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IN  
LANDSCAPE ARCHITECTURE  
SUBMITTAL FORM

BATROUN: COMMUNITY OF THE SEA

by

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batroun: community of the sea

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report

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A recognition goes also to the municipality of Batroun for providing me with maps and valuable information.

Another thank you goes to my mother, who never stopped supporting me and helping throughout this year, struggled with every due date and lived every second of this project with me.

A final gratitude goes to my friends who helped me achieve my goal at the end of this final year project year. An immense appreciation is dedicated to their presence.



## 2 GENERAL INFORMATION

### 1 LOCATION AND SPECS

Batroun is located in the North Governorate of Lebanon, in the Batroun Caza, being the center of this caza. It is in fact a coastal city, historical but renovated and rehabilitated at the same time.

It is 54 Kilometers distant from Beirut, and reachable through the Jounieh - Jbeil Highway.

Batroun registers officially around 13 000 citizens, from which 9 500 are permanent residents, which constitutes an approximate number of 1 500 houses.

The city has an approximate area of 488 hectares, surrounded from the Northern side by Kabba, Seld'ata and Jabal Hamat, from the Eastern side by Aabrin, from the Southern side by Kfar'abida and from the Western side the Sea.



Fig.1



### 2 AREA OF INTEREST

The focus area of the project is the Old Batroun. It is shaped by a set of narrow streets by the sea, bounded to the North by the fishing port, to the South by the Southern Bay known as Al-Bahsa Beach, to the West by the sea and to the East by a longitudinal street forming a belt and boundary to the Old City.

The main features of this Old neighborhood are the Phoenician Wall located on the coastal stretch separating the two bays, the old fishing port, the traditional Bahsa beach, the Phoenician Fort ruins, churches and cathedrals built on Crusaders' ruins, the Old Souk, and most important the character of the neighborhood highlighted by the street typologies, the planning of these streets and the charm of the old houses.



Fig.2





al bahsa beach



phoenician wall



fishing port

## 2 GENERAL INFORMATION

### 3

### HISTORY

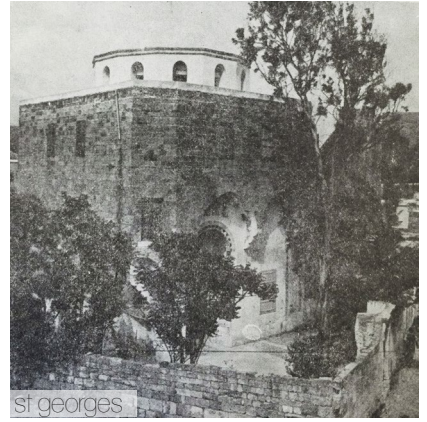
The origin of the nomenclature of Batroun comes from "quarry" because of the marine sandstone exploited in the region since the beginning of times. This designation started since the Canaanites era, around ten centuries BC. and evolved with other civilizations.

Batroun is a historical Phoenician city, one of the oldest, according to some archaeologists that excavated the area. They approximated the emergence of this city to ten centuries BC. It was theoretically constructed under the reign of the King of Tyr at that time and used as a defense line, thus a center of protection to the kingdom. However, it was judged to be one of the safest Phoenician cities, compared to Tyr and Sidon, two other Phoenician cities targeted more than Batroun. It was then governed by a roman governor (64 A.D.) who built an aqueduct to carry the water from a neighboring river and an amphitheater that has been renovated lately. The impact of this civilization shows through the numerous roman tombs still currently propagated all across the city.

Some of the churches found nowadays have been built on top of Phoenician ruins also used by the romans to build temples and finally by the Crusaders that constructed these churches during their holy mission in the region.

Unfortunately, a lot of these remnants were destroyed during the Mamluk era: this civilization burned, damaged, killed, destroyed and transformed this city to a desert for while at the beginning of the Ottoman period.

The defeat of the Mamluk brought life back to Batroun and commercial Souks started growing. It consisted of an agglomeration of numerous narrow streets inside the old city where the locals could find small shops that would sell all kinds of daily needs.



st georges



st estephan



old souk



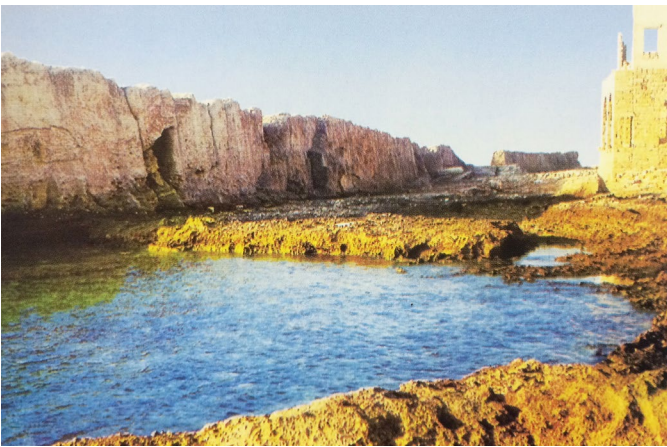
fisherman at work



old photograph of the phoenician wall



photograph of the old coastal houses before renovation



coastal stretch between the wall and the houses



old aerial photograph of batroun's coast

## 2 GENERAL INFORMATION

4

### CHARACTER

Old Batroun's character lies in its architecture, old houses clustered around each other, narrow streets, vegetated frontyards and backyards, ruins left behind by several civilizations, beach promenades, open viewsheds.

The walk throughout the narrow streets offers an important lesson on the cultural and historical heritage preserved through these walls and houses. Some of the houses were extended and some floors were added on top of existing groundfloors. The reason behind the narrowness of the streets dates back to military and defense strategies applied centuries ago to protect the city from potential enemies and invasions. In fact, the narrow streets were used to trap the invaders inside these infinite number of streets.

One particularity that is striking in this walk are the small pocket gardens found every now and then, enriching the facades of the traditional houses, giving a unique imprint to the neighborhood.

In the heart of this old city lie remnants of the Phoenician Fort, which is now subject to a renovation in order to transform the area into a future museum.

Finally, the character of Batroun does not complete itself without the contrast of the open viewsheds in opposition to the narrowness of the streets. Along the coastal road, between the different coastal houses, hides open scenic landscapes and breathtaking views which could be enjoyed throughout this trail.





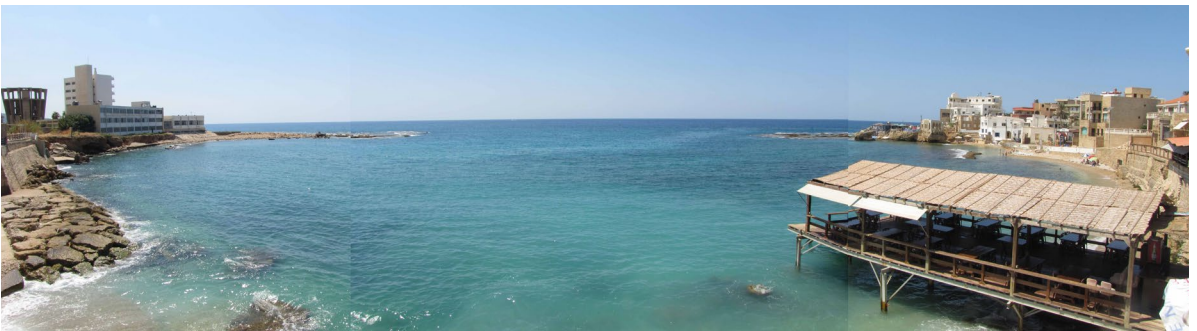


## 2 GENERAL INFORMATION

4

CHARACTER

Open Viewsheds vs Narrow Streets creating the mood procured by the Old city of Btroun





## 2 GENERAL INFORMATION

4

### CHARACTER

As mentioned before, the old city is home to many landmarks, hence the ruins, the traditional gathering spaces, the numerous churches:

**Mar Estefan cathedral:** It was built at first on crusaders ruins, but the old church was destroyed in 1897 to leave the space to the construction of the current cathedral.

**Saydet el Saha:** It was also built on crusaders ruins; they named after the fact of falling in the middle of the old city centre. The constructions were done in 1902.

**St Georges:** It was built in 1868 following a Byzantine style emphasized on by the small windows and the 14m-diameter.

**Saydet el Baher:** It is located in front of the Phoenician wall and also named "protector of the sea neighborhood" by the locals, because originally, its main aim was to be the protector of the fishermen who used to come pray before departing on their trip. It was built on Phoenician temple ruins, in the 19th century.

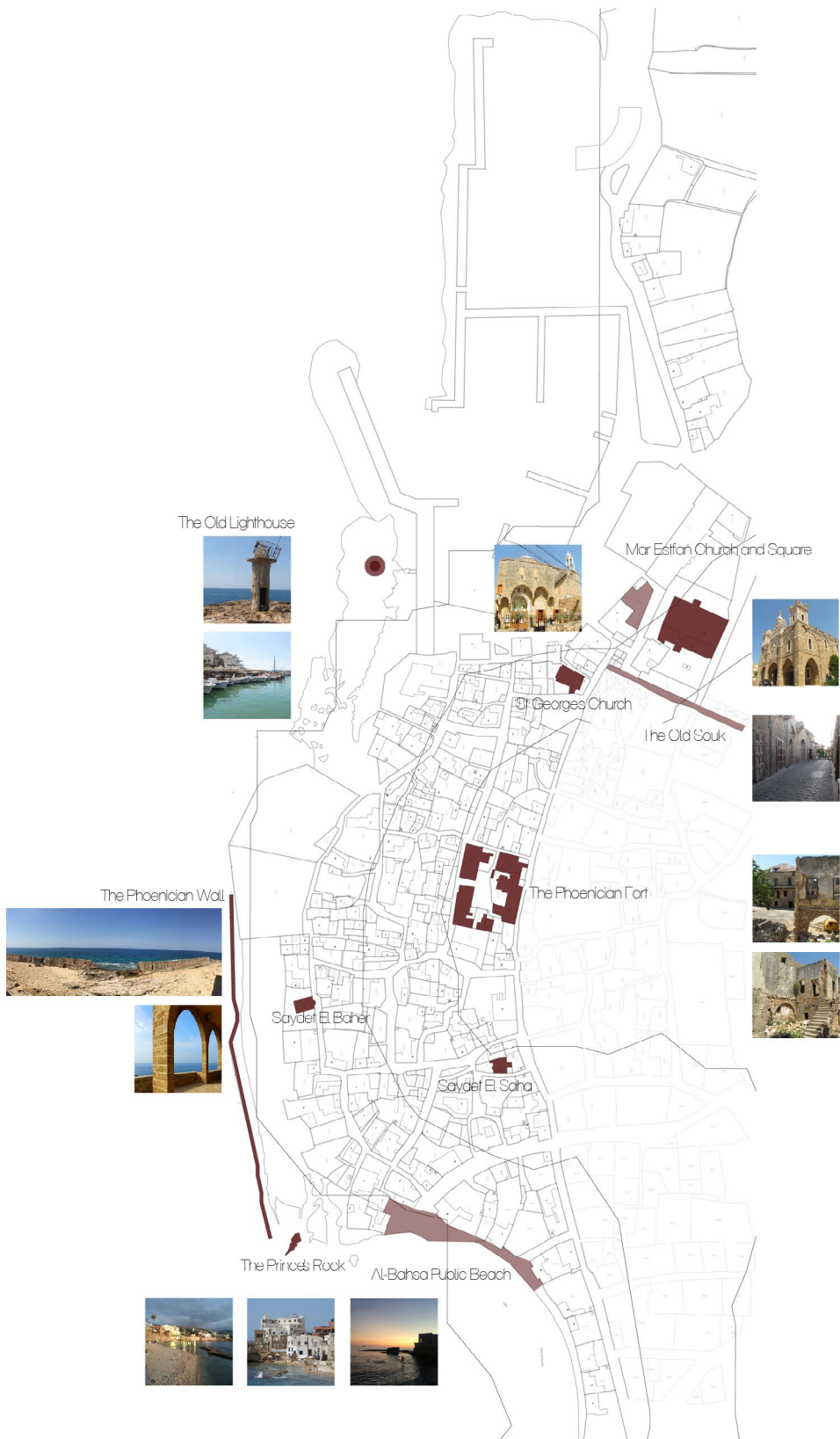
**The Phoenician wall:** It has an approximate height of 5meters and an approximate width of 2 to 2.5meters. It measures around 200 meters in length and it is located on the coastal stretch between the port and the beach.

**The Fishing port:** It has a depth of 20 to 50meters, it was constructed centuries ago but renovated lately by the addition of a "سنسول". It is a historical and natural harbor that is used in abundance as a shelter and habitat for small boats and floukas. The main activities evolve around fishing several types of Mediterranean fish, as well as marine sponge harvesting (very famous in the area). Other commercial activities take place in this port such as the export and import of salt after salt extraction from the sea.

**The Remnants of the Fort** date back to the Phoenician period then to the Roman period during which the governor constructed a temple, but it was all destroyed in 551 A.D. because of an earthquake. So the ruins were too damaged at this period. The crusaders came later and built their castle at this specific spot, ruins which we can see nowadays.

**The Old Souk** was introduced after the Mamluk were exiled, it was an opportunity of rebirth to the dead city and it rejuvenated the commercial activities. It was the gathering space of the locals, a place where they could buy their primary daily needs and talk in community at the same time. Its purpose nowadays remains but it is mainly for vegetables and fruits market, garages, antique and souvenir shops, and tools and household material shops.

**The Bahsa Beach:** Centuries ago, this beach was another fishing port, constructed in parallel to the Northern fishing port to be able to have a backup plan, in case the winds would be too violent. So depending on the wind direction, the fishermen would be able to know from where to depart. This harbor was closed afterwards and a local beach was introduced at this location. Its nomenclature comes from the pebbles found on the beach. This zone is also a very important gathering space for the locals, as it is their target during summer; it is not really known by the tourists. It is bounded by a pedestrian promenade. During summer, the area around this Bahsa beach becomes pedestrian, the municipality creates a pedestrian perimeter and traffic get redirected.



scale: 1/300

Fig. 3

## 2 GENERAL INFORMATION

### 5 FIRST IMPRESSIONS

The first impressions given by the site lead towards the direction of intervening on the coastal line in order to bring back the locals to this area. This shore seems to be not user friendly at all, repulsing the locals from accessing the coast. A promenade or a trail seem convenient in such an environment to put this piece of land in emphasis, and give it back its importance, tackling the issue of connectivity and rehabilitation of the site. It would reconnect the people to their land and enrich their sense of belonging.

Access points have to be increased, a walkable ground has to be introduced in a manner that would not harm the ecosystem, and an importance shall be given to the Phoenician Wall that occupies a big part of the area.

On the next page are sketches that illustrate an aerial image of Batroun as existing, then another image of Batroun seeking to a potential preliminary intervention, and an illustration of a section that describes the activity brought to the coastal zone.



Fig. 4  
sketch of the existing of Batroun

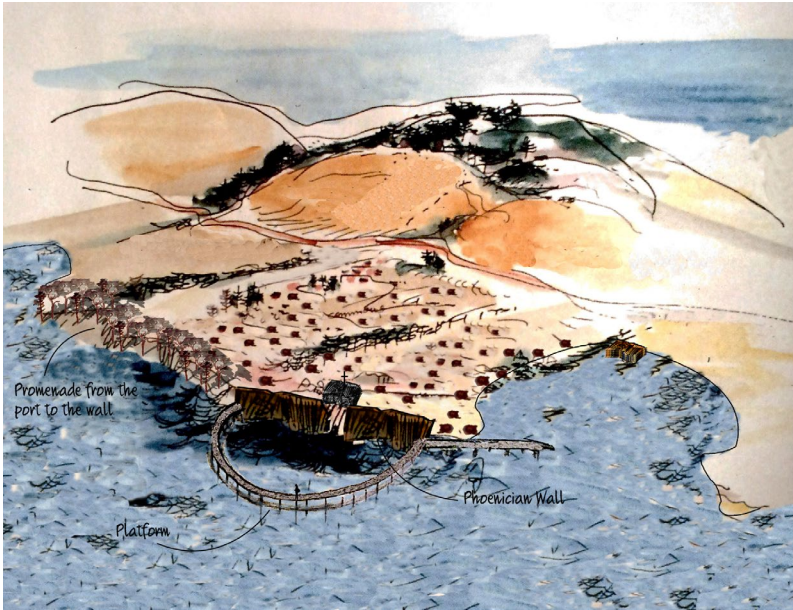


Fig. 5  
sketch of the potential intervention on Batroun's coast



Fig. 6 mood Section

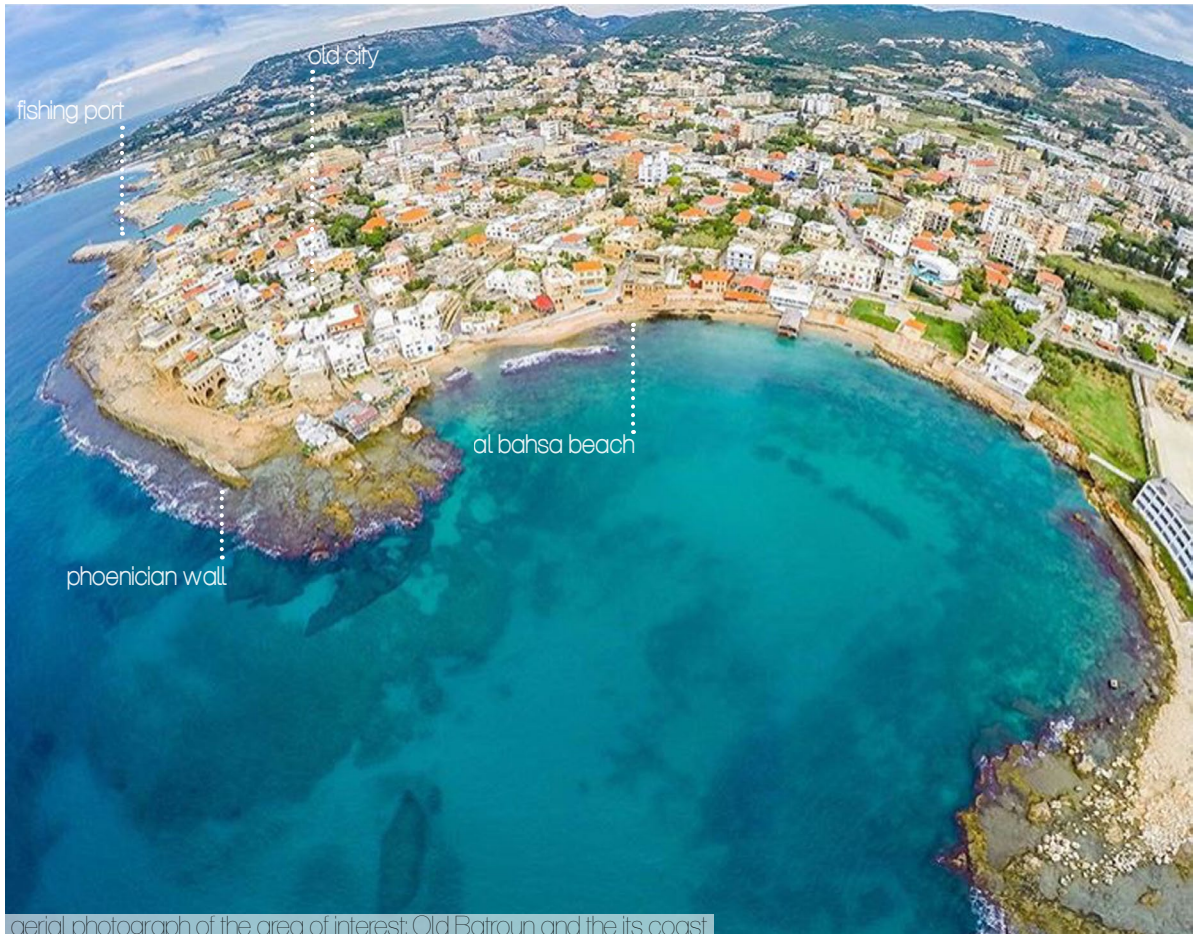
### 3 INVENTORY & ANALYSIS

1

#### BASEMAPS

As mentioned before, the area of interest in Batroun is mainly the Old City which is represented in the basemap on the right page. The part with a lower opacity is the part of the city that is the transition between the old neighborhood and the main commercial urbanized street and area. The part that stands out is the old city itself, bounded by a secondary longitudinal road considered as the old city main road, where all the shops are found, knowing that inside the old city, you do not find any shop. All the buildings are traditional houses of 1 or 2 floors.

The zoomed in rendered map is the detailed area of intervention, as this project is mostly focusing on the coastal line, which included the sea street, the houses on the sea, and the horizontal streets that lead to this coastal area.



aerial photograph of the area of interest: Old Batroun and the its coast





scale: 1/300

Fig. 7

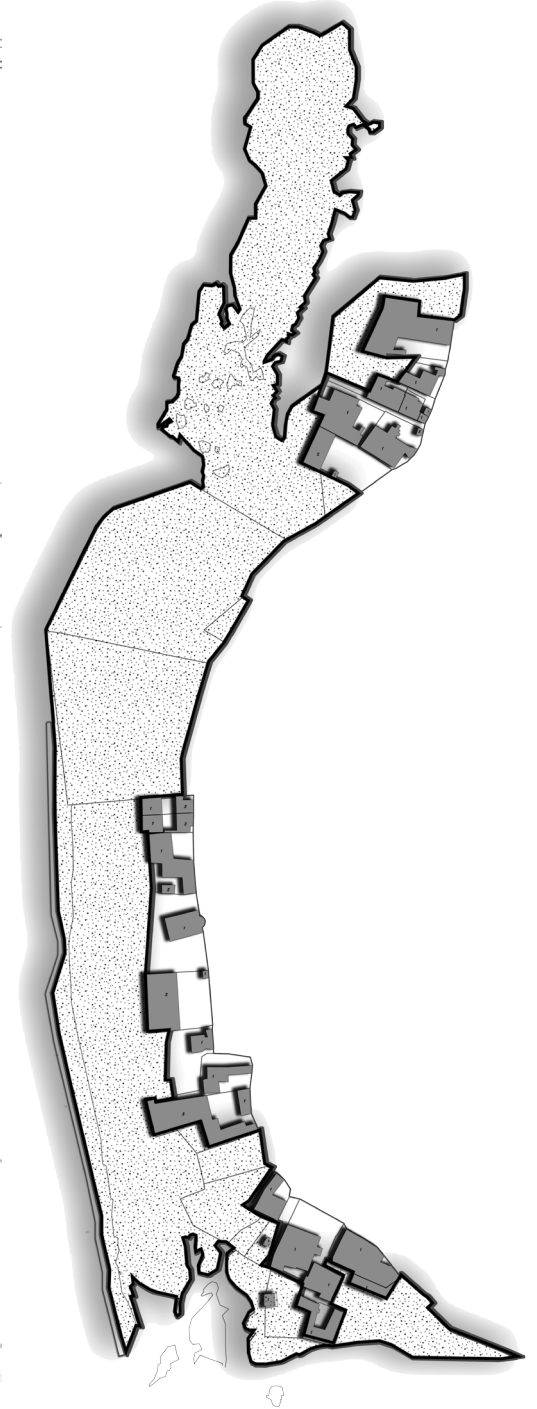


Fig. 8

# 3 INVENTORY & ANALYSIS

2

LANDUSE

As it reads on the map on the left, the city of Batroun is clearly structured in a way that differentiate the residential areas from the rest (which includes the educational, leisure, public institutions, and commercial).

In fact, most of the residential buildings are located on the left side of the map so mostly in the Old City; whereas the commercial activities only happen on the main street of Batroun which falls outside the boundaries of the old city. The atmosphere is clearly and completely different on both sides, as one is more crowded, Batroun being the center of the Caza, compared to the other one which is a more remote place, serene, where one can enjoy a walk and enjoy the different types of views.

Consequently, all the services are located on the upper part of Batroun leaving the coastal side for residential purposes. The main connector between the main street and the old city, which plays a role of transition is the Old Souk which appears horizontal on the upper side of the map. It is still an active street more or less and the typical commercial shops are still present.

The old city as its name hints, is the habitat for the historical landuse of the city, including archaeological sites such as the Phoenician wall and the Old Fort, as well many spots that have a history that dates back to the Phoenician, Roman, Medieval, and Crusaders era.



residential area in the old city (pictures on the left page) vs. commercial/services area (pictures on the right page)

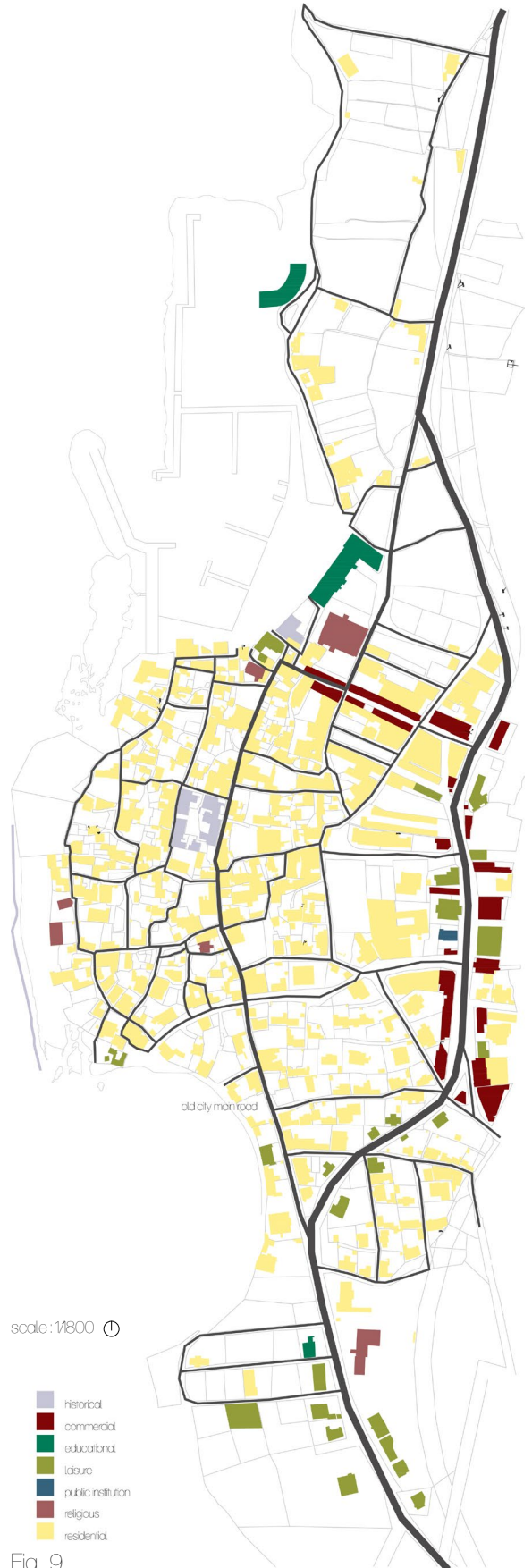


Fig. 9

# 3 INVENTORY & ANALYSIS

## 3 ARCHAEOLOGICAL THEORY

The archaeological story behind the Phoenician wall comes from the excavations operated by Honor Frost and his team on the Eastern coast of the Mediterranean, passing by Sidon, Batroun, Tripoli and then Syria. However, while excavating the Phoenician wall of Batroun and its surroundings, they could not find enough artefacts that can help in dating the rocks and determining the exact civilization responsible for the construction of the wall. These conclusions led to three different speculations about the era during which this wall was raised:

- Phoenician Period (1000 BC.)
- Roman Period (100 A.D.)
- Medieval Period (1000 A.D.)

In parallel to these speculations, three different theories were published about the potential functions of this wall and its initial usage back in the day:

The first one speculates that the site (this coastal stretch) was used simple as a quarry, protected by the wall in order to carve stones and transport them up to the village to construct the different houses and castles. A similarity is found in the type of rocks (the rocks around the wall are similar to the type of rock used to construct the fort).

The second theory goes from the fact that the wall was constructed in order to create a third harbor because of the strong waves, in order to protect the small fishing boats from the danger caused by the waves in the Northern and Southern harbor.

The third theory argues that the wall was just a wave breaker used as a means to stop the strength of the waves and protect the coast from risks of inundation and the houses from potential destruction.



theory 1



theory 2



theory 3





similar type of rock on the wall and the houses facades



low rise of water level



wave - breaker



### 3 INVENTORY & ANALYSIS

#### 4 ECOLOGICAL ASPECT

Batroun's coastal area holds in different ecological aspects that ought to be taken into consideration before intervening on the site in any way.

The different ecological layers include several ecosystems that are each sensitive in their own manner.

The first one is the abiotic ecosystem: it is composed by the headlands bounding the coastal region and forming the beach where the Phoenician wall was constructed. These headlands are more specifically marine/shoreline sandstone. Sandstone is an arenaceous clastic sedimentary rock formed mainly of sand-sized minerals or rock grains of about 0.05 mm to 2 cm, matrix, cement and pore space. The characteristics of such an environment encompass the percolation of water, and the porosity is good enough to store large quantities, making them valuable aquifers. Fine grained aquifers, such as sandstones, are more apt to filter out pollutants from the surface than are rocks with cracks and crevices such as limestones or others.

Sandstone reefs are often undercut and have many ledges and crevices worn into them. The surfaces of sandstone reefs often teem with:

- sponges
- feather stars
- urchins
- anemones

The number of caves and crevices in a reef will also contribute to the number of fish which seek shelter there. Considering the number of rock pools formed on Batroun's shoreline, the number of marine biodiversity fauna and flora, is quite important, especially that this city was always famous for the harvesting of sea sponges and the export/import of this product.



marine/shoreline sandstone in batroun (picture on the left)  
with details of the rock pools and its living biodiversity (pictures on the right)



### 3 INVENTORY & ANALYSIS

#### 4 ECOLOGICAL ASPECT

As stated in the introduction, one of the elements that give Batroun its charm and character is the numerous gardens that participate in one's aesthetically pleasing and relaxing walk through the village. These gardens are usually private gardens, public gardens are not very abundant, however, lush vegetation in abandoned houses and terrains is very common.

Some redundant species can be identified throughout these gardens such as:

- Plumeria alba
- Ficus elastica
- Washingtonia robusta
- Phoenix dactylifera
- Cupressus forma stricta
- Cupressus forma horizontalis
- Olea europea

The vegetation is not the only typology of Batroun. The avian and marine ecosystem are also specific to this area. In fact, migrating birds are an important event that decorates the sky of the city during the specific seasons. The fish and sea fruits are also variable, depending on the season. Fishermen still practice fishing as their main activity and main monthly income. Batrounis were also very renowned for harvesting sea sponges and exporting it to the USA. But this activity decreased considerably because of the water pollution: chemicals are being dumped into the water from the Chekka factories, which is affecting the sea sponges survival.

To detail the avian and marine ecosystem, some of these species can be named and listed as frequent in the region. Starting by the avian ecosystem:

- the imperial eagle
- the sociable lapwing
- the palestinian songbird
- the syrian serin
- other migrating birds types

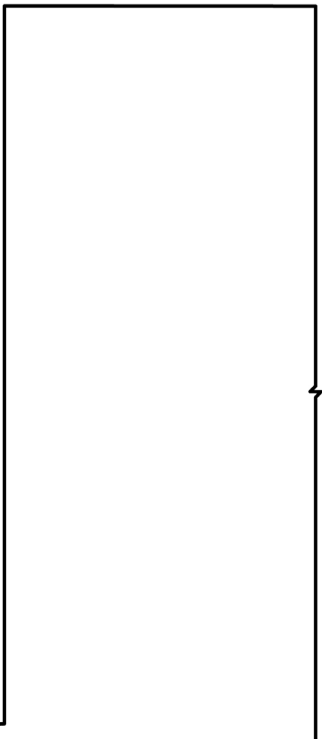
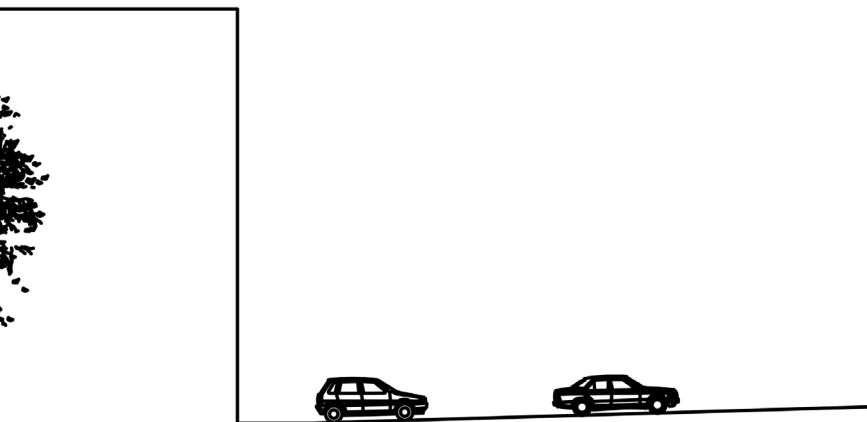
Finally, some of the marine ecosystem:

- the bogue fish
- the common pandora
- the red mullet
- the snowy grouper

Fig. 10







# 3 INVENTORY & ANALYSIS

5

## ACCESSIBILITY

The coastal area is poorly provided with access points and proper infrastructure. In fact, it is true that 8 access points are mapped on the sea road, but none of these is well equipped to enable the public to access the beach.

On another level, the road analysis is very specific to the old city, disregarding the main commercial road higher in Batroun, which is composed of four car lanes in addition to two sidewalks.

The inventory of the old city roads are divided into two categories:

- the criteria for primary roads, represented by the thick red line can fit two cars with no sidewalks

- the criteria for secondary roads, represented by the thin nude color can fit one car with no sidewalk

So the conclusion would be that the roads and streets are pretty narrow in this area, that is divided into three sub-neighborhoods: the sea, the Ala ' a and the Bahsa neighborhoods.



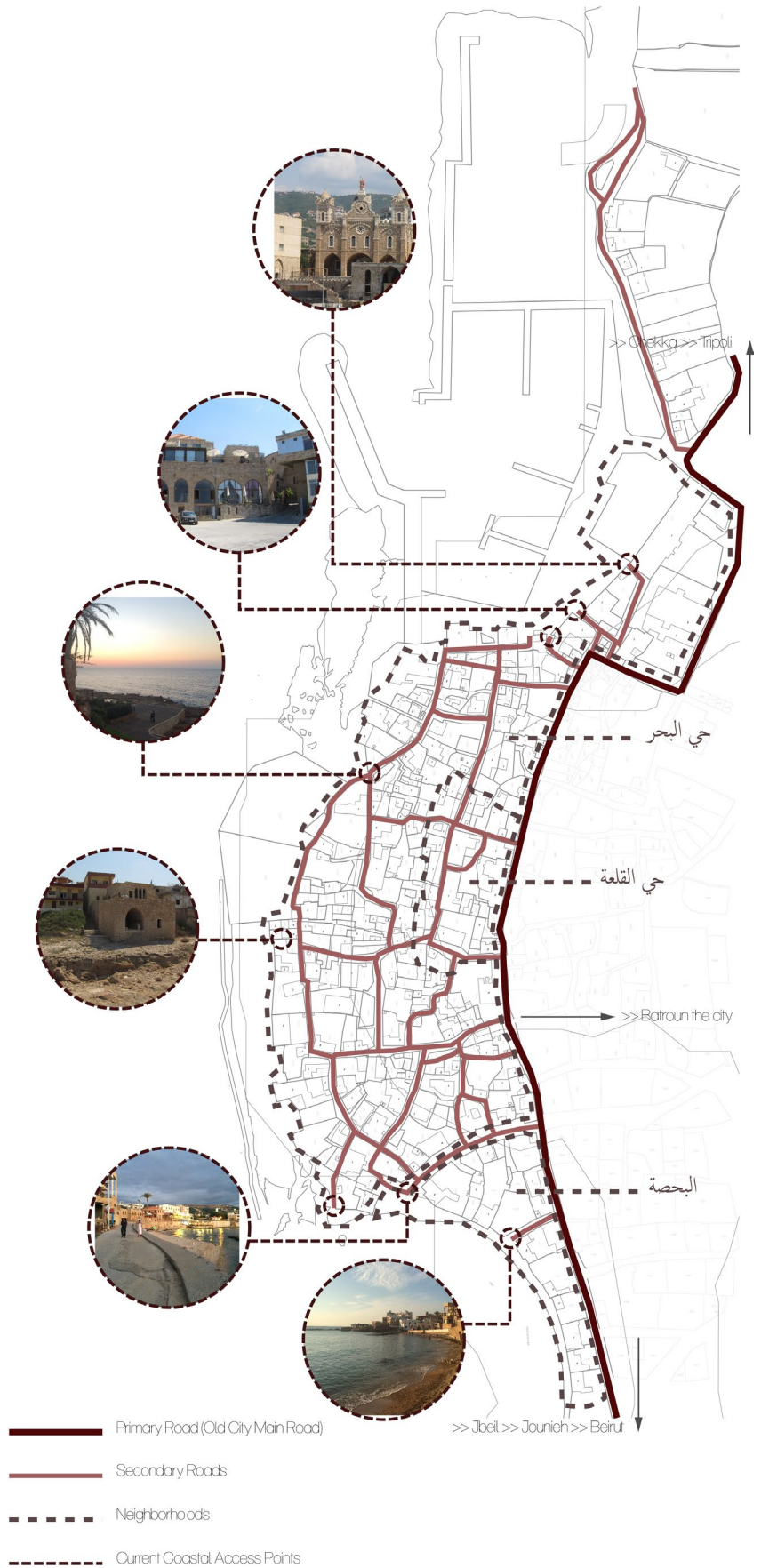
main commercial street



secondary road | old city



primary road | old city



scale: 1/1500

Fig. 11

# 3 INVENTORY & ANALYSIS

6

## ACTIVITIES

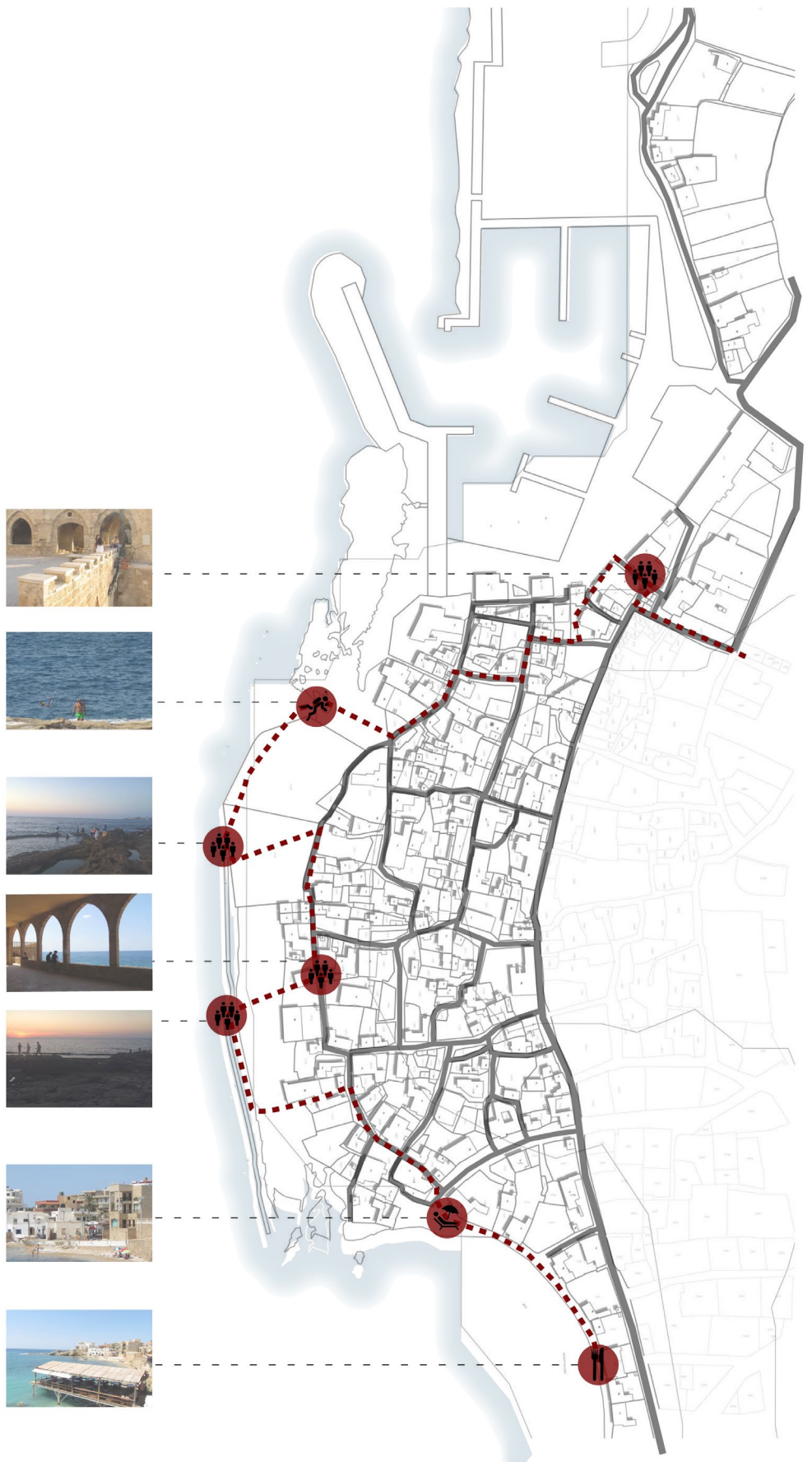
The coast is not extensively used by the locals at all. However, different activities take place in the old city, making the different landmarks busy spots at some specific timings. We can therefore make a list of the different functions attributed to the open spaces within the old batroun:

several gathering areas, the old souk is mainly used by elderly to sit and play chess, the fishing port arena by the youngsters to gather and talk, the Saydet el Baher and other churches for Sundays after-mass gatherings...

diving and fishing

eating (restaurants)

going to the beach



scale: 1/300

Fig. 12

## 3 INVENTORY & ANALYSIS

7

### VIEWSHEDS

A walk on the sea road enables the person to admire different scenic landscapes which directly gets transformed into a relaxing and serene feeling. This trail - the sea road - is very much used by locals and tourists because of the pleasant visual surprises present between houses creating a sneakpeak effect.

The different views one can get vary from the far Chekka factories on the horizon, to a top perspective view of the Phoenician wall, old traditional houses fading in with the sea horizon, the beach bay...



scale: 1/500

Fig. 13

# 3 INVENTORY & ANALYSIS

## 8 COASTAL DISCONNECTIONS

As mentioned before, the coast is hard to reach. These obstacles can be mapped easily as they are various and very clearly distributed. The different reasons can be listed as follows:

- absence of an infrastructure to enable a unanimous walk on marine sandstone grounds

- damaged and/or threatening staircase

- obstruction by the presence of too many buildings / houses

This map comes to complete the accessibility map, where the different access points were mapped, and images illustrating the state of these access points were shown above. This point will further be detailed in the next page, where sections were produced to highlight these disconnections.





scale:1/300

Fig. 14

# 3 INVENTORY & ANALYSIS

These sections highlight the main claim of this project which is the disconnectivity present between the village and the coast.

The sections on the current page are urban sections that cross the city first from the fishing port to the main commercial street, and second from the Phoenician wall to the main commercial street as well. These sections show the relationship between the old village and the new Batroun, respectively from the left to the right.

The sections on the right page are small sections cut on different locations of the coast, showing the marine sandstone ecosystem, the fishing port relationship with the upper arena and the St Estephan church, the Bahsa beach with the bounding wall, and finally the presence of the "Chez Maguy" restaurant right on the shore edge. These different sections highlight the different types of obstacles present between the village and the coast.

Fig. 15

scale: 1/1600

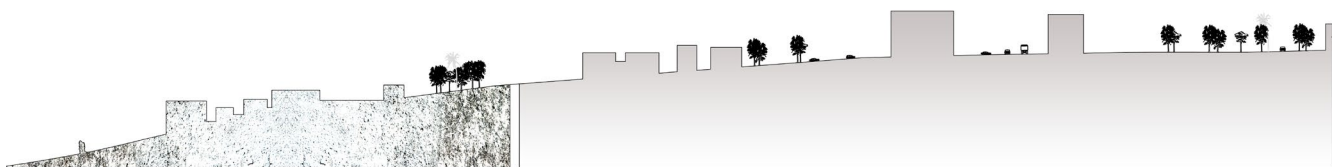
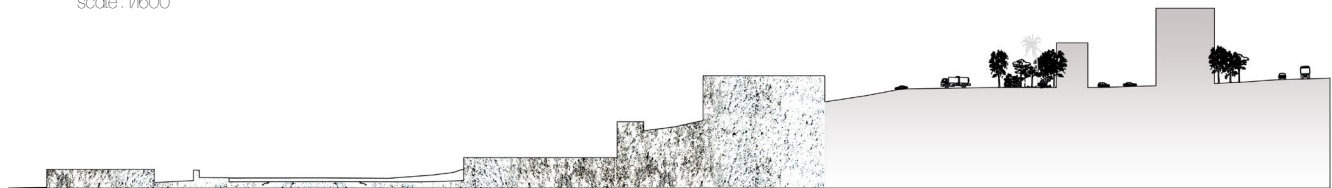


Fig. 16

scale: 1/800



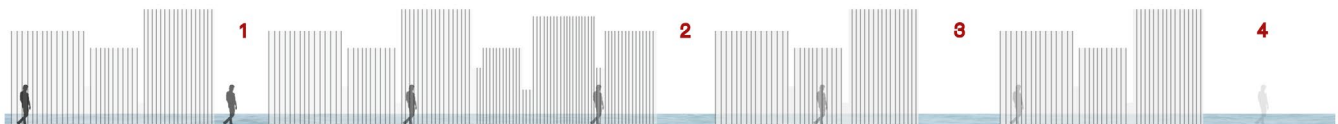
# 3 INVENTORY & ANALYSIS

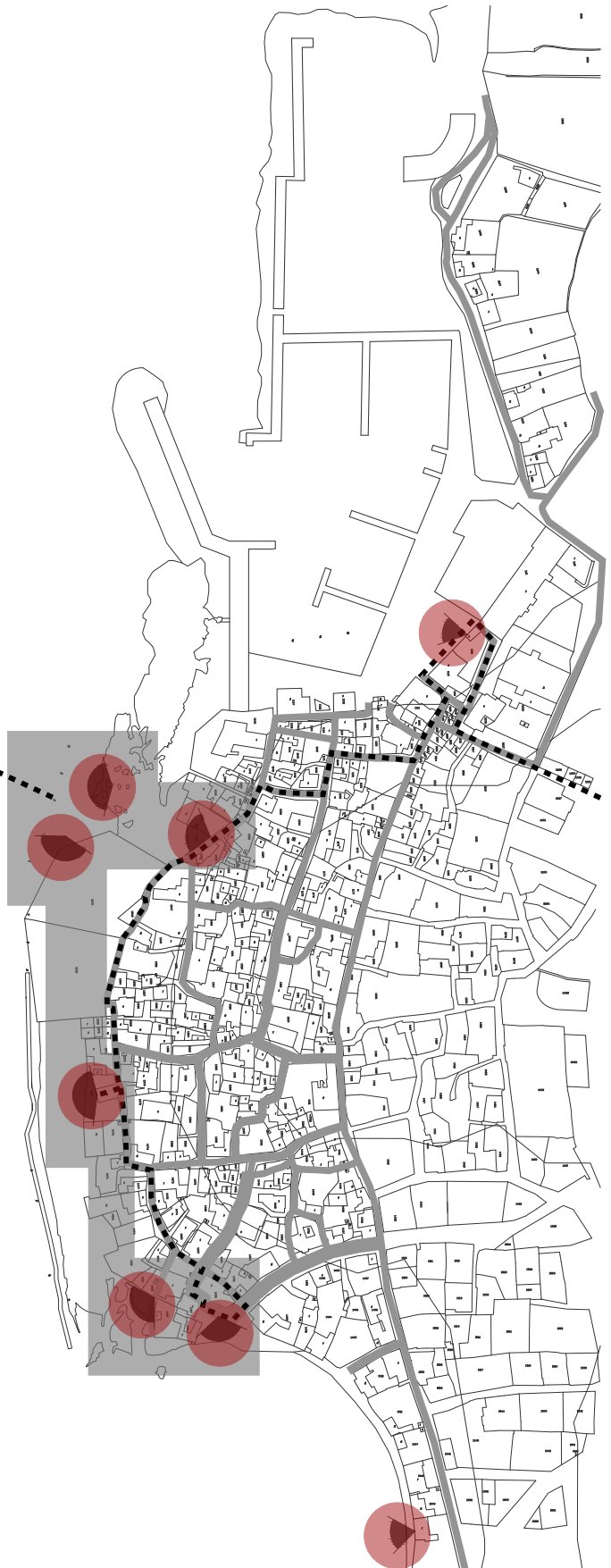
## 10 PATHS AND VIEWSHEDS

As noticed in the viewshed map, a commonly taken trail is the sea road, starting the loop from the fishing port, walking on the coastal road between the houses while stopping at the different viewpoints to breathe or capture the moment, continuing towards the Saydet el Baher church to take a break while admiring the Phoenician wall and the open sea view from between the church arcades, and finally reaching the Bahsa beach bay as a final destination of the promenade.

The below diagrammatic section shows the ratio between the open viewpoints and the current constructed houses during one's promenade on this trail

Fig. 17





scale: 1/300



Fig. 18

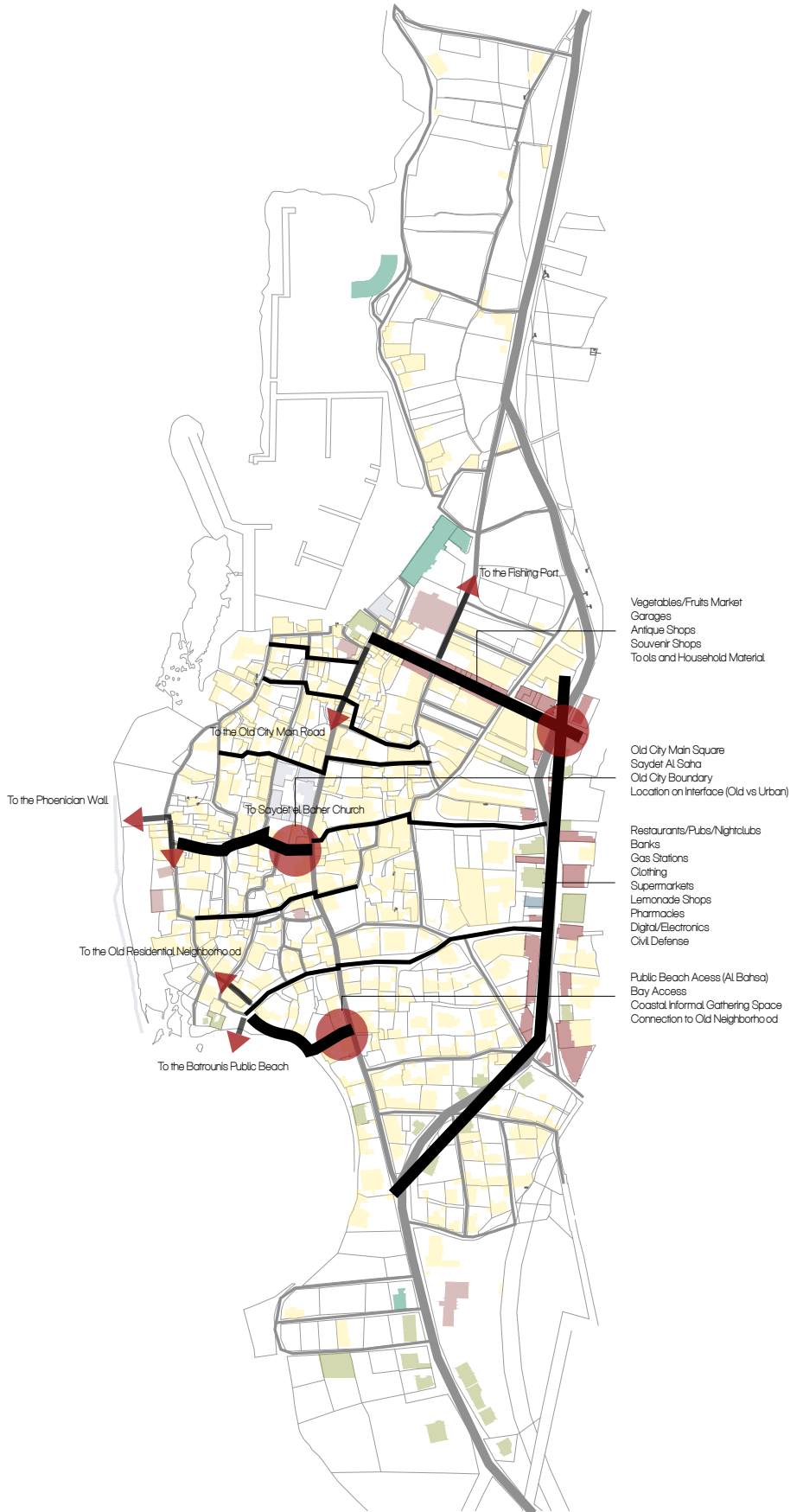
# 3 INVENTORY & ANALYSIS

## 11 IMPORTANT ROADS, NODES AND AXIS

As a general step back on the contextual level, the main axis and roads can be listed down to three the main commercial street in the urbanized part of Batroun, the Old Souk Alleyway in the old city and finally, a less densely visited but important as well, the sea road of the old city.

These three main axis have separate functions, one holding all the commercial shops, restaurants and service points of the city one transformed into a symbol of culture, tradition and history through the presence of souvenir shops, traditional architectural shops, and workshops, and finally one only for pleasing promenade function.





scale: 1/800

Fig. 19

# 4 CASE STUDIES

## 1 THE GOOD LIFE AT THE SEA | DENMARK | 2011 coastal rehabilitation

The project in Klitmøller is part of a larger plan for 'The good life at the sea' in north Jutland. Now the fishing industry has much decreased and the cities are now in a new era with focus on tourism. One of the great new attractions is wind-surfing, and the area is being called cold Hawaii because of its excellent location for wind and waves.

In this project the focus has been on establishing good facilities along the coast and access to the beach and sea.

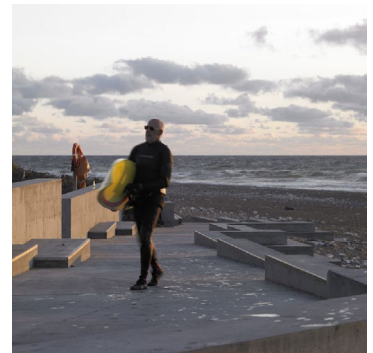
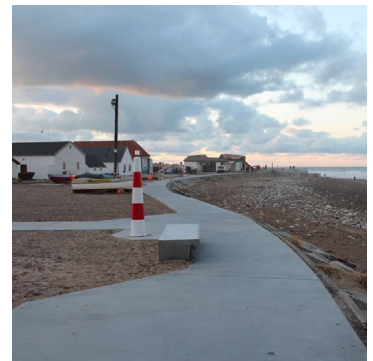
In addition to new facilities for the surfers, the local fishers and the tourist has had a great influence on the plan, and the challenge has been to make space, access and facilities to all the users.

The projects consists of three elements, the tribune to the west, the ramp to the east and in between the two a promenade that connects the sea to the city.

The tribune works as a large seating area. On the ramp, to the east, elements for skaters are built in, so that seating and edges can be transformed to a skater paradise. The promenade connects the two attraction point, and along the promenade benches, special maritime lightpoles and stairs to the beach are the main features.

This diagram on the lower part of the right page highlights the important points applied in the project that showed a relevance in my project. What is interesting to mention is the fact that the project caters for different types of users, responding to the needs of the area: surfers mainly and tourists.

What is also interesting is the layers conserved: the sea, followed by a conserved beach, which remained a natural habitat, then the intervention that stretches along the shore. Finally, one last element that was the base of the project as well was the connection established between the village and the sea; so the intervention played the role of a means of connection and opening of the village to the coast again.







# 4 CASE STUDIES

## 2 TORVDALSHALSEN REST AREA | NORWAY | 2005 viewshed contemplation

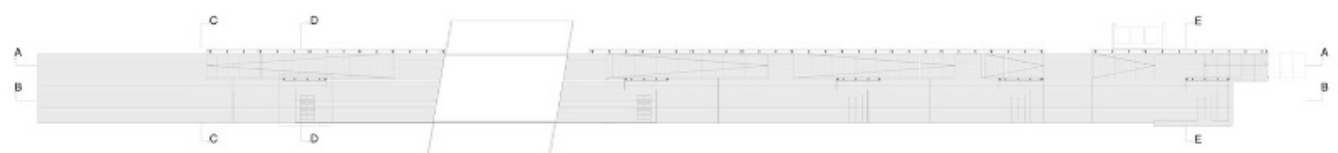
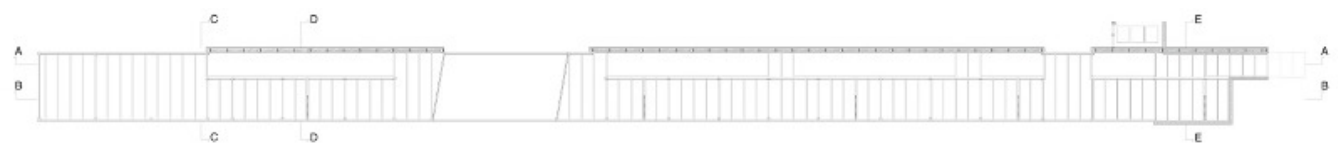
Torvdalshalsen rest area is situated in an old leftover road bend with a most spectacular view over the wild ocean and mountains of Eggum in the west, and the calm farmland of Borg in the south. Borg was the Chiefdom of Lofoten from 500AD, and hosts now a Viking museum.

After taking off from the main road, you pass through the site to reach the parking space. From east to west the 60m long wall is cut into the ground and separates the parking area from the rest area, the sun and the view.

This project forms part of the National Tourist Routes, which wind their way through some of Norway's most spectacular countryside. The Norwegian Public Roads Administration is commissioning the design of these projects with the aim of providing a network of routes throughout Norway by 2015.

What is interesting about this project is its inevitability: in fact it has been constructed between the main road and the parking spaces, which oblige the visitors to pay attention to the area intervened on and to realize the reason of the intervention which is the contemplation of a breathtaking landscape and the emphasis brought on a viewshed that is worth being highlighted. In addition to that, the wall offers a resting area very calm and serene to the visitors, with seating areas and tables constructed for free public use.





# 4 CASE STUDIES

## 3 ST MALO'S RAMPART - PROMENADE | FRANCE | 2006 rehabilitation and sustainable development

The conservation and restoration of the rampart-promenade of st-malo was part of a much bigger project which was the rehabilitation and sustainable development of st malo, approved by the municipal council in 2006. This led to a new urban masterplan to the city with multiple guidelines concerning different layers, including the preservation of historical, ecological sites such as the ramparts.

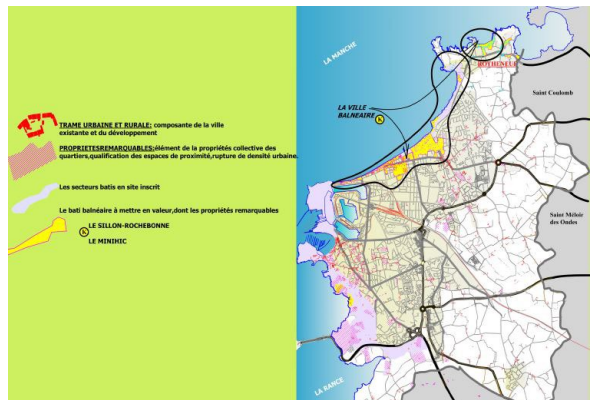
One of the main concerns was the preservation of the Malouine heritage by the emphasis on the built heritage, the integration of the built within the landscape, and the emphasis on the natural heritage.

This intra-mural city was an important target, put in emphasis with its old rampart, dating back to the medieval times, and which resisted the world war. Since the promenade was already existing, what was done was the creation of different areas suitable for visitors and for people walking along this wall. Consequently, you can see the creation of ramps and terraces going down to the beach at different points of the walk, green surfaces and green roofs, elevated seating areas, facing the breathtaking viewshed, access to the beach and to the internal old city, hanging gardens, natural bathing area, attractions for all types of users, without forgetting the preservation of the present ecosystem. This program enriched the promenade and formed a program all along which preserved the heritage from one side and made it more dynamic and people-friendly at the same time.

What is interesting about this urban planning, most precisely about the way they dealt with the old city is the importance they gave to these walls, which are barriers initially. They transformed them from an enclosure to an openness by bringing the people up on this promenade and by playing with the space offered to create a resting/seating/calm/walking area on an elevated platform instead of on the outskirts. So these walls reflective of the heritage became the link between the inside and the outside and created a must-pass-by access point between the port and its surroundings and the old internal city.

On the right page is the new urban proposal following the approval on the rehabilitation and sustainable development of St Malo.





# 5 CONCEPTUAL PHASE

## 1 PROJECT STATEMENT

Batrouns' character lies in its historical and archeological value. However, its importance has been degrading due to the disconnection of its people from the site, which is mainly due to the lack of infrastructure and poor accessibility. On the other hand, the weak user friendly environment is another reason why the activity of the Batrounis is being held back.

The purpose behind this project is tackling the issue of connectivity and rehabilitation of the site using very straightforward strategies that would consist of expanding the horizontal streets that reach the coastal line. The type of program proposed would tackle the needs of the locals and would be set according to their habits, their traditions, culture and atmosphere.

The shore includes already a big number of amenities and the direct purpose would thus be to reconnect these people to their land in order to enrich their sense of belonging to their city.

The strategy adopted has to provide better access points on different levels of the town and consequently attract people to the sea and bring the city to the shore through a sort of explosion of the horizontal axis. Some of these axis would extend to reach the sea, and some others would stop on the coast, depending on what is intended throughout the intervention. The streets also need to reflect an urban greening approach as greener neighborhoods especially those with green common areas, are proven to encourage social bonding within a community and improve the relationship of one with his physical and social setting.

Finally, the type of users tackled seems pretty clear since the focus is on the «Batrounis», and how they will be able to re-establish this lost connection between themselves and their coast.

In one word, this project aims to re-establish the lost connection between the locals and their coast by transforming the old city from a two-entity area where the city lies from one side and the coast from another to a one-entity area where the city would be brought to the coast.

One theory that applies to the approach taken in this project would be the *Place Attachment Theory*.

In fact, as the project statement clearly defines it, the problem evolve basically around the disconnection between the locals and their coast. And the issue of this problem comes from a lack of place attachment to this place. In fact, they do not have any physical nor emotional link to this piece of land, which needs to be increased and triggered in order to be able to reach the aim wanted.

Place attachment and meaning are particularly relevant when considering issues of urban development and community-building. Attachment and meaning emerge from a variety of experiences and situations, and are often related to parks, green spaces, and natural areas. Attachment may serve to promote and encourage environmentally responsible behavior using appeals to individuals' self-identity and dependence.

Place attachment and meaning are the person-to-place bonds that evolve through emotional connection, meaning, and understandings of a specific place and/or features of a place.

An individuals attachment to a natural place increases in proportion to its proximity to one's home and frequency of use.

In addition to that, greener neighborhoods, especially those with green common areas, encourage social bonding between neighbors and improve the social setting.

Place attachment is sometimes used interchangeably with "sense of place" - a personal identification with a location or landscape on an emotional level as an individual or as a member of a community.

# 5 CONCEPTUAL PHASE

## 5 CONCEPT IDEA expanding the streets

The final concept tackles directly the issue of bringing the city to the coast by boldly expanding the streets and letting them reach the shoreline, to escort the people to the beach or to provide an extension of the ground at some places, creating an opportunity of plunging into the sea or simply enjoying a walk on the coastal area.

The first zone to the North would be the contemplation area, it consists of a seating area up on the headlands. It is the highest point on site where one can admire a view on the sea and on the Phoenician wall from a certain distance.

The second area would be a platform for the divers: it consists of a platform that extends on the specified stretch to enable the divers/fishermen/swimmers to access the sea from the rocks.

Then we would have the amphitheater that joins a series of platforms in front of the Phoenician wall to encourage cultural activities and to re-establish the life on this archeological stretch.

Finally to the south, the connecting platform consists of a platform that would recreate the connection between the beach and the vertical coastal stretch.



seating area\_contemplation zone  
(reference on the right: forvdalshalsen rest area, denmark)



platform for divers and swimmers  
(reference on the right: the good life at the sea, denmark)



amphitheater illustration



connecting platform  
(reference on the right: the infinite bridge, denmark)

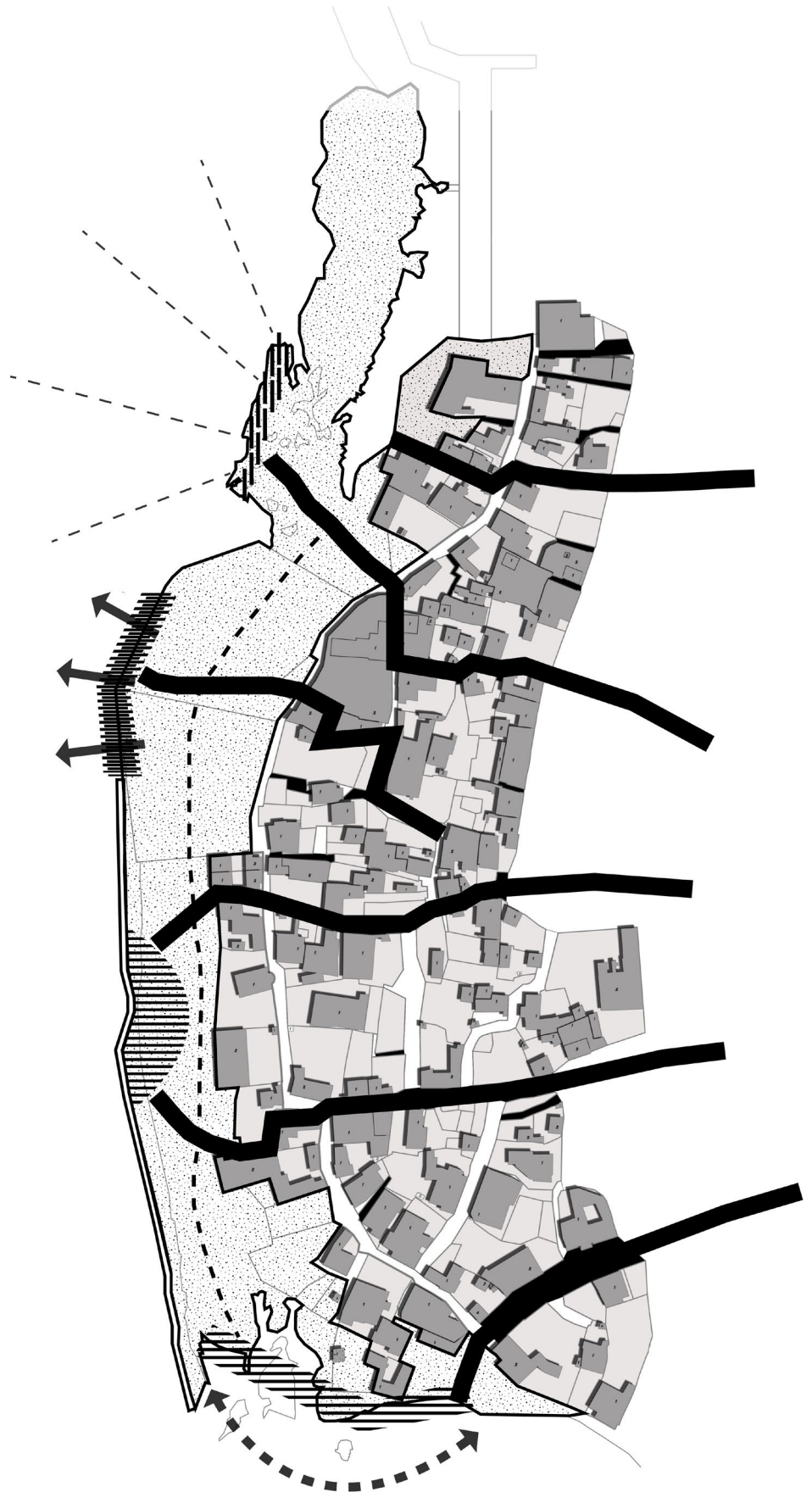


Contemplation Area:

Platform for Divers:

Amphitheater:

Connecting Platform:



scale: 1/2400



Fig. 20

# 6 DESIGN DEVELOPMENT

## 1 STRATEGY AND CONCEPT

The analysis and first concept trial led to the identification of 3 main axis. These 3 identified axis reflect the following purpose, which is to lead people to the coast by providing an interesting path through the city, reaching the coast where a worthwhile experience would be offered. These three axis are chosen on the bigger context, while trying to study the movement of the city and the flow of people from the inside to the outside (coastal area). Location 1 leads people from the main city to the old city so it is more convenient for tourists and local tourists as it passes through the old traditional and well-known souk and since they might not be very familiar with the narrow and numerous roads of the old city; while both location 2 and 3 serve more to the locals, who reside in the old city and who are familiar with the streets webs that could be overwhelming sometimes by their similarity or to the adventurous visitors who wish to discover the soul of Batroun's Old city.

location 1: old souk - beach house  
users : primarily local tourists / tourists

location 2 : saydet el saha - saydet el baher /  
phoenician wall  
users : primarily locals

location 3 : old city main road - al bahsa beach  
users : primarily locals

The following masterplan comes as a strategy answering the initial issue

issue : the presence of a coast that has a historical and natural value, and a city that also has an important historical value --> both are disconnected, physically because the coast is not accessible and walkable, and socially because people do not have a place attachment to the coast

objective : providing a controlled accessibility to the coast, and bringing back the connectivity

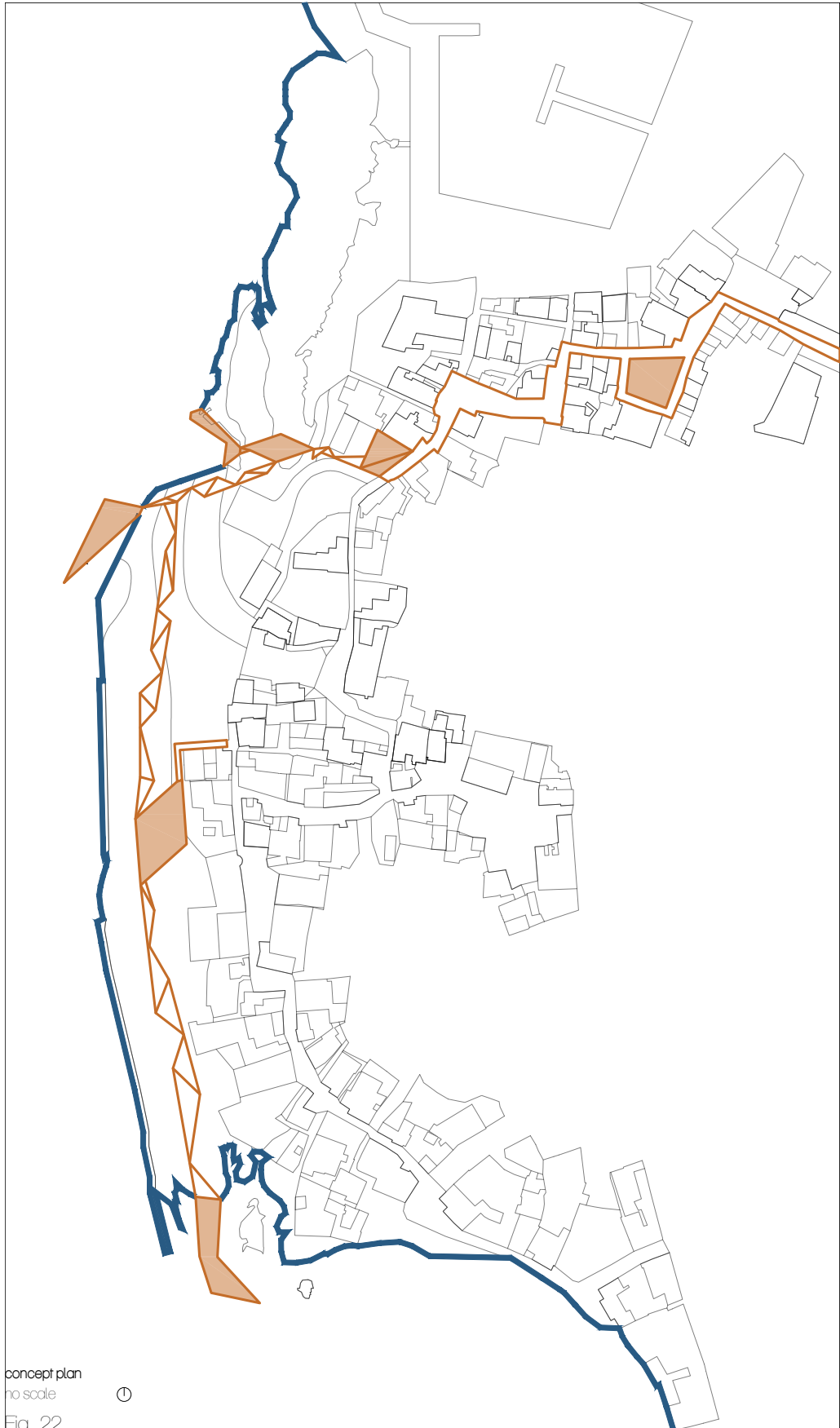
The focus area on a masterplan level will be location 1 as it could be easily applied as a prototype for location 2 and 3, and since it is also the most important hub between the 3 locations.



strategy plan  
scale : 1/800



Fig. 21



concept plan  
no scale



Fig. 22

# 6 DESIGN DEVELOPMENT

## 2

## MASTERPLAN

### ZONE 1 - OLD SOUK

Intervention : create an appealing visual continuity that will be playing the role of a door to the walk, as well as an introductory leading path providing a visual succession of a redundant pattern : floor tiling

### ZONE 2 - ST GEORGE CHURCH SQUARE

intervention : creating a garden inside the square acting as a seating area for sunday gatherings after the mass, resting under the canopy of trees, meeting point for youngsters, and finally being an important node on the pathway, giving an added value to the floor tiling directing the people towards the coast

### ZONE 3 - THE BEACH HOUSE

intervention : creating an opportunity of public cabin that has an indoor view on the coast accompanied by a green roof, an outdoor terrace and an opening patio, being another very important key and node to the coastal pathway . This public space would become a historical and public space, leaving space for the seniors to have official public seating areas.

### ZONE 4 - THE COASTAL PROMENADE

intervention: creating first a connection through stairs / ramps / bridge to the rocky headlands, then creating a space that can connect the different locations to each other and to the rest of the coast, most precisely the phoenician wall. This would be a path through the headlands, punctuated by several deviations

### ZONE 5 - THE DIP IN THE SEA

intervention : creating an opportunity for the visitors to access the sea or sit by the water in a calm and soothing environment, the space being a tiny protrusion in the rocks forming a very small and calm bay

### ZONE 6 - THE VIEWING PLATFORM

intervention : deck plunging into the sea to create a visual accessibility to the phoenician wall from a remote location and strategic angle

### ZONE 7 - THE VIEWING BLEACHERS

intervention : series of bleachers facing the opening in the middle of the phoenician wall, creating a seating area and a gathering space right on the coast, in front of a framed picturesque viewshed

### ZONE 8 - THE SEA LOUNGE

intervention : deck extending into the sea as an extension towards the bay to create both a visual opening at the end of the path on the whole protrusion as well as giving a physical access to reach the sea through a series of bleachers and swim to reach the public beach which is right across this platform



# 6 DESIGN DEVELOPMENT

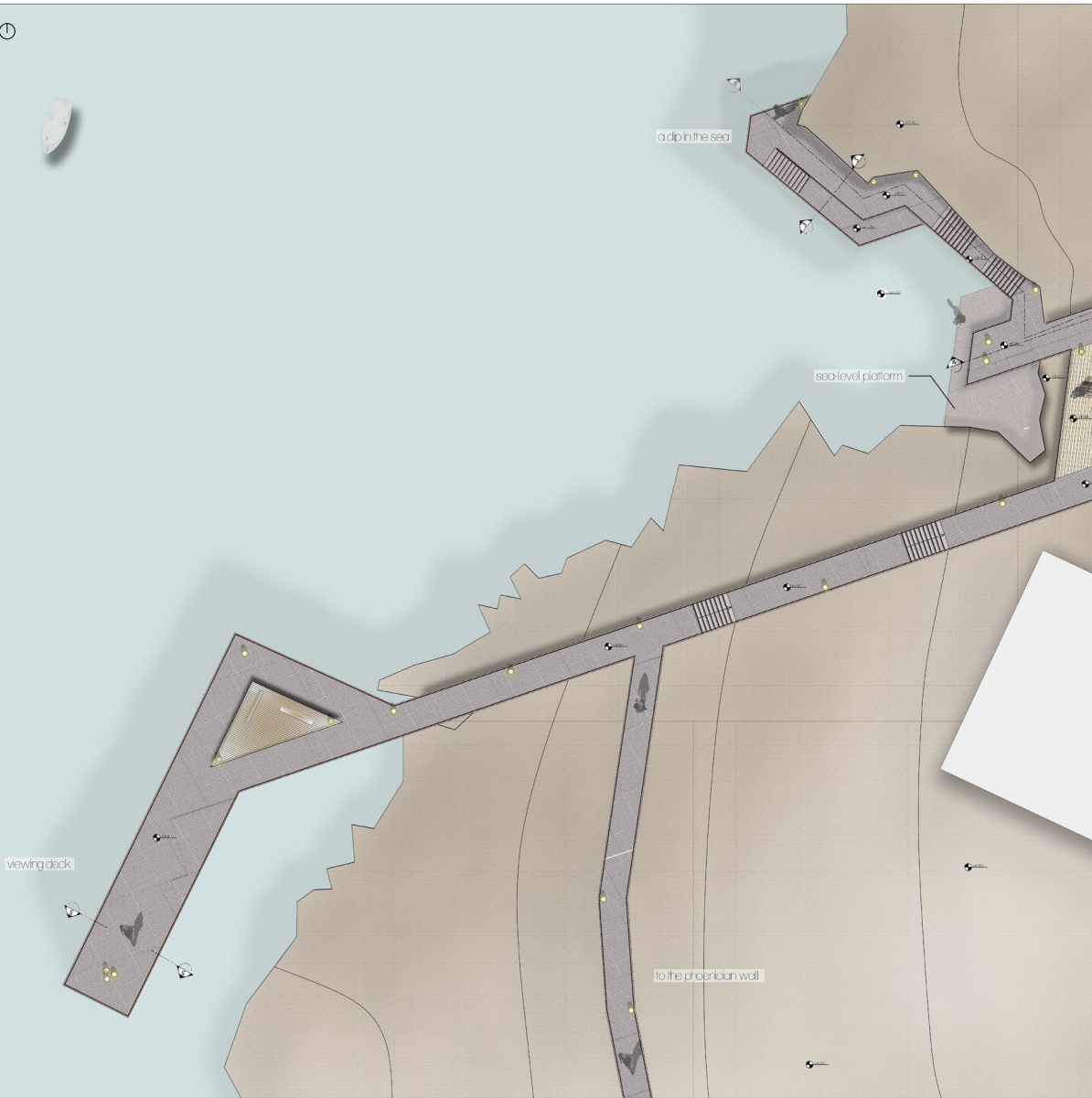
3

## FOCUS AREA 1

This first focus area as mentioned in the masterplan, is the opening to the promenade. It starts by an opening patio that leads the visitor through a ramp to the first stop which is the beach house. This house has a target of being open to the public to serve for exhibitions about Batroun or havens for artists. It has an access on an outdoor sundeck where people who cannot use the stairs or walk on the coastal promenade have the opportunity to experience the same viewsheds and the same ambiance. The other option would

be, instead of entering the house, to take the few steps and access the coastal promenade which leads you to several platforms where you can witness different coastal experiences. One would be a normal low coastal seating area with a viewshed on the port, another would be a lounging area at the highest point of my path, and finally the two main interventions would be the coastal staircase and the viewing platform that plunges into the sea and gives a view on the Phoenician Wall.

rendered plan  
scale: 1/500  
Fig. 24



The staircase ("dip in the sea"), follows the headlands line, in a sort of coastal depression and leads one directly to the water where he can access a platform that digs in the sea. The viewing platform on the other hand, leads the visitor to a walk above the sea and that rotates in order to allow him to walk towards the Phoenician Wall. Thus, this would put the archeological remain in emphasis with a view from another perspective : a view from the sea. The path then continues towards the promenade that leads

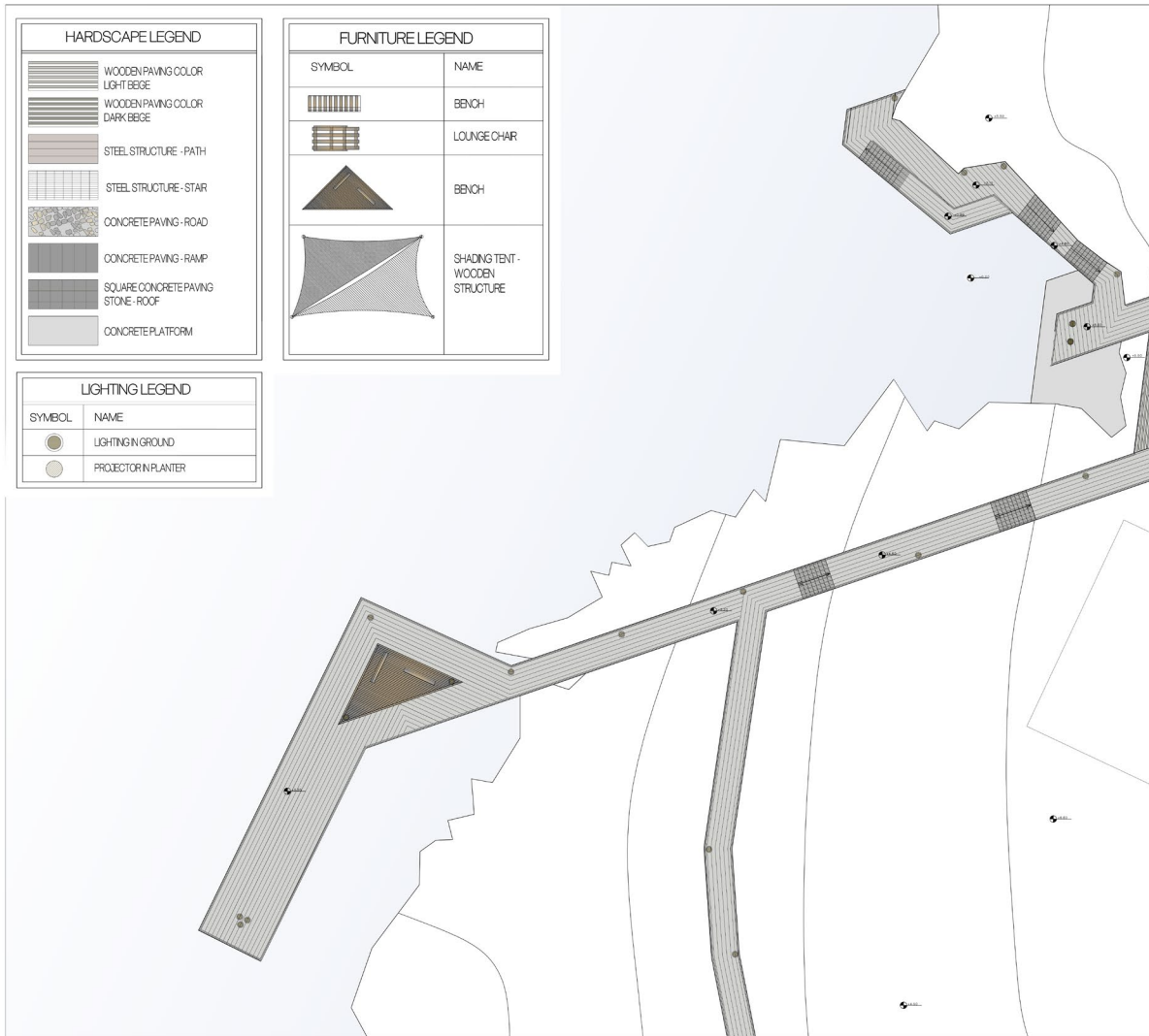
you to the viewing bleachers right in front of the Phoenician Wall where you have also a staircase that gives you access back to the city and from there you can also continue your walk to the Focus Area 2 which is the Sea Lounge.



# 6 DESIGN DEVELOPMENT

3

FOCUS AREA 1



hardscape  
scale: 1:400

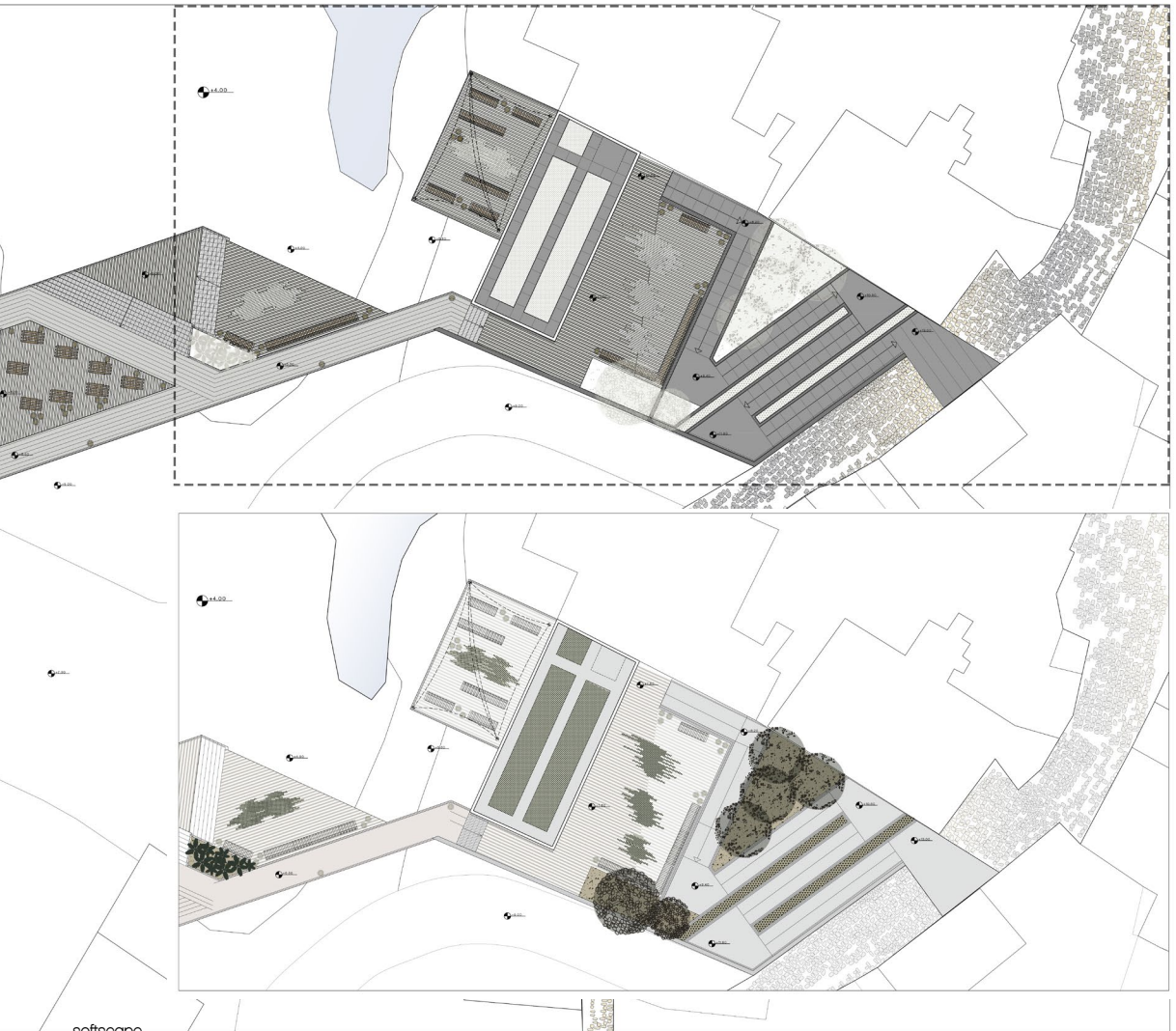


Fig. 25

The material vary between a main steel path, and wooden decks that indicate the presence of a stop and of an opportunity for a specific activity.

The plants vary between trees and shrubs that can handle the coastal temperature and they bring a certain type of conviviality and warmth to this edgy directed pathway. The green roof is made out of different types of herbal plants that can also handle the coastal weather and that bring this colorful, smooth and flowy feeling to the roof.





softscape  
scale: 1400



Fig. 26

SOFTSCAPE LEGEND

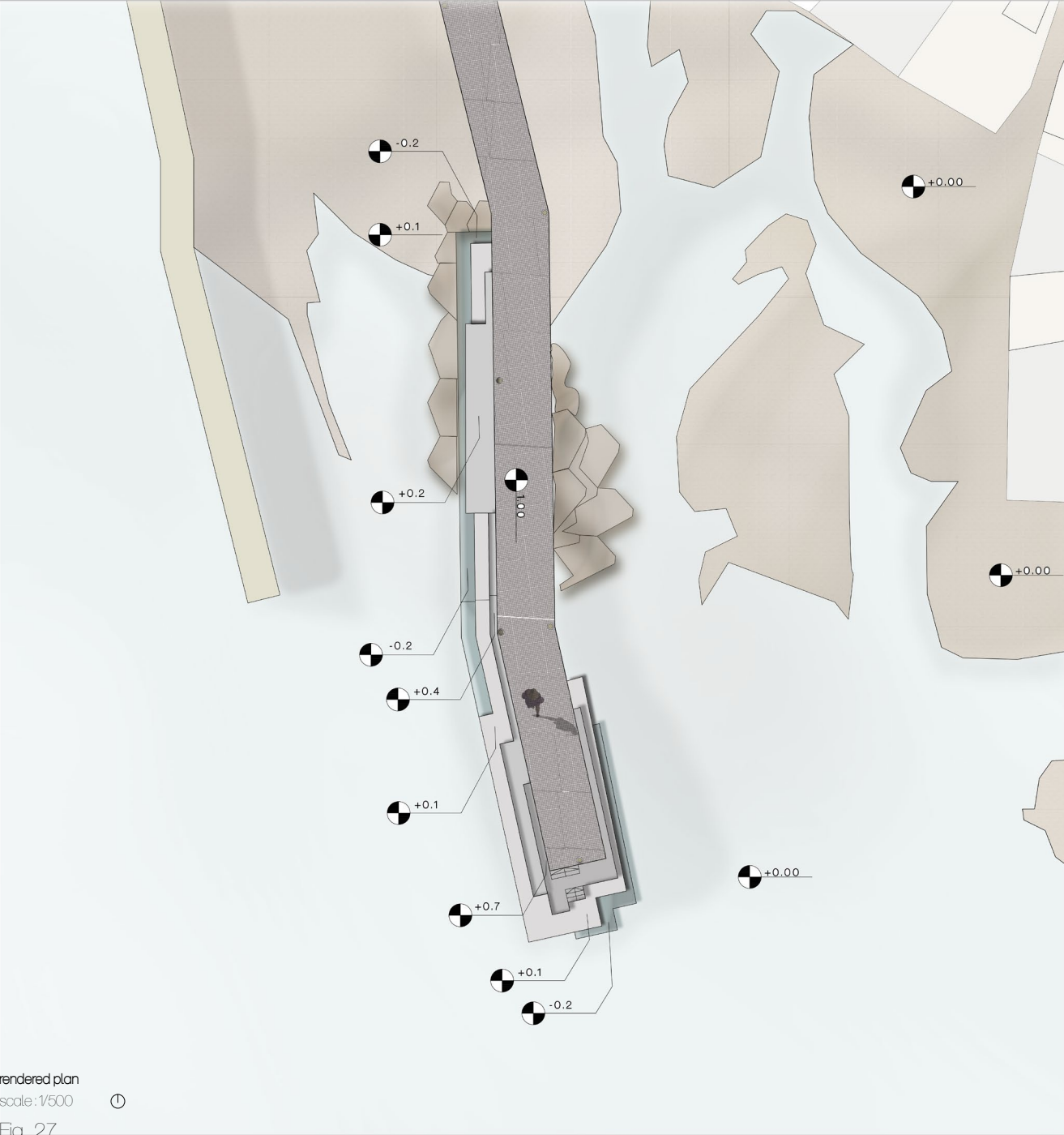
TREES	IMAGES	SHRUBS	IMAGES	GRASS	IMAGES	SOIL	IMAGES
EROBOTRIA DEFLEXA		LAVANDULA ANGUSTIFOLIA		PENNISETUM SETACEUM		COMPACTED SOIL	
OLEA EUROPEA		CARISSA GRANDIFLORA				MULCH	
CORDYLINE DIVISA							

## 6 DESIGN DEVELOPMENT

4

### FOCUS AREA 2

The Focus Area 2 is located on the southern part of the masterplan where one can have a visual access to the southern bay. It lounges the Phoenician Wall and is the last step of the promenade. It is constituted by several bleachers that allows the visitor to access the water and to have several seating areas at different levels. The reason behind this access to the sea is because some swimmers would take advantage of this opportunity and might be able to swim from these bleachers to the Bahsa beach which is located in the southern bay and vice versa.

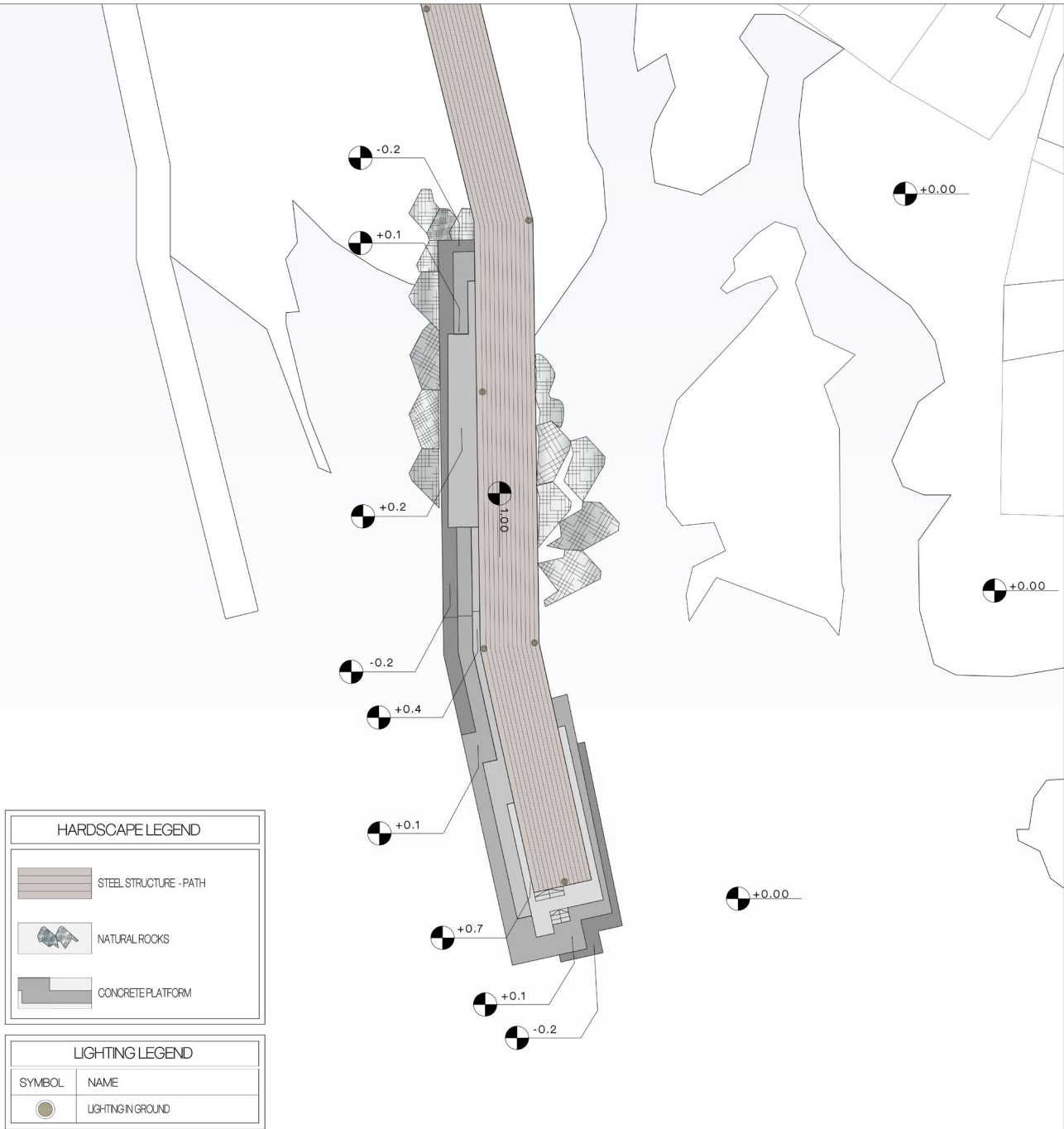


## 6 DESIGN DEVELOPMENT

4

FOCUS AREA 2

This intervention is made out of concrete bleachers and a steel path. The steel path is the most elevated one and relies on the several concrete bleachers that sink into the sea.



hardscape  
scale:1/500

Fig. 28

## 6 DESIGN DEVELOPMENT

### 5 SECTIONS AND SKETCHES

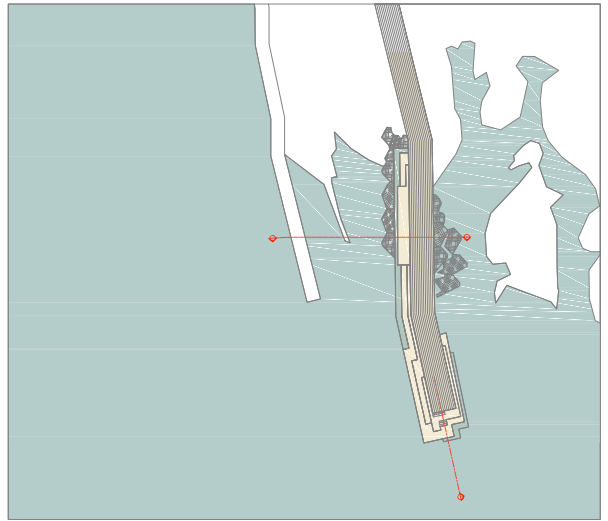
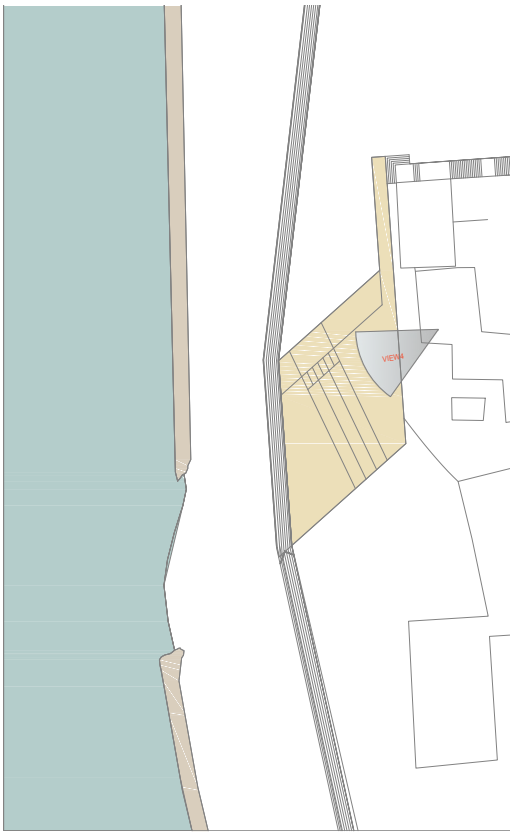
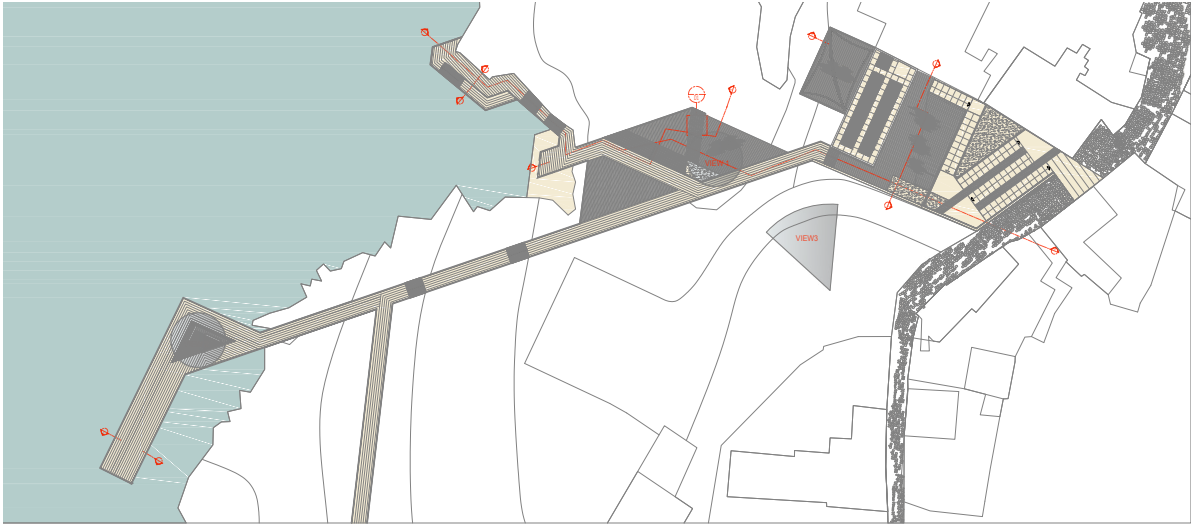
The sections are located in a way that explains the whole design areas in more details, how the path works, how the path meanders and witness an elevation change depending on the contour lines. On the right is the several key plans where the sections were drawn as well as the several sketches illustrating the views and the ambiance.

section key plans

no scale



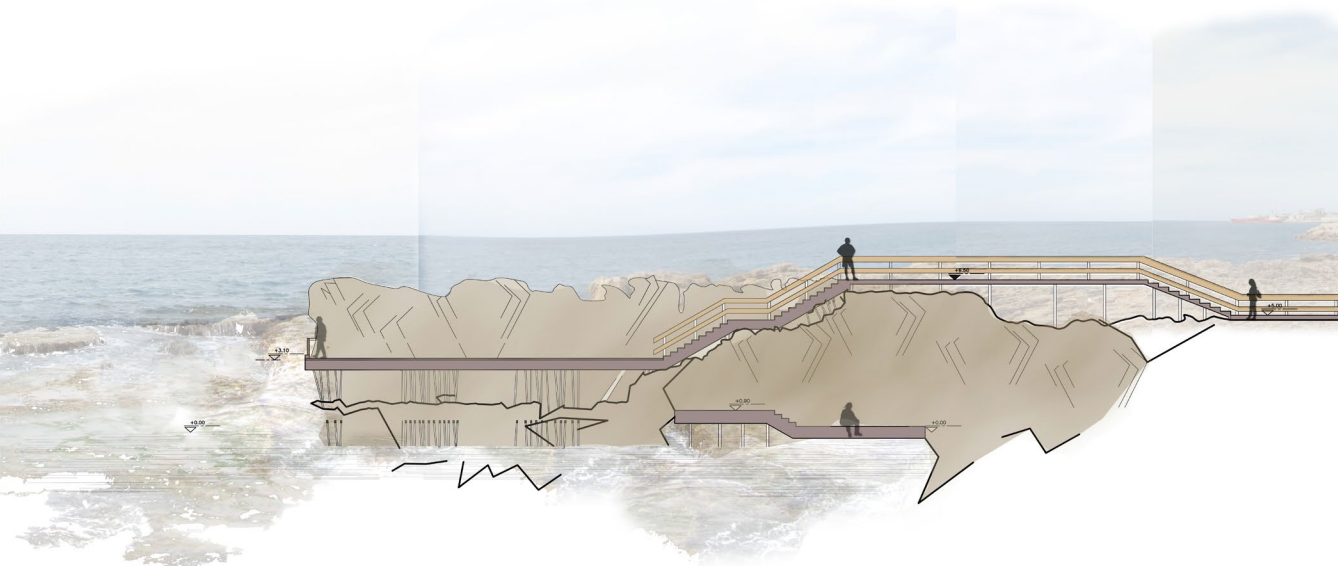
Fig. 29



# 6 DESIGN DEVELOPMENT

## 5 SECTIONS AND SKETCHES

This section is the largest section done for this project. It passes through approximately the entire Focus Area 1 and it shows the different parts mentioned before, about the several design areas varying between platforms, viewing decks and seating areas.



broken section - section 6  
scale: 1/350

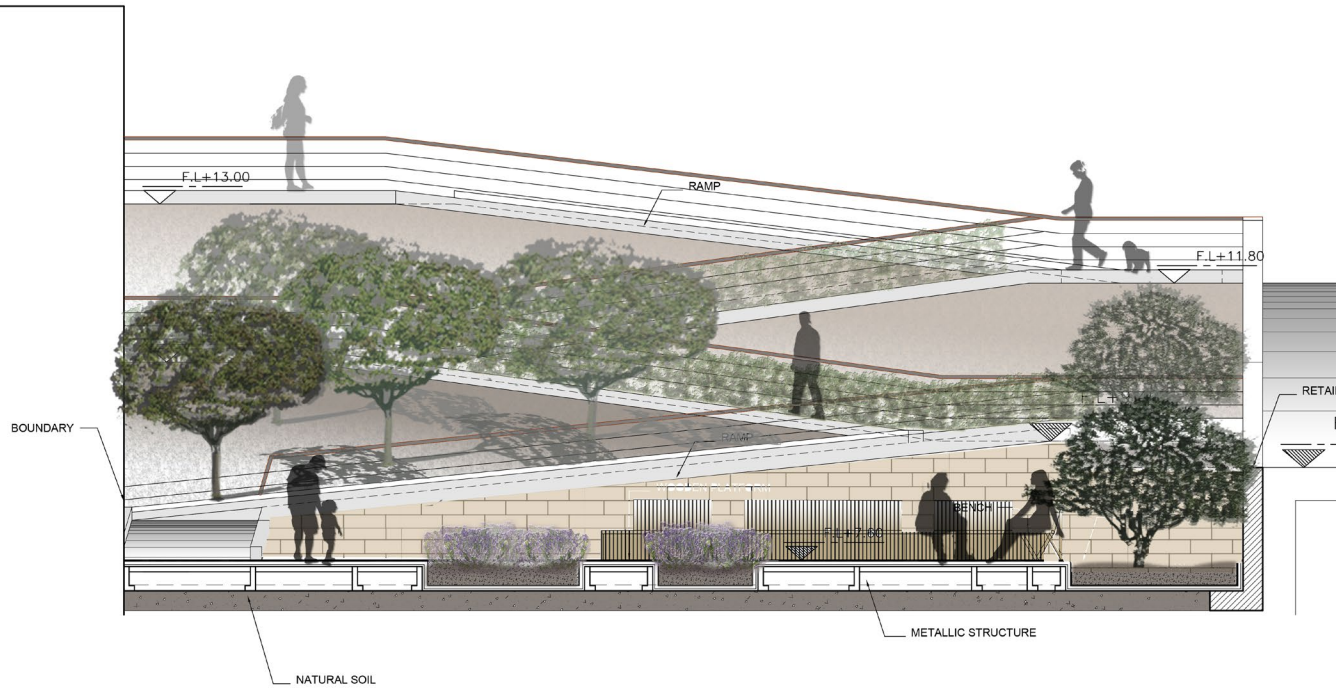
Fig. 30





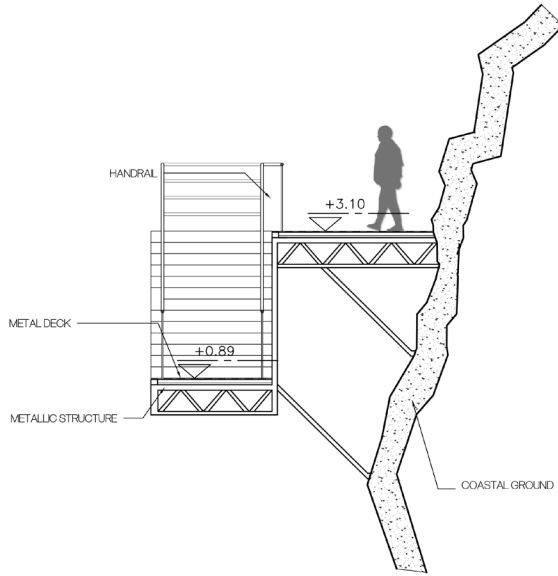
# 6 DESIGN DEVELOPMENT

## 5 SECTIONS AND SKETCHES

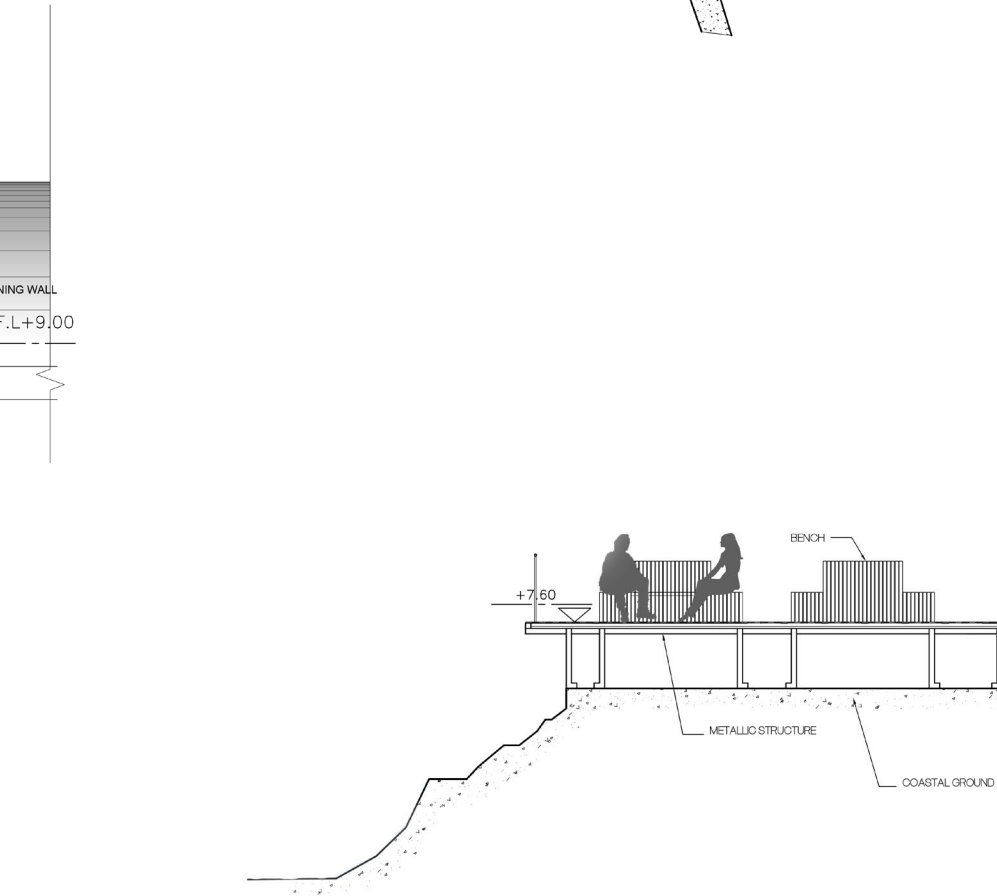


section 1  
scale: 1/20

Fig. 31



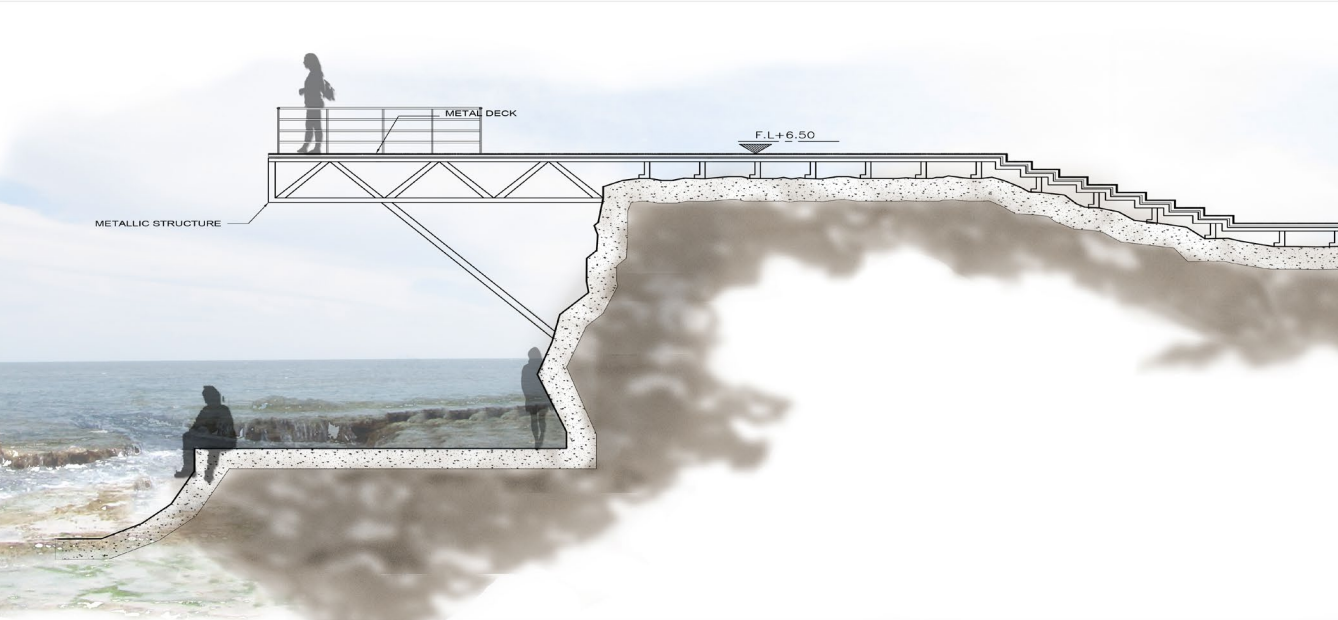
section 2  
scale: 1/20  
Fig. 32



section 3  
scale: 1/20  
Fig. 33

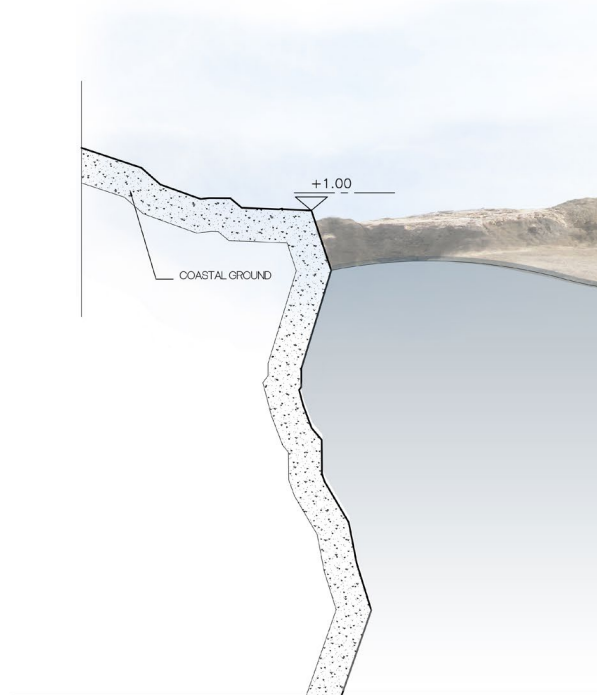
# 6 DESIGN DEVELOPMENT

## 5 SECTIONS AND SKETCHES



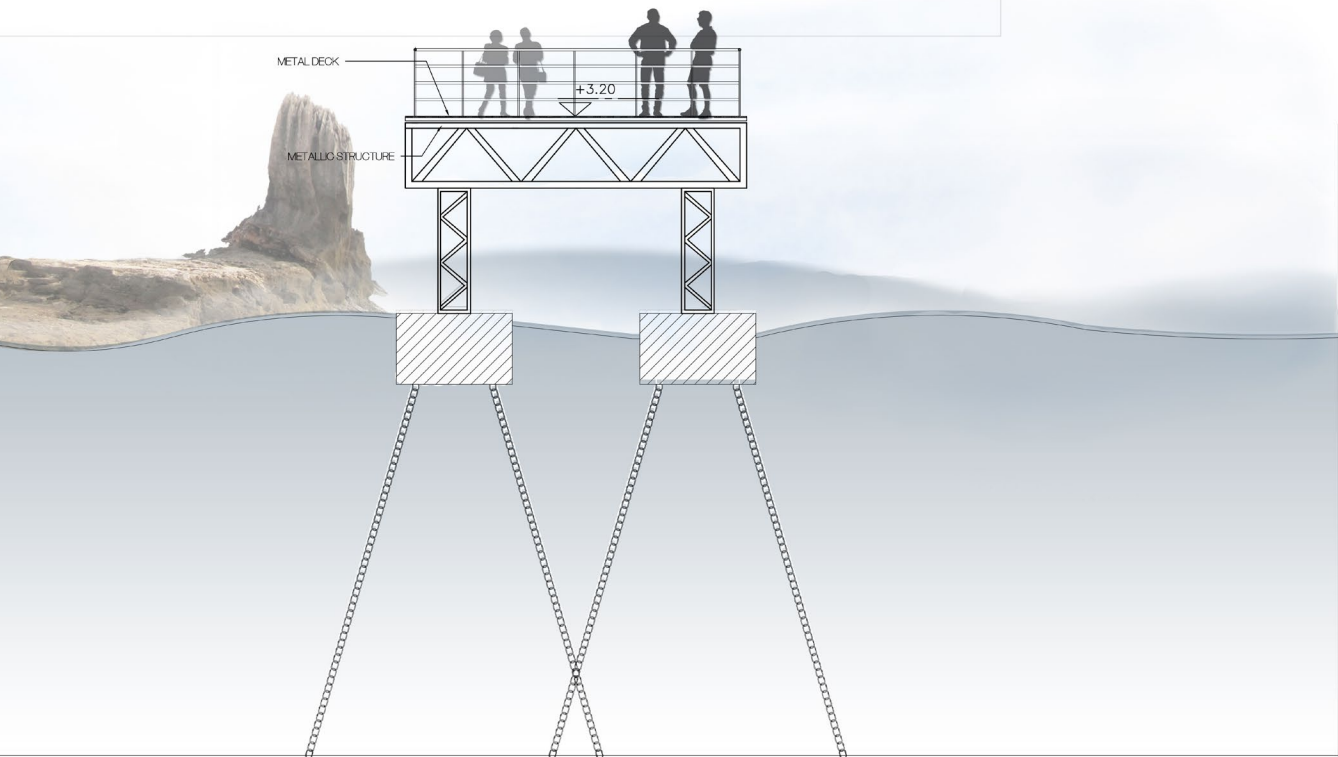
section 4  
scale: 1/20

Fig. 34



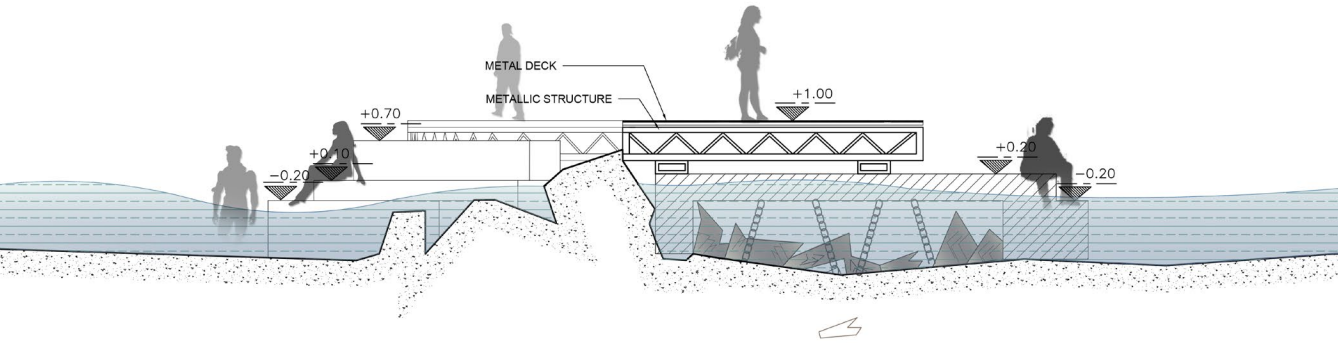
section 5  
scale: 1/20

Fig. 35



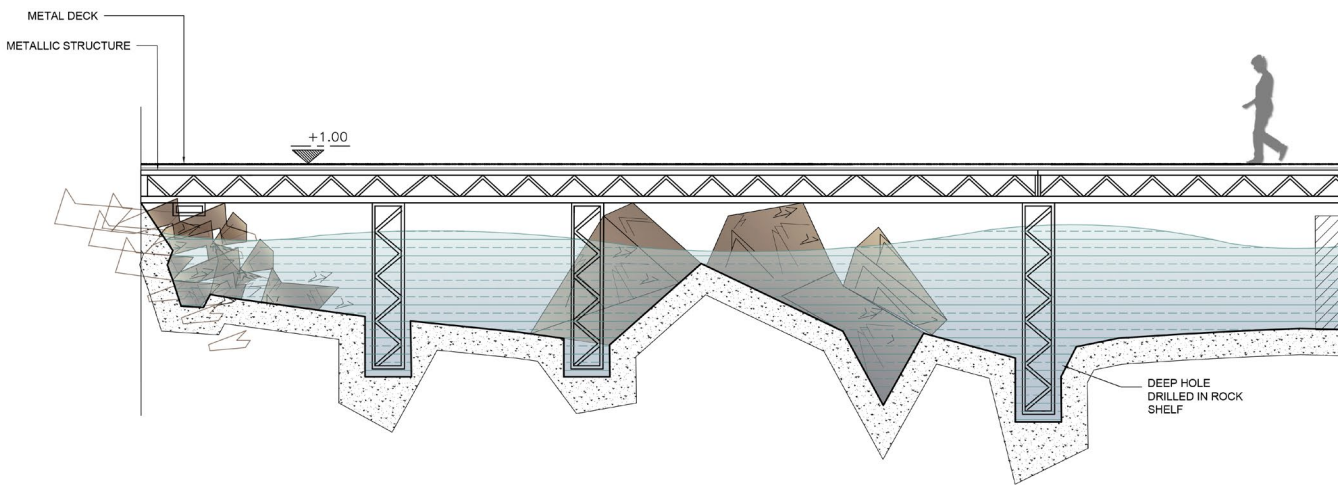
# 6 DESIGN DEVELOPMENT

## 5 SECTIONS AND SKETCHES



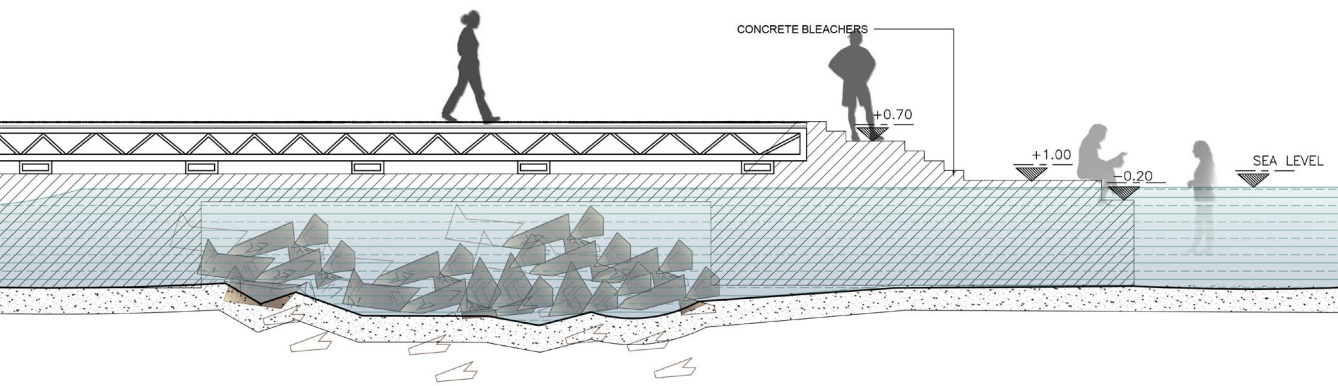
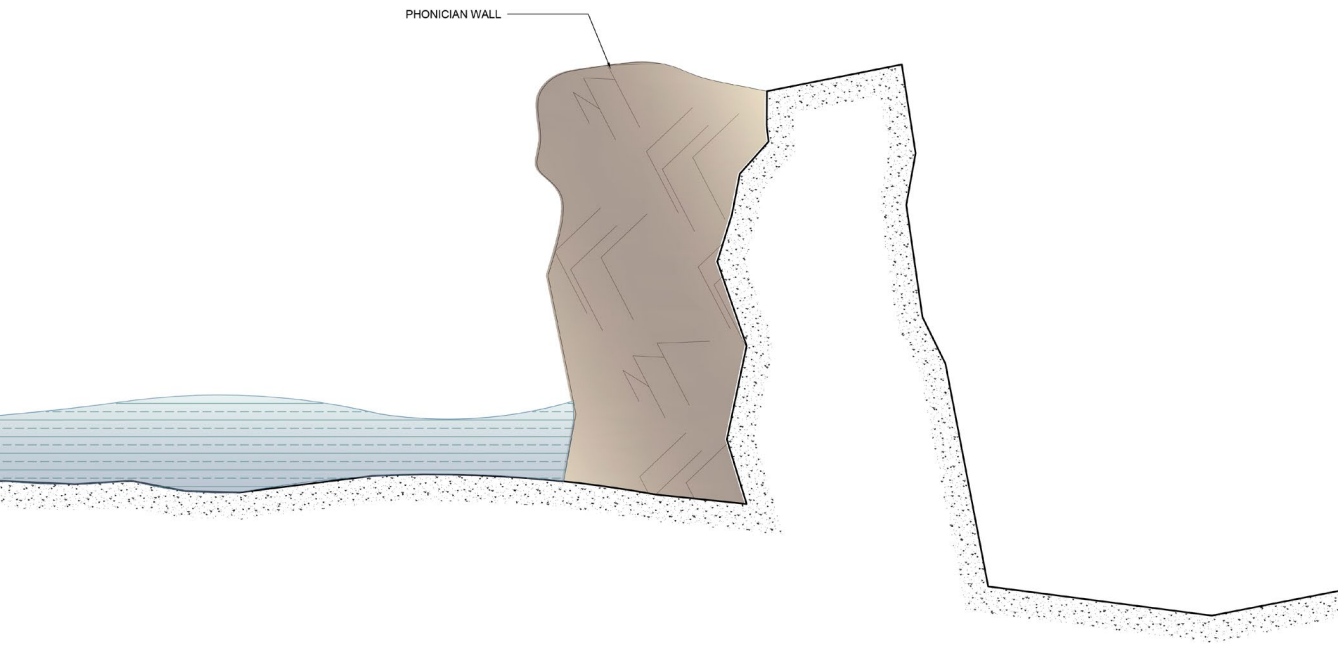
section 7  
scale: 1/20

Fig. 36



section 8  
scale: 1/20

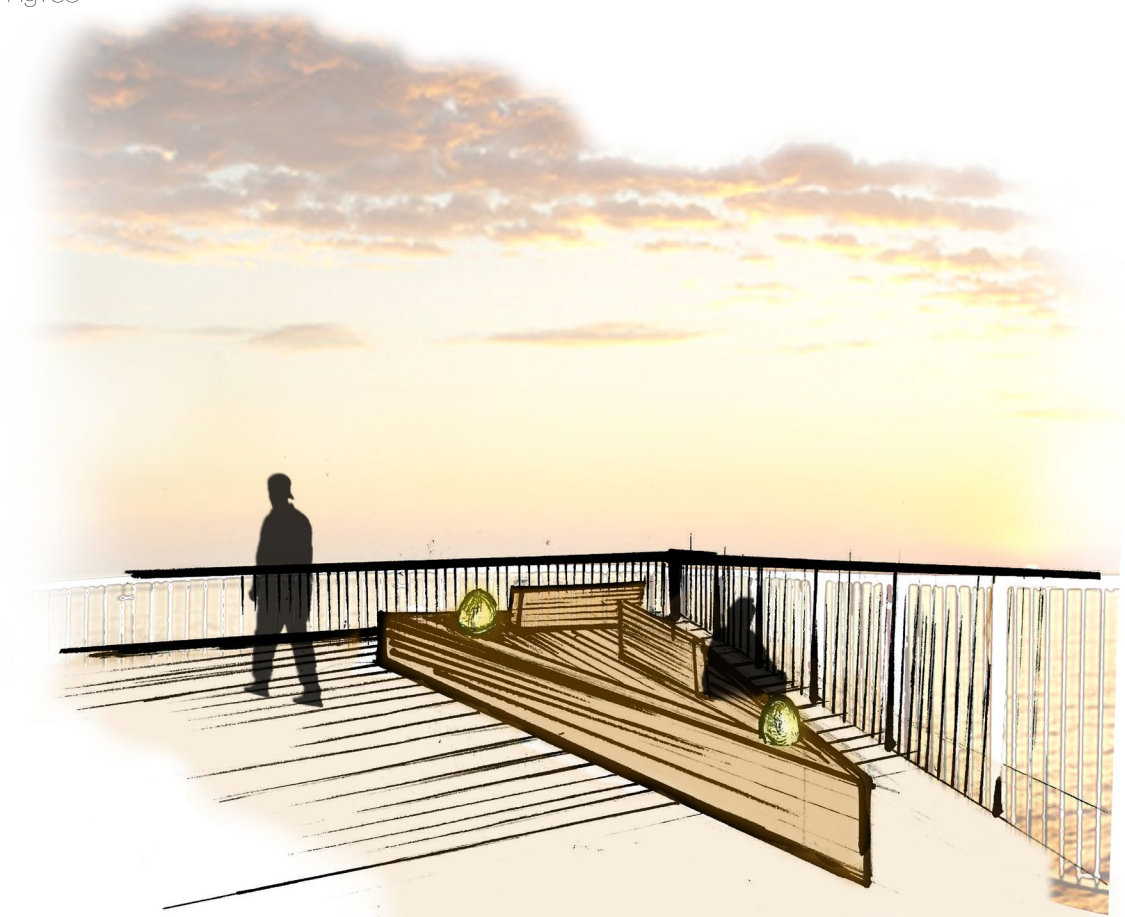
Fig. 37



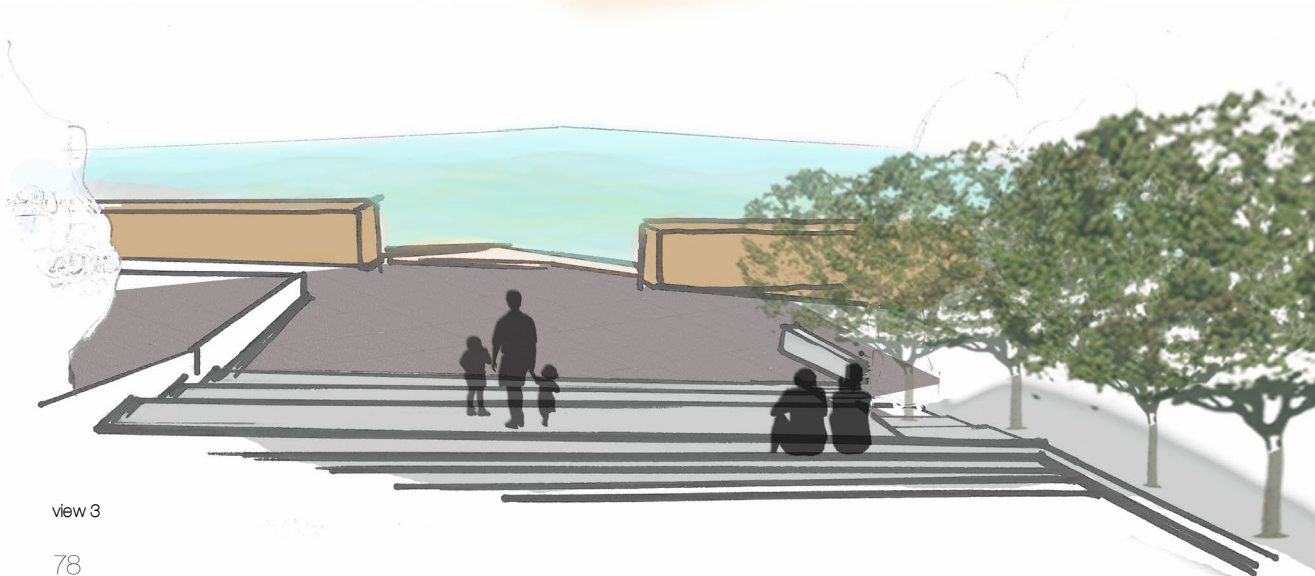
# 6 DESIGN DEVELOPMENT

## 5 SECTIONS AND SKETCHES

Fig. 38



view 4

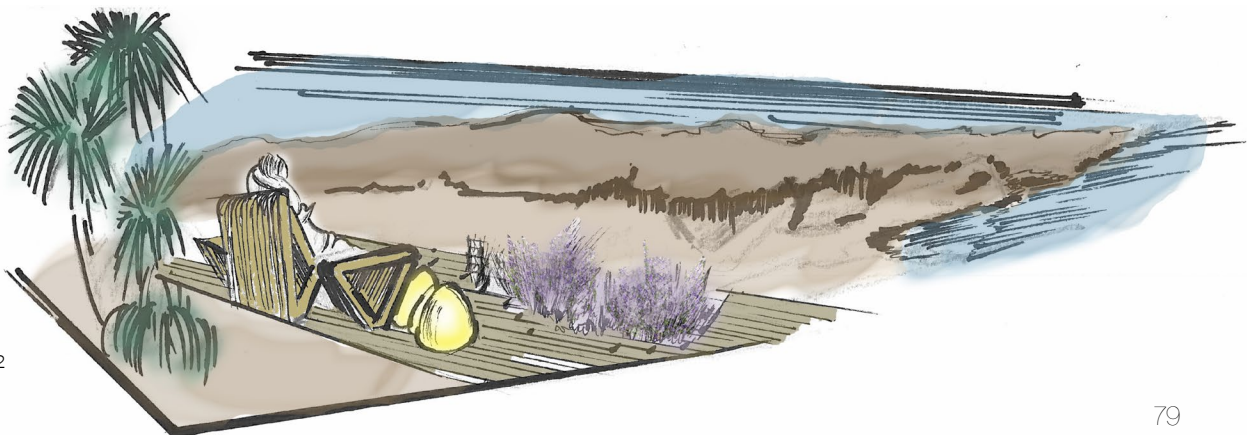


view 3





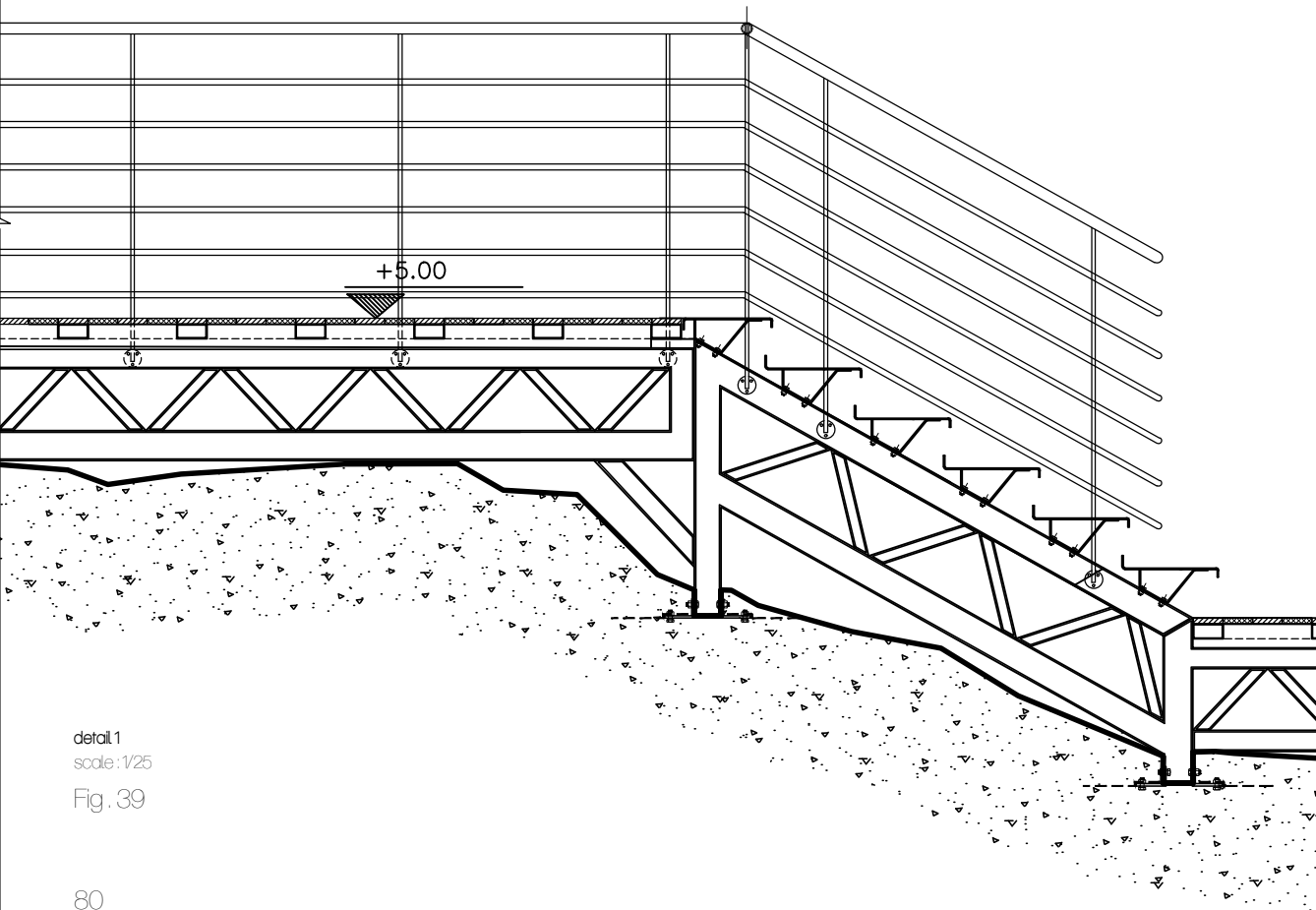
view 1



view 2

# 6 DESIGN DEVELOPMENT

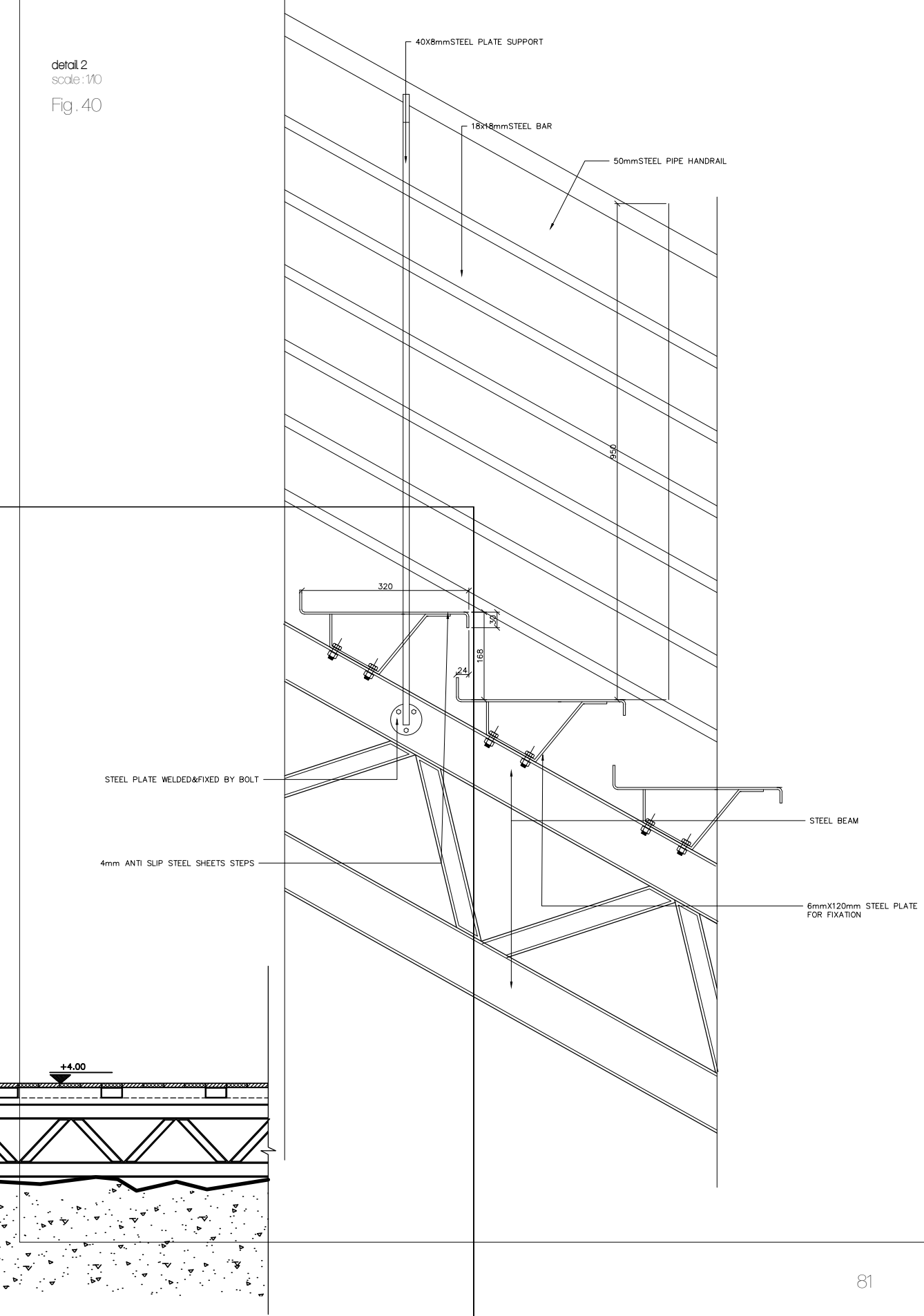
## 5 SECTIONS AND SKETCHES



detail 1  
scale: 1/25

Fig. 39

detail 2  
scale: 1/10  
Fig. 40



## 6 DESIGN DEVELOPMENT

6

3D MODEL

The images below are divided between the built model and the rendered model. It helps with the understanding of the several parts of the project, from the highest point till the lowest point.

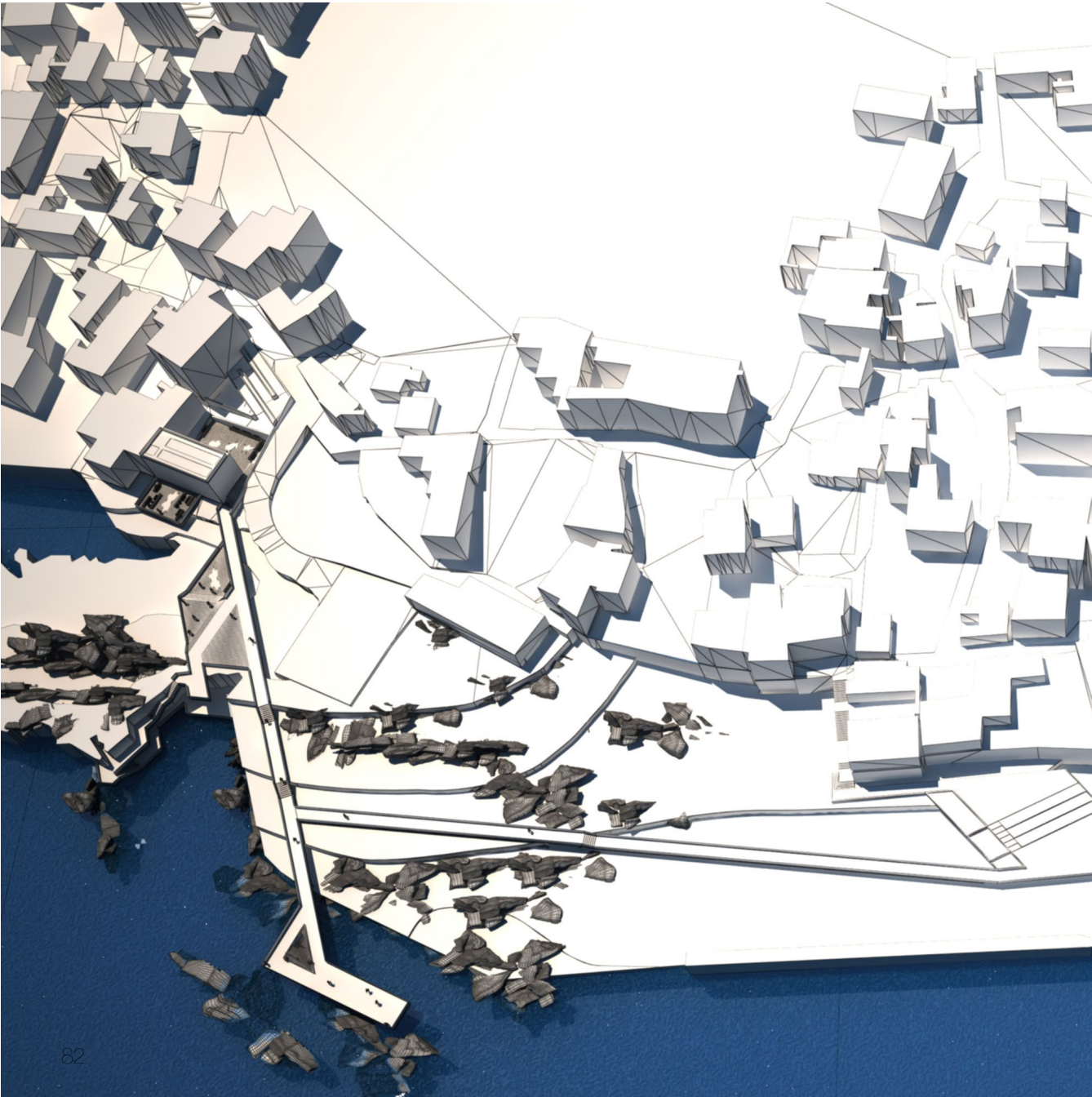
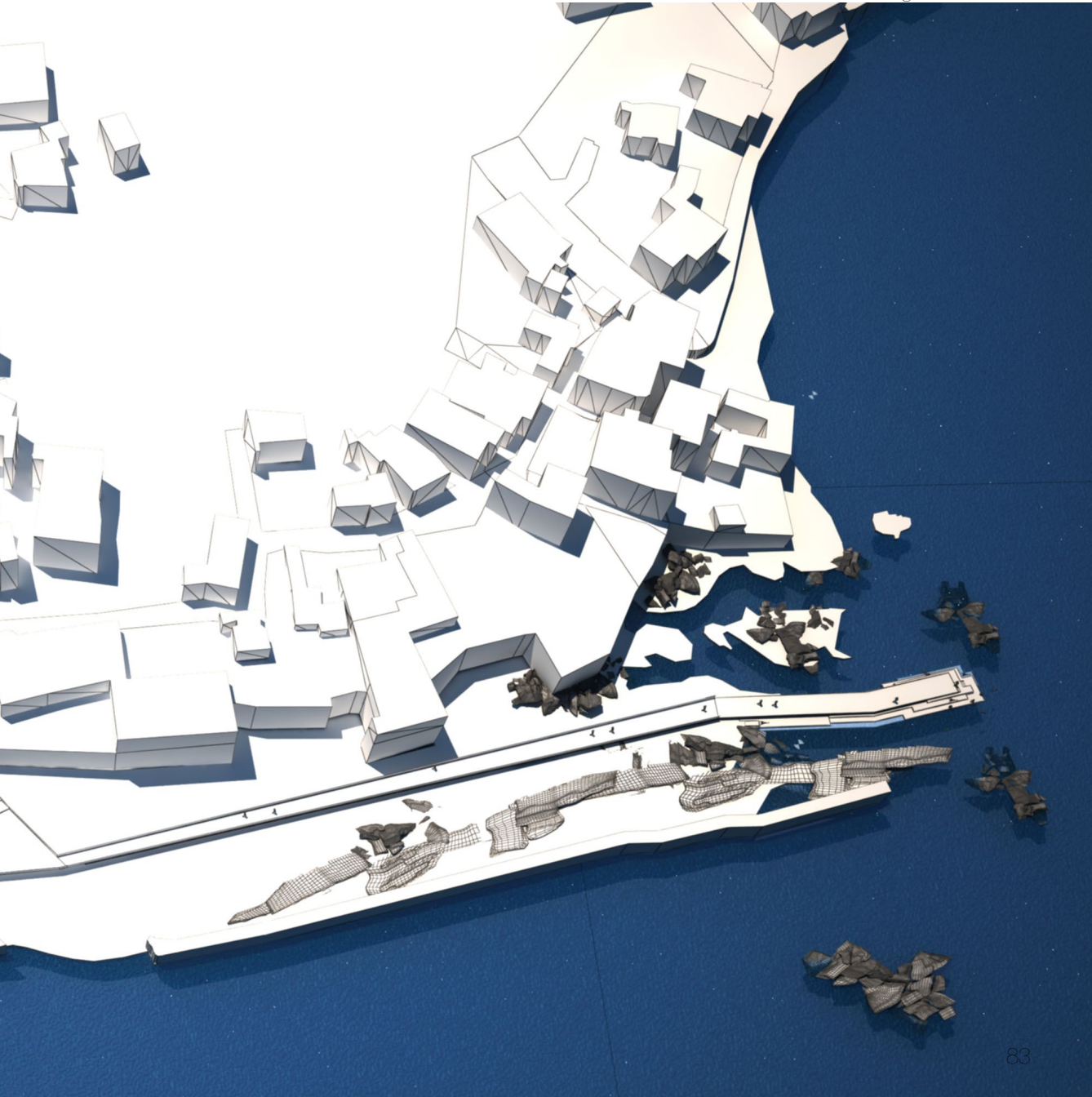


Fig. 41



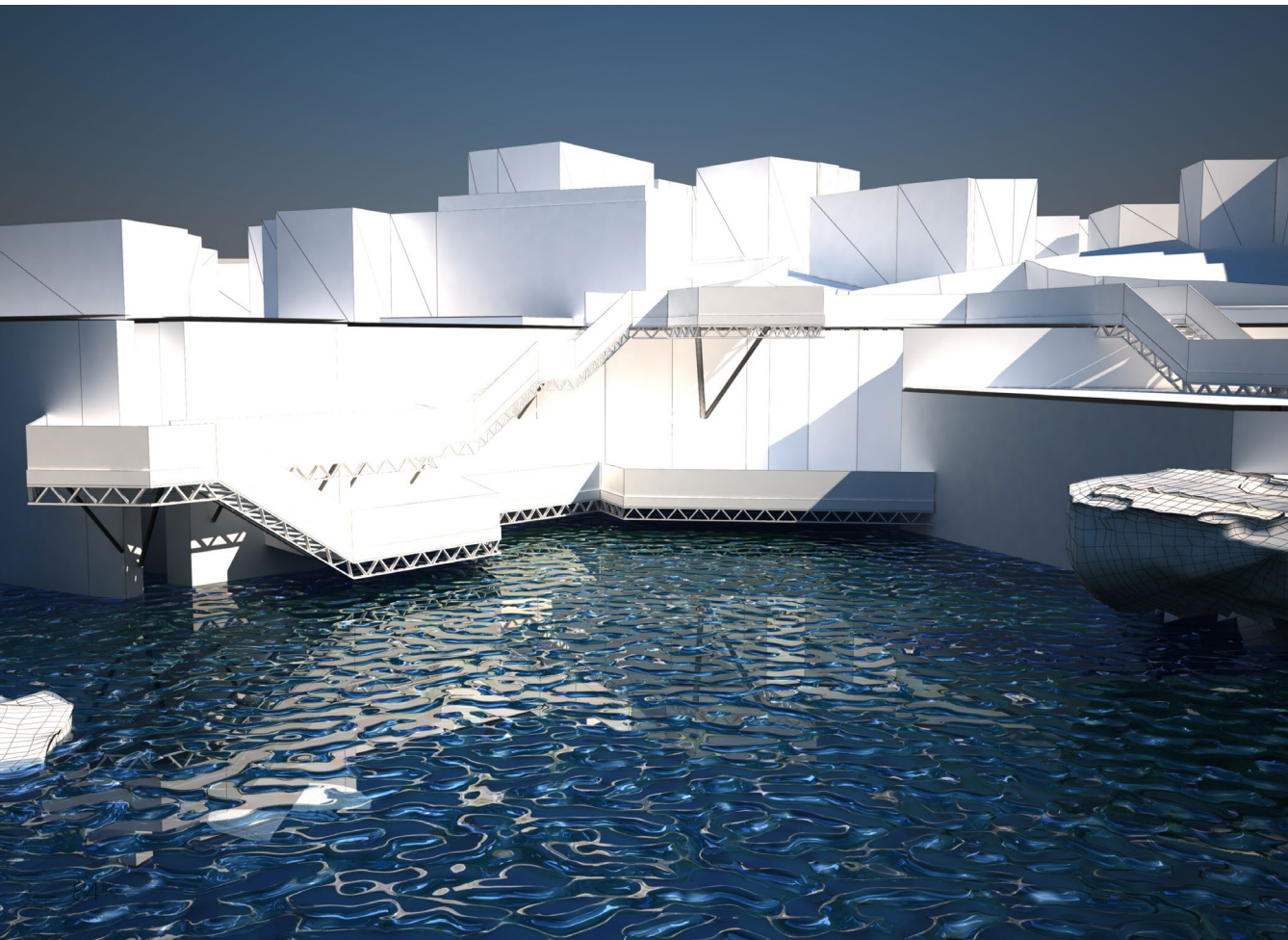
# 6 DESIGN DEVELOPMENT

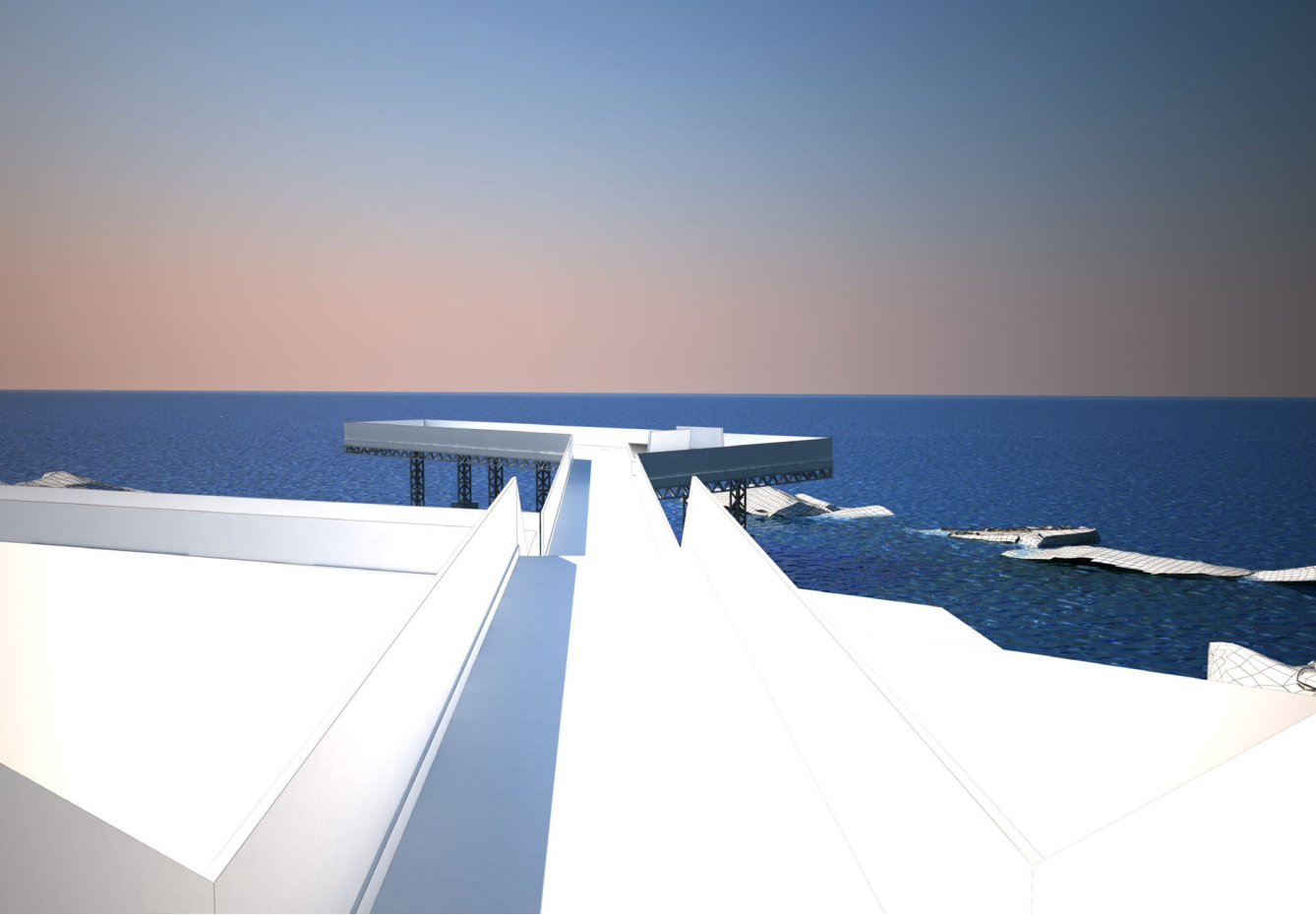
6

3D MODEL

Page on the left : Staircase " a dip in the sea "

Page on the right : The viewing Platform



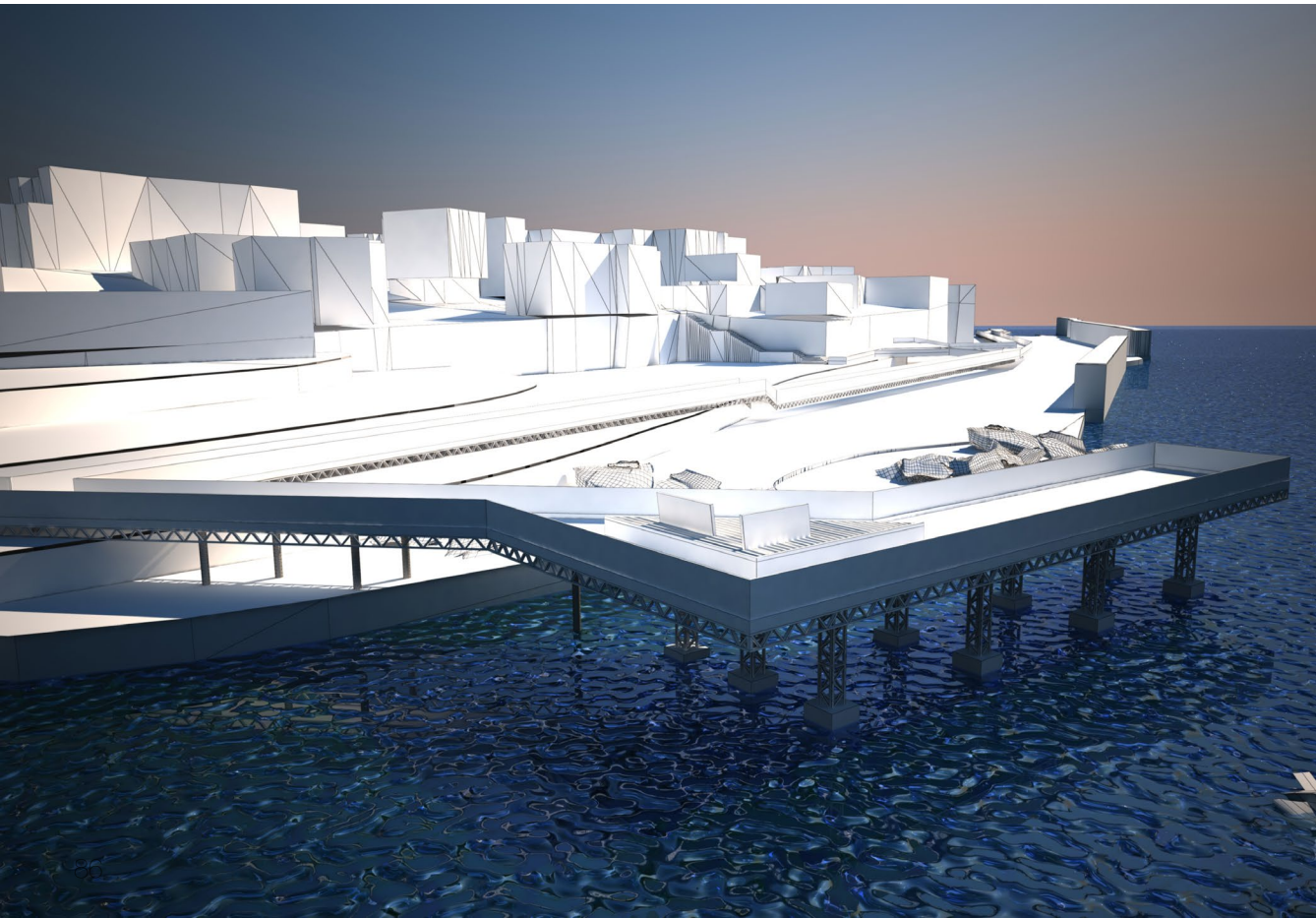
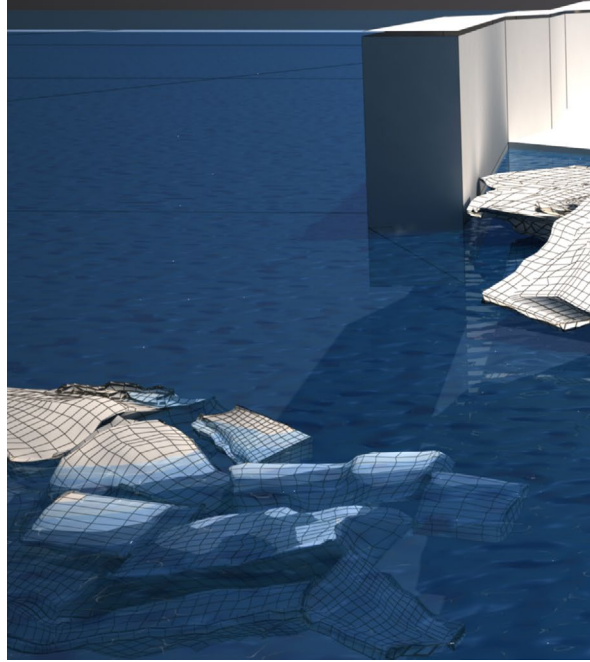


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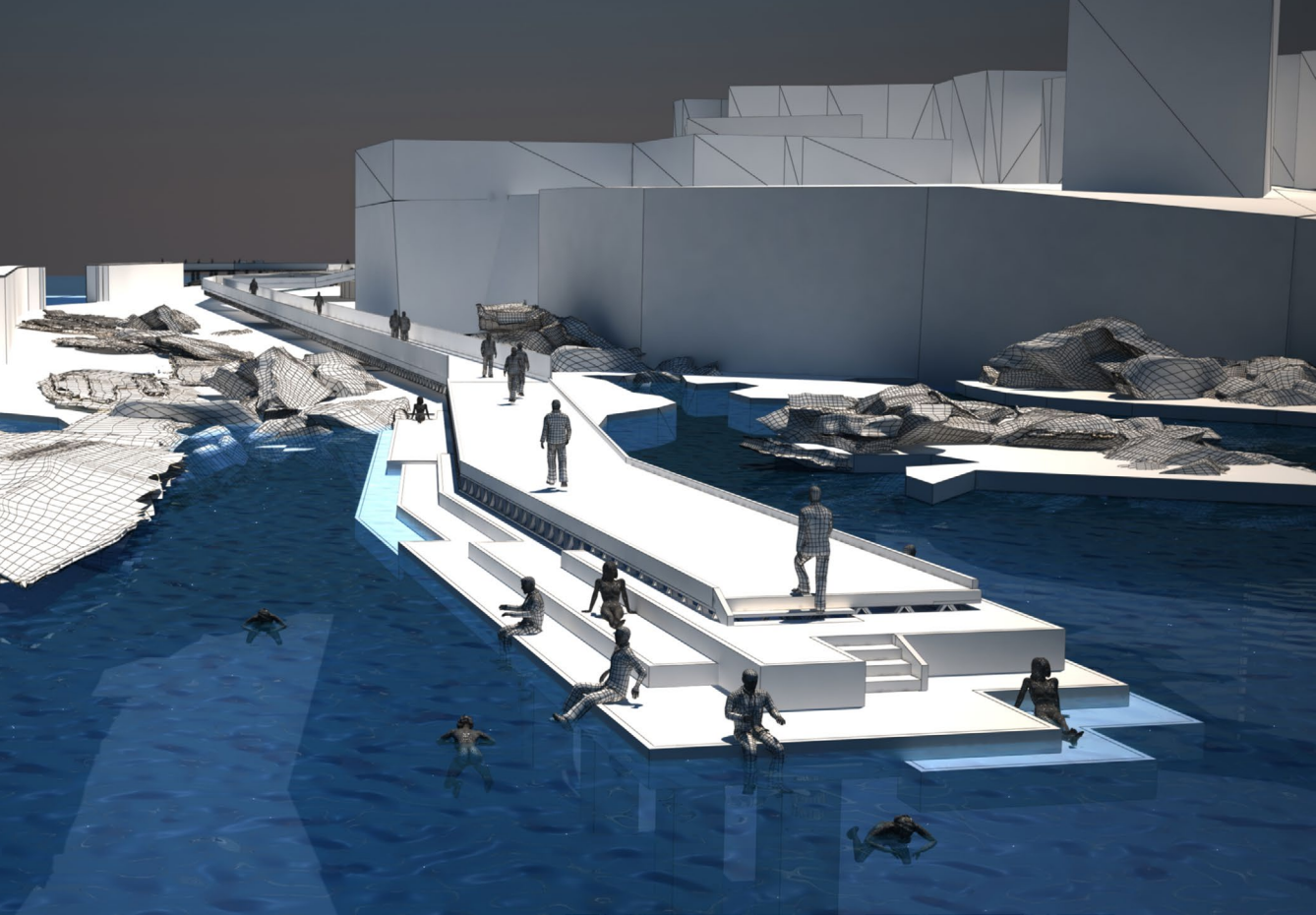
6

3D MODEL

Page on the left : The viewing platform  
Page on the right : The sea lounge





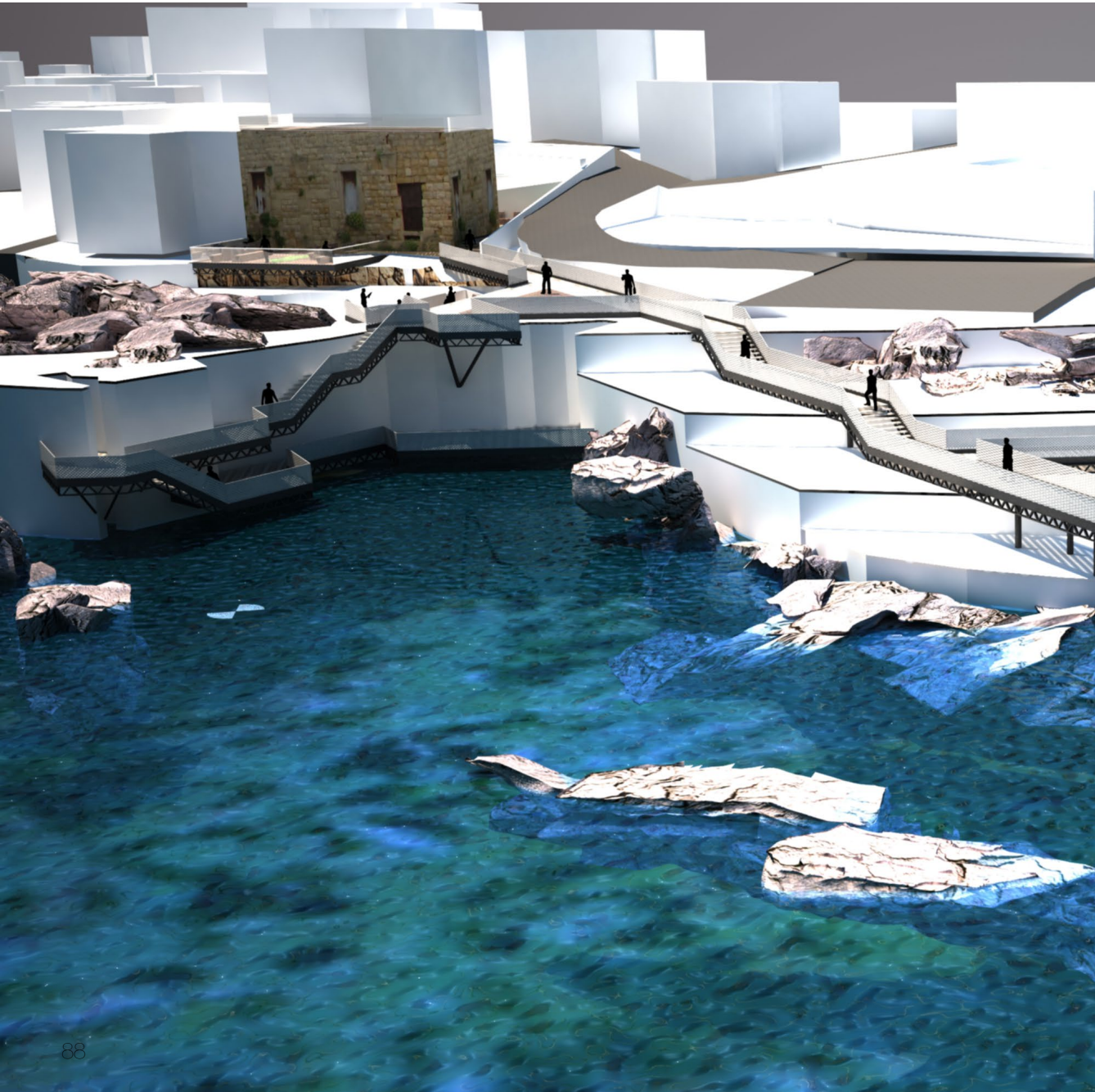


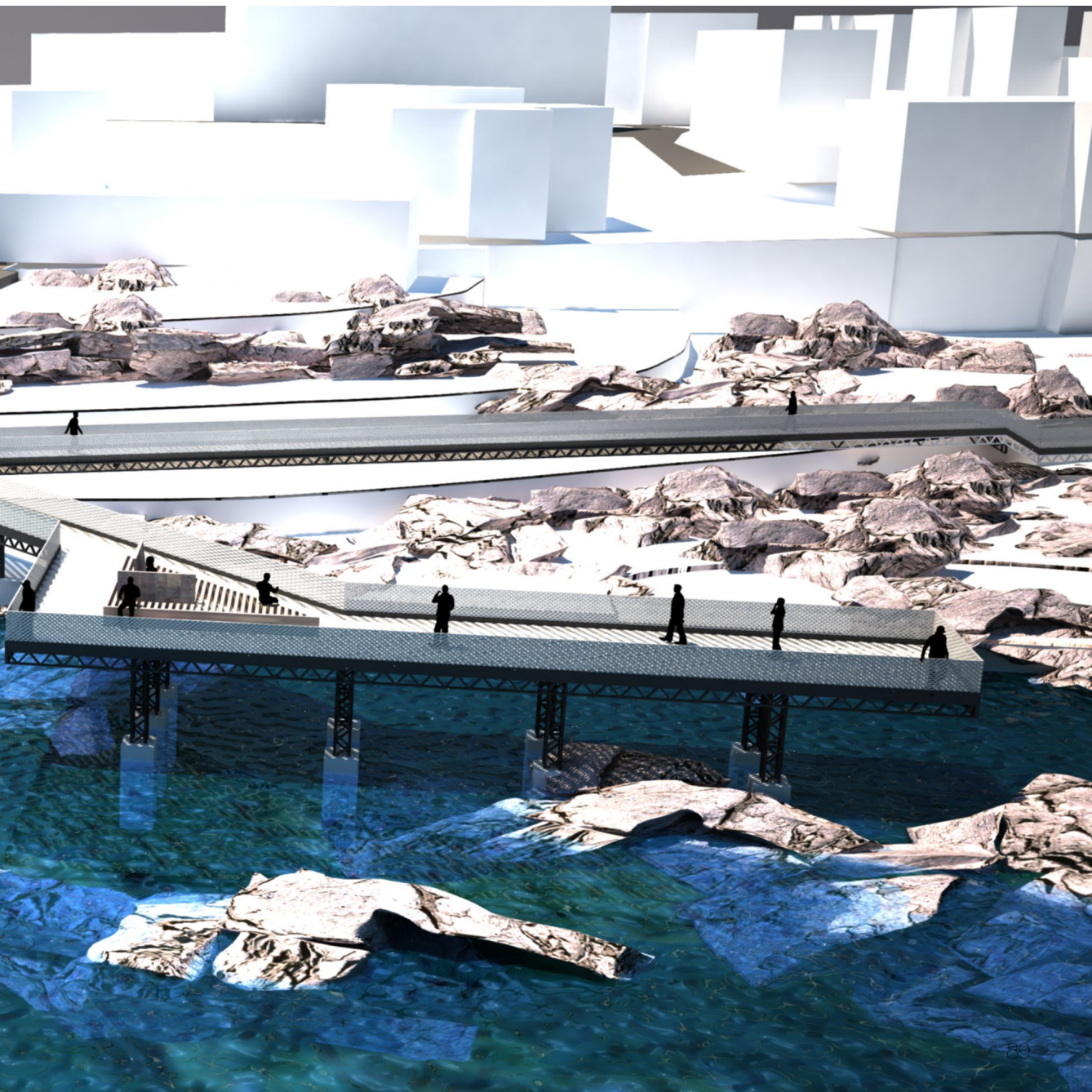
# 6 DESIGN DEVELOPMENT

6

3D MODEL

Focus Area 1



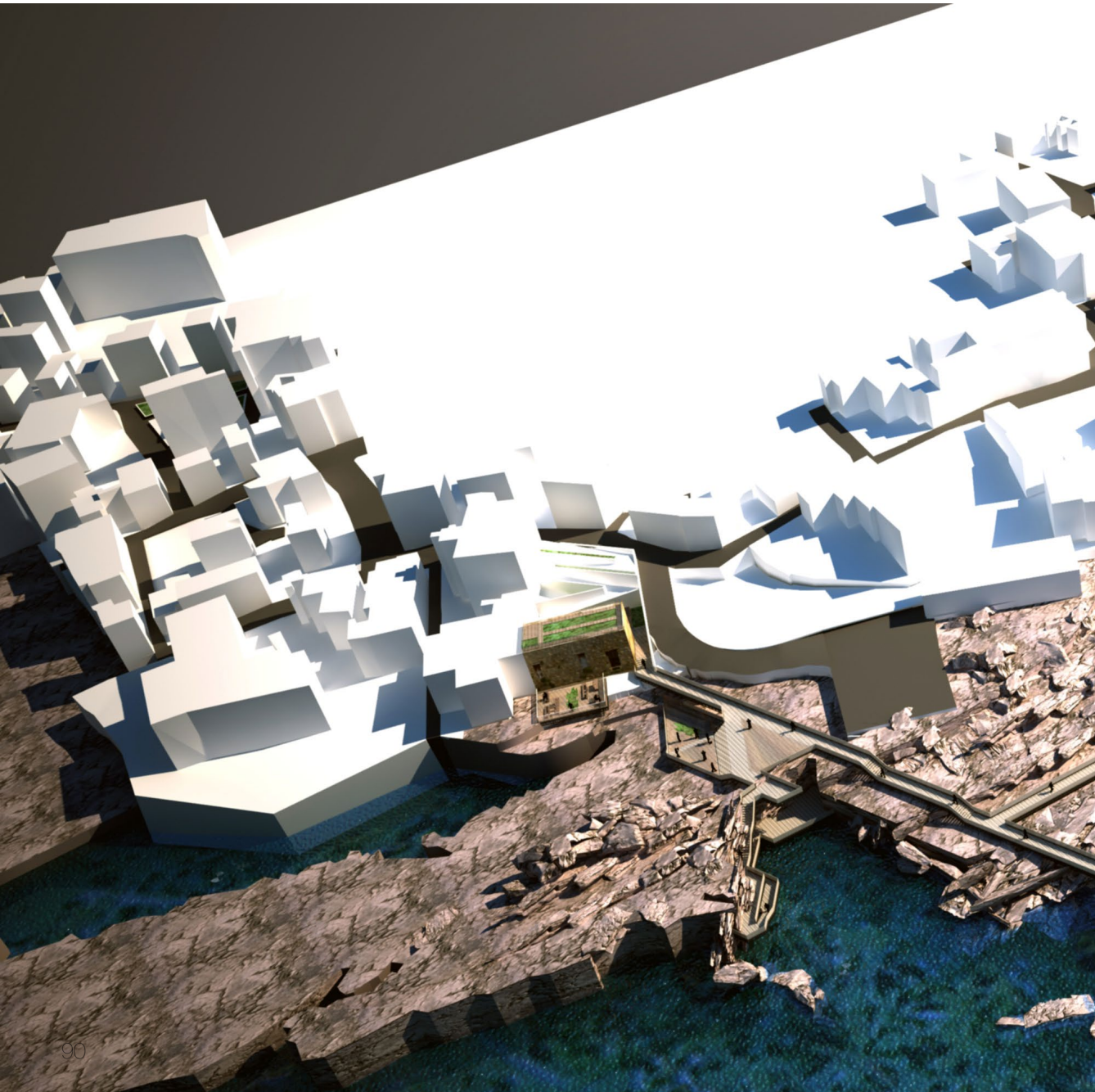


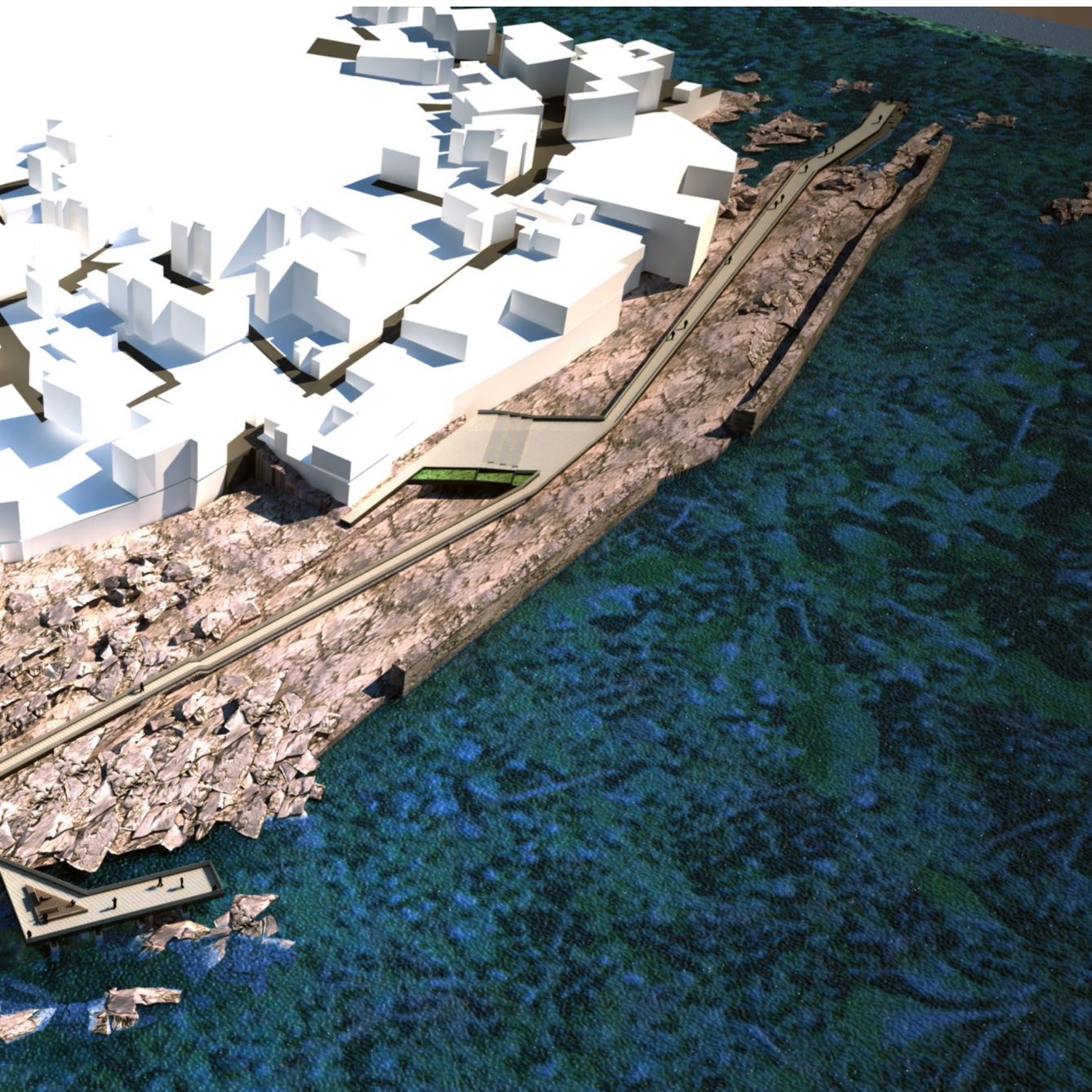
# 6 DESIGN DEVELOPMENT

6

3D MODEL

Aerial View on the whole site



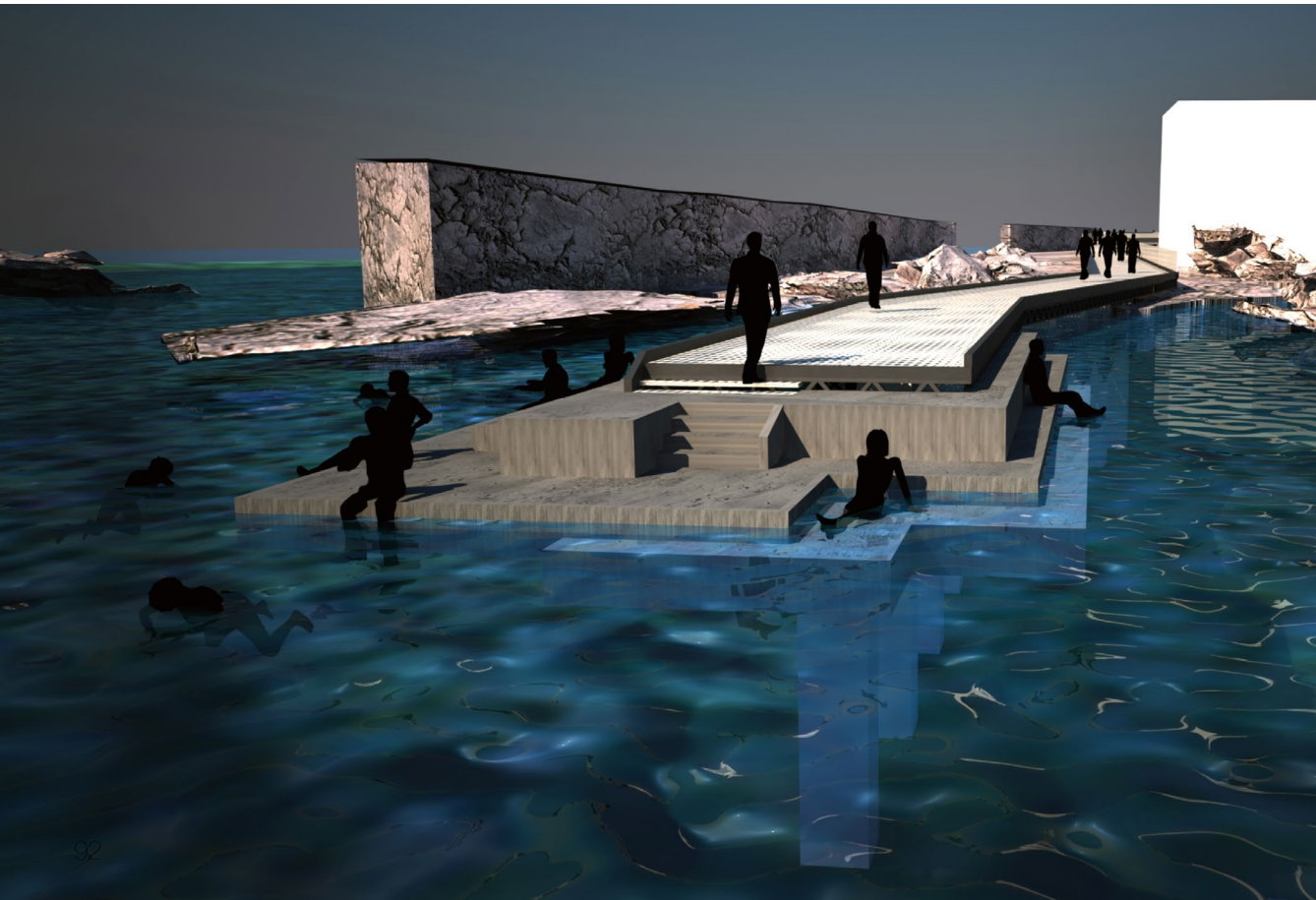
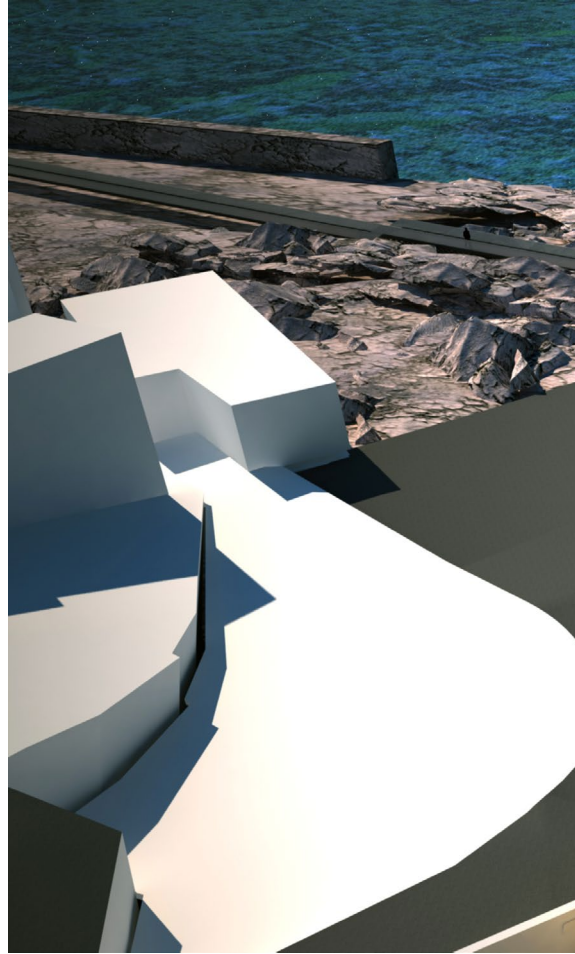


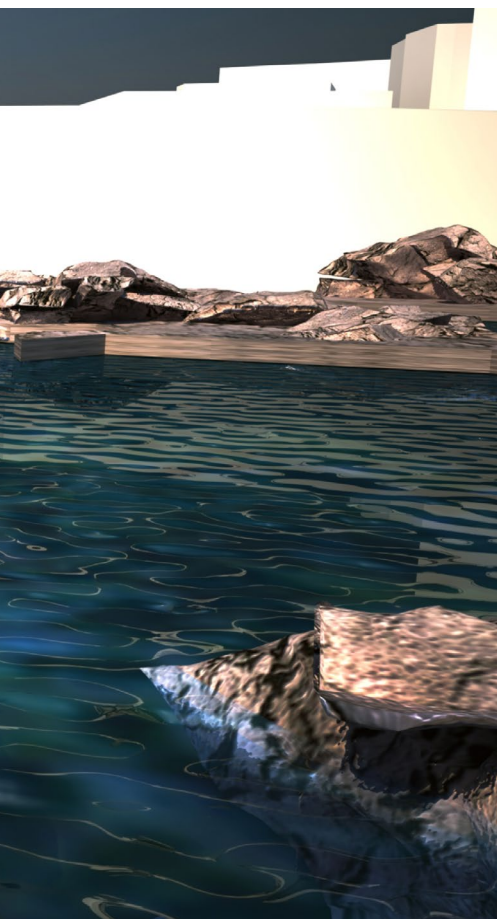
# 6 DESIGN DEVELOPMENT

6

3D MODEL

Page on the left : The sea lounge  
Page on the right : Focus Area 1



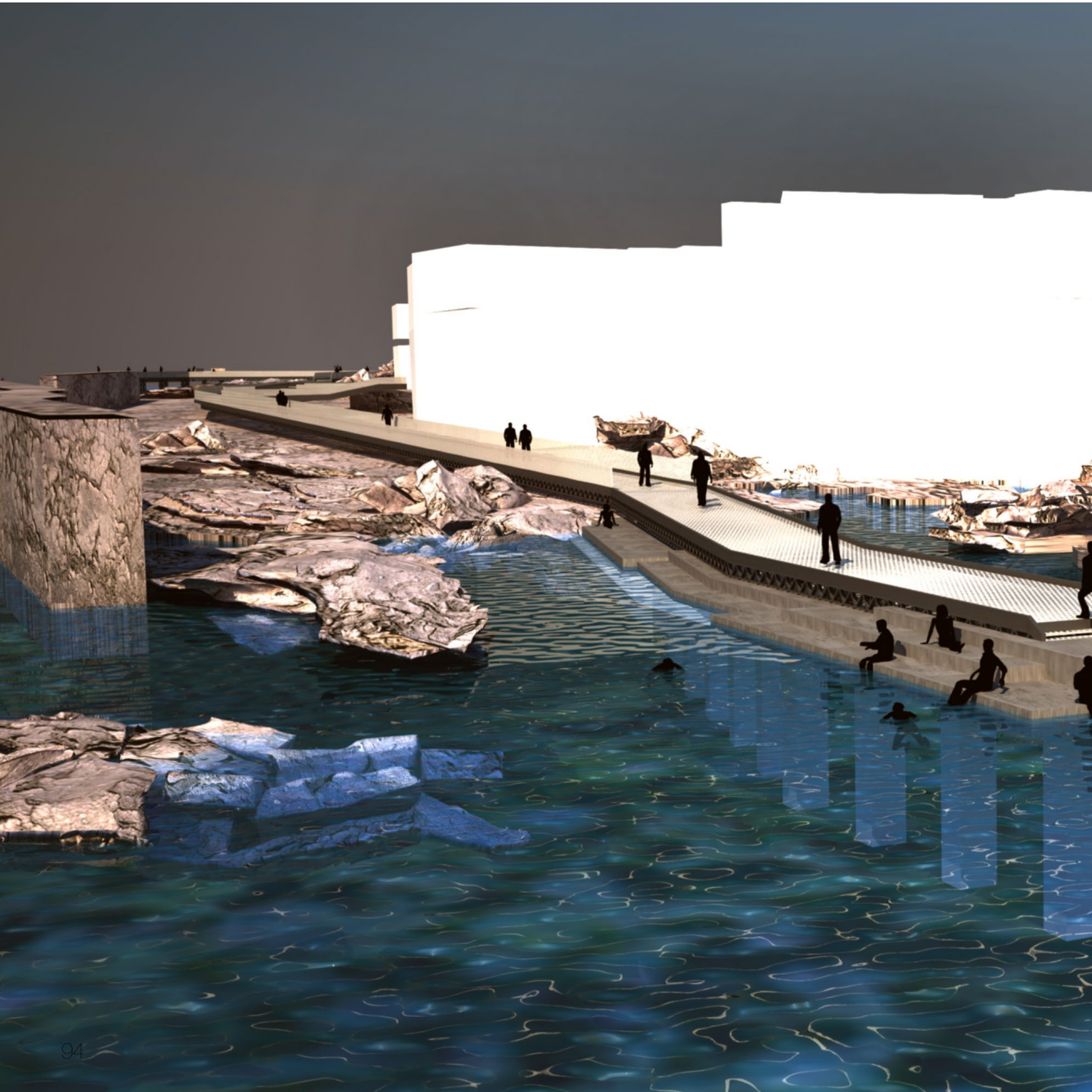


# 6 DESIGN DEVELOPMENT

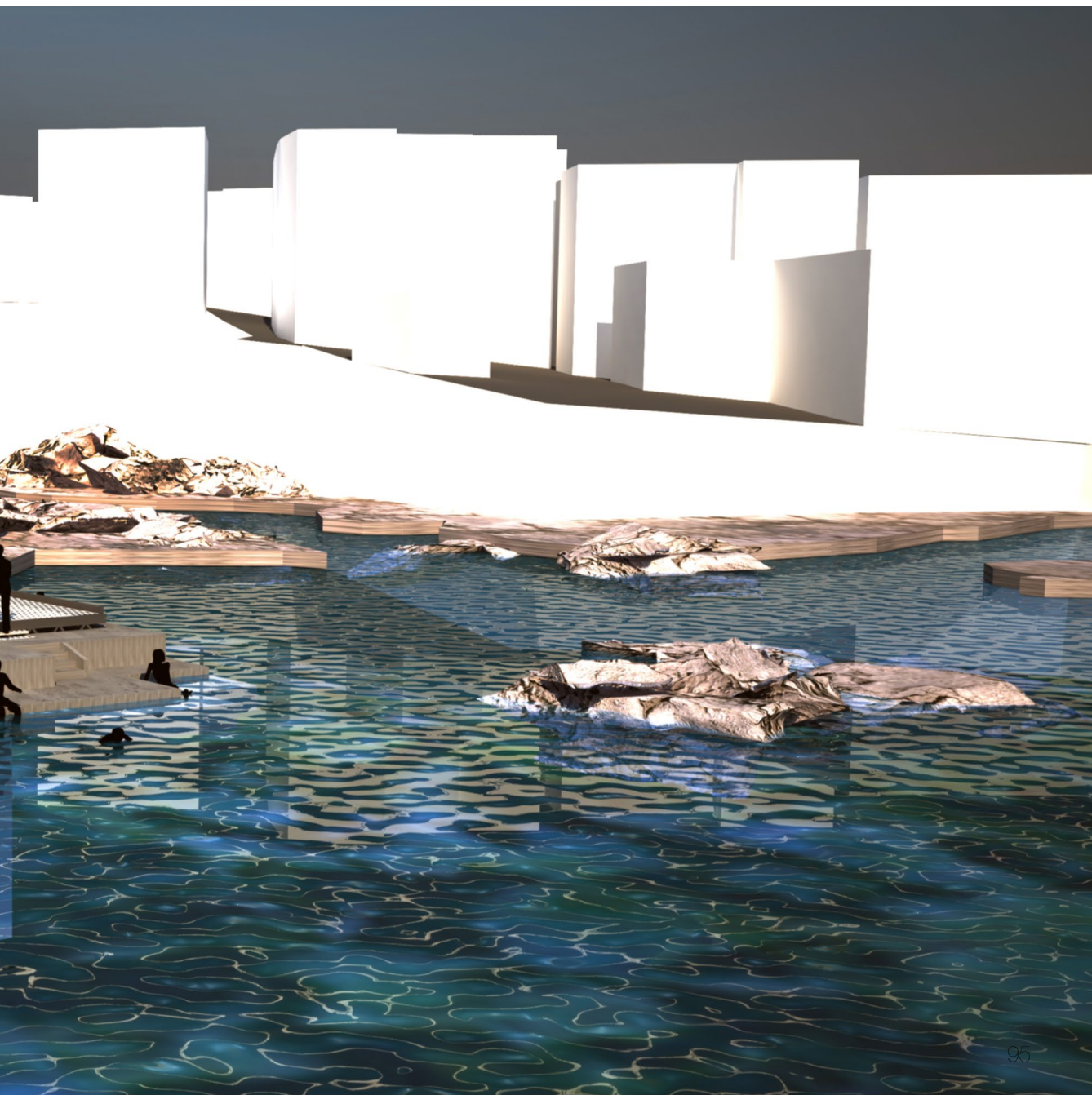
6

3D MODEL

The sea Lounge (Rendered)





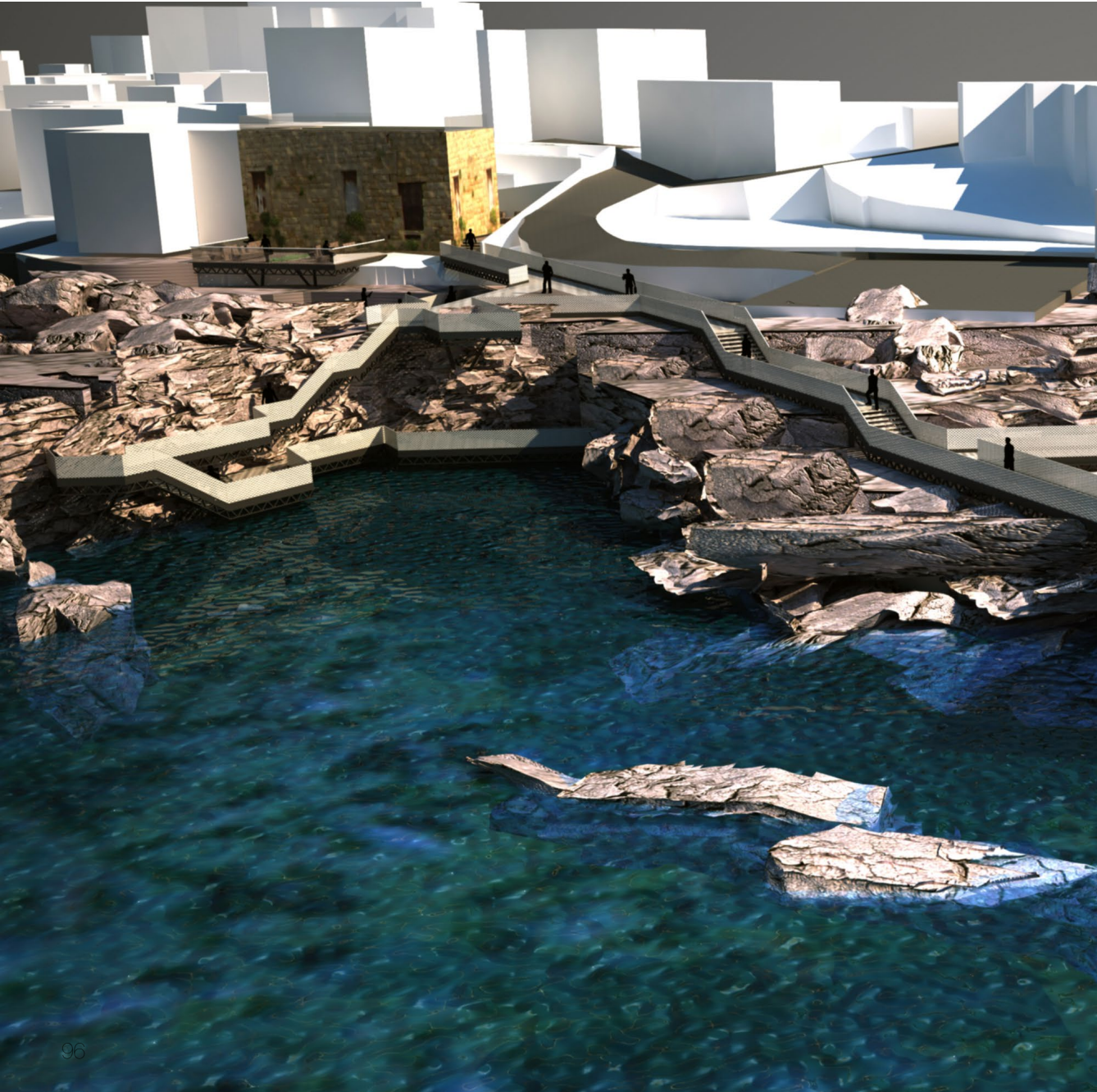


# 6 DESIGN DEVELOPMENT

6

3D MODEL

Focus Area 1(Rendered)





## 7 CONCLUSION

The several platforms come as an answer to the weak accessibility noticed through the analysis of Batroun. They provide indeed several experiences, one different from the other one, where the visitor / local can choose what he prefers and decide which path to take. The reason behind the limited occupation of the space is to try to compromise between a very ecological and historical and archeological site and the need to access such a neat, breathtaking and picturesque site. Thus the platforms are constricted to specific areas and do not cover and change the whole coastal stretch of Batroun's Phoenician Wall.



