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AMERICAN UNIVERSITY OF BEIRUT
UNDERGRADUATE CAPSTONE PROJECT
IN
LANDSCAPE ARCHITECTURE
SUBMITTAL FORM

The Hidden Silver Linings of El-Mina

By
Fares Elmir

LDEM242- ADVANCED DESIGN
SPRING 2019-2020

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The Hidden Silver Linings Of Al-Mina



PORTFOLIO
LANDSCAPE ARCHITECTURE
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Landscape Capstone Project
American University of Beirut
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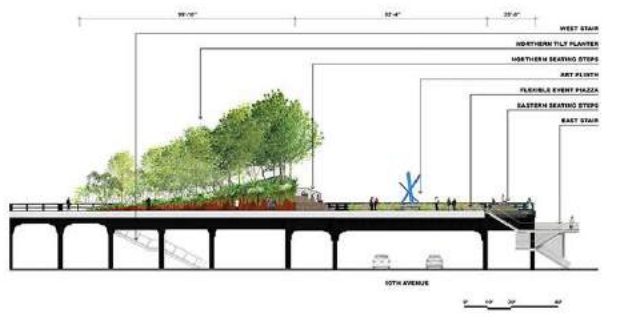
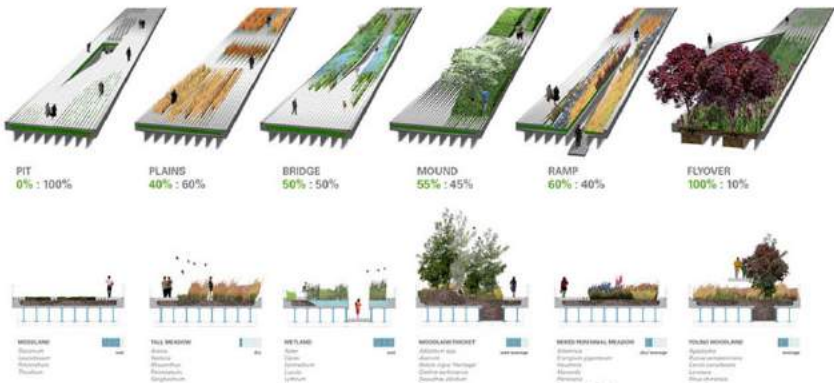
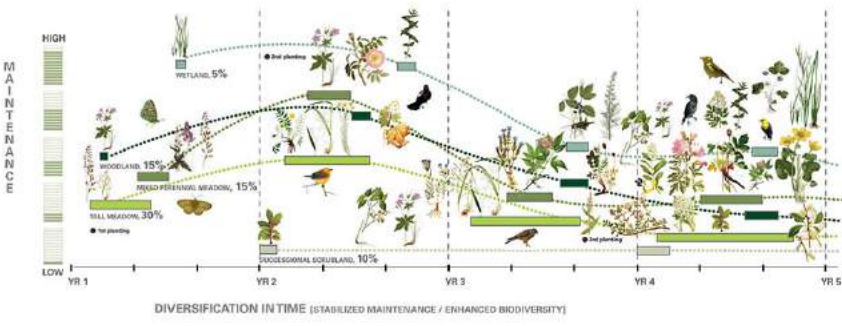
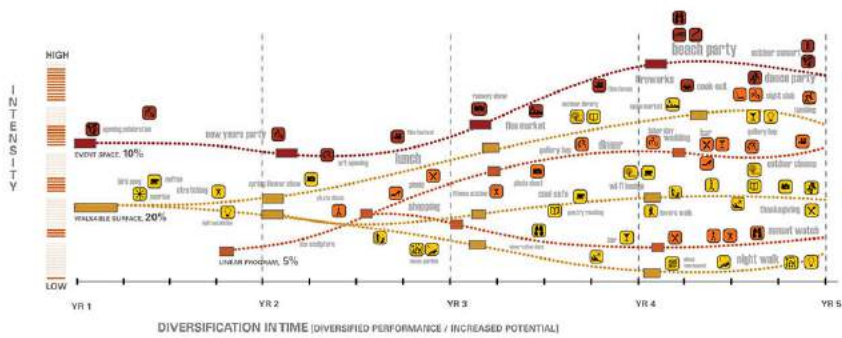
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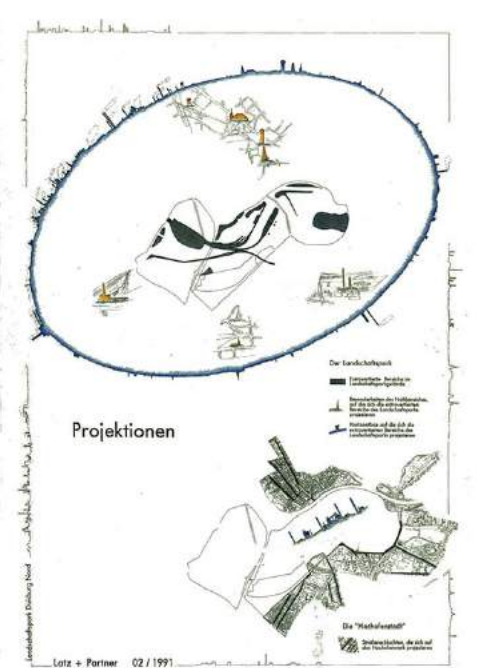
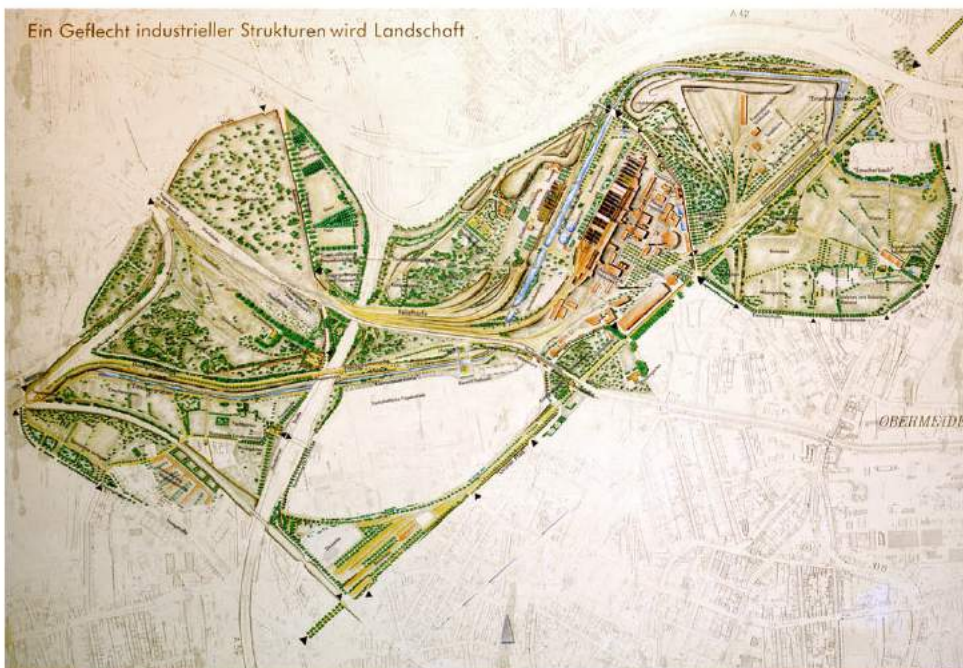
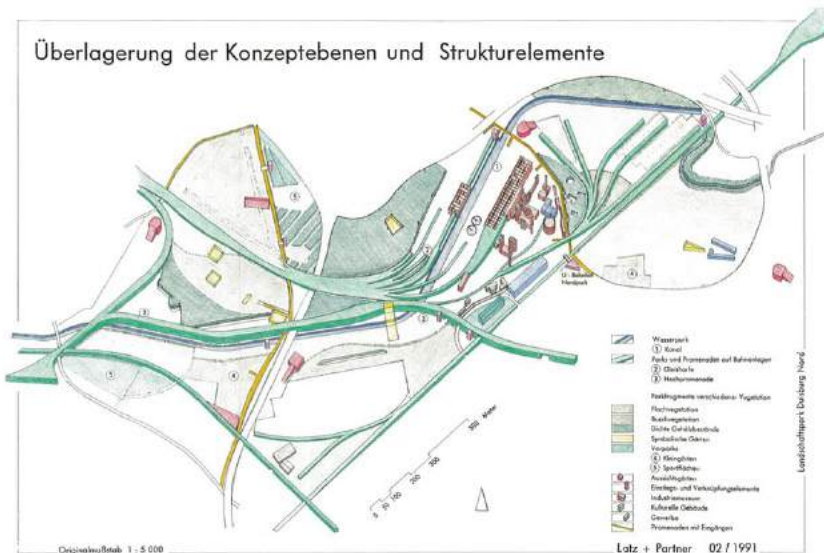
Case Study 1: The High Line New York

Designed in collaboration with James Corner Field Operations and Piet Oudolf, The High Line is a 1.5-mile long public park built on an abandoned elevated railroad stretching from the Meatpacking District to the Hudson Rail Yards in Manhattan. Inspired by the melancholic, unruly beauty of this postindustrial ruin, where nature has reclaimed a once vital piece of urban infrastructure, the new park interprets its inheritance. It translates the biodiversity that took root after it fell into ruin in a string of site-specific urban micro-climates along the stretch of railway that include sunny, shady, wet, dry, windy, and sheltered spaces.



Case Study 2: Landschaftspark Duisburg Nord

The Designer Latz explained some of the difficulties the site presents. "The park is not a park in the common sense, not easy to survey, not clearly arranged, not recognizable as a whole. According to its situation amidst chaotic agglomerations and infrastructure lines, it appears as a torn figure with numerous different aspects." Nevertheless, when the idea for a park on the site of the former steel plant was born in 1989, he was struck by the power of its remnant patterns of infrastructure and industrial relics—an aesthetic of gigantic objects that could potentially function as landmarks and nourish the genius loci of the site. The abandoned colossuses of steel production also spoke a language of the sublime. "A blast furnace is not only an old furnace



Case Study 3: Sands Bethworks: Transforming USA's Largest Brownfield

One of the most prominent examples of redirecting the environmental legacy of a post-industrial landscape can be traced to the south banks of the Lehigh Canal, in the city of Bethlehem, Pennsylvania. Comprising 1,800 acres (20 of which belong to this project) and 20 percent of Bethlehem's total land mass is the former headquarters of Bethlehem Steel Corporation (BSC).

Saving Water Quality: To remediate water conditions, over 25 gravel and vegetated bioswales were built into depressed areas within the landscape, intercepting runoff and storm water over 11 acres of land and functioning as natural water purifiers through percolation for eventual recharge of local aquifers. During the design process, two types of swales emerged to capture 36,574 cubic feet of water per two-year storm event.

Structural Tribute: For historic preservation purposes, the design team proposed a simple, low-maintenance landscape that would salvage and repurpose many of the industrial buildings and relics abandoned on-site.



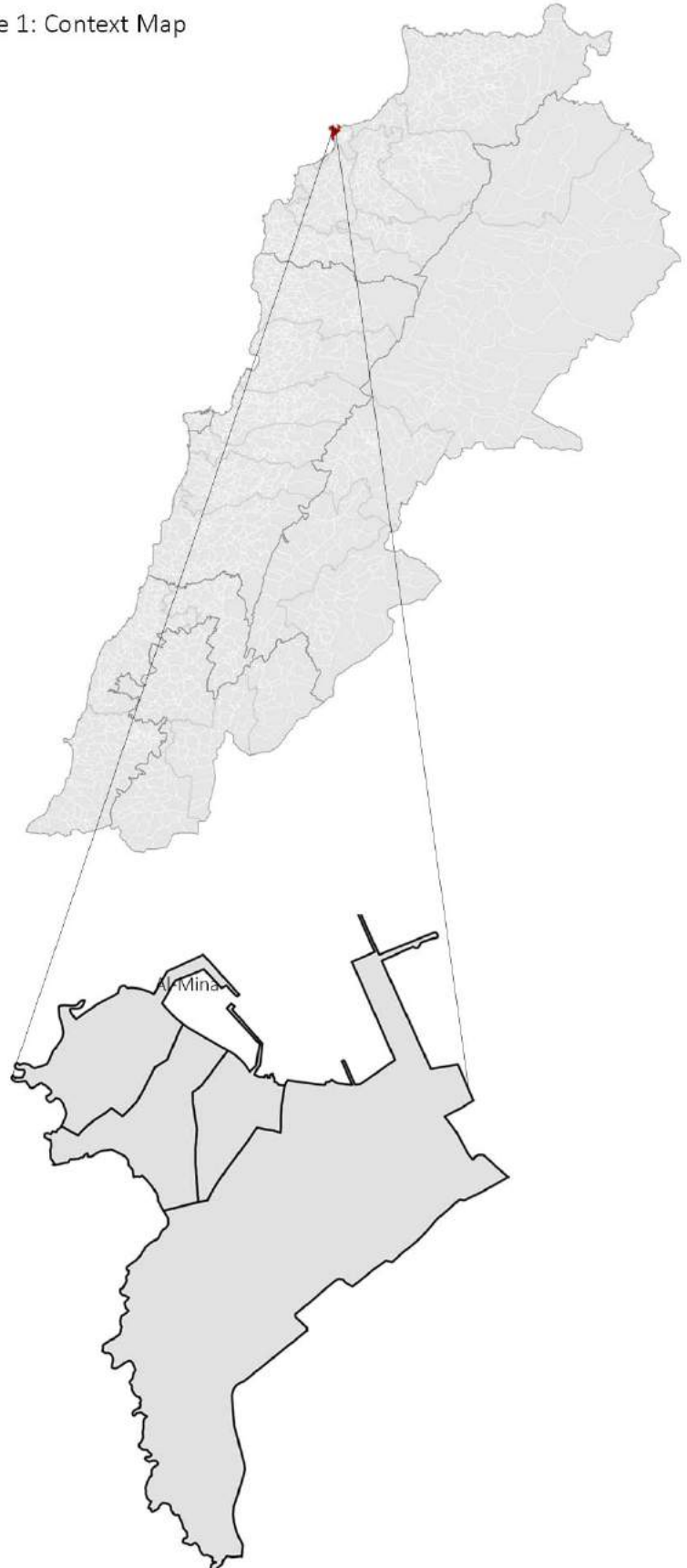
Context:

Statement:

Tripoli's derelict train station is situated in the industrial port area of Mahjar Al Sobhi between the Mina and Modern Tripoli. Isolated from the rest of the city by a new major highway and surrounded by the port facilities and the landfill, the opportunity of revitalizing the zone through new cultural, recreational and handcraft activities, building on historic landmarks in the vicinity, would stitch it back to the active urban fabric and its major green elements.



Figure 1: Context Map



History and Evolution of Al-Mina:

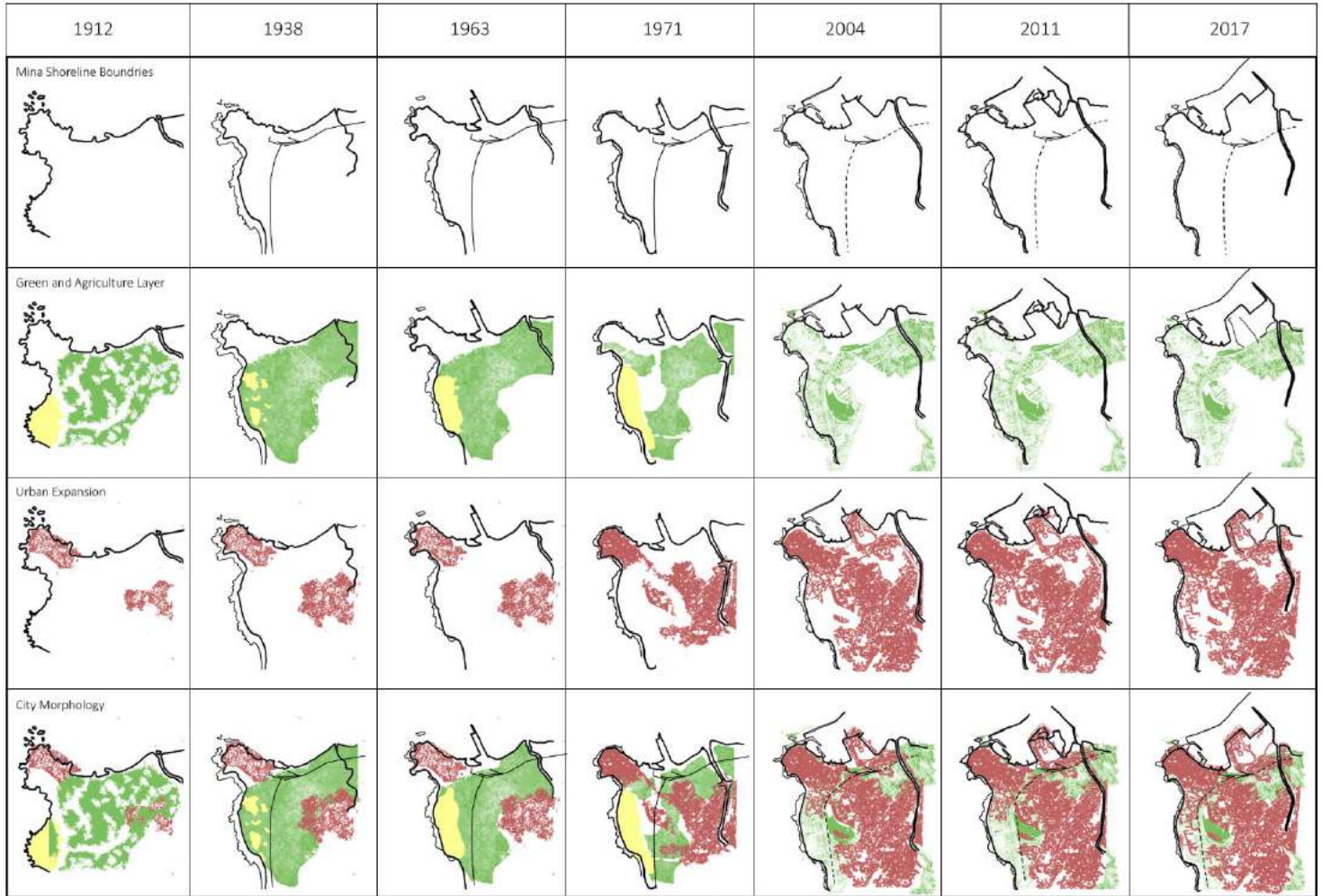


Figure 2.0: Evolution of Al-Mina throughout the years

Al-Mina witnessed major evolution on different levels. The main change was with shoreline boundary that transformed from a natural shoreline to a man-made refined shore with an adjacent corniche. In addition a massive urban expansion took place which resulted in the fragmentation of green areas and agricultural lands. With the beginning of the urban expansion the Tripoli-Homs line started in 1911 and the Tripoli-Homs line started operating in 1942. However the railway lines started disappearing late 90s after the war and the only visible remains of the railway in Tripoli were next to the port.

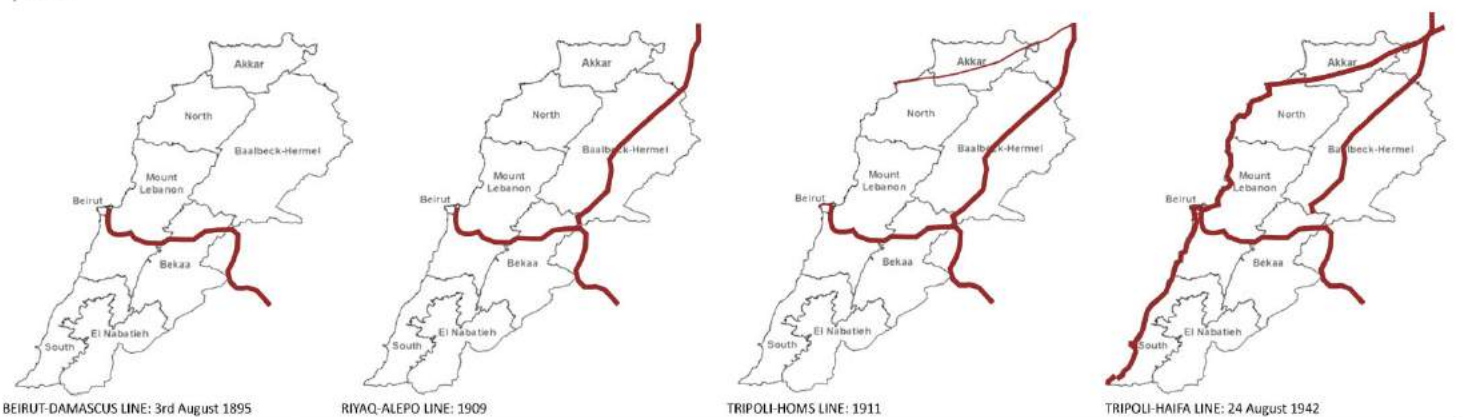
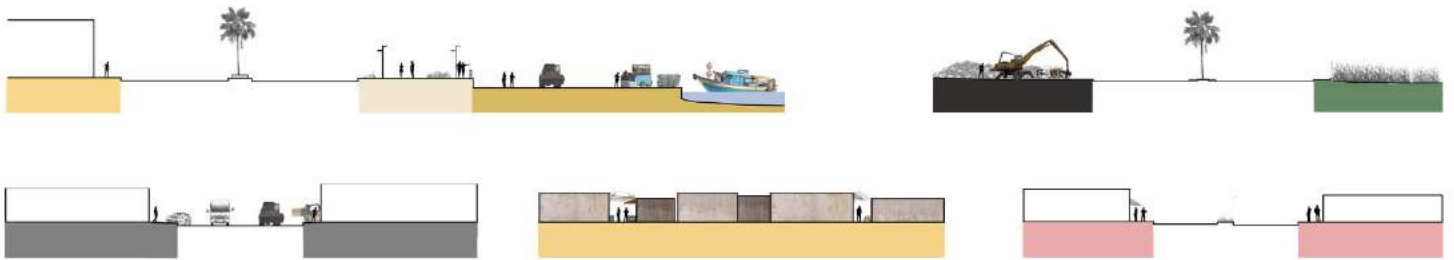
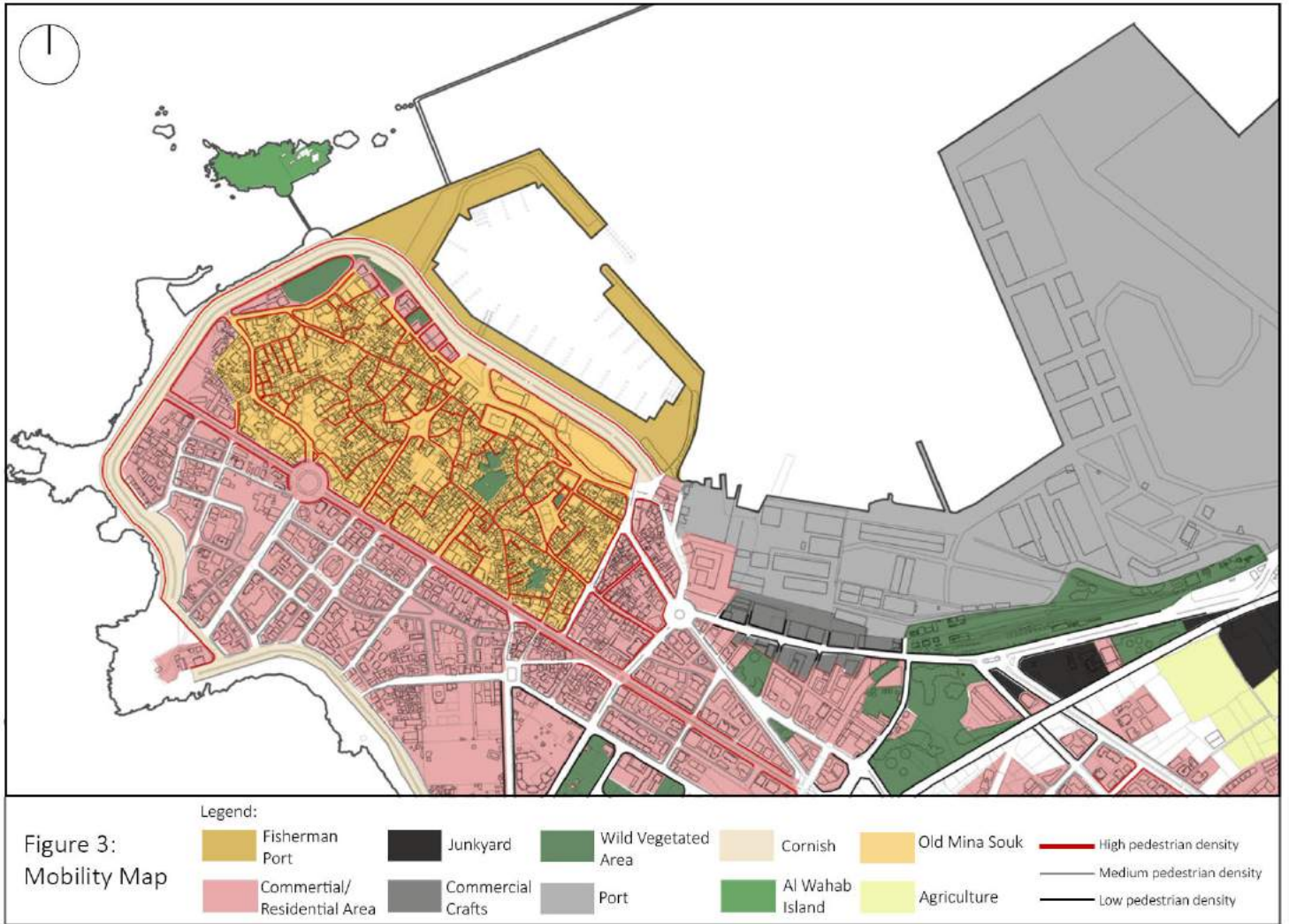


Figure 2.1: Lebanese Railway Timeline



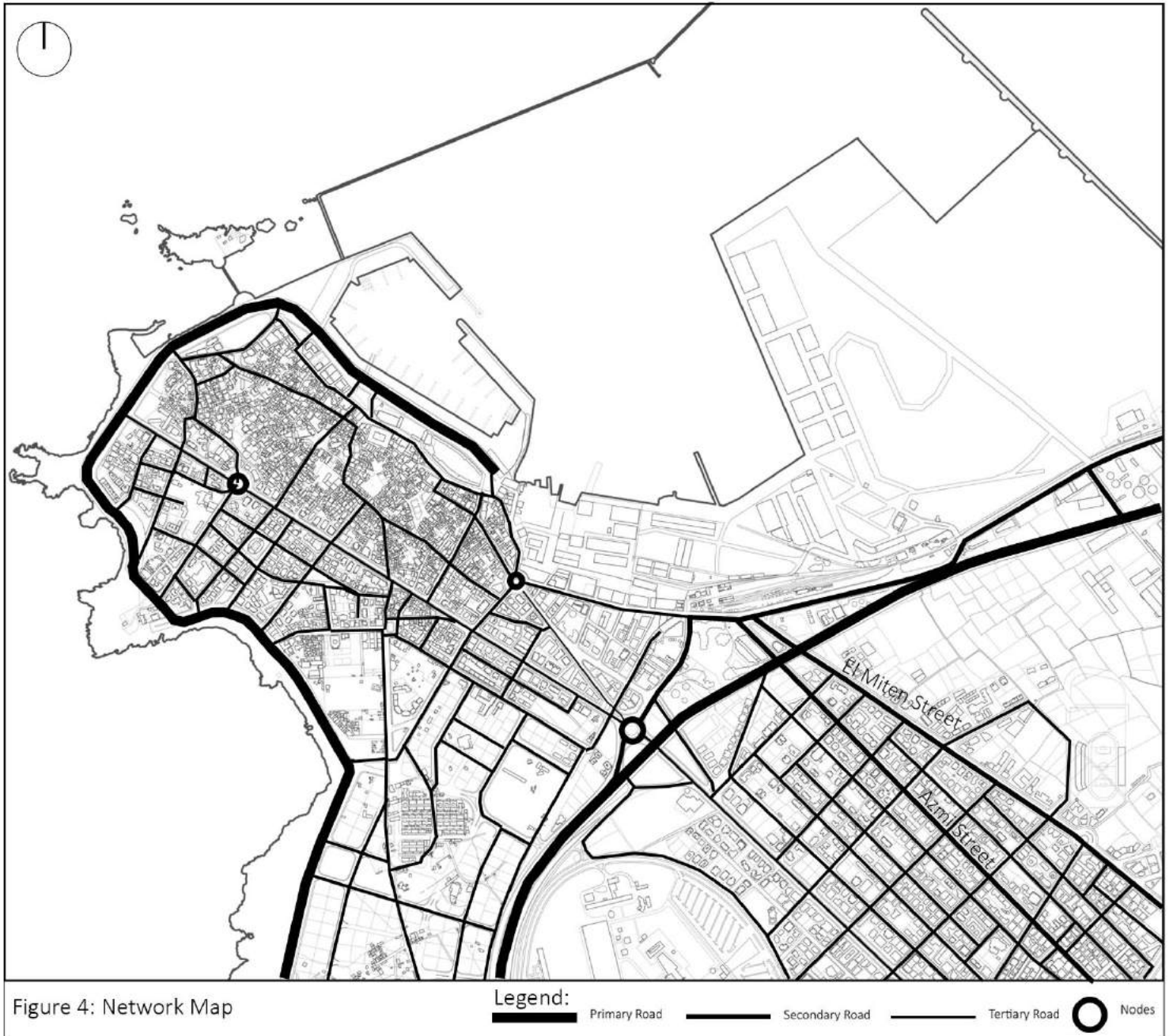
Mobility in Al-Mina



The City Al-Mina endorses a variety of landuses that makes it a vibrant city from the Fisherman port, commercial areas to the old mina souk, al wahab island and cornish. However the the pedestrian density is much lower in the Mahjar Al-Sobhi due groundfloor landuses that repels pedestrian to other areas (Junkyards, industrial factories and abandoned wild vegetated areas). In addition, the highway breaks the connectio between the modern city of Tripoli and Mahjar Al Sobhi



Roads and Networks



The Zone Mahjar Al Sobhi is next to the entrance of Tripoli which makes it location strategically important. As well, the two important streets that connect Al-Mina with the Modern Tripoli end in front of the train station



Cultural Values of Al-Mina

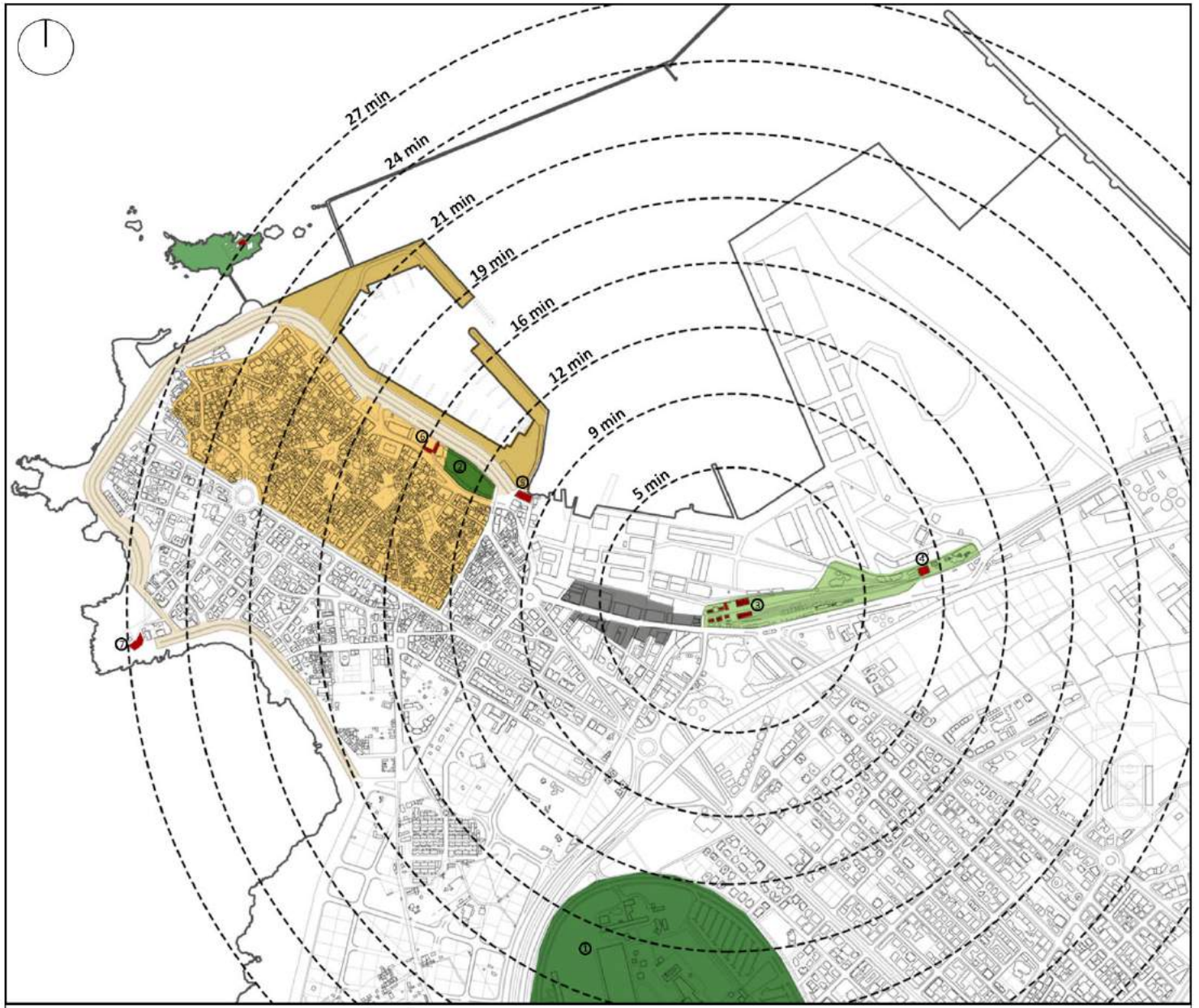
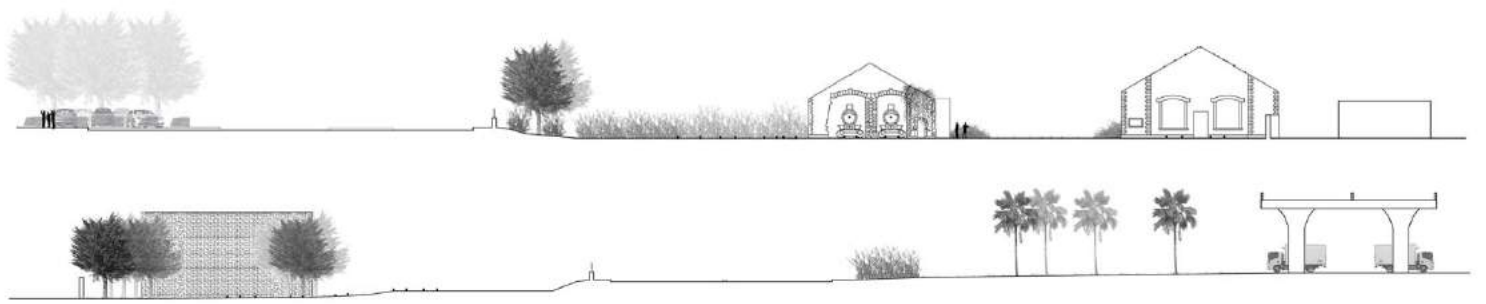


Figure 5: Proximity Map to Cultural Elements

Legend:	
 Fisherman Port	 Cornish
 Old Mina Souk	 Al Wahab Island
 Abandoned Train Station	 Commercial Crafts
 International Fair ①	 Municipality Public Park ②
 Train Station ③	 Burj Essbai ④
	 Burj Affan ⑤
	 Omar Ben El Khattab Mosque ⑥
	 Hamam Al Makloub ⑦



Al-Minas Unbuilt Elements



Figure 6: Unbuilt Lot Typology Map

- Abandoned Train Station
- Agriculture
- Municipality Park
- Wild Vegetated Area
- Barren Lands
- Gardens



Constraints and Opportunities of Al-Mina

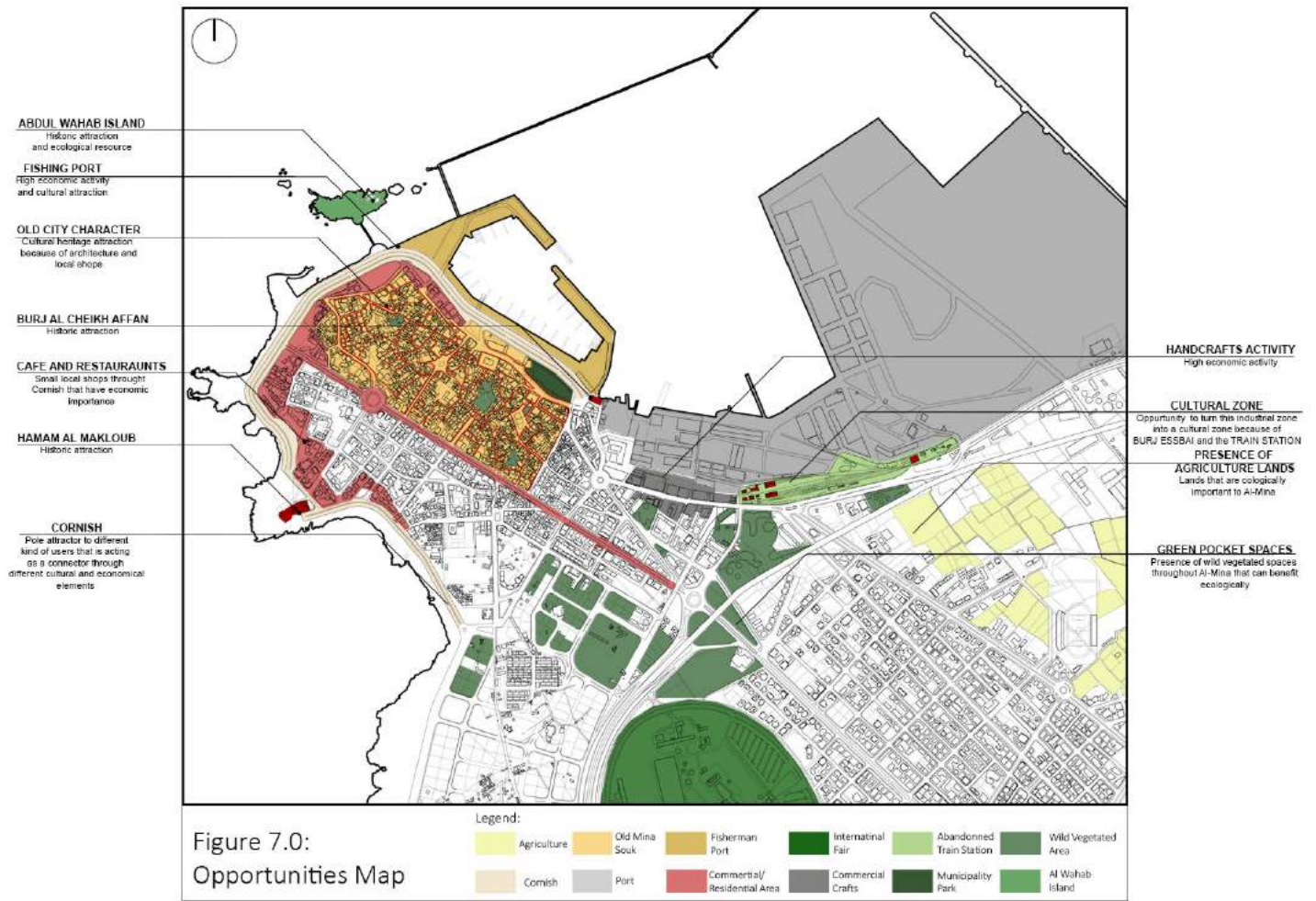


Figure 7.0: Opportunities Map

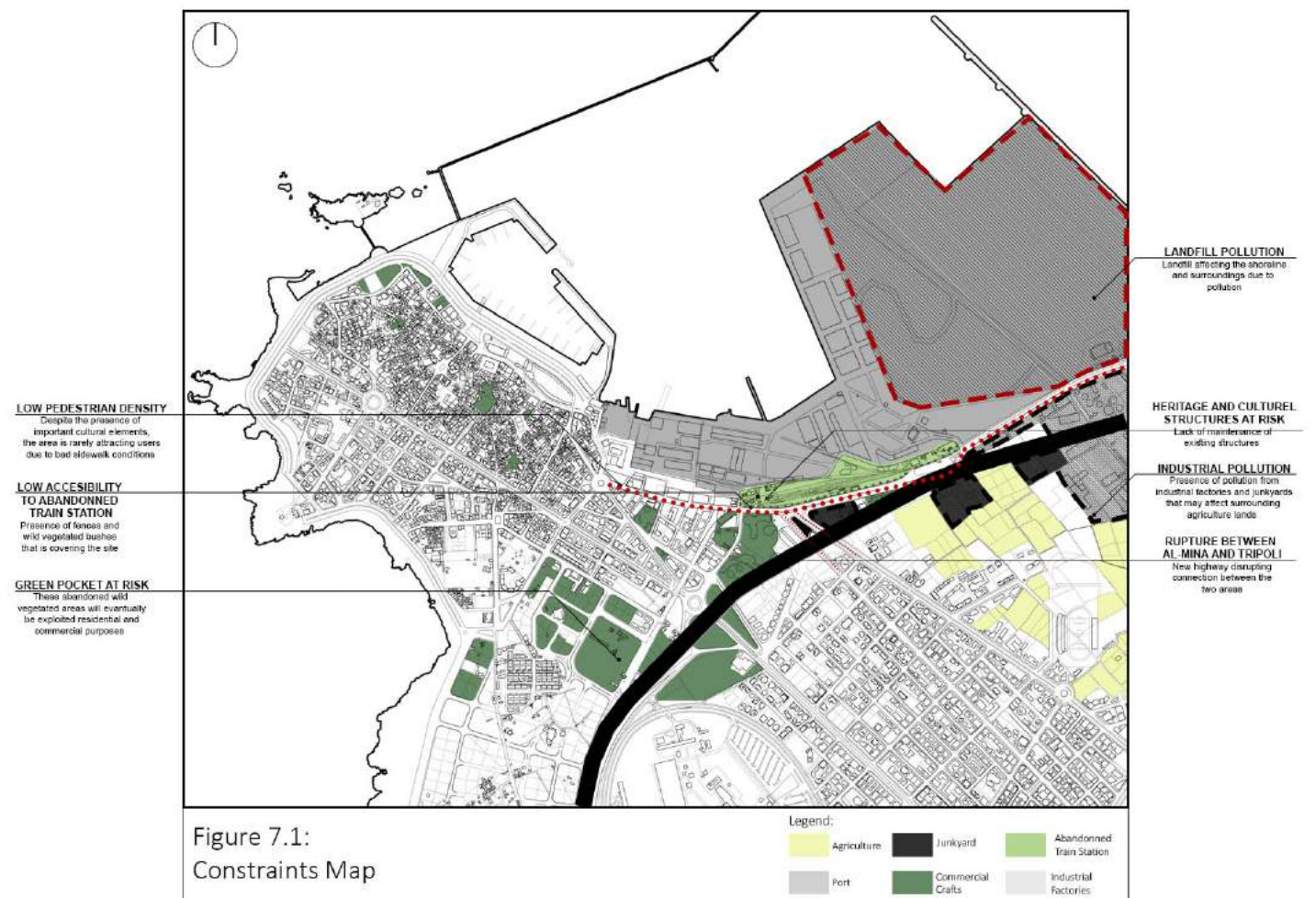


Figure 7.1: Constraints Map

Concept:

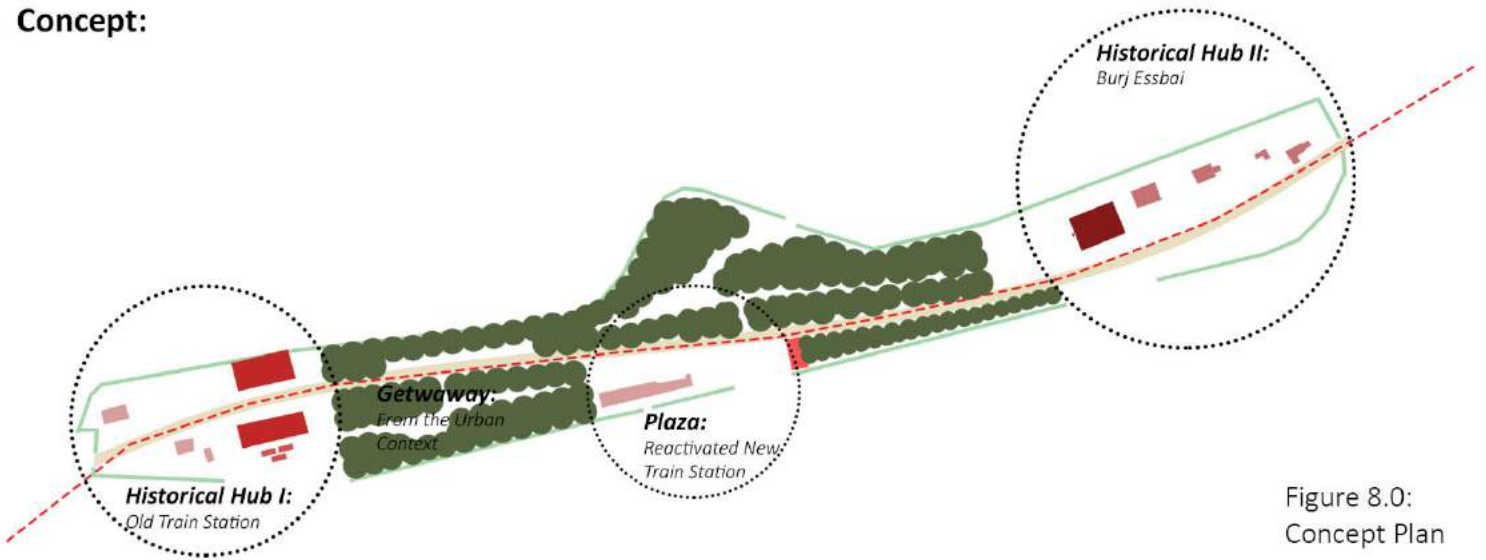


Figure 8.0:
Concept Plan

The Hidden Silver Lings Of El Mina is a park that reclaims a former derelict train station for new use. It is composed of two cultural hubs with the abandoned train station and Burj Essbai their main historical elements, a getaway space from the urban context and a new train station (activated in 2040) that will attract tourists and other users outside Tripoli. This project will be an economic generator for the Mahjar al Sohhi neighborhood and will help stitch back the area with the city.

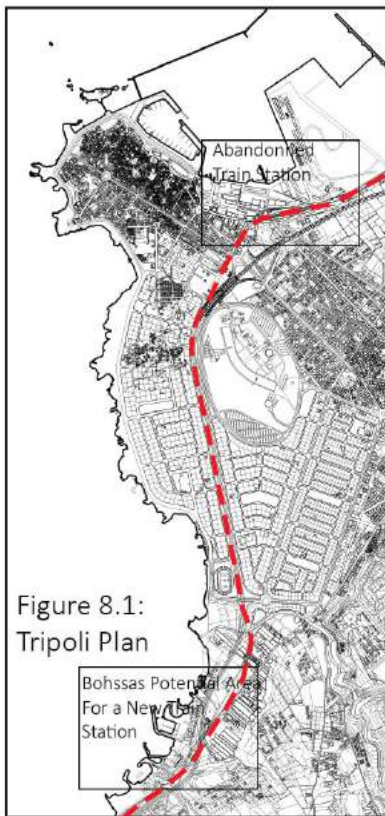


Figure 8.1:
Tripoli Plan

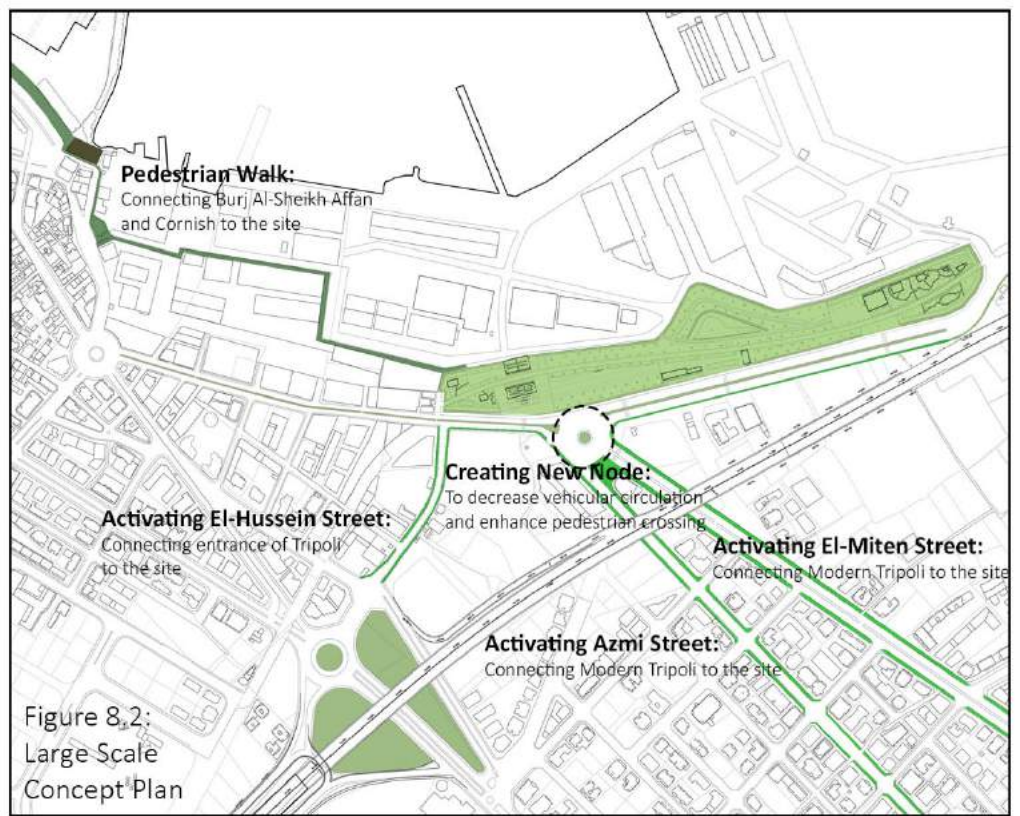
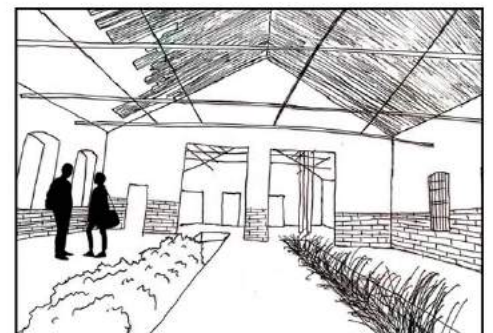
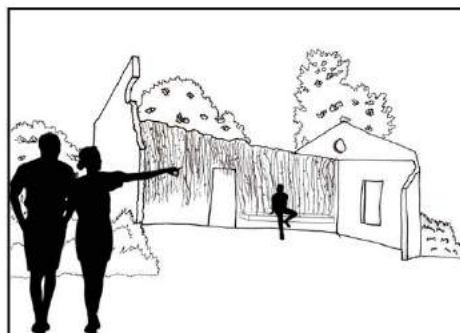
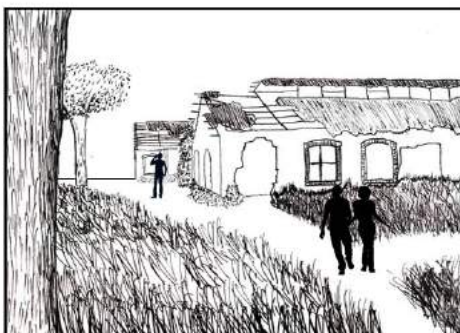


Figure 8.2:
Large Scale
Concept Plan



Plan:



Figure 9:
Detailed Plan

Historical Hub I:



Figure 10.1:
Perspective Historical Hub I

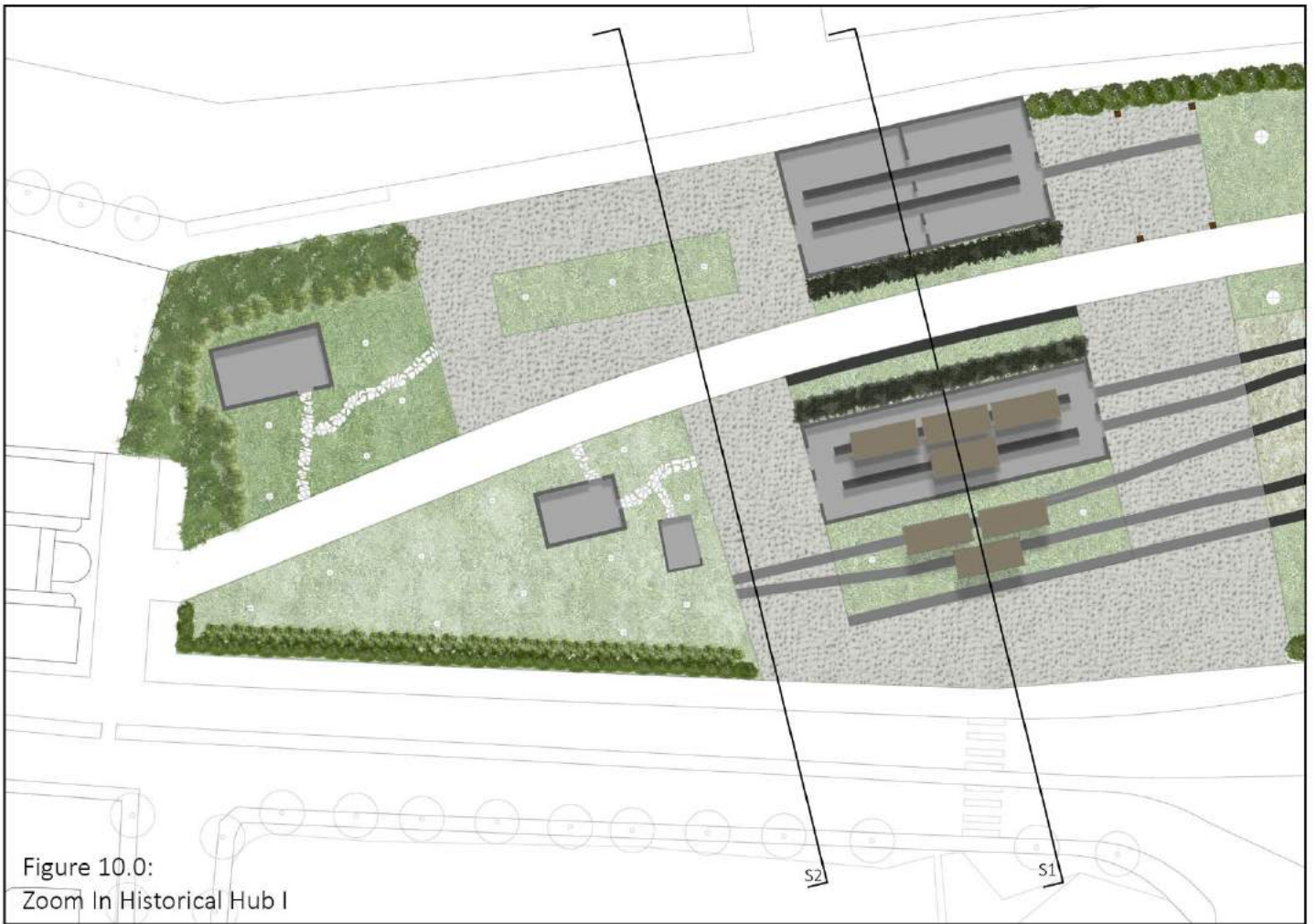


Figure 10.0:
Zoom In Historical Hub I



Figure 10.2:
Section 2



Figure 10.3:
Section 1

Historical Hub II:

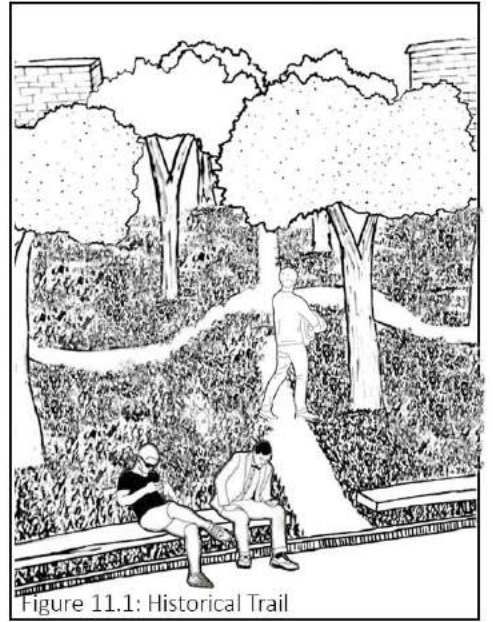


Figure 11.1: Historical Trail



Figure 11.0:
Zoom In Historical Hub II



Figure 11.2:
Section 5



Figure 11.3:
Section 6

**Getaway from
the Urban Context**

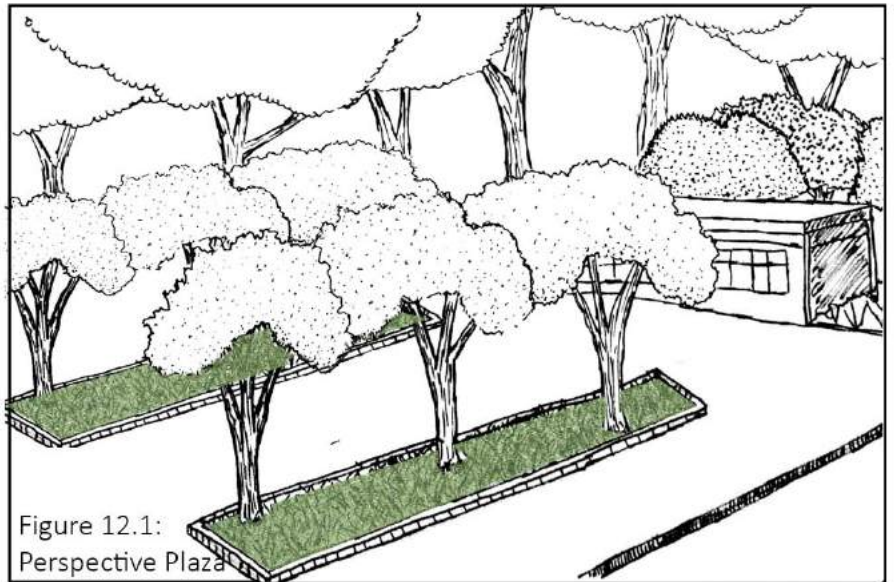


Figure 12.1:
Perspective Plaza



Figure 12.0:
Zoom In Getaway from the Urban Context



Figure 12.2:
Section 3



Figure 12.3:
Section 4

Technical Details



Figure 13.0:
Planting Plan

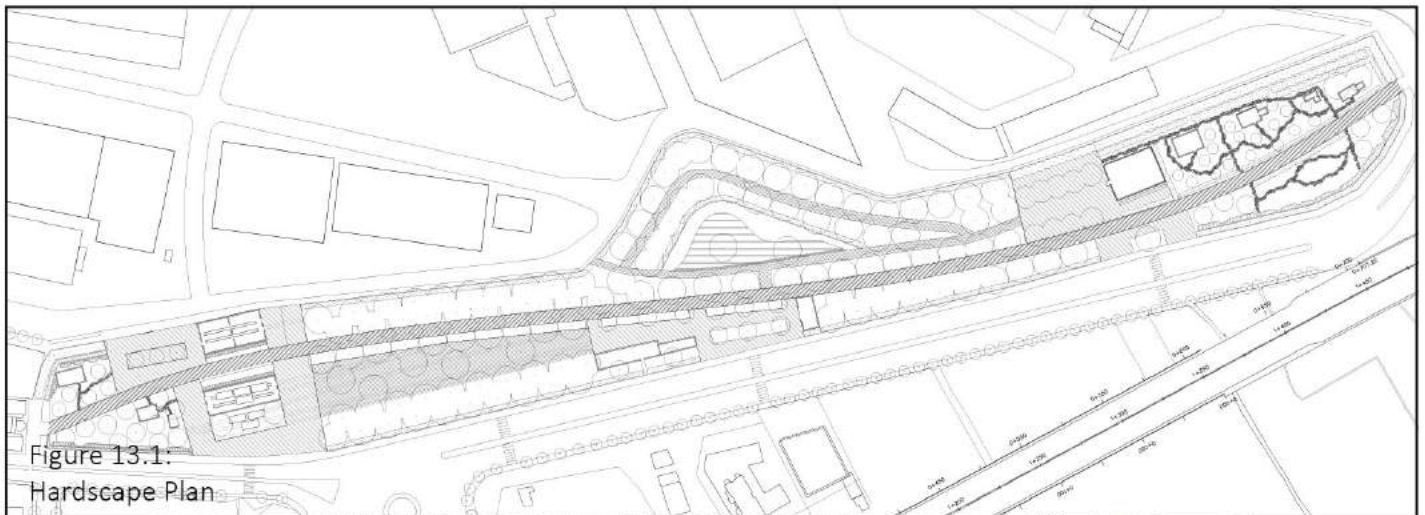


Figure 13.1:
Hardscape Plan



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