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The Colonial Impact on the Urban Evolution of Arab Islamic Cities

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Dedication:

This thesis is wholeheartedly dedicated to my beloved parents Sahar and Mohammed, to my brother Mostafa and to my sisters Jana and Hala. You have been my source of inspiration and support throughout my whole life and especially in my education life. Your continuous moral, spiritual, emotional, and financial support to me has helped me physically and mentally to be more stable and go forward and cross all the difficulties am facing. I would like to thank you for all the moments that you were guiding me for the best. At last, thank you for the countless ways in which, throughout my life, you have actively supported me in my determination to find and realize my potential.

هذه الأطروحة مهداة من كل قلبي إلى والديّ الحبيبين محمد و سحر, وأخي مصطفى وشقيقتّي جنى وحلا لقد كنتم مصدر إلهامي ونجاحي وكنتم الداعم لي في مراحل تعلّمي بالإضافة لدعمكم المعنوي والروحي والعاطفي وحتى المالي لأنعم بالإستقرار ولأمضي قُدُماً متجاوزًا الصعوبات التّي واجهتني ، لقد كنتم خير موجّهٍ لي فلكم مني جزيل الشكر. وأخيرًا تشجيعكم وتحفيزكم المستمر لي عزّز تصميمي على تحقيق نجاحي وحلمي.

The Colonial Impact on the Urban Evolution of Arab Islamic Cities

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Content:

-Abstract

-Introduction
0.1 Research Approach:
0.2 Problem Definition
0.3 Research Aim
0.3.1 Main Aim
0.3.2 Secondary Aim
0.4 Research Hypothesis
0.5 Research Determinants
0.5.1 Temporal Determinant
0.5.2 Analytical Determinants
0.6 Research Structure

Part I: The Influence of Colonization
Chapter I: Ambitious Colonies
1.1 European Colonization Philosophical Methodology for Arab World
1.1.2 Modernization Movement Into The Arab World
1.2 The European Colonization Strategy
1.3 Atlantropa The Dream 1930
1.4 Conclusion

Chapter II: Colonial Thresholds in Middle East and North Africa
2.1 Arab-European Relationship Through History
2.2 Colonial Phases and Thresholds
2.2.1 Colonialism Phase
2.2.2 Neo-Colonialism Phase
2.2.3 Europe-MENA Phase
2.3 Colonized MENA Region Port Cities

Part II: Invasion of Colonies into The Arab World
Chapter III: Colonial Activity In Casablanca
3.1 Revival of The Forgotten Port City Casablanca.
3.1.1 Reviving a Forgotten Port (1770-1900)
3.1.2 Early European settlements
3.1.3 An Emerging European City
3.2 Casablanca in 1900 before French Colony
3.3 Weisgerber Plan of Casablanca
3.4 The French Invasion
3.5 Albert Tardif Extension Plan
3.6 Henri Prosts City Re-Organizing The Plan of Casablanca
3.7 New Boulevards Cocept
3.7.1 A Moroccan “Canebiere”
3.7.2 Boulevard de la Gare-An Exemplary Road Concept
3.7.3 The Mellah Endangered by the Place de France
3.8 Michel Ecochard’s Urban Development for Housing of New Medina
4.0 Casablanca Between Colonial Period and Existing Situation
4.1 Transportation Network Morphology
4.2 Morphological Transformation and Typological influence
4.3 Casablanca Synthesis Map
4.4 Historical Evolution of Housing Units in Casablanca

Part III: Beirut Urban Recovery
Chapter IV: The Colonial Clash in Beirut Urbanism
5. Beirut The Capital of Empires
5.1 Contextualizing Beirut Throughout Centuries
5.1.1 Urbanism Strategy During Roman Period
5.1.2 The Mideival Era of Beirut Urbanization
5.1.3 The Ottoman Empire Influence on Beirut Urbanization
5.2 Beirut Under The French Mandate
5.2.1 Ecochard Proposal For Beirut Urban Development
5.3 After Independence Planning
5.3.1 The 1954 Plan
5.3.2 The 1964 Plan
5.4 War Period Planning 1975-1990
5.5 Post War Period Planning 1990-2000
5.5.1 Beirut’s 1990 - 2000 Planning Trends
5.6 The “People’s” Perspective
5.6.1 Collective Memory Fot The City Center of Beirut
5.7 Beirut Synthesis Map
5.8 Historical Evolution of Housing Units in Beirut
5.9 Traditional Lebanese Housing Unit Evolution

Chapter V: Urban Intervention In Martyrs Square

Chapter VI: Urban Intervention In Martyrs Square Project Urban Scope
6. Collective Memory Fot The City Center of Beirut
6.1 1840 - Maidan / Sahat Al Burj - Intramural city
6.2 1860 – Sahat Al Burj / Place du Canon
6.3 1890 - Muntazah / Al Hamidiyah / Union Square
6.4 1920 - Muntazah / Place des Canons
6.5 1930 - Place des Canons / Place des Martyrs
6.6 1950 - Place des Martyrs / Sahat Al Burj
6.7 1970- Place des Martyrs / Sahat Al Burj
6.8 1990- Demarcation line / Greenline
6.9 1994- Martyrs Square / BCD
6.10 1995 - Beirut Souks International Competition
6.11 2005 - Martys Square / Freedom Square
6.12 2019- Martyrs Square / Al Saha
6.13 Beirut Port Explosion
7. Spatial Metamorphosis for Martyrs Square
8. Morphological Transformation For Martyrs Square
9. Transformation of the city and the dominant type - From the Arabic courtyard city to the French Boulevards
9.1 Experimental Rules Depending On Lebanese Housing and Urban Grid System
10. Martyrs Square Intervention

-Table of Figures

-References

The Colonial Impact on the Urban Evolution of Arab Islamic Cities

Abstract:

It has been always known that the main critical factors in determining whether an Urban Intervention/Development is effective, is by determining its impact and how fitting it is into its' Context and Origin of Urban Fabric. The Urban Identity of cities has been always characterized by its Morphology, Typology, Urban Habitat, and Physical Appearance. Throughout the last century, especially during the Western-European colonization era, many concerns appeared about How colonization will affect the colonized countries? What impact the colonization will leave behind? How will colonization deal with the existing situation and city planning? Are these interventions and plans will benefit the colonized cities? Morphological Transformation of the City Layering and Urbanization appeared in different aspects and forms after colonization. On the other hand, Typologies and the Role of Public Spaces gave each city a specific criterion and identity. The Clash of Urban Fabrics that happened during this era was mainly presented in the Mediterranean Countries and specifically in the Arab World or "Islamic World" between the existing Ancient Cities and the new Urban Expansion and planning. That all happened after these countries were colonized from different colonies "Italian Colony, French Colony, Spanish Colony, and British Colony". Some countries were even colonized by two colonies. This research aims to study and explain urban fabrics' main features and transformations. Later, abstract the way of dealing with specific sensitive contexts after analyzing the Compositional Roots, and the reason behind the existing plan. After examining specific case studies that vary in location and design approach. This paper will try to target the thresholds where the Borderlines appeared. On the contrary, the Morphological and Typological Evolutions resulted in the cities' urban structure. At last, this research is to present a theoretical background on the principles of reflecting and integrating the historical context of a site so that a clear guideline is provided and turn these theories into a practical project that aims for an Urban Development focusing on Urban Recovery and Rehabilitation in the city of Beirut.

KEYWORDS:

Urban Development, Colonial Period, Arab World, Historical Context, Morphology, Typology, Thresholds, Boarder line, Urban Recovery

Introduction

THE COLONIAL IMPACT ON THE URBAN EVOLUTION OF ARAB ISLAMIC CITIES

0.1 Research Approach:

The design evolution for cities, neighborhoods, and even single buildings has recently undergone significant modifications because of the close relationship between urban design and architecture and their theoretical and logical ideas and methods. By providing messages that enable users to have their own perception of the experience, urban design and architecture have improved their role in a given community. This contemporary evolution on both sides, Urban Design, and Architecture shows that it can achieve a lot of objectives. The contemporary era has focused on the human as a primary design element and continues to do so while attempting to respect human behavior and the way in which people interact with environments. Contrary to that, other architectural eras focused on fulfilling basic architectural needs in the building and human architectural standards.

Furthermore, by dissecting specific facts and events from the area's past, contemporary interventions under the sector of urban design/ planning and architecture can be used as a tool for revealing a site's historical identity and context. Analyzing the morphology, typology, and public places allows one to figure out the pathway/strategy in design. There have been times when architecture and urban design have been unsuccessful or rejected from their context due to a misreading of that context and a disregard for the human aspect of the designs.

When did "contemporary" become more prevalent than "modern"? Even yet, as Jean-Louis Cohen noted in The Future of Architecture, 1968 marked a turning point in the history of the 20th century since 1889. Some historians place the beginning of the change of twentieth-century modernism. On the other hand, Kaplan's hook contends that 1959 was a turning point or the year when everything changed in terms of modern architecture. Kaplan's account of the historical turning points is an illustration of modern histories that acknowledge the 1950s as a period of substantial change as opposed to only the 1960s.

This research paper will examine and highlight how the contemporary urbanization evolution of the colonized Arab cities drives out urbanistic conclusions and summaries that can lead to a project wherever the project is a city, neighborhood, or a single building. The research will also attempt to concentrate on how this design of development might benefit the surroundings and appropriately reflect them. Additionally, it will demonstrate how an awareness of context, particularly historical context, will benefit the united towns and remove the split lines that previously separated them.

In order to comprehend when and how the split lines of the cities are generated, this work will examine the urban morphologies and typologies throughout the historical development of the cities that will be used as case studies. Moreover, stressing the theories and guidelines that can be used to combine modern and historic architecture into one coherent unit.

The following literature review will discourse on the guidelines and different approaches of colonies and how they dealt with different cities and different situations. The research will also target whether the proposed solutions from the colonies succeeded or failed to be integrated within the historical context of the existing ancient cities. The paper will demonstrate guidelines and approaches to achieving an urban intervention that can help to enhance the relationship of the city and its features and how this intervention will fit into the context perfectly and tells a certain story about a time in the past that occurred in the city that the project is placed in and how to evoke the visitor's sense of imagining and giving room to the architect's own mystical and philosophical approach.

0.2 Problem Definition

Urbanization, which is closely tied to modernization and industrialization, is the process of the actual growth of urban areas. This approach primarily aims to increase the human population within cities, whose context and surroundings are changing and becoming coherent and creating places with different environments and experiences.

The price of these expansions and the context-related consequences is being paid in terms of modifying the typology and morphological identity of the city. A lot of Architectural projects and urban intervention strategies are done during the colonization period of the Arab world. Colonies tried to adapt the new vision to the existing cities where sometimes they are totally apart from the historical context, which is resulting in the conflict happening between the historical context and the contemporary one and turning into a scary scenario of urban collapse that is creating the split lines.

The situation is considerably worse in developing cities, where after colonization there was a lack of organization of the future plan of the cities that were planned. Where the main problem is the disappearance of the origins of these extensions and the reason behind it.

0.3 Research Aim

0.3.1 Main Aim

- The main aim of this research is to come out with different approaches of urban solutions based on existing cases, that can improve the integration of urban interventions within the critical context.

0.3.2 Secondary Aim

- To determine the elements influencing the design transitions in various contexts.
- To make clear the requirements for design that can incorporate design interventions into the historical context while preserving the present one.
- To make clear how morphology and typology play a significant role in determining boundaries and thresholds.
- To investigate and contrast several cities in order to determine whether or not contemporary architecture was successful.
- To demonstrate that the rejection of the place identity is not always the result of form and material differences in a site context.
-

0.4 Research Hypothesis

This research makes the assumption that adopting a suitable urban intervention can make cities more effective and well-managed, while also reflecting and taking into account the context of the place. Additionally, colonial strategy approaches call for a thorough examination of the events that occurred in a particular location and how to translate those events into physical urban action. How well urban intervention will blend morphologies and obfuscate boundaries.

0.5 Research Determinants

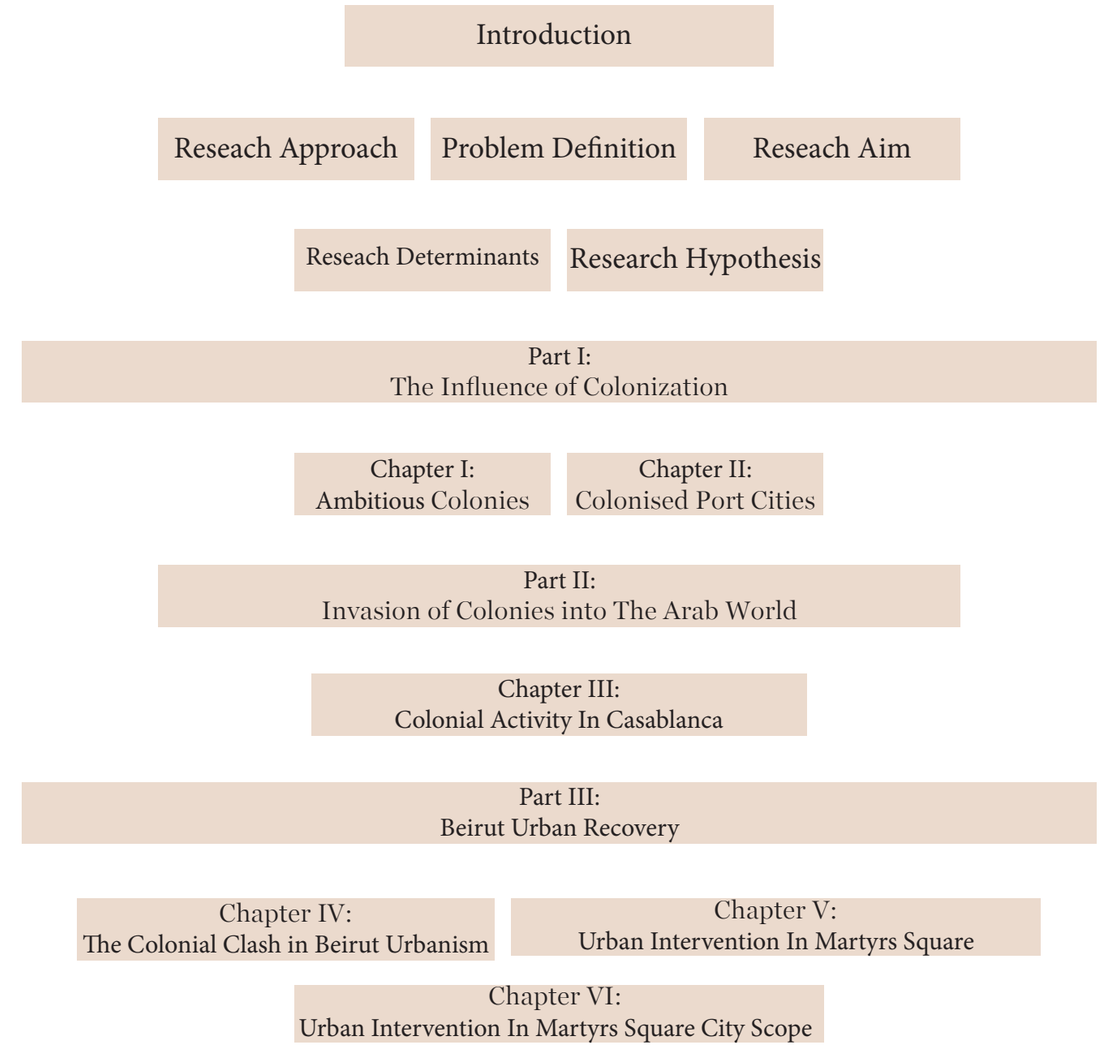
0.5.1 Temporal Determinant

This research will use references and recent studies (2000-2022) that show how contemporary architecture dealt with contexts and what are the principles and techniques that may be used to achieve the integration.

0.5.2 Analytical Determinants

This research will be based on secondary data collected and on personal analysis and opinions.

0.6 Research Structure



Part I:
The Influence of Colonization

Chapter I:
Ambitious Colonies

The Influence of Colonization

1.1 European Colonization Philosophical Methodology for Arab World

The definition of colonialism is “the control of a territorial or subordinate population by an authority.” It occurs when one country conquers another, conquering and exploiting its population, but often passing on its own language and cultural values to its people. By 1914, Europeans had colonized most of the world’s countries. Imperialism, the use of philosophy, politics, power, and influence to control other countries and peoples, is closely related to the idea of colonialism.

1.1.1 Hidden Reasons Behind European Colonization

Historically colonization movements were aiming for several goals and achievements. All the colonial movements at some points achieved their goals while at the same time they lost a lot. This methodology of colonization influenced the culture, traditions, lifestyle, city morphology, city typology...etc. of the colonized countries or cities. Whereas the reasons are a lot.

Political and military goals, such as the battle between powerful nations to control lesser nations and so advance on the international scene, as well as the competition for control of trade routes and strategically significant locations around the globe.

The economic motive of finding trade centers to procure industrial tools, facilitate production, secure transportation, and provide labor at the lowest cost led colonial countries to apply various methods of controlling their economies.

In addition to the fact that the control of the state increases their humiliation and control by making people obedient and needy.3 From a commercial point of view, colonial countries use monopoly methods to give back all their money and impose exorbitant taxes to further increase poverty. And finally, on the other hand, Social Motivation a desire for exploration and adventure to discover new lands can be added, leading to colonizing nations campaigning in these new lands just for new experiences.

1.1.2 Modernization Movement Into The Arab World

The modernizing movement has shaken the Islamic world. Islam was swiftly and permanently relegated by the European powers to a dependent bloc, rather than being one of the leaders of world culture. The colonialists, who were so deeply ingrained with the modern ethos that they were frequently horrified by what they could only perceive as the backwardness, inefficiency, fatalism, and corruption of Muslim society, treated Muslims with contempt.

They lacked the historical perspective to understand that they were simply viewing a pre-modern rural lifestyle and that a few centuries previously, Europe had been just as “behind,” and they concluded that European culture had always been progressing. They frequently assumed that Westerners were fundamentally

and racially superior to “Orientals,” and they frequently displayed their disdain in a variety of ways.

All of this had a corrosive impact, which wasn’t unnatural. Westerners are frequently perplexed by the animosity and hatred that Muslims frequently feel toward their civilization, which they have discovered to be freeing and uplifting due to their drastically different experiences. The Islamic world was the first to be subjected to the colonization process in the Middle East, India, Arabia, Malaya, and a substantial portion of Africa since it was so extensive and strategically located.

As a result, the Muslim response is not weird and quirky. Muslims in all of these locations saw the full force of this modernizing attack fairly early. Their response has been the archetypal response, not just a reaction to the new West.

1.2 The European Colonization Strategy

One Islamic nation after another was colonized by the European powers. In 1830, France took over Algeria, and nine years later, Britain took over Aden. Egypt was taken over in 1881, Tunisia in 1882, Sudan in 1889, Libya in 1912, and Morocco in 1912. In anticipation of triumph, Britain and France divided the lands of the defunct Ottoman Empire—which had sided with Germany during the First World War—between them in 1915 under the Sykes-Picot agreement.

Following the war, Britain, and France dutifully established protectorates and mandates in Transjordan, Syria, Lebanon, Palestine, and Iraq. Since the European powers had promised the Arab provinces of the Ottoman Empire independence, this was perceived as an injustice. Ataturk, also known as Mustafa Kemal (1881–1938), was able to keep the Europeans at bay in the Ottoman heartlands while establishing the independent state of Turkey.

The new Soviet Union ruled over Muslims in the Balkans, Russia, and Central Asia. The West frequently kept control of the economy, energy, and other resources like the Suez Canal even after some of these countries were granted independence.

The bitter conflict was frequently left as a legacy of European occupation. After the British left India in 1947, the subcontinent was divided between Hindu India and Muslim Pakistan. These two nations still have nuclear weapons pointed at each other’s capitals and are still at war with one another. With the help of the UN and the rest of the world, the Zionists expelled the Arabs of Palestine in 1948 and replaced it with Israel, a Jewish secular state. As the Western powers seemed to have no qualms about dispossessing and exiling hundreds of thousands of Palestinians permanently, the loss of Palestine became a poignant emblem of the humiliation of the Muslim world.

1.3 Atlantropa The Dream 1930

Initially known as “Panropa,” “Atlantropa” began to take shape in 1928 and

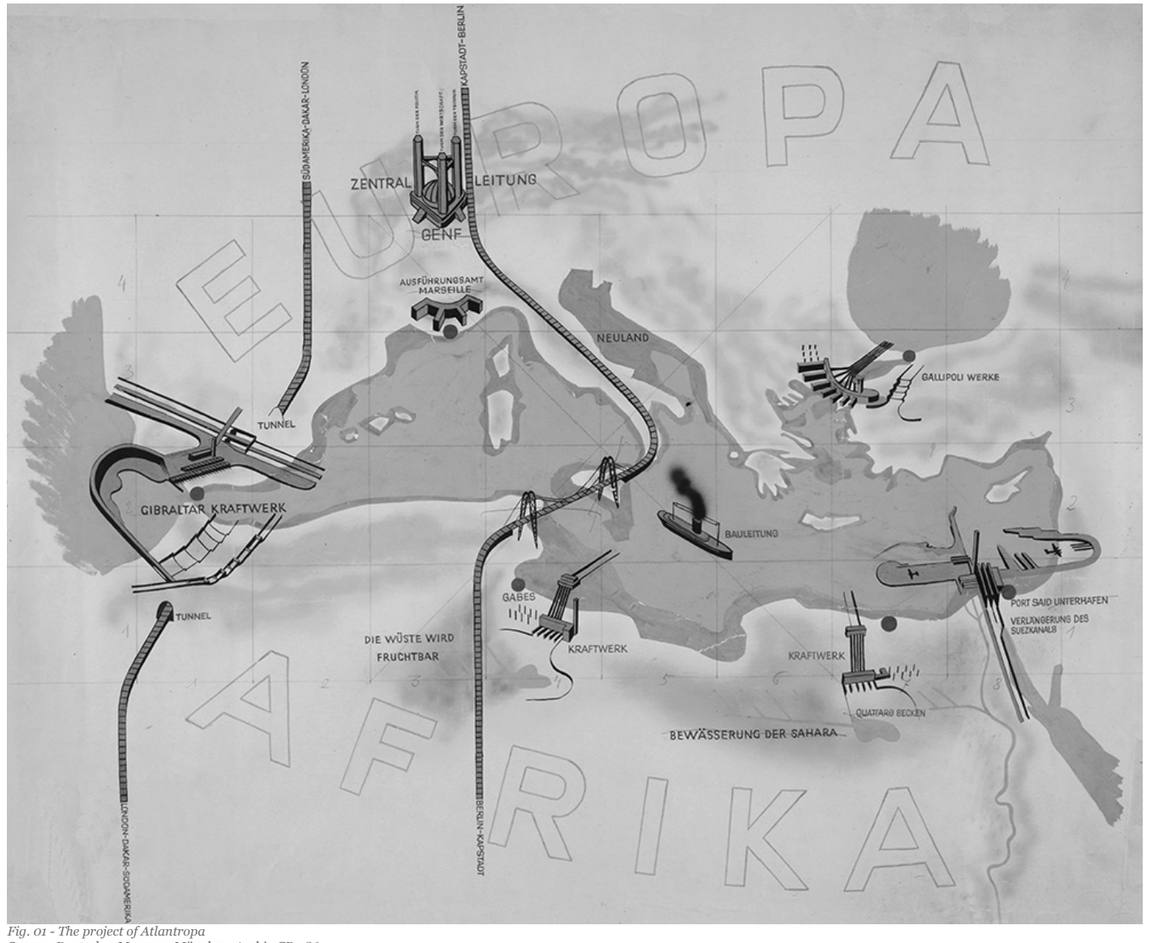


Fig. 01 - The project of Atlantropa
Source: Deutsches Museum, München, Archiv CD 78659

continued to grow throughout the 1930s, lasting until Sörgel’s death in 1952. The fundamental plan was to reduce the Mediterranean Sea by building two massive dams in the Dardanelles and the Strait of Gibraltar. By 1931, Sörgel had updated the concept to call for two distinct subsidence areas, each measuring 100 and 200 meters, to be divided from Italy and Tunisia by a third barrier. He displayed the project in an exhibition in 1932.

The Atlantropa vision focused on two distinct objectives. The first was expanding into new areas. Studies of marine geography allowed estimates to predict that the Mediterranean would produce 576,000 square kilometers of additional land. In addition to the power plants, a number of enormous infrastructural projects, including ports, bridges, tunnels, and rail lines (from Cape Town to Berlin and South America to Dhaka) were planned. There were also plans for completely brand-new cities as well as contemporary extensions of old ones. However, it took a 100-meter sea level decrease before all facilities in the western Mediterranean could be finally expanded.

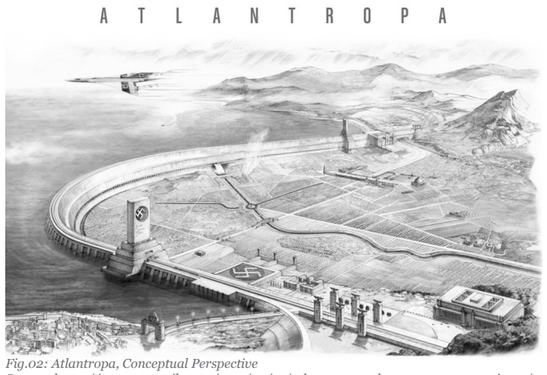


Fig.02: Atlantropa, Conceptual Perspective
Source: https://persquaremile.com/2011/05/12/atlantropa-or-how-to-grow-a-continent/

Sörgel's schedule would only be completed 120 years after the barrier near Gibraltar was built since the lowering could only happen gradually due to natural evaporation. Even getting to the ultimate step, which is located east of Tunis, would take 250 years. The idea of "Lebensraum," which emerged around 1900 and was later adopted by the National Socialists (although then as "Lebensraum im Osten" with a different geographical orientation), serves as the conceptual foundation for the claim that the expanding peoples of Europe initially

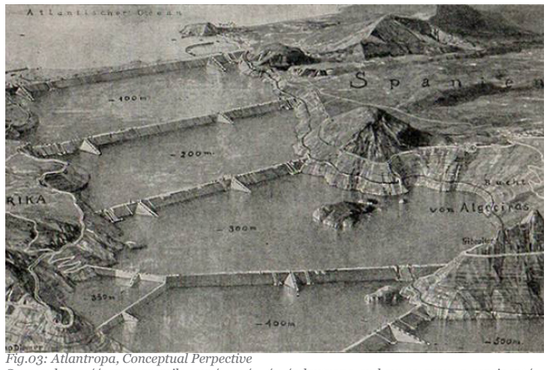


Fig.03: Atlantropa, Conceptual Perpective
Source: https://persquaremile.com/2011/05/12/atlantropa-or-how-to-grow-a-continent/

needed more land.Sörgel's attempts to acquire territory can also be seen in a broader context of the imperialist ideology of the European countries. Because of how much the sea level would have dropped, a new "supercontinent" called "Atlantropa" would have formed by reducing the gap between the continents of Europe and Africa. Sörgel imagined Atlantropa as a geopolitical center of power that could only effectively compete with the two newly developing continents of America and Asia in a coordinated effort. According to Sörgel's reasoning in his book Die drei großen "A," Atlantropa would be virtually guaranteed of becoming the dominating global power because of its energy reserves. From 1938: "Great Britain and the Italian Empire, the Three Pillars of the Atlantic" (America, the Atlantic, Asia).

The production of electricity via various energy infrastructure projects was the second objective. They included the Nile and the other hydroelectric power stations in Tunisia and Egypt, the Gallipoli plants at the entrance to the Black Sea, the largest, 35-kilometer-long hydroelectric power plant in the Strait of Gibraltar, the power station in Tunis, and the power stations in Tunis and Tunisia. The latter would additionally fill enormous reservoirs and serve the purpose of "irrigating the Sahara." This concept was depicted by Sörgel in the poster "What is Atlantropa? Large electrical grid, cultivation of Africa, and lowering of the Mediterranean. According to Sörgel, irrigation of North Africa would produce the same amount of "second-order cultivated land" and "first-order cultivated land" across 1.5 million square kilometers.

The reason for colonial aspirations around the world has long been based on the topos of the "cultivation of Africa," which may definitely be read in a larger sense, and the development of "backward" population groups. This dates back to the Valladolid Debate (1550–1551) between Bartolomé de las Casas, a fellow Spanish Dominican and the first archbishop of Chiapas, and historian Juan Ginés de Seplveda, a Spanish Dominican.

The former claimed that the native people in the colonized countries were barbarians and that it was OK to enslave them. He primarily used the tenets of Aristotelian natural law thought to support this claim. Las Casas, on the other hand, referred to the native population as barbarians while simultaneously describing them as sensible. He believed that bringing them the Word of God was both necessary and morally right. Although there was no obvious victor in the conflict, the exploitation of the indigenous people and their exclusion from the category of "human beings" was to have profound effects on Western thought.

1.4 Conclusion

The colonization era in the Arab World has always been there and the ambitious colonies always presented in the area and tried to seek advantages and opportunities. This phenomenon started with the Ottoman Empire "Ottamans" who invaded a lot of countries and regions and controlled their resources for around 400 years. After the Ottaman Colonial period, the Europeans Colonies had their own reasons and goals as well.

Throughout history, Arab World has always been under colonization, and MENA "Middle East and North Africa" region specifically where the colonies' main target. This region is full of resources that any country would like to control and use, whether this usage is organized or not. Colonies were invading one after another to use these resources of the countries and try to control them on several aspects, Politically, Economically, Culturally, environmentally...etc. European Colonies tried to create and invent new strategies to try to find a way where can merge the resources of Europe and the MENA region, moreover, extend to these areas.

In the end, colonization controlled the Arab world technically and the colonies consumed a lot from the colonized countries. Where sometimes or most of the time they had a bad influence on these countries. On contrary to that, colonies did great planning for futuristic visions and simulations, regardless of if all of them were convenient or applied in a good way.

Chapter II:
Colonial Thresholds in Middle East and North Africa

THE INFLUENCE OF COLONIZATION

2.1 Arab-European Relationship Through History

Historically, the European Community's top trading partners are the Arab World Nations and especially the MENA area. This fact alone is sufficient to show how crucially important these two countries' relations are to both the Arabs and the Europeans. Despite how important this statement is, it would be foolish to restrict these associations to import and export data. The historical interactions between Europe and the Arab world are becoming more and more important in many facets of our existence. Of course, in terms of the economy, but also in terms of politics, society, and culture.

Moreover, this historical relation resulted in different aspects and perspectives. The Colonization period that the Arab World passed through is the main factor that later modified the colonized cities and countries. Colonies rather less, targeted specific cities in the Arab world where they can use it as a source provider later on or a trading point. Where these countries and mainly Port Cities are anciently built as trading cities since they were founded. This gave the colonies the advantage to fore the people to adapt to the new futuristic proposals.

Fig.04 Decline of the Ottoman Empire, 1774-1914
Source: https://kappamapgroup.com/product/133-decline-of-the-ottoman-empire1774-1914/

2.2 Colonial Phases and Thresholds

The Arab world/MENA Region, which includes the Middle East and North Africa, has been greatly impacted by European colonies including Britain, France, Italy, and Spain throughout the past century.

The goal is to put their roles into a meaningful context so that we can comprehend their point of view. Colonialism, Neo-Colonialism, and Euro-Med, which may have marked the beginning of post-Colonialism, are

the three phases of this era, which took place in the 20th century.

This area is incredibly dynamic, constantly evolving, and always of interest to people. The 22-nation Arab World, which spans from Morocco in North-West Africa to Saudi Arabia, the United Arab Emirates, and Qatar in Southwest Asia, and from Syria in West Asia to Yemen in Southwest Asia, is composed of. It is made up of a diverse group of individuals who are all strongly influenced by the three closely related monotheistic religions of Judaism, Christianity, and Islam. It has both people and

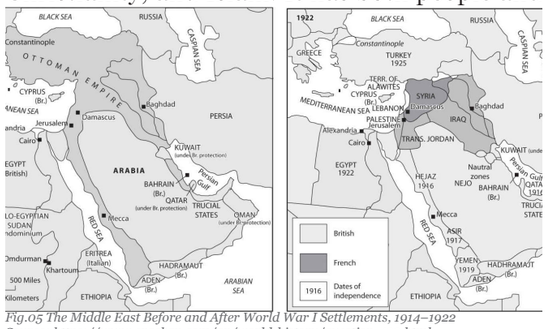


Fig.05 The Middle East Before and After World War I Settlements, 1914–1922
Source: https://www.crackap.com/ap/world-history/question-429.html

significant resources like oil, gas, gold, etc.

2.2.1 Colonialism Phase

Phase one of colonialism lasted from 1905 to 1945, a period of time notable for its ten years of world war (1914 to 1918 and 1939 to 1945). A British empire that expanded into Egypt in 1882, dominated much of the western Persian Gulf, and managed Iran's petroleum sector for 45 years after finding oil there in 1908 never truly went away.

Protecting British access to its vast colonies was the main goal of British imperialism. Following their victory in World War I, the British gained control of three mandates in the Fertile Crescent: Palestine, Jordan, and Iraq. Part of Lawrence's contribution to the British victory in the First World War can be seen. Thomas Edward Lawrence passed away on May 19, 1935, and he was born on August 15, 1888, in north Wales. His ability to influence local Arabs led to their uprising against the Ottomans. He led Arabs to victory in Aqaba, which is today in southern Jordan, over Ottomans who anticipated an attack from the sea.

Three Arab countries—Algeria (represented in the National Assembly as an overseas department), Morocco, and Tunisia—commonly referred to as the Maghreb—were under French administration at the beginning of the 20th century. Success in World War I allowed France to take control of Lebanon and Syria, two other Arab nations.

Thus, in 1920, 16 of the 17 colonized Middle Eastern organizations were under the political, economic, and cultural influence of the British and the French. The other, Libya, was taken over by Italy in 1932.

Although Egypt was given formal independence by Britain in 1922, the country still had 400,000 soldiers stationed there at the end of World War II. In contrast, Britain released Iraq in 1932 after realizing how challenging it would be to govern it.

2.2.2 Neo-Colonialism Phase

Phase two of colonialism "Neo-colonialism", from 1946 to 1991, lasted 45 years. Nine British colonies in the Middle East declared their independence: three in the 1940s (Palestine, Jordan, and Pakistan), three in the 1950s and 1960s (Sudan, Kuwait, and Yemen), and three in 1971. (Bahrain, Qatar, and the United Arab Emirates).
In 16 years, the French lost their five colonies more rapidly than the British did, and Libya declared its independence from Italy in 1951.

Nationalism had more to do with Third World independence than any other ideology. Break free first, then figure out how to govern later. So, Palestine faced the deaths of British occupiers by Jewish terrorists, while Algeria saw killings of rapacious French soldiers by Arab terrorists involved in an eight-year battle

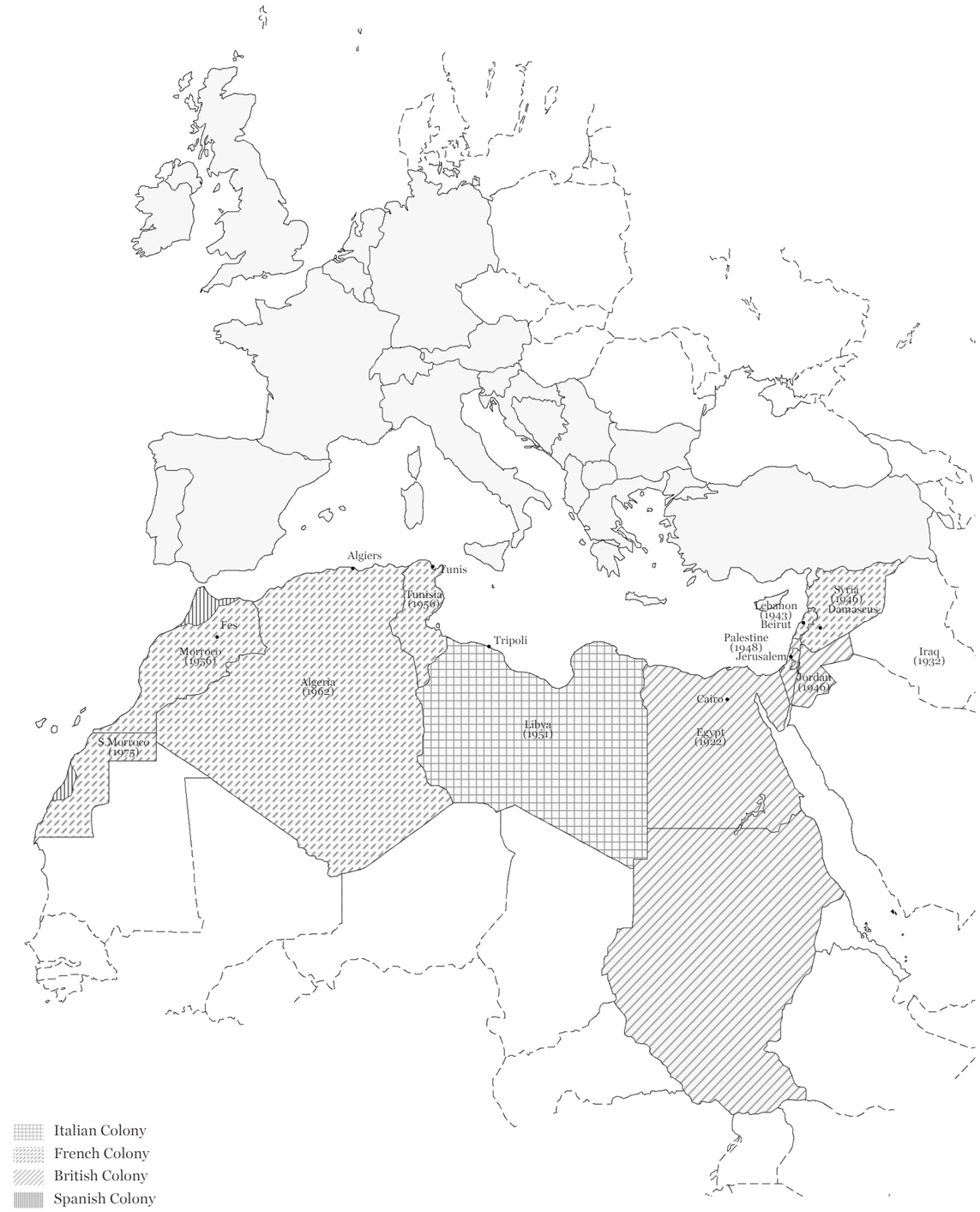


Fig.06 Colonial Map in Mena Region
Source: Author

for independence.

More than any other philosophy, nationalism played a role in the independence of the Third World. Break free first, then consider how to rule. Therefore, Jewish terrorists in Palestine killed British invaders, whereas Arab terrorists in Algeria killed predatory French soldiers during an eight-year liberation struggle.

The Cold War Adversaries United States and the Soviet Union filled the power void in the Middle East. Nothing better exemplified this change than the election of phase two person and Egyptian President Gamal Abdel Nasser. He was born in Alexandria on January 15, 1918, and until his death on September 28, 1970, he pursued a career in the military while also studying history. He eventually rose to fame for orchestrating the overthrow of King Farouk, who fled into exile. He became a representative of Arab nationalism as a proponent of Arab unification. He seized the British-French-owned Suez Canal in 1956, which was used to carry two-thirds of Europe's oil. After Israel, Britain, and France invaded his nation in October 1956, he then gained superpower assistance from Eisenhower and Khrushchev. The British and French were forced to retreat, heralding a new form of colonialism that focused more on substantial economic impact than on physical control.

In the meanwhile, Lebanon, and Syria, these two countries were fighting for independence and trying to draw their borders and create their own laws and constitutions with the help of the draft of the French constitution. Moreover, these two countries were rising economically and logistically in the middle east and playing a hugely important role in the Middle East as traders for the gate of Asia from the West and Europe.

2.2.3 Europe-MENA Phase

Euro-Med Phase three started in 1991. Heavy involvement from non-state entities, whether they are terrorist organizations or multinational organizations, has served as its exemplar. Nevertheless, American political and military action has left the region's future course unclear. The continued widespread use of English and French in the Middle East today, particularly in the teaching of many university lectures, is the most obvious manifestation of British-French influence in the region. The continuous Anglo-French involvement in three international organizations working toward a Mediterranean Community that will connect southern Europe with North Africa and the Middle East, however, will have a more permanent impact.

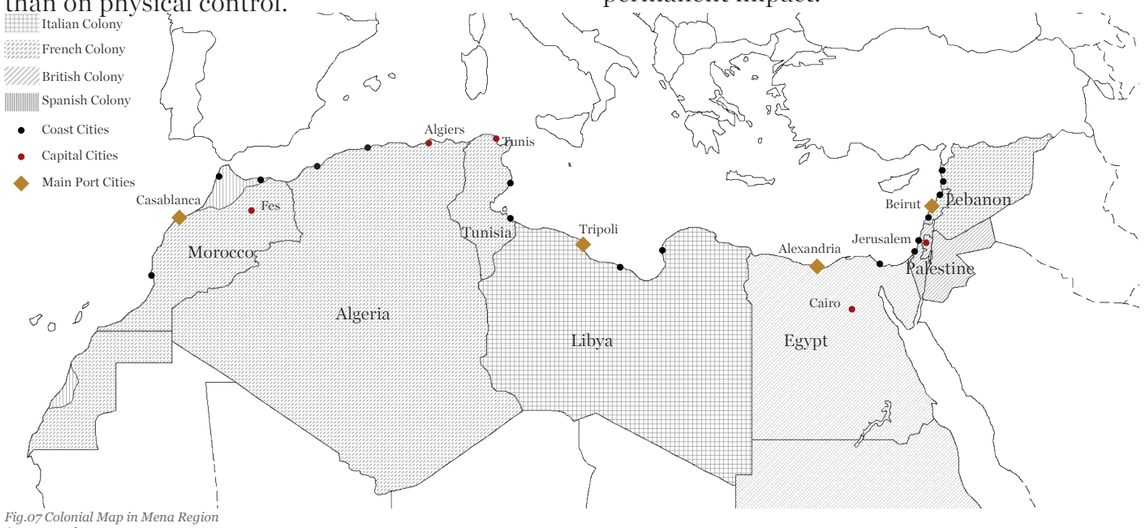


Fig.07 Colonial Map in Mena Region
Source: Author

While the U.S. unilaterally seeks to increase its political and military sway in the Middle East, Britain and France prioritize economic development. Unlike NATO and the OSCE, where the U.S. participates in decision-making, the EU must be influenced from beyond.

In the ensuing 20 to 30 years, as we progress through this Euro-Med period, anticipate an increase in the engagement of non-state players on the outside. They will make it possible for Britain and France to exercise leadership in a much more subdued manner than before, whether they are private organizations promoting tourism or official institutions encouraging development.

2.3 Colonized MENA Region Port Cities

Arab World Cities are spread all over the coasts of the Red Sea, the Atlantic Ocean, and mostly around the Mediterranean Sea. Where most of these cities are founded as Port Cities. Throughout decades and centuries and even before the presence of the Islam/Arab World these countries and cities are founded and structured for trading, exporting, and importing. People used the element of water as the main resource for living and they settled all over the coasts as time goes this settlement turned into ancient cities and each city with different characteristics and elements that are adapted to the location and environment. Even if the environments are somehow similar, the positioning of the city played a huge role.

The Middle East area is Syria, Lebanon, and Palestine. It has more than 15 cities spread over the coast of the Mediterranean sea. The main port cities in the Arab Middle East are Beirut in Lebanon and Yafa " Tel-Rabieh" in Palestine and Latakia in Syria. Lebanon and Syria were under French colonization, whereas Palestine was under British colonization. At that time and till 2020 the explosion that happened in Beirut it was the main port city in the Arab Middle East as an important port location and trading center. Lebanon "Beirut" has gone through most of the empires historically and every empire or era has used this port city as a source of power. After that it comes Yafa "Tel-Rabieh" in Palestine which is the second city in the middle east that has a high revenue impact. This city is also considered one of the most active port cities in the area, especially after the explosion in the Beirut Port.

Moreover, in the North African Arab world part where there are Egypt, Libya, Algeria, and Morocco we have more than 100 cities all over the coast of the Mediterranean Sea and the Atlantic Ocean. This diversity of cities and countries and the different colonies affected the activity in these cities and their main structure of them. The French, British, Italian, and Spanish colonies were spread all over the NA-Region and the existing countries' borders or limits are the limits where the colonies reached, and from that time set to be the national limit or border for each country.

Alexandria in Egypt, Tripoli in Libya, and Casablanca in Morocco are one of the most port cities throughout history. These cities were structured, formed, and used as a tool to connect Europe to the NA region. The colonies used these cities for their wills and goals and at certain points, this affected the city structure from a port city into a modern city. The listed cities Beirut, Alexandria, Tripoli, and Casablanca will be studied and analyzed later in the coming chapters before-during-after colonization. The chapters will try to highlight the difference in solutions of every colony and how they dealt with the situation and the purpose behind these interventions and scenarios. The derived of these conclusions and strategies will be applied conceptually in Beirut after analysing the timeline of Beirut and why and when ancient Beirut disappeared and to what limit the colonies affected the city, were these strategies efficient or not? How new strategies can help in city development?

Part II:
Invasion of Colonies into The Arab World

Chapter III:
Colonial Activity In Casablanca

Invasion of Colonies into The Arab World

3.1 Revival of The Forgotten Port City Casablanca.

The myth perpetuated by the proponent of colonialism that Casablanca is a product of the French conquest must be dispelled de facto for, in reality, the city boasts a deep-seated urban legacy. In addition, it is to be noted that Casablanca began its journey down the road of modernization well before Galilee landed on August 5, 1907. An event that triggered the conflict and repression leading to the declaration of the French Protectorate in 1912. Accounts by 19th-century travelers may portray the town as a godforsaken spot, but the truth is that trade fever had already firmly set in, generating a turnaround in the fortunes of a settlement that had been practically wiped off the map for three centuries.

3.1.1 Reviving a Forgotten Port (1770-1900)

It appears that there are only half-buried ruins to serve as a reminder to visitors that they are standing in ancient Anefa, which was for a long time one of the wealthiest cities in this region of the Maghreb, aside from a tower that was once struck by lightning, a reasonably well-preserved Moorish bath, and an apparent unfinished mosque. Evidently, everything has been reduced to dust by time. Although there is no logical explanation for its origins, the first mention of a populated location called Anfa may be found in the eleventh century.

Despite claims of Roman and Phoenician origin supported, respectively, by the Spanish national Luis Marmol Carvajal, who was imprisoned in the town during the 16th

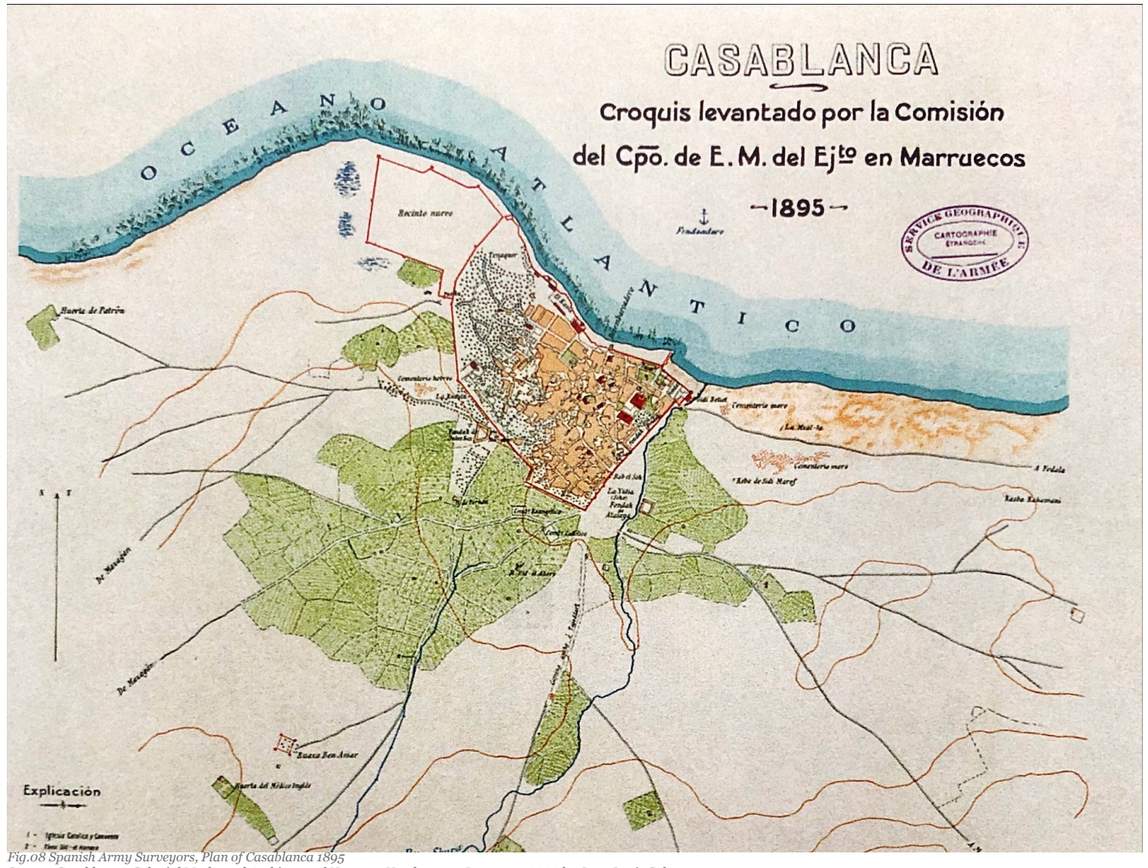


Fig.08 Spanish Army Surveyors, Plan of Casablanca 1895
Source: Casablanca: Colonial Myths and Architectural Ventures Hardcover – January 1, 2003 by Jean-Louis Cohen

century, and the Muslim traveler Johannes Leo Africanus, it is thought that the city's founders were Zenata Berbers. Infante Don Fernando, the brother of Portuguese king Alphonse V, brought a fleet of fifty ships and 10,000 men ashore to destroy the city walls as retribution for such a damaging pastime.

Following their utter loss at the hands of the Merinides during the battle of Mamora, the Portuguese planned a second assault in 1515 but abandoned this endeavor. In a somewhat complimentary description of the spot he later found, Johannes Leo Africanus writes: Due to its extraordinarily fertile land, the city was formerly very sophisticated and prosperous. The first known depiction of Anfa is a deplorable one, albeit it is likely false: on a plate printed in 1572 by Braun and Hogenberg, a few lopped towers watch desolately over a flat area of land scattered with ruins, with two ships anchored in rocky creeks in the background.

The town's new name of Dar El-Beida, given to it in the seventeenth century and used until about 1860, is likely the result of a whitewashed structure that stood towering over the remains of the city walls. Sidi Mohammed Ben Abdallah, the Alouite ruler, chose to rebuild the city walls around 1770. At the time, Louis de Chenier, the French consul in Rabat at the time, said that Anafe, or Dar El-Beida, was "occupied by merely a few Moors living in huts." The sultan's strategy involved fortifying the town with a battery, or sqala, in order to defend it against European incursions into Rabat and Mazagan.

3.1.2 Early European settlements

The town's new name of Dar El-Beida, given to it in the seventeenth century and used until about 1860, is likely the result of a whitewashed structure that stood towering over the remains of the city walls. Sidi Mohammed Ben Abdallah, the Alouite ruler, chose to rebuild the city walls around 1770. At the time, Louis de Chenier, the French consul in Rabat at the time, said that Anafe, or Dar El-Beida, was "occupied by merely a few Moors living in huts."

The sultan's strategy involved fortifying the town with a battery, or sqala, in order to defend it against European incursions into Rabat and Mazagan. Despite the fact that the coastline was known as a shipyard, other businesses, most notably Paquet, which also bought large amounts of rural land, replicated this strategy and established headquarters in the city. Due to the standardization of customs tariffs mandated by the 1856 Anglo-Moroccan treaty and a gradual shift in commerce from Rabat, which was hampered by higher pricing, Casablanca's foreign trade grew steadily from that point on. The people of the White House, on the other hand, "prefer to live higgledy-piggledy in smoky tents and huts than to pick up the stones scattered around them to create nice shelters," so he doubted that the "White House would ever expand into a significant population center." Beaumier, though, notes a "amazing metamorphosis" in 1858 that resulted in "a charming small Moroccan village." with clean walls and completely restored streets.

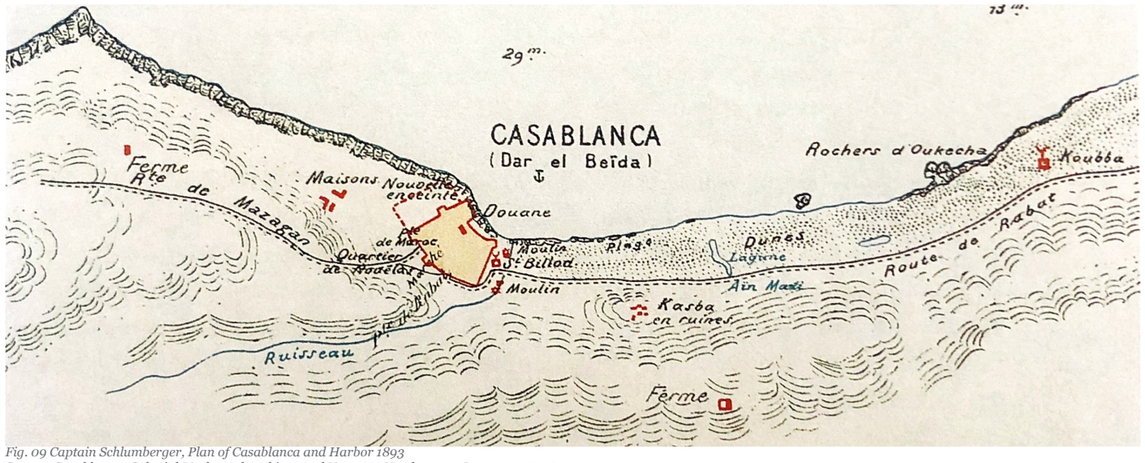


Fig. 09 Captain Schlumberger, Plan of Casablanca and Harbor 1893
Source: Casablanca: Colonial Myths and Architectural Ventures Hardcover – January 1, 2003

In this community, "fine residences" and "big businesses" owned by merchants stood next to "little stone huts" occupied by laborers. The vice-consul to France mentioned resurrecting a "well-located" town in 1867 when there were 8,000 residents there: "Casablanca has seen a total turnaround during the past 10 or so years, marked by a continuous influx of European businessmen.
Over time, the town's once-distributed huts have been gradually replaced by decent homes and warehouses that store commodities for export.

3.1.3 An Emerging European City

The town's growth was spurred by the "protection" of some Moroccan citizens by foreign powers a system initiated by the Spanish Moroccan agreement signed in 1861 whereby such beneficiaries no longer had to answer to the Makhzen* (the sultan's administration). This system, which effectively inspires-loyalty toward each protector state, was widely developed in Casablanca. Additionally, the 1864 mission undertaken by the British philanthropist Moses Montef1ore prompted many Jews to migrate from the hinterland to the Atlantic ports, Casablanca in particular. Many rural-based Muslims were also driven to the town by famine and the promise of work, constructing huts outside the town walls on their arrival.

Surprisingly, however, the businesses established as early as 1830 by significant Fassi families took a long time to grow and numbered no more than twenty by 1907. 24 The Makhzen granted "about thirty completed or almost completed big structures to European merchants," according to the French consul in 1876. 25 Although expansion was halted by cholera and fever epidemics in 1878 and 1879, the once-dominant French population was now neck and neck with the Germans and had even been outpaced by the Spanish, who made up the largest colony until 190726. Several descriptions from the late nineteenth century provide detailed depictions of the town.

Although it was "due to the French merchants" that the "handful of white homes" communicated a certain status, British botanist Joseph Dalton Hooker observed in 1878 that it was "impossible to imagine a less lovely town than Casablanca." A "godforsaken hole with no signs of life," the Belgian officer Auguste Lahure described coming across ten years later.

The "covering of whitewash that prevails throughout the entire of Islam" and "covers the entire town, composed of buildings, monuments, crenelated walls, and towers," however, let it shine forth brilliantly when viewed from the sea. 28 Elysee Reelus summarizes these views in his Nouvelle geographie universelle, comparing Casablanca to a "European seaside village" and describing it as "desolate and terribly sick." Another German journalist, Gerhard Rohlfs, stated the same thing in the late nineteenth century:

"The town has significant trade relations with Europe but is so perfectly positioned and has such a bountiful hinterland that it is to be wondered why its development has not been even more pronounced.

According to Walte Harris, a British-born architect, it is "of but little interest and, comparatively modern" in that it is "clean, nicely laid out, and half European in appearance." According to Harris, its significance "is owed principally to the fact that there are many Europeans there, engaged in trade." It was "the largest commercial town [in Morocco] and

home to the highest number of Europeans after Tangiers," another German named Paul Mohr noted in 1904.

3.2 Casablanca in 1900 before French Colony

In contrast to the deep blue of the Atlantic Ocean, Casablanca's green gardens, willowy palm palms, crenelated walls, and whitewashed minarets make a dramatic backdrop. Sleek yachts and robust black and scarlet steamboats are both nestled in the natural sanctuary.

As early as 1910, Jacques Ladreit de Lacharriere emphasized the "disappointment" that European tourists felt in Casablanca, the capital of Morocco. In order to highlight Casablanca's "miraculous" growth, the French marketed the patronizing picture of a "dilapidated port placed amid a pathetic vegetating town."

In contrast to Rabat, Tetouan, and Fes, Casablanca is not a town in the traditional meaning of the word in Morocco; rather, it is a rest area along the Fes-Marrakech route, resembling a Casbah similar to Bouznika or Fedala. According to Schlumberger's land survey from 1893, the village was small and "middling," clipped to the cliffs along the coast and connected to the land by two dirt lanes. All that is seen is a scattering of white dwellings on flat terrain bordering a treeless area, a location devoid of any of the typical alluring characteristics of Arab towns.

3.3 Weisgerber Plan of Casablanca

Despite the fact that Weisgerber made meticulously measured drawings and some overtly racist remarks, the comprehensive map of Casablanca he created in 1900 clearly reveals the shape of a genuine town. Poor hop booths, reed cottages, and shelters stuffed with grain, animal skins, and wool brought by caravan from interior areas greet the eye. Many of these buildings are nothing more than littered pigsties.

The "aristocratic district" was the medina, and the "mellah" was made up of nouallas and vividly colored stone homes (straw huts). Jews continued to live under the Koranic prohibition against the "People of the Book," or dhimmis, becoming the Muslim community's proteges. The protective laws for dhimmis prohibited them from elevating their homes above mosques and minarets or placing their synagogues above them.

The Protectorate was still filled with references to Casablanca's boring characteristics and development ideas. Four principal gates at the period allowed access to the town: Bab El-Mersa on the beachfront, Bab el-Kebir (also known as Bab es-Souk), Bab sidi Belyout, and Bab Marrakech on the east. Georges Bourdon, writing after the French invasion in 1907, lamented the town's "squalid carapace." With its main street connecting Bab es-Souk with Bab el-Mersa and the Place du Commerce, Bab es-Souk was formerly the center of European life in Casablanca. Despite praising the medina's market and mosque, British traveler S.L. Bensusan noted in 1904 that he was disgusted by the "muddy pathways whose crumbling paving stones scarcely cover up the drains."

Following the cholera epidemic in 1878, European consuls started a project to create a basic sewage system and street cleaning service, which they implemented in 1884 and 1888. The Spanish Franciscan school, the French-speaking Alliance Israelite University, and the Anfa International Club were among the public structures that were inaugurated in the 1890s. Paul Azan observed in 1909 that despite the club being "tastefully designed" and having no French members.

3.4 The French Invasion

On August 5, 1907, a French naval

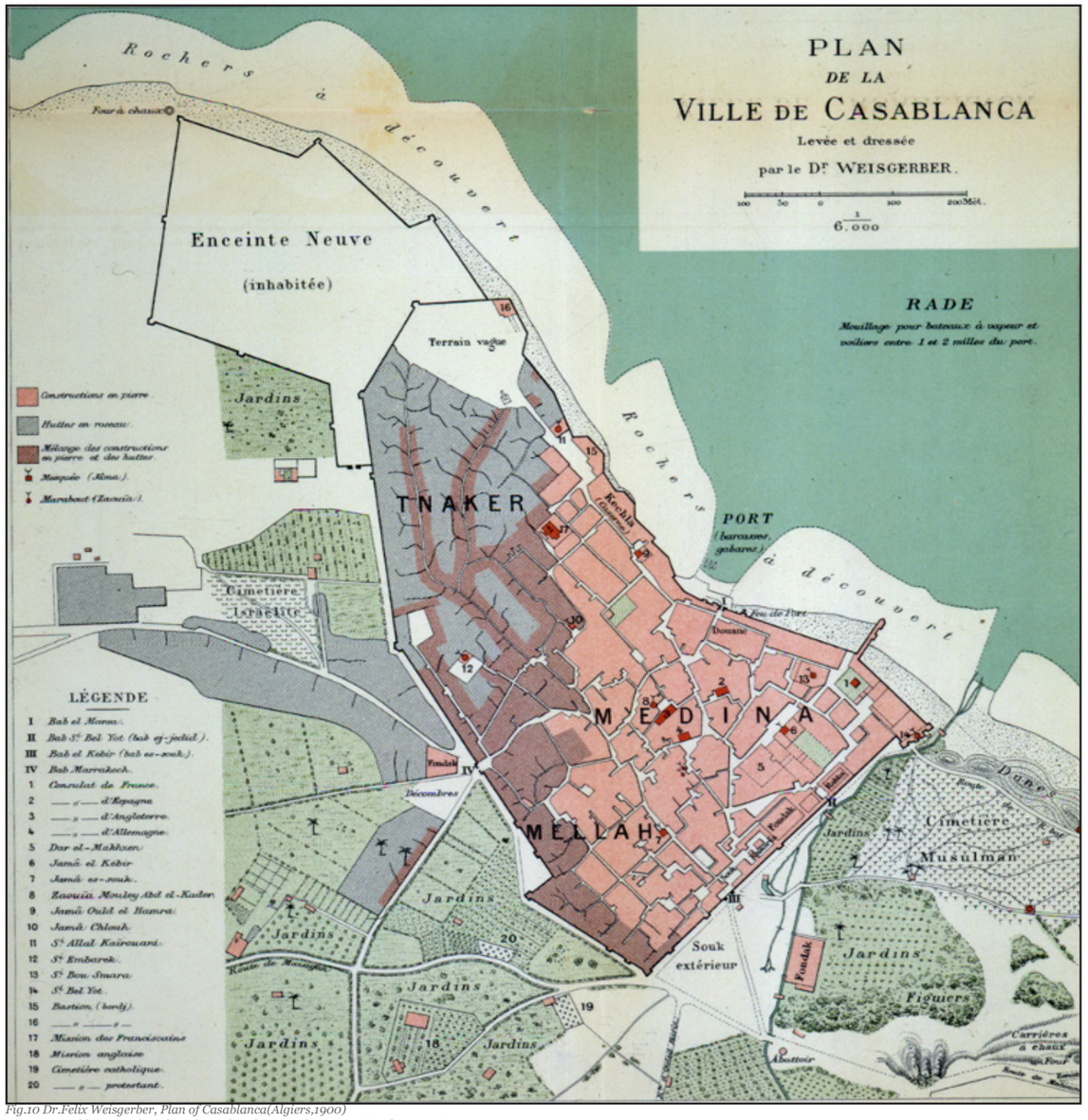


Fig.10 Dr.Felix Weisgerber, Plan of Casablanca(Algiers,1900)
Source: Casablanca: Colonial Myths and Architectural Ventures Hardcover – January 1, 2003

attack called the Bombardment of Casablanca completely devastated the Moroccan capital. France bombed the city and nearby objectives mostly with artillery fire from battleships, killing between 1,500 and 7,000 Moroccans, according to estimates. Following Hubert Lyautey's takeover of Oujda in the east earlier that year, the shelling of Casablanca opened a western front for the French conquest of Morocco.

The attack on European employees of the Compagnie Marocaine operating a Decauville train from a quarry in Roches Noires to the Port of Casablanca on July 30, 1907, was carried out by Shawiya tribesmen who were against the Treaty of Algeciras of 1906, specifically against French presence in the customs house and the building of a railroad over a sanctuary. On August 5, an uprising started in the city when a landing force of 75 men from the French

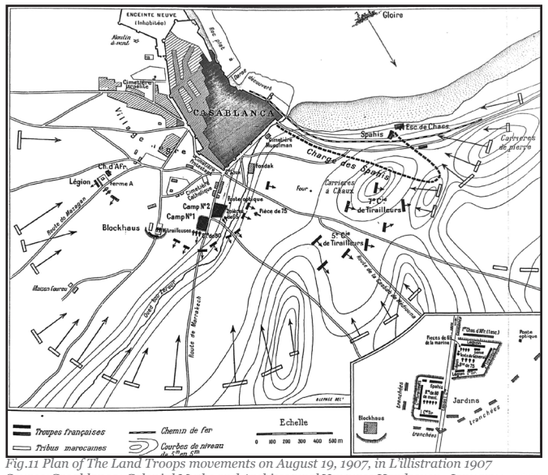


Fig.11 Plan of The Land Troops movements on August 19, 1907, in L'illustration 1907
Source:Casablanca: Colonial Myths and Architectural Ventures Hardcover–January 1, 2003

ship Galilée disembarked. Residential areas, particularly the Tnaker, were targeted by the Galilée and the Du Chayla, which attacked the city with mélinite, an explosive material containing picric acid.

3.5 Albert Tardif Extension Plan

The surveyor Albert Tardif's 1912 plan, which provides clear insight into the town's growth after 1907, was created. All historical interpretations of Casablanca have largely ignored this early plan, which outlined the destiny of the city, and the majority of its elements were actually afterwards attributed to Henri Prost.

The placement of structures is clearly illustrated, demonstrating the early urban initiatives of the army and the Protectorate Public Works Department. In order to create a major thread for Casablanca's urban fabric, it pieced together a number of haphazardly placed structures and outlined many road system options.

The first such plan was for Rue du Marche, the initial portion of which extended to the Bab es-Souk neighborhood around the clock tower; however, the name of this road would eventually be altered to Rue de l'Horloge (meaning clock).

Tardif designed a seven-kilometer circular boulevard, but buying the land for this project led to contentious negotiations between Dessigny and real-estate developers. Dessigny had to map out a winding road that followed the "broken route enforced by the buildings and property boundaries" due to opposition from landowners.

In addition, Tardif accelerated development in the southeast through a "extension plan" that included roads, subdivisions, and a park established in 1907 as a monument to a British craftsman named Murdoch. The town started to take on a polycentric structure, albeit it was still relatively large and marked with three distinct sectors.

The first neighborhood is the Roches Noires neighborhood along the eastern shoreline, which is located on land that real estate developer Eugene Lendrat owns. The second was a new plot designated for the railroad station in the southeast, along with a subdivision plan financed by the Societe pour le Developpement de Casablanca that was located between the station and the road leading to Rabat and was crisscrossed by a lovely, meandering street.

Although on the eve of World War I, the Anfa quarter on the western side of the city was nothing more than a project on which bets were being hedged: "Some believe it will one day become Casablanca's "privileged district," anticipating that wealthy locals and important businessmen will flock to the cool hills of Anfa Superieure to escape the oppressive summer heat.

In fact, all of these plots of land that are currently undeveloped and unoccupied may very well be covered with posh villas set in lovely gardens in a matter of years." This "luxury and recreation" neighborhood, which was just beginning to take shape in 1914, already had plans for a big theater and a Palace Hotel.

Fig.12 Albert Tardif, Extension Plan For Casablanca, 1912. The Written Annotations are done by Auguste Perret, who used this copy in 1913 for siting his building project
Source:Casablanca: Colonial Myths and Architectural Ventures Hardcover–January 1, 2003

3.6 Henri Prosts City Re-Organizing The Plan of Casablanca

By the beginning of 1914, the tiny native Moroccan town had become submerged beneath an incredible jumble of fonduks and houses of various sizes and forms, including simple wooden shacks, villas, and six-story apartment structures that were dispersed several kilometers outside the city borders.

It was a very challenging undertaking to design an urban shape that could address so many conflicting interests in the face of these well-intentioned but chaotic attempts. It stated that going forward, designs must now include neighborhood boundaries, sewage networks, and recreational amenities in addition to the arrangement of roads and parks (as per Forestier's study). On November 10, 1917, a new dahir was issued, stating that landowner associations might be formed, and land redevelopment plans could be implemented as long as agreement could be gained amongst all parties.

Prost's self-described goal was to arrange the town "as best he could" because Casablanca was "already tremendously built up and subdivided but lacking any type of master design." The only action we could take to build some form of a plan was to cease construction in order to harness the town's frantic chaotic

Casablanca Morphological Map

Fig.13 Casablanca Morphological Map 1941 Scale: 1/10000
Source: Casablanca: Colonial Myths and Architectural Ventures Hardcover – January 1, 2003

Fig.14 Casablanca Network Map 1941
Source: Author

growth, even at the risk of rioting, fifteen years later, according to Laprade, who supported Prost throughout the project. And Prost accomplished the impossible by building enormous arterial highways, which are essential for contemporary transportation, but hardly touching any of the largest housing complexes, whose demolition would have been prohibitively expensive.

Prost's 1915 proposal can be interpreted less as the development of an entire city than as a restructuring exercise based on circulation flow prototypes, such as those promoted at the time in Paris by Eugene Henard. Even before the Casablanca master plan was completed, these roads were built and forced onto the developers.

First, a structured road network needs to be developed in order to provide some order to the haphazard subdivisions. Lastly, to define the primary functional zones' boundaries in accordance with the methods pioneered by German planners. According to Fransoise Choay, Prost focused more on establishing laws and regulations than creating a theoretical urban plan.

The construction of the road system threatened army plans and suggested the cancellation of some housing complexes. However, he was unable to stop the construction of a few subdivisions since they were covered by Tardif's extension plan, and he was forced to "abdicate his rights" over the Liberte quarter because it had grown "so swiftly yet so horribly." Without a doubt, Prost's road system for Casablanca was among the first to completely take into account industrial and infrastructural concerns, which at the time had not yet been adequately addressed in metropolitan France

3.7 New Boulevards Cocept

Since connecting the waterfront and the warehouses required traveling through medina alleyways and down a narrow track that wound around the city walls, this was the first issue to be raised regarding the road system. In order to create a new boulevard that would "run along the port axis" (the "median artery of the new town") and lead to the "architectural bulk" of the Place Administrative, he proposed enlarging the "crack" between the medina and the cemetery. The "civic buildings set against a backdrop of vegetation" and the "diorama of the port exposing a tangle of masts, ships' funnels, high-brimmed hulls, and a boundless horizon of sea and sky" would be connected visually by this route.

3.7.1 A Moroccan "Canebiere"

Basically, Lyautey intended those arriving in Millerand to be driven "over a large road from the ship to the Place de France instead of through small, winding paths that today represent the sole means of entrance to the town, providing a horrifying first impression.

Despite being irritated by the responses of landowners and the breakdown of negotiations with financial institutions that had expressed interest in supporting the building schemes, Lyautey decided to continue supporting the project because he believed it to be remarkably logical and satisfactory from the start." In its place, he suggested abandoning the "initial scheme based solely on financial criteria," which was characterized by "an alignment of blocks" and "secondary streets," and directly requesting the government to quickly and effectively expropriate a small group of properties situated along the new road's proposed route. One of Prost's most significant design ideas was to move the shoreline to the Boulevard "take back some of the sea.

When the 1917 plan was published, this idea was still just at the drawing stage, but it was still shown in aerial perspective images of the city and port. The land that Prost suggested should be reclaimed, however, was never actually incorporated into any of the city zones, indicating that the plan was promptly rejected. The authorities said that such a significant public expenditure, which would have required moving the railroad station 500 meters north, was not necessary.

Fig.15 Casablanca Typological Map 1941
Source: Author

Fig.16 Town Planning Department , Boulevard du VI-Zouaves, plan in 1923, after restructuring and land consolidation.
Source: Casablanca: Colonial Myths and Architectural Ventures Hardcover – January 1, 2003

3.7.2 Boulevard de la Gare-An Exemplary Road Concept

Given Casablanca's "significant overspill toward the east," this issue had really been addressed as early as 1915. 93 Favrot made an effort to satisfy public desire in his program: Alas, only a tortuous, winding road—the Rue de l'Horloge—connects the Place de France (effectively the city center) with the station. He discussed the issue of determining indemnity amounts for expropriated owners, specifically suggesting that the said indemnity be calculated in proportion to the added value gained by other owners.

He also argued for expanding the zone of landowner associations, as the new roadway would primarily benefit those plots located in the area of the station.

The director of civic affairs, Guillaume de Tarde, as well as Prost, who strongly disagreed with the majority of the findings of the public inquiry, closely monitored the proceedings, giving particular attention to land assessment. This explains why blocks of property between the Place de France and the market square are highly valued despite having no access road because Prost was especially attentive to market effects and had no misunderstandings about land value (which in terms of trade renders them worthless in an organized city).

Large swaths of ground that could support imposing corner buildings connected the Boulevard de la Gare to nearby thoroughfares. The first brand-new building was the Bessonneau apartment complex, which was built by architect Hubert Bride on the largest stretch of road, just across from the market. Prost closely supervised the plan, as seen by his frequent references to "a freestanding structure flanked with terraces.

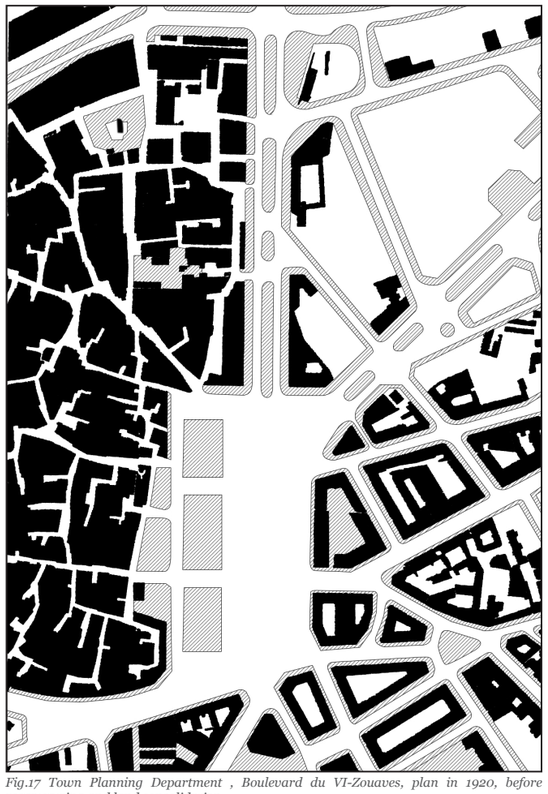


Fig.17 Town Planning Department , Boulevard du VI-Zouaves, plan in 1920, before restructuring and land consolidation.
Source: Casablanca: Colonial Myths and Architectural Ventures Hardcover – January 1, 2003

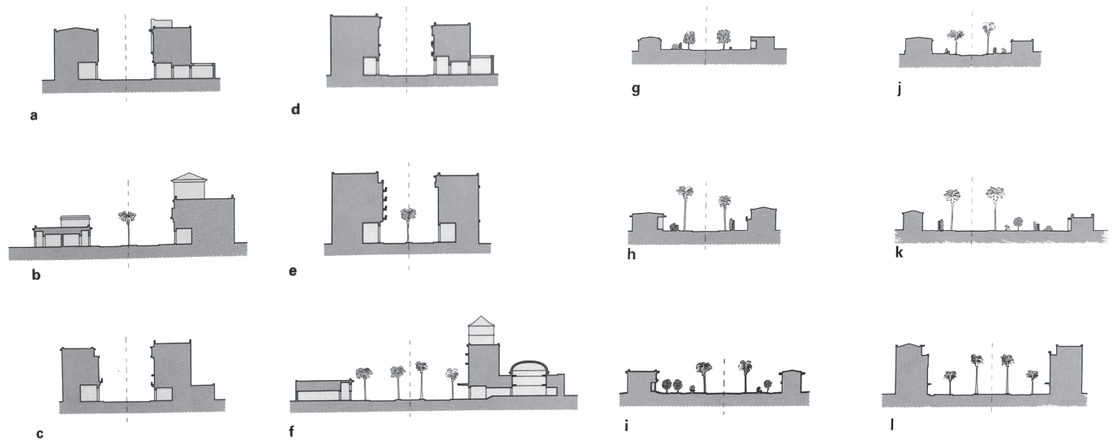


Fig.18 Cross Section Sketches of Roads in the city center drawings by Philipe Simon
Source: Casablanca: Colonial Myths and Architectural Ventures Hardcover – January 1, 2003

He agreed with the "green tiled roof of the building," stating that it "might pass as a decorative element. He claimed that its prominent porticoes ran the risk of dwarfing the stores, therefore he thought they were too heavy. Contrary to Boulevard du IV de la Gare's consistent design, this street is bordered on both sides by porticoes and visually connected by a planted center median that widens over time until it virtually becomes a square on the right side of the market.

3.7.3 The Mellah Endangered by the Place de France

Vimort's plan was more ambitious than Prost's, which included the Boulevard du IVe-zouaves. Prost was interested in establishing a conflict between corner buildings and enormous volumes. Vimort sought to maintain the continuity of the facade, as he did in the most of his work. The project to exhume the bodies of rabbis buried within the Bhira's precinct, "was unparalleled in the history of Moroccan Judaism". In the 1930s, Casablanca's public plaza was described as "the most beautiful section of our city" by a French land surveyor.

Marcel Berthet wrote: "The south-eastern extremity of the native town (the filthy mellah) seems to be delving deeper and deeper into the very heart of the central quarter". A different plan for the plaza was proposed in 1929 by the Beaux-Arts Department. The shortage of expropriation cash in 1933 prevented the initiatives from moving forward. It wasn't until late 1939 that Marchisio presented revised plans based on arcades rather than roadways inserted between the apartment buildings.

Fig.19 Development of the Port and Harbor for Casablanca Throughout history
Source: Casablanca: Colonial Myths and Architectural Ventures Hardcover – January 1, 2003

Morphological development of the Port of Casablanca 1900-1952. Where we can see That the port Development affected the whole surrounded area escpaially after the network system that was proposed that help more in connecting the port with the main boulevards that leads into the city center and other portions of the city of Casablanca.

3.8 Michel Ecochard's Urban Development for Housing of New Medina

From 1946 to 1952, during the French Protectorate of Morocco, French architect Michel Ecochard served as the director of the Moroccan Department of Urban Planning. He was also trained as an archaeologist. In this capacity, Ecochard oversaw major urbanization initiatives, primarily in the Casablanca region.

To quickly address the housing shortage in a nation where rural areas are being abandoned in favor of major industrialized cities, Ecochard and his team of French architects and planners first studied the urban structure of Morocco and the informal housing that is widely dispersed throughout the country. Ecochard created the survey in this situation to examine the social, cultural, and economic environment as well as the pre-existing factors.

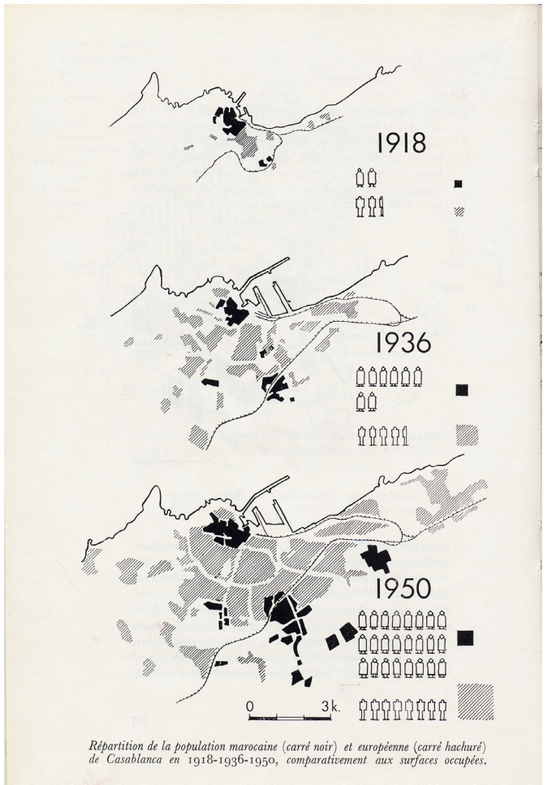


Fig. 20 Michel Ecochard, Areas Occupied By Various Populations of Casablanca from 1918 to 1950, in Casablanca, le Roman d'une Ville, 1955
Source:https://bertrandterlindeninarchitecture.wordpress.com/2010/02/27/casablanca-le-roman-dune-ville/. Date:09/22/2022

Fig. 21 Arial View for Casablanca showing the New and Old City Urban Structure
Source:https://www.arquiscopio.com/pensamiento/la-trama-ecochard-en-marruecos/?lang=fr. Date:09/22/2022

Ecochard developed a layout based on a grid that implied certain repeatable geometrical laws on various scales for his building of housing settlements intended for factory employees moving from rural areas to work in the city. The grid was sized by a patio home style that Ecochard believed best met the demands of the future people (who were primarily residing in the so-called bidonvilles) and also corresponded to his interpretation of the Arabic patio. The goal of the low-density, low-cost housing plans was to combine modernist ideals with regional accents and industrialized building techniques.

The smallest grid unit was 8 by 8 meters in size and was made up of two or three rooms arranged in an "L" around a sizable outside area that was enclosed by a wall that was 2.8 meters high. The squares occasionally served as public squares and alleys before being joined to create a continuous pattern of private and public places that were all built on one story.

When several units are combined on a higher level, greater public spaces (the palettes) are added, and numerous services that correspond to a certain scale appear (like schools, commerce, administration buildings, and so on).

Fig.22 Casablanca Morphological Map 2021
Source: Author

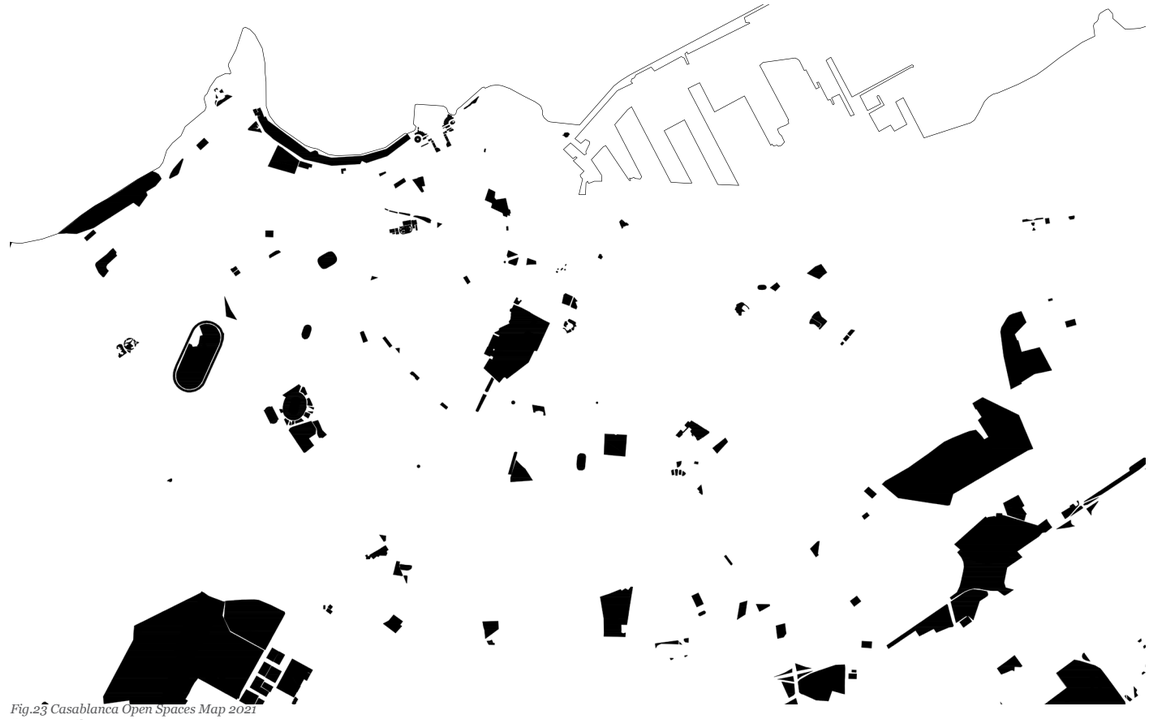


Fig.23 Casablanca Open Spaces Map 2021
Source: Author

This design evokes the vernacular traditions of two low-rise urban housing projects, such as Adalberto Libera's "Unità orizzontale" (Horizontal Unit) in the Tuscolano neighborhood of Rome and Alvaro Siza's Quinta da Malagueira in Évora, Portugal. Both of these projects are based on the modernist grid system.

The grid is designed as a single system that enables the sensible construction of various dwelling units, open and enclosed areas, as well as fundamental facilities, including roads, sewers, and water distribution. The architecture of the patio houses has been completely altered, stories have been added, new buildings have been built, and the structure of the housing units has been drastically altered to fit the needs and speculation of new families.

However, Ecochard's grid system is still widely present in Casablanca today. The grid itself exhibits a robust and enduring nature; it continues to serve as a nearby structure and a framework for the growth of the city.

4.0 Casablanca Between Colonial Period and Existing Situation

Throughout the previous analysis and facts, during the colonial period Casablanca went through a lot of modifications and proposals that at sometimes they were effective and on the other side they were harmful or not convenient. These interventions, plans, and modifications based on several factors and purposes.

4.1 Transportation Network Morphology

From 1900 to 1941 Casablanca's network system went through a lot of modifications and updates. This system was based on creating and inventing new valleys, piazzas, main streets, secondary streets, network nodes, train-lines... etc. This system was trying to connect the private and public sectors of the city, the two medinas and the port with the markets and main social areas in Casablanca. This spider system network was also affected by the morphological history of the city where later on will be got a coherent relationship with the network system and resulted in new urban tissues.

This system did not change since 1941 till now in the manner of disappearing. The system was enhanced and updated throughout time to get more coherent with the city expansion till our days. If we compare the morphological network maps in 1941 and 2021 we can find that the new network is totally based on the old map with small modifications.

This proves that the urban network plan of Casablanca during the colonial time was somehow benefited the city and gave a good strategic future vision that served and still serving the city now.

4.2 Morphological Transformation and Typological influence

Casablanca went through several phases of morphological development in reference to the interventions that happened in the typological sector of the city. Where the typological system was changing from one portion of the city to another. The new living units with different concepts and strategies, public spaces/piazzas, ports, schools...etc.

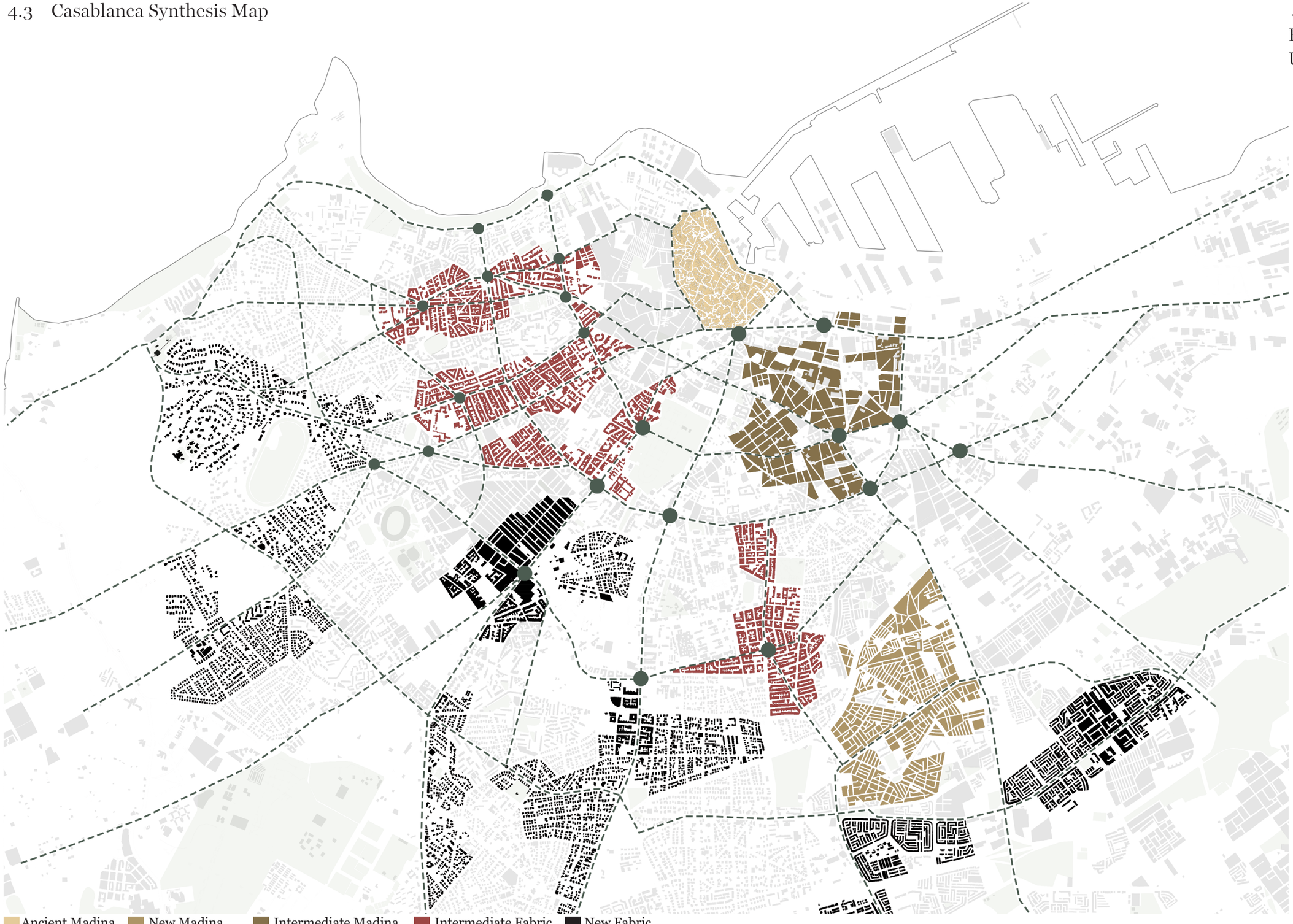
This phenomenon gave the city a special appearance and morphological features with two medinas "New and Old" in addition to small spread ancient cities. But again, this morphological expansion and revolution happened between the morphology base in 1941 and before. The expansion of the city and the connection that was aimed to connect Casablanca to other cities implement morphological tissues with an old and new combination and new physical appearance.

Whereas this existing morphology of the city is preserved, and it clearly shows that the morphology between then and now is embedded with some modifications.

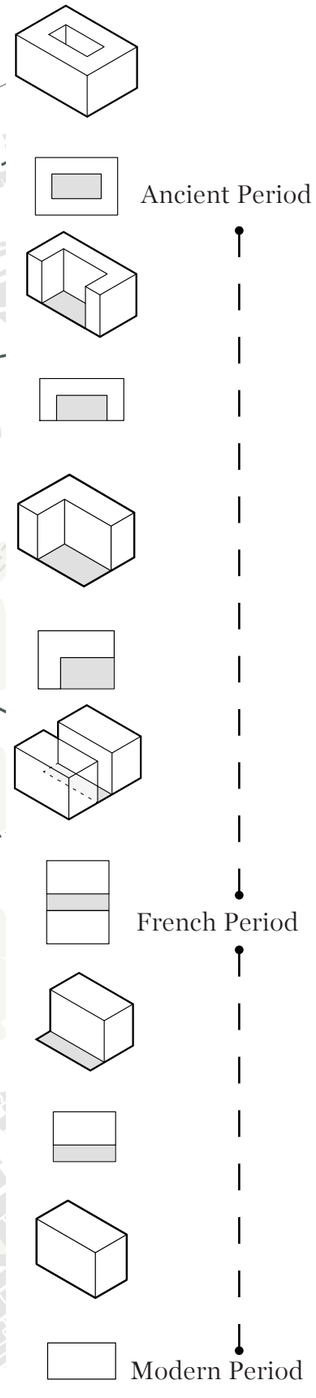
Fig.24 Casablanca Network Map Excluding Open spaces 2021
Source: Author

Fig.25 Casablanca Network Map Including Open spaces 2021
Source: Author

4.3 Casablanca Synthesis Map



4.4 Historical Evolution of Housing Units in Casablanca



Part III:
Beirut Urban Recovery

Colonial Activity In Beirut

Chapter IV:
The Colonial Clash in Beirut Urbanism

5. Beirut The Capital of Empires

The largest and capital city of Lebanon is Beirut. Greater Beirut is the third-largest metropolis in the Levant as of 2014, with a population of 2.4 million. The city is in the middle of a peninsula on the Mediterranean coast of Lebanon. One of the oldest towns in the world, Beirut has been inhabited for more than 5,000 years and was one of Phoenicia's most important city states (see Berytus). The Amarna letters from the New Kingdom of Egypt, which date to the 14th century BC, include the earliest recorded mention of Beirut in history.

As the capital of Lebanon and the location of major banks and businesses, Beirut is also the country's administrative center. For the nation and the region, Beirut is a significant seaport. The Lebanese Civil War, the Lebanon War of 2006, and the enormous explosion that occurred in the Port of Beirut in 2020 all significantly destroyed Beirut. Major reconstructions were made to the cultural landscape.

Since prehistoric times, man has left traces of himself throughout the Near East, and the Lebanon region is no exception because these territories have always been populated. The Mediterranean city is not the typical, universal blueprint for all the historical towns

Fig.26 Beirut Castle and Buildings on the waterfront, , winter of 1868/1869.
Source: https://www.wikiwand.com/en/Beirut

that sprung up along the Mediterranean coast. It is highly differentiated and is accompanied by fragments and advancements that must each be understood according to their own evolutionary logic. Nearly all of the major Mediterranean cities in Asia were created by a variety of coexisting cultures.

Caravans carrying people and commodities have traveled through the Middle East's countries for ages, using some of the same routes today. Its strategic location between the Far East and Europe supported a significant commercial and economic significance in ancient times. Some of these historic roadways still serve as vital commerce routes today, linking the most significant sorting facilities. The streets serve as a communication tool and a link between cities that are days apart from one another. Cities as hubs for trade and transportation.

Fig.27: This image by the firm of Maison Bonfils depicts the city of Beirut, Lebanon, sometime in the last third of the 19th century.
Source: http://hdl.loc.gov/loc.pnp/ppmsca.04093

5.1 Contextualizing Beirut Throughout Centuries

Beirut is a significant situation along the Eastern Mediterranean at the confluence of two major political regimes, the Ottoman Empire, and the French Mandate, toward the end of the 19th century and the First World War's (WWI) aftermath. The two reigning powers' efforts to westernize the towns they ruled over at the time had a lasting impression on Beirut's urban environment.

The Ottoman Empire had plans to westernize its most important cities before the French mission, modeling them after European towns. The Empire was divided and fragmented in the wake of the geopolitical fallout from World War I, thus the grandeur of the urban accomplishments did not continue for very long. Beirut's administrative position underwent a significant change with the establishment of the French Mandate.

In 1920, it changed from serving as the provincial capital of a Wilaya inside the limits of the Ottoman Empire to serving as the capital of a Republic with newly established borders. Within the larger historical and geopolitical contexts, two alternative approaches to the westernization of the city are presented from the standpoints of the Late Ottoman and French periods of power. By describing the changes in the public areas at this specific time in the city's history, the urban alterations are brought to light. Public and open space creation and alteration take place within the dynamic framework of the city, which is a part of a more intricate territorial network. Although the article focuses primarily on the physical urban aspect, this in no way implies that the economic and socio-communal aspects are less significant.

5.1.1 Urbanism Strategy During Roman Period

The skill of the traders and the carelessness of the sailors set apart the city-states that the Canaanites established on this coastal stretch. However, Beirut remained in a position of limited importance throughout the height of the Phoenician city-states, notably under the shadow of Tire, Sidon, and Byblos. The city was destroyed in 140 BC during the conflict over the Seleucid throne by Diodot Trifone and Antiochus VII, and it was quickly rebuilt using only Hellenistic urban planning principles under the name "Laodicea in Phenicia."

During the Roman era, Beirut gained prominence as it was elevated to the status of a colony in the first century under the name Colonia Iulia Augusta Felix Berytus. Like all Roman cities, Beirut was laid out in the form of a sizable square with a hole at the intersection

Fig.28: Schematic Urban Stucture of Beirut Under the Roman Empire
Source: Article "Beirut, City of Clusters Planned City and Urban Chaos" by Charbel Maskineh. 22Sep.2014

Fig.29 Panoramic View for Beirut During Roman Empire
Source: https://archaeologyillustrated.com/collections/roman-berytus-todays-beirut-the-city-center-and-harbor-2nd-century-ad-looking-northeast-morning-light/

of two major arteries, the cardo maximus and the decumanus. The city's water supply came from the Beirut aqueduct. The development of services and its adornment appear to have been influenced by the colony status as well. A few incidents whose storyline had a connection to the political life of the Roman East demonstrate to the significance of Berito as an urban center.

Beginning in the third century, the city took great satisfaction in housing the renowned Law School, which was surpassed in renown only by the institutions in Athens, Alexandria, and Caesarea, Palestine. The city was hit by several earthquakes, which caused a protracted period of crisis and devastation. "Berito, once Phoenicia's most exquisite eye, had all of its radiance taken away. Its magnificent structures, which were so well-known and ornately decorated, fell. No one was spared, and all that was left were piles of ruins."

5.1.2 The Mideival Era of Beirut Urbanization

The Mediterranean coast was not an immediate target for the forces of Islam that arose from the Arabian Peninsula shortly after the Prophet's passing. Their rides were usually directed toward Ctesiphon, Jerusalem, or Damascus. Apart from Caesarea in Palestine, the coastal cities were listed as trivial conquests because they didn't merit much effort. Additionally, Beirut was one among the numerous cities that Umayyad forces occupied in 635. The fact that Beirut was dependent on Damascus' military area at the time further supports its humility during the time.

The cities of the Mediterranean coast, which had already been incorporated into the Muslim state, were set up as Ribât or outposts, designated to guard Dar al-Islam or act as a base for further conquests. Without any notable incidents, the city transitioned from the Umayyad to the Abbasid states. Beirut was one of the cities that the Crusaders held for the longest even if it did not come into their hands right away. The army reached Beirut in 1098 during the first crusade via Tripoli but did not

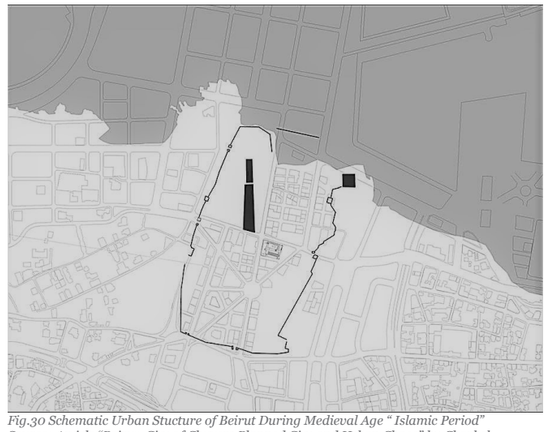


Fig.30 Schematic Urban Stucture of Beirut During Medieval Age " Islamic Period"
Source: Article "Beirut, City of Clusters Planned City and Urban Chaos" by Charbel Maskineh. 22Sep.2014

halt there due to lack of interest. Only in 1110 did Baudouin I's Crusader soldiers capture the city, Annexe it to the Crusader kingdom of Jerusalem, and establish it as the capital of a lordship within the Principality of Galilee. The Mamluk conquest on July 31, 1291, marked the end of the Crusader era. Syria and Palestine's ports and coastal defenses were destroyed by the Mamluks. Tripoli, Beirut, and Saida recovered faster, though. Syrian commerce required ports, and ports required adequate defense. From the middle of the fourteenth century, the Mamluks in Beirut made the decision to restore the defenses and put the western walls back in place.

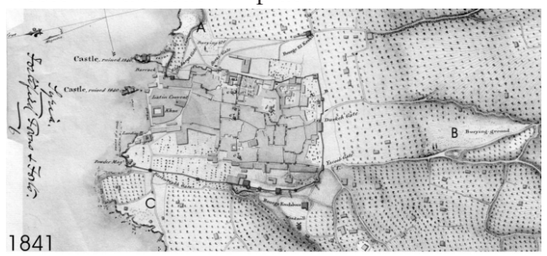


Fig.31 Beirut 1841 and 1857: (A) 'Burial Ground' (Ancient Tell and Serail Gate); (B) 'Burial Ground' (Bachoura); (C) Santiyah Garden.
Source: https://researchgate.net/publication/298313942_Beirut_Cemeteres_1999-2013

5.1.3 The Ottoman Empire Influence on Beirut Urbanization

Christians and Europeans are protected and favored thanks to the growth of European trade with the ports of the Levant and the work of Christian missionaries, particularly Americans. With the rise of the silk industry, the pressure on the European economy, and

Fig.32 Schematic Urban Stucture of Beirut Under the Ottoman Period
Source: Article "Beirut, City of Clusters Planned City and Urban Chaos" by Charbel Maskineh. 22Sep.2014

the involvement of European capitals in Ottoman development efforts, missionary activity increased starting in the middle of the nineteenth century.

The impetus of the inland cities, particularly the two metropolises Aleppo (center of loading) and Damascus, was unmatched by any coastal city, including Tripoli, Saida, and Beirut (control over other trade routes and importance politics because of its Umayyad capital past). In Ottoman history, Beirut is not known for any one type of handcraft, other than white silk. Its commercial role was likewise limited; Damascus received Chouf silk from the city via a hub in the region. Throughout the 18th century, Syrian trade with the West was nearly entirely blocked by the port of Saida.

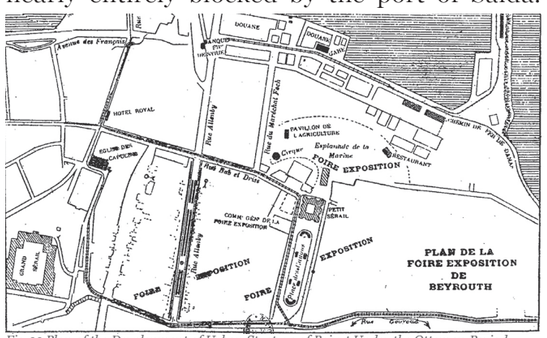


Fig.33 Plan of the Development of Urban Stucture of Beirut Under the Ottoman Period
Source: Haut-commissariat et la République française en Syrie et au Liban. La Syrie et le Liban en 1921. La Foire-exposition de Beyrouth.1922.

Because of its trade with the mountain and the expansion of its port, Beirut established itself as superior to Tripoli and Sidon in 1830.

The Egyptians ruled Lebanon between 1832 and 1840. An Austrian, English, and Turkish fleet bombed Beirut in 1840 and took it back. Between Christians and Druze on the Lebanese mountain and between Christians and Muslims in Damascus, a string of confessional issues occurred in 1860. Then the Ottomans and the European powers establish the mutasarifi ya regime, a new territorial entity that represents all the confessional communities. It is determined that the Wilaya of Beirut has an independent territory. Saida and Tripoli are part of this errant territory.

Movement is open within the virtually unbroken Ottoman territory, and administrative borders are permeable and frequently changed. Beirut was still an Ottoman Empire city before the start of World War One. Until the middle of the ninth century, Beirut was a small city with a number of characteristics of an Ottoman city: a fortified city with six large access gates, medieval walls, an administrative structure made up of the Serial, the house of the judges, and the bazaar situated in the city's center, and commercial activity in the port.

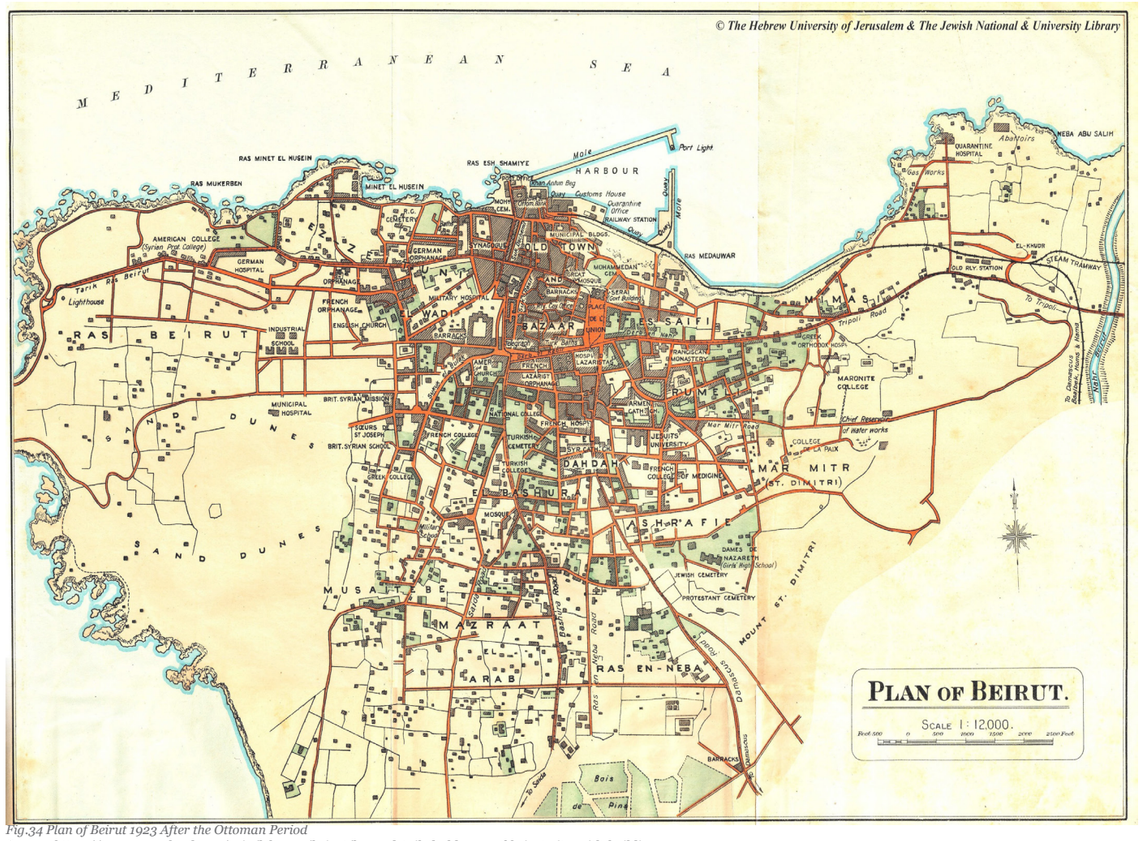


Fig.34 Plan of Beirut 1923 After the Ottoman Period
Source: https://www.mapsland.com/asia/lebanon/beirut/large-detailed-old-map-of-beirut-city-with-buildings-1923

5.2 Beirut Under The French Mandate

Following the industrial revolution, economic expansion in Europe gave rise to modern Beirut. Syrian commerce moves from the country's interior to its coastal regions, where European shipowners control long-haul maritime business. In addition to its advantageous location on the axis with Damascus, Tripoli's and Saida's fall as well as Haifa's immaturity are positive factors for Beirut, which consequently takes the lead as Syria's port, ahead of Jaffa, Acre, and Haifa.

The new road from Beirut to Damascus cuts the travel time from three days to 13 hours. Due to the relocation of communication lines and the reconfiguration of the hierarchy of Levantine cities, the coast experienced a renaissance after trade movements under the influence of European expansion from Aleppo's interior to the coastal districts. Of all the ports of call, Beirut was the one that generated the most revenue, serving as the starting point of what can be called the colonial axis to Damascus.

Fig.35 Aerial view over Beirut from north showing area west of port 1943
Source:Michel Écochard Archive, Aga Khan Documentation Center at MIT COPYRIGHT Aga Khan Documentation Center at MIT

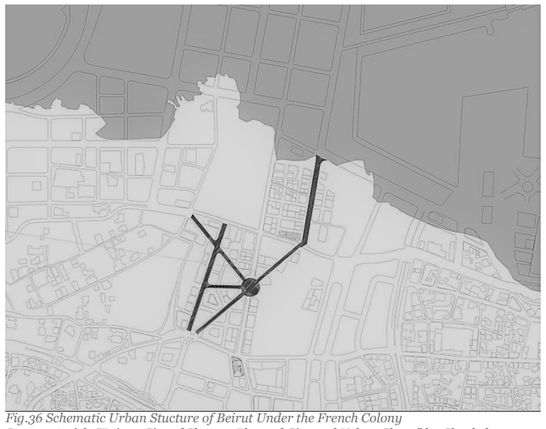


Fig.36 Schematic Urban Stucture of Beirut Under the French Colony
Source: Article "Beirut, City of Clusters Planned City and Urban Chaos" by Charbel Maskineh. 22Sep.2014

Aside from the Roman parenthesis, Beirut had never been a significant city, therefore it was not predisposed to taking on a pivotal role. The usual commerce route for Syria was not through Beirut, and the mountains' geographical barrier made it difficult to exert appropriate control over the hinterland. But why the city of Beirut then?

Maybe it was just too early for Haifa and too late for Tripoli and Saida. In the area, Ottoman control continued to wane. The Conflict of 1860 marked the culmination of religious and political disputes. But in the interim, Beirut was allowed to keep expanding. Beirut was in a better situation than other cities because to European assistance and a general understanding among inhabitants that trade and prospects hinged on domestic stability.

As a result, the groundwork for the rebuilding of this new metropolis on the Mediterranean coast was built. Under the French occupation, the city underwent its true modernization. When the First World War came to a close, Beirut was liberated from Turkish rule and placed under French administration.

In contrast to the pre-existing political structure, the regulations of the struggle translate into impositions and a gradual consolidation of a new state cut. The lands beyond the mountain, the Jabal Amil region, the Bekaa valley, and those of Akkar up to Nahr al-Kebir north of Tripoli were all included when France proclaimed the state of Greater Lebanon in 1920, inheriting the mutasarifi ya. A significant portion of the population was harmed by the mandate's imposition of new borders, especially between Muslims and Orthodox Christians.

The mandate undertook to strengthen the improvement projects and especially the linkages with other regions because Beirut, the capital of the mandated power, constituted the anchor point of the French colonial economy in the Levant. Due to competition with British power in Iraq, Transjordan, and particularly in Palestine, the results were not immediately convincing. The cities of Beirut and Haifa saw the majority of the competition.

Due to the significant railroad expenditures made by the French in the 1920s, Lebanon enjoyed a geostrategic edge. The Network system connected the port of Beirut to Damascus, connecting it to the center, and provided service to all of the core cities. To go to Europe, the Beyrouth-Alep Autoroutiere Society connected with the Taurus Express through Tripoli.

Fig.37 Map of Beirut designed by the Bureau Topographique de l'Armée française du Levant (February, 1922).
Source: Michel Écochard Archive, Aga Khan Documentation Center at MIT COPYRIGHT Aga Khan Documentation Center at MIT

Fig.38 Martyrs Square Beirut City Center in 1930
Source:https://oldbeirut.com/post/431246978 74/martyrs-square-1930s

The development of connections is also occurring in the British protectorates, though, as evidenced by the planned railway between Haifa and Baghdad, Haifa's quick industrial development, and Beirut's role as the "Gateway to the East." Haifa also had a growing port and a connecting terminal for the Iraqi Petroleum pipeline Company.

In the end, the mandate has undoubtedly acted as a catalyst for a convergence of the economic interests of the Lebanese and the French by solidifying and integrating the linkages with Syria and the challenge with Palestine. Beirut was controlled by the allies during World War II, who exploited it as a supply depot.

5.2.1 Ecochard Proposal For Beirut Urban Development

The time period from around 1940 to 1975 is crucial to understanding Beirut's modern history since it saw the introduction of a new kind of urban planning. Three key occurrences during this time period show how Beirut became the birthplace of modern planning. The first occurrence is the Ecochard plan, which was created in 1943 and is named after the French architect and urban planner Michel Ecochard (1905–1985). Based on the functional zoning of various activities, the design demonstrated a "functional rationalist" approach to planning. Despite the fact that the plan was never carried out, it had a significant

Fig.39 Study of street system in Beirut city center 1943
Source: Michel Écochard Archive, Aga Khan Documentation Center at MIT COPYRIGHT Aga Khan Documentation Center at MIT

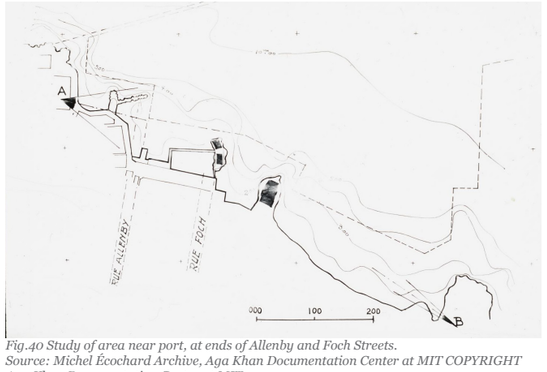


Fig.40 Study of area near port, at ends of Allenby and Foch Streets.
Source: Michel Écochard Archive, Aga Khan Documentation Center at MIT COPYRIGHT Aga Khan Documentation Center at MIT

"intellectual impact" on the planning models that came after it.

Surprisingly, planning in Damascus has benefited more from the Ecochard plan than it has in Beirut. Ecochard opposed the tenets of "liberal capitalism," which were prevalent in Lebanon and Syria during the French Mandate, by promoting his plan as one where the "technical expert defends the public interests." The state and the municipality would make the majority of the decisions, according to Ecochard. Establishing a "regional perspective" for Beirut was another crucial issue that Ecochard's proposal raised since, in his opinion, planning ideas for Beirut should be integrated into a larger regional vision.

A hierarchy of speeds connected the broad routes that were part of the master design. In order to service a road junction outside of Beirut municipality's borders, six interchanges, service roads, and highways offering outflows from the city center are suggested. The idea for a peripheral outer highway outside of the metropolitan area, a highway connecting the north and south of the nation, as well as a number of suggested regional roadways, represent the regional and national levels. The purpose of the extensive road system was to form a "coherent whole." It would consist of both roadways entering the city from the outside and roads connecting various neighborhoods and the new city to the existing city core.

Slums are mentioned as areas that urgently need development in order to stop their unrestricted growth. In order to accommodate

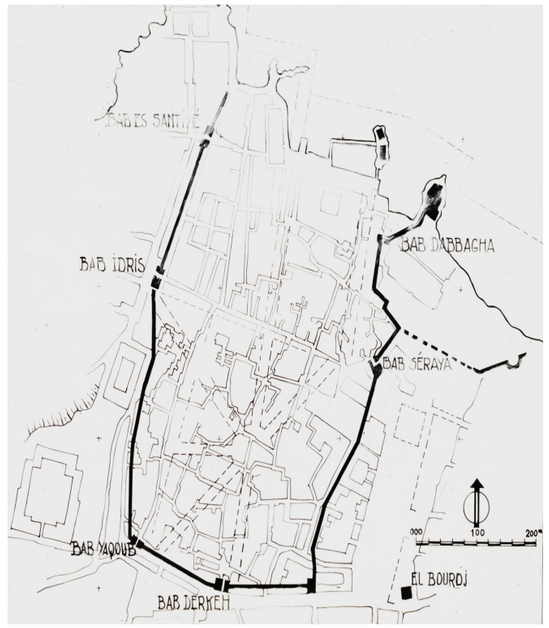


Fig.41 Map showing the approximate path of old city walls of Beirut and their six gates
Source: Michel Écochard Archive, Aga Khan Documentation Center at MIT COPYRIGHT Aga Khan Documentation Center at MIT

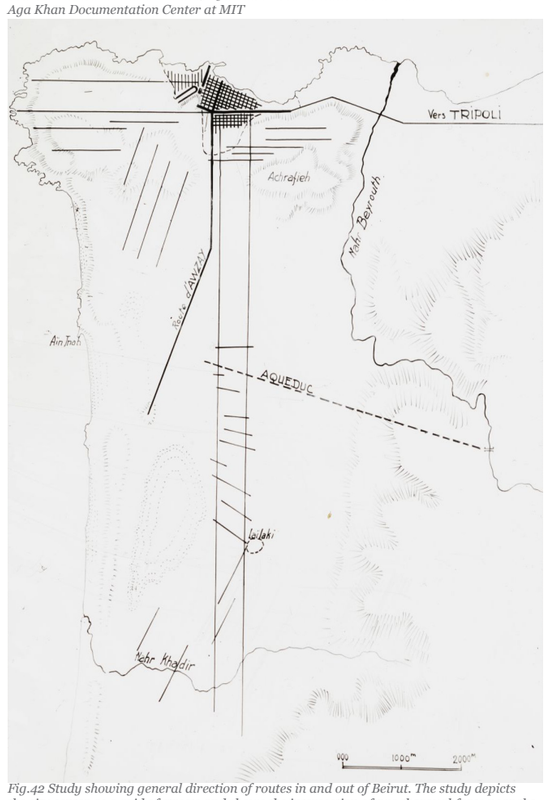


Fig.42 Study showing general direction of routes in and out of Beirut. The study depicts the city center as a grid of streets and shows the intersection of two thoroughfares near the center: one road north to Tripoli a another leading south toward Sidon
Source: Michel Écochard Archive, Aga Khan Documentation Center at MIT COPYRIGHT Aga Khan Documentation Center at MIT

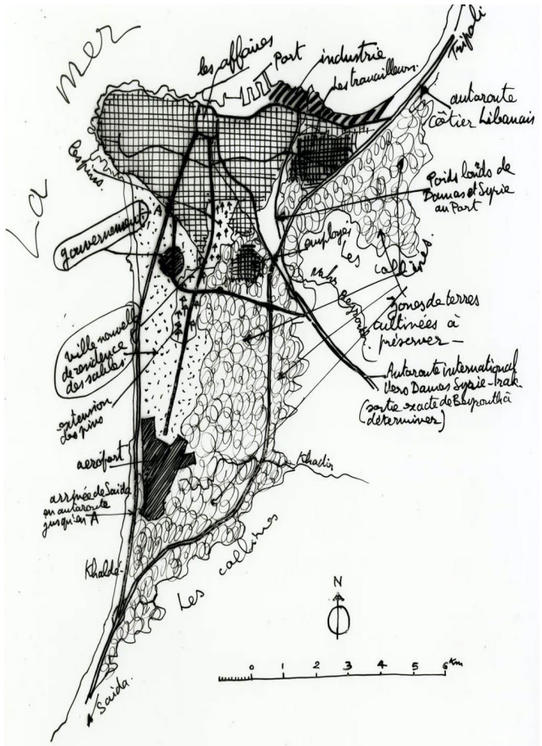


Fig.43 Ecochard Urban Planning Sketch For beirut
Source: https://www.archnet.org/sites/8377/Aga Khan Trust for Culture

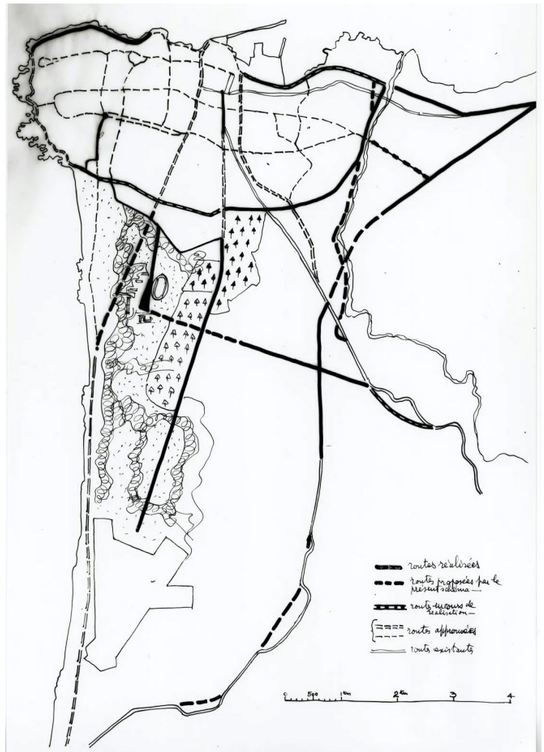


Fig.44 Ecochard Urban Planning Sketch For beirut
Source:https://www.archnet.org/sites/8377/Aga Khan Trust for Culture

Fig.45 Ecochard Urban Planning Sketch For beirut
Source: https://www.archnet.org/sites/8377/Aga Khan Trust for Culture

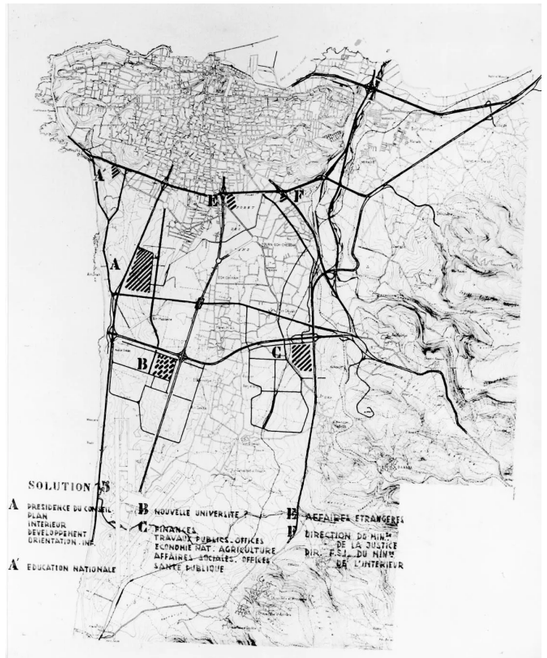


Fig.46 Ecochard Urban Planning Sketch For beirut
Source: https://www.archnet.org/sites/8377/Aga Khan Trust for Culture

the city's growth, two additional towns are suggested, one in the southwest and one in the south, both in the same location as the 1943 plan. This proposal's guiding principle—to create a "healthy city" close to a "sick city"—remains the same. In addition, the road serves as the foundation for urban growth.

The zoning depicts the idea of a city with different densities. The density permitted on the steep slopes adjacent to the municipal limits is so high compared to other locations that it nearly feels rural. The preservation of the location and its stunning nature is cited as the justification for this urban planning. Less crowding in the traditionally densely populated downtown is made possible by two new "centers of attraction." These two centers, which are situated to the extreme southeast and southwest of the city, aid in the promotion of the suburbs and undoubtedly justify the low population densities outside of those boundaries in compared to the new town.

This functionalism inevitably results in the categorization of activities, even those that involve governmental administration. Along a southern Sidon boulevard, the concept of a Ministry City had already been conceived. To better reflect "the life of a modern metropolis," commercial operations were to be decentralized to brand-new retail malls. The idea was completed by an immediate east-west circulation that avoided the city core. Aerial photography was used in conjunction with the planner's expertise of the city to identify areas in need of urgent development. Hovels, slums, shanty towns, and housing for the underprivileged were

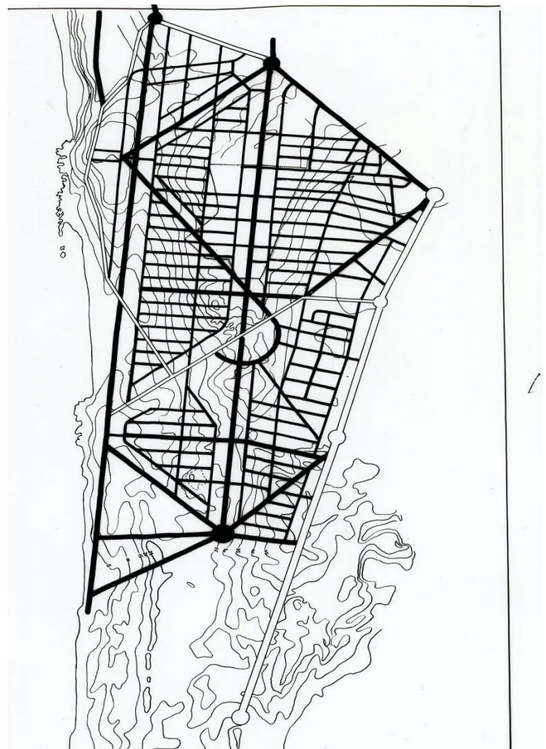


Fig.47 Ecochard Sketch Proposal for South of Beirut
Source:https://www.archnet.org/sites/8377/Aga Khan Trust for Culture

divided into different groups. The Ministry City was also being developed at the time, and the new towns were no different; in 1963, the highway project was still in its early stages, and there was no established land acquisition procedure. However, this strategy made a lasting impression on how we view cities and urban development.

Fig.48 Arial View of the Ewzae Highway and the Airport
Source:Source:https://www.archnet.org/sites/8377/Aga Khan Trust for Culture

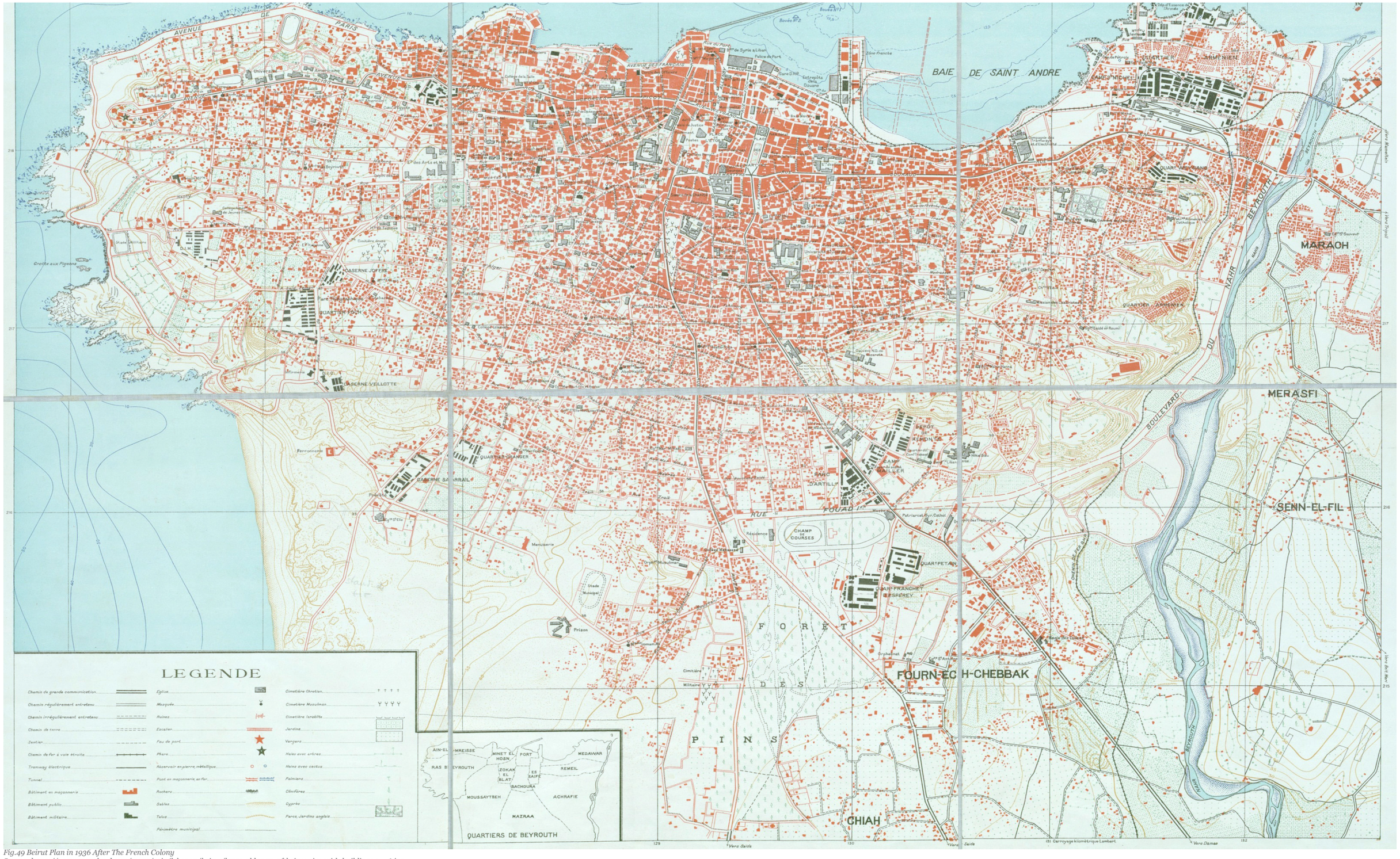


Fig.49 Beirut Plan in 1936 After The French Colony
Source: https://www.mapsland.com/maps/asia/lebanon/beirut/large-old-map-of-beirut-city-with-buildings-1936.jpg

5.3 After Independence Planning

The State began a number of regional planning and infrastructure projects between the declaration of independence and the start of the Civil War. The General Chehab policy, which was promoted between 1958 and 1964, is the most well-known example. It was based on studies created by the French International Institute for Research and Training for Harmonized Progress (IRFED), and its goals were to ensure economic development, strengthen the State, and unify the country. Based on urban hierarchy, the document identified a number of public amenities and services that were tailored to each level and were seen as examples of state action to promote national solidarity as well as vectors of modernity. The efforts that opened up settlements and brought electricity and clean water were representative of the time.

5.3.1 The 1954 Plan

The 1954 plan was Beirut's second instance of modern planning. It was developed by a team of planning specialists from Lebanon who adopted a different strategy than the Ecochard plan. The 1954 plan, which was the result of multiple pressures placed on the planners by politicians, businesspeople, and property owners, was the one that caused the most harm to Beirut. The city was divided into five concentric zones with a decreasing density as one moved away from the center of the plan, which also called for updating the city's current zoning laws. However, the Ecochard plan had addressed and stressed the issue of Beirut as part of its larger context, but that plan did not.

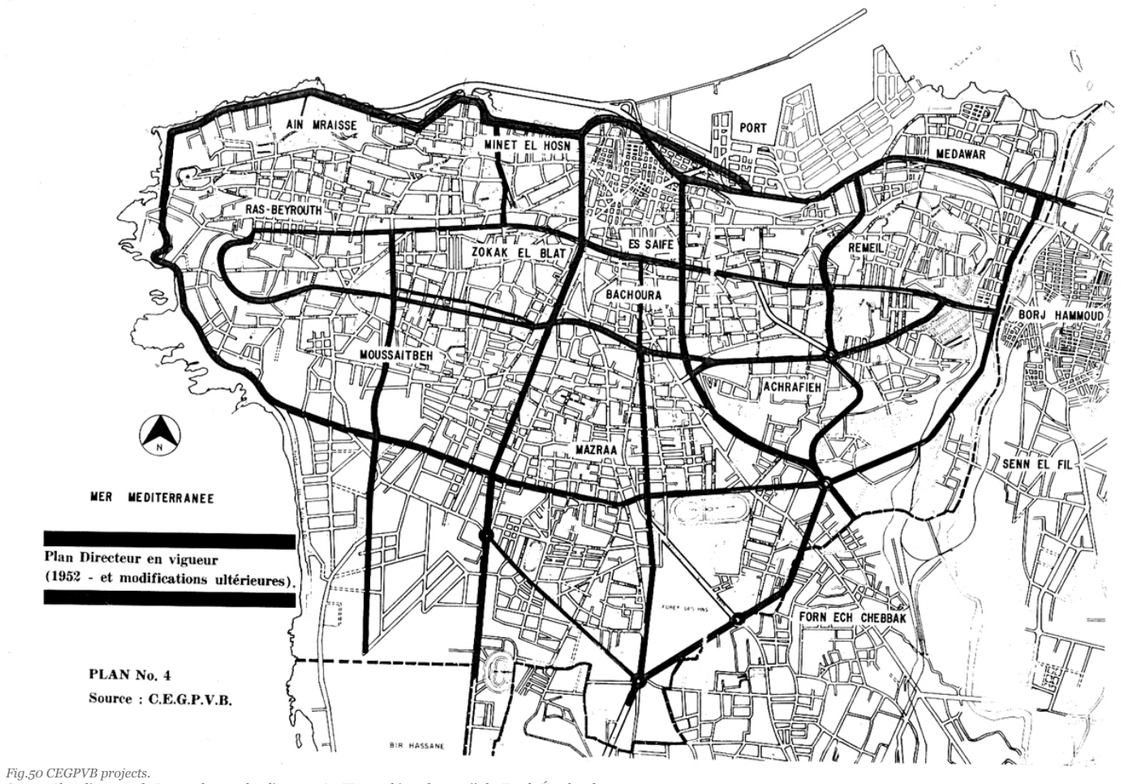


Fig.50 CEGPVB projects.
Source:Plan directeur de Beyrouth et ses banlieues, 1963. IFA, Archives du xxe siècle, Fonds Écochard

5.3.2 The 1964 Plan

With Ecochard's assistance, a Greater Beirut Plan was enacted in 1964; this plan is sometimes wrongly referred to as the "Ecochard plan." Ecochard actually stopped taking part in this scheme when it started to go through changes he didn't like. The 1964 plan was significant because it gave Beirut a broad definition. In contrast to the 1954 plan, this one focused on "Greater Beirut" rather than municipal Beirut.

The 1964 plan also introduced new laws that permitted collaborative public-private real estate corporations to conduct planning activities. In such a scenario, the joint company would be founded and 25% of its shares would be owned by the government, with the remaining 75% of shares being owned by the owners of the concerned real estate properties. The corporation would then be in charge of creating a master plan for the region and marketing the new development that resulted. The owners of real estate properties then resisted this joint public-private method to planning, hence it was not put into action. It's interesting to note that Rafiq al-Hariri, a Lebanese businessman and former prime minister, revived the law in the early 1990s and expanded its application to create Solidere.

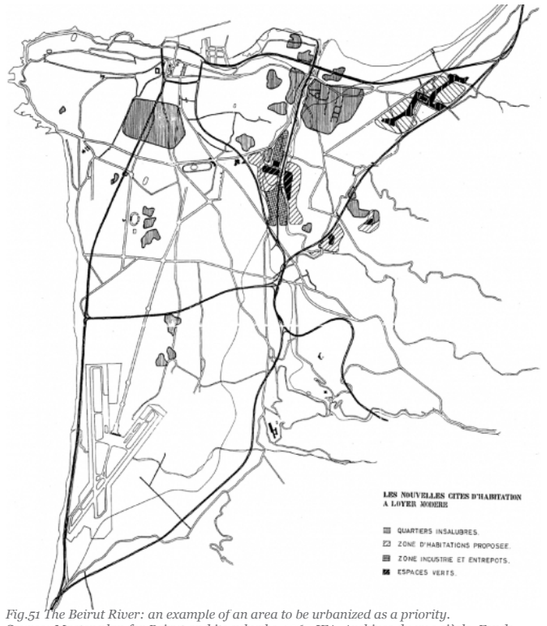


Fig.51 The Beirut River: an example of an area to be urbanized as a priority.
Source: Master plan for Beirut and its suburbs, 1963.IFA, Archives du xx e siècle, Fonds Écochard

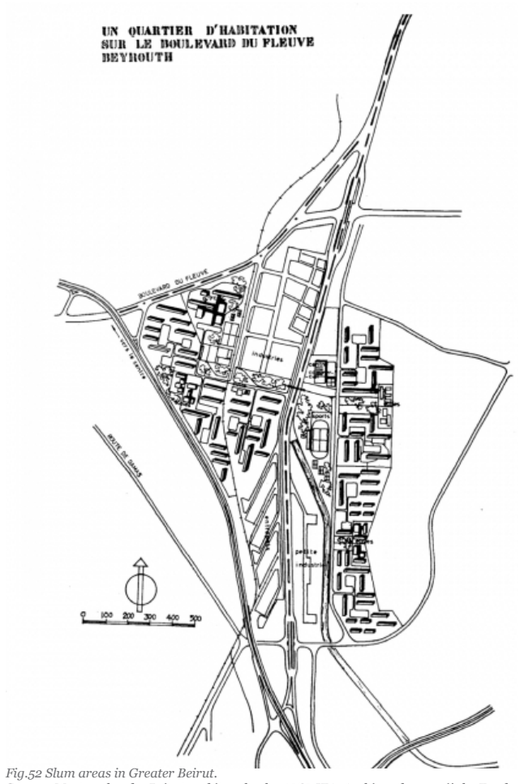


Fig.52 Slum areas in Greater Beirut.
Source: Master plan for Beirut and its suburbs, 1963.IFA, Archives du xx e siècle, Fonds Écochard

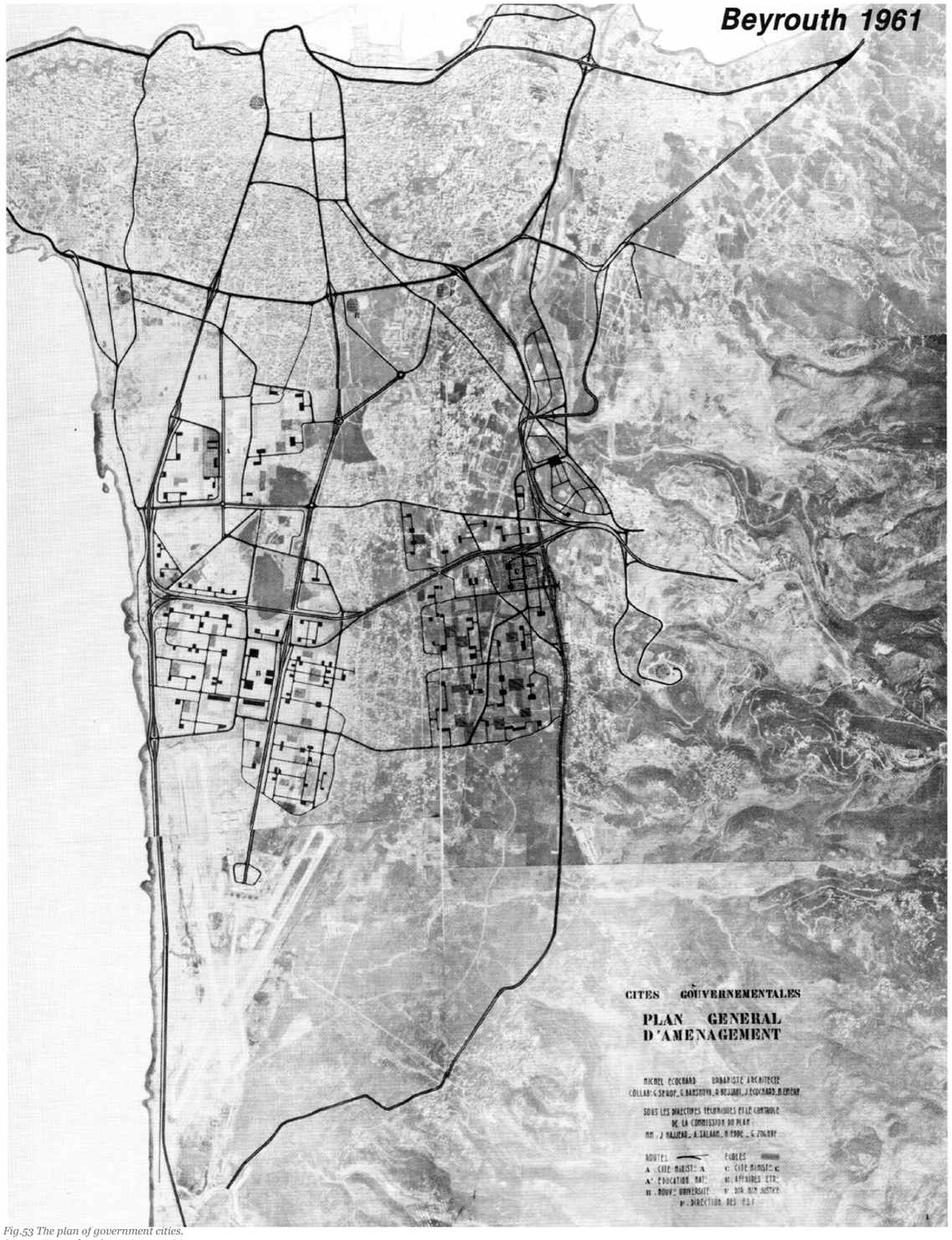


Fig.53 The plan of government cities.
Source:Town planning , n° 251, 1986.

5.4 War Period Planning 1975-1990

The civil war that raged in Lebanon from 1975 to 1990 marks the third time in the city's history that new planning paradigms were introduced. Two plans were created at this time: one in 1977 by the French consultant L'Atelier Parisien D'Urbanisme (APUR) and the other in 1983 by the local engineering consulting business Dar al-Handasah.

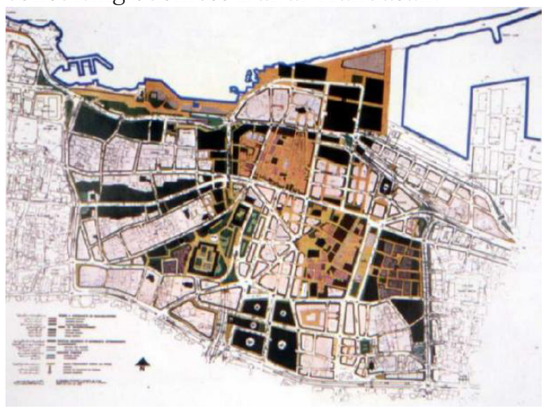


Fig54 The 1977 APUR Reconstruction Plan for Beirut.
Source: CSBE, Emerging Trends in Urbanism: The Beirut Post-War Experience, April 2000, Rober Saliba Presentation

The 1977 plan, which was the initial reconstruction strategy for Beirut, adopted a collaborative public-private preservation strategy. The 1977 design retained the majority of the city's existing urban fabric because the harm done to Beirut's Central District by that year was not severe. Additionally, it was suggested that local property owners would rebuild and restore the Central District's less severely damaged areas while small-scale real estate firms would do the same for the more severely damaged areas. According to the previously enacted legislation, which mandates that real estate owners hold 75% of the shares and the government has 25%, the shares of such corporations would be allocated as follows.

The first plan to take into account Metropolitan Beirut was the one from 1983. In fact, it is the only one that has been designed for Beirut to date that takes the urban level into account.

The focus of the unadopted plan was the suggestion that sub-centers be situated close to the city's commercial core. We might conclude that the urban designs created during the civil war era had no discernible influence on the 1990s rehabilitation of Beirut. On the other hand, there is no clear connection between any of the two wartime blueprints and the current planning process in Beirut.

5.5 Post War Period Planning 1990-2000

The 1990–2000 post-war era, which brought the model of "post-modern planning" to Beirut, is the final era of Beirut's history to be discussed. Three significant events, in particular, have had an impact on Beirut planning throughout this time. The 1991 plan, which was the second reconstruction plan for Beirut to be devised (the first being the 1977 plan previously stated), is the first event. The 1991 plan was developed by Dar al-Handasah, same like the 1983 plan. Particularly for its

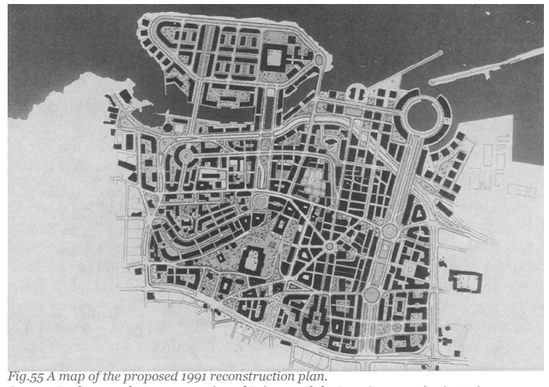


Fig.55 A map of the proposed 1991 reconstruction plan.
Source: Beyhum et al., Reconstruction of Beirut anJl the Lost Opportunity (1992).

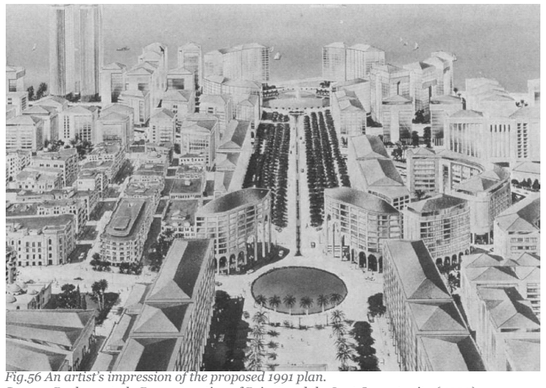


Fig.56 An artist's impression of the proposed 1991 plan.
Source: Beyhum et al., Reconstruction of Beirut and the Lost Opportunity (1992).

suggestion to establish a solitary real estate firm in charge of the renovation of Beirut's city center, it was very contentious and met with scathing condemnation.

The 1994 plan, the third rebuilding plan created for Beirut, is the second event to have an impact on post-war planning in the city. Modifications to the 1991 plan were made in the 1994 plan in response to the fierce opposition that developed against that proposal. Dar al-Handasah initially conceptualized the 1994 strategy, which Solidere then presumptively adopted. The 1989 Ta'if Agreement, a political pact for putting an end to the Lebanese civil war that was signed in the Saudi Arabian city of Ta'if, is the third event. This agreement is currently in effect, and it most likely will have an effect on how Beirut develops urbanely.

5.5.1 Beirut's 1990 - 2000 Planning Trends

In Beirut, fresh planning trends emerged after the conflict. For the first time in Beirut, "corporate planning," in which one real estate corporation is entirely responsible for rehabilitation and redevelopment activities, was used by Solidere to rebuild the city's Central District. Other cities throughout the world are implementing this trend, which is not unique to Beirut.

Radical planning is a different planning fad that appeared in Lebanon at this time. The early 1990s-era Elyssar plan is a representation of it. The Elyssar plan was first meant to be implemented in the southwest suburbs of Beirut, which are mostly made up of illegal colonies and are home to a sizable concentration of Shi'i Muslims who relocated there primarily from the south of Lebanon. The military-political group Hizbollah, which serves as the primary voice of Shi'i Muslims in Lebanon, opposes the proposed plan. As a result, political negotiations were incorporated into the planning process, which resulted in a number of significant accomplishments.

The first is that a public corporation was substituted for the private company that had

Fig.57 Solidere's Master Plan in the City Center (1994).
Source: Éric Verdeil. Plans for an unplanned city: Beirut (1950-2000).

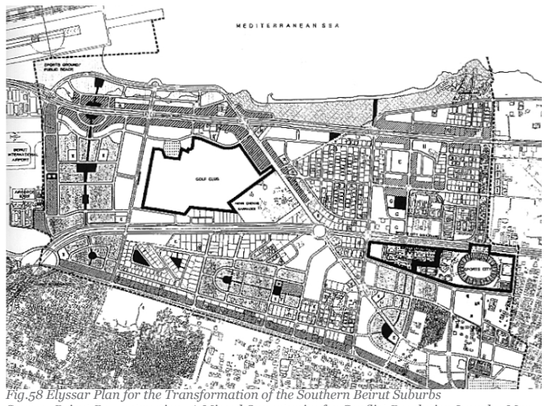


Fig.58 Elyssar Plan for the Transformation of the Southern Beirut Suburbs
Source: Beirut Reconstruction: A Missed Opportunity for Conflict Resolution Lourdes Martinez-Garrido, MALD 2008

been intended to handle the reconstruction operation in the southwest suburbs. The second is that the Elyssar project succeeded in getting the government to see the illegal settlers as essential to the development of these areas, at least conceptually because it is still too early to evaluate the process' complete outcomes. As a result, the settlers must be moved to a location that is still within the project's general boundaries but outside of the conservation area. The third accomplishment is that the Elyssar project serves as an illustration of how the local populace actively participated in decisions impacting the formation and operation of this new public corporation.

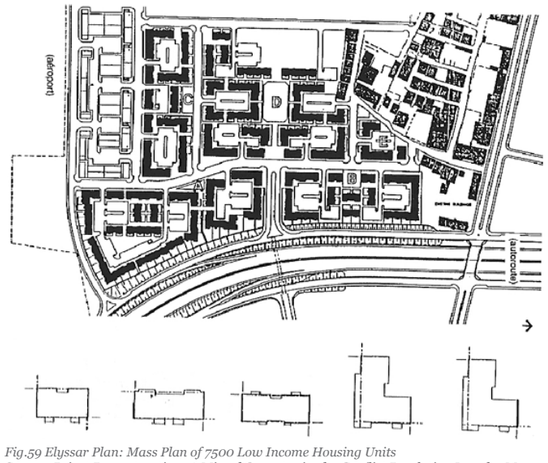


Fig.59 Elyssar Plan: Mass Plan of 7500 Low Income Housing Units
Source: Beirut Reconstruction: A Missed Opportunity for Conflict Resolution Lourdes Martinez-Garrido, MALD 2008

The term "participatory planning," also known as "community action planning" or "participatory level appraisal," also developed in Beirut during this time and has since grown to be a significant trend in planning. The Ta'if Agreement's decentralization philosophy is linked to participatory planning in Lebanon. Although this method of planning is undoubtedly not unique to Lebanon, it is becoming increasingly popular there. This can be seen in the numerous consultancy jobs that planners, architects, and academic institutions are accepting from regional Lebanon municipalities. Environmental planning, which is currently the main trend in planning, is another method that was introduced to Lebanon over the previous ten years. The importance that international assistance organizations placed on performing environmental impact assessment (EIA) studies to urban projects before providing them with financial aid boosted the introduction of environmental planning. For the projects it funds, the World Bank, for instance, employs experts to conduct EIA evaluations. Even if EIA studies are being conducted in Lebanon for some projects, they are still disregarded throughout the implementation stage.

Lebanon therefore doesn't suffer from a lack of planning rules or regulations; rather, it suffers from the failure to put such laws and regulations into practice, which is linked to the shortcomings of the country's current management systems. Many people would typically begin their approach to resolving this issue with the supposition that "one has to reform the system of governance in order to be able to adopt planning regulations.

5.6 The “People’s” Perspective

It is important to examine the city’s memory from both a formal historical perspective as well as from the informal perspective of the city’s residents. The idea of the city’s memory has been misrepresented and manipulated during the previous ten years by both supporters and opponents of the renovation of Beirut’s Central District, who are primarily businesspeople, politicians, sociologists, and architects. Each community has modified the idea of collective memory to suit its own requirements and points of contention. Nobody has tried to find out how the locals genuinely recall the city, though.

In this context, Robert Saliba, a professor at the American University of Beirut’s Department of Architecture and Design, presented an activity he did with his students in 1990 while working there (AUB). This occurred at the end of the civil war, right before the city’s center opened to the general public in its entirety. About 80 people were interviewed for the exercise, and they were asked to create mental maps of the city. For the purpose of examining how each age group recalled the city and perceived its reconstruction, this set of respondents was separated into various age categories.

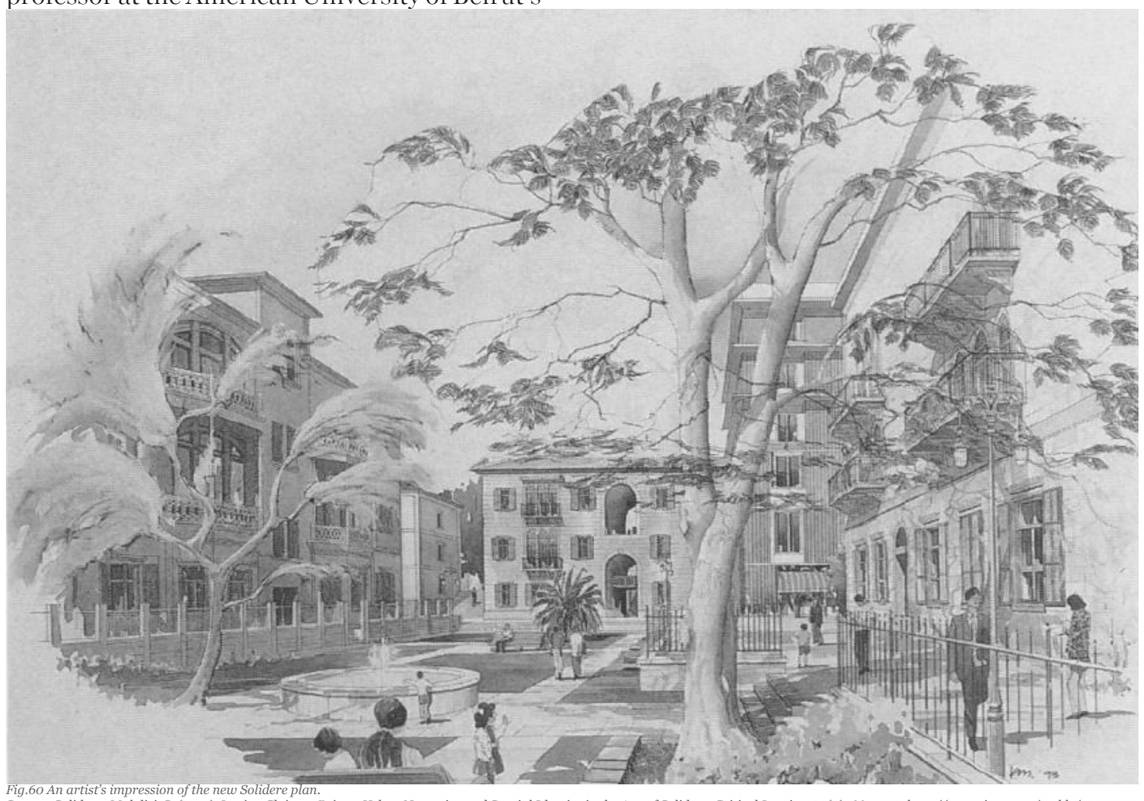


Fig.60 An artist’s impression of the new Solidere plan.
Source: Solidere- Makdisi, S. (1997). Laying Claim to Beirut: Urban Narrative and Spatial Identity in the Age of Solidere. Critical Inquiry, 23(3), 661–705. http://www.jstor.org/stable/1344040

5.6.1 Collective Memory Fot The City Center of Beirut

It’s interesting to note that the younger age groups, which were the AUB students conducting the exercise, saw the city center as a blank slate. These students, who were all under 25, had neither a distinct memory of the city from before the start of the Lebanese civil war in 1975 nor any direct experience of it.

Their perception of the city was primarily molded by the media and their parents’ accounts. The Place des Martyrs and al-Masarif Street (Banks’ Street), two landmarks that appeared on their mental maps of the city center, were both empty spaces.

The second appeared more accurately on the maps since it was located on the western perimeter of the Beirut Central District and was partially spared from destruction during the war, whereas the first was shown as a circle despite being rectangular in shape.

This group requested that the central district be rebuilt from scratch, disregarding how it appeared before the war, when asked about their thoughts on how to go about doing it.

For the group of people aged 25 to 45, things were different since they offered more thorough mental maps of the city. Many of the group’s younger members, who ranged in age from 25 to 35, had already established their enterprises outside the city center and were wary of the competition that the newly rebuilt city center would bring.

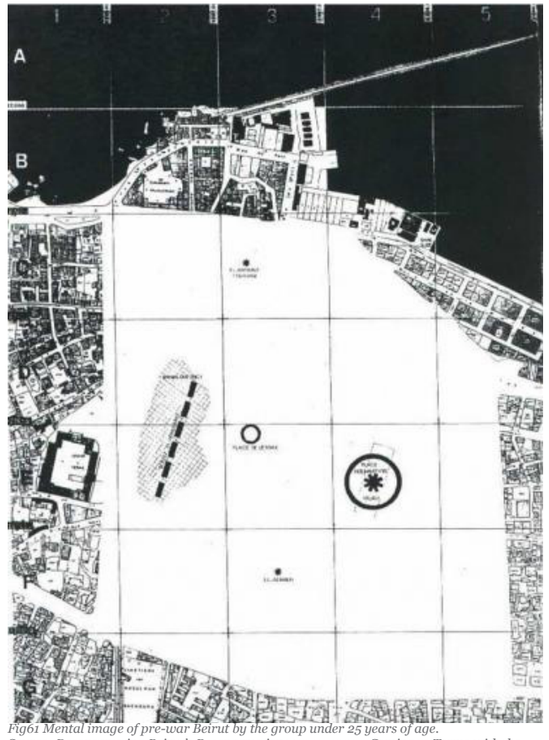


Fig61 Mental image of pre-war Beirut by the group under 25 years of age.
Source: Deconstructing Beirut’s Reconstruction: 1990 - 2000, Coming to Terms with the Colonial Heritage-Robert Saliba, April, 2000

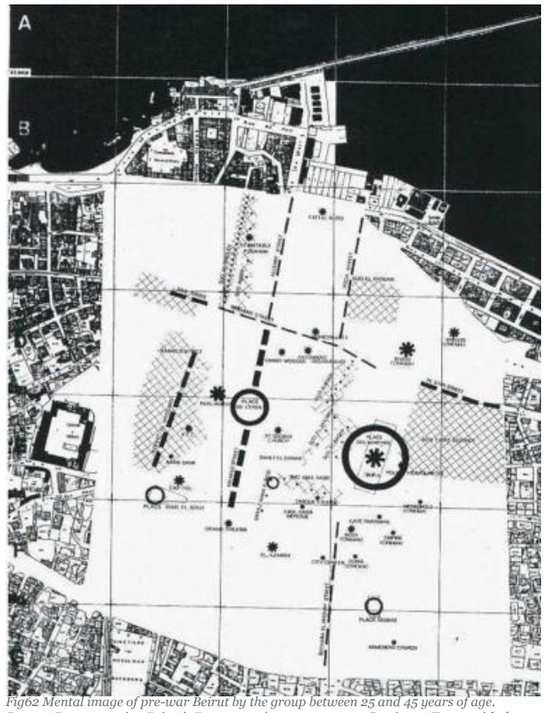


Fig62 Mental image of pre-war Beirut by the group between 25 and 45 years of age.
Source: Deconstructing Beirut’s Reconstruction: 1990 - 2000, Coming to Terms with the Colonial Heritage-Robert Saliba, April, 2000

However, the group's older participants, who ranged in age from 36 to 45, voiced a desire to maintain the city center's pre-war appearance. This group, to which Saliba belonged at the time, was known as the "romantics." In the 1960s and 1970s, they engaged with the city center frequently, and it became an important element of their mental landscape.

Compared to other age groups, the group over 45 years old displayed the most complex mental maps. However, they were in favor of building a new city center because they thought it would give their kids jobs. Interestingly, but for different reasons, their answer was comparable to that of the youngest group.

No generalizations about the "memory of the city" and the suitability of its restoration, as frequently asserted by planners, designers, and politicians, should be made because one is presented with a diversity of responses to the reconstruction of the city center.

This activity culminated in the creation of a synthesis map that represented the "collective memory" of the city's core. A physical and spatial analysis of the city center was included to this map in order to develop an urban design assessment framework rather than a reconstruction plan.

This paradigm was used to evaluate how well the reconstruction plans from 1977 and 1991 respected the city's historical, physical, and perceived identities.

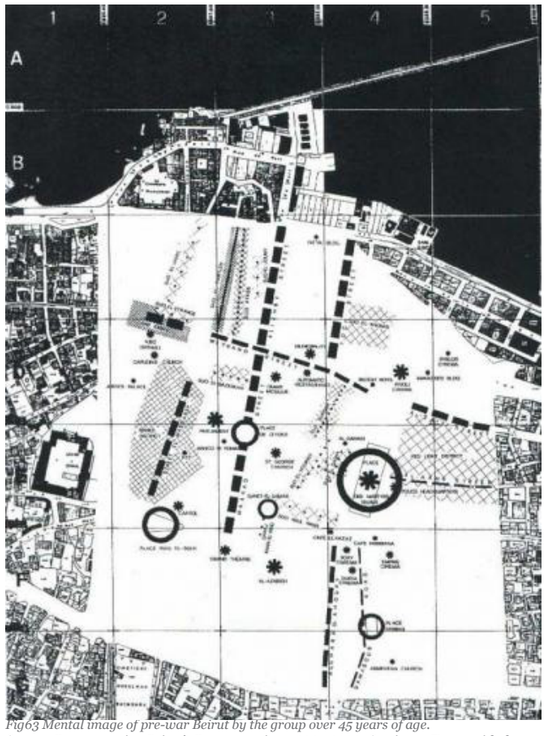


Fig63 Mental image of pre-war Beirut by the group over 45 years of age.
Source: Deconstructing Beirut's Reconstruction: 1990 - 2000, Coming to Terms with the Colonial Heritage-Robert Saliba, April, 2000

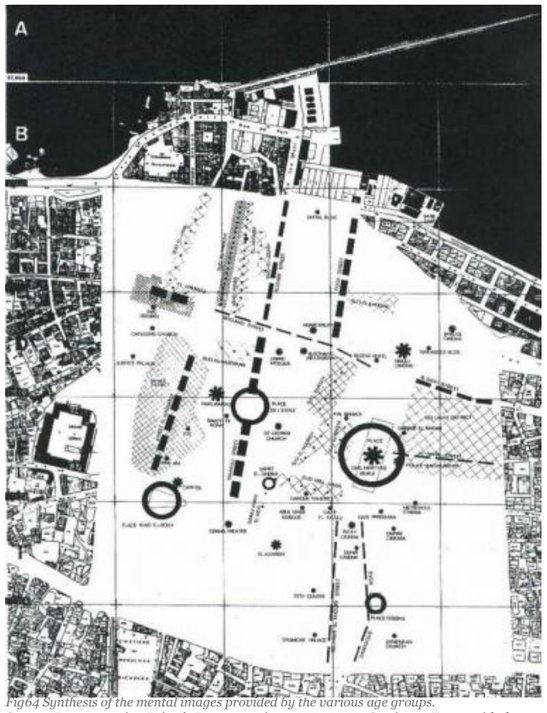
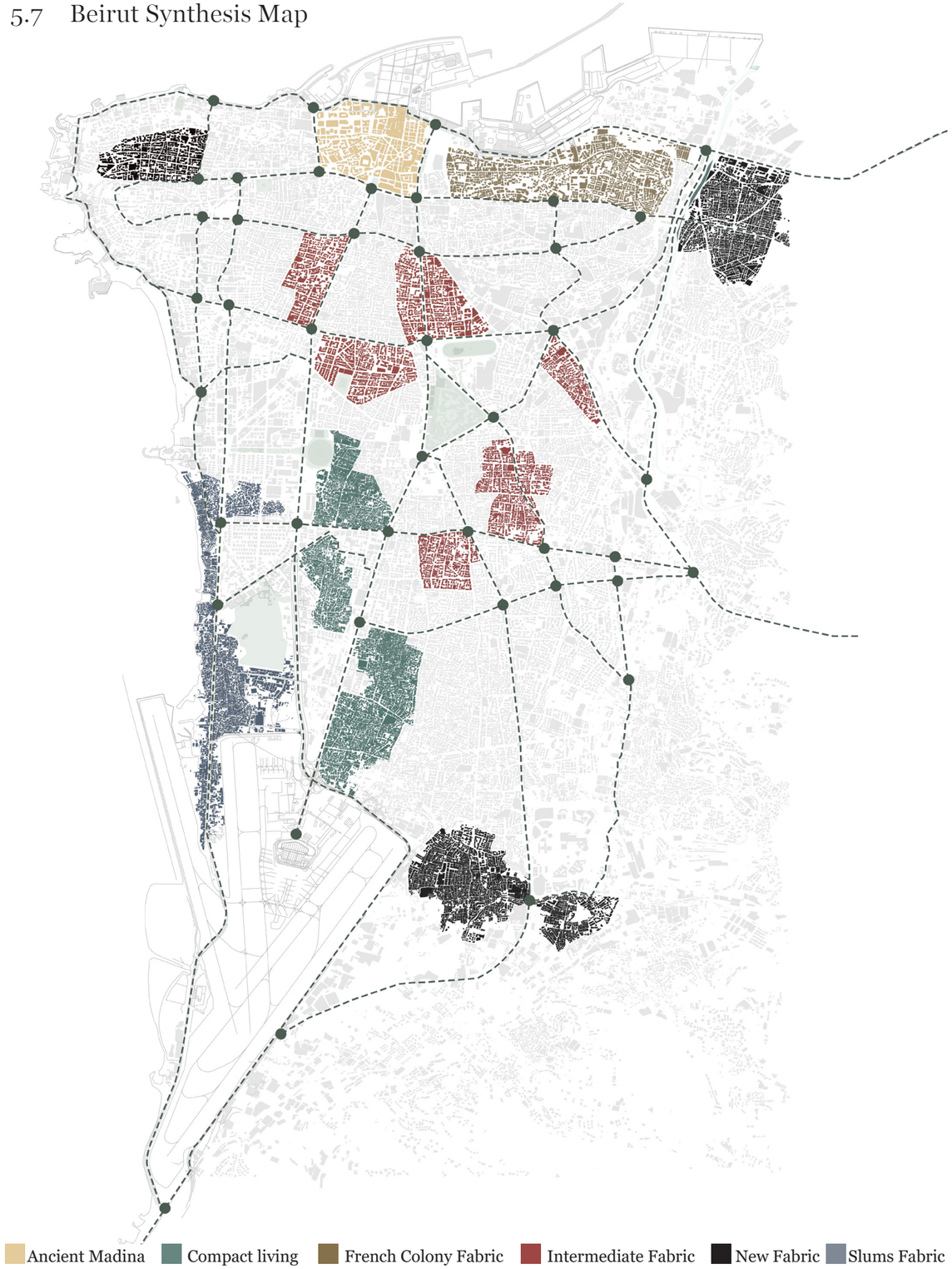


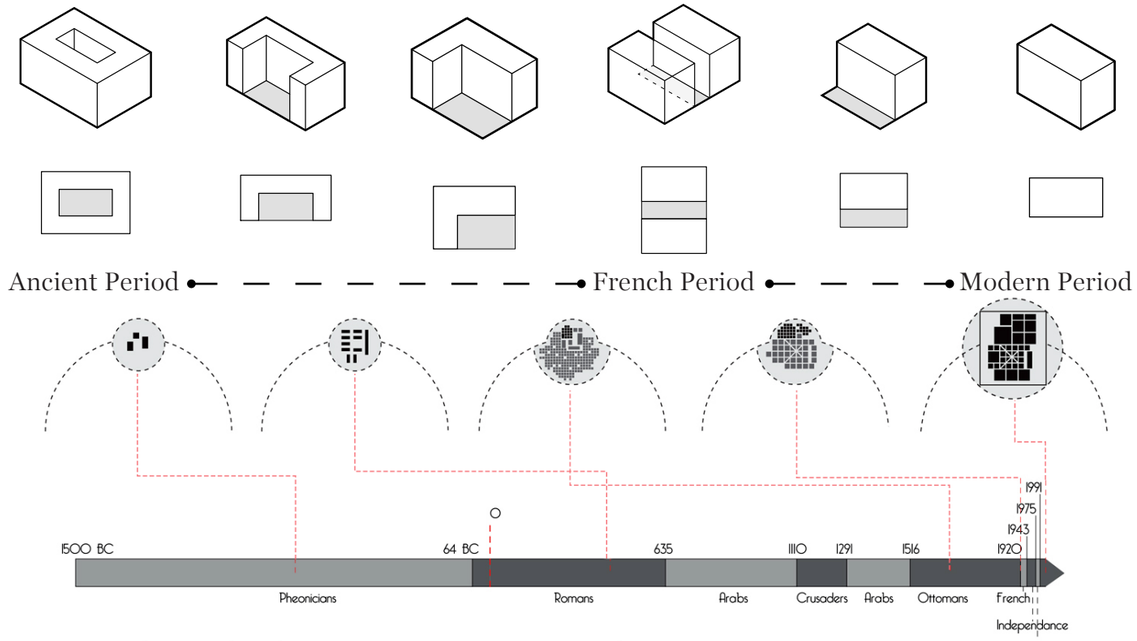
Fig64 Synthesis of the mental images provided by the various age groups.
Source: Deconstructing Beirut's Reconstruction: 1990 - 2000, Coming to Terms with the Colonial Heritage-Robert Saliba, April, 2000

Fig.65 Beirut Morphological Map 2021

5.7 Beirut Synthesis Map



5.8 Historical Evolution of Housing Units in Beirut



5.9 Traditional Lebanese Housing Unit Evolution

Chapter V:
Urban Intervention In Martyrs Square City Scope

Beirut Urban Recovery

Fig.66 Beirut Morphological Map 2021

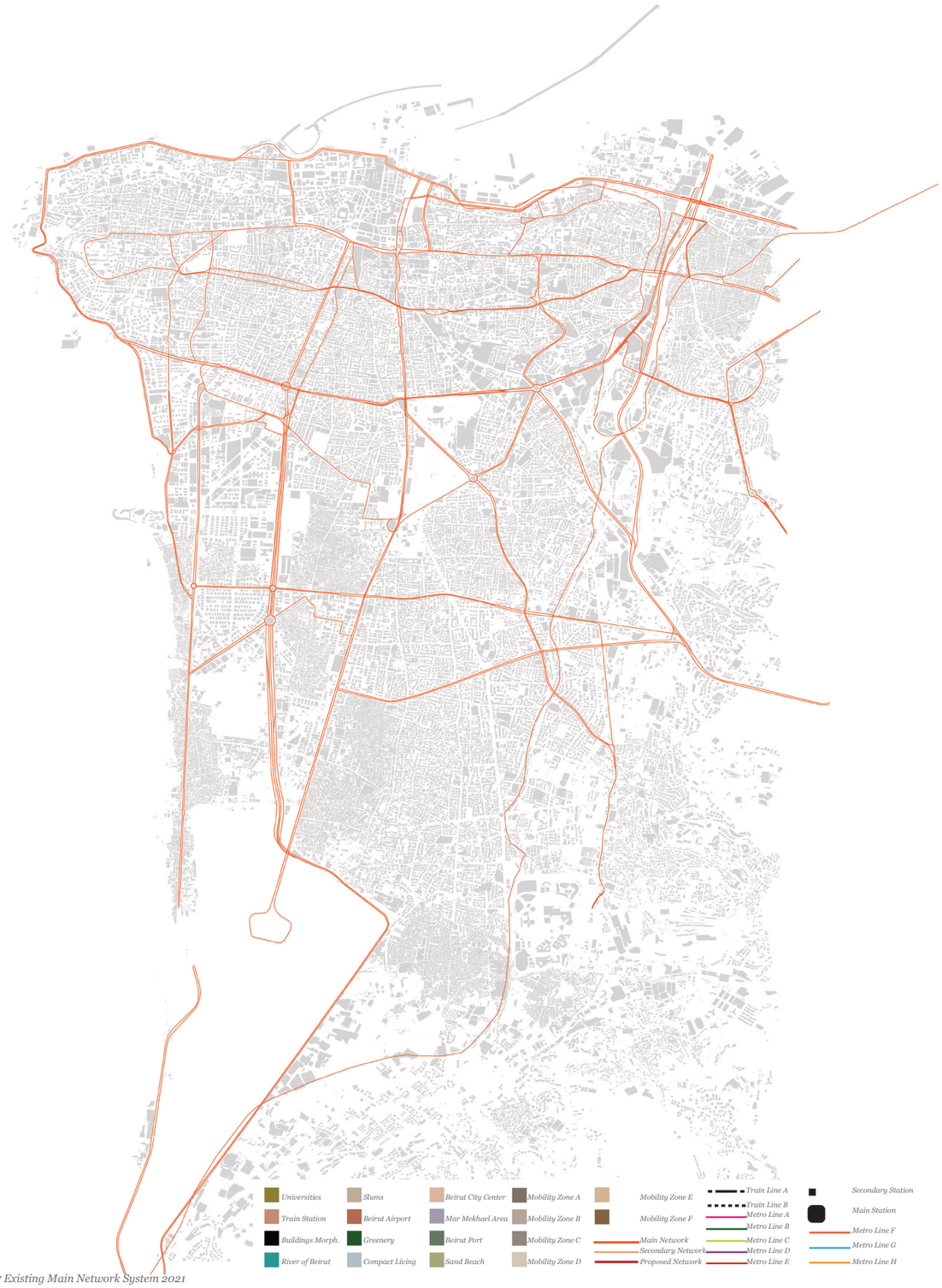


Fig.67 Existing Main Network System 2021

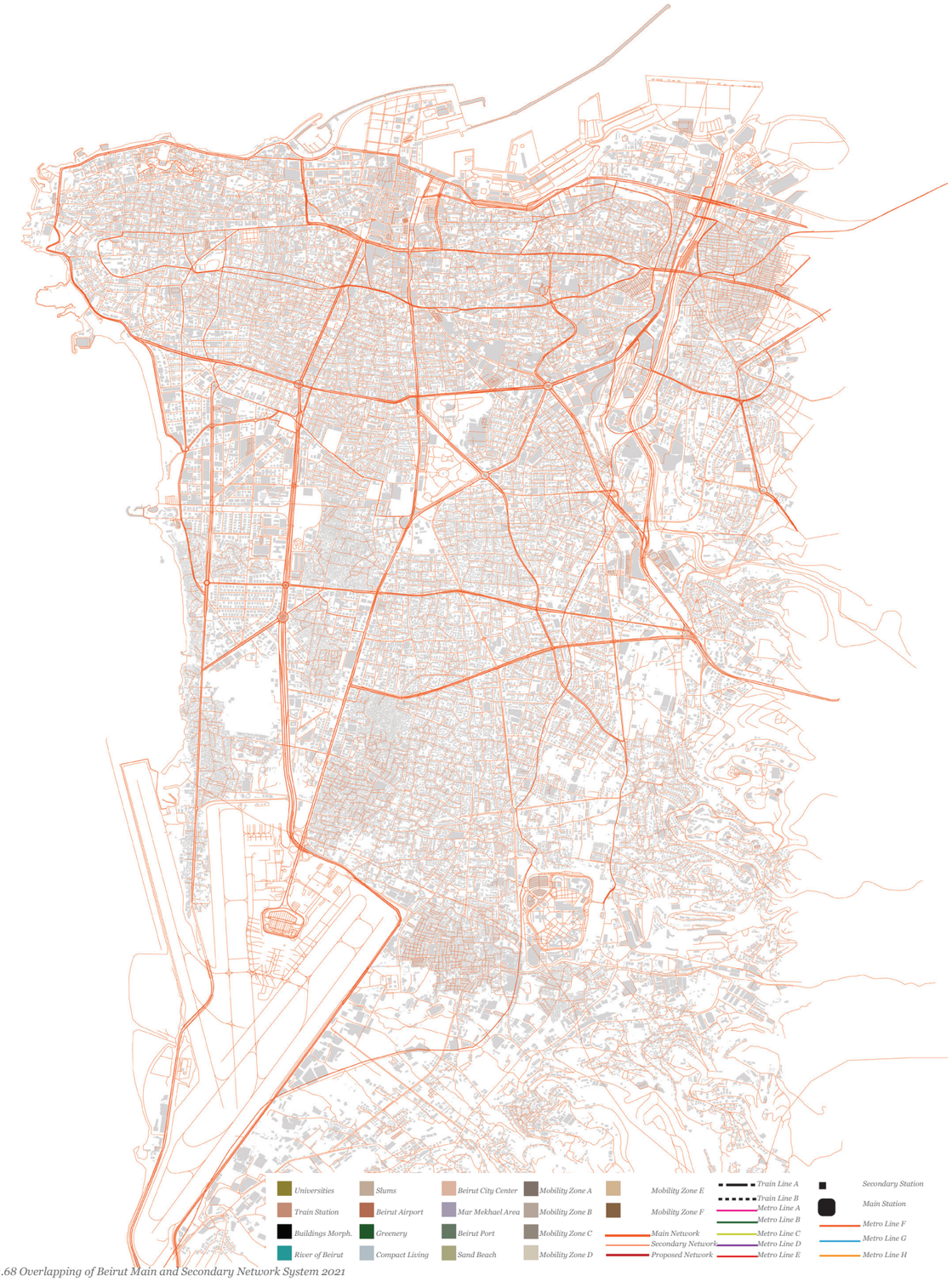


Fig.68 Overlapping of Beirut Main and Secondary Network System 2021

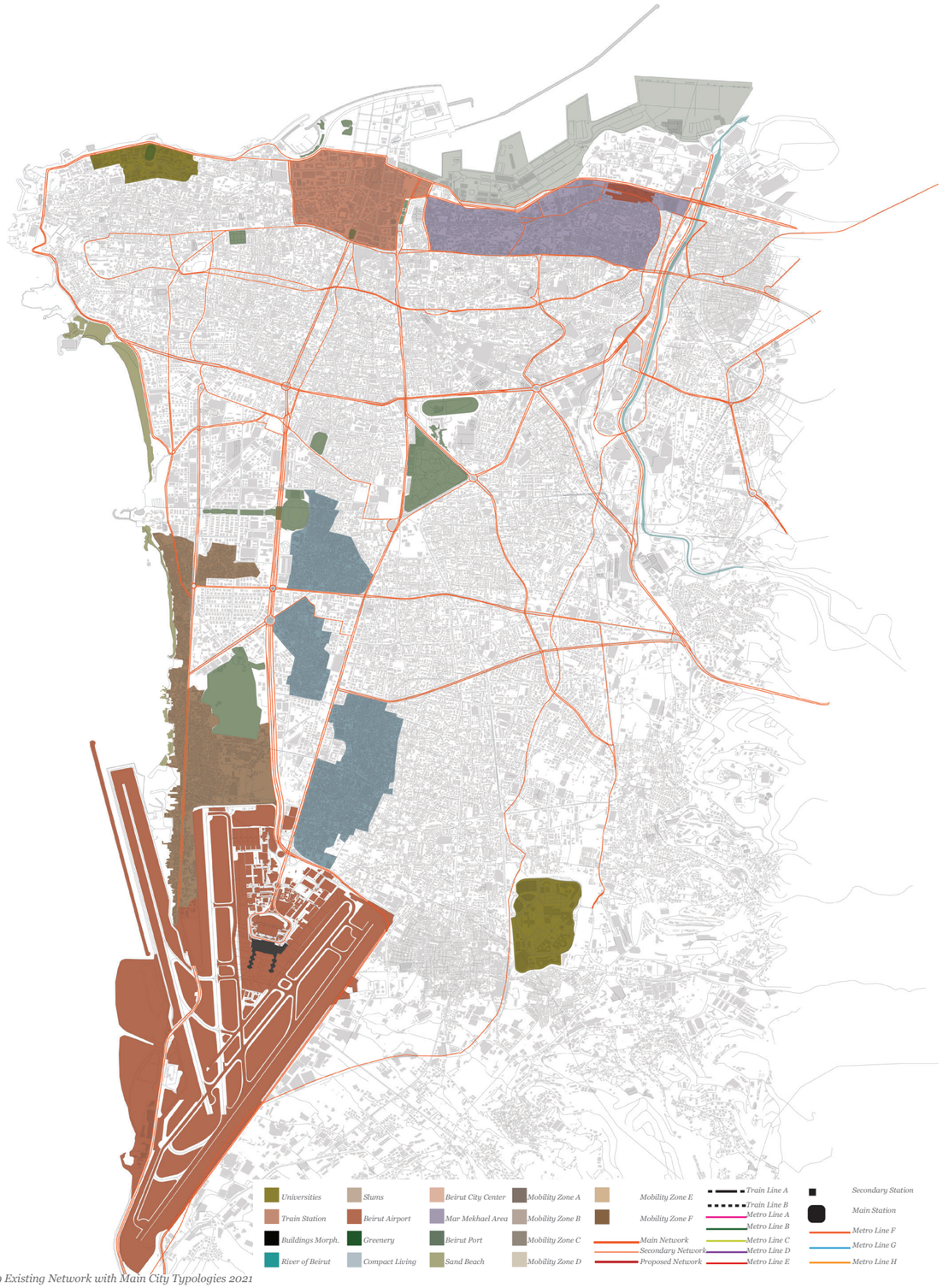


Fig.69 Existing Network with Main City Typologies 2021

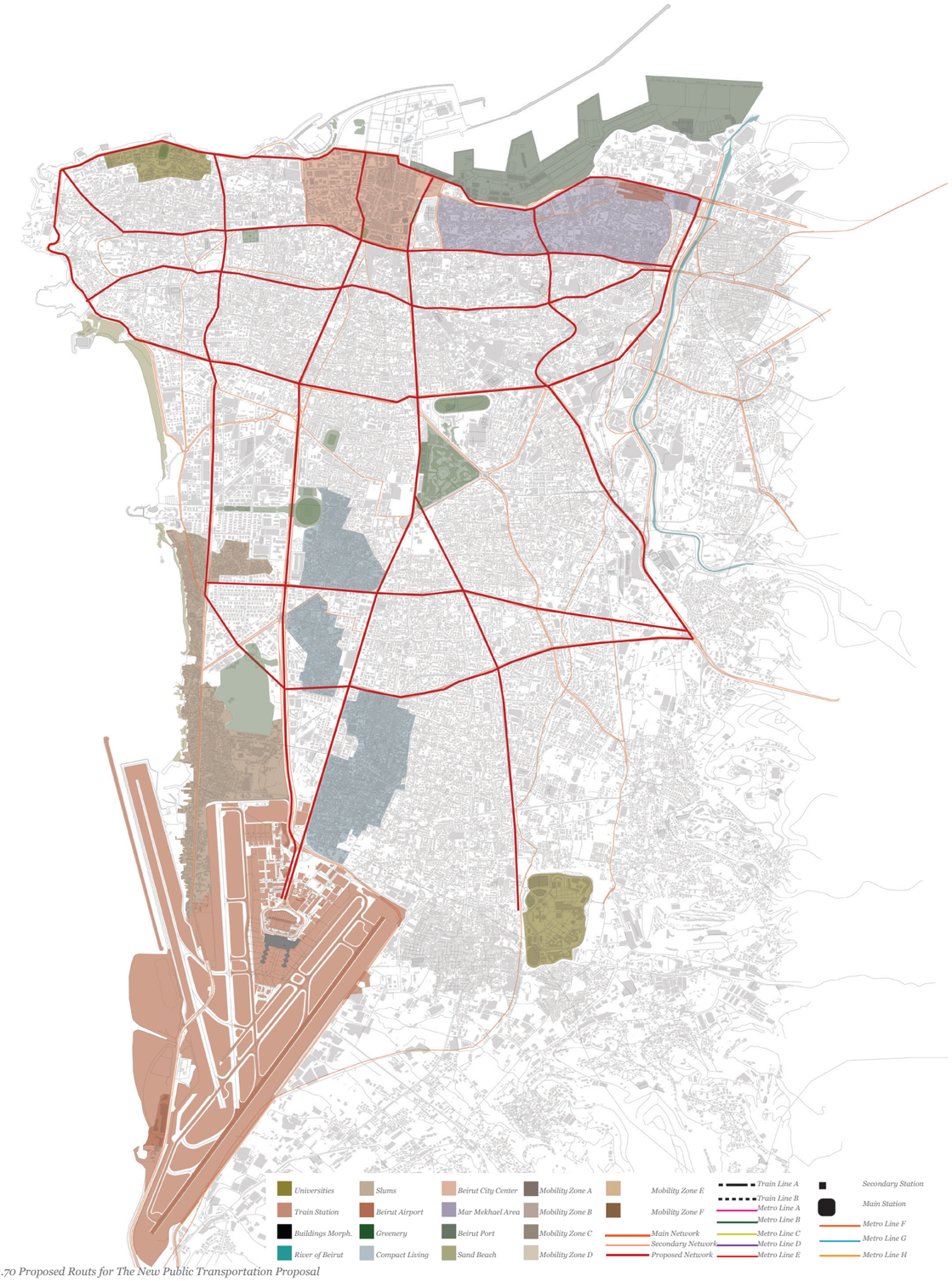


Fig.70 Proposed Routs for The New Public Transportation Proposal

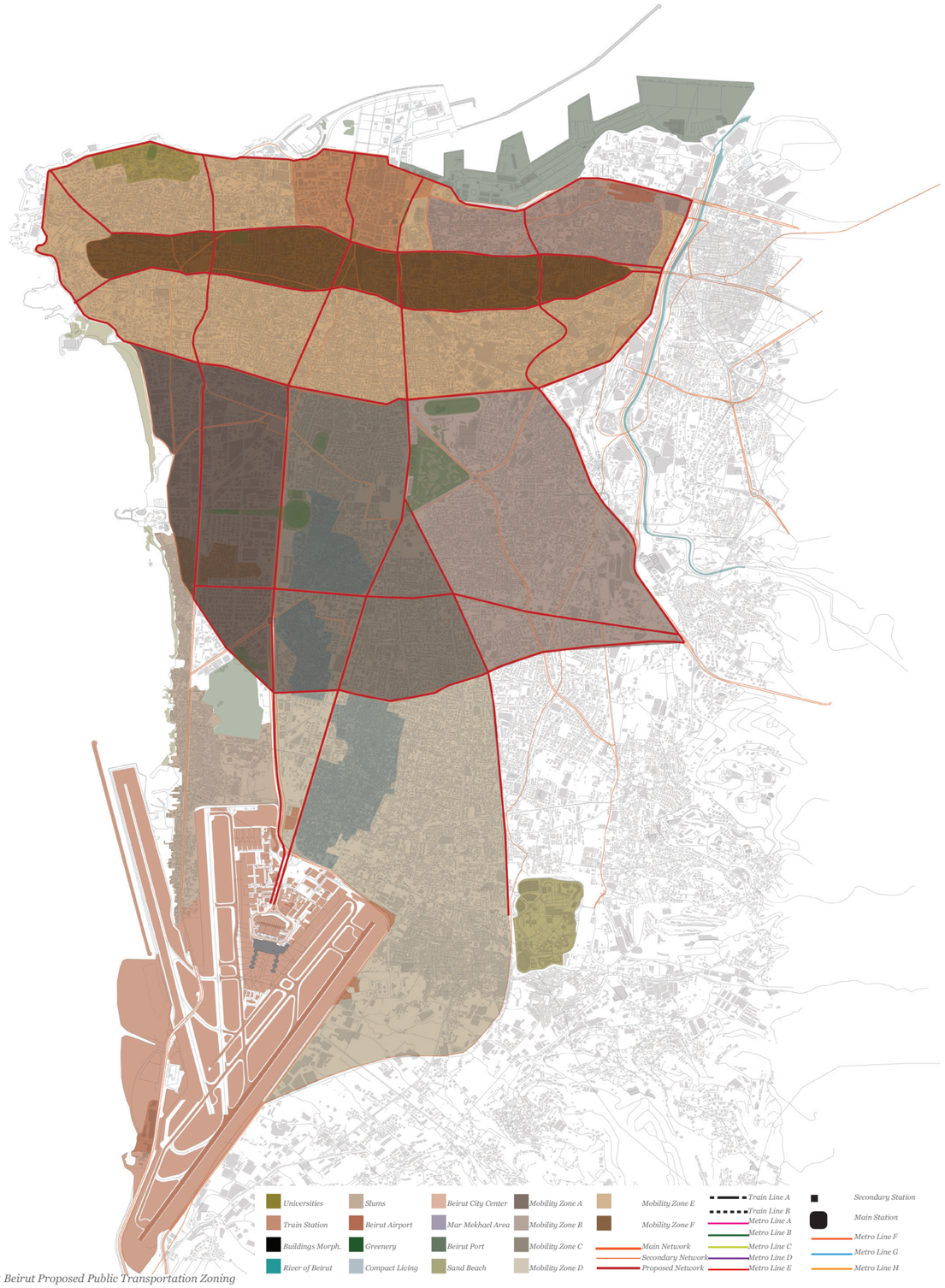


Fig.71 Beirut Proposed Public Transportation Zoning

Fig.72 Beirut Proposed Public Transportation Metro lines + Zoning

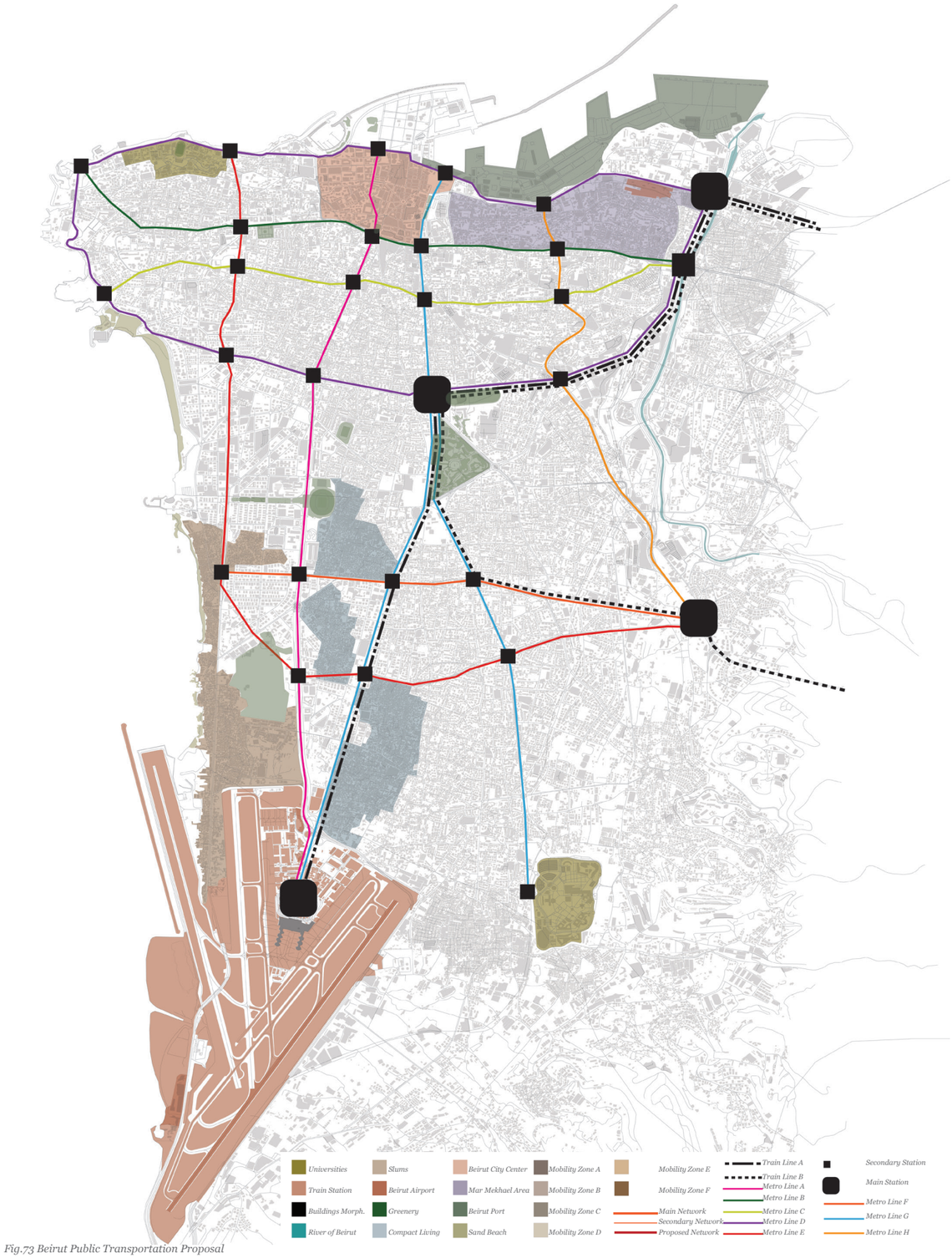


Fig.73 Beirut Public Transportation Proposal

Project Urban Scope

Chapter VI:
Urban Intervention In Martyrs Square

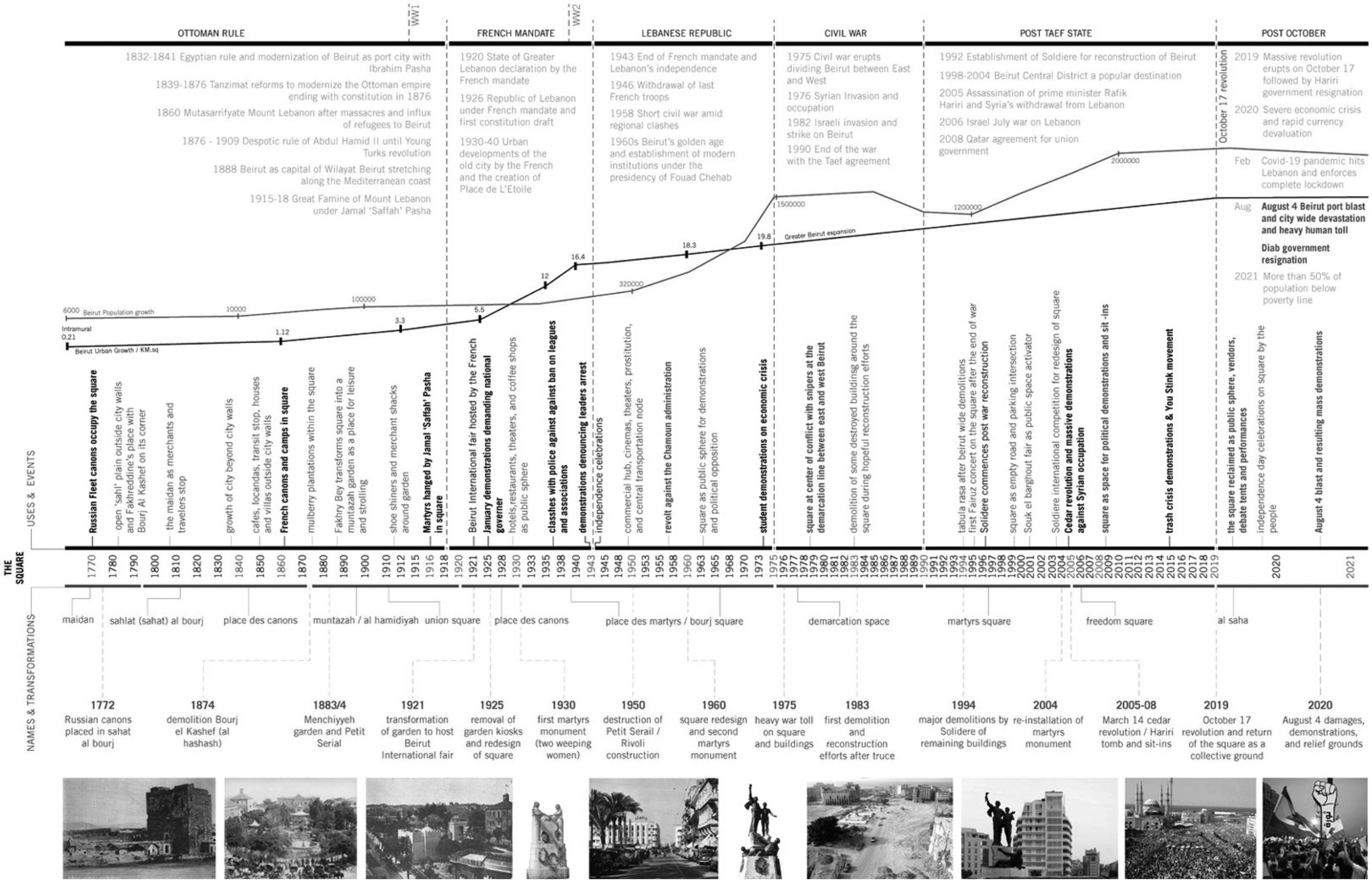
Beirut Urban Recovery

6.0 Collective Memory Fot The City Center of Beirut

The project examines the ground across time, tracing the evolution of Martyr Square, the city's central square, via changes in identity, urban form, and public appropriation from the Ottoman era to the present. By highlighting the ways in which its foundation permitted many communal manifestations throughout its historical lineage, it highlights how it evolved to become the country's space of appearance. The project also views its most recent reclamation during the 17th of October revolution as a collaborative act of coming together and a priceless teaching moment on collective city building. Martyrs Square, a significant location in the center of Beirut, has always had the power to influence the local community. The square has demonstrated throughout history that it is still the people's primary area for urban, social, and political reclaiming despite its significantly shifting names and forms. Its identity, meaning, and significance have all been established via the ongoing destruction of its built fabric. In order to move on, it is imperative that I restore the faded places, walls, and events of this spatial memory through this project.

In its 180-year history, the Square has undergone many changes, evolving from a "maidan," an open field used as an extramural meeting place and market, to its present state, an open intersection and free space that is continuously reclaimed, re-appropriated, and re-imagined by the people.

It has facilitated a collective coming together and the ongoing rebirth of a local hybrid identity thanks to its continually shifting forms and bounds. It has maintained its significance as a common platform, presenting the imperative of "togetherness" as the only social act that may advance humanity despite times of separation and conflict.


WW1
WW2
OTTOMAN RULE
FRENCH MANDATE
LEBANESE REPUBLIC
CIVIL WAR
POST TAEF STATE
POST OCTOBER
1832-1841 Egyptian rule and modernization of Beirut as port city with Ibrahim Pasha
1839-1876 Tanzimat reforms to modernize the Ottoman empire ending with constitution in 1876
1860 Mutasarrifyate Mount Lebanon after massacres and influx of refugees to Beirut
1876 - 1909 Despotic rule of Abdul Hamid II until Young Turks revolution
1888 Beirut as capital of Wilayat Beirut stretching along the Mediterranean coast
1915-18 Great Famine of Mount Lebanon under Jamal 'Saffah' Pasha
1920 State of Greater Lebanon declaration by the French mandate
1926 Republic of Lebanon under French mandate and first constitution draft
1930-40 Urban developments of the old city by the French and the creation of Place de L'Etoile
1943 End of French mandate and Lebanon's independence
1946 Withdrawal of last French troops
1958 Short civil war amid regional clashes
1960s Beirut's golden age and establishment of modern institutions under the presidency of Fouad Chehab
1975 Civil war erupts dividing Beirut between East and West
1976 Syrian Invasion and occupation
1982 Israeli invasion and strike on Beirut
1990 End of the war with the Taef agreement
1992 Establishment of Soldiere for reconstruction of Beirut
1998-2004 Beirut Central District a popular destination
2005 Assassination of prime minister Rafik Hariri and Syria's withdrawal from Lebanon
2006 Israel July war on Lebanon
2008 Qatar agreement for union government
October 17 revolution
2019 Massive revolution erupts on October 17 followed by Hariri government resignation
2020 Severe economic crisis and rapid currency devaluation
Feb Covid-19 pandemic hits Lebanon and enforces complete lockdown
Aug August 4 Beirut port blast and city wide devastation and heavy human toll
Diab government resignation
2021 More than 50% of population below poverty line
6000 Beirut Population growth
10000
100000
320000
1500000
1200000
2000000
Intramural
0.21
1.12
3.3
5.5
12
16.4
18.3
19.8
Greater Beirut expansion
Beirut Urban Growth / KM.sq
USES & EVENTS
Russian Fleet canons occupy the square
open 'sahl' plain outside city walls and Fakhreddine's place with Bourj Al Kashef on its corner
the maidan as merchants and travelers stop
growth of city beyond city walls
cafes, locandas, transit stop, houses and villas outside city walls
French canons and camps in square
mulberry plantations within the city walls
Fakhry Bey transforms square muntazah garden as a place for leisure and strolling
shoe shiners and merchant shacks around garden
Martyrs hanged by Jamal 'Saffah' Pasha in square
Beirut International fair hosted by the French
January demonstrations demanding national governer
hotels,restaurants, theaters, and coffee shops as public sphere
clashes with police against ban on leagues and associations
demonstrations denouncing leaders arrest
independence celebrations
commercial hub, cinemas, theaters, prostitution, and central transportation node
revolt against the Chamoun administration
square as public sphere for demonstrations and political opposition
student demonstrations on economic crisis
square at center of conflict with snipers at the demarcation line between east and west Beirut
demolition of some destroyed buildingsg around the square during hopeful reconstruction efforts
tabula rasa after beirut wide demolitions
first Fairuz concert on the square after the end of war
Solidere commences post war reconstruction
square as empty road and parking intersection
Souk el barghout fair as public space activator
Soldiere international competition for redesign of square
Cedar revolution and massive demonstrations against Syrian occupation
square as space for political demonstration
trash crisis demonstrations & You Stink movement
the square reclaimed as public sphere, vendors, debate tents and performances
independence day celebrations on square by the people
August 4 blast and resulting mass demonstrations
THE SQUARE
1770 1780 1790 1800 1810 1820 1830 1840 1850 1860 1870 1880 1890 1900 1910 1912 1915 1916 1918 1920 1921 1925 1928 1930 1933 1935 1938 1940 1943 1945 1948 1950 1953 1955 1958 1960 1963 1965 1968 1970 1973 1975 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021
NAMES & TRANSFORMATIONS
maidan
sahlat (sahat) al bourj
place des canons
muntazah / al hamidiyah
union square
place des canons
place des martyrs / bourj square
demarcation space
martyrs square
freedom square
al saha
1772 Russian canons placed in sahat al bourj
1874 demolition Bourj el Kashef (al hashash)
1883/4 Menchiyyeh garden and Petit Serial
1921 transformation of garden to host Beirut International fair
1925 removal of garden kiosks and redesign of square
1930 first martyrs monument (two weeping women)
1950 destruction of Petit Serail / Rivoli construction
1960 square redesign and second martyrs monument
1975 heavy war toll on square and buildings
1983 first demolition and reconstruction efforts after truce
1994 major demolitions by Soldere of remaining buildings
2004 re-installation of martyrs monument
2005-08 March 14 cedar revolution / Hariri tomb and sit-ins
2019 October 17 revolution and return of the square as a collective ground
2020 August 4 damages, demonstrations, and relief grounds

6.1 1840 - Maidan / Sahat Al Burj - Intramural city

In its original shape, the square was a free area, an empty field to the east of the defense walls around the intramural city. The wide field served as a military training area, an occasional resting place for travelers, and a gateway to the city from the east with its watchtower, Burj el Kashaf, identifying it as “Sahat al Burj.” Houses rise amidst orchards on the eastern slopes, when the city began to expand outside of its boundaries around 1840. A large entrance called “Bab Al Saray” on its eastern walls provided access to the old city, which was flanked by the Emir Fakhr Eddine Palace.

Fig.74 Beirut Martyrs Square “Maidan” 1840
Source: The Foad Debbas Collection

6.2 1860 – Sahat Al Burj / Place du Canon

The field was already changing by the 1860s, becoming a bustling area with stores, French-run cafes, locandas, and homes and villas beyond the city limits. Due to its strategic location, it served as a major hub for trade and transportation, connecting north to the port of Beirut and south to Damascus by caravans and omnibuses. Burj el Khashaf was destroyed during this time, although the name is still associated with the square today. Due to the French canons’ intervention in 1860 to put an end to local massacres on Mount Lebanon, it was given a new name at the time: Place du Canon.

Fig.75 Beirut Martyrs Square “Sahat Al Burj” 1960
Source: The Foad Debbas Collection

6.3 1890 - Muntazah / Al Hamidiyah / Union Square

The city outside its walls quickly increased in population and urban density during the Ottoman period of urban and infrastructure development (Tanzimat), with the square spatially emerging as a confined and central urban space. The Petit Serail, a famous government structure, is situated at the northern side of the plaza and was proposed by the governor of Beirut as a garden for leisure (Muntazah). The Great Famine of Mount Lebanon during that time, as well as the execution of local martyrs there, cemented the square’s reputation as Martyrs’ Square.

Fig.76 Martyrs Square Duing Roman Empire “Muntazah” 1890
Source: The Foad Debbas Collection

6.4 1920 - Muntazah / Place des Canons

Following World War I, the French proclaimed Greater Lebanon and began their mandate with ambitious urban redevelopment programs, altering the old city and reconstructing its historic sections. The 1920s witnessed dramatic changes.Pavilions set up inside the lawn served as the venue for the Beirut International Fair in the city. The square’s makeover as a contemporary French garden and fountain contributed to this metamorphosis, and as hotels, cafes, and theaters flourished, it gained in importance. Along with calls for local government, there were political demonstrations in the square.

Fig.77 Beirut Martyrs Square “Place Des Martyrs” 1920
Source: https://www.lebanoninapicture.com/

6.5 1930 - Place des Canons / Place des Martyrs

With the addition of the Weeping Women statue honoring the Martyrs of 1916, the remodeled square was given the new name Martyrs square. In 1943, when tensions between the local administration and the mandate grew, there were large-scale protests in the square in support of local officials who had been detained for defiant behavior.

The square gathered massive celebrations and welcomed a new future after the release of the local leaders and the declaration of Lebanon’s Independence. However, the Place de l’Etoile, which was just finished, soon took over as the city’s commercial and political core.

Fig.78 Beirut Martyrs Square During French Colony 1930
Source: http://www.levantineheritage.com/beirut.htm

6.6 1950 - Place des Martyrs / Sahat Al Burj

With the expansion of theaters, cinemas, and hotels during the 1950s, the square became known as a recreational and cultural hub. The Weeping Women statue was taken down after the uproar surrounding it because there were plans to rebuild the square during the Chehab administration.

Michel Ecochard’s ambitious urban concept suggested opening the area up to the ocean. Instead, a new martyrs’ monument was placed in the center of it, and the Rivoli Cinema was constructed along its northern edge in the

1960s. The square was positioned as a political junction in 1958 following a brief war of local warfare among regional political changes.

Fig.79 Beirut Martyrs Square after French Colony 1950 after Independence
Source: http://www.levantineheritage.com/beirut.htm

6.7 1970- Place des Martyrs / Sahat Al Burj

The Square served as a major hub for both transportation and culture in the 1970s, with taxis, buses, clogged streets, daily performances, and screenings of foreign and Arab films and theatrical companies. Prior to 1975, when the 15-year civil war broke out, tensions grew as a result of student protests. The intersection of East and West Beirut's dividing line became the focal point of the violence in the square. The square, which was once a place of unity, became a hub of fear and division due to the presence of checkpoints and snipers.

Fig.80 Beirut Martyrs Square "The Hub" 1970
Source: http://www.levantineheritage.com/beirut.htm

6.8 1990- Demarcation line / Greenline

The plaza was warped by the 15-year war, becoming a boundary line and untamed wilderness. With bullet-riddled façade and extensively damaged structures, just the city's major monument was left intact. The square was abandoned after the war, with only sporadic tourists, reporters, and local traders selling mementos of its vanished past.

Fig.81 Beirut Martyrs Square After Civil War 1991
Source: https://www.lebanoninapicture.com/pictures/beirut-martyrs-square-after-the-civil-war-1991

6.9 1994- Martyrs Square / BCD

Only two structures survived the square's extensive deconstruction after the founding of Solidere, a private enterprise for Beirut reconstruction. As the Martyrs monument was moved for renovation, the area changed into a construction site with hangars, trucks, and piles of debris. Following its cleaning, Fairuz's

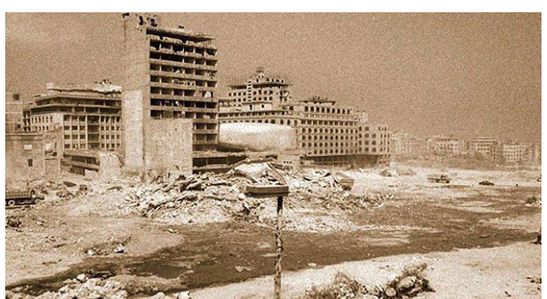


Fig.82 Beirut Martyrs Square After Civil War 1994
Source: https://www.lebanoninapicture.com/pictures/beirut-city-center_2

debut performance on the square heralded a new age by erasing the conflict from memory and enforcing a protracted collective social amnesia. Popular market activities and the surrounding art made an effort to re-connect people with their lost center, which was primarily just a deserted road junction.

6.10 1995 - Beirut Souks International Competition

In Parralel to the restorations and the reconstruction of the city center of Beirut, there was a huge concern about the historical souks and how the restoration strategy that can be applied.

Fig.83 Beirut Martyrs Square After The War In 1991
Source: https://www.lebanoninapicture.com/pictures/beirut-martyrs-square-after-the-war-in-1991_6

Restoration of historical structures in keeping with the character of the city of the east vs. wide streets and modern towers (business and finance) make

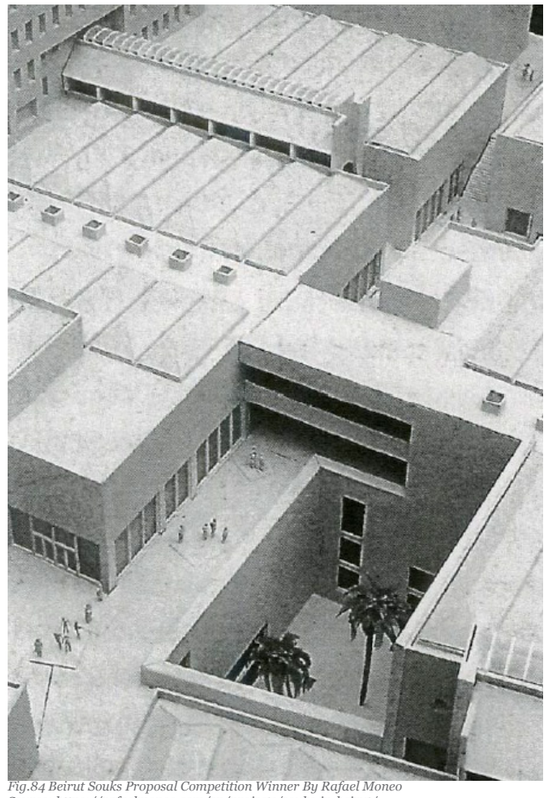


Fig.84 Beirut Souks Proposal Competition Winner By Rafael Moneo
Source: https://rafaelmoneo.com/en/projects/souks-in-beirut/

up the two opposing scenarios of the group Solidere's plan to revitalize the historic center. It is requested that the routes not change in relation to the project for the new city center souk, for which an international competition has been declared. It must, however, take the shape of a more advanced and substantial trade facility. The city's architecture is reduced to an ideological template and downplays the complexity of urban life. The desire to bring back the souks illustrates the demand for societal consensus via a formal framework.
The Solidere scheme lacks sensitivity to the chaotic state of the city and is formalist in its imposition of a design while ignoring the city's structure and

the dialectical relationship between the past and the future. Foreign investment is viewed as a type of development that is appropriate for the world economy. Since Solidere's goal is to draw in investors, they do not represent the original ideology of Beirut's central district. The activities planned there are a representation of a city folklore that deviates from reality. Italian architects contributed significant proposals for the international competition on the downtown souk. The souks are regarded as the new urbanization's formal organizational typological key. The typologies are carefully read, and their statements are interpreted in the larger context. Following the war, the city's multinational construction employed all official market languages.

Fig.85 Birut Souks 2020
Source:https://www.beirutsouks.com.lb/

6.11 2005 - Martys Square / Freedom Square

Fig86 Martyrs Square 2005
Source: https://www.arabnews.com/node/1648291/middle-east

As Solidere organized a global competition for the redesign of the square in line with their open sea-axis plan, the Martyrs monument was reinstated in 2004. Millions of people protested against Syria's role and occupation in the square following the 2005 murder of prime minister Rafic Hariri. Freedom Square was renamed after the Cedar Revolution of 2005, which restored the square's status as a public symbol of political and social opposition. The trash crisis in 2015 led to an increase in sit-ins and demonstrations by various political organizations and camps in the square. Despite the hostilities, New Year's Eve celebrations were held on the square for a number of years.

6.12 2019- Martyrs Square / Al Saha

The square of today, a nearly finished real estate project, has high-end developments with private ground floors yet it still functions as a highway intersection. Following the October Revolution, the square is seized by grassroots

Fig.87 Martyrs Square 'Al Saha' During The Lebanese Revolution
Source: https://www.architonic.com/it/story/archdaily-public-spaces-places-of-protest-expression-and-social-engagement/20142966

organizations and civil society activists as a place of collective appropriation, resulting in a new spatial metamorphosis. Debate rooms, autonomous camps and kiosks, stages for festivities and celebrations, street vendors, and informal markets are just a few examples of the new informal spaces that are emerging. The square as an open field is reinterpreted and re-centralized as a result of the devastating blast of 2020, changing from a place of resistance to a hub for post-blast gatherings and relief operations.

6.13 Beirut Port Explosion

A significant quantity of ammonium nitrate stockpiled in the Port of Beirut in Lebanon's capital city erupted on August 4, 2020, resulting in at least 218 fatalities, 7,000 injuries, $15 billion in property damage, and an estimated 300,000 people being made homeless. 2,750 tonnes of the chemical, which is roughly equivalent to 1.1 kilotons of TNT, had been taken off the abandoned ship MV Rhosus by the Lebanese government and had been kept in an unprotected warehouse for the previous six years. The same warehouse experienced a fire before the explosion. As of 2022, the Lebanese government is still looking into the matter.

The explosion was so strong that it physically rocked Lebanon as a whole. It was audible in Cyprus, more than 240 kilometers (150 miles) distant, and felt in Turkey, Syria, Palestine, Jordan, and Israel, as well as in certain parts of Europe. It is regarded as one of the most potent unintentional artificial non-nuclear explosions in history and was recorded by the United States Geological Survey as a seismic event of magnitude 3.3.

In reaction to the catastrophe, the Lebanese government proclaimed a state of emergency lasting two weeks. Following the accident, protests broke out across Lebanon against the government for failing to stop it, adding to a bigger wave of demonstrations that had been occurring since 2019. Prime Minister Hassan Diab and the Lebanese cabinet resigned on August 10, 2020. The nearby grain silos suffered significant damage. Part of the silos collapsed in July and August 2022 as a result of a weeks-long fire in the leftover grain.

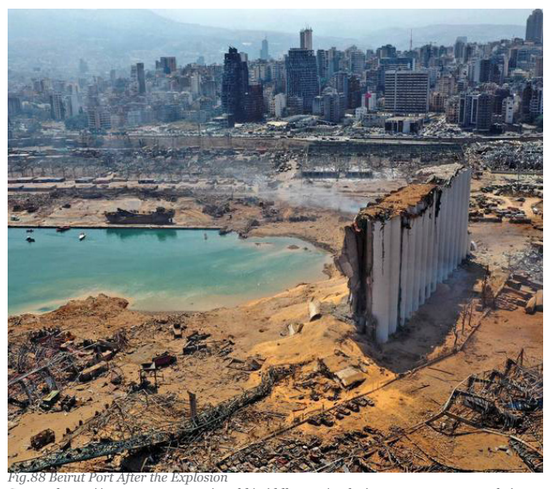


Fig.88 Beirut Port After the Explosion
Source: https://www.reuters.com/world/middle-east/exclusive-germany-propose-beirut-port-reconstruction-with-strings-attached-2021-04-01/

7.0 Spatial Metamorphosis for Martyrs Square

1841

Maidan / Sahat Al Bourj

An open field 'maidan' outside the old city walls, with Bourj Al Kashef on its south east edge, a meeting place for travelers and merchants

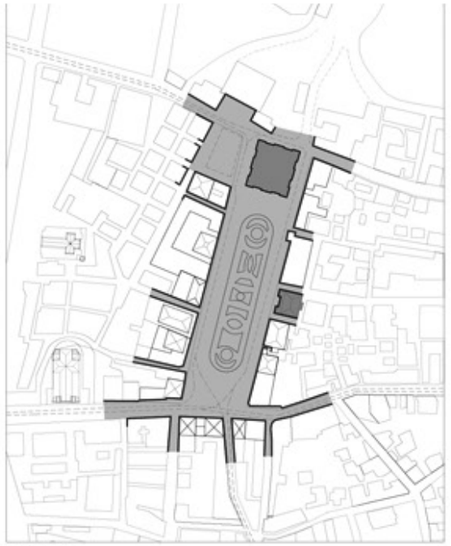
*based on map by M. Davie

1876

Sahat Al Bourj / Place des Canons

City growth beyond walls and the square as a contained urban space with mulberry trees and cemetery on north edge

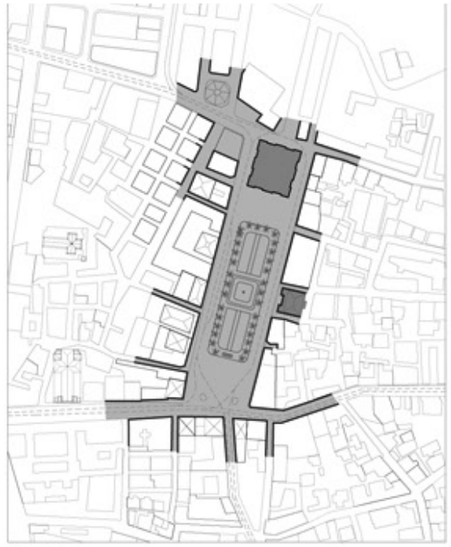
*based on map by J. Loyvted



1920

Muntazah / Al Hamidiyah / Union Square

Square redesign, initiation of tramway lines, and development of central garden 'muntazah' - named Al Hamidiyah and briefly Union square



1930

Place Des Canons / Martyrs

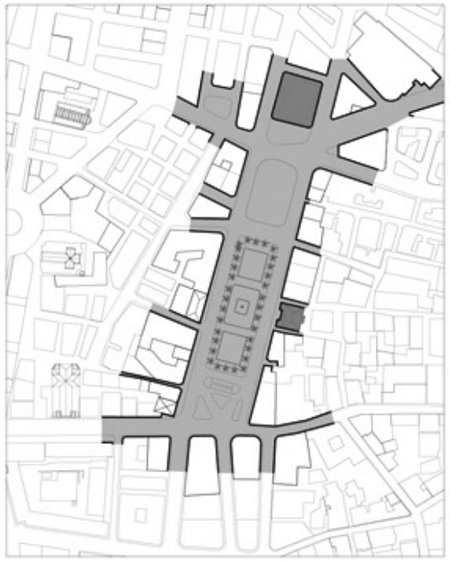
Square redesign under mandate as enclosed pond and green scape with memorial for martyrs on its southern edge

*based on map by C. Durrafourd

1950

Place Des Martyrs

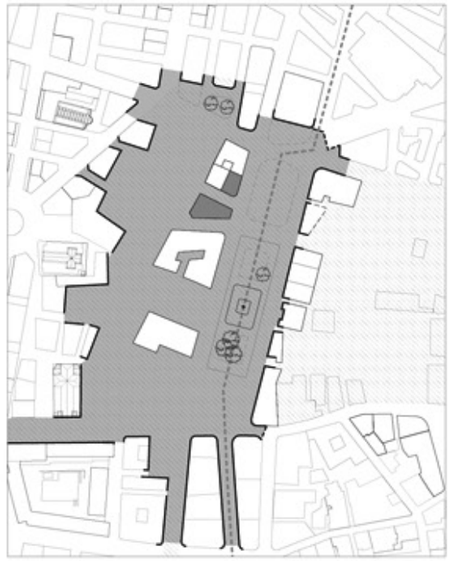
Square enlarged with the demolition of Petit Serail, building the new Rivoli Cinema on north, and development of wider street networks



1970

Place Des Martyrs / Bourj Square

Redesign of the square as a leveled platform and the installation of a new memorial for martyrs in its center, bus lines replace the tramway network



1990

Demarcation space

Demarcation line cutting through the square with snipers taking over buildings / massive war toll on the urban fabric

1994

Reconstruction field

Square as a 'tabula rasa' space after major demolitions by Solidere of the surviving fabric in preparation for reconstruction

2004

Martyrs Square

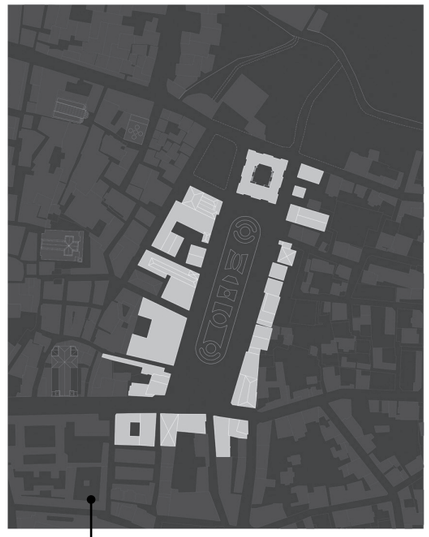
Square as an inaccessible road junction with martyrs memorial re-installed and emergence of new landmarks / initiation of Solidere competition for its redesign

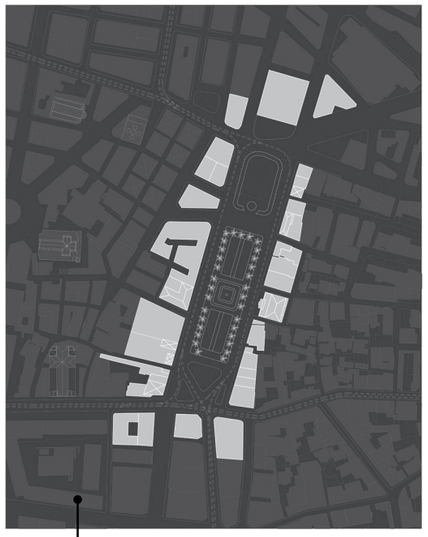
2019

Freedom Square / Martyrs Square / Al Saha

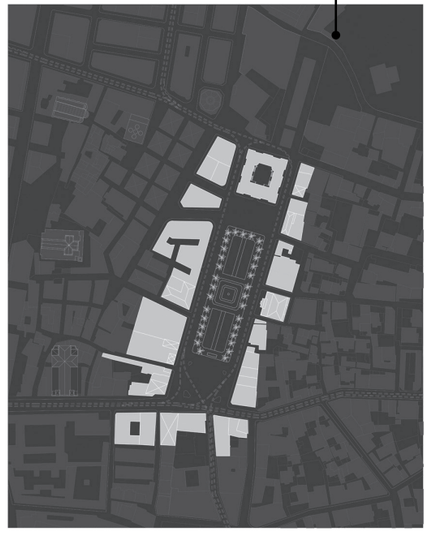
The tomb and memorial of Hariri and high-end residential surround the empty square / Square regained post Oct. 17 as a Saha, a field for the collective imaginary

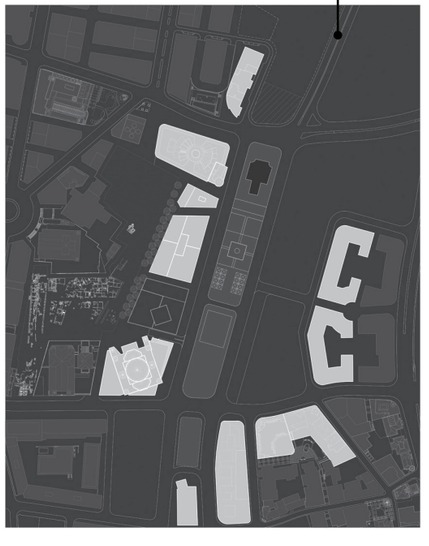
8.0 Morphological Transformation For Martyrs Square





1840 1870 1920 1930 1950 1970 1990 1994 2004 2022





9.0 Transformation of The City And The Dominant Type - From The Arabic Courtyard City To The French Boulevards

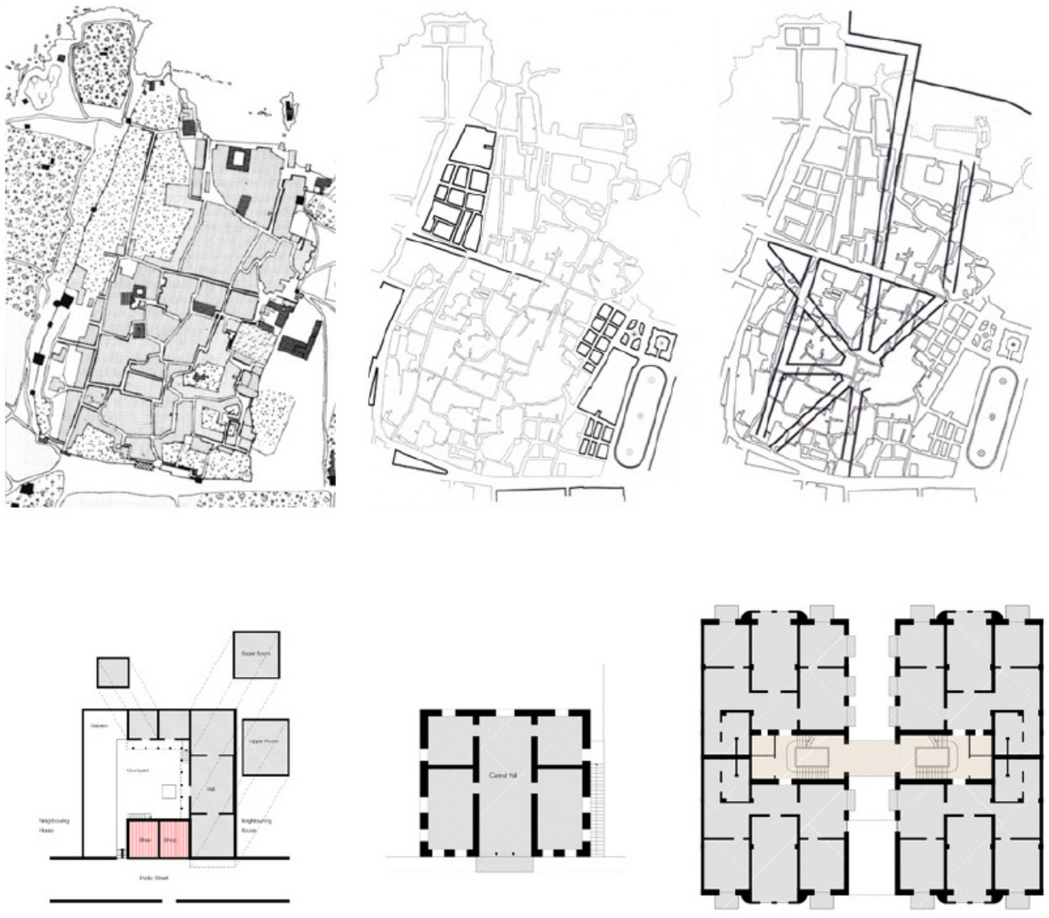
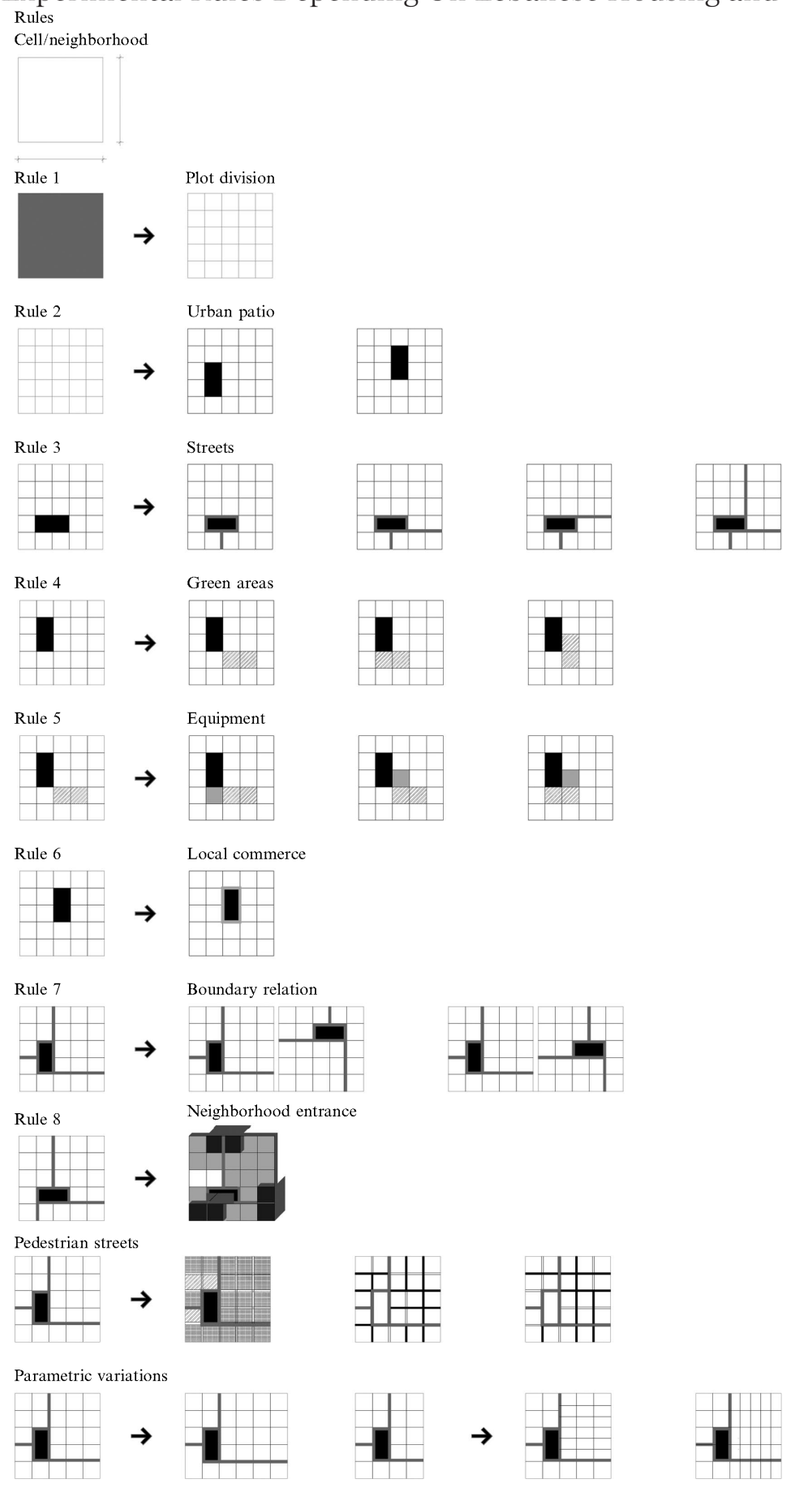


Fig.89 Transformation of the city and the dominant type - From the Arabic courtyard city to the French boulevards
Source: https://www.yasminachami.com/morphologicalhistory

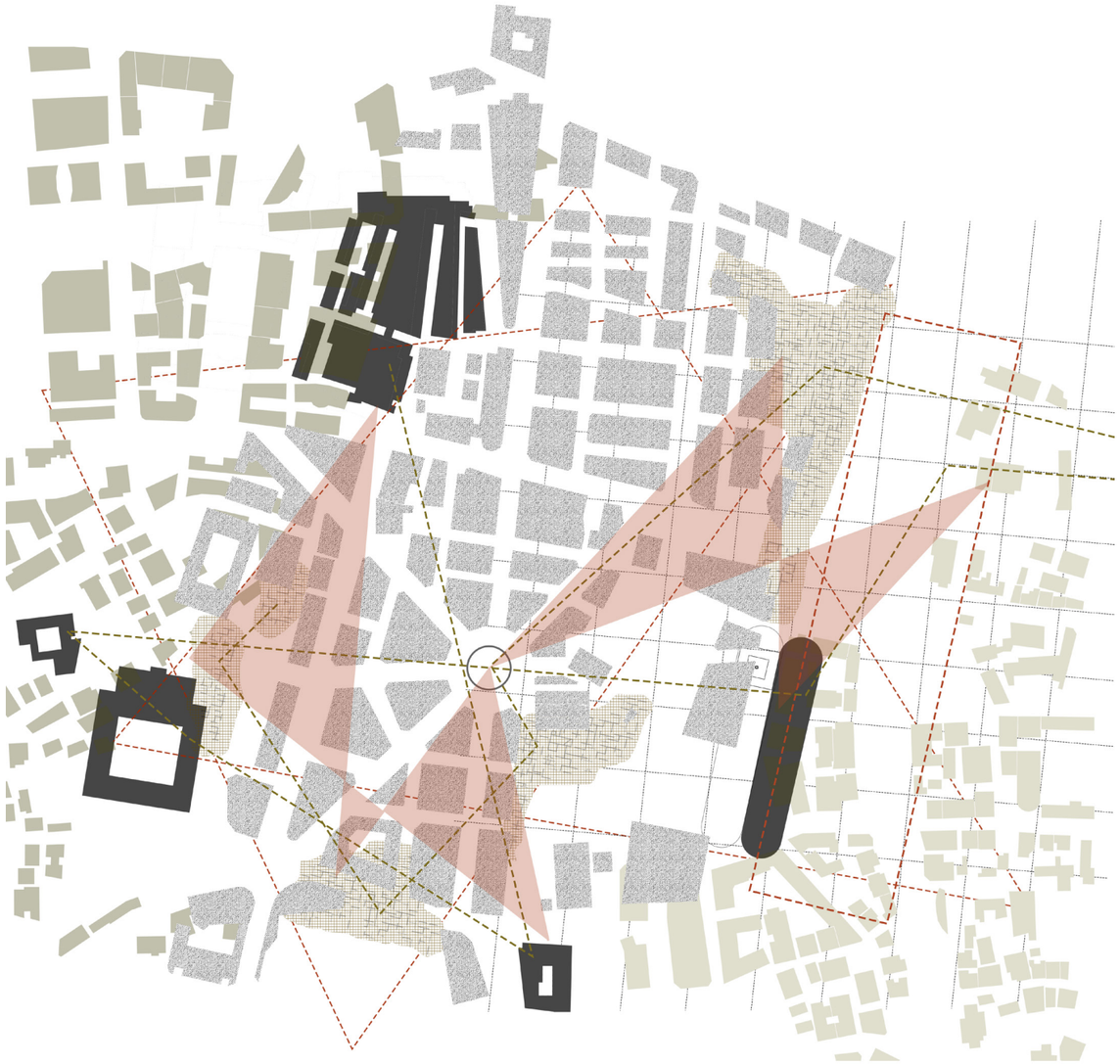
Given the state's continuing failure to form a Lebanese statehood, the project proposes to reverse the architectural notion of nation building, and rethinks the construction of a functioning state as a process of developing a regional economic role for the city and a productive political identity for its citizenry.

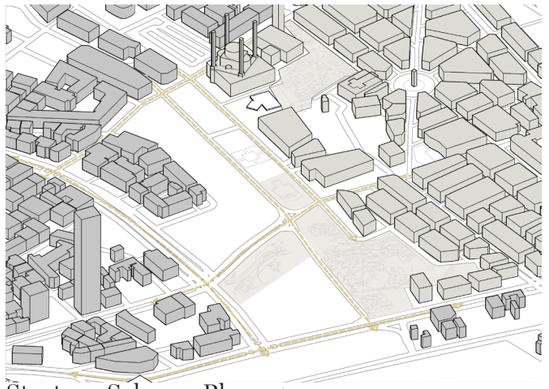
The premise for such a reversal is the identification and understanding of two related processes, the 'Symptom' and the 'Symbol', as representational dimensions of power in the architecture of capital cities. Political power can be examined after the fact, as a symptom of a specific policy or rule, or before the fact, as an intentional projection of the identity and ideology of a state.

9.1 Experimental Rules Depending On Lebanese Housing and Urban Grid System



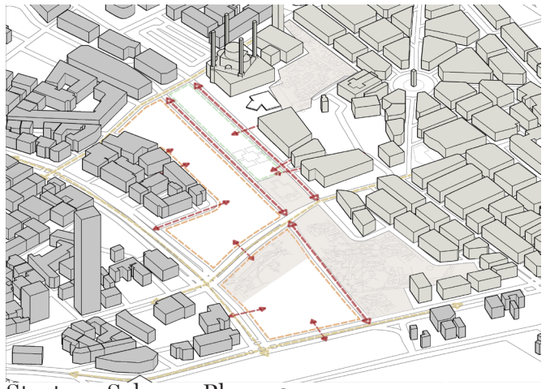
10.0 Martyrs Square Intervention





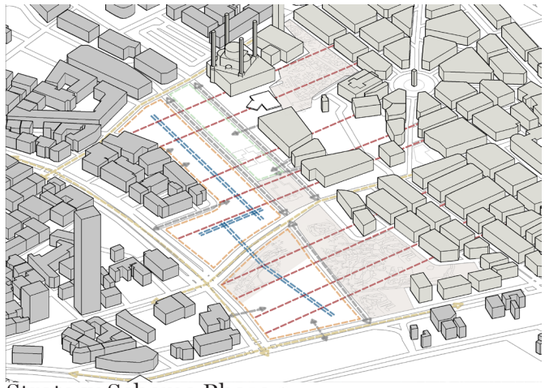
Strategy Scheme Phase 1

The site is surrounded by mainroads that area isolating the site from its surroundings.



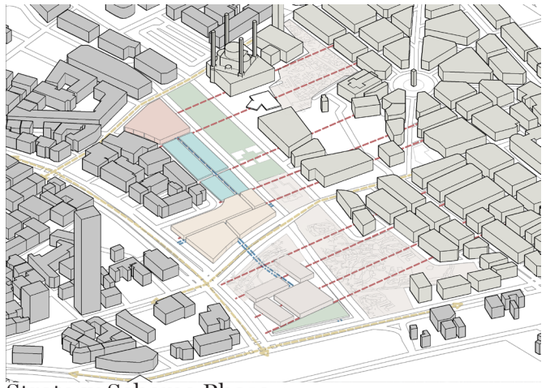
Strategy Scheme Phase 2

Taking advantage of the surrounding mainroads to transform them into potentials for intrances and main pathways inside the site.



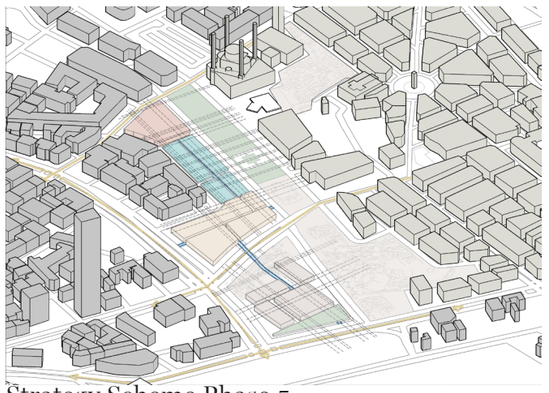
Strategy Scheme Phase 3

Extension the urban grid of the renovated city center of Beirut and creating a central axis that can connect and link the two lots together.



Strategy Scheme Phase 4

Using the urban grid extension to create 4 main zones that are devided into Theatres Zone, Souks Zone, Cultural Zone, Museum Zones all linked rhtough the main Axis.

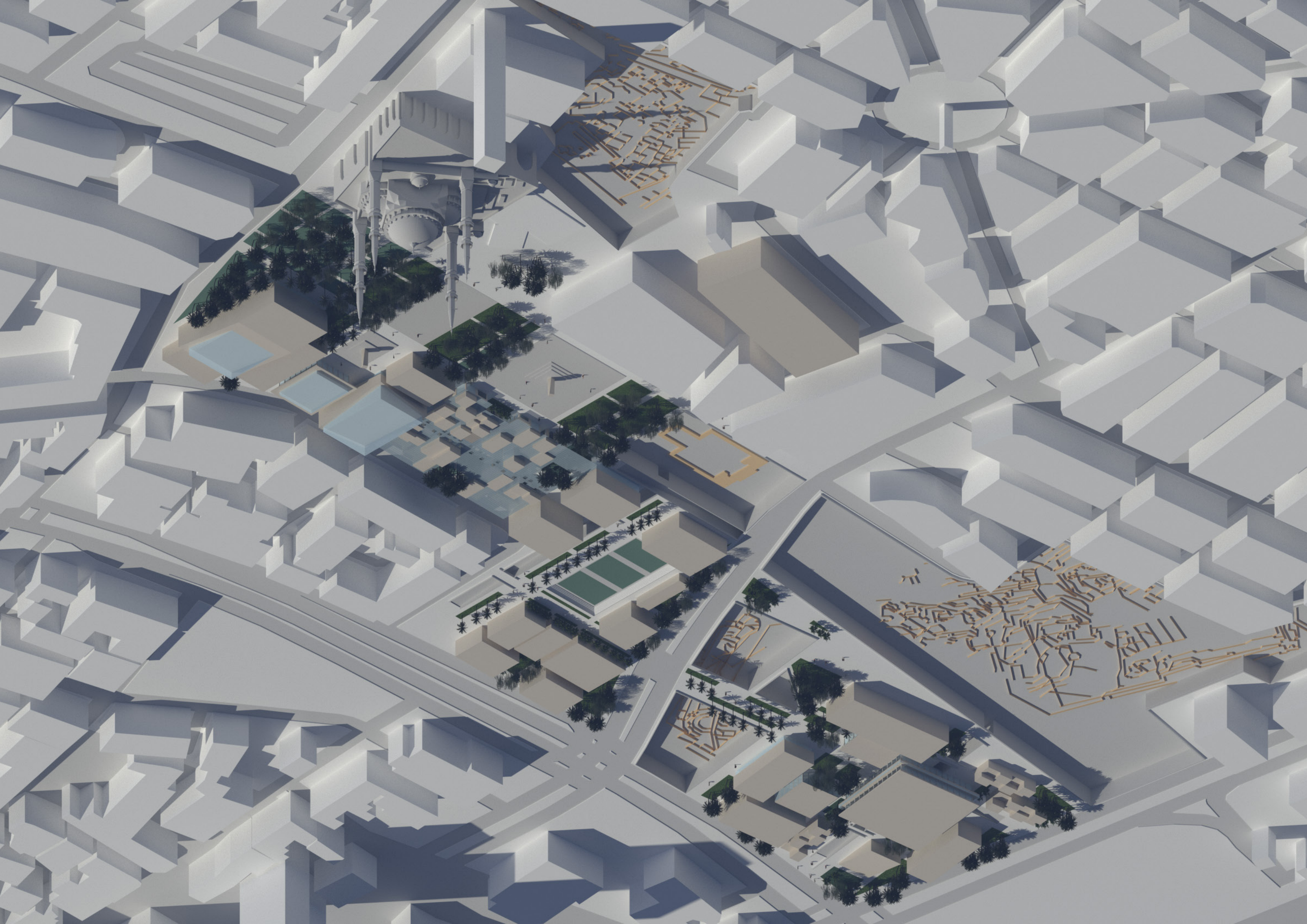


Strategy Scheme Phase 5

Apply the Urban rules in addition to the created urban extension to form the subzones, streets, padestrian streets, and green spaces.

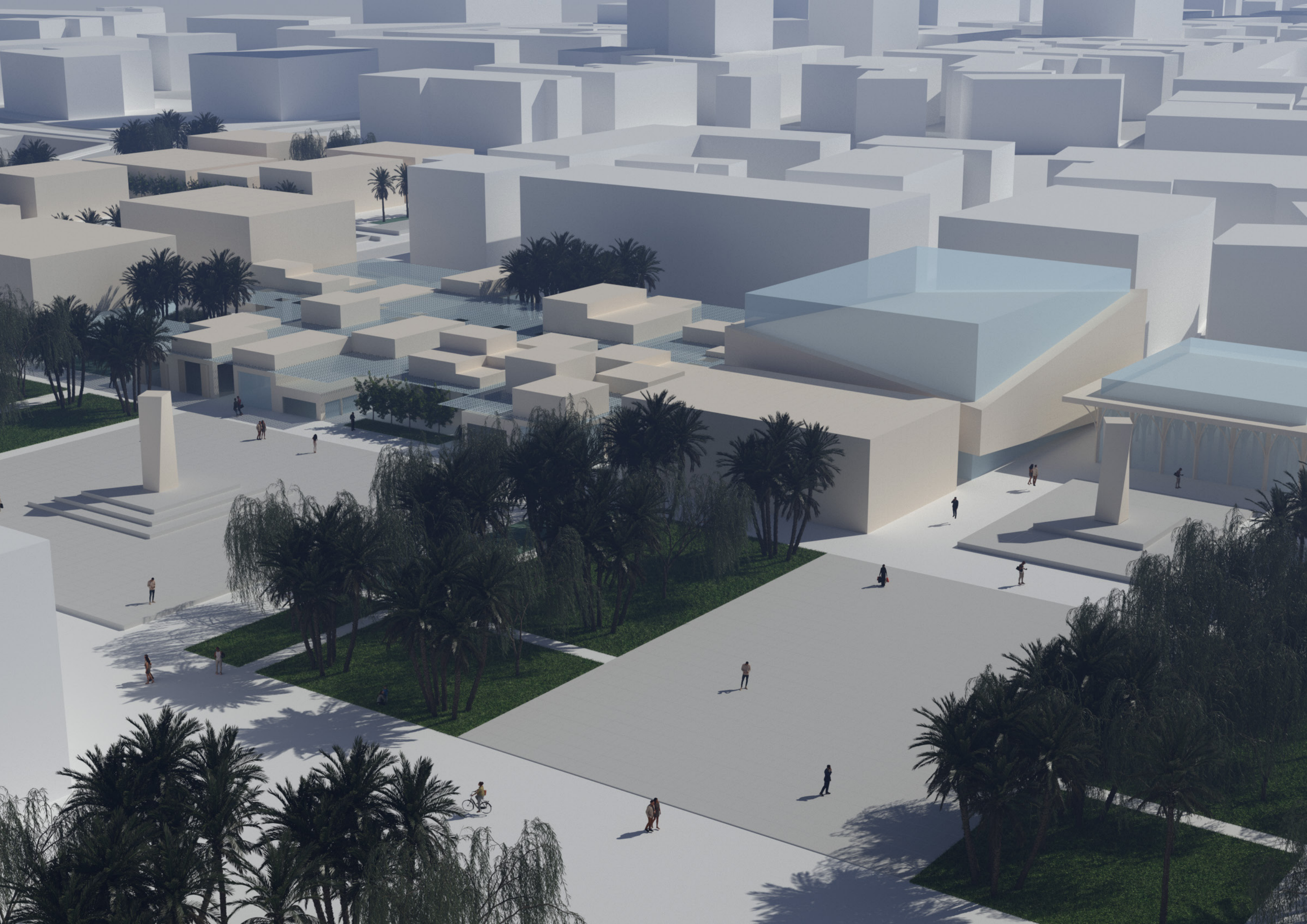
Strategy Scheme Phase 6

Conceptual axonometry for the project that will be emplemented in the area showing the volumes for all the zones.



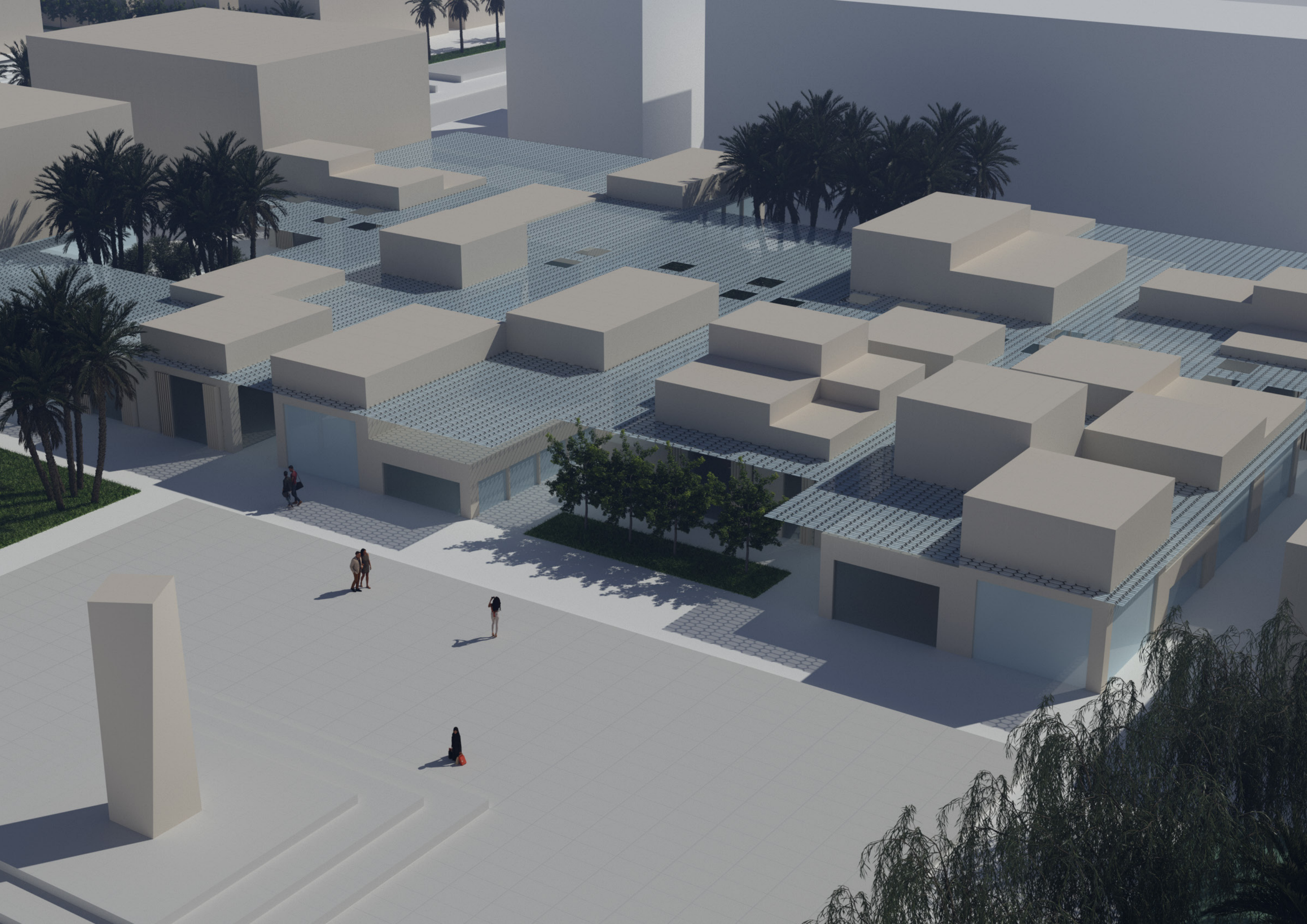
Site Plan Scale 1:1000

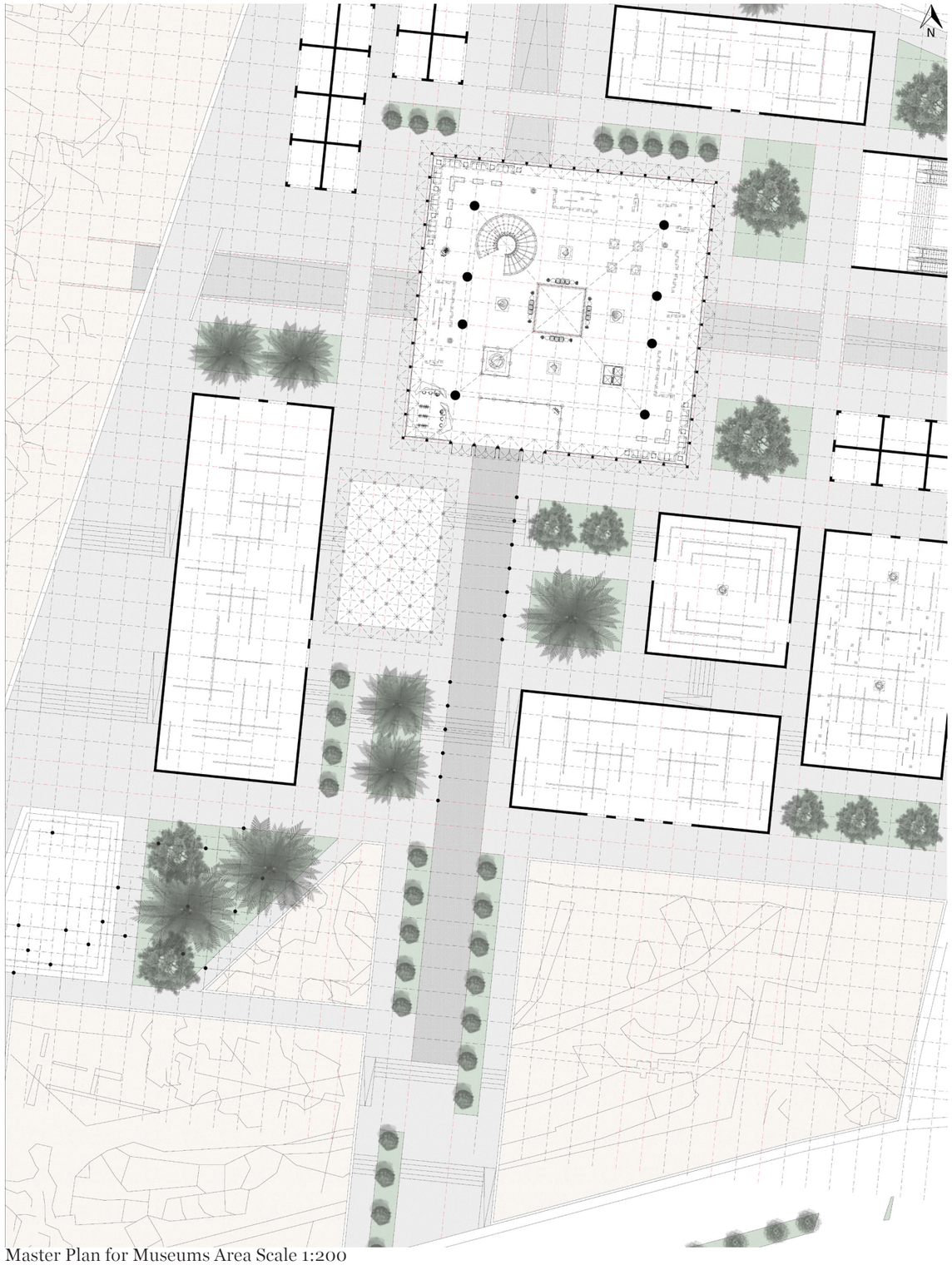
Master Plan Scale 1:1000



Site Plan for Souks Area Scale 1:200

Master Plan for Souks Area Scale 1:200





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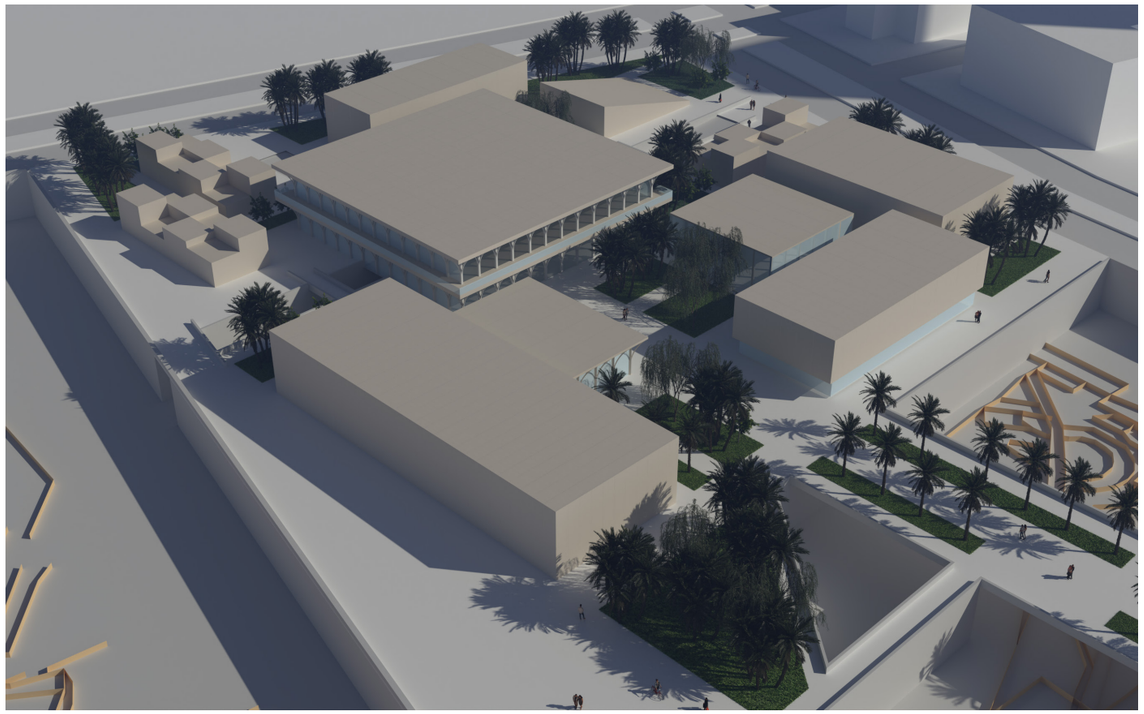
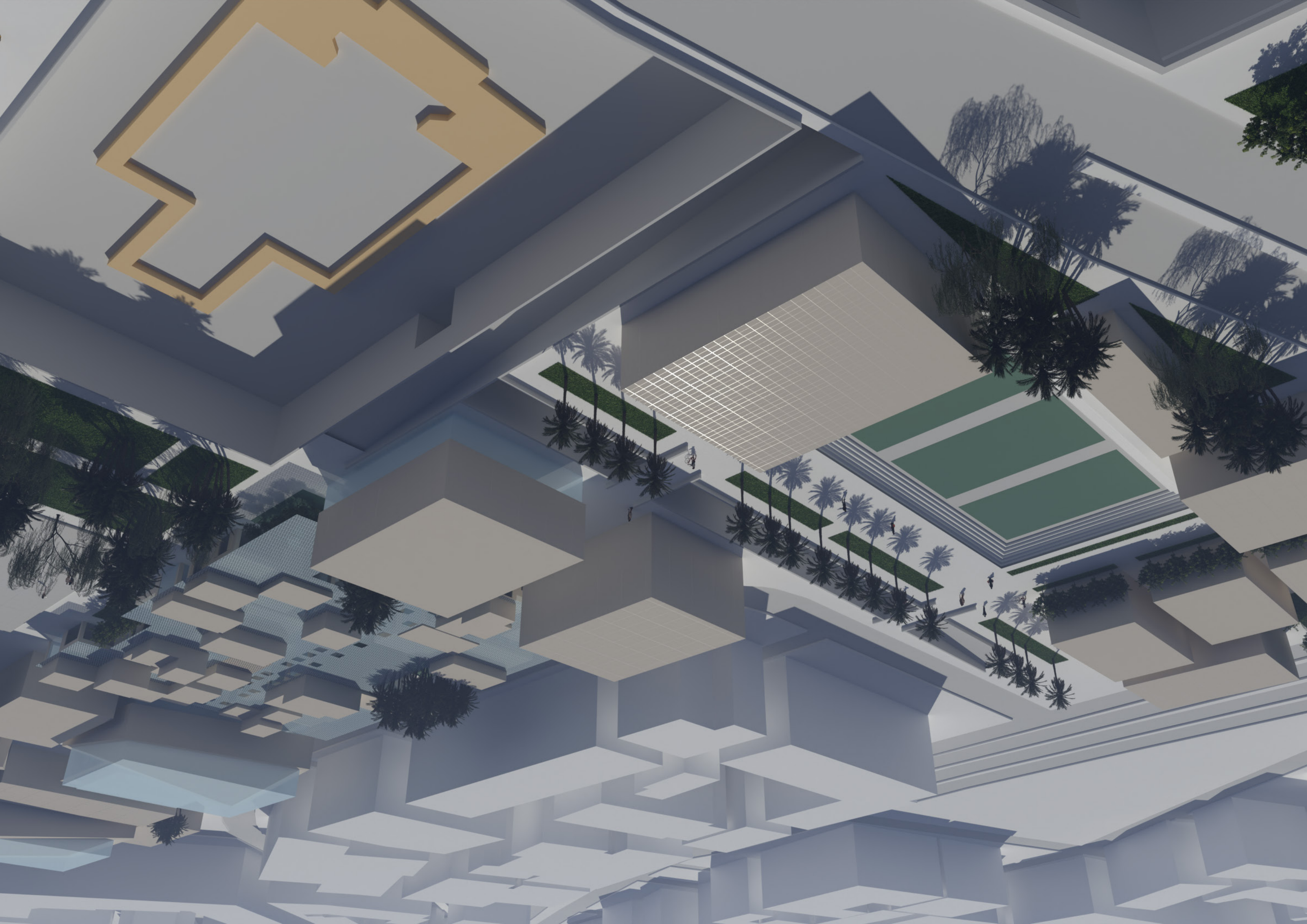
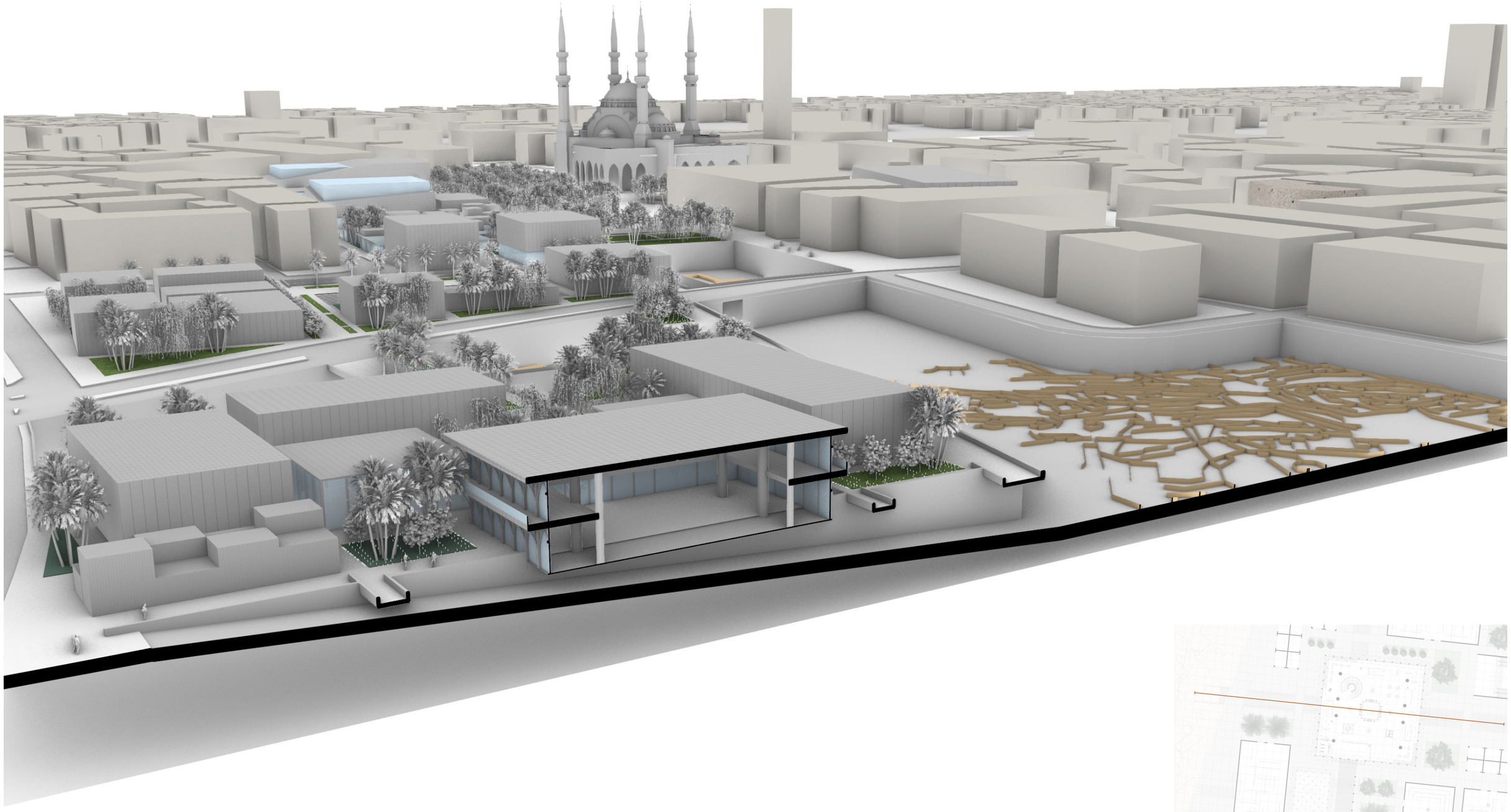


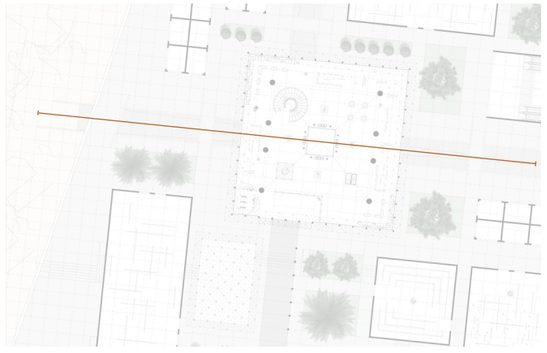


Vertical 3D Section

Vertical 3D Section

Vertical 3D Section





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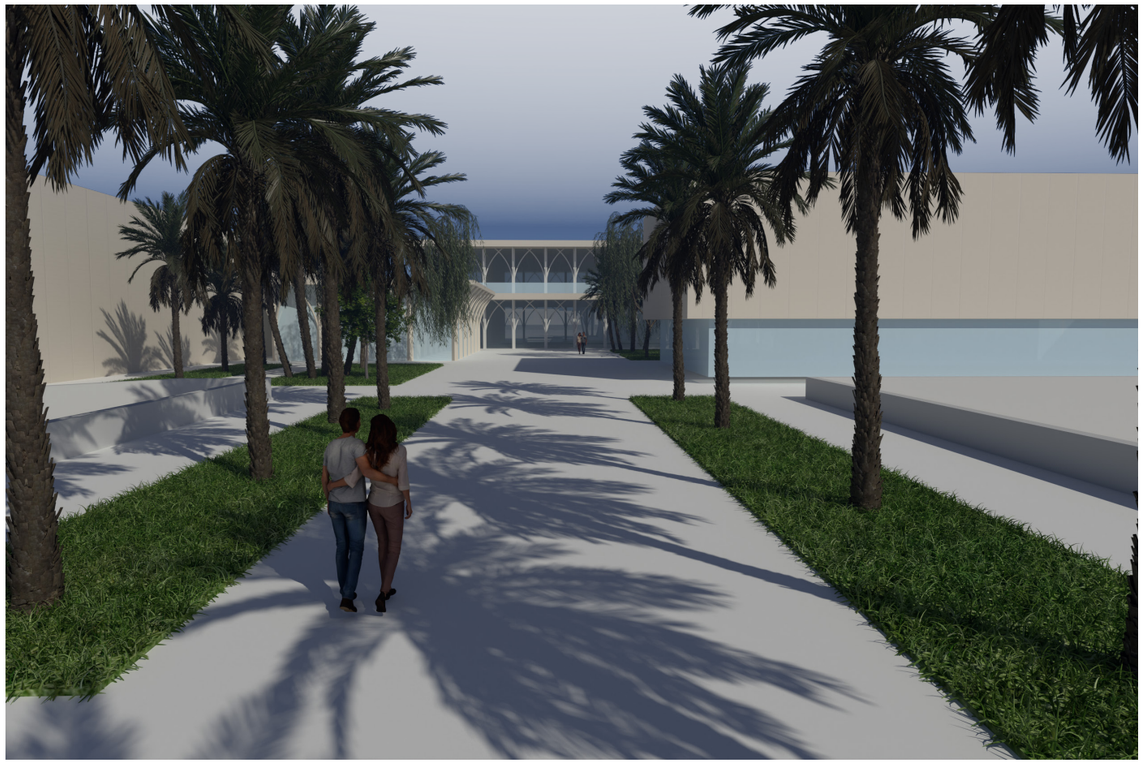
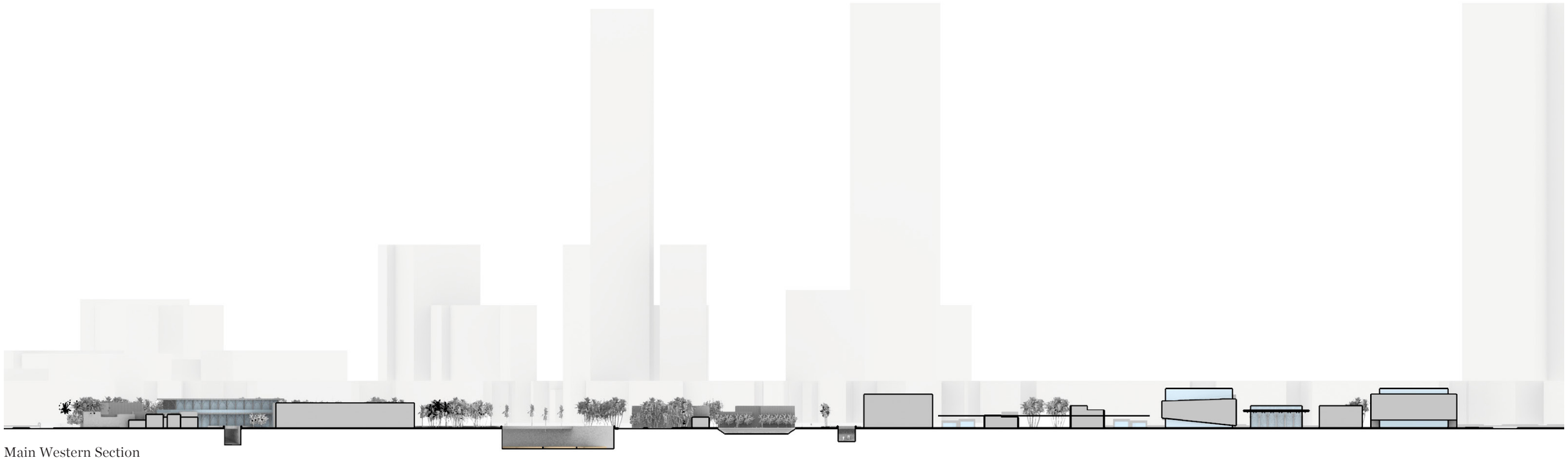
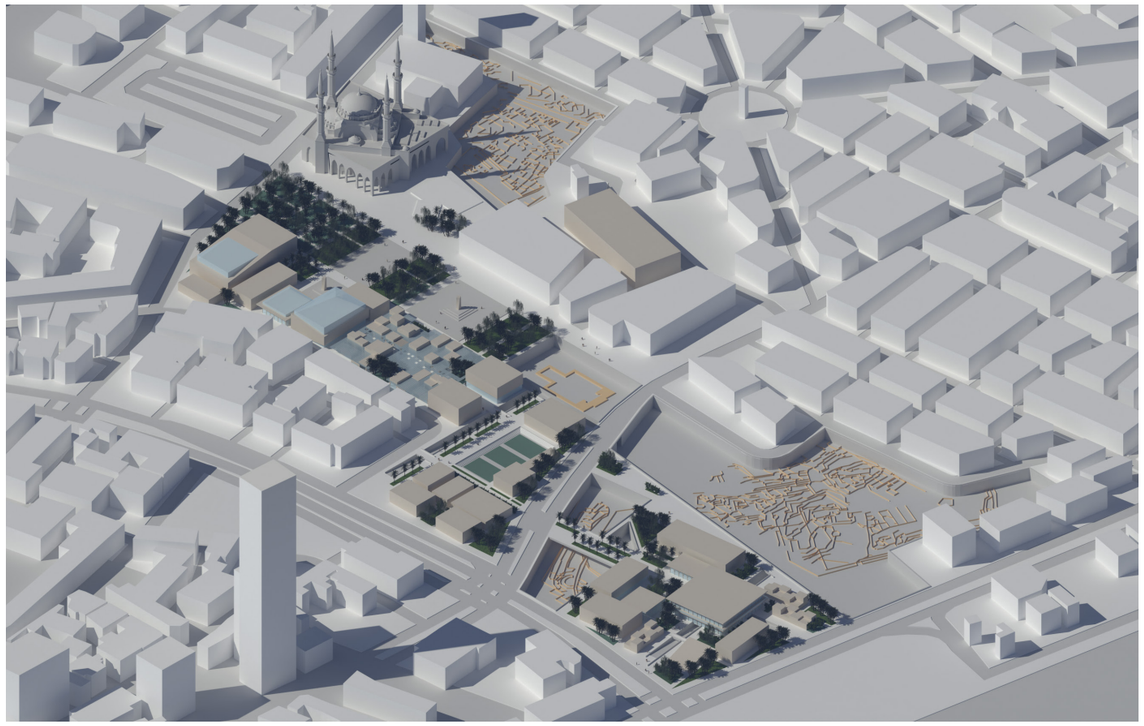
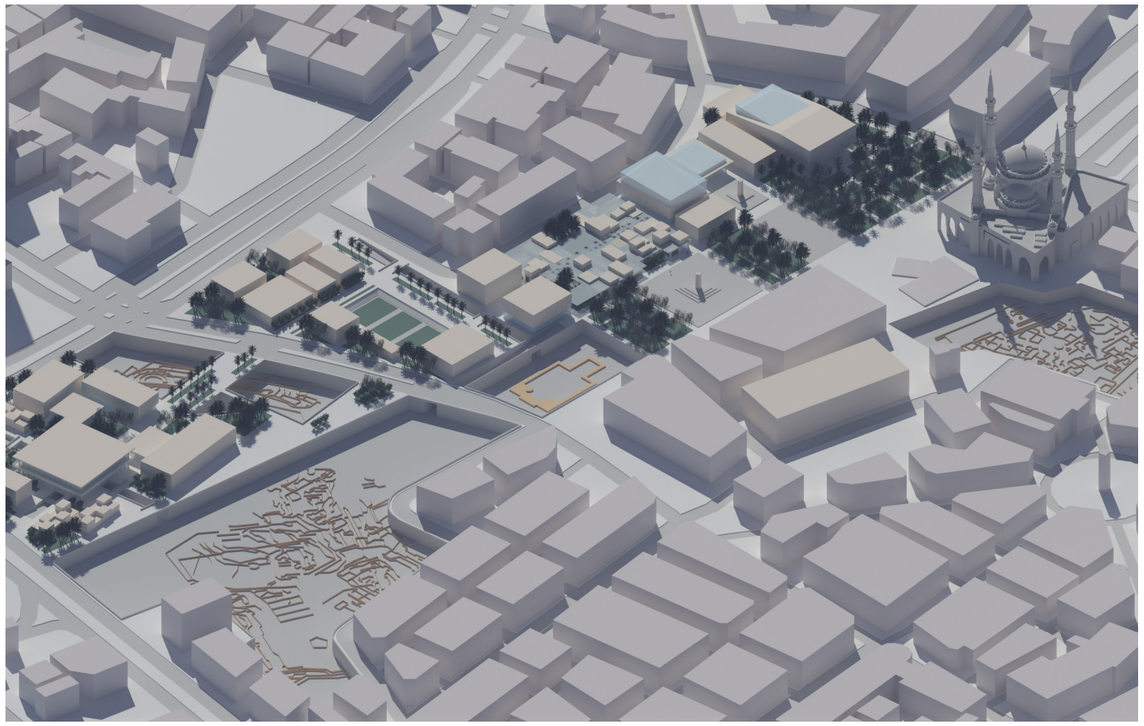
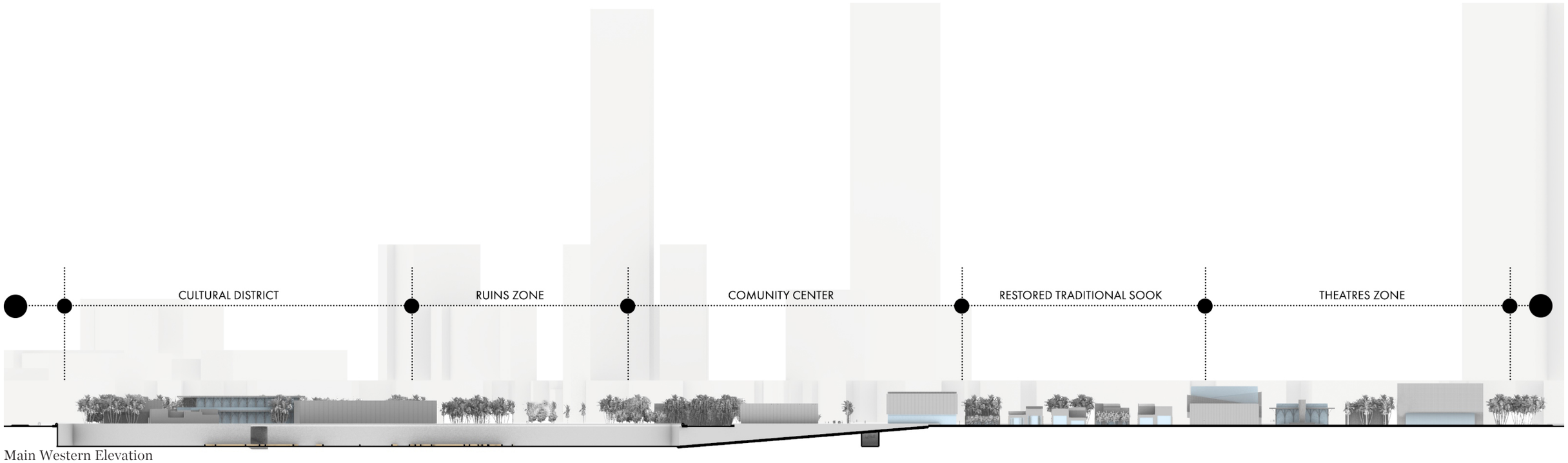




Main Western Section







Main Western Elevation

Figures:

Fig. 1 - The project of Atlantropa
Fig.02: Atlantropa, Conceptual Perspective
Fig.03: Atlantropa, Conceptual Perspective
Fig.04 Decline of the Ottoman Empire, 1774-1914
Fig.05 The Middle East Before and After World War I Settlements, 1914–1922
Fig.06 Colonial Map in Mena Region
Fig.07 Colonial Map in Mena Region
Fig.08 Spanish Army Surveyors, Plan of Casablanca 1895
Fig. 09 Captain Schlumberger, Plan of Casablanca and Harbor 1893
Fig.10 Dr.Felix Weisgerber, Plan of Casablanca(Algiers,1900)
Fig.11 Plan of The Land Troops movements on August 19, 1907, in L'illistration 1907
Fig.12 Albert Tardif, Extension Plan For Casablanca, 1912. The Written Annotations are done by Auguste Perret, who used this copy in 1913 for siting his building project
Fig.13 Casablanca Morphological Map 1941 Scale: 1/10000
Fig.14 Casablanca Network Map 1941
Fig.15 Casablanca Typological Map 1941
Fig.16 Town Planning Department , Boulevard du VI-Zouaves, plan in 1923, after restructuring and land consolidation.
Fig.17 Town Planning Department , Boulevard du VI-Zouaves, plan in 1920, before restructuring and land consolidation.
Fig.18 Cross Section Sketches of Roads in the city center drawings by Philipe Simon
Fig.19 Development of the Port and Harbor for Casablanca Throughout history
Fig. 20 Michel Ecochard, Areas Occupied By Various Populations of Casablanca from 1918 to 1950, in Casablanca, le Roman d'une Ville, 1955
Fig. 21 Arial View for Casablanca showing the New and Old City Urban Structure
Fig.22 Casablanca Morphological Map 2021
Fig.23 Casablanca Open Spaces Map 2021
Fig.24 Casablanca Network Map Excluding Open spaces 2021
Fig.25 Casablanca Network Map Including Open spaces 2021
Fig.26 Beirut Castle and Buildings on the waterfront, , winter of 1868/1869
Fig.27: This image by the firm of Maison Bonfils depicts the city of Beirut, Lebanon, sometime in the last third of the 19th century.
Fig.28: Schematic Urban Stucture of Beirut Under the Roman Empire
Fig.29 Panoramic View for Beirut During Roman Empire
Fig.30 Schematic Urban Stucture of Beirut During Medieval Age " Islamic Period"
Fig.31 Beirut 1841 and 1857: (A) 'Burial Ground' (Ancient Tell and Serail Gate); (B) 'Burial Ground' (Bachoura); (C) Santiyah Garden.
Fig.32 Schematic Urban Stucture of Beirut Under the Ottoman Period
Fig.33 Plan of the Development of Urban Stucture of Beirut Under the Ottoman Period
Fig.34 Plan of Beirut 1923 After the Ottoman Period
Fig.35 Aerial view over Beirut from north showing area west of port 1943
Fig.36 Schematic Urban Stucture of Beirut Under the French Colony
Fig.37 Map of Beirut designed by the Bureau Topographique de l'Armée française du Levant (February, 1922).
Fig.38 Martyrs Square Beirut City Center in 1930
Fig.39 Study of street system in Beirut city center 1943
Fig.40 Study of area near port, at ends of Allenby and Foch Streets.
Fig.41 Map showing the approximate path of old city walls of Beirut and their six gates
Fig.42 Study showing general direction of routes in and out of Beirut. The study depicts the city center as a grid of streets and shows the intersection of two thoroughfares near the center: one road north to Tripoli another leading south toward Sidon
Fig.43 Ecochard Urban Planning Sketch For Beirut
Fig.44 Ecochard Urban Planning Sketch For Beirut
Fig.45 Ecochard Urban Planning Sketch For Beirut
Fig.46 Ecochard Urban Planning Sketch For Beirut
Fig.47 Ecochard Sketch Proposal for South of Beirut
Fig.48 Arial View of the Ewzaie Highway and the Airport
Fig.49 Beirut Plan in 1936 After The French Colony
Fig.50 CEGPVB projects.
Fig.51 The Beirut River: an example of an area to be urbanized as a priority.
Fig.52 Slum areas in Greater Beirut.
Fig.53 The plan of government cities.
Fig54 The 1977 APUR Reconstruction Plan for Beirut.
Fig.55 A map of the proposed 1991 reconstruction plan.
Fig.58 Elyssar Plan for the Transformation of the Southern Beirut Suburbs
Fig.59 Elyssar Plan: Mass Plan of 7500 Low Income Housing Units
Fig.60 An artist's impression of the new Solidere plan.
Fig61 Mental image of pre-war Beirut by the group under 25 years of age.
Fig62 Mental image of pre-war Beirut by the group between 25 and 45 years of age.
Fig63 Mental image of pre-war Beirut by the group over 45 years of age.
Fig64 Synthesis of the mental images provided by the various age groups.
Fig.65 Beirut Morphological Map 2021
Fig.66 Beirut Morphological Map 2021
Fig.67 Existing Main Network System 2021
Fig.68 Overlapping of Beirut Main and Secondary Network System 2021
Fig.69 Existing Network with Main City Typologies 2021
Fig.70 Proposed Routs for The New Public Transportation Proposal
Fig.71 Beirut Proposed Public Transportation Zoning
Fig.72 Beirut Proposed Public Transportation Metro lines + Zoning
Fig.73 Beirut Public Transportation Proposal
Fig.74 Beirut Martyrs Square "Sahat Al Burj" 1840
Fig.75 Beirut Martyrs Square "Sahat Al Burj" 1960
Fig.76 Martyrs Square Duing Roman Empire "Muntazah" 1890
Fig.77 Beirut Martyrs Square "Place Des Martyrs" 1920
Fig.78 Beirut Martyrs Square During French Colony 1930
Fig.79 Beirut Martyrs Square after French Colony 1950 after Independence
Fig.8 Beirut Martyrs Square "The Hub" 1970
Fig.81 Beirut Martyrs Square After Civil War 1991
Fig.82 Beirut Martyrs Square After Civil War 1994
Fig.83 Beirut Martyrs Square After The War In 1991
Fig.84 Beirut Souks Proposal Competition Winner By Rafael Moneo
Fig.85 Beirut Souks 2020
Fig.86 Martyrs Square 2005
Fig.87 Martyrs Square"Al Saha" During The Lebanese Revolution
Fig.88 Beirut Port After the Explosion
Fig.89 Transformation of The City And The Dominant Type - From The Arabic Courtyard City To The French Boulevards

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