



THE REGENERATION PROPOSAL OF THE NORTHERN GATE OF BEIRUT (MDAWAR)

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Abstract

This paper deals with a dilapidated urban part with a proposal to renew it and return it to the life cycle of the city, as in the neighborhood of Al-Mdawar, adjacent to the port of Beirut. It discusses the challenges and the need for renewal, the causes of urban deterioration, the urban development approach and the history of the regulations applied to Beirut, In the studied area. It also proposes solutions to improve its lifestyle based on urban planning tools and design to achieve people's aspirations, preserve identity and rearrange its integration with the Beirut central district area.

Keywords: Regeneration, Urban degradation; morphology; Segmentation; Social aspects .

مستخلص

تتناول هذه الورقة جزء حضري مترهل مع اقتراح تجديده وإعادةه إلى دورة الحياة في المدينة كما هو الحال في حي المدور المجاور لمرفأ بيروت، وتناقش التحديات والحاجة إلى التجديد ، وأسباب التدهور الحضري، مع مقارنة التنمية الحضرية وتاريخ الأنظمة المطبقة على مدينة بيروت، فضلاً عن التحليل العقاري في المنطقة المدروسة. كما يقترح حلولاً لتحسين أسلوب الحياة فيها بالإعتماد على أدوات التخطيط العمراني والتصميم لتحقيق تطلعات الناس والحفاظ على الهوية وإعادة ترتيب اندماجها مع منطقة وسط بيروت التجاري.

الكلمات المفتاحية : التجديد ، التدهور الحضري ، علم التشكل المورفولوجي ، تجزئة ، الجوانب الاجتماعية .

Introduction

Most of World- wide experiences of regeneration plans have demonstrated the failure of conventional approaches which concentrates only on speed, standardization, and technology oriented solutions. In such approaches, it starts at the very early stages of the project. These stages could summarize the heading of the project and its processes. What really matters in any regeneration project is the “Human Being” factor. Stockholm conference on human environment in 1972 at its first principle emphasizes on:

“Man has the fundamental right to freedom, equality and adequate conditions of life, in an environment of a quality that permits a life of dignity and well-being, and he bears a solemn responsibility to protect and improve the environment for present and future generations”.

(United Nations; 1972)

Such projects must focus on the importance of dealing with economic, social and environmental aspects in order to fulfill its aims and its objectives by achieving people’s aspiration and needs. The most critical trigger of any regeneration project is the “human” factor.

Although there were few cities 4000 B.C, the cities of ancient world were relatively small and have been supported by large rural communities. "*Urbanized Societies*" where big proportions of the population exist, lives in the cities which have been developed only in the nineteenth and the twentieth century (Davis; 1955).

The process of urbanization has been rapidly moved since the year of 1800. The urban phenomena have attracted socialists due to the tight interrelation with spaces and the way of living that will be explained in four reasons: *firstly*, such phenomena are directly related to man-kind history. *Second*, the urbanism represents a revolution change in the pattern of social life; *third* reason is relatively related to the sociological interest in cities, when implemented it becomes the center of power and the influence throughout the whole society, no matter how agriculture and rural it may be. *The last reason* describes the occurrence of the urbanization no matter what (Ibid).

The urbanization process is always happening even when community is not ready consequently; it is the future direction and its potentialities which still matter of uncertainty. The 21th century is the century of cities. Half of the number of inhabitants in the earth lives in urban spaces, using comprehensive and significant wealth data in cities, many reports analyze global and regional trends that reflect the urbanization on the developing world in world growing cities. Some analysis focus on the economic and social implications of the growing cities, others focus on the urban spatial, architecture themes, political perspective, etc.

"Urban growth is a combination of factors: geographical location, natural population growth, rural-to-urban migration, infrastructure development, national policies, corporate strategies, and other major political, social and economic forces, including globalization"

(UN Habitat, 2008)

Governments play major role in shaping, forming and processing the growth of cities, geology assume most significant job in the monetary dynamism and development of urban areas and locales (area, similar preferences, agglomeration factors, nearness and so forth.). For example, the urban communities situated close to ocean, waterway, or delta have generally overwhelmed, and keep on ruling the urban scene of nations and areas. Fourteen of the world's biggest urban communities with populace in excess of 10 million are situated close to extensive water body that serves to connect financial matters to local and worldwide supply chains and exchange (ibid).

Different governments in many countries went toward indirect policies of development by concentrating on particular city-regions which lead directly to change and develop of their cities. They additionally figure out how to utilize urban areas to make an association with the worldwide space of business and budgetary imperfections which is executed to drive social change in explicit ways.

The majority of nations center around the collaboration in urban development between various gatherings, for example, regions, and different performing artists, for example, private areas. This kind of participation has driven urban communities to rival each other for assets and incorporation in territorial and national improvement designs and procedures.

The growth of cities through local initiatives reflects a rising trend towards greater urban entrepreneurialism and more intense city competition. Cities become an opportunity due to the rapid urbanizing of human population.

In 2014, 54% of the total populace will live in urban communities and by 2050 this number is relied upon to be achieve 70% concentrating feasible improvement challenges inside urban areas" (United Nations Department of Economic and Social Affairs Population Division, 2014).

Bridling this rush of urbanization as methods for conveying maintainable human settlements could speak to a noteworthy open door for lessening environmental footprint. To be sure, the New Urban agenda III recently released in October 2016 requires an urban change in perspective "redress the way we plan, finance, develop, govern and manage cities and human settlements, recognizing sustainable urban and territorial development as essential to the achievement of sustainable development and prosperity for all". Activities to be accomplished, this would incorporate "integrated urban and territorial planning and design in order to optimize the spatial dimension of the urban form and to deliver the positive out-comes of urbanization" (United Nations, 2016, pp. 3–4).

Regardless, to do in that capacity would require modification and change of urban execution through nonstop urban digestion appraisal to ensure urban maintainability execution where targets are met or outperformed with the objective that urban zones can be a vital power in exchanging planetary limit difficulties.

2. The challenges and need for Regeneration

The Mediterranean is portrayed by solid urbanization, especially along its coasts. From 94 million occupants situated in Mediterranean urban focuses amidst the twentieth century, the particular populace achieved 274 million out of 2000. Urban populace in the Mediterranean is relied upon to achieve 378 million of 2025 (Programme & Center; 2004).

According to the Mediterranean Commission for Sustainable Development (UNEP/MAP; 2016), constantly 2025, in excess of 7 occupants out of 10 will presumably be living in urban focus in the Mediterranean district, and a large number of these urban focuses are situated in beach front territories. In beach front regions, urban populace will stay stable for the northern Mediterranean drift in the following 25 years, while on the southern and eastern shores there could be an extra 30 million city occupants. Regardless of whether steady or developing, urban focuses are as yet extending outwards (Programme & Center; 2004).

Social orders in the Mediterranean bowl are presently basically urban. Mediterranean urban areas have advanced during that time from single and autonomous urban cores to complex present day cities, their job stretching out over progressively more extensive locales. A large number of the administration or generation ventures which add to Gross domestic product development (GDP) are situated in the urban areas. Be that as it may, in the meantime, these urban areas and especially the biggest ones, collect dysfunctions in their intra-urban and peri-urban textures, in the discontinuity of social space, and numerous glitches in their financial establishments. At present they are confronting complex issues yet in addition new difficulties (Ibid):

- Attracting occupants and monetary exercises quicker than littler towns and country territories, Mediterranean urban areas are encountering colossal development rates, expanding focus in effectively thick urban centers yet in addition quick spread outward over their hinterlands.

- Increasing worldwide monetary rivalry and geopolitical rebuilding influence territorial intensity and the locational inclinations of financial exercises eventually influencing the job and engaging quality of urban communities

The urban communities of the Mediterranean area have been imperceptibly influenced by the modern period and don't present the equivalent mechanical urban abandoned terrains, as the urban communities of the North. Yet, as they opened to the world in the nineteenth and twentieth hundreds of years, they proof a dualism, torn between the supposed European present day city and the old city, rich with the legacy of landmarks and national design (Aleppo, Cairo, Istanbul, Tunis) yet where vast populaces occupy bedraggled and unfortunate residences so it is the case of the Lebanese capital (ibid).

In the course of recent decades all of these urban areas have spread over encompassing zones, where development has been either sorted out and arranged or absolutely unconstrained, unregulated, under-prepared, which is in reality the case for over a large portion of the new lodging fabricated yearly (Beirut, Cairo, Istanbul, Damascus). Impromptu squatter populaces represent 33% of the urban populace of Alexandria, while the city of Athens has developed with small arranging or control (ibid).

The pressure on land in the South outcomes from the on-going country mass migration, from the pattern toward de-grouping of downtown areas, and from the normal streams of over-populace, in regions where statistic progress has just barely started. In the North, despite the fact that populaces are balanced out and maturing, the weights ashore proceed in any case, because of the way that ages live independently and put resources into "stone".

The generalized urban spread is the source of many negative consequences(Ibid):

- Destruction, degradation of natural environments, often fragile, steep sloped and mountainous (e.g. Beirut, Genoa, Algiers);
- irreversible utilization of land and decrease of farming potential (e.g. Cairo, Beirut, Algiers);
- separation accommodations and working environment, producing every day streams of vehicles, automobile overloads, and air contamination (Beirut northern gate as example);
- Transformation of the city from blurring clear town limits and fragmenting city area through avenue networks;
- Social and economic exclusion unevenly represented over the urban space and producing persisting deprivation (especially after the Lebanese civil war).

3. Causes of Urban Degradation in the Mediterranean

Most Mediterranean urban areas have high rates of populace development, migration towards significant focuses and beach front urban areas, and expanded urbanization rate, particularly in the metropolitan and waterfront zones. Be that as it may, there is likewise expanding proof of absence of social union; absence of regard for customs; expanded savagery; developing social polarization; inequalities in consumption patterns and income; etc. Environmental conditions are worsening with increasing demands on resources (particularly water, soil and energy) leading to degradation, increasing air pollution, degradation of ecosystems and landscapes, and loss of open spaces.

Inside urban communities, there is a popularity and staggering expenses for lodging, low quality lodging convenience and lacking financing. High densities and high land esteems, yet additionally restricted open money related assets, render the arrangement of essential framework risky. Mediterranean urban communities are portrayed by spontaneous and unlawful urban extension, precarious and heterogeneous spatial examples of land utilize, absence of foundation and administrations. As a result, there is a wide urban debasement in the Region.

Urban degradation in Mediterranean cities is evident in terms of:

- formation of distressed urban areas and pockets of deprivation due to social and economic exclusion;
- underutilization of urban infrastructure in the middle and overburdened frameworks in the outskirts;
- transformation of the shape of the urban fabric blurring city limits and fragmenting the city space with infrastructure networks;
- housing and public services poorly adapted to special needs;
- creation of mono-functional districts, separation between dwelling and workplace generating traffic congestion and pollution;
- unsustainable consumption of land resources and agricultural space;
- environmental degradation taking the form of deteriorating air quality, rising noise levels, loss of open space, and increased vulnerability of natural and man-made amenities.

4. Methodology of Research

The research consists on the economic, social and urban assessment of a specific part of the Lebanese capital of Beirut, this part which is the northern gate. The methodology focuses on the pointing of the main issues concerning the social, economic and urban aspects and its effects on the quality of life of its residents and people who pass daily through their journey into their workplaces.

The methodology will light on these issues and conduct an assessment depending on the international standards in dealing with such issues. This assessment will focus on the whole area of “MDAWAR” with its streets, land use, buildings, open spaces.

5. Urban Development and History of the Regulations Applied to Beirut City

The early stages of urban development

Beirut was a secondary city that came after the city of Sidon in importance at the beginning of the nineteenth century (1800), and in a century it became a crossroads of trade routes and a center of thought on the beach East of the Mediterranean Sea. After its appointment as the capital of Greater Lebanon in 1920, the city was completed Its progress with development through demographic expansion and continuous urban expansion to the present day This.

In the beginning, he pushed two events in Beirut to bypass the other cities competing on the Syrian coast: The occupation of Mount Lebanon from 1832 to 1840 by the Egyptian armies of Ibrahim Pasha led to The city has been transformed into a regional administrative center after it ordered its walls and allowed its expansion. (Jeha eh al; 1999).

The emergence of steamed vessels during the 1830s led to the promotion of open exchange Many of the commercial lines organized, including the Marseille - Alexandria line Beirut year - 1845. Before this economic boom, Beirut was a

secondary port with a population of only 4,000 Live within the walls, and include many denominations, with the superiority of the Sunni and Roman Orthodox. (Khater; 2001).

Relative stability and economic growth have attracted many of the displaced to the city and established it Trade relations with Europe These displaced people, poor urban or urban people, the foundation of the new Beirutian bourgeoisie that had been enriched by trade.

Between 1840 and 1860, the families of the Beirut dignitaries, who were still inside the old walls, to live in the new suburbs and close to the historic city. The Greek Orthodox moved to “Saifi” While Sunni families headed towards the south of the city and in 20 years, the population increased to 40,000 (Ibid).

The creation of the Beirut-Damascus highway in 1863 gave impetus to the importance of the city on the level of trade Regional commissions. Beirut played the role of a warehouse for goods manufactured in Europe inward and raw materials Heading to factories in Europe, as a silk plant in Lyon, France.

The Ottoman Empire was dedicated This development was achieved through the establishment of a municipality in Beirut in 1863 (Erslan; 1960) and then the mandate of Beirut in 1888 All the cities of the coast from “Latakia” to “Haifa”.

National Displacement and urban development

With the development of the immediate surroundings of the Old City the Christians settled from various denominations of the area While the “Bashura” included mainly Muslims for the population group. The members of the family lived side by side, naming the streets and neighborhoods.

The morphological orientation of the new city contrasted with that of the old city and to reflect the evolution of the behavior and lifestyles of its inhabitants. Old Beirut remained organized around a network of roads Narrow and houses with an inner courtyard closed on the outside while the modern buildings were open on The surrounding streets testify to the evolution of social practices and lifestyles of the stratum The neo-bourgeoisie, which is based on openness and watching the full scenes that you see is Others by others to prove their economic success.

This social class used the elements of European architecture to create its own style: Roof tile from Marseille, Marble for balconies from Italy, Blacksmith for balcony ... As such, bourgeois houses were seen in the center as in the surrounding areas, in particular from the year 1880 as it was known through the roof of the three tiles and arches.

5.1 Location of the studies area

Beirut sits on a promontory expanding westbound into the Mediterranean Sea. (Beirut Municipality). It is flanked by the Lebanon Mountains and has gone up against a triangular shape, to a great extent impacted by its circumstance between two hills: “Al-Ashrafieh” and “Al-Musaytibah”.

The Beirut Governorate occupies 18 square kilometers (6.9 sq. mi), (Beirut municipality). and the city's metropolitan area 67 square kilometers (26 sq. mi). The coast is rather diverse, with rocky beaches, sandy shores and cliffs situated beside one another.

Beirut is divided into 12 quarters:

- Achrafieh
- Dar Mreisse
- Bachoura
- Mazraa
- Mdawar
- Minet El Hosn
- Moussaitbeh
- Ras Beirut
- Remeil
- Saifi
- Zuqaq al-Blat

“Mdawar” District is located at the northern gate of the capital Beirut (See Appendix A).

The most important factors that have historically affected the structure of Mdawar District:

The port area developed over the course of 40 years from 1936 (Calculated by author according to maps)., with an excess area of about 1085000 square meters, which separated the circular area from the connection with the sea, making it Closed on the inside. The development of the Mdawar in the 1960s led to its separation into Two heterogeneous parts. Charles El Helou station led to a complete separation of dwellings south of the station from its north, by canceling five roads and four entrances and alleys.

5.2 Real Estate Analysis of the studied area

Real estate is the lowest common denominator of human societies where legal elements and socio-economic elements are present, which constitute the history of the place, where cultural and demographic events follow.

Historical analysis of urban real estate architecture is a way to show the relationship between place and method of construction (See Appendix B), and between place and function. This analysis explains the relationships between the different elements of its vision and allow to observe diversity in the hierarchy of different urban chains.

5.3 Methodology adopted

The real estate analysis process will be carried out through the reference of the analytical elements that have been addressed within the urban dynamics and will be linked to what already exists.

In order to achieve a comprehensive analysis of the entire Mdawar area, the area was divided into 5 zones (See Appendix C) according to their shapes, sizes and density. The elements of the analysis will depend on the shape and the size lots.

Based on the existing maps and by comparing them, changes in the real estate structure will also be noticed from the cancellation of certain properties as a result of the existing plans or through the annexation or separation of certain properties.

Morphological composition analysis

The First Zone (See Appendix D)

The first Zone is a large part of Mdawar. This group was defined due to the convergence in the size of lots, which are relatively medium in size and similar to its forms, division and urban density.

- Buildings: The construction within this group is characterized by its parallel roads, which indicates high real estate values and relative respect for the planned organization of this area. The density of this building is relatively high, and the size of the building is medium, as is often observed in the building. As for the height of the buildings, they do not exceed 4 floors.
- lots segmentation: This group has a regular and relatively orthogonal segmentation, which indicates that this group is subjected to real estate screening and reconciliations. As for the areas of these properties are relatively medium and their areas are close. By comparing real estate and construction, we note that construction does not cover the entire real estate area.
- Roads: The main road runs from the western area of the first group from west to east. for the rest of the group within the first group, the roads are limited to some subways and local, which are characterized by narrow and poor specifications.

The Second zone (See Appendix E)

This group is characterized by large real estate and the presence of several buildings within the same property and different functions of these buildings.

- Buildings: buildings are characterized by its concentration within the real estate in this group, which indicates a decline in real estate value. The density of the building is relatively light and the random distribution without road access. The sizes of these buildings are relatively large, indicating the diversity of their functions and services, away from the residential character and the absence of planning for these properties.
- lots segmentation: Compared to roads, we note that the property is most often the island, which shows that real estate regulation within this group is illegal or that it underwent special under regulation during the war.

General Note: We note that the majority of lots properties located within this zone are public properties such as the property such as the general corporation of electricity or military base and others. The lots that pass through the motorway was previously one island and was separated because of the highway, as happened to many other properties that were blocking the motorway, without any acquisition processes.

The Third zone (See Appendix F)

The third group is characterized by the irregularity of its properties, the randomness of its forms, the relatively large areas, and the fact that it is not perpendicular.

- lots segmentation: is irregular, the majority of these properties do not contain buildings and this confirms that lots within this zone have not yet been subjected to any process of lots re-arrangement as well as adjacent properties.
- Roads: This group consists of 3 sections, two sections adjacent to the port and a section passing by the old railway and the roads in them are relatively in poor conditions.

General Note: The majority of buildings in this group are deserted. Empty spaces are used as parking lots for trucks, particularly properties near the port.

The Fourth zone (See Appendix G)

This group is characterized by areas of its very small properties, dense buildings and adjacent, which often cover the entire property.

- **Buildings:** are characterized by orthogonal and tethered regularly and it consists of 3 floors at best and the general hull of these buildings are good in form and are inhabited in general. These buildings cover all the area of the property without leaving any retreats.
- **lots segmentation:** It is characterized by very small areas, less than 100 m², and they tend to be in regular distribution and perpendicular to roads networks.
- **Roads:** narrow with too many secondary and it is characterized by being perpendicular on main roads.

General Notes: These buildings are inhabited mostly by old Armenian and Arab expatriates (near the port). This zone is a densely populated neighborhood; its streets are very crowded. The streets do not provide parking lots and sidewalks. Buildings do not meet the standards of the urban planning rules.

The Fifth zone (See Appendix H)

Most of these properties are landfills, which are land belonging to the port, where there are many stores and hangars as well as truck positions and characterized by large areas are not separated and characterized by the lack of construction on the surface and random forms.

6. Diagnosis

6.1 The effect of successive regimes on the forms and size of lots

1. There is a large difference in lots area. There are very large properties, one of which reaches 90,000 square meters (railway), while there are tens of properties that do not exceed 150 square meters. This goes back to the municipality owning most lots, the rest of properties are on the sizes of its occupants.
2. There is a lack of harmony in terms of form in many lots, where we find the outer lines are consistent with the streets, while we find irregular in the islands, due to the lack of laws commitment.
3. In term of alignment, buildings are perpendicular to streets, especially those completed before the year 1940. As for the height, most of buildings are four stories.

6.2 Railway legacy and port needs

The area was historically known for its service. The construction of the railway, which occupied a large area (about 180,000 square meters with storage areas), had a significant impact on the formation of the area. Some neighborhoods have been built on the outskirts of the station and have been instrumental in shaping the road network we are witnessing today in the Mdawar. Now the railway is parked and the vast spaces that it used before become surrounded by a high wall that prevents inhabitants to communicate with their fellow citizens of other neighborhoods.

At the same time, the port and its expansion along the banks of the area had the obvious effect of forming large areas of storage (the current port area is about one

million and 200,000 square meters). The port of Beirut has contributed to making the Mdawar play the role of Beirut's stores so that it has taken this character to this day.

6.3 Buildings between shape and function

- Buildings functions become more industrial than residential, and their shapes are almost horizontal without their size and ground floor interacting with their surroundings. This explains the suspicious silence at night with the observation of the entry of some nightclubs to some neighborhoods.
- Hangars have dominated most of the north area where we can observe dead end streets due to the wrong location of these hangars.
- While most of residential buildings were built on small lots units with uncoordinated sizes and facades. Note that part of its inhabitants have left due to, the lack of balconies and the limited interior space.

This diagnosis falls mostly on buildings located in the northern orbit. As for the southern part of the area, it is acceptable but needs to be painted, to coordinate the façades and arrange it by creating a sample of a hybrid neighborhood.

For that reason:

- Buildings are not performing well according to their functions and must be restructured and coordinated according to the need of the region and that the process of lots re-arrangement is necessary to remove the existing visual distortion.
- Buildings must be separated according to their functions in order to obtain coordinated living that interfaces within a proper morphology.

6.4 Social instability in the north zone with functional confusion

The northern part of the region is characterized by its contradiction and imbalance in comparison to the southern zone, due to the social situation and the interference of neighborhoods with industrial zones, in addition to the large number of population.

This confusion in the land use led to strange products and outcome in the sizes and facades of buildings. At the same street, you can see tall buildings and one story building which creates a confusion to the passenger (see appendix i).

For that reason, the theme will be an incentive to re-arrange land use and to create integrated neighborhoods that have a comfortable impact on its inhabitants. Neighborhoods are not just houses, but consist of activities that integrate with such housing such as clubs, public squares, interactive green spaces. The re-arrangement of lots in Mdawar will provide the opportunity of creating better neighborhoods.

6.5 A highway cuts the Mdawar to serve transients

The highway which was established in the 1960s had a direct impact in splitting Mdawar into two zones, the first was known as “Karantina” (North zone) that took the character of the industrial zone and the trash of the city where migrants turned back in low numbers.

On the other hand, the south zone of Mdawar preserved its identity and structure along with the city and it was noticeable the new construction of high rises on the ruins of the old buildings.

This highway has a significance importance in terms of accessibility to Mdawar, but it is important to mention its main role that remains the eastern entrance to Beirut Central District (BCD), which creates daily traffic congestion. “Linor” (See Appendix

j) project was part of the solution. It is clear for transients via this highway the slackness of the image and picture by the chaos of the skyline, the high altitude of Steel station fences, the variance of buildings heights which create visual pollution. The highway is mandatory due to its importance and despite its local dis-advantages. This creates needs to re-organize the facades on both sides and strengthening the communication between the northern and southern parts.

6.6 Environmental mess and scalable infrastructure

Mdawar area is facing an environmental chaos due to the presence of Burj Hammoud waste landfill at the north east, and the “Sokomi” and “Sukleen” facilities in the middle, in addition to animal slaughterhouse which produces unpleasant odors (See Appendix k). The water pollution ratio of the Beirut river which borders Mdawar from the east. The trucks traffic going in and out of the area creates a contaminated mental image of the area.

So there is a critical need to arrange an environmental concept to deal with these issues in order to enhance the built environment to meet the international standards and to decrease the risk of diseases. It should be noted here that the collection of Sokumi and Sukleen facilities will reduce the burden of trucks and reduce the emission of smells, especially as the planned highway will create a good area for the assembly of those two facilities.

The ability of the infrastructure to perform its function varies, as water, electricity and telephone networks are acceptable while there is weakness in the sewage system and networks, but this does not negate the possibility of relying on them and enhance their performance.

It should be noted that road networks need extensive rehabilitation along with new constructed roads after the process of re-arrangement of lots, taking into consideration the new proposed highway (See Appendix l).

6.7 The public space between dispersion and the problem of irregularities

Madawor area suffers from general misuse of the public space, as we find violations on public and private properties. This explains the need to develop some areas and allocate others in order to create social cohesion among its inhabitants. In addition, the reassuring impact of lots re-arrangement encourages the possibility of communication between different neighborhoods.

In addition, Mdawar lacks an arena that expresses the center of the area and its identity. In fact, the inner neighborhoods do not contain parks and landmarks that serve its inhabitants. On the other hand, the children have found their own playgrounds on the ruins of forgotten properties and in the flimsy alleys despite the presence of a public park due to special restrictions of accessibility.

6.8 Factors Affecting Any Development Project (Facilities that cannot be bypassed)

Any development process will not succeed if it does not respect the presence of some fixed facilities as follows:

1. The basic military barracks while the removal of mobile sites can be negotiated as the development project aims to promote social security in the region.
2. Historical Hospital “Karantina”, which can be developed and strengthened.

3. Animal slaughterhouse, which can be developed and transformed into a modern facility.
4. Sukumi, which should be incorporated into a more appropriate and modern environmental project.

We will rely on the planning proposal to clarify the existing reality so that we respect the privacy of the three emerging regions and then work to strengthen the cohesion of its inhabitants with their public spaces by making their life easier and achieve the important objective of land use re-arrangement.

7. Assistant factors

Many factors could be as assistance of project development. These factors could be named bets which are drawn from the diagnosis and built upon to develop the vision and then to move on toward the planning proposal. Here we can mention the bets as follows:

1. Betting on the port as a major contributor to turn part of Mdawar into a business area and stimulate the economic situation.
2. Dependence on the location of Mdawar on the northern entrance of Beirut to make it the northern gate and turn it into an urban complement to the commercial center of the capital.
3. Relying on the absence of railway activity to use its vast territory to ensure recreation and social integration.
4. The sagging of large parts of buildings, the smallness of plots units in area, and the scattering of equipment are encouraging for the re-arrangement process of lots and the improvement of Mdawar morphology.

8. Vision

Al Mdawar should be back a leading business and service center where the main port is located. It completes the City Center of Beirut in different manners due to its importance on the north gate of the capital. The importance of these factors allow us to benefit from the contiguity of the most important economic and urban part the whole country (See Appendix m).

9. Approaches(Solutions)

The aim of planning proposal is to achieve the vision as much as possible, so it will be based on three strategic norms. These norms cannot be achieved without the process of lots re-arrangement that allows land ownership after the process of compensation referring to the right of properties protected by the Lebanese law no.15 (Appendix n). As a result of this process, without neglecting the right of the state to acquire 25% of the land area for public improvement.

Within these three norms several actions will take place as follows:

1- First norm: improve the morphology of Mdawar

- Re-arrangement process of lots and separation of different activities.
- Creating up to international standards neighborhoods.
- Rehabilitation and improvement of public buildings.

2- Second norm: Activation of new social mechanism

- Creation of Mdawar Youth club.
- Creation of Theater and park.
- Creation of Mdawar Social welfare club.

3- Third norm: Mdawar in a new scene

- Transfer the “Charles Helou” Highway into a walking Path.
- Development of new parks and green spaces.
- Formation of Mwadar main piazza with the inner neighborhoods.
- Rehabilitation of buildings facades to create harmony feelings.

9.1 The First norm: Improve the morphology of Mdawar:

9.11 Re-arrangement process of lots and separation of different activities

- Gathering of warehouses after the process of lots re-arrangement and the integration of Sukleen and Sokumi north of Linor scheme in the first area “A”, in addition to the gathering of military barracks and re-study and rehabilitation of the government hospital buildings and the slaughterhouse within modern and environmental standards.
- Gathering of Residential Neighborhoods in Area “B”, located between the Linor scheme and the Charles Helou highway, where its current character is predominantly residential (Armenian- expatriate workers) with scattered hangars without any interactive space, this spot will be the residential incubator that wraps round the Mdawar and intertwines Its structure with a green belt in an interactive environment breaks the current demographic confinement.
- Gathering of offices and works activities related to the port in the second area in the form of a strip that separates the housing from the warehouses and waste plants.
- Assembling of equipment facilities within the second zone to the east to separate the newly industrial area “C” and residential neighborhoods, thus enhancing the residential privacy of the second area which creates noise blockade with the factories and their pollution, and the daily entry of labor and the congestion of trucks.
- Gathering factories in the eastern part of Mdawar in the third area “C” due to its industrial nature and its proximity to the highway from three sides, which reduces the traffic congestion of residential neighborhoods in addition to the easiness connection with the port, facilitating the transfer of imported raw materials.

Rehabilitation of all buildings that we have mentioned and cannot be removed and noted well in the planning proposal with attention to the places of worship where there are two mosques and three churches so that the surrounding buildings are adapted to respect the privacy of these facilities.

9.1.2 Organization of new hybrid neighborhood

In order to elaborate further on this subject, this neighborhood consists of approximately 150 buildings. The capacity of each building is 6 apartments. The maximum area of the apartment is 75 square meters. The average family is 4 persons. This neighborhood has about 4000 people.

9.1.3 Rehabilitation and improvement of public buildings

We refer here to buildings of public benefit, either of which benefit the neighborhood or those of benefit beyond the limits of Mdawar or even the places of worship of churches and mosques and mention of these buildings the following rehabilitation project:

- Rehabilitation of the building of the government hospital (Karantina) It is known that this historic building has lost its character as one of the first buildings that arose in the area has given it its name and here must be reconstructed and installed according to this vision.
- The integration of the Sukleen and Sokumi buildings into a healthy and modern environmental project. We have mentioned in several cases in this paper the importance of this integration in terms of the impact on the population or the environmental impact on the region and its surroundings.
- Construction of a new modern slaughterhouse that meets the international standards in the same place of the old one.
- Project expansion and improvement of the current official school to become more modern and being merged with the surrounding.
- Development of the Ministry of Communications building.
- The rehabilitation of places of worship to confirm the population's identity of the region as an area of coexistence of Islam - Christians.

9.2 The Second norm: Activation of new social mechanism

9.2.1 Creation of Mdawar youth club

This project includes the construction of two tennis and football courts in the green parts of the railway area. This project is intended to deepen the relationship between the youth and secure the spaces they need most.

9.2.2 Creation of a Theater and a Park

The Theater and the park will conserve the historical identity of the area, and it will create a social bond between its inhabitants and will definitely create an economic attraction.

9.3 Third norm: Mdawar in a new scene

Transforming the identity of the Charles Helou highway from a simple route to a corniche (Walking path) with the expansion of the sidewalks and landscaping, and the allocation of for bicycles path, and street furniture (chairs and Sport outdoor machinery) (Appendix o). This project will allow visual communication between the two ends of the highway by removing all barriers such as the tall walls on the opposite sides.

this act will provide a complete urban scene with the facades of buildings at the northern end and will enhance this scene a good image of the next to Beirut from this entrance to complete the picture here with the commercial center of the city of Beirut.

10. Conclusion

The present situation of urban improvement in different piece of the world rely upon various reasons, among which one can name globalization, past advancement history, general financial and social circumstance of the specific city and so forth. On this premise it is conceivable to characterize a variety of different circumstances, among which the different case can be related with the urban communities (Lorenz, 2013).

the investigations in research that have direct relationship with urban renewal policies and programs discusses the history of planned interventions of distressed communities and residential areas could be summarized by social, economic and political characteristics of its periods in history with different parties involved, strategies and actions and outputs.

The urban renewal and urban redevelopment either for the corrupting internal city or the scared zones of the recently created regions, is an intricate marvel. An unmistakable comprehension of physical and social framework and the network support for the territories being referred to was to be discovered before settling on the choice. Aside from the specialized headway in arrangement of administrations, the accuracy of the place, the network spaces, financial linkages likewise assumed an essential job in settling on the choice.

In the past, the Armenian refugees were hosted by the Armenians and were a crossroads for the newcomers and travelers through the railway. In their fields, they included trees, cattle and ancient houses that were scattered lightly. It was a semi-service village on the shores of the Mediterranean.

However, this does not deny that the location of Mdawar is very important on the borders of the capital Beirut. It forms a strategic value in addition to the services that create. Mdawar is a crossing area to the core of Beirut with access to the Central District that is famous of its stores and historical value rather than being a storage to the city and for trash.

In conclusion, it can be said that most of factors that contributed to the weakening role of Mdawar and led to the isolation and siege and non - interaction with normal environment is not to put the Mdawar within the overall development plan as a key component of the city of Beirut.

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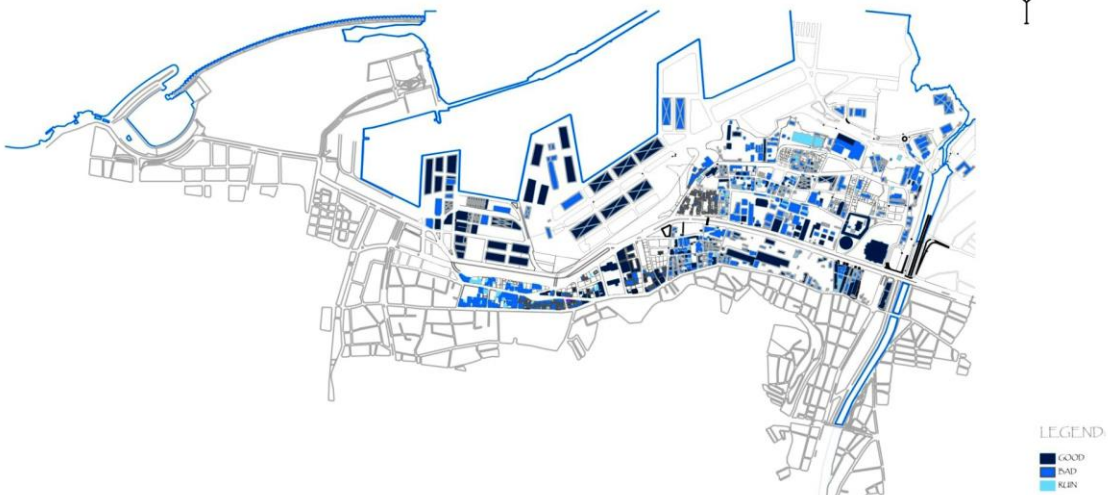
Appendices:



Appendix A: Beirut Districts

Source: Beirut Municipality

MEDAWAR MORPHOLOGY



Appendix B: Beirut Morphology

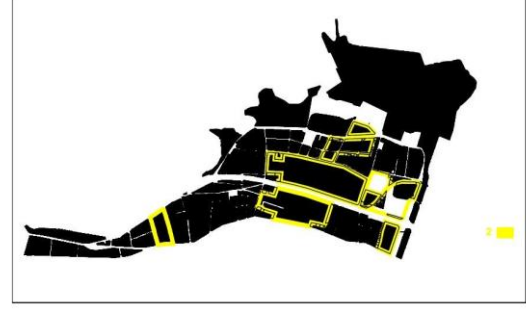
Source: Beirut Municipality



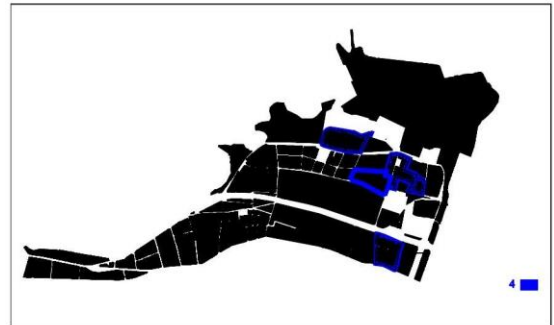
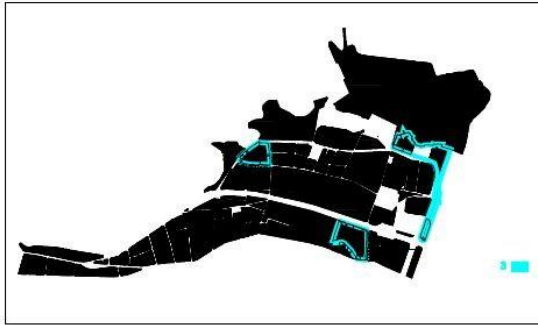
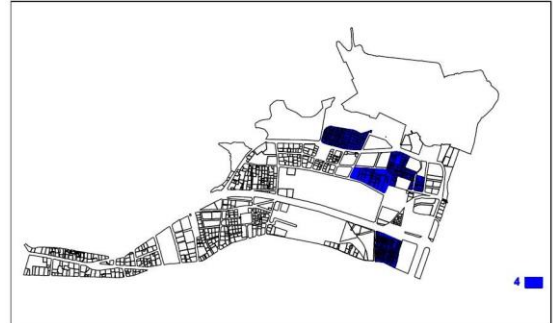
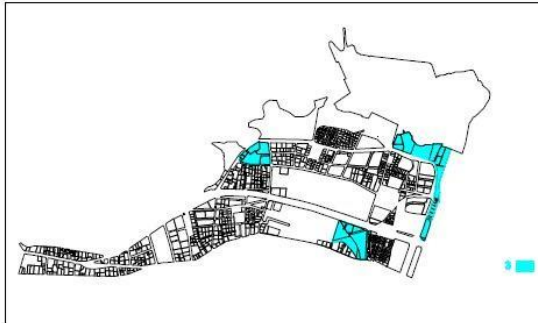
Appendix C: The divided 5 zones
Source: Author



Appendix D: The First Zone
Source: Author

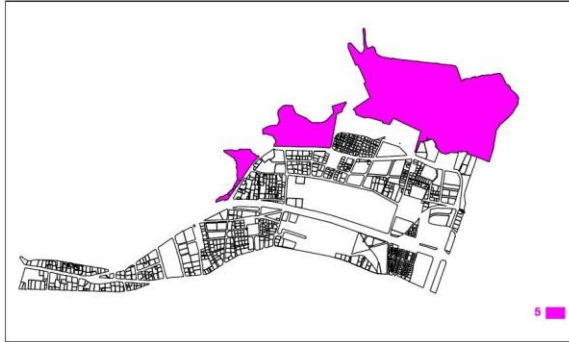


Appendix E: The Second Zone
Source: Author



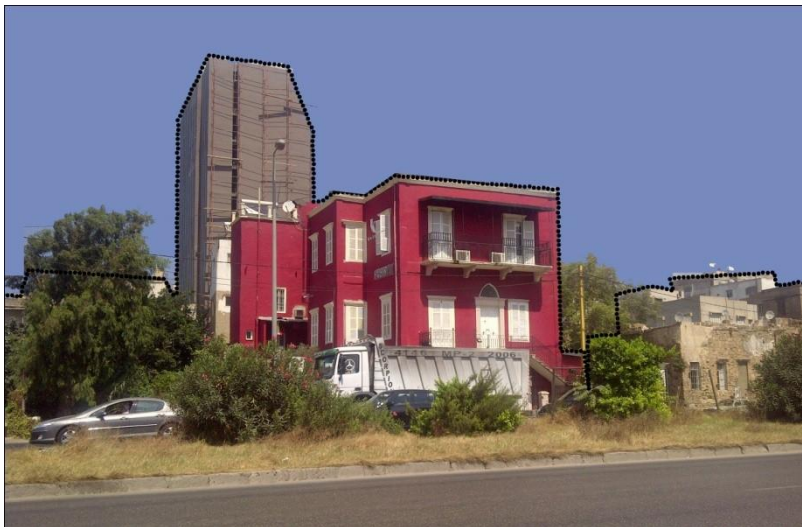
Appendix F: The Third Zone
Source: Author

Appendix G: The Fourth Zone
Source: Author



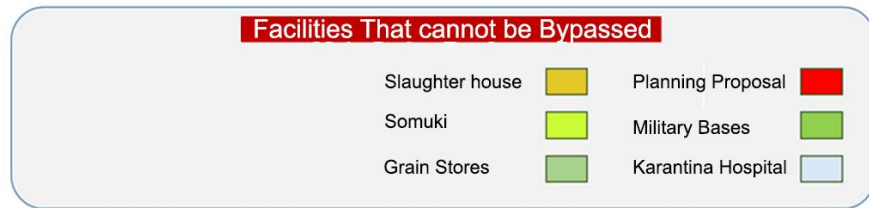
Appendix H: The Fifth Zone

Source: Author



Appendix I: Heights of buildings

Source: Author



Appendix j: Facilities that cannot be bypassed

Source: Author

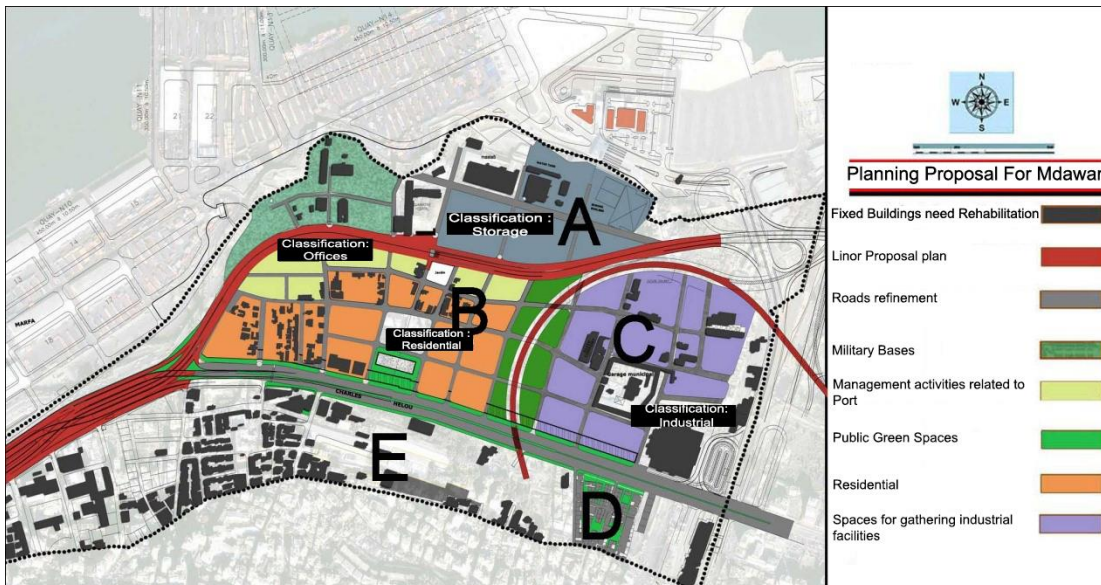


Appendix K: Vital facilities

Source: Author



Appendix L: Planning Proposal
Source: Author

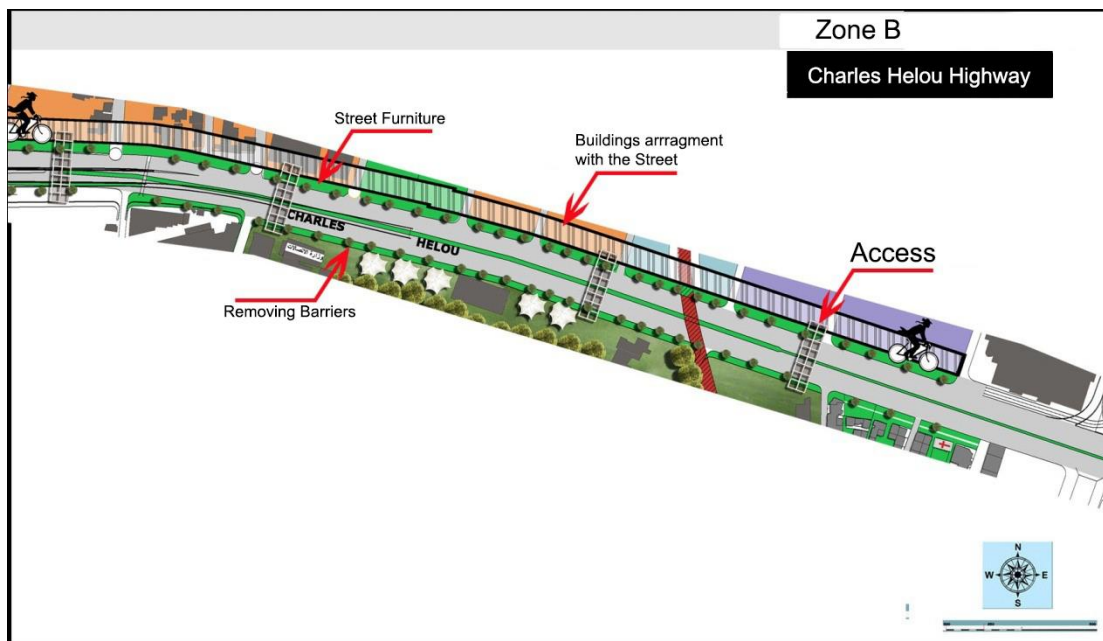


Appendix M: Planning Proposal and segmentation of zones
Source: Author

—Article No. 15 of the Lebanese constitution specifies that private property is protected by Law, and expropriation is impermissible except in cases where the public benefit is assured, and in those cases where adequate compensation is offered. In the case of secular law, we must examine the rigorousness of the project when it comes to satisfying these two conditions —

Appendix N: Private Property

Source: Lebanese constitution



Appendix O: Charles Helou highway

Source: Author