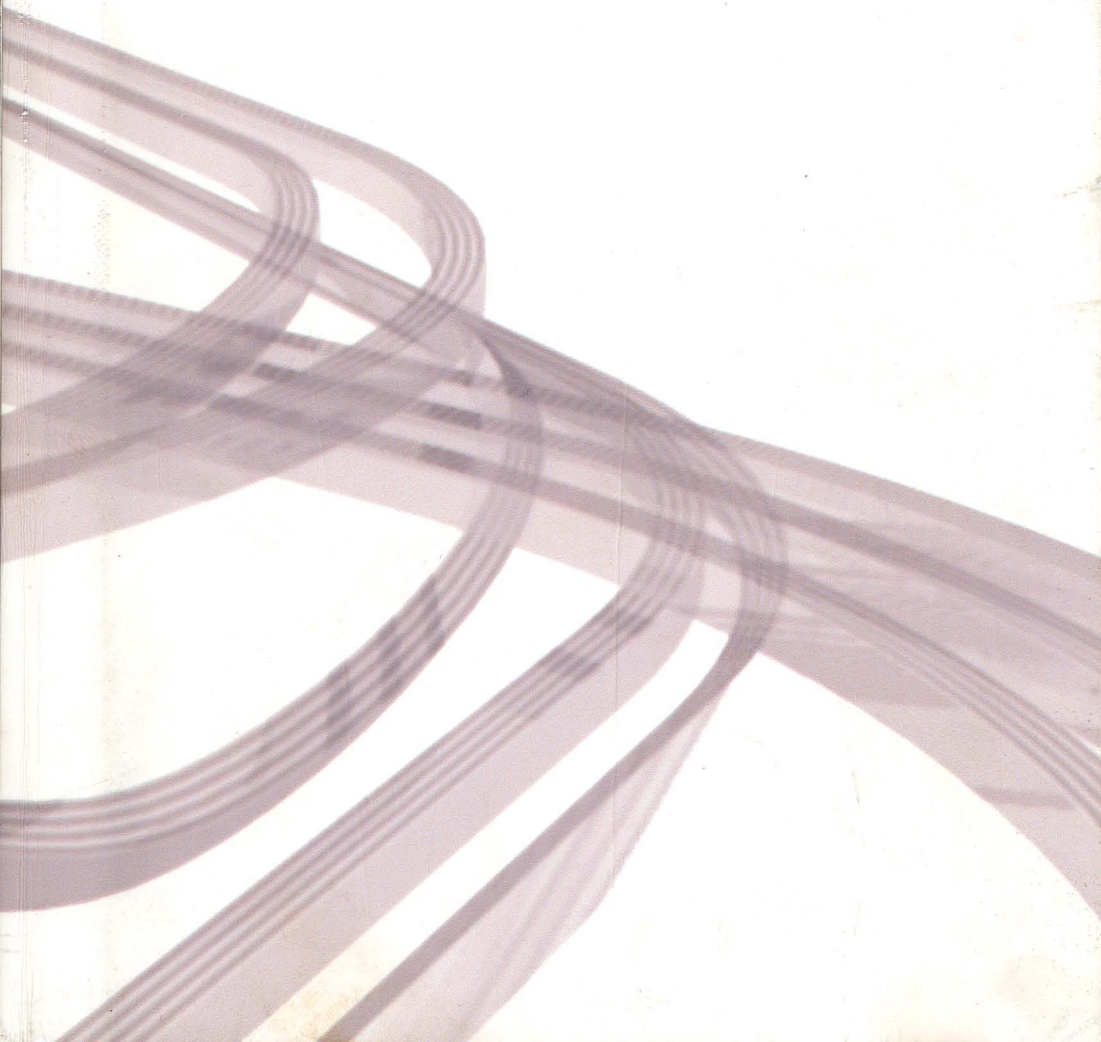


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talking tracks

JOUNIEH NARRATES THE HISTORY AND FUTURE OF THE TRAIN





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Talking tracks

Jounieh narrates the history and future of the train

CHADI M. DAGHER
AMERICAN UNIVERSITY OF BEIRUT



"it's no use building it unless we dramatize it enough to make people use it. I'm all for making Walt Disney our next mayor... The only man in the city who can get a working rapid transit system built without any more surveys, and turn it into a real attraction so that people want to ride it."

-Ray Bradbury-





Acknowledgments

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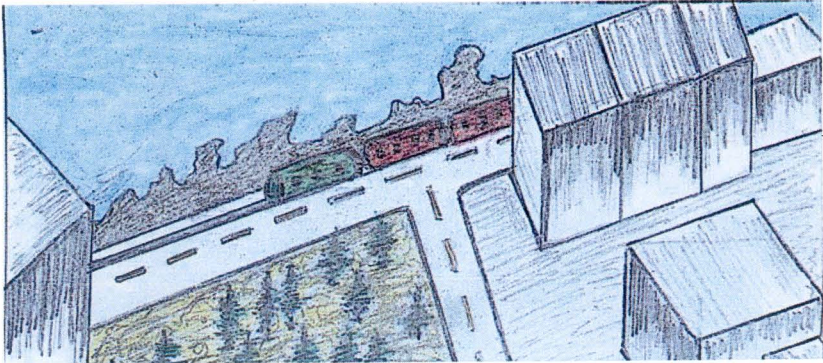


Memories are the mental recollection of past experiences people have witnessed through out their lives...an object may be long gone, but it survives through those memories. Such is the case of the train in Lebanon, it is an object of the past, one which my intervention aims to revive through a reinterpretation of those collective and individual memories that people still carry of it within them, and that based on the notion of travel and place, of transient elements and anchored recollections. Hence the intervention lies where remembrance and site intersect, linking mechanization and travel to memory and a sense of place.

My intervention is to have a tramway system which will link the aspects of Jounieh together in a dynamic and futuristic manner

4 INTRODUCTION

Since I was young I was always fascinated by the train as it passed in front of our house on the highway. I still remember its green color and the black and brown cargo carts that followed. It used to run so close to the sea, that in winter you could see the waves trying to swallow it as it passed by. For some reason the responsible authorities stopped the train instead of expanding it. The train is a modern need and an urban fact. As we are living without it, we can all notice the traffic and pollution that the other means are causing. Trains require massive capital investments, and this means such a venture won't be gaining profit until many years later. And since our economy is still in debt, we are not able to finance big projects such as these. But still many studies have been made in anticipation of the train in the future.



I think that a train will help solve many problems in Lebanon especially since our public transportation system is not very effective (taxis and buses)... The train can also help in minimizing traffic which we all experience coming from all around. It can help minimize pollution too and by that we will be taking care of our health. With the rise of oil prices, this type of transportation can be of economical advantage to the people. It will be helping everyone especially the Lebanese image since Lebanon is one of the countries which use cars the most (proportionally to the population). In fact, we are so dependent on them because of the lack of a decent public transportation network.

In my youth, I witnessed the train in Lebanon as it used to pass in front of my house and I was always fascinated by the scale of machinery and motion in action. It was a moving landmark for me which I really appreciate and feel sorry since it is being erased from our memory now.

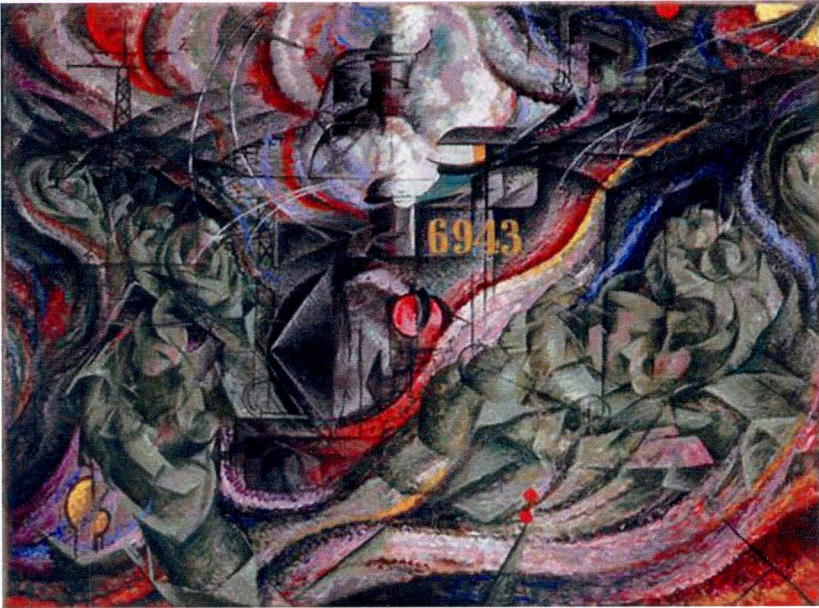
My main fascination will have to relate back to the mechanization of the train and industry and the complexity of this infrastructure. This interest is also related to the way the machine works, piece by piece to make it all move in a beautiful kinetic movement which is all part of this dancing motion.

Now coming back and attempting to relive this experience celebrated architecturally, in relation to machinery and motion, I find that Futurism presents a good analytical framework as it shows the strength of the machines in strong magnitudes. Futurist architecture began as an early 20th century form of architecture characterized by anti-historicism and long horizontal lines suggesting speed, motion and urgency. Technology and even violence are also among the themes of the futurists. I think this movement best presents the feelings and harshness of the industry and by using it in my architecture the train will start revealing itself not only as a mean of transportation, but also as an element holding and creating various types of memories.



6 INTRODUCTION

The way the cubist volumes start to move and interact represents for me the movement of the machines in an interesting way. Looking back at the painting of Umberto Boccioni "The Farewell", one can clearly see the power of the industry. Everything is in chaos at the train station. The planes that the artist draws yield a metallic harshness far more relevant to the machine world than any other method. What I most like is how the work is centered on the portrayal of movement (dynamism), speed, and technology. How will I present this in my design? I want the people to feel the movement and machinery. The people should hear it as it passes by. I want the people to be in total interaction with the machinery, as well as with motion and speed. I want the circulation to be a main element of my intervention.



(Boccioni, The Farewell, 1911)

I will thus be seeing my project through the lens of Futurism. I want to revive the experience and memory of the train through an architecture and urban design strategy which celebrates them both. This should function well without an active rail service, but the proposed intervention should be able to accommodate trains in the future. Since we can learn from all the other countries which already have long years of running trains, our train should be innovative and ecological and accommodate for the future needs.

As for ways and methods of reviving the experience and memory of the train, I will look into the past and study what train travel and the place of intervention hold in the individual and collective memories of the people. So the program will have to act as an intersection between the present and the past, and the building I design will have to keep on learning in order to be able to adapt for the future too.

The site chosen is in Jounieh which is an exciting city itself with a vibrant community. The project will have to work on the local scale but also at the national scale. A transportation hub will be erected with a commercial area linked to it which will help the whole area since its economy is primarily based on tourism. The site is also connected to the stadium which adds more complexity to the program.

As a conclusion, I want to investigate the train and what it meant to the people and my interest will be how to revive these experiences and memories. Futurism can be one of my methods or better, a theme. My imagined product should be active in interacting with the community and should relate to the public where you will be able to hear, see and feel the train. This can and will be explored in ways that do not prerequisite that the train is going to be operational in the foreseeable horizon.

This chapter will be introducing the site based on a certain analysis that have been held.

The site is also studied in context and it shows the role it plays for the region around.

The material is mainly gathered through site investigation and from the municipality.

Many reports have been done about Jounieh which i was acquainted with.

Travelling over the old tracks, I went on searching for a place to revive my childhood memories of the train. The place I was searching for was not only about past memories since the train stopped. Obviously there are memories of the place which younger generations still have, ones which emerge from their experience with the spaces which used to be related to the train. These places are being explored through traces, fragments and breaks left by the train. Following these tracks I went over many stations and started studying their significance at that point of time. I started looking through the ruins and wreckages searching for the memory that the place still holds today, now that the train is gone.





Searching for a site:

The site selection was based on a set of criteria I decided upon after my investigation of the train. After informing myself about the memories related to the train, I wanted a site which can help revive them. My main interest was looking back at the existing train stations. The most evident choices were the main train hubs, such as in Beirut, NBT (Nabatieh-Beirut-Tripoli) or Mar Mekhael, or even the station in Tripoli or the one in Riaak. All of these stations show the mechanization of the train. They hold a great amount of memory but they do not compete a lot on the urban context. All of these stations were built when their contexts were well developed. The stations thus did not contribute a lot in the formation of the society around them.

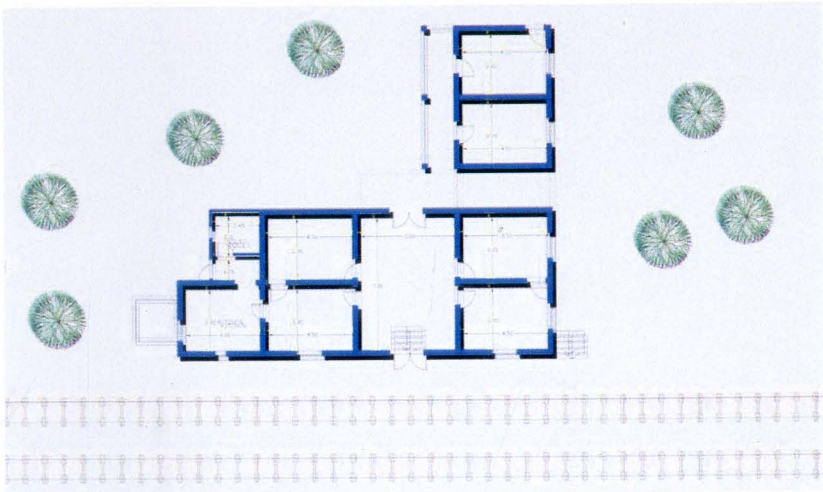


Tripoli station

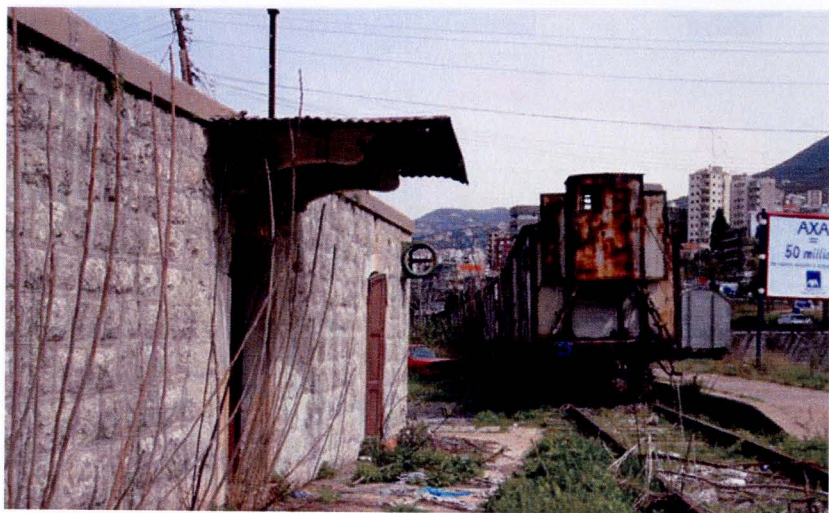
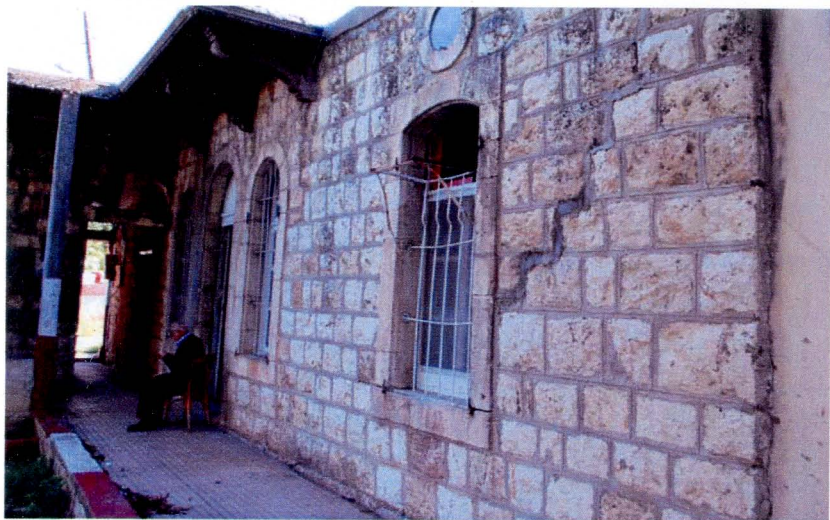


Train stations

The station in Jounieh on the other hand has a different story. At first the station there was a house for a priest. When the tracks expanded to reach all of the Lebanese coast line, the house was bought and transformed into a station. The station did not change a lot, only one room was added to the existing structure and everything else remained the same. The station was not a main hub. The existing structure shows that it only contained a couple of rooms where the technicians used to rest and in addition to that, a few offices and a kitchen. Workshops and other services were provided in another adjacent structure which was also linked to the station. The station today still acts as a point of detonation where it is located in the center of the city. Most of the other stations have been offset from the center and the city is expanding away in one direction. The station in Jounieh has always been in the center of the bay where it acts as a pivot point around which everything circulates.



Plan of Jounieh Station



Jounieh station

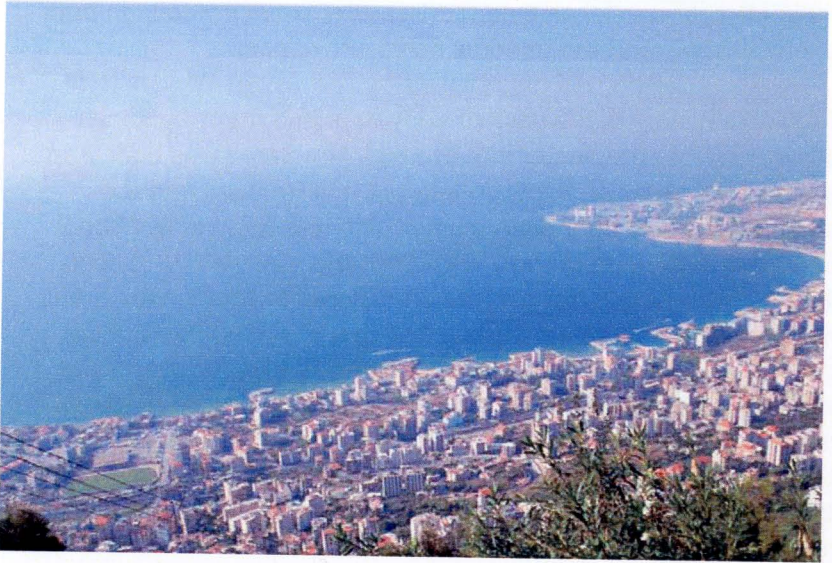
Site history:

The station in Jounieh has been put in service in the early 1890's. Since then many structures have been erected around, such as the Red Cross building by Raul Verne and the Fouad Chehab Stadium by Khalil Khoury. Both buildings were built in the 1960's with the introduction of pre-stressed concrete structures in Lebanon. They both show some admiration to the material by exposing it and testing it to its limits. Another structure that was built around the station is the Serail of Jounieh.

On an urban level, what is now known as the Old Souks of Jounieh, were actually the new city in the 1920's. The city has seen a lot of change since then and the train acted as a catalyst in its expansion. The main expansion of the city occurred in the mid 1970's during the civil war and through the 1990's.

(municipality, 2008)

The site is therefore acting both on the micro level and the macro level. It will act as a main transportation hub for the area. With the existing tracks on site and the existing station, these will be a first element in reviving the memory of the train. Being located directly on the highway where there is a constant movement and an uninterrupted motion will also aid in reviving the old experience of the train. The area of Jounieh is also rich in touristic and commercial areas therefore having my center there will be helping the entire region since it will be acting as a central point of activity. The site acting as a pivot for Jounieh, it will be linking everything together. It will be opening to the commercial line of the Old Souks and ports while being located on the touristic axis which goes through the mountains to reach Harrisa. The stadium located there provides a greater complexity for the program, coupled with its parking, allowing people to park and ride. Different modes of transportation will thus be meeting on the site.



Demography, 1929-2008

Role of Jounieh:

Jounieh by itself has its own identity as a town. It is located only 18 km away from the main capital, Beirut, and it acts as the “playground of the middle east” as described by the Washington post. It offers Lebanon the best in several domains, such as: Hotels, Motels, Restaurants, Theatres, Cinemas, Nightclubs, Super-shows, Cabarets, Chalets, Sports Clubs, Amusement Centers, Art Galleries, etc. The town has pilgrimage rituals during which people go from one area to another within the region including churches around Harissa and monasteries dating back to the 17th and 18th centuries in Keserouan. Jounieh has also been a big center of attraction for Arabs. Men from the Gulf would come and take their wives to Kaslik to go shopping while they go to the Maamelt-ein area. In addition to that, many NGOs are located in the region and provide help to the urban community. Even the Casino Du Liban is located within the gulf of Jounieh. So the area acts as a main attraction to locals and tourists alike since it works on both the local scale and the national scale. (Harb 2006)

Jounieh's history dates back to early days and many buildings still stand from the earlier era. In 1891, the Serail was built. And a year later, in 1892, the train was put into function and the station there was opened. A master plan was first put by Michel Ecochard in the end of the 1950's, but this plan will be revised later by Liger-Belair. Many of the enterprises in Jounieh are small with not more than 5 employees and they make up most of the establishments.(Harb 2006) The highway actually divides the city into a residential part and a more public area. Most of the business enterprises are located along the coast and they provide a wide range of trade markets, hotels, restaurants and individualized services. On the other end of the highway, the area is mainly residential, and the commercial areas are more limited to the main highway only.

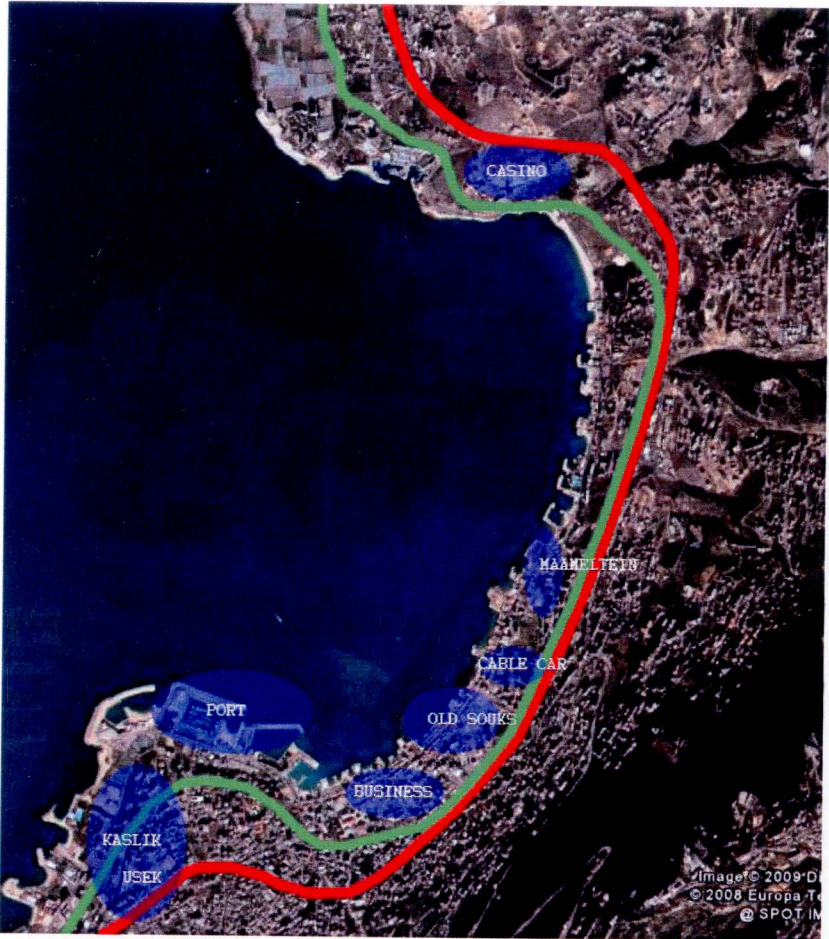


Jounieh, 1929-2008

Tourism in Jounieh:

Tourism plays a big role for the city and Jounieh provides many branches for that. Starting from the sea, we have many ports, hotels and compounds which open there beaches for the public. Going along the coast, many trade enterprises have already settled there. One of the main ones to mention is Kaslik, which holds many stores for international brands, and the Old Souks of Jounieh. Reaching other entertainment places, we have Maamelt-ein which is considerably known for prostitution, and we have the Casino which provides an important source of income. Other tourism branches could fit under religion, since the area is known to have many pilgrimage traditions, and in the 1960's the cable cart bridge was built from the bay up to reach Harissa. We can end with the cultural tourism since many areas around Jounieh have been declared by the ministry as a national heritage, and the Old Souks is one of the prime examples. The Christian waqf also plays a big role in the area and one of the biggest roles it played was to put an end to the urbanization which took place in the mountains of Harissa, resulting in a set of regulations which prevents people from building in the forest there. (Harb, 2006)

The sea also plays an important role in the area, and "the ports there employ about 150 fishermen." (Harb 2006) A hover craft connection between Jounieh and Cyprus has been under discussion lately. If it works, it will be helping the whole area around. Other than that, a 150m deck is supposed to be built to house a port for the tourists since many complains were being called about tourists going down in port Beirut with the cargo loading directly next to them. This project has already been issued by the ministry of tourism. What I find interesting about all of that is the controversy when we talk about religious pilgrimages and prostitution in the same area. Although this contradiction seems to be well accepted in town, prostitution should be empowered by stricter laws which will organize the area especially that the proposed touristic port is going to be under the Casino in front of Maamelt-ein.



-  highway
-  train

Socio cultural infrastructure:

The NGO's are very supportive and active in that area, they work for the wellness of the community. These NGO's have different functions, and vary between academic/educational, to touristic, to religious and to the tree lovers, etc... a lot of help reaches them from outside such as the US aid program. Moreover, Jounieh holds a considerable number of schools in addition to the large campus of USEK "Université du Saint-Esprit Kaslik" which holds around 7000 students. Moreover, a large number of European cultural centers already opened there (German, French, Hispanic, Italian...). (Harb 2006)

The stadium already located in the area is today under rehabilitation and a study concerning the construction of a public library nearby, in the proximity of the numerous schools is also under discussions in association with the university found in the town. This rich socio-cultural infrastructure will help a lot in mobilizing and elaborating the urban development strategy. (Municipality, 2008)

Since Jounieh is based mainly on the tourism sector and the services related to such a sector, it benefits a lot from the traffic which passes by, people going from Beirut to other northern cities such as Jbeil, Batroun or Tripoli. It acts as an intermediary town where people can rest in the many cafes found on the highway. However, although many cafes are open on the highway, many passer bys do not stop, they just continue on their way because they take into consideration the traffic and the delays that such a pause will cost them. We should also take into account the overwhelming role Beirut plays especially after the civil war, since Downtown has been rehabilitated. Many tourists stopped coming to Jounieh, and now prefer staying in Beirut.



USEK Campus

Identifying Stakeholders

The site, being at the center of Jounieh, acts as a pivot and gathers stakeholders from all sides. Stakeholders are anybody with direct interest, involvement or having any investment in the project. Based on my previous research and study of the region, I could distinguish various stakeholders.

MANAGERIAL stakeholders: They are mainly people who will be running the project.

The **government** who will be chosen to formulate the original mission statement and will participate in fundraising and community awareness activities. It will also be chosen to make managerial decisions on the future of the project.

We also must abide by the laws set by the **municipality**. This project will also help the community of Jounieh by attracting tourists which should be a main concern for the municipality there since it provides a good source of income.

Administration will be needed to run the program on site and keep an eye on everything.

A **staff** should also be organized who will have daily interaction with the community, they will be performing researches, obtaining funds, writing grant proposals, producing community events to involve and inform the community about the project which by itself will be providing more job opportunities.

The **Christian Waqf** plays a major role since it owns many lands in the area and will be interested in the religious pilgrimages that such project will help providing.

SPORTS stakeholders: since my program is going to be linked to the existing sports stadium, multiple stakeholders can be defined in relation to that.

A whole **media team** should be able to be placed on site with all the telecommunication systems and services required. An existing press room already exists but it provides the minimum services. And since many human traffic and activity is going around, the media should be able to expand all over the program.

More **athletes** will be willing to come to the stadium since it will become more accessible due to the presence of the train. An upgrade of the services and an expansion of the facilities will therefore be required.

SPATIAL NEEDS:

MANAGERIAL stakeholders:

The **government** does not need more than one representative on site, so this can be provided with one office linked to the rest of the administration.

The **municipality** building is not far away from the station. No offices are needed, just easy access so that they can keep an eye on the work at the station.

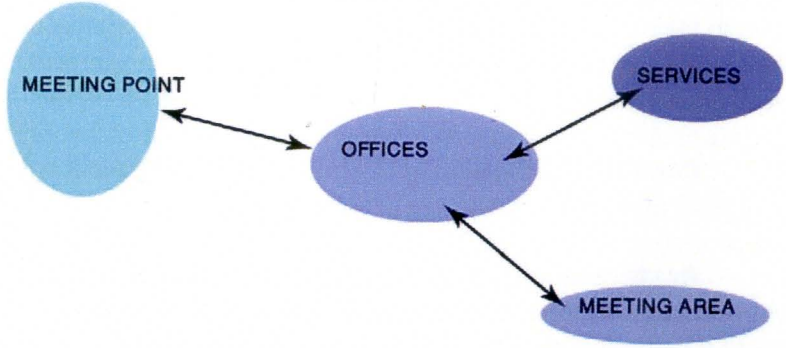
The **administration** should be able to overlook the entire complex. Offices should be provided according to what is required.

The **staff** should have resting areas and lounges, other than that, most of their work require them to be going around the station interacting and helping the people.

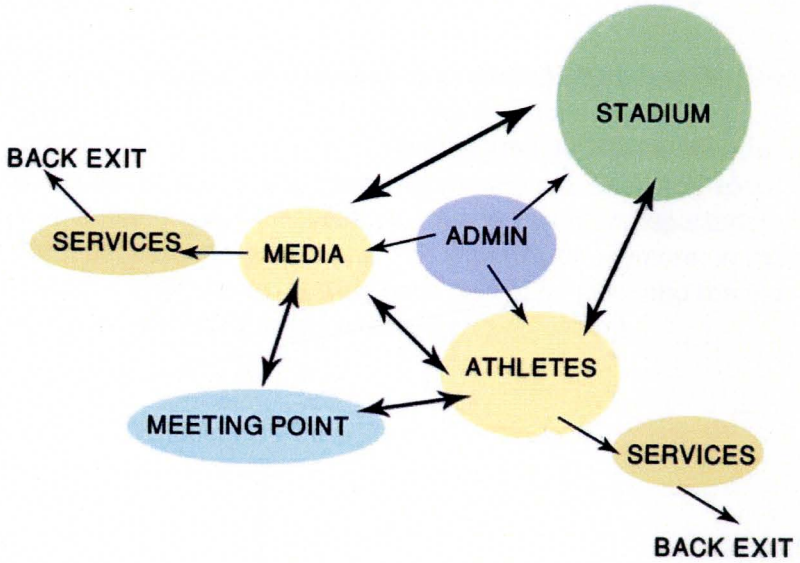
SPORTS stakeholders:

An update of the **athletes'** services and facilities will be needed.

The **media** should have an important role since games coverage should be easily accessible by multiple networks. For that, telecommunication area and an overview to the stadium are essential.



Relationship diagrams



Different schools of approaching old/historic places

Having studied the stakeholders particular to the region, I also have to take into consideration the multiple ways of approaching sites with existing structures, since I am working on a site with an existing train station.

1. **Conservation:** keeping the building as it is without modifying form and function. Opposing change.
2. **Restoration:** rehabilitating using the same form and function but working with the existing systems. Returning the building to its original condition.
3. **Renovation:** rehabilitating using the same form and function but upgrading them to new systems.
4. **Adaptive reuse:** using the form but with a different function
5. **Recycling:** reclaiming used materials for further use
6. **Demolition:** tearing down

The old train station will be kept on site to retain the memory it holds. A program will be associated later to it in order to merge it with my new intervention. A new station will be built connecting it to the soccer stadium.

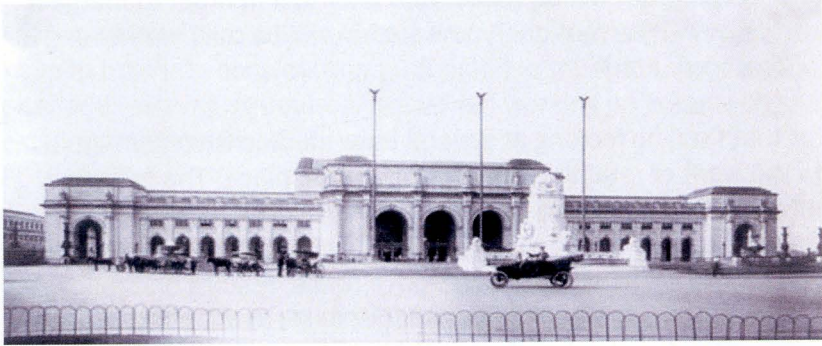
For that I will be looking at several case studies which are based on the work of retaining the memory of the place. The following criteria have been defined.

- **Old train stations** (adaptive reuse, restore and renovate)
- **Rail to trails** (using abandoned railroad tracks)

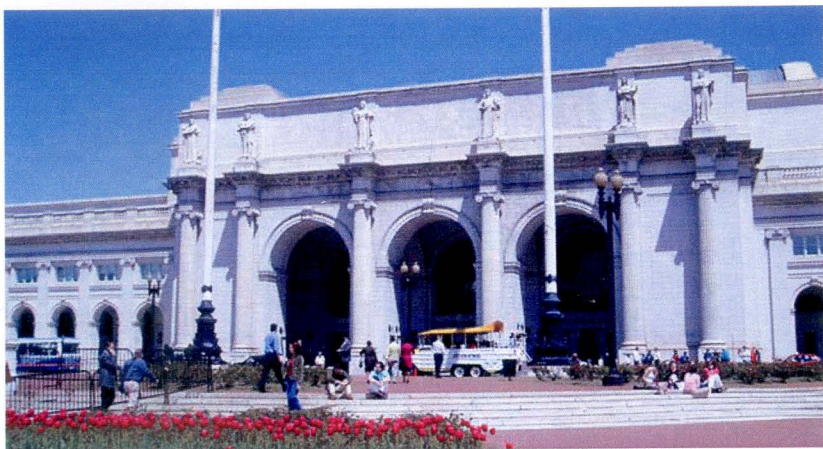
According to that, many case studies have been defined under each category. From each study, certain aspects have been evoked.

Old train stations are a good example of how to retain memory. Many train stations have been adapted for today's use and each in a different way. Each one has a different relation on how to react to the past.

When the train was first introduced, it was thought of as the most efficient way for transportation and big monumental buildings were actually built to shelter it. Around the 1930's the automobile was taking over since it was being more practical. And soon later, the plane was introduced as a faster way of transportation so the train stations were not of that importance anymore. In the 1980's the train started getting back part of its glory and the old stations were starting to get restored and renovated.

1. Union station:

This station has been restored many times but it still holds the same form as when it was built. It serves as a major transportation hub where you can enjoy the neoclassical elements combined with the Roman architecture of the triumphal arch with the great vaulted spaces of imperial Roman public baths. World class exhibitions and international cultural events are hosted at the station for the public to enjoy.

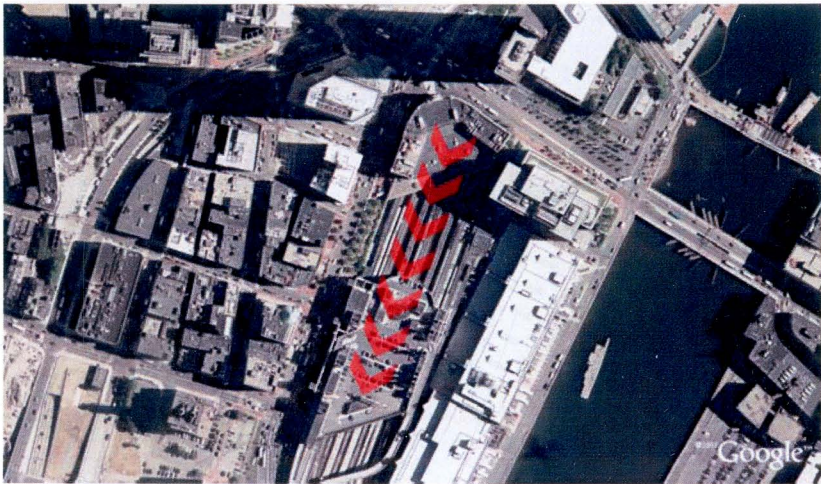




2. South station:



Only the main façade remained untouched in this station while everything else has been completely changed. The station has expanded a lot but all the expansion was done along the tracks leaving the main façade untouched.

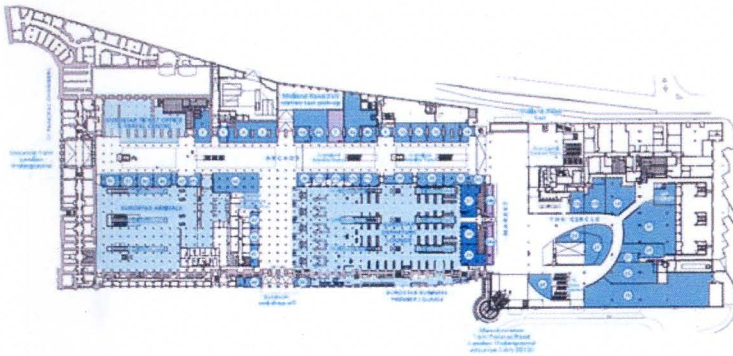
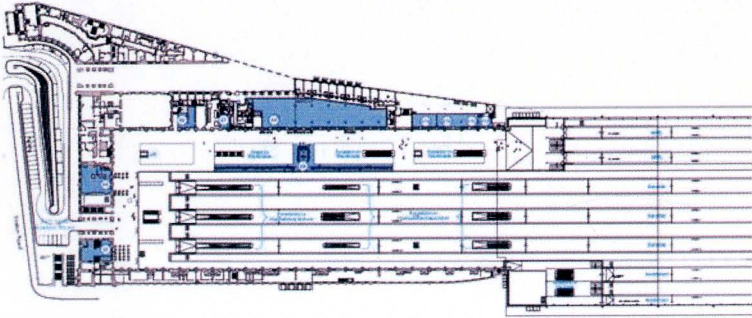




Looking at the building now from the inside, we can still see the walls which used to be the exterior of the old station. But as seen, a new metallic structure has been added and what used to be outside is now acting as a concourse and a meeting point for the people.

3. St' Pancras:

The station was renovated in the 2000's where the re-born station is able to accommodate for the Euro Star trains. Having such trains, much bigger services are needed and this is shown in the plans since we have larger waiting rooms and they include business lounges. The station also has the longest champagne bar other than the statues which act as a meeting point for the travellers.





4. Hauptbahnhof, Leipzig:

The station is regarded as one of the last “grand” stations of the 19th century, and respectively one of the first of the early 20th century. The old station was turned into a commercial area while a new station was built directly next to it.



As seen in the picture below, people travel now through the retail area which used to be the deck for the trains before. The space is all open and the circulation is in the middle where you are able to have an overview of the whole station.



5. Musee d'Orsay:

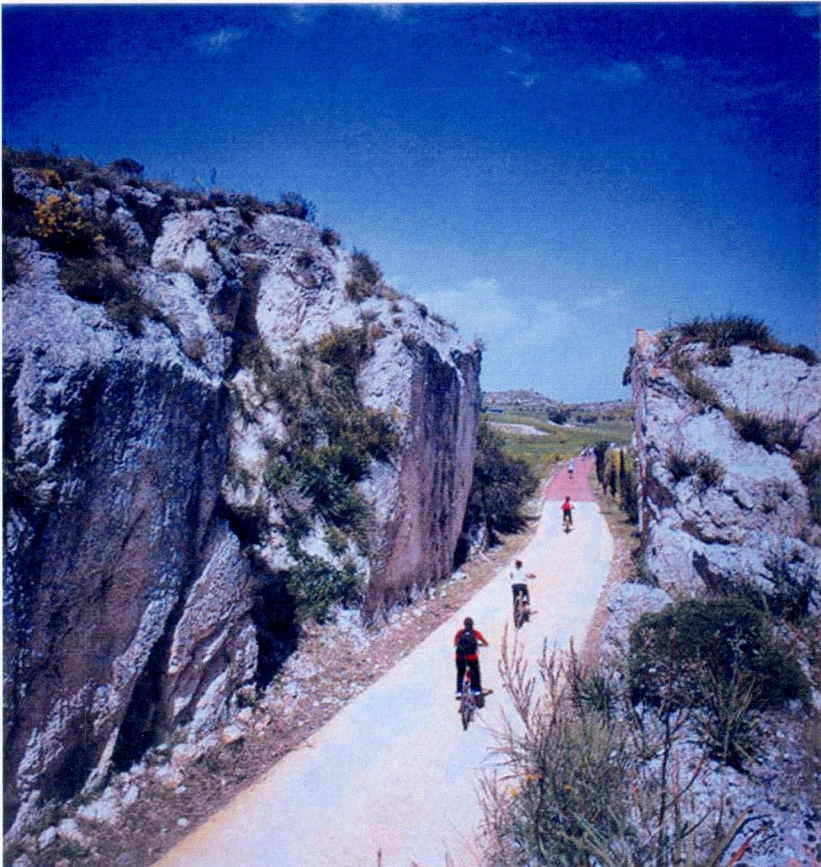
This building does not serve anymore as a station since its small platforms had become unsuitable for the longer trains. The station was transferred into a museum in 1977 where it holds now an extensive collection of impressionist masterpieces.





Rails to trails are when we convert abandoned railroad tracks into biking, hiking and walking trails. This conversion helps in reviving the experience of the train since the people follow the same track lines followed by the train passengers before.

I looked at many case studies, to find out that such areas are mostly common in the US and Europe. But what they all have in common is how they try to capture the incredible diversity of life on and around the country's rail trails.





Other case studies

Charlety, France:

This is the only case study which is not related to a train station, since it is a stadium in France. But what I found interesting about this stadium is the different treatment of each edge to correlate to what is happening in the area around it since the stadium is wedged between a cemetery, the Peripheryque, and the city of Paris.





(wikipedia.com)

In Lebanon not many case studies can be identified. Most of the train stations have not been handled with care at all and they have been deteriorated due to time mainly. Few train stations are still in good condition but this is because they have been taken care of.

The station in **Jounieh** was used by the army for a while but now the government retook the rights over it.

The station in **Mar Mekhael** is where all the administrative work for the railway company takes place.

The **NBT** is the main hangar for all the common transportation companies in Lebanon, so also, much administrative work still happens there, therefore the station is still preserved. Other than that, most of the stations are in need of complete rehabilitation.



Mar Mekhael 1900



Mar Mekhael 2008

Some initiatives are taken by couple of municipalities to revive the memory of the train such as the **municipality of Saadneyille** where they bought an old train and rehabilitated it into a public library.

But still the government is not playing a big role in helping initiatives like these since many trains are being sold in auctions where they sell them per ton of metal not taking into consideration what they hold in meanings to the community around.



Public library

The chapter will be introducing the experiences that train travel holds.

These experiences are studied through searching for the memories of the train.

Many of the data has been acquired either from interviews made or from researches done.

The interviews are mainly with the people I met along my way.

Other helpful sources was the CEL who gave me most of the technical data.

Taking my bike and going back along the old railroad track i
couldn't see except ruins.

Most of the rail has been already dismantled.

You have to dig under the road.

You have to go over the walls.

Most of the remaining track is a green line now with bushes grown
all over it.

But this green line, what is it dividing here?

It's separating us from our past.

Wonderful memories of the train are slowly being erased from our
memory.

They are only hiding now in the memories of the people who lived
it, experienced it, and were touched by it.

You can see breaks all over the roads...

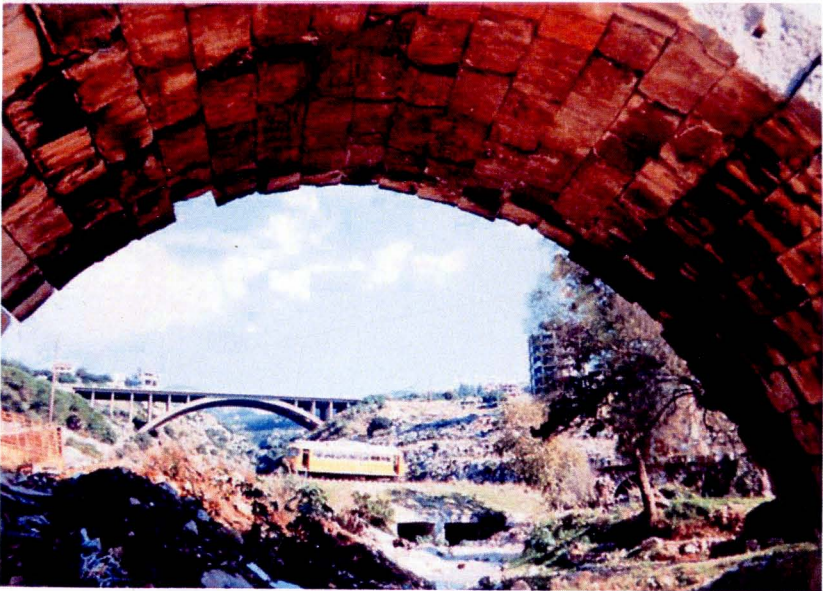
what are these breaks?

Are they just breaks or a track through history? Walking over the
track, you can still feel its presence although several layers of
asphalt are now all over it.

At some places the track simply stops and you have trees growing
through it.

They are trying to erase it from our memories but it still wants to
reveal itself.





MEMORY

Memory in travel is a particular recollection of experiences people have witnessed in the days of the train. Having started with my childhood memories of the train, I further researched and studied the other types of memories related to the train in order to be able to express them later on in my design.



INDIVIDUAL MEMORIES (SUBJECTIVE TO THE INTERVIEWEE)

These are subjective memories based on interviews I conducted with people. Along my way, everyone was so excited to tell me stories about the train and about their experience related to it. Many people used to take the train to Syria and as they talk, they start remembering how the 5 Lebanese Liras used to have value back in those days. When they talked about the train, everyone talked with passion, evoking how everything was stable back then, one would just have to enjoy the scenery as s/he's going from one valley to the other.

In order to relate more to the stories I heard, and to get inspired from the existing elements, I went on my bike along the old train track. More than once I parked my bike and went walking with the people just so that they show me a small booth where a person used to stand and signal cars to stop, the best of these booths mentioned was just a tent under a tree. Of course the tent is not there anymore, but what I liked is that no matter how complex the train can get, people can still find simple solutions to make it work and no matter how simple and primitive these solutions are, they are still engraved in the people's memory.

The old train was not always about good memories, some of the people were happy that it was stopped since, as they described it, it was too slow and caused a lot of traffic because it needed a long time to pass by. However I don't think that removing it was the solution; it should have rather been upgraded to the needs of the people. All trains are much faster now and the problem would actually become the solution since it will minimize the traffic nowadays.



COLLECTIVE MEMORIES (GENERAL)

Such memories are based on my readings and a general impression taken after interviewing the users. Based on that, I came up with several meanings for the train.

- Promenade: families used to take their children just for a couple of stations and back.
- Trips: students used to discover new areas where they can go spend a day or just camp there. Some of them used the train to go to Dahr El Baydar where they used to ski.
- Trade: trading was much easier using the train since markets were opened to each other's within the nation itself but also to the surrounding countries.
- Transport: transportation was much easier for the people. The train was used for work, leisure, and even travel.
- Military use: goods and ammunition used to be transferred during the wars.

As mentioned, each type of memory has been tackled using a different process of analysis with different groups of people. Each process defines a new method of investigation and with different users. I even went cycling along the old train track trying to discover what memories it still holds.



HISTORY (ORAL AND WRITTEN) (CEL, 2008)

Talking about history we should distinguish between 2 types, the oral history which is more subjective to the user, and the written history which is mainly based on technical data and documentation found in books and through organizations.

The oral history is related back to the individual memories and the stories that people lived whereas the written history is mainly based on the “Chemin de Fer de l’Etat Libanais” CEL, and can be summarized in the following:

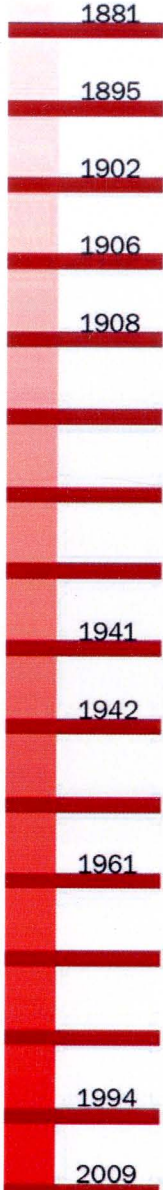


In the year of 1881, the French concession to build Beirut-Damascus railway was awarded to the Societè des Chemins de fer Ottomans Economiques de Beyrouth-Damas-Hauran.

Four years later, in 1895 the first track was opened and it connected Beirut to Damascus. And at the same time, work started on the coastal line which reached Maameltein in 1908. The line between Beirut and Damascus acted as a spine from which many other tracks were built. In 1902, Riyaq - Baalbak opened and then in 1906, Baalbak was connected to Aleppo. From the north of Lebanon, Tripoli was connected to Homs and this line will connect also to reach Turkey.

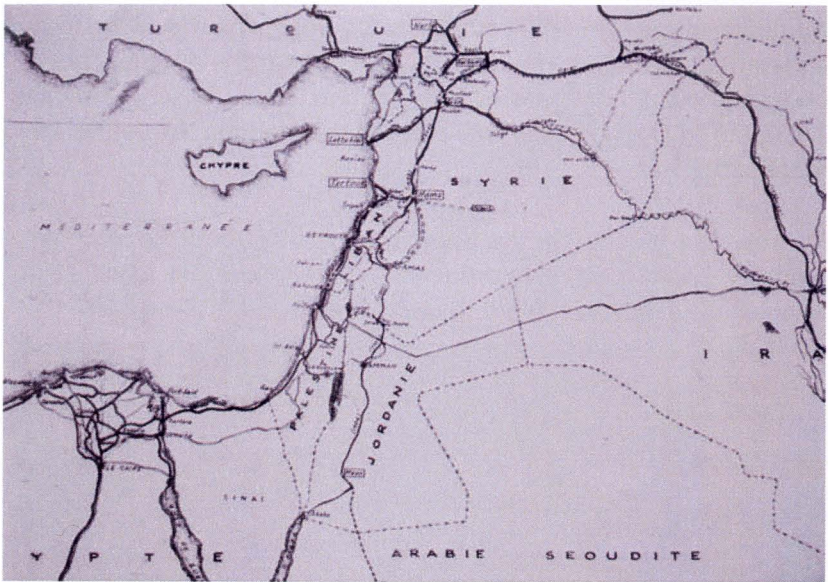
In 1941, British forces in Palestine start Haifa - Beirut railway instead of proposed Haifa - Riyaq line which was abandoned as too difficult. In 1942, Beirut - Tripoli railway was completed and by so, the whole coast was connected together. In 1961 the CEL - Chemin de Fer de l'Etat Libanais (The Lebanese State Railway Company) was formed. In 1975 the civil war started in Lebanon. Bit by bit the train started stopping. The civil war was not the main reason. None of the tracks was hit or closed during the war, but by then the automobile was proving itself more abundant since the train was slow and used to cause a lot of traffic while the government did not have enough money to upgrade it. So in the mid 1990's the last cement train from Chekka to Beirut stopped and everything was put on hold. The Polish diesel locomotive train is still being run in its shed at the Furn el Shebbak stockyards once a month. In 2009, the train line from Tripoli to Aaboudiye is being rehabilitated and from there it can connect to Syria. Many studies have been made to rehabilitate the whole line.

The project that is still being worked on now is by a French company "SOFRE RAIL". Concerning the trains, along the coast line, a diesel engine electric train used to run, while along the mountains, reaching Dahr El Baidar and Syria, they were all steam engine trains. After the trains were put on halt, all the copper was stolen from the steam trains while the electric trains were well preserved and are still working till now.



1881	concession to build
1895	Beirut-Damascus
1902	Riyah-Baalbak
1906	Baalbak-Aleppo
1908	coast reaching Maameltein
	automobile started to seem more efficient
1941	Beirut-Haifa
1942	Beirut-Tripoli
1961	CEL formed
	Lebanese civil war
1994	last cement train Chekka-Beirut
2009	work started on Tripoli-Aaboudiye

In fact, when we talk about history, we should get back to what the train meant to the whole area since the train in Lebanon used to connect the whole region together. A person coming from Europe could reach Africa without even changing trains. The track used to run from Turkey, since it was built during the Ottoman Empire, go down through Syria to reach Lebanon, and from there, it would connect to Palestine and Egypt. But since Israel appeared in the south, they didn't allow the line to continue because they were afraid that the Lebanese resistance would send ammunition into Haifa to the Palestinians. Other than that the station in Beirut opened the port area to Damascus. So the train actually played a strategic role in the region.



Regional map

REVIVING THE EXPERIENCE

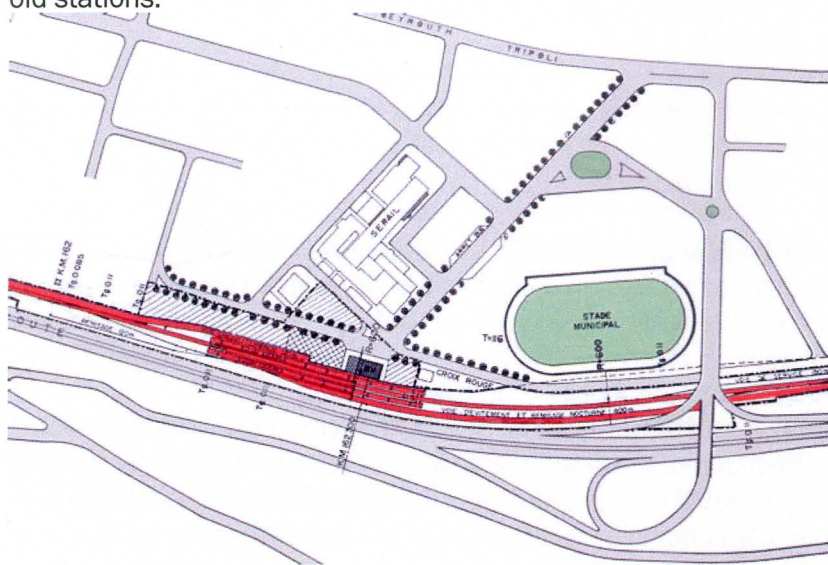
After having conducted interviews and understanding what the train meant to the people and to me, I wanted to revive the experience of the train. Taking the train was not just about going from point A to point B. It was more about the experience the passenger lived from point A to point B. It is a whole experience with the beast. The engine is screaming under the people while they are silencing it with the beauty of the nature around them. As the train was moving, people could hear its wheels as they were in constant contact with the rail. They could hear the engine. They could see everything passing by in motion. Today, all what remains are some tracks here and there. The expanded infrastructure ate most of the rail.

My objective is to revive the train. It is not only about reviving the memory. These memories produced experiences, and these experiences are also what I want to revive.



Tracks asphalted over

Many projects have been done to rehabilitate the track, but still, not enough resources are found to get this huge infrastructure back in motion again. A project by a French company, SOFRE RAIL, has been done to rehabilitate the train. The project was done in 1994 and the government is still working on this proposal. The train would start from a main station at NBT and from there it follows the old coastal line along the highway to reach back to the old stations.



Another project that is taken into consideration is the feasibility study by a Czech company, SUDOP PRAHA. This company did a study for the train in Lebanon and gave an estimate of the number of people who will be using it today and a cost estimate of the project.

Thus, if the train has to be functioning again, these projects are the main ones considered by the Lebanese State Railway Company. As long as we are not able to finance such projects, learning from them is the best at the moment so that we can directly adapt to such changes in the future.

IDENTIFYING STAKEHOLDERS

The program is going to be a junction where people travelling from and to different places can meet. In relation to that, I could identify several stakeholders.

ENTREPRISES stakeholders: Many companies would want to open because the program will be a place where all people can meet.

Trade companies will have a lot of interest due to the ease of transportation at the station which will be witnessing the operation of new markets.

Intermodal companies is everything required from taxi stops, bus stops, pedestrian access, bicycle stop, park and ride... and all the services that follow which will actually open many job opportunities.

Business companies will also be interested to invest in the project due to the heavy traffic which will be witnessed. Such companies could vary from fast food restaurants to top class restaurants, and from car rental to travel and tourism agencies. Other companies such as banks and such service firms would want to open next to the train station.

USERS stakeholders: These are defined by the main people actually using the station and spending money in it.

We have the **families** who will benefit a lot from the station for transportation, so the station could actually be used for work, leisure... and since it provides a lot of jobs, many families will actually benefit from that.

Other users are mainly the **tourists** since tourism is a big aspect in Jounieh and this project will open the area to the rest of Lebanon and even to outside the national borders.

The schools and universities in the area would be able to open to outside areas where **students** living a bit further from the region can be able to attend these institutions.

OTHER users:

NGOs play a big role in the area and in helping the community, so they will be interested in being located in places like these where we have a lot of human traffic where they will be able to hold their awareness campaigns.

SPATIAL REQUIREMENTS

ENTERPRISES stakeholders:

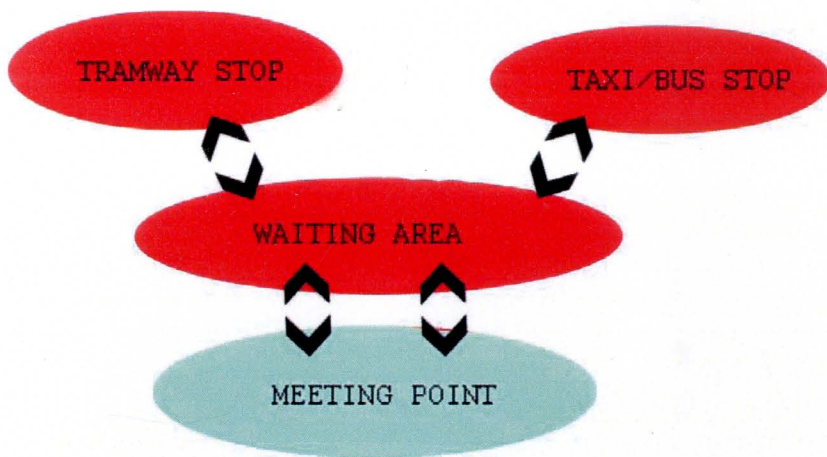
Offices should be provided to facilitate the work of the people while **trading** and other offices would be used by the **intermodal companies** to pursue the customer's needs easily. Not necessarily all companies need offices, some of them may just require a small kiosk for a better interaction with the people.

Other companies will be more interested in opening **businesses** in the area, such as retail shops and restaurants. So a specific area should be defined for them which will be in total interaction with the public.

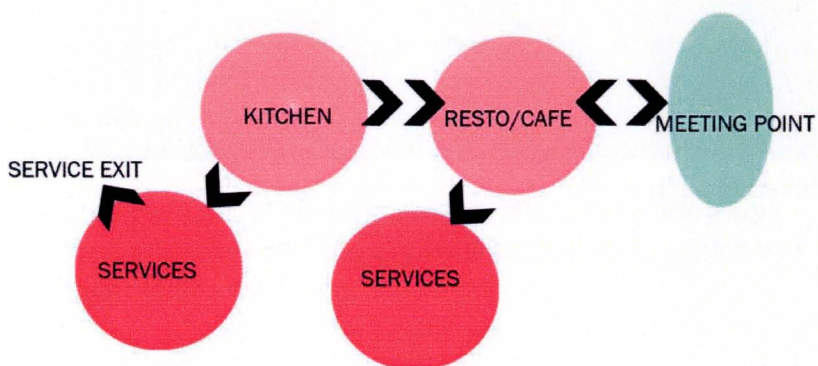
Other **business** companies would like to open there such as big firms and banks who will want to have at least an office on this strategic node.

USERS stakeholders:

Families and **tourists** will be using the station as a market place where they will go shopping or dining... other than that, the station will be a main transportation hub for them. For that, I will be creating meeting points and lounges where they can rest and wait for others. Other users such as the **NGOs** just need easy access for the staff to be able to communicate with the people. Couple of offices might also be provided to them.



Relationship diagrams



In order to understand better the spatial requirements of travel-related design, I identified several case studies which magnify the role of travelling through the complexity of the program.

These case studies can be categorized according to the following criteria.

- **New train stations**
- **Intermodal stations** (meeting of different modes of transportation)

From each case study, certain features have been studied. As a conclusion, everything was summed up in a diagram representing the different aspects analyzed.

The old station won't be able to accommodate for today's needs in its technicality and its space. Studying **new train stations** helped me define the needs of what is required today. They also show the relationships between the spaces and how they are linked to each other.

1. HAUPTBAHNHOF, BERLIN:

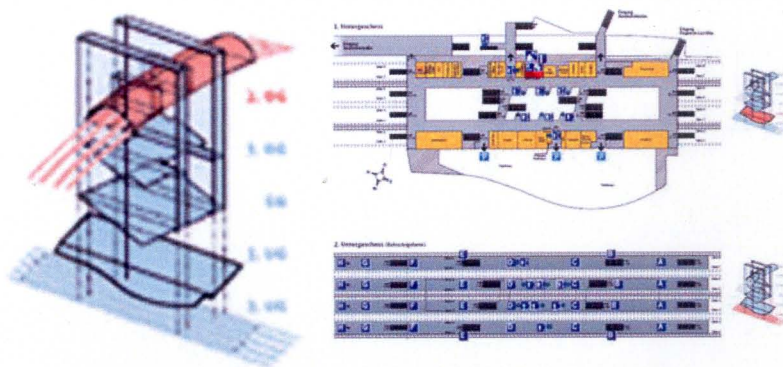
The station is not only an important transportation hub; it also provides a shopping center to people who are not intending to travel. So the new station created an attractive business center which has ideal traffic connection and is easily reached.



All the public area is opened to each other, the station was designed in a way leaving a big void in the middle which will allow light to filtrate inside.

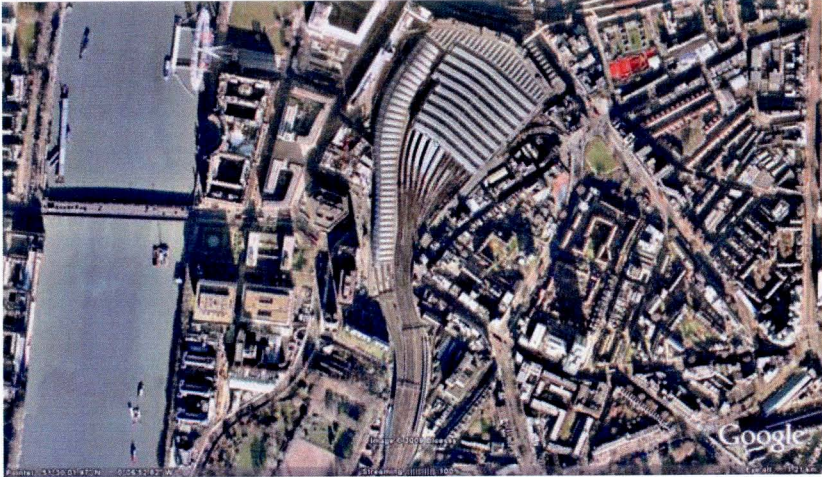
What most astonishes me about the station is how the people relate to it. The circulation is not located with the service areas, it is located in the middle of the void so that when people are going up or down the station they are always in relation with the motion happening around since visually all transportations are seen. So it's a celebration of mechanics while everything else, the services and retail areas are hidden inside. For me, it's a celebration of light, space and mechanics.



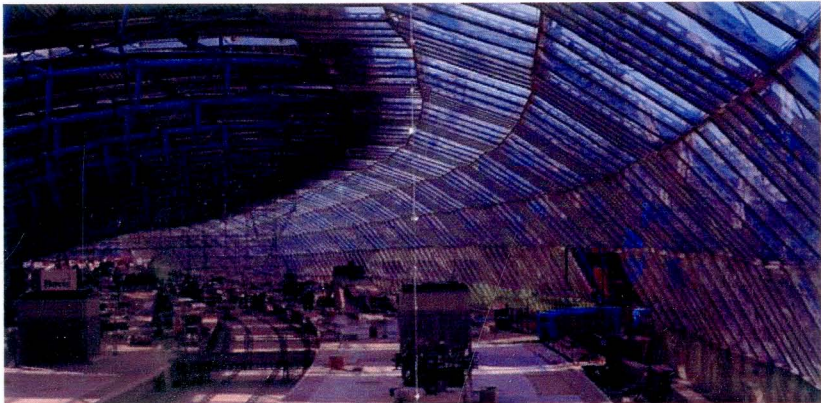


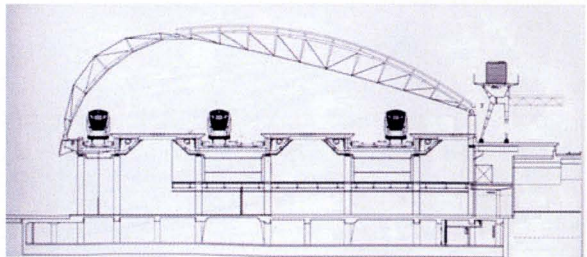
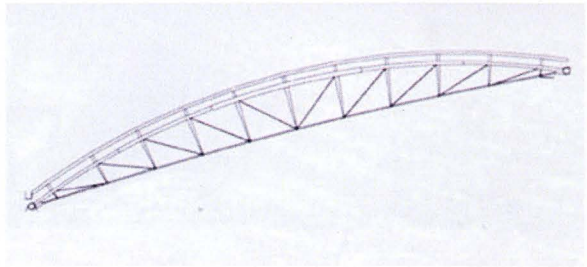
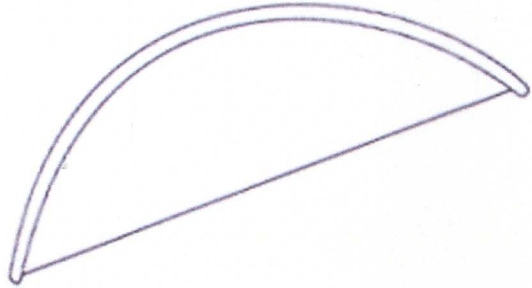
The station is of 7 floors that is without counting the mezzanine levels. The upper 2 floors are business and office quarters and the rest are opened to the public.



2. WATERLOO STATION:

My main interest in the station was the curved platforms. Being used for the Euro Star, one would suspect a station with linear platform. This curvature gives a sense of infinity where you want to discover what it's hiding behind.





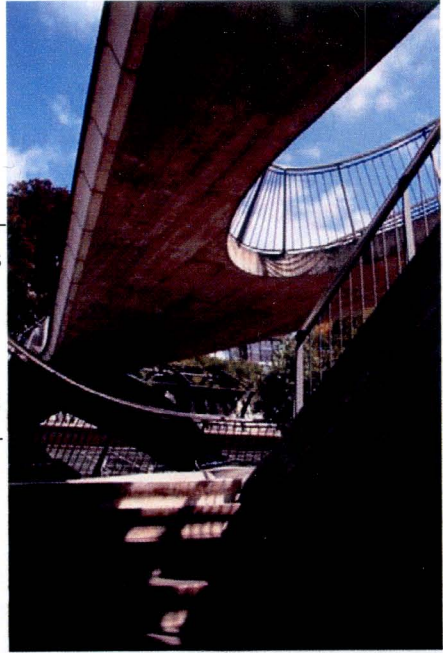
The other aspect of the station which is taken into consideration is the structure and how the various elements are assembled. The structure is the same as the bow and arrow where the steel is put under tension by metal wires so that the steel would actually arch.

3. STADELHOFEN:

It is a combination between the old and the new, where an old station was preserved but the surrounding was completely redone in a fancy twist of modern art, thus forming a striking combination of the new and the old.

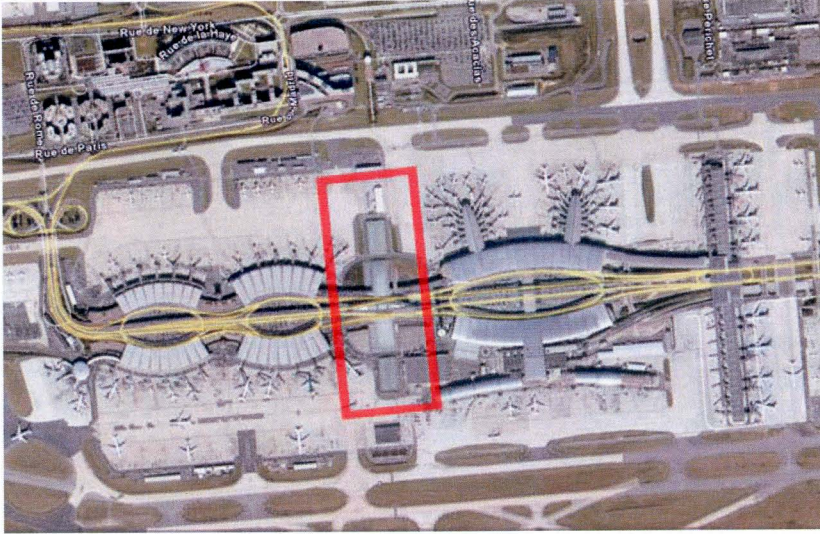
What I enjoy about Calatrava's work is the fluidity he uses in his structure; it always shows some kinetic movement in his buildings. The monumental structures gives the expression of a machine like object enlarged where you feel dwarfed in front of it.

The main structural components are the protective wall, which is set back from the platforms, the gallery which covers the railway on the side nearest the mountain, the newly erected bridge connections and a retail level which acts as an underpass to the intermediate track.



Intermodal stations are mainly transportation hubs. They must be able to accommodate all traffic from different means of transportation in an intelligent and clever way to keep minimum pedestrian and machinery traffic.

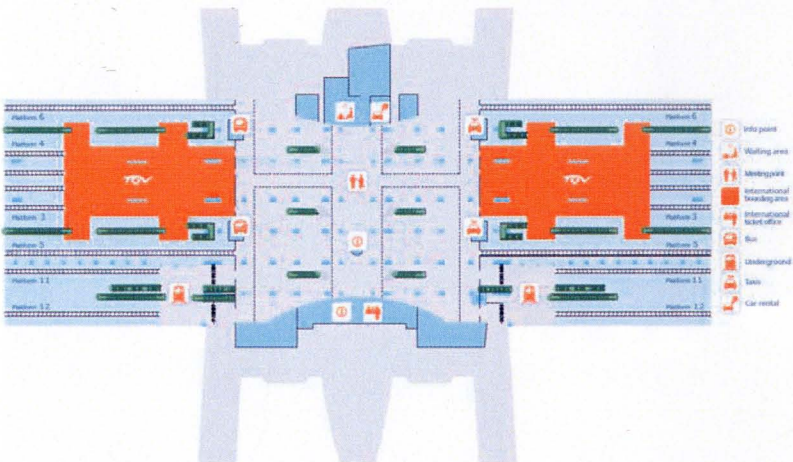
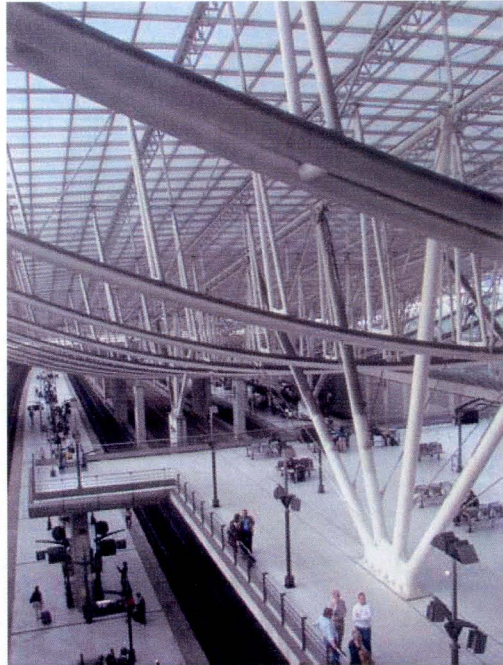
1. ROISSY CHARLES DE GAULLE AIRPORT:



“RER” and “TGV” station runs underneath one of the terminals of the airport.

Arriving to the station, you are always in interaction with the rest. As you reach to the terminal, you will be able to experience the planes, trains, and all the rest of the means of circulation.

When you are inside the station, you are always in contact with everything since its plan is open. As seen in the picture and plan, the waiting areas are one level higher than the tracks, and coming down to reach the waiting area you can also experience the dynamism of the structure which is floating all over you not to mention that there's an hotel in the middle.



2. ALEWIFE (MBTA STATION):

It is a local intermodal hub which includes pedestrian access, bicycle parking, park and ride, drop offs...



The station is found on the periphery of the city, located strategically connecting to all the highways around. For that, the station acts as perfect meeting point from which you can “park and ride”.

Since the station is not located in a main city hub, the architect was able to extend the parking ramps to the outside where the exit from the highway is much easier.



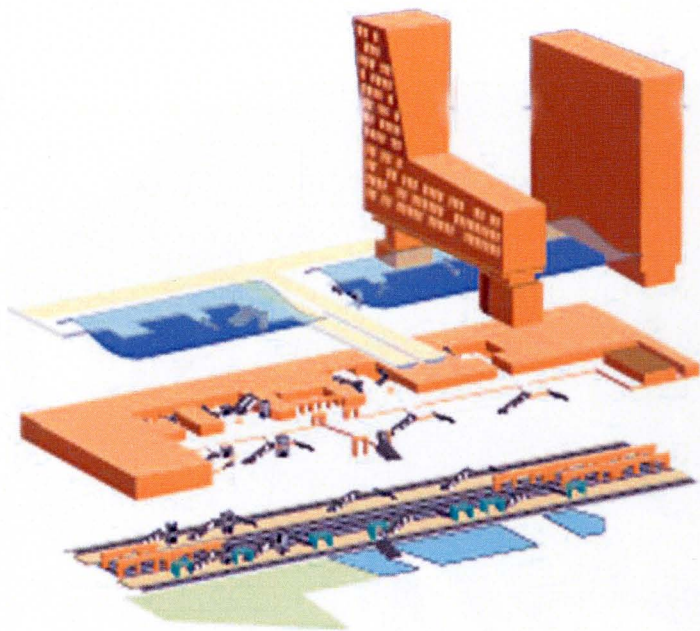
3. EURALILLE:

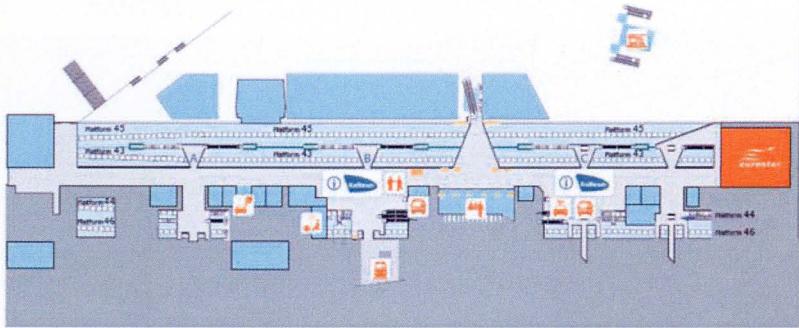


Having the train station put in Lille, it changed a lot the city around. It created a whole new node to the area since it became as a primary connection for the Europeans who are reaching to England.



Wanting to create this big node, In 1989, Euralille, a public-private partnership, conceived a vast program that will ultimately consist of +800,000 square meter of urban activities- shopping, offices, parking, a new TGV station, hotels, housing, a concert hall, congress accommodation...





Studying the plans, we can see how the architect tried to create the open space so he will allow light to go down to lit the station, and by that, people will be more exposed to what's happening around.



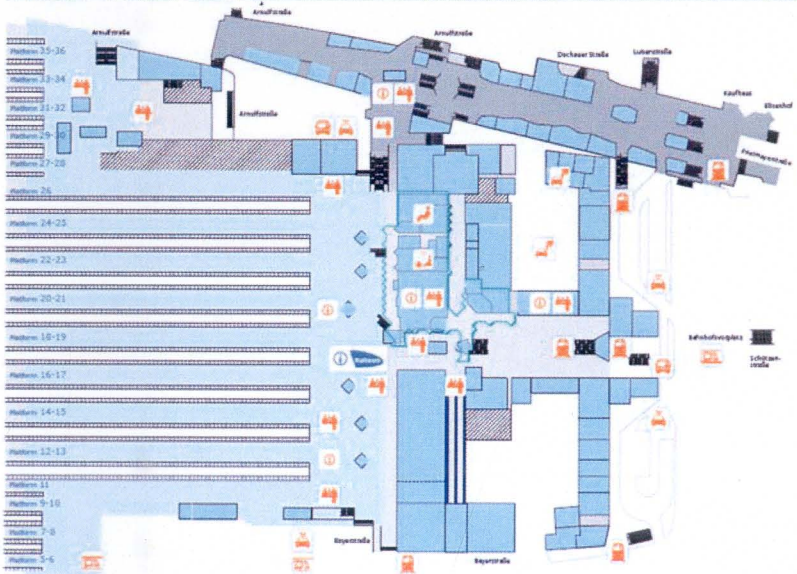
(wikipedia.com)

Having looked at many case studies and after I gained knowledge of the relation between spaces and how they are exposed in context, I continued to study other stations where I learned about the relationship between programs and what's there effect on an urban level.

-  Info point
-  Waiting area
-  Meeting point
-  International ticket office
-  Bus
-  Tramway
-  Taxi
-  Car rental

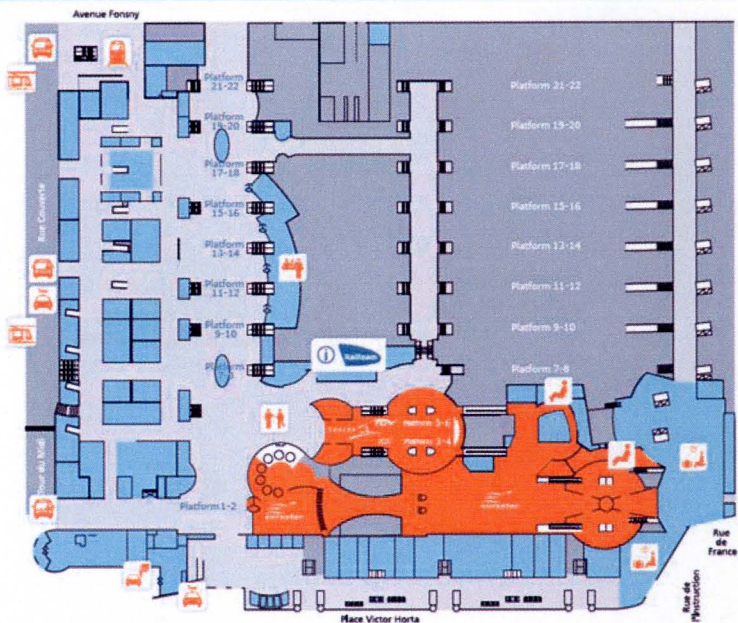
www.railteam.eu

München HBF (Munich, Germany)

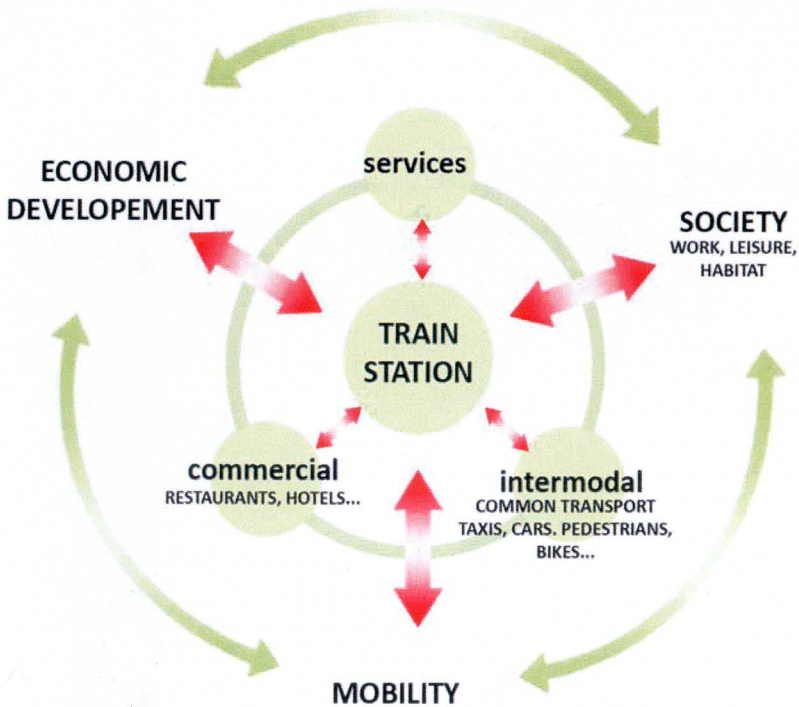


Looking at the plan, you can directly realize how all the services are distributed all over the place. They don't need much space; all they need is just an interaction with the public. Most of the stations, you actually travel through the commercial areas which is coded with the darker blue but still, a person who doesn't want to go through the commercial area, other exits are located so that you can directly exit the station.

Bruxelles-Midi / Brussel Zuid (Brussels, Belgium)



Having studied these stations, they all act as a meeting point, where we have a commercial area with all the other services that the station needs to function. On an urban level, these stations will allow for economic development and will also help the society in mobility.



Relationship diagram

The chapter will be presenting the design strategy on site. For that, user analysis has been produced and the program has been developed accordingly. Further site analysis was performed and the strategies have been derived. Most of the site data has been provided by the municipality and the rest were on site investigation.

The project will be dealing on the local level and the urban level.

It's taking into consideration all the elements which might affect it.

It will act as an icon for the area where people will come visit from all around.

At the same time, it will provide meeting points for the public to interact.





DESIGN OBJECTIVE

Having studied and understood the area of Jounieh, my intervention should play an important role in connecting all the diverse aspects of the region. The tourism factor starts from the bay reaching Harissa on the mountain tops. The socio cultural infrastructure is one of the key points of richness of Jounieh and the role of Jounieh as a business center. I should also take into consideration the urban fabric, at least on the periphery of the site since it is rich with many monumental structures not to mention the Old Souks that have been classified as national heritage.

The people of Jounieh should also benefit from the space since Jounieh lacks public spaces. The program will thus include public areas which will act as a meeting point.

Since the train won't return till later on, I will be suggesting a tram way system which will work over the old track line. The project is feasible since all the land is for the government and no one is allowed to trespass it. Accordingly my proposal for the site seeks to reuse the existing elements around, such as the railway, station and the city while harmonizing them into a new product. My project will have an urban environment with multiple levels of commercial and public facilities.

Why a tram not a train? The community is not ready for a train yet, there is not enough space to close roads completely for a train. The tram will communicate better with the people since it travels on slower speeds and it can travel on the same road as the cars.

I am building a public space for the community, this building should be able to learn and adapt to accommodate for future changes.



“HOW BUILDINGS LEARN” (Stewart Brand)

“We are in constant war with time which is not for our advantage for that we should learn to adapt quickly. This flow with time is also a flow with humanity so the building will be adapting to stay as much as possible in interaction with the people. And although we create the buildings around us, it doesn't mean that they are going to be our servants, they will keep on pushing us and forcing us constantly, for that, the building should be as flexible as possible to be able to work on these different levels.” (Stewart brand)

An intervention which aims at reviving the memory of the train should be able to communicate with the people on different levels allowing them to relive the memory of the train through architectural representation. The program will also have to deal with motion and speed, and at the same time, it should be in continuous interaction with the people of Jounieh providing activities and economical development to the community. There should be a clear junction between the past, the present and the future. The new technology of today's era should be able to portray the past and its memory.

Other than linking everything together, the intervention should be grounded on the site by linking it to all what is happening around on the periphery. It should be taken into consideration- since my project is affecting the whole region- that the stakeholders will come from all over, and they should not be only confined to the periphery of the site.

The intervention should be able to adapt later in case the train comes back in service. But adding a train to the project is a huge change by itself. The building must be able to learn and expand quickly to this kind of change and to respond to the ever changing conditions. Having a transportation hub will help me a lot since all the services can be upgraded to compliment the train and the program will keep on actively engaging with people. However, I should not be using the whole exploitation area found on site to allow for this future expansion.

PROGRAM**INTERMODAL STATION:**

- Tram way: a tramway will be built linking the diverse aspects of Jounieh following the old railroad line which runs parallel to the highway. It will have many stops in the city taking into consideration the touristic / socio / cultural infrastructure which Jounieh is rich with. It will help minimize the traffic within the city since people can park and ride. And since the tram is lighter than the train, it can work over the main streets without disturbing the circulation a lot, and all of that will help the people accept the idea of the train later.

- Bus stop: the bus stops should be categorized as express bus and others which stop constantly.

The express buses will be to the main cities, such as Beirut and Tripoli

Other buses will stop on every bus stop along the way.

The bus stop will also need to be provided with a waiting room and all the services that it needs such as baggage handling and information desks.

Required area for this stop including parking and the taxi stop is 1000sqm.

- Taxi stop: linked to the bus stop

- Parking: 1000 cars

Coming to the stadium

People coming to visit the Souks in Jounieh.

Park and ride

N.B. the people coming to watch a game in the stadium would be mostly in the afternoon (most games start at 6pm or 7pm), so this won't conflict with the people who park and ride to go to work in other areas since by the time the games start, they would have returned.

- Bicycle parking mainly for the residents of Jounieh.
- Pedestrian access
- Train stop: Jounieh will accommodate 15000 persons per day. Lebanon will accommodate 100,000 per day

N.B. the train study is based on a Czech feasibility (SUDOP PRAHA) study done in April 2001. The study was done on rehabilitating the line between Jounieh and Tripoli. It also gave the estimation of number of people that would be using the train today.

COMMERCIAL:

- Retail shops: they need to be on the ground floor for them to be in maximum contact with the public. On the ground floor the maximum allowed is 7500sqm of build up area, so most of this area, approximately 5000sqm will be used for retail, while the rest of the area will be used either for circulation or other services.
- Eating areas: should be divided upon different floors. The program will have to accommodate for a food court areas and restaurants.

MUSEUM AND WORK OF PUBLIC ART

- The museum should mainly be about the people's memories.
- Old tracks and carts will be on display and exhibitions can be held in them. This should also provide landscaped areas where people can go around. (relate back to rails to trails)
- Public areas should hold work from the public art.
- Gift shop: most of the money returned to the museums is mainly from the gift shops.

SPORTS STADIUM

- The stadium already accommodates for 5000 people, no intentions of expanding the stadium since big games which require more seats are mainly played in the Camile Chamoun Stadium in the capital Beirut.

- Update the services: press rooms, lockers...

The stadium must be able to connect to the station directly, so everything should be taken into consideration for the link without disturbing any of the existing structures there like the Fouad Chehab memorial.

BUSINESS ENTERPRISES

- Offices will be provided. The offices are going to be on upper floors since the interaction with public can be minimized.

SERVICES

- ticketing booths
- car rental
- information desks
- lounges
- waiting areas
- meeting areas

N.B.: all the services are at the ground floor. They do not require a lot of space, maximum one office which can be situated between the shopping areas.

TECHNICAL WORKSHOPS

- wood workshop
- steel workshop
- monitoring base
- staff resting area

N.B.: all the technical area should be either placed on the ground floor away from the public area, or underground with the rest of the services.

ADMINISTRATION

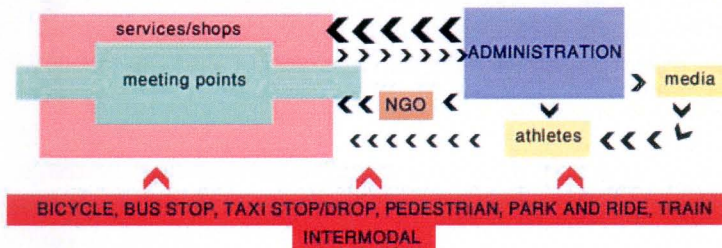
- treasury
- management
- administration

The management should be on the upper floors where they can follow all the activities from up there. However, at certain instances, there should be a certain interaction with the public.

The program also benefits from the surrounding buildings, since 3 hotels are located in less than 5 min of walking distance, not to mention all the other activities the town provides. In addition to that, a red-cross building has been built next to the site which will be taken into consideration and will have access to the station and the stadium.

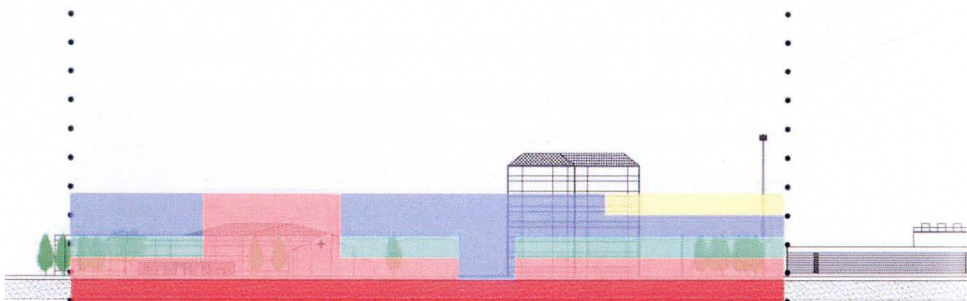
The commercial areas that my project will be handling should not compete with the souks there; instead they should work with each other with full interaction. For that, the commercial areas will be placed on the main axes which connect directly to the Old Souks of Jounieh.

STAKEHOLDERS	PROGRAM	SPATIAL NEED
GOVERNMENT	MANAGEMENT/ SERVICES	OFFICE/ MEETING ROOM
MUNICIPALITY		NO OFFICES ARE REQUIRED, JUST EASY ACCESS
STAFF		RESTING AREAS/ LOUNGES
ADMINISTRATION		OFFICES/ SERVICES
TRADE COMPANIES	SERVICES/ SHOPS	OFFICES
INTERMODAL COMPANIES		OFFICES
BUSINESS COMPANIES		RESTAURANTS/ RETAIL SHOPS /CAFES...
FAMILIES	MEETING POINTS	LOUNGES/ SERVICES
TOURISTS		LOUNGES/ SERVICES
MEDIA	SERVICES	TELECOMMUNICATION SERVICES
ATHLETES		UPDATING THE FACILITIES AND SERVICES
NGOs	SERVICES	OFFICE



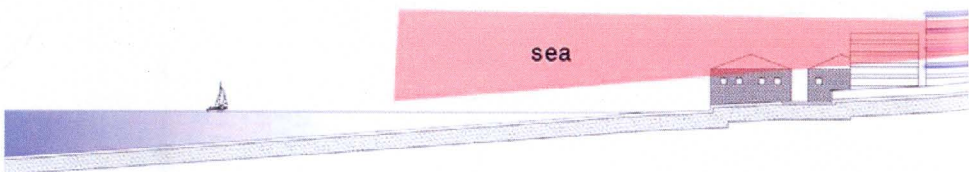
- ● ● COMMERCIAL AREAS: RETAIL AREAS/ SHOPS, RESTAURANTS, CAFES
- ● ● MUSEUM AND WORK OF PUBLIC ART: MUESUM, RAILS TO TRAILS, GIFT SHOP
- SPORTS STADIUM: EXPAND, UPDATE PRESS ROOMS AND LOCKERS
- ● SERVICES: TICKETING BOOTHS, RENT A CAR, INFORMATION DESKS, LOUNGES, WAITING AREAS, MEETING AREAS
- TECHNICAL WORKSHOPS: MONITORING BASE, TELECOMMUNICATION AREAS, WOOD/STEEL WORKSHOPS, STAFF RESTING AREAS, MECHANICAL AREAS
- ADMINISTRATION: ADMINISTRATION, MANAGEMENT, TREASURY

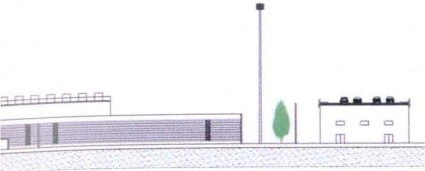




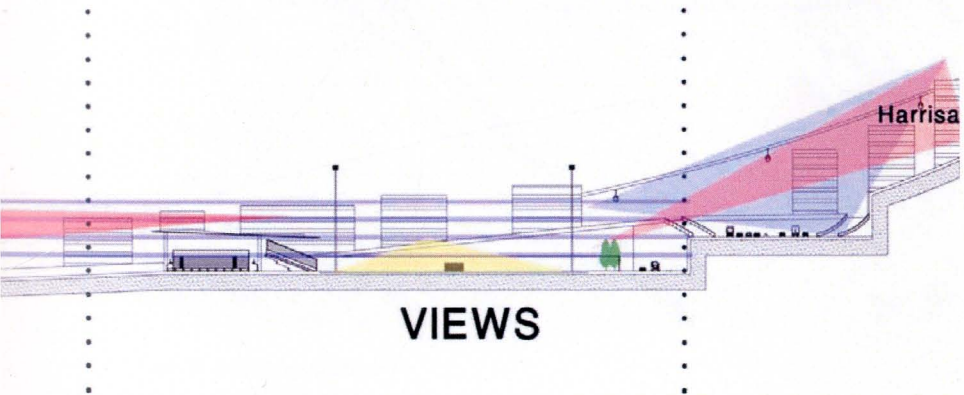
PROGRAM MASSING

Having studied the relationship between the programs, amassing model has been developed and it show a general program distribution in section.





The views are also based on a section which shows how each program can benefit by either going couple of floors high or if the relationship with the program allows such in the case of the media.



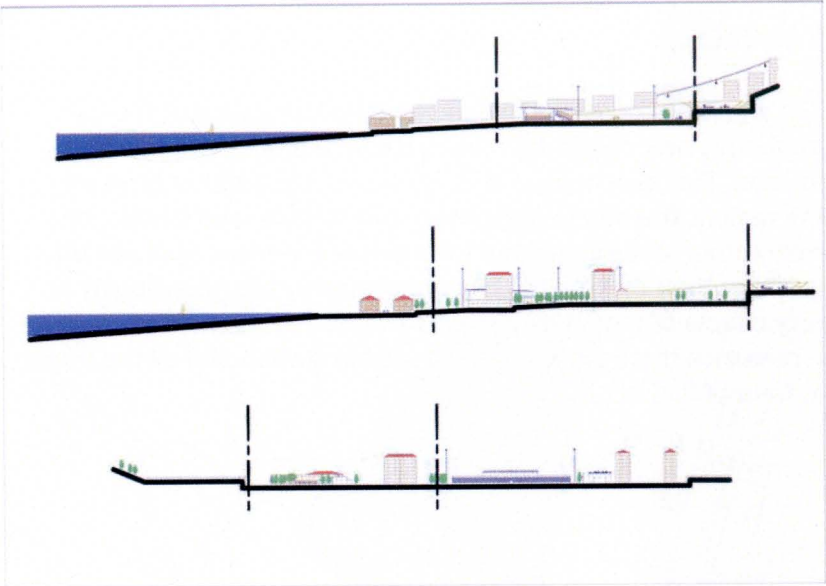
SITE ANALYSIS

Based on what has been discussed, and on the developed program, these strategies should be taken into consideration.

A general plan and couple of sections have been developed which will be used throughout the analysis.



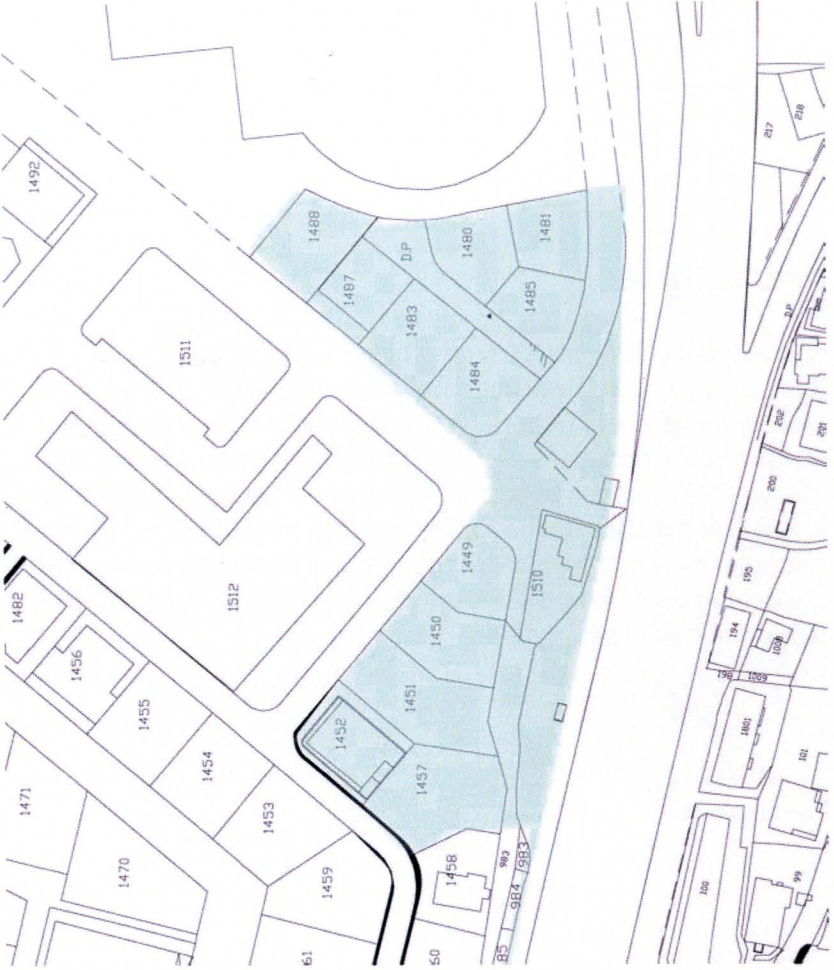
Roads connecting to site



Sections

PARCELS:

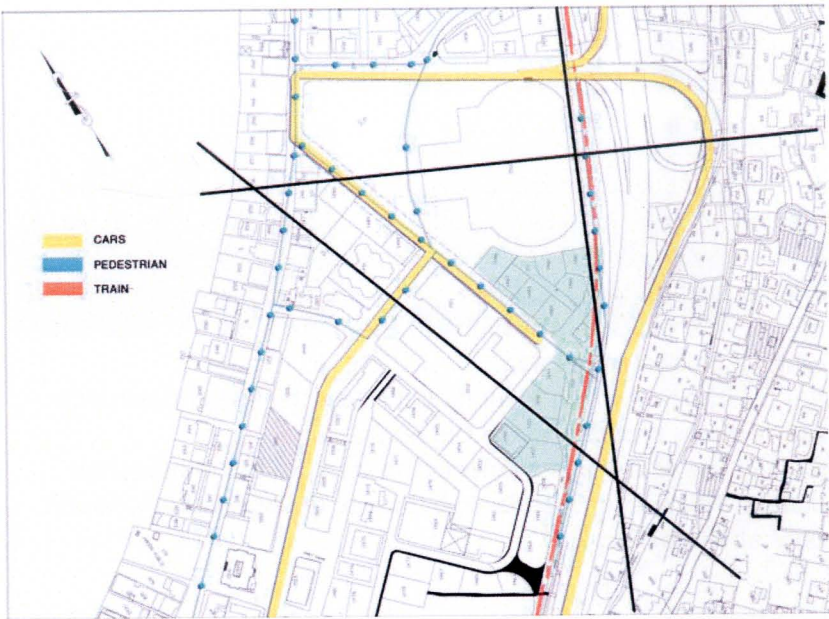
The site is a proposal of joining multiple lots together. The lots are empty now except for one land where a business building is located. This building should be displaced to another area within the region. The municipality might provide the land since it owns many other lands inside the town where the main business district is. Other than that, all the lots are owned by the municipality and only couple of them has a private owner. The government also has a presence there since it owns the train station and all the tracks in front of it.



Parcels used

CIRCULATION:

The site is located directly on the highway and circulation around it is pretty set and flows smoothly where the exit to Jounieh is directly found on its periphery. The coastal road is also linked to it which is easily accessible through the site. The old souks and many other business enterprises can be all reached in less than 2 min walking distance. The residential part of Jounieh is located on the other side of the highway; therefore, a pedestrian bridge can be located on an empty lot just in front of the site so that these 2 sides can be linked together.

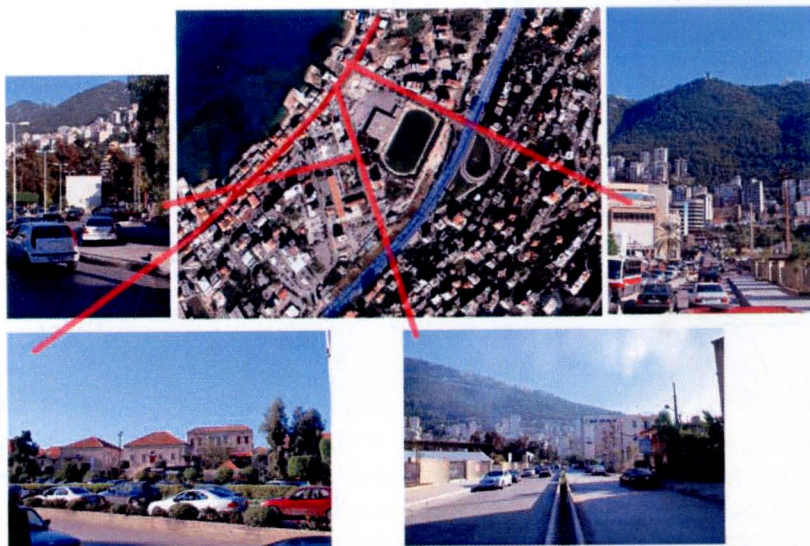


Site circulation

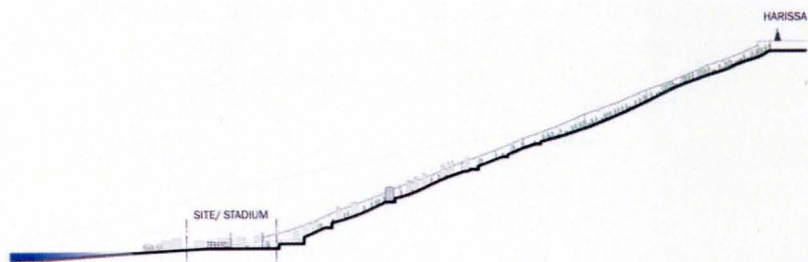
VISUAL AXES:

5 moments of vision can be defined:

1. The highway which is an international road connecting all the coastal cities together.
2. Exit to Jounieh: This axis continues directly and actually intersects with Harissa.
3. The Old Souks of Jounieh. They constitute a coastal axis running parallel to the sea.
4. The axis which is running through the site and actually connects my program to the Old Souks.
5. The axis which connects the stadium to the business district. This axis intersects with the site at the President Fouad Chehab Memorial.



Visual axes



Section to Harissa

EXISTING STRUCTURES: (municipality, 2008)

Other than the station, I have 2 existing structures on the site. They both date back to the 1960's with the beginning of the introduction of concrete buildings in Lebanon.

Both buildings are structurally daring and represent an icon for the area.

Fouad Chehab Stadium. The entire stadium is being held on diagonal columns. When you look at it, it is as if the concrete is just lying on the columns without any significant connections, and as the structure becomes closer to the ground it increases in size. Same for the ceiling, another genius design where the architect was able to cantilever a huge span with another structurally daring structure holding only on 2 beams with enough stiffness and lightness to cantilever over the stadium.

RED CROSS, designed by Raul Verne, the building is designed of falling planes held on each other. We can also see that the architect started understanding the beneficial aspect of concrete where he was able to extrude faces in and out as he wanted.

Other heritage structures which should be taken into consideration are the Serail building of Jounieh. It is just on the periphery of the stadium built in 1891, and a memorial statue for President Fouad Chehab which is also found on the site, and dates back to year 2000.



Fouad Chehab Stadium



Red Cross

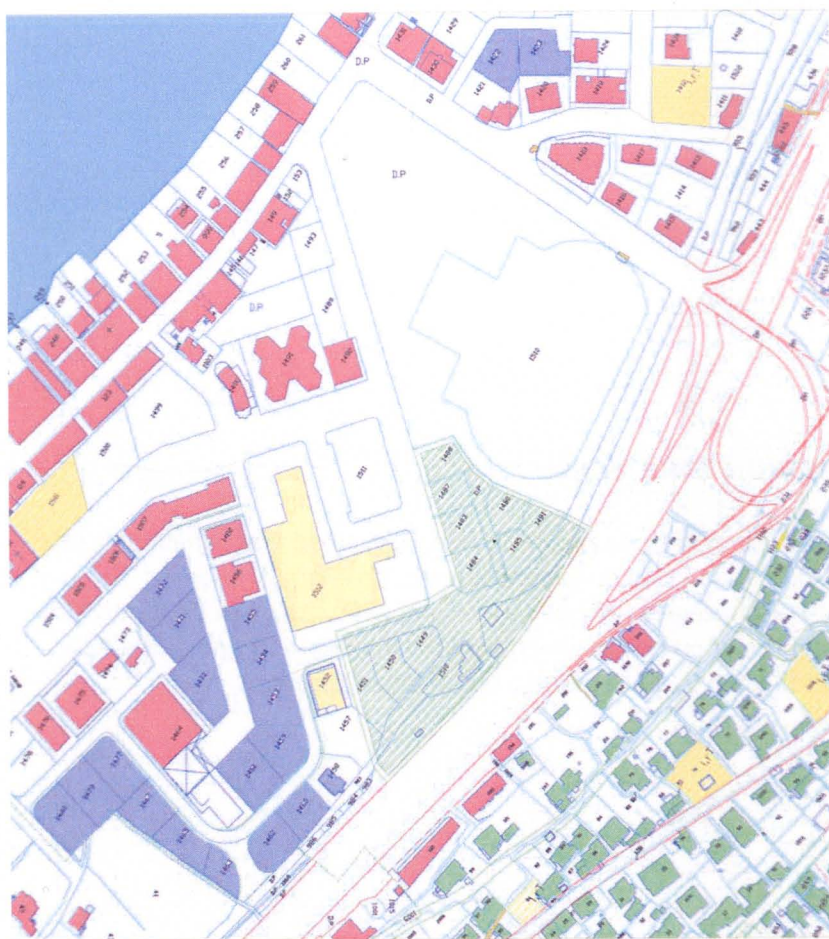
Zoning regulations and building laws (municipality,2008)

USABLE AREAS=15,000 SQM

FOOTPRINT= 50%=7500SQM

FAR=2=> total built up area=30,000

TOTAL FLOORS=6=> 22m maximum height



site of intervention

-  residential
-  governmental
-  commercial
-  business offices

DESIGN STRATEGIES

Many design strategies have been identified from which only one will be taken into consideration and developed.

Other strategies will not be ignored, everything will be thought of and the good points which help my intervention and add a new dimension to it will be also taken into account.





Schematic 1: the XYZ

After studying the site sections, I found out that the site is wedged between the stadium, the highway and the rest of the city. From that I realized that the area located next to the stadium can actually have a wide view of the sea if the building is raised a bit higher than the stadium.

Being located next to the highway, I want to stretch my intervention along the whole site to imply motion and for that, in the future if a train runs again, this long stretch will be able to accommodate for its services in a better way.

A road is passing through the site. I will use this road to connect with the Old Souks in order to reach the sea. Mainly commercial areas will be located on that strip of the project to relate them back to the Souks.

This system works as an XYZ axis. It takes into consideration the plane and what is happening around the site, and at the same time, it takes advantage of the views.

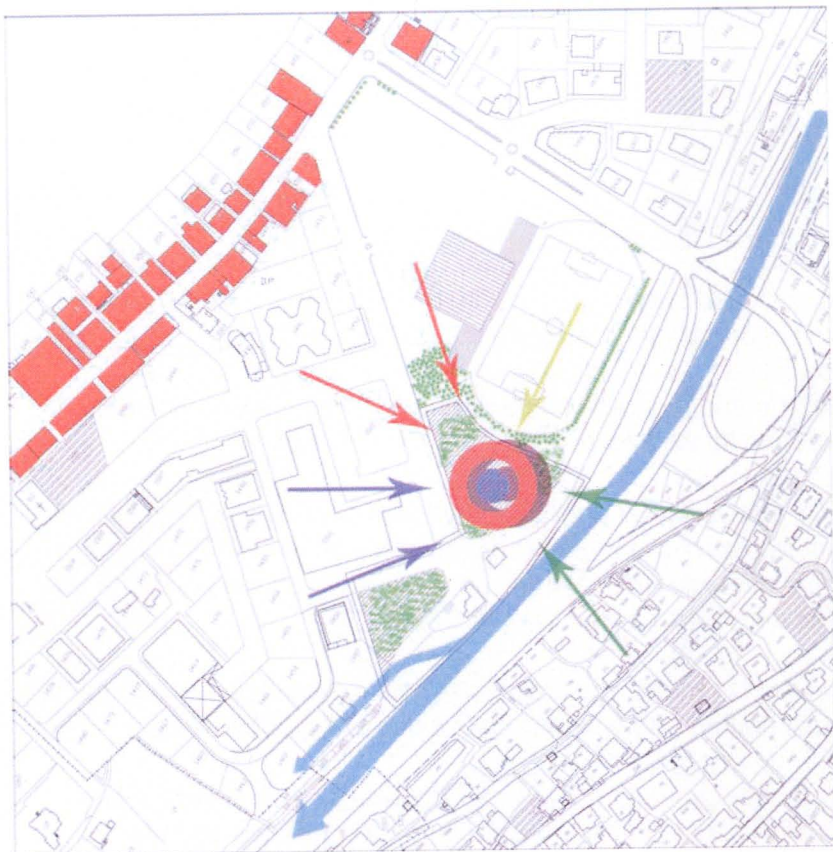
XYZ relates to the whole area and what is happening around. It is not just related to travel but it also takes into consideration the place.

Schematic 2: the Icon

Having dealt with the complex system of train and travel, and the speed, technology and motion induced the idea to build a high tech building, taking advantage of all the technology which is in our knowledge now. The building would stand out in context where it will act as a landmark for Jounieh.

I want the travelers to relate to this landmark, and therefore I want to be seen from all around Jounieh acting as a lighthouse for the whole bay. This intervention will provide public spaces around since it will not use the whole site. This project will be placed close to the stadium where it can relate to it and will have the advantage of the views.

The icon relates more to travel where a person will want to reach a certain landmark and explore around.



Schematic 3: the underground

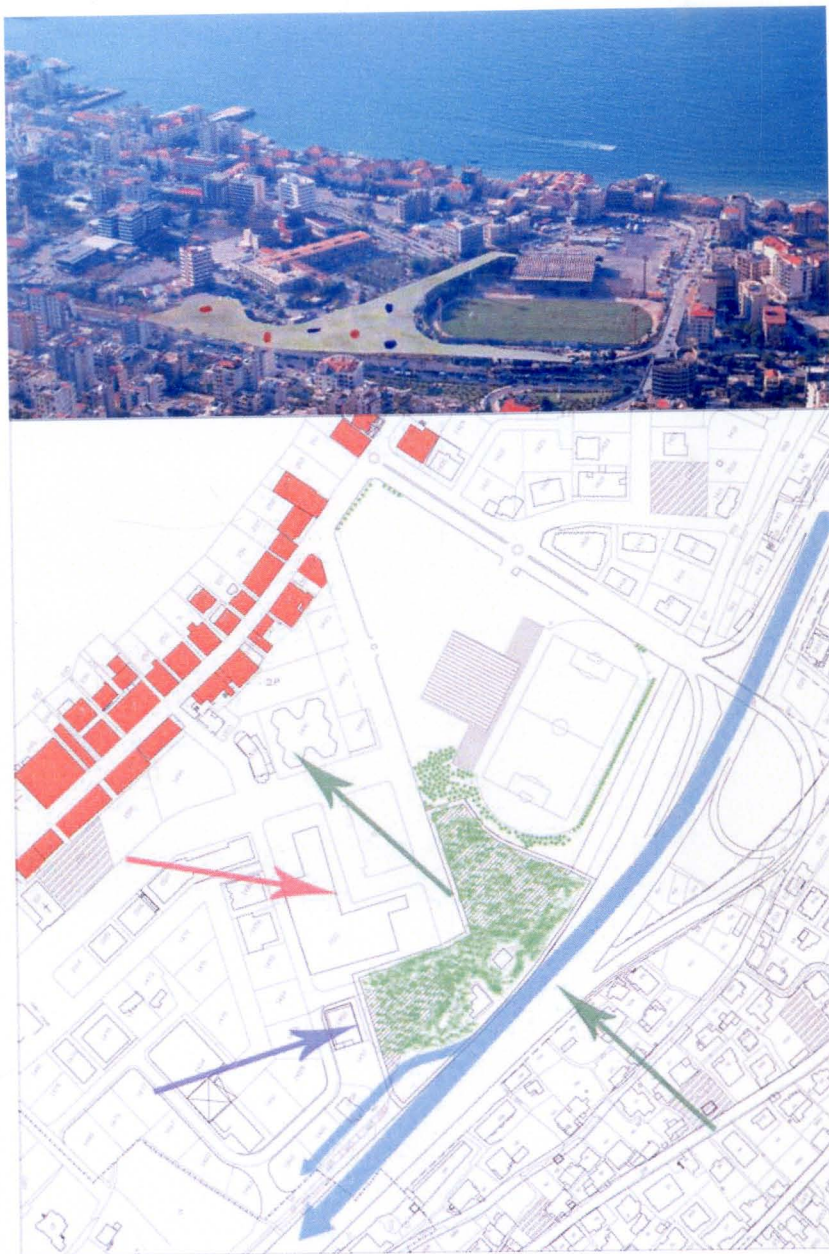
Train stations act as meeting points for people coming from all around. I therefore want to provide maximum public space for people to benefit from the site. The intervention will act as a big landscaped space which will be a meeting point for the people and especially for the community of Jounieh.

Most of the program will be developed underground where it can free the space above.

Having the project underground does not prevent it from interacting with its surrounding. The project will be linked to the stadium from one side where we will have the main access point and also this axis links back to the Old Souks.

On the other end, the project will be connected to the existing train station where we will have a link to the public area.

The underground, relates more to travel since it creates a lot of public spaces which will be an important meeting point for all.



Schematic 4: cluster

Intervening on a historical area, I do not want the structure to overwhelm the surrounding buildings therefore I want to fragment the different parts of the program into several buildings.

I will be having multiple structures on site and a landscaped area all between. This plan will help in defining the program better and will relate better to the surrounding structures.

The cluster plays an exciting role for Jounieh where everything is well organized and no one will bother the other.

CONCEPT

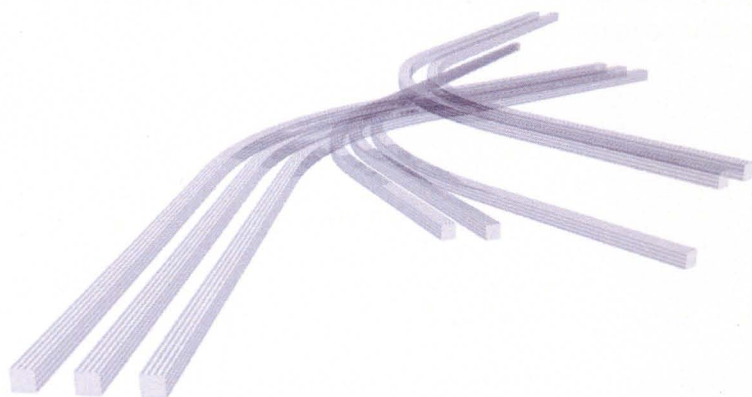
Having studied these strategies on site, I came back to my main theme and how to relate these strategies to the motion and speed and mechanization.

I wanted to capture all the main energy created around the site to seize it and embody it in a futuristic approach on site.

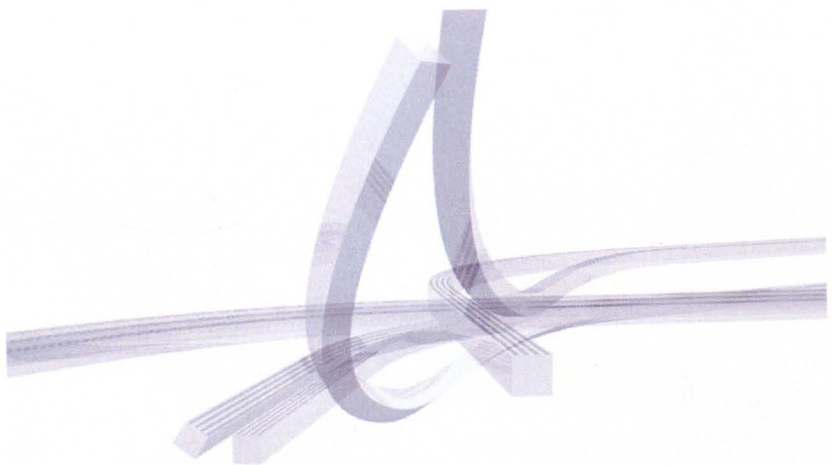
I started by analyzing the energy around my site. The main energy is due to the motion happening on the highway next to it. When you are on the site, the highway has an overpowering presence being located directly on its periphery.

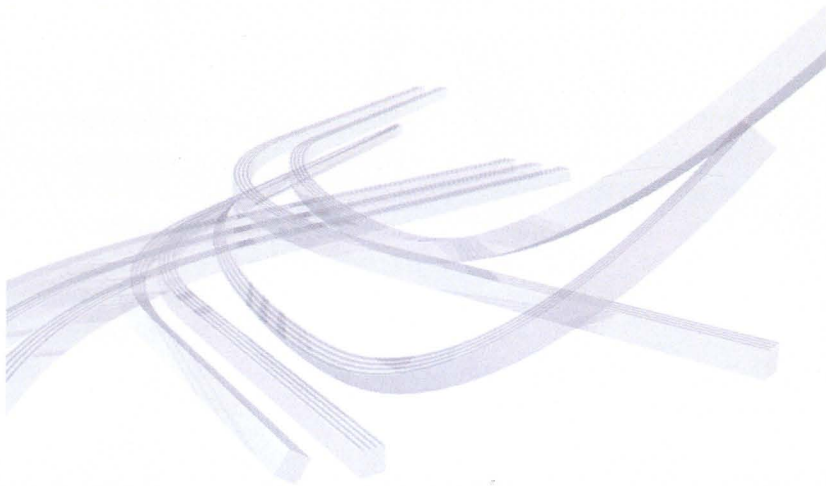


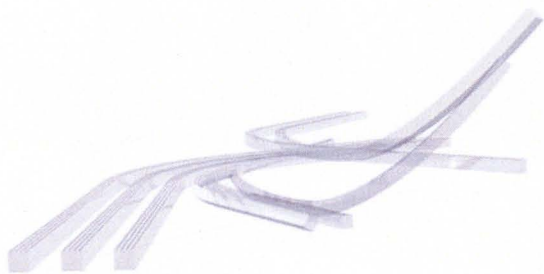
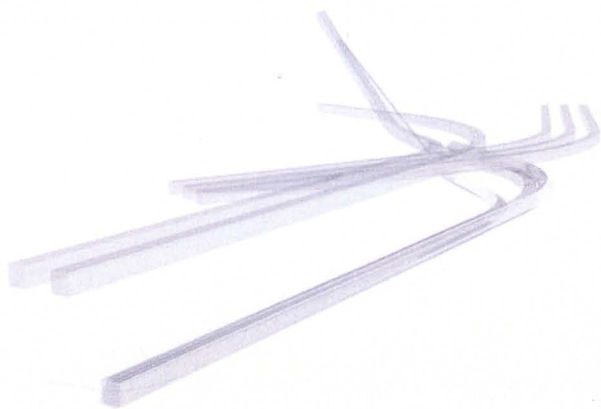
Energy diagram



What I want to do is to take this energy and concentrate it on the site. Having done that, the people using the facilities on the site will also be able to get to merge with this intense motion. So what I'm actually doing is taking the energy from the highway since it is the main source of motion and machinery next to it and I will illustrate it in my building. The users of my building will follow the same track but in the opposite direction and by that they will also be diluted in this motion.







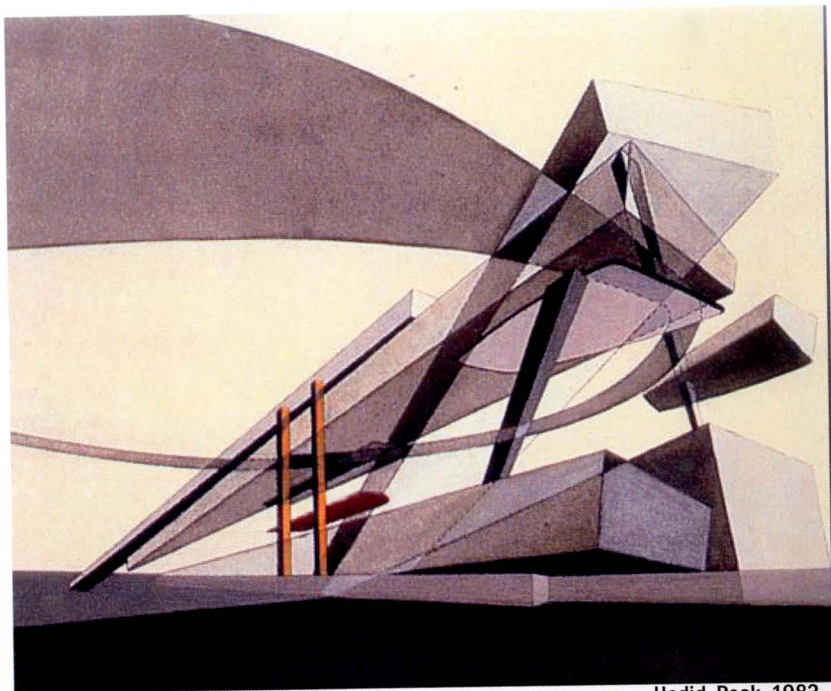
CASE STUDIES

Having all the criteria in mind, I started searching for case studies which best represent this vibrant community filled with speed, motion and machinery. I looked at many case studies such as:

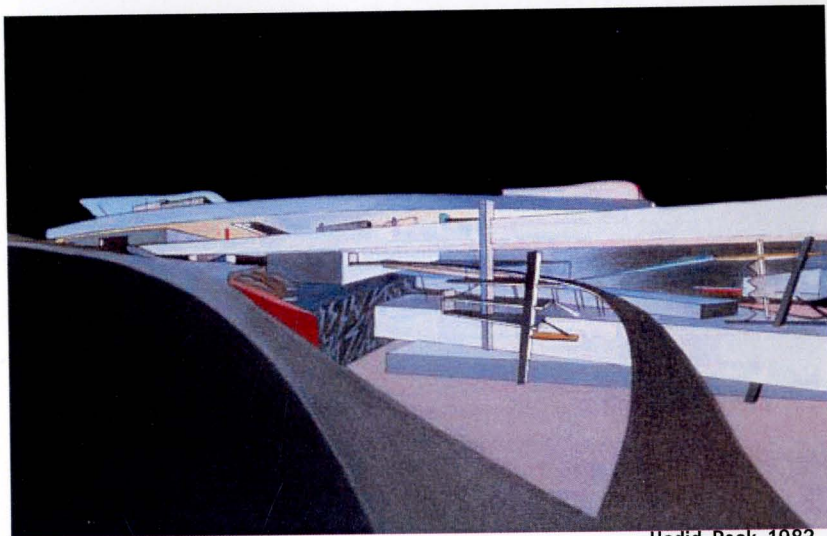
The Peak in Hong Kong by Zaha Hadid

The Peak is an exploding structure from the mountain side of Hong Kong. It was intended to be a sports club and a spa where a person would enjoy the interaction with the public and with the outside.(Hadid, 1983)

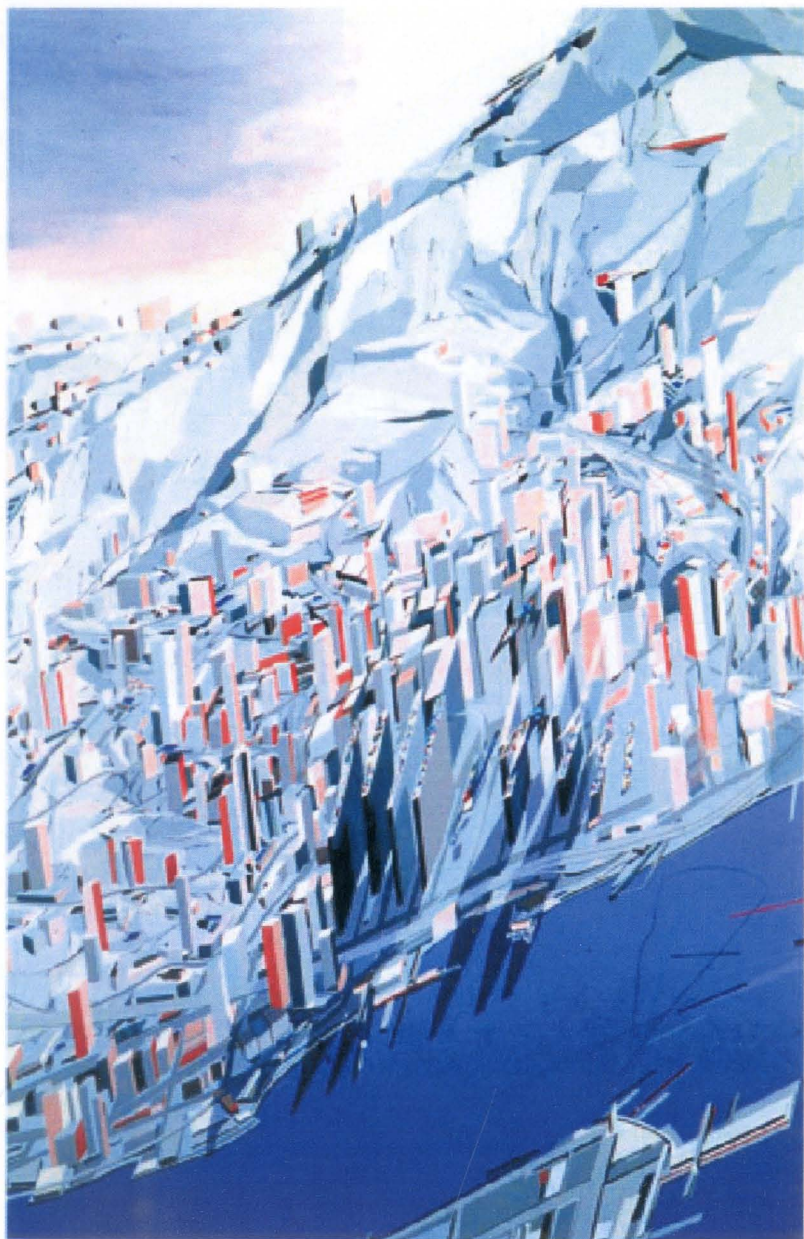
The drawing allows us to see how different places meet at odd angles. The floor and the ceiling will become confused in space and fragmented in function. The painting gives us a perspective of how the Peak overlooks the whole city of Hong Kong and how it stands in contrast to the other architecture. (Pritzker monograph 34, 2004)



Hadid, Peak, 1983



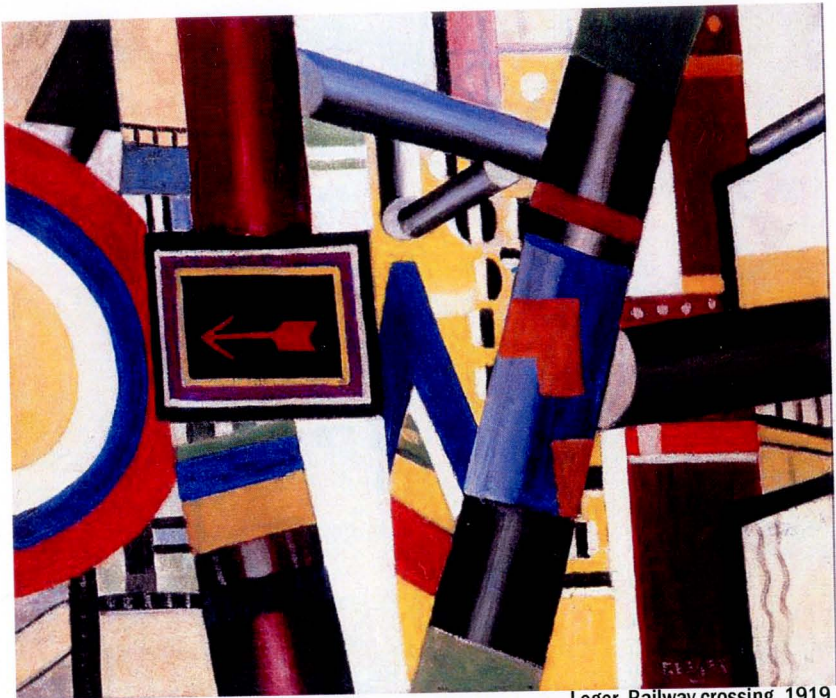
Hadid, Peak, 1983



Hadid, Peak, 1983

Other artists were also researched, such as Fernand Leger who showed a big emphasis between his drawings and motion. His movement mainly belongs to Tubism, Cubism and Modernism.

In his drawing, "Railway Crossing" you can see how everything is intertwining and mixing together in this big fuss which allows you to feel the rush and motion and the crossing.



Leger, Railway crossing, 1919

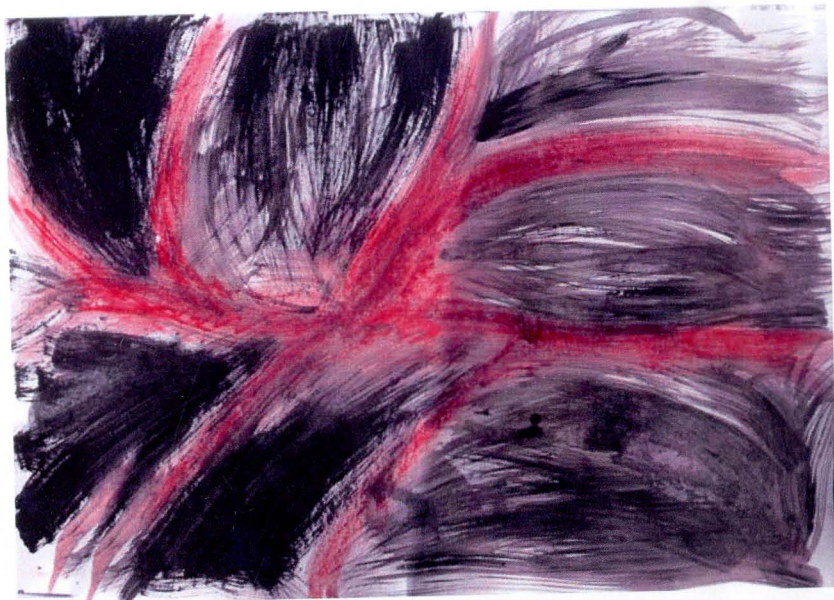
VISIONS

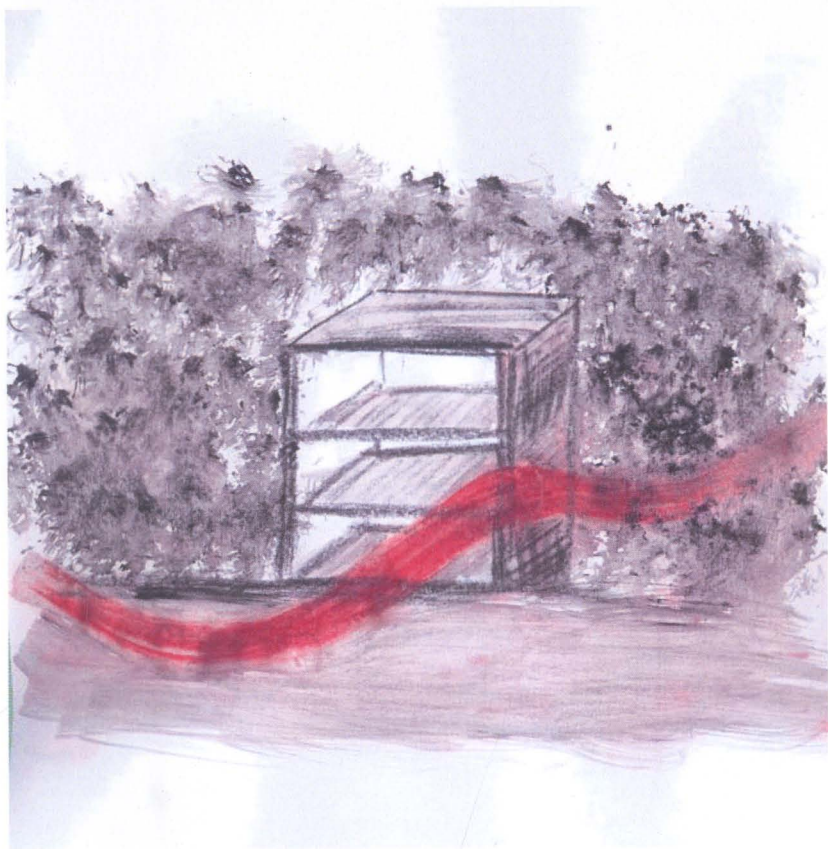
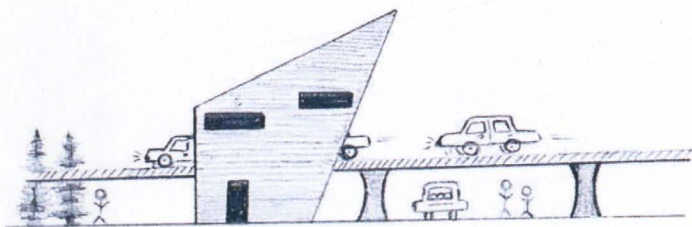
The intervention should test the building's boundaries on all levels where it should be in constant inter-action with everything happening around. The building should appear as if an earthquake just hit it and everything is shifted and in motion.

My intervention will be linking all the aspects of Jounieh together working on a combination of the strategies defined.

We should keep in mind that the memory is in fusion with personal imagination seeing it through mechanics.





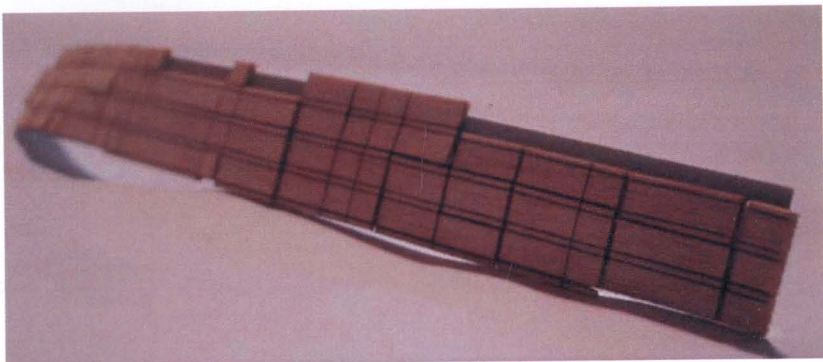
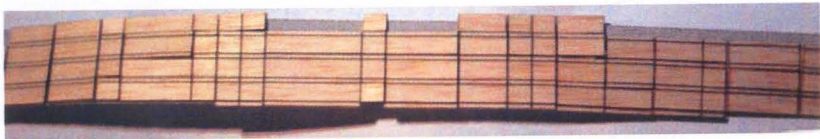


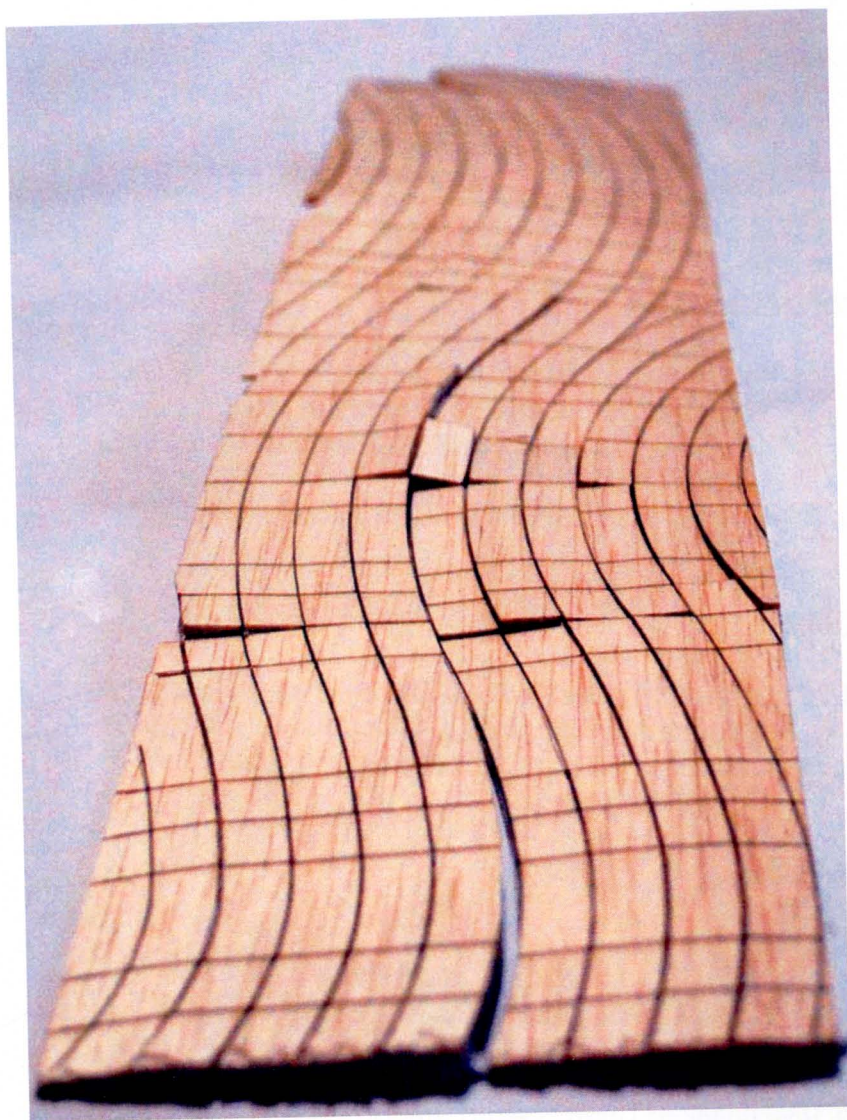
SKIN EXPERIMENTS

Having started with my visions, I started studying the building envelope which should also portray speed, motion and dynamism.

What I started to do is to draw horizontal lines and started breaking up the surface. Then I went on experimenting with a more dynamic shape.

The experiments did give me a sense of infinity were you will try to follow the line till it disappears behind the object, and these horizontal lines will work great for me since they also give a sense of motion where you will keep on going through out my whole building.





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Al mashriq.
2. [Http://www.jounieh.gov.lb/](http://www.jounieh.gov.lb/). Municipality of Jounieh.
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4. [Http://wikipedia.com](http://wikipedia.com)

MONOGRAPH:

1. [Pritzker monograph 34, 2004](#)

ANNEX

Many interviews have been done with the managers and head of the order of The Lebanese State Railway Company (CEL). They introduced me to the general system and the complexity of the infrastructure.

At the headquarters of the common transportation in Lebanon at **NBT**, I met Mr. Joseph Abou Khalil. He's the head of the office there, he introduced me to the status of the public transportation in Lebanon.

In **Mar Mekhael**, the headquarters of the CEL, I met the manager of the Railway company in Lebanon Mr. Radwan Bou Nasr and I also met the head of the order of the CEL Mr. Bechara Assi. They introduced me to the status of the railway in Lebanon. They also helped me in entering the Station in Jounieh and survey it and they provided me with the plans of the SOFRE RAIL company who worked on rehabilitating the tracks in Lebanon.

In **Saadeneyl**, special thanks to Mr. Ziad El Homsy. He's the president of the municipality there. He showed me around the old station and the train that the municipality got and turned it into a public library.

The head of the engineering department at the **municipality of Jounieh**, Mr. Elie Salame, provided me with all the cadastral maps and also gave me technical information about the change in the demography in Jounieh.

Mr. Elie Abboud is the manager of the "**Fouad Chehab Stadium**". He gave me a brief history about the site and showed me around the program of the stadium.





