

AMERICAN UNIVERSITY OF BEIRUT

UNDERGRADUATE DESIGN THESIS
IN
ARCHITECTURE

SUBMITTAL FORM

Wardieh On-the-Go | Beirut Interface

by
Tamara Salloum

ARCH 508/509– FINAL YEAR THESIS I & II
FALL/SPRING 2019-2020

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Date of Thesis final presentation: May 19, 2020

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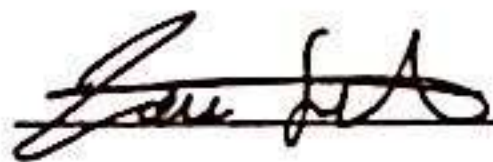
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Looking into architecture as a series of events, this thesis will look into the architecture of confrontation. Politics and Architecture have always been in close relation, It is mainly politics, which influences architecture and urbanity- laws, funding and competitions for public projects and determine the architectural process. Architecture/urbanism can act as a political/power tool, It can be a form of violence, polarization, segregation, and oppression. However, architecture could most definitely act as a form of protest, resistance of confrontation.

Therefore, to understand the influence of politics on architecture and vice-versa, introducing Rebel Architecture, is a six-part documentary that features architects who utilize design as a form of resistance and protest. The architecture of violence is one of the six episodes by Architectural Association graduate Eyal Weizman. The episode explains the evolution of urban warfare and architecture's key role in the Israeli occupation of Palestine. Along with the settlements and separation wall, Eyal demonstrates how "the occupation is an environment that was conceived to strangle Palestinian communities, villages and towns to create an environment that would be unlivable for the people there". Locals describe their daily lives in an environment where everything from the walls, roads, settlements, and surveillance are designed to ensure the separation of the two people, while simultaneously maintaining control.



Beirut, a fragmented city//

The Bridge,urban connector/seperator //

“Can architecture be a horizontal link from polarization towards confrontation ?
How can we create opportunities of Interface ?”
How to generate a city that is not in conflict but no one ?”

The Roudnabout, a new frontier//

The goal would be to find ways in which people can interact and live with each other without necessarily agreeing with each other.
Creating opportunities of interface, encounters, and confrontation, allows us to understand the dynamics behind interaction in a fragmented, conflict-filled city.

The Van, a horizontal link//

The Infiltration//

Moving forward:Al- Aytam//

References//

Beirut, a fragmented city //

Beirut, our city was open and liberal, which became the target of the Lebanese civil war of the 1970s and 1980s. The war left the city in a state of divisiveness, agitation and alertness, reinforced by an omnipresence of sectarianism.

The road-building plans of the 60s envisioned by Michel Ecochard to resolve congestion issues in the city disrupted the physical and social fabric of the neighborhoods they traversed.

The main arteries sliced through the urban fabric of Beirut cutting the spatial continuity between adjoining districts, changing the structures of neighborhoods, creating residual spaces, truncated parcels and blocks.

Streets and squares become sealed under strict and permanent surveillance, and controlled concerning behavior. Possibilities for diverse and multiple spatial practices and experiences within such spaces become constrained and contingent.

“ How can architecture be a horizontal link from polarization towards confrontation ?”

Avoiding at all cost the thinking in two binary terms of good/bad, black/white, sectarian/nonsectarian; Let's explore the possibilities where architecture ought to recognize/enable negotiations and ambiguities. The goal would not be to replace the sectarian system that exists in Beirut but to incorporate the sectarian identity and build a horizontal link that supports citizenship. A cross confessional public interest that compliments the sectarian identity.

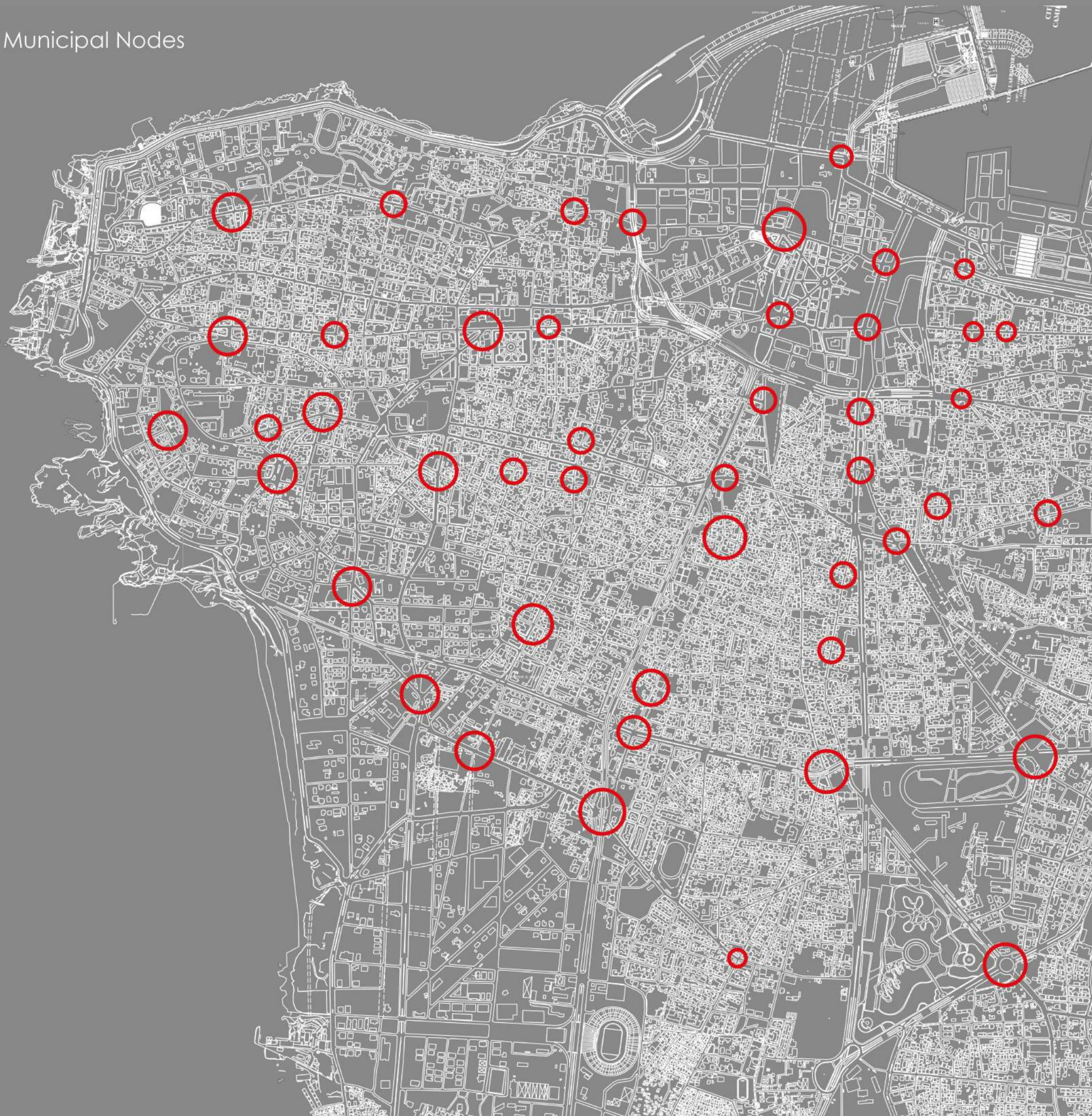
Main Infrastructural network



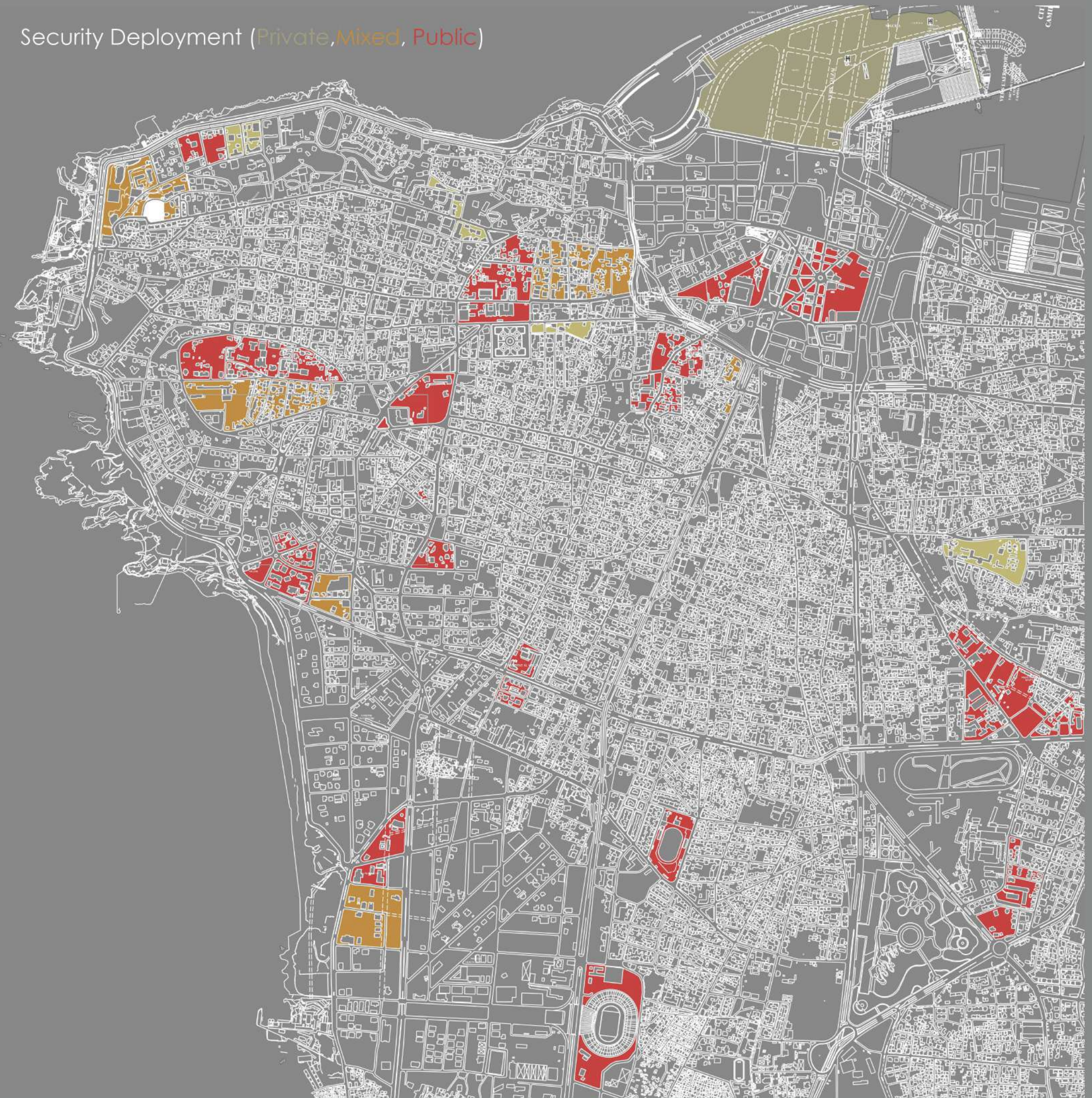
Municipal Boundaries



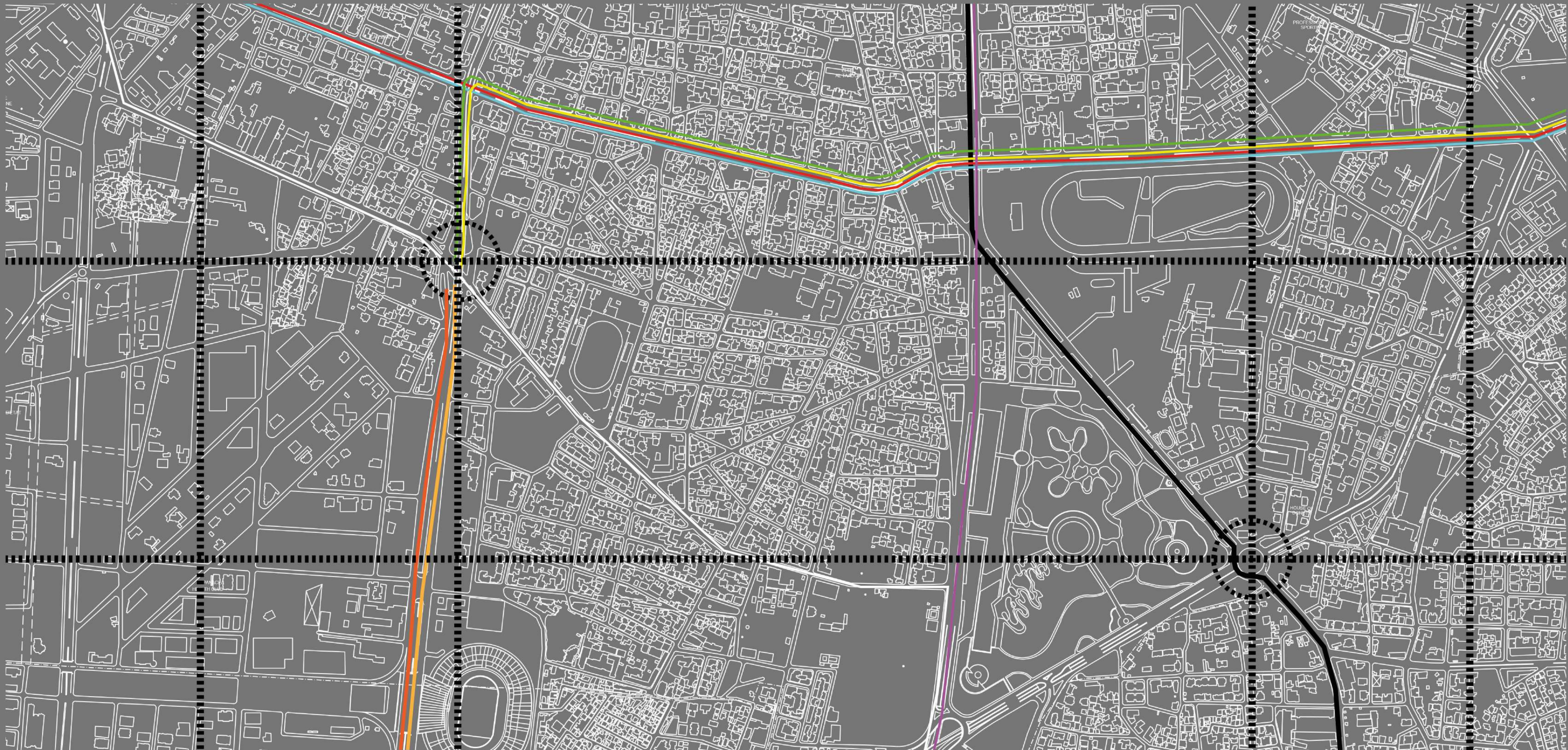
Municipal Nodes



Security Deployment (Private, Mixed, Public)





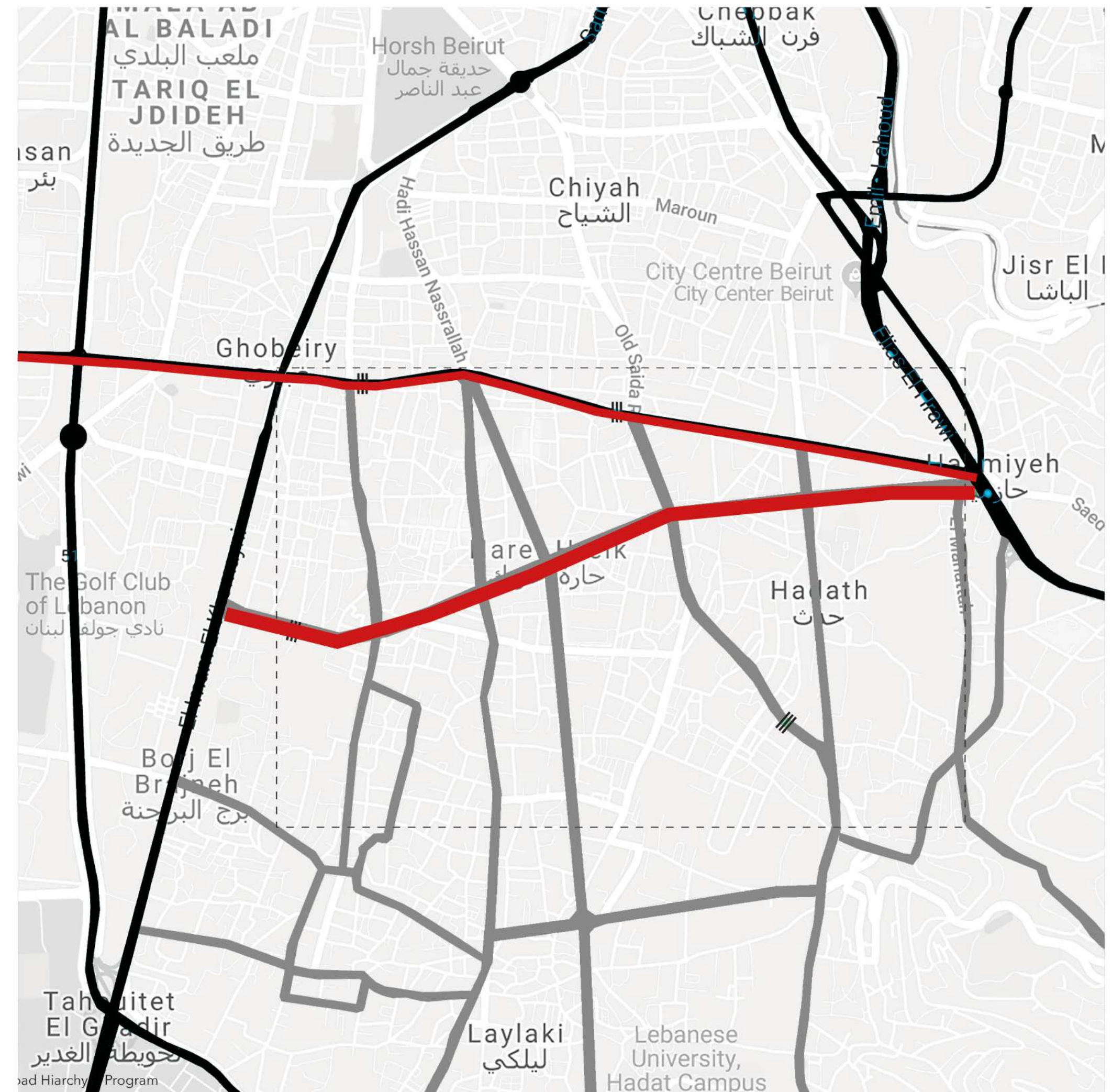


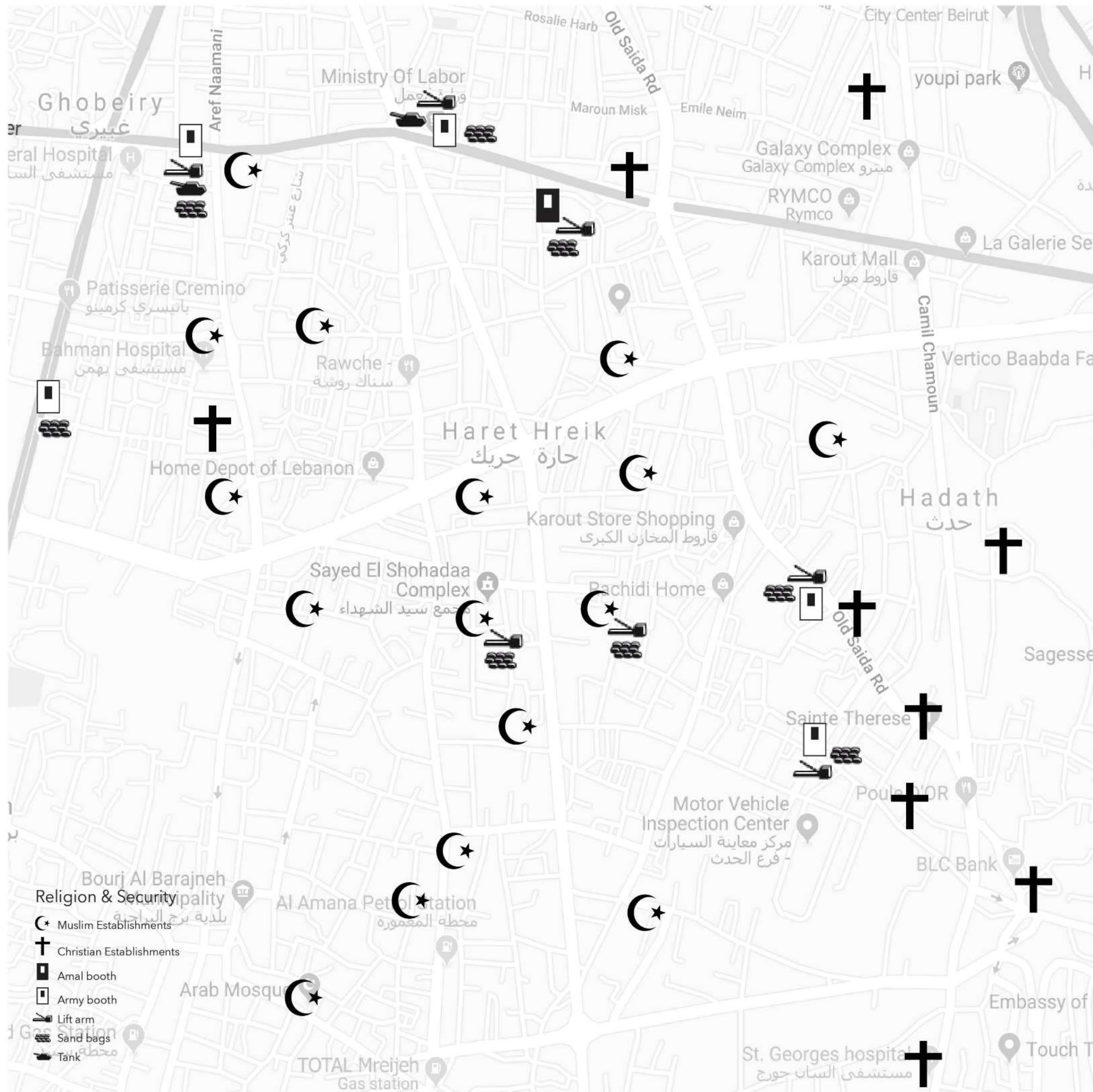
“ To what extent can architecture infrastructure fortify/thicken the different boundaries felt within the city?”

This chapter analyzes both Michel Zakkour highways connecting the Kuwait embassy roundabout to Hazmieh. Both reconstructed after the 2006 Israel war.

The analysis is based on:

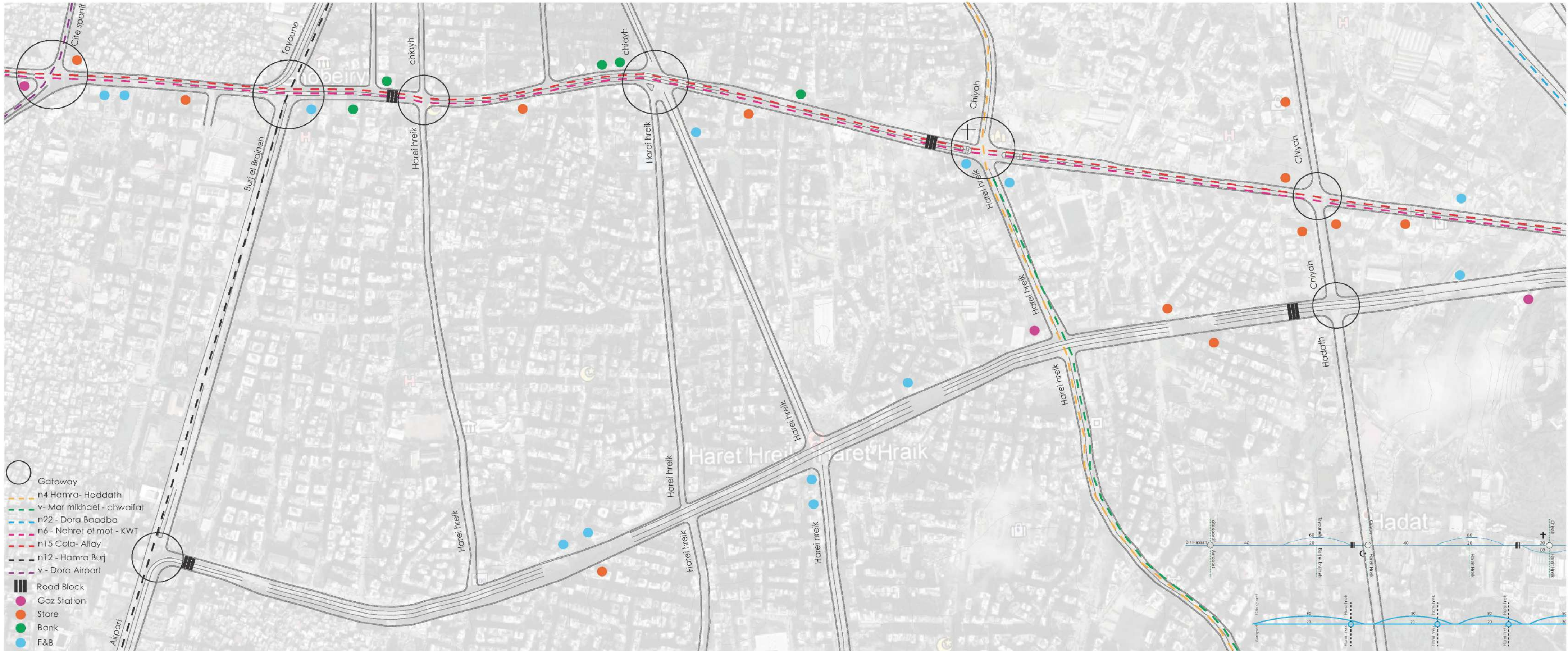
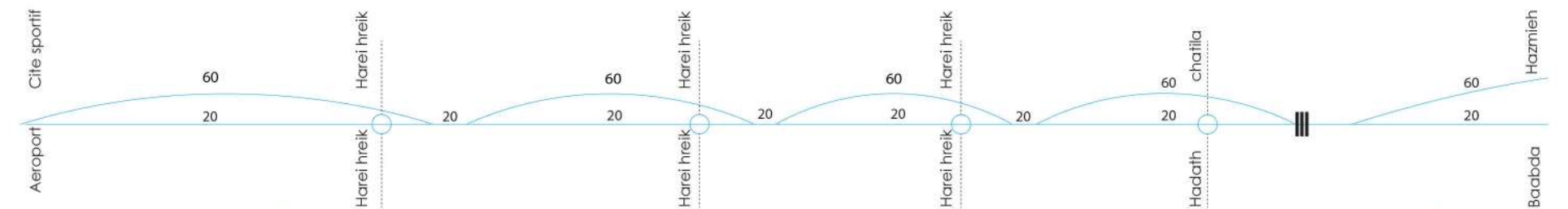
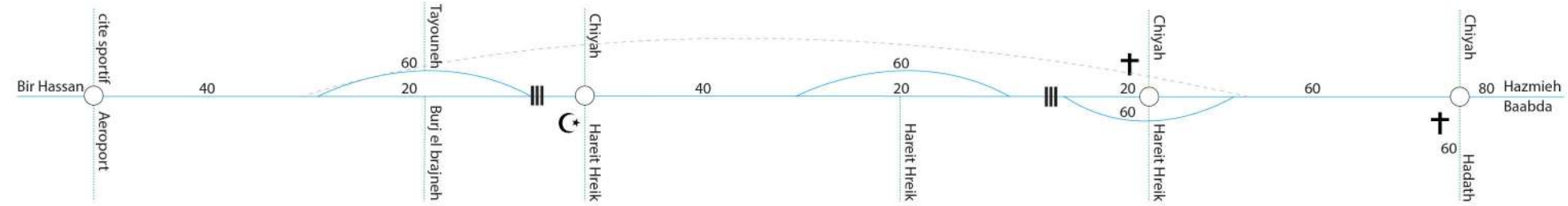
- Mobility
- Censorship/Security
- Infrastructure/Speed
- Ground Floor

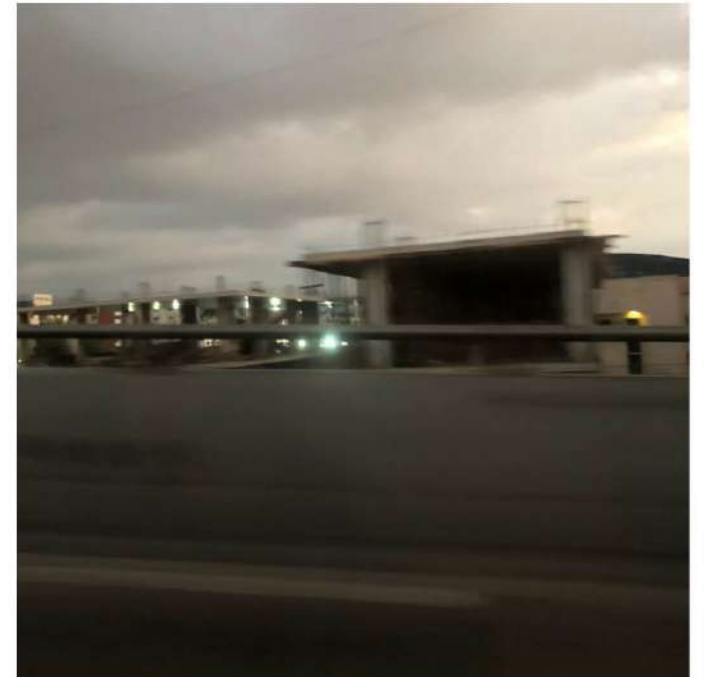




Al-Dahiya has witnessed a rapid expansion after the civil war into adjacent areas with land inhabited or owned by people of other sectarian affiliations—principally Christian in Hayy Madi/Mar Mikhaïl. In conceptual terms this expansion has created the social, political, and economic conditions by which al-Dahiya may now be viewed as a new center, defining the peripheral condition of adjacent areas. Adding to the perception of al-Dahiya as a threatening new center is the fact that Hezbollah’s headquarters, Haret Hreik, is located there, and that it emerged in the early 2000s as a node for the transnational circulation of religion, finance, and militarization.

Such conditions are precisely what let to the transformation of many of these peripherals into frontiers.





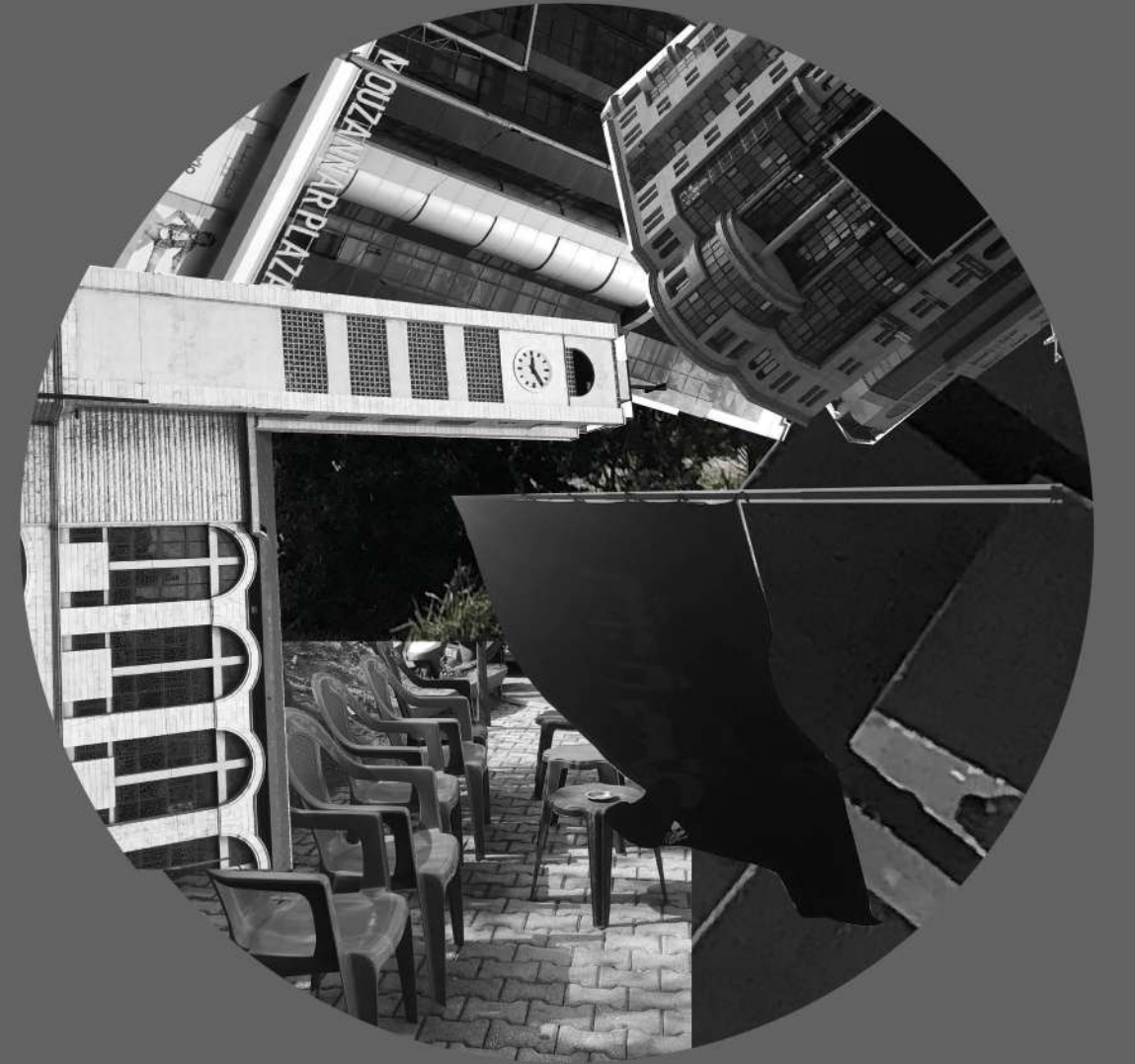
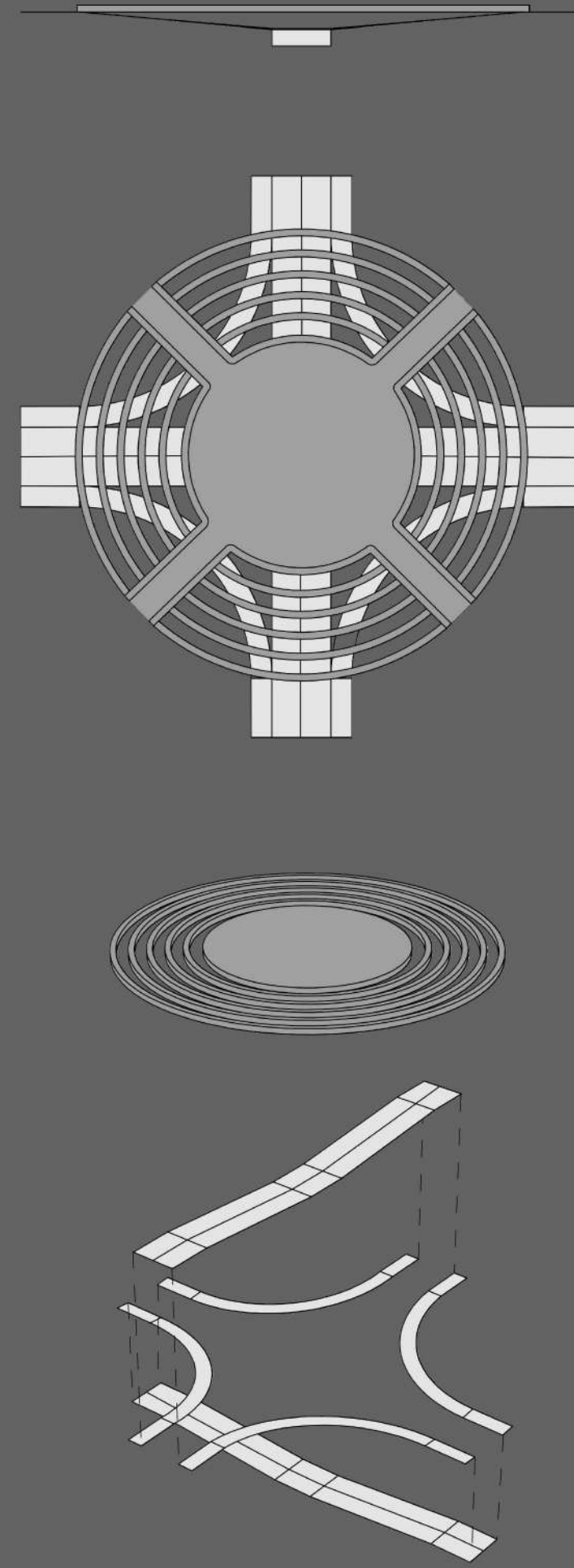
Views

Views towards the inner street along the bridge are limited.



Transparency vs Opacity:

The railing on both bridges is different, the first has an opaque cement block railing, the second a steel bars railing that allows for views into the roads below.



The Roundabout, a new frontier//

Along the Michel Zakkour road, I chose to focus on the roundabout around the HayyMadi/Mar Mikhael area.

The most prominent landmark in Hayy Madi, Mar Mikhail is the Mar Mikhail church. A long, white structure, today it anchors a surrounding landscape of ruins and tall new buildings.

The church stands on the Mar Mikhail side of the major road that separates the two neighborhoods, at the edge of the busiest intersections in Beirut's southern peripheries.

Michel Zakkour Road separates Mar Mikhail from Hayy Madi. In recent years, it has been transformed into a four-lane arterial incorporating a traffic tunnel next to the church. While the expansion aimed to relieve traffic congestion and make the area more accessible from the city center, it also created a massive piece of urban infrastructure, whose concrete traffic dividers make it difficult to walk between the two neighborhoods.

The Road separated the church from the Haraket Amal checkpoint, the area has always been known as a frontier, exposed compared to Hareit Hreik.

Another prominent power found on the site, are the members of the Zaiter clan that collect tickets from van n4 drivers.







Program

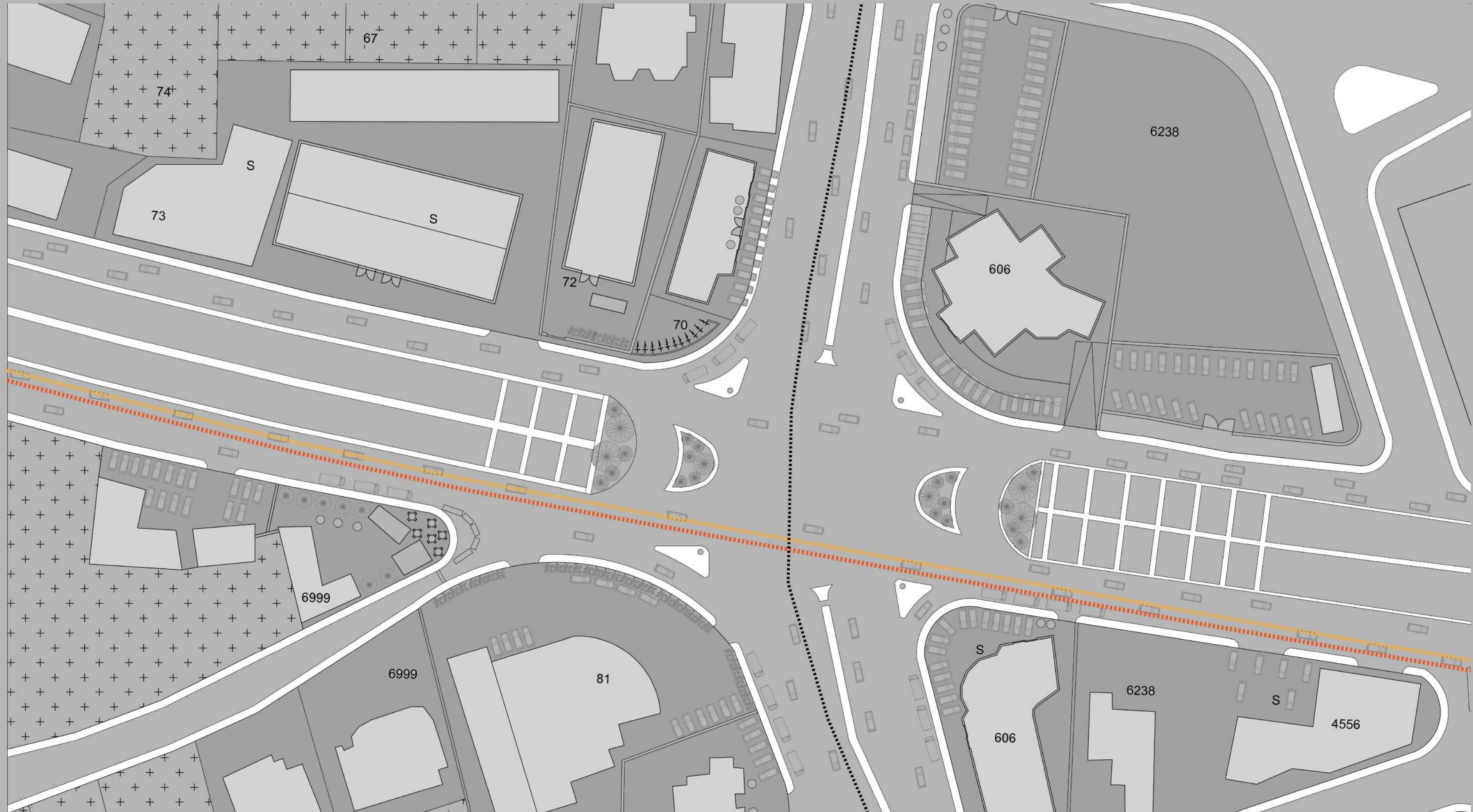
- 1 Mar mkhael Church
- 2 Church anex
- 3 Church anex
- 4 Ruins
- 5 Nour toys
- 6 Car guarage/ adnan coffee
- 7 Car sales
- 8 Mouzanar Plaza
- 9 Mouzanar Plaza
- 10 IPT
- 11 Banque Libano- Francais
- 12 Awada center
- 13 Awad restaurant
- 14 Amal check point
- 15 Car sales

Movement

- Pedestrian
- Vehicular

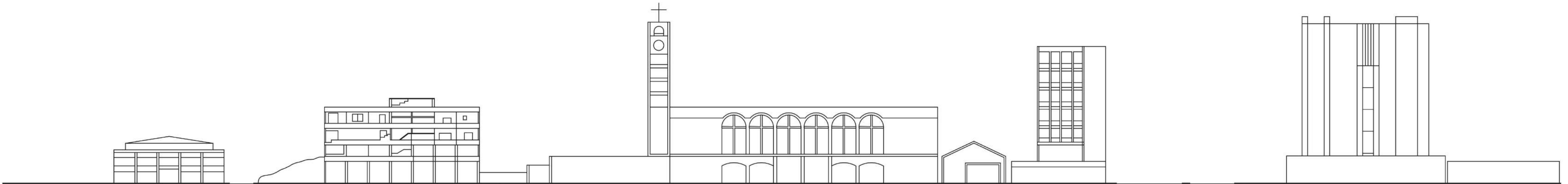
Floor patterns

-  Tilling
-  Asfalt
-  Ruins
-  Empty lots



- Cola Allay
- Nahret el mot- kuweitieh
- Van mar mkhael chouifat
- Van n 4
- Van stop







Power structures

The overflow of power within the Mar Mikhael roundabout, the evident forces of Harek Amal, the church and Beit Zaiter are illustrated in the collage.

The overflow of power then renders all powers obsolete. Overlaying all the actors that have the power we then lose power.

However, after several visits to the site, I've noticed that the true power structures are the prominent surveillance chairs placed in front of most coffee express shops. Those chairs always placed in the sidewalks whether vacant or occupied represent the always present underlining surveillance of the roundabout.



The Van, a horizontal link//

van n4 is an intersection between contradicting places where strangers from different classes share the journey from the informal area of Hay el-Sellom in south Beirut to the cosmopolitan neighborhood of Hamra in the Lebanese capital, and back.

The van's trajectory starts from Hay el-Sellom, near the campus of the Lebanese University, and reaches Mar Mikhael Church (Chiyah) through Al Sayed Hadi Nasrallah Highway. It continues then towards Tayyouneh, Ras el-Nabeh, reaches Downtown (Beirut Central District, BCD) passing by Bechara el-Khoury avenue, and stops near the American University of Beirut Medical Center (AUBMC), in Hamra (see map in Figure 2).

Zigzagging along the green line, the van's trajectory is one of its most important features on both social and urban levels. The van is an efficient mobility system that enables crossing long distances for a cheap fee. For 1,000 LL only, residents of Dahiya—the dense southern suburb of Beirut—can reach Ras Beirut, and more specifically the corniche which is within walking distance from the van's trajectory, the main open public space in the city. The bus also connects the Lebanese University in Hadath—an otherwise disconnected campus, to major destinations such as Hamra, Achrafieh, and Downtown.

Three men belonging to the Zaiter tribe run the van network, they coordinate amongst each other the organization of the vans' work. They supervise around seven "operators" at the three stations, and one near Mar Mikhael church to collect the coupons from the drivers and ensure that they are abiding by the norms.

These bosses are welded both by their financial interests, and their sectarian (Shia'i) bond, or assabiyya. still forms a significant social system of regulations and norms.

Van N4

System operating hours:

5:30 am - 1:00 am

Duration between departures:

2-3min

Round Trips/Driver/Day

5

Total number of Vehicles

225

Number of passengers per Round trip

50

Number of passenger per Day

56250

Average Driver`s Income/day

100,000 L.L

Average of total expenditure/Day

100.000 L.L

Average System`s Income/Day

56,250,000 L.L

Locations:

Hay el sellom- Mar Mikhael, Tayounneh, Ras el Nabeh,
Downtown, Bechara el khoury, AUBMC.

Parking stations:

2 Hezbollah affiliated

1 Amal affiliated

Zaiter tribe

Collect coupons on Mar Mikhael

Types of users:

AUB students, Lebanese University Students

AUBMC staff, European tourists,

Migrant workers

Education level:

42% School

8% Technical

50% Uni

Age Group

8% Old

15% Young

77% Adult

Purpose

54% Work

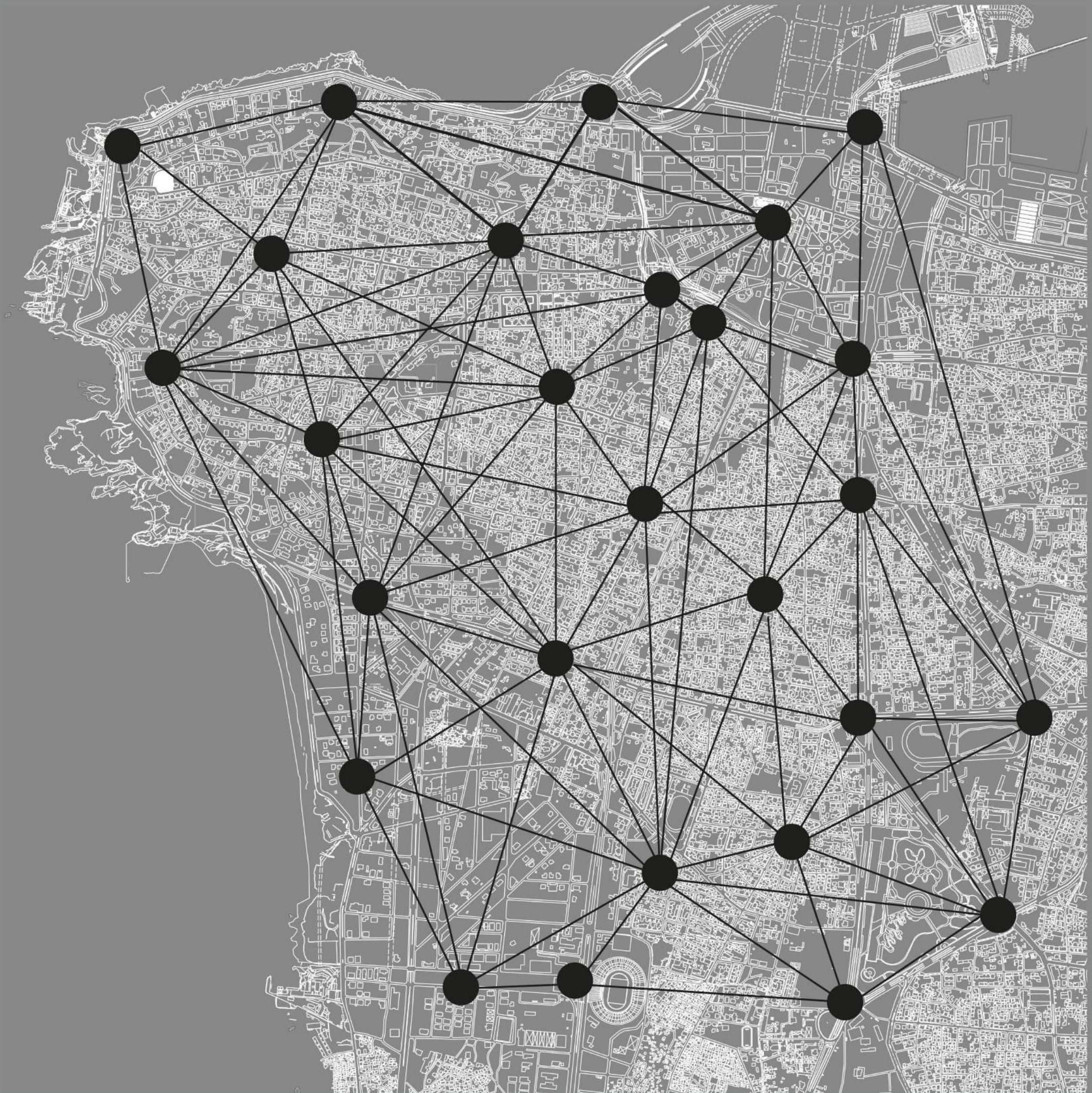
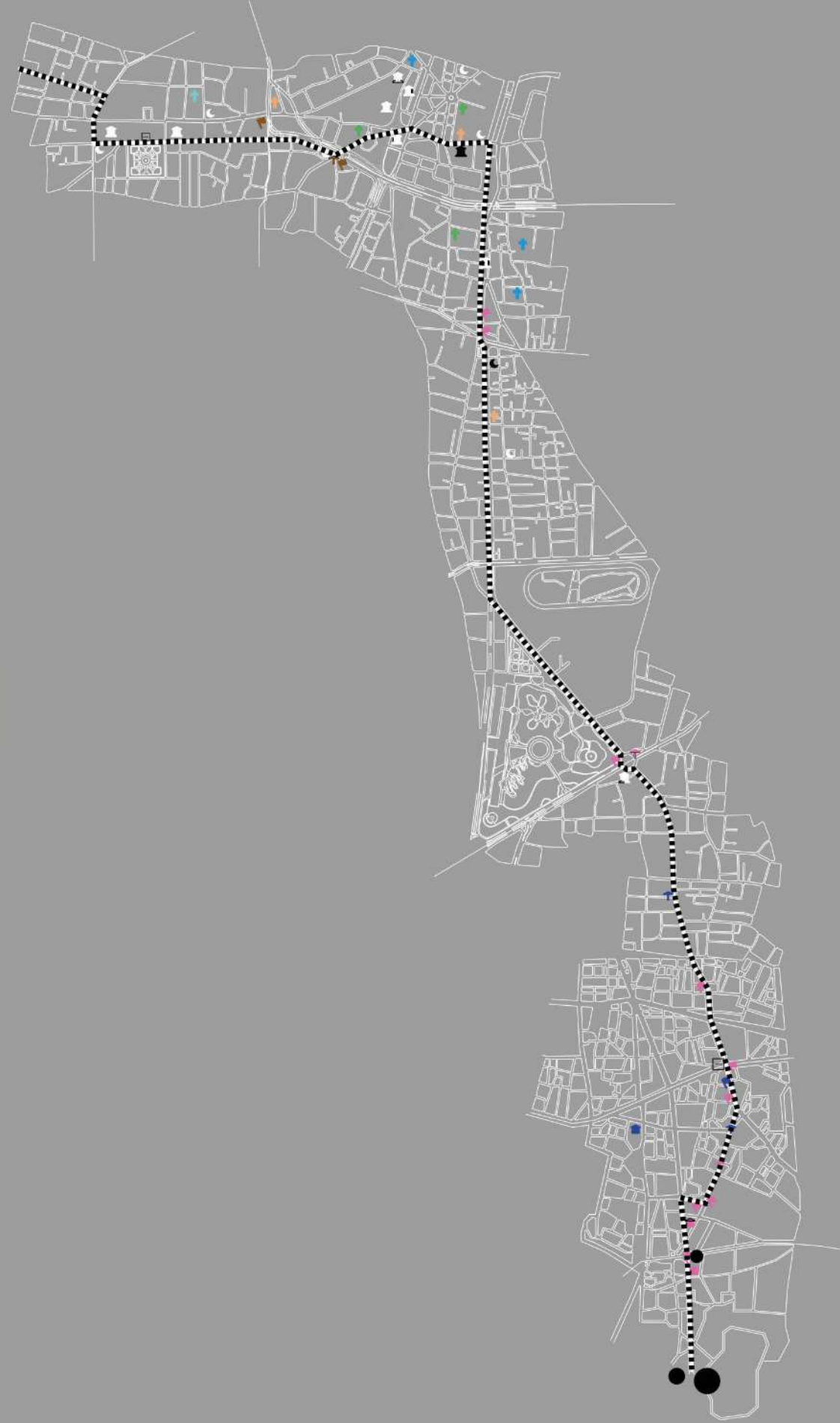
8% Leisure

4% Shopping

17% Education

17% Visit

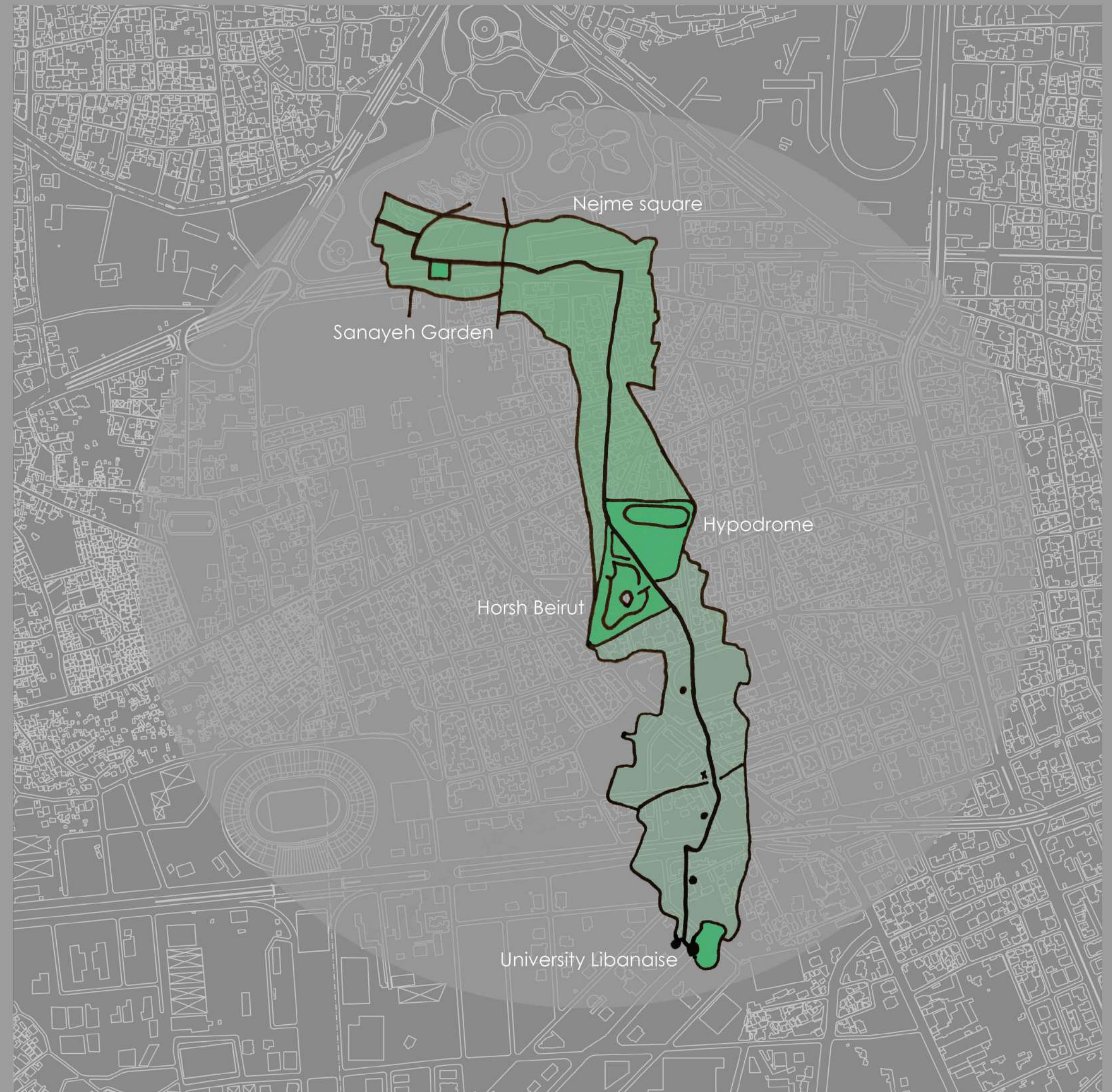
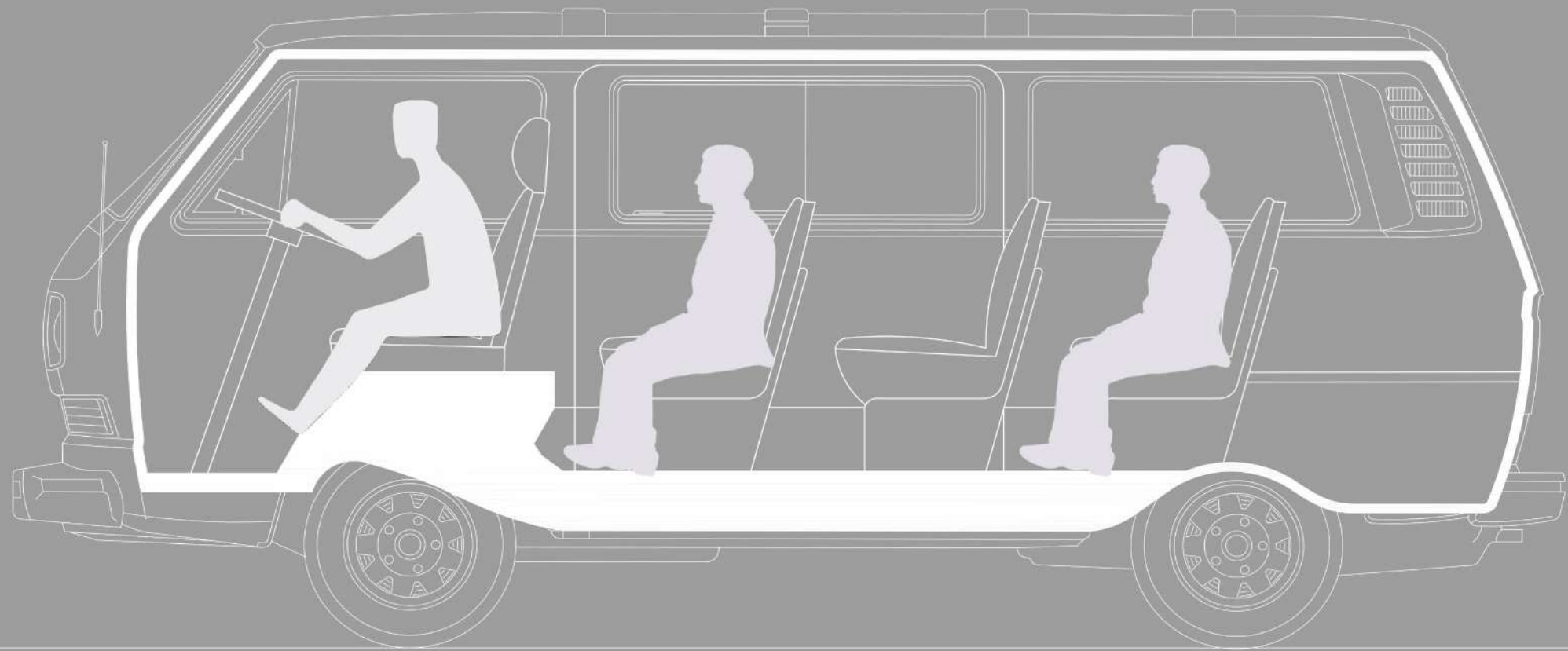
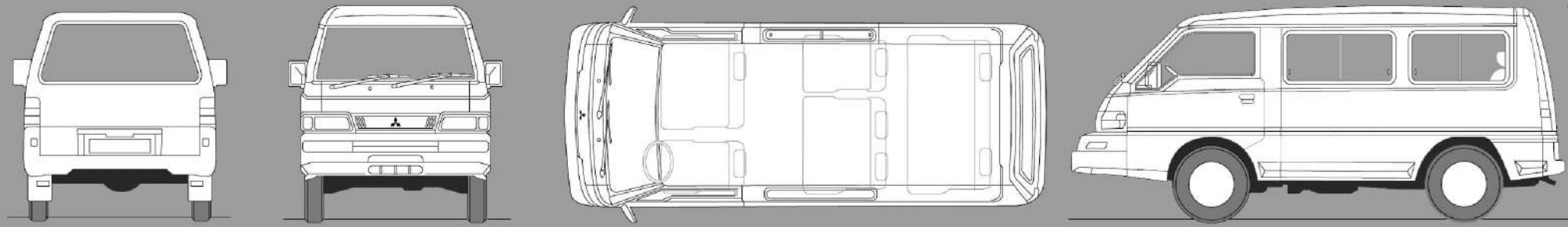
source: Jadaliyya.com



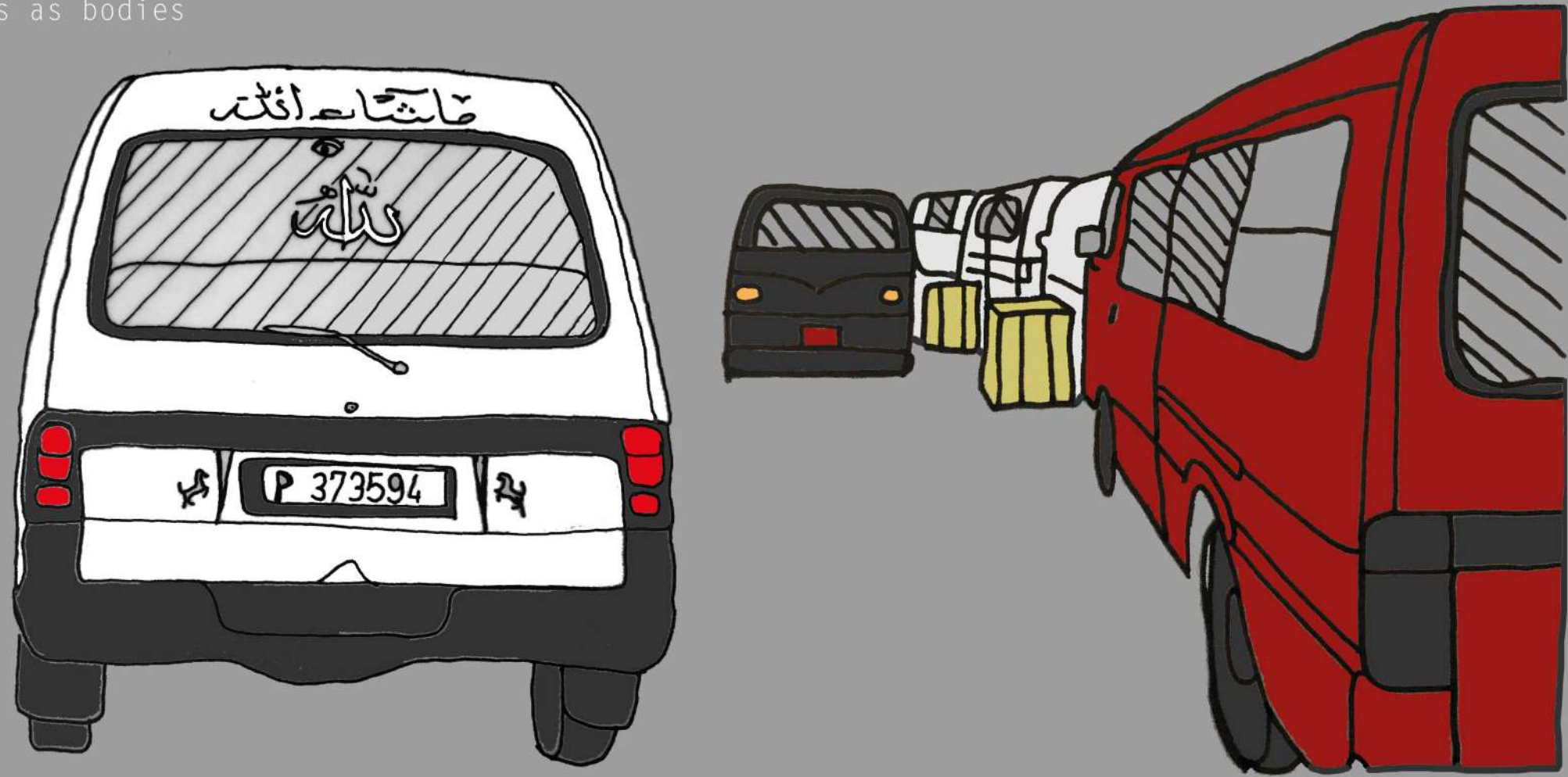




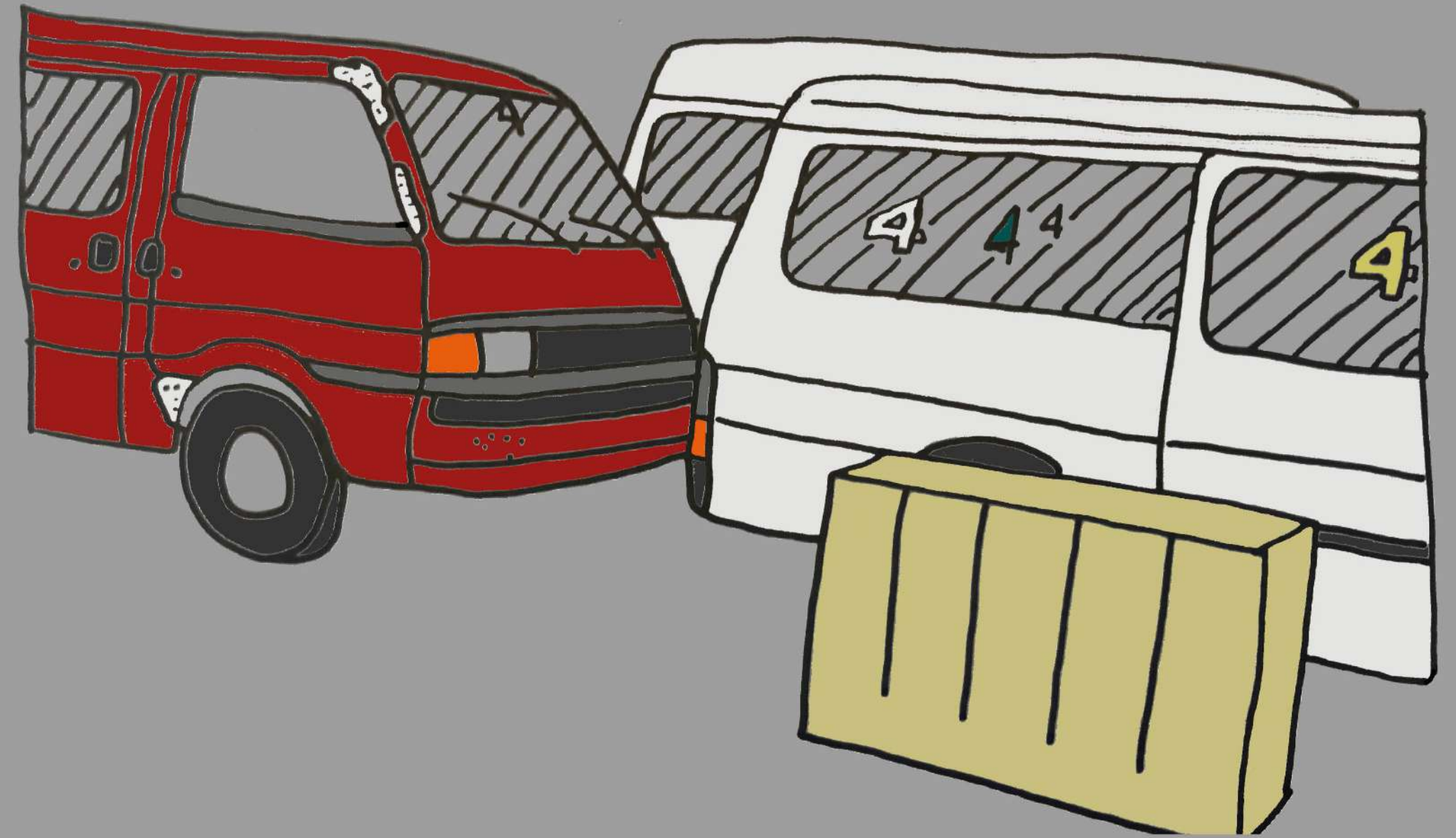




Vans as bodies



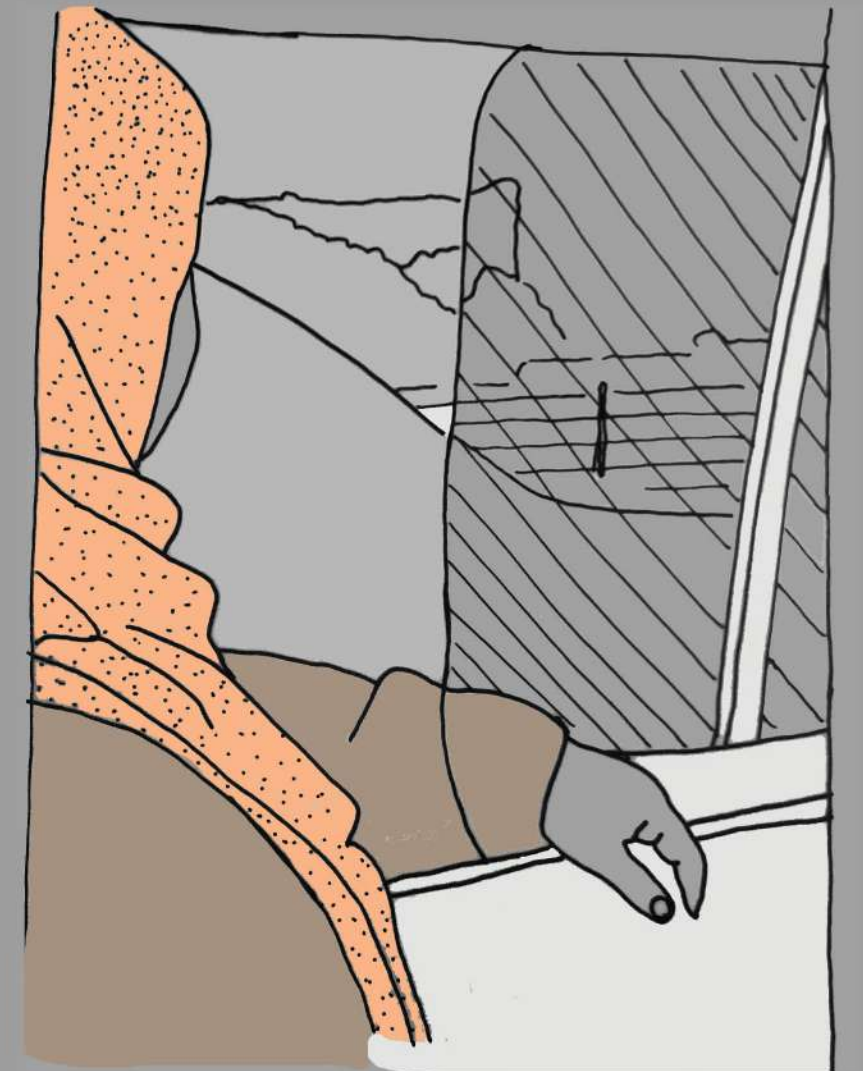
Vans as bodies



Bodies in the van



Bodies in the van





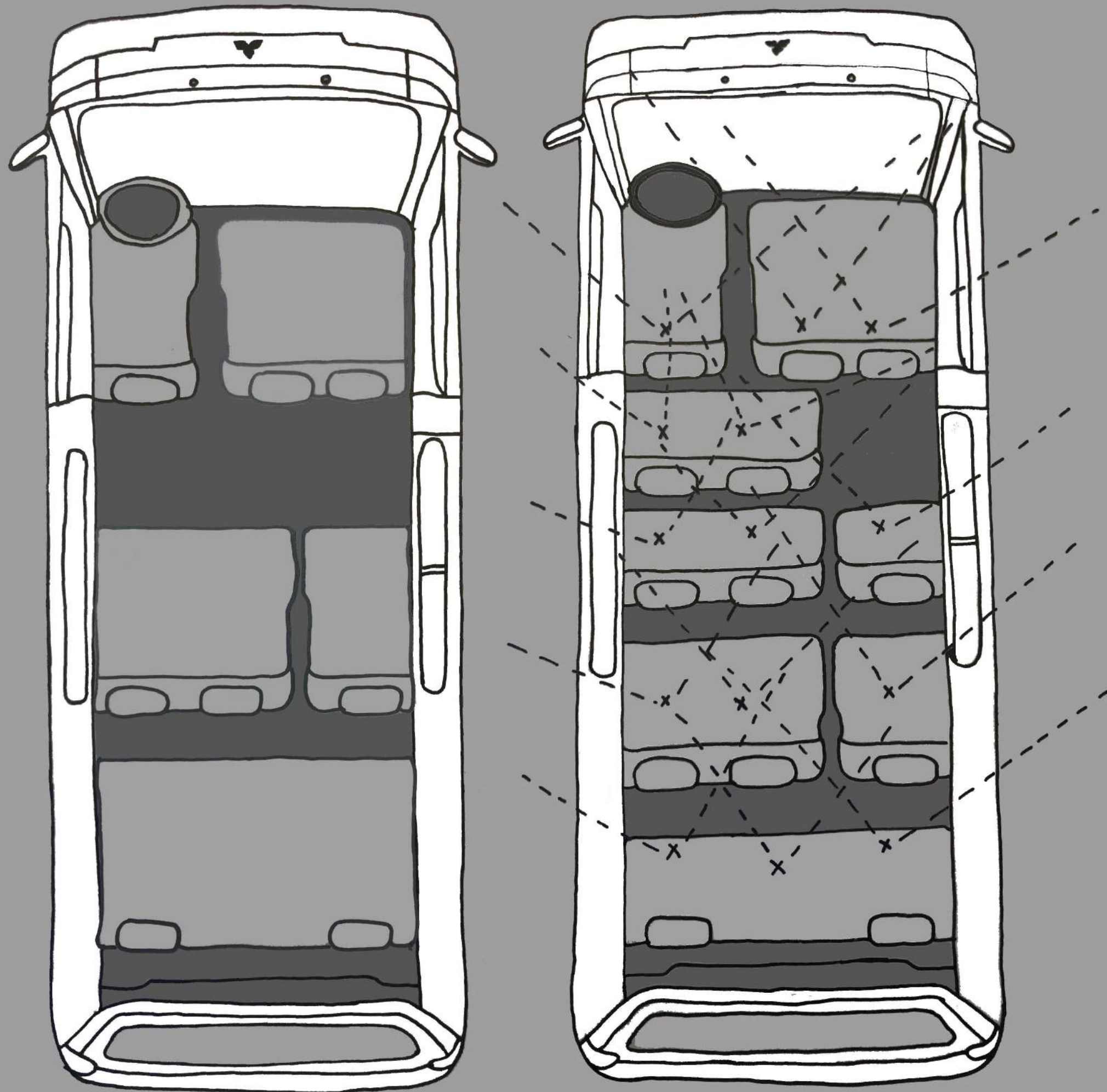
Intervening on the radio

Hijacking Fm radio stations with a Raspberry PI

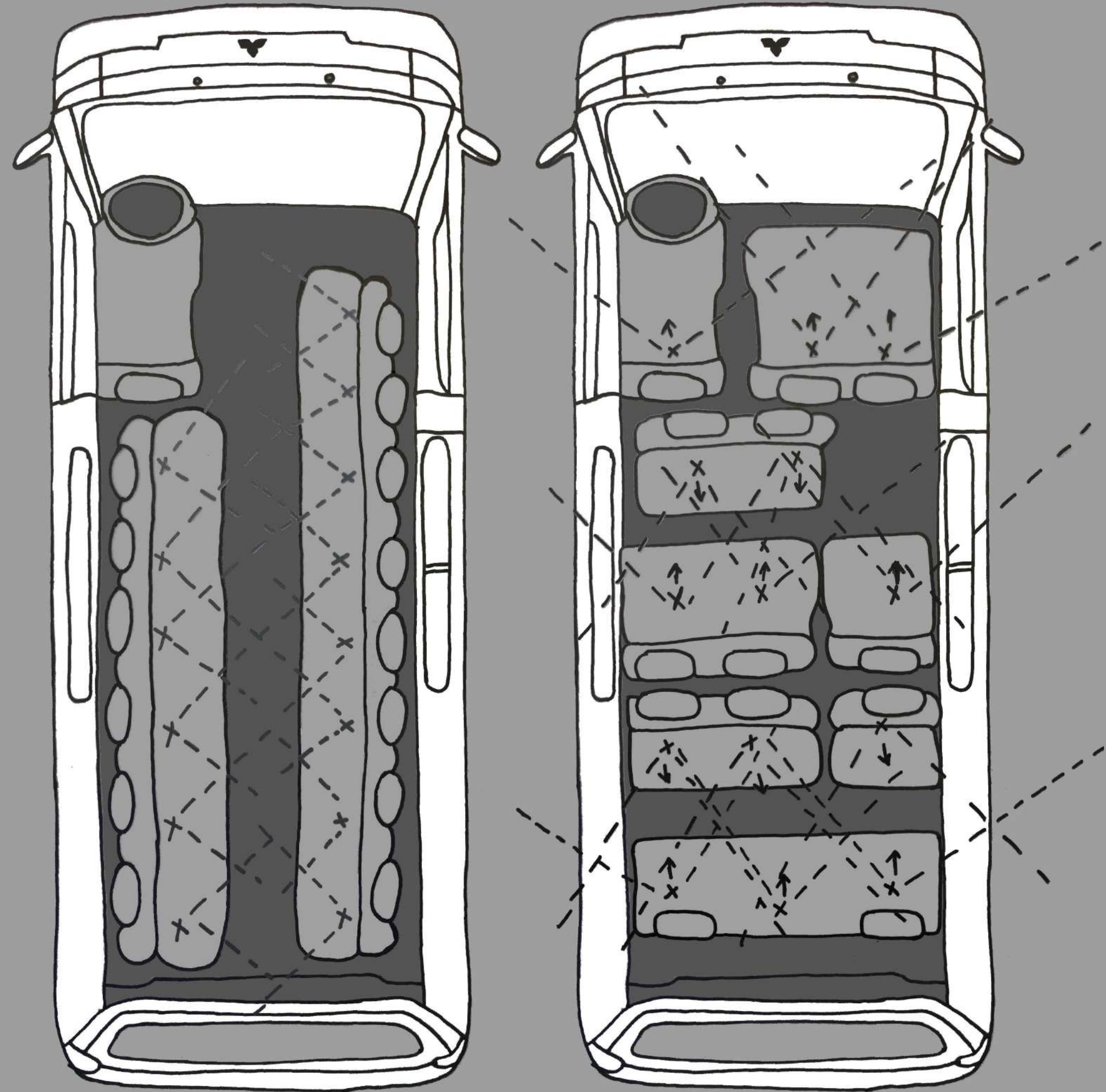
With the Raspberry PI, I can infiltrate seamlessly any FM radio within a radius and project unto to it any message wanted. For this particular infiltration, I overlaid audio from a popular cooking show "teta latife" on the daily news of al nour radio station. Both segments are each political and are affiliated to a particular political background



Intervension on plan



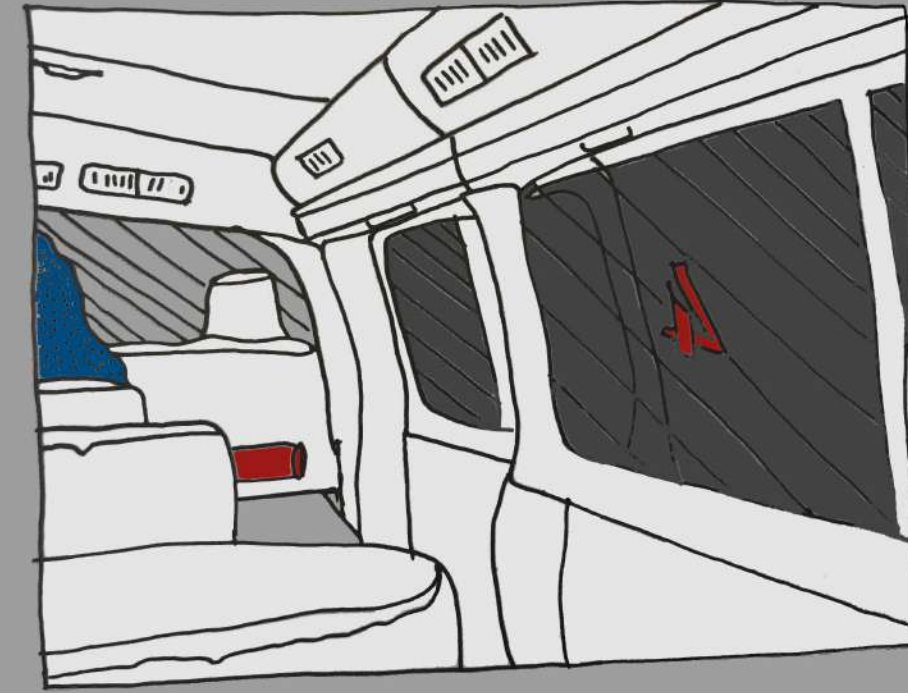
Intervension on plan



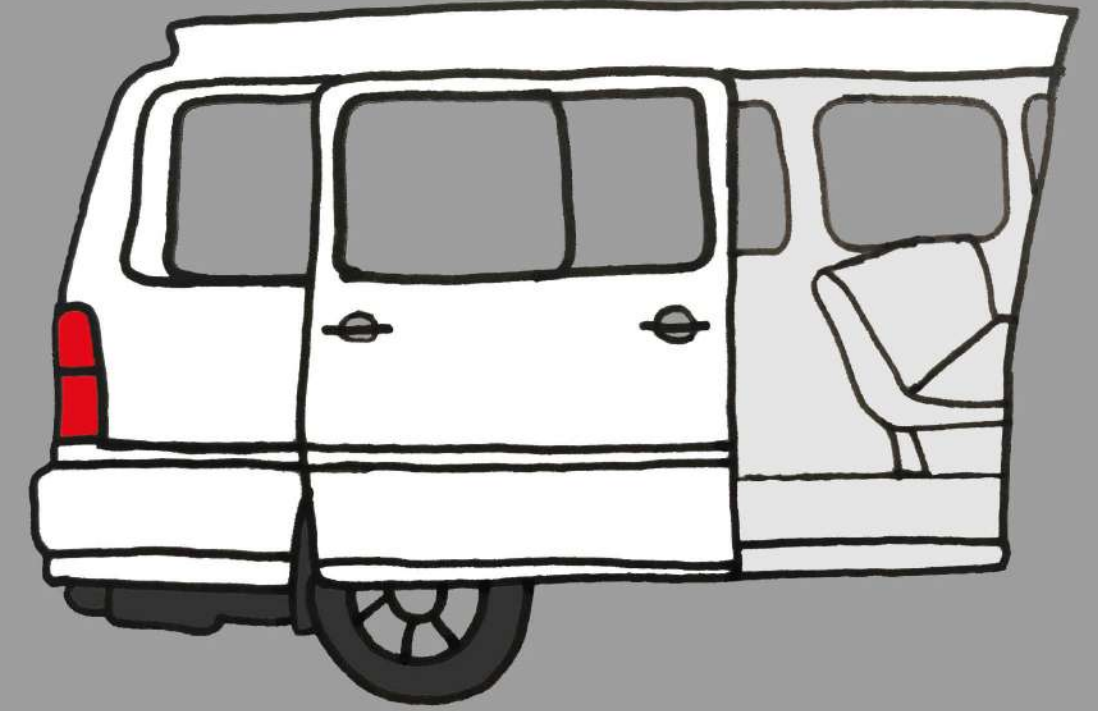
Intervension on text



Intervension on windows

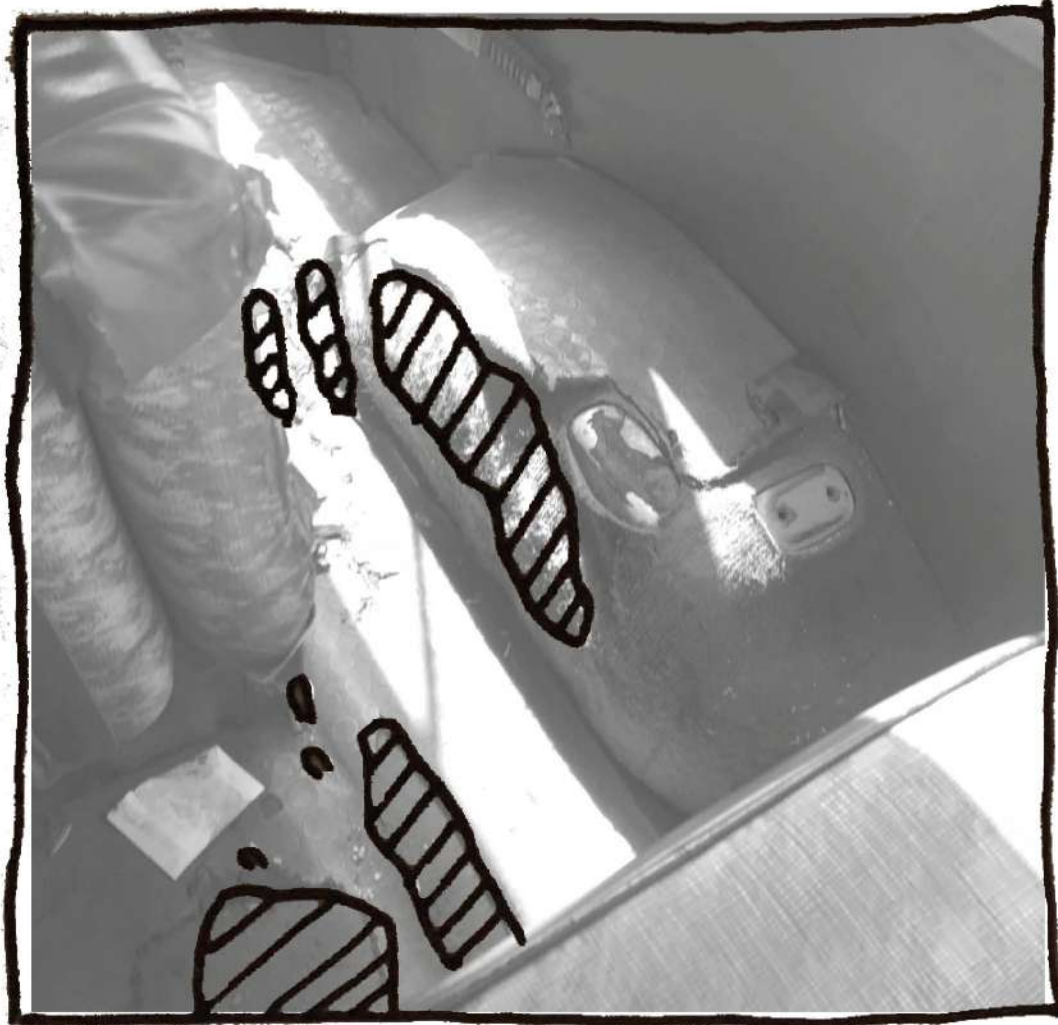


Intervension on door



Intervension on food





Rearranging



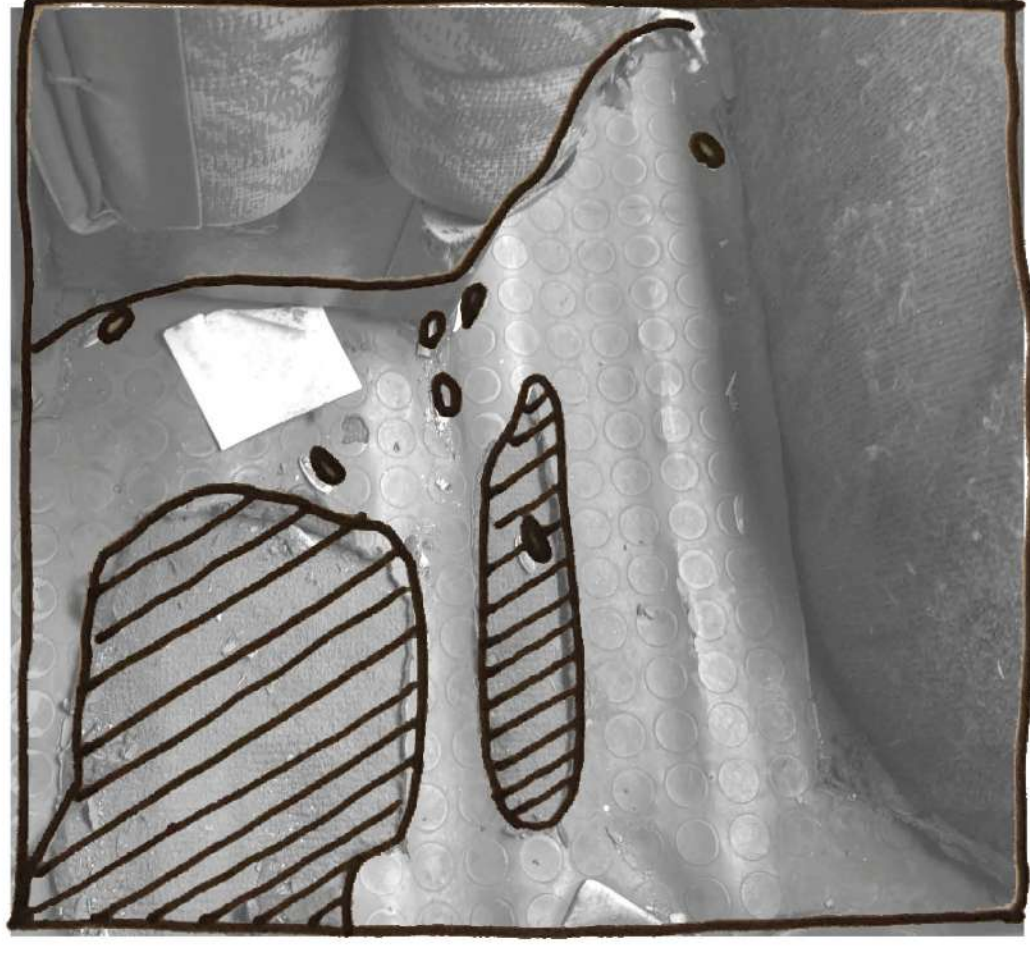
Infiltrating



Hijacking

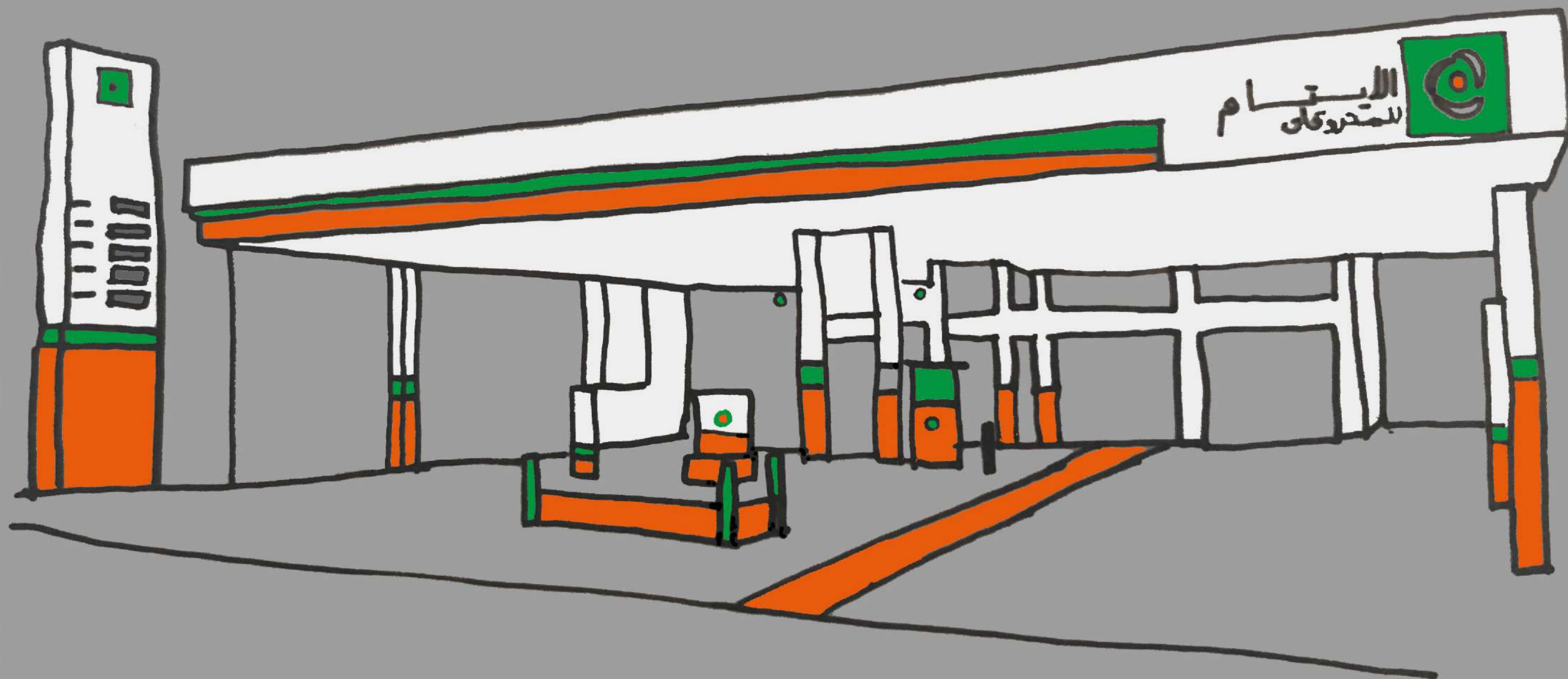


Rebranding



Intervention on Al- Aytam Gas Station:

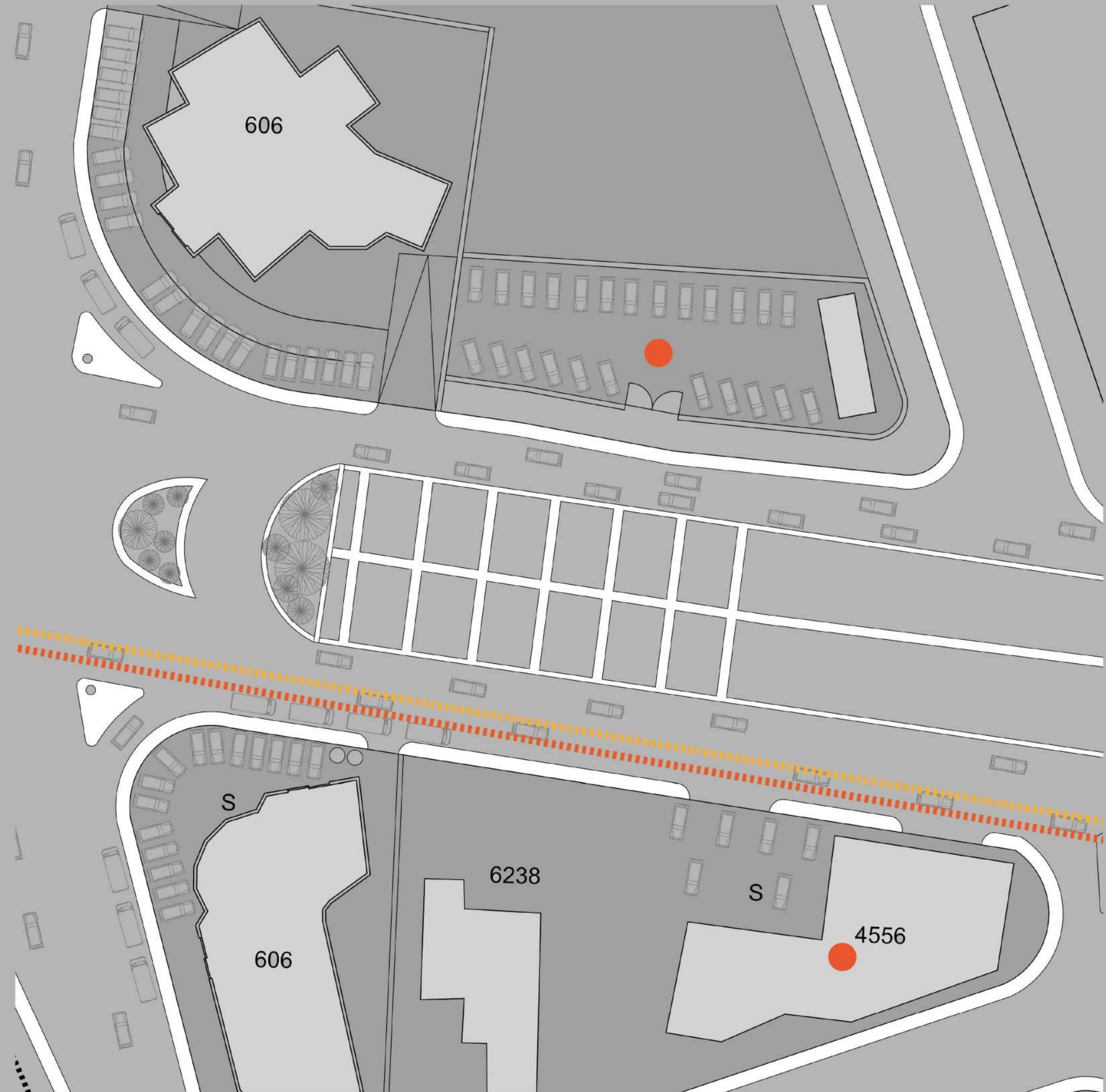
- Gas station for vans
- Washing station for vans
- Cafe for van drivers and passengers
- Infiltrate the gas station with the same elements of van
- Alternative van parking



Al Aytam gas station location



Potential location on site



WARDIEH HOLDINGS



WARDIEH
ON-THE-GO



An station for all your daily needs

Repurposing the Gas station as cultural urban
horizontal link

Rethinking the Gas station in the urban realm,
creating a network of stations that are connected.

Looking into the role of Gas Station as an anchor in
Urban context (social, political, cultural unifying)

By Tamara Salloum

FYP II - 2020

Karim Najjar



Proposal Overview

Key Presentation Points

- A Short Introduction
- Why On-The-Go?
- Wardieh X.....
- Wardieh X Badaro
- Wardieh X Hareit Hreik
- Wardieh kit
- Wardieh Business Plan

A Short Intro

What is WARDIEH On-The-Go?

WARDIEH On-The-Go, is a branch of Wardieh Holdings. A series of collaboration between Wardieh and several other service providers around Beirut.

The addition serves as a plug-in of much needed daily services and leisure. In addition to all our regular services related to your vehicles we offer :

Stay in Vehicle services

Kiosks such as OMT, OGEROS, ATMs...

Drive thrus such as Mcdonalds, juice bar and Barbar

Parked Vehicle Services

Leisure spaces such as a hookah bars and a nail bar and barber shop

Religious practices such as mousalas and chapels.

The aim is to expand and brand wardieh as a multipurpose destination. This will attract more customers and expand the brand.





zomato

OMT



ROSES ARE
VIOLETS ARE
BEIRUT BEE
W HEIK.

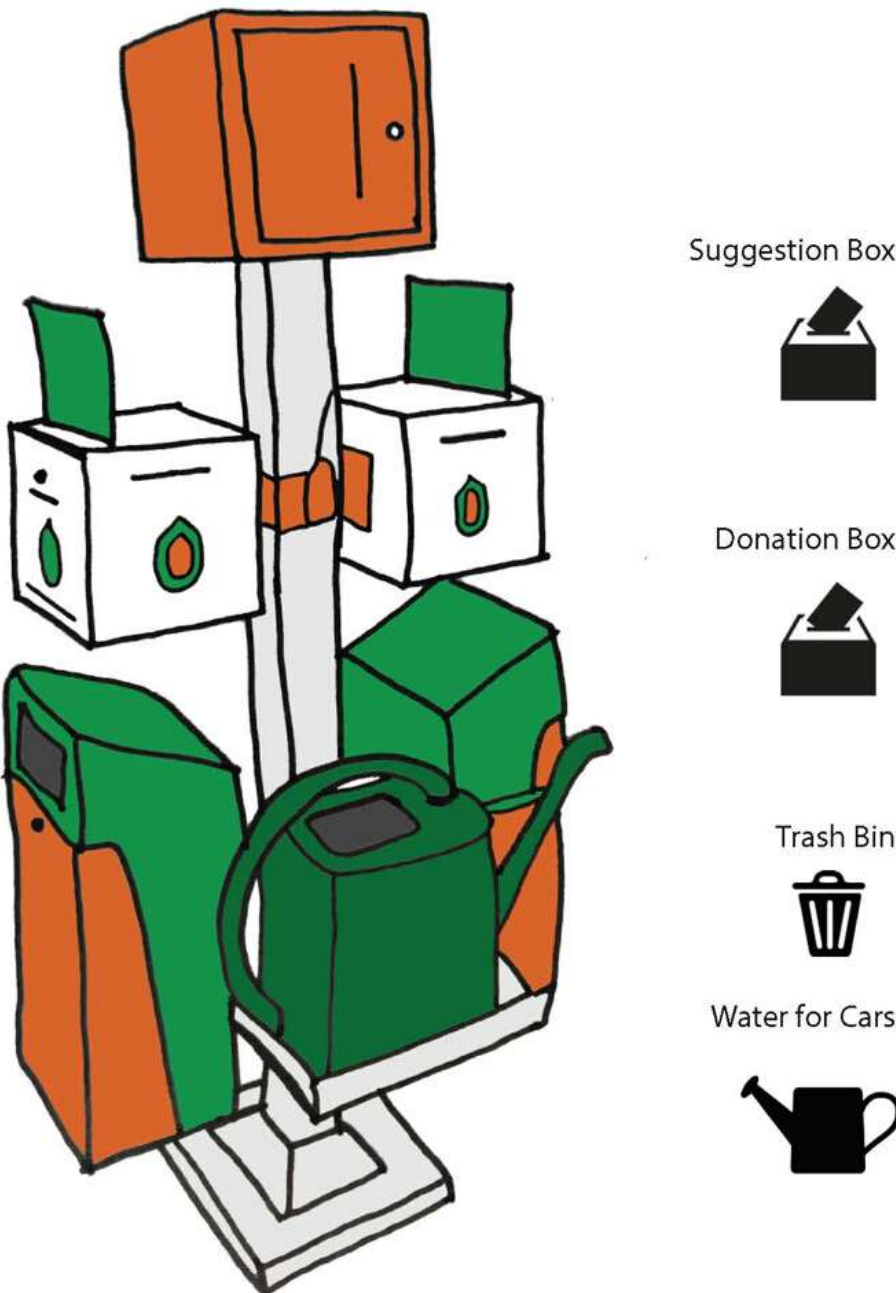
BEIRUT
PILSENER BEER

ON-THE-GO as a cultural Element

The aim of the proposal is to repurpose the Gas Station, to rebrand what we know as a transient space.

ON-THE-GO aims to transform the filling station into a cultural identity.

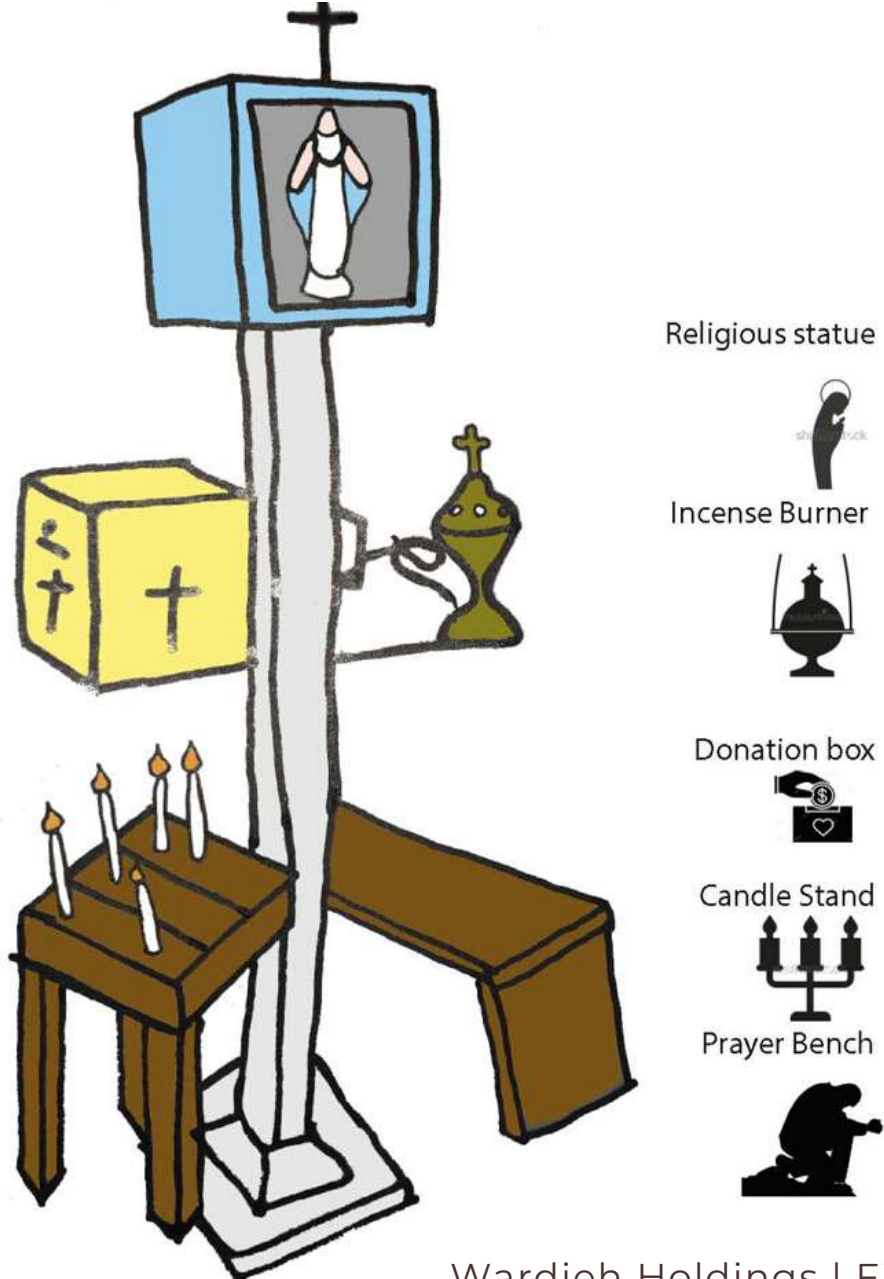
Element found in Al aytam Gas station in Haret Hreik



Element repurposed and placed in MarMikhael



Element repurposed and placed in Sassine



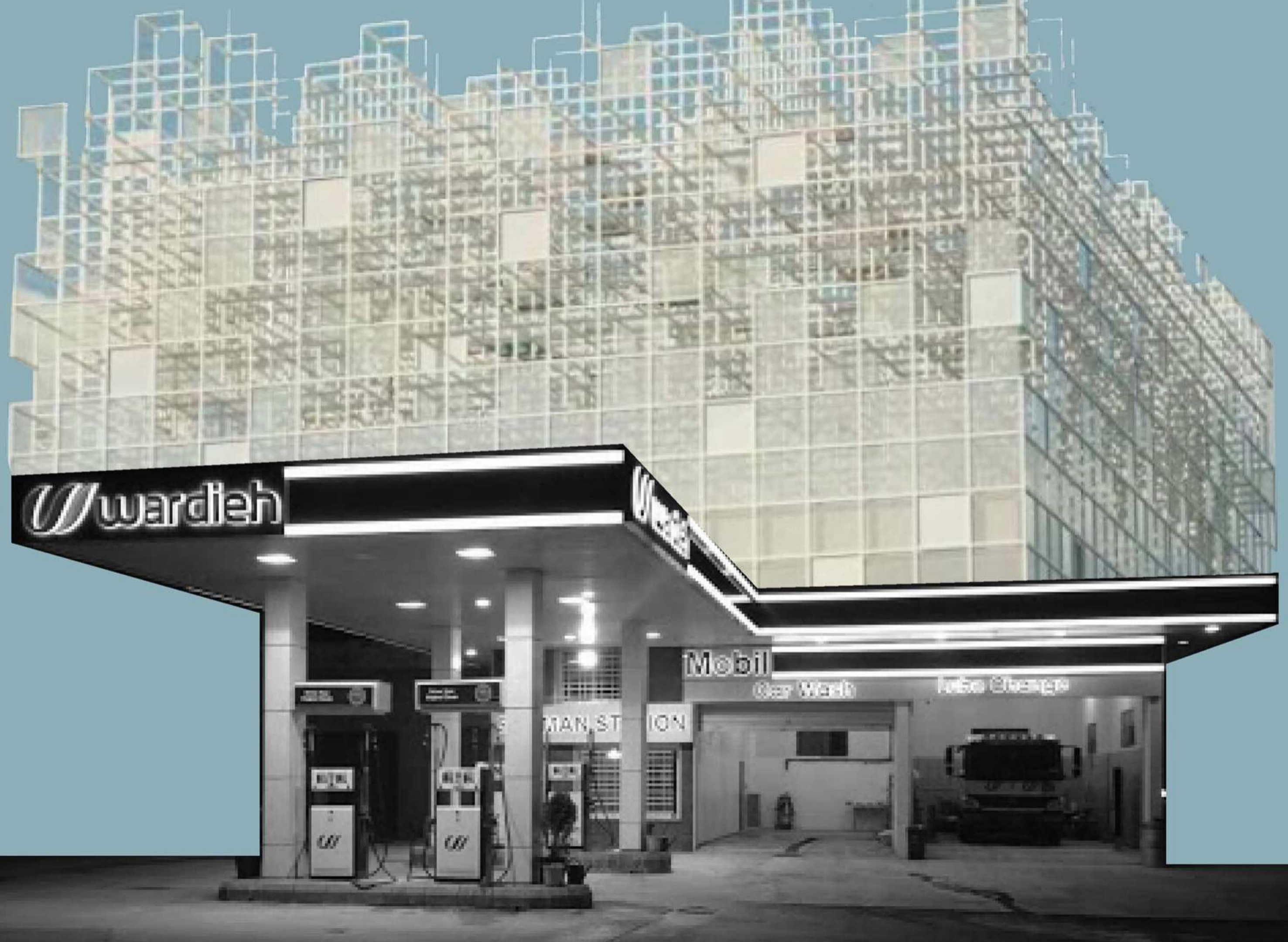


Gas station as
Nightclub













WARDIEH X

Stay in Vehicle

24/7 services

Kiosk

- Wardieh x OMT
- Wardieh x MTC
- Wardieh x LOTO/ YA NASIB
- Wardieh x Liban Post
- Wardieh x Takkoush
- Wardieh x Exchange Center
- Wardieh x ATM
- Wardieh x Newelne

Drive thru

- Wardieh x Better from Scratch
- Wardieh x Barbar
- Wardieh x Crew Hut
- Wardieh x Mcdonalds
- Wardieh x Agha
- Wardieh x Juice Bar

Park Vehicle

working hours services

Leisure Spaces

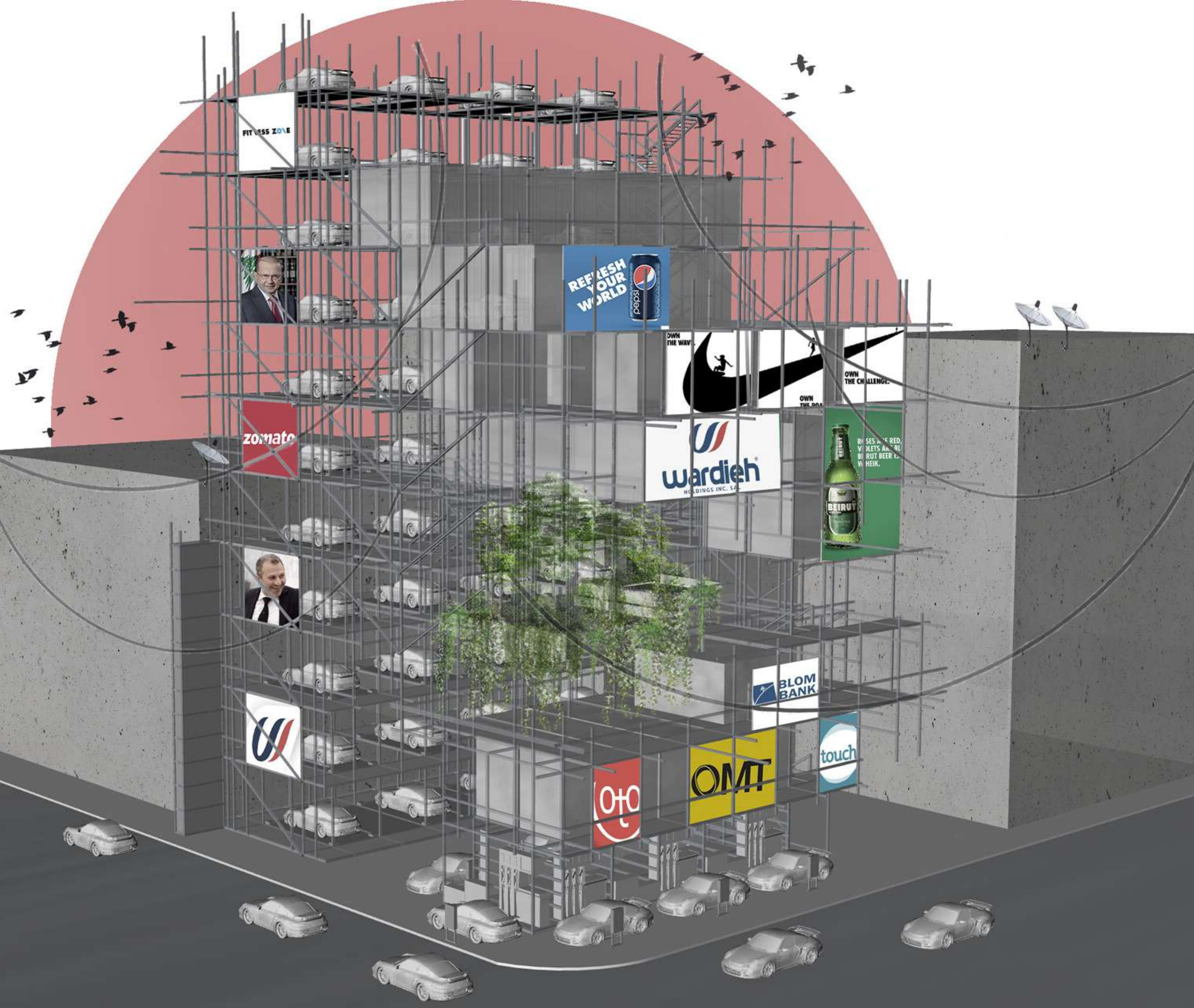
- Wardieh x Arguile Cafe
- Wardieh x Pub
- Wardieh x Nail Bar
- Wardieh x Barber Shop
- Wardieh x Art Exhebitions
- Wardieh x Tattoo Parlour
- Wardieh x Fitness zone
- Wardieh x Spa
- Wardieh x Offices

Religious Practices

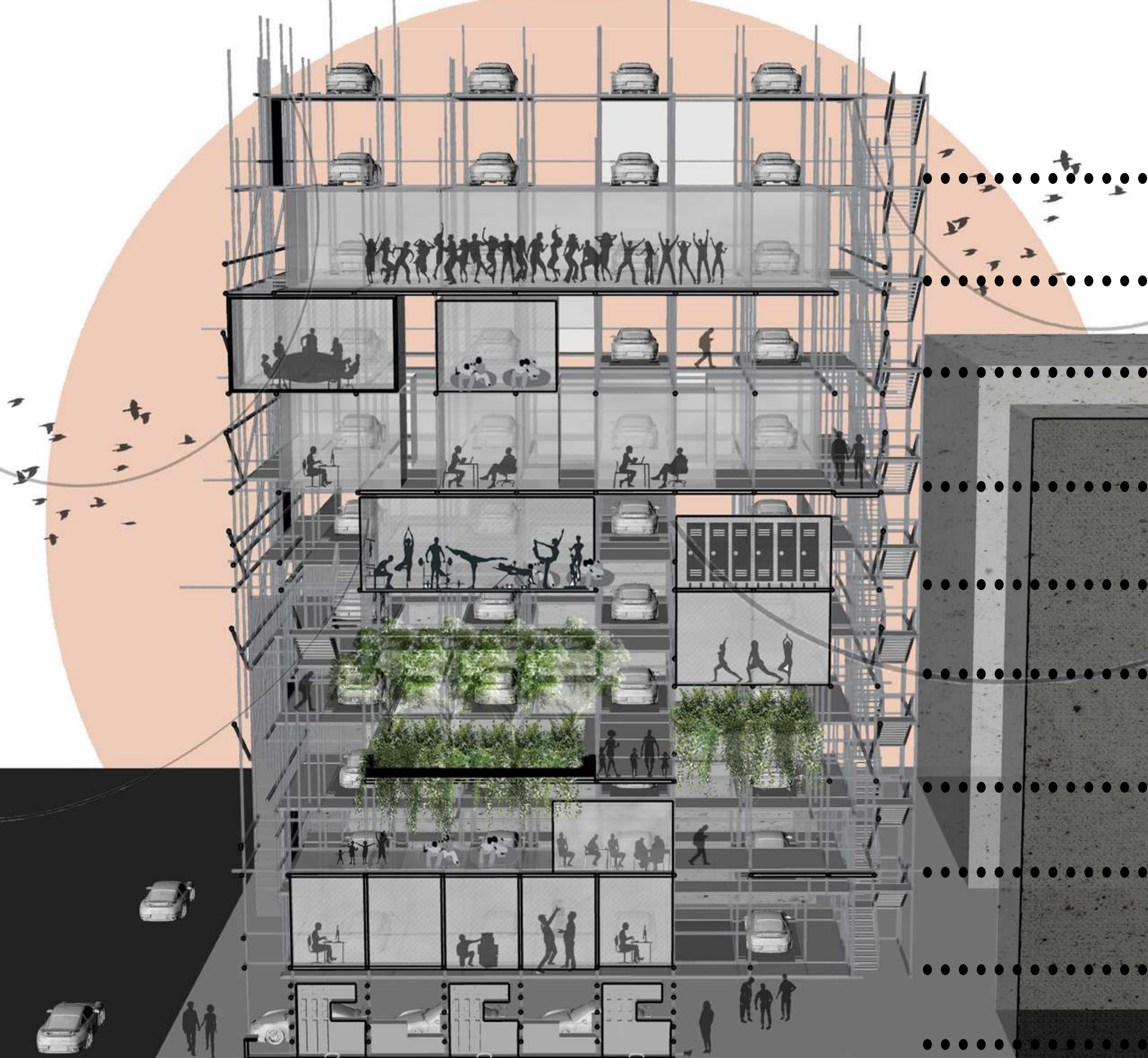
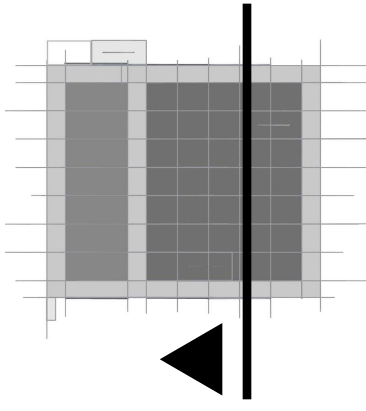
- Wardieh x Mousala

WARDIEH X BADARO

North/West Elevation



Program Section



Car elevator Parking

Bar/Club

Office conference rooms/ Office lounge

Offices

Gym/Locker space

Yoga room

Garden

Cafe

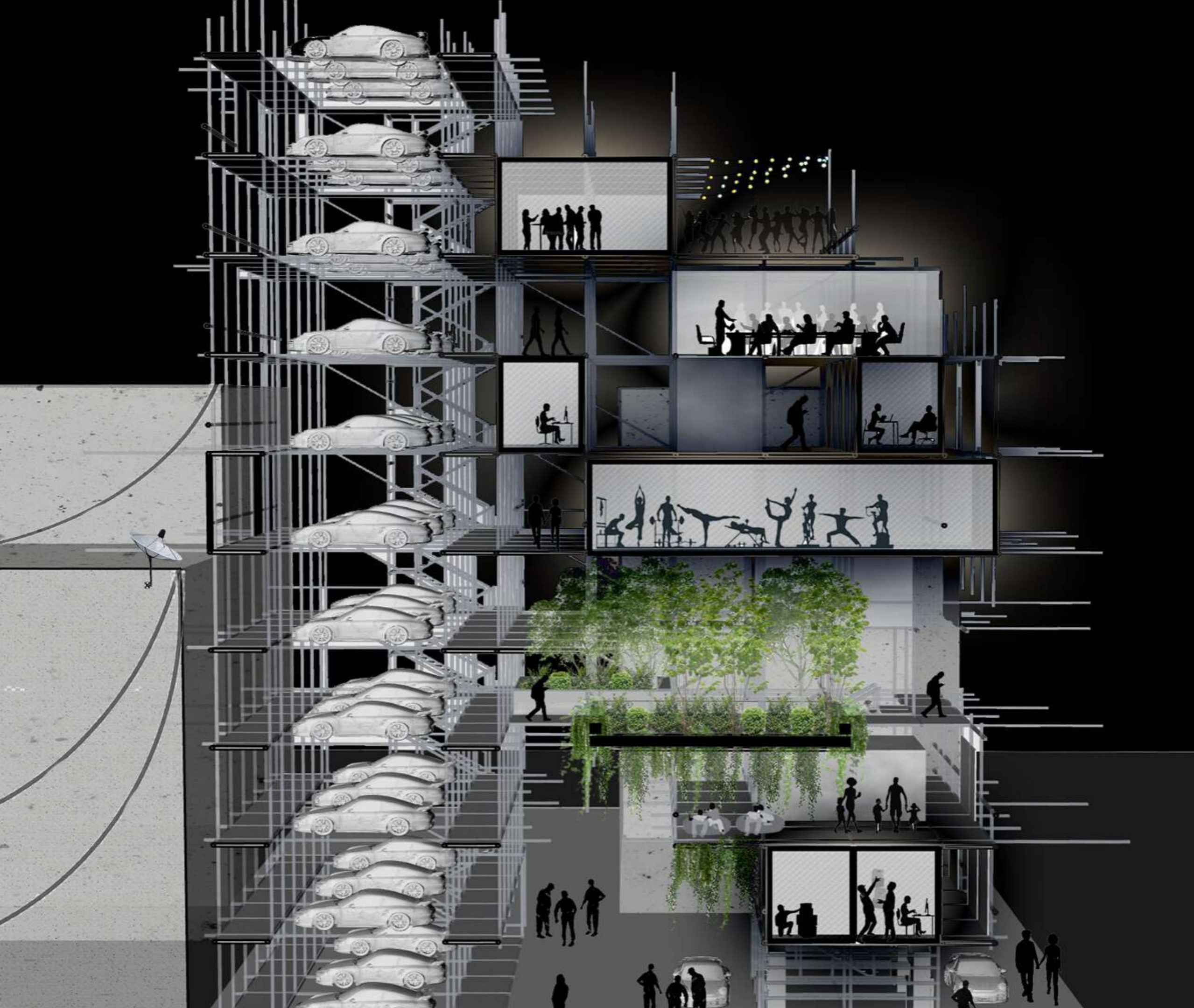
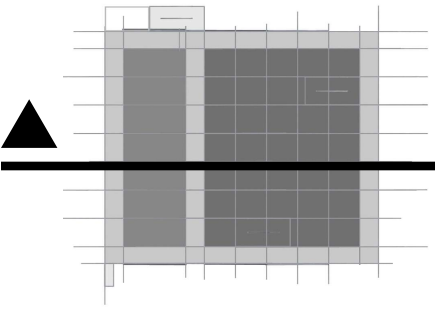
Depot/services space for On-the-go

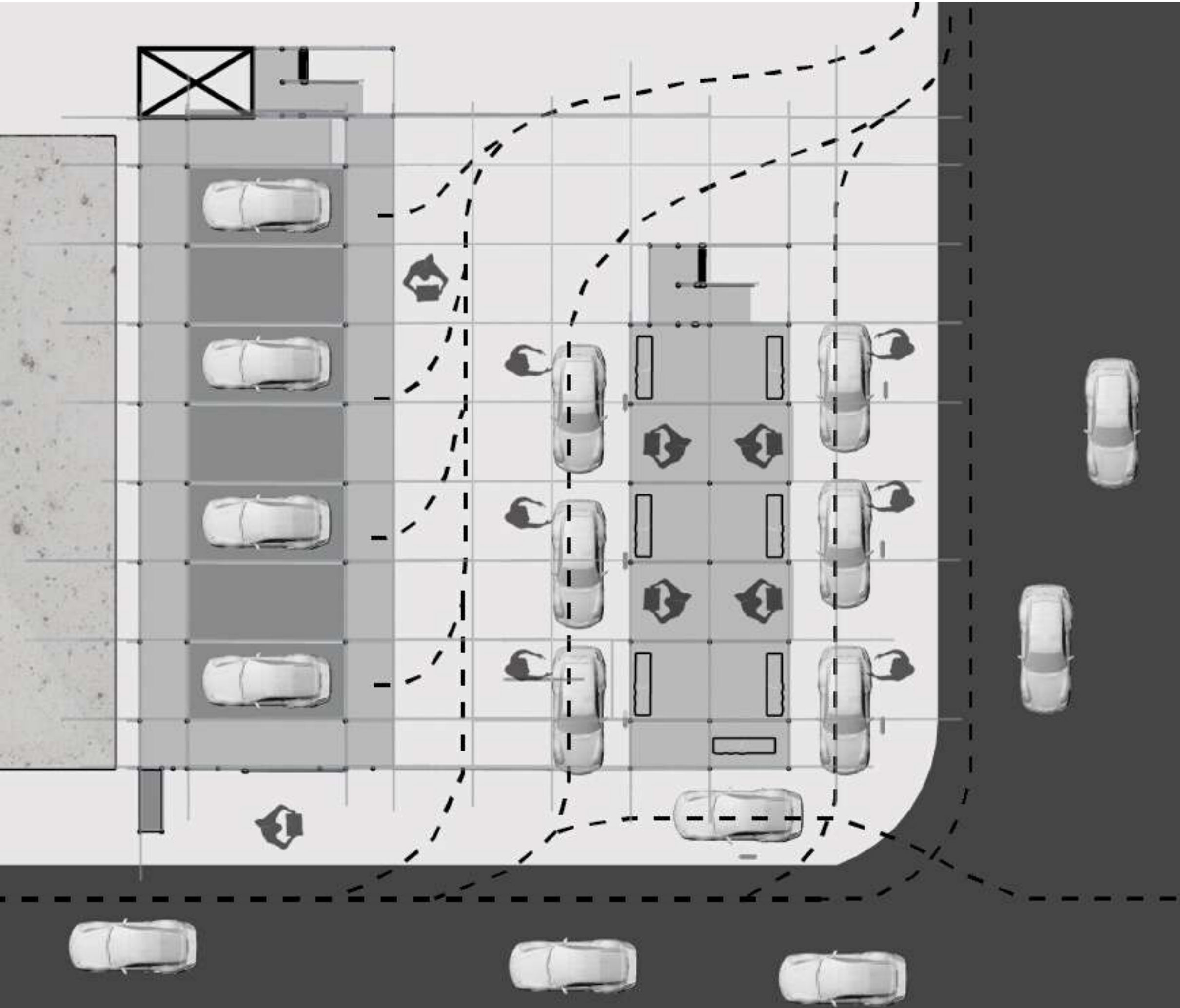
Filling stations/On-the-go kiosks



View of the Garden

Night Section





Ground Floor Plan

The frames of our scaffolding are laid out in a Grid.

The Grid is composed of 3 different space. (w x l x h)

1- 2.5x5x3m for the cars

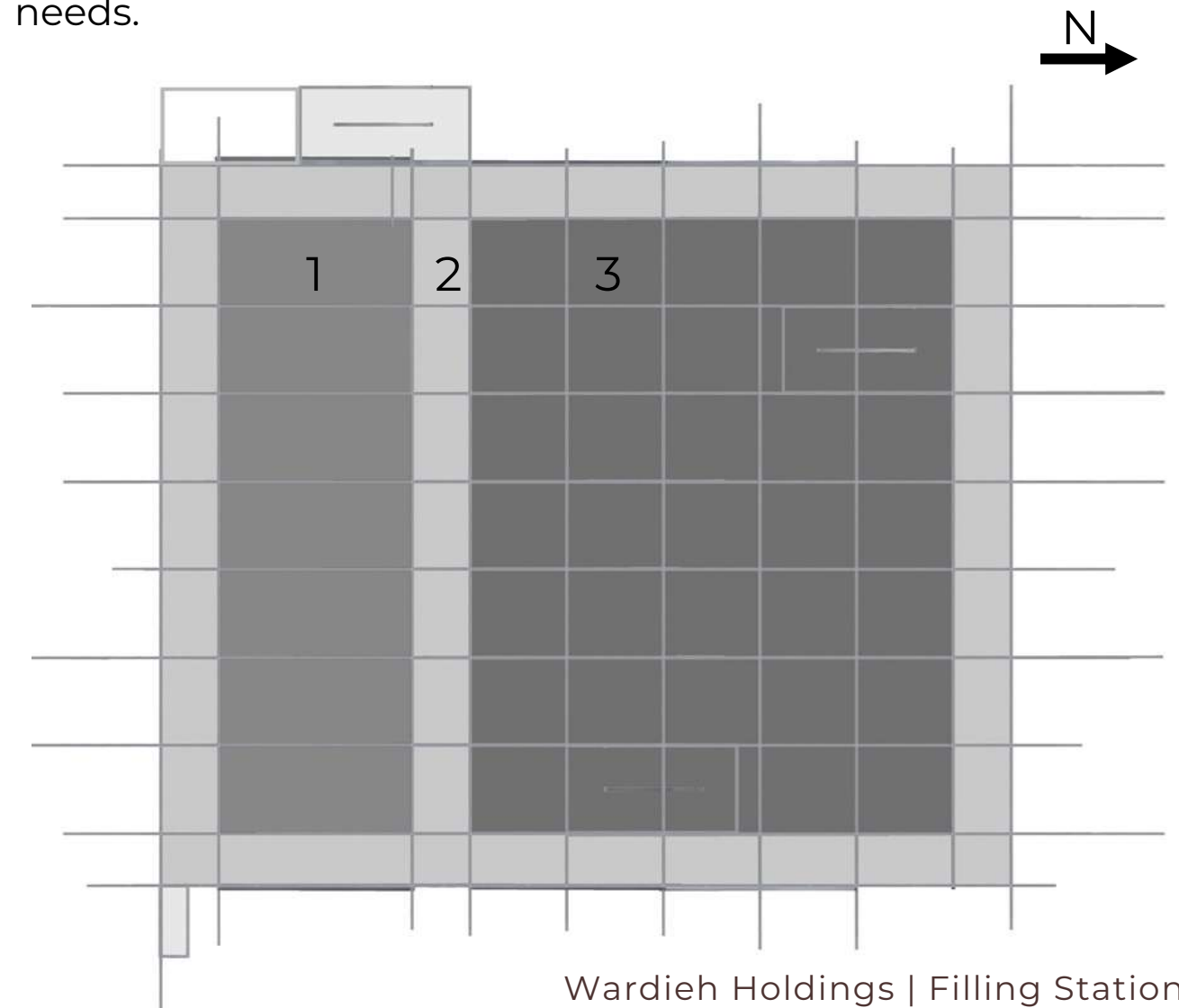
(car elevator, car filling station, car wash....)

2- 2x5x3m and 2x2.5x3m grids for the scaffolding platforms

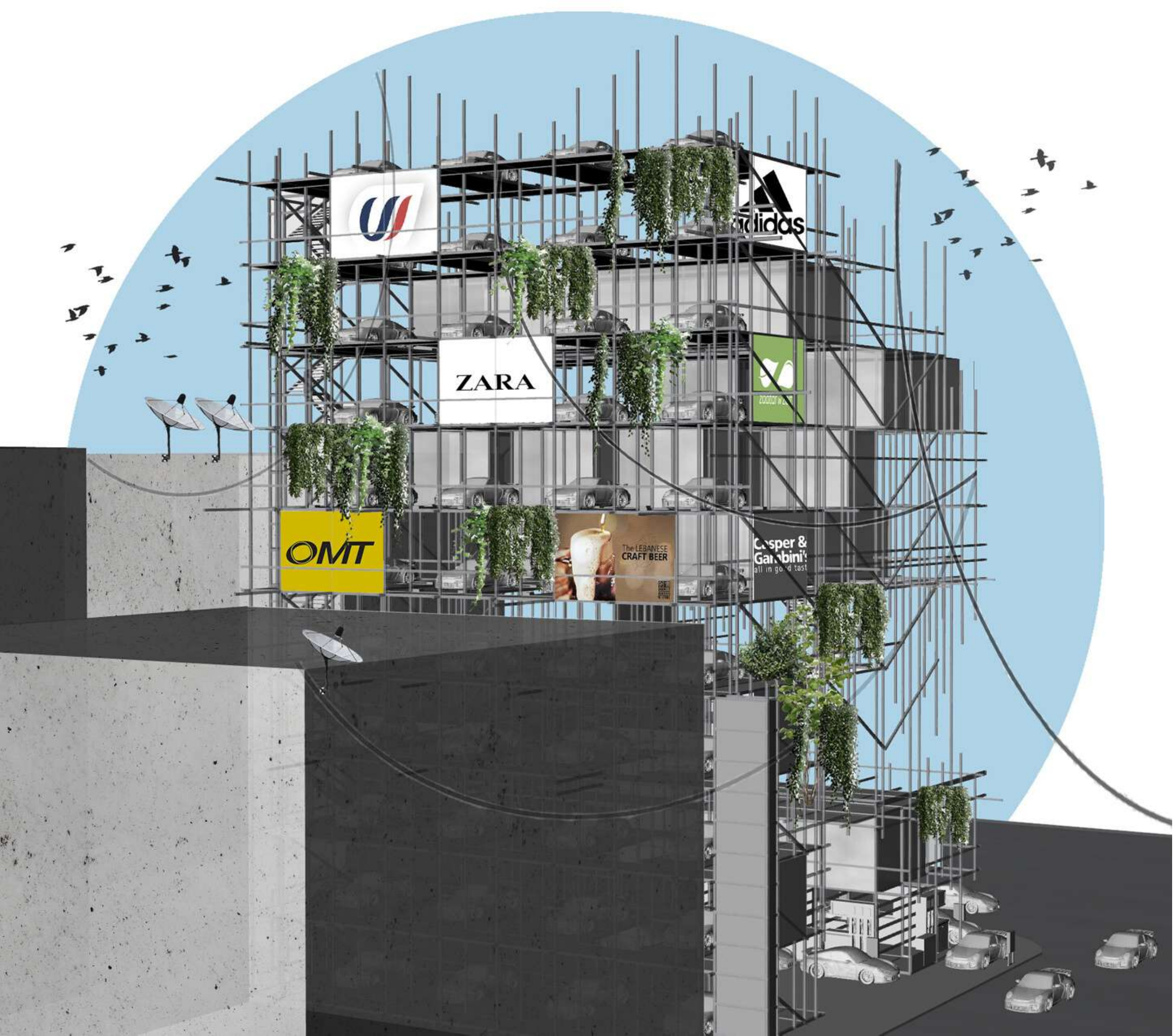
(circulation around the structure)

3- 2.5x2.5x3m for the inner spaces.

The inner spaces are not confined by the dimension nor height of their grid, they are places according to the clients needs.

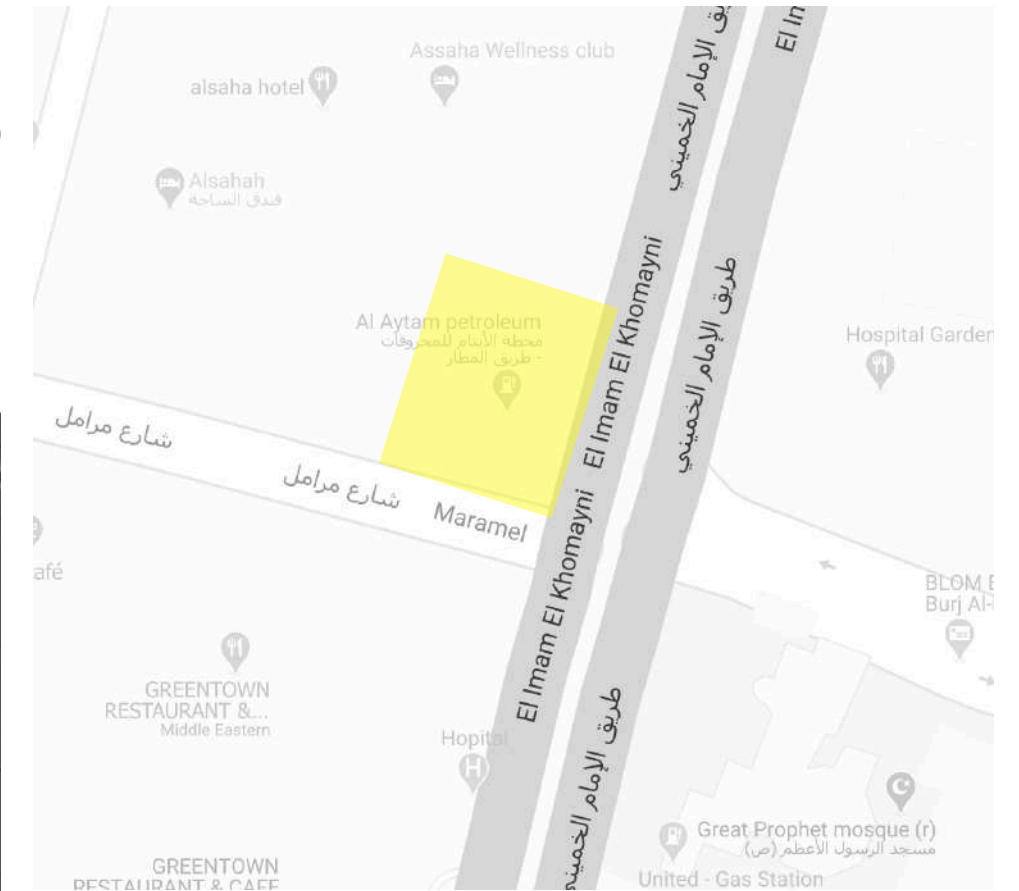


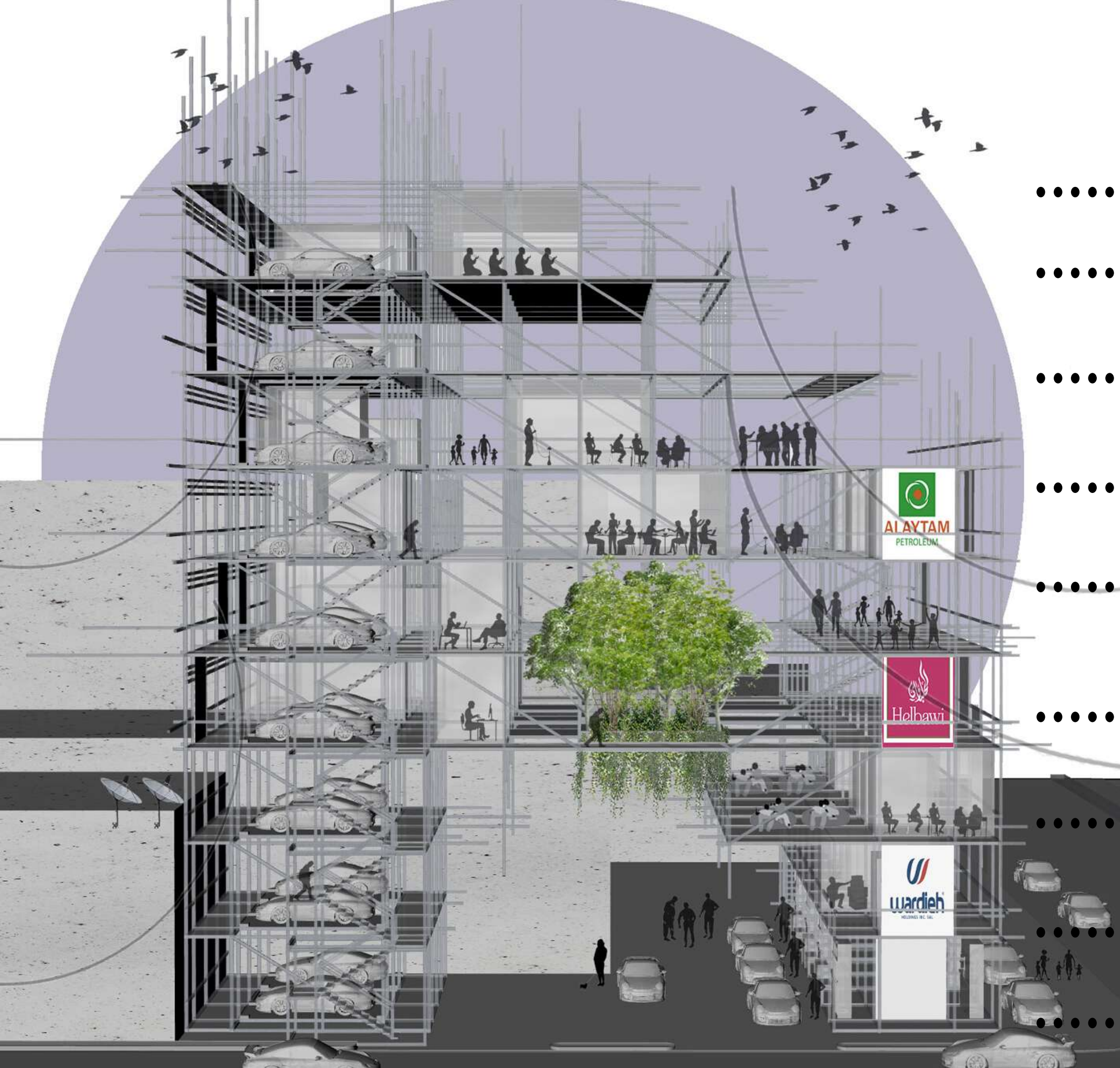
South Elevation



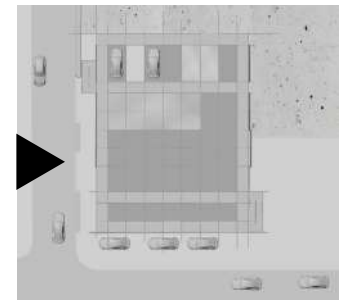
WARDIEH X Haret Hreik

North West Elevation





Program Elevation



Car elevator Parking



Praying Space



Sannabel group offices



Al Saha hookah bar



Al Saha Restaurant



Garden



Caffe



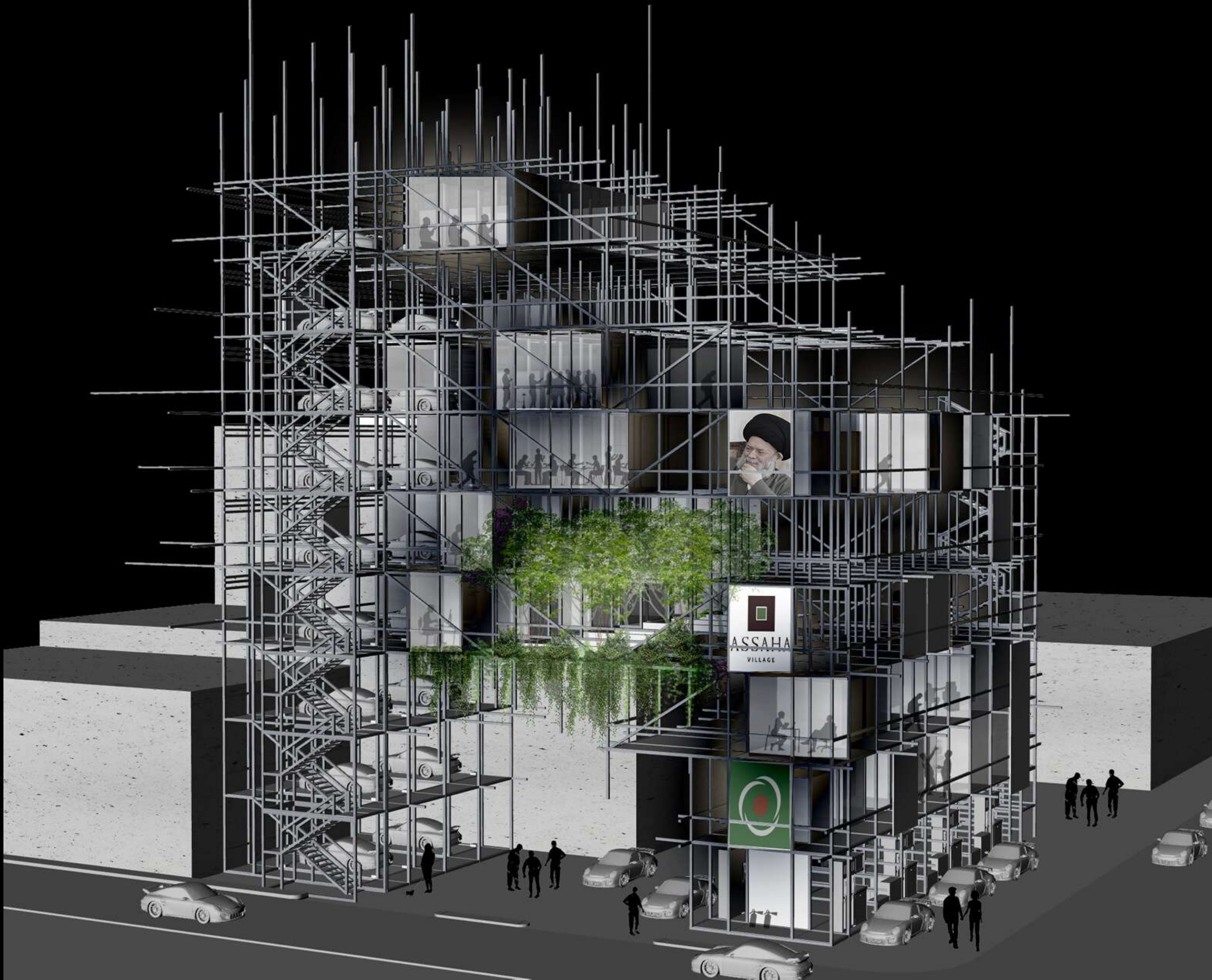
Depot/services space for On-the-go



Filling stations/On-the-go kiosks

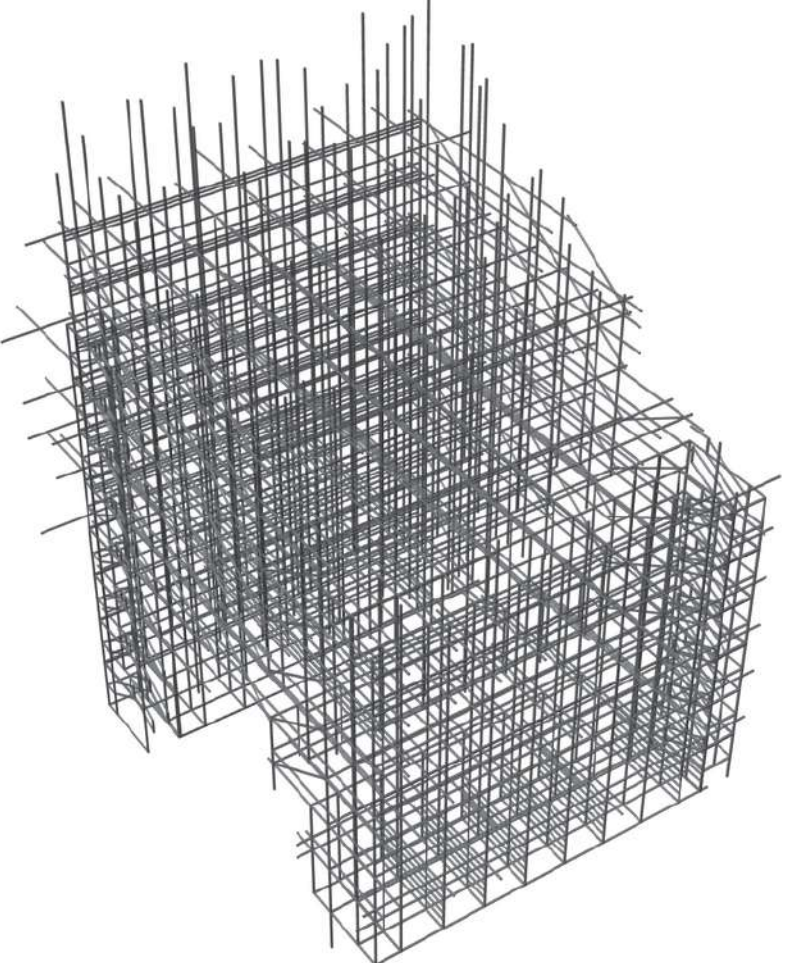


Night Elevation

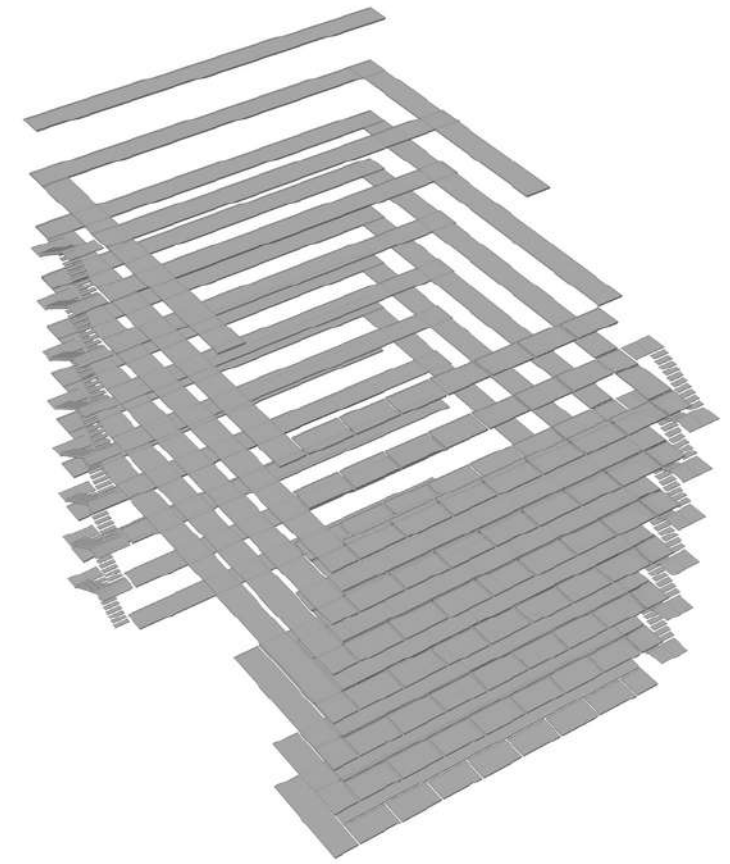


WARDIEH THE KIT

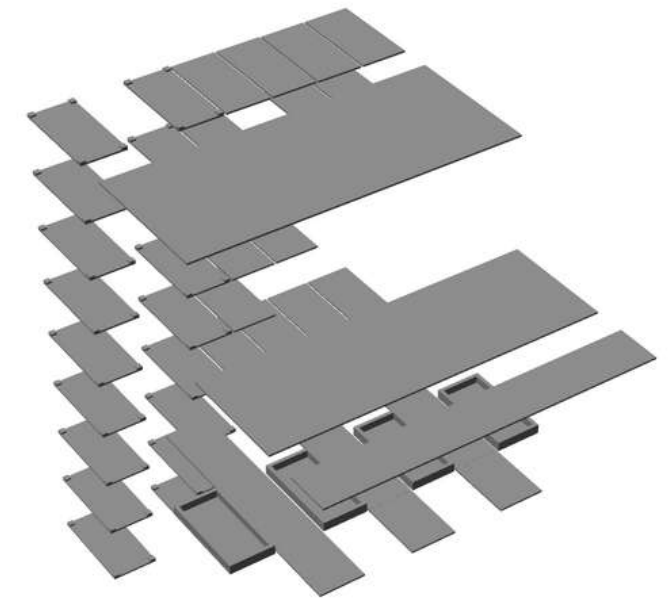
The Kit acts as base for Wardieh and its future collaborators to customize and shape the spaces as they wish. The structure, spaces, and circulation are ever changing depending on site and program.



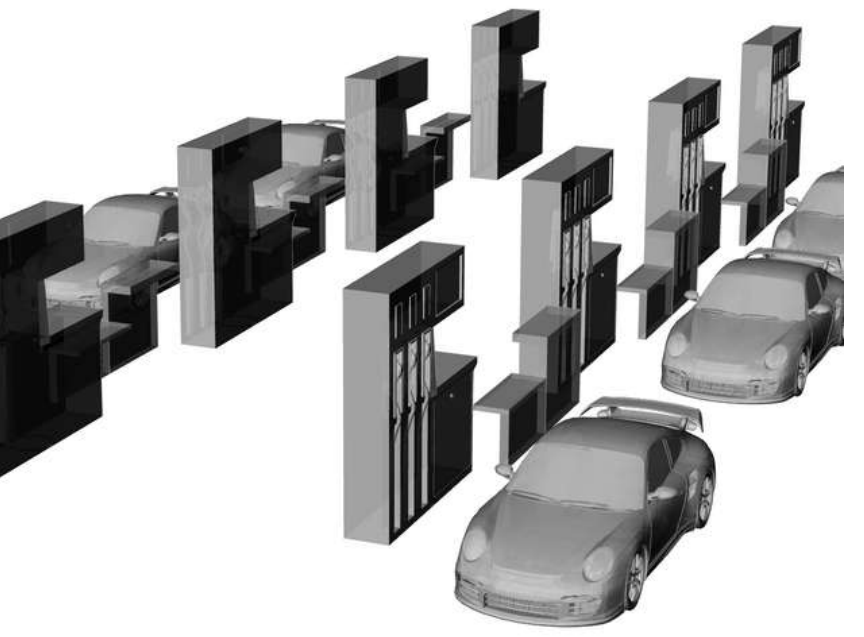
Structure : Scaffolding



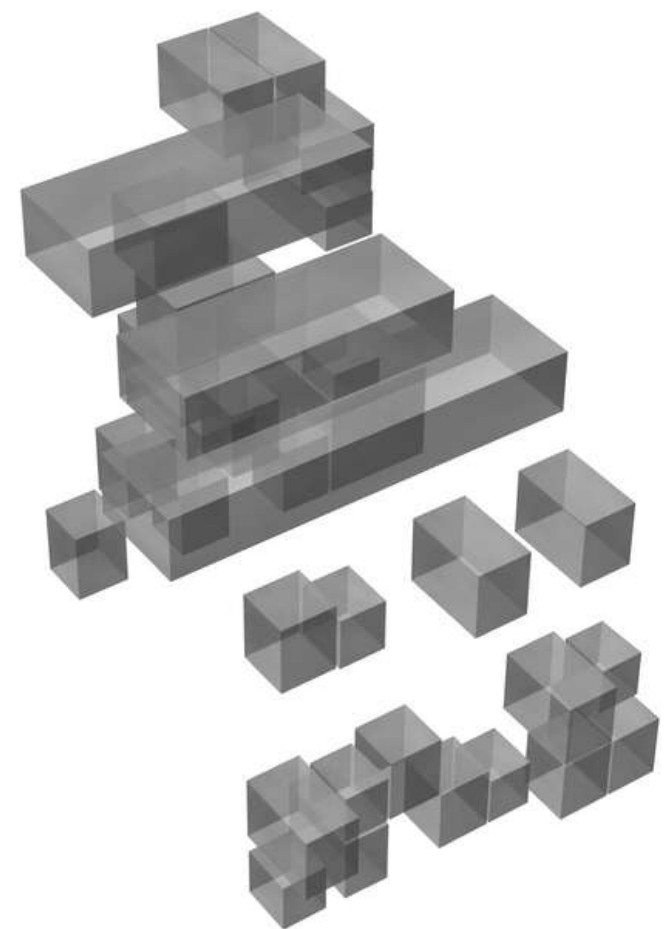
Circulation : scaffolding platforms



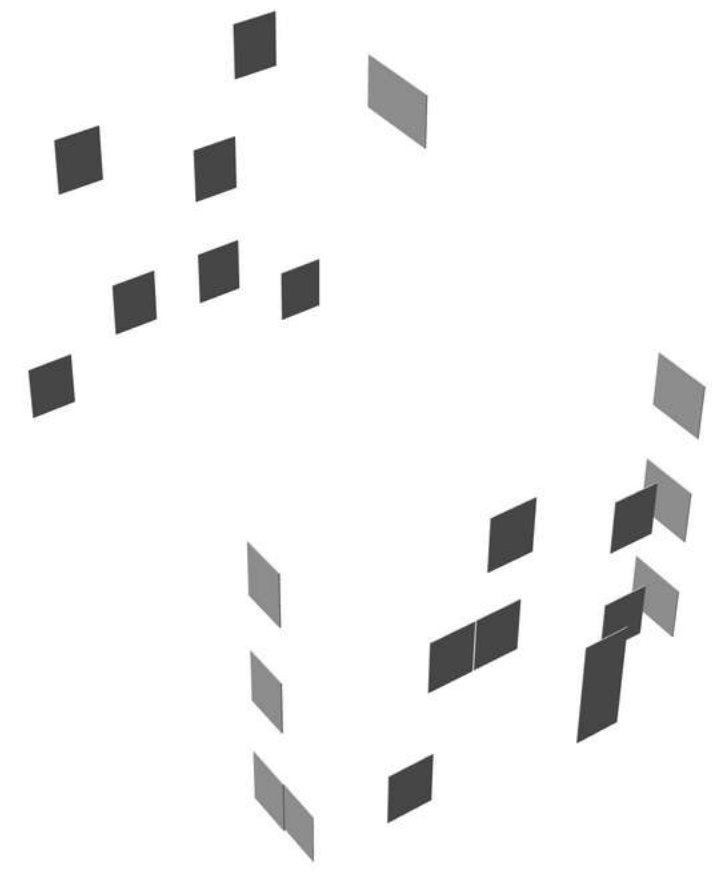
Spatial connectors
Garden- Terrace



Filling Station Kiosk and Car Elevator



Spaces: Customizable boxes

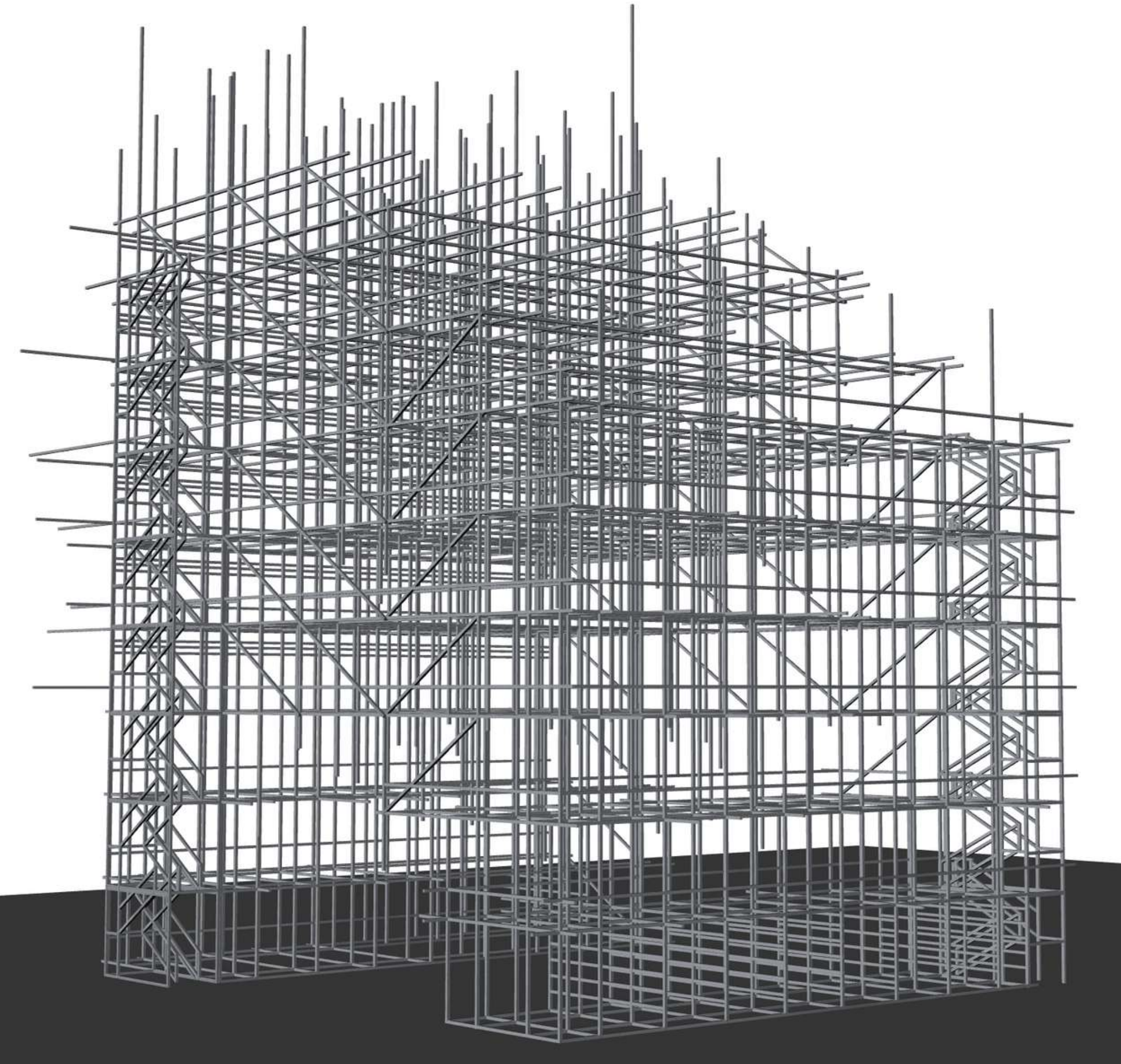


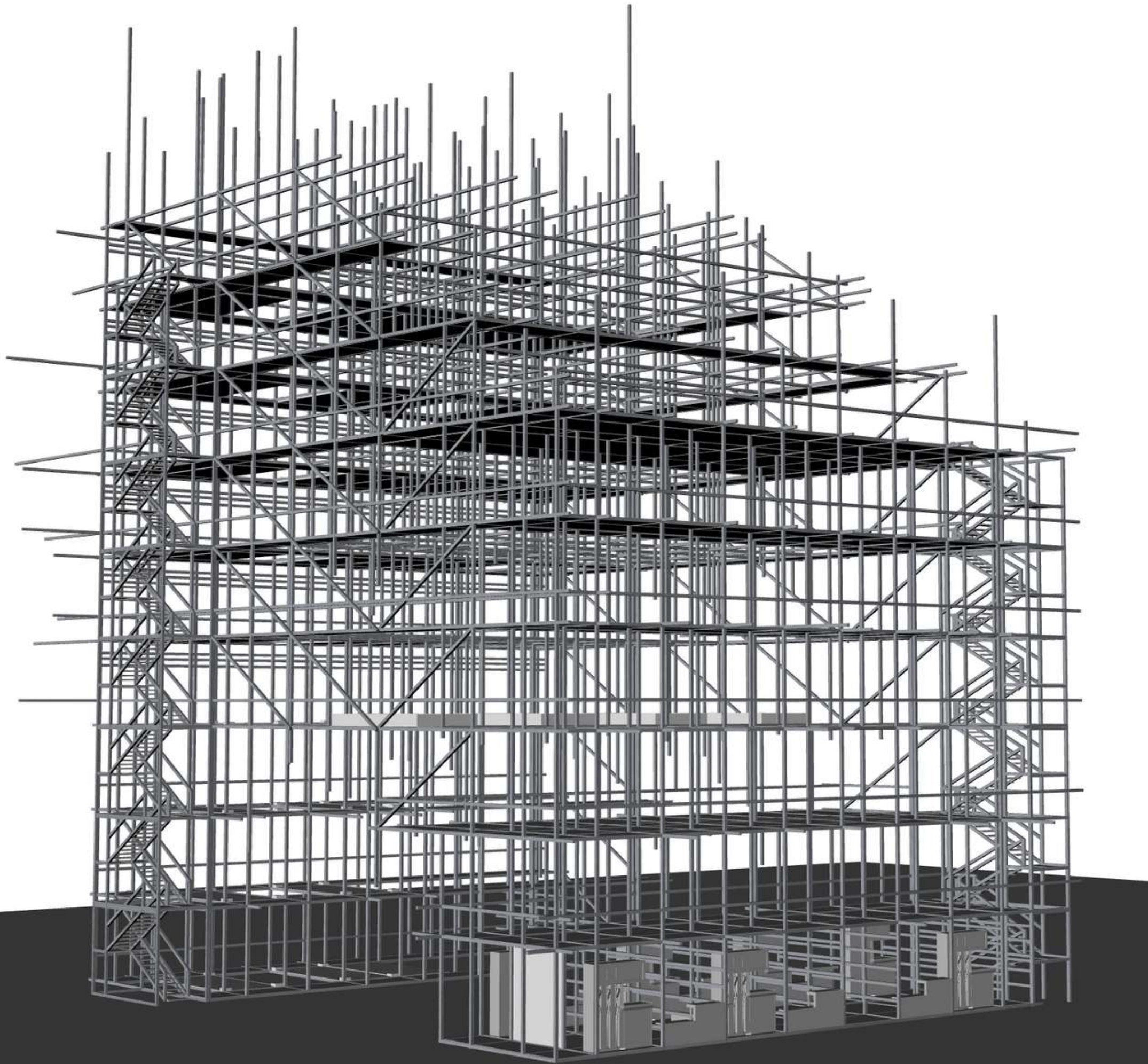
Advertising Panels

WARDIEH BUSINES PLAN

Structure : Scaffolding

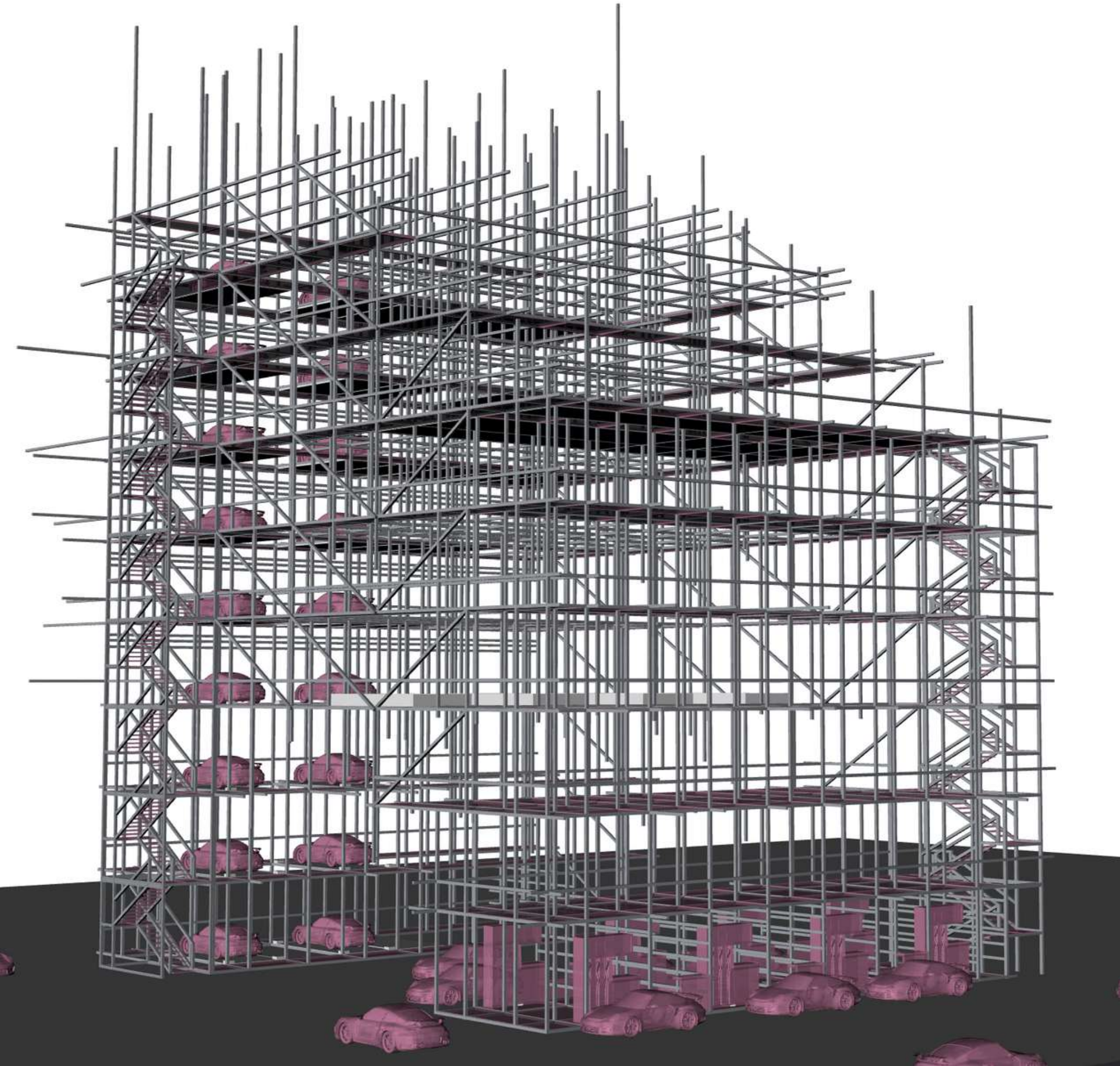
- Easy to assemble/dismantle
- Easy to transport from one site to another
- Allows for endless shapes and iterations depending on site.
- Cheap non pretentious construction material





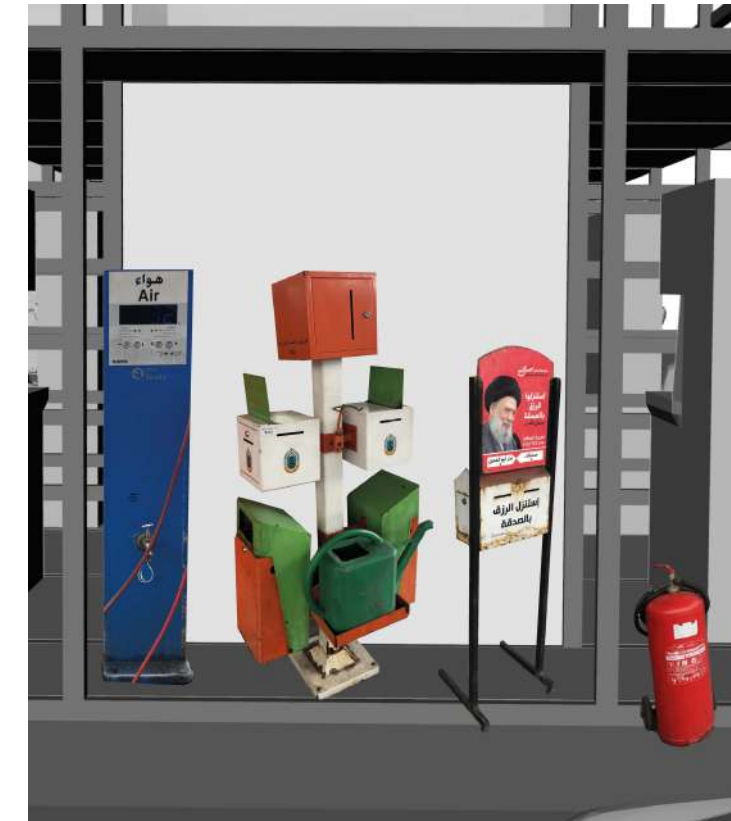
Circulation :

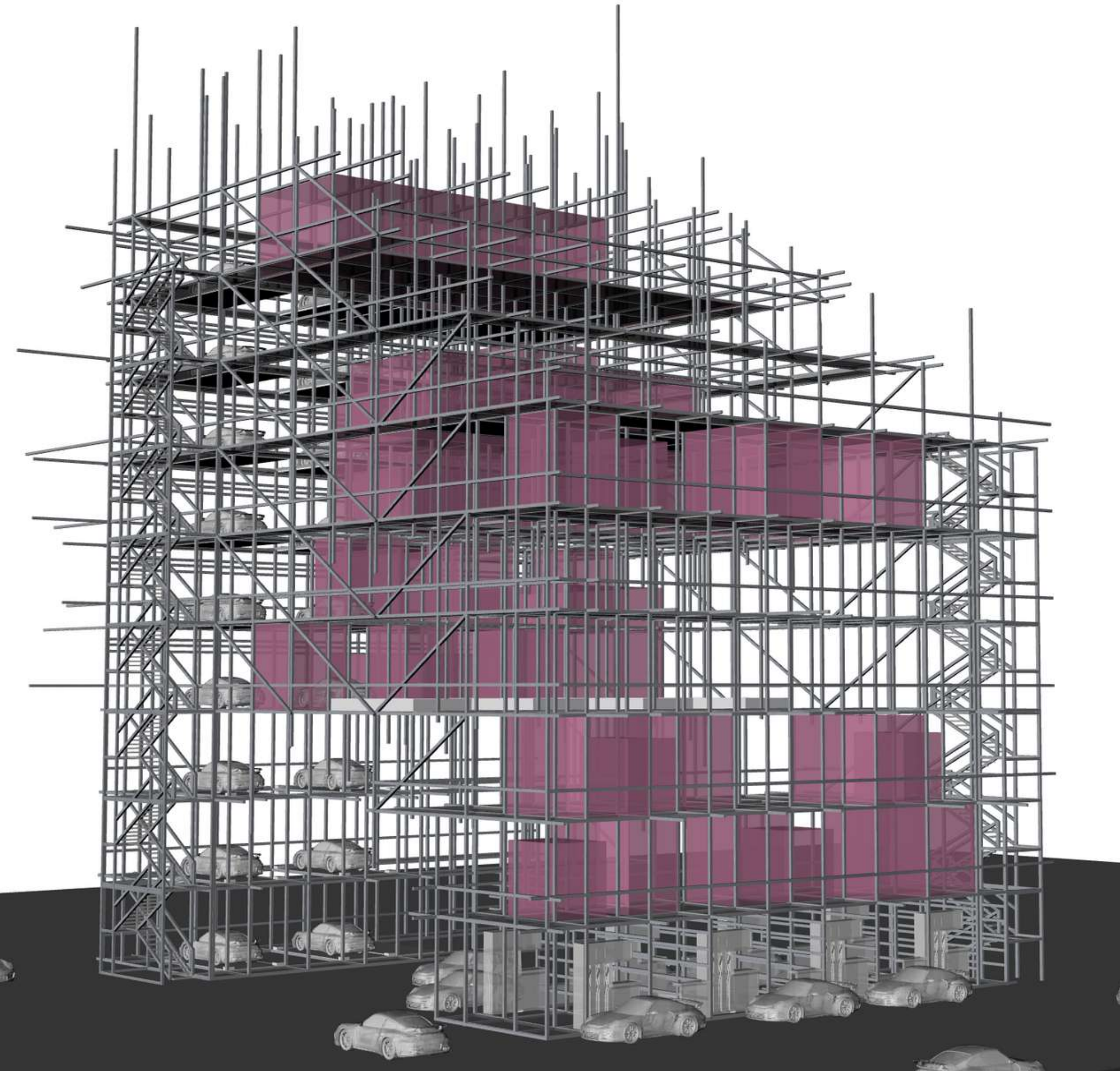
- Scaffolding platforms, scaffolding stairs, mechanical shafts and elevators are all included and embedded in the scaffolding structure.
- The stairs and shafts are visible on the outer façade and can be detached and relocated depending on the use.
- The scaffolding platforms connect the structure with the spatial platforms that form the gardens, terraces and landings.



Filling Station kiosk & Car Elevator:

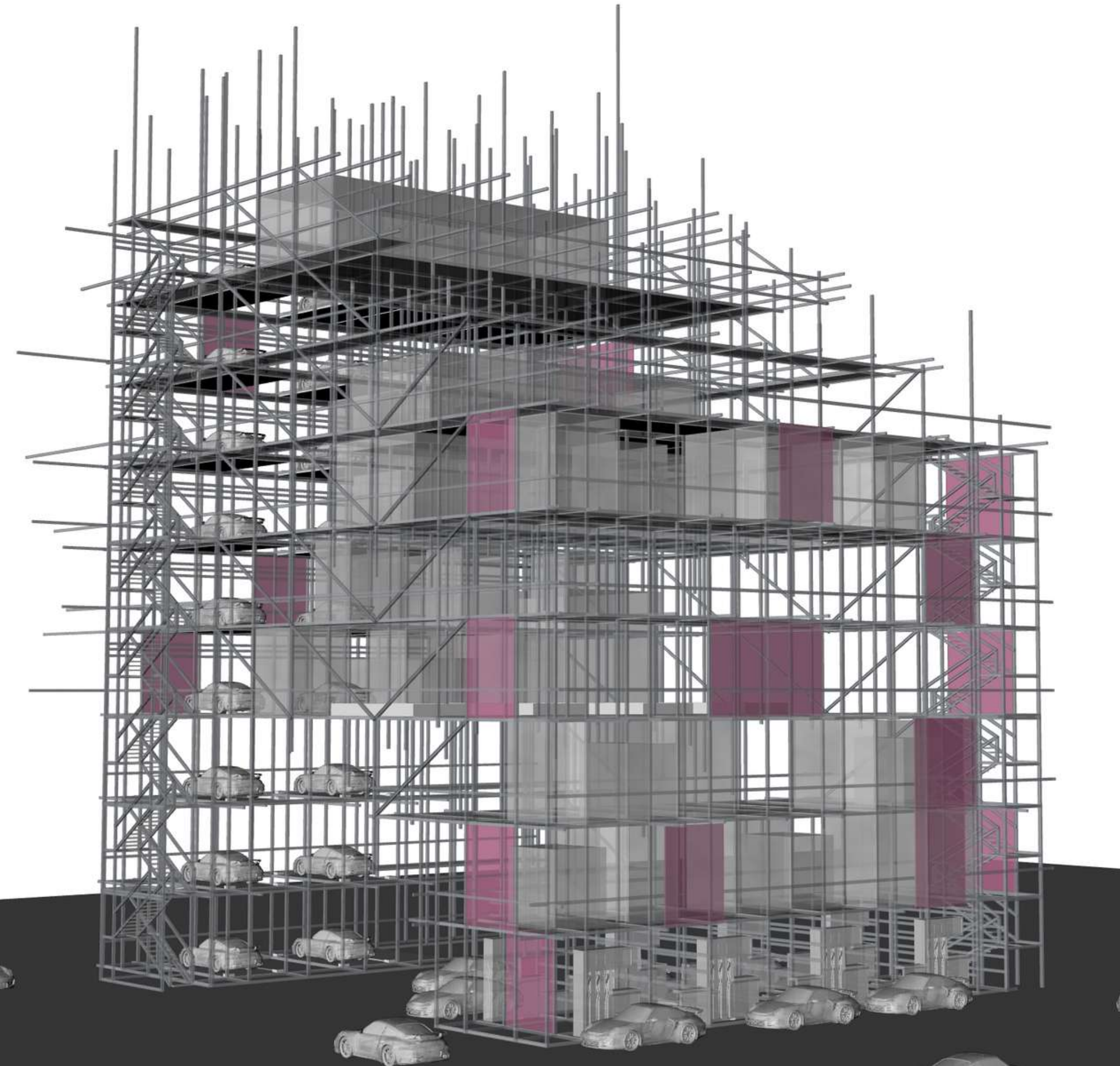
- The kiosks are the essence of our stay in service.
- They offer the luxury of multitasking on a daily basis, acting like a shelf system.
- The kiosks house activities that take up as much time as your tank fill up.
- If the client would rather stay in, a car elevator is at his disposal.





Spaces : Customizable boxes.

- Wardieh would be renting out the boxes their collaborators.
- Making profit by the sqm
- The programs and activities are housed in the boxes and their sizes depend on the needs of the client.
- The boxes are made out of polycarbonate microcells that creates a soft, naturally diffused light with a wide range of possible colors, brightnesses, and opacities.



Advertising panels:

- A big part of the Gas station culture is Advertising, along side the new Wardieh brand ,Wardieh would be renting out these advertising panels by the pixel.
- Similar to the boxes the size of the panels and location can be shifted and move around the structure.
- They fit right into the scaffolding.

