffer zones, public spaces between buildings in Gemmayzeh, Mar Mikhael & Al Khoder/Karantina in order to connect services and maintain an economic and social fabric for each area with the aim to preserve the urban, social and economic fabric diversity of each district within the methodology of its relationship with the "collective memory" and the "green network".

Morphological and typological study of Karantina and Charles Helou highway

The third point deals with the pillar of architectural-urban transformations and socio-economic changes on the basis of which the service data for the local community are based and which must be studied to form a clear methodology for developing the city's structure. This condition is reflected in this study through the reconnection of Mar Mikhael area with Karantina through the reactivation of two main roads that historically represent this relationship with the areas before the Charles El Helou highway, namely Ibrahim Basha Street and Al Khoder Street.

Reconsidering and activating some plans within the comprehensive vision that was previously studied by the municipality and the government

Reconsidering Fouad Boutros Avenue, which was supposed to link the Sagesse area with the port, since the project was resisted which led to its rejection, and most of the properties were acquired by the Beirut Municipality. A study should address the transformation of the empty spaces into cultural and public services on the "neighborhood" scale on the one hand and at the district level from another with the aim of creating a "cultural network" with the existing cultural structures in the area. Reconsidering the building regulations in the area to protect the diversity of urban heritage (vernacular, colonial, modern, and contemporary..) This point constitutes an important factor in developing a dynamic overview that addresses the history and all existing buildings, as it represents the culture of our society, and the formulation of building regulation to reflect the history of our society and its relationship the public and private scales of the city.

The Comprehensive View

Reconsidering the destroyed area, and considering it as a result of the interaction of different areas with each other, and breaking the stereotypical image of destroyed Beirut to preserve urban architectural pluralities, and focusing on projects that serve the provisions of each area separately, and be the result of its social and economic needs on the one hand, and the adoption of pluralism and functional diversity on the other hand as the basis of comprehensive view to restore and modernize the affected area, according to our assumptions.

Axis recommendations are the following:

- Reconsider the Beirut waterfront as part of a pedestrian network from the Corniche to Karantina to reconnect the city and reintegrate the port as one of the city's vital and economic components.
- The port's relationship with the city center is part of a comprehensive plan as well as a complementation to the existing infrastructure that must be developed.
- Develop a plan to connect the city center with Gouraud Street and Gemmayzeh and activate projects with the aim of relinking the city center area with the rest of the neighborhoods.
- Reconsider the functions of the commercial center and linking it with its surroundings.
- Reactivate the stairs and the green spaces between the buildings and linking them with each other in the Mar Mikhael, Gemmayzeh and Karantina areas, as part of a plan for public spaces in the area on various scales, from the scale of the stairs and its relationship with the city to the green spaces in these areas.
- Introduce a "water transport plan" between the Lebanese coastal areas on the one hand and the Mediterranean regions on the other hand, with the aim of reducing the entry and exit of cars to and from Beirut and placing the city within the Mediterranean tourism network
- Activate public transport in the Beirut area in general and the destroyed area in particular, with the aim of reconnecting all areas with each other through public transportation, including the activation of Charles Helou station.
- Determine the future functions of the Al-Khodr-Karantina area and its relationship with the Charles Helou highway and the Mar Mikhael area, in addition to re-planning the waterfront of the Al-Khodr-Karantina area and activating the popular market and connecting it with the city.
- Reconsider the building regulation factor as part of a general plan taking into consideration the characteristics of the affected area in order to preserve the structure and culture of its diverse society.
- Develop a comprehensive plan to modernize the city's service and economic structures in order to avoid repetition in its functions and to create an integrated local economic structure in the city.

Challenges of protecting and rehabilitating the urban heritage fabric. The ideas were based on visions in methodologies and strategies for preserving urban heritage, calling for the priority of having a "national policy for the Lebanese government" on the importance and value of heritage in the social and economic life of the society, as well as considering it as one of the main references in determining the collective identity of Lebanon. One of the priorities of the Lebanese administrations' options in achieving the vision and policy is to develop an independent administration for the existing urban heritage, which maintains and manages heritage structures

through a partnership methodology with local administrations. By reformulating conservation activities according to the present political, cultural and economic realities, establishing a vision based on the Lebanese specificities in the protection and activation of heritage, as well as the attitudes of the various stakeholders towards modernity, national identity and authenticity. Discussions about the urban heritage of the blast area were intensified, because they form an entry point on reframing Beirut's modern urban history in terms of its controversial relationship to Westernization and modernity, as well as devising on-going architectural and urban conservation strategies from a pluralistic perspective, engaging the multiple perspectives of active parties and stakeholders. These discussions are critical for reconciling architectural conservation with economic revitalization, and avoiding narrow visions that privilege immediate profitability and consider heritage areas as pure land reserves for construction and land speculation. Considering the area devastated by the blast with its local heritage neighborhoods and alleys as a major component of the identity of the Lebanese capital and its urban and social specificity.

Define paths between urgent (fast), medium and long range.

Axis recommendations are the following:

- Develop a national vision on the reconstruction and rehabilitation of heritage and the protection of the social fabric and the specific identity of the urbanization in the affected area.
- Form a supportive and independent advisory committee supported by the General Directorate of Antiquities, to supervise studies, provide guidance and professional advice, follow up the implementation of urgent works and rationalize and control their financing. The core of such a committee already exists and has followed up existing work so far.
- Establish an independent body to manage and preserve the existing urban heritage, under the supervision of the Ministry of Culture. The Commission aims to preserve cities, regions, historical monuments, local and traditional heritage areas, and their tangible and intangible heritage, in addition to preserving urbanism with all its elements, vocabulary, crafts and the traditional building materials associated with it.
- Formulate laws and regulations necessary to preserve cities and historical monuments from attacks and natural deterioration, in coordination and cooperation with various related authorities.
- Prepare a guide with specifications, controls and conditions related to construction, restoration, maintenance, rebuilding and rehabilitation works in registered sites and historical cities.
- Adopt the "special heritage zone" system for the heritage areas and heritage reserves at the rural and city levels. Updating the building regulations within these areas, which will be subject to the conditions of the "special heritage zone" system.

Management and organization of planning and reconstruction (Establishment of the Urban Issues Observatory): The general idea of the management and reconstruction is through the creation of mechanisms for a wide participation of society and specialists and the sponsorship of the official authorities through the creation of mechanisms for participation by citizens, specialists and those concerned with reconstruction. The aim of which is to put the reconstruction process on a scientific and national path that preserves the identity of Beirut's heritage and culture.

Discussions focused on the issue of reconstruction management, as this process is linked to setting priorities, especially follow-up operations in the coming months after the end of pressing operations such as strengthening, sheltering and urgent needs and the start of restoration and re-planning operations to ensure that things are on the right track to serve the aspirations of the people of the city and the Lebanese community for its capital.

- Recommending the establishment of a center for collecting and monitoring urban information (Urban Data) at the level of the Lebanese state, collecting all information about the population in terms of their housing, educational, employment and health conditions, and about neighborhoods in terms of their service, urban status and others. The information is accessible and available to everyone, and it constitutes the main basis for any urban development plan or other plans.

Axis recommendations are the following:

- Establish an organizing committee under the supervision of the Ministry of Culture, in coordination with the relevant international and national authorities and funds responsible to support its preservation, development and advancement. The committee, in coordination with the competent authorities, shall develop plans for the economic development of the registered sites.
- Define the areas and topics of investment, securing financing, and partnership mechanisms between public and private sectors.
- Emphasis on the necessity of implementing the plan and the comprehensive view to manage the reconstruction of Beirut proposed within the Beirut Urban Declaration in all its axes.
- Emphasis on devising mechanisms to involve all stakeholders in the decision-making process in line with the public interest of the community and the city.
- Emphasis on the formation of a central administration of stakeholders and financiers with the involvement of an independent financial audit committee to oversee the reconstruction.
- Emphasis on the necessity of establishing a professional, specialized and transparent administration to manage the port of Beirut in order to restore its leading role in the Mediterranean navigation system.
- Establishment of a center for training and disaster management.
- Emphasizing the need to review laws that have negative effects on the public interest.

Establishing a permanent observatory for urban issues in the Order of Engineers and Architects (OEA) under the supervision of an advisory committee from the School of Architecture, the Architectural and Urban Planning Associations and the partner architectural societies of the OEA, includes:

- Establishing a bank for information, data and research
- Monitoring and documenting the work on the ground.
- Activating the role of universities in their joint effort and research.

"Beirut Urban Declaration" Statement on Beirut Port Grain Silos

Beirut Urban Declaration emphasizes on the symbolism of the grain Silos at the port of Beirut, as they represent a collective memory over a tragic event in the city's history, which was afflicted on August 4th 2020, and caused the death of more than two hundred and twenty victims and more than seven thousand wounded. BUD also confirms that determining the fate of this monument, the silos and their surroundings, is a public Lebanese right and a public interest that should be carried out in partnership with society.

In addition to the indication of the severity and violence of the explosion, the Silos constitute a prominent architectural landmark on Beirut waterfront and has become a profound symbol with its urban and tragic functional implications for the capital. The explosion of the port of Beirut generated present indications for the Silos, which transformed them into a witness who defied the explosion despite the destruction of more than its half, narrating the destruction of the city and the destabilization of its social cohesion.

The city of Beirut has suffered and continues to suffer from destruction and reconstruction during its contemporary history, and the Lebanese have not been able, to this day, to preserve a memorial or a witness through which they document their collective memory and warn future generations against committing same misdeeds. Therefore, we find it necessary to preserve the Silos as a landmark that expresses the right of the victims for a moral compensation and reminds of the misdeed and not to repeat it.

It is essential to consider this landmark as a space that belongs to the city, complements its public spaces, and a feature of its history dedicated to the future and to honoring the victims. It is essential for the Silos to belong to the architectural layers of the city.

Landmarks and memorials constitute a true condemnation of all the misdeeds that are being committed against the Lebanese society and its people. The grain Silos, with their reality produced by the explosion, represent a memory in one of the layers of urban construction, perpetuating a culture of rejection to the repetition of tragic experiences. By preserving the Silos, we liberate our history from its dead-end complications and move towards justice and social stability. From this point of view, BUD insists that the reconstruction of the port blast area should be within the general components of the city, integrating the port area with the city center and developing Beirut's waterfront. The port of Beirut is one of the entrances to Lebanon, and it reminds visitors that for living and staying in Lebanon the price is being paid dearly. And from the technical and structural point of view, three reports have been issued by reliable scientific sources, confirming that the Silos do not pose any danger to public safety. The northern part of the silos is witnessing uneven movement and requires strengthening, while the southern part has been stable since the date of the explosion.

Beirut Urban Declaration confirms that decisions for the city of Beirut must be according to a comprehensive view, integrating all the components of the city while taking its social and urban fabric into account. To rehabilitate and modernize the affected area, it is necessary to focus on projects that serve the spatial identity of the city's neighborhoods, meet its social and economic needs, and secure the features of the city's plural functionalism.

Institutions involved in preparing and discussing the Beirut Urban Declaration – Manifesto

- President of the Lebanese Engineers Union: President Jad Tabet
- Architects Association: Dr. Atef Mshaymish (President).
- The Association of Specialized Engineers in Urban Planning: Firas Mortada (President), Elie Feghali.
- Consulting Architects Branch Divina Abu Jawdeh (President), Elie Khoury (Former President).
- Chadirji Foundation for Architecture and Society: Dr. Habib Sadek (President), Dr. Rana Dubeissy (Vice President).

Committee for Faculties of Architecture in Lebanon:

- Lebanese University: Dr. Muhammad Hosni Al-Hajj (Dean of the Faculity of Fine Arts and Architecture).
- The Lebanese Academy of Fine Arts "ALBA": Fawzi Nasr (Director of the School of Architecture), Kamel Abboud.
- Beirut Arab University "BAU": Dr. Ibtihal Al-Bastawisi (Dean of the Faculty of Architecture - Design and the Built Environment), Dr. Khaled Sadek
- Lebanese American University "LAU": Dr. Maroun Daccache (Head of Architecture and Interior Design Department), David Awad.
- Notre Dame University "NDU": Dr. Karen bou jaoudeh (Head of the Architecture Department), Dr. Nadin Hindi, Dr. Maroun Kassab, Layla Jabbour.
- The American University of Beirut "AUB": Sany El-Jamal, Serge Yazigi, Carla Aramouny.
- Holy Spirit University - Kaslik "USEK": Dr. Antoine Fishfish, Joseph Zaarour.

Coordination Committee of Beirut Urban Declaration

- Dr. Antoine Fishfish, Coordinator of Axis-1: The Historical Dimension.
- Dr. Rana Dubeissy, Coordinator of Axis-2: Economic and Social Challenges.
- Dr. Maroun Daccache, Coordinator of Axis-3: The overall view of the rehabilitation of the devastated area.
- Dr. Habib Sadek, Coordinator of Axis-4: Challenges of protecting and rehabilitating the urban heritage fabric. (Coordinator of the Coordinating Committee)
- Ms. Layla Jabbour, Coordinator of the axis-5: Management and Organization of Planning and Reconstruction. (Establishment of the Urban Issues Observatory)

Dr.

Academics and specialists participating in the discussion and preparation of the Beirut Urban Declaration

AXE 1 City History and Identity

COORDINATOR: Dr. Antoine Fishfish

1 Dr. Hassan Hallak	BAU
2 Dr. Khaled Sadek	BAU
3 Dr. Hany Zgheib	NDU
4 Dr Robert Saliba	AUB
5 Dr. Abdallah Kahil	LAU

AXE 2 Economic and Social Consequences and Challenges

COORDINATOR: Dr. Rana Dubeissy

1 Mr. Robert Karam	USEK
2 Dr. Elias Mattar	LU
3 Mr. Bachar Al-Amin	LU
4 Dr. Christiane Sfeir	LU
5 Mr. Salim Abo Rizk	LU
6 Dr. Mayssa Nayal	BAU
7 Dr. Doha Al-Ashkar	BAU

AXE 3 Towards a Comprehensive View of Rehabilitating the Destroyed Area

COORDINATOR: Dr. Maroun Daccache

1 Dr. Salah el-dinn Sadek	LU
2 Mr. Firas Mortada	U.A. OEA
3 Mr. David Aouad	LAU
4 Mr. Elie Feghali	U.A. OEA
5 Mr. Bachir Moujaes	ALBA
6 Ms. Vanessa Damous	LAU
7 Ms. Carla Aramouny	AUB
8 Mr. Patrick Bou Khalil	LAU
9 Dr. Germaine Ghorayeb	LU
10 Dr. Nina Zeidan	U.A. OEA
11 Mr. Kamel Abboud	ALBA
12 Dr. Maroun Kassab	LAU

AXE 4 Challenges of Protecting and Rehabilitating the Urban Heritage Fabric

COORDINATOR: Dr. Habib Sadek

1 Ms. Sylvia Yammine	ALBA
2 Dr. Hiba Mohsen	BAU
3 Ms. Ramona Abdo	LAU
4 Dr. Jean Yasmin	LU
5 Mr. Serge Tabet	LU
6 Mr. Antoine Lahoud	LAU
7 Dr. Yasmin Makaron	LU

AXE 5 Management and Organization of Planning and Reconstruction
Urban Observatory

COORDINATOR: Ms. Layla Jabbour

1 Dr Karen bou jaoudeh	NDU
2 Mr. Roger Skaff	LAU
3 Dr. Khaled sadek	BAU
4 Dr. Atef Mchaimech	A.A. OEA
5 Mr. Joseph zaarour	USEK

List of contributors

Dr. Maysa Abo Rahal:	Expert in Arts Management
Bashar Al Amine:	Architect, Lecturer at the Faculty of Fine Arts and Architecture, Lebanese University
Dr. Rana Dubeissy:	Architect, Associate Professor at the The Faculty of Fine Arts and Architecture, Lebanese University, Vice President for the Jaderji Foundation for Architecture and Society
Dr. Maroun Daccache:	Architect, Head of Architecture and Interior Design Department, Lebanese American University
Dr. Karen Abo Jaoudeh:	Architect, Head of Architecture Department at Notre Dame University
Firas Bou Diab:	Engineer, Transportation Specialist, Head of Transportation Committee at the OEA - Beirut
Cinthia Bou Aoun:	Architect, Urban Planner
Jad Tabet:	Architect, Head of OEA - Beirut, Head of the Federation of Lebanese Engineers (2017-2021)
Layla Jabour:	Architect, Lecturer at the Notre Dame University
Maya Geaara:	Lawyer, Legal adviser to the Tenant Gathering in Lebanon
Dr. Mark Haddad:	Engineer, Transportation Specialist, Lecturer at the American University of Beirut
Zeina Hawwa:	Founder of "The Chain Effect" Organization
Fadlallah Dagher:	Architect, member of the executive Committee of "Beirut Heritage Initiative"
Habib Debs:	Architect, Urban Planner
Leila Rizk:	Specialist in Cultural heritage Management, Consultant at UNESCO
Dr George Zwein:	Expert in Cultural Heritage Economy, Director at Gaia Heritage
Dr. Nina Zeidan:	Architect, Lecturer at the Faculty of Fine Arts and Architecture, Lebanese University, Member of the Urban Planning Committee at the OEA - Beirut
Roger Skaff:	Architect, Lecturer at the Lebanese American University
Dr. Habib Sadek:	Architect, Lecturer at the Faculty of Fine Arts and Architecture, Lebanese University, President for the Jaderji Foundation for Architecture and Society
Kamel Aboud:	Architect, Lecturer at the ALBA , Balamand University
David Awad:	Architect, Lecturer at the Lebanese American University
Dr. Antoin Fishfish:	Architect, Lecturer at the Holy Spirit University of Kaslik
Elie Feghali:	Architect, and Urban Planner, Member of the Urban Planning Committee at the OEA - Beirut

Dr. Mona Fawaz:	Architect, Lecturer at the American University of Beirut
	Lecturer at the American University of Beirut
Dr. Abdallah Kahail:	Architect, Lecturer at the Holy Spirit University of Kaslik
Robert Karam:	Architect, Doctoral researcher Paris 8, lecturer at the Holy Spirit University
Marie Rein Karam:	of Kaslik
	Architect and Urban Planner, Lecturer at the ALBA , Balamand University
Bachir Mojaes:	Architect, Lecturer at the Faculty of Architecture and Built Environment,
Dr. Hiba Mohsen:	Beirut Arab University
	Architect and Urban Planner
Edgard Murad:	Architect, Lecturer at the Faculty of Fine Arts and Architecture, Lebanese
Firas Mortada:	University, Head of the Urban Planning Committee, OEA - Beirut
Dr. Atef Mcheimish:	Architect, Lecturer at the Faculty of Fine Arts and Architecture, Lebanese University
Dr. Elias Matar:	Head of Architects Committee at the OEA - Beirut, Former Lecturer of Urban Sociology at the Faculty of Fine Arts and Architecture, Lebanese University
Dr. Yasmine Makaroun abo Assaf:	Architect, Lecturer at the Faculty of Fine Arts and Architecture, Lebanese University, Director of the Restoration and Preservation of Historical Buildings Center, Lebanese University
Dr. Tammam Nacache:	Engineer specialist in Transportation, Director of Team International
Silvia Yamine:	Architect, Lecturer at the ALBA , Balamand University
Geoffroy Caude:	Port Referent to the General Council for the Environment and Sustainable Development, French Ministry of Ecological Transition, Honorary President of PIANC
Emmanuelle Didier:	Architect of Buildings in France, Head of UDAP du Nord, French Ministry of Culture
Carola Hein:	Professor and Head of Architecture and Urban Planning, Delft University of Technology
Sebastien Lamy:	Urbanist, Expert in Urban Legislations
Bruno Marot:	Urbanist, expert in Land - Habitat
Ariella Masbounji:	Architect and Urban Planner, Winner of the Grand Prize of Urbanism in France in 2016, Former President of the School of Architecture of the City and Territories in Marne la Ville, France